



**AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY
AGENDA
(AMENDED 4-27-17)**

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

Thursday 9:00 A.M., May 11, 2017

CHAIR
Vacancy

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Steve Manos
Lake Elsinore

Russell Betts
Desert Hot Springs

STAFF

Director
Simon Housman

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

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

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

Live Streaming of the meeting will be available during the meeting on our website at www.rcaluc.org.

In compliance with the Americans with Disabilities Act, if any accommodations are needed, please contact Barbara Santos at (951) 955-5132 or E-mail at basantos@rctlma.org. Request should be made at least 48 hours or as soon as possible prior to the scheduled meeting.

1.0 INTRODUCTIONS

1.1 CALL TO ORDER

1.2 SALUTE TO FLAG

1.3 ROLL CALL

2.0 PUBLIC HEARING: CONTINUED ITEMS

NONE

3.0 PUBLIC HEARING: NEW ITEMS

MARCH AIR RESERVE BASE

- 3.1 ZAP1246MA17 – Southwest Premier Properties, LLC (Representative: Divina Management, Inc. Teresa Harvey)** – County of Riverside Case No. PP26220 (Plot Plan). A proposal to develop a truck terminal distribution facility on 19.2 acres. The facility includes a 10,000 square foot two-story office building and a 56,000 square foot cross dock loading platform structure for a cumulative total of 66,000 square feet. The site is located northerly of Placentia Avenue, easterly of Harvill Avenue, westerly of BNSF rail line and I-215 Freeway, and southerly of Walnut Street (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT

MARCH AIR RESERVE BASE

- 3.2 ZAP1250MA17 – Trammell Crow So. Cal Devel. Co. (Representative: Henry-Ann Co. Inc.) – County of Riverside Planning Case Nos. PP25837 and PP25838 (Plot Plans). The applicant is proposing to amend previously approved ALUC case ZAP1150MA15 to increase the wall heights of both proposed concrete tilt-up warehouse/distribution buildings from 44 feet to 55 feet. The project site is located southerly of Oleander Road, westerly of Harvill Avenue, and bisected by Decker Road (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT

- 3.3 ZAP1249MA17 – Duke Realty, Adam Schmid (Representative: Albert A. Webb Associates) – City of Perris Planning Case Nos. PLN17-00002 (Specific Plan Amendment, Design Review). The applicant proposes to develop a 1,189,860 square foot industrial building on 54.71 acres located easterly of Perris Boulevard, southerly of Markham Street, and northerly of Perry Street, extending easterly toward Redlands Avenue. The industrial building will be primarily for warehousing purposes (1,169,860 square feet of warehousing area, with 20,000 square feet of office area). The applicant also proposes to amend the Perris Valley Commerce Center Specific Plan land use designation on the westerly 35.45 acres of the site from Business Professional Office to Light Industrial. (The easterly 19.26 acres are already designated Light Industrial.) (Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT

- 3.4 ZAP1251MA17 – Core 5 Industrial Partners, LLC (Representative: Rafik Albert, EPD Solutions, Inc.) – County of Riverside Planning Case No. PP26173 (Plot Plan). A proposal to develop a 423,665 square foot industrial (predominately warehouse) building on 20.67 acres located at the southwest corner of Harvill Avenue and Rider Street, extending southerly to the easterly straight-line extension of Walnut Street (Assessor's Parcel Numbers 317-230-036 and 317-230-038) in the unincorporated community of Mead Valley (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

Staff Recommendation: CONSISTENT

HEMET RYAN AIRPORT

- 3.5 ZAP1040HR17 – PRT-BMT - City of Hemet Case No. SDR 17-001 (Site Development Review). A proposal to add additional structures on an industrial property (5.82 acres) located at 3883 Wentworth Drive, on the south side of Wentworth Drive, easterly of the centerline of Airway Place (Assessor's Parcel Numbers 456-040-022 and 456-040-023, owners: Wombles and Owens, LLC). Proposed additions include a new 1300 square foot steel building on a new 3,360 square foot concrete slab, as a cover structure for machinery being installed, and two modular office buildings (810 square feet each). RSH Construction is also located at this site. (Airport Compatibility Zones C and D [East] of the Hemet-Ryan Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

Staff Recommendation: CONTINUE to 6-8-17

HEMET RYAN AIRPORT

- 3.6 ZAP1041HR17 – FDC Commercial Construction (John Dykes, representative) – City of Hemet Case No. PR 17-001. A proposal to construct a 9,600 square foot industrial building on a vacant 0.99-acre lot (Assessor's Parcel Number 456-040-052) located on the northeast corner of Wentworth Drive and Airway Avenue (Airport Compatibility Zone C of the Hemet-Ryan Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

Staff Recommendation: CONTINUE to 6-8-17

RIVERSIDE MUNICIPAL AIRPORT

- 3.7 ZAP1085RI17 – Palm Avenue Storage, LLC – City of Riverside Planning Case Nos. P17-0228 (Rezone), P17-0097 (Design Review), P17-0098 (Variance), P17-0099 (Variance). The applicant proposes to construct a self-storage facility which includes five self-storage buildings totaling 96,022 square feet, a 1,575 square foot management office with a 1,575 square foot manager's residence on 2.73 acres. The applicant also proposes two variances to allow an increase in building lot coverage from 10% to 50%, and to allow an increase in building height to two stories with a maximum height of 36 feet. The applicant also proposes a rezone for the property to add the Commercial Storage Overlay over the existing R-1-7000 Single Family Residential zoning. The project is located westerly of Palm Avenue, southerly of Gardena Drive, and northerly of the Metrolink rail line. The Commission may further recommend that the Airport Protection Overlay [Zones D and E] also be added. (Airport Compatibility Zone D and E of the Riverside Municipal Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT

FRENCH VALLEY AIRPORT

- 3.8 ZAP1075FV17 – Rancho Springs Medical Center/Southwest Healthcare System (Representative: Kathryn Wright, Heliplanners) – City of Murrieta Case No. RP-2016-1115 (Revised Permit). A proposal to formally recognize the use of a grassy area southerly of the women's center building on the campus of Rancho Springs Medical Center as an Emergency Medical Service (EMS) Helicopter Landing Site. The landing site is located southeasterly of the terminus of Medical Center Drive, easterly of Hancock Avenue, northerly of Murrieta Hot Springs Road, and westerly of Interstate 215. Usage is only for emergency medical services as defined in State law, including patient travel to higher level or specialized facilities. ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

Staff Recommendation: CONSISTENT

FLABOB AIRPORT

- 3.9 ZAP1030FL17 – Bryan Kuderman (Representative: Nicholas Tavaglione) – City of Riverside Planning Case No. P17-0065 (Rezone). The applicant is proposing a rezone of 0.49 acres (Assessor's Parcel Number 207-060-007) from Public Facilities (PF) to Single Family Residential (R-1-7000). The project site is located southerly of Field Lane, westerly of Bubbling Well Road, northerly of Circle Lazy J Road, and easterly of the Santa Ana River (Airport Compatibility Zone E of the Flabob Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT

- 3.10 ZAP1031FL17 – Northtown Housing Development Corp. (Representative: Debi Myers) – City of Jurupa Valley Major Application 16224 consisting of GPA 16006 (General Plan Amendment), CZ16011 (Change of Zone), SDP 16043 (Site Development Permit), and TPM37126 (Tentative Parcel Map). Through SDP 16043, the applicant proposes development of: (a) a 68-unit multi-family housing development (apartments) with a 3,818 square foot community center building and pool and maintenance buildings on 5.16 acres and, (b) a 31,375 square foot commercial building on 1.79 acres. The site is located northerly of Mission Boulevard and easterly of Crestmore Road in the community of Rubidoux. The site is currently split between Commercial Retail (6.27 acres) and Medium High Density Residential (1 acre) designations. GPA 16006 would retain the Commercial Retail designation on 1.79 acres, while amending the General Plan designation of 4.16 acres of Commercial Retail and one acre of Medium High Density Residential to High Density Residential. The site is currently split among three zones: R-VC (Rubidoux-Village Commercial), R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture). CZ 16011 would maintain R-VC zoning on 1.79 acres, change the zoning of 4.16 acres from R-VC to R-2, and change the zoning of one acre from A-1 and R-2 to R-2. Tentative Parcel Map No. 37126 would reconfigure the existing parcel boundaries to establish two new parcels (1.79 and 5.16 acres). (Compatibility Zone C of the Flabob Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

Staff Recommendation: INCONSISTENT(Site Development Permit); CONSISTENT (GPA, CZ)

4.0 **ADMINISTRATIVE ITEMS**

4.1 Fee Schedule for FY 2017-18

4.2 Director's Approvals

4.3 Election of Commission Officers

4.4 Specific Delegation of Authority: Change of Zone and Revised Conditional Use Permit in Zone C2 of March Air Reserve Base/Inland Port Airport Influence Area

4.5 Jacqueline Cochran/Countywide Policy Amendment Subcommittee Appointment

5.0 **APPROVAL OF MINUTES**

April 13, 2017

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

7.0 **COMMISSIONER'S COMMENTS**

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: May 11, 2017

CASE NUMBER: ZAP1246MA17 – Southwest Premier Properties, LLC
(Representative: Divina Management, Inc. Teresa Harvey.)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PP26220 (Plot Plan)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the proposed Plot Plan be found **CONSISTENT**, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant proposes to develop a truck terminal distribution facility on 19.2 acres. The facility includes a 10,000 square foot two-story office building and a 56,000 square foot cross dock loading platform structure for a cumulative total of 66,000 square feet.

PROJECT LOCATION: The site is located northerly of Placentia Avenue, easterly of Harvill Avenue, westerly of the BNSF rail line and I-215 Freeway, and southerly of Walnut Street in the unincorporated community of Mead Valley, approximately 13,910 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

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

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

BACKGROUND:

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

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, and March Air Reserve Base/Inland Port Airport Compatibility, the following rates were used to

calculate the occupancy for the proposed building in Compatibility Zone C2:

- Office – 1 person per 200 square feet (with 50% reduction),
- Storage – 1 person per 300 square feet.

The project proposes a total of 66,000 square feet of building area, which includes 5,000 square feet first floor office area, 5,000 square feet second floor office area, and 56,000 square feet cross dock loading area, accommodating an occupancy of 237 people, and an average intensity of 12 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per truck trailer parking/dock space in the absence of more precise data). Based on the number of parking spaces provided (241 spaces) and trailer spaces (256 spaces), the total occupancy would be estimated at 618 people for an average intensity of 32 people per acre, which is consistent with Compatibility Zone C2 average criterion of 200. If we were to assume 2 persons per parking space, the total occupancy of 994 persons would result in an average intensity of 52, which would still be consistent.

If the entire building and loading area were utilized as office space (with the 50% reduction) or for manufacturing uses, the occupancy of 330 people would result in an average intensity of 17 people per acre, which is still consistent with the Compatibility Zone C2 criterion of 200.

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

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would consist of 5,000 square feet of first floor office, 5,000 square feet of second floor office, and 13,193 square feet of cross dock loading area (note that 25,367 square feet of the single acre area is located outside of the building and does not generate any occupancy), resulting in a single acre occupancy of 94 people, which is consistent with Compatibility Zone C2 single acre criterion of 500.

If the entire building and loading area (located within the single acre area) were utilized as office space (with the 50% reduction) or manufacturing, the single acre-area occupancy would consist of 23,193 square feet, resulting in an occupancy of 116 people, which is consistent with the Compatibility Zone C2 single acre criterion of 500.

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

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the

site as being outside the 60 CNEL range from aircraft noise. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the loading area would not require special measures to mitigate aircraft-generated noise. However, a condition is included to provide for adequate noise attenuation within office areas of the building.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 13,910 feet from the runway to the closest parcel within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,627 feet AMSL. The site's is 1,510 feet AMSL and the proposed building height is 30 feet, for a top point elevation of 1,540 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service 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 outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes;

construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children's schools are discouraged.

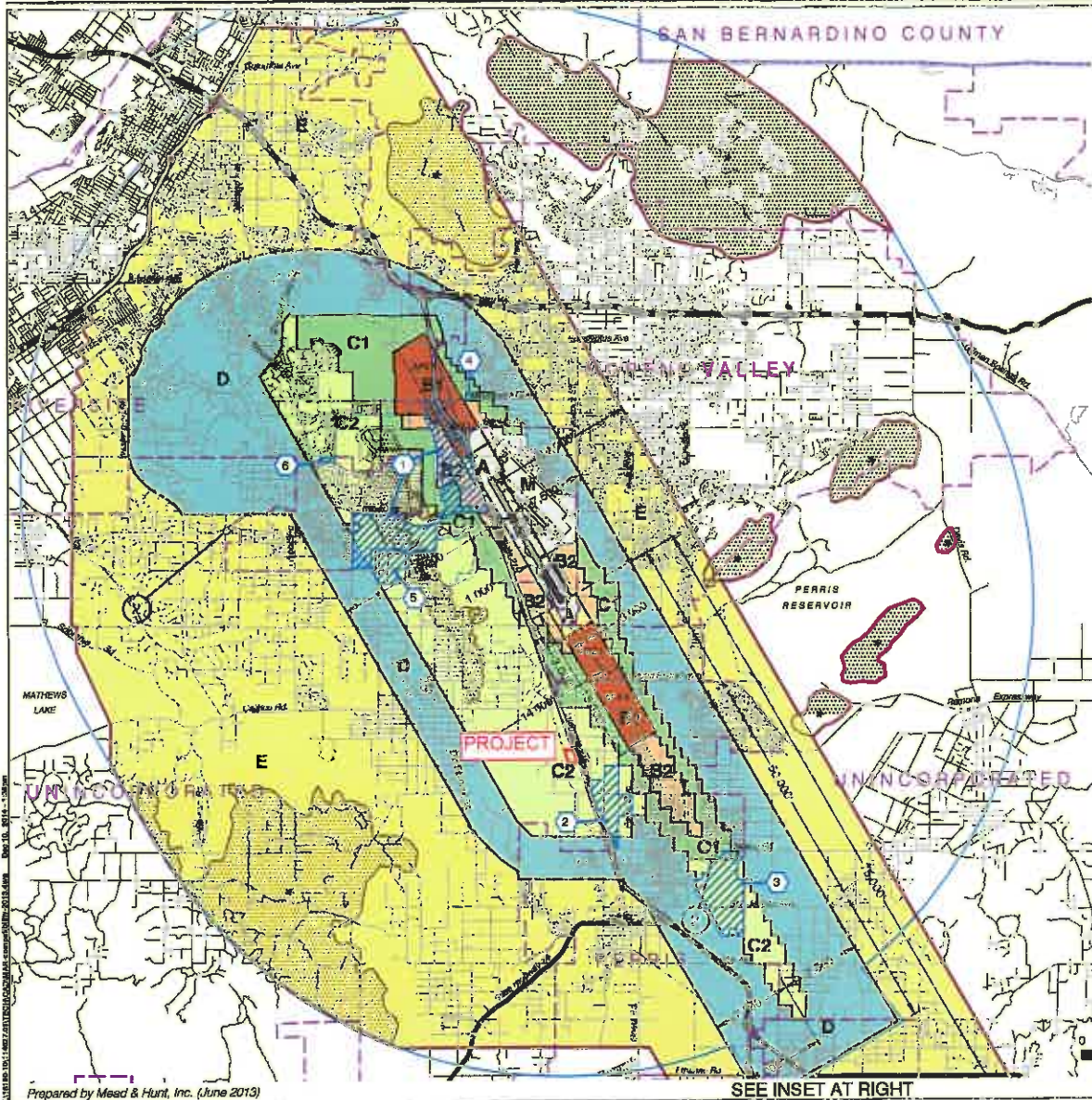
4. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:

Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.

5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
6. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. 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.
9. This project has been evaluated for 10,000 square feet of office area and 56,000 square feet of cross dock loading area. Any increase in building area or change in use other than for office and storage-loading use will require an amended review by the Airport Land Use Commission.

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

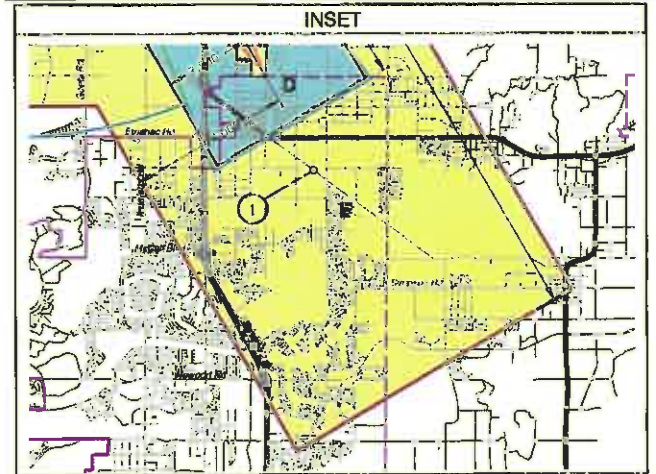
Compatibility Zones

- 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

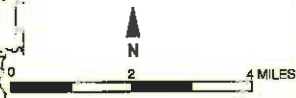
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)
- March JPA: March Business Center/Meridian
- Perris: Harvest Landing
- Perris: Park West
- Moreno Valley: Affordable Housing
- March JPA: Ben Clark Training Center
- Riverside: Ridge Crest Subdivision

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



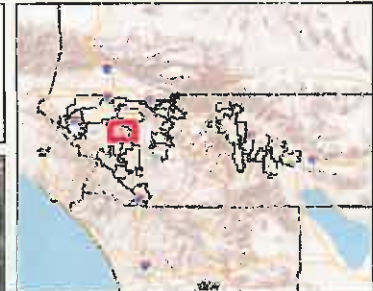
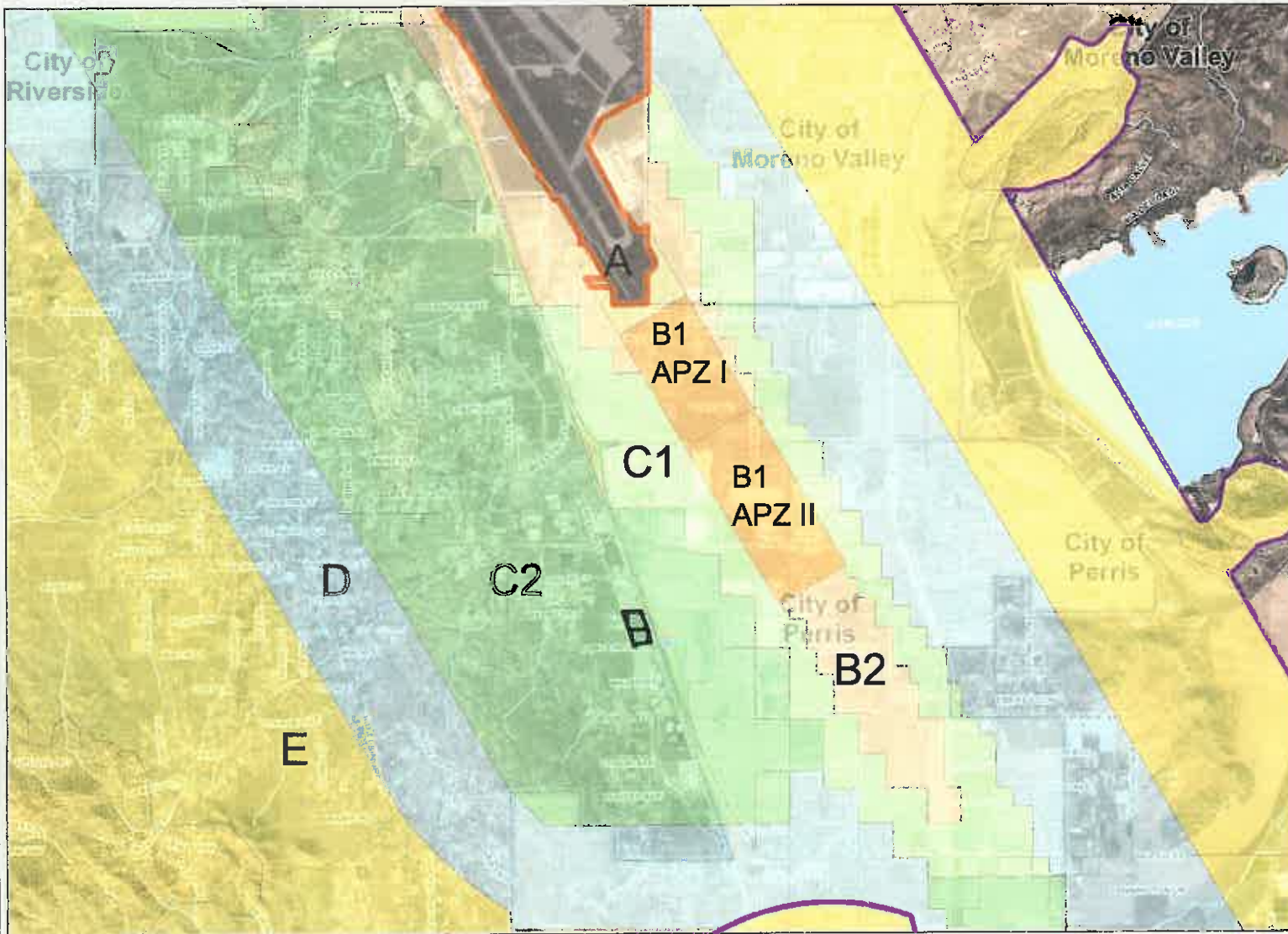
**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)**

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



Base map source: County of Riverside 2013

My Map



Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER_ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- R1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- R2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



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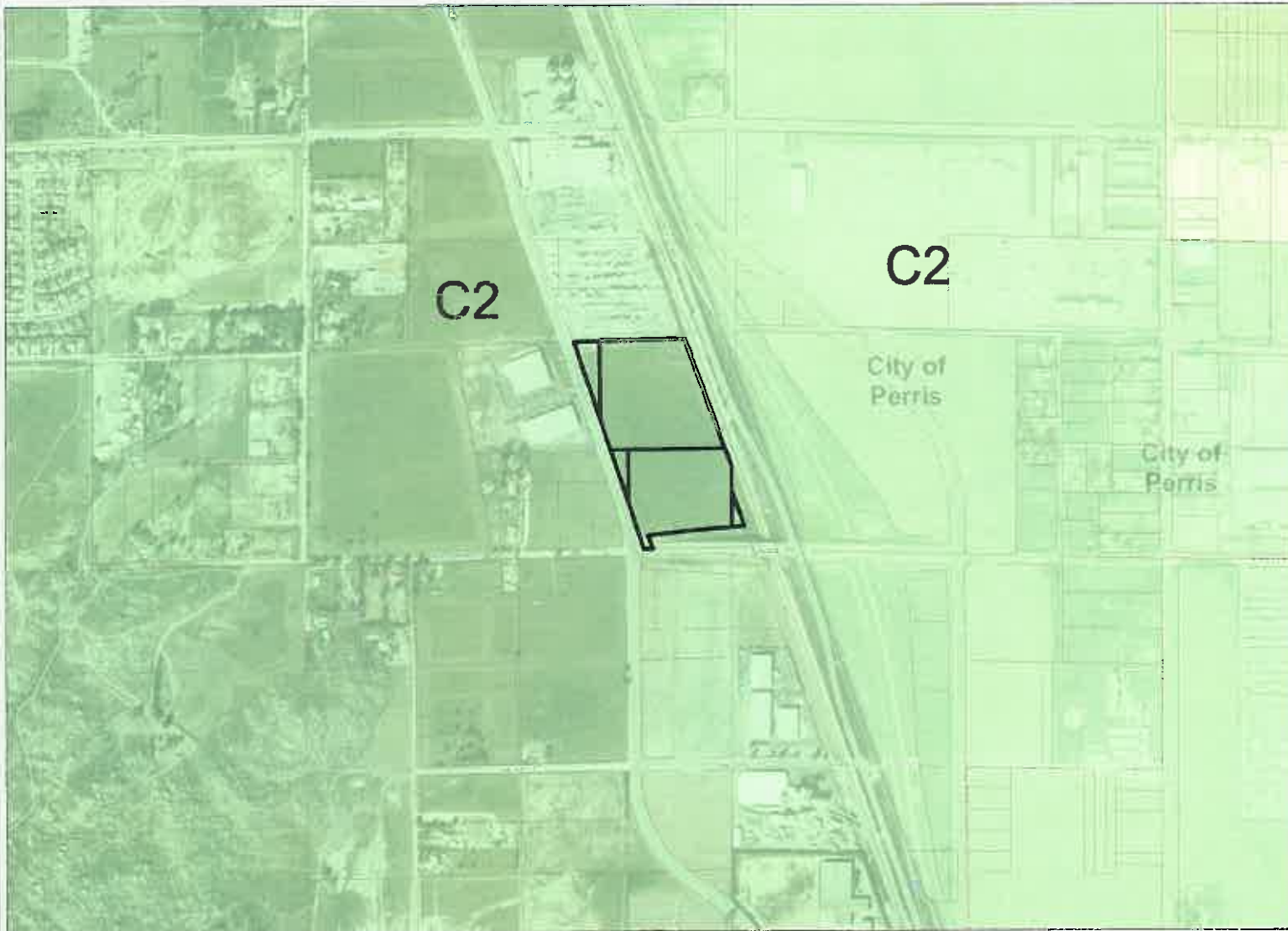
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Notes

My Map



Legend

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



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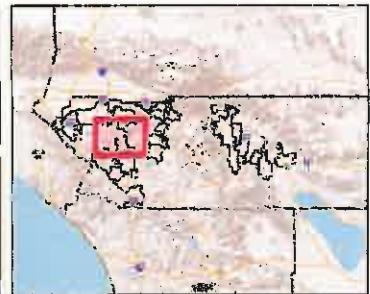
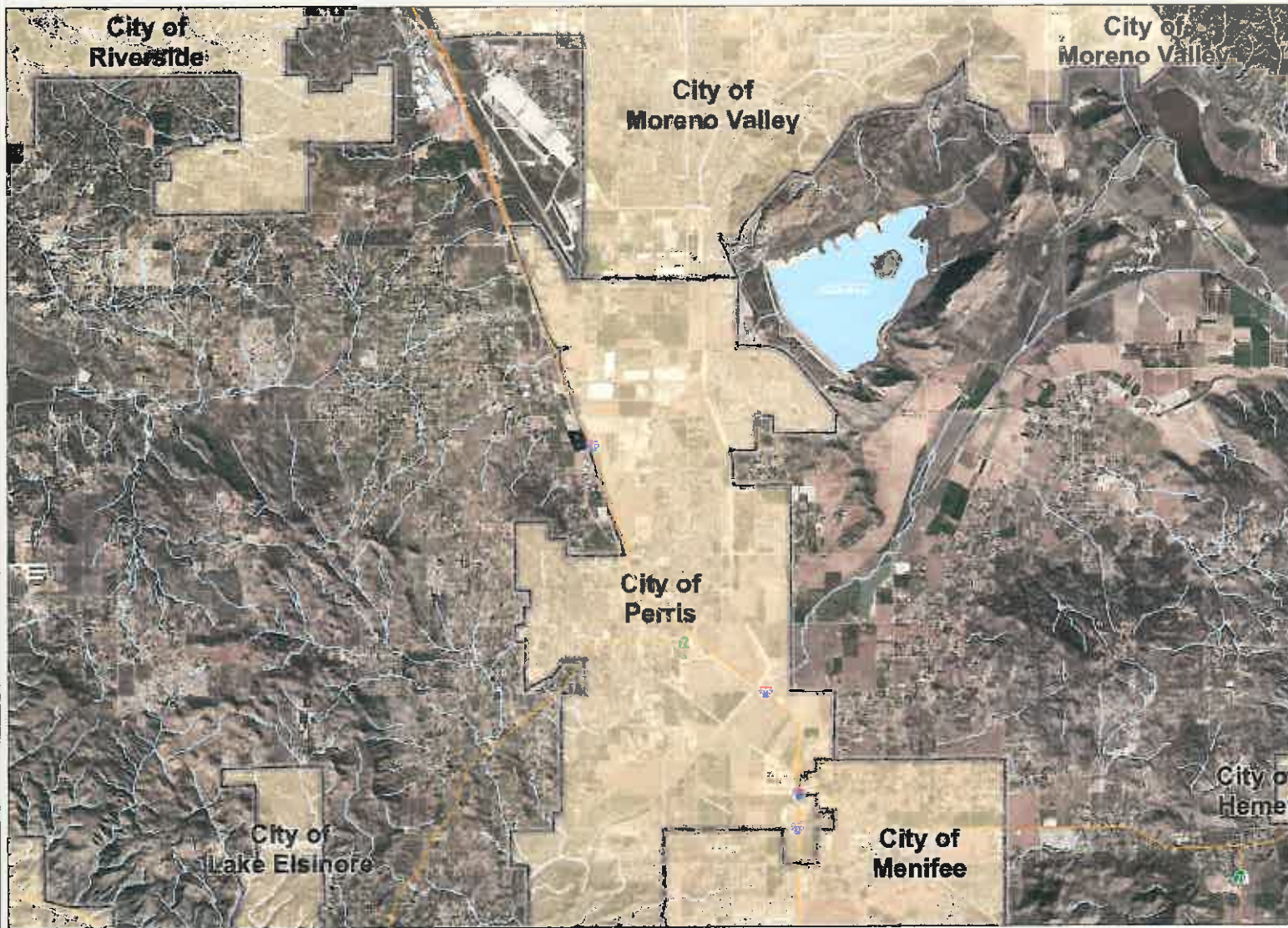
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Notes

My Map



Legend

- City Boundaries
- Cities
- adjacent_highways**
 - Interstate
 - Interstate 3
 - State Highways; 60
 - State Highways 3
 - US HWY
 - OUT
- highways_large**
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - USHWY
- counties
- cities



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Notes

My Map



Legend

-  City Boundaries
-  Cities
- highways_large**
-  HWY
-  INTERCHANGE
-  INTERSTATE
-  USHWY
-  majorroads
-  counties
-  cities



0 7,155 14,310 Feet



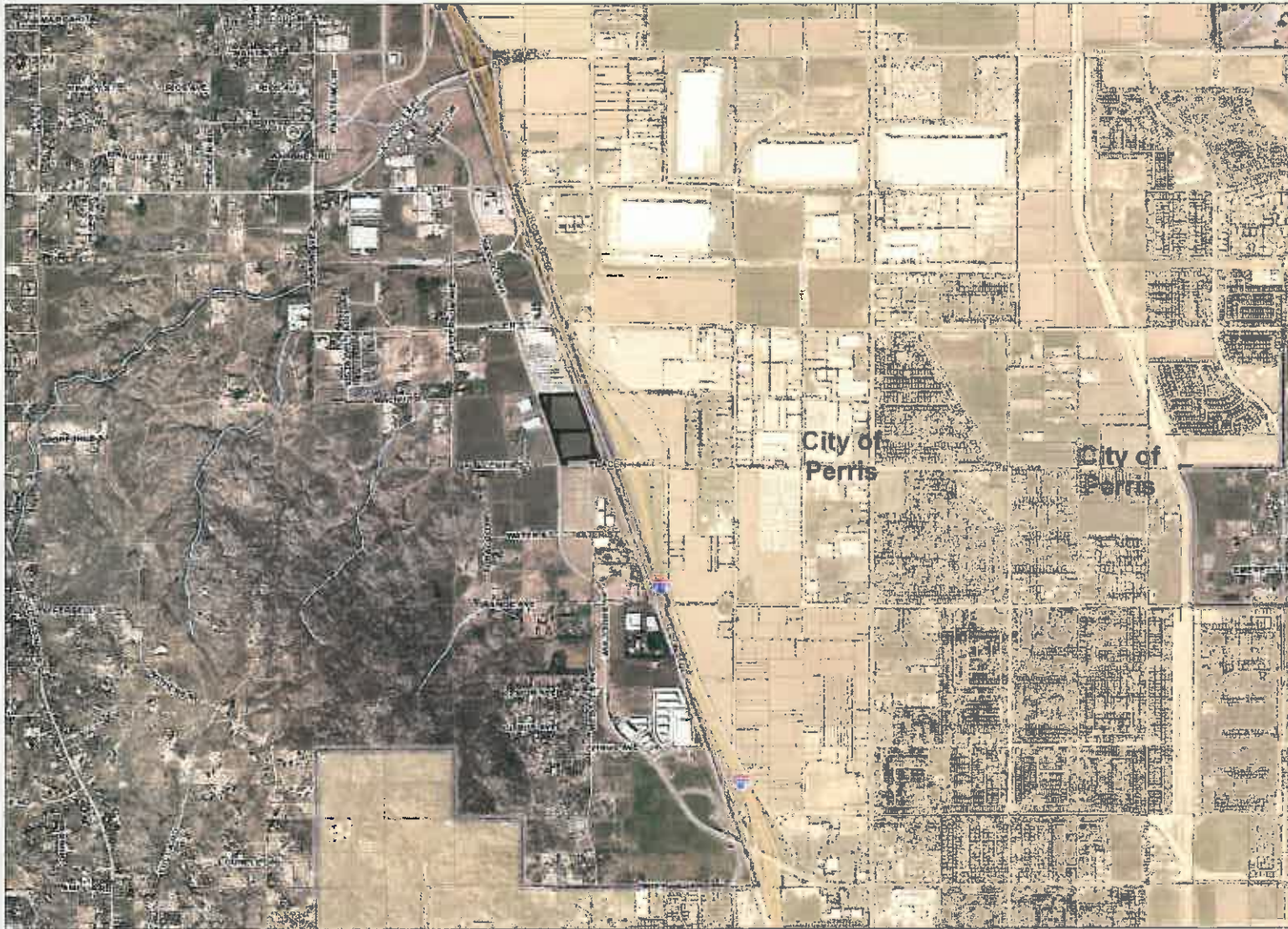
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Notes

My Map



Legend

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



0 3,578 7,155 Feet



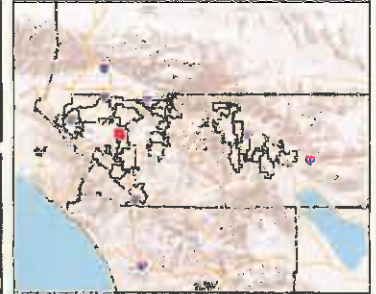
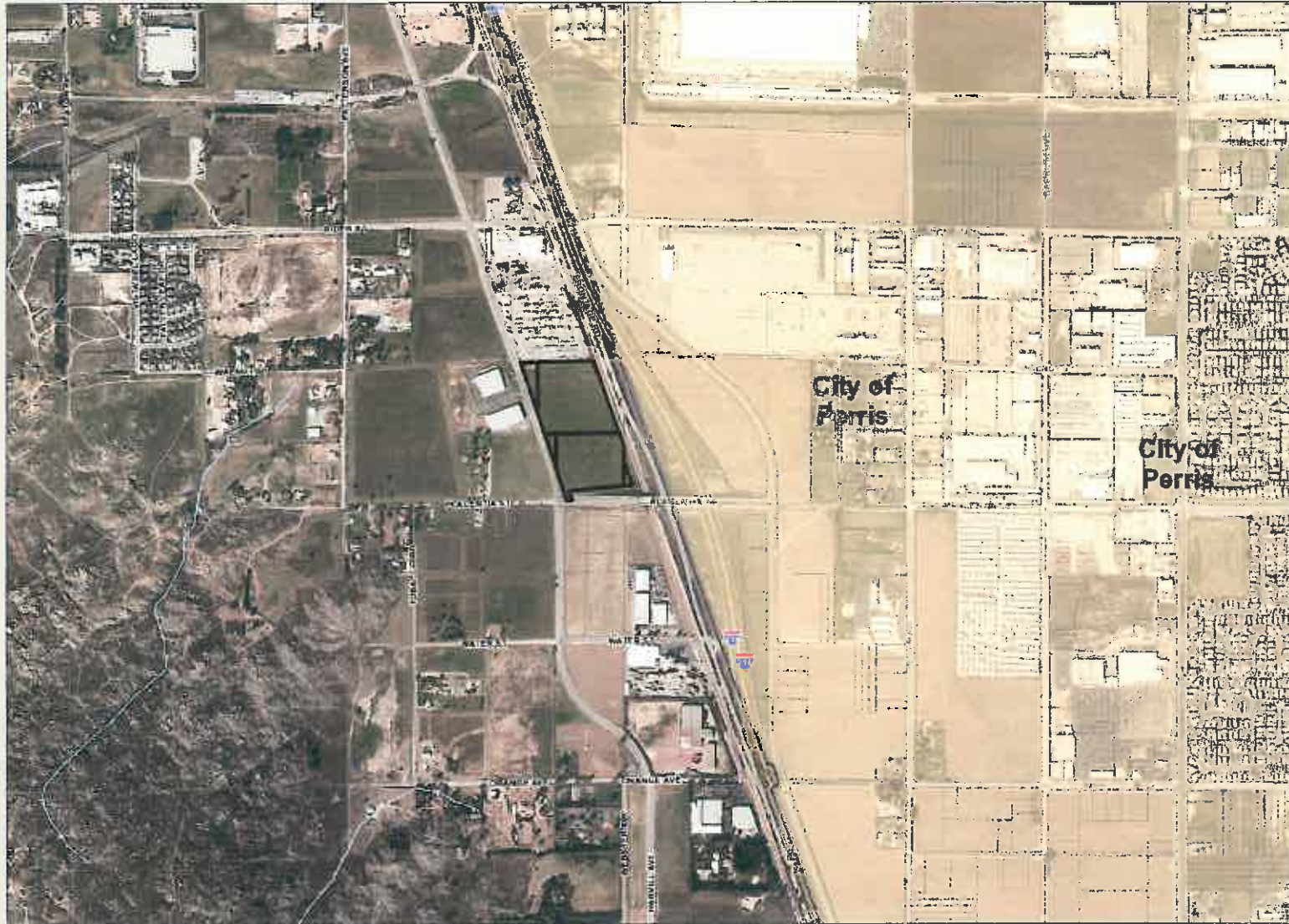
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Notes

My Map



Legend

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



0 1,789 3,578 Feet



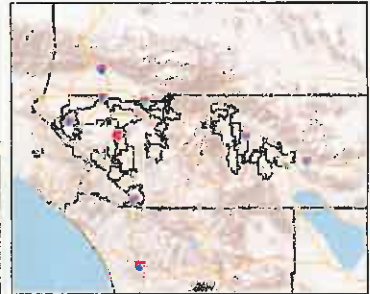
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- waterbodies
 - Lakes
 - Rivers



0 1,176 2,352 Feet



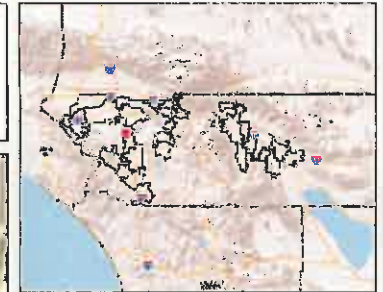
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- USHWY
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



0 894 1,789 Feet



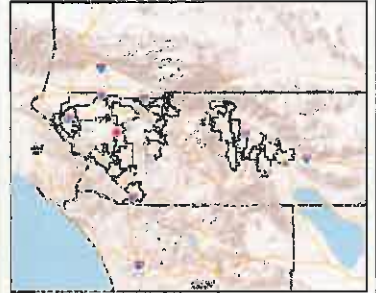
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- INTERSTATE
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- ONRAMP
- USHWY
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



0 447 894 Feet



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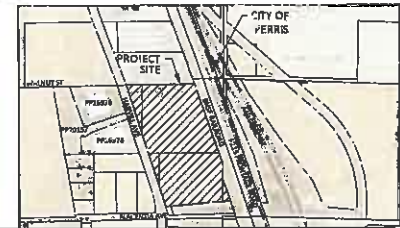
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Notes

COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
SOUTHWEST PREMIER PROPERTIES
CONSOLIDATED FREIGHT LINES DISTRIBUTION CENTER

APN'S: 317-240-008, 317-240-013, 317-240-015, 317-240-032, 317-240-035
 T4S, R4W, SECTION 13
 DATE: MARCH 13, 2017



CONTOUR LINES
 RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT TOPOGRAPHY

GROSS ACREAGE
 33.6 GROSS ACRES WITH 16.36 ACRES DEDICATED TO PUBLIC RIGHT-OF-WAY

UNIFORM BUILDING CODE OCCUPANCY GROUP
 SECTION 3301.1 BUSINESS GROUP B

LAND USE OF PROPERTY
 (SECTION 11.1) LIGHT INDUSTRIAL - VACANT PROPOSED U

ZONING OF PROPERTY
 EXISTING M-36 MANUFACTURING-OFFICE COMMERCIAL
 PROPOSED M-36

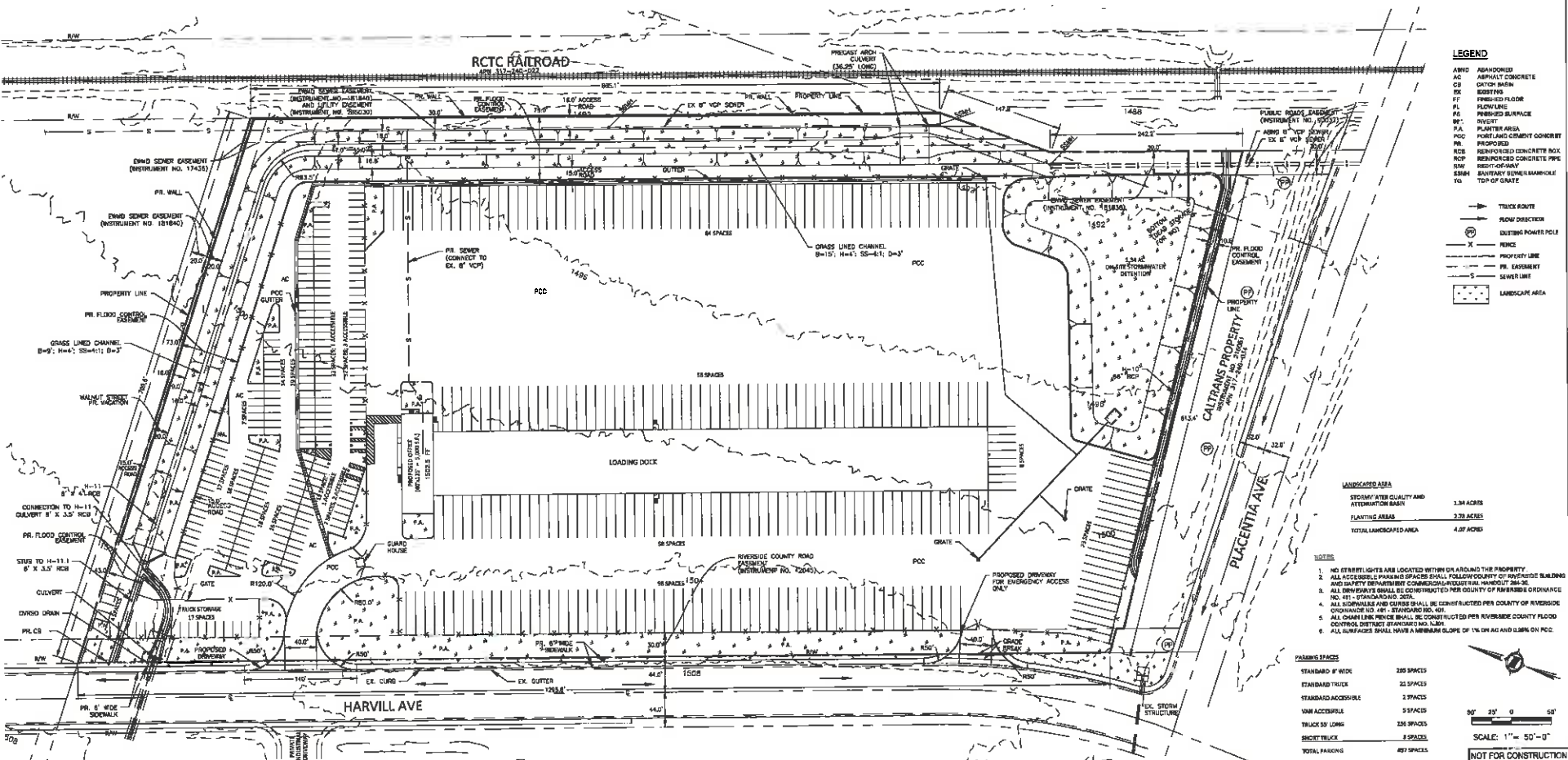
LAND USE OF SURROUNDING PROPERTY
 EXISTING U

ZONING OF SURROUNDING PROPERTY
 EXISTING M-36 MANUFACTURING-OFFICE COMMERCIAL AND M-36

FEMA MAPPED FLOODPLAINS
 THE PROPERTY IS NOT LOCATED IN FEMA MAPPED FLOODPLAINS OR FLOODWAYS.

WATER/WASTEWATER PURVEYOR
 EASTERN MUNICIPAL WATER DISTRICT OF SOUTHERN CALIFORNIA

SCALE: 1" = 50'



- LEGEND**
- ABND ABANDONED
 - AC ASPHALT CONCRETE
 - CB CATCH BASIN
 - RE REBAR
 - FF FINISHED FLOOR
 - FL FLOW LINE
 - FR FINISHED SURFACE
 - RT RYVERT
 - P.A. PLASTER AREA
 - PCC PORTLAND CEMENT CONCRETE PROPOSED
 - RCB REINFORCED CONCRETE BOX
 - RF REINFORCED CONCRETE PIPE
 - ROW RIGHT-OF-WAY
 - SMH SANITARY MANHOLE/ACCESSIBLE TOP OF CONCRETE
 - TS TOP OF CONCRETE
- TRUCK ROUTE
 - FLOW DIRECTION
 - ⊕ EXISTING POWER POLE
 - X FENCE
 - PROPERTY LINE
 - - - EASEMENT
 - SEWER LINE
 - LANDSCAPE AREA

LANDSCAPE AREA

STANDARD TREE QUALITY AND ATTENTION BARN	1.84 ACRES
PLANTING AREAS	2.78 ACRES
TOTAL LANDSCAPED AREA	4.62 ACRES

- NOTES**
- NO STREET LIGHTS ARE LOCATED WITHIN OR AROUND THE PROPERTY.
 - ALL ACCESSIBLE PARKING SPACES SHALL FOLLOW COUNTY OF RIVERSIDE BUILDING AND SAFETY DEPARTMENT COMMERCIAL/INDUSTRIAL PARALLEL 286-30.
 - ALL DRIVEWAYS SHALL BE CONSTRUCTED PER COUNTY OF RIVERSIDE ORDINANCE NO. 41 - STANDARD 205.
 - ALL SIGNALLS AND CURBS SHALL BE CONSTRUCTED PER COUNTY OF RIVERSIDE ORDINANCE NO. 41 - STANDARD 80.
 - ALL CHAIN LINK FENCE SHALL BE CONSTRUCTED PER RIVERSIDE COUNTY FLOOD CONTROL DISTRICT STANDARD 140.
 - ALL SURFACES SHALL HAVE A MINIMUM SLOPE OF 1% ON AN 80' ON A 100' ON PCC.

PARKING SPACES

STANDARD 8' WIDE	285 SPACES
STANDARD TRUCK	22 SPACES
STANDARD ACCESSIBLE	2 SPACES
VAN ACCESSIBLE	5 SPACES
TRUCK 8'6" LONG	126 SPACES
SHORT TRUCK	2 SPACES
TOTAL PARKING	443 SPACES

SCALE: 1" = 50'-0"

ENGINEER (PREPARED BY)
 CWF
 1561 E. ORANGETHORPE AVENUE, STE 240
 FULLERTON, CA 92831
 CONTACT: BILL YOUNG
 PHONE: (714) 526-7500
 FAX: (714) 526-7004
 EMAIL: WYOUNG@CWFCORP.COM

OWNER/APPLICANT
 SOUTHWEST PREMIER PROPERTIES, LLC
 2200 SOUTH 75TH AVENUE
 PHOENIX, AZ 85043
 CONTACT: GARY WEINBERGER
 PHONE: (623) 907-7558
 EMAIL: GARY_WEINBERGER@SWIFTRANS.COM

WASTE MANAGEMENT COMPANY
 WASTE MANAGEMENT, INC.
 17700 INDIAN STREET
 MORENO VALLEY, CA 92551
 CONTACT: CUSTOMER SERVICE
 PHONE: (800) 423-9988
 EMAIL: CSLOSANGELES@WM.COM

NO.	DATE	REVISIONS
1		
2		
3		
4		
5		
6		
7		

DESIGNED BY: C.P.	DATE: MAR 2017
CHECKED BY: W.Y.	DATE: MAR 2017

DATE: MAR 2017	DATE: MAR 2017
DATE: MAR 2017	DATE: MAR 2017

PREPARED BY:

 1561 E. ORANGETHORPE AVE.
 SUITE 240
 FULLERTON, CA 92831
 TEL: (714) 526-7500
 WWW.CWF-CORP.COM

PROJECT TITLE: SOUTHWEST PREMIER PROPERTIES CONSOLIDATED FREIGHT LINES DISTRIBUTION CENTER	PROJECT NO.: PAR01515
SHEET TITLE: SITE PLAN	SHEET: 1 OF: 3

**NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**

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

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

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

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

DATE OF HEARING: May 11, 2017

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1246MA17 – Southwest Premier Properties, LLC (Representative: Divina Management, Inc. Teresa Harvey) – County of Riverside Case No. PP26220 (Plot Plan). A proposal to develop a truck terminal distribution facility on 19.2 acres. The facility includes a 10,000 square foot two-story office building and a 56,000 square foot cross dock loading platform structure for a cumulative total of 66,000 square feet. The site is located northerly of Placentia Avenue, easterly of Harvill Avenue, westerly of BNSF rail line and I-215 Freeway, and southerly of Walnut Street (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).

FURTHER INFORMATION: Contact ALUC Planner Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Dionne Harris of the County of Riverside Planning Department at (951) 955-6836.

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

ALUC Identification No.

ZAP1246MA17

*March
C2*

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application March 09, 2017
 Property Owner Southwest Premier Properties, LLC Phone Number 602-875-5351
 Mailing Address PO Box 1397 Tolleson, Arizona 85351

Agent (if any) Teresa Harvey, DIVINA MANAGEMENT INC. Phone Number 520-470-9043
 Mailing Address PO Box 1397 Tolleson, Arizona 85351 divinamgmt@gmail.com

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address Harvill and Placentia
 Assessor's Parcel No. 317-240-008,013,015, 032, and 035 Parcel Size 19.19 ac
 Subdivision Name _____ Zoning Classification Light Industrial
 Lot Number _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Vacant

Proposed Land Use (describe) CFL Trucking Terminal, including loading dock and administrative offices

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____
 For Other Land Uses Hours of Use Primary hours will be from 10:00 am until 7 - 8:00 pm.
 (See Appendix C) Number of People on Site _____ Maximum Number _____
 Method of Calculation _____

Height Data
 Height above Ground or Tallest Object (including antennas and trees) 30 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 30 ft.

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

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	
Agency Name	Riverside County Planning Department
	4080 Lemon Street P.O. Box 1409 Riverside, CA 92508
Staff Contact	Dionne Harris
Phone Number	951-955-6836
Agency's Project No.	PP26220
Type of Project	
	<input type="checkbox"/> General Plan Amendment
	<input type="checkbox"/> Zoning Amendment or Variance
	<input type="checkbox"/> Subdivision Approval
	<input type="checkbox"/> Use Permit
	<input type="checkbox"/> Public Facility
	<input checked="" type="checkbox"/> Other Development Permit

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.2

HEARING DATE: May 11, 2017

CASE NUMBER: ZAP1250MA17 – Trammell Crow So Cal Development, Inc.
(Representative: Henry-Ann Company, Inc.)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PP 25837 and PP25838 (Plot Plans)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Plot Plans be found CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant is proposing to amend previously approved ALUC case ZAP1150MA15 to increase the wall heights of both proposed concrete tilt-up warehouse/distribution buildings from 44 feet to 55 feet.

The Commission found the original proposal to develop two industrial (predominately warehouse) buildings totaling 1,258,260 square feet on 65.6 net (71.1 gross) acres conditionally consistent on November 12, 2015. (The square footage of Building E [PP25837] subsequently decreased, reducing the combined floor area to 1,123,127 square feet.) The original building height was approved at 44 feet and required review by the Federal Aviation Administration Obstruction Evaluation Service.

PROJECT LOCATION: The site is located southerly of Oleander Road, westerly of Harvill Avenue, and bisected by Decker Road, within the unincorporated community of Mead Valley, approximately 5,770 feet westerly of the southerly end of Runway 14-32 at March Air Reserve Base. Building D would be located east of Decker Road, and Building E would be located west of Decker Road.

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

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Zone C2
- c. Noise Levels: Less than 60 CNEL from aircraft

BACKGROUND:

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

The proposal to increase the building wall height from 44 feet to 55 feet will not affect building occupancy. The original project was projected to accommodate a total occupancy of 1,097 people, for an average intensity of 16 people per acre, which is consistent with Compatibility Zones C2 average intensity criteria.

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

The proposal to increase the building wall height from 44 feet to 55 feet will not affect building occupancy. The original project was projected to result in a single acre occupancy of 145 people, which is consistent with Compatibility Zones C2 average intensity criteria.

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

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

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1488 AMSL). At a distance of approximately 5,770 feet from the runway to the closest parcel within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1545.7 feet AMSL. The maximum finished floor elevation for Building D is 1583.65 feet above mean sea level and the maximum finished floor elevation for Building E is 1624.12 feet AMSL. With a new maximum building height of 55 feet for both buildings, the top point elevation could exceed 1638.65 feet AMSL for Building D and 1,679.12 feet AMSL for Building E. Therefore, review by the Federal Aviation Administration Obstruction Evaluation Service was required for both buildings. The applicant submitted Form 7460-1, and FAA OES assigned Aeronautical Study Nos. 2017-AWP-2411-OE and 2017-AWP-2412-OE to this project. "Determination of No Hazard to Air Navigation" letters were issued on April 11, 2017.

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

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note 1 on Table 4 of the Mead Valley Area Plan:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be given to all prospective purchasers of the property and tenants of the buildings, and shall be recorded as a deed notice.
4. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.
5. The following uses/activities are specifically prohibited: wastewater management facilities; trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; and incinerators.
6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave

transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

7. The Federal Aviation Administration has conducted an aeronautical study of each proposed building (Aeronautical Study Nos. 2017-AWP-2411-OE and 2017-AWP-2412-OE) and has determined that neither marking nor lighting of the structures will be necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.
8. Building D shall not exceed a height of 55 feet above ground level and shall not exceed a maximum elevation at top point (including all roof-mounted appurtenances, if any) of 1,640 feet above mean sea level. Building E shall not exceed a height of 55 feet above ground level and shall not exceed a maximum elevation at top point (including all roof-mounted appurtenances, if any) of 1,673 feet above mean sea level.
9. The maximum height and top point elevations specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
10. Temporary construction equipment such as cranes used during actual construction of Building D shall not exceed a height of 55 feet and a maximum elevation of 1,640 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process. Temporary construction equipment such as cranes used during actual construction of Building E shall not exceed a height of 55 feet and a maximum elevation of 1,673 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
11. Within five (5) days after construction of each building 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.



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

Aeronautical Study No.
2017-AWP-2411-OE

Issued Date: 04/11/2017

Lydia Bastian
Henry-Ann Co., Inc.
32823 Temecula Parkway
temecula, CA 92592

**** 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 Knox Business Park, Building D
Location: Perris, CA
Latitude: 33-51-30.20N NAD 83
Longitude: 117-16-08.00W
Heights: 1585 feet site elevation (SE)
55 feet above ground level (AGL)
1640 feet above mean sea level (AMSL)

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

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

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

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

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

This determination expires on 10/11/2018 unless:

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

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-2411-OE.

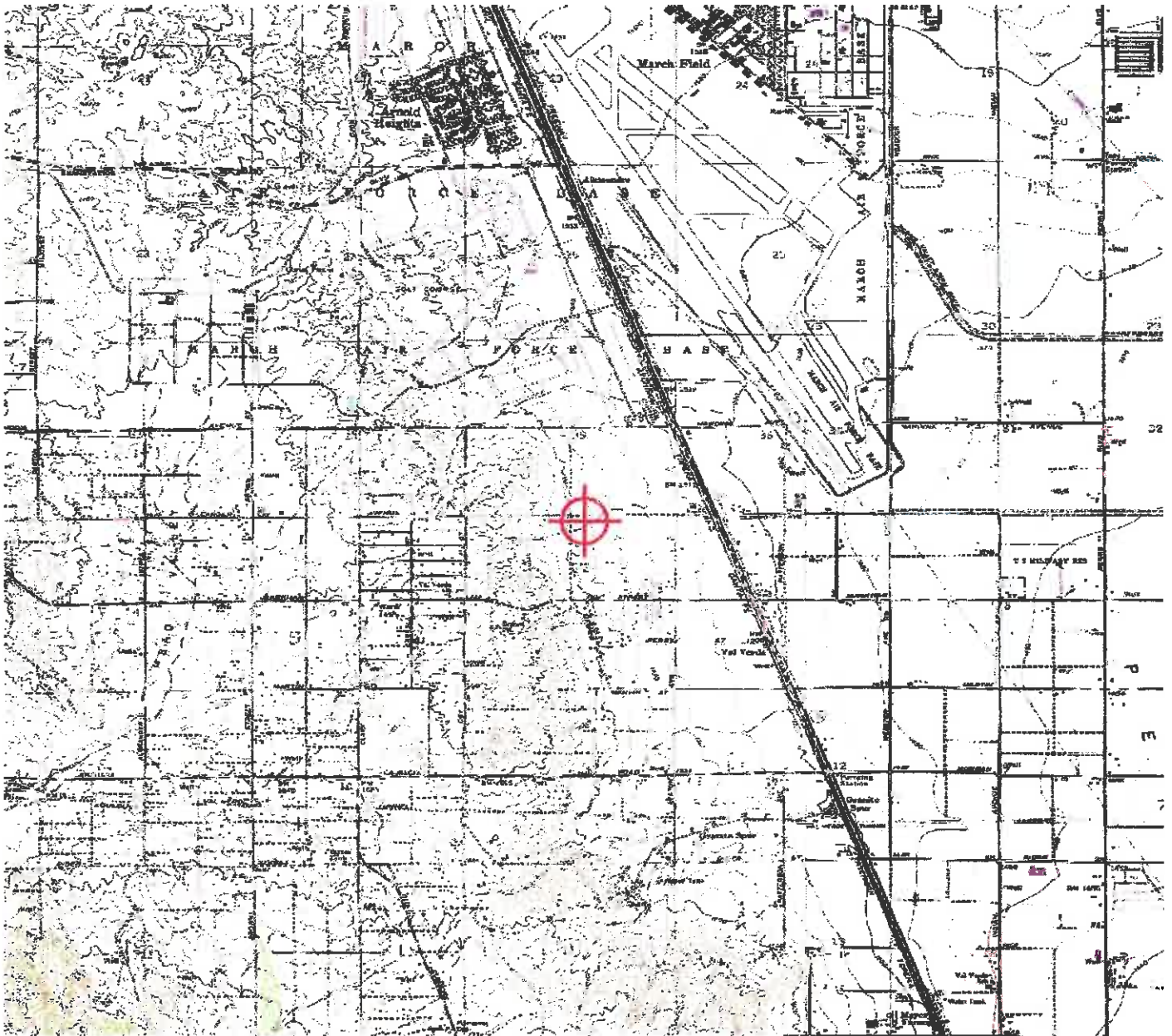
Signature Control No: 326383640-328035041

(DNE)

Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-2411-OE





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

Aeronautical Study No.
 2017-AWP-2412-OE

Issued Date: 04/11/2017

Lydia Bastian
 Henry-Ann Co., Inc.
 32823 Temecula Parkway
 temecula, CA 92592

**** 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 Knox Business Park, Building E
 Location: Perris, CA
 Latitude: 33-51-30.00N NAD 83
 Longitude: 117-16-22.32W
 Heights: 1618 feet site elevation (SE)
 55 feet above ground level (AGL)
 1673 feet above mean sea level (AMSL)

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

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

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

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

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

This determination expires on 10/11/2018 unless:

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

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-2412-OE.

Signature Control No: 326384461-328035042

(DNE)

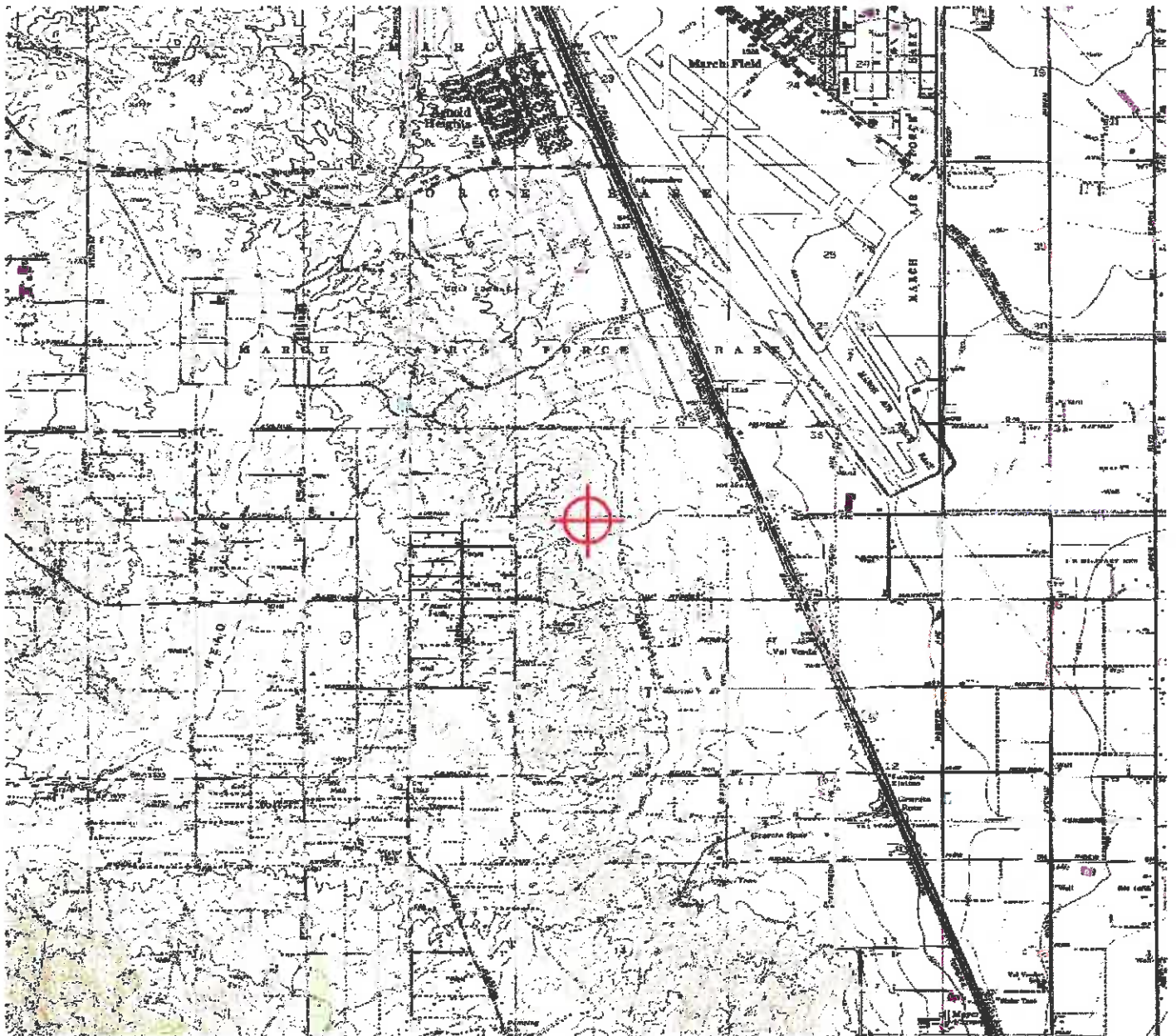
Karen McDonald

Specialist

Attachment(s)

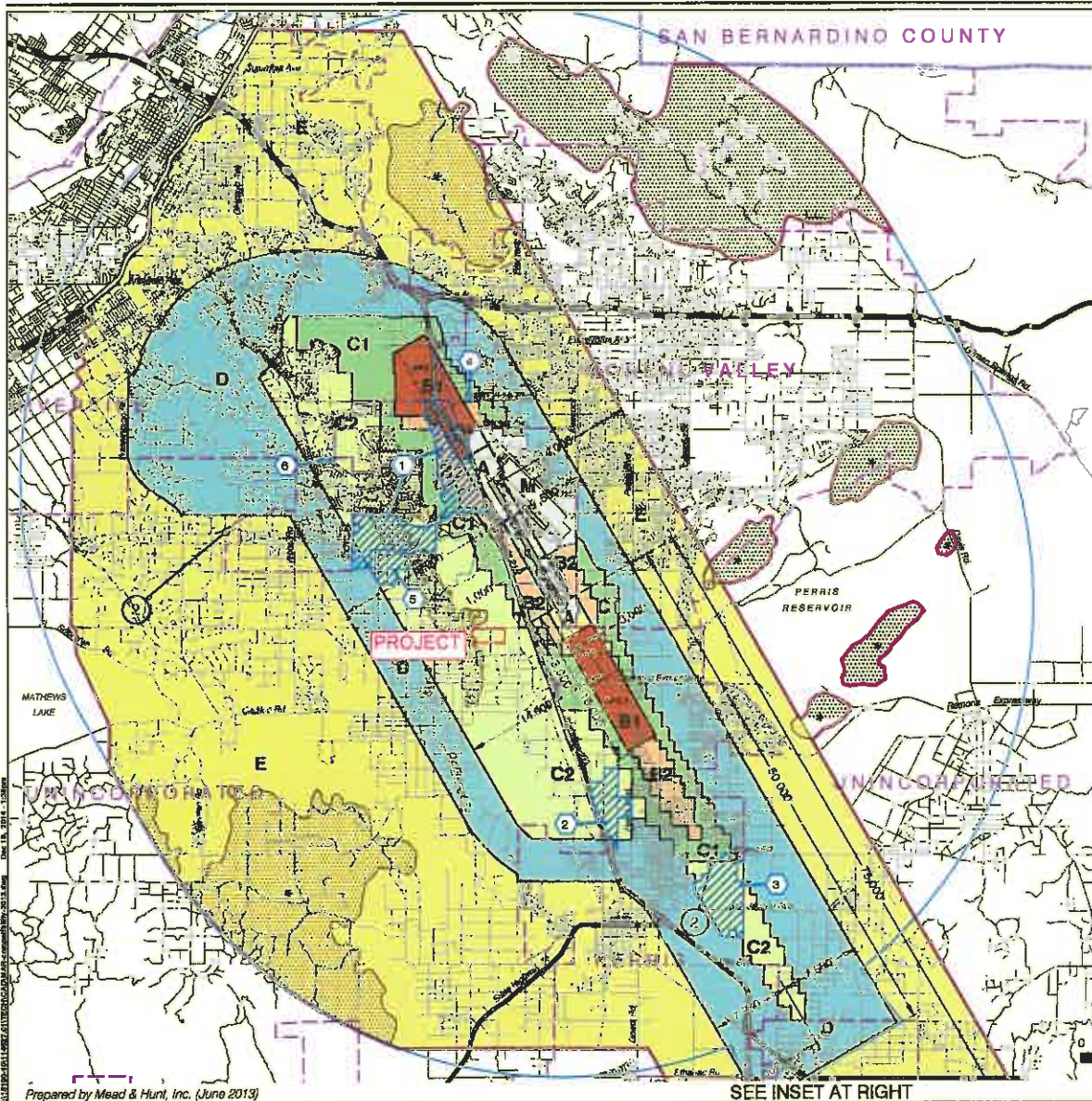
Map(s)

TOPO Map for ASN 2017-AWP-2412-OE



NOTICE OF AIRPORT IN VICINITY

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



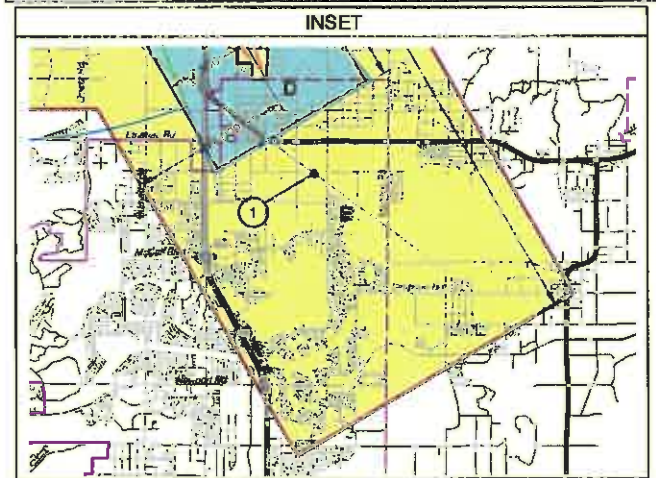
LEGEND

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

Boundary Lines

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)
- ① March JPA: March Business Center/Meridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision

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



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

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



Base map source: County of Riverside 2013

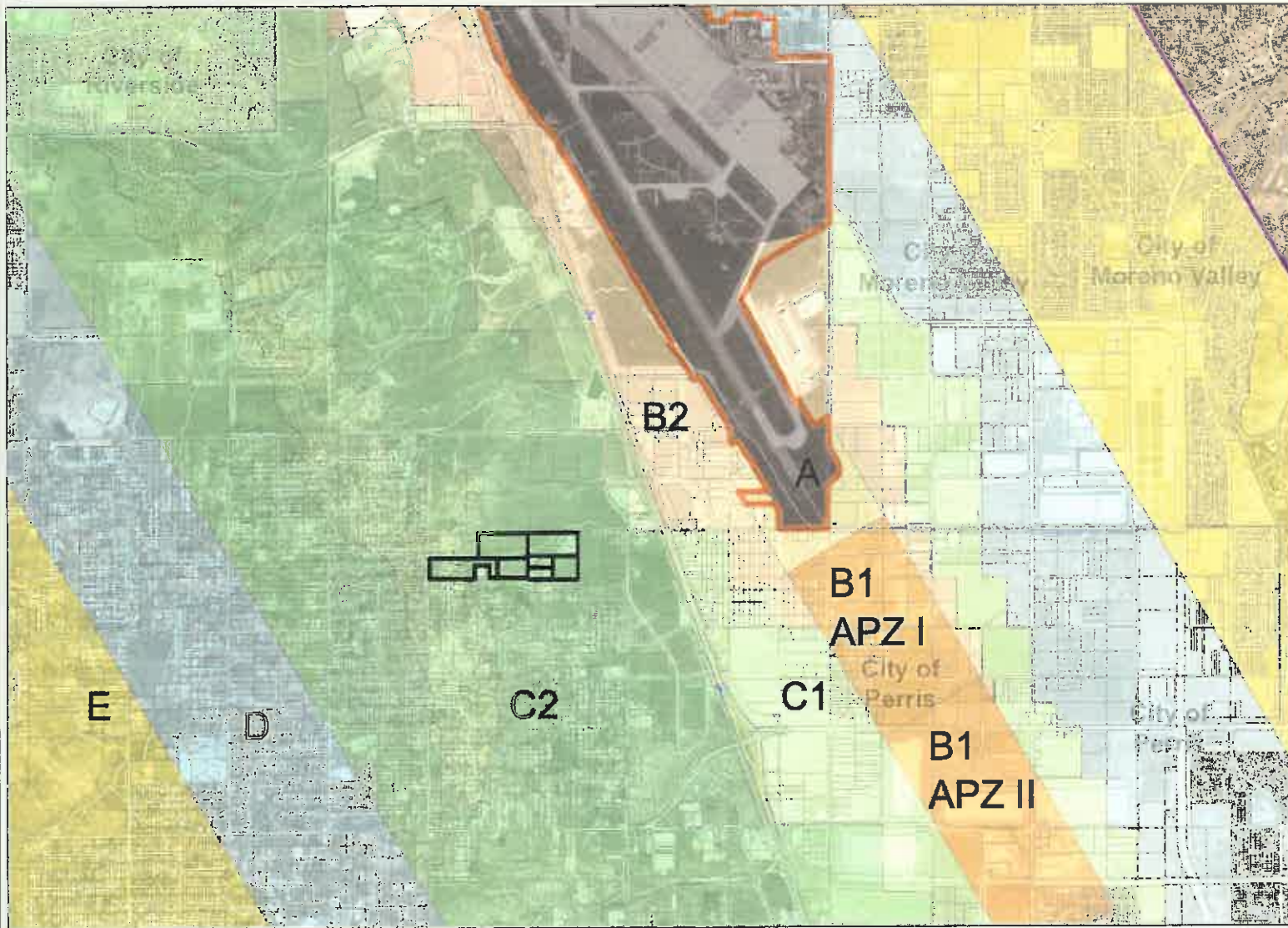
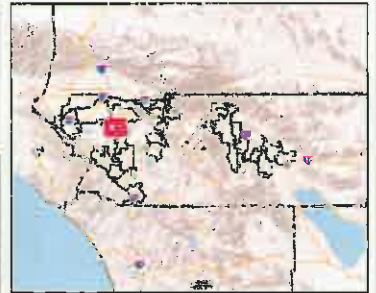
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport

My Map



Legend

- Airports
- AIA

Airport Compatibility

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



0 4,906 9,813 Feet



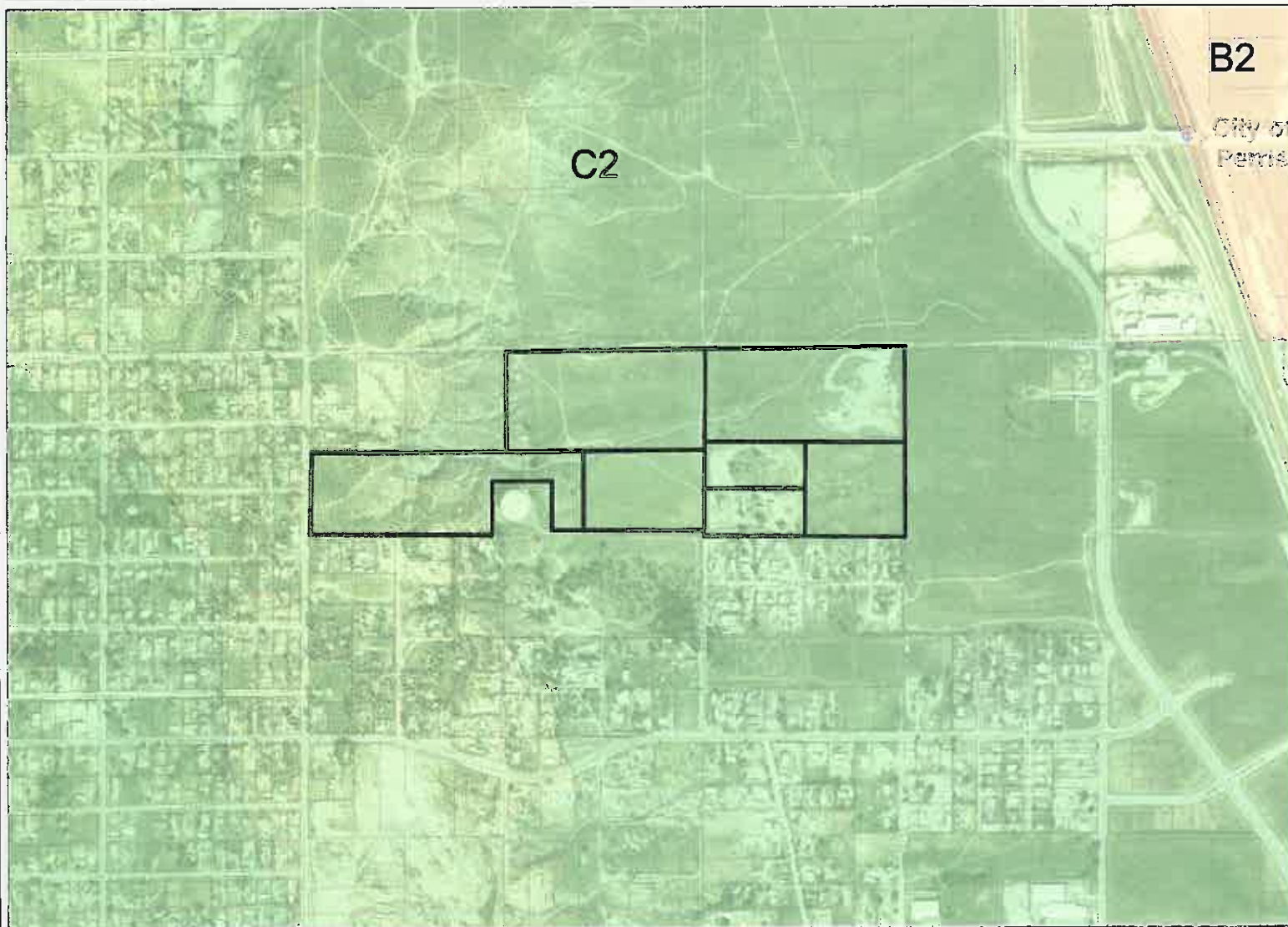
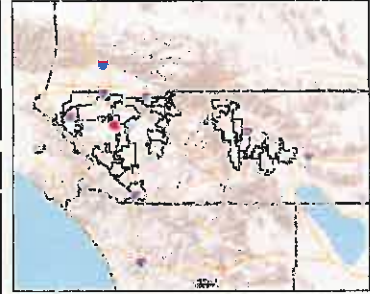
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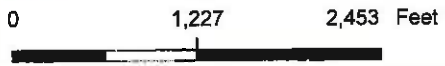
Notes

My Map



Legend

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



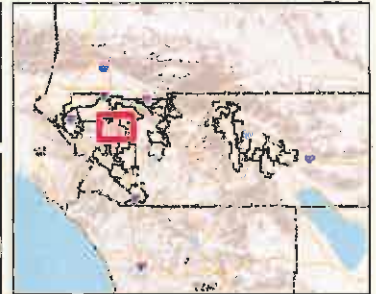
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Notes

My Map



Legend

- City Boundaries
- Cities
- adjacent_highways
 - Interstate
 - Interstate 3
 - State Highways; 60
 - State Highways 3
 - US HWY
 - OUT
- highways_large
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - USHWY
- counties
- cities



0 9,813 19,626 Feet



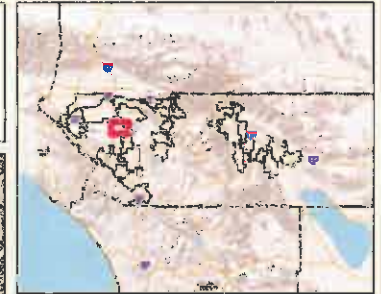
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Notes

My Map



Legend

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



0 4,906 9,813 Feet



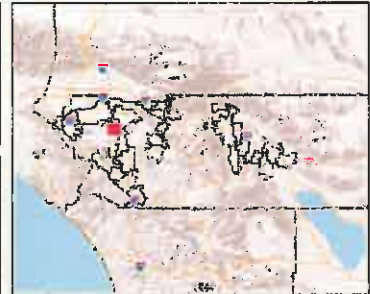
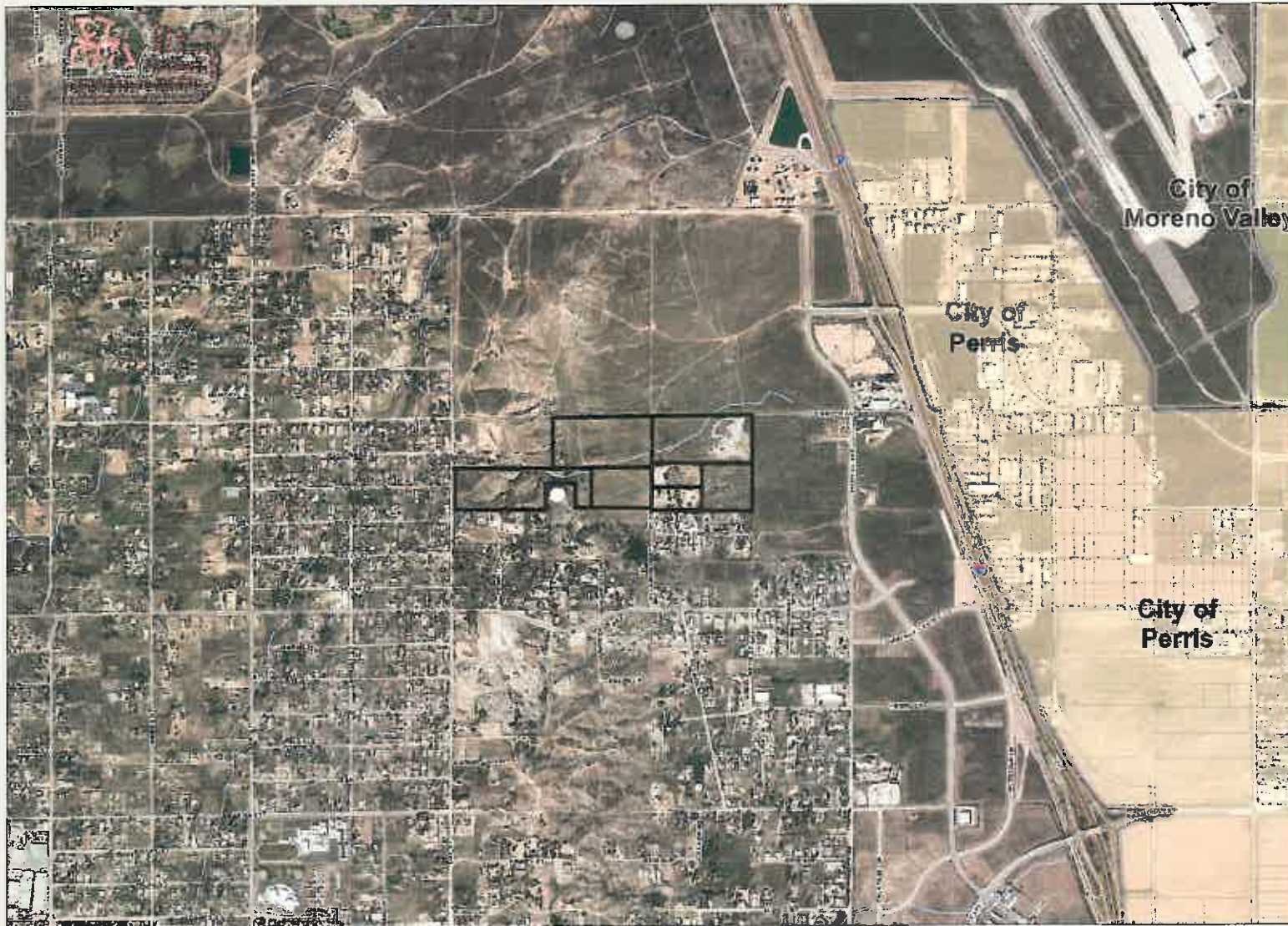
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Notes

My Map



Legend

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



0 2,453 4,906 Feet



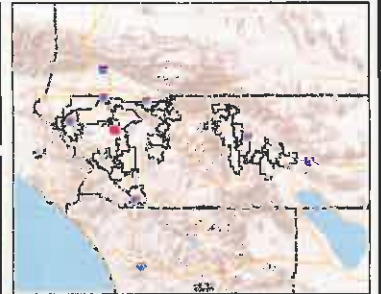
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Notes

My Map



City of
Perris

Legend

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



0 1,227 2,453 Feet



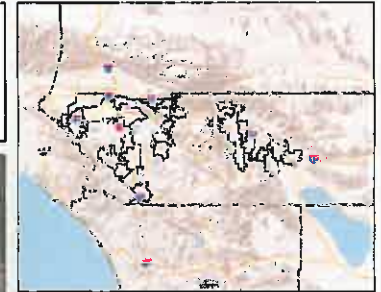
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Notes

My Map



Legend

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



0

613

1,227 Feet



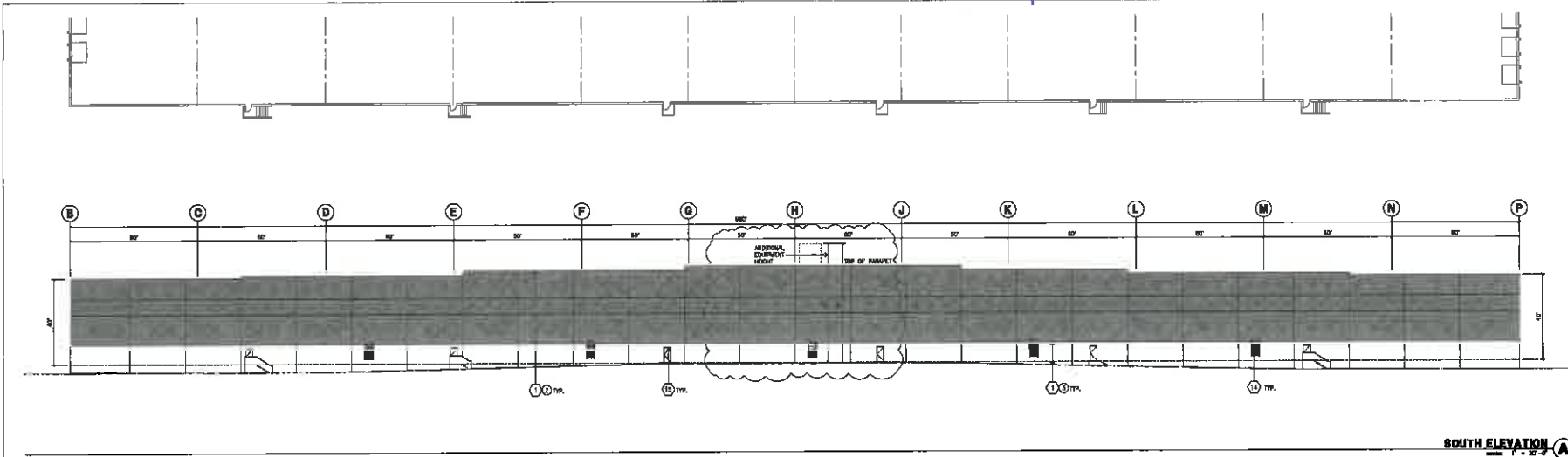
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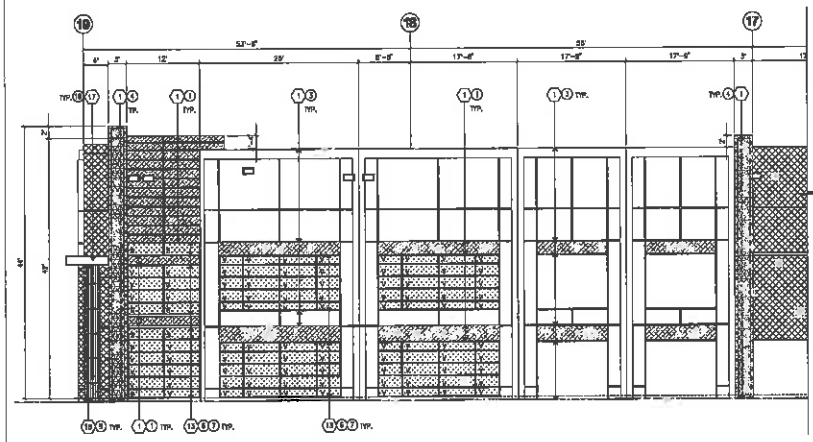
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Notes

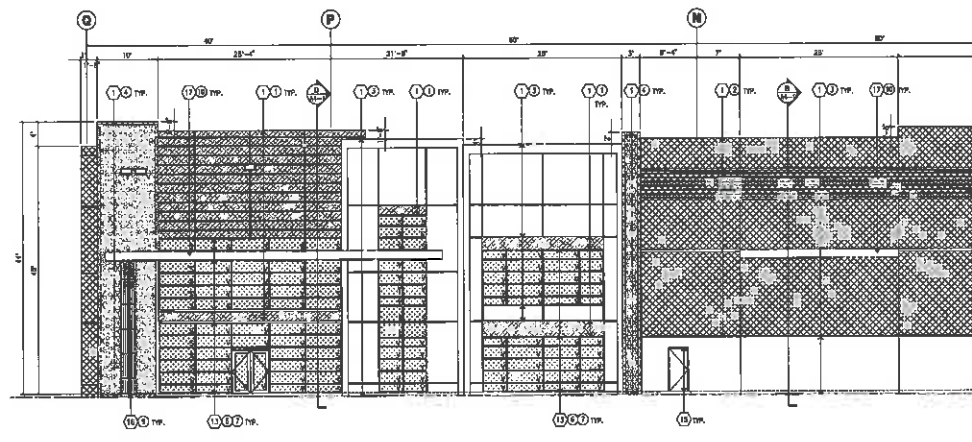
REVISED HEIGHT



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



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



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

KEYNOTES - ELEVATIONS

- 1. CONCRETE TILT-UP PANEL FINISHES. SEE "C" FINISHES FROM OTHER VIEWS. SEE "C" FINISHES. WATERPROOF ALL WALLS WHERE GRABS OR OTHERS ARE EXPOSED TO THE EXTERIOR ON THE INSIDE. WATERPROOF TO BE PERFORMED FOR PROTECTIVE FINISH AND A MIN. OF 1/8" GROUT. FINISHES TRIMMED DOWN AT BOTTOM AND LAID OUT TO CURB OR TO 1/8" STIFF GRADE. FINISHES SHALL NOT BE RECESSED AT DOOR TRIM CORNER OR AT BAMP WALLS.
- 2. PANEL JOINT.
- 3. PANEL FINISH. ALL DETAILS TO HAVE A MIN. OF 3/16" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR, U.S.A.
- 4. MET GLOSS.
- 5. OVERHEAD DOOR IN THIS VIEW. SEE DOOR SCHEDULE. FINISHES COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. DESIGN TO RESIST 30 MPH WIND EXPOSURE "C".
- 6. CONCRETE TILT-UP SCREEN WALL.
- 7. OVERHEAD DOOR IN ROCK VIEW. SEE DOOR SCHEDULE. FINISHES COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. DESIGN TO RESIST 30 MPH WIND EXPOSURE "C".
- 8. CONC. ACCENT FINISH.
- 9. ROCK-OUT PANEL.
- 10. BUILDING FINISHES PER SEE ELEV. SCHEDULES.
- 11. 2" x 2" TYP. BRASS FINISHES PER SEE ELEV. SCHEDULES. ALL LETTERS 1/2" x 1/2" MIN. FINISHES TO BE MATCHED TO BE COLLECTED BY ARCHITECT. CONCRETE PANELS, LANDING AND CORNERS. BY METAL. THE FINISHES. FINISHES PER SEE ELEV. SCHEDULES. FINISHES PER SEE ELEV. SCHEDULES. FINISHES PER SEE ELEV. SCHEDULES. FINISHES PER SEE ELEV. SCHEDULES.
- 12. CONCRETE FINISH.
- 13. ALUMINUM STOREFRONT FINISHES WITH WEATHER CLADDING AT ALL EXPOS. DETAILS ADJUSTED TO COVER AND CLADDING WITH BOTTOMS LESS THAN 1/2" FROM FINISH FLOOR FINISHES. DESIGN TO RESIST 30 MPH WIND EXPOSURE "C".
- 14. METAL FINISHES TO MATCH BUILDING COLOR.
- 15. HOLDING METAL DOORS. SEE DOOR SCHEDULE. FINISHES COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. DESIGN TO RESIST 30 MPH WIND EXPOSURE "C".
- 16. 2X4 DIAMETER COLUMN.
- 17. METAL CHOPPY.
- 18. ROCK BUMP.
- 19. METAL PLATE.

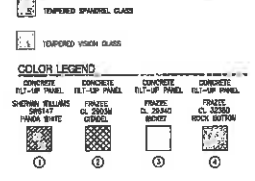
GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE PAINT UNLESS NOTED OTHERWISE.
- C. ROCK. MAX. TOP OF PARAPET ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. QUANTITIES CONSTRUCTION GLASS, METAL ATTACHMENTS AND LANTERS SHALL BE DETERMINED TO RESIST 30 MPH WIND EXPOSURE "C".
- F. CONTRACTOR SHALL PAINT ONLY CONCRETE PANEL BY SELECTED COLOR. CONTRACTOR SHALL ORDER WALL APPROVAL PRIOR TO INSTALLATION. REMOVAL OF BRICKS.
- G. BACK SIDE OF FINISHES TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELECTROSTATIC PAINT.
- H. FOR SPANNING GLAZING ALLOW BRACK BRACK SPANNING TO METALS.
- J. USE ADJACENT BACK BRACK STEPS FOR ALL REVEAL FORMS.
- K. THE FIRST COAT OF PAINT TO BE HOLD-ON AND THE SECOND COAT TO BE SPRAYED-ON.

COLOR SCHED. - ELEVATIONS


- 1. CONCRETE TILT-UP PANEL. PAINT BRAND: SHERWIN WILLIAMS 280147. FINISH: PEARL WHITE.
- 2. CONCRETE TILT-UP PANEL. PAINT BRAND: PRAXER CL 281348. FINISH: CANTON.
- 3. CONCRETE TILT-UP PANEL. PAINT BRAND: PRAXER CL 281348. FINISH: ROCK BOTTOM.
- 4. MET GLOSS.
- 5. METAL CHOPPY.
- 6. GLAZING. PAINT BRAND: SHERWIN WILLIAMS 280147. FINISH: METAL PERFORMANCE. OPTION: CLEAR REFLECTIVE.
- 7. WOODS. PAINT BRAND: SHERWIN WILLIAMS 280147. FINISH: SILVER WINE 2720.
- 8. CELEBR. PAINT BRAND: SHERWIN WILLIAMS 280147. FINISH: SILVER WINE 2720.
- 9. METAL CHOPPY. ALUCORNO.

GLAZING LEGEND



COLOR LEGEND





HPA, Inc.
15351 Linderoth Avenue, Ste. #100
Troy, CA 95135
Tel: 949-488-1777
Fax: 949-488-1881
Email: hpa@hpainc.com

Owner:
TRAMMELL CROW COMPANY

2821 Linderoth Road, Suite 200
Menlo Park, CA 94025
Tel: 650-477-4731
Fax: 650-477-9107

Project:
KNOX BUSINESS PARK

Building D

County of Riverside, CA

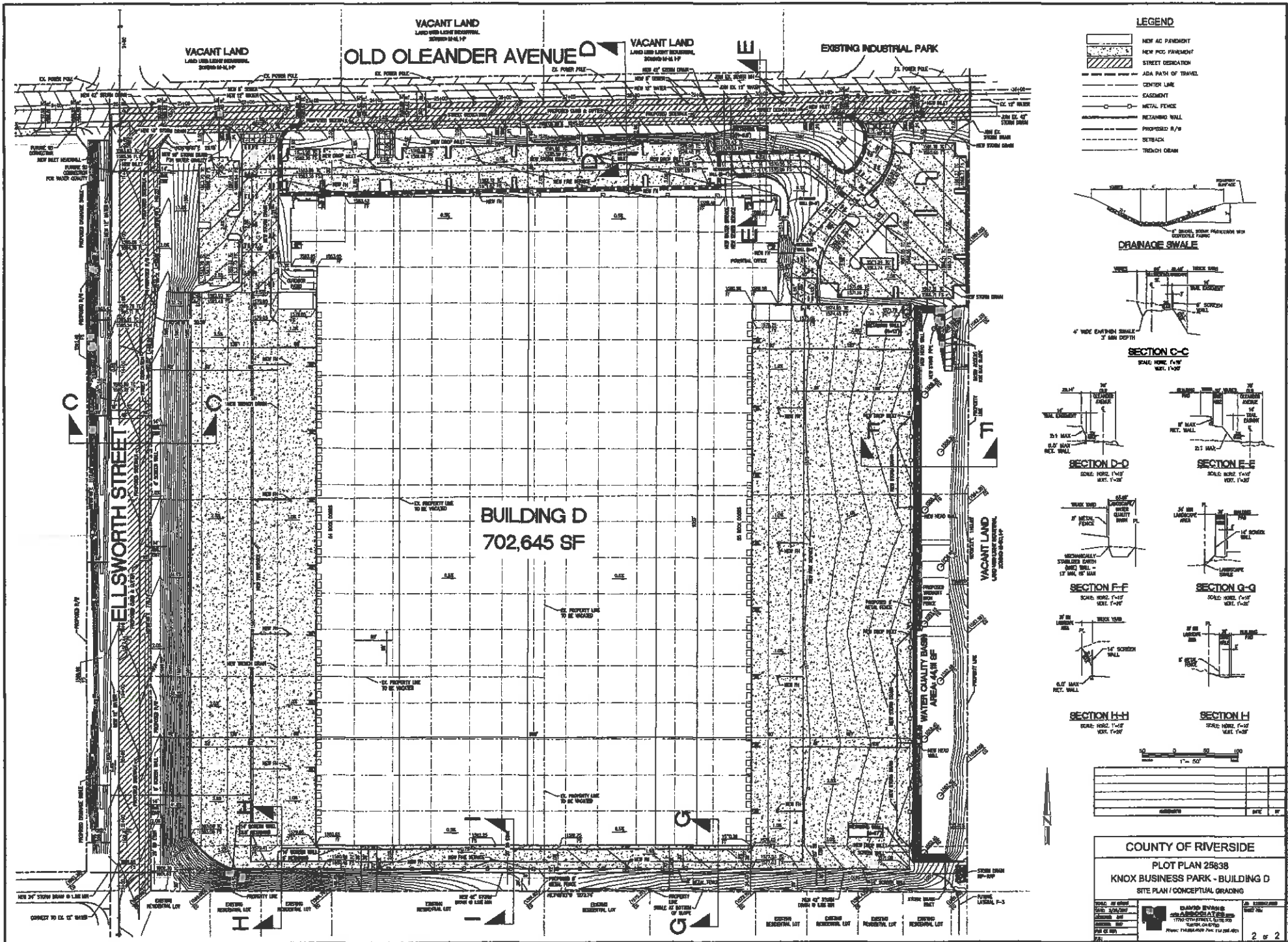
Consultants:
DAVID EVANS & ASSOC.
10000 Wilshire Blvd., Suite 1000
Beverly Hills, CA 90210
Tel: 310-274-1111
Fax: 310-274-1112

Title: **ELEVATIONS**

Project Number: 14180
Drawn by: G.V.
Date: 05/29/16
Revised:

Show:

D-DAB-3.4



LEGEND

- NEW AC PAVEMENT
- NEW PCC PAVEMENT
- STREET DESIGNATION
- ADA PATH OF TRAVEL
- CENTER LINE
- EASEMENT
- METAL FENCE
- RETAINING WALL
- PROPOSED R/W
- SETBACK
- TRENCH DRAIN

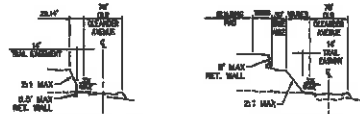


DRAINAGE SWALE



SECTION C-C

SCALE: HORIZ. 1"=10'
VERT. 1"=2'

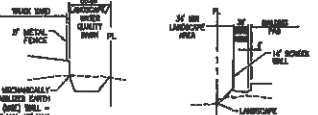


SECTION D-D

SCALE: HORIZ. 1"=10'
VERT. 1"=2'

SECTION E-E

SCALE: HORIZ. 1"=10'
VERT. 1"=2'



SECTION F-F

SCALE: HORIZ. 1"=10'
VERT. 1"=2'

SECTION G-G

SCALE: HORIZ. 1"=10'
VERT. 1"=2'

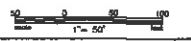


SECTION H-H

SCALE: HORIZ. 1"=10'
VERT. 1"=2'

SECTION I-I

SCALE: HORIZ. 1"=10'
VERT. 1"=2'



DATE	DESCRIPTION

COUNTY OF RIVERSIDE
PLOT PLAN 28838
KNOX BUSINESS PARK - BUILDING D
SITE PLAN / CONCEPTUAL GRADING

<p>DATE: 08/11/2011 TIME: 10:00 AM DRAWN BY: J. BROWN CHECKED BY: J. BROWN PROJECT: KNOX BUSINESS PARK - BUILDING D</p>	<p>DESIGNED BY: J. BROWN CHECKED BY: J. BROWN PROJECT: KNOX BUSINESS PARK - BUILDING D</p>	<p>DATE: 08/11/2011 TIME: 10:00 AM DRAWN BY: J. BROWN CHECKED BY: J. BROWN PROJECT: KNOX BUSINESS PARK - BUILDING D</p>
---	--	---

SITE PLAN KEYNOTES

1. HEAVY BRUSH FROM CONIC REMOVED.
2. ASPHALT CONCRETE DRIVEWAY.
3. CONCRETE RAMP 1/2" 4/2" HIGH CONCRETE TILT-UP CURB WALL ON BOTH SIDES OF DRIVEWAY.
4. DRIVEWAY APPROX TO BE CONSTRUCTED PER "L" DRAWINGS.
5. 5'-0" X 5'-0" MIN. THICK CONCRETE EXTERIOR LANDSCAPE AREA. FRONT TO BE METALLIC BRUSH FINISH.
6. SLOPE TO BE 1/4" OF 1' MIN.
7. BRUSH WALL TO BE PUBLIC WALK OR DRIVE WAY BY 1/2" MIN. TO BE 1/2" OF 1' MIN.
8. CONCRETE TILT-UP SCREEN WALL.
9. METAL ELECTRICAL GATE W/ FINISH-PAINT PROMISE ROAD ENTRY SYSTEM. LOCK PER THE GOVERNMENT STANDARDS PER DRAWING.
10. TYPICAL ENCLOSURE.
11. EXTERIOR CONCRETE SEWER.
12. 1/2"x1/4" BRUSH OUT PANEL FOR FUTURE USE.
13. CONCRETE FULLED GUARD POST 6" DIA. W/ 4.0" X 4" XL.
14. LANDSCAPE SEE "L" CONCRETE LANDSCAPE AREAS INDICATED BY SHADDED PATTERN.
15. HANDICAP ENTRY SIGN.
16. HANDICAP PARKING STALL SIGN.
17. APPROXIMATE LOCATION OF THE TRANSFORMER AND SCHEMATIC.
18. EXTERIOR DOWNSPUT WITH 2' OVERFLOW SCOURPANS.
19. RETAINING WALL.
20. METAL FENCE.
21. GUARD SHACK WITH METAL.
22. CONCRETE SIDEWALK.
23. ASH BACK.

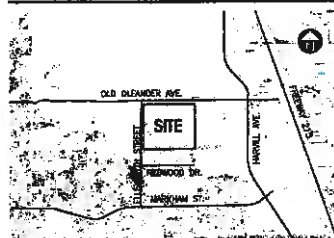
SITE LEGEND

- LANDSCAPED AREA
- CONCRETE FINISH SEE "L" DRAWING FOR FINISHES
- STANDARD PARKING STALL (9' X 18')
- HANDICAP PARKING STALL (9' X 18')
- FINISH OF GRADE
- MIN. PROPERTY LINE

SITE PLAN GENERAL NOTES

1. ALL UNDERDRAIN ARE TO BE ON THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR ONE SIDE LINE.
2. SEE CIVIL PLANS FOR ALL CONCRETE CURBS, OUTLETS AND TRAPES.
3. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
4. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
5. PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDING SEE CIVIL DRAWINGS.
6. CONTRACTOR TO REFER TO CIVIL DRAWINGS FOR ALL DIMENSIONS AND CONSTRUCTION REQUIREMENTS. SITE PLANS ARE FOR GENERAL LAYOUT PURPOSES.
7. SEE CIVIL DRAWINGS FOR FINISH GRADE ELEVATIONS.
8. CONCRETE REINFORCED TO BE A MINIMUM OF 4" THICK W/ TYPICAL JOINTS AT 6' ON CENTER. CONSTRUCTION JOINTS SHALL BE A MINIMUM OF 1/2" DIA. W/ 1/2" DIA. SLURRY. CONCRETE JOINTS TO HAVE COMPRESSIVE STRENGTH FILLER MATERIAL OF 1/4" DIA. LANDSCAPE FINISHES FOR FINISH.
9. FINISH GRADE AND FINISH SHALL BE IN ACCORDANCE WITH THE CITY OF RIVERSIDE. FINISH GRADE TO BE PROVIDED BY THE CITY OF RIVERSIDE. FINISH GRADE TO BE PROVIDED BY THE CITY OF RIVERSIDE.
10. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND FINISHES OF THE ENTIRE PROJECT SHALL BE SUBJECT TO THE RIVERSIDE DEPARTMENT OF PUBLIC UTILITIES AND APPROVED BY PUBLIC UTILITIES DEPARTMENT PRIOR TO BEING SUBMITTED TO THE CITY OF RIVERSIDE.
11. PRIOR TO FINAL CITY APPROVAL, THE LANDSCAPE ARCHITECT SHALL SUBMIT A COPY OF COMPLETION TO PUBLIC UTILITIES DEPARTMENT.
12. ALL LANDSCAPE AND FINISHES SHALL MEET CURRENT CITY REQUIREMENTS AS LISTED IN ORDINANCES OR AS DETERMINED FROM PUBLIC UTILITIES DEPARTMENT.
13. LANDSCAPED AREAS SHALL BE DEMONSTRATED WITH A MINIMUM ONE BAGS (97) FROM CIVIL.
14. APPROVE INDUSTRIAL LANDSCAPE PLAN PRIOR TO GRADING POINT.
15. PROVIDE NECESSARY SIGNAGE AT ALL MAIN ENTRY POINTS.

AERIAL MAP



PROJECT INFORMATION

Applicant:
TRAMMELL CROW COMPANY
10000 WILSON BLVD
SUITE 100
DALLAS, TX 75243
TEL: (972) 477-0701
FAX: (972) 477-0701

Owner:
PARCEL 2 (PWS 214-040-010)
DAN FRENCH
4300 FLORES DR, TORRENO, CO 80261
TEL: (303) 301-8700
FAX: (303) 301-8700

Architect:
HILL GROUP INC. SUITE 1018
10000 WILSON BLVD
SUITE 100
DALLAS, TX 75243
TEL: (972) 477-0701
FAX: (972) 477-0701

Landscape Architect:
HILL GROUP INC. SUITE 1018
10000 WILSON BLVD
SUITE 100
DALLAS, TX 75243
TEL: (972) 477-0701
FAX: (972) 477-0701

Civil Engineer:
DAVID EDWARDS AND ASSOCIATES, INC.
1000 WILSON BLVD, SUITE 100
DALLAS, TX 75243
TEL: (972) 477-0701
FAX: (972) 477-0701

Land Use & Zoning:
CIVIL ENGINEER: DAVID EDWARDS AND ASSOCIATES, INC.
1000 WILSON BLVD, SUITE 100
DALLAS, TX 75243
TEL: (972) 477-0701
FAX: (972) 477-0701

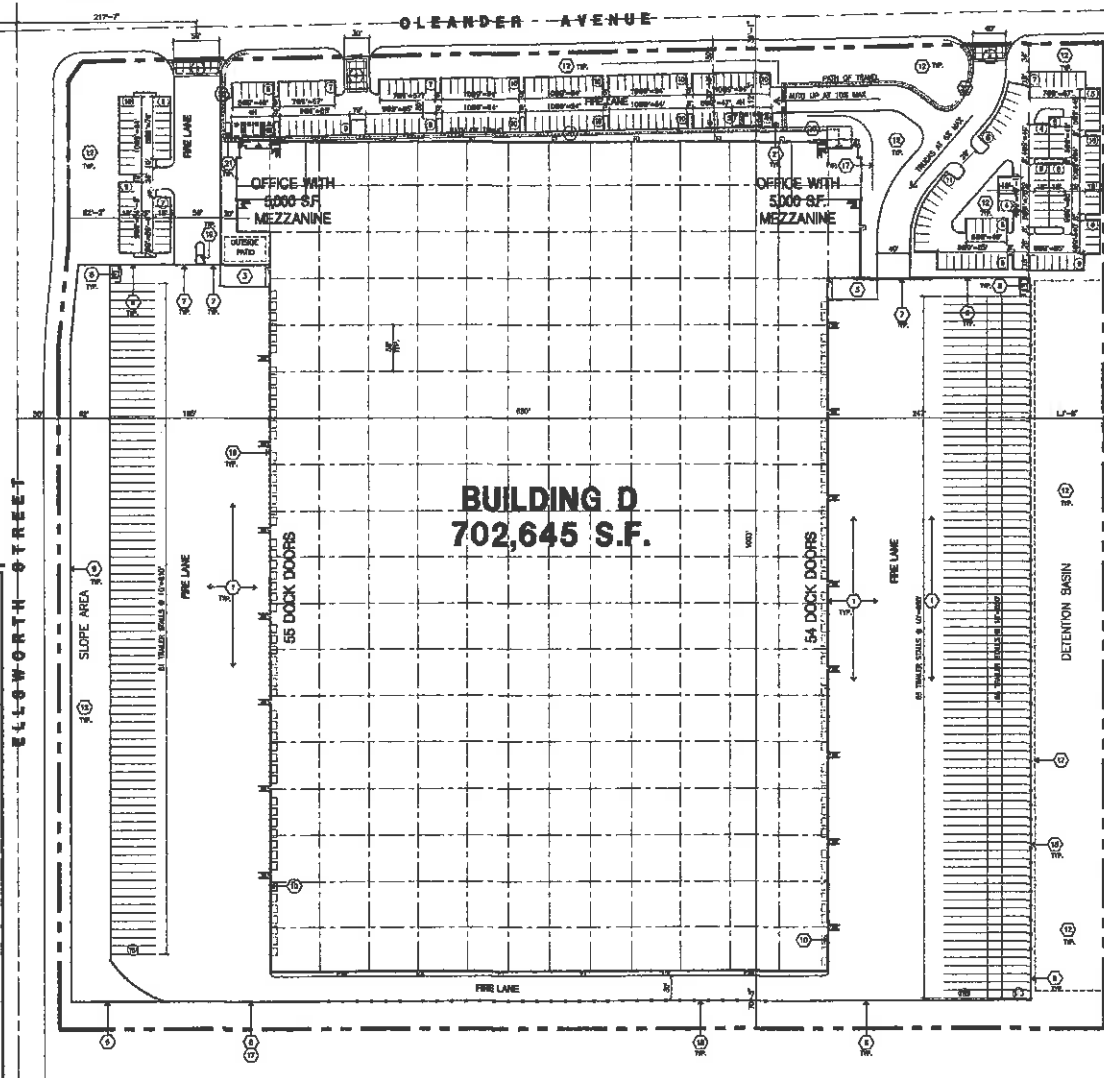
Assessor's Parcel Number:
APN 214-040-010
APN 214-040-010
APN 214-040-010

Construction Type:
OFFICE

Legal Description:
OWNER WILE COMPANY, ORDER NO. 00000000-01-10, DATED SEPTEMBER 16, 2014. THE REAL PROPERTY IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
PARCEL 1: APN 214-040-001
THE SOUTHWEST CORNER OF THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 4 SOUTH, RANGE 2 WEST, SAN BERNARDINO AND RIVERSIDE COUNTIES, CALIFORNIA.
PARCEL 2: APN 214-040-002
THE SOUTHWEST CORNER OF THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 4 SOUTH, RANGE 2 WEST, SAN BERNARDINO AND RIVERSIDE COUNTIES, CALIFORNIA.
ORDER NO. 00000000-01-10, DATED SEPTEMBER 16, 2014. THE REAL PROPERTY IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
APN 214-040-010
THE SOUTHWEST CORNER OF THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 4 SOUTH, RANGE 2 WEST, SAN BERNARDINO AND RIVERSIDE COUNTIES, CALIFORNIA.
ORDER NO. 00000000-01-10, DATED SEPTEMBER 16, 2014. THE REAL PROPERTY IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
APN 214-040-010
THE SOUTHWEST CORNER OF THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 4 SOUTH, RANGE 2 WEST, SAN BERNARDINO AND RIVERSIDE COUNTIES, CALIFORNIA.

TABULATION

SITE AREA	BUILDINGS	D
In sq. ft.	1,804,851 s.f.	
In acres	41.5 ac	
BUILDING AREA		
Office	15,000 s.f.	
Mezzanine	10,000 s.f.	
Warehouse	877,845 s.f.	
Total	702,845 s.f.	
COVERAGE		
	46.7%	
AUTO PARKING REQUIRED		
Office @ 1/250 s.f.	60 stalls	
Mezzanine @ 1/250 s.f.	40 stalls	
Warehouse @ 1/2,000 s.f.	332 stalls	
TOTAL	432 stalls	
HANDICAP PARKING STALLS REQUIRED		
Standard (9'x18')	312 stalls	
Handicap (9'x18')	8 stalls	
TOTAL	320 stalls	
TRAILER PARKING PROVIDED		
Trailer (10'x30')	250 stalls	
ZONING ORDINANCE FOR CITY		
Current Zoning Designation:		
Rural Residential (R-R)		
Manufacturing Medium (MM)		
Industrial Park (I-P)		
Proposed Zoning:		
Industrial Park (I-P)		
MAXIMUM FLOOR AREA RATIO		
F.A.R. 60		
BUILDING HEIGHT ALLOWED		
Height - 50'		
SETBACKS		
Street Side = 20'		
Side = 5'		
Rear = 5'		
Abuse Reaction/commercial zone = 50'		



SITE PLAN
Scale: 1" = 50'



Typ. Inc.
18021 Linderoth Avenue, - Sta. P100
Folsom, CA
95630
Tel: (916) 488-1770
Fax: (916) 488-1851
Email: typ@typinc.com

Owner:
TRAMMELL CROW COMPANY

3501 Ardmore Road, Suite 250
Alhambra, CA 91803
Tel: (916) 477-0701
Fax: (916) 477-0701

Project:
KNOX BUSINESS PARK
Building D
County of Riverside, CA

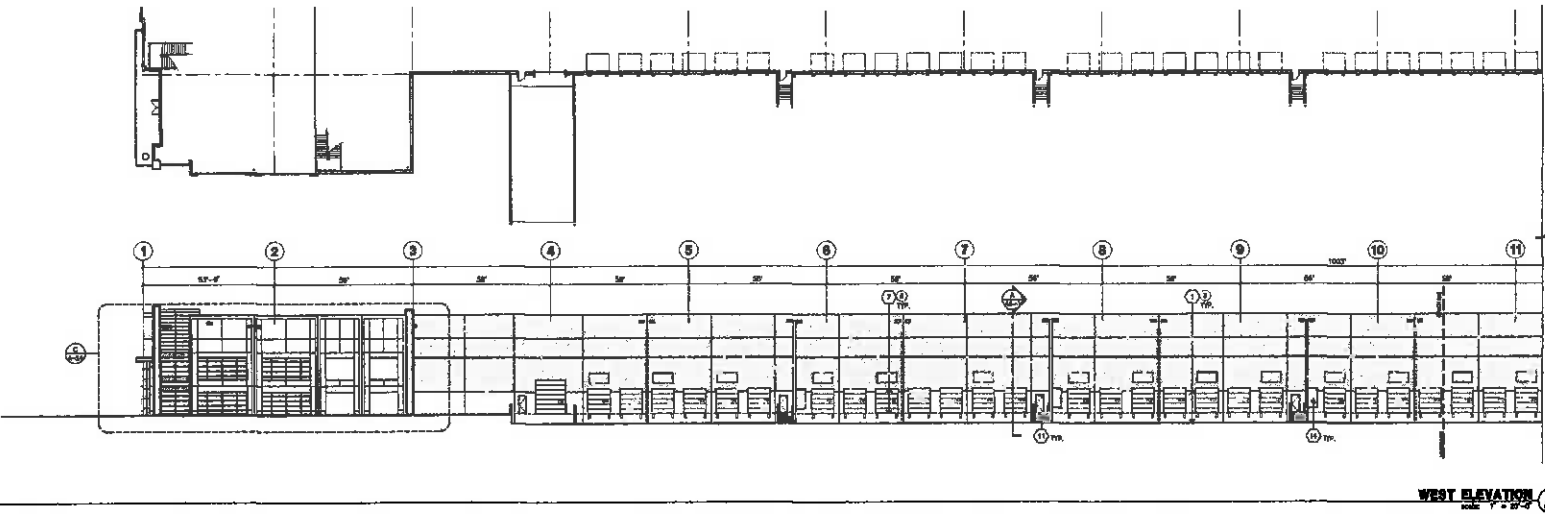
Consultants:
DAVID EDWARDS & ASSOC.

HILLERLANDSCAPE

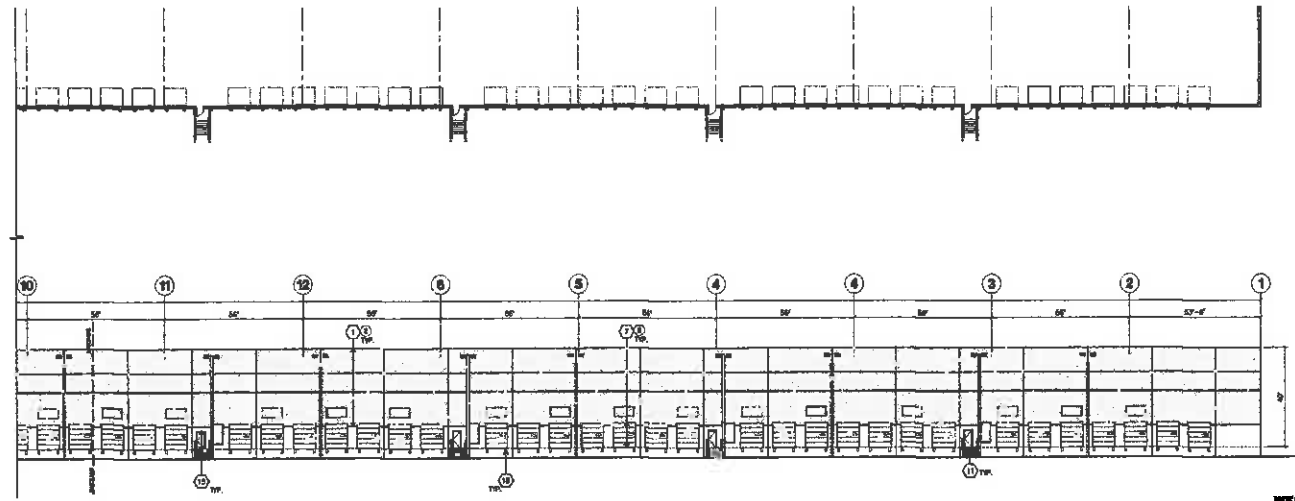
Title: **SITE PLAN**

Project Number: 14113
Drawn by: B.V.
Date: 07/20/18
Revision:

Sheet:
D-DAB-1.1



WEST ELEVATION A



WEST ELEVATION B

KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL (PAINTED). SEE "F" DIMENSION. FINISH GRADE WHICH SET "F" DIMENSION. UNDERCUT ALL WALLS WHICH EXPOSE TO WIND AND EXPOSED TO WEATHER AND FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD AND FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD AND FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD AND FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD.
- 2 PANEL JOINT. ALL JOINTS TO HAVE A MAX. OF 1/2" GAP. FINISH GRADE TO MATCH ADJACENT FINISH GRADE. SEE "G" DIMENSION.
- 3 NOT USED
- 4 OVERHEAD SIGN IS 10" HIGH. SEE DOOR DIMENSIONS. FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD AND FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD.
- 5 CONCRETE TILT-UP SCREEN WALL.
- 6 OVERHEAD SIGN IS 10" HIGH. SEE DOOR DIMENSIONS. FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD AND FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD.
- 7 CONCRETE TILT-UP PANEL.
- 8 METAL CANOPY FOR THE WEST ENTRANCE. FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD AND FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD.
- 9 METAL CANOPY FOR THE WEST ENTRANCE. FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD AND FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD.
- 10 CONCRETE TILT-UP PANEL.
- 11 CONCRETE TILT-UP PANEL.
- 12 CONCRETE TILT-UP PANEL.
- 13 CONCRETE TILT-UP PANEL.
- 14 CONCRETE TILT-UP PANEL.

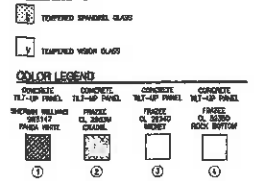
GENERAL NOTES - ELEVATIONS


- A. ALL PANEL COLOR CHANGES TO OCCUR AT JOINTS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.F. = TOP OF FINISH ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD AND FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD.
- F. CONCRETE SHALL FINISH AND CONCRETE SHALL BE FINISHED WITH PROTECTION BOARD AND FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD.
- G. MAX. SIZE OF JOINTS TO HAVE SMOOTH FINISH AND BE FINISHED WITH PROTECTION BOARD AND FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD.
- H. FOR OVERHEAD SIGNING, ALLOW SPACE BETWEEN SIGNING TO BE FINISHED WITH PROTECTION BOARD AND FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD.
- I. THE FIRST COAT OF PAINT TO BE APPLIED ON AND THE SECOND COAT TO BE APPLIED ON.

COLOR SCHEDULE - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL. PAINT FINISH. FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD AND FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD.
- 2 CONCRETE TILT-UP PANEL. PAINT FINISH. FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD AND FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD.
- 3 CONCRETE TILT-UP PANEL. PAINT FINISH. FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD AND FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD.
- 4 CONCRETE TILT-UP PANEL. PAINT FINISH. FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD AND FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD.
- 5 NOT USED
- 6 WALLS. PAINT FINISH. CLEAR FINISH GRADE.
- 7 GLAZING. MEDIUM PERFORMANCE. GREEN OR CLEAR REFLECTIVE. FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD AND FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD.
- 8 DOORS. PAINT FINISH. FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD AND FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD.
- 9 COLUMNS. PAINT FINISH. FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD AND FINISH GRADE TO BE FINISHED WITH PROTECTION BOARD.
- 10 METAL CANOPY. ALUMINUM.

GLAZING LEGEND





HPA, Inc.
19891 Jackson Road, Suite 200
Folsom, CA 95630
Tel: (916) 477-4751
Fax: (916) 477-4751
Email: hpa@hpa.com

Owner:
TRAMMELL CROW COMPANY

Project:
KNOX BUSINESS PARK

Building D
County of Placer, CA

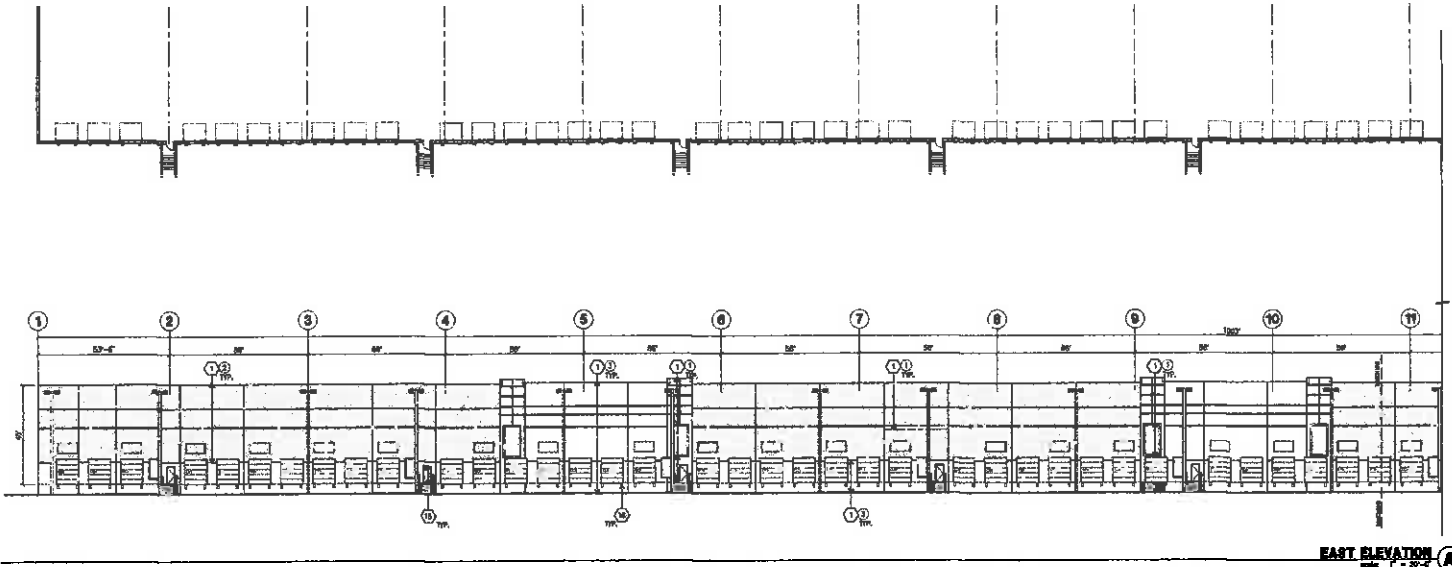
Consultants:
HALL & FOREMAN, INC.

HUNTERLANDSCAPE

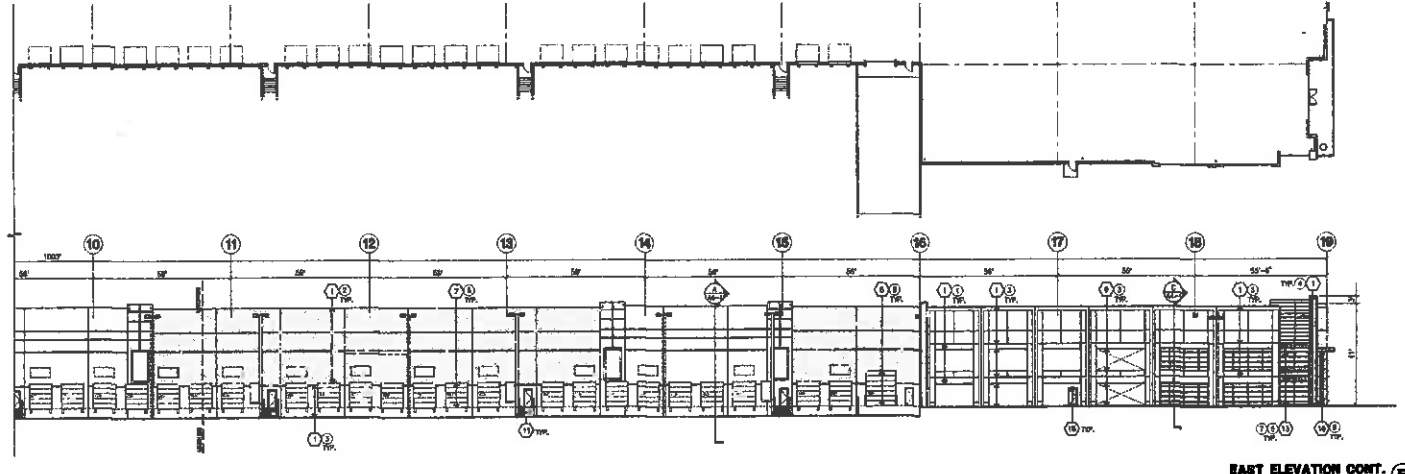
Title: ELEVATIONS

Project Number: 1412
Drawn by: G.V.
Date: 07/29/16
Revision:

Sheet: D-DAB-3.1



EAST ELEVATION A



EAST ELEVATION CONT. B

KEYNOTES - ELEVATIONS

- 1. CONCRETE TILT-UP PANELS (TYPICAL). SEE "C" DIMENSIONS. FINISH GRADE ABOVE. SEE "D" DIMENSIONS. WATERPROOF ALL WALLS WHERE BRICK IS LOCATED AND EXPOSED TO WEATHER. USE BRICK WATERPROOFING TO BE PROTECTED WITH PROTECTION COAT AND A LAYER OF 1/2" SPONGE POLYURETHANE FOAM AT JOINTS AND DELTAUNT TO 2" ON SILE TO BRICK HEAD. NOT REQUIRED AT DOOR HEAD CONDITION OF AT BRICK WALLS.
- 2. PANEL JOINT.
- 3. PANEL HEAD. ALL HEADS TO HAVE A MAX. OF 1/2" CHAMFER. HEADS TO MATCH ADJACENT BRICKS WITH COLOR, LAYOUT.
- 4. NEW BRICK.
- 5. CONCRETE TILT-UP PANELS. SEE "C" DIMENSIONS. FINISH GRADE ABOVE. SEE "D" DIMENSIONS. WATERPROOF ALL WALLS WHERE BRICK IS LOCATED AND EXPOSED TO WEATHER. USE BRICK WATERPROOFING TO BE PROTECTED WITH PROTECTION COAT AND A LAYER OF 1/2" SPONGE POLYURETHANE FOAM AT JOINTS AND DELTAUNT TO 2" ON SILE TO BRICK HEAD. NOT REQUIRED AT DOOR HEAD CONDITION OF AT BRICK WALLS.
- 6. CONCRETE TILT-UP SCREEN BRICK.
- 7. CHAMFERED DOOR & DOOR HEAD. SEE DOOR SCHEDULE. FINISH GRADE ABOVE. SEE "D" DIMENSIONS. WATERPROOF ALL WALLS WHERE BRICK IS LOCATED AND EXPOSED TO WEATHER. USE BRICK WATERPROOFING TO BE PROTECTED WITH PROTECTION COAT AND A LAYER OF 1/2" SPONGE POLYURETHANE FOAM AT JOINTS AND DELTAUNT TO 2" ON SILE TO BRICK HEAD. NOT REQUIRED AT DOOR HEAD CONDITION OF AT BRICK WALLS.
- 8. CONCRETE TILT-UP PANELS. SEE "C" DIMENSIONS. FINISH GRADE ABOVE. SEE "D" DIMENSIONS. WATERPROOF ALL WALLS WHERE BRICK IS LOCATED AND EXPOSED TO WEATHER. USE BRICK WATERPROOFING TO BE PROTECTED WITH PROTECTION COAT AND A LAYER OF 1/2" SPONGE POLYURETHANE FOAM AT JOINTS AND DELTAUNT TO 2" ON SILE TO BRICK HEAD. NOT REQUIRED AT DOOR HEAD CONDITION OF AT BRICK WALLS.
- 9. WINDOW-OUT PANEL.
- 10. FINISH GRADE ABOVE. SEE "D" DIMENSIONS. WATERPROOF ALL WALLS WHERE BRICK IS LOCATED AND EXPOSED TO WEATHER. USE BRICK WATERPROOFING TO BE PROTECTED WITH PROTECTION COAT AND A LAYER OF 1/2" SPONGE POLYURETHANE FOAM AT JOINTS AND DELTAUNT TO 2" ON SILE TO BRICK HEAD. NOT REQUIRED AT DOOR HEAD CONDITION OF AT BRICK WALLS.
- 11. CONCRETE TILT-UP PANELS. SEE "C" DIMENSIONS. FINISH GRADE ABOVE. SEE "D" DIMENSIONS. WATERPROOF ALL WALLS WHERE BRICK IS LOCATED AND EXPOSED TO WEATHER. USE BRICK WATERPROOFING TO BE PROTECTED WITH PROTECTION COAT AND A LAYER OF 1/2" SPONGE POLYURETHANE FOAM AT JOINTS AND DELTAUNT TO 2" ON SILE TO BRICK HEAD. NOT REQUIRED AT DOOR HEAD CONDITION OF AT BRICK WALLS.
- 12. CONCRETE TILT-UP PANELS. SEE "C" DIMENSIONS. FINISH GRADE ABOVE. SEE "D" DIMENSIONS. WATERPROOF ALL WALLS WHERE BRICK IS LOCATED AND EXPOSED TO WEATHER. USE BRICK WATERPROOFING TO BE PROTECTED WITH PROTECTION COAT AND A LAYER OF 1/2" SPONGE POLYURETHANE FOAM AT JOINTS AND DELTAUNT TO 2" ON SILE TO BRICK HEAD. NOT REQUIRED AT DOOR HEAD CONDITION OF AT BRICK WALLS.
- 13. CONCRETE TILT-UP PANELS. SEE "C" DIMENSIONS. FINISH GRADE ABOVE. SEE "D" DIMENSIONS. WATERPROOF ALL WALLS WHERE BRICK IS LOCATED AND EXPOSED TO WEATHER. USE BRICK WATERPROOFING TO BE PROTECTED WITH PROTECTION COAT AND A LAYER OF 1/2" SPONGE POLYURETHANE FOAM AT JOINTS AND DELTAUNT TO 2" ON SILE TO BRICK HEAD. NOT REQUIRED AT DOOR HEAD CONDITION OF AT BRICK WALLS.
- 14. CONCRETE TILT-UP PANELS. SEE "C" DIMENSIONS. FINISH GRADE ABOVE. SEE "D" DIMENSIONS. WATERPROOF ALL WALLS WHERE BRICK IS LOCATED AND EXPOSED TO WEATHER. USE BRICK WATERPROOFING TO BE PROTECTED WITH PROTECTION COAT AND A LAYER OF 1/2" SPONGE POLYURETHANE FOAM AT JOINTS AND DELTAUNT TO 2" ON SILE TO BRICK HEAD. NOT REQUIRED AT DOOR HEAD CONDITION OF AT BRICK WALLS.
- 15. CONCRETE TILT-UP PANELS. SEE "C" DIMENSIONS. FINISH GRADE ABOVE. SEE "D" DIMENSIONS. WATERPROOF ALL WALLS WHERE BRICK IS LOCATED AND EXPOSED TO WEATHER. USE BRICK WATERPROOFING TO BE PROTECTED WITH PROTECTION COAT AND A LAYER OF 1/2" SPONGE POLYURETHANE FOAM AT JOINTS AND DELTAUNT TO 2" ON SILE TO BRICK HEAD. NOT REQUIRED AT DOOR HEAD CONDITION OF AT BRICK WALLS.
- 16. CONCRETE TILT-UP PANELS. SEE "C" DIMENSIONS. FINISH GRADE ABOVE. SEE "D" DIMENSIONS. WATERPROOF ALL WALLS WHERE BRICK IS LOCATED AND EXPOSED TO WEATHER. USE BRICK WATERPROOFING TO BE PROTECTED WITH PROTECTION COAT AND A LAYER OF 1/2" SPONGE POLYURETHANE FOAM AT JOINTS AND DELTAUNT TO 2" ON SILE TO BRICK HEAD. NOT REQUIRED AT DOOR HEAD CONDITION OF AT BRICK WALLS.
- 17. CONCRETE TILT-UP PANELS. SEE "C" DIMENSIONS. FINISH GRADE ABOVE. SEE "D" DIMENSIONS. WATERPROOF ALL WALLS WHERE BRICK IS LOCATED AND EXPOSED TO WEATHER. USE BRICK WATERPROOFING TO BE PROTECTED WITH PROTECTION COAT AND A LAYER OF 1/2" SPONGE POLYURETHANE FOAM AT JOINTS AND DELTAUNT TO 2" ON SILE TO BRICK HEAD. NOT REQUIRED AT DOOR HEAD CONDITION OF AT BRICK WALLS.
- 18. CONCRETE TILT-UP PANELS. SEE "C" DIMENSIONS. FINISH GRADE ABOVE. SEE "D" DIMENSIONS. WATERPROOF ALL WALLS WHERE BRICK IS LOCATED AND EXPOSED TO WEATHER. USE BRICK WATERPROOFING TO BE PROTECTED WITH PROTECTION COAT AND A LAYER OF 1/2" SPONGE POLYURETHANE FOAM AT JOINTS AND DELTAUNT TO 2" ON SILE TO BRICK HEAD. NOT REQUIRED AT DOOR HEAD CONDITION OF AT BRICK WALLS.
- 19. CONCRETE TILT-UP PANELS. SEE "C" DIMENSIONS. FINISH GRADE ABOVE. SEE "D" DIMENSIONS. WATERPROOF ALL WALLS WHERE BRICK IS LOCATED AND EXPOSED TO WEATHER. USE BRICK WATERPROOFING TO BE PROTECTED WITH PROTECTION COAT AND A LAYER OF 1/2" SPONGE POLYURETHANE FOAM AT JOINTS AND DELTAUNT TO 2" ON SILE TO BRICK HEAD. NOT REQUIRED AT DOOR HEAD CONDITION OF AT BRICK WALLS.

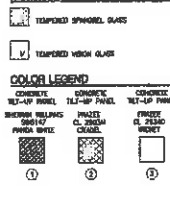
GENERAL NOTES - ELEVATIONS


- A. ALL PAINT WORK CHANGES TO OCCUR AT BRICK CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T&P, CL = TOP OF FINISH FLOOR ELEVATION.
- D. T&P = FINISH FLOOR ELEVATION.
- E. CONCRETE TILT-UP PANELS SHALL BE FINISHED TO EXIST OR OPEN SURFACE OF BRICK. CONCRETE SHALL SHOW BRICK FINISH PRIOR TO REVELATION.
- F. CONCRETE SHALL FINISH OVER CONCRETE PANELS. BY SELECTED COLOR, APPROVED AND OTHER SHALL APPROVE PRIOR TO FINISHING TO MATCHED OF BRICKS.
- G. BRICK SIDE OF FINISHES TO HAVE SMOOTH FINISH AND BE FINISHED WITH ELECTROSTATIC PAINT.
- H. FOR SPERMAL GLAZING, ALLOW BRICK BEHIND SPERMAL TO BREAK. A USE BRICKS BRICK BRICK STAYS FOR ALL BRICK PANELS.
- I. THE BRICK END OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPERMAL-ON.

COLOR SCHED. - ELEVATIONS

- 1. CONCRETE TILT-UP PANEL. PAINT SPERMAL. BRICKS WILSON 090117. FINISH BRICK.
- 2. CONCRETE TILT-UP PANEL. PAINT SPERMAL. FINISH CL BRICK HEAD.
- 3. CONCRETE TILT-UP PANEL. PAINT SPERMAL. FINISH CL BRICK HEAD.
- 4. CONCRETE TILT-UP PANEL. PAINT SPERMAL. FINISH CL BRICK HEAD.
- 5. NOT USED.
- 6. WALLS.
- 7. GLAZING.
- 8. DOORS.
- 9. DOOR.
- 10. METAL CHAMP.

GLAZING LEGEND





Type, Inc.
 10821 Ardmore Road, Suite 200
 Irvine, CA 92618
 Tel: 949-453-1770
 Fax: 949-453-1851
 Email: hpa@hpaarch.com

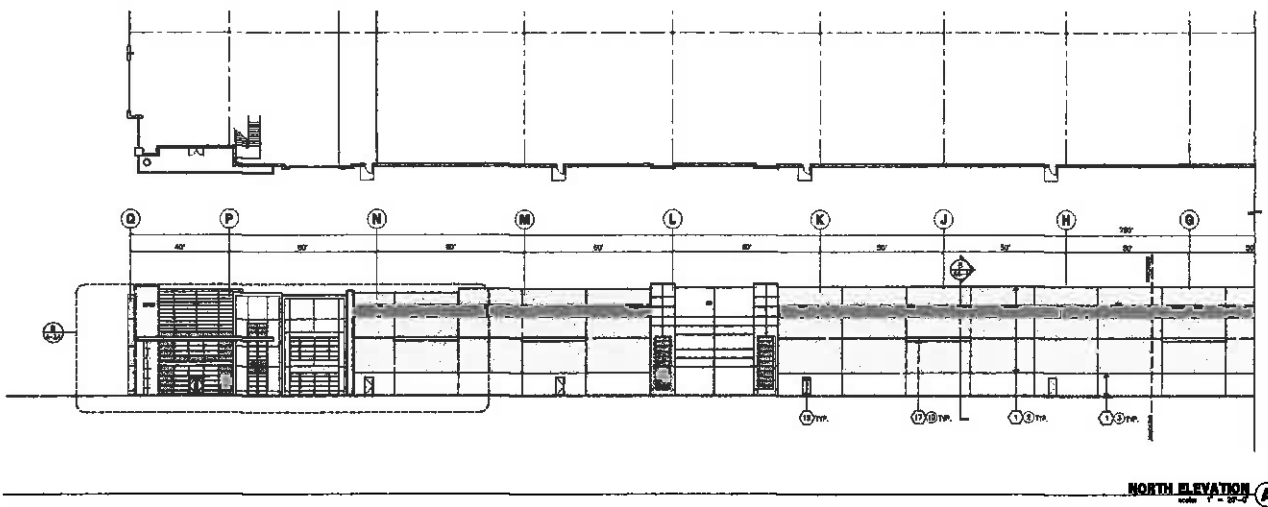
Owner:
 TRAMMELL CROW COMPANY
 8521 Ardmore Road, Suite 200
 Newport Beach, California 92660
 Tel: (949) 471-6729
 Fax: (949) 471-6107

Project:
 KNOX BUSINESS PARK
 Building D
 County of Riverside, CA

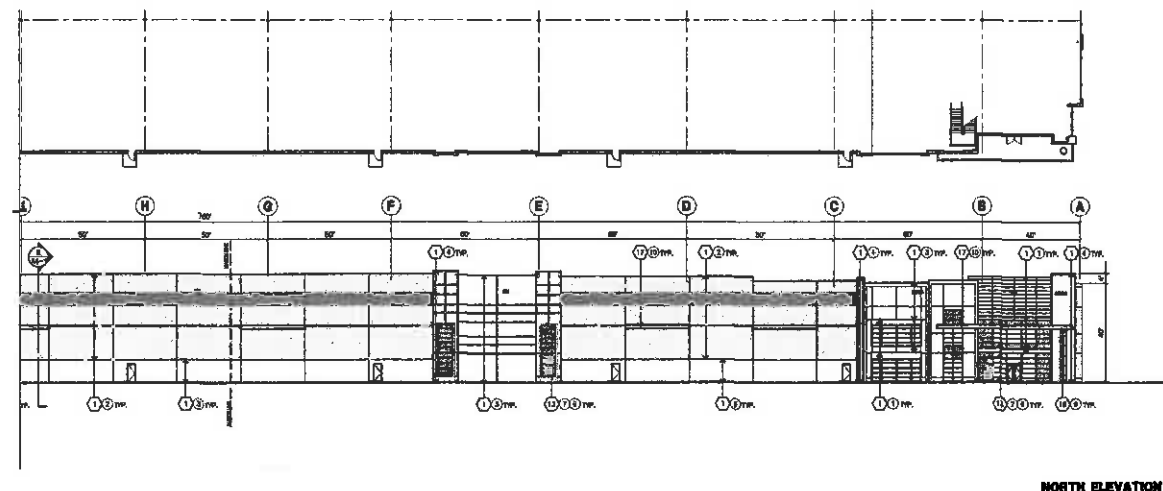
Consultants:
 HALL & FOREMAN, INC.
 HUNTER LANDSCAPE

Title: ELEVATIONS
 Project Number: 1412
 Drawn by: D.V.
 Date: 07/25/16
 Revision:

Sheet: D-DAB-3.2



NORTH ELEVATION A



NORTH ELEVATION CONT. B

KEYNOTES - ELEVATIONS

- 1) CONCRETE TILT-UP PANEL/PARTIAL: SEE "IF" DRAWING. FINISH SHOWN. SEE "IF" DRAWING. UNLESS OTHERWISE NOTED OTHERWISE, ALL WALLS SHALL BE FINISHED WITH PORTLAND CEMENT AND A 1/2" OF 1/2" REBAR. FINISH REBAR OF SECTION ARE SHOWN TO COME TO THE EXPOSURE "C". NOT REQUIRED AT ROCK WITH EXPOSURE OR AT SWAP WALLS.
- 2) FINISH: CONCRETE.
- 3) FINISH: REBAR. ALL REBAR TO HAVE A LAMP OF 3/4" CHAIRS. REBAR SHALL BE BENT AT 90 DEGREE ANGLES TO COME TO THE EXPOSURE "C".
- 4) FINISH: CONCRETE.
- 5) FINISH: CONCRETE.
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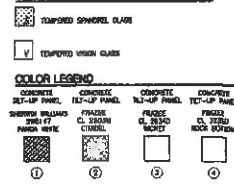
GENERAL NOTES - ELEVATIONS

- A. ALL FINISH COLOR CHANGES TO OCCUR AT INSIDE CORNER UNLESS NOTED OTHERWISE.
- B. ALL FINISH FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. FINISH: CONCRETE. FINISH: CONCRETE. FINISH: CONCRETE.
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COLOR SCHED. - ELEVATIONS

- 1) CONCRETE TILT-UP PANEL. FINISH: CONCRETE.
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- 100) CONCRETE TILT-UP PANEL. FINISH: CONCRETE.

GLAZING LEGEND



HPA
HUNTER PARTNERSHIP ARCHITECTS

Arch. Inc.
16291 Hamilton Avenue, Ste. #100
Irvine, CA 92618
Tel: 949-455-1770
Tel: 949-455-1851
Email: hpa@hpaarch.com

Owner:
TRAMMELL CROW COMPANY

3021 Jonathan Road, Suite 200
Newport Dr. ca, California 95330
Tel: 949-477-4791
Tel: 949-477-0197

Project:
KNOX BUSINESS PARK

Building D

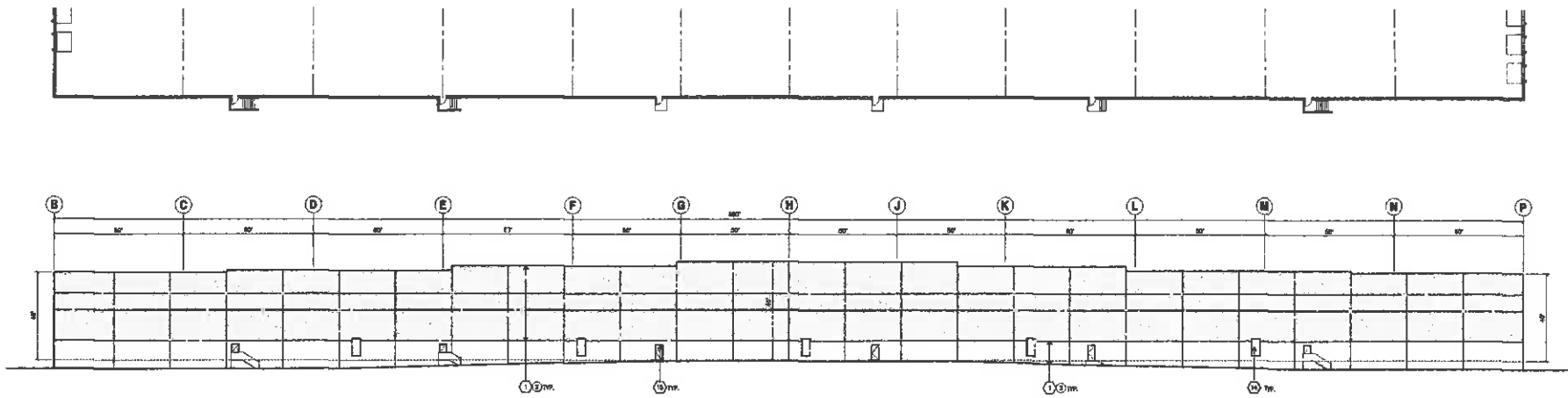
County of Riverside, CA

Consultants:
HILL & FOREMAN, INC.
HUNTERLANDSCAPE

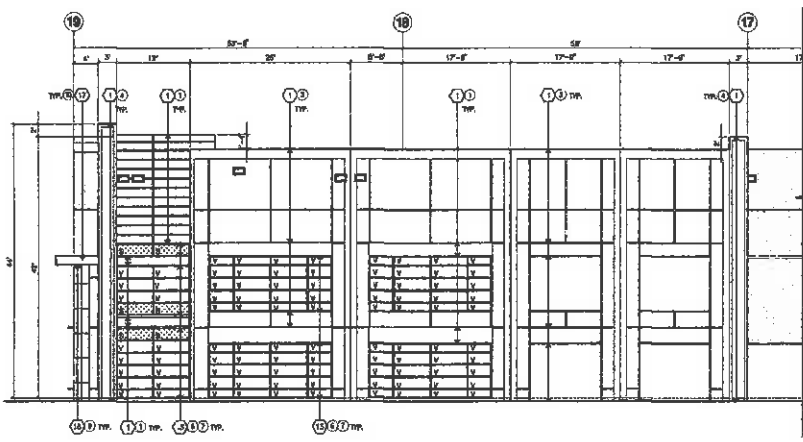
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Project Number: 14189
Drawn by: S.V.
Date: 03/20/19
Revision:

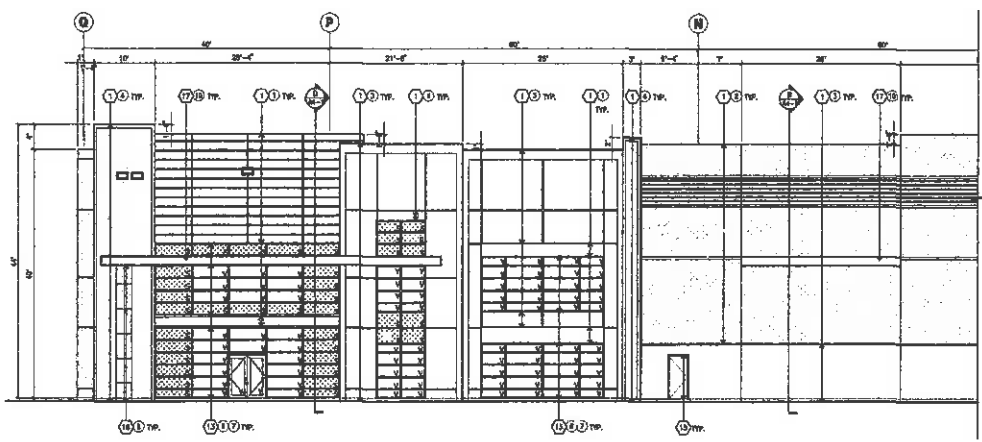
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D-DAB-33



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



ENLARGED WEST ELEVATION
scale: 1/4" = 1'-0"



ENLARGED NORTH ELEVATION
scale: 1/4" = 1'-0"

KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL/SCREEN WALL, SEE "C" DIMENSIONS. FINISH GRADE FINISH, SEE "C" DIMENSIONS. UNPROTECTED ALL WALLS SHALL BE PAINTED WITH PROTECTIVE COATING. FINISH GRADE FINISH SHALL BE PAINTED WITH PROTECTIVE COATING. FINISH GRADE FINISH SHALL BE PAINTED WITH PROTECTIVE COATING.
- 2 PANEL JOINT.
- 3 ALL FINISHES TO BE PAINTED WITH PROTECTIVE COATING.
- 4 NOT USED.
- 5 CONCRETE TILT-UP SCREEN WALL.
- 6 CONCRETE TILT-UP SCREEN WALL.
- 7 CONCRETE TILT-UP SCREEN WALL.
- 8 CONCRETE TILT-UP SCREEN WALL.
- 9 CONCRETE TILT-UP SCREEN WALL.
- 10 CONCRETE TILT-UP SCREEN WALL.
- 11 CONCRETE TILT-UP SCREEN WALL.
- 12 CONCRETE TILT-UP SCREEN WALL.
- 13 CONCRETE TILT-UP SCREEN WALL.
- 14 CONCRETE TILT-UP SCREEN WALL.
- 15 CONCRETE TILT-UP SCREEN WALL.
- 16 CONCRETE TILT-UP SCREEN WALL.

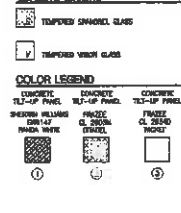
GENERAL NOTES - ELEVATIONS

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- B. ALL FINISH FINISHES ARE TO BE PAINTED UNLESS NOTED OTHERWISE.
- C. ALL TILT-UP PANELS TO BE PAINTED UNLESS NOTED OTHERWISE.
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- Z. FINISHES TO BE PAINTED UNLESS NOTED OTHERWISE.

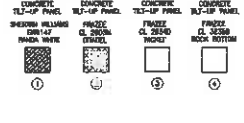
COLOR SCHED. - ELEVATIONS

NO.	DESCRIPTION	FINISH
1	CONCRETE TILT-UP PANEL	PAINT FINISH, FINISH CL. 2000A WHITE
2	CONCRETE TILT-UP PANEL	PAINT FINISH, FINISH CL. 2000A WHITE
3	CONCRETE TILT-UP PANEL	PAINT FINISH, FINISH CL. 2000A WHITE
4	CONCRETE TILT-UP PANEL	PAINT FINISH, FINISH CL. 2000A WHITE
5	CONCRETE TILT-UP PANEL	PAINT FINISH, FINISH CL. 2000A WHITE
6	CONCRETE TILT-UP PANEL	PAINT FINISH, FINISH CL. 2000A WHITE
7	GLASS	TEMPERED SPANGLER GLASS
8	DOOR	PAINT FINISH, FINISH CL. 2000A WHITE
9	COLUMN	PAINT FINISH, FINISH CL. 2000A WHITE
10	METAL CHOPPY	PAINT FINISH, FINISH CL. 2000A WHITE

GLAZING LEGEND



COLOR LEGEND



HPA
Inc.
11201 Sandstone Avenue, Ste. 8400
Folsom, CA 95762
Tel: (916) 884-1770
Fax: (916) 884-0801
www.hpa.com

Owner:
TRAMMELL CROW COMPANY

3501 Sandstone Road, Suite 250
Newport Beach, California 92660
Tel: (949) 477-4781
Fax: (949) 477-9167

Project:
KNOX BUSINESS PARK

Building D
County of Riverside, CA

Consultants:
DAVID EWING & ASSOC.

HUNTER LANDSCAPE

Title: ELEVATIONS

Project Number: 14100
Drawn by: G.V.
Date: 07/29/10
Revised:

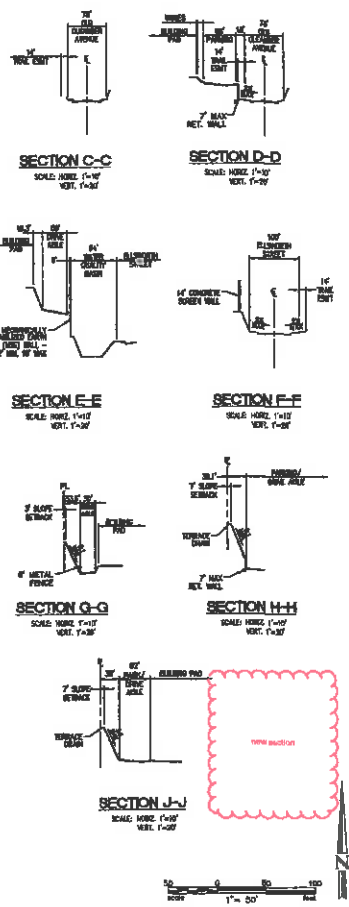
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OLD OLEANDER AVENUE

LEGEND

- NEW AC PAVEMENT
- NEW PCC PAVEMENT
- STREET DEDICATION
- ADA PATH OF TRAVEL
- CENTER LINE
- EASEMENT
- METAL FENCE
- RETAINING WALL
- PROPOSED R/W
- EASEMENT
- TRENCH DRAIN



NO.	REVISION	DATE	BY

COUNTY OF RIVERSIDE

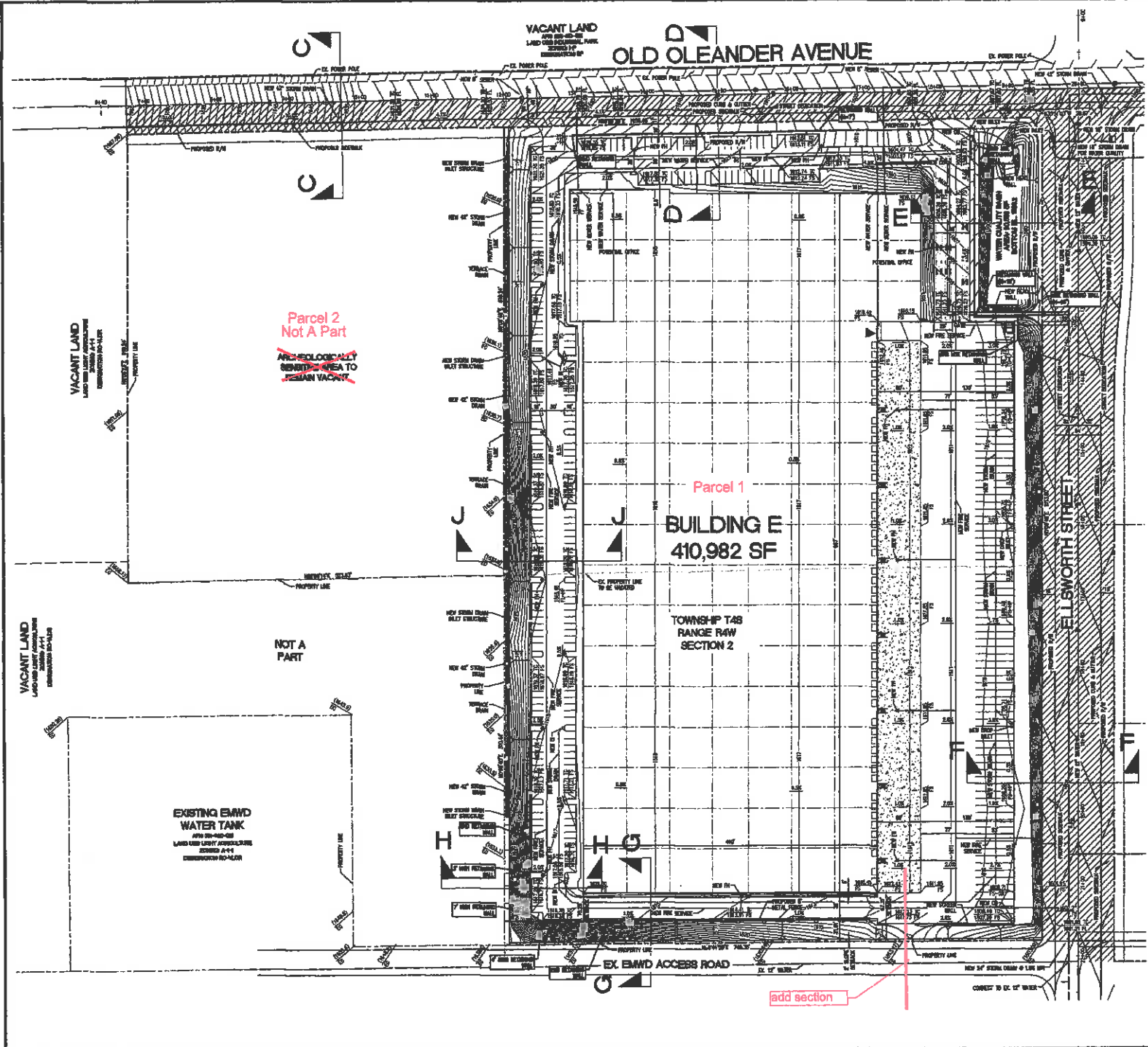
PLOT PLAN 25837

KNOX BUSINESS PARK - BUILDING E

SCHEDULE "C"

SITE PLAN / CONCEPTUAL GRADING

DATE: 3/20/24
 DRAWN BY: DAVID W. BRADY
 CHECKED BY: DAVID W. BRADY
 TITLE: ARCHITECT
 PROJECT NO.: 178217 (178217-001) (178217-001)
 SHEET NO.: 2 OF 2



NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

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

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

DATE OF HEARING: May 11, 2017

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1250MA17 – Trammel Crow So. Cal Devel. Co. (Representative: Henry-Ann Co. Inc.) – County of Riverside Planning Case Nos. PP25837 and PP25838 (Plot Plans). The applicant is proposing to amend previously approved ALUC case ZAP1150MA15 to increase the wall heights of both proposed concrete tilt-up warehouse/distribution buildings from 44 feet to 55 feet. The project site is located southerly of Oleander Road, westerly of Harvill Avenue, and bisected by Decker Road (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).

FURTHER INFORMATION: Contact ALUC Planner Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Russell Brady of the County of Riverside Planning Department at (951) 955-3025.

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

ALUC Identification No.

ZAPI250MA17

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application March 20, 2017
 Property Owner Trammell Crow So. Cal Devel. Co. (TCSDCI) Phone Number 949-477-4741
 Mailing Address 3501 Jamboree Rd. Suite 230
Newport Beach, CA 92660

Agent (if any) Henry-Ann Co., Inc. Phone Number 951-302-2600
 Mailing Address 32823 Temecula Parkway, Temecula, CA 92592
Temecula, CA 92592

*March
CR*

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address _____
 Assessor's Parcel No. 314-020-010, 314-020-017, 314-020-019, 314-040-001, 1 Parcel Size 70.07
 Subdivision Name Knox Business Park 314-040-002, 314-040-003, 314-040-008 Zoning LI
 Lot Number _____ Classification _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Vacant land (2 parcels are business park and 2 are light industrial)

Proposed Land Use (describe) Proposed land use: light industrial
Increase height of buildings to 55 feet.

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

Height Data Height above Ground or Tallest Object (including antennas and trees) 55 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 55 ft.

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

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received	_____	Type of Project	
Agency Name	<u>COUNTY OF RIVERSIDE</u>	<input type="checkbox"/> General Plan Amendment	
Staff Contact	<u>RUSSELL BRADY</u>	<input type="checkbox"/> Zoning Amendment or Variance	
Phone Number	<u>951-955-3025</u>	<input type="checkbox"/> Subdivision Approval	
Agency's Project No.	<u>GRANDIS, CZ 7872, PP 25838</u>	<input type="checkbox"/> Use Permit	
	<u>PM-74950</u> <u>25837</u>	<input type="checkbox"/> Public Facility	
		<input checked="" type="checkbox"/> Other	<u>Plot Plans</u>

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.3

HEARING DATE: May 11, 2017

CASE NUMBER: ZAP1249MA17 – Duke Realty, Adam Schmid
(Representative: Albert A. Webb Associates)

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NO: PLN17-00002, PLN17-05060 (Specific Plan Amendment,
Design Review)

MAJOR ISSUES: None

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

PROJECT DESCRIPTION: The applicant proposes to develop a 1,189,860 square foot industrial building on 54.71 acres. The industrial building will be primarily for warehousing purposes (1,169,860 square feet of warehousing area, with 20,000 square feet of office area). The applicant also proposes to amend the Perris Valley Commerce Center Specific Plan land use designation on the westerly 35.45 acres of the site from Business Professional Office to Light Industrial. (The easterly 19.26 acres are already designated Light Industrial.)

PROJECT LOCATION: The site is located easterly of Perris Boulevard, southerly of Markham Street, westerly of Redlands Avenue, and northerly of Perry Street, in the City of Perris, approximately 8,330 feet southeasterly of the southerly end of Runway 14-32 at March Air Reserve Base.

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

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

BACKGROUND:

Non-Residential Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone D. Non-residential intensity is not restricted in Compatibility Zone D.

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

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being outside the 60 CNEL range from aircraft noise. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the warehouse area would not require special measures to mitigate aircraft-generated noise. However, a condition is included to provide for adequate noise attenuation within office areas of the building.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 8,330 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,571.3 feet AMSL. The site's finished floor elevation is 1,460 feet AMSL and the proposed building height is 45 feet, for a top point elevation of 1,505 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service was not required.

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

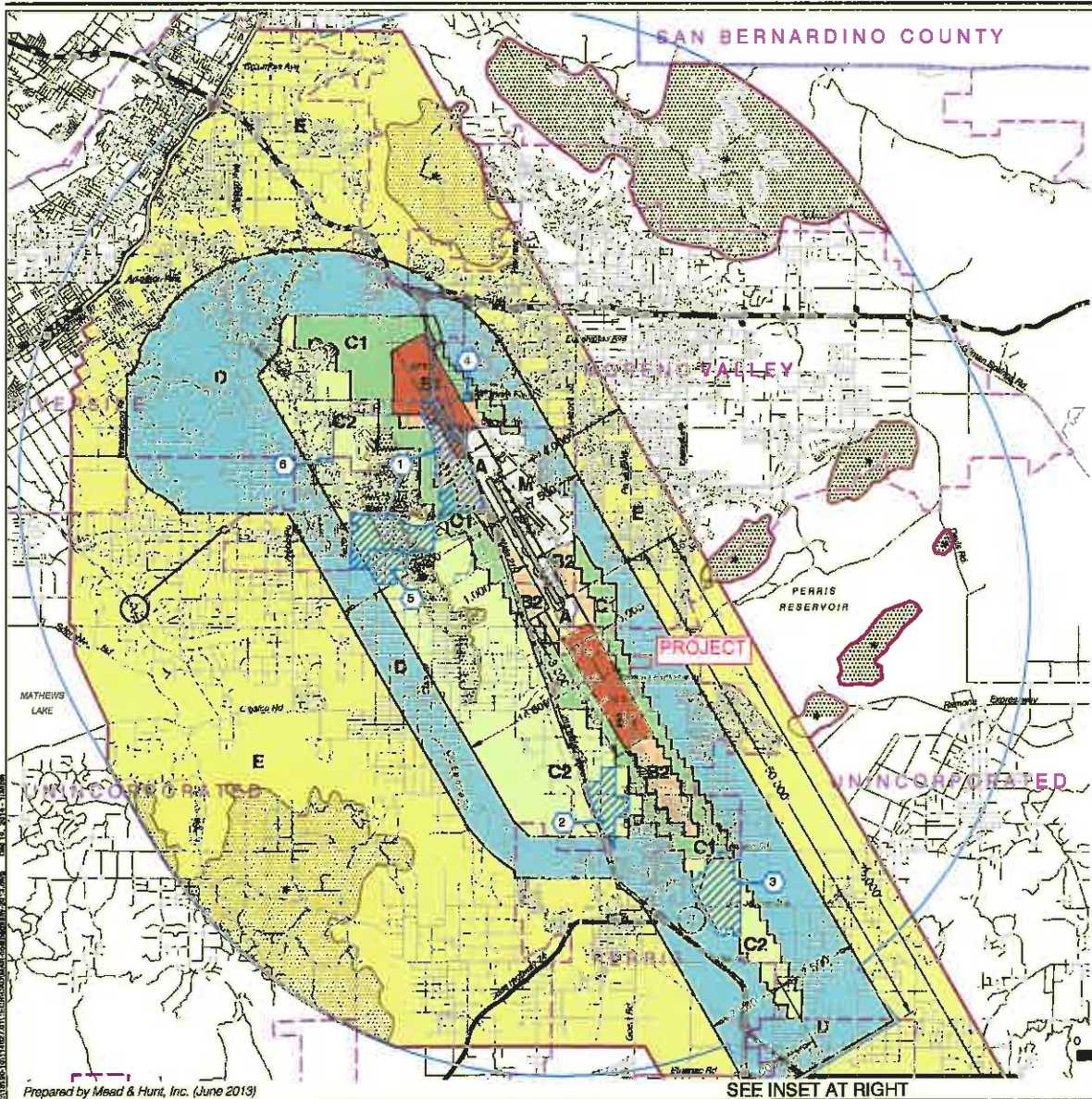
CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded 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, composting operations, production of cereal grains, sunflower, and row crops, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 3. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
- 4. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
- 5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
- 6. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
- 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.

NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

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

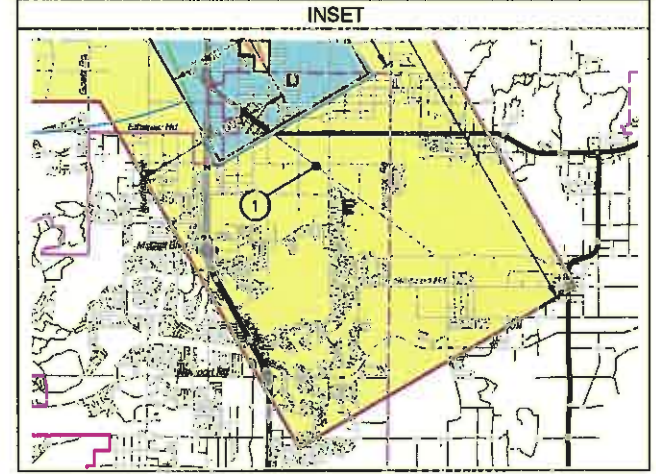
Boundary Lines

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

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

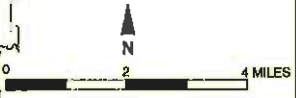
① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.

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



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

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



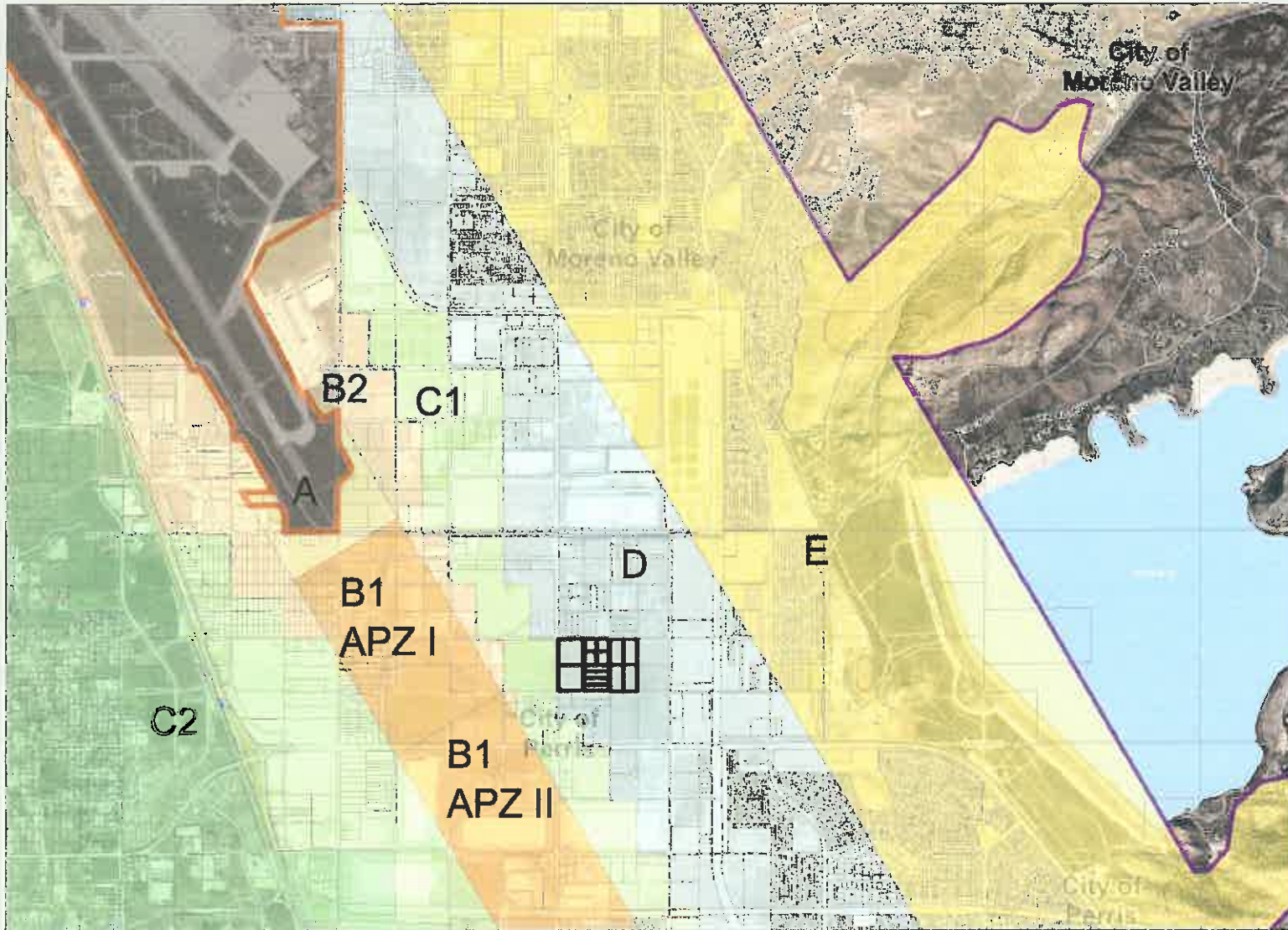
Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT

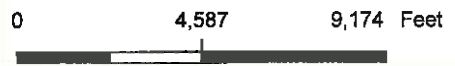
Map MA-1
Compatibility Map
March Air Reserve Base / Inland Port Airport

My Map



Legend

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



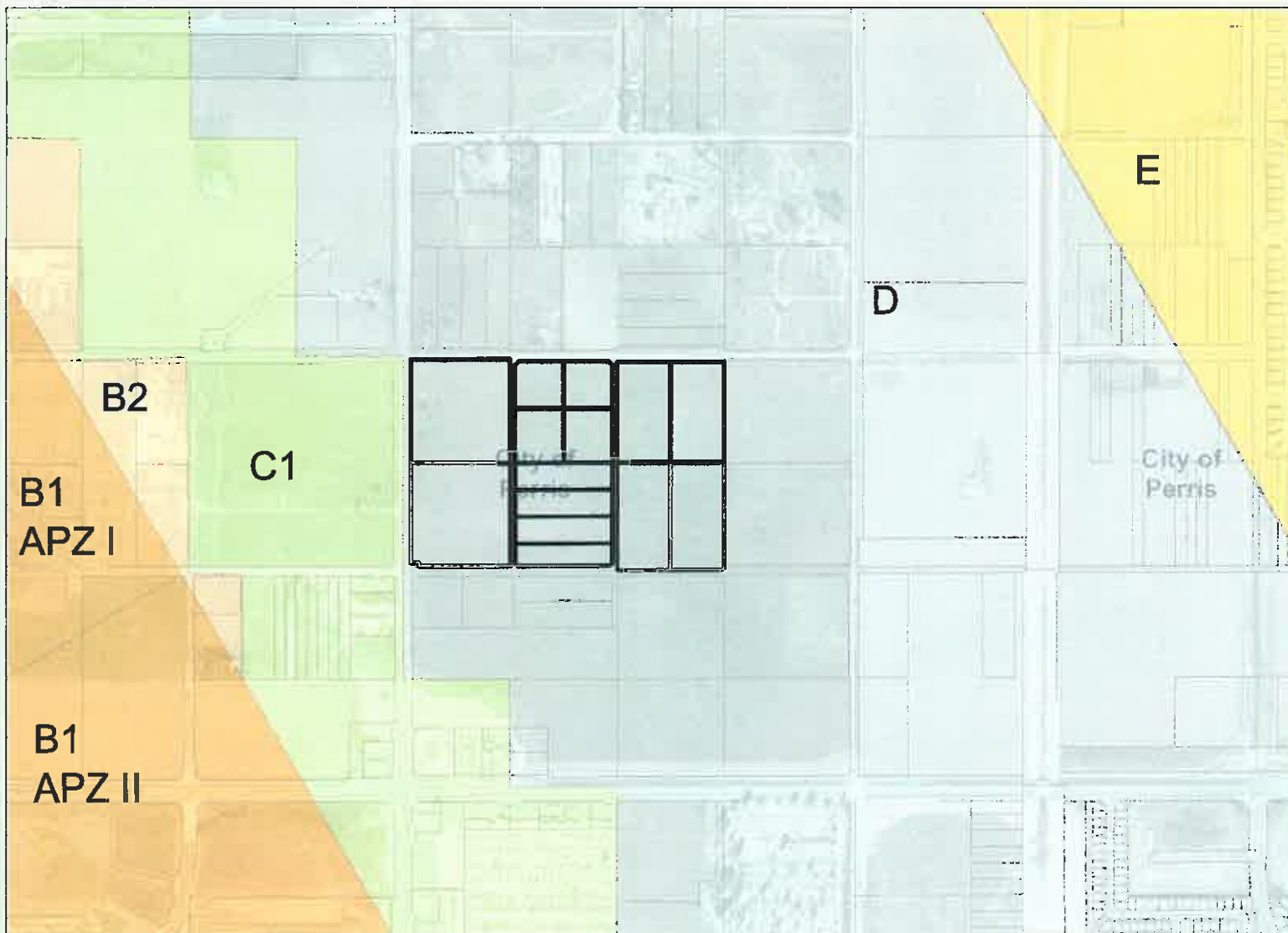
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Notes

My Map



Legend

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



0 1,147 2,294 Feet



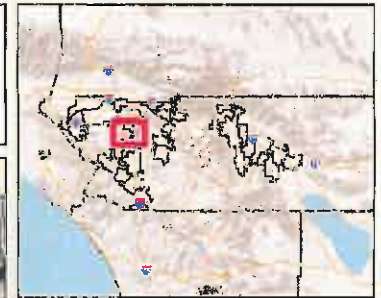
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Notes

My Map



Legend

- City Boundaries
- Cities**
- adjacent_highways**
 - Interstate
 - Interstate 3
 - State Highways; 60
 - State Highways 3
 - US HWY
 - OUT
- highways_large**
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - USHWY
- counties
- cities



0 9,174 18,349 Feet



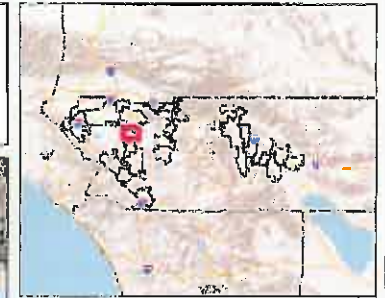
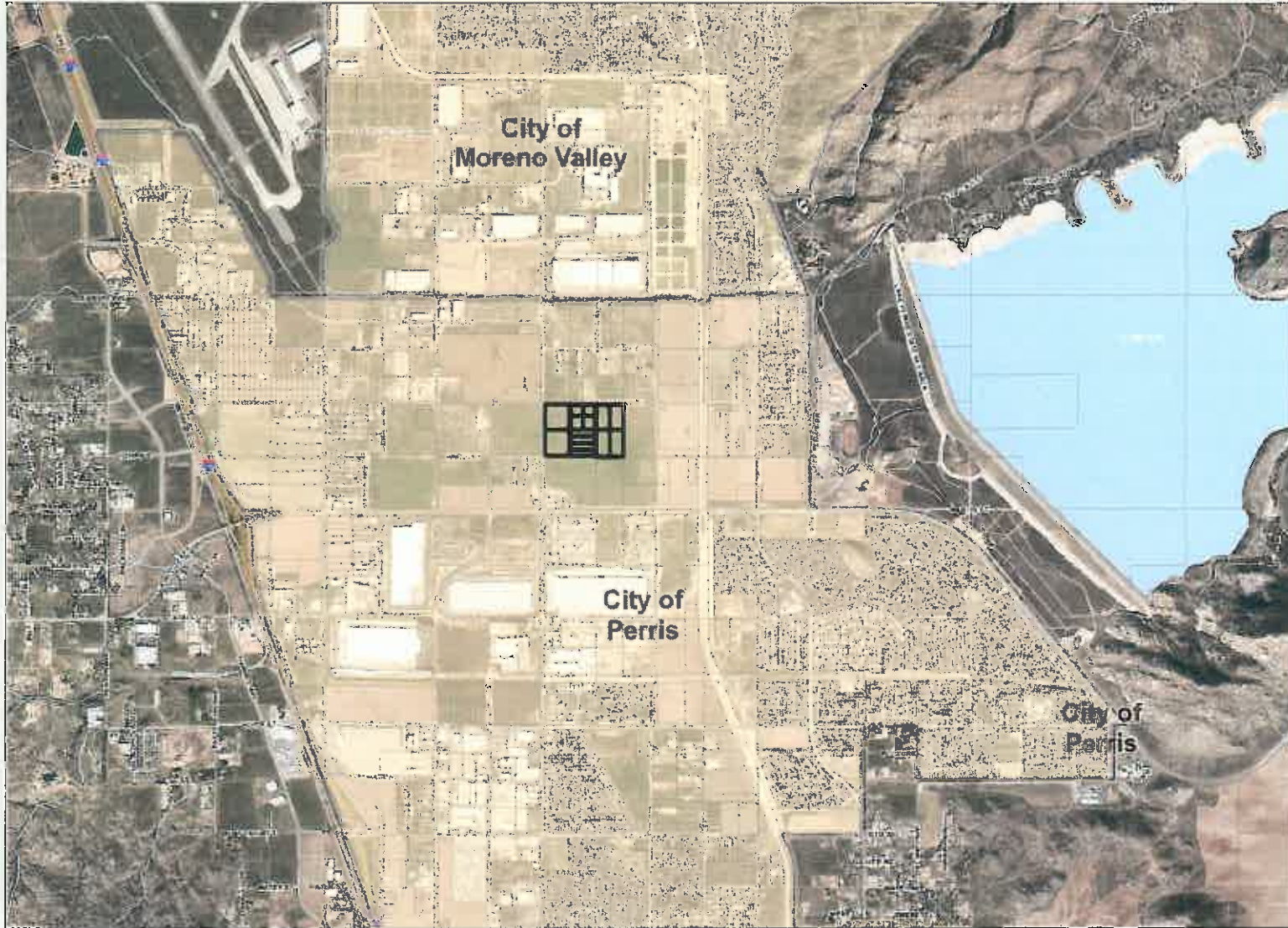
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Notes

My Map



Legend

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



0 4,587 9,174 Feet



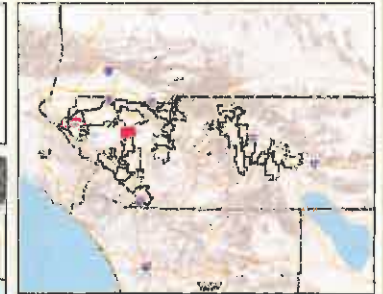
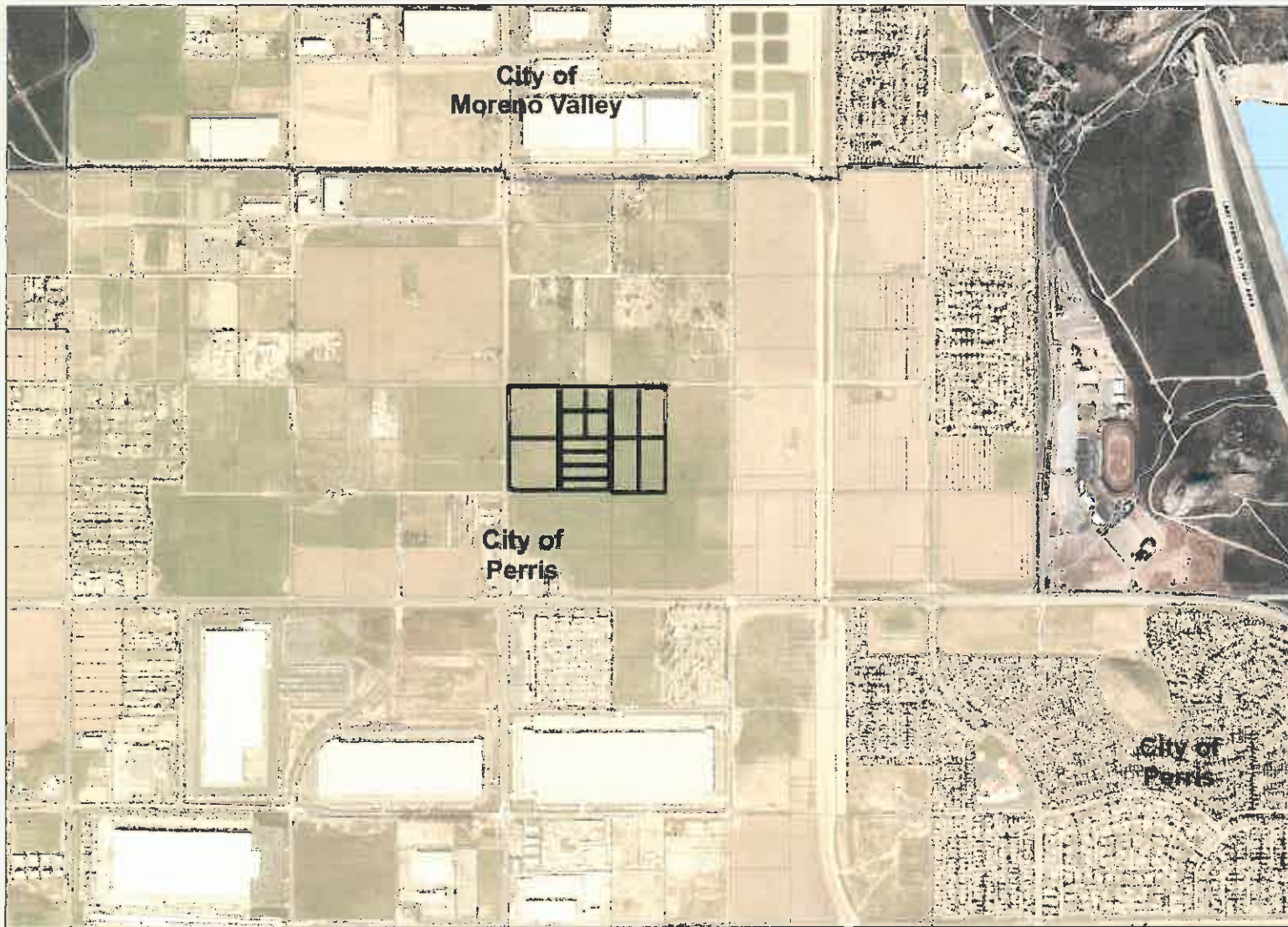
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Notes

My Map



Legend

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



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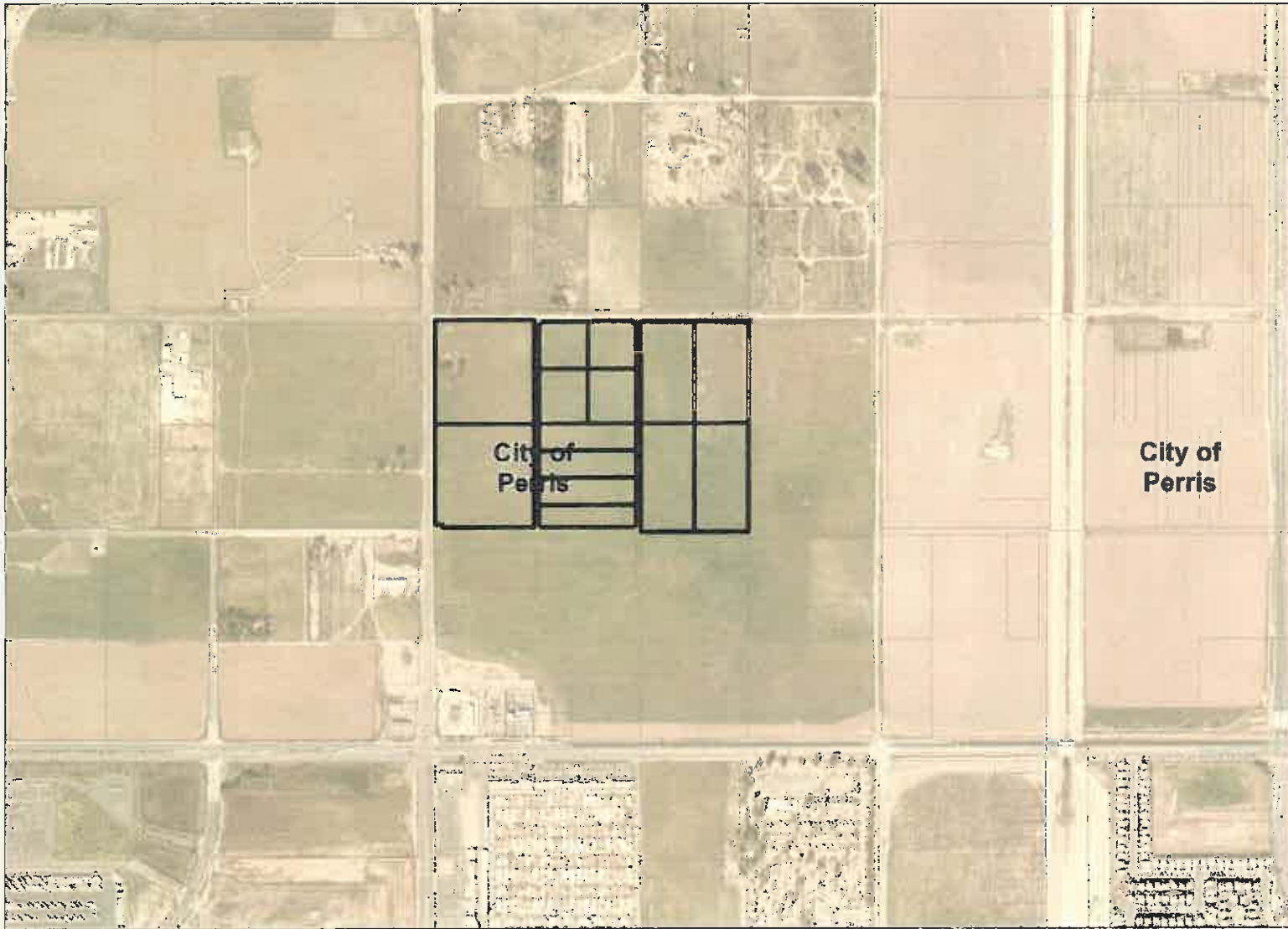
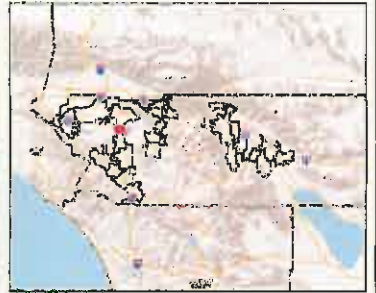
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Notes

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Legend

- City Boundaries
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- INTERCHANGE
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- waterbodies
- Lakes
- Rivers



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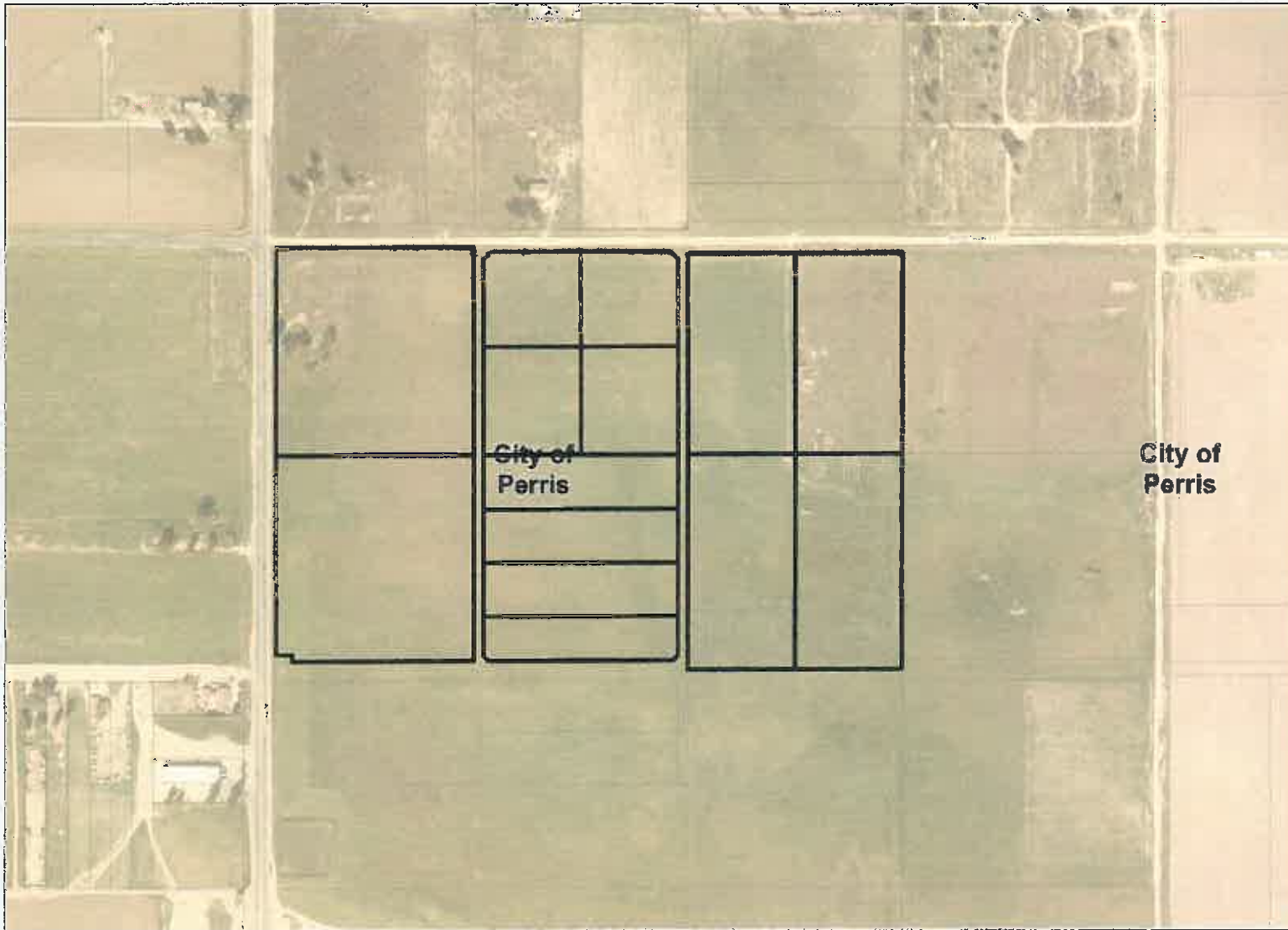
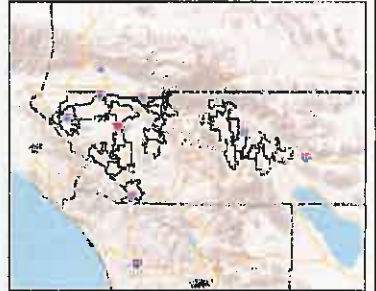
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- highways
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- INTERCHANGE
- INTERSTATE
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- ONRAMP
- USHWY
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



0 573 1,147 Feet



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Notes

ACKNOWLEDGEMENTS



Perris Valley Commerce Center Specific Plan Amendment No. **56**

City of Perris

Prepared by:
Albert A. Webb Associates
3788 McCray Street
Riverside CA 92506

Approved: January 10, 2012, Ordinance No. 1284
Amendment No. 1 Approved: September 25, 2012, Ordinance No. 1288
Amendment No. 2 Approved: November 27, 2012, Resolution No. 4538
Amendment No. 3 Approved: February 9, 2016, Ordinance No. 1324
Amendment No. 4 Approved: February 9, 2016, Ordinance No. 1323
Amendment No. 5 Approved: February 14, 2017, Ordinance No. 1323
Amendment No. 6 – SC1 Submitted March 2017

**This document reflects all amendments
to ~~February 2016~~ March 2017**

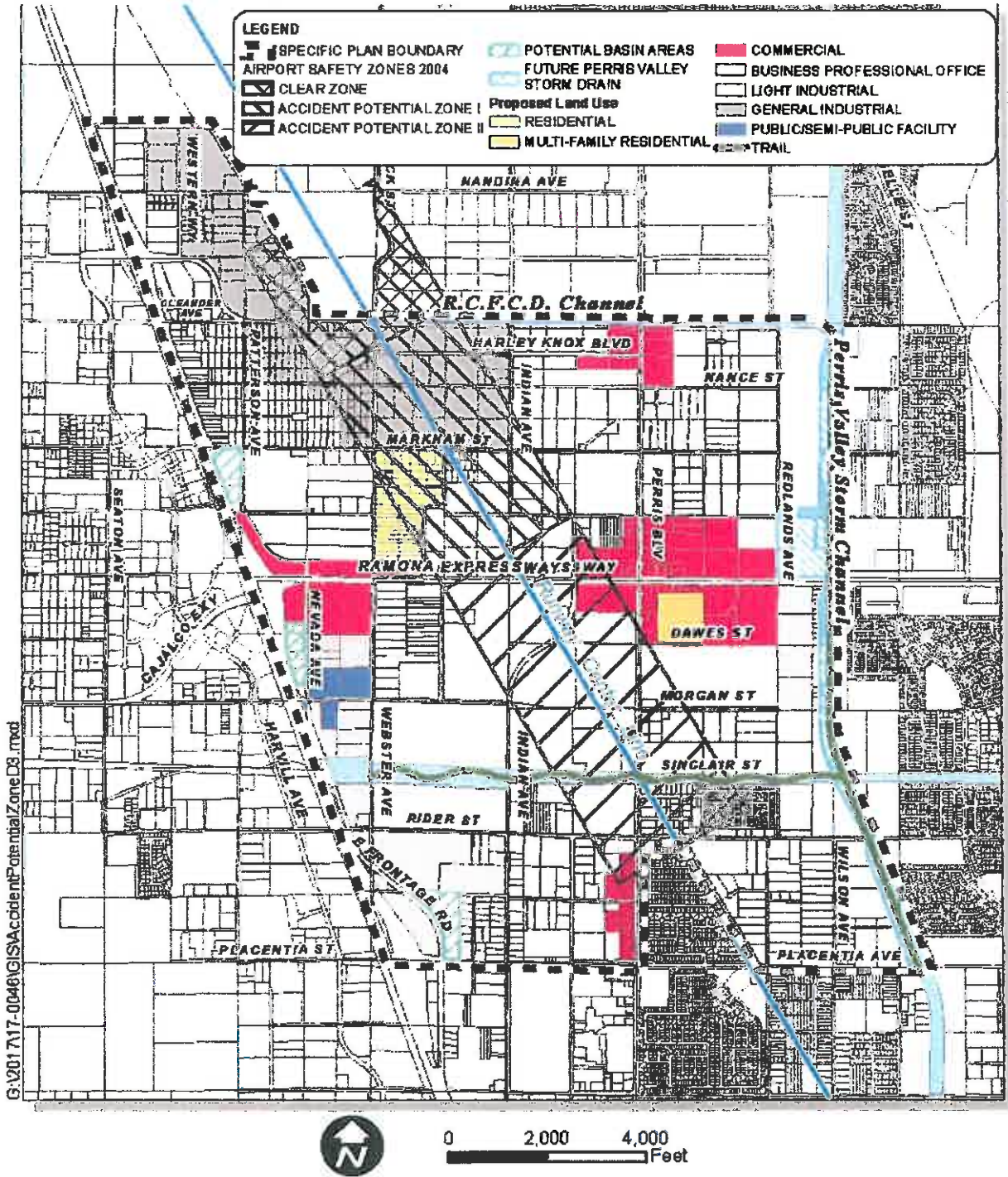
Amendment No.	Case No.	Details of Amendment	Approval Date
1	12-04-0010	The purpose of Amendment No. 1 is to modify Table 12.0-1, Land Use Restrictions to clarify allowable industrial land uses particularly related to storage in Airport Potential Zone 1 (APZ-1).	9/25/2012 Ordinance # 1288
2	11-12-2012	The purpose of Amendment No. 2 is to update all graphics to reflect the street vacation of Nance and Markham Streets between Redlands Avenue and the Perris Valley Storm Channel. This amendment also reflects the street vacation and general plan amendment (GPA 12-02-0001) to the circulation element for the removal of Harley Knox Blvd. from Redland Avenue to Perris Valley Storm Channel.	11/27/2012 Resolution # 4548
3	12-10-0006	The purpose of Amendment No. 3 is to modify Figure 2.01-1, Specific Plan Land Use Designation and Figure 4.0-16, Residential Buffer, Figure 3.0-1, Circulation Plan, Figure 3.01-2 Truck Route Plan, and Table 2.0-1, Land Use Comparison to reflect the change in the land use designation of approximately 68.99 acres from Commercial (C) <u>(52.99 acres)</u> and Business Professional Office (BPO) <u>(16 acres)</u> to Light Industrial (LI) located south of Markham Street, north Ramona Expressway, west N. Webster Avenue, and east of the Patterson Avenue; and to modify the circulation of Patterson Avenue which traverses in an east west direction between Markham Street and Ramona Expressway in the northwestern portion of the Project site.	02/09/2016 Ordinance # 1324
4	14-04-0001	The purpose of Amendment No. 4 is to modify Figure 2.01-1, Specific Plan Land Use Designation and Figure 4.0-16, Residential Buffer, and Table 2.0-1, Land Use Comparison to reflect the change in land use designation of approximately 16 acres from General Industrial (GI) to Light Industrial (LI) located just north of Markham Street, south of Nance Street, west of North Webster Avenue, and east of Patterson Avenue in the northwestern portion of the Project site for the properties.	02/09/2016 Ordinance # 1323

Document Updates



5	14-04-0001	<p>The purpose of Amendment No. 5 is to modify Figure 2.0-1, Specific Plan Land Use Designation, Figure 4.0-16, Residential Buffer, and Table 2.0-1, Land Use Comparison to reflect a change in land use designation from Commercial-Retail (CR) to Light Industrial (L), for the properties bound by Interstate 215 to the east, Harley Knox Boulevard to the south and west, and W. Oleander Avenue to the north consisting of approximately 36 acres.</p>	02/14/2017 Ordinance # 1323
6		<p><u>The purpose of Amendment No. 6 is to modify Figure 2.0-1, Specific Plan Land Use Designation, Figure 4.0-16, Residential Buffer, and Table 2.0-1, Land Use Comparison to reflect a change in land use designation from Business Professional Office (BPO) to Light Industrial (L), for the properties bound by Johnson Avenue to the east, Perry Street to the south, Perris Boulevard to the west, and Markham Street to the north consisting of approximately 36 acre.</u></p>	

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

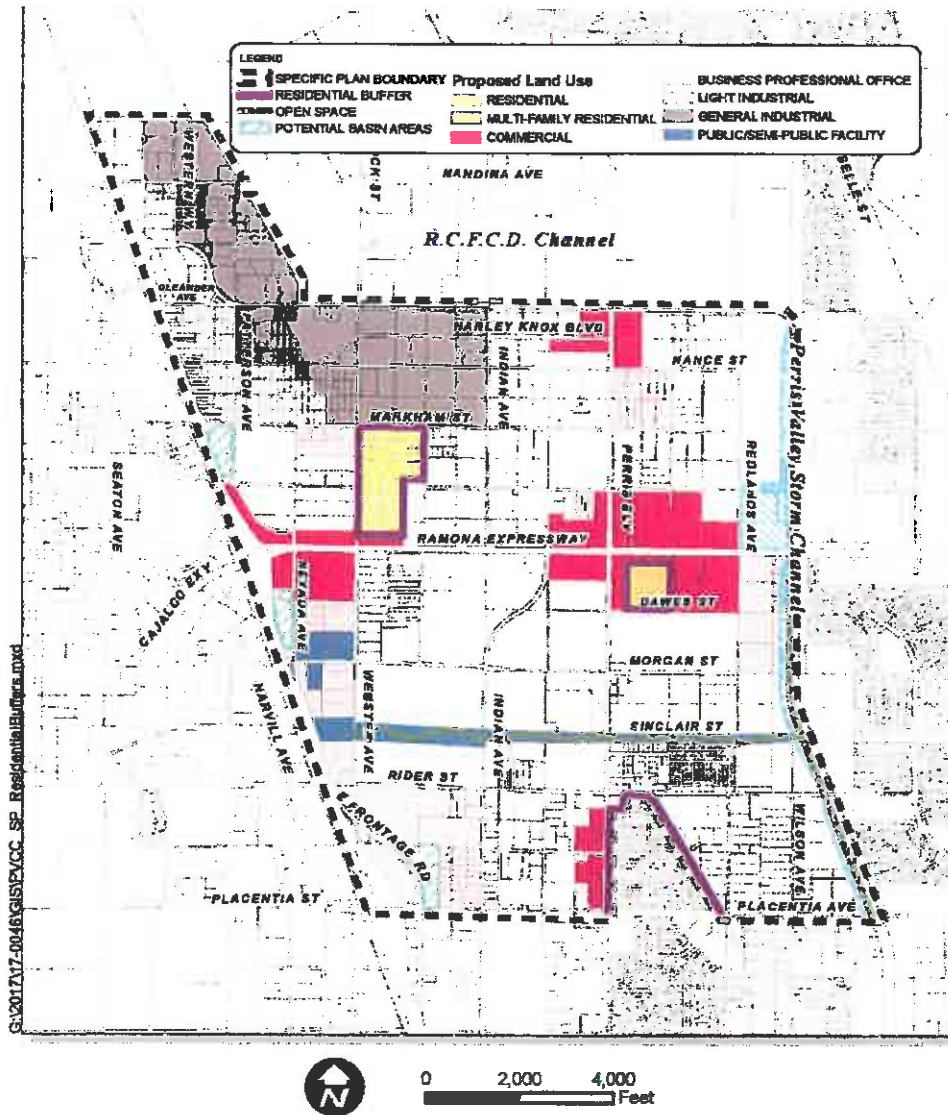
Generally, the City of Perris General Plan Land Use designations correspond with the Perris Valley Commerce Center Specific Plan land use designations with the following exceptions. The Community Commercial (CC) and Neighborhood Commercial (NC) have been combined into one designation - Commercial (C). 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	Proposed Acres
Business Park/Professional Office (BPO)		
Professional Office (PO)	317	327 291
Business Park (BP)		
Commercial (C)		
Community Commercial (CC)	462	260
Neighborhood Commercial (NC)		
General Industrial (GI)	423	392
Light Industrial (LI)	1,620	1,987 2,023
Multi-Family Residential		
Residential (Multi-Family) (MFR-14)	0	22
Public (P)		
Public/Semi-Public/Utilities	120	194
Park, Recreational and Natural Open Space (OS)		
Residential (R)		
Residential (Single-Family) (R-6,000)	59	0
Residential (R)		
Residential (Single-Family)(R-20,000)	63	63
Specific Plan (SP)	190	0
Other (ROW, Basin, etc) 3	329	338
Total Acres	3,583	3,583



Figure 4.0-16 RESIDENTIAL BUFFER



PROPERTY OWNERS

APN 802-120-004
TANS GRACE KUE-CHUN
GRACE KUE-CHUN TRAS
1808 STARBUCK DRIVE
DIAMOND BAR, CA 91765

APN 802-120-001
JIM CHAPPEL
JIM CHAPPEL BARBARA
1040 BLOVER WAY
OAKLAND, CA 94612

APN 802-120-008
ERBINE SHERYL
2006 OLD HIGHWAY 915
FALLBROOK, CA 92028

APN 802-120-011
DUKE REALTY
200 SPECTRUM CENTER DRIVE
SUITE 1500
IRVINE, CA 92618

APN 802-120-028
GENUS LP
2008 OLD HIGHWAY 915
FALLBROOK, CA 92028

APN 802-120-016
RAMIRO S T PABLO RAMIRO
4208 N FERRIS BOULEVARD
VISALIA, CA 93271

APN 802-120-016
RAMIRO S T PABLO RAMIRO
4208 N FERRIS BOULEVARD
VISALIA, CA 93271

APN 802-120-004, 802-120-006, 802-120-011 THROUGH
802-120-022

APN 802-120-004, 802-120-006, 802-120-011 THROUGH
802-120-022

APN 802-120-004, 802-120-006, 802-120-011 THROUGH
802-120-022

LEGAL DESCRIPTION
REFER TO FIRST AMERICAN TITLE INSURANCE COMPANY
REPORTS NCS-71802P-CH2 DATED 3/08/2011,
NCS-89825-8-CH2 DATED 8/06/2011,
NCS-89825-8-CH2 DATED 8/06/2011, T1802H-1 DATED
3/08/2011, T1802H-2 DATED 8/08/2011, T1802H-3 DATED
3/08/2011, T1802H-4 DATED 4/8/2016, T1802H-5 DATED
4/4/2016, T1802H-6A DATED 5/08/2011, AND T1802H-7
DATED 3/08/2011 FOR A DETAILED LEGAL DESCRIPTION.

LAND USE
EXISTING ZONING/GENERAL PLAN USE: SP-SF
PROPOSED ZONING/GENERAL PLAN USE: SP-LI
EXISTING LAND USE: VACANT
PROPOSED LAND USE: WAREHOUSE DISTRIBUTION

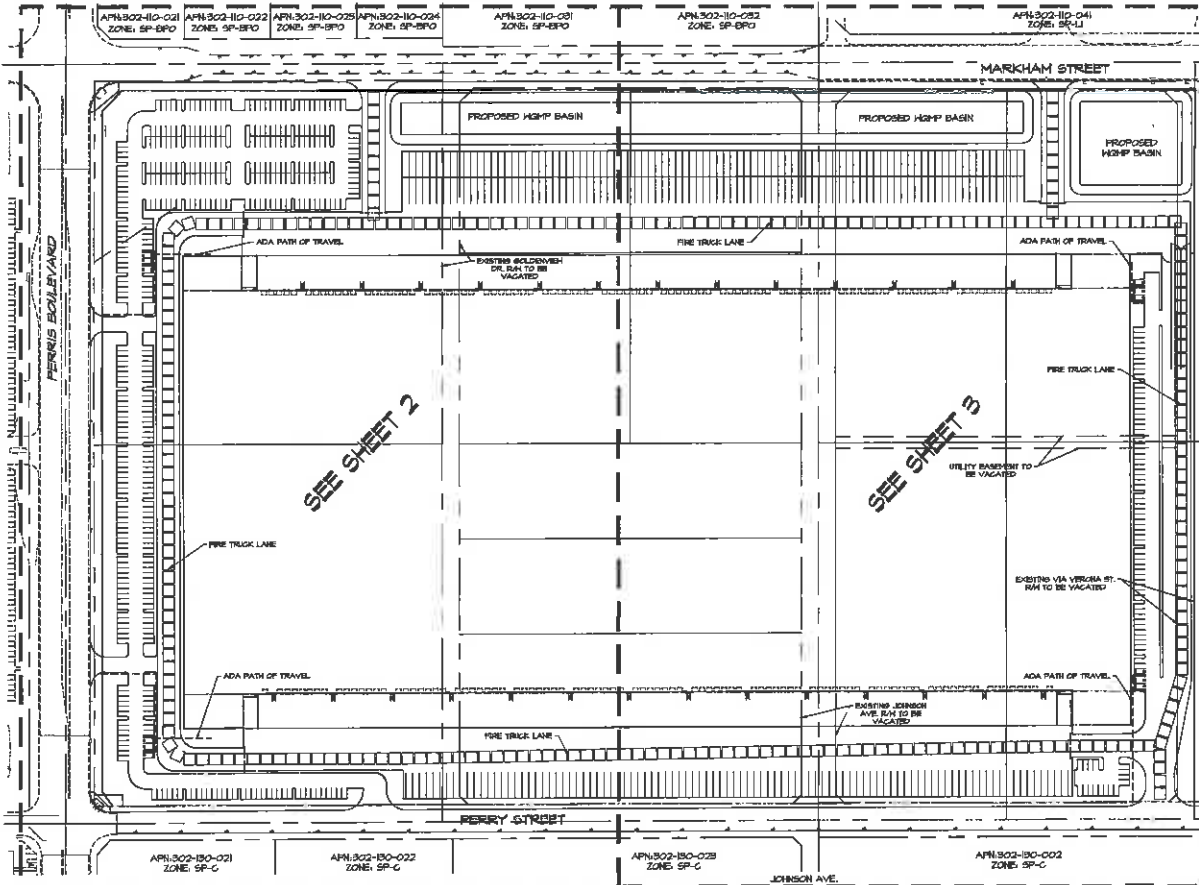
UTILITY COMPANIES
WATER: EASTERN MUNICIPAL WATER DISTRICT
PHONE: (800) 426-3648
SEWER: EASTERN MUNICIPAL WATER DISTRICT
PHONE: (800) 426-3648
ELECTRIC: SOUTHERN CALIFORNIA EDISON COMPANY
PHONE: (800) 625-6285
TELEPHONE: GENERAL TELEPHONE COMPANY
PHONE: (800) 634-4466
GAS: SOUTHERN CALIFORNIA GAS COMPANY
PHONE: (800) 421-2500
SCHOOL: VAL VERDE UNIFIED SCHOOL DISTRICT
PHONE: (951) 940-8100

EARTHWORK ESTIMATE:
CUT: 28,000 CY
FILL: 59,000 CY
SHRINKAGE: 11,000 CY
NET: 76,000 CY (IMPORT)

PROJECT DESCRIPTION:
DEVELOPMENT PLAN REVIEW FOR A CLASS A CROSS DOCK
WAREHOUSE DISTRIBUTION FACILITY CONSISTING OF 1
BUILDING TOTALING 1,164,860 SQUARE FEET ON 54.71 NET
ACRES.

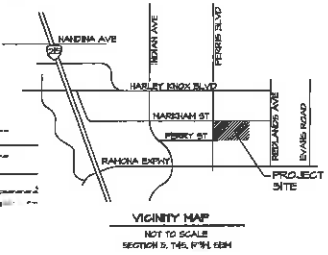
NOTES:
1. 2008 THOMAS BROTHERS MAP,
PAGE 747, GRID 6-1 & F-1,
PAGE 771, GRID 6-1 & H-1
2. THIS AREA IS NOT SUBJECT TO MODERATE TO HIGH LIQUIDATION POTENTIAL.
3. THIS AREA IS WITHIN THE PERRIS VALLEY COMMERCIAL ZONING PLAN.
4. THIS PROJECT IS NOT WITHIN A COMMUNITY SERVICES DISTRICT.
5. THE PROJECT IS WITHIN HARBOR AIRPORT COMPATIBILITY OVERLAY ZONE D.
6. ALL PARCELS WITHIN PROJECT BOUNDARY TO BE COMBINED WITH PARCEL MAP.

DEVELOPMENT PLAN REVIEW NO.
DUKE REALTY - PERRIS BOULEVARD & MARKHAM STREET
CONCEPTUAL GRADING & DRAINAGE PLAN



SEE SHEET 2

SEE SHEET 3



PROJECT DATA

ACRES	54.71 AC.
NET SITE AREA	2,362,786 SF.
BUILDING AREA	1,164,860 SF.
WAREHOUSE	30,000 SF.
OFFICE	10,000 SF.
TOTAL AREA	1,184,860 SF.
LOT COVERAGE PROPOSED	51.38% MAX. ALLOWED 30%
PARKING REQUISITES	
OFFICE @ 1,000 SF. OF FACED 10% OF GFA	NA STALLS
1ST. 20% @ 10,000 SF.	20 STALLS
2ND. 20% @ 10,000 SF.	10 STALLS
3RD. 20% @ 10,000 SF.	200 STALLS
TOTAL PARKING REQUIRED	230 STALLS

PARKING PROVIDED

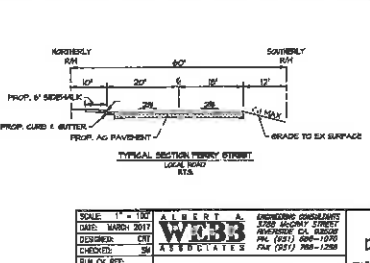
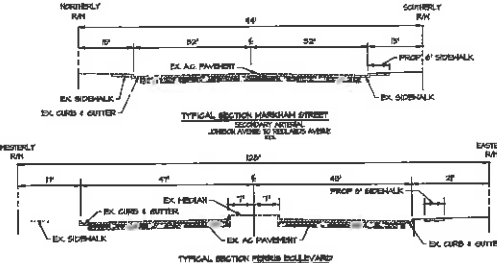
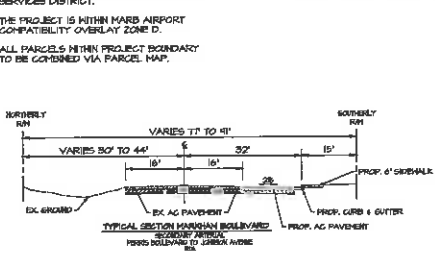
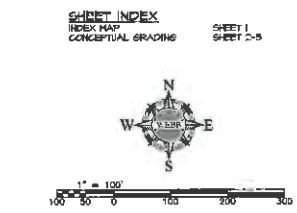
STANDARD (8'x12')	464 STALLS
WALK-IN (8'x12')	48 STALLS
TOTAL	488 STALLS
TRAILER (12'x45')	275 STALLS

LANDSCAPED AREA

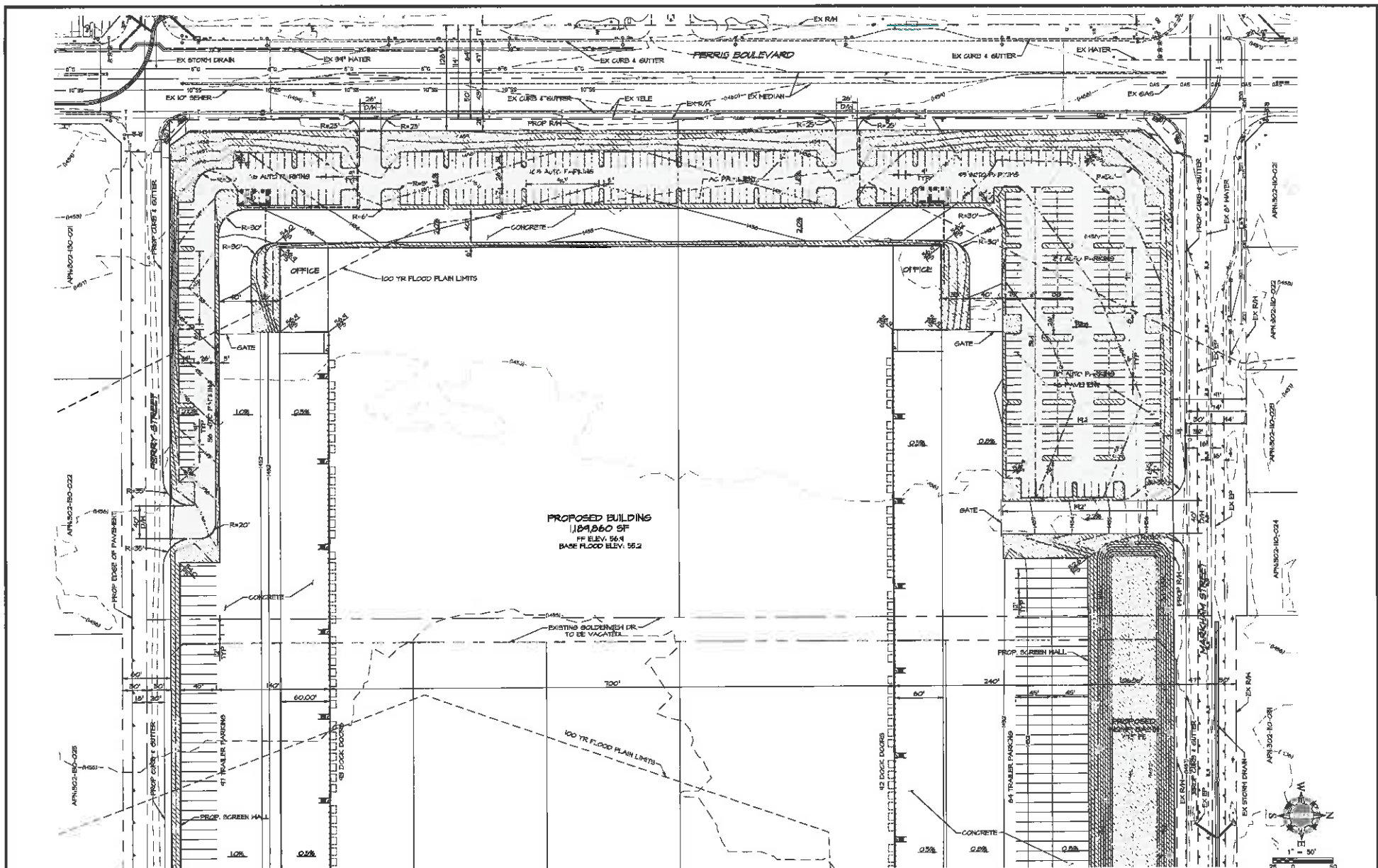
LANDSCAPED AREA REQUIRED	12%
LANDSCAPED AREA PROVIDED	12.6%
LANDSCAPED AREA PROVIDED	301,336 SF.

LEGEND

- PROPOSED AG PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED LANDSCAPE AREA
- ADA PATH OF TRAVEL
- PROPOSED SCREEN WALL
- GRADEBREAK/DEGREE LINE
- FLOORLINE
- HTS - EXISTING CONTOURS
- HTS - PROPOSED CONTOURS
- EX - EXISTING WATER LINE
- EX - EXISTING SEWER LINE
- EX - EXISTING STORM DRAIN
- EX - EXISTING GAS LINE
- EX - EXISTING ELECTRICAL LINE
- FF - FINISHED FLOOR
- FG - FINISHED GRADE
- FS - FINISHED SURFACE
- FL - FLOOR LINE
- GB - GRADE BREAK
- IN - INVERT
- LA - LANDSCAPE AREA
- LP - LOW POINT
- PL - PROPERTY LINE
- RL - RIGHT OF WAY
- TP - TYPICAL



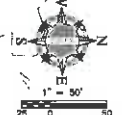
SCALE: 1" = 100'	DATE: MARCH 2011	DESIGNED: CUI	CHECKED: SM	DATE: 11-04-17
		CITY OF PERRIS DEVELOPMENT PLAN REVIEW # DUKE REALTY PERRIS BOULEVARD & MARKHAM STREET		
NO. 2011-0246	SHEET 1	OF 3 SHEETS	DWG. NO.	



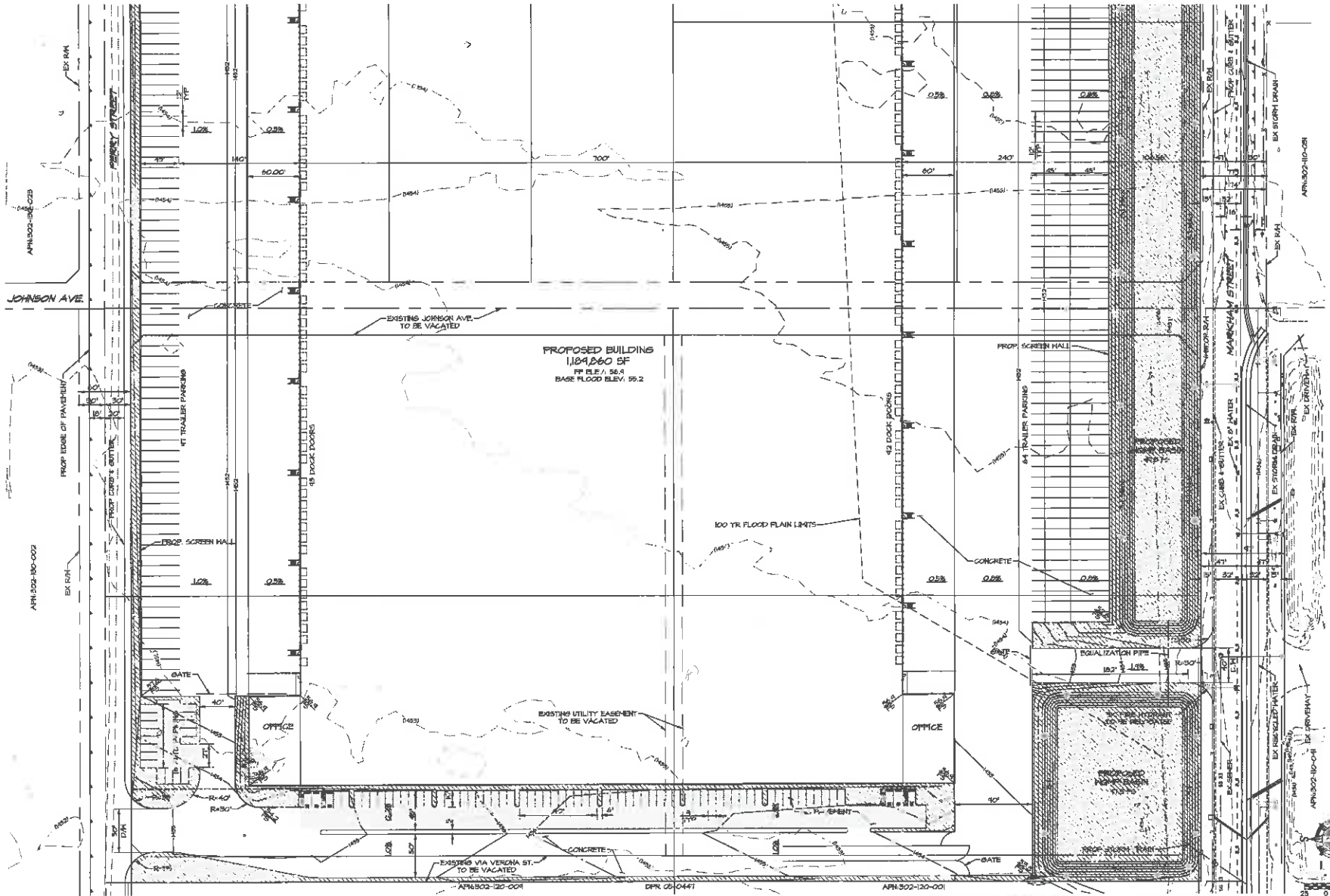
PROPOSED BUILDING
128,860 SF
FIN ELEV. 56.4
BASE FLOOD ELEV. 55.2

SEE SHEET 3

SCALE: 1" = 50'	ALBERTA WEBB ASSOCIATES	ENGINEERING CONSULTANTS 5708 MOUNTAIN STREET EDMONTON, ALBERTA TEL: (781) 594-1000 FAX: (781) 788-1200	NO. 2291-2246 SHEET 2 OF 3 SHEETS DATE: 11/17/2017 9:38:42 AM
DATE: MARCH 2017	DESIGNER: CHY	CLIENT: M	CITY OF PERRIS DEVELOPMENT PLAN REVIEW #
DATE: 11/17/2017	DATE: 11/17/2017	DATE: 11/17/2017	DUKE REALTY PERRIS BOULEVARD & MARKHAM STREET



SEE SHEET 2



PROPOSED BUILDING
1184,860 SF
FF ELEV. 56.4
BASE FLOOD ELEV. 55.2

100 YR FLOOD PLAIN LIMITS

EXISTING VIA VERONA ST. TO BE VACATED

EXISTING UTILITY EASEMENT TO BE VACATED

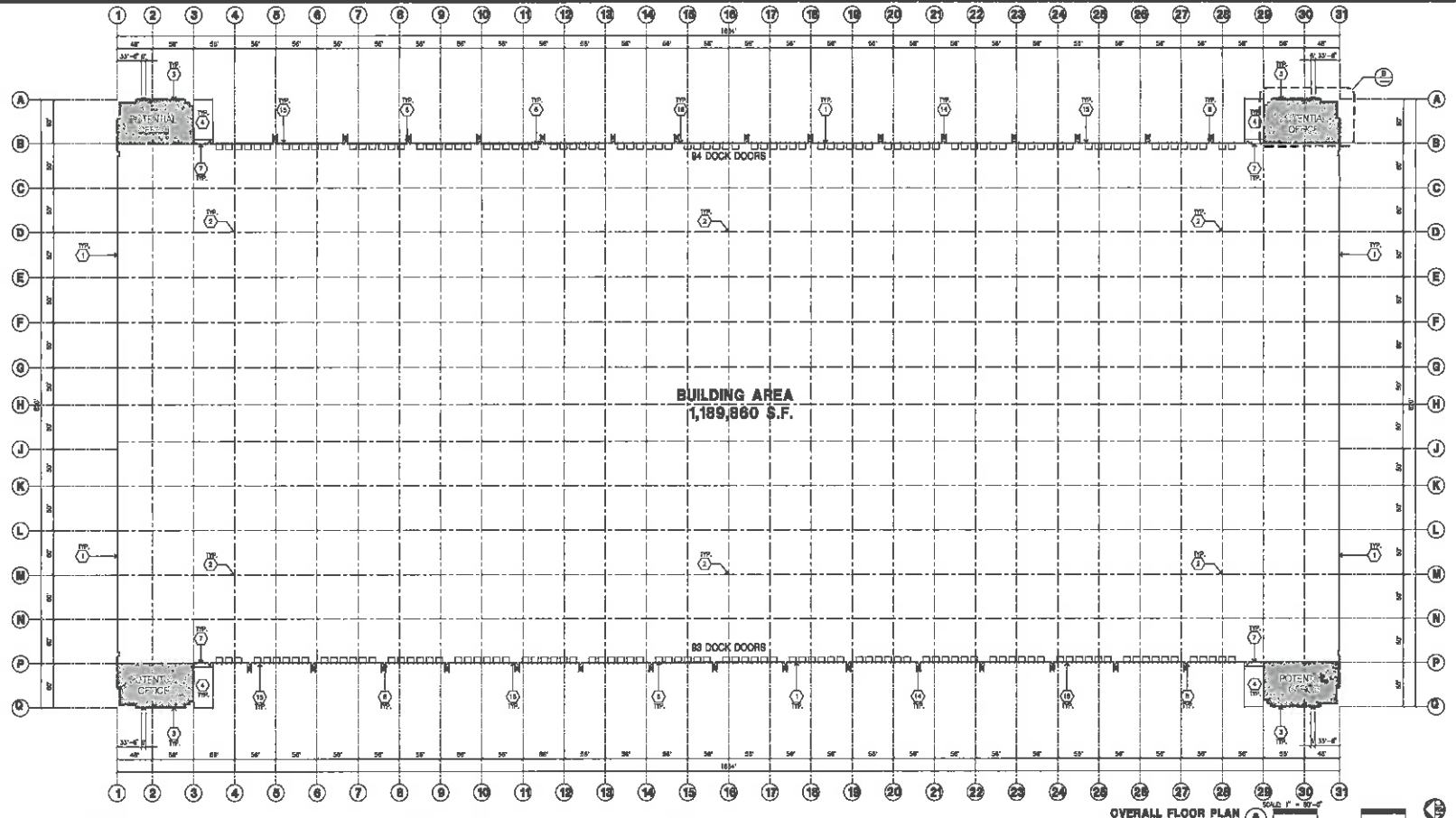
EXISTING JOHNSON AVE TO BE VACATED

SCALE: 1" = 20'	BY: [Signature]
DRAWN: MARION ZITTI	DATE: 11/14/17
DESIGNED: CPT	PROJECT: 1700 HUNTER STREET
CHECKED: SM	PERMISSION: CA, SB000
PLAN OR REF:	PL. (817) 488-1070
PL. (817) 788-1258	
PLOT DATE: 14-Nov-17	

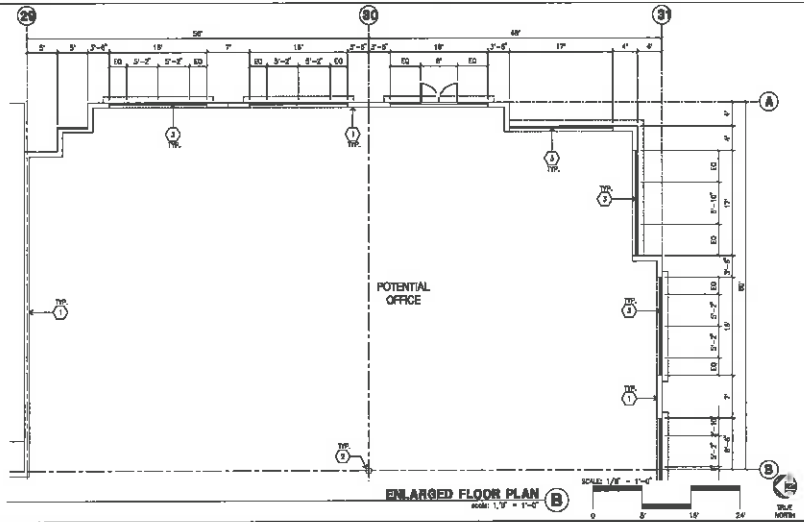
CITY OF PERRIS
DEVELOPMENT PLAN REVIEW #
DUKE REALTY PERRIS BOULEVARD & MARKHAM STREET

NO. 2017-0046
SHEET: 5
OF 3 SHEETS
DWG. NO.

C:\Users\marion.zitti\Documents\17-0046-CORR.dwg 3/17/2017 9:28:44 AM



OVERALL FLOOR PLAN
Scale: 1" = 60'-0"



ENLARGED FLOOR PLAN
Scale: 1/4" = 1'-0"

KEYNOTES - FLOOR PLAN

- 1 CONCRETE FUL-UP PANEL.
- 2 STRUCTURAL STEEL COLUMN.
- 3 TYPICAL VESTIBULE SYSTEM WITH GLASS, SEE OFFICE BLEN-UP AND ELEVATIONS FOR SIZE, COLOR AND LOGOS.
- 4 CONCRETE SWIP.
- 5 8'-0"X10' WIDE CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE METAL BROOM FINISH. PROVIDE BACK TO HARD SURFACE PER CITY REQUIREMENTS.
- 6 8'X12' TRUCK DOOR, VERTICAL LIFT, STANDARD GRADE.
- 7 12'X14' DRIVE THRU, VERTICAL LIFT, STANDARD GRADE.
- 8 2'X4" HOLLOW METAL EXTERIOR MAN DOOR.
- 9 SUIT ABOVE.
- 10 ROOF ACCESS LADDER.
- 11 CORR. FILLED QUART POST, 6" DIA. AND 42" H.
- 12 INTERIOR RODDOWN WITH OVERFLOW SCUPPER.
- 13 EMPLOYEE AMENITIES: BREAK ROOM & COFFEE BAR W/INTERNET ACCESS.
- 14 EXTERIOR CONCRETE STAIR.
- 15 BUCK BUMPER.
- 16 METAL LOWER.

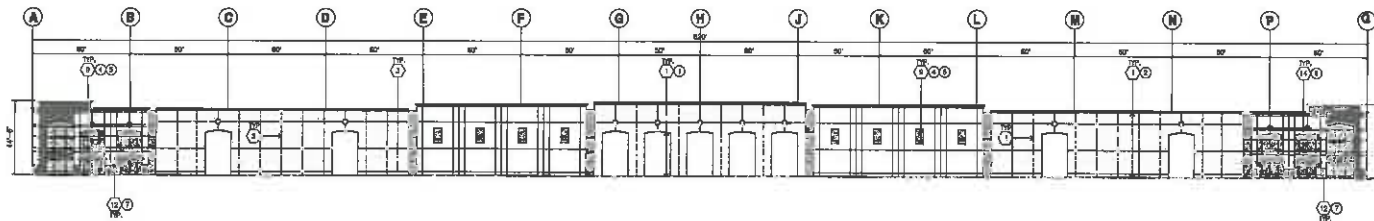
GENERAL NOTES - FLOOR PLAN

- A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AS PER MARKHAM SEE A SEPARATE PRINT WILL BE REQUIRED FOR RACKING/OVERLIFT SYSTEMS.
- B. FIRE HOSE LOCATIONS SHALL BE APPROVED FOR FIRE DEPARTMENT.
- C. THE BUILDING FLOOR SLAB SUPPORTS 1/2KA, SEE 1" DIMENSIONS FOR FINISH SURFACE ELEVATIONS.
- D. FLOOR SLAB SHALL BE SEALED WITH LAMINOLITH MANUFACTURER, SONDORING OR APPROVED EQUAL.
- E. WAREHOUSE EXTERIOR CONCRETE WALLS ARE PARTED WHITE. COLUMNS ARE TO RECEIVE GREY FINISH ONLY. ALL OFF. EX. WALLS IN WAREHOUSE TO RECEIVE 1" COAT OF WHITE TO CONGR.
- F. SLOPE FLOOR STRIP 1/2" TO EXTERIOR AT ALL PERIODAL CUES. SEE 1" DIMENSIONS FOR POLE STRIP LOCATION.
- G. ALL WAREHOUSES ARE TO THE FACE OF CONCRETE PANEL WALL, OVERLAP, OR FACE OF STUD WALL.
- H. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
- I. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET ADA. NOTE: ALL DOORS FOR DOOR SCHEDULES ARE TRUSH OPERATED.
- J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DAMPED INCLUDING CARS AND TRUCKS.

Consultants

C-1	1999
T-1	
P-1	
L-1	
S-1	
E-1	
M-1	
ME-1	
SE-1	





NORTH ELEVATION
SCALE 1" = 30'-0"

- KEYNOTES - ELEVATIONS**
- 1 CONCRETE TILT-UP PANEL (PAINTED)
 - 2 PANEL JOINT
 - 3 PANEL REVEAL
 - 4 CONCRETE TILT-UP SCREEN WALL
 - 5 OVERHEAD DOOR @ DOCK HEAD
 - 6 OVERHEAD DOOR @ DOCK HEAD
 - 7 CONCRETE STEEL LANDING AND CONC. CURB/WALL
 - 8 DOOR CASSETTE
 - 9 ALUMINUM FRAMING (FRAMING BY TYPED GLASS) AT ALL DOORS
 - 10 SCHEDULE ALUMINUM TO DOORS AND GLAZING BY SYSTEM LESS THAN 18" WIDE F.F. ELEVATION
 - 11 LOWER SIDE AND LATCHING APPROX. 0.6175"
 - 12 HOLLOW METAL JOIST
 - 13 CENTER STONE JOIST
 - 14 REDWOOD ROOF BRAN WITH OVERLAP SCUPPER
 - 15 EXTERIOR CANOPY

COLOR SCHEDULE - ELEVATIONS

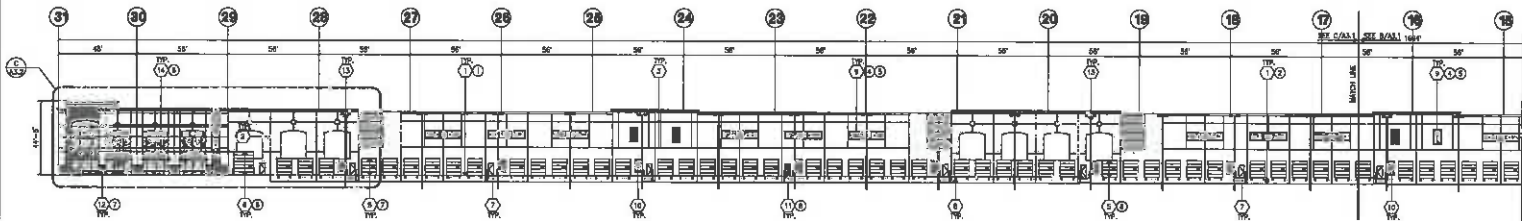
1	CONCRETE TILT-UP PANEL	PAINT BRAND	SYSTEM WALLS BY THIS MANUFACTURER
2	CONCRETE TILT-UP PANEL	PAINT BRAND	SYSTEM WALLS BY THIS MANUFACTURER
3	CONCRETE TILT-UP PANEL	PAINT BRAND	SYSTEM WALLS BY THIS MANUFACTURER
4	MATERIALS	FINISH	GLAZ. APPROVED
5	GLAZING	COLOR	GREEN REFLECTIVE GLAZING
6	VEHICLE EXPOSURE	PAINT BRAND	ACRYLIC LAMINATE SYSTEMS WITH GLASS AND HIGH PERFORMANCE BY THIS MANUFACTURER
7	CONCRETE STEEL JOIST	COLOR	SLIGHT GREY
8	DOORS	COLOR	WASH BLENDED COLOR

GLAZING LEGEND

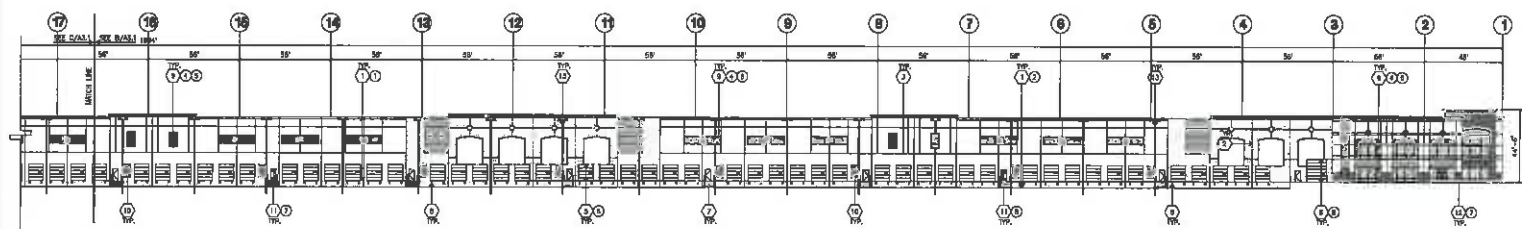
- TEMPERED VISION GLASS
 - TEMPERED SHOWN GLASS
- ALL GLASS TO BE NON-REFLECTIVE

GENERAL NOTES - ELEVATIONS

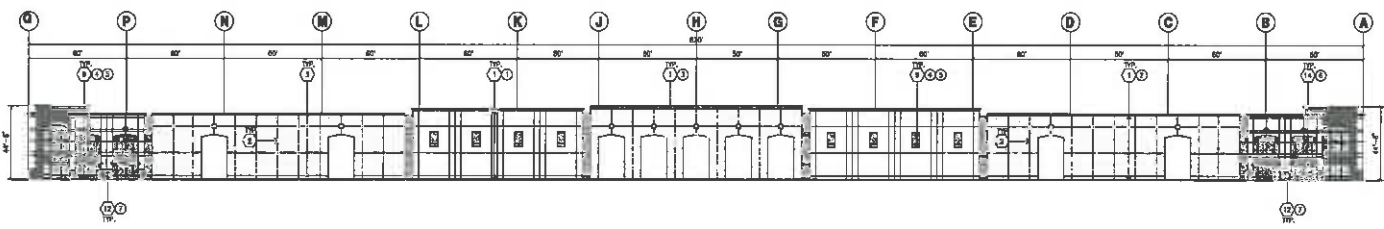
- A. ALL PAINT COLOR CHANGES TO OCCUR AT THESE DIVISIONS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. = TOP OF FINISH = ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STRUCTURAL CONSTRUCTION CLUES, METAL ATTACHMENTS AND LABELS SHALL BE DESIGNED TO RESIST 90% EXPOSURE TO RAIN. CONCRETE SHALL SHIRT SHIP DAMAGED PRIOR TO INSTALLATION.
- F. CONCRETE SHALL FULLY PAINT THE CONCRETE PANEL BY SELECTED COLOR. REVEALS AND JOINTS SHALL APPROVE PRIOR TO PAINTING NEIGHBORHOOD OF BLENDED.



WEST ELEVATION
SCALE 1" = 30'-0"



WEST ELEVATION CONT.
SCALE 1" = 30'-0"



EAST ELEVATION
SCALE 1" = 30'-0"

Duke REALTY
Duke Realty
2500 Camelback Road
Suite 300
Phoenix, AZ 85016

HPA
1801 Broadway Avenue - 2nd Floor
Phoenix, AZ 85001
Tel: 520-952-1773
Tel: 520-952-0867

Consultants

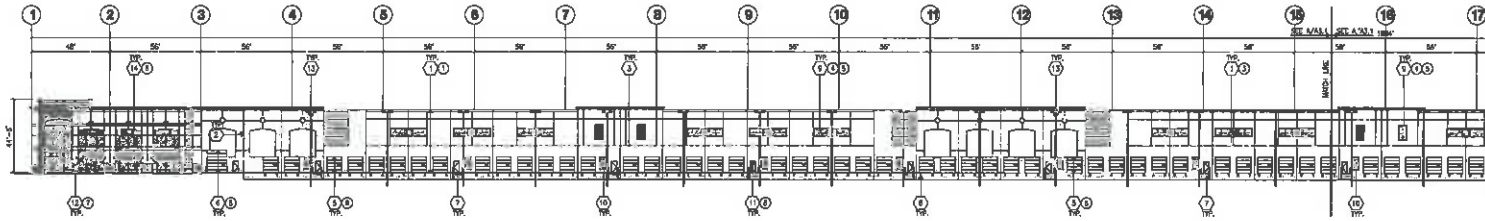
D.P.	MARKHAM & JOHNSON
ARCHITECT	
PLANNING	
ENGINEER	
INTERIOR DESIGNER	
LANDSCAPE ARCHITECT	
MECHANICAL ENGINEER	
ELECTRICAL ENGINEER	
CIVIL ENGINEER	

MARKHAM & JOHNSON
TBD
PHOENIX, AZ

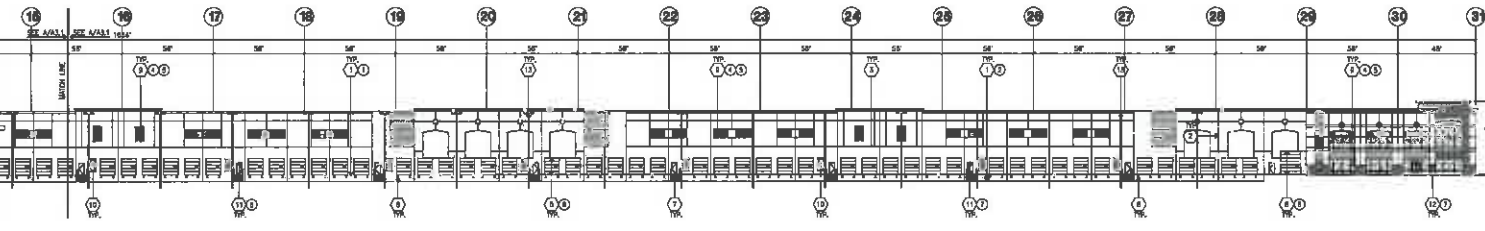


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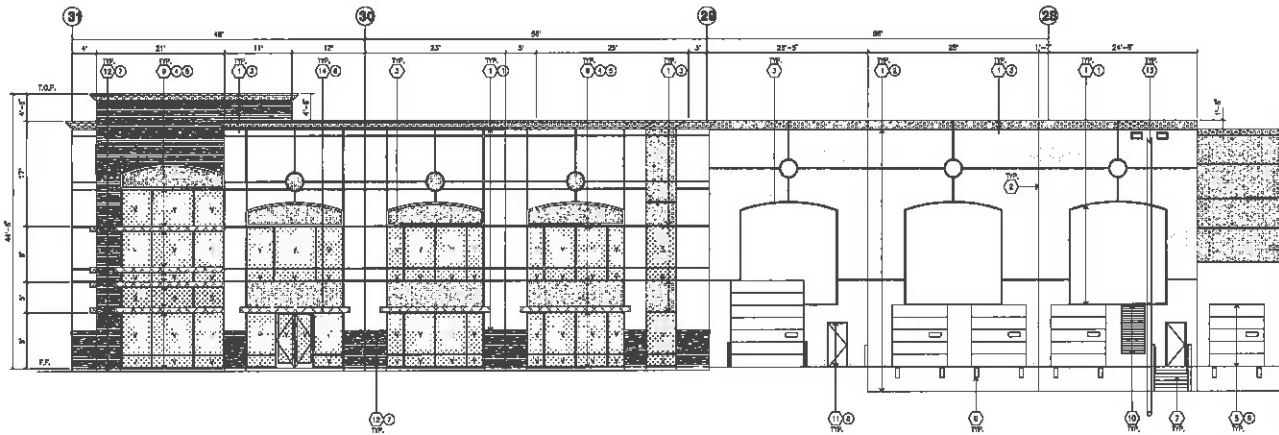
18382



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



EAST ELEVATION CONT.
SCALE: 1/8" = 1'-0"



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

KEYNOTED - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL (SHOWN)
- 2 PANEL JOINT
- 3 PANEL REVEAL
- 4 CONCRETE TILT-UP SCREEN WALL
- 5 OVERHEAD DOOR & DOCK HOOD
- 6 OVERHEAD DOOR & DRIVE TRAIL
- 7 CONCRETE STEEL LANDING AND CONC. CURB/WALK
- 8 DOCK BUMPER
- 9 ALUMINUM EXTERIOR FRAMING w/ TEMPORARY GLAZING AT ALL DOORS
- 10 INSULATIVE ADJACENT TO DOORS AND GLAZING w/ BOTTOMS LESS THAN 18" ABOVE F.F. ELEVATION
- 11 LEANED ROOF AND LOCATION APPROX. ONLY
- 12 HOLDUP METAL DOORS
- 13 CUSTOM STONE VENEER
- 14 EXTERIOR ROOF DRAIN WITH OVERFLOW SCUPPER
- 15 EXTERIOR CANOPY

COLOR SCHEDULE - ELEVATIONS

- | | | | | | |
|---|------------------------|--------------|--------------------------|-------|--------------|
| 1 | CONCRETE TILT-UP PANEL | PAIN'T BRAND | PRIME WALKER | COLOR | PRIME WALKER |
| 2 | CONCRETE TILT-UP PANEL | PAIN'T BRAND | PRIME WALKER | COLOR | PRIME WALKER |
| 3 | CONCRETE TILT-UP PANEL | PAIN'T BRAND | PRIME WALKER | COLOR | PRIME WALKER |
| 4 | MALTING | FINISH | CLEAN ANCHORS | | |
| 5 | GLAZING | COLOR | GREEN REFLECTIVE GLAZING | | |
| 6 | METAL CANOPY | PAIN'T BRAND | PRIME WALKER | COLOR | PRIME WALKER |
| 7 | CORNERSTONE VENEER | COLOR | SANDY GREY | | |
| 8 | DOORS | COLOR | MATCH BUILDING COLOR | | |

GLAZING LEGEND

- TEMPERED WIND GLASS
- TEMPERED SPANDREL GLASS

ALL GLAZING TO BE NON-REFLECTIVE

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT INTERIOR CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. = TOP OF PARAPET = ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STORMPROOF CONSTRUCTION CLASS, METAL ATTACHMENTS AND LIFELINES SHALL BE DESIGNED TO RESIST 90 MPH EXPOSURE "C" WINDS. CONTRACTOR SHALL VERIFY SHEET DIMENSIONS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PRIME ONE CONCRETE PANEL BY SELECTED COLOR AND FINISH AND OTHER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.

Duke Realty
Duke Realty
2825 Corporate Park
Suite 900
Providence, RI 02916

HILL
HILL
12000 Sandpoint Road - Suite 100
Providence, RI 02916
Tel: 401-845-1770
Fax: 401-845-0861

Consultants

Client:	Duke Realty
Project:	
Architect:	Markham & Johnson
Scale:	
Date:	
Drawn by:	
Checked by:	
Project Manager:	
Project Engineer:	
Project Architect:	

MARKHAM & JOHNSON
180 PERRIS, CA

Professional Seal
C-28451
3-31-17
Professional Engineer
State of California

A3.2
18362

CITY OF PERRIS DUKE PERRIS TENTATIVE PARCEL MAP 37304

BEING ALL OF LOT 5 IN BLOCK 7 OF THE RIVERSIDE TRACT, AS SHOWN BY MAP ON FILE IN BOOK 14 PAGE 660 OF MAPS, RECORDS OF SAN DIEGO COUNTY, CALIFORNIA, ALONG WITH LOT 4 IN BLOCK 7 OF RIVERSIDE TRACT AS SHOWN BY MAP ON FILE IN BOOK 14, PAGE 660 OF MAPS, RECORDS OF SAN DIEGO COUNTY, CALIFORNIA, INCLUSIVE THEREOF, OF PARCEL MAP 1856 AS SHOWN BY MAP ON FILE IN BOOK 84 PAGES 150 AND 151 OF PARCEL MAPS, ALONG WITH PARCELS 1 THROUGH 4, INCLUSIVE THEREOF, OF PARCEL MAP 1856 AS SHOWN BY MAP ON FILE IN BOOK 87 PAGES 80 OF PARCEL MAPS, ALONG WITH PARCELS 1 THROUGH 4, INCLUSIVE THEREOF, OF PARCEL MAP 1850 AS SHOWN BY MAP ON FILE IN BOOK 72 PAGES 70 AND 71 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, ALONG WITH VACATED PORTIONS OF GOLDENVIEW DRIVE, JOHNSON AVENUE, AND VIA VERONA STREET

APPLICANT:
 COMPANY: DUES REALTY CORPORATION
 CONTACT: ADAM SCORNI
 ADDRESS: 300 SPECTRUM CENTER DRIVE
 SUITE 1000 IRVINE, CA 92618
 PHONE: (949) 781-1000

ENGINEER:
 CONTACT: ALBERT A. HERR NEGOTIATED
 D.J. ARBLAND
 ADDRESS: 3708 HERRARD ST
 RIVERSIDE, CA 92508
 PHONE: (951) 566-1070
 FAX: (951) 566-0256

ARCHITECT:
 COMPANY: JPK ARCHITECTS
 CONTACT: STEVE HORN
 ADDRESS: 1805 SANDER AVENUE, SUITE 100
 IRVINE, CA 92612
 PHONE: (949) 862-0292

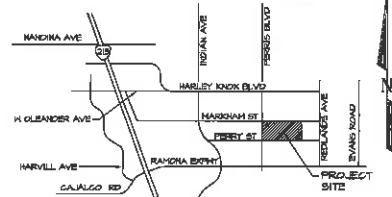
TOPOGRAPHY:
 INLAND AERIAL SURVEYS, INC.
 187 ARLINGTON AVE, SUITE A
 RIVERSIDE, CA 92505
 TEL: (951) 401-4293
 DATED: 12-09-2008

APN:
 302-120-004, 302-120-006,
 302-120-011 THROUGH 302-120-022

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

LEGAL DESCRIPTION:
 REFER TO FIRST AMERICAN TITLE INSURANCE COMPANY REPORTS 1625-178024-CH2 DATED 8/30/2011, 1625-189254-CH2 DATED 8/30/2011, 1625-891254-CH2 DATED 8/30/2011, 173029-1 DATED 5/08/2011, 173029-2 DATED 5/08/2011, 173029-3 DATED 5/08/2011, 173029-4 DATED 4/30/2016, 173029-5 DATED 4/14/2016, 173029-6A DATED 5/08/2011, AND 173029-7 DATED 5/08/2011 FOR A DETAILED LEGAL DESCRIPTION.

SCHOOL DISTRICT:
 VAL VERDE UNIFIED SCHOOL DISTRICT



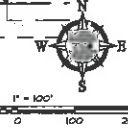
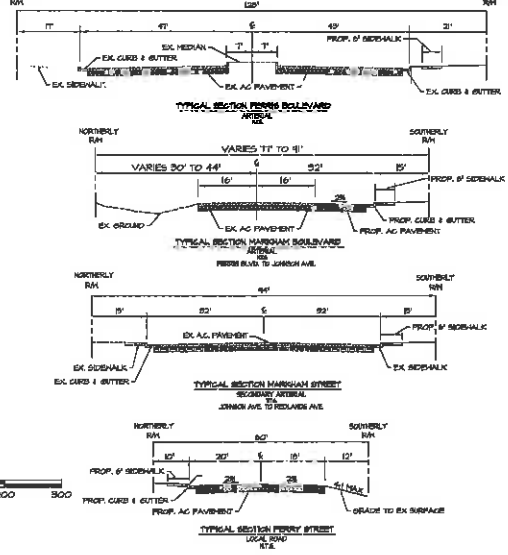
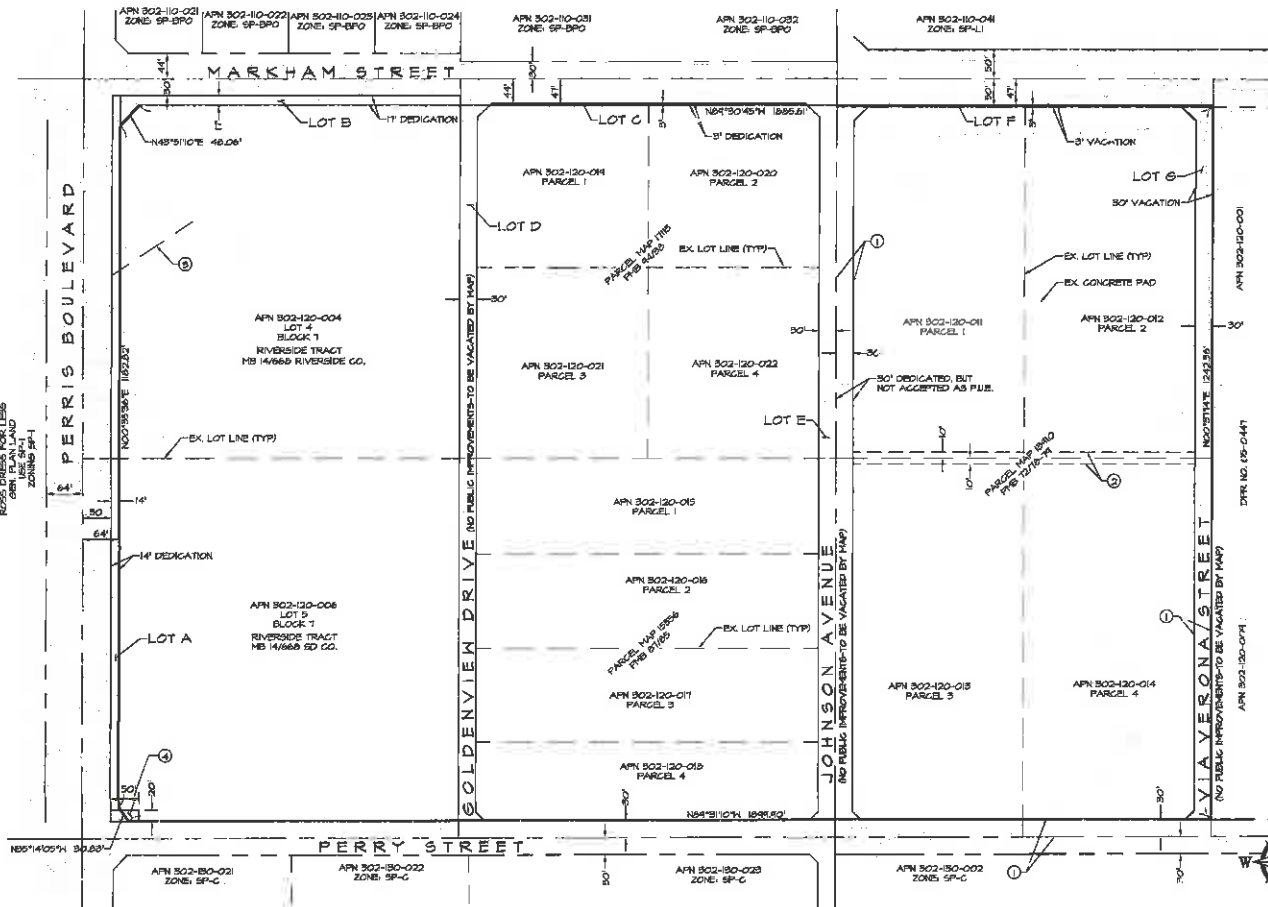
VICINITY MAP
 NOT TO SCALE
 SECTION 5, T4S, R29W, S04M

ACREAGE
 LOT A: 0.56 AC RIGHT OF WAY DEDICATION PERRIS BLVD.
 LOT B: 0.23 AC RIGHT OF WAY DEDICATION MARGHAM STREET
 LOT C: 0.04 AC RIGHT OF WAY DEDICATION MARGHAM STREET
 LOT D: 0.56 AC RIGHT OF WAY VACATION GOLDENVIEW DRIVE
 LOT E: 1.73 AC RIGHT OF WAY VACATION JOHNSON AVENUE
 LOT F: 0.56 AC RIGHT OF WAY VACATION MARGHAM STREET
 LOT G: 0.56 AC RIGHT OF WAY VACATION VIA VERONA STREET
 DATED: 12-09-2008

NET: 93.8 AC
GROSS: 50.8 AC

LAND USE/ZONING
 EXISTING ZONING/GENERAL PLAN USE: SP-EP
 PROPOSED ZONING/GENERAL PLAN USE: VACANT
 EXISTING LAND USE: VACANT
 PROPOSED LAND USE: HARDWARE DISTRIBUTION

- NOTES:**
- 2005 THOMAS BROTHERS MAP, PAGE 171, GRID E-1 & F-1, PAGE 171, GRID S-1 & H-1
 - THIS AREA IS NOT SUBJECT TO MODERATE TO HIGH LIQUEFACTION POTENTIAL.
 - THIS AREA IS WITHIN THE PERRIS VALLEY COMMERCIAL SPECIFIC PLAN.
 - THIS PROJECT IS NOT WITHIN A COMMUNITY SERVICES DISTRICT.
 - THE PROJECT IS WITHIN MARIAS AIRPORT COMPATIBILITY OVERLAY ZONE D.
 - ALL PARCELS WITHIN PROJECT BOUNDARY TO BE CONVEYED VIA PARCEL MAP.



- EASEMENT NOTES**
- AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS, OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 06, 1907 AS INSTRUMENT NO. 80-43443 OF OFFICIAL RECORDS, TO BE OBTAINED.
 - AN EASEMENT FOR SEWERS AND INCIDENTAL PURPOSES, RECORDED JUNE 21, 1914 AS INSTRUMENT NO. 76122 OF OFFICIAL RECORDS, TO BE OBTAINED.
 - AN EASEMENT FOR UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 25, 1933 IN BOOK 1454, PAGE 461 OF OFFICIAL RECORDS, TO BE OBTAINED.
 - GRANTED TO JOHN L. GARAY & RESERVED TO SOUTHERN CALIFORNIA Edison RECORDED JULY 25, 1911 AS INSTRUMENT NO. 171-14400 OF OFFICIAL RECORDS, TO BE OBTAINED.

APN	OWNER	APN	OWNER	APN	OWNER	APN	OWNER
302-120-004	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-015	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-026	LINE CHAPPELL & JANE CHAPPELL SAHERWOLD 1040 FLOVER HAY OCEANSIDE, CA 92091	302-120-031	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-006	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-016	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-027	LINE CHAPPELL & JANE CHAPPELL SAHERWOLD 1040 FLOVER HAY OCEANSIDE, CA 92091	302-120-032	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-011	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-017	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-028	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-033	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-012	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-018	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-029	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-034	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-013	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-019	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-030	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-035	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-014	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-020	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-031	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-036	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-015	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-021	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-032	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-037	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-016	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-022	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-033	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-038	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-017	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-023	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-034	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-039	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-018	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-024	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-035	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-040	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-019	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-025	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-036	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-041	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-020	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-026	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-037	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-042	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-021	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-027	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-038	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-043	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-022	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-028	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-039	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-044	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-023	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-029	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-040	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-045	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-024	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-030	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-041	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-046	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-025	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-031	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-042	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-047	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-026	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-032	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-043	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-048	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-027	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-033	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-044	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-049	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-028	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-034	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-045	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-050	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-029	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-035	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-046	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-051	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-030	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-036	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-047	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-052	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-031	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-037	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-048	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-053	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-032	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-038	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-049	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-054	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-033	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-039	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-050	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-055	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-034	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-040	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-051	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-056	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-035	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-041	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-052	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-057	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-036	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-042	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-053	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-058	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-037	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-043	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-054	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-059	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-038	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-044	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-055	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-060	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-039	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-045	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-056	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-061	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-040	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-046	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-057	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-062	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-041	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-047	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-058	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-063	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-042	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-048	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-059	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-064	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-043	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-049	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-060	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-065	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-044	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-050	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-061	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-066	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-045	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-051	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-062	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-067	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-046	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-052	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-063	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-068	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-047	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-053	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-064	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-069	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-048	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-054	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-065	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-070	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-049	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-055	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618	302-120-066	EDU SMOAD-FRIS LIN 20960 E. WALNUT CANYON RD. WALNUT, CA 91784	302-120-071	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IRVINE, CA 92618
302-120-050	GRACE REALTY 300 SPECTRUM CENTER DRIVE SUITE 1000 IR						

**NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**

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

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

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

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

DATE OF HEARING: May 11, 2017

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1249MA17 – Duke Realty, Adam Schmid (Representative: Albert A. Webb Associates)
– City of Perris Planning Case Nos. PLN17-00002, PLN17-05060 (Specific Plan Amendment, Design Review). The applicant proposes to develop a 1,189,860 square foot industrial building on 54.71 acres located easterly of Perris Boulevard, southerly of Markham Street, and northerly of Perry Street, extending easterly toward Redlands Avenue. The industrial building will be primarily for warehousing purposes (1,169,860 square feet of warehousing area, with 20,000 square feet of office area). The applicant also proposes to amend the Perris Valley Commerce Center Specific Plan land use designation on the westerly 35.45 acres of the site from Business Professional Office to Light Industrial. (The easterly 19.26 acres are already designated Light Industrial.) (Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area).

FURTHER INFORMATION: Contact ALUC Planner Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Diane Sbardellati of the City of Perris Planning Department at (951) 943-5003.

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

ZAP 1249MA17

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application _____
 Property Owner See Attached Phone Number _____
 Mailing Address See Attached

Agent (if any) Duke Realty c/o Adam Schmid Phone Number 949-797-7038
 Mailing Address 200 Spectrum Center Drive, Suite 1600, Irvine, CA 92618

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address South of Markham Street, ^{east} west of Perris Blvd., north of Perry St., and ^{west} east of Rediands Avenue

Assessor's Parcel No. 302-120-004, 302-120-006, 302-120-011 thru -022 Parcel Size 55 acres
 Subdivision Name _____ Zoning Classification PVCC-BPO & LI
 Lot Number _____

much
D

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) The existing land use is vacant.

Proposed Land Use (describe) A proposed 1,197,050 SF distribution warehouse in the PVCC Specific Plan at the southeast corner of Markham Street and Perris Blvd. Project is zoned SP and has a land use designation of Light Industrial and Business Park/Office. The LI is consistent with what we are proposing and we are currently processing a specific plan amendment to rezone the BPO to LI.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) N/A
 For Other Land Uses Hours of Use Spec building, TBD
 (See Appendix C) Number of People on Site Maximum Number Spec Building, TBD
 Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) 44.6 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1456.9 ft.

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

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received		Type of Project
Agency Name	City of Perris 101 N. D Street, Perris CA 92570	<input type="checkbox"/> General Plan Amendment
Staff Contact	DIANE SBARDELLATI	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	951-943-5003	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	PLN17-00002 PLN17-05060	<input type="checkbox"/> Use Permit
		<input type="checkbox"/> Public Facility
		<input checked="" type="checkbox"/> Other TPM, Design Review, and SPA

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

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

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

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

Property Owners:

APN: 302-120-004

GRACE KUEI-CHUN TNAG, A MARRIED WOMAN AS HER SOLE AND SEPARATE PROPERTY
1306 Stardust Drive, Diamond Bar, CA 91765

APN: 302-120-006

EUGENE M. GABRYCH, AS TRUSTEES OF THE GEBRYCH FAMILY TRUST, ESTABLISHED OCTOBER 9, 2007
2006 Old Highway 395, Fallbrook, CA 92028

APN: 302-120-011 and 012, -013, -014

Duke Realty Limited Partnership
200 Spectrum Center Drive, Suite 1600, Irvine, CA 92618

APN: 302-120-015

GENUS, L.P., A CALIFORNIA LIMITED PARTNERSHIP
2006 Old Highway 395, Fallbrook, CA 92028

APN: 302-120-016

RANULFO G. REYNOSO, A MARRIED MAN AND PABLO REYNOSO, A MARRIED MAN, EACH AS TO AN
UNDIVIDED ½ INTEREST.
4245 W. Feemster Avenue, Visalia, CA 3277

APN: 302-120-017 and 018

JUNE CHAPPELL AND JUNIE CHAPPELL BAERWALD
1040 Plover Way, Oceanside, CA 92057

**APN: 302-120-019 (PARCEL 1 OF PARCEL A), 021 (PARCEL 2 OF PARCEL A), 021 (PARCEL 3 OF PARCEL B)
AND 022 (PARCEL 4 OF PARCEL B)**

HSU SHAO-PING LIN, A MARRIED WOMAN AND HUNG-YI LIN A SINGLE MAN AS JOINT TENANTS AS TO
AN UNDIVIDED 38% INTEREST AND GEORGE CHUNG HAO CHANG, A MARRIED MAN AS HIS SOLE AND
SEPARATE PROPERTY, AS TO UNDIVIDED 31% INTEREST; AND CHARLES CHUNG YUNG CHANG, A SINGLE
MAN, AS TO AN UNDIVIDED 31% INTEREST.

20960 E. Walnut Canyon Road, Walnut, CA 91789

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.4

HEARING DATE: May 11, 2017

CASE NUMBER: ZAP1251MA17 – Core 5 Industrial Partners, LLC
(Representative: Rafik Albert, EPD Solutions, Inc.)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PP26173 (Plot Plan)

MAJOR ISSUES: No aeronautical issues. Previous proposals for warehousing projects northerly of Cajalco Expressway in this community have generated controversy.

RECOMMENDATION: Staff recommends that the proposed Plot Plan be found **CONSISTENT**, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant proposes development of a 423,665 square foot industrial (predominately warehouse) building on 20.67 acres.

PROJECT LOCATION: The site is located at the southwest corner of Harvill Avenue and Rider Street, extending southerly to the easterly straight-line extension of Walnut Street, in the unincorporated community of Mead Valley, approximately 12,636 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

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

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

BACKGROUND:

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

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, and March Air Reserve Base/Inland Port Airport Compatibility Plan Policy 2.4, the following rates

were used to calculate the occupancy for the proposed building in Compatibility Zone C2:

- Office – 1 person per 200 square feet (with 50% reduction),
- Warehouse over 200,000 square feet – 1 person per 1,428 square feet (35% building code of 1 person per 500 square feet).

The 423,665 square feet of building area includes 8,165 square feet of office area and 415,500 square feet of warehouse area, accommodating an occupancy of 332 people, resulting in an average intensity of 16 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per truck trailer parking/dock space in the absence of more precise data). Based on the number of parking spaces (185 spaces) and trailer spaces (113 spaces), the total occupancy would be estimated at 391 people for an average intensity of 19 people per acre, which is also consistent with the Compatibility Zone C2 average criterion of 200.

If the entire building were utilized as office space (with the 50% reduction) or for manufacturing uses, the total occupancy of 2,118 people would result in an average intensity of 102 people per acre, which would still be consistent with the Compatibility Zone C2 criterion of 200.

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

Based on use of single-story construction, the maximum single-acre area would consist of 8,165 square feet of office area and 35,395 square feet of warehouse area, resulting in a single acre occupancy of 66 people, which is consistent with Compatibility Zone C2 single acre criterion of 500. In fact, the single-acre occupancy would be lower, since the larger office is in a “pull-out” area where a 210-foot-by-210-foot area including that office would also include some area outside the proposed building.

If the entire building were utilized as office space (with the 50% reduction) or manufacturing, the maximum single-acre area consisting of 43,560 square feet of office (or manufacturing) would result in a single acre occupancy of 218 people, which is still consistent with the Compatibility Zone C2 single acre criterion of 500.

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

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being outside the 60 CNEL range from aircraft noise. As a primarily industrial use not

sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the warehouse area would not require special measures to mitigate aircraft-generated noise. However, a condition is included to provide for adequate noise attenuation within office areas of the building.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 12,636 feet from the runway to the closest point of the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,614 feet AMSL. The finished floor elevation of the proposed building is 1,520 feet AMSL and the proposed building height is 38 feet, for a top point elevation of 1,552 feet AMSL. The applicant is requesting allowance for a total building height of 50 feet, which would bring the top point elevation up to 1,570 feet AMSL. This remains below 1,614 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service for height/elevation reasons was not required.

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

CONDITIONS:

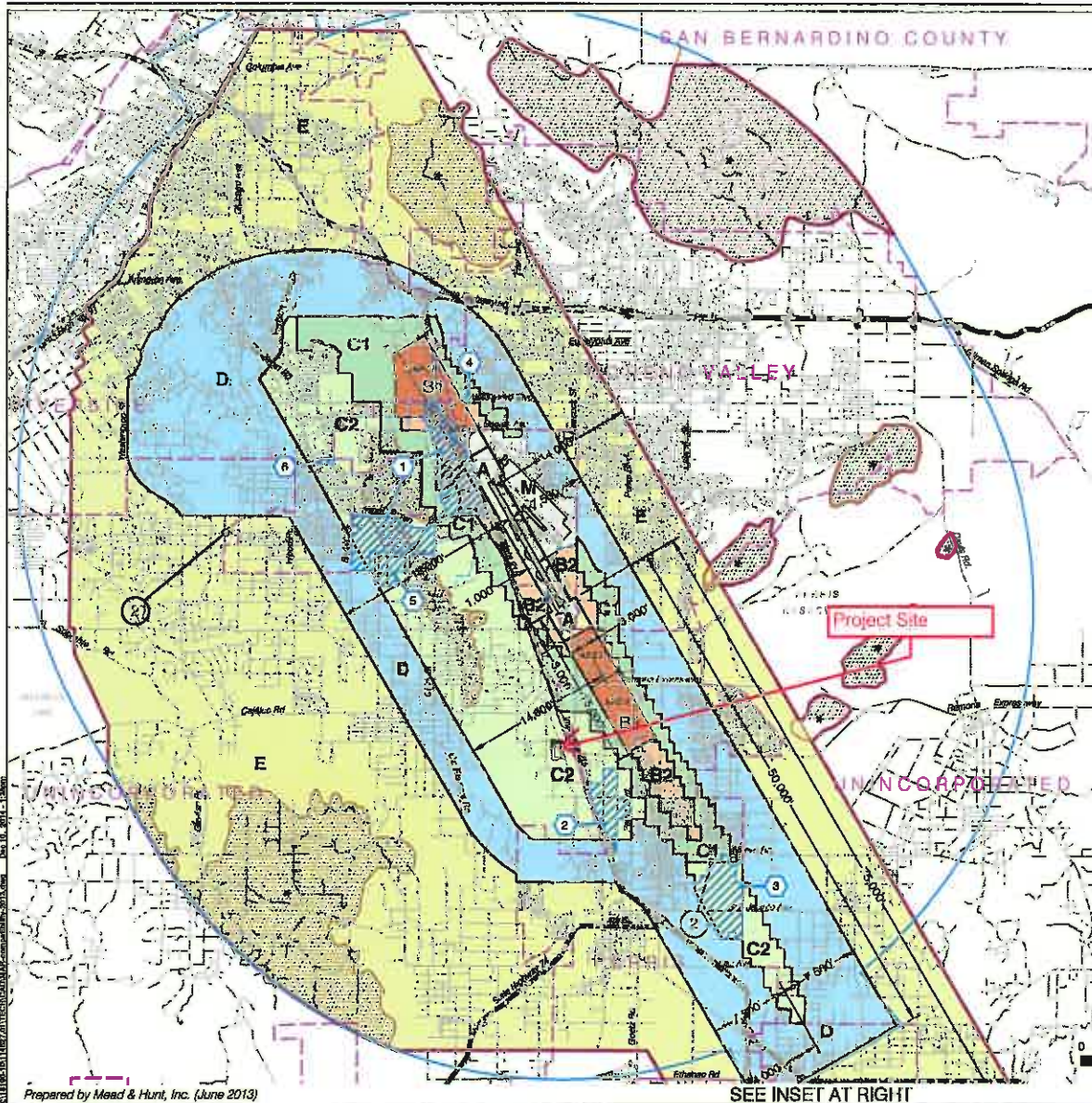
1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

3. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children's schools are discouraged.
4. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:

Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.
5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
6. The proposed detention basin/water quality management basin on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. 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.
9. This building has been evaluated as an industrial use. Any change in use other than for office, manufacturing, and/or warehousing uses will require review by the Airport Land Use Commission.
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.

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: Hidge Crest Subdivision



Riverside County
Airport Land Use Commission

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

(Adopted November 13, 2014)

Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport

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

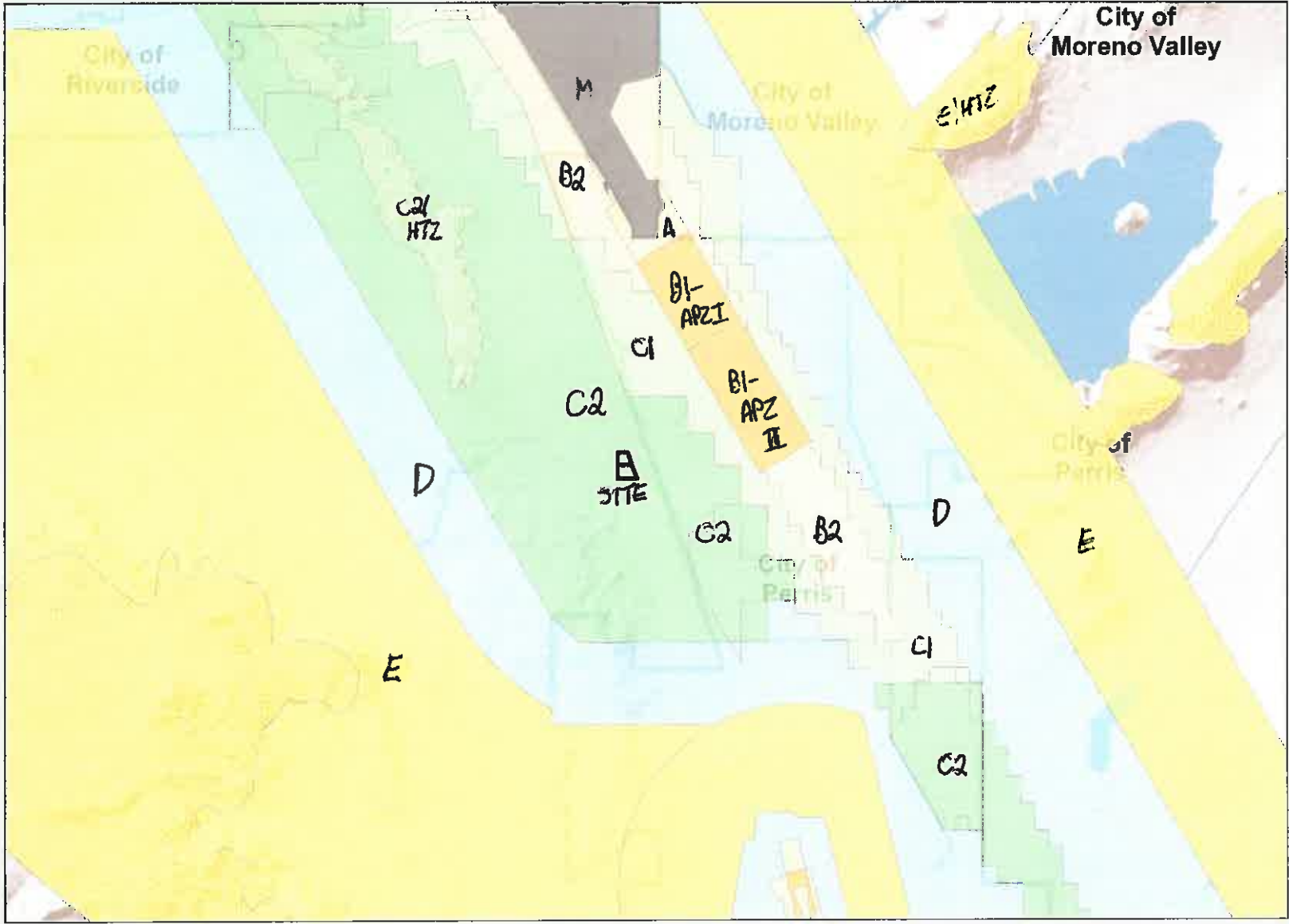
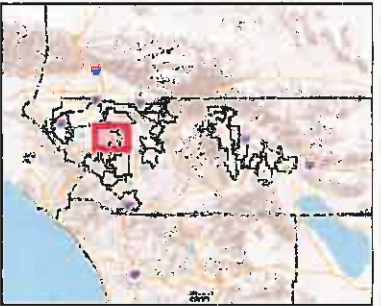


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Base map source: County of Riverside 2013

SEE INSET AT RIGHT

My Map



Legend

Airport Compatibility

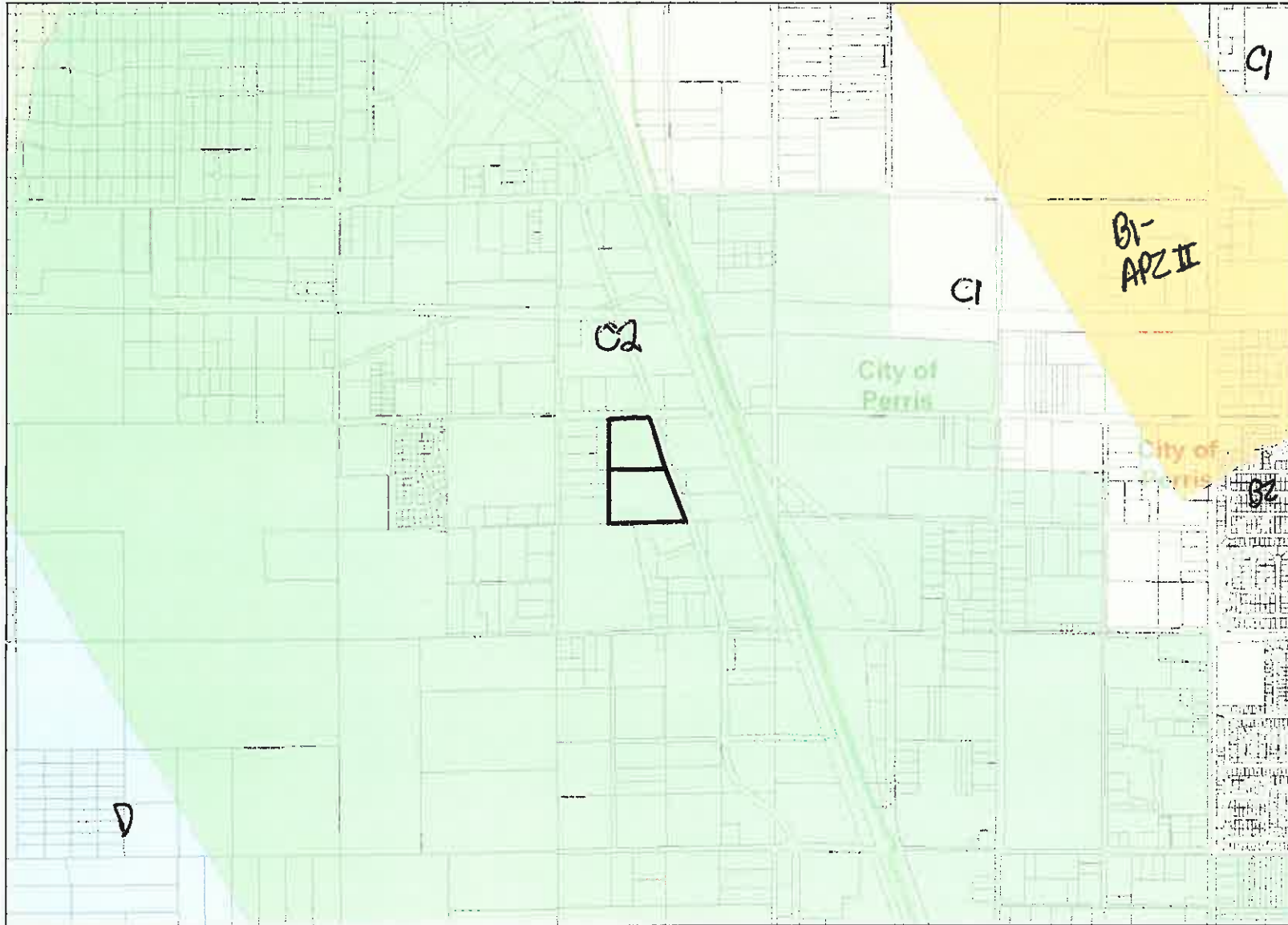
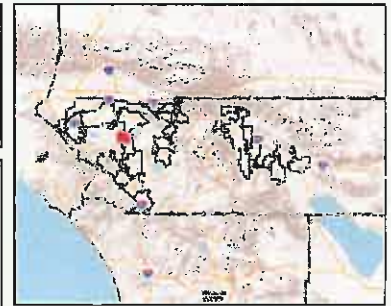
- OTHER_ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT
- C2-HIGHT-EXC1
- C2-HIGHT-FXC5

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Notes

My Map



Legend

Airport Compatibility

- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT
- C2-HIGHT-FXC1
- C2-HIGHT-FXC5

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Notes



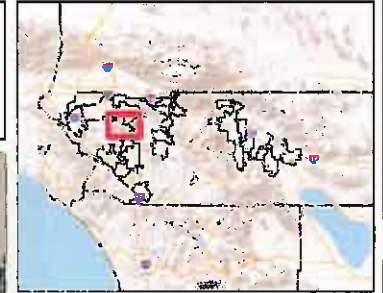
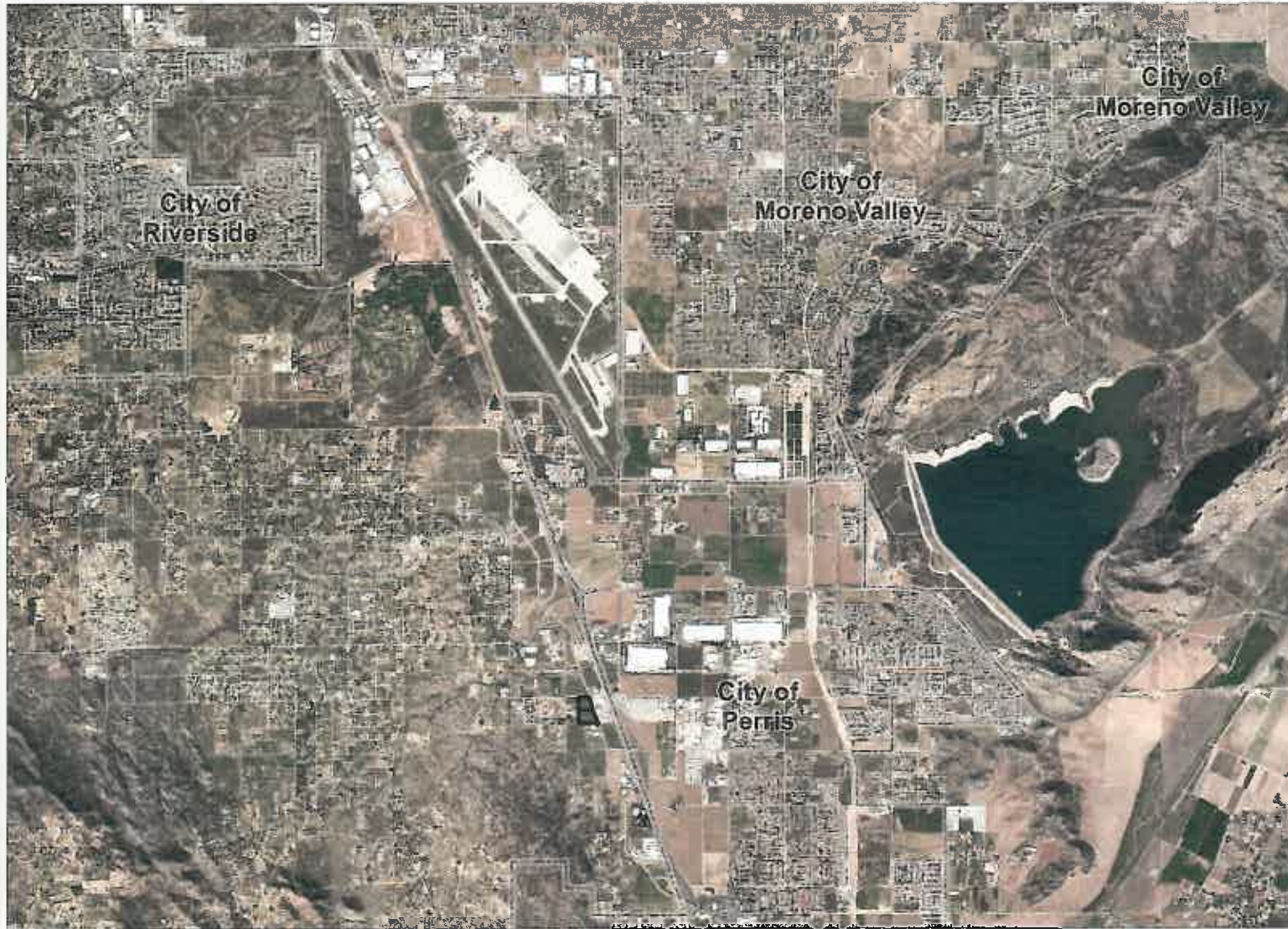
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My Map



Legend

-  Historic Preservation Districts I
-  City Boundaries



0 9,111 18,223 Feet



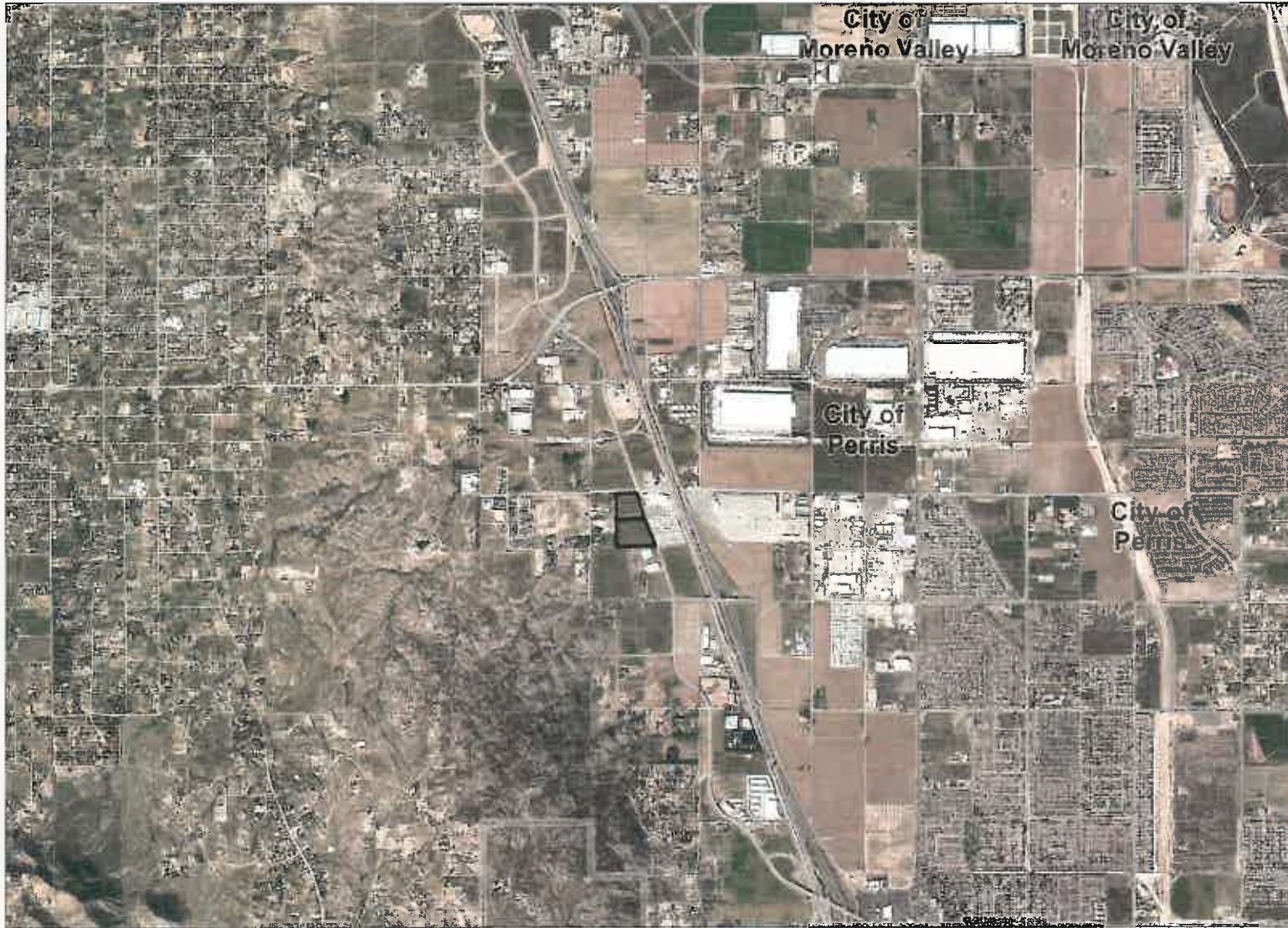
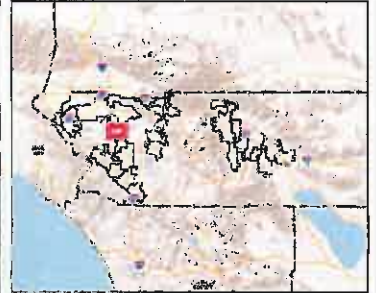
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Notes

My Map



Legend

-  Historic Preservation Districts I
-  City Boundaries



0 4,556 9,111 Feet



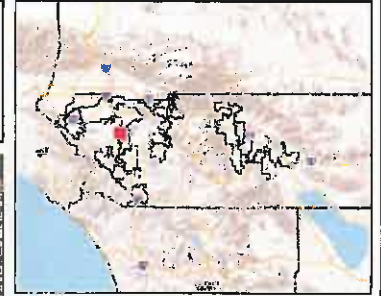
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Notes

My Map



Legend

-  Historic Preservation Districts I
-  City Boundaries



0 2,278 4,556 Feet



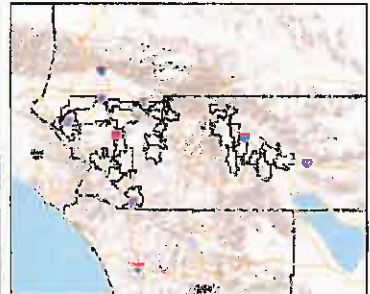
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Notes

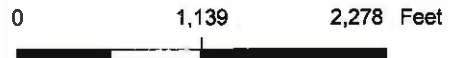
My Map



Legend

-  Historic Preservation Districts I
-  City Boundaries

Notes

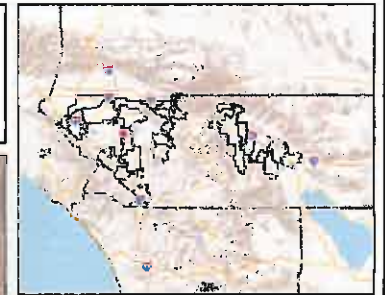


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My Map



Legend

-  Historic Preservation Districts I
-  City Boundaries



0 569 1,139 Feet

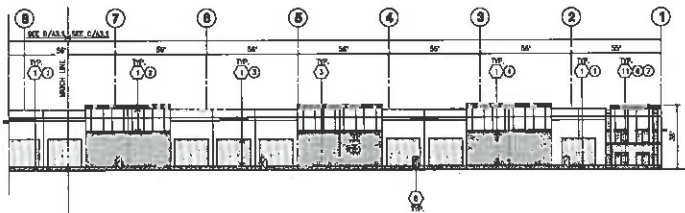


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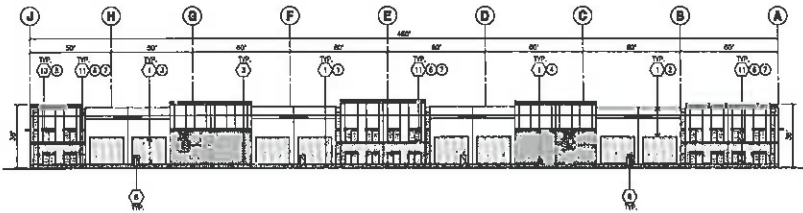
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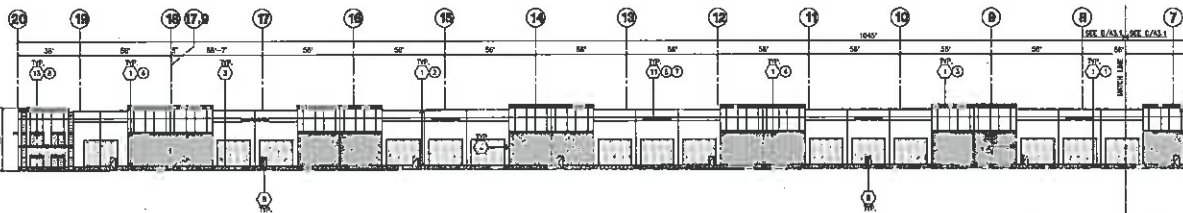
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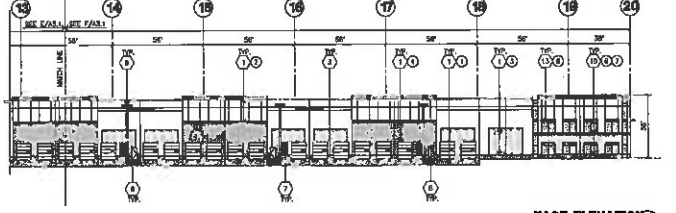
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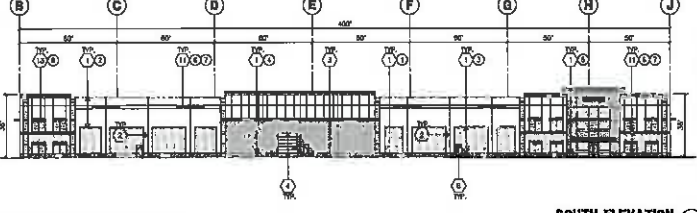
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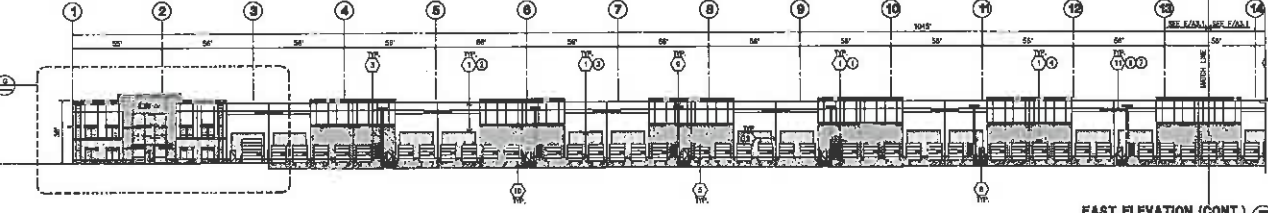
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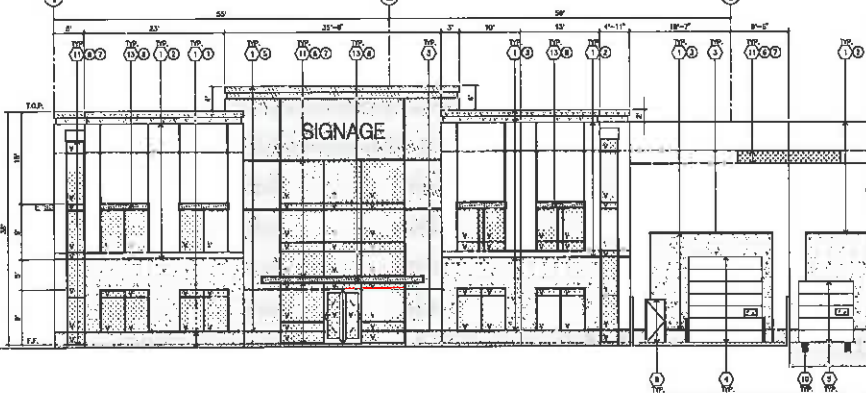
EAST ELEVATION
scale 1/4" = 1'-0"



SOUTH ELEVATION
scale 1/4" = 1'-0"



EAST ELEVATION (CONT.)
scale 1/4" = 1'-0"



ENLARGED EAST ELEVATION
scale 1/2" = 1'-0"

KEYNOTES - ELEVATIONS

- 1 CONCRETE 7.5-LP PANEL, PAINT BRNGL, SMOOTH WALLING SURFACE
- 2 CONCRETE 7.5-LP PANEL, PAINT BRNGL, SMOOTH WALLING SURFACE
- 3 CONCRETE 7.5-LP PANEL, PAINT BRNGL, SMOOTH WALLING SURFACE
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- 19 CONCRETE 7.5-LP PANEL, PAINT BRNGL, SMOOTH WALLING SURFACE
- 20 CONCRETE 7.5-LP PANEL, PAINT BRNGL, SMOOTH WALLING SURFACE
- 21 CONCRETE 7.5-LP PANEL, PAINT BRNGL, SMOOTH WALLING SURFACE

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT SHOULD BE APPLIED TO CLEAN, DRY SURFACES.
- B. ALL PAINT SHOULD BE APPLIED TO CLEAN, DRY SURFACES.
- C. ALL PAINT SHOULD BE APPLIED TO CLEAN, DRY SURFACES.
- D. ALL PAINT SHOULD BE APPLIED TO CLEAN, DRY SURFACES.
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- H. ALL PAINT SHOULD BE APPLIED TO CLEAN, DRY SURFACES.
- I. ALL PAINT SHOULD BE APPLIED TO CLEAN, DRY SURFACES.
- J. ALL PAINT SHOULD BE APPLIED TO CLEAN, DRY SURFACES.

COLOR SCHED. - ELEVATIONS

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| 9 | CONCRETE 7.5-LP PANEL, PAINT BRNGL, SMOOTH WALLING SURFACE | CONCRETE 7.5-LP PANEL, PAINT BRNGL, SMOOTH WALLING SURFACE |
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| 21 | CONCRETE 7.5-LP PANEL, PAINT BRNGL, SMOOTH WALLING SURFACE | CONCRETE 7.5-LP PANEL, PAINT BRNGL, SMOOTH WALLING SURFACE |

GLAZING LEGEND

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| 21 | GLAZING | GLAZING |



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email: hpa@hpa.com



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951-284-2273

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PERIS, CA 95770

Consultants:

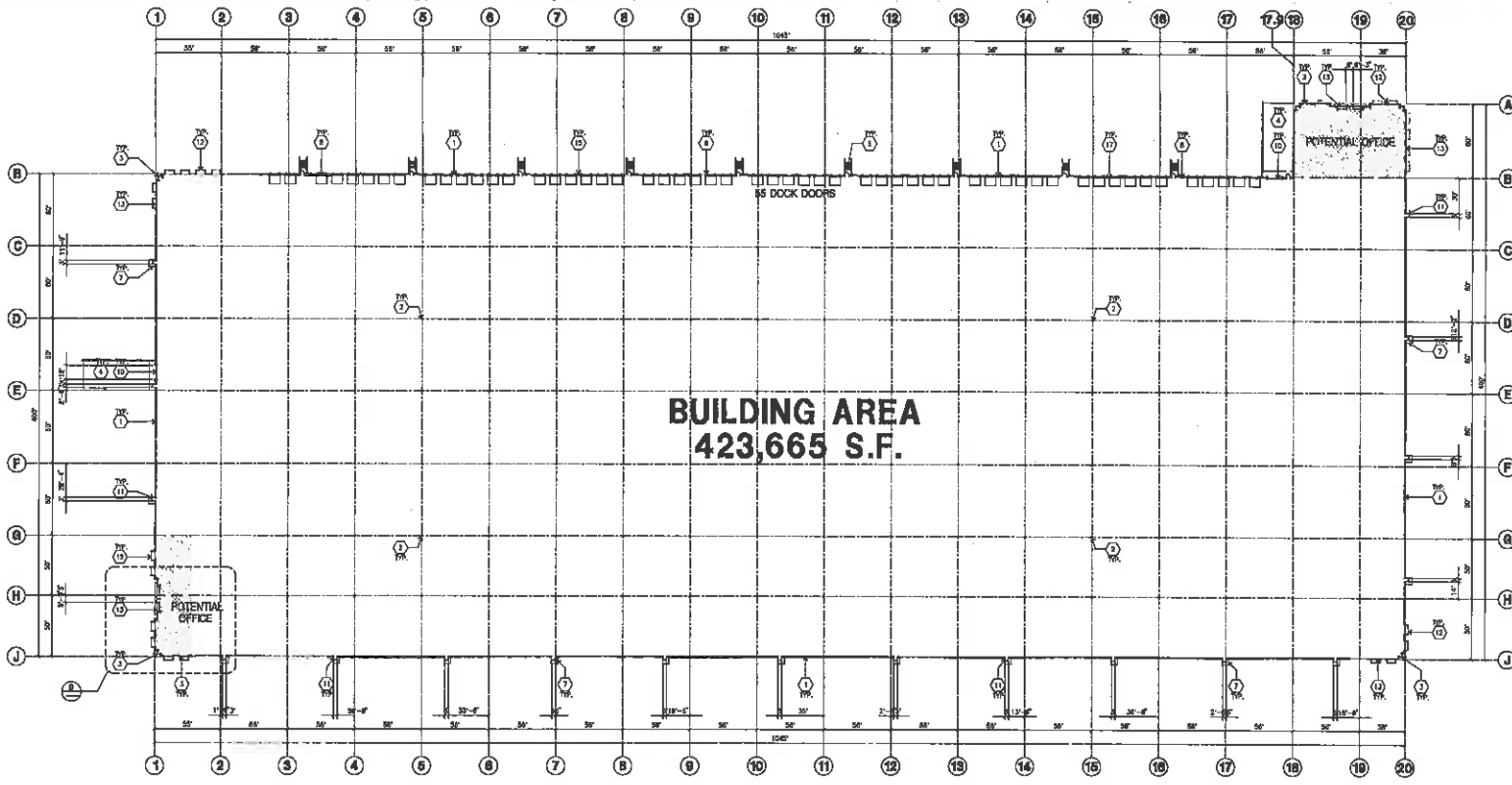
- WEBS
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Title: Elevation

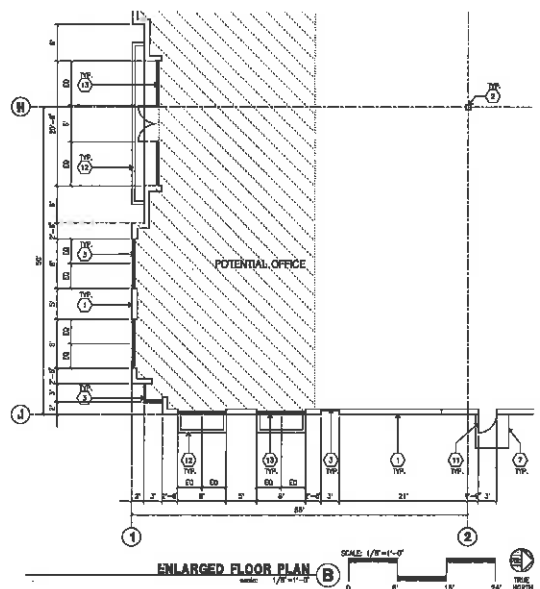
Project Number: 16424
Drawn by: S.J.
Date: November 6, 2016
Revised:

Sheet:

DAB-A3.1



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



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

KEYNOTES - FLOOR PLAN

- 1 CONCRETE TILT-UP PANEL.
- 2 STRUCTURAL STEEL COLUMN.
- 3 TYPICAL SUBFLOOR SYSTEM WITH GLAZING. SEE OFFICE FLOOR-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- 4 CONCRETE RAMP 1/2" x 4" HIGH CONG. TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP.
- 5 4" x 4" x 10" TRUSS DOOR SECONDARY CH. STANDARD GRADE. DESIGNED TO RESIST WIND 90 MPH, EXPOSURE "C".
- 6 EXTERIOR CONCRETE STRIP.
- 7 2" x 2" x 3" x 3" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAIN DOORS TO UNREINFORCED AREA. FINISH TO BE MEDIUM BLOW FRESH. SLOPE TO BE 1/4" x 12" MAX. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
- 8 LEANED OPENING FOR VENTILATION.
- 9 DOCK DOOR RAMBER.
- 10 12" x 14" DRIVE THRU SECTION ON STANDARD GRADE. DESIGNED TO RESIST WIND 90 MPH, EXPOSURE "C".
- 11 2" x 2" x 10" HOLLOW METAL EXTERIOR MAIN DOOR. DESIGNED TO RESIST WIND 90 MPH, EXPOSURE "C".
- 12 METAL CANOPY.
- 13 ZOTTI LINE ABOVE.
- 14 ELECTRICAL ROOM.
- 15 EXTERIOR DOWNSPUT WITH G OERFLOW SCUPPER.
- 16 INTERIOR DOWNSPUT.
- 17 Z GLAZD.
- 18 CONCRETE KNOCK-OUT PANEL.
- 19 APPROXIMATE LOCATION OF ROOF TOP WALKS.

GENERAL NOTES - FLOOR PLAN

- A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAIN DOORS AT 100' MAXIMUM O.C. A SEPARATE POINT WILL BE REQUIRED FOR ANY RIGGING/CONVEYER SYSTEMS.
- B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- C. THE BUILDING FLOOR SLAB IS SLOPED. SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
- D. NOT USED.
- E. WAREHOUSE INTERIOR CONCRETE WALLS ARE FINISHED WHITE. COATING ARE TO RECEIVE PRIMER ONLY. ALL OPP. DO. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- F. SLOPE ROOF STRIP 1/2" TO EXTERIOR AT ALL WAREHOUSE EXITS. SEE "C" DRAWINGS FOR POUR STRIP LOCATION.
- G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, BRIDGE, OR FACE OF STUD W.L.G.
- H. SEE CIVIL DRAWINGS FOR POINT OF CONNECTION TO OFF-THE UTILITY. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
- I. FIRE DOOR TYPES AND SECS. SEE DETAIL SHEET AD-4. NOTE ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
- J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE REMOVED INCLUDING CARS AND TRUCKS.
- K. ALL EXIT MAIN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN. INDOORWARE.
- L. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
- M. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT".
- N. THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
- O. NON-ACCESSIBLE DOOR. PROVIDE WARNING SIGN LOCATED IN THE INTERIOR SIDE PER CBC 11330.1.1.1
- P. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY BOLTED FROM PUBLIC VIEW. SEE A/A-1 OFFICE SECTION.

FLOOR SLAB AND POUR STRIPS REQ.

- 1. THESE NOTES ARE VERY MIN. REQUIREMENT. SEE "C" DIMS FOR ADDITIONAL REQUIREMENTS.
- 2. FLOOR COMPACTION - 90%
- 3. BUILDING FLOOR SLAB:
 - A. 7" THICK MIN. UNREINFORCED CONCRETE OVER COMPACTED SOILS
 - B. 1" - 18" LONG @ 12" O.C. DOMES. AT ALL CONSTRUCTION JOINTS
 - C. 1" - 18" LONG @ 14" O.C. DOMES IN ROWS, BAYNET AT ALL CONTROL JOINTS.
 - D. 4,000 P.S.I. REINFORCEMENT.
 - E. SLUMP TO BE 4" +/- 1"
 - F. JOINT SPACING PER A.C.I. 308-40-40
 - G. SMOOTH BOTTOM 1/4" TO 3/8" SLOTTING WITHIN 3 HRS OF FINISHING
- 4. CONTRACTOR TO BUILD FOR CLASS V FLOOR PER A.C.I. 302-40-46
- 5. NOT USED.
- 6. CONSIDER SLAB TO HAVE STEEL FLOOR TROUS. BURNISHED FINISH.
- 7. CONTRACTOR TO CURE SLAB TO BE WET CURING USING BURLINE FOR 7 DAYS MIN.
- 8. ALL EQUIPMENT & MOVING VEHICLES SHALL BE DAMPER.
- 9. NO CRANES, CONCRETE TRUCKS, OR PAVING MACHINES WILL BE PLACED ON THE SLAB.
- 10. SLAB TO BE FRESH PLACED WITHIN 24 HOURS.
- 11. NO FLY ASH IN THE CONCRETE.
- 12. WHERE [] INDICATED, PROVIDE VAPOR BARRIER (15ML STEPS ON EXTERIOR) UNDER THE CONCRETE SLAB. PROVIDE SAND FOR SOILS ENGINEER OR MANUFACTURER'S RECOMMENDATION.

CONCRETE SLAB IN FUTURE OFFICE AREAS, WHERE SAND OVER WIGGERS ARE REQUIRED, SHALL BE NATURALLY BLENDED WITHOUT USE OF BURLINE, CURING COMPOUND, OR RELEASE AGENTS.

CONTROL/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH MH-30 JOINT FILLER IN FUTURE OFFICE AREAS.

13. SEAL CONCRETE SLAB W/ "LORDKING" SEALER

DISABLED ACCESS NOTES

- 1. EXITS MARKED WITH "●" SHALL BE INSTALLED DIRECTIONAL SIGNAGE W/ ARROW TO INDICATE NEAREST ACCESSIBLE EXIT.
- 2. TACTILE EXIT SIGNS SHALL BE REQUIRED AT THE FOLLOWING LOCATIONS:
 - a. EACH GRADE-LEVEL EXIT DOOR MARKED WITH "▲". THE TACTILE EXIT SIGN SHALL READ "EXIT".
 - b. EACH EXIT DOOR (MARKED WITH "■") THAT LEADS DIRECTLY TO A GRADE-LEVEL EXTERIOR EXIT BY MEANS OF A STAIRWAY OR RAMP. THE TACTILE EXIT SIGN SHALL READ "EXIT STAIR DOWN".
- 3. EXIT SIGN SHALL BE PROVIDED PER CBC SECTION 1011.
- 4. AT LEAST 1 FOOTCANDLE OF LIGHT AT FLOOR LEVEL SHALL BE PROVIDED TO MEANS OF EGRESS FROM ALL OCCUPIED PARTS OF THE BUILDING.

HPA
CONSTRUCTION

HPA, Inc.
18211 Harbor Avenue, Ste. #100
Irvine, CA 92612
Tel: 949-453-1770
Fax: 949-453-0361
Email: hpa@hpacl.com

C-28451
04-11-15
ISSUED
BY: [Signature]

Owner:
ALAN SHARP

17871 Michael North Suite 200
Irvine CA 92614
951-264-0875

Project:
HARVILL INDUSTRIAL CENTER

20200 HARVILL AVE
PERIS, CA 92670

Consultants:

WEBO
TBO
TBO
TBO
Hunter
TBO
TBO

Title: Overall floor plan

Project Number: 16244
Drawn by: S.J.
Date: November 9, 2016
Revised:

Sheet:

DAB-A2.1

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

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

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

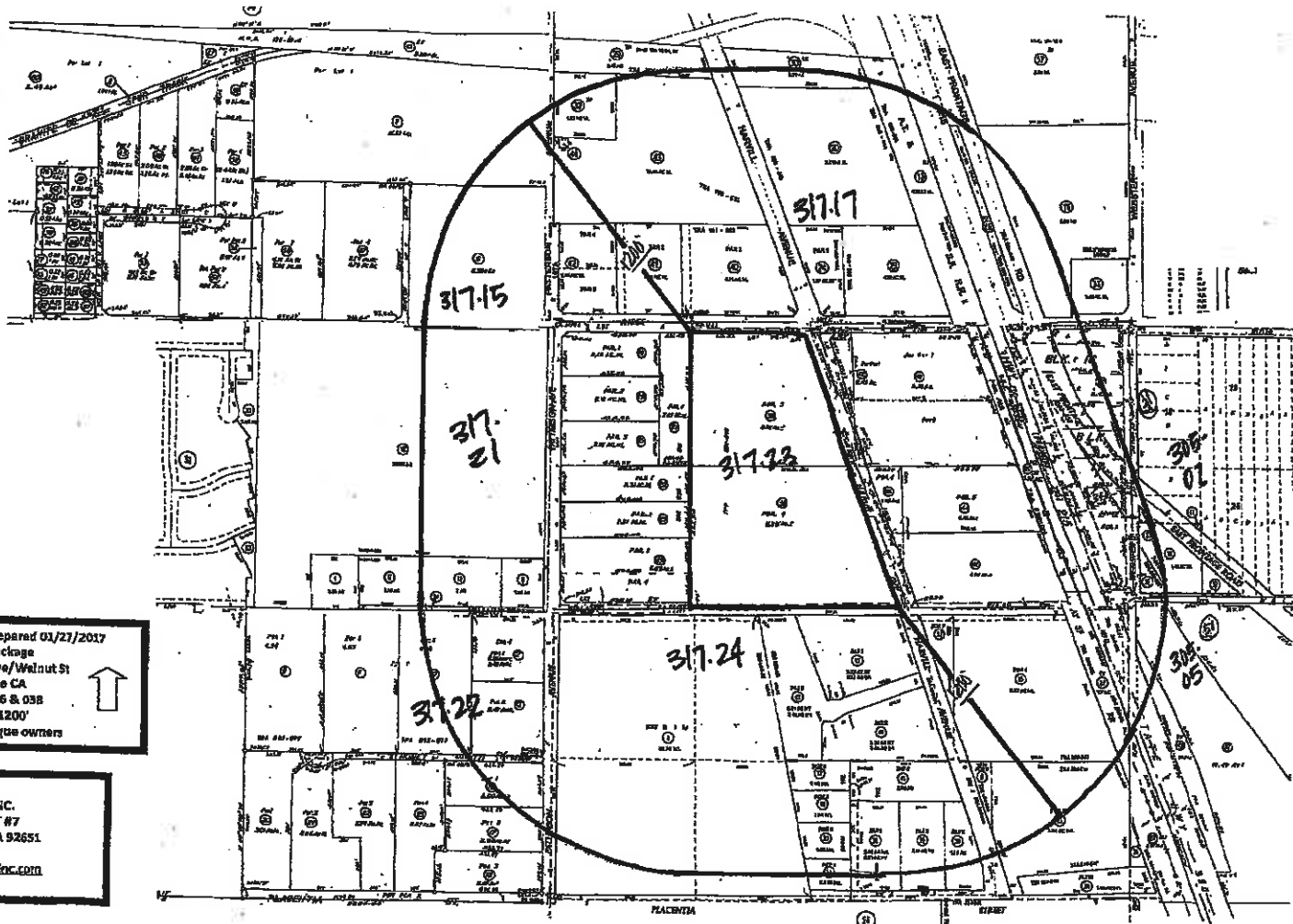
DATE OF HEARING: May 11, 2017

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1251MA17 – Core 5 Industrial Partners, LLC (Representative: Rafik Albert, EPD Solutions, Inc.) – County of Riverside Planning Case No. PP26173 (Plot Plan). A proposal to develop a 423,665 square foot industrial (predominately warehouse) building on 20.67 acres located at the southwest corner of Harvill Avenue and Rider Street, extending southerly to the easterly straight-line extension of Walnut Street (Assessor's Parcel Numbers 317-230-036 and 317-230-038) in the unincorporated community of Mead Valley (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).

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



File # 173972 - Prepared 03/27/2017
 Harvill Notching Package
 Rider St/Harvill Ave/Walnut St
 County of Riverside CA
 APN(s) 317 230 036 & 038
 600' Expanded to 1200'
 *Minimum 25 unique owners



Map Preparer:
 SUSAN W. CASE, INC.
 917 GLENNYRE ST #7
 LAGUNA BEACH CA 92651
 949 494 6105
 sdcases@susancaseinc.com

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

ALUC Identification No.

ZAP1251MA17

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 3/24/2017
 Property Owner Alan Sharp, Core5 Industrial Partners Phone Number (949) 278-5413
 Mailing Address 2030 Main Street, Suite 1200
Irvine, CA 926914

Agent (if any) EPD Solutions, Inc. c/o Rafik Albert Phone Number (949) 794-1182
 Mailing Address 2030 Main Street, Suite 1200
Irvine, CA 926914

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address None
 Assessor's Parcel No. 317-230-036, -038 Parcel Size 20.67 acres
 Subdivision Name None Zoning I-P, M-SC
 Lot Number None Classification I-P, M-SC

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Vacant property.
 Proposed Land Use (describe) Plot plan for a +/-424,000 sq. ft. single-story warehouse building (max 50 feet height) with trailer and auto parking.
See enclosed plans.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) None
 For Other Land Uses Hours of Use 24 hours per day
 (See Appendix C) Number of People on Site Maximum Number 848
 Method of Calculation 424,000 sq. ft. / 500 sq. ft./occupant = 848 people max building occupancy per CBC
(warehouse use per Table C1 in Appendix C of ALUCP)

Height Data Height above Ground or Tallest Object (including antennas and trees) 50 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1,570 ft.

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

*Mark
C2*

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)		
Date Received	January 5, 2017	Type of Project
Agency Name	Riverside County Planning Department	<input type="checkbox"/> General Plan Amendment
Staff Contact	Brett Dawson	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	(951) 955-0972	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	Plot Plan 26173	<input type="checkbox"/> Use Permit
		<input type="checkbox"/> Public Facility
		<input checked="" type="checkbox"/> Other Plot Plan

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.5

HEARING DATE: May 11, 2017

CASE NUMBER: ZAP1040HR17 – PRT-BMT (Paso Robles Tank – Brown-Minneapolis Tank Inc.) (Representative: RSH Construction)

APPROVING JURISDICTION: City of Hemet

JURISDICTION CASE NO: SDR 17-001 (Site Development Review)

MAJOR ISSUES: As of the date of preparation of this staff report, the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) has not provided proof that the applicant’s submittal is in a “Work in Progress” status.

RECOMMENDATION: Staff recommends that the project be CONTINUED to ALUC’s June 8 hearing. However, if, prior to the May 11 hearing, the FAA OES website reveals that the submittal is in a “Work in Progress” status, staff will recommend that the Commission find the Site Development Review CONDITIONALLY CONSISTENT, subject to the conditions included herein and such additional conditions as may be necessary to meet the requirements of the Federal Aviation Administration Obstruction Evaluation Service.

PROJECT DESCRIPTION: The applicant proposes to add additional structures on a 5.82-acre industrial property, including a new 1,300 square foot steel building with a height of 31 feet on a new 3,360 square foot concrete slab, as a cover structure for machinery being installed, and two modular office buildings (810 square feet each).

PROJECT LOCATION: The project site (consisting of Assessor’s Parcel Numbers 456-040-022 and 456-040-023) is located at 3883 Wentworth Drive, on the south side of Wentworth Drive, easterly of the centerline of Airway Place/Avenue in the City of Hemet, approximately 1,422 feet southeasterly of the existing northeasterly terminus of Runway 5-23 at Hemet-Ryan Airport.

LAND USE PLAN: 2017 Hemet-Ryan Airport Land Use Compatibility Plan

- a. Airport Influence Area: Hemet-Ryan Airport
- b. Land Use Policy: Compatibility Zones C and D (east)
- c. Noise Levels: Primarily outside the 55 CNEL contour, but partially within the 55-60 CNEL contour range

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Hemet-Ryan Airport Land Use Compatibility Plan, the project site is split between Compatibility Zones C and D (East).

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

- Office – 1 person per 200 square feet (reflects 50 percent reduction from Building Code maximum occupancy)

There are existing buildings on the property, but they pre-date the adoption of the Compatibility Plan. ALUC has no jurisdiction over the intensity of these buildings unless a change in their use were to be proposed. The applicant is proposing three new buildings with a potential total area of 2,920 square feet, which would accommodate up to 10 people. This is clearly within the allowable range for either Compatibility Zone C, which allows an average intensity of 100 persons per acre, or Compatibility Zone D, which allows an average intensity of 300 persons per acre on properties easterly of Cawston Avenue.

If one were to consider the existing as well as the proposed buildings on-site, the addition of these buildings would bring the total square footage of building area to approximately 71,000 square feet. If all of the buildings were in office use, this would result in an occupancy of 355 persons, for an average intensity of 61 persons per acre, which would be clearly consistent.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle). Based on the number of parking spaces provided (91), the total occupancy would be estimated at 137 persons, for an average intensity of 24 persons per acre, which would also be clearly consistent.

Non-Residential Single-Acre Land Use Intensity: Single-acre intensity is limited to a maximum of 300 persons in Compatibility Zone C and a maximum of 1200 persons in Compatibility Zone D. The two modular office buildings (total area of 1,620 square feet) in the northwesterly portion of the property are located in Compatibility Zone C. The single-acre area that includes these two proposed modular office buildings would extend into Compatibility Zone D as well, and would include a total of 17,630 square feet of building area, most of which would be in the largest existing building. However, even if all of this square footage were used as offices, the single-acre intensity would not exceed 88 persons, and would, therefore, be clearly consistent.

The 1300 square foot building in the east central portion of the property is located in Compatibility Zone D. The single-acre area that includes this building would also include the existing building to the north and a portion of the easterly wing of the largest existing building on-site. The single-acre

area would include a total of 10,431 square feet of building area. However, even if all of this square footage were used as offices, the single-acre intensity would not exceed 52 persons and would, therefore, be clearly consistent.

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

Noise: The Hemet-Ryan Airport Land Use Compatibility Plan depicts the site as being crossed by the 55 dB(A) CNEL contour from aircraft-generated noise. The proposed modular office buildings in the northwesterly portion of the property are within the contour, while the proposed 1300 square foot building is outside the contour. The proposed office use is considered a noise sensitive receptor. ALUC's objective is that interior noise levels from aviation-related sources not exceed 45 dBA CNEL. Therefore, a condition has been included requiring incorporation of noise attenuation measures into the design of the building 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 5-23 at its existing northeasterly terminus is approximately 1,508 feet above mean sea level (1508 AMSL). At a distance of approximately 1,422 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,522 feet AMSL. The site elevation is 1,520 feet AMSL. With a maximum new building height of 31 feet, the top point elevation would be 1,551 feet. Therefore, Federal Aviation Administration obstruction evaluation review is required. The applicant stated that he has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study No. 2017-AWP-2936-OE to this project. However, this study number is not reflected on the FAA OES website as of April 19, 2017.

Open Area: The site is located within Airport Compatibility Zone C of the Hemet-Ryan Airport Influence Area, which requires projects 10 acres or larger located easterly of Cawston Avenue to designate 20% of project area as ALUC-qualifying open area that could potentially serve as emergency landing areas. Since the overall project site is less than 10 acres, the open area requirement is not applicable to this project.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
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 or activity which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, composting operations, production of cereal grains, sunflower, and row crops, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (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, and highly noise-sensitive outdoor nonresidential uses.
 - (f) Commercial or utility ground-mounted solar energy systems.
3. The attached notice shall be provided to all prospective purchasers and/or tenants of the property, and shall be recorded as a deed notice.
 4. Any new detention basin(s) on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
 5. This finding of conditional consistency is based on the use of the proposed buildings for office, manufacturing, storage, and warehousing uses. The zoning of the property allows for additional uses that would require subsequent evaluation as to compliance with intensity limits prior to their being permitted at this location. These uses requiring such evaluation are as follows:

General retail uses (other than sale of products manufactured on-site); plant nurseries and greenhouses; commercial recreation facilities (indoor and/or outdoor); commercial trade schools; showroom design centers; ambulance services; adult businesses; animal services; business support services; health and fitness centers; mortuaries; service stations; auto repair

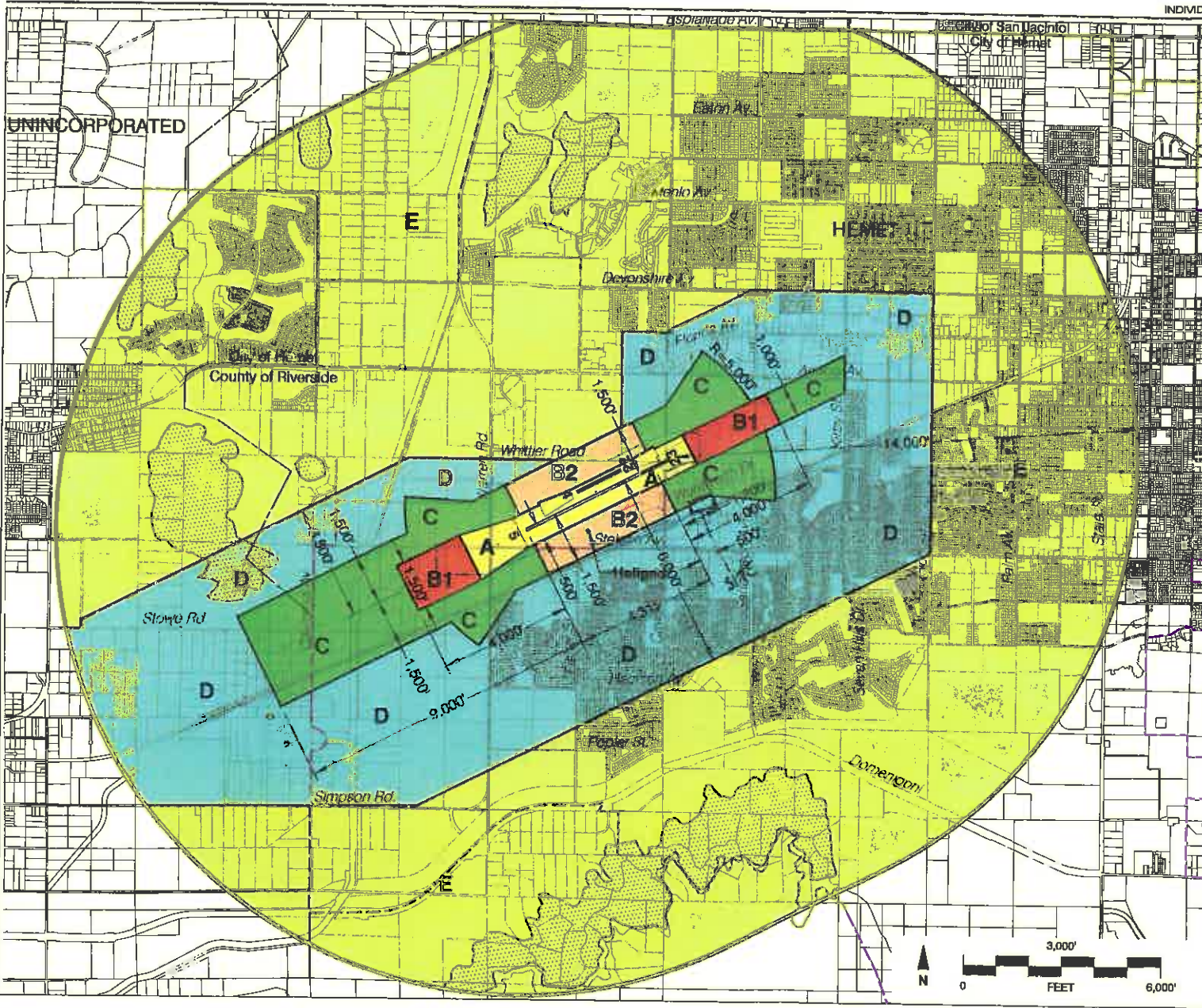
shops; recycling processing facilities; scrap and dismantling yards; swap meets.

6. Noise attenuation measures shall be incorporated into the design of the building(s) to be used as offices to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

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NOTICE OF AIRPORT IN VICINITY

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



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits
- City Sphere of Influence

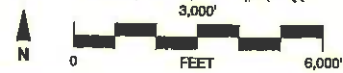
Note

Airport Influence Area boundary measured from a point 200 feet beyond ends of proposed future 4,815 foot runway in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from ends and centerlines of existing 4,315 foot runway.

Riverside County
 Airport Land Use Commission
Hemet-Ryan Airport
Land Use Compatibility Plan
 (Adopted February 9, 2017)

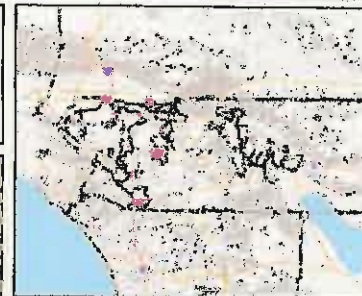
Map HR-1

Compatibility Map
 Hemet-Ryan Airport



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RCALUC Map



Legend

Display Parcels



0 966 1,933 Feet



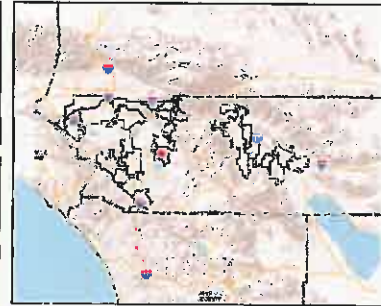
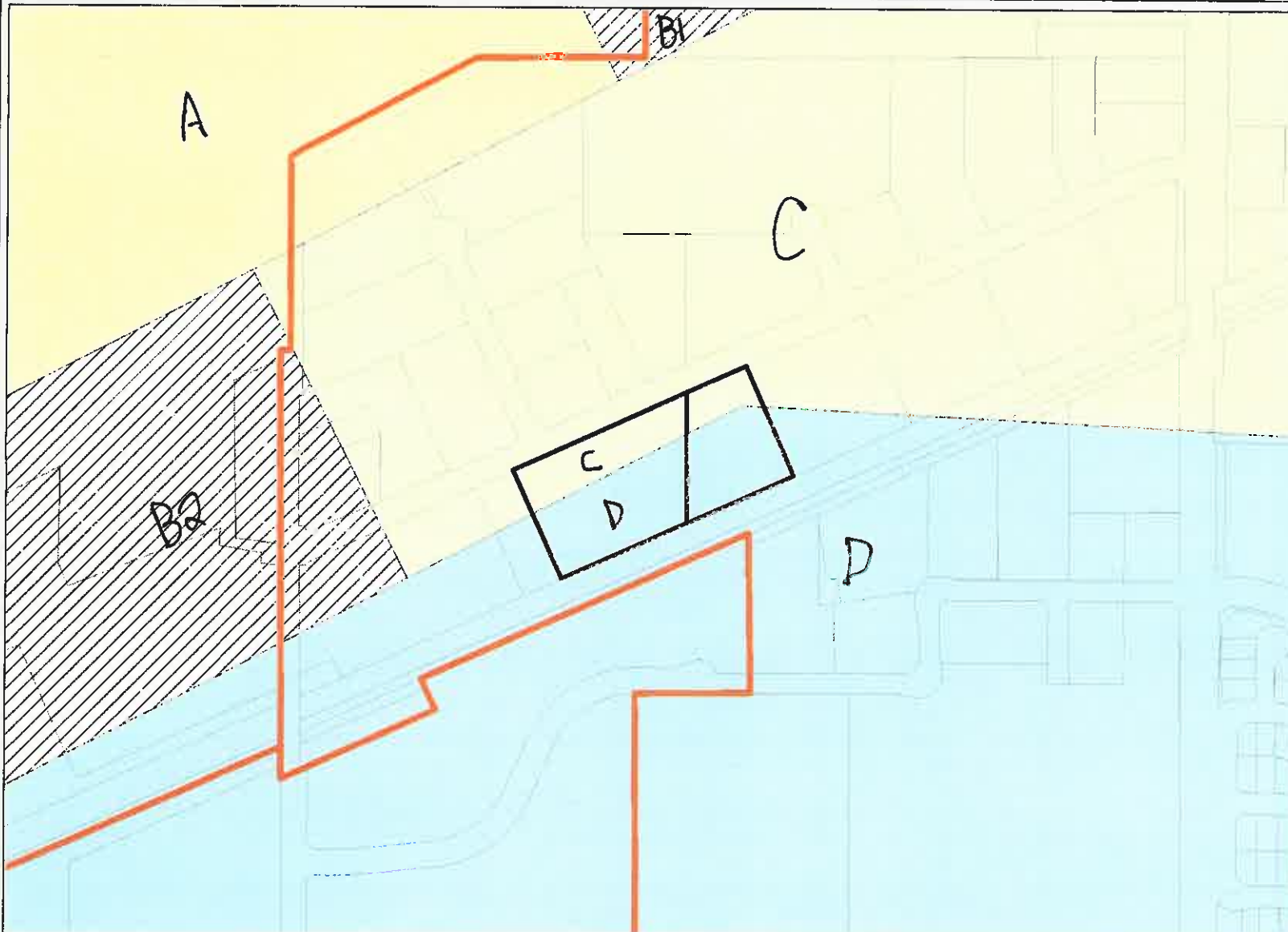
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REPORT PRINTED ON... 3/27/2017 3:55:02 PM

© Riverside County RCIT GIS

Notes

My Map



Legend

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

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0 543 1,087 Feet

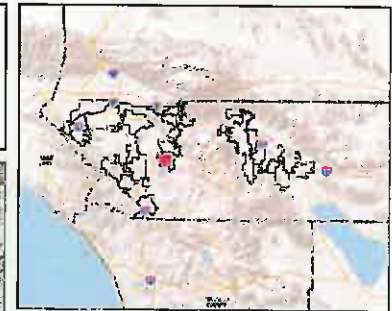


REPORT PRINTED ON... 3/30/2017 9:38:40 AM

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Notes

My Map



Legend

- Runways
- Historic Preservation Districts
- City Boundaries
- roadsanno**
- highways**
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - OFFRAMP
 - ONRAMP
 - US HWY
- roads**
 - Major Roads
 - Arterial
 - Collector
 - Residential
- counties
- cities
- hydrographylines**
- waterbodies**
 - Lakes
 - Rivers



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0 2,173 4,346 Feet

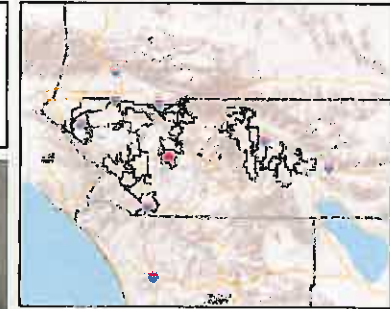


REPORT PRINTED ON... 4/6/2017 6:00:02 PM

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Notes

My Map



Legend

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



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0 1,087 2,173 Feet

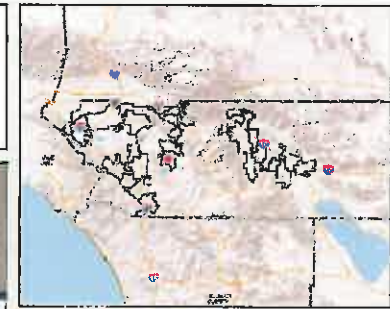


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Notes

My Map



Legend

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

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0 543 1,087 Feet

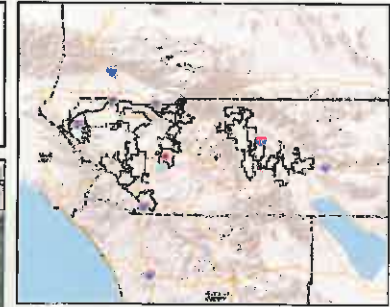


REPORT PRINTED ON... 4/6/2017 6:02:16 PM

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Notes

My Map



Legend

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



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0 272 543 Feet

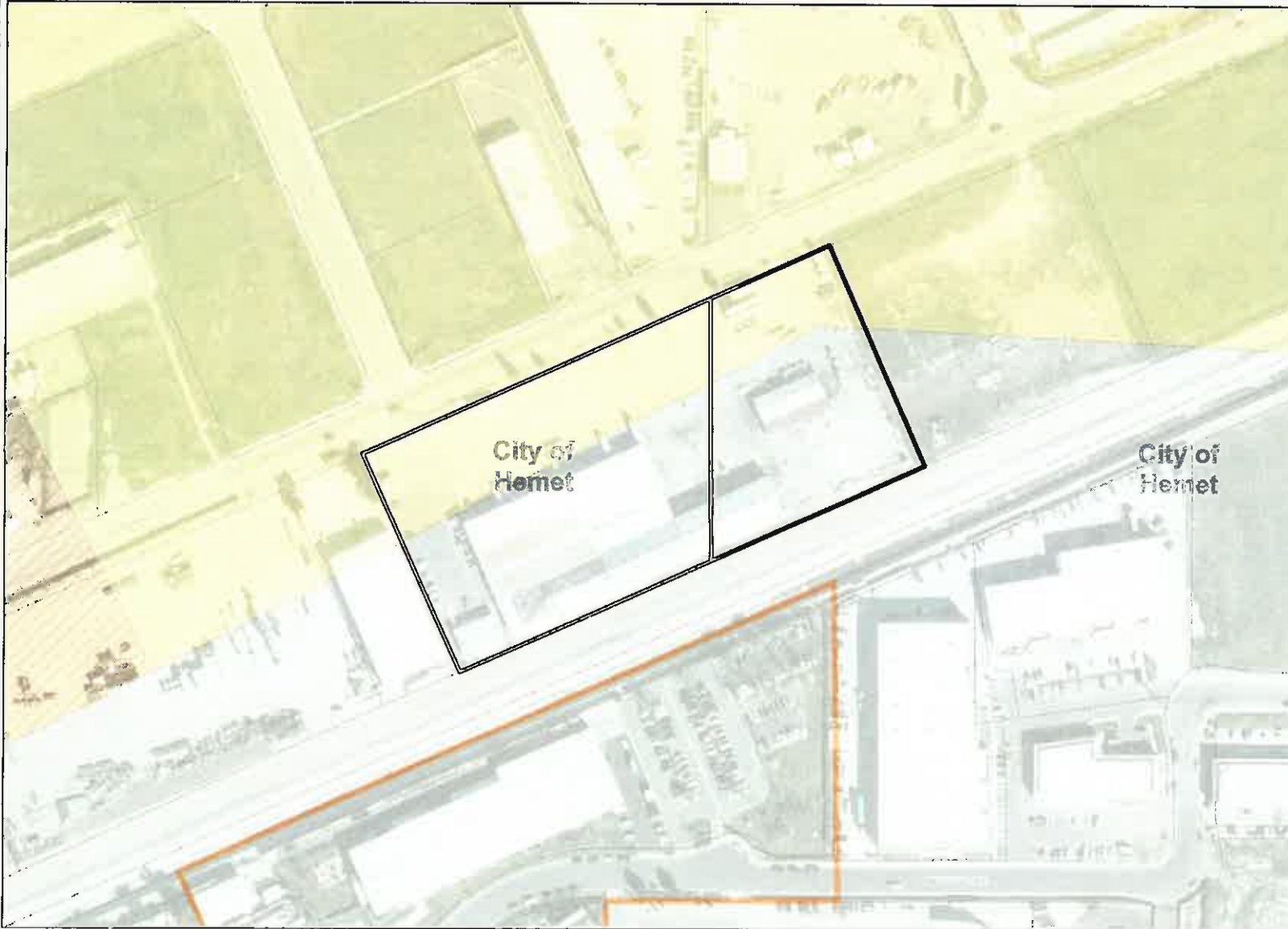
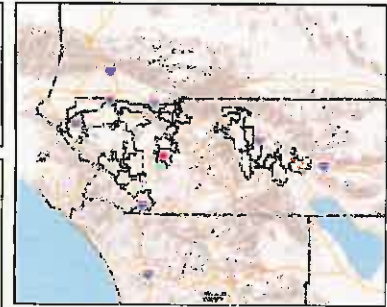


REPORT PRINTED ON... 4/6/2017 6:03:47 PM

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Notes

My Map



Legend

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



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0 272 543 Feet

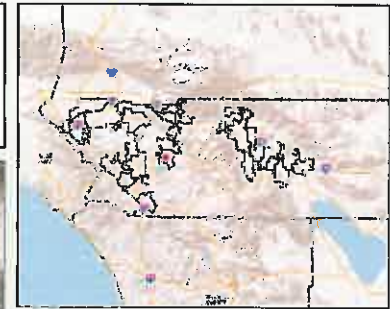


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Notes

My Map



Legend

- Runways
- Historic Preservation Districts I
- City Boundaries
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
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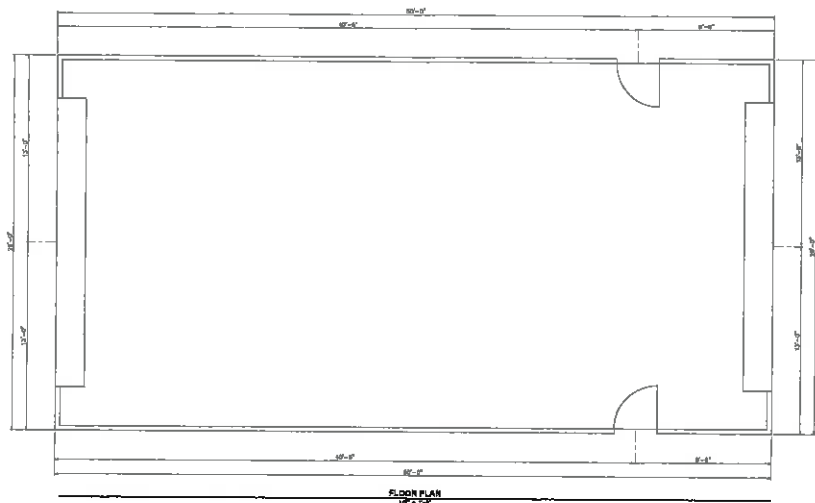
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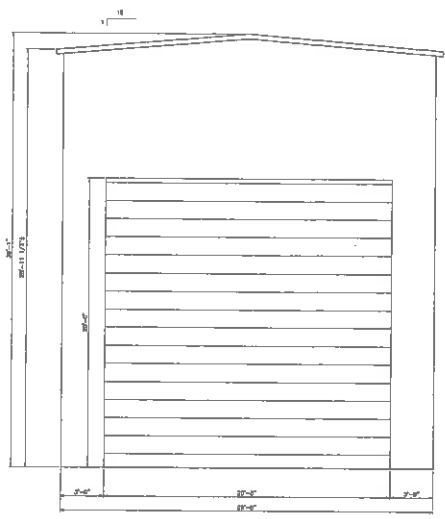
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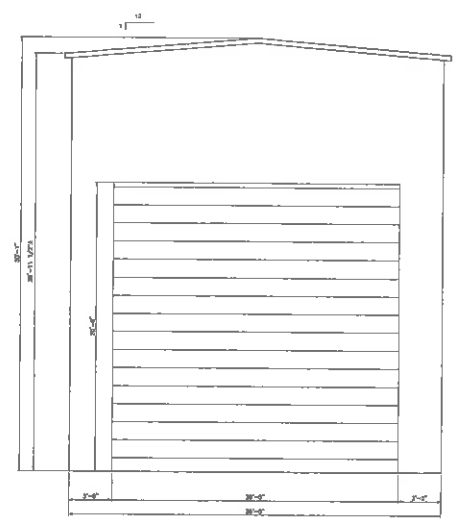
Notes



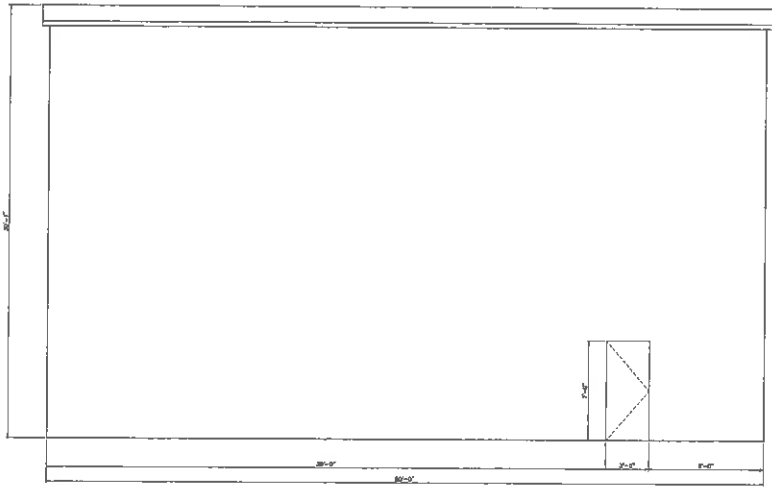
FLOOR PLAN
VP-10



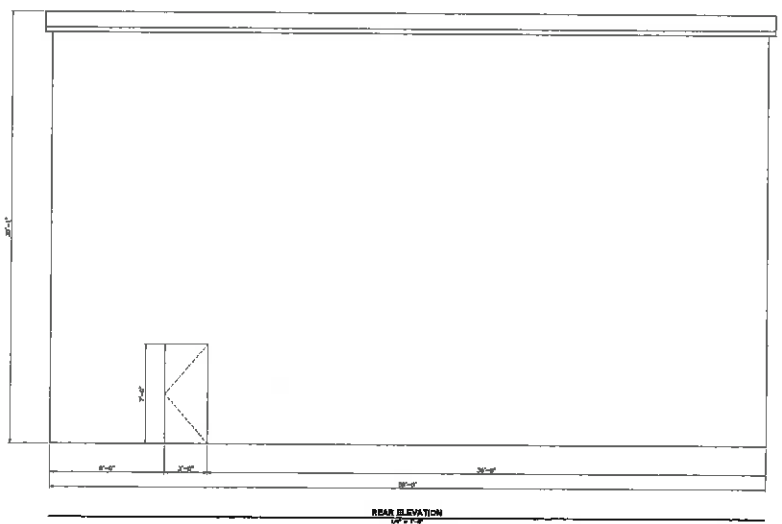
LEFT ELEVATION
VP-11



RIGHT ELEVATION
VP-12



FRONT ELEVATION
VP-13



REAR ELEVATION
VP-14

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REV	DATE	BY	REMARKS

DESIGNED BY: MJP
 DRAWN BY: JEP
 SHEET CHKD BY: -
 SHEET CHKD BY: -
 APPROVED BY: -
 DATE: MARCH 2017



PARD ROBBEE TANK -
 BROWN-MIDDELAPOLES TANK, INC.
 823 26th Street
 Paso Robles, CA 93446
 Ph: (805) 227-1841
 Fax: (805) 238-9854

MODULAR BUILDING

FLOOR PLAN &
 EXTERIOR ELEVATIONS

SHEET No.
1

TYPE: XX MATL: XX JOB: 2010 OP: 1

**TENTATIVE IMPROVEMENTS AND ADDITIONS
FOR
3883 WENTWORTH DRIVE, HEMET,
CALIFORNIA**

SHEET INDEX

SHEET 0-1
SHEET 0-2
SHEET 0-3

TITLE SHEET
SITE PLAN
PROPOSED OFFICE FLOOR PLAN

CODES AND OCCUPANT LOADS

OCCUPANCY GROUP = 2, B
(QUANTITIES OF HAZARDOUS MATERIALS ARE BELOW THE REQUIREMENTS OF
TABLE 202.1.1.1.1.1)

TYPE OF CONSTRUCTION = III

2013 C B C PER TABLE 503 ALLOWABLE AREA F-1 = 13,000 S.F.

BUILDING "B" = 1472 SQUARE FEET = 1300 S.F. < 13,000

2013 C B C PER TABLE 503 ALLOWABLE AREA B = 9000 S.F.

BUILDING "A" = 720 SQUARE FEET = 720 S.F. < 9000 S.F.

OCCUPANCY GROUP B MODULAR OFFICE BUILDING

TOTAL OCCUPANT LOAD = 49

ONE EXIST' REQUIRED PER 2013 C B C SECTION 1016

AS PER 2013 C B C SECTION 1016

AUTOMATIC FIRE SPRINKLER SYSTEM NOT REQUIRED PER 2013 C B C SECTION 1001

PER TABLE 1016.1 MINIMUM EXIST' TRAVEL DISTANCE FOR 0.75 M (0.5 OCCUPANCY)

BEHIND AN AUTOMATIC FIRE SPRINKLER SYSTEM IS 300' MAX EXIST' TRAVEL DISTANCE IS < 300' THEREFORE OK

PER SECTION 1016.1.1 EXIST' TO A CORRIDOR IS NOT REQ. IF IN WHICH A NEWER EXIST' IS A FEW FEET AWAY FROM THE EXIST' SECTION 1016.1.1

EXISTING BUILDING

TOTAL OCCUPANT LOAD = 49

ONE EXIST' REQUIRED PER 2013 C B C SECTION 1016

AS PER 2013 C B C SECTION 1016

AUTOMATIC FIRE SPRINKLER SYSTEM NOT REQUIRED PER 2013 C B C SECTION 1001

PER TABLE 1016.1 MINIMUM EXIST' TRAVEL DISTANCE FOR 0.75 M (0.5 OCCUPANCY)

BEHIND AN AUTOMATIC FIRE SPRINKLER SYSTEM IS 300' MAX EXIST' TRAVEL DISTANCE IS < 300' THEREFORE OK

PER SECTION 1016.1.1 EXIST' TO A CORRIDOR IS NOT REQ. IF IN WHICH A NEWER EXIST' IS A FEW FEET AWAY FROM THE EXIST' SECTION 1016.1.1

BUILDING SUMMARY

- BUILDING A - A 720 SQUARE FOOT MODULAR OFFICE BUILDING TO BE PERMITTED TO BE INSTALLED AND USED AS ADDITIONAL OFFICE SPACE.
- BUILDING B - A 1472 SQUARE FOOT STEEL BUILDING WITH 700' WIDE EXIST' DRIVE BUILDING ON PROPERTY TO BE DEMOLISHED.
- BUILDING C - A 720 SQUARE FOOT MODULAR BUILDING TO BE ADDED TO BUILDING "A" IN THE FUTURE UPON SPECIAL APPROVAL.

ADJ. AND LEGAL DESCRIPTION

PARCEL 1:

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 17, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SAN BERNARDINO AND LOS ANGELES COUNTY OF CALIFORNIA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE CENTERLINE OF THE RIGHT OF WAY OF THE CALIFORNIA CENTRAL RAILWAY COMPANY, WITH THE EASTERN LINE OF THE ATWOODS, TOWNSHIP AND SANTEE RAILROAD COMPANY, WITH THE WESTERN LINE OF SAID SECTION 17;

THENCE NORTH 00°11'27" EAST, ALONG THE CENTERLINE OF SAID RAILROAD RIGHT OF WAY, 504 FEET, TO A POINT OF BEGINNING;

THENCE NORTH 00°11'27" WEST 444.80 FEET, ALONG THE EAST LINE OF SAID POINT OF BEGINNING, FINISHED BY PARADES, EASEMENTS AND EASEMENTS IN HANDS BY DEED RECORDED MAY 12, 1960 IN BOOK 2884 PAGE 449, OF OFFICIAL RECORDS OF ALBERQUQUE COUNTY, CALIFORNIA;

THENCE NORTH 66°11'27" EAST 136.15 FEET;

THENCE BY AN OBTUSE ANGLE, 444.80 FEET, TO THE CENTERLINE OF THE ATWOODS, TOWNSHIP AND SANTEE RAILROAD COMPANY, WITH THE WESTERN LINE OF SAID SECTION 17;

THENCE SOUTH 66°11'27" WEST 307.20 FEET, ALONG THE CENTERLINE OF SAID RAILROAD RIGHT OF WAY, TO A POINT OF BEGINNING;

AREAS AND PARCELS, NUMBER 458-010-003

LEGAL DESCRIPTION CONT'D

ALL EXCEPTIVE INTERESTS HERETOBY GRANTED BY THE COUNTY OF RIVERSIDE FOR WENTWORTH DRIVE BY DEED RECORDED AT 157 16, 1968 AS INSTRUMENT NO. 7898 OF OFFICIAL RECORD OF RIVERSIDE COUNTY, CALIFORNIA

PORTION OF ASSESSORS PARCEL, NUMBER 458-010-003

PARCEL 2:

COMMENCING AT THE INTERSECTION OF THE CENTERLINE OF THE RIGHT OF WAY OF THE CALIFORNIA CENTRAL RAILWAY COMPANY, WITH THE ATWOODS, TOWNSHIP AND SANTEE RAILROAD COMPANY, WITH THE WESTERN LINE OF SAID SECTION 17;

THENCE NORTH 00°11'27" EAST, ALONG CENTERLINE OF SAID RAILROAD RIGHT OF WAY, 504 FEET;

THENCE NORTH 00°11'27" WEST, PARALLEL WITH THE WESTERN LINE OF SAID SECTION 17 447 FEET TO A POINT OF BEGINNING;

THENCE CONTINUING NORTH 00°11'27" WEST 136.15 FEET;

THENCE SOUTH 66°11'27" WEST 307.20 FEET, TO A POINT ON THE NORTHERN LINE OF SAID RAILROAD RIGHT OF WAY;

THENCE ALONG SAID NORTHERN LINE OF SAID RAILROAD RIGHT OF WAY TO A POINT OF BEGINNING;

AREAS AND PARCELS, NUMBER 458-010-003

THENCE SOUTH 66°11'27" WEST 307.20 FEET;

THENCE AT AN ANGLE OF 66°11'27" EAST 307.20 FEET, TO A POINT ON THE NORTHERN LINE OF SAID RAILROAD RIGHT OF WAY;

THENCE ALONG SAID NORTHERN LINE OF SAID RAILROAD RIGHT OF WAY TO A POINT OF BEGINNING;

EXCEPTIVE INTERESTS HERETOBY GRANTED BY THE COUNTY OF RIVERSIDE FOR WENTWORTH DRIVE BY DEED RECORDED AT 157 16, 1968 AS INSTRUMENT NO. 7898 OF OFFICIAL RECORD OF RIVERSIDE COUNTY, CALIFORNIA

PORTION OF ASSESSORS PARCEL, NUMBER 458-010-003

PARCEL 3:

PARCEL 3 AS SHOWN ON LOT 116, INSTRUMENT NO. 130, IS OWNED BY DEWEY B. ROBERTS, JR. AND AS SUCH THE INTEREST OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED IN THE DOCUMENT AS FOLLOWS:

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 17, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SAN BERNARDINO AND LOS ANGELES COUNTY OF CALIFORNIA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE CENTERLINE OF THE RIGHT OF WAY OF THE CALIFORNIA CENTRAL RAILWAY COMPANY, WITH THE ATWOODS, TOWNSHIP AND SANTEE RAILROAD COMPANY, WITH THE WESTERN LINE OF SAID SECTION 17;

THENCE NORTH 00°11'27" EAST, ALONG CENTERLINE OF SAID RAILROAD RIGHT OF WAY, 504 FEET;

THENCE NORTH 00°11'27" WEST, PARALLEL WITH THE WESTERN LINE OF SAID SECTION 17 447 FEET TO A POINT OF BEGINNING;

THENCE CONTINUING NORTH 00°11'27" WEST 136.15 FEET;

THENCE SOUTH 66°11'27" WEST 307.20 FEET, TO A POINT ON THE NORTHERN LINE OF SAID RAILROAD RIGHT OF WAY;

THENCE ALONG SAID NORTHERN LINE OF SAID RAILROAD RIGHT OF WAY TO A POINT OF BEGINNING;

EXCEPTIVE INTERESTS HERETOBY GRANTED BY THE COUNTY OF RIVERSIDE FOR WENTWORTH DRIVE BY DEED RECORDED AT 157 16, 1968 AS INSTRUMENT NO. 7898 OF OFFICIAL RECORD OF RIVERSIDE COUNTY, CALIFORNIA

THENCE SOUTH 66°11'27" WEST 307.20 FEET;

THENCE AT AN ANGLE OF 66°11'27" EAST 307.20 FEET, TO A POINT ON THE NORTHERN LINE OF SAID RAILROAD RIGHT OF WAY;

THENCE ALONG SAID NORTHERN LINE OF SAID RAILROAD RIGHT OF WAY TO A POINT OF BEGINNING;

EXCEPTIVE INTERESTS HERETOBY GRANTED BY THE COUNTY OF RIVERSIDE FOR WENTWORTH DRIVE BY DEED RECORDED AT 157 16, 1968 AS INSTRUMENT NO. 7898 OF OFFICIAL RECORD OF RIVERSIDE COUNTY, CALIFORNIA

THENCE SOUTH 66°11'27" WEST 307.20 FEET;

THENCE AT AN ANGLE OF 66°11'27" EAST 307.20 FEET, TO A POINT ON THE NORTHERN LINE OF SAID RAILROAD RIGHT OF WAY;

THENCE ALONG SAID NORTHERN LINE OF SAID RAILROAD RIGHT OF WAY TO A POINT OF BEGINNING;

EXCEPTIVE INTERESTS HERETOBY GRANTED BY THE COUNTY OF RIVERSIDE FOR WENTWORTH DRIVE BY DEED RECORDED AT 157 16, 1968 AS INSTRUMENT NO. 7898 OF OFFICIAL RECORD OF RIVERSIDE COUNTY, CALIFORNIA

THENCE SOUTH 66°11'27" WEST 307.20 FEET;

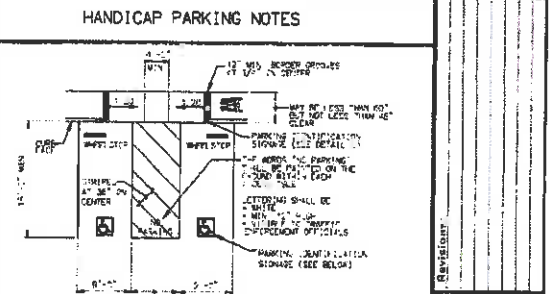
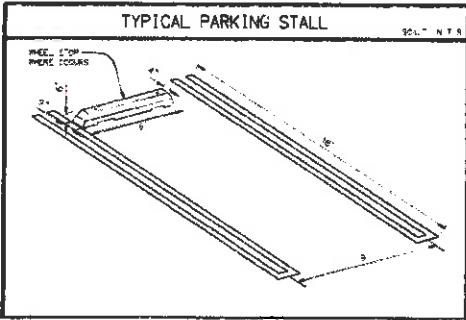
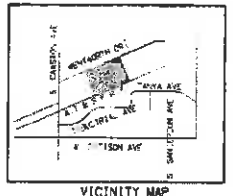
THENCE AT AN ANGLE OF 66°11'27" EAST 307.20 FEET, TO A POINT ON THE NORTHERN LINE OF SAID RAILROAD RIGHT OF WAY;

THENCE ALONG SAID NORTHERN LINE OF SAID RAILROAD RIGHT OF WAY TO A POINT OF BEGINNING;

EXCEPTIVE INTERESTS HERETOBY GRANTED BY THE COUNTY OF RIVERSIDE FOR WENTWORTH DRIVE BY DEED RECORDED AT 157 16, 1968 AS INSTRUMENT NO. 7898 OF OFFICIAL RECORD OF RIVERSIDE COUNTY, CALIFORNIA

PROJECT DESCRIPTION

ASO ROBLES TANK - BROWN-MINNEAPOLIS TANK INC. (M/T) SHALL BE PERMITTED TO BE INSTALLED AND USED AS ADDITIONAL OFFICE SPACE. THE EXIST' DRIVE BUILDING ON PROPERTY TO BE DEMOLISHED. A 720 SQUARE FOOT MODULAR BUILDING TO BE ADDED TO BUILDING "A" IN THE FUTURE UPON SPECIAL APPROVAL. A 23' X 30' EXIST' DRIVE BUILDING WITH 700' WIDE EXIST' DRIVE TO BE DEMOLISHED. A 720 SQUARE FOOT MODULAR BUILDING TO BE ADDED TO BUILDING "A" IN THE FUTURE UPON SPECIAL APPROVAL.



DOUBLE PARKING STALLS W/ CURB-CUT RAMP

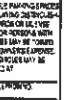
AT EACH PARKING SPACE (ON PAVED SURFACE)

- THIS SIGN SHALL:
- BE PLACED IN THE CENTER OF THE SPACE.
- BE 18" HIGH.
- BE 18" WIDE.
- BE 18" DEEP.
- BE 18" THICK.
- BE 18" LONG.
- BE 18" WIDE.
- BE 18" DEEP.
- BE 18" THICK.
- BE 18" LONG.



AT PARKING LOT ENTRANCE(S)

- THIS SIGN SHALL:
- BE PLACED IN A CONSPICUOUS LOCATION AT EACH ENTRANCE TO OFF-STREET PARKING FACILITIES.
- BE 18" HIGH.
- BE 18" WIDE.
- BE 18" DEEP.
- BE 18" THICK.
- BE 18" LONG.
- BE 18" WIDE.
- BE 18" DEEP.
- BE 18" THICK.
- BE 18" LONG.



AT EACH PARKING SPACE

- THIS SIGN SHALL:
- BE PLACED IN A CONSPICUOUS LOCATION AT EACH ENTRANCE TO OFF-STREET PARKING FACILITIES.
- BE 18" HIGH.
- BE 18" WIDE.
- BE 18" DEEP.
- BE 18" THICK.
- BE 18" LONG.
- BE 18" WIDE.
- BE 18" DEEP.
- BE 18" THICK.
- BE 18" LONG.



REQUIRED ACCESSIBLE PARKING STALLS

Year of Parking	Total # of Spaces	Total # of Accessible Spaces
2013	2	2
2014	2	2
2015	2	2
2016	2	2
2017	2	2
2018	2	2
2019	2	2
2020	2	2
2021	2	2
2022	2	2
2023	2	2
2024	2	2
2025	2	2
2026	2	2
2027	2	2
2028	2	2
2029	2	2
2030	2	2

- AT LEAST TO PERCENT OF THE TOTAL NUMBER OF PARKING SPACES AT QUANTITY PARKS AND FACILITIES PROVIDING PARKING AND OTHER SERVICES FOR PERSONS WITH MOBILITY IMPAIRMENTS SHALL BE ACCESSIBLE.
- ACCESSIBLE PARKING SPACES SHALL BE LOCATED ON THE SHORTEST ACCESSIBLE ROUTE OF TRAVEL FROM ADJACENT PARKING TO AN ACCESSIBLE ENTRANCE.
- ACCESSIBLE PARKING SPACES SHALL BE SO LOCATED THAT PARKING SPACES WITH MOBILITY IMPAIRMENTS SHALL BE LOCATED BEHIND MARKET CARP SPACES.
- ACCESSIBLE PARKING SPACES SHALL BE:
- MIN. 9'6" WIDE.
- MIN. 5'6" WIDE AT THE POSSIBLE PARKING STALL.
- MIN. 8'6" WIDE AT THE ACCESSIBLE PARKING STALL.
- THE SURFACE SLOPE OF ACCESSIBLE PARKING SPACES AND ACCESSIBLE DRIVEWAYS SHALL NOT EXCEED 1% IN ANY DIRECTION.

DESIGNED BY:
ASO ROBLES TANK - BROWN-MINNEAPOLIS TANK INC.
3883 WENTWORTH DRIVE, HEMET, CALIFORNIA 92343

CHECKED BY:
D. P. ...

SCALE:
AS NOTED

DATE:
...

SHEET NO.:
G-1

OF 3 SHEETS
(10/28/21)



ASO ROBLES TANK - BROWN-MINNEAPOLIS TANK INC.
3883 WENTWORTH DRIVE, HEMET, CALIFORNIA 92343

TITLE SHEET

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

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

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

DATE OF HEARING: May 11, 2017

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1040HR17 – PRT-BMT - City of Hemet Case No. SDR 17-001 (Site Development Review). A proposal to add additional structures on an industrial property (5.82 acres) located at 3883 Wentworth Drive, on the south side of Wentworth Drive, easterly of the centerline of Airway Place (Assessor's Parcel Numbers 456-040-022 and 456-040-023, owners: Wombles and Owens, LLC). Proposed additions include a new 1300 square foot steel building on a new 3,360 square foot concrete slab, as a cover structure for machinery being installed, and two modular office buildings (810 square feet each). RSH Construction is also located at this site. (Airport Compatibility Zones C and D [East] of the Hemet-Ryan Airport Influence Area)

FURTHER INFORMATION: Contact John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Soledad Carrisoza of the City of Hemet Planning Department at (951) 765-2376.

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

ALUC Identification No.

ZAP1040HR17

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 3/27/17
 Property Owner Womble & Owens LLC Phone Number 949 455 2682
 Mailing Address 23232 Peralta Dr ex. 402
Suite 106
Laguna Hills, CA 92653

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

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address 3883 Wentworth Dr.
Hemet, CA 92545
 Assessor's Parcel No. 456-040-022 & 456-040-023 Parcel Size 5.82 Acres
 Subdivision Name N/A Zoning M-2
 Lot Number N/A Classification M-2

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Current use is equipment storage and fabrication of steel tanks and accessories.

Proposed Land Use (describe) We want to add a cover structure for a machine being installed and 1 to 2 modular offices to increase office staff. land use will not change.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____
 For Other Land Uses Hours of Use 6:00 AM - 5:30 PM M-F
 (See Appendix C) Number of People on Site Maximum Number 12 for new & future building on review
 Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) 38 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1,558 ft.

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

*Hand
C, D*

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	
Agency Name	<u>City of Hemet</u>
Staff Contact	<u>Soledad Carrisoza</u>
Phone Number	<u>951 765 2360</u>
Agency's Project No.	<u>SDR - 17-001</u>
Type of Project	<input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input checked="" type="checkbox"/> Other <u>Site development review</u>

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.6

HEARING DATE: May 11, 2017

CASE NUMBER: ZAP1041HR17 – FDC Commercial Construction
(Representative: John Dykes)

APPROVING JURISDICTION: City of Hemet

JURISDICTION CASE NO: PR17-001

MAJOR ISSUES: As of the date of preparation of this staff report, no proof of submittal to the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) has been provided to staff.

RECOMMENDATION: Staff recommends that the project be CONTINUED to ALUC's June 8, 2017 hearing to provide additional time for the applicant team to submit Form 7460-1 online to the FAA OES. However, if, prior to the May 11 hearing, proof of FAA submittal is provided and the submittal is in a "Work in Progress" status, staff will recommend that the Commission find the Site Development Review CONDITIONALLY CONSISTENT, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

PROJECT DESCRIPTION: The applicant is proposing to construct a 9,600 square foot industrial building on a vacant 0.99-acre lot. The maximum building height is 23 feet.

PROJECT LOCATION: The site is located on the northeast corner of Wentworth Drive and Airway Place/Avenue in the City of Hemet, approximately 1,074 feet southeasterly of the existing easterly terminus of Runway 5-23 at Hemet-Ryan Airport.

LAND USE PLAN: 2017 Hemet-Ryan Airport Land Use Compatibility Plan

- a. Airport Influence Area: Hemet-Ryan Airport
- b. Land Use Policy: Compatibility Zone C
- c. Noise Levels: 55 - 60 CNEL contour

BACKGROUND:

Non-Residential Average Intensity: Pursuant to the 2017 Hemet-Ryan Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone C. Zone C restricts average intensity to 100 persons per acre.

The “Building Code Method” for calculating intensity utilizes “minimum floor area per occupant” criteria from the Building Code as a factor in projecting intensity. Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following rate was utilized for the project:

Office areas – 1 person/200 square feet (with 50% reduction);

The applicant is proposing a 9,600 square foot building. If entirely used as office area, this would result in an overall occupancy of 48 persons, which would also be the average intensity, since the site is very close to one acre in area. (The Building Code not-to-be-exceeded maximum is 96 persons.) As Compatibility Zone C allows an intensity of 100 persons per acre, the project intensity is clearly consistent, provided that the proposed building is used for office, manufacturing, storage, and/or warehousing uses.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle). Based on the number of parking spaces provided (24), the total occupancy would be projected at 36 persons, for an overall average intensity of 36 persons per acre.

Non-Residential Single-Acre Intensity: The site is less than one acre in size; therefore, the single-acre intensity is the same as the total occupancy (48 using 50% of Building Code maximum). This is clearly consistent with the Zone C single-acre intensity limit of 300 persons.

Prohibited and Discouraged Uses: The applicant does not propose any uses specifically prohibited or discouraged in Compatibility Zone C of the Hemet-Ryan Airport Influence Area.

Noise: The site is located within the 55-60 CNEL contour range from aircraft noise. Noise attenuation measures may need to be included in order to demonstrate compliance with the 45 CNEL maximum interior noise level from aircraft operations.

Part 77: The elevation of Runway 5-23 at its existing easterly terminus is approximately 1,508 feet above mean sea level (AMSL). At a distance of approximately 1,074 feet from the runway, FAA review would be required for any structures with top of roof exceeding 1,518 feet AMSL. The elevation of the project site is 1,520 feet AMSL, and the height of the building is 23 feet, for a maximum top point elevation of 1,543 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is required.

Open Area: The site is located within Airport Compatibility Zone C of the Hemet-Ryan Airport Influence Area, which requires projects 10 acres or larger located easterly of Cawston Avenue to designate 20% of project area as ALUC-qualifying open area that could potentially serve as emergency landing areas. Since the overall project size is less than 10 acres, the open area requirement is not applicable to this project.

CONDITIONS:

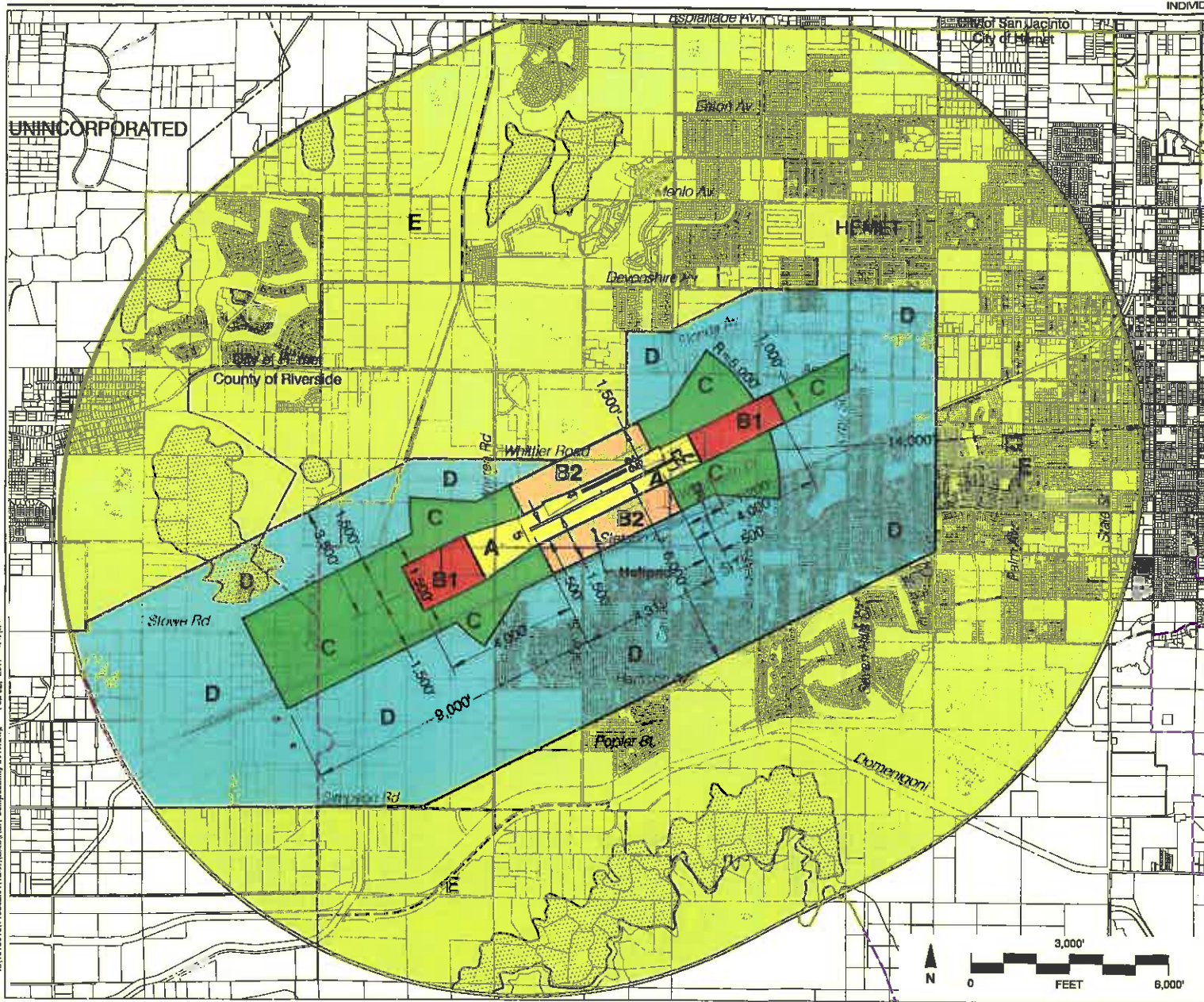
1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use or activity which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, composting operations, production of cereal grains, sunflower, and row crops, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (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, and highly noise-sensitive outdoor nonresidential uses.
 - (f) Commercial or utility ground-mounted solar energy systems.
3. The attached notice shall be given to all prospective purchasers and/or tenants of the property, and shall be recorded as a deed notice.

4. Any new detention basin(s) on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. This finding of conditional consistency is based on the use of the proposed building for office, manufacturing, storage, and warehousing uses. The zoning of the property allows for additional uses that would require subsequent evaluation as to compliance with intensity limits prior to their being permitted at this location. These uses requiring such evaluation are as follows:

General retail uses (other than sale of products manufactured on-site); plant nurseries and greenhouses; commercial recreation facilities (indoor and/or outdoor); commercial trade schools; showroom design centers; ambulance services; adult businesses; animal services; business support services; health and fitness centers; mortuaries; service stations; auto repair shops; recycling processing facilities; scrap and dismantling yards; swap meets.
6. Noise attenuation measures shall be incorporated into the design of the building to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

NOTICE OF AIRPORT IN VICINITY

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



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits
- City Sphere of Influence

Note

Riverside County Airport Land Use Commission
 Hemet-Ryan Airport
 Land Use Compatibility Plan
 (Adopted February 9, 2017)

Riverside County
 Airport Land Use Commission
 Hemet-Ryan Airport
 Land Use Compatibility Plan
 (Adopted February 9, 2017)

Map HR-1

Compatibility Map
 Hemet-Ryan Airport

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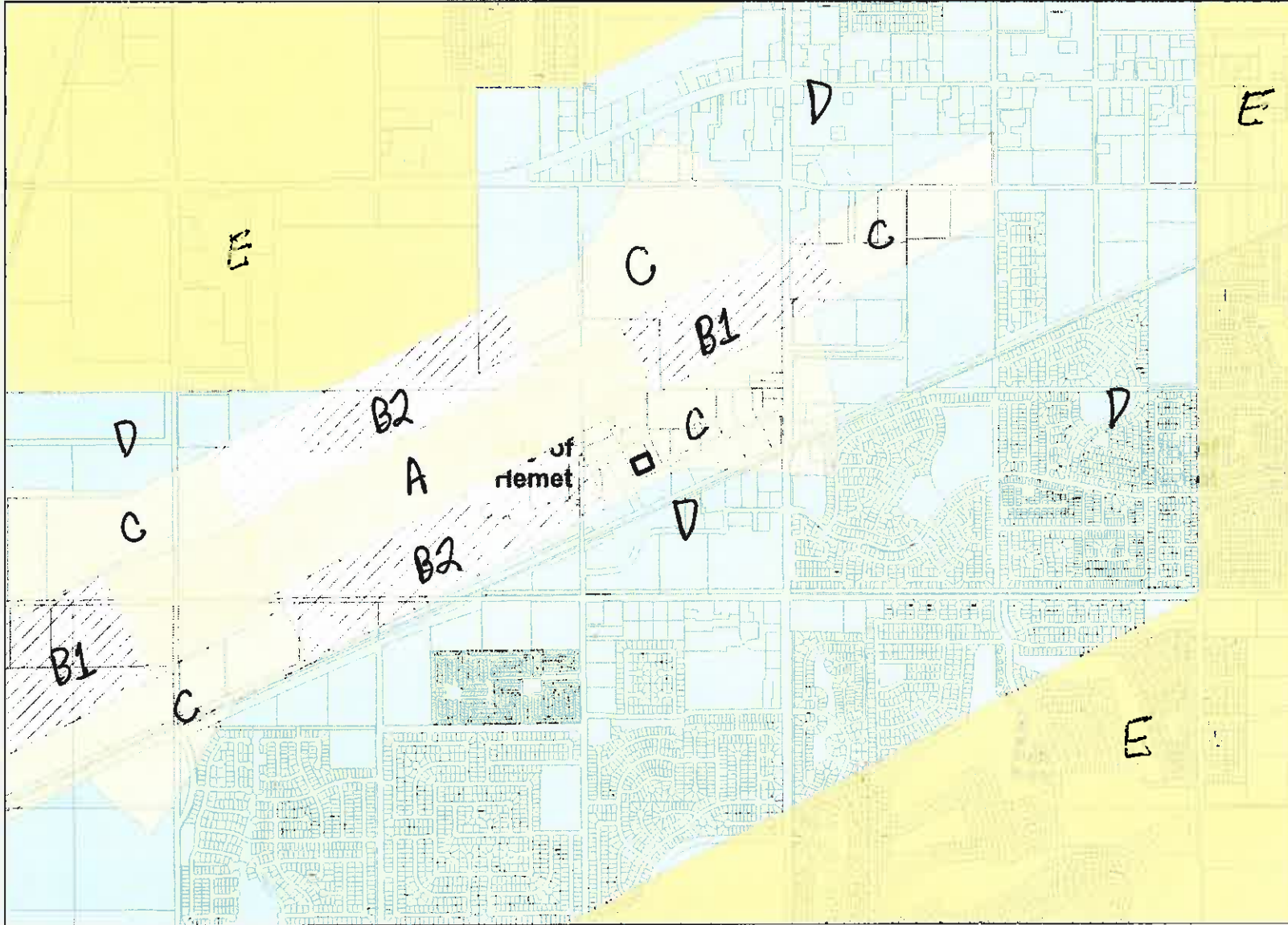
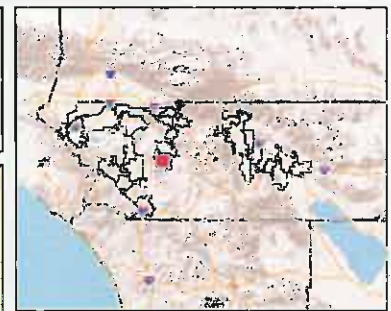
1996

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Google Earth

33°43'56.53" N 117°01'12.45" W elev 1515 ft eye alt 8481 ft

My Map

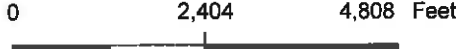


Legend

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



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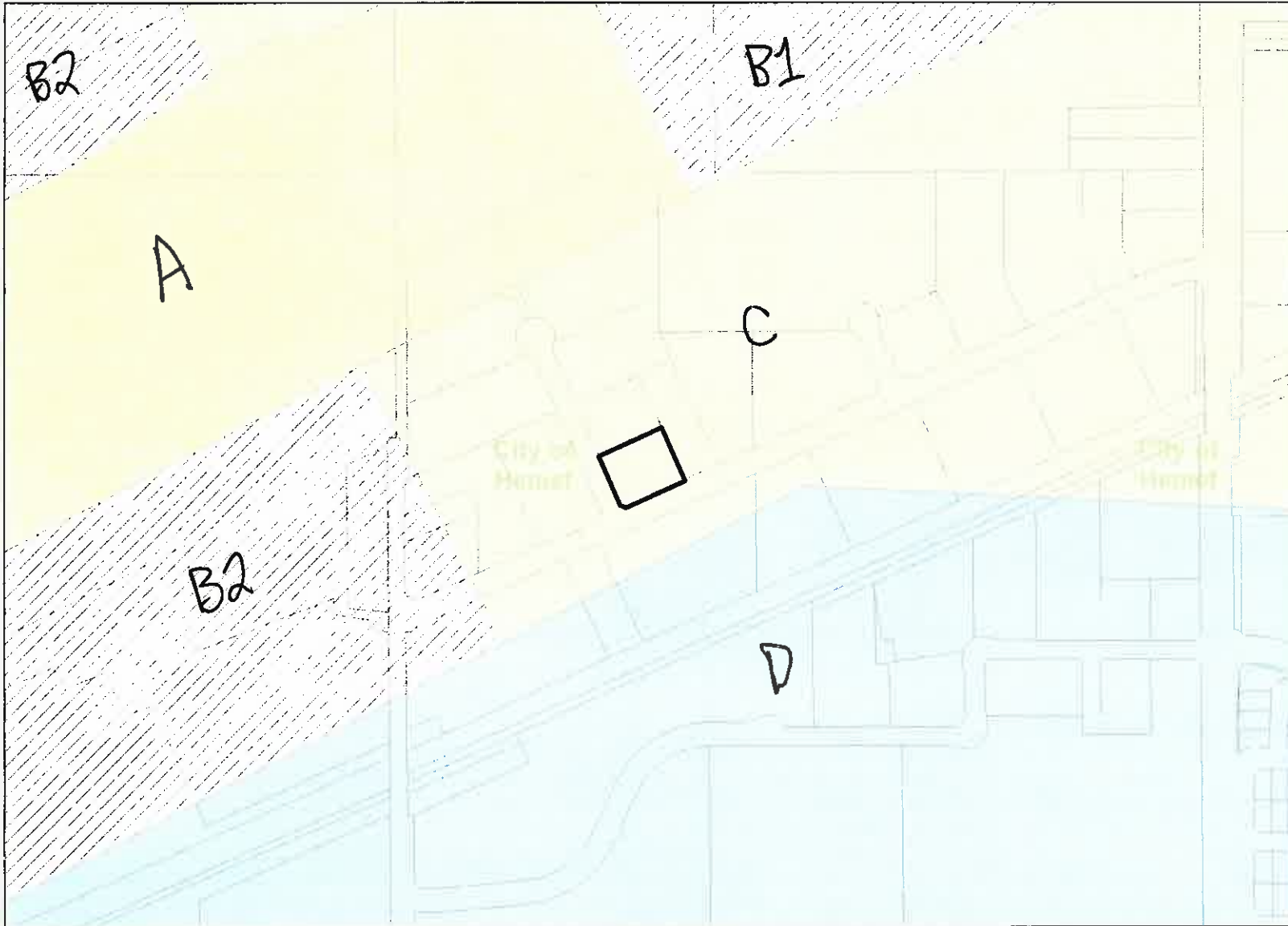
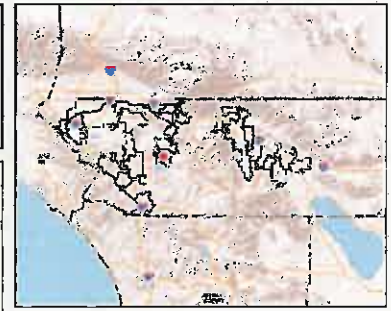


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Notes

My Map



Legend

Airport Compatibility

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



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0 601 1,202 Feet

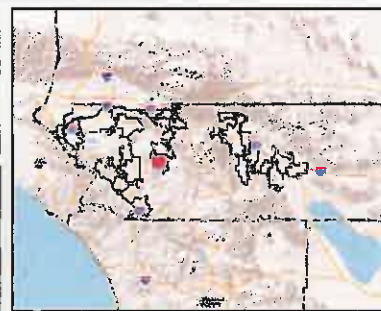


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Notes

My Map



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



0 2,404 4,808 Feet



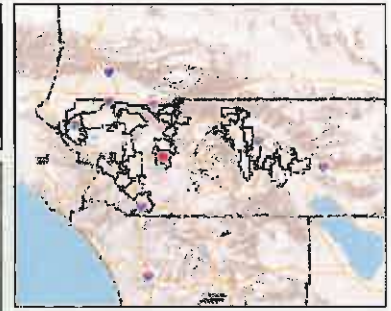
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Notes

My Map



Legend

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



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0 1,202 2,404 Feet



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Notes

My Map



Legend

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

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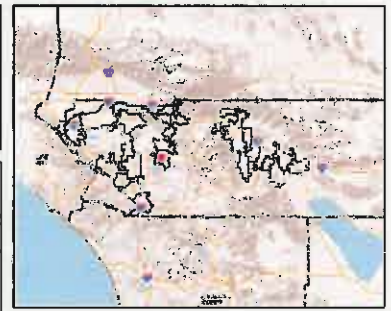


0 601 1,202 Feet



Notes

My Map



Legend

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



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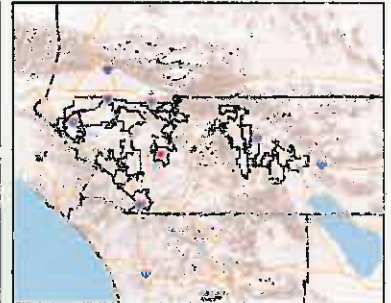


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Notes

My Map



Legend

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



0 150 300 Feet



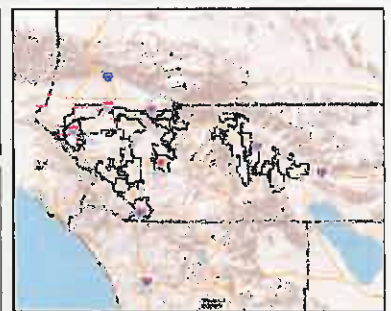
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Notes

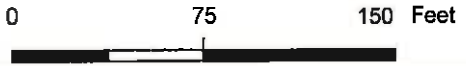
My Map



- Legend**
- Runways
 - Historic Preservation Districts I
 - City Boundaries
 - roadsanno
 - highways
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - OFFRAMP
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Notes



PRELIMINARY
Not for Construction
or Rezoning

PROJECT DATA:

LEGAL DESCRIPTION: PARCEL 8 OF PM 218052, PARCEL MAP 30602, PORTION OF SOUTHWEST CORNER OF SECTION 17, TOWNSHIP 6 SOUTH, RANGE 1 WEST

ASSESSOR PARCEL NR: 466-040-002

STREET ADDRESS: HEMET, CA 92545

OWNER: 4374 MAHOGANY CIRCLE YORBA LINDA, CA 92889

PARCEL SIZE: 0.99 ACRES (43,124.4 SF)

PARCEL ZONING: M-2 (MANUFACTURING)

BUILDING AREA: 9,600 S

FLOOR AREA RATIO: 23.7%

OCCUPANCY GROUP: S-1, B

CONSTRUCTION TYPE: TYPE IIB

BUILDING HEIGHT: 23'-0"

BUILDING SETBACKS: 15'-0" FRONT
10'-0" SIDE (STREET)
0'-0" REAR

ZONING CLASSIFICATION: C

MAXIMUM OCCUPANCY: 98 OCCUPANTS

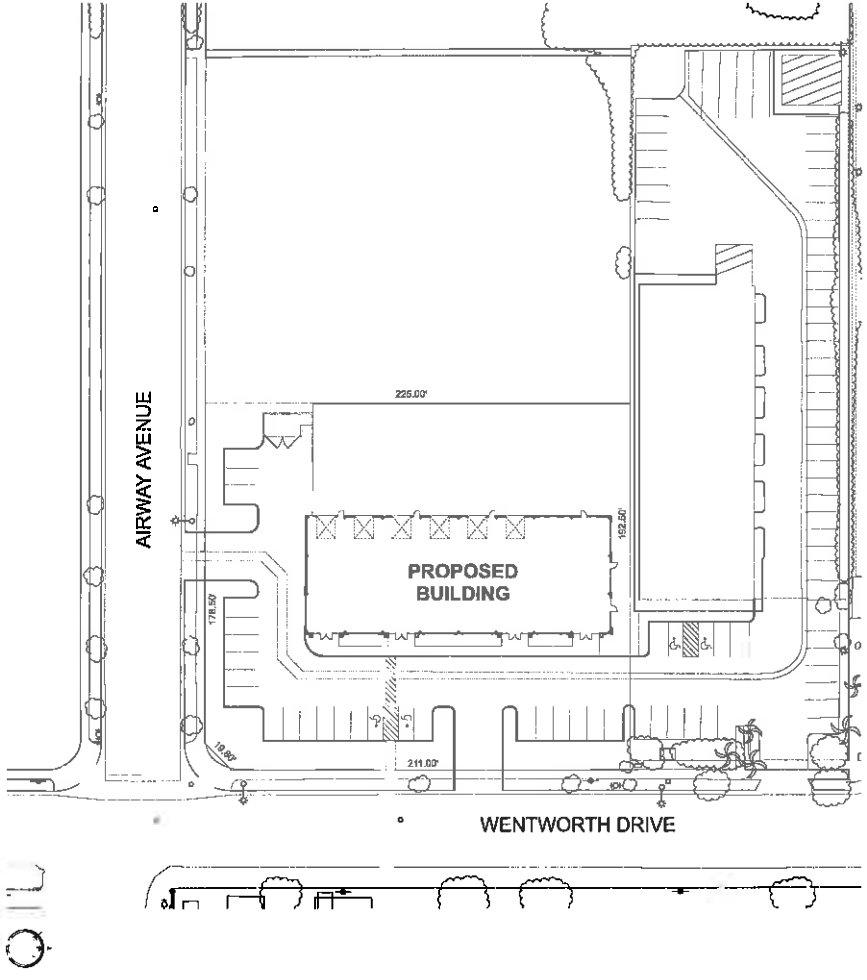
PARKING CALCULATION:

PROPOSED BUILDING: 9,600 SF

BUILDING AREA: 1 SPACE PER 600 SF PLUS 6 SPACES

PARKING REQUIREMENT: $= 9600 / 600 + 6 = 22$ SPACES
25 SPACES W/ 2 SPACES BEING HANDICAP ACCESSIBLE

PARKING PROVIDED:



PROJECT LOCATION



PROJECT DATA:

LEGAL DESCRIPTION: PARCEL 8 OF PM 219082, PARCEL MAP 30802, PORTION OF SOUTHWEST CORNER OF SECTION 17, TOWNSHIP 8 SOUTH, RANGE 1 WEST

ASSESSOR PARCEL NR: 456-040-052

STREET ADDRESS: HEART, CA 92545

DOWNER: 4374 MANHATTAN CIRCLE VORBA LINDA, CA 92880

PARCEL SIZE: 0.89 ACRES (43,724.4 SF)

PARCEL ZONING: M-2 (MANUFACTURING)

BUILDING AREA: 10,200 SF

FLOOR AREA RATIO: 23.7%

OCCUPANCY GROUP: S-1, B

CONSTRUCTION TYPE: TYPE III

BUILDING HEIGHT: 21'-0"

BUILDING SETBACKS: 36'-0" FRONT, 16'-0" SIDE (STREET), 0'-0" REAR

PARKING CALCULATION

PROPOSED BUILDING: 10,200 SF

BUILDING AREA: 1 SPACE PER 500 SF = 10200 / 500 = 20.4 = 21 SPACES

PARKING REQUIREMENT: 25 SPACES (W/ 3 SPACES BEING HANDICAP ACCESSIBLE)

PARKING PROVIDED: 25 SPACES (W/ 3 SPACES BEING HANDICAP ACCESSIBLE)



461 E. MENLO AVENUE
HEMET, 92543

CONSULTANTS

PRELIMINARY
Not for Construction
or Recording

**FIRST CERTIFIED
COLLISION CENTER
ADDITION & REMODEL**

MARK | DATE | DESCRIPTION

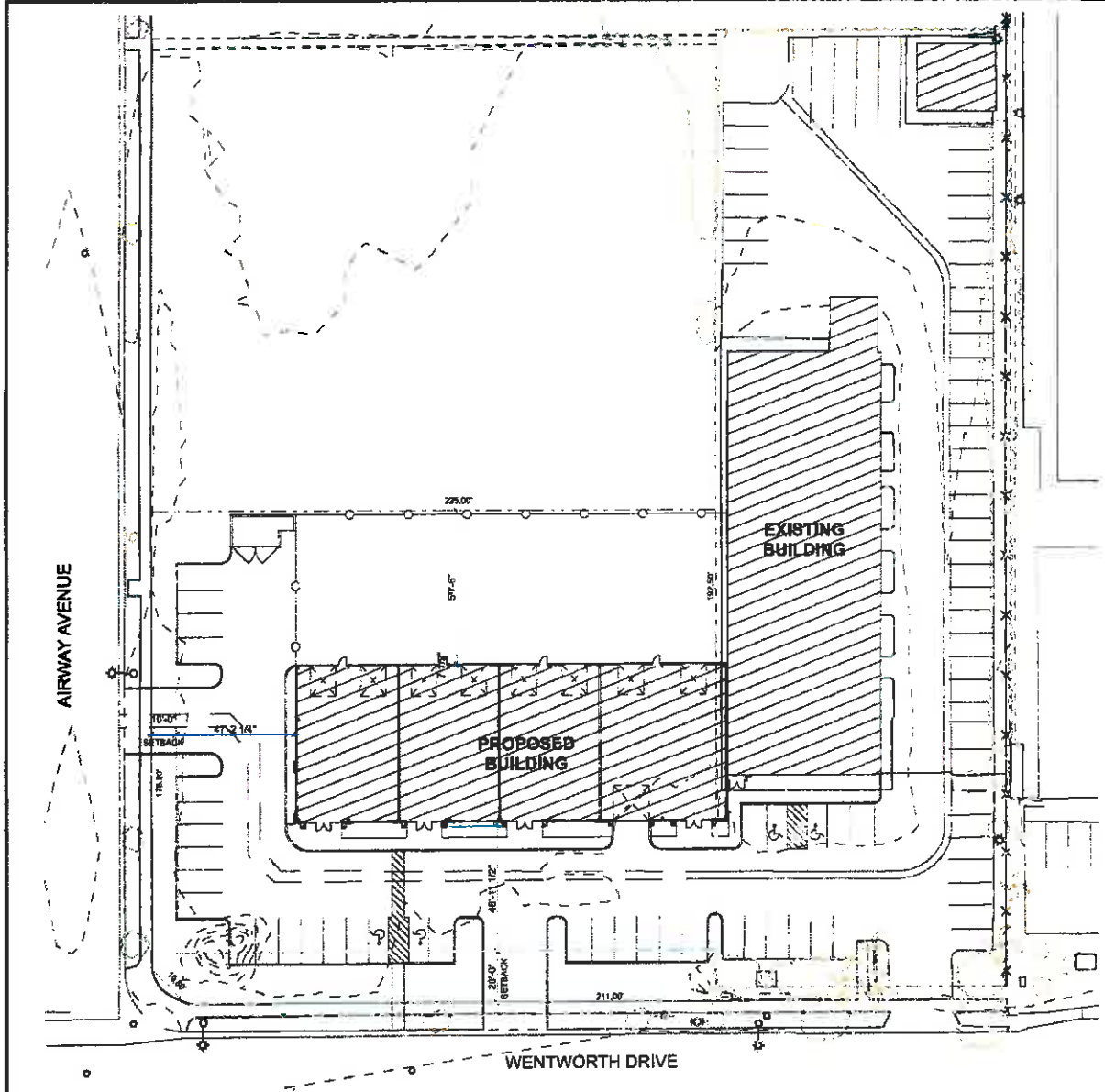
PROJECT NO: 18050
MODEL FILE: 18050.dwg
DRAWN BY: JCC
COPYRIGHT: 2018

SHEET TITLE

SITE PLAN

A-101

SHEET 2 OF 9



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

Address: Project 18050 - First Certified Collision Center AZ, ASBT, Plans/CRC Submittals and landscape plan.dwg



461 E. MENLO AVENUE
HEMET, 92543

CONSULTANTS

PRELIMINARY
Not for Construction
or Recording

FIRST CERTIFIED
COLLISION CENTER
ADDITION & REMODEL

MARK DATE DESCRIPTION

PROJECT NO. 10090
MODEL FILE:
DRAWN BY: JCB
COPYRIGHT:

SHEET TITLE
ELEVATIONS

A-201

SHEET 5 OF 10



SOUTHWEST ELEVATION
SCALE 1/8" = 1'-0"



NORTHWEST ELEVATION
SCALE 1/8" = 1'-0"

PROPOSED BUILDING MATERIALS

BASIC BUILDING STRUCTURE: PRE-ENGINEERED METAL BUILDING

WALL MATERIALS: PRE-FINISHED METAL WALL PANELS W/
HORIZONTAL BANDING (A) COLOR 1, (B) COLOR 2,
ACM PANELS (C) COLOR 3
3-PART STUCCO (D) BLUE
PORCELAIN TILE (E) GRAY
(F) BLACK, (G) COLOR 2

ROOF MATERIALS: PRE-FINISHED METAL ROOF PANELS TBD, SRI GREATER THAN 29

DOORS/WINDOWS: ALUMINUM STOREFRONT W/ STOREFRONT (H) SOLAR BRONZE
ENTRANCES
PRE-FINISHED SERVICE DOORS (NORTH SIDE) COLOR 1 (TBD)
STEEL DOORS COLOR 1 (TBD)

BUILDING PARAMETERS

BASIC BUILDING STRUCTURE: PRE-ENGINEERED METAL BUILDING

BUILDING AREA: 9,800.0 SQ.FT.

BUILDING HEIGHT: 19'-0" (RIDGE HEIGHT)
23'-0" (PARAPET HEIGHT)

ROOF SLOPE: 1" / 12"

FINISH FLOOR ELEVATION: 1,518.77'



SOUTHEAST ELEVATION
SCALE 1/8" = 1'-0"



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

Volume: Project 10090 First Certified Collision Center, ABB/1, Parametric/Architectural floor plan 04.jpg

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

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

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

DATE OF HEARING: May 11, 2017

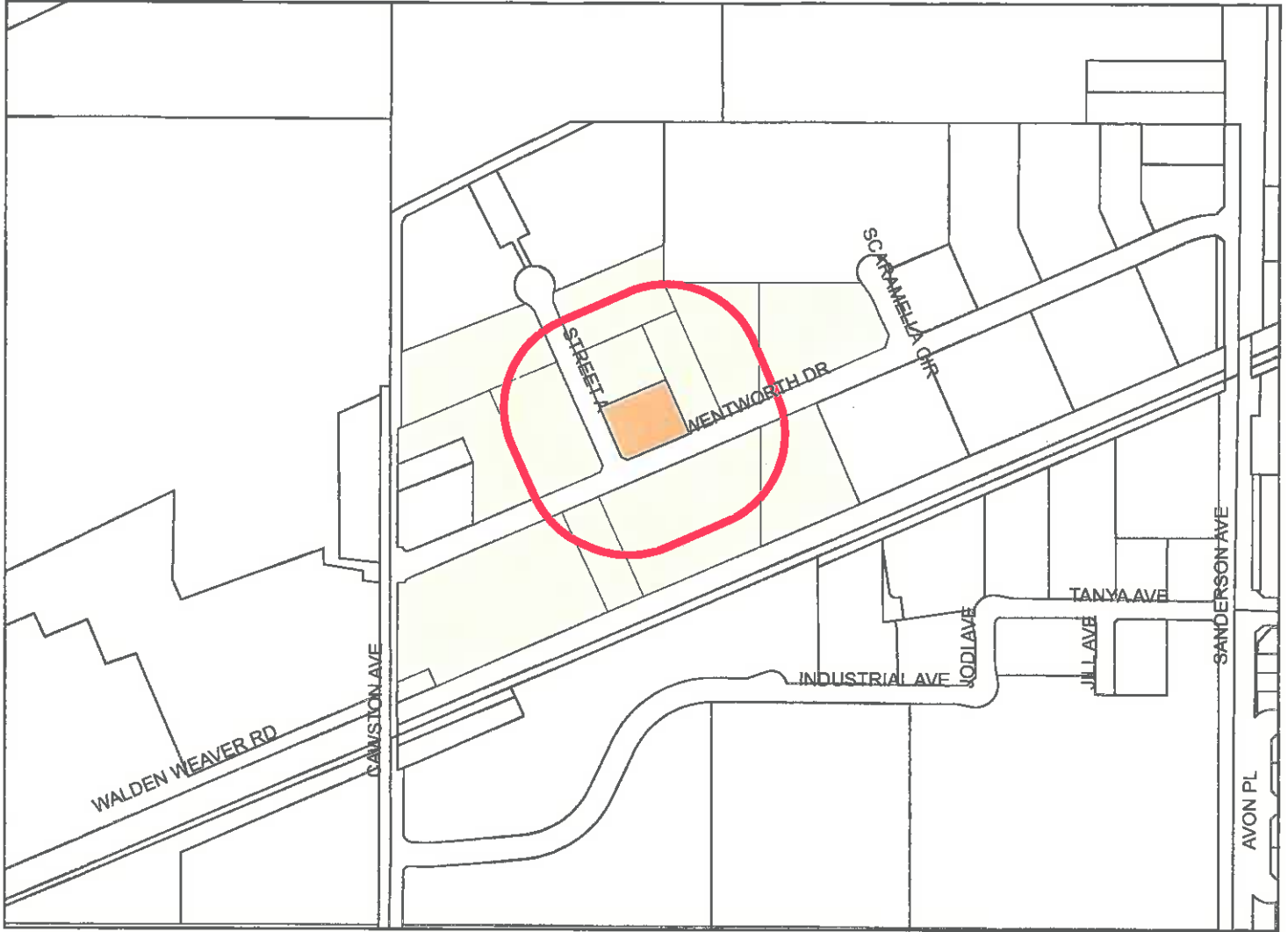
TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1041HR17 – FDC Commercial Construction (John Dykes, representative)
– City of Hemet Case No. PR 17-001. A proposal to construct a 9,600 square foot industrial building on a vacant 0.99-acre lot (Assessor's Parcel Number 456-040-052) located on the northeast corner of Wentworth Drive and Airway Avenue (Airport Compatibility Zone C of the Hemet-Ryan Airport Influence Area).

FURTHER INFORMATION: Contact John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Carole Kendrick of the City of Hemet Planning Department at (951) 765-2373.

APN: 456-040-052 (300 feet buffer)



Selected Parcels

456-040-051 456-040-050 456-040-002 456-040-020 456-040-021 456-040-047 456-040-041 456-040-052 456-040-006 456-040-054
456-040-007 456-040-022 456-040-023



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

ALUC Identification No.

ZAP1041HR17

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 03/29/2017
 Property Owner William Lawrence Phone Number (949) 300-6724
 Mailing Address 3800 Wentworth Dr. Hemet, CA 92545

Agent (if any) FDC Commercial Construction Phone Number (951) 925-8010
 Mailing Address 461 E. Menlo Ave. Hemet, CA 92543

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address _____
 Assessor's Parcel No. 456-040-052 Parcel Size 99 Acres
 Subdivision Name _____ Zoning Classification C
 Lot Number _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Vacant Land

Proposed Land Use (describe) Industrial Lease Space

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____
 For Other Land Uses Hours of Use Mon- Fri 8:00am-5:30pm and Sat 9:00am-12:00pm
 (See Appendix C) Number of People on Site Maximum Number 96
 Method of Calculation 2016 California Building Code Chapter 10 Table 1004.1.2

Height Data Height above Ground or Tallest Object (including antennas and trees) 23' ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1541.77 ft.

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

*Hemet
C*

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	<u>02/23/2017</u>
Agency Name	<u>City of Hemet</u>
Staff Contact	<u>Carole Kendrick</u>
Phone Number	<u>(951)765-2373</u>
Agency's Project No.	<u>PR17-001</u>
Type of Project	<input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input checked="" type="checkbox"/> Other <u>New Construction</u>

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.7

HEARING DATE: May 11, 2017

CASE NUMBER: ZAP1085RI17 – Palm Avenue Storage, LLC

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO: P17-0228 (Rezone), P17-0097 (Design Review), P17-0098 (Variance), P17-0099 (Variance)

MAJOR ISSUES: **None.**

RECOMMENDATION: Staff recommends that the Rezone be found CONSISTENT with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, provided that the new zoning incorporates the appropriate Airport Protection Overlay Zone suffix (-AP-D and -AP-E) [to the extent that such zoning overlay remains available for use], which refers to the site's location within Airport Compatibility Zones D and E of the Riverside Municipal Airport Influence Area, and that the Design Review be found CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant proposes to construct a self-storage facility which includes five self-storage buildings totaling 96,022 square feet, a 1,575 square foot management office and a 1,575 square foot manager's residence on 2.73 acres. The applicant also proposes two variances to allow an increase in building lot coverage from 10% to 50%, and to allow an increase in building height to two stories with a maximum height of 36 feet. The applicant also proposes a rezone for the property to add the Commercial Storage Overlay over the existing R-1-7000 Single Family Residential zoning. (The Commission may further recommend that the Airport Protection Overlay [Zones D and E] also be added.)

PROJECT LOCATION: The site is located westerly of Palm Avenue, southerly of Gardena Drive, and northerly of the Metrolink rail line within the City of Riverside, approximately 9,200 feet northeasterly of the southeasterly terminus of Runway 9-27, and 13,150 feet northeasterly of the northerly terminus of Runway 16-34 at Riverside Municipal Airport.

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

- a. Airport Influence Area: Riverside Municipal Airport
- b. Land Use Policy: Airport Compatibility Zones D and E

c. Noise Levels: Outside the 55 CNEL contour

BACKGROUND:

Non-Residential Average Land Use Intensity: The site is located in Airport Compatibility Zones D and E of the Riverside Municipal Airport Influence Area (AIA). Approximately 1.26 acres are located within Zone D and 1.52 acres are located in Zone E. Zone D restricts average intensity to 100 people per acre. Zone E does not restrict intensity.

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

- Storage – 1 person per 300 square feet

The proposed project includes 96,022 square feet of self-storage area, 1,575 square feet of office area, and 1,575 square foot caretaker's unit on 2.73 acres, for a total occupancy of 329 people and an average intensity of 120 people per acre. Using the above assumption, the total occupancy for the Zone D portion of the site, which includes 37,183 square feet of mini-storage facility area, would be 124 people, for an average intensity of 98 people per acre, which is consistent with the Compatibility Zone D average criterion of 100 persons per acre. However, these occupancy levels are not consistent with real-world experience (much higher than normally observed). It should be noted that the Building Code 1 person per 300 square feet storage standard is meant to be applied to storage areas within a commercial or industrial business, and a mini-storage facility generates significantly far less occupancy than calculated using the Building Code.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle). Based on the number of standard parking spaces provided of 14 and 6 recreational vehicle spaces, the total occupancy would be estimated at 30 people. This total occupancy results in an average intensity of 11 people per acre, which is consistent with the Compatibility Zone D average acre criterion of 100 persons per acre.

A third method would involve utilization of Institute of Transportation Engineers trip generation data. Self-storage units are projected to generate 2.5 trips per 1,000 square feet of floor area. Given a gross square footage of 96,022 square feet, this translates as 240 trips per day, of which 96 would occur during the peak hour. About 37 of those trips would be to units in the Zone D portion of the site, which would indicate a total occupancy of 55 and an average intensity of 44 people per acre (also consistent).

Non-Residential Single-Acre Intensity: As previously noted, the proposed buildings are located within Compatibility Zone D which restricts non-residential intensity to 300 people in any given

single acre, and Zone E which does not restrict intensity.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would consist of 23,100 square feet of storage area located in Compatibility Zone D, resulting in a single acre occupancy of 77 people, which is consistent with the Compatibility Zone D single-acre criterion of 300 people.

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

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

Part 77: While the site's distance from the southeasterly terminus of Runway 9-27 (at approximately 9,200 feet) is less than its distance from the southerly terminus of Runway 16-34 (approximately 13,150 feet), the latter point has a much lower elevation (747.5 feet above mean sea level [AMSL]) than the former point (815.8 feet AMSL). Therefore, Runway 16-34 is the applicable runway for determination of Part 77 noticing requirements at the project location. The project site elevation is 815 feet above mean sea level. With a maximum building height of 36 feet, the top point elevation would be 851 feet above mean sea level. At a distance of 13,150 feet from Runway 16-34, structures with a top point elevation of 878.5 feet above mean sea level (or greater) would require notification to the Federal Aviation Administration Obstruction Evaluation Service (FAAOES). Therefore, review of buildings by the FAA Obstruction Evaluation Services (FAAOES) was not required.

Open Area: Compatibility Zone D requires 10% of area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas. The project is 2.73 acres in area, so Zone D open area is not required. There is no open area requirement for properties located in Compatibility Zone E.

Airport Overlay: In conjunction with adoption of its General Plan in 2007, the City of Riverside amended its zoning ordinance to provide for Airport Protection Overlay Zones within the Airport Influence Areas of airports for which Compatibility Zones based on the "A through E" system utilized in the 2004 Riverside County Airport Land Use Compatibility Plan have been established. While the land uses permitted by the proposed Commercial Storage zone are consistent with a location in Compatibility Zones D and E, application of the Airport Protection Overlay Zone suffix is recommended in order to assure that the ultimate development will comply with Compatibility Zones D and E. This would further the objectives of promoting the continued operations of Riverside Municipal Airport and maintaining public awareness of its proximity. The Airport Protection Overlay Zone suffix for Zones D and E should be applied to these parcels (R-1-7000-CS-AP-D and R-1-7000-CS-AP-E).

It is staff's understanding that the City of Riverside is considering amendments to its Zoning Code that would incorporate a reference to ALUC's Compatibility Plans in lieu of use of the Airport

Protection Overlay Zone. Therefore, there is a possibility that the Airport Protection Overlay Zone, which has been applied on a case-by-case basis as rezoning occurs rather than comprehensively over the entirety of Compatibility Zones, may be discontinued in the future.

CONDITIONS:

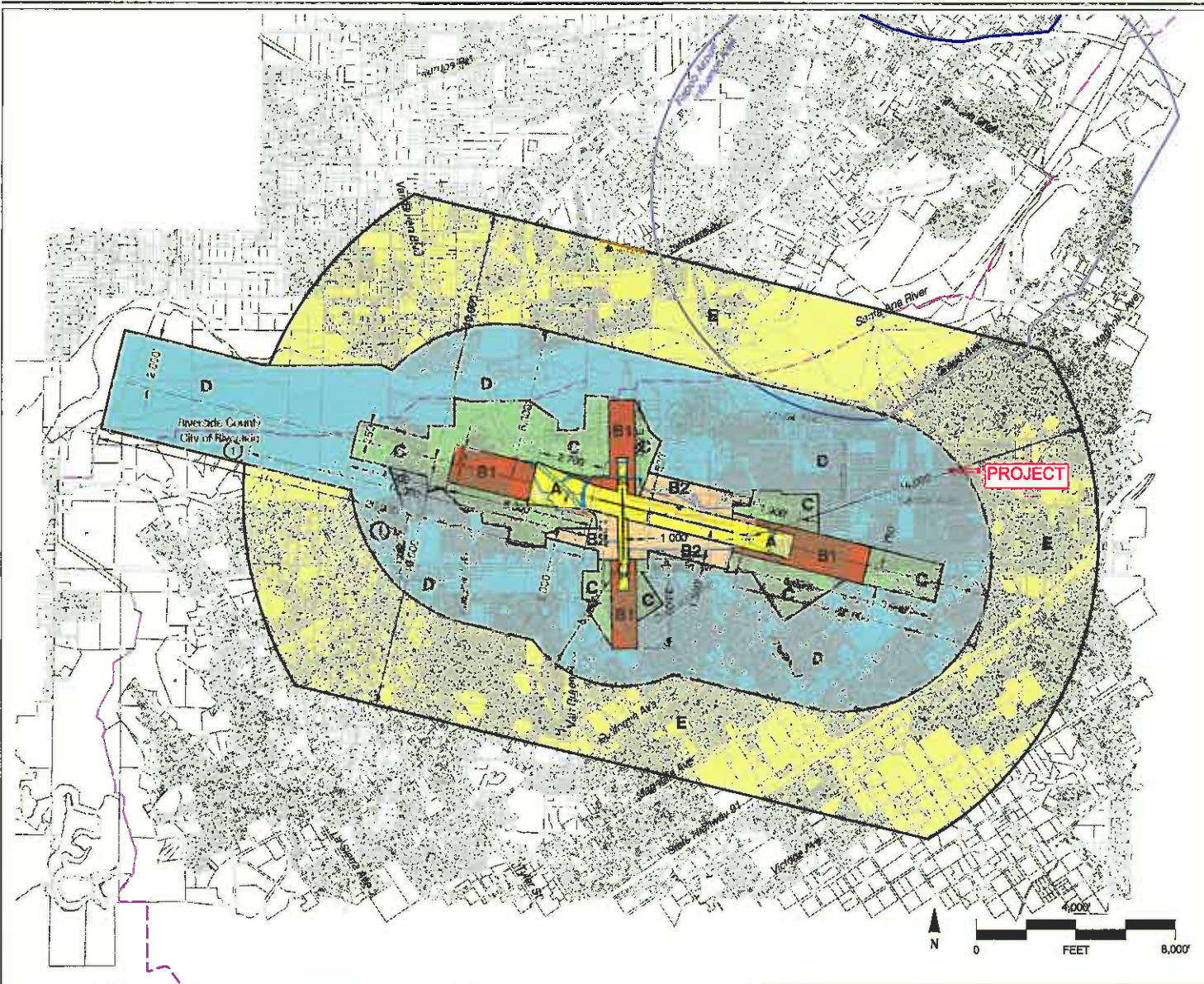
1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be given to all prospective purchasers and/or tenants of the property.
4. Any new detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. Prior to issuance of a building permit, the City of Riverside shall apply zoning incorporating the Airport Protection Overlay Zones (R-1-7000-CS-AP-D and R-1-7000-CS-AP-E) to the

site, provided that such zoning overlay remains available for use.

6. This project has been evaluated for 96,022 square feet of self-storage area and 1,575 square feet of office. Any increase in building area or change in use in the Zone D portion of the project will require review by the Airport Land Use Commission.

NOTICE OF AIRPORT IN VICINITY

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



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Note

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

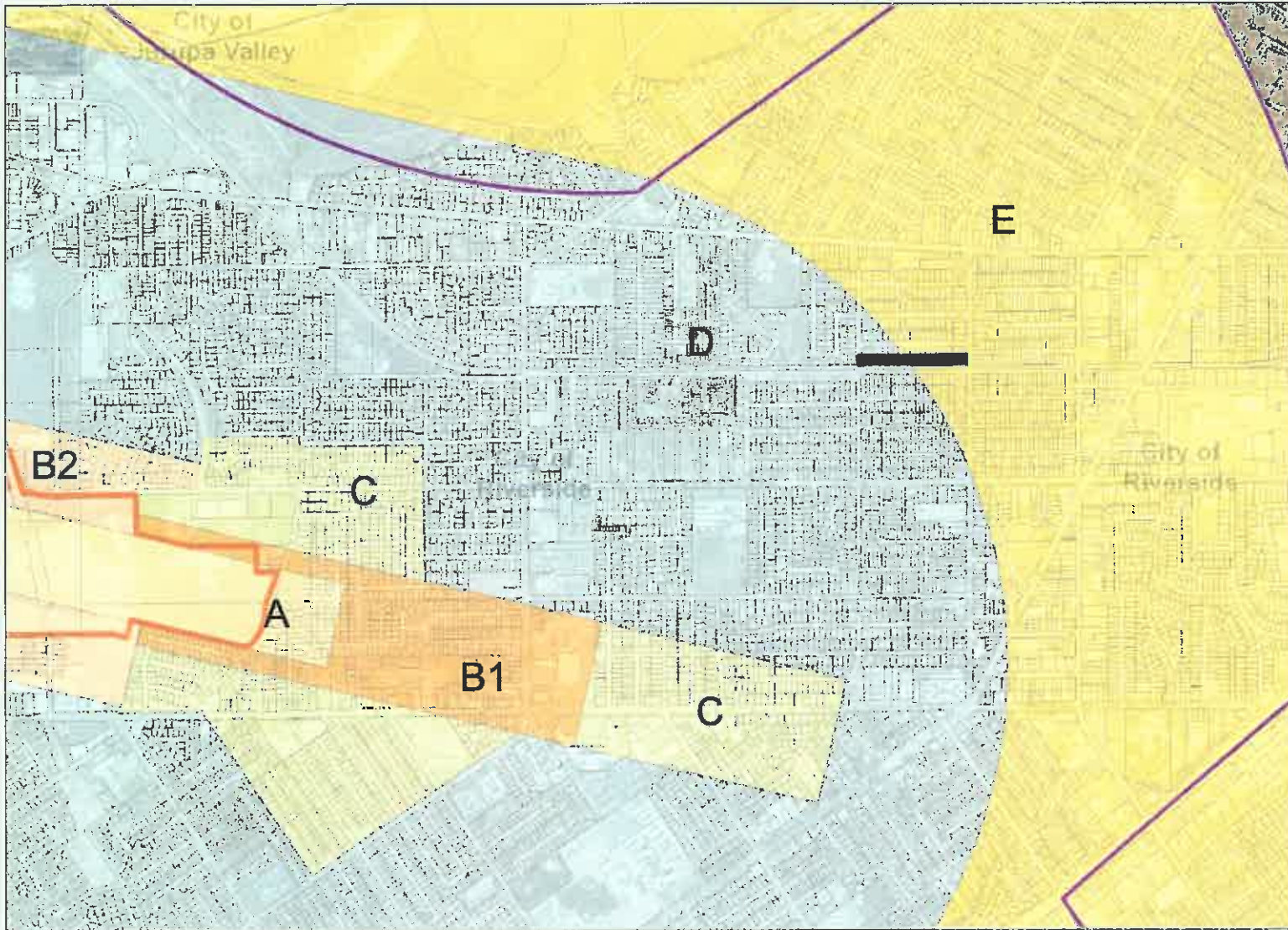
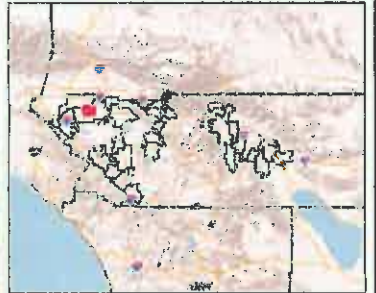
See Chapter 2, Table 2A for compatibility criteria associated with this map. See Section RI.2 for special exceptions to the Table 2A criteria.

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

Map RI-1

Compatibility Map
Riverside Municipal Airport

My Map



Legend

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



0 2,226 4,453 Feet



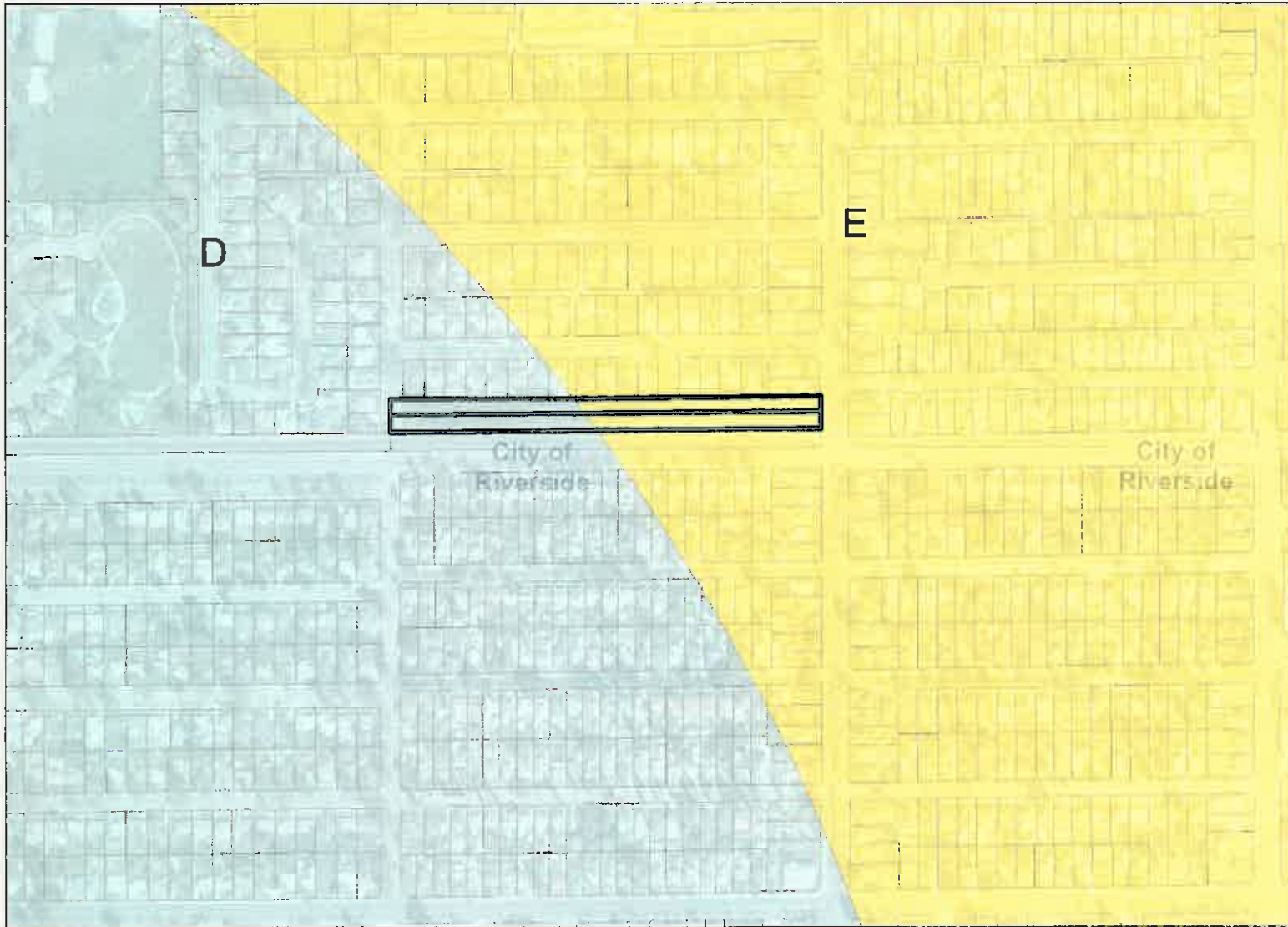
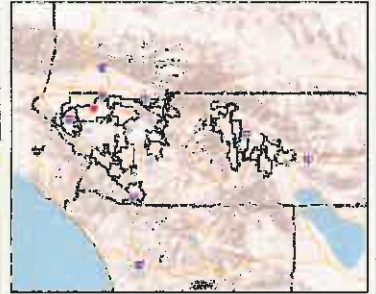
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Notes

My Map



Legend

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



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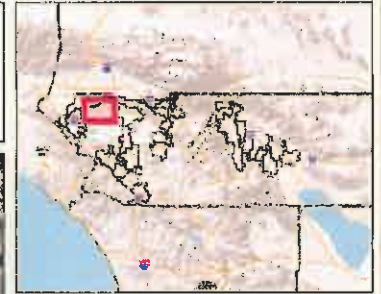
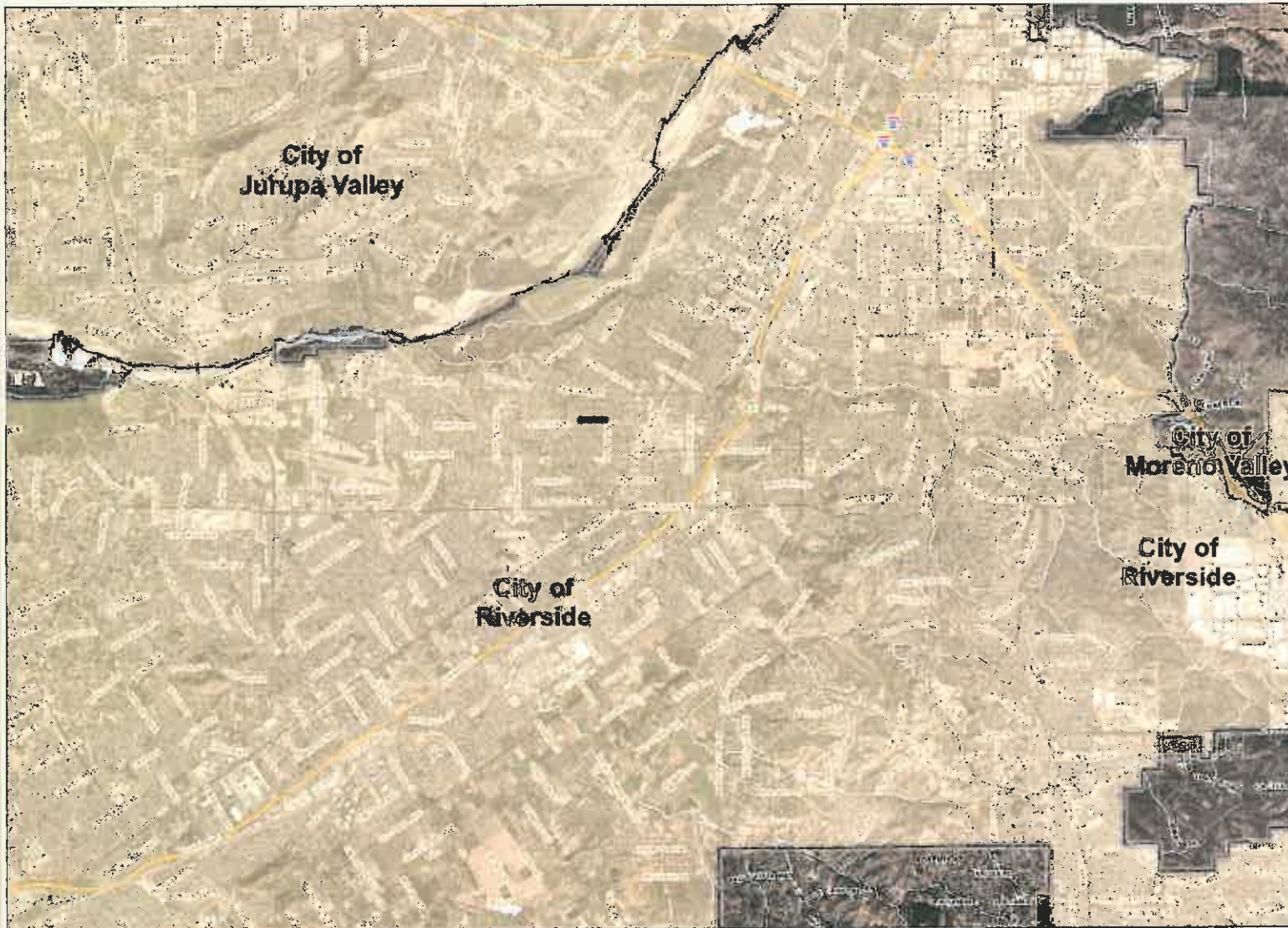
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Notes

My Map



Legend

- City Boundaries
- Cities
- adjacent_highways**
 - Interstate
 - Interstate 3
 - State Highways; 60
 - State Highways 3
 - US HWY
 - OUT
- highways_large**
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - USHWY
- counties
- cities



0 8,905 17,811 Feet



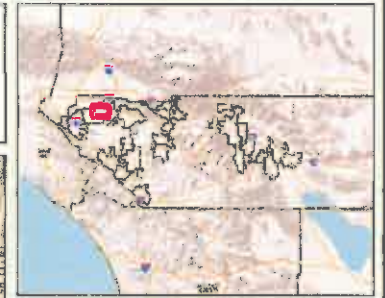
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Notes

My Map



Legend

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



0 4,453 8,905 Feet



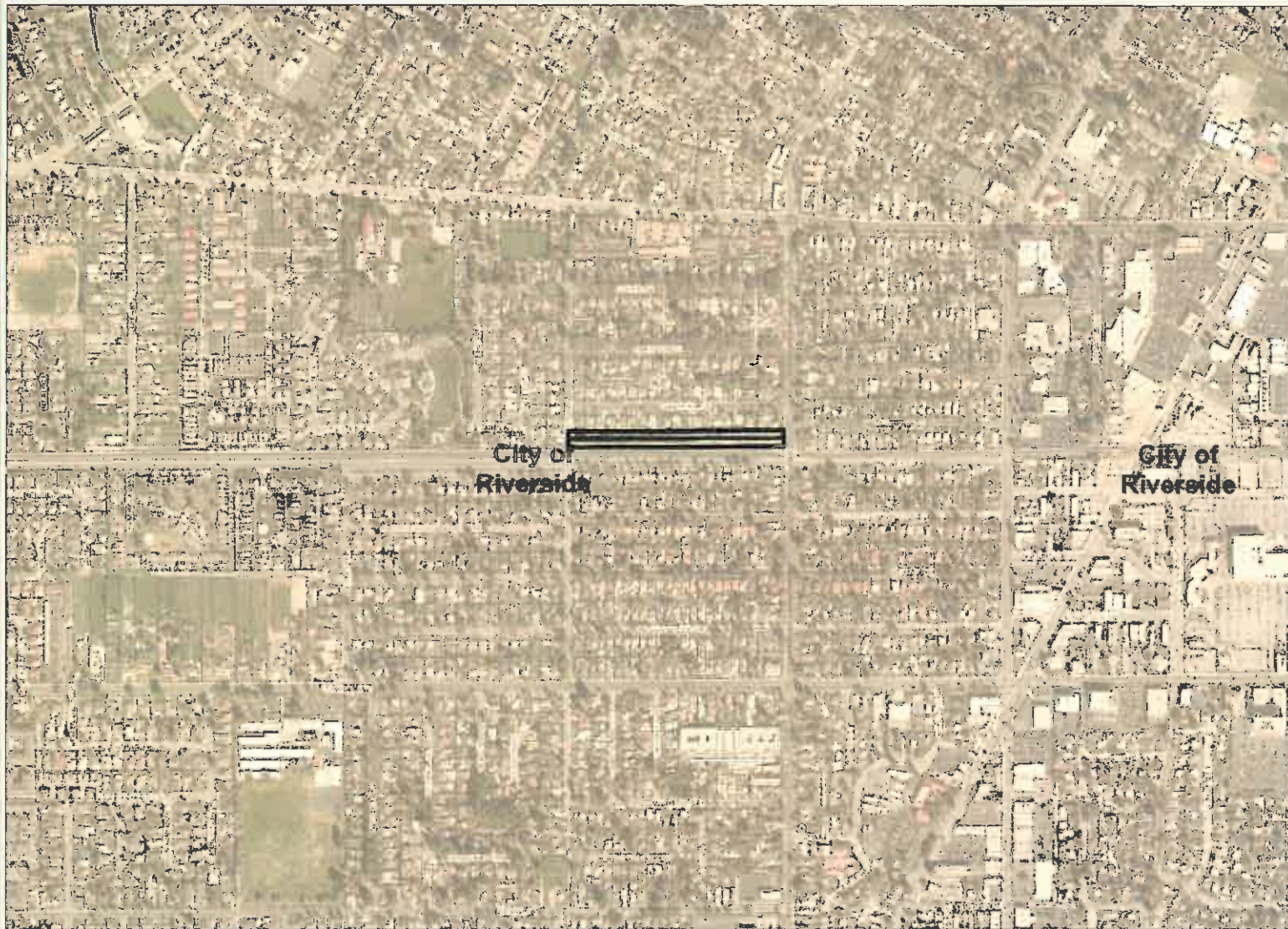
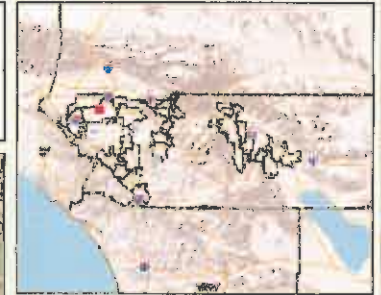
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Notes

My Map



Legend

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



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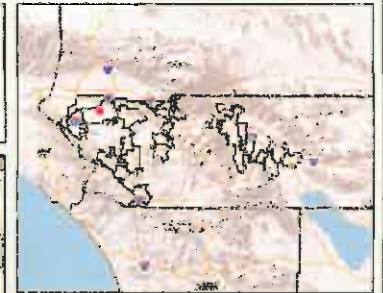
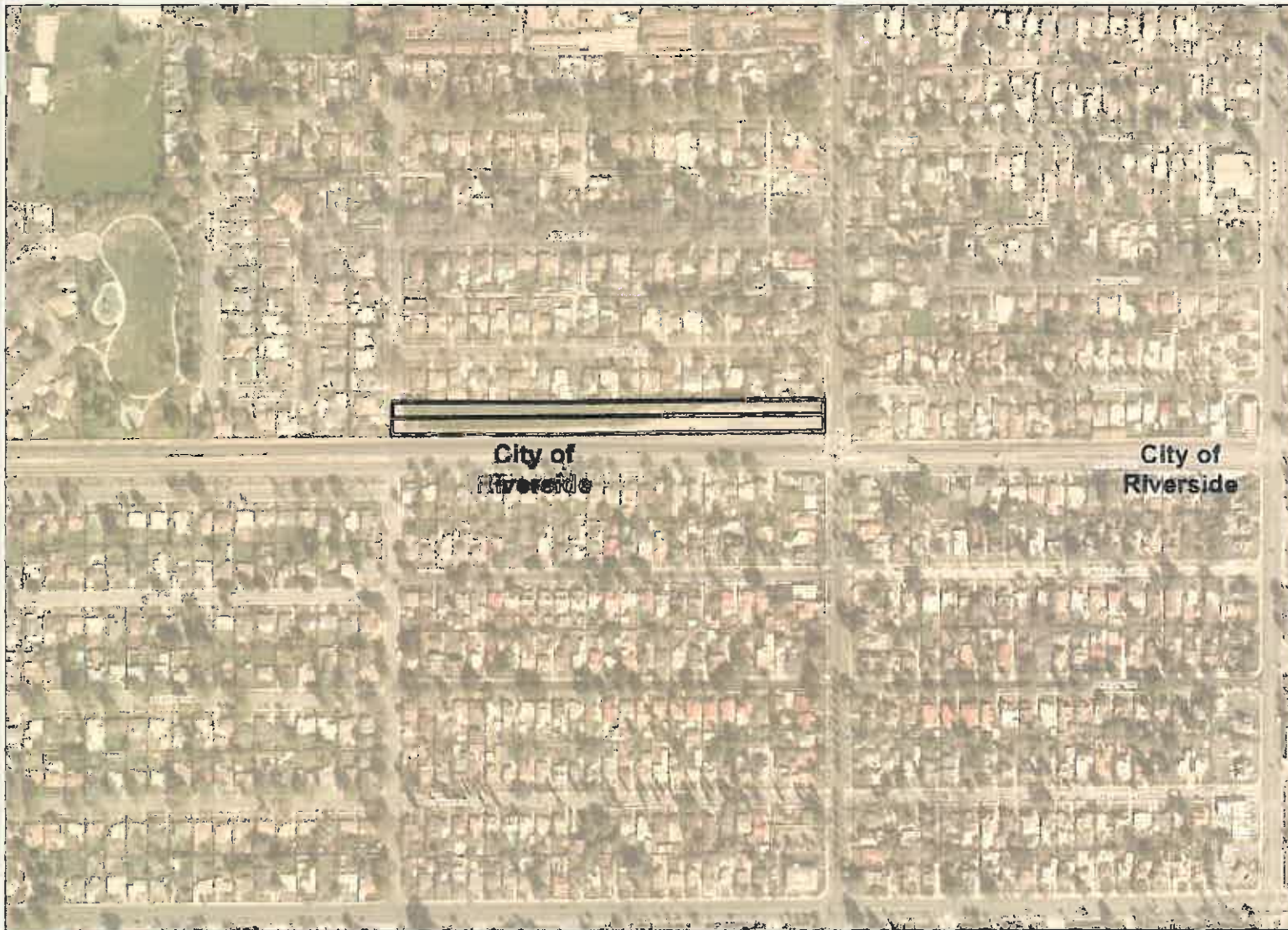
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Notes

My Map



Legend

- City Boundaries
- Cities
- roads
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrography
- lines
- waterbodies
- Lakes
- Rivers



0 557 1,113 Feet



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Notes

My Map



Legend

- City Boundaries
- Cities
- roadsanno
- highways
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- cities
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- waterbodies
- Lakes
- Rivers



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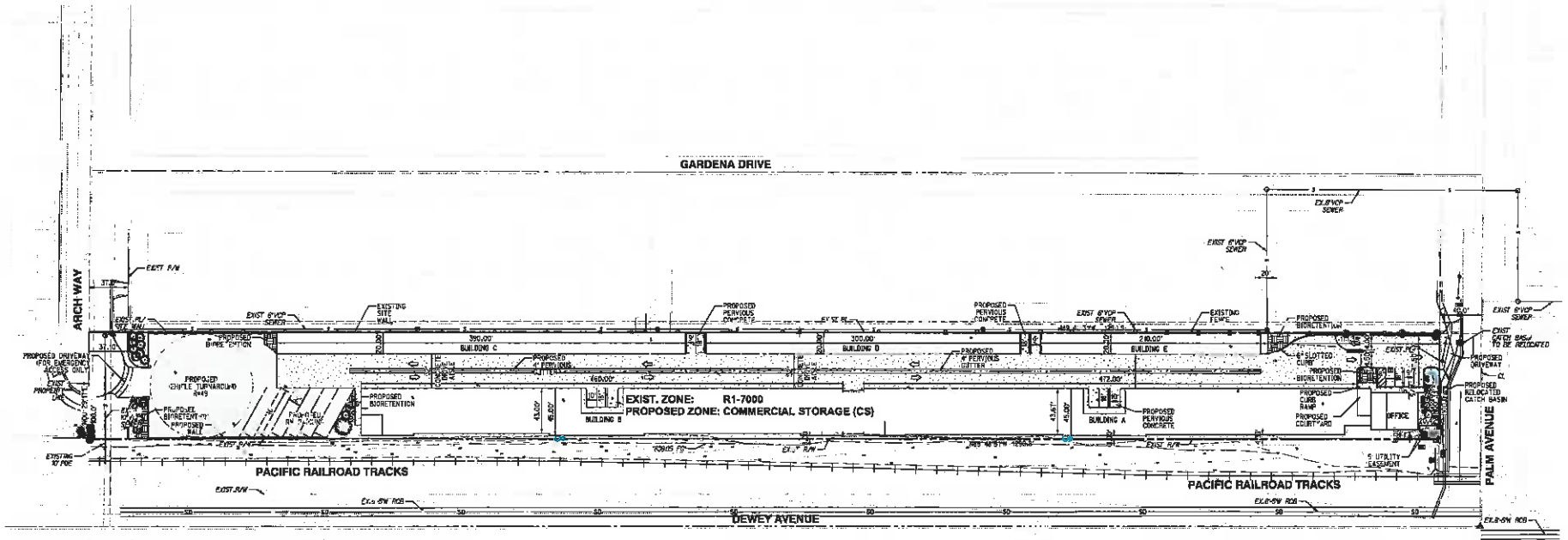
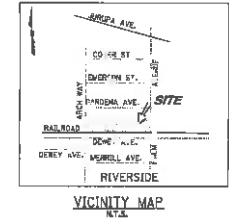
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Notes

REZONING EXHIBIT



LEGEND

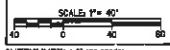
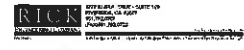
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PROPOSED CURB	---
PROPOSED PCC CONCRETE	▨
PROPOSED PERVIOUS CONCRETE	▨
PROPOSED BIORETENTION AREA	▨
PROPOSED LANDSCAPED AREA	▨
PROPOSED AC PAVEMENT	▨

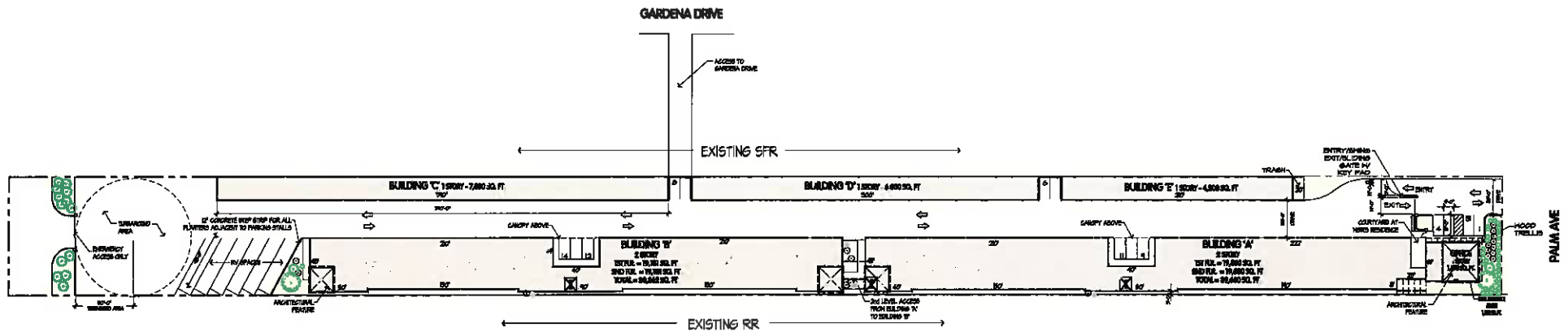
APPLICANT/OWNER/DEVELOPER
 LONGFIELD DEVELOPMENT CORP.
 771 INDIANA AVENUE - SUITE 300
 RIVERSIDE, CA 92504
 PHONE: 951-732-4649
 ATT: N. DAVID PEERY

CIVIL ENGINEER
 RICK ENGINEERING COMPANY
 775 IDEA AVENUE, SUITE 100
 RIVERSIDE, CA 92507
 PHONE: 951-781-0707
 FAX: 951-781-0723
 ATT: KRISTIN WEISSMAN

ASSESSOR'S PARCEL NUMBER
 256-332-022 & 256-332-023

DATE PREPARED FEBRUARY 6, 2017
PLOT PLAN
PALM AVE SELF STORAGE
 CITY OF RIVERSIDE
 IN THE COUNTY OF RIVERSIDE, CALIFORNIA





SITE AREA:		SETBACKS	
LOT SIZE (GROSS):	±118,917 SQ. FT. ±2.73 ACRE	PER CODE SECTION 19.190.020(C), WE HAVE APPLIED A SETBACK OF 20' FROM BOTH ROWS. HOWEVER, ALONG THE PROPERTY LINES ADJACENT TO RESIDENTIAL, SECTION 19.190.020(B) ALLOWS FOR PERIMETER STORAGE WALLS WITH NO SETBACKS.	
PROPOSED ZONE:	COMMERCIAL STORAGE OVERLAY ZONE CS	PARKING:	
STORAGE BUILDING GROSS AREA:		PARKING IS FACTORED AT A RATE OF 1 SPACE PER 250 SQUARE FEET OF OFFICE AREA FOR THE USE OF SELF STORAGE.	
BUILDING A - 2 STORY:	± 39,660 SQ. FT.	PARKING REQUIRED:	6 SPACES
BUILDING B - 2 STORY:	± 38,362 SQ. FT.	PARKING PROVIDED:	14 SPACES
BUILDING C - 1 STORY:	± 7,800 SQ. FT.		
BUILDING D - 1 STORY:	± 4,200 SQ. FT.		
BUILDING E - 1 STORY:	± 4,800 SQ. FT.		
STORAGE MANAGEMENT OFFICE:	± 1,575 SQ. FT.		
MANAGER'S RESIDENCE:	± 1,575 SQ. FT.		
TOTAL GROSS BUILDING AREA:	± 99,172 SQ. FT.		
GROSS STORAGE AREA:	± 96,022 SQ. FT.		
NET RENTABLE STORAGE AREA (80%):	± 76,818 SQ. FT.		

BUILDING CODES

2013 EDITION OF THE CALIFORNIA BUILDING CODE
 2013 EDITION OF THE CALIFORNIA MECHANICAL CODE
 2013 EDITION OF THE CALIFORNIA PLUMBING CODE
 2013 EDITION OF THE CALIFORNIA ELECTRICAL CODE
 2013 EDITION OF THE CALIFORNIA GREEN BUILDING STANDARDS CODE

OCCUPANCY CLASSIFICATIONS: **TYPES OF CONSTRUCTION:**

STORAGE: S-1 ALL BUILDINGS: II - B
 OFFICE: B

SPRINKLERED:

BUILDING SHALL BE FULLY SPRINKLERED IN ACCORDANCE WITH SECTION 903.3.1.1 AND NFPA 13

SCOPE OF WORK:

NEW SELF-STORAGE BUILDINGS AND OFFICE WITH SITE HARDSCAPE & LANDSCAPE IMPROVEMENTS.

OCCUPANCY SEPARATION:

NON SEPARATED OCCUPANCIES METHOD (PER SECTION 508.3) USED. MOST RESTRICTIVE OCCUPANCY IS S-1. BUILDING HEIGHT AND AREA COMPLY, SEE CALCULATION BELOW.

ALLOWABLE BUILDING AREA:

ALLOWABLE AREA INCREASES PER STORY - PER SECTION 506

$$A_0 = (A_1 + (A_1 \times I_s))$$

A_1 = ALLOWABLE AREA PER STORY PER TABLE 503 = 17,500 S.F.

I_s = AREA INCREASE FACTOR DUE TO SPRINKLER PROTECTION [506.3] = 2

$$A_0 = (17,500 + (17,500 \times 2)) = 52,500 \text{ S.F. ALLOWABLE AREA PER STORY}$$

PALM AVE SELF STORAGE

PALM AVENUE, RIVERSIDE, CA

SCHEME D

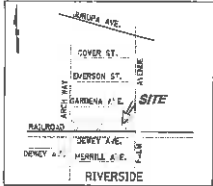
PRELIMINARY SITE PLAN

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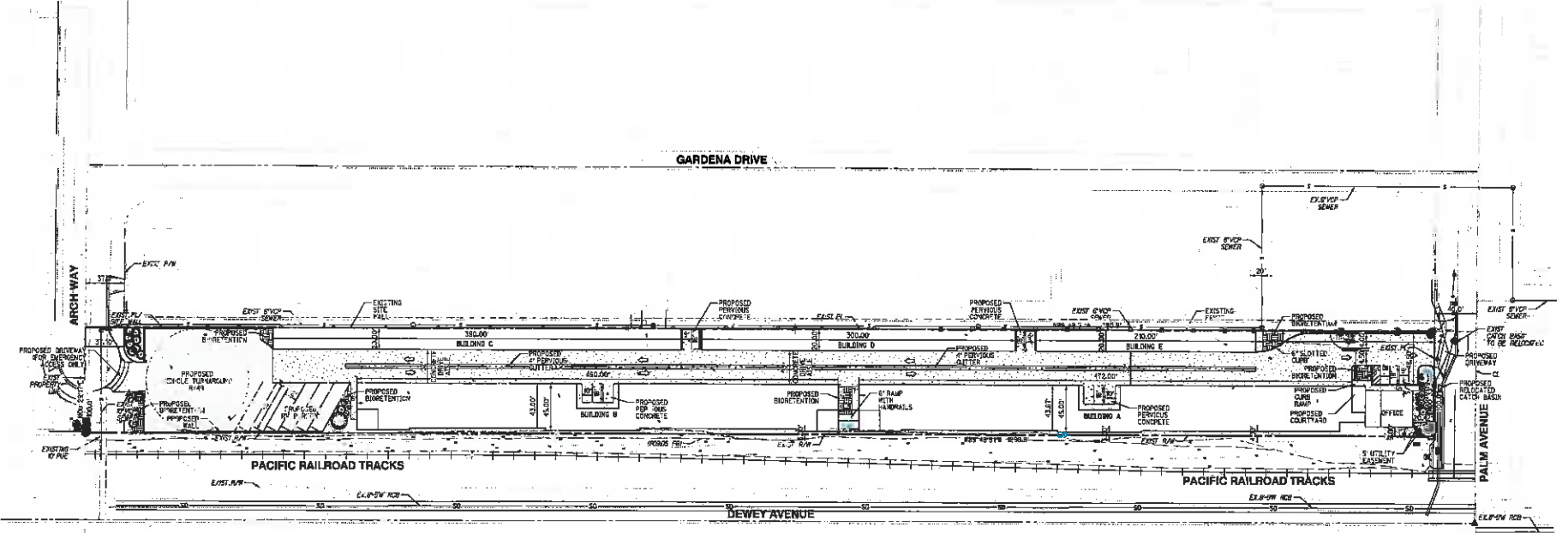
JOB NUMBER: 16-1021
 SCALE: 1" = 40'
 DATE: 02/09/2017



IN THE CITY OF RIVERSIDE, CALIFORNIA
PLOT PLAN
 PALM AVE SELF STORAGE



VICINITY MAP
 SITE



LEGEND

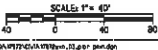
PROPOSED STRIPING	---
PROPOSED CURB	-.-.-
PROPOSED PCC CONCRETE	▒
PROPOSED PERVIOUS CONCRETE	▨
PROPOSED BIORIENTATION AREA	▧
PROPOSED LANDSCAPED AREA	▩
PROPOSED AC PAVEMENT	▤

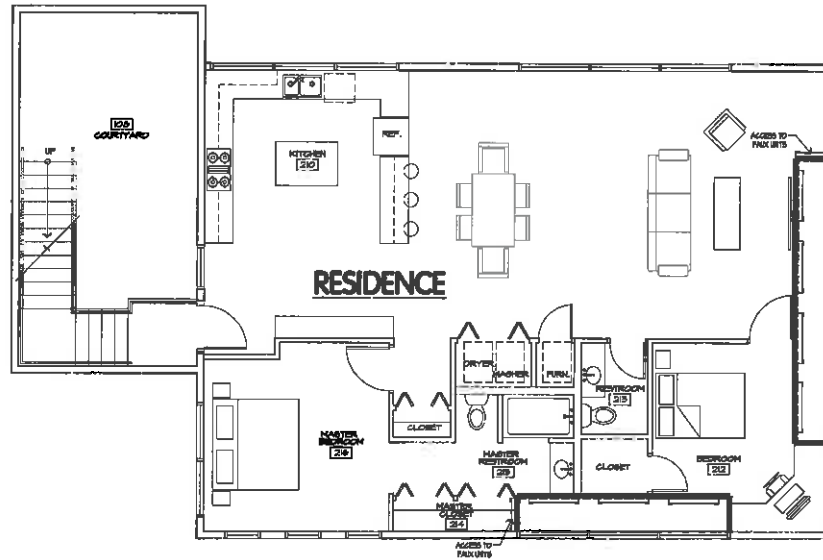
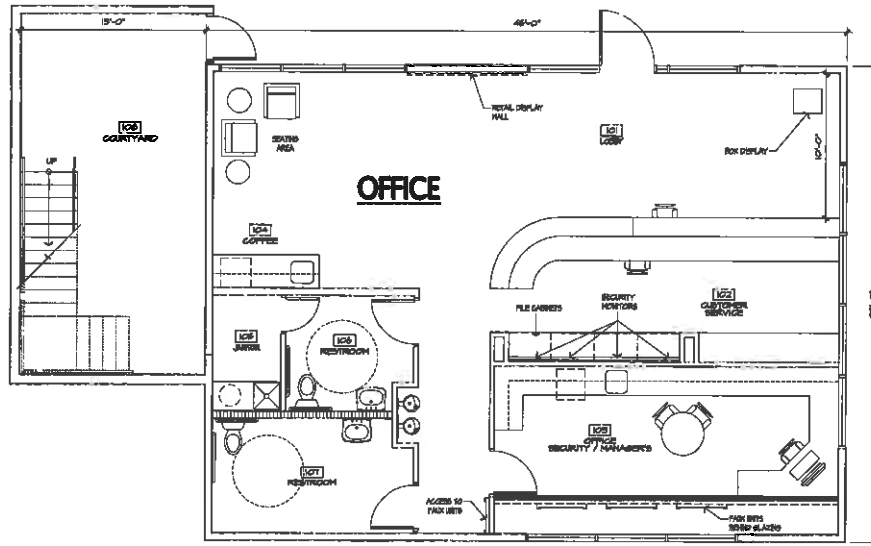
APPLICANT/OWNER/DEVELOPER
 CHORST BUILD DEVELOPMENT CORP.
 2111 INDIANA AVENUE - SUITE 300
 RIVERSIDE, CA 92507
 PHONE (951) 785-6848
 ATTN: DAVID PERRY

CIVIL ENGINEER
 RICK ENGINEERING COMPANY
 1715 BOBA AVENUE, SUITE 100
 RIVERSIDE, CA 92507
 PHONE (951) 778-0707
 FAX (951) 789-0723
 ATTN: KRISTIN WERNERMAN

ASSESSOR'S PARCEL NUMBER
 216-332-022 & 216-332-023

DATE PREPARED FEBRUARY 6, 2017
PLOT PLAN
PALM AVE SELF STORAGE
 CITY OF RIVERSIDE
 IN THE COUNTY OF RIVERSIDE, CALIFORNIA





PALM AVE SELF STORAGE
PALM AVENUE, RIVERSIDE, CA

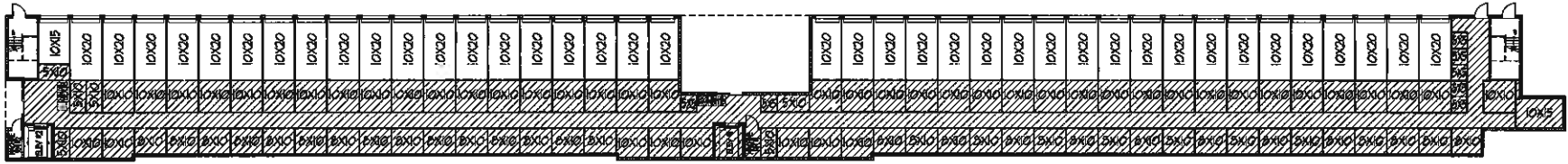
PRELIM OFFICE & RESIDENCE FLOOR PLAN

SCHEME A

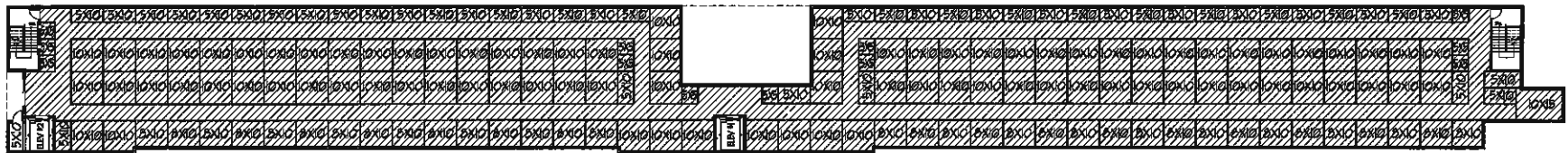
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JOB NUMBER: 16-1021
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 DATE: 02/09/2017

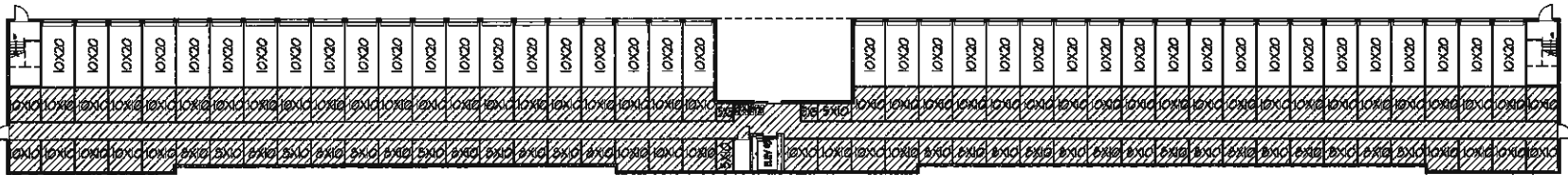




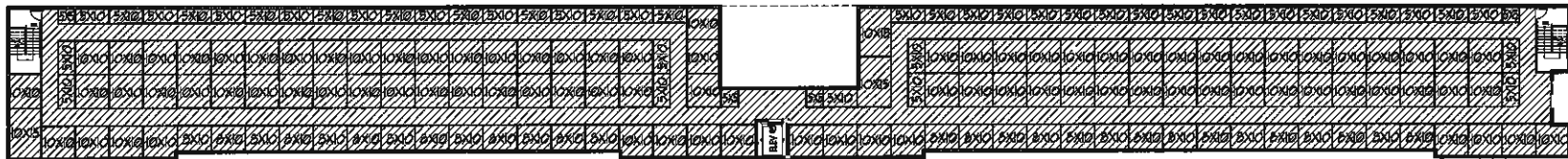
BUILDING 'A' - 1st LEVEL



BUILDING 'A' - 2nd LEVEL



BUILDING 'B' - 1st LEVEL



BUILDING 'B' - 2nd LEVEL

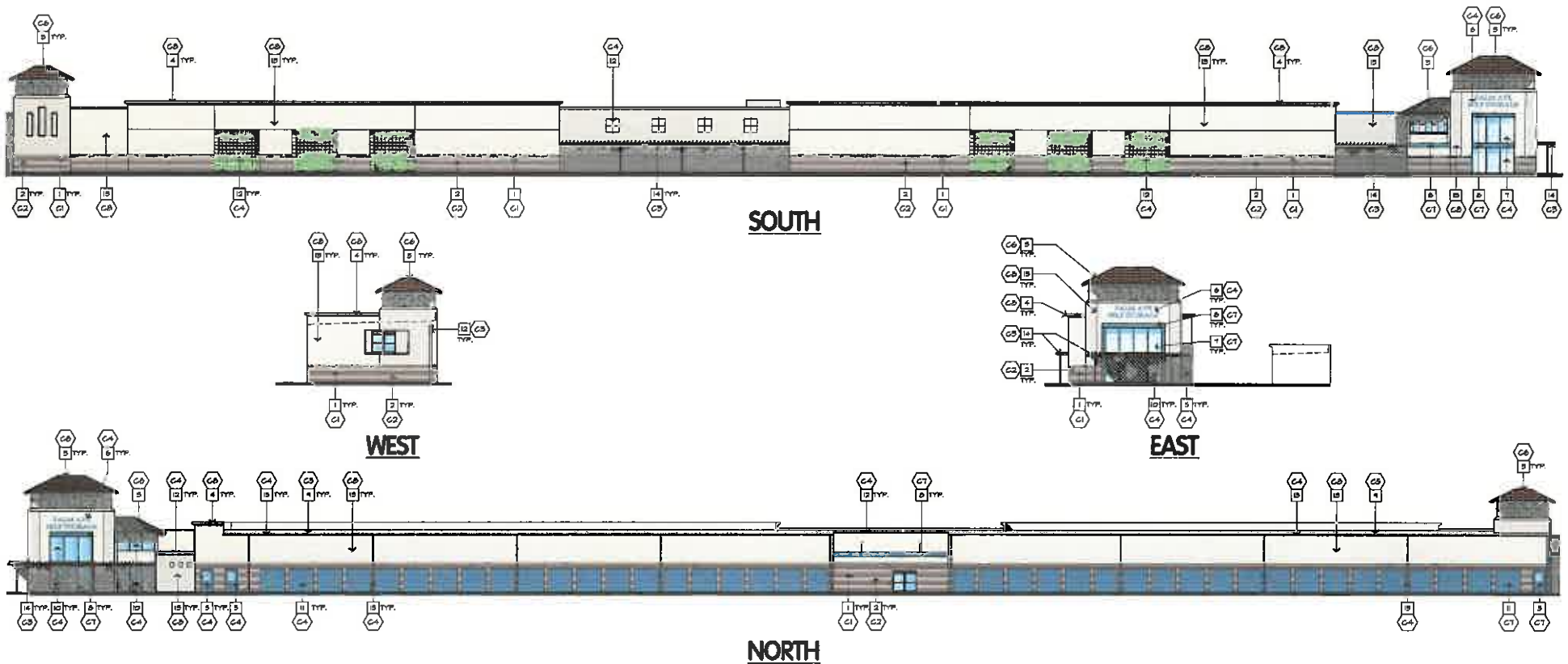
PALM AVE SELF STORAGE
PALM AVENUE, RIVERSIDE, CA

PRELIMINARY UNITMIX BLDG 'A' & 'B'

SCHEME A

JOB NUMBER: 14-1021
 SCALE: 1/4" = 1'-0"
 DATE: 02/05/2017





KEYNOTES	CMU	PAINT	ARCHITECTURAL ELEMENT	STUCCO FINISH
<ul style="list-style-type: none"> 1 CH-1 "MULTI-FACE" MALL 2 CMU "SHOTBLAST" MALL 3 SPANISH TILE 4 CORNICE 5 SWING DOOR 6 SIGNAGE BY OTHERS 7 PAULK ROLL-UP DOORS 8 STEEL CANOPY 9 PRE-FINISHED LIGHT GA. GALVALUME STANDING SEAM METAL ROOFING SYSTEM 10 ALUM & GLASS STORAGE FRONT 11 PRE-FINISHED ROLL-UP DOORS 12 ARCHITECTURAL ELEMENT 13 STUCCO FINISH 14 HOOD LATTICE TRELIS 15 METAL DOWNSPOUT AND GUTTER 	<ul style="list-style-type: none"> C1 ORGO BLOCK, SIBUCA SPLIT FACE COLOR, "CHESTNUT" HEIGHT, MEDIUM C2 ORGO BLOCK, RUBINA SHOTBLAST COLOR, "DEEP WINDING", HEIGHT, MEDIUM 	<ul style="list-style-type: none"> C6 PAINT, DUNN EDWARDS, COLOR: ANTIQUE ROSE D8102 C4 PAINT, DUNN EDWARDS, COLOR: GENTLE, BLUE DEF 564 	<ul style="list-style-type: none"> C0 METAL STANDING SEAM ROOFING, MINGI ULTRA D83C, 18" WIDE PANEL, 24 GAUGE, COLOR: GALVALUME C6 SPANISH TILE, BASILE PRODUCTS HEATHERHEAD, COLOR: TERRACOTTA RANGE C7 METAL CANOPY PAINTED DUNN EDWARDS, COLOR: MENTEL, BLUE D8104 	<ul style="list-style-type: none"> C6 STUCCO FINISH, DUNN EDWARDS COLOR, STUCCO TAN D8203 C4 STUCCO FINISH, DUNN EDWARDS COLOR, HANDPAVEN (DARK TAN D8203)

PALM AVE SELF STORAGE

PALM AVENUE, RIVERSIDE, CA

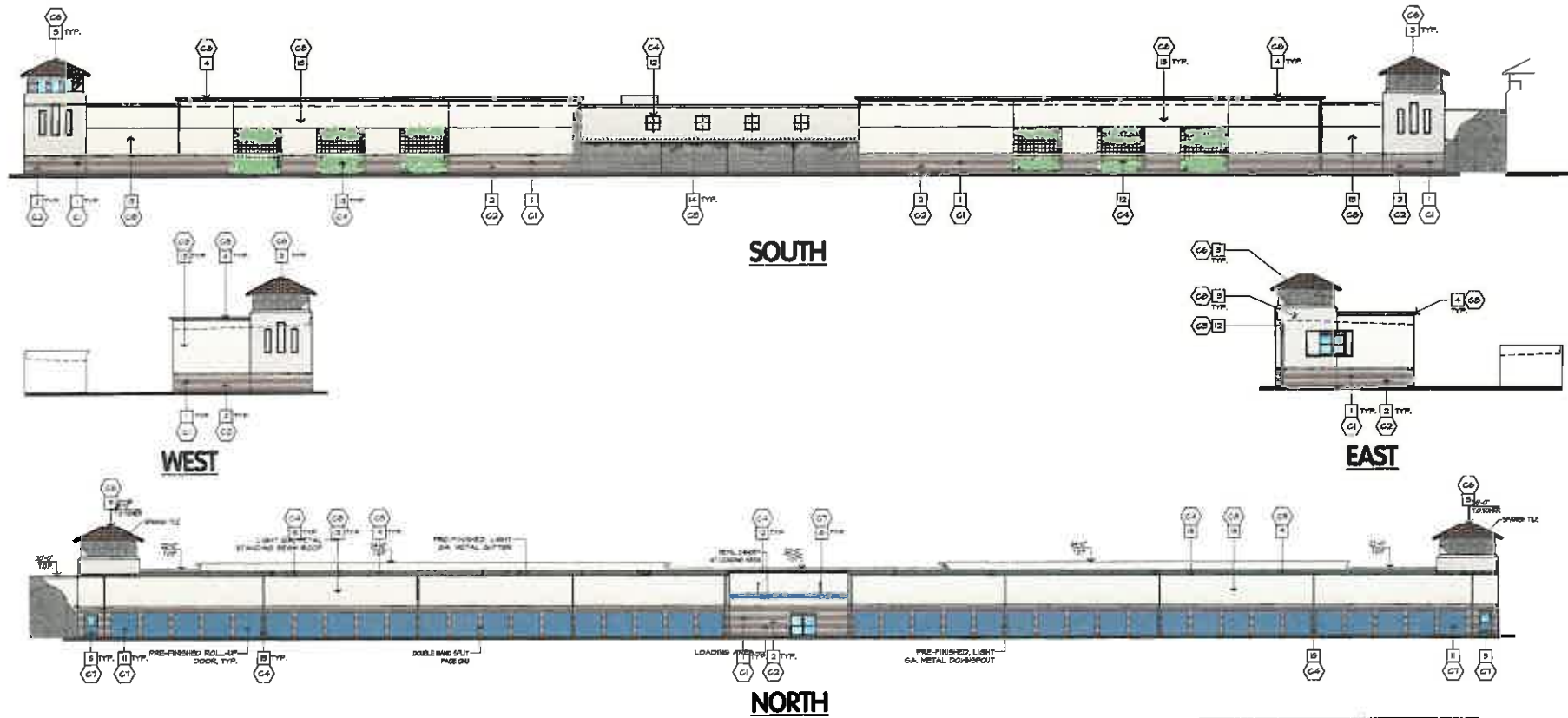
SCHEME B

BLDG. A - ELEAVTIONS

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JOB NUMBER: 16-1021
 SCALE: 1/16" = 1'-0"
 DATE: 02/09/2017





KEYNOTES	CMU	PAINT	ARCHITECTURAL ELEMENT	STUCCO FINISH
<ul style="list-style-type: none"> 1 CMU 'SPLIT-FACE' WALL 2 CMU 'SHOTBLAST' WALL 3 SPANISH TILE 4 CORNICE 5 SWING DOOR 6 SIGNAGE BY OTHERS 7 PAUX ROLL-UP DOORS 8 STEEL CANOPY 9 PRE-FINISHED LIGHT GA. GALVALUME STANDING SEAM METAL ROOFING SYSTEM 10 ALUM. & GLASS STOREFRONT 11 PRE-FINISHED ROLL-UP DOORS 12 ARCHITECTURAL ELEMENT 13 STUCCO FINISH 14 HOOD LATTICE TRELLIS 15 METAL DOWNPOUT AND GUTTER 	<ul style="list-style-type: none"> C1 OREGON BLOCK, SMOKE/SPLIT FACE COLOR: 'CHESNUT' HEIGHT: MEDIUM C2 OREGON BLOCK, SMOKE/SPLIT FACE SHOTBLAST COLOR: 'SUEF WARMICE', HEIGHT: MEDIUM 	<ul style="list-style-type: none"> C3 PAINT: DUNN EDWARDS, COLOR: ANTIQUE ROSE D26103 C4 PAINT: DUNN EDWARDS, COLOR: GENTLE BLUE DET 504 	<ul style="list-style-type: none"> C5 METAL STANDING SEAM ROOFING: METAL ULTRA DECK, 18" PITCH PANEL, 24 GAUGE, COLOR: GALVALUME C6 SPANISH TILE, SABLE PRODUCTS HEATHERHEAD, COLOR: TERRACOTTA RANGE C7 METAL CANOPY PAINTED DUNN EDWARDS, COLOR: GENTLE BLUE DET604 	<ul style="list-style-type: none"> C8 STUCCO FINISH: DUNN EDWARDS, COLOR: STUCCO TAN D28203 C9 STUCCO FINISH: DUNN EDWARDS, COLOR: HANGOVER (DARK TAN) D28202

PALM AVE SELF STORAGE

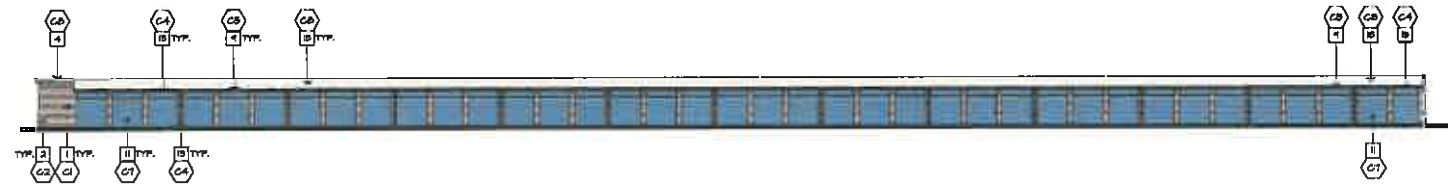
PALM AVENUE, RIVERSIDE, CA

SCHEME B

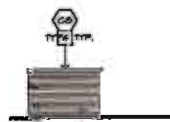
BLDG. B - ELEVATIONS

JOB NUMBER: 16-1021
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 DATE: 02/01/2017

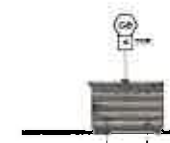




SOUTH



WEST



EAST



NORTH

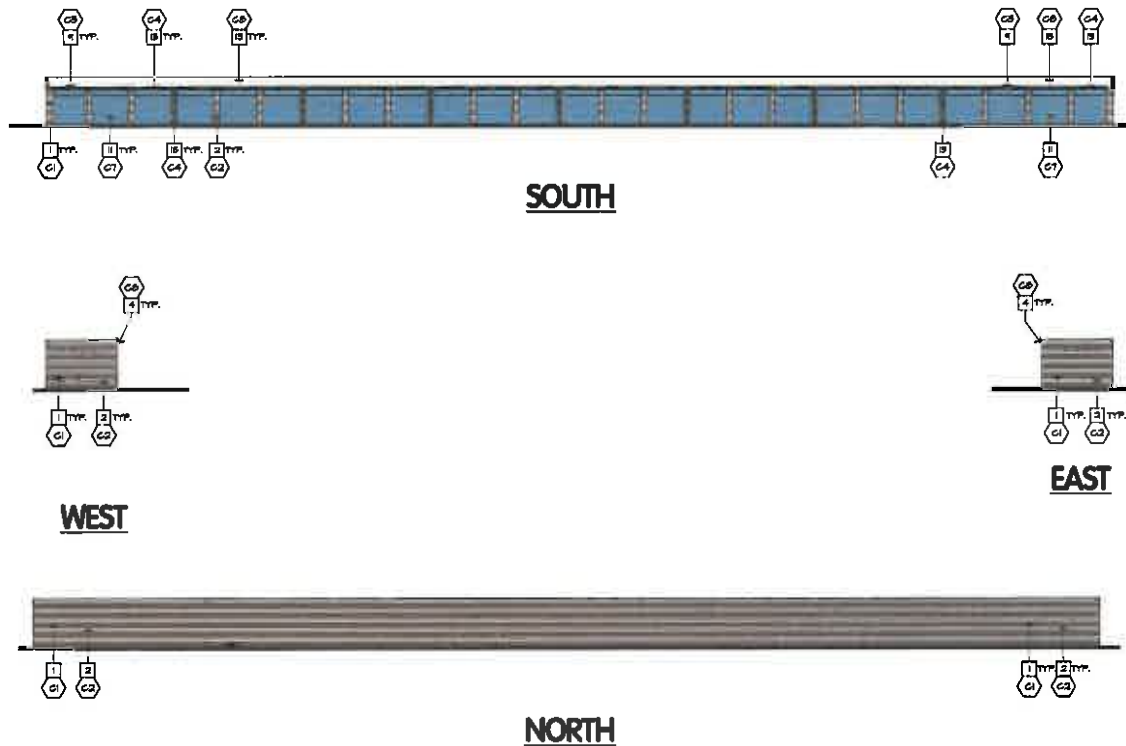
KEYNOTES	CMU	PAINT	ARCHITECTURAL ELEMENT	STUCCO FINISH
<ul style="list-style-type: none"> 1 CMU 'SPLIT-FACE' WALL 2 CMU 'SHOTBLAST' WALL 3 SPANISH TILE 4 CORNICE 5 BANK DOOR 6 BANKS, BY OTHERS 7 PAIR ROLL-UP DOORS 8 STEEL CANOPY 9 PRE-FINISHED LIGHT GA. GALVALUME STANDING SEAM METAL ROOFING SYSTEM. 10 ALUM & GLASS STOREFRONT 11 PRE-FINISHED ROLL-UP DOORS 12 ARCHITECTURAL ELEMENT 13 STUCCO FINISH 14 HOOD LATTICE TRUSS 15 METAL DOWNSPUT AND GUTTER 	<ul style="list-style-type: none"> C1 ORGO BLOCK, SINGS SPLIT FACE COLOR, 'CHESTNUT' HEIGHT, MEDIUM C2 ORGO BLOCK, SINGS SHOTBLAST COLOR, 'BUFF KIPFICE', HEIGHT, MEDIUM 	<ul style="list-style-type: none"> C3 PAINT, DUN EDWARDS, COLOR, 'ARTIQUE NOIR DECOR' C4 PAINT, DUN EDWARDS, COLOR, 'HEITEL BLUE DET 564' 	<ul style="list-style-type: none"> C5 METAL STANDING SEAM ROOFING, INCL. ULTRA DECK, 18" RISE PANEL, 24 GAUSE COLOR, GALVALUME C6 SPANISH TILE, EMILE PRODUCTS HEATSEAL, COLOR, TERRACOTTA RANGE C7 METAL CANOPY PAINTED DUN EDWARDS, COLOR, 'GENTLE BLUE DET564' 	<ul style="list-style-type: none"> C8 STUCCO FINISH, DUN EDWARDS COLOR, STUCCO TAN DEKOR C9 STUCCO FINISH, DUN EDWARDS COLOR, HANDMAVEN (DARK TAN) DEKOR

PALM AVE SELF STORAGE
PALM AVENUE, RIVERSIDE, CA

SCHEME B
BLDG. C - ELEVATIONS

SEE DRAWING SET FOR COMPLETE AND REVISIONS OF THIS DOCUMENT.
 JOB NUMBER: 16-1021
 SCALE: 1/4" = 1'-0"
 DATE: 02/09/2017





KEYNOTES	CMU	PAINT	ARCHITECTURAL ELEMENT	STUCCO FINISH	
<ul style="list-style-type: none"> 1 CMU 'MULTI-FACE' HALL 2 CMU 'HOTELAST' HALL 3 SPANISH TILE 4 CORNICE 5 SHINGE DOOR 6 SURVIVE BY OTHERS 7 PAUK ROLL-UP DOORS 8 STEEL CANOPY 9 PRE-FINISHED LIGHT GA. GALVALINE STANDING SEAM METAL ROOFING SYSTEM 	<ul style="list-style-type: none"> 10 ALUM. & GLASS STOREFRONT 11 PRE-FINISHED ROLL-UP DOORS 12 ARCHITECTURAL ELEMENT 13 STUCCO FINISH 14 HOOD LATTICE TRUSSIS 15 METAL DOWNSPUT AND BUTTER 	<ul style="list-style-type: none"> C1 ORGO BLOCK, 8x16x8 SPLIT FACE COLOR: 'CHESTNUT' HEIGHT: MEDIUM C2 ORGO BLOCK, 8x16x8 SHOTBLAST COLOR: 'SLUFF' HEIGHT: MEDIUM 	<ul style="list-style-type: none"> C3 PAINT: DUNN EDWARDS, COLOR: ANTIQUE ROSE DEC702 C4 PAINT: DUNN EDWARDS, COLOR: GENTLE BLUE DE7154 	<ul style="list-style-type: none"> C5 METAL STANDING SEAM ROOFING: MISC. ULTRA DECK, 18" HOE PANEL, 24 GAUGE, COLOR: GALVALINE C6 SPANISH TILE: SABLE PRODUCTS WEATHERHEAD, COLOR: TERRAZZOTA RANGE C7 METAL CANOPY PAINTED DUNN EDWARDS, COLOR: GENTLE BLUE DE7154 	<ul style="list-style-type: none"> C8 STUCCO FINISH: DUNN EDWARDS, COLOR: STUCCO TAN DE8208 C9 STUCCO FINISH: DUNN EDWARDS, COLOR: HANDBOVEN (DARK TAN) DE8200

PALM AVE SELF STORAGE

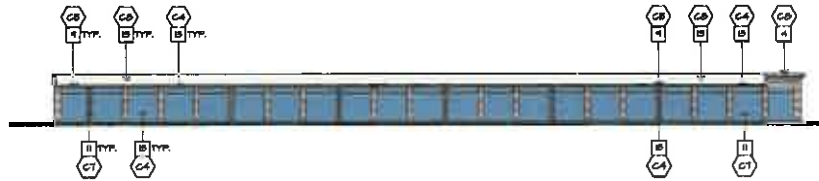
PALM AVENUE, RIVERSIDE, CA

SCHEME B

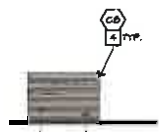
BLDG. D - ELEVATIONS

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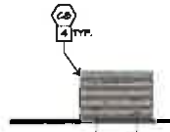




SOUTH



WEST



EAST



NORTH

KEYNOTES	CMU	PAINT	ARCHITECTURAL ELEMENT	STUCCO FINISH
<ul style="list-style-type: none"> 1 CMU "SPLIT-FACE" WALL 2 CMU "SHOTBLAST" WALL 3 SPANISH TILE 4 CORNICE 5 SWING DOOR 6 SIGNAGE BY OTHERS 7 PAINT ROLL-UP DOORS 8 STEEL CANOPY 9 PRE-FINISHED LIGHT GA. GALVALUME STANDING SEAM METAL ROOFING SYSTEM 10 ALUM. & GLASS STOREFRONT 11 PRE-FINISHED ROLL-UP DOORS 12 ARCHITECTURAL ELEMENT 13 STUCCO FINISH 14 WOOD LATTICE TRELLIS 15 METAL DOWNPOUT AND GUTTER 	<p>C1 OREGO BLOCK, SWING SPLIT FACE. COLOR: "CHESTNUT" HEIGHT: MEDIUM</p> <p>C2 OREGO BLOCK, SWING SHOTBLAST. COLOR: "BUFF HUNTING". HEIGHT: MEDIUM</p>	<p>C3 PAINT: DAN EDWARDS, COLOR: ANTIQUE ROSE DECO72</p> <p>C4 PAINT: DAN EDWARDS, COLOR: GENTLE BLUE DEY 564</p>	<p>C5 METAL STANDING SEAM ROOFING - MISC. ULTRA DECK, 1/4\"/> <p>C6 SPANISH TILE, SABLE PRODUCTS WEATHERHEAD, COLOR: TERRACOTTA RANGE</p> <p>C7 METAL CANOPY PAINTED DAN EDWARDS, COLOR: GENTLE BLUE DEY 564</p> </p>	<p>C8 STUCCO FINISH DAN EDWARDS COLOR: STUCCO TAN DEBOS</p> <p>C9 STUCCO FINISH DAN EDWARDS COLOR: HANSEN/RYEN (DARK TAN DEBOS)</p>

PALM AVE SELF STORAGE

PALM AVENUE, RIVERSIDE, CA

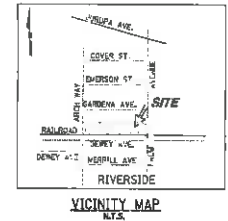
SCHEME B

BLDG. E - ELEVATIONS

JOB NUMBER: 16-1021
 SCALE: 1/4" = 1'-0"
 DATE: 02/09/2017



IN THE CITY OF RIVERSIDE, CALIFORNIA
PRELIMINARY GRADING EXHIBIT
 PALM AVE SELF STORAGE

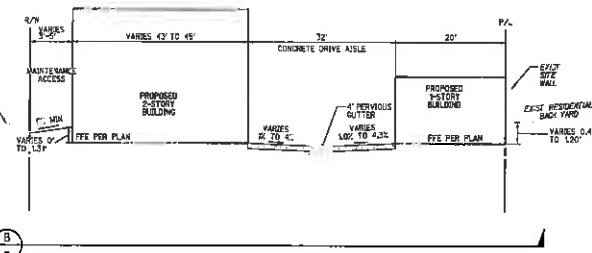
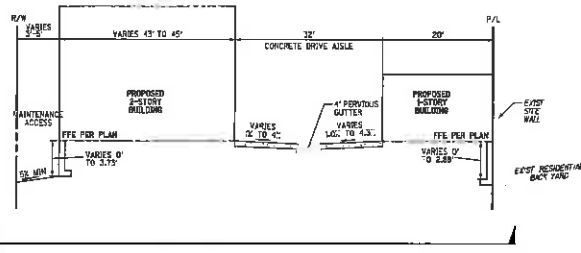
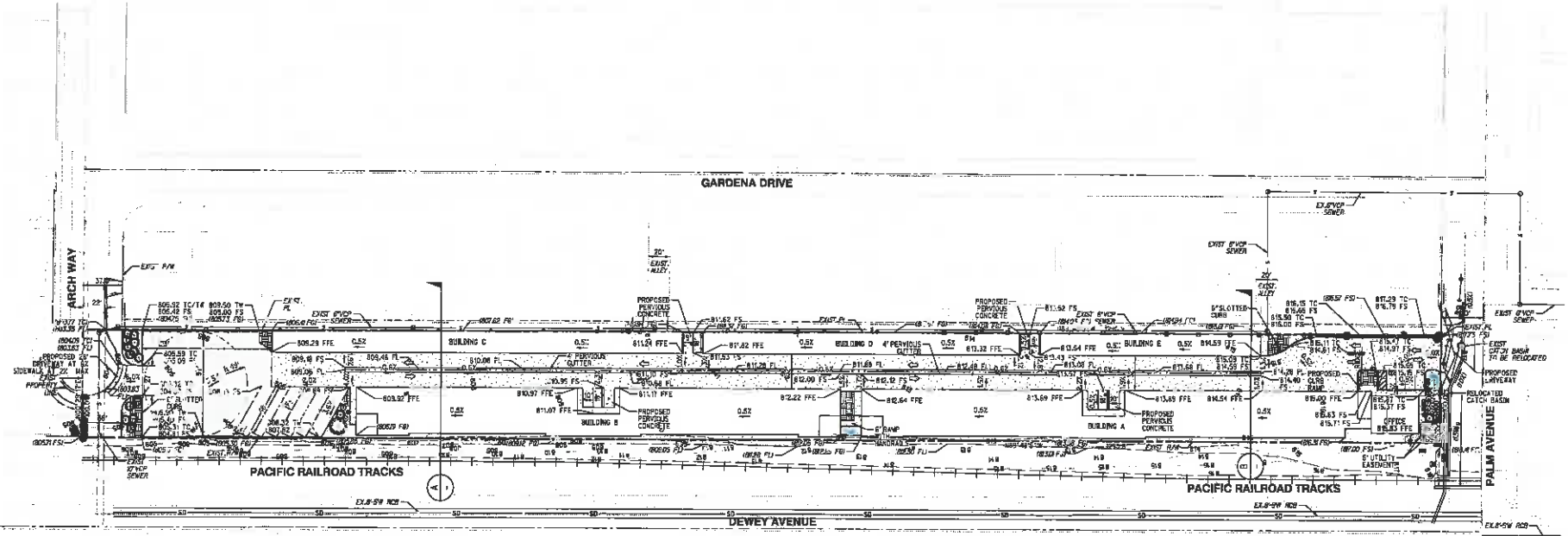


ABBREVIATIONS

EXISTING ---EXIST
 FINISHED FLOOR ELEVATION ---FFE
 FINISHED GRADE ELEVATION ---FG
 FLOW LINE ELEVATION ---FL
 FINISHED SURFACE ELEVATION ---FS
 TOP OF CURB ELEVATION ---TC

LEGEND

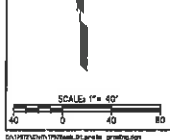
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 PROPOSED CURB ---
 PROPOSED PCC CONCRETE ---
 PROPOSED PERVIOUS CONCRETE ---
 PROPOSED BIOPRETENTION AREA ---
 PROPOSED LANDSCAPE ---
 PROPOSED AC PAVEMENT ---
 EXISTING ELEVATION --- (R250) F3
 PROPOSED ELEVATION --- (R250) F3



APPLICANT/OWNER/DEVELOPER
 KINGSFIELD DEVELOPMENT CORP.
 7711 INDIAN AVENUE, SUITE 300
 RIVERSIDE, CA 92504
 PHONE 951-782-6649
 ATTN: DAVID PEERY

CIVIL ENGINEER
 RICK ENGINEERING COMPANY
 1775 VERA AVENUE, SUITE 100
 RIVERSIDE, CA 92504
 PHONE 951-782-6723
 FAX 951-782-6723
 ATTN: KRISTIN WISBMAN

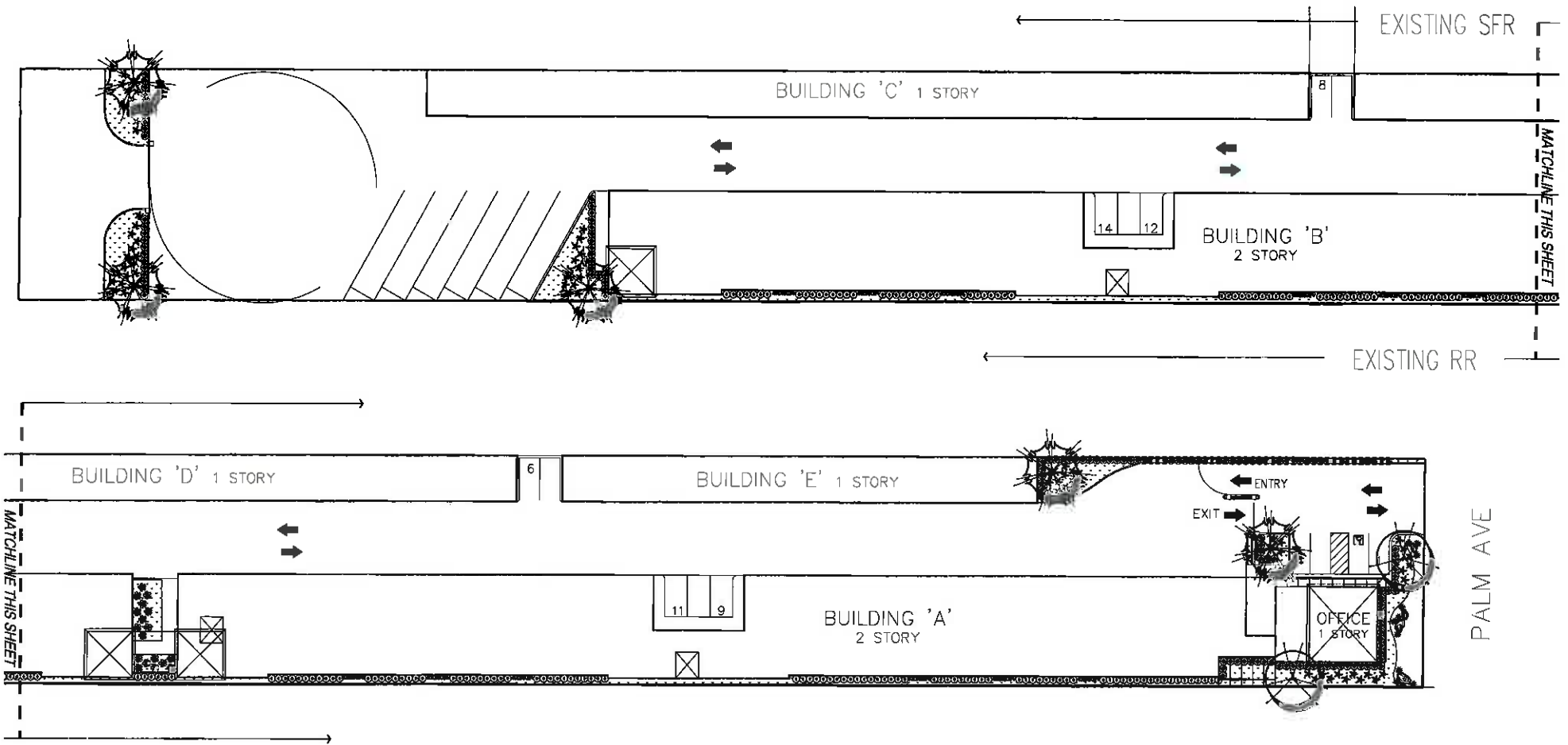
ASSESSOR'S PARCEL NUMBER
 286-332-022 & 286-332-023



DATE PREPARED: JANUARY 27, 2017
PRELIMINARY GRADING EXHIBIT
PALM AVE SELF STORAGE
 CITY OF RIVERSIDE
 IN THE COUNTY OF RIVERSIDE, CALIFORNIA

RICK ENGINEERING COMPANY
 1775 VERA AVENUE, SUITE 100
 RIVERSIDE, CA 92504
 PHONE 951-782-6723
 FAX 951-782-6723
 ATTN: KRISTIN WISBMAN

RED DATE: 05-FEB-2017



PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE
	CHITALPA TASHKENTENSIS 'PINK DAWN'	CHITALPA	24" BOX STANDARD
	RHUS LANCEA	AFRICAN SUMAC	24" BOX STANDARD

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE
	PHORMIUM 'BRONZE BABY'	NEW ZEALAND FLAX	5 GAL.
	CALLISTEMON 'COMPACTA'	BOTTLEBRUSH SHRUB	5 GAL.
	DIETES BICOLOR	FORTNIGHT JILY	5 GAL.
	RHAPHIOLEPIS UMBELLATA 'INDOR'	YEDDOW HAMTHORN	5 GAL.
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL.
	HAROLDENBERGIA 'HAPPY WANDERER'	PURPLE LIAC VINE	5 GAL.

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE
	MYOPORUM PARV. PUTAH CREEK	MYOPORUM	1 GAL @ 36" O.C.
	DECOMPOSED GRANITE	STABILIZED D.G.	3" LAYER - 1/4" MINUS
	DECORATIVE ANGULAR BOULDERS	18" TO 30" DIA	

CONCEPTUAL LANDSCAPE PLAN
PALM AVE. SELF STORAGE - RIVERSIDE, CA.

SCALE: 1"=20'-0"

cta CHARLES TROWBRIDGE AND ASSOCIATES
 17011 SANDHILL AVENUE
 SANTA ANA, CA 92705
 PH (714) 333-5566 FAX (714) 333-9467
 charles.cta@gmail.com
 landscapearchitecture.us #2343

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

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

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

DATE OF HEARING: May 11, 2017

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1085RI17 – Palm Avenue Storage, LLC – City of Riverside Planning Case Nos. P17-0228 (Rezone), P17-0097 (Design Review), P17-0098 (Variance), P17-0099 (Variance). The applicant proposes to construct a self-storage facility which includes five self-storage buildings totaling 96,022 square feet, a 1,575 square foot management office with a 1,575 square foot manger's residence on 2.73 acres. The applicant also proposes two variances to allow an increase in building lot coverage from 10% to 50%, and to allow an increase in building height to two stories with a maximum height of 36 feet. The applicant also proposes a rezone for the property to add the Commercial Storage Overlay over the existing R-1-7000 Single Family Residential zoning. The project is located westerly of Palm Avenue, southerly of Gardena Drive, and northerly of the Metrolink rail line. [The Commission may further recommend that the Airport Protection Overlay [Zones D and E]] also be added. (Airport Compatibility Zone D and E of the Riverside Municipal Airport Influence Area).

FURTHER INFORMATION: Contact Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Sean Kelleher of the City of Riverside Planning Division at (951) 826-5712.

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

ALUC Identification No.

ZAP1085 RI17

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 3/23/17
 Property Owner Palm Ave. Storage, LLC Phone Number 951-756-4647
 Mailing Address 7111 Indiana Avenue
Suite 300
Riverside, CA 92504

Agent (if any) N/A Phone Number _____
 Mailing Address _____

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address 6289 Palm Ave.
Riverside, CA 92504
 Assessor's Parcel No. 226-332-022 and 226-332-023 Parcel Size 2.73 Acres
 Subdivision Name _____ Zoning _____
 Lot Number _____ Classification _____

Riv.
O, E

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Vacant Unimproved Land

Proposed Land Use (describe) Self Storage facility comprised of a mix of one and two story buildings - 99,172 Square Feet - gross building size.
76,818 rentable square footage

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) N/A
 For Other Land Uses Hours of Use 6:00 a.m. - 7:00 p.m.
 (See Appendix C) Number of People on Site Maximum Number 18
 Method of Calculation Formula per SD Assoc. of Governments - 76,818 rentable/1,000 sq. ft. trips per days = 192 trips per day/12 open hours = 16 ppl + 2 staff = 18 total

Height Data Height above Ground or Tallest Object (including antennas and trees) 40 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 858,41 ft.

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

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received		Type of Project
Agency Name	<u>City of Riverside</u>	<input type="checkbox"/> General Plan Amendment
Staff Contact	<u>Sean Kelleher</u>	<input checked="" type="checkbox"/> Zoning Amendment or Variance
Phone Number	<u>91-826-5712</u>	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	<u>P17-0097, P17-0098, P17-0099</u>	<input type="checkbox"/> Use Permit
	<u>P17-0228 (12)</u>	<input type="checkbox"/> Public Facility
		<input checked="" type="checkbox"/> Other <u>Variance</u>

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.8

HEARING DATE: May 11, 2017

CASE NUMBER: ZAP1075FV17 – Rancho Springs Medical Center/Southwest Healthcare System (Representative: Kathryn Wright, Heliplanners)

APPROVING JURISDICTION: City of Murrieta

JURISDICTION CASE NO.: RP 2016-1115 (Revised Permit)

MAJOR ISSUES:

Hospital patients and persons in the immediate vicinity could experience high noise levels during helicopter operations. However, based on the applicant’s noise study, the average weighted noise levels would not exceed limits. The flight paths will be aligned along Interstate 215 Freeway to minimize additional noise impacts upon area residents.

RECOMMENDATION:

If the Commission accepts the findings of the noise study, staff recommends that the proposed emergency medical service helicopter landing site be found CONSISTENT with the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, subject to the conditions specified herein.

PROJECT DESCRIPTION:

RP 2016-1115 is a proposal to formally recognize the use of a grassy area southerly of the women’s center building on the Rancho Springs Medical Center campus as an Emergency Medical Service (EMS) Helicopter Landing Site. The facility will not be marked or lighted, as such marking and lighting is prohibited for EMS landing sites by State law, in order to distinguish them from hospital helistops and other heliports. EMS landing sites do not require the issuance of a State Heliport Permit. As such, the facility may only be used for emergency medical services, as defined in State law, including transport of critically ill or injured patients to hospitals with more intensive care facilities or specialization.

PROJECT LOCATION:

The landing site is located southeasterly of the terminus of Medical Center Drive, easterly of Hancock Avenue, northerly of Murrieta Hot Springs Road, and westerly of Interstate 215. Rancho Springs Medical Center, a hospital, has an address of 25500 Medical Center Drive. The property is not located within an existing Airport Influence Area.

INTRODUCTION – BASIS FOR REVIEW

The Riverside County Airport Land Use Compatibility Plan (RCALUCP) Policy Document, adopted on October 14, 2004, articulates “procedures and criteria” that the Airport Land Use Commission (ALUC) “shall utilize when evaluating certain types of airport development proposals that...are subject to ALUC review and are addressed by the Compatibility Plan.” In the case of a new airport or heliport, the proposal may be approved if it is consistent with the specific review policies listed in Section 5.2 of the Countywide Policies.

The ALUCP further states that, in its review of an Airport Master Plan or Airport Layout Plan, the Commission shall focus on the noise, safety, airspace protection, and overflight impacts on the surrounding land uses and must base its review on the proposed airfield design. In this regard, one of the critical issues is whether existing and/or approved land uses in the surrounding area would be considered incompatible with the heliport if the heliport were already in existence. Another critical issue is whether the proposal includes measures to mitigate the noise, safety, airspace protection, and overflight impacts on surrounding land uses. (Such measures could potentially include the siting of flight tracks so as to minimize impacts, selection of operational procedures to minimize impacts, installation of noise barriers or structural noise insulation, and/or acquisition of property interests on the impacted land.)

With regard to noise, any proposed construction or alteration “that would result in a significant increase in cumulative noise exposure (measured in terms of CNEL) shall include measures to reduce the exposure to a less-than-significant level.” “In locations having an existing ambient noise level of less than 55 dB CNEL, a project that would increase the noise level by 5.0 dB or more” would be considered to result in a significant noise increase. However, in areas with existing ambient noise levels of 55-60 CNEL, a project that would increase the noise level by 3.0 dB or more would be considered to result in a significant noise increase. In areas with existing ambient noise levels greater than 60 CNEL, a project that would increase the noise level by 1.5 dB or more would be considered to result in a significant noise increase.

EMS HELICOPTER LANDING SITES VIS-À-VIS HELIPORTS:

According to an informational document prepared by the State of California Division of Aeronautics, Emergency Medical Service (EMS) Helicopter Landing Sites are exempt from the requirement for State Permits to operate. Rather than being permitted by the State, they are “designated ...by an officer authorized by a public safety agency, as defined in PUC Section 21662.1, using criteria that the public safety agency has determined is reasonable and prudent for the safe operation of EMS helicopters.” (California Code of Regulations, Title 21, Section 3527(g)) Such a determination has been made by the City of Murrieta Fire Department.

Furthermore, EMS Helicopter Landing Sites must not be marked as a permitted heliport and may only be used for emergency medical purposes. There is also an activity limitation. They may not be used, over any twelve-month period, for more than an average of six landings per month with a patient or patients on the helicopter, except to allow for adequate medical response to a mass

casualty event, even if that response causes the site to be used beyond these limits. (There does not seem to be a limit on departures.)

The informational document, prepared in 1997, states that the intent of the legislation was to “allow small or rural medical facilities to accept an occasional emergency patient or transfer a patient to a higher care level hospital. The author further opines that “[b]eing designated as an EMS Helicopter Landing Site with the intent of being used on a regular basis seems inappropriate and could be considered an attempt to circumvent the law” and proceeds to encourage hospitals to develop permitted heliports.

“Emergency aircraft flights for medical purposes” are defined in Section 21662.4 of the California Public Utilities Code as flights for the transportation of any of the following:

- 1) Patients accompanied by licensed or certificated medical attendants such as paramedics, nurses, physicians, and respiratory therapists.
- 2) Surgical transplant teams for the purpose of procuring human organs for reimplantation in recipients.
- 3) Organ procurement agency coordinators responding to a potential donor
- 4) Temporarily viable human organs such as a heart, liver, lungs, kidneys, and pancreas, and human tissue, blood, or blood components.
- 5) Human tissue and blood samples for clinical testing to determine compatibility between a donor and a recipient.
- 6) Mechanical adjuncts or biological replacements for human organs.
- 7) Medical equipment and supplies.
- 8) Aircraft or equipment used during a medical emergency, or emergency personnel and first responders involved in treating the medical emergency, for the purpose of returning to its base of operation.”

“Emergency aircraft flights for medical purposes” do not include the transportation of medical personnel to attend seminars, conferences, or speaking appearances in which undue delay would not jeopardize any patient’s medical condition.”

NOISE STUDY:

A noise study was prepared by Meridian Consultants, LLC and submitted to ALUC staff. The acoustical study is predicated on an assumption of eight operations per month. Use of the Airbus H145 (formerly the Eurocopter EC135), which produces a higher noise level than the other helicopter models that might be used, was assumed in the model in order to generate a “worst-case” noise scenario.

The consultant selected four sensitive receptor locations for the analysis, along Jackson Avenue, Walsh Center Drive, Rockcrest Drive, and Hancock Avenue. Ambient noise levels were measured over a 24-hour period at each site. Average exterior noise levels at these sites varied from a low of 60.4 CNEL to a high of 72.8 CNEL, with nighttime Leq levels ranging from 51.1 to 64.3 DB(A).

The noise study utilized the SoundPLAN model to determine the potential future noise levels from the operation of the EMS Landing Site. The model projects that the occasional helicopter operations would have no effect on future average noise levels, in that the CNEL levels resulting from EMS landing site operations are well below the ambient background CNEL generated by future traffic. The CNEL from helicopter operations will not result in an increase in the CNEL based on existing modeled traffic levels. Furthermore, the CNEL from helicopter operations will in all cases be at least 37 decibels less than the measured ambient noise level.

The noise study does not include a single-event noise level analysis or discussion. However, a flight was conducted and hourly average noise levels were determined for an hour prior to the flight and the hour in which the flight took place. The results revealed that the one-hour Leq average noise level during a daytime flight (between Noon and 1:00 P.M.) would increase by up to 0.6 dB at Site 3 and 0.4 dB at Site 1. These levels are in compliance with the above-referenced Countywide Policies. (Due to other factors, the noise levels during the hour that included the flight actually declined at the other two measurement sites.)

FAA AIRSPACE DETERMINATION:

On January 9, 2017, the Federal Aviation Administration issued a determination that the landing area proposal (Airspace Case No. 2016-AWP-1853-NRA) “will not adversely affect the safe and efficient use of airspace by aircraft.”

AIRPORT LAND USE COMMISSION STAFF RECOMMENDED CONDITIONS:

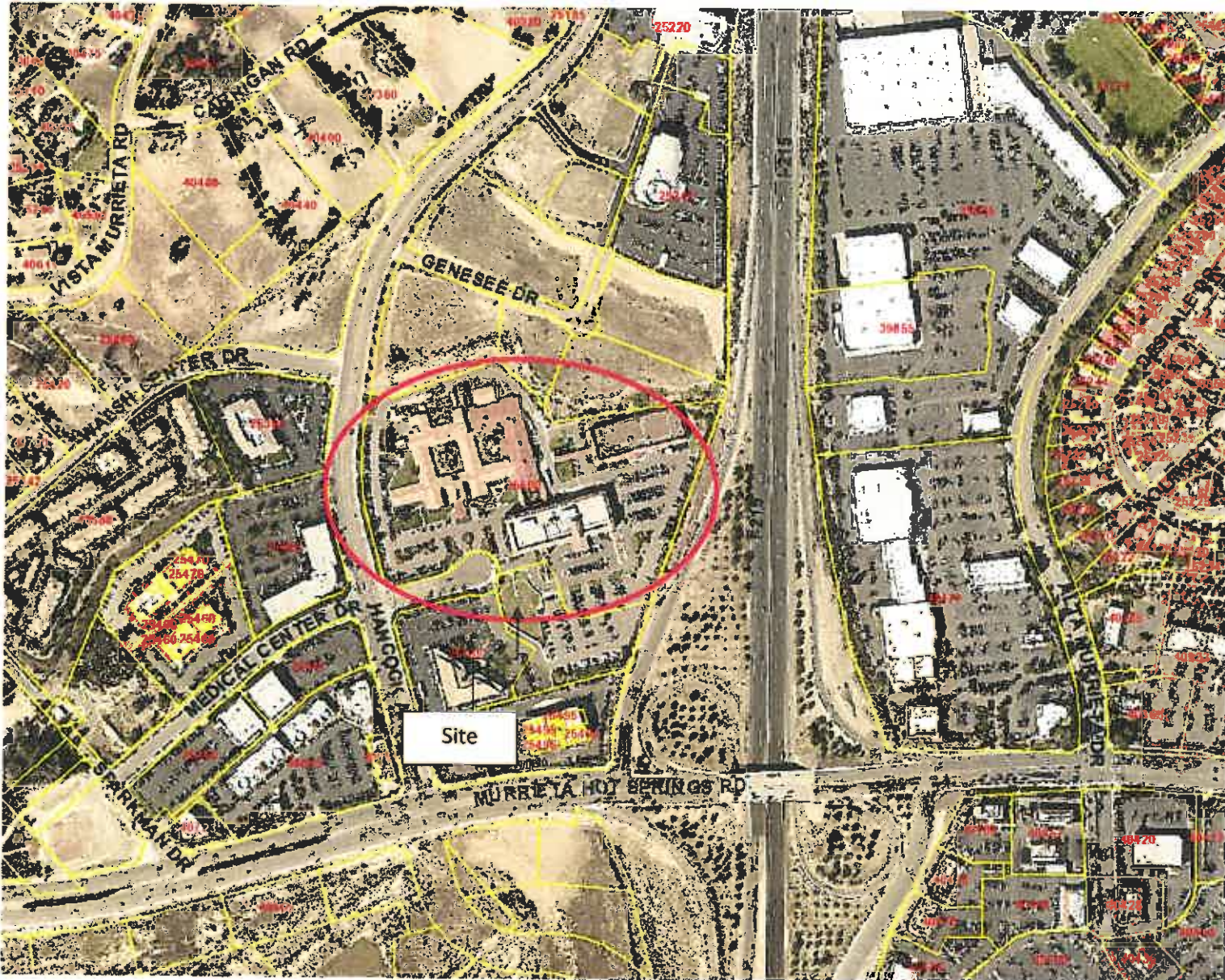
1. The applicant shall continuously maintain a valid designation of the facility as an Emergency Medical Service (EMS) Landing Site via a written determination by an officer of an authorized public safety agency, as defined in Section 21662.1 of the State of California Public Utilities Code, that the site is “reasonable and prudent for the safe operation of EMS helicopters.”
2. Establishment and operations shall comply with the recommendations and requirements of the Federal Aviation Administration letter dated January 9, 2017, a copy of which is attached hereto.
3. The applicant shall implement the safety enhancement measures specified on pages 3.0-2 and 3.0-3 of the attached Project Description and as depicted on Figure 3.0-1, Obstruction Clearance Exhibit.
4. Use of the EMS Landing Site shall be limited to “emergency aircraft flights for medical purposes as defined in Section 21662.4 of the California Public Utilities Code.
5. The number of landings with one or more patients on the helicopter is limited to an average of six per month over any rolling 12-month period, except to allow for adequate medical response to a mass casualty event.

Staff Report
Page 5 of 5

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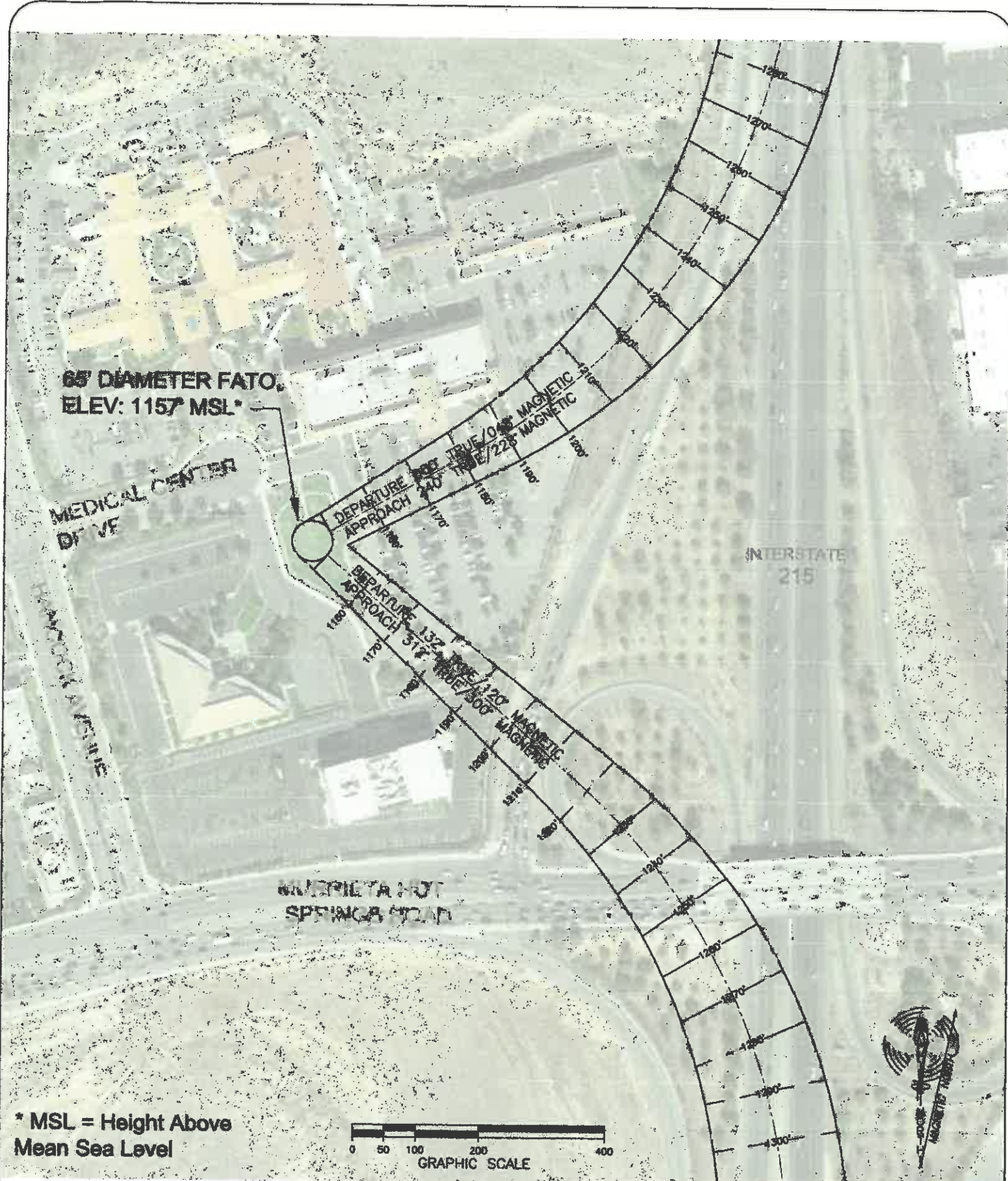
RANCHO SPRINGS MEDICAL CENTER (RSMC)

EMS HELICOPTER LANDING SITE



RSMC Site Photos





Rancho Springs Medical Center
EMS Landing Site
Flight Path Exhibit

Date: 01-26-2017
 Rev 1: _____
 Rev 2: _____
 Rev 3: _____

Heliplanners www.heliplanners.com
 Aviation Planning Consultants



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

P.O. Box 92007
Los Angeles, CA 90009-2007

January 9, 2017

Illya Esposito
Rancho Springs Medical Center
25500 Medical Center Drive
Murrieta, CA 92562

Dear Illya Esposito:

Rancho Springs Medical Center EMS
Private Use Heliport
Airspace Case No. 2016-AWP-1853-NRA
Lat. 33-33-27.89 N, Long. 117-11-00.40 W (NAID 83)

The Federal Aviation Administration (FAA) has completed an airspace study from an airspace utilization standpoint of the proposal submitted by you, on FAA Form 7480-1, *Notice of Landing Area Proposal*, for a private use heliport two nautical miles east of Murrieta, California. Our aeronautical study has determined that the subject private use heliport will not adversely affect the safe and efficient use of airspace by aircraft. Therefore, the following conditions must be met:

- a. Established helipad latitude and longitude are as listed above, based on the North American Datum of 1983 (NAID 83).
- b. Operations are to be conducted at this facility only during Visual Flight Rule (VFR) conditions, for private use only, and in accordance with the restrictions/requirements of the overlying class of airspace.
- c. The landing areas operator shall ensure and maintain obstruction-free routes of ingress/egress to landing area.
- d. The proposed heliport shall comply with the state and local requirements.
- e. We recommend enhancing the safety of heliport operations by:
 1. All helicopter approach/departure operations should be conducted on 040 degrees to 120 degrees ingress/egress heading, using the center of the heliport as the reference point.
 2. Trim trees and lower lights that penetrate approach/departure surfaces.
 3. Install obstruction lighting on obstacles.

4. Reexamine obstacles in the vicinity of the approach/departure paths in accordance with AC 150/5390-2C, paragraph 409(e).
5. Refer to AC 150/5390-2C, in establishing an acceptable level of safety for helicopter operations at this heliport.
6. Restrict access to pad during helicopter operations.
7. Consider use of portable lighting during night operations.
8. Publish and distribute helicopter operational procedures to operators and pilots.

If all of the aforementioned conditions are met, the FAA has no objection to the establishment of the proposed landing area.

This airspace study did not include an environmental review to determine whether or not the proposed development is environmentally acceptable in accordance with the National Environmental Policy Act of 1969 (Public Law 91-190).

This determination does not mean FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effect the proposal would have on existing or planned traffic patterns of neighboring airports, the effect it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and known natural objects within the affected area would have on the heliport proposal. Also, this determination in no way preempts or waives any ordinances, laws, or regulations of any other government body or agency.

The FAA cannot prevent the construction of structures near heliports. The facility environs can only be protected through such means as local zoning ordinances or acquisition of property rights.

We are enclosing a graphic depiction of the proper vertical clearances, which should be maintained between the approach/departure surfaces to a landing area and highways for rotor wing operations. Please note that a 17-foot minimum clearance is required for interstate highways. Figure Number 2 is incorporated herein and made a part of this determination.

Also enclosed is the Master Record, FAA Form 5010-5. Within 30-days after the landing area becomes operational, we would appreciate you adding the heliport to this form, signing, dating and returning it to this office, so your facility can be included in the FAA Airport Data System.

This determination expires on **July 31, 2018**, unless it is otherwise extended, revised, or terminated, or the facility is constructed before that date. An extension may be requested through our office, if necessary up to 15-days prior to this expiration date.

Sincerely,



Darlene Williams
Airport Planner/PFC Specialist

Enclosures: FAA Form 5010-5, Figure 2

cc: AJR-32/Karen McDonald
CALTRANS

3.0 PROJECT DESCRIPTION

3.1 PROPOSED PROJECT

The Rancho Springs Medical Center (RSMC) Emergency Medical Services (EMS) Landing Site Project would provide RSMC with the ability to continue to utilize EMS helicopter services to quickly transport critically injured people to/from other medical facilities that have a higher level of emergency care available.

The proposed Project would authorize the continued operation of the EMS landing site at the RSMC through the issuance of a Conditional Use Permit (CUP) by the City of Murrieta. Minor physical improvements including safety enhancements to the light standards bordering the landing site, and implementation of regular tree-trimming and pruning maintenance to ensure compliance with Federal Aviation Administration (FAA) safety and obstruction clearance criteria are proposed. No changes to the existing EMS helicopter flight operations would occur.

3.2 PROJECT LOCATION

The proposed Project is located in the City of Murrieta within the County of Riverside, as shown in **Figure 2.0-1, Regional Location**. Interstate 215 (I-215) and Interstate 15 (I-15) bisect the City and provide key regional north–south and east–west links between the surrounding Los Angeles, San Bernardino, Orange, and San Diego Counties.

As shown in **Figure 2.0-2, EMS Landing Site Location**, the Project site is located approximately 620 feet west of I-215 and approximately 0.4 miles northeast of I-15. More specifically, the proposed Project is located south of the Women’s Center and just west of the RSMC’s southern surface parking lot, as shown in **Figure 2.0-2**. The 13-acre RSMC campus, located at 25500 Medical Center Drive, is bound by vacant land and scattered residential and medical office uses to the north; Murrieta Hot Springs Road to the south; Hancock Avenue to the west; and I-215 to the east. Medical Center Drive bisects the center of the RSMC campus from Hancock Avenue, as shown in **Figure 2.0-2**.

3.3 PROJECT DESCRIPTION

The proposed Project would authorize the continued operation and functions of the existing 0.5-acre EMS landing site, as defined by the California Code of Regulations (CCR) for an EMS Landing Site (refer to **Section 1.3, Background**).¹ The proposed Project includes minor improvements to the existing EMS landing site.

The existing EMS landing site is located south of the Women’s Center and adjacent to the west of RSMC’s southern surface parking lot. Similar to the existing site operations described in **Section 2.0**,

¹ California Code of Regulations, tit. 21, sec. 3527(g), Definitions, EMS Landing Site.

Environmental Setting, vehicular access to the site would be from Medical Center Drive, which bounds the site on the north. Ground access to emergency medical facilities would be provided to the Women’s Center building, is located approximately 130 feet to the northeast of the EMS Landing site, by an existing concrete walkway and a striped pedestrian crosswalk on Medical Center Drive (refer to Photo 1 in **Figure 2.0-3, Existing Site Conditions**).

Currently, two light standards exist around the eastern perimeter of the EMS landing site for parking lot safety (refer to Photo 4 in **Figure 2.0-3**). The RSMC also utilizes portable perimeter lights during nighttime operations of the EMS landing site. A painted white landing dot exists in the center of the EMS landing site (refer to Photo 2 in **Figure 2.0-3**), and an internally lit windsock is mounted on the roof of the Women’s Center to the north (refer to Photo 3 in **Figure 2.0-3**). In addition, a fire hydrant is located at the northeast corner of the Project site (refer to Photo 3 in **Figure 2.0-3**) in accordance with the City’s Municipal Code, Section 15.24 which adopts by reference the California Fire Code.²

The minor improvements proposed by the Project and Federal Aviation Administration (FAA)³ recommendations include safety enhancements to the light standards bordering the landing site and implementation of regular tree-trimming and pruning maintenance to minimize potential obstructions to the EMS landing site, in compliance with FAA safety and obstruction clearance criteria. The following safety enhancements are proposed as part of the Project:

- Two light standards labelled “1” and “2” on **Figure 3.0-1, Obstruction Clearance Exhibit**, located east of the EMS landing site, would be lowered to 1 foot above the adjacent tree and equipped with steady-burning red obstruction lights in accordance with FAA Advisory Circular 70/7460-1L, Obstruction Marking and Lighting⁴ to prevent lights that may potentially penetrate approach/departure surfaces. Three light standards labelled “3”, “4”, and “5” on **Figure 3.0-1**, located along the southern portion of the EMS landing site would be removed and replaced with low bollards with a maximum height of 5 feet. Two light standards labelled “6” and “7” on **Figure 3.0-1**, located within the parking lot southeast of the EMS landing site would be equipped with steady-burning red obstruction lights in accordance with FAA Advisory Circular 70/7460-1L to prevent lights that may potentially penetrate approach/departure surfaces.
- Regular tree-trimming and pruning maintenance would be implemented to prevent penetration into approach/departure surfaces and accommodate landing zone requirements in accordance with FAA AC 150/5390-2C, Heliport Design.⁵ The two trees labelled “A” and “B” on **Figure 3.0-1** located to the east of the EMS landing site, would be trimmed approximately 10 feet and 5 feet, respectively. The

2 California Code of Regulations, 2013 California Fire Code, tit. 24, pt. 9 (January 2014).

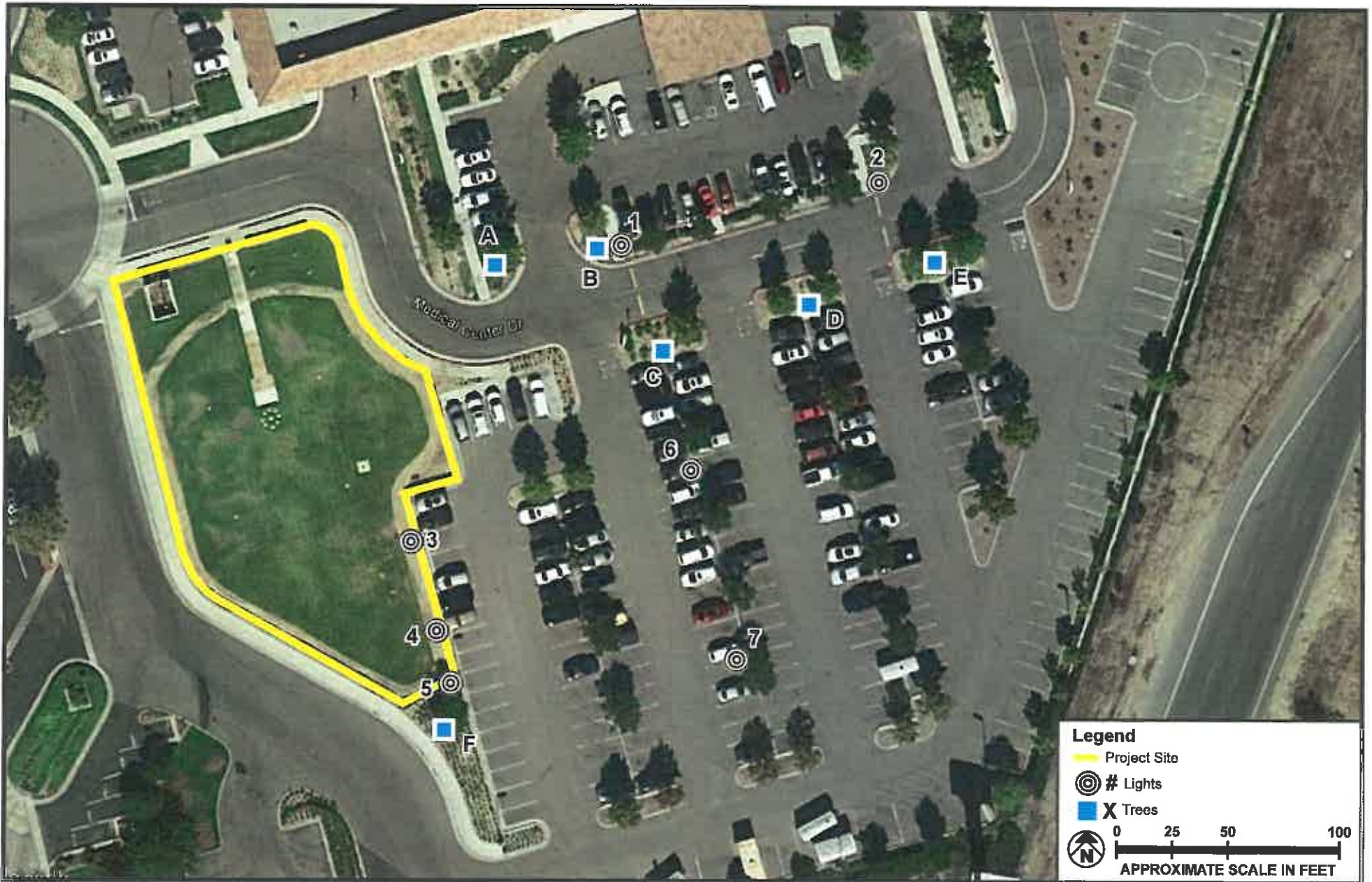
3 FAA Airspace determination letter dated January 9, 2017 from Darlene Williams (FAA) to Illya Esposito (RSMC): Rancho Springs Medical Center EMS Private Use Heliport Airspace Case No. 2016-AWP-1853-NRA

4 Federal Aviation Administration, Advisory Circular 70/7460-1L, Obstruction Marking and Lighting, October 8, 2016.

5 Federal Aviation Administration, Advisory Circular 150/5390-2C, Heliport Design, April, 24, 2012.

three trees labelled “C”, “D”, “E” on **Figure 3.0-1** lining the south side of driveway directly under the flight path, would be trimmed approximately 6 feet. The tree labelled “F” in **Figure 3.0-1** located to the south of the EMS landing site would be removed and replaced with shrubbery.

- Under FAA criteria, several parking spaces bordering the landing area beneath the southeastern approach/departure surface would be removed.



SOURCE: Google Earth - 2017

FIGURE 3.0-1

Other trees and light standards that are located throughout the RSMC campus surrounding the EMS landing site do not impose any obstacles and are clear of the designated approach and departure patterns. Parking, bicycle, and pedestrian traffic would be prohibited within the EMS landing site area. RSMC security personnel and staff would continue to supervise helicopter operations.

The EMS landing site would be reserved and used exclusively for medical emergencies. Flight paths to and from the EMS landing site would be approved by the City through the CUP. Pilots would be committed to use only the prescribed flight paths from the northeast and southeast, as illustrated in **Figure 2.0-1**, unless conditions favored alternate approaches or departures. Airspace determination conditions from the FAA state that all helicopter approach/departure operations be conducted on 40 degrees to 120 degrees ingress/egress heading, using the center of the heliport as the reference point. Over a 12-month period, no more than an average of six landings per month with a patient or patients on the helicopter would be permitted (maximum of 72 inbound flights a year), not including mass casualty incidents.

It is anticipated that the most common type of helicopters that would utilize the EMS landing site include the Airbus Helicopters H135 and H145 (formerly named the Eurocopter EC135 and EC145). The H135 and H145 are twin-engine civil helicopters with an overall length of approximately 40 feet.⁶ The maximum takeoff weight is between approximately 6,570 and 8,150 pounds with a passenger capacity of approximately 7 to 10 people (including crew) for the H135, and H145, respectively. Based on their specifications, the H135 and H145 are common helicopters utilized for EMS operations around the world.

Furthermore, RSMC would establish the following design features as part of the proposed Project:

- Maintain appropriate lighting for night landings;
- Provide for appropriate fire extinguisher requirements;
- Maintain a minimum 100-foot landing area, clear of obstructions and hazards;
- Maintain a white landing dot in the center of the landing zone;
- Prevent parking, bicycle and pedestrian traffic in the proposed landing zone;
- Designate an appropriate safety area surrounding the landing zone;
- Mount and maintain a lighted (FAA approved) windsock in an unobstructed area of the designated landing zone;

6 Airbus Helicopters, "Helicopter Models," <http://airbushelicoptersinc.com/products/>, accessed December 2016.

- Implement operational protocols that would ensure security personnel will physically respond to the designated landing zone to secure the site prior to landing or take off;
- Publish and distribute helicopter operational procedures to operators and pilots; and
- Maintain the removal of trees, vegetation, parking spaces, etc. to accommodate landing zone requirements.

3.4 PROJECT SCHEDULE

Implementation of the proposed EMS landing site improvements is anticipated to start in early 2017 and take approximately 1 week to complete. The use of heavy equipment would not be required, nor would any off-site improvements occur outside the RSMC campus. The improvements would require the disassembly and lowering of the selected light standards, and the installation of the obstruction lighting elements. The tree-trimming improvements would be typical of any regular landscaping practices to maintain tree growth in developed areas.

3.5 PUBLIC AGENCY–REQUIRED APPROVALS

The following approvals and actions are required:

- Adoption of the Mitigated Negative Declaration;
- Approve a CUP for the authorization to continue to utilize the existing EMS landing site at RSMC pursuant to City of Murrieta Municipal Code Section 16.52;
- Compliance with determination conditions by FAA pursuant to Federal Aviation Regulations Part 157 with regard to the alteration of an existing aircraft landing and takeoff area; and
- Riverside County Airport Land Use Commission consideration and approval of the Mitigated Negative Declaration to ensure consistency with the 2004 Riverside County Airport Land Use Compatibly Plan.

Heliport Permitting

California Heliport Definitions (page 2 of 2)

Additionally, the following definitions help determine whether a proposed helicopter landing area is exempt from State Heliport Permit requirements:

Temporary Helicopter Landing Site - A site, other than an emergency medical service landing site at or near a medical facility, which is used for landing and taking off of helicopters and:

- 1) is used or intended to be used for less than one year, except for recurrent annual events, and
- 2) is not marked or lighted to be distinguishable as a heliport and
- 3) is not used exclusively for helicopter operations.

Emergency Medical Services (EMS) Landing Site - A site used for the landing and taking off of EMS helicopters that is located at or as near as practical to a medical emergency or at or near a medical facility and

- 1) has been designated an EMS landing site by an officer authorized by a public safety agency, as defined in PUC 21662.1, using criteria that the public safety agency has determined is reasonable and prudent for the safe operation of EMS helicopters (a copy of the written authorization must be provided to the Department) and
- 2) is used, over any 12-month period, for no more than an average of 6 landings per month with a patient or patients on the helicopter, except to allow for adequate medical response to a mass casualty event even if that response causes the site to be used beyond these limits, and
- 3) is not marked as a permitted heliport as described in CCR 3554, and
- 4) is used only for emergency medical purposes.

Emergency Use Facility - An area for accommodating helicopters in support of emergency public safety agency operations, but is not used as a heliport for any other purpose.

Last Updated: January 10, 2012

21662.1. (a) At or as near as practical to the site of a medical emergency and at a medical facility, an officer authorized by a public safety agency may designate an area for the landing and taking off of an emergency service helicopter, in accordance with regulations established not later than January 1, 1989, pursuant to Section 21243.

(b) "Public safety agency" means any city, county, state agency, or special purpose district authorized to arrange for emergency medical services.

(Added by Stats. 1987, Ch. 1215, Sec. 6.)

21662.4. (a) Emergency aircraft flights for medical purposes by law enforcement, firefighting, military, or other persons who provide emergency flights for medical purposes are exempt from local ordinances adopted by a city, county, or city and county, whether general law or chartered, that restrict flight departures and arrivals to particular hours of the day or night, that restrict the departure or arrival of aircraft based upon the aircraft's noise level, or that restrict the operation of certain types of aircraft.

(b) As used in this section, "emergency aircraft flights for medical purposes" are those flights in which undue delay would threaten a patient's life. "Emergency aircraft flights for medical purposes" include, but are not limited to, flights for the transportation of any of the following:

- (1) Patients accompanied by licensed or certificated medical attendants such as paramedics, nurses, physicians, and respiratory therapists.
- (2) Surgical transplant teams for the purpose of procuring human organs for reimplantation in recipients.
- (3) Organ procurement agency coordinators responding to a potential donor.
- (4) Temporarily viable human organs such as a heart, liver, lungs, kidneys, and pancreas, and human tissue, blood, or blood components.
- (5) Human tissue and blood samples for clinical testing to determine compatibility between a donor and a recipient.
- (6) Mechanical adjuncts or biological replacements for human organs.
- (7) Medical equipment and supplies.
- (8) Aircraft or equipment used during a medical emergency, or emergency personnel and first responders involved in treating the medical emergency, for the purpose of returning to its base of operation.

"Emergency aircraft flights for medical purposes" do not include the transportation of medical personnel to attend seminars, conferences, or speaking appearances in which undue delay would not jeopardize any patient's medical condition.

(c) (1) Written information concerning the emergency shall be submitted to the airport proprietor for all emergency aircraft flights within 72 hours prior or subsequent to the departure or arrival of the aircraft. For all emergency aircraft flights for medical purposes, the information shall include the patient's name and address, the names of medical attendants or personnel and the discipline in which they are licensed or hold a certificate to practice, a signed statement by the attending physician specifying that a medical emergency was involved, the requesting medical facility or agency, the intended destination, the type and registration number of the aircraft, and the names of all flight crew members, provided that the disclosure is authorized by and made in a manner consistent with the standards with respect to the privacy of individually identifiable health information of Title II (commencing with Section 200) of the federal Health Insurance Portability and Accountability Act of 1996 (Public Law 104-191), the regulations issued by the United States Department of Health and Human Services pursuant to that act (45 C.F.R. Pts. 160 and 164), and the Confidentiality of Medical Information Act (Part 2.6 (commencing with Section 56) of Division 1 of the Civil Code).

(2) This subdivision does not apply to emergency aircraft flights for medical purposes by law enforcement, firefighting, or military personnel.

(d) Any airport that incurs additional expenses in order to accommodate the arrival or departure of emergency aircraft flights for medical purposes may charge the patient on whose behalf the flight is made, or any organization or entity which has volunteered to reimburse the airport, for those expenses.

(e) For emergency aircraft flights for medical purposes, when two airports are located in the same geographical area, and one of the airports is a "closed" or restricted airport, the Legislature encourages the use of the "open" or unrestricted airport when feasible, rather than using the "closed" or restricted airport.

(f) When leasing aircraft for flights for emergency medical purposes, the Legislature encourages the use, when feasible, of aircraft which comply with local noise ordinances.

(Amended by Stats. 2010, Ch. 54, Sec. 1. Effective January 1, 2011.)

21662.5. Notwithstanding Section 21006 or Section 21661 or any other provision of law to the contrary, no helicopter may land or depart in any area within 1,000 feet, measured by air line, of the boundary of any public or

**Noise Analysis Technical Report
Rancho Springs Medical Center
Murrieta, California**

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February 2017

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A. INTRODUCTION

This Noise Study analyzes noise levels from the Emergency Medical Services (EMS) Landing Site Project (“proposed Project”) at the existing Rancho Springs Medical Center (RSMC) in Murrieta, California. The study discusses applicable federal, State, and local noise regulations; monitoring data; applicable noise thresholds; the methodology used to analyze potential noise impacts; and the modeled on-site uses.

B. PROJECT DESCRIPTION

The RSMC is proposing the continued operation of an EMS landing site (“Project site”) at its facility located at 25500 Medical Center Drive. The RSMC is located in the City of Murrieta (“City”) within the County of Riverside, as shown in **Figure 1, Regional Location**. The Project site is located approximately 620 feet west of Interstate 215 (I-215) and approximately 400 feet north of Interstate 15 (I-15). The current EMS operation utilizes an existing EMS landing site south of the Women’s Center and adjacent to the west of the southern RSMC surface parking lot. The Project site is bound by Medical Center Drive to north, Murrieta Hot Springs Road to the south, Hancock Avenue to the west, and I-215 to the east, as shown in **Figure 2, Site Location**. The existing uses surrounding the RSMC campus are predominantly commercial and residential. Adjacent uses include scattered residential to the north; vacant land to the south of Murrieta Hot Springs Road; commercial and residential uses to the east of I-215; and commercial and residential uses to the west.

Currently, the RSMC has been utilizing EMS helicopter services on its campus for at least 25 years on an existing EMS landing site. The EMS landing site is located approximately 130 feet south of the Women’s Center building on the RSMC campus. Pursuant to Public Utilities Code (PUC) Section 21662¹ and California Code of Regulation (CCR) Section 3533,² an EMS landing site is exempt from California Division of Aeronautics permitting criteria and does not need to meet California Department of Transportation (“Caltrans”) or Federal Aviation Administration (FAA) design criteria as long as it meets certain other conditions, which the site currently does. The design criteria that are currently met include (1) appropriate lighting for night landings; (2) appropriate fire extinguisher requirements; (3) a minimum 100-foot landing area clear of obstructions and hazards; (4) prevent parking, bicycle and pedestrian traffic; (5) designated appropriate safety area surrounding the Project site; (6) mount and maintain a lighted (FAA approved) windsock in unobstructed area of the Project site; (7) and implementation of operational protocols that would ensure security personnel will physically respond to the Project site to secure the site prior to a landing or take-off. In addition, the proposed EMS landing site has gone through FAA airspace determination pursuant to the Federal Regulations 14 CFR Part 157,³ as well as through the City’s zoning and CEQA analysis, and the Riverside County Airport Land Use Commission.

1 California Public Utilities Code, sec. 21662.

2 California Code of Regulations, tit. 21, sec. 3533—Airports and Heliports.

3 14 CFR, pt. 157—Notice of Construction, Alteration, Activation, and Deactivation of Airports.

A rudimentary survey was conducted for potential approach/departure surface obstructions in accordance with Advisory Circular (AC) 150/5390-2C.⁴ All obstruction mitigation suggestions are based on approximations, and may exceed or fall short of FAA recommended minimum criteria. The following safety enhancements are proposed as part of the Project:

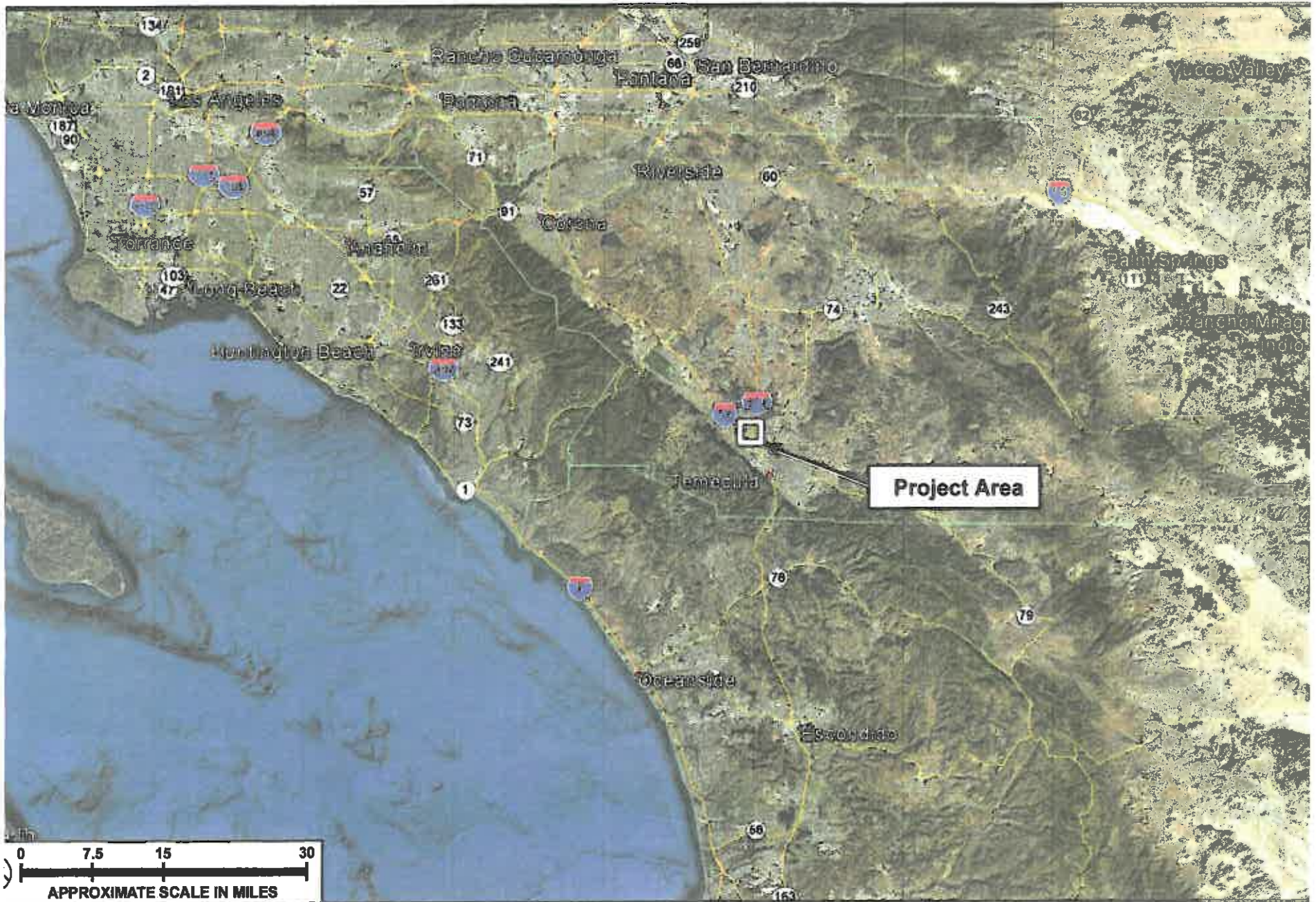
- The two closest light standards (labelled “1” and “2” in Figure 3, Obstruction Clearance Exhibit), located east of the EMS landing site, would be lowered to just above 1 feet of the tree height and equipped with steady-burning red obstruction lights in accordance with FAA Advisory Circular 70/7460-1L, Obstruction Marking and Lighting⁵ to prevent lights that may potentially penetrate approach/departure surfaces.
- The three light standards (labelled “3”, “4”, and “5” in Figure 3), located along the southern portion of the EMS landing site would be removed and replaced with low bollards with a maximum height of 5 feet.
- The two light standards (labelled “6” and “7”), located within the parking lot southeast of the EMS landing site would be equipped with steady-burning red obstruction lights in accordance with FAA Advisory Circular 70/7460-1L, Obstruction Marking and Lighting to prevent lights that may potentially penetrate approach/departure surfaces.
- Regular tree-trimming and pruning maintenance would be implemented to prevent penetration to approach/departure surfaces and accommodate landing zone requirements in accordance with FAA AC 150/5390-2C, Heliport Design.⁶ The two trees (labelled “A” and “B” in Figure 3) located to the east of the EMS landing site would be topped to remove 10 feet and 5 feet, respectively. The three trees (labelled “C”, “D”, “E” in Figure 3) lining the south side of driveway directly under the flight path, would be topped approximately 6 feet. The tree (labelled “F” in Figure 3) located to the south of the EMS landing site would be removed and replaced with shrubbery or top half of crown.
- Under FAA criteria, several parking spaces bordering the landing area beneath the southeastern approach/departure surface would need to be removed.

Helicopter flight patterns would be regulated by a Conditional Use Permit (CUP). Pilots would be encouraged to use the specified approach/departure paths (“flight paths”) unless conditions favored alternate approaches or departures, as discussed below in this report. Over a 12-month period, no more than an average of six landing per month (maximum of 72 inbound flights a year) would occur, not including mass casualty incidents. **In 2015, the existing EMS landing site had a total of 59 inbound flights.** The EMS landing site would be reserved and used exclusively for medical emergencies.

4 Memo dated February 2, 2017 from Heliplanners: Banner University Medical Center Helistop – Marine One Coordination.

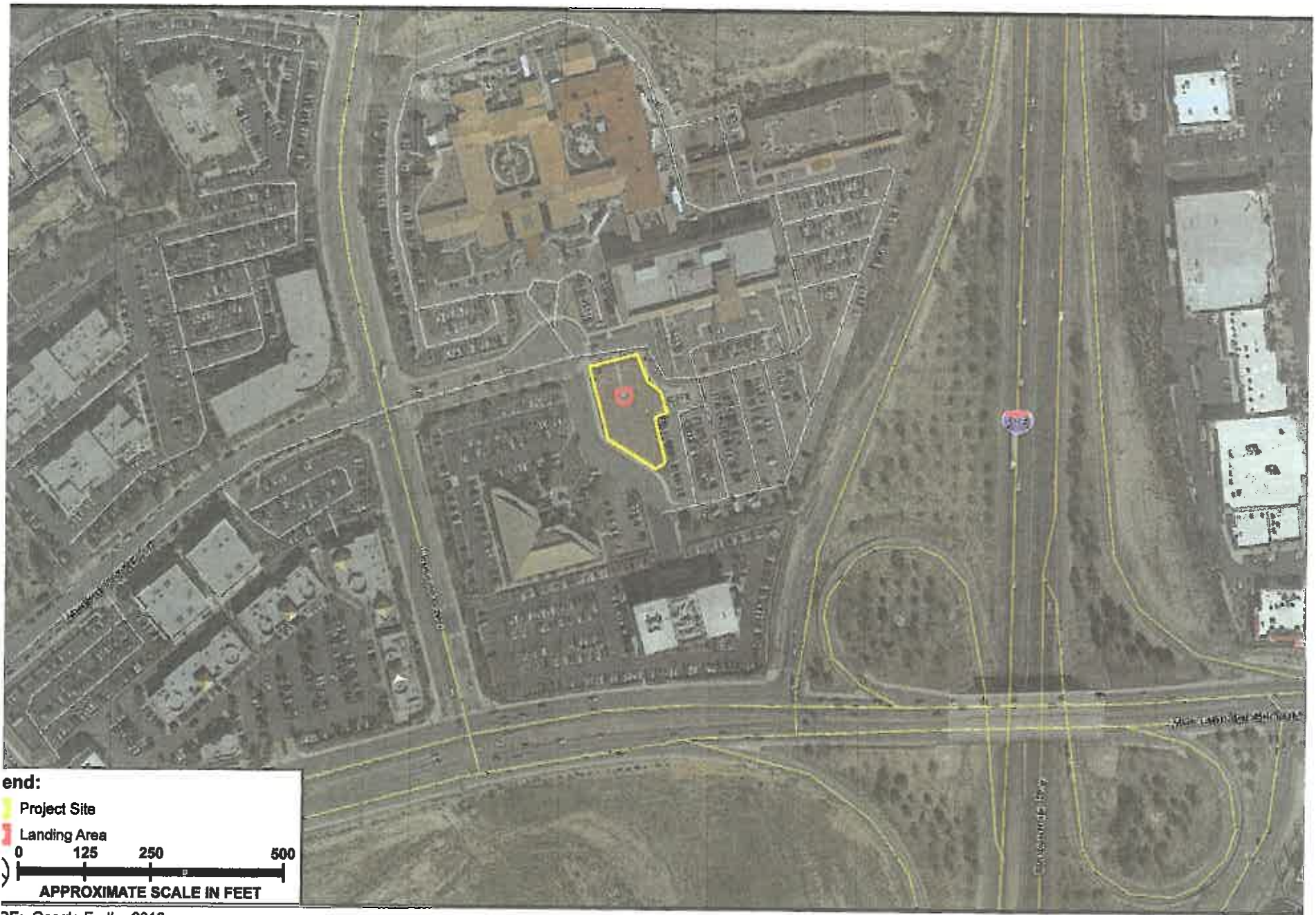
5 Federal Aviation Administration, Advisory Circular 70/7460-1L, Obstruction Marking and Lighting, October 8, 2016.

6 Federal Aviation Administration, Advisory Circular 150/5390-2C, Heliport Design, April, 24, 2012.



CE: Google Earth - 2016

FIGURE



end:
Project Site
Landing Area
0 125 250 500
APPROXIMATE SCALE IN FEET

SE: Google Earth - 2016

FIGURE



E: Google Earth - 2017

FIGU

C. ENVIRONMENTAL SETTING

1. Fundamentals of Sound

Sound is the quickly varying pressure wave travelling through a medium. When sound travels through air, the atmospheric pressure varies periodically. The number of pressure variations per second is called the frequency of sound and is measured in Hertz (Hz), which is defined as cycles per second. "Sound" and "noise" will be used interchangeably throughout this report.

The sounds we hear are composed of various frequencies. A normal human ear is able to hear sounds with frequencies from 20 Hz to 20,000 Hz. The range of 20 Hz to 20,000 Hz is called the audible frequency range. The entire audible frequency range can be divided into 10 or 24 frequency bands, known as octave bands or 1/3 octave bands, respectively. A particular sound or noise can be seen to have different strengths or sound pressure levels (SPLs) in the frequency bands. The higher the frequency, the higher pitched a sound is perceived. For example, the sounds produced by drums have much lower frequencies than those produced by a whistle.

A single SPL is often used to describe a sound. This can be done by adding the contribution from all octave bands or 1/3 octave bands together to yield one single SPL. SPL alone is not a reliable indicator of loudness because the human ear does not respond uniformly to sounds at all frequencies. For example, the human ear is less sensitive to low and high frequencies than it is to the medium frequencies that more closely correspond to human speech. In response to this sensitivity of the human ear to different frequencies, the A-weighted noise level, referenced in units of dB(A), was developed to better correspond with the subjective judgment of sound levels by individuals.

A doubling of sound energy results in a 3 dB(A) increase in sound, which means that a doubling of sound wave energy (e.g., doubling the volume of traffic on a roadway) would result in a barely perceptible change in sound level. In general, changes in a noise level of less than 3 dB(A) are not noticed by the human ear.⁷ Changes from 3 to 5 dB(A) may be noticed by some individuals who are extremely sensitive to changes in noise. An increase of greater than 5 dB(A) is readily noticeable, while the human ear perceives a 10 dB(A) increase in sound level to be a doubling of sound volume. To support the assessment of community reaction to noise, scales have been developed that average SPLs over time and quantify the result in terms of a single numerical descriptor. Several scales have been developed that address community noise levels. Leq is the average A-weighted sound level measured over a given time interval. Leq can be measured over any period but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods.

7 US Department of Transportation, Federal Highway Administration, *Fundamentals and Abatement of Highway Traffic Noise* (Springfield, VA: U.S. Department of Transportation, Federal Highway Administration, September 1980), 81.

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dB(A), whereas a solid wall or berm reduces noise levels by 5 to 10 dB(A).⁸ Vegetative barriers, such as shrubs up to 8 feet in height and 15 feet in width, typically attenuate noise levels 1 dB(A) and can attenuate noise levels from 1 to 3 dB(A), depending on the type and amount of vegetation.⁹

Decibel readings are weighted to reflect sensitivities to different frequencies. As discussed above, the A weighting is intended to reflect human sensitivity to higher frequencies, while the C weighting incorporates low frequencies.

The sound level averages, Leq, were measured as A-weighted, slow-time-weighted (1-minute period) sound-level variables, commonly used for measuring environmental sounds. The maximum 1-minute recorded measurement is commonly referred to as Lmax. The minimum 1-minute recorded measurement is commonly referred to as Lmin. The day-night level (Ldn) is the 24-hour average sound level that recognizes the increased sensitivity to nighttime noise by adding 10 dB to noise occurring between 10:00 PM and 7:00 AM. The Community Noise Equivalent Level (CNEL) is similar to the Ldn except that CNEL also adds 5 dB to noise occurring between 7:00 PM and 10:00 PM. Sound levels presented in this report represent an average Leq, the Lmax, and the Lmin expressed in terms of dB(A).

Table 1, Noise Descriptors, identifies various noise descriptors developed to measure sound levels over different periods of time.

8 State of California Department of Transportation (Caltrans), *Technical Noise Supplement*, 1998, pp. 33-40, 123-131.

9 Caltrans, *Traffic Noise Attenuation as a Function of Ground and Vegetation (Final Report)*, 1995, pp. 65.

**Table 1
Noise Descriptors**

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measure sound to a reference pressure.
A-Weighted Decibel [dB(A)]	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Hertz (Hz)	The frequency of the pressure vibration which is measured in cycles per second.
Kilohertz (kHz)	One thousand cycles per second.
Equivalent Sound Level (Leq)	The sound level containing the same total energy as a time varying signal over a given time period. The Leq is the value that expresses the time averaged total energy of a fluctuating sound level. Leq can be measured over any time period, but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments add 5 dB(A) for the evening, 7:00 PM to 10:00 PM, and add 10 dB(A) for the night, 10:00 PM to 7:00 AM. The 5- and-10 decibel penalties are applied to account for increased noise sensitivity during the evening and nighttime hours. The logarithmic effect of adding these penalties to the 1-hour Leq measurements typically results in a CNEL measurement that is within approximately 3 dB(A) of the peak-hour Leq. ^a
Daytime (Lday)	Lday is the average noise exposure during the hourly periods from 7:00 AM to 10:00 PM.
Nighttime (Lnight)	Lnight is the average noise exposure during the hourly periods from 10:00 PM to 7:00 AM.
Day-Night Level (Ldn)	24-hour average sound level, with a penalty of 10 dB added for noise during the nighttime hours of 10:00 PM to 7:00 AM.
Sound Pressure Level (SPL)	The sound pressure is the force of sound on a surface area perpendicular to the direction of the sound. The SPL is expressed in dB.
Ambient Noise	The level of noise that is all encompassing within a given environment, being usually a composite of sounds from many and varied sources near to and far from the observer. No specific source is identified in the ambient environment.

^a California Department of Transportation, *Technical Noise Supplement: A Technical Supplement to the Traffic Noise Analysis Protocol* (Sacramento: November 2009), pp. N51–N54.

2. Existing Conditions

a. Ambient Noise Levels

The Project site is located west of I-215, north of Murrieta Hot Springs Road. The major noise source near the Project site is vehicular traffic on adjacent roadways, primarily Murrieta Hot Springs Road to the south and I-215. The City of Murrieta General Plan Noise Element identified that dominant noise in the City is due to mobile sources, particularly freeway traffic (vehicles and trucks) and traffic on heavily traveled surface streets.¹⁰ The existing ambient noise environment throughout the City was determined by conducting noise measurements by sensitive receptors that would potentially be impacted by the proposed Project. Noise monitoring was conducted over 24-hour intervals with a Larson Davis 831 Sound Level Meter. The ambient noise environment results are provided in **Table 2, Noise Measurements in Project Vicinity**, and their locations are shown on **Figure 4, Noise Monitoring Locations**. These measured noise levels represent day-to-day noise from sources near the Project site, including traffic along local streets and I-215, consistent with the existing roadway noise contours identified in the Noise Element.¹¹ As shown, average ambient CNEL noise levels ranged from 60.4 dB(A) at Site 2 to 72.8 dB(A) at Site 4. In addition, ambient noise measurements (15-minute) were taken within the Project site, specifically within the EMS landing site. Ambient noise levels at the Project site were 55.0 dB(A).

Table 2
Noise Measurements in Project Vicinity

Measurement Site	Locations	Leq Daytime	Leq Nighttime	CNEL
		(dB[A])		
Site 1	Along Jackson Avenue, East of highway 215 southeast of the Project site	69.2	64.3	72.2
Site 2	Along Walsh Center Drive, northwest of the Project site	59.1	51.1	60.4
Site 3	Along Rockcrest Drive, East of highway 215, east of the Project site	62.7	56.1	64.8
Site 4	Along Hancock Avenue, West of highway 215, north of the Project site	71.6	63.5	72.8
	Project site	—	—	55.0*

Source: Refer to **Appendix A** for monitoring data sheets.

Site 1: Measurements were taken from 1:00 PM on September 27, 2016, to 1:00 PM on September 28, 2016.

Site 2: Measurements were taken from 1:00 PM on September 27, 2016, to 1:00 PM on September 28, 2016.

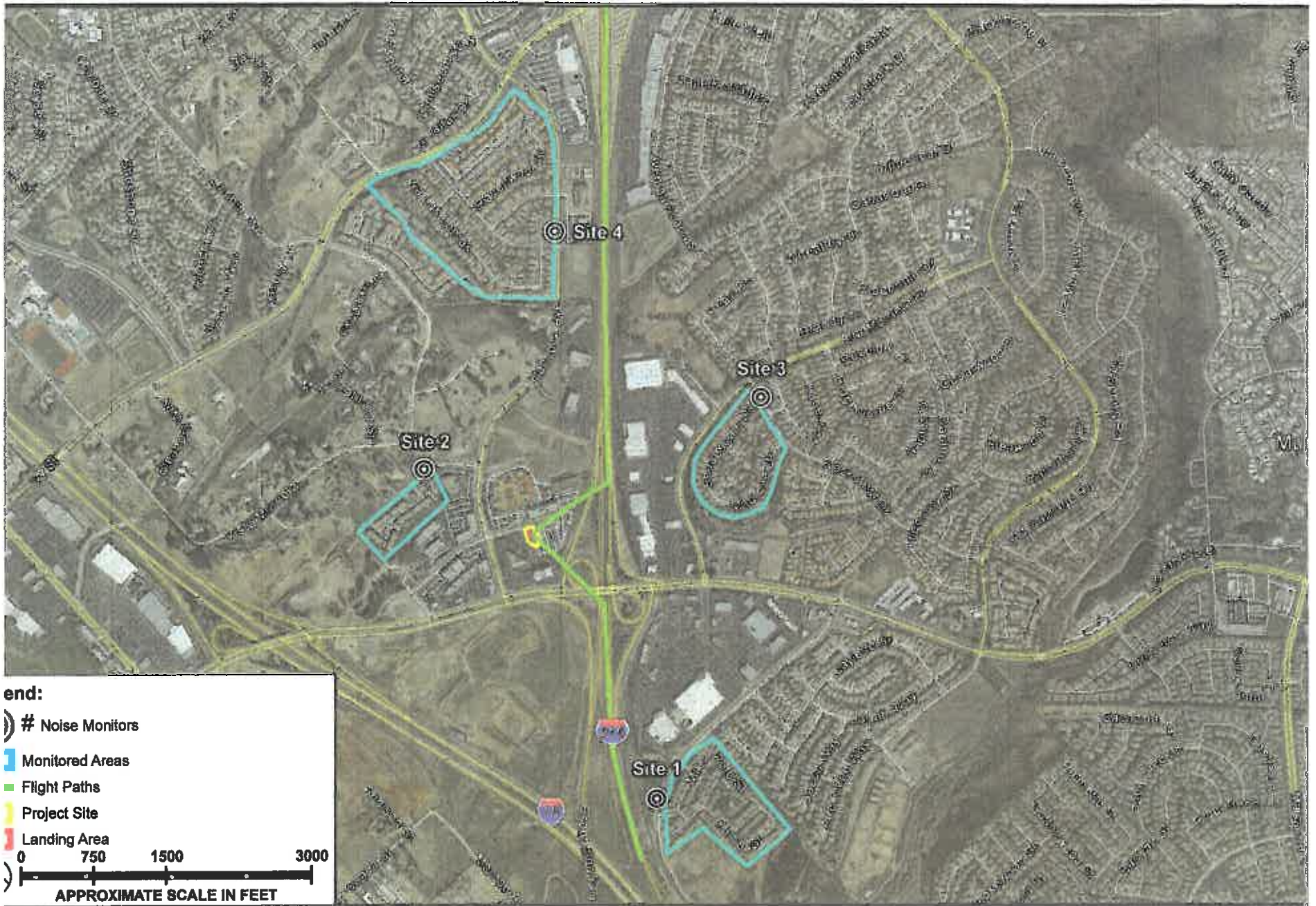
Site 3: Measurements were taken from 2:00 PM on September 27, 2016, to 2:00 PM on September 28, 2016.

Site 4: Measurements were taken on from 1:00 PM on September 27, 2016, to 1:00 PM on September 28, 2016.

* Project site measurements were taken on September 28, 2016, from 12:11 PM to 12:26 PM. Noise measurement represents 15-minute Leq.

10 City of Murrieta, *General Plan 2035, "Noise Element"* (adopted July 19, 2011), p. 11-11.

11 City of Murrieta, *General Plan 2035, "Noise Element"* (adopted July 19, 2011), Exhibit 11-3.



CE: Google Earth - 2016

FIGU

D. REGULATORY SETTING

1. Federal Regulations

a. *US Environmental Protection Agency*

The Federal Noise Control Act of 1972 establishes programs and guidelines to identify and address the effects of noise on public health and welfare and the environment.¹² The US Environmental Protection Agency (USEPA) administrators determined in 1981 that subjective issues such as noise would be better addressed at more local levels of government. Consequently, in 1982, responsibilities for regulating noise-control policies were transferred to state and local governments. However, noise-control guidelines and regulations contained in the rulings of the USEPA in prior years remain in place, enforced by designated federal agencies where relevant.

2. State Regulations

a. *State of California Building Code*

California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, California Building Code. These noise standards are applied to new construction in California to ensure interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dB(A) CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dB(A) CNEL.

b. *California Noise Insulation Standards*

The California Noise Insulation Standards¹³ require that interior noise levels from exterior sources be 45 dB(A) or less in any habitable room of a multi-residential-use facility (e.g., hotels, motels, dormitories, long-term care facilities, and apartment houses, except detached single-family dwellings) with doors and windows closed. Measurements are based on CNEL or Ldn, whichever is consistent with the noise element of the local general plan. Where exterior noise levels exceed 60 dB(A) CNEL, an acoustical analysis for new development may be required to show that the proposed construction will reduce interior noise levels to 45 dB(A) CNEL. If the interior 45 dB(A) CNEL limit can be achieved only with the windows closed, the residence must include mechanical ventilation that meets applicable Uniform Building Code requirements.

¹² Noise Control Act of 1972, sec. 2 (1972).

¹³ California Code of Regulation, tit. 24, sec. 3501 et seq.

c. California Department of Health Services

The State of California Department of Health Services, Environmental Health Division, has published recommended guidelines for noise and land use compatibility, referred to as the *State Land Use Compatibility Guidelines for Noise* ("State Noise Guidelines"). The State Noise Guidelines, illustrated in **Figure 5, Land Use Compatibility to Noise**, indicate that commercial and industrial land uses generally should be located in areas where outdoor ambient noise levels do not exceed 70 to 75 dB(A) CNEL. According to the State Noise Guidelines, an exterior noise level of 65 dB(A) CNEL is considered "normally acceptable" for office buildings, business commercial, and professional uses involving normal, conventional construction without any special noise insulation requirements. Exterior noise levels up to 80 dB(A) CNEL are typically considered "normally acceptable" for industrial and manufacturing utility uses without any special noise insulation requirements. Between these values and 80 dB(A) CNEL, exterior noise levels are typically considered "conditionally acceptable," and commercial and industrial construction should only occur after a detailed analysis of the noise reduction requirements and needed noise attenuation features have been included in the project design. Exterior noise attenuation features include but are not limited to requiring setbacks to place structures outside the conditionally acceptable noise contour, orienting structures so no windows open to the noise source, and/or installing noise barriers such as berms and/or solid walls.

3. Local Regulations

a. City of Murrieta General Plan Noise Element

The City of Murrieta has adopted the State Noise Guidelines and defines sensitive noise receptors by land uses, which include schools, playgrounds, athletic facilities, hospitals, rest homes, rehabilitation centers, and long-term care and mental care facilities, as well as day care centers, single-family dwellings, mobile home parks, churches, and libraries. Current land uses located within the City that are sensitive to intrusive noise include residential uses, schools, hospitals, churches, and parks.

The Noise Element contains goals and policies to maintain noise levels that are compatible with various types of land uses, as well as prevent high noise levels in sensitive areas. The applicable goals to this Project include:

- **Goal N-1:** Noise sensitive land uses are properly and effectively protected from excessive noise generators.
- **Goal N-2:** A comprehensive and effective land use planning and development review process that ensures noise impacts are adequately addressed.

b. City of Murrieta Municipal Code Noise Ordinance

i. Operation

The City of Murrieta Noise Ordinance “Noise Ordinance” governs operational noise generated between two properties and does not regulate noise from transportation sources, such as traffic, aircraft, and railways.¹⁴ For purposes of this analysis, noise levels were compared to the City’s Exterior Noise Standards to determine if increase in noise levels would be considered significant.

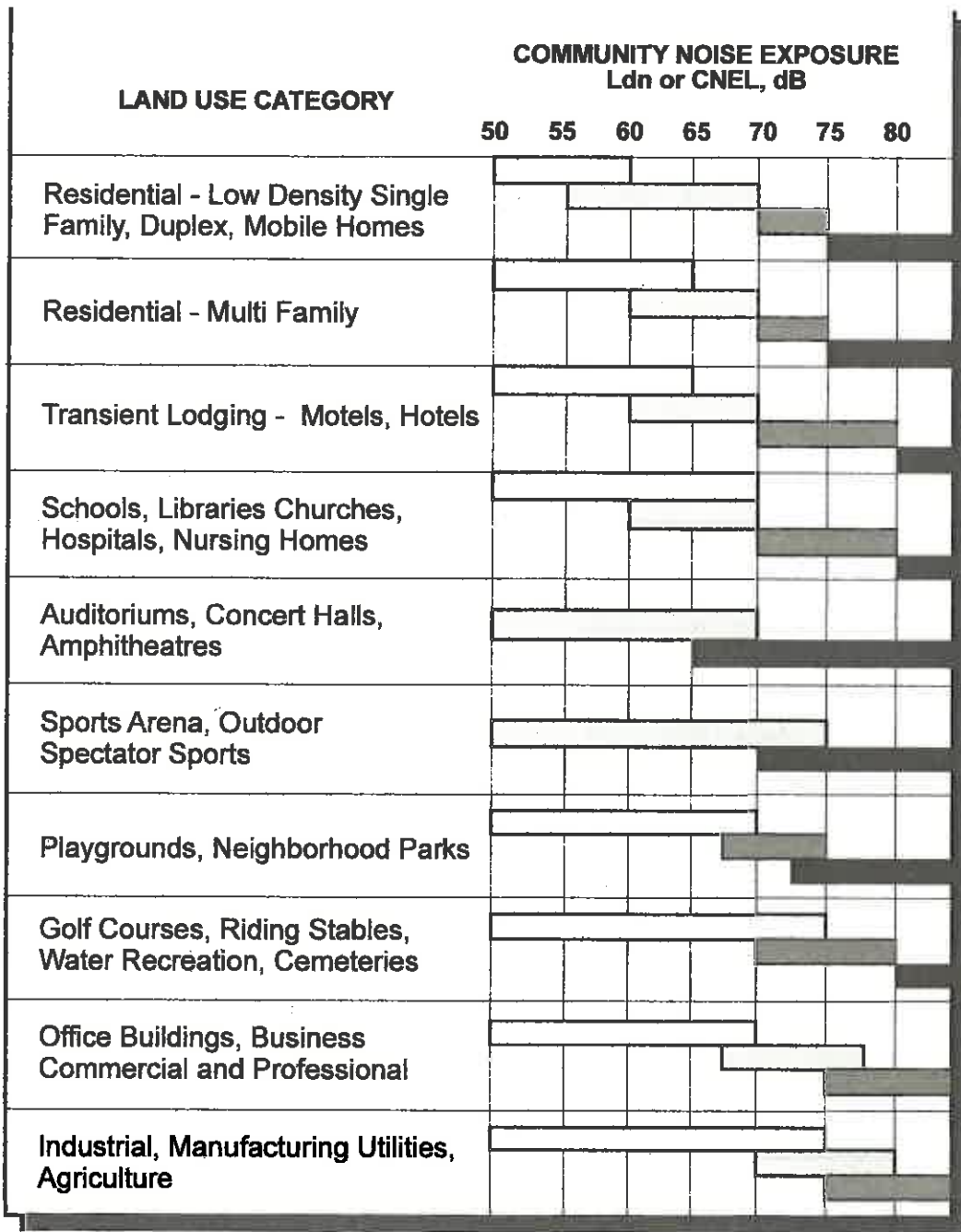
The City of Murrieta Noise Ordinance (“Ordinance”; Section 16.30.090(A)—Exterior Noise Standards, and Section 16.30.100—Interior Noise Standards), establishes exterior and interior noise standards based on “noise zones”, as shown in **Table 3, City of Murrieta Exterior and Interior Noise Standards.**





**Table 3
City of Murrieta Exterior and Interior Noise Standards**

Noise Zone	Designated Land Use (Receptor Property)	Time Interval	Allowed Noise Level
Exterior Noise Limits			
I	Noise-sensitive area	Anytime	45 dB(A)
II	Residential properties	10:00 PM to 7:00 AM	45 dB(A)
		7:00 AM to 10:00 PM	50 dB(A)
III	Commercial properties	10:00 PM to 7:00 AM	55 dB(A)
		7:00 AM to 10:00 PM	60 dB(A)
IV	Industrial properties	Anytime	70 dB(A)
Interior Noise Limits			
All	Multifamily Residential	10:00 PM to 7:00 AM	40 dB(A)
		7:00 AM to 10:00 PM	45 dB(A)

Source: City of Murrieta, City of Murrieta Development Code Section 16.30.090.

14 City of Murrieta, *General Plan 2035, “Noise Element”* (adopted July 19, 2011), p. 11-6.



-  **NORMALLY ACCEPTABLE**
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
-  **CONDITIONALLY ACCEPTABLE**
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
-  **NORMALLY UNACCEPTABLE**
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise reduction features included in the design.
-  **CLEARLY UNACCEPTABLE**
New construction or development should generally not be undertaken.

SOURCE: California Governor's Office of Planning and Research, State of California General Plan Guidelines, Appendix C: Guidelines for the Preparation and Content of Noise Elements of the General Plan, October 2003.

FIGURE 5

Section 16.30.090(B), Noise Standards, further states that no person shall operate, or cause to be operated, any source of sound at any location within the City or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by a person that causes the noise level, when measured on any other property to exceed the following exterior noise standards:

1. Standard No. 1 shall be the exterior noise level which shall not be exceeded for a cumulative period of more than thirty (30) minutes in any hour. Standard No. 1 may be the applicable noise level from **Table 3** above.
2. Standard No. 2 shall be the exterior noise level which shall not be exceeded for a cumulative period of more than fifteen (15) minutes in any hour. Standard No. 2 shall be the applicable noise level from **Table 3** above plus 5 dB.
3. Standard No. 3 shall be the exterior noise level which shall not be exceeded for a cumulative period of more than five minutes in any hour. Standard No. 3 shall be the applicable noise level from **Table 3** above plus 10 dB.
4. Standard No. 4 shall be the exterior noise level which shall not be exceeded for a cumulative period of more than one minute in any hour. Standard No. 4 shall be the applicable noise level from **Table 3** above plus 15 dB.
5. Standard No. 5 shall be the exterior noise level which shall not be exceeded in any period of time. Standard No. 5 shall be the applicable noise level from **Table 3** above plus 20 dB.

E. NOISE METHODOLOGY

1. Operational Noise

As mentioned above, the Noise Ordinance does not regulate noise from transportation sources, such as aircraft. However, for purposes of this analysis, noise levels were compared to the City's Noise Standards to determine if increase in noise levels would be considered significant. In addition, the Federal Interagency Committee on Noise (FICON) recommendations were used to determine whether or not increases in operational noise would be considered significant. **Table 4, Significance of Change in Operational Noise Exposure**, shows the significance thresholds for increases in operational noise levels caused by the Project or by cumulative development. If residential development or other sensitive receptors would be exposed to operational noise increases exceeding these criteria, impacts would be considered significant.

Table 4
Significance of Change in Operational Noise Exposure

Ambient Noise Level with Project (Ldn or CNEL)	Significant Impact
< 60 dB	+ 5.0 dB or more
60–65 dB	+ 3.0 dB or more
> 65 dB	+ 1.5 dB or more

a. On-Ground Helicopter Noise

To understand the expected noise levels produced by helicopters that would be operated on the Project site, on-ground helicopter sound measurements of the most common helicopters that would be operated by the Project were conducted on the Project site on September 28, 2016. On-ground measurements were measured from four different locations around the Airbus Helicopter (H135; formerly the Eurocopter EC135) with the engine(s) running at maximum revolutions per minute (rpm) with the rotors engaged. The measurements were conducted 75 feet behind the tail rotor, to the west, north, and east side of the helicopter. Measurements were collected over 30 seconds at each location. The maximum Leq values of A-weighted sound levels recorded during the ground run from the different locations around the helicopter are provided in Table 5, Maximum Leq in dB(A).

Table 5
On-Ground Helicopter Maximum Leq in dB(A)

Location	Time of Measurements ^a	Distance (feet)	Maximum (dB(A))
Behind tail rotor	12:41:21–12:41:51	75	92.5
West	12:42:26–12:43:01	75	86.0
North	12:43:52–12:44:24	75	82.6
East	12:45:33–12:46:05	75	89.5

Note:

^a Measurements were taken on September 28, 2016.

Noise-level calculations from on-ground helicopter operations at the location of noise-sensitive land uses in the Project vicinity were assessed using the SoundPLAN noise model. The SoundPLAN model accounts for various inputs to analyze topography; vegetation; propagation from buildings; and existing and proposed noise sources and barriers; and depicts noise contours at varying distances. Helicopter noise measurements were programmed into the SoundPLAN modeling system. The modeled results are presented in Section F.1. below.

2. Helicopter Approach/Departure

Noise-level calculations from helicopter flight operations at the location of noise-sensitive land uses in the Project vicinity were also assessed using the SoundPLAN noise model. The SoundPLAN model contains aircraft operational and noise data in a reference library that reflects a wide range of aircraft operating conditions based on weight class. The ambient noise levels at surrounding sensitive-receptor locations were determined based on noise monitoring as presented in **Table 2** above. To simulate the maximum helicopter approach and departure impacts under a worst-case scenario, it is assumed the loudest and heaviest weight class helicopters (Airbus H145; formerly the Eurocopter EC135) would be operating continuously over their flight paths throughout the day. In a realistic scenario, helicopters would not be operating continuously within every hour and the type of helicopter would vary between the H135 and H145.

F. RESULTS AND ANALYSIS

1. Helicopter On-Ground Operation Noise

Helicopter noise has a distinctive character. Although a portion of the noise comes from the engines, the distinctiveness of helicopter noise is largely due to the modulation of the sound created by the relatively slow-turning main rotor. The sound modulation is referred to as blade slap. Blade slap is most pronounced during low-speed descents and high-speed cruise. To persons on the ground, helicopters are most audible as the aircraft approaches a landing area. **Figure 6, Noise Footprint of Helicopters**, shows 65 dB(A) and 75 dB(A) maximum instantaneous noise-level ground contours for typical helicopters (approximately 5,000 pounds) on takeoff and landing. **Table 6, Modeled On-Ground Helicopter Noise Level Attenuation at Sensitive Receptors**, provides the attenuated sound levels at the Project-identified sensitive receptors produced by the two common helicopters on site during flight idle. Due to the distance of the Project-identified sensitive receptors, changes in elevations, and intervening structures, such as buildings and walls, noise generated by the on-ground helicopters would not result in an increase in ambient noise measurements at any of the identified sensitive receptors. In addition, **Table 7, Actual On-Ground Helicopter Noise Level Attenuation at Sensitive Receptors**, provides the ambient sound levels at the sensitive receptors during the test flight idle periods (12:41 PM to 12:46 PM) at the Project site. As shown, on-ground helicopter operations did not result in an increase in ambient noise at any of the identified sensitive receptors. While noise from idle periods would occur for a relatively short period of time (approximately 2 to 3 minutes) and would be infrequent; noise levels would not exceed the City's Noise Ordinance threshold at any period of time and would not exceed the FICON-recommended 3.0 dB threshold for ambient noise between 60–65 dB CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL.

Table 6
Modeled Ground Helicopter Noise Level Attenuation at Sensitive Receptors

Sensitive Receptor	Distance from EMS Landing Site (miles)	Ambient (CNEL)^a	Modeled On-Ground Noise (CNEL) (dB[A])	Future Sum of Ambient plus On-Ground Noise^b	Calculated Increase in Noise (dB)
Airbus Helicopter (H135)					
Site 1	0.5	72.2	—	72.2	0.0
Site 2	0.2	60.4	16.5	60.4	0.0
Site 3	0.3	64.8	11.9	64.8	0.0
Site 4	0.5	72.8	—	72.8	0.0
Airbus Helicopter (H145)					
Site 1	0.5	72.2	1.0	72.2	0.0
Site 2	0.2	60.4	19.1	60.4	0.0
Site 3	0.0	64.8	14.5	64.8	0.0
Site 4	0.5	72.8	—	72.2	0.0

Source: SoundPLAN.

^a Refer to Table 2.

^b Predicted energy sum from on-ground operations to the measured existing noise environment.

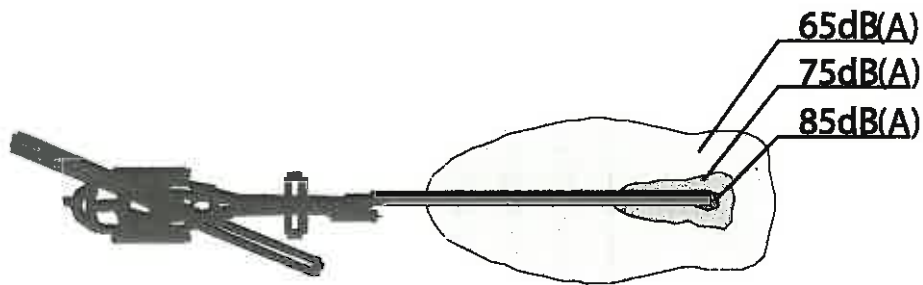
Table 7
Actual On-Ground Helicopter Noise Level Attenuation at Sensitive Receptors

Sensitive Receptor	Distance from EMS Landing Site (miles)	Preflight Idle Test Leq^a	During Flight Idle Test Leq^b	Increase in Noise (dB)
Site 1	0.5	68.1	68.1	0.0
Site 2	0.2	57.3	53.9	-3.4
Site 3	0.3	59.7	58.9	-0.8
Site 4	0.5	76.7	70.4	-6.3

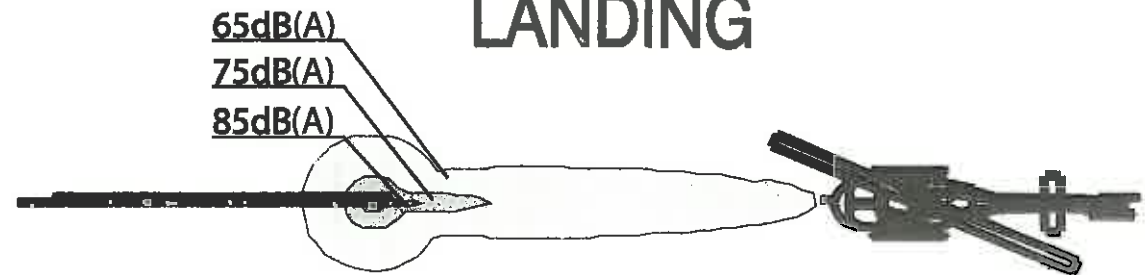
^a Ambient Noise period from September 27, 2016 at 12:41 PM to 12:46 PM.

^b Project Noise period from September 28, 2016 at 12:41 PM to 12:46 PM.

TAKEOFF



LANDING



Small Helicopter

Scale: 1" = ± .5 Miles
(aircraft not to scale)

Note: The outermost contour indicates a 65 dB(A) sound level.
Additional contours are at 10dB(A) increments (75 and 85 dB(A)).

2. Helicopter Flight

Pilots would be committed to use only the prescribed flight paths from the northeast and southeast, as illustrated in **Figures 7, 8, 9, and 12** described below, unless conditions for those paths are unfavorable (e.g. strong winds, temporary obstructions, obscured view, etc.). It is recommended by the FAA that all helicopter approach/departure operations be conducted on 40 degrees to 120 degrees ingress/egress heading, using the center of the heliport as the reference point. Over a 12-month period, no more than an average of six landings per month with a patient or patients on the helicopter would be permitted (maximum of 72 inbound flights a year), not including mass casualty incidents. Noise levels calculations from helicopter flight operations at the location of noise-sensitive land uses in the Project vicinity were assessed using the SoundPLAN noise model.

a. Helicopter Approach

Figure 7, Helicopter Approach from the North, and Figure 8, Helicopter Approach from the South, provide the flight approach path to the Project site from both the north and south, respectively. **Table 8, Flight Path—Approach,** provides the typical approach speeds and elevations of similar helicopters approaching the Project site from both the north and south.

Table 8
Flight Path—Approach

Checkpoint	A1	A2	A3	A4	A5	A6	A7	A8	A9
Height Above EMS Landing Site (feet)	1,100	1,100	1,063	850.4	637.8	425.2	300	212.6	21.3
Ground speed (knots)	121	65	65	65	60	50	45	40	15

Notes: AN = approach from north (Figure 7); AS = approach from south (Figure 8).

Typical helicopter approach to the pad begins with the aircraft traveling at a speed of 121 knots at a cruise elevation of 1,100 feet above ground surface (refer to “AN1” in **Figure 7** and “AS1” in **Figure 8**). The aircraft decelerates from 121 knots to 65 knots (refer to “A2” in **Figure 7** and **8**). The aircraft continues to decelerate from 65 knots to 40 knots (refer to “AN3” through “AN8” in **Figure 7** and “AS3” through “AS8” in **Figure 8**). During the final approach to the EMS landing site, the helicopter descends an additional 191.3 feet to a height of 21.3 feet above the helipad (refer to “AN1” in **Figure 7** and “AS1” in **Figure 8**) while decelerating from 40 knots to 15 knots. Once a ground speed of zero is reached, the helicopter begins a vertical descent to the EMS landing site, which typically takes approximately 10 seconds. Once on the EMS landing site surface, the aircraft undergoes a 30-second to 2-minute ground idle. As with the on-ground operations, this activity is expected to attenuate helicopter noise levels between 16.5 and 19.1 dB(A) (as

shown in **Table 6 and 7**) at the closest residential property line (Site 2). Following the idle period, the aircraft either shuts down or initiates its departure procedures. Overall, the main noise-producing portion of the helicopter approach would take less than 3 minutes, and would not directly fly over existing residential uses.

i. Approach from the North

Table 9, Predicted Noise Levels of Helicopter Approach from the North, provides the predicted CNEL levels at the measured sensitive receptors that would be produced while the helicopter approaches the Project site from the north. As mentioned previously, the helicopters were assumed to be operating continuously over their flight paths throughout the entire day.

The results of the predictive modeling process are shown graphically in **Figure 9, Noise Level Contour Map—Approach from the North**. Noise from flights would occur for a relatively short period of time and would be infrequent; therefore, noise levels would not exceed the City’s Noise Ordinance thresholds at any period of time.

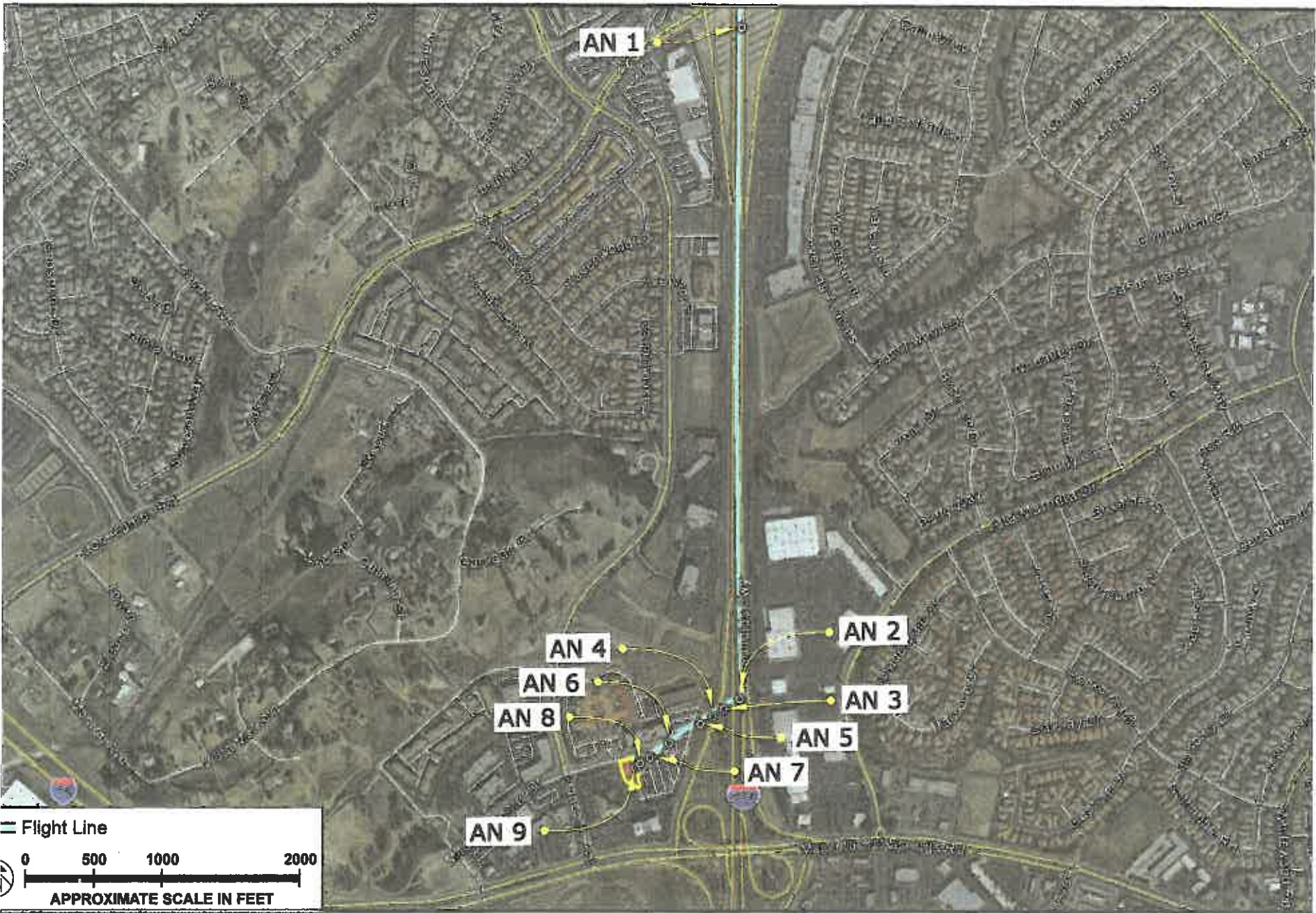
As shown in **Table 9**, the helicopter approach from the north would not result in an increase in ambient noise at any of the nearby sensitive receptors and thus would be below the FICON-recommended 3.0 dB threshold for ambient noise between 60–65 dB CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL. Overall, the noise generated by the helicopter approach from the north would be similar to that for existing conditions.

**Table 9
Predicted Noise Levels of Helicopter Approach from the North**

Sensitive Receptor	Ground Distance from Flight Path (miles)	Measured Ambient Sound Levels (CNEL)	Helicopter Flight Pattern Sound Level (CNEL) (dB[A])	Future Sum of Ambient plus Helicopter Flight Pattern^a	Calculated Increase in Noise (dB)
Site 1	0.52	72.2	4.9	72.2	0.0
Site 2	0.22	60.4	22.2	60.4	0.0
Site 3	0.18	64.8	18.5	64.8	0.0
Site 4	0.11	72.8	1.7	72.8	0.0

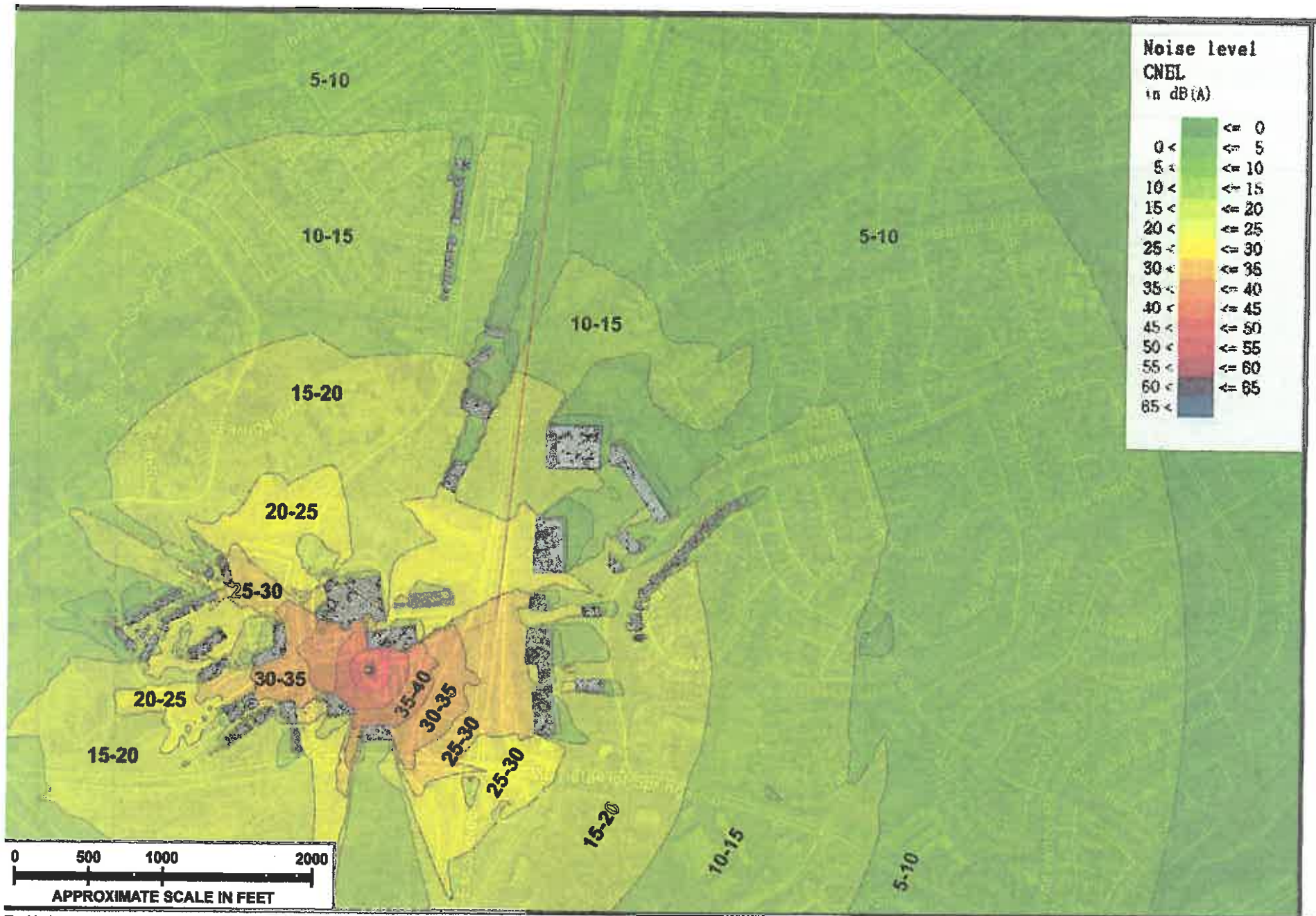
Source: SoundPLAN.

^a Predicted energy sum from the proposed helicopter flight pattern to the measured existing noise environment.



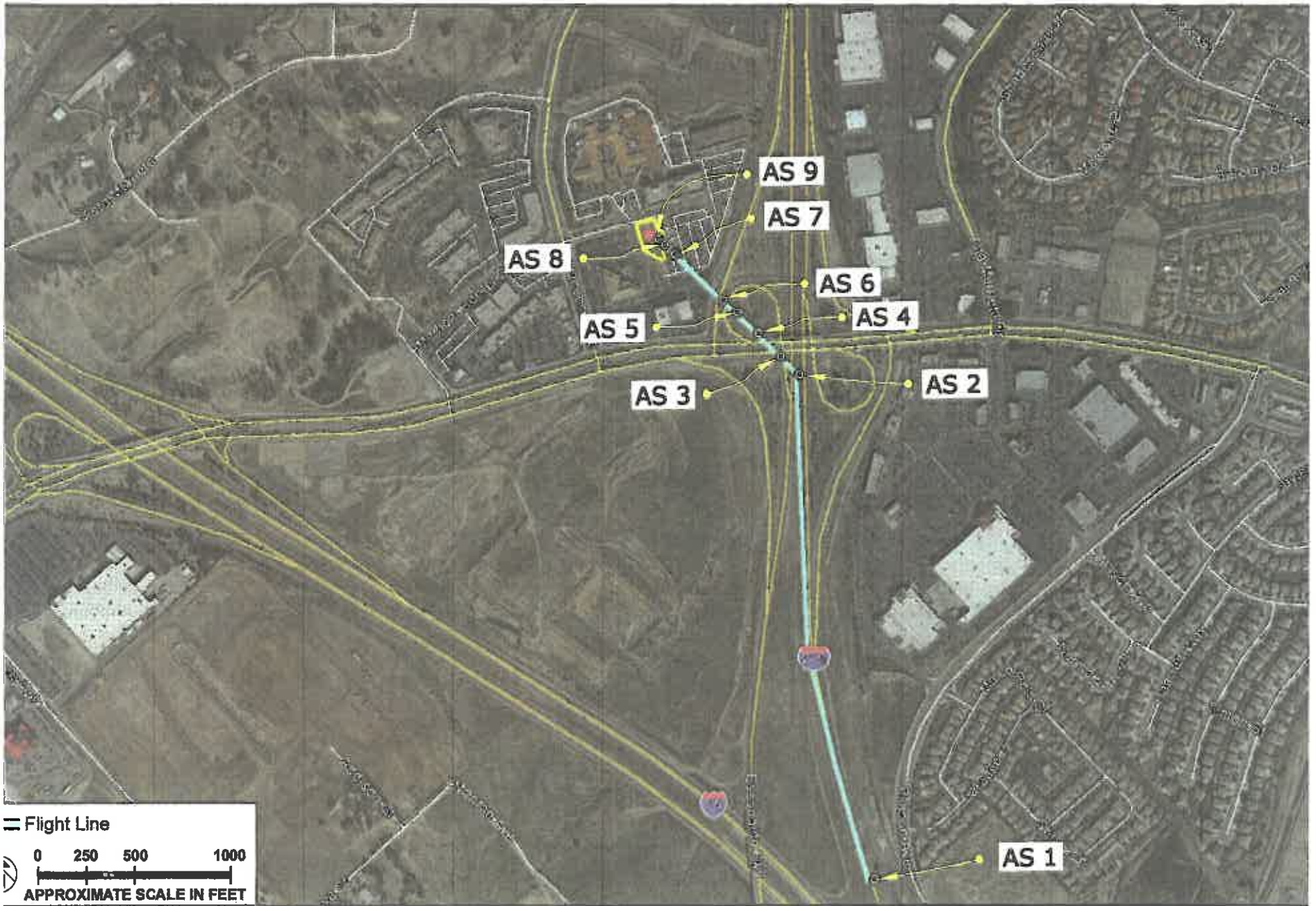
ICE: Heliport Consultants - October 2016

FIG



E: Heliport Consultants - October 2016

FIGU



ICE: Heliport Consultants - October 2016

FIG

ii. Approach from the South

Table 10, Predicted Noise Levels of Helicopter Approach from the South, provides the predicted CNEL levels at the measured sensitive receptors that would be produced while the helicopter approaches the Project site from the south. As mentioned previously, the helicopters were assumed to be operating continuously over their flight paths throughout the entire day.

The results of the predictive modeling process are shown graphically in Figure 10, Noise Level Contour Map—Approach from the South. Noise from flights would occur for a relatively short period of time and would be infrequent; therefore, noise levels would not exceed the City’s Noise Ordinance thresholds at any period of time

As shown in Table 10, helicopter approach from the south would not result in an increase in ambient noise at any of the nearby sensitive receptors and thus would be below the FICON-recommended 3.0 dB threshold for ambient noise between 60–65 dB CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL. Overall, the noise generated by the helicopter approach from the south would be similar to existing conditions.

**Table 10
Predicted Noise Levels of Helicopter Approach from the South**

Sensitive Receptor	Ground Distance from Flight Path (miles)	Measured Ambient Sound Levels (CNEL)	Helicopter Flight Pattern Sound Level (dB[A])	Future Sum of Ambient plus Helicopter Flight Pattern^a	Calculated Increase in Noise (dB)
Site 1	0.13	72.2	5.8	72.2	0.0
Site 2	0.17	60.4	22.1	60.4	0.0
Site 3	0.23	64.8	18.8	64.8	0.0
Site 4	0.36	72.8	—	72.8	0.0

Source: SoundPLAN.

^a Predicted energy sum from the proposed helicopter flight pattern to the measured existing noise environment.

b. Helicopter Departure

Figure 11, Helicopter Departure to the North, and Figure 12, Helicopter Departure to the South, provide the flight departure path to the Project site from both the north and south, respectively. Table 11, Flight

Path—Departure, provides the predicted speed and height of helicopters departing the Project site to both the north and south.

Table 11
Flight Path—Departure

Checkpoint	D1	D2	D3	D4	D5	D6	D7	D8
Height Above EMS Landing Site (feet)	44.5	262.6	505	747.4	989.8	1,100	1,100	1,100
Ground Speed (knots)	30	55	55	55	55	121	121	121

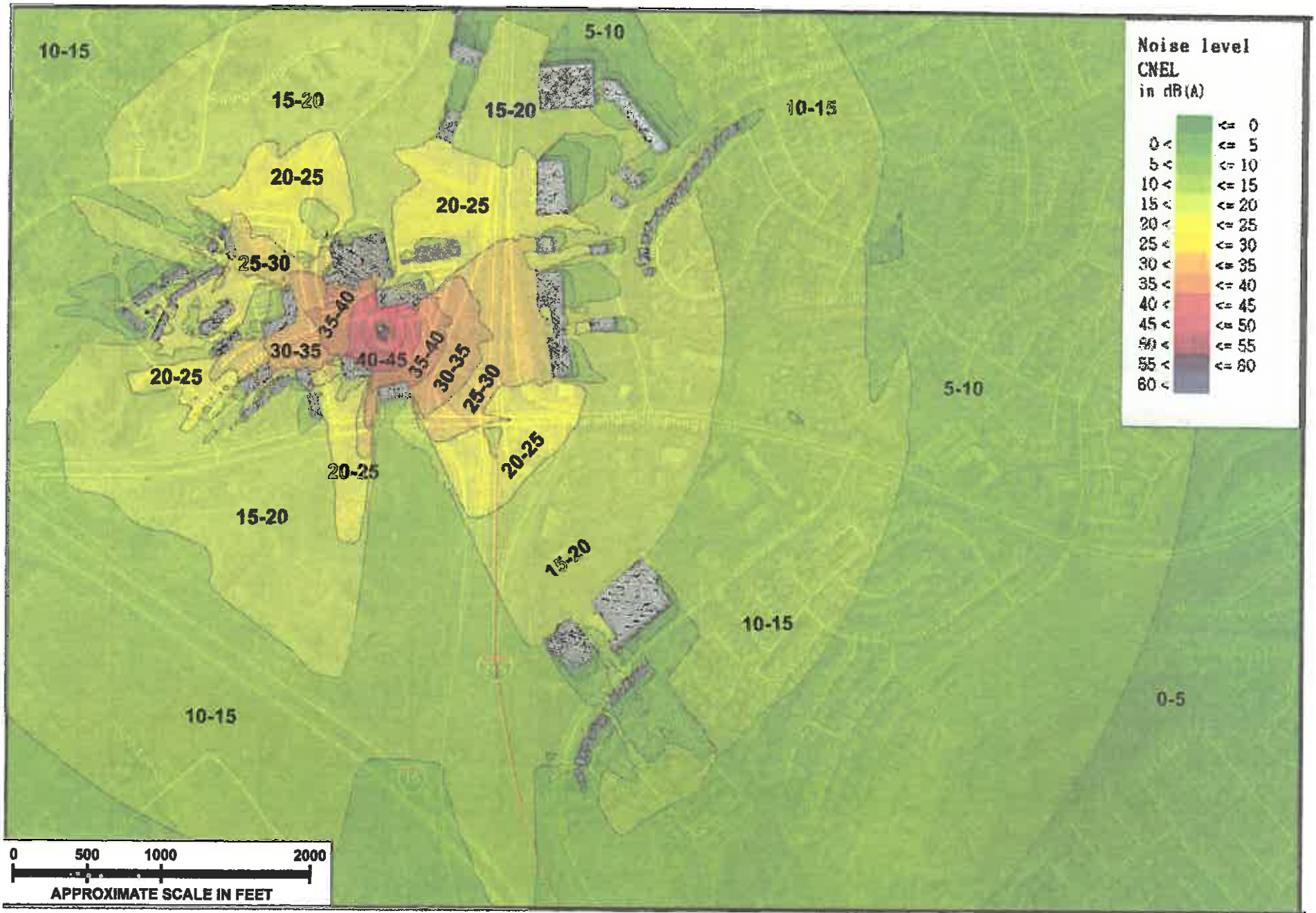
Notes: DN = departure to north (Figure 11); DS = departure to south (Figure 12).

For a helicopter departure, start-up and flight checks are performed in a ground-idle phase, which typically lasts up to 3 minutes. Given the relationship between the EMS landing site and the closest residential land uses (approximately 0.2 miles west of the center of the EMS landing site), this activity is expected to attenuate noise levels between 16.5 to 19.1 dB(A) (as shown in Table 7) at the closest residential property line (Site 2). Following the flight checks and start-up, the rotor blades begin turning at full power, a hover is initiated, and the aircraft ascends vertically; this phase typically takes up to 10 seconds (refer to “DN1” in Figure 11 and “DS1” in Figure 12). Once ascended, the helicopter accelerates horizontally and reaches an air speed of approximately 55 knots (refer to “DN2” through “DN5” in Figure 11 and “DS2” through “DS5” in Figure 12). This activity would take up to 5 seconds. At an elevation of approximately 1,100 feet, the helicopter accelerates to its cruising speeds of 121 knots in level flight (refer to “DN6” through “DN8” in Figure 11 and “DS6” through “DS8” in Figure 12). Overall, the main noise-producing portion of the departure to altitude and cruising speed from initial start-up would take less than 4 minutes.

i. Departure to the North

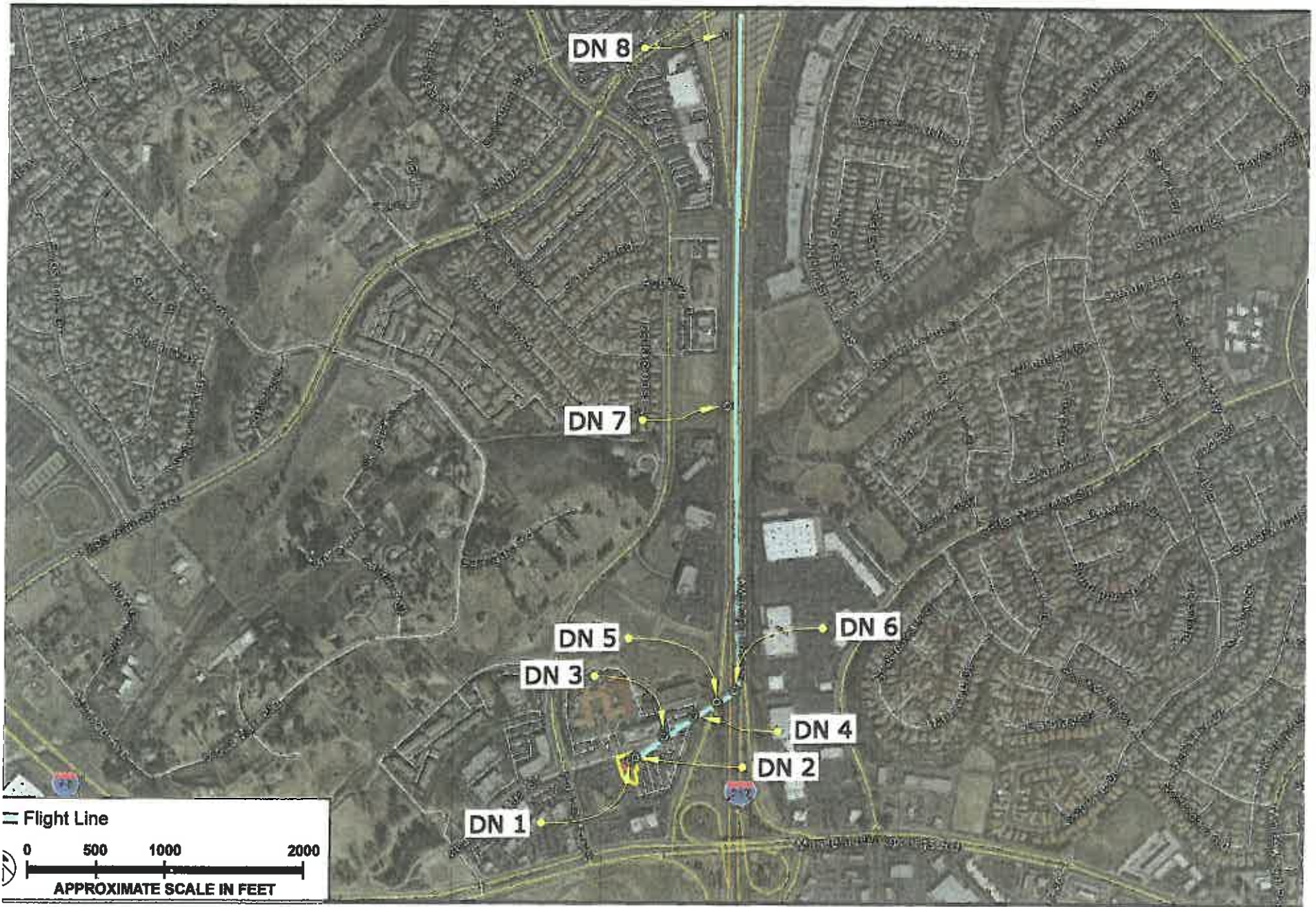
Table 12, Predicted Noise Levels of Helicopter Departure to the North, provides the predicted CNEL levels, at the measured sensitive receptors, that would be produced while the helicopter departs from the Project site to the north. As mentioned previously, the helicopters were assumed to be operating continuously over their flight paths throughout the entire day.

The results of the predictive modeling process are shown graphically in Figure 13, Noise Level Contour Map—Departure to the North. Noise from flights would occur for a relatively short period of time and would be infrequent; therefore, noise levels would not exceed the City’s Noise Ordinance threshold at any period of time.



E: Heliport Consultants - October 2016

FIGUR



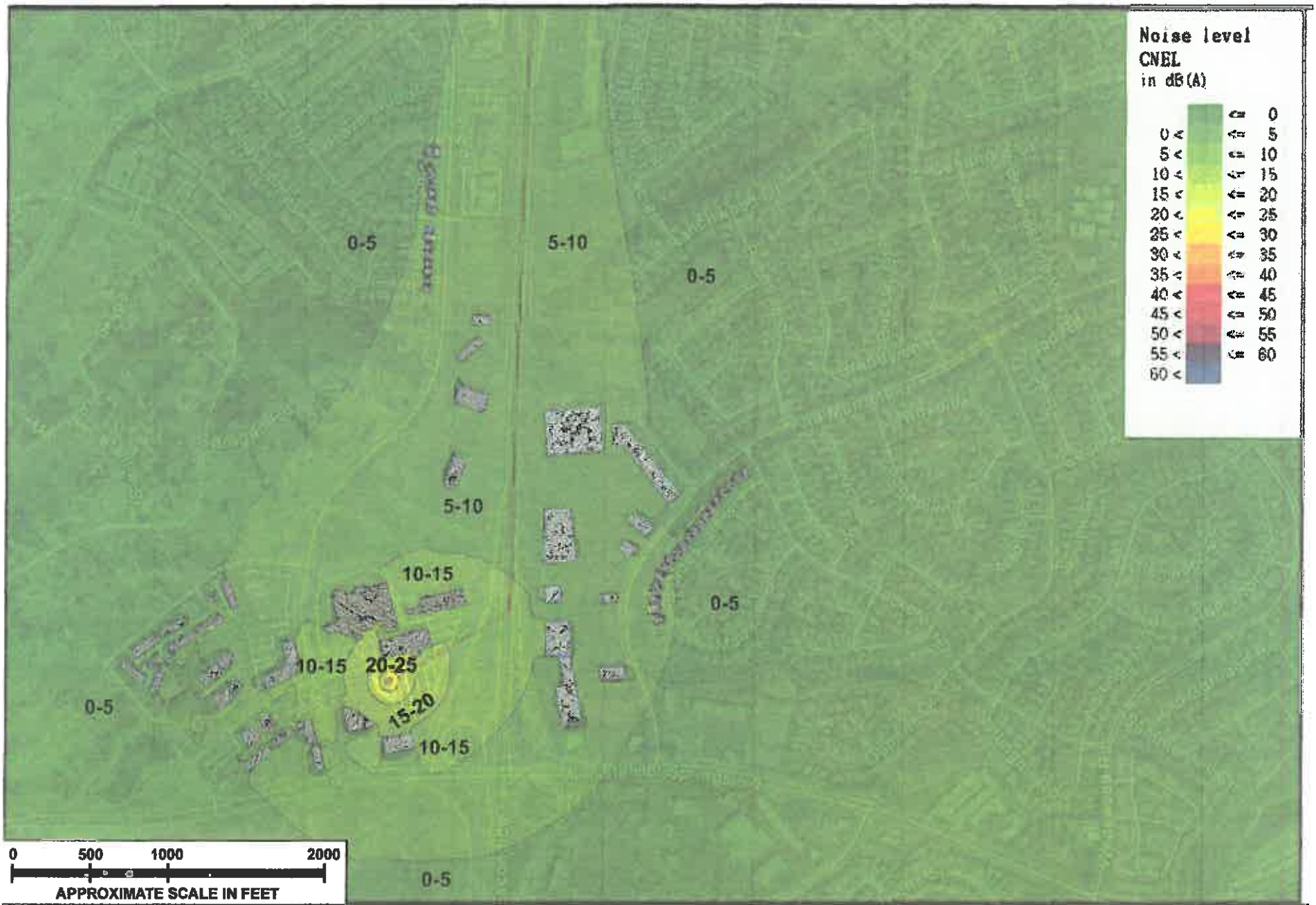
ICE: Heliport Consultants - October 2016

FIGU



TCE: Heliport Consultants - October 2016

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E: Heliport Consultants - October 2016

FIGUR

As shown in Table 12, the helicopter departure to the north would not result in an increase in ambient noise measurements at any of the nearby sensitive receptors and thus would be below the FICON-recommended 3.0 dB threshold for ambient noise between 60–65 dB CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL. Overall, the noise generated by the helicopter departure to the north would be similar to existing conditions.

Table 12
Predicted Noise Levels of Helicopter Departure to the North

Sensitive Receptor	Ground Distance from Flight Path (miles)	Measured Ambient Sound Levels (CNEL)	Helicopter Flight Pattern Sound Level (CNEL) (dBA)	Future Sum of Ambient plus Helicopter Flight Pattern ^a (dBA)	Calculated Increase in Noise (dB)
Site 1	0.52	72.2	—	72.2	0.0
Site 2	0.22	60.4	1.7	60.4	0.0
Site 3	0.18	64.8	1.2	64.8	0.0
Site 4	0.11	72.8	—	72.8	0.0

Source: SoundPLAN

^a Predicted energy sum from the proposed helicopter flight pattern to the measured existing noise environment.

ii. Departure to the South

Table 13, Predicted Noise Levels of Helicopter Departure to the South, provides the predicted CNEL levels at the measured sensitive receptors that would be produced while the helicopter departs from the Project site to the south. As mentioned previously, the helicopters were assumed to be operating continuously over their flight paths throughout the entire day.

The results of the predictive modeling process are shown graphically in Figure 14, Noise Level Contour Map—Departure to the East. Noise from flights would occur for a relatively short period of time and would be infrequent; therefore, noise levels would not exceed the City’s Noise Ordinance threshold at any period of time.

As shown in Table 13, the helicopter departure to the south would not result in an increase in ambient noise at any of the nearby sensitive receptors and thus would be below the FICON-recommended 3.0 dB threshold for ambient noise between 60–65 dB CNEL and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL. Overall, the noise generated by the helicopter departure to the south would be similar to existing conditions.

**Table 13
Predicted Noise Levels of Helicopter Departure to the South**

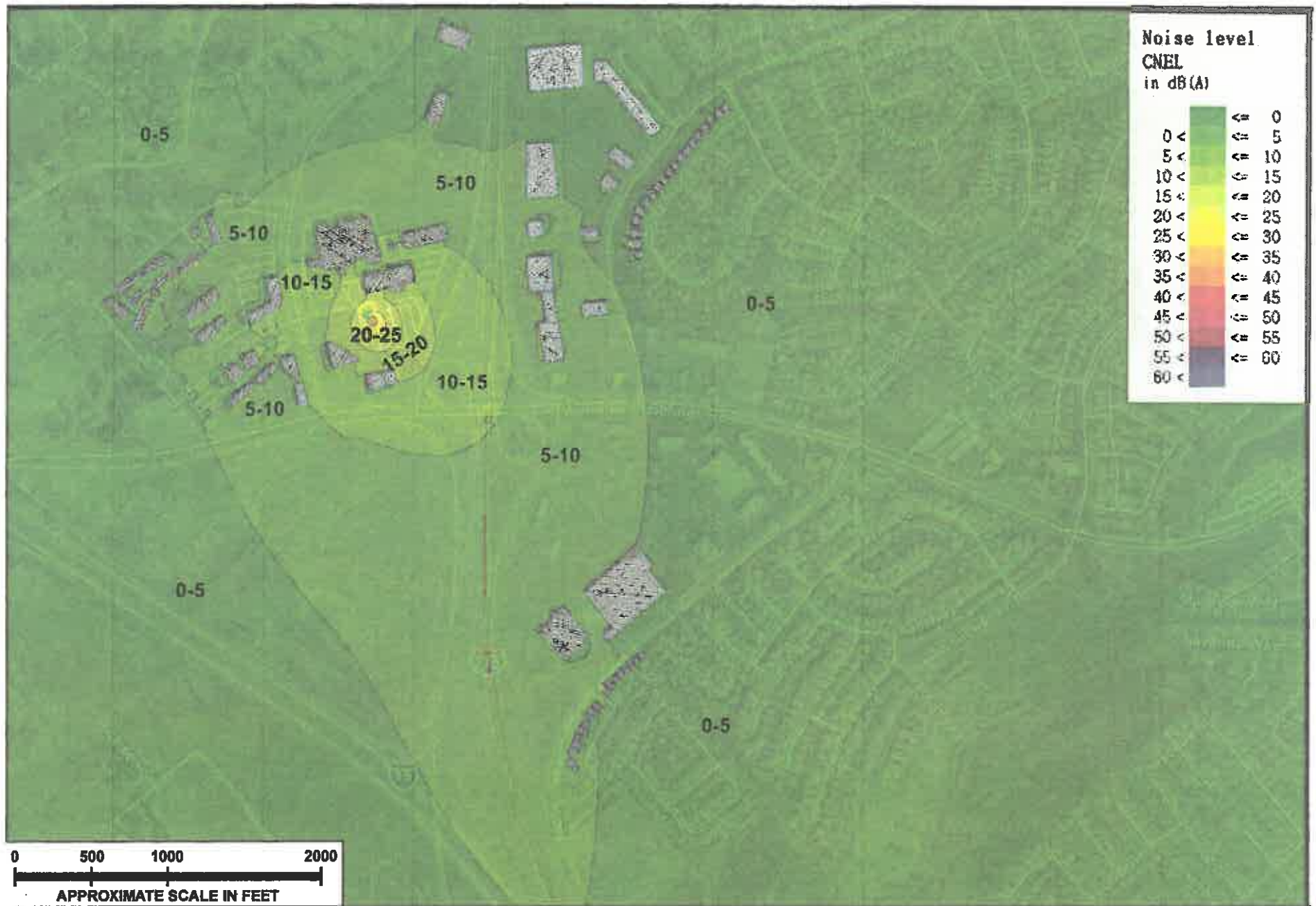
Sensitive Receptor	Ground Distance from Flight Path (miles)	Measured Ambient Sound Levels (CNEL)	Helicopter Flight Pattern Sound Level (CNEL) (dB[A])	Future Sum of Ambient plus Helicopter Flight Pattern^a	Calculated Increase in Noise (dB)
Site 1	0.13	72.2	—	72.2	0.0
Site 2	0.17	60.4	1.5	60.4	0.0
Site 3	0.23	64.8	—	64.8	0.0
Site 4	0.36	72.8	—	72.8	0.0

Source: SoundPLAN.

^a Predicted energy sum from the proposed helicopter flight pattern to the measured existing noise environment.

c. Actual Helicopter Approach/Departure Measurements

Table 14, Actual Helicopter Flight Approach/Departure Noise Level Attenuation at Sensitive Receptors, provides the ambient sound levels at the sensitive receptors during the test flight period (12:00 PM–1:00 PM) at the Project site. As shown, helicopter operations resulted in an increase of 0.6 dB at Site 3. It is important to note, increases in noise levels are also contributed by roadway mobile sources during the test flight period. However, increases in noise levels would not exceed the City’s Noise Ordinance threshold at any period of time and thus would be below the FICON-recommended 3.0 dB threshold for ambient noise between 60–65 dB CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL. Overall, the noise generated by the helicopter departure to the south would be similar to existing conditions.



FIGUR

Table 14
Actual Helicopter Flight Approach/Departure Noise Level
Attenuation at Sensitive Receptors

Sensitive Receptor	Distance from EMS Landing Site (miles)	Preflight 1-hour Leq	Flight 1-hour Leq^a	Increase in Noise (dB)
Site 1	0.5	68.7 ^b	69.1	0.4
Site 2	0.2	59.3 ^c	58.5	-0.8
Site 3	0.3	61.3 ^d	61.9	0.6
Site 4	0.5	75.0 ^e	72.9	-2.1

Note:

^a Measurement taken on September 28, 2016, from 12:00 PM to 1:00 PM.

^b Measurement taken on September 27, 2016, from 12:00 PM to 1:00 PM.

^c Measurement taken on September 27, 2016, from 12:20 PM to 1:00 PM.

^d Measurement taken on September 27, 2016, from 12:00 PM to 1:00 PM.

^e Measurement taken on September 27, 2016, from 12:41 PM to 1:00 PM.

3. General Plan Consistency

The Project would be consistent with the policies identified in the City's Noise Element, as identified in Table 15, General Plan Noise Element Applicable Policies.

**Table 15
General Plan Noise Element Applicable Policies**

Policies	Consistency
<p>N-1.1 Comply with the Land Use Compatibility for Community Noise Environments</p>	<p>Consistent. As indicated in Table 6, 7, 9, 10, 12, 13 and 14, the helicopter approach and departure from the north and south would not result in an increase in ambient noise measurements at any of the nearby sensitive receptors and thus would be below the FICON-recommended 3.0 dB threshold for ambient noise of 60–65 dB CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL. The Project would not exceed the land use compatibility criteria.</p>
<p>N-1.2 Protect schools, hospitals, libraries, churches, convalescent homes, and other noise sensitive uses from excessive noise levels by incorporating site planning and project design techniques to minimize noise impacts. The use of noise barriers shall be considered after all practical design-related noise measures have been integrated into the project. In cases where sound walls are necessary, they should help create an attractive setting with features such as setbacks, changes in alignment, detail and texture, murals, pedestrian access (if appropriate), and landscaping</p>	<p>Consistent. The Project would not generate noise levels in excess of City standards. Overall, the noise generated by the helicopter approach/departure from the north/south would be similar to that for existing conditions. Noise from flights would occur for a relatively short period of time and would be infrequent; therefore, noise levels would not exceed the City's Noise Ordinance thresholds at any period of time.</p>
<p>N-2.2 Integrate noise considerations into land use planning decisions to prevent new noise/land use conflicts</p>	<p>Consistent. Flight paths would be approved by the City through the CUP. Pilots would be committed to use only the prescribed flight paths from the northeast and southeast to prevent new noise/land use conflicts.</p>
<p>N-2.3 Consider the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development proposals</p>	<p>Consistent. The continued use of the EMS Landing Site was analyzed and summarized in this noise report. The proposed Project would not conflict with surrounding land uses and land uses along the proposed flight paths. Pilots would be committed to use only the prescribed flight paths from the northeast and southeast to prevent exceedance of City standards.</p>
<p>N-2.4 Encourage proper site planning and architecture to reduce noise impacts</p>	<p>Consistent. The continued use of the EMS Landing Site was analyzed and summarized in this noise report. The proposed Project would not conflict with surrounding land uses and land uses along the proposed flight paths. Pilots would be committed to use only the prescribed flight paths from the northeast and southeast to prevent exceedance of City standards.</p>

G. CONCLUSIONS

As shown in Table 6, on-ground helicopter modeled noise levels would not result in an increase in ambient noise at nearby sensitive receptors. Thus, noise levels would not exceed the City's Noise Ordinance threshold at any period of time and would be below the FICON-recommended 3.0 dB threshold for ambient noise between 60–65 dB CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL. As shown in Table 7, actual on-ground helicopter noise levels did not result in any increase in ambient noise at nearby sensitive receptors,

As shown in Table 9, the helicopter approach from the north would not result in an increase in ambient noise at any of the nearby sensitive receptors. Thus, noise levels would not exceed the City's Noise Ordinance threshold at any period of time and would be below the FICON-recommended 3.0 dB threshold for ambient noise between 60–65 dB CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL. Overall, the noise generated by the helicopter approach from the north would be similar to that for existing conditions.

As shown in Table 10, the helicopter approach from the south would not result in an increase in ambient noise at any of the nearby sensitive receptors. Thus, noise levels would not exceed the City's Noise Ordinance threshold at any period of time and would be below the FICON-recommended 3.0 dB threshold for ambient noise between 60–65 dB CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL. Overall, the noise generated by the helicopter approach from the south would be similar to that for existing conditions.

As shown in Table 12, the helicopter departure to the north would not result in an increase in ambient noise measurements at any of the nearby sensitive receptors. Thus, noise levels would not exceed the City's Noise Ordinance threshold at any period of time and would be below the FICON-recommended 3.0 dB threshold for ambient noise between 60–65 dB CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL. Overall, the noise generated by the helicopter departure to the north would be similar to that for existing conditions.

As shown in Table 13, the helicopter departure to the south would not result in an increase in ambient noise at any of the nearby sensitive receptors. Thus, noise levels would not exceed the City's Noise Ordinance threshold at any period of time and would be below the FICON-recommended 3.0 dB threshold for ambient noise between 60–65 dB CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL. Overall, the noise generated by the helicopter departure to the south would be similar to existing conditions.

As shown in Table 14, the test flight period between 12:00 PM to 1:00 PM resulted in an increase of 0.6 dB at Site 3. However, increases in noise levels would not exceed the City's Noise Ordinance threshold at any period of time and would be below the FICON-recommended 3.0 dB threshold for ambient noise between 60–65 dB CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL. Overall, the noise generated by the helicopter departure to the south would be similar to existing conditions.

Appendix A
Monitoring Data Sheets

Monitoring Location: Site 1
Primary Noise Source:

Time(s): September 27 1:00 PM through September 28 1:00 PM

Monitoring Period	Monitored Leq	Logarithmic Equivalent	Evening/Night Adjustments		
			10 dB	5 dB	
Midnight 0 / 24	59.8	954993	9549926	3019952	Leq Morning Peak Hour 7:00-10:00 a.m.
am 1:00	100	501187	5011872	1584893	70 dBA
2:00	200	56.6	457088	1445440	
3:00	300	59.7	933254	2951209	Leq Evening Peak Hour 4:00-8:00 p.m.
4:00	400	62.3	1698244	5370318	70 dBA
5:00	500	67.2	5248075	16595869	
6:00	600	70.5	11220185	35481339	Leq Nighttime 10:00 pm-7:00 a.m. (not adjusted)
7:00	700	70.3	10715193	33884416	64.3 dBA
8:00	800	70.3	10715193	33884416	
9:00	900	68.1	6456542	20417379	Leq Daytime 7:00 am-10:00 p.m.
10:00	1000	67.6	5754399	18197009	69.2 dBA
11:00	1100	68.9	7762471	24547089	
12:00	1200	69.1	8128305	25703958	Leq 24-Hour
pm 1:00	1300	69.3	8511380	26915348	68 dBA
2:00	1400	69.3	8511380	26915348	
3:00	1500	70.2	10471285	33113112	Ldn: 10 dB adjustment between 10:00 p.m. & 7:00 a.m.
4:00	1600	71.2	13182567	41686938	72 dBA
5:00	1700	71.3	13489629	42657952	
6:00	1800	69.3	8511380	26915348	CNEL: 5 dB adjustment between 7:00p.m. & 10:00 p.m., & 10 dB
7:00	1900	67.5	5623413	17782794	72.2 dBA adjustment between 10:00 p.m. & 7:00 a.m.
8:00	2000	65.8	3801894	12022644	
9:00	2100	66.0	3981072	12589254	
10:00	2200	63.5	2238721	7079458	
pm 11:00	2300	60.7	1174898	3715352	Difference between CNEL and Ldn CNEL - Ldn = 0.32768471

Note to modelers: Only input data under "Monitored Leq" (Column D).

Monitoring Location: Site 2

Primary Noise Source:

Time(s): September 27 1:00 PM through September 28 1:00 PM

Monitoring Period	Monitored Leq	Logarithmic Equivalent	Evening/Night Adjustments		
			10 dB	5 dB	
Midnight 0 / 24	47.3	53703	537032	169824	
am 1:00 100	48.7	74131	741310	234423	Leq Morning Peak Hour 7:00-10:00 a.m. 59 dBA
2:00 200	47.8	60256	602560	190546	
3:00 300	48.7	74131	741310	234423	Leq Evening Peak Hour 4:00-8:00 p.m. 61 dBA
4:00 400	51.9	154882	1548817	489779	
5:00 500	53.1	204174	2041738	645654	
6:00 600	53.8	239883	2398833	758578	Leq Nighttime 10:00 pm-7:00 a.m. (not adjusted) 51.1 dBA
7:00 700	62.1	1621810	16218101	5128614	
8:00 800	57.9	616595	6165950	1949845	
9:00 900	56.0	398107	3981072	1258925	Leq Daytime 7:00 am-10:00 p.m. 59.1 dBA
10:00 1000	57.1	512861	5128614	1621810	
11:00 1100	57.6	575440	5754399	1819701	
12:00 1200	58.5	707946	7079458	2238721	Leq 24-Hour 57 dBA
pm 1:00 1300	59.0	794328	7943282	2511886	
2:00 1400	59.4	870964	8709636	2754229	
3:00 1500	59.0	794328	7943282	2511886	Ldn: 10 dB adjustment between 10:00 p.m. & 7:00 a.m. 60 dBA
4:00 1600	64.2	2630268	26302680	8317638	
5:00 1700	59.3	851138	8511380	2691535	
6:00 1800	57.5	562341	5623413	1778279	CNEL: 5 dB adjustment between 7:00p.m. & 10:00 p.m., & 10 dB adjustment between 10:00 p.m. & 7:00 a.m. 60.4 dBA
7:00 1900	56.8	478630	4786301	1513561	
8:00 2000	55.9	389045	3890451	1230269	
9:00 2100	56.0	398107	3981072	1258925	
10:00 2200	52.4	173780	1737801	549541	
pm 11:00 2300	50.6	114815	1148154	363078	Difference between CNEL and Ldn CNEL - Ldn = 0.474644

Note to modelers: Only input data under "Monitored Leq" (Column D).

Monitoring Location: Site 3

Primary Noise Source:

Time(s): September 27 2:00 PM through September 27 2:00 PM

Monitoring Period	Monitored Leq	Logarithmic Equivalent	Evening/Night Adjustments		
			10 dB	5 dB	
Midnight 0 / 24	43.6	22909	229087	72444	Leq Morning Peak Hour 7:00-10:00 a.m.
am 1:00 100	47.0	50119	501187	158489	64 dBA
2:00 200	42.3	16982	169824	53703	Leq Evening Peak Hour 4:00-8:00 p.m.
3:00 300	50.5	112202	1122018	354813	63 dBA
4:00 400	55.3	338844	3388442	1071519	Leq Nighttime 10:00 pm-7:00 a.m. (not adjusted)
5:00 500	57.8	602560	6025596	1905461	56.1 dBA
6:00 600	60.7	1174898	11748976	3715352	Leq Daytime 7:00 am-10:00 p.m.
7:00 700	66.9	4897788	48977882	15488166	62.7 dBA
8:00 800	62.7	1862087	18620871	5888437	Leq 24-Hour
9:00 900	60.4	1096478	10964782	3467369	61 dBA
10:00 1000	60.2	1047129	10471285	3311311	Ldn: 10 dB adjustment between 10:00 p.m. & 7:00 a.m.
11:00 1100	63.7	2344229	23442288	7413102	64 dBA
12:00 1200	61.3	1348963	13489629	4265795	CNEL: 5 dB adjustment between 7:00p.m. & 10:00 p.m., & 10 dB adjustment between 10:00 p.m. & 7:00 a.m.
pm 1:00 1300	61.9	1548817	15488166	4897788	64.8 dBA
2:00 1400	61.6	1445440	14454398	4570882	Difference between CNEL and Ldn
3:00 1500	63.0	1995262	19952623	6309573	CNEL - Ldn = 0.4338508
4:00 1600	63.1	2041738	20417379	6456542	
5:00 1700	65.6	3630781	36307805	11481536	
6:00 1800	62.5	1778279	17782794	5623413	
7:00 1900	61.4	1380384	13803843	4365158	
8:00 2000	61.2	1318257	13182567	4168694	
9:00 2100	56.7	467735	4677351	1479108	
10:00 2200	55.5	354813	3548134	1122018	
pm 11:00 2300	60.1	1023293	10232930	3235937	

Note to modelers: Only input data under "Monitored Leq" (Column D).

Monitoring Location: Site 4
Primary Noise Source:

Time(s): September 27 1:00 PM - September 28 1:00 PM

	Monitoring Period	Monitored Leq	Logarithmic Equivalent	Evening/Night Adjustments	
				10 dB	5 dB
	Midnight 0 / 24	58.2	660693	6606934	2089296
am	1:00 100	57.8	602560	6025596	1905461
	2:00 200	56.3	426580	4265795	1348963
	3:00 300	58.9	776247	7762471	2454709
	4:00 400	62.3	1698244	16982437	5370318
	5:00 500	66.8	4786301	47863009	15135612
	6:00 600	68.7	7413102	74131024	23442288
	7:00 700	72.6	18197009	181970086	57543994
	8:00 800	72.6	18197009	181970086	57543994
	9:00 900	71.2	13182567	131825674	41686938
	10:00 1000	71.3	13489629	134896288	42657952
pm	11:00 1100	72.5	17782794	177827941	56234133
	12:00 1200	72.9	19498446	194984460	61659500
	1:00 1300	71.7	14791084	147910839	46773514
	2:00 1400	73.1	20417379	204173794	64565423
	3:00 1500	72.0	15848932	158489319	50118723
	4:00 1600	71.9	15488166	154881662	48977882
	5:00 1700	73.1	20417379	204173794	64565423
	6:00 1800	70.5	11220185	112201845	35481339
	7:00 1900	69.3	8511380	85113804	26915348
	8:00 2000	68.5	7079458	70794578	22387211
pm	9:00 2100	66.4	4365158	43651583	13803843
	10:00 2200	63.4	2187762	21877616	6918310
	11:00 2300	61.6	1445440	14454398	4570882

Leq Morning Peak Hour 7:00-10:00 a.m.

72 dBA

Leq Evening Peak Hour 4:00-8:00 p.m.

71 dBA

Leq Nighttime 10:00 pm-7:00 a.m. (not adjusted)

63.5 dBA

Leq Daytime 7:00 am-10:00 p.m.

71.6 dBA

Leq 24-Hour

70 dBA

Ldn: 10 dB adjustment between 10:00 p.m. & 7:00 a.m.

72 dBA

CNEL: 5 dB adjustment between 7:00p.m. & 10:00 p.m., & 10 dB

72.8 dBA adjustment between 10:00 p.m. & 7:00 a.m.

Difference between CNEL and Ldn

CNEL - Ldn = 0.4262204

Note to modelers: Only input data under "Monitored Leq" (Column D).

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

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

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

DATE OF HEARING: May 11, 2017

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1075FV17 – Rancho Springs Medical Center/Southwest Healthcare System (Representative: Kathryn Wright, Heliplanners) – City of Murrieta Case No. RP-2016-1115 (Revised Permit). A proposal to formally recognize the use of a grassy area southerly of the women's center building on the campus of Rancho Springs Medical Center as an Emergency Medical Service (EMS) Helicopter Landing Site. The landing site is located southeasterly of the terminus of Medical Center Drive, easterly of Hancock Avenue, northerly of Murrieta Hot Springs Road, and westerly of Interstate 215. Usage is only for emergency medical services as defined in State law, including patient travel to higher level or specialized facilities.

FURTHER INFORMATION: Contact John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Dennis Watts of the City of Murrieta Planning Department at (951) 461-6037.

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

ALUC Identification No.

ZAP1075FV17

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application March 6, 2017
 Property Owner Rancho Springs Medical Center & Southwest Health Phone Number (951) 696-8000
 Mailing Address Iliya Esposito
25500 Medical Center Drive
Murrieta, CA 92562

Agent (if any) Heliplanners Phone Number (951) 693-5080
 Mailing Address Kat Wright
31110 Avenida Del Reposo
Temecula, CA 92591

*FV
Not in
AIA*

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address 25500 Medical Center Drive
Murrieta, CA 92562
 Assessor's Parcel No. 912010032-6 Parcel Size 13.24 Acres
 Subdivision Name _____ Zoning _____
 Lot Number 32 Classification _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Grass area south of single story medical center, surrounded by surface parking. Currently used as landing site for EMS helicopters

Proposed Land Use (describe) Formalizing existing use

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____
 For Other Land Uses Hours of Use irregular
 (See Appendix C) Number of People on Site Maximum Number varries
 Method of Calculation Security attends all helicopter operations in addition to patient and necessary medical crew.

Height Data Height above Ground or Tallest Object (including antennas and trees) N/A ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1150 ft.

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

If yes, describe _____

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	Type of Project
Agency Name <u>City of Murrieta</u>	<input type="checkbox"/> General Plan Amendment
Staff Contact <u>Dennis Watts</u>	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	<input type="checkbox"/> Subdivision Approval
Agency's Project No. <u>RP-2016-1115</u>	<input checked="" type="checkbox"/> Use Permit
	<input type="checkbox"/> Public Facility
	<input type="checkbox"/> Other

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

Heliplanners

31110 Avenida Del Reposo, Temecula, California 92591-1718 USA
Phone: (951) 693-5090 Fax: (951) 693-5042 Cell: (951) 203-8900
www.heliplanners.com

Aviation Planning Consultants
Helicopter Specialists

March 3, 2017

Mr. John Guerin
Riverside County Airport Land Use Commission
4080 Lemon Street
Riverside, CA 92501

**Subject: Rancho Springs Medical Center EMS Landing Site
Riverside County Airport Land Use Commission Application**

Dear Mr. Guerin,

Enclosed is a completed Riverside County Airport Land Use Commission Application, along with the following documents to initiate the Riverside County's ALUC review of the Rancho Springs Medical Center EMS Landing Site.

- Site Layout exhibit depicting flight path alignments and surrounding area
- FAA Airspace Determination Letter
- Helicopter noise study
- Photo of EMS helicopter on the site
- Check for 1,188 application fee

The closest public use airport is French Valley Airport (F70), over 3 nautical miles to the east. The landing site is well away from that airport's normal approach/departure paths.

The area consists of an unimproved grass landing site at grade. It is located next to surface level parking and a single story medical center. A lighted windcone is located on the adjacent hospital building. Medical Center staff deploys portable perimeter lights for rare nighttime landings.

Note that the landing area has been in use for several decades, and there are no current plans to elevate it from an EMS landing site to a fully permitted heliport. It is used only for transporting critically ill or injured patients to hospitals with more intensive care facilities or specialization. As such, it is exempt from review by Caltrans Division of Aeronautics per state law.

Heliplanners is submitting this material on behalf of our direct client, Southwest Healthcare Systems (project owner) and their project team. We are providing liaison with the Riverside County ALUC and other agencies on their behalf.

We thank you for your prompt attention to this matter. We are available to help expedite the process in any way. Please call us directly at (951) 693-5090 should you have questions.

Sincerely,



Kat Wright

Copy: Southwest Healthcare Systems (Illya Esposito)
Meridian Consultants (Chris Hampson, Christ Kirikian)
City of Murrieta Planning (Dennis Watts)

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.9

HEARING DATE: May 11, 2017

CASE NUMBER: ZAP1030FL17 -- Bryan Kuderman (Representative:
Nicholas Tavaglione)

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO: P17-0065 (Rezone)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission find the proposed Rezone CONSISTENT with the 2004 Flabob Airport Land Use Compatibility Plan.

PROJECT DESCRIPTION: The applicant is proposing a rezone of 0.49 acres from Public Facilities (PF) to Single Family Residential (R-1-7000).

PROJECT LOCATION: The project site is located southerly of Field Lane, westerly of Bubbling Well Road, northerly of Circle Lazy J Road, and easterly of the Santa Ana River, approximately 7,742 feet northeasterly from the easterly end of Runway 6-24 at Flabob Airport.

LAND USE PLAN: 2004 Flabob Airport Land Use Compatibility Plan

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

BACKGROUND:

Residential Land Use Density: The site is located within Zone E of the Flabob Airport Influence Area (AIA), where residential density is not restricted.

Prohibited and Discouraged Uses: The only uses prohibited in Airport Compatibility Zone E of Flabob AIA are hazards to flight, and no hazards to flight are proposed by the project.

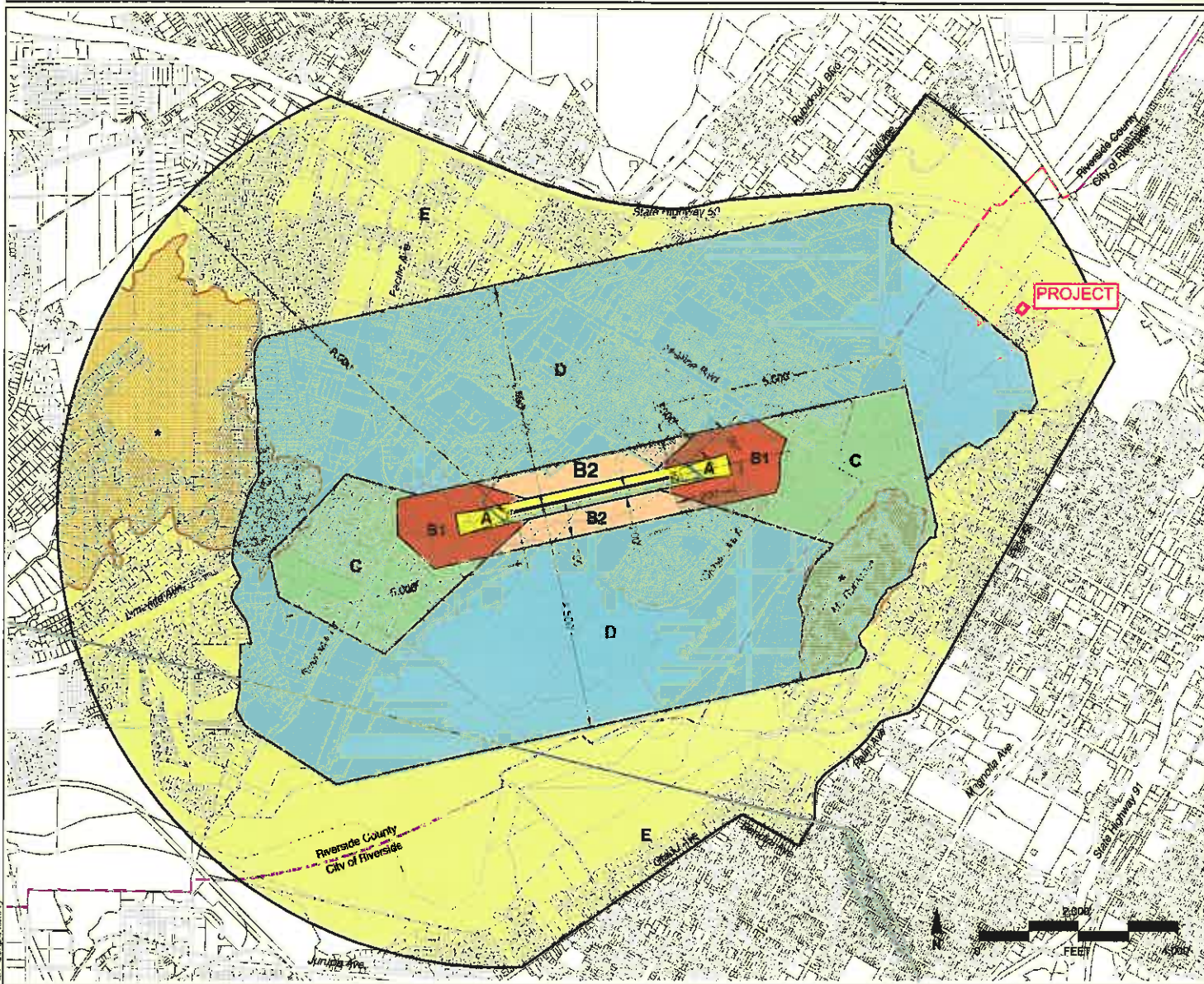
Noise: The site is located outside the 55 CNEL contour for Flabob Airport Land Use Compatibility Plan relative to aircraft noise. A single family residence is planned to be constructed in the near future, and single-family residences are clearly acceptable uses outside the 55 CNEL contour.

Part 77: The elevation of Runway 6-24 at its easterly terminus is approximately 766.8 feet above mean sea level (766.8 feet AMSL). As the runway length does not exceed 3,200 feet, the relevant slope for purposes of determining Federal Aviation Administration notice requirements is 50:1. At a distance of approximately 7,742 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 921.6 feet AMSL. The project site elevation is approximately 796 feet AMSL. Any structures 50 feet or lower in height would not require review by the FAA Obstruction Evaluation Service for height/elevation reasons.

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

NOTICE OF AIRPORT IN VICINITY

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



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Note

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

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

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

Map FL-1

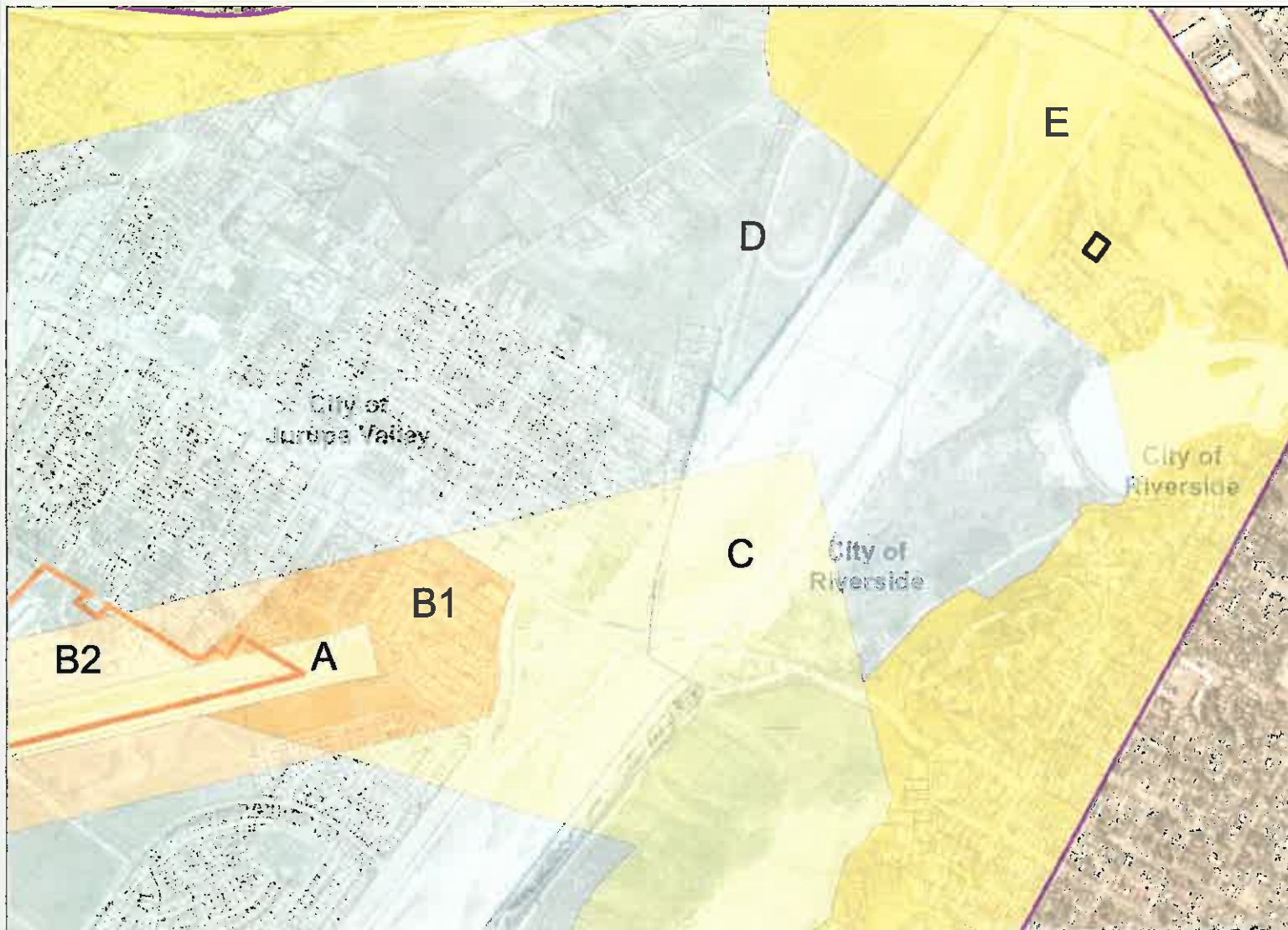
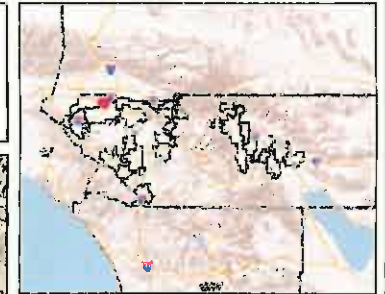
Compatibility Map
Flabob Airport

APN: 207-060-007 / City of Riverside Field Lane / Case: P17-0065



Aerial View

My Map



Legend

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



0 1,506 3,011 Feet



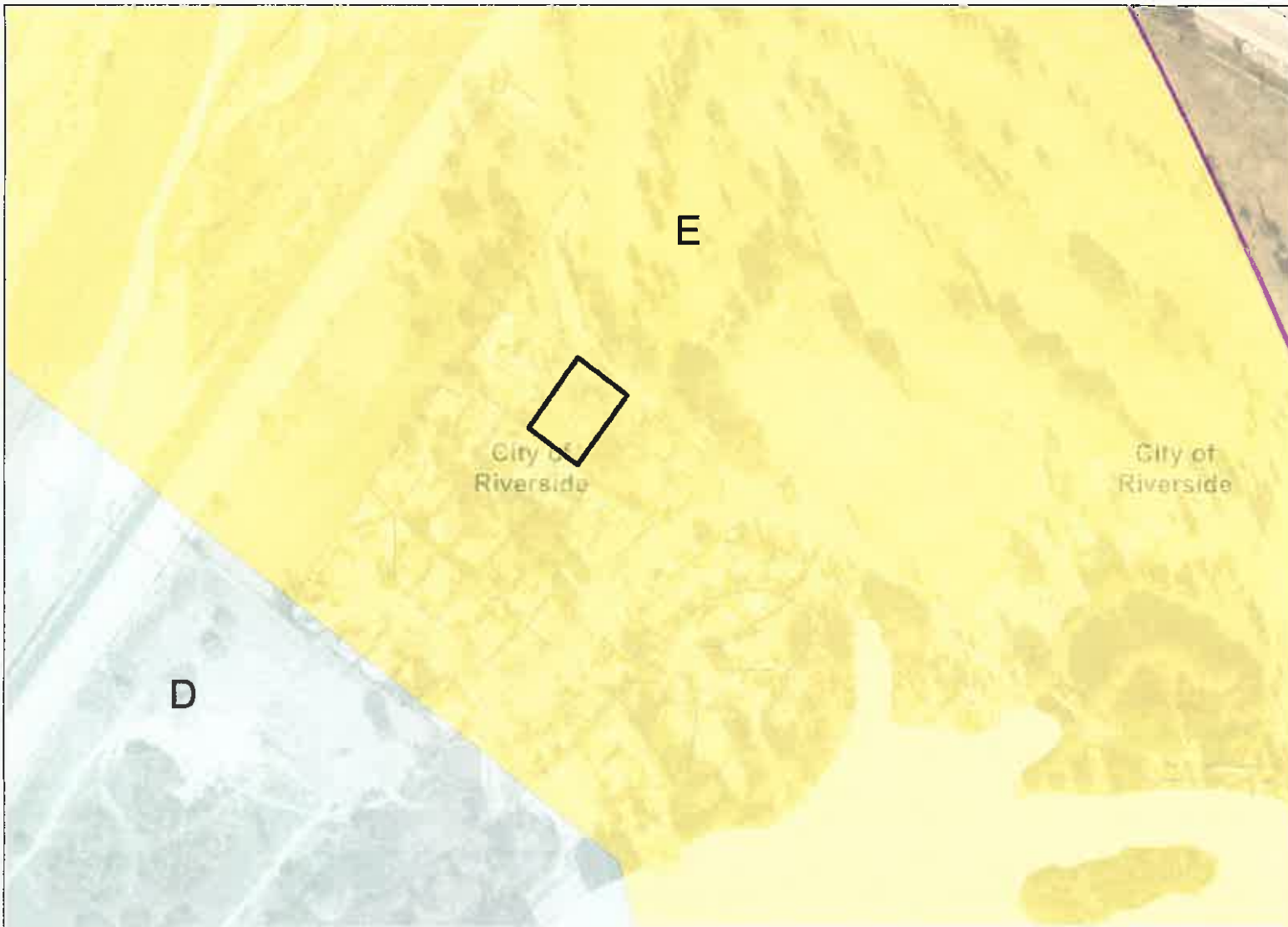
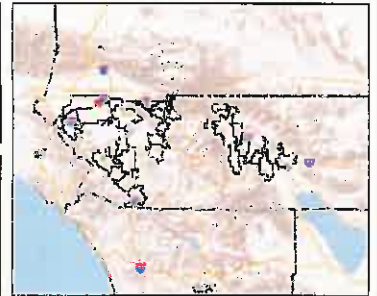
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Notes

My Map



Legend

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



0 376 753 Feet



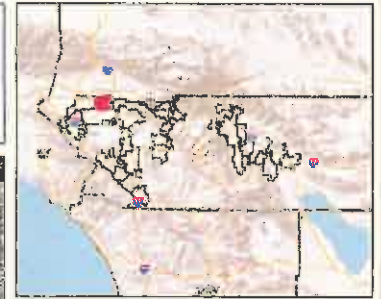
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Notes

My Map



Legend

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



0 3,011 6,023 Feet



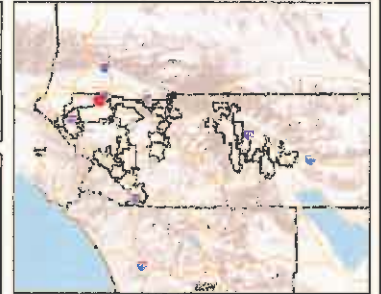
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Notes

My Map



Legend

- City Boundaries
- Cities**
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
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- waterbodies**
- Lakes
- Rivers



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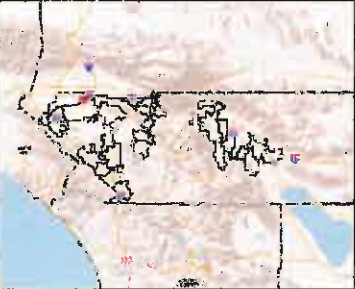
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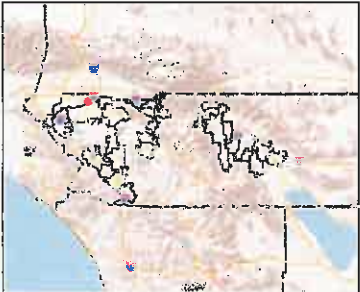
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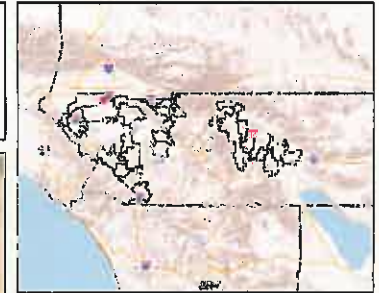
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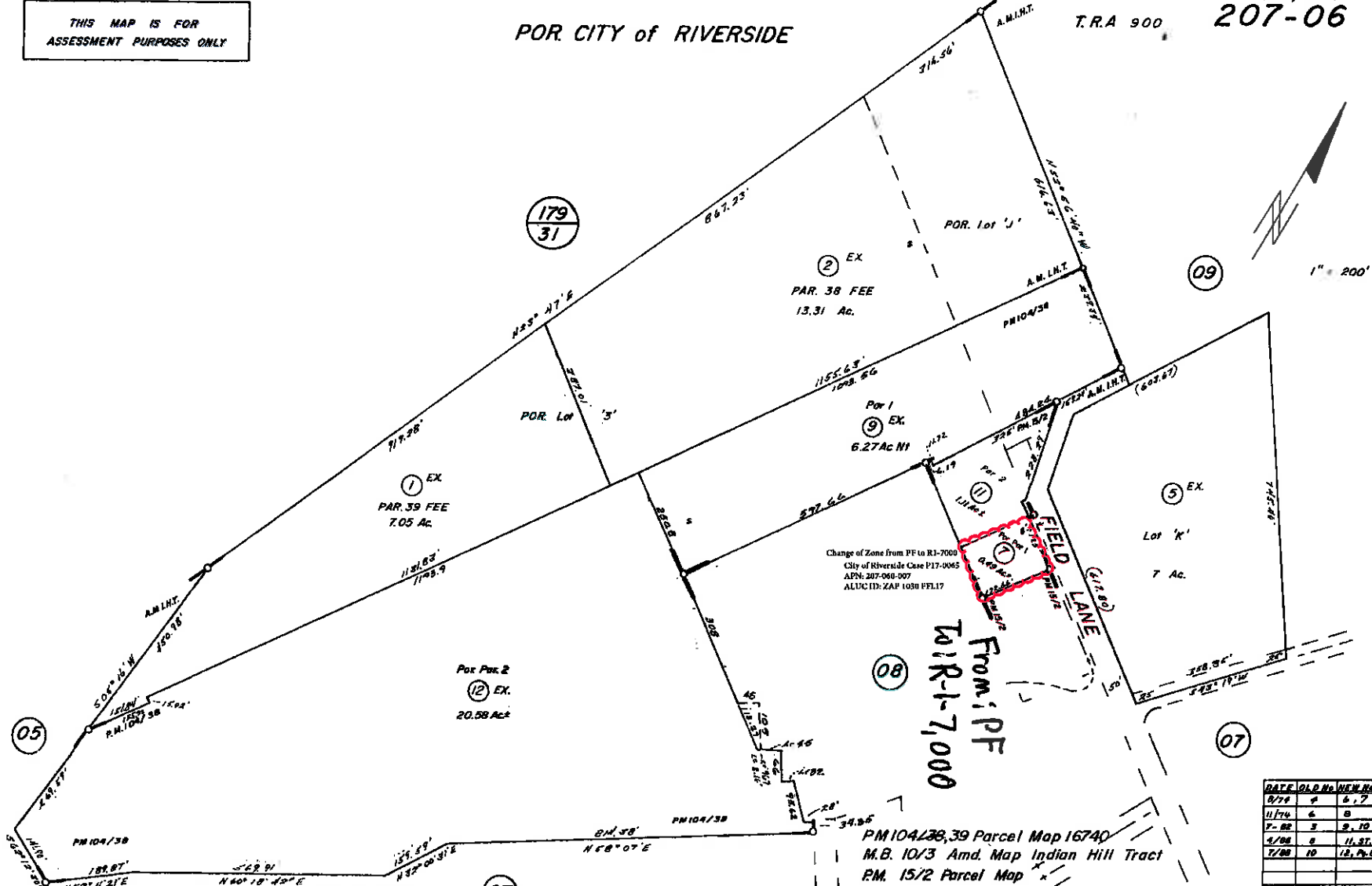
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Notes

THIS MAP IS FOR
ASSESSMENT PURPOSES ONLY

POR CITY of RIVERSIDE

1-20, 1-20-1
T.R.A 900 207-06



ASSESSOR'S MAP BK. 207 PG. 06
RIVERSIDE COUNTY, CALIF.

DATA: RS 26/90-93
M.B. 38/42-44
RM. 4/51

PM 104/38, 39 Parcel Map 16740
M.B. 10/3 Amd. Map Indian Hill Tract
P.M. 15/2 Parcel Map

DATE	OLD No	NEW No
8/74	6	6.7
11/74	6	8
2/80	9	9.10
4/80	6	10.31
7/80	10	12.74.8

JAN 1974

**NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**

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

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

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

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

DATE OF HEARING: May 11, 2017

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1030FL17 – Bryan Kuderman (Representative: Nicholas Tavaglione) – City of Riverside Planning Case No. P17-0065 (Rezone). The applicant is proposing a rezone of 0.49 acres (Assessor's Parcel Number 207-060-007) from Public Facilities (PF) to Single Family Residential (R-1-7000). The project site is located southerly of Field Lane, westerly of Bubbling Well Road, northerly of Circle Lazy J Road, and easterly of the Santa Ana River (Airport Compatibility Zone E of the Flabob Airport Influence Area).

FURTHER INFORMATION: Contact ALUC Planner Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Candice Assadzadeh of the City of Riverside Planning Division at (951) 826-5667.

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

ALUC Identification No.

ZAP 1030 FL17

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 3-28-17
 Property Owner Bryan Kuderman Phone Number 951-743-9358
 Mailing Address 2595 FIELD LANE
Riverside, CA 92501

Agent (if any) Nicholas TAVAGLIONE Phone Number 951-333-4102
 Mailing Address 210 Clearwood Ave.
Riverside, CA 92506

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address (Not Assigned Yet)
 Assessor's Parcel No. 207-060-007 Parcel Size .49 AC
 Subdivision Name N/A Zoning Present PF-IN
 Lot Number N/A Classification Process TO R-1-7000

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Vacant property, level terrain, with single family home on left and right side and in the rear, property faces a public golf course

Proposed Land Use (describe) Change of zone from PF to R-1-7000 which is what is called for in the General Plan, Planned Single Family, single story residence of approx. 2,600 sq ft.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 1
 For Other Land Uses Hours of Use N/A
 (See Appendix C) Number of People on Site Maximum Number (6)
 Method of Calculation Family members
Mother, Father + (4) children

Height Data Height above Ground or Tallest Object (including antennas and trees) 50 ft. (Exist. trees) ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 50 ft. (Exist. trees) ft.

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

FL
ZONE E

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	3-28-17
Agency Name	City of Riverside
Staff Contact	CANDICE ASSADZADEH
Phone Number	951-826-5667
Agency's Project No.	P17-0065
Type of Project	<input type="checkbox"/> General Plan Amendment <input checked="" type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input type="checkbox"/> Other

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.10

HEARING DATE: May 11, 2017

CASE NUMBER: ZAP1031FL17 – Northtown Housing Development Corp.
(Representative: Debi Myers)

APPROVING JURISDICTION: City of Jurupa Valley)

JURISDICTION CASE NO: MA16224 (Major Application) consisting of GPA16006 (General Plan Amendment), CZ16011 (Change of Zone), SDP16043 (Site Development Permit), and TPM37126 (Tentative Parcel Map)

MAJOR ISSUES: The proposed commercial building exceeds allowable single-acre intensity limits for areas within Compatibility Zone C of the Flabob Airport Influence Area. (A 30,000 square foot office building or a 9,000 square foot retail commercial building without restaurant area or places of assembly would meet the single-acre intensity limit.) Additionally, the site would normally be restricted to a maximum residential density of 0.2 dwelling units per acre (or, in this case, one dwelling per existing legal lot). However, the site previously accommodated a 66-unit mobile home community and two single-family residences. The project proposes a total of 68 units, which would not increase the number of dwelling units that existed on the site at the time of adoption of the Flabob Airport Land Use Compatibility Plan (Flabob ALUCP). In June 2011, ALUC determined that a 66-unit apartment project with associated General Plan Amendment and Change of Zone were consistent with the Flabob ALUCP with special findings, pursuant to Section 3.3.6 of the Countywide Policies (ZAP1020FL11). This determination occurred when the property was under the jurisdiction of the County. The proposed project includes two additional parcels, increasing the overall acreage to 7.27 acres and the residential area to 5.16 acres, reducing the overall density within the area proposed for residential use from 15.17 to 13.18 dwelling units per acre.

RECOMMENDATION: Staff must recommend a finding of INCONSISTENCY for the Site Development Permit, based on the nonresidential intensity limits being exceeded by the proposed commercial building. The residential density is normally incompatible, but, provided that the Commission is willing to reaffirm its special findings for the residential portion of the project pursuant to Section 3.3.6, staff recommends a finding of CONSISTENCY for the General Plan Amendment and Change of Zone, subject to the understanding that the number of dwelling units on this site will not exceed 68. Such findings should include that the proposed project would not increase the number of units from the previously existing use on the site and, therefore, would not expose additional people to potential hazards from aircraft relative to the number of persons in the previously existing dwelling units and would not expose people to excessive noise levels, and that the project is

located adjacent to the Santa Ana River, which provides a large amount of open area for emergency landings.

PROJECT DESCRIPTION: Site Development Permit No. 16043 is a proposal to develop a 68-unit multi-family housing development (apartments) with a 3,818 square foot community center building and pool and maintenance buildings on 5.16 acres and a 31,375 square foot commercial building on 1.79 acres. The site consists of five Assessor's parcels. Four parcels with a total of 6.27 acres are designated Commercial Retail and a one-acre parcel is designated Medium High Density Residential. General Plan Amendment No. 16006 would retain the Commercial Retail designation on 1.79 acres, while amending the General Plan designation of 4.16 acres of Commercial Retail and one acre of Medium High Density Residential to High Density Residential. The four parcels designated Commercial Retail are currently zoned R-VC (Rubidoux – Village Commercial), while the one-acre parcel is zoned R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture). Change of Zone No. 16011 would maintain R-VC zoning on 1.79 acres, change the zoning of 4.16 acres from R-VC to R-2, and change the zoning of one acre from R-2 and A-1 to R-2. Finally, Tentative Parcel Map No. 37126 would reconfigure the existing parcel boundaries to establish two new parcels (1.79 acres and 5.16 acres, respectively).

PROJECT LOCATION: The project site is located northerly of Mission Boulevard and easterly of Crestmore Road in the community of Rubidoux, approximately 2,640 feet (one-half mile) northerly of Runway 6-24 at Flabob Airport.

LAND USE PLAN: 2004 Flabob Airport Land Use Compatibility Plan

- a. Airport Influence Area: Flabob Airport
- b. Land Use Policy: Airport Compatibility Zone C
- c. Noise Levels: Outside the 55 CNEL noise contour

Residential Density: Residential density within Airport Compatibility Zone C is typically restricted to densities less than 0.2 dwelling units per acre. The designation proposed by the General Plan Amendment and Change of Zone would allow a density between 8 and 14 dwelling units per acre with possible additional density allowed with an affordable housing density bonus. The Site Development Permit application proposes a total of 68 units on 5.16 acres for a density of 13.18 dwelling units per acre. This proposed density would not typically be consistent with the residential density criteria for Compatibility Zone C. However, at the time of adoption of the Flabob Airport Land Use Compatibility Plan in 2004, the site accommodated a 66-unit mobile home community that was subsequently demolished sometime between 2007 and 2011 (with the residents relocated) and two single-family residences. If one were to consider the previously existing mobile home community as an existing use, the proposed project would not be considered as increasing the residential density on the site. Pursuant to Section 3.3.2.(c) and 3.3.6 of the Countywide policies, given the previous use of the site, the proposed 68-unit apartment project would not present any additional safety concerns. Given the site's proximity to the Santa Ana River (approximately 250 feet) and the width of the river bed (approximately 1,000 feet), there is substantial area near the site that may be utilized for emergency controlled landings, thereby further reducing safety risk to the

proposed project. In addition, the site is outside the 55 CNEL noise contour, and the proposed construction of apartment style buildings would provide greater noise attenuation than the previously existing mobile homes.

Nonresidential Intensity: Nonresidential intensity within Airport Compatibility Zone C in the Flabob Airport Influence Area is limited to an average intensity of 75 persons per acre and a maximum single-acre intensity of 150 persons (up to 195 with a full 30% risk-reduction bonus), pursuant to the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan.

The applicant is proposing a 31,375 square foot commercial building including 19,198 square feet of first-floor retail area (possibly including restaurants or dining facilities) and 12,177 square feet of second-floor offices. The building is entirely located within a single 210-foot-by-210-foot (square acre) area. Based on overall square footage and using a 50 percent reduction from Building Code maximum occupancy levels, a 19,198 square foot retail building would accommodate 320 persons. The 12,177 square feet of offices with the 50 percent reduction would accommodate an additional 61 persons, for a total of 381.

If one were to only include the “lease area” as indicated on the cover sheet of the plans submitted to ALUC, the 15,558 square feet of leasable retail space would accommodate 259 persons, and the 10,700 square feet of leasable office space would accommodate 54 persons, for a total of 313.

An alternative method of estimating total nonresidential intensity relies the number of parking spaces provided or required, whichever is greater. The site plan indicates a total of 77 parking spaces provided for the commercial building on-site. If one were to assume 1.5 persons per vehicle, this would indicate a total occupancy of 116 persons, which would be consistent. However, a closer look reveals that the number of required parking spaces is 140. The applicant is proposing to rely on street parking spaces within 600 feet of the project site to serve as the remaining required parking spaces. Thus, the parking space method would indicate a total occupancy of 210 persons in the building (not counting apartment residents or customers arriving by bus or walking).

Therefore, using the Building Code method, the single-acre intensity of the proposed commercial development exceeds allowable levels. The average intensity is also exceeded, as a 1.79-acre area in Compatibility Zone C would be limited to a maximum of 134 occupants.

In considering average intensity, the half-widths of adjacent streets may be included in the gross project area. Unfortunately, the adjacent half-width of Crestmore Road is only 20 feet (excluding any dedications from the proposed project). With a commercial frontage of 160 feet, this adds only 3200 square feet, or 0.07 acre, raising the allowable total occupancy from 134 to 140.

While the site does not have true adjacency to Mission Boulevard or direct access thereto, this is a result of the intervening Flood Control property. If we were to consider the extent of the southerly boundary of existing parcels 004 and 005 remaining in the Commercial Retail designation (360 feet) and credit a 64-foot half-width right-of-way for Mission Boulevard, this would add an additional

23,040 square feet, or 0.53 acre, raising the allowable total occupancy from 140 to 179. (However, the single-acre intensity would still be limited to a maximum of 150, unless the applicant is able to incorporate sufficient risk-reduction measures into the building design. A 19.3 percent bonus would be required to permit a total occupancy of 179.)

Given the single-acre intensity limit of 150, it could potentially be occupied by either a 30,000 square foot office building or a 9,000 square foot retail building without restaurants or places of assembly.

It should be noted that the permissible intensity levels at this location are likely to be increased when the Countywide Policies are updated (projected for the fall of 2018) to incorporate a one person per 115 square foot occupancy assumption for general retail uses and an allowable single-acre intensity level of 250 to 300 persons in Compatibility Zone C (in line with California Airport Land Use Planning Handbook recommended criteria for Turning and Outer Approach/Departure Zones in suburban communities). If the one person per 115 square foot occupancy assumption were applicable in this AIA, the projected total building occupancy would be reduced from 381 to 228 (assuming no restaurants or places of assembly), which would be consistent with the anticipated future single-acre criteria. (Consistency with a future average intensity allowance of 100 persons per acre would still require crediting of the Crestmore and Mission half-width rights-of-way to allow calculation based on a gross area of 2.39 acres.) Therefore, as an alternative to reducing the building square footage, an option would be to delete the commercial building from the proposed Site Development Plan at this time and reapply once the restrictions have been relaxed.

Noise: The site is located outside the area subject to average aircraft noise levels exceeding 55 CNEL. Beyond the 55 CNEL contour, standard construction methods are sufficient to achieve interior noise levels not exceeding 45 CNEL. Therefore, although Zone C normally requires special noise mitigation for residential and office development, no special measures to mitigate aircraft-generated noise are required.

PART 77: The elevation of Runway 6-24 at its nearest point to the project boundaries is approximately 766.8 feet above mean sea level (AMSL). At an approximate distance of 2,640 feet to the property line and relevant slope of 50:1, any structure within the proposed project above 819.6 feet AMSL would require FAA review. The site elevation is 780 feet above mean sea level, and the project plans indicate a maximum building height of 39 feet, 6 inches. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review will not be required for the proposed project at this time. However, any increase in the finished floor elevation or tower height for the commercial building would require such review.

Open Area: Compatibility Zone C requires that 20% of area within major projects (10 acres or larger) be set aside as open land that could potentially serve as emergency landing areas. However, this project site is less than 10 acres in size; therefore, open area requirements are not applicable.

Section 3.3.6: The General Plan Amendment and Change of Zone to allow for high density residential development may be found consistent, based on the following findings of fact:

- a. At the time of adoption of the Flabob Airport Land Use Compatibility Plan, the proposed project area included a 66-space mobile home park and two residential dwellings.
- b. The proposed 68-unit apartment project will not result in an increase in the number of residential units relative to the project area in 2004.
- c. The proximity of the Santa Ana River provides a nearby open area in the event of a need for a controlled emergency landing.
- d. The site is located beyond the limits of the 55 CNEL contour.
- e. On the basis of the above findings, the project will not result in excessive noise or safety hazards to the residents of the proposed dwelling units.

CONDITIONS (in the event of redesign to eliminate or downsize the commercial building):

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light, visual approach slope indicator, or such red light obstruction marking as may be permitted by the Federal Aviation Administration.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area, including landscaping utilizing water features, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, and incinerators.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, hospitals, nursing homes and other skilled nursing and care

facilities, libraries, and day care centers, due to location within Compatibility Zone C.

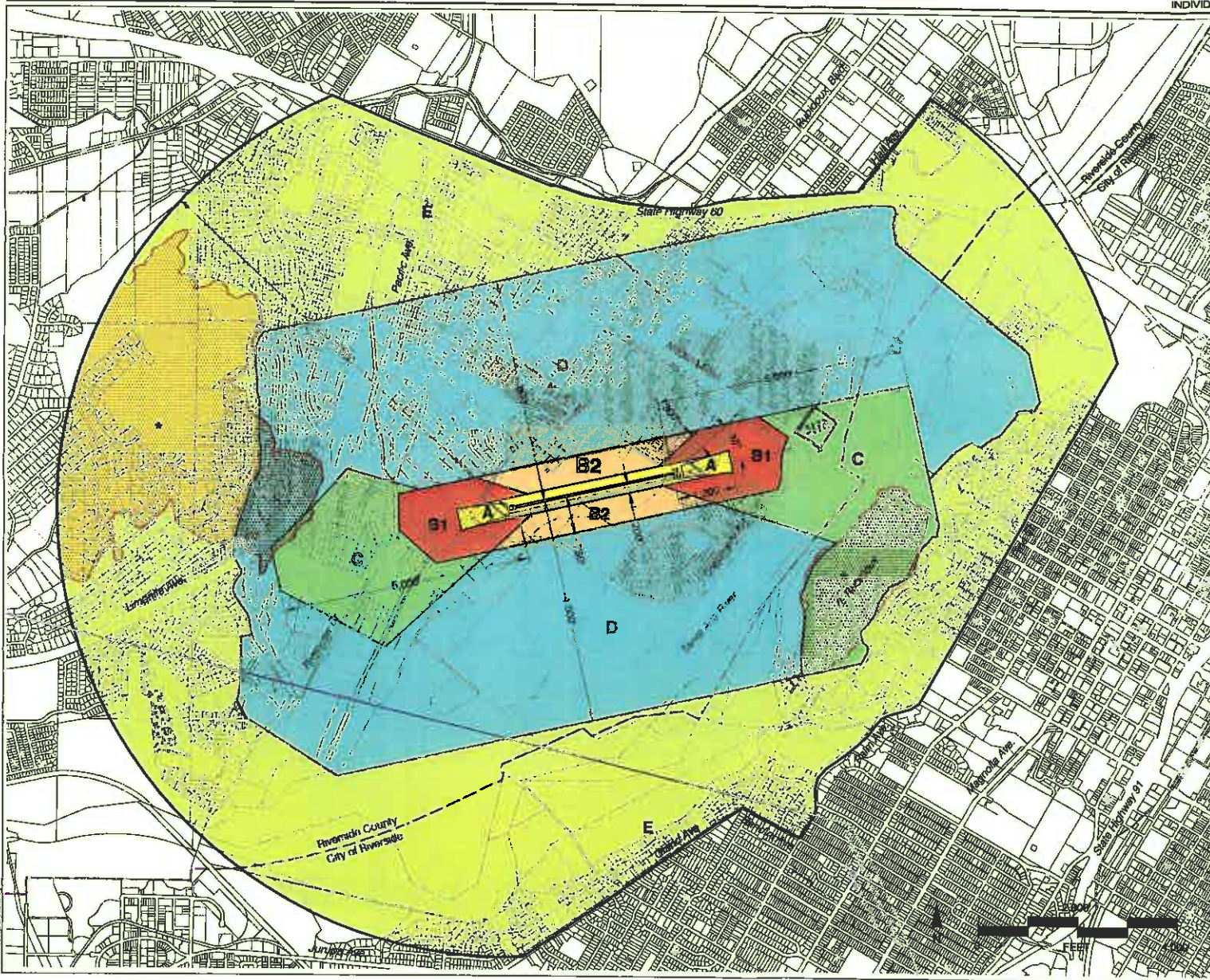
3. The attached notice shall be provided to all potential purchasers of the property and all potential tenants of the buildings, and shall be recorded as a deed notice.
4. Any new detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion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

Additionally, it is requested that each landowner grant an avigation easement to the County of Riverside for the use of the general public.

Y:\AIRPORT CASE FILES\Flabob\ZAP1031FL17sr.doc

NOTICE OF AIRPORT IN VICINITY

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



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Note

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

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

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

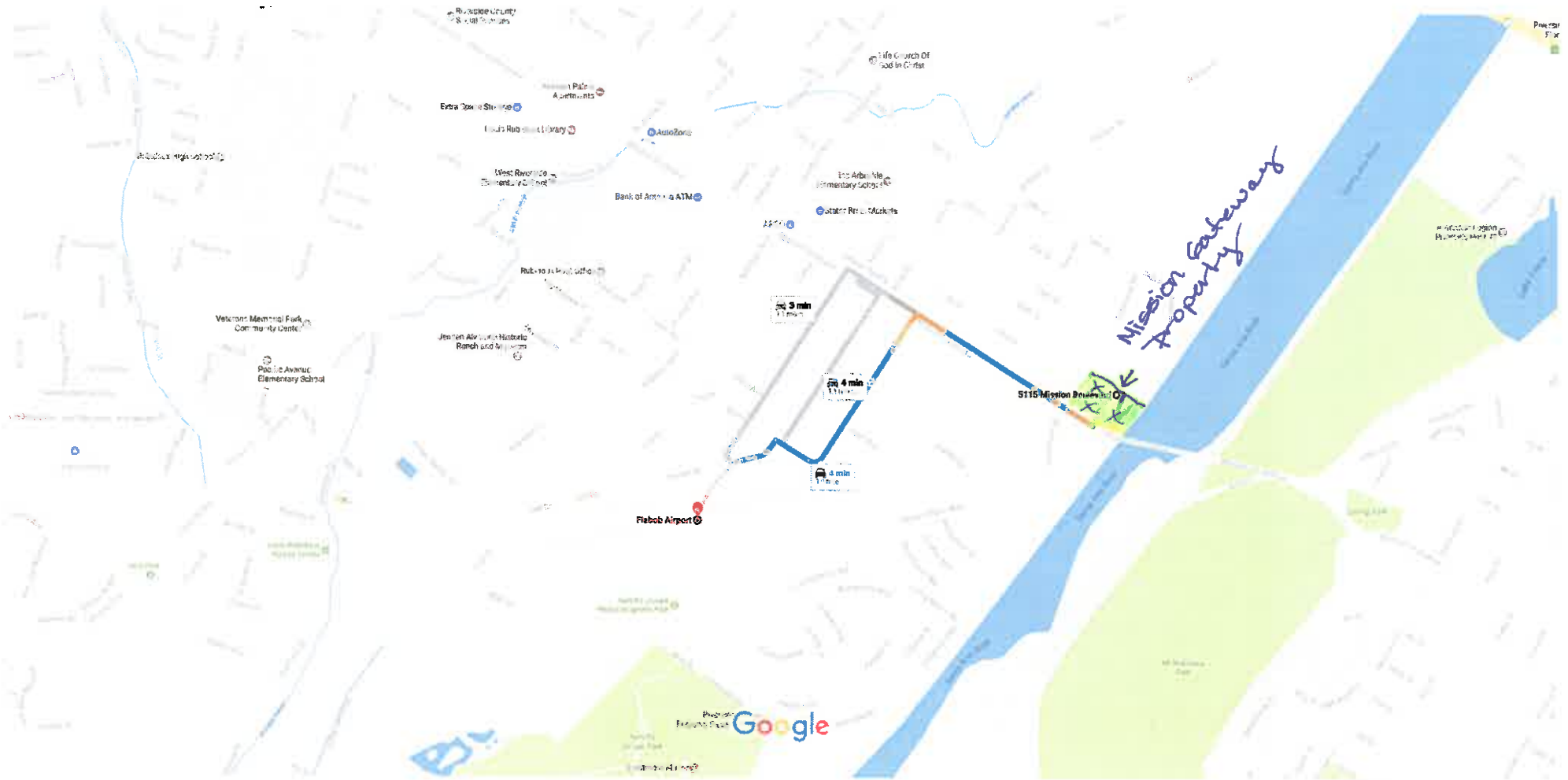
Map FL-1

Compatibility Map
Flabob Airport

FLA-compatibility

Google Maps 5115 Mission Boulevard, Riverside, CA to flabob airport

Drive 1.0 mile, 4 min

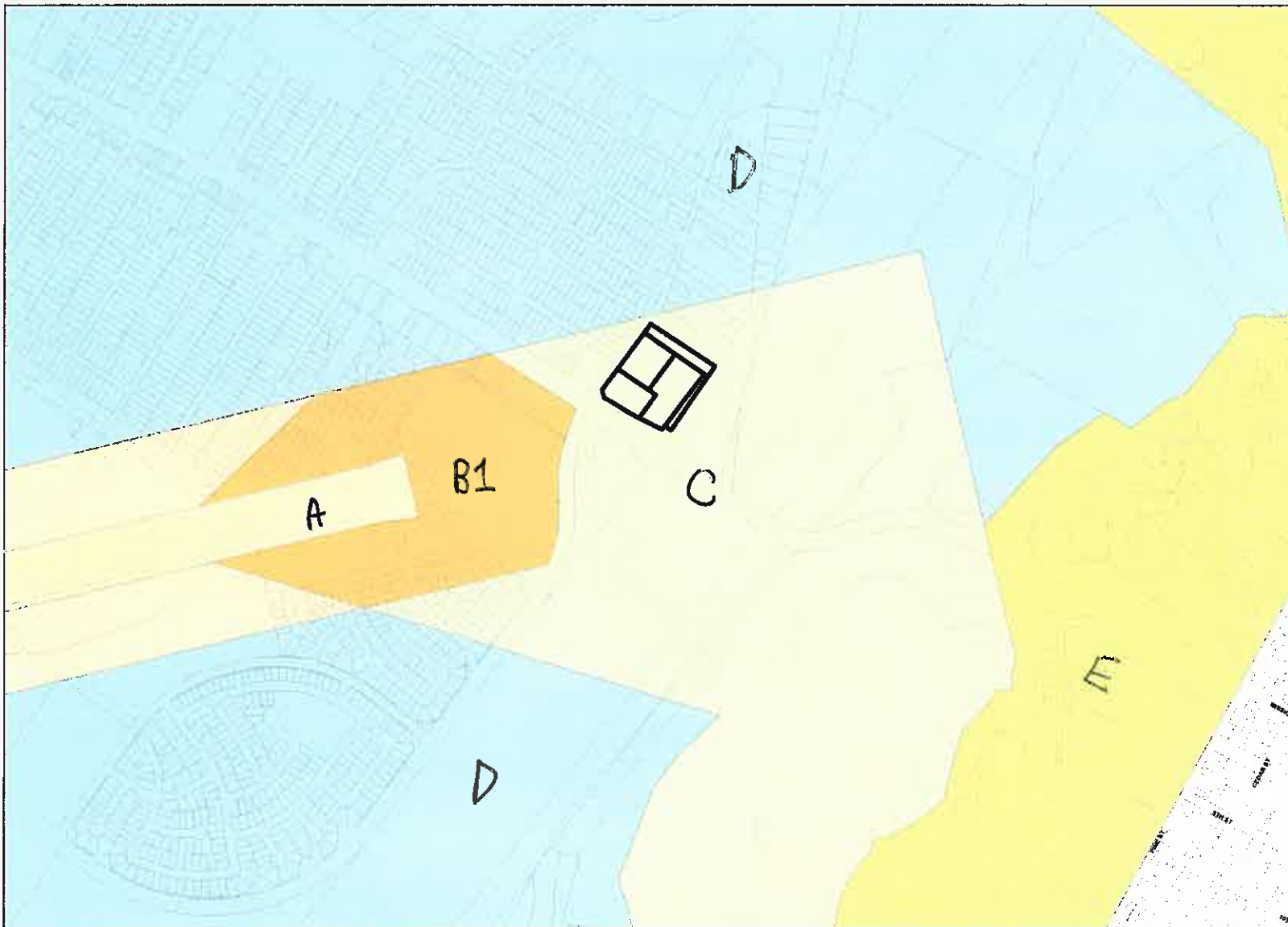
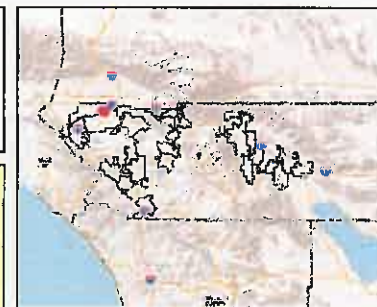


Map data ©2017 Google 500 ft

 **via Mission Boulevard and Wallace St** 4 min
 Best route 1.0 mile

 **via Mission Boulevard and Twining St** 3 min
1.1 miles

My Map



Legend

Airport Compatibility

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



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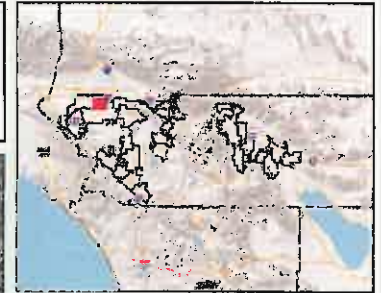


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Notes

My Map



Legend

- Airports
- Runways
- City Boundaries
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- highways**
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- Collector
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- hydrographylines**
- waterbodies**
- Lakes
- Rivers



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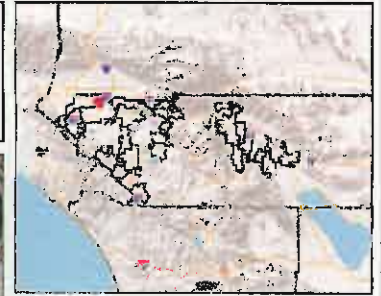
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Notes

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



0 1,289 2,577 Feet



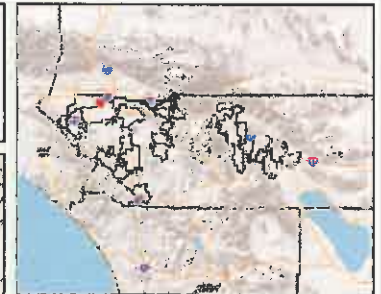
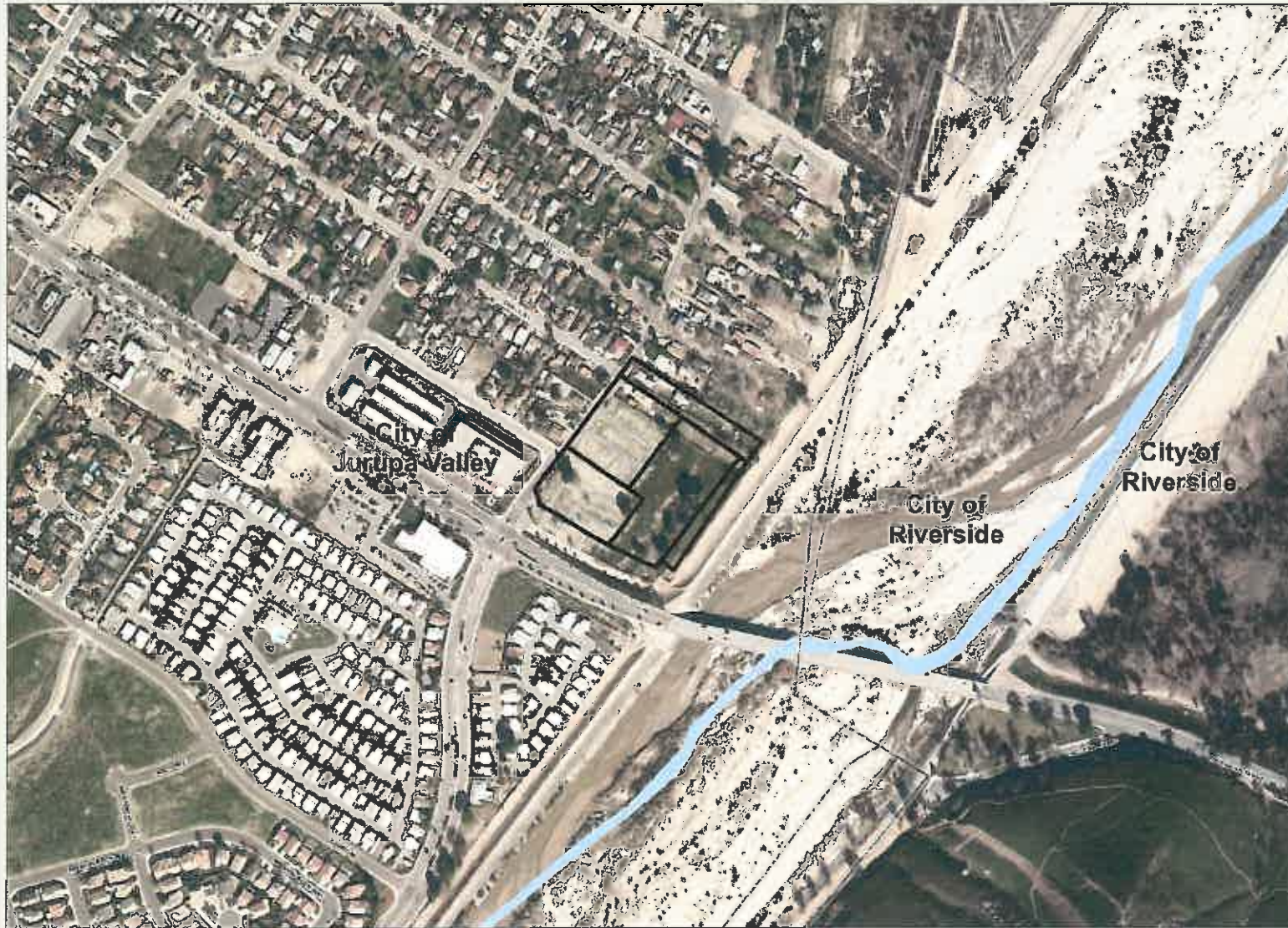
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Notes

My Map



Legend

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



0 644 1,289 Feet



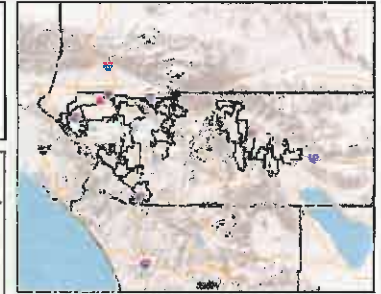
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My Map



Legend

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



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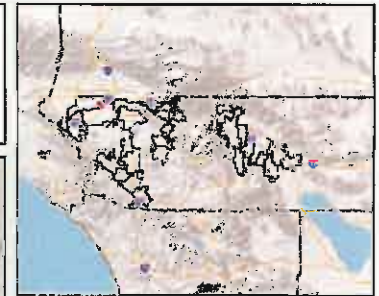


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Notes

2007 Photo



Legend

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



0 322 644 Feet



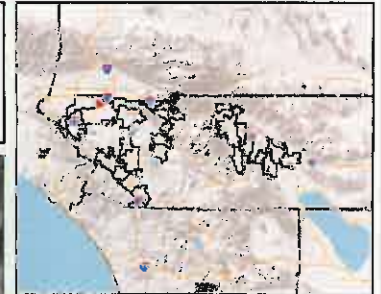
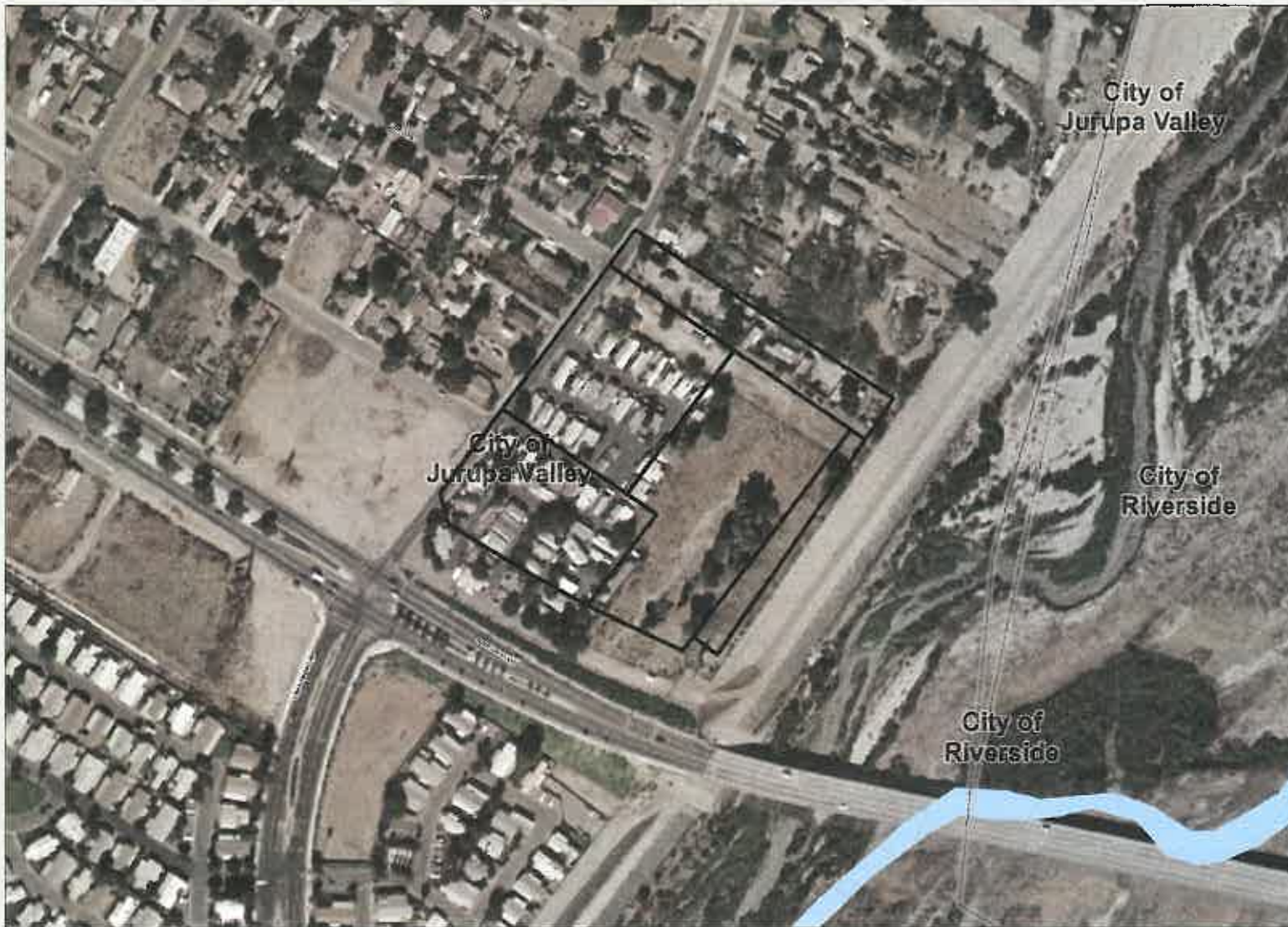
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Notes

2004 Photo



Legend

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



0 322 644 Feet



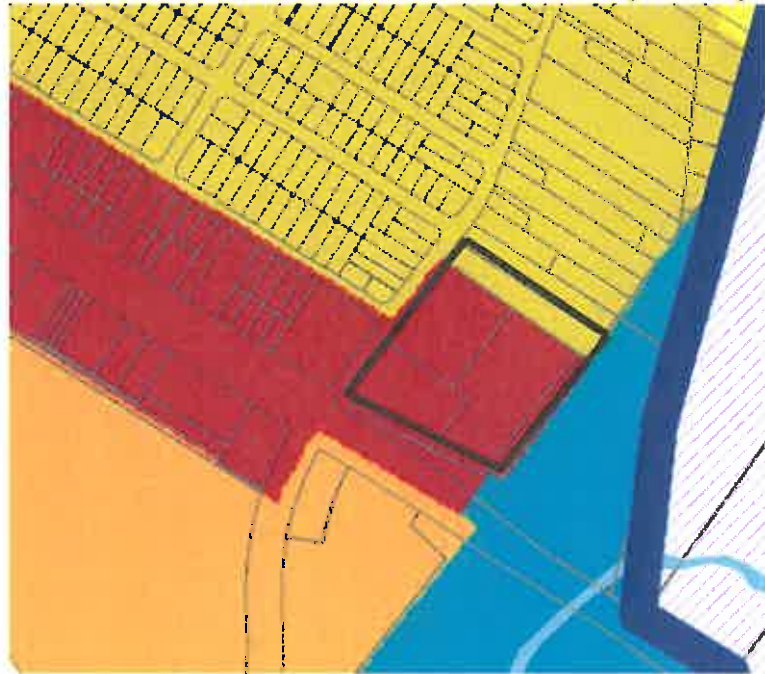
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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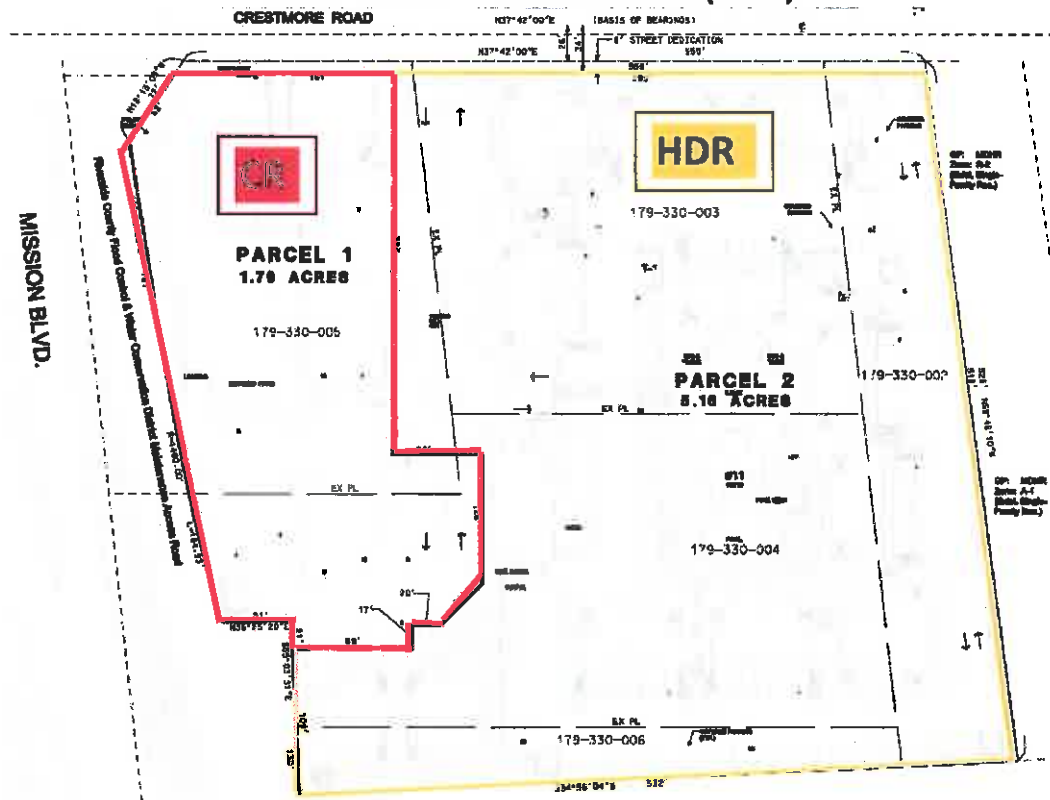
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Notes

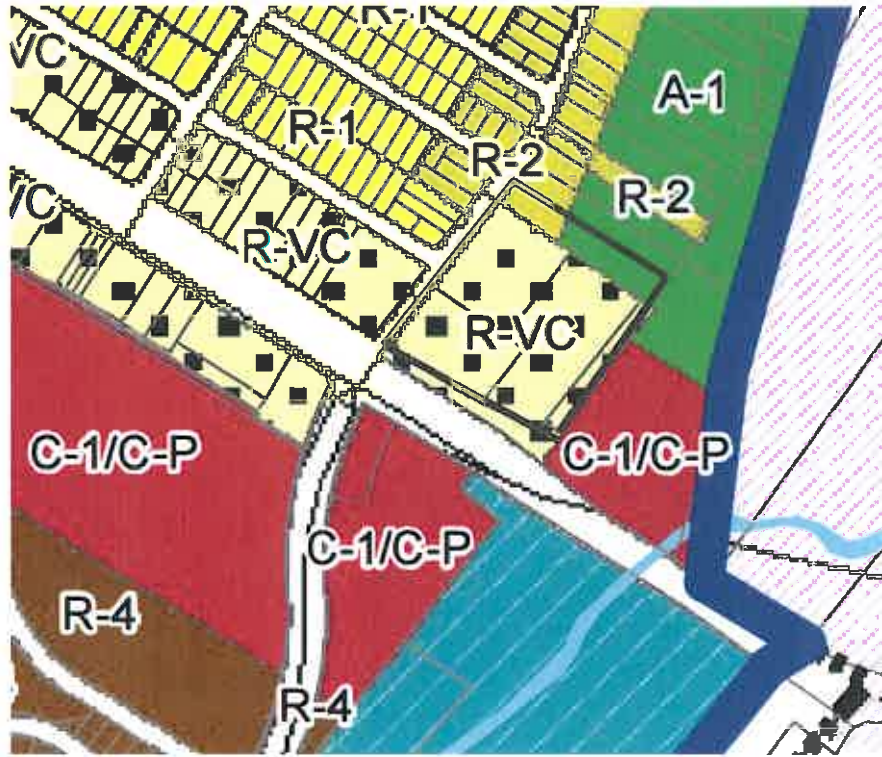
EXISTING GENERAL PLAN MAP: COMMERCIAL RETAIL (CR) & MEDIUM HIGH DENSITY RESIDENTIAL (MHDR)



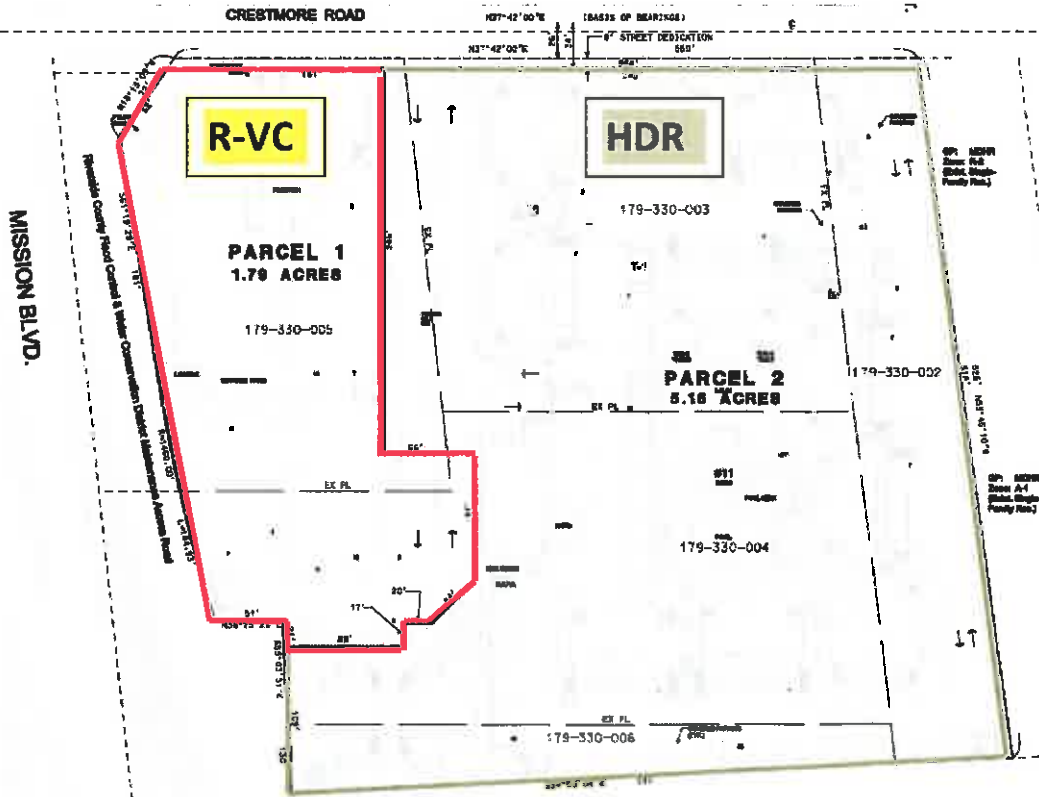
PROPOSED GENERAL PLAN MAP: COMMERCIAL RETAIL (CR) & HIGH DENSITY RESIDENTIAL (HDR)



**MA16224 - NORTHTOWN HOUSING DEVELOPMENT CORP
 EXISTING ZONING MAP: RVC (RUBIDOUX VILLAGE COMMERCIAL); R-2
 (MULTIPLE FAMILY DWELLINGS) & A-1 (LIGHT AGRICULTURAL)**



PROPOSED ZONING MAP: R-VC & R-2 (MULTIPLE FAMILY DWELLINGS)



GP: Comm. Retail
Zone: R-VC
(Existing Medical Office Bldg.)

GP: Commercial Retail
Zone: R-VC, East
(Existing Riverside County Fleet Services Facility)

GP: Medium High Density Residential
Zone: R-1
(Existing Single-Family Residence)

GP: MHDR
Zone: R-2
(Existing Single-Family Residence)

GP: MHDR
Zone: R-2
(Existing Single-Family Res.)

PROJECT DATA:

ADDRESS/LOCATION: 3700 Block of Crestmore Road
174-130-002, 179-330-003, 179-330-004, 179-330-005
APN: Commercial Retail, Medium High Density Residential
LAND USE (existing): CR MHDR
LAND USE (proposed): R-VC, R-2, A-1
ZONING (existing): R-VC, R-2, A-1
ZONING (proposed): R-VC, R-2
POLICY AREA: Rubidoux Village

SITE:

Existing Gross Site Area:	307,244 s.f.	(7,093 ac)
Less area for street dedication:	- 4,420 s.f.	(0.101 ac)
Net Site Area:	302,824 s.f.	(6,992 ac)
Commercial Use:	77,972 s.f.	(1,790 ac)
• Building:	15,196 s.f.	24.6 % u.a.
• Paving:	36,987 s.f.	47.4 % u.a.
• Landscape / Walks:	25,789 s.f.	28.0 % u.a.
		100 % u.a.
Residential Use:	224,852 s.f.	(5,163 ac)
• Buildings: (# @ ground level)	40,539 s.f.	18.0 % u.a.
• Landscape:	85,823 s.f.	39.2 % u.a.
• Open Space / Walks:	94,235 s.f.	41.9 % u.a.
• Patios:	4,235 s.f.	1.9 % u.a.
		100 % u.a.

DENSITY:

Commercial Use:	(31,375 s.f. / 77,972 s.f.)	= 0.40 F.A.R.
Residential Use:	(168 dw. / 5,163 ac)	= 13.2 d.u./ac

BUILDINGS:

Commercial Building:				
• 2 Story -	1st = 19,199 s.f., 2nd = 12,177 s.f.	31,375 s.f.		
Residential Buildings:				
• Building "A"	2 Story, Unit Types 3 & 5 1st = 3,330 s.f., 2nd = 4,552 s.f.	7,902 s.f.	60	48
• Building "B"	2 Story, Unit Types 4 & 5 1st = 4,188 s.f., 2nd = 3,554 s.f.	7,742 s.f.	60	12
• Building "C"	2 Story, Unit Types 2 & 6 1st = 6,100 s.f., 2nd = 6,439 s.f.	12,539 s.f.	60	8
• Community Center:	1 Story 3,818 s.f.	3,818 s.f.	1	8
• Pool Building:	1 Story 1053 s.f.	1053 s.f.	1	1
• Main Building:	1 Story 336 s.f.	336 s.f.	1	1
			14 Bldgs, 68 Units	56,446 s.f.

UNIT MIX:

Unit 2 (2 bdrm / 1 bath)	2
Unit 3 (2 bdrm / 1 bath)	12
Unit 4 (2 bdrm / 1 bath)	8
Unit 5 (2 bdrm / 2 bath)	40
Unit 6 (3 bdrm / 2 bath)	6
Total Units:	68

BUILDING HEIGHTS:

Commercial Building	25'-0" max, 19'-4" at tower
Building "A"	28'-0" max.
Building "B"	28'-0" max.
Building "C"	28'-1" max, 24'-4" at tower
Community Center	27'-11" max.
Pool Building	13'-10" max.
Maintenance	12'-0" max.

PARKING:

Commercial Building:	
• Required -	
A. General Retail or Restaurant: 1 space/181 s.f. (5.3 sp./1,000 s.f.) x 15,539 s.f. (Base Area) = 85 spaces req'd.	
B. Professional Office: 1 space/200 s.f. (5.0 sp./1,000 s.f.) x 10,700 s.f. (Base Area) = 54 spaces req'd.	140 spaces req'd.
• Provided -	
On-site parking spaces: 41 units x available spaces*	77 spaces provided (only of space req'd)
Street parking spaces: (within 600 ft. of project front)	+ 72 spaces available (max. 48% of street space)
	Total: 149 spaces provided

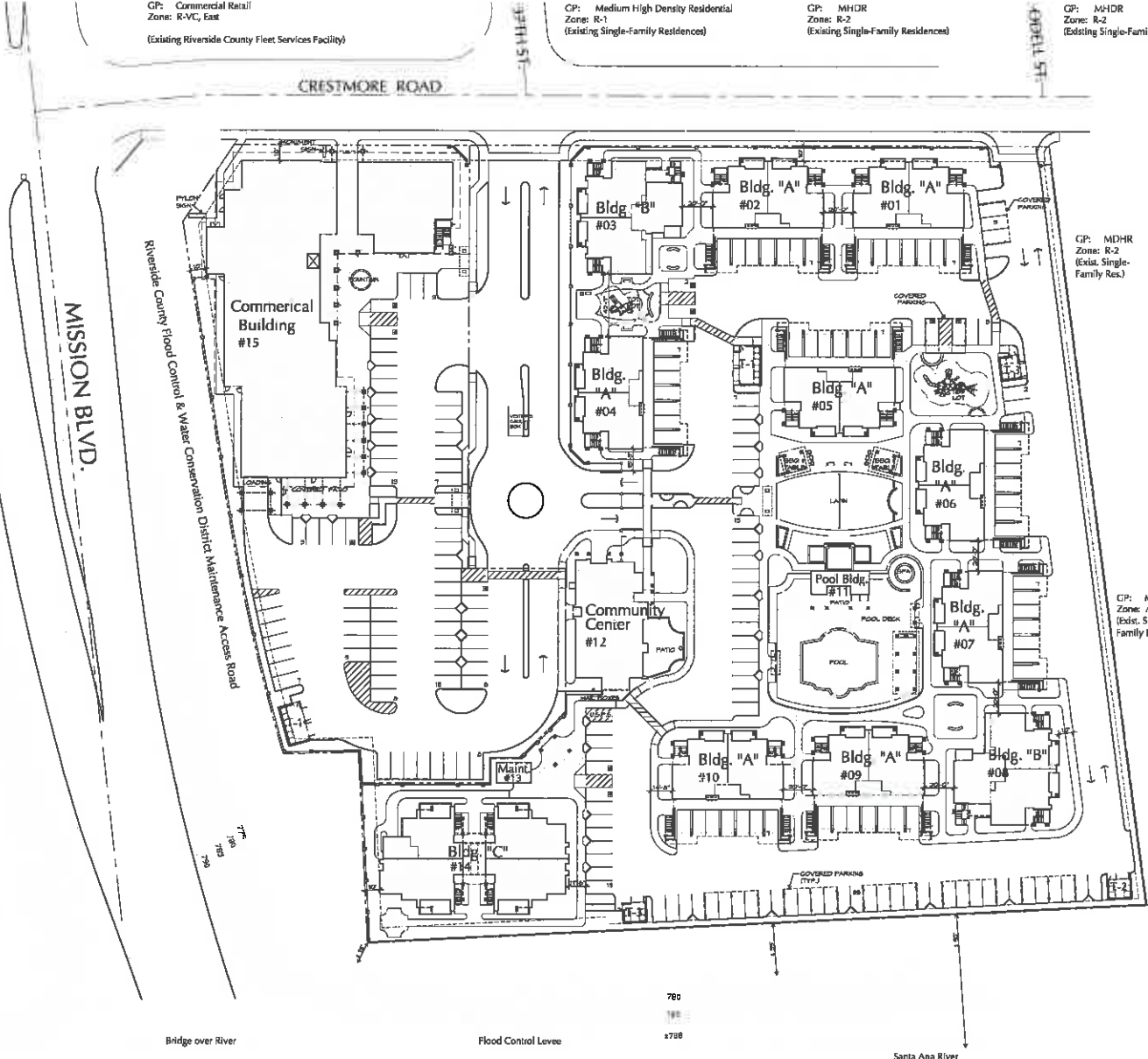
Residential Buildings:

• Required -	
3 Bdrms @ 3 spaces/unit x 22 units = 66 spaces	
3 Bdrms @ 2 spaces/unit x 40 units = 80 spaces	
4 Bdrms @ 2.5 spaces/unit x 6 units = 15 spaces	
	139 spaces required
• Provided -	
Terrace Parking	139 spaces
Unassigned guest / tenant parking	45 spaces
	185 spaces provided
	Includes 6 accessible spaces*
	Includes 61 covered spaces, w/ 2 accessible spaces**

* Accessible spaces provided per Table 11B-203.3 C.A.C.
** Required for C.A.C. under 69978.01 - 50% and more @ higher spaces not required

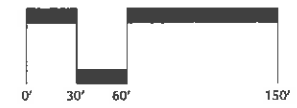
GP: Comm. Retail
Zone: C-1/C-P
(Vacant)

GP: Comm. Retail
Zone: C-1/C-P
(Existing Mobile Home Park)



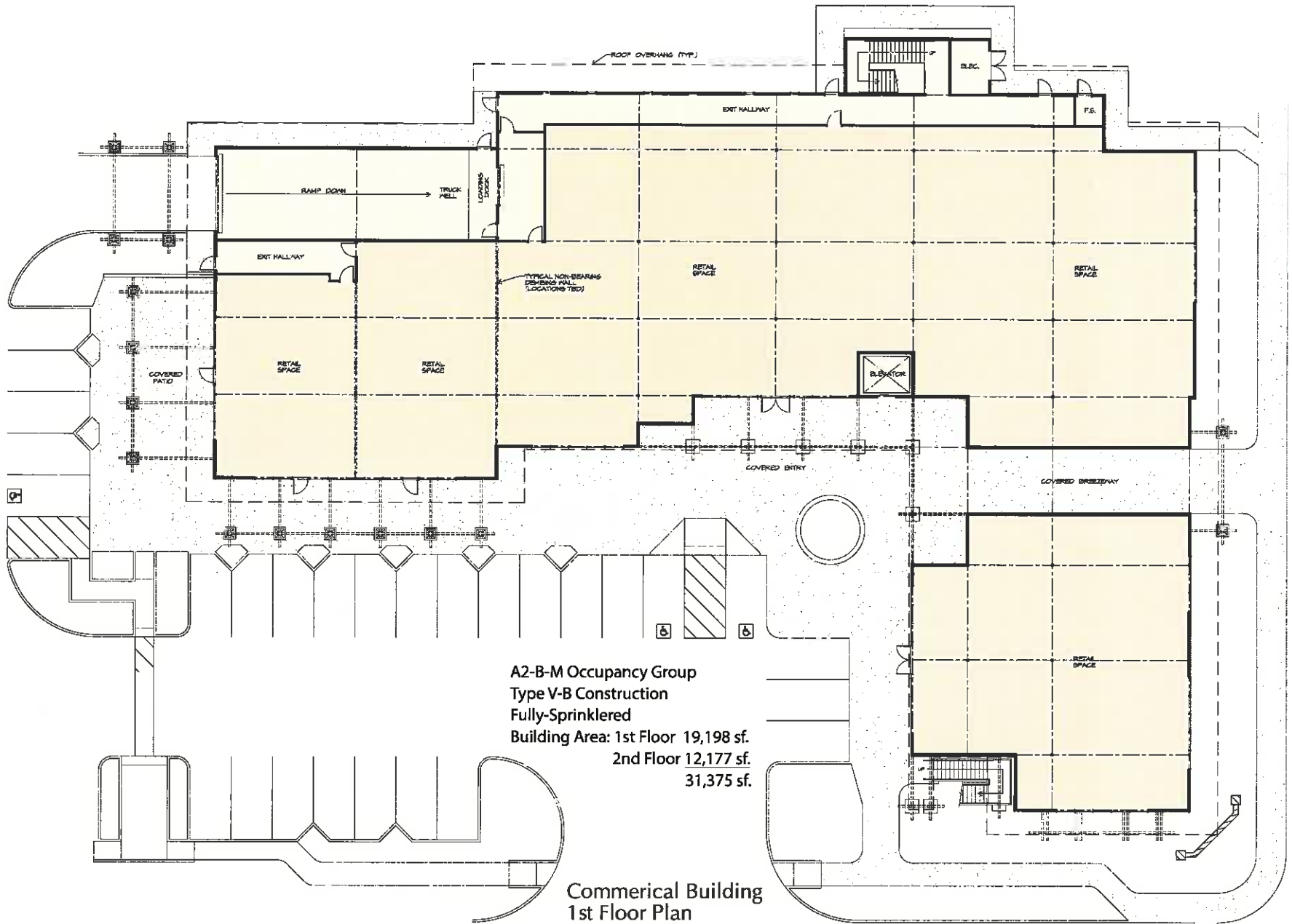
Conceptual Site Plan

Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California



14111
November 1, 2016

Curtis J. Dahle, AIA, Architect
• 8439 Wilton Oak Avenue, Suite 105 • Rancho Cucamonga, Ca 91730 •
• Tel. 909-960-1161 • Fax. 909-944-5314 • e-mail. curtdahle@aia.com

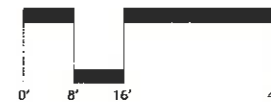


A2-B-M Occupancy Group
 Type V-B Construction
 Fully-Sprinklered
 Building Area: 1st Floor 19,198 sf.
 2nd Floor 12,177 sf.
 31,375 sf.

Commerical Building
 1st Floor Plan

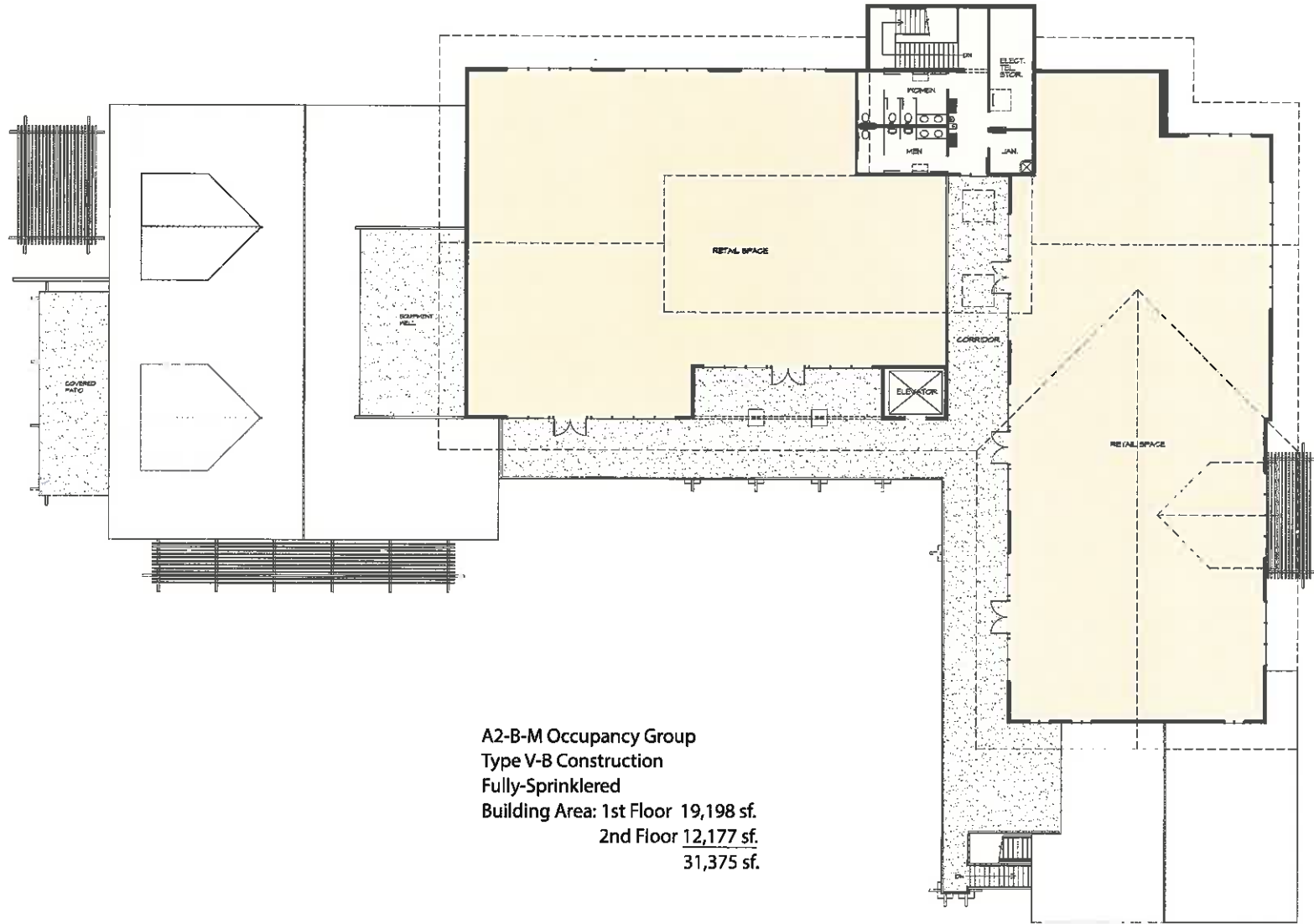


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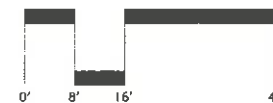


A2-B-M Occupancy Group
 Type V-B Construction
 Fully-Sprinklered
 Building Area: 1st Floor 19,198 sf.
 2nd Floor 12,177 sf.
 31,375 sf.

Commerical Building
 2nd Floor Plan



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North



West



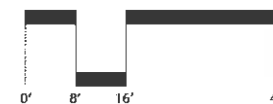
South



East

Commerical Building Exterior Elevations

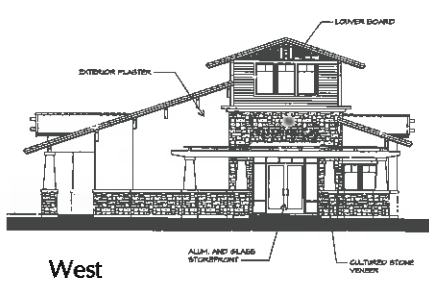
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 Northtown Housing Development Corporation
 City of Jurupa Valley, California



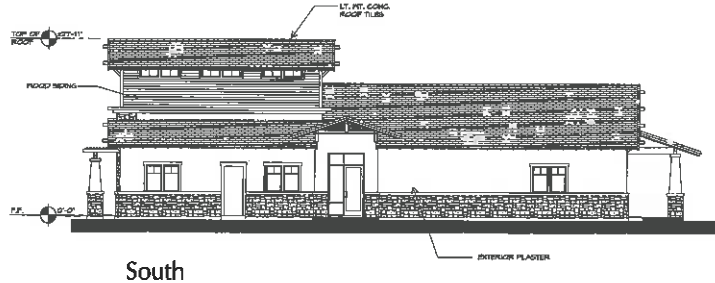
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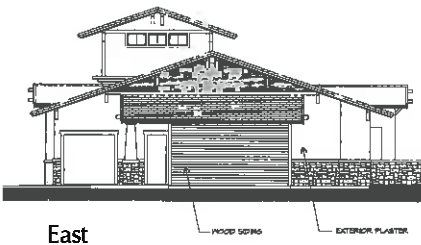
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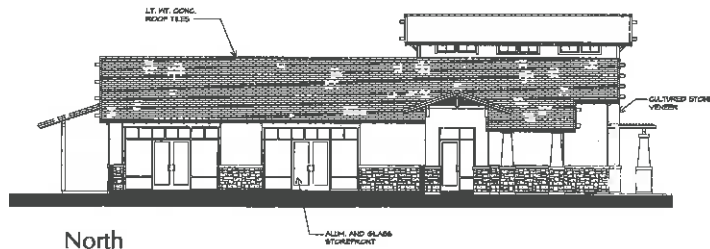
West



South

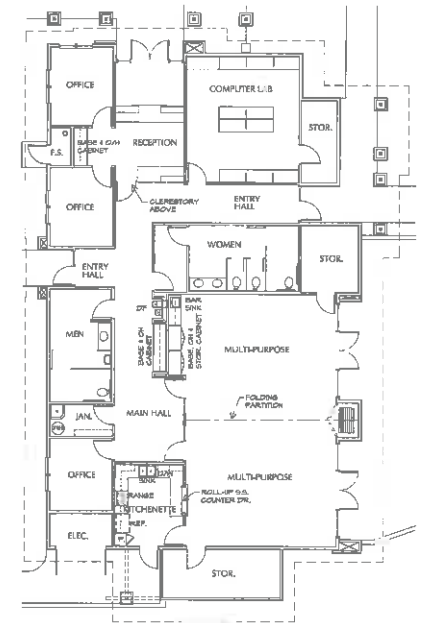
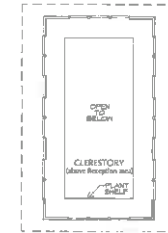


East



North

Exterior Elevations

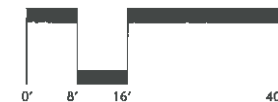


Floor Plan

B Occupancy Group
 Type V-B Construction
 Fully-Sprinklered
 Building Area: 3,818 s.f.

Community Building

Mission Gateway Plaza & Mission Gateway Villas
 Northtown Housing Development Corporation
 City of Jurupa Valley, California

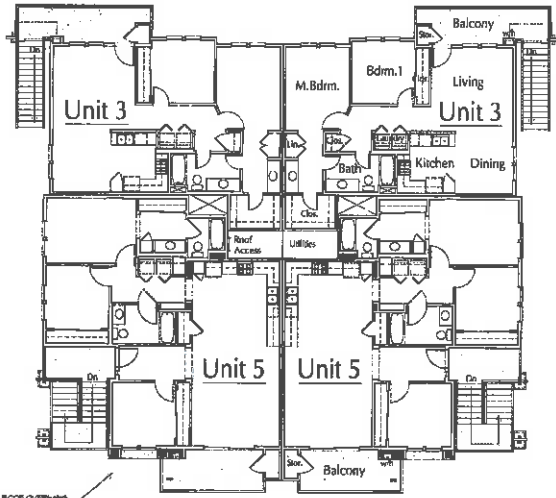


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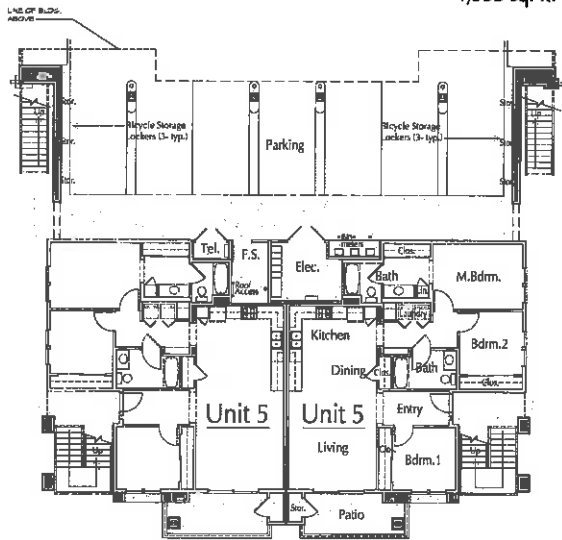


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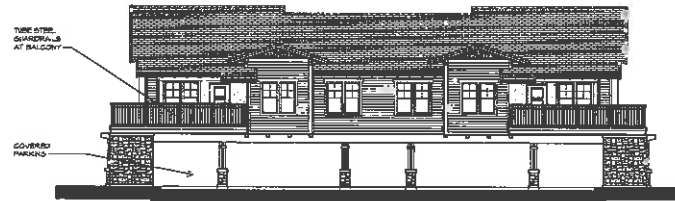
Second Floor
4,552 sq. ft.



First Floor
3,350 sq. ft.



Front



Rear



Right



Left

Bldg. Type "A"
Unit Mix

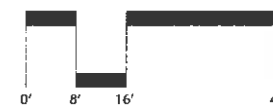
Unit Mix	Qty.
Unit 3 2 Bdrm., 1 Bath 942 sq.ft.	(2)
Unit 5 3 Bdrm., 2 Bath 1,232 sq.ft.	(4)
total	6 units

R-2 Occupancy Group
Type V-B Construction

Building Area:	1st Flr.	3,350 sq.ft.
	2nd Flr.	4,552 sq.ft.
	total/ bldg.	7,902 sq.ft.

Building "A" Plans and Exterior Elevations

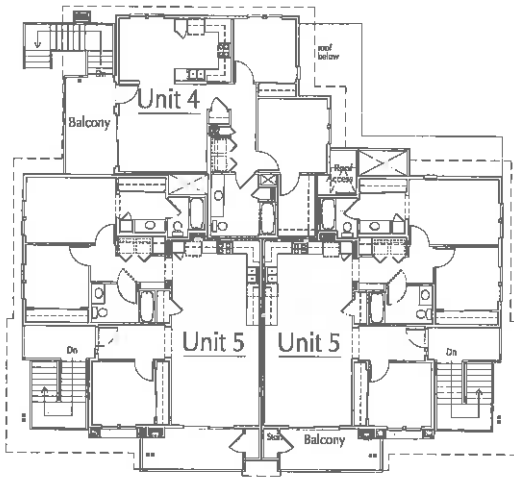
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Northtown Housing Development Corporation
City of Jurupa Valley, California



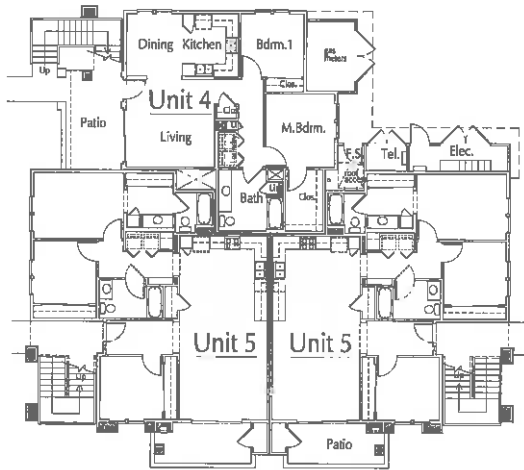
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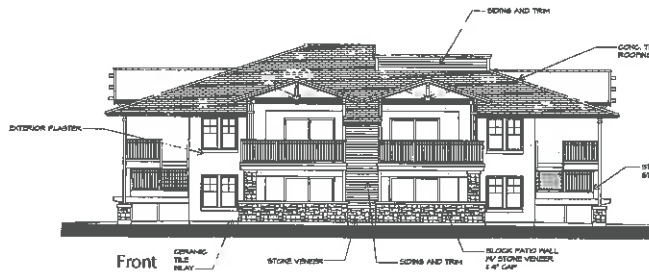
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• Tel. 909-984-1301 • Fax 909-984-5814 • e-mail: curd@ah@aol.com •



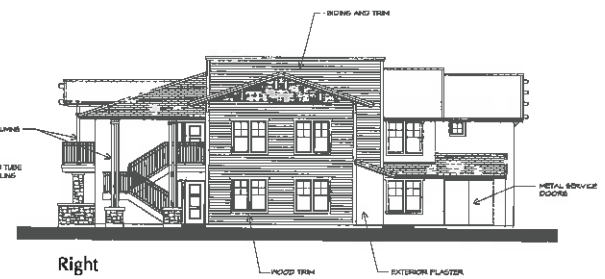
Second Floor
3,554 sq. ft.



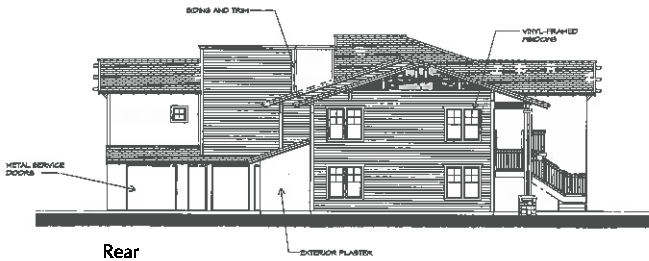
First Floor
4,188 sq. ft.



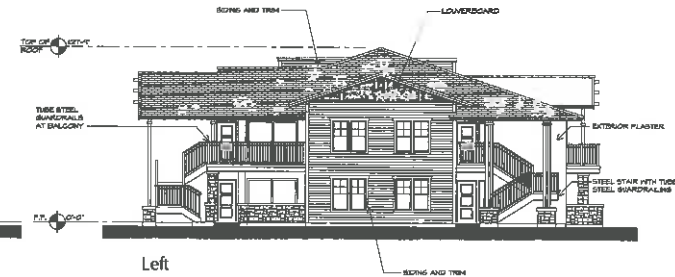
Front



Right



Rear



Left

Bldg. Type "B"
Unit Mix

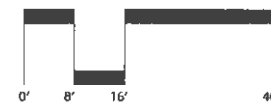
Unit Mix	Qty.
Unit 4 2 Bdrm., 1 Bath 958 sq.ft.	(2)
Unit 5 3 Bdrm., 2 Bath 1,232 sq.ft.	(4)
total	6 units

R-2 Occupancy Group
Type V-B Construction

Building Area:	1st Flr.	4,188 sq.ft.
	2nd Flr.	3,554 sq.ft.
	total/ bldg.	7,742 sq.ft.

Building "B" Plans and Exterior Elevations

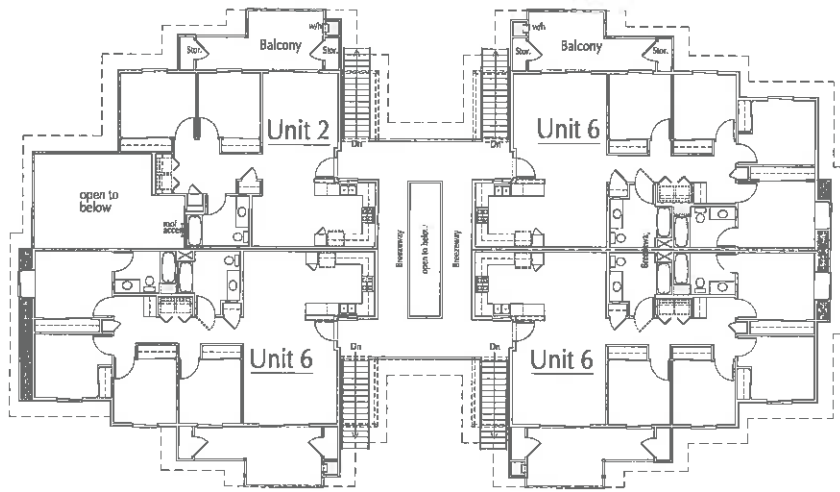
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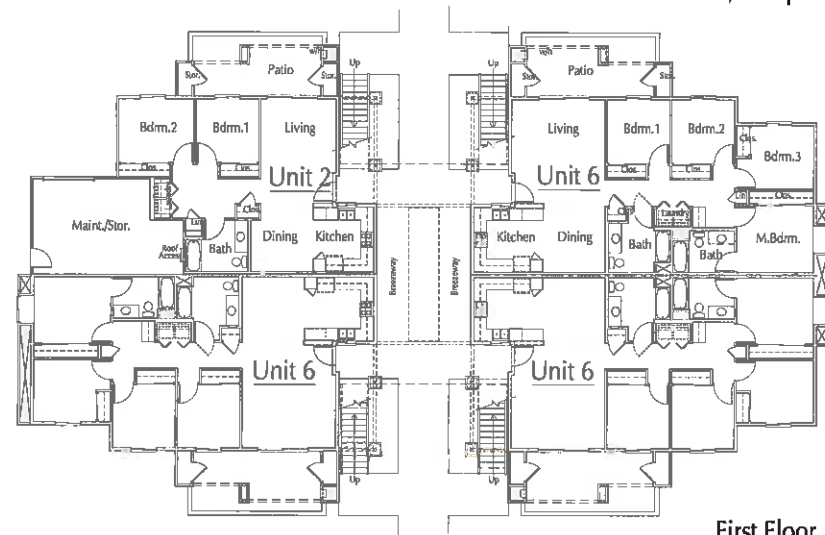
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Second Floor
6,015 sq. ft.



First Floor
5,954 sq. ft.



West

Bldg. Type "C"

Unit Mix	Qty.
Unit 2 2 Bdrm., 1 Bath 927 sq.ft.	(2)
Unit 6 4 Bdrm., 2 Bath 1,381 sq.ft.	(6)
total	8 units



South



East



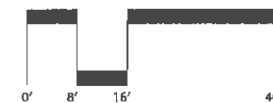
North

R-2 Occupancy Group
Type V-B Construction

Building Area:	1st Flr.	5,954 sq.ft.
	2nd Flr.	6,015 sq.ft.
	total/ bldg.	14,118 sq.ft.

Building "C" Plans and Exterior Elevations

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Northtown Housing Development Corporation
City of Jurupa Valley, California

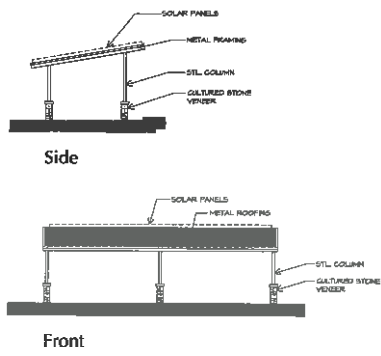


14111
November 1, 2016



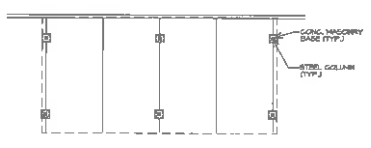
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Side

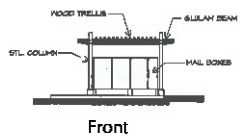
Front



Plan

Typical Covered Parking

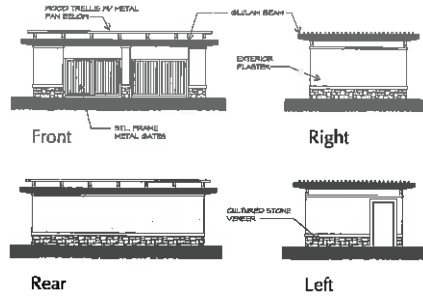
B Occupancy Group
Type V-B Construction



Front

Side

Mail Station

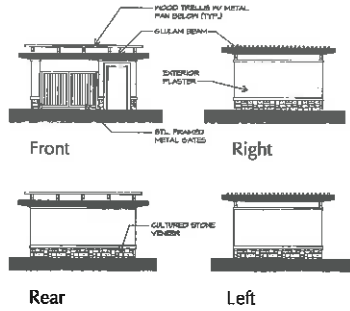


Front

Right

Rear

Left

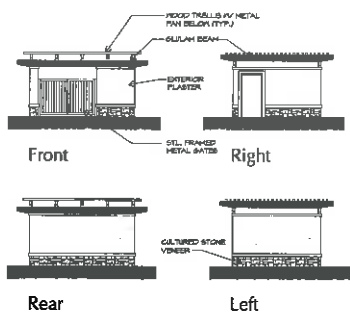


Front

Right

Rear

Left

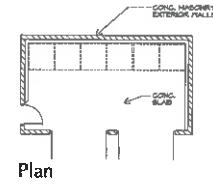


Front

Right

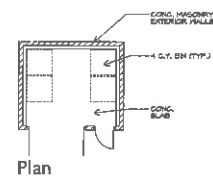
Rear

Left



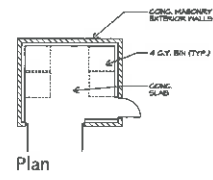
Plan

Trash Enclosure Type 1
Building Area: 419 s.f.



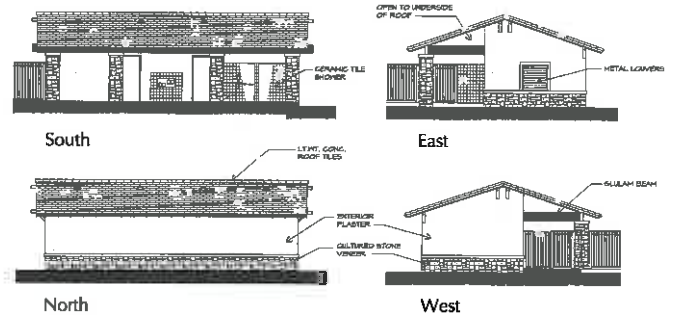
Plan

Trash Enclosure Type 2
Building Area: 233 s.f.



Plan

Trash Enclosure Type 3
Building Area: 233 s.f.

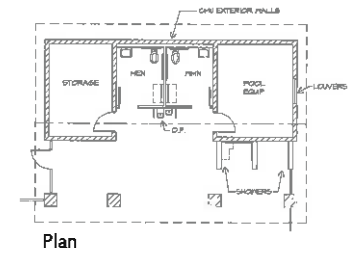


South

East

North

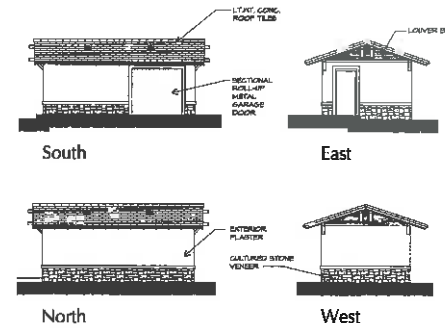
West



Plan

Pool Building

B Occupancy Group
Type V-B Construction
Building Area: 1,053 s.f.

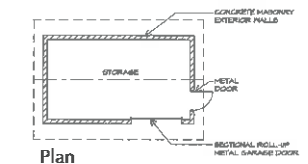


South

East

North

West



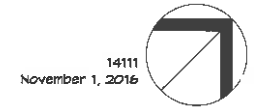
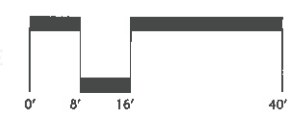
Plan

Maintenance Building

B Occupancy Group
Type V-B Construction
Building Area: 336 s.f.

Accessory Buildings and Structures

Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California



Curtis J. Dahle, AIA, Architect
6439 White Oak Avenue, Suite 105 • Rancho Cucamonga, Ca 91730 •
Tel: 909-960-1161 • Fax: 909-944-5814 • e-mail: curtidahle@gmail.com

City of Jurupa Valley

Verne Lauritzen, Mayor . Micheal Goodland, Mayor Pro Tem .
Brian Berkson, Council Member . Anthony Kelly Jr., Council Member . Laura Roughton, Council
Member

PLANNING DEPARTMENT

March 17, 2017

Applicant:
Northtown Housing Development Corporation
Attn: Debi Myers
10071 Feron Blvd.
Rancho Cucamonga, CA 91730

SUBJECT: 1st REVIEW LETTER FOR MA16224 (GPA16006, CZ16011, TPM37126 & SDP16043) GENERAL PLAN AMENDMENT, CHANGE OF ZONE, TENTATIVE PARCEL MAP & SITE DEVELOPMENT PERMIT
LOCATION: NORTHEAST CORNER OF MISSION BLVD. AND CRESTMORE ROAD
APNS: 179-330-002, 003, 004, 005 & 006

PROJECT DESCRIPTION: PARCEL MAP TO MERGE 5 PARCELS AND CREATE TWO PARCELS. PARCEL 1 WOULD BE A 1.79 ACRE PARCEL TO DEVELOP A 31,375 SQUARE-FOOT, TWO-STORY COMMERCIAL DEVELOPMENT AND PARCEL 2 WOULD BE A 5.162 ACRE PARCEL WITH A 68-UNIT MULTI-FAMILY HOUSING DEVELOPMENT WITH COMMUNITY CENTER, POOL AND MAINTENANCE BUILDING, AND COVERED PARKING FOR A COMBINED AREA OF 96,446 SQUARE FEET. RESIDENTIAL UNITS WOULD BE SUBJECT TO RENTAL AND TENANT CRITERIA.

Dear Applicant:

The City of Jurupa Valley Planning Department has distributed the set of plans for your proposed project to inter and external agencies and has requested comments and the identification of potential issues. This letter includes the reviewing department comments and their contact information, and also includes Planning Department comments. Should you have any questions on other agency comments, please let me know. I am available and ready to assist you with any questions you may have.

TABLE 1: SUBJECT PROPERTY INFORMATION

EXISTING GENERAL PLAN LAND USE DESIGNATION	EXISTING GENERAL PLAN POLICY AREA	EXISTING ZONING	PROPOSAL	REQUIRED ENTITLEMENT(S)
Commercial Retail (CR) & Medium High Density Residential (MHDR)	Rubidoux Village Policy Area & Santa Ana River Policy Area	R-VC (Rubidoux-Village Commercial); R-2 (Multiple Family Dwellings); & A-1 (Light Agricultural)	See above Project Description	GPA (General Plan Amendment), CZ (Change of Zone), TPM (Tentative Parcel Map) & SDP (Site Development Permit)

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TABLE 2: PROPOSED CHANGES TO LAND USE DESIGNATION AND ZONING

EXISTING GENERAL PLAN LAND USE DESIGNATION	PROPOSED GENERAL PLAN LAND USE DESIGNATION	EXISTING ZONING	PROPOSED ZONING
Commercial Retail (CR) & Medium High Density Residential (MHDR)	Commercial Retail (CR) for the 1.79 acre commercial parcel and High Density Residential (HDR) for the 5.16 acre residential parcel	R-VC (Rubidoux-Village Commercial), R-2 (Multiple Family Dwellings) and A-1 (Light Agriculture)	R-VC (Rubidoux-Village Commercial) for the 1.79 acre commercial parcel and R-2 (Multiple Family Dwellings) for the 5.16 acre residential parcel

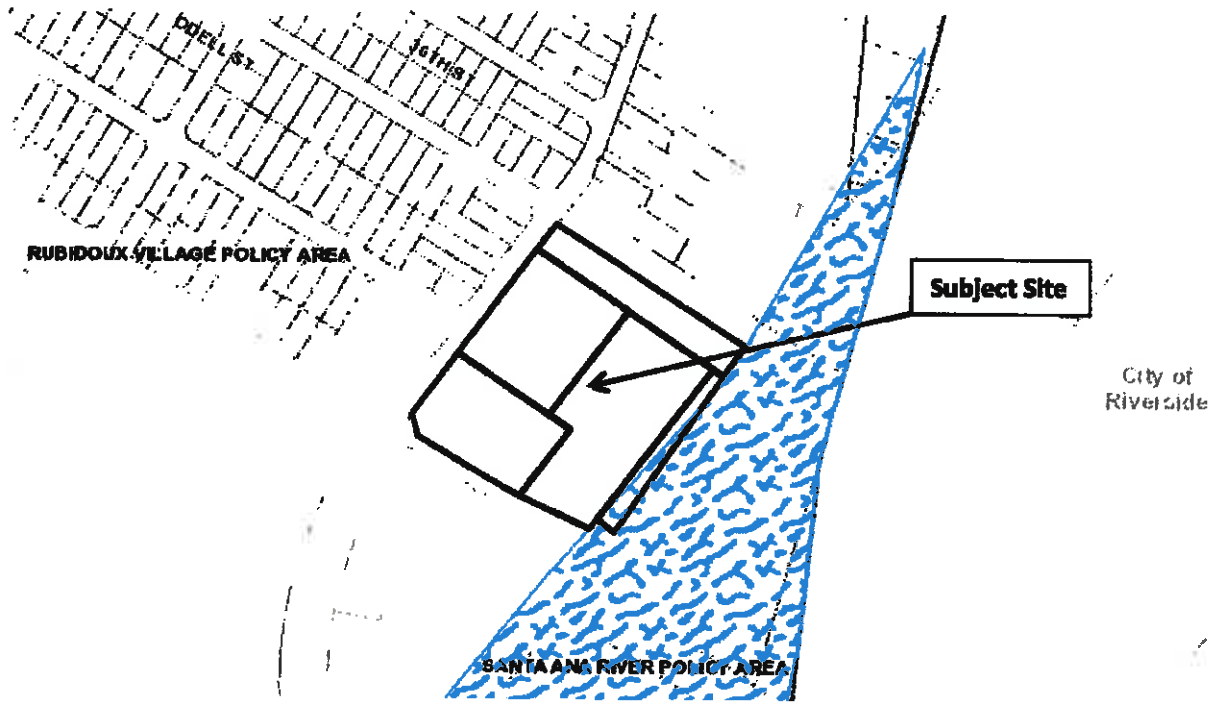
PLANNING DEPARTMENT COMMENTS: COMPLIANCE WITH POLICIES & CODE PROVISIONS

GENERAL PLAN

RUBIDOUX VILLAGE POLICY AREA

The subject site is located within the Rubidoux Village Policy Area (RVPA) within the Jurupa Area Plan of the County of Riverside General Plan, as adopted by the City of Jurupa Valley. There are numerous policies outlined in the RVPA which emphasize the redevelopment of the policy area. To further implement these policies, the Rubidoux Village Commercial zone, a Rubidoux Village Sign Program and specialized shared parking provisions have been established. In addition, development within the RVPA shall be subject to an architectural theme as illustrated in the "Rubidoux Village Design Workbook", which includes design guidelines intended to improve the architectural aesthetics of the downtown Rubidoux area. Figure 1 identifies the RVPA.

FIGURE 1: RUBIDOUX VILLAGE POLICY AREA



SANTA ANA RIVER POLICY AREA

A slender portion of the eastern property boundary is located within the Santa Ana River Policy Area (SARPA). The Santa Ana River is identified in the Jurupa Area Plan as an integral part of the County's multipurpose open space system. It includes the Santa Ana River Trail, containing a Class 1 paved bikeway and riding and hiking trails made of decomposed granite, passing through 14 incorporated cities in three counties.

While a small portion of the eastern property boundary is shown within the SARPA, the Riverside County Flood Control District owns the property bordering the Santa Ana River watershed as shown outlined in red on Figure 2.

FIGURE 2: COUNTY FLOOD CONTROL PROPERTY



The project was routed to the Riverside County Regional Park and Open-Space District who maintains the Santa Ana River Trail. The District informed the Planning Department that the project, as proposed, will not have any impacts to the District's facilities or Regional Trail network as the Santa Ana River Trail is proposed to be located on the Flood Control levee behind the project. When developed, the trail will be a soft surface trail for pedestrian and equestrian users.

GENERAL PLAN LAND USE

The site is located within the CR (Commercial Retail) and Medium High Density Residential (MHDR) land use designations. The CR designation allows local and regional serving retail and service uses with a maximum FAR (floor area ratio) of 0.35. While the commercial land use parcel proposes a .40 FAR, the development is in keeping with the policies of the Rubidoux Village Policy Area (RVPA), which encourage a variety of intense compact commercial and service uses appropriate for a community center. All the

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policies within the RVPA would apply to this development and are provided as an attachment to this review letter.

Within the CR land use designation, there are certain design policies that apply to this project as outlined in Chart 1 shown below:

CHART 1. POLICIES OF COMMUNITY DEVELOPMENT: COMMERCIAL RETAIL

Community Design Policies

LU 23.3 Site buildings along sidewalks, pedestrian areas, and bicycle routes and include amenities that encourage pedestrian activity.

LU 23.5 Concentrate commercial uses near transportation facilities and high density residential areas and require the incorporation of facilities to promote the use of public transit, such as bus turnouts.

LU 23.6 Require that commercial projects abutting residential properties protect the residential use from the impacts of noise, light, fumes, odors, vehicular traffic, parking, and operational hazards.

LU 23.7 Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use.

Project Design

LU 23.9 Require that commercial development be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area.

The site layout orients the commercial building towards the southwest corner of the parcel, in close proximity to the public right-of-way. The 1.79 acre site layout is consistent with abovementioned policies in the Commercial Retail land use plan.

As the 5.16 acre residential parcel will change from MHDR to High Density Residential (HDR), the HDR land use designation standards and policies would apply. The HDR permits a building intensity range of 8 to 14 dwelling units per acre. The 5.16 acre parcel proposes 13 dwelling units per acre and is in compliance with the proposed HDR designation. Furthermore, the residential development complies with the policies outlined in Chart 2 shown below:

CHART 2. POLICIES OF COMMUNITY DEVELOPMENT: HIGH DENSITY RESIDENTIAL

HDR Policies

LU 22.1 Accommodate the development of multi-family residential units in areas appropriately designated by the General Plan and area plan land use maps.

Community Design

LU 22.2 Accommodate higher density residential development near community centers, transportation centers, employment and service areas.

LU 22.4 Accommodate the development of a variety of housing types, styles and densities that are accessible to and meet the needs of a range of lifestyles, physical abilities and income levels.

LU 22.7 Allow for reduced street widths to minimize the influence of the automobile and improve the character of a neighborhood, in accordance with the Riverside County Fire Department.

LU 22.8 Establish activity centers within or near residential neighborhoods that contain services such as child care or adult-care, recreation, public meeting rooms, convenience commercial uses, or similar facilities.

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LU 22.9 Require residential projects to be designed to maximize integration with and connectivity to nearby community centers, rural villages, and neighborhood centers.

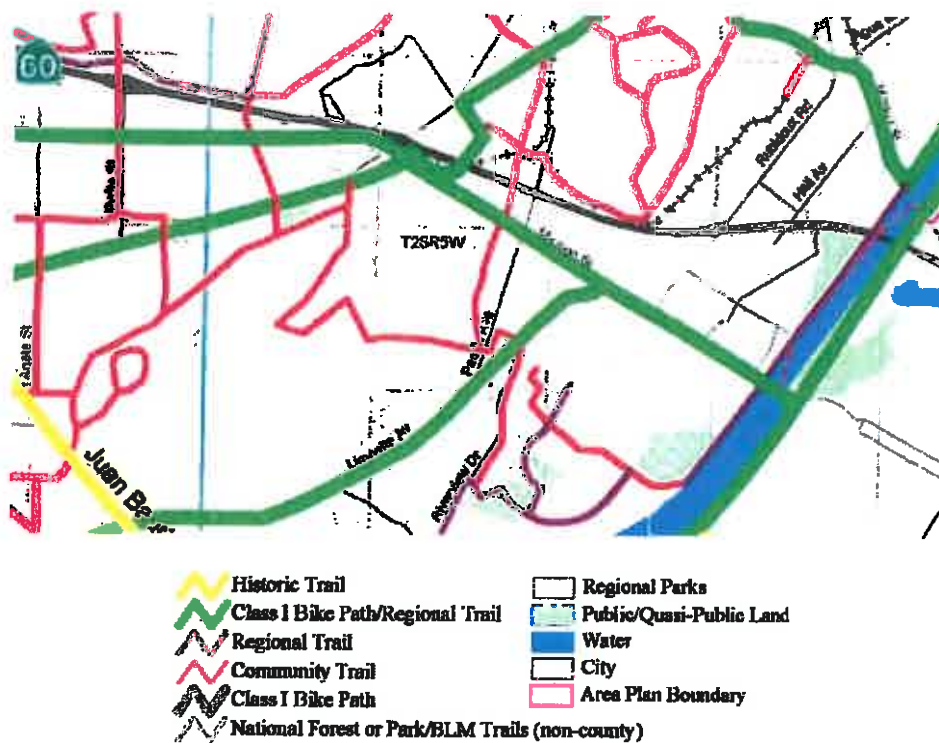
Project Design

LU 22.10 Require that residential units/projects be designed to consider their surroundings and to visually enhance, not degrade, the character of the immediate area.

JURUPA AREA PLAN TRAILS AND BIKEWAYS SYSTEM

According to the Jurupa Area Plan Trails and Bikeways System map, Figure 3, the County of Riverside Regional Trail is located just beyond the eastern property boundary within the County of Riverside Flood Control property. As mentioned in the Santa Ana River Policy Area section, the Riverside County Regional Park and Open-Space District did not object to the proposed development project.

FIGURE 3: TRAILS MAP



ZONING CODE

R-VC (RUBIDOUX-VILLAGE COMMERCIAL) ZONE

The development standards of this zone are intended to ensure the redevelopment of the Rubidoux Village Policy Area with a variety of intense compact commercial and service uses appropriate for a community center. As outlined in the RVPA and within the R-VC zone, development within the RVPA shall be subject to an architectural theme as illustrated in the Rubidoux Village Design Workbook (RVDW). The RVDW standards are discussed after the R-VC zoning code Section.

The RVPA is comprised of one commercial designation and zone (R-VC) in the Jurupa Community Plan. The Village Commercial designated area is subdivided into three distinct planning sub-areas: West

Village, Village Center and East Village. The subject site is located within the East Village Community Plan Designation as depicted within the RVDW.

Permitted Use

Section 9.82 of Article IXe R-VC (Rubidoux-Village Commercial) of the City of Jurupa Valley Zoning Ordinance (No. 348), lists uses permitted within the R-VC zone. Within the East Village designation there are a variety of permitted commercial land uses, including office, retail, market and restaurant uses. The proposed 31,375 square foot commercial development is proposing uses permitted within the East Village area, subject to a Site Development Permit approved pursuant to Section 18.30 (Site Developments).

Section 9.83 "Development Standards"

The proposed development is classified as a Project Type 3: Improvements based on vacant or cleared land requiring new construction. Staff assessed the development plans for compliance with the development standards, and offers the following comments:

- f(2) Entry forecourt. This item is discussed in greater detail in the RVW section to follow.
- (2g) Height. Not to exceed 50 feet in height; towers not to exceed 70 feet in height. Elevations shall show height of building and structures.
- i(1) Security Walls. Along the eastern property line, consider a six (6) foot high decorative masonry wall, with six (6) foot high wrought iron extension above the wall containing shepherd's crook feature to promote safety, and as recommended by the Sheriff's Department. Anti-graffiti coating shall be applied to all masonry walls.
- m. Utilities. Utilities shall be installed underground, except that electrical lines rated at 33kv or greater may be installed above ground.
- n. Site Lighting. Please provide a Photometric Plan which shows compliance this section.

Section 9.84 "Design Guidelines"

The development plans must comply with the design guidelines contained in the Rubidoux Village Design Workbook (RVDW), see RVDW Section.

Section 18.12 "Off-Street Vehicle Parking – Rubidoux Village Policy Area"

Section 18.12 (Off-Street Vehicle Parking) of the Jurupa Valley Zoning Ordinance calculates parking requirements based on proposed uses and square footages. Parking required by the code is calculated as follows:

1. General retail- including, but not limited to, neighborhood and community shopping centers, including those with restaurants: 5 ½ spaces per 1,000 sq. ft. of net leasable floor area
2. Professional business office- 1 space per 200 sq. ft. of net leasable floor area
3. Multiple Family Residential Uses:
 - a. Two bedrooms/ dwelling unit: 2.25 spaces/unit or 50 required spaces
 - b. Three or more bedrooms/ dwelling unit: 2.75 spaces/unit; and 1 space/ employee; or 127 required parking spaces (plus any employee spaces)

The code also requires accessible parking spaces at a rate of five (5) spaces for 101 to 150 standard parking spaces provided for the commercial use, and six (6) spaces for 151-200 standard parking spaces

required for the residential development. In addition, a minimum of one (1) in every eight (8) accessible parking spaces shall be served by an access aisle with a minimum width of eight (8) feet.

- Please revise the site plan to show parking tabulation table depicting required and provided parking spaces. All parking spaces and driveway aisles shall be shown dimensioned on the site plan per code requirements. Parking spaces next to a wall, building or fence or other obstructions shall be three feet wider than the required standard parking width. Furthermore, a six (6) inch curb with adjacent 12 inch wide concrete walkway shall be shown along planters on end stalls adjacent to vehicle parking spaces. See code for further detailed information.

Drainage: All parking areas, including driveways, shall be graded to prevent ponding and to minimize drainage runoff from entering adjoining properties.

Curbs, Bumpers, Wheel Stops or Similar Devices: Concrete bumpers may be eliminated if walkways are adjacent to the parking. Section 18.12(g)(6) stipulates: "If the method used is designed to stop the wheel rather than the bumper of the vehicle, the stopping edge shall be placed no closer than two feet from the edge of any required walkway, planter or landscaped area, or from any building. This additional planting area is considered part of the parking space and may not be counted toward satisfying any landscaping requirements."

- Site plan shall show compliance with this section.

Lighting: Parking lot lighting must be shown on the site plan (keynote) and a separate detail including design, height, etc. shall be provided. Lighting facilities should be designed to prevent lights from shining directly onto adjoining properties or streets. Parking area lighting must be of an energy-efficient type.

Bicycle Facilities: This project will require a minimum number of bicycle facilities dependent upon the number of parking spaces. See Section 18.12(d) for design criteria.

- Site plan shall show legend which includes bike racks and locations and shall contain a detail of the proposed bike racks. Please list required and provided on the site plan.

Section 18.12 (f) – For projects within the RVPA which are zoned R-VC, the Planning Director may, upon application by the owner or the lessee of any property, having 50 feet or more of street frontage or 7,500 square footage in building area, authorize shared use of parking facilities under the following conditions:

3. Individual lots in excess of 15,000 square feet may use street and public area parking to meet no more than 50% of the parking requirement.
4. When street parking is used to meet the parking requirement, all regular and handicap stalls on the street within 600 feet of the boundaries of the project may be counted. This provision applies to parking along Mission Blvd. as well as the local streets that serve Mission Blvd.

Please provide me with a detailed letter requesting authorization of shared use of parking facilities per the criteria listed in items 3 & 4. Both the letter and site plan shall identify that no more than 50% of the required parking will be located on the street and any nearby public parking areas. The letter and site plan shall show any proposed off-site parking within 600 feet of the property boundary. Please address your letter to the attention of the Planning Director, Thomas G. Merrell, AICP.

Landscaping:

The landscape plan shall identify the minimum 10% landscape requirement within the parking area and minimum 50% shading area requirement. A planter at least eight (8) feet wide shall be located at least 45 feet apart for every 150 feet of frontage along a public road right-of-way. Within this planter, trees from the "Riverside County Guide to Trees, Shrubs and Ground Covers" shall be planted no further than 25 feet on center, and at least five (5) feet, but no further than 10 feet, from the back of the walkway.

R-2 (MULTIPLE FAMILY DWELLINGS) ZONE

The subject property is located within the R-2 zone and is subject to Section 7.1 (Uses Permitted), (b) apartment houses with an approved plot plan, pursuant to Section 18.30 (Site Development Permit). The elevations must show compliance with the maximum height limit of 40 feet. Per Section 7.4, the required front yard area shall be no less than 20 feet. The site plan shows 10 feet. The site plan will need to be revised to comply with the 20 foot requirement. The residential development meets the side and rear yard requirements of five (5) and 10 feet, respectively.

The site plan shall show a maximum 60 percent lot coverage per Section 7.7 . The development in this zone complies with the minimum 15 foot distance between two-story buildings and with the minimum area per dwelling unit of 2,500 square feet.

ORDINANCE NO. 460 (SUBDIVISION REGULATIONS)

Tentative Parcel Map No. 37256 is being processed in accordance with Article XVIII Reversion to Acreage, pursuant to Article V, Tentative Maps. The map proposes to merge five existing parcels under different ownership and subdivide into two (2) parcels: Parcel 1 proposed at 1.79 net acres and Parcel 2 proposed at 5.16 net acres.

Subdivisions are regulated by the Riverside County Subdivision Ordinance No. 460, as adopted by the City of Jurupa Valley pursuant to Chapter 1.35 of the Jurupa Valley Municipal Code. This is a Schedule "E" subdivision per Ordinance 460 (Subdivision Regulations), defined as: "Any division of land into two (2) or more parcels in commercial or industrial zones, regardless of parcel size." The Planning Commission shall make a recommendation on the map to the City Council for final action.

I have reviewed TPM 37256 for compliance with Ordinance No. 460 and have the following comments:

ARTICLE V SECTION 5.2 TENTATIVE PARCEL MAPS - INFORMATION REQUIRED

- A.
 1. Please provide the legal description for each parcel
 2. Provide the address of the property owners
 3. Provide the net and gross acres for Parcel 1 and Parcel 2
 4. Provide vicinity map
 5. Provide assessor's map book and page number of adjoining land divisions
 10. Provide locations and widths of existing and proposed known public utility easements
 - b. Any known existing wells on the property or within 200 feet of the subdivision boundary shall be indicated on the tentative map.
 11. Water courses, channels, existing culverts and drain pipes, including existing and proposed facilities for control of storm waters
 12. Land subject to overflow, inundation or flood hazard
 16. Show adjoining property and lot lines

17. Maximum contour intervals shall be four feet. The contour lines shall extend 300 feet beyond the exterior boundaries of the property when adjacent property is unimproved or vacant.

19. Existing and proposed zoning and general plan land use

20. A statement as to whether the tentative map includes the entire contiguous ownership of the land divider or only a portion thereof

- B. Reports and written statements on the following matters shall accompany the tentative map:
1. Proposed method of control of storm water, including data as to amount of runoff, and the approximate grade and dimension of the proposed facilities.
 2. A written statement (form SAN53) from the Health Officer, stating the type of sewage disposal and water supply that will be permitted shall be submitted for all parcel maps.
- E. A program for the control of soil erosion and other pollutants in conformity with Section 4.J.13. Of Ordinance no. 457, Ordinance No. 742 and within blow and sand areas, Section 15.1 of the Ordinance shall be submitted and implemented for land divisions and related improvements.

ARTICLE VI PROCESSING OF TENTATIVE MAPS

Any tentative map that requires the approval of a general plan amendment or a change of zone, shall be heard in accordance with the provisions of Article 2 or Article 20 of Zoning Ordinance No. 348, whichever is applicable, and all of the procedural requirements and rights of appeal as set forth therein shall govern the hearing.

ARTICLE XIV STREET TREES

Map shall show compliance with this Article.

GENERAL COMMENTS TO SET OF PLANS

SITE PLAN

Incorporate all revisions and note changes under each section of the Site Plan, including RHA redlined landscape plans and revise the set of plans to reflect the following:

1. Provide a keynote table and keynotes throughout site plan identifying fencing; trash enclosure units; landscape areas; lighting fixtures, proposed signage areas; bike racks, etc.
2. Provide lot coverage for Parcel 1 and 2. Under R-2 zone standards, residential development permits maximum 60% lot coverage.
3. Revise Project Data: Land Use (proposed) from CR/MHDR to CR/HDR (8-14 du/ac)
4. Revise Commercial Parking Calculation to show no more than 50% of required parking spaces provided as street parking. Provide a separate plan which shows location of the 50% supplied street parking within 600 feet of the project boundary, as described in the R-VC zone, Section 18.12 noted previously.
5. Revise Residential Parking Calculation to show compliance with Section 18.12 in R-VC zone Section.
6. Provide a landscaping tabulation table (show minimum 10% interior landscaping and 50% shading area required by code).
7. Show lot lines and dimensions.

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8. Site plan shall be fully dimensioned, showing all setback lines, locations, dimensions and descriptions of all parking and loading facilities including parking spaces, access to parking spaces, circulation patterns both on and off the site, driveway aisles, driveway approaches and curb cuts. All on-site structures shall also be fully dimensioned.
9. Indicate all contiguous properties and streets showing center lines, lane striping, curb lines, street widths, right of way lines, street names, fire hydrants and other street furniture.
10. Indicate uses of adjoining lots and location of building footprints. Include zoning and land use of adjacent land uses.
11. Indicate all existing and proposed easements.
12. Identify proposed utility locations (i.e. transformers and water mains).
13. Indicate landscape areas including existing trees on the site and parkway.
14. Show street improvement and details of improvements within the public right-of-way for Crestmore Road per Engineering comments.
15. Security fencing: consider raising the proposed wrought iron fence to allow the addition of "shepherd's crook" along the top to promote security. All splitface pilasters shall contain decorative trim caps. Plans shall show that pilasters and walls from grade to a height of 10 feet shall contain anti-graffiti coating per code. See also illustration within the Rubidoux Village Design Workbook (RVDW), illustration 3-14.
16. Call out minimum six (6) foot high splitface wall with pilasters 40 feet on center and decorative wall trim cap along the entire northern property line, bordering single family residential land uses. Within 20 feet of the property line, wall shall drop to a maximum height of 30 inches.
17. Identify if the residential development will be gated from the commercial parcel
18. Call out stamped and stained driveway entry areas at minimum 20 feet from property line along both driveway entry areas.
19. Within the Details Sheet include the following:
 - a. Bike Racks
 - b. Parking and wall mounted lighting fixtures
 - c. Wall Plan/Detail for commercial and residential areas – include height and materials
20. Provide Photometric Plan
21. Show required six (6) bike parking spaces and five (5) accessible parking spaces at the Commercial parcel.
22. Per Section 18.12 b(6), provide minimum eight (8) foot landscaped planter along the southern property line, adjacent to the commercial building and commercial parking area.
23. Identify the stand along structure within the commercial parcel and add to required parking if applicable.
24. The southwest corner adjacent to the commercial building shall feature an entry court or plaza as identified in the Rubidoux Village Design Workbook (RVDW), Section 3-4 and 3-7 figures.

RUBIDOUX VILLAGE DESIGN WORKBOOK (RVDW)

DESIGN/ELEVATIONS

There are three (3) architectural styles within the RVDW: Monterey, Spanish Revival and Irving Gill styles. Section 4-6 identifies the Rubidoux Style as the preferred, using a contemporary California version of the traditional Mission, Spanish Revival and Monterey styles. As identified in the February 10, 2016 workshop staff report and the Planning Commission minutes of the workshop meeting, the project does not conform to the rest of the downtown Rubidoux area. The Commissioners requested that the

project be revised to adhere to the design criteria in the RVDW to achieve compatibility and consistency within the Rubidoux Village town center.

Please revise the commercial and residential architectural design to reflect the Rubidoux Style architecture identified in detail within the RVDW, and containing various architectural renderings (figures). Of particular interest, see figures 4-7, 4-9, 4-10, 4-12 & 4-13 (Spanish Revival architecture). The development should capitalize on the prominent corner location and gateway entry into the Rubidoux commercial village. The development should include courts and plazas, exterior entry court with public art or water feature, benches, treillage, arbors and lattice work to create a true downtown community.

Provide detailed elevations which include, but are not limited to, overall building height, length and depth. Call out building materials, finishes and proposed colors on a keynote table. Show exterior sides of buildings and label accordingly to which direction building faces. All on-site structures, including trash enclosure unit, bike racks and lighting fixtures, shall be architecturally integrated and color coordinated.

Provide a Colored Elevation set showing all revisions noted above and calling out all materials and colors.

FLOOR PLAN

For the Building "B" floor plans, please label each room.

LANDSCAPE PLAN

Incorporate the enclosed RHA Landscape Architect's comments (City's Landscape Consultant). All trees within the public right-of-way and on-site shall consist of minimum 24-inch box sizes. Please note the following comments:

1. Trees shall be planted 25 feet on center within the perimeter setback areas. Within these planters provide screen trees from the "Riverside County Guide to Trees, Shrubs and Ground Covers".
2. All changes to the Site Plan, including public right-of-way improvements, shall be shown on the revised landscape plan.
3. Show percentage of site landscaped, including minimum 10% landscape requirement within the parking area and minimum 50% shading area requirement.
4. Plan shall show general distances of trees, shrubs and ground covers.

Section 19.4 On-Site Advertising Structures and Signs

A Site Development Permit (SDP) must be submitted for the approval of monument, wall signs and any proposed signage. The initial deposit for an SDP is \$510.00 and shall be approved concurrently with this entitlement. Proposed signage shall be architecturally integrated with the overall project remodel.

All commercial signage shall comply with Section 19.8 Rubidoux Village Policy Area Signs.

COUNTY FLOOD CONTROL COMMENTS

Please assess if the project involves a FEMA mapped floodplain. If so, the City may require the applicant to provide all studies calculations, plans and other information required to meet FEMA requirements, and may also require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation or other final approval of the project, and a Letter of Map Revision (LOMR) prior to

occupancy. Contact the Engineering Department, Steve Loriso, Deputy City Engineer for inquiries on this provision.

PAR ACCOUNT BALANCE

Staff has reviewed the Deposit Account Balance Detail sheet for MA15105 (PROS1517) for this project. According to the detail sheet, there is an outstanding balance of \$110.20 plus 2% land management fee which needs to be addressed. Staff has prepared and enclosed the invoice for your attention.

IMPACT FEES

There are a few adopted ordinances that impose fees on certain types of projects (including new developments) to fund the acquisition of lands supporting certain species under Multi-Species Habitat Conversation Plan (MSHCP), mitigate any impacts caused by new developments, the construction of public facilities and transportation improvements for the community. This project is within the following areas and is subject to the applicable impact fees:

- Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee (Ordinance 810)
- Western Transportation Uniform Mitigation Fee (TUMF) Program (Ordinance 824)
- Development Impact Fee (DIF) Program (Ordinance 659)

I have attached the Development Mitigation Fee Worksheet showing required fees. The payments are due prior to the final building inspection of any building permit or the issuance of the Certificate of Occupancy, whichever comes first. For more information, please review the ordinances on the County Clerk of the Board's website.

RE-SUBMITTAL

Please submit the following:

- Three (3) sets of revised plans, including landscape plans
- Electronic file of all revised plans, colored elevations, and colored landscape plans, etc.
- Discuss any proposed on-site security or surveillance cameras (if any show general location on site plan/floor plan).

Once the plans are deemed acceptable, staff will require a revised Colors and Materials board to reflect the RVDW design guidelines. Please do not hesitate to contact me should you have any questions at rlopez@jurupavalley.org or (951) 332-6464 x 212.

COMMENTS FROM OTHER CITY DEPARTMENTS

All received comments are attached. Any outstanding comments from external agencies will be forwarded to the Applicant once received.

BUILDING DEPARTMENT

Art Castro, Plans Examiner

Tel: 951-332-6464; email: acastro@jurupavalley.org

8930 Limonite Ave., Jurupa Valley, CA 92509-5183

Phone: (951) 332-6464, FAX (951) 332-6995

www.jurupavalley.org

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

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

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

DATE OF HEARING: May 11, 2017

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1031FL17 – Northtown Housing Development Corp. (Representative: Debi Myers) – City of Jurupa Valley Major Application 16224 consisting of GPA 16006 (General Plan Amendment), CZ16011 (Change of Zone), SDP 16043 (Site Development Permit), and TPM37126 (Tentative Parcel Map). Through SDP 16043, the applicant proposes development of: (a) a 68-unit multi-family housing development (apartments) with a 3,818 square foot community center building and pool and maintenance buildings on 5.16 acres and, (b) a 31,375 square foot commercial building on 1.79 acres. The site is located northerly of Mission Boulevard and easterly of Crestmore Road in the community of Rubidoux. The site is currently split between Commercial Retail (6.27 acres) and Medium High Density Residential (1 acre) designations. GPA 16006 would retain the Commercial Retail designation on 1.79 acres, while amending the General Plan designation of 4.16 acres at Commercial Retail and one acre of Medium High Density Residential to High Density Residential. The site is currently split among three zones: R-VC (Rubidoux-Village Commercial), R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture). CZ 16011 would maintain R-VC zoning on 1.79 acres, change the zoning of 4.16 acres from R-VC to R-2, and change the zoning of one acre from A-1 and R-2 to R-2. Tentative Parcel Map No. 37126 would reconfigure the existing parcel boundaries to establish two new parcels (1.79 and 5.16 acres). (Compatibility Zone C of the Flabob Airport Influence Area)

FURTHER INFORMATION: Contact John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Rocio Lopez of the City of Jurupa Valley Planning Department at (951) 332-6464.

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

ALUC Identification No.

ZAP1031FL17

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application March 15, 2017
 Property Owner see attached Phone Number _____
 Mailing Address _____

Agent (if any) Debi Myers Phone Number 909-767-7205
 Mailing Address % Northtown Housing Dev Corp.
10071 Feron Blvd
Rancho Cucamonga, CA 91730

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Flabob
C

Street Address 5115 Mission Blvd., 5171 Mission Blvd. 3640 Crestmore
3720 Crestmore, vacant commercial property
 Assessor's Parcel No. 179-330-002, 003, 004, 005 & 006 Parcel Size Riv Co Props. 4.43 Acre
 Subdivision Name 3700 Block of Crestmore Rd. Zoning Averna Props. 2.522
 Lot Number _____ Classification _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Zoned "Commercial Retail" & Medium High Density Residential
previously 66 mobile homes on half of project site + 2 single family
relocated by Riv Co H.A. remainder of site vacant. Homes

Proposed Land Use (describe) Commercial Retail w/ 2nd Floor Office use on 1.790 acres
Mixed Use: Medium Density Residential (Multi-Family) on 5.162 acres.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 68 Apartment units
 For Other Land Uses Hours of Use _____
 (See Appendix C) Number of People on Site Maximum Number 275 on Commercial Parcel
 Method of Calculation C.B.C. Maximum Occupancy of "Retail"
Restaurant, office use areas, multiplied by 50%

Height Data Height above Ground or Tallest Object (including antennas and trees) 42 Feet ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 819.5 Feet ft.

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

per Appendix C

d. myers
@northtownhousing.com

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	
Agency Name	<u>City of Turupa Valley</u>
Staff Contact	<u>Rocio Lopez</u>
Phone Number	
Agency's Project No.	<u>GPA, CZ, PP, PM</u>
Type of Project	<input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input type="checkbox"/> Other _____

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

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

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

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

Letter of Transmittal

Date: March 28, 2017

To: **Riverside County Airport Land Use Commission**
4080 Lemon Avenue, 14th Floor
Riverside, CA 92501
951-955-5132

From: **Debi Myers**
Northtown Housing Development Corp.
10071 Feron Blvd.
Rancho Cucamonga, CA 91730
(909) 767-7205

<i>Copies</i>	<i>Description</i>
Mission Gateway Villas & Plaza - Mixed Use	
1	Completed Application
1	Project Site Plan - Folded
1	Elevations of Buildings - Folded
1	8 1/2 x 11 reduced copy of the above
1	8 1/2 x 11 reduced copy showing project in relationship to airport
1	Floor Plans for non-residential projects
4	Gummed address labels of the owner representative
1	Gummed address labels of all property owners within 300' radius of the project site.
4	Gummed address labels of the referring agency (Riverside County Housing Authority)
1	Check for Fees

**AIRPORT LAND USE COMMISSION HEARING
REPORT OF ACTIONS
JUNE 9, 2011**

7-6-11

COMMISSIONERS PRESENT: Simon Housman, Rod Ballance, Arthur Butler, John Lyon, Michael Geller (alternate for Richard Stewart)

COMMISSIONERS ABSENT: Glen Holmes, Greg Pettis, Richard Stewart

2.0 PUBLIC HEARING: NEW BUSINESS

- 2.1 Staff report recommended: **CONTINUANCE to July 14, 2011 (pending Air Force review)**
- Staff recommended at hearing: **CONTINUANCE to July 14, 2011, pending receipt of comments from March Air Reserve Base officials**
- ALUC Commission Action: **CONTINUANCE to July 14, 2011 (pending Air Force review)**
Vote 4-0, absent: Pettis, Holmes, Geller (alternate for Richard Stewart)
- 2.2 Staff report recommended: **CONSISTENT pursuant to Section 3.3.6**
- Staff recommended at hearing: **CONSISTENT pursuant to Section 3.3.6**
- ALUC Commission Action: **CONSISTENT pursuant to Section 3.3.6 based on adopted special findings:**
1. **The Commission finds that a significant mitigating circumstance is the proximity of the Santa Ana River for emergency landings.**
 2. **The evidence clearly shows that the number of residential**
- CDS:**
- ZAP1071MA11 – Selective Telecommunications Consulting, LLC, for AT&T Mobility (Representative: Edwin Kim) – JPA Case No.: CUP 11-01 (Conditional Use Permit).** A proposal to establish an unmanned telecommunications facility (cell tower) consisting of antennas on a 70-foot high tower disguised as a palm tree (monopalm), with an associated enclosed equipment shelter on a 2.96-acre site located northerly of Cactus Avenue, westerly of Interstate 215, and easterly of the rail line, within the land use jurisdiction of the March Joint Powers Authority (Airport Area I of the March Air Reserve Base Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.
- ZAP1020FL11 – Northtown Housing Development Corp. and Riverside County Economic Development Agency (Representative: Pete Pitassi) – County Case Nos.: GPA 01084 (General Plan Amendment), CZ 07556 (Change of Zone); and PP 24862 (Plot Plan).** Plot Plan No. 24862 is a proposal to develop a 66-unit affordable housing development (“Crestmore Apartments”), with a 3,375 square foot community building, on 4.25-4.43 acres located northerly of Mission Boulevard and easterly of Crestmore Road in the community of Rubidoux. General Plan Amendment No. 1084 is a proposal to amend the designation of the site on the Jurupa Area Plan from Commercial Retail (3.43 acres) and Medium High Density Residential (5-8 dwelling units per acre) (1 acre) to Very High Density Residential (14-20 dwelling units per acre). Change of Zone No. 7756 is a proposal to change the zoning of the site from R-VC (Rubidoux Village Commercial), R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture) to R-3 (General Residential). (Zone C of Flabob Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at

The entire discussion of numbered agenda items can be found on CDs as indicated. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or e-mail at basantos@rctlma.org

**AIRPORT LAND USE COMMISSION HEARING
REPORT OF ACTIONS
JUNE 9, 2011**

units on the site is not being increased from the number of residential units on the site when it was in use as a mobilehome park. The Commission received conflicting testimony as to whether the proposed apartment project would house more people than the mobilehome park, but there is no clear and convincing evidence that there would be a significant increase in the number of people that would occupy the site.

rbrady@rctlma.org.

- 3. The site is located beyond the limits of the 55 CNEL contour for aircraft noise associated with flights to and from Flabob Airport. Areas beyond the 55 CNEL contour are considered generally acceptable for residential use and would normally not be exposed to excessive noise levels. To the extent that the site is affected by noise, this project does not substantially increase the number of persons affected.**

ALUC Commission approval would include a request to EDA for grant of an avigation easement to the County of Riverside for the use of the general public.

(Vote 5-0, absent: Holmes and Pettis)

CDS:

2

The entire discussion of numbered agenda items can be found on CDs as indicated. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

4.1 Fee Schedule for FY 2017-18

ALUC's budget for FY 2017-18 is predicated on an across-the-board 12 percent increase in ALUC application fees to assist in addressing the shortfall resulting from a cut in General Fund revenue provided for ALUC functions. Staff will provide a draft revised fee schedule for consideration at the meeting.

4.2 Director's Approvals.

- A. During the period of March 24, 2017 through March 29, 2017, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Ed Cooper reviewed two non-legislative cases within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area and one non-legislative case within Compatibility Zone D of the Flabob Airport Influence Area not associated with legislative cases and issued determinations of consistency.

ZAP1247MA17 (March, Zone E) pertains to City of Menifee Case No. CUP2016-183 (Conditional Use Permit), a proposal to develop an assisted living facility with a four-story 42,973 square foot building that includes 64 units (92 beds), with dining area, kitchen, laundry, and library serving the facility's residents and offices, and a three-story 8,256 square foot associated mixed use office/retail building with medical and professional offices, pharmacy, spa, and beauty salon on 1.83 gross acres located at the northeast corner of McCall Boulevard and Chatham Lane in the northeasterly quadrant of the City. Residential density and nonresidential intensity are not restricted in Zone E. Although the project is located within the March Air Reserve Base/Inland Port Airport Influence Area, the actual nearest runway is Runway 19-33 at Perris Valley Airport, approximately 19,405 feet from the project site. At this distance, given the runway elevation of 1,415 feet above mean sea level (AMSL), Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 1,609 feet AMSL. The site has an existing maximum elevation of approximately 1,495 feet AMSL. With a maximum structure height of 45 feet, the top point elevation would be 1,540 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required. ALUC Director Ed Cooper issued a determination of consistency for this project on March 24, 2017.

ZAP1029FL16 (Flabob Airport, Zone D) pertains to City of Jurupa Valley Case No. MA14176 (Revised Site Development Plan), a proposal to construct a 65 foot high wireless communication facility within a concealment tower with a 96 square foot equipment shelter on a 0.98-acre site located westerly of Daly Avenue, southerly of 37th Street, northerly of Mission Boulevard, and easterly of Wallace Street, within the community of Rubidoux. The revision increased the height and adjusted the coordinates of the original project – a 60 foot high facility with a 536 square foot equipment shelter on 0.17 acres of an adjacent parcel in the same area reviewed via ALUC Case No. ZAP1027FL16. Zone D restricts nonresidential intensity to an average of 100 persons per acre and a single-acre maximum of 300 persons. The proposed facility is not for human occupancy. The elevation of the Flabob Airport runway at its easterly terminus is 768 feet above

mean sea level (AMSL). Due to the runway length (3,200 feet), the relevant slope for notice purposes is a 50:1 surface. At a distance of approximately 2,250 feet from the runway, structures with a top point elevation of 813 feet AMSL would not require notification to the Federal Aviation Administration Obstruction Evaluation Service (FAA OES). The ground elevation of the site is 775 feet AMSL, and the plans indicate a maximum structure height of 65 feet, resulting in a maximum elevation at top point of 840 feet AMSL. Therefore, FAA OES review for height/elevation reasons was required for the revised project. The applicant submitted Form 7460-1 to the FAA OES for the new proposed height and location of the wireless facility. A new "Determination of No Hazard to Air Navigation" letter for Aeronautical Study No. 2017-AWP-1081-OE was issued on March 3, 2017. These FAA OES conditions have been incorporated into ALUC's conditions for this project. ALUC Director Ed Cooper issued a determination of consistency for this project on March 28, 2017.

ZAP1248MA17 (March, Zone E) pertains to City of Menifee Case No. CUP2016-133 (Conditional Use Permit), a proposal to construct and operate a recreational vehicle (RV) sales and service center with a 17,600 square foot steel building (including 10,400 square feet of service bays and 7,200 square feet of sales and office area) on a 4.43-acre site located on the easterly side of Encanto Drive, southerly of McLaughlin Road, in the northeasterly quadrant of the City. Nonresidential intensity is not restricted in Zone E. Although the project is located within the March Air Reserve Base/Inland Port Airport Influence Area, the actual nearest runway to the site is Runway 19-33 at Perris Valley Airport. The southerly terminus of this runway is located approximately 11,867 feet from the project site. At this distance, given the runway elevation of 1,415 feet above mean sea level (AMSL), Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 1,533 feet AMSL. The site has an existing maximum elevation of approximately 1,432 feet AMSL. With a maximum structure height of 33 feet, the top point elevation would be 1,465 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required. ALUC Director Ed Cooper issued a determination of consistency for this project on March 29, 2017.

B. Additionally, ALUC Director Ed Cooper reviewed the following legislative cases with an associated non-legislative case within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port pursuant to ALUC Resolution No. 2015-01 and issued determinations of consistency.

ZAP1245MA17 includes two legislative cases and one non-legislative case in the City of Menifee. City Case No. 2016-062 (Specific Plan Amendment) is a proposal to amend the Menifee East Specific Plan by eliminating Planning Area 3 (Day Care), combining the existing Planning Area 3 with Planning Area 2, reducing the density of Planning Area 2 from Very High Density Residential (17 dwelling units per acre) to Medium Density Residential (2-5 dwelling units per acre), and making other various changes to design guidelines and standards. City Case No. 2016-172 (Zone Change) is a proposal to amend the City of Menifee's zoning ordinance to update the specific plan zoning ordinance text in order to reflect the revisions to the density and planning areas as noted above and to include development standards that are consistent with the associated proposed subdivision featuring 5,000 square foot lots. The affected Planning Areas are in the portion of the Specific Plan located southerly of Newport Road, easterly of Laguna Vista Drive, and northwesterly of Rockport Road. The non-legislative case is Tentative Tract Map No. 37161, a proposal to subdivide 12.43 acres located southerly of Newport Road, easterly of Laguna Vista Drive, and northwesterly of Rockport Road into 54 single family residential lots, five open space lots, and one utilities lot. Residential density is not restricted in Zone E. Although the site is located within the March Air Reserve Base/Inland Port Airport Influence Area, the actual nearest runway is Runway 19-33 at Perris Valley Airport. However, this runway is located approximately 34,100 feet from the project site. The site has an existing maximum elevation of approximately 1,445 feet above mean sea level (AMSL). With a maximum structure height of

30 feet, the top point elevation would be 1,475 feet AMSL, which is lower than the runway elevation at March Air Reserve Base/Inland Port Airport. Therefore, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review for height/elevation reasons was not required. ALUC Director Ed Cooper issued a determination of consistency for this project on March 27, 2017.

- C. On April 13, 2017, incoming ALUC Director Simon Housman reviewed two non-legislative cases in Compatibility Zone E of the Banning Municipal Airport and March Air Reserve Base/Inland Port Airport Influence Areas and issued determinations of consistency

ZAP1024BA17 (Banning Municipal, Zone E) pertains to a proposal by the City of Banning to expand the existing Lions Park located on the northwest corner of Hargrave and Charles Streets to include the westerly adjacent 7.46-acre parcel. Proposed improvements include two multi-purpose sports fields, a 900 square foot restroom building, eight 70-foot high light poles, and landscaping. The site is located within Compatibility Zone E, where nonresidential intensity is not restricted, so the primary concern was the height of the light poles. The elevation of Runway 8-26 at Banning Municipal Airport is approximately 2,219 feet above mean sea level (AMSL). At a distance of approximately 3,744 feet from the runway to the park site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with a top point elevation exceeding 2,256 feet AMSL. The existing site elevation is approximately 2,251 feet AMSL. The proposed height of the light poles is 70 feet, resulting in a maximum elevation at top point of 2,321 feet AMSL. Therefore, FAA OES review for height/elevation reasons was required. The City of Banning submitted Form 7460-1 to FAA OES for each of the eight poles on March 28, 2017. "Determination of No Hazard to Air Navigation" letters were issued for Aeronautical Study Nos. 2017-AWP-2570-OE through 2017-AWP-2577-OE on April 7, 2017. The studies revealed that the proposed structures do not exceed obstruction standards and would not be a hazard to air navigation, provided conditions are met. These FAA OES conditions have been incorporated into ALUC's conditions for the project. ALUC Director Simon Housman issued a determination of consistency for this project on April 13, 2017.

ZAP1253MA17 (March, Zone E) pertains to City of Riverside Case Nos. P13-0163 (Conditional Use Permit) and P13-0164 (Design Review) proposing to renovate an existing gas station and develop a new 4,172 square foot retail building on 0.6 acres located on the northeast corner of University and Victoria Avenues. The site is located within Compatibility Zone E, where nonresidential intensity is not restricted. The elevation of the site is more than 500 feet lower than the elevation of March's Runway 14-32 at its northerly terminus (1,535 feet above mean sea level). The site is located more than 20,000 feet from the runways at Riverside Municipal Airport. Flabob Airport is approximately 13,670 feet away, but as Flabob's runway does not exceed a length of 3,200 feet, the notice radius for that airport is only 10,000 feet, and the notice surface is evaluated on the basis of a 50:1 slope rather than a 100:1 slope. Therefore, Federal Aviation Administration Obstruction Evaluation Service review for height/elevation reasons was not required. ALUC Director Simon Housman issued a determination of consistency for this project on April 13, 2017.

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

- 4.3 Election of Commission Officers. This item is placed on the agenda to allow the Commission to elect a Chairman and Vice-Chairman for the coming year. The office of Chairman is presently vacant as a result of the appointment of the Chairman as ALUC Director. The new officers will be installed at the June meeting.

4.4 Specific Delegation of Authority: Change of Zone and Revised Conditional Use Permit in Zone C2 of March Air Reserve Base/Inland Port Airport Influence Area: On July 18, 2002, ALUC reviewed Case No. MA-02-145, a proposal for a Conditional Use Permit (County Case CUP No. 3370) to establish a “full service travel stop with retail on approximately 11.5 acres” located at the southwesterly corner of Cajalco Road and Harvill Avenue in the unincorporated community of Mead Valley, and issued a determination of consistency. The proposal included 31,789 square feet of building area. The approval was subject to four conditions, including a prohibition of above ground storage of explosives or flammable materials. On March 10, 2005, pursuant to original ALUC Condition No. 2 requiring further review of any structures over 48 feet in height, ALUC reviewed Case No. MA-04-144 proposing the addition of a 70-foot sign and issued a determination of consistency. At a special meeting on November 5, 2014, ALUC reviewed ZAP1101MA14, a proposal for a Substantial Conformance to CUP No. 3370 for the installation of two Liquid Natural Gas and three Compressed Natural Gas storage vessels on-site, and issued a determination of consistency, deleting the condition prohibiting the above ground storage of explosives or hazardous materials. A revision to the Conditional Use Permit (CUP3370R1) is currently in process to allow a liquor store to be established within one of the tenant spaces of the retail building. No new construction or building expansion is proposed as part of this project. The County Planning Department has determined that the underlying zoning of Manufacturing – Service Commercial is inappropriate for this use, and should be changed to Scenic Highway Commercial. The Planning Department is of the opinion that this zone change will not affect the safety of the site’s visitors and employees relative to aircraft hazards and requests that ALUC delegate its authority to review the proposed change of zone (Change of Zone Case No. 7917) and revision of the Conditional Use Permit to the ALUC Director.

Y:\ALUC\ALUC Administrative Items\Admin Item 05-11-17.doc

AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY

4.2



March 24, 2017

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS
Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Steve Manos
Lake Elsinore

Russell Betts
Desert Hot Springs

STAFF
Director
Ed Cooper

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

Mr. Ryan Fowler, Project Planner
City of Menifee Community Development Department
29714 Haun Road
Menifee CA 92586

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR’S DETERMINATION

File No.: ZAP1247MA17
Related File No.: CUP2016-183 (Conditional Use Permit)
APNs: 333-050-035

Dear Mr. Fowler:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Menifee Case No. CUP2016-183 (Conditional Use Permit), a proposal to develop an assisted living facility with a four-story 42,973 square foot building which includes 64 units (92 beds), with dining area, kitchen, laundry, and library serving the facility’s residents and offices, and a three-story 8,256 square foot associated mixed use office/retail building with medical and professional offices, pharmacy, spa, and beauty salon on 1.83 gross acres located at the northeast corner of McCall Boulevard and Chatham Lane in the northeasterly quadrant of the City.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density and nonresidential intensity are not restricted.

Although the project is located within the March Air Reserve Base/Inland Port AIA, the actual nearest runway is Runway 19-33 at Perris Valley Airport, approximately 19,405 feet from the project site. At this distance, given the runway elevation of 1,415 feet above mean sea level (AMSL), Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,609 feet AMSL. The site has an existing maximum elevation of approximately 1,495 feet above mean sea level. With a maximum structure height of 45 feet, the top point elevation would be 1540 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

AIRPORT LAND USE COMMISSION


CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris centers, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the property and to tenants of the proposed assisted living facility and of the other on-site structure.
4. All new aboveground detention or bioretention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention/bioretention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

AIRPORT LAND USE COMMISSION

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, ALUC Director

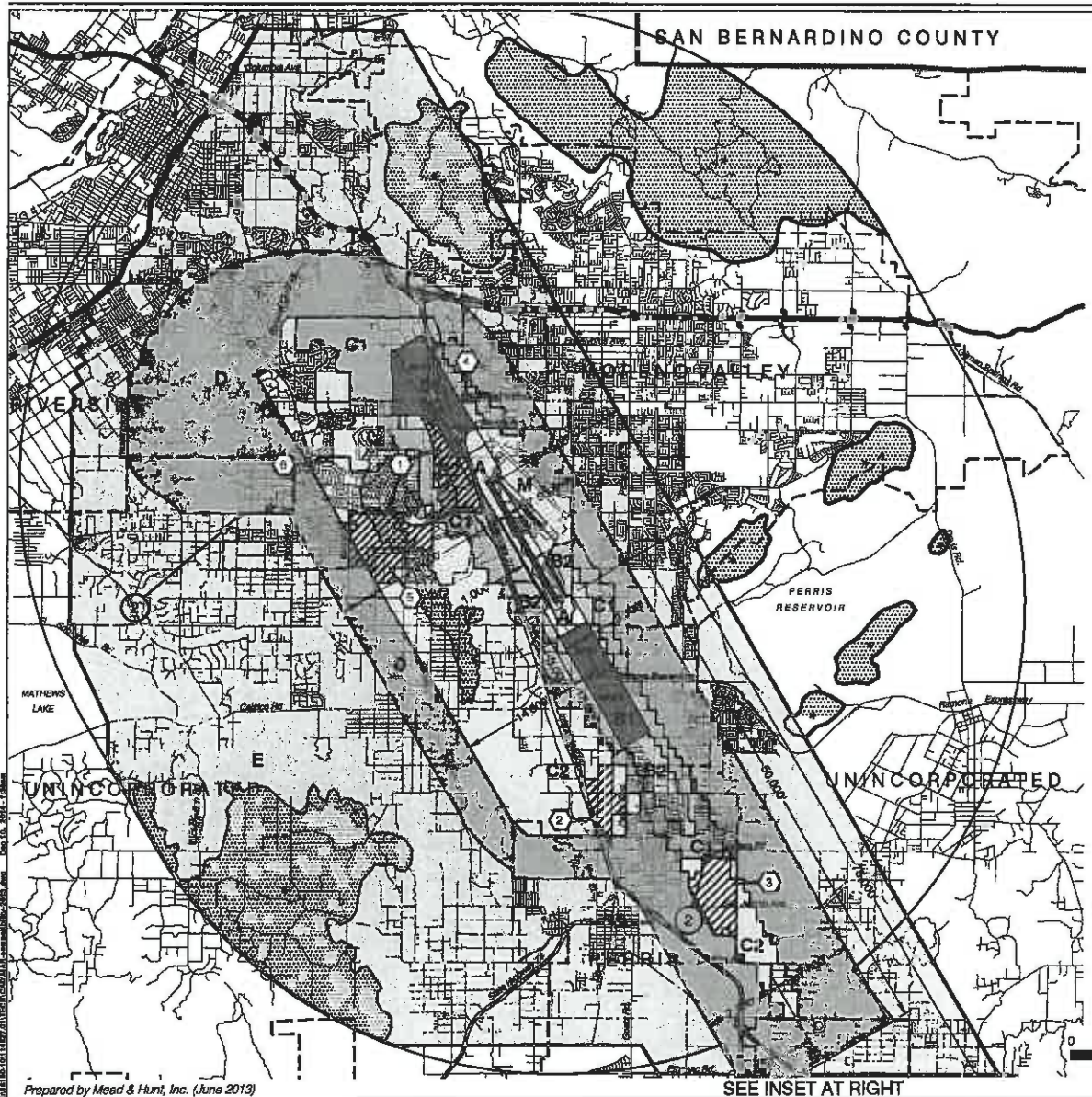
Attachments: Notice of Airport in Vicinity

cc: Sun City Senior Care, LLC, Attn: Dinesh Korat (applicant/property owner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Daniel Rockholt, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1247MA17\ZAP1247MA17.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

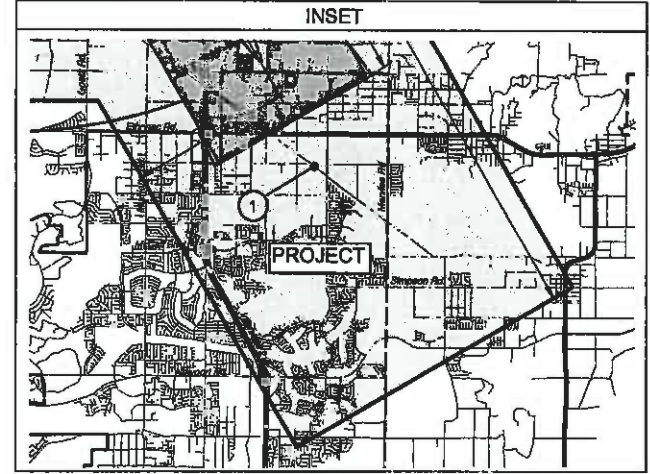
Boundary Lines

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



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

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



Base map source: County of Riverside 2013

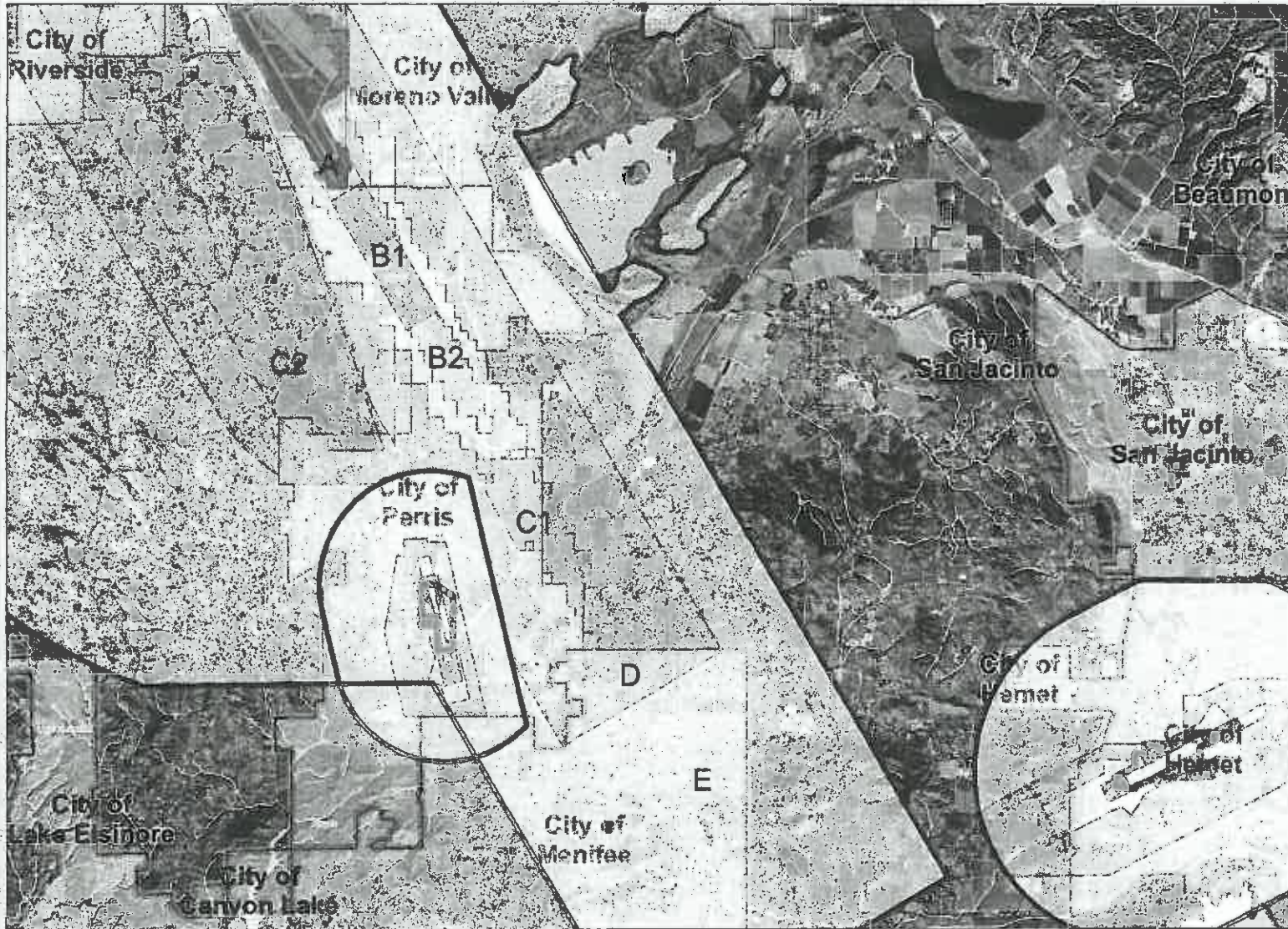
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

Map MA-1

Compatibility Map
 March Air Reserve Base / Inland Port Airport

My Map



Legend

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



0 15,022 30,043 Feet



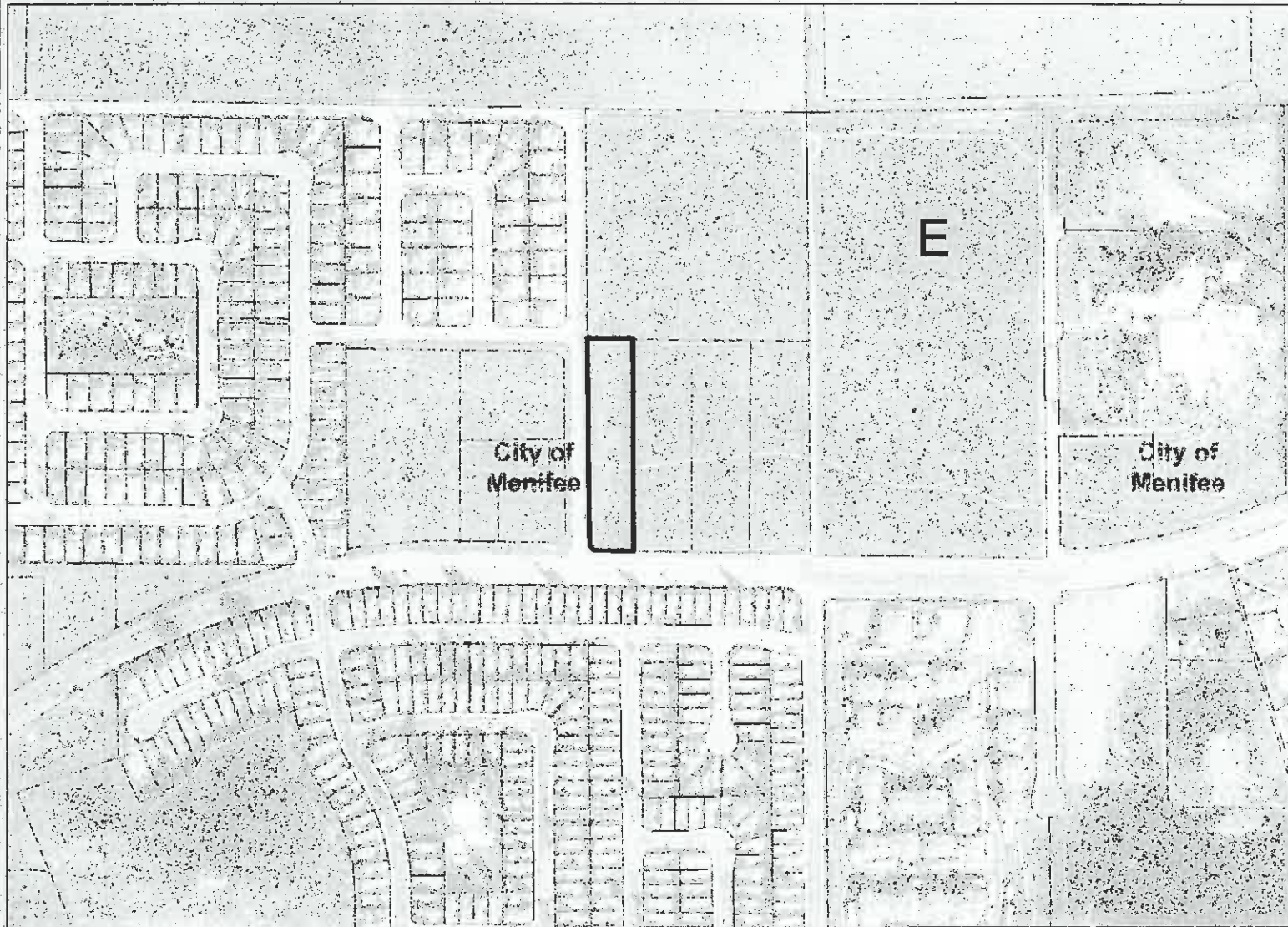
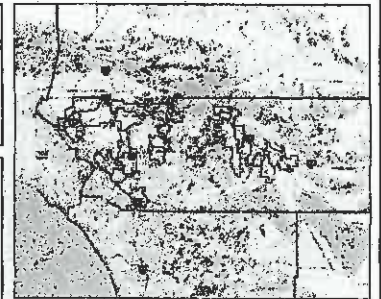
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Notes

My Map



Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC8
- C2-HIGHT



0 526 1,052 Feet



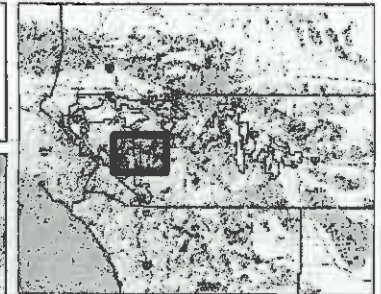
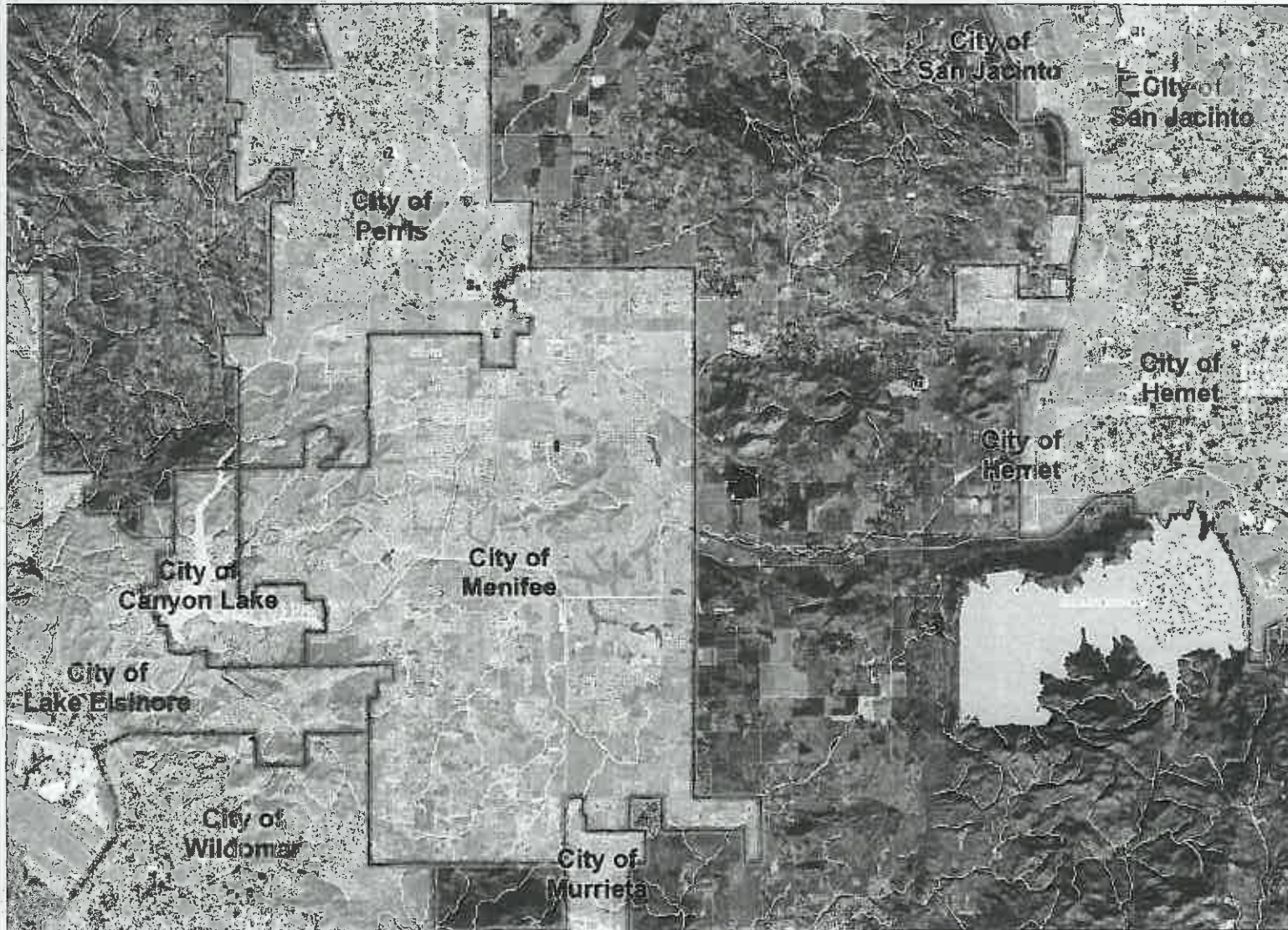
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Notes

My Map



Legend

-  City Boundaries
- Cities
- adjacent_highways
 -  Interstate
 -  Interstate 3
 -  State Highways; 60
 -  State Highways 3
 -  US HWY
 -  OUT
- highways_large
 -  HWY
 -  INTERCHANGE
 -  INTERSTATE
 -  USHWY
-  countries
-  cities



0 15,022 30,043 Feet



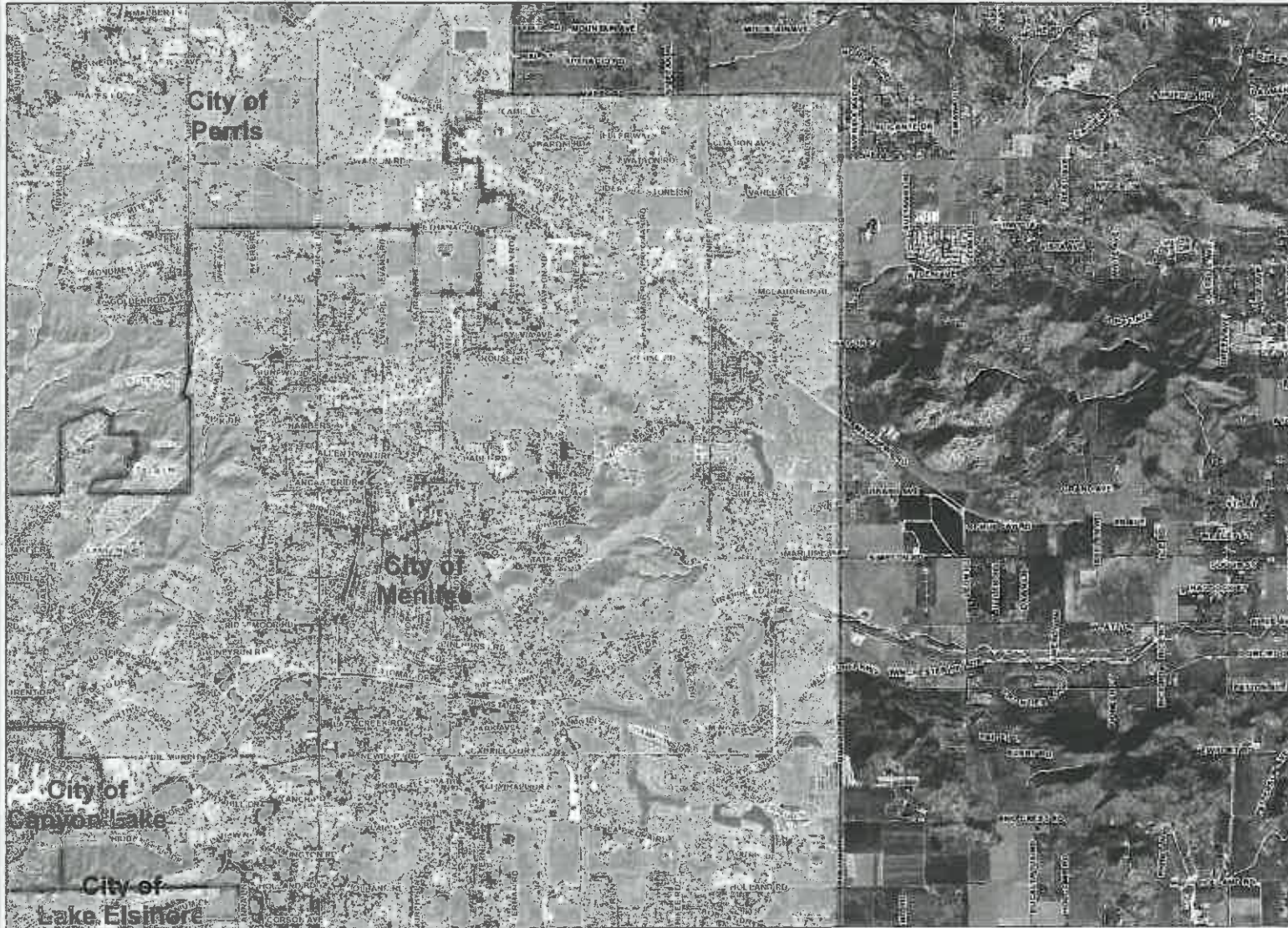
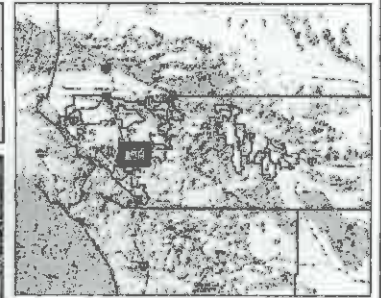
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Notes

My Map



Legend

-  City Boundaries
- Cities**
- highways_large**
-  HWY
-  INTERCHANGE
-  INTERSTATE
-  USHWY
-  majorroads
-  counties
-  cities

Notes

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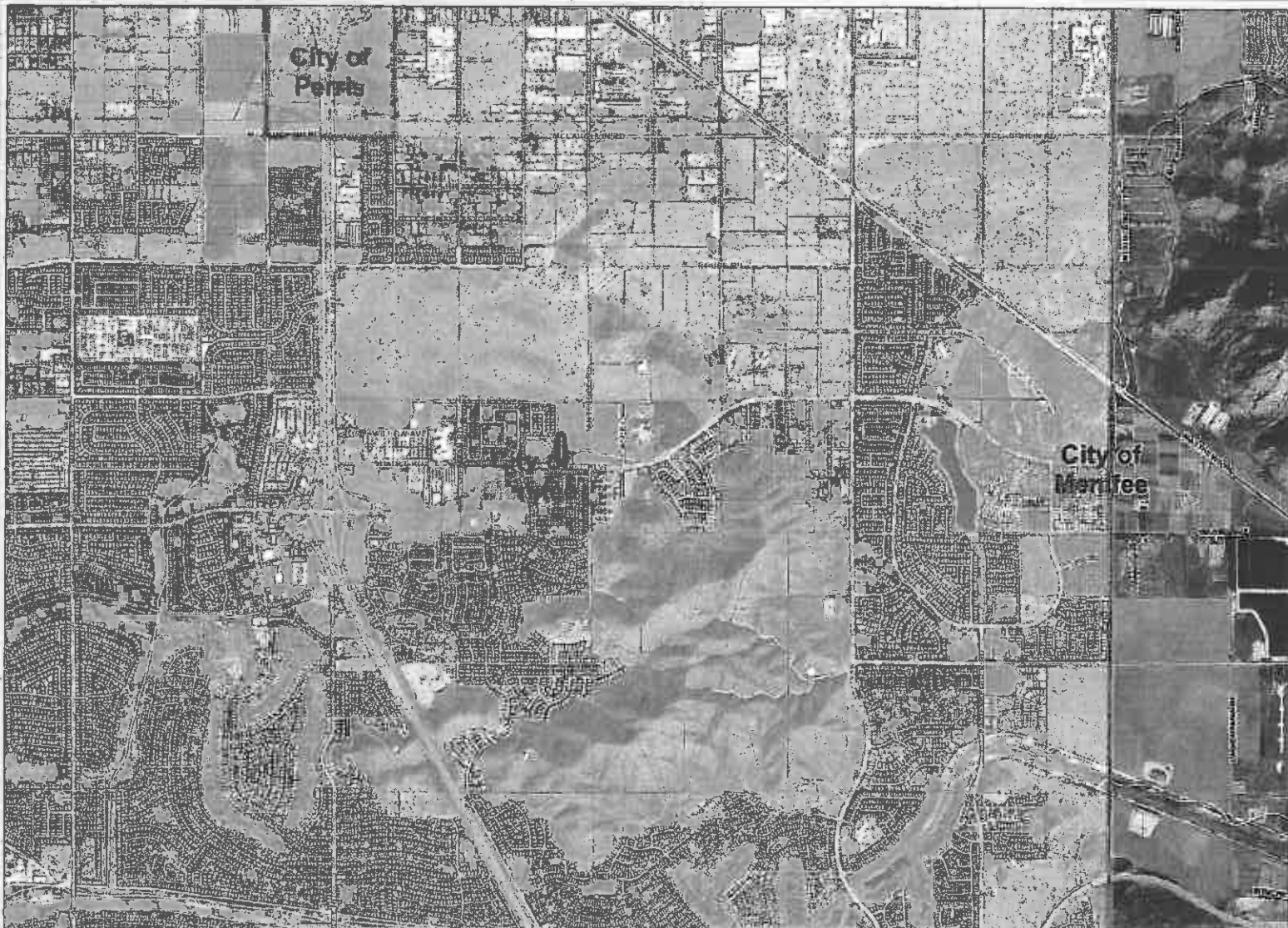
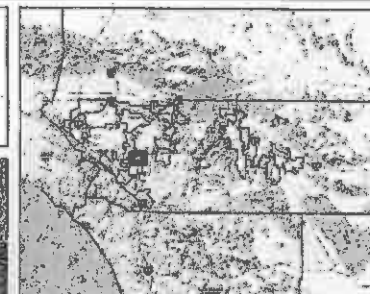
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My Map



Legend

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



0 3,755 7,511 Feet



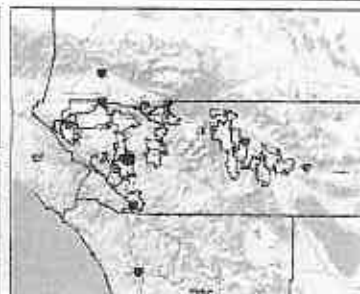
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Notes

My Map



Legend

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



0 1,878 3,755 Feet



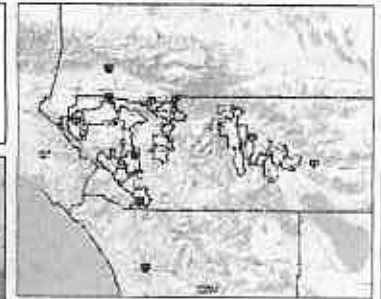
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Notes

My Map



Legend

- City Boundaries
- Cities
- roadsanno
- highways
- HWY
- INTERCHANGE
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- hydrographylines
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- Rivers



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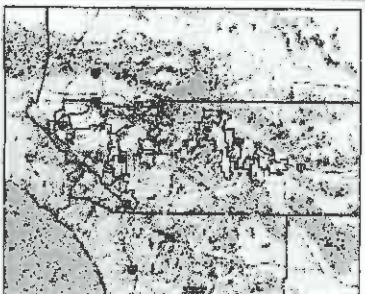
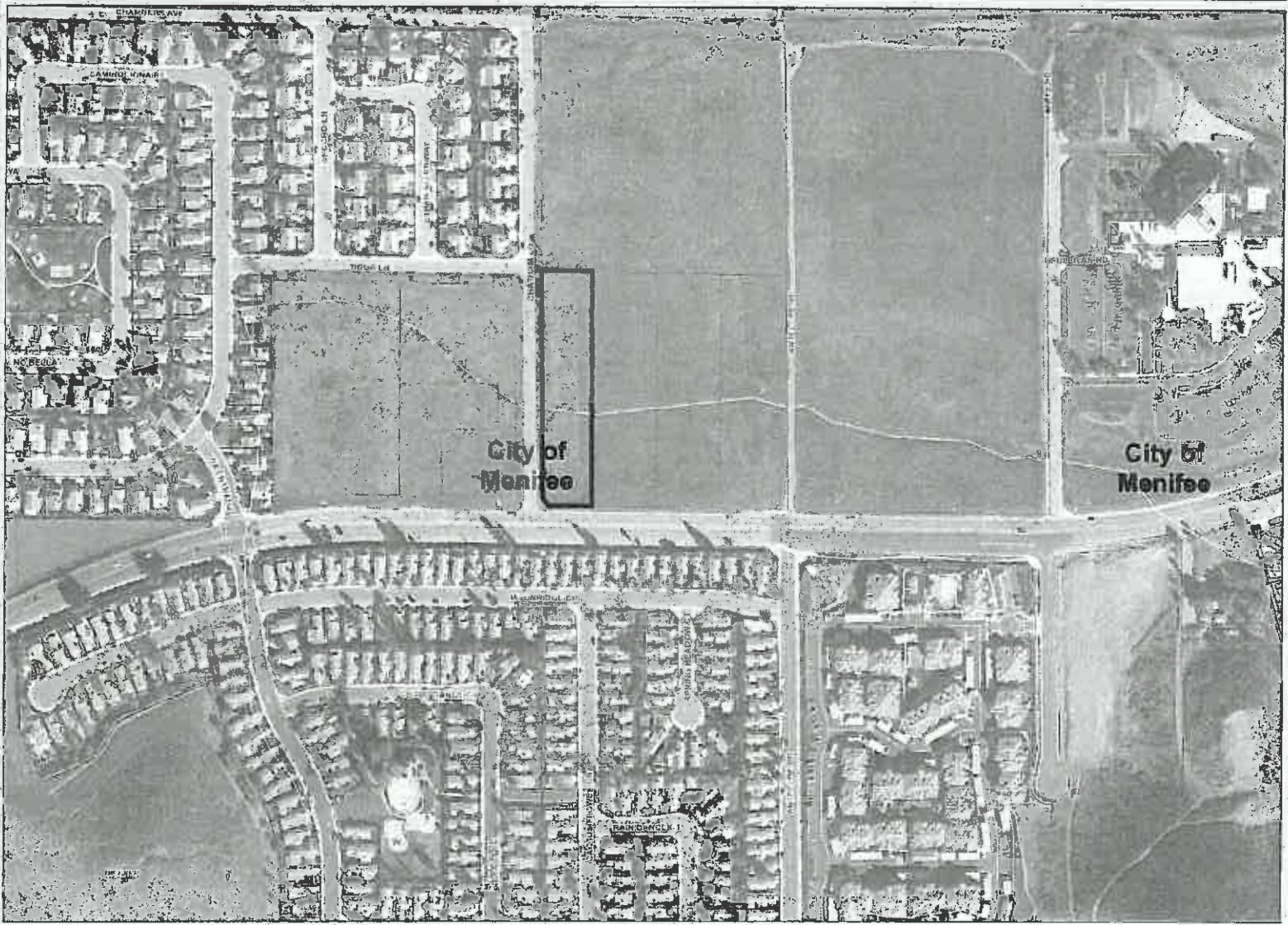
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Notes

My Map



Legend

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



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Notes

PROJECT INFORMATION

OWNER: SAN CITY SENIOR CARE, LLC
 1811 HUNTERS DRIVE
 SAN DIEGO, CA 92108
 (619) 591-3349

CONSULT FIRM: JAMES H. HARTNESS
 HARTNESS PLANNING DESIGN
 4635 REDWOOD ST, STE G
 SAN DIEGO, CA 92121
 TEL: (619) 634-3841

ENGINEER: DAVID H. SANDERSON
 1843 FLOREY STREET
 SAN DIEGO, CA 92107
 TEL: (619) 351-1001

SITE ADDRESS: McCall Blvd
 MENFES, CA 92560

BUILDING CODES: 200 USC 203 UIC, 203 UIC
 203 USC 203 UIC

BUILDING TYPE: TYPE I/A SPRINKLER FOR
 ASSISTED LIVING
 TYPE V/A SPRINKLER FOR
 COMMON AREAS

APN: 533-090-009

BUILDING CODE: 200 USC AND 203 UIC

**PLANNING GENERAL
 LAND USE:** EDC-MB

OCCUPANCY: RES AND BP

CITY FILE NUMBER: 2016-03

SQUARE FOOT INFORMATION

ADDITIONAL LIVING	AREA	AREA	AREA
First Floor	7,070 SF		
Second Floor	3,826 SF		
Third Floor	3,826 SF		
Fourth Floor	3,826 SF		
Total	10,548 SF		

OFFICES AND RETAIL	AREA	AREA	AREA
1ST FLOOR	2,800 SF	HALL, STAIRS, ELEVATOR	450 SF
2ND FLOOR	2,840 SF	HALL, STAIRS, ELEVATOR	450 SF
3RD FLOOR	2,840 SF	HALL, STAIRS, ELEVATOR	450 SF
4TH FLOOR	2,840 SF	HALL, STAIRS, ELEVATOR	450 SF
Total	11,320 SF		

ASSISTED LIVING, COMMON AREAS	AREA	AREA
Offices, Laundry, Dining, Storage, Living, Library, Clean and Dirty Linen, etc.	3,843 SF	
Bedrooms, Storage, Electrical and Fire Room	438 SF	
Reception Areas, "O" Dishes/Tray, Open Common Areas	3,384 SF	
Common Areas	340 SF	
Common Areas	1,826 SF	
Total	9,431 SF	

Lot Size: 67,314.40 SF (2.34 AC. GRASS)
 18,348.40 SF (0.53 AC. NET)
Lot Coverage: 18,348.40 SF = 27.3%
F.A.R. (F): 47,966 SF = 71.1%
LABORERS AREA: 71,991 B.A. / 253.52

KEY NOTES

- 1. EXISTING PAVEMENT
- 2. EXISTING FIRE HYDRANT
- 3. NEW CONCRETE WALKWAYS
- 4. NEW PAVEMENT
- 5. NEW PAVEMENT
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- 50. NEW PAVEMENT

SCOPE OF WORK

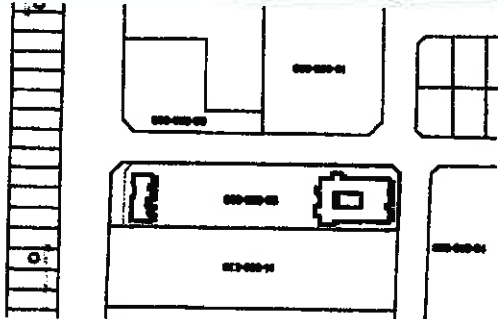
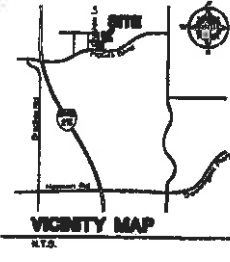
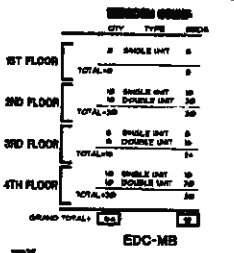
A NEW ASSISTED LIVING FACILITY WITH 84 ROOMS, 87 BATHS AND COMMON AREAS. A NEW 4 STORY TOWN USE BUILDING WITH A PHARMACY, MEDICAL AND PROFESSIONAL OFFICES, A SPA AND A BEAUTY SALON.

THIS DOCUMENT IS THE PROPERTY OF THE ARCHITECT AND SHALL BE KEPT IN CONFIDENCE. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.

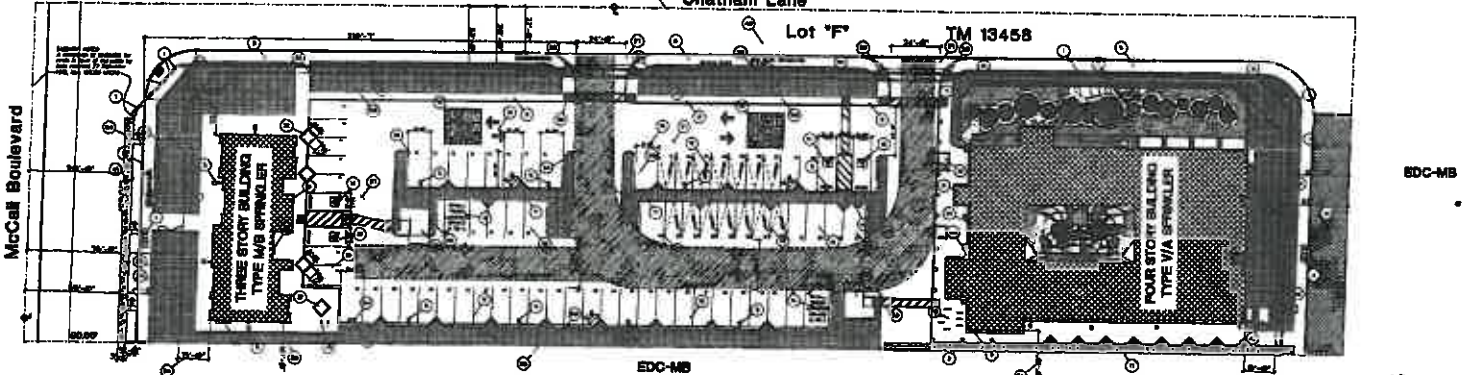


SHARED PARKING CALCULATION

TYPE	USE	NO. VEHICLES	TYPE	NO. COORS	REQD	PROVIDED
2ND FLOOR	ASSISTED LIVING	10 BDRM	RESIDENTIAL	100%	10	20 Parking
2ND FLOOR	PHARMACY	1,000,000	PHARM	10%	100	100 Parking
2ND FLOOR	MEDICAL OFFICES	1,000,000	PHARM	10%	100	100 Parking
2ND FLOOR	SPA & BEAUTY SALON	1,000,000	PHARM	10%	100	100 Parking
2ND FLOOR	PROFESSIONAL OFFICES	1,000,000	PHARM	10%	100	100 Parking
2ND FLOOR	ASSISTED LIVING	10 BDRM	RESIDENTIAL	100%	10	20 Parking
2ND FLOOR	PHARMACY	1,000,000	PHARM	10%	100	100 Parking
2ND FLOOR	MEDICAL OFFICES	1,000,000	PHARM	10%	100	100 Parking
2ND FLOOR	SPA & BEAUTY SALON	1,000,000	PHARM	10%	100	100 Parking
2ND FLOOR	PROFESSIONAL OFFICES	1,000,000	PHARM	10%	100	100 Parking
GRAND TOTALS: 1000						



Adjacent Properties Scheme



AN AUTOMATIC FIRE SPRINKLER ARE REQUIRED AND SHALL BE INSTALLED PER IFC AND NFPA 13. SPRINKLER SYSTEM SUPERVISION WILL BE REQUIRED. IN ADDITION, A CLASS III STANDPIPE AND MANUAL FIRE ALARM SYSTEM WITH VISIBLE AND AUDIBLE NOTIFICATION DEVICES ARE REQUIRED. ALL FIRE SPRINKLER SYSTEM, FIXED FIRE SUPPRESSION SYSTEM AND ALARM PLANS MUST BE SUBMITTED SEPARATELY FOR APPROVAL PRIOR TO CONSTRUCTION.

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

EDC-MB

PROVISION
 A Planning and Technical and Professional Office, Spa and Beauty Salon, EDC-MB, of a New Assisted Living Facility, 92 Beds

ADDRESS: McCall Blvd
 Menfes, CA 92560
BLDG. DATA:
 APN: 533-090-009

Taller de Arquitectura
 PLANNING AND DESIGN

EDC-MB

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

ALD

**SUN CITY
SENIOR CARE, LLC**

PROJECT
A new Assisted Living Facility
and a Mix Use Building with
Convenience Store, Medical and
Professional Offices, Retail Spaces
Spa and Beauty Salon.

ADDRESS: McCall Blvd
Menlo Park, Ca. 94025
BUILDING DATA:
APR 988-030-035
Commercial 4,422 sqft.
Assisted Living 72 Rooms
100 Beds

Taller de Arquitectura
PLANNING AND DESIGN

1	DATE	11/11/03
2	BY	W. J. ...
3	CHECKED	...
4	APPROVED	...
5	REVISION	...
6	REVISION	...
7	REVISION	...
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49	REVISION	...
50	REVISION	...

WALL LEGEND

- 2 x 4 WOOD STUD + 1/2" G.C.
- 2 x 6 WOOD STUD + 1/2" G.C.
- 2 x 8 WOOD STUD + 1/2" G.C.
- HALL TO BE DEMOLISHED
- HALL WITH 1/2 GYPSED, ON BOTH SIDES
- EXISTING 1/2" GYPSED TO REMAIN
- EXISTING 3/4" GYPSED HALL, 1 HOUR RATED
- EXISTING HALL TO REMAIN
- WOOD STUDS 1/2" G.C. MINIMUM TYPE 1/2 GYPSED, ON BOTH SIDES
- BLOCKING + 4-2" DIA. 1 HR. HALL END DETAIL FOR FIRE RATED

DOOR PER DOOR SCHEDULE

WINDOW PER SCHEDULE

HALL PER LEGEND

ROOM NUMBER PER FINISH SCHEDULE

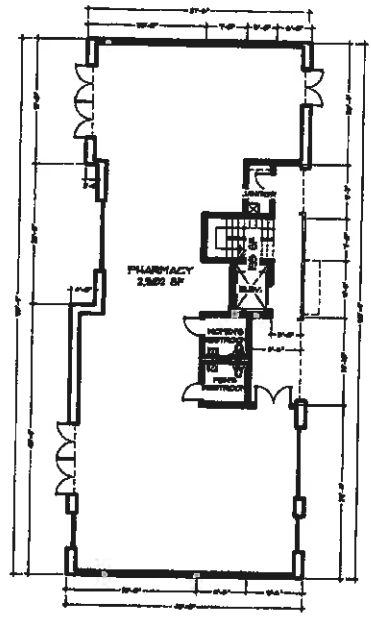
FURNACE UNIT

LEGEND:

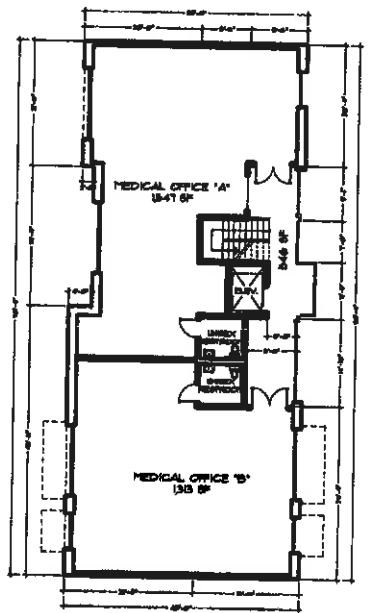
- SHOWN EXTERIOR LIGHT FIXTURE, BY OWNER (PER E.L.C. SEC. 210 - 10 - 1)
- CONTRACTOR TO INSTALL
- NEW SMOKE DETECTORS TO BE HARD WIRED (SEC. 210.5)
- NEW ELECTRICAL OUTLET
- NEW GFCI ELECTRICAL OUTLET PER SECT. (N.E.C. 210-6)
- NEW AFCI ELECTRICAL OUTLET PER SECT. (N.E.C. 210-6)
- NEW TELEPHONE OUTLET
- NEW TV OUTLET
- NEW COFFEE EXHAUST LOW NOISE FAN TO BE 120 CFM AND FLUORESCENT LIGHT FIXTURE
- NEW ELECTRICAL SWITCH
- NEW 3 WAY ELECTRICAL SWITCH
- DIMMER SWITCH
- OCCUPANT SENSOR
- OCCUPANT SENSOR WITH PHOTO CONTROL
- NEW INCANDESCENT LIGHT FIXTURE
- NEW LIGHT FIXTURE BY OWNER CONTRACTOR TO INSTALL
- SPOT LIGHT FIXTURE, WATER-PROOF
- NEW BELL FOR DOOR
- NEW DOOR BELL
- NEW 240 V. ELECTRICAL OUTLET
- NEW WATER PROOF GFCI ELECTRICAL SWITCH
- SPOT LIGHT FIXTURE
- EXISTING SMOKE DETECTOR
- FLUORESCENT UNDER COUNTER LIGHT FIXTURE
- TRACK LIGHT FIXTURE BY OWNER

KEY NOTES

- SECTION OF HALL TO BE DEMOLISHED, 4 FEET OF HALL
- NEW ELECTRICAL SUB-PANEL
- NEW SPLIT SYSTEM HVAC AND HEATER, DRIVING STUBS
- STOCK WARMER AND DRYER
- EXISTING HALL TO BE RETROFIT PER LEGEND
- EXISTING COLUMN
- NEW BEAM PER STRUCTURAL
- MANICAP BASH
- 20 GAL. GAS WATER HEATER BY EARTH SHAKE STRIPS AND FT VALVE
- ALSO TO REQUIRE A HEIGHT OF 34" x 34 GAL. STRIPS WITH 1/2" x 1/2" LAG BOLTS ATTACHED DIRECTLY TO THE WRAPPING (I.P.C. 509.9 AND U.M.C. 304.3)
- FILL HALL BY WOOD STUDS AND PATCH AND FIN STUCCO
- PLASTER BERRY, SMOOTH FINISH LIGHTER COLOR
- FILL WITH BLOCK PER STRUCTURAL DETAILS
- WRODE BY OWNER
- FT VALVE TO OUTSIDE
- RAU UNIT
- REMOVE AND RELOCATE EXISTING WINDOW PER SCHEDULE
- REMOVE AND RELOCATE EXISTING SLIDING DOOR PER SCHEDULE
- REMOVE AND RELOCATE EXISTING DOOR PER SCHEDULE



FIRST FLOOR PLAN



SECOND FLOOR PLAN

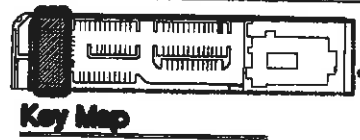
"THE FIRST FLOOR ACCESS THROUGH EXIST PASSAGEWAY" SECTION 108.10.1.

"ALL EXISTING DOORS SHALL BE READILY OPENABLE FROM THE BUSINESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT."

SECTION 108.10.1.1 "PROVIDE A SIGN ON OR NEAR THE EXIT DOOR, READING THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED."

- NOTES:**
- INSTALLATION OF SMOKE DETECTORS WILL COMPLY WITH USC (SEC. 210.5).
 - PERMANENT VACUUM BREAKERS SHALL BE INCLUDED WITH ALL NEW HOSE BIBBS.
 - ALL LUMINAIRES IN BATHROOMS, GARAGES, LAUNDRY ROOMS, UTILITY ROOMS AND OTHER ROOMS AND OTHER ROOMS SHALL BE HIGH EFFICIENCY OR BE CONTROLLED BY AN OCCUPANT SENSOR.
 - OUTDOOR LIGHTING SHALL BE HIGH EFFICIENCY LUMINAIRES OR SHALL BE CONTROLLED BY A PHOTO CONTROL/MOTION SENSOR COMBINATION.
 - FLUORESCENT FIXTURES MUST BE OF THE BALLASTED TYPE THAT CAN ONLY ACCEPT FLUORESCENT TUBES. ALL FLUORESCENT FIXTURES OF 20 LUMENS PER WATT.
 - PERMANENT VACUUM BREAKERS SHALL BE INCLUDED WITH ALL NEW HOSE BIBBS.
 - KITCHEN GENERAL APPLIANCE RECEPTACLES SHALL BE ON A MINIMUM OF 3-20 AMP BRANCH CIRCUITS.
 - BATHROOMS OUTLETS ARE TO BE ON A DEDICATED 20 AMP CIRCUIT WITH NO OTHER DEVICES OR EACH BATHROOM TO BE ON ITS OWN 20 AMP CIRCUIT WITH ONLY THAT BATHROOM'S DEVICES ON THAT CIRCUIT.
 - ALL NEW OUTLETS IN FAMILY ROOMS, DINING ROOMS, LIVING ROOMS, PARLORS, LIBRARIES, DEN'S, BEDROOMS, BARRIERS, RECREATION ROOMS, HALLWAYS, OR OTHER ROOMS OR AREAS SHALL BE AFCI (ARC-FAULT CIRCUIT-INTERUPTER COMBINATION TYPE).
 - ALL NEW 120-VOLT, 15- AND 20-AMPERE RECEPTACLES SHALL BE LISTED TAMPER-RESISTANT RECEPTACLES.

Wall ID	Description	Legend	Notes
1	EXISTING WALLS	[Symbol]	Existing 2x4 wood studs and plaster on the exterior side gypsed on both sides
2	WALLS TO BE REMOVED	[Symbol]	Patch all ends of wall
3	Non Rotted PROPOSED NEW WALLS	[Symbol]	Walls to have 2x4 wood studs @ 16" o.c. w/ 1/2" gyp.bd.
4	1 Hour W. AREA SEPARATION WALLS	[Symbol]	Walls to have 2x4 wood studs @ 16" o.c. w/ 1/2" gyp.bd. and blocking @ 16" o.c. 1 hr.
5	1 Hour W. SOUND WALLS	[Symbol]	Walls to have 2x4 wood studs @ 16" o.c. w/ 1/2" gyp.bd. and blocking @ 16" o.c. 1 hr.
6	2 Hour W. 6" MASONRY	[Symbol]	2 hr. assembly
7	2 Hour W. UL 1002 GA 1/2" BRD	[Symbol]	Two layer 5/8" (11/16") Gypsum Board with intexity or intexity to both lay of 1/2" (1/4") min. c. 18 and steel 1/4" (1/4") 1/2" (1/2") Double Floor to match top of slab, min. 1/4" dia.
8	1 Hour W. UL 1002 GA 1/2" BRD	[Symbol]	One layer 5/8" (11/16") Gypsum Board with intexity or intexity to both lay of 1/2" (1/4") min. c. 18 and steel 1/4" (1/4") 1/2" (1/2") Double Floor
9	1 Hour W. CEILING/ROOF	[Symbol]	Two layer 1/2" (1/2") Gypsum Board with intexity or intexity to both lay of 1/2" (1/4") min. c. 18 and steel 1/4" (1/4") 1/2" (1/2") Double Floor



FLOOR PLAN
SCALE: 1/8" = 1'-0"
Office and Notes

WALL LEGEND

1 x 4 WOOD STUD @ 16" O.C.
 2 x 6 WOOD STUD @ 16" O.C.
 2 x 8 WOOD STUD @ 16" O.C.
 HALL TO BE DEMOLISHED
 HALL WITH M. GYM. ON BOTH SIDES
 EXISTING 6" BLOCK TO REMAIN
 EXISTING 8" CON. BLOCK HALL, 2 WOOD PARTS
 EXISTING HALL TO REMAIN
 WOOD STUD @ 16" O.C. WITH 2x4 TYPE 1x4 GYPSUM ON BOTH SIDES
 BLOCK @ 8" O.C. 1/2" HALL, 1/2" HALL, 1/2" HALL FOR
 FOR 8000

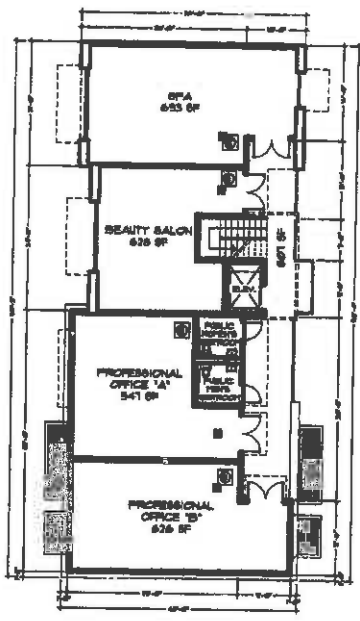
DOOR PER DOOR SCHEDULE
 WINDOW PER SCHEDULE
 HALL PER LEGEND
 ROOM NUMBER PER FINISH SCHEDULE
 FURNACE UNIT

LEGEND

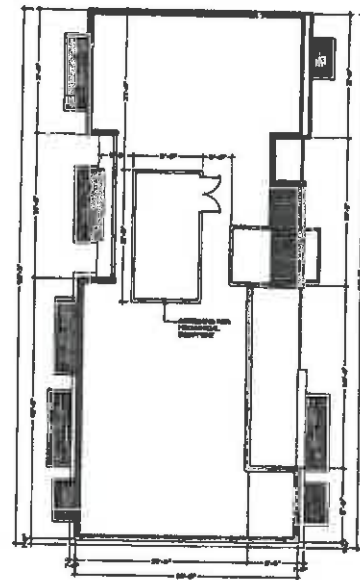
SHOWN EXTERIOR LIGHT FIXTURE, BY OWNER (PER ELEC. REC. 210 - 10 - 2)
 CONTRACTOR TO INSTALL
 NEW SMOKE DETECTORS TO BE HARD WIRED (SEC. 310.2)
 NEW ELECTRICAL OUTLET
 NEW GFCI ELECTRICAL OUTLET PER SECT. (N.E.C. 210-2)
 NEW AFCI ELECTRICAL OUTLET PER SECT. (N.E.C. 210-2)
 NEW TELEPHONE OUTLET
 NEW TV OUTLET
 NEW COMBO EXHAUST LOW NOISE FAN TO BE 200 CFM AND FLUORESCENT LIGHT FIXTURE
 NEW ELECTRICAL SWITCH
 NEW 3 WAY ELECTRICAL SWITCH
 DIMMER SWITCH
 OCCUPANT SENSOR
 OCCUPANT SENSOR WITH PHOTO CONTROL
 NEW INCANDESCENT LIGHT FIXTURE
 NEW LIGHT FIXTURE BY OWNER CONTRACTOR TO INSTALL
 SPOT LIGHT FIXTURE W/ FLUORESCENT LIGHT BULB, WATER-PROOF
 NEW BELL FOR DOOR
 NEW DOOR BELL
 NEW 240 V. ELECTRICAL OUTLET
 NEW WATER PROOF GFCI ELECTRICAL SWITCH
 SPOT LIGHT FIXTURE
 EXISTING SMOKE DETECTOR
 CARBON MONOXIDE ALARM INTERCONNECTED AND HARD WIRE WITH BATTERY BACK-UP
 TRACK LIGHT FIXTURE BY OWNER

KEY NOTES

SECTION OF HALL TO BE DEMOLISHED, 4 FEET OF HALL
 NEW ELECTRICAL SUB-PANEL
 NEW SPLIT SYSTEM HVAC AND HEATER, DRYING STUB
 STOCK MAINS AND DRYER
 EXISTING HALL TO BE RETROFIT FOR LEASING
 EXISTING COLUMN
 NEW BRASS FOR STRUCTURAL HANDICAP SIGN
 20 GAL. GAS WATER HEATER W/ EARTHquake STRAPS AND PT VALVE ALSO TO REQUIRE A FINISH OF 3/4" x 3/4" GA. STRAPS WITH 1/4" x 3/4" LAG BOLTS ATTACHED DIRECTLY TO THE FRAMING (U.P.C. 909.6 AND U.P.C. 264.3)
 ALL HALL W/ WOOD STUDS AND PATCH AND FIX BRICKED PLASTER SMOOTH, SMOOTH FINISH LIGHTER COLOR FILL WITH BLOCK PER STRUCTURAL DETAILS
 REMOVE BY OWNER
 PT VALVE TO OUTSIDE MAINT
 REMOVE AND RELOCATE EXISTING WINDOW PER SCHEDULE
 REMOVE AND RELOCATE EXISTING WINDOW PER SCHEDULE
 REMOVE AND RELOCATE EXISTING WINDOW PER SCHEDULE
 REMOVE AND RELOCATE EXISTING WINDOW PER SCHEDULE



THIRD FLOOR PLAN



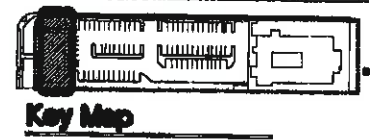
FIRST FLOOR PLAN

"THE FIRST FLOOR ACCESS THROUGH EXIST' PASSAGEWAY" SECTION 1006.1.1
 ALL BUSINESS EXITS SHALL BE READILY OBTAINABLE FROM THE BUSINESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR SKILL."
 SECTION 1006.1.2
 PROVIDE A SIGN ON OR NEAR THE EXIT DOOR READING THE DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED.

NOTES

1. INSTALLATION OF SMOKE DETECTORS SHALL COMPLY WITH IBC (SEC. 910.2)
 2. PERMANENT VACUUM BREAKERS SHALL BE INCLUDED WITH ALL NEW HOSE BIBBS.
 3. ALL LUMINAIRES IN BATHROOMS, GARAGES, LAUNDRY ROOMS, UTILITY ROOMS AND OTHER ROOMS AND OTHER ROOMS SHALL BE HIGH EFFICIENCY OR BE CONTROLLED BY AN OCCUPANT SENSOR
 4. OUTDOOR LIGHTING SHALL BE HIGH EFFICACY LUMINAIRES OR SHALL BE CONTROLLED BY A PHOTO CONTROL/SENSOR COMBINATION
 5. FLUORESCENT FIXTURES MUST BE OF THE BALLASTED TYPE THAT CAN ONLY ACCEPT FLUORESCENT BULBS OF THE SAME EFFICACY
 6. PERMANENT VACUUM BREAKERS SHALL BE INCLUDED WITH ALL NEW HOSE BIBBS.
 7. KITCHEN GENERAL APPLIANCES RECEPTACLES SHALL BE ON A MINIMUM OF 2-20 AMP BRANCH CIRCUITS.
 8. BATHROOMS OUTLETS ARE TO BE ON A DEDICATED 20 AMP CIRCUIT WITH NO OTHER DEVICES ON EACH BATHROOM TO BE ON ITS OWN GFI DEDICATED 20 AMP CIRCUIT WITH ONLY THAT BATHROOMS DEVICES ON THAT CIRCUIT.
 9. ALL NEW OUTLETS IN FAMILY ROOMS, DINING ROOMS, LIVING ROOMS, PORCHES, LIBRARIES, DEHS, BEDROOMS, BATHROOMS, RECREATION ROOMS, HALLWAYS, OR SHELTER ROOMS OR AREAS SHALL BE AFCI (ARC-FAULT CIRCUIT-INTERDISRUPTER COMBINATION TYPE)
 10. ALL NEW 20-VOLT, 15- AND 20-AMPERE RECEPTACLES SHALL BE LISTED TAMPER-RESISTANT RECEPTACLES.

Wall ID	Description	Legend	Notes
1	EXISTING WALLS	[Symbol]	Coloring 2x4 wood studs and plaster on the exterior and gyp. on both sides
2	WALLS TO BE REMOVED	[Symbol]	Paint all ends of wall
3	PROPOSED NEW WALLS	[Symbol]	Non-rated 5/8" x 16" @ 16" O.C. 1/2" HALL @ 16" O.C. 1/2" HALL @ 16" O.C.
4	1 Hour W. AREA SEPARATION WALLS	[Symbol]	Walls to have 2x4 wood or 2x6 wood @ 16" O.C. w/ 5/8" @ 16" O.C. and blocking @ 2' O.C. 1" HALL
5	1 Hour W. SOUND WALLS	[Symbol]	Walls to have 2x4 wood @ 16" O.C. w/ 5/8" @ 16" O.C. and blocking @ 2' O.C. 1" HALL
6	2 Hour W. 6" MASONRY	[Symbol]	2 Hr. assembly
7	2 Hour W. UL US2 GA 1/2" DTD	[Symbol]	See Item 5/10/13 and 11/10/13 items listed with assembly of ceiling to both sides of 1/2" US2 GA 1/2" DTD and steel deck 1/2" (1/2" @ 16" O.C.) Gypsum Board. Note to note list of deck, fill on top.
8	1 Hour W. UL US2 GA 1/2" DTD	[Symbol]	See Item 5/10/13 and 11/10/13 items listed with assembly of ceiling to both sides of 1/2" US2 GA 1/2" DTD and steel deck 1/2" (1/2" @ 16" O.C.) Gypsum Board. Note to note list of deck, fill on top.
9	1 Hour W. CEILING/ROOF	[Symbol]	See Item 5/10/13 and 11/10/13 items listed with assembly of ceiling to both sides of 1/2" US2 GA 1/2" DTD and steel deck 1/2" (1/2" @ 16" O.C.) Gypsum Board. Note to note list of deck, fill on top.



SECOND FLOOR PLAN
 SCALE 1/8"=1'
 Olson and Felt

SUN CITY SENIOR CARE, LLC
 PROJECT
 A new Assisted Living Facility and a Mix Use Building with Concessions Store, Medical and Professional Offices, Retail Spaces Spa and Beauty Salon.
 ADDRESS: McCall Blvd, Merced, Ca, 92585
 BUILDING DATA
 APN 530-050-005
 Commercial, 3,475 sqft.
 Assisted Living 72 Rooms
 600 Beds

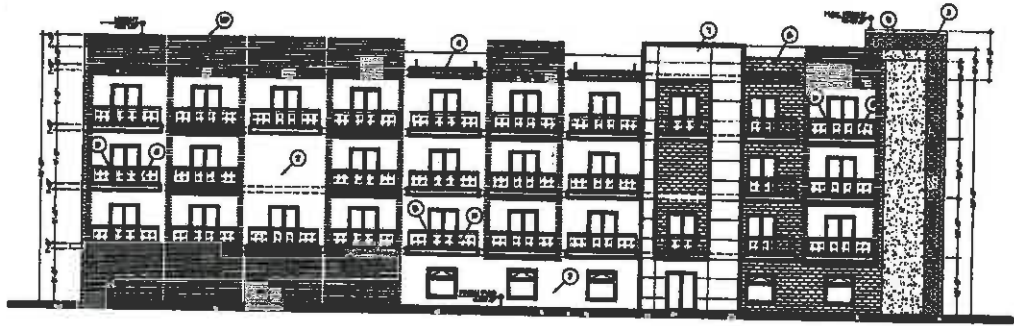
Taller de Arquitectura
 PLANNING AND DESIGN

NO.	DATE	DESCRIPTION
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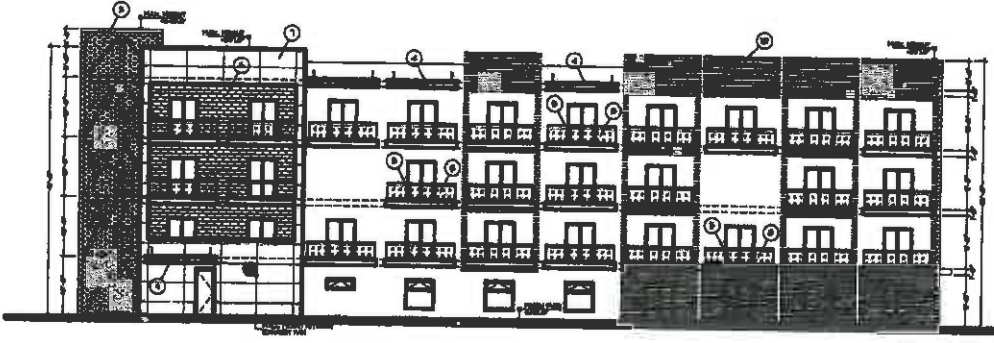
NOTES

1. IN ROOF COVERINGS WHERE THE PROFILE ALLOWS A SPACE BETWEEN THE ROOF COVERINGS AND ROOF DECKING, THE SPACE AT THE EAVE ENDS SHALL BE FIRE STOPPED TO PRECLUDE ENTRY OF FLAMES OR EMBERS.
2. PAPER FACED INSULATION IS NOT PERMITTED IN ATTICS OR OTHER VENTILATED SPACES.
3. EXTERIOR DOORS SHALL BE APPROVED KNITTON RESISTANT CONSTRUCTION, SOLID-CORE WOOD NOT LESS THAN 1 3/4" THICK OR HAVE A FIRE PROTECTION RATING OF NOT LESS THAN 20 MINUTES.
4. THE FIRST FIVE FEET OF FENCES AND OTHER ITEMS ATTACHED TO A STRUCTURE SHALL BE CONSTRUCTED OF NON-COMBUSTIBLE MATERIAL OR MEET THE SAME FIRE-RESISTIVE STANDARDS AS THE EXTERIOR WALLS OF THE STRUCTURE.
5. ALL VENTS MUST BE LOWERED AND COVERED WITH 1/2" NON-COMBUSTIBLE, CORROSION-RESISTANT METAL MESH. TURBINE VENTS SHALL TURN IN ONE DIRECTION ONLY.
6. ALL PROJECTIONS SHALL BE OF NON-COMBUSTIBLE CONSTRUCTION, FIRE RETARDANT TRATED HOOD, HEAVY TYPIC CONSTRUCTION.
7. ATTIC VENTILATION SHALL NOT BE PERMITTED IN SORFITS, RACKS, OR EAVE OVERHANGS.
8. GUTTERS AND DOWN SPOUTS SHALL BE CONSTRUCTED OF NON-COMBUSTIBLE MATERIAL AND DESIGNED TO REDUCE ACCUMULATION OF LEAF LITTER AND DEBRIS.
9. COMBUSTIBLE EAVES, SORFITS AND FASCIAS SHALL BE CONSTRUCTED AS REQUIRED IN GUIDANCE DOCUMENT DPLUF 156.
10. ATTIC VENTILATION SHALL NOT BE PERMITTED IN SORFITS, RACKS, OR EAVE OVERHANGS.
11. ROOFING SHALL HAVE A MINIMUM CLASS 'A' FIRE RATING.
12. SURFACE WATER WILL DRAIN AWAY FROM BUILDING.
13. BUILDING ADDRESS NUMBERS SHALL BE MIN. 12" HEIGHT IN CONTRASTING COLOR AND ADEQUATELY ILLUMINATED TO BE VISIBLE FROM STREET AT ALL HOURS.

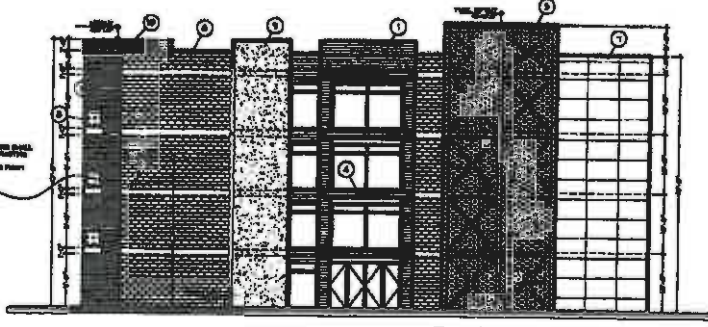
KEY NOTES	
①	HOOD SIDING
②	SMOOTH STUCCO PLASTER, COLOR 105
③	STAINLESS STEEL PERFORATED PANELS
④	ALUMINUM/STEEL CANOPY BRONZE MATTE
⑤	ALUMINUM RAILING CAP AND RAIL BRONZE MATTE
⑥	MULTICOLOR SLATE STONE
⑦	WALL CLADDING PANEL 6x6 ALUMINUM GLASS CLEAR ANODIZED
⑧	1/4" TYPED GLASS RAILING WITH STEEL POLISHED CLING SYSTEM
⑨	CONCRETE FINISH
⑩	WOODEN LOUVERS



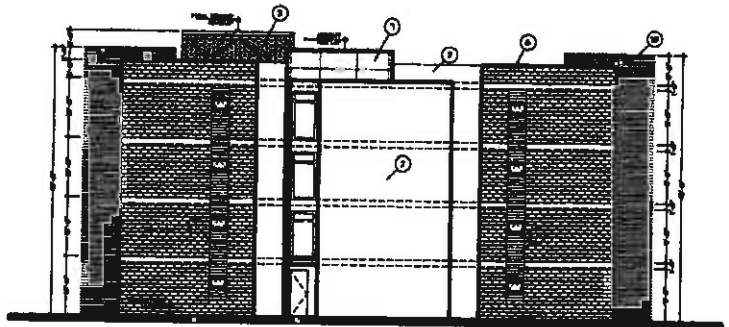
West Elevation



East Elevation



South Elevation



North Elevation

ELEVATIONS
SCALE: 1/8"=1'

SUB OF THE
SENIOR CARE, LLC
PROJECT
A Pharmacy and Medical
and Professional Offices
Spa and Beauty Salon.
8,256 sq. ft.
A new Assisted Living Facility
98 Beds

ADDRESS: McCall Blvd
Meriden, Ca. 92585
BUILDING DATA
A/CN 233-050-036

Taller de Arquitectura
PLANNING AND DESIGN

DATE:	11/11/11
SCALE:	AS SHOWN
PROJECT:	SENIOR CARE, LLC
CLIENT:	SENIOR CARE, LLC
ARCHITECT:	Taller de Arquitectura
PLANNER:	Taller de Arquitectura
DESIGNER:	Taller de Arquitectura
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PROJECT
A new Assisted Living Facility and a Mix Use Building with Commercial Space, Medical and Professional Offices, Retail Space, Spa and Beauty Salon.

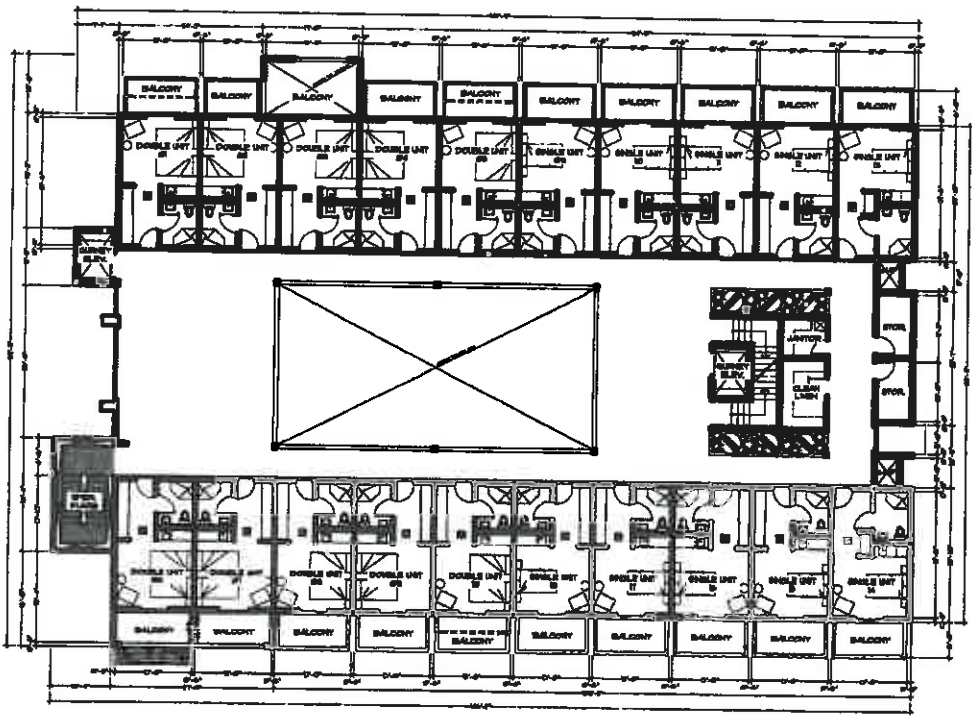
ADDRESS: McCall Blvd
Meritor, Ca. 92385
BUILDING DATA
478 333-030-035
Commercial 8,422 sq.ft.
Assisted Living 72 Rooms
120 Beds

Taller de Arquitectura
PLANNING AND DESIGN

2000 - Planning
2000 - Design
2000 - Construction Management
2000 - Construction Management
2000 - Construction Management

- LEGEND:**
- SHOWN EXTERIOR LIGHT FIXTURE, BY OWNER (PER ELEC. SEC. 210 - 10 - 8) CONTRACTOR TO INSTALL
 - NEW SMOKE DETECTORS TO BE HARD WIRED (PER ELEC. SEC. 210-10)
 - NEW ELECTRICAL OUTLET
 - NEW 6PC ELECTRICAL OUTLET PER SECT. (N.E.C.210-8)
 - NEW 4PC ELECTRICAL OUTLET PER SECT. (N.E.C.210-8)
 - NEW TELEPHONE OUTLET
 - NEW TV OUTLET
 - NEW COMBO EXHAUST LOW NOISE FAN TO BE 20 CFM AND FLUORESCENT LIGHT FIXTURE
 - NEW ELECTRICAL SWITCH
 - NEW 3 WAY ELECTRICAL SWITCH
 - DIMMER SWITCH
 - OCCUPANT SENSOR
 - OCCUPANT SENSOR WITH PHOTO CONTROL
 - NEW INCANDESCENT LIGHT FIXTURE
 - NEW LIGHT FIXTURE BY OWNER CONTRACTOR TO INSTALL
 - SPOT LIGHT FIXTURE BY FLUORESCENT LIGHT, WATER-PROOF
 - NEW BELL FOR DOOR
 - NEW DOOR BELL
 - NEW 240 V. ELECTRICAL OUTLET
 - NEW WATER PROOF 6PC ELECTRICAL SWITCH
 - SPOT LIGHT FIXTURE
 - EXISTING SMOKE DETECTOR
 - CARBON MONOXIDE ALARM INTERCONNECTED AND HARD WIRE WITH BATTERY BACK-UP
 - TRACK LIGHT FIXTURE BY OWNER

- KEY NOTES:**
- 1 SECTION OF HALL TO BE DEMOLISHED. 4 FEET OF HALL.
 - 2 NEW ELECTRICAL BUS-PANEL
 - 3 NEW MITL SYSTEM HVAC AND HEATER, DESIGNER STUD STOCK HANGER AND DRYER
 - 4 EXISTING HALL TO BE RETROFIT PER LEGEND
 - 5 EXISTING COLUMN
 - 6 NEW 8" x 16" PER STRUCTURAL
 - 7 HANGING SIGN
 - 8 10 GAL. 6.6M WATER HEATER W/ EARTHquake STRAPS AND PT VALVE ALSO TO REQUIRE A FINISH OF 3/4" x 3/4" O.A. STRAPS WITH 1/4" x 1/4" LAG BOLTS ATTACHED DIRECTLY TO THE FRAMING (N.P.C. 609.5 AND U.L.C. 584.5)
 - 9 FILL WALL W/ WOOD BRIDS AND PATCH AND PK STUCCO PLASTER SMOOTH, SMOOTH FRESH LIGHTER COLOR FILL WITH BLOCK PER STRUCTURAL DETAILS
 - 10 FINISH BY OWNER
 - 11 PT VALVE TO OUTSIDE
 - 12 RAIN UNIT
 - 13 REMOVE AND RELOCATE EXISTING WINDOW PER SCHEDULE
 - 14 REMOVE AND RELOCATE EXISTING SLIDING DOOR PER SCHEDULE
 - 15 REMOVE AND RELOCATE EXISTING DOOR PER SCHEDULE
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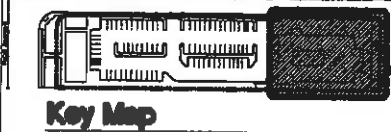
"THE FIRST FLOOR ACCESS THROUGH EXIST PASSAGEWAY"
SECTION 999A15
ALL EXISTING DOORS SHALL BE RELOCATED FROM THE EXISTING SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR SKILL.
SECTION 999A16
PROVIDE A SIGN ON OR NEAR THE EXIT DOOR READING THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED.

- NOTES:**
1. INSTALLATION OF SMOKE DETECTORS WILL COMPLY WITH USC (88C. 310.5).
 2. PERMANENT VACUUM BREAKERS SHALL BE INCLUDED WITH ALL NEW NOISE BIDES.
 3. ALL LUMINAIRES IN BATHROOMS, GARAGES, LAUNDRY ROOMS, UTILITY ROOMS AND OTHER ROOMS AND OTHER ROOMS SHALL BE HIGH EFFICIENCY OR BE CONTROLLED BY AN OCCUPANT SENSOR.
 4. OUTDOOR LIGHTING SHALL BE HIGH EFFICACY LUMINAIRES OR SHALL BE CONTROLLED BY A PHOTO CONTROL/MOTION SENSOR COMBINATION.
 5. FLUORESCENT FIXTURES MUST BE OF THE BALLASTED TYPE THAT CAN ONLY ACCEPT FLUORESCENT BULBS WITH A MINIMUM EFFICACY OF 100 LUMENS PER WATT.
 6. PERMANENT VACUUM BREAKERS SHALL BE INCLUDED WITH ALL NEW NOISE BIDES.
 7. KITCHEN GENERAL APPLIANCES RECEPTACLES SHALL BE ON A MINIMUM OF 2-20 AMP BRANCH CIRCUITS.
 8. BATHROOMS OUTLETS ARE TO BE ON A DEDICATED 20 AMP CIRCUIT WITH NO OTHER DEVICES ON EACH BATHROOM TO BE ON ITS OWN OR DEDICATED 20 AMP CIRCUIT WITH ONLY THAT BATHROOM'S DEVICES ON THAT CIRCUIT.
 9. ALL NEW OUTLETS IN FAMILY ROOMS, DINING ROOMS, LIVING ROOMS, HALLWAYS, LIBRARIES, DEN'S, BEDROOMS, BATHROOMS, RECREATION ROOMS, HALLWAYS, OR OTHER ROOMS OR AREAS SHALL BE AFCI (ARC-FAULT CIRCUIT-INTERRUPTER COMBINATION TYPE).
 10. ALL NEW 125-VOLT, 15- AND 20-AMPERE RECEPTACLES SHALL BE LISTED TYPHER-RESISTANT RECEPTACLES.

BEDROOM COUNT:

QTY	TYPE	BEDS
10	SINGLE UNIT	10
10	DOUBLE UNIT	20
TOTAL		30

Wall ID	Description	Legend
1	EXISTING WALLS	Existing 3/4" wood studs and plaster on the exterior and gypbd. on both sides
2	WALLS TO BE REMOVED	Plch all sides of wall
3	Non Retat PROPOSED NEW WALLS	Walls to have 2x4 wood stud or 2x6 w/c. w/ 1/2" gyp.bd.
4	1 Hour W. AREA SEPARATION WALLS	Walls to have 2x4 wood stud or 2x6 w/c. w/ 1/2" gyp.bd. and Plcking to 1/2" c.c. 1" n.
5	1 Hour W. SOUND WALLS	Walls to have 2x4 wood stud or 2x6 w/c. w/ 1/2" gyp.bd. and Plcking to 1/2" c.c. 1" n.
6	1 Hour W. 6" MASONRY	2 hr. assembly
7	2 Hour W. UL U32 GA 1/2" STB	Two layer 5/8" x 11 1/2" Gypsum Wallboard with assembly or gypbd to both face of 1/2" x 1/2" n.s. w/ 1/2" w/c. w/ 1/2" gyp.bd. and Plcking to 1/2" c.c. 1" n.
8	1 Hour W. 1/2" U32 GA 1/2" STB	One layer 5/8" x 11 1/2" Gypsum Wallboard with assembly or gypbd to both face of 1/2" x 1/2" n.s. w/ 1/2" w/c. w/ 1/2" gyp.bd. and Plcking to 1/2" c.c. 1" n.
9	1 Hour W. CEILING/ROOF	Two layer 1/2" x 48" ceiling boards to have gypbd. below. 11-7/8" deep 1" spaced wood joist 24" o.c. 1/2" vertical cheng wood truss 36" o.c. 1/2" n.s. w/ 1/2" gyp.bd. and Plcking to 1/2" c.c. 1" n.



SECOND FLOOR PLAN
SCALE 1/8"=1'
ASSISTED LIVING

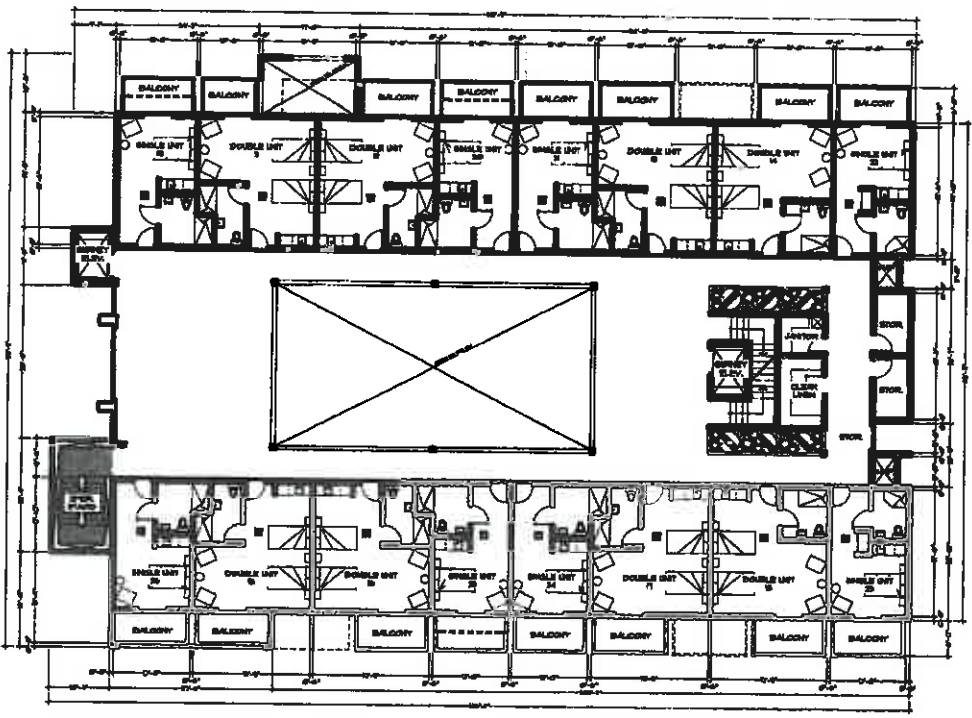
ADDRESS: McCall Blvd
Merced, Ca. 95385
BUILDING DATA
APN: 333-050-005
Commercial: 8,412 sqft.
Admitted Living: 72 Rooms
100 Beds

Taller de Arquitectura
PLANNING AND DESIGN

1000 N. G Street
Merced, CA 95341
Tel: (209) 385-1111
Fax: (209) 385-1112
www.taller.com

- LEGEND:**
- NEW EXTERIOR LIGHT FIXTURE BY OWNER (PER ELEC. SEC. 210 - 10 - 2) CONTRACTOR TO INSTALL
 - NEW SMOKE DETECTORS TO BE HARD Wired (PER SEC. 210-10)
 - NEW ELECTRICAL OUTLET
 - NEW AFCI ELECTRICAL OUTLET PER SECT. (N.E.C. 210-8)
 - NEW AFCII ELECTRICAL OUTLET PER SECT. (N.E.C. 210-8)
 - NEW TELEPHONE OUTLET
 - NEW TV OUTLET
 - NEW COMBO EXHAUST LOW NOISE FAN TO BE 30 CFM AND FLUORESCENT LIGHT FIXTURE
 - NEW ELECTRICAL SWITCH
 - NEW 3 WAY ELECTRICAL SWITCH
 - DIMMER SWITCH
 - OCCUPANT SENSOR
 - OCCUPANT SENSOR WITH PHOTO CONTROL
 - NEW INCANDESCENT LIGHT FIXTURE
 - NEW LIGHT FIXTURE BY OWNER CONTRACTOR TO INSTALL
 - NEW LIGHT FIXTURE BY FLUORESCENT LIGHT BULB, WATER-PROOF
 - NEW BELL FOR DOOR
 - NEW DOOR BELL
 - NEW 240 V. ELECTRICAL OUTLET
 - NEW WATER PROOF GFCI ELECTRICAL SWITCH
 - SPOT LIGHT FIXTURE
 - EXISTING SMOKE DETECTOR
 - GARDEN MONITOR ALARM INTERCONNECTED AND HARD WIRE WITH BATTERY BACK-UP
 - TRACK LIGHT FIXTURE BY OWNER

- KEY NOTES**
- 1 SECTION OF HALL TO BE DEMOLISHED, 4 FEET OF HALL
 - 2 NEW ELECTRICAL SUB-PANEL
 - 3 NEW RIFT SYSTEM HVAC AND HEATHER BOARDS WITH STOCK HANGER AND DRIVER
 - 4 EXISTING HALL TO BE RETROFIT PER LEGEND
 - 5 EXISTING COLUMN
 - 6 NEW BEAM PER STRUCTURAL
 - 7 HANDICAP BATH
 - 8 80 GAL. GAS WATER HEATER W/ BURNER GAS VALVE AND PT VALVE ALSO TO REQUIRE A MINIMUM OF 3/4" x 3/4" GAL. STRAPS WITH 1/4" x 3" LAG BOLTS ATTACHED DIRECTLY TO THE FRAMES (M.P.C. 509.6 AND U.P.C. 304.4)
 - 9 FILL HALL W/ HVOID BRIDS AND PATCH AND FOR STUCCO PLASTER SPOUT, SMOOTH FRESH LIGHTER COLOR FILL WITH BLACK FIBER STRUCTURAL DETAILS
 - 10 FRODOE BY OWNER
 - 11 PT VALVE TO OUTSIDE RAIL UNIT
 - 12 REMOVE AND RELOCATE EXISTING HATCH PER SCHEDULE
 - 13 REMOVE AND RELOCATE EXISTING SLIDING DOOR PER SCHEDULE
 - 14 REMOVE AND RELOCATE EXISTING DOOR PER SCHEDULE



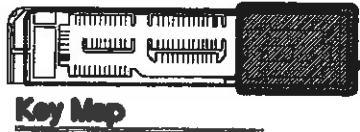
THE FIRST FLOOR ACCESS THROUGH EXIST PARAPHANT SECTION IS WALLS.
ALL EXISTING DOORS SHALL BE READY OPERABLE FROM THE INSIDE SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR SKILL.
SECTION IS WALLS THROUGH A SIGN ON OR NEAR THE EXIT DOOR, READING THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED.

- NOTES:**
1. INSTALLATION OF SMOKE DETECTORS SHALL COMPLY WITH IBC (SEC. 910.6).
 2. PERMANENT VACUUM BREAKERS SHALL BE INCLUDED WITH ALL NEW HOSE BIBBS.
 3. ALL LUMINAIRES IN BATHROOMS, GARAGES, LAUNDRY ROOMS, UTILITY ROOMS AND OTHER ROOMS AND OTHER ROOMS SHALL BE HIGH EFFICACY OR BE CONTROLLED BY AN OCCUPANT SENSOR.
 4. OUTDOOR LIGHTING SHALL BE HIGH EFFICACY LUMINAIRES OR SHALL BE CONTROLLED BY A PHOTO CONTROL/MOTION SENSOR COMBINATION.
 5. FLUORESCENT FIXTURES MUST BE OF THE BALLASTED TYPE THAT CAN ONLY ACCEPT FLUORESCENT 28 WATT OR LESS TUBES.
 6. PERMANENT VACUUM BREAKERS SHALL BE INCLUDED WITH ALL NEW HOSE BIBBS.
 7. KITCHEN GENERAL APPLIANCE RECEPTACLES SHALL BE ON A MINIMUM OF 2-20 AMP BRANCH CIRCUITS.
 8. BATHROOMS OUTLETS ARE TO BE ON A DEDICATED 20 AMP CIRCUIT WITH NO OTHER DEVICES OR EACH BATHROOM TO BE ON ITS OWN DEDICATED 20 AMP CIRCUIT WITH ONLY THAT BATHROOM'S DEVICES ON THAT CIRCUIT.
 9. ALL NEW OUTLETS IN FAMILY ROOMS, DINING ROOMS, LIVING ROOMS, HALLWAYS, LIBRARIES, DEN, BEDROOMS, BATHROOMS, RECREATION ROOMS, HALLWAYS, OR SIMILAR ROOMS OR AREAS SHALL BE AFCI (ARC-FAULT CIRCUIT-INTERRUPTER COMBINATION TYPE).
 10. ALL NEW 120-VOLT, 15- AND 20-AMPERE RECEPTACLES SHALL BE LISTED TAMPER-RESISTANT RECEPTACLES.

BEDROOM COUNT:

QTY	TYPE	BEDS
8 (4 HC)	SINGLE UNIT	8
16	DOUBLE UNIT	16
TOTAL		24

Wall #	Description	Legend
1	EXISTING WALLS	Existing 2x4 wood studs and plaster on the interior and spack. on both sides
2	WALLS TO BE REMOVED	Patch all ends of wall
3	Non Rated PROPOSED NEW WALLS	Walls to have 2x4 wood @ 16" o.c. w/ 5/8" gyp.bd.
4	1 Hour W. AREA SEPARATION WALLS	Walls to have 2x4 wood @ 16" o.c. w/ 5/8" gyp.bd. and blocking @ 2" o.c. @ 1" tr.
5	1 Hour W. SOUND WALLS	Walls to have 2x4 wood studs @ 16" o.c. w/ 5/8" Type 2 gyp.bd. and blocking @ 2" o.c. @ 1" tr.
6	2 Hour W. 8" MASONRY	2 hr. assembly
7	2 Hour W. UL U200 GA UP BRD	To have 5/8" (1/2" min) 2x4 studs spaced @ 16" o.c. w/ 5/8" gyp.bd. and blocking @ 2" o.c. @ 1" tr. and 1/2" wood stud @ 16" o.c. w/ 5/8" gyp.bd. and blocking @ 2" o.c. @ 1" tr.
8	1 Hour W. UL U200 GA UP BRD	To have 5/8" (1/2" min) 2x4 studs spaced @ 16" o.c. w/ 5/8" gyp.bd. and blocking @ 2" o.c. @ 1" tr. and 1/2" wood stud @ 16" o.c. w/ 5/8" gyp.bd. and blocking @ 2" o.c. @ 1" tr.
9	1 Hour W. CEILING/ROOF	To have 1/2" thick 2x4 studs spaced @ 16" o.c. w/ 5/8" gyp.bd. and blocking @ 2" o.c. @ 1" tr. and 1/2" wood stud @ 16" o.c. w/ 5/8" gyp.bd. and blocking @ 2" o.c. @ 1" tr.



THIRD FLOOR PLAN

SCALE: 1/8"=1'

ASSISTED LIVING

**SUN CITY
SENIOR CARE, LLC**

PROJECT

A new Assisted Living Facility and a Mix Use Building with Concessions Store, Medical and Professional Offices, Retail Spaces, Spa and Beauty Salon.

ADDRESS: McCall Blvd
Meridale, Ca. 92585
BUILDING DATA:
APN 300-030-035
Commercial 842, sqft.
Assisted Living 72 Rooms
100 Beds

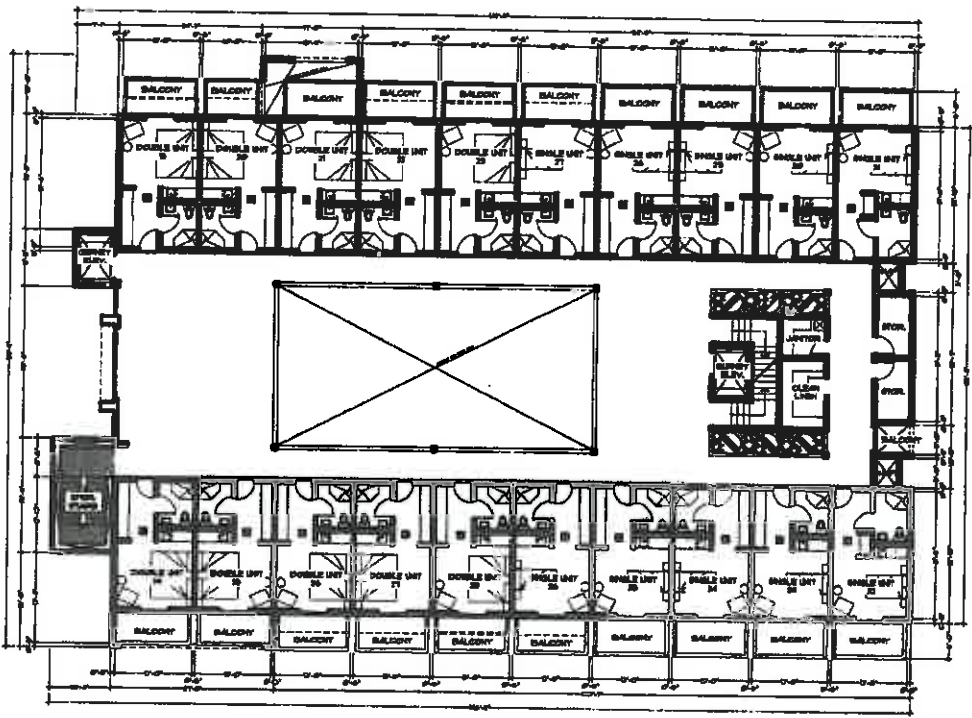
Taller de Arquitectura
PLANNING AND DESIGN

- LEGEND:**
- SHOWN EXTERIOR LIGHT FIXTURE BY OWNER (PER ELEC. SEC. 210 - 10 - 2) CONTRACTOR TO INSTALL
 - NEW SMOKE DETECTORS TO BE HARD WIRED (PER ELEC. 21)
 - NEW ELECTRICAL OUTLET
 - NEW GFCI ELECTRICAL OUTLET PER SECT. (N.E.C. 210-4)
 - NEW AFCI ELECTRICAL OUTLET PER SECT. (N.E.C. 210-3)
 - NEW TELEPHONE OUTLET
 - NEW TV OUTLET
 - NEW COMBO EXHAUST LOW NOISE FAN TO BE 18" CFM AND FLUORESCENT LIGHT FIXTURE
 - NEW ELECTRICAL SWITCH
 - NEW 3 WAY ELECTRICAL SWITCH
 - DIMMER SWITCH
 - OCCUPANT SENSOR
 - OCCUPANT SENSOR WITH PHOTO CONTROL
 - NEW INCANDESCENT LIGHT FIXTURE
 - NEW LIGHT FIXTURE BY OWNER CONTRACTOR TO INSTALL
 - SPOT LIGHT FIXTURE BY FLUORESCENT LIGHT BULB, WATER-PROOF
 - NEW BELL FOR DOOR
 - NEW DOOR BELL
 - NEW 240 V. ELECTRICAL OUTLET
 - NEW WATER PROOF GFCI ELECTRICAL SWITCH
 - SPOT LIGHT FIXTURE
 - EXISTING SMOKE DETECTOR
 - CARBON MONOXIDE ALARM INTERCONNECTED AND HARD WIRE WITH BATTERY BACK-UP
 - TRACK LIGHT FIXTURE BY OWNER

- KEY NOTES:**
- 1 SECTION OF HALL TO BE DISCONTINUED, 4 FEET OF HALL
 - 2 NEW ELECTRICAL SUB-PANEL
 - 3 NEW SPLIT SYSTEM HVAC AND LEATHER BOARDS STRIPS
 - 4 STOCK HANGER AND ORDER
 - 5 EXISTING HALL TO BE RETROFIT PER LEGEND
 - 6 EXISTING COLUMN
 - 7 NEW BEAM PER STRUCTURAL
 - 8 HANGERS PER
 - 9 20 GAL. GAL. WATER HEATER IN EARTH QUAKE STRAPS AND PT VALVE ALSO TO REQUIRE A PERMIT OF 34" x 34 GAL STRAPS WITH 3/4" x 3/4" LAG BOLTS ATTACHED DIRECTLY TO THE FRAMING (N.P.C. 905.8 AND U.P.C. 904.8)
 - 10 FILL WALL IN HOOD STRIPS AND PATCH AND FIX STUCCO PLASTER SCOFF, SMOOTH FRESH LIGHTER COLOR
 - 11 FILL WITH BLOCK PER STRUCTURAL DETAILS
 - 12 PROVIDE BY OWNER
 - 13 PT VALVE TO OUTSIDE
 - 14 RAIN DIRT
 - 15 REMOVE AND RELOCATE EXISTING HINGED PER SCHEDULE
 - 16 REMOVE AND RELOCATE EXISTING GLIDING DOOR PER SCHEDULE
 - 17 REMOVE AND RELOCATE EXISTING DOOR PER SCHEDULE

"THE FIRST FLOOR ACCESS THROUGH EXIST PASSAGEWAY"
SECTION 19096.1.6
"ALL EXISTING DOORS SHALL BE READILY OPENABLE FROM THE INSIDE SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR SKILL."
SECTION 19096.1.5
"PROVIDES A SIGN ON OR NEAR THE EXIT DOOR, READING THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED."

- NOTES:**
1. INSTALLATION OF SMOKE DETECTORS SHALL COMPLY WITH USC (IECC, 310.9).
 2. PERMANENT VACUUM BREAKERS SHALL BE INCLUDED WITH ALL NEW HOSE BIBBS.
 3. ALL LUMINAIRES IN BATHROOMS, GARAGES, LAUNDRY ROOMS, UTILITY ROOMS AND OTHER ROOMS AND OTHER ROOMS SHALL BE HIGH EFFICIENCY OR BE CONTROLLED BY AN OCCUPANT SENSOR.
 4. OUTDOOR LIGHTING SHALL BE HIGH EFFICACY LUMINAIRES OR SHALL BE CONTROLLED BY A PHOTO CONTROL/OCCUPANT SENSOR COMBINATION.
 5. FLUORESCENT FIXTURES MUST BE OF THE BALLASTED TYPE THAT CAN ONLY ACCEPT FLUORESCENT BULBS AND SHALL BE HIGH EFFICACY.
 6. PERMANENT VACUUM BREAKERS SHALL BE INCLUDED WITH ALL NEW HOSE BIBBS.
 7. KITCHEN GENERAL APPLIANCES RECEPTACLES SHALL BE ON A MINIMUM OF 3-20 AMP BRANCH CIRCUITS.
 8. BATHROOMS OUTLETS ARE TO BE ON A DEDICATED 20 AMP CIRCUIT WITH NO OTHER DEVICES ON EACH BATHROOM TO BE ON ITS OWN DEDICATED 20 AMP CIRCUIT WITH ONLY THAT BATHROOMS DEVICES ON THAT CIRCUIT.
 9. ALL NEW OUTLETS IN FAMILY ROOMS, DINING ROOMS, LIVING ROOMS, HALLWAYS, LIBRARIES, DINING, BEDROOMS, SUNROOMS, RECREATION ROOMS, HALLWAYS, OR OTHER ROOMS OR AREAS SHALL BE AFCI (ARC-FAULT CIRCUIT-INTERRUPTER COMBINATION TYPE).
 10. ALL NEW 125-VOLT, B- AND 20-AMPERE RECEPTACLES SHALL BE LISTED TAMPER-RESISTANT RECEPTACLES.



BEDROOM COUNT:

QTY	TYPE	BEDS
10	SINGLE UNIT	10
20	DOUBLE UNIT	20
TOTAL		30

Wall ID Description Legend

1	EXISTING WALLS	Existing 2x4 wood studs and plaster on the exterior and gypbd. on both sides
2	WALLS TO BE REMOVED	Point all ends of wall
3	Non Rated PROPOSED NEW WALLS	8" W.C. Ins. 1/2" Gypbd. 5/8" Gypbd.
4	1 Hour W. AREA SEPARATION WALLS	Walls to have 2x4 stud or 2x6 @ 16" o.c. w/ 5/8" Type "X" gypbd. and blocking @ 2' o.c. 1 hr.
5	1 Hour W. SOUND WALLS	Walls to have 2x4 stud or 2x6 @ 16" o.c. w/ 5/8" Type "X" gypbd. and blocking @ 2' o.c. 1 hr.
6	2 Hour W. 8" MASONRY	2 hr. assembly
7	2 Hour W. U.L. USE GF W/ 6" RTR	See Item 5 (U.L.S. only) - 2x4 Studs, 5/8" Gypbd. and blocking @ 2' o.c. 1 hr. and 1/2" Gypbd. 5/8" Gypbd. 1 hr. assembly
8	1 Hour W. U.L. USE GF W/ 6" RTR	See Item 5 (U.L.S. only) - 2x4 Studs, 5/8" Gypbd. and blocking @ 2' o.c. 1 hr. and 1/2" Gypbd. 5/8" Gypbd. 1 hr. assembly
9	1 Hour W. CEILING/DOOR	See Item 1 (U.L.S. only) - 2x4 Studs, 5/8" Gypbd. and blocking @ 2' o.c. 1 hr. and 1/2" Gypbd. 5/8" Gypbd. 1 hr. assembly

Key Map

FOURTH FLOOR PLAN

SCALE 1/8" = 1'-0"

ASSISTED LIVING

A2-4

PROJECT
A new Assisted Living Facility
and a Mix Use Building with
Convenience Store, Medical and
Professional Offices, Retail Spaces
Spa and Beauty Salon.

ADDRESS: McCall Blvd
Merilee, Ca. 92585
BUILDING DATA
RPM 200-020-005
Commercial 842 sqft
Assisted Living 72 Rooms
100 Beds

Taller de Arquitectura
PLANNING AND DESIGN

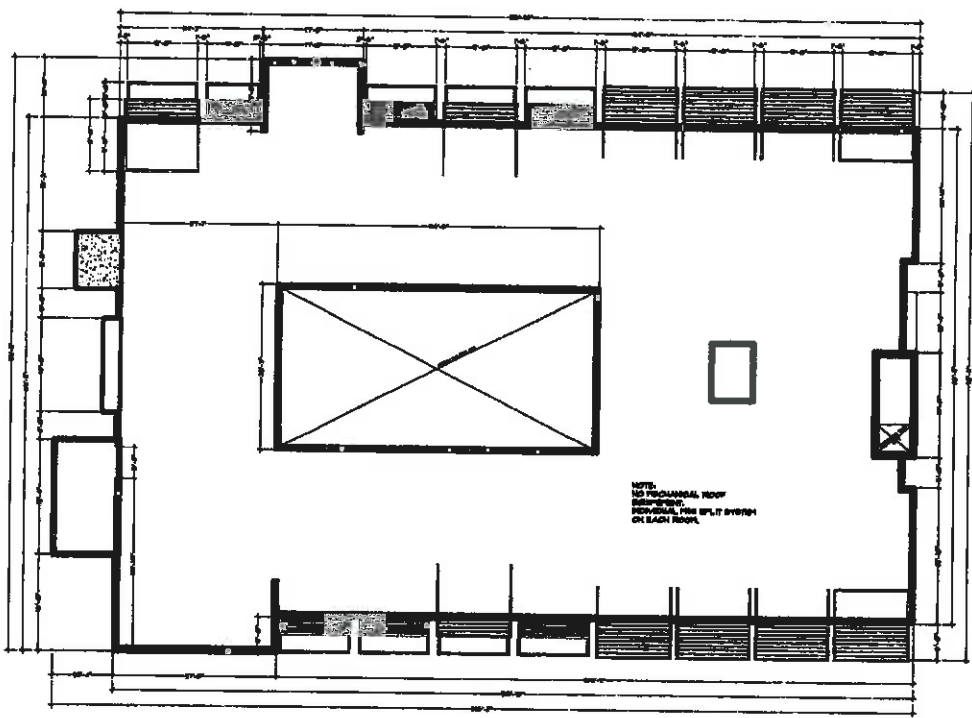
	DOOR PER DOOR SCHEDULE
	WINDOW PER SCHEDULE
	HALL PER LEGEND
	ROOM NUMBER PER FINISH SCHEDULE
	FURNACE UNIT

- LEGEND:**
- SHOWN EXTERIOR LIGHT FIXTURE BY OWNER (PER ELEC. SEC. 210 - 10 - 8) CONTRACTOR TO INSTALL
 - NEW SMOKE DETECTORS TO BE HARD WIRED (PER IBC 9.05)
 - NEW ELECTRICAL OUTLET
 - NEW GFCI ELECTRICAL OUTLET PER SECT. (N.E.C. 210-8)
 - NEW AFCI ELECTRICAL OUTLET PER SECT. (N.E.C. 210-8)
 - NEW TELEPHONE OUTLET
 - NEW TV OUTLET
 - NEW COMBO EXHAUST LOW NOISE FAN TO BE 90 CFM AND FLUORESCENT LIGHT FIXTURE
 - NEW ELECTRICAL SWITCH
 - NEW 3 WAY ELECTRICAL SWITCH
 - DIMMER SWITCH
 - OCCUPANT SENSOR
 - OCCUPANT SENSOR WITH PHOTO CONTROL
 - NEW INCANDESCENT LIGHT FIXTURE
 - NEW LIGHT FIXTURE BY OWNER CONTRACTOR TO INSTALL
 - SPOT LIGHT FIXTURE W/ FLUORESCENT LIGHT BULB, WATER-PROOF
 - NEW BELL FOR DOOR
 - NEW DOOR BELL
 - NEW 240 V. ELECTRICAL OUTLET
 - NEW WATER PROOF GFCI ELECTRICAL SWITCH
 - SPOT LIGHT FIXTURE
 - EXISTING SMOKE DETECTOR
 - FLUORESCENT UNDER COUNTER LIGHT FIXTURE
 - TRACK LIGHT FIXTURE BY OWNER

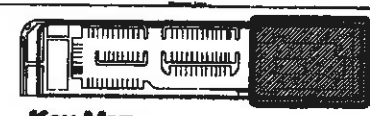
- KEY NOTES:**
1. SECTION OF HALL TO BE DEMOLISHED, 4 FEET OF HALL NEW ELECTRICAL SUB-PANEL.
 2. NEW SPLIT SYSTEM HVAC AND HEATER, BRASS STUBS
 3. STOVE WARMER AND DRYER
 4. EXISTING MALL TO BE REFINISH PER LEGEND
 5. EXISTING COLUMN
 6. NEW BEAM PER STRUCTURAL
 7. HANDICAP SEAT
 8. 30 GAL. GAS WATER HEATER W/ 6" INCH CUPIPE BRASS AND FIT VALVE ALSO TO REQUIRE A MINIMUM OF 2" x 2" x 24 GA. STRAPS WITH 1/4" x 3" LAG BOLTS ATTACHED DIRECTLY TO THE TRIMERS (ULP.C. 509.5 AND U.P.C. 504.8)
 9. FILL MALL W/ MOOD STUDS AND PATCH AND FIX BUCCO PLASTER SMOOTH, SMOOTH FINISH LIGHTER COLOR FILL WITH BLOCK PER STRUCTURAL DETAILS
 10. BRIDGE BY OWNER
 11. FIT VALVE TO OUTSIDE
 12. RAIL UNIT
 13. REMOVE AND RELOCATE EXISTING WINDOW PER SCHEDULE
 14. REMOVE AND RELOCATE EXISTING SLIDING DOOR PER SCHEDULE
 15. REMOVE AND RELOCATE EXISTING DOOR PER SCHEDULE

"THE FIRST FLOOR ACCESS THROUGH EXIST PASSAGEWAY"
SECTION US001.1
ALL EXISTING DOORS SHALL BE READILY OPERABLE FROM THE EXTERIOR SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT.
SECTION US001.2
PROVIDE A SIGN ON OR NEAR THE EXIST DOOR, READING THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED.

- NOTES:**
1. INSTALLATION OF SMOKE DETECTORS WILL COMPLY WITH USC (IBC 9.05)
 2. PERMANENT VACUUM BREAKERS SHALL BE INCLUDED WITH ALL NEW HOSE BIBBS.
 3. ALL LUMINAIRES IN BATHROOMS, GARAGES, LAUNDRY ROOMS, UTILITY ROOMS AND OTHER ROOMS AND OTHER ROOMS SHALL BE HIGH EFFICIENCY OR BE CONTROLLED BY AN OCCUPANT SENSOR
 4. OUTDOOR LIGHTING SHALL BE HIGH EFFICIENCY LUMINAIRES OR SHALL BE CONTROLLED BY A PHOTO CONTROL/MOTION SENSOR COMBINATION
 5. FLUORESCENT FIXTURES MUST BE OF THE BALLASTED TYPE THAT CAN ONLY ACCEPT FLUORESCENT BULBS WITH A MINIMUM EFFICIENCY OF 90 LUMENS PER WATT.
 6. PERMANENT VACUUM BREAKERS SHALL BE INCLUDED WITH ALL NEW HOSE BIBBS.
 7. KITCHEN GENERAL APPLIANCE RECEPTACLES SHALL BE ON A FEED OF 2-20 AMP BRANCH CIRCUITS.
 8. BATHROOM OUTLETS ARE TO BE ON A DEDICATED 20 AMP CIRCUIT WITH NO OTHER DEVICES OR EACH BATHROOM TO BE ON ITS OWN DEDICATED 20 AMP CIRCUIT WITH ONLY THAT BATHROOM'S DEVICES ON THAT CIRCUIT.
 9. ALL NEW OUTLETS IN FAMILY ROOMS, DINING ROOMS, LIVING ROOMS, PARLORS, LIBRARIES, DEN, BEDROOMS, BARRIERS, RECEPTION ROOMS, HALLWAYS, OR SIMILAR ROOMS OR AREAS SHALL BE AFCI (ARC-FULLY CIRCUIT-INTERRUPTER COMBINATION TYPE)
 10. ALL NEW 120-VOLT, 15-AMP AND 20-AMPERE RECEPTACLES SHALL BE LISTED TAMPAR-RESISTANT RECEPTACLES.



Wall ID	Description	Legend
1	EXISTING WALLS	Existing 2x4 wood studs and plaster on the exterior and gypcol on both sides
2	WALLS TO BE REMOVED	Patch all ends of wall
3	Non Rated PROPOSED NEW WALLS	Walls to have 2x4 wood studs, 5/8" gypsum board and blocking @ 16" o.c. in wall
4	1 Hour W. AREA SEPARATION WALLS	Walls to have 2x4 wood studs @ 16" o.c. w/ 1/2" Type X gyp.bd. and blocking @ 16" o.c. in wall
5	1 Hour W. SOUND WALLS	Walls to have 2x4 wood studs @ 16" o.c. w/ 1/2" Type X gyp.bd. and blocking @ 16" o.c. in wall
6	2 Hour W. 8" MASONRY	2 hr. assembly
7	2 Hour W. UL 100 GA 1/2" BRD	Two layer 5/8" x 12" x 1/2" gypsum board and intensity of gypsum to both top of 1/2" x 1/2" x 1/2" and wall studs 16" o.c. (2-layer 7/16" heavy Gypsum Panel 5 outside top of stud, 1/2" on each
8	1 Hour W. UL 100 GA 1/2" BRD	One layer 5/8" x 12" x 1/2" gypsum board and intensity of gypsum to both top of 1/2" x 1/2" x 1/2" and wall studs 16" o.c. (1-layer 7/16" heavy Gypsum Panel 5 outside top of stud, 1/2" on each
9	1 Hour W. CEILING/ROOF	Two layer 1/2" thick (through 6 Dry gypsum board, ceiling 5/8" x 12" x 1/2" and wall studs 16" o.c. 1/2" gypsum board, 1/2" gypsum board ceiling



Key Map

ROOF PLAN
SCALE 1/8"=1'
ASSISTED LIVING

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

March 28, 2017

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS
Arthur Butler
Riverside

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Desert Hot Springs

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Paul Rull
Barbara Santos

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

www.rcaluc.org

Ms. Tamara Campbell, Project Planner
City of Jurupa Valley Planning Department
8930 Limonite Avenue
Jurupa Valley CA 92509

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.: ZAP1029FL16
Related File No.: MA14176 (Revised Site Development Plan)
APNs: 179-260-026, 179-260-027, 179-260-035, 179-260-036, 179-260-045

Dear Ms. Campbell:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Jurupa Valley Case No. MA14176 (Revised Site Development Plan), a proposal to construct a 65 foot high wireless communication facility within a concealment tower with a 96 square foot equipment shelter on a 0.98-acre site located westerly of Daly Avenue, southerly of 37th Street, northerly of Mission Boulevard, and easterly of Wallace Street, within the City of Jurupa Valley.

The original project MA14176 (Site Development Plan) was previously found consistent via ZAP1027FL16 for a 60 foot high wireless communication facility with a 537 square foot equipment shelter on 0.17 acres of an adjacent parcel in the same area.

The site is located in Airport Compatibility Zone D of the 2004 Flabob Airport Land Use Compatibility Plan (Flabob ALUCP). Zone D restricts nonresidential intensity to 100 people per average acre, and 300 people per single acre. The proposed wireless facility will not result in any occupancy, and is therefore consistent with Compatibility Zone D intensity requirements.

The elevation of the Flabob Airport runway at its easterly most point is 768 feet above mean sea level (AMSL). Due to the runway length (3,200 feet), the relevant slope for notice purposes is a 50:1 surface. At a distance of approximately 2,250 feet from the runway, structures with a top point elevation of 813 feet AMSL would not require notification to the Federal Aviation Administration Obstruction Evaluation Service (FAA OES). The ground elevation of the site is 775 feet AMSL, and the plans indicate a maximum structure height of 65 feet, resulting in a maximum elevation at top point of 840 feet AMSL. Therefore, FAA OES review for height/elevation reasons was required for the revised project. The applicant submitted Form 7460-1 to the FAA OES for the new proposed height and location of the wireless facility. A new "Determination of No Hazard to Air Navigation" letter for Aeronautical Study No. 2017-AWP-1081-OE was issued on March 3, 2017. These FAA OES conditions have been incorporated into this finding.

As ALUC Director, I hereby find the above-referenced Site Development Plan **CONSISTENT** with the 2004 Flabob Airport Land Use Compatibility Plan, subject to the following conditions:

AIRPORT LAND USE COMMISSION

CONDITIONS:

1. Any new outdoor lighting that is installed other than FAA required lighting shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than a FAA-approved navigational signal light or visual approach slope indicator or other FAA required lighting.
 - (b) Any use which 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 and airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris centers, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the property and tenants of the building(s) thereon, and shall be recorded as a deed notice.
4. The Federal Aviation Administration has conducted an aeronautical study of the proposed building (Aeronautical Study No. 2017-AWP-1081-OE) and has determined that neither marking nor lighting of the structure will be necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.
5. The maximum height of the proposed structure to top point shall not exceed 65 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 840 feet above mean sea level.
6. The specific coordinates, height, top point elevation, frequencies, and power of the proposed structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
7. Temporary construction equipment used during actual construction of the structure shall not exceed the height of the structure, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

AIRPORT LAND USE COMMISSION

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

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

cc: Verizon Wireless (applicant)
Jamie and Sofia Guiterrez (property owner)
Core Communications Group LLC, Maree Hoeger (representative/payee)
Beth LaRock, Manager, Flabob Airport
ALUC file

Y:\AIRPORT CASE FILES\Flabob\ZAP1029FL16\ZAP1029FL16LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



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

Aeronautical Study No.
 2017-AWP-1081-OE
 Prior Study No.
 2014-AWP-5716-OE

Issued Date: 03/03/2017

Regulatory

Los Angeles SMSA Limited Partnership
 1120 Sanctuary Parkway
 #150 GASA5REG
 Alpharetta, GA 30009

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

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

Structure:	Monopole Odell
Location:	Mission Valley, CA
Latitude:	33-59-35.88N NAD 83
Longitude:	117-23-57.15W
Heights:	775 feet site elevation (SE)
	65 feet above ground level (AGL)
	840 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 09/03/2018 unless:

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

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

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

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

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

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-1081-OE.

Signature Control No: 321709301-324025112
Karen McDonald
Specialist

(DNE)

Attachment(s)
Frequency Data
Map(s)

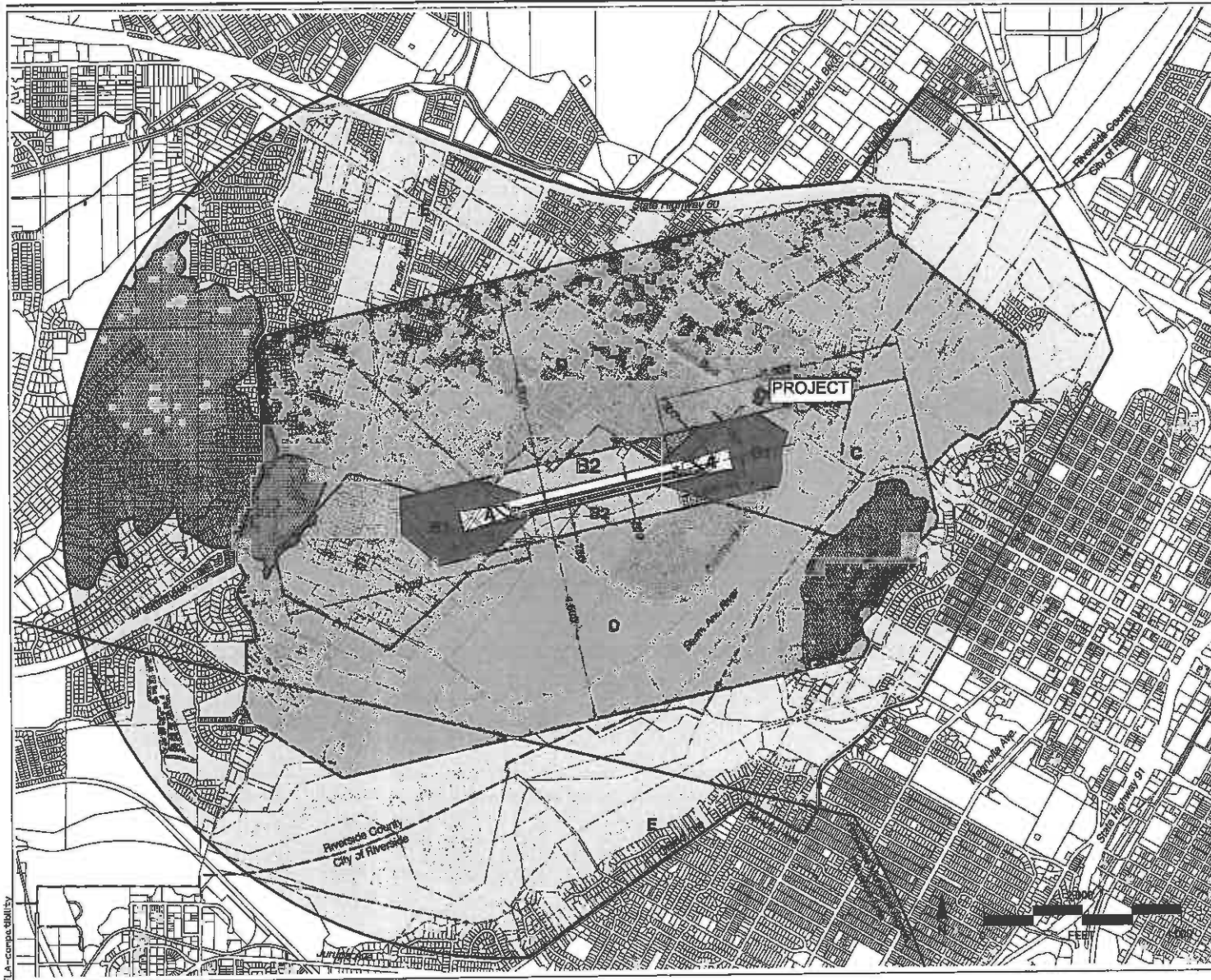
cc: FCC

Frequency Data for ASN 2017-AWP-1081-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
698	806	MHz	1000	W
806	824	MHz	500	W
824	849	MHz	500	W
851	866	MHz	500	W
869	894	MHz	500	W
896	901	MHz	500	W
901	902	MHz	7	W
930	931	MHz	3500	W
931	932	MHz	3500	W
932	932.5	MHz	17	dBW
935	940	MHz	1000	W
940	941	MHz	3500	W
1850	1910	MHz	1640	W
1930	1990	MHz	1640	W
2305	2310	MHz	2000	W
2345	2360	MHz	2000	W

TOPO Map for ASN 2017-AWP-1081-OE





Legend

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

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

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

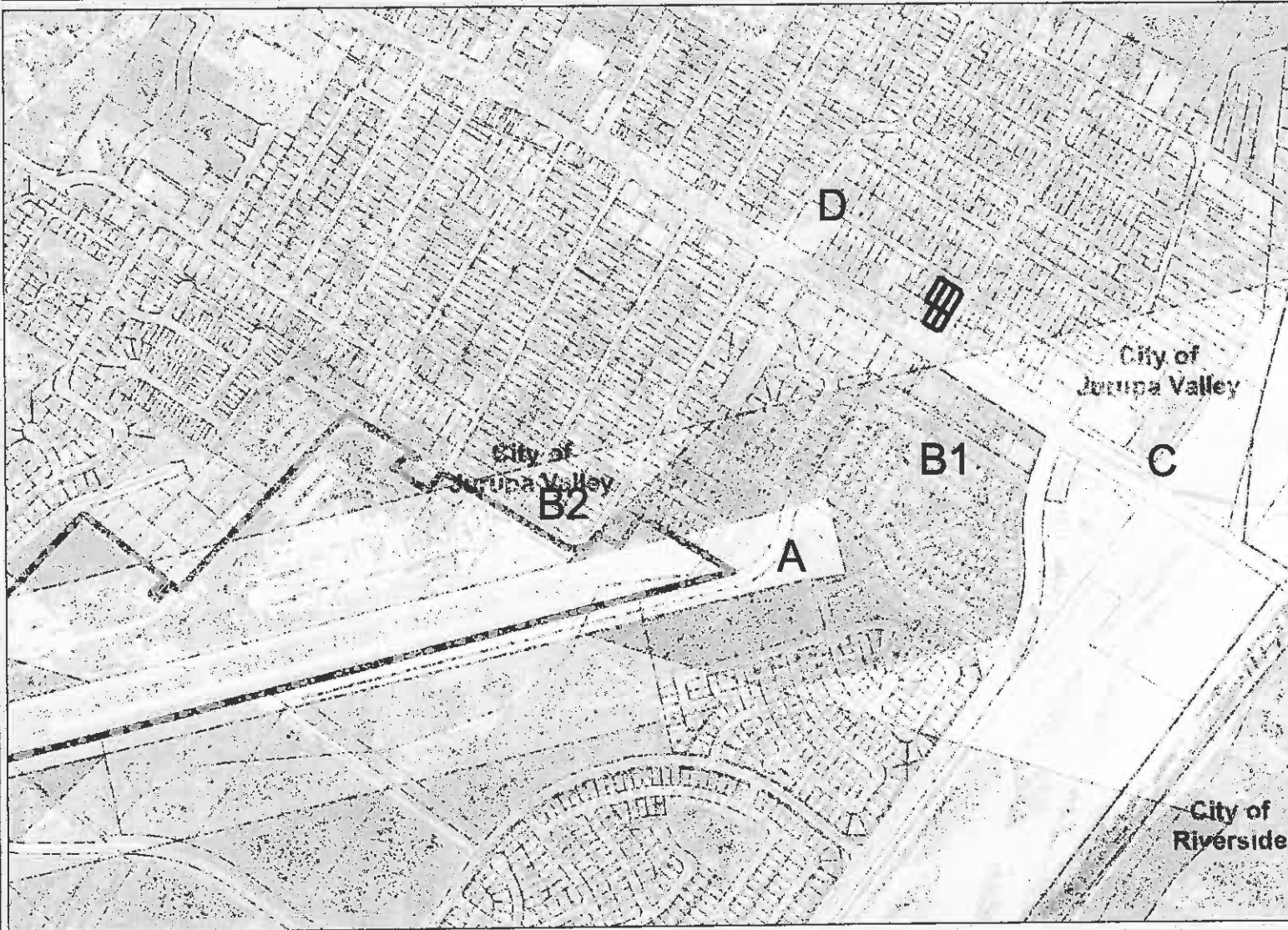
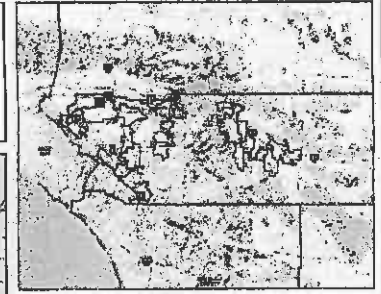
See Chapter 2, Table 2A for compatibility criteria associated with this map.

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

Map FL-1

Compatibility Map
Flabob Airport

My Map

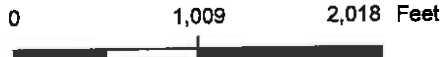


Legend

- Display Parcels
- Airports
- AIA

Airport Compatibility

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



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Notes



Previously Approved Tower Location

5303 Mission Boulevard

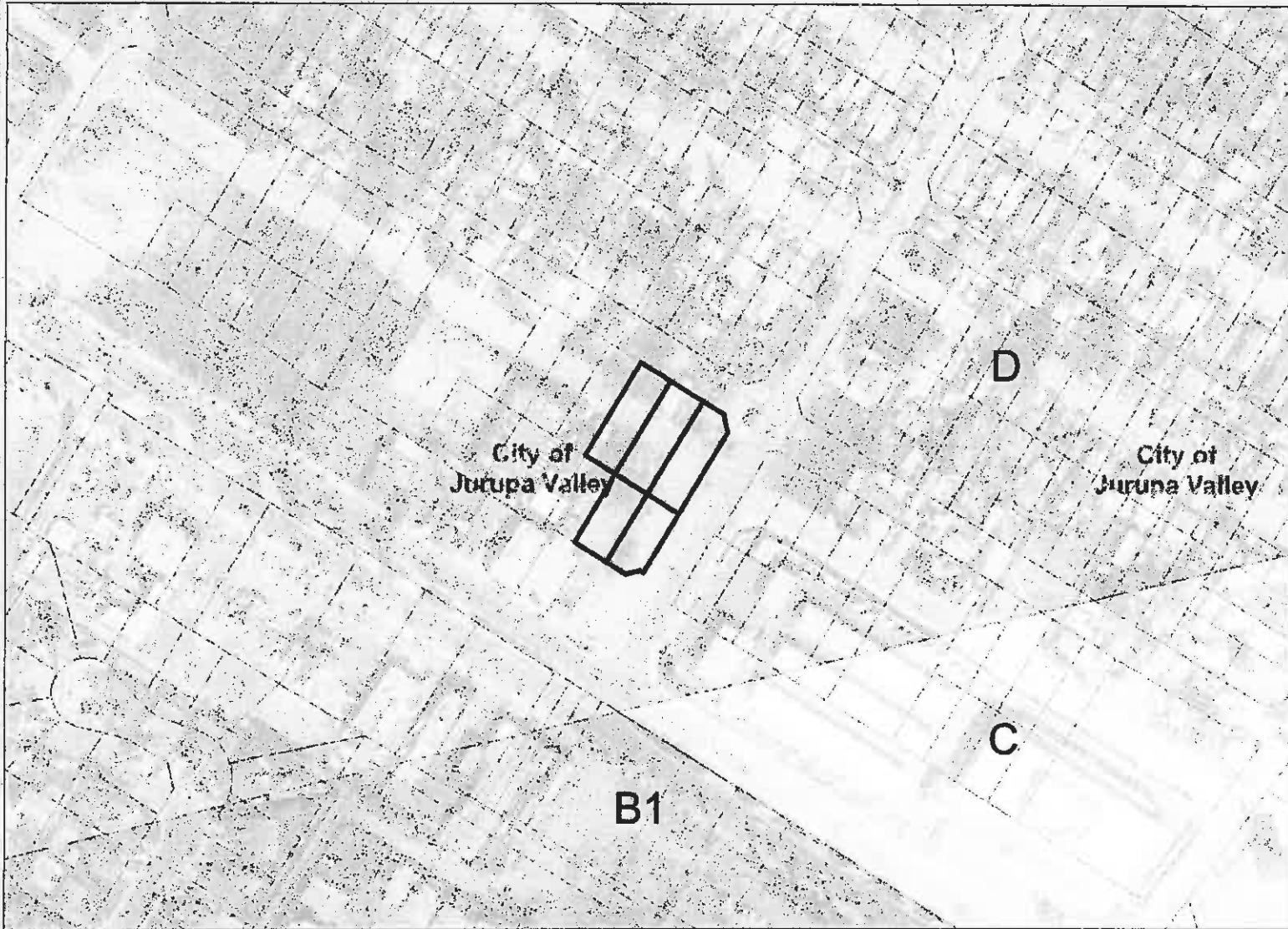
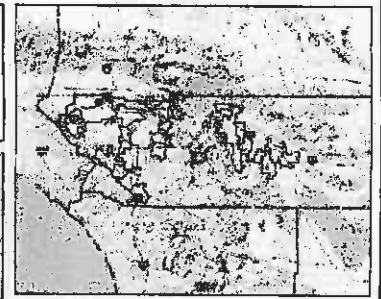
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NEW TOWER LOCATION

© 2016 Google

Image Date: 2/9/2016 33°50'26.50" N 111°17'22.56" W

My Map



Legend

- Display Parcels
- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC8



0 252 505 Feet



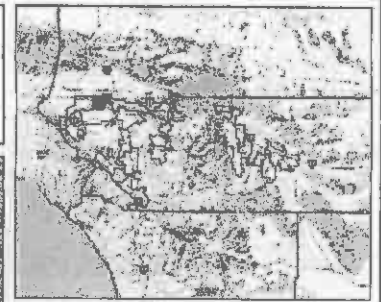
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Notes

My Map



Legend

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



0 2,018 4,036 Feet



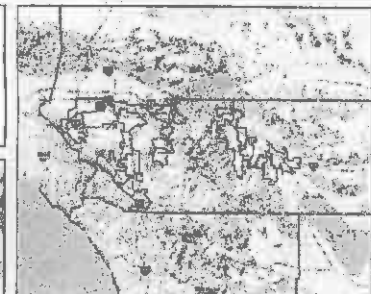
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Notes

My Map



Legend

- Display Parcels
- City Boundaries
- Cities**
- roads**anno
- highways**
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrography**lines
- waterbodies**
- Lakes
- Rivers

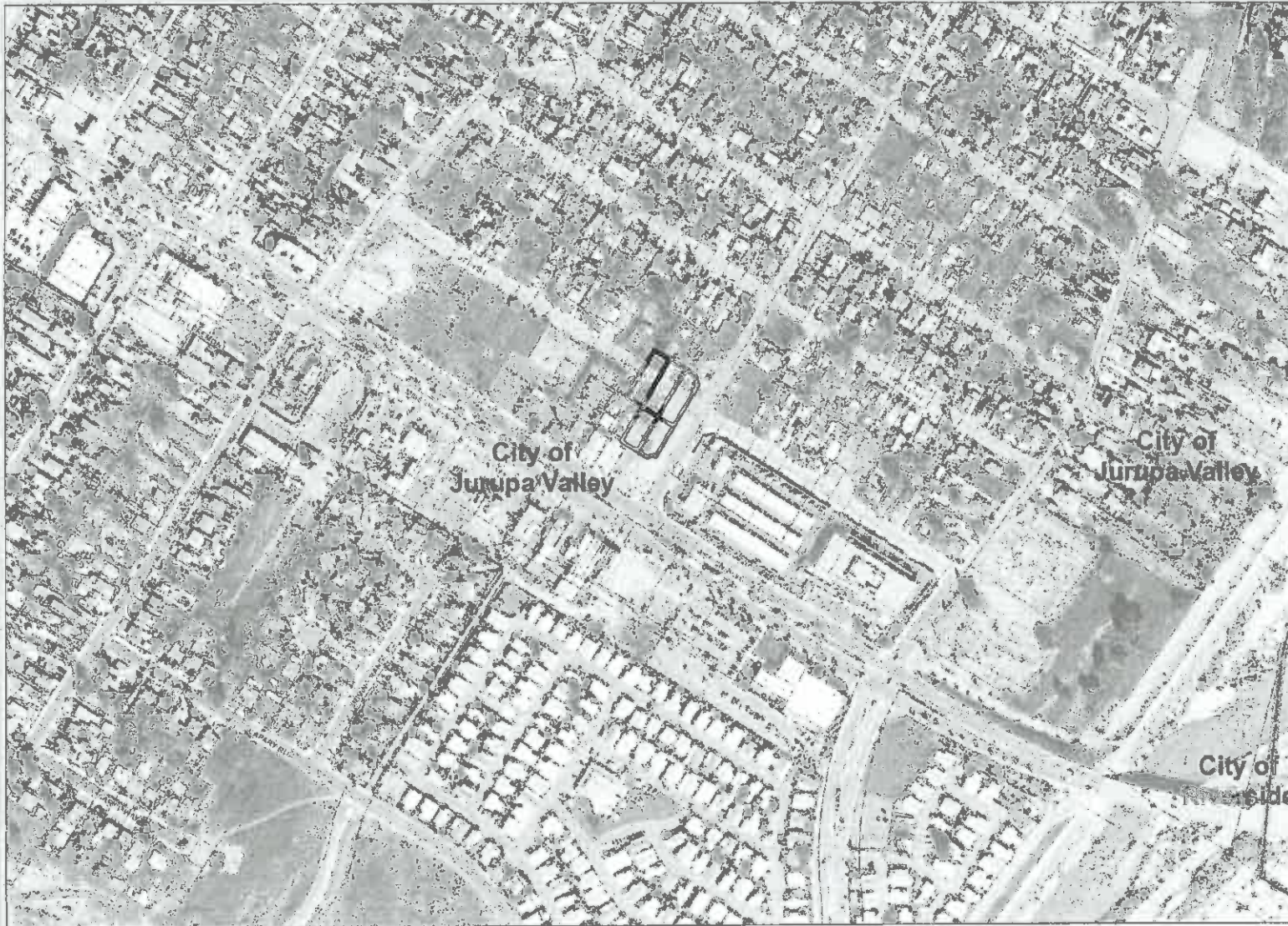


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Notes



My Map



Legend

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



0

505

1,009 Feet



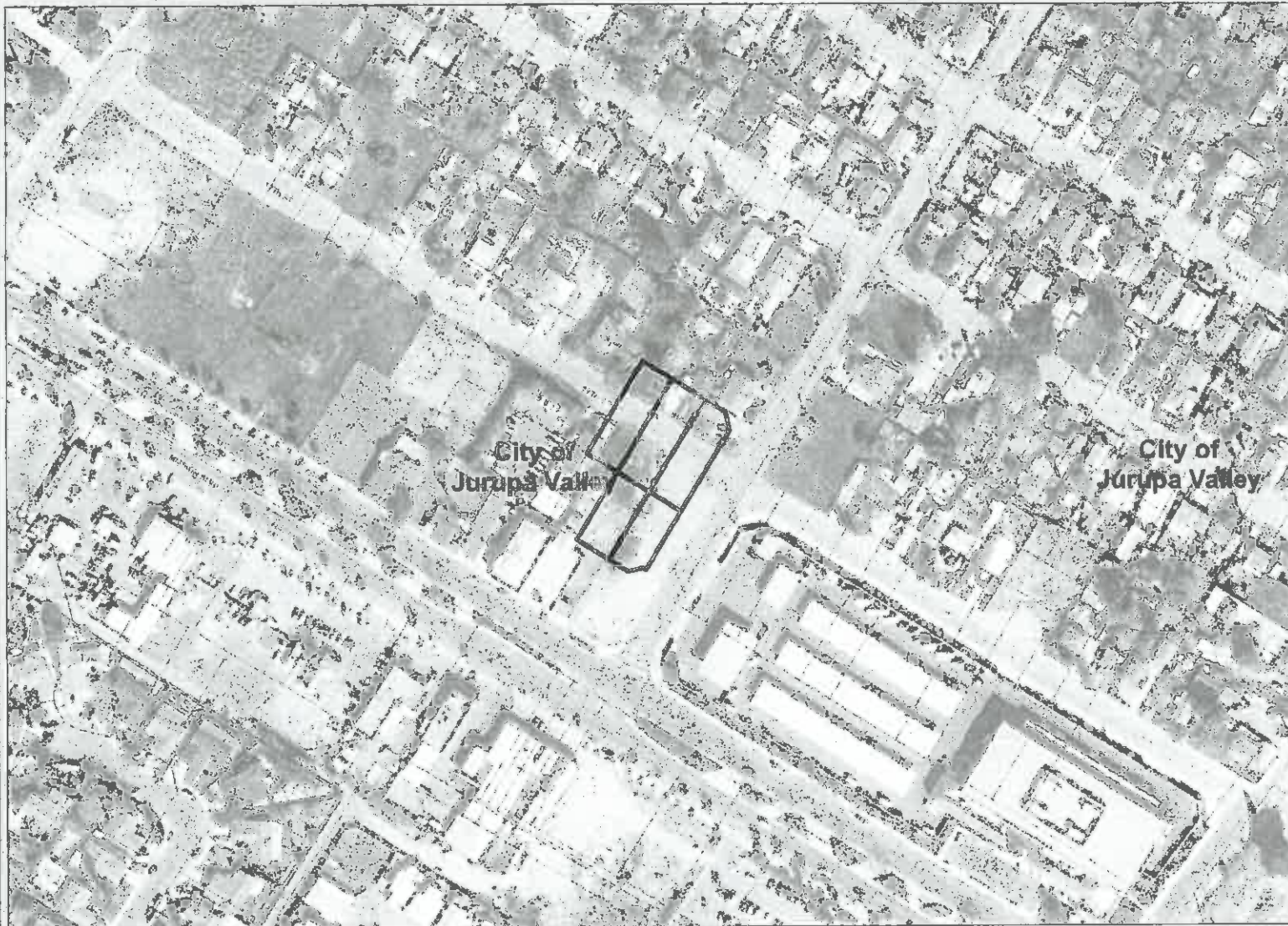
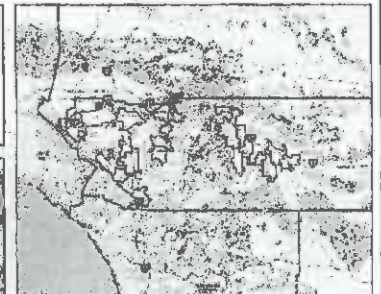
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Notes

My Map



Legend

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



0

252

505 Feet



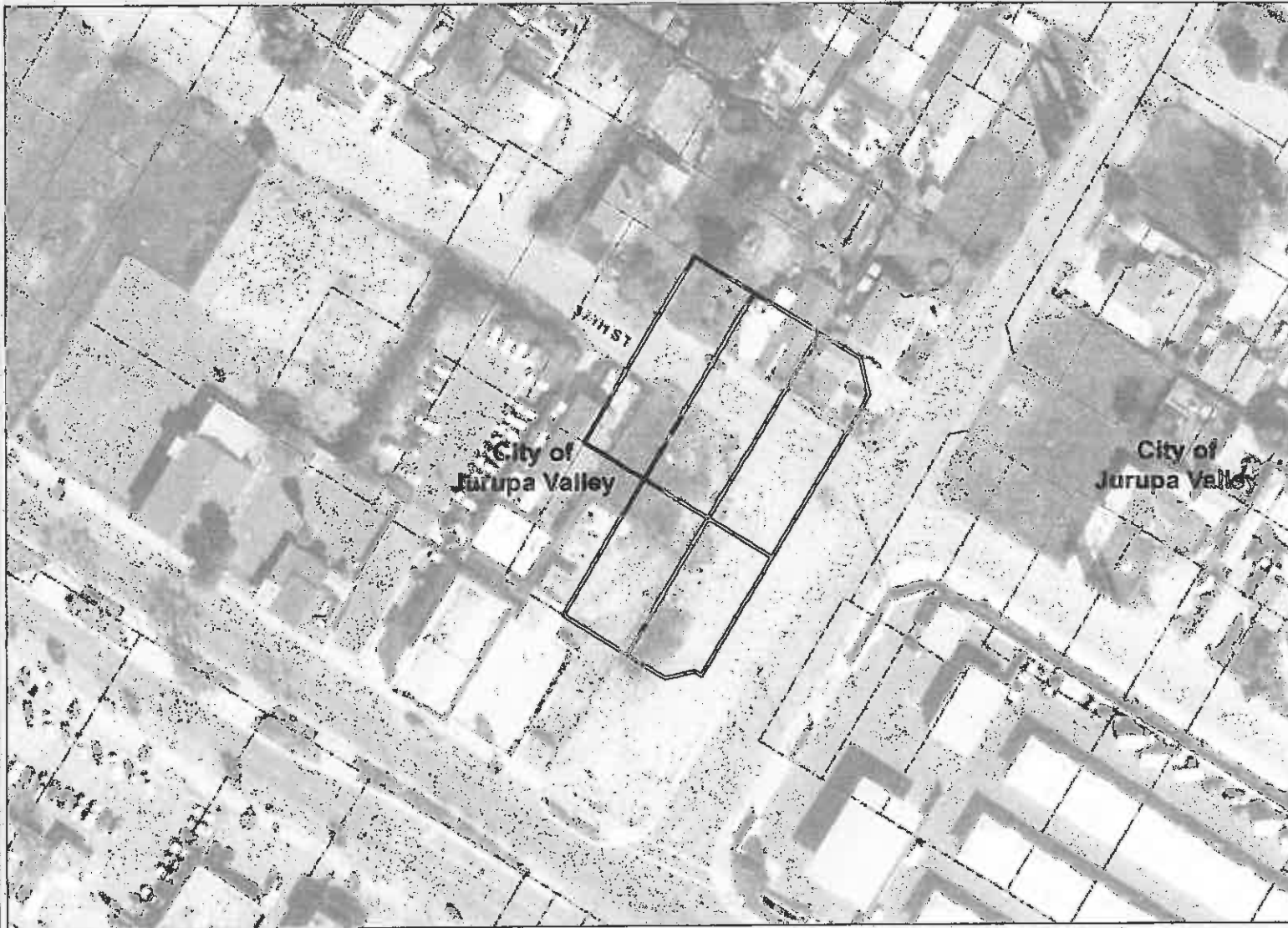
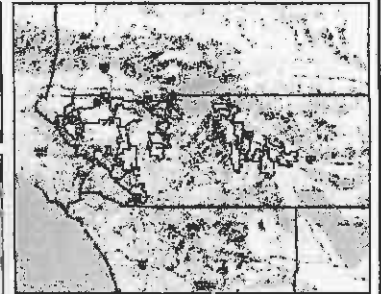
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Notes

My Map



Legend

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



0

126

252 Feet



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Notes

OVERALL HEIGHT:
65'-0"



ODELL
 MTX 44/ BSC 13
 MCE
 5303 MISSION BLVD.
 RIVERSIDE, CA 92509

NCD PROJECT

NOTE:
 1. THESE PLANS HAVE BEEN CREATED WITHOUT THE BENEFIT OF STRUCTURAL PLANS OR STRUCTURAL CALCULATIONS, AND SHOULD BE USED FOR CONCEPTUAL PURPOSES ONLY.

ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
A	11/28/18	100% ZONING	ESD

O
 DEVELOPMENT SERVICES
 A&E SERVICES
 3306 E. BIRCH STREET #250
 BREA, CALIFORNIA 92821
 (714)728-8434 (714)333-6141 fax
 www.odell.com

PROPRIETARY INFORMATION
 THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY & CONFIDENTIAL TO VERIZON WIRELESS. ANY USE OR REPRODUCTION THEREOF BY ANY OTHER PARTY WITHOUT THE WRITTEN PERMISSION OF VERIZON WIRELESS IS STRICTLY PROHIBITED.



SHEET	DESCRIPTION	REV
T-1	TITLE SHEET	A
C-1	TOPOGRAPHIC SURVEY	7
A-1	SITE PLAN, METER PLAN AND RF TABLE	A
A-2	EQUIPMENT PLAN, TOWER PLANS, AND ANTENNA PLAN	A
A-3	ELEVATIONS	A
A-4	TOWER ELEVATION - SOUTH/EAST	A

verizon
 15505 SAND CANYON AVENUE, D1
 IRVINE, CALIFORNIA 92618
 949.266.7000

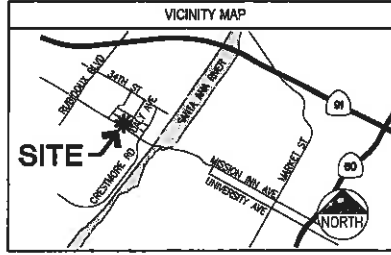
ODELL
 5303 MISSION BLVD.
 RIVERSIDE, CA 92509
 RIVERSIDE COUNTY

SHEET TITLE:
TITLE SHEET
T-1

PROJECT TEAM	
SITE ACQUISITION: CORE DEVELOPMENT SERVICES 3350 E. BIRCH ST. #250 BREA, CA 92821 CONTACT: RAMON SALAZAR PHONE: 714.483.0545	PLANNING: CORE DEVELOPMENT SERVICES 3350 E. BIRCH ST. #250 BREA, CA 92821 CONTACT: MARCE HOEGER PHONE: 949.266.2531
ARCHITECT: CORE DEVELOPMENT SERVICES 3350 E. BIRCH ST. #250 BREA, CA 92821 CONTACT: STEVEN M. RAMON PHONE: 714.728.8104	SURVEYOR: CALVADA SURVEYING, INC. 411 JEWIS CIRCLE, SUITE 205 CORONA, CA 92880 CONTACT: RAMON GONZALEZ PHONE: 951.260.9980
UTILITY COORDINATOR: VINCLUNUS SERVICES, INC. 10 PASTEUR, SUITE 100 IRVINE, CA 92618 CONTACT: JAY BURNS PHONE: 949.763.3650	PROFESSIONAL ENGINEER: CORE DEVELOPMENT SERVICES 3350 E. BIRCH ST. #250 BREA, CA 92821 CONTACT: JOSHUA Y. KANG PHONE: 649.351.5020

PROJECT DESCRIPTION
 VERIZON WIRELESS IS SUBMITTING AN APPLICATION FOR ZONING APPROVALS AND ALL OTHER RELATED APPROVALS FOR THE INSTALLATION OF:

- (2) EQUIPMENT CABINETS (MCE DESIGN)
- (1) STAND-BY GENERATOR
- (1) MICROWAVE DISH WITHIN A (8) 65'-0" HIGH CONCEALMENT TOWER
- (12) PANEL ANTENNAS WITHIN THE CONCEALMENT TOWER
- (2) POWER/FIBER DEMARCATION BOXES WITHIN THE CONCEALMENT TOWER
- (12) RRUS 12 W/ A2 MODULES WITHIN THE CONCEALMENT TOWER



DRIVING DIRECTIONS
 FROM VERIZON WIRELESS OFFICE TO: 5303 MISSION BLVD., RIVERSIDE, CA 92509

- TURN LEFT ON SAND CANYON AVE.
- MERGE ONTO I-5 Fwy HEADED NORTH.
- MERGE ONTO CA-85 HEADED NORTH.
- MERGE ONTO CA-51 HEADED EAST.
- TAKE THE UNIVERSITY AVE/MISSION INN AVE EXIT.
- MERGE ONTO MULBERRY ST.
- TURN LEFT ONTO UNIVERSITY AVE.
- TURN RIGHT ONTO MARKET ST.
- TURN LEFT ONTO MISSION INN AVE.
- MISSION INN AVENUE TURNS SLIGHTLY RIGHT AND BECOMES MISSION BOULEVARD
- 5303 MISSION BLVD. WILL BE ON THE RIGHT SIDE.

PROJECT SUMMARY

APPLICANT/LESSEE:
verizon
 15505 SAND CANYON AVENUE, D1
 IRVINE, CA 92618
 OFFICE: 949.266.7000

PROPERTY OWNER:
 JAMIE AND SOFIA GUTIERREZ
 5316 37TH STREET
 RIVERSIDE, CA 92509
 CONTACT: JAMIE GUTIERREZ
 PHONE: 562.753.0304

ASSESSOR'S PARCEL NUMBER:
 APN: 179-280-026, 027, 035, 036, 037 & 045

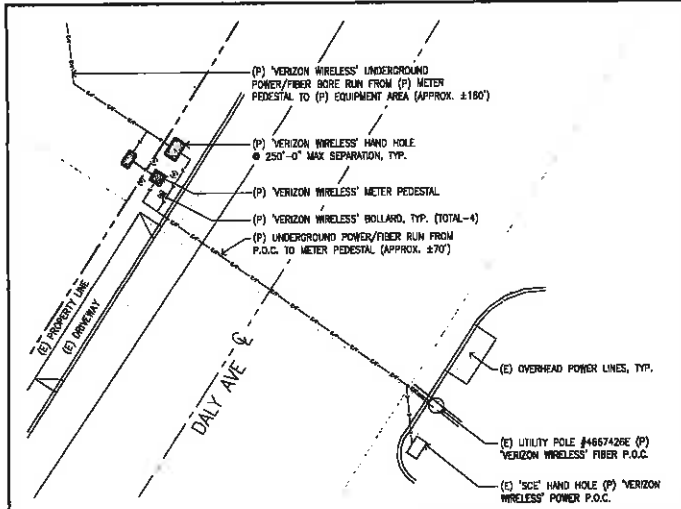
CONSTRUCTION INFORMATION:
 AREA OF CONSTRUCTION: 465.83 SQ. FT.
 OCCUPANCY: U (UNMANNED TELECOMMUNICATIONS FACILITY)
 TYPE OF CONSTRUCTION: V-N
 CURRENT ZONING: R-VC (RUBENKOPF-VILLAGE COMMERCIAL)
 FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. MACHINERY SPACES ARE EXEMPT FROM ACCESSIBILITY REQUIREMENTS PER THE CBC SECTION 11B-203.5.

GENERAL CONTRACTOR NOTES
DO NOT SCALE DRAWINGS
 CONTRACTOR SHALL VERIFY ALL PLANS AND EXISTING DIMENSIONS AND CONDITIONS ON THE JOB SITE AND SHALL IMMEDIATELY NOTIFY THE ARCHITECT AND/OR ENGINEERS IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR SAME.

CODE COMPLIANCE

- 2013 CALIF. ADMINISTRATIVE CODE (INCL. TITLES 24 & 25)
- 2013 CALIFORNIA BUILDING CODES
- 2013 CALIFORNIA ELECTRICAL CODES
- 2013 CALIFORNIA MECHANICAL CODES
- 2013 CALIFORNIA PLUMBING CODES
- 2013 CALIFORNIA FIRE CODES
- 2013 CALIFORNIA ENERGY CODES
- 1A-222-G STANDARD
- LOCAL BUILDING CODES
- CITY/COUNTY ORDINANCES

NOTE: THE ORIGINAL SET OF THESE PLANS IS AT 11" X 17". SCALE SHOULD BE NOTED ON THE RESPECTIVE OR ENLARGED SHEET.



METER PLAN

SCALE 1"=1'-0" 0 2' 4' 8' 16'

2

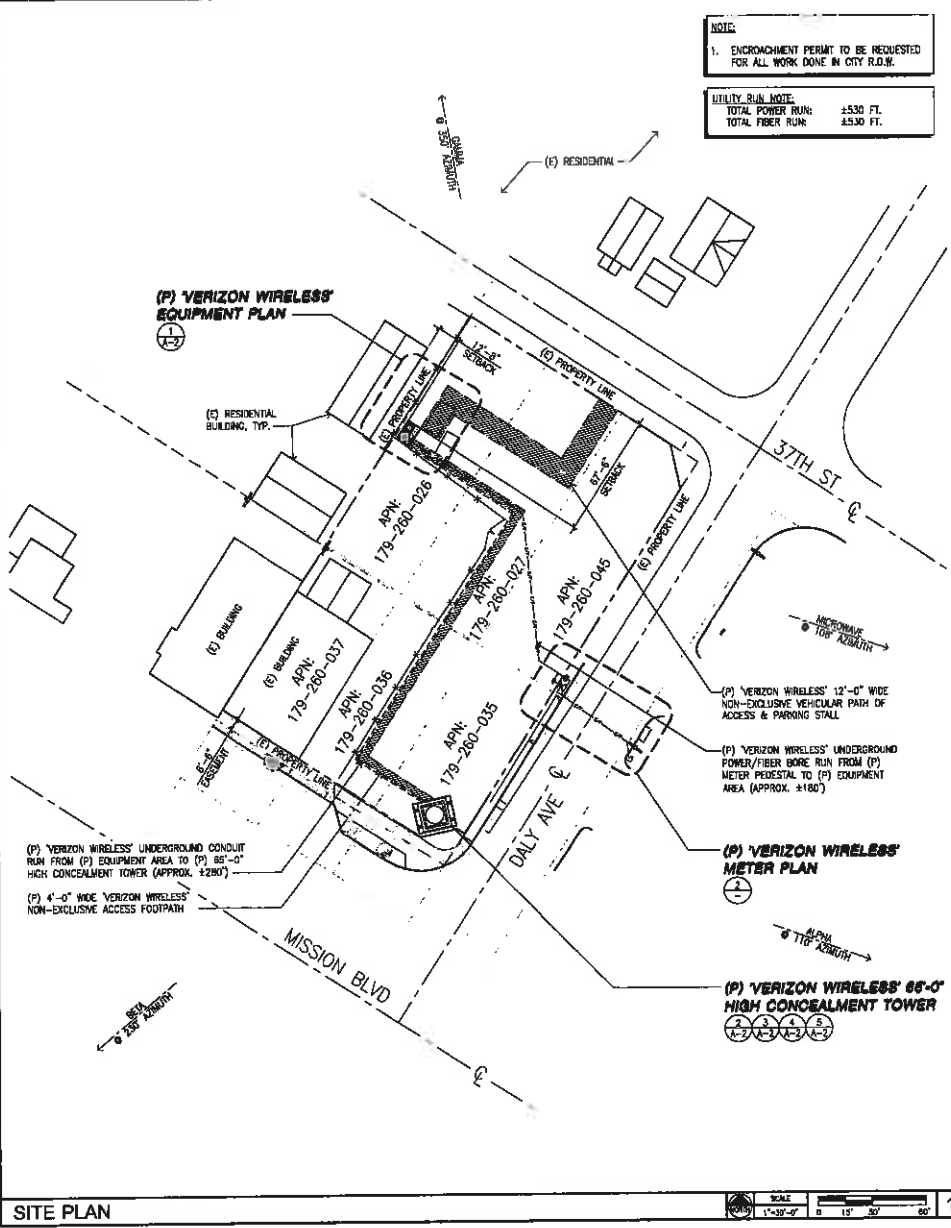
NEW ANTENNA AND RFU CONFIGURATION										
POS	TECHNOLOGY	ADMTN	CENTER LINE	ANTENNA HANG	ANTENNA MODEL	PORT	HT (FEET)	TL (FEET)	# OF RFU	LINE MODEL
APN	A1	COMM/FIB	110'	54'-0"	CONASCOPIC	SR999-10668	HEX	0	0	-
	A2	LTE	110'	54'-0"	CONASCOPIC	SR999-10668	HEX	0	0	-
	A3	RFU	110'	54'-0"	CONASCOPIC	SR999-10668	HEX	0	0	2
	A4	FIB LITE	110'	54'-0"	CONASCOPIC	SR999-10668	HEX	0	0	2
SECT	B1	COMM/FIB	237'	54'-0"	CONASCOPIC	SR999-10668	HEX	0	0	-
	B2	LTE	237'	54'-0"	CONASCOPIC	SR999-10668	HEX	0	0	-
	B3	RFU	237'	54'-0"	CONASCOPIC	SR999-10668	HEX	0	0	2
	B4	FIB LITE	237'	54'-0"	CONASCOPIC	SR999-10668	HEX	0	0	2
CANY	C1	COMM/FIB	350'	54'-0"	CONASCOPIC	SR999-10668	HEX	0	0	-
	C2	LTE	350'	54'-0"	CONASCOPIC	SR999-10668	HEX	0	0	-
	C3	RFU	350'	54'-0"	CONASCOPIC	SR999-10668	HEX	0	0	2
	C4	FIB LITE	350'	54'-0"	CONASCOPIC	SR999-10668	HEX	0	0	2

NEW TRANSMISSION LINES		
TYPE	QUANTITY	LENGTH
COAX	18	480'-0"
WIREPDL	3	480'-0"

RF TABLE

SCALE 1"=1'-0" 0 2' 4' 8' 16'

3



SITE PLAN

SCALE 1"=30'-0" 0 15' 30' 60'

1

NOTE:
1. ENCROACHMENT PERMIT TO BE REQUESTED FOR ALL WORK DONE IN CITY R.O.W.

UTILITY RUN NOTE:
TOTAL POWER RUN: ±530 FT.
TOTAL FIBER RUN: ±530 FT.

ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
A	11/28/16	100% ZONING	ESQ

DEVELOPMENT SERVICES
AAE SERVICES
3330 E. Birch Street #200
Irvine, California 92614
(714) 261-2424 (F) 949-261-4441
www.aae.com

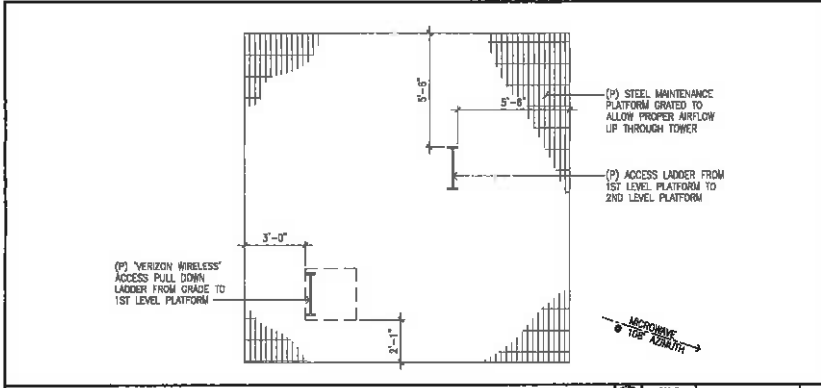
PROPRIETARY INFORMATION
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verizon
15505 SAND CANYON AVENUE, 01
IRVINE, CALIFORNIA 92618
949.266.7000

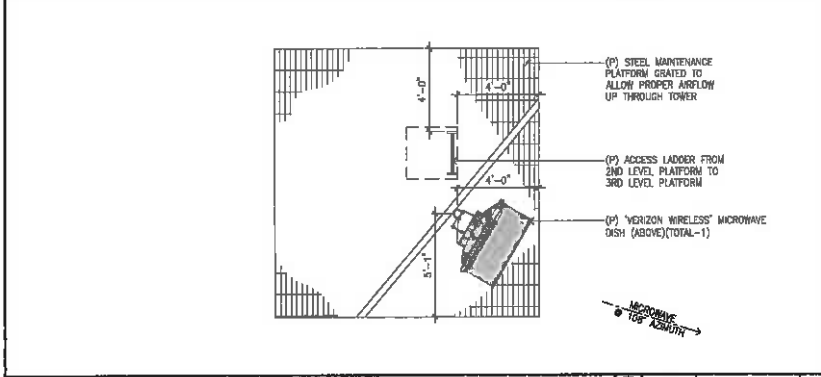
ODELL
5303 MISSION BLVD.
RIVERSIDE, CA 92509
RIVERSIDE COUNTY

SHEET TITLE:
SITE PLAN, METER PLAN, AND RF TABLE

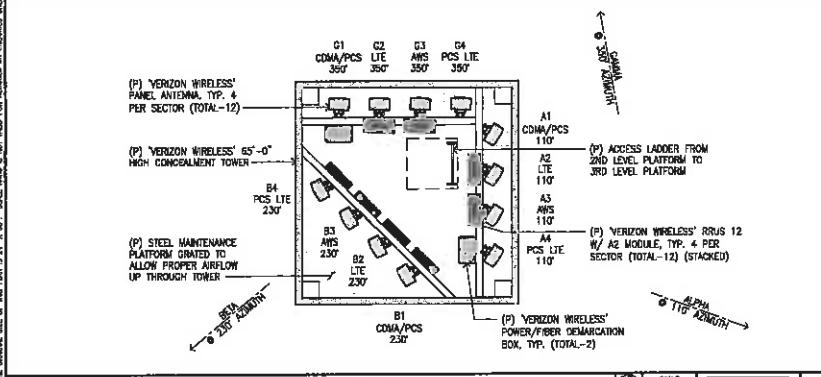
A-1



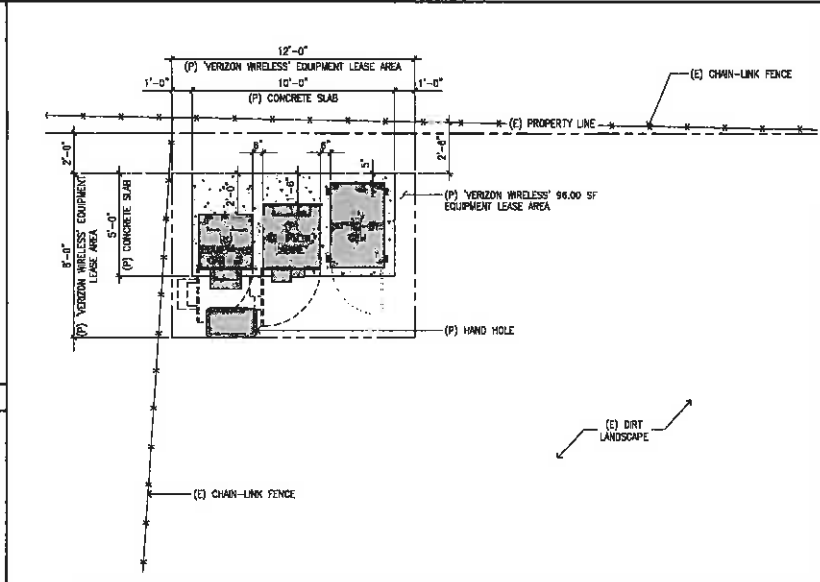
1ST LEVEL MAINTENANCE PLATFORM (20'-0" A.G.L.)



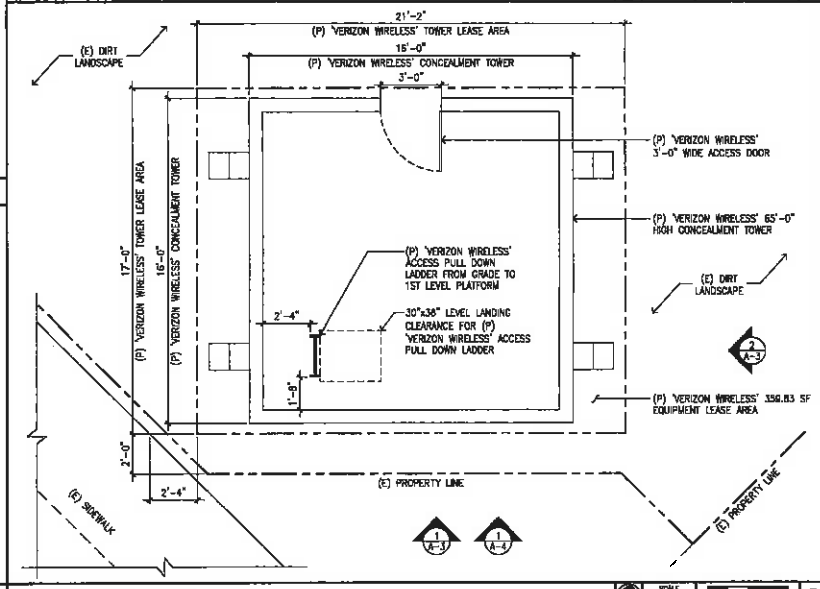
2ND LEVEL/MW MAINTENANCE PLATFORM (35'-0" A.G.L.)



3RD LEVEL/ANTENNA MAINTENANCE PLATFORM (47'-0" A.G.L.)



EQUIPMENT PLAN



TOWER BASE PLAN

ISSUE STATUS			
REV.	DATE	DESCRIPTION	BY
1	11/28/18	100% ZONING	ESD

DEVELOPMENT SERVICES
ASE SERVICES
3360 E. Birch Street #200
Irvine, California 92614
(714)779-8400 (714)333-2441 fax
www.dpsusa.com

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IRVINE, CALIFORNIA 92618
949.286.7000

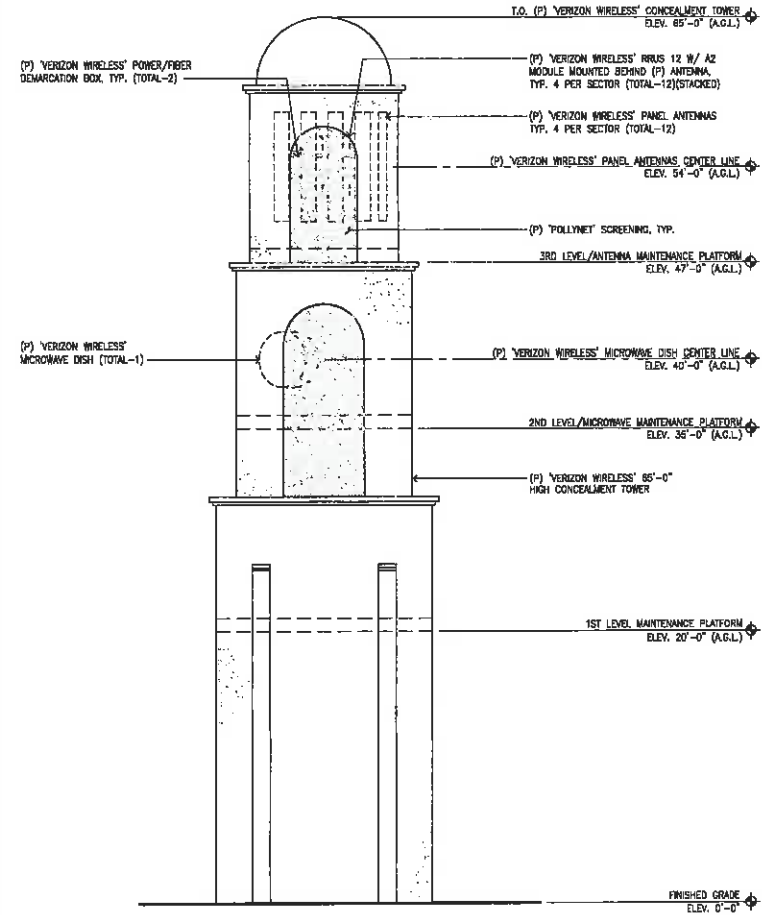
ODELL
5303 MISSION BLVD.
RIVERSIDE, CA 92509
RIVERSIDE COUNTY

SHEET TITLE:
**EQUIPMENT PLAN,
TOWER PLANS, &
ANTENNA PLAN**

A-2

OVERALL HEIGHT:
65'-0"

NOTE:
1. THE (P) STRUCTURE SHALL BE MARKED/LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 70/7460-1 K CHANGE 2, OBSTRUCTION MARKING AND LIGHTING, RED LIGHTS-CHAPTER 4, 5 (RED), & 12.

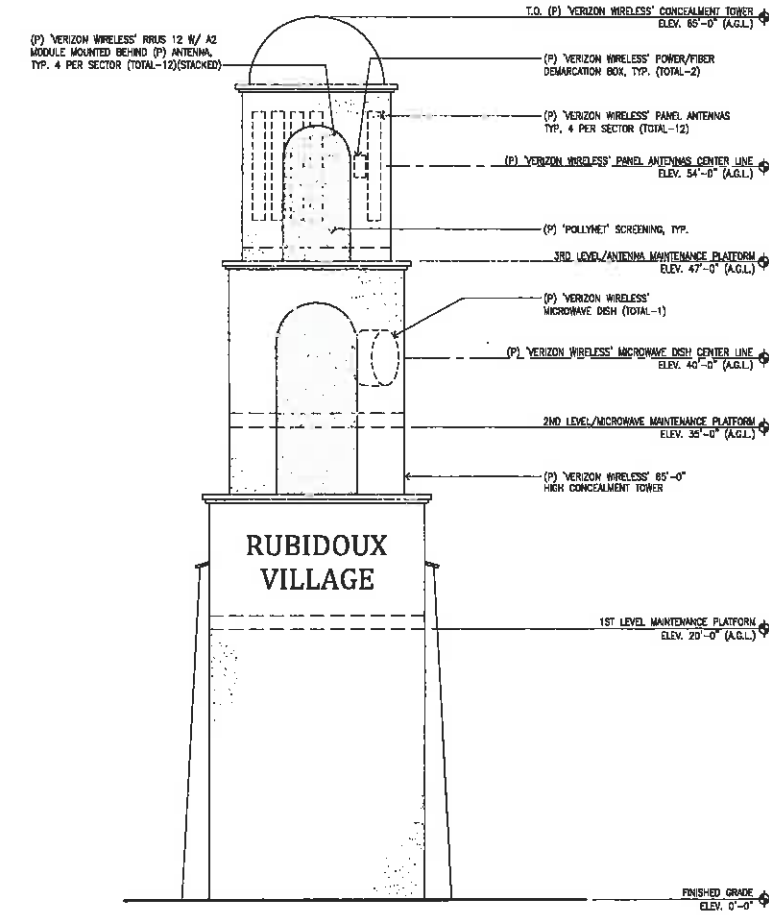


NORTHEAST ELEVATION

SCALE
1/4"=1'-0"

OVERALL HEIGHT:
65'-0"

NOTE:
1. THE (P) STRUCTURE SHALL BE MARKED/LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 70/7460-1 K CHANGE 2, OBSTRUCTION MARKING AND LIGHTING, RED LIGHTS-CHAPTER 4, 5 (RED), & 12.



SOUTHEAST ELEVATION

SCALE
1/4"=1'-0"

ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
A	11/28/18	100% ZONING	ESG

DEVELOPMENT SERVICES
AAE SERVICES
3303 E. 28th Street #200
Irvine, California 92615
(714)778-2404 (714)233-4441 fax
www.aae.com

PROPRIETARY INFORMATION
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verizon
15505 SAND CANYON AVENUE, D1
IRVINE, CALIFORNIA 92618
949.286.7000

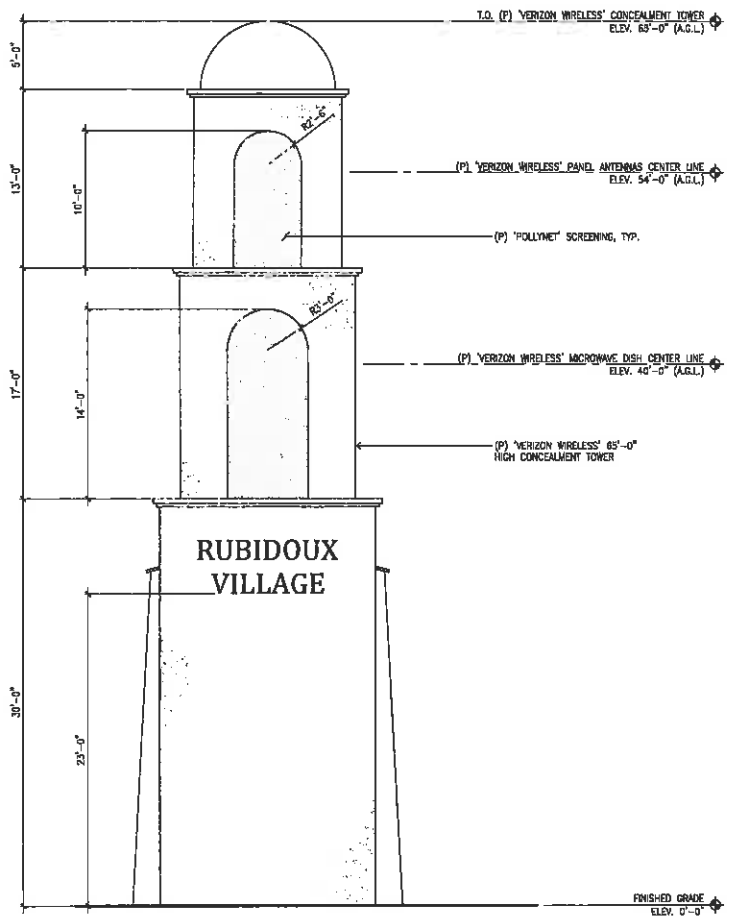
ODELL
5303 MISSION BLVD.
RIVERSIDE, CA 92509
RIVERSIDE COUNTY

SHEET TITLE:
ELEVATIONS

A-3

NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE SHOULD NOT BE USED FOR DIMENSIONS ON ENLARGED SHEET SIZE.

NOTE:
 1. THE (P) STRUCTURE SHALL BE MARKED/LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 70/7460-1 K CHANGE 2, OBSTRUCTION MARKING AND LIGHTING, RED LIGHTS—CHAPTER 4, 5 (RED), & 12.



ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
A	11/28/16	100% ZONING	ESD

**DEVELOPMENT SERVICES
 A&E SERVICES**
 3329 E. Blvd Street #200
 Irvine, California 92611
 (714)726-8434 (714)353-4441 fax
 www.dsas.com

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verizon
 15505 SAND CANYON AVENUE, D1
 IRVINE, CALIFORNIA 92618
 949.286.7000

ODELL

5303 MISSION BLVD.
 RIVERSIDE, CA 92509
 RIVERSIDE COUNTY

SHEET TITLE:
**TOWER ELEVATION -
 SOUTHEAST**

A-4

NOT USED

2 TOWER ELEVATION - SOUTHEAST

SCALE: 1/8"=1'-0"
 0 2' 4' 8'

1

PAGE BREAK



**AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY**



March 29, 2017

CHAIR

Simon Housman
Rancho Mirage

Mr. Ryan Fowler, Project Planner
City of Menifee Community Development Department
29714 Haun Road
Menifee CA 92586

VICE CHAIRMAN

Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR’S DETERMINATION**

John Lyon
Riverside

File No.: ZAP1248MA17
Related File No.: CUP2016-233 (Conditional Use Permit)
APN: 331-120-066

Glen Holmes
Hemet

Steve Manos
Lake Elsinore

Dear Mr. Fowler:

Russell Betts
Desert Hot Springs

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Menifee Case No. CUP2016-233 (Conditional Use Permit), a proposal to construct and operate a recreational vehicle (RV) sales and service center with a 17,600 square foot steel building (including 10,400 square feet of service bays and 7,200 square feet of sales and office area) on a 4.43-acre site located on the easterly side of Encanto Drive, southerly of McLaughlin Road, in the northeasterly quadrant of the City.

STAFF

Director
Ed Cooper

John Guerin
Paul Rull
Barbara Santos

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan nonresidential intensity are not restricted.

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

www.rcaluc.org

Although the project is located within the March Air Reserve Base/Inland Port AIA, the actual nearest runway is Runway 19-33 at Perris Valley Airport. The southerly terminus of this runway is located approximately 11,867 feet from the project site. At this distance, given the runway elevation of 1,415 feet above mean sea level (AMSL), Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,533 feet AMSL. The site has an existing maximum elevation of approximately 1,432 feet above mean sea level. With a maximum structure height of 33 feet, the top point elevation would be 1465 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

AIRPORT LAND USE COMMISSION

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris centers, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the property.
4. All new aboveground detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

AIRPORT LAND USE COMMISSION

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, ALUC Director

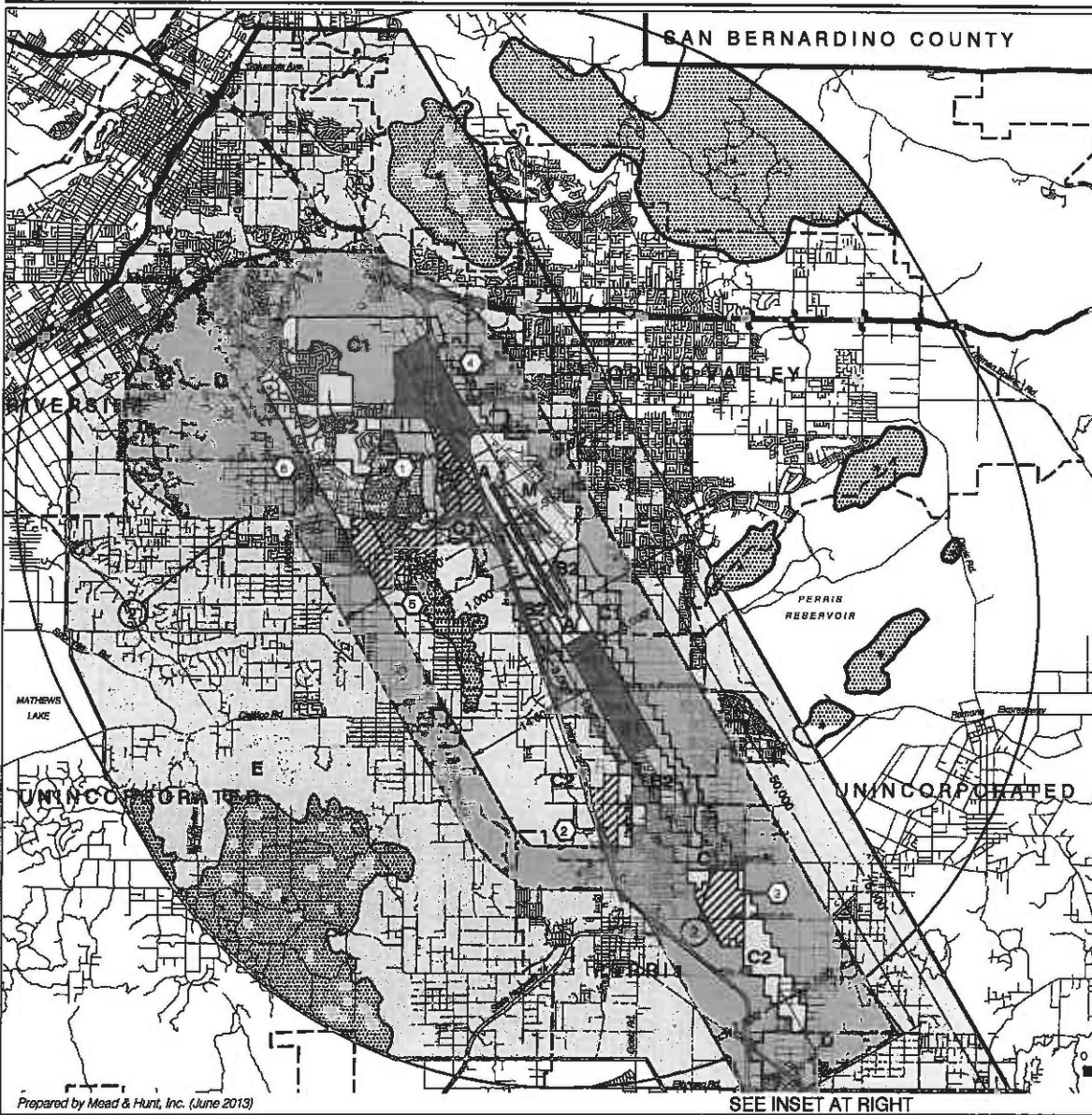
Attachments: Notice of Airport in Vicinity

cc: RV Super Center, Brian Seitel (applicant)
Charles & Seema Rehmati (property owner)
MDMG, Inc. (representative)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Daniel Rockholt, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1248MA17\ZAP1248MA17.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

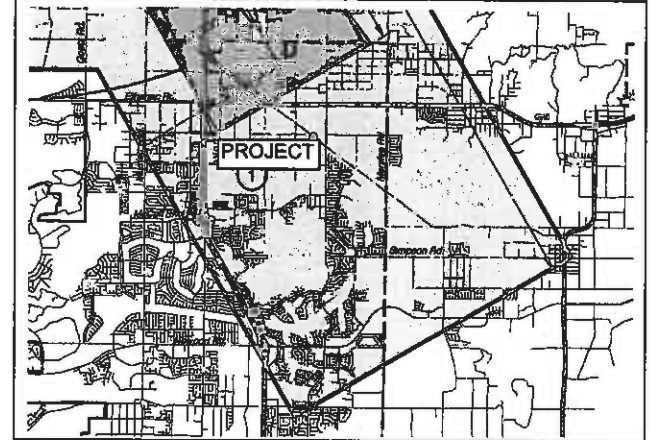
Boundary Lines

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

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

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

INSET



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

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



Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT

Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport

My Map



Legend

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



0 12,777 25,554 Feet



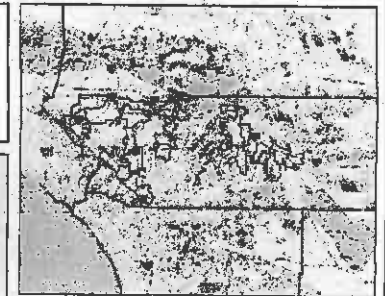
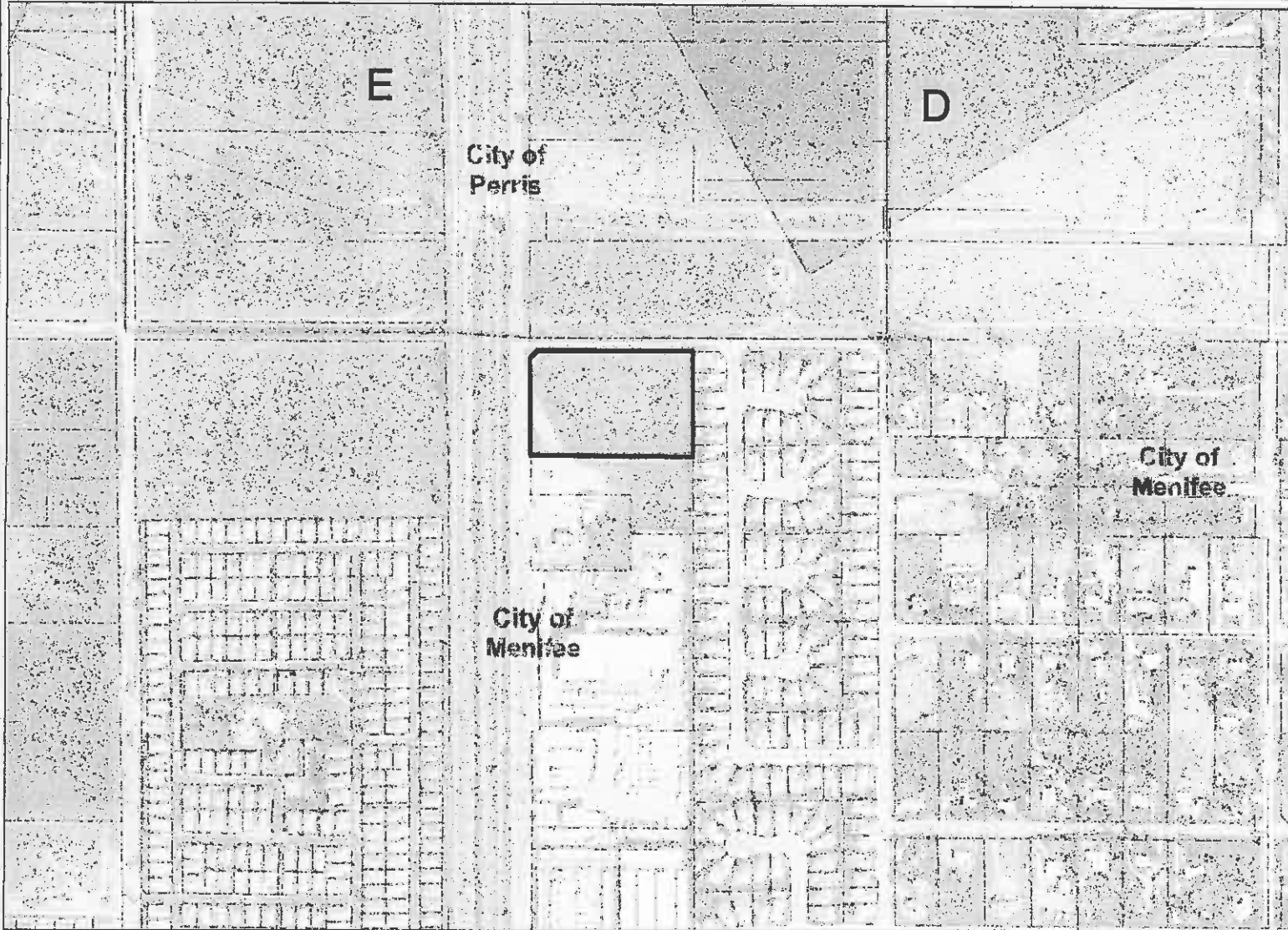
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Notes

My Map



Legend

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



0 633 1,265 Feet



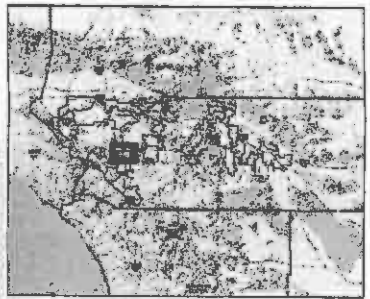
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Notes

My Map



Legend

-  City Boundaries
- Cities
- highways_large
 -  HWY
 -  INTERCHANGE
 -  INTERSTATE
 -  USHWY
-  majorroads
-  counties
-  cities



0

6,389

12,777 Feet



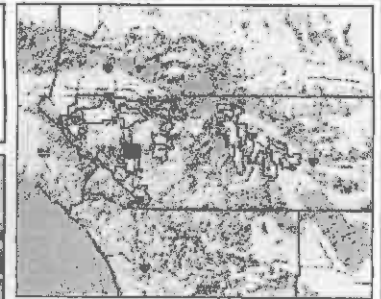
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Notes

My Map



Legend

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



0

3,194

6,389 Feet



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Notes

My Map



Legend

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

Notes

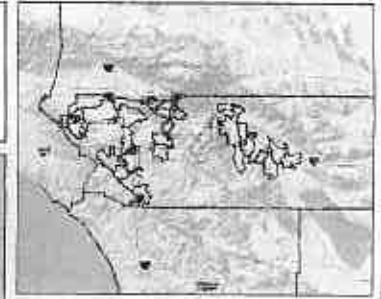


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My Map



Legend

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



0

633

1,265 Feet



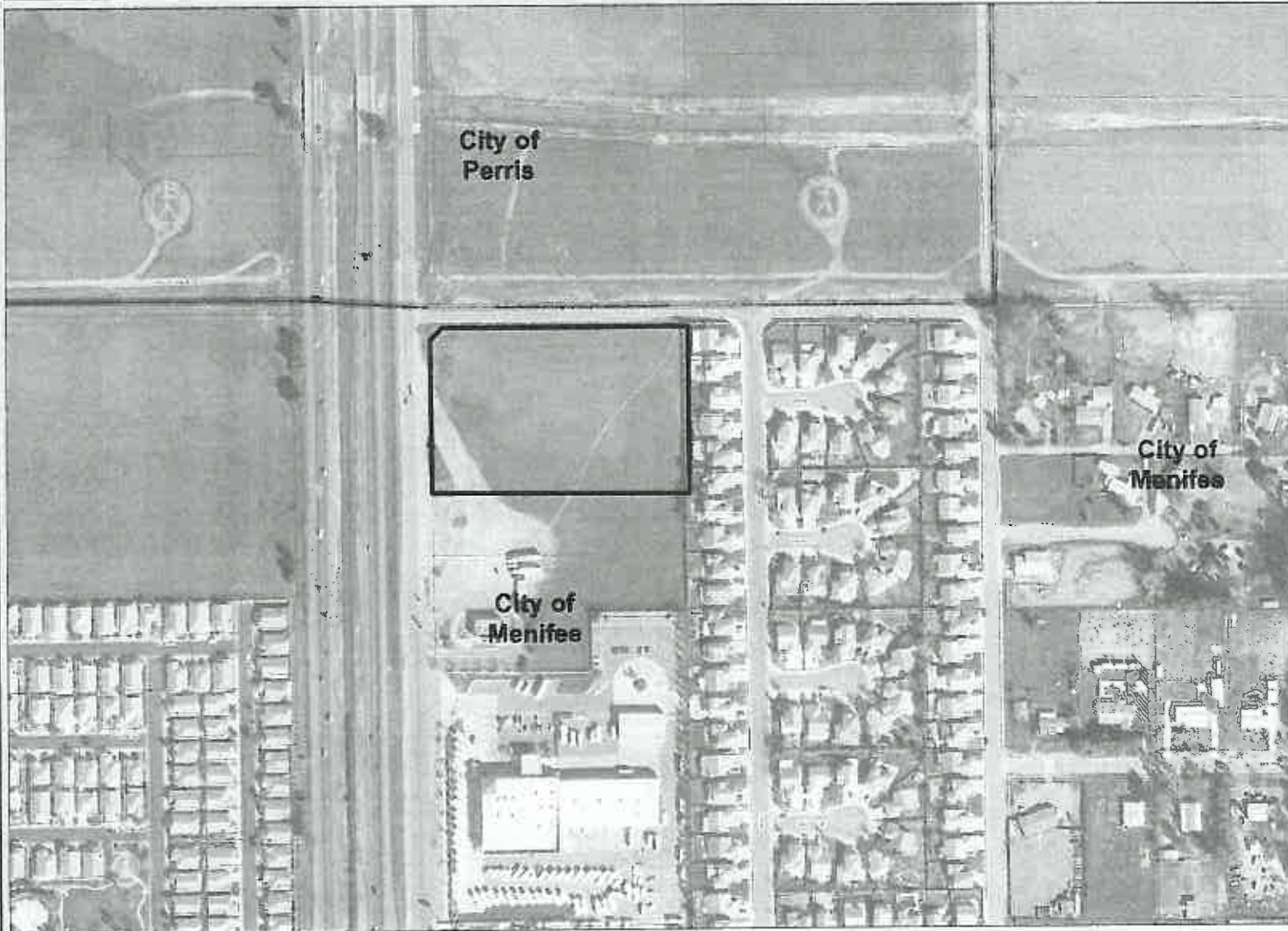
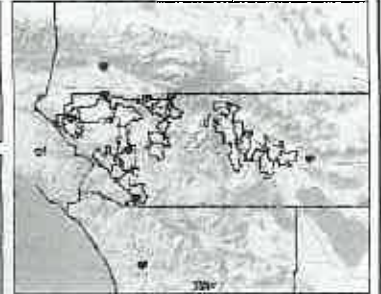
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Notes

My Map



Legend

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

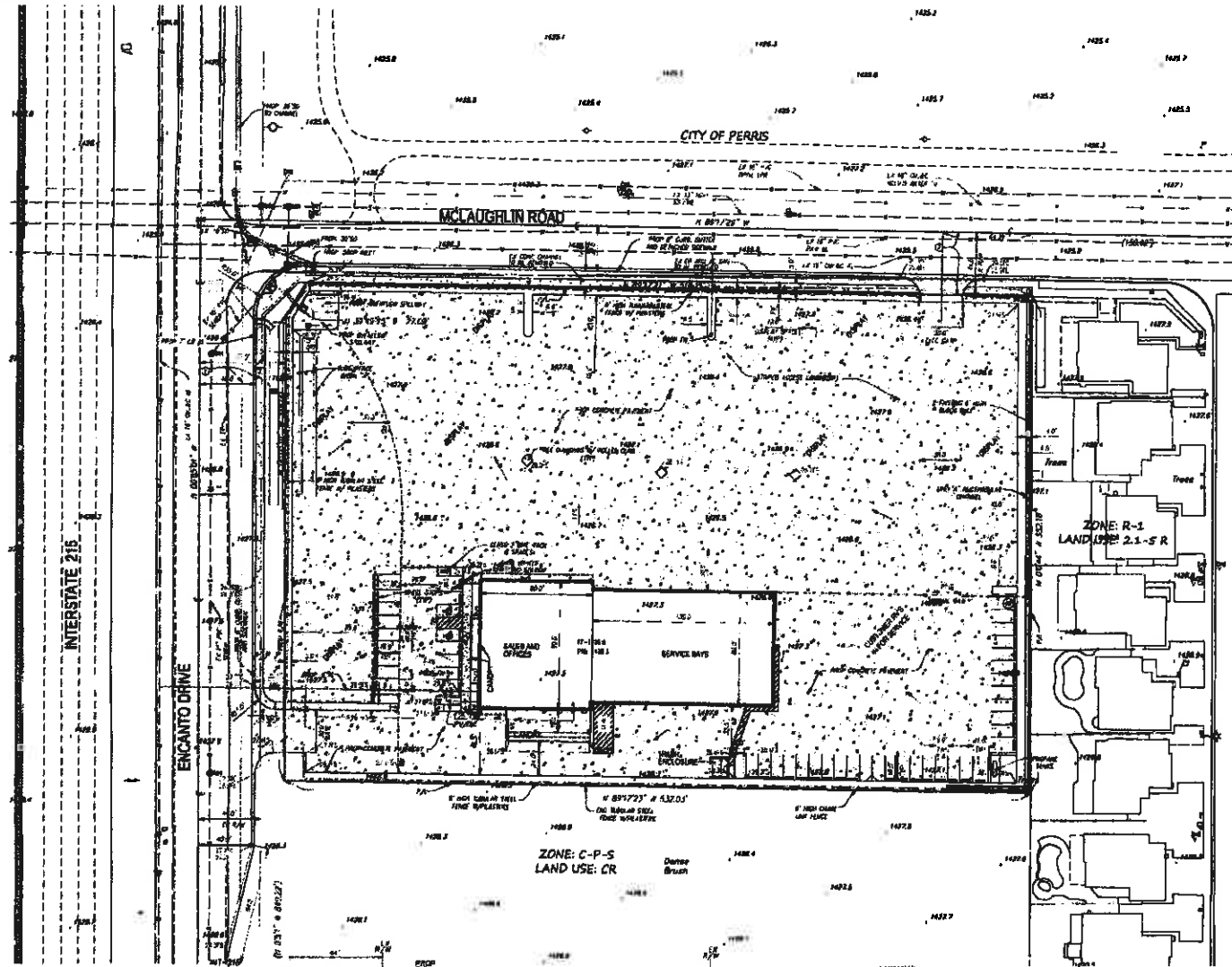
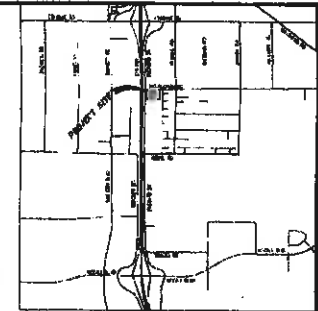
Notes

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CUP 2016-233

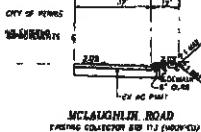
SITE PLAN / CONCEPT GRADING AND DRAINAGE



- GENERAL NOTES**
- PROJECT DESCRIPTION**
PROPOSED BY DEVELOPER AND MAINTAINED BY THE OWNER
 - LEGAL DESCRIPTION**
THAT PORTION OF LOTS 8 AND 10 OF THE 1/4 SECTION 16 AND THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS MORE FULLY DESCRIBED IN BOOK 17, PAGE 34 OF PUBLIC RECORDS OF SAN DIEGO COUNTY.
 - TOTAL ORIGINAL SURFACE**
2.5 ACRES (NET)
 - EXISTING ZONING**
C-P-S
 - PROPOSED ZONING**
C-P-S
 - EXISTING LAND USE**
C-P-S
 - PROPOSED LAND USE**
COMMERCIAL
 - EXISTING LAND USE DESIGNATION**
COMMERCIAL - CR
 - PROPOSED LAND USE DESIGNATION**
COMMERCIAL - CR
 - METHOD OF SEWAGE DISPOSAL**
SEWER
 - UTILITIES**
WATER - EASTERN MUNICIPAL WATER DISTRICT
SEWER - EASTERN MUNICIPAL WATER SERVICES DISTRICT
GAS - SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC - SOUTHERN CALIFORNIA Edison
TELEPHONE - VERIZON
CABLE - MONSTER
FIRE ALARMS
 - ADDITIONAL UTILITIES**
WATER & SEWER UNDER THE ADJACENT PARCEL NO. 8
 - ADJACENT PARCEL NO. 8**
3.07-20-04
 - ADJACENT PARCEL NO. 10**
10-01-01
 - ADJACENT PARCEL NO. 12**
10-01-01
 - ADJACENT PARCEL NO. 14**
10-01-01
 - ADJACENT PARCEL NO. 16**
10-01-01
 - ADJACENT PARCEL NO. 18**
10-01-01
 - ADJACENT PARCEL NO. 20**
10-01-01
 - ADJACENT PARCEL NO. 22**
10-01-01
 - ADJACENT PARCEL NO. 24**
10-01-01
 - ADJACENT PARCEL NO. 26**
10-01-01
 - ADJACENT PARCEL NO. 28**
10-01-01
 - ADJACENT PARCEL NO. 30**
10-01-01
 - ADJACENT PARCEL NO. 32**
10-01-01
 - ADJACENT PARCEL NO. 34**
10-01-01
 - ADJACENT PARCEL NO. 36**
10-01-01
 - ADJACENT PARCEL NO. 38**
10-01-01
 - ADJACENT PARCEL NO. 40**
10-01-01
 - ADJACENT PARCEL NO. 42**
10-01-01
 - ADJACENT PARCEL NO. 44**
10-01-01
 - ADJACENT PARCEL NO. 46**
10-01-01
 - ADJACENT PARCEL NO. 48**
10-01-01
 - ADJACENT PARCEL NO. 50**
10-01-01
 - ADJACENT PARCEL NO. 52**
10-01-01
 - ADJACENT PARCEL NO. 54**
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 - ADJACENT PARCEL NO. 56**
10-01-01
 - ADJACENT PARCEL NO. 58**
10-01-01
 - ADJACENT PARCEL NO. 60**
10-01-01
 - ADJACENT PARCEL NO. 62**
10-01-01
 - ADJACENT PARCEL NO. 64**
10-01-01
 - ADJACENT PARCEL NO. 66**
10-01-01
 - ADJACENT PARCEL NO. 68**
10-01-01
 - ADJACENT PARCEL NO. 70**
10-01-01
 - ADJACENT PARCEL NO. 72**
10-01-01
 - ADJACENT PARCEL NO. 74**
10-01-01
 - ADJACENT PARCEL NO. 76**
10-01-01
 - ADJACENT PARCEL NO. 78**
10-01-01
 - ADJACENT PARCEL NO. 80**
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 - ADJACENT PARCEL NO. 82**
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 - ADJACENT PARCEL NO. 84**
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 - ADJACENT PARCEL NO. 86**
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 - ADJACENT PARCEL NO. 88**
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 - ADJACENT PARCEL NO. 90**
10-01-01
 - ADJACENT PARCEL NO. 92**
10-01-01
 - ADJACENT PARCEL NO. 94**
10-01-01
 - ADJACENT PARCEL NO. 96**
10-01-01
 - ADJACENT PARCEL NO. 98**
10-01-01
 - ADJACENT PARCEL NO. 100**
10-01-01

PARKING MATRIX

ACT	ACT NO.	REQUIREMENTS	PROVIDED
OFFICE	1	1 SPACE PER 100 SF	1
OFFICE	2	1 SPACE PER 100 SF	2
OFFICE	3	1 SPACE PER 100 SF	3
OFFICE	4	1 SPACE PER 100 SF	4
OFFICE	5	1 SPACE PER 100 SF	5
OFFICE	6	1 SPACE PER 100 SF	6
OFFICE	7	1 SPACE PER 100 SF	7
OFFICE	8	1 SPACE PER 100 SF	8
OFFICE	9	1 SPACE PER 100 SF	9
OFFICE	10	1 SPACE PER 100 SF	10
OFFICE	11	1 SPACE PER 100 SF	11
OFFICE	12	1 SPACE PER 100 SF	12
OFFICE	13	1 SPACE PER 100 SF	13
OFFICE	14	1 SPACE PER 100 SF	14
OFFICE	15	1 SPACE PER 100 SF	15
OFFICE	16	1 SPACE PER 100 SF	16
OFFICE	17	1 SPACE PER 100 SF	17
OFFICE	18	1 SPACE PER 100 SF	18
OFFICE	19	1 SPACE PER 100 SF	19
OFFICE	20	1 SPACE PER 100 SF	20
OFFICE	21	1 SPACE PER 100 SF	21
OFFICE	22	1 SPACE PER 100 SF	22
OFFICE	23	1 SPACE PER 100 SF	23
OFFICE	24	1 SPACE PER 100 SF	24
OFFICE	25	1 SPACE PER 100 SF	25
OFFICE	26	1 SPACE PER 100 SF	26
OFFICE	27	1 SPACE PER 100 SF	27
OFFICE	28	1 SPACE PER 100 SF	28
OFFICE	29	1 SPACE PER 100 SF	29
OFFICE	30	1 SPACE PER 100 SF	30
OFFICE	31	1 SPACE PER 100 SF	31
OFFICE	32	1 SPACE PER 100 SF	32
OFFICE	33	1 SPACE PER 100 SF	33
OFFICE	34	1 SPACE PER 100 SF	34
OFFICE	35	1 SPACE PER 100 SF	35
OFFICE	36	1 SPACE PER 100 SF	36
OFFICE	37	1 SPACE PER 100 SF	37
OFFICE	38	1 SPACE PER 100 SF	38
OFFICE	39	1 SPACE PER 100 SF	39
OFFICE	40	1 SPACE PER 100 SF	40
OFFICE	41	1 SPACE PER 100 SF	41
OFFICE	42	1 SPACE PER 100 SF	42
OFFICE	43	1 SPACE PER 100 SF	43
OFFICE	44	1 SPACE PER 100 SF	44
OFFICE	45	1 SPACE PER 100 SF	45
OFFICE	46	1 SPACE PER 100 SF	46
OFFICE	47	1 SPACE PER 100 SF	47
OFFICE	48	1 SPACE PER 100 SF	48
OFFICE	49	1 SPACE PER 100 SF	49
OFFICE	50	1 SPACE PER 100 SF	50



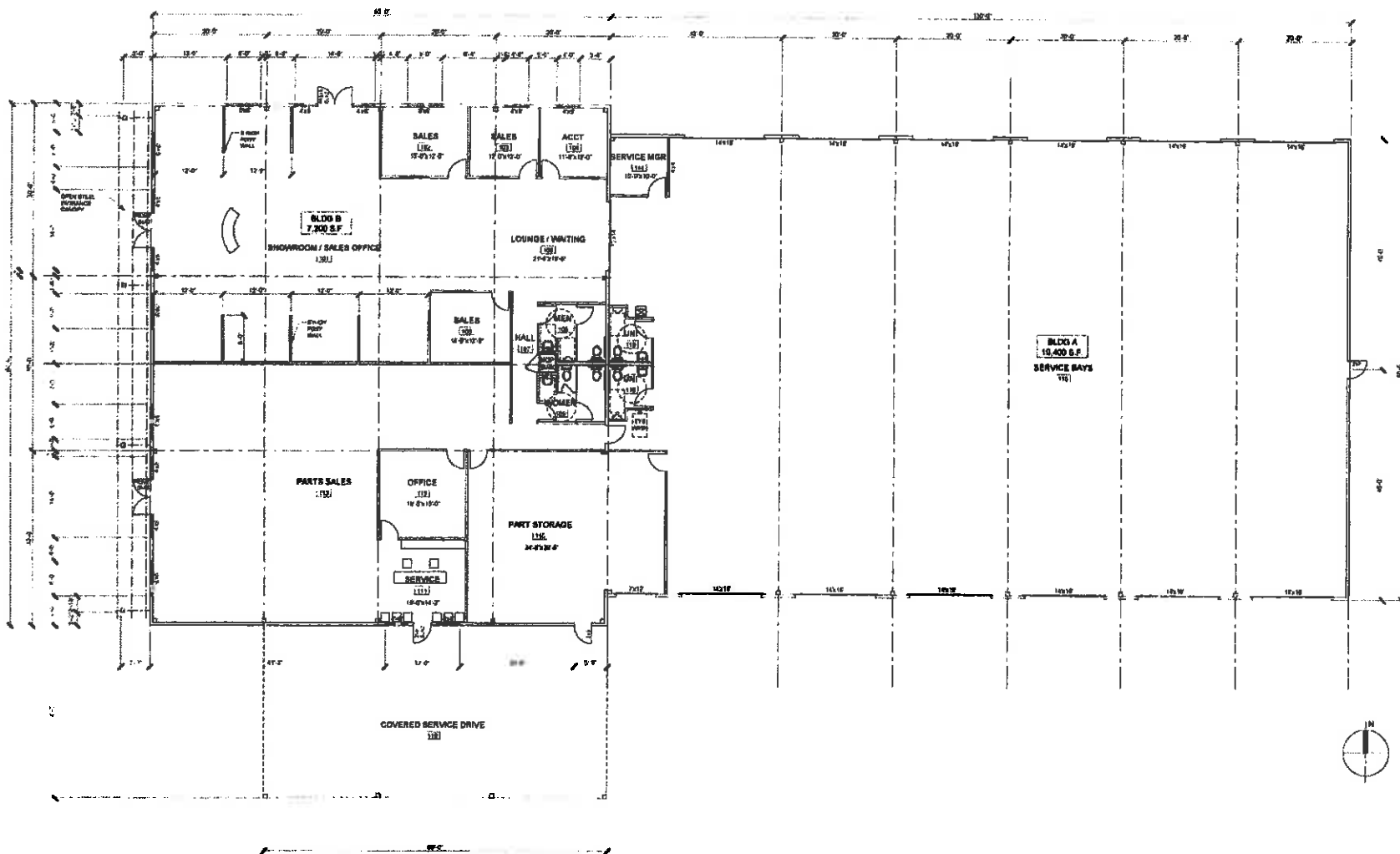
- LEGEND**
- 1. EXISTING
 - 2. PROPOSED
 - 3. EXISTING
 - 4. PROPOSED
 - 5. EXISTING
 - 6. PROPOSED
 - 7. EXISTING
 - 8. PROPOSED
 - 9. EXISTING
 - 10. PROPOSED
 - 11. EXISTING
 - 12. PROPOSED
 - 13. EXISTING
 - 14. PROPOSED
 - 15. EXISTING
 - 16. PROPOSED
 - 17. EXISTING
 - 18. PROPOSED
 - 19. EXISTING
 - 20. PROPOSED
 - 21. EXISTING
 - 22. PROPOSED
 - 23. EXISTING
 - 24. PROPOSED
 - 25. EXISTING
 - 26. PROPOSED
 - 27. EXISTING
 - 28. PROPOSED
 - 29. EXISTING
 - 30. PROPOSED
 - 31. EXISTING
 - 32. PROPOSED
 - 33. EXISTING
 - 34. PROPOSED
 - 35. EXISTING
 - 36. PROPOSED
 - 37. EXISTING
 - 38. PROPOSED
 - 39. EXISTING
 - 40. PROPOSED
 - 41. EXISTING
 - 42. PROPOSED
 - 43. EXISTING
 - 44. PROPOSED
 - 45. EXISTING
 - 46. PROPOSED
 - 47. EXISTING
 - 48. PROPOSED
 - 49. EXISTING
 - 50. PROPOSED

REMARKS:
1. REVISIONS TO BE MADE BY THE DEVELOPER.
2. PUBLIC ROAD DESIGN PER THE CITY OF PERRIS RECORDS.

NO.	DATE	BY	REVISION
1	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
2	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
3	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
4	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
5	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
6	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
7	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
8	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
9	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
10	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
11	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
12	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
13	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
14	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
15	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
16	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
17	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
18	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
19	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
20	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
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33	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
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38	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
39	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
40	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
41	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
42	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
43	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
44	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
45	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
46	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
47	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
48	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
49	08/11/2016	J. J. JONES	ISSUED FOR PERMITS
50	08/11/2016	J. J. JONES	ISSUED FOR PERMITS

APPLICANT:
J. J. JONES
11111 11111
11111 11111

PREPARED BY:
J. J. JONES
11111 11111
11111 11111



A

FLOOR PLAN

SCALE 1/8"=1'-0"

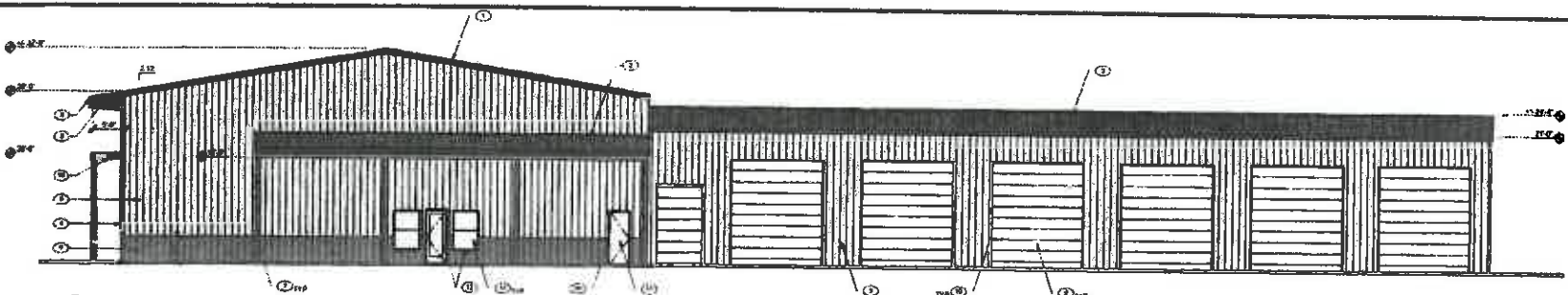
PROJECT NO. 100-1000
 DATE 10/10/00
 DRAWN BY [Name]
 CHECKED BY [Name]

MENIFEE RV SERVICE FACILITY
 FOR BRIAN RETTEL
 APN: 031-120-06 MENIFEE, CALIFORNIA

herron
tumanov

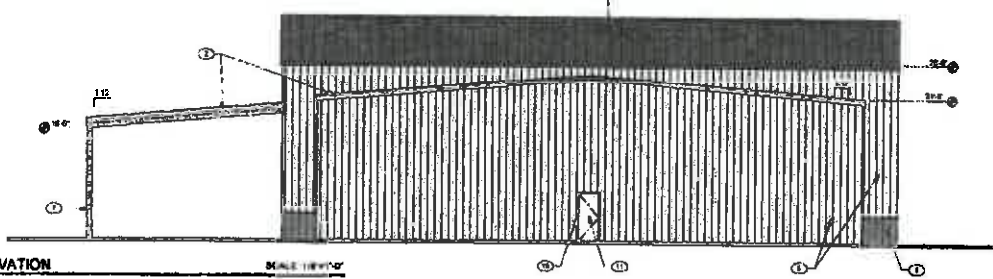
ALUMINUM
 1/8" = 1'-0"
 A-1.0

100-1000-001 201 001-0103 1/8"



A SOUTH ELEVATION

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



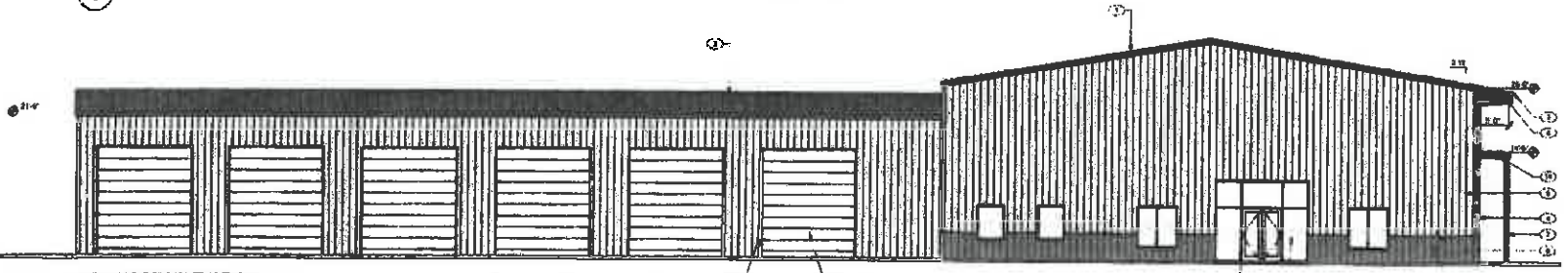
B EAST (REAR) ELEVATION

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



C WEST (FRONT) ELEVATION

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



D NORTH ELEVATION

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

- COLOR LEGEND**
- ROOFING COLOR: RUSTIC RED
 - WALL PANEL COLOR: ASH GRAY
 - ACCENT COLOR: CHARCOAL GRAY
 - ACCENT COLOR: BEAUMARE WOOD; FINISH: SILVORY WOOD

- KEYNOTES**
- 1) STANDING SEAM METAL ROOFING COLOR: RUSTIC RED
 - 2) METAL ROOFING PANEL COLOR: RUSTIC RED
 - 3) G1 ROOF GUTTER COLOR TO MATCH ROOFING
 - 4) G1 DOWNSPUT PANEL TO MATCH FIELD COLOR
 - 5) STEEL WALL PANEL FIELD COLOR: ASH GRAY
 - 6) STEEL WALL PANEL VERTICAL COLOR: CHARCOAL GRAY
 - 7) STEEL COLUMN COLOR: RUSTIC RED
 - 8) STEEL ROOF HANGERS LIGHTING COLOR: CHARCOAL GRAY
 - 9) OVERHEAD DOOR COLOR: BEAUMARE WOOD; FINISH: SILVORY WOOD
 - 10) FINISH COLOR TO MATCH CHARCOAL GRAY
 - 11) HOLLOW METAL DOOR COLOR: BEAUMARE WOOD; FINISH: SILVORY WOOD
 - 12) ALUMINUM STOREFRONT FINISH: CLEAR ANODIZED
 - 13) 1" DIA. CLEAR GLAZING
 - 14) ENTRANCE VERTICAL SEPARATE FINISH
 - 15) ENTRANCE CANOPY HANGERS LIGHTING COLOR TO MATCH RUSTIC RED

hccron
 rummloff

MENIFFEE RV SERVICE FACILITY
 FOR BRIAN BEITER,
 APN: 331-120-008, MENIFFEE, CALIFORNIA

A-2.0

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AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



March 27, 2017

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Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

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Riverside

Glen Holmes
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Steve Manos
Lake Elsinore

Russell Betts
Desert Hot Springs

STAFF

Director
Ed Cooper

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

Ms. Tamara Harrison, Project Planner
City of Menifee Community Development Department
29714 Haun Road
Menifee CA 92586

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR'S DETERMINATION**

File No.: ZAP1245MA17 – Letter 1 of 2
Related File No.: 2016-063 (Tentative Tract Map No. 37161)
APNs: 364-190-021, 364-190-026

Dear Ms. Harrison:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Menifee Case No. 2016-063 (Tentative Tract Map No. 37161), a proposal to subdivide 12.43 acres located south of Newport Road, east of Laguna Vista Drive, and northwest of Rockport Road into 54 single family residential lots, five open space lots, and one utilities lot.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.

Although the project is located within the March Air Reserve Base/Inland Port AIA, the actual nearest runway is Runway 19-33 at Perris Valley Airport. However, this runway is located approximately 34,100 feet from the project site. The site has an existing maximum elevation of approximately 1,445 feet above mean sea level. With a maximum structure height of 30 feet, the top point elevation would be 1475 feet AMSL, which is lower than the runway elevation at March Air Reserve Base/Inland Port Airport. Therefore, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review for height/elevation reasons is not required.

As ALUC Director, I hereby find the above-referenced Tentative Tract Map **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

AIRPORT LAND USE COMMISSION

2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris centers, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the proposed lots and to tenants of the homes thereon.
4. All new aboveground detention or bioretention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention/bioretention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

AIRPORT LAND USE COMMISSION

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Pulte Homes, Attn: Steven Ford (applicant/representative/property owner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Daniel Rockholt, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1245MA17\ZAP1245MA17Tract.LTR.doc

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AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



March 27, 2017

CHAIR
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Rancho Mirage

VICE CHAIRMAN
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Riverside

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(951) 955-5132

Ms. Tamara Harrison, Project Planner
City of Menifee Community Development Department
29714 Haun Road
Menifee CA 92586

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR'S DETERMINATION**

File No.: ZAP1245MA17 – Letter 2 of 2
Related File No.: 2016-062 (Specific Plan Amendment) and 2016-172 (Zone Change)
APNs: 364-190-021, 364-190-026

Dear Ms. Harrison:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC Resolution No.15-01 (as adopted on August 13, 2015), staff reviewed City of Menifee Case Nos. 2016-062 (Specific Plan Amendment), a proposal to amend the Menifee East Specific Plan by eliminating Planning Area 3 (Day Care), combining the existing Planning Area 3 with Planning Area 2, reducing the density of Planning Area 2 from Very High Density Residential (17 dwelling units per acre) to Medium Density Residential (2-5 dwelling units per acre), and making other various changes to design guidelines and standards, and 2016-172 (Zone Change), a proposal to amend the City of Menifee's zoning ordinance to update the specific plan zoning ordinance text in order to reflect the revisions to the density and planning areas as noted above and to include development standards that are consistent with the associated proposed subdivision featuring 5,000 square foot lots. The affected Planning Areas are in the portion of the Specific Plan located southerly of Newport Road, easterly of Laguna Vista Drive, and northwesterly of Rockport Road.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.

As ALUC Director, I hereby find the above-referenced Specific Plan Amendment and Zone Change **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan ("March ALUCP").

This finding of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of the proposed Specific Plan Amendment and Zone Change. As the site is located within Compatibility Zone E, both the existing and proposed Specific Plan designation and zoning of this property are consistent with the March ALUCP.

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AIRPORT LAND USE COMMISSION

March 27, 2017

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, ALUC Director

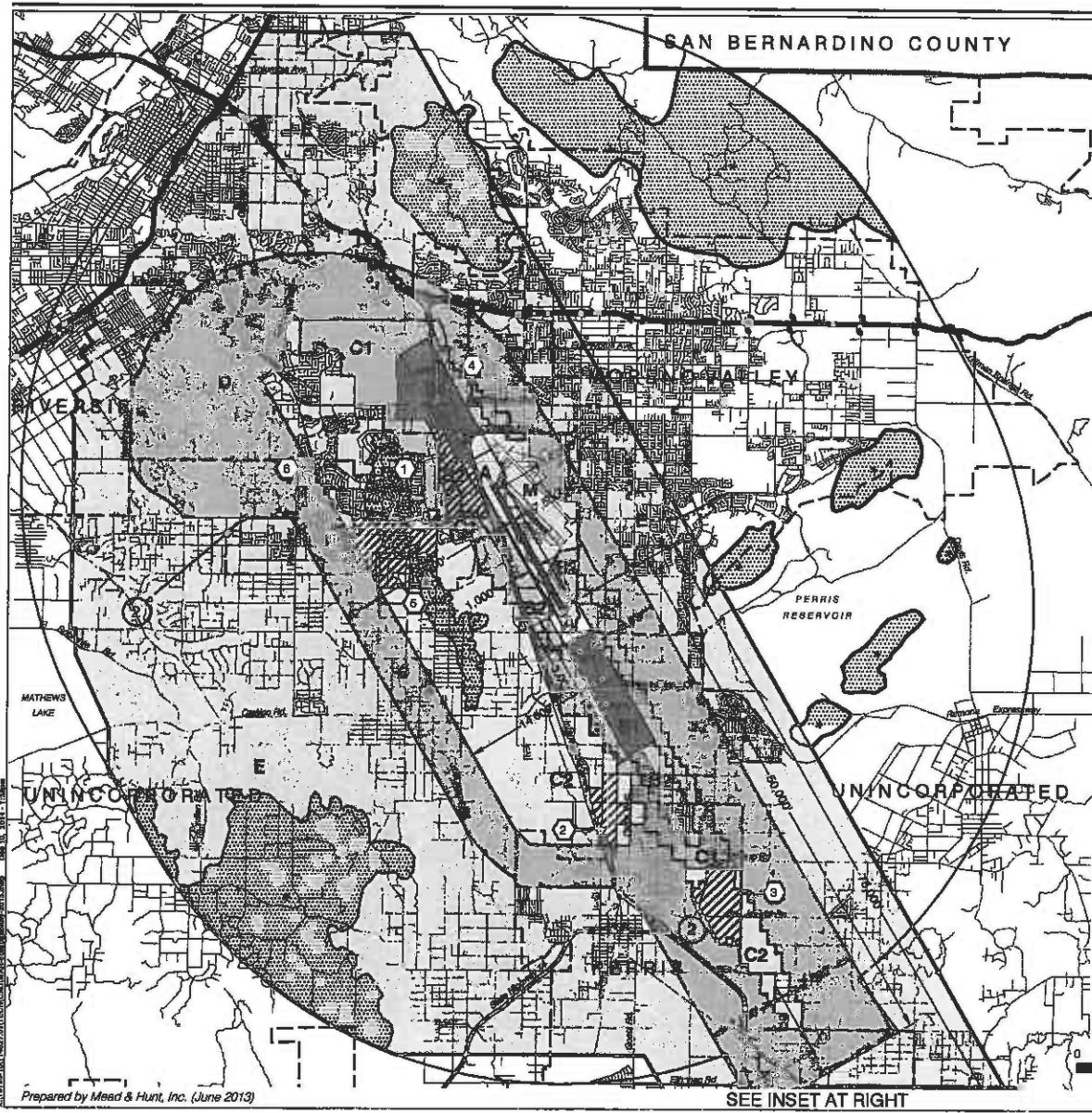
Attachments: Notice of Airport in Vicinity

cc: Pulte Homes, Attn: Steven Ford (applicant/representative/property owner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Daniel Rockholt, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1245MA17\ZAP1245MA17SPARezone.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



LEGEND

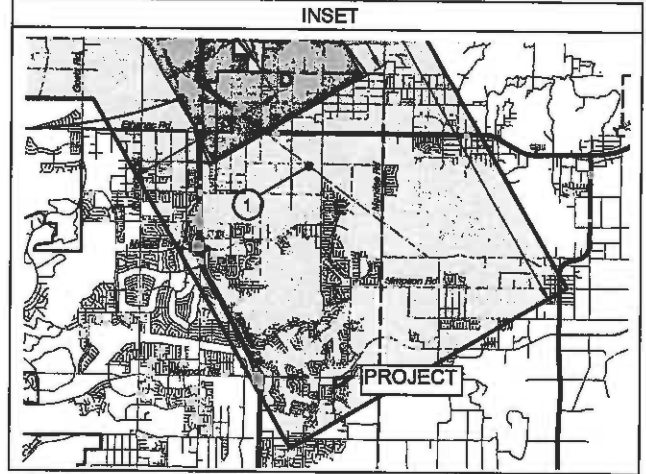
Compatibility Zones

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

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

Boundary Lines

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- ▨ Site-Specific Exceptions (existing local agency commitments to development projects)
- ① March JPA: March Business Center/Meridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision



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



Base map source: County of Riverside 2013

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

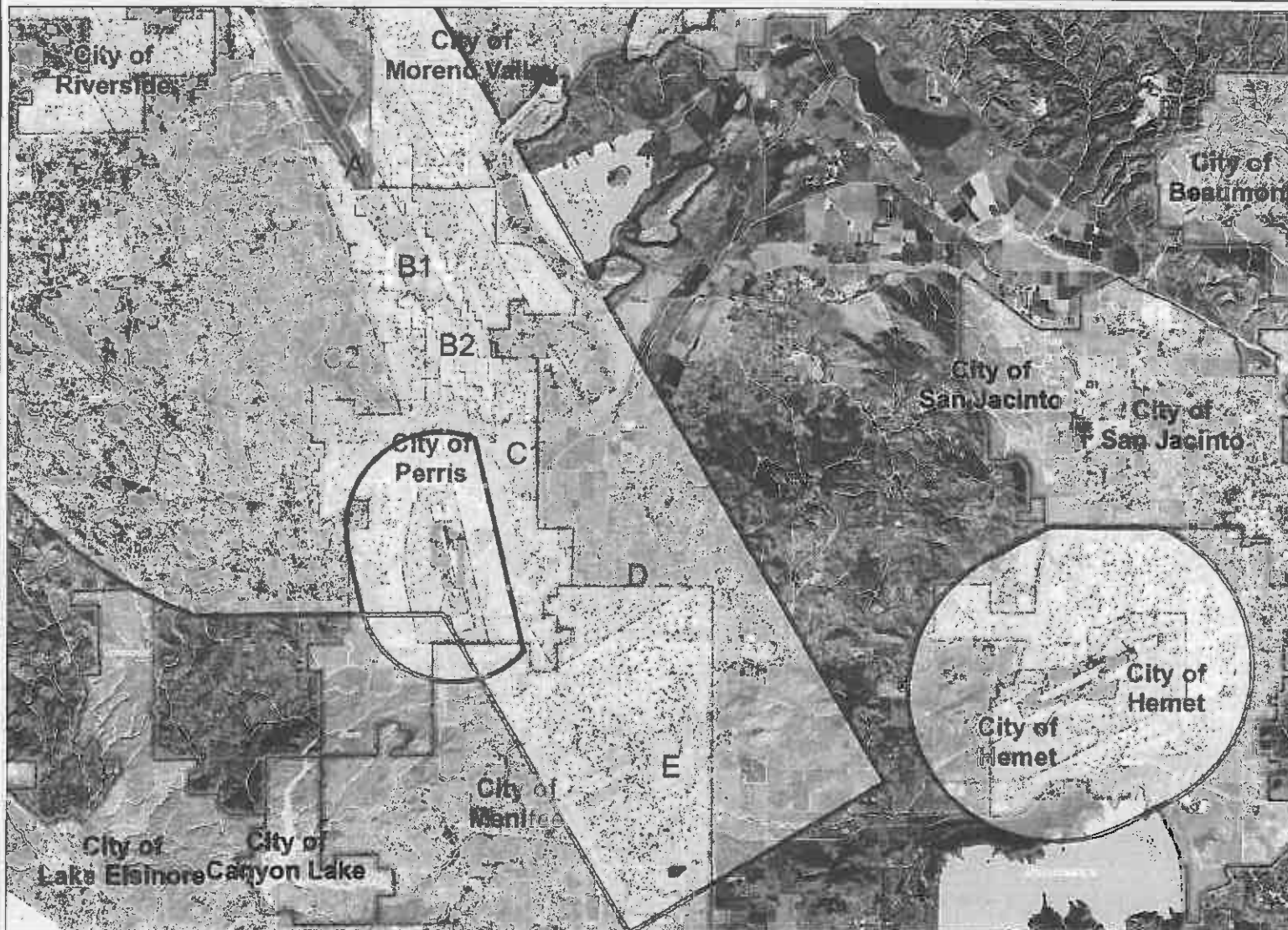
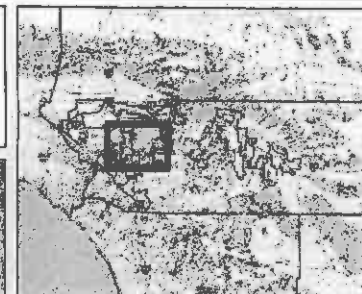
Map MA-1

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

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

SEE INSET AT RIGHT

My Map



Legend

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



0 17,544 35,088 Feet



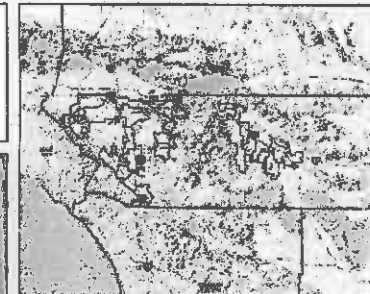
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

REPORT PRINTED ON... 3/13/2017 9:10:14 AM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



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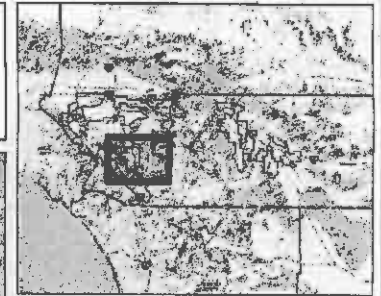
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Notes

My Map



Legend

- City Boundaries
- Cities**
- adjacent_highways**
- Interstate
- Interstate 3
- State Highways; 60
- State Highways 3
- US HWY
- OUT
- highways_large**
- HWY
- INTERCHANGE
- INTERSTATE
- USHWY
- counties
- cities

Notes



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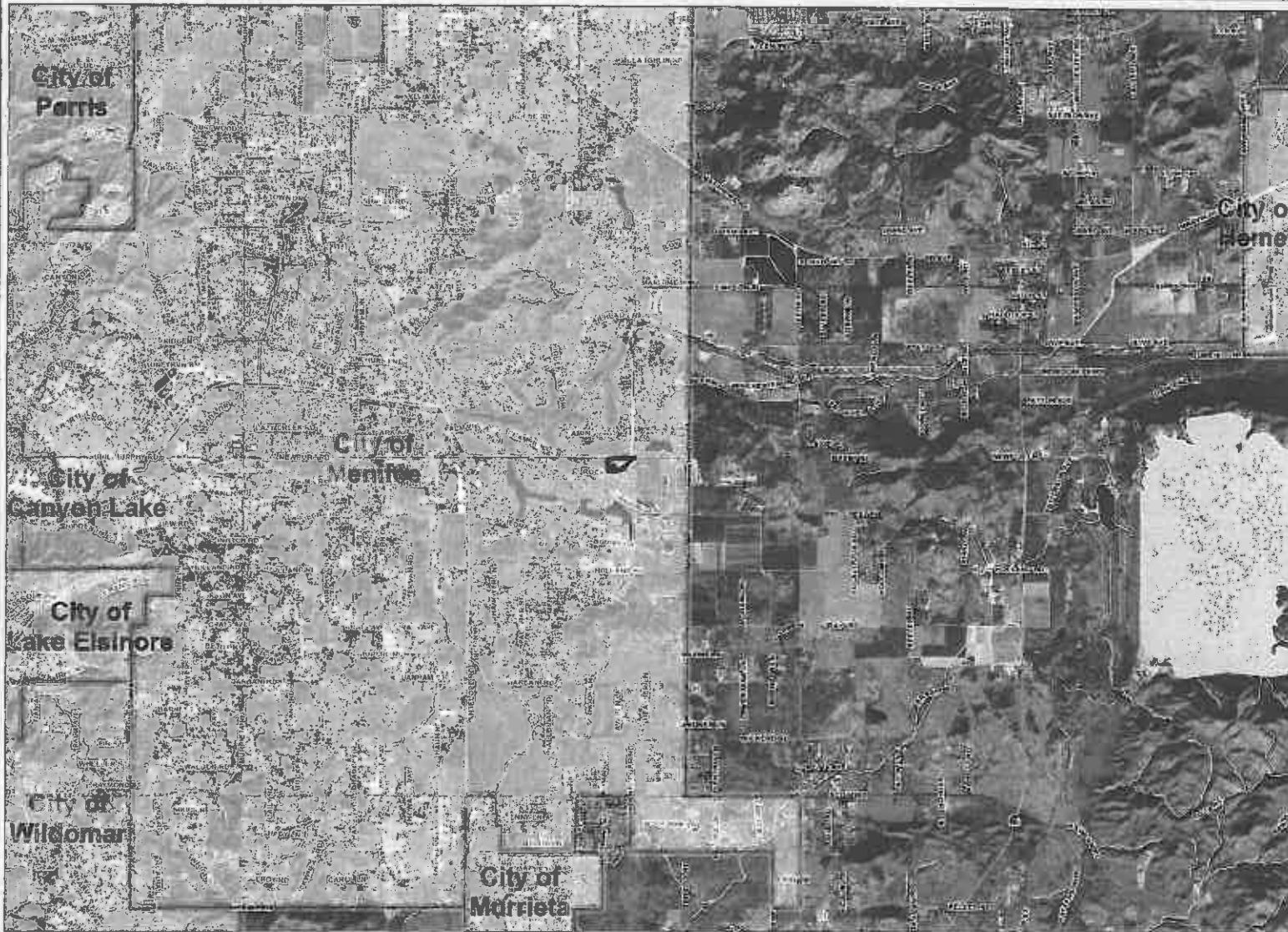
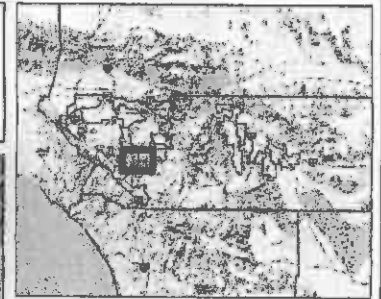


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- City Boundaries
- Cities**
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- Interstate
- Interstate 3
- State Highways; 60
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- HWY
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- counties
- cities

Notes



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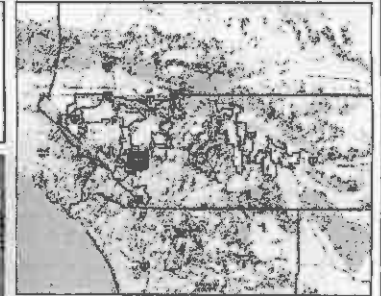


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-  City Boundaries
- Cities
- highways
 -  HWY
 -  INTERCHANGE
 -  INTERSTATE
 -  OFFRAMP
 -  ONRAMP
 -  USHWY
-  majorroads
-  counties
-  cities
- hydrographylines
- waterbodies
 -  Lakes
 -  Rivers



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4,386

8,772 Feet



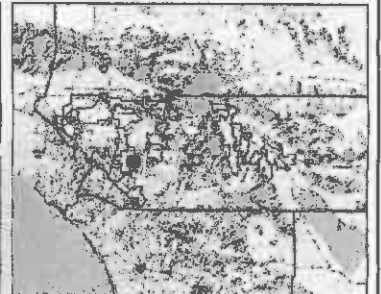
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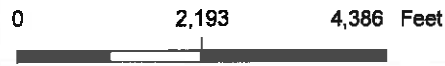
Notes

My Map



Legend

- City Boundaries
- Cities**
- roads**
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- HWY
- INTERCHANGE
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- OFFRAMP
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- Major Roads
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- cities
- hydrography**
- lines**
- waterbodies**
- Lakes
- Rivers



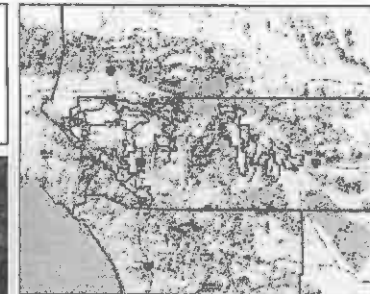
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- Cities
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers

Notes



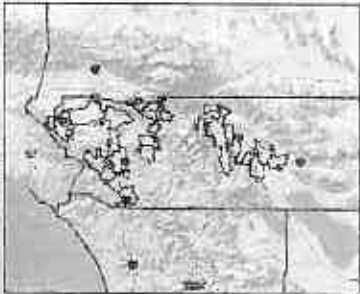
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- highways
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- INTERCHANGE
- INTERSTATE
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- USHWY
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers

Notes



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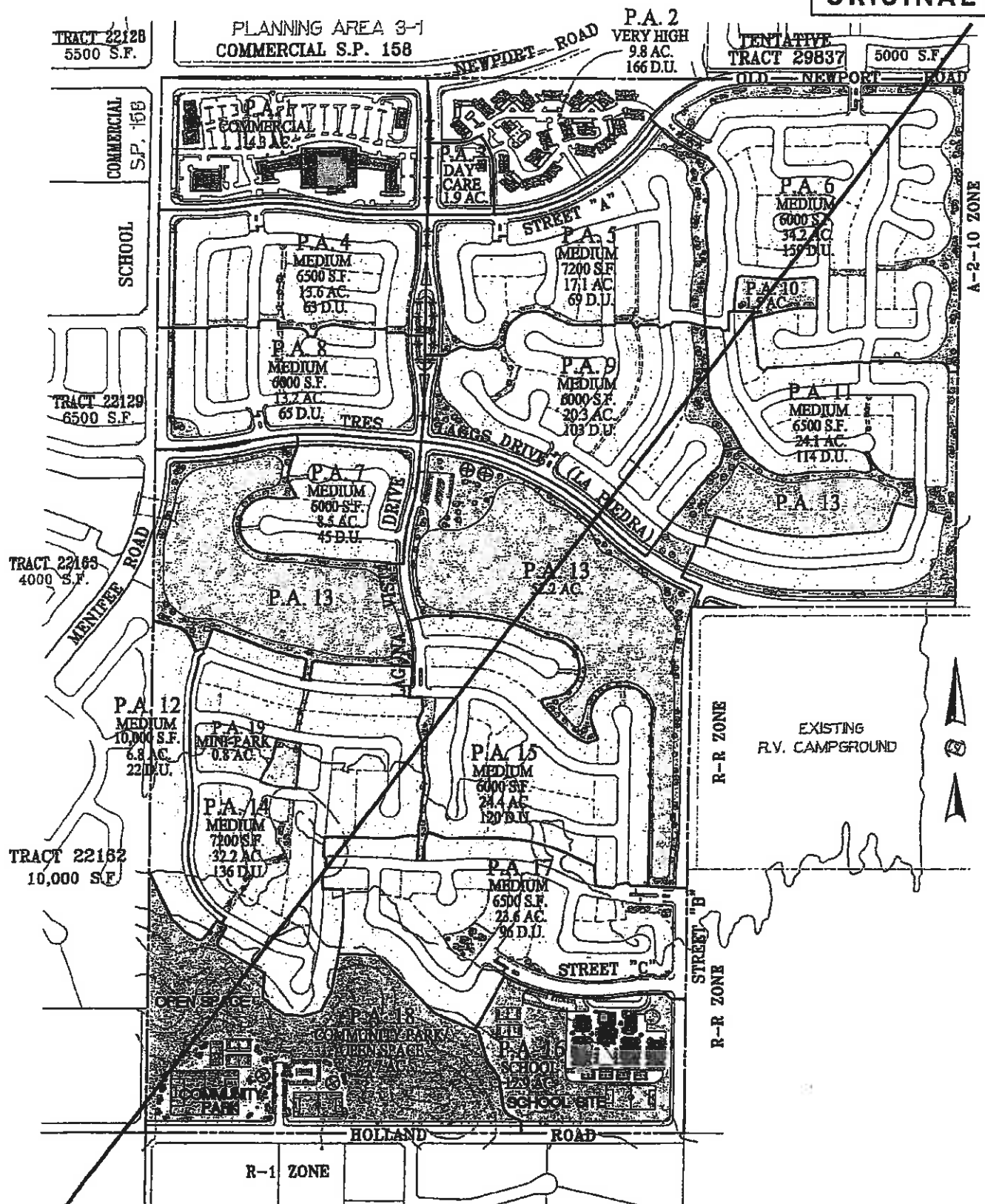


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ORIGINAL



LAND USE PLAN
MENIFEE EAST
 EAST MENIFEE INVESTMENTS, 31676 RAILROAD CANYON ROAD, CANYON LAKE, CA 92587

FIGURE 4
CSL ENGINEERING, INC.
 11651 STERLING AVENUE, SUITE E
 RIVERSIDE, CALIFORNIA 92503
 (909) 785-5122 • FAX (909) 785-5180

PROPOSED

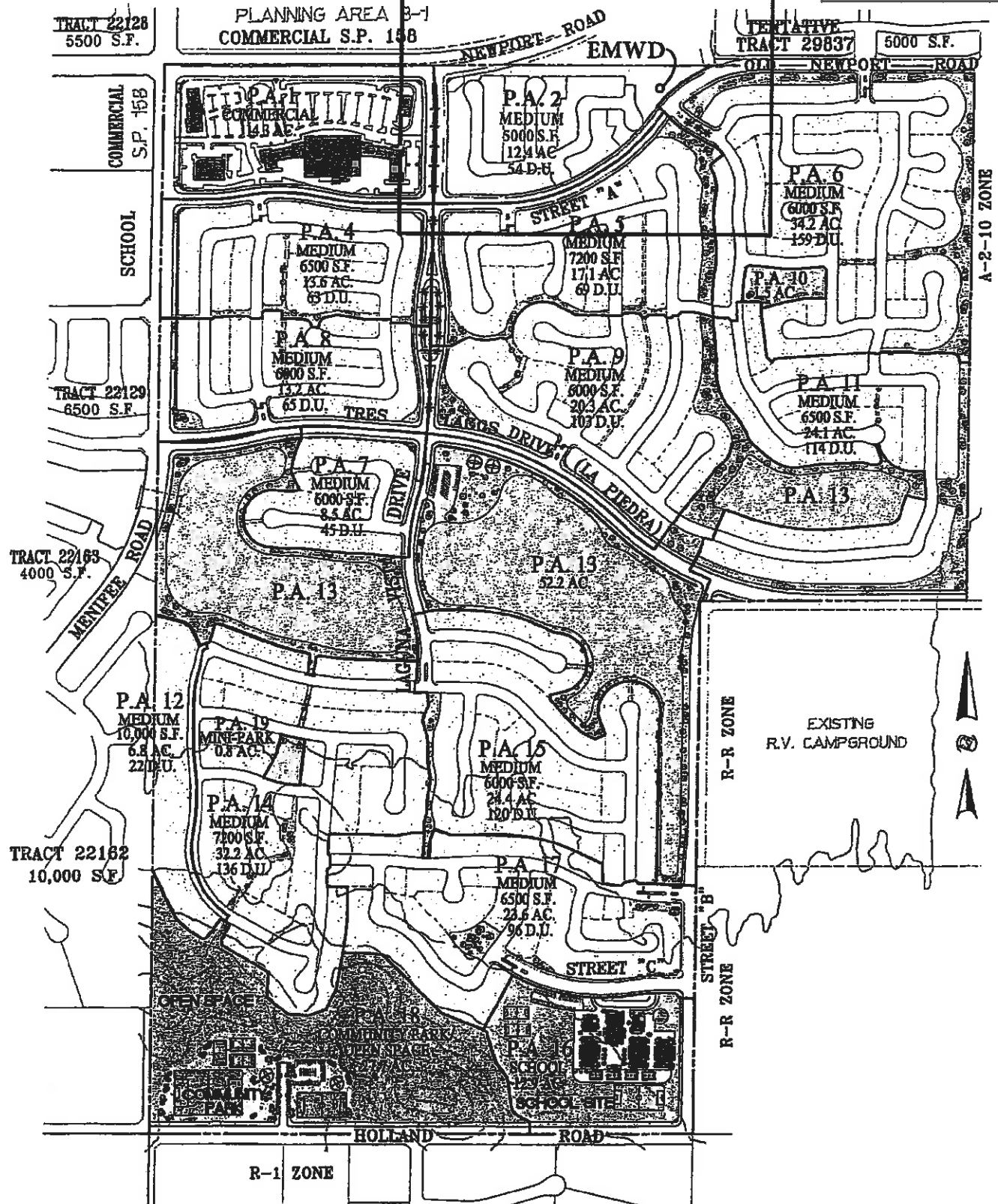


FIGURE 4

LAND USE PLAN
MENIFEE EAST
EAST MENIFEE INVESTMENTS, 31676 RAILROAD CANYON ROAD, CANYON LAKE, CA 92587

CSL ENGINEERING, INC.
11651 STERLING AVENUE, SUITE E
RIVERSIDE, CALIFORNIA 92503
(909) 785-5122 • FAX (909) 785-5180

III. SPECIFIC PLAN

A. DEVELOPMENT PLANS AND STANDARDS

- PLANNING OBJECTIVES

The Menifee East Specific Land Use Plan has been prepared within the framework of a detailed and comprehensive multi-disciplinary planning program. Issues such as engineering feasibility, market acceptance, economic viability, Riverside County Comprehensive General Plans goals and objectives, development phasing, and local community goals have been fully examined and considered. To further ensure the environmental compatibility, aesthetic satisfaction and functional integrity of the plan, specific planning goals and objectives were identified. These goals and objectives were identified in part by a careful analysis illustrated on Figure 3, *Design Determinates Summary*, and by a series of technical exhibits, which include: a *Geotechnical Map* (Figure 51), an *Elevation Analysis* (Figure 52), a *Slope Analysis* (Figure 53) and a *Hydrology Analysis* (Figure 54). With these analyses and the specific project goals and objectives in mind, the Menifee East Specific Plan:

- Is designed in accordance with topographic, geologic, hydrologic and environmental opportunities and constraints to create a project that generally conforms to the character of the land by retaining and utilizing basic existing landforms as much as possible. Special consideration has given to solving regional hydrology concerns.
- Reflects anticipated market needs and public demand by providing a range of housing types and sizes which will be marketable within the developing economic profile of the Sun City/Menifee Valley area as well as the County of Riverside.
- Provides residential uses with specific emphasis on employing natural and created open space for a heightened aesthetic environment.
- Develops a convenient and efficient circulation system that provides direct and convenient access to individual neighborhoods.
- Creates a unique residential character of a gated community that provides for a distinct environment through architectural treatment, landscaping, lakes and natural terrain.
- Is in accordance with the Sun City/Menifee Valley Community Plans (SMVP) and the proposed RCIP.

1. COMPREHENSIVE LAND USE PLAN

a. PROJECT DESCRIPTION

When completed, the Menifee East Specific Plan area will be composed of a high-quality mix of residential uses varying in density from 3.0 du/ac to 4.3 du/ac. These residential uses will be constructed in compliance with a site design that is consistent with the Goals and Policies of the Riverside County General Plans and the Sun City/Menifee Valley Community Plan and District 3 Guidelines. The residential products to be provided will meet a market need in the urbanizing Menifee Valley area, while creating a sense of community with the amenities to serve that community. When completed, a maximum of 1046 residences will be constructed within Menifee East across a spectrum of lot sizes.

II. SUMMARY

A. PROJECT SITE LOCATION

Meniffee East is located in the Meniffee Valley south of Sun City and East of the 215 Freeway. The Meniffee Area is shown on the Regional Map on figure 1 and the Vicinity Map on figure 2.

B. PROJECT BACKGROUND

Meniffee East has been in the planning stages since the early 1990's and the Specific Plan 247 was approved in June of 1995. The current amendment has been in the planning stages since mid 2001. The current site plan incorporates County Staff input and recommendations, while providing a lake system that resolves potential drainage obstacles to the east. The Specific Plan Amendment provides for a more recreational/aesthetically pleasing project and meets or exceeds District 3 guidelines. The desire to create a gated community has also been incorporated in the redesign. This site has been used over the past 50 years for dry farming.

C. PROJECT SUMMARY

Specific Plan 247 and EIR No. 327 were previously prepared as a combination document for the purpose of establishing guidelines for a mixed-use land development plan and to evaluate potential environmental impacts resulting from the implementation of this plan. This amendment is based on the foundation of the previous documents.

General Plan Amendment (GPA No. 198) was prepared with the original specific plan. The amendment area encompassed the entire Specific Plan project site and amended the Open Space and Conservation Element and Map designation from "Agriculture" to "Specific Plan No. 247". Change of Zone No. 5456 was also approved to change the property's zoning from "A-1-20" to "SP".

The Meniffee East Specific Plan area, as noted on Figure 1, *Regional Map*, and illustrated on Figure 2, *Vicinity Map*, consists of approximately 400 acres in the western section of Riverside County, southeast of the intersection of Meniffee Road and Newport Road. Primary access to the project site can be taken at Interstate 215 and Newport Road. On-going land uses in the project vicinity include residential, commercial and agricultural.

When developed, the Meniffee East Specific Plan will be a self-contained development providing a mix of residential, commercial, recreational and open space uses. Residential product types will vary in density from *medium* (3.2 du/ac) to *medium* (4.9 du/ac). The project also will include a neighborhood commercial site, an elementary school, a community park, three mini-parks, a gated community, as well as a 52.2 acre lake/greenbelt area.

- 1) This amended Specific Plan has been redesigned with a gated community in mind. With this design the school and community park has been moved to Holland Road for improved public access.
- 2) The total density for this project has been reduced from 1158 D.U. to 1046 D.U.,
- 3) The master planned realignment of Newport Road has been incorporated into the redesign of this project.

II. SUMMARY

The Menifee East Specific Plan can be summarized as follows:

TABLE I
LAND USE SUMMARY

LAND USE	ACREAGE	DWELLING UNITS/ACRE*	MAXIMUM DU	PERCENTAGE
RESIDENTIAL				
10,000 SF - Medium	6.8	3.2	22	1.7%
7,200 SF - Medium	50.3	4.1	205	12.6%
6,500 SF - Medium	61.3	4.5	273	15.4%
6,000 SF - Medium	99.8	4.9	492	24.9%
5,000 SF - Medium	11.7	4.3	54	3.0%
RESIDENTIAL SUBTOTAL	229.9	5.1	1046	57.6%
NON-RESIDENTIAL				
School	12.9	-	-	3.2%
Parks	9.8	-	-	2.5%
Lake/Greenbelt	52.2	-	-	13.1%
Landscape Easements/Paseos	19.3	-	-	4.8%
Natural Open Space	20.7	-	-	5.2%
Commercial	14.3	-	-	3.6%
Major Roads**	39.9	-	-	10.0%
NON-RESIDENTIAL SUBTOTAL	169.2	-	1046	42.4%
PROJECT TOTAL	399.0	2.9	1046	100%

- * Density does not include perimeter roads or paseos. Density would decrease if these were included.
- ** Includes additional right-of-way and medians per district 3 guidelines and landscape easements.
(Local collector and Larger)

I. SUMMARY

-) The various planning area configurations have been designed to incorporate curvilinear streets, access to the lakes and parks, and the implementation of the master planned road realignment of Tres Lagos Drive (La Piedra).
-) The addition of lakes have been utilized in this project to better serve the conveyance of floodwaters across this project to Meniffee Lakes, to eliminate the need for importing over 3,000,000 C.Y. as needed by the previous design, and to provide recreational uses such as boating or fishing to the future residents of the Meniffee East project.
-) The liberal implementation of paseos and greenbelts has been employed to provide a buffer with surrounding properties and to help convey storm water flows through the project while at the same time providing additional open space, trails and the greening up of the project. These paseos also have been used wherever practical to separate the various planning areas.
-) The school site has been increased from 10-acres to 12.9-acres at the request of Meniffee Union School District and moved southerly abutting the future Holland Road extension.

J. ENVIRONMENTAL SETTING

a) Regional Setting

Meniffee East is located in the Meniffee Valley south of existing Sun City. It is centrally located between the large shopping and entertainment areas of the cities of Riverside, Hemet, Lake Elsinore and Temecula.

b) Surrounding Land Uses

Meniffee East is surrounded on the West and North by the Meniffee Specific Plan (SP 158) which is over 70% built out. Northeast of the site is the recently approved Tract 29837 which is a 310 residential lot gated community which is anticipated to begin grading in early 2003. To the East is an existing dairy, chicken ranch, recreation vehicle park and undeveloped land. South and Southwest of the site are various Tentative Maps currently being reviewed by the county for Tentative Map and Final Engineering approval. See figure 2A showing an aerial photo of the area.

c) Physical Site Conditions

The site is vacant and mostly flat, a good portion being located within a flood plain. It has been successfully dry farmed for over 50 years. The southerly portion is hilly with minimal vegetation and has apparently been used by off road vehicles.

d) Regional Characteristics

The Meniffee East Project is centrally located between Lake Elsinore and Hemet, and between Temecula and Perris. The main access to the Meniffee Area is off the 215 Freeway. It is in an area that has shown itself to be a very desirable "bedroom" community. This is evident in the past success of Specific Plan 158, the Meniffee Lakes project, as well as the recent ongoing success of the Age Restricted Ryland Homes Oasis at Meniffee project northwest of the Meniffee East project. The Meniffee Area provides for a wide range of recreational activities which include golf at the nearby Meniffee Lakes Country Club, and close proximity to the Diamond Valley and the amenities associated with this lake. More generic recreational options are available westerly in the Lake Elsinore area, Northerly with Lake Perris and in the Riverside area with the Mission Inn, Easterly in the Lake Hemet area, and Southerly with the "Old Towne" area of Temecula. All in all, the location

II. SUMMARY

of the Meniffee East project provides for varying interests including trout fishing in Lake Hemet, fine dining at the Mission Inn, water skiing in Lake Elsinore, or just browsing in the "Old Towne" area of Temecula.

e) **Planning Context**

The Meniffee East project fits well with surrounding uses. To the West is existing Specific Plan 158 which has provided homesites varying from 4,000 sf to 10,000 sf, most of the existing lots in the 4,000 sf - 6,500 sf range.

To the Northwest is Planning Area 3-1 of Specific Plan 158 which is a proposed 40 acres commercial site. To the Northeast is Tentative Tract 29837 which is a proposed 310 lot gated community with lot sizes ranging in the 5,000 sf to 6,000 sf range.

To the East is a combination of uses including a dairy farm, a RV campground and vacant land.

To the South are a number of vacant properties some currently being land planned for residential subdivisions.

Based on the existing homes and land planning in the area, the Meniffee East Project is a logical extension of what has westerly and northerly, and fits well within "planning context" of the area.

II. SUMMARY - SUPPLEMENTAL CLARIFICATION TO EIR SUMMARY MATRIX

CLARIFICATION OF MATRIX TO CONFORM TO AMENDED SPECIFIC PLAN

PAGE

II-8	School site moved to Southeast corner.
II-9	Earthwork is reduced to 3 million cubic yards.
II-10	Meadow has been changed to 52.2 acres of lakes/greenbelt to facilitate storm flows.
II-14	Should be 20 acres of natural open space; buffers are now proposed; Planning Area 6 now has a 40' to 80' paseo buffer between lots and adjacent dairy farm.
II-15	Planning Area 19 has been removed from South Boundary; General Plan Amendment from "Agriculture" to "Specific Plan" has already been completed.
II-17	Planning Area 19 has been removed from South Boundary
II-18	Should be 20 acres of natural open space; Planning Areas 12, 14, 16 & 17 are the current Planning Area impacting the open space.
II-19	Energy demands will be reduced due to the number of units being reduced from 1,467 to 1,158.
II-21	The project now conforms to the proposed RCIP Transportation element.
II-24	Water usage impacts is addressed thru the Water Demand Assessment Report.
II-25	Should be 20 acres of natural open space.
II-26	Population will be reduced from 5,132 to 4,632 because the number of dwelling units has been reduced, therefore the number of officers will be reduced from 7.7 to 6.9.
II-27	The school acreage has been increased from 10 acres to 12 acres to accommodate new school area requirements.
II-29	Residential units have been reduced from 1,283 to 1,158 therefore reducing the population from 3,323 persons to 2,999 persons; Quimby requirements for park acreage have now been met.
II-31	Residential units have been reduced, therefore reducing the population from 3,323 persons to 2,999 persons, reducing the amount of solid waste generated.

III. SPECIFIC PLAN

The project site has been divided into 19 planning areas on the basis of logical, separate units of development. The individual planning areas shown on the *Land Use Plan* as shown on Figure 4 and a Detailed Land Use Summary is provided in Table IA. Specific information on each of the planning areas within the Meniffee East community is provided within Section III.B., *Planning Area Development Standards* and in Planning Area Figures 14A through 14O. The proposed land uses within Meniffee East are as follows:

- RESIDENTIAL - A variety of housing styles and sizes are provided to appeal to a wide range of future Meniffee East residents. Residential planning areas account for 227.7 acres, or 57% of the project site. Residential densities within the project will net 5.1 dwelling units per acre (du/ac) and gross 2.9 du/ac overall. The housing mix will be spread over five density ranges as described below:
 - Medium Density Residential (3.2 DU/Ac) consists of 22 dwelling units on 6.8 acres of land in Planning Area 12. Lot sizes in these areas will be a minimum of 10,000 square feet.
 - Medium Density Residential (4.1 DU/AC) - consists of 205 dwelling units on 50.3 acres of land in Planning Areas 5 and 14. Lot sizes in these areas will be a minimum of 7,200 square feet.
 - Medium Density Residential (4.5 DU/AC) - consists of 273 dwelling units on 61.2 acres of land in Planning Areas 4, 11 and 17. Lot sizes in these areas will be a minimum of 6,500 square feet.
 - Medium Density Residential (4.9 DU/AC) - consists of 492 dwelling units on 99.6 in these areas will be acres of land in Planning Areas 6, 7, 8, 9 and 15. Lot sizes minimum of 6,000 square feet.
 - Medium Density Residential (4.3 DU/AC) - consists of 54 dwelling units on 12.4 acres of land in Planning Areas 2. Lot sizes in this area will be a minimum of 5,000 square feet.
- Commercial – consists of a 14.3 acre site at the corner of Meniffee Road and Newport Road. This site will consist of mixed commercial uses to serve the community such as grocery, clothing, drug store and eating establishments.
- School – consists of a 12.9 acre elementary school that is within the Meniffee Union School District.
- Parks/Recreation – a variety of parks and recreational uses are provided for the benefit of the Meniffee East residents and the surrounding community. The following is a list of recreation areas and their proposed uses:
 - Private Mini-Parks – 3 mini parks are proposed varying in size from 0.6 acre to 1.5 acres. They will provide amenities ranging from picnicking and walking trails to tot lots and basketball.

III. SPECIFIC PLAN

- **Community Park/Open Space** – 27.7 net acre facility that includes natural open space with walking trails, vista point and a 7 acre improved community park. This park will provide 3 sizes of soccer fields, basketball courts and picnicking. Amenities will be maintained by Valley Wide Park and Recreation and illustrates their desired uses.
- **Greenbelt/Lake & Paseos** – consists of 38.3 acres of lakes surrounded by a greenbelt area and walking trails totaling 52.2 acres. The lake will allow small electric powered boats and fishing opportunities. The various paseos total 19.3 acres surrounding by various planning areas and provide walking and bike trails. They also provide a buffer lot to the property to the North and East that serve as drainage routes in the event of a storm.
- **Roads** – major roads consisting of 39.9 acres provide access and circulation for this project. These roads are in conformance with the proposed RCIP.

III. SPECIFIC PLAN

**TABLE IA
DETAIL LAND USE SUMMARY**

PLANNING AREA	USES	NET AC	DU	DU/AC
1	Commercial	14.3	-	-
2	Medium Density Residential (5,000 s.f.)	12.4	54	4.3
	PA3 Deleted			
4	Medium Density Residential (6,500 s.f.)	13.6	63	4.3
5	Medium Density Residential (7,200 s.f.)	17.1	69	4.0
6	Medium Density Residential (6,000 s.f.)	33.9	159	4.7
7	Medium Density Residential (6,000 s.f.)	8.5	45	5.3
8	Medium Density Residential (6,000 s.f.)	13.2	65	4.9
9	Medium Density Residential (6,000 s.f.)	20.3	103	5.1
10	Private Mini-Park	1.5	-	-
11	Medium Density Residential (6,500 s.f.)	24.1	114	4.3
12	Medium Density Residential (10,000 s.f.)	6.8	22	3.2
13	Lake Area/Greenbelt	52.2	-	-
14	Medium Density Residential (7,200 s.f.)	33.2	136	4.1
15	Medium Density Residential (6,000 s.f.)	24.4	120	5.2
16	Elementary School	12.9	-	-
17	Medium Density Residential (6,500 s.f.)	23.6	96	4.1
18	Community Park / Open Space	27.7	-	-
19	Private Mini-Park	0.8	-	-
-	Landscape Easements/Paseos	19.3	-	-
-	Major Roads	39.9	-	-
	Totals	399.0	1046	

III. SPECIFIC PLAN

B. PLANNING AREA DEVELOPMENT STANDARDS

Development standards for the Menifee East Specific Plans have been established at three levels: *General Development Provisions*, which were addressed in Section III.A.1; *Design Guidelines*, which are provided in Section IV; and *Planning Area Development Standards*, to which this section is devoted. In addition, the standards of the Specific Plan Zone applicable to Menifee East shall apply.

Planning areas were selected on the basis of logical, separate units of development. Criteria considered in this process included uniformity of use as it pertains to zoning and relationship to adjoining product and surrounding topography.

The planning area graphics for this section (Figures 14A-R) were derived from the Specific Land Use Plan (Figure 4). The site plans depicted herein are only conceptual in nature. Although development may conform closely to some elements of these illustrative plans, it is anticipated that actual lotting and internal circulation will not be determined until the tract map stage.

III. SPECIFIC PLAN

**TABLE VI
PLANNING AREA LAND USE SUMMARY**

PLANNING AREA	USES	DU
1	Commercial	-
2	Medium Density Residential (5,000 s.f.)	54
4	Medium Density Residential (6,500 s.f.)	63
5	Medium Density Residential (7,200 s.f.)	69
6	Medium Density Residential (6,000 s.f.)	159
7	Medium Density Residential (6,000 s.f.)	45
8	Medium Density Residential (6,000 s.f.)	65
9	Medium Density Residential (6,000 s.f.)	103
10	Private Mini-Park	-
11	Medium Density Residential (6,500 s.f.)	114
12	Medium Density Residential (10,000 s.f.)	22
13	Lake Area/Greenbelt	-
14	Medium Density Residential (7,200 s.f.)	136
15	Medium Density Residential (6,000 s.f.)	120
16	Elementary School	-
17	Medium Density Residential (6,500 s.f.)	96
18	Community Park / Open Space	-
19	Private Mini-Park	-
		1046

III. SPECIFIC PLAN

PLANNING AREA 2: MEDIUM DENSITY RESIDENTIAL

a. DESCRIPTIVE SUMMARY

Planning Area 2, as depicted in Figure 14B, will consist of 12.4 acres of medium density residential units at 4.3 DU/AC. A maximum of 54 dwelling units are planned for this area, located adjacent to Newport Road. A discussion of architectural character is provided in the Design Guidelines, Section IV.G and a typical site plan and elevation are depicted in Section N, Figures 28 and 37, respectively.

b. LAND USE AND DEVELOPMENT STANDARDS

Please refer to Ordinance No. 348,_____. (Specific Plan Zone Ordinance Tab.)

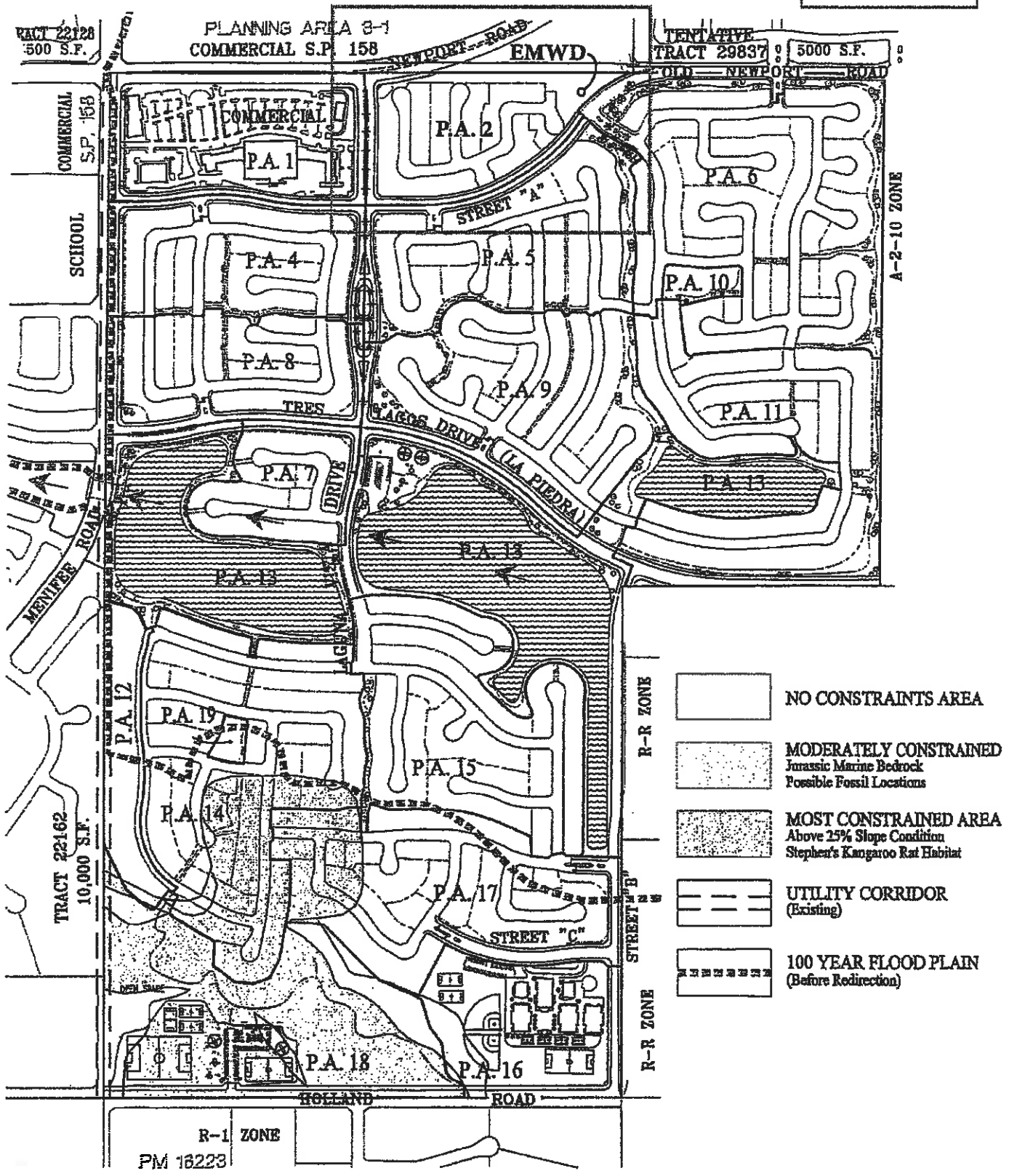
c. PLANNING STANDARDS

- 1) Primary access into Planning Area 2 will be provided from Rockport Street with a secondary access from Rockport Street.
- 2) Major project entry treatments, as illustrated on Figure 16, will be located at the intersection of Newport Road and Laguna Vista Drive.
- 3) An urban arterial landscape treatment with expanded parkway will be established along Newport Road, as illustrated in Figure 18 (Condition A).
- 4) A modified collector landscape treatment, as illustrated on Figure 18 (Condition I), will be established along Laguna Vista Drive.
- 5) All industrial collector road landscape treatment will be established along Street "A", as illustrated on Figure 18 (Condition F).
- 6) Please refer to the Design guidelines in Section IV, for design-related criteria.
- 7) Please refer to Section III.A. for the following land use standards that apply to site-wide:

III.A. 1: Comprehensive Land Use Plan	III.A.6: Grading Plan
III.A.2: Circulation Plan	III.A.7: Public Facility Sites Phasing Plan
III.A.3: Drainage Plan	III.A.8: Project Phasing
III.A.4: Water and Sewer Plans	III.A.9: Comprehensive Maintenance Plans
III.A.5: Open Space and Recreation Plan	

- 8) Buffer with landscape Lot55 EMWD facility

PROPOSED



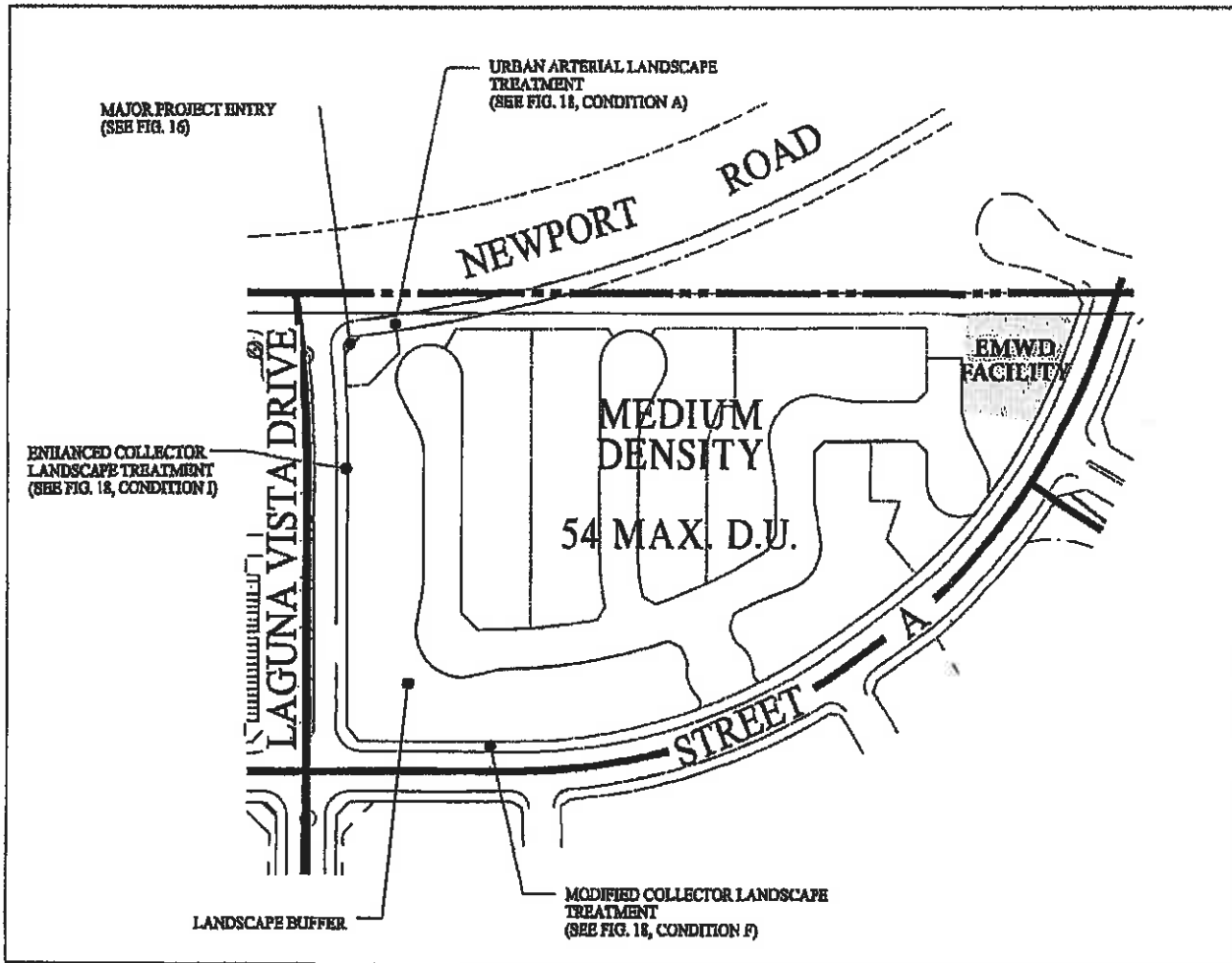
DESIGN DETERMINANTS SUMMARY
MENIFEES EAST
 EAST MENIFEES INVESTMENTS, 31676 RAILROAD CANYON ROAD, CANYON LAKE, CA 92587

FIGURE 3
CSL ENGINEERING, INC.
 11851 STERLING AVENUE, SUITE E
 RIVERSIDE, CALIFORNIA 92503
 (909) 785-5122 • FAX (909) 785-5180

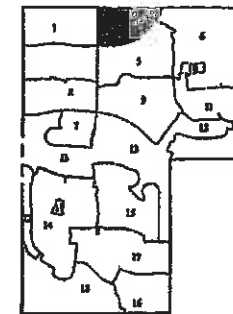
PROPOSED

PLANNING AREA 2

MEDIUM DENSITY
12.4 AC.
54 MAX. D.U.
4.3 D.U./AC.



NOTE: THIS ILLUSTRATION IS CONCEPTUAL. ACTUAL LAYOUT WILL BE DETERMINED IN CONJUNCTION WITH TRACT MAP REVIEW AND PLOT PLAN SUBMITTAL.



KEY MAP

FIGURE 14B

CSL ENGINEERING, INC.

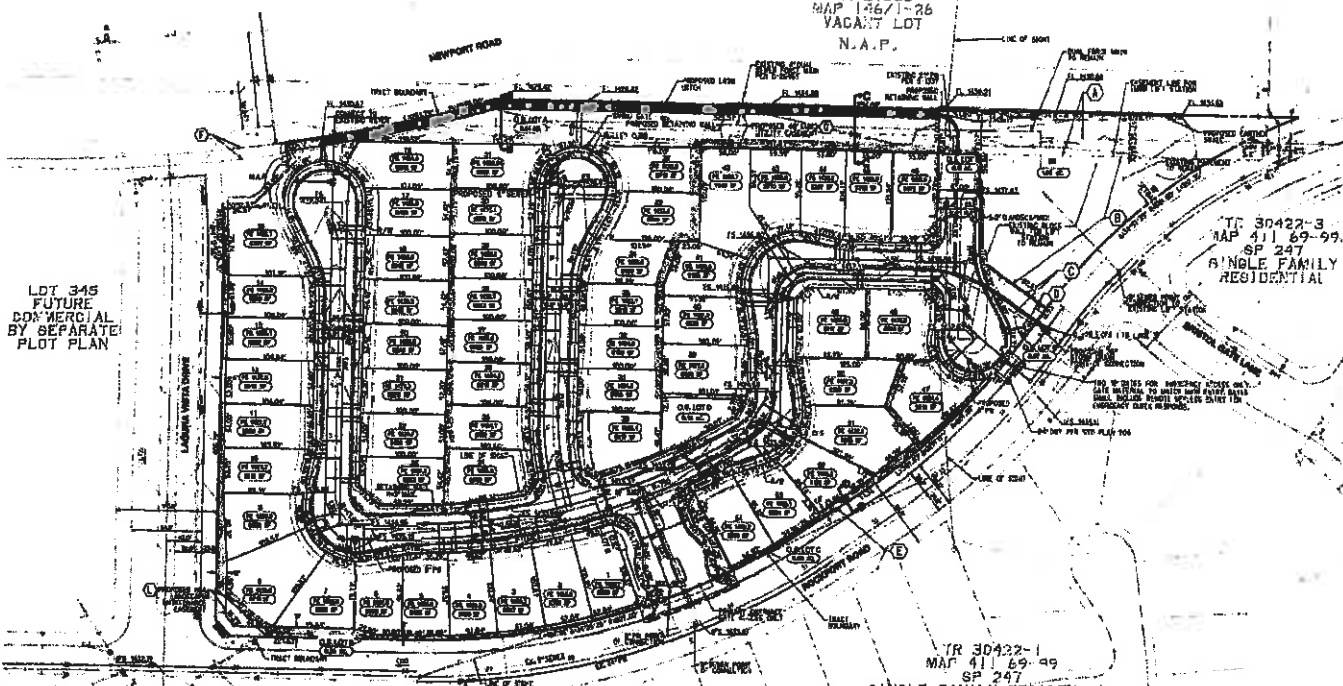
11551 STERLING AVENUE, SUITE 1
RIVERSIDE, CALIFORNIA 92503
(909) 785-5122 • FAX (909) 785-5180

MENIFEE EAST

EAST MENIFEE INVESTMENTS, 31676 RAILROAD CANYON ROAD, CANYON LAKE, CA 92587

TENTATIVE TRACT MAP
MAP NO. 37161
(SCHEDULE "A")

PM 21838
MAP 14671-26
VACANT LOT
N.A.P.



LOT 345
FUTURE
COMMERCIAL
BY SEPARATE
PLOT PLAN

TR 30422-3
MAP 411 69-99
SP 247
SINGLE FAMILY
RESIDENTIAL

TR 30422-1
MAP 411 69-99
SP 247
SINGLE FAMILY
RESIDENTIAL

LOT NO.	AREA	ACRES	PERMITS	REMARKS
1	1.5100	0.045	1	RESIDENTIAL
2	1.5100	0.045	1	RESIDENTIAL
3	1.5100	0.045	1	RESIDENTIAL
4	1.5100	0.045	1	RESIDENTIAL
5	1.5100	0.045	1	RESIDENTIAL
6	1.5100	0.045	1	RESIDENTIAL
7	1.5100	0.045	1	RESIDENTIAL
8	1.5100	0.045	1	RESIDENTIAL
9	1.5100	0.045	1	RESIDENTIAL
10	1.5100	0.045	1	RESIDENTIAL
11	1.5100	0.045	1	RESIDENTIAL
12	1.5100	0.045	1	RESIDENTIAL
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14	1.5100	0.045	1	RESIDENTIAL
15	1.5100	0.045	1	RESIDENTIAL
16	1.5100	0.045	1	RESIDENTIAL
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94	1.5100	0.045	1	RESIDENTIAL
95	1.5100	0.045	1	RESIDENTIAL
96	1.5100	0.045	1	RESIDENTIAL
97	1.5100	0.045	1	RESIDENTIAL
98	1.5100	0.045	1	RESIDENTIAL
99	1.5100	0.045	1	RESIDENTIAL
100	1.5100	0.045	1	RESIDENTIAL

SECTION A-A
NOT TO SCALE

SECTION B-B
NOT TO SCALE

SECTION C-C
NOT TO SCALE

SECTION D-D
NOT TO SCALE

PROPOSED PRIVATE STREETS A, B, C & E SECTION
(PER RIV. CO. STD. NO. 104-A-MODIFIED)
NOT TO SCALE

EXISTING LAGUNA VISTA DRIVE
NOT TO SCALE

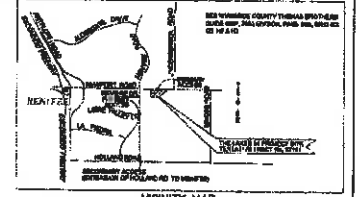
PROPOSED PRIVATE STREET D SECTION
NOT TO SCALE

EXISTING ROCKPORT ROAD
NOT TO SCALE

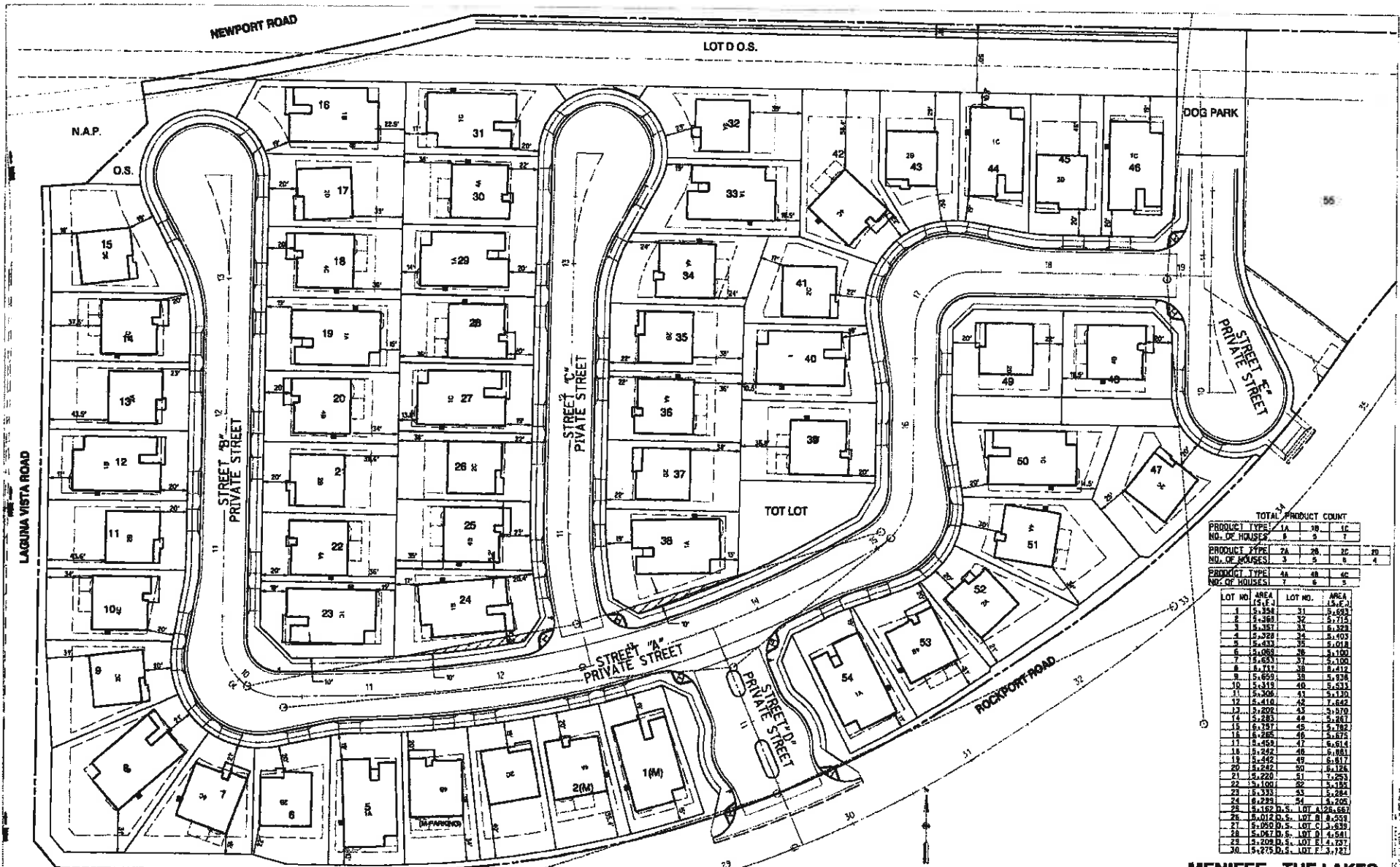
SYMBOL	DESCRIPTION
(Symbol)	EXISTING LOT
(Symbol)	PROPOSED LOT
(Symbol)	PROPOSED DRIVE
(Symbol)	PROPOSED SIDEWALK
(Symbol)	PROPOSED CURB
(Symbol)	PROPOSED UTILITY
(Symbol)	PROPOSED EASEMENT
(Symbol)	PROPOSED FENCE
(Symbol)	PROPOSED SIGN
(Symbol)	PROPOSED LIGHT
(Symbol)	PROPOSED BIKEWAY
(Symbol)	PROPOSED TRAIL
(Symbol)	PROPOSED PARKWAY
(Symbol)	PROPOSED WALKWAY
(Symbol)	PROPOSED BIKEWAY
(Symbol)	PROPOSED TRAIL
(Symbol)	PROPOSED PARKWAY
(Symbol)	PROPOSED WALKWAY

1. THIS TRACT IS TO BE DIVIDED INTO 100 LOTS, 100' BY 100' IN SIZE, AND 100' BY 100' IN SIZE.
2. THE SITE IS IN THE UNINCORPORATED AREA OF THE CITY OF MENIFEE, CALIFORNIA.
3. THE SITE IS WITHIN THE UNINCORPORATED AREA OF THE CITY OF MENIFEE, CALIFORNIA.
4. THIS SITE CONTAINS A TOTAL OF 100 UNINCORPORATED LOTS AND 100 UNINCORPORATED LOTS.
5. THIS SITE CONTAINS A TOTAL OF 100 UNINCORPORATED LOTS AND 100 UNINCORPORATED LOTS.
6. THIS SITE CONTAINS A TOTAL OF 100 UNINCORPORATED LOTS AND 100 UNINCORPORATED LOTS.
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19. THIS SITE CONTAINS A TOTAL OF 100 UNINCORPORATED LOTS AND 100 UNINCORPORATED LOTS.
20. THIS SITE CONTAINS A TOTAL OF 100 UNINCORPORATED LOTS AND 100 UNINCORPORATED LOTS.

EXISTING EASEMENTS	TO WHOM/WHEN
1. EASEMENT FOR THE EAST SIDE OF THE TRACT TO THE CITY OF MENIFEE, CALIFORNIA.	TO MENIFEE
2. EASEMENT FOR THE WEST SIDE OF THE TRACT TO THE CITY OF MENIFEE, CALIFORNIA.	TO MENIFEE
3. EASEMENT FOR THE NORTH SIDE OF THE TRACT TO THE CITY OF MENIFEE, CALIFORNIA.	TO MENIFEE
4. EASEMENT FOR THE SOUTH SIDE OF THE TRACT TO THE CITY OF MENIFEE, CALIFORNIA.	TO MENIFEE
5. EASEMENT FOR THE EAST SIDE OF THE TRACT TO THE CITY OF MENIFEE, CALIFORNIA.	TO MENIFEE
6. EASEMENT FOR THE WEST SIDE OF THE TRACT TO THE CITY OF MENIFEE, CALIFORNIA.	TO MENIFEE
7. EASEMENT FOR THE NORTH SIDE OF THE TRACT TO THE CITY OF MENIFEE, CALIFORNIA.	TO MENIFEE
8. EASEMENT FOR THE SOUTH SIDE OF THE TRACT TO THE CITY OF MENIFEE, CALIFORNIA.	TO MENIFEE
9. EASEMENT FOR THE EAST SIDE OF THE TRACT TO THE CITY OF MENIFEE, CALIFORNIA.	TO MENIFEE
10. EASEMENT FOR THE WEST SIDE OF THE TRACT TO THE CITY OF MENIFEE, CALIFORNIA.	TO MENIFEE
11. EASEMENT FOR THE NORTH SIDE OF THE TRACT TO THE CITY OF MENIFEE, CALIFORNIA.	TO MENIFEE
12. EASEMENT FOR THE SOUTH SIDE OF THE TRACT TO THE CITY OF MENIFEE, CALIFORNIA.	TO MENIFEE
13. EASEMENT FOR THE EAST SIDE OF THE TRACT TO THE CITY OF MENIFEE, CALIFORNIA.	TO MENIFEE
14. EASEMENT FOR THE WEST SIDE OF THE TRACT TO THE CITY OF MENIFEE, CALIFORNIA.	TO MENIFEE
15. EASEMENT FOR THE NORTH SIDE OF THE TRACT TO THE CITY OF MENIFEE, CALIFORNIA.	TO MENIFEE
16. EASEMENT FOR THE SOUTH SIDE OF THE TRACT TO THE CITY OF MENIFEE, CALIFORNIA.	TO MENIFEE
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19. EASEMENT FOR THE NORTH SIDE OF THE TRACT TO THE CITY OF MENIFEE, CALIFORNIA.	TO MENIFEE
20. EASEMENT FOR THE SOUTH SIDE OF THE TRACT TO THE CITY OF MENIFEE, CALIFORNIA.	TO MENIFEE



	PREPARED BY RICK ENGINEERING & ARCHITECTURE	CHECKED BY DATE	CITY OF MENIFEE ENGINEERING DEPARTMENT DATE	SHEET NO. 1 OF 1
	PROJECT NO. 1000-100	TRACT NO. 37161	DATE	DATE



TOTAL PRODUCT COUNT

PRODUCT TYPE	1A	1B	1C
NO. OF HOUSES	9	9	1

PRODUCT TYPE	2A	2B	2C	2D
NO. OF HOUSES	3	5	4	1

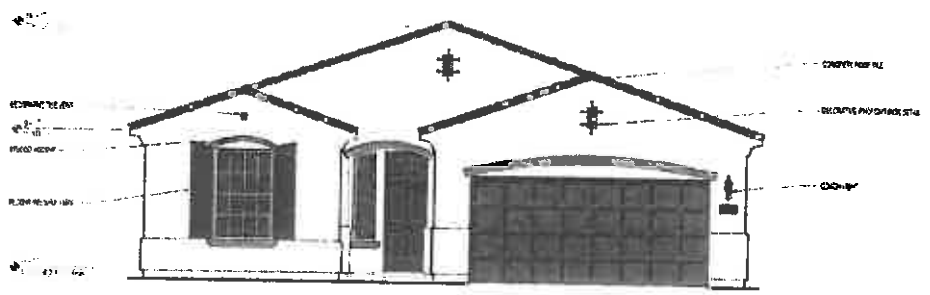
PRODUCT TYPE	3A	3B	3C
NO. OF HOUSES	7	6	5

LOT NO.	AREA (S.F.)	LOT NO.	AREA (S.F.)
1	5,358	31	5,693
2	5,261	32	5,725
3	5,357	33	5,323
4	5,229	34	5,403
5	5,433	35	5,014
6	5,088	36	5,100
7	5,633	37	5,100
8	5,711	38	5,412
9	5,659	39	5,374
10	5,319	40	5,513
11	5,305	41	5,130
12	5,414	42	5,442
13	5,622	43	5,179
14	5,283	44	5,281
15	5,357	45	5,782
16	5,261	46	5,175
17	5,459	47	5,614
18	5,242	48	5,881
19	5,242	49	5,817
20	5,242	50	5,124
21	5,220	51	5,253
22	5,100	52	5,131
23	5,331	53	5,184
24	5,229	54	5,205
25	5,162 D.S. LOT A	25	5,687
26	5,072 D.S. LOT B	26	5,458
27	5,050 D.S. LOT C	27	5,639
28	5,047 D.S. LOT D	28	5,541
29	5,209 D.S. LOT E	29	5,197
30	5,675 D.S. LOT F	30	5,121

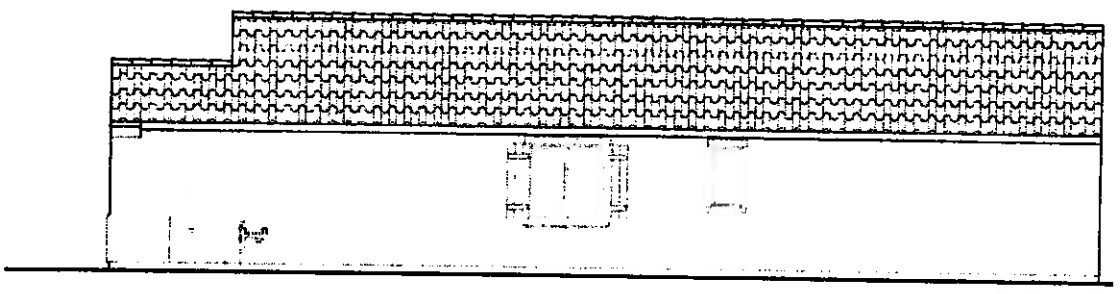


**MENIFEE - THE LAKES
BUILDING PLAN EXHIBIT**

SCALE: 1"=60'



FRONT ELEVATION 'A'
 24'0" x 36'0" SPANISH



RIGHT ELEVATION 'A'
 24'0" x 36'0" SPANISH

Southern California Division
 27101 Puerto Real
 Mission Viejo, California 92691



Exterior Elevations
 Elevation 'A' - Spanish

NO. OF SHEETS	1
NO. OF PAGES	1
DATE	11/11/11
PROJECT	27101 PUEERTO REAL
CLIENT	DAVID & JUDY
DESIGNER	DAVID & JUDY
ARCHITECT	DAVID & JUDY
ENGINEER	DAVID & JUDY
CONTRACTOR	DAVID & JUDY
DATE	11/11/11
SCALE	AS SHOWN

DRAWN BY: **Steve Fambro**

CLIENT: **Series 1**

THIS SHEET

DRAWING NO.

PLAN 1

A2.10

Southern California Division
27101 Puerta Real
Mission Viejo, California 92692

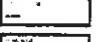


Exterior Elevations
Elevation 'B' - Prairie



Single Family

Series 1



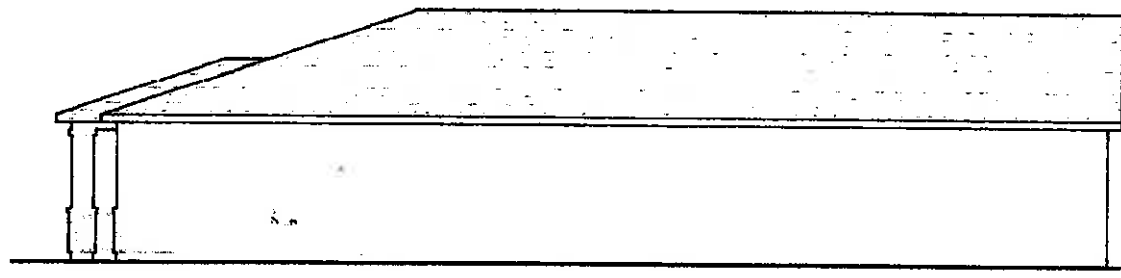
PLAN 1

A2.20



FRONT ELEVATION 'B'

PRAIRIE



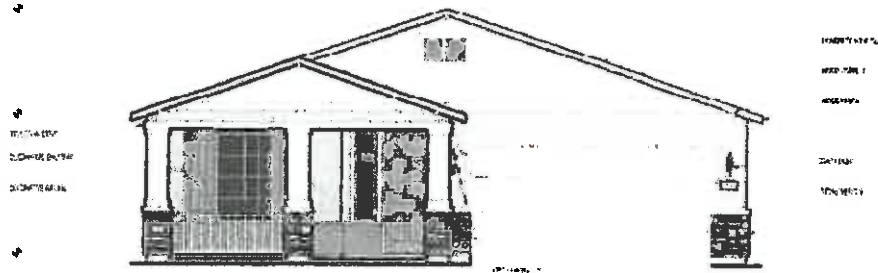
RIGHT ELEVATION 'B'

PRAIRIE

Southern California Division
27101 Puerta Real
Mission Viejo, California 92691

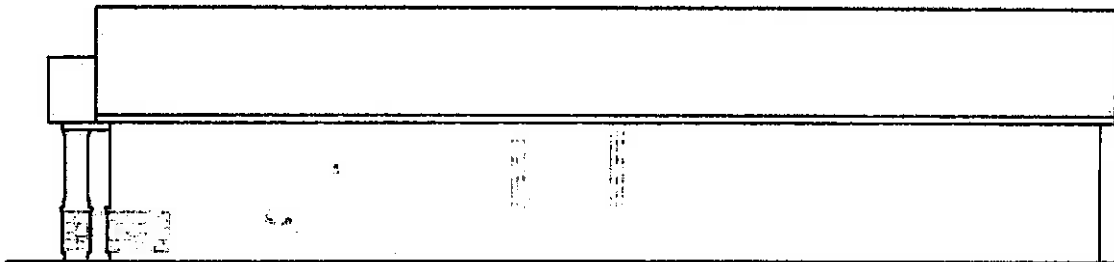


Exterior Elevations
Elevation C College



FRONT ELEVATION C

CU 1A02



RIGHT ELEVATION C

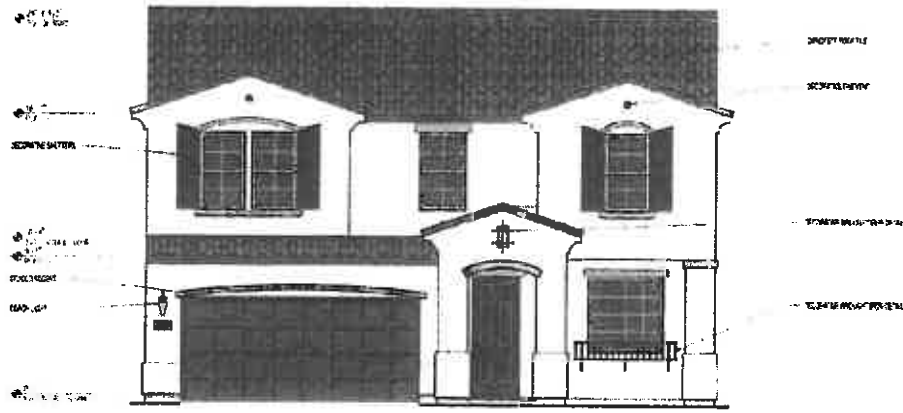
Single Family

Series 1

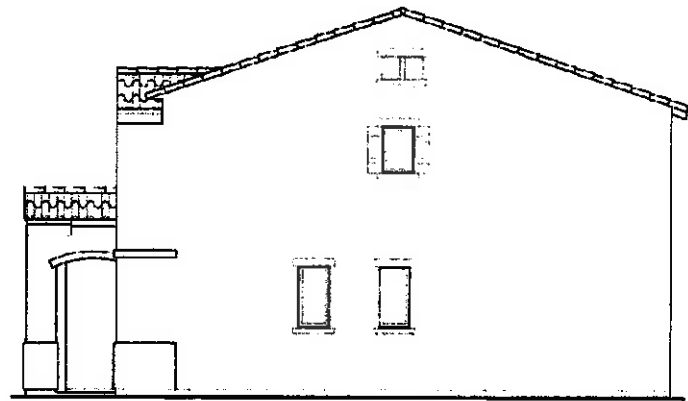
Garage Left

PLAN 1

A2.30



FRONT ELEVATION A



RIGHT ELEVATION A'

Southern California Division
 27101 Puerta Real
 Mission Viejo, California 92691



Exterior Elevations
 Elevation A - Spanish

NO. OF SHEETS	12
SHEET NO.	12
DATE	12/15/10
PROJECT NO.	10-0000000000
PROJECT NAME	10-0000000000
OWNER	10-0000000000
ARCHITECT	10-0000000000
ENGINEER	10-0000000000
CONTRACTOR	10-0000000000
DATE OF ISSUE	10-0000000000
SCALE	10-0000000000
BY	10-0000000000
CHECKED	10-0000000000
APPROVED	10-0000000000

TYPE OF
 Single Family

CLASSIFICATION
 Series 1

DATE REVISION

REVISION 1A

PLAN 2

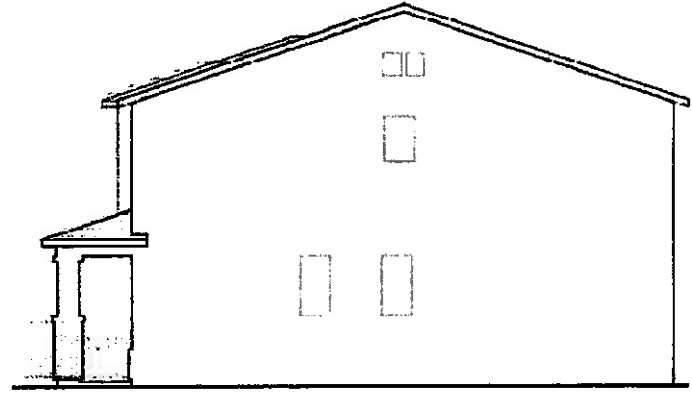
A2.10

0' 0" 1/2"
 0' 0" 1/2"
 0' 0" 1/2"
 0' 0" 1/2"
 0' 0" 1/2"



12'00" 0" 0"
 0' 0" 1/2"
 0' 0" 1/2"
 0' 0" 1/2"
 0' 0" 1/2"

FRONT ELEVATION B' PRN/BE



RIGHT ELEVATION B' PRN/BE

Southern California Division
 27101 Puerta Real
 Mission Viejo, California 92695



Exterior Elevations
 Elevation B - Print



Single Family

Series 1

PLAN 2

PLAN 2

PLAN 2

PLAN 2

A2.20

Southern California Division
 27101 Puerta Real
 Mission Viejo, California 92692

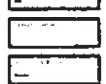


Exterior Elevations
 Elevation C - Cottage



Single Family

Series 1



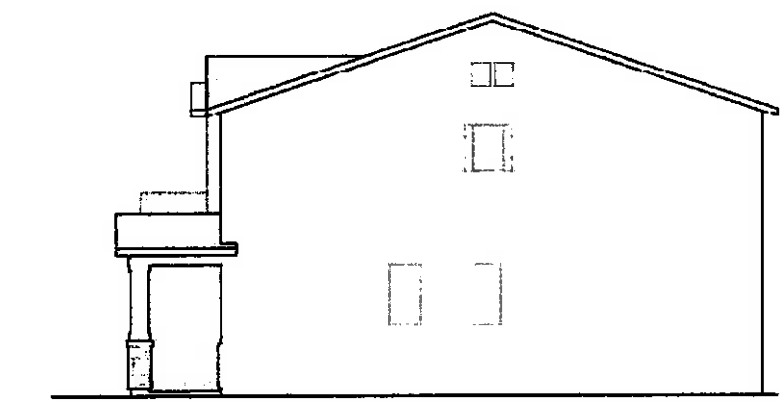
PLAN 2

A2.30

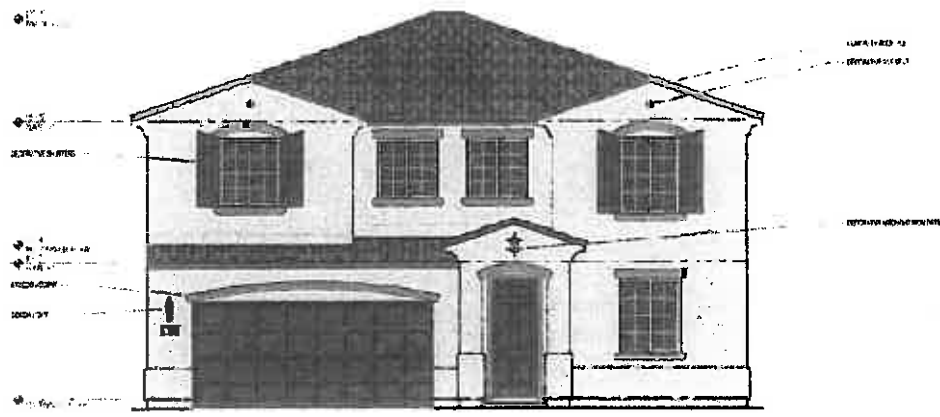


FRONT ELEVATION C

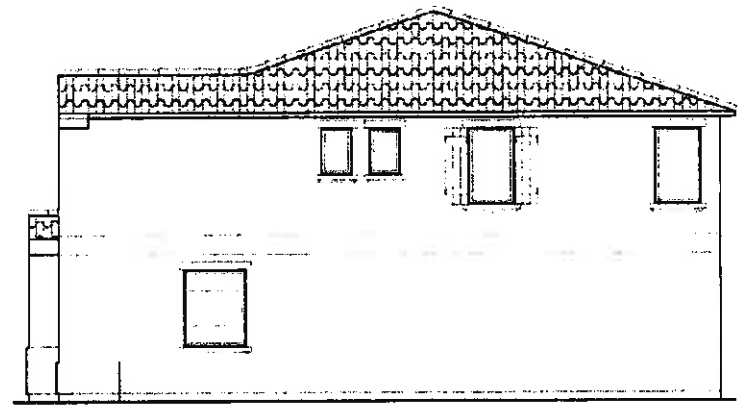
COTTAGE



RIGHT ELEVATION C



FRONT ELEVATION 'A'



RIGHT ELEVATION 'A'

Southern California Division
 27101 Puerto Real
 Mission Viejo, California 92691



Exterior Elevations
 Elevation 'A' - Spanish

NO.	DESCRIPTION
1	...
2	...
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50	...

Single Family

Series 1

DATE: 10/14/03

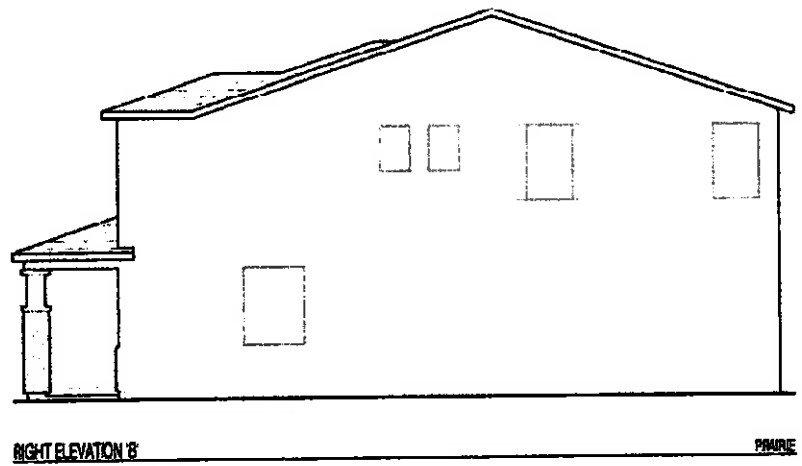
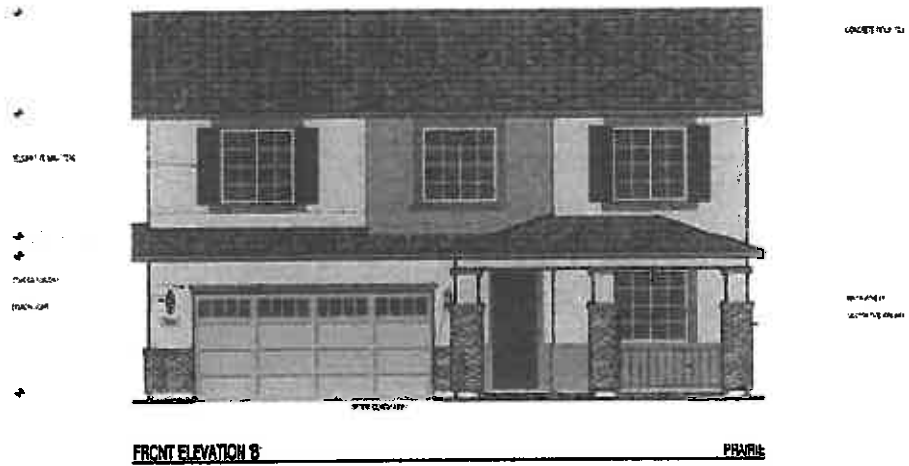
PROJECT: 14

PLAN 3

PLAN 3

DATE: 10/14/03

A2.10



Southern California Division
 27101 Puente Real
 Mission Viejo, California 92692

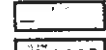
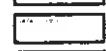


Exterior Elevations
 Elevation B - Prime



Single Family

Series 1



PLAN 3

A2.20

Southern California Division
27101 Palmdale Road
Mission Viejo, California 92691

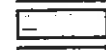
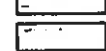


Exterior Elevations
Elevation C - Cottage

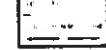


Single Family

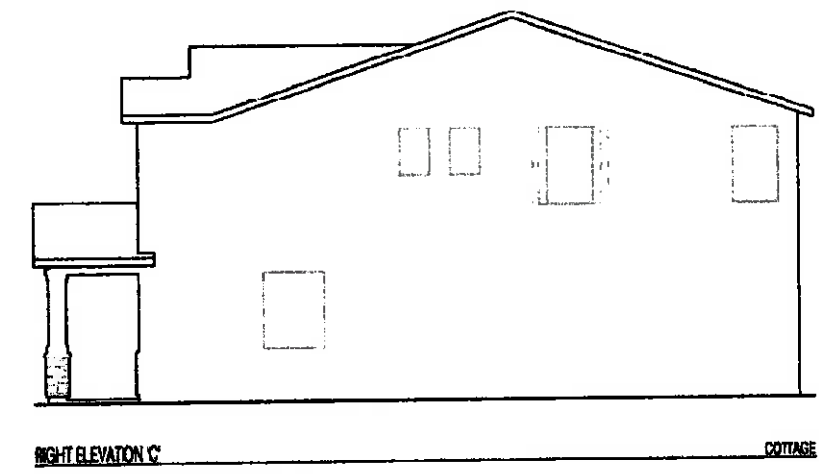
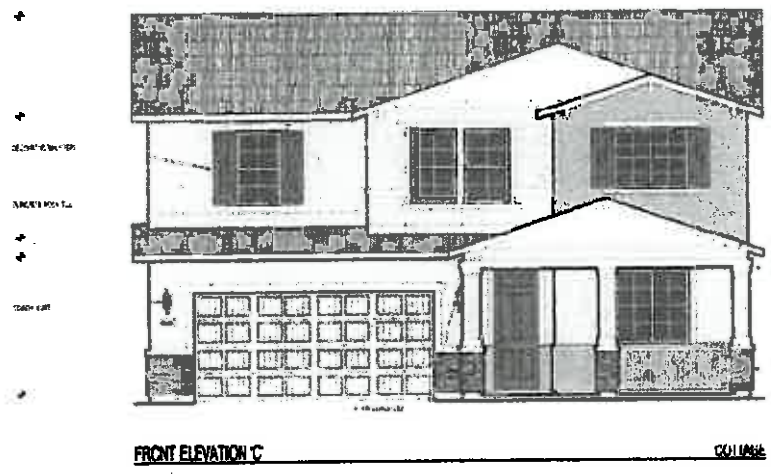
Series 1



PLAN 3



A2.30



PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

April 13, 2017

**CHAIR
VACANCY**

**VICE CHAIRMAN
Rod Ballance
Riverside**

COMMISSIONERS

**Arthur Butler
Riverside**

**John Lyon
Riverside**

**Glen Holmes
Hemet**

**Steve Manos
Lake Elsinore**

**Russell Betts
Desert Hot Springs**

STAFF

**Director
Simon Housman**

**John Guerin
Paul Rull
Barbara Santos**

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

www.rcaluc.org

Ms. Holly Stuart, Management Analyst
City of Banning Public Works Department
P. O. Box 998
99 E. Ramsey Street
Banning CA 92220

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR'S DETERMINATION**

File No.: ZAP1024BA17
Related File No.: 2017-03
APN: 543-080-006

Dear Ms. Stuart:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Banning Case No. 2017-03, a proposed expansion of the existing Lions Park located on the northwest corner of Hargrave Street and Charles Street to include the westerly adjacent parcel (APN: 543-080-006). The expansion includes: two multi-purpose sports fields, 900 square foot restroom building, parking lot, eight 70-foot high light poles, and landscaping on 7.46 acres. The park will be open daily from sunrise to sunset and anticipates having a maximum approximate number of 352 people.

The site is located within Airport Compatibility Zone E of the Banning Municipal Airport Influence Area (AIA). Compatibility Zone E does not restrict nonresidential intensity.

The elevation of Runway 8-26 at Banning Municipal Airport is approximately 2,219 feet above mean sea level (2219 feet AMSL). At a distance of approximately 3,744 feet from the runway to the above-referenced parcel, Federal Aviation Administration (FAA) review would be required for any structures exceeding 2,256 feet AMSL. The existing site elevation is approximately 2,251 feet AMSL. The proposed maximum height of the tallest structures is 70 feet for the light poles, for an approximate total maximum elevation of 2,321 feet AMSL. Therefore, FAA Obstruction Evaluation Service review for height/elevation reasons was required. The City of Banning submitted Form 7460-1 to the Federal Aviation Administration Obstruction Evaluation Service (FAAOES) on March 28, 2017. "Determination of No Hazard to Air Navigation" letters for Aeronautical Study Nos. 2017-AWP-2570 thru 2577-OE were issued on April 7, 2017. The studies revealed that the project's structures do not exceed obstruction standards and would not be a hazard to air navigation provided conditions are met. These FAAOES conditions have been incorporated into the attached conditions for this finding.

AIRPORT LAND USE COMMISSION

As ALUC Director, I hereby find the above-referenced project CONSISTENT with the 2004 Banning Municipal Airport Land Use Compatibility Plan, as amended in 2016, subject to the following conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited 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, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all successors-in-interest to the City as owners of the property.
4. Any new aboveground detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be used in project landscaping.
5. The Federal Aviation Administration has conducted aeronautical studies of the proposed light poles (Aeronautical Study Nos. 2017-AWP-2570 thru 2577-OE) and has determined that neither marking nor lighting of the poles is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such

AIRPORT LAND USE COMMISSION

marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.

6. The maximum height of the proposed light poles to top point shall not exceed 70 feet above ground level, and the maximum elevation at the top any such structure shall not exceed 2,321 feet above mean sea level.
7. The specific coordinates, height, and top point elevation of each proposed structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
8. Temporary construction equipment used during actual construction of the light poles shall not exceed a height of 70 feet, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
9. Within five (5) days after construction of each light pole 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 particular light pole.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, Director

Attachments: Notice of Airport in Vicinity

cc: Art Vela, City of Banning (applicant/representative/property owner)
Carl Szoyka, Airport Manager, City of Banning
ALUC Case File

Y:\AIRPORT CASE FILES\Banning\ZAP1024BA17\ZAP1024BA17.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



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

Aeronautical Study No.
 2017-AWP-2570-OE

Issued Date: 04/07/2017

Public Works Department
 City of Banning
 99 East Ramsey Street
 P.O. Box 998
 Banning, CA 92399

**** 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:	Light Pole S1
Location:	Beaumont, CA
Latitude:	33-55-04.73N NAD 83
Longitude:	116-52-20.10W
Heights:	2251 feet site elevation (SE)
	70 feet above ground level (AGL)
	2321 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 10/07/2018 unless:

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

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

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

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

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

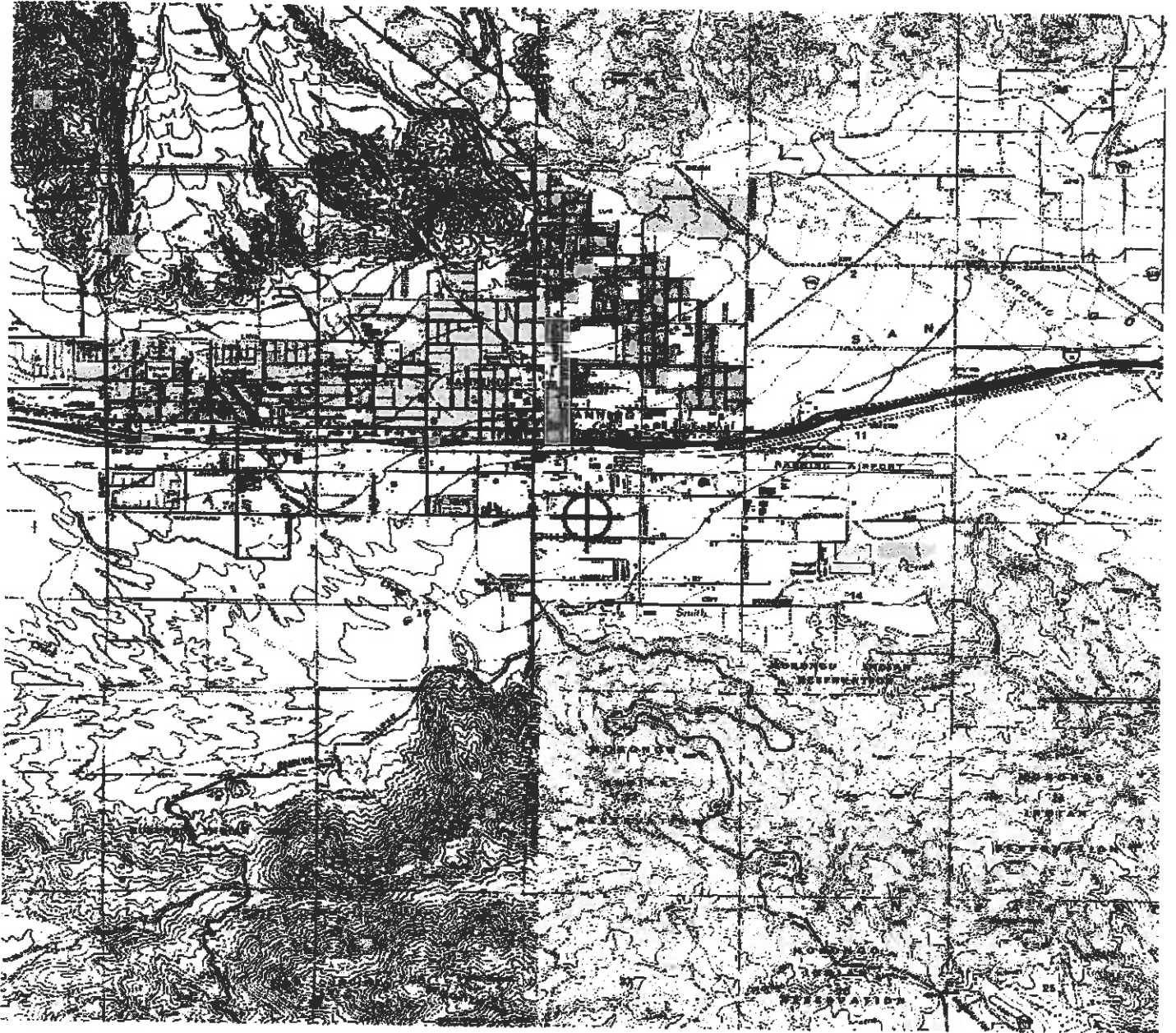
If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-2570-OE.

Signature Control No: 326962419-327729826
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-2570-OE





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

Aeronautical Study No.
2017-AWP-2571-OE

Issued Date: 04/07/2017

Public Works Department
City of Banning
99 East Ramsey Street
P.O. Box 998
Banning, CA 92399

**** 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:	Light Pole S2
Location:	Beaumont, CA
Latitude:	33-55-04.89N NAD 83
Longitude:	116-52-16.47W
Heights:	2247 feet site elevation (SE) 70 feet above ground level (AGL) 2317 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 10/07/2018 unless:

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-2571-OE.

Signature Control No: 326962420-327729823

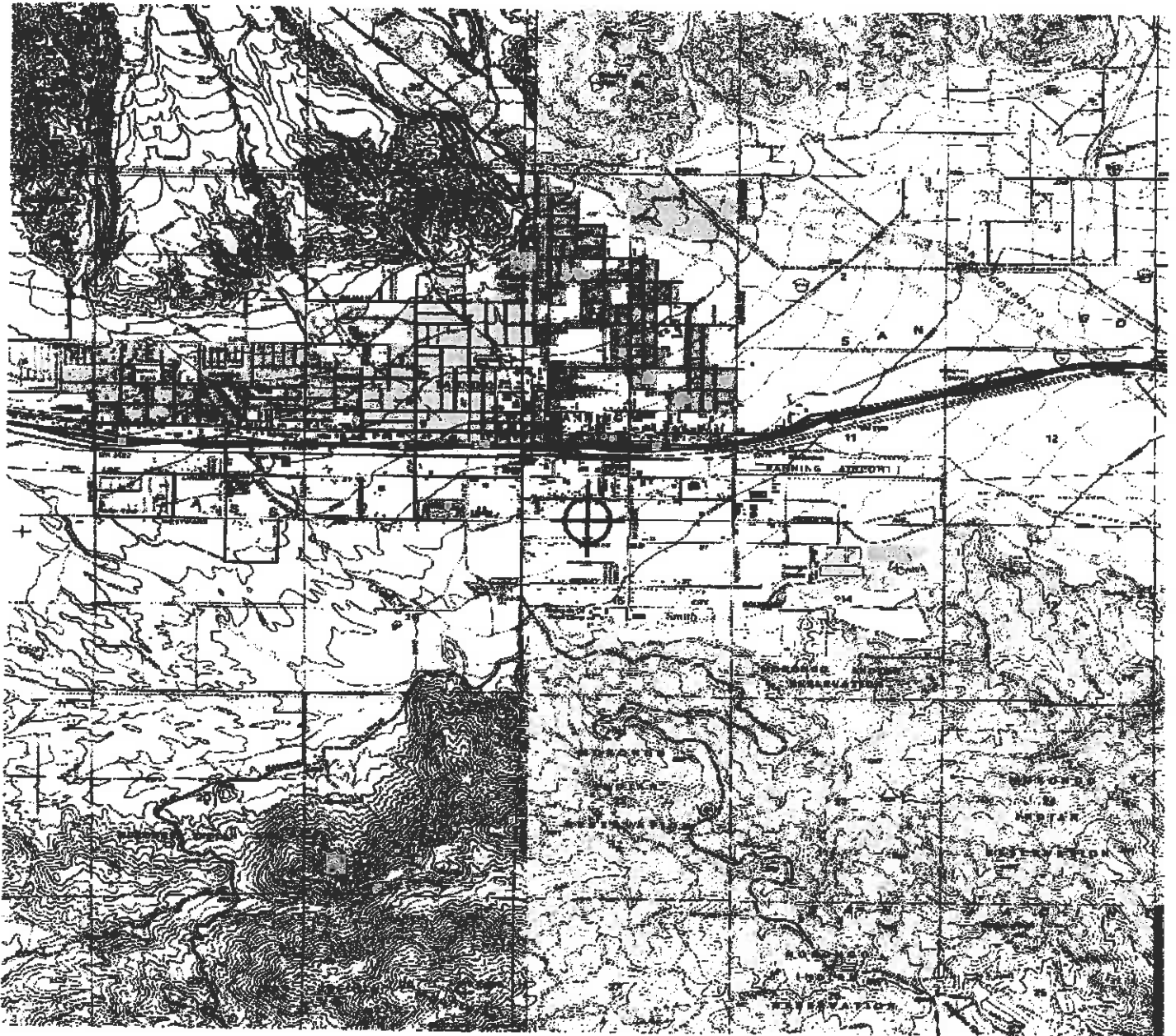
(DNE)

Karen McDonald
Specialist

Attachment(s)

Map(s)

TOPO Map for ASN 2017-AWP-2571-OE





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

Aeronautical Study No.
 2017-AWP-2572-OE

Issued Date: 04/07/2017

Public Works Department
 City of Banning
 99 East Ramsey Street
 P.O. Box 998
 Banning, CA 92399

**** 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: Light Pole S3
 Location: Beaumont, CA
 Latitude: 33-55-01.83N NAD 83
 Longitude: 116-52-16.51W
 Heights: 2240 feet site elevation (SE)
 70 feet above ground level (AGL)
 2310 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 10/07/2018 unless:

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

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

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

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

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

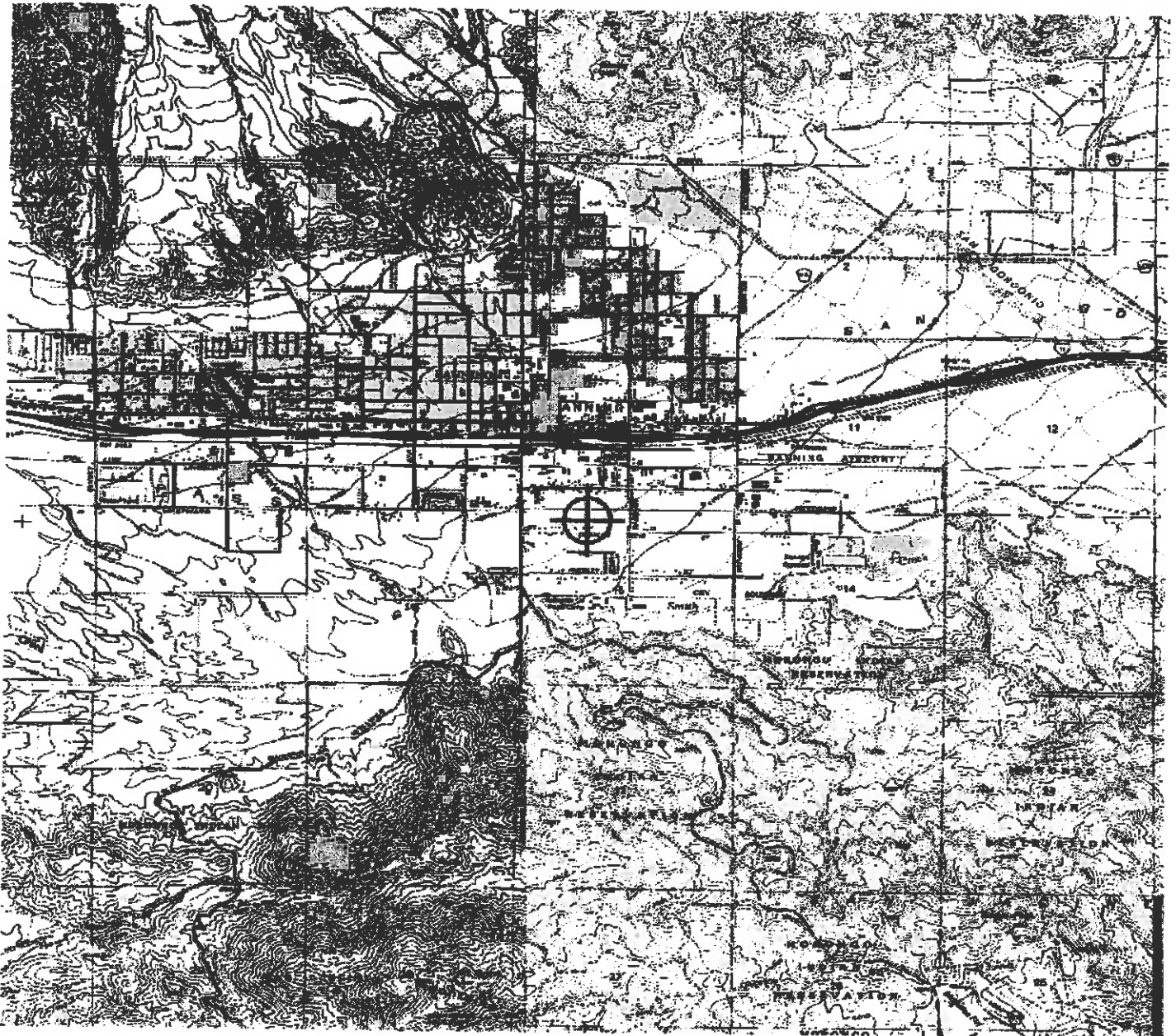
If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-2572-OE.

Signature Control No: 326962421-327729822
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-2572-OE





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

Aeronautical Study No.
 2017-AWP-2573-OE

Issued Date: 04/07/2017

Public Works Department
 City of Banning
 99 East Ramsey Street
 P.O. Box 998
 Banning, CA 92399

**** 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:	Light Pole S4
Location:	Beaumont, CA
Latitude:	33-55-01.92N NAD 83
Longitude:	116-52-19.91W
Heights:	2244 feet site elevation (SE) 70 feet above ground level (AGL) 2314 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 10/07/2018 unless:

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-2573-OE.

Signature Control No: 326962422-327729827

(DNE)

Karen McDonald
Specialist

Attachment(s)

Map(s)



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

Aeronautical Study No.
 2017-AWP-2574-OE

Issued Date: 04/07/2017

Public Works Department
 City of Banning
 99 East Ramsey Street
 P.O. Box 998
 Banning, CA 92399

**** 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: Light Pole S5
 Location: Beaumont, CA
 Latitude: 33-54-59.48N NAD 83
 Longitude: 116-52-16.12W
 Heights: 2235 feet site elevation (SE)
 70 feet above ground level (AGL)
 2305 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 10/07/2018 unless:

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-2574-OE.

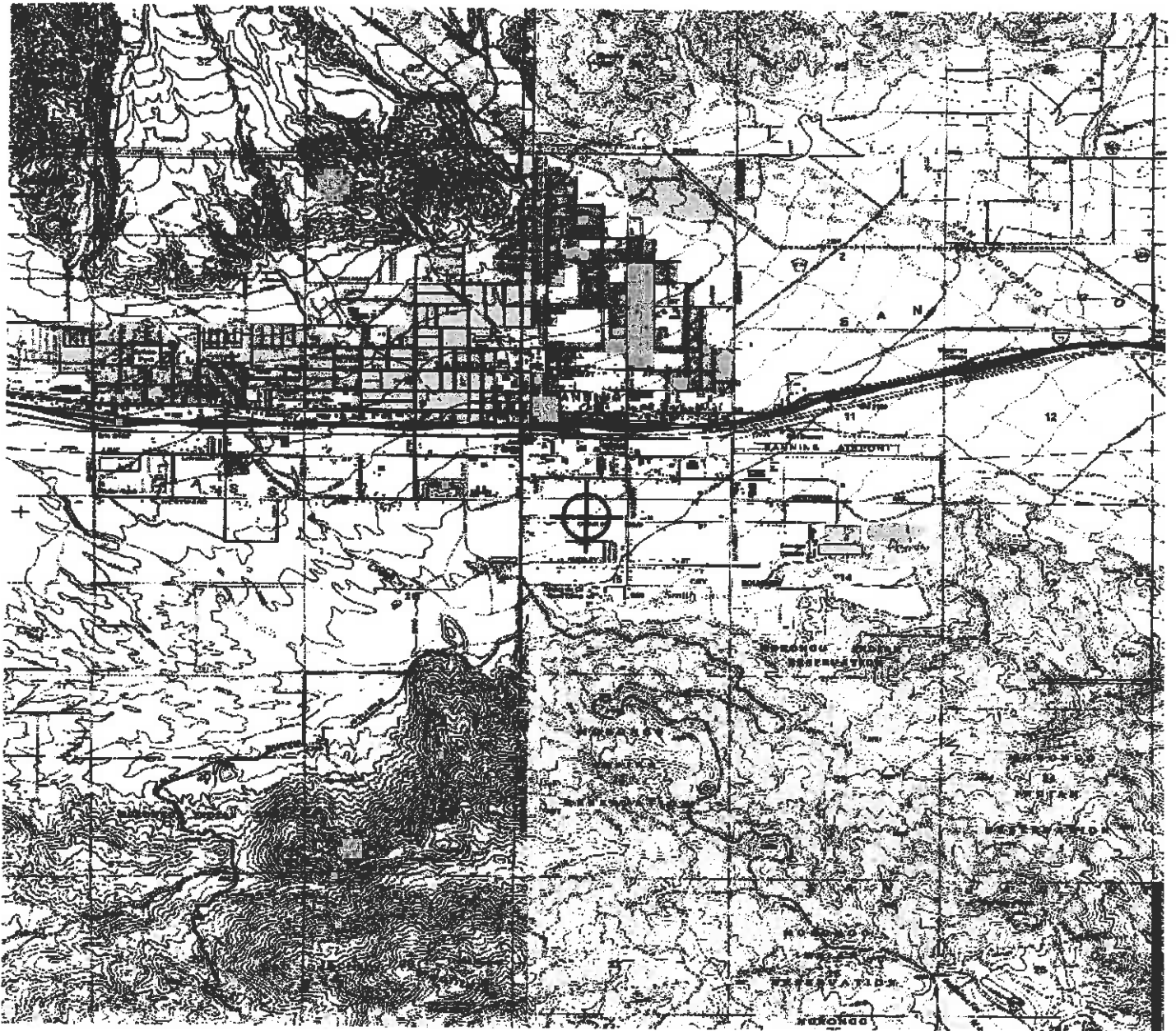
Signature Control No: 326962423-327729829

(DNE)

Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-2574-OE





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

Aeronautical Study No.
 2017-AWP-2575-OE

Issued Date: 04/07/2017

Public Works Department
 City of Banning
 99 East Ramsey Street
 P.O. Box 998
 Banning, CA 92399

**** 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: Light Pole S6
 Location: Beaumont, CA
 Latitude: 33-55-01.56N NAD 83
 Longitude: 116-52-16.16W
 Heights: 2239 feet site elevation (SE)
 70 feet above ground level (AGL)
 2309 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 10/07/2018 unless:

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-2575-OE.

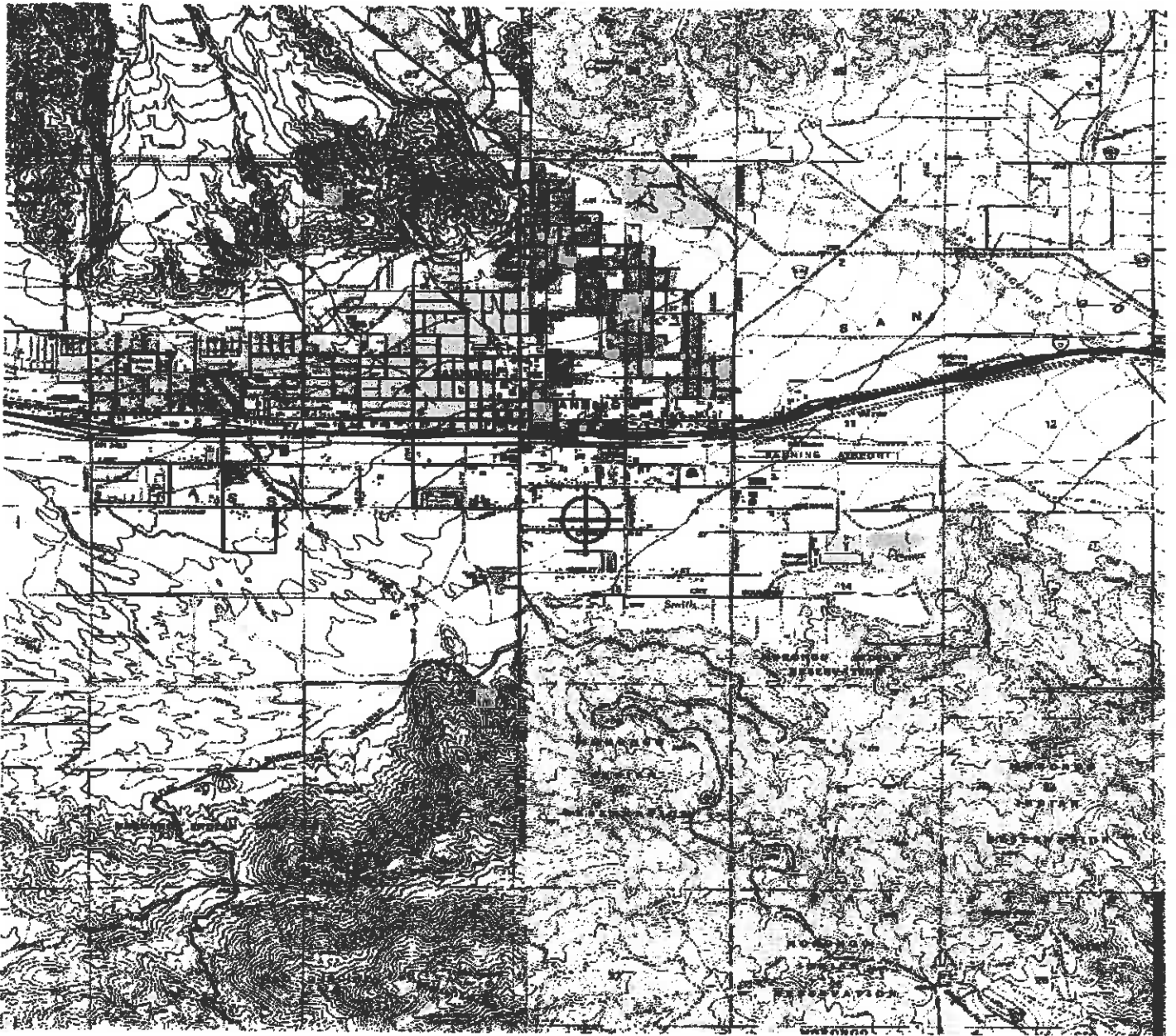
Signature Control No: 326962424-327729825

(DNE)

Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-2575-OE





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

Aeronautical Study No.
 2017-AWP-2576-OE

Issued Date: 04/07/2017

Public Works Department
 City of Banning
 99 East Ramsey Street
 P.O. Box 998
 Banning, CA 92399

**** 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: Light Pole S7
 Location: Beaumont, CA
 Latitude: 33-55-01.71N NAD 83
 Longitude: 116-52-13.70W
 Heights: 2237 feet site elevation (SE)
 70 feet above ground level (AGL)
 2307 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 10/07/2018 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.

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-2576-OE.

Signature Control No: 326962425-327729828

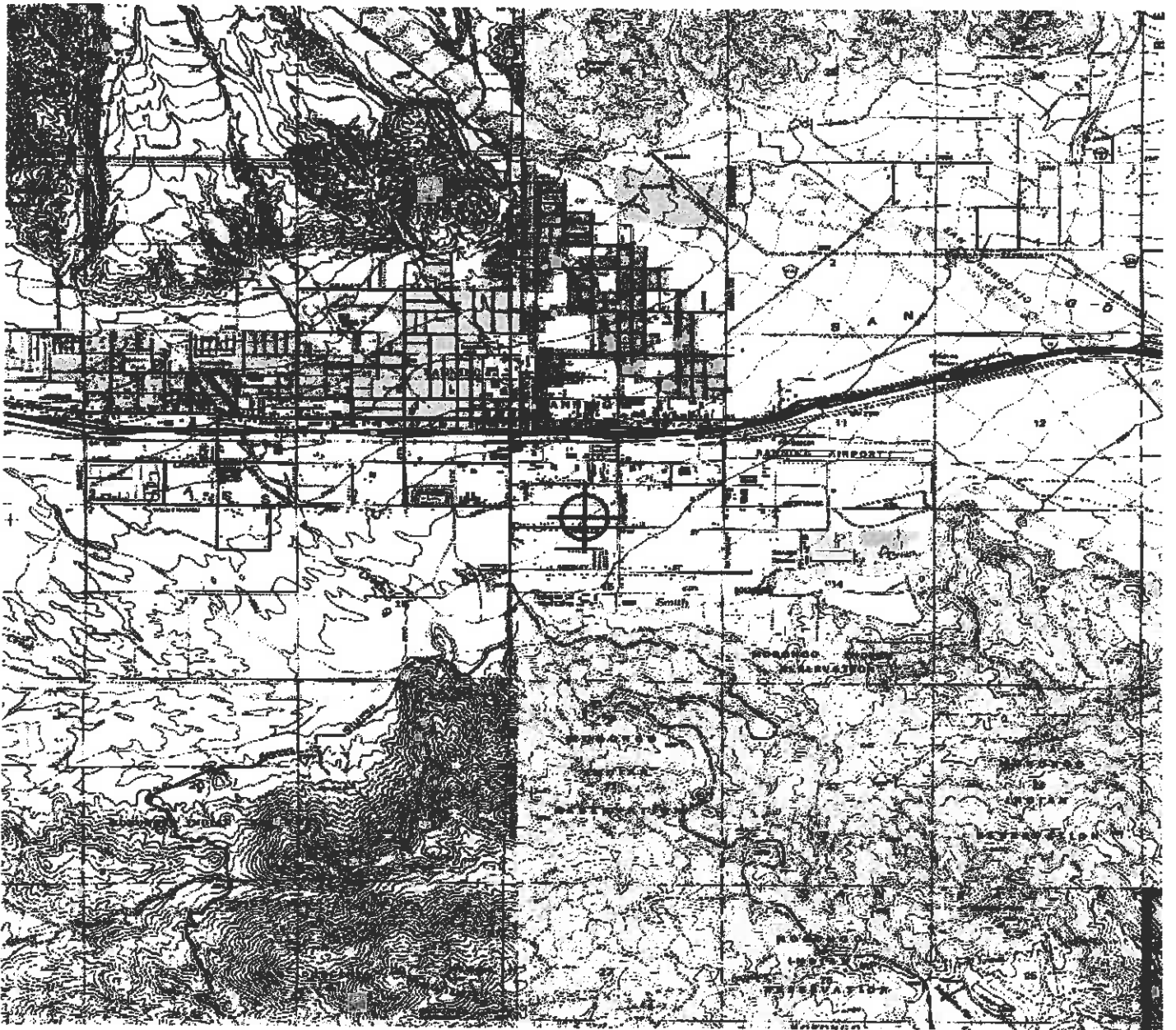
(DNE)

Karen McDonald
Specialist

Attachment(s)

Map(s)

TOPO Map for ASN 2017-AWP-2576-OE





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

Aeronautical Study No.
 2017-AWP-2577-OE

Issued Date: 04/07/2017

Public Works Department
 City of Banning
 99 East Ramsey Street
 P.O. Box 998
 Banning, CA 92399

**** 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: Light Pole S8
 Location: Beaumont, CA
 Latitude: 33-54-59.54N NAD 83
 Longitude: 116-52-13.61W
 Heights: 2231 feet site elevation (SE)
 70 feet above ground level (AGL)
 2301 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 10/07/2018 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
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NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

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

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

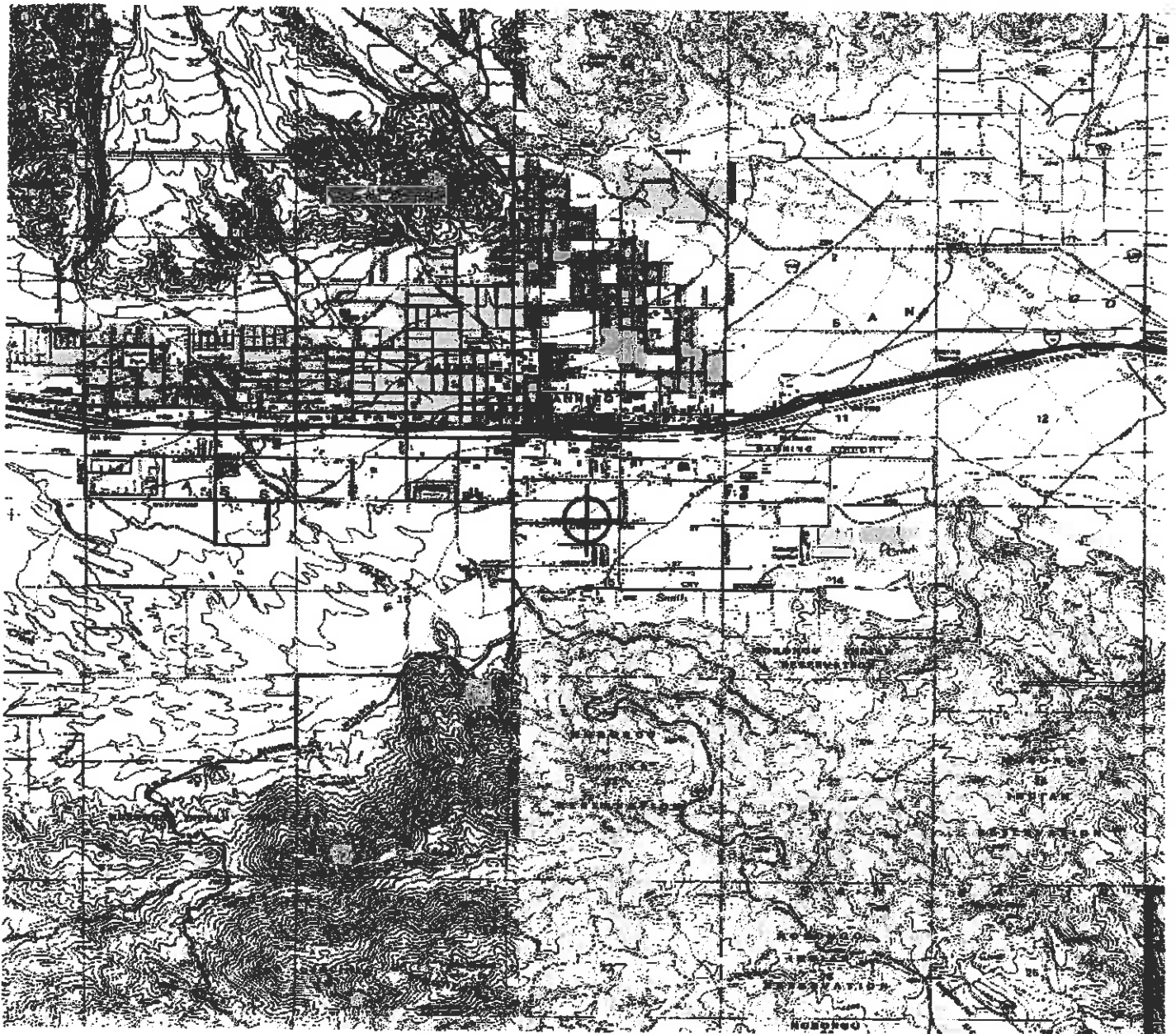
If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-2577-OE.

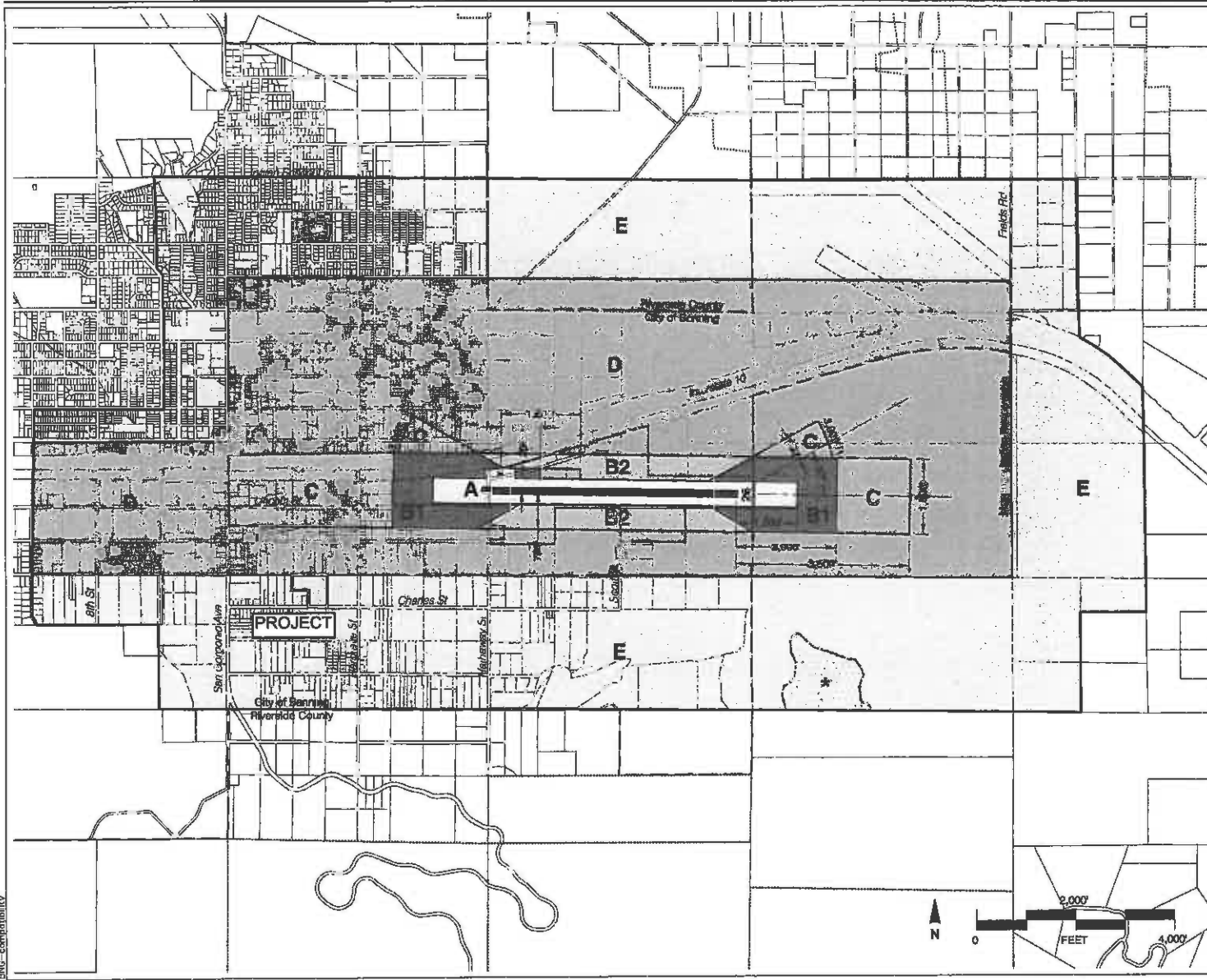
Signature Control No: 326962426-327729824
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-2577-OE





Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits
- Morongo Indian Reservation

Note

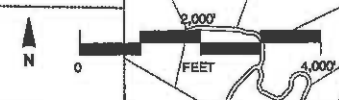
Dimensions measured from runway ends and centerlines.

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 October 2004)

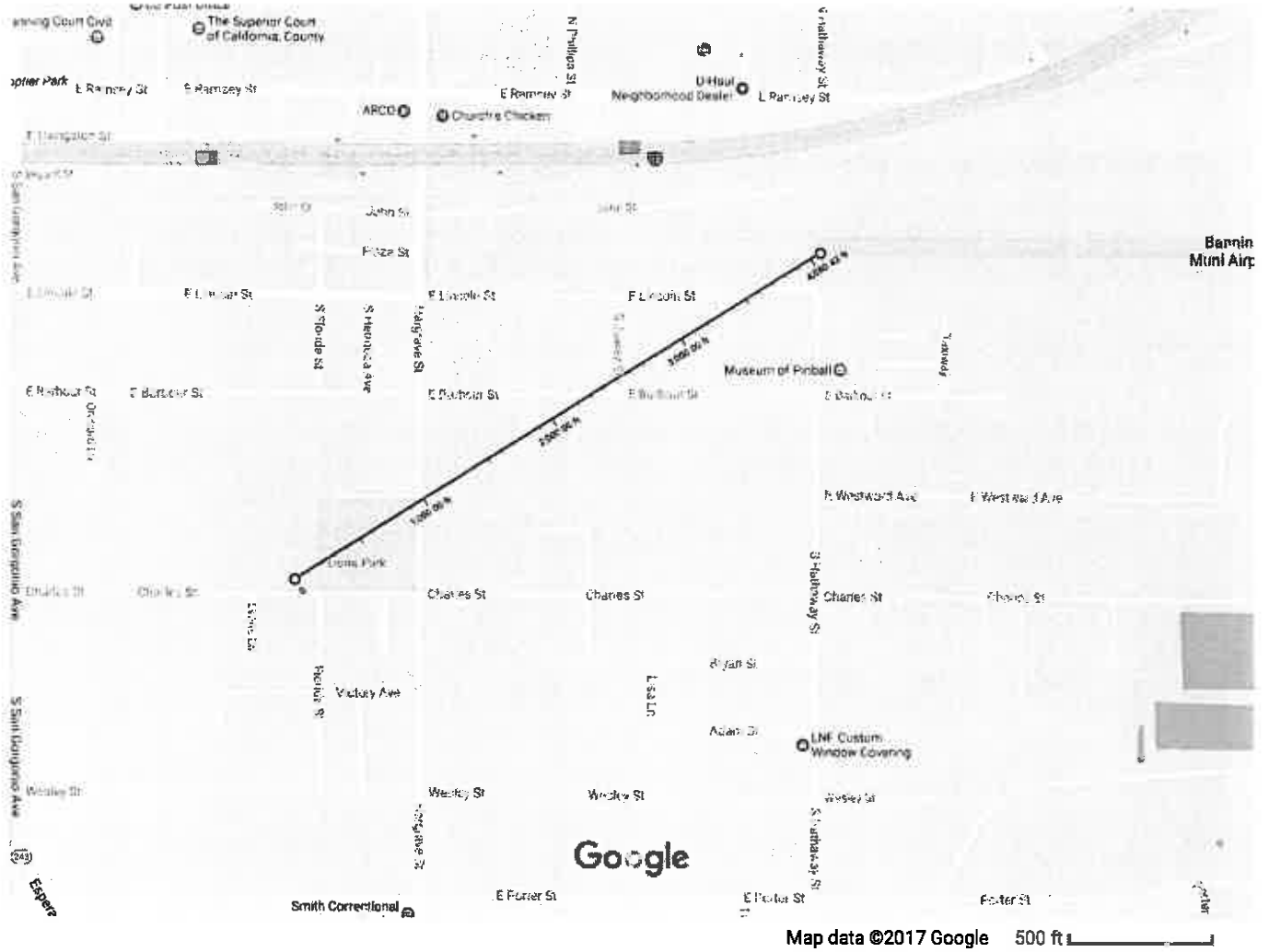
Map BN-1

Compatibility Map
 Banning Municipal Airport



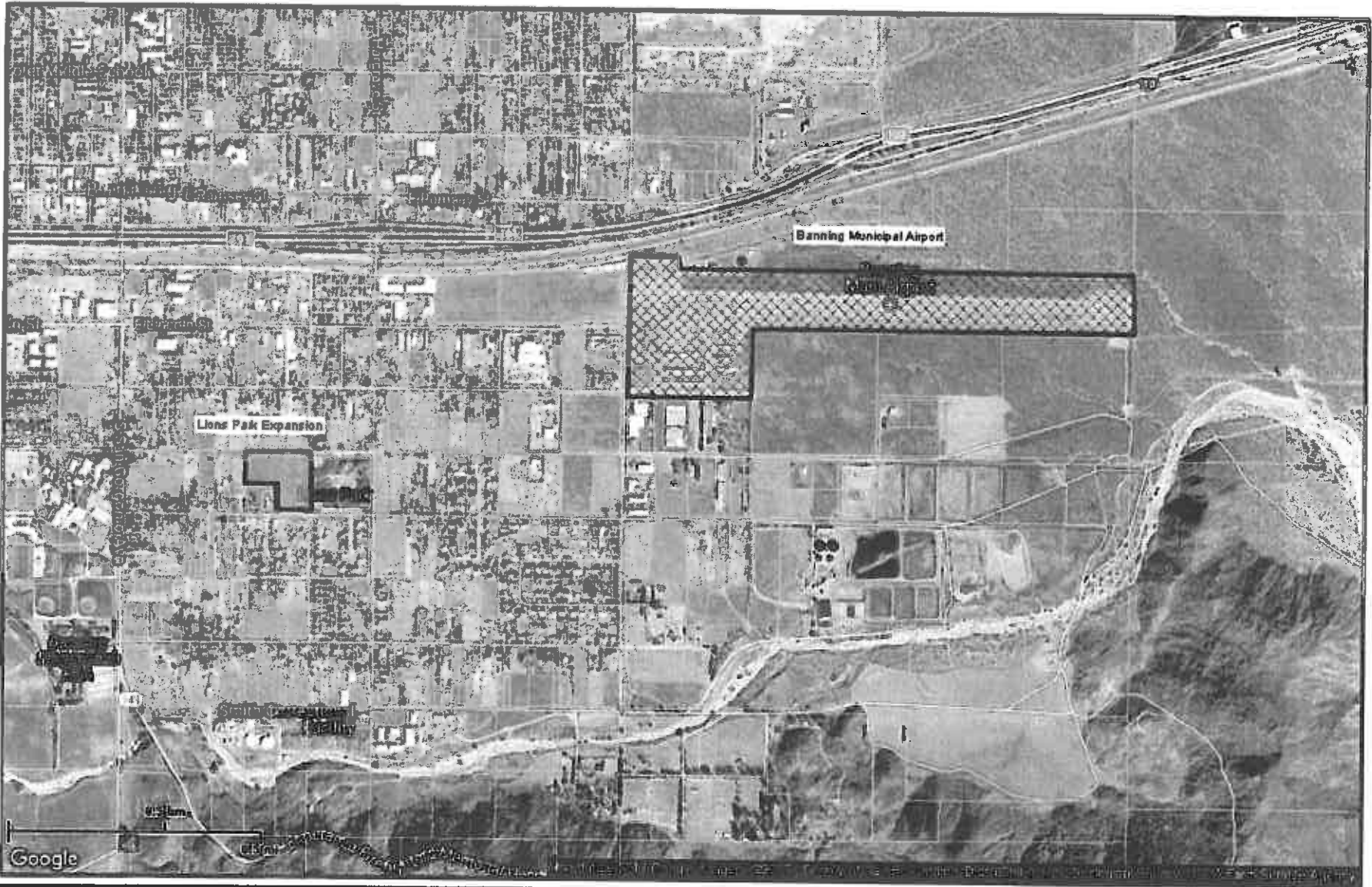
BNC - compatibility



Google Maps Lions Park Expansion



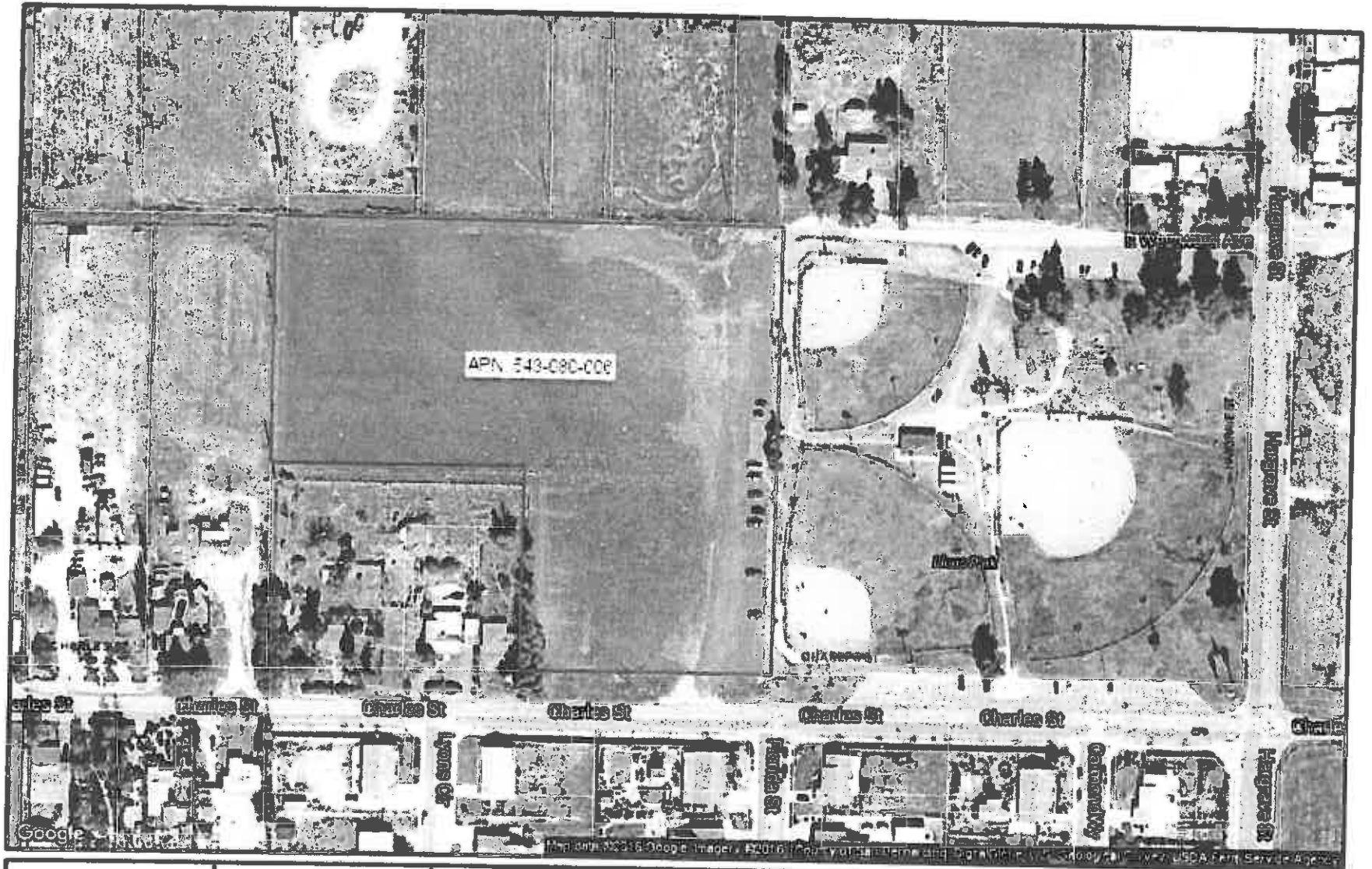
Measure distance



Total distance: 4,080.43 ft (1.24 km)



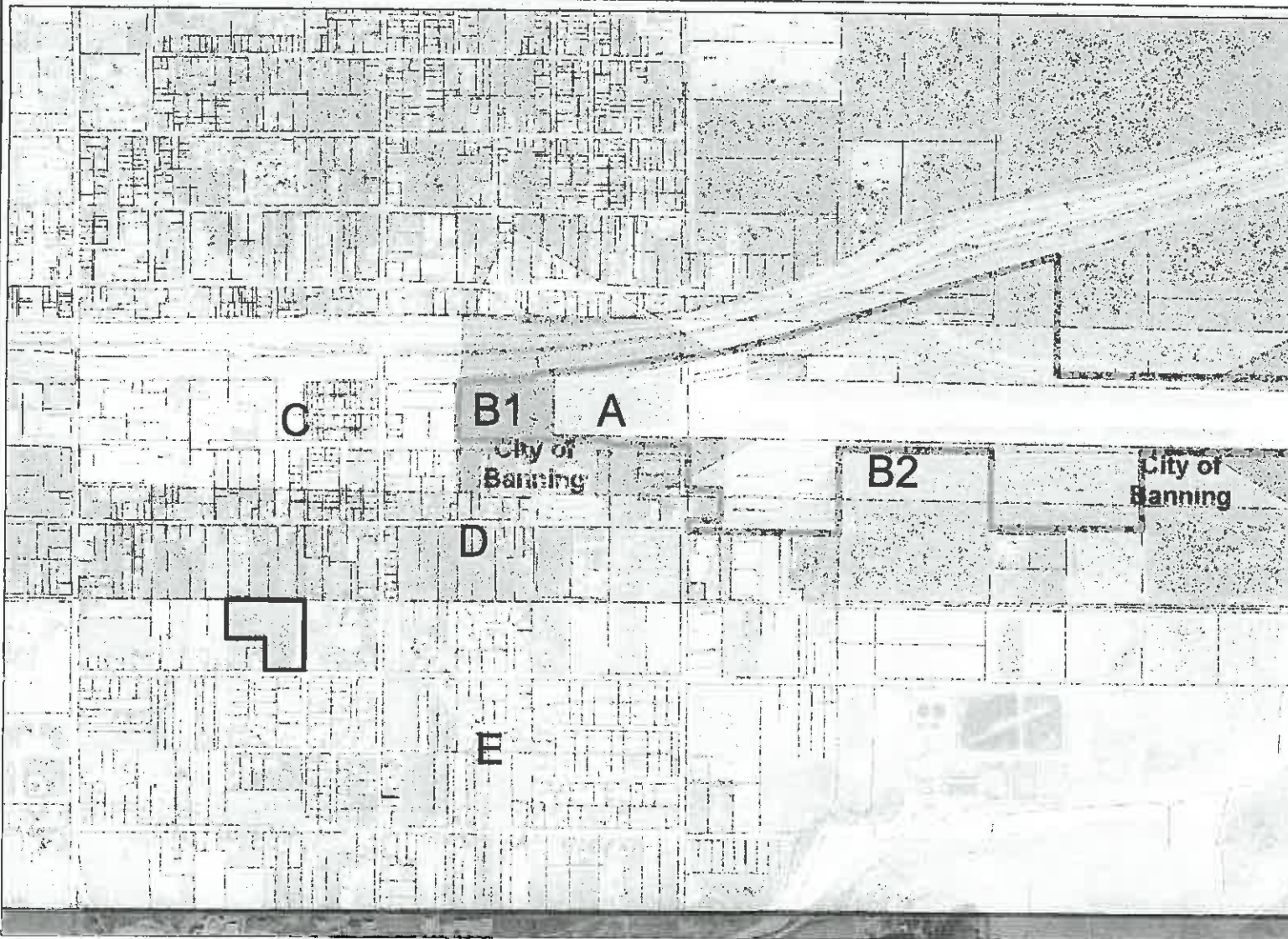
1" = 1,505 ft	Lions Park Expansion	02/22/2017		
---------------	----------------------	------------	---	---

This map represents a visual display of related geographic information. Data provided hereon is not a guarantee of actual field conditions. To be sure of complete accuracy, please contact Banning staff for the most up-to-date information.



1" = 188 ft		07/14/2016		
<p>This map represents a visual display of related geographic information. Data provided hereon is not a guarantee of actual field conditions. To be sure of complete accuracy please contact Banning staff for the most up-to-date information.</p>				

My Map



Legend

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



0 1,609 3,219 Feet



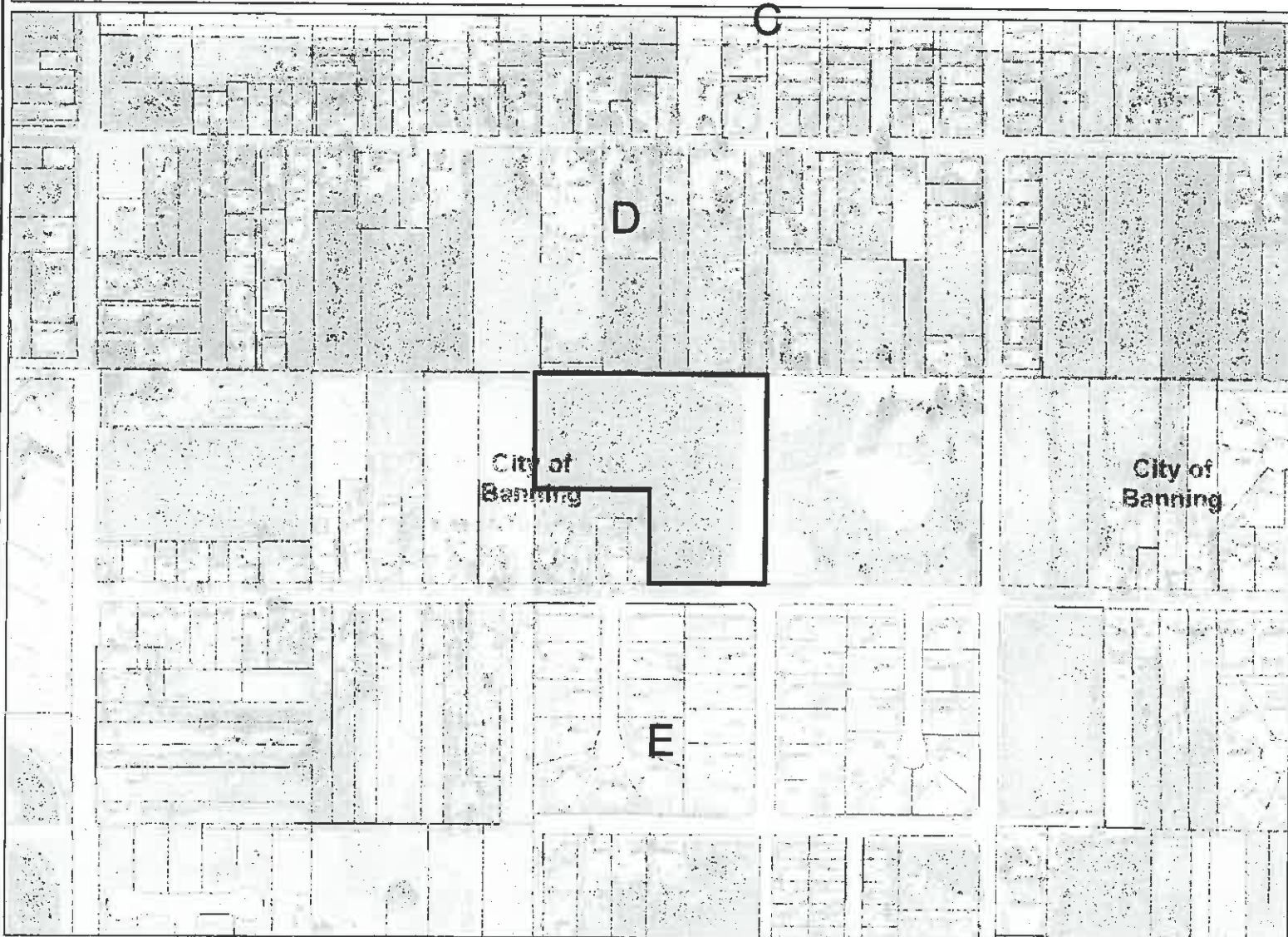
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Notes

My Map



Legend

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



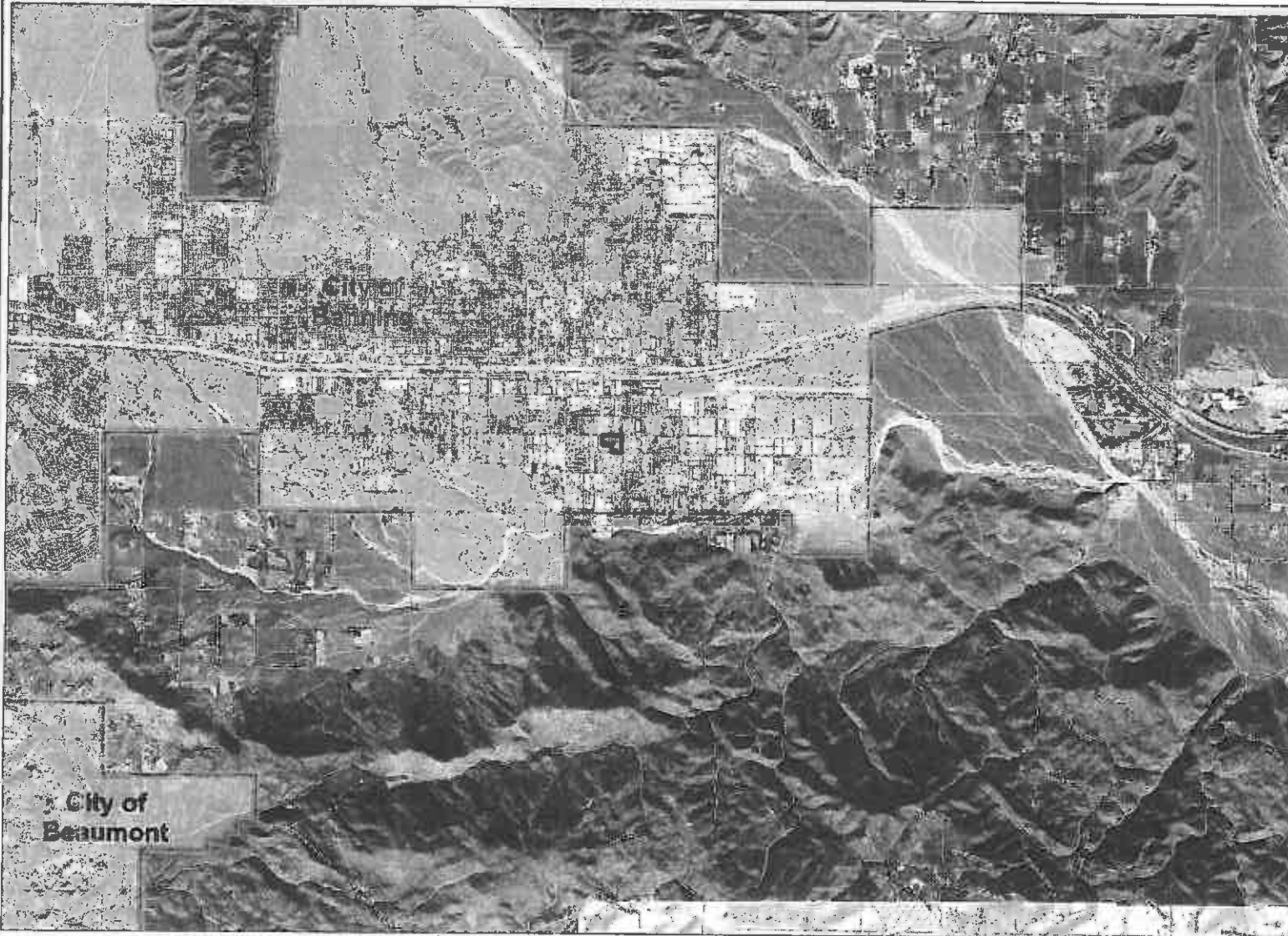
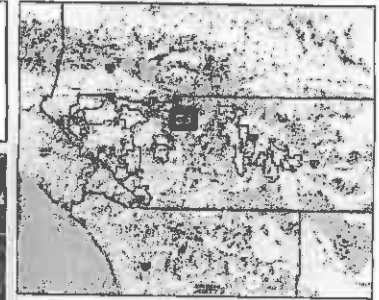
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Notes

My Map



Legend

-  City Boundaries
- Cities
- highways_large
 -  HWY
 -  INTERCHANGE
 -  INTERSTATE
 -  USHWY
-  majorroads
-  counties
-  cities



0 6,438 12,876 Feet



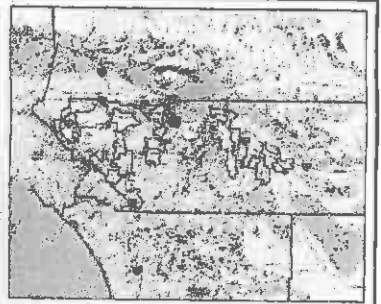
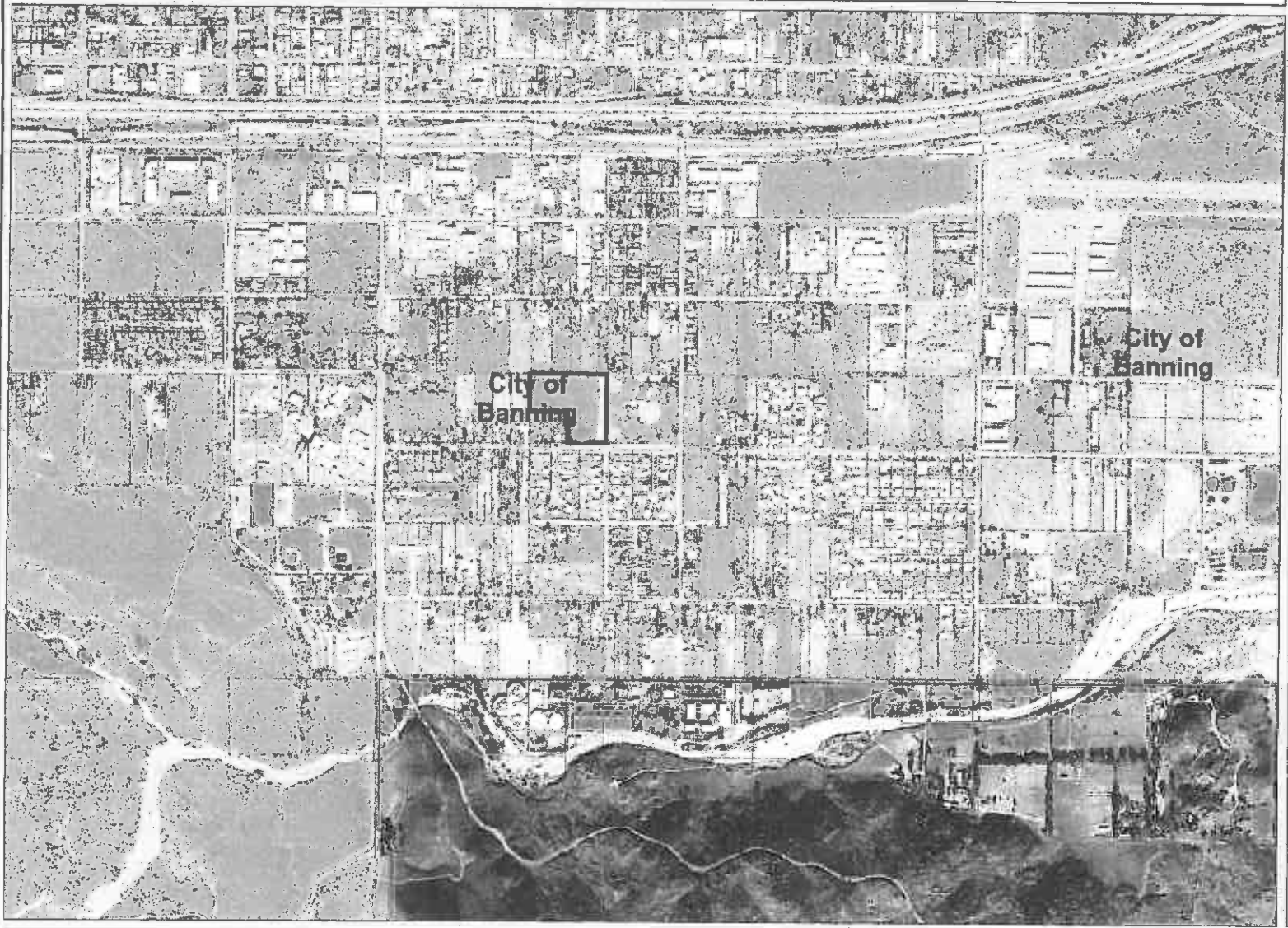
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Notes

My Map



Legend

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



0 1,609 3,219 Feet



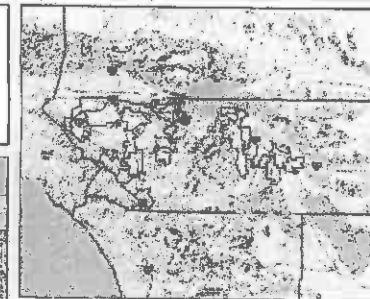
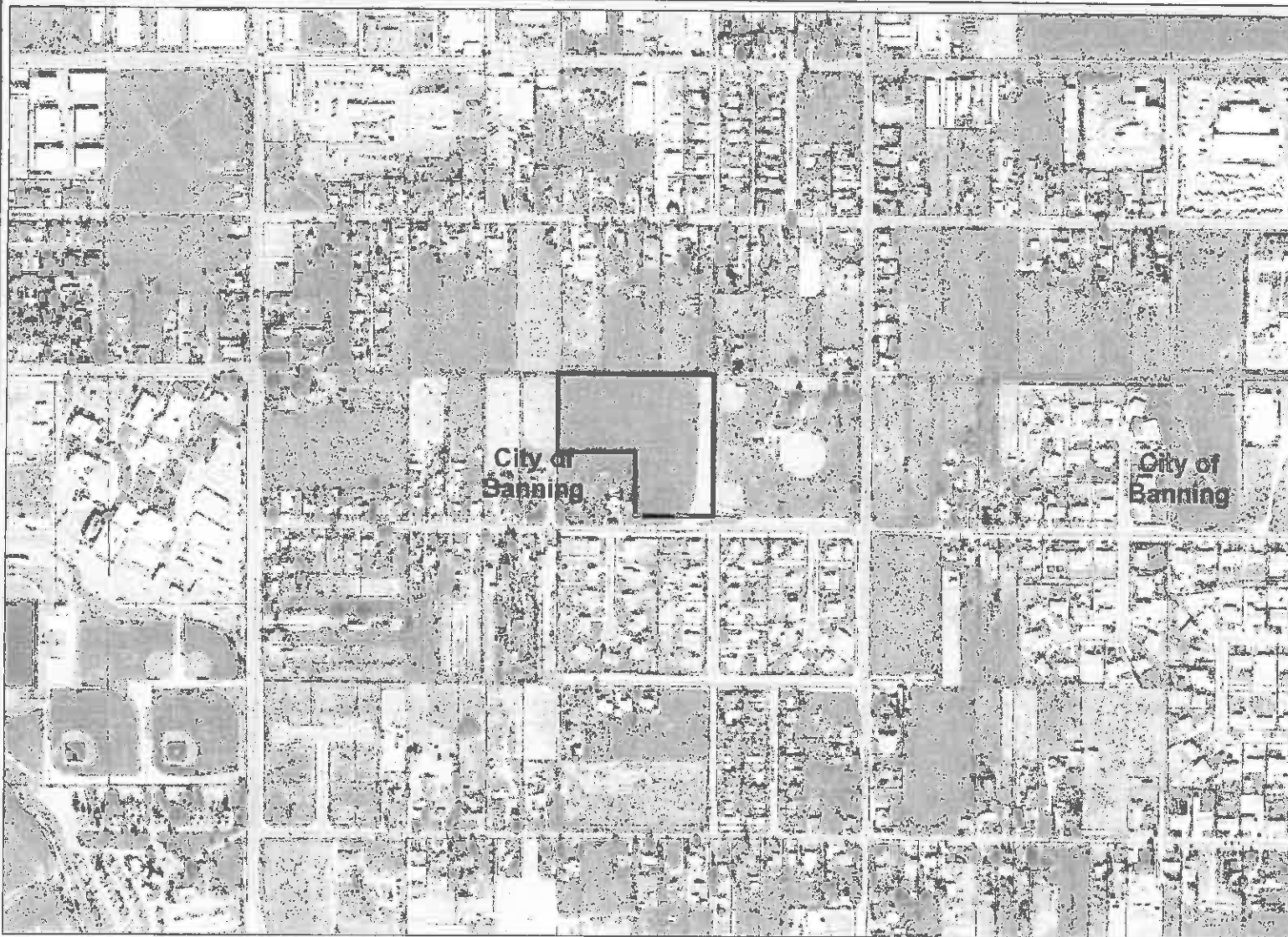
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
© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 805 1,609 Feet



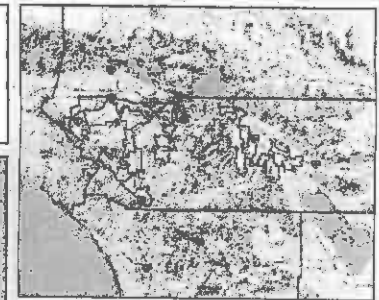
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Notes

My Map



Legend

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



0

402

805 Feet

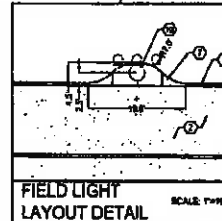
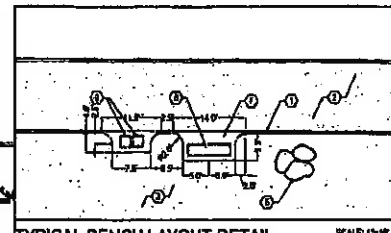
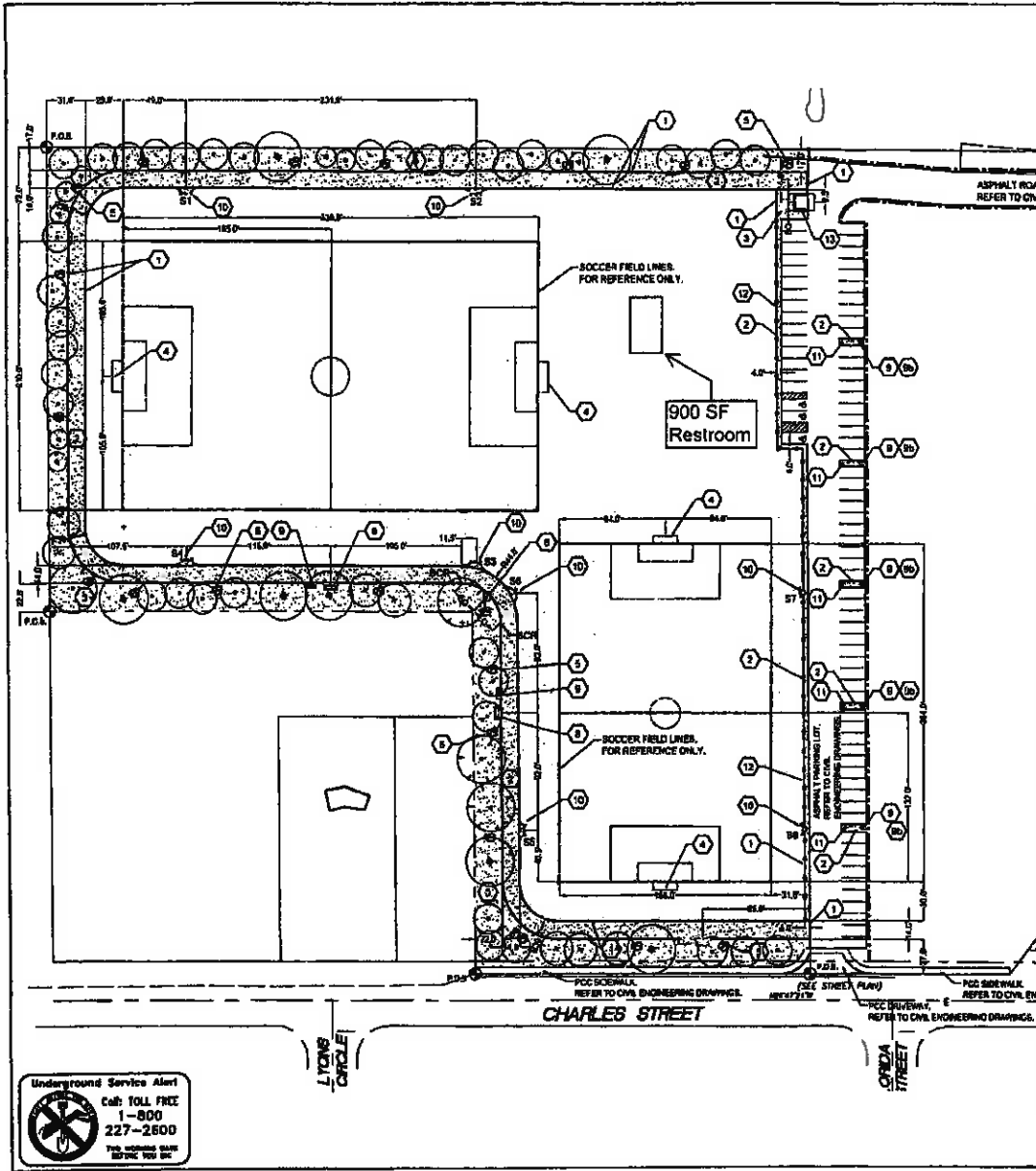


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Notes



CONSTRUCTION LEGEND			
SYM.	QTY.	DESCRIPTION	REMARKS/DETAIL
1	1340 L.F.	CONSTRUCT 12\"/>	
2	21,500 S.F.	INSTALL MEMBRANE 4\"/>	
3	20,000 S.F.	INSTALL MEMBRANE 7\"/>	
4	4 EA.	SOCCER GOALS - INSTALL SOCCER GOALS BY MANUFACTURER'S MODEL & SPECIFICATIONS. ANCHORS, BOLTS & STAYRODS AND HANGROUNDS PERMANENT ANCHORS MODEL & SPECIFICATIONS (A PERMANENT ANCHORING SYSTEM SHALL BE SET BY 12\"/>	
5	60 EA.	INSTALL BOLLARDS OF VARYING SIZES IN LOCATIONS TO BE DETERMINED BY LANDSCAPE ARCHITECT. BOLLARD SIZE SHALL BE: 	
6	1 EA.	DRINKING FOUNTAIN WITH 20\"/>	
7	200 S.F.	CONSTRUCT CONCRETE PAD 4\"/>	
8	3 EA.	4\"/>	
9	6 EA.	CONCRETE MODULAR REC-SPC COLOR: NATURAL SANDALWOOD 	
10	6 EA.	FIELD LIGHTING - 15000 BROWNSHAW SC-3 140 VOLT FUTURE MOUNTED ON 8\"/>	
11	6 EA.	PARKING LOT LIGHTING - 15000 BROWNSAW SC-3 140 VOLT FUTURE MOUNTED ON 8\"/>	
12	500 L.F.	5\"/>	
13	1 EA.	TRASH ENCLOSURE - 10\"/>	



CITY OF BANNING
 DEPARTMENT OF PUBLIC WORKS
 80 S. MARKET ST.
 BANNING, CALIFORNIA 92220
 DUANE BURK (951) 862-3100

LIONS PARK
 SOCCER FIELD
 CITY PROJECT # 2004-2
 BANNING, CALIFORNIA

REVISION	DATE	BY



CONSTRUCTION PLAN

REVISION	DATE	BY

CP-1
 2 of 5 SHEETS



PAGE BREAK



**AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY**



April 13, 2017

**CHAIR
VACANCY**

**VICE CHAIRMAN
Rod Ballance
Riverside**

COMMISSIONERS

**Arthur Butler
Riverside**

**John Lyon
Riverside**

**Glen Holmes
Hemet**

**Steve Manos
Lake Elsinore**

**Russell Betts
Desert Hot Springs**

STAFF

**Director
Simon Housman**

**John Guerin
Paul Rull
Barbara Santos**

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

www.rcaluc.org

Mr. Brian Norton, Project Planner
City of Riverside Community Development Department/Planning Division
3900 Main Street, Third Floor
Riverside, CA 92522

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR'S DETERMINATION**

File No.: ZAP1253MA17
Related File No.: P13-0163 (Conditional Use Permit)/P13-0164 (Design Review)
APNs: 211-133-003, 211-133-019

Dear Mr. Norton:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Riverside Case Nos. P13-0163 (Conditional Use Permit) and P13-0164 (Design Review) proposing to renovate an existing gas station and develop a new 4,172 square foot retail building on 0.6 acres located on the northeast corner of University Avenue and Victoria Avenue.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity is not restricted.

The elevation of the site is more than 500 feet lower than the elevation of March's Runway 14-32 at its northerly terminus (approximately 1,535 feet above mean sea level). The site is located more than 20,000 feet from the runway at Riverside Municipal Airport. Flabob Airport is approximately 13,670 feet away, but as Flabob's runway does not exceed a length of 3,200 feet, the notice radius for that airport is only 10,000 feet, and the notice surface is evaluated on the basis of a 50:1 slope rather than a 100:1 slope. Therefore, Federal Aviation Administration Obstruction Evaluation Service review for height/elevation reasons 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, subject to the following conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be

AIRPORT LAND USE COMMISSION

downward facing.

2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris centers, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the property and to tenants of the building(s) thereon.
4. No detention basins are depicted on the site plan. Any new aboveground detention or water quality basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention/water quality basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



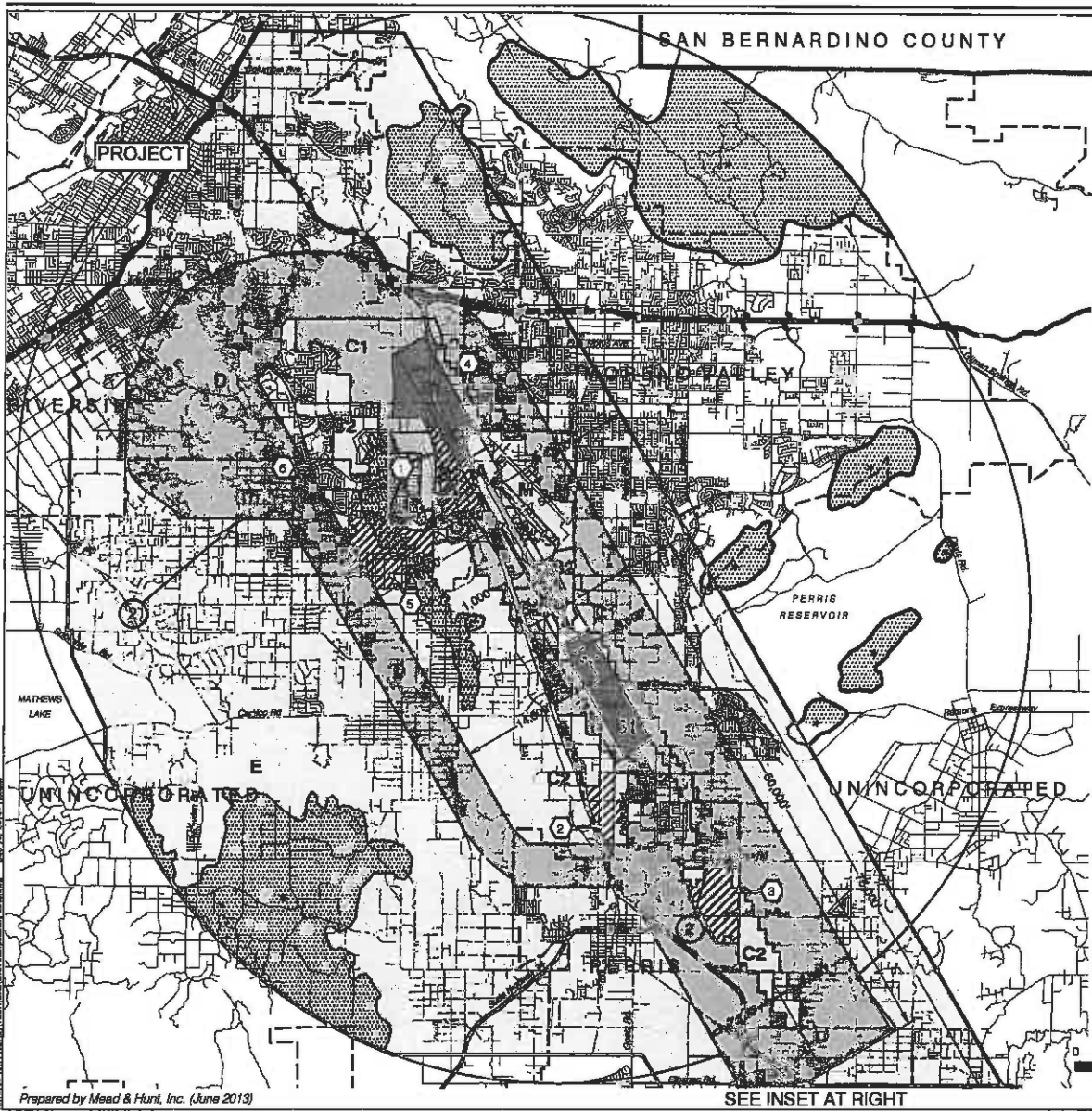
Simon A. Housman, Director

Attachments: Notice of Airport in Vicinity

AIRPORT LAND USE COMMISSION

cc: Fayaz Sedrak, Annaco Enterprises Inc. (applicant/landowner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Daniel Rockholt, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1253MA17\ZAP1253MA17.LTR.doc



LEGEND

Compatibility Zones

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

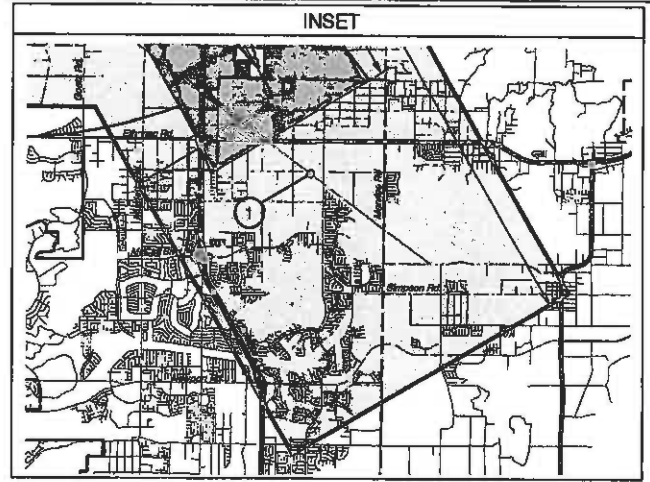
Boundary Lines

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

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

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

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



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



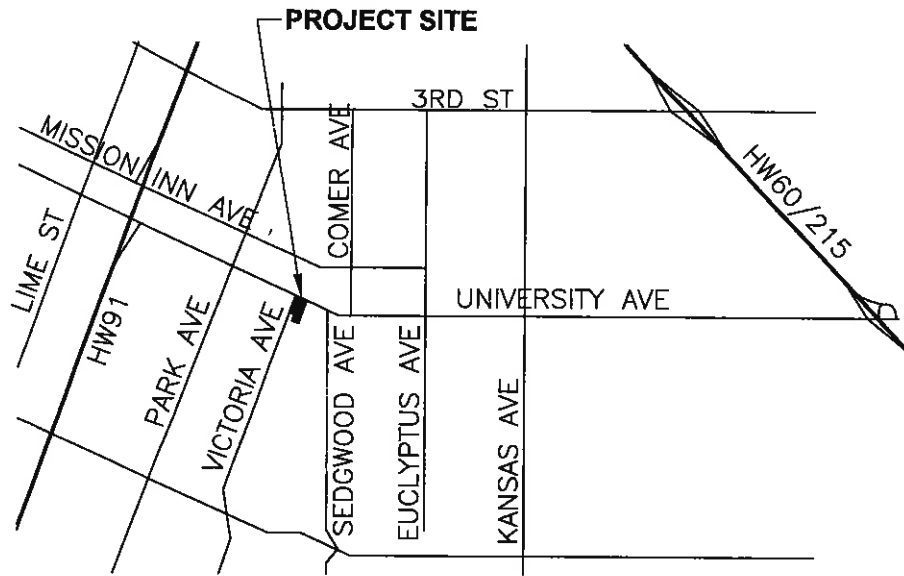
Base map source: County of Riverside 2013

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

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

SEE INSET AT RIGHT

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



VICINITY MAP

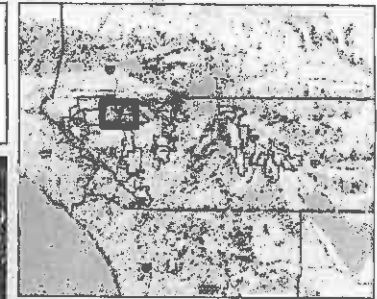
NOT TO SCALE

THOMAS GUIDE:



























PAGE 685, GRID: J5, 2008 EDITION

SECTION 24, TOWNSHIP 2 SOUTH RANGE 5 WEST

My Map



Legend

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



0 9,745 19,490 Feet



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Notes

My Map



Legend

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



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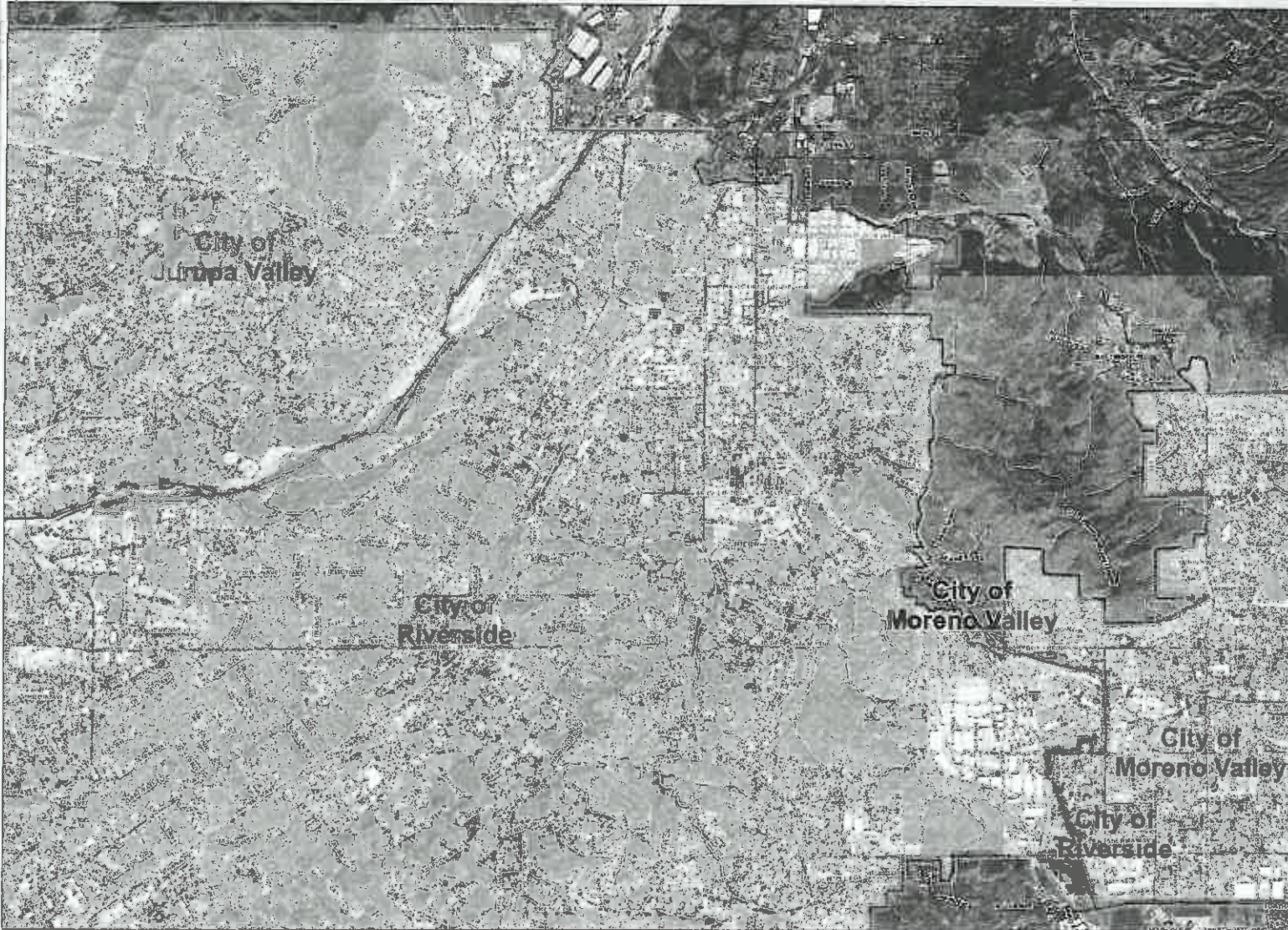
Notes
















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My Map



Legend

-  City Boundaries
- Cities**
- adjacent_highways**
 -  Interstate
 -  Interstate 3
 -  State Highways, 60
 -  State Highways 3
 -  US HWY
 -  OUT
- highways_large**
 -  HWY
 -  INTERCHANGE
 -  INTERSTATE
 -  USHWY
-  counties
-  cities



0

9,745

19,490 Feet



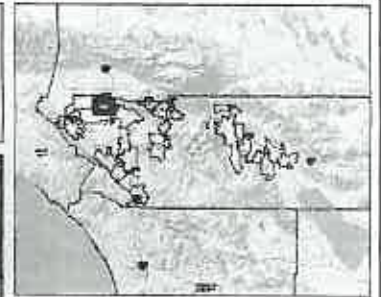
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Notes

My Map



Legend

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



0

4,872

9,745 Feet



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Notes

My Map



Legend

 City Boundaries

Cities

roadsanno

highways

— HWY

— INTERCHANGE

— INTERSTATE

— OFFRAMP

— ONRAMP

— USHWY


roads

— Major Roads

— Arterial

— Collector

— Residential

 counties

 cities

hydrographylines

waterbodies

— Lakes

— Rivers



0

2,436

4,872 Feet



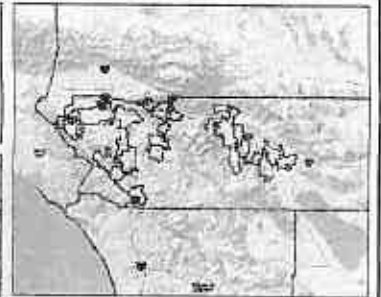
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Notes

My Map



Legend

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



0 609 1,218 Feet



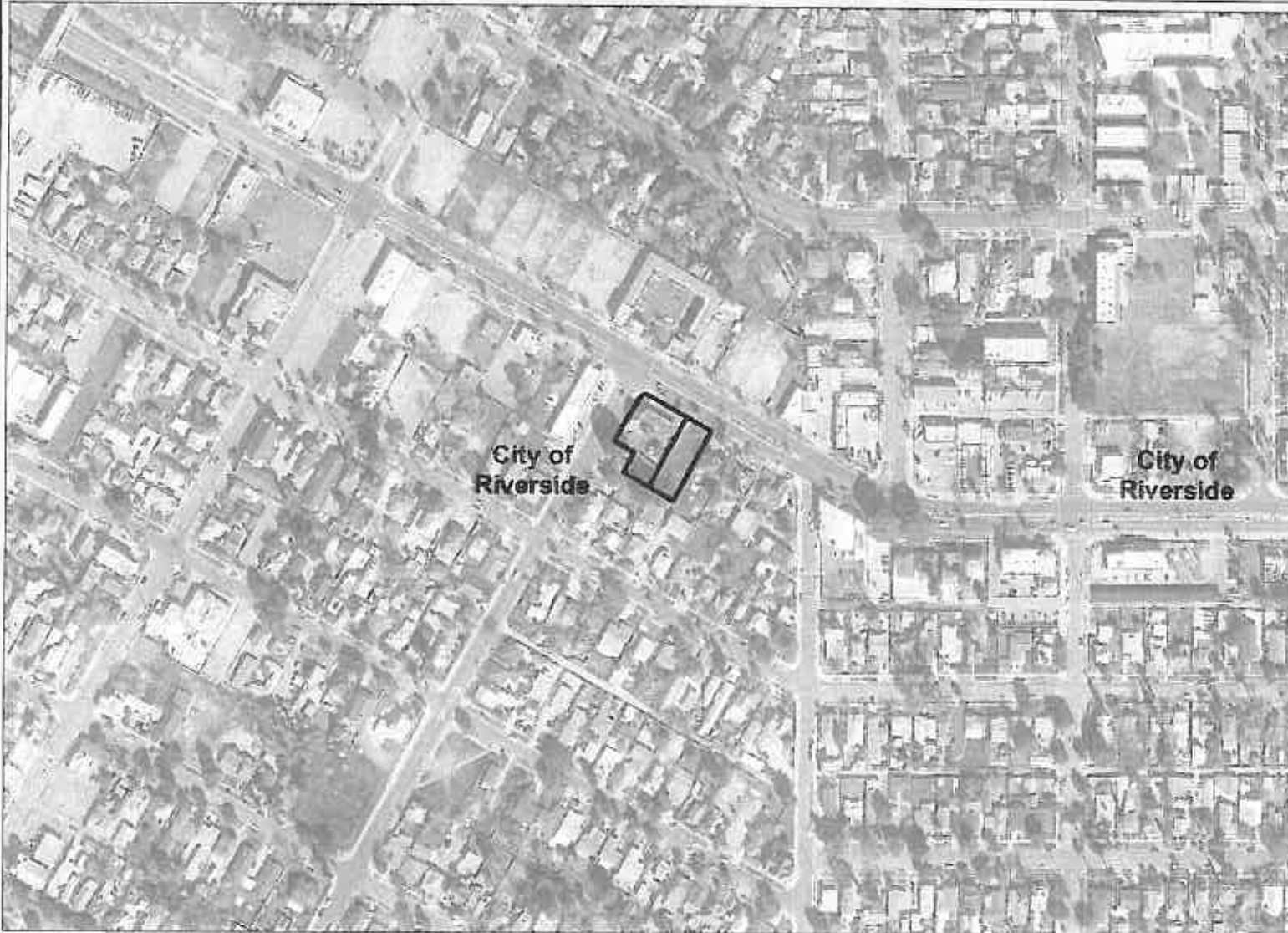
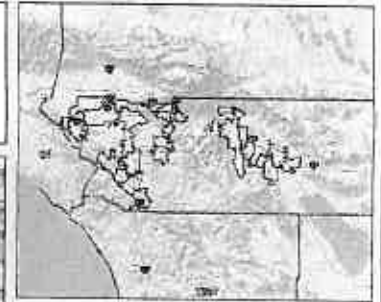
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Notes

My Map



Legend

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



0 388 776 Feet



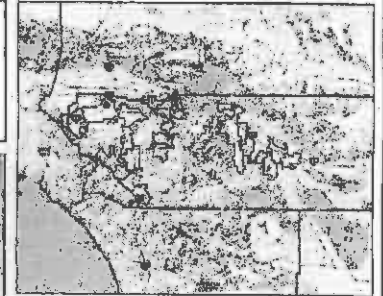
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Notes

My Map



Legend

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



0 152 305 Feet



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Notes

CODE ANALYSIS (COT'N)

PROPOSED BUILDING:
 SETBACKS:
 FRONT: 30'-0"
 INTERIOR SIDE (EAST): 11' EXC. FACE OF WALL TO PROPERTY LINE
 INTERIOR SIDE (WEST): 22'-0"
 REAR: 30'-0"

CODE ANALYSIS

PROPOSED BUILDING:

ZONING: CM
 OCCUPANCY: M
 TYPE OF CONSTRUCTION: M-B BRANCHED
 FLOOR AREA: 36,000 SF, ALLOWED PER CDB
 STORY: 2, ALLOWED PER CDB
 HEIGHT: 34'-11" < MAX. ALLOWABLE HEIGHT PER RMC; 55 ft

TOTAL GROSS BUILDING FLOOR AREA: 4532 S.F.
 LOT SIDE OF APN 211-133-003-0: 9670 (FROM NEW RW); 9609 S.F. (EXISTING LOT SIZE)
 BUILDING-TO-LOT RATIO, PAR. = 4332/9670 = 44.8% < 50%

PARKING ANALYSIS

(PARKING PER RIVERSIDE MUNICIPAL CODE, CHAPTER 91.500)
ALTERNATE STORAGE:
 GROSS FLOOR AREA INCLUDING PORCH = 4332 S.F.
 PER RIVERSIDE MUNICIPAL CODE TABLE 91.500-4
 1 SPACE/250 S.F. OF RETAIL AREA INCLUDING COOLER AREAS
 1 SPACE/1000 S.F. OF STORAGE AREA
 PARKING SPACES REQUIRED:
 RETAIL AREA INCLUDING COOLER AREAS = 2757 SP
 STORAGE AREA = 963 SP
 PARKING PROVIDED = 16
 PER RMC TABLE 91.500-0, 10. PARKING MAY BE PROVIDED ON THE SAME OR ADJOINING LOT WITHIN 300 FT TO THE SUBJECT SITE.
 LOADING SPACE (10'X20' MIN.) REQUIRED = 2
 LOADING SPACE PROVIDED = 1

LEGAL DESCRIPTION

LOTS 12, 13 AND 14 IN BLOCK 18 OF WHITE'S ADDITIONS, IN THE CITY OF RIVERSIDE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE ON BOOK & PAGE 148 OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA, EXCEPT THE SOUTHERLY 45.00 FEET OF SAID LOT 12, ALSO EXCEPT THAT PORTION CONVEYED TO THE CITY OF RIVERSIDE BY DEED RECORDED OCTOBER 29, 1976 AS INSTRUMENT NO. 18723 (HEREIN) OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA
 EXISTING RETAIL STORE:
 APN: 211-133-003-4
 EXISTING GAS STATION:
 APN: 211-133-019-1

UTILITY PURVEYORS

GAS: SOUTHERN CALIFORNIA GAS 1-800-437-2200
 ELECTRICITY: CITY OF RIVERSIDE TEL: (951) 782-0330
 WATER/SEWER: CITY OF RIVERSIDE TEL: (951) 782-0330
 WASTE & RECYCLING SERVICES: GREAT INCORPORATED TEL: 1-800-755-5112
 SCHOOL DISTRICT: RIVERSIDE UNIFIED SCHOOL TEL: (951) 782-7135
 TELEPHONE: AT&T TEL: 1-888-944-0447

PROJECT DATA

PROJECT ADDRESS:
 1) PROPOSED RETAIL STORE
 2916 UNIVERSITY AVE, RIVERSIDE, CA 92507
 APN 211-133-003-6
 2) EXISTING GAS STATION
 2916 UNIVERSITY AVE, RIVERSIDE, CA 92507
 APN 211-133-019-1
THOMAS S. BURKE
 PAGE ARCH. GROUP, INC. 2006 BOJOTT
 LATTITUDE 33.07872
 LONGITUDE -117.38286
OWNER:
 ANNACO ENTERPRISES, INC.
 CONTACT: PETERON PATEZ SEZNAK
 2337 NORCO DRIVE, NORCO, CA 92860
 TEL: (951) 268-7254

PROJECT DIRECTORY

APPLICANT/OWNER:
 ANNACO ENTERPRISES, INC.
 PATEZ SEZNAK
 2337 NORCO DRIVE, NORCO, CA 92860
 TEL: (951) 268-7254
DESIGNER:
 W TAN ENGINEERING
 155 W. HOSPITALITY LANE, SUITE 165
 SAN BERNARDINO, CA 92408
 TEL: (909) 383-8833
CIVIL:
 W TAN ENGINEERING
 155 W. HOSPITALITY LANE, SUITE 165
 SAN BERNARDINO, CA 92408
 TEL: (909) 383-8833
GEOTECHNICAL:
 CITY & COUNTY SOIL ENGINEERING & TESTING
 2324 S. VINCENT AVE, SUITE B
 ONTARIO, CA 91761
 TEL: 909-390-0980
STRUCTURAL:
 TO BE DETERMINED FOR CONSTRUCTION DOCUMENT
MECHANICAL/ELECTRICAL/PLUMBING:
 TO BE DETERMINED FOR CONSTRUCTION DOCUMENT
LANDSCAPE:
 TO BE DETERMINED FOR CONSTRUCTION DOCUMENT

PROJECT SCOPE

- PHASE I: APN 211-133-003-6
 CONSTRUCTION OF NEW RETAIL STORE AT EXISTING VACANT LOT
 PHASE II: APN 211-133-019-1
 1) REMOVE EXISTING CANOPY AND INSTALL NEW CANOPY
 2) REMOVE EXISTING FUEL DISPENSERS AND INSTALL NEW FUEL DISPENSERS
 3) REMOVE EXISTING UNDERGROUND FUEL TANKS, INSTALL NEW UNDERGROUND DOUBLE-LAYER FUEL TANKS
 4) REMOVE EXISTING TRASH ENCLOSURE, STORAGE BUILDING AND F&E BOOTH CURRENTLY FACILITATING THE EXISTING GAS STATION
 5) INSTALL NEW LANDSCAPE AND IRRIGATION SYSTEM AND NEW CONCRETE PAVEMENT
 6) RELOCATE EXISTING LIGHT STANDARD AT NEW DRIVEWAY APPROACH ON VICTORIA AVE.
 7) REPLACE EXISTING MONUMENT SIGN
 8) RELOCATE EXISTING PARKING NEAR EXISTING VICTORIA DRIVEWAY APPROACH

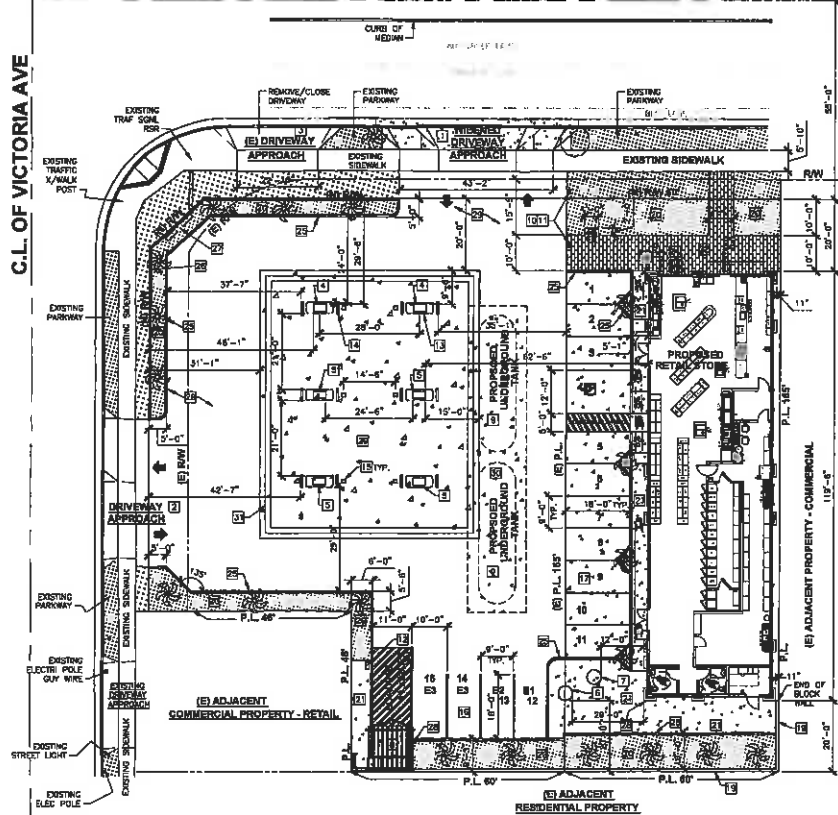
PLAN KEYNOTES

- 1) WIDEN EXISTING 28'-8" WIDE DRIVEWAY APPROACH TO 43'-2" WIDE DRIVEWAY APPROACH
- 2) WIDEN EXISTING 21'-3" WIDE DRIVEWAY APPROACH TO 41'-0"
- 3) EXISTING 2-WAY DRIVEWAY APPROACH TO BE REMOVED/CLOSED
- 4) FUEL DISPENSER WITH E-85, 87, 89 & 91 FUEL
- 5) FUEL DISPENSER WITH DIESEL, 87, 89 & 91 FUEL
- 6) HEALEY TANK
- 7) 450 GALLON VERTICAL PROPANE TANK
- 8) TRASH ENCLOSURE PER RIVERSIDE CITY STANDARD
 NEW TRASH AND RECYCLE BINS REINFORCED CONCRETE MASONRY UNIT (CMU) ENCLOSURE WITH GATE AND SCREEN IN FRONT OF BINS AND TRILUS ABOVE AND WITH GATELESS PROCESSION ACCESS. CMU BLOCKS TO BE OF 8"x8"x16" TAN SLUMPED BLOCKS.
- 9) NEW FUEL UNDERGROUND TANK REPLACING EXISTING STAINLESS STEEL TANK
- 10) EXISTING SIGNAGE TO REMAIN
- 11) EXISTING STORAGE WIDE-FLANGE COLUMN
- 12) WATER/AIR COMPRESSOR
- 13) GAS DISPENSER ISLAND, TYP.
- 14) GUARD POST, TYP.
- 15) STEEL COLUMNS OF CANOPY
- 16) EXISTING PARKING
- 17) NEW CONCRETE PAVE PARKING LOT
- 18) LOADING STRIP PER CITY STANDARD
- 19) NEW 8" HIGH CONCRETE MASONRY BLOCK WALL FENCE PER CITY STANDARD. CONCRETE MASONRY BLOCKS TO BE OF 8"x8"x16" TAN SLUMPED BLOCKS.
- 20) NEW LANDSCAPING
- 21) NEW CONCRETE SLAB ON GRADE
- 22) NEW DECORATIVE BRICK PAVEMENT, OR STAMPED CONCRETE
- 23) ARTISTIC BICYCLE RACK PER CITY STANDARD
- 24) OUTDOOR ONE METAL TABLE AND FOUR METAL CHAIRS
- 25) NEW 6" CONCRETE CURB
- 26) NEW LANDSCAPE PLANTER CONCRETE CURB
- 27) NEW MONUMENT SIGN PER CITY CODE
- 28) WATER HOSE BIB
- 29) 8" CONCRETE PARKING SLAB OVER 6" CLASS II BASE
- 30) CONCRETE SLAB OVER FUEL TANK PER FUEL DESIGN DRAWING
- 31) CONCRETE SHALE

LEGEND

- EXISTING LANDSCAPE OFFSITE
- LANDSCAPE ONSITE
- NEW CONCRETE PAVEMENT ONSITE
- NEW CONCRETE PAVEMENT/SIAB ONSITE AND OFFSITE
- DECORATIVE BRICK PAVEMENT
- PROPOSED ACCESSIBLE PARKING/LANDSCAPE ASILE
- PROPOSED TRUCK PARKING
- PALM TREE
- PARKING LOT LIGHT
- PAINTED TRAFFIC DIRECT ARROW SYMBOL ON PAVEMENT

C.L. OF UNIVERSITY AVE



PROPOSED SITE PLAN

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



VICINITY MAP

REF TO SCALE
 THOMAS S. BURKE
 PAGE ARCH. GROUP, INC. 2006 BOJOTT
 SECTION JA, TOWNSHIP 2 SOUTH RANGE 3 WEST

ABBREVIATIONS

NS = NEW
 ES = EXISTING
 RW = RIGHT OF WAY
 MAX. = MAXIMUM
 MIN. = MINIMUM
 CC = CIVIL CENTER
 CL = CENTER LINE
 TYP. = TYPICAL
 CDB = CALIFORNIA BUILDING CODE
 S.C.E. = SOUTHERN CALIFORNIA Edison

DRAWING INDEX

ARCHITECTURAL DRAWINGS:
 A1.0 EXISTING SITE PLAN
 A1.1 PROPOSED SITE PLAN
 A1.1A TRUCK TURNING PLAN
 A1.1B PASSENGER VEHICLE TURNING PLAN
 A2.1 PROPOSED FLOOR PLAN
 A2.2 PROPOSED ROOF PLAN
 A3.1 PROPOSED NORTH AND WEST ELEVATIONS
 A3.2 PROPOSED SOUTH AND EAST ELEVATIONS

DESCRIPTION	DATE
PRELIM. REVIEW	11/29/16
PRELIM. REVIEW	2/15/17

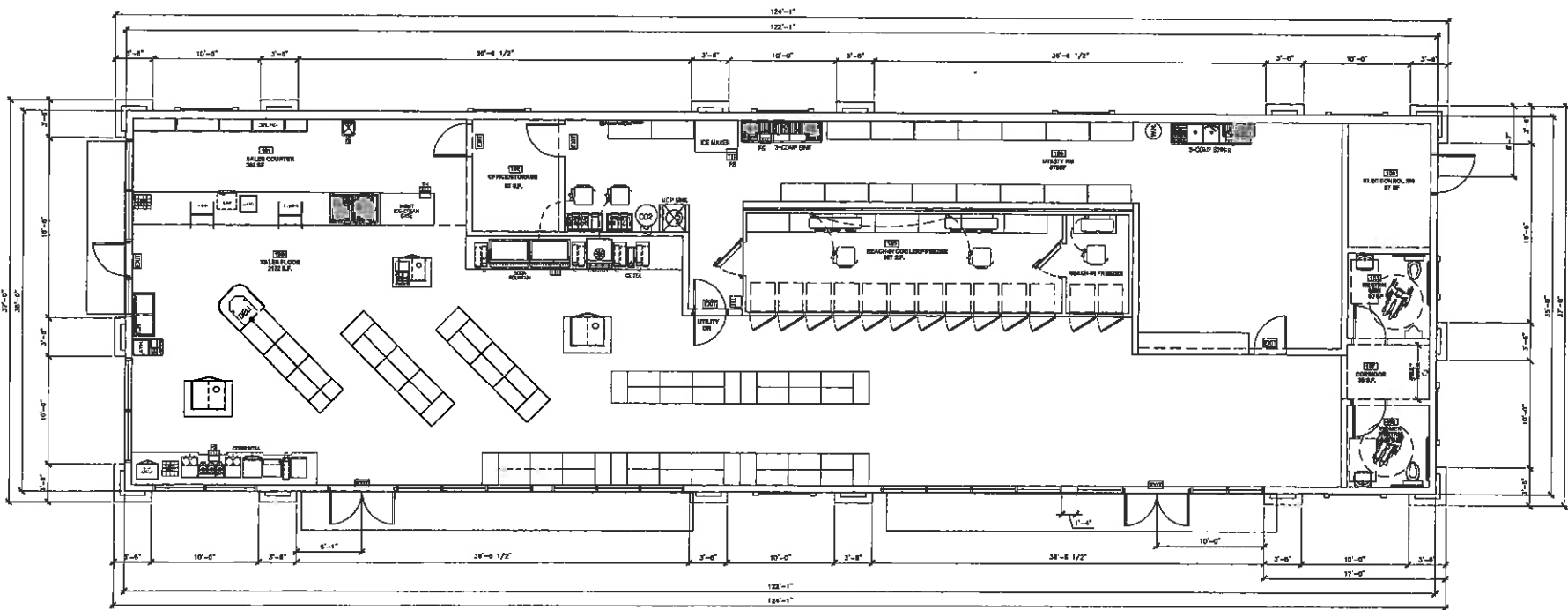
W TAN ENGINEERING
 155 W. HOSPITALITY LANE, SUITE 165
 SAN BERNARDINO, CA 92408
 TEL: (909) 383-8833

ANNACO ENTERPRISES, INC.
 GAS STATION &
 CIRCLE K STORE
 2916 & 2958 UNIVERSITY AVE
 RIVERSIDE, CA

PROPOSED SITE PLAN

DATE	BY	CHKD.	DATE
2/15/2017			
AS NOTED			
1311			

A1.1




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

DESCRIPTION	DATE
PRELIM PLAN	11/28/11
PRELIM PLAN	2/15/12

ANNACO ENTERPRISES, INC.
 2816 & 2838 UNIVERSITY AVE
 RIVERSIDE, CA

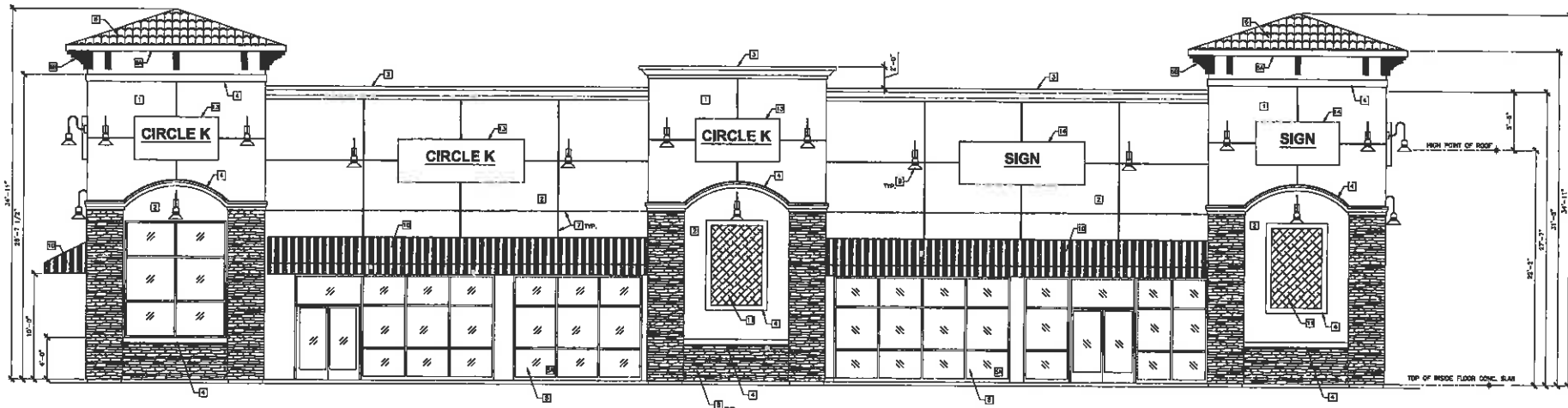
ANNACO ENTERPRISES, INC.
GAS STATION & CIRCLE K STORE
 2816 & 2838 UNIVERSITY AVE
 RIVERSIDE, CA

PROPOSED FLOOR PLAN

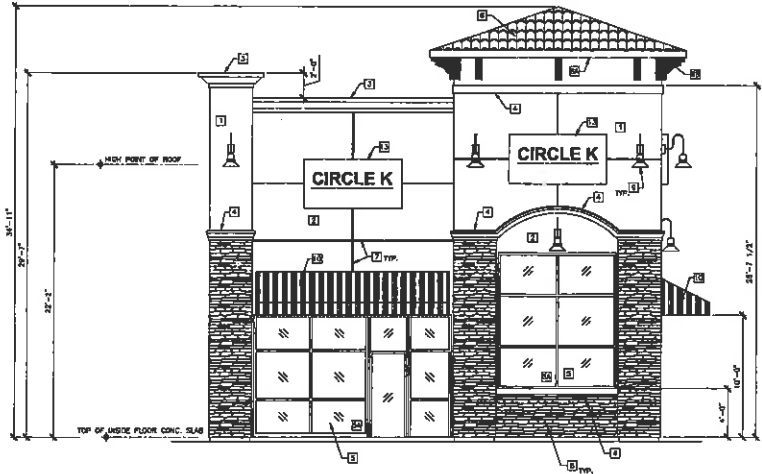
DATE	BY
11/28/2011	W.S.
AS NOTED	1211

A2.1

REVISION NO.	DATE
PRELIM REVIEW	11/29/16
PRELIM REVIEW	2/13/17



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



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

EXTERIOR BUILDING MATERIAL AND COLOR SCHEDULE

MARK	DESCRIPTION	MANUFACTURER	PRODUCT	REMARK
[1]	STUCCO FINISH	LA HABRA	SMOKE TK 24 COB BASE 200	OR OTHER COLOR APPROVED BY CITY
[2]	TRUSS	LA HABRA	1/2" X 1/2" X 1/2" BASE 100	OR OTHER COLOR APPROVED BY CITY
[3]	FOAM CORNICE W/ STUCCO FINISH	LA HABRA	61563 (27) BASE 100	--
[4]	FOAM TRIM WITH STUCCO FINISH	LA HABRA	BULLY GLAZE 61563 (27) BASE 100	--
[5]	STOREFRONT	MINNER	208 MEDIUM BRONZE ANODIZED ALUMINUM	--
[6]	STOREFRONT GLAZING	--	NON-TINTED AND UNLEADED GLASS	--
[7]	CONCRETE ROOF TILE	EMBLE	3725 MARRI BLEND WHITE SLATE	--
[8]	FOAM FRISA STUCCO FINISH	--	61563 (27) BASE 100	--
[9]	CORNER	--	MATCH FRISA STUCCO FINISH	--
[10]	STUCCO REVEAL	--	CLEAR ALUMINUM	--
[11]	LEDGESTONE	UNITLE	SCULPTED LEDGESTONE	OR OTHER APPROVED BY CITY
[12]	OUTDOOR WALL SCISSOR AND COORDINATE SIGN DISTRIBUTION LIGHT	--	IMPRLED SHADE HOSE	--
[13]	STOREFRONT SHINGE	--	DARK RED COLOR	--
[14]	ROOFING TILE	--	--	TO BE DETERMINED
[15]	HOLLOW METAL DOOR	--	GRAY COLOR	--
[16]	7-BLOWN SHINGE	--	WHITE COLOR & PER 7-CLAWER DOWNWARD	TO BE DETERMINED
[17]	SHINGE	--	--	TO BE DETERMINED
[18]	DECORATIVE METAL	--	1" WIDE 2" F THICK METAL PAINTED BLACK	--

ANNACO ENTERPRISES, INC.
GAS STATION & CIRCLE K STORE
2616 & 2658 UNIVERSITY AVE
RIVERSIDE, CA

EXTERIOR NORTH AND WEST ELEVATIONS

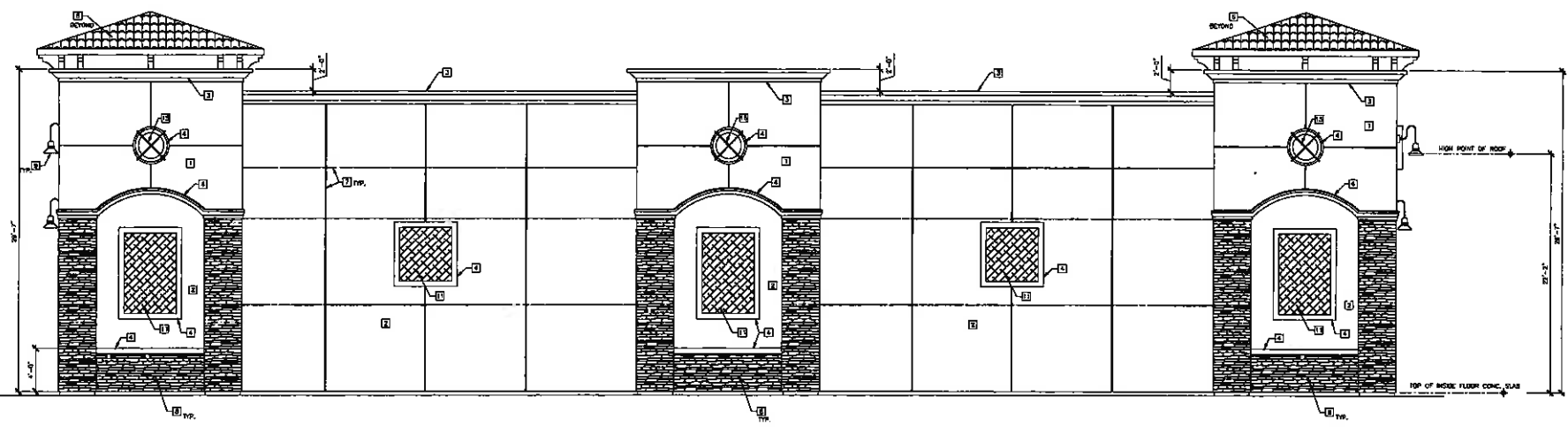
DATE	11/29/2016
BY	AS NOTED
NO.	1311
SHEET	1311

DESCRIPTION	DATE
PRELIM REVIEW	2/1/2016
PRELIM REVIEW	2/15/17

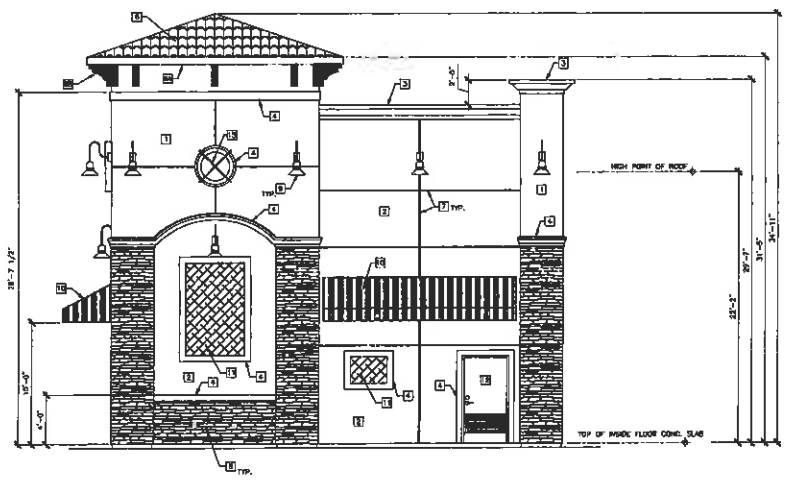
ANNACO ENTERPRISES, INC.
 2616 & ZEISS UNIVERSITY AVE
 RIVERSIDE, CA

**GAS STATION &
 CIRCLE K STORE**
 2616 & ZEISS UNIVERSITY AVE
 RIVERSIDE, CA

**EXTERIOR SOUTH
 AND EAST
 ELEVATIONS**



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



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

EXTERIOR BUILDING MATERIAL AND COLOR SCHEDULE

MARK	DESCRIPTION	MANUFACTURER	PRODUCT	REMARK
1	STUCCO FINISH	LA HABRA	SANTA FE 24 (02) BASE 200	OR OTHER COLOR APPROVED BY CITY
2	STUCCO FINISH	LA HABRA	61589 (04) BASE 100	OR OTHER COLOR APPROVED BY CITY
3	FOAM CONCRETE W/ STUCCO FINISH	LA HABRA	81583 (17) BASE 100	
4	FOAM TRIM WITH STUCCO FINISH	LA HABRA	81583 (17) BASE 100	
5	STOREFRONT	REDFERN	206 MEDIUM BRONZE ANODIZED ALUMINUM	
6	STOREFRONT GLAZING	-	NON-TINTED AND UNPOLARIZED	
7	CONCRETE ROOF TILE	EAGLE	CRATERHEAD 3722 HOME BEANS	
8	FOAM FIBER STUCCO FINISH	-	BELE GLAZE 81583 (17) BASE 100	
9	CONCRETE	-	UNPOLARIZED	
10	STUCCO REVEAL	-	CLEAN ALUMINUM	
11	LENDERSTONE	DAVILE SCULPTED LENDERSTONE	DAPPLED STUCCO 1070	OR OTHER APPROVED BY CITY
12	OUTDOOR WALL SCOURANCE AND COORDINATE WITH EXTERIOR LIGHT	-	BLACK COLOR	
13	STOREFRONT MARKING	-	DARK RED COLOR	
14	ACCENT TILE	-	-	TO BE DETERMINED
15	HOLLOW METAL DOOR	-	GRAY COLOR	TO BE DETERMINED
16	7-ELEVEN SIGNAGE	-	MULTIPLE COLORS & PER 7-ELEVEN STANDARD	TO BE DETERMINED
17	STORAGE	-	-	TO BE DETERMINED
18	DECORATIVE METAL	-	1" WIDE x 1" THICK METAL PAINTED BLACK	

DATE	2/15/2017
DRAWN	WT
CHECKED	WCL
DATE	2/15/2017
SCALE	AS NOTED
SHEET NO.	1311
TOTAL SHEETS	1311

PAGE BREAK



**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: VI. C

HEARING DATE: July 18, 2002

CASE SUMMARY

CASE NUMBER: MA-02-145 – Riverside County Travel Zone
APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO: CUP 3370

PROJECT DESCRIPTION:

A Conditional Use Permit for a full service travel stop with retail on approximately 11.5 acres.

PROJECT LOCATION:

The site is situated south of Cajalco Road and west of Harvill Ave., within the County of Riverside, approximately 10,000 ft. south of the south end of RWY 14/32 March Air Reserve Base.

Adjacent Airport: March Air Reserve Base/March Inland Port

- a. Airport Influence Area: Within Area of Influence Study Area
- b. Land Use Policy: Influence Area II
- c. Noise Levels: See Below

BACKGROUND:

The ALUC has been active in protecting the airport from intrusion since the inception of the Commission in the early 1970's. The first AIR INSTALLATION COMPATIBILITY USES ZONE (AICUZ) protection was initiated by a Board of Supervisors request in November of 1971. The original Interim Influence Area was designated in February of 1972 and was redrawn in 1975 based upon a 1972 AICUZ.

In 1983 the ALUC redrew the boundaries to reflect the 1979 AICUZ. In April of 1984 the ALUC adopted the Riverside County Airport Land Use Plan (RCALUP). In May of 1986 the ALUC again redrew the boundaries to reflect the 1983 AICUZ. In 1992 and again in 1998 the AICUZ reports were redone to reflect the mission changes of the two Base Realignments: however, no changes were made to the Interim Influence Zone created in 1986.

In 1990 the ALUC was able to obtain Department of Defense funding for a Comprehensive Land Use Plan (CLUP) that resulted in the 1994 Draft. This was about the time that the second base realignment was announced and it was consequently never adopted. The current 98/99 Draft CLUP effort was prepared utilizing the 1998 AICUZ in conjunction with the 1993 CalTrans Handbook.

Since we have not adopted the CLUP for MARB, we will utilize five resources for our review:

1. RCALUP: 1984 with Interim boundaries for March Air Force Base: 1986
2. CalTrans Airport Land Use Planning Handbook: 2002
3. Draft CLUP for March Air Force Base: 1994
4. Noise Data from the Air Installation Compatibility Use Zone Study: 1998 March Air Reserve Base
5. Draft 98/99 CLUP for MARB/MIP

MAJOR ISSUES:

Land Use: The proposed site is located approximately 10,000 feet south of Runway 14-32. The proposal is for a Conditional Use Permit on 11.5 acres. The proposed use includes a truck stop with retail. The proposal is near one flight track and within the conical surface. The current generalized flight tracks are described in the AICUZ report and are on Exhibit B.

The 1984 Plan places an emphasis upon the type of airport, the type of aircraft using the airport, planned and existing approach profiles, actual flight tracks, noise levels, or a combination of these factors. The site is located in Area II, which allows commercial and industrial land use with a few restrictions. Industrial uses are allowed subject to certain constraints. The 1994 Draft CLUP placed the property inside of the 60 CNEL. The proposed land use designation would be consistent with allowed land uses within this area contingent upon noise and height issues.

Density and Coverage: The proposed site is 11.5 acres (net). The proposal includes 31,789 sq. ft of buildings and about 54,000 sq. ft. of canopies on 11.5 acres. The structural coverage for the structure will be less than 22%.

Part 77: The elevation at the site is approximately 1,509-1,524 feet. The height of the tallest structure is 22.5 ft. Any structures over 1,588 MSL feet in elevation will require an FAA 7460 review. Part 77 obstruction criteria are not a concern with this project.

Noise: The site has been shown to have some noise over the property with each of the AICUZ reports. The 1998 AICUZ indicated the noise level at the property to be less 55 CNEL. Previous AICUZ indicated that the noise level was as high as 60CNEL. The proposed use is not a noise sensitive use.

CONDITIONS:

1. Prior to project development or sale to an entity exempt from the Subdivision Map Act, the project proponents shall convey an avigation easement to the MARB/MIP Airport. (Tel.909-656-7000)
2. Any structures over 48 feet in height will require further review.
3. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
4. The above ground storage of explosives or flammable materials shall be prohibited.

RECOMMENDATION: Staff recommends a finding of consistency for the project subject to the conditions outlined above.

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: VI. D.

HEARING DATE: October 14, 2004

CASE SUMMARY

CASE NUMBER: MA-04-144 (revision to MA-02-145) Travel Zone
APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO: CUP 3370

PROJECT DESCRIPTION:

A Conditional Use Permit for a full service travel stop with retail on approximately 11.5 acres and a sign 70' high.

PROJECT LOCATION:

The site is situated south of Cajalco Road and west of Harvill Ave., within the County of Riverside, approximately 9,000 ft. south of the south end of RWY 14/32 March Air Reserve Base.

Adjacent Airport: March Air Reserve Base/March Inland Port

- a. Airport Influence Area: Within Area of Influence Study Area
- b. Land Use Policy: Influence Area II
- c. Noise Levels: See Below

BACKGROUND:

The ALUC has been active in protecting the airport from intrusion since the inception of the Commission in the early 1970's. The first AIR INSTALLATION COMPATIBILITY USES ZONE (AICUZ) protection was initiated by a Board of Supervisors request in November of 1971. The original Interim Influence Area was designated in February of 1972 and was redrawn in 1975 based upon a 1972 AICUZ.

In 1983 the ALUC redrew the boundaries to reflect the 1979 AICUZ. In April of 1984 the ALUC adopted the Riverside County Airport Land Use Plan (RCALUP). In May of 1986 the ALUC again redrew the boundaries to reflect the 1983 AICUZ. In 1992 and again in 1998 the AICUZ reports were redone to reflect the mission changes of the two Base Realignments: however, no changes were made to the Interim Influence Zone created in 1986.

In 1990 the ALUC was able to obtain Department of Defense funding for a Comprehensive Land Use Plan (CLUP) that resulted in the 1994 Draft. This was about the time that the second base realignment was announced and it was consequently never adopted. The current 98/99 Draft CLUP effort was prepared utilizing the 1998 AICUZ in conjunction with the 1993 CalTrans Handbook.

Since we have not adopted the CLUP for MARB, we will utilize three resources for our review:

1. RCALUP: 1984 with Interim boundaries for March Air Force Base: 1986
2. CalTrans Airport Land Use Planning Handbook: 2002
3. Noise Data from the Air Installation Compatibility Use Zone Study: 1998 March Air Reserve Base
4. Draft 2004 ALUCP

MAJOR ISSUES:

Land Use: The proposed site is located approximately 9,000 feet south of Runway 14-32. The proposal is for a Conditional Use Permit on 11.5 acres. The proposed use includes a truck stop with retail. The proposal is near one flight track and within the conical surface. The current generalized flight tracks are described in the AICUZ report and are on Exhibit B.

The 1984 Plan places an emphasis upon the type of airport, the type of aircraft using the airport, planned and existing approach profiles, actual flight tracks, noise levels, or a combination of these factors. The site is located in Area II, which allows commercial and industrial land use with a few restrictions. Industrial uses are allowed subject to certain constraints. The proposed land use designation would be consistent with allowed land uses within this area contingent upon noise and height issues.

Density and Coverage: The proposed site is 11.5 acres (net). The proposal includes 31,789 sq. ft of buildings and about 54,000 sq. ft. of canopies on 11.5 acres. The structural coverage for the structure will be less than 22%.

Part 77: The elevation at the site is approximately 1,509-1,525 feet. The height of the tallest building is 22.5 ft. The runway end is at 1488MSL and any structures over 1,578 MSL feet in elevation will require an FAA 7460 review. The sign will be over that elevation Part 77 obstruction criteria are a concern with this project.

Noise: The site has been shown to have some noise over the property with each of the AICUZ reports. The 1998 AICUZ indicated the noise level at the property to be less 55 CNEL. Previous AICUZ indicated that the noise level was as high as 60CNEL. The proposed use is not a noise sensitive use.

CONDITIONS:

1. Prior to project development or sale to an entity exempt from the Subdivision Map Act, the project proponents shall convey an avigation easement to the MARB/MIP Airport. (Tel.909-656-7000)
2. An FAA Part 77 review shall be accomplished and any conditions required shall be met..
3. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
4. The above ground storage of explosives or flammable materials shall be prohibited.

RECOMMENDATION: Staff recommends a continuance until the FAA review is complete.

February 10, 2005: Due to the minutes not being available Chairman Stephens continued the minutes to the next scheduled hearing.

***CONSENT ITEMS:**

Keith Downs opened the consent items schedule for 9:00 a.m.

Keith Downs indicated the consent items would be voted for consistency unless any of the Commissioners or any one from the audience has questions on an item. The item will be pulled and addressed separately, otherwise it will be voted as one and no further discussion will be made. Mr. Downs then included a withdrawn requested by the applicant for item TH-05-100 and Continuance for items FV-05-100 and BD-05-105.

Consent items as follows; MA-04-144, FV-05-101, BD-05-102, BD-05-104, RI-05-101, RI-05-102, RI-05-103, MA-05-101, MA-05-102, MA-05-103, MA-05-104, MA-05-105, MA-05-106 and MA-05-107.

Withdrawn item; TH-05-100 and items for continuance; FV-05-100 and BD-05-105

There are letters from some constituents regarding issues that are not Airport Land Use Commission issues in the Commission's package for Tracts 33028 and 33029.

Hearing no further comments Chairman Stephens called for questions from the Commissioners. Hearing no response, Chairman Stephens opened the floor for comments from the audience, hearing no reply he called for a motion to be set.

ACTION TAKEN: Vice Chairman Hogan made a motion of consistency for the consent items, continuance for continued items noted above and withdrawn of the item noted above. Commissioner Goldenbaum seconded the motion. Motion carried unanimously.

V. OLD BUSINESS

MARCH AIR RESERVE BASE

9:00 A.M.

A. MA-04-144 – Pinnacle Real Estate Holdings, Inc. – See above

CASE NUMBER: MA-04-144 (revision to MA-02-145) Travel Zone
APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO: CUP 3370

PROJECT DESCRIPTION:
A Conditional Use Permit for a full service travel stop with retail on approximately 11.5 acres and a sign 70' high.

PROJECT LOCATION:

The site is situated south of Cajalco Road and west of Harvill Ave., within the County of Riverside, approximately 9,000 ft. south of the south end of RWY 14/32 March Air Reserve Base.

Adjacent Airport: *March Air Reserve Base/March Inland Port*

- a. Airport Influence Area: Within Area of Influence Study Area
b. Land Use Policy: Influence Area II
c. Noise Levels: See Below

BACKGROUND:

The ALUC has been active in protecting the airport from intrusion since the inception of the Commission in the early 1970's. The first AIR INSTALLATION COMPATIBILITY USES ZONE (AICUZ) protection was initiated by a Board of Supervisors request in November of 1971. The original Interim Influence Area was designated in February of 1972 and was redrawn in 1975 based upon a 1972 AICUZ.

In 1983 the ALUC redrew the boundaries to reflect the 1979 AICUZ. In April of 1984 the ALUC adopted the Riverside County Airport Land Use Plan (RCALUP). In May of 1986 the ALUC again redrew the boundaries to reflect the 1983 AICUZ. In 1992 and again in 1998 the AICUZ reports were redone to reflect the mission changes of the two Base Realignment; however, no changes were made to the Interim Influence Zone created in 1986.

In 1990 the ALUC was able to obtain Department of Defense funding for a Comprehensive Land Use Plan (CLUP) that resulted in the 1994 Draft. This was about the time that the second base realignment was announced and it was consequently never adopted. The current 98/99 Draft CLUP effort was prepared utilizing the 1998 AICUZ in conjunction with the 1993 CalTrans Handbook.

Since we have not adopted the CLUP for MARB, we will utilize three resources for our review:

1. RCALUP: 1984 with Interim boundaries for March Air Force Base: 1986
2. CalTrans Airport Land Use Planning Handbook: 2002
3. Noise Data from the Air Installation Compatibility Use Zone Study: 1998 March Air Reserve Base
4. Draft 2004 ALUCP

MAJOR ISSUES:

Land Use: The proposed site is located approximately 9,000 feet south of Runway 14-32. The proposal is for a Conditional Use Permit on 11.5 acres. The proposed use includes a truck stop with retail. The proposal is near one flight track and within the conical surface. The current generalized flight tracks are described in the AICUZ report and are on Exhibit B.

The 1984 Plan places an emphasis upon the type of airport, the type of aircraft using the airport, planned and existing approach profiles, actual flight tracks, noise levels, or a combination of these factors. The site is located in Area II, which allows commercial and industrial land use with a few restrictions. Industrial uses are allowed subject to certain constraints. The proposed land use designation would be consistent with allowed land uses within this area contingent upon noise and height issues.

Density and Coverage: The proposed site is 11.5 acres (net). The proposal includes 31,789 sq. ft of buildings and about 54,000 sq. ft. of canopies on 11.5 acres. The structural coverage for the structure will be less than 22%.

Part 77: The elevation at the site is approximately 1,509-1,525 feet. The height of the tallest building is 22.5 ft. The runway end is at 1488MSL and any structures over 1,578 MSL feet in elevation will require an FAA 7460 review. The sign will be over that elevation Part 77 obstruction criteria are a concern with this project.

Noise: The site has been shown to have some noise over the property with each of the AICUZ reports. The 1998 AICUZ indicated the noise level at the property to be less 55 CNEL. Previous AICUZ indicated that the noise level was as high as 60CNEL. The proposed use is not a noise sensitive use.

CONDITIONS:

1. Prior to project development or sale to an entity exempt from the Subdivision Map Act, the project proponents shall convey an avigation easement to the MARB/MIP Airport. (Tel.909- 656-7000)
2. An FAA Part 77 review shall be accomplished and any conditions required shall be met.
3. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
4. The above ground storage of explosives or flammable materials shall be prohibited.

RECOMMENDATION: October 14, Staff recommended a continuance until the FAA review is complete.

November 18, 2004: The FAA review is not complete and the case must be continued until December 9, 2004.

December 9, 2004: The FAA review is not complete and the case must be continued until January 13, 2005.

January 13, 2005: As of the date of the staff report (Jan 6) we have not received the FAA review, but the applicant has indicated that the FAA report is imminent. Continue to Feb 10, 2005.

March 10, 2005: The FAA has reviewed the proposal and has found it not to be a hazard to navigation.

REGIONAL

- B. RG-04-100: RI-04-127 and PS-04-100 Resolutions for Adoption with Addendums
Keith Downs presented the Resolutions.

APPROVING JURISDICTION: Riverside County Airport Land Use Commission

PROJECT DESCRIPTION:

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.1

HEARING DATE: November 5, 2014

CASE NUMBER: ZAP1101MA14 – Fiedler Group (Representative: Ben Steckler)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: CUP03370S6 (Substantial Conformance No. 6 to Conditional Use Permit No. 3370)

MAJOR ISSUES: The project proposes to install two 18,000 gallon Liquid Natural Gas (LNG) tanks and three Compressed Natural Gas (CNG) storage vessels aboveground. The LNG tanks will be almost 46 feet in height at top of tank vents. Although the volume of fuel stored may present a hazard to aircraft in the event of a crash, aboveground bulk storage of hazardous materials is not a prohibited use in Airport Area II or within draft Compatibility Zone C2.

RECOMMENDATION: Staff recommends deletion of Condition No. 4 of Case No. MA-04-144 and issuance of a finding of CONSISTENCY for the proposed project, subject to the conditions specified herein.

PROJECT DESCRIPTION:

The applicant proposes to establish a Liquefied Natural Gas (LNG) and Compressed Natural Gas (CNG) fueling station, including two 18,000 gallon vertical LNG tanks and three CNG storage vessels, with four LNG and four CNG dispensers and associated equipment, at the Arco Travel Zone Center in Mead Valley. The LNG tanks will be up to 46 feet in height at top of tank vents. The applicant proposes to delete ALUC Condition No. 4 of the initial consistency determination for the existing facility (ALUC Case No. MA-04-144), which prohibited aboveground storage of explosives and hazardous materials on this site.

PROJECT LOCATION:

The site is located at 23261 Cajalco Expressway, southeasterly of Cajalco Expressway and southwesterly of Harvill Avenue, in the unincorporated community of Mead Valley, approximately 8,640 feet southwesterly of the southerly terminus of Runway 14-32 at March Air Reserve Base.

LAND USE PLAN: 1984 Riverside County Airport Land Use Plan, as applied to March Air

Reserve Base

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Area II
- c. Noise Levels: From below 60 to 65 CNEL

BACKGROUND:

Non-Residential Land Use Intensity: The site is located in Airport Area II of the March Air Reserve Base Airport Influence Area, as depicted on the map at www.rcaluc.org. Pursuant to the 1984 Riverside County Airport Land Use Plan, Airport Area II allows commercial and industrial development, with no restrictions on nonresidential land use intensities for most areas. Airport Area II excludes all Accident Potential Zones (APZs) identified in the U.S. Air Force Airport Installation Compatible Use Zones (AICUZ) reports.

The Draft March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the project site as being within Compatibility Zone C2, which would allow an average intensity of 200 persons per acre and a maximum intensity of 500 persons in any given acre. The site has a total area of 11.5 acres. The existing facilities would have a total occupancy of less than 200 people. The proposed addition of LNG and CNG fueling facilities is not expected to increase the intensity on the project site by more than 16 persons at any given time, even if all dispensers were in use simultaneously.

Prohibited and Discouraged Uses: The applicant proposes the installation of two aboveground 18,000 gallon LNG tanks and three CNG storage vessels. Such facilities would be prohibited in Airport Area I, but are not restricted in Airport Area II pursuant to the 1984 Riverside County Airport Land Use Plan. Pursuant to the criteria included in the Draft March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, aboveground bulk storage of flammable/hazardous materials is prohibited in APZ I and limited to 6,000 gallons per tank within APZ II. Within Compatibility Zones B2 and C1, aboveground storage of more than 6,000 gallons of flammable/hazardous materials per tank is discouraged. However, no restrictions are proposed within Compatibility Zone C2. While the storage of flammable materials could present a hazard to an aircraft forced to make an emergency landing on the project site, the manufacture and storage of flammable gas/liquid does not present any hazard to aircraft that are in flight.

Noise: The site underlies the traffic pattern for closed circuit flight training, KC-135, and future F-15 fighter operations and is intersected by the projected 60 CNEL contour. No additional structures for human occupancy are proposed by this application.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level. At a distance of 8,640 feet (from the southerly terminus to the closest point on the project site),

structures with an elevation at top point greater than 1,574 feet above mean sea level (AMSL) would require review by the Federal Aviation Administration Obstruction Evaluation Service. The proposed LNG tanks would be slightly less than 46 feet in total height. Situated at a grade level of 1,525 feet AMSL, the elevation at top point would be 1,571 feet, below the 1:100 notice threshold.

Open Area: Neither Area II of the 1984 Riverside County Airport Land Use Plan nor Compatibility Zone C2 require set aside of open area.

CONDITIONS:

1. Prior to issuance of building permits, the landowner shall convey an avigation easement to the March Inland Port Airport Authority (MIPAA) or provide evidence that such easement has already been conveyed to MIPAA or its predecessor-in-interest. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
2. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
3. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
4. The attached notice shall be provided to all potential purchasers and tenants.

Staff Report

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5. The elevation of the LNG tank at the top of tank vents shall not exceed 1,572 feet above mean sea level.
6. Any additional aboveground tanks for the storage or containment of flammable or hazardous materials shall be subject to additional review by the Airport Land Use Commission.

Y:\AIRPORT CASE FILES\March\ZAP1101MA14\ZAP1101MA14sr.doc

**AIRPORT LAND USE COMMISSION
MINUTE ORDER APRIL 13, 2017
RIVERSIDE MEETING**

A regular scheduled meeting of the Airport Land Use Commission was held on April 13, 2017 at the Riverside County Administrative Center, Board Chambers.

COMMISSIONERS PRESENT: Rod Ballance, Acting Chairman
Arthur Butler
Glen Holmes
Steve Manos
Jim Hyatt, alternate for Russell Betts
Beth Larock, alternate for John Lyon
Steven Stewart, alternate for Simon Housman

COMMISSIONERS ABSENT: Russell Betts
John Lyon

STAFF PRESENT: Simon Housman, ALUC Director
John Guerin, Principal Planner
Paul Rull, Urban Regional Planner IV
Barbara Santos, ALUC Commission Secretary
Raymond Mistica, ALUC Counsel

OTHERS PRESENT: Rhonda Neely, Summit Land Partners
Jon Shardlow, Walmart Stores, Inc.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER APRIL 13, 2017
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.1:** ZAP1047PS17 – EHOV Canyon View LLC (Representative: Rhonda Neely, Summit Land Partners) – City of Palm Springs Planning Case Nos. 5.1384 (General Plan Amendment), PD 381 (Planned Development District), TR36969 (Vesting Tentative Tract Map). The applicant is proposing to divide 13.25 acres located southerly of Highway 111/ Palm Canyon Drive, easterly of Linden Way, northerly of Matthew Drive and westerly of Gene Autry Trail into 80 lots for single family detached homes. The proposed project requires an amendment to the City's General Plan land use designation of the property from MU (Mixed Use) to MDR (Medium Density Residential) and a Planned Development District (Airport Compatibility Zone E of the Palm Springs International Airport Influence Area).

II. **MAJOR ISSUES**
None

III. **STAFF RECOMMENDATION**
Staff recommends that the Commission find the proposed General Plan Amendment CONSISTENT with the 2005 Palm Springs International Airport Land Use Compatibility Plan, and find the Planned Development District and Vesting Tentative Tract Map CONSISTENT, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**
The applicant is proposing a vesting Tentative Tract Map to divide 13.25 acres into 80 lots for single family detached homes. The proposed project requires an amendment to the City's General Plan land use designation of the property from MU (Mixed Use) to MDR (Medium Density Residential) and a Planned Development District.

CONDITIONS:

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

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

3. The attached notice shall be given to all prospective purchasers of the proposed lots and tenants of the homes thereon.
4. Any new detention basin(s) on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

The following spoke in favor of the project:

Rhonda Neely, applicant, 430 32nd Street, #200, Newport Beach, CA 92663

No one spoke in neutral or opposition to the project

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 found the project **CONSISTENT**.

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org.

ITEM 3.1: TIME: 9:08 A.M.

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I. **AGENDA ITEM 3.2: ZAP1068BD17 – LE Baron Investments (Representative: Pearson Architects, Inc.)** – County of Riverside Planning Case Nos. GPA1213 (General Plan Amendment) and CUP3764 (Conditional Use Permit). The applicant is requesting to amend the General Plan (Western Coachella Valley Area Plan) land use designation of a 1.71-acre property located at the northwest corner of Varner Road and Badger Street from Light Industrial (CD: LI) to Commercial Retail (CD: CR) and a Conditional Use Permit to extend the Holland Motor Homes' recreational vehicle (RV) sales operation (currently located on the 2.41-acre lot on the opposite side of Badger Street) onto this property. Up to 38 RVs would be displayed at this location. No buildings are proposed (Airport Compatibility Zone C of the Bermuda Dunes Airport Influence Area).

II. **MAJOR ISSUES**
None

III. **STAFF RECOMMENDATION**
RECOMMENDATION: Staff recommends that the General Plan Amendment be found CONSISTENT with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan, and that the Conditional Use Permit be found CONSISTENT, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**
The applicant is requesting to amend the General Plan (Western Coachella Valley Area Plan) land use designation of a 1.71-acre property from Light Industrial (CD: LI) to Commercial Retail (CD: CR), and a Conditional Use Permit to extend the Holland Motor Homes' recreational vehicle (RV) sales operation (currently located on the 2.41-acre lot on the opposite side of Badger Street) onto this property. Up to 38 RVs would be displayed at this location. No buildings are proposed.

CONDITIONS:

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Western Coachella Valley Area Plan:
 - (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use or activity which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

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3. The attached notice shall be given to all prospective purchasers and/or tenants of the property, and shall be recorded as a deed notice.
4. The following uses/activities are specifically prohibited at this location: children's schools; day care centers; libraries; hospitals; nursing homes; trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight.
5. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
6. Any special events (sales, fairs, etc.) held on this site shall be limited to a maximum of 128 persons (including customers and employees) at any given time. (This limit applies to the areas west of Badger Street only).

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

No one spoke in favor, neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 found the project CONSISTENT.

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org.

ITEM 3.2: TIME:9:13 A.M.

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I. **AGENDA ITEM 3.3:** ZAP1244MA17 – MAT Logistics (Representative: Interstate Tenant Advisors, Investment Building Group, and Lee & Associates Commercial Real Estate Brokerage, Brad Gilmer) – City of Riverside Case No. 17-0805 (Building Permit/Tenant Improvement). A proposal to amend the use of a previously approved 311,917 square foot industrial warehouse building on 30.21 acres located at 6975 Sycamore Canyon Boulevard (on the westerly side of Sycamore Canyon Boulevard, northerly of Cottonwood Avenue, and southerly of Eastridge Avenue), to allow up to 10,944 square feet of the building to be used for manufacturing/production of wire fencing products, utilizing 6 fencing weaving machines. Most of the building will be used for bulk warehousing and distribution of consumer products. Additionally, the 3,000 square feet of mezzanine area in the southwesterly portion of the building is being eliminated. The applicant does not anticipate the number of employees stationed within the building to exceed 50 persons (Airport Compatibility Zones B1 and B1-APZ-II of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**

The applicant had originally proposed 17,000 square feet of manufacturing/production area within the same single-acre area as the offices on the south side of the building. This would have resulted in a single-acre intensity exceeding 100 persons using standard methodology. There are no changes to the portion of the building that is located within Zone B1-APZ-II which was originally approved as high cube warehousing (approximately 31 persons per acre).

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission find the proposed Building Permit CONSISTENT, subject to the conditions included herein.

STAFF RECOMMENDED AT HEARING

CONSISTENT, subject to updated revised conditions.

IV. **PROJECT DESCRIPTION**

The applicant proposes to amend the use of a previously approved 311,917 square foot industrial warehouse building on 30.21 acres to allow up to 10,944 square feet of the building to be used for manufacturing/production of wire fencing products, utilizing 6 fencing weaving machines. Most of the building will be used for bulk warehousing and distribution of consumer products. Additionally, the 3,000 square feet of mezzanine area in the southwesterly portion of the building is being eliminated. The applicant does not anticipate the number of employees stationed within the building to exceed 50 persons

The Commission found the original project ZAP1130MA15 consistent in 2015. However, it was noted that the project would have to be limited to high-cube warehouse to comply with the single-acre intensity limits, and that conversion to any other use such as a fulfillment center (or other higher intensity) would require a reduction in office areas.

CONDITIONS:

[Changes to the original conditions from ZAP1130MA15 are in bold face type].

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:

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- (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly, restaurants, hazardous materials manufacture/storage (excluding storage of quantities of less than 6,000 gallons of flammable materials), noise sensitive outdoor nonresidential uses and hazards to flight.
 - (f) Medical services, child development centers, nurseries, and educational services
 - (g) Commercial/service uses: civic uses; churches, chapels, and other places of worship or religious activities; classrooms; gymnasiums; eating and drinking establishments; theaters; auditoriums; bowling alleys; conference or convention halls; fraternal lodges; auction rooms; gaming.
 - (h) Manufacturing of: apparel; products made from fabrics or leather; chemicals and allied products; rubber and plastic products; professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an aviation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
4. The attached notice shall be given to all prospective purchasers of the property and tenants of the building. While not required, the applicant and its successors-in-interest are encouraged to provide a copy of said notice to employees who would regularly be working at this location.
5. The proposed detention basin(s) on the site (including bioswales) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees that produce seeds, fruits, or berries.

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6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
7. The proposed project shall comply with the Compatibility Zone B1 ~~Accident Potential Zone II~~ single-acre criterion of 100 people (i.e., no more than 100 people in any single-acre [210' x 210'] area). **The portion of the building within Accident Potential Zone II Pursuant to the currently proposed design and uses, to comply with this criterion, the warehouse area shall be exclusively used for high-cube warehouse and not otherwise increase its occupant density above such standard. Any additional conversion to more occupant-intensive uses such as manufacturing or an e-commerce or fulfillment center shall be subject to subsequent ALUC review of the specific tenant improvements/floor plans to determine consistency with the applicable intensity criterion.**
8. To comply with the Compatibility Zone B1 ~~Accident Potential Zone II~~ single-acre criterion of 100 people, the **manufacturing area shall be limited to 10,944 square feet and the City of Riverside shall require additional review by the Airport Land Use Commission prior to the establishment of office uses exceeding a cumulative total of 14,800 square feet in the eastern portion of the proposed building. No office or manufacturing uses shall be permitted within the portion of the building within Accident Potential Zone II.**
- ~~9. Receiving office area shall be located in the western portion of the building.~~
10. Zoned fire sprinkler systems shall be required throughout the building.
11. Office space must have sound attenuation features sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 45 dB. The City of Riverside shall require an acoustical study to ensure compliance with this requirement.
12. In order to ensure proper functioning of the project drain system to avoid potential hazards to March Air Reserve Base flights, an additional Best Management Practice (BMP) shall be added to the project Water Quality Management Plan (WQMP). The applicant shall enter into a covenant and agreement with the City of Riverside similar to the Water Quality Management Plan and Urban Runoff BMP Transfer, Access and Maintenance Agreement between March Joint Powers Authority and Sun Life Assurance Company of Canada (Document No. 2014-0030862), which shall be recorded prior to issuance of a certificate of occupancy. A copy of the recorded agreement and BMP shall be provided to the Riverside County Airport Land Use Commission. The BMP shall include the following program:
 - a. The property owner (56 Sycamore Partnership L.P., **Investment Building Group**, or its successor(s)-in-interest, hereinafter "Owner") or its designated representative shall monitor the conditions of the new detention basins and promptly inspect such basins following the completion of each "significant" rain event and the 48-hour period thereafter.
 - b. If any standing water remains in a new basin that is not beneath a rock, gravel, or other layer following the completion of the "significant" rain event and the 48 hour period thereafter, Owner or its designated representative shall arrange to have such standing water either removed or covered within the next two business days following the conclusion of the 48 hour period.

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

13. **The proposal includes the elimination of the 3,000 square foot second floor mezzanine area located in the southwest portion of the building. Any future use of a mezzanine in this area will require ALUC review and approval.**
14. **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. [added at the Commission meeting on 4/13/17]**

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

No one spoke in favor, neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 found the project **CONSISTENT**, subject to updated revised conditions.

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org.

ITEM 3.3: TIME: 9:16 A.M.

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I. **AGENDA ITEM 3.4:** ZAP1074FV17 – Wal-Mart Stores, Inc. (Representative: Kimley Horn, Jacob Glaze) – County of Riverside Planning Case Nos. PP26084 (Plot Plan) and PM37190 (Tentative Parcel Map). The applicant proposes to construct a commercial shopping center totaling 344,500 square feet on approximately 44.35 gross acres located easterly of Winchester Road, southerly of Auld Road, westerly of Sky Canyon Drive, and northerly of Sparkman Way. The shopping center would include a 203,900 square foot Wal-Mart, 108,600 square feet of additional retail structures, 16,000 square feet of restaurants, and 16,000 square feet of offices. The applicant also proposes a parcel map to subdivide the 44.35 gross acres into 6 separate commercial parcels (Airport Compatibility Zones B2 and D of the French Valley Airport Influence Area).

II. **MAJOR ISSUES**

The proposed Wal-Mart building exceeds the single acre intensity criteria for Compatibility Zone B2 when occupancy is calculated using the Building Code Method. The Commission may choose to accept the applicant's customer survey count for Wal-Mart in-lieu of using the Building Code Method to calculate building occupancy. The applicant's survey count results in 834 total occupants (customers and employees), which when distributed evenly throughout the Wal-Mart building, results in 177 persons per acre of building area, consistent with the Zone B2 single acre criterion of 200.

Additionally, the 9,500 square foot restaurant on Pad 7 would potentially accommodate 633 persons if entirely within dining area. Recommended conditions restrict dining area to 6,200 square feet, resulting in a total occupancy of 430 (413 in the dining area and 17 employees in the kitchen area), in order to be consistent with the Zone D single-acre criterion of 450.

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission find the Plot Plan and Tentative Parcel Map CONSISTENT, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**

The applicant proposes to construct a commercial shopping center totaling 344,500 square feet on approximately 44.35 gross acres, including a 203,900 square foot Wal-Mart, 108,600 square feet of additional retail structures, 16,000 square feet of restaurants, and 16,000 square feet of offices. The applicant also proposes a parcel map to subdivide the 44.35 gross acres into 6 separate commercial parcels.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky and shall comply with the requirements of Riverside County Ordinance No. 655, as applicable. Outdoor lighting plans, if any, shall be transmitted to Riverside County Economic Development Agency – Aviation Division personnel and to the French Valley Airport for review and comment. (Failure to comment within thirty days shall be considered to constitute acceptability on the part of the airport manager.)
2. The review of this Plot Plan is based on the proposed uses and activities noted in the project description. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Southwest Area Plan.
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a

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- landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
- b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. Prior to issuance of building permits, the landowner shall convey an avigation easement to the County of Riverside as owner of French Valley Airport, or provide evidence that such easement (applicable to all of the properties in the project) has been previously conveyed. Contact the Riverside County Economic Development Agency – Aviation Division at (951) 955-9722 for additional information.
 4. The attached notice shall be provided to all prospective purchasers of the property and future tenants of the buildings thereon.
 5. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; children's schools; day care centers; libraries; hospitals; nursing homes and other skilled nursing and care facilities; places of worship or assemblies of people; noise-sensitive outdoor nonresidential uses; and hazards to flight.
 6. Any proposed detention basins or facilities shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees that produce seeds, fruits, or berries.
 7. The proposed structures shall not exceed a height of 35 feet above ground level and a maximum elevation at top point (including all roof-mounted equipment, if any) of 1412 feet above mean sea level.
 8. Any subsequent Conditional Use Permit, Plot Plan, or other permitting that would alter the use and occupancy of the currently proposed project shall require ALUC review.
 9. Noise attenuation measures shall be incorporated into the design of the buildings, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
 10. The ALUC open areas as shown on the site plan shall be devoid of obstacles/obstructions greater than 4 feet in height that are at least 4 inches in diameter, which includes parking light

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poles, walls, trash enclosures, and tall landscaping.

11. Pad 7 (Restaurant 1) as shown on the site plan shall not exceed 6,200 square feet of dining area (maximum dining area occupancy of 413 people).
12. Pads 1, 2, 3, 4, and 6 shall be limited to retail and/or office uses only and Pad 5 to office uses only. No dining areas or restaurants shall be established in these buildings.
13. Within the Wal-Mart building, restaurant or dining concessionaires or tenancies shall be limited to locations within Compatibility Zone D only.
14. Prior to issuance of building permits for any building on this site except for the Wal-Mart, the permittee shall provide copies of a "Determination of No Hazard to Air Navigation" letter from the Federal Aviation Administration Obstruction Evaluation Service relating to that specific building or group of buildings to the Department of Building and Safety and to the Riverside County Airport Land Use Commission. The permittee shall comply with all requirements of such letter.
15. The Federal Aviation Administration has conducted an aeronautical study of the proposed Wal-Mart building (Aeronautical Study No. 2017-AWP-1029-OE) and has determined that neither marking nor lighting of the structure will be necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.
16. The maximum elevation at the top of any proposed structure, including all roof-mounted appurtenances (if any), shall not exceed 1,412 feet above mean sea level. This maximum elevation shall not be increased without further review by the Airport Land Use Commission and the Federal Aviation Administration.
17. Temporary construction equipment such as cranes used during actual construction of the structure shall not exceed a height of 35 feet unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
18. Within five (5) days after construction of the building 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.

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

The following spoke in favor of the project:

Jon Shardlow, Walmart Stores Inc., 550 E. Hospitality Lane, Suite 300, San Bernardino, CA 92408

No one spoke in neutral or opposition to the project.

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VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 found the project **CONSISTENT.**

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org.

ITEM 3.4: TIME: 9:22 A.M.

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I. **4.0 ADMINISTRATIVE ITEMS**

4.1 Director's Approvals – Information Only

II. **5.0 APPROVAL OF MINUTES**

The ALUC Commission by a vote of 5-0 approved the March 9, 2017 minutes. Abstained: Hyatt and Larock

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

Simon Housman, ALUC Director announced that the Riverside County, Board of Supervisors approved his appointment as the new Director for the Airport Land Use Commission, replacing Ed Cooper, former ALUC Director who retired at the end of March 2017. He thanked the members of the Commission expressing that it was an honor and pleasure working with them in the past and is looking forward to be of assistance to them in the future. Mr. Housman outlined projects for the future that staff will be working on including updates to the Countywide Plan, and March Air Reserve Base new AICUZ which will require a re-review of ALUC's March Plan.

Mr. Housman advised that the election of officers will be placed on the May 11th agenda.

IV. **7.0 COMMISSIONER'S COMMENTS**

Jim Hyatt, alternate for Russell Betts requested a copy of the ALUC Bylaws. Ray Mistica, ALUC Counsel replied that the Bylaws are available on the ALUC website. Steven Stewart, alternate for Simon Housman thanked Mr. Housman for appointing him to fill in for his unexpired term and expressed that he would like to continue serving on the Commission. Rod Ballance, Acting Chairman commented as we move forward to the next term we need to utilize the expertise of the Commission in terms of subcommittees before a case comes forward.

V. **8.0 ADJOURNMENT**

Rod Ballance, Acting Chairman adjourned the meeting at 9:59 A.M.

VI. **CD**

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org.

ITEM 4.0: TIME IS: 9:35 A.M.