

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.1 4.3

HEARING DATE: June 11, 2020, (continued from May 14, 2020)

CASE NUMBER: ZAP1409MA20 – Vanagan Holdings, Inc. (Representative: JM Civil Engineering)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PPT190029 (Plot Plan)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zone C2

Noise Levels: Below 60 CNEL from aircraft

MAJOR ISSUES: The project includes bio-retention and bio-swale areas. Bioretention areas are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study “Wildlife Hazard Management at Riverside County Airports: Background and Policy”, October 2018, by Mead & Hunt, which is the basis of the brochure titled “Airports, Wildlife and Stormwater Management”, such basins are potentially suitable in Compatibility Zone C2 only if less than 30 feet in length and width and if “vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.” The applicant ~~has commissioned~~ *is in the process of commissioning* a wildlife hazard study from a qualified wildlife hazard biologist to analyze the project’s potential for wildlife attractant, *or considering undergrounding of the detention basins so as to avoid aboveground pooling of water that could attract wildlife.* At the time this staff report was written, the wildlife hazard study had not yet been completed, *nor has the underground basin option been selected.*

RECOMMENDATION: Staff recommends that the Commission CONTINUE the matter to the July 9, 2020 meeting, pending completion of the wildlife hazard study *or selecting underground basins.*

PROJECT DESCRIPTION: The applicant proposes to construct a 77,492 square foot industrial warehouse building with mezzanine (in two phases) on 3.99 acres.

PROJECT LOCATION: The site is located westerly of Patterson Avenue, southerly of Cajalco Road, easterly of Seaton Avenue, and northerly of Rider Street, in the unincorporated community of Mead Valley, approximately 9,400 feet southwestly of the southerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, 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 the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, the following rates were used to calculate potential occupancy for the proposed building in Compatibility Zone C2:

- Office – 1 person per 200 square feet (with 50% reduction),
- Warehouse – 1 person per 500 square feet,
- Locker Dressing – 1 person per 50 square feet,
- Conference, Break/Lunch, Reception – 1 person per 15 square feet,
- Showroom – 1 person per 60 square feet,
- Storage – 1 person per 300 square feet.

The project proposes a total of 77,492 square feet of building area, which includes 679 square feet of first floor office area, 1,314 square feet of second floor office mezzanine area, 74,436 square feet of first floor warehouse area, 258 square feet of locker dressing area, 1,348 square feet of first floor reception/break/lunch area, 394 square feet of second floor conference room mezzanine area, 1,765 square feet of showroom area, 778 square feet of first floor storage area, and 340 square feet of second floor storage mezzanine area, accommodating 313 people, resulting in an average intensity of 79 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). Based on the number of parking spaces (58 spaces) provided, the total occupancy would be estimated at 87 people for an average intensity of 22 people per acre, which is consistent with the Compatibility Zone C2 average 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 679 square feet of first floor office area, 1,314 square feet of second floor

office mezzanine area, 32,050 square feet of warehouse area, 258 square feet of locker dressing area, 1,348 square feet of first floor reception/break/lunch area, 394 square feet of second floor conference room mezzanine area, 1,765 square feet of showroom area, 778 square feet of first floor storage area, and 340 square feet of second floor storage mezzanine area, resulting in a single acre occupancy of 228 people, which is consistent with the Compatibility Zone C2 single acre criterion of 500. (Approximately 1,310 square feet of the single acre area is located outside the building and not generating any occupancy. Approximately 4,062 square feet of the single acre located inside the building are non-generating occupancy i.e. bathrooms, corridors, stairwells etc.)

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 proposed 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 (1,488 feet AMSL). At a distance of approximately 9,400 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,582 feet AMSL. The site's elevation is 1,528 feet AMSL and the proposed building height is 30 feet, for a top point elevation of 1,558 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.

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33B). The project is located 9,400 feet from the runway, and therefore would be subject to the above requirement.

The project includes approximately 2,145 square foot of bioretention area. Bioretention areas are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, which is the basis of the brochure titled "Airports, Wildlife and Stormwater Management", such basins are

potentially suitable within 10,000 feet of the airport only if less than 30 feet in length and width and if “vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.”

In order to evaluate this potential impact, the applicant team **is in the process of commissioning** ~~has commissioned~~ a wildlife hazard study from a qualified wildlife hazard biologist. **The applicant is also considering undergrounding of the detention basins, so as to avoid aboveground pooling of water that could attract wildlife.** At the time this staff report was written, the wildlife hazard study had not yet been completed **nor has the underground basin option been selected.** Until the study has been completed, **or the use of underground basins selected,** staff maintains its continuance recommendation.

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 to the extent as to result in a potential for temporary after-image greater than the low (“green”) level.
 - (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. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

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. This project has been evaluated for 77,492 square feet of building area, which includes 679 square feet of first floor office area, 1,314 square feet of second floor office mezzanine area, 74,436 square feet of first floor warehouse area, 258 square feet of locker dressing area, 1,348 square feet of first floor reception/break/lunch area, 394 square feet of second floor conference room mezzanine area, 1,765 square feet of showroom area, 778 square feet of

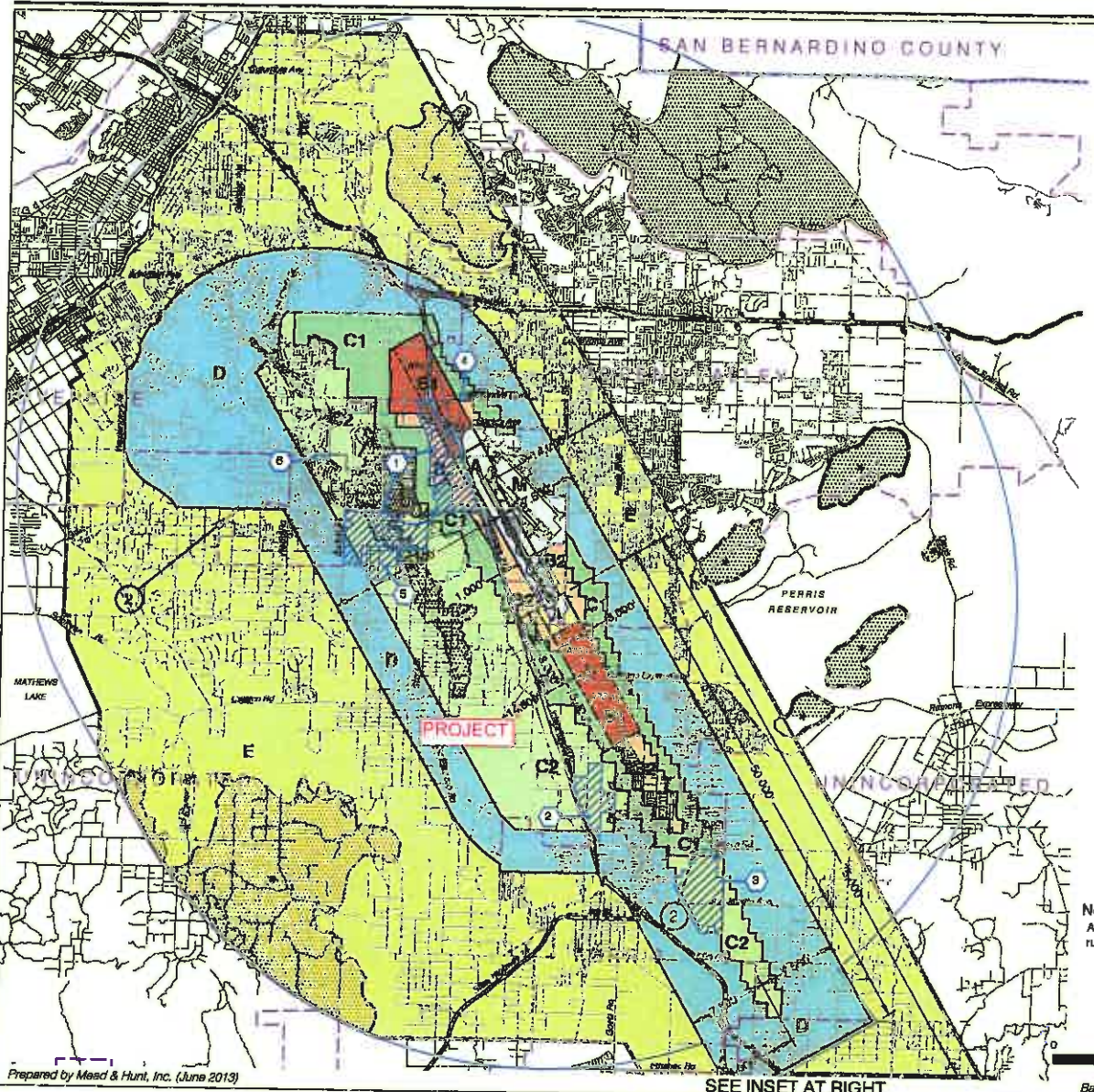
first floor storage area, and 340 square feet of second floor storage mezzanine area. Any increase in building area or intensification of floor area use other than what is identified in this project's floor plan, will require an amended review by the Airport Land Use Commission.

9. 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.

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NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

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

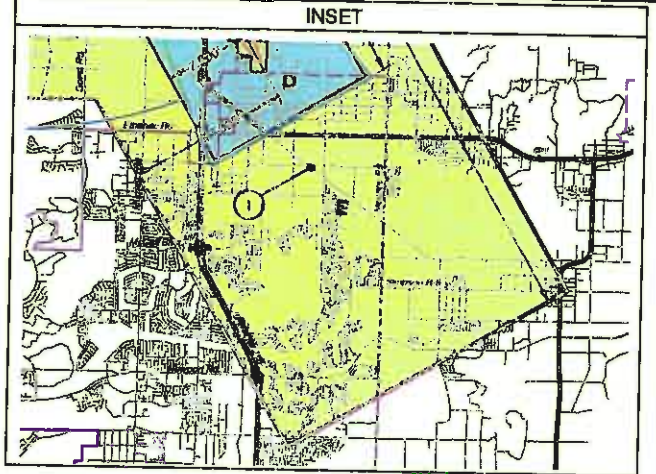
Boundary Lines

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

- ① 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 (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.



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)

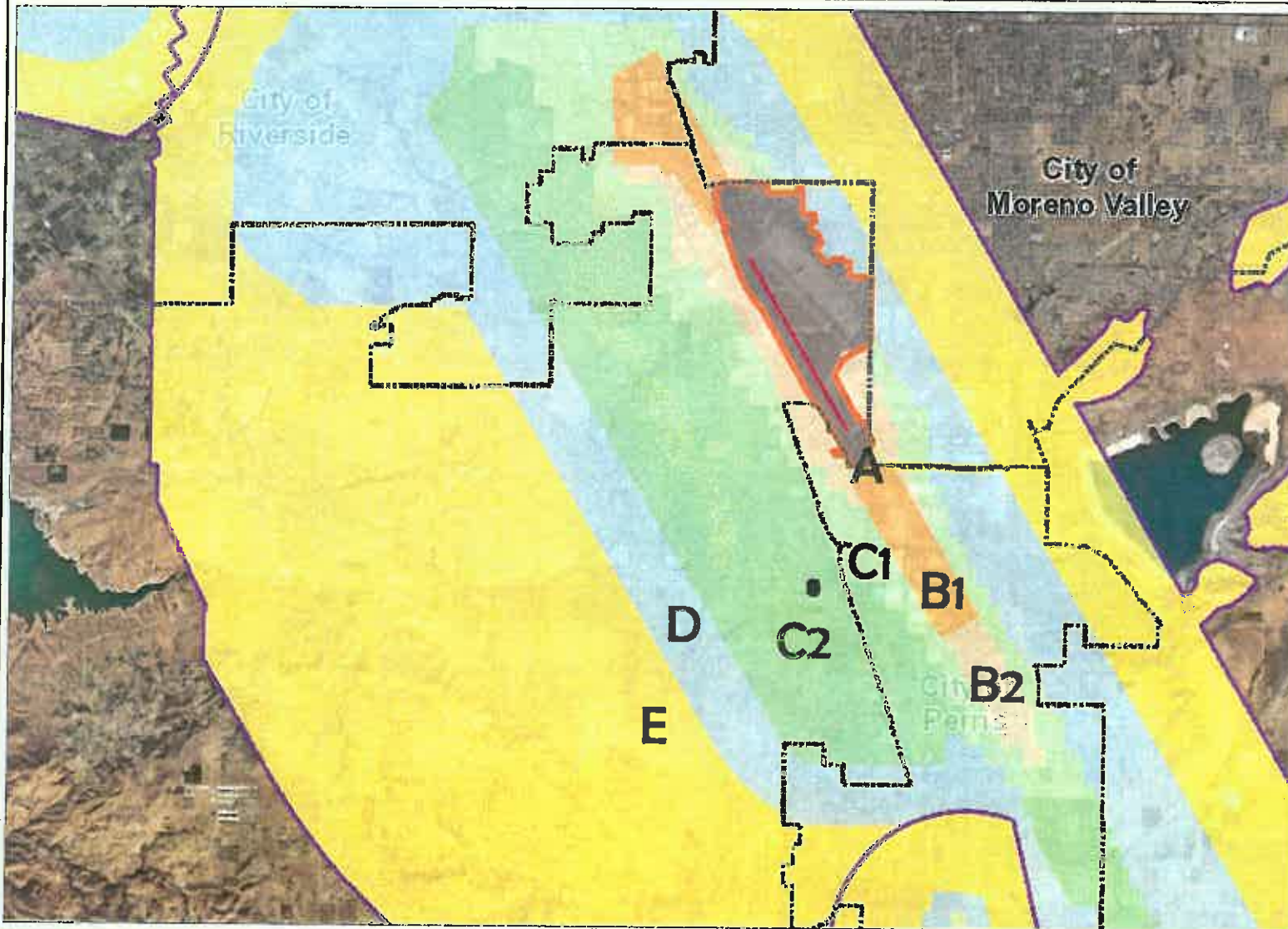
Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport

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

SEE INSET AT RIGHT

Map My County Map



- Legend**
- Runways
 - ▣ Airports
 - ▣ Airport Influence Areas
 - Airport Compatibility Zones**
 - ▣ OTHER COMPATIBILITY ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5
 - C2-EXC8

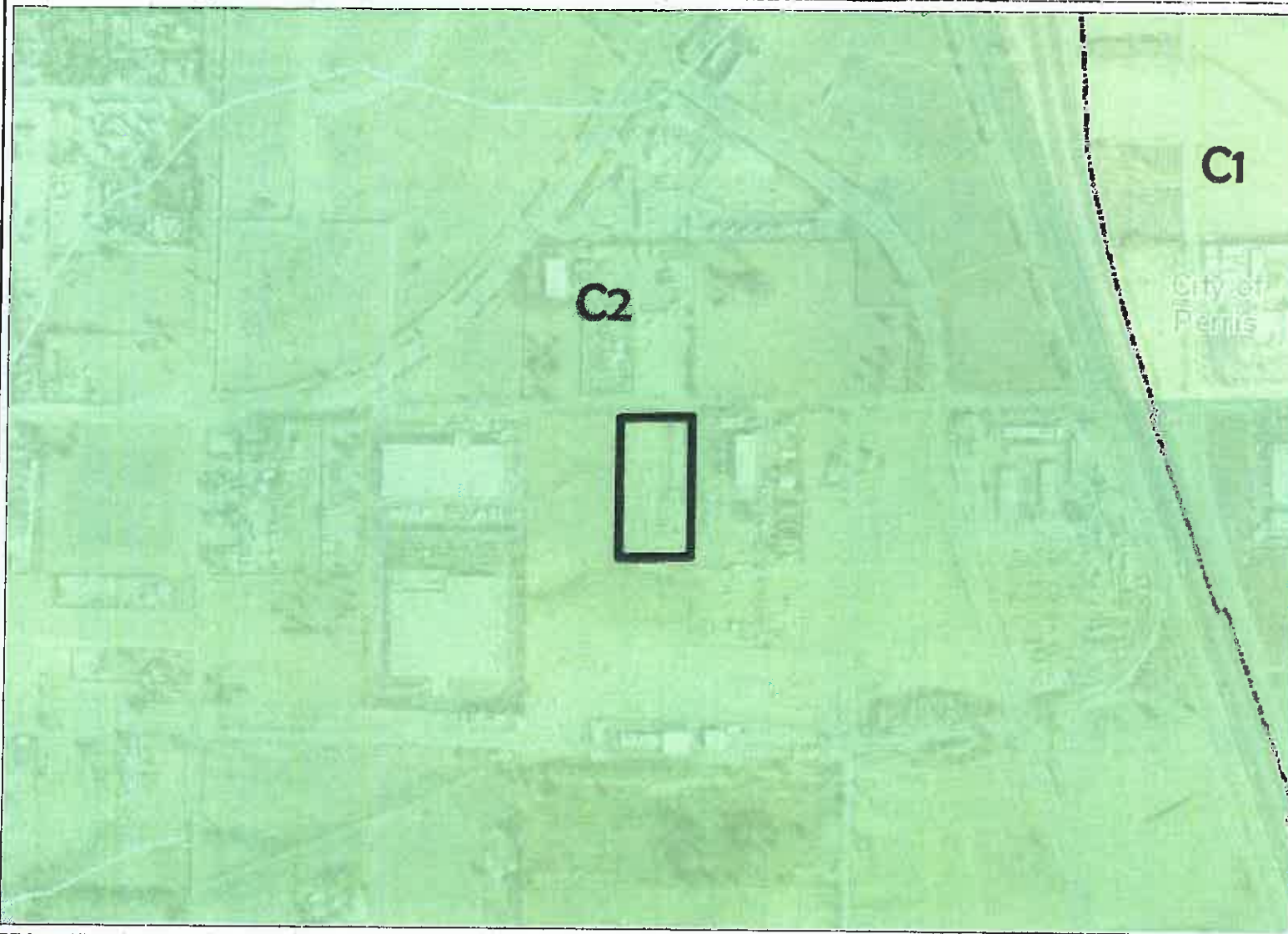


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Notes



Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC8



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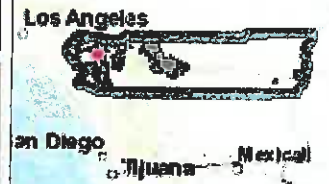
0 770 1,539 Feet

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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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0 3 6,157 Feet
079

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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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0 770 1,539 Feet

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Notes

Map My County Map



Legend

- Parcels
-  Blueline Streams
-  City Areas
-  World Street Map



0 192 385 Feet

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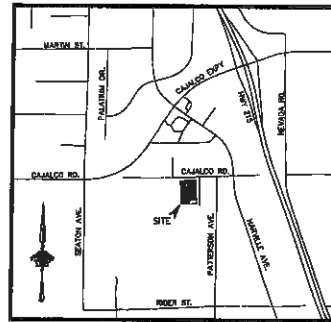
Notes

PLOT PLAN NO. 190025
PERRIS WAREHOUSE
 23325 CAJALCO ROAD
 PERRIS, CA. 92570

SHEET INDEX

- C 001 TITLE SHEET
- PLAT / SURVEY
- A-0 NOTES
- A-2 MAIN FLOOR PLAN
- A-3 ROOF PLAN
- A-4 MAIN FLOOR
- A-5 MEZZANINE FLOOR
- A-6 SECTIONS
- A-7 ELEVATIONS
- A-8 ELEVATIONS
- A-9 GATES
- C 050 GENERAL NOTES
- C 100 SITE PLAN
- C 110 ROADWAY PLAN AND PROFILE
- C 120 EXISTING SITE PHOTOS
- C 300 GRADING PLAN
- C 400 SOIL EROSION AND SEDIMENT CONTROL PLAN
- C 500 PRE DEV. DRAINAGE AREA MAP
- C 510 WATER QUALITY MANAGEMENT PLAN
- C 600 UTILITY PLAN
- C 700 DETAILS
- C 701 STORMTECH CHAMBER DETAILS 1
- C 702 STORMTECH CHAMBER DETAILS 2
- C 703 STORMTECH CHAMBER DETAILS 3
- C 704 TRASH ENCLOSURE DETAILS
- C 720 COUNTY DETAILS
- C 721 COUNTY DETAILS
- LP-1 LANDSCAPE PLANTING PLAN

ZONING - M-SC



LOCATION MAP
 NOT TO SCALE

OWNER/DEVELOPER:
VANAGAN HOLDINGS INC.
 7411 VANTAGE WAY
 DELTA, B.C., CANADA V4G

ENGINEER:
JM CIVIL ENGINEERING
 CONTACT: KYLE FLAMING, PE (ENGINEER)
 38 EXECUTIVE PARK, SUITE 310
 IRVINE, CA 92614
 KFLAMING@JMCIVILENG.COM
 (469) 270-3758

SURVEYOR:
INLAND VALLEY SURVEYING, INC.
 CONTACT: PLS8509@YAHOO.COM
 130 WALNUT AVENUE, SUITE A-5
 PERRIS, CA. 92571
 CELL: (951) 956-8736, OFFICE: (951) 657-1200

CAUTION NOTICE TO CONTRACTOR
 THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 7 DAYS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES HORIZONTALLY AND VERTICALLY WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

BENCHMARKS
 PER NGS BENCHMARK PID DX2444 DESIGNATION 438 DESCRIBED BY METRO WATER DISTR SO, CALIFORNIA 1892 PERRIS, 0.78 MILES (1.21 KM) WEST ALONG CAJALCO RD, FROM THE 215 FHWY TO SEATON AVE, 65 FEET (19.8 M) NORTH OF CAJALCO RD, AND 32 FEET (9.8 M) EAST OF SEATON AVE. ON THE FOOTING OF A LARGE STEEL POWER POLE 708640/01 ON LOWER FOOTING 0.8 FOOT (24.4 CM) BELOW UPPER FOOTING, A STANDARD 3-3/8 INCH ALUMINUM DISK SET FLUSH IN LOWER FOOTING.
 ELEVATION 1522.17 NAVD83 DATUM.

FLOODNOTE
 ACCORDING TO THE F.L.R.M. NO. 06085C14106, THE SUBJECT PROPERTY LIES IN ZONE X AND DOES NOT LIE WITHIN A FLOOD PRONE HAZARD AREA, PER MAP REVISION DATED AUGUST 8, 2008.



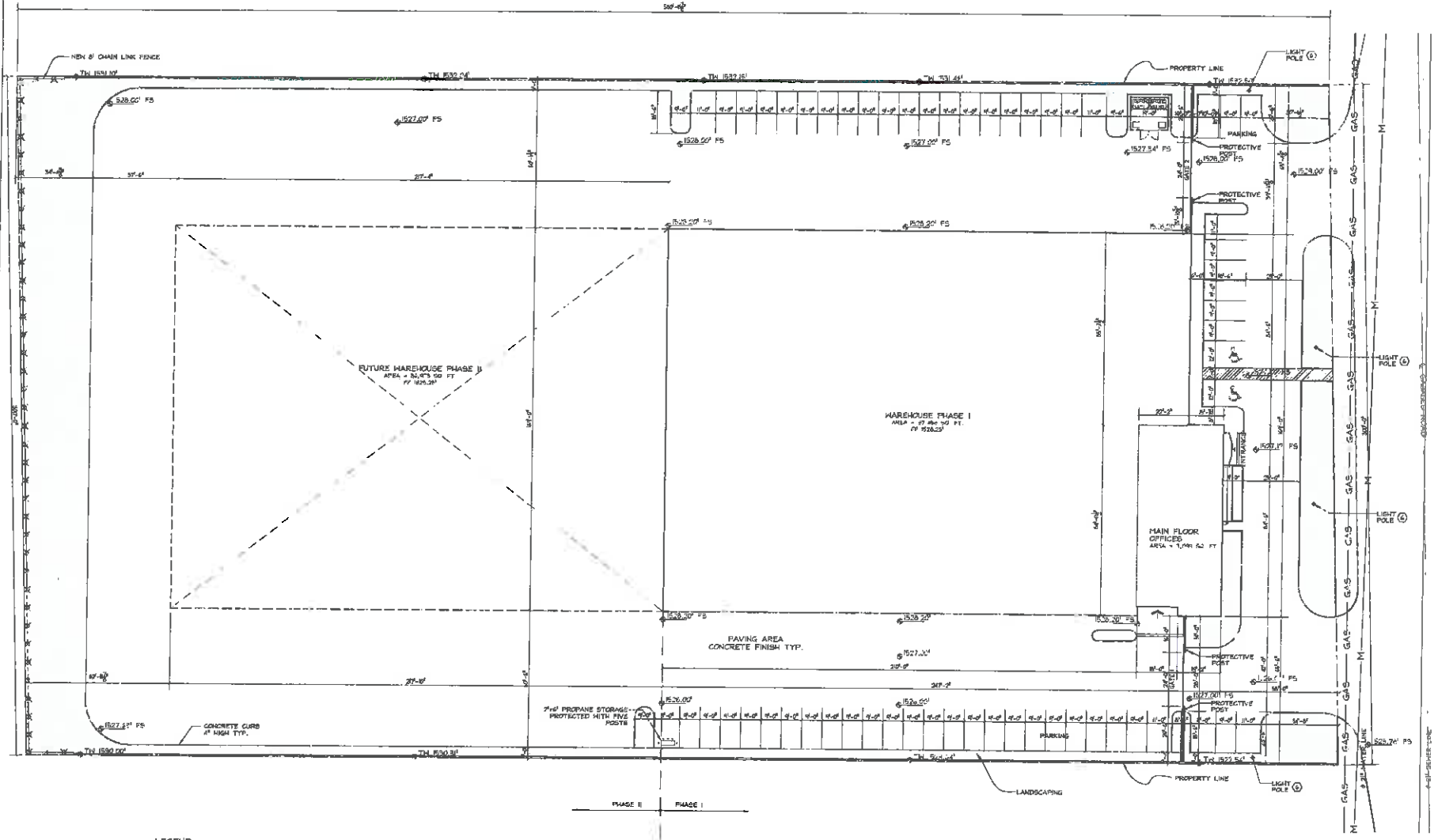
PLOT PLAN NO. 190029
 INITIAL SUBMITTAL
 DATE: 11/XX/19

JM CIVIL
 Engineering
 38 Executive Park
 Suite 310
 Irvine, CA 92614
 Ph. 714-558-8586
 Kyle Flaming, PE
 CIVIL ENGINEER

PERRIS WAREHOUSE
 23325 CAJALCO ROAD
 PERRIS, CA. 92570

| NO. | DATE | DESCRIPTION |
|-----|----------|-------------------|
| 1 | 08/20/19 | INITIAL SUBMITTAL |

C 001



LEGEND:
 FINISH FLOOR.....FF
 PAD ELEVATION.....PE
 FINISH SURFACE.....FS
 FINISH GRADE.....FG

SITE PLAN
 SCALE: 1"=20'-0"

VANAN
 ARCHITECTS
 I N C.

7411 UNIVERSITY BLVD
 DEL MAR, CA 92015
 PHONE: 602-985-1100
 FAX: 602-985-1000

PROJECT
PERRIS
WAREHOUSE
NCS FORMING
 23325 CALALCO ROAD
 PERRIS, CA 92570

DRAWING
SITE PLAN

SCALE: 1"=20'-0"
 DATE: FEB. 2008
 DRAWN: VV

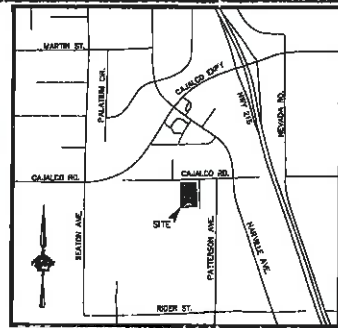
© VANAN ARCHITECTS INC.
 100% ARCHITECTURAL DESIGN
 100% CONSTRUCTION ADMINISTRATION
 100% SITEWORK ADMINISTRATION
 100% CONSTRUCTION MANAGEMENT

SHEET

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BENCHMARKS
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FLOODNOTE
 ACCORDING TO THE F.L.R.L. NO. 06065C14106, THE SUBJECT PROPERTY LIES IN ZONE X AND DOES NOT LIE WITHIN A FLOOD PRONE HAZARD AREA, PER MAP REVISION DATED AUGUST 8, 2008.



JW CIVIL Engineering
 38 Bruce Park
 Suite 818
 Irvine, CA 92614
 Ph. 714-858-5363
 Kyle Fleming, PE
 GUYA RUSSELL

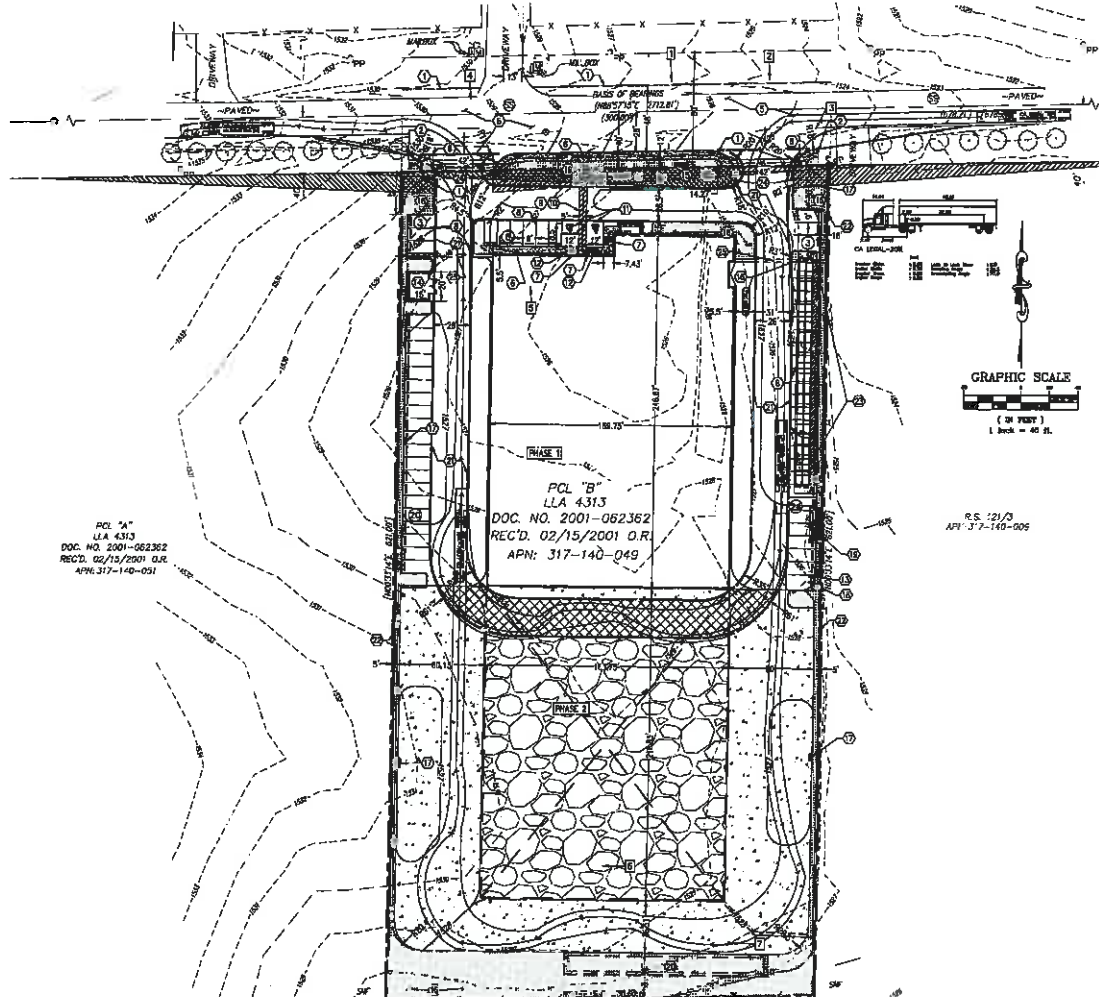
| | PHASE I | PHASE II | TOTAL |
|-------------------|--|-----------|------------|
| SITE DATA | | | |
| NET ACRES | 36,409 SF | 85,618 SF | 174,227 SF |
| EXISTING ZONING | M-30 ZONE (MANUFACTURING-SERVICE COMMERCIAL) | | |
| PROPOSED ZONING | M-30 ZONE (MANUFACTURING-SERVICE COMMERCIAL) | | |
| | 10' FT | 50' FT | 50' FT |
| NUMBER OF COLUMNS | 40/314 | 45/374 | 36/378 |
| LANDSCAPE AREA | 6,500 | 4,700 | 11,200 |
| PAVING AREA | 85,021 | 48,597 | 133,618 |
| TOTAL | | | 174,227 |

| | PHASE I | PHASE II | TOTAL |
|---|---------|----------|-------|
| PARKING DATA BASED ON ACTUAL NUMBER OF EMPLOYEES | | | |
| OFFICE (FOR 10 EMPLOYEES) | 111-2 | 4 | 10 |
| WAREHOUSE | 8 | 0 | 16 |
| TOTAL EMPLOYEES | 14 | 12 | 26 |
| PARKING PROVIDED: | | | |
| REGULAR | 26 | 26 | |
| HANDICAP | 2 | 2 | |
| TOTAL | 28 | 28 | |

| | PHASE I | PHASE II | TOTAL |
|--------------------|----------------|----------------|----------------|
| SITE DATA | | | |
| OFFICE | 2 | 0 | 2 |
| WAREHOUSE | 1 | 1 | 2 |
| NO. OF STORES | 2 | 2 | 4 |
| MAIN FLOOR | 3,055 SQ. FT. | 3,856 SQ. FT. | 6,911 SQ. FT. |
| MEZZANINE FLOOR | 3,306 SQ. FT. | 3,128 SQ. FT. | 6,434 SQ. FT. |
| OCCUPANT LOAD | 10 | 10 | 20 |
| MEMBERSHIP: | | | |
| CONTRACTOR | 5-2 | 5-7 | 5-7 |
| BUILDING TYPE | V-N | V-N | V-N |
| NO. OF STORES | 1 | 1 | 2 |
| TOTAL AREA | 37,488 SQ. FT. | 36,978 SQ. FT. | 74,466 SQ. FT. |
| NO. OF STORES | 1 | 1 | 2 |
| OCCUPANT LOAD | 10 | 10 | 20 |

LEGEND:

- PROPERTY LINE
- PROPOSED CURB & GUTTER
- LIMITS OF FULL DEPTH SAWCUT
- FUTURE BUILDING PLANNED
- PARKING SPACES
- AREA D-TAM
- WATER METER
- IRRIGATION METER
- HANDICAP SPACES
- MANHOLE
- ADA RAMP
- CURB INLET
- BOLLARD
- GATE
- BOLLARD MOUNTED HANDICAP SIGN
- HEAVY DUTY CONCRETE PAVEMENT
- CONCRETE OVER 4" CLASS II AGGREGATE BASE OVER 1" OF SCARIFIED, MOISTURE CONDITIONED & COMPACTED SUBGRADE REFER TO GEOTECH FOR SUBGRADE PREPARATION.
- LANDSCAPE AREA
- 5" THICK CONCRETE SIDEWALK
- ASPHALT FOR TEMPORARY FIRE LINE
- LOOSE GRAVEL
- COMPACTED NATIVE MATERIAL
- REFERS TO EXISTING SITE PHOTOS ON C 120



PCL "A"
 LLA 4313
 DOC. NO. 2001-062362
 REC'D. 02/15/2001 O.R.
 APN: 317-140-051

PCL "B"
 LLA 4313
 DOC. NO. 2001-062362
 REC'D. 02/15/2001 O.R.
 APN: 317-140-049

R.S. 121/3
 API 37-140-005

- SITE NOTES:**
- CONCRETE CURB AND GUTTER. (PER COUNTY CODES)
 - TAPER CURB TO MATCH EXISTING.
 - MATCH EXISTING PAVEMENT ELEVATION.
 - LIMITS OF FULL DEPTH SAWCUT AND PAVEMENT REMOVAL.
 - EXISTING PAVEMENT TO REMAIN.
 - CONCRETE SIDEWALK, 22 MAX. CROSS SLOPE AND SIX MAX. STRAIGHT SLOPE (PER COUNTY CODES).
 - SIDEWALK RAMP @ 8.33% MAX. (PER COUNTY CODES)
 - PARKING STALL STRIPING (PER COUNTY CODES)
 - 4" WIDE PAINTED STRIPES, 2" OFF CENTER @ 45°
 - PEDESTRIAN/HANDICAP CROSSWALK STRIPING.
 - HANDICAP STRIPING & SYMBOL. (TYPICAL-PER ADA AND LOCAL REQUIREMENTS)
 - HANDICAP SIGNS. (TYPICAL-PER ADA AND LOCAL REQUIREMENTS)
 - BOLLARD.
 - DUMPSTER ENCLOSURE. (PER ARCH. PLANS)
 - PROPOSED PAD MOUNTED TRANSFORMER.
 - LANDSCAPE AREA. (PER LANDSCAPE PLAN)
 - INLET. (SEE PLAN FOR SIZE)
 - 2'X5' PROPANE STORAGE
 - BIO-CLEAN STORM WATER FILTRATION BASIN.
 - BIO-RETENTION DRAINAGE AREA.
 - FIRE LANE, MINIMUM 26 FEET WIDE.
 - 1 FOOT WIDE RETAINING WALL, SEE C300 FOR WALL HEIGHT.
 - ADS STORMTECH SC-740 CHAMBER SYSTEM.
 - 30' X 30' SIGHT TRIANGLE.
 - GATE PER ARCHITECTURE PLANS.

PERRIS WAREHOUSE
 2325 CAJALCO ROAD
 PERRIS, CA 92570

| NO. | DATE | REVISION |
|-----|------------|----------------------|
| 1 | 02/15/2001 | ISSUE FOR PERMITS |
| 2 | 02/15/2001 | REVISED PER COMMENTS |
| 3 | 02/15/2001 | REVISED PER COMMENTS |
| 4 | 02/15/2001 | REVISED PER COMMENTS |
| 5 | 02/15/2001 | REVISED PER COMMENTS |
| 6 | 02/15/2001 | REVISED PER COMMENTS |
| 7 | 02/15/2001 | REVISED PER COMMENTS |
| 8 | 02/15/2001 | REVISED PER COMMENTS |
| 9 | 02/15/2001 | REVISED PER COMMENTS |
| 10 | 02/15/2001 | REVISED PER COMMENTS |



SITE PLAN
 DATE: 02/20/19
 SCALE: AS SHOWN
 SHEET NO. C 100

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VANAGAN
ARCHITECTS
I N C.

2811 WILSON WAY
SUNNYVALE, CA 94086
TEL: 925-891-1100
FAX: 925-891-1100

PROJECT

**PERRIS WAREHOUSE
NCS FORMING**
2325 CALALDO ROAD
PERRIS, CA 92578

DRAWING

**MAIN FLOOR
PLAN**

SCALE 1/8"=1'-0"

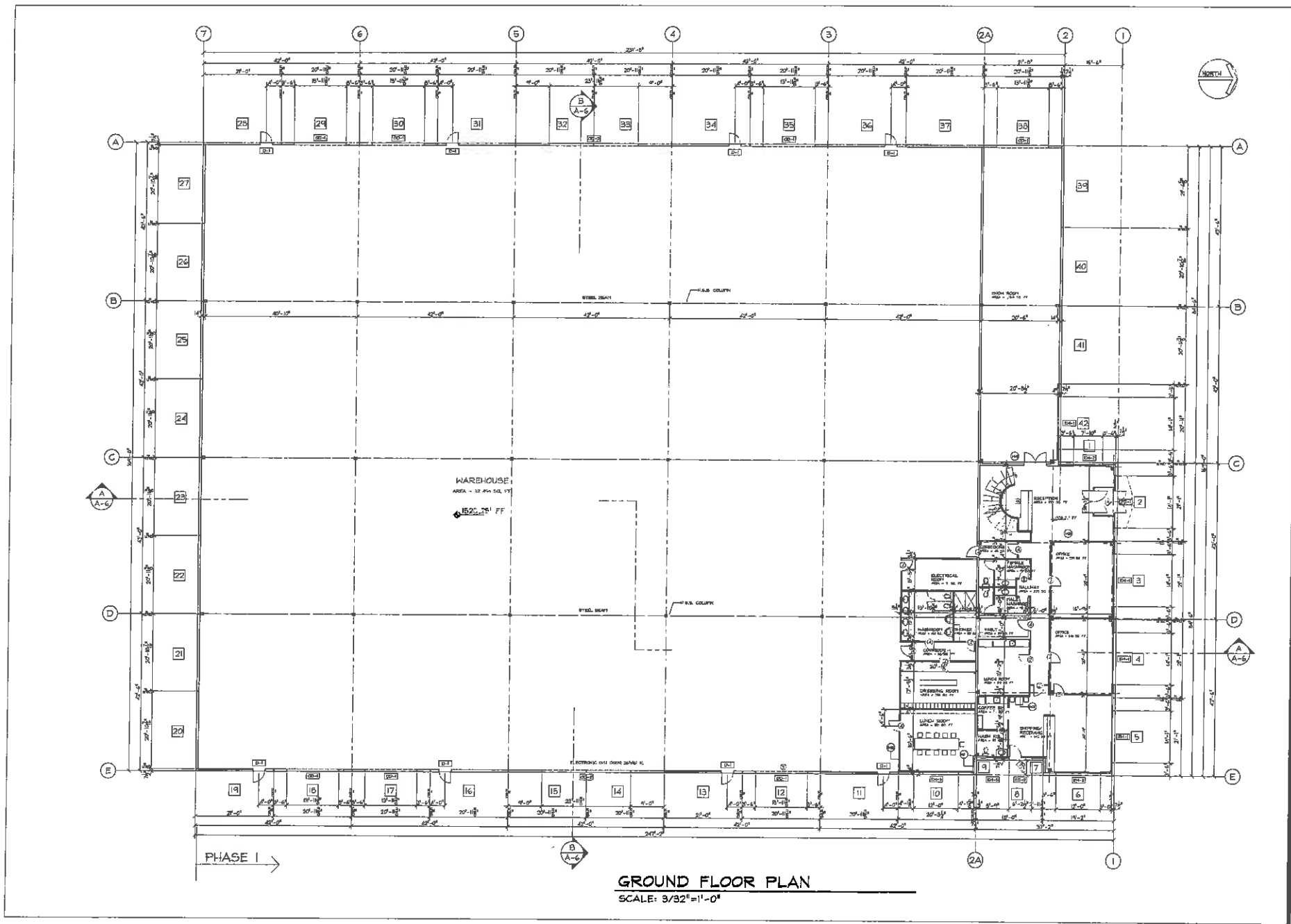
DATE FEB 2007

DRAWN PT

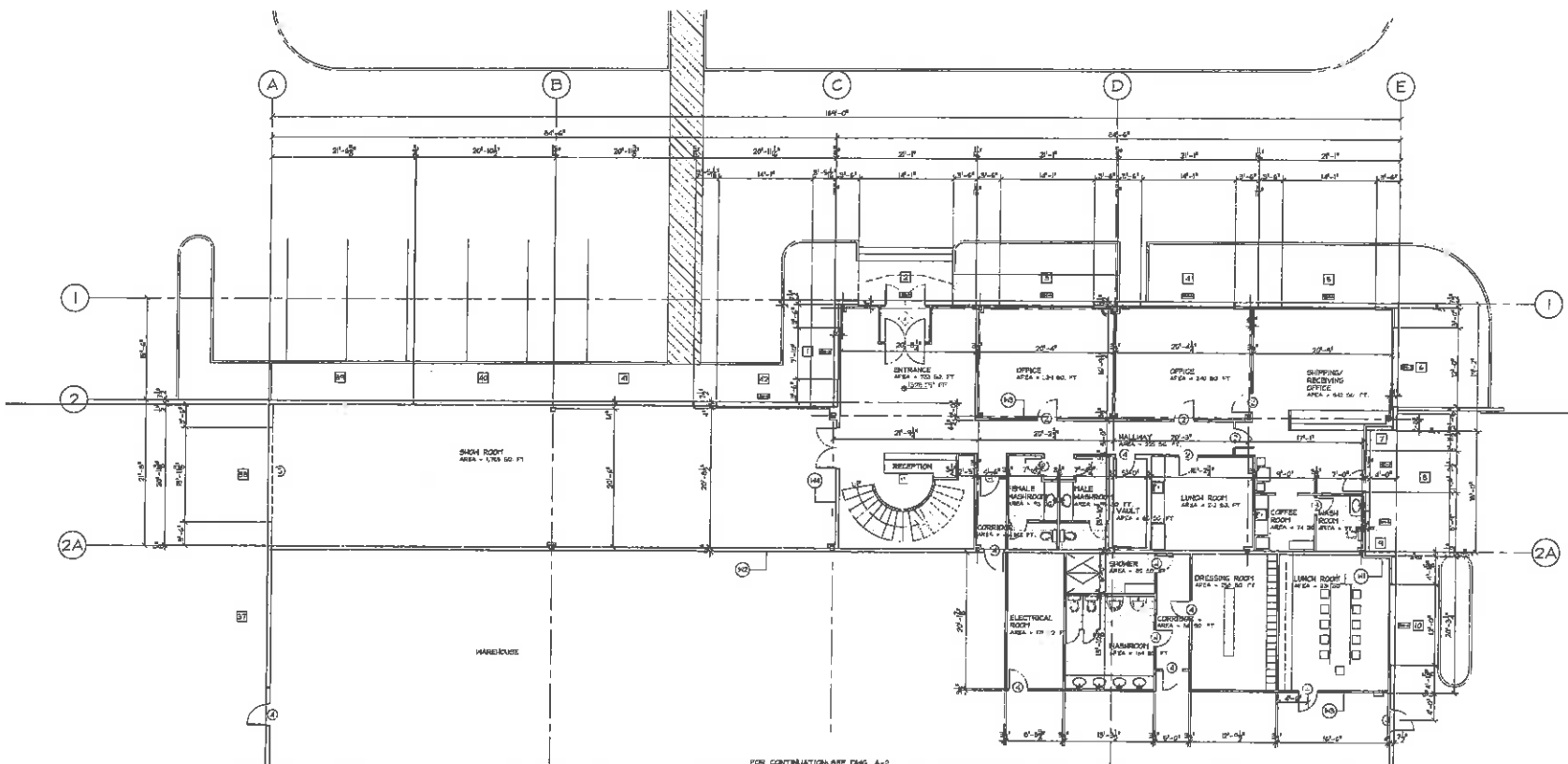
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SHEET

A-2



GROUND FLOOR PLAN
SCALE: 3/32"=1'-0"



FOR CONTINUATION, SEE DWG. A-2

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

REVISIONS NO.



YANAGAN
ARCHITECTS
I N C.

1515 HAMPDENWAY
SUITE 100
CARMONA VALLEY, CA
PHONE: 909-864-1122
FAX: 909-864-6999

PROJECT

PERRIS
WAREHOUSE
NCS FORMING
23325 CALALCO ROAD
PERRIS, CA 92570

DRAWING

MAIN FLOOR

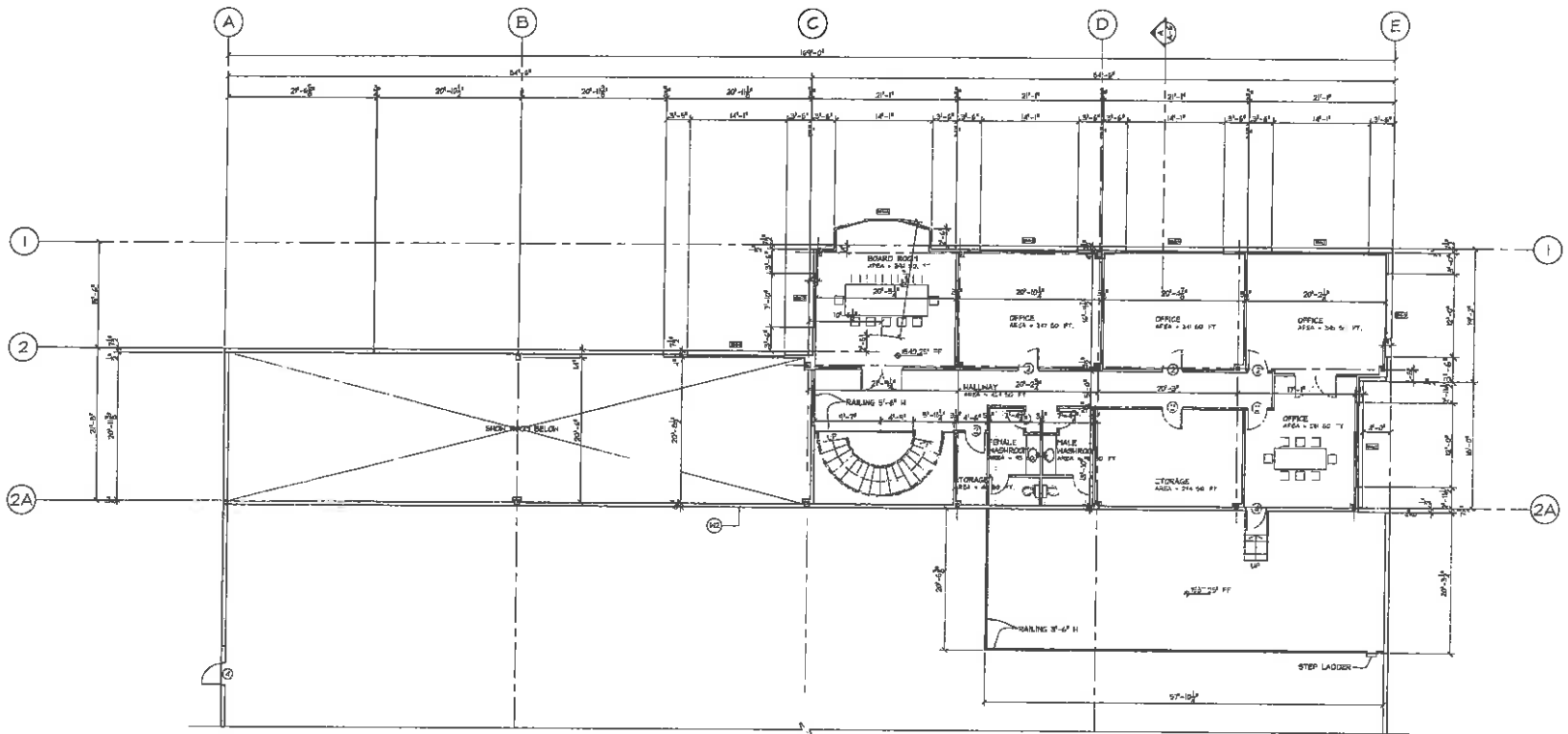
SCALE 1/8"=1'-0"

DATE FEB. 2005

DRAWN BY

YANAGAN ARCHITECTS IN C.
1515 HAMPDENWAY, SUITE 100
CARMONA VALLEY, CA 91732
PHONE: 909-864-1122
FAX: 909-864-6999
WWW.YANAGANARCHITECTS.COM

SHEET



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

| REVISIONS | NO |
|-----------|----|
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VANANAN
ARCHITECTS
I N C.

3115 VENTURE WAY
SHELTON, CT
DANVERS, MA 01923
PHONE: 978-845-1100
FAX: 978-845-8260

PROJECT
**PERRIS
WAREHOUSE
NCS FORMING**
23325 CALALCO ROAD
PERRIS, CA 92570

DRAWING
MEZZANINE FLOOR

SCALE: AS SHOWN
DATE: FEB. 2005
DRAWN: JF
CHECKED: JF
DESIGNED: JF
PROJECT MANAGER: JF
ARCHITECT: JF

SHEET

KEY NOTES

- ① TILT-UP CONCRETE REINFORCED MALL
- ② 1/2" TO 3/4" HIDE VERTICAL JOINT BETWEEN TWO TILT-UP WALLS FILED WITH POAN AND INDUSTRIAL GRADE PAINTABLE CAULKING
- ③ 24 GA METAL FLASHING ON TOP OF TILT-UP WALL
- ④ REINFORCED CONCRETE MALL
- ⑤ CORRUGATED 22 GA GALVANIZED METAL PANELS
- ⑥ LED RAB LIGHTING LOT ELASTER 118K TYPE 10 WITH PHOTOCELL 4000K
- ⑦ LED CYLINDER HAZELELL P6609H 8000K, DIMMABLE
- ⑧ RAB LIGHTING HD MALL PACKS WITH L18ED 110K 4000K WITH PHOTOCELL
- ⑨ LED RAB LIGHTING BRICK MALL PACK 35H 4000K WITH PHOTOCELL

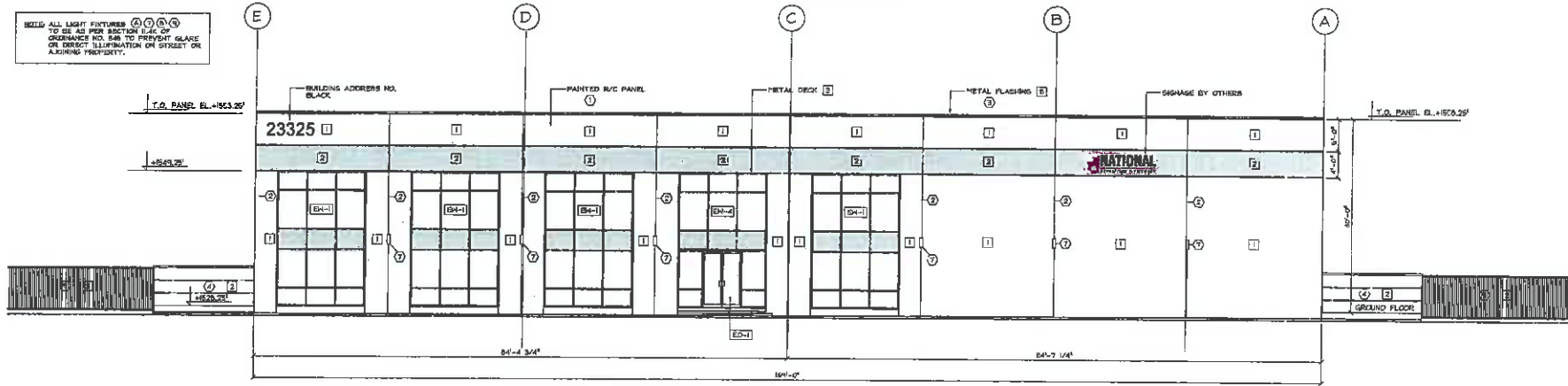
COLOUR LEGEND

- ① CONCRETE TILT-UP WALL
BSBR - DESIGN GRAY, #1920-2 (URETHANE SEMI GLOSS)
- ② CONCRETE TILT-UP WALL & ELECTRIC SLIDING GATE
BSBR - SAUTTER GRAY, #PFU2-10 (URETHANE SEMI GLOSS)
- ③ GALVANIZED METAL INSULATED OVERHEAD DOOR
BSBR - FORMANKE, #180-4 (URETHANE SEMI GLOSS)
- ④ CONCRETE MALL
BSBR - DESIGN GRAY, #1920-2 (URETHANE SEMI GLOSS)
- ⑤ GALVANIZED CORRUGATED METAL IN STEEL FRAME
BSBR - DESIGN GRAY, #1920-2 (URETHANE SEMI GLOSS)

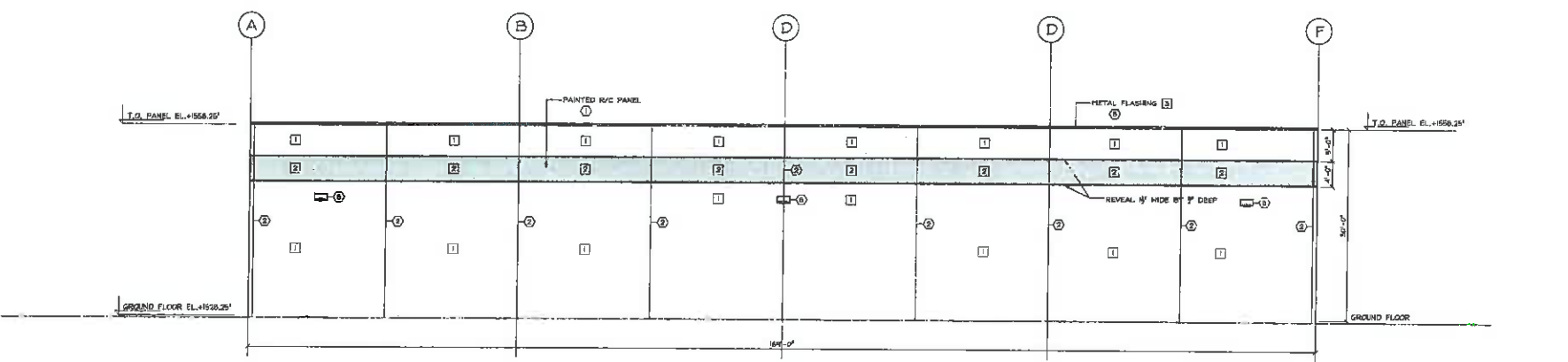
EXTERIOR OPENINGS

- EX-1 4 1/2" ALUMINUM STOREFRONT ALUMI. - COLOR CLEAR ANODIZED
- EX-2 4 1/2" ALUMINUM STOREFRONT ALUMI. - COLOR CLEAR ANODIZED
- EX-3 4 1/2" ALUMINUM STOREFRONT ALUMI. - COLOR CLEAR ANODIZED, SELF CLOSING MECHANISM
- EX-4 4 1/2" ALUMINUM STOREFRONT ALUMI. - COLOR CLEAR ANODIZED, SELF CLOSING MECHANISM
- EX-5 4 1/2" ALUMINUM STOREFRONT ALUMI. - COLOR CLEAR ANODIZED
- EX-6 4 1/2" ALUMINUM STOREFRONT ALUMI. - COLOR CLEAR ANODIZED
- EX-7 INSULATED METAL DOOR IN METAL FRAME - COLOR BSBR #180-4 SELF CLOSING MECHANISM
- EX-8 ROLL-UP INSULATED METAL DOOR WITH LINEAR GLASS WINDOW - COLOR BSBR #180-4, MECHANICAL OPERATION
- EX-9 ROLL-UP INSULATED METAL DOOR - COLOR BSBR #180-4 MECHANICAL OPERATION

NOTE: ALL LIGHT FIXTURES TO BE AS PER SECTION I.L.C. OF ORDINANCE NO. 548 TO PREVENT GLARE OR DIRECT ILLUMINATION ON STREET OR ADJACING PROPERTY.



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



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



VANAN
ARCHITECTS
I H C

7811 VANDER BURE
DEL MAR, CA
CANADA 448 977
PHONE: 661-465-5102
FAX: 661-465-5104

PROJECT

PERRIS
WAREHOUSE
NCS FORMING
23325 CALALCO ROAD
PERRIS, CA 92570

DRAWING

ELEVATIONS

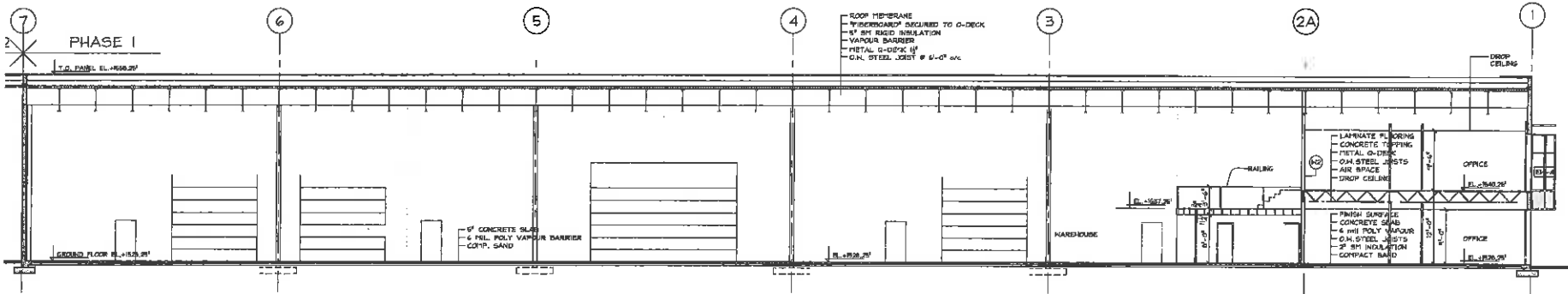
| | |
|--------|------------|
| SCALE | 1/8"=1'-0" |
| DATE | FEB 200 |
| DESIGN | PT |

© 2000 VANAN ARCHITECTS
11000 VANAN DRIVE
DEL MAR, CA 92014
TEL: 661-465-5102
FAX: 661-465-5104
WWW.VANANARCHITECTS.COM

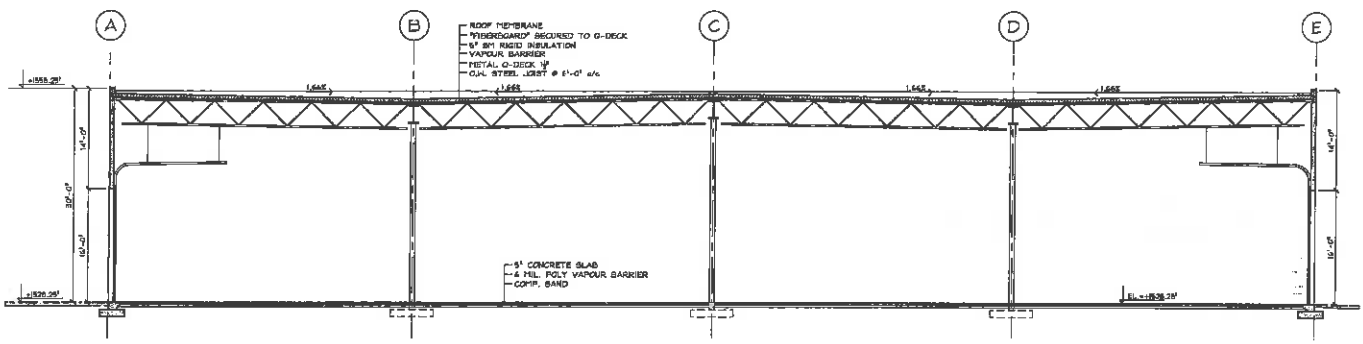
SHEET

A-7

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



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



VANAGAN
ARCHITECTS
P L L C

1000 WASHINGTON WAY
DELSO, BC
CANADA V6E 1G6
PHONE: 604-460-2900
FAX: 604-460-2909

PROJECT
PERRIS
WAREHOUSE
NCS FORMING
23325 CAJALCO ROAD
PERRIS, CA 92370

DRAWING
SECTIONS

SCALE: AS SHOWN
DATE: FEB 2009
DRAWN: JFT
CHECKED: JFT
DESIGNED: JFT
PROJECT NO: 09-001-001

PROJECT



VANAGAN HOLDINGS, INC.
 23325 CAJALCO ROAD
 PEPPER, CA 92570
 Phone: 949-0086

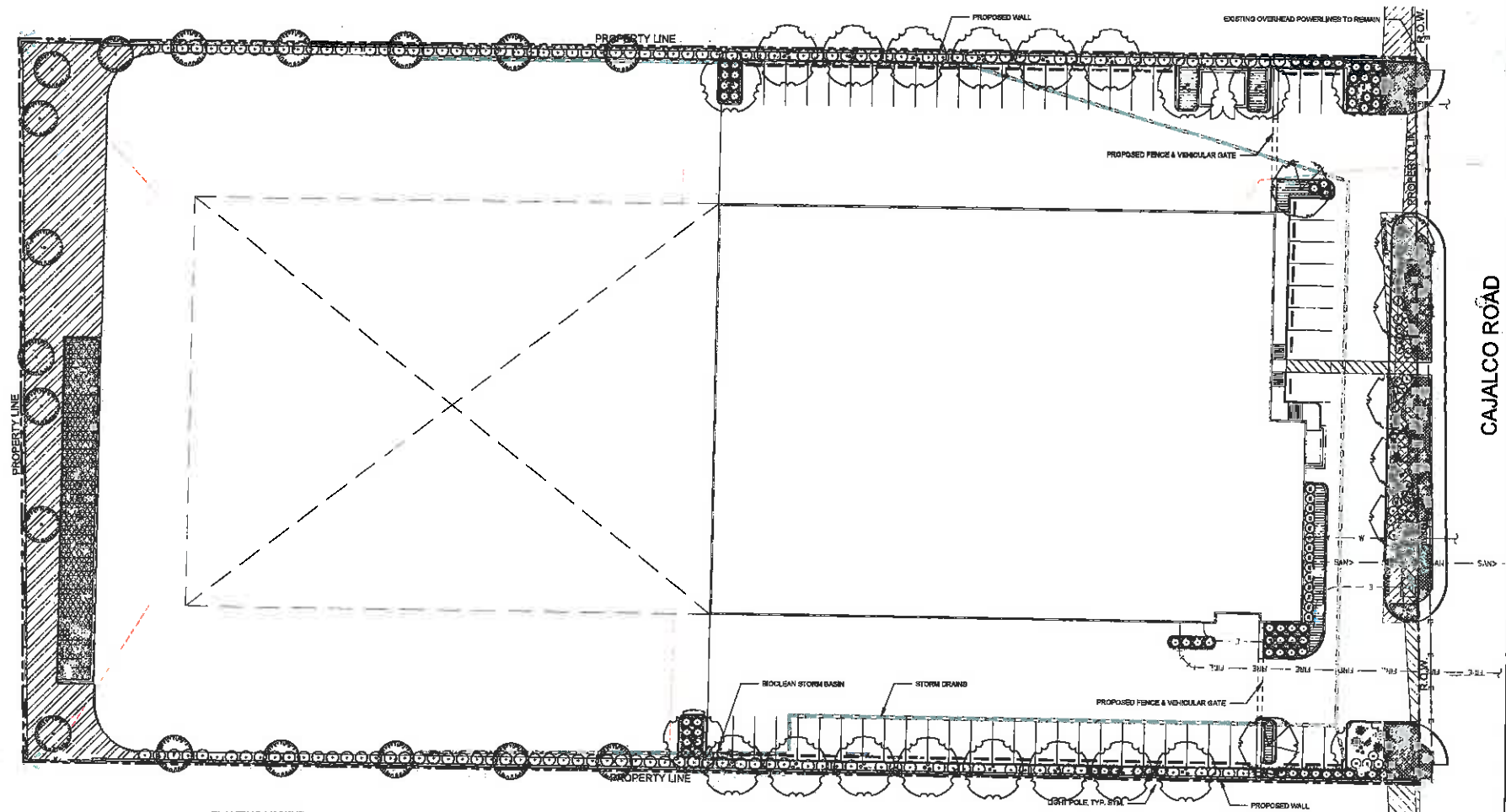
NCS NATIONAL CONSTRUCTION
 23325 CAJALCO ROAD
 PEPPER, CA 92570

Preliminary Landscape Concept Plan

| Date | Comment |
|------|---------|
| | |
| | |
| | |

Project Number: _____
 Date: 01/17/2020
 Drawn by: DM
 Checked by: RB

LP-1



PLANTING LEGEND

| SYMBOL | BOTANIC NAME | COMMON NAME | SIZE | QTY. | WUOLLS |
|--------------|---------------------------|------------------------|---------------|------|--------|
| TREES | | | | | |
| | SCHINUS MOLLE | CALIFORNIA PEPPER TREE | 36" BOX MULT. | 20 | LOW |
| | ACACIA STENOPHYLLA | SHRUBBING ACACIA | 24" BOX STD. | 14 | LOW |
| | OLEA EUROPAEA 'SWAN HILL' | FRUITLESS OLIVE | 24" BOX STD. | 7 | LOW |

LANDSCAPE CALCULATIONS

| | |
|--|-------------------------------|
| TOTAL SITE AREA(SQ.FEET) | 5.9 ACRES (254,222 SF) |
| LANDSCAPE AREA REQUIRED: | 17,433 SF (1.0% OF SITE AREA) |
| LANDSCAPE AREA PROVIDED: | 19,118 SF (1.1% OF SITE AREA) |
| NET DEVELOPED AREA (BUSHES & LANDSCAPE): | 5.16 ACRES (224,258 SF) |

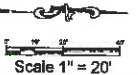
| SYMBOL | BOTANIC NAME | COMMON NAME | SIZE | QTY. | WUOLLS |
|---------------|--------------------------|----------------------|--------|------|----------|
| SHRUBS | | | | | |
| | AGAVE BLUE GLOW | BLUE SLOW AGAVE | 5 GAL. | 37 | LOW |
| | BOUGAINVILLEA 'ROSBANNA' | BOUGAINVILLEA | 5 GAL. | 28 | LOW |
| | LEYMUS COCCINEUS | CANYON FENCE | 5 GAL. | 70 | LOW |
| | RHUS INTERSPERSIFOLIA | LEMONADE BERRY | 5 GAL. | 143 | LOW |
| | DIANELLA REVOLUTA | LITTLE RED FLAX LILY | 5 GAL. | 14 | LOW |
| | NOLINA HELICONII | BLUE NOLINA | 5 GAL. | 7 | VERY LOW |

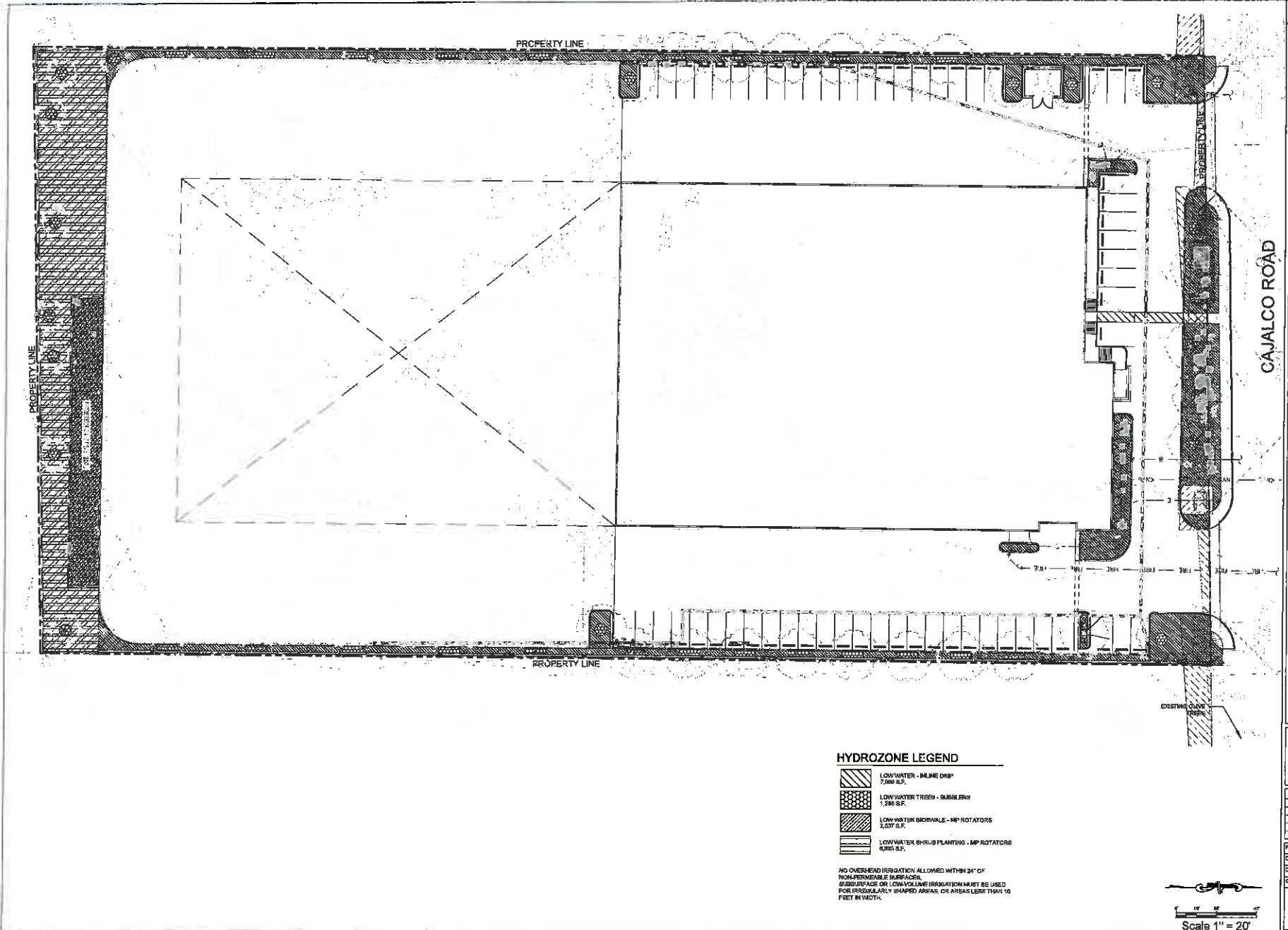
| SYMBOL | BOTANIC NAME | COMMON NAME | SIZE | QTY. | WUOLLS |
|--------------------|-----------------------|-------------------------|--------|------|--------|
| GROUNDCOVER | | | | | |
| | BACCHARIS PILULARIS | TWIN PEAKS | 1 GAL. | 87 | LOW |
| | DALIS CAPITATA | SIERRA GOLD | 1 GAL. | 87 | LOW |
| | LANTANA MONTEVIDENSIS | PURPLE TRAILING LANTANA | 1 GAL. | 87 | LOW |

| SYMBOL | BOTANIC NAME | COMMON NAME | SIZE | QTY. | WUOLLS |
|--------------------------|---------------------|----------------------|--------|------|--------|
| BIORETENTION AREA | | | | | |
| | CAREX TUMULICOLA | BERMUDA SEDGE | 1 GAL. | 18 | LOW |
| | ELYMUS MAGELLANICUS | MAGELLAN WHEATGRASS | 1 GAL. | 18 | LOW |
| | ELYMUS PATENS | CALIFORNIA GRAY RUSH | 1 GAL. | 18 | LOW |
| | ROSA CALIFORNICA | CALIFORNIA WILD ROSE | 1 GAL. | 18 | LOW |

No existing trees on site.
 MAINTENANCE NOTE:
 NCS National Construction shall assume maintenance for On-site and Off-site (ROW) installations.
 LANDSCAPE DEVELOPMENT
 THIS SITE IS CURRENTLY IN USE BY THE OWNER. HOWEVER, THEY HAVE A NEED FOR INTERIOR STORAGE. THEY ARE PROPOSING THEIR WAREHOUSE AND THE ASSOCIATED LANDSCAPE.
 THE LANDSCAPE USES ALL LOW WATER PLANT THAT ARE NATIVE OR ADAPTED TO THE REGION AREA. THE SITE NEEDS TO BE FUNCTIONAL FOR LARGE TRUCKS WITH DELIVERIES TO THE PLANT MATERIAL IS AT THE PERIMETER OF THE PROPERTY AND AT THE FRONT OF THE BUILDING.
 THE MAIN TREE SPECIES IN THE AREA IS OLEA EUROPAEA WHICH IS BEING INCORPORATED INTO THE SITE.

Prior to project construction, I agree to submit a complete Landscape Construction Document Package that complies with the requirements of applicable ordinances, including but not necessarily limited to Ordinance No. 85.2, Ordinance 548, Ordinance 491, project Conditions of Approval, and all applicable ordinances with the approved Landscape Concept Plan. Should the ordinances be revised, plans may be subject to change.
 Date: 01-17-2020
 Designer: [Signature]
 City Engineer: [Signature]





EVERGREEN
 LANDSCAPE ARCHITECTS
 1505 6th Street
 11801 Pacific Coast Highway, Suite 200
 Newport Beach, CA 92660
 www.evergreenlandscape.com

LAND
 10/20/2020

Owner:
VANAGAN HOLDINGS, INC.
 23325 CAJALCO ROAD
 PERRIS, CA 92570
 P: 946-0090

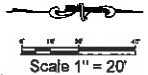
Project Name:
NCS NATIONAL CONSTRUCTION
 23325 CAJALCO ROAD
 PERRIS, CA 92570

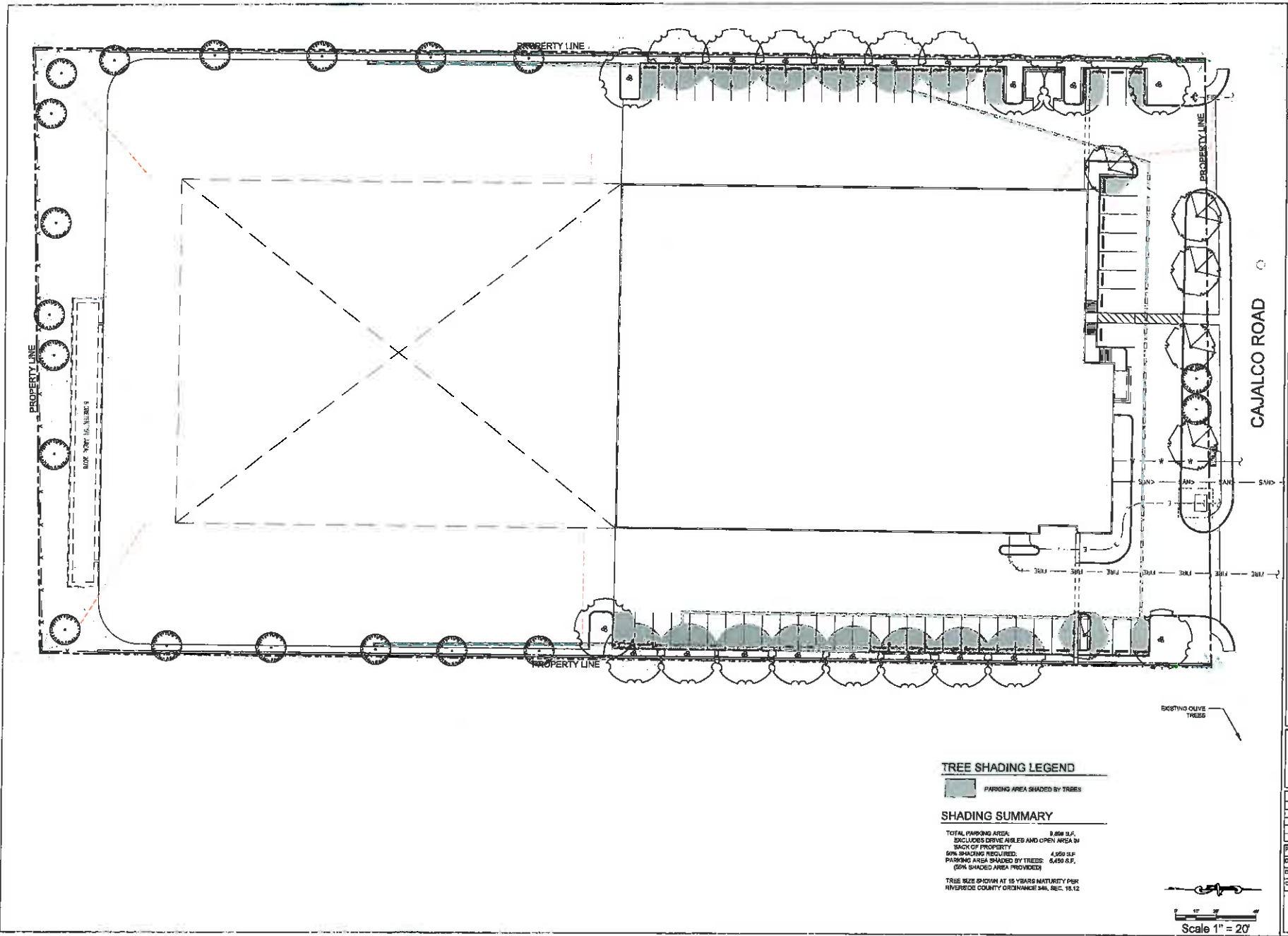
Hydrozone Plan

| Date | Comment |
|------|---------|
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| | |
|----------------|------------|
| Project Number | |
| Date | 01/17/2020 |
| Drawn By | DB |
| Checked By | RM |

LP-2





TREE SHADING LEGEND

 PARKING AREA SHADED BY TREES

SHADING SUMMARY

TOTAL PARKING AREA: 3,888 S.F.
 EXCLUDES DRIVE AISLES AND OPEN AREA IN
 BACK OF PROPERTY
 50% SHADING REQUIRED: 4,559 S.F.
 PARKING AREA SHADED BY TREES: 6,459 S.F.
 (50% SHADED AREA PROVIDED)

TREE SIZE SHOWN AT 15 YEARS MATURITY PER
 RIVERSIDE COUNTY ORDINANCE 546, SEC. 16.12

EVERGREEN DESIGN GROUP
 11901 Paseo Verde, Suite 100
 Riverside, CA 92503
 www.EvergreenDesignGroup.com


 10/06/2020

Owner: **VANAGAN HOLDINGS, INC.**
 23325 CAJALCO ROAD
 PERP A 92570
 PHOT 946-0090

Project Name: **NCS NATIONAL CONSTRUCTION**
 23325 CAJALCO ROAD
 PERP16, CA 92570

Tree Shading Plan

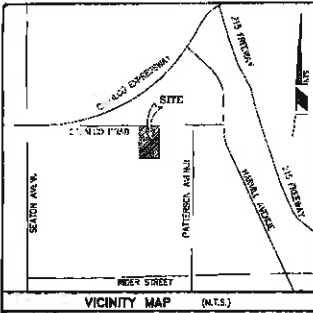
| Date | Comment |
|------|---------|
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Project Number:
 Date: 01/17/2020
 Drawn by: DB
 Checked by: RM

LP-3

TOPOGRAPHIC SURVEY MAP

IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA



LEGEND:

- PARCEL BOUNDARY
- - - LOT SUBDIVISION
- CENTER LINE
- PP — INDICATES POWER POLE
- XL — INDICATES LIGHTS
- ⊙ — INDICATES SEWER MANHOLE
- ⊙ — INDICATES PALM TREE
- ⊙ — INDICATES WATER METER
- ⊙ — INDICATES WATER VALVE
- W.R. — INDICATES WATER RISER
- W.B. — INDICATES WATER BACKFLOW
- C.M. — INDICATES GAS MARKER
- C.M. — INDICATES CABLE MARKER
- T.R. — INDICATES T100 TAP
- INDICATES FENCE CHAINLINK
- INDICATES V.O.L.

BASIS OF BEARINGS:

BASIS OF BEARINGS: BEARINGS HEREON ARE BASED ON THE CENTER LINE OF CALALCO ROAD, PER R.S. 84/44, BEING N 82°57'15"E.

SURVEYOR'S NOTES:

- () DENOTES RECORD DATA PER R.S. 84/44.
- [] DENOTES RECORD DATA PER DOC. NO. 2001-062362 RECT. 02/15/2001 O.R.
- ⊙ INDICATES FOUND MONUMENT AS NOTED.
- SNF SEARCHED NOTHING FOUND, NOTHING SET.

BENCHMARK:

PER NGS BENCHMARK PD D05844 DESIGNATION 438 DESCRIBED BY METRO WATER DISTRICT SO, CALIFORNIA 1982 PERIOD, 0.75 MILES (1.21 KM) WEST ALONG CALALCO RD FROM THE 215 FERRY RD STATON AVE, AT THE NORTHEAST CORNER OF CALALCO RD AND SEATON AVE, 85 FEET (14.8 M) NORTH OF CALALCO RD AND 32 FEET (9.8 M) EAST OF SEATON AVE, ON THE FOOTING OF A LARGE STEEL POWER POLE 705840/01 ON LOWER FOOTING 0.8 FOOT (24.4 CM) BELOW UPPER FOOTING; A STANDARD 3-1/4 INCH ALUMINUM DOP SET FLUSH IN LOWER FOOTING.

MARKER 156/17 INVOSEI CA L.M.

SURVEYOR'S STATEMENT:

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN FEBRUARY 15, 2013.

SITE ADDRESS:

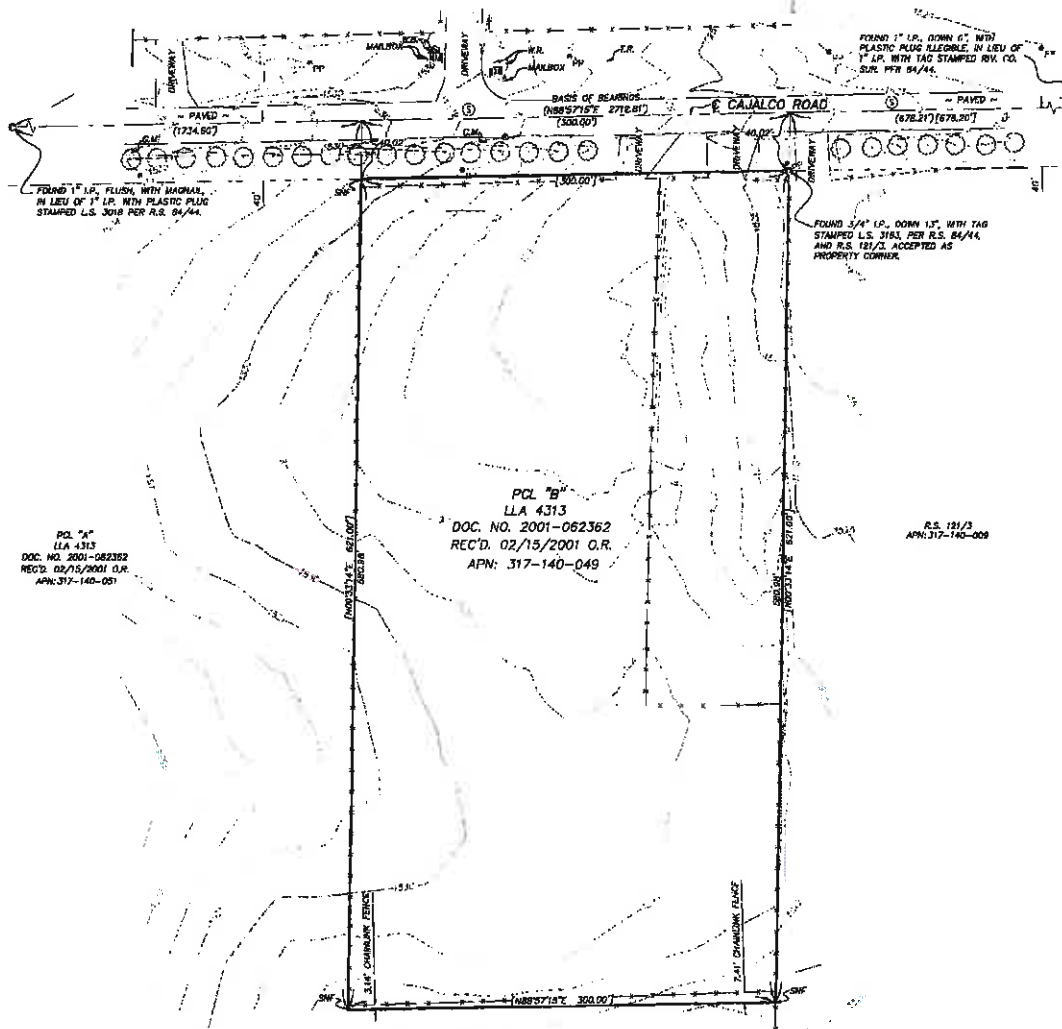
2320 CALALCO ROAD
FERRIS, CA 92570

ASSESSOR PARCEL NUMBER:

317-140-016

OWNER:

VANABAY HOLDINGS INC
7211 VANTAGE WAY
DELTA, D.C. CANADA V40



| DATE | BY | MARK | REVISIONS | APPR. DATE |
|------|----|------|-----------|------------|
| | | | | |
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|---|--|--|-------------------------|-------------------------|
| INLAND VALLEY SURVEYING, INC. 130 WALNUT AVENUE, SUITE A-5 FERRIS, CA 92571 Cell (951) 958-8700 Office (951) 957-1200 Email: pms509@invalley.com | | COUNTY OF RIVERSIDE TOPOGRAPHIC SURVEY MAP FOR APN: 317-140-049 | | SHEET NO. 1 |
| | | SCALE: AS NOTED DATE: LIBRARY, 2013 | BENCHMARK: SEE ABOVE | OF 1 SHEETS FILE NO. |

BENCHMARKS
 PER MGS BENCHMARK PID D15444 DESIGNATION 436 DESCRIBED BY METRO WATER DIST. SO. CALIFORNIA 1992 PERRIS, 0.75 MILES (1.21 KM) WEST ALONG CAJALCO RD. FROM THE 215 FERRY TO SEATON AVE. 85 FEET (26.0 M) NORTH OF CAJALCO RD. AND 32 FEET (9.8 M) EAST OF SEATON AVE., ON THE FOOTING OF A LARGE STEEL POWER POLE 703540/01 ON LOWER FOOTING 0.8 FOOT (24.4 CM) BELOW UPPER FOOTING, A STANDARD 3-1/8 INCH ALUMINUM DISK SET FLUSH IN LOWER FOOTING. ELEVATION 1527.17 NAVD83 DATUM.

FLOODNOTE
 ACCORDING TO THE F.I.R.M. NO. 08065C14103, THE SUBJECT PROPERTY LIES IN ZONE X AND DOES NOT LIE WITHIN A FLOOD PRONE HAZARD AREA, PER MAP REVISION DATED AUGUST 8, 2008.

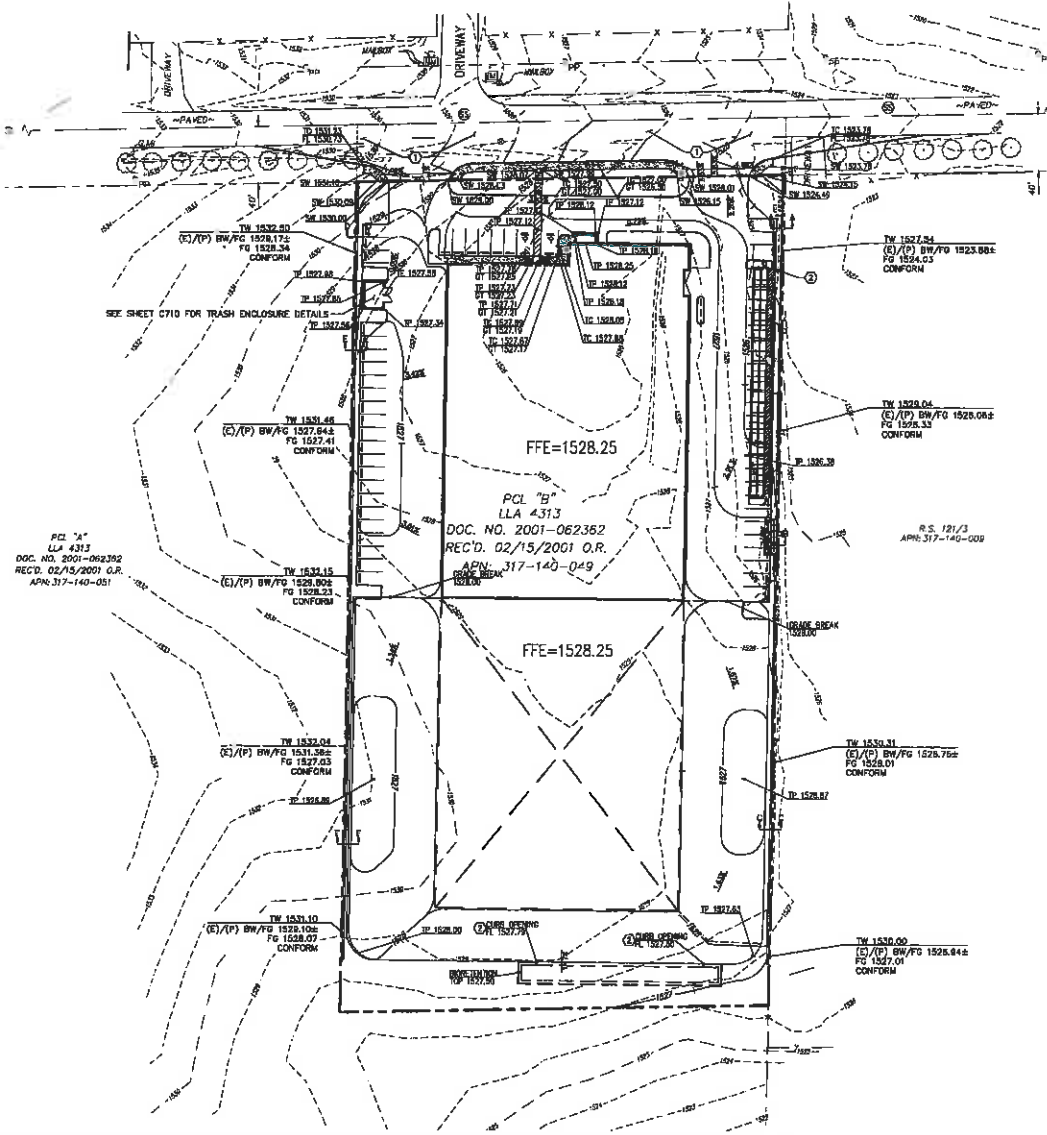
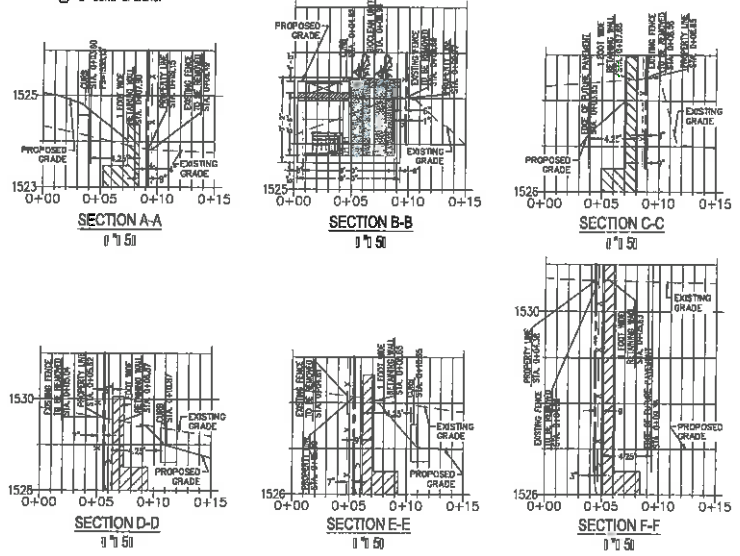
- LEGEND**
- PROPERTY LINE
 - PROPOSED CURB & GUTTER
 - LIMITS OF FULL DEPTH SAWCUT
 - EXISTING CONTOUR
 - PROPOSED CONTOUR
 - ▲ ADA RAMP
 - WATER METER
 - IRRIGATION METER
 - COLLARD
 - TRAFFIC/HANDICAP SIGN
 - AREA DRAIN
 - MANNHOLE
 - CURB INLET
 - ▲ DRAINAGE SLOPE AND DIRECTION

- 7.2000' ± EXISTING SPOT ELEVATION
- X1000' TO TOP OF PAVEMENT ELEVATION
- X1000' TO TOP OF CURB
- X1000' GUTTER
- X1000' OF GROUND
- X2000' FT FRESH FLOOR
- X1000' SW SIDEWALK
- X1000' TO TOP OF GRATE



GRADING & E NOTES

- ① MATCH EXISTING PAVEMENT ELEVATION.
- ② 2' CURB OPENING.



38 Executive Park
 Suite 310
 Irvine, CA 92614
 Ph. 714-89-5386
 Kyle Berridge, PE
 CIVIL ENGINEER

PERRIS WAREHOUSE
 2325 CAJALCO ROAD
 PERRIS, CA 92570

| | |
|-------------|--------------|
| DATE | DESCRIPTION |
| 08/20/19 | GRADING PLAN |
| DESIGNED BY | AMANDA LEE |
| CHECKED BY | AMANDA LEE |
| DATE | 08/20/19 |



C 300

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner Paul Rull** at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The Riverside County Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County Planner Mr. Gabriel Villalobos at (951) 955-6184.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to prull@rivco.org or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: **May 14, 2020**

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

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via Livestream on our website at www.rcaluc.org or on channels Frontier Fios channel 36 and AT&T U-Verse channel 99. The public may join and speak by telephone conference. Toll free number at (669) 900-6833, Zoom Meeting ID. 948 2720 1722. Passcode 011630. Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.

CASE DESCRIPTION:

ZAP1409MA20 – Vanagan Holdings, Inc. (Representative: JM Civil Engineering) – County of Riverside Case No. PPT190029 (Plot Plan). A proposal to construct a 77,492 square foot industrial warehouse building with mezzanine (in two phases) on 3.99 acres, located westerly of Patterson Avenue, southerly of Cajalco Road, easterly of Seaton Avenue, and northerly of Rider Street (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

March
C2

ALUC CASE NUMBER: ZAP1409 MA20 DATE SUBMITTED: March 5, 2020

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

| | | | |
|-----------------|-----------------------------------|--------------|-----------------------|
| Applicant | <u>VANAGAN HOLDINGS INC.</u> | Phone Number | <u>(604) 946-0090</u> |
| Mailing Address | <u>7411 Vantage Way</u> | Email | |
| | <u>Delta, B.C. Canada V4G 1C9</u> | | |

| | | | |
|-----------------|--------------------------------------|--------------|-----------------------------|
| Representative | <u>JM CIVIL ENGINEERING</u> | Phone Number | <u>(949) 200-8042</u> |
| Mailing Address | <u>38 Exsecutive Park, Suite 301</u> | Email | <u>kseki@jmcivileng.com</u> |
| | <u>IRVINE, CA 92614</u> | | |

| | | | |
|-----------------|-----------------------------------|--------------|------------------------------------|
| Property Owner | <u>VANAGAN HOLDINGS INC.</u> | Phone Number | <u>(604) 946-0090</u> |
| Mailing Address | <u>7411 Vantage Way,</u> | Email | <u>peter@vanaganarchitects.com</u> |
| | <u>Delta, B.C. Canada V4G 1C9</u> | | |

LOCAL JURISDICTION AGENCY

| | | | |
|-------------------------|--|---|---------------------------|
| Local Agency Name | <u>RIVERSIDE COUNTY Planning Department</u> | Phone Number | <u>(951) 955-6184</u> |
| Staff Contact | <u>Gabriel Villalobos</u> | Email | <u>gvillalo@rivco.org</u> |
| Mailing Address | <u>4080 Lemon Street, 12th Floor</u> | Case Type | |
| | <u>P.O. Box 1409, Riverside, CA 92502-1409</u> | <input type="checkbox"/> General Plan / Specific Plan Amendment | |
| | | <input type="checkbox"/> Zoning Ordinance Amendment | |
| | | <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract | |
| Local Agency Project No | <u>PLOT PLAN NO. 190029</u> | <input type="checkbox"/> Use Permit | |
| | <u>APN: 317-140-049</u> | <input checked="" type="checkbox"/> Site Plan Review/Plot Plan | |
| | | <input type="checkbox"/> Other | |

PROJECT LOCATION

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

| | | | |
|-----------------------|---|---|------------------------------------|
| Street Address | <u>23325 Cajalco Road, Perris, CA 92570</u> | | |
| Assessor's Parcel No. | <u>317-140-049</u> | Gross Parcel Size | <u>174,227 SF</u> |
| Subdivision Name | | Nearest Airport and distance from Airport | <u>Ontario Municipal, 36 miles</u> |
| Lot Number | | | |

PROJECT DESCRIPTION

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

| | |
|------------------------------|--|
| Existing Land Use (describe) | <u>Bare Land partially used for outside storage for construction forms</u> |
| | |
| | |

| | | | |
|---|--|----------------------|--|
| Proposed Land Use (describe) | For construction of 37,458 sf Warehouse with 6,162 sf of office space and outside storage yard for concrete forms | | |
| For Residential Uses | Number of Parcels or Units on Site (exclude secondary units) _____ | | |
| For Other Land Uses (See Appendix C) | Hours of Operation _____ | | |
| | Number of People on Site _____ | Maximum Number _____ | |
| | Method of Calculation _____ | | |
| Height Data | Site Elevation (above mean sea level) | 1528 | ft. |
| | Height of buildings or structures (from the ground) | 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? | | <input type="checkbox"/> Yes |
| | If yes, describe _____ _____ | | <input checked="" type="checkbox"/> No |

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
- 1. Completed ALUC Application Form
 - 1. ALUC fee payment
 - 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
 - 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 - 1. CD with digital files of the plans (pdf)
 - 1. Vicinity Map (8.5x11)
 - 1. Detailed project description
 - 1. Local jurisdiction project transmittal
 - 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 - 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. **(Only required if the project is scheduled for a public hearing Commission meeting)**

4

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.2 4-6

HEARING DATE: June 11, 2020 (continued from May 14, 2020)

CASE NUMBER: ZAP1405MA20 – Riverside Inland Development, LLC/Hillwood Investment Properties (Representative: Kathy Hoffer)

APPROVING JURISDICTION: March Joint Powers Authority (MJPA)

JURISDICTION CASE NOS: SP16-02 (Specific Plan), PP20-02 (Plot Plan), PM20-02 (Tentative Parcel Map No. 37220), (“VIP 215”)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zone B2

Noise Levels: 65 – 75 range CNEL from aircraft

MAJOR ISSUES: Security, drainage, potential for glare and storage of hazardous materials in close proximity to the military runway were previous concerns identified by the Air Force in the original project, and had requested that these concerns be addressed in the project EIR. ~~which has not yet been released. The proposal has been redesigned from a two-building to a single building project. At the time this staff report was written, the Air Force has not completed its review of the new proposed project.~~

The Air Force provided comments that were submitted to the Commission at the May 14, 2020 meeting. These comments included the following:

- *Concur with April 9, 2020 ALUC staff report findings (received via e-mail on 3/20/20) citing previous MARB concerns (via AF letters in Sept. 2016 and 2018) raised for security, drainage, glare, safety/HAZMAT storage, and Aviation land use/zoning.*
- *Concur with latest redlined Specific Plan report (received via e-mail on 4/23/20) that developer shall comply with previously identified BASH concerns.*
- *However: 1) MARB has responded with comment to March JPA concerning Draft EIR that NEPA will be required for Developer’s proposed interim drainage channel solution, and 2) MARB cannot approve any proposed long term drainage channel solution on behalf of Riverside County Flood Control until NEPA is complete for the proposed interim*

solution.

It was the nature and extent of the last Air Force bullet comment that prompted ALUC staff to recommend a continuance from the May 14 meeting to June 11. ALUC staff wanted time to clarify Air Force's concerns with the proposed project's interim drainage channel solution and the underlying National Environmental Policy Act requirement.

In addition, the Air Force submitted additional comments in the form of a letter dated May 11, 2020, which contained response to comments to the project's Environmental Impact Report processed by the MJPA. This letter re-emphasizes the Air Force's concern with the project's stormwater runoff affecting the Base. The letter also includes comments regarding burrowing owl (species of special concern) populations and habitat on the project site, and raising concerns that development of the site could push these populations onto the Base, creating a potential hazard to flight.

Based on the fact that the Air Force has significant concerns with the proposed drainage plan and the extent of regional stormwater flooding issues at the Base, these unresolved issues could potentially result in wildlife attractant and a hazard to flight. Therefore, until the Air Force has been satisfied that their concerns have been addressed, ALUC staff is recommending continuance off-calendar.

The project includes 6.5 acres of bio-retention and bio-swale areas. Bioretention areas are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife causing a Bird Aircraft Strike Hazard (BASH). A study of the site was performed by an FAA-qualified airport wildlife biologist and a wildlife hazard review study was prepared. The study identifies that March Air Reserve Base has historically experienced wildlife strikes, with ninety-two (92) strikes occurring between 2007 and 2019. The study analyzed the proposed bioretention basin and landscaping design, and recommends that the basin be constructed with 4:1 slopes (which will help prevent entry and nesting by potentially hazardous wildlife), and that the basin's sides and bottom will use hardscapes like rock scape (in lieu of plantings), which will remove food sources, cover, and nesting cover, making the basin less attractive to wildlife. The study also recommends the incorporation of landscape design policies that are consistent with the ALUC wildlife/landscaping brochures in the underlying specific plan. These policies are included in the updated Specific Plan. The study concludes that the project would be able to achieve consistency with the airport land use compatibility plan regarding wildlife attractants and hazards to flight.

RECOMMENDATION: Staff recommends that the Commission CONTINUE the matter ~~to the June 11, 2020, meeting pending completion of the Air Force review of the project off-calendar, until such time as the Air Force is satisfied that their concerns regarding stormwater flooding have been addressed.~~

PROJECT DESCRIPTION: The applicant proposes to construct a 2,022,364 square foot industrial warehouse building (with a maximum building height of 54 feet) with mezzanines on 142.5 acres. The applicant also proposes to change the Veterans Industrial Park 215 Specific Plan (SP16-02), updating Section 4.3 Landscaping Guidelines to reflect ALUC wildlife hazard goals and policies. The applicant also proposes to merge the project's five parcels into one parcel.

The Commission had previously determined the original two building project consistent (by a 4-3 vote) through its action on ZAP1274MA17 at its October 11, 2018 hearing. A new ALUC application was required because of the proposal to increase the building height, the inclusion of second floor mezzanine area, and the overall redesign of the site from two buildings to a single building project.

PROJECT LOCATION: The site is located easterly of Interstate 215, southerly of March Air Force Base Museum and easterly terminus of Van Buren Boulevard, northerly of Nandina Avenue, and westerly of March Air Reserve Base, within the jurisdiction of the March Joint Powers Authority, approximately 950 feet westerly of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Original Determined Consistent Project ZAP1274MA17:

The Commission found the original project on this site consistent by a 4-3 vote on October 11, 2018. The original project proposed two industrial buildings (with a maximum building height of 48 feet) totaling 2,185,618 square feet on 142.5 acres, and also proposed to amend the March Joint Powers Authority General Plan to include general warehousing/logistics uses as allowable land uses on lands designated as "Aviation" (AV), to amend the site's designation from "AV" to "AV (SP-8)", and to update the Building Capacity table in the Land Use Element. Specific Plan No. 16-02 proposed a new Specific Plan (SP-8) providing goals, policies, programs, land uses, development standards, and design guidelines for development on this site. Tentative Parcel Map No. 37220 proposed dividing the site into two parcels (one for each building).

A copy of the original staff report (ZAP1274MA17) has been included in this package to provide an overview of the previous issues, concerns, analysis and comments brought up during the project.

CURRENT PROPOSED PROJECT:

The current proposed project increases the building height to 54 feet, adds a second floor mezzanine and has a single building.

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 B2, which limits average intensity to 100 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following rates were used to calculate the occupancy for the proposed building in Compatibility Zone B2:

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

The project proposes a 2,022,364 square foot industrial warehouse building, which includes 1,962,221 square feet of warehouse area, 46,637 square feet of first floor office area, and 13,506 square feet of second floor office mezzanine area, accommodating an occupancy of 4,225 people, which would result in an average intensity of 30 people per acre, which is consistent with the Compatibility Zone B2 criterion of 100.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per truck trailer parking in the absence of more precise data). Based on the 634 parking stalls and 428 truck trailer stalls provided, the total occupancy would be estimated to be 1,379 people. The resulting average intensity of 10 people per acre is consistent with the Compatibility Zone B2 average criterion of 100.

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

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would include 22,568 square feet of warehouse area, 20,992 square feet of first floor office area, and 13,506 square feet of second floor office mezzanine area, accommodating 218 people, which is consistent with the Compatibility Zone B2 single acre criterion of 250. Due to the addition of the mezzanine area, a condition must be added prohibiting conversion of warehouse areas to manufacturing use within 210 feet of any mezzanine area.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zone B2 and immediately adjacent to the primary runway at March Air Reserve Base (MARB), the March Air Reserve Base staff was notified of the revised project and sent a package of plans for their review. ~~As of the time this staff report was prepared, we were still awaiting comments from the Air Force regarding this revised project.~~

The MARB staff previously reviewed the original project and provided comment letters dated September 2016 and September 2018, which identified several concerns including security, drainage, glare, and safety. These issues, and comments from ALUC staff and the applicant were discussed in the following table.

| Issues | Air Force | ALUC | Applicant |
|----------|--|--|---|
| Security | Cameras shall not face or record any actions or portion of the base operations. Perimeter fencing shall be constructed out of block. | <p>In addition to the Air Force comment regarding security, ALUC staff raised the concern of the project's size and proximity to the runway with regards to the Base's Anti-Terrorism Force Protection and their ability to carry out its mission of protecting the base. Specifically, since the project expands the use of the site to include non-aviation use, ALUC staff is concerned with the ability of Base security personnel to immediately respond to a threat at the project facility. Therefore it is recommended that the master lease and sublease include provisions that enable Base security personnel to respond immediately to what they perceive as a possible risk at the project facility.</p> <p><u>Approved ALUC condition #11 states that the lease between the MJPA and the applicant or future tenants shall include that the Air Force has the right and authority to inspect the premises without prior notice as needed for security of its operations.</u></p> | No cameras will be oriented towards the runway and cameras will not record base operations. Fencing along the project-airport boundary shall be minimum 8 feet in height with three strands of barbed wire, and shall be of a durable material subject to the MJPA and Base review. This type of fencing was requested by the Base Security Forces. The project will not impede Base's mission to carry out Anti-Terrorism Force Protection procedures. The applicant will work with their legal counsel to craft the appropriate commercially reasonable language for lease agreements regarding Base security forces to access the property during an imminent threat (same access as provided to law enforcement and emergency response teams) while providing reasonable notice to tenants absent an imminent threat. |
| Drainage | Rising groundwater table at the base is an on-going concern, specifically, the ability of a project to | In addition to the Air Force comment regarding drainage, ALUC staff supports the Base's request to review all drainage plans prior to approval. | The Specific Plan identifies how the project will address storm water drainage to be consistent with NPDES and WQMP requirements. The applicant has met with MJPA and Base staff in discussing proposed drainage solutions. Applicant's drainage studies indicates the downstream floodplain limits are less (than historical flow and current |

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| | <p>drain water detention basins within 48 hours. Base staff shall review basin design. These basins shall address Bird Wildlife Aircraft Strike Hazard concerns.</p> | | <p>condition) due to the project's improvements.</p> <p>No drainage solution has been agreed upon yet (however, this will most likely occur during the Base's review of the project's EIR).</p> |
| Glare | <p>Solar panels or any reflective materials on the rooftop are prohibited. Construction material shall be non-reflective including outside ductwork, windows, and roofs.</p> | <p>In addition to the Air Force comment regarding glare, ALUC staff notes that the project does not propose solar panels at this time. Any future solar panels could potentially result in significant glare impacts, and therefore, a solar glare hazard analysis would be required to analyze the impacts.</p> <p>In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by MARB.</p> | <p>The Specific Plan indicates that materials shall be of a non-reflective material, and that highly reflective materials on elevations facing the runway or aircraft approach path are prohibited. Solar panels are prohibited.</p> |
| Safety | <p>No hazardous materials shall be stored within the facility.</p> | <p>No additional comments to the Air Force Comment regarding safety.</p> | <p>The Specific Plan prohibits above ground petroleum storage containers and below ground storage containers in excess of 10,000 gallons.</p> |
| Aviation Land Use | <p>Not identified.</p> | <p>The project expands the permissible use of the property from aviation only to include non-aviation uses. The applicant shall agree to conditions being</p> | <p>The Specific Plan identifies the site as un-zoned. The establishment of the Specific Plan will provide a designation on the MJPA zoning map with an underlying Aviation Designation. Under</p> |

| | | |
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| | <p>placed on the project that will preserve the ability for subsequent aviation use and to construct taxiways and access to the runways.</p> <p>Recommended condition is included that states “the project shall not pre-empt future opportunities for the extension of taxiway access to the runway from the site”.</p> <p><u>Approved ALUC condition #12 states that the project shall not pre-empt future opportunities for the extension of taxiway access to the runway from the site.</u></p> | <p>the Specific Plan, light manufacturing and assembly uses including aviation related manufacturing is a permitted use. One of the key project objectives identified in the Specific Plan is to “facilitate the development of underutilized land currently planned for aviation-related uses that maximize the use of the site and responds to market demand within the Specific Plan area and surrounding region for a large format logistics center.”</p> <p>The project will not obstruct future aviation use or the right to obtain taxiway access to the runway from the project.</p> |
|--|---|--|

It should be noted that the above issues, among others, will be considered in the upcoming **Joint Land Compatible Use Study (JLUS CUS)** requested by the Air Force and supported by the March JPA and other local jurisdictions.

Due to the project’s size and close proximity to the runway, it could potentially impact the JLUS CUS review process or ability to implement its conclusions. As an example, the JLUS CUS will look at increased glare from passive reflective roof surfaces, such as the two million square feet of roof surface on this proposed project.

The Air Force provided comments that were submitted to the Commission at the May 14, 2020, meeting. These comments included the following:

- **Concur with April 9, 2020 ALUC staff report findings (received via e-mail on 3/20/20) citing previous MARB concerns (via AF letters in Sept. 2016 and 2018) raised for security, drainage, glare, safety/HAZMAT storage, and Aviation land use/zoning.**
- **Concur with latest redlined Specific Plan report (received via e-mail on 4/23/20) that developer shall comply with previously identified BASH concerns.**
- **However: 1) MARB has responded with comment to March JPA concerning Draft EIR that NEPA will be required for Developer’s proposed interim drainage channel solution, and 2) MARB cannot approve any proposed long term drainage channel solution on behalf of Riverside County Flood Control until NEPA is complete for the proposed interim solution.**

It was the nature and extent of the last Air Force bullet comment that prompted ALUC staff to recommend a continuance from the May 14 meeting to June 11. ALUC staff wanted time to clarify Air Force's concerns with the proposed project's interim drainage channel solution and the underlying National Environmental Policy Act requirement.

The Air Force also provided to ALUC their comment letter dated May 11, 2020, in response to the project's underlying Environmental Impact Report (EIR) that is being processed by the March Joint Powers Authority (MJPA). The comment letter expresses concerns with the project's short-term and long-term solutions to the stormwater flooding issues impacting the Base, thus needing a National Environmental Policy Act environmental assessment. The Air Force indicates that a regional storm water project is the main solution to the flooding problems (caused by adjacent developments) affecting the Base. As of this time, no plans for funding or implementation of the regional storm water project has been presented to the Base. The letter also includes comments regarding burrowing owl (an endangered species of special/concern) populations and habitat on the project site, and raising concerns that development of the site could push these populations onto the Base, creating a potential hazard to flight.

Based on the fact that the Air Force has significant concerns with the proposed drainage plan and the extent of regional stormwater flooding issues at the Base, these unresolved issues could potentially result in wildlife attractant and a hazard to flight. Therefore, until the Air Force has been satisfied that their concerns have been addressed, ALUC staff recommends continuance off-calendar.

Prohibited and Discouraged Uses: Compatibility Zone B2 prohibits children's schools, day care centers, libraries, hospitals, congregate care facilities, hotels/motels, places of assembly, highly noise-sensitive outdoor nonresidential uses and hazards to flight. The applicant does not propose any within the project; however, staff is concerned as to the potential for the proposed bio-retention basins to become bird attractants. (See discussion, below.)

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area within the 65-75 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 950 feet from the runway to the closest parcel within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,497.5 feet AMSL.

The original proposal for a 48 foot tall building was reviewed by the FAA Obstruction Evaluation

Service (FAA OES), and Determination of No Hazard to Air Navigation letters (Aeronautical Study Numbers 2016-AWP-12028 thru 2016-AWP-12036-OE) were issued on January 26, 2017, revealing that the project's structures would not exceed obstruction standards and would not be a hazard to air navigation provided conditions are met. Due to the close proximity of the buildings to the runway, marking and lighting of the northeast and southeast corners of each building were required by the FAA OES.

The project proposes increasing the maximum building height to 54 feet and the maximum top point elevation to 1,578 feet AMSL, triggering a new review of the building by the FAA OES. A new submittal to the FAAOES was made and Aeronautical Study Numbers 2020-AWP-644-OE to 2020-AWP-649-OE were assigned. Determination of No Hazard to Air Navigation letters were issued on February 27, 2020. The FAA OES determined that the project would not result in an impact to air navigation, provided that the project complies with the conditions in that letter (which have been included in staff's recommended conditions). The FAA OES also determined that marking and lighting, which were required in the original project, would not be necessary for the proposed project.

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

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (**Section 2.3.2 of FAA Advisory Circular 5200-33B C**)

The project includes 6.5 acres of bio-retention and bio-swale areas. Bioretention areas are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. In order to evaluate this potential, the applicant team has commissioned a wildlife hazard study from a qualified wildlife hazard biologist.

On March 16, 2020, Mead and Hunt submitted a wildlife hazard review study ("the Study") of the proposed project's stormwater and landscape plans, and a study of the site was performed by an FAA-qualified airport wildlife biologist. The Study provides research data on wildlife strikes at March Air Reserve Base, with ninety-two (92) strikes occurring during a 13 year period between 2007 and 2019, with songbirds, swallows, swifts, and raptors being the most commonly struck birds identified. Biological surveys of the project site were conducted in 2015, 2018, and 2019, where doves, sparrows, songbirds and raptors were identified (all of which were identified in the FAA list of the 25 most hazardous species to aircraft operations).

The Study analyzed the proposed bioretention basin located adjacent to the eastern project boundary and parallel to the runway. The basin will be constructed with 4:1 slopes (which will help prevent entry and nesting by potentially hazardous wildlife) and is sized to collect and convey 100-year storm event, discharging within 48 hours after the end of a storm event. The basin's sides and bottom will use hardscapes like rock scape (in lieu of plantings) which will remove food sources, cover, and nesting cover, making the basin less attractive to wildlife.

The Study also analyzed the proposed landscaping design as plant selections, density, and planting configuration can influence wildlife use, abundance, and behavior, especially landscaping near stormwater management facilities. As such, the project has been conditioned for the proposed landscaping to be consistent with the ALUC brochures titled "Landscaping near Airports" and "Airports, Wildlife and Stormwater Management" which should reduce the potential for wildlife attractants.

The Study recommends that the project's underlying VIP 215 Specific Plan be updated to follow the guidelines of the ALUC landscaping brochures, which are now included in the Specific Plan.

In addition, Mead & Hunt recommends that Section 4 of the VIP 215 Specific Plan be revised as follows to promote consistency with the 2014 ALUCP and ALUCP design guidance:

- Section 4.3.1 should be revised to reflect the goals of the ALUC for landscaping within the AIA and set forth in its guidance "Landscaping Near Airports." The section should include a revised version of Table 4-1 that reflects the memo from Hunter Landscaping dated March 5, 2020, and the recommendations cited above for trees, shrubs, and groundcover.
- Section 4.3.1 should be revised to state that subsequent landscape plans created by tenants for portions of the VIP site must adhere to the Specific Plan and plant materials identified and guidance set forth by the ALUC and the Applicant's goal of using only plant materials that are acceptable following review by a QAWB. This language should be included in development agreements as well.
- Section 4.3.2 should be revised to reflect the use of hardscape for proposed stormwater management basins.

The Study concludes that with the incorporation of the above recommendations, the proposed project would be able to achieve consistency with the airport land use compatibility plan regarding wildlife attractants and hazards to flight.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

- (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly (including churches and theaters), buildings with more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, critical community infrastructure facilities and hazards to flight.
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 provided to all prospective purchasers of the property and tenants or lessees of the building.
 5. Any ground-level or aboveground water detention basin or facilities, including water quality management basins, shall be designed and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced to prevent contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries.

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

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

6. March Air Reserve Base (MARB) personnel must be transmitted for their review and approval details of the storm water conveyance system and landscaping plans.
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. This project has been evaluated for 1,962,221 square feet of warehouse area, 46,637 square feet of first floor office area, and 13,506 square feet of second floor office mezzanine area. Any proposals for manufacturing uses, showrooms, retail trade, and/or employee support uses such as cafeterias, training facilities, exercise rooms, or conference rooms, or any changes to the interior floor layout plan shall require subsequent review by the Airport Land Use Commission. In addition, this project shall not store, process or manufacture hazardous materials without review and approval by the Airport Land Use Commission.
9. Noise attenuation measures shall be incorporated into the design of the office areas of the proposed building, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
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. In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by MARB.
11. The lease between the March Joint Powers Authority and the applicant (or any future tenants) shall include that the U.S. Air Force has the right and authority to inspect the premises without prior notice as needed for security of its operations and personnel in its sole discretion.
12. The project shall not pre-empt future opportunities for the extension of taxiway access to the runway from the site.

13. Any roof-top equipment or change in height that exceeds a total height of 54 feet will require Form 7460-1 submittal, review, and issuance of a “Determination of No Hazard to Air Navigation” by the Federal Aviation Administration Obstruction Evaluation Service.
14. The Federal Aviation Administration has conducted aeronautical studies of the proposed project (Aeronautical Study Nos. 2020-AWP-644 through 2020-AWP-649-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.
15. The proposed building shall not exceed a height of 54 feet above ground level and a maximum elevation at top point of 1,578 feet above mean sea level.
16. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
17. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 54 feet in height and a maximum elevation of 1,578 feet above mean sea level, 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 proposed 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.

Rull, Paul

From: WATERS, DOUGLAS S GS-13 USAF AFRC 452 MSG/CE <douglas.waters.2@us.af.mil>
Sent: Thursday, May 14, 2020 3:49 PM
To: Rull, Paul; Pacino, Brian
Cc: SHAW, DAVID N Maj USAF AFRC 452 MSG/CD; Housman, Simon; Guerin, John
Subject: RE: MARB BCE_Comments for ALUC May 14 Commission Meeting
Attachments: Response draft EIR VIP 215 Development.pdf

Raul,
We can discuss further next week, however, next week is already full and we need to tie a time down now. I would suggest 10:30 Monday.

I offer you the attached comments concerning the draft EIR and the following comments that have been directed to the March JPA as well.

The March ARB position on the VI 215 development remains, as stated by Brig Gen Coburn, that a signed agreement as to funding and schedule by all parties is required before March ARB can concur with the VIP 215 development. In fact at the last meeting on this topic Both Brig Gen Coburn and my notes indicate that the Riverside County Flood Control District (RCFLCD) would come back to us with a detailed plan on the underground option for the long term Lateral B project. We also wrote that we could expect an MOU in the next 30-60 days to be signed by all parties to document an agreement and at that time the TAC would also approve the project.

To date RCFLCD has not sent this plan to us. Until we see an acceptable plan, we don't even know what the long term plan looks like and if March ARB can be a party. Though, as Brig Gen Coburn indicated in the meeting, an underground option is possible.

Doug Waters, PE, CEM,
Chief Engineering Flight / Deputy BCE
452 MSG/CE
US Air Force Reserve Command
610 Meyer Dr., Bldg 2403
March ARB, CA 92518-2188

Douglas.waters.2@us.af.mil
Office- 951-655-4852/4851
Cell- 928-304-2451
DSN- 447-4852

From: Rull, Paul <PRull@RIVCO.ORG>
Sent: Thursday, May 14, 2020 2:48 PM
To: Pacino, Brian <Brian.Pacino@jacobs.com>
Cc: WATERS, DOUGLAS S GS-13 USAF AFRC 452 MSG/CE <douglas.waters.2@us.af.mil>; SHAW, DAVID N Maj USAF AFRC 452 MSG/CD <david.shaw.5@us.af.mil>; Housman, Simon <shousman@rivco.org>; Guerin, John <JGUERIN@RIVCO.ORG>
Subject: [Non-DoD Source] RE: MARB BCE_Comments for ALUC May 14 Commission Meeting
Importance: High

Good Afternoon Brian,



**DEPARTMENT OF THE AIR
FORCE
AIR FORCE RESERVE COMMAND**

March 11, 2020

452 Civil Engineer Squadron
610 Meyer Drive, Building 2403
March Air Reserve Base, CA 92518

Mr. Jeffrey Smith
Planner
1455 Meridian Parkway, Suite
140
Riverside, CA 92518

Dear Mr. Smith,

This is in response to the draft VETERANS INDUSTRIAL PARK 215 PROJECT, Environmental Impact Report, prepared by March Joint Powers Authority (MJP), March 2020 in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15123.

Based on the project presented in the DEIR, March ARB (MARB) contends that the project is both a state and Federal action and therefore requests that MJP submit AF form 813 to the Base Civil Engineer, MARB, describing the full scope of the project, so that MARB may review the project and determine the level of environmental assessment that is required under the National Environmental Protection Act of 1972 and current Council for Environmental Quality Guidance. NEPA requires that any action on Federal Lands must follow the environmental assessment process of NEPA and 32 Code of Federal Regulations 989 provides guidance on the Environmental Impact Assessment Process (EIAP) to be followed when an action is an Air Force action or is on Air Force real property. It is recommended that both CEQA and NEPA be conducted concurrently or sequentially following Federal and then State guidelines.

The project described in the DEIR makes it clear that there is a portion of the project that is on March ARB property. Paragraph ES.2 of the DEIR indicates there is an onsite portion of the project which encompasses approximately 142.5 acres located within the jurisdiction of the March JPA and an offsite portions of the project located within March JPA, City of Perris, and MARB the extent of which is not described. In fact, MARB is aware of both the drainage outfall planned as part of the project as a short term solution to the stormwater flooding issues from the contributing basin and also a long term project to transport the stormwater off of MARB. This long term plan has not been developed substantially enough to show how it would affect MARB. The last proposal from the Riverside County Flood Control District would take

all the waters from this project and carry them in an underground channel on MARB real property for a substantial distance. Other proposals have not been acceptable.

Based on these two portions of the project that are clearly necessary and part of the proposed action, March requires that the environmental assessment follow NEPA. As such MARB would be the lead agency for the NEPA EIAP. When this project was first proposed and until February 2020, it was understood that the long term project would not require MARB real property and therefore it was felt that a short term drainage issue may be addressed through a categorical exclusion under 32 CFR 989 guidance.

Brigadier General Melissa A. Coburn, Commander, 452 Air Mobility Wing, stated in her letter of July 2, 2019, that MARB's primary concern around the VIP 215 development is stormwater runoff affecting Runway 14-32. She further stated that MARB is looking to a result that addresses the ultimate drainage solution to this area rather than any interim solution.

Brig Gen Coburn stated that funding and implementation of the regional storm water project is the main solution to the flooding problems that affect March ARB and our concerns over adjacent developments. These efforts require extensive environmental review, land acquisition, and the securing of easements, etc. and can take substantial time to accomplish. She made it clear that, before she could agree to an interim solution, there must be a signed agreement concerning schedule and funding by all parties for completion of the regional project. To date this long term solution has not been presented to MARB.

Brig Gen Coburn stated that the project will require compliance with the National Environmental Protection Act. Air Force regulations requires the proponent conduct or fund the EIAP necessary to allow a decision by the Commander concerning any significant impacts from the action.

It was MARB intention to utilize on-gong environmental assessments, either concerning the implementation of actions proposed in the Installation Natural Resource Management Plan or of a new military construction project proposed by the Air Force, to base our analysis on the portion of the project short term stormwater outfall on AF real property. She emphasized that the approach to be taken depends upon review by Air Force Reserve Command headquarters and MARB Staff Judge Advocate, as well as the potential to delay decisions on those very important actions.

In addition the DEIR raises several concerns and issue that must be addressed in any environmental assessment and which do not appear to be adequately addressed in this DEIR. These issues and concerns are described in the attachment.

draft VETERANS INDUSTRIAL PARK 215 PROJECT EIR

Should you have any questions or would like to discuss this further, please feel free to contact me directly, Major David Shaw, Base Civil Engineer at (951) 655-4851 or myself, (951) 655-4852.

WATERS.DOUGLA
S.STUART.JR.1261
479148

Digitally signed by
WATERS.DOUGLAS.STUART.J
R.1261479148
Date: 2020.05.11 16:03:02 -07'00'

DOUGLAS S WATERS, JR. PE
Deputy Base Civil Engineer and Acting Chief
Environmental Flight

CC:

David Shaw, Base Civil Engineer

Attachment:

JPA VIP 215 DEIR Comments

ATTACHMENT 1
JPA VIP 215 DEIR
Comments

Natural Resources

ES-17 and

ES-19, Impact 3.3-4

1. There is no mention or discussion of the MARB burrowing owl populations and habitats. Species do not stop at a fence, there is a direct connection between actions that affect the burrowing owl on one side of the fence and the habitat on the other. There is an annual nesting site right on the border/fence of this land that needs to be addressed. This project will have a direct effect on this site and annual nesting.

ES-19, Impact 3.3-4

ES-19, Impact 3.3-5

The document claims there will be no Cumulative effects.

1. There will be cumulative affects due to encroachment of habitat of the burrowing owl. Habitat in nearby lands now developed by March Joint Power Authority have already been reduced over the years leaving MARB and the few border lands as remaining habitat. The loss of habitat outside MARB drives the birds to the land s and habitat inside MARB. This becomes a significant BASH issue as MARB attempts to control the habitat and the potential for aircraft mishaps due to increased bird populations. This project will further reduce habitat.

2-20, 2.3.10 Landscaping

1. Landscaping should be limited to native species or cultivar species approved by Cal-IPS not known to be invasive.

3.3-29, SKR HCP,

1. Just because we have no HCP doesn't mean you dont analyze the effects for SKR. There is a lot of missing current data. No one has checked MARB records for SKR information. MARB has current surveys and a new report (2020) that will help with the analysis of SKR, burrowing owls and vernal pools/ fairy shrimp in relation to your project.
2. SKR has been extirpated from the west side of the freeway
3. All drainage offsite from project area contributes to the drainage which is known to have fairy shrimp. However, in the 2019 surveys and 2020 report, these drainages were deemed not suitable habitat due to scouring flows washed through the channel system.
4. Burrowing owls will be affected by the actions of this project. Especially cumulatively! Request review of the past populations, current and foreseeable future of the land use to discuss the cumulative loss of habitat for burrowing owls. This project is directly adding

to the loss of habitat and with the future of more buildings being proposed by MJPA throughout this area, there re definitely cumulative impacts!

3.3-31 Literature Review.

1. Include the latest survey reports. Available at MARB for SKR, BUOW and vernal pools/fairy shrimp. Contact Chris Wagner, Natural Resources Manager 951-655-3653

Cultural Resources

3.4-8

1. Twenty-Nine Palms Band of Mission Indians was not notified or consulted with, according to this documentation

3.4-11

1. Where are the DPR forms mentioned?
2. It was mentioned in the document that March ARB was contacted for information. MARB was never contacted about the natural and cultural resources.

3.4-12

1. Where is this 1966 aerial?

3.4-15

1. All historic and cultural resources were evaluated through the BRAC of the base. Did you read the BRAC EA and confirm that these are not in fact listed? The agreement for BRAC was that the responsibility of all listed historic resources would be managed by JPA. I see no reference to this document

3.4-22

1. MARB is interested in the historic findings on this land would like to make sure it is properly evaluated under "significance of a historical resource' that is either listed or eligible for listing in the National Register". This will require further studies in past historic information on the buildings discussed here.. 1616, 1617, 1622. MARB is interested in ensuring all history of these sites are recorded for the historic legacy of this base. At the time of BRAC, these structures may have had a history in the cold war that were not yet 50 years or they may have been missed in full DPR history.
2. The document claims that there was extensive research but there is no mention of documents including DPR forms and BRAC EA to prove this was analyzed thoroughly. We would like further studies on the historic significance of these structures. MARB

would like to see the new DPR forms and we would like to ensure that proper consultation with SHPO if needed, was done!

3. No one consulted with the cultural resources manager on MARB to determine if we have historic information on these facilities!
4. MARB feels that there is not enough evidence to claim that these structures did not meet any of the criteria because not all documents were researched. Again there is no reference that the BRAC EA or past DPR forms for these structures was assessed.

3.4-23

1. The MARB Cultural Resource manager is interested in being consulted on these structures, including seeing these structures and taking photos.

3.4-25

1. The document claims that these structures did not meet the NRHP or CRHR Criteria for historic resources. MARB feels that until all resources are researched properly, the historic significance of these structures is still in question. We request that all resources available be researched and consult the MARB cultural resource manager.

Rull, Paul

From: Pacino, Brian <Brian.Pacino@jacobs.com>
Sent: Wednesday, May 13, 2020 2:35 PM
To: Rull, Paul
Cc: 'WATERS, DOUGLAS S GS-13 USAF AFRC 452 MSG/CE'; 'SHAW, DAVID N Maj USAF AFRC 452 MSG/CD'
Subject: MARB BCE_Comments for ALUC May 14 Commission Meeting

Paul,

On behalf of MARB Base Civil Engineering, please see following comments for your meeting tomorrow. Understand the objection comment tied to ZAP1405MA20 may be FYI for said meeting but wanted to include it so you are in the loop as to current stance for Base on that proposed project as it concerns March JPA. Appreciate ALUC's due diligence on the applicable staff report findings and incorporating BASH concerns.

Let us know if you have any questions otherwise.

V/r,

Brian
CTR, 452 MSG/CE

(on behalf of Maj David Shaw and Mr. Doug Waters, 452 MSG/CE)

FOR OFFICIAL USE ONLY:

| ALUC Case# | Development Title | Rooftop Solar? | ALUC Zone | Comments |
|----------------|---|----------------|------------------|--|
| 1. ZAP1400MA20 | Placentia Logistics Warehouse | Yes | C2 (Not in APZs) | <ul style="list-style-type: none">Since the sites are located in Zones C1 & C2, we recommend confirmation from ALUC that project application will be subject to FAA/OES analysis to determine maximum allowable building height.Concur with ForgeSolar PASS findings for proposed rooftop solar, however we support analysis of cumulative impacts on airfield operations as part of upcoming Compatible Use Study in conjunction with the OEA. |
| 2. ZAP1404MA20 | Perris Warehouse | Yes | C1 (Not in APZs) | |
| 3. ZAP1405MA20 | VIP-215 Warehouse <i>*Overlaps with March JPA Draft EIR, Proposed Plot Plan and Tentative Parcel Map, and latest</i> | No | B2 (Not in APZs) | <ul style="list-style-type: none">Concur with April 9, 2020 ALUC staff report findings (received via e-mail on 3/20/20) citing previous MARB concerns (via AF letters in Sept. 2016 and 2018) raised for security, drainage, glare, |

| | | | | |
|----------------|--|-----|--------------------------|--|
| | <i>interim drainage channel improvement plan</i> | | | <p>safety/HAZMAT storage, and Aviation land use/zoning.</p> <ul style="list-style-type: none"> Concur with latest redlined Specific Plan report (received via e-mail on 4/23/20) that developer shall comply with previously identified BASH concerns. However: 1) MARB has responded with comment to March JPA concerning Draft EIR that NEPA will be required for Developer's proposed interim drainage channel solution, and 2) MARB cannot approve any proposed long term drainage channel solution on behalf of Riverside County Flood Control until NEPA is complete for the proposed interim solution. |
| 4. ZAP1406MA20 | Meridian Sharp Warehouse+Office | No | B2 (Not in APZs) | <ul style="list-style-type: none"> Project is located outside MARB airfield restriction zones (CZ, APZ, etc.) but nearest proposed building is roughly one mile WNW of Runway 14 north end, and is just 1,500 feet west of Runway 14 APZ I. Per latest MARB 2018 AICUZ, the site is located in the 60db CNEL noise contour. Developer needs to provide more input on proposed use of the two buildings in relation to sound attenuation. Since the site is located in Zone B2 (High Noise Zone), we recommend confirmation from RC ALUC that project application will be subject to FAA/OES analysis to determine maximum allowable building height and other potential air navigation hazards. No anticipated stormwater or utility issues for MARB, as the project is contained within the existing Meridian Business Park and well west of the I-215 freeway. |
| 5. ZAP1411MA20 | 21600 Cactus Ave. | Yes | B1, B2, C1 (Not in APZs) | <ul style="list-style-type: none"> Since the site is located in both Zones B1 Inner Approach/Departure), B2 (High Noise) and C1 (Primary Approach/Departure), we recommend confirmation from RC |

| | | | | |
|----------------|---|----|------------------|--|
| | | | | <p>ALUC that project application will be subject to FAA/OES analysis to determine maximum allowable building height.</p> <ul style="list-style-type: none"> Concur with ForgeSolar PASS findings for proposed rooftop solar, however we support analysis of cumulative impacts on airfield operations as part of upcoming Compatible Use Study in conjunction with the OEA. |
| 6. ZAP1412MA20 | Senior Living Riverside (old AF Village West) | No | C2 (Not in APZs) | <ul style="list-style-type: none"> No comment/objection |

Brian J. Pacino, AICP |  Buildings, Infrastructure & Advanced Facilities |
949.224.7635 office | 703.627.3010 mobile | brian.pacino@jacobs.com | www.jacobs.com

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.
2020-AWP-644-OE
Prior Study No.
2016-AWP-12029-OE

Issued Date: 02/27/2020

Kathy Hoffer
Riverside Inland Development, LLC
901 Via Piemonte
Suite 125
Ontario, CA 91764

**** 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 Vetrans Industrial Park I-215
Location: Perris, CA
Latitude: 33-52-47.00N NAD 83
Longitude: 117-15-50.81W
Heights: 1521 feet site elevation (SE)
49 feet above ground level (AGL)
1570 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 2.

This determination expires on 08/27/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

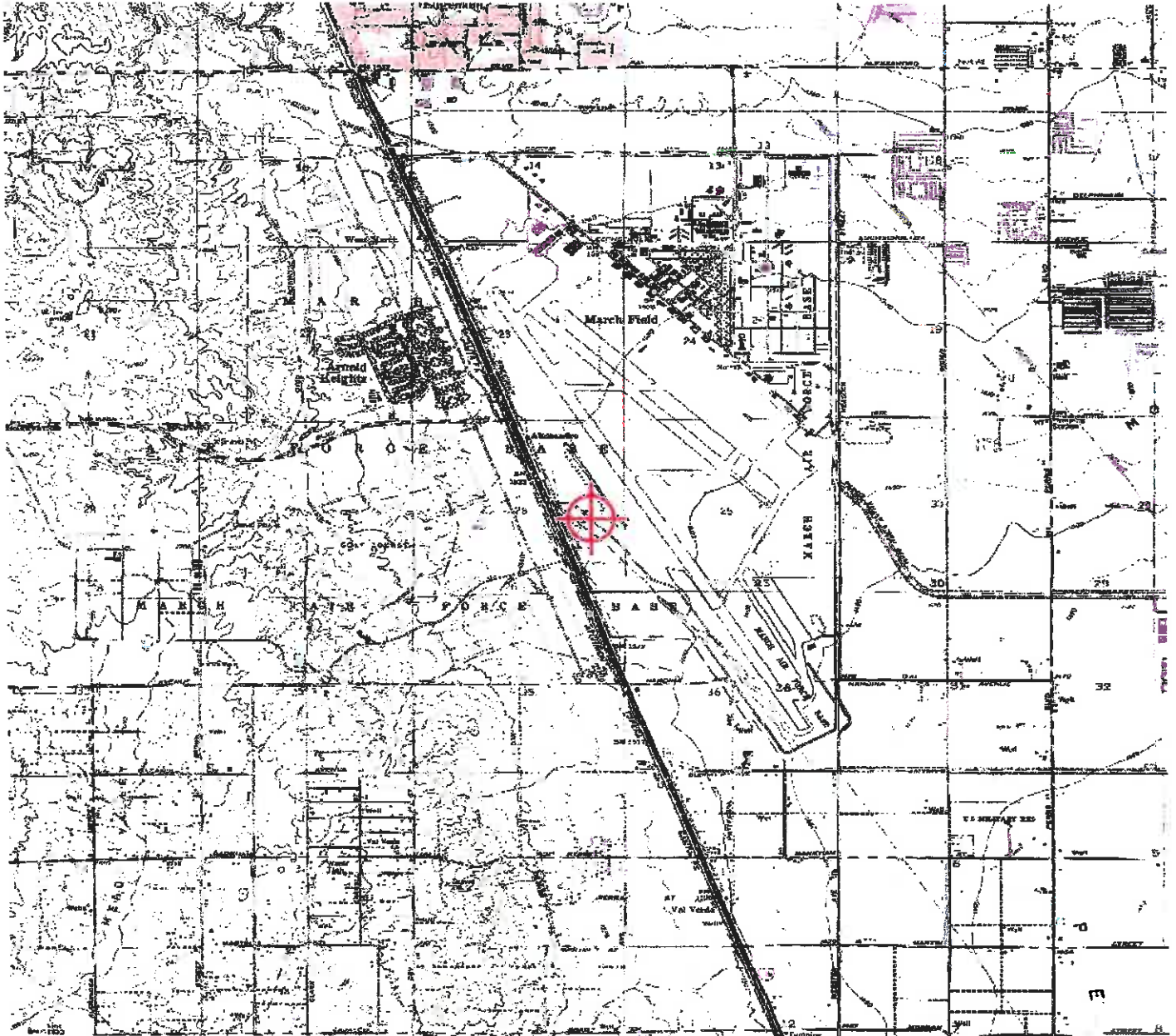
If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-644-OE.

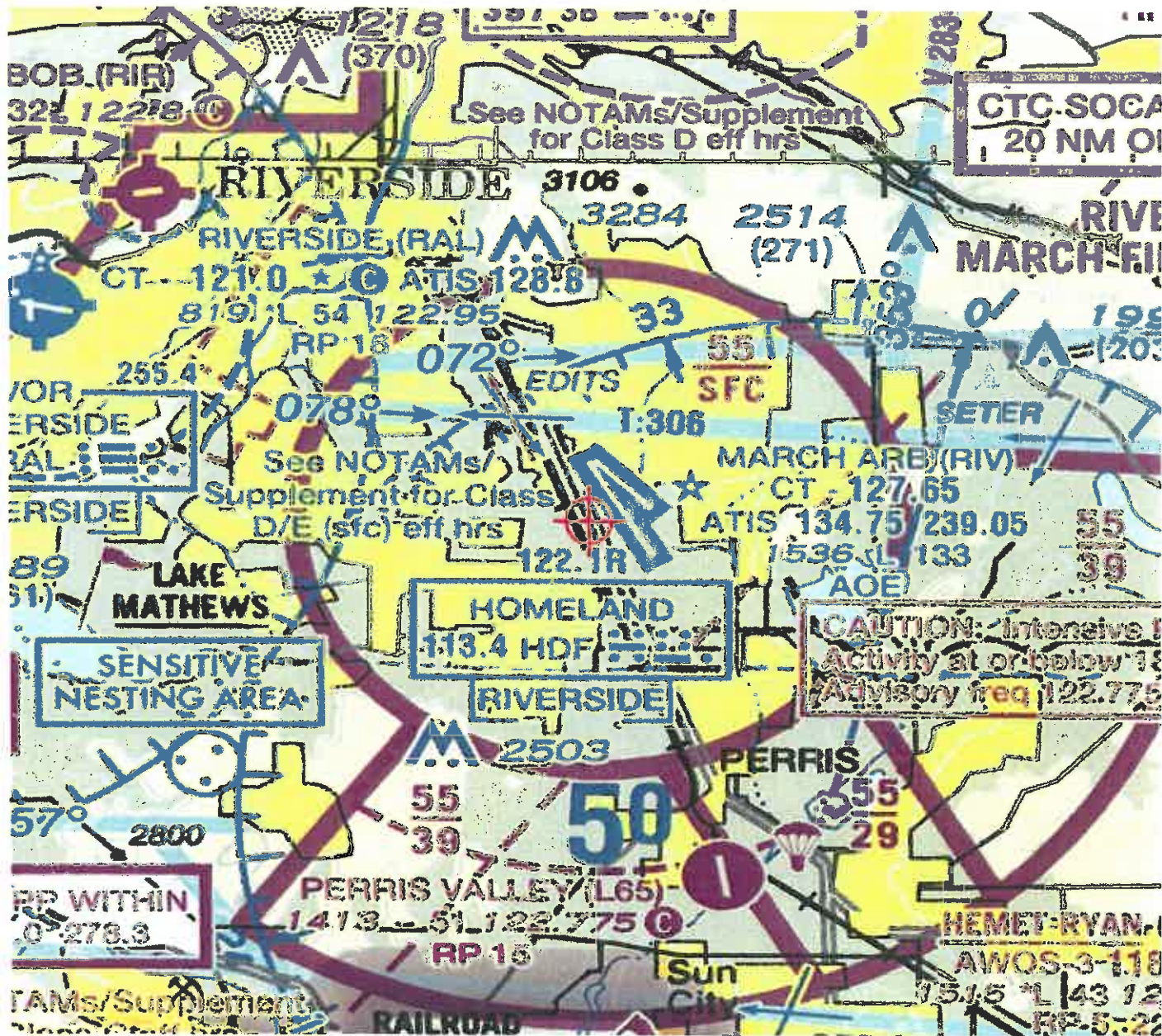
Signature Control No: 428280706-432020104

(DNE)

Paul Holmquist
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.
 2020-AWP-645-OE
 Prior Study No.
 2016-AWP-12029-OE

Issued Date: 02/27/2020

Kathy Hoffer
 Riverside Inland Development, LLC
 901 Via Piemonte
 Suite 125
 Ontario, CA 91764

**** 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 Vetrans Industrial Park I-215
 Location: Perris, CA
 Latitude: 33-52-44.07N NAD 83
 Longitude: 117-15-56.37W
 Heights: 1525 feet site elevation (SE)
 53 feet above ground level (AGL)
 1578 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 2.

This determination expires on 08/27/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-645-OE.

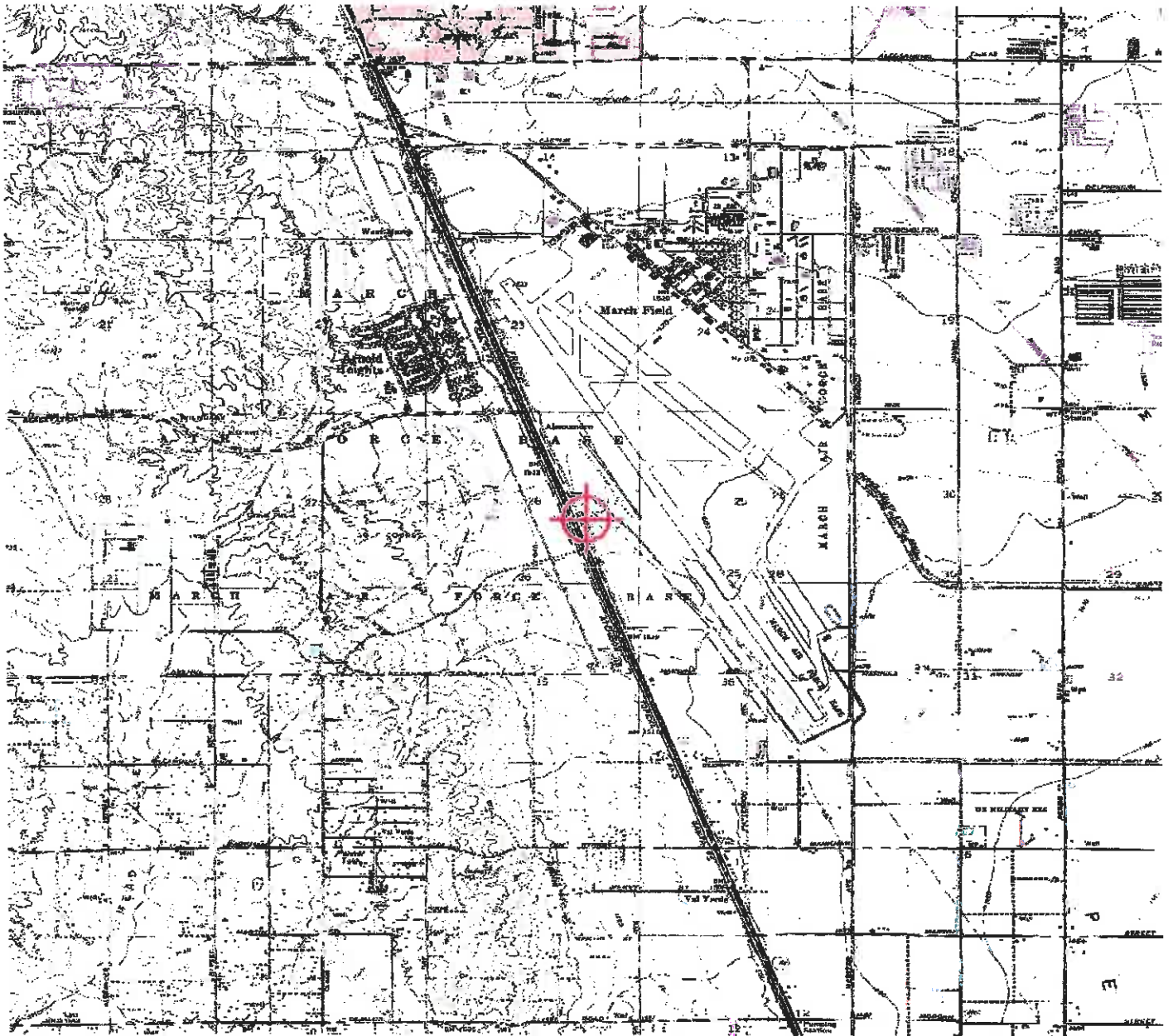
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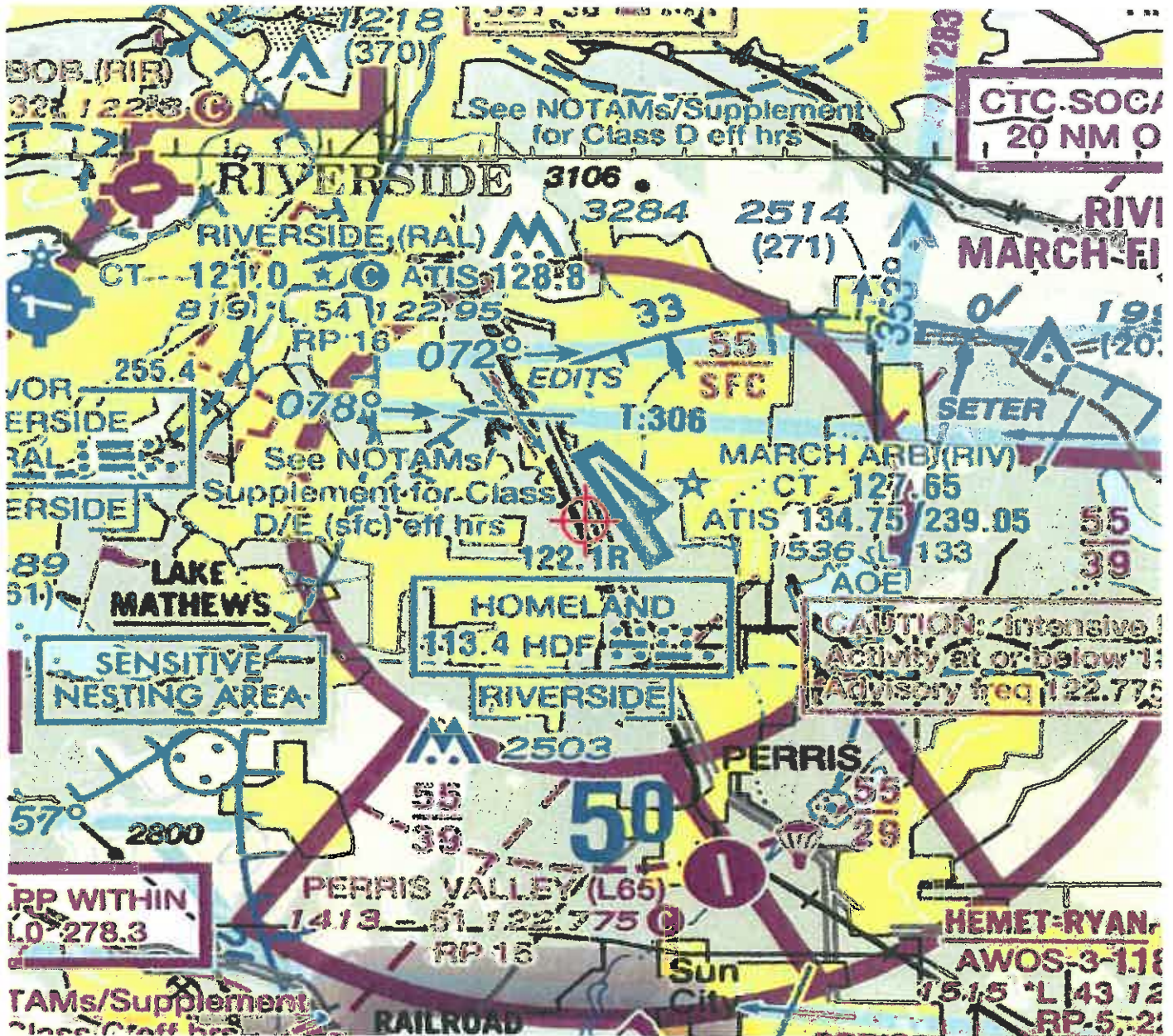
Paul Holmquist
Specialist

(DNE)

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.
 2020-AWP-646-OE
 Prior Study No.
 2016-AWP-12029-OE

Issued Date: 02/27/2020

Kathy Hoffer
 Riverside Inland Development, LLC
 901 Via Piemonte
 Suite 125
 Ontario, CA 91764

**** 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 Vetrans Industrial Park I-215
 Location: Perris, CA
 Latitude: 33-52-16.96N NAD 83
 Longitude: 117-15-29.44W
 Heights: 1504 feet site elevation (SE)
 48 feet above ground level (AGL)
 1552 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:

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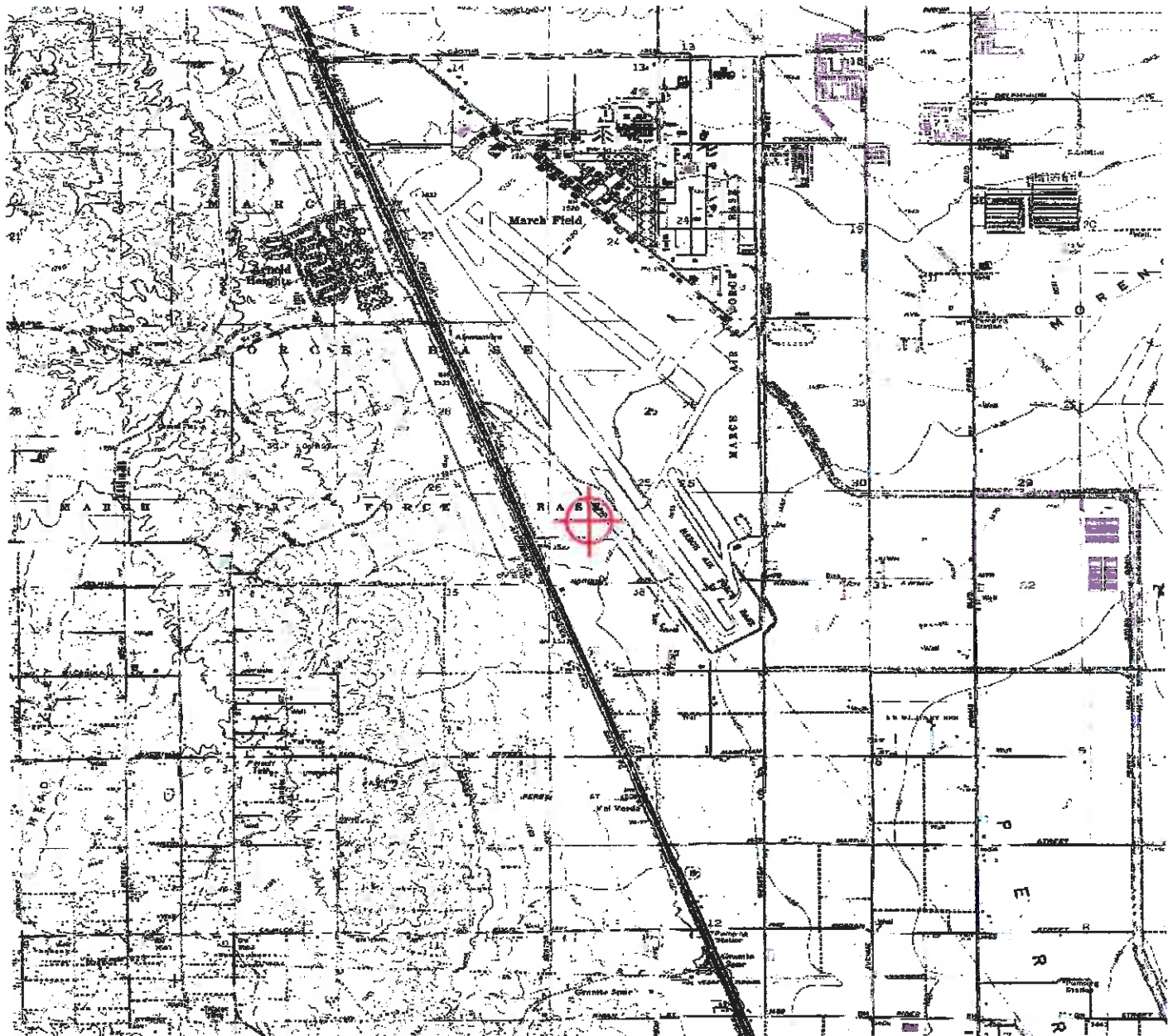
If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-646-OE.

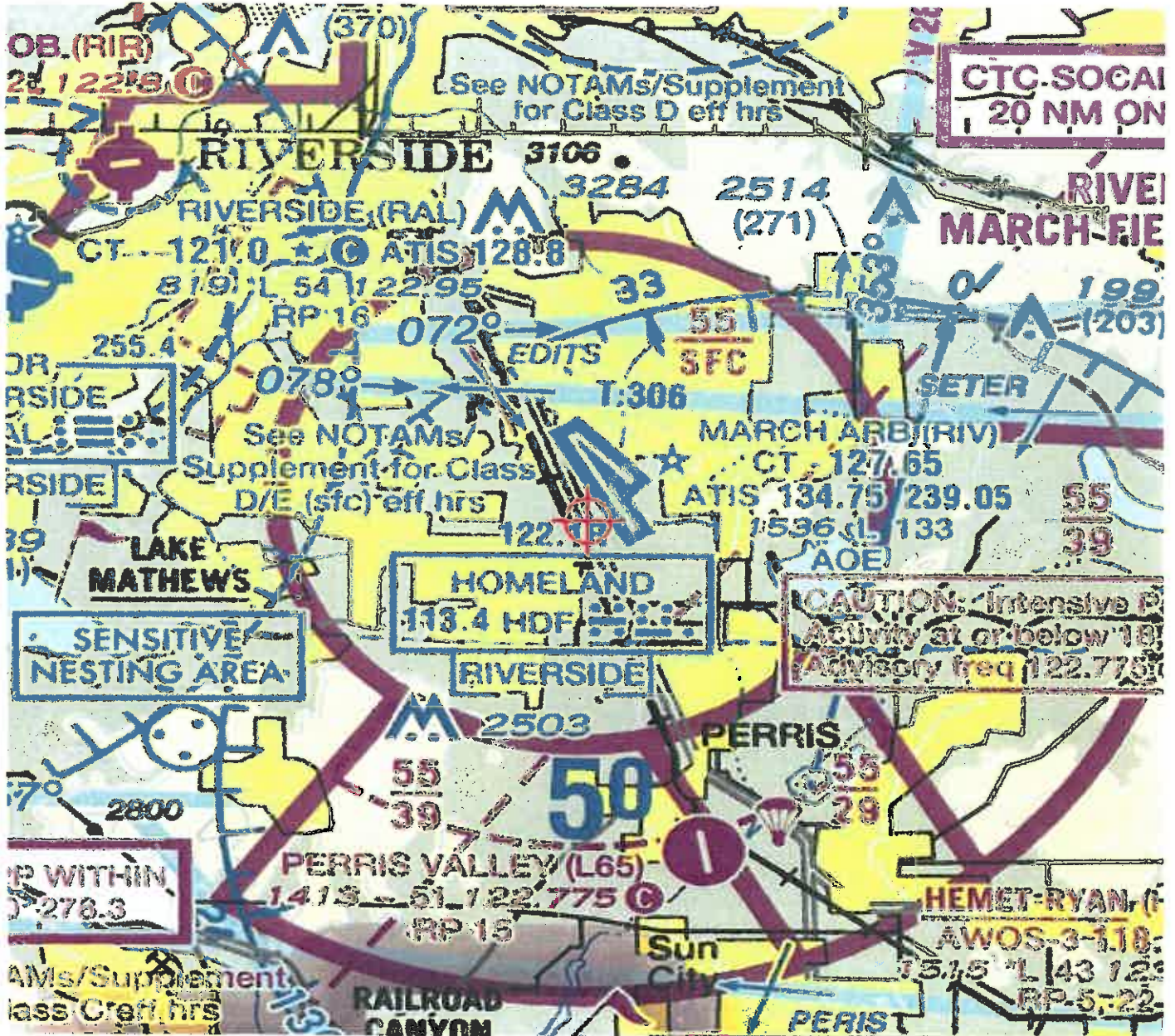
Signature Control No: 428280710-432020109

Paul Holmquist
Specialist

(DNE)

Attachment(s)
Map(s)







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

Aeronautical Study No.
 2020-AWP-647-OE
 Prior Study No.
 2016-AWP-12029-OE

Issued Date: 02/27/2020

Kathy Hoffer
 Riverside Inland Development, LLC
 901 Via Piemonte
 Suite 125
 Ontario, CA 91764

**** 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 Vetrans Industrial Park I-215 |
| Location: | Perris, CA |
| Latitude: | 33-52-14.43N NAD 83 |
| Longitude: | 117-15-35.39W |
| Heights: | 1507 feet site elevation (SE) |
| | 54 feet above ground level (AGL) |
| | 1561 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:

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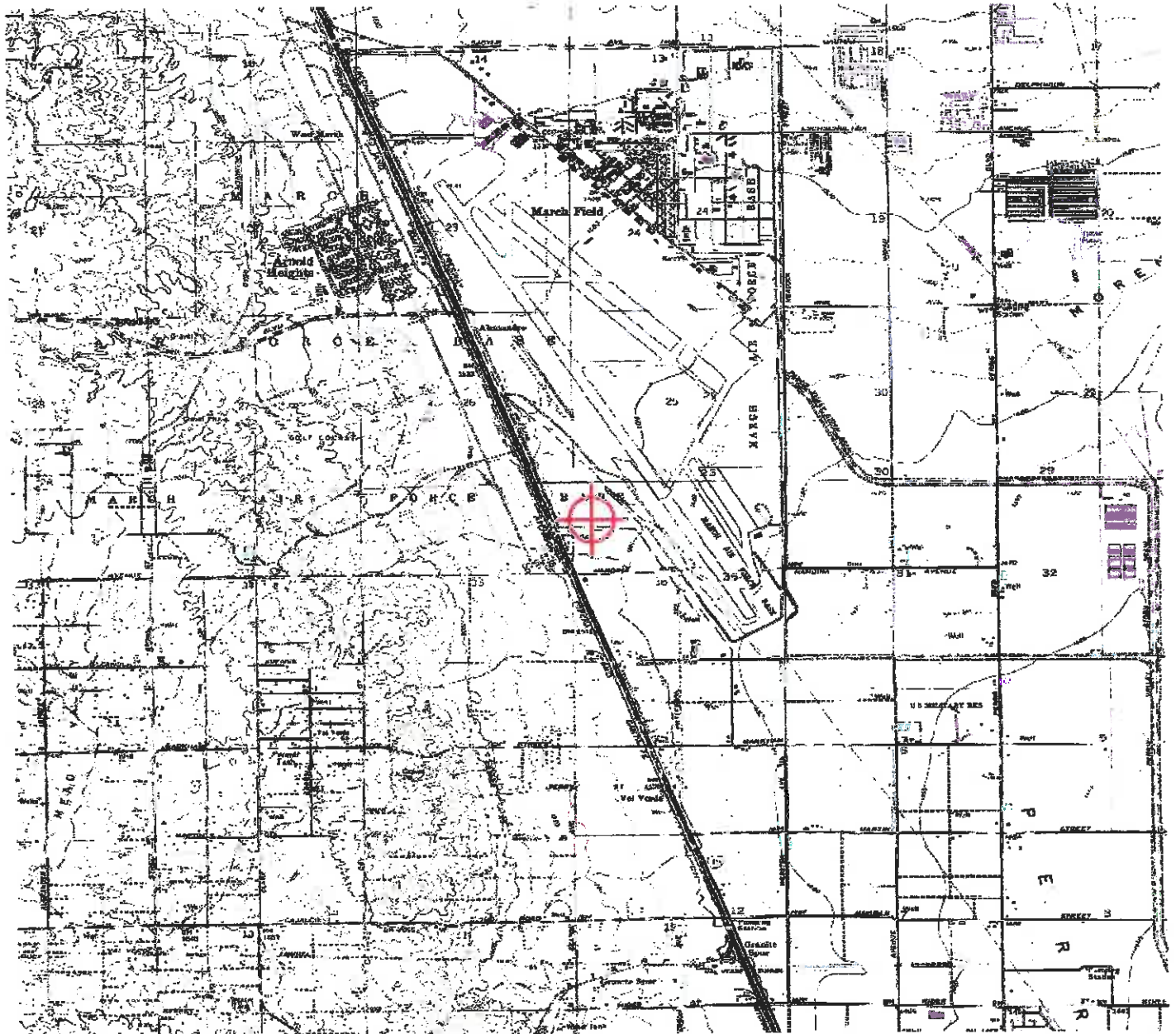
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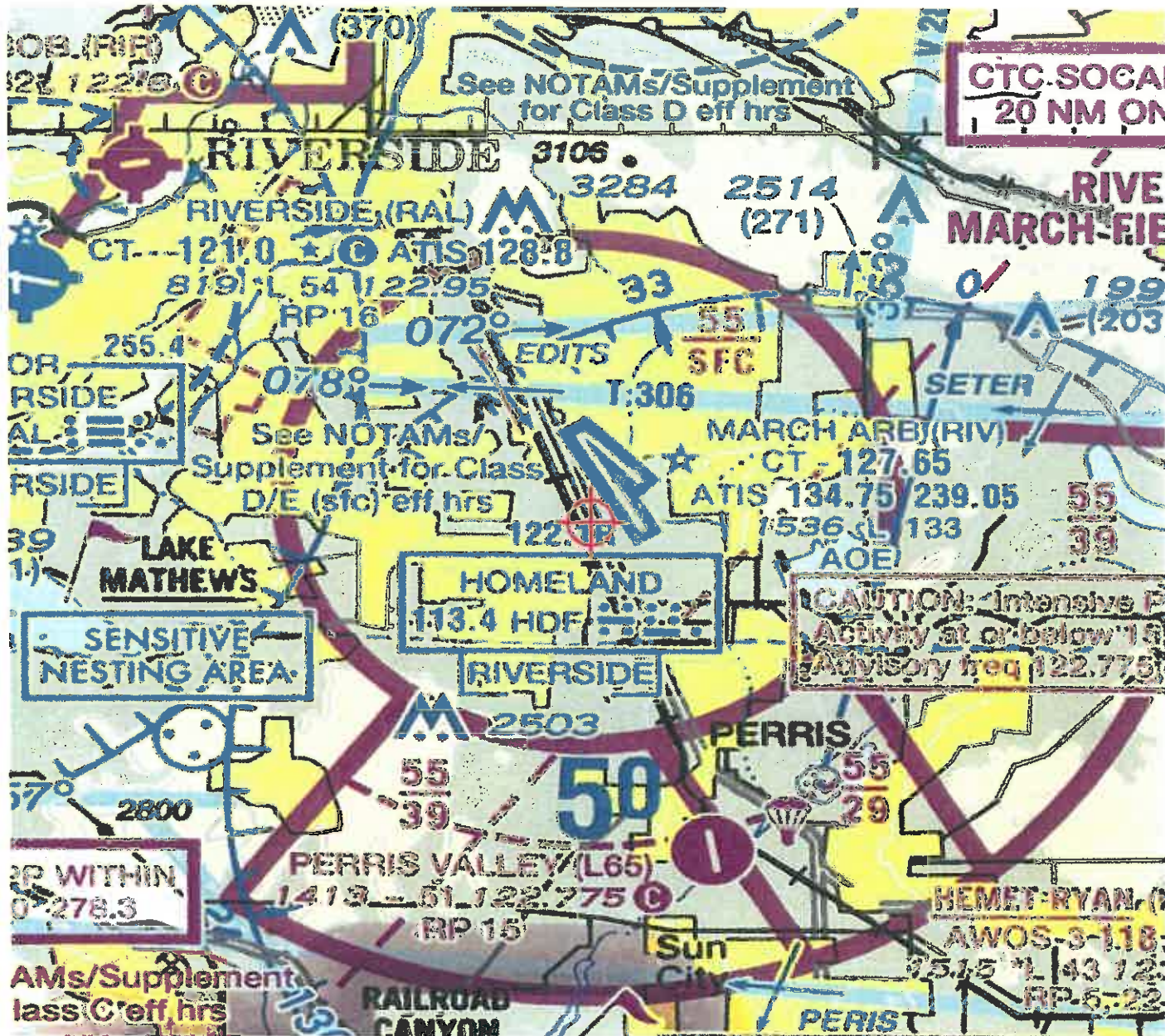
Signature Control No: 428280712-432020107

(DNE)

Paul Holmquist
Specialist

Attachment(s)
Map(s)







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

Aeronautical Study No.
 2020-AWP-648-OE
 Prior Study No.
 2016-AWP-12029-OE

Issued Date: 02/27/2020

Kathy Hoffer
 Riverside Inland Development, LLC
 901 Via Piemonte
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 Ontario, CA 91764

**** 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 Vetrans Industrial Park I-215
 Location: Perris, CA
 Latitude: 33-52-46.70N NAD 83
 Longitude: 117-15-51.42W
 Heights: 1525 feet site elevation (SE)
 53 feet above ground level (AGL)
 1578 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:

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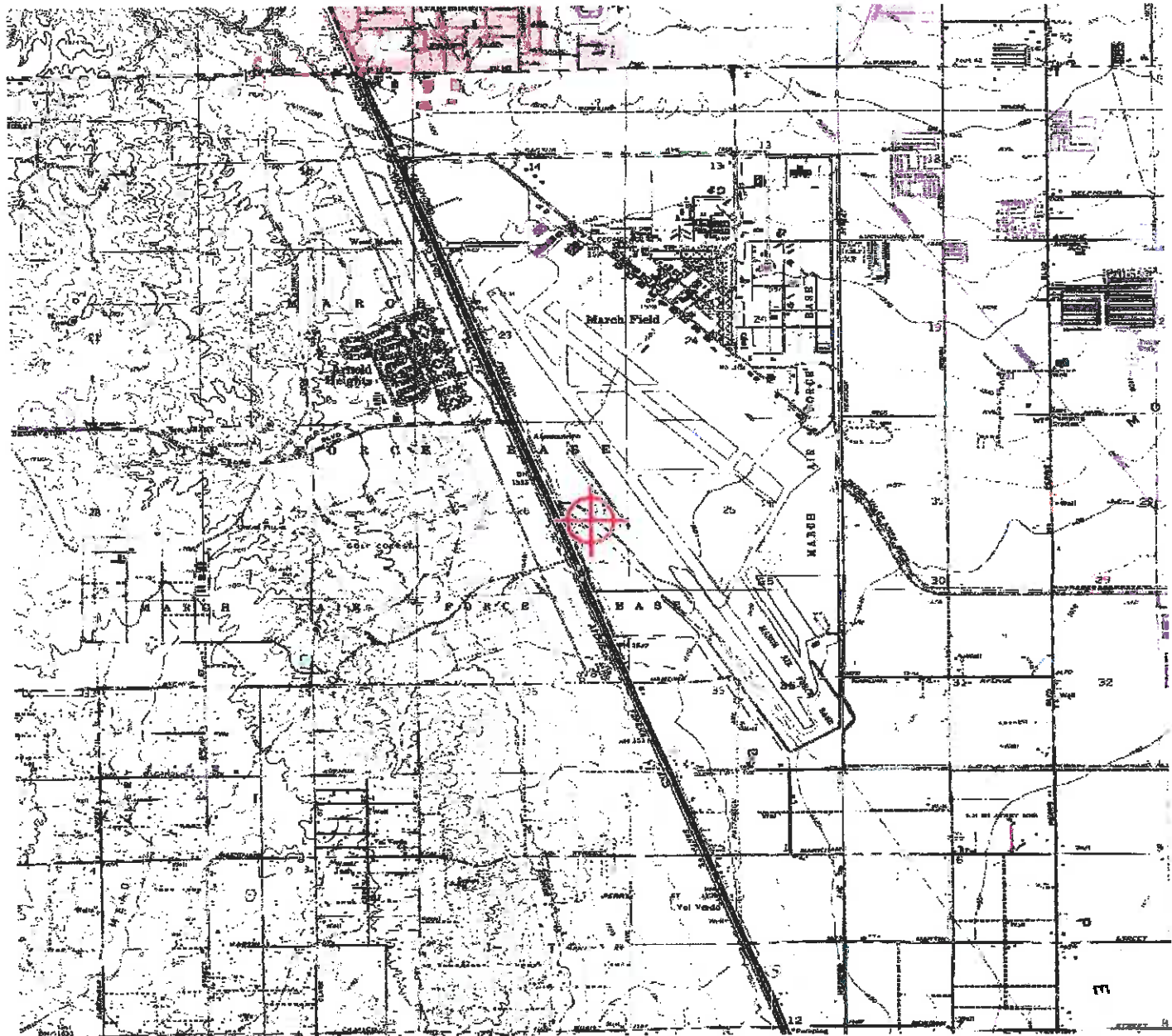
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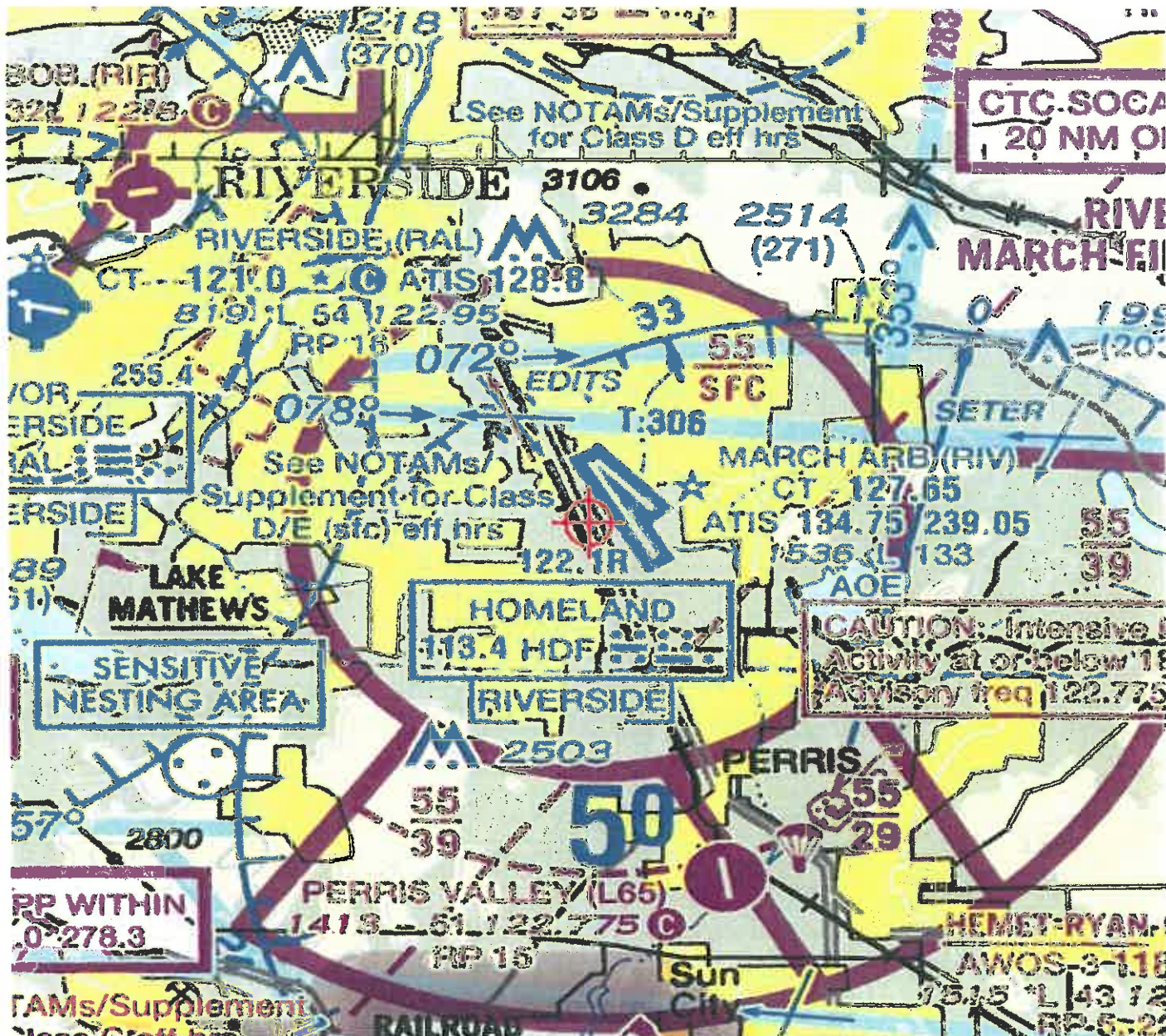
Signature Control No: 428280714-432020105

(DNE)

Paul Holmquist
Specialist

Attachment(s)
Map(s)







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

Aeronautical Study No.
 2020-AWP-649-OE
 Prior Study No.
 2016-AWP-12029-OE

Issued Date: 02/27/2020

Kathy Hoffer
 Riverside Inland Development, LLC
 901 Via Piemonte
 Suite 125
 Ontario, CA 91764

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

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Structure: Building Vetrans Industrial Park I-215
 Location: Perris, CA
 Latitude: 33-52-16.66N NAD 83
 Longitude: 117-15-30.06W
 Heights: 1507 feet site elevation (SE)
 53 feet above ground level (AGL)
 1560 feet above mean sea level (AMSL)

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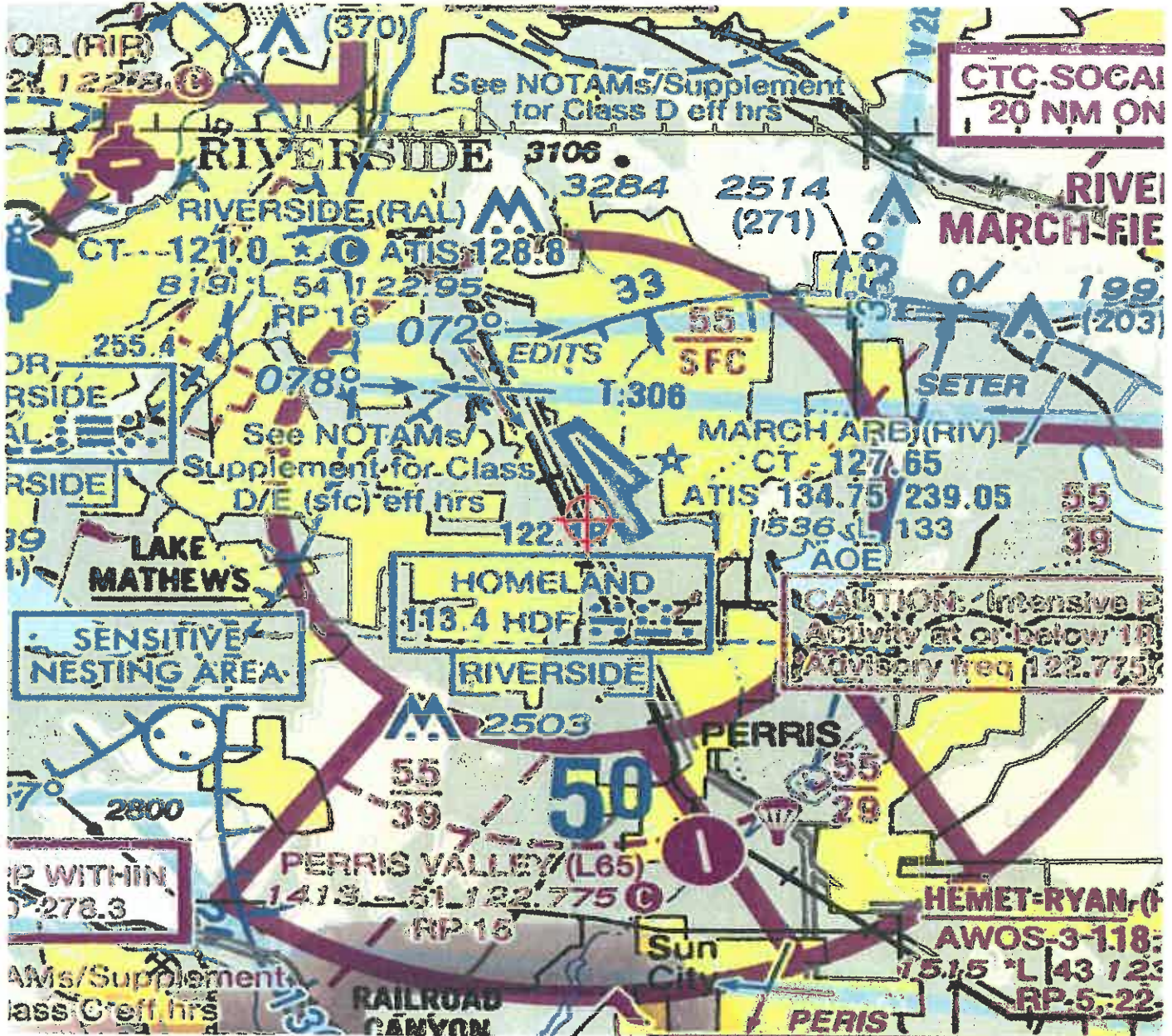
Signature Control No: 428280715-432020106

(DNE)

Paul Holmquist
Specialist

Attachment(s)
Map(s)







March 27, 2020

Ms. Kathy Hoffer
Vice President
Hillwood
36 Discovery | Suite 120
Irvine, California 92618

Subject: Wildlife Hazard Review of Proposed Stormwater and Landscape Plans for the Proposed VIP 215 Project, Riverside County, California.

Ms. Hoffer:

Riverside Inland Development, LLC, proposes to construct the Veterans Industrial Park 215 ("VIP 215" or "project") on 142.5 acres of property owned by the March Joint Powers Authority (JPA) at the March Inland Port in Riverside County, California. The proposed project would be constructed directly east of the I-215 off-ramp at Van Buren Boulevard, south of the existing March Field Air Museum, and west of Runway 14-32, the primary runway at March Air Reserve Base ARB (see Figure 1).

The proposed VIP 215 would operate a state-of-the-art logistics center that takes advantage of existing infrastructure that is in close proximity to the March ARB and I-215/State Route 60 to support the distribution of goods throughout the region. The project would include up to two logistics structures totaling more than 2 million square feet, loading docks, truck parking, and associated infrastructure improvements.

1. REGULATORY COMPLIANCE

The proposed project requires an amendment to the Riverside County General Plan and is subject to environmental review in accordance with the California Environmental Quality Act (CEQA). As part of the CEQA analysis, an applicant must consider whether the proposed project would conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. The proposed VIP 215 project is located within the Airport Influence Area (AIA) identified in the adopted 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP); therefore, the proposed project is subject to review by the Riverside County Airport Land Use Commission (ALUC) to determine its consistency with the adopted ALUCP. A determination of inconsistency by the ALUC would be considered a significant impact pursuant to CEQA.

ALUC Review and Determination

On October 11, 2018, the Riverside ALUC considered the proposal by Riverside Inland Development, LLC. At that time the ALUC found:

- e The proposed amendment to the March JPA's General Plan land use designation is consistent with the ALUCP;
- c The proposed adoption of the VIP 215 Specific Plan is consistent with the ALUCP; and
- e The proposed construction of two industrial buildings totaling 2,185,618 square feet was consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to nineteen specific conditions. Three of the nineteen conditions cited by the ALUC, conditions nos. 2c, 5 and 6, were associated with the creation of potential wildlife hazards as a result of project development and serve as the focus of the following review:
 2. The following uses/activities are not included in the project and shall be prohibited at the site, including:
 - 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.)
 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. Trees shall be spaced to avoid creation of a continuous canopy. Landscaping in and around the detention basin shall not include vegetation that produces seeds, fruits, or berries.
 6. March Air Reserve Base personnel must be transmitted for their review and approval details of the storm water conveyance system and landscaping plans.

At the request of Hillwood, Mead & Hunt, Inc., reviewed known site conditions and proposed planning documents to determine whether the proposed project would be consistent with the conditions cited by the ALUC. The review was conducted under the supervision of an FAA-qualified Airport Wildlife Biologist (QAWB) who has conducted several Wildlife Hazard Assessments and Wildlife Hazard Management Plans for Riverside County airports and is knowledgeable of the region and its ecology. Specific data considered included:

- e FAA strike records for March ARB and associated wildlife hazard management guidance documents;
- e Site-specific background studies pertaining to biological and wetland resources;
- Proposed stormwater management plans;
- e Proposed landscaping plans and plant materials; and
- Previous comments offered on the proposed project by the ALUC and March ARB.

Department of the Air Force Review

The applicant submitted preliminary project plans to the Department of the Air Force in 2016. In a response letter dated September 27, 2016, the Air Force stated that they reviewed the preliminary site plans and provided eight comments, two of which were associated with aviation and wildlife.

- **Air Force Comment No. 4.** The Air Force expressed concern with rising groundwater in the Perris North sub-basin in which both March ARB and a portion of the project area reside. The Air force was concerned with the ability of the detention basins to drain within the 48 hours. The Air Force requested that underground storage be used if a 48-hour drainage time could not be achieved, as pumping is not permitted.
- **Air Force Comment No. 5.** The Air Force addressed Bird/Wildlife Aircraft Strike Hazard (BASH) concerns specific to stormwater management. The Air Force was specifically concerned with the use of existing degraded natural channels on the base property and requested that the project be connected to a larger regional stormwater effort to route stormwater around the ARB, as any new drainage onto the base would further degrade natural infrastructure, increase discharge periods, and create ponding on the airfield. Further, March ARB stated that based on the proximity to the airfield, trees that will bear mast or grow to an adequate size for roosting should not be planted.

The Air Force requested subsequent review details of the stormwater conveyance system and the landscaping plan when they became available and referred the applicant to Air Force BASH guidance.

2. WILDLIFE HAZARDS TO AIRCRAFT

Conflicts with aircraft and aviation have been ongoing since the start of aviation. Data compiled by the FAA indicates that the number of conflicts between wildlife and aircraft is increasing worldwide as a result of several factors, such as:

- The use of faster and quieter aircraft,
- Increased air traffic,
- Changes in land use, and
- Increased populations of many wildlife species and their adaptation to urban areas.

While most wildlife strikes do not result in extensive aircraft damage, injuries, or death, some have proven to be catastrophic and have resulted in aircraft destruction, injuries, and death. Globally, wildlife strikes have killed more than 282 people and destroyed over 263 aircraft since 1988.

FAA requires federally obligated airports to manage wildlife on their airports to promote safety and comply with the terms of their federal grant assurances and to monitor land use changes within 5 miles of the aircraft operations area (AOA). The FAA sets forth guidance for wildlife hazard monitoring and management through various advisory circulars, such as AC 150/5200-33C, *Wildlife Hazard Attractants On and Near Airports* (2020). The U.S. Air Force requires installations to establish and implement BASH programs as guided by Air Force Instruction 91-212 (2018).

Wildlife Strike Record for March Air Reserve Base

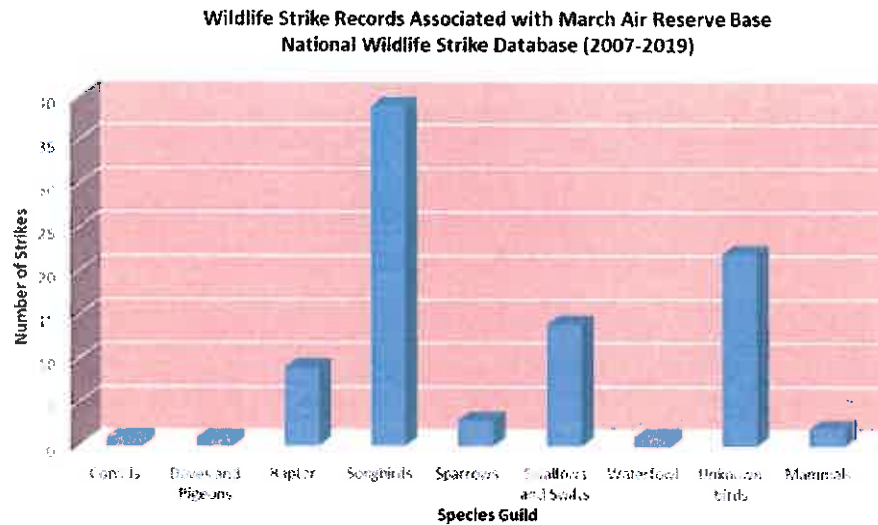
Since 1990, the FAA has maintained a National Wildlife Strike Database to identify the number and type of wildlife strikes that occur in the U.S. The strike data provides a scientific foundation for establishing wildlife hazard management programs and to mitigate risk. In 2018 (the most recent year for which the data have been summarized), a record 16,020 strikes were recorded in the database. Birds were involved in approximately 95 percent of the strikes, bats in approximately 3 percent, and mammals were involved 2 percent.

The FAA's National Wildlife Strike Database was reviewed to identify the number and types of wildlife strikes that have occurred with aircraft operations at March ARB. Ninety-two (92) strikes were recorded during the 13-year period from 2007 through 2019 (FAA, 2020). Although the FAA initiated the wildlife strike database in 1990, no strike reports were submitted for March ARB until 2007. Table 1 summarizes the species struck by guild. A guild represents a group of species that share common habitat or behavior.

Table 1: Wildlife Strikes at March Air Reserve Base: 2007 to 2019

| Guild or Species | Species | Scientific Name | Number of Strikes | FAA Composite Hazard Ranking |
|----------------------|---------------------------|----------------------------------|-------------------|------------------------------|
| Songbirds | American pipit | <i>Anthus rubescens</i> | 1 | — |
| | American robin | <i>Turdus migratorius</i> | 1 | — |
| | Horned lark | <i>Eremophila alpestris</i> | 31 | 15 |
| | Perching birds spp. | <i>Passeriformes</i> | 3 | |
| | Western meadowlark | <i>Sturnella neglecta</i> | 2 | 22 |
| | Western tanager | <i>Piranga ludoviciana</i> | 1 | — |
| Swallows and Swifts | Cliff swallow | <i>Petrochelidon pyrrhonota</i> | 11 | 23 |
| | Swallows (unidentified) | <i>Hirundinidae</i> | 1 | 23 |
| | White-throated swift | <i>Aeronautes saxatalis</i> | 2 | 23 |
| Raptor | American kestrel | <i>Falco sparverius</i> | 3 | 21 |
| | Barn Owl | <i>Tyto alba</i> | 2 | 14 |
| | Ferruginous hawk | <i>Buteo regalis</i> | 1 | 11 |
| | Peregrine falcon | <i>Falco peregrinus</i> | 1 | — |
| | Red-tailed hawk | <i>Buteo jamaicensis</i> | 2 | 11 |
| Sparrows | Fox sparrow | <i>Passerella iliaca</i> | 1 | 24 |
| | Savannah sparrow | <i>Passerculus sandwichensis</i> | 1 | 24 |
| | Sparrow | <i>Passeridae</i> | 1 | 24 |
| Corvids | Common raven | <i>Corvus corax</i> | 1 | 16 |
| Doves and Pigeons | Mourning dove | <i>Zenaida macroura</i> | 1 | 18 |
| Waterfowl | Northern pintail | <i>Anas acuta</i> | 1 | 7 |
| Unidentified birds | Not applicable | | 22 | — |
| Mammals | Brazilian free-tailed bat | <i>Tadarida brasiliensis</i> | 1 | — |
| | Coyote | <i>Canis latrans</i> | 1 | 17 |
| Total Strikes | | | 92 | |

As shown by the FAA database records and Figure 1, songbirds, swallows and swifts, and raptors were the most commonly struck birds identified. Minor aircraft damage occurred following a strike with a small unidentified bird.



More than 500 species have been identified in wildlife strike records, and the FAA has ranked 25 species groups as to their relative hazards to aircraft based on three criteria, damage, major damage, and effect on flight, and has developed a composite hazard ranking. Of the 23 species identified in association with wildlife strikes at March ARB, sixteen are ranked within the 25 most hazardous species groups by FAA.

Site-Specific Biological Assessment

Mead & Hunt reviewed the site-specific Biological Assessment Report prepared for the proposed project, which included documentation from biological survey published data and site photographs (ELMT Consulting, 2019). The data in the report was considered with regional data and data obtained from wildlife hazard reports for nearby airports and March ARB.

Most of the project area was disturbed during the construction of March ARB and adjacent roads, drainage features, and an underground pipeline. Five drainage features are present within site boundaries, some of which include concrete linings or rip rap. Virtually no native habitat is present on site (ELMT Consulting, 2019).

On-site vegetation is composed almost entirely of non-native grassland dominated by Russian thistle with pigweed (*Amaranthus Albus*), doveweed (*Croton setiger*), jimsonweed (*Daturawrightii*), red-stemmed filaree (*Erodium cicutarium*), rattlesnake spurge (*Euphorbiaalbomarginata*), telegraph weed (*Heterotheca grandiflora*), short-podded mustard (*Hirschfeldia incana*), and horehound (*Marrubium vulgare*). The main drainage feature contains scattered stands of mulefat (*Baccharis salicifolia*), Spanish lotus (*Acmispon americanus*), common sunflower (*Helianthus annuus*), and cocklebur (*Xanthium strumarium*) throughout.

The four tributaries to the main drainage features are either primarily bare or vegetated with dense weedy plant species, primarily Russian thistle.

On-site plant communities provide foraging habitat, nesting and denning sites, and shelter from adverse weather or predation. The ELMT report states that nineteen avian species and six mammal species were identified during site field investigations. The report summarized the species observed most frequently observed as shown in Table 2.

| Table 2 Wildlife Observed at the Proposed VIP 215 Site | | | |
|---|-----------------------------------|-------------------------------------|------------------------------|
| Guild or Species | Species | Scientific Name | FAA Composite Hazard Ranking |
| Doves and Pigeons | Rock pigeons | <i>Columba livia</i> , | - |
| | Mourning dove | <i>Zenaida macroura</i> | 18 |
| Sparrows | Savannah sparrow | <i>Passerculus sandwichensis</i> | 24 |
| | White-crowned sparrow | <i>Zonotrichia leucophrys</i> | 24 |
| Songbirds | Western meadowlark | <i>Sturnella neglecta</i> | 22 |
| Starlings and Blackbirds | Brewer's blackbird | <i>Euphagus cyanocephalus</i> | 20 |
| Raptors | Burrowing owl | <i>Athene cunicularia</i> | 14 |
| Mammals | Desert cottontail | <i>Sylvilagus audubonii</i> | |
| | San Diego black-tailed jackrabbit | <i>Lepus californicus bennettii</i> | |
| | California ground squirrel | <i>Otospermophilus beecheyi</i> | |
| | Botta's pocket gopher | <i>Thomomys bottae</i> , | |
| | Coyote | <i>Canis latrans</i> | 17 |

No nests were observed on the project site during site surveys conducted in 2015, 2018, or 2019, and few suitable nesting locations were observed on or adjacent to the project site. However, upland habitat could support local ground-nesting birds such as killdeer (*Charadrius vociferus*) and horned larks (*Eremophila alpestris*). Small pockets of mulefat growing within the main drainage provide isolated nesting opportunities. As identified previously in Table 1, horned larks were identified in more than one-third of the strikes recorded at March ARB.

Wildlife Summary and Conclusions

Biological surveys were conducted in 2015, 2018 and 2019, and biologists were on site for brief periods during the three survey events. The species identified during the site-specific surveys generally coincide with those identified in the FAA Wildlife Strike Database for March ARB such as doves, sparrows, songbirds, and raptors—all of which are identified in FAA's list of the 25 most hazardous species to aircraft operations.

Additional mammal species were identified during field studies. While some of these mammals do not pose strike hazards in and of themselves, they serve as a prey base and are attractive to raptors, which are known to pose a high strike risk and have been involved in nine strikes at March ARB. Similarly, the upland

habitats were observed to provide nesting potential to horned larks, which are responsible for more than 30 strikes at March ARB.

3. PROPOSED STORMWATER MANAGEMENT DESIGN

Mead Hunt reviewed recent guidance from the FAA and the U.S. Air Force BASH program regarding proposed stormwater management facilities. The agency data was used to evaluate the facilities associated with the VIP 215 site.

Agency Guidance

The FAA discourages the development of open water facilities, including stormwater management ponds, within 10,000 feet of an air operations area (AOA) at airports serving turbine-powered aircraft. If soil conditions and other requirements allow, the FAA encourages the use of underground storm water infiltration systems because they are less attractive to wildlife.

When stormwater management systems must be located within 10,000 feet, the FAA recommends that they be designed and operated so as not to create aboveground standing water that can be attractive to various species of waterfowl. Specific recommendations include the following:

- Stormwater ponds should be designed, engineered, constructed, and maintained for a maximum 48-hour detention period after the design storm and remain completely dry between storms.
- Basins should include the use of steeply sided, rip-rap- or concrete-lined, narrow, linear-shaped water detention basins.
- When it is not possible to place these ponds away from an airport's aircraft operations area (but still on airport property), airport operators may use physical barriers, such as bird balls, wire grids, floating covers, vegetation barriers (bottom liners), or netting.

The U.S. Air Force provides guidance for the development of BASH Management Program in Airforce Instruction 91-212 dated May 31, 2018. The guidance states the following in paragraph 3.2.1.7, Wastewater Facilities, Lagoons, and Ponds:

- Installations must consider flight operations when designing and locating wastewater ponds and locate any new open water features or ponds as far from the runway and traffic patterns as possible.
- Consider pond placement to ensure transiting birds do not cross runways.
- Ponds designed with steep sides, impervious liners, little surface area, and little to no vegetation will provide reduced bird attraction.
- If pond alteration or relocation is not feasible, consider installing aeration pumps, agitation equipment, fountains, plastic bird balls/discs or grid wires (placed over the water body) to dissuade birds from utilizing holding ponds and lagoons. If spray fields are utilized, consider discharging sewage effluent during reduced flying operations.
- Consider constructing and utilizing rapid infiltration basins as a means to quickly remove water attractants where sandy soils occur.

Design Review and Considerations

Mead & Hunt reviewed the following documents associated with the proposed project to evaluate their consistency with the guidance provided by the FAA, Air Force, and ALUC:

- The Draft *VIP 215 Specific Plan* (Specific Plan) dated January 2020;
- A site plan dated January 6, 2020, which illustrated the location of the proposed bio-retention ponds;
- A basin cross-section that was received in an email from Kathy Hoffer on February 20, 2020; and
- A memorandum from Mr. Johnny Murad, Huitt-Zollars, to Ms. Kathy Hoffer, Hillwood, dated March 23, 2020, that summarized and clarified the engineer's design and identified modifications to the site plans that had been made in response to previous recommendations from Mead & Hunt to promote consistency with FAA, Air Force, and ALUC guidance documents.

The proposed site plans identify two development scenarios that could be constructed within the project footprint: a one-building scenario and a two-building scenario. Under each scenario, the project would include the construction of bio-retention basins adjacent to the eastern project boundary and parallel to Runway 14-32. Under each scenario, the proposed bio-retention basins would cover an approximately 6.5-acre area. The Specific Plan states that stormwater would be collected by either surface flow or storm drains and directed to bio-retention/detention basins as follows:

Each basin is sized to have storage capacity for the water quality treatment volume as well as to detain and mitigate higher storm events. Water from the basins will be conveyed to an on-site overflow drain which will convey the runoff to the south and ultimately connect to a new reinforced concrete box storm drain on the south side of the project, north of Van Buren Avenue. All drainage facilities will be sized to collect and convey the 100-year storm event. All observable water in both basins will be discharged within 48 hours after the end of a storm event (Specific Plan, page 2-13).

Basin Cross-Section G-G indicates that the proposed basins would be constructed with 4:1 slopes (4 feet horizontally for every 1 foot vertically). The ponds would be equipped with curbs and gutter extending out 10 feet from either side, and each side would be fenced.

Basin Location. The proposed basins are located at the eastern edge of the proposed project site and adjacent to the western boundary of March ARB. The FAA recommends avoiding new open water features within 10,000 feet of aircraft movement areas, and the Air Force recommends locating new ponds as far from the runway and traffic patterns as possible.

The Applicant considered placing the proposed stormwater ponds next to the western site boundary adjacent to Interstate 215 to maximize the separation distance between the ponds and Runway 14-32 in accordance with Air Force guidance, but doing so was neither practical nor feasible due to site-specific conditions. In addition, doing so would not provide the recommended 10,000-foot separation recommended in FAA guidance.

As documented by the engineer's memo dated March 23, 2020, moving the basin system to the west side of the project site would be contrary to site topography, which slopes from northwest to southeast. Placing the basins system along the site's western boundary would require site drainage to flow against the site's natural topography. To facilitate drainage without gravity systems, the proposed project would require the use of substantially larger and deeper basins and a pump system to remove the collected water from the basin. Based on the limited capacity of the pumps and the increased size of the basins, it is unlikely that the basin system would drain within 48 hours of a storm event.

Drainage Time. As described in the VIP 215 Specific Plan and confirmed through the engineer's memo of March 23, 2020, the proposed pond will drain completely within 48 hours to achieve the FAA and ALUC criteria.

Slope and Vegetation. The FAA recommends that ponds include steep sides to prevent entry (and nesting by potentially hazardous wildlife (e.g., waterfowl). The Applicant has provided a slope of 4:1, which is the steepest allowable by County of Riverside design guidelines.

Typically, the basin bottom and side slopes are planted to promote water quality treatment and to prevent erosion. To reduce the attractiveness of the proposed basins to hazardous wildlife, the Applicant's engineer revised its design to include the use of a combination of rock and hardscape for the entire basin system pending approval by the local jurisdiction. To promote water quality, the on-site storm drain systems will be equipped with pre-treatment devices to filter out pollutants in stormwater prior to discharging the water into the basin. The use of rock scape will remove potential food sources, cover, and nesting cover for many species and make the ponds less attractive to hazardous wildlife.

Bird Barriers. Both the FAA and the Air Force recommend the use of physical barriers, such as netting, bird balls, or wire grids, to deter birds from open water. While the use of large grids is effective in excluding waterfowl, it is not effective in deterring smaller birds or mammals when vegetation is present. In addition, the size of the proposed basins may preclude the use of nets. Reducing basin attractiveness through the use of hardscapes would likely be more effective in discouraging wildlife from the site.

Ongoing Maintenance. Stormwater ponds and drains can become clogged with debris over time, leading to longer drainage times, ponding, and the growth of vegetation. In its memo dated March 23, 2020, the Applicant's engineer stated that it would identify a maintenance procedure in the project-specific Water Quality Management Plan (WQMP) for use during the life of the ponds to help ensure that the ponds continue to work properly and drain within 48 hours of a storm event. In addition to the maintenance procedure, storm water clarifiers would be installed at all storm water outlets into the basin system to ensure that clean water is deposited into the basin to help ensure that the basin bottom is not clogged with sediments and/or debris.

Wetland Mitigation. The proposed project will result in impacts to jurisdictional waters of the U.S. and waters of the State, and mitigation will be required by the Corps and the California Department of Fish and Wildlife. Although the Draft Specific Plan indicated that on-site mitigation efforts would be incorporated to provide compensatory mitigation, the Applicant's engineer stated in its memo of March 23, 2020, that the

on-site earthen stream would be replaced with a new Riverside County Flood Control & Water Conservation District (RCFC&WCD) storm drain system that will run along Van Buren Boulevard and around the project site. The new storm drain will likely be less attractive to hazardous wildlife than the existing earthen stream channel, which bisects the property and was observed to include isolated nesting opportunities, because it would be constructed of concrete hardscape and absent of vegetation.

4. PROPOSED LANDSCAPE DESIGN

Mead & Hunt reviewed the proposed landscape designs for the VIP 215 project to determine whether the proposed designs would be attractive to potentially hazardous wildlife observed or likely to be present in the project area. The landscape review was iterative in nature as the Applicant responded to preliminary review efforts and adjusted its plant palettes accordingly.

Regulatory Background

Plant selections, density, and the planting configurations proposed in a landscape design can influence wildlife use, abundance, and behavior. Both the FAA and Air Force identify landscaping—and especially landscaping near stormwater management facilities—as one of the greatest attractants to potentially hazardous wildlife.

FAA Advisory Circular 150/5200 33C, Section 282, offers the following recommendations to airport operators regrading landscaping and landscape maintenance:

- A QAWB should review all landscaping plans on behalf of an airport operator. Airport operators should also monitor all landscaped areas on a continuing basis for the presence of hazardous wildlife. If hazardous wildlife is detected, corrective actions should be immediately implemented to deter wildlife from utilizing these areas.
- Airport operators should ensure that plant varieties attractive to hazardous wildlife are not used on the airport. Disturbed areas or areas in need of revegetating should not be planted with seed mixtures containing millet or any other large-seed-producing grass. Plantings should follow the specific recommendations for grass management and seed and plant selection made by the State University Cooperative Extension Service, the local office of Wildlife Services, or a QAWB.
- Airport operators should also consider developing and implementing a site-specific, preferred/prohibited plant species list reviewed by a QAWB.

While the guidance cited above refers specifically to airport operators and airport facilities, the FAA's guidance is recommended to extend to the areas within 10,000 feet of aircraft movement areas as described earlier and in paragraph 1.3 of the same guidance.

The Riverside County ALUC also prepares guidance for proposed projects located in an Airport Influence Area (AIA). The guidance was developed to assist design professionals promote sustainable landscaping while minimizing hazards to aircraft operations by:

- Avoiding/preventing the creation of contiguous canopy created by trees;

- Limiting the amount of cover and massing offered by shrubs, accents, vines, and grasses to prevent the creation of habitat for birds and small mammals; and
- Preventing the natural succession of landscaping provided by groundcover by creating sharp edges between groundcover types.

The ALUC reviewed the list of California Plant Friendly Landscapes that is included in the County's *Comprehensive Landscape Guidance and Standards* and identified an abbreviated list that is appropriate for projects within the AIA. Alternative plant materials may be incorporated into project designs based on site conditions and review by a QAWB.

Design Review and Considerations

Mead & Hunt reviewed Chapter 4 of the VIP 2015 Specific Plan, which provides guidelines related to landscaping and a plant materials list provided by Hillwood's consultant.

- Chapter 4.3.1, Landscape Master Plan, of the Specific Plan identifies the use of landscape treatments around buildings, the use of vertical trees and lower growing and broader canopy trees along Van Buren Boulevard, and a groundplane that will be "landscaped with a mix of shrubs and groundcover to create a layered appearance. The plan states that shrubs and groundcovers will be selected concurrent with final designs for individual projects in the Specific Plan area.
- Section 4.3.2, Water Quality, identifies the use of bioswales not only to function as stormwater/water treatment facilities but also to be integrated as a landscape feature.
- Table 4-1 of the Specific Plan provides a list of plant materials including trees, shrubs, accents, groundcover.

Landscape Master Plan, Section 4.3.1. Landscape guidance provided by the ALUC suggests the avoidance of continuous canopy and the use of sharp edges between types of planting. In its comments regarding the proposed project, the Air Force stated that based on the proximity to the airfield, trees that will bear mast or grow to an adequate size for roosting should not be planted. The types of trees selected and their placement should include sufficient intervals to avoid the development of mast.

The development of a layered ground plane could be contrary to this guidance that suggests the use of sharp edges between types of planting. Section 4.3.1 of the Specific Plan should be revised to reflect the guidance set forth by the ALUC for landscaping near airports.

Water Quality, Section 4.3.2. The discussion assumes that bio-retention basins will include earthen sides and bottoms and will be planted to further enhance water quality. As previously discussed, Mead & Hunt's recommendations pertaining to stormwater management include the use of hardscapes. While water quality enhancements maybe be achieved through the use of planting materials, the proximity to aircraft movement areas, FAA strike record, and observed wildlife species indicate that hardscapes are more appropriate at this location. In addition, The location of the proposed basins, as currently shown, is outside of public view and reduces the need to provide aesthetic enhancements.

Plant Materials. Mead & Hunt reviewed a portion of the proposed plant list that was provided by Hillwood in February 2019, which included accents and groundcover materials. A landscape architect reviewed the list for its potential to attract or provide habitat for hazardous wildlife. The annotated list was returned to Hillwood on February 20, 2020. Hillwood's Landscape architect, Tom Hayes of Hunter Landscape, provided a revised project plant list on March 5, 2020. The revised plant list eliminated plant materials that were not identified in ALUC landscaping guidance and proposed others for review.

Mead & Hunt reviewed the revised plant list and offers the following recommendations.

- **Trees.** Three species should be eliminated from the list because they are attractive to wildlife: Chilean mesquite (*Prosopis chilensis*), Chitalpa (*Chitalpa tashkentensis*), and Blue Palo Verde (*Cercidium* sp.). In addition, trees will not be planted on the portion of the site adjacent to the airport.
- **Shrubs:** Two species should be eliminated because they are attractive to bird species: coyote bush (*Baccharis*) and brittle brush (*Encelia farinosa*).
- **Groundcover.** Two groundcover species should be eliminated; Poverty weed (*Iva hayesiana*) and Halls honeysuckle (*Lonicera j. Halliana*), are attractive to birds. One proposed groundcover, Lantana, includes many variations, some of which produce seeds or fruit that is attractive to birds. Only non-seeding, non-fruiting selections should be used.

5. CONCLUSIONS AND RECOMMENDATIONS

Project-Related Recommendations

The Riverside County ALUC found that the VIP 215 Plan was conditionally consistent with the adopted 2014 ALUCP for March ARB as long as specific conditions were achieved. Mead & Hunt reviewed the proposed one- and two-building scenario plans developed for the proposed site to determine whether they were consistent with ALUC guidance, FAA guidance, and U.S. Air Force guidance pertaining to potentially hazardous wildlife. During the review process, the Applicant provided additional clarification and incorporated several design revisions that were reflective of FAA, Air Force, and ALUC design guidance to make the proposed project site less attractive to potentially hazardous wildlife to the extent practicable.

Such measures include:

- Confirming that the proposed bio-retention/detention basin system will drain all of the collected storm water within 48 hours of a storm event.
- Providing pond slopes of 4:1, which is the maximum slope allowed by County of Riverside design guidelines.
- Proposing the use of a combination of rock and hardscape for the entire basin system rather than vegetation. This change must be approved by the local jurisdiction.
- Providing a maintenance procedure for the bio-retention/detention basin system in the project – specific Water Quality Management Plan (WQMP) to help ensure that the basins will continue to operate properly and drain within 48 hours after a storm event. In addition, storm water clarifiers will be installed at all storm water outlets into the basin system to ensure that clean water is

deposited into the basin to help ensure that the basin bottom is not clogged with sediments and/or debris.

- Replacing the existing earthen stream that bisects the property with a new Riverside County Flood Control & Water Conservation District (RCFC&WCD) storm drain system that will run along Van Buren Boulevard and around the subject site.
- Eliminating trees from site landscaping plans; and
- Revising the plant palette presented in the Specific Plan to include species that would not be attractive to hazardous wildlife.

The incorporation of site-specific modifications and recommendations for subsequent site development identified in this letter report combined with the submission of revised plans for Air Force review and concurrence will promote consistency with ALUC condition nos. 2c, 5, and 6, and ALUC design guidance.

Subsequent Site Development

Future site development plans for the VIP 2015 site will need to be consistent with the 2014 ALUCP for the March ARB and the attached ALUC design guidance. Mead & Hunt recommends that the ALUC design guidance for landscaping and stormwater, FAA AC 150/5200-33C, *Wildlife Hazard Attractions On and Near Airports*, and Air Force Instruction 91-21231, *Birds/Wildlife Aircraft Strike Hazard (BASH) Management Program*, be considered in subsequent site development and identified in the Specific Plan.

In addition, Mead & Hunt recommends that Section 4 of the VIP 215 Specific Plan be revised as follows to promote consistency with the 2014 ALUCP and ALUCP design guidance:

- Section 4.3.1 should be revised to reflect the goals of the ALUC for landscaping within the AIA and set forth in its guidance "Landscaping Near Airports." The section should include a revised version of Table 4-1 that reflects the memo from Hunter Landscaping dated March 5, 2020, and the recommendations cited above for trees, shrubs, and groundcover.
- Section 4.3.1 should be revised to state that subsequent landscape plans created by tenants for portions of the VIP site must adhere to the Specific Plan and plant materials identified and guidance set forth by the ALUC and the Applicant's goal of using only plant materials that are acceptable following review by a QAWB. This language should be included in development agreements as well.
- Section 4.3.2 should be revised to reflect the use of hardscape for proposed stormwater management basins.

The Riverside County ALUC found that the VIP 215 Plan was conditionally consistent with the adopted 2014 ALUCP for March ARB as long as specific conditions were achieved. The recommendations made by Mead & Hunt and subsequent design revisions made by the Applicant are intended to discourage and reduce the site's attractiveness to potentially hazardous wildlife. The design modifications described in this letter report and the subsequent submission of revised plans for Air Force review and concurrence will promote consistency with ALUC condition nos. 2c, 5, and 6.

Kathy Hoffer
March 27, 2020
Page - 14

Thank you for this opportunity to review the site plans and planning documents for the VIP 2015 development. Should you have any questions, please reach out to me or Lisa Harmon.

Sincerely,
MEAD & HUNT, INC.



Rick Jones, FAA-Qualified Airport Wildlife Biologist

Attachments:

Riverside County ALUC Stormwater Management Guidance: Airports, Wildlife and Stormwater Management
Riverside County ALUC Landscaping Management Guidance: Landscaping Near Airports

Attachments

**Riverside County ALUC
Stormwater Management Guidance:
Airports, Wildlife and Stormwater Management**

Low-Impact Development. In recent years, Riverside County has focused on Low-Impact Development (LID), which includes techniques to filter, store and retain runoff on-site. LID BMPs retain runoff to optimize infiltration/recharge, and many promote the use of vegetation to provide for the uptake of pollutants. Although LID BMPs can provide environmental, economic and community benefits, they can retain open water for prolonged periods and attract hazardous wildlife. Many LID BMPs are incompatible with aircraft operations and must be considered with caution within the AIA.

Aviation-Specific Stormwater Management. FAA acknowledges that project-related BMPs must consider many non-aviation factors, such as soil types, space requirements, maintenance, constructability, etc. United States Department of Agriculture (USDA) and FAA have identified specific design characteristics that should be considered during BMP design and incorporated to make most BMPs less attractive to wildlife (Table 2).

ADAPTIVE MEASURES

When open water detention ponds must be used within the AIA, the ponds may be equipped with bird balls, floating covers, nets, or overhead wires to cover open water and discourage use by hazardous wildlife. For example, concrete basins are unlikely to attract wildlife, and pond liners can prevent the development of hydrophytic vegetation. These technologies must be used with caution and only in areas with controlled access.



Infiltration trenches detain water for brief periods. This trench at Seattle-Tacoma Airport includes vegetation appropriate for an airport environment.



Bioretention facilities can provide food and shelter for potentially hazardous wildlife, but may be suitable with modification.

| Table 1. Structural Best Management Practices (BMPs) and Compatibility in an Airport Influence Area (AIA) | |
|--|---|
| BMP | Compatibility within the AIA |
| Infiltration trenches Recommended | <ul style="list-style-type: none"> ■ Suitable because water accumulates below ground surface. ■ Vegetation must be selected and reviewed by a FAA-qualified Airport Wildlife Hazard Biologist (qualified biologist) to discourage wildlife. |
| Permeable Pavement Recommended | Does not include water storage. Appropriate for parking lots and other paved surfaces that are not high-traffic areas. |
| Harvest and Use (PWH) Recommended | Suitable as long as water is stored in enclosed areas. |
| Sand Filter Basins Recommended | Desirable because standing water is treated through an underdrain system. |
| Vegetated Filter Strips and Vegetated Swales Recommended | Desirable because neither BMP involves ponded water. However, vegetation must be selected to discourage hazardous wildlife and reviewed by a qualified biologist. |
| Water Quality Inlets Recommended | Desirable because they do not provide ponded water. Associated vegetation must be selected to discourage hazardous wildlife and reviewed by a qualified biologist. |
| Infiltration Basins Not recommended without Modification. Suitable only if design addresses wildlife hazards | <ul style="list-style-type: none"> ■ Unsuitable in AIUCP Compatibility Zone A. ■ Suitable in Zones B and C with appropriate modifications, such as: Drawdown within 48 hours or manufactured cover to prevent view and availability of open water; and absence of landscape or landscaping approved by a qualified biologist. ■ Steep slopes (steeper than 3:1). |
| Bioretention Facilities Not Recommended without Modification (also known as rain gardens, bioretention basins, landscaped filter basins) | <p>Although bioretention can mask open water, BMP is not recommended for airports based on its potential to provide food, water, and shelter for hazardous wildlife.</p> <ul style="list-style-type: none"> ■ Unsuitable in Compatibility Zone A. ■ Potentially suitable in Zones B and C only when small in size (e.g., parking islands, site entrances, planter boxes, etc.) and when vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist. ■ Potentially suitable in Zones D and E when basin is less than 30 feet in length/width; and vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist. |
| Extended Detention Basin Not Recommended | <ul style="list-style-type: none"> ■ Unsuitable in Zones A through C. ■ Should be avoided in Zones D and E, if necessary, modify detention pond to provide no visible water within 48 hours, provide steep slopes (3:1), provide landscape for water and water quality, and do not provide vegetation within or adjacent to the pond. |



Small bioretention facilities that provide sparse vegetation may be suitable in an aviation environment.



Extended detention basins are frequently used to serve both water quality management and to provide amenities. These basins hold water and would not be appropriate within an AIA because of the open water.



Sand filter at the base of the bioswale promotes infiltration.



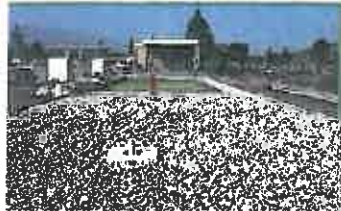
Porous pavements allow water to infiltrate to a soil layer below the surface.



Adaptive measures such as liners, a concrete basin, and overhead wire grid can make extended detention strategies less attractive to hazardous wildlife.



Vegetated bioswales improve water quality and prevent water accumulation. However, dense and tall vegetation may be attractive to hazardous wildlife.



Infiltration basins with rock bottoms are less attractive to birds because they mask water and do not provide vegetation.



STORMWATER BEST MANAGEMENT PRACTICES

Riverside County and its incorporated cities require water quality/stormwater management controls for development and redevelopment projects. The Riverside Conservation District has prepared a separate Water Quality Management Plan for each watershed in the County that identifies treatment control Best Management Practices (BMPs) for improving water quality and managing stormwater volumes/flows following the design storm (i.e., 24-hour storm). Structural BMPs identified in Riverside County guidance and their compatibility within the AIA are summarized in Table 1.

ADDITIONAL RESOURCES/MORE INFORMATION:

- Riverside County Flood Control and Water Conservation District, Water Quality Management Webpage. Available at: <http://rcflood.org/npdes>.
- FAA Advisory Circular 150/5200-33, "Wildlife Hazard Attractants On and Near Airports": https://www.faa.gov/documentLibrary/media/advisory_circular/150-5200-33B/150_5200_33b.pdf.
- Airport Cooperative Research Program, Balancing Airport Stormwater and Bird Hazard Management: https://www.nap.edu/login.php?action=guest&record_id=22216.

Table 2. Recommended Measures to Reduce Wildlife Attraction Associated with Stormwater BMPs.

| BMP Characteristic | Recommended Design Measure |
|--|---|
| Exposed Surface Water <ul style="list-style-type: none"> • Especially attractive to waterfowl, shorebirds, and flocking birds. • Provides source for drinking and nest building. • More attractive when constructed near other open water features or ponds. | <ul style="list-style-type: none"> • Reduce availability by providing 48-hour drawdown following a design storm (i.e., 24-hour storm). • Cover using bird balls. • Consider earth-bottom culverts, French drains, trench covers, and underground storage options. • Avoid within 8 km (5 miles) of other open water features or facilities. |
| Vegetation and Landscaping <ul style="list-style-type: none"> • Provides food. • Tall vegetation provides shelter and nesting opportunities. • Diverse vegetation attracts more diverse wildlife. | <ul style="list-style-type: none"> • Eliminate vegetation (concrete banks, steep slopes, etc.). • If necessary, provide a monoculture or decreased diversity. • Never use species that provide a food source (seeds, berries, nuts, and drupes). • Provide regular maintenance to prevent seeding and shelter. |
| Aspect/Geometry <ul style="list-style-type: none"> • Slopes can provide opportunities for nesting and loafing. | Avoid or reduce available shoreline: <ul style="list-style-type: none"> • Implement narrow, linear trenches rather than open water or regular circles as pond shapes. • Create steep slopes (<3:1). • Avoid irregular shapes for basins. • Avoid vegetation. |

WHAT YOU CAN DO:

Airport operators, developers and communities must work together to manage stormwater in the airport vicinity to reduce hazards to air travelers and the public while addressing site-specific challenges.

- Identify whether your project is near an airport and in an AIA or critical area. (<http://www.rcaluc.org/Plans/New-Compatibility-Plan>).
- Work with the airport operator, ALUC, and city/county staff to identify an acceptable water quality management strategy.
- Contact the applicable airport to review your stormwater plans or request plan review by a FAA-qualified wildlife biologist. The form is available at: <http://www.rcaluc.org/Portals/0/PDFGeneral/form/Wildlife%20Attractants%20-%20FAA%20Review.pdf>.



AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

GUIDANCE FOR PROPOSED PROJECTS IN AN AIRPORT INFLUENCE AREA

Riverside County includes diverse topography and is home to three watersheds and a portion of the Salton Sea, an important stop along the Pacific Flyway for migrating bird species. The County's arid climate makes water quality management and water conservation paramount.

The County is also the home to Palm Springs International Airport, 12 public use general aviation airports, and the March Air Reserve Base, whose operations can be challenged by the presence of hazardous wildlife such as raptors, water-fowl, doves/pigeons, gulls, flocking birds, and mammals (coyote and deer). Since 1990, more than wildlife strikes with aircraft have occurred in Riverside County, some of which have led to substantial aircraft damage. Most strikes occur at low altitude (less than 3,500 feet above runway height). Much of the geographic area associated with these altitudes coincides with an Airport Influence Area (AIA) as defined in the Riverside County Airport Land Use Compatibility Plan (ALUCP).

AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

The Federal Aviation Administration (FAA) identifies stormwater management facilities on and near airports as one of the greatest attractants to hazardous wildlife. Many species are attracted to open water features and associated vegetation that offers water, food, and shelter. The FAA warns against the construction of new open water bodies or mitigation sites within 10,000 feet of aircraft movement areas and within 5 miles of approach/departure surfaces (FAA Advisory Circular 150/5200-33B).



Remains of an owl ingested by an aircraft engine.



Riverside County ALUC
Landscaping Management Guidance:
Landscaping Near Airports



Acceptable

The trees above have a vertical branching structure that minimizes perching and nesting opportunities



Not acceptable

Examples of trees that are attractive to birds because of horizontal branching structure



Not acceptable.

Trees, shrubs and plants that produce wildlife edible fruit and seeds should be avoided.



Landscaping needs to be aesthetically pleasing, but it must coincide with the responsibility for aviation safety.

TABLE 2. Acceptable Plants from Riverside County Landscaping Guide

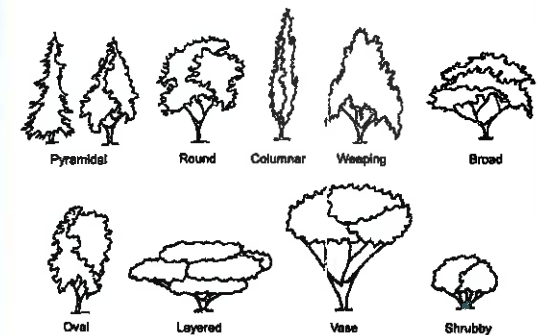
| Scientific Name | Common Name | Wildlife Region 1 | Aviation Zone |
|---|------------------------|----------------------------|----------------------|
| <i>Cercis occidentalis</i> | Western Redbud | VL: 1, 2; L: 3, 4 | 2-24 |
| <i>Olea europaea</i> 'Swan Hill' | Fruitless Olive | GL: 1, 2; L: 3, 4; M: 5, 6 | 8, 9; 11-24 |
| <i>Pinus</i> spp. | Pine, various species | Varies by species | Varies by species |
| <i>Rhus lancea</i> | African Sumac | L: 1-4; M: 5-6 | 8-9; 12-24 |
| <i>Robinia neomexicana</i> * | Desert Locust | L: 1-4; M: 5-6 | 2-3, 7-11, 14, 18-24 |
| <i>Robinia x ambigua</i> | Locust | L: 1-4; M: 5-6 | 2-24 |
| <i>Ulmus parvifolia</i> | Chinese Elm | M: 1-6 | 3-24 |
| <i>Aloysia triphylla</i> | Lemon Verbena | L: 1-6 | 9-10; 12-21 |
| <i>Cistus</i> spp. | Rockrose | L: 1-6 | 6-9, 14-24 |
| <i>Dalea pulchra</i> | Bush Dalea | L: 6 | 12, 13 |
| <i>Encelia farinosa</i> | Brittlebush | VL: 3; L: 3-6 | |
| <i>Grevillea Noellii</i> | Noel's Grevillea | L: 1-4; M: 6 | |
| <i>Justicia californica</i> | Chuparosa | M: 1, 6; VL: 3; L: 4-5 | |
| <i>Lantana camara</i> | Busn lantana | L: 1-4; M: 6 | |
| <i>Lavendula</i> spp. | Lavender | L: 10S; M: 5-6 | 2-24; varies |
| <i>Nandina domestica</i> species | Heavenly Bamboo | L: 1-4; M: 5-6 | |
| <i>Rosmarinus officinalis</i> 'Tuscan Blue' | Tuscan Blue Rosemary | L: 1-4; M: 5-6 | |
| <i>Salvia greggia</i> | Autumn sage | L: 1-4; M: 5-6 | |
| <i>Artemisia pycnocephala</i> | Sandhill Sage | VL: 1 | |
| <i>Oenothera caespitosa</i> | White Evening Primrose | L: 1-2, 3-5 | 103, 7-14, 18-21 |
| <i>Oenothera stubbei</i> | Baja Evening Primrose | L: 1-6 | 10-13 |
| <i>Penstemon baccharifolius</i> | Del Rio | L: 4-6 | 10-13 |
| <i>Trachelospermum jasminoides</i> | Star Jasmine | M: 1-6 | 8024 |
| <i>Zauschneria californica</i> | California Fuchsia | L: 1, 2, 4; VL: 3; M: 5-6 | 2011, 14-24 |
| <i>Cortaderia dioica</i> [syn. <i>C. selloana</i>] | Pampass Grass | N/A | N/A |
| <i>Festuca</i> spp. | Fescue | Varies by Species | Varies by Species |
| <i>Zoysia 'Victoria'</i> | Zoysia Grass | 60% of ETO | 8-9, 12-24 |
| <i>Agave</i> species | Agave | L: 1-4, 6 | 10, 12-24 (Varies) |
| <i>Aloe</i> species | Aloe | L: 1-4, 6 | 8-9, 12-24 |
| <i>Chondropetalum litoratum</i> | Cape Rush | H: 1; M: 3 | 8-9, 12-24 |
| <i>Dasylirion</i> species | Desert Spoon | VL: 1, 4-6 | 10-24 |
| <i>Deschampsia caespitosa</i> | Tufted Hair Grass | L: 1-4 | 2-24 |
| <i>Festuca (ovina) glauca</i> | Blue Fescue | L: 1-2; M: 3-6 | 1-24 |
| <i>Diets bicolor</i> | Fortnight Lily | | VL: 1, L: 3-6 |
| <i>Echinocactus grusonii</i> | Golden Barrel Cactus | VL: 1-2, L: 3-4, 6 | 12-24 |
| <i>Fouquieria splendens</i> | Octillio | L: 1, 4-6; VL: 3 | 10-13, 18-20 |
| <i>Hesperaloe parviflora</i> | Red / Yellow Yucca | VL: 3, L: 4-6 | 2b, 3, 7-16, 18-24 |
| <i>Muhlenbergia rigens</i> | Deer Grass | L: 1, 3; M: 2, 4-6 | 4-24 |
| <i>Opuntia</i> species | Prickly Pear, Cholla | VL: 1-3; L: 4-6 | Varies by Species |
| <i>Penstemon parryi</i> | Parry's Beardtongue | L: 1-6 | 10-13 |
| <i>Penstemon superbus</i> | Superb Beardtongue | L: 1-6 | 10-13 |
| <i>Tulbaghia violacea</i> | Society garlic | M: 1-4, 6 | 13-24 |
| <i>Yucca</i> species | Yucca | L: 1-6 | Varies by Species |



Not recommended are trees that overlap, allowing birds to move safely from tree to tree without exposure to the weather or predators.



Tree species should be selected and planted so that at maturity, overlapping crown structures will be minimized



Trees approved for planting should have varied canopy types and varied heights, both at time of planting and at maturity. A combination of the styles illustrated above is recommended.

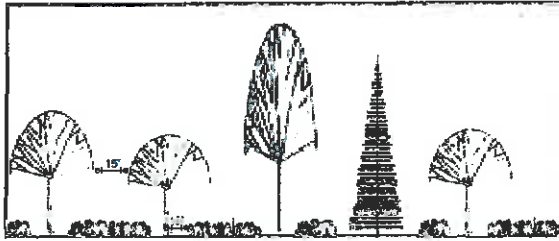


Figure 1. Selection of shrubs should be a mix of deciduous and coniferous species with no more than 50 percent evergreen species.

Plant Selection, Irrigation, and Wildlife Management. Riverside County requires landscaping for proposed development and redevelopment projects, and it is also committed to the use of native and drought-tolerant plants to reduce landscape-related water use. The County of Riverside Guide to California Friendly provides a lengthy plant palette to help landscape architects, planners, and the public select plant materials that will reduce water use in accordance with local and state goals: (http://rcfma.org/Portals/7/documents/landscaping_guidelines/Guide_to_California_Friendly_Landscaping.pdf.)

Many of the plants on the "County of Riverside California Friendly Plant List" could attract potentially hazardous wildlife species. Table 2 provides a reduced species list, nearly all of which were excerpted from the Friendly Plant List, but are less likely to support potentially hazardous wildlife. Project sponsors should use this list for projects within an AIA.

The list is not meant to be exhaustive, and other species may be appropriate based on the project location or other project-related circumstances. Sponsors who wish to propose plant materials that are not included in Table 1 will need to demonstrate to the ALUC that proposed species will be unlikely to attract hazardous wildlife to the AIA.

General Guidelines. Other factors can affect wildlife behavior. Landscaping can provide a food source, opportunities for shelter, nesting and perching. Proposed landscaping can help to discourage wildlife through the application of the following guidelines summarized below and described in Table 1.

- **Close the Restaurant!** Do not use plant material that produce a food source, such as edible fruit, seeds, berries, drupes, or palatable forage for grazing wildlife. When possible, select a non-fruiting variety or male cultivar.
- **No Vacancy!** Avoid densely branched or foliated trees; they provide ideal nesting habitat and shelter.
- **Prevent Loitering!** Select tree species that exhibit a vertical branching structure to minimize nesting and perching opportunities (Figure 1).

Table 1. Design Guidance for Plant Materials

| | |
|------------------------|--|
| TREES | <p>Avoid/Prevent Contiguous Canopy</p> <ol style="list-style-type: none"> 1. Prevent overlapping crown structures. Contiguous crowns can provide safe passage for wildlife. Provide sufficient distance between plants to ensure that at least 15 feet of open space will remain between mature crowns (Figure 1). 2. Prevent homogenous canopy types and tree height. Variable canopy height will reduce thermal cover and protection from predators. <ul style="list-style-type: none"> ■ Provide significant variation between the type of canopy and height of the species, both at planting and at maturity. ■ Provide no more than 20% evergreen species on site, and never plant evergreens in mass or adjacent to each other. |
| SHRUBS/ACCENTS/GRASSES | <p>Limit Coverage</p> <p>Limit the amount of cover and avoid massing to prevent the creation of habitat for birds or small mammals.</p> <ul style="list-style-type: none"> ■ Mix deciduous, herbaceous, and evergreen species. ■ Do not plant species in mass. At a minimum, provide sufficient spacing to equal the width of each species at maturity. Avoid species with the potential to creep near shrubs (Figure 2). ■ Provide at least 10 feet between trees and other species greater than 1 foot in height. |
| GROUND COVER/TURF | <p>Prevent the natural succession of landscape!</p> <p>Groundcover plays a transitional role between shrubs, grasses, and trees, and this succession creates an ideal habitat for diverse wildlife (see Figure 2).</p> <ol style="list-style-type: none"> 1. Provide a buffer and sharp edges between groundcover, turf, shrubs and trees, using hardscape or mulching. 2. When possible, use alternative groundcovers, such as decorative paving and hardscapes instead of planted groundcover/turf. 3. The use of groundcover/turf may be impractical or undesirable based on irrigation needs or site-specific conditions. Consider using the following: <ul style="list-style-type: none"> ■ Artificial turf in place of groundcover, which can reduce maintenance and eliminate irrigation needs (Figure 2A). ■ Porous concrete to cover smaller areas (Figure 2B). ■ Permeable pavers to provide visual interest while promoting drainage (Figure 2C). |
| VINES | <p>Limit Coverage</p> <p>Limit the amount of cover and avoid massing to prevent the creation of habitat for birds or small mammals.</p> <ul style="list-style-type: none"> ■ Do not use vines to create overhead canopy or to cover structures. ■ Do not plant vines to grow on the trunk or branches of trees. ■ Minimize vines to areas of 5 feet or less in width. Vines require considerably more maintenance than other plant materials. |

Acceptable plants from the Riverside County Landscaping Guide



Chinese Elm Heavenly Bamboo California Fuchsia Deer Grass Society Garlic

LANDSCAPING NEAR AIRPORTS: Special Considerations for Preventing or Reducing Wildlife Hazards to Aircraft

Landscaping makes a visual statement that helps to define a sense of space by complementing architectural designs and contributing to an attractive, inviting facility. In some cases, a landscaping plan can be used to restore previously disturbed areas. However, such landscape plans are not always appropriate near airports.

Wildlife can pose hazards to aircraft operations, and more than 150 wildlife strikes have been recorded at Riverside County. The Riverside County Airport Land Use Commission (ALUC) prepared this guidance for the preparation of landscape designs to support FAA's efforts to reduce wildlife hazards to aircraft. This guidance should be considered for projects within the Airport Influence Area (AIA) for Riverside County Airports. The following landscape guidance was developed by planners, landscape architects and biologists to help design professionals, airport staff, and other County departments and agencies promote sustainable landscaping while minimizing wildlife hazards at Riverside County's public-use airports.

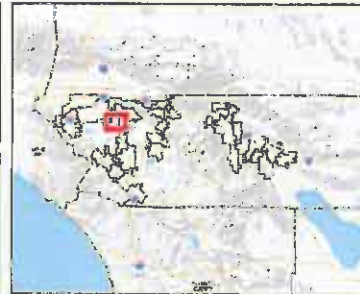
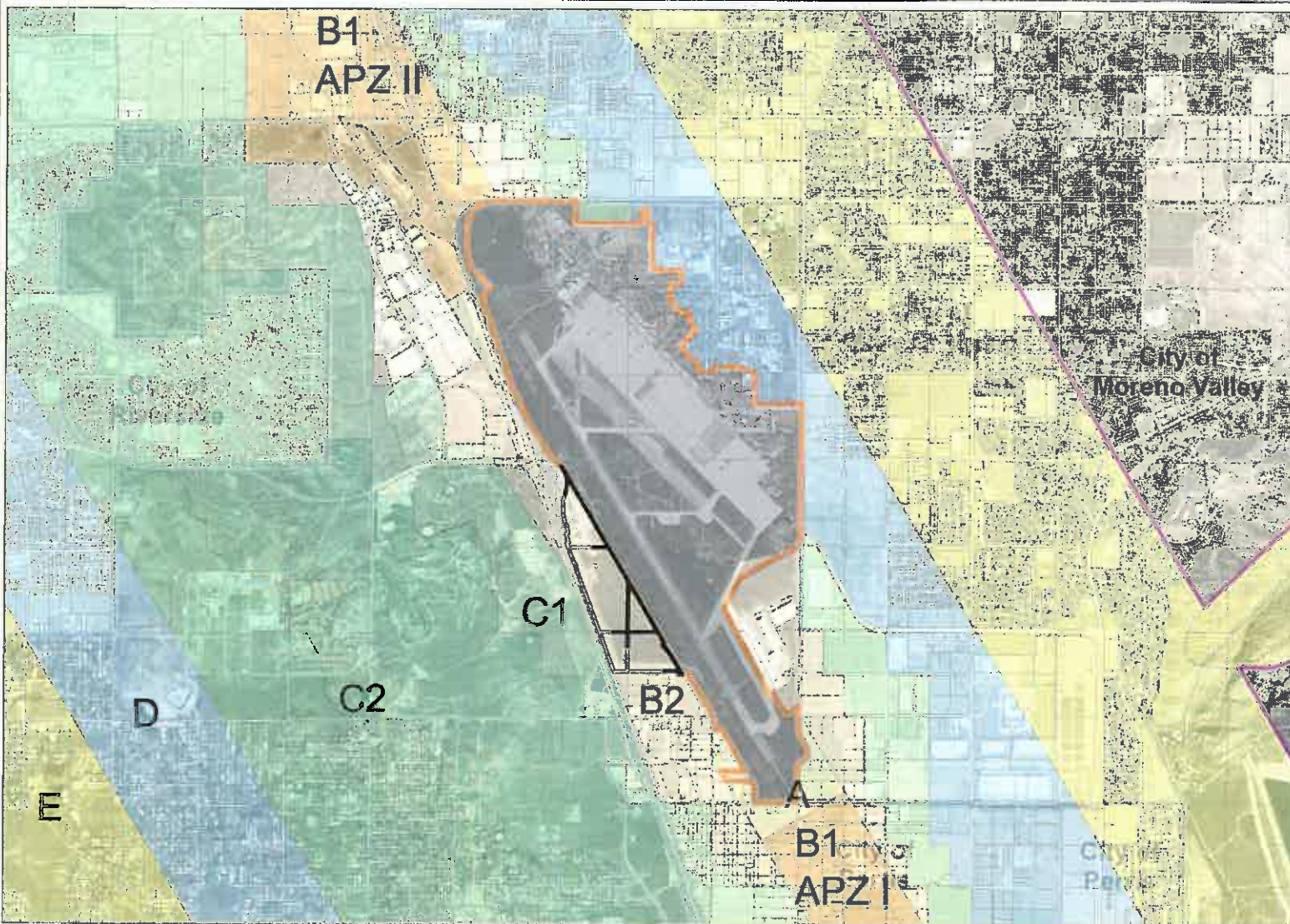
Discouraging Hazardous Wildlife. Plant selections, density, and the configuration of proposed landscaping can influence wildlife use and behavior. Landscaping that provides a food source, perching habitat, nesting opportunities, or shelter can attract raptors, flocking birds, mammals and their prey, resulting in subsequent risks to aviators and the traveling public.



Figure 2. Alternative hardscapes and groundcover/turf



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-EXC6
- C2-HIGHT



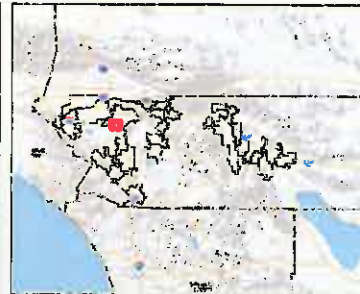
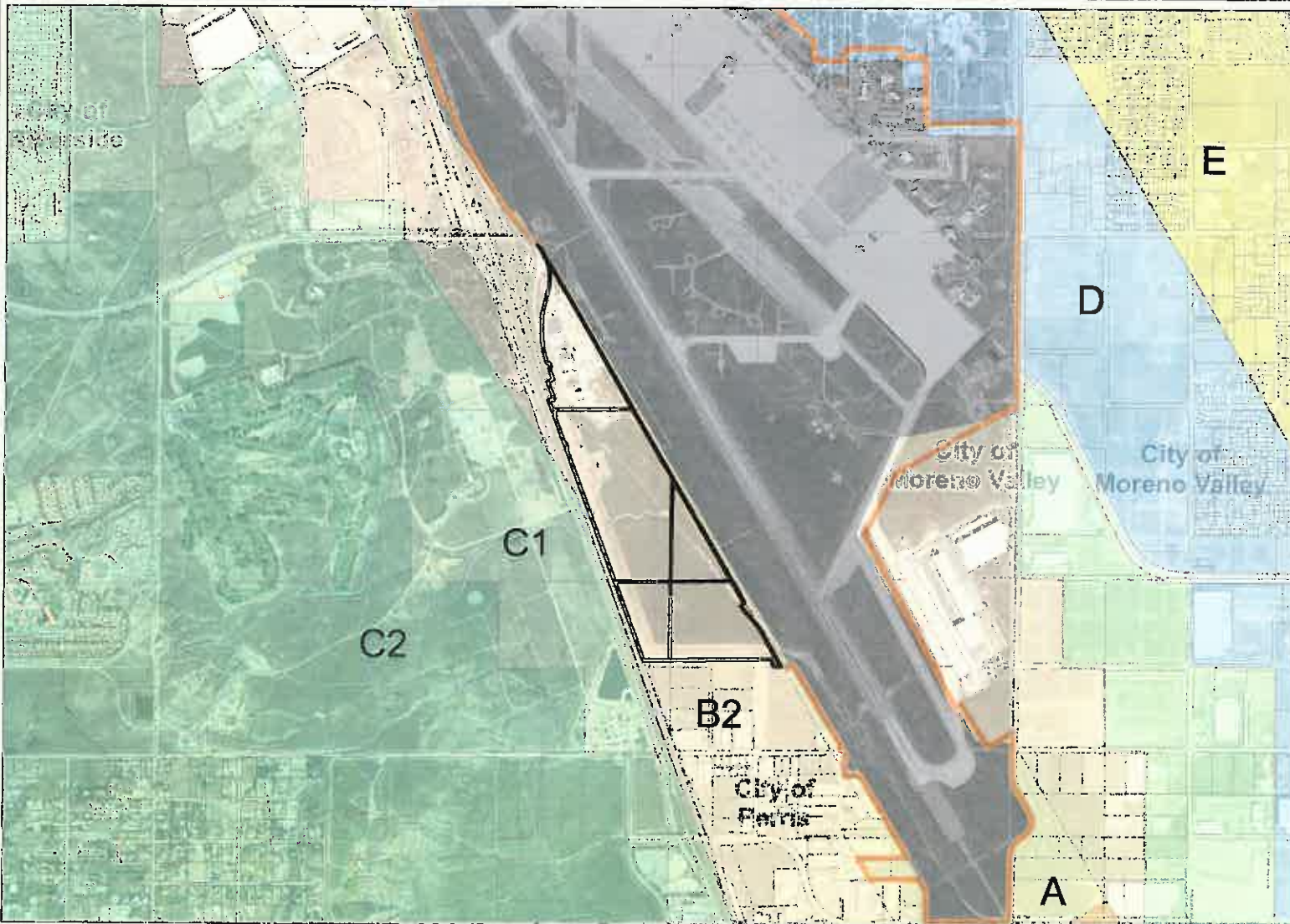
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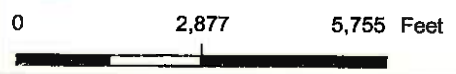
Notes

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

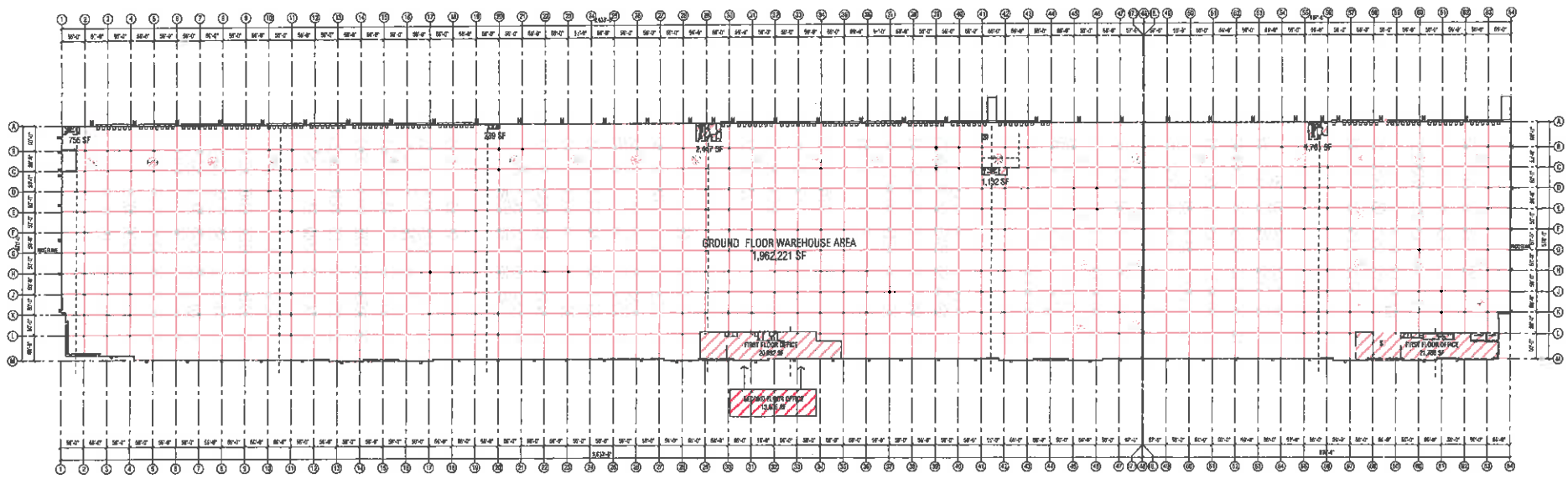


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Notes



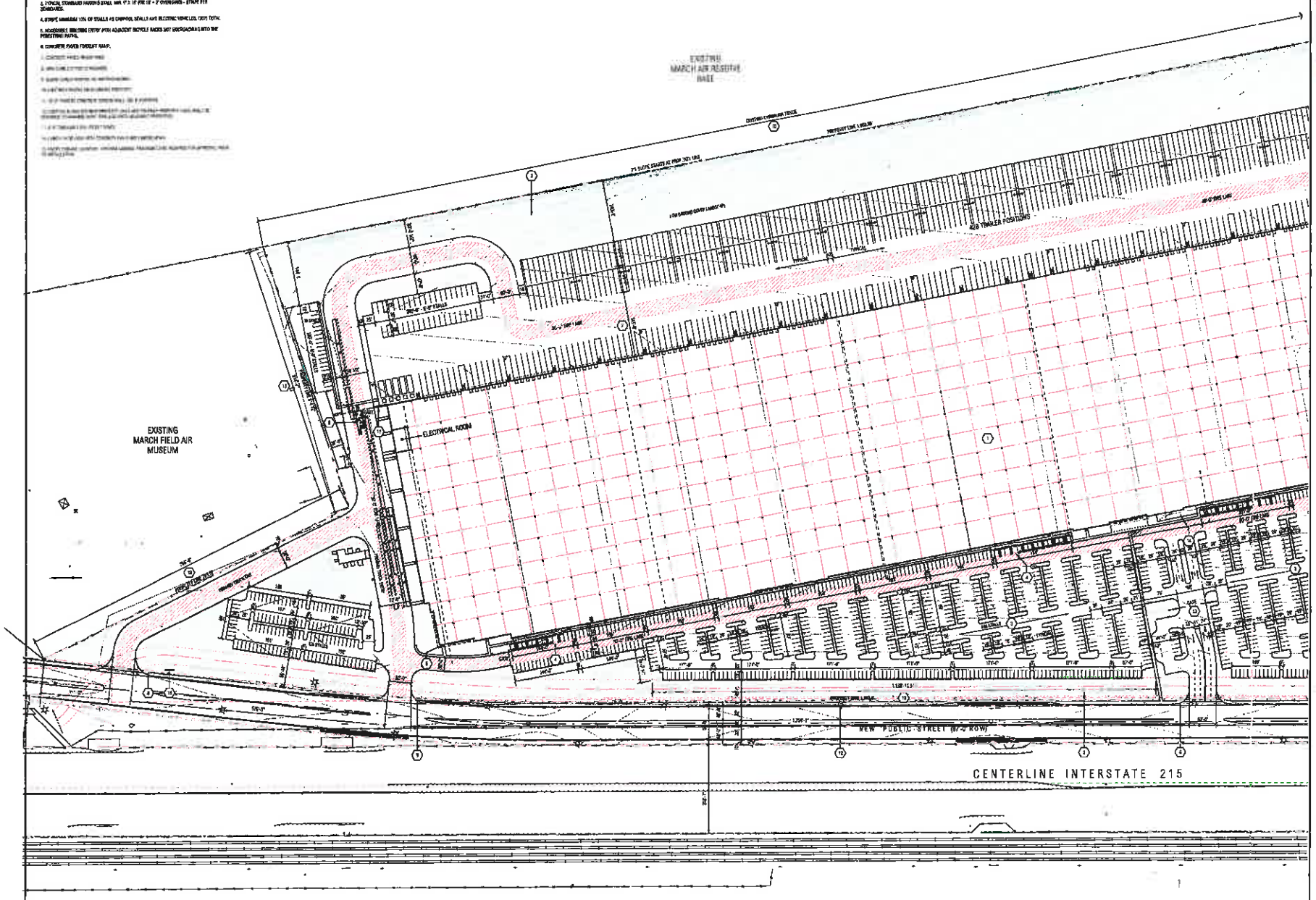
TOTAL GROUND FLOOR OFFICE AREA: 46,637 SF
 TOTAL GROUND FLOOR WAREHOUSE AREA: 1,962,221 SF
 TOTAL SECOND FLOOR OFFICE: 13,506 SF
 TOTAL BUILDING AREA: 2,022,364 SF

BUILDING PLAN
2024-10-20

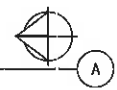


KEYNOTES

1. EXISTING CONCRETE FLOOR OVER UNDERGROUND OFFICE/ MANUFACTURING FACILITY.
2. EXISTING AREA, EXPOSED REINFORCING BARS TO BE REMOVED WITH MIN. OF CONCRETE QUALITY AS ALL BARS ARE 7" DIAMETER.
3. TYPICAL STANDARD PARALLEL STALL, MAX. OF 3. IF ONE OF 2" OVERGROWN - STAKE FOR STAKEOUT.
4. EXISTING UNDERGROUND OF STALLS AS COMPASS, METALS AND ELECTRIC VEHICLES, TYPICAL TOTAL.
5. UNDESIRABLE BUILDING ENTRY AFTER ADJACENT BICYCLE RACKS SET (RECONSTRUCT) INTO THE PERMITTED PATH.
6. CONCRETE FLOOR FLOOR PLAN.



PARTIAL SITE PLAN
SCALE: 1"=40'



CONTRACT NO.
PROJECT NO.
DATE

VETERANS INDUSTRIAL PARK 215
M.J.P.A.
COUNTY OF RIVERSIDE, CA

HILLWOOD
ARCHITECTS
1000 W. MAIN STREET, SUITE 100
RIVERSIDE, CA 92501
TEL: 951-514-1111

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PARTIAL SITE PLAN

SCREENING LEGEND

- EXISTING CHAINLINK FENCE TO REMAIN
- 6" BLACK PAINTED TUBULAR STEEL POST FENCE
- 12" OF PAINTED CONCRETE BARRIER WALL WITH 40' RADIUS

VICINITY MAP



EXISTING
MARCH AIR RESERVE
BASE

EXISTING
MARCH FIELD AIR
MUSEUM

VAN BUREN BLVD

CENTERLINE INTERSTATE 215

PARTIAL SITE PLAN - FENCE PLAN
SCALE: 1"=40'



RG

CONSULTANT

PROFESSIONAL SEAL

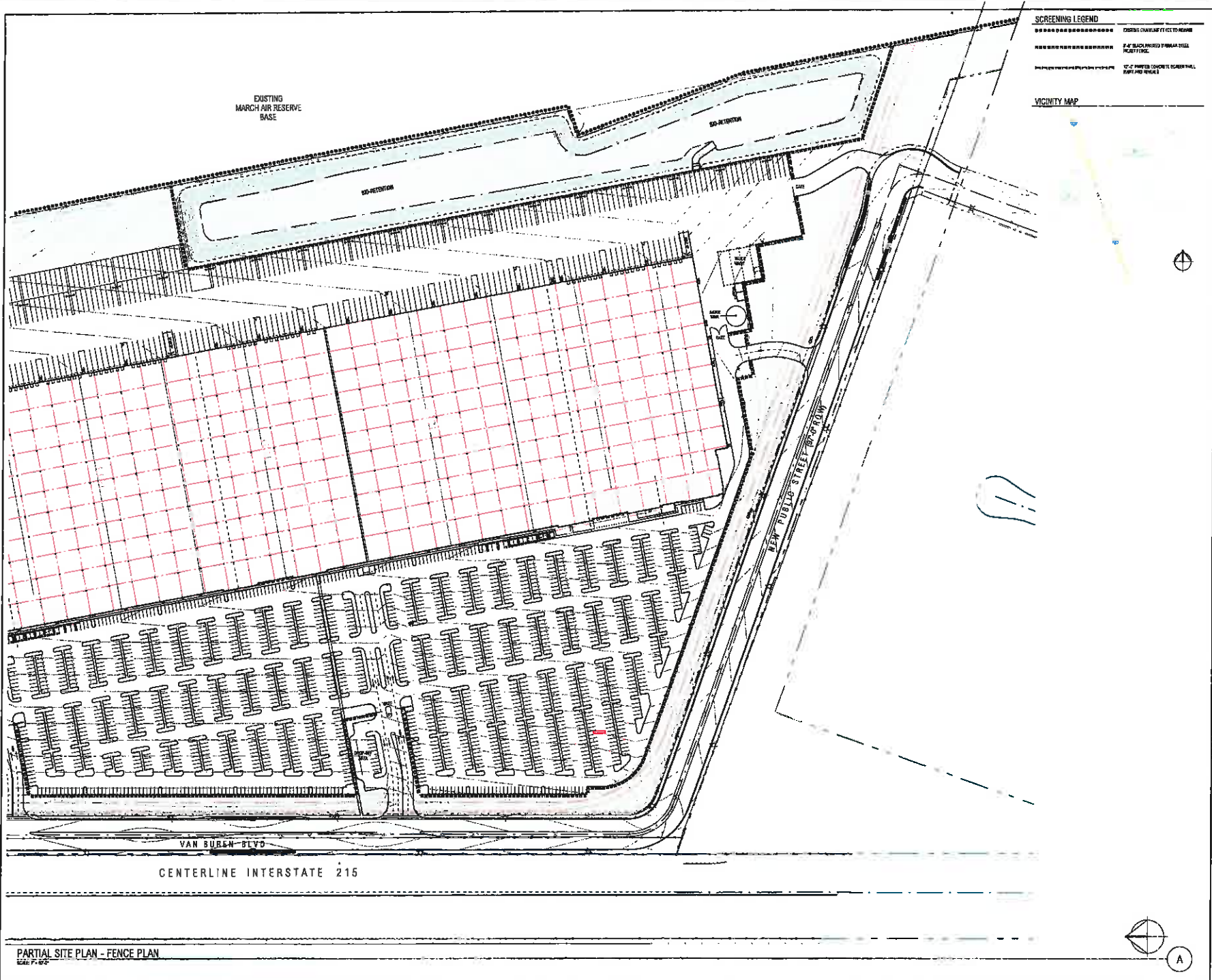
VETERANS INDUSTRIAL
PARK 215
M.J.P.A.
COUNTY OF RIVERSIDE, CA

HILLWOOD
A HILL GROUP COMPANY

RIVERSIDE ISLAND
DEVELOPMENT, LLC
901 VIA REMONTE, SUITE 175
ONTARIO, CA 91764
909-382-4023 PH
909-382-0173 FAX

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PARTIAL SITE PLAN - FENCE PLAN



EXISTING
MARCH AIR RESERVE
BASE

EXISTING

SCREENING LEGEND

- ██████████████████ EXISTING CHAIN LINK FENCE TO REMAIN
- 6" BLACK PIGGED GALVA NEAL STEEL POST AND RAIL
- ██████████████████ 12" C/P PORTER CONCRETE SCREEN WALL WITH 6" POSTS

VICINITY MAP



COURTESY

PROFESSIONAL SEAL

VETERANS INDUSTRIAL PARK 216
MJPA,
COUNTY OF RIVERSIDE, CA



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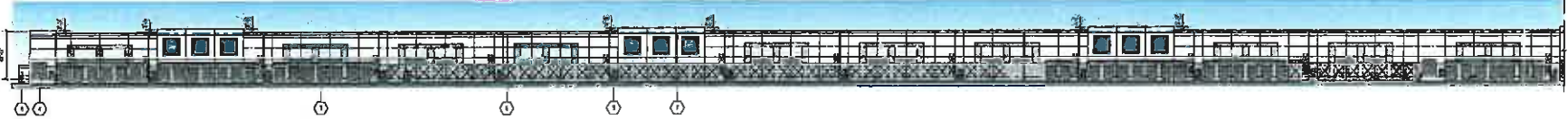
PARTIAL SITE PLAN - FENCE PLAN
DATE: 7/1/2025

FINISH SCHEDULE:

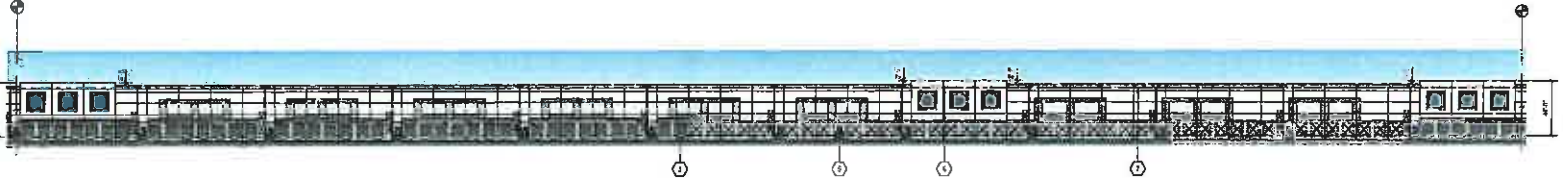
- 1. POLE COLOR: SS-1058 POLYURETHANE
- 2. METRIC ACCENT COLOR: SS-1072 DULCE
- 3. DIMPL ACCEFT COLOR: SS-1058 POLYURETHANE
- 4. DIMPL ACCEFT COLOR: SS-1072 DULCE
- 5. TELLERED: BRUSHED STAINLESS
- 6. CLASS - PRIMARY WINDOW: POLYURETHANE / METALLIC
- 7. CLASS - ACCENT COLOR: CE7490 - ROP / ACQ

KEYNOTES

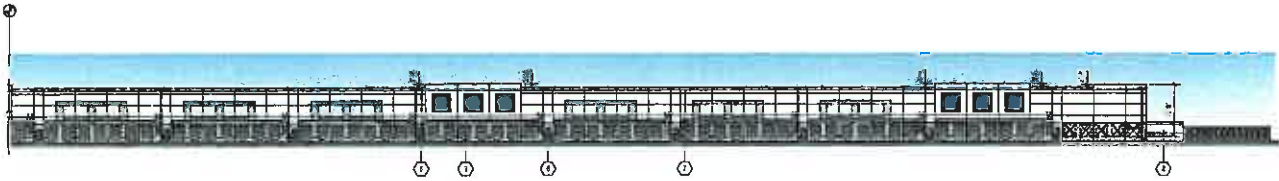
- 1. FINISH ACCEPTIBLE PALON/LUBRITY
- 2. BLUE CLEANING BY CLEARABLE WITH AN ALKALINE STRIP SOLUTION
- 3. POWDER COAT HIGH TROCK LAMINAR COATS
- 4. PAINTED GRADE LEVEL VERTICALS SOAK
- 5. 3/8" TRAVEL LAGER WALL EDGE
- 6. PAINTED CONCRETE FULL UP DEVELOPMENTAL PANEL WITH FINISHING COATERS
- 7. ROOF: AN ET-PAVE PRODUCT; ROOF: INSULATED GRADE PAL COATING WE SHALL BE NOTICED FROM VIEW OF INSULATED GRADE COATING
- 8. PAINTED CONCRETE FULL UP ROOFER SHALL WITH REVEAL ACQ/SLA



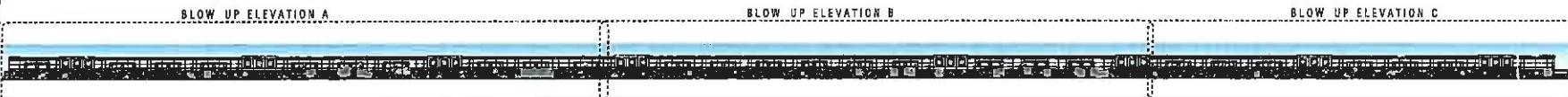
PARTIAL EAST ELEVATION A
SCALE: 1/8" = 1'-0"



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



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



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

CONTRACT:

PROFESSIONAL SEAL:

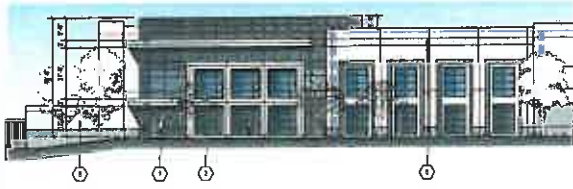
VETERANS INDUSTRIAL
PARK 215
MIPA,
COUNTY OF RIVERSIDE, CA

HILLWOOD

RIVERSIDE INLAND
DEVELOPMENT, LLC
801 VIA FISHCREEK, SUITE 175
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951-382-3333 FAX
951-382-0078 FAX

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| BY: JCD/DM | DATE: 10/20/11 | DESCRIPTION: SCHEMATIC DESIGN |
| CHKD: BHS | DATE: 10/20/11 | DESCRIPTION: CHECKING |
| APP. PROJECT NO: 215-11-01 | | |
| OWNER PROJECT NO: 215-11-01 | | |
| CONTRACT NAME: 1949-20-03-01 | | |
| DATE BY: MS | DATE: 10/20/11 | |
| DESIGNED BY: DM | DATE: 10/20/11 | |
| CONTRACTOR: BSA GROUP OF ARCHITECTURAL NUMBER | | |
| SHEET TITLE: CONCEPTUAL ELEVATIONS | | |



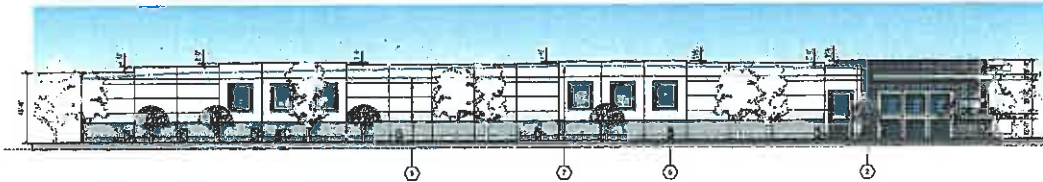
ENTRY BLOW-UP ELEVATION A

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



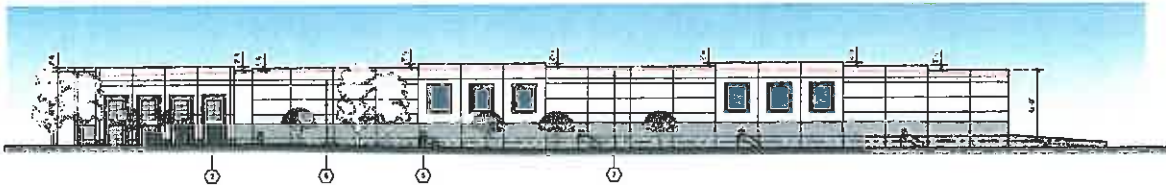
ENTRY BLOW-UP ELEVATION B

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



NORTH ELEVATION

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



SOUTH ELEVATION

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

FINISH SCHEDULE:

- 1. BLENDED CONCRETE EXTERIOR WALL PANELS WITH VERTICAL SCANS
- 2. BLENDED CONCRETE EXTERIOR WALL PANELS WITH VERTICAL SCANS
- 3. PAINTED METAL WALL PANELS WITH VERTICAL SCANS
- 4. PAINTED METAL WALL PANELS WITH VERTICAL SCANS
- 5. PAINTED METAL WALL PANELS WITH VERTICAL SCANS
- 6. PAINTED METAL WALL PANELS WITH VERTICAL SCANS
- 7. PAINTED METAL WALL PANELS WITH VERTICAL SCANS
- 8. PAINTED METAL WALL PANELS WITH VERTICAL SCANS
- 9. PAINTED METAL WALL PANELS WITH VERTICAL SCANS

KEYNOTES:

- 1. FINISH CONCRETE EXTERIOR WALL PANELS WITH VERTICAL SCANS
- 2. FINISH CONCRETE EXTERIOR WALL PANELS WITH VERTICAL SCANS
- 3. FINISH CONCRETE EXTERIOR WALL PANELS WITH VERTICAL SCANS
- 4. FINISH CONCRETE EXTERIOR WALL PANELS WITH VERTICAL SCANS
- 5. FINISH CONCRETE EXTERIOR WALL PANELS WITH VERTICAL SCANS
- 6. FINISH CONCRETE EXTERIOR WALL PANELS WITH VERTICAL SCANS
- 7. FINISH CONCRETE EXTERIOR WALL PANELS WITH VERTICAL SCANS
- 8. FINISH CONCRETE EXTERIOR WALL PANELS WITH VERTICAL SCANS
- 9. FINISH CONCRETE EXTERIOR WALL PANELS WITH VERTICAL SCANS



CONCRETE

PROFESSIONAL SEAL

VETERANS INDUSTRIAL
PARK 215

MJPA,
COUNTY OF RIVERSIDE, CA

HILLWOOD
A PEROT COMPANY

RIVERSIDE INLAND
DEVELOPMENT, LLC
801 VIA PIEMONTE, SUITE 175
DOWNTOWN, CA 92504
951-382-0052 PH
951-382-0072 FAX

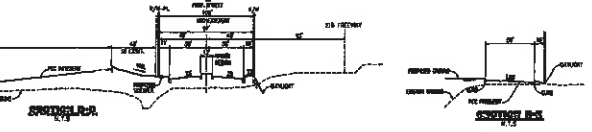
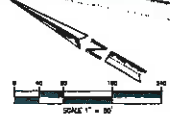
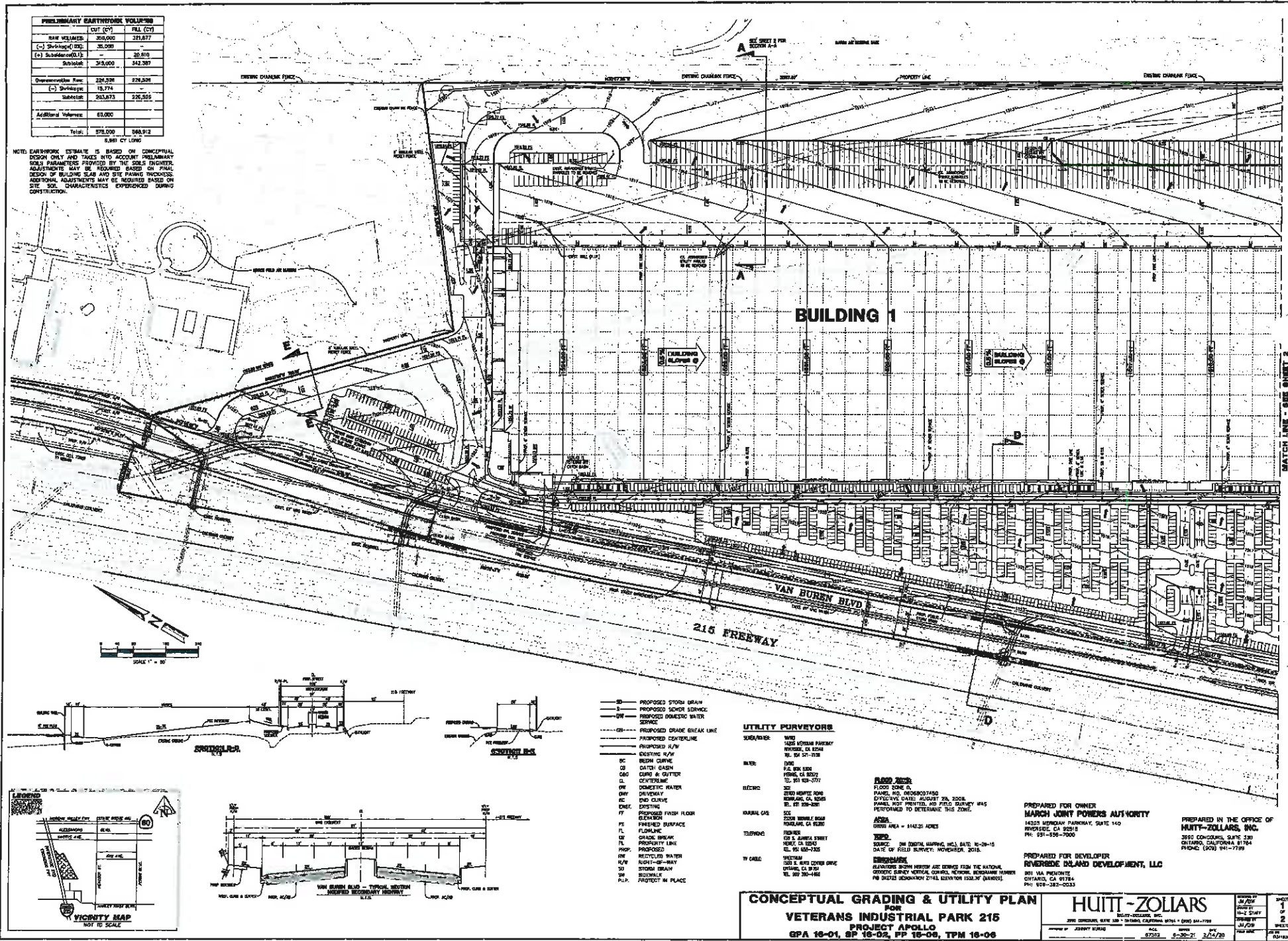
| NO. | DATE | REVISIONS |
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| NO. | DATE | REVISIONS |
|-----|----------|-----------------------|
| 1 | 09/10/15 | SCHEMATIC DESIGN |
| 2 | 11/23/15 | CONCEPTUAL ELEVATIONS |

RIA PROJECT NO: 15-04-04
 CLIENT: RIVERSIDE INLAND DEVELOPMENT, LLC
 DRAWING NO: 15-04-04-001
 DATE: 11/23/15
 DRAWN BY: RGA
 CHECKED BY: RGA
 COPYRIGHT: RGA, OFFICE OF ARCHITECTURAL DESIGN
 SHEET TITLE: CONCEPTUAL ELEVATIONS

| PRELIMINARY EARTHWORK VOLUMES | | |
|-------------------------------|---------------|-----------|
| | CUT (CY) | FILL (CY) |
| RAW MATERIALS | 350,000 | 329,877 |
| (-) Structure (1)2 | 35,000 | 20,810 |
| (+) Subgrade (1)2 | - | 342,287 |
| Subtotal | 315,000 | 350,567 |
| Dimensional Fill | 230,578 | 228,208 |
| (-) Structure | 13,724 | - |
| Subtotal | 216,854 | 228,208 |
| Additional Volume | 63,000 | - |
| Total | 279,854 | 228,208 |
| | 508,062 | 546,912 |
| | 0.891 CY LONG | |

NOTE: EARTHWORK ESTIMATE IS BASED ON CONCEPTUAL DESIGN ONLY AND TAKES INTO ACCOUNT PRELIMINARY SOIL PARAMETERS PROVIDED BY THE SOIL ENGINEER. ADJUSTMENTS MAY BE REQUIRED BASED ON FINAL DESIGN OF BUILDING SLAB AND SITE FINISH PROFILES. ADDITIONAL ADJUSTMENTS MAY BE REQUIRED BASED ON THE SOIL CHARACTERISTICS EXPERIENCED DURING CONSTRUCTION.



- SD— PROPOSED STORM DRAIN
- S— PROPOSED SEWER SERVICE
- DW— PROPOSED DOMESTIC WATER SERVICE
- CB— PROPOSED GRADE BREAK LINE
- PC— PROPOSED CENTERLINE
- R/W— PROPOSED R/W
- E— EXISTING R/W
- BC BOUND CURVE
- CS CENTER CHAIN
- GO GROUND OVER
- GL GROUND LEVEL
- GW GROUND WATER
- OW OFF-ROAD
- OC OFF-CURB
- DMC DRAINAGE
- FF FINISHED FLOOR ELEVATION
- PE FINISHED SURFACE ELEVATION
- FL FLOWLINE
- CB CRACK BREAK
- PL PRIORITY LINE
- PROP. PROPOSED
- RW RECYCLED WATER
- R/W RECYCLED WATER
- SI STORM DRAIN
- SH SIDEWALK
- P.L.P. PROTECTIVE IN PLACE

UTILITY PURVEYORS

SEWER/DESIGN: WMS 14255 HOBBS PARKWAY, IRVINE, CA 92614, TEL: 949-271-7100

WATER: DWS 14255 HOBBS PARKWAY, IRVINE, CA 92614, TEL: 949-271-7100

RECORD: SDI 2200 HOBBS PARKWAY, IRVINE, CA 92614, TEL: 949-271-7100

NATURAL GAS: CGS 2200 HOBBS PARKWAY, IRVINE, CA 92614, TEL: 949-271-7100

TELEPHONE: TDS 2200 HOBBS PARKWAY, IRVINE, CA 92614, TEL: 949-271-7100

TV CABLE: TCS 2200 HOBBS PARKWAY, IRVINE, CA 92614, TEL: 949-271-7100

FLOOD ZONE: FLOOD ZONE 1, PANEL NO. 100500074500, EFFECTIVE DATE: AUGUST 29, 2004. PANEL NOT PRINTED AND FIELD SURVEY WAS PERFORMED TO DETERMINE THIS ZONE.

AREA: 2200 HOBBS PARKWAY, IRVINE, CA 92614, AREA: 114.25 ACRES.

DATE: 10/15/2015

DESIGNER: HUITT-ZOLLARS, INC. 2200 HOBBS PARKWAY, IRVINE, CA 92614, TEL: 949-271-7100

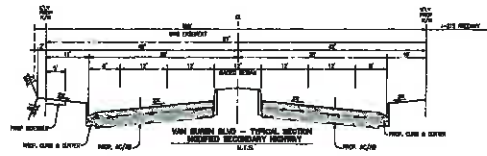
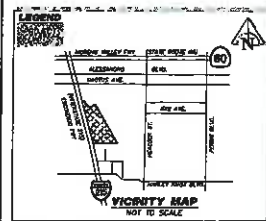
DATE: 10/15/2015

PROJECT: 2200 HOBBS PARKWAY, IRVINE, CA 92614, TEL: 949-271-7100

PREPARED FOR OWNER
MARCH JOINT POWERS AUTHORITY
14255 HOBBS PARKWAY, SUITE 140
IRVINE, CA 92614
PH: 949-271-7100

PREPARED BY DEVELOPER
RIVERSIDE INLAND DEVELOPMENT, LLC
1811 184th AVENUE
COSTA MESA, CA 92626
PH: 949-271-7100

PREPARED IN THE OFFICE OF
HUITT-ZOLLARS, INC.
3885 COVINGTON, SUITE 330
COSTA MESA, CALIFORNIA 92626
PHONE: (949) 941-7700

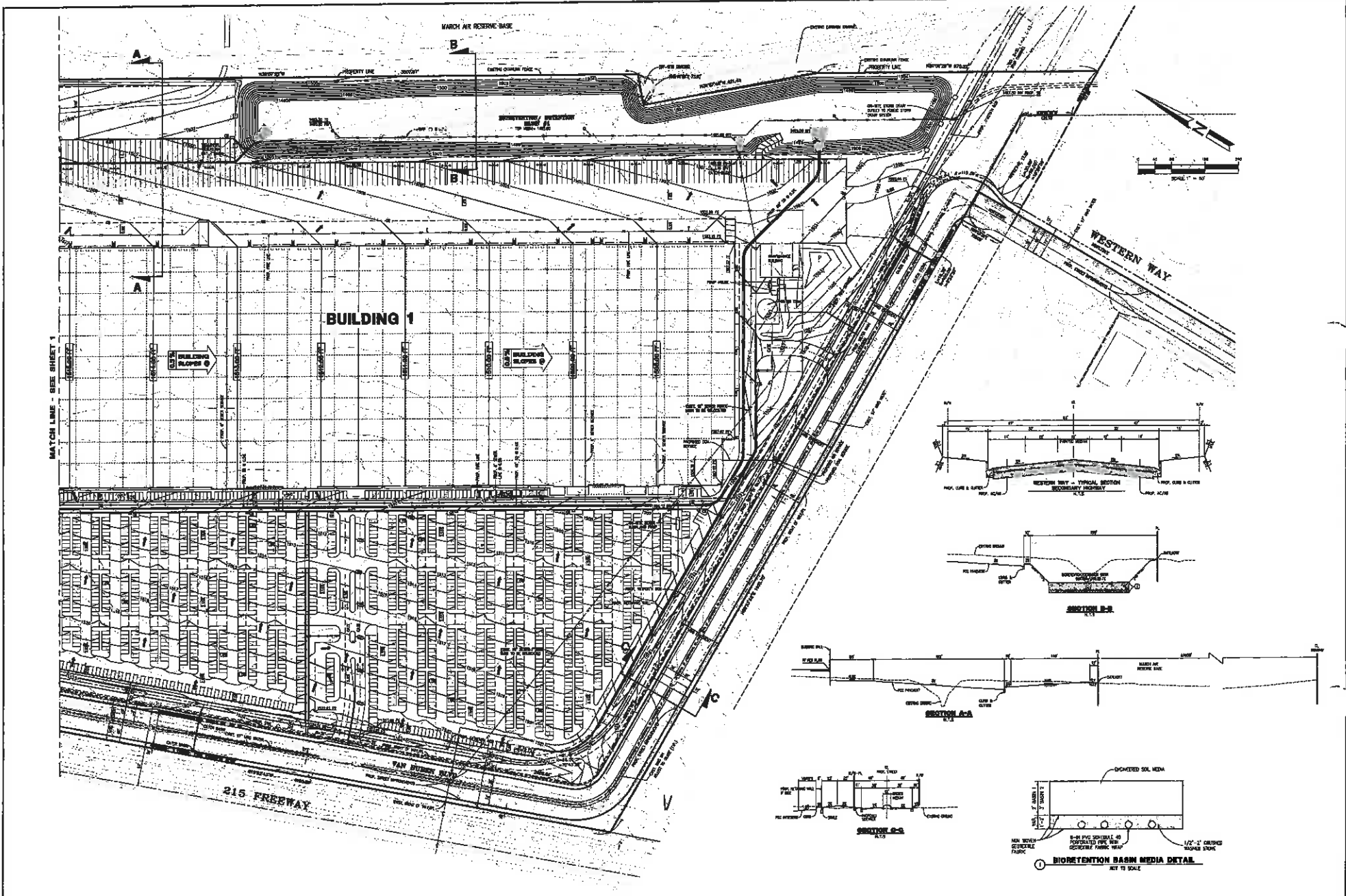


CONCEPTUAL GRADING & UTILITY PLAN
FOR
VETERANS INDUSTRIAL PARK 215
PROJECT PHASE 3
GPA 16-01, SP 16-02, PP 16-06, TPM 16-06

HUITT-ZOLLARS
2200 HOBBS PARKWAY, SUITE 140
IRVINE, CA 92614
PH: 949-271-7100

DATE: 10/15/2015

PROJECT: 2200 HOBBS PARKWAY, IRVINE, CA 92614, TEL: 949-271-7100



CONCEPTUAL GRADING & UTILITY PLAN
VETERANS INDUSTRIAL PARK 215
PROJECT APOLLO
GPA 16-01, SP 16-02, PP 16-06, TPM 16-08

HUITT-ZOLLARS
 2000 CHICAGO, ILLINOIS 60604
 312.467.1000
 WWW.HZ.COM

| | | | |
|-------------|------------|--------------|---------|
| DESIGNED BY | JAN/08 | SHEET | 2 |
| CHECKED BY | PL-2 STAFF | OF | 2 |
| DATE | JAN/08 | DRAWN BY | PL-2 |
| SCALE | AS SHOWN | DATE PLOTTED | 2/14/08 |

- No loading or unloading activity is permitted to take place from public streets or the internal drive aisles. Trucks shall have clear and convenient access into and within the truck courts of each building and should not disrupt vehicular and pedestrian circulation.

4.2.5 Security Elements

Cameras

The location and appearance of security cameras must be integrated with the architecture. The top of any roof-mounted camera must be below the top of the parapet.

- No cameras may be oriented towards the runway and cameras must not record base airfield operations.
- Cameras may be mounted on poles in parking lots
- Cameras may be mounted on building or screen walls with the top of the camera below the top of the parapet
- The color of the camera housing should match the color of the poles or the building wall.

Inappropriate Treatment

- Wall-mounted cameras with the top of the camera above the top of the parapet
- Exposed wiring
- Cameras mounted in spheres on arms projecting from building walls.

Fencing

Along the runway/airport boundary on the Specific Plan area's eastern edge, special security fencing shall be used. Fencing must be a minimum eight feet in height with three strands of barbed wire. This fencing shall be of a durable material (may be chain link) subject to JPA and March Air Reserve Base review.

Gating

Pedestrian and vehicular access gates visible from public areas (i.e., parking lots, streets, sidewalks, etc.) shall be constructed of a durable material, such as tubular steel.

4.2.6 Trash Enclosures

- All outdoor refuse bins or other containers must be screened within a permanent, durable enclosure and oriented away from public roads or other public view.
- The design of trash enclosures must be consistent with the architectural style, color, and materials of adjacent buildings.
- At least one trash enclosure shall be located adjacent to each building. Three sides of the trash enclosures will be constructed of concrete or block walls and the fourth side of a gate.

4.3 LANDSCAPE GUIDELINES

4.3.1 Landscape Master Plan

Landscape treatments around buildings will be designed to help break up the building massing by incorporating both ~~tall, vertical trees and~~ lower growing and ~~broader~~ canopy trees along Van Buren Boulevard. The ground plane will be landscaped with a mix of shrubs and ground cover plants to create a layered appearance along the western edge of the site adjacent to Van Buren Boulevard. On the eastern

side of the site adjacent to the airfield, landscaping will not include tree plantings and will provide a ground plane with sharp edges between shrubs and groundcover. A Conceptual Landscape Plan for the Specific Plan area is illustrated on Figures 4-3, and 4-4 *Landscape Master Plan*. Trees used within the Specific Plan will be selected from the list on Table 4-1 *Plant Materials*. Shrubs and groundcovers will be selected concurrent with final designs for individual projects within the Specific Plan area and shall be in keeping with the Airport Land Use Commission guidance for landscaping near airports (see Appendix D).

Subsequent landscape plans created by tenants must adhere to the landscape materials outlined in this Section of the Specific Plan.

- Landscaping shall be provided in all setback areas of the Specific Plan area.
- The Specific Plan area shall comply with the landscape design measures to reduce water use contained within the MIPA Development Code Section 9.17 and with the ALUC guidance for landscaping near airports.
- Streetscapes will incorporate low water use plant materials to minimize irrigation needs. Open space areas not planted with living material should utilize permeable materials such as decomposed granite, mulch and/or rocks/cobble to reduce Irrigation demands where possible.
- The community shall be irrigated with reclaimed or recycled water if available.
- Planting areas will be irrigated with a high efficiency automatic irrigation system.



Figure 4-2 Van Buren Boulevard Streetscape Edge

4.3.2 Water Quality

~~Bio-retentionStormwater~~ basins are included in the drainage plan for the Specific Plan. The basins are shallow impoundments designed to collect, treat, and detain stormwater runoff before discharging it. ~~In addition to functioning as storm water/water treatment facilities, water quality features such as bioswales need to consider their impact on the overall aesthetics of the project. Whenever possible, these facilities will be carefully sited and integrated into landscaped areas if possible, and to avoid the look of engineered, utilitarian facilities. The design should be integrated into the landscape and appear as a landscape feature, while incorporating acceptable plant materialutilize hardscape~~



Infiltration Basin (Source: SoCal LID Manual)

4 | DESIGN GUIDELINES

materials (i.e. non-vegetated) to avoid attracting birds, in accordance with the ALUC guidance for landscaping near airports.

~~Vegetative cover is important to minimize erosion and ensure that treatment occurs in biofiltration basins. To prevent basins from being used as walkways or passive recreation areas to the extent that their primary function is compromised, bioretention facilities will be planted with a combination of small trees along the upper edges, densely planted shrubs, and natural grasses (see Table 4-2).~~

~~Final design of on-site basin landscaping plant materials and will be reviewed by a BASH-certified biologist for compliance with FAA regulations.~~

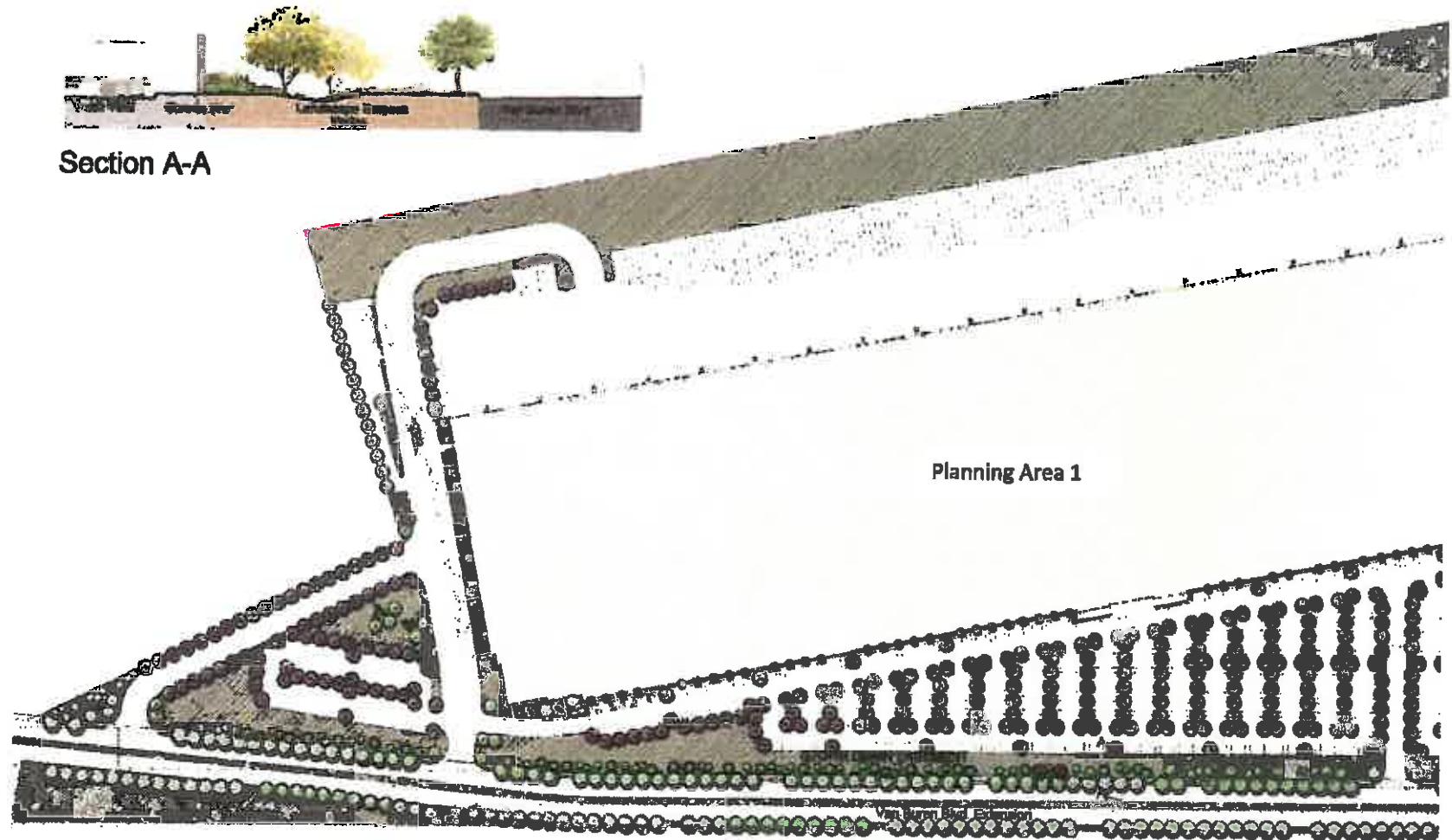
The following guidelines should be followed:

- ~~The basin area should be designed for at least 70 percent mature coverage to maximize biofiltration. Basin bottoms shall be constructed of porous material to allow for water penetration.~~
- ~~Grasses should be native or ornamental, preferably ones that do not need to be mowed.~~
- ~~The application of fertilizers and pesticides should be minimal.~~
- ~~To maintain oxygen levels for the vegetation and promote biodegradation, and to comply with aviation-related restrictions related to ponding, it is important that vegetation not be completely submerged for any extended period of time.~~

| Table 4-1 Plant Materials - Trees | | | | |
|---|----------------------------------|--------------------|--------------|---------------------|
| Botanical Name | Common Name | Size | WUGOLS | Remarks |
| Cercidium 'Desert Museum' | Blue Palo Verde | 24" Box | L | Multi |
| Cercis occidentalis | Western Redbud | 24" box | M | |
| Chilopsis linearis | Desert Willow | 24" Box | L | Multi |
| Chitalpa tashkentensis | Chitalpa | 24" Box | L | Standard |
| Prosopis ssp. | Mesquite Tree | 24" Box | M | Standard |
| Acacia smaltii | Acacia | 24" Box | L | Multi |
| Acacia stenophylla | Shoestring Acacia | 24" Box | L | Multi |
| Lagerstroemia indica | Crape Myrtle | 24" Box | M | |
| Pinus canariensis | Canary Island Pine | 24" Box | M | Standard |
| Pinus eldarica | Afghan Pine | 24" Box | L | Standard |
| Rhus lancea | African Sumac | 24" Box | L | Standard |
| Tristania conferta | Brisbane Box | 24" Box | M | Standard |
| Washington robusta | Mexican Fan Palm | 10' bt | L | Skinned |
| Brahia armata | Blue Fan Palm | 15 Gal | M | Standard |
| Table 4-2 (continued) Plant Materials - Shrubs | | | | |
| Botanical Name | Common Name | Size | WUGOLS | Remarks |
| Cistus 'Sunset Pink' | Sunset Pink Rockrose | 5 Gal | M | |
| Callistemon "Little John" | Dwarf Bottle Brush | 5 Gal | M | |
| Diets bicolor | Fortnight Lily | 5 Gal | M | |
| Leucophyllum ssp. | Texas Ranger | 5 Gal | L | |
| Ligustrum j. Texanum | Texas Privet | 5 Gal | M | |
| Salvia c. 'Allen Chickering' | Allen Chickering Sage | 5 Gal | L | |
| Salvia greggi | Autumn Sage | 5 Gal | L | |
| Salvia leucantha | Mexican Sage | 5 Gal | L | |
| Westringia f. "Grey Box" | Coast Rosemary | 5 Gal | L | |
| Senna artemisioides | Feathery Cassia | 5 Gal | L | |

4 | DESIGN GUIDELINES

| | | | | | |
|--|-----------------------------|--------------|-----------------|---------------|---------------------|
| <u>Caesalpinia pulcherrima</u> | <u>Red Bird-of-Paradise</u> | <u>5 Gal</u> | <u>L</u> | | |
| <u>Tecoma stans</u> | <u>Yellow Bells</u> | <u>5 Gal</u> | <u>L</u> | | |
| <u>Artemisia spp.</u> | <u>Wormwood</u> | <u>5 Gal</u> | <u>L</u> | | |
| <u>Rhamnus spp.</u> | <u>Coffeeberry</u> | <u>5 Gal</u> | <u>L</u> | | |
| Plant Family: Agave | | | | | |
| <u>Latin Name</u> | <u>Common Name</u> | <u>Size</u> | <u>Spacing</u> | <u>MOULDS</u> | <u>Remarks</u> |
| <u>Agave spp.</u> | <u>Agave</u> | <u>5 Gal</u> | <u>L</u> | | |
| <u>Aloe spp.</u> | <u>Aloe</u> | <u>5 Gal</u> | <u>L</u> | | |
| <u>Dasylirion wheeleri</u> | <u>Desert Spoon</u> | <u>5 Gal</u> | <u>L</u> | | |
| <u>Hesperaloe parviflora</u> | <u>Red Yucca</u> | <u>5 Gal</u> | <u>L</u> | | |
| <u>Opuntia spp.</u> | <u>Frickly Pear</u> | <u>5 Gal</u> | <u>L</u> | | |
| <u>Echinocactus grusonii</u> | <u>Golden Barrel Cactus</u> | <u>5 Gal</u> | <u>L</u> | | |
| Plant Family: Liliaceae | | | | | |
| <u>Latin Name</u> | <u>Common Name</u> | <u>Size</u> | <u>Spacing</u> | <u>MOULDS</u> | <u>Remarks</u> |
| <u>Acacia redolens 'Desert Carpet'</u> | <u>Dwarf Acacia</u> | <u>1 Gal</u> | <u>8" O.C.</u> | <u>L</u> | |
| <u>Festuca mairei</u> | <u>Alta Fescue</u> | <u>1 Gal</u> | <u>24" O.C.</u> | <u>M</u> | <u>Grass</u> |
| <u>Festuca o. 'Glauc'</u> | <u>Blue Fescue</u> | <u>1 Gal</u> | <u>12" O.C.</u> | <u>M</u> | <u>Grass</u> |
| <u>Hemerocallis hybridus-Yellow</u> | <u>Yellow Day Lily</u> | <u>1 Gal</u> | <u>24" O.C.</u> | <u>M</u> | |
| <u>Lantana 'Gold Mound'</u> | <u>Yellow Lantana</u> | <u>1 Gal</u> | <u>36" O.C.</u> | <u>L</u> | <u>Non fruiting</u> |
| <u>Muhlenbergia capillaris</u> | <u>Pink Muhly</u> | <u>1 Gal</u> | <u>36" O.C.</u> | <u>L</u> | <u>Grass</u> |
| <u>Rosmarinus o. 'Huntington Carpet'</u> | <u>Prostrate Rosemary</u> | <u>1 Gal</u> | <u>48" O.C.</u> | <u>L</u> | |



Section A-A

Planning Area 1

Source: Hunter Landscape

Figure 4-3 Planning Area 1 Conceptual Landscape Plan



Source: Hunter Landscape

Figure 4-4 Planning Area 2 Conceptual Landscape Plan

| Latin Name | Common Name |
|--------------------------------|------------------|
| <i>Achillea millefolium</i> | Yarrow |
| <i>Eschscholzia caespitosa</i> | Foothill Poppy |
| <i>Juncus bufonius</i> | Toad Rush |
| <i>Leymus triticoides-Rie</i> | Wild Rye |
| <i>Deschampsia cespitosa</i> | Tufted Hairgrass |
| <i>Festuca rubra-"Molate"</i> | Red Fescue |
| <i>Hordeum brachyantherum</i> | Meadow Barley |
| <i>Muhlenbergia rigens</i> | Deergrass |

4.3.3 Utility Placement and Screening

All exterior ground-mounted equipment—including, but not limited to, mechanical equipment, electrical equipment, emergency generators, boilers, storage tanks, risers, electrical conduit, gas lines, cellular telephone facilities, and satellite dishes must be screened from on-site and off-site view by a combination of decorative walls (where appropriate) and dense landscaping.



- Utility boxes should be grouped where possible and placed in landscape setbacks and/or shrub/groundcover areas.
- Above grade utility boxes should be screened and planted to the extent possible while allowing required access and clearance, and providing for adequate sight distance if located near intersections.

Inappropriate Screening Treatments

- Screening materials contrasting with adjacent structures
- Chain link fencing
- Lack of landscape buffering

Roof-mounted mechanical equipment shall be fully screened by a parapet wall equal to or exceeding the height of the mechanical units, subject to FAA height limits.

4.3.4 Walls and Fences

Walls and fences must be designed as an integral part of the overall architectural or landscaping design concept. Within designated edge treatment areas, proposed fencing shall be included in the required Concept Plan.

- Along the runway/airport boundary on the Specific Plan area’s eastern edge, special security fencing shall be used. Fencing must be a minimum eight feet in height with three strands of barbed wire. This fencing shall be of a durable material (may be chain link) subject to MIPA and March Air Reserve Base review.

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

www.rcaluc.org

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The March Joint Powers Authority may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact March Joint Powers Authority Planner Mr. Jeff Smith at (951) 656-7000.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to prull@rivco.org or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: May 14, 2020

TIME OF HEARING: 9:30 A.M.

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via Livestream on our website at www.rcaluc.org or on channels Frontier Figs channel 36 and AT&T U-Verse channel 99. The public may join and speak by telephone conference. Toll free number at (669) 900-6833, Zoom Meeting ID. 948 2720 1722. Passcode 011630. Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.

CASE DESCRIPTION:

ZAP1405MA20 – Riverside Inland Development, LLC/Hillwood Investment Properties (Representative: Kathy Hoffer) – March Joint Powers Authority Case Nos. PP20-02 (Plot Plan), TPM20-02 (Tentative Parcel Map No. 37220). The applicant proposes to construct a 2,022,364 square foot industrial warehouse building (maximum 54 feet in height) with mezzanines on 142.5 acres located easterly of Interstate 215, southerly of March Field Air Museum and the easterly terminus of Van Buren Boulevard, northerly of Nandina Avenue, and westerly of the runways at March Air Reserve Base. The applicant also proposes to change the Veterans Industrial Park 215 Specific Plan (SP16-02), updating Section 4.3 Landscaping Guidelines to reflect ALUC wildlife hazard goals and policies. The applicant also proposes to merge the project's five parcels into one parcel. (A previous proposal to establish two industrial buildings (maximum 48 feet in height) totaling 2,185,618 square feet on this site had been found consistent by the ALUC, but no action was taken by the March Joint Powers Authority Commission) (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area).

ALUC wildlife hazard goals and policies. The applicant also proposes to merge the project's five parcels into one parcel. (A previous proposal to establish two industrial buildings (maximum 48 feet in height) totaling 2,185,618 square feet on this site had been found consistent by the ALUC, but no action was taken by the March Joint Powers Authority Commission) (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ~~ZAP142411117~~ **ZAP1405MAZD** DATE SUBMITTED: February 21, 2020

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

| | | | |
|-----------------|---|--------------|---------------------------|
| Applicant | Riverside Inland Development, LLC | Phone Number | 909-382-0033 |
| Mailing Address | 901 Via Piemonte Suite 175 Ontario, CA 91764 | Email | |
| Representative | Kathy Hoffer - Hillwood | Phone Number | 909-382-0033 |
| Mailing Address | 901 Via Piemonte Suite 175 Ontario, CA 91764 | Email | Kathy.hoffer@hillwood.com |
| Property Owner | March Joint Powers Authority | Phone Number | 951-656-7000 |
| Mailing Address | 14205 Meridian Parkway Suite 146 Riverside, CA 92518 | Email | |

March
B2

LOCAL JURISDICTION AGENCY

| | | | |
|-------------------------|---|--|--------------------|
| Local Agency Name | March Joint Powers Authority | Phone Number | 951-656-7000 |
| Staff Contact | Jeff Smith | Email | smith@marchjpa.com |
| Mailing Address | 14205 Meridian Parkway Suite 146 Riverside, CA 92518 | Case Type | Plot Plan Review |
| Local Agency Project No | | <input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input checked="" type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other | |

PROJECT LOCATION

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

| | | | |
|-----------------------|---|---|-------------|
| Street Address | Van Buren and I-215 at March Inland Port Airport | | |
| Assessor's Parcel No. | 284-150-009, 284-170-005, 295-300-008, 294-140-013, 294-180-036 | Gross Parcel Size | 142.5 acres |
| Subdivision Name | | Nearest Airport and distance from Airport | Un-Zoned |
| Lot Number | | | |

PROJECT DESCRIPTION

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

| | |
|------------------------------|---|
| Existing Land Use (describe) | The existing General Plan land use designation is aviation. The site is located within zone B2. |
| | |
| | |

| | | | |
|---|--|-----------------------------------|--|
| Proposed Land Use (describe) | The existing General Plan land use designation of aviation would be expanded to include general warehousing and logistics uses. | | |
| For Residential Uses | Number of Parcels or Units on Site (exclude secondary units) | N/A | |
| For Other Land Uses (See Appendix C) | Hours of Operation | 24/7-Operation | |
| | Number of People on Site | Maximum Number | 100 people per acre, average onsite |
| | Method of Calculation | Per Specific Plan | |
| Height Data | Site Elevation (above mean sea level) | Please see attached Exhibit A ft. | |
| | Height of buildings or structures (from the ground) | 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? | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| | If yes, describe _____ _____ _____ | | |

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

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

C. SUBMISSION PACKAGE:

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.3 4-5

HEARING DATE: June 11, 2020 (continued from May 14, 2020)

CASE NUMBER: ZAP1412MA20 – Senior Living Riverside, LLC
(Representative: Davie Cowan, Kimley-Horn)

APPROVING JURISDICTION: March Joint Powers Authority

JURISDICTION CASE NO: TTM 20-01 (Tentative Tract Map No. 37855)

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

a. Airport Influence Area: March Air Reserve Base/Inland Port Airport

b. Land Use Policy: Airport Compatibility Zone C (partially in High Terrain Zone)

c. Noise Levels: Outside 60 CNEL contour

MAJOR ISSUES: The applicant team has not specified the locations of the proposed commercial airspace condominiums on Lot 1. Although the overall density is consistent with the limitations of Compatibility Zone C2, the division results in a residential density of 8 dwelling units per acre in Lot 1. However, a case could be made for Lot 1 actually being a mixed-use area, since it also includes skilled nursing and community care facilities subject to State licensing. Additionally, ALUC established an informal policy a number of years ago that a project within a Specific Plan could be considered consistent with a Compatibility Plan even if the density of a particular Planning Area did not comply with Plan criteria, as long as the overall density of the Specific Plan continued to meet the criteria. However, the four proposed lots are not specified as individual Planning Areas within the underlying Air Force Village West Specific Plan. Furthermore, this proposal separates the individual residential structures on Lots 2 and 4 from the facilities whose presence allowed the development to qualify as “Institutional Residential.” The filing of a Specific Plan Amendment should be considered by the jurisdiction.

This case was brought before the Commission on May 14, 2020 and was continued to June 11, 2020 with the consent of the applicant’s representative, who testified by teleconference. As of May 22, no additional information has been provided by the applicant team. Staff has included in this packet information provided by the applicant’s representative earlier in the process. Staff will continue to work with the applicant to try to obtain sufficient information to enable an evaluation of single-acre intensity in proposed Lot 1 by the date of the hearing.

RECOMMENDATION: Staff recommends that the proposed Tentative Tract Map be found **INCONSISTENT**, specifically due to the proposed establishment of a lot whose existing density exceeds six dwelling units per acre; however, staff would be amenable to a **CONTINUANCE** to ~~June 11, 2020~~ *July 9, 2020* to allow the applicant to provide additional documentation (an existing site plan) that would enable staff to evaluate whether development on Lot 1 (a) constitutes a mixed-use development and (b) meets the single-acre intensity criteria for Compatibility Zone C2 (limit of 500 persons in any given acre). (It is also recommended that a Specific Plan Amendment establishing Planning Areas and amending the description of the Air Force Village West Specific Plan be submitted for review by the jurisdiction and ALUC.)

PROJECT DESCRIPTION: Tentative Tract Map No. 37855 is a proposal to divide 153 acres of the existing continuing care retirement community formerly known as Air Force Village West and Alta-Vita Village (health care institution which combined a skilled nursing facility with different size assisted living facilities and residential care facility for the elderly) into four lots. Lot 1 would include the existing apartments, skilled nursing, memory care, and assisted living units. Lot 2 would include 100 existing detached residences and a duplex. Lot 3 would include the chapel. Lot 4 would include 202 existing detached residences and 16 duplexes (32 duplex units).

The applicant also proposes to establish each of the 302 existing single-family residences and 34 duplex units as airspace condominium units, and to provide for up to 20 commercial airspace condominium units within proposed Lot 1.

PROJECT LOCATION: The proposed project is located westerly of Village West Drive, southerly of Van Buren Boulevard, easterly of Ryan Street, and northerly of 5th Street in the jurisdiction of the March Joint Powers Authority, approximately 7,982 feet southwesterly of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its closest point.

BACKGROUND:

Project History: The project includes most of the area subject to the Air Force Village West Specific Plan adopted by the March Joint Powers Authority and originally developed pursuant to a plot plan approved by the County of Riverside in the 1980s as a continuing care retirement community operated by Air Force Village West, a Section 501(c) (3) non-profit public benefit corporation. This facility was originally developed to serve retired U.S. Air Force personnel and their spouses. Later the restriction to retired U.S. Air Force personnel was eliminated, and residency was opened to other seniors. The community includes a licensed skilled nursing facility. The other structures, including personal care units, apartments, duplex units, and detached units were all part of a licensed Long Term Care Residential Facility for the Elderly, subject to State licensing. The community was built over time. There are now 99 skilled nursing beds, 40 special care unit beds, and 104 beds in assisted living units, along with 204 apartments (all of which are located in proposed Lot 1), in addition to the 302 single-family detached units and 34 duplex units in this community.

A proposal for a Specific Plan Amendment was reviewed by ALUC at its meeting of October 11, 2007. (The Specific Plan Amendment was subsequently withdrawn from consideration.) At

that time, the applicable Airport Land Use Plan was the 1984 Riverside County Airport Land Use Plan, and the project was located in Airport Area II, which required a 2½ acre minimum lot size (maximum density of 0.4 dwelling units per acre). ALUC was able to render a determination of conditional consistency only because of its institutional or quasi-public use, given the operation of the project's detached single-family residential structures, duplexes, and apartments as a Residential Care Facility for the Elderly licensed by the State of California Department of Social Services. The staff report specifically noted that the addition of residential uses that would not be part of the licensed facility would not be consistent with the density limitations of the 1984 Riverside County Airport Land Use Plan.

Since that time, of course, the 1984 Plan has been superseded by the adoption of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

Residential Density: The project is located in Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area. Compatibility Zone C2 allows densities up to six dwelling units per acre. On an overall basis, the 153-acre site includes 302 single-family dwellings, 34 units in duplex structures, and 204 apartments, resulting in a density of 3.53 dwelling units per acre. The proposed four-lot tract map divides the 153-acre area as follows: Lot 1, 24.94 acres; Lot 2, 28.72 acres; Lot 3, 2.32 acres; Lot 4, 71.5 acres. An additional 25.52 acres are in "remainder parcels" with no existing dwelling units. The resulting densities on Lots 2 and 4 are 3.55 and 3.27 dwelling units per acre, respectively, which are consistent. Lot 1, however, with 204 apartments, has a density of 8.18 dwelling units per acre. It should be noted that all of these dwelling units already exist, and as existing land uses, they are not subject to ALUC jurisdiction. However, the proposed lots are not in existence at this time, so the proposal is resulting in a new situation of inconsistency.

The Compatibility Plan does allow for a doubling of density if the requirements of infill can be met. However, findings of infill are only possible for sites not exceeding 20 acres in area.

Policy 3.1.3.(d) of the Riverside County Airport Land Use Compatibility Plan states as follows: "Mixed use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. The occupancy of the residential portion shall be added to that of the nonresidential portion and evaluated with respect to the nonresidential usage intensity criteria below."

Although hospitals and nursing facilities provide for overnight stays and their size is often referenced by the number of beds, they are considered to be nonresidential uses for purposes of Compatibility Plan intensity evaluation. Thus, a mixed-use project on Lot 1 would be evaluated on the basis of average and single-acre intensities. With a lot size of 24.94 acres, it is likely that the average intensity criterion of 200 persons per acre would not be exceeded, as it is highly unlikely that more than 4,988 persons would be present at any given time.

Single-acre intensity is a different story. Compatibility Zone C2 limits single-acre intensity to a maximum of 500 persons in any given acre. At this time, staff does not have **any sufficient**

information regarding the locations of the 204 apartments and the various care units on Lot 1 to **enable a determination as to whether or not**, ~~and so, cannot confirm that the proposed lot would or would not~~ meet single-acre intensity criteria.

Prohibited and Discouraged Uses: Compatibility Zone C2 prohibits highly noise-sensitive outdoor nonresidential uses and hazards to flight. The applicant does not propose any such uses within the project.

Noise: The site is not located in an area subject to aircraft noise levels exceeding 60 CNEL.

PART 77: Portions of the site are located in a High Terrain Zone, with the site elevation at 1,694 feet above mean sea level (1,694 feet AMSL) exceeding the runway elevation at March Air Reserve Base/Inland Port Airport by more than 150 feet. However, no new structures are proposed, so staff did not require notice to, and review by, the Federal Aviation Administration Obstruction Evaluation Service (FAA OES).

Open Area: There are no open area requirements for development in Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area.

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. Based on staff's review of the tract map and the project application, no new storm water management systems or other open water bodies are proposed as part of 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. 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 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) Highly noise-sensitive outdoor nonresidential uses and hazards to flight.
3. Prior to issuance of building permits, the landowner shall convey an avigation easement to the March Inland Port Airport Authority or provide evidence that such easement has been previously conveyed. The Airport Authority may waive this requirement in the event that the Authority determines that pre-existing avigation easements dedicated to the United States of America are sufficient to address its needs. Contact the March Joint Powers Authority at (951) 656-7000 for additional information.
 4. The attached notice shall be provided to all prospective purchasers of the proposed lots and the proposed airspace condominiums and to all tenants of the homes thereon.
 5. Any new ground-level or aboveground water detention basin or facilities, including water quality management basins, shall be designed and maintained for a maximum 6-to-12-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced to prevent contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries.
 6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
 7. 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.

**COMMUNICATIONS WITH THE APPLICANT'S
REPRESENTATIVE AND ATTACHMENTS (not included in May 14
packet)**

Guerin, John

From: Cowan, Davie <Davie.Cowan@kimley-horn.com>
Sent: Friday, May 1, 2020 10:04 AM
To: Guerin, John
Cc: Abais, Kay; Housman, Simon
Subject: RE: Riverside Senior Living - Follow Up on Voicemail

John, thank you for the response. I will go back through the as-builts. They are from 1988 so I will see what I can do on my end.

Thank you,

Davie Cowan, P.E.

Kimley-Horn | 401 B Street, Suite 600, San Diego, CA 92101

Direct: 619-744-0144 | Mobile: 619-300-5087 | Email: davie.cowan@kimley-horn.com

From: Guerin, John [mailto:JGUERIN@RIVCO.ORG]
Sent: Friday, May 1, 2020 9:40 AM
To: Cowan, Davie <Davie.Cowan@kimley-horn.com>
Cc: Abais, Kay <Kay.Abais@kimley-horn.com>; Housman, Simon <shousman@rivco.org>
Subject: RE: Riverside Senior Living - Follow Up on Voicemail

Is there a large scaled site plan and floor plan for the building(s) on Lot 1? We would need a legible copy in order to evaluate the density.

From: Cowan, Davie [mailto:Davie.Cowan@kimley-horn.com]
Sent: Thursday, April 30, 2020 8:16 PM
To: Guerin, John <JGUERIN@RIVCO.ORG>
Cc: Abais, Kay <Kay.Abais@kimley-horn.com>; Housman, Simon <shousman@rivco.org>
Subject: RE: Riverside Senior Living - Follow Up on Voicemail

Mr. Guerin,

Following up on your email below, do you need any additional information for the density verification?

Thank you!

Davie Cowan, P.E.

Kimley-Horn | 401 B Street, Suite 600, San Diego, CA 92101

Direct: 619-744-0144 | Mobile: 619-300-5087 | Email: davie.cowan@kimley-horn.com

From: Guerin, John [mailto:JGUERIN@RIVCO.ORG]
Sent: Tuesday, April 28, 2020 4:40 PM
To: Cowan, Davie <Davie.Cowan@kimley-horn.com>
Cc: Abais, Kay <Kay.Abais@kimley-horn.com>; Housman, Simon <shousman@rivco.org>
Subject: RE: Riverside Senior Living - Follow Up on Voicemail

Correct, but land divisions are subject to review, so we have to consider density in our analysis.

Guerin, John

From: Cowan, Davie <Davie.Cowan@kimley-horn.com>
Sent: Friday, April 24, 2020 4:50 PM
To: Guerin, John
Cc: Abais, Kay; Housman, Simon
Subject: RE: Riverside Senior Living - Follow Up on Voicemail
Attachments: Apartment As-Builts.pdf; MAP OF THE VILLAGE.pdf; SLR_LP_Aerial1.pdf

Hi John, I was looking into the guidance below from the March Air Reserve Base IPA in regards to the C-2. I saw this footnote that peaked my interests if this would be a consideration for this project knowing that the existing residential has been built since the late 80s.

- 1 Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acreage. A maximum density of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently owned lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same building or buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; the residential component must be included in calculating the overall number of occupants on the site. A residential corridor may be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Code Section 17.04.030. All existing residential development, regardless of densities, is not subject to ALUC authority.

Attached are PDFs of the Apartments, a map of the village, and an aerial.

Thank you,

Davie Cowan, P.E.

Kimley-Horn | 401 B Street, Suite 600, San Diego, CA 92101

Direct: 619-744-0144 | Mobile: 619-300-5087 | Email: davie.cowan@kimley-horn.com

From: Cowan, Davie

Sent: Friday, April 24, 2020 10:46 AM

To: Guerin, John <JGUERIN@RIVCO.ORG>

Cc: Abais, Kay <Kay.Abais@kimley-horn.com>; Housman, Simon <shousman@rivco.org>

Subject: RE: Riverside Senior Living - Follow Up on Voicemail

John,

I have the documents for the Lot 1 building I will provide. Will mark up the areas of Lot 1.

Are you thinking that we need to increase the size of the Lot 1 potentially? I just want to make sure I am aware that we could be headed that way. Just seems like needing 34-acres for the apartments is really large.

Davie Cowan, P.E.

Kimley-Horn | 401 B Street, Suite 600, San Diego, CA 92101

Direct: 619-744-0144 | Mobile: 619-300-5087 | Email: davie.cowan@kimley-horn.com

From: Guerin, John [<mailto:JGUERIN@RIVCO.ORG>]

Sent: Thursday, April 23, 2020 3:17 PM

To: Cowan, Davie <Davie.Cowan@kimley-horn.com>

Cc: Abais, Kay <Kay.Abais@kimley-horn.com>; Housman, Simon <shousman@rivco.org>

Subject: RE: Riverside Senior Living - Follow Up on Voicemail

Yes, May 14th. There is an issue in that the establishment of a 24.94-acre Lot 1 with 204 apartments results in an inconsistency, since the density limit in Zone C2 is 6 units per acre, and this would be a little over 8. Right now, we look at the overall density, which is less than 6 units per acre over the 153-acre site, but this proposal is creating a new lot that would not meet the criteria.

One way to address this would be to consider the development on Lot 1 to be a mixed-use project. In order for me to verify that the mixed-use project meets single-acre intensity criteria, I will need site plan and floor plans for the existing buildings on Lot 1 (don't need interior floor plans for each apartment, but floor plan should indicate locations of all apartments), and projected staffing.

From: Cowan, Davie [<mailto:Davie.Cowan@kimley-horn.com>]

Sent: Thursday, April 23, 2020 12:31 PM

To: Guerin, John <JGUERIN@RIVCO.ORG>

Cc: Abais, Kay <Kay.Abais@kimley-horn.com>

Subject: RE: Riverside Senior Living - Follow Up on Voicemail

Hi John, hope you are doing well. I wanted to follow up on the email below, and make sure there was not any additional information needed.

Has there been any updates on the ALUC hearings, I believe we were targeting May for the TTM.

Thank you Sir,

Davie Cowan, P.E.

Kimley-Horn | 401 B Street, Suite 600, San Diego, CA 92101

Direct: 619-744-0144 | Mobile: 619-300-5087 | Email: davie.cowan@kimley-horn.com

From: Cowan, Davie

Sent: Monday, April 20, 2020 8:14 AM

To: Guerin, John <JGUERIN@RIVCO.ORG>

Cc: Abais, Kay <Kay.Abais@kimley-horn.com>

Subject: RE: Riverside Senior Living - Follow Up on Voicemail

John,

Following up on below,

For the commercial condominiums for Lot 1, these do not correspond to the individual apartments. The main building on Lot 1 consists of different uses inside the building. These are areas like skilled nursing, memory care, dining, apartments, etc. In order for the building to be renovated or improved with a loan, the Owner has to obtain a loan for the entirety of the building as it currently stands. Therefore, the purpose of the condominiums will be to split up the sectors of the building for financing purposes. As the condominium plan will be prepared after the Tentative Tract Map approval, the number 20 was the best estimate for flexibility in the future.

For example, in terms of the apartments – there are two wings of apartments attached to the main building. Each wing would have a condominium associated with it. These would be rented spaces only. For the actual homes (single family, duplex) outside of Lot 1, each home will be on its own condo plan for an option to own. As the parcel sits now, there is no option for ownership. And to seek financing, the Owner would have to take out a loan for all the homes at once.

Thank you!

Davie Cowan, P.E.

Kimley-Horn | 401 B Street, Suite 600, San Diego, CA 92101

Direct: 619-744-0144 | Mobile: 619-300-5087 | Email: davie.cowan@kimley-horn.com

From: Guerin, John [<mailto:JGUERIN@RIVCO.ORG>]

Sent: Friday, April 17, 2020 11:30 AM

To: Cowan, Davie <Davie.Cowan@kimley-horn.com>

Cc: Abais, Kay <Kay.Abais@kimley-horn.com>

Subject: RE: Riverside Senior Living - Follow Up on Voicemail

Is any information available regarding the locations of the "20 commercial condominiums" within Lot 1? The number does not correspond to the number of apartments (204).

With respect to the residential condominiums, I presume that each of the individual dwelling units (including each unit in duplex structures) would be a condominium unit so as to provide an ownership option for those residents who wish to take advantage of such an opportunity.

From: Cowan, Davie [<mailto:Davie.Cowan@kimley-horn.com>]

Sent: Tuesday, April 14, 2020 11:16 AM

To: Guerin, John <JGUERIN@RIVCO.ORG>

Cc: Abais, Kay <Kay.Abais@kimley-horn.com>

Subject: RE: Riverside Senior Living - Follow Up on Voicemail

CAUTION: This email originated externally from the **Riverside County** email system.
DO NOT click links or open attachments unless you recognize the sender and know the content is safe

Mr. Guerin,

Following up on the item below, I have created a PDF that illustrates the TTM boundaries based on the ALTA sheet cuts. Hopefully this helps clarify where the boundaries are in comparison to the overall TTM.

Thank you!

Davie Cowan, P.E.

Kimley-Horn | 401 B Street, Suite 600, San Diego, CA 92101

Direct: 619-744-0144 | Mobile: 619-300-5087 | Email: davie.cowan@kimley-horn.com

From: Cowan, Davie

Sent: Tuesday, April 14, 2020 8:14 AM

To: jguerin@rivco.org

Cc: Abais, Kay <Kay.Abais@kimley-horn.com>

Subject: Riverside Senior Living - Follow Up on Voicemail

Mr. Guerin,

Good morning, I received your voicemail regarding the legibility of the tentative tract map. Attached is the ALTA Survey that was prepared, it has a different scale that should help out. In the meantime, I will check in and see if we have the updated exhibits to show the underlying/existing conditions out at the site with the lot lines.

Thank you,

Davie Cowan, P.E.

Kimley-Horn | 401 B Street, Suite 600, San Diego, CA 92101

Direct: 619-744-0144 | Mobile: 619-300-5087 | Email: davie.cowan@kimley-horn.com



DIMENSIONS AND CALCULATIONS
 DIMENSIONS CALCULATED TO THE
 CENTERLINE OF THE 2'-0" TRAIL
 FROM THE 1'-0" FINISH FLOORLINE AREA AROUND
 THE CALCULATED AREA FOR AREA INCREASES OF VARIOUS
 KINDS THAT ARE IN CONFORMANCE
 WITH THE AREA ABOVE EACH BUILDING, ARE
 INDICATED BY RED LINES.
 THIS DRAWING IS NOT A LEGAL PLAN, HEIGHTS & CORNER
 LOCATIONS SHALL BE DETERMINED BY SURVEY
 & SHOWN ON THIS DRAWING.

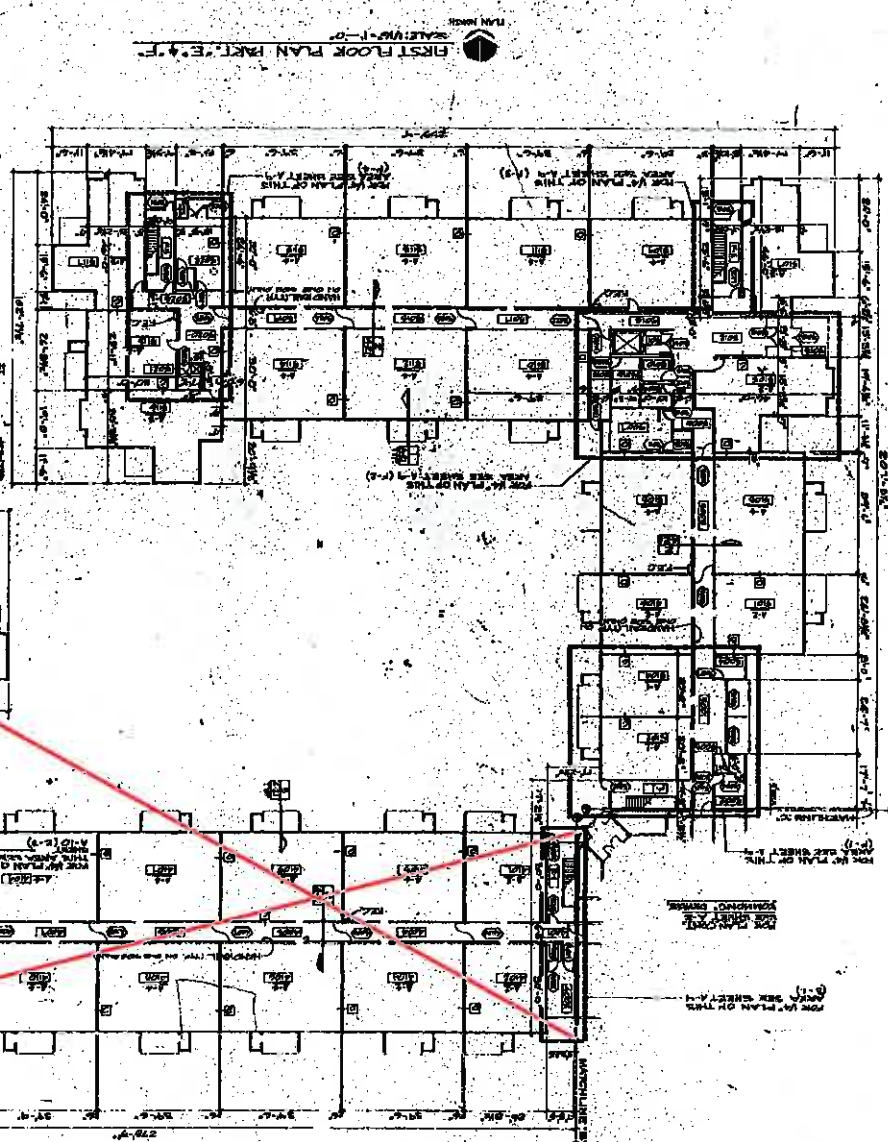
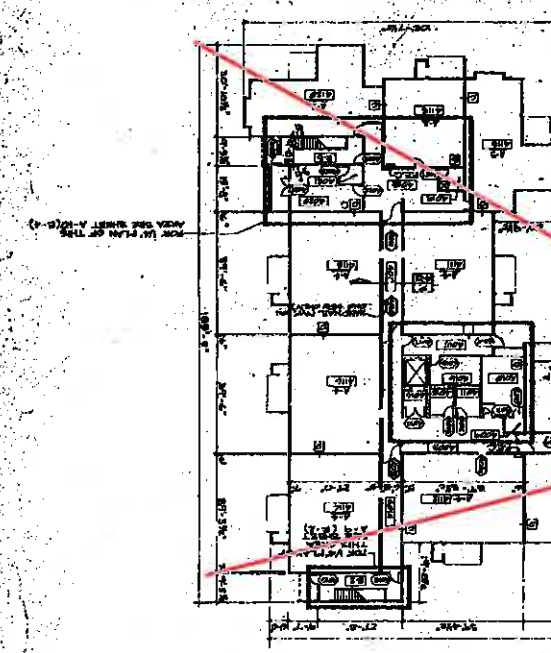
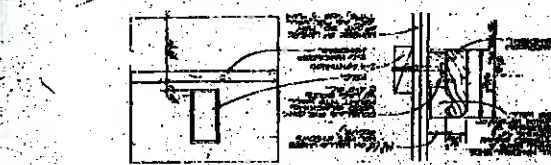
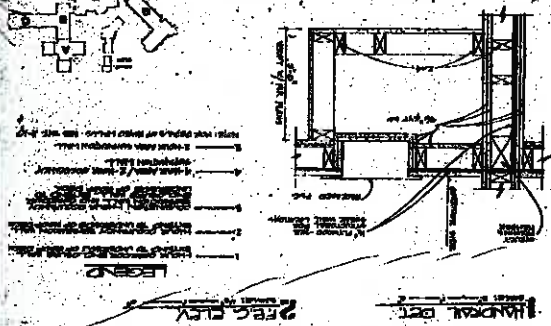
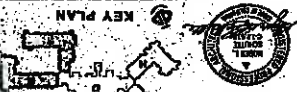


1-1

AIR FORCE VILLAGE WEST
APARTMENTS
RIVERSIDE, MARCH AIR FORCE BASE CALIFORNIA.

FIRST FLOOR PLAN, PART E & F

DATE: 11/15/54
DRAWN BY: [illegible]
CHECKED BY: [illegible]



FIRST FLOOR PLAN PART E & F
SCALE: 1/8" = 1'-0"

FOR W. PLAN OF THIS
AREA SEE SHEET A-102-1

FOR W. PLAN OF THIS
AREA SEE SHEET A-102-1

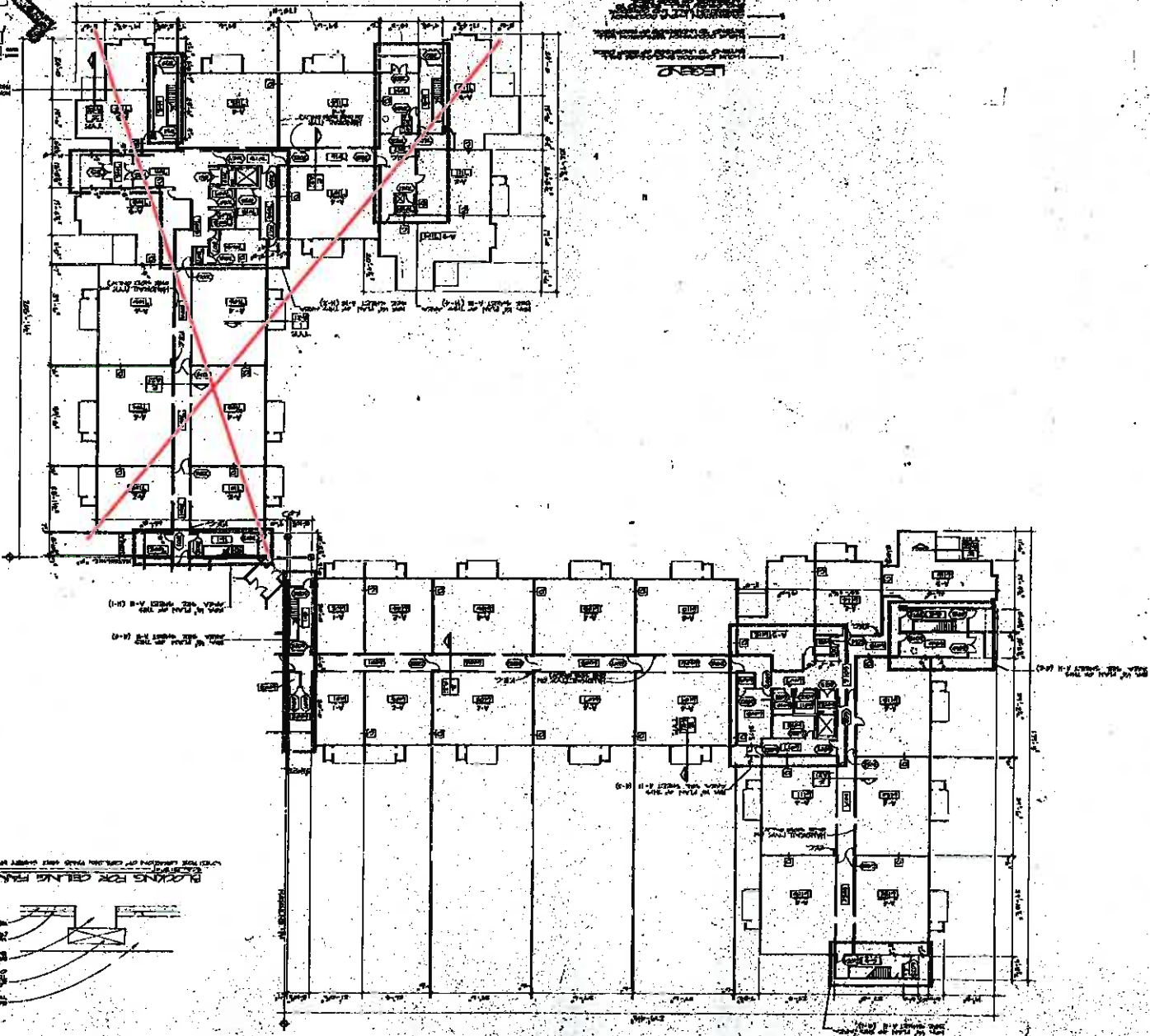
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AREA SEE SHEET A-102-1

FOR W. PLAN OF THIS
AREA SEE SHEET A-102-1

FOR W. PLAN OF THIS
AREA SEE SHEET A-102-1

FOR W. PLAN OF THIS
AREA SEE SHEET A-102-1

- LEGEND**
- 1. WALLS
 - 2. DOORS
 - 3. WINDOWS
 - 4. STAIRS
 - 5. ELEVATORS
 - 6. MECHANICAL ROOMS
 - 7. ELECTRICAL ROOMS
 - 8. TELEPHONE ROOMS
 - 9. JANITORY ROOMS
 - 10. STORAGE ROOMS
 - 11. OFFICES
 - 12. RECEPTION AREA
 - 13. WAITING AREA
 - 14. CONFERENCE ROOMS
 - 15. BREAK ROOMS
 - 16. RESTROOMS
 - 17. KITCHEN
 - 18. DINING AREA
 - 19. LIVING AREA
 - 20. BATHROOMS
 - 21. BEDROOMS
 - 22. BALCONIES
 - 23. TERRACES
 - 24. PATIOS
 - 25. GARDENS
 - 26. DRIVEWAYS
 - 27. PARKING SPACES
 - 28. LANDSCAPING
 - 29. FENCES
 - 30. SIGNAGE
 - 31. LIGHTING
 - 32. SECURITY SYSTEMS
 - 33. FIRE ALARMS
 - 34. SMOKE DETECTORS
 - 35. SPRINKLERS
 - 36. EXITS
 - 37. ESCAPE ROUTES
 - 38. EMERGENCY ASSEMBLY POINTS
 - 39. FIRST AID STATIONS
 - 40. FIRE EXTINGUISHERS
 - 41. FIRE HOSES
 - 42. FIRE ALARMS
 - 43. SMOKE DETECTORS
 - 44. SPRINKLERS
 - 45. EXITS
 - 46. ESCAPE ROUTES
 - 47. EMERGENCY ASSEMBLY POINTS
 - 48. FIRST AID STATIONS
 - 49. FIRE EXTINGUISHERS
 - 50. FIRE HOSES



FIRST FLOOR PLAN PART OF AND H

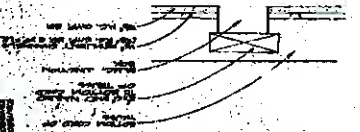
KEY PLAN



AIR FORCE VILLAGE WEST
 APARTMENT B
 RIVERSIDE, MARCH AIR FORCE BASE CALIFORNIA

FIRST FLOOR PLAN PART OF AND H

PLACING FOR BEING PLANS



| | |
|------|-------------|
| DATE | DESCRIPTION |
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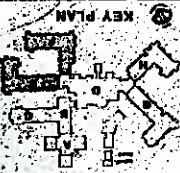
1-3

KEY PLAN

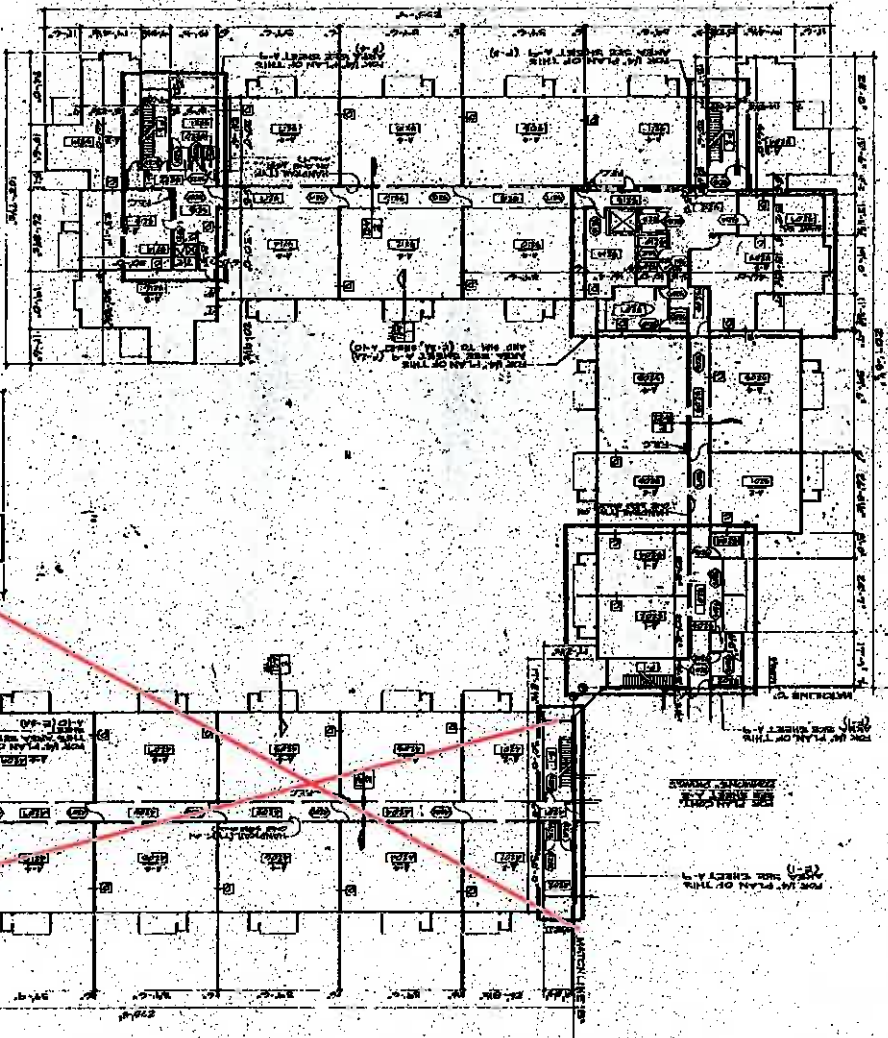
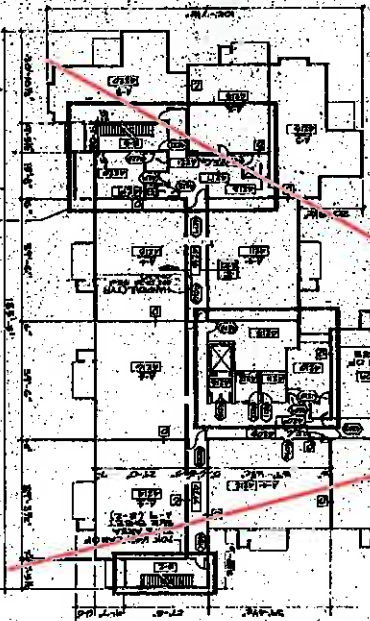
AIR FORCE VILLAGE WEST
APARTMENTS
RIVERSIDE, MARCH AIR FORCE BASE CALIFORNIA

SECOND FLOOR PLAN PART E & F

DATE: 11/11/54
DRAWN BY: [illegible]
CHECKED BY: [illegible]



- 1. ROOMS TO BE DEMOLISHED
- 2. ROOMS TO BE RECONSTRUCTED
- 3. ROOMS TO BE REFINISHED
- 4. ROOMS TO BE REPAIRED
- 5. ROOMS TO BE MAINTAINED
- 6. ROOMS TO BE OCCUPIED



SECOND FLOOR PLAN PART E & F



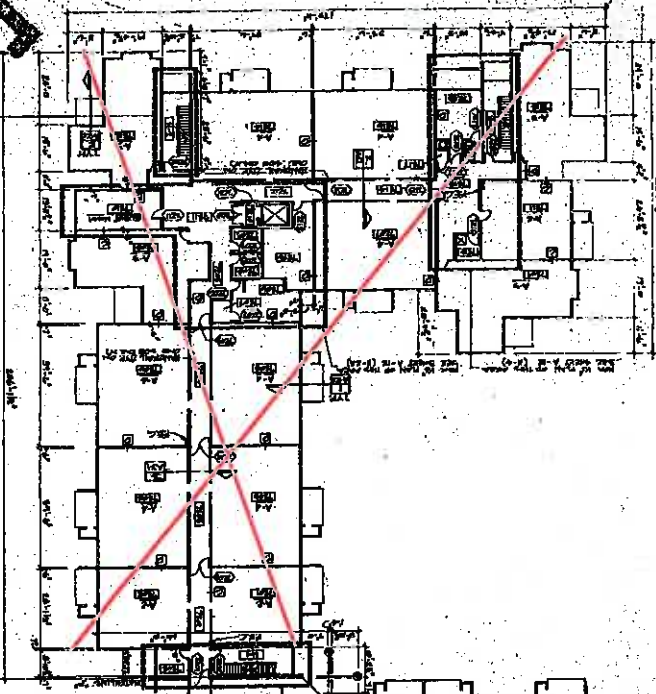
AIR FORCE VILLAGE WEST
APARTMENTS
 RIVERSIDE, MARCH AIR FORCE BASE, CALIFORNIA

SECOND FLOOR PLAN, PART G & H

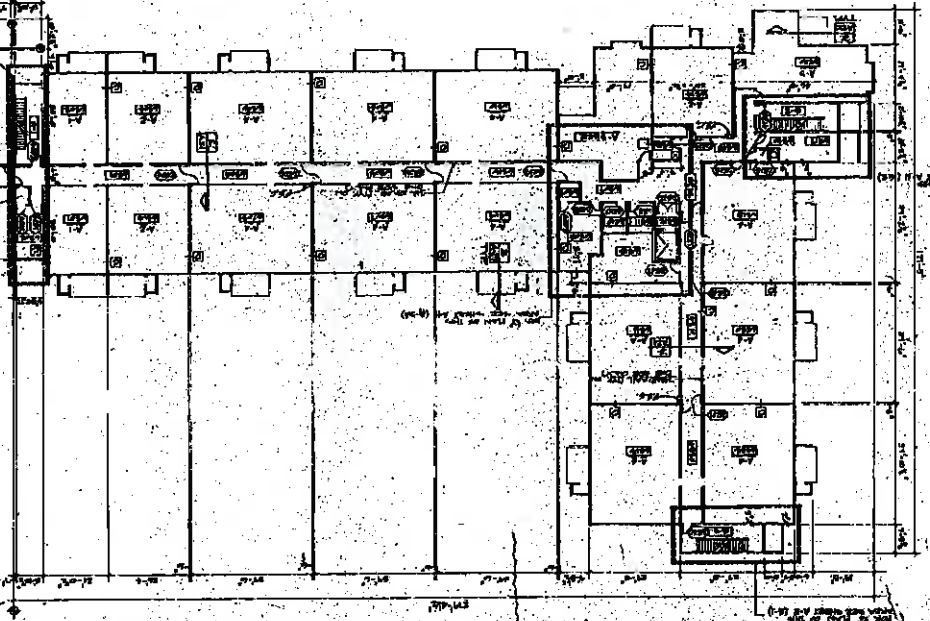
DATE: 1/15/54
 DRAWN BY: [illegible]
 CHECKED BY: [illegible]
 SCALE: 1/8" = 1'-0"

SECOND FLOOR PLAN PART G AND H

KEY PLAN



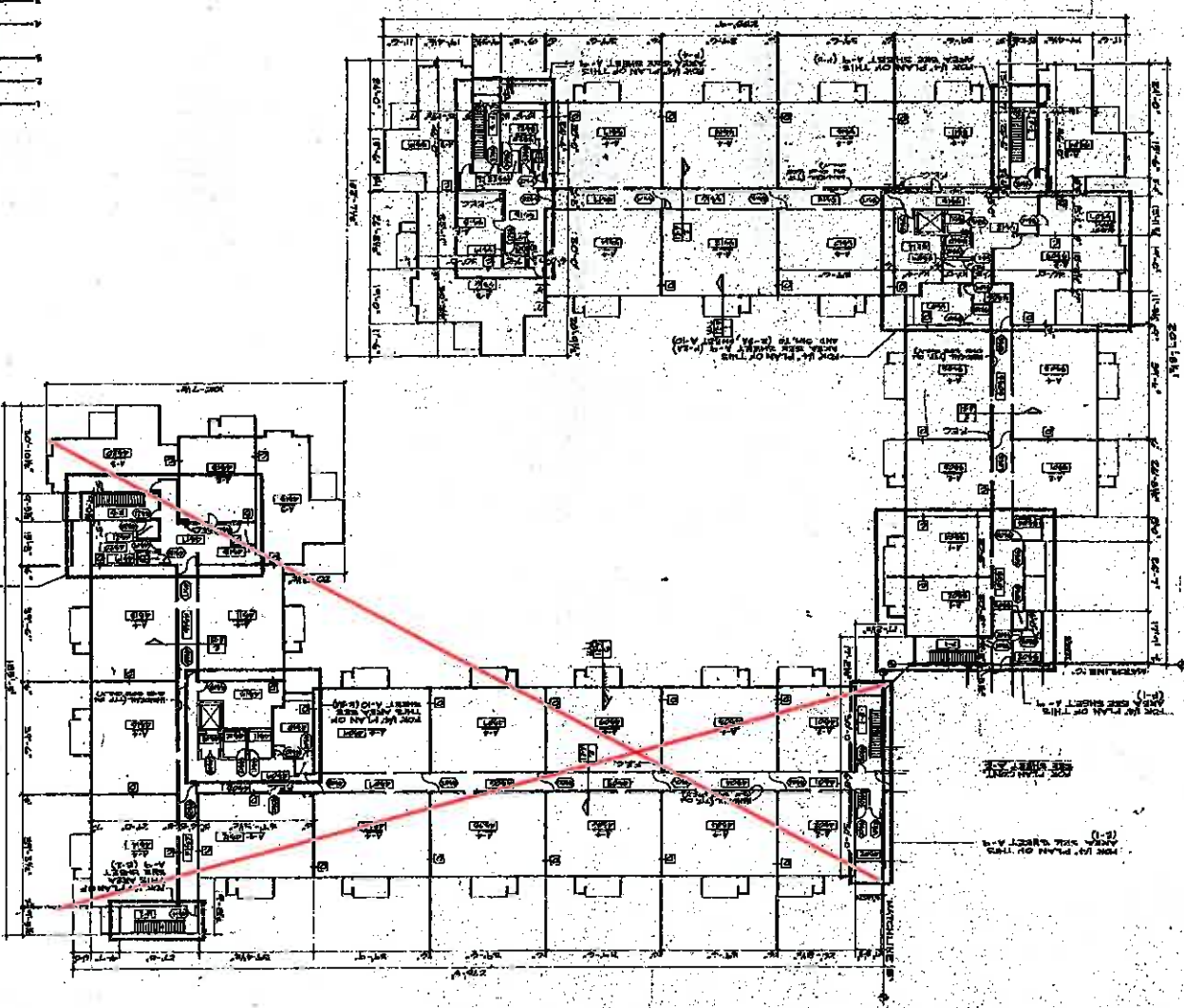
- LEGEND**
- 1. ROOMS TO BE DEMOLISHED
 - 2. ROOMS TO BE RECONSTRUCTED
 - 3. ROOMS TO BE REFINISHED
 - 4. ROOMS TO BE REPAIRED
 - 5. ROOMS TO BE MAINTAINED
 - 6. ROOMS TO BE OCCUPIED



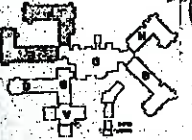
THIRD FLOOR PLAN, PART, 'E' & 'F'



SCALE: 3/8" = 1'-0"



KEY PLAN



- 1. ROOMS TO BE DEMOLISHED - SEE SHEET A-1
- 2. ROOMS TO BE RECONSTRUCTED - SEE SHEET A-1
- 3. ROOMS TO BE RELOCATED - SEE SHEET A-1
- 4. ROOMS TO BE ADDED - SEE SHEET A-1
- 5. ROOMS TO BE MAINTAINED - SEE SHEET A-1
- 6. ROOMS TO BE REMOVED - SEE SHEET A-1
- 7. ROOMS TO BE REFINISHED - SEE SHEET A-1
- 8. ROOMS TO BE REPAIRED - SEE SHEET A-1
- 9. ROOMS TO BE REWORKED - SEE SHEET A-1
- 10. ROOMS TO BE REDESIGNED - SEE SHEET A-1

LEGEND

AIR FORCE VILLAGE WEST
APARTMENTS
RIVERSIDE, MARCH AIR FORCE BASE CALIFORNIA

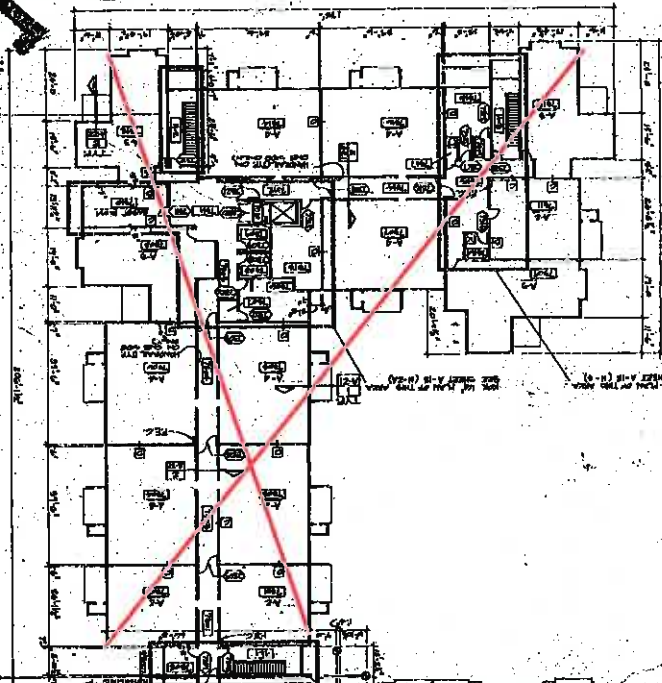
THIRD FLOOR PLAN, PART, 'E' & 'F'

DATE: 11/11/54
DRAWN BY: [Name]
CHECKED BY: [Name]
SCALE: 3/8" = 1'-0"

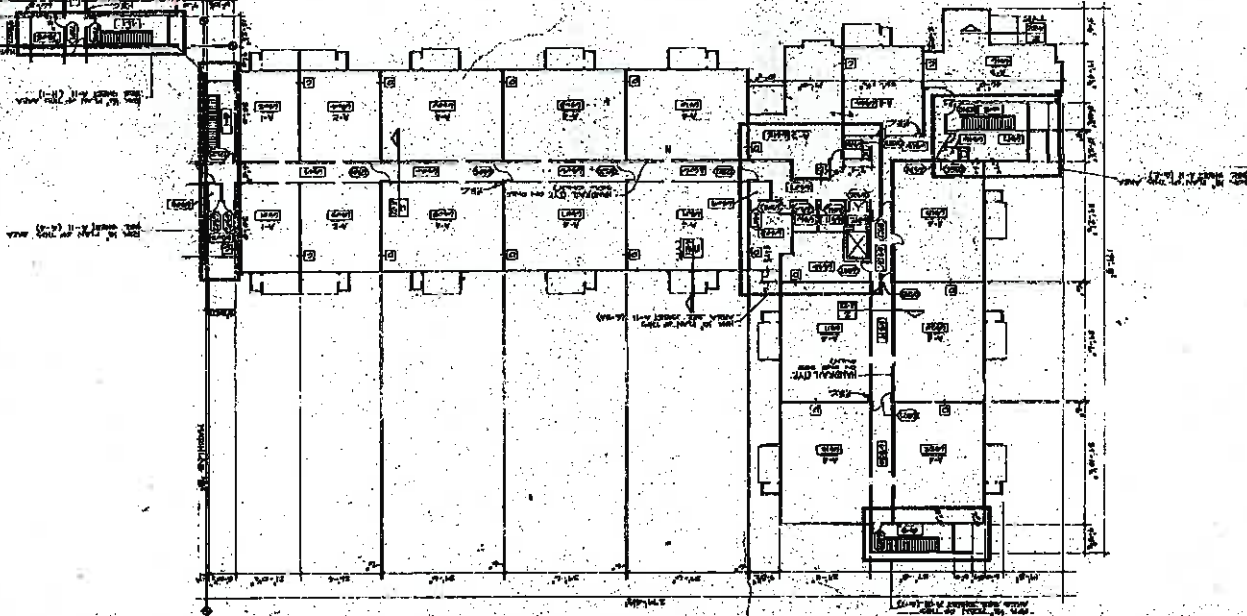
LEGEND
 _____ DIMENSIONS
 _____ SECTION CUT
 _____ FLOOR FINISH
 _____ FLOOR COVERING
 _____ FLOOR CONSTRUCTION
 _____ FLOOR JOIST
 _____ TRUSS
 _____ ROOF FINISH
 _____ ROOF COVERING
 _____ ROOF CONSTRUCTION
 _____ ROOF JOIST
 _____ WALL FINISH
 _____ WALL COVERING
 _____ WALL CONSTRUCTION
 _____ WALL JOIST
 _____ CEILING FINISH
 _____ CEILING COVERING
 _____ CEILING CONSTRUCTION
 _____ CEILING JOIST
 _____ STAIR FINISH
 _____ STAIR COVERING
 _____ STAIR CONSTRUCTION
 _____ STAIR JOIST
 _____ WINDOW FINISH
 _____ WINDOW COVERING
 _____ WINDOW CONSTRUCTION
 _____ WINDOW JOIST

PLANNING

THIRD FLOOR PLAN PART 2' AND 'H'



KEY PLAN

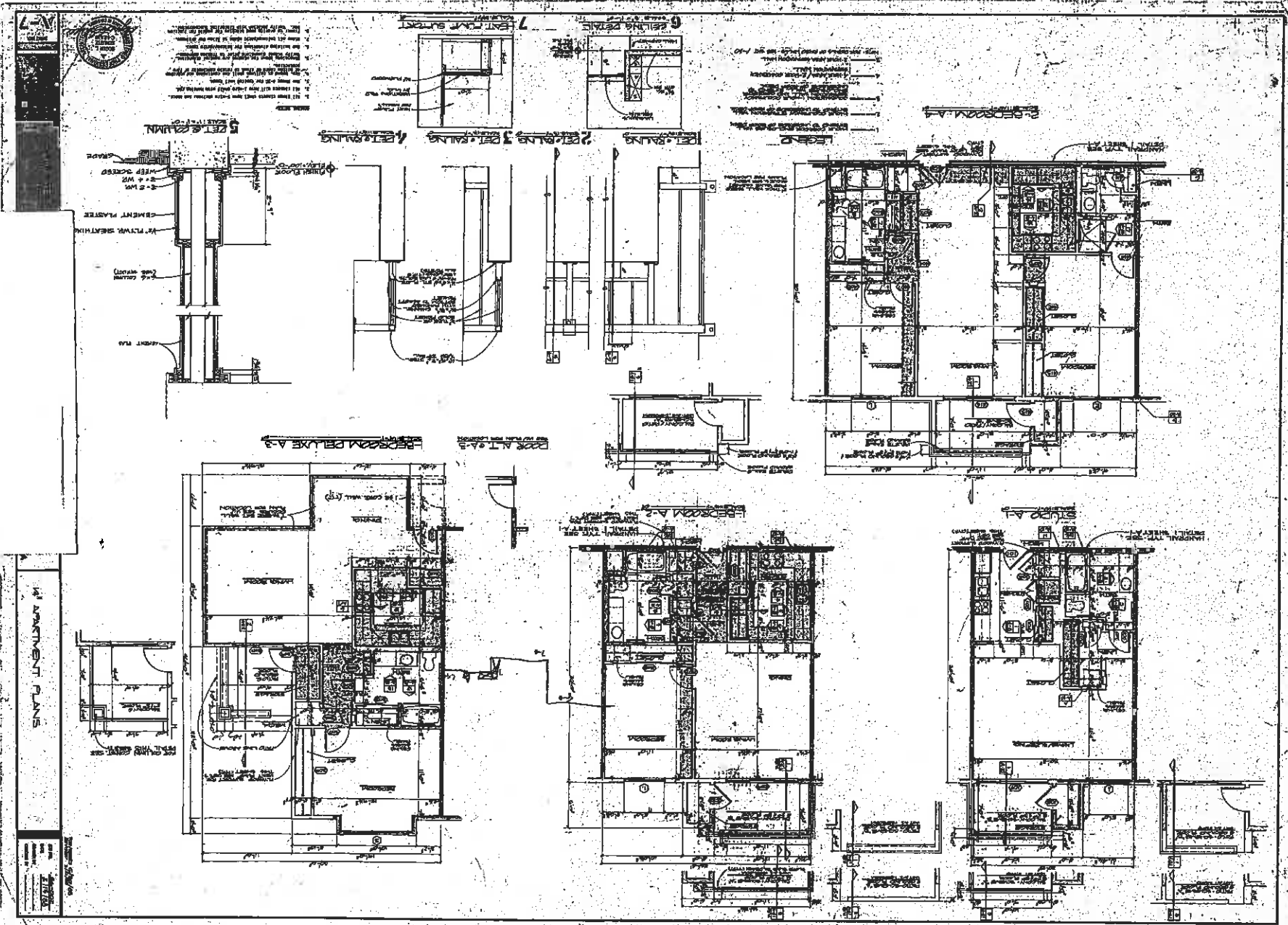


THIRD FLOOR PLAN, PART 'G' AND 'H'

AIR FORCE VILLAGE WEST

APARTMENTS
 MARCHE AIR FORCE BASE CALIFORNIA

DATE: 1/15/54
 DRAWN BY: J.M.
 CHECKED BY: J.M.
 APPROVED BY: J.M.

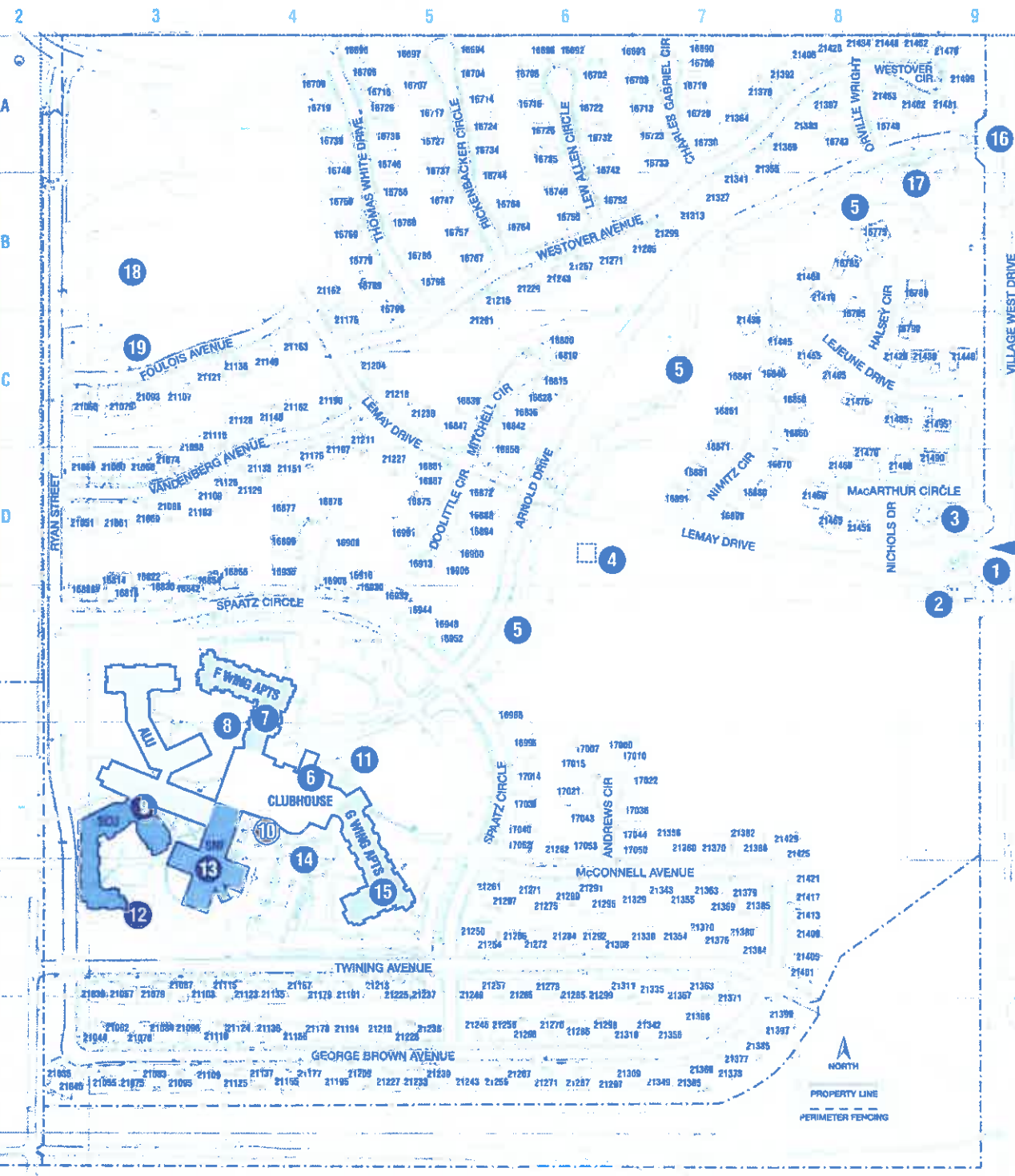


APARTMENT PLANS



- VILLAGE LEGEND**
- 1 Main Gate/Entrance
 - 2 Administration/Finance
 - 3 Marketing & Information Center
 - 4 Chapel Complex
 - 5 Walking Trail
 - 6 Main Building/Clubhouse
 - From Desk
 - Club Dining Room
 - Village Cafe
 - Residential Support Services (RSS)
 - Beauty Shop
 - Operations
 - AFWV Foundation
 - Resident Council
 - 7 F Wing Apartments
 - 8 Golf Cart Parking - Cash
 - 9 Health Center
 - Clinic
 - Assisted Living (ALLI)
 - Special Care (SCU)
 - 10 Recreating
 - 11 Golf Cart Parking - G Wing
 - 12 Guest Rooms 1 to 3
 - 13 Skilled Nursing Facility (SNF)
 - 14 Pool/Fitness Center
 - 15 G Wing Apartments
 - 16 Resident Only Entrance
 - 17 Human Resources
 - 18 LeMay Foundation
 - 19 RV Parking
 - 20 Landscaping
 - 21 Transportation
 - 22 Maintenance

VILLAGE LEGEND



To Van Buren Blvd

General Old Public Golf Course

MAIN ENTRANCE



MAP OF THE VILLAGE

1-800-729-2999
www.afvw.com

AIR FORCE VILLAGE WEST, INC.
Information Center
17050 Arnold Drive, Riverside, CA 92518
Air Force Village West is a tax exempt, not-for-profit, public benefit corporation.

Senior Living Riverside LP

Lot 1 Area

Legend

 Air Force Village West



Google Earth

© 2020 Google



600 ft

Guerin, John

From: Cowan, Davie <Davie.Cowan@kimley-horn.com>
Sent: Friday, April 24, 2020 10:46 AM
To: Guerin, John
Cc: Abais, Kay; Housman, Simon
Subject: RE: Riverside Senior Living - Follow Up on Voicemail

John,

I have the documents for the Lot 1 building I will provide. Will mark up the areas of Lot 1.

Are you thinking that we need to increase the size of the Lot 1 potentially? I just want to make sure I am aware that we could be headed that way. Just seems like needing 34-acres for the apartments is really large.

Davie Cowan, P.E.

Kimley-Horn | 401 B Street, Suite 600, San Diego, CA 92101

Direct: 619-744-0144 | Mobile: 619-300-5087 | Email: davie.cowan@kimley-horn.com

From: Guerin, John [mailto:JGUERIN@RIVCO.ORG]
Sent: Thursday, April 23, 2020 3:17 PM
To: Cowan, Davie <Davie.Cowan@kimley-horn.com>
Cc: Abais, Kay <Kay.Abais@kimley-horn.com>; Housman, Simon <shousman@rivco.org>
Subject: RE: Riverside Senior Living - Follow Up on Voicemail

Yes, May 14th. There is an issue in that the establishment of a 24.94-acre Lot 1 with 204 apartments results in an inconsistency, since the density limit in Zone C2 is 6 units per acre, and this would be a little over 8. Right now, we look at the overall density, which is less than 6 units per acre over the 153-acre site, but this proposal is creating a new lot that would not meet the criteria.

One way to address this would be to consider the development on Lot 1 to be a mixed-use project. In order for me to verify that the mixed-use project meets single-acre intensity criteria, I will need site plan and floor plans for the existing buildings on Lot 1 (don't need interior floor plans for each apartment, but floor plan should indicate locations of all apartments), and projected staffing.

From: Cowan, Davie [mailto:Davie.Cowan@kimley-horn.com]
Sent: Thursday, April 23, 2020 12:31 PM
To: Guerin, John <JGUERIN@RIVCO.ORG>
Cc: Abais, Kay <Kay.Abais@kimley-horn.com>
Subject: RE: Riverside Senior Living - Follow Up on Voicemail

Hi John, hope you are doing well. I wanted to follow up on the email below, and make sure there was not any additional information needed.

Has there been any updates on the ALUC hearings, I believe we were targeting May for the TTM.

Thank you Sir,

Davie Cowan, P.E.

Kimley-Horn | 401 B Street, Suite 600, San Diego, CA 92101

Direct: 619-744-0144 | Mobile: 619-300-5087 | Email: davie.cowan@kimley-horn.com

Guerin, John

From: Cowan, Davie <Davie.Cowan@kimley-horn.com>
Sent: Monday, April 20, 2020 8:14 AM
To: Guerin, John
Cc: Abais, Kay
Subject: RE: Riverside Senior Living - Follow Up on Voicemail

John,

Following up on below,

For the commercial condominiums for Lot 1, these do not correspond to the individual apartments. The main building on Lot 1 consists of different uses inside the building. These are areas like skilled nursing, memory care, dining, apartments, etc. In order for the building to be renovated or improved with a loan, the Owner has to obtain a loan for the entirety of the building as it currently stands. Therefore, the purpose of the condominiums will be to split up the sectors of the building for financing purposes. As the condominium plan will be prepared after the Tentative Tract Map approval, the number 20 was the best estimate for flexibility in the future.

For example, in terms of the apartments – there are two wings of apartments attached to the main building. Each wing would have a condominium associated with it. These would be rented spaces only. For the actual homes (single family, duplex) outside of Lot 1, each home will be on its own condo plan for an option to own. As the parcel sits now, there is no option for ownership. And to seek financing, the Owner would have to take out a loan for all the homes at once.

Thank you!

Davie Cowan, P.E.

Kimley-Horn | 401 B Street, Suite 600, San Diego, CA 92101

Direct: 619-744-0144 | Mobile: 619-300-5087 | Email: davie.cowan@kimley-horn.com

From: Guerin, John [<mailto:JGUERIN@RIVCO.ORG>]
Sent: Friday, April 17, 2020 11:30 AM
To: Cowan, Davie <Davie.Cowan@kimley-horn.com>
Cc: Abais, Kay <Kay.Abais@kimley-horn.com>
Subject: RE: Riverside Senior Living - Follow Up on Voicemail

Is any information available regarding the locations of the “20 commercial condominiums” within Lot 1? The number does not correspond to the number of apartments (204).

With respect to the residential condominiums, I presume that each of the individual dwelling units (including each unit in duplex structures) would be a condominium unit so as to provide an ownership option for those residents who wish to take advantage of such an opportunity.

From: Cowan, Davie [<mailto:Davie.Cowan@kimley-horn.com>]
Sent: Tuesday, April 14, 2020 11:16 AM
To: Guerin, John <JGUERIN@RIVCO.ORG>
Cc: Abais, Kay <Kay.Abais@kimley-horn.com>
Subject: RE: Riverside Senior Living - Follow Up on Voicemail

CAUTION: This email originated externally from the **Riverside County** email system.
DO NOT click links or open attachments unless you recognize the sender and know the content is safe

Guerin, John

From: Cowan, Davie <Davie.Cowan@kimley-horn.com>
Sent: Tuesday, April 14, 2020 8:14 AM
To: Guerin, John
Cc: Abais, Kay
Subject: Riverside Senior Living - Follow Up on Voicemail
Attachments: ALTA Survey-Altavita Village-17050 Arnold Dr-849566-A-040519-IA-04.14.2020.PDF

CAUTION: This email originated externally from the **Riverside County** email system.
DO NOT click links or open attachments unless you recognize the sender and know the content is safe

Mr. Guerin,

Good morning, I received your voicemail regarding the legibility of the tentative tract map. Attached is the ALTA Survey that was prepared, it has a different scale that should help out. In the meantime, I will check in and see if we have the updated exhibits to show the underlying/existing conditions out at the site with the lot lines.

Thank you,

Davie Cowan, P.E.

Kimley-Horn | 401 B Street, Suite 600, San Diego, CA 92101

Direct: 619-744-0144 | Mobile: 619-300-5087 | Email: davie.cowan@kimley-horn.com

1 TITLE DESCRIPTION

REAL PROPERTY IN THE UNINCORPORATED AREA OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 1:

LOT 1 OF TRACT MAP NO. 27186, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP RECORDED IN BOOK 208, PAGES 8 THROUGH 12 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 1A:

A NONEXCLUSIVE EASEMENT FOR ROAD AND UTILITIES AS MORE FULLY SET FORTH IN THAT CERTAIN DOCUMENT ENTITLED "DEPARTMENT OF THE AIR FORCE EASEMENT FOR ROAD OR STREET" RECORDED MARCH 14, 1988 AS INSTRUMENT NO. 01769 OF OFFICIAL RECORDS.

PARCEL 2:

PARCEL 1 OF PARCEL MAP 22044, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 181, PAGES 83 AND 84 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM THAT PORTION LYING WITHIN TRACT MAP NO. 27186, AS SHOWN BY MAP RECORDED IN BOOK 208, PAGES 8 THROUGH 12 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3:

A PORTION OF LAND LYING IN SECTIONS 27, 28, 33 AND 34, TOWNSHIP 3 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, LOTS 8, 9, 25 THROUGH 30, AND PORTIONS OF LOTS 7, 16, 21, 31, 48 THROUGH 49, 74, 81, 82, 83 AND 93 OF UPTON ACRES NO. 2, FILED IN BOOK 14, PAGE 14 OF MAPS, RECORDS OF THE RECORDER OF RIVERSIDE COUNTY; AND PORTIONS OF LOT 4, BLOCK 104 AND LOT 1, BLOCK 106 (IN PART) OF THE ALBERQUIN TRACT FILED IN BOOK 10, PAGE 10 OF MAPS, RECORDS OF THE RECORDER OF SAN BERNARDINO COUNTY; ALL LYING IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHEAST ONE-QUARTER OF SAID SECTION 28, SAID POINT ALSO BEING THE CENTERLINE INTERSECTION OF HANDELA AVENUE 80.00 FEET WIDE AND BROWN STREET 180.00 FEET WIDE AS SHOWN ON MAP OF UPTON ACRES NO. 2, FILED IN BOOK 14, PAGE 14 OF MAPS, RECORDS OF THE RECORDER OF RIVERSIDE COUNTY, CALIFORNIA; THENCE ALONG SAID CENTERLINE OF HANDELA AVENUE, NORTH BY 42° WEST, A DISTANCE OF 888.74 FEET TO THE CENTERLINE INTERSECTION OF HANDELA AVENUE AND ALBERQUIN STREET (80.00 FEET WIDE) THENCE NORTH 09° 57' 58" EAST A DISTANCE OF 1447.41 FEET; THENCE SOUTH 89° 02' 31" EAST A DISTANCE OF 1837.31 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 09° 57' 58" EAST, A DISTANCE OF 130.18 FEET; THENCE SOUTH 09° 42' EAST, A DISTANCE OF 1104.91 FEET TO THE WEST BOUNDARY LINE OF PARCEL 1 OF PARCEL MAP 22044, FILED IN BOOK 181, PAGES 83 AND 84 OF PARCEL MAPS, RECORDS OF THE RECORDER OF RIVERSIDE COUNTY, CALIFORNIA; THENCE ALONG SAID WEST BOUNDARY LINE, SOUTH 09° 57' 58" WEST A DISTANCE OF 1187.26 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL MAP 22044; THENCE ALONG THE SOUTH BOUNDARY LINE OF SAID PARCEL MAP 22044, SOUTH 40° 47' EAST, A DISTANCE OF 1093.36 FEET TO AN ANGLE POINT IN SAID BOUNDARY LINE; THENCE CONTINUING ALONG SAID BOUNDARY LINE, NORTH 11° 18' 41" EAST, A DISTANCE OF 354.00 FEET TO AN ANGLE POINT IN SAID BOUNDARY LINE; THENCE CONTINUING ALONG SAID BOUNDARY LINE, NORTH 54° 28' 52" EAST, A DISTANCE OF 80.00 FEET TO THE SOUTHWEST CORNER OF THE MOST EASTERLY BOUNDARY LINE OF SAID PARCEL MAP 22044; THENCE LEAVING SAID BOUNDARY LINE, SOUTH 09° 57' 58" WEST, A DISTANCE OF 1973.25 FEET; THENCE NORTH 47° 43' WEST, A DISTANCE OF 328.83 FEET; THENCE NORTH 09° 57' 58" EAST, A DISTANCE OF 266.35 FEET TO THE TRUE POINT OF BEGINNING.

THE BEARING AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 8, MULTIPLE DISTANCES SHOWN BY L20007276 TO OBTAIN CORRECT DISTANCES.

EXCEPTING THEREFROM ALL OIL, GAS, AND OTHER MINERAL RESOURCES OF ANY KIND OR NATURE IN THE MATERIAL SURFACE OF THE PROPERTY; PROVIDED, HOWEVER, THAT SUCH RESERVATION SHALL NOT INCLUDE THE RIGHT OF ACCESS OR DRAYNAGE RIGHT TO USE ANY PORTION OF THE SURFACE OF THE PROPERTY, AS RESERVED BY THE UNITED STATES OF AMERICA, ACTING BY AND THROUGH THE SECRETARY OF THE AIR FORCE, IN A DEED RECORDED OCTOBER 17, 2002 AS INSTRUMENT NO. 2002-560883 OF OFFICIAL RECORDS.

- APR 284-130-004-3 (AFFECTS: PORTION OF PARCEL 3)
284-130-004-4 (AFFECTS: PARCEL 3)
284-130-004-5 (AFFECTS: PORTION OF PARCEL 3)
284-130-004-6 (AFFECTS: PORTION OF PARCEL 3)
284-130-004-7 (AFFECTS: PORTION OF PARCEL 3)
284-130-004-8 (AFFECTS: PORTION OF PARCEL 3)
284-130-004-9 (AFFECTS: PORTION OF PARCEL 3)
284-130-004-10 (AFFECTS: PORTION OF PARCEL 3)
284-130-004-11 (AFFECTS: PORTION OF PARCEL 3)
284-130-004-12 (AFFECTS: PORTION OF PARCEL 3)

THE ABOVE DESCRIBED PARCELS OF LAND ARE THE SAME LANDS AS THE INTERESTS DESCRIBED IN THE FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT NO. NCS-344826-3D HAVING A COMMITMENT DATE OF JANUARY 24, 2019.

Approved CDS Surveyor

SITE TECH INC.
8001 CHURCH STREET, (PO BOX 592) HIGHLAND, CA 92346
PH: (909) 954-3160 FAX: (909) 954-0850
E-mail: jmoyle@site-tech.com
DOB: 03/29/19 DOW: 04/03/19
DOB: 04/15/19 DOW: 09/09/19



3 SCHEDULE 'B' ITEMS

ITEM #S 1 THROUGH 11 ARE TAX RELATED-NON-SURVEY ITEMS-DO AFFECT - NOT PLOTTED.

- 1. EASEMENT FOR STREETS AND INCIDENTAL PURPOSES AS SHOWN ON DEDICATED ON MAP FILED OR RECORDED MARCH 14, 1988 AS INSTRUMENT NO. 01769 IN BOOK 18 OF MAPS - DOES NOT AFFECT - NOT PLOTTED - NOTE: AT THE TIME OF RECORDING SAID STREETS WERE NOT ACQUIRED PER PARCEL MAP NO. 22044 BROWN STREET WAS VACATED.
2. TERMS AND PROVISIONS CONTAINED IN DOCUMENT ENTITLED "MEMORANDUM OF UNDERSTANDING BY AND BETWEEN UNITED STATES OF AMERICA AND AIR FORCE VILLAGE WEST INCORPORATED" RECORDED JANUARY 24, 1988 AS INSTRUMENT NO. 2002-560883 OF OFFICIAL RECORDS - DOES AFFECT - NOT PLOTTED - IT IS BLANKET IN NATURE.
3. TERMS, PROVISIONS AND EASEMENTS CONTAINED IN DOCUMENT ENTITLED "DEPARTMENT OF THE AIR FORCE EASEMENT FOR ROAD OR STREET" RECORDED MARCH 14, 1988 AS INSTRUMENT NO. 01769 OF OFFICIAL RECORDS - DOES AFFECT - NOT PLOTTED - IT IS BLANKET IN NATURE.
4. TERMS AND PROVISIONS CONTAINED IN DOCUMENT ENTITLED "TRAFFIC SIGNALIZATION UTILITY AGREEMENT" RECORDED APRIL 11, 1988 AS INSTRUMENT NO. 01874 OF OFFICIAL RECORDS - DOES AFFECT - NOT PLOTTED - IT IS BLANKET IN NATURE.
5. THE EFFECT OF AN ENVIRONMENTAL CONSTRAINT NOTE AFFECTING SAID MAP ON FILE IN THE OFFICE OF THE RIVERSIDE COUNTY SURVEYOR IN E.G.B. BOOK 18, PAGE 81 - DOES AFFECT - NOT PLOTTED - IT IS BLANKET IN NATURE.
6. EASEMENT IN FAVOR OF THE UNITED STATES OF AMERICA FOR AIRCRAFT OPERATION AND INCIDENTAL PURPOSES CONTAINED IN AGREEMENT RECORDED JANUARY 24, 1988 AS INSTRUMENT NO. 2002-560883 OF OFFICIAL RECORDS - DOES AFFECT - NOT PLOTTED - IT IS BLANKET IN NATURE.
7. EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES RECORDED MARCH 14, 1988 AS INSTRUMENT NO. 01874 OF OFFICIAL RECORDS - DOES AFFECT - NOT PLOTTED - IT IS BLANKET IN NATURE.
8. EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA Edison COMPANY FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES RECORDED JUNE 11, 1988 AS INSTRUMENT NO. 2888 OF OFFICIAL RECORDS - DOES AFFECT - NOT PLOTTED - THE LOCATION CANNOT BE DETERMINED FROM THE RECORD DOCUMENT - PICTORIAL EASEMENT.
9. EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA Edison COMPANY FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES RECORDED JUNE 11, 1988 AS INSTRUMENT NO. 2888 OF OFFICIAL RECORDS - DOES AFFECT - NOT PLOTTED - THE LOCATION CANNOT BE DETERMINED FROM THE RECORD DOCUMENT - PICTORIAL EASEMENT.
10. EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA Edison COMPANY FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES RECORDED OCTOBER 16, 1988 AS INSTRUMENT NO. 3288 OF OFFICIAL RECORDS - DOES AFFECT - NOT PLOTTED - THE LOCATION CANNOT BE DETERMINED FROM THE RECORD DOCUMENT - PICTORIAL EASEMENT.
11. EASEMENT IN FAVOR OF WESTVIEW MUNICIPAL WATER DISTRICT OF RIVERSIDE COUNTY FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES RECORDED NOVEMBER 26, 1988 AS INSTRUMENT NO. 3888 OF OFFICIAL RECORDS - DOES AFFECT - NOT PLOTTED - THE LOCATION CANNOT BE DETERMINED FROM THE RECORD DOCUMENT.
12. EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA Edison COMPANY FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES RECORDED MARCH 14, 1988 AS INSTRUMENT NO. 01874 OF OFFICIAL RECORDS - DOES AFFECT - NOT PLOTTED - THE LOCATION CANNOT BE DETERMINED FROM THE RECORD DOCUMENT.
13. TERMS AND PROVISIONS CONTAINED IN DOCUMENT ENTITLED "REDEMPTION OF LEGAL ABANDONMENT" RECORDED MAY 17, 1988 AS INSTRUMENT NO. 3888 OF OFFICIAL RECORDS - DOES AFFECT - NOT PLOTTED - IT IS BLANKET IN NATURE.
14. EASEMENT FOR PUBLIC UTILITIES AND DRAINAGE PURPOSES TOGETHER WITH THE RIGHT OF INGRESS AND EGRESS FOR EMERGENCY PURPOSES AND INCIDENTAL PURPOSES AS SHOWN ON DEDICATED ON MAP FILED OR RECORDED JULY 11, 1988 AS TRACT MAP NO. 27186 IN BOOKS 208, PAGES 8 THROUGH 12 OF MAPS - PLOTTED HEREON.
15. MATTERS ARE SHOWN OR DISCLOSED BY THE FILED OR RECORDED MAP OF TRACT NO. 27186 IN BOOKS 208, PAGES 8 THROUGH 12 OF MAPS, THAT WE HEREBY RESERVE THE FUTURE RIGHT-OR-MAY BE DEDICATED AS PRIVATE TRACTS FOR PRIVATE USE FOR THE USES HEREBY RESERVED BY THE UNITED STATES OF AMERICA AND INDIVIDUAL OWNERS WITHIN THE TRACT - DOES AFFECT - NOT PLOTTED HEREON.
16. THE EFFECT OF AN ENVIRONMENTAL CONSTRAINT NOTE AFFECTING SAID MAP ON FILE IN THE OFFICE OF THE RIVERSIDE COUNTY SURVEYOR IN E.G.B. BOOK 18, PAGE 81 - DOES AFFECT - NOT PLOTTED - IT IS BLANKET IN NATURE.
17. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS CONTAINED IN DOCUMENT RECORDED JULY 11, 1988 AS INSTRUMENT NO. 3888 OF OFFICIAL RECORDS - DOES AFFECT - NOT PLOTTED - IT IS BLANKET IN NATURE.

SCHEDULE 'B' ITEMS CONTINUED IN COLUMN 2

3 SCHEDULE 'B' ITEMS

SCHEDULE 'B' ITEMS CONTINUED:

- 1. EASEMENTS, COVENANTS AND CONDITIONS CONTAINED IN DEED FROM UNITED STATES OF AMERICA ACTING BY AND THROUGH THE SECRETARY OF THE AIR FORCE, AS GRANTED TO AIR FORCE VILLAGE WEST, INC., A CALIFORNIA CORPORATION, AS GRANTED RECORDED JUNE 11, 1988 AS INSTRUMENT NO. 2888-2888 OF OFFICIAL RECORDS - DOES AFFECT - NOT PLOTTED HEREON.
ITEM # 21 IS NON-SURVEY RELATED - DOES AFFECT - NOT PLOTTED.
2. THE EFFECT OF A MAP AUTHORITY TO SIGN THE LINE AND OTHER PROPERTY FILED MARCH 13, 2003 IN BOOK 181, PAGES 8 THROUGH 82 OF RECORD OF SURVEYS - DOES AFFECT - NOT PLOTTED - IT IS BLANKET IN NATURE.
3. TERMS AND PROVISIONS CONTAINED IN DOCUMENT ENTITLED "DEPARTMENT OF THE AIR FORCE UTILITY BILL OF SALE" RECORDED SEPTEMBER 27, 2002 AS INSTRUMENT NO. 2888-2888 OF OFFICIAL RECORDS BY AND BETWEEN UNITED STATES OF AMERICA, ACTING BY AND THROUGH THE SECRETARY OF THE AIR FORCE AND THE MARCH JOINT POWERS AUTHORITY, A CALIFORNIA JOINT POWERS AGENCY AND A LOCAL REDEVELOPMENT AUTHORITY - DOES AFFECT - NOT PLOTTED - THE LOCATION CANNOT BE DETERMINED FROM THE RECORD DOCUMENT.
4. TERMS, PROVISIONS AND EASEMENTS CONTAINED IN DOCUMENT ENTITLED "DEPARTMENT OF THE AIR FORCE ASSIGNMENT OF EASEMENTS" RECORDED SEPTEMBER 27, 2002 AS INSTRUMENT NO. 2888-2888 OF OFFICIAL RECORDS BY AND BETWEEN UNITED STATES OF AMERICA, ACTING BY AND THROUGH THE SECRETARY OF THE AIR FORCE AND THE MARCH JOINT POWERS AUTHORITY, A CALIFORNIA JOINT POWERS AGENCY - DOES AFFECT - NOT PLOTTED - IT IS BLANKET IN NATURE.
5. TERMS AND PROVISIONS CONTAINED IN DOCUMENT ENTITLED "DEPARTMENT OF THE AIR FORCE ASSIGNMENT OF RIGHTS" RECORDED SEPTEMBER 27, 2002 AS INSTRUMENT NO. 2888-2888 OF OFFICIAL RECORDS BY AND BETWEEN UNITED STATES OF AMERICA, ACTING BY AND THROUGH THE SECRETARY OF THE AIR FORCE AND THE MARCH JOINT POWERS AUTHORITY, A CALIFORNIA JOINT POWERS AGENCY - DOES AFFECT - NOT PLOTTED - IT IS BLANKET IN NATURE.
6. EASEMENTS, COVENANTS AND CONDITIONS CONTAINED IN DEED FROM UNITED STATES OF AMERICA, ACTING BY AND THROUGH THE SECRETARY OF THE AIR FORCE, AS GRANTED TO AIR FORCE VILLAGE WEST, INC., A CORPORATION ORGANIZED UNDER THE LAWS OF THE STATE OF CALIFORNIA, AS GRANTED RECORDED OCTOBER 17, 2002 AS INSTRUMENT NO. 2888-2888 OF OFFICIAL RECORDS - DOES AFFECT - NOT PLOTTED - IT IS BLANKET IN NATURE, NOTE: THIS DOCUMENT STATES THERE IS NEGLIGIBLE AREAS WITHIN THE PROPERTY.
7. TERMS AND PROVISIONS CONTAINED IN DOCUMENT ENTITLED "DEPARTMENT OF THE AIR FORCE LICENSE ON PORTIONS OF THE FORMER MARSH AIR FORCE BASE" RECORDED OCTOBER 20, 2002 AS INSTRUMENT NO. 2888-2888 OF OFFICIAL RECORDS BY AND BETWEEN UNITED STATES OF AMERICA, ACTING BY AND THROUGH THE SECRETARY OF THE AIR FORCE AND THE MARCH JOINT POWERS AUTHORITY, A CALIFORNIA JOINT POWERS AGENCY - DOES AFFECT - NOT PLOTTED - IT IS BLANKET IN NATURE.
8. THE FACT THAT THE LAND LIES WITHIN THE BOUNDARIES OF THE MARCH AIR FORCE BASE REDEVELOPMENT PROJECT AREA AS DEDICATED BY DOCUMENT HAZARDOUS WASTE REMEDIATION PLAN RECORDED OCTOBER 16, 1988 AS INSTRUMENT NO. 3288 OF OFFICIAL RECORDS - DOES AFFECT - NOT PLOTTED - IT IS BLANKET IN NATURE.
9. TERMS AND PROVISIONS CONTAINED IN DOCUMENT ENTITLED "NOTICE OF STATUTORY LIMITATION ON TRANSFER" RECORDED DECEMBER 16, 1988 AS INSTRUMENT NO. 3888-3888 OF OFFICIAL RECORDS - DOES AFFECT - NOT PLOTTED - IT IS BLANKET IN NATURE.
10. BASIS AND PROVISIONS CONTAINED IN DOCUMENT ENTITLED "NOTICE OF STATUTORY LIMITATION ON TRANSFER" RECORDED DECEMBER 16, 1988 AS INSTRUMENT NO. 3888-3888 OF OFFICIAL RECORDS - DOES AFFECT - NOT PLOTTED - THE LOCATION CANNOT BE DETERMINED FROM THE RECORD DOCUMENT.
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12. BASIS AND PROVISIONS CONTAINED IN DOCUMENT ENTITLED "NOTICE OF STATUTORY LIMITATION ON TRANSFER" RECORDED DECEMBER 16, 1988 AS INSTRUMENT NO. 3888-3888 OF OFFICIAL RECORDS - DOES AFFECT - NOT PLOTTED - THE LOCATION CANNOT BE DETERMINED FROM THE RECORD DOCUMENT.
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18. BASIS AND PROVISIONS CONTAINED IN DOCUMENT ENTITLED "NOTICE OF STATUTORY LIMITATION ON TRANSFER" RECORDED DECEMBER 16, 1988 AS INSTRUMENT NO. 3888-3888 OF OFFICIAL RECORDS - DOES AFFECT - NOT PLOTTED - THE LOCATION CANNOT BE DETERMINED FROM THE RECORD DOCUMENT.
19. BASIS AND PROVISIONS CONTAINED IN DOCUMENT ENTITLED "NOTICE OF STATUTORY LIMITATION ON TRANSFER" RECORDED DECEMBER 16, 1988 AS INSTRUMENT NO. 3888-3888 OF OFFICIAL RECORDS - DOES AFFECT - NOT PLOTTED - THE LOCATION CANNOT BE DETERMINED FROM THE RECORD DOCUMENT.
20. BASIS AND PROVISIONS CONTAINED IN DOCUMENT ENTITLED "NOTICE OF STATUTORY LIMITATION ON TRANSFER" RECORDED DECEMBER 16, 1988 AS INSTRUMENT NO. 3888-3888 OF OFFICIAL RECORDS - DOES AFFECT - NOT PLOTTED - THE LOCATION CANNOT BE DETERMINED FROM THE RECORD DOCUMENT.
21. BASIS AND PROVISIONS CONTAINED IN DOCUMENT ENTITLED "NOTICE OF STATUTORY LIMITATION ON TRANSFER" RECORDED DECEMBER 16, 1988 AS INSTRUMENT NO. 3888-3888 OF OFFICIAL RECORDS - DOES AFFECT - NOT PLOTTED - THE LOCATION CANNOT BE DETERMINED FROM THE RECORD DOCUMENT.

4 SURVEYOR CERTIFICATION

To: CDS, NA dba Bank of Texas, Center Living Riverside, LP, a California Limited Partnership, First American Title Insurance Company and Commercial Due Diligence Services.

This is to certify that this map or plot and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and include Items 2, 3, 4, 6a, 6b, 7a, 7b, 7c, 8, 9, 10a, 11, 16 and 19 of Table A thereof. The field work was completed on March 25, 2019.

RENEE A. GATE
Registration No. P.L.C. 7319
in the State of California
Date of Exp or Map 04/03/19



2 TITLE INFORMATION

FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT NO. NCS-344826-3D HAVING A COMMITMENT DATE OF JANUARY 24, 2019.

Key to CDS ALTA Survey

- 1 TITLE DESCRIPTION
2 TITLE INFORMATION
3 SCHEDULE 'B' ITEMS
4 SURVEYOR CERTIFICATION
5 PLOTTED INFORMATION
6 DEMOGRAPHY
7 POSSIBLE ENCROACHMENTS
8 ZONING INFORMATION
9 LEGEND
10 BASIS OF BEARING
11 SURVEYED INFORMATION
12 PARCELS INFORMATION
13 LAND AREA
14 BUILDING AREA
15 BUILDING HEIGHT
16 VICINITY MAP
17 NORTH ARROW/SCALE
18 CLIENT INFORMATION BOX
19 SURVEY DRAINAGE
20 PROJECT ADDRESS

18 ALTANSPS Land Title Survey

ALTANSPS Land Title Survey
The West Coast's Most Comprehensive
First American Title Insurance Company
CDS COMMERCIAL DUE DILIGENCE SERVICES
3500 W. Robinson Street, Third Floor
Norman, Oklahoma 73072
Tel: 405-824-2444
www.cds.com
Toll Free: 888.322.7371

Form with fields for Client Name, Project Address, Project Name, and CDS Project Number.

11 SURVEYOR'S NOTES

1. THE SURVEY WAS CONDUCTED ON THE PROPERTY DESCRIBED IN THE TITLE REFERENCE TO THE SURVEYOR'S NOTES AND THE SURVEYOR'S NOTES ARE THE ONLY SOURCE OF INFORMATION FOR THE SURVEY. THE SURVEYOR HAS CONDUCTED A VISUAL INSPECTION OF THE PROPERTY AND HAS FOUND NO EVIDENCE OF ENCROACHMENTS OR VIOLATIONS OF ANY APPLICABLE ORDINANCES. THE SURVEYOR HAS FOUND NO EVIDENCE OF ANY OTHER SURVEYS OR RECORDS THAT AFFECT THE PROPERTY. THE SURVEYOR HAS FOUND NO EVIDENCE OF ANY OTHER SURVEYS OR RECORDS THAT AFFECT THE PROPERTY. THE SURVEYOR HAS FOUND NO EVIDENCE OF ANY OTHER SURVEYS OR RECORDS THAT AFFECT THE PROPERTY.

7 STATEMENT OF ENCROACHMENTS

- 1. FENCE ENCROACHES ONTO ADJACENT PROPERTY BY 0.7'
- 2. FENCE ENCROACHES ONTO ADJACENT PROPERTY BY 1.1'
- 3. FENCE ENCROACHES ONTO ADJACENT PROPERTY BY 15.2'
- 4. ASPHALT ENCROACHES ONTO PUBLIC RIGHT OF WAY BY 8.3'
- 5. BLOCK WALL ENCROACHES ONTO PUBLIC RIGHT OF WAY BY 25.7'
- 6. SHED ENCROACHES ONTO PUBLIC RIGHT OF WAY BY 1.6'
- 7. CONCRETE ENCROACHES ONTO PUBLIC RIGHT OF WAY BY 3.4'
- 8. FENCE ENCROACHES ONTO PUBLIC RIGHT OF WAY BY 1.7'
- 9. BUILDING ENCROACHES INTO EASEMENT ITEM # 29 BY 50.0'
- 10. BUILDING ENCROACHES INTO EASEMENT ITEM # 29 BY 50.0'
- 11. BUILDING ENCROACHES INTO EASEMENT ITEM # 29 BY 44.2'
- 12. BUILDING ENCROACHES INTO EASEMENT ITEM # 29 BY 38.5'
- 13. BUILDING ENCROACHES INTO EASEMENT ITEM # 29 BY 31.6'
- 14. BUILDING ENCROACHES INTO EASEMENT ITEM # 29 BY 29.5'
- 15. BUILDING ENCROACHES INTO EASEMENT ITEM # 29 BY 29.5'
- 16. BUILDING ENCROACHES INTO EASEMENT ITEM # 29 BY 22.2'
- 17. BUILDING ENCROACHES INTO EASEMENT ITEM # 29 BY 19.3'
- 18. BUILDING ENCROACHES INTO EASEMENT ITEM # 29 BY 24.4'
- 19. BUILDING ENCROACHES INTO EASEMENT ITEM # 29 BY 9.1'
- 20. BUILDING ENCROACHES INTO EASEMENT ITEM # 29 BY 13.7'
- 21. BUILDING ENCROACHES INTO EASEMENT ITEM # 29 BY 13.0'
- 22. BUILDING ENCROACHES INTO EASEMENT ITEM # 29 BY 10.0'
- 23. BUILDING ENCROACHES INTO EASEMENT ITEM # 29 BY 3.6'
- 24. BUILDING ENCROACHES INTO EASEMENT ITEM # 29 BY 11.8'
- 25. BUILDING ENCROACHES INTO EASEMENT ITEM # 29 BY 7.2'
- 26. BUILDING ENCROACHES INTO EASEMENT ITEM # 29 BY 9.7'
- 27. BUILDING ENCROACHES INTO EASEMENT ITEM # 29 BY 15.0'
- 28. BUILDING ENCROACHES INTO EASEMENT ITEM # 29 BY 25.7'
- 29. BUILDING ENCROACHES INTO EASEMENT ITEM # 29 BY 29.6'
- 30. BUILDING ENCROACHES INTO EASEMENT ITEM # 29 BY 16.5'

14 BUILDING AREA

SEE SHEETS 4 THROUGH 13 FOR BUILDING INFORMATION

15 BUILDING HEIGHT

SEE SHEETS 4 THROUGH 13 FOR BUILDING INFORMATION

13 LAND AREA

PARCEL 1: APPROX 80 FT. / 2679 ACRES
PARCEL 2: APPROX 80 FT. / 2679 ACRES
PARCEL 3: APPROX 80 FT. / 2679 ACRES
TOTAL: APPROX 80 FT. / 8037 ACRES

SHEET INDEX

- SHEET 1: TITLE
- SHEET 2: TITLE
- SHEET 3: OVERALL SITE MAP REVISIONS
- SHEET 4: DETAIL SHEET
- SHEET 5: DETAIL SHEET
- SHEET 6: DETAIL SHEET
- SHEET 7: DETAIL SHEET
- SHEET 8: DETAIL SHEET
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- SHEET 99: DETAIL SHEET
- SHEET 100: DETAIL SHEET

8 ZONING INFORMATION

NO ZONING INFORMATION PROVIDED

5 FLOOD INFORMATION

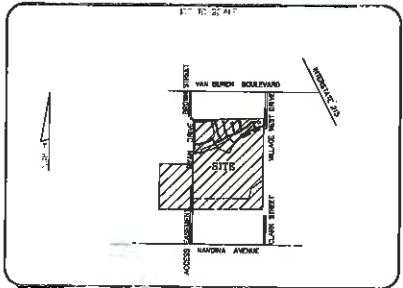
BASED ON MAPS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AVAILABLE ONLINE AT WWW.FEMA.GOV AND BY GRAPHIC PLOTTING ONLY, THE PROPERTY IS LOCATED IN ZONE X ON FLOOD INSURANCE RATE MAP NUMBERED ENCROACHMENTS WHICH BEARS AN EFFECTIVE DATE OF 07/27/2016, AND IS SUBJECT TO A SPECIAL FLOOD HAZARD AREA, BY REMOVED FLOOD HAZARD PREPARED BY THE NATIONAL FLOOD INSURANCE PROGRAM. WE HAVE LEARNED THIS COMMUNITY DOES PARTICIPATE IN THE PROGRAM. NO FIELD SURVEYS WERE PERFORMED TO DETERMINE THIS ZONE AND AN ELEVATION CERTIFICATE MAY BE NEEDED TO VERIFY THE ACCURACY OF THE MAPS AND/OR TO APPLY FOR A VARIANCE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

NOTE: "X" ZONED AREAS IN WHICH FLOOD HAZARD ARE UNDETERMINED, BUT POTENTIAL.

9 LEGEND

- APR ASSESSOR'S PARCEL NUMBER
- ASPH ASPHALT
- BL BOUNDARY
- CON CONCRETE
- CU CURB
- DIR DRAINAGE
- EQ EQUAL ANGLE OF CURVE
- FD FOUND FOOTING - AS NOTED
- FP FLAG POLE
- FR FENCE
- FRS FENCE SPACING
- GCOS GRASSY OPEN SPACES
- OK OUPPOUSKING
- OS OIL SPILL
- OUT OUTSIDE
- H HEIGHT
- HC HANDICAP
- INS INSTRUMENT
- L LENGTH OF CURVE
- MAP MAP BOOK
- MDE MAINTENANCE DEPARTMENT OFFICE
- MS MAINTENANCE SHOP
- MSR MAINTENANCE STORAGE BUILDING
- MTC METAL STORAGE CONTAINER
- MTL METAL
- MS MASS
- OR OFFICIAL RECORDS
- PP PROPERTY LINE
- R RADIUS OF CURVE
- RV RECREATIONAL VEHICLE
- RES RESERVED
- SL STREET LIGHT
- SM SEWER MANHOLE
- SN SIGN
- SQ SQ. FT. SQUARE FEET
- STC STUCCO
- STY STORY
- Tan TANGENT LENGTH OF CURVE
- TO TRANSPORTATION OFFICE
- WM WATER METER
- WV WATER VALVE
- FC FENCE CHAIN LINK - TYPICAL
- PS PARKING SPACE COUNTER
- PA PAINTED EASEMENT LINES
- TRX TRUCKS
- TRX TRUCKS
- TRX TRUCKS

18 VICINITY MAP



10 BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE NORTH LINE OF PARCEL 1 AS IDENTIFIED ON PAGE 100. THE BASIS OF BEARING IS NORTH 89° 31' 18" EAST

12 PARKING INFORMATION

RECREATIONAL VEHICLES: 22
RESERVED RECREATIONAL SPACES: 22
ELECTRIC VEHICLE CHARGING SPACES: 2
RECREATIONAL VEHICLE SPACES: 14
GOLF CART CHARGING SPACES: 10
BUS PARKING SPACES: 20
RESERVED CHARTER SPACES: 133
TOTAL COMBINED SPACES: 247

6 CEMETERY

THERE IS NO VISIBLE EVIDENCE OF CEMETERIES ON THE SUBJECT PROPERTY AT THE TIME OF SURVEY.

Key to CDS ALTA Survey

- 1 TITLE DESCRIPTION
- 2 TITLE INFORMATION
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- 4 SURVEYOR CERTIFICATION
- 5 FLOOD INFORMATION
- 6 CEMETERY
- 7 POSSIBLE ENCROACHMENTS
- 8 ZONING INFORMATION
- 9 LEGEND
- 10 BASIS OF BEARINGS
- 11 SURVEYOR'S NOTES
- 12 PARKING INFORMATION
- 13 LAND AREA
- 14 BUILDING AREA
- 15 BUILDING HEIGHT
- 16 VICINITY MAP
- 17 NORTH ARROW / SCALE
- 18 CLIENT INFORMATION BOX
- 19 SURVEY DRAWING
- 20 PROJECT ADDRESS

18 ALTANSPS Land Title Survey

The survey presented is conducted in accordance with the 2010 Alabama Commercial Land Transactions Act (ALTA) and the 2010 Survey Standards (Alabama Survey Standards 2010).

The Work Conducted By:
CDS COMMERCIAL DUE DILIGENCE SERVICES
3850 W. Parkhouse Street, Third Floor
Normal, Oklahoma 73122
Office: 405-253-3444
Website: www.cdsaltd.com
Toll Free: 888-322-7371

Drawn By: JUL
Surveyed: 18-CO-07
Checked: JMM
Approved: JMM
Field Date: March 23, 2019
Scale: 1" = 200' (Horizontal)
1" = 100' (Vertical)

Client: [Redacted]
Date: [Redacted]
Order: [Redacted]
Project: [Redacted]
Title: [Redacted]
Reference: [Redacted]

Prepared For: [Redacted]

20 PROJECT ADDRESS

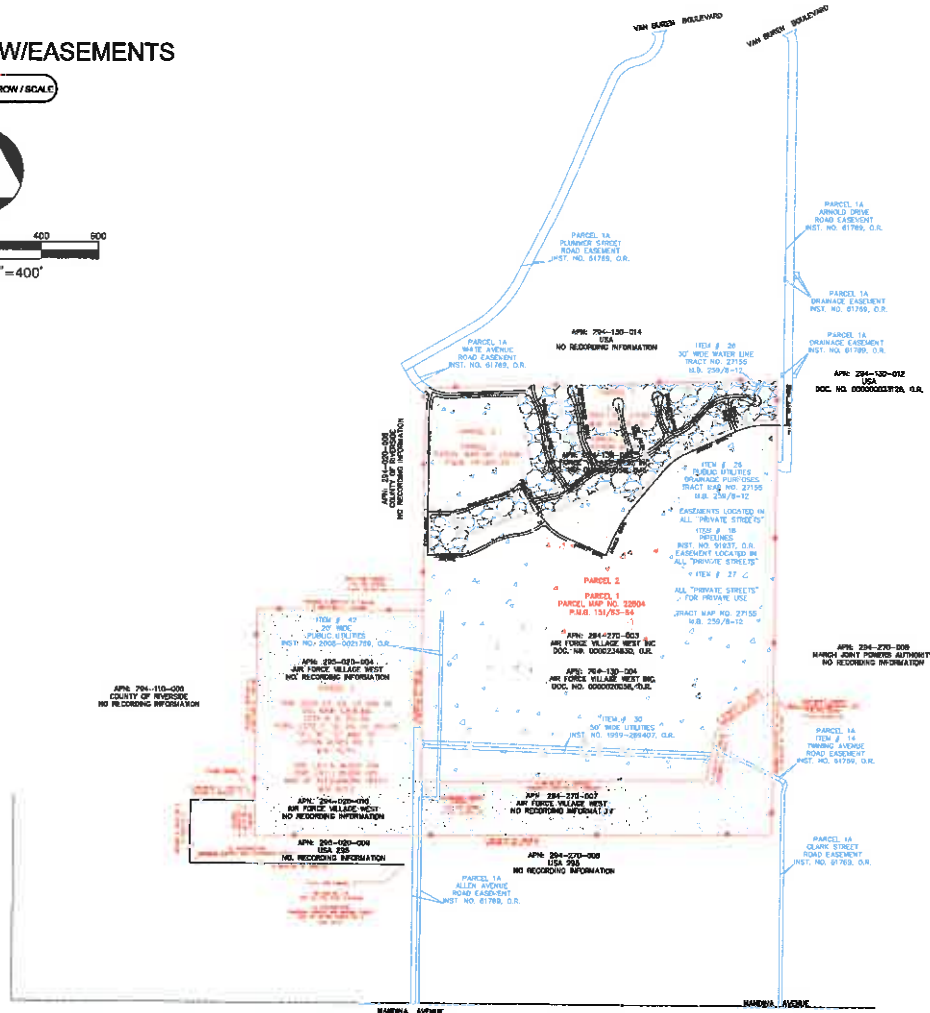
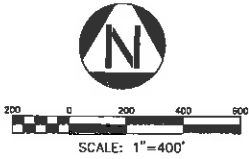
17000 Arnold Drive
Mableton, GA
Project Name: Atlanta Village
CDS Project Number: 19-01-075

Approved CDS Surveyor

3021 CHURCH STREET, (PO BOX 593) HIGHLAND, GA 02346
PH: (800) 864-3180 FAX: (800) 864-0850
E-mail: jmyer@siteboston.com

OVERALL SITE WEASEMENTS

17 NORTH ARROW / SCALE



9 LEGEND

| | |
|------------|--------------------------------|
| APN | ASSESSOR'S PARCEL NUMBER |
| CL | CENTERLINE |
| CON | CORNER |
| INT | INSTRUMENT |
| M.B. | MAP BOOK |
| NE | NORTHEAST |
| NO. | NUMBER |
| O.R. | OFFICIAL RECORDS |
| P.M. | PARCEL MAP |
| P.M.B. | PARCEL MAP BOOK |
| P.O.C. | POINT OF COMMENCEMENT |
| PORT. | PORTION |
| PORTS. | PORTIONS |
| R.P. | RANGE |
| S.B.M. 4th | SAN BERNARDINO BASE & MERIDIAN |
| SE | SOUTHEAST |
| SEC | SECTION |
| SECS | SECTIONS |
| T.S. | TOWNSHIP |
| T.P.O.B. | TRAIL POINT OF BEGINNING |

Approved CDS Surveyor

5851 PARCEL STREET
NEWTON, CALIFORNIA 92566
PH: 951-251-2666 FAX: 951-251-2668
E: info@sitetechnic.com

18 ALTA NSPS Land Title Survey

This survey prepared in accordance with the National Standard Detail Requirements for ALTA/ACSM Land Title Surveys (Effective February 25, 2015)

This Work Controlled By:
FA Commercial Data Diligence Services, Inc.

2500 W. Robinson Street, 1st Floor
Riverside, California 92507
Office: 951-251-2666
Website: www.fabusiness.com
Toll Free: 888.322.7371

Prepared For:

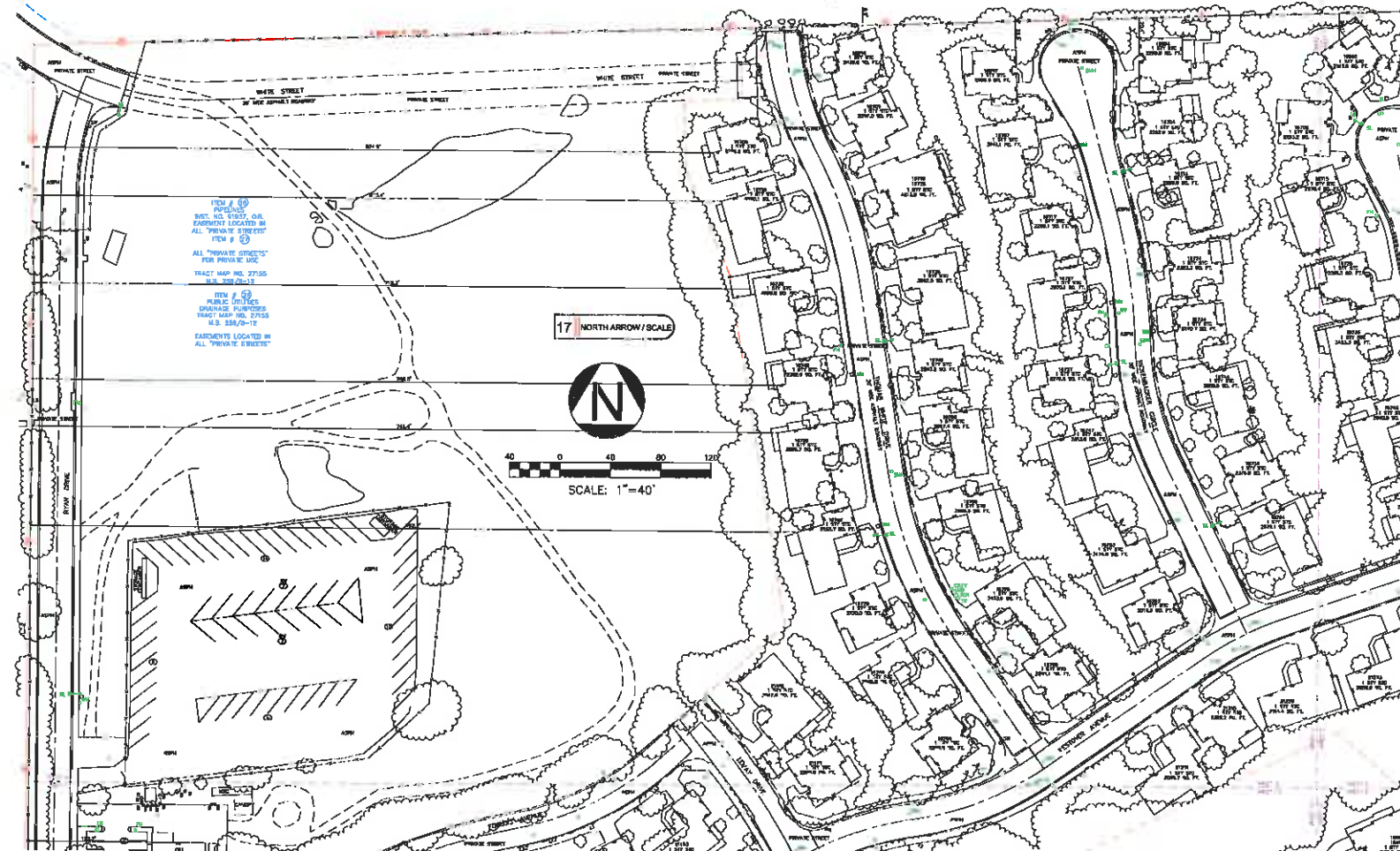
20 PROJECT ADDRESS

17282 Arnold Drive
Riverside, CA

Project Name:
Albino Village

CDS Project Number:
18-01-0720

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Approved CDS Surveyor

SITE TECH, INC.

1000 CHURCH STREET
 SUITE 100, RIVERSIDE, CA 92504
 PHONE: 951-514-1111
 FAX: 951-514-1112
 WWW.SITETECHINC.COM

18 ALTANSIPS Land Title Survey

The Survey prepared in accordance with the Uniform Standard
 Official Procedure for ALTA/NSIP Land Title Survey
 (Effective February 22, 2016)

This Work Conducted By:
 CDS Commercial Due Diligence Services, Inc.

CDS COMMERCIAL DUE DILIGENCE SERVICES
 2002 W. Robinson Street, Third Floor
 Norman, Oklahoma 73072
 OFFICE: 405-325-3444
 WEBSITE: www.cdsdiligence.com
 TOLL FREE: 888.322.7371

Prepared For:

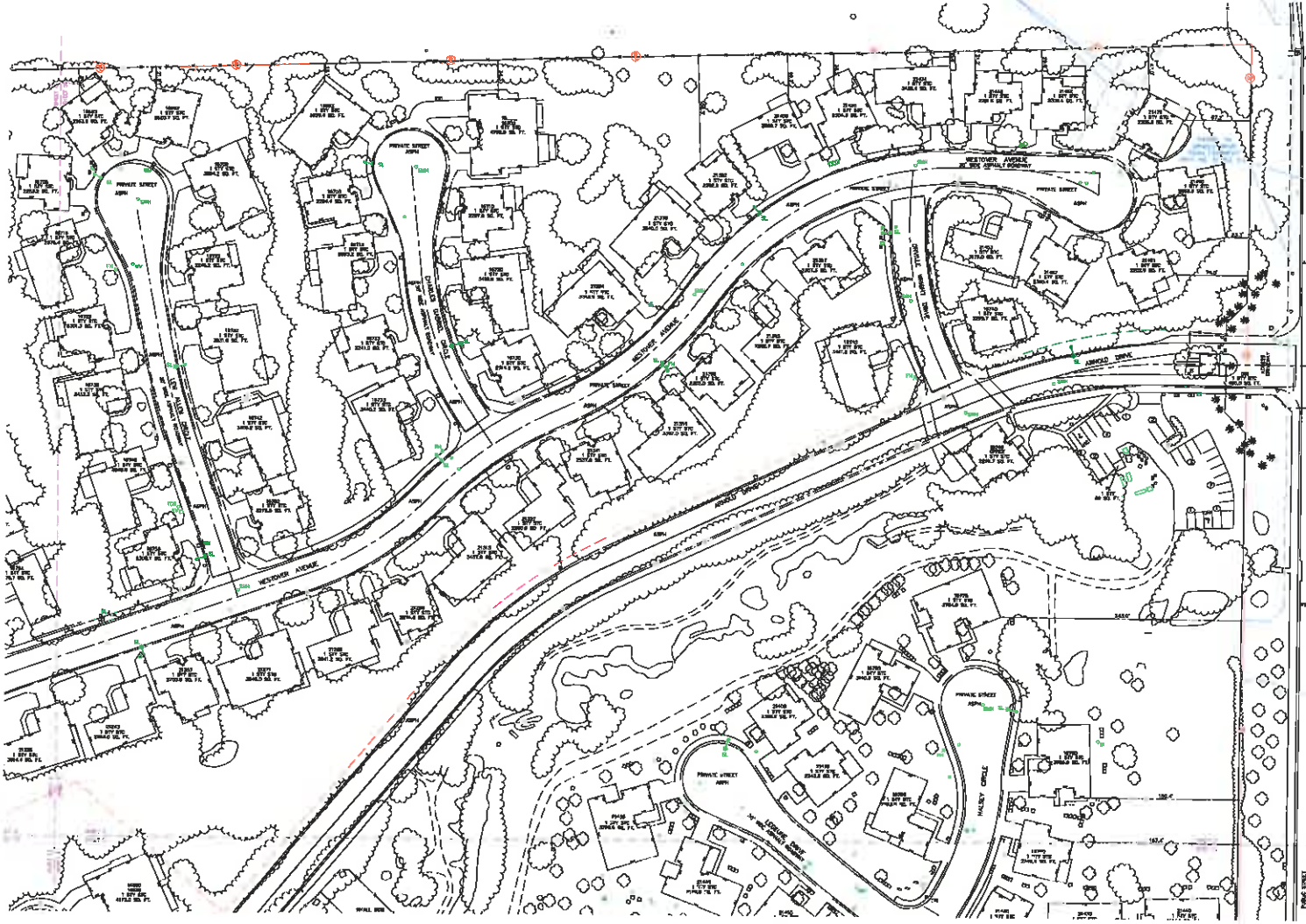
20 PROJECT ADDRESS

17250 Arnold Drive
 Riverside, CA

Project Name:
 Atlanta Village

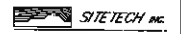
CDS Project Number:
 19-01-0720

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SCALE: 1" = 40'

Approved CDS Surveyor



10000 SHELBY STREET
SUITE 100, SUITE 100
NEWPORT, OHIO 43075
PHONE: 614-252-3444
FAX: 614-252-3444

18 ALTANSIPS Land Title Survey

This survey was prepared in accordance with the Surveying Standards and Regulations for ALTA/ACSM Land Title Survey Practice (November 23, 2015).
This work is Copyrighted by:
PA Commercial Descriptive Services Co.

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COMMERCIAL
SURVEYING SERVICES
3650 W. Midway Street, Third Floor
Newport, Ohio 43075
Office: 614-252-3444
Website: www.cdsusa.com
Toll Free: 888.322.7371

Prepared For:

20 PROJECT ADDRESS

17050 Awood Drive
Newark, OH

Project Name:
Awood Village

CDS Project Number:
18-01-0720

Sheet 5 of 15

19 SURVEY DRAWING

17 NORTH ARROW / SCALE



SCALE: 1"=40'

Approved CDS Surveyor

SITE/TECH INC.

1000 FARMER AVENUE
REVERSBLE, CALIFORNIA 94702
PH: 866-322-7371 FAX: 925-255-8888
WWW.SITE/TECH.COM

18 ALTANSIPS Land Title Survey

This surveyor's occupation with the Station located and determined by ALTANSIPS Land Title Survey (Station Number 78 0478)

This Work Coordinated by:
PA Commercial Due Diligence Services Co.

CDS
COMMERCIAL
DUE DILIGENCE SERVICES

2000 W. Redhouse Street, Tulsa, Texas
Norman, Oklahoma 73072
Office: 866-322-7371
Website: www.site/tech.com
Toll Free: 866-322-7371

Prepared For:

20 PROJECT ADDRESS

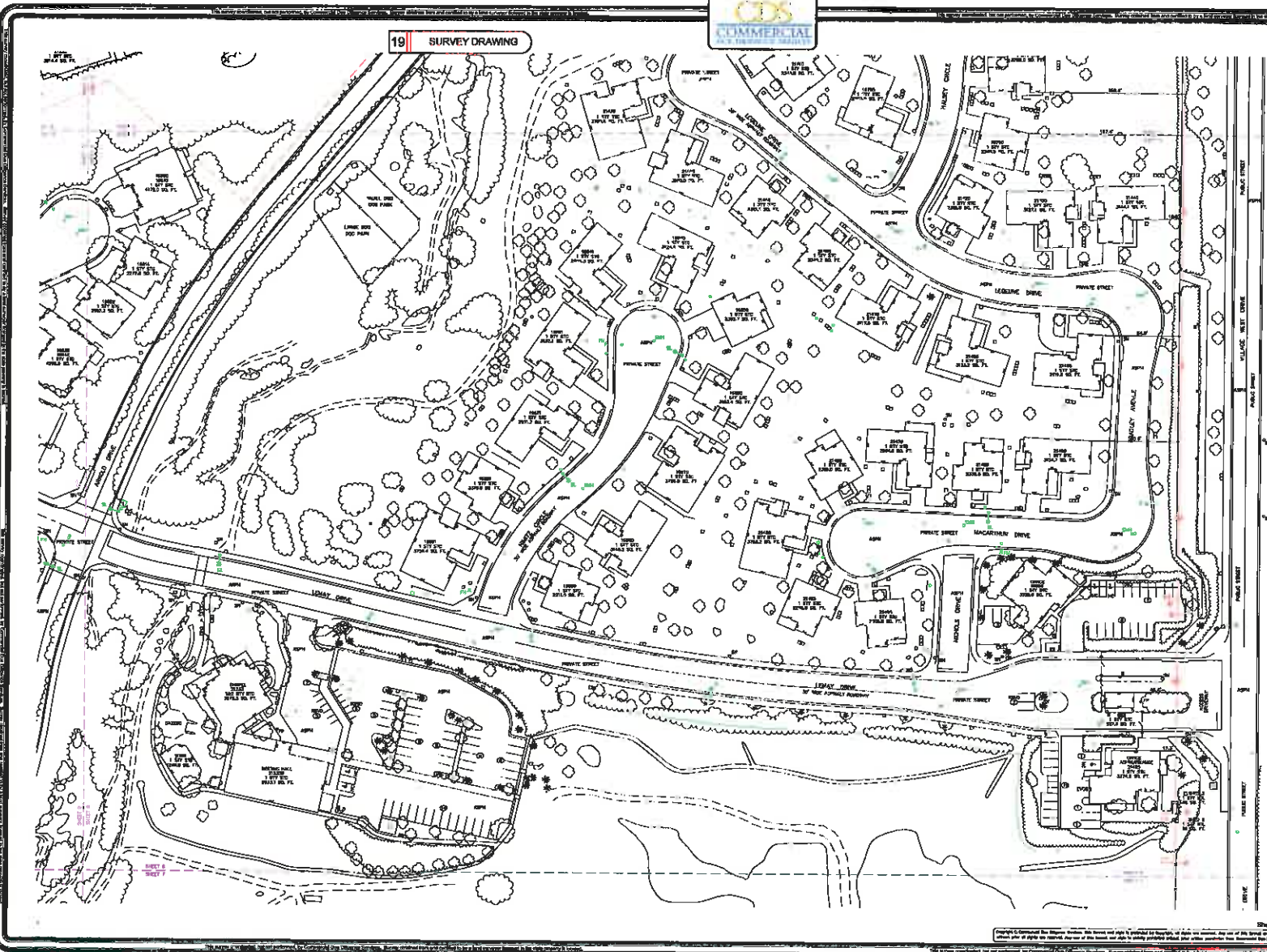
17285 Arnold Drive
Reverable, CA

Project Name:
Atlanta Village

CDS Project Number:
18-01-0720

Sheet **6** of **15**

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SCALE: 1" = 40'

Approved CDS Surveyor

SITE TECH INC.
 800.836.8767
 1000 N. 10th Street
 Norman, Oklahoma 73072
 www.sitetechinc.com

18 ALTANSPS Land Title Survey

This survey prepared in accordance with the Uniform Standards and Specifications for ALTA/ACSM Land Title Surveys, Effective February 20, 2019.

This Work Comprehensively:

FA Commailed One Uniformed Bureau Co.

CDS
COMMERCIAL
LAND GUIDANCE SERVICES
 3360 W. Hubbard Street, Third Floor
 Norman, Oklahoma 73072
 Office: 405-253-2644
 Website: www.cdsland.com
 Toll Free: 888.822.7371

Prepared For:

20 PROJECT ADDRESS

17000 Araki Drive
 Riverside, CA

Project Name:
 Altaville Village

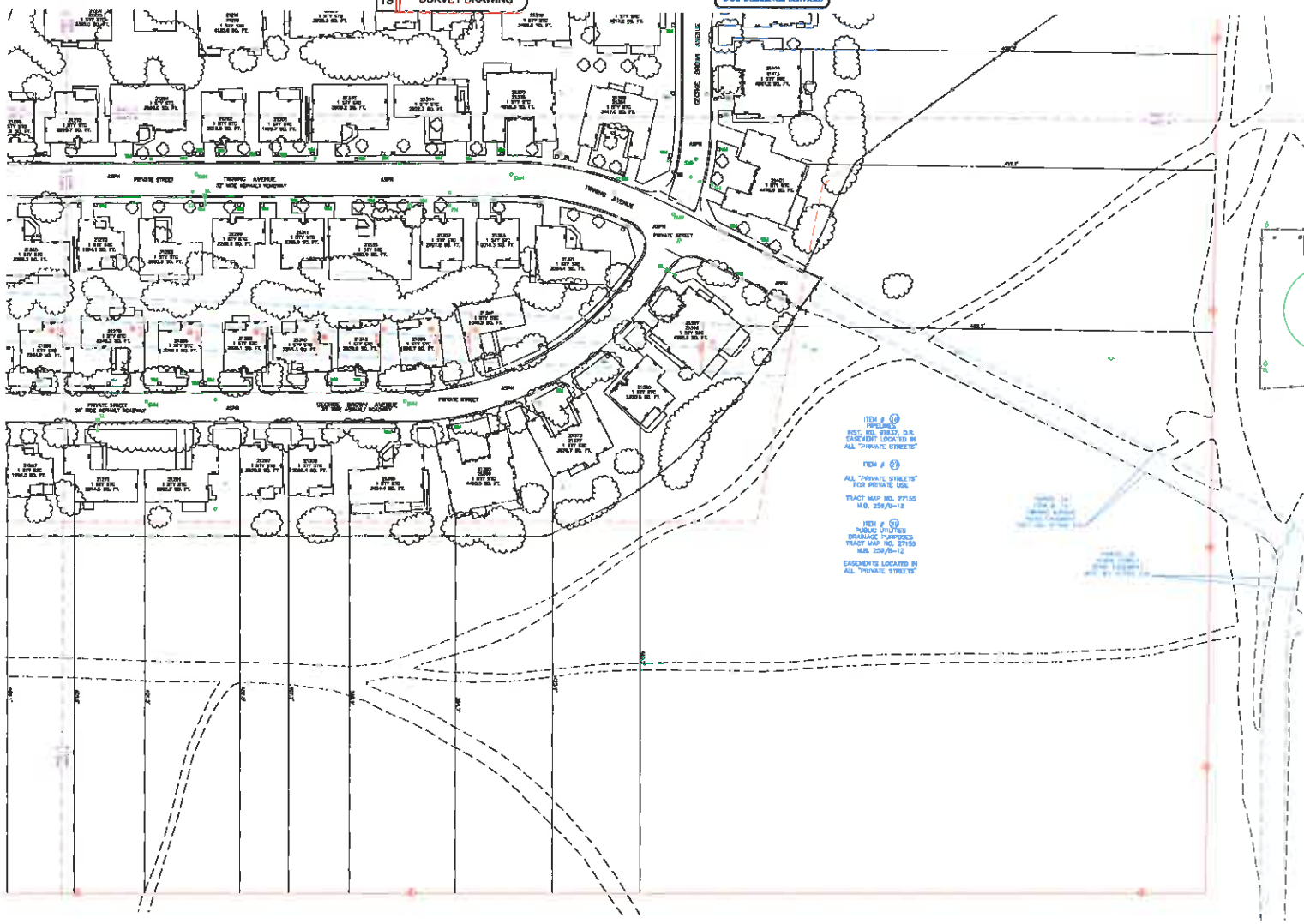
CDS Project Number:
 19-01-0720

Sheet 7 of 15

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18 SURVEY DRAWING



17 NORTH ARROW / SCALE



SCALE: 1" = 40'

ITEM # 10
PAVED
PROP. W/O STRIPS, D.R.
EASEMENT LOCATED IN
ALL "PRIVATE STREETS"

ITEM # 11
ALL "PRIVATE STREETS"
FOR PRIVATE USE
TRACT MAP NO. 07505
M.B. 255/0-12

ITEM # 12
PUBLIC UTILITIES
EASEMENTS LOCATED IN
ALL "PRIVATE STREETS"

Approved CDS Surveyor

5000 HAWK CREEK
OFFICE: 405-202-3444
1700 W. ROBINSON STREET, 3RD FLOOR
NORMAN, OKLAHOMA 73072
WWW.SITETECH.COM
TOLL FREE: 888.329.7371

18 ALTANSPS Land Title Survey

This survey prepared in accordance with the Minimum Standard
Detail Requirements for All Land Title Surveys
(Effective February 23, 2018)

This Work Completed By:
FA Commercial Due Diligence Services Co.

5550 W. ROBINSON STREET, 3RD FLOOR
NORMAN, OKLAHOMA 73072
OFFICE: 405-202-3444
WWW.SITETECH.COM
TOLL FREE: 888.329.7371

Prepared For:

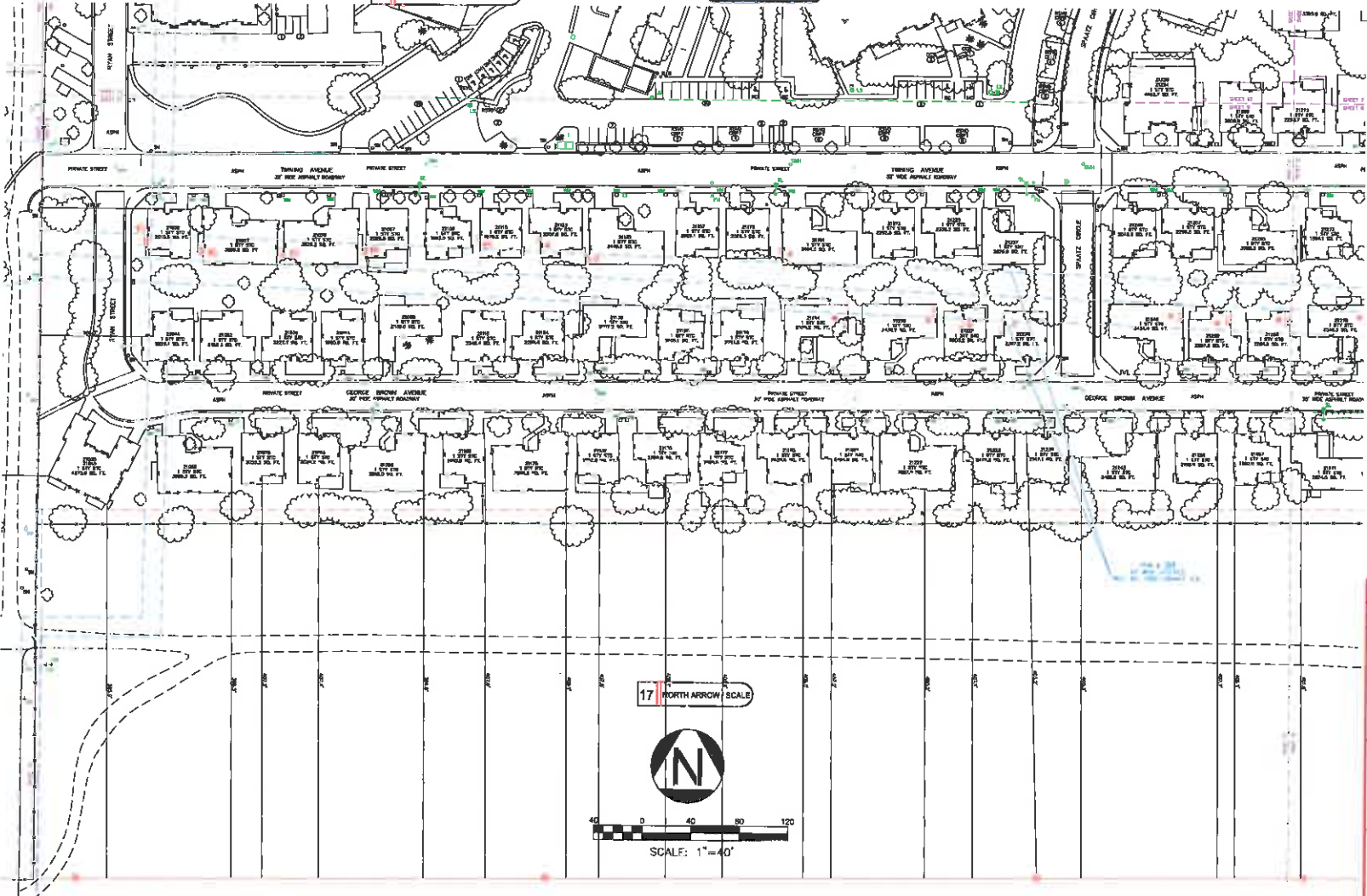
20 PROJECT ADDRESS
17050 Arnold Drive
Riverside, CA

Project Name:
Altaville Village
CDS Project Number:
18-01-0720

Sheet 8 of 15

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19 SURVEY DRAWING



17 NORTH ARROW SCALE



SCALE: 1" = 40'

Approved CDS Surveyor

SITE TECH INC.
801 South Street
Suite 100
Riverside, CA 92504
Tel: 951-506-1111
Fax: 951-506-1112
Email: info@sitetechnic.com

18 ALTANSPS Land Title Survey

This survey prepared in accordance with the National Standard
Established Pursuant to ALTANSPS Land Title Survey
(Effective February 22, 2012)

This Work Conducted by:
FA Commercial Due Diligence Services Co.

CDS
COMMERCIAL
DUE DILIGENCE SERVICES
3060 W. Robinson Street, Third Floor
Norman, Oklahoma 73072
Office: 405-253-2644
Website: www.cdsdiligence.com
Toll Free: 888.322.7371

Prepared For:

20 PROJECT ADDRESS

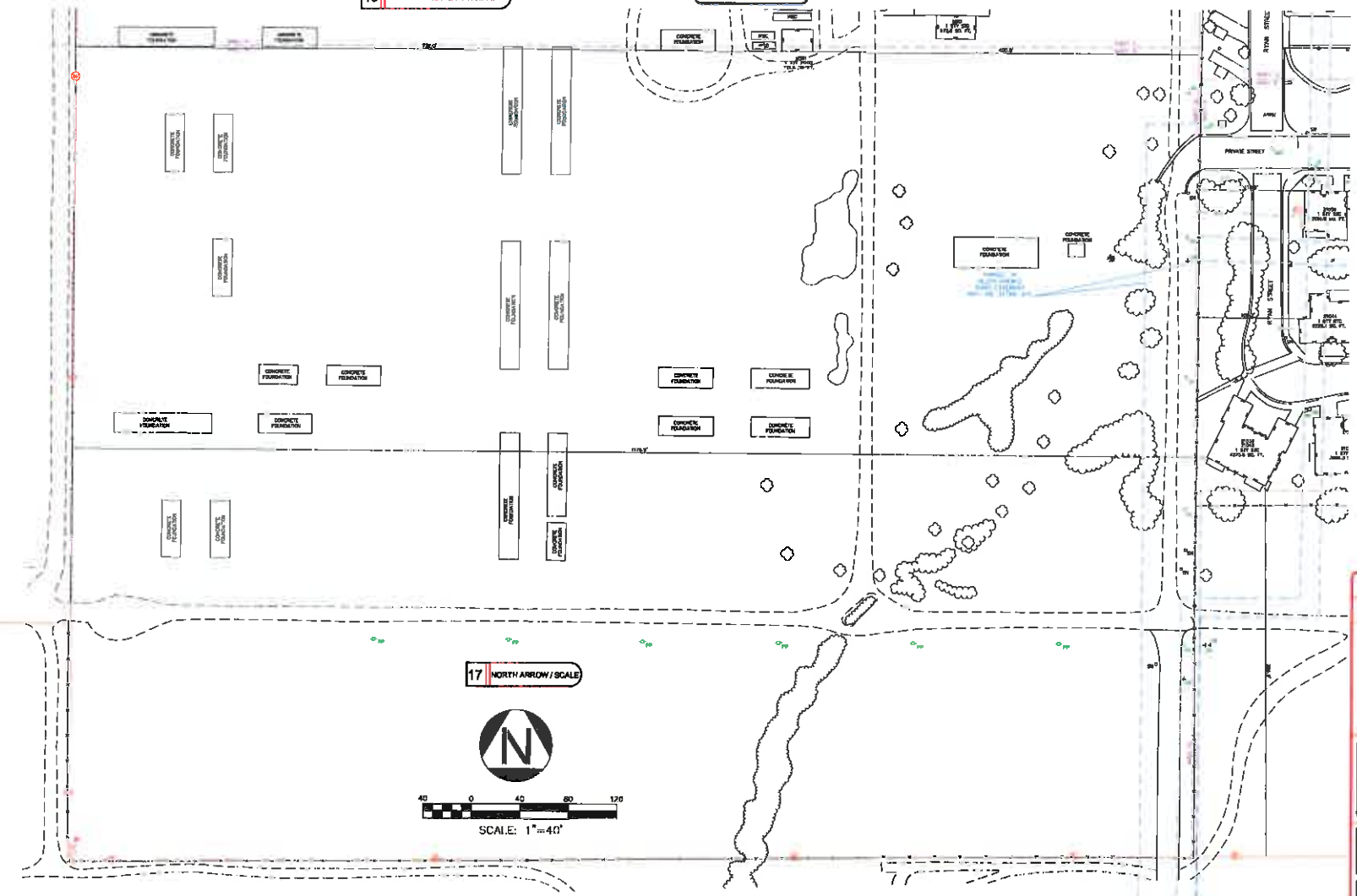
1705 Arnold Drive
Riverside, CA

Project Name:
Altaviz Wilage

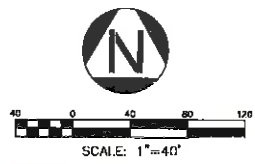
CDS Project Number:
19-01-0720

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19 SURVEY DRAWING



17 NORTH ARROW / SCALE



Approved CDS Surveyor

SITE TECH, INC.

ONE BURNS BRISTY
SUITE 100
MORNING STAR, ALABAMA 36052
PH: 205-338-1100 FAX: 205-338-1100
WWW.SITETECHINC.COM

18 ALTANSAPS Land Title Survey

The survey prepared in accordance with the Minimum Standard Detail Requirements for ALTA/NSPS Land Title Survey as defined in ANSI Z900.1-2014.

This work is conducted by:
FA Commercial Due Diligence Services Co.

CDS
COMMERCIAL
DUE DILIGENCE SERVICES
3500 W. Robinson Street, Third Floor
Huntsville, Alabama 35892
Office: 405-238-3668
Website: www.cds-services.com
Toll Free: 888.322.7371

Prepared For:

20 PROJECT ADDRESS

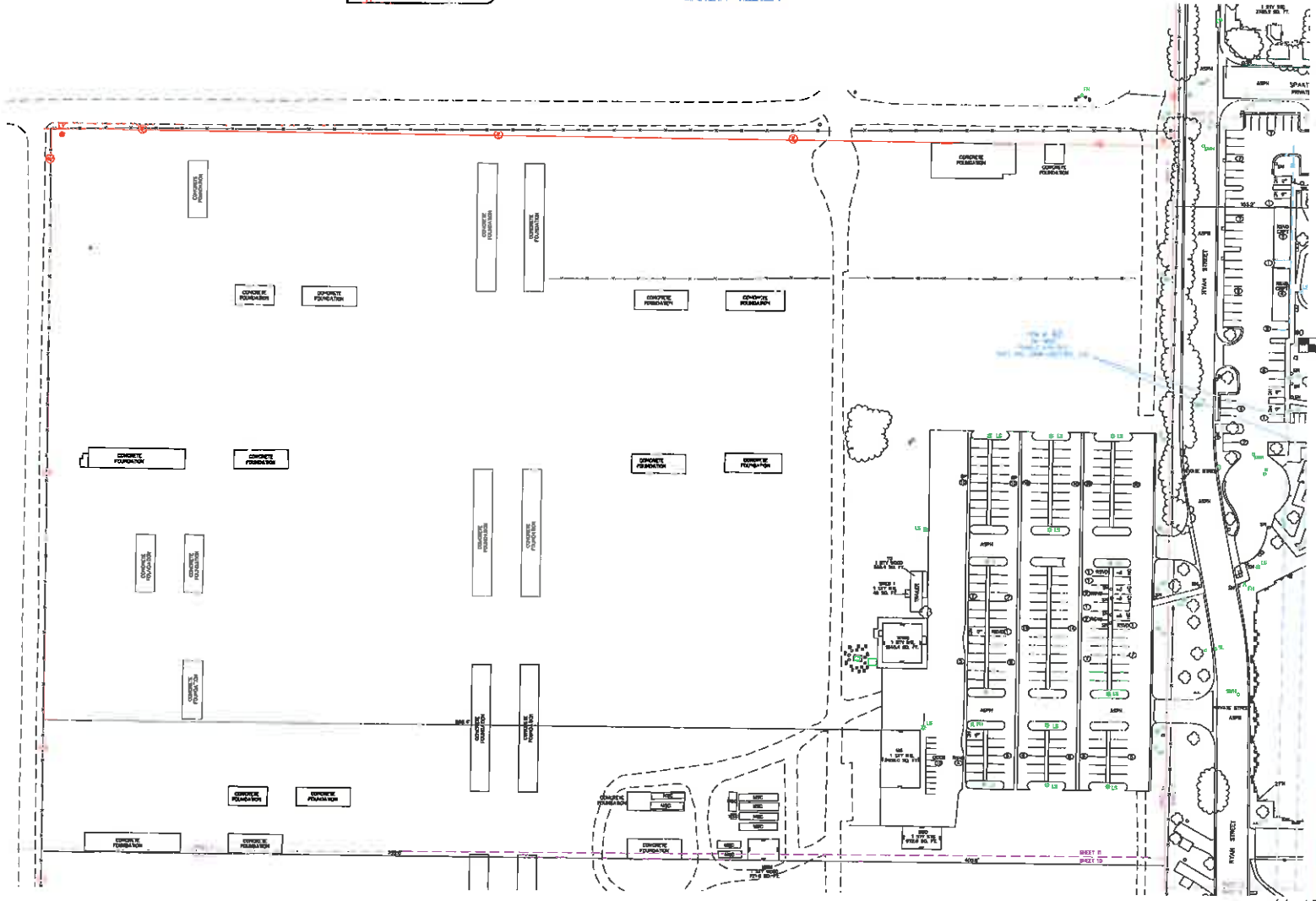
17500 Arundel Drive
Floverdale, GA

Project Name:
Atlanta Village

CDS Project Number:
18-01-0720

Sheet 10 of 15

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17 NORTH ARROW / SCALE



SCALE: 1" = 40'

Approved CDS Surveyor

SITE TECH, INC.

1101 NORTH 10TH STREET
 SUITE 100
 OKLAHOMA CITY, OKLAHOMA 73102
 PHONE: (405) 251-8888
 FAX: (405) 251-8889
 WWW.SITE-TECH.COM

18 ALTANSIPS Land Title Survey

This survey prepared in accordance with the 1916 Uniform Standard Detail Requirements for ALTA/ACSM Land Title Surveys (Effective February 01, 2011)

This Work Completed By: CDS Commercial Due Diligence Services Co.

CDS COMMERCIAL
 DUE DILIGENCE SERVICES

3002 W. Robinson Street, Third Floor
 Norman, Oklahoma 73072
 Office: (405) 253-2666
 Website: www.altansips.com
 Toll Free: 888.322.7371

Prepared For:

20 PROJECT ADDRESS

17255 Arroyo Drive
 Riverside, CA

Project Name:
 Altaville Village

CDS Project Number:
 19-01-0720

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19 SURVEY DRAWING

17 NORTH ARROW / SCALE



SCALE: 1"=40'

Approved CDS Surveyor



18 ALTANSPS Land Title Survey

This survey is conducted in accordance with the Alabama Standard Code of Professional Conduct for Land Surveyors, as amended, and the Alabama Code of Professional Conduct, as amended, and the Alabama Code of Professional Conduct, as amended.



3550 W. Robinson Street, Third Floor
Huntsville, Alabama 35892
Office: 256-263-2444
Mobile: 205-838-0500
Toll Free: 888-322-7371

Prepared For:

20 PROJECT ADDRESS

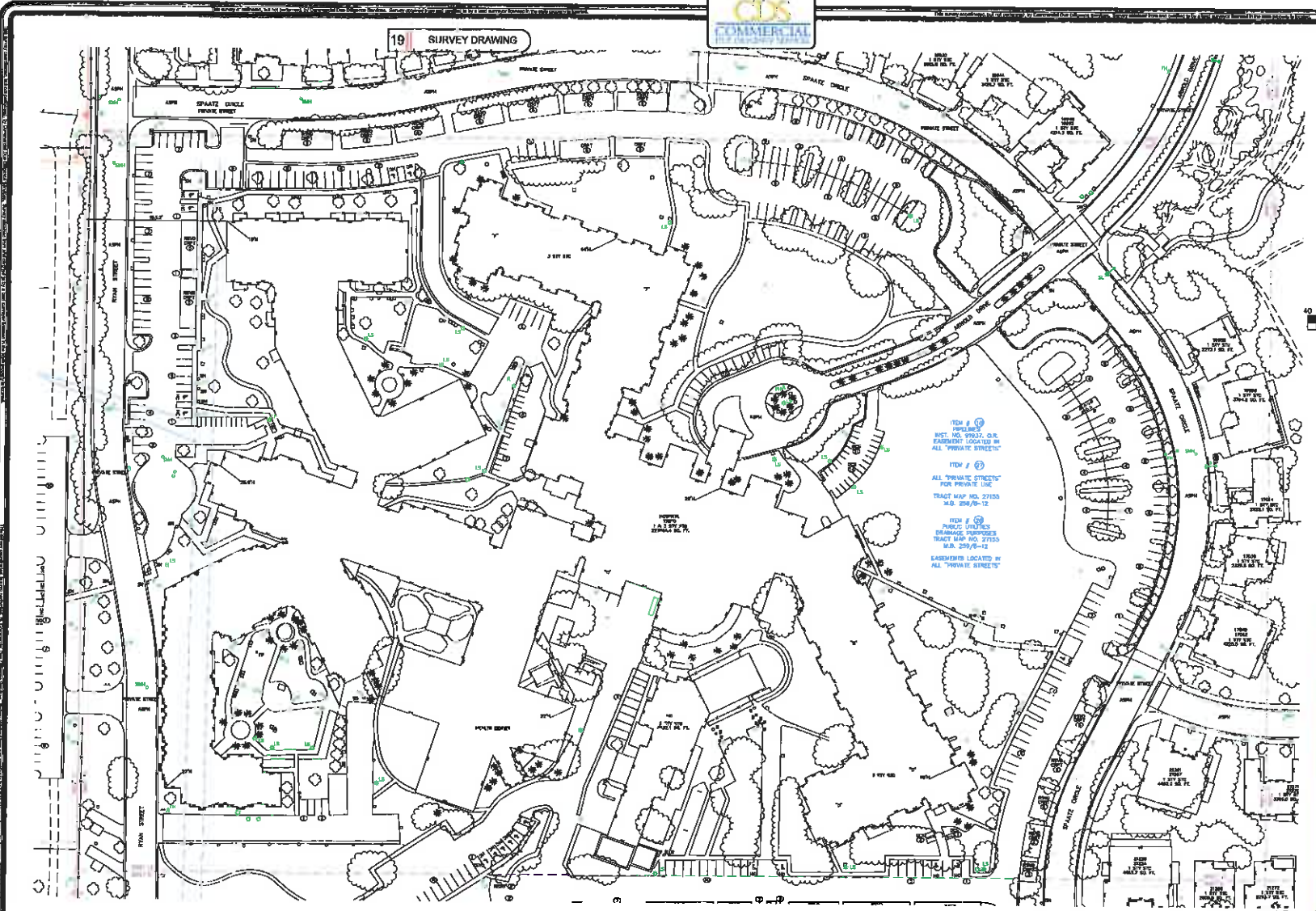
17055 Arnold Drive
Riverside, CA

Project Name:
AltaVie Village

CDS Project Number:
19-01-0720

Sheet 12 of 15

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ITEM # 1
PROPERTY OF
NOT TO BE USED FOR
RECORDING PURPOSES IN
ALL "PRIVATE STREETS"

ITEM # 2
ALL "PRIVATE STREETS"
FOR PRIVATE USE
TRACT MAP NO. 2755
S.B. 2017-12

ITEM # 3
PUBLIC UTILITIES
TRACT MAP NO. 2755
S.B. 2017-12
LINES ARE LOCATED BY
ALL "PRIVATE STREETS"



SCALE: 1"=40'

Approved CDS Surveyor
SITE TECH, INC.
10000 W. 10th Street, Suite 100
Overland Park, KS 66211
Tel: 913.241.1100 Fax: 913.241.1101

18 ALTANISPS Land Title Survey

This survey was prepared in accordance with the National Standard Surveying Practices for ALTA/ACSM Land Title Surveys effective February 24, 2011.
This Work Complies With:
FA Commercial Due Diligence Services, Inc.

CDS
COMMERCIAL
DUE DILIGENCE SERVICES
3550 W. Robinson Street, Third Floor
Harrison, Arkansas 72672
Office: 489-253-2144
Website: www.cds-services.com
Toll Free: 888.323.7371

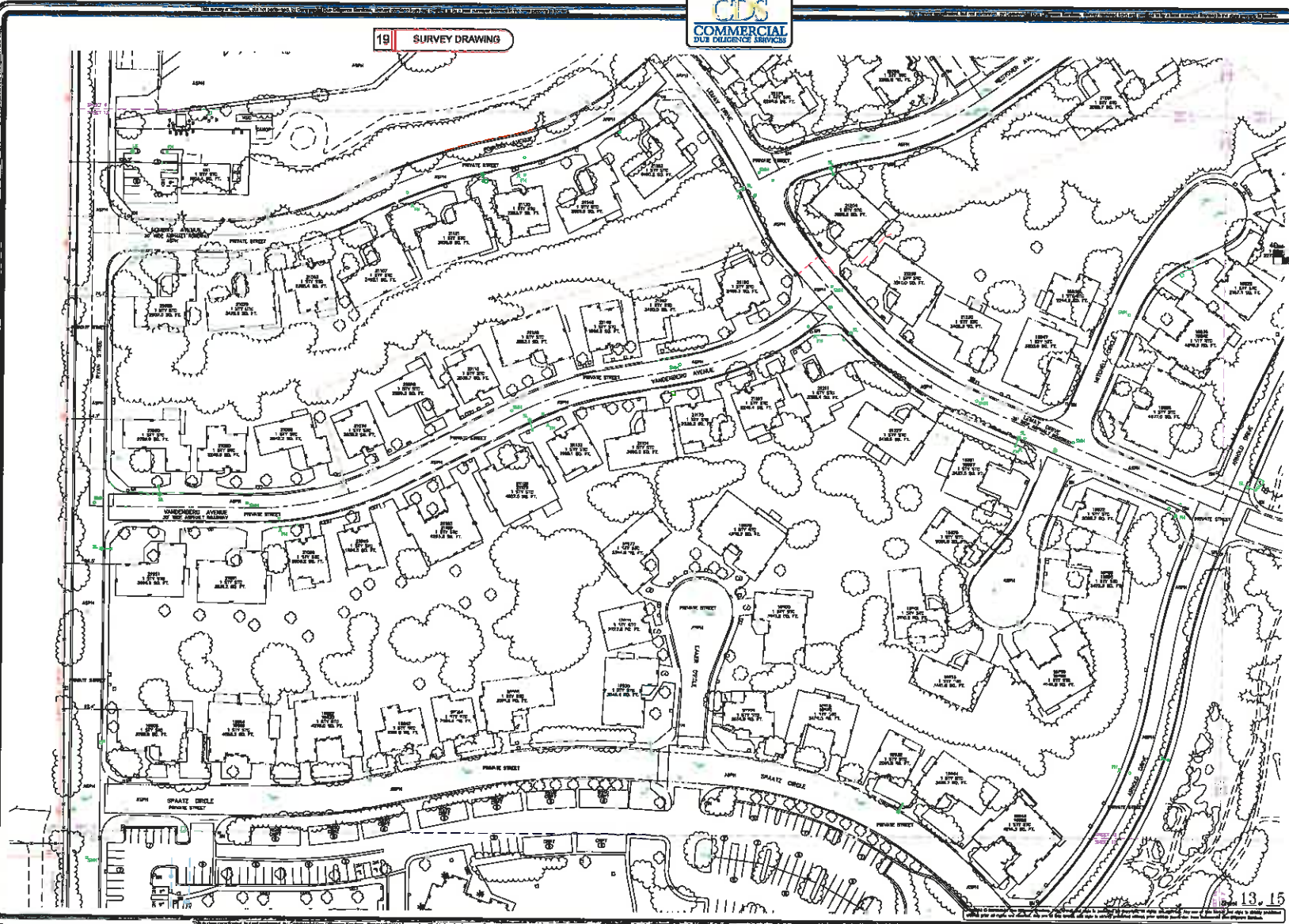
Prepared For:

20 PROJECT ADDRESS

17050 Arnold Drive
Riverside, CA

Project Name:
Altavie Village

CDS Project Number:
16-01-0720



13.15



BUILDING INFORMATION SHEET

9 LEGEND

- BTM BATHROOM
- CK CROCKERY/COFFEE BUILDING
- CS GUARD SHACK
- HO HOSPITAL OFFICES
- MOJ MAINTENANCE DEPARTMENT OFFICE
- HS MAINTENANCE STORAGE BUILDING
- HQB MAINTENANCE SHOP BUILDING
- SHED SHED
- YO TRANSPORTATION OFFICE
- TS TRANSPORTATION STORAGE BUILDING

| BUILDING NUMBER | SQUARE FOOTAGE | BUILDING NUMBER | SQUARE FOOTAGE | BUILDING NUMBER | SQUARE FOOTAGE | BUILDING NUMBER | SQUARE FOOTAGE | BUILDING NUMBER | SQUARE FOOTAGE | BUILDING NUMBER | SQUARE FOOTAGE | BUILDING NUMBER | SQUARE FOOTAGE |
|-----------------|----------------|-----------------|----------------|-----------------|----------------|-----------------|----------------|-----------------|----------------|-----------------|----------------|-----------------|----------------|
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| 16693 | 3,859.40 | 16756 | 2,867.40 | 21115 | 1,179.20 | 21233 | 3,272.70 | 21329 | 3,823.30 | 21467 | 2,300.40 | 21373 & 21377 | 3,575.70 |
| 16694 | 2,289.80 | 16757 | 3,474.80 | 21121 | 3,856.00 | 21237 | 1,575.90 | 21330 | 3,851.30 | 21470 | 2,364.80 | 21379 & 21385 | 4,217.20 |
| 16695 | 2,163.80 | 16759 | 3,885.70 | 21123 | 2,307.80 | 21238 | 2,312.20 | 21335 | 4,963.90 | 21475 | 3,117.50 | 21380 & 21384 | 3,447.00 |
| 16696 | 2,931.00 | 16764 | 2,876.10 | 21124 | 2,269.80 | 21239 | 2,147.10 | 21341 | 2,537.80 | 21476 | 2,305.50 | 21382 & 21386 | 4,815.80 |
| 16697 | 2,288.80 | 16756 | 2,858.50 | 21125 | 3,805.50 | 21243 | 3,459.50 | 21342 | 2,015.10 | 21480 | 2,336.60 | 21387 & 21399 | 4,158.90 |
| 16702 | 3,854.20 | 16767 | 2,318.80 | 21128 | 3,862.10 | 21243 | 2,868.00 | 21343 | 2,039.80 | 21481 | 2,202.90 | 21409 & 21413 | 4,587.20 |
| 16703 | 2,284.40 | 16769 | 2,855.70 | 21133 | 1,998.10 | 21246 | 3,434.90 | 21349 | 3,424.40 | 21485 | 3,133.20 | 21410 | 2,343.80 |
| 16704 | 2,232.90 | 16775 | 3,764.90 | 21135 | 3,445.90 | 21249 | 2,042.60 | 21354 | 2,521.70 | 21490 | 3,154.70 | 21417 & 21421 | 4,564.50 |
| 16708 | 2,283.20 | 16779 | 2,130.00 | 21136 | 2,867.20 | 21255 | 2,190.90 | 21355 | 2,006.50 | 21495 | 2,865.80 | 21420 | 2,315.80 |
| 16706 | 2,297.00 | 16780 | 3,766.00 | 21137 | 1,882.00 | 21257 | 2,295.80 | 21355 | 3,397.00 | 21495 | 3,119.80 | 21425 & 21429 | 3,421.80 |
| 16707 | 3,841.10 | 16785 | 3,140.60 | 21146 | 1,986.80 | 21257 | 2,705.60 | 21356 | 1,995.70 | 21495 | 3,119.80 | 21430 | 2,127.50 |
| 16709 | 2,238.60 | 16786 | 2,453.50 | 21149 | 2,826.90 | 21265 | 3,338.30 | 21357 | 2,007.20 | 16700 | 4,798.00 | 21435 | 3,780.60 |
| 16710 | 2,297.60 | 16789 | 2,845.80 | 21151 | 3,450.00 | 21265 | 3,338.30 | 21364 | 2,007.20 | 16715 & 16728 | 4,813.00 | 21440 | 3,144.10 |
| 16713 | 2,555.20 | 16790 | 2,349.50 | 21155 | 2,328.00 | 21266 | 2,009.80 | 21364 | 2,009.80 | 16780 | 3,398.00 | 21445 | 3,180.00 |
| 16714 | 2,859.80 | 16795 | 2,963.80 | 21156 | 1,906.10 | 21267 | 1,892.00 | 21368 | 2,284.90 | 16790 | 2,349.50 | 21455 | 3,180.00 |
| 16715 | 2,878.40 | 16796 | 2,299.10 | 21157 | 2,029.10 | 21267 | 1,892.00 | 21368 | 2,284.90 | 16795 | 2,963.80 | 21455 | 3,180.00 |
| 16717 | 2,286.10 | 16799 | 2,786.80 | 21162 | 3,490.00 | 21268 | 2,009.80 | 21368 | 2,284.90 | 16800 & 16810 | 4,172.00 | BTM | 1,248.80 |
| 16719 | 4,990.10 | 16808 | 3,788.50 | 21163 | 4,990.20 | 21270 | 2,546.30 | 21370 | 3,955.60 | 16801 & 16810 A | 4,172.00 | GC | 1,804.40 |
| 16720 | 3,416.80 | 16814 | 2,277.60 | 21175 | 2,130.90 | 21271 | 3,645.00 | 21371 | 3,254.40 | 16814 & 16818 | 4,565.30 | GC | 1,804.40 |
| 16722 | 2,246.20 | 16819 | 2,107.30 | 21176 | 2,158.50 | 21271 | 3,645.00 | 21378 | 3,840.00 | 16822 & 16830 | 4,276.00 | GC | 1,804.40 |
| 16723 | 2,241.00 | 16819 | 2,244.80 | 21177 | 1,889.60 | 21272 | 2,299.10 | 21383 | 2,891.70 | 16831 & 16842 | 4,796.60 | GC | 1,804.40 |
| 16724 | 2,243.30 | 16840 | 3,174.60 | 21178 | 2,791.80 | 21273 | 1,894.10 | 21385 | 2,930.50 | 16841 & 16867 | 4,437.50 | HOP | 8,912.10 |
| 16725 | 2,301.50 | 16841 | 2,968.20 | 21179 | 2,078.30 | 21284 | 3,900.00 | 21392 | 2,232.90 | 16888 & 16898 | 3,472.30 | MDO - 1 | 972.60 |
| 16725 | 2,301.50 | 16842 | 2,968.20 | 21190 | 2,190.00 | 21285 | 2,641.20 | 21397 | 2,307.30 | 16900 & 16906 | 4,546.80 | MDO - 2 | 972.60 |
| 16727 | 2,870.10 | 16847 | 3,803.60 | 21191 | 3,044.00 | 21287 | 2,582.60 | 21400 | 2,348.80 | 16916 & 16924 | 3,499.50 | MS | 2,493.00 |
| 16730 | 2,314.50 | 16850 | 2,406.70 | 21194 | 1,539.28 | 21286 | 2,005.80 | 21401 | 4,476.90 | 16925 & 16928 | 3,885.60 | MSB1 - 1 | 721.60 |
| 16732 | 3,831.60 | 16855 | 4,917.00 | 21195 | 2,478.60 | 21289 | 2,161.30 | 21405 | 4,587.20 | 16948 & 16952 | 4,214.30 | MSB1 - 2 | 721.60 |
| 16733 | 3,440.20 | 16860 | 2,143.00 | 21197 | 2,266.40 | 21291 | 2,082.70 | 21406 | 2,348.80 | 17000 & 17010 | 3,865.60 | MSB2 | 1,648.40 |
| 16734 | 2,270.70 | 16861 | 3,132.10 | 21201 | 3,089.70 | 21292 | 2,018.50 | 21407 | 2,665.70 | 17007 & 17015 | 4,600.20 | SHFD 1 | 10.00 |
| 16735 | 3,435.80 | 16866 | 3,919.90 | 21204 | 3,866.80 | 21297 | 2,020.50 | 21410 | 2,348.80 | 17040 & 17062 | 4,225.50 | SHFD 2 | 52.00 |
| 16736 | 3,862.20 | 16870 | 3,785.50 | 21209 | 2,454.90 | 21298 | 2,038.10 | 21420 | 2,315.80 | 17040 & 17050 | 3,909.50 | SHFD 3 | 10.00 |
| 16737 | 2,276.80 | 16871 | 2,971.70 | 21210 | 3,418.70 | 21298 | 2,038.10 | 21420 | 2,315.80 | 21035 & 21045 | 4,275.60 | TD | 115.40 |
| 16739 | 4,990.80 | 16872 | 2,003.70 | 21211 | 3,389.40 | 21299 | 2,285.90 | 21434 | 3,489.40 | 21103 & 21109 | 4,283.30 | TS | 85.00 |
| 16740 | 2,259.70 | 16875 | 2,001.00 | 21213 | 2,282.60 | 21308 | 1,996.70 | 21435 | 3,780.60 | 21125 & 21129 | 4,157.50 | | |
| 16743 | 3,408.20 | 16877 | 3,394.00 | 21215 | 2,115.20 | 21309 | 2,025.40 | 21440 | 3,144.10 | 21231 | 5,933.10 | | |
| 16743 | 3,441.80 | 16878 | 4,838.70 | 21218 | 3,510.00 | 21310 | 2,255.30 | 21445 | 3,100.00 | 21250 & 21254 | 4,465.70 | | |
| 16744 | 2,859.50 | 16880 | 3,148.20 | 21225 | 2,388.20 | 21311 | 2,315.90 | 21448 | 2,309.60 | 21261 & 21267 | 4,483.00 | | |
| 16745 | 2,840.90 | 16881 | 2,319.80 | 21225 | 3,814.40 | 21325 | 3,857.90 | 21450 | 3,765.20 | 21271 & 21276 | 3,395.00 | | |
| 16746 | 2,281.20 | 16890 | 2,911.50 | 21227 | 3,857.90 | 21310 | 2,255.30 | 21453 | 3,176.00 | 21291 & 21295 | 4,132.80 | | |
| 16747 | 2,813.60 | 16891 | 3,754.40 | 21227 | 3,857.90 | 21311 | 2,315.90 | 21455 | 2,306.80 | 21356 & 21360 | 4,264.60 | | |
| 16749 | 2,301.90 | 16899 | 2,227.80 | 21228 | 2,003.20 | 21313 | 3,457.80 | 21455 | 2,321.10 | 21363 & 21368 | 3,486.80 | | |
| 16752 | 2,276.30 | 16900 | 3,841.50 | 21230 | 3,406.30 | | | 21460 | 2,319.00 | 21365 & 21369 | 4,480.50 | | |
| 16754 | 2,318.80 | 16901 | 3,410.50 | | | | | 21462 | 2,309.40 | | | | |
| | | | | | | | | 21465 | 2,296.00 | | | | |

TOTAL SQUARE FOOTAGE
7,316,742.30



18 ALTANSPS Land Title Survey

This map prepared in accordance with the Uniform Standard Land Survey Act (ALTS) 1979 and the Survey Standards Act (S.S.A.) 1979.

This Work Conducted by:
PA Consultant Dan DeGroot Services Co.

3380 W. Robinson Street, Third Floor
Norman, Oklahoma 73072
Office: 405-263-6414
website: www.SiteTech.com
Toll Free: 888-322-7371

Prepared For:

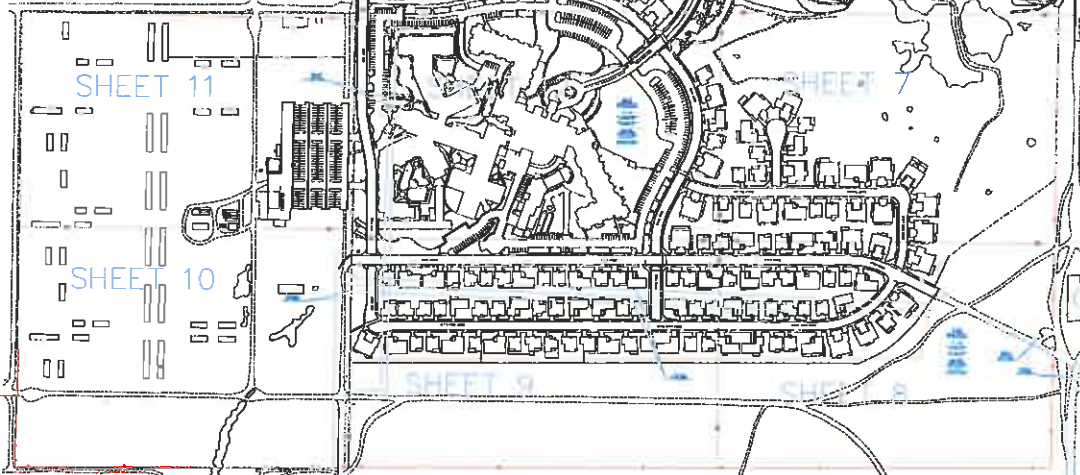
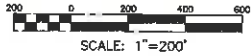
20 PROJECT ADDRESS

1702 Araki Drive
Riverside, CA

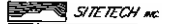
Project Name:
Altaville Village
CDS Project Number:
18-01-0722

INDEX SHEET

17 NORTH ARROW / SCALE



Approved CDS Surveyor



10000 W. 15th Street
Suite 100
Denver, CO 80202
Phone: 303.755.1000
Fax: 303.755.1001

18 ALTA/NPS Land Title Survey

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The map is prepared by:

CDS
COMMERCIAL
DUE DILIGENCE SERVICES
3050 W. Robinson Street, Third Floor
Houston, Oklahoma 73072
Office: 405-253-3444
Website: www.cdsusa.com
Toll Free: 888.322.7371

Prepared For:

20 PROJECT ADDRESS

1720 Arnold Drive
Riverside, CA

Project Name:
Alberle Village

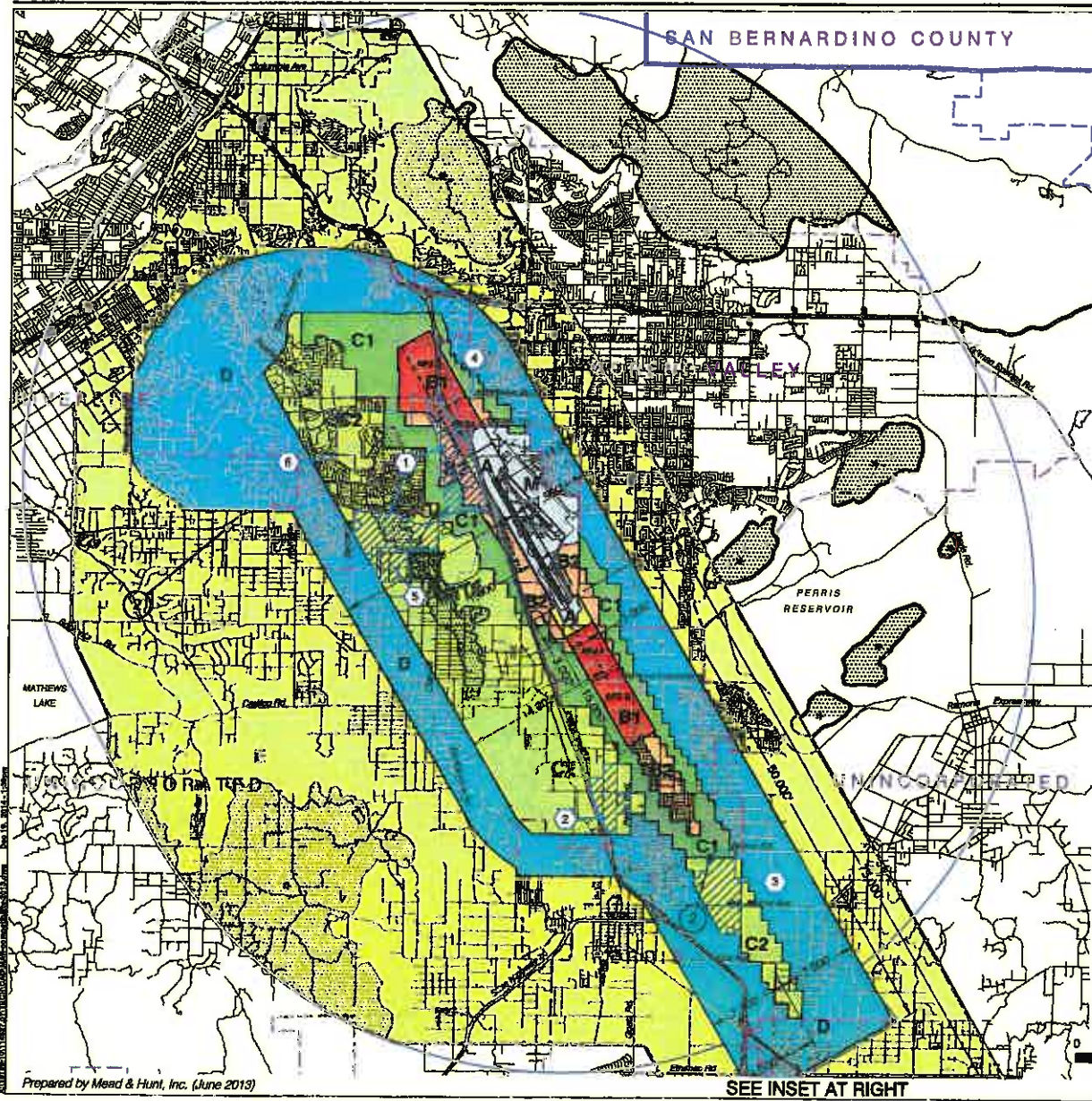
CDS Project Number:
18-01-0720

INDEX
15, 15

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NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

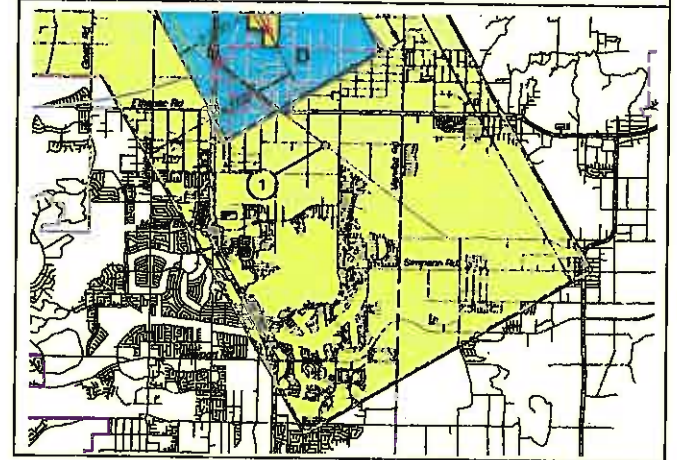
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)
- ① 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.

INSET



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

Map MA-1

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

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

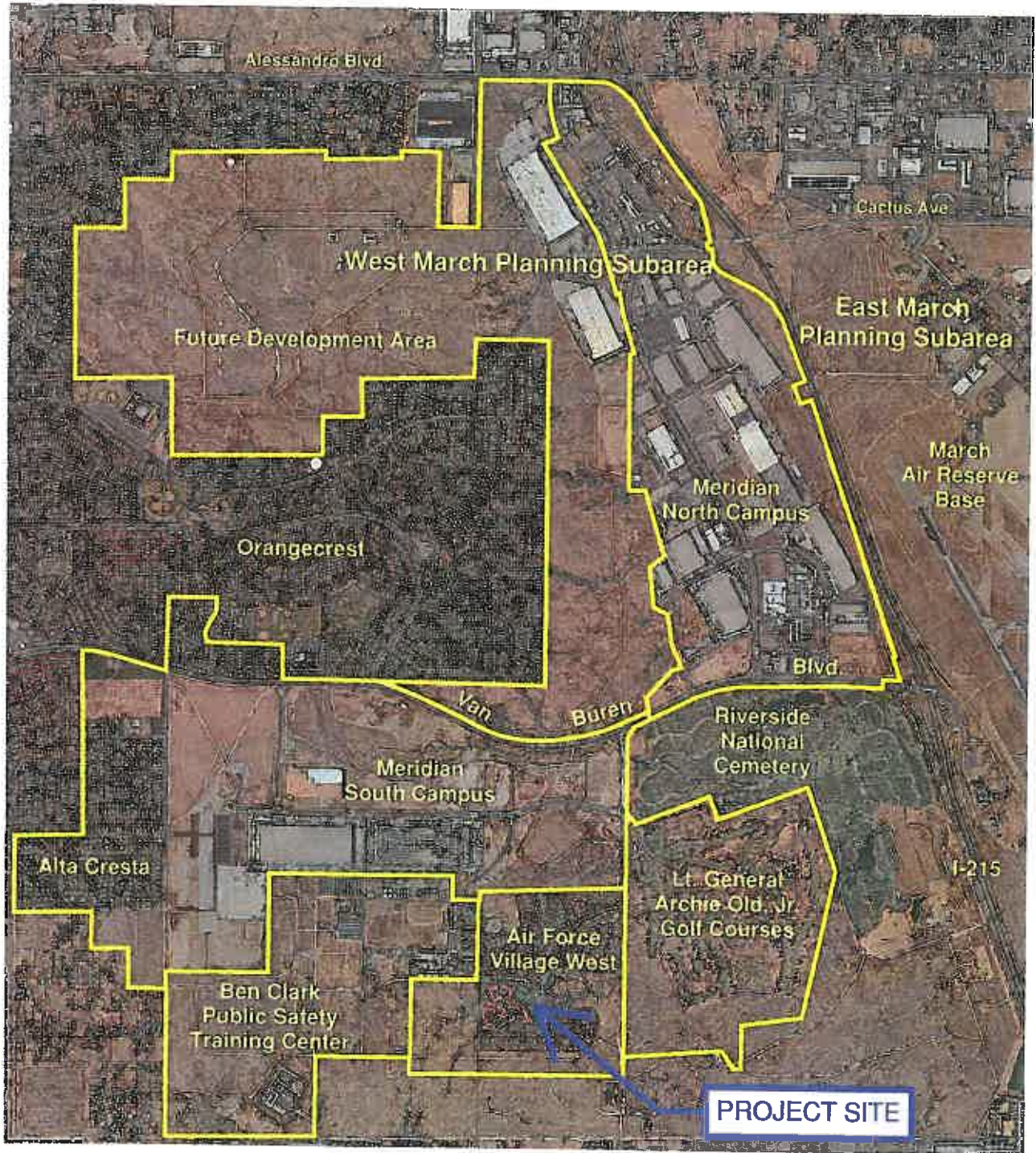


Base map source: County of Riverside 2013

SEE INSET AT RIGHT

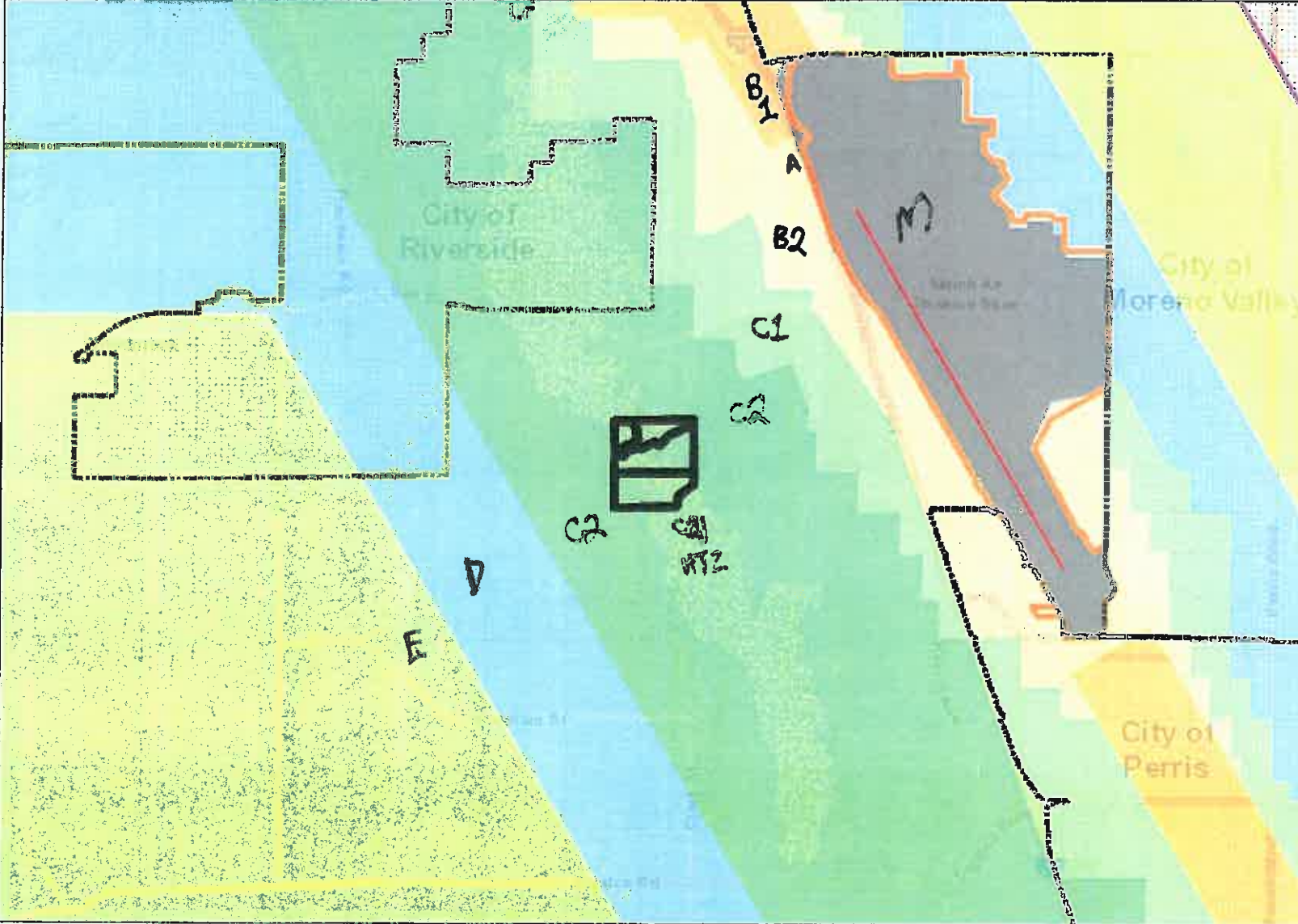
Prepared by Mead & Hunt, Inc. (June 2013)

AIR FORCE VILLAGE WEST - SPECIFIC PLAN





VICINITY MAP

Map My County Map



Legend

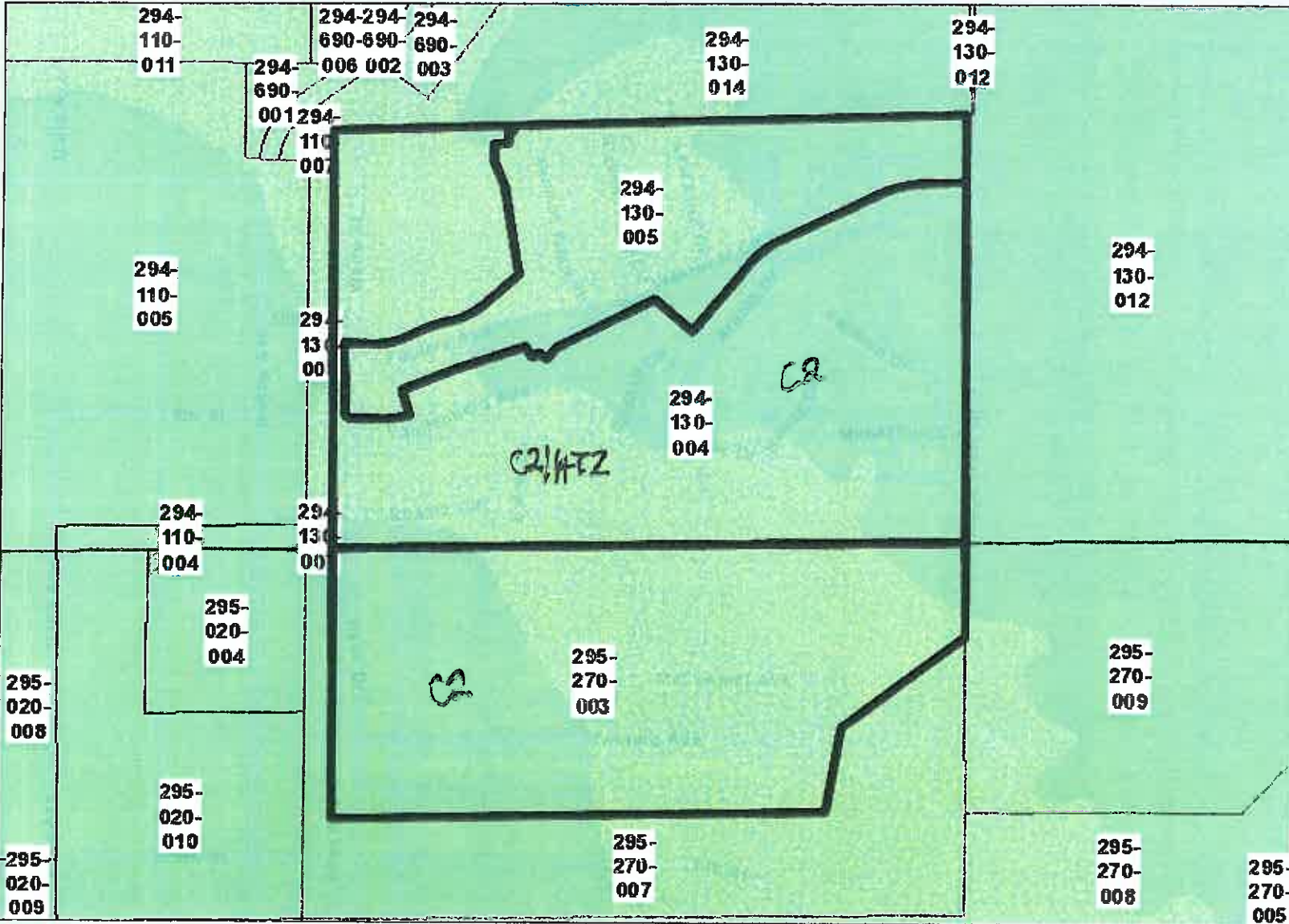
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
-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

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Notes

Map My County Map



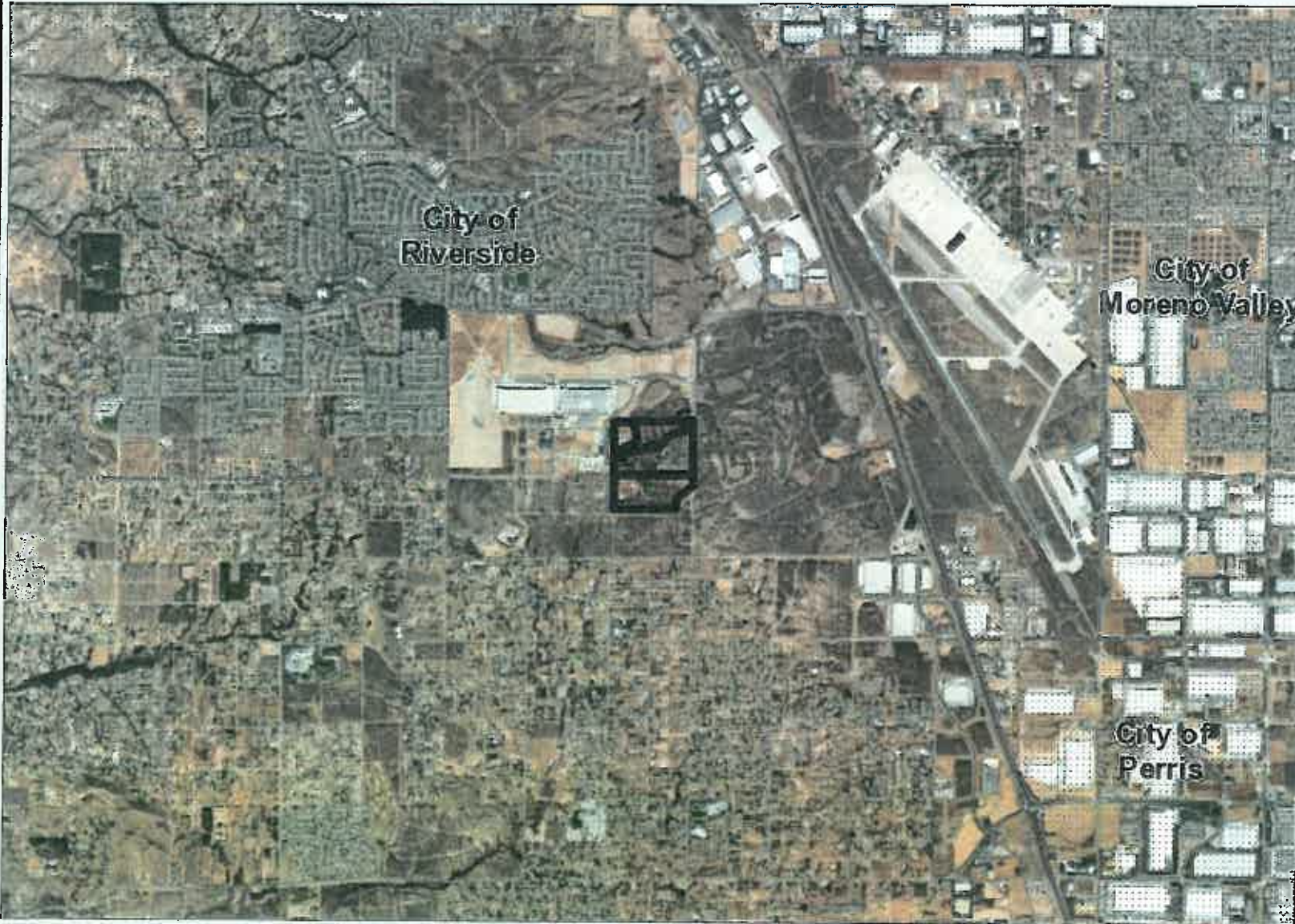
Legend

- Parcel APNs
- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
- ▨ OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
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- C2-EXC3

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Notes

Map My County Map



Legend

- City Areas
- World Street Map



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Notes



Map My County Map



Legend

- City Areas
- World Street Map

Notes



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Map My County Map



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- City Areas
- World Street Map

Notes



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Map My County Map



Legend

- Parcels
- City Areas
- World Street Map



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0 752 1,505 Feet

REPORT PRINTED ON... 4/22/2020 5:48:10 PM

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Notes



MEMORANDUM

To: Paul Rull - ALUC Principal Planner
From: Davie Cowan, P.E. – Kimley-Horn and Associates, Inc.
CC: Andy Plant, Michael O'Rourke
Date: 03/17/2020
Subject: Air Force Village West Specific Plan Area, Tentative Tract Map

Project Description

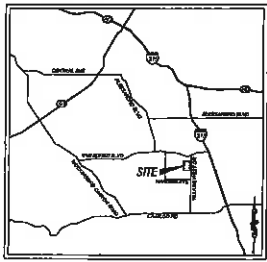
Senior Living Riverside, LP recently purchased the existing Alta-Vita Village development and undeveloped areas known as the Air Force Village West Specific Plan area (AFVW SP), July 2004. The existing AFVW SP, located in the southern area of the MJPA's overall planning area, consists of ±221.82 acres designated under MJPA's General Plan land use designation as Institutional Residential (IR). Of the 221.82 Acres, there are two existing components 153.0 acres with designated zoning of IR and 68.82 acres of expansion (Future residential and undefined future development). This Tentative Tract Map is associated with the 153.0 acres only.

The existing 153.0-acre subdivision is proposing a Tentative Tract Map for one (1) for commercial condominium purposes, two (2) lots for residential condominiums, one (1) lot for an existing church facility, and two (2) designated remainder areas. The proposed subdivision will allow for the Owner to be able to procure funding to maintain the existing buildings and homes on-site.

We look forward to working with the Riverside County ALUC on this project at Air Force Village West.

Sincerely,

Davie Cowan, P.E.



LEGEND AND ABBREVIATIONS:

- SUBDIVISION BOUNDARY
- LOT LINE
- EASEMENT OF USE
- EASEMENT OF EASEMENT

PROPOSED EASEMENTS:

RIGHT OF WAY EASEMENT

SITE INFORMATION:

- 1. 80 EXISTING SINGLE FAMILY HOMES, ADMINISTRATION BUILDING, AND 15 PAVED PARKING FACILITY
- 2. NUMBER OF EXISTING LOTS: 3
- 3. NUMBER OF PROPOSED LOTS: 4
- 4. AREA OF EXISTING/PROPOSED: 12.89 ACRES

UTILITY PURVEYORS:

- 8001 SOUTHERN CALIFORNIA GAS COMPANY
- ELECTRICITY: SOUTHERN CALIFORNIA Edison
- WASTEWATER: WESTERN MUNICIPAL WATER DISTRICT

FLOOD INFORMATION:

BASED ON FEMA FLOOD INSURANCE RATE MAP NUMBER 060415101001, THE PROPERTY IS LOCATED IN ZONE "X" AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.

ZONE "X" INDICATES AREAS IN WHICH FLOOD HAZARD ARE UNDETERMINED, BUT POSSIBLE.

LEGAL DESCRIPTION:

REAL PROPERTY IN THE UNINCORPORATED AREA OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 1:
LOT 1 OF TRACT MAP NO. 27123 IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP RECORDED IN PUBLIC RECORDS OF SAID COUNTY IN THE OFFICE OF COUNTY RECORDER OF SAID COUNTY.

PARCEL 2:
TRACT 1 OF PARCEL MAP 20384, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS IT MAY BE RECORDED IN PUBLIC RECORDS OF SAID COUNTY.

EXISTING EASEMENTS THAT AFFECT THIS TRACT MAP NO. 27123, AS SHOWN BY MAP RECORDED IN PUBLIC RECORDS OF SAID COUNTY THROUGH THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

BASIS OF BEARINGS:

THE BASIS OF BEARINGS IS THE MEASURED BY PARCEL 1 AS SHOWN ON TRACT MAP NO. 22384 RECORDED IN PUBLIC RECORDS OF SAID COUNTY.

BEARINGS BEING MEASURED BY DEED.

ASSESSOR'S PARCEL NUMBERS:

| | |
|------------------------------------|-------------|
| LOT 1 COMMERCIAL CONDOMINIUM UNIT | 294-020-003 |
| PROPOSED LOT 1 (20' X 200') | 294-020-004 |
| LOT 2 RESIDENTIAL CONDOMINIUM UNIT | 294-020-005 |
| PROPOSED LOT 2 (20' X 200') | 294-020-006 |

LOT SUMMARY:

LOT 1 COMMERCIAL CONDOMINIUM UNIT

LOT 2 RESIDENTIAL CONDOMINIUM UNIT

LOT 3 OFFICE FACILITY/CHANGE

ZONING INFORMATION:

APPLICANT WILL BE IN COMPLIANCE WITH ALL ZONING REGULATIONS AND ALL THE REQUIREMENTS OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA AUTOMATIC DEVELOPER'S CYCLE.

(SPECIFIC PLAN) 1216 (LANDFORCE VILLAGE WEST)

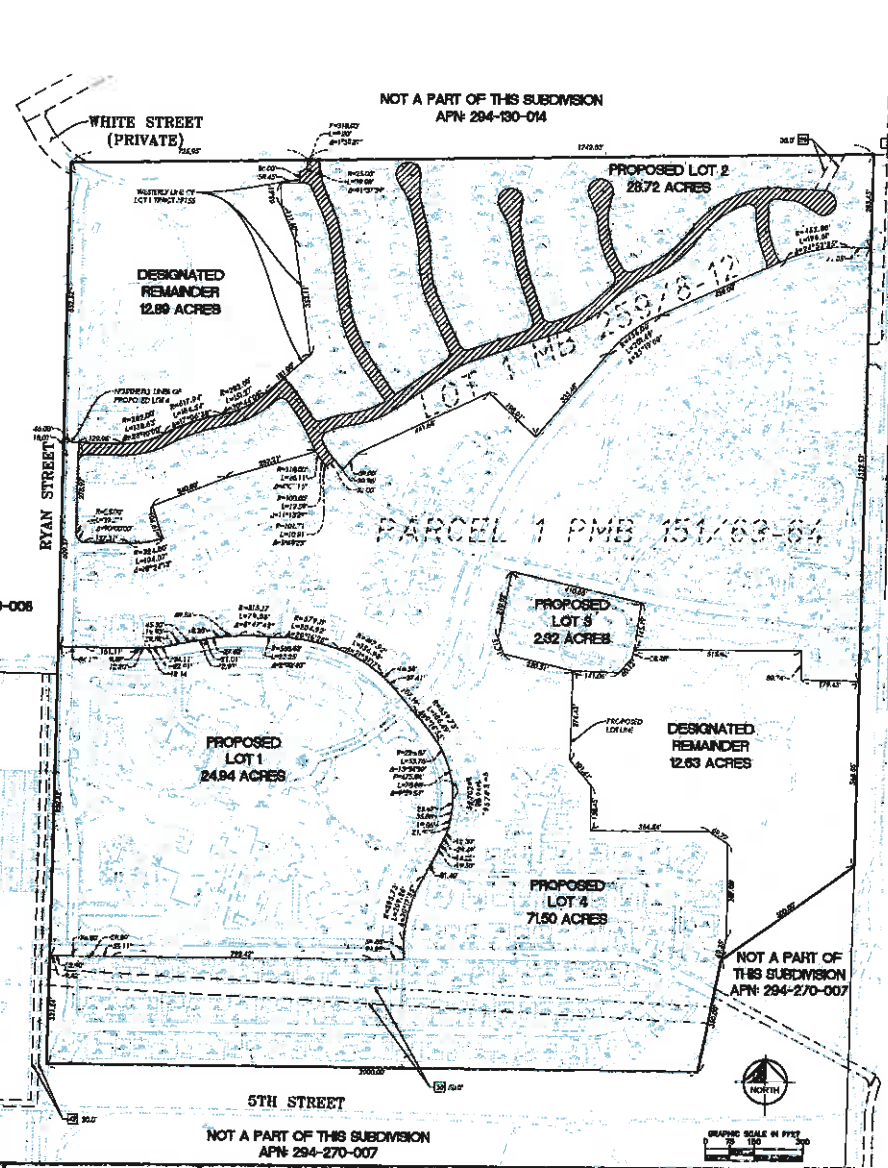
| ZONE | AREA | ACRES |
|--------------|-------|-------|
| RESIDENTIAL | 12.89 | 12.89 |
| COMMERCIAL | 0.00 | 0.00 |
| INDUSTRIAL | 0.00 | 0.00 |
| OFFICE | 0.00 | 0.00 |
| RECREATION | 0.00 | 0.00 |
| UTILITY | 0.00 | 0.00 |
| UNDESIGNATED | 0.00 | 0.00 |
| TOTAL | 12.89 | 12.89 |

BOUNDARY:

- A. NORTH BOUNDARY: 12.89
- B. WEST BOUNDARY: 0.00
- C. SOUTH BOUNDARY: 0.00
- D. EAST BOUNDARY: 0.00

AREA: 12.89 ACRES

TENTATIVE TRACT MAP NO. 37855
FOR CONDOMINIUM PURPOSES
WESTMONT VILLAGE
17050 ARNOLD DRIVE
RIVERSIDE, CA



PROJECT NARRATIVE:

THE PROPOSED SINGLE FAMILY HOMES, ADMINISTRATION BUILDING, AND 15 PAVED PARKING FACILITY, THESE HOMES ARE MANAGED BY A SINGLE FAMILY HOME, ADMINISTRATION BUILDING, AND 15 PAVED PARKING FACILITY. THE PROJECT WILL BE DEVELOPED BY THE APPLICANT. THE PROJECT WILL BE DEVELOPED BY THE APPLICANT. THE PROJECT WILL BE DEVELOPED BY THE APPLICANT.

THE PROJECT PROPERTY IS SURROUNDING ADDITIONAL LOTS UNDER THE PROJECT AND THESE ARE AREAS TO BE DEVELOPED INTO CONDOMINIUM LOTS UNDER THE PROJECT AND THESE ARE AREAS TO BE DEVELOPED INTO CONDOMINIUM LOTS UNDER THE PROJECT AND THESE ARE AREAS TO BE DEVELOPED INTO CONDOMINIUM LOTS UNDER THE PROJECT.

- EXISTING EASEMENTS:**
- SEE PROXIMATE TRACT MAP NO. 27123 IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP RECORDED IN PUBLIC RECORDS OF SAID COUNTY IN THE OFFICE OF COUNTY RECORDER OF SAID COUNTY.
16. THE EFFECT OF ALL ENVIRONMENTAL CONSIDERATIONS AFFECTING NEIGHBORHOODS AT THE OPTION OF THE APPLICANT OR THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP RECORDED IN PUBLIC RECORDS OF SAID COUNTY.
 17. AGREEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 14, 1989 AS INSTRUMENT NO. 8001 IN PUBLIC RECORDS OF OFFICE OF COUNTY RECORDER OF SAID COUNTY.
 18. AGREEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 14, 1989 AS INSTRUMENT NO. 8001 IN PUBLIC RECORDS OF OFFICE OF COUNTY RECORDER OF SAID COUNTY.
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 45. AGREEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 14, 1989 AS INSTRUMENT NO. 8001 IN PUBLIC RECORDS OF OFFICE OF COUNTY RECORDER OF SAID COUNTY.

APPLICANT/SUBDIVIDER/OWNER:

SENIOR LIVING RIVERSIDE, LP
17050 ARNOLD DRIVE
RIVERSIDE, CA 92504

AGENT: JAMES J. HARRIS
PHONE: (951) 729-4720

SURVEYOR OF RESPONSIBLE CHARGE:

RYAN J. HORN AND ASSOCIATES, INC.
401 N. B STREET, SUITE 200
SAN DIEGO, CA 92101
TELEPHONE: (619) 591-1811
FAX: (619) 591-1812

SEAL:

RYAN J. HORN
STATE OF CALIFORNIA
NO. 0072

| | | | |
|------------------|----------------------------------|---------------|--|
| DATE: 12/11/2019 | BY: MICHAEL WEAVER, P.E., D.L.C. | SCALE: 1"=40' | PROJECT: TENTATIVE TRACT MAP NO. 37855 |
| APPROVED BY: | DATE: | APPROVED BY: | DATE: |
| APPROVED BY: | DATE: | APPROVED BY: | DATE: |
| APPROVED BY: | DATE: | APPROVED BY: | DATE: |

Kimley-Horn

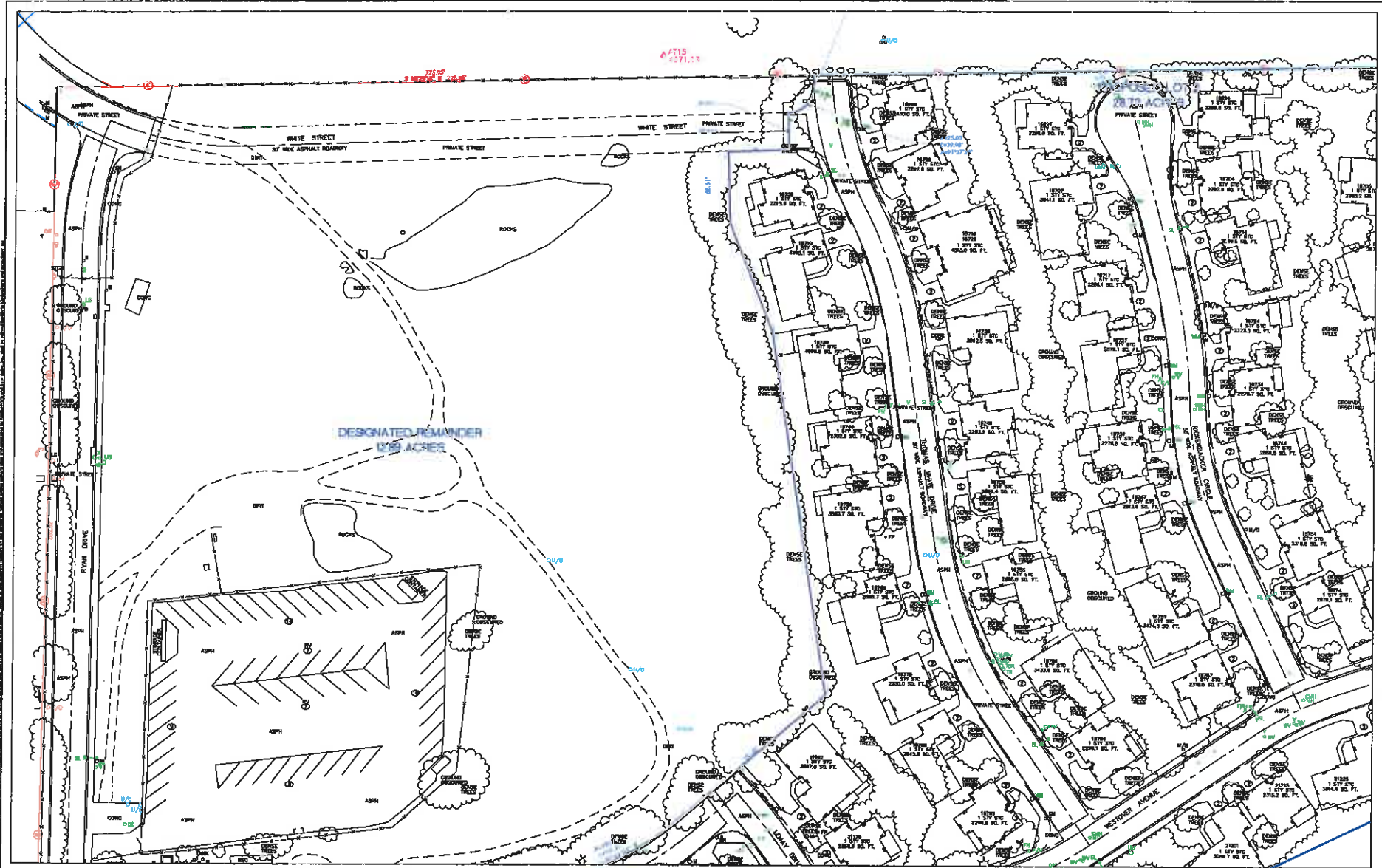
MARCH JOINT POWERS AUTHORITY PLANNING DEPARTMENT

MARCH JOINT POWERS AUTHORITY

TENTATIVE TRACT MAP NO. 37855

1 OF 1

| | Acres | Single Family units | Duplex Units | Apartments | Total Units/Beds | Building/Facility | Parking Required | Parking Provided |
|------------------|-------|---------------------|--------------|------------|------------------|-------------------|------------------|------------------|
| Lot 1 | 24.94 | 0 | 0 | 204 | 243 | | 486 | 489 |
| Lot 2 | 28.72 | 100 | 2 | 0 | 0 | | 404 | 404 |
| Lot 3 | 2.32 | 0 | 0 | 0 | | 60 | 60 | 60 |
| Lot 4 | 71.5 | 202 | 32 | | | 63 | 872 | 872 |
| Remainder Parcel | 12.89 | 0 | 0 | 0 | 0 | 66 | 66 | 66 |
| Remainder Parcel | 12.63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 153 | 302 | 34 | 204 | 243 | | 1888 | 1891 |



| No. | REVISIONS | DATE | BY |
|-----|-----------|------|----|
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 PHONE: (619) 444-1111
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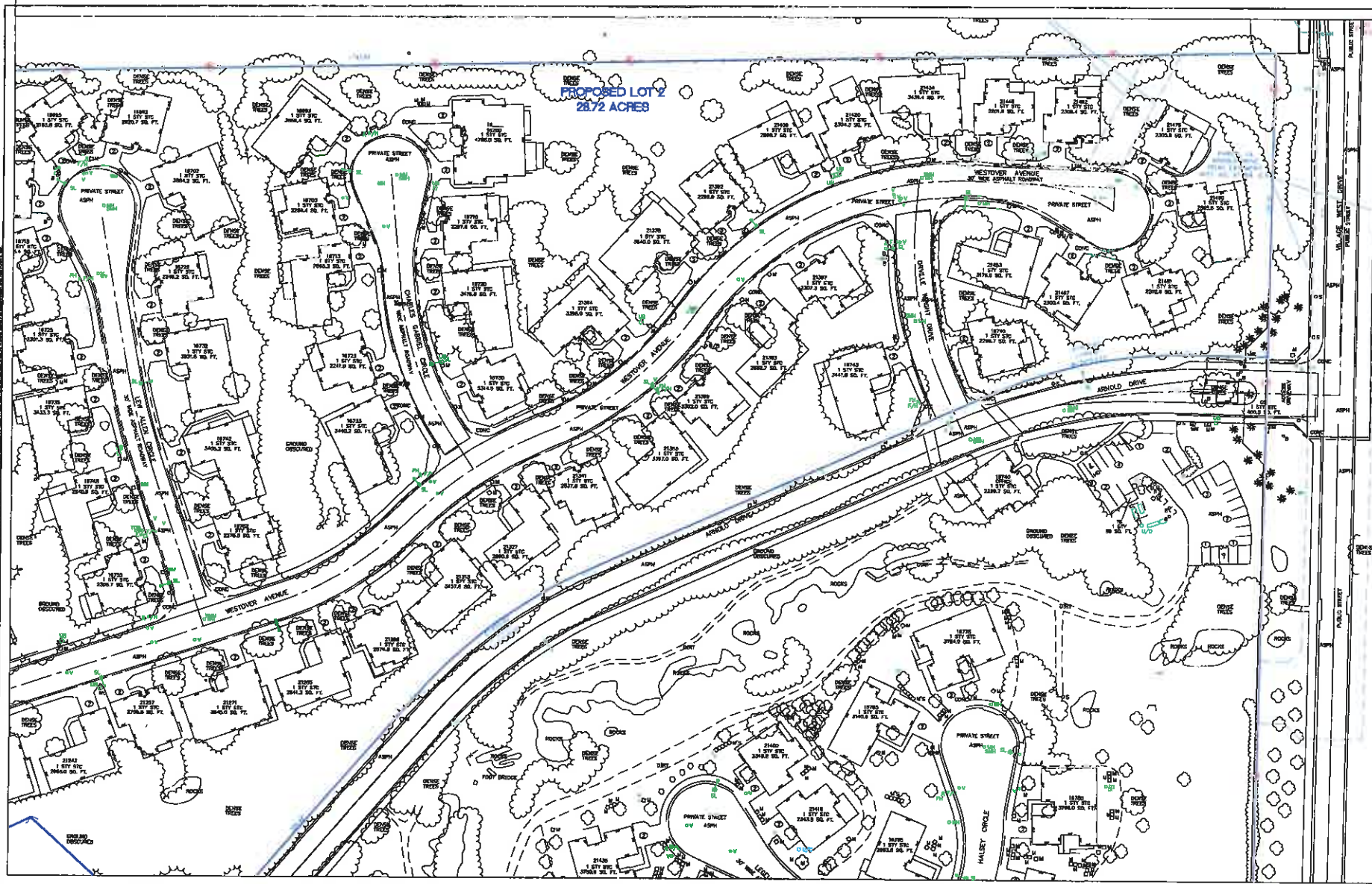
1044 PROJECT
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 DATE
 07/18/2008
 SCALE
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 DESIGNED BY
 DRAWN BY
 CHECKED BY

TRACT MAP EXHIBIT
 SENIOR LIVING RIVERSIDE, LP
 PREPARED FOR
 MARCH JOINT POWERS AUTHORITY
 CA



TRACT MAP EXHIBIT

SHEET NUMBER
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 OF
 8



PROPOSED LOT 2
28.72 ACRES

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401 S BRINLEY, SUITE 400, SAN JOSE, CA 95128
PHONE: 650-254-6111
WWW.KIMLEY-HORN.COM

RVA PROJECT
19224001
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4/14/2020
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CHECKED BY
DRAWN BY

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PREPARED FOR
SENIOR LIVING RIVERSIDE, LP

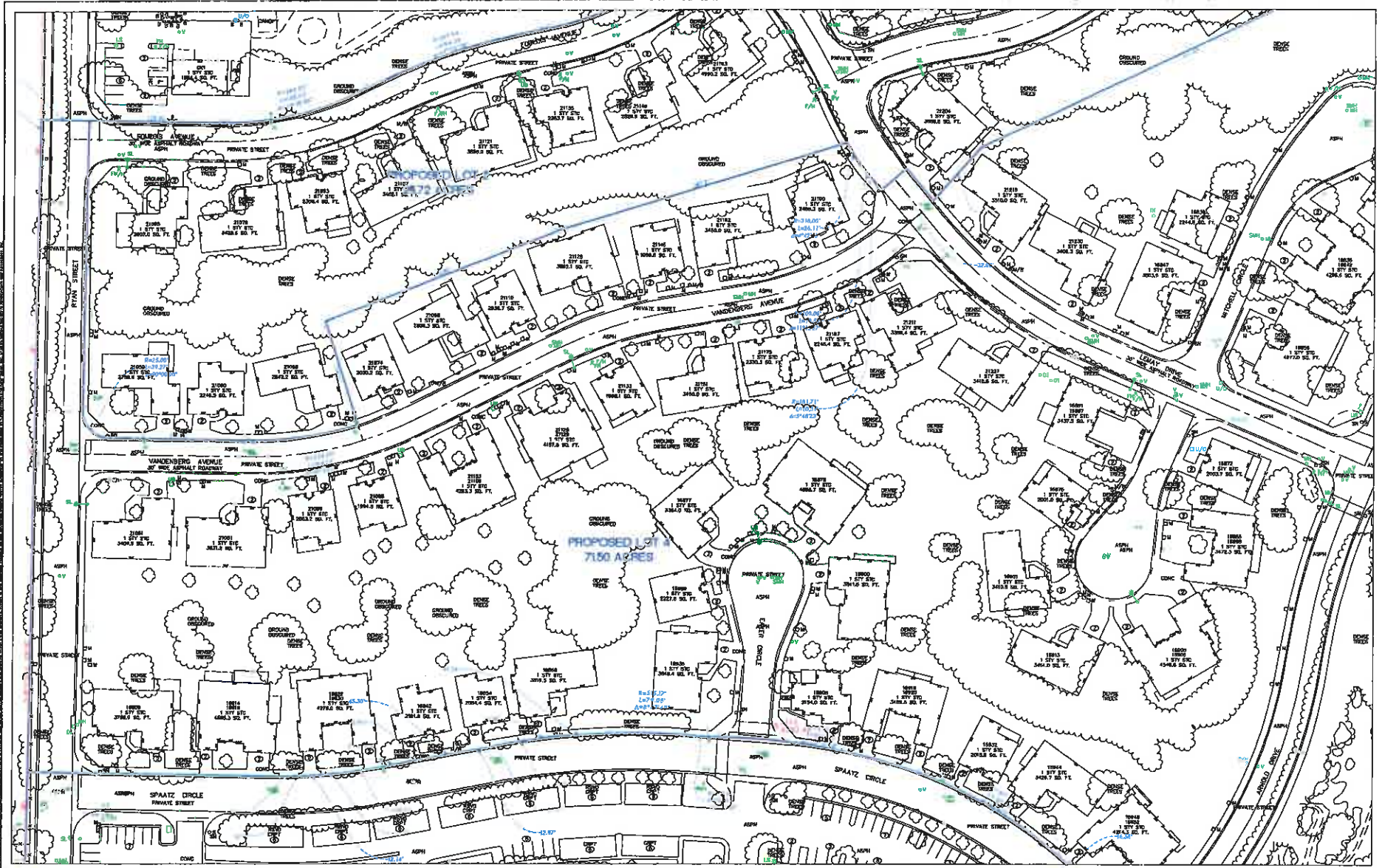
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 PHONE 619-592-8411
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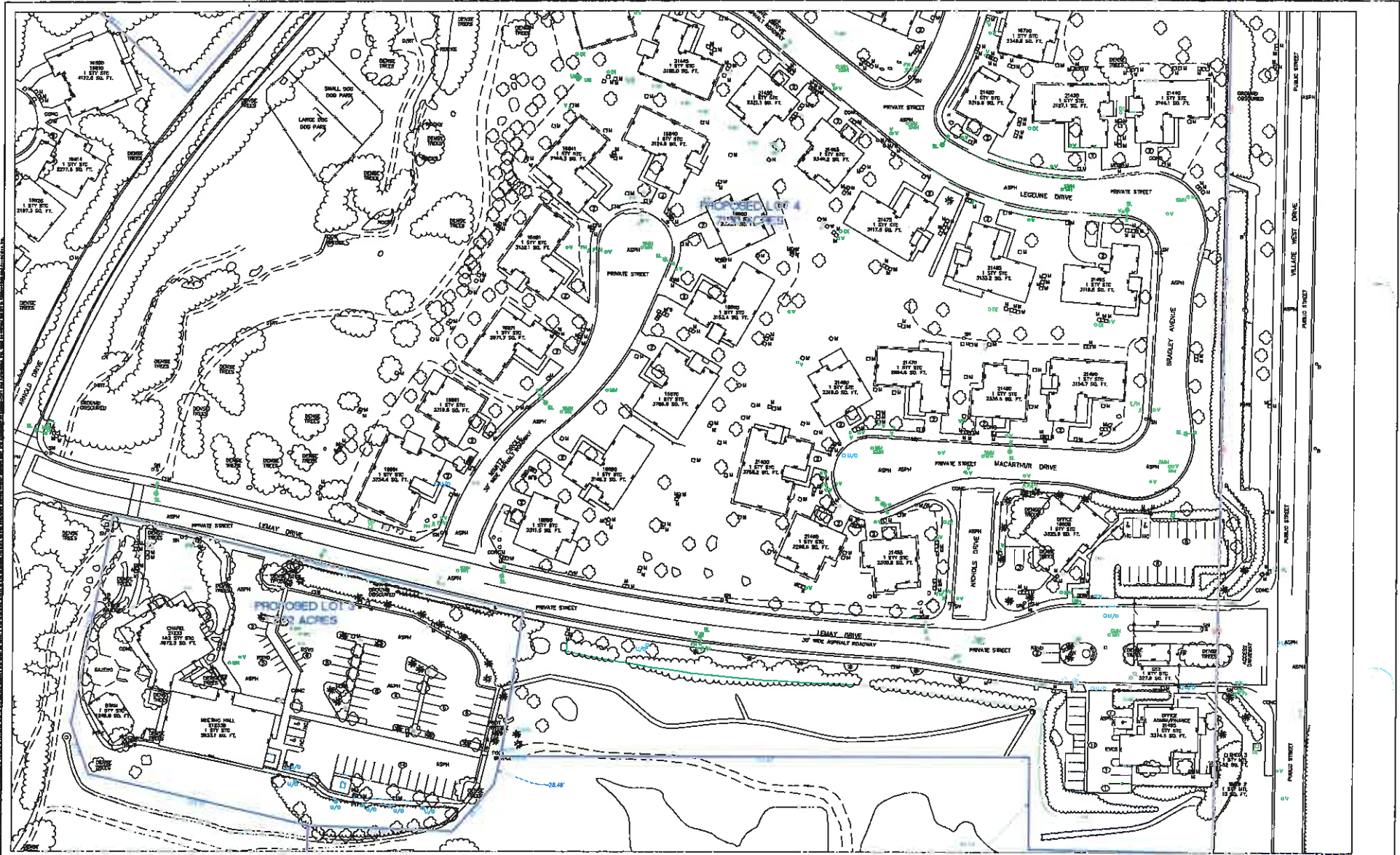
0245 PROJECT
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 CHECKED BY

TRACT MAP EXHIBIT
 PREPARED FOR
SENIOR LIVING RIVERSIDE, LP
 MARCH JOINT POWERS AUTHORITY CA



TRACT MAP EXHIBIT

SHEET NUMBER
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 OF
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| NO. | REVISIONS | DATE | BY |
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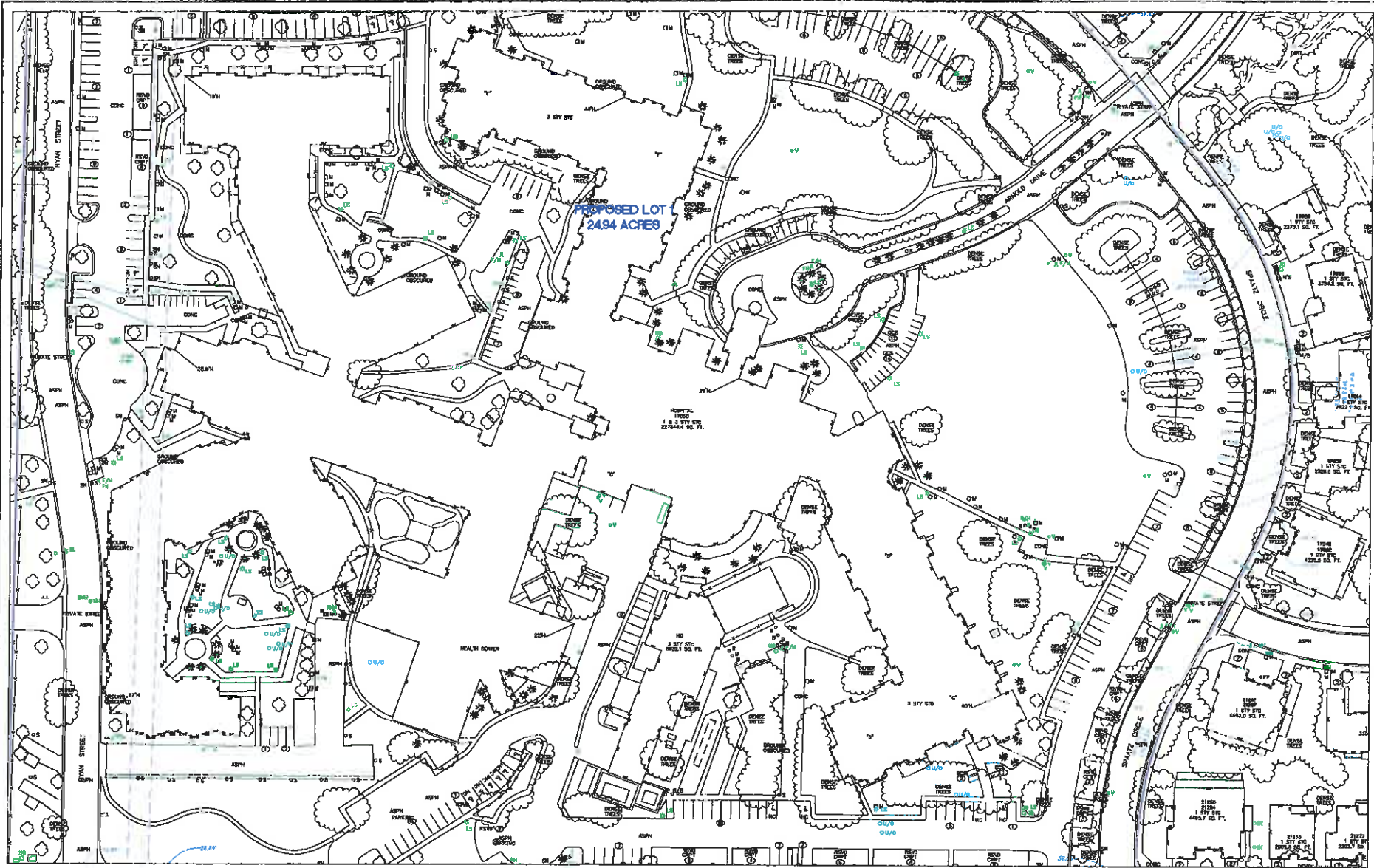
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TRACT MAP EXHIBIT
 PROPOSED FOR
 SENIOR LIVING RIVERSIDE, LP
 MARCH JOINT POWERS AUTHORITY CA



TRACT MAP EXHIBIT

SHEET NUMBER
 4
 OF
 8



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 PHONE: 619-594-1111
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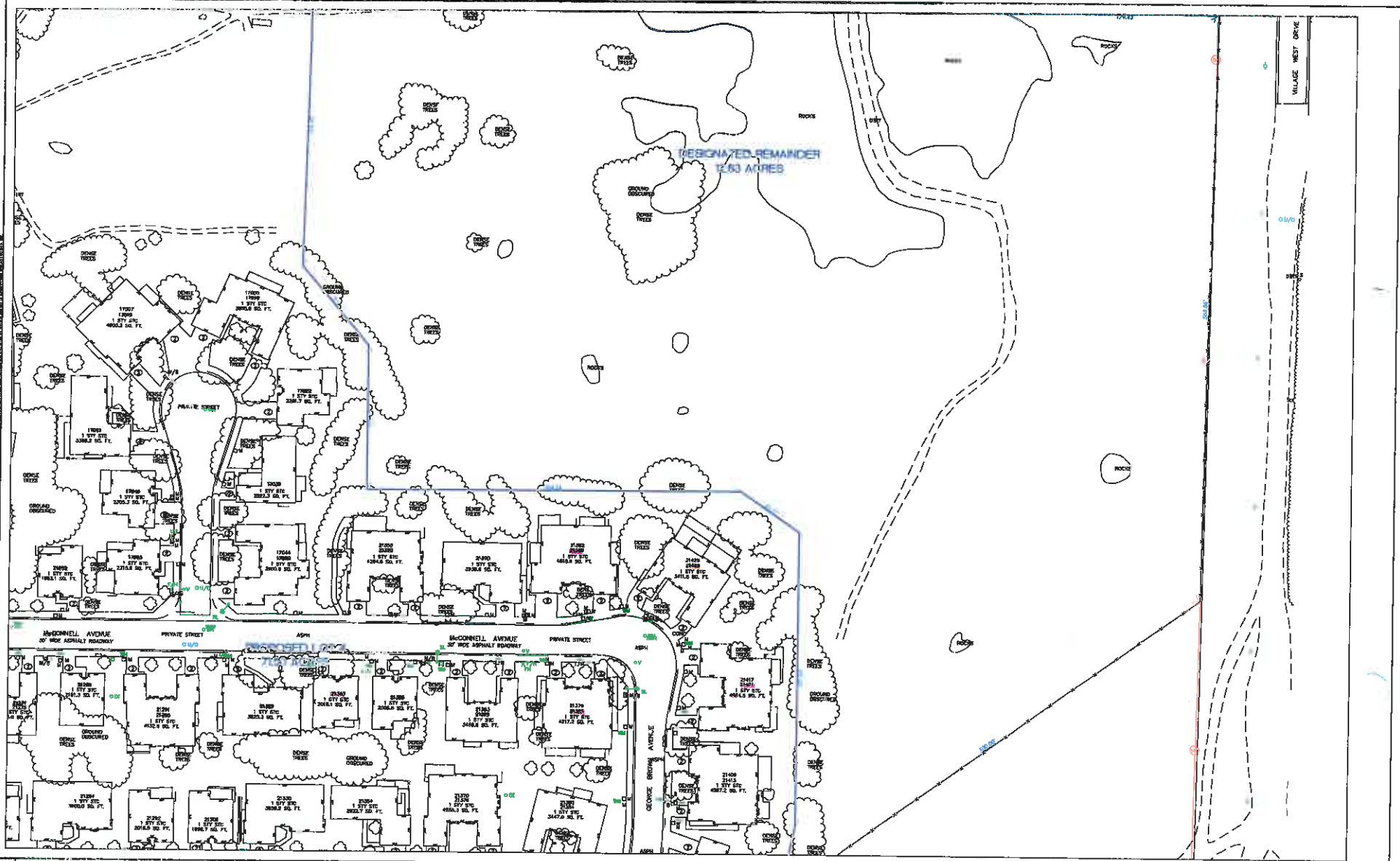
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 401 N STREET, SUITE 600, SAN DIEGO, CA 92101
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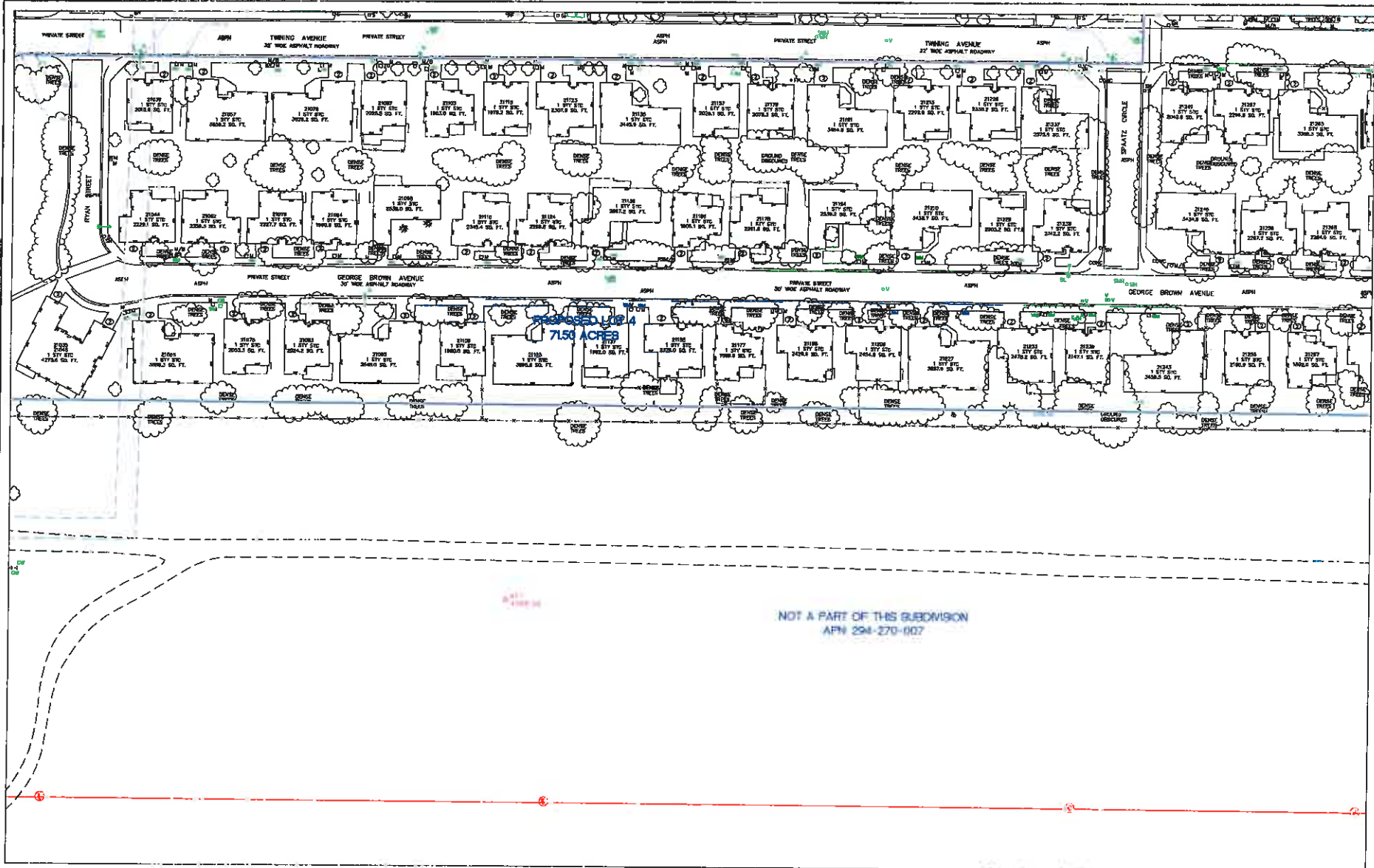
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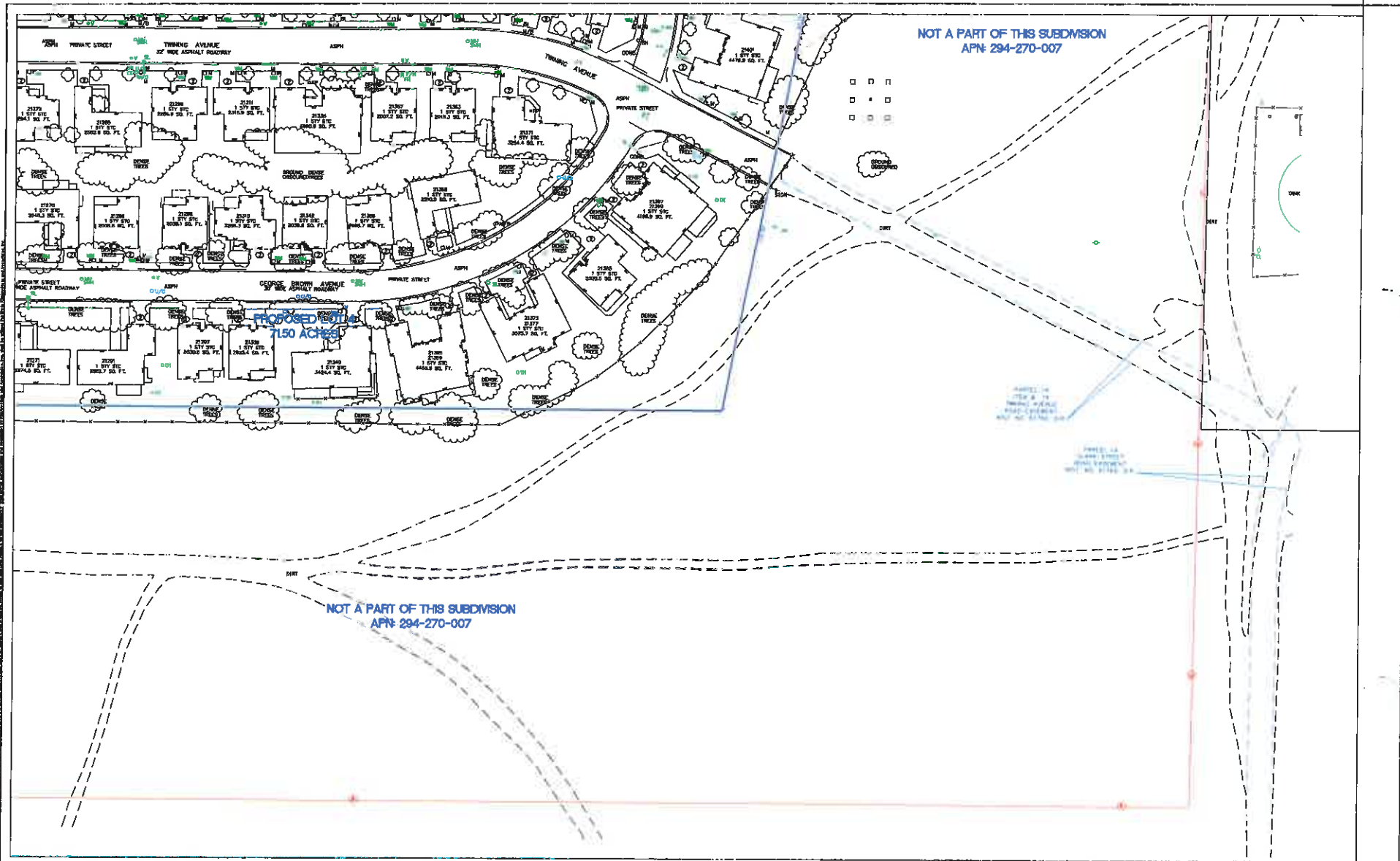


TRACT MAP EXHIBIT

MARCH JOINT POWERS AUTHORITY

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NOT A PART OF THIS SUBDIVISION
APN: 294-270-007

NOT A PART OF THIS SUBDIVISION
APN: 294-270-007

PROPOSED LOT
71.50 ACRES



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 PHONE 619-234-8411
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I. PROJECT SUMMARY

Air Force Village West (AFVW) is a Section 501(c) (3) tax exempt, not for profit public benefit corporation, continuing care retirement community, (CCRC), developed on approximately 153 acres in the northwestern portion of Riverside County, California. The AFVW includes an approximate 68 acre expansion area for a total project area of 221 acres. Honorably discharged uniformed military officers, their spouses, or their survivors, having attained the age of 62 years, are eligible for residency in Air Force Village West. Residents enter into a continuing care contract and pay an entry fee and a monthly service fee. Residents are not given fee title to their home, but do receive substantial fee reductions over rates non-resident pay, for continuing care as they grow older. As such, this project does not fall within the auspices of the California Subdivision Map Act.

People usually enter Air Force Village West as residents of single family or duplex homes and enjoy independent living. As their care needs increase, they are placed on a waiting list for Personal Care units. These residents are provided with non-medical daily personal care tailored to meet their needs. About 25 to 35 people transition from independent to Personal Care units each year. Entry into the Skilled Nursing Unit requires hospital or doctor evaluations and referral to the facility. The skilled nursing unit provides for medical and daily care needs. Vacated homes are turned over to AFVW to be re-occupied.

This Specific Plan area is situated west of I-215, south of Van Buren Boulevard, and north of Nandina Avenue on land that was formerly a part of the March Air Force Base (MAFB). Figure 1-1 depicts the location of the project in a regional context. The immediate project area is shown in Figure 1-2. The Specific Plan is augmented by a General Plan Amendment application to incorporate the Project Area into the authority of the March Joint Powers Authority (JPA). The General Plan Amendment will add an Institutional Residential Care designation to the March JPA General Plan in order to provide policy level direction for land use approvals within AFVW. Air Force Village West is located in the southern portion of West March Planning Subarea of the March JPA General Plan. This Specific Plan will guide the development of Air Force Village West within the framework of the March JPA General Plan.

The Specific Plan project area includes developed and undeveloped lands featuring Institutional Residential Care uses in the form of a licensed Long Term Care (LTC), Residential Care Facility for the Elderly (RCFE), and a Skilled Nursing Facility (SNF), and vacant land for future development. The project area is flanked on the west by the Ben Clark Public Safety Training Center, on the east by the Archie Olds Golf Course, on the north by vacant land planned for park uses, and on the south by vacant land planned for Veterans Administration cemetery expansion. The RCFE residential component of AFVW includes existing and approved single family, duplex, and apartment units. The RCFE Health Services component includes existing and approved assisted living, and special care unit facilities. The Medical Services function is called a licensed Skilled Nursing Facility (SNF). Table 1-1 outlines the number and type of units and facilities for AFVW originally approved by the County of Riverside on January 26, 1988 under Plot Plan 9777 with a Negative Declaration for Environmental Assessment No. 31600:

LAND USE TABLE 1.1
Land Uses Originally Approved by the County of Riverside

| Description | Phase One | Phase Two | Total |
|----------------------|-----------|-----------|-------|
| Apartments | 204 | 305 | 509 |
| Skilled Nursing Unit | 59 | 59 | 118 |
| Personal Care | 20 | 20 | 40 |
| Duplex Units | 66 | 96 | 162 |
| Cottages | 130 | 141 | 271 |
| Total | 400 | 542 | 942 |

AFVW opened in 1989 and was expanded in 1993 and 1997 with uses shown as "Existing" in Table 1-2. Figure 1-3 shows the boundaries of the project's existing development and planned development phases. As shown in Table 1-2, the Residential component consists of 405 existing residential units of 440 units that have been approved by the California Department of Social Services for immediate development. An additional 235 residential units are planned in future phases for a total of 640 units. The Health Services component of the RCFE includes 44 Assisted Living beds of 59 approved and 20 Special Care Units beds of 40 approved, for a total 99 64 bed facility. An additional 45 60 Assisted Living beds and 20 Special Care Units beds are planned in future phases for a total of 144 beds. The existing Skilled Nursing Facility has 59 beds and an additional 40 Skilled Nursing beds are planned in a future phase for a total of 99 beds. A tabulation of these uses is shown in Table 1.2.

LAND USE TABLE 1-2
Existing and Proposed Land uses within Air Force Village West

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

In addition to the primary mission facilities identified above, there are various support and recreational facilities that may be added to existing support and recreational facilities. The majority of these additional facilities will be in the southwest portion of the project area. The type of facilities anticipated may include:

Support Facilities:

- Covered bus parking
- Drivers lounge
- Area maintenance and grounds-keeping shops
- Warehouses
- Open storage
- Offices
- Chapel

Recreational Facilities:

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

Regional access to and from the Specific Plan area will be provided via Van Buren Blvd. at the I-215 freeway. Village West Drive has been constructed by AFVW from Van Buren Blvd. to serve as the primary access into the project area and will be maintained by the County. Internal streets within the project area are private roadways and will be maintained by AFVW.

C. BACKGROUND AND HISTORY

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

- Final Environmental Impact Statement: Disposal of Portions of March Air Force Base (February, 1996)
- Final Environmental Impact Report for the March Air Force Base Redevelopment Project (June, 1996)
- Redevelopment Plan for the March Air Force Base Redevelopment Project (June, 1996)
- General Plan of the March Joint Powers Authority (September, 1999)
- March Joint Powers Authority Development Code (July, 1997)
- Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September, 1999)

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

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

The Air Force Village West Specific Plan follows the same procedural guidelines used for the above projects to implement the March JPA General Plan. In addition, there are a number of Air Force and AFVW planning, policy, and regulatory documents, applicable to the AFVW redevelopment of the former MAFB. Some of these documents are identified under Section 1.E.5 and were prepared before AFVW was placed within the jurisdiction of the March JPA.

D. PLANNING CONTEXT

Figure II-2 depicts the existing March General Plan land use designation for the project area. Exhibit II-3 depicts the proposed land use designation to be shown in the March JPA General Plan. The March JPA General Plan has been amended concurrently with this Specific Plan to add the Air Force Village West project area and to establish an Institutional Residential land use category to reflect the existing and planned uses within the project area.

E. DISCRETIONARY ACTIONS

The following discretionary actions will be required as part of the Air Force Village West project:

1. General Plan Amendment

A General Plan Amendment has been processed concurrently with the Air Force Village West Specific Plan to establish an *Institutional Residential* land use designations as described above. The General Plan Amendment will be adopted by resolution.

2. Specific Plan

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

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planners John Guerin at (951) 955-0982 or Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The March Joint Powers Authority may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact March Joint Powers Authority Planner Mr. Mathew Evans at (951) 656-7000.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to jguerin@rivco.org or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: May 14, 2020

TIME OF HEARING: 9:30 A.M.

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via Livestream on our website at www.rcaluc.org or on channels Frontier Fios channel 36 and AT&T U-Verse channel 99. The public may join and speak by telephone conference. Toll free number at (669) 900-6833, Zoom Meeting ID. 948 2720 1722. Passcode 011630. Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.

CASE DESCRIPTION:

ZAP1412MA20 – Senior Living Riverside, LLC (Representative: Davie Cowan, Kimley-Horn) – March Joint Powers Authority Case No. TTM20-01 (Tentative Tract Map No. 37855). The applicant proposes to divide 153 acres of the existing continuing care retirement community formerly known as Air Force Village West and Alta-Vita Village (health care institution which combined a skilled nursing facility with different size assisted living facilities and residential care facility for the elderly) located westerly of Village West Drive, southerly of Van Buren Boulevard, easterly of Ryan Street, and northerly of 5th Street into four lots. Lot 1 would include the apartments, skilled nursing, memory care, and assisted living units. Lot 2 would include 100 existing detached residences and a duplex. Lot 3 would include the chapel. Lot 4 would include 202 existing detached residences and 16 duplexes (32 duplex units). (Airport Compatibility Zone C2/High Terrain Zone of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1412MA20 DATE SUBMITTED: 03/18/2018

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant: Senior Living Riverside, LLC Phone Number: 858-729-6720
Mailing Address: 7600 Fay Avenue, Suite N, La Jolla, CA 92037 Email: aplant@westmontliving.com

Representative: Davie Cowan Phone Number: 619-300-5087
Mailing Address: 401 B Street, Suite 600, San Diego, CA 92101 Email: davie.cowan@kimley-horn.com

Property Owner: Senior Living Riverside, LLC Phone Number: 858-729-6720
Mailing Address: 7600 Fay Avenue, Suite N, La Jolla, CA 92037 Email: aplant@westmontliving.com

LOCAL JURISDICTION AGENCY

Local Agency Name: March Joint Powers Authority Phone Number: 951-656-7000
Staff Contact: Mathew Evans Email: evans@marchjpa.com
Mailing Address: 14205 Meridian Parkway, Suite 140

Riverside, CA 92518

Case Type

- General Plan / Specific Plan Amendment
- Zoning Ordinance Amendment
- Subdivision Parcel Map / Tentative Tract
- Use Permit
- Site Plan Review/Plot Plan
- Other

Local Agency Project No: TTM 20-01

PROJECT LOCATION

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

Street Address: 17050 Arnold Drive, Riverside County, CA

Assessor's Parcel No.: 294-130-005, 294-130-004, 294-270-003

Subdivision Name: Air Force Village West Specific Plan

Lot Number: 4 Proposed Lots

Gross Parcel Size: 153.0

Nearest Airport and

distance from Airport

MARB, +/- 6,900 Feet

PROJECT DESCRIPTION

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

Existing Land Use (describe): Existing Air Force Village West Specific Plan, Institutional Residential. Project was previously reviewed by the MARB. There are no new facilities beyond the approved specific plan contemplated at this time.

| | | | |
|--------------------------------------|--|---|---|
| Proposed Land Use (describe) | Existing Air Force Village West Specific Plan, Institutional Residential. The existing 153.0 subdivision is proposing the Tentative Tract Map for one (1) lot for commercial condominium, two (2) lots for residential condominiums, and one (1) lot for an existing church facility, and two (2) designated remainder areas are noted on the Tentative Tract Map. | | |
| For Residential Uses | Number of Parcels or Units on Site (exclude secondary units) | 2 Lots with 336 units total | |
| For Other Land Uses (See Appendix C) | Hours of Operation | 24 Hours | |
| | Number of People on Site | 1891 | Maximum Number 13,630 @ 500 acre, 5,452 @ 200/acre, 601 Units |
| | Method of Calculation | Lot 1 = 12,470 (500x24.94), Lot 2 = 3.55 (102 Units/28.72 Acres), Lot 3 = 1,160 people (500 people X 2.32 acres), Lot 4 = 3.27 (234 Units/71.50 Acres), | |
| Height Data | Site Elevation (above mean sea level) | | |
| | Height of buildings or structures (from the ground) | ft. | |
| Flight Hazards | Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| | If yes, describe | No proposed structures for tentative tract map. Financing purposes only. | |

- A. **NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. **REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. **SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. **(Only required if the project is scheduled for a public hearing Commission meeting)**

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.4 4.8

HEARING DATE: June 11, 2020 (continued from May 14, 2020)

CASE NUMBER: ZAP1099FV20 – The KWC Companies, Inc.
(Representatives: Jo Howard and Mike Taing)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: CUP190019 (Conditional Use Permit)

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

Airport Influence Area: French Valley Airport

Land Use Policy: Airport Compatibility Zone B2

Noise Levels: 65-70 CNEL

MAJOR ISSUES: The applicant is proposing drainage basins that exceed 30 feet in length within 1,000 feet of the runway at French Valley Airport.

This case was brought before the Commission on May 14, 2020 and was continued to June 11, 2020 with the written consent of the applicant's representative. As of May 22, no additional information has been provided by the applicant team. Staff has included in this packet information provided by the applicant's representatives earlier in the process.

RECOMMENDATION: Staff recommends that consideration of the proposed Conditional Use Permit be CONTINUED to ~~June 11, 2020~~, July 9, 2020, pending completion and review of a study by a qualified airport wildlife biologist or redesign of the basins to be consistent with ALUC criteria.

PROJECT DESCRIPTION: A proposal to develop a one-story office and retail building with 2,890 square feet of leasable space on a 0.71-acre site. The applicant envisions a 1,181 square foot bail bond office and a 1,709 square foot storefront retail cannabis business.

PROJECT LOCATION: The proposed project is located at the southeasterly corner of Auld Road and Sky Canyon Drive in the unincorporated community of French Valley, approximately 950 feet

southwesterly of the northerly terminus of Runway 18-36 at French Valley Airport.

BACKGROUND:

Previous Action: The proposed building was previously reviewed by ALUC as ZAP1058FV14 on August 11, 2016 and determined consistent. The drainage basins were not evaluated at that time,

Residential Density/Non-Residential Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone B2 of the French Valley Airport Influence Area. Compatibility Zone B2 restricts average intensity to 100 persons per acre.

Pursuant to Appendix C, Table C-1 of the Riverside County Airport Land Use Compatibility Plan and Additional Compatibility Policy 2.5 of the French Valley Airport Land Use Compatibility Plan, the following rates were used to calculate projected occupancy for the proposed building:

- Retail trade – one person per 115 square feet
- Office – one person per 200 square feet (reflects 50 percent reduction from Building Code maximum occupancy)

The proposed project includes 2,890 square feet of leasable space. Based on the proposed breakdown of uses, the building would include 1,709 square feet of retail use, resulting in an occupancy of 15 persons and 1,181 square feet of office area, resulting in an occupancy of 6 persons, for a total intensity of 21 and an average intensity of 30 persons per acre, which is consistent with the Zone B2 average criterion of 100.

If at some point in the future, the entirety of the building were to be used for retail purposes, the potential occupancy would be 25 persons, resulting in an average intensity of 35 persons per acre, which would also be consistent.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle and 1.0 persons per bicycle or motorcycle space). Based on the number of vehicle parking spaces provided (16) and the number of cycle spaces (8), the total occupancy would be estimated at 32 persons. This results in an average intensity of 45 persons per acre, which is consistent with the Zone B2 average criterion of 100.

Non-Residential Single-Acre Land Use Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone B2. Zone B2 restricts single acre intensity to a maximum of 200 persons in the most intensely utilized acre. However, a minimum of two acres of site area would be required to allow such occupancy.

Based on the site plan provided and the occupancies as previously noted, the site is entirely included in a single-acre area. The total occupancy of 21 using the Building Code method, 25 in an all-retail scenario, and 32 using the Parking Space method would be consistent with the Zone B2 single-acre

intensity criterion of 200 persons.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone B2 (children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, highly noise-sensitive outdoor non-residential uses, hazardous materials and hazards to flight).

Noise: The French Valley Compatibility Plan depicts the site as being located within the 65-70 CNEL contour range from aircraft noise. The proposed office use is considered a noise sensitive receptor. Commercial and office uses are identified as marginally acceptable within 65-70 CNEL contour range. ALUC's objective is that interior noise levels from aviation-related sources not exceed 45 dBA CNEL. Within Compatibility Zone B2, single-event noise is sufficient to disrupt many land use activities, including indoor activities if windows are open. Therefore a condition has been added to the project to incorporate 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 18-36 at its northerly terminus is 1,347 feet above mean sea level (1347 AMSL). At a distance of approximately 950 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,356 feet AMSL. The maximum finished floor elevation is 1,323 feet AMSL. With a maximum building height of 15 feet, the top point elevation would be 1,338 feet. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) is not required based on the current design. (FAAOES did review a previous proposal for a 42-foot high building at this location and issued a Determination of No Hazard to Air Navigation, which subsequently expired.)

Open Area: Compatibility Zone B2 does not require any open areas to be set aside by the project.

Detention Basins: The site plan depicts two detention basins on-site. Each is at least 60 feet in length. One is three feet in depth, and the other one foot in depth. This is described as a biofiltration basin. Such facilities are not recommended for extensive use near airports due to the potential to provide food, shelter, nesting, and perching sites for wildlife. Within Zone B2, it is only considered appropriate for small areas, and then only when "vegetation is selected carefully so as not to provide food, shelter, nesting, roosting, or water for wildlife." Staff has requested preparation of a study by a qualified airport wildlife biologist.

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 review of this Conditional Use Permit 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.

- (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. Prior to issuance of building permits, the landowner shall convey an aviation easement to the County of Riverside as owner of French Valley Airport, or provide evidence that such easement has been previously conveyed. Contact the Riverside County – 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 building.
 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 and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC “LANDSCAPING NEAR AIRPORTS” brochure, and the “AIRPORTS,

WILDLIFE AND STORMWATER MANAGEMENT” brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

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

7. The proposed structure shall not exceed a maximum elevation at top point (including all roof-mounted equipment, if any) of 1,356 feet above mean sea level.
8. 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.

Y:\Airport Case Files\French Valley\ZAP1099FV20\ZAP1099FV20srjune

COMMUNICATIONS WITH THE APPLICANT'S
REPRESENTATIVE AND ATTACHMENTS (not included in May 14
packet)

Guerin, John

From: Mike Taing <mike.taing@KWCengineers.com>
Sent: Friday, May 8, 2020 10:58 AM
To: Guerin, John
Cc: Richard Jaminski; Fausto Atilano; Kirk Medeiros; Jo Howard
Subject: Auld Road CUP 190019/ZAP1099FV20 - ALUC Hearing May 14th

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John,

As per our conversation with the applicant and team, we will not be attending the May 14th Hearing or making a presentation on the project. We understand staff's recommendation to the Board is to have the project continued to the June 11th hearing to allow us time to address/resolve the plan check comments regarding the water quality basin and Bird Wildlife Strike Aircraft Hazard concerns. We will continue to work with you and your staff to get the documents you need to review and approve as quickly as we can. Thank you for working with us on this project. Should you have any questions, please give me a call.

Sincerely,

Mike C. Taing, P.E., QSD
Director of Engineering/Sr. Project Manager
KWC Engineers
Phone 951-734-2130 x235
Cell 951-901-5405
Fax 951-734-9139

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Guerin, John

From: Guerin, John
Sent: Thursday, April 30, 2020 1:11 PM
To: Kirk Medeiros; Matt Liesemeyer; Mike Taing
Cc: Joe Castaneda; Jo Howard; Housman, Simon
Subject: RE: CUP 190019/ZAP1099FV20
Attachments: Wildlife Hazards Countywide Policy Approach.pdf

Underground storage or French drains would be best. They are often utilized for projects within the March Joint Powers Authority jurisdiction.

The maximum 48-hour drawdown is a must.

Our concern relates to attraction of birds, which is basically from the water and the vegetation. Rip-rap is preferred, but sand filter basins meeting all of the design parameters are also acceptable, according to the wildlife hazards report. This is different from a bioinfiltration basin. One of the factors is the presence of vegetation in the basin.

The wildlife hazards report describes a sand filter basin as “a sand bed that is constructed above an underdrain system. Stormwater enters at its forebay or as overland sheet flow through vegetated side slopes. Flows are gradually filtered through the underlying sand bed to an underdrain. The underdrain gradually dewateres the sand bed and discharges the filtered runoff to a nearby channel, swale, or storm drain. The bottom of the sand filter should remain above the seasonal high groundwater level.” (If the side slopes are vegetated, the vegetation should be in compliance with the Landscaping Near Airports brochure.)

In contrast, bioretention, bioinfiltration, or landscaped filter basins are described as “shallow, vegetated basins underlain by an engineered soil media” utilizing “plants and biological activity in the root zone [to] maintain and renew the macropore space in the soil [and] maximize plant uptake of pollutants and runoff.” These facilities are only permissible in Zones B1, B2, and C for limited areas such as “adjacent to structures, parking islands, medians, site entrances, and planter boxes,” and with vegetation in accordance with the brochure or as approved by a qualified airport wildlife biologist.

The hydrology study describes the proposed basins as “biofiltration basins.” Therefore, the study by a qualified airport wildlife biologist is required.

If you switch to a basin that meets the criteria as sand filter basin and does not meet the criteria to be classified as a bioretention, bioinfiltration, or landscaped filter basin, we can reconsider the study requirement. At this point, this project is scheduled for consideration on our May 14 agenda with a recommendation of continuance for the study.

From: Kirk Medeiros [mailto:kirk@4med.net]
Sent: Thursday, April 30, 2020 9:41 AM
To: Guerin, John <JGUERIN@RIVCO.ORG>; Matt Liesemeyer <Matt@4med.net>; Mike Taing <mike.taing@KWCengineers.com>
Cc: Joe Castaneda <joe@jlcengineering.com>; Jo Howard <jo.howard@KWCengineers.com>; Housman, Simon

<shousman@rivco.org>

Subject: RE: CUP 190019/ZAP1099FV20

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Hi John,

Just want to be clear from your last email. The basins can remain as is, if we switch the media to sand filter and have the 48-hr draw down?

Thanks,



Kirk R. Medeiros, PE

Civil Engineer/Owner
41635 Enterprise Circle North, Suite B
Temecula, CA 92590
Office (951)296-3466 x218
Cell (951)818-7780

4M Engineering and Development

Civil Engineering • Land Development Services • Project Management

We trust this finds all of you well and staying safe.

With the COVID-19 pandemic, 4M Engineering and Development is focused on keeping healthy and safe while operating in a "business as usual" mode as much as possible. It's an unprecedented time. We're tracking the latest global news and adapting on a real-time, ongoing basis. We will continue to maintain our level of service and minimize project disruptions and delays. We respectfully request that meetings be limited to conference calls for the immediate future. We expect that even as world events will continue to be bumpy, we are fully capable of moving projects forward with relative normality.

This is a very challenging time for our industry, and we look forward to our continued partnership. Please let us know via email or phone call of any thoughts, concerns or questions as we move forward.

From: Guerin, John <JGUERIN@RIVCO.ORG>

Sent: Monday, April 20, 2020 1:01 PM

To: Matt Liesemeyer <Matt@4med.net>; Mike Taing <mike.taing@KWCengineers.com>

Cc: Kirk Medeiros <kirk@4med.net>; Joe Castaneda <joe@jlcengineering.com>; Jo Howard <jo.howard@KWCengineers.com>; Housman, Simon <shousman@rivco.org>

Subject: RE: CUP 190019/ZAP1099FV20

Looking at page 51 of the wildlife study, a sand filter basin as described therein is considered acceptable provided that drawdown occurs within the 48-hour period.

From: Guerin, John

Sent: Friday, April 17, 2020 12:25 PM

To: Matt Liesemeyer <Matt@4med.net>; Mike Taing <mike.taing@KWCengineers.com>

Cc: Kirk Medeiros <kirk@4med.net>; Joe Castaneda <joe@jlcengineering.com>; Jo Howard <jo.howard@KWCengineers.com>

Subject: RE: CUP 190019/ZAP1099FV20

Guerin, John

From: Kirk Medeiros <kirk@4med.net>
Sent: Thursday, April 16, 2020 1:50 PM
To: Guerin, John; Mike Taing
Cc: Matt Liesemeyer; Joe Castaneda; Jo Howard
Subject: RE: CUP 190019/ZAP1099FV20

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Hi John,

Yes the basins are the same size as approved per BGR1900079.

Nothing to the site is changing per approved PP26047 and stamped approved grade plan BGR1900079. The only change to PP26047 is the building type from modular to stick build. Elevations and footprint of the building to remain the same, in the same location.

The CUP is to change the occupancy from office to retail.



Kirk R. Medeiros, PE
Civil Engineer/Owner
41635 Enterprise Circle North, Suite B
Fremont, CA 92590
Office (951)296-3466 x218
Cell (951)818-7780

4M Engineering and Development

Civil Engineering • Land Development Services • Project Management

We trust this finds all of you well and staying safe.

With the COVID-19 pandemic, 4M Engineering and Development is focused on keeping healthy and safe while operating in a "business as usual" mode as much as possible. It's an unprecedented time. We're tracking the latest global news and adapting on a real-time, ongoing basis. We will continue to maintain our level of service and minimize project disruptions and delays. We respectfully request that meetings be limited to conference calls for the immediate future. We expect that even as world events will continue to be bumpy, we are fully capable of moving projects forward with relative normality.

This is a very challenging time for our industry, and we look forward to our continued partnership. Please let us know via email or phone call of any thoughts, concerns or questions as we move forward.

From: Guerin, John <JGUERIN@RIVCO.ORG>
Sent: Thursday, April 16, 2020 1:37 PM
To: Mike Taing <mike.taing@KWCengineers.com>
Cc: Kirk Medeiros <kirk@4med.net>; Matt Liesemeyer <Matt@4med.net>; joe@jlcengineering.com; Jo Howard <jo.howard@KWCengineers.com>
Subject: RE: CUP 190019/ZAP1099FV20

Are the detention basins the same size as those that were previously shown on the site plan for PP26047 considered in 2016?

From: Mike Taing [<mailto:mike.taing@KWCengineers.com>]
Sent: Wednesday, April 15, 2020 10:52 AM
To: Guerin, John <JGUERIN@RIVCO.ORG>
Cc: Kirk Medeiros <kirk@4med.net>; Matt Liesemeyer <Matt@4med.net>; joe@jlcengineering.com; Jo Howard <jo.howard@KWCengineers.com>
Subject: CUP 190019/ZAP1099FV20

John,

The engineer would like to have a conference call with you to discuss your comment/concern further. Do you have any available times today or tomorrow for a call? Please let us know your availability for the call. I'll send out call in directions once confirmed. Thanks!

Sincerely,

Mike C. Taing, P.E., QSD
Director of Engineering/Sr. Project Manager
KWC Engineers
Phone 951-734-2130 x235
Cell 951-901-5405
Fax 951-734-9139

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County of Riverside California

Guerin, John

From: Mike Taing <mike.taing@KWCengineers.com>
Sent: Tuesday, April 14, 2020 4:15 PM
To: Guerin, John
Cc: Jo Howard
Subject: RE: CUP190019/ZAP1099FV20
Attachments: Auld Road -Architectural Plan.pdf

John,

As per our conversation, I've attached the revised architectural plan set which eliminates the previously proposed solar array on the roof. This should satisfy the second comment you had in your email. Let me know if you have any questions.

Sincerely,

Mike C. Taing, P.E., QSD
Director of Engineering/Sr. Project Manager
KWC Engineers
Phone 951-734-2130 x235
Cell 951-901-5405
Fax 951-734-9139

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From: Mike Taing
Sent: Thursday, April 2, 2020 8:49 PM
To: jguerin@rivco.org
Cc: Jo Howard <jo.howard@KWCengineers.com>
Subject: FW: CUP190019/ZAP1099FV20

John,

Thanks for clarifying your comments with us. I reached out to the Engineers on the previous Plot Plan approval for this site. I've attached a link below containing the approved WQMP and Hydrology Report for Plot Plan 26047. As you can see from the two reports, the site is less than an acre having less than 3 cfs in the 100-year storm event. The site has

THIS PLAN SHALL NOT BE USED FOR CONSTRUCTION UNLESS SIGNED BY THE ARCHITECT AND REVISIONS HAVE BEEN ISSUED FROM AGENCY OF JURISDICTION. CONTRACT SHALL REMAIN VALID UNLESS OTHERWISE SPECIFIED BY DISCREPANCIES ARE FORWARDED TO THE ARCHITECT.

DATE: MAY 12, 2009
DRAWN BY: [Name]
SCALE: AS NOTED
SHEET NO. A1

134 Verdugo Way, Upland, CA 91786
s@e@woodruffmayer.com
(909)971-1872
WOODRUFF MAYER

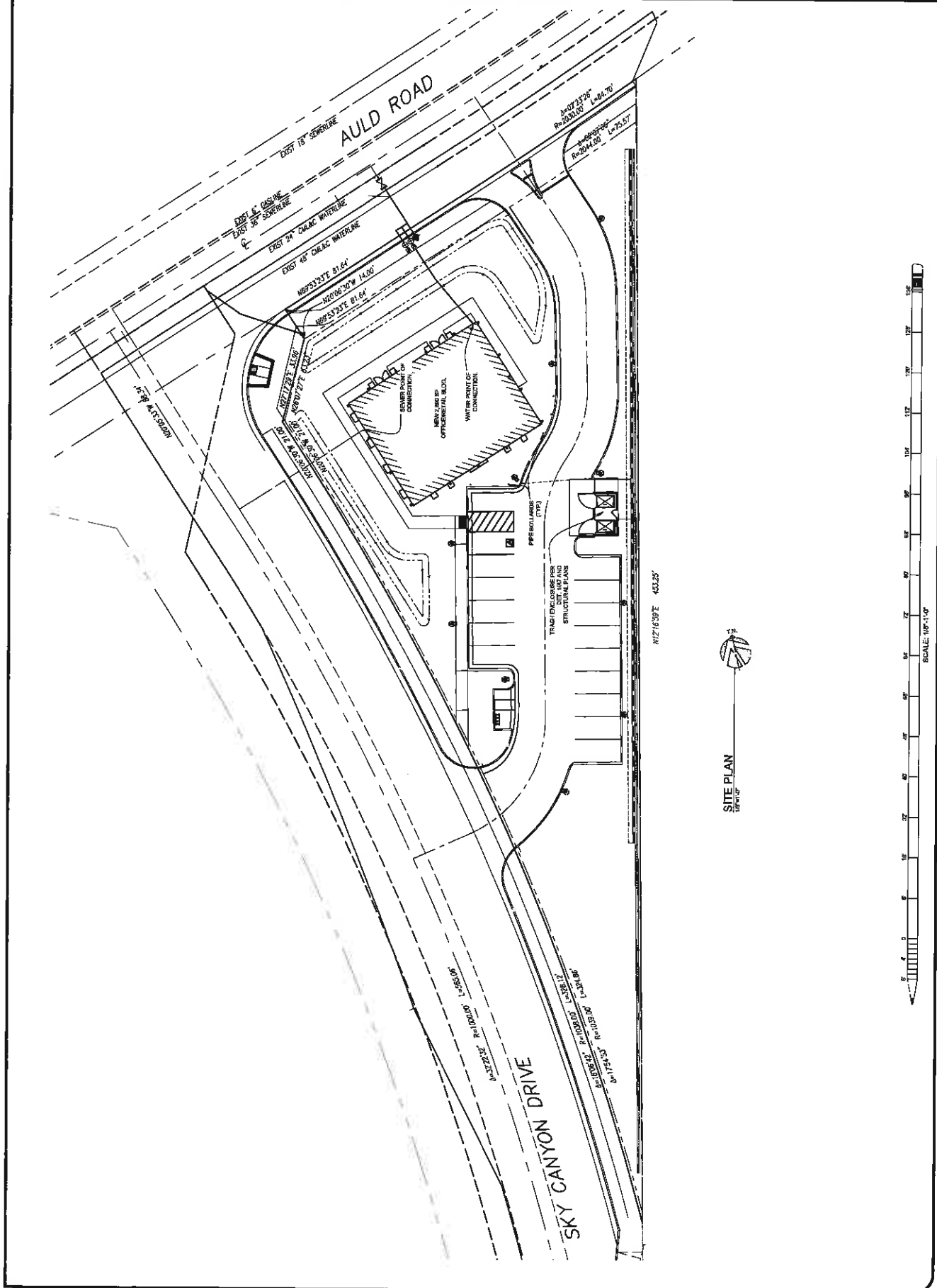


REVISIONS

| NO. | DATE | REVISIONS |
|-----|------|-----------|
| | | |
| | | |
| | | |

JUSTICE INSURANCE SERVICES
S.E.C. SKY CANYON DR. & AULD RD.
COUNTY OF RIVERSIDE, CA.

SITE PLAN



SITE PLAN
DATE: MAY 12, 2009

Guerin, John

From: Guerin, John
Sent: Thursday, April 9, 2020 3:29 PM
To: Mike Taing; jo.howard
Cc: Housman, Simon; Rull, Paul; Santos, Barbara
Subject: RE: CUP190019/ZAP1099FV20
Attachments: BROCHURE - FINAL.EDA.Stormwater.letter.pdf; BROCHURE - FINAL.EDA.Landscape.letter.pdf

Presuming that the basins cannot be covered, based on proximity to the runways, and based on the determination that reducing the dimensions of the basins is not feasible, we will need an evaluation by a qualified airport wildlife biologist, known as a BASH study or wildlife hazard site visit. The evaluation should consider issues raised in the case of projects at similar distances to runways in the region, as well as the local environment around French Valley Airport. Be sure to provide the proposed landscaping and grading plans to the biologist so that evaluations may be made as to the appropriateness of the proposed landscaping and the potential for available design alternatives that meet the requirements of other entities such as the Flood Control District or the applicable Water Quality Control Board. A list of qualified airport wildlife biologists may be found at <http://wildlifecenter.pr.erau.edu/biologists.html>. Thank you for your cooperation.

From: Mike Taing [mailto:mike.taing@KWCengineers.com]
Sent: Thursday, April 2, 2020 8:49 PM
To: Guerin, John <JGUERIN@RIVCO.ORG>
Cc: jo.howard <jo.howard@kwcengineers.com>
Subject: FW: CUP190019/ZAP1099FV20

John,

Thanks for clarifying your comments with us. I reached out to the Engineers on the previous Plot Plan approval for this site. I've attached a link below containing the approved WQMP and Hydrology Report for Plot Plan 26047. As you can see from the two reports, the site is less than an acre having less than 3 cfs in the 100-year storm event. The site has low infiltration rates per the infiltration testing results included in the WQMP report. The basins that are being proposed onsite is a biofiltration system (with partial infiltration) with 6" max ponding and 3' of media material over a 12" rock layer with perforated subdrains to convey the water back into the storm drain system. It will also have an inlet at the bottom of the basin floor to capture and convey the water (above 6" ponding level) into the storm drain system. This basin system will not have any standing water for a significant period of time and will not be a breeding ground for birds. As described in the WQMP report, the basins are required to be vegetated and have attached the landscape plans for your review. The basin system is required to have a certain amount of treatment area and reducing the dimensions of the basin are not feasible.

https://www.dropbox.com/sh/eu4l4d1jec7yymw/AACUzRI2_ePnJOHeFXbXXm_Va?dl=0

Please review and let me know if you have any questions. We will send you the revised architectural plans removing the solar array option once it's the plans have been revised. Thanks!

Sincerely,

Mike C. Taing, P.E., QSD
Director of Engineering/Sr. Project Manager

Guerin, John

From: Mike Taing <mike.taing@KWCengineers.com>
Sent: Thursday, April 2, 2020 8:49 PM
To: Guerin, John
Cc: jo.howard
Subject: FW: CUP190019/ZAP1099FV20-
Attachments: 14-121LP-EntireSet.pdf

John,

Thanks for clarifying your comments with us. I reached out to the Engineers on the previous Plot Plan approval for this site. I've attached a link below containing the approved WQMP and Hydrology Report for Plot Plan 26047. As you can see from the two reports, the site is less than an acre having less than 3 cfs in the 100-year storm event. The site has low infiltration rates per the infiltration testing results included in the WQMP report. The basins that are being proposed onsite is a biofiltration system (with partial infiltration) with 6" max ponding and 3' of media material over a 12" rock layer with perforated subdrains to convey the water back into the storm drain system. It will also have an inlet at the bottom of the basin floor to capture and convey the water (above 6" ponding level) into the storm drain system. This basin system will not have any standing water for a significant period of time and will not be a breeding ground for birds. As described in the WQMP report, the basins are required to be vegetated and have attached the landscape plans for your review. The basin system is required to have a certain amount of treatment area and reducing the dimensions of the basin are not feasible.

https://www.dropbox.com/sh/eu4l4d1jec7yymw/AACUzRI2_ePnJOHeFXbXXm_Va?dl=0

Please review and let me know if you have any questions. We will send you the revised architectural plans removing the solar array option once it's the plans have been revised. Thanks!

Sincerely,

Mike C. Taing, P.E., QSD
Director of Engineering/Sr. Project Manager
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Phone 951-734-2130 x235
Cell 951-901-5405
Fax 951-734-9139

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From: Guerin, John <JGUERIN@RIVCO.ORG>
Sent: Thursday, April 2, 2020 4:17 PM
To: Jo Howard <jo.howard@KWCengineers.com>
Cc: Housman, Simon <shousman@rivco.org>; Rull, Paul <PRull@RIVCO.ORG>
Subject: CUP190019/ZAP1099FV20

We are in the process of reviewing your submittal. There are two aspects of this project that involve areas of concern to the Commission at a level greater than that which existed when the original project was considered in 2016. Both pertain to avoidance of hazards to flight.

The first is detention basins. These are a concern relative to bird strike potential when located within 10,000 feet of airport runways, pursuant to FAA Advisory Circulars and the study "*Wildlife Hazard Management at Riverside County Airports: Background and Policy*", October 2018, by Mead & Hunt. Please advise as to the type of basin being proposed:

- Infiltration trenches
- Sand filter basins
- Infiltration basins
- Bioretention facilities
- Extended retention basins

Extended retention basins are not permissible in Zone B2. Bioretention facilities are potentially suitable only when small in size and when vegetation is selected to discourage hazardous wildlife and reviewed by an FAA-qualified wildlife hazard biologist (QWHB). Infiltration basins in Zone B2 require steep slopes (steeper than 3:1) and absence of landscaping, or landscaping reviewed by a QWHB. Infiltration trenches and sand filter basins are recommended, although landscaping would require review by a QWHB.

At a minimum, would it be possible to limit the length of each proposed basin to 30 feet?

The second is solar arrays, potentially a source of glare that could affect pilots approaching the runway for a landing. There are three possibilities here: (1) Provide a solar glare study pursuant to the FAA-authorized SGHAT method (Forge Solar). This should investigate potential glare for traffic approaching from either end of the runway, and at control tower (if there is one). (2) Agree to a condition stating that the ALUC determination does not include the solar array and requiring ALUC review at the building permit stage if a solar array is proposed. (This includes the potential that the solar array could be found inconsistent or require changes, such as changes to orientation.) (3) Eliminate the solar array as shown on the roof plan.

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County of Riverside California

PLAN CHECK OVERSIGHT L.A. / CDD REGISTRATION NUMBER DATE SIGNED TENTATIVE APP. P.P.#

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (TRANSPORTATION DEPARTMENT ONLY - ON-SITE).

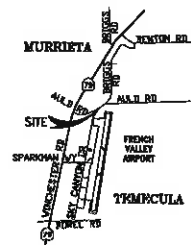
PLAN CHECK OVERSIGHT ENGINEER REGISTRATION NUMBER DATE SIGNED ORD. 859 VERSION

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (TRANSPORTATION DEPARTMENT ONLY - ROW / OFFSITE).

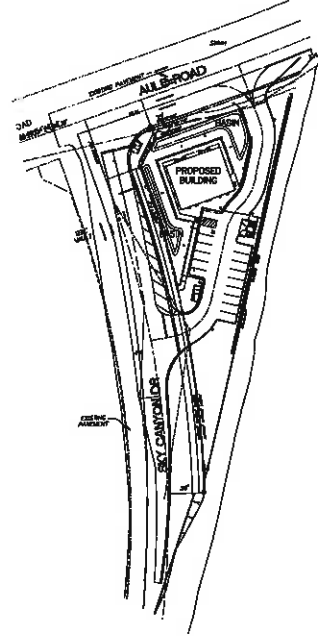
COUNTY OF RIVERSIDE

JUSTICE INSURANCE BUILDING

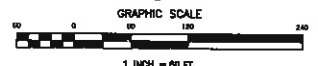
AULD ROAD AND SKY CANYON ROAD
PP#26047
LANDSCAPE PLANS



VICINITY MAP
NTS
VICINITY MAP
2014 THOMAS GUIDE REF.: RIVERSIDE COUNTY,
PAGE 920, GRID A2



SHEET INDEX MAP



PROJECT NOTES:

OWNER:
JUSTICE INSURANCE SERVICES
C/O MELISSA LIPPERT
3888 CALLE MEDUSA
TERRACE, CA 92591
851.707.0680 PHONE
851.445.4366 FAX

FEMA FLOOD PLAN:
NOT IN A FLOOD PLAN

ADJACENTS:

PARCEL NO.:
963-030-006

LEGAL DESCRIPTION:
FOR HWY 1/4 SEC 7, T7S, R2W, FRENCH VALLEY AREA, RIVERSIDE COUNTY.

ACREAGE:
GROSS 0.71 AC
NET 0.71 AC

LANDSCAPE AREA
INCLUDING TREES SHRUBS & GROUNDCOVER
.30 ACRES / 13,224 S.F.

UTILITY:
GAS: EASTERN MUNICIPAL WATER DISTRICT 951.828.3777
EASTERN CALIFORNIA GAS COMPANY 951.845.2617
TELEPHONE: WATSON 1.800.463.5000
CABLE: NOT APPLICABLE
ELECTRIC: SOUTHERN CALIFORNIA EDISON COMPANY 951.828.8272
WATERS: EASTERN MUNICIPAL WATER DISTRICT 951.876.4101

SERVICES DISTRICT:
EXISTING ZONING: SP 285-A1 BOREL AIRPORT CENTER
PROPOSED ZONING: SP 285-A1 BOREL AIRPORT CENTER
EXISTING & PROPOSED LAND USE: (CR) COMMERCIAL HEAVY

PROJECT APPROACH:
THE PROJECT SHALL BE PLANTED TO BE IN COMPLIANCE WITH BOREL AIRPORT CENTER SPECIFIC PLAN SPA 285-A1 THE PLANT PALETTE CONSISTS OF DROUGHT TOLERANT TREES AND SHRUBS. THE LANDSCAPE WILL BE INSTALLED IN ONE PHASE AND THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE. THE PROJECT IS NOT LOCATED WITHIN 200' OF FUEL MODIFICATION ZONE AND IS NOT IN A HIGH FIRE HAZARD ZONE. THE PROJECT IS OVER 500' FROM A MSHMP AREA. THERE ARE NO EXISTING TREES ON THE SITE.

INDEX OF SHEETS

- 1 TITLE SHEET
- 2 PLANTING PLAN, LEGEND AND NOTES
- 3 IRRIGATION PLAN, LEGEND AND NOTES
- 4 DETAILS
- 5 SPECIFICATIONS

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CLEARING OF THE PROPOSED WORK AREA, AND THE RELOCATION COSTS OF ALL UTILITIES. PERMITEE MUST INFORM COUNTY OF CONSTRUCTION SCHEDULE AT LEAST 48 HOURS PRIOR TO BEGINNING CONSTRUCTION. PHONE: (951) 955-8885

ENCROACHMENT NOTE:
THE CONTRACTOR SHALL OBTAIN ALL ENCROACHMENT & GRADING PERMITS PRIOR TO STARTING ANY WORK.

SOIL TESTING (SOIL MANAGEMENT REPORT):
CONTRACTOR SHALL PROVIDE A HORTICULTURAL SOILS ANALYSIS PERFORMED BY A LABORATORY OF THE CALIFORNIA ASSOC. OF AGRICULTURAL LABORATORIES. CONTRACTOR SHALL ADJUST SOIL AMENDMENT RECOMMENDATIONS TO CONFORM TO SOIL ANALYSIS RESULTS AS REQUIRED. SEND THE REPORT TO THE COUNTY ELECTRONICALLY BEFORE THE PRE-LANDSCAPE INSTALLATION INSPECTION.

I AGREE TO COMPLY WITH THE REQUIREMENTS OF ORDINANCE 859 AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE. SHOULD THE ORDINANCE BE REVISED, THESE PLANS MAY BE SUBJECT TO CHANGE BASED ON THE UPDATED ORDINANCE.

Vincent DiDuro
APPLICANT
3-26-20
DATE

NOTE: APPROVAL BY THE TRANSPORTATION DEPARTMENT IS FOR WORK WITHIN THE ROAD RIGHT-OF-WAY ONLY.

NOTE:
WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

By using services subject to this plan it is requested for users to assume full responsibility for any errors. In the event of a design error, the user will be held liable. The user will not be held liable for any errors or omissions in the design or construction of any project that is not specifically stated in the plans.

| REVISION | DATE | BY | CHK | APP |
|----------|------|----|-----|-----|
| | | | | |
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| | | | | |
| | | | | |



ALHAMBRA GROUP
LANDSCAPE ARCHITECTURE
41635 Entorpeas Circle North, Suite C
Terra Linda, CA 92590
(951) 296-8802 FAX 296-8803
Vincent DiDuro
3-26-20
CERT. NO. 2017, EXP. 09/2021

| | | |
|-------------------------------|------------|-----------------------|
| PLOT PLAN 26047 | CUP 190019 | SHEET NO. 1 |
| COUNTY OF RIVERSIDE | | |
| JUSTICE INSURANCE BUILDING | | |
| AULD ROAD AND SKY CANYON ROAD | | |
| TITLE SHEET | ACD 14-121 | 1 of 2 SHEETS |
| FOR: JUSTICE INSURANCE CO. | NO. _____ | COUNTY FILE NO. _____ |

PLOT PLAN NO. 26047

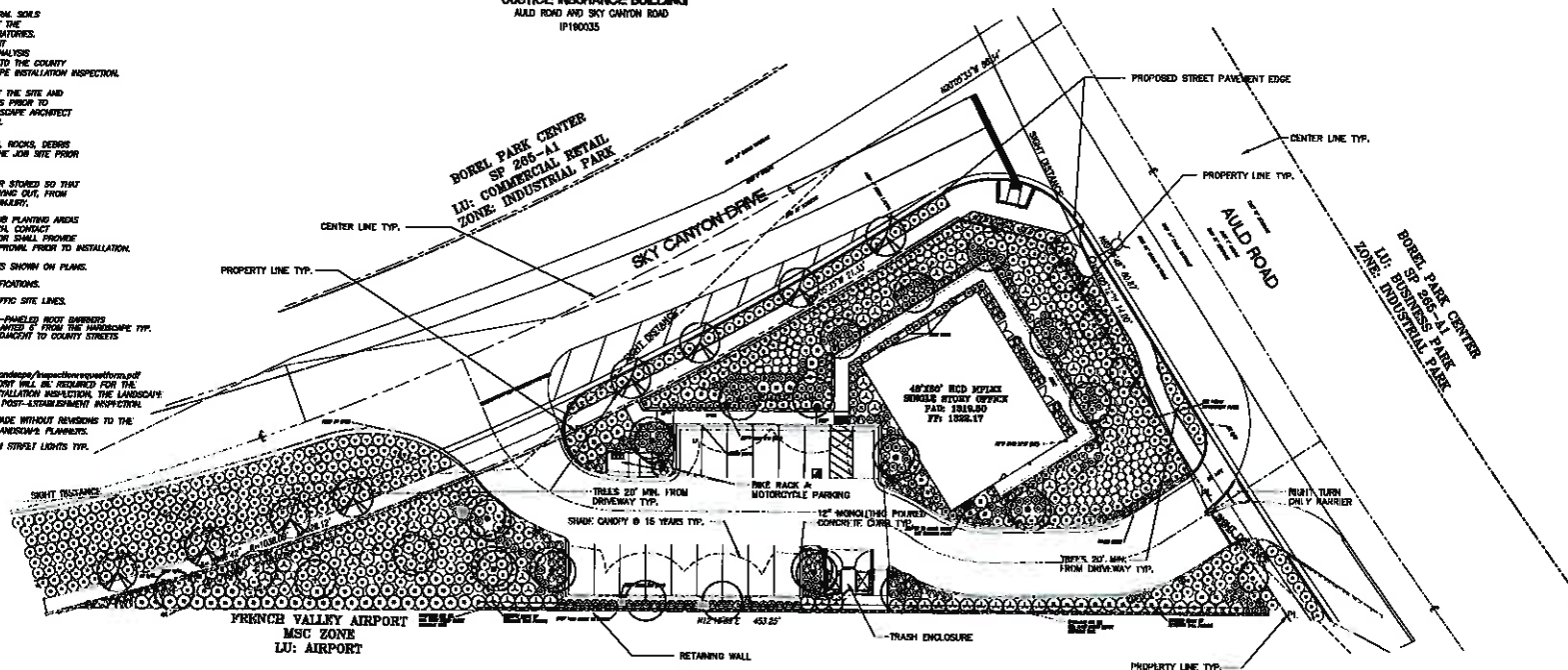
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

JUSTICE INSURANCE BUILDING
AULD ROAD AND SKY CANYON DRIVE
IP180035

CONTINUED LANDSCAPE MAINTENANCE PROVIDED BY
ON-SITE: OWNER
OFF-SITE: OWNER

PLANTING NOTES

1. CONTRACTOR SHALL APPLY "IRON STAIN" PRE-EMERGENT HERBICIDE AT 2 GAL. PER 1000 S.F. AFTER PLANTING AS PER MANUFACTURER'S RECOMMENDATIONS (ONLY ON NON-SOILED AREAS)
2. ALL PLANTING SHALL CONFORM TO THE COUNTY OF RIVERSIDE STANDARDS AND SPECIFICATIONS.
3. SOIL TESTING (SOIL MANAGEMENT REPORT): CONTRACTOR SHALL PROVIDE A HORTICULTURAL SOILS ANALYSIS PERFORMED BY A LABORATORY OF THE CALIFORNIA ASSOC. OF AGRICULTURAL LABORATORIES. CONTRACTOR SHALL ADJUST SOIL AMENDMENT RECOMMENDATIONS TO CONFORM TO SOIL ANALYSIS RESULTS AS REQUIRED. SEND THE REPORT TO THE COUNTY ELECTRONICALLY BEFORE THE PRE-LANDSCAPE INSTALLATION INSPECTION.
4. THE CONTRACTOR SHALL CAREFULLY INSPECT THE SITE AND VERIFY ALL THE CONDITIONS AND DIMENSIONS PRIOR TO PROCEEDING WITH ANY WORK. NOTIFY LANDSCAPE ARCHITECT AND OWNER IF ANY INCONSISTENCIES OCCUR.
5. THE CONTRACTOR SHALL REMOVE ALL WEEDS, ROCKS, DEBRIS AND OTHER EXTRANEUS MATERIALS FROM THE JOB SITE PRIOR TO PROCEEDING WITH ANY WORK.
6. ALL PLANT MATERIALS SHALL BE HANDLED OR STORED SO THAT THEY ARE ADEQUATELY PROTECTED FROM DRYING OUT, FROM SUN OR WIND BURN, OR FROM ANY OTHER HAZARD.
7. THE CONTRACTOR SHALL APPLY TO ALL SHRUB PLANTING AREAS A 3" LAYER OF "FOREST BLEND" WOOD MULCH. CONDUCT PLANTS CHOICE (11A) 500-5000. CONTRACTOR SHALL PROVIDE LANDSCAPE ARCHITECT WITH SAMPLE FOR APPROVAL PRIOR TO INSTALLATION.
8. CONTRACTOR TO VERIFY ALL PLANT QUANTITIES SHOWN ON PLANS.
9. SEE SHEETS 4 FOR DETAILS & 5 FOR SPECIFICATIONS.
10. ALL PLANTING SHALL NOT INTERFERE W/ TRAFFIC SITE LINES.
11. INSTALL CENTURY PRODUCTS "JOHN" SIDE NON-PANELLED ROOT BARRIERS ADJACENT TO MANICURE WHEN TREES ARE PLANTED 3' FROM THE HARDSCAPE TYP. AND SHALL BE INSTALLED WHEN TREES ARE ADJACENT TO COUNTY STREETS. SEE DETAILS & SPECIFICATIONS.
12. FOR INSPECTIONS CONDUCT THE COUNTY OF RIVERSIDE (www.riversideca.gov/inspections) OR VISIT THE COUNTY WEBSITE FOR THE INSPECTION SCHEDULE. A REPORT WILL BE REQUIRED FOR THE INSPECTIONS WHICH ARE THE PRE-INSTALLATION INSPECTION, THE LANDSCAPE COMPLETION INSPECTION AND THE ONE YEAR POST-INSTALLATION INSPECTION.
13. NO CHANGES OR SUBSTITUTIONS SHALL BE MADE WITHOUT REVISIONS TO THE PLANS AND THE APPROVAL OF THE COUNTY LANDSCAPE PLANNING.
14. TREES SHALL BE PLANTED 20' MINIMUM FROM STREET LIGHTS TYP.



PLANTING LEGEND

| SYMBOL | BOTANICAL NAME | COMMON NAME | SIZE | NUMBER | REMARKS | WATER USE |
|--------------------------------|------------------------------------|---------------------------|-------------------|--|--|-----------|
| TREES | | | | | | |
| ⊙ | LAURUS NOBILIS "SANTOGA" | BAY LAUREL | 24" BOX | 8 | DOUBLE STAKE / HEIGHT 8'-10" , SPREAD 3'-4" MIN. | L |
| ⊙ | CHITALPA TASHCENDENSIS | FLOWERING CHITALPA | 24" BOX | 14 | DOUBLE STAKE / HEIGHT 8'-10" , SPREAD 3'-4" MIN. | L |
| ⊙ | CECROPIUM "DESERT MUSEUM" | DESERT MUSEUM PALM VERTIC | 24" BOX | 4 | DOUBLE STAKE / HEIGHT 8'-10" , SPREAD 3'-4" MIN. | L |
| ⊙ | BAUAS LAUCOA | AFRICAN SUCCA | 24" BOX | 7 | DOUBLE STAKE / HEIGHT 8'-10" , SPREAD 3'-4" MIN. | L |
| ⊙ | GALLISTEMUM VIMINALE "LITTLE JOHN" | DRYER BOTTLE BRUSH | 5 GAL. | 88 | FULL & BUSHY @ 3' O.C. | L |
| ⊙ | HESPERALOE PARVIFLORA | RED YUCCA | 5 GAL. | 85 | FULL & BUSHY @ 3' O.C. | L |
| ⊙ | HEMEROCALLIS ANTHURIFOLIA | TOYON | 5 GAL. | 72 | FULL & BUSHY @ 3' O.C. | L |
| ⊙ | AMBOZANTHUS FLAVOUS "VELVET" | RANGEROOD PINNS | 5 GAL. | 130 | FULL & BUSHY @ 3' O.C. | L |
| ⊙ | LUNBERGUS HORIZONTALIS "WILLOW" | BLUE RUG JAMPER | 1 GAL. | 85 | FULL & SPREADING @ 4' O.C. | L |
| ⊙ | LEUCOPHYLLUM FRUTICOSUM "OR CLOUD" | GREEN CLOUD TEXAS RANGER | 5 GAL. | 81 | FULL & BUSHY @ 3' O.C. | L |
| ⊙ | SALVIA GREGER | AUTUMN SAGE | 5 GAL. | 104 | FULL & BUSHY @ 3' O.C. | L |
| VINES | | | | | | |
| — | MACROSTACHYA LINCOLNII CRTI | CAT'S CLAW VINE | 5 GAL. | 2 | ATTACH TO WALL | L |
| MULCH & GRASS/COVER | | | | | | |
| ○ | FOREST BLEND WOOD MULCH | MEDIUM GRIND WOOD MULCH | 3" MAX. AS REQ'D. | 3" DEPT - INSTALLED IN ALL SHRUB PLANTING AREAS TYP. | | |
| ○ | BACCHARIS PILLULARIS "TWIN PEAKS" | PROSTRATE COYOTE BUSH | 1 GAL. | 821 | TRIANGULAR SPACING @ 4' O.C. | L |
| ○ | JUNCUS PATENS | CALIFORNIA RUSH | 1 GAL. | 111 | TRIANGULAR SPACING @ 3' O.C. IN BASIN | L |

NOTES: APPROVAL BY THE TRANSPORTATION DEPARTMENT IS FOR WORK WITHIN THE ROAD RIGHT-OF-WAY ONLY.

WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

By this design, the contractor shall be responsible for securing the necessary permits and obtaining the necessary permits. It is the user of drawings who shall be responsible for obtaining the necessary permits and obtaining the necessary permits to be used.

DEITCH MARK
DESCRIPTION
LOCATION

| NO. | BY | DATE | REVISION |
|-----|----|------|----------|
| | | | |
| | | | |
| | | | |

SHADE REQUIREMENT

REQUIRED 14 SPACES @ 182 S.F. EA = 2,592 S.F.
2,592 S.F. @ 30% COVERAGE REQUIRED = 778 S.F.
ACTUAL AREA SHADOWN = 1073 S.F.

INTERIOR LANDSCAPE REQUIREMENT

REQUIRED 18 SPACES @ 182 S.F. EA = 2,592 S.F.
2,592 S.F. @ 10% COVERAGE REQUIRED = 259 S.F.
ACTUAL AREA = 270 S.F.

PRIOR TO PROJECT CONSTRUCTION, I AGREE TO COMPLETE A LANDSCAPE CONSTRUCTION DOCUMENT PACKAGE THAT COMPLES WITH THE REQUIREMENTS OF ORDINANCE NO. 90818, ORDINANCE 948, ORDINANCE 951, PROJECT CONDITIONS OF APPROVAL, AND IS SUBSTANTIAL CONFORMANCE WITH THE APPROVED SPECIFIC PLAN AND LANDSCAPE CONCEPT PLAN. SHOULD THE ORDINANCES BE REVISED, THESE PLANS MAY BE SUBJECT TO CHANGE BASED ON THE UPDATED ORDINANCES.

Vincent DiDante 3-28-20
APPLICANT'S SIGNATURE DATE

ENCROACHMENT NOTE:
THE CONTRACTOR SHALL OBTAIN ALL ENCROACHMENT & GRADING PERMITS PRIOR TO STARTING ANY WORK.
THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CLEARING OF THE PROPOSED WORK AREA, AND THE RELOCATION COSTS OF ALL UTILITIES. PERMITS MUST BE OBTAINED PRIOR TO BEGINNING CONSTRUCTION. PHONE: (951) 955-8855

SOIL TESTING (SOIL MANAGEMENT REPORT): CONTRACTOR SHALL PROVIDE A HORTICULTURAL SOILS ANALYSIS PERFORMED BY A LABORATORY OF THE CALIFORNIA ASSOC. OF AGRICULTURAL LABORATORIES. CONTRACTOR SHALL ADJUST SOIL AMENDMENT RECOMMENDATIONS TO CONFORM TO SOIL ANALYSIS RESULTS AS REQUIRED. SEND THE REPORT TO THE COUNTY ELECTRONICALLY BEFORE THE PRE-LANDSCAPE INSTALLATION INSPECTION.



NOTICE: APPROVAL BY THE TRANSPORTATION DEPARTMENT IS FOR WORK WITHIN THE ROAD RIGHT-OF-WAY ONLY.

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By this design, the contractor shall be responsible for securing the necessary permits and obtaining the necessary permits. It is the user of drawings who shall be responsible for obtaining the necessary permits and obtaining the necessary permits to be used.

DEITCH MARK
DESCRIPTION
LOCATION

| NO. | BY | DATE | REVISION |
|-----|----|------|----------|
| | | | |
| | | | |
| | | | |

ALHAMBRA GROUP
LANDSCAPE ARCHITECTURE
41835 Enterprise Circle North, Suite C
Torrance, CA 92590
(951) 298-6824 FAX 298-6803
AGE 14-121

PLOT PLAN 26047 CUP 190019 SHEET NO. 1-2
COUNTY OF RIVERSIDE
JUSTICE INSURANCE BUILDING
AULD ROAD AND SKY CANYON ROAD
PLANTING PLAN
2 OF 3 SHEETS

PLAN CHECK OVERSIGHT ENGINEER REGISTRATION NUMBER / DATE SIGNED / ORD. REV. VERSION
 APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (PLANNING DEPARTMENT ONLY - OFF-SITE)
 APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (PLANNING DEPARTMENT ONLY - ON-SITE)
 REGISTRATION NUMBER / DATE SIGNED / TENTATIVE APP. PPF

REAL-LANDSCAPE RESERVE



Vincent DiDante 3-28-20
CERT NO. 2017, EXP 08/2021 DATE

JUSTICE INSURANCE CO. FILE NO.

PLOT PLAN NO. 26047 COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

CONTINUED LANDSCAPE MAINTENANCE PROVIDED BY
ON-SITE OWNER
OFF-SITE OWNER

COUNTY BRIGATION NOTES

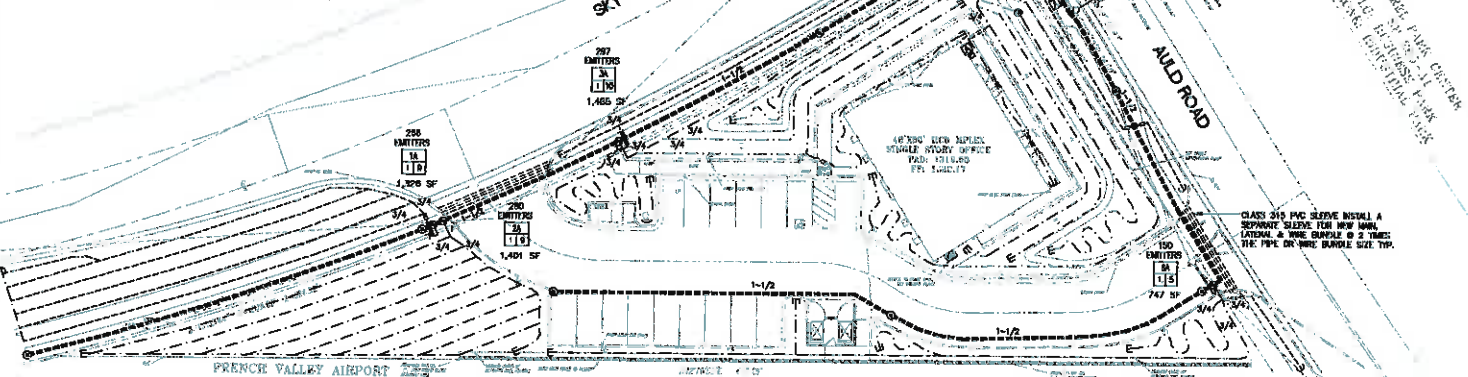
1. PRIOR TO BACKFILL TO BACKFILLING THE CONTRACTOR SHALL CONTACT A PRELIMINARY FIELD IN SPECTOR OF THE IRRIGATION SYSTEM.
2. AFTER THE PROJECT INSTALLATION IS COMPLETED AN ADJUST SHALL BE CONDUCTED BY A CERTIFIED BRIGATION ADJUTOR AND THE FINDINGS SHALL BE STATED IN A REPORT.

SHRUB LOW DRIP SCHEDULE

| MONTH | ETD | % ETD | EV. F. (GALLONS) | EV. D. (INCHES) | EV. D. (INCHES) | EV. D. (INCHES) |
|-----------|------|-------|------------------|-----------------|-----------------|-----------------|
| JANUARY | 2.16 | 0.84 | 772.48 | 0.0575 | 4.83 | 184.65 |
| FEBRUARY | 2.31 | 0.81 | 823.56 | 0.0575 | 5.09 | 195.07 |
| MARCH | 3.05 | 0.67 | 1102.80 | 0.0575 | 7.58 | 286.87 |
| APRIL | 4.28 | 0.58 | 1507.31 | 0.0575 | 10.00 | 380.00 |
| MAY | 5.08 | 0.41 | 2094.72 | 0.0575 | 13.00 | 495.00 |
| JUNE | 7.40 | 0.32 | 3122.26 | 0.0575 | 18.00 | 684.00 |
| JULY | 7.50 | 0.24 | 2250.00 | 0.0575 | 12.00 | 450.00 |
| AUGUST | 7.18 | 0.17 | 2201.79 | 0.0575 | 12.00 | 447.00 |
| SEPTEMBER | 4.75 | 0.16 | 1731.41 | 0.0575 | 8.00 | 304.00 |
| OCTOBER | 3.08 | 0.67 | 1312.04 | 0.0575 | 7.20 | 273.00 |
| NOVEMBER | 2.05 | 0.65 | 887.53 | 0.0575 | 6.00 | 225.00 |
| DECEMBER | 2.30 | 0.84 | 872.68 | 0.0575 | 6.00 | 225.00 |

IRRI. SYSTEM EVERY DAY FOR THE TIME SHOWN DURING ESTABLISHMENT PERIOD

IRRI. SYSTEM EVERY DAY FOR THE TIME SHOWN DURING ESTABLISHMENT PERIOD



Riverside County Ordinance 889 Landscape Water Use Calculations
Product Types: Commercial
JUSTICE INSURANCE BUILDING
600 S. G Street, Riverside, CA 92501

Approved for use after 10/1/2017. This schedule is subject to change without notice. Please refer to the Riverside County website for the most current schedule.

1. Subirrigation Water Efficiency (EIR)
EIR = (1 - (ETD / (ETD + 0.5))) * 0.95
EIR = (1 - (2.16 / (2.16 + 0.5))) * 0.95 = 0.95

2. Subirrigation Water Use (WU)
WU = (ETD * A * EIR) / 4.22
WU = (2.16 * 100,000 * 0.95) / 4.22 = 4,830,000 GPD

Hydrozone # 1
Plant Factor = 0.5
ETD = 2.16
WU = (2.16 * 100,000 * 0.5) / 4.22 = 2,514,000 GPD

Hydrozone # 2
Plant Factor = 1.0
ETD = 2.16
WU = (2.16 * 100,000 * 1.0) / 4.22 = 5,028,000 GPD

Hydrozone # 3
Plant Factor = 0.5
ETD = 2.16
WU = (2.16 * 100,000 * 0.5) / 4.22 = 2,514,000 GPD

Hydrozone # 4
Plant Factor = 1.0
ETD = 2.16
WU = (2.16 * 100,000 * 1.0) / 4.22 = 5,028,000 GPD

Hydrozone # 5
Plant Factor = 0.5
ETD = 2.16
WU = (2.16 * 100,000 * 0.5) / 4.22 = 2,514,000 GPD

Hydrozone # 6
Plant Factor = 1.0
ETD = 2.16
WU = (2.16 * 100,000 * 1.0) / 4.22 = 5,028,000 GPD

Hydrozone # 7
Plant Factor = 0.5
ETD = 2.16
WU = (2.16 * 100,000 * 0.5) / 4.22 = 2,514,000 GPD

Hydrozone # 8
Plant Factor = 1.0
ETD = 2.16
WU = (2.16 * 100,000 * 1.0) / 4.22 = 5,028,000 GPD

Hydrozone # 9
Plant Factor = 0.5
ETD = 2.16
WU = (2.16 * 100,000 * 0.5) / 4.22 = 2,514,000 GPD

Hydrozone # 10
Plant Factor = 1.0
ETD = 2.16
WU = (2.16 * 100,000 * 1.0) / 4.22 = 5,028,000 GPD

Hydrozone # 11
Plant Factor = 0.5
ETD = 2.16
WU = (2.16 * 100,000 * 0.5) / 4.22 = 2,514,000 GPD

Hydrozone # 12
Plant Factor = 1.0
ETD = 2.16
WU = (2.16 * 100,000 * 1.0) / 4.22 = 5,028,000 GPD

PERCENTAGE OF WHITE 1/2" IRRIGATION TUBING TO BE USED:
White 1/2" IRRIGATION TUBING TO BE USED = 40%

AREAS SHOWN IN THE CALCULATIONS ARE TOTAL IRRIGATED AREAS

I AGREE TO COMPLY WITH THE CRITERIA OF ORDINANCE NO. 889.3 AND TO APPLY THE CRITERIA FOR THE EFFICIENT USE OF WATER IN THE BRIGATION DESIGN.

Vincent DiDante 3-28-20
APPLICANT / LANDSCAPE ARCHITECT #2017 DATE

IRRIGATION LEGEND

| SYMBOL | MANUFACTURER | MODEL NO. | REMARKS - SEE SHEET 4 FOR DETAILS & SHEET 5 FOR SPECIFICATIONS | DETAIL NO. |
|--------|-----------------|-----------------|--|------------|
| | HUNTER RAINBIRD | ACC-1200 | 12 STATION AUTOMATIC CONTROLLER IN A METAL CABINET AND WALL MOUNT NEAR A 120V A.C. CONNECTION. RECALIBRATE PRESSURE B.P.A.P. WITH WILCOX 600 PSI PRESSURE REGULATOR, SET AT 80 P.S.I., INSTALL IN PLANTING AREA. | 4/4 |
| | HUNTER RAINBIRD | 825-1/4-3/4" | 1/2" EMITTER AND TIGHTER ORATION, INSTALL ON BUILDING UNSTRUCTURED BY TREES AND OVERHANGS. | 5/5a/4 |
| | HUNTER RAINBIRD | 804-CLK | HUNTER SOIL, CLK MOISTURE SENSOR, INSTALL MODULE BY CONTROLLER AND PHONE IN THE SHOWN PER MANUFACTURER'S SPEC. | |
| | HUNTER RAINBIRD | 1/2"/1/2"-100 | 1/2" FLOW SENSOR WITH 1" FLOW SENSOR BODY, INSTALL PER MANUFACTURER'S RECOMMENDATION. | 6/4 |
| | HUNTER RAINBIRD | 102-100-PWD-CON | 1" REMOTE CONTROL WALK SET | 10/4 |
| | HUNTER RAINBIRD | 824-RO | 1-1/2" MASTER CONTROL VALVE | 12/4 |
| | HUNTER RAINBIRD | 44-RO | 3/4" QUICK COUPLING VALVE | 13/4 |
| | HUNTER RAINBIRD | 39-20 | 2 0PH DRIP EMITTER (1 EMITTER FOR EACH SHRUB, 3 EMITTERS FOR EACH TREE). | 14/4 |
| | HUNTER RAINBIRD | 81-200 | 2 0PH DRIP EMITTER W/ 1/2" HUNTER FLEXIBLE PVC (1 EMITTER FOR EACH SHRUB, 3 EMITTERS FOR EACH TREE), ROW ONLY | 15/4 |
| | HUNTER RAINBIRD | LSB STRIPS | PLASTIC BALL VALVE (PNEUMATIC) LINE SIZE - TYPICAL. | 1/4 |
| | PAC PLASTICS | 3020X47-40 | PRESSURE TYP. MANIFOLD - INSTALL WITH 1/2" MINIMUM COVER | 15/4 |
| | PAC PLASTICS | SCH26X47-40 | NON-PRESSURE TYPE LATERAL - INSTALL WITH 12" MINIMUM COVER | 15/4 |
| | PAC PLASTICS | BLU-LOCK | NON-PRESSURE LATERAL LINE-INSTALL 2" BELOW GROUND EXCEPT UNDER PAVEMENT INSTALL 12" BELOW GRADE-SEE DETAILS. | 12-14/4 |
| | PAC PLASTICS | SO4-40 | NON-PRESSURE POINT TO POINT LATERAL LINE-INSTALL ALL COMPONENTS PER DETAILS. | 21/4 |
| | PAC PLASTICS | SCH26X47-40 | NON-PRESSURE TYPE RI FEVE | 18/4 |
| | PAC PLASTICS | 1000-10/1012-10 | NON-PRESSURE TYPE RI FEVE | 19/4 |
| | HYDRONIX/DRIST | MODEL 8024 | AUTOMATIC DRAIN FLUSH VALVE | 14/4 |
| | EDNA | SOH 80 | DVD CAP PER DETAIL | 22/4 |

BRIGATION NOTES

1. IRRIGATION SYSTEM IS SHOWN ENOUGH TO LOCATE ALL PVC AND EQUIPMENT WITH PLANTING AREAS WHEREVER POSSIBLE.
2. LOCATE PRESSURE LINE WITHIN 18" OF TOP OF HARDSCAPE IN PLANTING AREAS.
3. NO LOW HEAD DRAINAGE ALLOWED. CONTRACTOR SHALL ADD DRAIN VALVES AS REQUIRED.
4. TREE LOCATIONS TAKE PRECEDENCE OVER IRRIGATION PIPING & DRIP LINE. STAKE TREE LOCATIONS PRIOR TO TRENCHING PIPE.
5. CONTRACTOR SHALL ADVISE THE SITE AND VERIFY ALL CONDITIONS PRIOR TO PROCEEDING WITH ANY WORK. TO ALLOW FOR ADEQUATE IRRIGATION COVERAGE AS SHOWN ON PLANS ADJUST DRIP LINE AS NECESSARY TO COMPENSATE FOR ANY CHANGES IN AREA.
6. CONTRACTOR SHALL INSPECT THE SITE AND VERIFY ALL CONDITIONS PRIOR TO PROCEEDING WITH ANY WORK. TO ALLOW FOR ADEQUATE IRRIGATION COVERAGE AS SHOWN ON PLANS ADJUST DRIP LINE AS NECESSARY TO COMPENSATE FOR ANY CHANGES IN AREA.
7. TO ENSURE PROPER LOCATION OF IRRIGATION SLEEVES INSTALLATION COORDINATE LOCATION OF MAINLINE, DRIP LINES AND CONTROL WELLS WITH ALL OTHER RELATED TRADES AS REQUIRED.
8. ALL BRASS FITTINGS TO BE RED BRASS TYPICAL.
9. USE 3/4" TEFLEX TAPES ON ALL THREADS CONNECTIONS.
10. IRRIGATION SYSTEMS DESIGNED FROM A SHOW WATER PRESSURE OF 80 P.S.I., REGULATOR IS SHOWN TO ADJUST PRESSURE TO 50 P.S.I. MAIN LINE CONTRACTOR SHALL VERIFY WATER PRESSURE AT WORST CONDITION AND CONTACT LANDSCAPE ARCHITECT IF ANY INCONSISTENCIES OCCUR.
11. CONTROL WIRE SCHEDULE: (MAX. LENGTH OF RUNS)
CONTROL/COMMON NO. 14 NO. 12 NO. 10 NO. 8
NO. 14 2000' 2400' 2700'
NO. 12 1700' 2100' 2400'
NO. 10 1700' 2100' 2400'
NO. 8 2700'
12. ALL IRRIGATION SHALL CONFORM TO THE COUNTY OF RIVERSIDE STANDARDS AND SPECIFICATIONS AND ALL OFFSITE (ROW) SHALL CONFORM TO THE COUNTY TRANSPORTATION DEPARTMENT DETAILS AND SPECIFICATIONS.

DRIP SYSTEM PRESSURE LOSS CALCS

WATER @ 60 G.P.M.
PRESSURE AVAILABLE AT METER / REGULATED PRESSURE

| EQUIPMENT | SIZE | P.S.I. LOSS |
|--|--------|-------------|
| METER | 3/4" | (1.4) |
| B.P.A.P. | 3/4" | (11.0) |
| MASTER VALVE | 1-1/2" | (1.0) |
| BALL VALVE | 1-1/2" | (1.0) |
| R.D.V. | 1-1/2" | (1.0) |
| MAIN LINE | 1-1/2" | (0.9) |
| FLOW SENSOR | 1" | (1.4) |
| P.S.I. LOSS BEFORE PRESSURE REGULATOR: (18.1 P.S.I.) | | |
| PRESSURE AVAILABLE AT REGULATOR: 41.8 P.S.I. | | |
| REGULATOR REDUCES PRESSURE TO: 40.0 P.S.I. | | |

| EQUIPMENT | SIZE | P.S.I. LOSS |
|---|------|-------------|
| LATERAL LINES | W/A | (3.0) |
| EMITTERS | W/A | (35.0) |
| LATERAL CHANGE | 0" | (0) |
| P.S.I. LOSS AFTER PRESSURE REGULATOR: (48.0 P.S.I.) | | |
| TOTAL RESIDUAL PRESSURE: 1.0 P.S.I. | | |

BLU-LOCK SPECIFICATIONS

1. ALL PIPE SHALL BE CONSTRUCTED OF VIRGIN HIGH DENSITY POLYETHYLENE (HDPE) WITH A MINIMUM WALL THICKNESS OF 1/2" (0.500) FOR 1/2" AND 3/4" (0.750) AND 1" (1.000) FOR 1" AND 1.5" (1.500). ALL FITTINGS SHALL BE CONSTRUCTED OF VIRGIN HIGH DENSITY POLYETHYLENE (HDPE) WITH A MINIMUM WALL THICKNESS OF 1/2" (0.500) FOR 1/2" AND 3/4" (0.750) AND 1" (1.000) FOR 1" AND 1.5" (1.500).
2. ALL FITTINGS SHALL BE CONSTRUCTED OF VIRGIN HIGH DENSITY POLYETHYLENE (HDPE) WITH A MINIMUM WALL THICKNESS OF 1/2" (0.500) FOR 1/2" AND 3/4" (0.750) AND 1" (1.000) FOR 1" AND 1.5" (1.500).
3. ALL FITTINGS SHALL BE CONSTRUCTED OF VIRGIN HIGH DENSITY POLYETHYLENE (HDPE) WITH A MINIMUM WALL THICKNESS OF 1/2" (0.500) FOR 1/2" AND 3/4" (0.750) AND 1" (1.000) FOR 1" AND 1.5" (1.500).
4. FITTINGS SHALL BE FOR OUTDOOR USE ONLY ON COLD WEATHER, NOT FOR USE ON CORROSION PRESSURE, EXCEPT FOR USE ON LATERALS ONLY OR FOR USE ON ALL SYSTEMS FROM THE WATER VALVE OUT. TYPE WOOD-BURN BLU-LOCK OR APPROVED EQUAL.

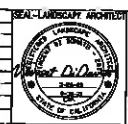


NOTE: APPROVAL BY THE TRANSPORTATION DEPARTMENT IS FOR WORK WITHIN THE ROAD RIGHT-OF-WAY ONLY.

NOTE: WORK CONTAINED WITHIN THESE PLANS SHALL NOT BE CONSIDERED AS AN ENFORCEMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

BENCH MARK DESCRIPTION: LOCATION:

FOR PUBLIC WORKS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE COUNTY OF RIVERSIDE AND ALL NECESSARY APPROVALS FROM THE COUNTY OF RIVERSIDE AND ALL NECESSARY APPROVALS FROM THE COUNTY OF RIVERSIDE.



ALHAMBRA GROUP
LANDSCAPE ARCHITECTURE
41835 Enterprise Circle North, Suite C
Temecula, CA 92590
(951) 295-8802 FAX 295-8803
AG# 14-121

Vincent DiDante
CERT NO. 2017, EXP 09/2021 DATE

PLOT PLAN 26047 CUP 190019 SHEET NO. 1-3

COUNTY OF RIVERSIDE
JUSTICE INSURANCE BUILDING
ALD ROAD AND SKY CANYON ROAD
IRRIGATION PLAN

FOR: JUSTICE INSURANCE CO. W.O. COUNTY FILE NO.

PLANNING DEPARTMENT ONLY - ON-SITE

DATE SIGNED

REGISTRATION NUMBER

DATE SIGNED

ORD. 889 VERSION

REGISTRATION NUMBER

DATE SIGNED

REGISTRATION NUMBER

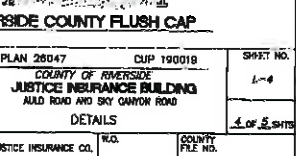
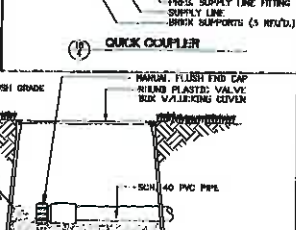
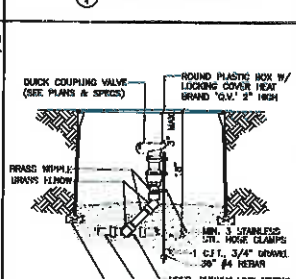
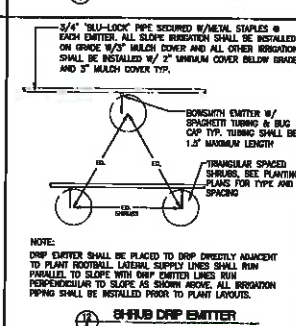
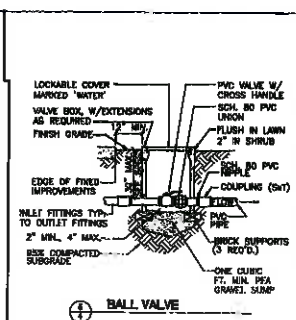
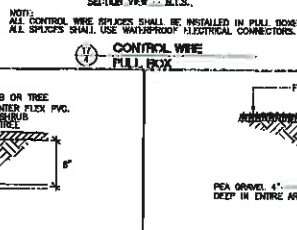
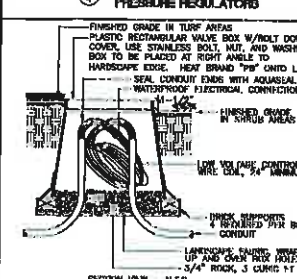
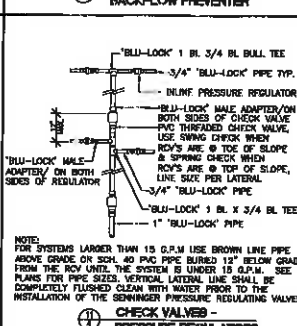
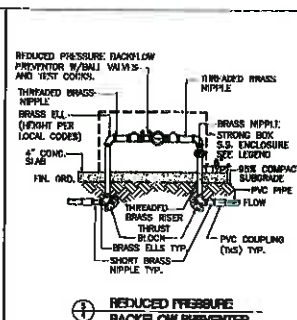
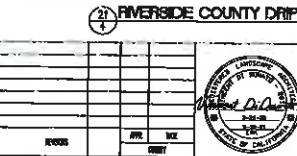
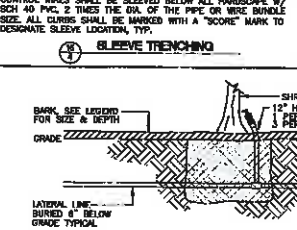
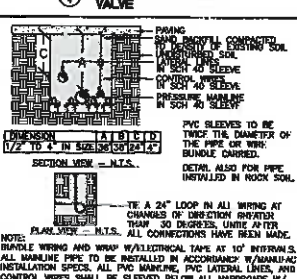
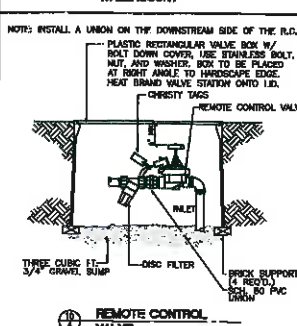
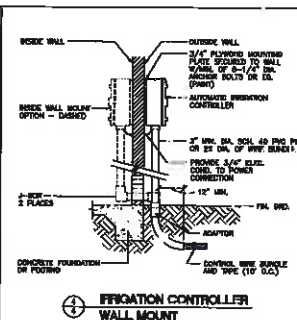
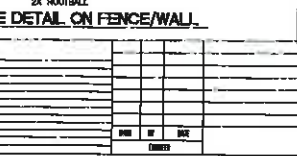
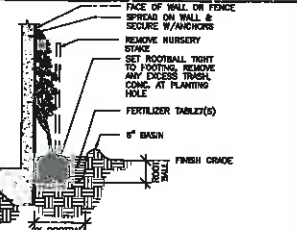
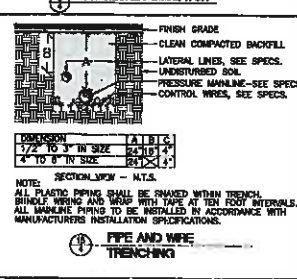
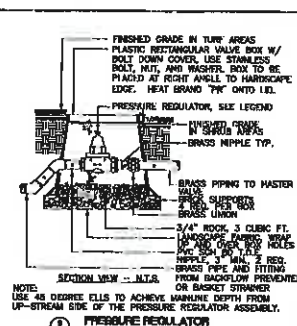
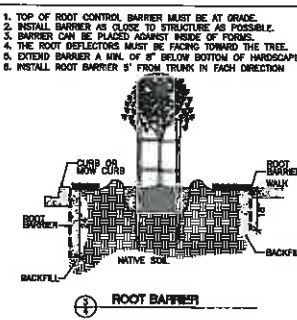
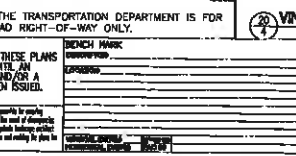
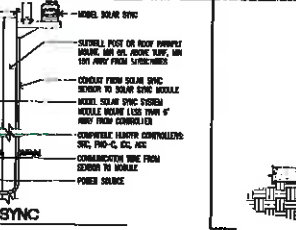
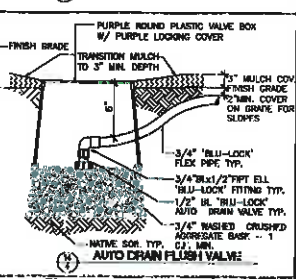
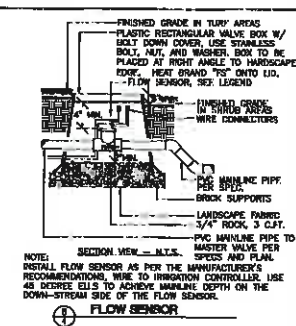
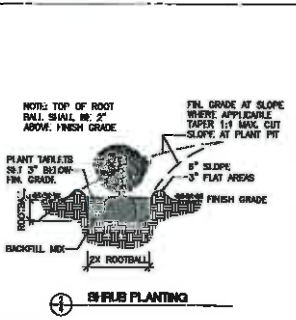
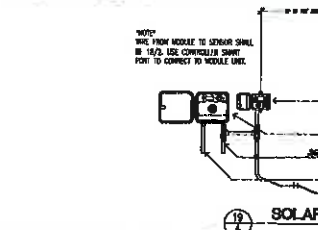
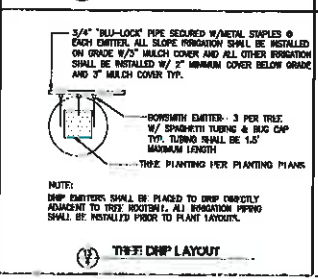
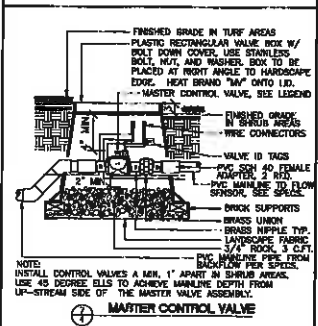
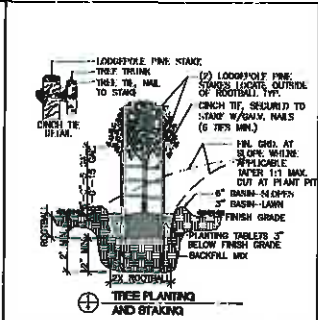
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APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (TRANSPORTATION DEPARTMENT ONLY - ROW / OFF-SITE)

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (TRANSPORTATION DEPARTMENT ONLY - ROW / OFF-SITE)

PLAN CHECK OVERSIGHT I/A / CID REGISTRATION NUMBER DATE SIGNED TENTATIVE APP P/P

PLAN CHECK OVERSIGHT ENGINEER REGISTRATION NUMBER DATE SIGNED CID, BSB VERSION



NOTE: APPROVAL BY THE TRANSPORTATION DEPARTMENT IS FOR WORK WITHIN THE ROAD RIGHT-OF-WAY ONLY.

NOTE: WORK CONTAINED WITHIN THESE PLANS SHALL NOT CONSTITUTE A PERMIT OR AN ENCOURAGEMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

BY THE PLANNING DEPARTMENT: APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (PLANNING DEPARTMENT ONLY - CN-S-2).

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ALHAMBRA GROUP
 LANDSCAPE ARCHITECTURE
 41635 Enterprise Circle North, Suite C
 Temecula, CA 92590
 (951) 296-8802 FAX 296-8803
 AG# 14-121
 3-28-20
 Urvashi D. Desai
 CERT NO. 2017, EXP 09/2021

PLOT PLAN 28047 CUP 190019 SHEET NO. 1-8
 COUNTY OF RIVERSIDE
 JUSTICE INSURANCE BUILDING
 AULD ROAD AND SKY CANYON ROAD
 DETAILS
 4 OF 5 SHEETS
 FOR JUSTICE INSURANCE CO. W.D. COUNTY FILE NO.

DATE: 08/2021
 TIME: 10:00 AM
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 SCALE: AS SHOWN

IRRIGATION

1. INTENT -- TO INDICATE AND SPECIFY A COMPLETE AND EFFICIENT SPRINKLER IRRIGATION SYSTEM, READY FOR USE, WITH ALL WORK AND MATERIAL CONFORMING TO GOVERNING CODES.

2. ALL DIMENSIONS AND LOCATIONS SHOWN ARE DIAGRAM SITE CONDITIONS AND SHALL BE VERIFIED BEFORE INITIATING WORK.

3. ALL WORK SHALL BE INSTALLED IN THE MOST DIRECT AND WORKMANLIKE MANNER WITHOUT INTERFERING WITH EXISTING OR PROPOSED PLANTING OR OTHER WORK AND UTILITY LINES.

4. IRRIGATION MATERIALS

VALVE BOXES: PLASTIC BOXES SIZES AS REQUIRED.

PLASTIC PIPING: ALL PRESSURE PIPE, SCHEDULE 40 PVC SOLVENT WELD TYPE, OR BETTER. NON-PRESSURE PIPE, CLASS 200 PVC SOLVENT WELD TYPE, OR BETTER.

PLASTIC FITTINGS: TYPE I, SCHEDULE 80 PVC.

POLYETHYLENE: MOLDED, 85 P.S.I.

BALL VALVES: PLASTIC BODIED, 125 P.S.I. MINIMUM, HEAVY DUTY TYPE, FEDERAL SPEC, CROSS HANDLE.

DRIP EMITTERS: OF MODEL AND TYPE SHOWN ON PLANS.

CONTROL WIRE: DIRECT BURIAL, UL APPROVED; WHITE FOR COMMON, BLACK FOR CONTROL; 12 GAUGE MINIMUM SIZE COMMON, 14 GAUGE MINIMUM SIZE CONTROL WIRE. 2-WIRE SYSTEM

QUICK COUPLING VALVES: SINGLE LUG, TWO PIECE; PER LEGEND.

EXTRA STOCK: SUPPLY OWNER WITH VALVE KEYS, EXTRA EMITTERS, TWO QUICK COUPLING HOSE BIBLES, AND MANUALS FOR EQUIPMENT USED.

5. EXCAVATION

TRENCHES SHALL BE CUT TO FOLLOWING REQUIRED GRADES: PRESSURE PIPE AT (18") MIN. COVER; ALL NON-PRESSURE PIPE @ (12") MIN. COVER EXCEPT BLUE-LOCK @ (2") MIN. COVER.

6. PIPE FITTING AND LAYOUT

JOIN AND INSTALL PIPING IN STRICT ACCORDANCE WITH MANUFACTURER'S INSTALLATION GUIDE. INSTALL LINES AWAY FROM FRIED IMPROVEMENTS AND ALONG EDGE OF PLANTING AREAS.

7. EQUIPMENT AND INSTALLATION

SET ALL EQUIPMENT TRUE, PLUMB, SECURE, AND ACCESSIBLE FOR OPERATION AND SERVICING PER MANUFACTURER'S RECOMMENDATIONS AND PER DETAILS SHOWN.

8. BACKFILLING

MATERIAL: SUITABLE FILL SOIL FREE OF LARGE ROCKS AND CLODS.

BACKFILL: TRENCHES SHALL BE COMPACTED TO AT LEAST 85% OF THE MAX. RELATIVE DENSITY AS DETERMINED BY THE ASTM D-1557 EXCEPT BACKFILL IN TRENCHES LOCATED UNDER A.C. PAVED AREAS AND/OR ANY TRAFFIC AREAS IN WHICH CASE TRENCHES SHALL BE COMPACTED TO 90%. BACKFILL SHALL BE SUBJECT TO TESTING BY THE SOILS ENGINEER.

SETTLING: PROPERLY WETTED AND TAMPED TO A FIRM FINISH GRADE WITH NO FUTURE SETTLING.

9. TESTING AND ADJUSTING

PRESSURE TEST: PRESSURE LINES AT 150 P.S.I. FOR 2 HOURS AND NON-PRESSURE LINES AT EXISTING STATIC LINE PRESSURE FOR 2 HOURS. LINES SHALL BE WATERTIGHT WITH NO LEAKAGE.

COVERAGE TEST: ADJUST AND POSITION EMITTERS EMITTERS FOR COMPLETE COVERAGE OF ALL PLANTING AREAS.

10. RECORD PRINTS

MAINTAIN A SET OF PRINTS DELINEATING AND DIMENSIONING LOCATIONS AND DEPTHS OF ALL PRESSURE PIPING, VALVES, AND GATE VALVES AS WORK IS COMPLETED. RECORD PRINTS SHALL REMAIN ON THE JOB SITE THROUGHOUT CONSTRUCTION. A LEGIBLE REDUCED LAMINATED SET SHALL BE PREPARED AND SUBMITTED TO THE OWNER PRIOR TO FINAL ACCEPTANCE.

3. INSTALLATION

ALL AREAS TO BE HYDROSEEDED SHALL BE WATERED TO A DEPTH OF SIX INCHES (6") PRIOR TO HYDROSEEDING.

USE HYDRAULIC EQUIPMENT WITH BUILT-IN AGITATION SYSTEM STANDARD TO THE INDUSTRY.

USING HYDROMULCH PUMP AS A GUIDE, SPRAY THE SOIL WITH A UNIFORM VISIBLE COAT OF SLURRY UNTIL A COMPLETE EVEN COVERAGE OF THE AREA IS ACHIEVED.

SOIL PREPARATION AND PLANTING

1. ALL PLANTING LOCATIONS SHOWN AND MEASUREMENTS SCALED FROM THE DRAWINGS ARE APPROXIMATE. FINAL LOCATIONS TO BE APPROVED BY THE LANDSCAPE ARCHITECT.

2. ALL PLANT MATERIALS SHALL BE PROTECTED FROM EXCESSIVE WIND, SUN, AND ALL OTHER DAMAGE.

3. MATERIALS:

TOPSOIL: APPROVED CLEAN SANDY LOAM AND/OR LOAM SOIL, OR APPROVED EQUAL.

SOIL CONDITIONER

NITROLIZED SHAWINGS, TERRA BLEND OR APPROVED EQUAL.

GYPNUM: BEN FRANKLIN AGRICULTURAL GYPNUM, OR EQUAL.

PRE-PLANT FERTILIZER: COMMERCIAL (5-20-20) OR EQUAL.

POST-PLANT FERTILIZER: COMMERCIAL (15-8-5) OR EQUAL.

PLANTING TABLETS: AGRIFORM (20-10-5) BLUE CHIP TABLETS.

PLANTING BACKFILL: TWO (2) PARTS EXCAVATED SOIL BLENDED WITH ONE (1) PART SOIL CONDITIONER.

MULCH: SHREDDED, CLEAN GROUND FIR OR PINE WOOD MULCH.

TREE STAKES: TWO INCH (2") BY TEN FOOT (10') LONG SOUND LODGE POLE PINE STAKES, POINTED ONE END ONLY.

TREE TIES: BLACK VINYL GRANCH-TIES BY BORDEN DR EQUAL.

(N.I.C.) TREE GUYS: 12 GAUGE GALVANIZED STRANDED WIRE PER DETAIL.

(N.I.C.) TREE HEADERS: CONSTRUCTION ALL-HEART REDWOOD, FREE OF KNOTS ON TOP EDGE.

PLANT MATERIALS: PER THE CALIFORNIA STATE DEPARTMENT OF AGRICULTURE'S REGULATIONS FOR NURSERY INSPECTIONS OF RULES AND GRADING. PLANTS SHALL BE SOUND AND HEALTHY, FREE OF DISEASE AND DEFECTS, WELL DEVELOPED OF SIZE NORMAL FOR CONTAINER SIZE AND NOT ROOT-BOUND. UNSATISFACTORY AND UNDER-SIZED PLANTS WILL BE REJECTED. PROTECT PLANTS AT ALL TIMES ACCORDING TO SPECIES.

SEEDS: PURE, LIVE SEED OF VARIETIES SPECIFIED, FREE OF WEED SEED; GERMINATION AS SPECIFIED.

4. SOIL PREPARATION AND GRADING

ROUGH GRADES AND ROCK PLACEMENT: ESTABLISHED BY OTHER SECTIONS.

SOIL CONDITIONS: THOROUGHLY INCORPORATE THE FOLLOWING INTO THE PLANT BACKFILL MIXTURE:

SOIL CONDITIONER -- PER SOIL TEST

PRE-PLANT FERTILIZER -- PER SOIL TEST

GYPNUM--PER SOIL TEST

WETTING AGENT -- PER SOIL TEST

DEEP WATERING: DEEP WATERING LEACH ALL PLANTING AREAS TO EIGHT (8) INCHES MINIMUM DEPTH.

FINAL GRADING: ENSURE POSITIVE DRAINAGE OF PROJECT AREA WITH ALL AREAS LEFT SMOOTH AND EVEN AND FREE OF ROCKS, CLODS AND DEBRIS. FINISH GRADE SHALL BE ONE INCH (1") BELOW ADJACENT FLATWORK AND CURBS EXCEPT LAWNS SHALL BE FLUSH.

5. PLANTING INSTALLATION

LAYOUT: PER PLANS WITH FINAL REVIEW AND APPROVAL OF LOCATIONS BY LANDSCAPE ARCHITECT.

EXCAVATION: PLANTING HOLES SHALL BE AS SHOWN ON DETAILS.

PLANTING TABLETS: SET THREE INCHES (3") BELOW GRADE:

1-5 GRAM PER FLAT PLANT AND/OR CUTTING

1-21 GRAM PER 1 GALLON

3-21 GRAM PER 5 GALLON

3-21 GRAM PER 15 GALLON

1-21 GRAM PER EACH 2 INCH BOX SIZE

SETTING: SET PLANTS SLIGHTLY HIGHER THAN FINISH GRADE AND THOROUGHLY WATER IN.

STAKING AND GUYING: TO INSURE SAFETY AND PROPER HEALTH OF TREE. TIE WITH TIES PER DETAILS.

WATER BASINS: AS REQUIRED TO ADEQUATELY WATER TREES AND SHRUBS.

LEVELING: ALL PLANTING AREAS SHALL BE LEFT SMOOTH AND EVEN.

MULCHING: NOTED AREAS SHALL RECEIVE EVEN THREE INCH (3") LAYER OF WOOD MULCH IN ALL PLANTING AREAS EXCEPT FUEL MODIFICATION AREAS WITH NO MULCH TYP.

6. LAWN INSTALLATION

LAY SOG WITHIN 24 HOURS AFTER IT IS DELIVERED. PROTECT ROLLS IN HOT SUN AS NOTED. UNROLL SOG CAREFULLY AND PLACE IN A STAGGERED PATTERN OF STRIPS. TAMP EACH ROLL AGAINST THE ADJACENT STRIPS TO ELIMINATE JOINTS AND EDGES.

7. MAINTENANCE

PLANT MAINTENANCE WORK SHALL CONSIST OF APPLYING WATER (EXCEPT INITIAL WATERING OF PLANTS) WEEDING, CARING FOR PLANTS, AND PERFORMING THE FOLLOWING FINAL PLANT ESTABLISHMENT WORK:

THE ENTIRE PROJECT TO BE MAINTAINED FOR A PERIOD OF (80) CALENDAR DAYS, COMMENCING FROM THE TIME ALL ITEMS OF WORK HAVE BEEN COMPLETED TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT.

THE ENTIRE PROJECT SHALL BE CARED FOR SO THAT A NEAT AND DURING THE FINAL (80) CALENDAR DAY PERIOD ALL PLANTS AND PLANTED AREAS SHALL BE KEPT WELL WATERED AND WEED FREE AT ALL TIMES. WEEDS, DALLAS, JOHNSON, AND BERMUDA GRASS SHALL BE REMOVED.

CLEAN CONDITION WILL BE PRESENTED AT ALL TIMES, TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT.

CONTRACTOR SHALL MAINTAIN A SUFFICIENT NUMBER OF MEN AND WORKMEN SHALL NOT BE ALLOWED TO WALK ON SHRUB AREAS UNNECESSARILY BEFORE, DURING OR AFTER PLANTING. DAMAGED OR COMPACTED SHRUB AREAS SHALL BE RE-PLANTED AT THE CONTRACTOR'S EXPENSE.

IN ORDER TO EXPEDITE THE PLANT ESTABLISHMENT WORK, ADEQUATE EQUIPMENT TO PERFORM THE WORK HEREIN SPECIFIED AND FROM THE TIME ANY PLANTING IS DONE UNTIL THE END OF THE FINAL (80) CALENDAR DAY PERIOD.

THE CONTRACTOR MAY BE RELIEVED FROM MAINTENANCE WORK WHEN THE FINAL (80) CALENDAR DAY MAINTENANCE WORK HAS BEEN SATISFACTORILY COMPLETED TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT.

DAMAGE TO PLANTING AREAS SHALL BE REPLACED IMMEDIATELY.

(1) DEPRESSIONS CAUSED BY VEHICLES, BICYCLES, OR FOOT TRAFFIC TO BE FILLED WITH TOPSOILS AND LEVELED. REPLANT DAMAGED AREAS.

(2) EXTERMINATE GOPHERS AND MOLES AND REPAIR DAMAGE, AS ABOVE.

8. GUARANTEE AND REPLACEMENTS

ALL SHRUBS AND GROUNDCOVER SHALL BE GUARANTEED BY THE CONTRACTOR AS TO GROWTH AND HEALTH FOR A PERIOD OF SIX MONTHS AFTER COMPLETION OF THE SPECIFIED MAINTENANCE PERIOD AND/OR FINAL ACCEPTANCE BY THE LANDSCAPE ARCHITECT. ALL TREES UP TO 5 GALLON SIZE SHALL BE GUARANTEED BY THE CONTRACTOR TO LIVE AND GROW IN AN ACCEPTABLE UPRIGHT POSITION FOR A PERIOD OF SIX MONTHS AFTER COMPLETION OF THE SPECIFIED MAINTENANCE PERIOD AND/OR FINAL ACCEPTANCE BY THE LANDSCAPE ARCHITECT. TREES IN 15 GALLON, OR LARGER, AND ALL FIELD GROWN SPECIMENS SHALL BE GUARANTEED BY THE CONTRACTOR TO LIVE AND GROW IN AN ACCEPTABLE UPRIGHT POSITION FOR A PERIOD OF ONE YEAR AFTER COMPLETION OF THE SPECIFIED MAINTENANCE PERIOD, AND/OR FINAL ACCEPTANCE BY THE LANDSCAPE ARCHITECT.

CLEAN-UP

UPON COMPLETION OF WORK OF THIS SECTION, REMOVE RUBBISH, TRASH AND DEBRIS RESULTING FROM OPERATION. REMOVE DEUSED EQUIPMENT AND IMPLEMENTS OF SERVICE, AND LEAVE ENTIRE AREA INVOLVED IN A NEAT AND ACCEPTABLE CONDITION SUCH AS TO MEET THE APPROVAL OF THE LANDSCAPE ARCHITECT, WITH ALL PAVING, WALKS AND OTHER CONSTRUCTION WASHED-DOWN AND FREE OF ALL DIRT AND DEBRIS.

SPECIAL CONDITIONS

ALL PROVISIONS OF THE GENERAL CONDITIONS OF THE CONTRACT SHALL APPLY TO THE WORK AS IF HEREIN WRITTEN.

1. ALL EXISTING UTILITY LINES AND IMPROVEMENTS SHALL BE LOCATED PRIOR TO WORK.

2. CONTRACTOR SHALL SECURE AND PAY FOR ALL REQUIRED PERMITS AND FEES TO COMPLETE WORK.

3. CONTRACTOR SHALL BE INSURED FOR LIABILITY AND PROPERTY DAMAGE.

4. CONTRACTOR SHALL ADEQUATELY PROTECT ALL EXISTING PROPERTY.

5. CONTRACTOR SHALL GUARANTEE ALL MATERIALS AND WORKMANSHIP FOR ONE YEAR, (EXCEPT AS NOTED)

6. ALL MATERIALS SHALL BE OF STANDARD, APPROVED, AND FIRST GRADE QUALITY AND SHALL BE IN PRIME CONDITION.

7. WORK SHALL BE PERFORMED WHEN WEATHER CONDITIONS PERMIT SATISFACTORY RESULTS.

8. ALL WORK SHALL BE DONE IN ACCORDANCE WITH APPROVED METHODS AND STANDARDS AS SET FORTH BY THE CALIFORNIA COUNCIL OF LANDSCAPE CONTRACTORS, UNLESS OTHERWISE INDICATED OR SHOWN.

9. ALL WORK SHALL BE IN FULL COMPLIANCE WITH ALL GOVERNING CODES AND REGULATIONS.

10. ALL AREAS SHALL BE LEFT CLEAN, FREE OF DEBRIS AND WASHED DOWN.

11. LANDSCAPE ARCHITECT RETAINS OPTION TO REQUIRE THAT CONTRACTOR RESERVE A FIELD OBSERVATION OF EACH OPERATION AND MATERIAL PRIOR TO INCORPORATION INTO THE WORK.

12. CONTRACTOR SHALL USE ANY MEANS NECESSARY TO PROTECT ALL PLANTED AREAS FROM FOOT TRAFFIC INCLUDING BUT NOT LIMITED TO STAKES & WARNING TAP.

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (PLANNING DEPARTMENT ONLY - ON-SITE).

PLANNING DEPARTMENT ONLY - ON-SITE.

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (TRANSPORTATION DEPARTMENT ONLY - ROW / OFF-SITE).

TRANSPORTATION DEPARTMENT ONLY - ROW / OFF-SITE.

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NOTE: APPROVAL BY THE TRANSPORTATION DEPARTMENT IS FOR WORK WITHIN THE ROAD RIGHT-OF-WAY ONLY.

NO WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENVIRONMENTAL PERMIT AND/OR A CONSTRUCTION PERMIT HAS BEEN ISSUED.

Be please be aware that this drawing is intended for use only for the purpose of showing the location of utility lines and does not constitute a warranty or liability of any kind. The contractor shall verify the location and depth of utility lines before any work is performed.

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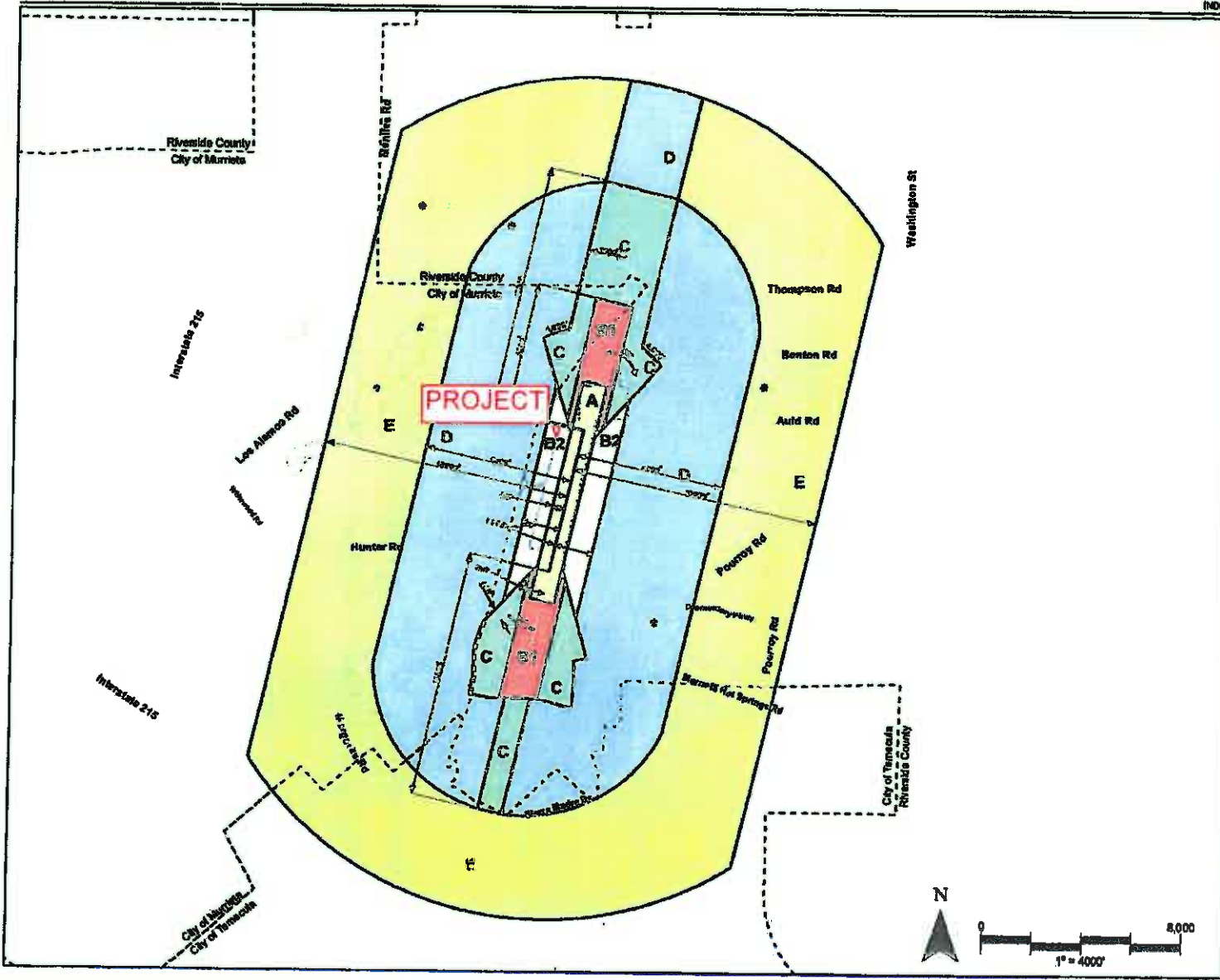


ALHAMBRA GROUP
LANDSCAPE ARCHITECTURE
41635 Entourage Circle North, Suite C
Temecula, CA 92590
(951) 296-8802 FAX 296-8803
AG# 14-121
3-26-20
CERT NO. 2017, EXP 09/2021

PLOT PLAN 28047 CLIP 190019
COUNTY OF RIVERSIDE
JUSTICE INSURANCE BUILDING
ALD ROAD AND SKY DOWN ROAD
SPECIFICATIONS
FOR: JUSTICE INSURANCE CO. NO. COUNTY FILE NO.
SHEET NO. 1-3
5 of 3 SHEETS

NOTICE OF AIRPORT IN VICINITY

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



Legend

- Compatibility Zones**
- Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
- Boundary Lines**
- Airport Property Line
 - City Limits
 - Height Review Overlay Zone

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

See Chapter 2, Table 2A of the Countywide Policies and the Additional Compatibility Policies in Section FV.2 of this Plan for compatibility criteria associated with this map.

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

(April 2010)

Map FV-1

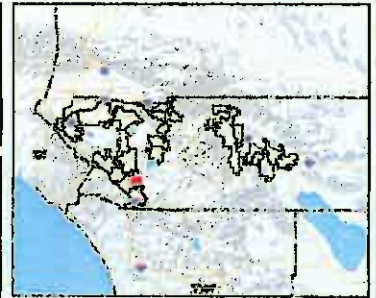
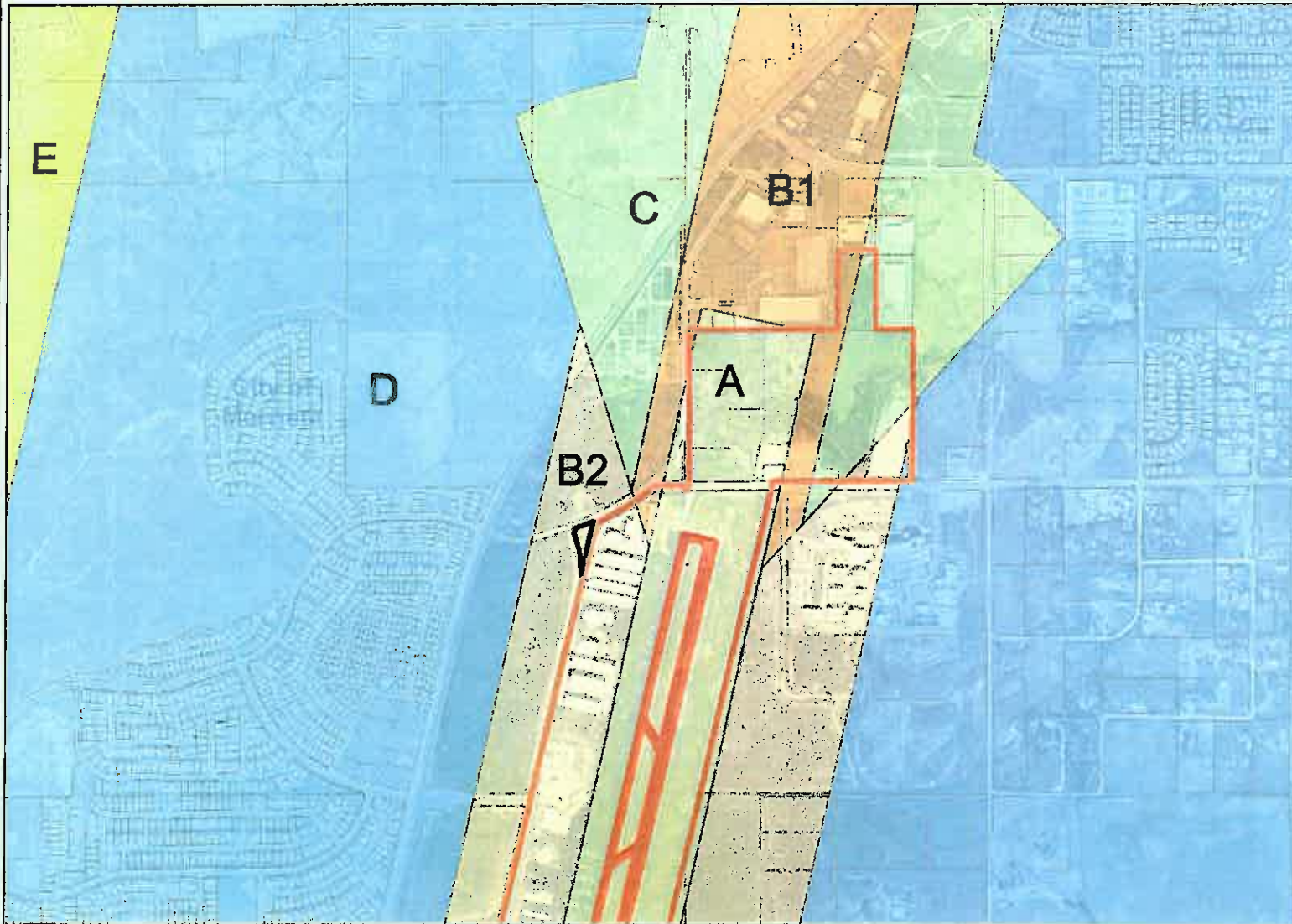


Compatibility Map
 French Valley Airport

VICINITY MAP



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



0 1,609 3,219 Feet



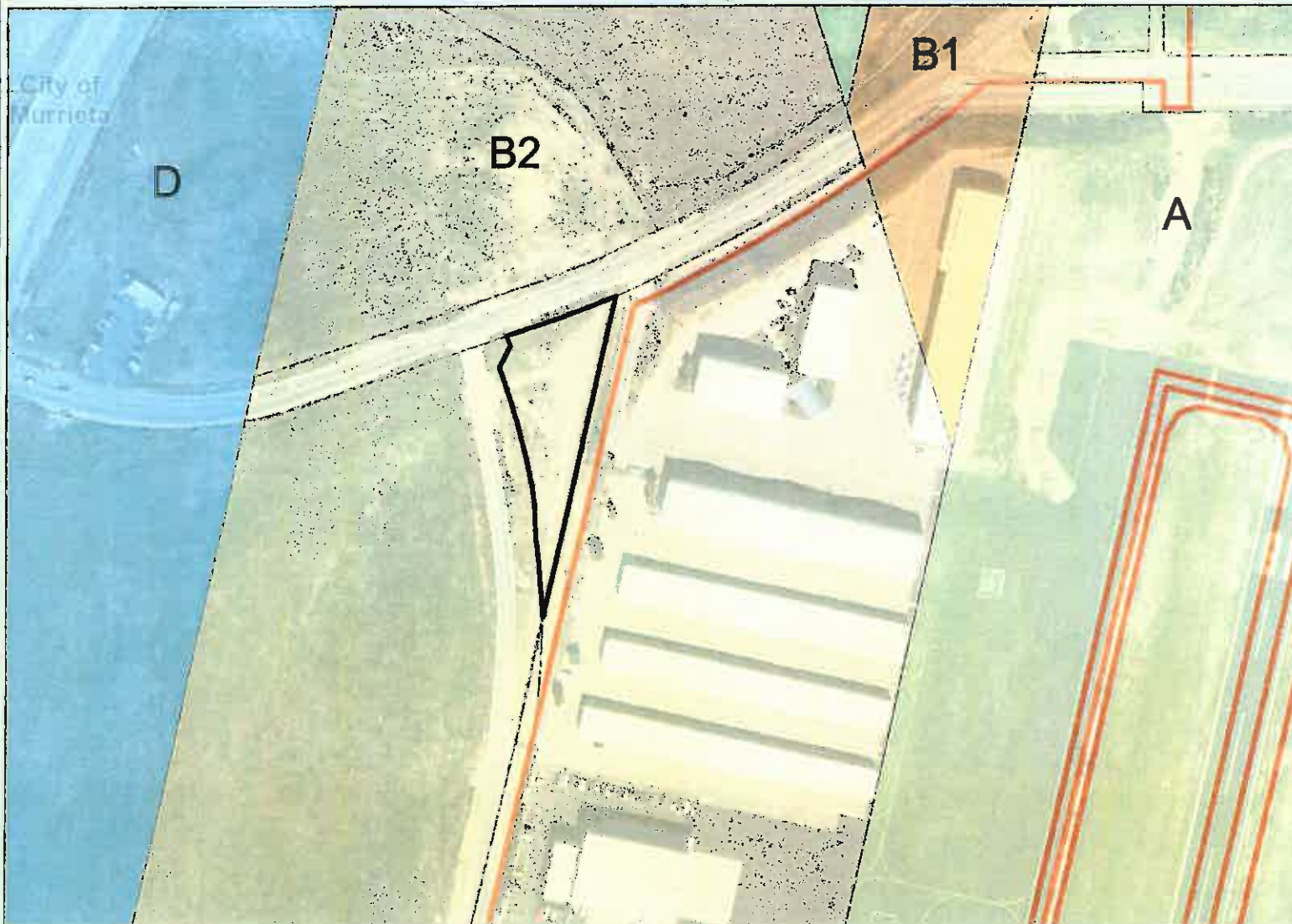
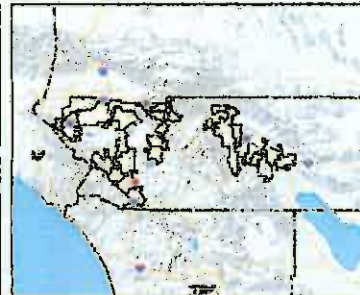
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 7/7/2016 8:48:21 AM

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Notes

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



0 268 536 Feet



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REPORT PRINTED ON... 7/7/2016 8:28:56 AM

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Notes

Map My County Map



Legend

-  City Areas
-  World Street Map



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0 1 3,009 Feet
505

REPORT PRINTED ON... 4/20/2020 4:01:11 PM

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Notes

Map My County Map



Legend

-  Parcels
-  City Areas
- World Street Map



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0 752 1,505 Feet

REPORT PRINTED ON... 4/20/2020 4:02:16 PM

© Riverside County GIS



Notes

Map My County Map



Legend

- Parcels
- City Areas
- World Street Map



0 376 752 Feet

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Notes

Map My County Map



Legend

- Parcels
- City Areas
- World Street Map



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Notes

Map My County Map



Legend

- Parcels
- City Areas
- World Street Map



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0 188 376 Feet

REPORT PRINTED ON... 4/20/2020 4:05:08 PM

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Notes

CUP 190019

PROJECT DESCRIPTION

Conditional Use Permit 190019 proposes to occupy Suite "B" (approximately 1,709 s.f.) of previously approved new office building under PP 26047, to be used as a storefront for a retain cannabis business.

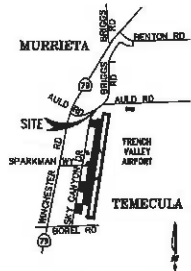
Suite "A" under previously approved PP 26047 will remain a Bail Bond business occupying approximately 1,181 s.f. of the overall 2,890 s.f. building.

CONDITIONAL USE PERMIT NO. 190019 - SITE PLAN EXHIBIT

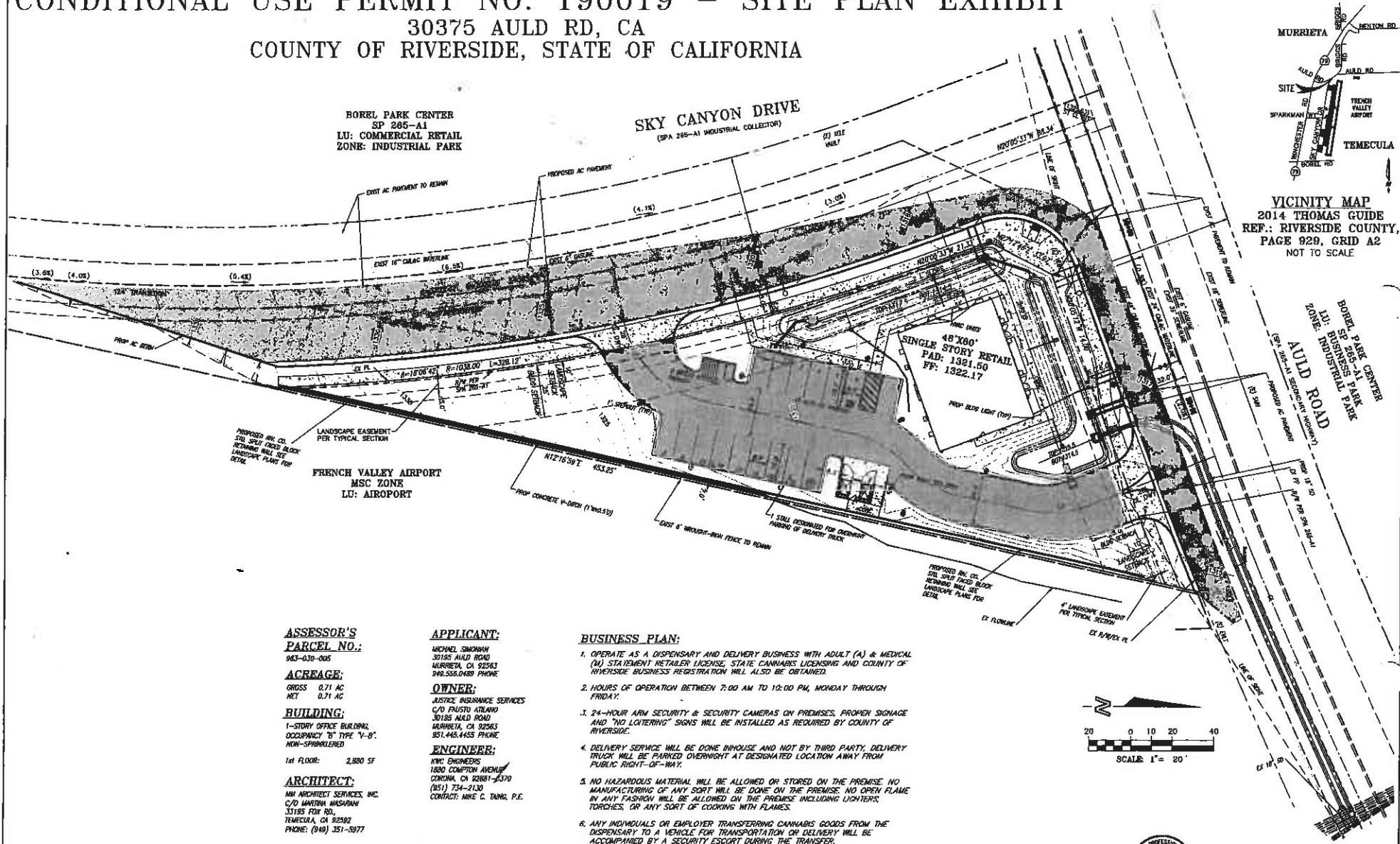
30375 AULD RD, CA COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

BOREL PARK CENTER
SP 285-A1
LU: COMMERCIAL RETAIL
ZONE: INDUSTRIAL PARK

SKY CANYON DRIVE
(SPA 285-A1 INDUSTRIAL COLLECTOR)



VICINITY MAP
2014 THOMAS GUIDE
REF.: RIVERSIDE COUNTY,
PAGE 929, GRID A2
NOT TO SCALE



ASSESSOR'S PARCEL NO.:
963-030-005

ACREAGE:
GROSS 0.71 AC
NET 0.71 AC

BUILDING:
1-STORY OFFICE BUILDING,
OCCUPANCY 'B' TYPE 'Y-B',
NON-SPRINKLERED

1st FLOOR: 2,880 SF

ARCHITECT:
MM ARCHITECT SERVICES, INC.
C/O MARTINA MASHARAH
33195 FOX RD,
TEMECULA, CA 92592
PHONE: (910) 351-5977

APPLICANT:

MICHEL SINGHVI
30185 AULD ROAD
MURRIETA, CA 92583
949.556.0489 PHONE

OWNER:

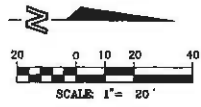
JUSTICE INSURANCE SERVICES
C/O PAVISTO ATLANTIC
30185 AULD ROAD
MURRIETA, CA 92583
951.445.4455 PHONE

ENGINEER:

KWC ENGINEERS
1800 COMPTON AVENUE
CORONA, CA 92881-5370
(951) 734-2130
CONTACT: MIKE C. TANG, P.E.

BUSINESS PLAN:

1. OPERATE AS A DISPENSARY AND DELIVERY BUSINESS WITH ADULT (A) & MEDICAL (M) STATEMENT RETAILER LICENSE, STATE CANNABIS LICENSING AND COUNTY OF RIVERSIDE BUSINESS REGISTRATION WILL ALSO BE OBTAINED.
2. HOURS OF OPERATION BETWEEN 7:00 AM TO 10:00 PM, MONDAY THROUGH FRIDAY.
3. 24-HOUR ARM SECURITY & SECURITY CAMERAS ON PREMISES, PROPER SIGNAGE AND "NO LOITERING" SIGNS WILL BE INSTALLED AS REQUIRED BY COUNTY OF RIVERSIDE.
4. DELIVERY SERVICE WILL BE DONE INHOUSE AND NOT BY THIRD PARTY. DELIVERY TRUCK WILL BE PARKED OVERNIGHT AT DESIGNATED LOCATION AWAY FROM PUBLIC RIGHT-OF-WAY.
5. NO HAZARDOUS MATERIAL WILL BE ALLOWED OR STORED ON THE PREMISE NO MANUFACTURING OF ANY SORT WILL BE DONE ON THE PREMISE NO OPEN FLAME IN ANY FASHION WILL BE ALLOWED ON THE PREMISE INCLUDING LIGHTERS, TORCHES, OR ANY SORT OF COOKING WITH FLAMES.
6. ANY INDIVIDUALS OR EMPLOYER TRANSFERRING CANNABIS GOODS FROM THE DISPENSARY TO A VEHICLE FOR TRANSPORTATION OR DELIVERY WILL BE ACCOMPANIED BY A SECURITY ESCORT DURING THE TRANSFER.

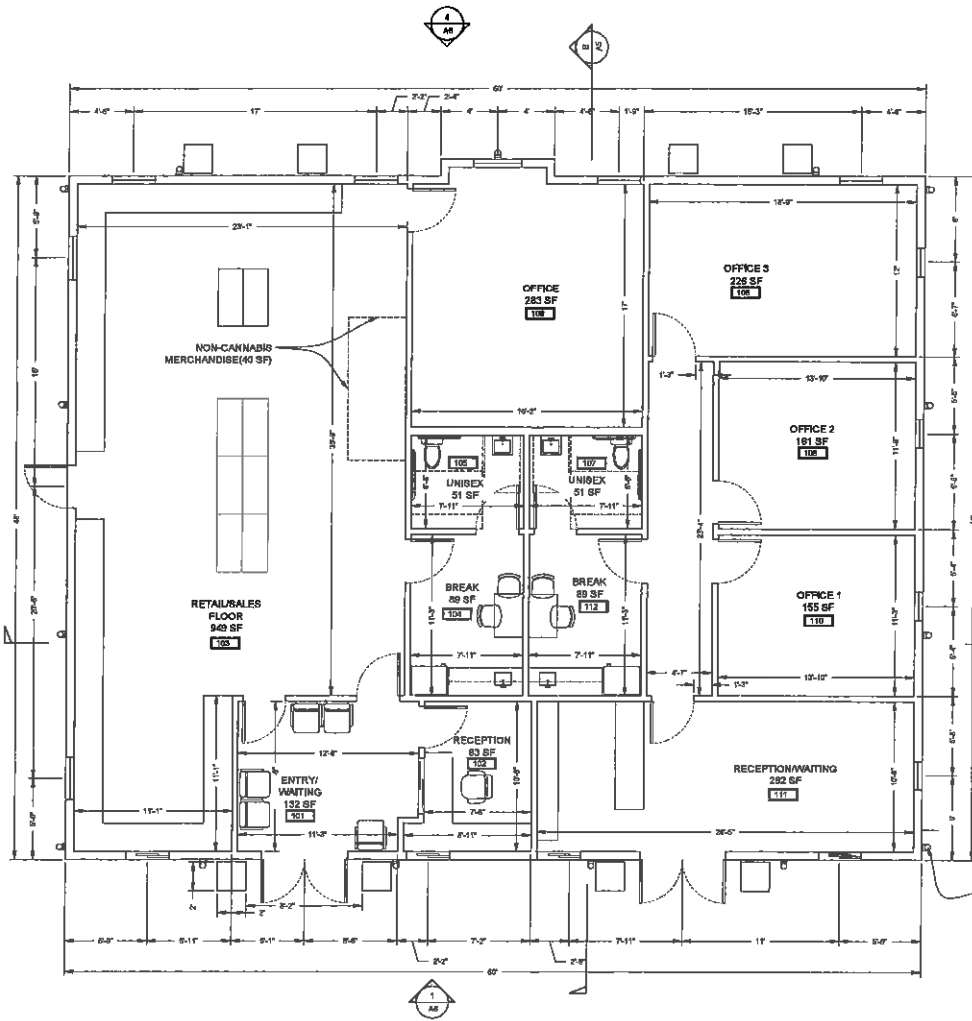


DATE PREPARED:
03/25/2020



DATED: 03-25-20

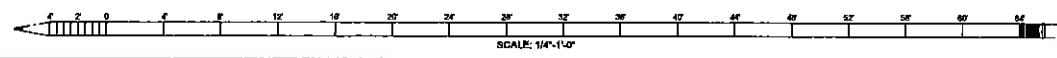




BUILDING MOUNTED LIGHT
 LIGHTING SHALL BE HOODED
 AND DIRECTED SO AS TO NOT
 SHINE DIRECTLY UPON
 ADJOINING PROPERTY OR
 PUBLIC RIGHTS-OF-WAY.

TOTAL BUILDING SQUARE FEET: 2,890 SQ. FT.
 (TO OUTSIDE WALL)

TOTAL FOR MERCANTILE UNIT: 1,708 SF
 TOTAL FOR BUSINESS(OFFICE) UNIT: 1,181 SF



DATE: MAR. 13, 2020
 DRAWN BY: SWM

334 Verdugo Way, Upland, CA 91786
 senj@woodruffmayer.com
 (951)997-1872

WOODRUFF MAYER
 ARCHITECTURE INC.



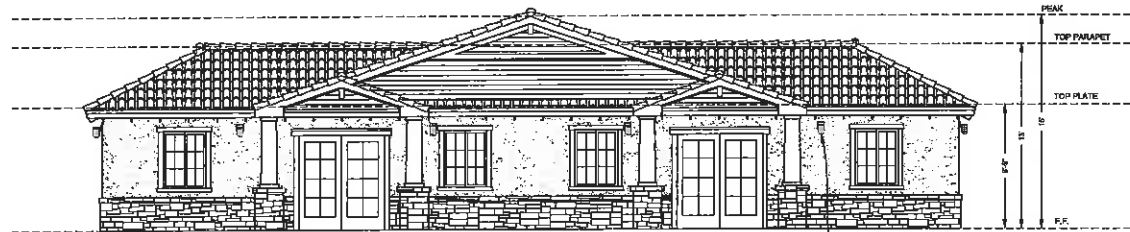
| DATE | REVISIONS |
|------|-----------|
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JUSTICE INSURANCE SERVICES
 S.E.C. SKY CANYON DR. & AULD RD.
 COUNTY OF RIVERSIDE, CA.

FLOOR PLAN

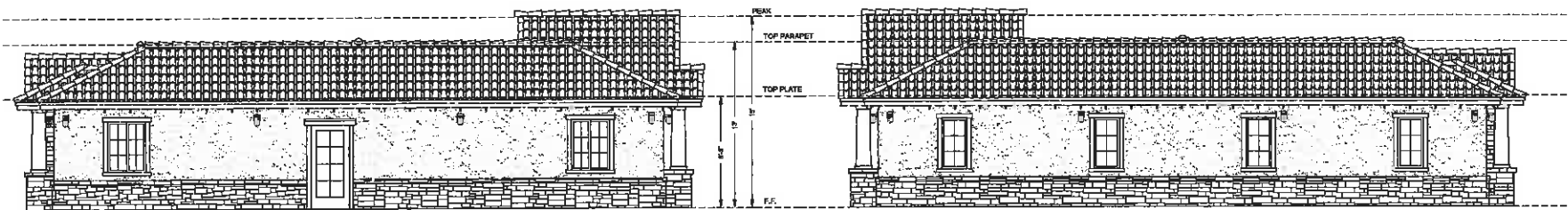
SCALE: 1/4"=1'-0"
 SHEET NO.: **A3**

THESE PLANS SHALL NOT BE USED FOR CONSTRUCTION UNTIL REVIEWED BY THE ARCHITECT AND REQUIRED PERMITS HAVE BEEN ISSUED FROM AGENCY OF JURISDICTION. CONTRACTOR SHALL MAINTAIN FULLY AND DISCREETLY ALL DISCREPANCIES AND CORRECTIONS IN THESE PLANS INTERNAL.



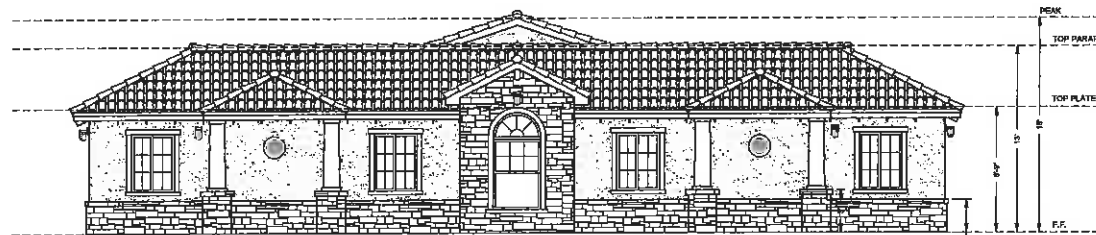
FRONT ELEVATION(NORTH) ①
1/4"=1'-0"

LIGHTING SHALL BE HOODED AND DIRECTED SO AS TO NOT SHINE DIRECTLY UPON ADJOINING PROPERTY OR PUBLIC RIGHTS-OF-WAY.



LEFT ELEVATION(EAST) ②
1/4"=1'-0"

RIGHT ELEVATION(WEST) ③
1/4"=1'-0"



REAR ELEVATION(SOUTH) ④
1/4"=1'-0"

NO SECURITY BARS TO BE INSTALLED INSIDE OR OUTSIDE OF WINDOWS AND DOORS.



DATE: MAR. 12, 2020
DRAWN BY: SWM

334 Verdugo Way, Upland, CA, 91786
srm@woodruffmayer.com
(909)937-1872

WOODRUFF MAYER



DATE: _____
REVISIONS: _____

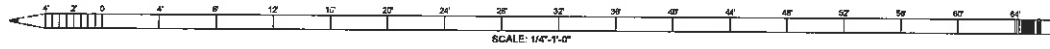
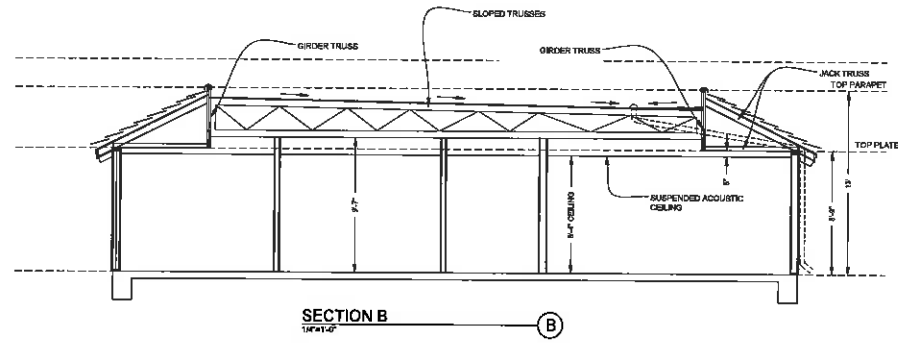
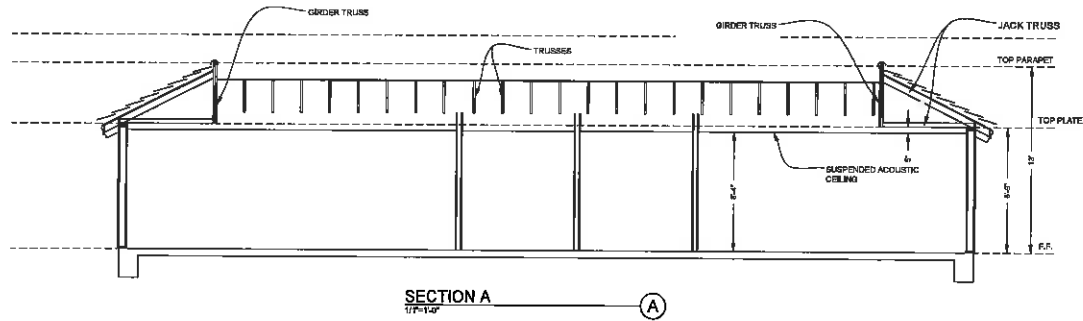
JUSTICE INSURANCE SERVICES
S.E.C. SKY CANYON DR. & AULD RD.
COUNTY OF RIVERSIDE, CA.

ELEVATIONS

SCALE: 1/4"=1'-0"
SHEET NO.

A6

THESE PLANS SHALL NOT BE USED FOR CONSTRUCTION UNTIL APPROVED BY THE ARCHITECT. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED. CONTACT YOUR ARCHITECT IMMEDIATELY IF DISCREPANCIES ARE FOUND IN THESE PLANS INTERNALLY OR EXTERNALLY.



DATE: MAR. 12, 2020

DRAWN BY: LJM

334 Vedding Way, Ukiah, CA 91786
 serge@woodruffmayer.com
 (909)997-1872



| DATE | REVISIONS |
|------|-----------|
| | |
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JUSTICE INSURANCE SERVICES
 S.E.C. SKY CANYON DR. & AULD RD.
 COUNTY OF RIVERSIDE, CA

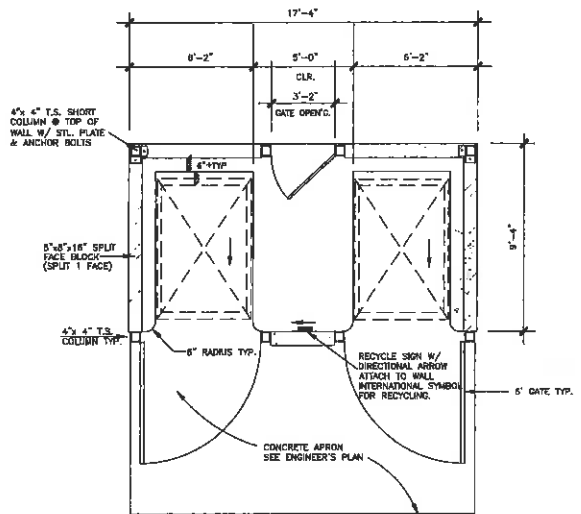
SECTIONS

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

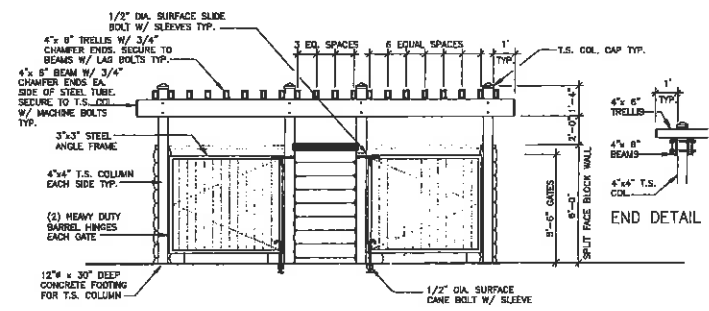
SHEET NO.

A5

THIS PLAN SHALL NOT BE USED FOR CONSTRUCTION UNTIL REVIEWED BY THE ARCHITECT AND REQUIRED PERMITS HAVE BEEN ISSUED FROM AGENCIES OF JURISDICTION. CONTACT YOUR ARCHITECT FOR DISSEMINATION OF THIS PLAN.



8 TRASH ENCLOSURE
N.T.S.



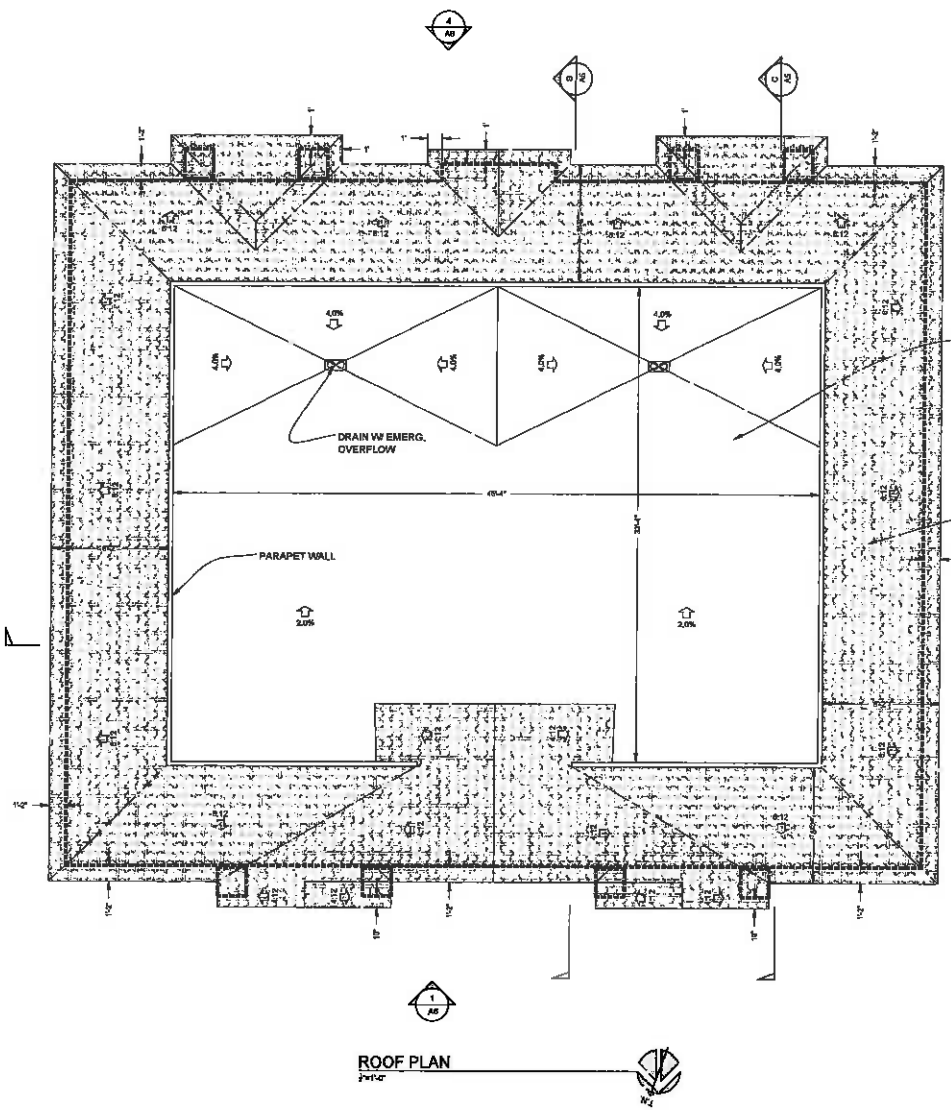
8 TRASH ENCLOSURE DBL. GATE ELEVATION
N.T.S.



DATED: 03-25-20



2
OF
2
SHEET



ROOF MEMBRANE: BUILT UP ROOF WITH MINERAL CAP SHEET, CLASS-A FIRE RESISTANCE AND HIGH WIND RESISTANCE. MIN. SLOPE 2.0% TO ROOF DRAIN.
 (USING MANVILLE 4GNC METHOD WITH GLASKAP CR G TO MEET TITLE 24 COOL ROOF [EMISSIVITY 0.9, REFLECTIVITY 0.64 AT 5YR AGED])

CLAY TILE ROOF ONE-PIECE 5" MISSION TILE, MCA CLAY ROOF TILE, COLDR-VARIEGATED TERRA COTTA - 3 COLORS, (2F88 DESERT SAND, 2F18 IRONWOOD, F43 BRICK RED CROWN FLASH).

ROOF PLAN
 2'-11/8"



DATE: MAR. 28, 2022
 DRAWN BY: SHM

314 Verdugo Way, Upland, CA, 91786
 serge@woodruffmayer.com
 (909)997-1872

WOODRUFF MAYER
 ARCHITECT INC.



| DATE | REVISIONS |
|------|-----------|
| | |
| | |
| | |
| | |
| | |

JUSTICE INSURANCE SERVICES
 30375 AULD RD, MURRIETA, CA 92563
 COUNTY OF RIVERSIDE

ROOF PLAN

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

SHEET NO.
 A4

THESE PLANS SHALL NOT BE USED FOR CONSTRUCTION UNTIL REVIEWED BY THE ARCHITECT AND REQUIRED PERMITS HAVE BEEN OBTAINED FROM AGENCIES OF JURISDICTION. CONTACT WMM IMMEDIATELY IF DISCREPANCIES ARE FOUND.

CONDITIONAL USE PERMIT NO. 190019 - GRADING PLAN

30375 AULD RD, CA

COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

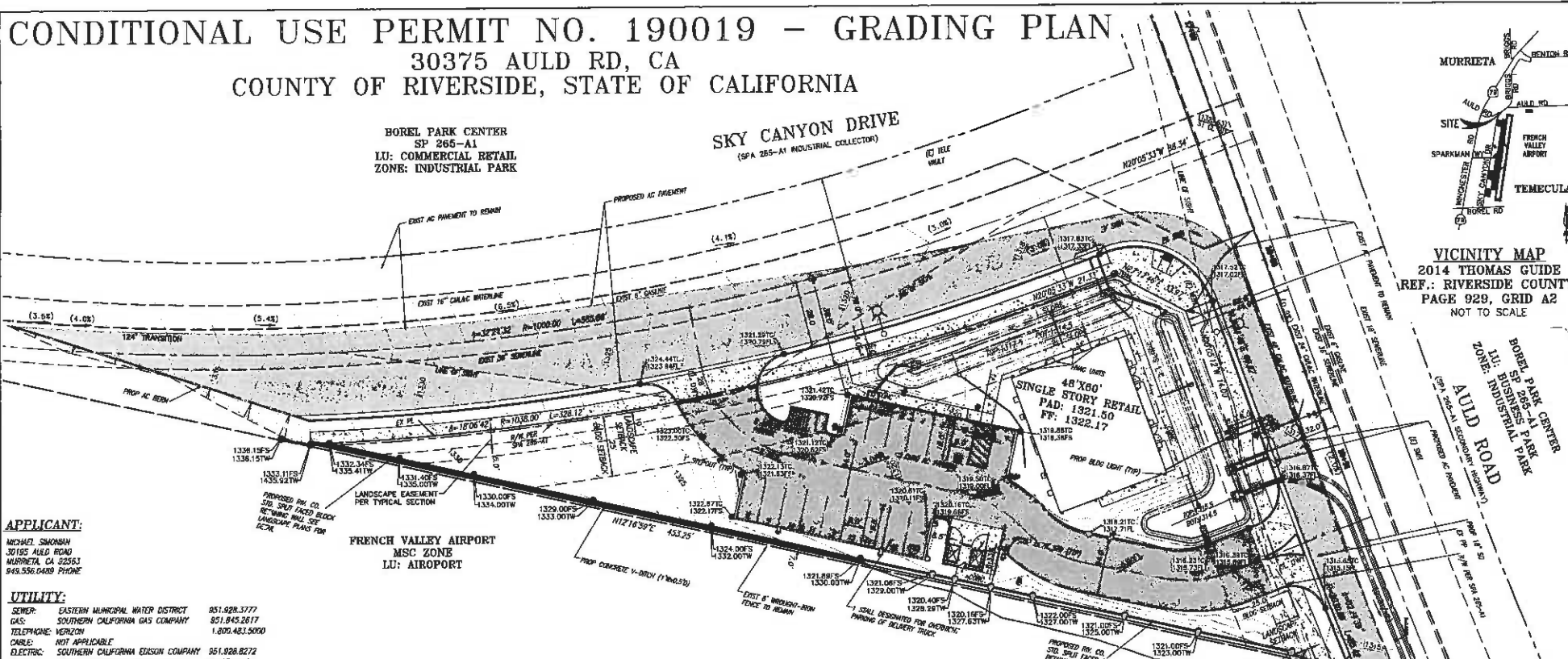
BOREL PARK CENTER
 SP 265-A1
 LU: COMMERCIAL RETAIL
 ZONE: INDUSTRIAL PARK

SKY CANYON DRIVE
 (SPA 265-A1 INDUSTRIAL COLLECTOR)



VICINITY MAP
 2014 THOMAS GUIDE
 REF.: RIVERSIDE COUNTY,
 PAGE 929, GRID A2
 NOT TO SCALE

BOREL PARK CENTER
 LU: BUSINESS PARK
 ZONE: INDUSTRIAL PARK
AULD ROAD
 (SP 265-A1 SECONDARY HWY)



APPLICANT:
 MICHAEL SHAMSH
 30105 AULD ROAD
 MURRIETA, CA 92563
 949.556.0480 PHONE

UTILITY:
 SEWER: EASTERN MUNICIPAL WATER DISTRICT 951.929.3777
 GAS: SOUTHERN CALIFORNIA GAS COMPANY 951.845.2617
 TELEPHONE: VERIZON 1.800.483.5000
 CABLE: NOT APPLICABLE
 ELECTRIC: SOUTHERN CALIFORNIA EDISON COMPANY 951.988.8272
 WATER: EASTERN MUNICIPAL WATER DISTRICT 951.676.4101

SERVICES DISTRICT:
 EXISTING ZONING: SP 265-A1 BOREL AIRPORT CENTER
 PROPOSED ZONING: SP 265-A1 BOREL AIRPORT CENTER
 EXISTING & PROPOSED LAND USE: (CR) COMMERCIAL RETAIL

FEMA FLOOD PLAIN:
 NOT IN A FLOOD PLAIN

ASSESSOR'S PARCEL NO.:
 963-030-005

ACREAGE:
 GROSS 0.71 AC
 NET 0.71 AC

ARCHITECT:
 ANA ARCHITECT SERVICES, INC.
 C/O MARTINA WASHMAN
 33185 FOX RD.
 TEMECULA, CA 92582
 PHONE: (949) 351-5977

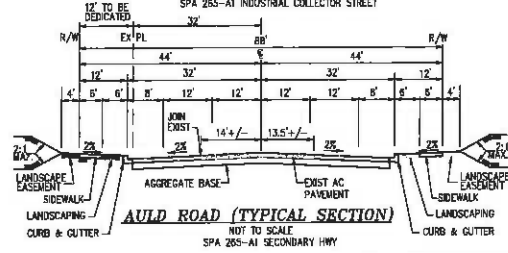
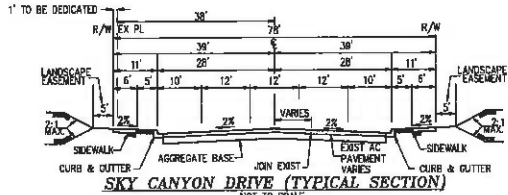
ENGINEER:
 KWC ENGINEERS
 1980 COMPTON AVENUE
 CORONA, CA 92681-3370
 (951) 734-2130
 CONTACT: MIKE C. TANN, P.E.

BUILDING:
 1-STORY OFFICE BUILDING, OCCUPANCY "B" TYPE "V-B", NON-SPRINKLERED
 1st FLOOR: 2,880 SF

SOURCE OF TOPOGRAPHY:
 AERIAL TOPO BY INLAND AERIAL SURVEYS, INC
 7117 ARLINGTON AVE., SUITE A
 RIVERSIDE, CA 92503
 951.687.4252 PHONE

OWNER:
 JUSTICE INSURANCE SERVICES
 C/O TRUSTO AIRLAND
 30105 AULD ROAD
 MURRIETA, CA 92563
 951.445.4455 PHONE

GEOTECHNICAL:
 GEO SOILS, INC.
 26380 MADISON AVENUE
 MURRIETA, CA 92562
 951.677.9861 PHONE
 951.677.9301 FAX



LEGAL DESCRIPTION:

BEING A PORTION OF THE NORTH ONE-HALF AND THE SOUTH ONE-HALF OF GOVERNMENT LOT 2, IN THE SOUTHWEST QUARTER OF SECTION 7, RANGE 2 WEST, 54N BERRINGHAM BASE AND MERIDIAN, IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, PER RV. CO. OFFICIAL RECORDS DOC #2004-0057819 DATED 01-27-2004

BASIS OF BEARING:

IS TAKEN FROM CENTERLINE OF AULD ROAD AS SHOWN BY RECORD OF SURVEY IN BOOK 120 PG 14, BEING N 69°54'48" E.

BUSINESS PLAN:

- OPERATE AS A DISPENSARY AND DELIVERY BUSINESS WITH ADULT (A) & MEDICAL (M) STATEMENT RETAILER LICENSE, STATE CANNABIS LICENSING AND COUNTY OF RIVERSIDE BUSINESS REGISTRATION WILL ALSO BE OBTAINED.
- HOURS OF OPERATION BETWEEN 7:00 AM TO 10:00 PM, MONDAY THROUGH FRIDAY.
- 24-HOUR ARM SECURITY & SECURITY CAMERAS ON PREMISES, PROPER SIGNAGE AND "NO LOITERING" SIGNS WILL BE INSTALLED AS REQUIRED BY COUNTY OF RIVERSIDE.
- DELIVERY SERVICE WILL BE DONE INHOUSE AND NOT BY THIRD PARTY. DELIVERY TRUCK WILL BE PARKED OVERNIGHT AT DESIGNATED LOCATION AWAY FROM PUBLIC RIGHT-OF-WAY.
- NO HAZARDOUS MATERIAL WILL BE ALLOWED OR STORED ON THE PREMISE. NO MANUFACTURING OF ANY SORT WILL BE DONE ON THE PREMISE. NO OPEN FLAME IN ANY FASHION WILL BE ALLOWED ON THE PREMISE INCLUDING LIGHTERS, TORCHES, OR ANY SORT OF COOKING WITH FLAMES.
- ANY INDIVIDUALS OR EMPLOYER TRANSPORTING CANNABIS GOODS FROM THE DISPENSARY TO A VEHICLE FOR TRANSPORTATION OR DELIVERY WILL BE ACCOMPANIED BY A SECURITY ESCORT DURING THE TRANSFER.

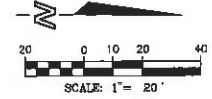
GEOLOGICAL HAZARDS:

LOW LIQUEFACTION
 SUSCEPTIBLE SUBSIDENCE
 NOT WITHIN A FAULT/Fault ZONE

BENCH MARK:

RIVERSIDE COUNTY BM T-43-81 2-1/2" BRASS DISK EASTSIDE WINCHESTER ROAD 5/0 AULD ROAD. ELEVATION 1328.105 1928 NGVD

TRM @ 1" = 15' LS 4343 ELEVATION 1321.45



EXPORT:

AN EXPORT LOCATION WITH AN ACTIVE GRADING PERMIT WILL BE IDENTIFIED PRIOR TO GRADING ISSUANCE

EARTHWORK:

CUT = 7,500 CY
 FILL = 600 CY
 EXPORT = 6,700 CY

DATE PREPARED:

03/25/2020



DATED: 03-25-20



HYDROLOGY AND HYDRAULIC STUDY FOR JUSTICE INSURANCE SERVICES PLOT PLAN 26047

**COUNTY OF RIVERSIDE
CALIFORNIA**

PREPARED FOR:

**MELISSA LIPPERT
JUSTICE INSURANCE SERVICES
36865 Calle Medusa
Temecula, CA 92592
(951) 445-4455**

PREPARED BY:



**36263 CALLE DE LOBO
MURRIETA, CA 92562
(951) 304-9552 • FAX (951) 304-3568**

DATE PREPARED:

JUNE 8, 2016

REVISED:

MARCH 7, 2017

MAY 2, 2017

OCTOBER 7, 2019

**HYDROLOGY AND HYDRAULIC STUDY FOR
JUSTICE INSURANCE SERVICES – PLOT PLAN 26047
COUNTY OF RIVERSIDE, CALIFORNIA**

This report has been prepared by or under the direction of the following registered civil engineer who attests to the technical information contained herein. The registered civil engineer has also judged the qualifications of any technical specialists providing engineering data upon which recommendations, conclusions, and decisions are based.



10/07/2019



Joseph L. Castaneda RCE 59835
Registered Civil Engineer

Date

Seal



**HYDROLOGY AND HYDRAULIC STUDY FOR
JUSTICE INSURANCE SERVICES – PLOT PLAN 26047
COUNTY OF RIVERSIDE, CALIFORNIA**

Table of Contents

| | | |
|-------------|---|----------|
| I. | INTRODUCTION..... | 1 |
| II. | PROJECT SITE AND DRAINAGE AREA OVERVIEW..... | 1 |
| III. | HYDROLOGY ANALYSIS..... | 2 |
| IV. | HYDRAULIC ANALYSIS..... | 3 |
| V. | WATER QUALITY..... | 3 |
| VI. | CONCLUSIONS..... | 4 |
| VII. | REFERENCES..... | 4 |

FIGURES

FIGURE 1: VICINITY MAP

APPENDICES

APPENDIX A: POST-PROJECT CONDITION RATIONAL METHOD ANALYSIS
APPENDIX A.1: AREA "A"

APPENDIX B: HYDRAULIC ANALYSES
APPENDIX B.1: LINE "A" WATER SURFACE PROFILE GRADIENT PROGRAM CALCULATIONS
APPENDIX B.2: PARKWAY DRAIN
APPENDIX B.3: CURB OPENING
APPENDIX B.4: CATCH BASIN
**APPENDIX B.5: LINE "A-2" WATER SURFACE PROFILE GRADIENT PROGRAM
CALCULATIONS**
APPENDIX B.6: BASIN OUTLET CALCULATIONS

APPENDIX C: WATER QUALITY CALCULATIONS
APPENDIX C.1: ISOYETAL MAP FOR THE 85TH PERCENTILE 24-HOUR STORM EVENT
APPENDIX C.2: SANTA MARGARITA WATERSHED BMP DESIGN VOLUME SPREADSHEET
**APPENDIX C.3: SANTA MARGARITA RIVER BIOFILTRATION WITH NO INFILTRATION
FACILITY – DESIGN PROCEDURE SPREADSHEET**

APPENDIX D: HYDROMODIFICATION CALCULATIONS
**APPENDIX D.1: SANTA MARGARITA REGION – COUNTY HYDROMOD ITERATIVE
SPREADSHEET MODEL**



**HYDROLOGY AND HYDRAULIC STUDY FOR
JUSTICE INSURANCE SERVICES – PLOT PLAN 26047
COUNTY OF RIVERSIDE, CALIFORNIA**

EXCERPTS

EXCERPT A: PRECISE GRADING PLAN FOR FRENCH VALLEY AIRPORT

EXHIBITS

EXHIBIT A: POST-PROJECT CONDITION HYDROLOGY MAP
EXHIBIT B: DRAINAGE FACILITIES MAP
EXHIBIT C: HYDROLOGIC SOILS MAP
EXHIBIT D: RAINFALL MAPS
EXHIBIT E: SLOPE OF INTENSITY DURATION CURVE
EXHIBIT F: LAND USE MAP
EXHIBIT G: PLOT PLAN 26047 IMPROVEMENT PLANS



**HYDROLOGY AND HYDRAULIC STUDY FOR
JUSTICE INSURANCE SERVICES – PLOT PLAN 26047
COUNTY OF RIVERSIDE, CALIFORNIA**

I. INTRODUCTION

Plot Plan 26047 is a proposed commercial project site that will be constructing a single story office building, parking lot area, landscaped area, and a biofiltration basin. The project site is currently undeveloped. The purpose of this study is to determine the required drainage improvements necessary to flood protect the project site. The scope of work for this report includes:

- Determine the peak 100-year flow rates for the post-project condition using the Riverside County Flood Control and Water Conservation District (RCFC & WCD) Rational Method.
- Develop a preliminary drainage concept and sizes required to flood protect the project site from onsite flows.
- Determine the required water quality volume to be treated within the Biofiltration basin, as well as the required basin size to address hydromodifications.
- Preparation of a hydrology and hydraulic report, which consists of hydrological and analytical results and exhibits.

II. PROJECT SITE AND DRAINAGE OVERVIEW

Plot Plan 26047 is a proposed commercial site that will construct a single story office building, parking area, landscaped area, and a biofiltration basin. The project site is 0.66 acres, with an additional 0.54 acres of offsite street improvements, and is located in the County of Riverside (unincorporated area of Murrieta), and is roughly bounded by Auld Road to the north, Sky Canyon Drive to the west, and French Valley Airport to the east. The project site is located within Section 7 of Township 7 South, Range 2 West.

The project site will convey the onsite flows via sheet flow to an inlet located at the low point of the project adjacent to Auld Road. Flows associated with the street improvements will be collected via a parkway drain on Auld Road, which will intercept existing paved areas of Auld Road in lieu of areas downstream of the Biofiltration Basin for water quality treatments. Flows will discharge into a proposed Line A storm drain system, which will connect to an existing triple 18" culvert crossing Auld Road approximately 200 feet east of the project site along Auld Road. The project site is also improving Sky Canyon Drive and Auld Road adjacent to the project site.

III. HYDROLOGY ANALYSIS

The RCFC & WCD Hydrology Manual (Reference 1) was used to develop the hydrological parameters for the rational method calculations. The calculations were performed using the computer program developed by Civil Cadd/Civil Design.

The existing soil classification for the area consists of Soil "B" and Soil "C", as shown on Exhibit C. Exhibit C is a hydrologic soils map that was obtained from the United States Department of Agriculture, Natural Resources Conservation Service (NRCS). As



**HYDROLOGY AND HYDRAULIC STUDY FOR
JUSTICE INSURANCE SERVICES – PLOT PLAN 26047
COUNTY OF RIVERSIDE, CALIFORNIA**

recommended by the County of Riverside, an Antecedent Moisture Condition (AMC) II was utilized for the 100-year storm events.

The following rainfall depths were obtained from the RCFC & WCD Hydrology Manual's Isohyetal Maps.

| Storm Event | 1-hour (in) |
|-------------|-------------|
| 2-Year | 0.50 |
| 100-Year | 1.20 |

The slope value used for the rational method value is 0.55. The rainfall maps have been included as Exhibit D, and the slope of intensity duration curves have been included as Exhibit E.

The hydrology analyses utilized commercial land use for the proposed project, and consists of one watershed area designated as Area A, with two subareas. Area A1 is the onsite area and A2 is the offsite street improvement area, as shown on Exhibit A. Using commercial land use is very conservative, considering the average impervious fraction (per the water quality calculations) is 0.60. Area A1 was analyzed as one area, and the catch basin and curb opening utilized this total flow rate for Area A1, which is considered conservative since a high point has been added in the middle of the site. Instead of revising the area to approximately 0.3 acres of area each, the hydraulic calculations for each onsite inlet/curb opening was sized for the total onsite area.

The basin outlet structure has been sized for the peak 100-year flow rate emanating from the onsite area based upon the weir equation. Using the peak 100-year flow rate of 4.20 ft³/s, and the maximum ponded depth of 0.50 feet for the weir opening, the minimum required weir length is 4.24 feet, therefore the outlet structure will be a modified CB110 that will incorporate two 2.42 foot wide openings instead of one per the standard CB110. This will result in a 100-year water surface elevation of 1316.71 within the basin.

The rational method calculations have been included in Appendix A, and the hydrology map has been included as Exhibit A.

IV. HYDRAULIC ANALYSIS

The project will construct a an 18" storm drain (Line A) to convey the flows from the project site to the existing triple 18" culvert crossing Auld Road (see Excerpt A for plans referencing the existing triple 18" pipes). A parkway drain will be constructed to collect flows from the street area and a curb opening will be constructed to collect the onsite flows.

The curb opening and parkway drains were analyzed using normal depth calculations. The parkway drains will be 3' wide, and a yield was determined to calculate the flow rate tributary to each parkway drain (as hatched on the Drainage Facilities Map). Area A2 is 0.69 acres and has a 100-year flow rate of 2.33 ft³/s, resulting in 3.38 ft³/s per acre.



**HYDROLOGY AND HYDRAULIC STUDY FOR
JUSTICE INSURANCE SERVICES – PLOT PLAN 26047
COUNTY OF RIVERSIDE, CALIFORNIA**

Parkway Drain 1 has a tributary area of 0.52 acres and Parkway Drain 2 has a tributary area of 0.17 acres, resulting in 1.76 ft³/s and 0.57 ft³/s, respectively. Based upon the normal depth calculations, Parkway Drain 1 will intercept 0.91 ft³/s of 1.76 ft³/s, resulting in 0.85 ft³/s bypassing to Parkway Drain 2. The total tributary flow rate used in the normal depth calculations for Parkway Drain 2 is 0.85 ft³/s + 0.57 ft³/s, equaling 1.42 ft³/s. Parkway Drain 2 intercepts 0.71 ft³/s of this flow rate. The table below summarizes these calculations:

| Parkway Drain | Tributary Area | Yield Flow Rate | Tributary Flow Rate | Upstream By-pass | Total Flow Rate | Intercepted Flow Rate | Bypass Flow Rate |
|---------------|----------------|-----------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| 1 | 0.52 ac | 3.38 cfs/ac | 1.76 ft ³ /s | N/A | 1.76 ft ³ /s | 0.91 ft ³ /s | 0.85 ft ³ /s |
| 2 | 0.17 ac | 3.38 cfs/ac | 0.57 ft ³ /s | 0.85 ft ³ /s | 1.42 ft ³ /s | 0.71 ft ³ /s | 0.71 ft ³ /s |

The Line A storm drain utilized the total flow rate from the rational method hydrology calculations, which is conservative since the total flow rate at the parkway drain on Auld Road does not intercept the total 100-year tributary flow rate for Area A2. The hydraulic analyses for Line A utilized a starting water surface equal to the soffit of the storm drain since there was no hydraulic data available for the existing triple 18" CMP culvert.

Line A2 was sized for the total onsite flow rate (the same flow rate as the curb opening) to be conservative. Additionally, the onsite catch basin was also sized using the total onsite flow rate.

The hydraulic calculations have been included in Appendix B.

V. WATER QUALITY AND HYDROMODIFICATION

The project site will utilize a Biofiltration basin to treat for water quality purposes.

The required water quality volume was determined by using the Santa Margarita Watershed BMP Design Volume Spreadsheets. The effective impervious fraction was calculated based upon the building, asphalt, sidewalks/concrete, and landscaped area (which is shown on Exhibit F – Land Cover Map), and resulted in an effective impervious fraction of 0.60. Based upon this fraction, the required water quality volume to be treated is 1,215 cu. ft.

The Biofiltration basin was sized using the Biofiltration with Partial Infiltration Facility – Design Procedure worksheet. The Biofiltration basin will incorporate 3 feet of soil media, and a minimum of 1' of gravel with 6" perforated underdrains. A typical section has been provided on the Drainage Facilities Map, and construction details can be found on the improvement plans.



**HYDROLOGY AND HYDRAULIC STUDY FOR
JUSTICE INSURANCE SERVICES – PLOT PLAN 26047
COUNTY OF RIVERSIDE, CALIFORNIA**

The biofiltration basin will also address hydromodifications. The Santa Margarita Region – County Hydromod Iterative Spreadsheet Model was utilized to determine the sizing requirements.

The water quality calculations have been included in Appendix C, and the hydromodification calculations have been included in Appendix D.

VI. CONCLUSIONS

Drainage analyses were prepared for the project site in order to determine the necessary improvements for the post-project condition. The following conclusions were derived from the hydrology and hydraulic results:

1. The proposed drainage facilities will adequately convey the 100-year flow rates.
2. The proposed Biofiltration Basin has been designed to adequately treat the onsite flows for water quality purposes and address hydromodifications.

VII. REFERENCES

1. Riverside County Flood Control and Water Conservation District Hydrology Manual, April 1978.
2. Riverside County Flood Control and Water Conservation District Design Handbook for Low Impact Development Best Management Practices, September 2011

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planners John Guerin at (951) 955-0982 or Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The County of Riverside may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Ms. Mina Morgan at (951) 955-6035.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to jguerin@rivco.org. or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: May 14, 2020

TIME OF HEARING: 9:30 A.M.

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via Livestream on our website at www.rcaluc.org or on channels Frontier Fios channel 36 and AT&T U-Verse channel 99. The public may join and speak by telephone conference. Toll free number at (669) 900-6833, Zoom Meeting ID. 948 2720 1722. Passcode 011630. Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.

CASE DESCRIPTION:

ZAP1099FV20 – The KWC Companies, Inc. (Representatives: Jo Howard and Mike Taing) – County of Riverside Case No. CUP190019 (Conditional Use Permit). A proposal to develop a one-story office and retail building with 2,890 square feet of leasable space on a 0.71-acre site located at the southeasterly corner of Auld Road and Sky Canyon Drive, westerly of French Valley Airport in the unincorporated community of French Valley. The applicant envisions a 1,181 square foot bail bond office and a 1,709 square foot storefront retail cannabis business. (Airport Compatibility Zone B2 of the French Valley Airport Influence Area).



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

FV
B2

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP 1099FV/20 DATE SUBMITTED: March 27, 2020

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

| | | | |
|-----------------|---|--------------|----------------------------|
| Applicant | Michael Simonian | Phone Number | 949-556-0489 |
| Mailing Address | c/o KWC Engineers 1880 Compton Avenue, Suite 100 Corona, CA 92881 | Email | jo.howard@kwcengineers.com |
| Representative | KWC Engineers (Jo Howard) | Phone Number | 951-901-5408 |
| Mailing Address | 1880 Compton Avenue, Suite 100 Corona, CA 92881 | Email | jo.howard@kwcengineers.com |
| Property Owner | Fausto Atilano | Phone Number | |
| Mailing Address | 30195 Auld Road Murrieta, CA 92563 | Email | |

LOCAL JURISDICTION AGENCY

| | | | |
|-------------------------|--|--|------------------------|
| Local Agency Name | Riverside County Planning Department | Phone Number | 951-955-6035 |
| Staff Contact | Mina Morgan | Email | mimorgan@rivco.org |
| Mailing Address | 4080 Lemon Street 12th Floor Riverside, CA 92501 | Case Type | Conditional Use Permit |
| Local Agency Project No | CUP 190019 | <input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input checked="" type="checkbox"/> Use Permit <input type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other | |

PROJECT LOCATION

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

| | | | |
|-----------------------|-----------------|---|---------------|
| Street Address | 30375 Auld Road | Gross Parcel Size | 0.71 ac. |
| Assessor's Parcel No. | 963-030-005 | Nearest Airport and distance from Airport | French Valley |
| Subdivision Name | n/a | | |
| Lot Number | n/a | | |

PROJECT DESCRIPTION

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

| | |
|------------------------------|--------|
| Existing Land Use (describe) | Vacant |
| | |
| | |

| | | |
|--------------------------------------|--|--|
| Proposed Land Use (describe) | One building with two separate suites (Suite A for Fausto's Bail Bond Office and Suite B for Cannabis Retail) Please note that this building previously received ALUC approval for the Bail Bond business under PP 26047. | |
| For Residential Uses | Number of Parcels or Units on Site (exclude secondary units) | n/a |
| For Other Land Uses (See Appendix C) | Hours of Operation | 7:00 a.m. to 10:00 p.m. |
| | Number of People on Site | Maximum Number |
| | Method of Calculation | |
| Height Data | Site Elevation (above mean sea level) | Per attached Site Plan, pad elev = 1317.5 ft. |
| | Height of buildings or structures (from the ground) | 15.0 ft. |
| Flight Hazards | Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| | If yes, describe | |

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

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

C. SUBMISSION PACKAGE:

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

KWC Engineers
1350 Compton Avenue, Suite 100 • Corona, CA 92681
Tel: (951) 734-2130 | Fax: (951) 734-9139
www.kwcengineers.com

| | | | |
|-----------|--|-------------------------------------|---------------------------|
| To: | Paul Rull | Date: | March 26, 2020 |
| Company: | Riverside County ALUC | J.N.: | 2019.1938.1 |
| Address: | 4080 Lemon Street 14 th Floor Riverside, CA 92501 | <input type="checkbox"/> | For Your Information |
| Phone: | 951-955-6893 | <input checked="" type="checkbox"/> | For Your Approval |
| Delivery: | By GSO | <input type="checkbox"/> | For Your Review & Comment |
| | | <input type="checkbox"/> | As Requested |

Reference: 30375 Auld Road in Murrieta – ALUC Application for CUP 190019

Attachment:

| Copies | Description |
|--------|---|
| 1 | Completed Application |
| 1 | Check No. 18051 in the amount of \$1,521.00 for processing fee |
| 1 | Full-size copy of Site Plan, Grading Plan and Floor Plans & Elevations |
| 1 | 8-1/2" x 11" copy of Site Plan, Grading Plan and Floor Plans & Elevations |
| 1 | Vicinity Map |
| 1 | Project Description |
| 1 | Label Package (3 sets of gummed labels, Certification and 300' Radius Map |
| 1 | CD containing PDFs of all above items |

Remarks:

Should you have any questions, please do not hesitate to contact me. Thank you.

Sincerely,
KWC ENGINEERS



Jo Howard

P: 951-734-2130 x238

C: 951-901-5408

jo.howard@KWCEngineers.com

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.5 4.9

HEARING DATE: June 11, 2020 (continued from May 14, 2020)

CASE NUMBER: ZAP1049TH20 – Thermal Operating Company, LLC
(Representative: Fayres Hall, Albert A. Webb and Associates)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PP24690R3 (Revised Plot Plan)

LAND USE PLAN: 2005 Jacqueline Cochran Regional Airport Land Use
Compatibility Plan (as amended in 2006)

Airport Influence Area: Jacqueline Cochran Regional Airport

Land Use Policy: Airport Compatibility Zones B1, C, and D; proposed building
in Zone C

Noise Levels: 55 - 60 CNEL from aircraft

MAJOR ISSUES: *Resolved.*

~~The proposed building single acre occupancy is 160 which exceeds the Compatibility Zone C maximum single acre intensity limit of 150 persons, when evaluated pursuant to the Building Code Method.~~

RECOMMENDATION: Staff recommends that the Commission find the revision to the plot plan, specifically in regard to the proposed paddock garage building, CONSISTENT ~~INCONSISTENT~~ with the non-residential single acre land use intensity limits of the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, as amended in 2006.

~~The Thermal Club has evolved over time. It is a country club with a race track instead of a golf course. There is a quantitative difference in the number of people on site between members and guests and the club hosting a major event. According to the application it is used by "GROUPS SUCH AS CAR CLUBS, MANUFACTURERS THAT USE THE TRACK FOR TESTING, AND CORPORATE EVENTS."~~

~~**RECOMMENDATION:** Staff also recommends that the Commission consider evaluating and if appropriate restricting the number of persons, other than members, their guests and staff, attending events at the Thermal Club due to the safety hazards related to part of the club~~

~~property being located in airport approach & departure zones B and C.~~

PROJECT DESCRIPTION: The applicant proposes to develop a new 16,800 square foot two-story “middle paddock” garage with lounge (tables and chairs) for track viewing and dining and offices on the second floor, within the existing Thermal Club facility.

PROJECT LOCATION: The site is located southerly of Avenue 60, westerly of Polk Street, northerly of Avenue 62, and easterly of Tyler Street, in the unincorporated community of Thermal, approximately 3,090 feet southeasterly of the future southerly terminus of Runway 17-35 at Jacqueline Cochran Regional Airport.

BACKGROUND:

History of ALUC Review of Thermal Club Plot Plan No. 24690

Plot Plan No. 24690 was originally considered by the Airport Land Use Commission at its October 14, 2010 hearing. At that time, it was described as “a proposal to construct and operate a motorsports race track facility consisting of a private (membership) auto racing track, control tower, track-side garages/luxury suites, event tent, member car storage buildings, registration building, maintenance building, tuning shop, go-kart track, and go-kart team garages,” along with 254 private/member garages, one for each “founders’ lot” being established through Commercial Parcel Map No. 36293. The track was not to be open to the public and would be for daytime use only, and there was to be no overnight occupancy of the members’ garages on the founders’ lots.

Based on sample floor plans provided by the applicant, ALUC Planner Russell Brady estimated total planned occupancy per member garage at 19.1 persons, and that not more than 6 lots would be located within a single-acre area. As such, the single-acre intensity of the founders’ lot areas was estimated at less than 120 persons per acre. The applicant team estimated the number of persons in each garage as 14.3. On an overall basis, with 195 acres in Compatibility Zone C, the average intensity allowance of 75 persons per acre results in a total allowed capacity of 14,625 persons.

Condition No. 12, as recommended in the initial staff report, stated as follows:

“Prior to building permit issuance of any of the Member Garages/Founder Lots, verification that proposed buildings do not exceed the Standard Garage plan shall be provided. The Standard Garage shall be defined as two stories, with a total square feet of 7,150, including a garage area of 2,450 square feet, storage area of 380 square feet, and office use or other undefined area of 4,320 square feet. Any building that exceeds the number of stories, total square feet of the building, or total square feet of the individual uses, shall be reviewed by ALUC for consistency.”

The applicant team expressed concerns that persons purchasing lots larger than the standard size of 7,540 square feet might wish to have larger garages, and so staff prepared revised conditions that provided separate conditions for the smaller lots and a general condition. The condition for the

smaller lots was revised to read as follows:

“Prior to building permit issuance on any of the Member Garages/Founders’ Lots with a net area of 7,540 square feet or less, verification that proposed buildings do not exceed the “Standard Garage” plan shall be provided. The “Standard Garage” shall be defined as ~~two stories with~~ having a total square feet of footage not exceeding 7,150 square feet, including a garage area of 2,450 square feet, storage area of 380 square feet, and with office use or other undefined (and kitchen, if applicable) area of not exceeding 4,320 square feet, and the remainder of the building devoted to storage, garage, and warehousing uses (Occupancy Type S uses). Any building that exceeds the number of stories, total square feet of the building, or total square feet of the individual uses, shall be reviewed by ALUC for consistency. on such lots proposing either (1) a total square footage exceeding 7,150 square feet or (2) more than 4,320 square feet of uses other than Occupancy Type S uses, or with a height exceeding two stories or 42 feet, shall be submitted to the Riverside County Airport Land Use Commission for review.”

A general condition No. 13 was added that would apply to all of the Founders’ Lots stating as follows:

“Development on Founders’ Lots shall comply with the following standards: (1) the floor area ratio shall not exceed 0.95; (2) lot coverage shall not exceed 0.5; (3) the proportion of the building allocated to office uses or other uses whose intensity exceeds Occupancy Type S uses shall not exceed 0.6; (4) no uses more intense than office uses and no assembly uses are permitted; (5) no residential uses or overnight occupancy is permitted; (6) the building does not exceed 42 feet in height; (7) no parking spaces are provided outside of the garage; and (8) garages contain a minimum space for two automobiles. If any of these criteria are not met, the building shall be submitted to the Riverside County Airport Land Use Commission for review.”

Condition No. 14 required posting of special occupancy load restrictions limiting the maximum number of persons in each of the track side garages, the registration/administration building, and the corporate tent at any given time to 150 persons, and limiting the maximum number of persons in each of the members’ storage garage structures at any given time to 75 persons.

Condition No. 15 stated as follows: “Prior to map recordation of Parcel Map No. 36293, a notice to potential purchasers that no residential uses or overnight occupancy shall be permitted, shall be provided to ALUC staff for approval. Prior to sale of any individual lot, this notice shall be provided to potential purchasers.”

On April 12, 2012, the Airport Land Use Commission considered Plot Plan No. 24690, Substantial Conformance No. 1. The proposal primarily affected uses that would be in the “motorsports village” and included deletion of the track-side garages/luxury suites and the event tent (a.k.a., corporate tent) and addition of team garages, day garages, and a fuel island. The

control tower and registration buildings were redesigned as well.

Condition No. 14 was amended to limit the maximum number of persons in the tower building and the tuning shop building (as well as the registration/administration building) at any given time to 150 persons, and limiting the maximum number of persons permitted in each of the day garage structures at any given time to 75 persons.

The Commission modified Condition No. 15 at the hearing to read as follows: ~~“Prior to map recordation of Parcel Map No. 36293, A~~ a notice to potential purchasers, **indicating** that no residential uses or overnight occupancy shall be permitted, shall be provided **in the form of a legally recordable instrument** to ALUC staff for **review and approval regarding content of the notice. Said instrument shall be recorded at the time of map recordation for Parcel Map No. 36293.** Prior to sale of any individual lot, this notice shall be provided to potential purchasers.”

On September 12, 2013, the Airport land Use Commission considered Plot Plan No. 24690, Revised Permit No. 1. The applicant proposed addition of an on-site irrigation reservoir with aviary screen, deletion of the previously proposed, but never built, registration building, and amendments to the conditions relating to the occupancy type of the garages on the founders' lots and the prohibition of overnight stays. The applicant indicated that the assignment of a non-residential occupancy classification to the garages on the founders' lots required various “commercial/industrial improvements within the individual garage units, such as elevators and other equipment to render the garage units accessible pursuant to the Americans with Disabilities Act, unlike the requirements imposed on garages attached to single-family residences.

ALUC staff responded that the fundamental problem arises from the site's Specific Plan and zoning were for industrial use. Additionally, the lots had been approved as commercial/industrial. If the applicant had wanted to allow residential uses, the founders' lots should have been established through a tract map process, rather than a parcel map process.

The Commission did not support staff's attempt to reduce the allowable square footages and reinstated the allowance for 7,150 square feet of total floor area, including up to 4,320 square feet of office, entertainment, and kitchen uses per building, but did add “whichever is less” in the second and third sentences following the phrase “two stories or 42 feet.”

Staff proposed to amend the text of Condition No. 13 to read as follows: “Development on Founders' Lots shall comply with the following standards: (1) the floor area ratio shall not exceed 0.95; (2) lot coverage shall not exceed 0.5; (3) the proportion of the building allocated to ~~office uses or other~~ **than storage, garage, and warehousing** uses ~~whose intensity exceeds~~ **Occupancy Type S** uses shall not exceed 0.6; (4) no uses more intense than office uses and no assembly uses are permitted; (5) no residential uses or overnight occupancy (**occupancy between the hours of 10:00 P.M. and 6:00 A.M. – between 2200 hours and 600 hours military time**)

is permitted; (6) the building does not exceed 42 feet in height; (7) no parking spaces are provided outside of the garage; and (8) garages contain a minimum space for two automobiles. If any of these criteria are not met, the building shall be submitted to the Riverside County Airport Land Use Commission for review.

The Commission supported the amendment to section (3), did not support the amendment to section (5), and changed the word “these” to the word “those” in the final sentence.

Condition No. 14 was amended to limit the maximum number of persons in the members’ storage garage in the village area at any given time to 75 persons. References to the registration/administration building and the day garage structures were deleted, as these were no longer part of the project.

Staff proposed to amend the text of Condition No. 15 to read as follows: “A notice to potential purchasers of lots, indicating that no residential uses or overnight occupancy (**between 10:00 P.M. and 6:00 A.M. – between 2200 hours and 600 hours military time**) shall be permitted, shall be provided in the form of a legally recordable instrument to ALUC staff for review and approval regarding content of the notice. Said instrument shall be recorded at the time of map recordation for **each unit of Parcel Map No. 36293**. Prior to sale of any individual lot, this notice shall be provided to potential purchasers. This restriction shall also be included within CC&Rs. **This restriction does not apply to the nonresidential use of the tuning shop and members’ storage garage in the village area for purposes of vehicle repair and maintenance during those hours, under the supervision of Club officials.**”

The Commission declined to make any changes to Condition No. 15.

On January 8, 2015, the Airport Land Use Commission considered Specific Plan No. 303, Amendment No. 3, Change of Zone Case No. 7852, and Tentative Tract Map No. 36851. Although Plot Plan No. 24690 was not directly considered, its conditions became an integral part of the discussion of the proposal to change the designation of the Thermal Club from Heavy Industrial to Mixed Use, in order to provide for a maximum of 166 dwelling units (including 15 live/work units and an “amenity” area that would allow for a hotel, motel, or bed and breakfast facility with up to 32 rooms. In order to avoid increasing the allowable number of residential units in the entirety of the Kohl Ranch Specific Plan, the applicant proposed to reduce the number of dwelling units in the central portion of the Specific Plan by an equal amount. The Tentative Tract Map proposed to subdivide 20 non-contiguous Founders’ Lots parcels for condominium purposes so as to allow for each of those lots to accommodate a two-unit structure or duplex.

The applicant originally proposed to provide for 120 overnight stay units within Zone D and 39 within Zone C, plus 15 live/work units in Zone C. However, a portion of the Zone C area had

been separated from the Thermal Club ownership for use as a BMW facility. This reduced the Thermal Club acreage within Zone C to 155 acres. Therefore, pursuant to Compatibility Plan criteria, only 31 dwelling units could be located in Zone C. The net density of the portion of the project in Zone D, however, would have fallen into the prohibited intermediate density range. (Ultimately, the Airport Land Use Commission utilized Policy 3.3.6 to allow up to 120 units with overnight occupancy on the original 103 lots within Zone D and adding the additional units allowed by the Tentative Tract Map, given that the inherent ambient noise from the racetrack already exposes the proposed units to considerable noise, rendering the impact from aircraft noise to those units negligible, and that the project provides 233.6 acres of open area, which greatly exceeds the minimum open area requirement, thus limiting potential safety impacts on the proposed residential area. A total of 39 units with overnight stays was allowed in Zone C, including a row of 18 lots along the southerly portion of the property and 21 lots east of the track. This was part of a trade-off in which the applicant withdrew the request for the 15 live/work units.)

A set of conditions were provided that were based on the Plot Plan conditions, with the following changes:

It was clarified that Condition Nos. 12, 13, and 15 would not apply to those Founders' Lots allowing overnight stays. A new conceptual Condition No. 33 was formulated for the units that would allow overnight stays, stating as follows:

"Prior to building permit issuance on any of the Founders' Lots allowing overnight stays within Planning Area E-5, E-6, E-7, E-8 and with a net area of 7,540 square feet or less, County Plan Check officials shall verify that either: (1) the proposed building does not exceed the "Standard Unit" plan or (2) the larger building has been submitted to the Riverside County Airport Land Use Commission staff and determined to be consistent. The "Standard Unit" shall be defined as having a total square footage not exceeding 7,150 square feet and a height not exceeding two stories or 42 feet. Any building on such lots proposing either (1) a total square footage exceeding 7,150 square feet or (2) more than a height exceeding two stories or 42 feet, shall be submitted to the Riverside County Airport Land Use Commission for review."

It should be noted that no restriction was placed on the size of units allowing overnight stays on lots with a net area larger than 7,540 square feet.

Three commercial/industrial projects were approved through separate Plot Plans, reducing the acreage of Plot Plan No. 24690 in Compatibility Zone C: Plot Plan No. 25677 for a BMW Performance Driving School facility on a 37.3-acre area that had previously been planned for a go-kart track; Plot Plan No. 26120 for development of eight industrial buildings with a cumulative gross floor area of 135,549 square feet on 4.69 acres southerly of Jasper Lane; and Plot Plan No. 26121 for development of fourteen industrial buildings with a cumulative gross

floor area of 361,800 square feet on 14.16 acres westerly of Ascot Drive. Together these projects reduced the acreage of Plot Plan No. 24690 in Zone C to 134.2 acres.

On October 12, 2017, the Airport Land Use Commission considered Plot Plan No. 24690, Revised Permit No. 2, which proposed to add a members' club house facility and six commercial hotel suites on 5.39 acres in Zone D and a new 7,040 square foot trackside garage with viewing deck in Zone C. A separate set of conditions was prepared for this project.

On December 14, 2017, the Airport Land Use Commission considered Specific Plan No. 303, Amendment No. 4, along with its associated Change of Zone Case No. 7952. The Specific Plan Amendment proposed to allow overnight stays at the remaining 110 "founders' lots" in Zone C by creating a new land use category, "racetrack recreational units." The applicant contended that these "racetrack recreational units" would be distinguished from residences, and should not be counted as such, because they would be subject to limitations within the Thermal Club's covenants, conditions, and restrictions on the number of consecutive nights that they would be in use. They would be intermittently occupied overnight, but would not be available for use as permanent residences. Staff's concern was that the Zone C density limitations (one dwelling unit per five acres) would be exceeded if any additional residences were permitted in the Zone C area. The Commission found the project inconsistent. This determination was ultimately overruled by the Board of Supervisors, who allowed most, but not all, of the remaining lots to be used for overnight stays. Specifically, 36 lots (Lots 149 through 184) located westerly and northwesterly of the northerly racing circuit would continue to be prohibited from having overnight occupancy. So there are now three different levels of occupancy for the founders' lots: 159 that can be used as residences (as far as the County is concerned), 75 that are permitted overnight occupancy but are not residences, and 36 that permit neither residential use nor overnight occupancy.

It should be noted that the Plot Plan was not concurrently under consideration at that time.

ANALYSIS OF THE CURRENT PROJECT:

Non-Residential Average Land Use Intensity: Pursuant to the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, the parcel is split between Compatibility Zones B1, C, and D; however, the proposed building is located in Compatibility Zone C.

The building is located on a 139.26-acre parcel that also includes the central and south tracks, the trackside garage that allows for viewing of the south track, and the multi-building motorsports village. The parcel includes 62.98 acres in Zone B1, 56.67 acres in Zone C, and 19.61 acres in Zone

D.

The “motorsports village” includes a control tower with dining and administration areas, a members’ storage garage, and a tuning shop. Pursuant to Condition No. 14 of PP24690R1, as reviewed by ALUC on September 12, 2013, the number of persons in these buildings was to be limited to 150, 75, and 150 persons, respectively. The trackside garage – south, added through PP24690R2, had a capacity of 139 persons. This project adds an additional ~~150~~ ~~162~~ persons, so the total for the five buildings rises to ~~664~~ ~~676~~ persons, resulting in an intensity of 12 persons per acre of Zone C land within the parcel, which is consistent with the Compatibility Zone C average criterion of 75.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle). Based on the number of outdoor parking spaces (156), the number of parking spaces in the trackside garages (71 – 53 in the proposed garage and 18 in the previously approved garage), and 20 in the members’ storage garage, the total occupancy would be estimated at 371 people for an average intensity of less than 7 people per acre, which is consistent with the Compatibility Zone C average criterion of 75.

Aerial photographs show that most of the outdoor parking spaces are already in use.

Looking at the larger area within the scope of Plot Plan No. 24690, Compatibility Zone C includes 134.2 acres within the Thermal Club area. Adding the ~~664~~ ~~676~~ persons in the motorsports village to the residents of the 149 racetrack recreational units (assumed at 19 persons per unit), the total intensity would be ~~3,495~~ ~~3,507~~ persons. However, the average intensity would be 26 persons per acre, which is still consistent with the Zone C compatibility criterion of 75.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone C limits maximum single-acre intensity to 150 people.

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

- Lounge/Tables and Chairs (Less-Concentrated Assembly) – 1 person per 15 square feet
- Serving Area (behind bar/counter with exit area) – 1 person per 200 square feet
- Office – 1 person per 200 square feet (with 50% reduction),
- Parking Garage – 1 person per 200 square feet.
- Mechanical Room – 1 person per 300 square feet

The entire 16,800 square foot building is located within a single-acre area. There are no portions of other buildings within any single-acre area that includes all of this proposed building. The building includes 7,425 square feet of first floor garage area, ~~4,503~~ ~~4,582~~ square feet of second floor garage area, ~~1,238~~ ~~1,394~~ square feet of tables and chairs area, ~~1,064~~ ~~915~~ square feet of office area, ~~332~~ ~~264~~

square feet of mechanical area, and ~~180~~ 153 square feet of serving area, resulting in a single acre occupancy of ~~150~~ 160 people, which is ~~consistent~~ inconsistent with the Compatibility Zone C single acre criterion of 150.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C (children's schools, hospitals, nursing homes, day care centers, libraries).

Part 77: The elevation of Runway 17-35 at its future southerly terminus is 137.5 feet below mean sea level (-137.5 feet above mean sea level [AMSL]). At a distance of approximately 3,090 feet from the future southerly terminus of the runway (not more than 660 feet southerly of Avenue 60) to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding -106.6 feet AMSL. The building's finished floor elevation is -147.9 feet AMSL and the proposed building height is 26 feet, for a top point elevation of -121.9 feet AMSL (i.e., 121.9 feet below mean sea level). Therefore, review by the FAA Obstruction Evaluation Service is not required.

Open Area: The building site is located within Compatibility Zone C, which requires that at least 20 percent of land area be set aside as ALUC-qualifying open land. This criterion was previously addressed, when it was determined that the track and its surroundings provided sufficient open land to meet the requirements of all of the development northerly of 62nd Avenue.

Use of the track for spectator sports:

~~Condition No. 8 of previous ALUC cases relating to Plot Plan No. 24690, states as follows: "No use of the automobile racetrack for the purpose of spectator sports, in which guests pay for admission to an event or series of events, or to which the general public is invited, is included in this determination of consistency."~~

~~The Thermal Club has evolved over time. The applicant's project description states as follows: "Only members, their invited guests, staff and credentialed 3rd parties are allowed inside the gate [to use the tracks, motorsports village, and amenities]. The main exceptions are groups such as car clubs, manufacturers that use the track for testing, and corporate events."~~

~~Staff requested further details regarding these exceptions, the number of events and people attending. As of the date of this staff report, the applicant had not provided that information.~~

~~Research through the Thermal Club facebook page lead to an event Flyer, Entry Packet and Team Info Packet for the THERMAL WINTER INVITATIONAL EVENT by SRO Motorsports Group, scheduled at the Thermal Club on December 13-15 2019, January 17-19, 2020 and February 7-9, 2020. Copies of these documents are attached to this staff report. The Team Info Packet describes how drivers and crews register and "Teams are limited to 15 guests. Guests will be required to check in at the gate and sign the Thermal Waiver and receive a wristband."~~

~~The Commission should consider if it that the Thermal Club has evolved over time. It is a country club with are race track instead of a golf course. There is a quantitative difference in the number of people on site between members and guests and the club hosting a major event. (Eg. A membership tournament vs a PGA event.) According to the application it is used by "GROUPS SUCH AS CAR CLUBS, MANUFACTURERS THAT USE THE TRACK FOR TESTING, AND CORPORATE EVENTS."~~

~~RECOMMENDATION: Staff also recommends that the Commission consider evaluating and if appropriate restricting the number of persons attending events at the Thermal Club due to the potential safety hazards related to part of the club property being located in airport approach & departure zones B and C.~~

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky, and shall comply with Riverside County Ordinance No. 655, as applicable. Outdoor lighting shall be downward facing. Outdoor lighting plans, if any, shall be transmitted to Riverside County Transportation and Land Management Agency – Aviation Division personnel and to the Jacqueline Cochran Regional Airport for review and comment. (Failure to comment within thirty days shall be considered to constitute acceptability on the part of the airport manager.)
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations, or any type of strobe light, toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, livestock operations, production off cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, incinerators, and landfills.)

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, highly noise-sensitive outdoor non-residential uses, hazards to flight, and, in the Compatibility Zone B1 portion of the project, aboveground bulk storage of 6,000 gallons or more of hazardous or flammable materials.
3. The attached notice shall be provided to all prospective purchasers and tenants of the buildings thereon, and shall be recorded as a deed notice.
 4. Any detention or retention basin(s) shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(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. Noise attenuation measures shall be incorporated into the design of office areas of structures, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
 6. Any increase in building area or change in use will require an amended review by the Airport Land Use Commission.
 7. No portion of any roadway or track shall be located within the Runway Protection Zone.
 8. No use of the automobile racetrack for the purpose of spectator sports, in which guests pay for admission to an event or series of events, or to which the general public is invited, is included in this determination of consistency.
 9. Development of the areas addressed through Plot Plan No. 24690, Plot Plan No. 24690, Revised Permit No. 1, Plot Plan No. 24690, Revised Permit No. 2, and Plot Plan No. 24690, Revised Permit No. 3 shall comply with all nonresidential intensity criteria and open area requirements of the applicable airport compatibility zones.
 10. All structures shall maintain a minimum perpendicular distance of 750 feet from any point along the centerline of Runway 17-35 of Jacqueline Cochran Regional Airport, as the runway is depicted on the Airport's Master Plan (including any point on the centerline of the runway as extended to the southerly boundary of Airport Compatibility Zone A).
 11. Occupancy of the 3rd floor of the Control Tower shall be limited to track control officials only or their designees.

12. The following special occupancy load restrictions shall be posted:
 - (a) The maximum number of persons permitted in the tower building at any given time shall not exceed one hundred fifty (150) persons.
 - (b) The maximum number of persons permitted in the members' storage garage in the village area at any given time shall not exceed seventy-five (75) persons.
 - (c) The maximum number of persons permitted in the tuning shop building at any given time shall not exceed one hundred fifty (150) persons.
13. No trees, light poles, utility poles, or any other object greater than four feet in height and thicker than four inches shall be allowed within designated open areas.
14. Per the applicant's comment, racing on the track shall be limited to the hours of 7:00 A.M. to 7:00 P.M.
15. No pole affixed lighting shall be allowed on interior private streets.

The following conditions apply to portions of the area with development approved pursuant to Plot Plan No. 24690 with its associated Revised Permits and Substantial Conformance determinations, but which lie outside the boundaries of the parcel upon which the building evaluated through PP24690R3 is proposed.

No changes are being made to these conditions. Staff thanks the applicant team for offering corrections to assure that these accurately reflect the existing record.

16. Prior to building permit issuance on any of the Founders' Lots not allowing overnight stays and with a net area of 7,540 square feet or less, County Plan Check officials shall verify that either: (1) the proposed building does not exceed the "Standard Garage" plan or (2) the larger building has been submitted to the Riverside County Airport Land Use Commission staff and determined to be consistent. The "Standard Garage" shall be defined as having a total square footage not exceeding 7,150 square feet, with office, entertainment, and kitchen areas, as applicable not exceeding 4,320 square feet, and the remainder of the building devoted to storage, garage, and warehousing uses, and a height not exceeding two stories or 42 feet, whichever is less. Any building on such lots proposing either (1) a total square footage exceeding 7,150 square feet or (2) more than 4,320 square feet of uses other than storage, garage, and warehousing uses, or with a height exceeding two stories or 42 feet, whichever is less, shall be submitted to the Riverside County Airport Land Use Commission for review.
17. Development on Founders' Lots not allowing overnight stays shall comply with the following standards: (1) floor area ratio shall not exceed 0.95; (2) lot coverage shall not

exceed 0.5; (3) the proportion of the building allocated to uses other than storage, garage, and warehousing uses shall not exceed 0.6; (4) no uses more intense than office uses and no assembly uses are permitted; (5) no residential use or overnight occupancy (~~occupancy between the hours of 10:00 P.M. and 6:00 A.M. between 2200 hours and 600 hours military time~~) is permitted; (6) the building does not exceed 42 feet in height; (7) no parking spaces are provided outside of the garage; and (8) garages contain a minimum space for two automobiles. If any of ~~these those~~ criteria are not met, the building shall be submitted to the Riverside County Airport Land Use Commission for review.

18.

A notice to potential purchasers of lots not allowing overnight stays, indicating that no residential uses or overnight occupancy (~~between 10:00 P.M. and 6:00 A.M. between 2200 and 600 hours military time~~) shall be permitted, shall be provided in the form of a legally recordable instrument to ALUC staff for review and approval regarding the content of the notice. Said instrument shall be recorded at the time of map recordation for each unit of Parcel Map No. 36293. Prior to sale of any individual lot, this notice shall be provided to potential purchasers. This restriction shall also be included within CC&Rs. ~~This restriction does not apply to the nonresidential use of the tuning shop and members' storage garage in the village area for purposes of vehicle repair and maintenance during those hours, under the supervision of Club officials.~~

19.

Prior to building permit issuance on any of the Founders' Lots allowing overnight stays and with a net area of 7,540 square feet or less, County Plan Check officials shall verify that either: (1) the proposed building does not exceed the "Standard Unit" plan or (2) the larger building has been submitted to the Riverside County Airport Land Use Commission staff and determined to be consistent. The "Standard Unit" shall be defined as having a total square footage not exceeding 7,150 square feet and a height not exceeding 42 feet. Any building on such lots proposing either (1) at total square footage exceeding 7,150 square feet or (2) more than a height exceeding two stories or 42 feet, shall be submitted to the Riverside County Airport Land Use Commission for review.

20.

Development on Founders' Lots shall be reviewed for determination of whether FAA review is required for Obstruction Evaluation. The Exhibit titled Buildings Summary Table and dated March 27, 2012 shall be used as a guide for determining whether a building is required to be reviewed based on the pad elevation, building height, distance to the ultimate end of the runway, and a relevant slope ratio of 1:100. ALUC staff shall be consulted if there is any issue with this determination at time of building permit application. If FAA review is deemed to be required, the development shall comply with any subsequent determination and conditions from the FAA.

21.

The covenants, conditions, and restrictions established for this project shall specify that any splash pools or other water features associated with individual member garage units shall be equipped with covers. The water shall not be allowed to stagnate and shall be completely

- covered at all times when the individual member garage unit is not in immediate use.
22. Prior to issuance of certificates of occupancy or final inspection approval for garage units on Lots 156 through 201, a block wall shall be constructed in conjunction with the progressive development phasing along the property line separating the easterly boundary of the airport property and the private street providing access to these properties.
 23. The irrigation reservoir shall be completely covered at all times from top, sides, and bottom so as to prevent access by birds and other wildlife. The cover shall consist of 1" x 1" UV-protected polypropylene mesh secured at ground level around the edges and suspended four feet above the edge elevation, on steel cables spread not greater than 30 feet apart, as depicted on the attached exhibits. The suspension design is intended to allow for the sagging of the netting material without touching the surface of the waters, so that the material stays dry. The cables and netting material shall be maintained in operable condition (no gaps or tears) throughout the life of the permit, as long as the reservoir holds water or other liquid.
 24. In the event that wildlife activity is observed as a result of the presence of the irrigation reservoir on-site, upon notification to the airport operator [currently the Riverside County Transportation and Land Management Agency], the airport operator shall notify Thermal Operating Company, LLC (or its successor(s)-in interest) (Hereafter referred to as "Owner") in writing. Within 15 days of written notice, the Owner shall be required to promptly take all measures necessary to eliminate such wildlife activity, including, if necessary, but not limited to, the emptying of the reservoir and repair or replacement of the netting material. The Owner shall work with the airport operator to prevent recurrence of the wildlife activity. Suggested measures may include providing for scheduled joint inspections of the reservoir by representatives of the Owner and the airport operator to assure that the cables and netting material continue to prevent access to the water. For each such incidence made known to the Owner, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

Guerin, John

From: Fayres Hall <fayres.hall@webbassociates.com>
Sent: Thursday, May 21, 2020 8:11 AM
To: Housman, Simon; Bruce Davis; Guerin, John
Cc: Sandy Chandler; Emily Webb; Santos, Barbara; Rull, Paul
Subject: RE: ZAP1049TH20 - Thermal Operating Company, LLC PP24690R3
Attachments: ALUC Staff Report COA Redlines.pdf

Good morning Simon,

Thank you for continuing to work with us on this project. I just have one question on the language in conditions 17 and 18. Attached is a redline of how we believe the conditions read as currently approved. With this understanding I am requesting that the project be conditioned consistently. Please let me know if we need to discuss.

Please send a copy of the updated staff report for review once available.

Thank you!
Fayres

Fayres E Hall - Land Development Specialist II
Albert A. Webb Associates
3788 McCray Street, Riverside, CA 92506
t: 951.320.6085
e: fayres.hall@webbassociates.com w: www.webbassociates.com
[LinkedIn](#) | [Twitter](#) | [Facebook](#) | [YouTube](#)

From: Housman, Simon <shousman@rivco.org>
Sent: Monday, May 11, 2020 10:36 AM
To: Bruce Davis <bruce.davis@webbassociates.com>; John J.G. Guerin <jguerin@rivco.org>
Cc: Sandy Chandler <sandy.chandler@webbassociates.com>; Fayres Hall <fayres.hall@webbassociates.com>; Emily Webb <emily.webb@webbassociates.com>; Barbara Santos <basantos@rivco.org>; Paul Rull <prull@rivco.org>
Subject: RE: ZAP1049TH20 - Thermal Operating Company, LLC PP24690R3

Dear Bruce:

The ALUC staff looks forward to continuing to work with you and your office.
The matter will be continued from May to the June 11, 2020 ALUC hearing without discussion as you requested.

In light of the revised building plan the staff report for June 11, 2020 will be revised to include a recommendation of CONSISTENT.

The second recommendation and discussion on use of the track for spectator sports, will not be included in the revised staff report.

If you have any questions or wish to discuss the Staff Report or the proposed conditions please do not hesitate to contact me.

Your courtesy and cooperation are greatly appreciated.
Thank you,

Simon A. Housman, Director

garage, and warehousing uses, or with a height exceeding two stories or 42 feet, whichever is less, shall be submitted to the Riverside County Airport Land Use Commission for review.

17. Development on Founders' Lots not allowing overnight stays shall comply with the following standards: (1) floor area ratio shall not exceed 0.95; (2) lot coverage shall not exceed 0.5; (3) the proportion of the building allocated to uses other than storage, garage, and warehousing uses shall not exceed 0.6; (4) no uses more intense than office uses and no assembly uses are permitted; (5) no residential use or overnight occupancy (~~occupancy between the hours of 10:00 P.M. and 6:00 A.M. – between 2200 hours and 600 hours military time~~) is permitted; (6) the building does not exceed 42 feet in height; (7) no parking spaces are provided outside of the garage; and (8) garages contain a minimum space for two automobiles. If any of these criteria are not met, the building shall be submitted to the Riverside County Airport Land Use Commission for review.
18. A notice to potential purchasers of lots not allowing overnight stays, indicating that no residential uses or overnight occupancy (~~between 10:00 P.M. and 6:00 A.M. – between 2200 and 600 hours military time~~) shall be permitted, shall be provided in the form of a legally recordable instrument to ALUC staff for review and approval regarding the content of the notice. Said instrument shall be recorded at the time of map recordation for each unit of Parcel Map No. 36293. Prior to sale of any individual lot, this notice shall be provided to potential purchasers. This restriction shall also be included within CC&Rs. ~~This restriction does not apply to the nonresidential use of the tuning shop and members' storage garage in the village area for purposes of vehicle repair and maintenance during those hours, under the supervision of Club officials.~~
19. Prior to building permit issuance on any of the Founders' Lots allowing overnight stays and with a net area of 7,540 square feet or less, County Plan Check officials shall verify that either: (1) the proposed building does not exceed the "Standard Unit" plan or (2) the larger building has been submitted to the Riverside County Airport Land Use Commission staff and determined to be consistent. The "Standard Unit" shall be defined as having a total square footage not exceeding 7,150 square feet and a height not exceeding 42 feet. Any building on such lots proposing either (1) at total square footage exceeding 7,150 square feet or (2) more than a height exceeding two stories or 42 feet, shall be submitted to the Riverside County Airport Land Use Commission for review.
20. Development on Founders' Lots shall be reviewed for determination of whether FAA review is required for Obstruction Evaluation. The Exhibit titled Buildings Summary Table and dated March 27, 2012 shall be used as a guide for determining whether a building is required to be reviewed based on the pad elevation, building height, distance to the ultimate end of the runway, and a relevant slope ratio of 1:100. ALUC staff shall be consulted if there is any issue with this determination at time of building permit application. If FAA review is deemed to be required, the development shall comply with any subsequent determination and conditions from the FAA.

Guerin, John

From: Bruce Davis <bruce.davis@webbassociates.com>
Sent: Friday, May 8, 2020 3:03 PM
To: Guerin, John
Cc: Sandy Chandler; Fayres Hall; Emily Webb; Housman, Simon; Santos, Barbara
Subject: RE: ZAP1049TH20 - Thermal Operating Company, LLC PP24690R3

Thank you John, yes, please continue without discussion. We will reach out once we have completed our review.

Bruce

Bruce A. Davis, PE - Senior Vice President
Albert A. Webb Associates
3788 McCray Street, Riverside, CA 92506
t: 951.686.1070

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41-990 Cook Street Bldg. I - #801B
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[LinkedIn](#) | [Twitter](#) | [Facebook](#) | [YouTube](#)

From: Guerin, John <JGUERIN@RIVCO.ORG>
Sent: Friday, May 08, 2020 2:58 PM
To: Bruce Davis <bruce.davis@webbassociates.com>
Cc: Sandy Chandler <sandy.chandler@webbassociates.com>; Fayres Hall <fayres.hall@webbassociates.com>; Emily Webb <emily.webb@webbassociates.com>; Housman, Simon <shousman@rivco.org>; Barbara Santos <basantos@rivco.org>
Subject: RE: ZAP1049TH20 - Thermal Operating Company, LLC PP24690R3

We have completed our review of the revised plans for the proposed trackside garage and have determined the single-acre intensity to be 150, which is in conformance with the Zone C single-acre intensity limit of 150.

However, the staff report included a lot of information to digest and did raise some larger concerns regarding the viewing of racing on the track.

Given that you have concerns regarding the specifics of conditions, unless we hear otherwise from you, we will advise the Commission that the applicant team is requesting continuance without discussion to June.

If possible, we should discuss your concerns about the conditions in the week of May 18.

You may notice that we tried to provide some separation between conditions that apply to the specific parcel that includes the trackside garages and the motorsports village and conditions that apply to other portions of Thermal Club, such as those regarding development on the Founders' Lots. This resulted in renumbering of some of the previous condition numbers from earlier editions of Plot Plan 24690.

From: Bruce Davis [<mailto:bruce.davis@webbassociates.com>]
Sent: Friday, May 8, 2020 2:27 PM
To: Guerin, John <JGUERIN@RIVCO.ORG>
Cc: Sandy Chandler <sandy.chandler@webbassociates.com>; Fayres Hall <fayres.hall@webbassociates.com>; Emily Webb <emily.webb@webbassociates.com>
Subject: FW: ZAP1049TH20 - Thermal Operating Company, LLC PP24690R3

CAUTION: This email originated externally from the **Riverside County** email system.
DO NOT click links or open attachments unless you recognize the sender and know the content is safe.

John, should have cc'd you on this email yesterday. Let me know if you have any questions.

Thank you,

Bruce

Bruce A. Davis, PE - Senior Vice President
Albert A. Webb Associates
3788 McCray Street, Riverside, CA 92506
t: 951.686.1070

Palm Desert Office:
41-990 Cook Street Bldg. I - #801B
Palm Desert, CA 92211
t: 760.601.3200
e: bruce.davis@webbassociates.com w: www.webbassociates.com
[LinkedIn](#) | [Twitter](#) | [Facebook](#) | [YouTube](#)

From: Bruce Davis
Sent: Thursday, May 07, 2020 6:22 PM
To: Housman, Simon <shousman@RIVCO.ORG>
Cc: Juan Perez <jcperez@rivco.org>; Tim Rogers <tim@tetm.com>
Subject: ZAP1049TH20 - Thermal Operating Company, LLC PP24690R3

Simon, earlier this week we received the staff report for the May 14, 2020 ALUC hearing. As you know we have been working with ALUC staff to modify the submittal so the proposal is consistent with ALUC requirements. In the current report, Staff recommendation is Inconsistent with the non-residential single acre land use intensity. The staff report also includes new conditions. Our desire is to continue to work through issues with ALUC staff as well as we are requesting time to review staff report and proposed new conditions. As a result, we request the case be continued without discussion to the June 2020 ALUC hearing. We propose to work with ALUC staff with a goal of obtaining a consistent recommendation in the staff report to the Commission. Let me know if you have any questions or require additional information.

Thank you,

Bruce

Bruce A. Davis, PE - Senior Vice President
Albert A. Webb Associates
3788 McCray Street, Riverside, CA 92506
t: 951.686.1070

Guerin, John

From: Fayres Hall <fayres.hall@webbassociates.com>
Sent: Monday, May 4, 2020 2:04 PM
To: Nick Fullerton; Guerin, John; Housman, Simon
Cc: Rull, Paul; Sandy Chandler; Brady, Russell; nfa@nfullerton.com
Subject: RE: ZAP1049TH20 PP24690R3 - Follow-up to yesterday's meeting upon due consideration and further study...

John and Simon,

We would like to resolve any outstanding issues to ensure that a consistency finding can be made and that the staff report can be revised prior to a hearing. We are requesting that this project be continued to the June 11th hearing.

Thank you,

Fayres E Hall - Land Development Specialist II
Albert A. Webb Associates
3788 McCray Street, Riverside, CA 92506
t: 951.320.6085
e: fayres.hall@webbassociates.com w: www.webbassociates.com
[LinkedIn](#) | [Twitter](#) | [Facebook](#) | [YouTube](#)

From: Nick Fullerton <nick@nfullerton.com>
Sent: Saturday, April 25, 2020 7:14 AM
To: Fayres Hall <fayres.hall@webbassociates.com>; John J.G. Guerin <jguerin@rivco.org>; 'Housman, Simon' <shousman@rivco.org>
Cc: Paul Rull <prull@rivco.org>; Sandy Chandler <sandy.chandler@webbassociates.com>; Russell Brady <rbrady@rivco.org>; nfa@nfullerton.com
Subject: RE: ZAP1049TH20 PP24690R3 - Follow-up to yesterday's meeting upon due consideration and further study...

Also, I did not include the lift SF, because by code we can not have a person on the lift.

Fullerton Architects, PC
Nick Fullerton, AIA
PO Box 2770/301 Eagle Bend Drive
Bigfork, MT 59911
P 406.837.1550
C 406.261.1405
www.nfullerton.com

From: Fayres Hall <fayres.hall@webbassociates.com>
Sent: Friday, April 24, 2020 6:16 PM
To: John J.G. Guerin <jguerin@rivco.org>; Housman, Simon <shousman@rivco.org>; Nick Fullerton <nick@nfullerton.com>
Cc: Paul Rull <prull@rivco.org>; Sandy Chandler <sandy.chandler@webbassociates.com>; Russell Brady <rbrady@rivco.org>
Subject: RE: ZAP1049TH20 PP24690R3 - Follow-up to yesterday's meeting upon due consideration and further study...

I will have a set mailed.

Guerin, John

From: Fayres Hall <fayres.hall@webbassociates.com>
Sent: Friday, April 24, 2020 1:11 PM
To: Housman, Simon; Guerin, John
Cc: Rull, Paul; Sandy Chandler; Brady, Russell
Subject: RE: ZAP1049TH20 PP24690R3 - Follow-up to yesterday's meeting upon due consideration and further study...
Attachments: 3 A2 Floor Plan - A2.1.pdf; 4 A2 Floor Plan - A2.2.pdf

Hi Simon,

Please see the attached revised plans. As suggested, the second floor table and chair area has been reduced as well as expanding the office area.

Please let us know if this acceptable to ALUC. Also, please let me know if you need any hard copies mailed.

Thanks,
Fayres

Fayres E Hall - Land Development Specialist II
Albert A. Webb Associates
3788 McCray Street, Riverside, CA 92506
t: 951.320.6085
e: fayres.hall@webbassociates.com w: www.webbassociates.com
[LinkedIn](#) | [Twitter](#) | [Facebook](#) | [YouTube](#)

From: Housman, Simon <shousman@rivco.org>
Sent: Thursday, April 16, 2020 8:45 AM
To: Fayres Hall <fayres.hall@webbassociates.com>; John J.G. Guerin <jguerin@rivco.org>
Cc: Paul Rull <prull@rivco.org>; Sandy Chandler <sandy.chandler@webbassociates.com>
Subject: RE: ZAP1049TH20 PP24690R3 - Follow-up to yesterday's meeting upon due consideration and further study...

Dear Ms. Hall:

As requested in your e-mail, I had an opportunity to look into confirming the occupancy calculations with John Guerin and Paul Rull. After that review I determined that calculating the intensity using a net car storage area, based on car spaces where interstitial areas "between" the unmarked parking spaces were excluded, was not appropriate. The intensity calculation is properly based on the uses of the entire square footage of the garage building. This is the method used by the ALUC in calculating the occupancy for an intensity analysis.

Based on the 16,800 square foot 2 story building the single acre occupancy is 160 people. The Zone C single acre criteria is a maximum of 150 people there for the building is inconsistent with the single acre intensity criteria of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, ALUCP.

The ALUC staff remains willing to work with you to bring the building design into consistency. Among the possible methods of doing this are reducing the overall square footage of the building or reclassifying some of the floor area usage. As an example, without excluding others, the plan could reduce the 2nd floor "tables and chair" area from 1,394 square feet to 1,215 square feet (a reduction of 179 square feet) which would reduce the occupancy to be consistent.

I understand that the car spaces methodology for a net area was used in analyzing a prior smaller garage building submitted by the Thermal Club. The one time use of that methodology was not intended as a policy change.

Please contact me if you have any questions. If you wish to discuss revising the plans please contact Paul or John. You may, of course, raise this issue with the Commissioners at the hearing.

Your courtesy and cooperation are greatly appreciated.

Thank you,

Simon A. Housman, Director
Direct Tel. 760-328-7995



Riverside County Airport Land Use Commission

4080 Lemon Street, 14th Floor

Riverside, Ca 92501

(951) 955-5132

(951) 955-5177 (fax)

SHOUSMAN@RIVCO.ORG

www.rcaluc.org

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From: Fayres Hall [<mailto:fayres.hall@webbassociates.com>]
Sent: Friday, April 10, 2020 1:13 PM
To: Housman, Simon <shousman@rivco.org>; Guerin, John <JGUERIN@RIVCO.ORG>
Cc: Rull, Paul <PRull@RIVCO.ORG>; Sandy Chandler <sandy.chandler@webbassociates.com>
Subject: RE: ZAP1049TH20 PP24690R3 - Follow-up to yesterday's meeting upon due consideration and further study...

Hi Simon and John,

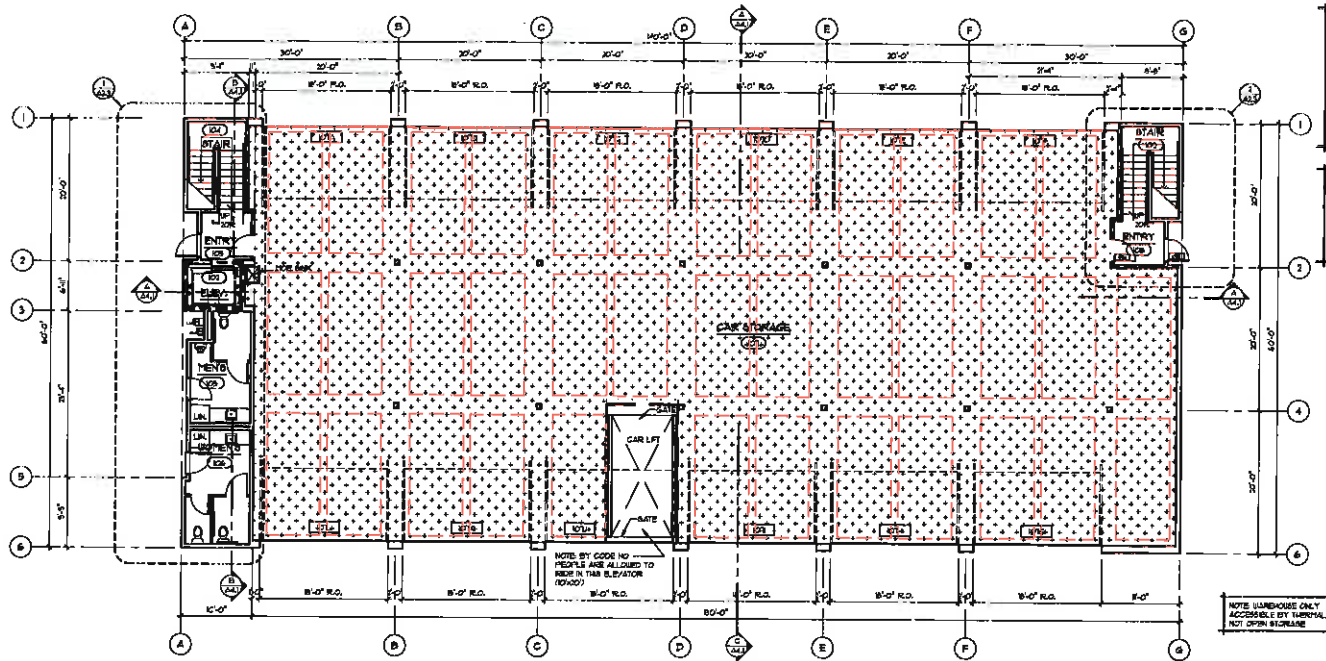
I just wanted to follow up to see if there were any comments specific to the revised architectural plans and occupancy calculations from our March 17th resubmittal? Can you please let me know if we will be receiving or confirm that nothing further is needed on the architectural plans?

Thanks

Fayres E Hall - Land Development Specialist II
Albert A. Webb Associates
3788 McCray Street, Riverside, CA 92506
t: 951.320.6085
e: fayres.hall@webbassociates.com w: www.webbassociates.com
[LinkedIn](#) | [Twitter](#) | [Facebook](#) | [YouTube](#)

From: Fayres Hall
Sent: Wednesday, April 01, 2020 2:33 PM
To: Housman, Simon <shousman@rivco.org>; John J.G. Guerin <jguerin@rivco.org>; Sandy Chandler <sandy.chandler@webbassociates.com>

31622091Terminal - Paddock Garage 19-4735 Working Drawing#2 Floor Plan.dwg Apr 24, 2020



| LEGEND | |
|---|----------------------------|
| ◻ | WAREHOUSE (1 OCC / 100 SF) |
| ◻ | WAREHOUSE |
| 152 SF AT (1/200) * | + 35.7 |
| TOTAL FIRST LEVEL OCCUPANCY = 35.7 | |

| TOTAL ALLOW OCCUPANCY LOAD: | |
|-----------------------------|-------------|
| MAIN LEVEL OCC. LOAD | 35.7 |
| UPPER LEVEL OCC. LOAD | 11.4 |
| TOTAL OCC. LOAD: | 47.1 |

NOTE BY CODE NO
 PEOPLE ARE ALLOWED TO
 RIDE IN THIS ELEVATOR
 (90100)

NOTE WAREHOUSE ONLY
 ACCESSIBLE BY INTERNAL
 NOT OPEN WAREHOUSE

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

OPTION #2

| No. | Date | Revision |
|-----|------|----------|
| | | |
| | | |
| | | |
| | | |
| | | |

Project Number: 19-4735
 Paddock Garage

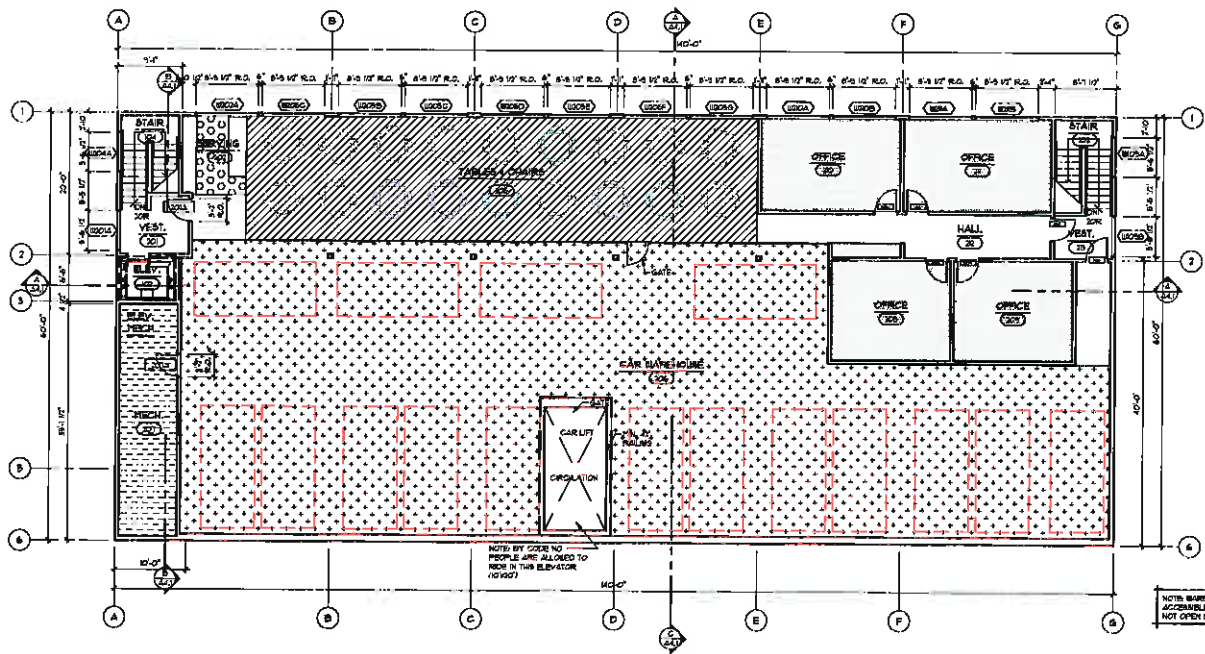
ALL WORK SUBJECT TO ALBERTA REGULATIONS
 TO BE OBTAINED FROM THE LOCAL MUNICIPALITY

Drawn: M. S. W.
 Checked: M. S. W.
 Date: Apr 24, 2020

Sheet Title:
FIRST FLOOR PLAN

Sheet Number:
A2.1

S:\1620\17\Thermal - Paddock Garage - 3-4-2015\1620-17.dwg Drawing\A2 Upper Floor Plan.dwg Apr 24, 2020



| LEGEND | |
|--|---------------------------------|
| [Symbol] | STANDING AREA (1 OCC / 7 SF) |
| [Symbol] | TABLES + CHAIRS (1 OCC / 15 SF) |
| [Symbol] | OFFICE (1 OCC / 300 SF) |
| [Symbol] | SERVING (1 OCC / 300 SF) |
| [Symbol] | MECHANICAL (1 OCC / 300 SF) |
| [Symbol] | BARBERSHOP (1 OCC / 300 SF) |
| TABLES + CHAIRS: 126 SF AT (1/15) = 82.5 | |
| OFFICE: 1001.4 SF AT (1/300) = 3.0 | |
| SERVING: 108 SF AT (1/300) = 0.5 | |
| MECHANICAL: 260 SF AT (1/300) = 0.5 | |
| BARBERSHOP: 450.9 SF AT (1/300) = 2.5 | |
| TOTAL SECOND LEVEL OCCUPANCY = 111.4 | |

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

OPTION #2

| No. | Date | Revision |
|-----|------|----------|
| | | |
| | | |
| | | |
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| | | |
| | | |
| | | |
| | | |
| | | |

Project Number: 16-616
PADDOCK GARAGE

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 Drawn: HL, RJ
 Checked: MK, DR
 Date: April 24, 2020
 Sheet Title:

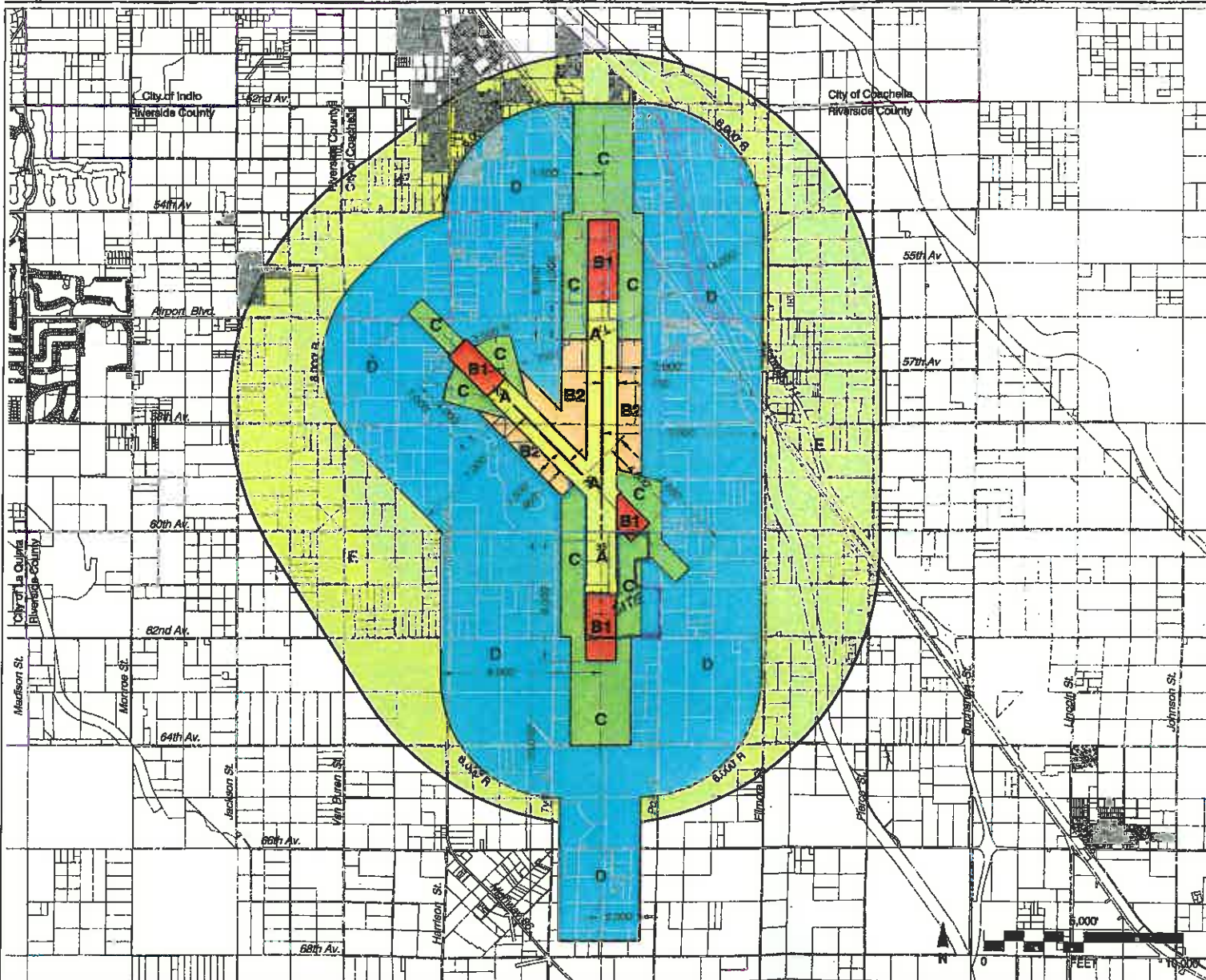
UPPER FLOOR PLAN

Sheet Number:

A2.2

NOTICE OF AIRPORT IN VICINITY

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



Legend

- Compatibility Zones**
- Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
- Boundary Lines**
- Airport Property Line - Existing
 - Airport Property Line - Planned
 - City Limits

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

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

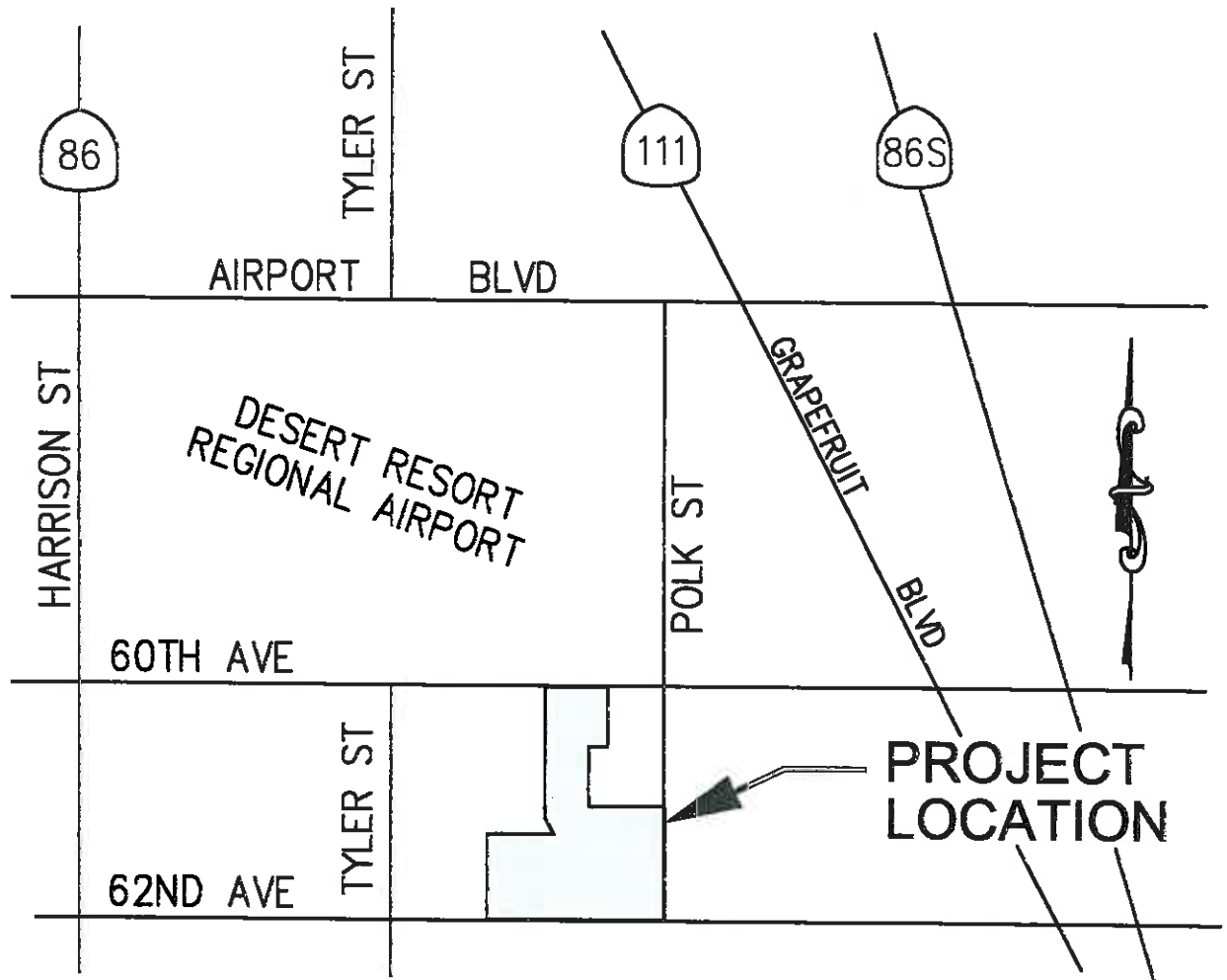
Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
 (Adopted June 2005)

Map JC-1

Compatibility Map
 Jacqueline Cochran Regional Airport

%:\DOD\wpn\TMM-compatibility.dwg Jun 16, 2005 - 11:54am

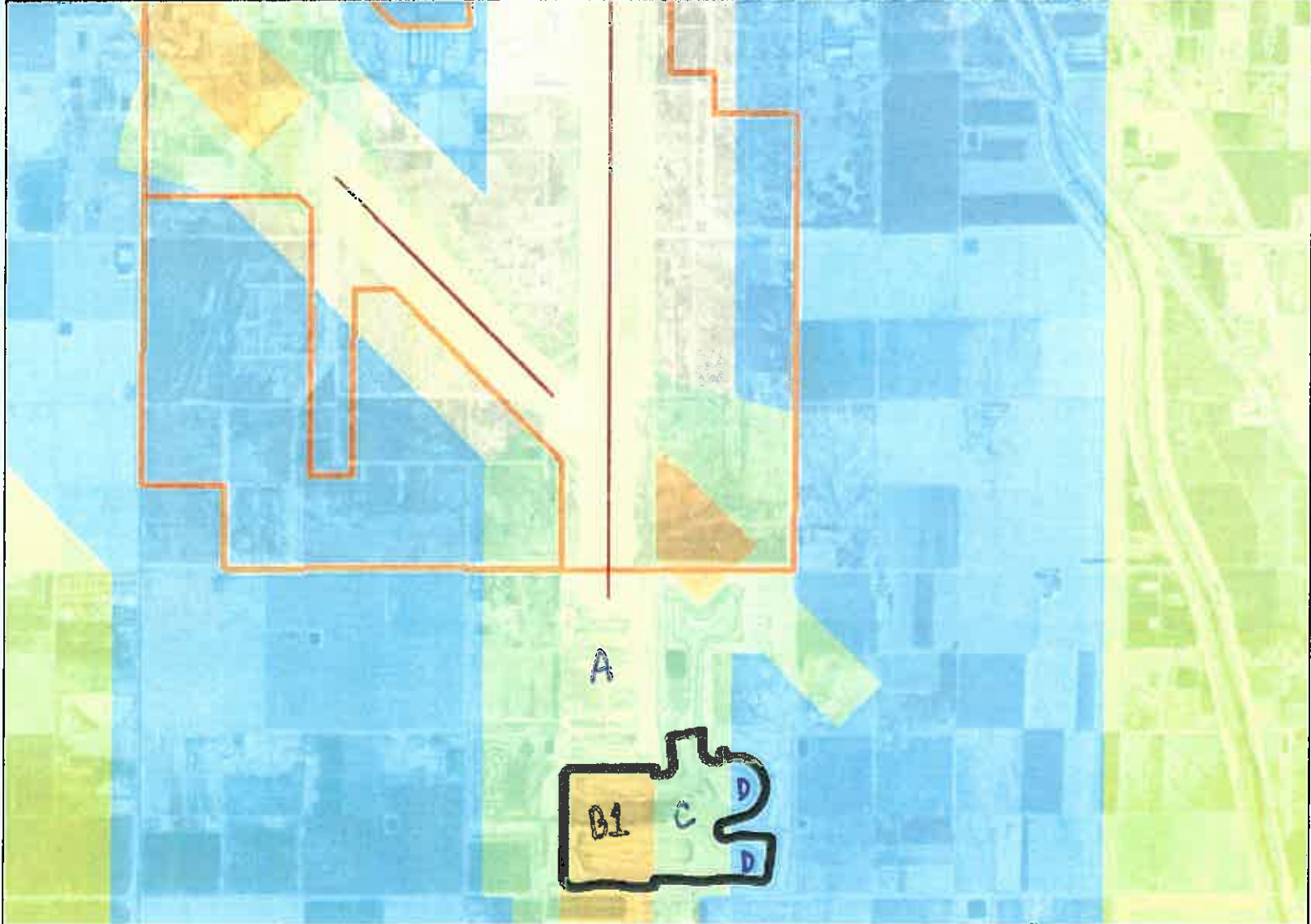




VICINITY MAP

NTS

Map My County Map



Legend

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

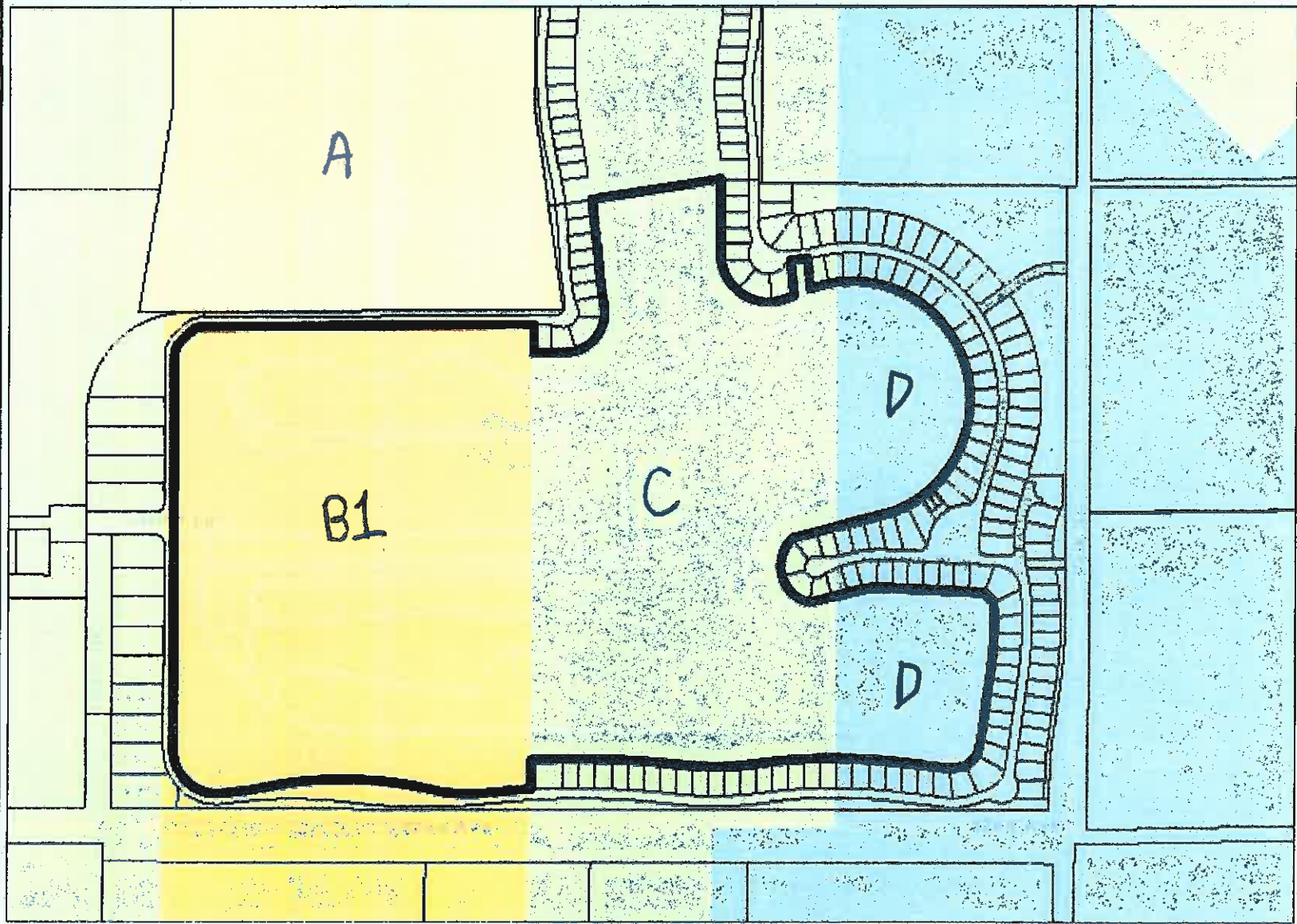


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Notes

Map My County Map

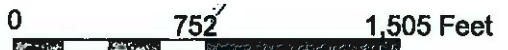


Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
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- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5

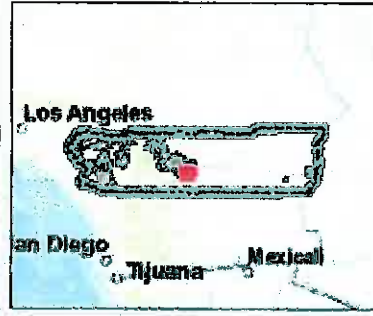
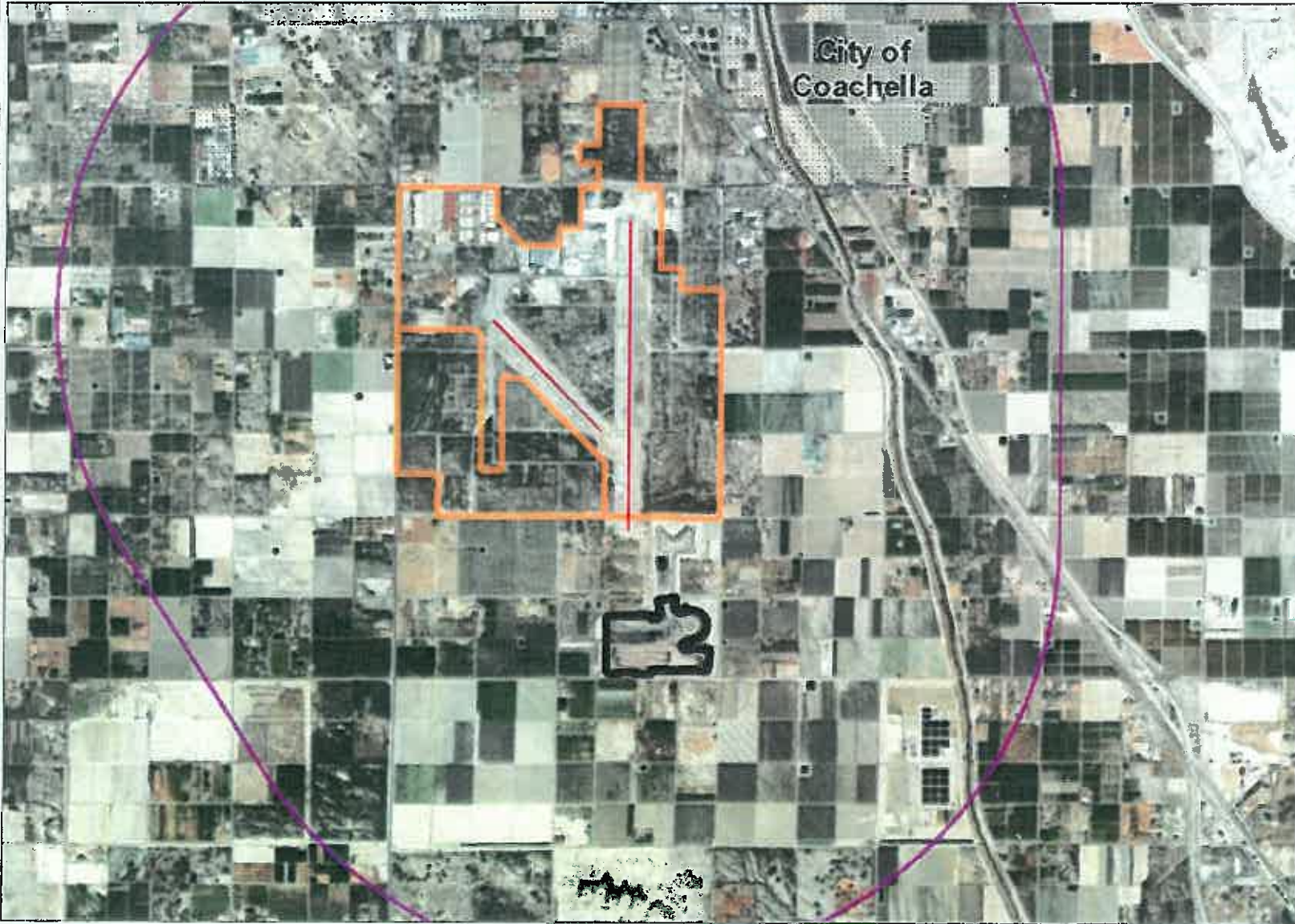


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Notes

Map My County Map



Legend

- Runways
- ▣ Airports
- ▣ Airport Influence Areas
- ⋯ City Areas
- World Street Map



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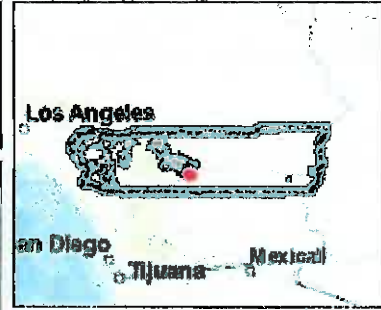


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Notes

Map My County Map



- Legend**
- Runways
 - Airports
 - Airport Influence Areas
 - ⋮ City Areas
 - World Street Map



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0 3 6,019 Feet

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Notes

Map My County Map



- Legend**
-  Runways
 -  Airports
 -  Airport Influence Areas
 -  City Areas
 -  World Street Map



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Notes

Map My County Map



Legend

-  Parcels
-  Runways
-  Airports
-  Airport Influence Areas
-  City Areas
- World Street Map



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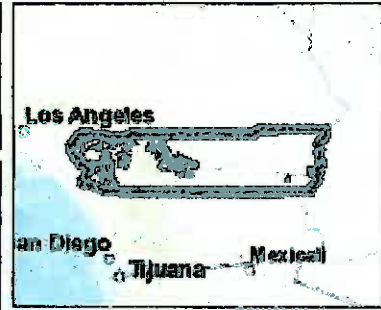
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Notes

Map My County Map



- ### Legend
- Parcels
 - Runways
 - Airports
 - Airport Influence Areas
 - City Areas
 - World Street Map



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Notes

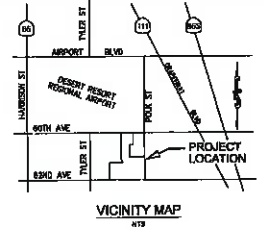
PROJECT DESCRIPTION

THE THERMAL MOTORSPORTS TRACK & CLUB WAS ORIGINALLY APPROVED AND BEGAN CONSTRUCTION UNDER PLOT PLAN 24690 ON 329.72 ACRES LOCATED WITHIN PLANNING AREAS A-5 THRU A-7 AND E-1 THRU E-9 OF THE KOHL RANCH SPECIFIC PLAN (PARCELS 1 AND 6 OF PM 36315) AT THE NORTHWEST CORNER OF POLK STREET AND AVENUE 62 IN THE COMMUNITY OF THERMAL, CA. IT IS THE FIRST WORLD CLASS ROAD COURSE BUILT IN SOUTHERN CALIFORNIA AND FEATURES A MEMBERSHIP PROGRAM SIMILAR TO A GOLF COURSE COUNTRY CLUB. THE GRAND PRIX TRACK IS 5.2 MILES IN LENGTH AND HAS MULTIPLE CONFIGURATION POSSIBILITIES. THE THERMAL CLUB IS A PRIVATE FACILITY. ONLY MEMBERS, THEIR INVITED GUESTS, STAFF, AND CREDENTIALLED 3RD PARTIES ARE ALLOWED INSIDE THE GATE. THE MAIN EXCEPTIONS ARE GROUPS SUCH AS CAR CLUBS, MANUFACTURERS THAT USE THE TRACK FOR TESTING, AND CORPORATE EVENTS.

REVISED PLOT PLAN (PP24690R2) WAS APPROVED ON MARCH 19, 2018, WHICH INCLUDED THE ADDITION OF A MEMBERS CLUB AND A TRACKSIDE GARAGE WITH A VIEWING DECK. REVISED PP24690R2 INCORPORATED ALL APPROVED CHANGES TO THE PLOT PLAN 24690 COVERED IN REVISED PLOT PLAN 24690R1, AND 24690R2, AS WELL AS SUBSTANTIAL CONFORMANCES 1-4. IT ALSO REMOVED FROM THE BOUNDARY OF THE PLOT PLAN PROJECTS THAT WERE APPROVED UNDER SEPARATE PLOT PLANS (I.E. BMW FACILITY, PP25677, ASCOT AND JASPER PLOT PLANS, 26120, AND 26121).

THE CHANGE TO THIS REVISED PLOT PLAN (PP24960R3) CONSIST OF AN ADDITIONAL 9,280 S.F. TRACKSIDE GARAGE TO BE LOCATED IN THE PADDOCK AREA TO THE NORTH OF THE MAIN PARKING LOT AND WEST OF THE TUNING SHOP. THE MAIN LEVEL OF THE TRACKSIDE GARAGE CONSISTS OF OVERFLOW CAR STORAGE. THE UPPER LEVEL IS PROPOSED AS BOTH CAR STORAGE AND A 1,820 S.F. ROOFTOP PATIO FOR VIEWING THE TRACK. THE SECOND STORY WILL BE ACCESSIBLE VIA AN ELEVATOR OR ONE OF TWO STAIR WAYS ON EACH SIDE OF THE BUILDING. SINCE THIS STRUCTURE IS PROPOSED WITHIN ALUC ZONE C, THERE WILL BE A MAXIMUM OF 17.6 OCCUPANTS ALLOWED ON THE GROUND STORAGE AREA AND 130.7 OCCUPANTS ON THE UPPER LEVEL VIEWING PATIO, FOR A TOTAL OCCUPANT LOAD OF 148.3.

REVISED PLOT PLAN NO. 24690R3 - THE THERMAL CLUB
 PARCEL MAP 36293-1 BEING A PORTION OF THE SE 1/4 OF SECTION 33 T.6S, R.8E, S.B.B.M.



LEGAL DESCRIPTION FOR PP24690 R3
 LOTS 1-66, 68-72E, 74E, 76E, AND 78E AND LOT F OF PARCEL MAP NO. 36293-1 IN THE COUNTY OF INDIANO, STATE OF CALIFORNIA, BEING A SUBDIVISION OF PARCELS 1 AND 3 OF PARCEL MAP NO. 36293-1 AS PER MAP RECORDED IN BOOK 224 PAGES 24-30 OF PUBLIC MAPS, RECORDS OF SAN COUNTY.

PROJECT DESCRIPTION
 THE THERMAL CLUB WILL BE 1.0323 ACRES OF PINE SANDY (PARCELS 1 AND 3 OF THE MAP) AT THE NORTHWEST CORNER OF PINE STREET AND AVENUE 62 IN THE COMMUNITY OF THERMAL, CA. IT IS THE FIRST WHEEL CLUBS PEARL BEACHS CLUB & SOUTHERN CALIFORNIA AIR RACERS A TRANSPORT PROGRAM SIMILAR TO A GOLF COURSE COMPANY GOLF. THE GRADE PRELIMINARY IS 5.52 ACRES IN TOTAL AND HAS THE SAME COMPATIBILITY ZONING.

PROJECT DATA
 APPLICANT: THERMAL OPERATING COMPANY, LLC
 1000 E. WORTH STREET, SUITE 100
 THERMAL, CA 92584
 PHONE: 951-481-4741
 E-MAIL: INFO@THERMALCLUB.COM

CHRONOLOGICAL ORDER OF APPROVAL

| DOCUMENT NAME | PERMIT/PLAN NO. | DATE |
|---|-----------------|------------|
| SPECIFIC PLAN NO. 303 | SP03 | JUNE 2002 |
| PLOT PLAN 24690 | PP24690 | MARCH 2011 |
| TERRACE PARCEL MAP 28783 - RODEOLA 11 | PP28783 | MARCH 2011 |
| TERRACE PARCEL MAP 28783 - RODEOLA 12 | PP28783 | MARCH 2011 |
| PLOT PLAN 24690 - AMENDED 1 | PP24690 | MARCH 2011 |
| PARCEL MAP 36293 | PM36293 | SEP. 2011 |
| UNIT PAVING MAP | UP-16-26293 | APRIL 2012 |
| PLOT PLAN SUBMITTAL COMPLIANCE 24690 (DOT A PAVE) | PP24690 | MAY 2012 |
| PARCEL MAP 36293-1 | PM36293-1 | OCT. 2012 |
| REVISED PLOT PLAN NO. 24690 | PP24690 | APRIL 2013 |
| AMEND PLOT PLAN NO. 24690 | PP24690 | MARCH 2014 |
| PLOT PLAN SUBMITTAL COMPLIANCE 24690 (DOT A PAVE) | PP24690 | JULY 2014 |
| PLOT PLAN SUBMITTAL COMPLIANCE 24690 | PP24690 | MARCH 2015 |
| PLOT PLAN 36293 (DOT A PAVE) | PP36293 | NOV. 2015 |
| PLOT PLAN 36293 (DOT A PAVE) | PP36293 | OCT. 2016 |
| PLOT PLAN SUBMITTAL COMPLIANCE 24690 | PP24690 | DEC. 2016 |
| REVISED PLOT PLAN NO. 24690 | PP24690 | AUG. 2017 |
| REVISED PLOT PLAN NO. 24690 | PP24690 | |

EXISTING EASEMENTS

| SYMBOL ON MAP | DESCRIPTION PER PRELIMINARY REPORT BY TITLE CO. DATE |
|---------------|---|
| A | AN EASEMENT IN FAVOR OF COACHELLA VALLEY COUNTY WATER DISTRICT FOR UNDERGROUND PRIVATE PURPOSES FOR 200' RECORDING SEPTEMBER 11, 1985 AS INSTRUMENT NO.0471 OF OFFICIAL RECORDS OF INDIANO COUNTY. |
| B | DOMESTIC WATER EASEMENT IN FAVOR OF COACHELLA VALLEY WATER DISTRICT FOR PM 36293-1, PMS 28783-1 & 2, PMS 28783-3 & 4. |
| C | AN EASEMENT IN FAVOR OF COACHELLA VALLEY COUNTY WATER DISTRICT FOR UNDERGROUND PRIVATE PURPOSES FOR 200' RECORDING SEPTEMBER 11, 1985 AS INSTRUMENT NO.0471 OF OFFICIAL RECORDS OF INDIANO COUNTY. |
| D | AN EASEMENT IN FAVOR OF COACHELLA VALLEY COUNTY WATER DISTRICT FOR UNDERGROUND PRIVATE PURPOSES FOR 200' RECORDING SEPTEMBER 11, 1985 AS INSTRUMENT NO.0471 OF OFFICIAL RECORDS OF INDIANO COUNTY. |
| E | AN EASEMENT IN FAVOR OF COACHELLA VALLEY COUNTY WATER DISTRICT FOR UNDERGROUND PRIVATE PURPOSES FOR 200' RECORDING SEPTEMBER 11, 1985 AS INSTRUMENT NO.0471 OF OFFICIAL RECORDS OF INDIANO COUNTY. |
| F | AN EASEMENT IN FAVOR OF COACHELLA VALLEY COUNTY WATER DISTRICT FOR UNDERGROUND PRIVATE PURPOSES FOR 200' RECORDING SEPTEMBER 11, 1985 AS INSTRUMENT NO.0471 OF OFFICIAL RECORDS OF INDIANO COUNTY. |
| G | AN EASEMENT IN FAVOR OF COACHELLA VALLEY COUNTY WATER DISTRICT FOR UNDERGROUND PRIVATE PURPOSES FOR 200' RECORDING SEPTEMBER 11, 1985 AS INSTRUMENT NO.0471 OF OFFICIAL RECORDS OF INDIANO COUNTY. |
| H | PRIVATE WATER PRIVATE EASEMENT FOR PM 36293-1, PMS 28783-1 & 2, PMS 28783-3 & 4. |
| I | PRIVATE WATER PRIVATE EASEMENT FOR PM 36293-1, PMS 28783-1 & 2, PMS 28783-3 & 4. |
| J | A DOMESTIC WATER EASEMENT IN FAVOR OF THE COACHELLA VALLEY WATER DISTRICT FOR UNDERGROUND PRIVATE PURPOSES FOR 200' RECORDING SEPTEMBER 11, 1985 AS INSTRUMENT NO.0471 OF OFFICIAL RECORDS OF INDIANO COUNTY. |
| K | 1/4" AND 3/8" WATER EASEMENT IN FAVOR OF COACHELLA VALLEY WATER DISTRICT FOR PM 36293-1, PMS 28783-1 & 2, PMS 28783-3 & 4. |
| L | PUBLIC UTILITY EASEMENT FOR PM 36293-1, PMS 28783-1 & 2, PMS 28783-3 & 4. |
| M | PRIVATE WIRELINE EASEMENT FOR PM 36293-1, PMS 28783-1 & 2, PMS 28783-3 & 4. |
| N | PRIVATE WIRELINE EASEMENT FOR PM 36293-1, PMS 28783-1 & 2, PMS 28783-3 & 4. |
| O | PRIVATE WIRELINE EASEMENT FOR PM 36293-1, PMS 28783-1 & 2, PMS 28783-3 & 4. |
| P | PRIVATE WIRELINE EASEMENT FOR PM 36293-1, PMS 28783-1 & 2, PMS 28783-3 & 4. |
| Q | PRIVATE WIRELINE EASEMENT FOR PM 36293-1, PMS 28783-1 & 2, PMS 28783-3 & 4. |
| R | PRIVATE WIRELINE EASEMENT FOR PM 36293-1, PMS 28783-1 & 2, PMS 28783-3 & 4. |
| S | PRIVATE WIRELINE EASEMENT FOR PM 36293-1, PMS 28783-1 & 2, PMS 28783-3 & 4. |

LEGEND

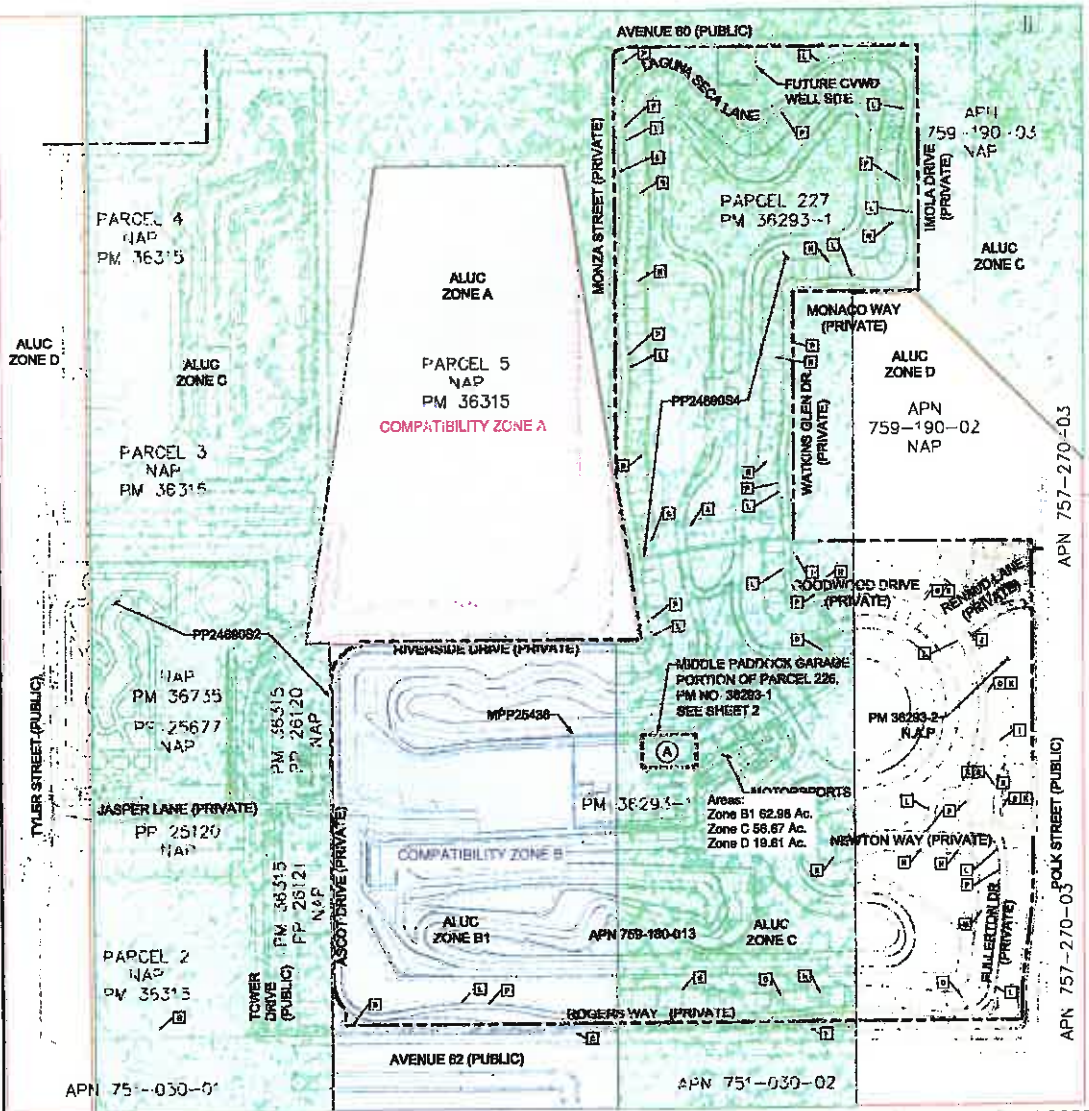
- ALUC ZONE BOUNDARIES
- ALUC ZONE SEPARATION
- ENTIRELY PRIVATE BOUNDARY
- PROPOSED BUILDING

NOTES:

- BOUNDARIES OF RECORD ARE AS SHOWN.
- ANY ACCESS SHALL BE FROM THE NE PAVED.
- NO SIGNIFICANT SOILS BEING EXPOSED, IF EXPOSED.
- NOISE AND VIBRATION SHALL BE PERMITTED.
- THE PROJECT WILL COMPLY WITH ALL APPLICABLE REGULATIONS.
- NOISE PROFILES AND SOUND POWER LEVELS SHALL BE PERMITTED.
- SECONDARY PRIVATE ACCESS OCCURS ON PMS 21 PUBLISHED AT 200' RECORDING SEPTEMBER 11, 1985 AS INSTRUMENT NO.0471 OF OFFICIAL RECORDS OF INDIANO COUNTY.
- OTHER RECORDS OTHER TO PRIVATELY MAINTAINED AND OPERATED.

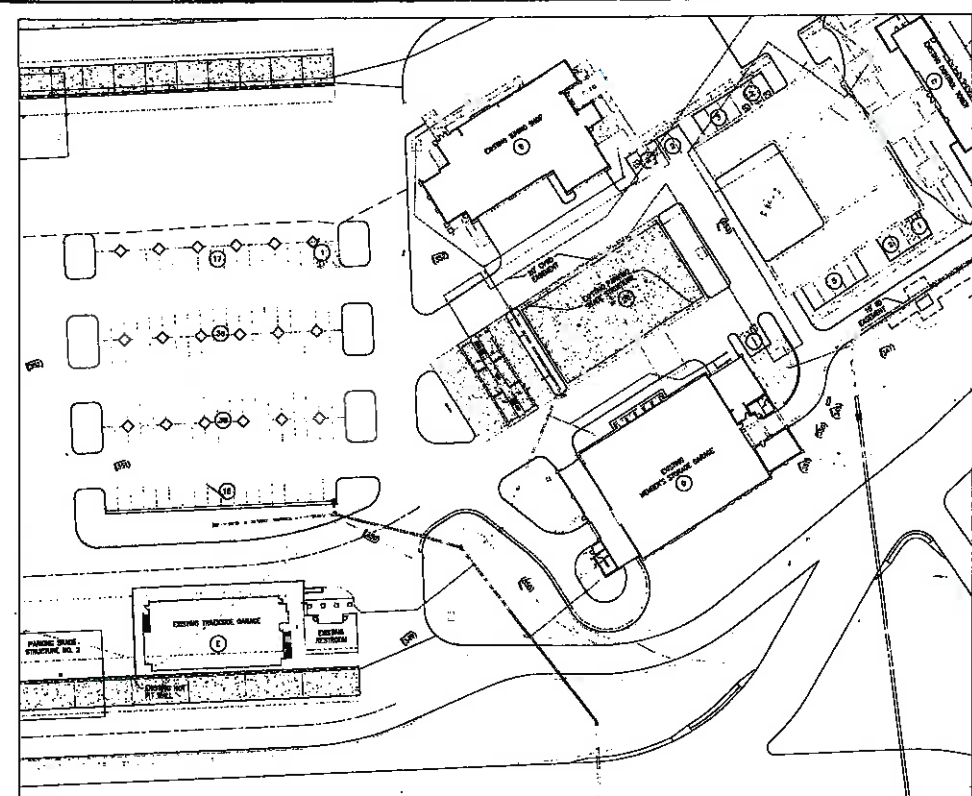
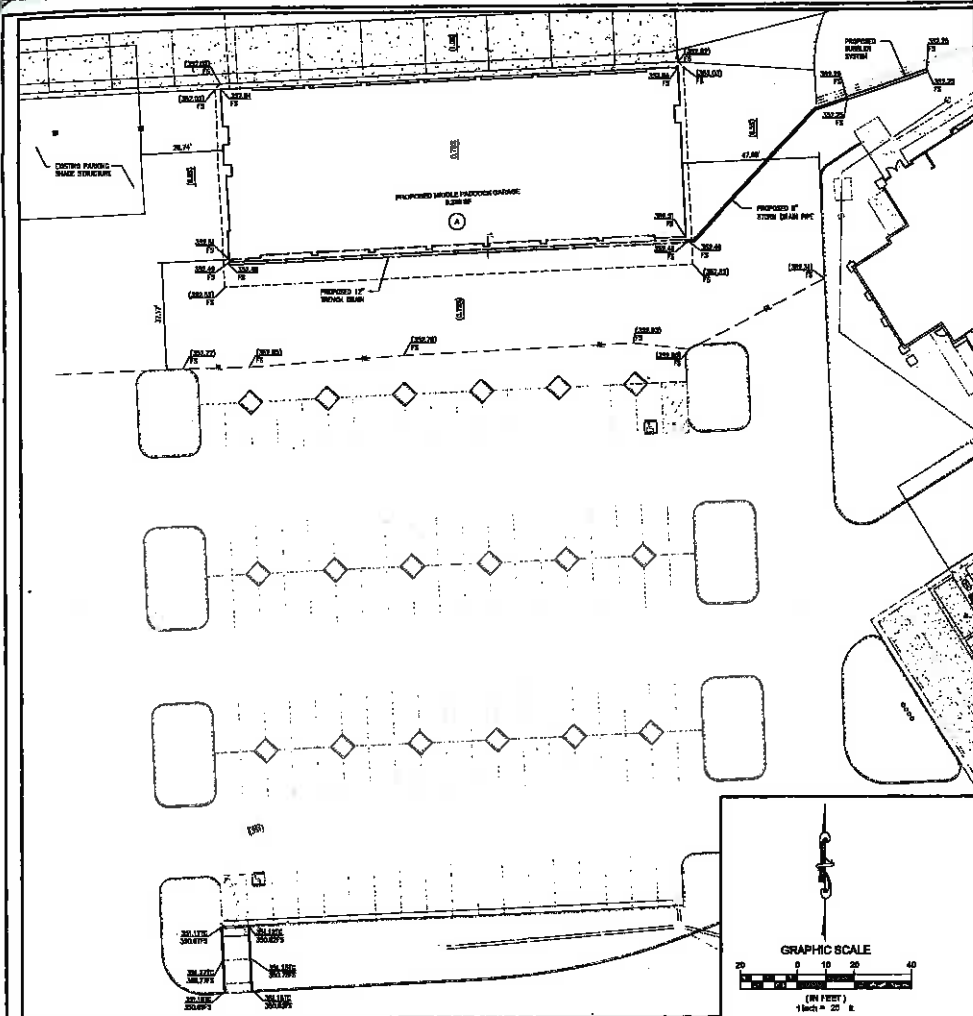
SHEET INDEX

1. PLOT PLAN NO. 24690 R3 WHOLE PARCEL MAP



| | | | | | | | |
|----------------------------------|--|---|--|---|---|--|--|
| <p>REVISIONS</p> <p>DATE NO.</p> | <p>RCE CONSULTANTS, INC.</p> <p>24422 Avenida de la Cortada Suite 300 Laguna Hills, CA. 92653 Phone: 949.403.0111</p> | <p>STAMP</p> <p>Professional Engineer Seal for RCE CONSULTANTS, INC.</p> | <p>BASIS OF BEARINGS</p> <p>BEARINGS ARE BASED UPON THE NORTHERLY LINE OF THE INTERSECTION OF SECTION 33, TOWNSHIP 6 NORTH, RANGE 8 EAST, 83M, 180' BENCH MARK. THE BEARING OF THIS LINE IS 359° 58' 00" AS SHOWN BY RECORD OF SURVEY FOR THE SE 1/4 OF SECTION 33 T.6S, R.8E, S.B.B.M. INDIANO COUNTY, CALIFORNIA.</p> | <p>BENCH MARK</p> <p>MARKER ON NO. 87-44-11 3'-0" DIA. BENCH MARK IN CONCRETE AT THE S.W. CORNER OF 87-44-11 AND AVE 62. THE BENCH MARK IS 1.5' BELOW GROUND AND 3' E. OF PAV. SURFACE.</p> <p>ELEVATION = 375.33 LEGEND DATUM = 1987 VERT ADJUSTMENT</p> | <p>APPROVED BY:</p> <p>[Signature]</p> | <p>IN THE INCORPORATED TERRITORY OF THERMAL, COUNTY OF INDIANO, STATE OF CALIFORNIA</p> <p align="center">PLOT PLAN NO. 24690R3 THE THERMAL CLUB PM36293-1, FAST TRACK #2011-11 BEING A PORTION OF THE SE 1/4 OF SECTION 33 T.6S, R.8E, S.B.B.M.</p> | <p>DRAWING NAME: PP 24690R3 01 TL</p> <p>PROJECT No.: 0590.0001.505</p> <p align="right">SHEET 1 OF 2</p> |
|----------------------------------|--|---|--|---|---|--|--|

DATE OF MAP: OCTOBER 2019



PREVIOUS APPROVAL PER PP24690R2

MIDDLE PADDOCK GARAGE PARKING CALCULATIONS

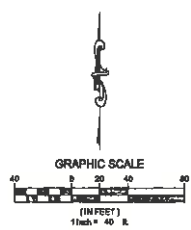
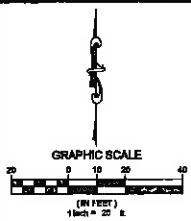
| BUILDING NAME | SIZE | USE | PARKING | TOTAL PARKING REQUIRED | PARKING PROVIDED | ADA PARKING PROVIDED |
|--|----------|---------|----------------|------------------------|------------------|----------------------|
| MIDDLE PADDOCK GARAGE (INCLUDING SHOP AND OFFICE ONLY) | 5,912 SF | UNASSG. | 1 SPACE/750 SF | 8 | 8 | 1 |

DIFFERENCES BETWEEN APPROVED PP24690R2 & PROPOSED PP24690R3
 * ADDED MIDDLE PADDOCK GARAGE.

LEGAL DESCRIPTION FOR MIDDLE PADDOCK GARAGE
 CERTAIN PORTION OF PARCEL 24690R3, BEING A SUBDIVISION OF PARCELS 1 AND 2 OF PARCEL 24690R3, AS PER MAP RECORDED IN BOOK 234 PAGE 24-30 OF PUBLIC MAPS, RECORDS OF SAID COUNTY.
 4/14 2018-180-03
 THE PROJECT IS LOCATED WITHIN THE VEH. EARTH SPECIFIC PLAN No. 201.

MIDDLE PADDOCK GARAGE PROPOSED BUILDING LEGEND AND DATA

| BUILDING NAME | SIZE | CONSTRUCTION TYPE | OCCUPANCY |
|-----------------------|----------|-------------------|-----------|
| MIDDLE PADDOCK GARAGE | 5,912 SF | 10 | 100 |



EXISTING PARKING CALCULATIONS

| BUILDING/FACILITY NAME | TOTAL AREA | SPACES REQUIRED |
|------------------------|------------|-----------------|
| TRUCK SHOP | 6,844 SF | 30 + 2 ADA |
| CENTRAL TRUCK | 7,800 SF | 16 + 2 ADA |
| WORKERS STORAGE GARAGE | 12,800 SF | 7 + 1 ADA |
| TRUCKING GARAGE | 4,740 SF | 6 + 1 ADA |

PROPOSED PARKING TOTAL = 100 + 7 ADA
 REQUIRED PARKING TOTAL = 105 + 7 ADA

LEGEND

| SYMBOL | DESCRIPTION |
|--------|---------------|
| (A) | PARKING COUNT |

| REVISIONS | DATE | NO |
|-----------|------|----|
| | | |

RCE CONSULTANTS, INC.
 SIGNATURE: _____
 24422 Avenida de la Carlota Suite 303
 Laguna Hills, CA 92653
 Phone: 949-403-0111

STAMP

BASIS OF BEARINGS
 BEARINGS ARE BASED UPON THE NATIONAL GRID OF THE PROPOSED ONE-QUARTER OF SECTION 33, TOWNSHIP 4 SOUTH, RANGE 4 EAST, S.B.M. AS SHOWN HEREON, AS SHOWN BY RECORDS OF SURVEY OR FILED IN BOOK 24690R3, PAGES 28 THROUGH 41 THEREIN, RECORDS OF SUTHERLAND COUNTY, CALIFORNIA.

BENCH MARK
 CALTRANS BN NO. 89V-1A.1 L 2-1/2" BRASS BOLT IN CONCRETE AT THE S.E. CORNER OF THE 40' X 40' S.W. QUARTER CALIFORNIA DEPT. OF TRANSPORTATION TRS 89-1A.1, S.T. 80-000000 AND 7' S.E. OF P.P. 8907000
 ELEVATION = 370.53
 UTM ZONE 18N UTM 1982 ADJUSTMENT

APPROVED BY: _____

IN THE UNINCORPORATED TERRITORY OF THERMAL, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
PLOT PLAN NO. 24690R3
 THE THERMAL CLUB
 PM36293-1, FAST TRACK #2011-11
 BEING A PORTION OF THE BE 1/4 OF SECTION 33
 T.6S, R.8E, S.B.B.M.

DRAWING NAME:
 PP 24690R3 02 PP
 PROJECT No.
 0690.0001.505
 SHEET 2 OF 2

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planners John Guerin at (951) 955-0982 or Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The Riverside County Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County Planner Mr. Russell Brady at (951) 955-3025.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to jguerin@rivco.org or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: May 14, 2020

TIME OF HEARING: 9:30 A.M.

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via Livestream on our website at www.rcaluc.org or on channels Frontier Fios channel 36 and AT&T U-Verse channel 99. The public may join and speak by telephone conference. Toll free number at (669) 900-6833, Zoom Meeting ID. 948 2720 1722. Passcode 011630. Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.

CASE DESCRIPTION:

ZAP1049TH20 – Thermal Operating Company, LLC (Representative: Fayres Hall, Albert A. Webb and Associates) – County of Riverside Case No. PP24690R3 (Revised Plot Plan). The applicant is proposing to develop a new 16,800 square foot two-story “middle paddock” garage with lounge (tables and chairs) for track viewing and dining and offices on the second floor, within the existing Thermal Club facility located southerly of Avenue 60, westerly of Polk Street, northerly of Avenue 62, and easterly of Tyler Street. (The overall Plot Plan includes land within Compatibility Zones B1, C, and D of the Jacqueline Cochran Regional Airport Influence Area; the proposed additional building is located in Compatibility Zone C.)



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

30 CRA

ALUC CASE NUMBER: ZAP1049TH20 DATE SUBMITTED: February 24, 2020

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

| | | | |
|-----------------|--|--------------|---------------------------|
| Applicant | JTM Land Company, LLC C/O Mark Vasey | Phone Number | 310-486-4474 |
| Mailing Address | 1983 W 190th Street, Suite 100 Torrance, CA 90504 | Email | tim@tetm.com / m@tetm.com |

| | | | |
|-----------------|---|--------------|--------------------------------|
| Representative | Albert A WEBB Associates | Phone Number | 951-248-4200 |
| Mailing Address | 3788 McCray Street Riverside, CA 92506 | Email | fayres.hall@webbassociates.com |

| | | | |
|-----------------|--|--------------|---------------------------|
| Property Owner | JTM Land Company, LLC C/O Tim Rogers | Phone Number | 310-486-4474 |
| Mailing Address | 1983 W 190th Street, Suite 100 Torrance, CA 90504 | Email | tim@tetm.com / m@tetm.com |

LOCAL JURISDICTION AGENCY

| | | | |
|-------------------------|--|--|--------------------|
| Local Agency Name | Riverside County | Phone Number | 951-955-0314 |
| Staff Contact | Jason Killebrew | Email | jkillebr@rivco.org |
| Mailing Address | 4080 Lemon Street Riverside, CA 92501 | Case Type | Revised Plot Plan |
| Local Agency Project No | PP24690R3 | <input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input checked="" type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other | |

PROJECT LOCATION

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

| | | | |
|-----------------------|---|---|--|
| Street Address | 86030 62nd Avenue, Thermal, CA 92774 N of Avenue 62, S of Avenue 60, E of Tyler Street, W of Polk Street | Gross Parcel Size | 139.26 acres |
| Assessor's Parcel No. | portion of 759-180-013 | Nearest Airport and distance from Airport | jacqueline cochran Approx. 3,000 feet from proposed garage to airport |
| Subdivision Name | PM36293-2 | | |
| Lot Number | Portion of Lot 226 | | |

PROJECT DESCRIPTION

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

Existing Land Use (describe) Racetrack

| | | | |
|--------------------------------------|--|------------------------------|--|
| Proposed Land Use (describe) | The addition of a second trackside garage west of the Motorsports Village within ALUC Zone C. | | |
| For Residential Uses | Number of Parcels or Units on Site (exclude secondary units) | N/A | |
| For Other Land Uses (See Appendix C) | Hours of Operation | Private use only | |
| | Number of People on Site | N/A | Maximum Number N/A |
| | Method of Calculation | N/A | |
| Height Data | Site Elevation (above mean sea level) | 352 | ft. |
| | Height of buildings or structures (from the ground) | 126' | ft. |
| Flight Hazards | Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | if yes, describe | _____ | |
| | | _____ | |
| | | _____ | |

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

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

C. **SUBMISSION PACKAGE:**

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.6 ~~3-5~~

HEARING DATE: June 11, 2020 (continued from May 14, 2020)

CASE NUMBER: ZAP1047RG20 - City of Riverside (Representatives: David Murray and Matthew Taylor)

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO: P20-0068 (Zoning Code Amendment)

MAJOR ISSUES: ~~None.~~ *The proposed amendment was discussed at the May 14 Commission hearing. Commissioners expressed concerns regarding the impact that the amendment could potentially have on the numbers of people exposed to noise and safety hazards in the inner zones around airports in the City of Riverside. A motion to find the proposal consistent failed on a 3-3 vote. The Commission continued the matter to June 11, directing staff to work with the City to determine whether the reference to “public safety” in the Government Code could allow for a different approach in those inner zones.*

Staff proposed an amendment that would limit the total number of accessory and junior accessory units on a lot in Compatibility Zones A, B1, B2, C, C1, or C2 to one unit, rather than two. The Riverside City Planner consulted with a representative of the State Department of Housing and Community Development, who indicated that such a limit would not be acceptable.

Staff would note that the Countywide Policies already exclude secondary units from consideration when determining density. The addition would be the possibility of a junior accessory dwelling unit in addition to an accessory dwelling unit. The junior accessory dwelling unit would, however, be required to be in the same structure as the primary dwelling unit.

RECOMMENDATIONS:

Staff recommends that the Commission ~~reopen~~ *reopen* the public hearing, consider testimony, and find the proposed City of Riverside Zoning Code Amendment CONSISTENT with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and the 2004 Flabob Airport Land Use Compatibility Plan.

PROJECT DESCRIPTION:

The City of Riverside proposes to amend Title 19 (Zoning) of the Riverside Municipal Code to

achieve consistency with recently enacted State laws relating to Family Day Care Homes, Accessory Dwelling Units (formerly known as Second Units), Junior Accessory Dwelling Units, Tiny Homes, and Tiny Home Communities.

BACKGROUND:

Accessory Dwelling Units

On February 14, 2019, the Riverside County Airport Land Use Commission (ALUC) found City of Riverside Case No. P18-0865, a proposal to amend the provisions of Title 19 of the Riverside Municipal Code relating to Accessory Dwelling Units (ADUs) (formerly known as Second Units), **CONSISTENT** with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and the 2004 Flabob Airport Land Use Compatibility Plan. This amendment was adopted by the Riverside City Council on February 19, 2019.

Prior to that time, ADUs were allowable only in the City's R-1 and RE zones. Pursuant to that amendment, ADUs are now also allowed in the: (1) MU-N, MU-U, and MU-V zones in the same circumstances as in the R-1 and RE zones; (2) in the R-3 and R-4 zones on existing legal lots not greater than 0.25 acre in area in conjunction with an existing or proposed primary single-family residence, and in the RR, RA-5, and R-5 zones IF located entirely within the existing space of a single-family residence or an existing legal accessory structure. The amendment also deleted parking requirements for ADUs, subject to the provision that conversion of a garage to an ADU would require replacement parking for the primary dwelling unit. Additionally, the amendment specified that only a building permit (not a Planning approval) would be required for an ADU contained within the existing space of a structure located in a single-family residential zone that has not been constructed or altered within the preceding six months, provided that the ADU has independent exterior access separate from the existing residence and that the side and rear setbacks for the ADU are sufficient for fire safety.

The current proposal adds an additional land use type, junior accessory dwelling units (JADUs). JADUs are located within the walls of the existing or proposed primary dwelling, do not exceed 500 square feet in floor area, and must include cooking facilities with appliances, a food preparation counter and storage cabinets "that are of reasonable size in relation to the size of the JADU. The JADU may have separate sanitation facilities or shared sanitation facilities with the existing dwelling.

The current proposal allows for ADUs and JADUs in all residential zones, including all multi-family and mixed-use zones that include an existing or proposed dwelling. Section 19.442.030 is thoroughly rewritten to conform to the requirements of the more recently adopted State law.

Prior to the 2019 amendment, new ADUs were required to meet the minimum building setback

requirements of the underlying zone. The 2019 amendment required ADUs attached to a single-family dwelling and ADUs contained within the existing space of a single-family dwelling to meet the minimum building setbacks of the underlying zone for a primary dwelling. Detached ADUs were required to meet the minimum front yard building setback of the underlying zone and have a minimum five-foot side and rear yard building setback. The current proposal requires side and rear yard setbacks for an ADU to be sufficient for fire and safety and to comply with California Government Code Section 65852.2 as amended from time to time.

At present, the number of dwellings permitted on a single lot in any single-family residential zone is limited to two: the primary dwelling and either an ADU or an Accessory Living Quarter. The current proposal would allow the primary dwelling, one ADU, and one JADU.

The current proposal would delete parking requirements for all ADUs and JADUs and delete the requirement for replacement parking for a primary dwelling if a garage is converted to an ADU or if a carport or covered parking space is eliminated in order to provide for an ADU.

In order to facilitate housing, ADUs will now also be allowable in multi-family areas. Up to two new detached ADUs would be permitted on a lot that has an existing multi-family dwelling. Additionally, at least one ADU, but not more than 25% of the existing number of multi-family dwellings, would be permitted within existing structures on lots with multi-family dwelling structures, and these ADUs can include conversions of garages, basements, attics, storage rooms, boiler rooms, and passageways, provided that the ADU complies with building standards for dwellings.

The following currently applicable requirements would be deleted:

- (1) The requirement that ADUs only be permitted on lots conforming to the minimum lot size requirements of the underlying zone for single-family dwellings;
- (2) The requirement that stand-alone detached ADUs be limited to a single-story and a height of 20 feet;
- (3) The requirement that either the primary single-family dwelling or the ADU be occupied by the owner of the property.

Family Day Care Homes

At present, Chapter 19.910.050 of the Riverside Municipal Code defines a “small family Day care home” as “a home that provides family day care for up to six children, including children under the age of ten years who reside at the home [or] up to eight children [if] all of the following conditions are met: (1) at least one child is enrolled in and attending kindergarten or elementary school and a second child is at least six years of age; (2) no more than two infants are cared for during any time when more than six children are cared for; (3) the licensee notifies each parent that the family is caring for two additional school-age children and that there may be up to seven or eight children in

the home at one time; (4) the licensees obtain the written consent of the property owner when the family day care home is operated on property that is leased or rented (see California Health and Safety Code Section 1596.78 c and Section 1597.44).”

Chapter 19.910.050 defines a “large family Day care home” as “a home that provides family day care for seven to 12 children, inclusive, including children under the age of ten years who reside at the home [or] up to 14 children [if] all of the following conditions are met: (1) at least one child is enrolled in and attending kindergarten or elementary school and a second child is at least six years of age; (2) no more than three infants are cared for during any time when more than 12 children are being cared for; (3) the licensee notifies a parent that the family is caring for two additional school-age children and that there may be up to 13 or 14 children in the home at one time; (4) the licensee obtains the written consent of the property owner when the family day care home is operated on property that is leased or rented (see California Health and Safety Code Section 1596.78 b and Section 1597.465).”

These definitions will be replaced with a single definition of “Family day care home” reading as follows: “Family day care home means a facility that regularly provides care, protection, and supervision for 14 or fewer children, in the provider’s own home, for periods of less than 24 hours per day, while the parents or guardians are away, as defined in Section 1596.78 of the Health and Safety Code as may be amended from time to time.”

At present, small family day care homes are permitted uses in the City’s residential (RC, RA-5, RR, RE, R-1, R-3, and R-4) and mixed use (MU-N, MU-V, and MU-U) zones, while large family day care homes are permitted in the same zones, provided that a large family day care permit is obtained. The proposed amendment would eliminate the City permit requirement. (This does not affect the requirement for the State license.)

Tiny Homes and Tiny Home Communities

This proposal would simplify the definition of “tiny homes.” At present, they are defined as structures “constructed on a chassis, intended for separate, independent living quarters that meets all of the following conditions:

1. The unit cannot (and is designed not to) move under its own power. When sited on a parcel the wheels and undercarriage shall be skirted;
2. No larger than allowed by California State Law for movement on public highways;
3. Has at least 100 square feet of first floor interior living space;
4. Is a self-contained unit which includes basic functional areas that support normal daily routines such as cooking, sleeping, and toiletry;
5. Is designed and built to look like a conventional building structure;
6. Shall be licensed and registered with the California Department of Motor Vehicles and meet the American National Standards Institute 119.5 or National Fire Protection Association 1192 requirements;

7. Served by underground utilities;
8. A tiny home is not a recreational vehicle as defined in the Zoning Code.”

In order to provide for the possibility of tiny homes being installed on a foundation, this proposed amendment would distinguish between “Tiny home (chassis)” and “Tiny home (foundation)”. “Tiny home (foundation)” would be defined as “a dwelling unit that is factory or site-built on a permanent foundation in accordance with applicable codes, laws, and regulations.”

The City proposes to amend the definition of a mobile home to delete the minimum floor area requirement of 250 square feet. The revised definition of “Mobile home” would be “a State licensed or registered moveable or transportable vehicle, other than a motor vehicle, designed as a permanent structure intended for occupancy by one family, and having no foundation other than jacks, piers, wheels or skirtings in accordance with applicable standards and meeting the requirements of the California Department of Housing and Community Development.” “Tiny home – chassis” would then be “See mobile home.”

The definition of “Tiny home community” would be revised as “a group of tiny homes, constructed either on a chassis or on a foundation, that are arranged in common relationship to one another, usually surrounding a shared common open space area.”

Presently, Section 19.100.070A of the Riverside Municipal Code requires a minimum floor area of 400 square feet per dwelling unit in the R-3 and R-4 zones, with an additional 100 square feet for each bedroom, unless developed as part of a tiny home community. This proposed amendment would delete the reference to specific minimum floor area requirements, revising the subsection to state as follows: “The minimum floor area per dwelling unit in the R-3 and R-4 zones shall meet the minimum standards of the California Building Code.”

Section 19.150.020.A. the Permitted Uses Table, would be amended to provide for communities consisting of tiny homes on foundations as permitted uses in the R-3 and R-4 zones. Section 19.100.010G describing R-3 zones would be amended to include such tiny home communities as an expected land use in these zones. Currently, manufactured dwellings are permitted uses in the RC, RA-5, RR, RE, R-1, and MU-N zones, but tiny home communities are only permitted as incidental uses to “assemblies of people – non-entertainment,” and then only with approval of a conditional use permit.

Section 19.100.070K, which requires a minimum distance between buildings in the R-3 and R-4 zones of 15 feet, would be amended to permit a five foot distance between buildings within a Tiny Home community.

Communities of tiny homes on chassis would be allowed a density of up to 20 dwelling units per acre, subject to maximum land use intensity criteria pursuant to an applicable Airport Land Use Compatibility Plan.

Miscellaneous Changes

At present, Section 19.210.020A. states that the Mobile Home Park Overlay Zone may only be applied in combination with a base zone of R-1-7,000. The proposed amendment would allow this overlay to be applied to lands zoned RR, RE, and R-1.

ADDITIONAL NOTES:

Staff contacted the California Division of Aeronautics on May 27, 2020 and discussed the general concern regarding the potential increase in persons exposed to aircraft accident hazards that could result from having three dwelling units on a single-family residential lot with Mr. Jeffrey Spencer. Mr. Spencer noted that, for jurisdictions whose General Plans have not been granted a finding of General Plan consistency, ALUC could request official review of any land use action (including ministerial actions, such as those involving ADUs and JADUs) and issue findings of inconsistency, which would then require an overrule for the jurisdiction to proceed with such action. However, the City of Riverside has obtained determinations of consistency with applicable Compatibility Plans. He also suggested that ALUC might want to monitor upcoming legislation.

Y:\AIRPORTCASEFILES\Regional\ZAP1047RG20\ZAP1047RG20srjune.doc

Guerin, John

From: Kopaskie-Brown, Mary <MKopaskie-Brown@riversideca.gov>
Sent: Tuesday, May 26, 2020 7:55 AM
To: Guerin, John; Housman, Simon
Cc: Murray, David; Taylor, Matthew; Rull, Paul; Flores, Robert; John D. Lyon
Subject: RE: [External] RE: ALUC Commissioners Decision Today - Related to Family Day Care Homes, ADUs and Tiny Homes
Attachments: ADU - Section 1. Section 65852.2.pdf; JADU - Section 2. Section 65852.22.pdf

Hi John

I spoke with Greg Nickless at the State HCD last week regarding the City's ADU and Junior ADU regulations. The State generally indicated:

- ADUs and JADUs are "invisible" to density.
- Local jurisdictions cannot control the number of people that live in any residential unit whether a primary residence, ADU or JADU. If the property owner established a JADU, that unit is located entirely within the existing residence (primary unit) and the ADU would be required to be a separate, detached unit (secondary unit).
- State legislation would override any local regulations (County, City) to deny the ADU or JADU.

Attached for your review is the State legislation related to ADUs and JADUs with specific sections highlighted to emphasize the above:

- 1) In the ADU legislation (yellow highlight) you indicated the section that would allow for a reduction of density based on public safety:
65852.2.(a) (1) A local agency may, by ordinance, provide for the creation of accessory dwelling units in areas zoned to allow single-family or multifamily dwelling residential use. The ordinance shall do all of the following:
(A) Designate areas within the jurisdiction of the local agency where accessory dwelling units may be permitted. The designation of areas may be based on the adequacy of water and sewer services and the impact of accessory dwelling units on traffic flow and public safety. A local agency that does not provide water or sewer services shall consult with the local water or sewer service provider regarding the adequacy of water and sewer services before designating an area where accessory dwelling units may be permitted.
- 2) Also in the ADU legislation (green highlight)
(5) No other local ordinance, policy, or regulation shall be the basis for the delay or denial of a building permit or a use permit under this subdivision.
(8) An accessory dwelling unit that conforms to this subdivision shall be deemed to be an accessory use or an accessory building and shall not be considered to exceed the allowable density for the lot upon which it is located, and shall be deemed to be a residential use that is consistent with the existing general plan and zoning designations for the lot. The accessory dwelling unit shall not be considered in the application of any local ordinance, policy, or program to limit residential growth.
- 3) In the JADU legislation (green highlight)
(d) For purposes of any fire or life protection ordinance or regulation, a junior accessory dwelling unit shall not be considered a separate or new dwelling unit. This section shall not be construed to prohibit a city, county, city and county, or other local public entity from adopting an ordinance or regulation relating to fire and life protection requirements within a single-family residence that contains a junior accessory dwelling unit so long as the ordinance or regulation applies uniformly to all single-family residences within the zone regardless of whether the single-family residence includes a junior accessory dwelling unit or not.

We are happy to discuss, but believe that the City's updated Title 19-Zoning complies with the State law.

Mary Kopaskie-Brown AICP, MCIP, OPPI
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From: Guerin, John <JGUERIN@RIVCO.ORG>
Sent: Friday, May 15, 2020 7:24 AM
To: Kopaskie-Brown, Mary <MKopaskie-Brown@riversideca.gov>; Housman, Simon <shousman@rivco.org>
Cc: Murray, David <DMurray@riversideca.gov>; Taylor, Matthew <MTaylor@riversideca.gov>; Rull, Paul <PRull@RIVCO.ORG>; Flores, Robert <rflores@RIVCO.ORG>; John D. Lyon <johndlyon@yahoo.com>
Subject: [External] RE: ALUC Commissioners Decision Today - Related to Family Day Care Homes, ADUs and Tiny Homes

Section 65852.2(a)(1)(A) states that the ordinance shall “Designate areas within the jurisdiction of the local agency where accessory dwelling units may be permitted. The designation of areas may be based on ... the impact of accessory dwelling units on traffic flow and public safety.”

The Commission recognizes that the text of the Compatibility Plan excludes secondary units from ALUC review; however, this provision was included based on the understanding that only one secondary unit would be placed on a single-family lot. The Commission has no intent to take away the rights of property owners to one secondary unit, but, based on considerations for limiting density in areas subject to hazards, including potential hazards from aircraft accidents, we would suggest that the ordinance limit the total number of ADUs and JADUs on a lot within Airport Compatibility Zones A, B1, B2, C, C1, and C2 of an adopted Airport Land Use Compatibility Plan to one such unit (either ADU or JADU); provided, however, that should any such lot be partially within one or more such zones and partially outside all such zones, said limitation shall not apply to those portions of such lot outside all such Compatibility Zones.

From: Kopaskie-Brown, Mary [<mailto:MKopaskie-Brown@riversideca.gov>]
Sent: Thursday, May 14, 2020 2:28 PM
To: Housman, Simon <shousman@rivco.org>; Guerin, John <JGUERIN@RIVCO.ORG>
Cc: Murray, David <DMurray@riversideca.gov>; Taylor, Matthew <MTaylor@riversideca.gov>
Subject: ALUC Commissioners Decision Today - Related to Family Day Care Homes, ADUs and Tiny Homes

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Good afternoon Simon and John

We understand that the Airport Land Use Commission today continued the City’s item related to Family Day Care Homes, ADUs and Tiny Homes (ZAP1047RG20). We also understand that the Commission requested that ALUC staff work with the City to determine if there are “public safety provisions” in the Statute that would allow Riverside to exclude Zones A, B and C from the revised regulations.

Attached, please find State legislative changes per AB 881 and AB 68 (yellow highlighted areas are in effect today). Please let us know the reference that you think may be applicable to apply as we believe we are required to allow ADUs anywhere in the City.

Can we have a conference call on Thursday, May 21, 2020 so we can prepare for the June 11, 2020 ALUC meeting? We have moved our City Council item from May 19, 2020 to July 7, 2020 and would like to finalize ASAP.

Thank you for your help!

Mary Kopaskie Brown, AICP, MCIP, OPPI
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RiversideCA.gov

Our Collective Mission: Ensure the well-being of residents, employees, and visitors in the City of Riverside by limiting the spread of COVID-19. Stay Home, Maintain Your Space, Cover Your Face.

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County of Riverside California

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GOVERNMENT CODE - GOV

TITLE 7. PLANNING AND LAND USE [65000 - 66499.58] (*Heading of Title 7 amended by Stats. 1974, Ch. 1536.*)

DIVISION 1. PLANNING AND ZONING [65000 - 66301] (*Heading of Division 1 added by Stats. 1974, Ch. 1536.*)

CHAPTER 4. Zoning Regulations [65800 - 65912] (*Chapter 4 repealed and added by Stats. 1965, Ch. 1880.*)

ARTICLE 2. Adoption of Regulations [65850 - 65863.13] (*Article 2 added by Stats. 1965, Ch. 1880.*)

65852.2. (a) (1) A local agency may, by ordinance, provide for the creation of accessory dwelling units in areas zoned to allow single-family or multifamily dwelling residential use. The ordinance shall do all of the following:

(A) Designate areas within the jurisdiction of the local agency where accessory dwelling units may be permitted. The designation of areas may be based on the adequacy of water and sewer services and the impact of accessory dwelling units on traffic flow and public safety. A local agency that does not provide water or sewer services shall consult with the local water or sewer service provider regarding the adequacy of water and sewer services before designating an area where accessory dwelling units may be permitted.

(B) (i) Impose standards on accessory dwelling units that include, but are not limited to, parking, height, setback, landscape, architectural review, maximum size of a unit, and standards that prevent adverse impacts on any real property that is listed in the California Register of Historic Resources. These standards shall not include requirements on minimum lot size.

(ii) Notwithstanding clause (i), a local agency may reduce or eliminate parking requirements for any accessory dwelling unit located within its jurisdiction.

(C) Provide that accessory dwelling units do not exceed the allowable density for the lot upon which the accessory dwelling unit is located, and that accessory dwelling units are a residential use that is consistent with the existing general plan and zoning designation for the lot.

(D) Require the accessory dwelling units to comply with all of the following:

(i) The accessory dwelling unit may be rented separate from the primary residence, but may not be sold or otherwise conveyed separate from the primary residence.

(ii) The lot is zoned to allow single-family or multifamily dwelling residential use and includes a proposed or existing dwelling.

(iii) The accessory dwelling unit is either attached to, or located within, the proposed or existing primary dwelling, including attached garages, storage areas or similar uses, or an accessory structure or detached from the proposed or existing primary dwelling and located on the same lot as the proposed or existing primary dwelling.

(iv) If there is an existing primary dwelling, the total floor area of an attached accessory dwelling unit shall not exceed 50 percent of the existing primary dwelling.

(v) The total floor area for a detached accessory dwelling unit shall not exceed 1,200 square feet.

(vi) No passageway shall be required in conjunction with the construction of an accessory dwelling unit.

(vii) No setback shall be required for an existing living area or accessory structure or a structure constructed in the same location and to the same dimensions as an existing structure that is converted to an accessory dwelling unit or to a portion of an accessory dwelling unit, and a setback of no more than four feet from the side and rear lot lines shall be required for an accessory dwelling unit

that is not converted from an existing structure or a new structure constructed in the same location and to the same dimensions as an existing structure.

(viii) Local building code requirements that apply to detached dwellings, as appropriate.

(ix) Approval by the local health officer where a private sewage disposal system is being used, if required.

(x) (I) Parking requirements for accessory dwelling units shall not exceed one parking space per accessory dwelling unit or per bedroom, whichever is less. These spaces may be provided as tandem parking on a driveway.

(II) Offstreet parking shall be permitted in setback areas in locations determined by the local agency or through tandem parking, unless specific findings are made that parking in setback areas or tandem parking is not feasible based upon specific site or regional topographical or fire and life safety conditions.

(III) This clause shall not apply to an accessory dwelling unit that is described in subdivision (d).

(xi) When a garage, carport, or covered parking structure is demolished in conjunction with the construction of an accessory dwelling unit or converted to an accessory dwelling unit, the local agency shall not require that those offstreet parking spaces be replaced.

(xii) Accessory dwelling units shall not be required to provide fire sprinklers if they are not required for the primary residence.

(2) The ordinance shall not be considered in the application of any local ordinance, policy, or program to limit residential growth.

(3) A permit application for an accessory dwelling unit or a junior accessory dwelling unit shall be considered and approved ministerially without discretionary review or a hearing, notwithstanding Section 65901 or 65906 or any local ordinance regulating the issuance of variances or special use permits. The permitting agency shall act on the application to create an accessory dwelling unit or a junior accessory dwelling unit within 60 days from the date the local agency receives a completed application if there is an existing single-family or multifamily dwelling on the lot. If the permit application to create an accessory dwelling unit or a junior accessory dwelling unit is submitted with a permit application to create a new single-family dwelling on the lot, the permitting agency may delay acting on the permit application for the accessory dwelling unit or the junior accessory dwelling unit until the permitting agency acts on the permit application to create the new single-family dwelling, but the application to create the accessory dwelling unit or junior accessory dwelling unit shall be considered without discretionary review or hearing. If the applicant requests a delay, the 60-day time period shall be tolled for the period of the delay. A local agency may charge a fee to reimburse it for costs incurred to implement this paragraph, including the costs of adopting or amending any ordinance that provides for the creation of an accessory dwelling unit.

(4) An existing ordinance governing the creation of an accessory dwelling unit by a local agency or an accessory dwelling ordinance adopted by a local agency shall provide an approval process that includes only ministerial provisions for the approval of accessory dwelling units and shall not include any discretionary processes, provisions, or requirements for those units, except as otherwise provided in this subdivision. If a local agency has an existing accessory dwelling unit ordinance that fails to meet the requirements of this subdivision, that ordinance shall be null and void and that agency shall thereafter apply the standards established in this subdivision for the approval of accessory dwelling units, unless and until the agency adopts an ordinance that complies with this section.

(5) No other local ordinance, policy, or regulation shall be the basis for the delay or denial of a building permit or a use permit under this subdivision.

(6) This subdivision establishes the maximum standards that local agencies shall use to evaluate a proposed accessory dwelling unit on a lot that includes a proposed or existing single-family dwelling. No additional standards, other than those provided in this subdivision, shall be used or imposed, including any owner-occupant requirement, except that a local agency may require that the property be used for rentals of terms longer than 30 days.

(7) A local agency may amend its zoning ordinance or general plan to incorporate the policies, procedures, or other provisions applicable to the creation of an accessory dwelling unit if these provisions are consistent with the limitations of this subdivision.

(8) An accessory dwelling unit that conforms to this subdivision shall be deemed to be an accessory use or an accessory building and shall not be considered to exceed the allowable density for the lot upon which it is located, and shall be deemed to be a residential

use that is consistent with the existing general plan and zoning designations for the lot. The accessory dwelling unit shall not be considered in the application of any local ordinance, policy, or program to limit residential growth.

(b) When a local agency that has not adopted an ordinance governing accessory dwelling units in accordance with subdivision (a) receives an application for a permit to create an accessory dwelling unit pursuant to this subdivision, the local agency shall approve or disapprove the application ministerially without discretionary review pursuant to subdivision (a). The permitting agency shall act on the application to create an accessory dwelling unit or a junior accessory dwelling unit within 60 days from the date the local agency receives a completed application if there is an existing single-family or multifamily dwelling on the lot. If the permit application to create an accessory dwelling unit or a junior accessory dwelling unit is submitted with a permit application to create a new single-family dwelling on the lot, the permitting agency may delay acting on the permit application for the accessory dwelling unit or the junior accessory dwelling unit until the permitting agency acts on the permit application to create the new single-family dwelling, but the application to create the accessory dwelling unit or junior accessory dwelling unit shall still be considered ministerially without discretionary review or a hearing. If the applicant requests a delay, the 60-day time period shall be tolled for the period of the delay. If the local agency has not acted upon the completed application within 60 days, the application shall be deemed approved.

(c) (1) Subject to paragraph (2), a local agency may establish minimum and maximum unit size requirements for both attached and detached accessory dwelling units.

(2) Notwithstanding paragraph (1), a local agency shall not establish by ordinance any of the following:

(A) A minimum square footage requirement for either an attached or detached accessory dwelling unit that prohibits an efficiency unit.

(B) A maximum square footage requirement for either an attached or detached accessory dwelling unit that is less than either of the following:

(i) 850 square feet.

(ii) 1,000 square feet for an accessory dwelling unit that provides more than one bedroom.

(C) Any other minimum or maximum size for an accessory dwelling unit, size based upon a percentage of the proposed or existing primary dwelling, or limits on lot coverage, floor area ratio, open space, and minimum lot size, for either attached or detached dwellings that does not permit at least an 800 square foot accessory dwelling unit that is at least 16 feet in height with four-foot side and rear yard setbacks to be constructed in compliance with all other local development standards.

(d) Notwithstanding any other law, a local agency, whether or not it has adopted an ordinance governing accessory dwelling units in accordance with subdivision (a), shall not impose parking standards for an accessory dwelling unit in any of the following instances:

(1) The accessory dwelling unit is located within one-half mile walking distance of public transit.

(2) The accessory dwelling unit is located within an architecturally and historically significant historic district.

(3) The accessory dwelling unit is part of the proposed or existing primary residence or an accessory structure.

(4) When on-street parking permits are required but not offered to the occupant of the accessory dwelling unit.

(5) When there is a car share vehicle located within one block of the accessory dwelling unit.

(e) (1) Notwithstanding subdivisions (a) to (d), inclusive, a local agency shall ministerially approve an application for a building permit within a residential or mixed-use zone to create any of the following:

(A) One accessory dwelling unit or junior accessory dwelling unit per lot with a proposed or existing single-family dwelling if all of the following apply:

(i) The accessory dwelling unit or junior accessory dwelling unit is within the proposed space of a single-family dwelling or existing space of a single-family dwelling or accessory structure and may include an expansion of not more than 150 square feet beyond the same physical dimensions as the existing accessory structure. An expansion beyond the physical dimensions of the existing accessory structure shall be limited to accommodating ingress and egress.

- (ii) The space has exterior access from the proposed or existing single-family dwelling.
 - (iii) The side and rear setbacks are sufficient for fire and safety.
 - (iv) The junior accessory dwelling unit complies with the requirements of Section 65852.22.
- (B) One detached, new construction, accessory dwelling unit that does not exceed four-foot side and rear yard setbacks for a lot with a proposed or existing single-family dwelling. The accessory dwelling unit may be combined with a junior accessory dwelling unit described in subparagraph (A). A local agency may impose the following conditions on the accessory dwelling unit:
- (i) A total floor area limitation of not more than 800 square feet.
 - (ii) A height limitation of 16 feet.
- (C) (i) Multiple accessory dwelling units within the portions of existing multifamily dwelling structures that are not used as livable space, including, but not limited to, storage rooms, boiler rooms, passageways, attics, basements, or garages, if each unit complies with state building standards for dwellings.
- (ii) A local agency shall allow at least one accessory dwelling unit within an existing multifamily dwelling and shall allow up to 25 percent of the existing multifamily dwelling units.
- (D) Not more than two accessory dwelling units that are located on a lot that has an existing multifamily dwelling, but are detached from that multifamily dwelling and are subject to a height limit of 16 feet and four-foot rear yard and side setbacks.
- (2) A local agency shall not require, as a condition for ministerial approval of a permit application for the creation of an accessory dwelling unit or a junior accessory dwelling unit, the correction of nonconforming zoning conditions.
 - (3) The installation of fire sprinklers shall not be required in an accessory dwelling unit if sprinklers are not required for the primary residence.
 - (4) A local agency shall require that a rental of the accessory dwelling unit created pursuant to this subdivision be for a term longer than 30 days.
 - (5) A local agency may require, as part of the application for a permit to create an accessory dwelling unit connected to an onsite water treatment system, a percolation test completed within the last five years, or, if the percolation test has been recertified, within the last 10 years.
 - (6) Notwithstanding subdivision (c) and paragraph (1) a local agency that has adopted an ordinance by July 1, 2018, providing for the approval of accessory dwelling units in multifamily dwelling structures shall ministerially consider a permit application to construct an accessory dwelling unit that is described in paragraph (1), and may impose standards including, but not limited to, design, development, and historic standards on said accessory dwelling units. These standards shall not include requirements on minimum lot size.
- (f) (1) Fees charged for the construction of accessory dwelling units shall be determined in accordance with Chapter 5 (commencing with Section 66000) and Chapter 7 (commencing with Section 66012).
- (2) An accessory dwelling unit shall not be considered by a local agency, special district, or water corporation to be a new residential use for purposes of calculating connection fees or capacity charges for utilities, including water and sewer service, unless the accessory dwelling unit was constructed with a new single-family dwelling.
 - (3) (A) A local agency, special district, or water corporation shall not impose any impact fee upon the development of an accessory dwelling unit less than 750 square feet. Any impact fees charged for an accessory dwelling unit of 750 square feet or more shall be charged proportionately in relation to the square footage of the primary dwelling unit.
 - (B) For purposes of this paragraph, "impact fee" has the same meaning as the term "fee" is defined in subdivision (b) of Section 66000, except that it also includes fees specified in Section 66477. "Impact fee" does not include any connection fee or capacity charge charged by a local agency, special district, or water corporation.
 - (4) For an accessory dwelling unit described in subparagraph (A) of paragraph (1) of subdivision (e), a local agency, special district, or water corporation shall not require the applicant to install a new or separate utility connection directly between the accessory

dwelling unit and the utility or impose a related connection fee or capacity charge, unless the accessory dwelling unit was constructed with a new single-family home.

(5) For an accessory dwelling unit that is not described in subparagraph (A) of paragraph (1) of subdivision (e), a local agency, special district, or water corporation may require a new or separate utility connection directly between the accessory dwelling unit and the utility. Consistent with Section 66013, the connection may be subject to a connection fee or capacity charge that shall be proportionate to the burden of the proposed accessory dwelling unit, based upon either its square feet or the number of its drainage fixture unit (DFU) values, as defined in the Uniform Plumbing Code adopted and published by the International Association of Plumbing and Mechanical Officials, upon the water or sewer system. This fee or charge shall not exceed the reasonable cost of providing this service.

(g) This section does not limit the authority of local agencies to adopt less restrictive requirements for the creation of an accessory dwelling unit.

(h) (1) A local agency shall submit a copy of the ordinance adopted pursuant to subdivision (a) to the Department of Housing and Community Development within 60 days after adoption. After adoption of an ordinance, the department may submit written findings to the local agency as to whether the ordinance complies with this section.

(2) (A) If the department finds that the local agency's ordinance does not comply with this section, the department shall notify the local agency and shall provide the local agency with a reasonable time, no longer than 30 days, to respond to the findings before taking any other action authorized by this section.

(B) The local agency shall consider the findings made by the department pursuant to subparagraph (A) and shall do one of the following:

(i) Amend the ordinance to comply with this section.

(ii) Adopt the ordinance without changes. The local agency shall include findings in its resolution adopting the ordinance that explain the reasons the local agency believes that the ordinance complies with this section despite the findings of the department.

(3) (A) If the local agency does not amend its ordinance in response to the department's findings or does not adopt a resolution with findings explaining the reason the ordinance complies with this section and addressing the department's findings, the department shall notify the local agency and may notify the Attorney General that the local agency is in violation of state law.

(B) Before notifying the Attorney General that the local agency is in violation of state law, the department may consider whether a local agency adopted an ordinance in compliance with this section between January 1, 2017, and January 1, 2020.

(i) The department may review, adopt, amend, or repeal guidelines to implement uniform standards or criteria that supplement or clarify the terms, references, and standards set forth in this section. The guidelines adopted pursuant to this subdivision are not subject to Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2.

(j) As used in this section, the following terms mean:

(1) "Accessory dwelling unit" means an attached or a detached residential dwelling unit that provides complete independent living facilities for one or more persons and is located on a lot with a proposed or existing primary residence. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family or multifamily dwelling is or will be situated. An accessory dwelling unit also includes the following:

(A) An efficiency unit.

(B) A manufactured home, as defined in Section 18007 of the Health and Safety Code.

(2) "Accessory structure" means a structure that is accessory and incidental to a dwelling located on the same lot.

(3) "Efficiency unit" has the same meaning as defined in Section 17958.1 of the Health and Safety Code.

(4) "Living area" means the interior habitable area of a dwelling unit, including basements and attics, but does not include a garage or any accessory structure.

(5) "Local agency" means a city, county, or city and county, whether general law or chartered.

(6) "Neighborhood" has the same meaning as set forth in Section 65589.5.

(7) "Nonconforming zoning condition" means a physical improvement on a property that does not conform with current zoning standards.

(8) "Passageway" means a pathway that is unobstructed clear to the sky and extends from a street to one entrance of the accessory dwelling unit.

(9) "Proposed dwelling" means a dwelling that is the subject of a permit application and that meets the requirements for permitting.

(10) "Public transit" means a location, including, but not limited to, a bus stop or train station, where the public may access buses, trains, subways, and other forms of transportation that charge set fares, run on fixed routes, and are available to the public.

(11) "Tandem parking" means that two or more automobiles are parked on a driveway or in any other location on a lot, lined up behind one another.

(k) A local agency shall not issue a certificate of occupancy for an accessory dwelling unit before the local agency issues a certificate of occupancy for the primary dwelling.

(l) Nothing in this section shall be construed to supersede or in any way alter or lessen the effect or application of the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code), except that the local government shall not be required to hold public hearings for coastal development permit applications for accessory dwelling units.

(m) A local agency may count an accessory dwelling unit for purposes of identifying adequate sites for housing, as specified in subdivision (a) of Section 65583.1, subject to authorization by the department and compliance with this division.

(n) In enforcing building standards pursuant to Article 1 (commencing with Section 17960) of Chapter 5 of Part 1.5 of Division 13 of the Health and Safety Code for an accessory dwelling unit described in paragraph (1) or (2) below, a local agency, upon request of an owner of an accessory dwelling unit for a delay in enforcement, shall delay enforcement of a building standard, subject to compliance with Section 17980.12 of the Health and Safety Code:

(1) The accessory dwelling unit was built before January 1, 2020.

(2) The accessory dwelling unit was built on or after January 1, 2020, in a local jurisdiction that, at the time the accessory dwelling unit was built, had a noncompliant accessory dwelling unit ordinance, but the ordinance is compliant at the time the request is made.

(o) This section shall remain in effect only until January 1, 2025, and as of that date is repealed.

(Amended by Stats. 2019, Ch. 659, Sec. 1.5. (AB 881) Effective January 1, 2020. Repealed as of January 1, 2025, by its own provisions. See later operative version added by Sec. 2.5 of Stats. 2019, Ch. 659.)



GOVERNMENT CODE - GOV

TITLE 7. PLANNING AND LAND USE [65000 - 66499.58] (*Heading of Title 7 amended by Stats. 1974, Ch. 1536.*)

DIVISION 1. PLANNING AND ZONING [65000 - 66301] (*Heading of Division 1 added by Stats. 1974, Ch. 1536.*)

CHAPTER 4. Zoning Regulations [65800 - 65912] (*Chapter 4 repealed and added by Stats. 1965, Ch. 1880.*)

ARTICLE 2. Adoption of Regulations [65850 - 65863.13] (*Article 2 added by Stats. 1965, Ch. 1880.*)

65852.22. (a) Notwithstanding Section 65852.2, a local agency may, by ordinance, provide for the creation of junior accessory dwelling units in single-family residential zones. The ordinance may require a permit to be obtained for the creation of a junior accessory dwelling unit, and shall do all of the following:

(1) Limit the number of junior accessory dwelling units to one per residential lot zoned for single-family residences with a single-family residence built, or proposed to be built, on the lot.

(2) Require owner-occupancy in the single-family residence in which the junior accessory dwelling unit will be permitted. The owner may reside in either the remaining portion of the structure or the newly created junior accessory dwelling unit. Owner-occupancy shall not be required if the owner is another governmental agency, land trust, or housing organization.

(3) Require the recordation of a deed restriction, which shall run with the land, shall be filed with the permitting agency, and shall include both of the following:

(A) A prohibition on the sale of the junior accessory dwelling unit separate from the sale of the single-family residence, including a statement that the deed restriction may be enforced against future purchasers.

(B) A restriction on the size and attributes of the junior accessory dwelling unit that conforms with this section.

(4) Require a permitted junior accessory dwelling unit to be constructed within the walls of the proposed or existing single-family residence.

(5) Require a permitted junior accessory dwelling to include a separate entrance from the main entrance to the proposed or existing single-family residence.

(6) Require the permitted junior accessory dwelling unit to include an efficiency kitchen, which shall include all of the following:

(A) A cooking facility with appliances.

(B) A food preparation counter and storage cabinets that are of reasonable size in relation to the size of the junior accessory dwelling unit.

(b) (1) An ordinance shall not require additional parking as a condition to grant a permit.

(2) This subdivision shall not be interpreted to prohibit the requirement of an inspection, including the imposition of a fee for that inspection, to determine if the junior accessory dwelling unit complies with applicable building standards.

(c) An application for a permit pursuant to this section shall, notwithstanding Section 65901 or 65906 or any local ordinance regulating the issuance of variances or special use permits, be considered ministerially, without discretionary review or a hearing. The permitting agency shall act on the application to create a junior accessory dwelling unit within 60 days from the date the local agency receives a completed application if there is an existing single-family dwelling on the lot. If the permit application to create a

junior accessory dwelling unit is submitted with a permit application to create a new single-family dwelling on the lot, the permitting agency may delay acting on the permit application for the junior accessory dwelling unit until the permitting agency acts on the permit application to create the new single-family dwelling, but the application to create the junior accessory dwelling unit shall still be considered ministerially without discretionary review or a hearing. If the applicant requests a delay, the 60-day time period shall be tolled for the period of the delay. A local agency may charge a fee to reimburse the local agency for costs incurred in connection with the issuance of a permit pursuant to this section.

(d) For purposes of any fire or life protection ordinance or regulation, a junior accessory dwelling unit shall not be considered a separate or new dwelling unit. This section shall not be construed to prohibit a city, county, city and county, or other local public entity from adopting an ordinance or regulation relating to fire and life protection requirements within a single-family residence that contains a junior accessory dwelling unit so long as the ordinance or regulation applies uniformly to all single-family residences within the zone regardless of whether the single-family residence includes a junior accessory dwelling unit or not.

(e) For purposes of providing service for water, sewer, or power, including a connection fee, a junior accessory dwelling unit shall not be considered a separate or new dwelling unit.

(f) This section shall not be construed to prohibit a local agency from adopting an ordinance or regulation, related to parking or a service or a connection fee for water, sewer, or power, that applies to a single-family residence that contains a junior accessory dwelling unit, so long as that ordinance or regulation applies uniformly to all single-family residences regardless of whether the single-family residence includes a junior accessory dwelling unit.

(g) If a local agency has not adopted a local ordinance pursuant to this section, the local agency shall ministerially approve a permit to construct a junior accessory dwelling unit that satisfies the requirements set forth in subparagraph (A) of paragraph (1) of subdivision (e) of Section 65852.2 and the requirements of this section.

(h) For purposes of this section, the following terms have the following meanings:

(1) "Junior accessory dwelling unit" means a unit that is no more than 500 square feet in size and contained entirely within a single-family residence. A junior accessory dwelling unit may include separate sanitation facilities, or may share sanitation facilities with the existing structure.

(2) "Local agency" means a city, county, or city and county, whether general law or chartered.

(Amended by Stats. 2019, Ch. 655, Sec. 2. (AB 68) Effective January 1, 2020.)

Guerin, John

From: Guerin, John
Sent: Monday, May 11, 2020 5:35 PM
To: John D. Lyon
Cc: Housman, Simon; Mistica, Raymond
Subject: RE: Some questions re item 3.5 on the May 14 Agenda

My initial thoughts:

- 1) The State had not yet coined the terms “accessory dwelling unit” and “junior accessory dwelling unit” at the time of the adoption of the Countywide Policies, but provision for “second units” was already established in state law. Although the County of Riverside is proposing to treat “accessory dwelling units” as different than “second units,” the establishment of the “accessory dwelling unit” at the State level replaced the State’s reference to “second units.” Therefore, I would consider ADUs and JADUs to fall under the category of “secondary units.” “Tiny Homes” would most likely be utilized as “secondary units,” but as proposed by the City of Riverside could be considered simply as small mobile homes. Tiny home communities, except those associated with “assemblies of people, non-entertainment,” would not be secondary units.
- 2) This is a question that the Commission may wish to consider in further depth in the future. It should be noted that this proposed amendment is being done by the City to satisfy the demands of the State Legislature and Department of Housing and Community Development. Generally, there is not a high degree of utilization of the second unit/accessory dwelling unit option on the part of individual homeowners, and traditionally zero utilization by “merchant builders,” although JADUs offer interesting options for inter-generational housing and a possible means of increasing actual density in Zone D. So, while there is a theoretical possibility for a tripling of density (home, ADU, and JADU), such an outcome over an entire area or neighborhood appears to be highly unlikely. [Then again, when the ball was lowered to celebrate the new year of 2020, the potential for this pandemic in the U.S. was also considered “highly unlikely”...]
- 3) The density of a tiny home community in the mobilehome park overlay could be up to 20 units per acre, “subject to maximum land use intensity criteria pursuant to an applicable Airport Land Use Compatibility Plan.”
- 4) Pursuant to the provisions outlined in the State legislation, the approval of ADUs and JADUs would be ministerial, so the provisions of Chapter 19.149 would not come into play.

From: John D. Lyon [mailto:johndlyon@yahoo.com]
Sent: Monday, May 11, 2020 11:23 AM
To: Guerin, John <JGUERIN@RIVCO.ORG>
Cc: Housman, Simon <shousman@rivco.org>; Mistica, Raymond <RMISTICA@RIVCO.ORG>
Subject: Some questions re item 3.5 on the May 14 Agenda

CAUTION: This email originated externally from the **Riverside County** email system.
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I have some questions for staff on item 3.5 on the May 14 agenda. I don't want those questions to come as a surprise to staff, and believe that it is appropriate to send them in advance to staff (not a violation of the Brown Act).

(By way of full disclosure, I am one of the Board of Managers of Flabob Airport, LLC, which owns and operates Flabob Airport. I do not believe that this will require recusal on this item.)

It may be that the ALUC has no discretion but to find this action of the City of Riverside consistent, although I note that the underlying state law (Government Code Section 65852.2) provides that:

"(1) A local agency may, by ordinance, provide for the creation of accessory dwelling units in areas zoned to allow single-family or multifamily dwelling residential use. The ordinance shall do all of the following:

(A) Designate areas within the jurisdiction of the local agency where accessory dwelling units may be permitted. The designation of areas may be based on the impact of accessory dwelling units on *public safety*."

The proposed amendment to the Riverside Zoning Code expands the areas in which Accessory Dwelling Units (ADUs), may be installed; adds a new category of Junior Accessory Dwelling Units (JADUs); allows a primary dwelling unit and an ADU and a JADU on any legal lot; and creates new categories of Tiny Homes and Tiny Home Communities. Collectively, these changes could permit greatly increased residential density in areas currently subject to residential density limits in existing ALUCPs.

Footnote 1 to Table 2A in the Countywide policies states " Residential development must not contain more than the indicated number of dwelling units (*excluding secondary units*) per gross acre."

Question 1: do "secondary units" include ADUs? JADUs? Tiny Homes? Tiny Home Communities?

Question 2: does ALUC intend to revisit permitted residential densities in the various ALUCPs, to determine whether or not this change may adversely affect public safety?

Question 3: do we know whether the City of Riverside, in its consideration of this matter, considered possible effects on public safety for areas in Airport Influence Areas?

Question 4: Does Chapter 19.149 of the City of Riverside Zoning Code, AIRPORT LAND USE COMPATIBILITY, obviate any concerns about increased residential density in areas of the ALUCPs in which such density is restricted? How does this Chapter work, under the question proposed as Question 1?

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RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

MAJOR LAND USE ACTION REVIEW APPLICATION

Applicant: City of Riverside

Project Name: City-Initiated Amendments to Title 19 (Zoning) of the Riverside Municipal Code Related Accessory Dwelling Units and Junior Accessory Dwelling Units, Family Day Care Homes, and Tiny Homes and Tiny Home Communities

Local Agency Project Number: P20-0068

Submittal Date: February 26, 2020

PROJECT DESCRIPTION

The State of California has identified an affordable housing shortage as a legislative priority and identified accessory dwelling units (ADUs) and junior ADUs (JADUs) as an opportunity to create low cost housing within existing neighborhoods. Both provide independent living units separate from a primary single-family residence. ADUs and JADUs are typically independent dwelling units that may be rented independent of the primary residence. In October 2019, the State amended laws to further eliminate barriers to constructing ADUs and JADUs (Exhibit 2). In addition to the changes adopted in 2017, some additional key elements of the 2019 legislation include:

- Eliminating requirement to bring physical zoning non-conformities into compliance.
- Eliminating owner occupancy requirements for ADUs.
- Requiring owner occupancy for a JADU.
- Allowing both an ADU and JADU on a lot with a primary dwelling.
- Allowing ADUs on lots with multi-family homes (up to 25% in existing structures or 2 detached).
- Eliminating replacement parking requirement if a garage, carport or covered parking is converted to an ADU.
- Eliminating impact fees for ADUs under 750 square feet.

An update to the City's Accessory Dwelling Unit regulations in Title 19 (Zoning) are needed to comply with the State laws.

Title 19 of the Riverside Municipal Code currently requires a Day Care Permit for family day care homes with seven to 14 children SB 234 (Exhibit 3), signed by the Governor in September 2019, updates the Health and Safety Code requiring a large family daycare home to be treated as a residential use for purposes of all local ordinances. A small or large family daycare home is considered a residential use by right for the purposes of all local ordinances, including, but not limited to, zoning ordinances. Any regulations on heights, setback, or lot dimensions for small or large family daycare home must mirror those of residential uses in the same zoning designation. An amendment to the Zoning Code is necessary to comply with this legislation.

Finally, tiny homes in the City of Riverside are narrowly defined as smaller homes constructed on a chassis and are only permitted as accessories to assemblies of people—non-entertainment uses (such as places of worship). By distinguishing tiny homes on foundations from those on chassis, the City has an

opportunity to increase this type of housing. Under the proposed amendment to Title 19, tiny homes on foundations would be regulated as any other single family dwelling and tiny homes on a chassis would be regulated as any other mobile home in the City allowing more opportunities for smaller homes in the City.

For a detailed breakdown of the proposed amendments to each Chapter of Title 19, please refer to the attached Planning Commission Staff Report and Draft Ordinance.



PLANNING COMMISSION HEARING DATE: MARCH 5, 2020

AGENDA ITEM NO.: 4

PROPOSED PROJECT

| | |
|----------------------------|--|
| <p>Case Numbers</p> | <p>P20-0068 (Zoning Code Amendment)</p> |
| <p>Request</p> | <p>To consider the following amendments to the Zoning Code (Title 19 of the Riverside Municipal Code):</p> <p><u>PART A – ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS</u></p> <ol style="list-style-type: none"> 1. Chapter 19.080 – Nonconformities; 2. Chapter 19.150 – Base Zones Permitted Land Uses; 3. Chapter 19.440 – Accessory Buildings and Structures; 4. Chapter 19.442 – Accessory Dwelling Units and Junior Accessory Dwelling Units; 5. Chapter 19.580 – Parking and Loading; and 6. Chapter 19.910 – Definitions. <p>The proposed amendments are necessary to comply with 2019 State law changes.</p> <p><u>PART B – FAMILY DAY CARE HOMES</u></p> <ol style="list-style-type: none"> 1. Chapter 19.100 – Residential Zones (RA-5, RC, RR, RE, R-1-½ ACRE, R-1-13000, R-1-10500, R-1-8500, R-1-7000, R-3-4000, R-3-3000, R-3-2500, R-3-2000, R-3-1500, R-4); 2. Chapter 19.150 – Base Zones Permitted Land Uses; 3. Chapters 19.240, 19.350 and 19.406; 4. Chapter 19.470 Day Care Homes – Family; 5. Chapter 19.580 – Parking and Loading; 6. Chapter 19.640 – General Permit Provisions; 7. Chapter 19.650 – Approving and Appeal Authority; 8. Chapter 19.860 – Day Care Permit – Large Family; and 9. Chapter 19.910 – Definitions. <p>The proposed amendments are necessary to comply with 2019 State law changes to Section 1596.78 of the State Health and Safety Code.</p> <p><u>PART C – TINY HOMES AND TINY HOME COMMUNITIES</u></p> <ol style="list-style-type: none"> 1. Chapter 19.100 – Residential Zones (RA-5, RC, RR, RE, R-1-½ ACRE, R-1-13000, R-1-10500, R-1-8500, R-1-7000, R-3-4000, R-3-3000, R-3-2500, R-3-2000, R-3-1500, R-4); 2. Chapter 19.150 – Base Zones Permitted Land Uses; 3. Chapter 19.210 – Mobile Home Park Overlay Zone (MH); 4. Chapter 19.340 – Manufactured Dwellings; 5. Chapter 19.580 – Parking and Loading; 6. Chapter 19.710 – Design Review; 7. Chapter 19.780 – Planned Residential Development Permit; and 8. Chapter 19.910 – Definitions. |

| | |
|-------------------------|---|
| | The proposed amendments are necessary to clarify regulations for Tiny Homes and Tiny Home Communities in Riverside as part of the Invest Health Grant received by the City. |
| Applicant | City of Riverside Community & Economic Development Department 3900 Main Street, 6th Floor Riverside, CA 92522 (951) 826-2372 |
| Project Location | Citywide |
| Ward | All Wards |
| Neighborhood | All Neighborhoods |
| Staff Planner | Matthew Taylor, Associate Planner 951-826-5944 mtaylor@riversideca.gov |

RECOMMENDATIONS

Staff recommends that the Planning Commission:

1. **RECOMMEND that the City Council DETERMINE** that Planning Case P20-0068 (Zoning Code Amendment) is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Section 15282(h) of the CEQA Guidelines as amendments to the Municipal Code to implement Sections 65852.1 and 65852.2 of the California Government Code are statutorily exempt from the CEQA; and further determine that the project is exempt from CEQA per CEQA Guidelines Section 15061(b)(3), as it can be seen with certainty that the code amendment does not have the potential to cause a significant effect on the environment (General Rule); and
2. **RECOMMEND APPROVAL** of Planning Case P20-0068 (Zoning Code Amendment) based on the findings attached to this staff report (Exhibit 1).

BACKGROUND

PART A – ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS

The State of California has identified an affordable housing shortage as a legislative priority and identified accessory dwelling units (ADUs) and junior ADUs (JADUs) as an opportunity to create low cost housing within existing neighborhoods. Both provide independent living units separate from a primary single-family residence. ADUs and JADUs are typically independent dwelling units that may be rented independent of the primary residence.

On December 12, 2017, the City Council approved the Housing Element Implementation Program, which amended the accessory dwelling units (ADUs) provisions of the Zoning Code to comply with laws enacted in 2016 (AB 2299 and SB 1069). The ADU amendments were one component of the necessary Zoning Code amendment to meet State Housing Element requirements.

In late 2017, the State adopted additional ADU laws (SB 229 and AB 494), which became effective on January 1, 2018. Key elements of the 2017 legislation included:

- Reducing or eliminating parking requirements.
- Clarifying that ADU can be created through the conversion of a garage, carport, or covered parking structure.
- Reducing or eliminating utility connection fees.
- Requiring ministerial approval for ADUs within existing single-family units.

- Requiring ministerial approval for ADUs that comply with specified standards.

On February 19, 2019, City Council approved amendments to the ADU regulations to comply with State law. At that time, the City did not include junior accessory dwelling unit (JADU) regulations and followed State law related to them.

In October 2019, the State amended laws to further eliminate barriers to constructing ADUs and JADUs (Exhibit 2). In addition to the changes adopted in 2017, some additional key elements of the 2019 legislation include:

- Eliminating requirement to bring physical zoning non-conformities into compliance.
- Eliminating owner occupancy requirements for ADUs.
- Requiring owner occupancy for a JADU.
- Allowing both an ADU and JADU on a lot with a primary dwelling.
- Allowing ADUs on lots with multi-family homes (up to 25% in existing structures or 2 detached).
- Eliminating replacement parking requirement if a garage, carport or covered parking is converted to an ADU.
- Eliminating impact fees for ADUs under 750 square feet.

An update to the City's Accessory Dwelling Unit regulations in Title 19 (Zoning) are needed to comply with the State laws.

PART B – FAMILY DAY CARE HOMES

The State Department of Social Services licenses and regulates family daycare homes. Under existing law, a small family daycare home, which provide care for up to 8 children, is considered a residential use for purposes of all local ordinances. Large family daycare homes, which provide care for up to 14 children, could be regulated under local ordinances as a use other than residential.

SB 234 (Exhibit 3), signed by the Governor in September 2019, updates the Health and Safety Code requiring a large family daycare home to be treated as a residential use for purposes of all local ordinances. A small or large family daycare home is considered a residential use by right for the purposes of all local ordinances, including, but not limited to, zoning ordinances. Any regulations on heights, setback, or lot dimensions for small or large family daycare home must mirror those of residential uses in the same zoning designation.

PART C – TINY HOMES AND TINY HOME COMMUNITIES

Tiny homes in the City of Riverside are narrowly defined as smaller homes constructed on a chassis. They are allowed in Tiny Home Communities as accessory uses to an Assemblies of People—Non-Entertainment Use, such as a place of worship or fraternal organization.

With the increasing focus from the State on developing affordable housing, tiny homes provide an opportunity to increase the City's housing options. By distinguishing tiny homes on foundations from those on chassis, the City has an opportunity to increase this type of housing. Tiny homes on foundations would be regulated as any other single family dwelling and tiny homes on a chassis would be regulated as any other mobile home in the City allowing more opportunities for smaller homes in the City.

PROPOSAL

PART A – ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS

The proposed amendments to the City's Zoning Code will bring the accessory dwelling unit (ADU) and junior ADU (JADU) regulations into compliance with State requirements and increase housing opportunities.

The proposed amendments to Title 19- Zoning Code (Exhibit 4) related to ADUs and JADUs include the following Chapters:

1. Chapter 19.080 – Nonconformities;
2. Chapter 19.150 – Base Zones Permitted Land Uses;
3. Chapter 19.440 – Accessory Buildings and Structures;
4. Chapter 19.442 – Accessory Dwelling Units and Junior Accessory Dwelling Units;
5. Chapter 19.580 – Parking and Loading; and
6. Chapter 19.910 – Definitions.

PART B – FAMILY DAY CARE HOMES

The proposed amendments to the City's Zoning Code will bring the family daycare home regulations into compliance with State requirements. The amendments to Title 19 – Zoning will remove any regulations related to both small and large family day care homes and clean up language for consistency.

The proposed amendments to Title 19 - Zoning Code (Exhibit 4) related to Family Day Care Homes include the following Chapters:

1. Chapter 19.100 – Residential Zones (RA-5, RC, RR, RE, R-1-½ ACRE, R-1-13000, R-1-10500, R-1-8500, R-1-7000, R-3-4000, R-3-3000, R-3-2500, R-3-2000, R-3-1500, R-4);
2. Chapter 19.150 – Base Zones Permitted Land Uses;
3. Chapters 19.240, 19.350 and 19.405;
4. Chapter 19.470 Day Care Homes – Family;
5. Chapter 19.580 – Parking and Loading;
6. Chapter 19.640 - General Permit Provisions;
7. Chapter 19.650 – Approving and Appeal Authority;
8. Chapter 19.860 – Day Care Permit – Large Family; and
9. Chapter 19.910 – Definitions.

PART C – TINY HOMES AND TINY HOME COMMUNITIES

The proposed amendments to the City's Zoning Code for tiny homes and tiny home communities will distinguish between those on a foundation and those on a chassis. The amendments to Title 19- Zoning would distinguish the regulations for each and clean up the language for consistency.

The proposed amendments to Title 19 - Zoning Code (Exhibit 4) related to Tiny Homes and Tiny Home Communities include the following Chapters:

1. Chapter 19.100 - Residential Zones (RA-5, RC, RR, RE, R-1-½ ACRE, R-1-13000, R-1-10500, R-1-8500, R-1-7000, R-3-4000, R-3-3000, R-3-2500, R-3-2000, R-3-1500, R-4);
2. Chapter 19.150 – Base Zones Permitted Land Uses;
3. Chapter 19.210 – Mobile Home Park Overlay Zone (MH);
4. Chapter 19.340 – Manufactured Dwellings;
5. Chapter 19.580 – Parking and Loading;
6. Chapter 19.710 – Design Review;
7. Chapter 19.780 – Planned Residential Development Permit; and
8. Chapter 19.910 – Definitions.

The following summarizes the changes proposed for each Chapter, summarized for each Part, described above:

CHAPTER 19.080 – NONCONFORMITIES

PART A – ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS

Section 19.080.070 provides regulations for the expansion, modification or discontinuance structures and land uses that do not conform with current Zoning Standards. Specific findings must

be made to permit the expansion or modification of a nonconforming residential use, including a finding that the expansion or modification will not increase the number of dwelling units on the lot.

In order to achieve consistency with new State law, an amendment to this Section modifies the required findings to clarify that the number of dwelling units shall not be increased except as allowed by Chapter 19.442 (Accessory Dwelling Units and Junior Accessory Dwelling Units).

CHAPTER 19.100 – RESIDENTIAL ZONES (RA-5, RC, RR, RE, R-1-½ ACRE, R-1-13000, R-1-10500, R-1-8500, R-1-7000, R-3-4000, R-3-3000, R-3-2500, R-3-2000, R-3-1500, R-4)

PART B – FAMILY DAY CARE HOMES

In Section 19.100.030, small and large day care homes are removed as permitted uses in the RA-5 and RC Zones as they are permitted by right under the new State law.

PART C – TINY HOMES AND TINY HOME COMMUNITIES

In Section 19.100.010, in Multiple-Family Residential zones, multiple family residences will be allowed in individual detached buildings, and tiny homes on foundations will be allowed in tiny home communities. The distance between building in a tiny home community, for tiny homes on a foundation, is set at 5 feet. Additionally, typographical errors are cleaned up as part of the amendment.

In Section 19.100.070, the minimum unit size for multiple family residences is eliminated and unit size references the standards of the California Building Code.

CHAPTER 19.150 – BASE ZONES PERMITTED LAND USES

PART A – ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS

In the City of Riverside, ADUs are currently allowed as an incidental use to a single-family dwelling in an existing or new primary or accessory structure in the R-E, R-1, R-3, R-4, MU-N, MU-V, and MU-U zones. In the RR, RA-5 and RC districts, ADUs are allowed in an existing single-family residence or existing accessory structure.

Based on the new State law, Staff is proposing an amendment to Title 19 (Zoning) that includes allowing ADUs in all residential zones and mixed-use zones, whether in an existing or proposed structure, for lots with single- or multi-family units. JADUs would also be allowed within the walls of an existing or proposed primary dwelling. The Incidental Use Table (19.150.020B) is updated to reflect this change.

PART B – FAMILY DAY CARE HOMES

The Permitted Use Table (19.150.020A), Incidental Use Table (19.150.020B) and Temporary Uses Table (19.150.020C), and all associated footnotes, are updated to remove small and large day care homes. Family day care homes are permitted by right in all zones that allow residential uses.

PART C – TINY HOMES AND TINY HOME COMMUNITIES

The Permitted Use Table (19.150.020A) is updated to permit manufactured dwellings in the R-3 and R-4 zones. A new use, Tiny Home Community (Foundation), is added as a permitted use in the R-3 and R-4 zones. The Incidental Use Table (19.150.020B) additional standards for tiny home communities references the additional regulations for R-3 and R-4 zones which are also subject to the applicable standards, if developed as an accessory use to Assemblies of People—Non-Entertainment uses.

CHAPTER 19.210 – MOBILE HOME PARK OVERLAY ZONE (MH)

PART C – TINY HOMES AND TINY HOME COMMUNITIES

Section 19.210.020 is amended to allow the Mobile Home Park Overlay Zone as permitted in the Permitted Use Table (19.150.020A) to eliminate potential conflicts. In Table 19.210.040, the density for tiny home communities (chassis), now regulated as a mobile home park, is set at 20 units/acre with the minimum required site area determined by the underlying zone. A maximum size of 400 square feet per unit is established for Tiny Home (chassis) Communities. In Section 19.210.050, fencing and wall requirements for tiny home communities (chassis) are modified.

CHAPTERS 19.240, 19.350 AND 19.405

PART B – FAMILY DAY CARE HOMES

Several Chapters in Article VII are updated to clarify that day care homes are now referred to as family day care home. This includes Chapter 19.240 – Adult-Oriented Businesses, Chapter 19.350 – Parole/Probationer Home and Chapter 19.405 – Tattoo and Body Piercing Parlors. The distance requirements have not been modified when new uses regulated under this Article are proposed.

CHAPTER 19.340 – MANUFACTURED DWELLINGS

PART C – TINY HOMES AND TINY HOME COMMUNITIES

Chapter 19.340 is amended to clarify that manufactured dwellings are allowed in the R-3 and R-4 Zones in addition to single-family zones as currently permitted, as well as within tiny home communities on a foundation.

Section 19.340.040, Development Standards, previously provided that manufactured dwellings in any zone require Design Review approval for architectural elevations and materials. This section is amended to enable the Community & Economic Development Director or his or her designee to administratively approve manufactured dwelling designs.

CHAPTER 19.440 – ACCESSORY BUILDINGS AND STRUCTURES

PART A – ACCESSORY BUILDINGS AND STRUCTURES

Section 19.440.030, Site location, operation and development standards, is amended to clarify that ADUs and JADUs are not subject to the five-foot minimum side and rear yard setback requirement for accessory structures over five feet in height, as ADU and JADU setbacks are regulated by Chapter 19.442 (Accessory Dwelling Units and Junior Accessory Dwelling Units) .

CHAPTER 19.442 – ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS

PART A – ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS

Chapter 19.442 includes the specific requirements that regulate ADUs in the City of Riverside. The Chapter has been reorganized to include the following sections: General, Location, Setbacks, Unit Size, Number of Units, Owner Occupancy, Height, Parking, Utilities and Impact Fees.

The following provides a summary of the Staff proposed changes to the Zoning Code:

- a. General
 - a. Requiring rental terms of ADUs or JADUs for over 30 days.
 - b. Eliminating any requirements to correct zoning non-conformities related to physical characteristics of the existing or proposed structure.
 - c. Restricting sales of ADUs, with the exception of those developed by a qualified

- non-profit organization.
- d. Excluding ADUs and JADUs from the calculation of total lot coverage.
- e. Eliminating minimum lot size requirements.
- f. Exempting ADUs and JADUs from the requirements of the RP – Residential Protection Overlay Zone.
- b. Location
 - a. ADUs may be detached from a primary single-family residence, attached to a single-family residence, or contained wholly within a single-family residence.
 - b. JADUs must be contained within the walls of the proposed or existing primary dwelling.
- c. Setbacks
 - a. No setback requirements for existing structures.
 - b. 4-foot side and rear yard setbacks for new ADU construction.
- d. Unit Size
 - a. If there is an existing primary dwelling on the lot, the total floor space of an attached ADU shall not exceed 50 percent of the existing primary dwelling living area.
 - b. The total floor space of any detached ADU shall not exceed 1,200 square feet.
 - c. JADUs shall not exceed 500 square feet.
- e. Number of Units
 - a. The number of dwellings permitted on a single lot in any single-family residential zone shall be limited to the primary dwelling, one ADU and one JADU.
 - b. For existing Multi-family structures:
 - i. ADUs can include conversion of storage rooms, boiler rooms, passageways, attics, basements or garages provided the ADU complies with building standards for dwellings.
 - ii. At least one (1) ADU, but no more than 25% of the existing number of multi-family dwellings on the same lot.
 - c. For new Multi-family structures, no more than two new detached (2) ADUs on the same lot.
- f. Owner Occupancy
 - a. A primary dwelling and ADU are allowed on a single lot – neither of which has to be owner occupied.
 - b. On a single lot, one JADU is allowed if the primary dwelling or JADU is owner-occupied.
- g. Height
 - a. No changes proposed.
 - b. Must comply with the underlying zone.
- h. Parking
 - a. No parking is required for an ADU or JADU.
 - b. No replacement parking is required if a garage, carport or covered parking is converted to an ADU.
- i. Utilities – Clean up changes clarify the location of ADUs and compliance with County Health if private sewage system is used.
- j. Impact Fees - No impact fees shall be applied to ADUs under 750 square feet.

CHAPTER 19.470 DAY CARE HOMES – FAMILY

PART B – FAMILY DAY CARE HOMES

Chapter 19.470 has been removed in its entirety. Title 19 refers to the State Law, in the definition for "Family Day Care Homes", for applicable regulations. Family day care homes are regulated as residential uses in zones where residential uses are allowed.

CHAPTER 19.580 – PARKING AND LOADING

PART A – ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS

The Zoning Code currently requires replacement parking for the primary dwelling if a garage, carport or covered parking is demolished or converted to an ADU. No parking is required for the ADU.

Based on the new State law, staff proposed no replacement parking be required when a garage, carport or covered parking is demolished. No parking would be required for the ADU or JADU. Chapter 19.580, Table 19.580.060 is updated to reflect these changes.

PART B – FAMILY DAY CARE HOMES

Chapter 19.580, Table 19.580.060 is updated to clarify that Day Care Facilities do not include family day care homes when determining parking requirements. Family Day Care Homes are removed from the Table and are regulated as residential uses.

PART C – TINY HOMES AND TINY HOME COMMUNITIES

Table 19.580.060, Required Spaces, is amended to assign a minimum parking requirement of one space per unit for tiny home communities on a foundation.

CHAPTER 19.640 – GENERAL PERMIT PROVISIONS

PART B – FAMILY DAY CARE HOMES

Under Section 19.640.040 – Discretionary permits and actions, Day Care Permit – Large Family is removed as permits are not required.

CHAPTER 19.650 – APPROVING AND APPEAL AUTHORITY

PART B – FAMILY DAY CARE HOMES

In Table 19.650.020, Day Care Large Family Home – Permit is removed as a use approved by the Community & Economic Development Director. The use is allowed by right in zones where residential uses are allowed.

CHAPTER 19.710 – DESIGN REVIEW

PART C – TINY HOMES AND TINY HOME COMMUNITIES

Section 19.710.020, Applicability, is amended to remove construction or placement of a manufactured dwelling from the activities requiring Design Review approval.

CHAPTER 19.780 – PLANNED RESIDENTIAL DEVELOPMENT PERMIT

PART C – TINY HOMES AND TINY HOME COMMUNITIES

Section 19.780.040, Permitted Uses, is amended to allow tiny homes on foundations within a tiny home community in Planned Residential Developments, except in the RC – Residential Conservation Zone.

CHAPTER 19.860 – DAY CARE PERMIT – LARGE FAMILY

PART B – FAMILY DAY CARE HOMES

Chapter 19.860 is removed in its entirety. No application is required for the use which is allowed by right.

CHAPTER 19.910 – DEFINITIONS

PART A – ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS

Staff is proposing to amend the "Dwelling Unit, Accessory" definition in the Zoning Code to ensure consistency with State Law. The new definition is:

Dwelling Unit, Accessory means an attached or a detached residential dwelling unit that provides complete independent living facilities for one or more persons and is located on a lot with a proposed or existing primary residence. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family or multifamily dwelling is or will be situated. An accessory dwelling unit also includes the following:

- (A) An efficiency unit, as defined in Section 17958.1 of the Health and Safety Code; or
- (B) A manufactured home, as defined in Section 18007 of the Health and Safety Code.

A definition for "Dwelling Unit, Junior Accessory" is also added:

Dwelling Unit, Junior Accessory means a unit contained entirely within an existing a single-family structure.

PART B – FAMILY DAY CARE HOMES

In Chapter 19.910.050, "D" definitions, "Day care home, family;" "Day care home, large family;" and "Day care home, small family" are removed in their entirety. In "F" Definitions, a new definition for Family Day Care home is added to reflect the State regulation and includes:

Family Day Care home means a facility that regularly provides care, protection, and supervision for 14 or fewer children, in the provider's own home, for periods of less than 24 hours per day, while the parents or guardians are away, and is either a large family daycare home or a small family daycare home as defined in Section 1596.78 of the Health and Safety Code as may be amended from time to time.

(1) "Large family daycare home" means a facility that provides care, protection, and supervision for 7 to 14 children, inclusive, including children under 10 years of age who reside at the home.

(2) "Small family daycare home" means a facility that provides care, protection, and supervision for eight or fewer children, including children under 10 years of age who reside at the home.

(3) Family day care homes include detached single-family dwellings, a townhouse, a dwelling unit within a dwelling, or a dwelling unit within a covered multifamily dwelling in which the underlying zoning allows for residential uses where the daycare provider resides and includes a dwelling or a dwelling unit that is rented, leased, or owned.

PART C – TINY HOMES AND TINY HOME COMMUNITIES

In 19.910.010, "D" definitions, "Dwelling unit, manufactured" is amended to limit the term to apply only to manufactured or prefabricated living structures, not including mobile homes, which are defined separately in 19.910.140, "M" definitions.

In 19.910.210, "T" definitions, the definition of "Tiny Home Community" is amended to clarify that Tiny Home Communities may be comprised of tiny homes on chassis or tiny homes constructed on foundations. Definitions for Tiny Homes are separated into "Tiny Home (Chassis)" and "Tiny Home (Foundation)." For the definition for "Tiny Home (Chassis)," a reference to the definition for "Mobile Home" is added. The definition for "Tiny Home (Foundation)" is as follows:

Tiny Home (Foundation) means a home that is either manufactured or site-built construction on a foundation in accordance with the adopted California Building Standards Code.

ENVIRONMENTAL DETERMINATION

Amendments to the Municipal Code to implement Sections 65852.1 and 65852.2 of the California Government Code, related to ADUs and JADUs, are statutorily exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15282(h) of the CEQA Guidelines. This proposal is further exempt from CEQA per Section 15061(b)(3) of the CEQA Guidelines, as it can be seen with certainty there is no possibility the proposed amendment will have a significant effect on the environment (Common Sense Exemption).

PUBLIC NOTICE AND COMMENTS

Amendments to the Zoning Code affecting airport influence areas are subject to the review of the Riverside County Airport Land Use Commission (ALUC). An application for a Consistency Determination has been filed and ALUC review is anticipated prior to City Council consideration of this proposed amendments.

Pursuant to Section 19.670.040 (Notice of Hearing for Legislative Actions) of the Zoning Code, and California Government Code Section 65090 and 65091, a one-eighth page public notice advertisement was placed in the local newspaper of general circulation within the City (The Press Enterprise) twelve (12) days prior to this hearing. As of the writing of this report, staff has received no responses regarding this proposal.

APPEAL INFORMATION

Actions by the City Planning Commission, including any environmental finding, may be appealed to the City Council within ten calendar days after the decision. Appeal filing and processing information may be obtained from the Planning Department Public Information Section, 3rd Floor, City Hall.

EXHIBITS LIST

1. Staff Recommended Findings
2. State Changes – AB 881 and AB 68 (Accessory Dwelling Units and Junior Accessory Dwelling Units)
3. State Changes – SB 234 (Family Day Care Homes)
4. Proposed Zoning Code Amendments

Prepared by: Dave Murray, Principal Planner

Reviewed by: Mary Kopaskie-Brown, City Planner

Approved by: Mary Kopaskie-Brown, City Planner



CITY OF
RIVERSIDE

COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT

PLANNING DIVISION

EXHIBIT 1 – STAFF RECOMMENDED FINDINGS

PART A – ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS

PLANNING CASES: P20-0068 (Zoning Code Amendment)

Zoning Code Amendment Findings pursuant to Chapter 19.810.040

1. That the proposed Zoning Code Text or Map Amendment is generally consistent with the goals, policies, and objectives of the General Plan. Specifically, the Housing Element of the General Plan 2025 includes objectives and policies that:
 - a. Objective H-2: To provide adequate diversity in housing types and affordability levels to accommodate housing needs of Riverside residents, encourage economic development and sustainability, and promote an inclusive community.
 - b. Policy H-2.4: Housing Diversity. Provide development standards and incentives to facilitate live-work housing, mixed-use projects, accessory dwellings, student housing, and other housing types.
 - c. Policy H-2.5: Entitlement Process. Provide flexible entitlement processes that facilitate innovative and imaginative housing solutions yet balance the need for developer certainty in the approval process, governmental regulation, and oversight.

That the proposed Zoning Code Amendment is consistent with General Plan 2025 Objectives and Policies in that it establishes standards that encourage and facilitates ADU's, which are an affordable housing option to accommodate the housing needs of the community;

2. That the proposed Zoning Code Amendment will not adversely affect surrounding properties in that the proposed amendment includes development standards to minimize impacts to surrounding properties to the extent that is allowed by State law while complying with State mandates and requirements for ADU's furthering address a severe Statewide housing crisis; and
3. That the proposed Zoning Code Amendment promotes public health, safety and general welfare and serves the goals and purposes of the Zoning Code in that the proposed amendment aligns with State mandates and requirements to address severe a severe Statewide housing crisis.



CITY OF
RIVERSIDE

COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT

PLANNING DIVISION

EXHIBIT 1 – STAFF RECOMMENDED FINDINGS

PART B – FAMILY DAY CARE HOMES

PLANNING CASES: **P20-0068** (Zoning Code Amendment)

Zoning Code Amendment Findings pursuant to Chapter 19.810.040

1. That the proposed Zoning Code Text or Map Amendment is generally consistent with the goals, policies, and objectives of the General Plan in that the amendments to the Zoning Code will facilitate new family day care homes in Riverside to meet the day care needs of residents and provide a needed service;
2. That the proposed Zoning Code text or map amendment will not adversely affect surrounding properties in that:
 - a. Title 7 – Noise will be used to ensure any impacts on surrounding properties are addressed; and
 - b. The number of children will be limited by the State at 14 ensuring traffic impacts will not be an issue for new family day care homes; and
3. That the proposed Zoning Code text or map amendment promotes public health, safety, and general welfare and serves the goals and purposes of the Zoning Code in that family day care homes will meet the day care needs of residents to promote the general welfare of the City.



CITY OF
RIVERSIDE

COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT

PLANNING DIVISION

**EXHIBIT 1 – STAFF RECOMMENDED FINDINGS
PART C – TINY HOMES AND TINY HOME COMMUNITIES**

PLANNING CASES: P20-0068 (Zoning Code Amendment)

Zoning Code Amendment Findings pursuant to Chapter 19.810.040

1. That the proposed Zoning Code Text or Map Amendment is generally consistent with the goals, policies, and objectives of the General Plan. Specifically, the Housing Element of the General Plan 2025 includes objectives and policies that:
 - a. Objective H-2: To provide adequate diversity in housing types and affordability levels to accommodate housing needs of Riverside residents, encourage economic development and sustainability, and promote an inclusive community.
 - b. Policy H-2.4: Housing Diversity. Provide development standards and incentives to facilitate live-work housing, mixed-use projects, accessory dwellings, student housing, and other housing types.
2. That the proposed Zoning Code text or map amendment will not adversely affect surrounding properties in that tiny homes and tiny home communities represent an innovative avenue for residential property reinvestment that is compatible with existing neighborhood character with respect to form, mass and scale; and
3. That the proposed Zoning Code text or map amendment promotes public health, safety, and general welfare and serves the goals and purposes of the Zoning Code in that the proposed amendment responds to an urgent housing crisis and facilitates partnerships with non-profit entities and the State to improve the health safety and welfare of residents.



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

Reg

| APPLICATION FOR MAJOR LAND USE ACTION REVIEW | | | |
|---|--|--|--------------------------------|
| ALUC CASE NUMBER: <u>ZAP1047RG'20</u> | | DATE SUBMITTED: <u>February 26, 2020</u> | |
| APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION | | | |
| Applicant | <u>City of Riverside Community & Economic Development Dept.</u> | Phone Number | <u>951-826-5371</u> |
| Mailing Address | <u>3900 Main Street, 3rd Floor</u> <u>Riverside, CA 92522</u> | Email | <u>cddinfo@riversideca.gov</u> |
| Representative | <u>Matthew Taylor, Associate Planner</u> | Phone Number | <u>951-826-5944</u> |
| Mailing Address | <u>3900 Main Street, 3rd Floor</u> <u>Riverside, CA 92522</u> | Email | <u>mtaylor@riversideca.gov</u> |
| Property Owner | <u>N/A - Citywide</u> | Phone Number | |
| Mailing Address | | Email | |
| LOCAL JURISDICTION AGENCY | | | |
| Local Agency Name | <u>City of Riverside</u> | Phone Number | <u>951-826-5944</u> |
| Staff Contact | <u>David Murray, Principal Planner</u> | Email | <u>dmurray@riversideca.gov</u> |
| Mailing Address | <u>3900 Main Street, 3rd Floor</u> <u>Riverside, CA 92522</u> | Case Type | <u>AMD</u> |
| Local Agency Project No | <u>P20-0068</u> | <input type="checkbox"/> General Plan / Specific Plan Amendment <input checked="" type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other | |
| PROJECT LOCATION | | | |
| <i>Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways</i> | | | |
| Street Address | <u>Citywide</u> | | |
| Assessor's Parcel No. | | Gross Parcel Size | |
| Subdivision Name | | Nearest Airport and distance from Airport | |
| Lot Number | | | |
| PROJECT DESCRIPTION | | | |
| <i>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</i> | | | |
| Existing Land Use (describe) | <u>An Amendment to Title 19 (Zoning) of the Riverside Municipal Code related to Accessory Dwelling Units and Junior Accessory Dwelling Units, Family Day Care Homes, and Tiny Homes and Tiny Home Communities, to achieve consistency with recently enacted State Law and in response to State policy directives regarding the production and facilitation of affordable and attainable housing.</u> | | |

| | | | |
|---|--|----------------|--|
| Proposed Land Use (describe) | See attached Draft Planning Commission Report and Draft Zoning Code Amendment for more information. | | |
| For Residential Uses | Number of Parcels or Units on Site (exclude secondary units) | Citywide | |
| For Other Land Uses (See Appendix C) | Hours of Operation | | |
| | Number of People on Site | Maximum Number | |
| | Method of Calculation | | |
| Height Data | Site Elevation (above mean sea level) | Citywide | ft. |
| | Height of buildings or structures (from the ground) | | ft. |
| Flight Hazards | Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? | | <input type="checkbox"/> Yes |
| | If yes, describe | | <input checked="" type="checkbox"/> No |
| | | | |
| | | | |

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. (Only required if the project is scheduled for a public hearing Commission meeting)

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planners John Guerin at (951) 955-0982 or Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The City of Riverside Planning Department will hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact City of Riverside Planner, Mr. David Murray or Mr. Matthew Taylor, at (951) 826-5944.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to jguerin@rivco.org. or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: May 14, 2020

TIME OF HEARING: 9:30 A.M.

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via [Livestream](#) on our website at www.rcaluc.org or on channels [Frontier Fios channel 36](#) and [AT&T U-Verse channel 99](#). The public may join and speak by telephone conference. Toll free number at (669) 900-6833, Zoom Meeting ID. [948 2720 1722](#). Passcode [011630](#). Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.

CASE DESCRIPTION:

ZAP1047RG20 – City of Riverside (Representatives: David Murray and Matthew Taylor) – City of Riverside Case No. P20-0068 (Ordinance Amendment). A proposal to amend Title 19 (Zoning) of the Riverside Municipal Code to achieve consistency with recently enacted State laws relating to Family Day Care Homes, Accessory Dwelling Units (formerly known as Second Units), Junior Accessory Dwelling Units, Tiny Homes, and Tiny Home Communities, in response to State policy directives regarding the production and facilitation of affordable housing. (Citywide)

Guerin, John

From: Kopaskie-Brown, Mary <MKopaskie-Brown@riversideca.gov>
Sent: Tuesday, March 3, 2020 9:41 AM
To: Taylor, Matthew; Guerin, John; Murray, David
Subject: RE: [External] Proposed Section 19.910.050F

CAUTION: This email originated externally from the **Riverside County** email system.

DO NOT click links or open attachments unless you recognize the sender and know the content is safe.

Thanks John – the State Law is definitely ambiguous!

We are going to amend the definition to be:

Family day care home means a facility that regularly provides care, protection, and supervision for 14 or fewer children, in the provider's own home, for periods of less than 24 hours per day, while the parents or guardians are away, ~~and is either a large family daycare home or a small family daycare home~~ as defined in Section 1596.78 of the Health and Safety Code as may be amended from time to time.

~~(1) "Large family daycare home" means a facility that provides care, protection, and supervision for 7 to 14 children, inclusive, including children under 10 years of age who reside at the home.~~

~~(2) "Small family daycare home" means a facility that provides care, protection, and supervision for eight or fewer children, including children under 10 years of age who reside at the home.~~

~~(3) Family day care homes include detached single family dwellings, a townhouse, a dwelling unit within a dwelling, or a dwelling unit within a covered multifamily dwelling in which the underlying zoning allows for residential uses where the daycare provider resides and includes a dwelling or a dwelling unit that is rented, leased, or owned.~~

Thanks for catching this!

Mary Kopaskie Brown, AICP, MCIP, OPPI
City of Riverside
Community & Economic Development - City Planner

mkopaskie-brown@riversideca.gov

Main: (951) 826-5371

Direct: (951) 826-5108

RiversideCA.gov

From: Taylor, Matthew <MTaylor@riversideca.gov>
Sent: Monday, March 02, 2020 4:01 PM
To: Guerin, John <JGUERIN@RIVCO.ORG>; Murray, David <DMurray@riversideca.gov>
Cc: Kopaskie-Brown, Mary <MKopaskie-Brown@riversideca.gov>
Subject: RE: [External] Proposed Section 19.910.050F

Hi John,

Thank you for pointing this out. While we recognize that this definition is ambiguous, it is quoted directly from California Health and Safety Code §1596.78, which provides the same definition. We can consider revising the proposed

amendment to simply refer to this section of the HSC without restating it, but the underlying ambiguity in the statute would persist. Your thoughts on this are appreciated.

Thank you,
Matthew Taylor | Associate Planner
951.826.5944 | mtaylor@riversideca.gov

City of Riverside
Community & Economic Development Department
Planning Division
3900 Main Street | 3rd Floor | Riverside 92522

From: Guerin, John <JGUERIN@RIVCO.ORG>
Sent: Monday, March 2, 2020 3:06 PM
To: Murray, David <DMurray@riversideca.gov>; Taylor, Matthew <MTaylor@riversideca.gov>
Subject: [External] Proposed Section 19.910.050F

Pursuant to the revised definition of Family Day Care home, a “facility that provides care, protection, and supervision” for seven children or eight children would be both a “Large” and a “Small” family day care home.

Either “Small” should be revised as “six or fewer” or “Large” should be revised as “nine or greater,” but not both.

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County of Riverside California

ARTICLE III – NONCONFORMING PROVISIONS
Chapter 19.080 – NONCONFORMITIES

DIVISION III – NONCONFORMING STRUCTURES AND USES

19.080.070 – Modification or expansion of nonconforming structures.

A nonconforming structure or use shall not be altered or expanded to increase the degree of nonconformity, except as follows:

- A. Expansion of a nonconforming structure with respect to development standards, including but not limited to, setbacks, height, distances between structures and parking facilities shall be subject to the granting of a variance. The granting of a variance for the expansion of the nonconforming structure shall not authorize any expansion of the use. A minor conditional use permit shall also be required for expansions to a nonconforming use according to the applicability of the provisions found in paragraphs B and C.
- B. Expansion of a nonconforming nonresidential use is permitted subject to the granting of a minor conditional use permit. To grant a minor conditional use permit, all of the following findings shall be made:
 - 1. The expansion of the use will protect a valuable property investment;
 - 2. The expansion of the use will not adversely affect or be materially detrimental to the surrounding neighborhood;
 - 3. There is a need for modernization in order to properly operate the use and protect valuable property rights;
 - 4. The expansion of the use which included expansion of a structure shall be architecturally compatible with the existing building;
 - 5. The expansion of the use shall be compatible with the character of the surrounding area;
 - 6. The expansion shall not displace on-site parking; and
 - 7. The use has not been discontinued for a period of one year or more, except as provided in Section 19.080.040.
- C. Expansion of a nonconforming residential use is subject to the granting of a minor conditional use permit. To grant a minor conditional use permit, all of the following findings shall be made:
 - 1. The expansion shall not increase the number of living units on the property, except as allowed by Chapter 19.442 (Accessory Dwelling Units and Junior Accessory Dwelling Units);
 - 2. The expansion of the use shall benefit the health, safety, and welfare of the occupants;
 - 3. The expansion of the use which includes expansion of a structure shall be architecturally compatible with the existing building;
 - 4. The expansion of the use shall be compatible with the character of the surrounding area; and
 - 5. The expansion shall not displace on-site parking.

(Ord. 7408 §1, 2018; Ord. 7331 §3, 2016; Ord. 6966 §1, 2007)

ARTICLE V - BASE ZONES AND RELATED USE AND DEVELOPMENT PROVISIONS

Chapter 19.100 - RESIDENTIAL ZONES (RA-5, RC, RR, RE, R-1-½ ACRE, R-1-13000, R-1-10500, R-1-8500, R-1-7000, R-3-4000, R-3-3000, R-3-2500, R-3-2000, R-3-1500, R-4)

19.100.010 - Purpose.

The purpose of this chapter is to define allowable land uses and property development standards, including density of development, for all residential zones in order to produce healthy, safe, livable and attractive neighborhoods within the City of Riverside, consistent with the goals and policies of the City's General Plan. Fourteen residential zones are established to implement the residential land use designations of the General Plan. The purpose of each of the residential zones is as follows:

- B. *Residential Agricultural Zone (RA-5)*. The Residential Agricultural Zone (RA-5) is established to provide areas where general agricultural uses can occur independently or in conjunction with a single-family residence, that preserves the agricultural character of the area.
- C. *Residential Conservation Zone (RC)*. The Residential Conservation Zone (RC) is established consistent with General Plan objectives and voter approved initiatives (Proposition R and Measure C) to protect prominent ridges, hilltops and hillsides, slopes, arroyos, ravines and canyons, and other areas with high visibility or topographic conditions that warrant sensitive development from adverse development practices, and specifically, to achieve the following objectives:
 - 1. To preserve and enhance the beauty of the City's landscape;
 - 2. To maximize the retention of the City's natural topographic features, including but not limited, to skyline profiles, ridgelines, ridge crests, hilltops, hillsides, slopes, arroyos, ravines, canyons, prominent trees and rock outcrops, view corridors, and scenic vistas through the careful selection and construction of building sites and building pads on said topographic features.
 - 3. To assure that residential use of said topographic features will relate to the surrounding topography and will not be conspicuous and obtrusive because of the design and location of said residential use;
 - 4. To reduce the scarring effects of excessive grading for building pads and cut and fill slopes;
 - 5. To prevent the construction of slopes inadequately protected from erosion, deterioration or slippage; and
 - 6. To conserve the City's natural topographic features.
- D. ~~Rural~~*Rural Residential Zone (RR)*. The Rural Residential Zone (RR) is established to provide areas for single-family residences on large lots where flexible provisions apply pertaining to the keeping of farm animals such as horses, ponies, mules, cows, goats, sheep, and swine under Future Farmers of America-supervised and 4-H-supervised projects. These zones are established in those areas of the City where the keeping of such animals is already prevalent. It is also the intent of the RR Zone to provide opportunities for persons whose lifestyles include the keeping of such animals in areas where such animal-keeping activities minimize impact to other residential properties.

- E. *Residential Estate Zone (RE) and R-1-½ Acre Zone.* The Residential Estate Zone (RE) and R-1-½ Acre Zone are established to provide areas for large lot single-family residences where the keeping of livestock and other farm animals and agricultural uses are not permitted.
- F. *Additional Single-family Residential Zones (R-1-13000, R-1-10500, R-1-8500 and R-1-7000).* Additional Single-family Residential Zones (R-1-½ Acre, R-1-13000, R-1-10500, R-1-8500 and R-1-7000) are established to provide areas for single-family residences with a variety of lot sizes and housing choices.
- G. *Multiple-Family Residential Zones (R-3-4000, R-3-3000, R-3-2500, R-3-2000 and R-3-1500).* Medium High Density Residential Zones (R-3-4000 and R-3-3000) and High Density Residential Zones (R-3-2500, R-3-2000 and R-3-1500) are established to provide areas for multiple family residences ~~within a single structure~~, including such residential development types as apartments, town homes, and condominiums, and tiny homes (foundation) in tiny home communities.
- H. *Multiple-Family Residential Zone (R-4).* The Very ~~High-Density~~High-Density Residential Zone (R-4) is established to provide areas for higher density multiple family residences in areas of the City readily served by public transit and near commercial zones and other nonresidential areas that meet the everyday shopping, educational, health service and similar needs of residents.

(Ord. 7331 §4, 2016; Ord. 6966 §1, 2007)

19.100.030 - Permitted land uses.

Table 19.150.020.A (Permitted Uses Table), Table 19.150.020.B (Incidental Use Table) and Table 19.150.020.C (Temporary Uses Table) in Chapter 19.150 (Base Zones Permitted land uses) identify permitted uses, permitted accessory uses, permitted temporary uses, and uses permitted subject to the approval of a minor conditional use permit (Chapter 19.730 - Minor Conditional Use Permit), uses requiring approval of a conditional use permit (Chapter 19.760 - Conditional Use Permit), or uses requiring some other permit. Table 19.150.020.A also identifies those uses that are specifically prohibited. Uses not listed in the Tables are prohibited unless the Community & Economic Development Director or his/her designee, pursuant to Chapter 19.060 (Interpretation of Code), determines that the use is similar to and no more detrimental than a listed permitted or conditional use. Any use which is prohibited by state and/or federal law is also strictly prohibited. Chapter 19.149 - Airport Land Use Compatibility includes Airport Land Use Compatibility Plan requirements for discretionary actions proposed on property located within an Airport Compatibility Zone.

- D. **RA-5 Zone Permitted Uses.** A summary of this section is contained in the Permitted Uses Table (Table 19.150.020-A), the Incidental Uses Table (Table 19.150.020-B), and the Temporary Uses Table (Table 19.150.020-C). If any conflict between this section and the Tables exists, the provisions of this section shall apply.
 1. A one-family dwelling or manufactured dwelling of a permanent character placed in a permanent location and of not less than 750 square feet ground floor area exclusive of open porches and garage;
 2. Farms or ranches for orchards, tree crops, field crops, truck gardening, berry and bush crops, flower gardening, growing of nursery plants, similar enterprises carried on in the

- general field of agriculture, aviaries, and raising of chinchillas, guinea pigs and parakeets;
3. Poultry, rabbits, crowing fowl and crowing roosters.
 - a. The noncommercial keeping of not more than five poultry, including crowing fowl (except crowing roosters), and 18 rabbits is permitted. Such animals shall be housed, kept or penned at least 50 feet from any residence on an adjoining lot or parcel, including the residence on the lot where the animals are kept,
 - b. Where poultry and rabbits are housed, kept, or penned at least 100 feet from any residence, the noncommercial keeping of not more than 50 poultry, and 45 rabbits on any lot is permitted. The keeping of not more than seven crowing roosters are permitted on any lot, provided that such roosters are housed from sunset to sunrise in an acoustical structure so as to reduce noise emitted by such roosters and such structure is at least 100 feet from any residential structure on an adjoining lot;
 4. Pot-bellied pigs shall not be allowed in the RA-5 zone unless mandated by State law;
 5. The grazing, raising or training of equine, riding stables or academies, sheep and cattle, provided that the lot has a minimum area of one acre and animals are not housed or pastured within 100 feet of a residence provided that the property is maintained in accordance with Section 6.16.010 (Fly-Producing Conditions) of the Municipal Code, and further that:
 - a. Not more than a total of two of any of the following or a total of two of any combination of horses, colts, mules, ponies, goats, sheep, cows, calves or animals of general like character shall be kept on any lot with an area of one acre and that one additional animal may be kept for each half acre over one acre in any such premises,
 - b. Dairies, feeding lots and similar uses may be permitted after public hearing under a conditional use permit,
 - c. Additional animals may be permitted subject to the granting of a conditional use permit in the RA-5 zone;
 6. The keeping of bees, provided that all other conditions of this Zoning Code and other City ordinances are complied with;
 7. Parks, playgrounds or community centers owned and operated by a governmental agency, subject to the granting of a conditional use permit;
 8. Golf courses, including miniature courses and driving ranges, subject to the granting of a conditional use permit;
 9. Uses customarily incidental to any of the above uses, including hobby activities of a noncommercial nature;
 10. Rented rooms in any one-family dwelling for occupancy of not more than four persons in addition to members of the family occupying such dwelling;
 11. Accessory buildings and uses, including a private garage, accessory living quarters, recreation room, private stable, barn, greenhouse, lathhouse, corral, pen, coop or other similar structure, a building or room for packing products produced or raised on the same premises, and one stand for the sale of such products;
 12. Nameplates and signs as provided in Chapter 19.620 (General Sign Provisions);
 13. The growing and wholesale disposal of earthworms in worm farms, provided that the area devoted to the cultivation of worms does not exceed 64 square feet, and further provided

that:

- a. All worm farms shall be kept at least 50 feet away from all adjacent dwellings,
 - b. The maximum height of any worm bed shall be two feet and all other structures shall conform to the requirements for accessory structures,
 - c. Worm farms in excess of 64 square feet shall only be permitted subject to the granting of a conditional use permit;
14. Agricultural field office as defined in Section 19.910.020 ("A" Definitions) subject to the granting of a conditional use permit in the RA-5 zone subject to the following operation and development standards:
- a. The use shall be conducted on a property zoned RA-5 having five acres or more gross area which is zoned for agricultural uses and which is predominately occupied by a commercial agricultural business,
 - b. The use shall be in conjunction with any permitted agricultural use, provided that such office shall be occupied by an agricultural business, which business is either located on-site or off-site the property,
 - c. The use shall be established within a stickbuilt, mobile coach or prefabricated structure, attached to or detached from any other building on the property,
 - d. Adequate parking and vehicular access shall be available in accordance with Chapter 19.580 (Parking and Loading) of the Zoning Code,
 - e. The building shall comply with the setback standards established for accessory structures in Chapter 19.440 (Accessory Buildings and Structures) of the Zoning Code;
15. Agricultural caretaker living quarters as defined by Section 19.910.040 ("C" Definitions) of this title subject to the granting of a conditional use permit provided all of the following criteria apply:
- a. The use shall be conducted on a property having five acres or more gross area which is zoned residential agricultural and which is predominantly occupied by a bona fide agricultural business,
 - b. The use shall be established within a stickbuilt (completely assembled on site) or prefabricated structure, attached to or detached from the primary dwelling unit on the property or within a mobile home. The square footage of the agricultural caretaker living quarters shall not exceed 50 percent of the square footage of the primary dwelling unit,
 - c. Occupancy shall be limited to the agricultural caretaker and his or her family. The agricultural caretaker shall be a full-time employee of the on-site agricultural business,
 - d. The primary dwelling unit on the property shall be occupied by the legal owner of the property,
 - e. The agricultural caretaker living quarters shall be established in such a way as to minimize its view from adjacent streets and properties,
 - f. The use shall not be conducted longer than two years except that subsequent time extensions may be granted by the City Planning Commission. Each time extension shall not exceed two years. Written notice shall be given to adjacent property owners as prescribed by Section 19.670.020 (Notice Requirements for Administrative

Discretionary Permits with No Public Hearing) of this title for minor variances. The standard time extension application fee for conditional use permits shall be required,

- g. The property owners shall execute and record a covenant and agreement with the City to revert the property to single-family residential use, including the removal of the kitchen facilities of any permanent addition, and the removal of any mobile home which does not meet the requirements of the residential agricultural zone, after the expiration of the conditional use permit or the termination of the agricultural business;
16. Home occupations and telecommuting as defined by Sections 19.910.090 ("H" Definitions) and 19.910.210 ("T" Definitions) of this Code in accordance with the provisions contained in Chapter 19.485 (Home Occupations) of this title. Such uses shall not be allowed in the RA-5 zone unless mandated by State law.
 17. Parolee/probationer home, as defined by Section 19.910.170 ("P" Definitions), transitional shelter housing, as defined by Section 19.910.210 ("T" Definitions), permanent emergency shelter, as defined by Section 19.910.060 ("E" Definitions) and drop-in center, as defined by Section 19.910.050 ("D" Definitions) of this Code, are prohibited in the RA-5 Zone.
 - ~~18. Small family day care homes as defined by Section 19.910.050 ("D" Definitions) of this Code;~~
 - ~~19. Large family day care homes as defined by Section 19.910.050 ("D" Definitions) of this Code, subject to the granting of a Day Care Permit and meeting the criteria contained in Chapter 19.470 (Day Care Homes - Family).~~
- E. RC Zone permitted uses. A summary of this section is contained in the Permitted Uses Table (Table 19.150.020-A), the Incidental Uses Table (Table 19.150.020-B), and the Temporary Uses Table (Table 19.150.020-C). If any conflict between this section and the Tables exists, the provisions of this section shall apply.
1. One-family dwellings of a permanent character placed in a permanent location and of not less than 750 square feet ground floor area, exclusive of open porches and garage;
 2. Planned residential developments subject to the granting of a planned residential development permit as set forth in Chapter 19.780 (Planned Residential Development Permit);
 3. Orchards, tree crops, field crops, truck gardening, berry and bush crops, flower gardening, growing of nursery plants, similar enterprises carried on in the general field of agriculture, aviaries and raising of chinchillas, guinea pigs and parakeets;
 4. Poultry, rabbits, crowing fowl and crowing roosters.
 - a. The noncommercial keeping of not more than five poultry, including crowing fowl (except crowing roosters), and 18 rabbits is permitted. Such animals shall be housed, kept or penned at least 50 feet from any residence on an adjoining lot or parcel, including the residence on the lot where the animals are kept.
 - b. Where poultry and rabbits are housed, kept, or penned at least 100 feet from any residence, the noncommercial keeping of not more than 50 poultry and 45 rabbits on any lot is permitted. The keeping of not more than seven crowing roosters are permitted on any lot, provided that such roosters are housed from sunset to sunrise in an acoustical structure so as to reduce noise emitted by such roosters and such structure is at least 100 feet from any residential structure on an adjoining lot.
 5. The grazing, raising or training of horses; provided, that the lot has a minimum area of one

acre and animals are not housed or pastured within 100 feet of a residence; and further, that not more than a total of two horses, colts or ponies or a total of two of any combination of horses, colts or ponies shall be kept on any lot with an area of one acre and that one additional animal may be kept for each half acre over one acre in any such premises;

6. The keeping of bees; provided, that all other conditions of this Zoning Code or other City ordinances are complied with;
 7. Parks and playgrounds of a noncommercial nature, subject to the granting of a conditional use permit;
 8. Golf courses, subject to the granting of a conditional use permit;
 9. Uses customarily incidental to any of the above uses, including hobby activities of a noncommercial nature;
 10. Rented rooms in any one-family dwelling for occupancy of not more than four persons in addition to members of the family occupying such dwelling;
 11. Accessory buildings and uses, including a private garage, accessory living quarters, recreation room, private stable, barn, greenhouse, lathhouse, corral, pen, coop or other similar structure, a building or room for packing products produced or raised on the same premises;
 12. Nameplates and signs as provided in Chapter 19.620 (General Sign Provisions);
 13. Agricultural field office as defined in Section 19.910.020 ("A" Definitions) subject to the granting of a conditional use permit.;
 - ~~14. Small family day care homes as defined by Section 19.910.050 ("D" Definitions) of this Code;~~
 - ~~15. Large family day care homes as defined by Section 19.910.050 ("D" Definitions) of this Code, subject to the granting of a Day Care Permit and meeting the criteria contained in Chapter 19.470 (Day Care Homes - Family).~~
- (Ord. 7431 , § 1(Exh. A), 2-20-2018; Ord. 7331 §4, 2016; Ord. 7110 §1, 2011; Ord. 7064 §1, 2010; Ord. 6966 §1, 2007)

19.100.070 - Additional regulations for the R-3 and R-4 Zones.

- A. *Floor area per dwelling unit.* The minimum floor area per dwelling unit in the R-3 and R-4 zones ~~shall meet the minimum standards of the California Building Code, unless developed as part of a tiny home community as defined in Article X (Definitions), shall be as follows:~~
 - ~~1. Four hundred square feet for each unit; and~~
 - ~~2. An additional 100 square feet shall be required for each bedroom.~~
- I. Usable open space.
 1. The minimum usable open space, as defined in Article X (Definitions), required for each dwelling unit shall be as set forth in Table 19.100.070 (Usable Open Space Standards: Multi-Family Residential Zones) below:

Table 19.100.070

Usable Open Space Standards: Multi-Family Residential Zones

| Usable Open Space Standards | Multi-Family Residential Zones | | | | | |
|---|--------------------------------|-------------------------|-------------------------|-------------------------|------------------------|------------------------|
| | R-3-4000 | R-3-3000 | R-3-2500 | R-3-2000 | R-3-1500 | R-4 |
| Common Usable Open Space - Minimum per Unit | 500 sq. ft. | 500 sq. ft. | 400 sq. ft. | 400 sq. ft. | 300 sq. ft. | 200 sq. ft. |
| Private Usable Open Space Ground Floor/Upper Story Unit | 120 sq. ft./ 50 sq. ft. | 120 sq. ft./ 50 sq. ft. | 120 sq. ft./ 50 sq. ft. | 100 sq. ft./ 50 sq. ft. | 100 sq. ft./50 sq. ft. | 50 sq. ft./ 50 sq. ft. |

2. Development consisting of 20 units or fewer shall provide a large open area (one of the dimensions shall be a minimum of 50 feet).
3. Development consisting of 21 units to 75 units shall provide a large open lawn area (one of the dimensions shall be a minimum of 50 feet) and include but not be limited to two of the recreational amenities listed below, or equivalent:
 - a. Tot lot with multiple play equipment
 - b. Pool and spa
 - c. Barbeque facility equipped with grill, picnic benches, etc.
 - d. Court facilities (e.g. tennis, volleyball, basketball, etc.)
 - e. Exercise room
 - f. Clubhouse
4. Development consisting of 76 units or more shall provide a large open area (one of the dimensions shall be a minimum of 100 feet) and include but not be limited to four of the following recreational amenities, or equivalent:
 - a. Tot lots with multiple play equipment. The tot lots shall be conveniently located throughout the site. The number of tot lots and their location shall be subject to Community & Economic Development Director review and approval.
 - b. Pool and spa.
 - c. Multi-purpose room equipped with kitchen, defined areas for games, exercises, recreation, entertainment, etc.
 - d. Barbeque facilities equipped with multiple grills, picnic benches, etc. The barbecue facilities shall be conveniently located throughout the site. The number of barbeque facilities and their locations shall be subject to Community and Economic Director review and approval.
 - e. Court facilities (e.g. tennis, volleyball, basketball, etc.)
 - f. Jogging/walking trails with exercise stations.
 - g. Community garden.
 - h. Theater.
 - i. Computer room.
 - j. Exercise room.
5. Other recreational amenities not listed above, may be considered in lieu of those listed subject to Community & Economic Development Director review and approval.

6. Related recreational activities may be grouped together and located at any one area of the common space.
 7. Dispersal of recreational facilities throughout the site shall be required for development with multiple recreational facilities.
 8. All recreation areas or facilities required by this section shall be maintained by private homeowners' associations, property owners, or private assessment districts subject to Community & Economic Development Director review and approval.
 9. In the R-4 Zone, a maximum of 25 percent of the required common usable open space may be located on the roof of a garage or building, provided such common usable open space is provided with recreational amenities suitable for the residents of the development.
- J. *Private usable open space.* Each dwelling unit shall be provided with at least one area of private usable open space, as defined in Article X (Definitions), accessible directly from the living area of the unit and as set forth in Table 19.100.070 (Usable Open Space Standards: Multi-Family Residential Zones) and in the following:
1. *Ground floor units:* Private usable open space for ground floor units shall be in the form of a fenced yard or patio, a deck or balcony. In order to count toward the open space requirement, a yard area, or uncovered deck or patio shall have a minimum area of 120 square feet in R-3 zones and 50 square feet in the R-4 Zone. Such private usable open space shall have no dimension of less than eight feet in R-3 zones and five feet in the R-4 Zone.
 2. *Above-ground level units:* Each dwelling unit having no ground-floor living area shall have a minimum above-ground level private usable open space area of at least 50 square feet. Such private usable open space shall have no dimension of less than five feet. Above-ground level space shall have at least one exterior side open above railing height.
 3. Each square foot of private usable open space provided beyond the minimum requirement of this section shall be considered equivalent to one and one-half square feet of the required group usable open space provided in the project. In no case shall private usable open space constitute more than 40 percent of the total required group open space for the project.
- K. *Distance between buildings.* The minimum distance between buildings shall be not less than 15 feet, except within a Tiny Home Community, in which case the minimum distance between buildings shall not be less than 5 feet.
- L. *Trash collection areas.* Common trash collection areas shall be provided and conform to the regulations set forth in Chapter 19.554 (Trash/Recyclable Materials Collection Area Enclosures).
- M. *Keeping of animals.* Domestic animals in accordance with Table 19.150.020.B (Incidental Uses Table) pursuant to Chapter 19.455 (Animal Keeping) are permitted. All other animal keeping is prohibited.
- No poultry, pigeons, rabbits, horses, mules, ponies, goats, swine, cows or similar animals generally considered to be non-household pets shall be kept in any R-3 or R-4 Zone.
- N. *Pedestrian accommodation.* All developments shall provide paved, lighted pedestrian paths connecting parking areas to the units served, and also connecting units to any common usable open space areas improved with recreational amenities.

- O. *Private streets and driveways.* All driveways and streets provided within any multi-family development shall be private and shall be maintained by a private homeowners' association, property owner, or private assessment district. Such private streets and driveways shall be designed, built and maintained as set forth in the permit conditions authorizing such development.
- P. *Recreational vehicle parking.* Recreational vehicle parking shall be in accordance with Section 19.580.070 A 4 (Recreational Vehicle Parking in Residential Zones). In addition to providing all required spaces, a development may provide a special parking area and spaces for recreational vehicles, provided such area and spaces are screened from view from surrounding properties by a block wall of a minimum height of eight feet. Any such parking area and screen wall shall be subject to site plan review and design review as set forth in Section 19.100.080 (Site Plan Review and Design review required—R-3 and R-4 Zones).
- Q. *Landscaping.* Landscaping shall be provided and continuously maintained as set forth in Chapter 19.570 (Water Efficient Landscaping and Irrigation).
- R. *Lighting.*
 - 1. All outdoor lighting shall be designated with fixtures and poles that illuminate uses, while minimizing light trespass into neighboring areas.
 - 2. The candlepower of outdoor lighting shall be the minimum required for safety purposes.
 - 3. The provisions of Section 19.590.070 (Light and Glare) shall apply.
 - 4. The provisions of Chapter 19.556 (Lighting) shall apply.

(Ord. 7408 §1, 2018; Ord. 7331 §4, 2016; Ord. 6966 §1, 2007)

Chapter 19.150 - BASE ZONES PERMITTED LAND USES

19.150.010 - Purpose.

This section establishes land use regulations for all base zones listed in this article consistent with the stated intent and purpose of each zone.

(Ord. 7331 §12, 2016; Ord. 6966 §1, 2007)

19.150.020 - Permitted land uses.

19.150.020.A Permitted Uses Table

This table identifies permitted uses and uses requiring approval of other permits by zoning designation. In addition to these uses, other incidental and temporary uses may also be permitted as noted in the Incidental Uses Table and the Temporary Uses Table.

| Use | Zones | | | | | | | | | | | | | | | | | | Location of Required Standards in the Municipal Code | | | |
|-------------------------------|--|--------|--------------------------|----|-----|-----|-----|--|----|----|------|---|-------|-------|--|----|----|----|--|---|--|--|
| | Residential Zones (Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4)) | | | | | | | Office & Commercial Zones (Office, Commercial Retail, Commercial General, Commercial Regional Center) | | | | Mixed Use Zones (Neighborhood, Village, Urban) | | | Industrial Zones (Business, Manufacturing Park, General Industrial, Airport Industrial, Airport) | | | | | Other Zones (Public Facilities, Railroad, Neighborhood Commercial Overlay) | | |
| | RC** | RA-5** | RR | RE | R-1 | R-3 | R-4 | O | CR | CG | CRC* | MU-N | MU-V* | MU-U* | IMP | IP | IS | IF | | RWY | INC Overlay | |
| Day Care Homes - Large Family | | | | | | | | | | | | | | | | | | | | | See Incidental Uses Table | |
| Day Care Homes - Small Family | | | | | | | | | | | | | | | | | | | | | See Incidental Uses Table | |
| Manufactured Dwellings: | P | P | P | P | P | AE | AE | X | X | X | X | P | X | X | | | | | X | X | 19.850 - Fair Housing and Reasonable Accommodations 19.100 - Residential Zones 19.340 - Manufactured Dwellings See 19.149 - Airport Land Use Compatibility*** | |
| Mobile Home Park | X | X | With the MH Overlay Zone | | | X | X | X | X | X | X | X | X | X | | | | | | | 19.210 - Mobile Home Park Overlay Zone 5.75 - Mobile Home Parks Rent | |

19.150.020.A Permitted Uses Table

This table identifies permitted uses and uses requiring approval of other permits by zoning designation. In addition to these uses, other incidental and temporary uses may also be permitted as noted in the Incidental Uses Table and the Temporary Uses Table.

| Use | Zones | | | | | | | | | | | | | | | | Location of Required Standards in the Municipal Code | | | | | |
|-------------------------------|--|--------|----|----|-----|-----|-----|--|----|----|------|---|-------|------|---|-----|--|-----|---|----|-----|--|
| | Residential Zones (Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4)) | | | | | | | Office & Commercial Zones (Office, Commercial Retail, Commercial General, Commercial Regional Center) | | | | Mixed Use Zones (Neighborhood, Village, Urban) | | | Industrial Zones (Business, Manufacturing, Park, General Industrial, Airport Industrial, Airport) | | | | Other Zones (Public Facilities, Railroad, Neighborhood Commercial Overlay) | | | |
| | RC** | RA-5** | RR | RE | R-1 | R-3 | R-4 | O | CR | CG | CRC* | MU-N | MU-V* | MU-U | I-1 | I-2 | | I-3 | I-4 | PF | FWY | NO Overlay |
| Commercial Storage Facilities | | | | | | | | | | | | | | | | | | | | | | Stabilization Procedures |
| Commercial Storage Facilities | X | X | X | X | X | P | P | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 19.100.070 - Additional regulations for the R-3 and R-4 Zones. |

*=For CRC, MU-U and MU-V Zones a Site Plan Review Permit (Chapter 19.770) is required for any new or additions/changes to existing buildings or structures.

**=For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030.A (RA-5 Zone Permitted Uses) and 19.100.030.B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030.A and 19.100.030.B exists, the provisions of Sections 19.100.030.A and 19.100.030.B shall apply.

***=Refer to Chapter 19.149 - Airport Land Use Compatibility and applicable Airport Land Use Compatibility Plan for airport land use compatibility zones where use may be strictly prohibited.

C=Subject to the granting of a conditional use permit (CUP), Chapter 19.760

PRD=Planned Residential Development Permit, Chapter 19.780

RCP=Recycling Center Permit, Chapter 19.670

MC=Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730

SP=Site Plan Review Permit, Chapter 19.770

P=Permitted

sq. ft.= Square Feet

X=Prohibited

1 Commercial Storage Facilities are permitted in all zones with the Commercial Storage Overlay Zone (Chapter 19.190).

2 Legal, existing duplexes built prior to the adoption of this Zoning Code are permitted in the R-1-7000 Zone see 19.100.080 D.

3 Allowed with a Planned Residential Development (PRD) Permit, Chapter 19.780.

4 One single-family detached dwelling allowed on one legal lot 0.25 acres in size or less in existence prior to January 1, 2018 subject to the development standards of the R-1-7000 Zone.

5 Permitted or conditionally permitted on sites that do not include a residential use.

(Ord. 7462 , § 2(Exh. A), 2019; Ord. 7431 § 3(Exh. A), 2018)

19.150.020.B Incidental Uses Table

This table identifies uses which are generally only permitted as an incidental use to some other permitted use on the property.

| Use | ZONES | | | | | | | | | | | | | | | Location of Required Standards in the Municipal Code | | | | | | | |
|--|--|-------|-----|-----|-----|-----|-----|--|----|----|------|---|------|-------|---|--|----|----|-----|--|------|------------|--|
| | Residential Zones (Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4)) | | | | | | | Office & Commercial Zones (Office, Commercial Retail, Commercial General, Commercial Regional Center) | | | | Mixed Use Zones (Neighborhood, Village, Urban) | | | Industrial Zones (Business Manufacturing Park, General Industrial, Airport Industrial, Alcoholic) | | | | | Other Zones (Public Facilities, Railroad, Neighborhood Commercial Overlay) | | | |
| | RC** | RA-5* | RR | RE | R-1 | R-3 | R-4 | O | CR | CG | CRC* | MU-N | MU-V | MU-U* | BIK* | | GI | AI | ALC | PF | R/WY | NC Overlay | |
| Accessory Dwelling Unit (and Accessory Dwelling Unit, Junior Accessory Dwelling Units) | P | P | P | P | P | P | P | X | X | X | X | P | P | P | | | | | X | X | X | | |
| Day-Care Homes - Large Family | DCR | DCR | DCR | DCR | DCR | DCR | DCR | X | X | X | X | DCR | DCR | DCR | | | | | X | X | X | | |
| Day-Care Homes - Small Family | P | P | P | P | P | P | P | X | X | X | X | P | P | P | | | | | X | X | X | | |
| Tiny Home(s) Community*** | X | X | C | C | C | C | X | C | C | C | C | C | C | C | | | | | X | X | X | | |

(Ord. 7457 § 1(Exh. A), 2019; Ord. 7431 § 3(Exh. A), 2018; Ord. 7408 §1, 2018; Ord. 7931 §11, 2016; Ord. 7916 §4, 2016; Ord. 7273 §1, 2015; Ord. 7222 §3, 2013; Ord. 7110 §§2, 3, 4, 2011; 7064 §9, 2010; Ord. 6966 §1, 2007)

* Accessory Dwelling Units (ADU) are permitted when an existing or proposed primary single-family or multi-family residential dwelling is located on the same property, pursuant to Chapter 19.422.

** See exemptions noted in 19.450 - Alcohol Sales

*** Outdoor Sales and Display - incidental are permitted on an intermittent basis with a TUP. See Section 19.740

⁴Where play areas are proposed in conjunction with a new drive-thru restaurant, the play area can only be considered under the same conditional use permit required for the drive-thru business.

| | | |
|---|---|---|
| *For CRC, MU-U and MU-V Zones a Site Plan Review (Chapter 19.770) is required for any new or additions/changes to existing buildings or structures. | | |
| **For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030.A (RA-5 Zone Permitted Uses) and 19.100.030.B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030.A and 19.100.030.B exists, the provisions of Sections 19.100.030.A and 19.100.030.B shall apply. | | |
| ***Accessory to an Assemblies of People — Non-Entertainment and subject to the applicable standards identified in Chapter 19.255 shall meet all applicable standards identified in Chapter 19.255 (Assemblies of People-Non-Entertainment). | | |
| P=Permitted | C=Subject to the granting of a conditional use permit (CUP), Chapter 19.760 | MC=Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730 |
| RCP=Recycling Center Permit, Chapter 19.870 | TUP=Temporary Use Permit, Chapter 19.740 | X=Prohibited |
| DGP=Day Care Permit - Large Family, Chapter 19.809 | sq. ft.=Square Feet | SP=Site Plan Review Permit, Chapter 19.770 |
| PRD=Planned Residential Development Permit, Chapter 19.780 | RRP=Room Rental Permit | |

19.150.020.C Temporary Uses Table
This table identifies uses that are temporary in nature.

| Use | Zones | | | | | | | | | | | | | | | | Location of Required Standards in the Municipal Code | | | |
|-----|--|--------|----|----|-----|-----|--|---|----|----|---|------|------|--|-----|----|--|---|------|-----|
| | Residential Zones (Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4)) | | | | | | Office & Commercial Zones (Office, Commercial Retail, Commercial General, Commercial Regional Center) | | | | Mixed Use Zones (Neighborhood, Village, Urban) | | | Industrial Zones (Business Manufacturing Park, General Industrial, Airport/Industrial, Airport) | | | | Other Zones (Public Facilities, Railroad, Neighborhood Commercial Overlay) | | |
| | RC** | RA-5** | RR | RE | R-1 | R-3 | R-4 | O | CR | CG | CRC* | MU-N | MU-V | MU-J | MAP | AI | | AI-2 | AI-3 | FWY |

(Ord. 7408 §1, 2018; Ord. 7211 §2, 2013; Ord. 7110 §§2, 3, 4, 2011; Ord. 7064 §9, 2010; Ord. 6966 §1, 2007)

*Refer to Chapter 19.149 - Airport Land Use Compatibility, and applicable Airport Land Use Compatibility Plan for airport land use compatibility zones where use may be strictly prohibited.

¹All sites having active minor conditional use permits or conditional use permits, private schools, assemblies of people, etc.

²For Exceptions, see Chapters 19.100.030 (A) - RA-5 Permitted Uses and 19.150.020.B Incidental Uses Table

* = For CRC, MU-U and MU-V Zones a Site Plan Review (Chapter 19.770) is required for any new or additions/changes to existing buildings or structures.

** = For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030.A (RA-5 Zone Permitted Uses) and 19.100.030.B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030.A and 19.100.030.B exists, the provisions of Sections 19.100.030.A and 19.100.030.B shall apply.

*** = Accessory to an Assemblies of People — Non-Entertainment and shall meet all applicable standards identified in Chapter 19.255.

| | | |
|--|---|---|
| P = Permitted | C = Subject to the granting of a conditional use permit (CUP), Chapter 19.760 | MC = Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730 |
| RCP = Recycling Center Permit, Chapter 19.870 | TUP = Temporary Use Permit, Chapter 19.740 | X = Prohibited |
| DGP = Day Care Permit - Large Family, Chapter 19.809 | sq. ft. = Square Feet | SP = Site Plan Review Permit, Chapter 19.770 |
| PRD = Planned Residential Development Permit, Chapter 19.780 | | |

ARTICLE VI - OVERLAY ZONES

Chapter 19.210 - MOBILE HOME PARK OVERLAY ZONE (MH)

19.210.010 - Purpose.

The Mobile Home Park (MH) Overlay Zone is established to set forth standards to be applied to the development of new mobile home parks. The standards herein are intended to ensure a suitable living environment for those persons residing within a mobile home park and to ensure compatibility of such park with the surrounding area.

(Ord. 7331 §19, 2016; Ord. 6966 §1, 2007)

19.210.020 - Applicability.

- A. This Mobile Home Park Overlay Zone (MH) may only be applied in combination with a base zone ~~of R-1-7000~~ as set forth in Table 19.100.020 A.
- B. The MH Overlay Zone may also be applied in combination with other overlay zones.
- C. Unless otherwise specified, the provisions of California Code of Regulations Title 25, Division 1, Chapter 2, Mobile Home Parks Act, shall apply.

(Ord. 7331 §19, 2016; Ord. 6966 §1, 2007)

19.210.030 - Permitted uses.

Mobile home parks may be established within a Mobile Home Park Overlay Zone subject to the granting of a conditional use permit processed pursuant to Chapter 19.760 (Conditional Use Permit) and to the provisions of this chapter (Refer to the provisions of California Code of Regulations Title 25, Division 1, Chapter 2, Mobile Home Parks Act).

(Ord. 7331 §19, 2016; Ord. 6966 §1, 2007)

19.210.040 - Development standards.

Table 19.210.040 (MH Overlay Zone Development Standards) sets forth the minimum development standards required for all new mobile home parks. In the event of conflict between these standards and those required for the underlying base zone, the standards set forth in Table 19.210.040 (MH Overlay Zone Development Standards) shall prevail.

(Ord. 7331 §19, 2016; Ord. 6966 §1, 2007)

**Table 19.210.040
MH Overlay Zone Development Standards**

| Development Standard | MH |
|---|---|
| Density of a Mobile Home Park - Maximum | 10 units/acre |
| Density of a Tiny Home (chassis) Community - Maximum | 20 units/acre |
| Unit Size of a Tiny Home (chassis) Community | Up to 400 square feet |
| Site Area - Minimum | a. 10 acres b. Minimum space area shall comply with Title 25 (Housing and Community Development) of the California Code of Regulations. c. Per underlying Zone |
| Frontage on a public street for mobile home park site - Minimum | 250 ft. |

| | |
|---|--|
| Dimensions for individual mobile home sites - Minimum a. Lot width b. Lot depth | Minimum lot width and depth shall comply with Title 25 (Housing and Community Development) of the California Code of Regulations. |
| Building Height - Maximum a. Mobile Home Units within a Park b. Mobile Home Park: - Permanent Structures | a. Building height shall comply with Title 25 (Housing and Community Development) of the California Code of Regulations. b. 35 ft. |
| Lot Coverage: Individual Mobile Home Space - Maximum | Maximum lot coverage shall comply with Title 25 (Housing and Community Development) of the California Code of Regulations. |
| Setbacks for an Individual Mobile Home Space - Minimum | Front, sides and rear yard setbacks for each individual mobile home space shall be established and maintained in accordance with Title 25 (Housing and Community Development) of the California Code of Regulations. |
| Setbacks for Mobile Home Park: - Minimum (Applies to the perimeter setbacks of the park) a. Front ^{12, 23} b. Street side ^{12, 23, 24} c. Interior side ^{23, 24} d. Rear ^{23, 24} | a. 20 ft. b. 20 ft. c. 10 ft. d. 10 ft. |
| Building Separation Between Mobile Home Units; and Between Mobile Home Units and Accessory Structures | Building separation shall conform with Title 25 (Housing and Community Development) of the California Code of Regulations. |
| Notes: 1. Subject to minimum land use intensity criteria pursuant to an applicable Airport Land Use Compatibility Plan. 12. Except where the average setback of existing dwellings on the same block exceeds the minimum required front and/or street side setback, the setback of the mobile home park shall conform to that average depth. 23. All required setbacks shall be suitably landscaped and maintained pursuant to Chapter 19.570 (Water Efficient Landscaping and Irrigation) of the Zoning Code. 24. The park side yard setback shall not be a substitute for the required mobile home space yards. | |

19.210.050 - Additional development standards.

The following additional standards shall apply to all new mobile home parks.

- A. **Management.** Every mobile home park community shall be properly managed to ensure maintenance of common facilities and to ensure individual home sites are developed and maintained in accordance with recorded rules and regulations for the park. A Management Plan shall be included in the conditional use permit application submittal. All mobile home park communities shall participate in the City's Crime Free Multi Housing Program, or its successor equivalent.
- D. **Site use and improvements.** Each mobile home shall be located on an approved mobile home site, and all mobile home sites shall be designed to accommodate independent mobile homes. No mobile home site shall be used as the location for more than one mobile home or trailer. Each mobile home shall be skirted with material compatible in color and material with the mobile home.
- E. **Roadways.** Access to the mobile home park shall be provided from a public roadway and shall include an internal circulation system that would allow access to each individual mobile home space in accordance with Title 25 (Housing and Community Development) of the California Code of Regulations.

- F. *Fences and walls (excluding Tiny Home (chassis) Communities)*. A minimum six-foot-high decorative solid masonry wall shall be constructed to enclose the park and serve as a visual screen and buffer between uses. The wall shall be located no closer than the front and street side setback along all streets and for the remainder perimeter of the park, it shall be located at the property line. All outdoor storage areas for the Park shall be enclosed by a minimum six-foot-high masonry wall. Fencing for each individual mobile home space shall comply with Title 25 (Housing and Community Development) of the California Code of Regulations.
- G. *Landscape buffer*. When a mobile home park shares a common boundary with a residential use, a ten-foot landscape setback shall be provided along the common property line.
- H. *Landscaping*. All required minimum setback areas around the perimeter of the park shall be permanently landscaped and maintained with ground cover, trees, and shrubs, pursuant to Chapter 19.570 (Water Efficient Landscaping and Irrigation).
- I. *Accessory structures (storage building, garage, carport, awning, cabana, greenhouse, etc.)*. Accessory structures shall be subject to the minimum requirements for setbacks, building separation and height, location, size, construction materials and lot coverage established for Mobile Home Accessory Buildings and Structures in Title 25 (Housing and Community Development) of the California Code of Regulations.
- J. *Common open space*. A recreation area, exclusive of any mobile home space, shall be provided and maintained on site at a rate of 275 square feet for each mobile home unit within the park. Recreation areas may include, but not be limited to, recreation rooms, community indoor and outdoor facilities, playgrounds, and other similar amenities.
- K. *Utilities*. Unless otherwise specifically authorized by the designated approving or appeal authority, all utilities providing service to the park shall be placed underground. Equipment appurtenant to the underground facilities (e.g., transformers, meter cabinets) may be placed above ground. All utilities shall be installed to the specifications of the Public Utilities and Fire Departments. Master metering shall be required, with sub-metering at the option of the park owner.
- L. *Parking*. Parking shall be provided and improved in accordance with Chapter 19.580 (Parking and Loading) of the Zoning Code. However, where two parking spaces are provided on a mobile home space, one may be located behind the other (in tandem) and need not have independent vehicular access.
- M. *Lighting*. Lighting for signs, structures, landscaping, parking areas, loading areas and the like, shall comply with the regulations set forth in Section 19.590.070 (Light and Glare) and the provisions of Chapter 19.556 (Lighting).
- N. *Trash receptacles and enclosures*.
1. All trash storage areas shall be located so as to be convenient to the users and where associated odors and noise will not adversely impact the users.
 2. The provisions of Chapter 19.554 (Trash/Recyclable Materials Collection Area Enclosures) regarding requirements for the screening of trash receptacles shall apply.

(Ord. 7331 §19, 2016; Ord. 6966 §1, 2007)

ARTICLE VII. - SPECIFIC LAND USE PROVISIONS

Chapter 19.240 - ADULT-ORIENTED BUSINESSES

19.240.040 - Minimum proximity requirements.

- A. Adult-oriented businesses shall only be established, located, or operated in the I (Industrial) Zone and only when within the ascribed distances of the certain specified land uses or zones set forth here. These distances shall be measured from the closest point upon the outside walls of the building or building lease space containing the adult-oriented business to the nearest point upon the outside walls or property lines of the building or property of concern.
1. The business shall not be located within 600 feet of any other adult-oriented business.
 2. The business shall not be located within 1,000 feet of a historic district.
 3. The business shall not be located within 600 feet of any residential dwelling unit, residential zone or homeless shelter.
 4. The business shall not be located within 1,000 feet of any school, religious assembly, ~~or family~~ day care home ~~or day care~~ center.

Chapter 19.340 - MANUFACTURED DWELLINGS

19.340.010 - Purpose.

The purpose of regulating manufactured dwellings is to ensure compatibility of such dwellings with surrounding uses and properties and to avoid any impacts associated with such dwellings.

(Ord. 7331 §46, 2016; Ord. 6966 §1, 2007)

19.340.020 - Applicability and permit requirements.

Manufactured dwellings, as defined in Article X (Definitions), are permitted in any zone where a single-family residence is permitted pursuant to Government Code 65852.3 - Local Manufactured Homes Zoning and in any Multi-Family zone as part of a tiny home (foundation) Community. The manufactured dwelling must be certified under the National Manufactured Housing Construction and Safety Standards Act of 1974 (42 U.S.C. Secs. 5401 et. seq.) and placed on a foundation system.

(Ord. 7331 §46, 2016; Ord. 6966 §1, 2007)

19.340.030 - Development standards.

~~In addition to the~~The standards set forth in Article V, Base Zones and Related Use and Development Provisions ~~that shall apply, shall apply to manufactured dwellings in addition to the following.~~ A. ~~b~~ Building elevations shall be submitted for review and approval by the ~~Development Review Committee~~ Community & Economic Development Director ~~depicting showing~~ the roof overhang, roofing material and siding material.

(Ord. 7331 §46, 2016; Ord. 6966 §1, 2007)

19.340.040 - Site, location, operation and development standards for the sales of manufactured dwellings.

- A. The site shall be located on and have access to an arterial street as identified on the City's Master Plan of Roadways in the General Plan.
- B. All buildings shall be located at least 20 feet from any property line.
- C. A dedicated model home sales office shall be provided on the property.
- D. Parking for the office component shall be provided in accordance with Chapter 19.580 of the Zoning Code.
- E. Exterior lighting shall be provided in accordance with Chapter 19.556 of the Zoning Code.
- F. All provisions contained in Chapter 19.505 (Outdoor Display and Sales) shall apply to the sales of Manufactured Dwellings.
- G. No outdoor telephone bell or paging system shall be used.

(Ord. 7331 §46, 2016)

19.340.050 - Modifications.

Modifications to the above site location, operation and development standards may be considered in conjunction with the required Conditional Use Permit.

(Ord. 7331 §46, 2016)

Chapter 19.350 - PAROLEE/PROBATIONER HOME

19.350.040 - Site location, operation and development standards.

The standards set forth in Article V, Base Zones and Related Use and Development Provisions shall apply unless otherwise specified here.

- A. Site location standards.
 - 1. The use shall be compatible with neighboring uses.
 - 2. Establishment of the facility shall not result in harm to the health, safety or general welfare of the surrounding neighborhood and substantial adverse impacts on adjoining properties or land uses will not result.
 - 3. The facility shall be located along or near a major arterial with ready access to public transportation.
 - 4. The facility shall be accessible to necessary support services.
 - 5. To avoid over-concentration of parolee/probationer, there shall be a 5,000-foot separation requirement between parolee/probationer homes as measured from the nearest outside building walls between the subject use and the nearest property line of any other parolee/probationer housing site.
 - 6. A parolee/probationer home shall not be located within 1,000 feet of any other group housing, assisted living facility, a public or private school (kindergarten through twelfth grade), university, college, student housing, senior housing, family day care home, day care ~~and~~ center, public park, library, business licensed for on- or off-site sales of alcoholic

beverages, or emergency shelter as defined in Article X (Definitions) and as measured from any point on the outside walls of the parolee/probationer home to the nearest property line of the noted use.

Chapter 19.405 - TATTOO AND BODY PIERCING PARLORS

19.405.030 - Site location, operation and development standards.

The standards set forth in Article V, Base Zones and Related Use and Development Provisions, shall apply to tattoo and body piercing parlors unless otherwise specified here.

- A. The business shall not be located within 1,000 feet of any other tattoo and/or body piercing parlor as measured from any point from the outer boundaries of the building lease space containing the business to the nearest property line of the site containing the existing tattoo and/or body piercing parlor.
- A. The business shall not be located within 500 feet of any adult-oriented business as measured from any point from the outer boundaries of the building lease space containing the business to the nearest property line of the site containing the existing adult-oriented business.
- B. The business shall not be located within 500 feet of any business selling alcoholic beverages, as measured from any point from the outer boundaries of the building lease space containing the business to the nearest property line of the site containing the existing business selling alcoholic beverages.
- C. The business shall not be located within 100 feet of any existing residential zone as measured from any point between the outer boundaries of the building lease space containing the business and the nearest property line of a residentially zoned property
- D. The business shall not be located within 600 feet of a school, park, ~~or~~ day care center ~~or~~ family family day care home as measured from any point between the outer boundaries of the lease space containing the business to the nearest property line of the school, park, ~~or~~ day care center ~~or~~ family day care home.

Chapter 19.442 - ACCESSORY DWELLING UNITS (ADU) AND JUNIOR ACCESSORY DWELLING UNITS (JADU)

19.442.010 - Purpose.

The State of California has identified accessory dwelling units (ADU) and junior accessory dwelling units (JADU) as ~~a~~ valuable forms of housing ~~in California~~. The City recognizes the importance of providing housing and balancing that with an attractive living environment for all residents. The availability of ~~accessory dwelling units~~ ADUs and JADUs contributes to local housing ~~and~~ ~~to~~ the community's housing stock, ~~and are a while providing~~ residential uses consistent with the General Plan and Zoning Code. The purpose of this Chapter is to ensure compliance with California Government Code Section 65852.2 and minimize impacts to surrounding uses and properties.

(Ord. 7457 § 1(Exh. A), 2019; Ord. 7408 §1, 2018)

19.442.020 - Applicability and permit requirements.

ADUs and JADUs, as defined in Article X (Definitions), are permitted in all residential zones, including all multi-family and mixed-use zones that include an existing or proposed dwelling, as set forth in Article V, Base Zones and Related Use and Development Provisions, subject to the requirements contained in this chapter.

(Ord. 7457 § 1(Exh. A), 2019; Ord. 7408 §1, 2018)

19.442.030 - ~~Site location, operation and development standards~~Requirements.

An application for an ADU or JADU shall demonstrate compliance with all the standards and limitations set forth in this section, to the satisfaction of the Community & Economic Development Director or his/her designee.

A. General.

- ~~For ADUs or JADUs, only a building permit shall be required when located on a lot with an existing primary dwelling.~~
- 1. ADUs and JADUs shall comply with State and local building code requirements for dwellings.
- 2. ADUs and JADUs in an historic district shall comply with California Government Code Section 65852.2 and Title 20 of the Riverside Municipal Code.
- ~~ADUs and JADUs are not required to provide fire sprinklers if fire sprinklers are not required for the primary residence.~~
- 3. ADUs and JADUs, when rented, must be used for rentals of terms longer than 30 days.
- 4.4. No actions to correct zoning nonconformities, related to physical improvements, are required for ADUs.
- 5. Lot Size. There shall be no minimum lot size requirement to establish an ADU or JADU.
- 6. Lot Coverage. The floor area of an ADU or JADU shall not be counted when calculating lot coverage.
- 7. ADUs may not be sold or otherwise conveyed separate from the primary residence with the exception of a primary dwelling and the ADU developed by an IRS recognized 501(c)(3) housing-related nonprofit or a faith-based organization, working with the Housing Authority, whose mission is to provide units to low-income households.
- 8. For JADUs, a deed restriction shall be recorded, to run with the land, to prohibit the sale of the JADU separate from the sale of the primary dwelling and restrict its size as identified in 19.442.030 (F).
- 9. ADUs and JADUs are exempt from all provisions of Chapter 19.219 – Residential Protection Overlay Zone including any application to a primary dwelling, the dwelling area, number of bedrooms or other characteristics.

B. Location.

- 1. An ADU or JADU shall be located on the same lot as the proposed or existing primary dwelling.
- 2. An ADU or JADU must have independent exterior access separate from the proposed or existing existing residenceprimary dwelling.
- 3. An ADU may be either attached, located within the living area of the proposed or existing

primary dwelling, or detached from the proposed or existing primary dwelling.

4. A JADU shall be constructed and located within the walls of the proposed or existing primary dwelling, not including the garage, and include:

3. Approval for legal, existing structures.

a. Unless the ADU is within the existing single-family residence or an existing legal accessory structure, ADU's are prohibited in the RR, RA-5 and RC zones. Only a building permit shall be required. Cooking facilities with appliances, and a food preparation counter and storage cabinets that are of reasonable size in relation to the size of the JADU.

b. Separate sanitation facilities or shared sanitation facilities with the existing structure.

4. for an ADU when all of the following applies:

5. The property is located in a single-family residential zone;

6. The ADU is contained within the existing space of a structure that has not been constructed or altered within the preceding six months;

7. An ADU in an existing structure that does not meet the criteria of Section 19.442.030.A.2 shall be subject to Section 19.442.030.B.

B. Specific ADU requirements. ADUs that do not meet the criteria of Section 19.442.030.A shall comply with the following:

1. Location.

a. The ADU may be either attached or located within the living area of the proposed or existing primary dwelling, or detached from the proposed or existing primary dwelling.

b. The ADU shall be located on the same lot as the proposed or existing primary dwelling.

2. The maximum lot coverage shall be the same as the underlying zone.

C. Setbacks.

1. For ADU's, setbacks shall comply with California Government Code Section 65852.2 as amended from time to time.

2. For any existing structure, attached or detached, converted to an ADU, no setback requirements shall apply.

3. The side and rear setbacks for an ADU must be sufficient for fire and safety.

D. of Units Unit Size.

1. The existing primary dwelling may be expanded to accommodate for the JADU or ADU if there is an existing primary dwelling on the lot. The total floor space of an attached ADU shall not exceed 50 percent of the existing primary dwelling living area or 1,200 square feet, whichever is less.

2. The total floor space of any detached ADU shall not exceed 1,200 square feet.

3. JADUs shall be no more than 500 square feet in size.

E. Number of Units.

1. Single-family-- The number of dwellings permitted on a single lot in any single-family residential zone shall be limited to the primary dwelling, and one ADU and one JADU. neither of which is required to be owner-occupied.

2. Multi-family

a. Existing Structures

- i. At least one (1) ADU, but no more than 25% of the existing number of multi-family dwellings, shall be permitted within existing structures on lots with multi-family dwelling structures.
- ii. ADUs can include conversion of storage rooms, boiler rooms, passageways, attics, basements or garages provided the ADU complies with building standards for dwellings.

b. New Structures. No more than two new detached (2) ADUs shall be permitted on a lot that has an existing multi-family dwelling.

- ~~a. ADUs that are contained within the existing space of, or attached to a single family dwelling shall meet the minimum building setbacks of the underlying zone for a primary dwelling.~~
- ~~b. Detached ADUs shall meet the minimum front yard building setback requirement of the underlying zone, and have a minimum five-foot side and rear yard building setback.~~
- ~~c. No additional setback is required for an existing garage that is converted, in whole or in part, to an ADU. ADUs constructed above an existing garage, are allowed with a minimum five-foot side and rear yard setback.~~

F. Owner Occupancy.

- a. On a single lot with a primary dwelling and ADU, neither is required to be owner-occupied.
- b. On a single lot, one JADU is allowed if the primary dwelling or JADU is owner-occupied which shall be recorded with the deed restriction.

C.G. Height. – All ADUs shall comply with the height restrictions of the underlying zone, ~~zone with the exception of stand-alone detached ADUs, which shall be limited to a single story and no more than 20 feet in height.~~

~~1.~~

~~D. JADUs shall be Universal requirements. All ADUs shall comply with the following requirements:~~

~~E. The number of dwellings permitted on a single lot in any single-family residential zone shall be limited to two that may include, the primary dwelling and either an ADU, or an Accessory Living Quarter.~~

H. Parking.

1. No parking shall be required for an ADU or JADU.

1.2. No replacement parking shall be required for the primary dwelling if a garage, carport or covered parking is converted to an ADU, shall be required as specified in Chapter 19.580 Parking and Loading, Table 19.580.060.

~~2. ADUs shall comply with local building code requirements.~~

~~3. ADUs are not required to provide fire sprinklers if fire sprinklers are not required for the primary residence.~~

~~4. An ADU shall only be permitted on a lot conforming to the minimum lot size requirements~~

~~for single-family dwellings of the underlying zone.~~

~~F. Dwelling size.~~

- ~~1. The total floor space of an attached ADU shall not exceed 50 percent of the primary dwelling living area, or 1,200 square feet, whichever is less.~~
- ~~2. The total floor space of a detached ADU shall not exceed 1,200 square feet.~~

~~G-I. Utilities.~~

- ~~1. ADUs shall not be considered a new residential use for the purposes of calculating connection fees or capacity charges for utilities, including water and sewer service unless the ADU is constructed with a new single-family dwelling.~~
- ~~2. A new or separate utility connection, connection fee, or capacity charge shall not be required by the utility provider for an ADU described in Section 19.442.030. Allocated within the existing primary dwelling unit.~~
- ~~3. A new or separate utility connection, connection fee, or capacity charge shall not be required by the utility provider for an ADU. A new or separate utility connection, connection fee, or capacity charge may be required for an ADU unless the ADU is constructed with a new single-family dwelling, not described in Section 19.442.030.A.~~
- ~~4. For new ADUs on a lot with an existing primary dwelling unit, the connection may be subject to a connection fee or capacity charge that shall be proportionate to the burden of the proposed ADU, based upon either its size or the number of its plumbing fixtures, upon the water or sewer system. The fee shall not exceed the reasonable cost of providing this service.~~
- ~~5. ADUs served by a private sewage system shall comply County Health Department requirements, as applicable.~~

~~J. Impact Fees~~

- ~~1. For ADUs under 750 square feet, no City impact fees shall apply.~~
- ~~2. For ADUs over 750 square feet, impact fees shall be charged proportionately in relation to the square footage of the primary dwelling unit.~~

~~H. Occupancy.~~

~~Either the primary single-family dwelling or the accessory dwelling unit, is required to be occupied by the owner of the property.~~

~~The ADU may be rented separate from the primary residence, but may not be sold or otherwise conveyed separate from the primary residence.~~

~~If the primary dwelling or ADU is not owner occupied for any period longer than 90 days, one of the two dwellings is required to be converted to an accessory living quarters or a guest house, and kitchen facilities shall be removed in accordance with this title.~~

~~A covenant shall be recorded against the property with the Riverside County Recorder's Office, subject to approval of the Planning Division and City Attorney's Office, to restrict the property with the requirements of this section prior to issuance of a building permit for the ADU. The covenant shall be binding upon any successor in ownership of the property.~~

~~I. Owner occupancy exemption.~~

~~The single-family residence and ADU may be rented concurrently, without owner occupancy, provided:~~

~~The Housing Authority of the City of Riverside (Housing Authority), owns the property; or
An IRS recognized 501(c)(3) housing related nonprofit or a faith-based organization, working
with the Housing Authority, owns the property or is under contract with the property owner to
manage a unit or units.~~

~~The property must be located in the R-1, R-3, R-4 or MU zone.~~

~~The development standards of this chapter shall apply.~~

~~The occupancy and property management agreement shall become null and void if the property
is sold.~~

Chapter 19.470 – DAY CARE HOMES – FAMILY

19.470.010 – Purpose.

~~The intent of this chapter is to implement the California Health and Safety Code provisions
regarding day care homes, both large family and small family. The purposes of establishing day
care home regulations are to:~~

~~Recognize that affordable, quality, licensed childcare is critical to both the well-being of children
and parents as well as the economic vitality of the City;~~

~~Provide a comprehensive set of guidelines to ensure a safe child care environment and to
maintain compatibility between childcare facilities and surrounding land uses;~~

~~Ensure that the needs of children for adequate care are balanced with the rights of property
owners;~~

~~Facilitate the establishment of childcare facilities as a permitted use within certain zones;~~

~~Enhance provider awareness of City requirements; and~~

~~To ensure compatibility of such uses with surrounding uses and properties and to avoid any
impacts associated with such uses.~~

~~(Ord. 7331 §73, 2016; Ord. 6966 §1, 2007)~~

19.470.020 – Applicability and permit requirements.

~~Day care homes, as defined in Article X (Definitions), are permitted as set forth in Article V,
Base Zones and Related Uses and Development Provisions subject to the requirements
contained in this chapter.~~

~~(Ord. 7331 §73, 2016; Ord. 6966 §1, 2007)~~

19.470.030 – Site location, operation and development standards.

~~The standards set forth in Article V, Base Zones and Related Use and Development Provisions,
shall apply to day care homes – large family, unless otherwise specified here.~~

~~Site location standards.~~

~~Properties used for day care homes – large family shall not be located closer than 300 feet from
any other day care home – large family as measured from any point upon the outside walls of
the residence containing the business and the nearest property line of the residential property
operating another day care home – large family.~~

~~Operation and development standards.~~

~~The day care home-large family must be the residence of the provider.~~

~~The day care home-large family use must be clearly incidental and secondary to the use of the property for residential purposes.~~

~~Hours of operation shall be less than 24 hours per day.~~

~~The day care home-large family shall comply with all Municipal and State laws and regulations regarding single family residences and day care homes—large family.~~

~~Noise will be maintained in compliance with Title 7 (Noise Control) of the Municipal Code.~~

~~The provider shall comply with all applicable regulations of the City's Fire Department regarding health and safety requirements as they relate to family day care homes and shall contain a fire extinguisher and smoke detector device that meet standards established by the State Fire Marshal (California Health and Safety Code Section 1597.45 d and Section 1597.46 d).~~

~~All State of California licensing standards shall be met. The provider shall keep all State licenses or permits valid and current.~~

~~The applicant for a day care home-large family permit shall provide evidence of payment of the City Business Tax.~~

~~The day care home-large family shall be maintained to retain the appearance of a home consistent with the general character of the neighborhood.~~

~~Residences fronting on, or taking access from, a four-lane street (as shown on the General Plan Figure CCM-4—Master Plan of Roadways) shall provide at least one paved drop-off/pick-up area designed with on-site parking and maneuvering area to allow vehicles to drop-off/pick-up children and exit the site without backing out onto a four-lane street per Planning Division and Public Works Department approval.~~

~~For residences not fronting on, or taking access from a four-lane street, drop-off/pick-up of children from vehicles shall only be permitted on the driveway, approved parking area or directly in front of the residence. The drop-off/pick-up area shall be conveniently located in an area providing safe access to the home and not in conflict with adjoining residences.~~

~~The day care home—large family shall provide at least one off-street parking space per employee of driving age not living in the home. The residential driveway approach is acceptable for this parking requirement if the parking space will not conflict with any required child drop-off/pick-up area, and does not block the public sidewalk or right-of-way.~~

~~An outdoor play area that satisfies the requirements of the State Community Care Licensing Division shall be provided in compliance with the City's Zoning regulations.~~

~~(Ord. 7331 §73, 2016; Ord. 6966 §1, 2007)~~

~~19.470.040 – Modifications.~~

~~Modifications to site location standard A1 above may be considered in conjunction with the required day care permit-large family. No modifications to the operation and development standards above shall be allowed.~~

~~(Ord. 7331 §73, 2016; Ord. 6966 §1, 2007)~~

Chapter 19.440 - ACCESSORY BUILDINGS AND STRUCTURES

19.440.030 - Site location, operation and development standards.

These standards supplement the standards for the zone in which the accessory use is located. If an accessory structure is attached to the principal building, such structure shall comply with the development standards for the principal building.

- A. No accessory structure shall be permitted unless a principal building exists and is occupied by the use intended.
- B. Accessory structures shall not cover more than 35 percent of the required side or rear yard setback area.
- C. Accessory structures shall be located a minimum of five feet from the principal building or the distance required by the Building Code, whichever is greater. Eave line separation from the principal building shall conform to the provisions of the Building Code. Accessory structures located less than five feet from the primary building shall be considered "attached" and must meet the setbacks of the underlying zone.
- D. Garage and carport accessory structures with direct access from an alley shall be located a minimum of 25 feet from the opposite boundary line of the alley.
- E. Accessory structures within residential zones shall comply with the following additional regulations.
 1. Accessory structures shall be no closer to the front lot line than the front-most wall of the dwelling nearest the front lot line.
 2. The interior side and rear yard setback shall be five feet for a single-story accessory structure.
 3. The interior side and rear yard setback shall be the same as the respective underlying zone for two-story accessory structures or accessory structures exceeding 20 feet in height.
 4. The street side yard setback for an accessory structure shall be the same as the street side setback of the underlying zone.
 5. In the RR, RE and R-1 Zones, all metal accessory structures shall be limited to a maximum total floor area of 120 square feet; all other accessory structures shall be limited to a maximum floor area of 750 square feet. There is no size limit for accessory structures in the RC, RA-5, R-3 or R-4 Zones or any Zone when built in conjunction with a Planned Residential Development (i.e. clubhouse) or Conditional Use Permit (i.e. assemblies of people - non entertainment or assisted living).
 6. Any accessory structure over five feet in height, excluding proposed accessory dwelling units which shall comply with requirements set forth in Chapter 19.440, shall be set back at least five feet from side and rear property lines.
 7. Single-story accessory structures shall not exceed 20 feet in overall height and two-story accessory structures shall not exceed 30 feet in overall height.

ARTICLE VIII - SITE PLANNING AND GENERAL DEVELOPMENT PROVISIONS
Chapter 19.580 - PARKING AND LOADING

19.580.060 - Parking requirements.

- A. *Minimum parking requirements.* The number of off-street parking spaces required by Table 19.580.060 (Required Spaces) shall be considered the minimum necessary for each use, unless off-street parking reductions are permitted pursuant to provisions herein. In conjunction with a conditional use, site plan review or planned residential development permit, the designated Approving or Appeal Authority may increase these parking requirements if it is determined that they are inadequate for a specific project.
- B. *Uses not listed.* The number of parking spaces required for uses not specifically listed in Table 19.580.060 (Required Spaces) shall be determined by the Community & Economic Development Director or his/her designee based on common functional, product or compatibility characteristics and activities. Such determination is considered a formal interpretation of this title and shall be decided and recorded as such pursuant to Chapter 19.060 (Interpretation of Code).
- C. *Mixed use complexes and parking credits.* In the case of shared parking facilities within a complex, the development shall provide the sum of parking spaces required for each separate use. However, if there are multiple uses in a complex with different operating characteristics, such as daytime office and nighttime commercial entertainment-oriented uses, the Community & Economic Development Director or his/her designee may grant a mixed use parking credit to reduce the total number of required spaces by up to a maximum of 15 percent of the total required spaces. Another factor in favor of granting a credit is proximity to a transit stop. The following requirements apply to granting of a mixed-use parking credit:
1. The applicant shall provide a parking analysis specifying the proposed mix of uses and the operating characteristics of each type use; including hours of operation and individual parking requirements. The analysis shall provide adequate justification for granting the credit.
 2. A covenant shall be recorded on the property limiting the mix of uses to those identified in the original parking analysis, including a mix with similar operating characteristics.
- D. *Required spaces.* Table 19.580.060 (Required Spaces) below sets forth minimum off-street parking requirements for number of spaces. Except as otherwise specifically stated, the following rules apply to this table.
1. "Square feet" (sq. ft.) means "gross square feet" and refers to total building gross floor area unless otherwise specified, not including areas used for off-street parking or loading spaces.
 2. Where parking spaces are required based on a per-employee ratio, this shall mean the total number of employees on the largest working shift.
 3. Where the number of seats is listed to determine required parking, seats shall be construed to be fixed seats. Where fixed seats provided are either benches or bleachers, each 24 linear inches of the bench or bleacher shall be considered a seat.

4. When the calculation of the required number of off-street parking spaces results in a fraction of a space, the total number of spaces shall be rounded up to the nearest whole number.
5. In addition to the requirements in Table 19.580.060 (Required Spaces), spaces shall be provided for trucks and other vehicles used in the business, of a number and size adequate to accommodate the maximum number of types of trucks and/or vehicles to be parked on the site at any one time.
6. Where maximum distance is specified from the lot, the distance shall be the walking distance measured from the nearest point of the parking facility to the nearest point of the building or area that such facility is required to serve.
7. Unless otherwise stated, the required parking shall be located on the same lot or within the same complex as the use.

**Table 19.580.060
Required Spaces**

| Use | Number of Spaces Required |
|---|--|
| D | |
| . | |
| . | |
| . | |
| Dwelling: a. Single-family dwelling b. Multiple-family dwelling c. Studio Unit/Tiny Home (Foundation) d. Accessory Dwelling Unit and Junior Accessory Dwelling Unit | a. 2 spaces within a private garage/dwelling unit b. 1.5 spaces/dwelling unit with 1 bedroom plus 2 spaces/dwelling unit with 2 or more bedrooms (1) c. 1 space/dwelling unit d. No replacement parking is required when a garage, carport or covered parking is demolished. No parking is required for the ADU or JADU. 1) When a garage, carport or covered parking is demolished or converted to an ADU, replacement parking for the primary dwelling shall be required. 2) No parking is required for the ADU. |
| Day Care Facilities (more than six people) <u>not including family day care homes:</u> a. Children (day care centers, preschools, infant centers) b. Adult (not in a group home) | 1 space/employee plus 1 space/facility vehicle plus 1 space/10 persons at facility capacity. (10) |
| . | |
| . | |
| F | |
| Family Day Care Homes: a. Small Family Day Care Home b. Large Family Day Care Home | a. No requirement beyond standard single-family use b. 1 space for the single-family dwelling plus 1 space/employee not residing in the home and a drop-off/pick-up space(4) |
| . | |
| . | |
| Table 19.580.060 Notes: 1. See Section 19.580.070 B (Multiple Family Dwellings) for additional requirements. For the purpose of calculating parking requirements for multiple family dwellings, dens, studies, Studio Unit(s), or other similar rooms that may be used as bedrooms shall be considered bedrooms. | |

2. For senior housing projects, 50 percent of the required spaces shall be covered either in a garage or carport.
3. For the purposes of parking requirements, this category includes corporation yards, machine shops, tin shops, welding shops, manufacturing, processing, packaging, treatment, fabrication, woodworking shops, cabinet shops, and carpenter shops and uses with similar circulation and parking characteristics.
4. Required parking spaces may be in tandem, and the driveway may be used for the required drop-off and pick-up space.
5. Parking ratio to be determined by the designated Approving or Appeal Authority in conjunction with required land use or development permits, based on the impacts of the particular proposal and similar uses in this table.
6. Excluding lath and green houses.
7. Includes barber shops, beauty salons/spas, massage, tanning, tailors, dry cleaning, self-service laundry, travel agencies, electrolysis, acupuncture/acupressure, and tattoo parlors.
8. For the purposes of parking requirements, this category includes antique shops, gun shops, pawn shops, pet stores, and second-hand stores.
9. Additional parking for assembly rooms or stadiums is not required.
10. Parking may be provided on the same or adjoining lot.
11. Parking may be provided on the same lot or within 100 feet of the subject site.
12. Parking may be provided on the same lot or within 150 feet of the subject site.
13. Parking may be provided on the same lot or within 300 feet of the subject site.
14. The pump islands are not counted as parking stalls.
15. A reduction in the number of required parking spaces may be permitted subject to a parking study and a shared parking arrangement.
16. Where strict adherence to any parking standards would significantly compromise the historic integrity of a property, the Development Review Committee may consider variances that would help mitigate such negative impacts, including consideration of tandem parking, allowances for on-street parking, alternatives to planter curbing, wheel stops, painted striping, and asphalt or concrete surfacing materials.
17. Parking shall be provided in accordance with Chapter 19.545.060 (Parking Standards Incentive). A parking analysis may be provided to justify modifications from those standards. The parking analysis shall identify the parking needs to address the operating hours and characteristics of the operations to provide for adequate parking at all times.

(Ord. 7487 § 15(Exh. E), 11-5-2019; Ord. 7457 § 1(Exh. A), 2019; Ord. 7408 §1, 2018; Ord. 7331 §94, 2016; Ord. 7235 §11, 2013; Ord. 7109 §11, 2010; Ord. 6966 §1, 2007)

ARTICLE IX. - LAND USE DEVELOPMENT PERMIT EQUIREMENTS/PROCEDURES

Chapter 19.640 - GENERAL PERMIT PROVISIONS

19.640.040 - Discretionary permits and actions.

- A. Definition. Discretionary permits or actions apply to projects that require the exercise of judgment or deliberation when the Approving or Appeal Authority decides to approve or disapprove a particular activity, as distinguished from situations where the City public official, Board, Commission or Council merely has to determine whether there has been conformity with applicable statutes, ordinances or regulations.
- B. Administrative discretionary permits and actions not requiring a public hearing. The Community & Economic Development Director or the Development Review Committee have primary administrative authority over certain activities that require the determination of compliance with applicable zoning provisions and the application of judgment to a given set of facts. The following lists the various administrative permits and references Chapters of the Zoning Code for the respective actions:
 1. Community & Economic Development Director:
 - a. Interpretation of Code - Refer to Chapter 19.060.
 - b. Temporary Use Permit - Refer to Chapter 19.740.
 - c. Nonconforming Provisions - Refer to Chapter 19.080.

- d. Effective Dates, Time Limits and Extensions - Refer to Chapter 19.690.
- ~~e. Day Care Permit - Large Family - Refer to Chapter 19.860.~~
- ~~f.e. Recycling Center Permit - Refer to Chapter 19.870.~~
- ~~g.f. Determination of substantial conformance and modification of previously approved conditions with equivalent language.~~

Chapter 19.650 - APPROVING AND APPEAL AUTHORITY

**Table 19.650.020
Approving and Appeal Authority**

R = Recommending Authority; F = Final Approving Authority (unless appealable); A = Appeal Authority; AR = Approving Authority as Community & Economic Development Director or Development Review Committee on Referral

| Type of Permit or Action | Approving and Appeal Authority | | | |
|--|---|------------------------------------|----------------------------------|---------------------|
| | Community & Economic Development Director | Development Review Committee (DRC) | City Planning Commission (12,14) | City Council (1,14) |
| Administrative | | | | |
| Day Care Large Family Home - Permit | R, F | | AR | AR |

~~**Chapter 19.860 - DAY CARE PERMIT - LARGE FAMILY**~~

~~**19.860.010 - Purpose.**~~

~~The purpose of this chapter is to provide a procedure to permit large family day care permits.~~

~~(Ord. 7331 §122, 2016; Ord. 6966 §1, 2007)~~

~~**19.860.020 - Procedures.**~~

~~The following procedures apply to applications for a large family Day Care Permit:~~

~~**Application.** Large family day care home providers shall make written applications to the Community & Economic Development Director or their designee, including all material deemed necessary to demonstrate compliance with the provisions for these uses in Chapter 19.470 (Day Care Homes - Family).~~

~~**Public notice.** The City shall provide written notice to property owners and within 100 feet as measured between property lines of the request for a permit no less than ten days prior to issuance of a permit.~~

~~Approval. Within 15 working days of the receipt of a complete application, the Community & Economic Development Director or their designee shall grant the permit if all requirements of Chapter 19.470 (Day Care Homes - Family) are met. A large family day care permit may not be administratively denied by the Zoning Administrator if all standards are met. If all standards are not met the Community & Economic Development Director or their designee may approve (in full or in part), conditionally approve (in full or in part), modify or deny (in full or in part) the application.~~

~~Public hearing. Prior to permit issuance an applicant or the affected person (e) may request a hearing before the Planning Commission. Only the applicant and those persons previously so requesting, will be notified of the public hearing. At least ten days in advance, notice of the hearing shall be given. Based on the evidence and testimony at the hearing, the Planning Commission may approve, conditionally approve or deny the permit.~~

~~E. Appeal of Planning Commission decision. Any person may appeal the decision of the Zoning Administrator or Planning Commission to the City Council. The appeal shall be noticed in the same manner as the Planning Commission hearing.~~

~~(Ord. 7331 §122, 2016; Ord. 6966 §1, 2007)~~

Chapter 19.710 - DESIGN REVIEW

19.710.020 - Applicability.

A. The design review procedures set forth in this chapter shall apply to the following:

1. All new buildings, structures and signs, and enlargements of existing buildings, structures and signs in the RC - Residential Conservation, Commercial and Office, Mixed-Use, Industrial and Downtown Specific Plan Zones, except as exempted in B and C below.
2. Any project reviewed and approved via the conditional use, planned residential development permit or site plan review permit processes.
- ~~3. Establishment of any manufactured dwelling on the lot. The Design Review process shall apply only to the approval of foundation, roof material, roof pitch, roof overhang, siding material and any structures attached to the dwelling.~~

Chapter 19.780 - PLANNED RESIDENTIAL DEVELOPMENT PERMIT

19.780.040 - Permitted uses.

- A. Single-family dwellings attached or detached.
- B. Tiny home (foundation) in a tiny home community, except in the RC Zone.
- C. Related recreation and community facilities for the use of residents of the development and their guests.
- D. Natural open spaces.

- E. Golf courses.
- F. Multipurpose trails.
- G. Other uses as may be permitted as part of the planned residential development.
- H. In the single-family residential base zones, uses required by State law to be permitted in conjunction with a single-family residential use.

(Ord. 7408 §1, 2018; Ord. 7331 §113, 2016; Ord. 7027 §4, 2009; Ord. 6966 §1, 2007)

ARTICLE X: - DEFINITIONS

Chapter 19.910 – DEFINITIONS

19.910.050 - "D" Definitions.

~~Day care home, family means a home that regularly provides care, protection and supervision for 14 or fewer children, in the provider's own home, for periods of less than 24 hours per day, while parents or guardians are away, and is either a large family day care home or a small family day care home (see California Health and Safety Code Section 1596.78 a).~~

~~Day care home, large family means a home that provides family day care for seven to 12 children, inclusive, including children under the age of ten years who reside at the home and can go up to 14 children if all of the following conditions are met:~~

~~(1) At least one child is enrolled in and attending kindergarten or elementary school and a second child is at least six years of age.~~

~~(2) No more than three infants are cared for during any time when more than 12 children are being cared for.~~

~~(3) The licensee notifies a parent that the facility is caring for two additional school-age children and that there may be up to 13 or 14 children in the home at one time.~~

~~(4) The licensee obtains the written consent of the property owner when the family day care home is operated on property that is leased or rented (see California Health and Safety Code Section 1596.78 b and Section 1597.465).~~

~~Day care home, small family means a home that provides family day care for up to six children, including children under the age of ten years who reside at the home and can go up to eight children in all of the following conditions are met:~~

~~(1) At least one child is enrolled in and attending kindergarten or elementary school and a second child is at least six years of age.~~

~~(2) No more than two infants are cared for during any time when more than six children are cared for.~~

~~(3) The licensee notifies each parent that the facility is caring for two additional school-age children and that there may be up to seven or eight children in the home at one time.~~

~~(4) The licensees obtain the written consent of the property owner when the family day care home is operated on property that is leased or rented (see California Health and Safety Code Section 1506.78 c and Section 1507.44).~~

Dwelling unit means two or more rooms in a dwelling designed for or occupied by one family for living or sleeping purposes and having only one kitchen. See definition in the General Plan.

~~Dwelling Unit, Accessory accessory means an attached or a detached residential dwelling unit which that provides complete independent living facilities for one or more persons, persons and is located on a lot with a proposed or existing primary residence. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family or multifamily dwelling is or will be situated. An accessory dwelling unit also includes the following:~~

~~(A) An efficiency unit, as defined in Section 17958.1 of the Health and Safety Code; or~~

~~(B) A manufactured home, as defined in Section 18007 of the Health and Safety Code.~~

~~means an attached or detached residential dwelling unit which provides complete independent living facilities for one or more persons. An accessory dwelling unit may be located wholly within a primary single-family residential dwelling. An accessory dwelling unit shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel where a permitted primary single-family dwelling is situated. An accessory dwelling unit also includes the following:~~

~~An efficiency unit as defined in Section 17958.1 of the Health and Safety Code.~~

~~A manufactured home, as defined in Section 18007 of the Health and Safety Code.~~

~~Dwelling Unit, Junior Accessory means a unit contained entirely within an existing a single-family structure.~~

~~Dwelling unit, manufactured means a mobile home or manufactured house constructed in full compliance with the National Mobile Home construction and Safety Standards Act intended for occupancy by a single family installed on a permanent foundation in conformance with applicable Zoning regulations.~~

~~Dwelling unit, mobile. See Mobile Home.~~

19.910.070 - "F" Definitions

Family Day Care home means a facility that regularly provides care, protection, and supervision for 14 or fewer children, in the provider's own home, for periods of less than 24 hours per day, while the parents or guardians are away, and is either a large family daycare home or a small family daycare home as defined in Section 1596.78 of the Health and Safety Code as may be amended from time to time.

(1) "Large family daycare home" means a facility that provides care, protection, and supervision for 7 to 14 children, inclusive, including children under 10 years of age who reside at the home.

(2) "Small family daycare home" means a facility that provides care, protection, and supervision for eight or fewer children, including children under 10 years of age who reside at the home.

(3) Family day care homes include detached single-family dwellings, a townhouse, a dwelling unit within a dwelling, or a dwelling unit within a covered multifamily dwelling in which the underlying zoning allows for residential uses where the daycare provider resides and includes a dwelling or a dwelling unit that is rented, leased, or owned.

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19.910.140 - "M" Definitions.

Mobile home means a State licensed or registered moveable or transportable vehicle, other than a motor vehicle, designed as a permanent structure ~~of not less than 250 square feet in area~~ intended for occupancy by one family, and having no foundation other than jacks, piers, wheels or skirtings in accordance with applicable standards and meeting the requirements of the California Department of Housing and Community Development. See definition in the General Plan.

Mobile home, building line means a line parallel with the front mobile home space line or access drive and distance therefrom the depth of the required front yard.

Mobile home, park means a lot or contiguous group of lots intended for residential use where residence is in mobile homes exclusively or where ownership is by condominium association, in lieu of mobile homes, said development is occupied exclusively by factory-built dwellings approved by the State of California and established on permanent foundations.

Mobile home, space means a plot of ground within a mobile home park abutting one or more access drives, designed for the accommodation of one mobile home.

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19.910.200 - "S" Definitions.

School means any institution of learning for minors, whether public or private, offering instruction in those courses of study required by the California Education Code and maintained pursuant to standards set by the State Board of Education. This definition includes a kindergarten, elementary school, middle or junior high school, senior high school, or any special

institution of education, but it does not include a vocational or professional institution of higher education, including a community or junior college, or university. This definition does not include any day care center or family day care home, regardless of size (see separate definitions for all day care facilities).

19.910.210 - "T" Definitions.

Tiny home community means a group of tiny homes, constructed either on a chassis or on a foundation typically smaller than 1,200 square feet per unit, that are arranged in common relationship to one another, usually surrounding a shared landscaped common open space area. Also known as a "pocket neighborhood."

~~Tiny home (Chassis). See mobile home. means a structure constructed on a chassis, intended for separate, independent living quarters that meets all of the following conditions:~~

~~The unit cannot (and is designed not to) move under its own power. When sited on a parcel the wheels and undercarriage shall be skirted;~~

~~No larger than allowed by California State Law for movement on public highways;~~

~~Has at least 100 square feet of first floor interior living space;~~

~~4. — Is a self-contained unit which includes basic functional areas that support normal daily routines such as cooking, sleeping, and toiletry;~~

~~5. — Is designed and built to look like a conventional building structure;~~

~~6. — Shall be licensed and registered with the California Department of Motor Vehicles and meet the American National Standards Institute 119.5 or National Fire Protection Association 1192 requirements;~~

~~7. — Served by underground utilities; and~~

~~8. — A tiny home is not a recreational vehicle as defined in the Zoning Code.~~

Tiny Home (Foundation) means a homedwelling unit that is either manufactured factory or site-built construction on a permanent foundation in accordance with applicable codes, laws and standards.

Townhouse means a dwelling unit occupying its own lot, but which is physically attached to at least one other dwelling unit. See definition in the General Plan.

ARTICLE III – NONCONFORMING PROVISIONS
Chapter 19.080 – NONCONFORMITIES

DIVISION III – NONCONFORMING STRUCTURES AND USES

19.080.070 – Modification or expansion of nonconforming structures.

A nonconforming structure or use shall not be altered or expanded to increase the degree of nonconformity, except as follows:

- A. Expansion of a nonconforming structure with respect to development standards, including but not limited to, setbacks, height, distances between structures and parking facilities shall be subject to the granting of a variance. The granting of a variance for the expansion of the nonconforming structure shall not authorize any expansion of the use. A minor conditional use permit shall also be required for expansions to a nonconforming use according to the applicability of the provisions found in paragraphs B and C.
- B. Expansion of a nonconforming nonresidential use is permitted subject to the granting of a minor conditional use permit. To grant a minor conditional use permit, all of the following findings shall be made:
 - 1. The expansion of the use will protect a valuable property investment;
 - 2. The expansion of the use will not adversely affect or be materially detrimental to the surrounding neighborhood;
 - 3. There is a need for modernization in order to properly operate the use and protect valuable property rights;
 - 4. The expansion of the use which included expansion of a structure shall be architecturally compatible with the existing building;
 - 5. The expansion of the use shall be compatible with the character of the surrounding area;
 - 6. The expansion shall not displace on-site parking; and
 - 7. The use has not been discontinued for a period of one year or more, except as provided in Section 19.080.040.
- C. Expansion of a nonconforming residential use is subject to the granting of a minor conditional use permit. To grant a minor conditional use permit, all of the following findings shall be made:
 - 1. The expansion shall not increase the number of living units on the property, except as allowed by Chapter 19.442 (Accessory Dwelling Units and Junior Accessory Dwelling Units);
 - 2. The expansion of the use shall benefit the health, safety, and welfare of the occupants;
 - 3. The expansion of the use which includes expansion of a structure shall be architecturally compatible with the existing building;
 - 4. The expansion of the use shall be compatible with the character of the surrounding area; and
 - 5. The expansion shall not displace on-site parking.

(Ord. 7408 §1, 2018; Ord. 7331 §3, 2016; Ord. 6966 §1, 2007)

ARTICLE V - BASE ZONES AND RELATED USE AND DEVELOPMENT PROVISIONS

Chapter 19.100 - RESIDENTIAL ZONES (RA-5, RC, RR, RE, R-1-½ ACRE, R-1-13000, R-1-10500, R-1-8500, R-1-7000, R-3-4000, R-3-3000, R-3-2500, R-3-2000, R-3-1500, R-4)

19.100.010 - Purpose.

The purpose of this chapter is to define allowable land uses and property development standards, including density of development, for all residential zones in order to produce healthy, safe, livable and attractive neighborhoods within the City of Riverside, consistent with the goals and policies of the City's General Plan. Fourteen residential zones are established to implement the residential land use designations of the General Plan. The purpose of each of the residential zones is as follows:

- B. *Residential Agricultural Zone (RA-5)*. The Residential Agricultural Zone (RA-5) is established to provide areas where general agricultural uses can occur independently or in conjunction with a single-family residence, that preserves the agricultural character of the area.
- C. *Residential Conservation Zone (RC)*. The Residential Conservation Zone (RC) is established consistent with General Plan objectives and voter approved initiatives (Proposition R and Measure C) to protect prominent ridges, hilltops and hillsides, slopes, arroyos, ravines and canyons, and other areas with high visibility or topographic conditions that warrant sensitive development from adverse development practices, and specifically, to achieve the following objectives:
 - 1. To preserve and enhance the beauty of the City's landscape;
 - 2. To maximize the retention of the City's natural topographic features, including but not limited, to skyline profiles, ridgelines, ridge crests, hilltops, hillsides, slopes, arroyos, ravines, canyons, prominent trees and rock outcrops, view corridors, and scenic vistas through the careful selection and construction of building sites and building pads on said topographic features.
 - 3. To assure that residential use of said topographic features will relate to the surrounding topography and will not be conspicuous and obtrusive because of the design and location of said residential use;
 - 4. To reduce the scarring effects of excessive grading for building pads and cut and fill slopes;
 - 5. To prevent the construction of slopes inadequately protected from erosion, deterioration or slippage; and
 - 6. To conserve the City's natural topographic features.
- D. *Rural Residential Zone (RR)*. The Rural Residential Zone (RR) is established to provide areas for single-family residences on large lots where flexible provisions apply pertaining to the keeping of farm animals such as horses, ponies, mules, cows, goats, sheep, and swine under Future Farmers of America-supervised and 4-H-supervised projects. These zones are established in those areas of the City where the keeping of such animals is already prevalent. It is also the intent of the RR Zone to provide opportunities for persons whose lifestyles include the keeping of such animals in areas where such animal-keeping activities minimize impact to other residential properties.

- E. *Residential Estate Zone (RE) and R-1-½ Acre Zone.* The Residential Estate Zone (RE) and R-1-½ Acre Zone are established to provide areas for large lot single-family residences where the keeping of livestock and other farm animals and agricultural uses are not permitted.
 - F. *Additional Single-family Residential Zones (R-1-13000, R-1-10500, R-1-8500 and R-1-7000).* Additional Single-family Residential Zones (R-1-½ Acre, R-1-13000, R-1-10500, R-1-8500 and R-1-7000) are established to provide areas for single-family residences with a variety of lot sizes and housing choices.
 - G. *Multiple-Family Residential Zones (R-3-4000, R-3-3000, R-3-2500, R-3-2000 and R-3-1500).* Medium High Density Residential Zones (R-3-4000 and R-3-3000) and High Density Residential Zones (R-3-2500, R-3-2000 and R-3-1500) are established to provide areas for multiple family residences, including such residential development types as apartments, town homes, condominiums, and tiny homes (foundation) in tiny home communities.
 - H. *Multiple-Family Residential Zone (R-4).* The Very High-Density Residential Zone (R-4) is established to provide areas for higher density multiple family residences in areas of the City readily served by public transit and near commercial zones and other nonresidential areas that meet the everyday shopping, educational, health service and similar needs of residents.
- (Ord. 7331 §4, 2016; Ord. 6966 §1, 2007)

19.100.030 - Permitted land uses.

Table 19.150.020.A (Permitted Uses Table), Table 19.150.020.B (Incidental Use Table) and Table 19.150.020.C (Temporary Uses Table) in Chapter 19.150 (Base Zones Permitted land uses) identify permitted uses, permitted accessory uses, permitted temporary uses, and uses permitted subject to the approval of a minor conditional use permit (Chapter 19.730 - Minor Conditional Use Permit), uses requiring approval of a conditional use permit (Chapter 19.760 - Conditional Use Permit), or uses requiring some other permit. Table 19.150.020.A also identifies those uses that are specifically prohibited. Uses not listed in the Tables are prohibited unless the Community & Economic Development Director or his/her designee, pursuant to Chapter 19.060 (Interpretation of Code), determines that the use is similar to and no more detrimental than a listed permitted or conditional use. Any use which is prohibited by state and/or federal law is also strictly prohibited. Chapter 19.149 - Airport Land Use Compatibility includes Airport Land Use Compatibility Plan requirements for discretionary actions proposed on property located within an Airport Compatibility Zone.

- D. RA-5 Zone Permitted Uses. A summary of this section is contained in the Permitted Uses Table (Table 19.150.020-A), the Incidental Uses Table (Table 19.150.020-B), and the Temporary Uses Table (Table 19.150.020-C). If any conflict between this section and the Tables exists, the provisions of this section shall apply.
 - 1. A one-family dwelling or manufactured dwelling of a permanent character placed in a permanent location and of not less than 750 square feet ground floor area exclusive of open porches and garage;
 - 2. Farms or ranches for orchards, tree crops, field crops, truck gardening, berry and bush crops, flower gardening, growing of nursery plants, similar enterprises carried on in the general field of agriculture, aviaries, and raising of chinchillas, guinea pigs and parakeets;
 - 3. Poultry, rabbits, crowing fowl and crowing roosters.

- a. The noncommercial keeping of not more than five poultry, including crowing fowl (except crowing roosters), and 18 rabbits is permitted. Such animals shall be housed, kept or penned at least 50 feet from any residence on an adjoining lot or parcel, including the residence on the lot where the animals are kept,
 - b. Where poultry and rabbits are housed, kept, or penned at least 100 feet from any residence, the noncommercial keeping of not more than 50 poultry, and 45 rabbits on any lot is permitted. The keeping of not more than seven crowing roosters are permitted on any lot, provided that such roosters are housed from sunset to sunrise in an acoustical structure so as to reduce noise emitted by such roosters and such structure is at least 100 feet from any residential structure on an adjoining lot;
4. Pot-bellied pigs shall not be allowed in the RA-5 zone unless mandated by State law;
5. The grazing, raising or training of equine, riding stables or academies, sheep and cattle, provided that the lot has a minimum area of one acre and animals are not housed or pastured within 100 feet of a residence provided that the property is maintained in accordance with Section 6.16.010 (Fly-Producing Conditions) of the Municipal Code, and further that:
 - a. Not more than a total of two of any of the following or a total of two of any combination of horses, colts, mules, ponies, goats, sheep, cows, calves or animals of general like character shall be kept on any lot with an area of one acre and that one additional animal may be kept for each half acre over one acre in any such premises,
 - b. Dairies, feeding lots and similar uses may be permitted after public hearing under a conditional use permit,
 - c. Additional animals may be permitted subject to the granting of a conditional use permit in the RA-5 zone;
6. The keeping of bees, provided that all other conditions of this Zoning Code and other City ordinances are complied with;
7. Parks, playgrounds or community centers owned and operated by a governmental agency, subject to the granting of a conditional use permit;
8. Golf courses, including miniature courses and driving ranges, subject to the granting of a conditional use permit;
9. Uses customarily incidental to any of the above uses, including hobby activities of a noncommercial nature;
10. Rented rooms in any one-family dwelling for occupancy of not more than four persons in addition to members of the family occupying such dwelling;
11. Accessory buildings and uses, including a private garage, accessory living quarters, recreation room, private stable, barn, greenhouse, lathhouse, corral, pen, coop or other similar structure, a building or room for packing products produced or raised on the same premises, and one stand for the sale of such products;
12. Nameplates and signs as provided in Chapter 19.620 (General Sign Provisions);
13. The growing and wholesale disposal of earthworms in worm farms, provided that the area devoted to the cultivation of worms does not exceed 64 square feet, and further provided that:
 - a. All worm farms shall be kept at least 50 feet away from all adjacent dwellings,

- b. The maximum height of any worm bed shall be two feet and all other structures shall conform to the requirements for accessory structures,
 - c. Worm farms in excess of 64 square feet shall only be permitted subject to the granting of a conditional use permit;
14. Agricultural field office as defined in Section 19.910.020 ("A" Definitions) subject to the granting of a conditional use permit in the RA-5 zone subject to the following operation and development standards:
- a. The use shall be conducted on a property zoned RA-5 having five acres or more gross area which is zoned for agricultural uses and which is predominately occupied by a commercial agricultural business,
 - b. The use shall be in conjunction with any permitted agricultural use, provided that such office shall be occupied by an agricultural business, which business is either located on-site or off-site the property,
 - c. The use shall be established within a stickbuilt, mobile coach or prefabricated structure, attached to or detached from any other building on the property,
 - d. Adequate parking and vehicular access shall be available in accordance with Chapter 19.580 (Parking and Loading) of the Zoning Code,
 - e. The building shall comply with the setback standards established for accessory structures in Chapter 19.440 (Accessory Buildings and Structures) of the Zoning Code;
15. Agricultural caretaker living quarters as defined by Section 19.910.040 ("C" Definitions) of this title subject to the granting of a conditional use permit provided all of the following criteria apply:
- a. The use shall be conducted on a property having five acres or more gross area which is zoned residential agricultural and which is predominantly occupied by a bona fide agricultural business,
 - b. The use shall be established within a stickbuilt (completely assembled on site) or prefabricated structure, attached to or detached from the primary dwelling unit on the property or within a mobile home. The square footage of the agricultural caretaker living quarters shall not exceed 50 percent of the square footage of the primary dwelling unit,
 - c. Occupancy shall be limited to the agricultural caretaker and his or her family. The agricultural caretaker shall be a full-time employee of the on-site agricultural business,
 - d. The primary dwelling unit on the property shall be occupied by the legal owner of the property,
 - e. The agricultural caretaker living quarters shall be established in such a way as to minimize its view from adjacent streets and properties,
 - f. The use shall not be conducted longer than two years except that subsequent time extensions may be granted by the City Planning Commission. Each time extension shall not exceed two years. Written notice shall be given to adjacent property owners as prescribed by Section 19.670.020 (Notice Requirements for Administrative Discretionary Permits with No Public Hearing) of this title for minor variances. The standard time extension application fee for conditional use permits shall be required,
 - g. The property owners shall execute and record a covenant and agreement with the City

to revert the property to single-family residential use, including the removal of the kitchen facilities of any permanent addition, and the removal of any mobile home which does not meet the requirements of the residential agricultural zone, after the expiration of the conditional use permit or the termination of the agricultural business;

16. Home occupations and telecommuting as defined by Sections 19.910.090 ("H" Definitions) and 19.910.210 ("T" Definitions) of this Code in accordance with the provisions contained in Chapter 19.485 (Home Occupations) of this title. Such uses shall not be allowed in the RA-5 zone unless mandated by State law.
 17. Parolee/probationer home, as defined by Section 19.910.170 ("P" Definitions), transitional shelter housing, as defined by Section 19.910.210 ("T" Definitions), permanent emergency shelter, as defined by Section 19.910.060 ("E" Definitions) and drop-in center, as defined by Section 19.910.050 ("D" Definitions) of this Code, are prohibited in the RA-5 Zone.
- E. RC Zone permitted uses. A summary of this section is contained in the Permitted Uses Table (Table 19.150.020-A), the Incidental Uses Table (Table 19.150.020-B), and the Temporary Uses Table (Table 19.150.020-C). If any conflict between this section and the Tables exists, the provisions of this section shall apply.
1. One-family dwellings of a permanent character placed in a permanent location and of not less than 750 square feet ground floor area, exclusive of open porches and garage;
 2. Planned residential developments subject to the granting of a planned residential development permit as set forth in Chapter 19.780 (Planned Residential Development Permit);
 3. Orchards, tree crops, field crops, truck gardening, berry and bush crops, flower gardening, growing of nursery plants, similar enterprises carried on in the general field of agriculture, aviaries and raising of chinchillas, guinea pigs and parakeets;
 4. Poultry, rabbits, crowing fowl and crowing roosters.
 - a. The noncommercial keeping of not more than five poultry, including crowing fowl (except crowing roosters), and 18 rabbits is permitted. Such animals shall be housed, kept or penned at least 50 feet from any residence on an adjoining lot or parcel, including the residence on the lot where the animals are kept.
 - b. Where poultry and rabbits are housed, kept, or penned at least 100 feet from any residence, the noncommercial keeping of not more than 50 poultry and 45 rabbits on any lot is permitted. The keeping of not more than seven crowing roosters are permitted on any lot, provided that such roosters are housed from sunset to sunrise in an acoustical structure so as to reduce noise emitted by such roosters and such structure is at least 100 feet from any residential structure on an adjoining lot.
 5. The grazing, raising or training of horses; provided, that the lot has a minimum area of one acre and animals are not housed or pastured within 100 feet of a residence; and further, that not more than a total of two horses, colts or ponies or a total of two of any combination of horses, colts or ponies shall be kept on any lot with an area of one acre and that one additional animal may be kept for each half acre over one acre in any such premises;
 6. The keeping of bees; provided, that all other conditions of this Zoning Code or other City ordinances are complied with;
 7. Parks and playgrounds of a noncommercial nature, subject to the granting of a conditional use permit;

8. Golf courses, subject to the granting of a conditional use permit;
9. Uses customarily incidental to any of the above uses, including hobby activities of a noncommercial nature;
10. Rented rooms in any one-family dwelling for occupancy of not more than four persons in addition to members of the family occupying such dwelling;
11. Accessory buildings and uses, including a private garage, accessory living quarters, recreation room, private stable, barn, greenhouse, lathhouse, corral, pen, coop or other similar structure, a building or room for packing products produced or raised on the same premises;
12. Nameplates and signs as provided in Chapter 19.620 (General Sign Provisions);
13. Agricultural field office as defined in Section 19.910.020 ("A" Definitions) subject to the granting of a conditional use permit.

(Ord. 7431 , § 1(Exh. A), 2-20-2018; Ord. 7331 §4, 2016; Ord. 7110 §1, 2011; Ord. 7064 §1, 2010; Ord. 6966 §1, 2007)

19.100.070 - Additional regulations for the R-3 and R-4 Zones.

A. *Floor area per dwelling unit.* The minimum floor area per dwelling unit in the R-3 and R-4 zones shall meet the minimum standards of the California Building Code.:

I. Usable open space.

1. The minimum usable open space, as defined in Article X (Definitions), required for each dwelling unit shall be as set forth in Table 19.100.070 (Usable Open Space Standards: Multi-Family Residential Zones) below:

**Table 19.100.070
Usable Open Space Standards: Multi-Family Residential Zones**

| Usable Open Space Standards | Multi-Family Residential Zones | | | | | |
|---|--------------------------------|-------------------------|-------------------------|-------------------------|------------------------|------------------------|
| | R-3-4000 | R-3-3000 | R-3-2500 | R-3-2000 | R-3-1500 | R-4 |
| Common Usable Open Space - Minimum per Unit | 500 sq. ft. | 500 sq. ft. | 400 sq. ft. | 400 sq. ft. | 300 sq. ft. | 200 sq. ft. |
| Private Usable Open Space Ground Floor/Upper Story Unit | 120 sq. ft./ 50 sq. ft. | 120 sq. ft./ 50 sq. ft. | 120 sq. ft./ 50 sq. ft. | 100 sq. ft./ 50 sq. ft. | 100 sq. ft./50 sq. ft. | 50 sq. ft./ 50 sq. ft. |

2. Development consisting of 20 units or fewer shall provide a large open area (one of the dimensions shall be a minimum of 50 feet).
3. Development consisting of 21 units to 75 units shall provide a large open lawn area (one of the dimensions shall be a minimum of 50 feet) and include but not be limited to two of the recreational amenities listed below, or equivalent:
 - a. Tot lot with multiple play equipment
 - b. Pool and spa
 - c. Barbeque facility equipped with grill, picnic benches, etc.
 - d. Court facilities (e.g. tennis, volleyball, basketball, etc.)

- e. Exercise room
 - f. Clubhouse
4. Development consisting of 76 units or more shall provide a large open area (one of the dimensions shall be a minimum of 100 feet) and include but not be limited to four of the following recreational amenities, or equivalent:
 - a. Tot lots with multiple play equipment. The tot lots shall be conveniently located throughout the site. The number of tot lots and their location shall be subject to Community & Economic Development Director review and approval.
 - b. Pool and spa.
 - c. Multi-purpose room equipped with kitchen, defined areas for games, exercises, recreation, entertainment, etc.
 - d. Barbeque facilities equipped with multiple grills, picnic benches, etc. The barbeque facilities shall be conveniently located throughout the site. The number of barbeque facilities and their locations shall be subject to Community and Economic Director review and approval.
 - e. Court facilities (e.g. tennis, volleyball, basketball, etc.)
 - f. Jogging/walking trails with exercise stations.
 - g. Community garden.
 - h. Theater.
 - i. Computer room.
 - j. Exercise room.
 5. Other recreational amenities not listed above, may be considered in lieu of those listed subject to Community & Economic Development Director review and approval.
 6. Related recreational activities may be grouped together and located at any one area of the common space.
 7. Dispersal of recreational facilities throughout the site shall be required for development with multiple recreational facilities.
 8. All recreation areas or facilities required by this section shall be maintained by private homeowners' associations, property owners, or private assessment districts subject to Community & Economic Development Director review and approval.
 9. In the R-4 Zone, a maximum of 25 percent of the required common usable open space may be located on the roof of a garage or building, provided such common usable open space is provided with recreational amenities suitable for the residents of the development.
- J. *Private usable open space.* Each dwelling unit shall be provided with at least one area of private usable open space, as defined in Article X (Definitions), accessible directly from the living area of the unit and as set forth in Table 19.100.070 (Usable Open Space Standards: Multi-Family Residential Zones) and in the following:
1. *Ground floor units:* Private usable open space for ground floor units shall be in the form of a fenced yard or patio, a deck or balcony. In order to count toward the open space requirement, a yard area, or uncovered deck or patio shall have a minimum area of 120 square feet in R-3 zones and 50 square feet in the R-4 Zone. Such private usable open

space shall have no dimension of less than eight feet in R-3 zones and five feet in the R-4 Zone.

2. *Above-ground level units:* Each dwelling unit having no ground-floor living area shall have a minimum above-ground level private usable open space area of at least 50 square feet. Such private usable open space shall have no dimension of less than five feet. Above-ground level space shall have at least one exterior side open above railing height.
 3. Each square foot of private usable open space provided beyond the minimum requirement of this section shall be considered equivalent to one and one-half square feet of the required group usable open space provided in the project. In no case shall private usable open space constitute more than 40 percent of the total required group open space for the project.
- K. *Distance between buildings.* The minimum distance between buildings shall be not less than 15 feet, except within a Tiny Home Community, in which case the minimum distance between buildings shall not be less than 5 feet.
- L. *Trash collection areas.* Common trash collection areas shall be provided and conform to the regulations set forth in Chapter 19.554 (Trash/Recyclable Materials Collection Area Enclosures).
- M. *Keeping of animals.* Domestic animals in accordance with Table 19.150.020.B (Incidental Uses Table) pursuant to Chapter 19.455 (Animal Keeping) are permitted. All other animal keeping is prohibited.
- No poultry, pigeons, rabbits, horses, mules, ponies, goats, swine, cows or similar animals generally considered to be non-household pets shall be kept in any R-3 or R-4 Zone.
- N. *Pedestrian accommodation.* All developments shall provide paved, lighted pedestrian paths connecting parking areas to the units served, and also connecting units to any common usable open space areas improved with recreational amenities.
- O. *Private streets and driveways.* All driveways and streets provided within any multi-family development shall be private and shall be maintained by a private homeowners' association, property owner, or private assessment district. Such private streets and driveways shall be designed, built and maintained as set forth in the permit conditions authorizing such development.
- P. *Recreational vehicle parking.* Recreational vehicle parking shall be in accordance with Section 19.580.070 A 4 (Recreational Vehicle Parking in Residential Zones). In addition to providing all required spaces, a development may provide a special parking area and spaces for recreational vehicles, provided such area and spaces are screened from view from surrounding properties by a block wall of a minimum height of eight feet. Any such parking area and screen wall shall be subject to site plan review and design review as set forth in Section 19.100.080 (Site Plan Review and Design review required—R-3 and R-4 Zones).
- Q. *Landscaping.* Landscaping shall be provided and continuously maintained as set forth in Chapter 19.570 (Water Efficient Landscaping and Irrigation).
- R. *Lighting.*
1. All outdoor lighting shall be designated with fixtures and poles that illuminate uses, while minimizing light trespass into neighboring areas.

2. The candlepower of outdoor lighting shall be the minimum required for safety purposes.
 3. The provisions of Section 19.590.070 (Light and Glare) shall apply.
 4. The provisions of Chapter 19.556 (Lighting) shall apply.
- (Ord. 7408 §1, 2018; Ord. 7331 §4, 2016; Ord. 6966 §1, 2007)

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Chapter 19.150 - BASE ZONES PERMITTED LAND USES

19.150.010 - Purpose.

This section establishes land use regulations for all base zones listed in this article consistent with the stated intent and purpose of each zone.

(Ord. 7331 §12, 2016; Ord. 6966 §1, 2007)

19.150.020 - Permitted land uses.

| 19.150.020.A Permitted Uses Table | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--------|--------------------------|----|-----|-----|-----|--|----|----|------|---|------|------|---|----|----|----|----|--|--|----|--|
| This table identifies permitted uses and uses requiring approval of other permits by zoning designation. In addition to these uses, other incidental and temporary uses may also be permitted as noted in the Incidental Uses Table and the Temporary Uses Table. | | | | | | | | | | | | | | | | | | | | | | | |
| Use | Zones | | | | | | | | | | | | | | | | | | | Location or Required Standards in the Municipal Code | | | |
| | Residential Zones (Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4)) | | | | | | | Office & Commercial Zones (Office, Commercial Retail, Commercial General, Commercial Regional Center) | | | | Mixed Use Zones (Neighborhood, Village, Urban) | | | Industrial Zones (Business/Manufacturing Park, General Industrial, Airport Industrial, Airport) | | | | | | Other Zones (Public Facilities, Railroad, Neighborhood Commercial Overlay) | | |
| | RC** | RA-5** | RR | RE | R-1 | R-3 | R-4 | O | CR | CG | CRC* | MULT | MULV | MULT | BIOP | BI | BI | BI | BI | | BI | BI | |
| . | | | | | | | | | | | | | | | | | | | | | | | |
| . | | | | | | | | | | | | | | | | | | | | | | | |
| Manufactured Dwellings: | P | P | P | P | P | P | P | X | X | X | X | P | X | X | X | X | X | X | X | X | 19.850 - Fair Housing and Reasonable Accommodations 19.100 - Residential Zones 19.340 - Manufactured Dwellings See 19.149 - Airport Land Use Compatibility*** | | |
| . | | | | | | | | | | | | | | | | | | | | | | | |
| Mobile Home Park | X | X | With the MH Overlay Zone | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 19.210 - Mobile Home Park Overlay Zone 5.75 - Mobile Home Parks Rent Stabilization Procedures | | |

19.150.020.A Permitted Uses Table

This table identifies permitted uses and uses requiring approval of other permits by zoning designation. In addition to these uses, other incidental and temporary uses may also be permitted as noted in the Incidental Uses Table and the Temporary Uses Table.

| Use | Zones | | | | | | | | | | | | | | | | | | Location of Required Standards in the Municipal Code | | | |
|----------------------------------|--|--------|----|----|-----|-----|-----|--|----|----|-----|--|------|------|---|----|----|----|--|---|----|--|
| | Residential Zones (Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4)) | | | | | | | Office & Commercial Zones (Office, Commercial Retail, Commercial General, Commercial Regional Center) | | | | Mixed Use Zones (Neighborhood Village, Urban) | | | Industrial Zones (Business Manufacturing Park, General Industrial, Airport Industrial, Airport) | | | | | Other Zones (Public Facilities, Medium, Neighborhood Commercial Overlay) | | |
| | RC** | RA-5** | RR | RE | R-1 | R-3 | R-4 | O | CR | CG | CRC | MU-V | MU-U | MU-P | IMP | IG | AI | AO | | PF | NC | NC Overlay |
| Tiny Home Community (Foundation) | X | X | X | X | X | P | P | X | X | X | X | | X | X | | | | X | X | X | | 19.100.070 - Additional regulations for the R-3 and R-4 Zones. |

*=For CRC, MU-U and MU-V Zones a Site Plan Review Permit (Chapter 19.770) is required for any new or additions/changes to existing buildings or structures.

**=For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030.A (RA-5 Zone Permitted Uses) and 19.100.030.B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030.A and 19.100.030.B exists, the provisions of Sections 19.100.030.A and 19.100.030.B shall apply.

***=Refer to Chapter 19.149 - Airport Land Use Compatibility and applicable Airport Land Use Compatibility Plan for airport land use compatibility zones where use may be strictly prohibited.

| | | |
|---|---|--|
| C=Subject to the granting of a conditional use permit (CUP), Chapter 19.780 | MC=Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730 | P=Permitted |
| PRD=Planned Residential Development Permit, Chapter 19.780 | RCP=Recycling Center Permit, Chapter 19.870 | SP=Site Plan Review Permit, Chapter 19.770 |
| X=Prohibited | | sq. ft.= Square Feet |

1 Commercial Storage Facilities are permitted in all zones with the Commercial Storage Overlay Zone (Chapter 19.180).

2 Legal, existing duplexes built prior to the adoption of this Zoning Code are permitted in the R-1-7000 Zone see 19.100.060 D.

3 Allowed with a Planned Residential Development (PRD) Permit, Chapter 19.780.

4 One single-family detached dwelling allowed on one legal lot 0.25 acres in size or less in existence prior to January 1, 2018 subject to the development standards of the R-1-7000 Zone.

5 Permitted or conditionally permitted on sites that do not include a residential use.

(Ord. 7462, § 2(Exh. A), 2019; Ord. 7431 § 3(Exh. A), 2018)

19.150.020.B Incidental Uses Table

This table identifies uses which are generally only permitted as an incidental use to some other permitted use on the property.

| Use | Zones | | | | | | | | | | | | | | | | | | Location of Required Standards in the Municipal Code | | | |
|--|--|--------|----|----|-----|-----|-----|--|----|----|-----|---|------|-------|---|---|----|----|--|--|-----|--|
| | Residential Zones (Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4)) | | | | | | | Office & Commercial Zones (Office, Commercial Retail, Commercial General, Commercial Regional Center) | | | | Mixed Use Zones (Neighborhood, Village, Urban) | | | Industrial Zones (Business, Manufacturing, Park, General Industrial, Airport Industrial, Airport) | | | | | Other Zones (Public Facilities, Railroad, Neighborhood Commercial Overlay) | | |
| | RC** | RA-5** | RR | RE | R-1 | R-3 | R-4 | O | CR | CG | CRC | MU-N | MU-V | MU-U* | IMP | I | NI | AI | | PF | RDW | NC Overlay |
| . | | | | | | | | | | | | | | | | | | | | | | |
| Accessory Dwelling Unit ¹ and Accessory Dwelling Unit, Junior | P | P | P | P | P | P | X | X | X | X | P | P | P | X | X | X | X | X | X | X | X | 19.442 - Accessory Dwelling Unit and Junior Accessory Dwelling Unit; 19.910 - Definitions |
| . | | | | | | | | | | | | | | | | | | | | | | |
| . | | | | | | | | | | | | | | | | | | | | | | |
| Tiny Home Community ^{2,3} | X | X | C | C | C | C | X | C | C | C | C | C | C | C | C | C | C | X | X | X | X | 19.255 - Assemblies of people—non-entertainment; 19.100.070 - Additional regulations for the R-3 and R-4 Zones; 19.910 - Definitions |
| . | | | | | | | | | | | | | | | | | | | | | | |
| . | | | | | | | | | | | | | | | | | | | | | | |

(Ord. 7457 § 1(Exh. A), 2019; Ord. 7431 § 3(Exh. A), 2018; Ord. 7408 § 1, 2018; Ord. 7331 § 11, 2016; Ord. 7316 § 4, 2016; Ord. 7273 § 1, 2015; Ord. 7222 § 3, 2013; Ord. 7110 § 52, 3, 4, 2011; 7064 § 9, 2010; Ord. 6966 § 1, 2007)

¹ Accessory Dwelling Units (ADU) are permitted when an existing or proposed primary single-family or multi-family residential dwelling is located on the same property, pursuant to Chapter 19.422.

² See exemptions noted in 19.450 - Alcohol Sales

³ Outdoor Sales and Display - Incidental are permitted on an intermittent basis with a TUP. See Section 19.740

⁴ Where play areas are proposed in conjunction with a new drive-thru restaurant, the play area can only be considered under the same conditional use permit required for the drive-thru business.

*=For CRC, MU-U and MU-V Zones a Site Plan Review (Chapter 19.770) is required for any new or additions/changes to existing buildings or structures.

**=For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030.A (RA-5 Zone Permitted Uses) and 19.100.030.B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030.A and 19.100.030.B exists, the provisions of Sections 19.100.030.A and 19.100.030.B shall apply.

***=Accessory to an Assemblies of People — Non-Entertainment and subject to the applicable standards identified in Chapter 19.255 (Assemblies of People-Non-Entertainment).

| | | |
|--|---|---|
| P=Permitted | C=Subject to the granting of a conditional use permit (CUP), Chapter 19.760 | MC=Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730 |
| RCP=Recycling Center Permit, Chapter 19.870 | TUP=Temporary Use Permit, Chapter 19.740 | X=Prohibited |
| | sq. ft.=Square Feet | SP=Site Plan Review Permit, Chapter 19.770 |
| PRD=Planned Residential Development Permit, Chapter 19.780 | RRP=Room Rental Permit | |

19.150.020.C Temporary Uses Table
This table identifies uses that are temporary in nature.

| Use | Office | | | | | | | | | | | | Industrial Zones | | | Other Zones | | | Location of Regulation Standards in the Municipal Code | | |
|-----|--|--------|----|----|-----|-----|--|---|----|----|------|------|---|------|----|--|----|----|--|---|--|
| | Residential Zones (Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4)) | | | | | | Office & Commercial Zones (Office, Commercial Retail, Commercial General, Commercial Regional Center) | | | | | | Special Use Zones (Neighborhood, Village, Urban) | | | Industrial Zones (Business Manufacturing Park, General Industrial, Airport Industrial, Airport) | | | | Other Zones (Public Facilities, Railroad, Neighborhood Commercial Overlay) | |
| | RC** | RA-5** | RR | RE | R-1 | R-3 | R-4 | O | CR | CG | CRC* | MU-U | MU-V | MU-P | MP | GI | AI | BP | RVV | NR Overlay | |

(Ord. 7408 §1, 2018; Ord. 7211 §2, 2013; Ord. 7110 §§2, 3, 4, 2011; Ord. 7064 §9, 2010; Ord. 6966 §1, 2007)

**Refer to Chapter 19.149 - Airport Land Use Compatibility, and applicable Airport Land Use Compatibility Plan for airport land use compatibility zones where use may be strictly prohibited.

* All sites having active minor conditional use permits or conditional use permits, private schools, assemblies of people, etc.

** For Exceptions, see Chapters 19.100.030 (A) - RA-5 Permitted Uses and 19.150.020.B Incidental Uses Table

* = For CRC, MU-U and MU-V Zones a Site Plan Review (Chapter 19.770) is required for any new or additions/changes to existing buildings or structures.

** = For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030.A (RA-5 Zone Permitted Uses) and 19.100.030.B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030.A and 19.100.030.B exists, the provisions of Sections 19.100.030.A and 19.100.030.B shall apply.

*** = Accessory to an Assemblies of People — Non-Entertainment and shall meet all applicable standards identified in Chapter 19.255.

| | | |
|--|---|---|
| P = Permitted | C = Subject to the granting of a conditional use permit (CUP), Chapter 19.760 | MC = Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730 |
| RCP = Recycling Center Permit, Chapter 19.870. | TUP = Temporary Use Permit, Chapter 19.740 | X = Prohibited |
| | sq. ft. = Square Feet | SP = Site Plan Review Permit, Chapter 19.770 |
| PRD = Planned Residential Development Permit, Chapter 19.780 | | |

ARTICLE VI - OVERLAY ZONES

Chapter 19.210 - MOBILE HOME PARK OVERLAY ZONE (MH)

19.210.010 - Purpose.

The Mobile Home Park (MH) Overlay Zone is established to set forth standards to be applied to the development of new mobile home parks. The standards herein are intended to ensure a suitable living environment for those persons residing within a mobile home park and to ensure compatibility of such park with the surrounding area.

(Ord. 7331 §19, 2016; Ord. 6966 §1, 2007)

19.210.020 - Applicability.

- A. This Mobile Home Park Overlay Zone (MH) may only be applied in combination with a base zone as set forth in Table 19.100.020 A.
- B. The MH Overlay Zone may also be applied in combination with other overlay zones.
- C. Unless otherwise specified, the provisions of California Code of Regulations Title 25, Division 1, Chapter 2, Mobile Home Parks Act, shall apply.

(Ord. 7331 §19, 2016; Ord. 6966 §1, 2007)

19.210.030 - Permitted uses.

Mobile home parks may be established within a Mobile Home Park Overlay Zone subject to the granting of a conditional use permit processed pursuant to Chapter 19.760 (Conditional Use Permit) and to the provisions of this chapter (Refer to the provisions of California Code of Regulations Title 25, Division 1, Chapter 2, Mobile Home Parks Act).

(Ord. 7331 §19, 2016; Ord. 6966 §1, 2007)

19.210.040 - Development standards.

Table 19.210.040 (MH Overlay Zone Development Standards) sets forth the minimum development standards required for all new mobile home parks. In the event of conflict between these standards and those required for the underlying base zone, the standards set forth in Table 19.210.040 (MH Overlay Zone Development Standards) shall prevail.

(Ord. 7331 §19, 2016; Ord. 6966 §1, 2007)

**Table 19.210.040
MH Overlay Zone Development Standards**

| Development Standard | MH |
|--|---|
| Density of a Mobile Home Park - Maximum | 10 units/acre |
| Density of a Tiny Home (chassis) Community - Maximum | 20 units/acre ¹ |
| Unit Size of a Tiny Home (chassis) Community | Up to 400 square feet |
| Site Area - Minimum a. Mobile Home Park (gross area) b. Individual Mobile Home Space c. Tiny Home (chassis) Community | a. 10 acres b. Minimum space area shall comply with Title 25 (Housing and Community Development) of the California Code of Regulations. c. Per underlying Zone. |
| Frontage on a public street for mobile home park site - Minimum | 250 ft. |

| | |
|--|--|
| Dimensions for individual mobile home sites - Minimum a. Lot width b. Lot depth | Minimum lot width and depth shall comply with Title 25 (Housing and Community Development) of the California Code of Regulations. |
| Building Height - Maximum a. Mobile Home Units within a Park b. Mobile Home Park: - Permanent Structures | a. Building height shall comply with Title 25 (Housing and Community Development) of the California Code of Regulations. b. 35 ft. |
| Lot Coverage: Individual Mobile Home Space - Maximum | Maximum lot coverage shall comply with Title 25 (Housing and Community Development) of the California Code of Regulations. |
| Setbacks for an Individual Mobile Home Space - Minimum | Front, sides and rear yard setbacks for each individual mobile home space shall be established and maintained in accordance with Title 25 (Housing and Community Development) of the California Code of Regulations. |
| Setbacks for Mobile Home Park: - Minimum (Applies to the perimeter setbacks of the park) a. Front ^{2,3} b. Street side ^{2,3,4} c. Interior side ^{3,4} d. Rear ^{3,4} | a. 20 ft. b. 20 ft. c. 10 ft. d. 10 ft. |
| Building Separation Between Mobile Home Units; and Between Mobile Home Units and Accessory Structures | Building separation shall conform with Title 25 (Housing and Community Development) of the California Code of Regulations. |
| <p>Notes:</p> <ol style="list-style-type: none"> 1. Subject to maximum land use intensity criteria pursuant to an applicable Airport Land Use Compatibility Plan. 2. Except where the average setback of existing dwellings on the same block exceeds the minimum required front and/or street side setback, the setback of the mobile home park shall conform to that average depth. 3. All required setbacks shall be suitably landscaped and maintained pursuant to Chapter 19.570 (Water Efficient Landscaping and Irrigation) of the Zoning Code. 4. The park side yard setback shall not be a substitute for the required mobile home space yards. | |

19.210.050 - Additional development standards.

The following additional standards shall apply to all new mobile home parks.

- A. *Management.* Every mobile home park community shall be properly managed to ensure maintenance of common facilities and to ensure individual home sites are developed and maintained in accordance with recorded rules and regulations for the park. A Management Plan shall be included in the conditional use permit application submittal. All mobile home park communities shall participate in the City's Crime Free Multi Housing Program, or its successor equivalent.
- D. *Site use and improvements.* Each mobile home shall be located on an approved mobile home site, and all mobile home sites shall be designed to accommodate independent mobile homes. No mobile home site shall be used as the location for more than one mobile home or trailer. Each mobile home shall be skirted with material compatible in color and material with the mobile home.
- E. *Roadways.* Access to the mobile home park shall be provided from a public roadway and shall include an internal circulation system that would allow access to each individual mobile home space in accordance with Title 25 (Housing and Community Development) of the California Code of Regulations.

- F. *Fences and walls (excluding Tiny Home (chassis) Communities)*. A minimum six-foot-high decorative solid masonry wall shall be constructed to enclose the park and serve as a visual screen and buffer between uses. The wall shall be located no closer than the front and street side setback along all streets and for the remainder perimeter of the park, it shall be located at the property line. All outdoor storage areas for the Park shall be enclosed by a minimum six-foot-high masonry wall. Fencing for each individual mobile home space shall comply with Title 25 (Housing and Community Development) of the California Code of Regulations.
- G. *Landscape buffer*. When a mobile home park shares a common boundary with a residential use, a ten-foot landscape setback shall be provided along the common property line.
- H. *Landscaping*. All required minimum setback areas around the perimeter of the park shall be permanently landscaped and maintained with ground cover, trees, and shrubs, pursuant to Chapter 19.570 (Water Efficient Landscaping and Irrigation).
- I. *Accessory structures (storage building, garage, carport, awning, cabana, greenhouse, etc.)*. Accessory structures shall be subject to the minimum requirements for setbacks, building separation and height, location, size, construction materials and lot coverage established for Mobile Home Accessory Buildings and Structures in Title 25 (Housing and Community Development) of the California Code of Regulations.
- J. *Common open space*. A recreation area, exclusive of any mobile home space, shall be provided and maintained on site at a rate of 275 square feet for each mobile home unit within the park. Recreation areas may include, but not be limited to, recreation rooms, community indoor and outdoor facilities, playgrounds, and other similar amenities.
- K. *Utilities*. Unless otherwise specifically authorized by the designated approving or appeal authority, all utilities providing service to the park shall be placed underground. Equipment appurtenant to the underground facilities (e.g., transformers, meter cabinets) may be placed above ground. All utilities shall be installed to the specifications of the Public Utilities and Fire Departments. Master metering shall be required, with sub-metering at the option of the park owner.
- L. *Parking*. Parking shall be provided and improved in accordance with Chapter 19.580 (Parking and Loading) of the Zoning Code. However, where two parking spaces are provided on a mobile home space, one may be located behind the other (in tandem) and need not have independent vehicular access.
- M. *Lighting*. Lighting for signs, structures, landscaping, parking areas, loading areas and the like, shall comply with the regulations set forth in Section 19.590.070 (Light and Glare) and the provisions of Chapter 19.556 (Lighting).
- N. *Trash receptacles and enclosures*.
 1. All trash storage areas shall be located so as to be convenient to the users and where associated odors and noise will not adversely impact the users.
 2. The provisions of Chapter 19.554 (Trash/Recyclable Materials Collection Area Enclosures) regarding requirements for the screening of trash receptacles shall apply.

(Ord. 7331 §19, 2016; Ord. 6966 §1, 2007)

ARTICLE VII. - SPECIFIC LAND USE PROVISIONS

Chapter 19.240 - ADULT-ORIENTED BUSINESSES

19.240.040 - Minimum proximity requirements.

- A. Adult-oriented businesses shall only be established, located, or operated in the I (Industrial) Zone and only when within the ascribed distances of the certain specified land uses or zones set forth here. These distances shall be measured from the closest point upon the outside walls of the building or building lease space containing the adult-oriented business to the nearest point upon the outside walls or property lines of the building or property of concern.
1. The business shall not be located within 600 feet of any other adult-oriented business.
 2. The business shall not be located within 1,000 feet of a historic district.
 3. The business shall not be located within 600 feet of any residential dwelling unit, residential zone or homeless shelter.
 4. The business shall not be located within 1,000 feet of any school, religious assembly, family day care home or day care center.

Chapter 19.340 - MANUFACTURED DWELLINGS

19.340.010 - Purpose.

The purpose of regulating manufactured dwellings is to ensure compatibility of such dwellings with surrounding uses and properties and to avoid any impacts associated with such dwellings.

(Ord. 7331 §46, 2016; Ord. 6966 §1, 2007)

19.340.020 - Applicability and permit requirements.

Manufactured dwellings, as defined in Article X (Definitions), are permitted in any zone where a single-family residence is permitted pursuant to Government Code 65852.3 - Local Manufactured Homes Zoning and in any Multi-Family zone as part of a tiny home (foundation) Community. The manufactured dwelling must be certified under the National Manufactured Housing Construction and Safety Standards Act of 1974 (42 U.S.C. Secs. 5401 et. seq.) and placed on a foundation system.

(Ord. 7331 §46, 2016; Ord. 6966 §1, 2007)

19.340.030 - Development standards.

In addition to the standards set forth in Article V, Base Zones and Related Use and Development Provisions that shall apply, building elevations shall be submitted for review and approval by the Community & Economic Development Director showing the roof overhang, roofing material and siding material.

(Ord. 7331 §46, 2016; Ord. 6966 §1, 2007)

19.340.040 - Site, location, operation and development standards for the sales of manufactured dwellings.

- A. The site shall be located on and have access to an arterial street as identified on the City's Master Plan of Roadways in the General Plan.
- B. All buildings shall be located at least 20 feet from any property line.
- C. A dedicated model home sales office shall be provided on the property.
- D. Parking for the office component shall be provided in accordance with Chapter 19.580 of the Zoning Code.
- E. Exterior lighting shall be provided in accordance with Chapter 19.556 of the Zoning Code.
- F. All provisions contained in Chapter 19.505 (Outdoor Display and Sales) shall apply to the sales of Manufactured Dwellings.
- G. No outdoor telephone bell or paging system shall be used.

(Ord. 7331 §46, 2016)

19.340.050 - Modifications.

Modifications to the above site location, operation and development standards may be considered in conjunction with the required Conditional Use Permit.

(Ord. 7331 §46, 2016)

Chapter 19.350 - PAROLEE/PROBATIONER HOME

19.350.040 - Site location, operation and development standards.

The standards set forth in Article V, Base Zones and Related Use and Development Provisions shall apply unless otherwise specified here.

A. Site location standards.

- 1. The use shall be compatible with neighboring uses.
- 2. Establishment of the facility shall not result in harm to the health, safety or general welfare of the surrounding neighborhood and substantial adverse impacts on adjoining properties or land uses will not result.
- 3. The facility shall be located along or near a major arterial with ready access to public transportation.
- 4. The facility shall be accessible to necessary support services.
- 5. To avoid over-concentration of parolee/probationer, there shall be a 5,000-foot separation requirement between parolee/probationer homes as measured from the nearest outside building walls between the subject use and the nearest property line of any other parolee/probationer housing site.
- 6. A parolee/probationer home shall not be located within 1,000 feet of any other group housing, assisted living facility, a public or private school (kindergarten through twelfth grade), university, college, student housing, senior housing, family day care home, day care center, public park, library, business licensed for on- or off-site sales of alcoholic

beverages, or emergency shelter as defined in Article X (Definitions) and as measured from any point on the outside walls of the parolee/probationer home to the nearest property line of the noted use.

Chapter 19.405 - TATTOO AND BODY PIERCING PARLORS

19.405.030 - Site location, operation and development standards.

The standards set forth in Article V, Base Zones and Related Use and Development Provisions, shall apply to tattoo and body piercing parlors unless otherwise specified here.

- A. The business shall not be located within 1,000 feet of any other tattoo and/or body piercing parlor as measured from any point from the outer boundaries of the building lease space containing the business to the nearest property line of the site containing the existing tattoo and/or body piercing parlor.
- A. The business shall not be located within 500 feet of any adult-oriented business as measured from any point from the outer boundaries of the building lease space containing the business to the nearest property line of the site containing the existing adult-oriented business.
- B. The business shall not be located within 500 feet of any business selling alcoholic beverages, as measured from any point from the outer boundaries of the building lease space containing the business to the nearest property line of the site containing the existing business selling alcoholic beverages.
- C. The business shall not be located within 100 feet of any existing residential zone as measured from any point between the outer boundaries of the building lease space containing the business and the nearest property line of a residentially zoned property
- D. The business shall not be located within 600 feet of a school, park, day care center or family day care home as measured from any point between the outer boundaries of the lease space containing the business to the nearest property line of the school, park, day care center or family day care home.

Chapter 19.442 - ACCESSORY DWELLING UNITS (ADU) AND JUNIOR ACCESSORY DWELLING UNITS (JADU)

19.442.010 - Purpose.

The State of California has identified accessory dwelling units (ADU) and junior accessory dwelling units (JADU) as valuable forms of housing. The City recognizes the importance of providing housing and balancing that with an attractive living environment for all residents. The availability of ADUs and JADUs contributes to local housing and the community's housing stock while providing residential uses consistent with the General Plan and Zoning Code. The purpose of this Chapter is to ensure compliance with California Government Code Section 65852.2 and minimize impacts to surrounding uses and properties.

(Ord. 7457 § 1(Exh. A), 2019; Ord. 7408 §1, 2018)

19.442.020 - Applicability and permit requirements.

ADUs and JADUs, as defined in Article X (Definitions), are permitted in all residential zones, including all multi-family and mixed-use zones that include an existing or proposed dwelling.

(Ord. 7457 § 1(Exh. A), 2019; Ord. 7408 §1, 2018)

19.442.030 - Requirements.

An application for an ADU or JADU shall demonstrate compliance with all the standards and limitations set forth in this section, to the satisfaction of the Community & Economic Development Director or his/her designee.

A. General.

1. ADUs and JADUs shall comply with State and local building code requirements for dwellings.
2. ADUs and JADUs in an historic district shall comply with California Government Code Section 65852.2 and Title 20 of the Riverside Municipal Code.
3. ADUs and JADUs, when rented, must be used for rentals of terms longer than 30 days.
4. No actions to correct zoning nonconformities related to physical improvements are required for ADUs.
5. There shall be no minimum lot size requirement to establish an ADU or JADU.
6. The floor area of an ADU or JADU shall not be counted when calculating lot coverage.
7. ADUs may not be sold or otherwise conveyed separate from the primary residence with the exception of a primary dwelling and ADU developed by an IRS recognized 501(c)(3) housing-related nonprofit or a faith-based organization, working with the Housing Authority, whose mission is to provide units to low-income households.
8. For JADUs, a deed restriction shall be recorded, to run with the land, to prohibit the sale of the JADU separate from the sale of the primary dwelling and restrict its size as identified in 19.442.030 (F).
9. ADUs and JADUs are exempt from all provisions of Chapter 19.219 – Residential Protection Overlay Zone including any application to a primary dwelling, the dwelling area, number of bedrooms or other characteristics.

B. Location.

1. An ADU or JADU shall be located on the same lot as the proposed or existing primary dwelling.
2. An ADU or JADU must have independent exterior access separate from the proposed or existing primary dwelling.
3. An ADU may be either attached, located within the living area of the proposed or existing primary dwelling, or detached from the proposed or existing primary dwelling.
4. A JADU shall be constructed and located within the walls of the proposed or existing primary dwelling, not including the garage, and include:
 - a. Cooking facilities with appliances, a food preparation counter and storage cabinets that are of reasonable size in relation to the size of the JADU.
 - b. Separate sanitation facilities or shared sanitation facilities with the existing structure.

C. Setbacks.

1. ADU setbacks shall comply with California Government Code Section 65852.2 as amended from time to time.
2. For any existing structure, attached or detached, converted to an ADU, no setback requirements shall apply.
3. The side and rear setbacks for an ADU must be sufficient for fire and safety.

D. Unit Size.

1. The total floor space of an attached ADU shall not exceed 50 percent of the existing primary dwelling living area or 1,200 square feet, whichever is less.
2. The total floor space of any detached ADU shall not exceed 1,200 square feet.
3. JADUs shall be no more than 500 square feet in size.

E. Number of Units.

1. Single-family. The number of dwellings permitted on a single lot in any single-family residential zone shall be limited to the primary dwelling, one ADU and one JADU.
2. Multi-family
 - a. Existing Structures
 - i. At least one (1) ADU, but no more than 25% of the existing number of multi-family dwellings, shall be permitted within existing structures on lots with multi-family dwelling structures.
 - ii. ADUs can include conversion of storage rooms, boiler rooms, passageways, attics, basements or garages provided the ADU complies with building standards for dwellings.
 - b. New Structures. No more than two new detached (2) ADUs shall be permitted on a lot that has an existing multi-family dwelling.

F. Owner Occupancy.

- a. On a single lot with a primary dwelling and ADU, neither is required to be owner-occupied.
- b. On a single lot, one JADU is allowed if the primary dwelling or JADU is owner-occupied which shall be recorded with the deed restriction.

G. Height. All ADUs shall comply with the height restrictions of the underlying zone.

H. Parking.

1. No parking shall be required for an ADU or JADU.
2. No replacement parking shall be required for the primary dwelling if a garage, carport or covered parking is converted to an ADU.

I. Utilities.

1. ADUs shall not be considered a new residential use for the purposes of calculating connection fees or capacity charges for utilities, including water and sewer service unless the ADU is constructed with a new single-family dwelling.
2. A new or separate utility connection, connection fee, or capacity charge shall not be

required by the utility provider for an ADU located within the existing primary dwelling unit.

3. A new or separate utility connection, connection fee, or capacity charge shall not be required by the utility provider for an ADU unless the ADU is constructed with a new single-family dwelling.
4. For new ADUs on a lot with an existing primary dwelling unit, the connection may be subject to a connection fee or capacity charge that shall be proportionate to the burden of the proposed ADU, based upon either its size or the number of its plumbing fixtures, upon the water or sewer system.
5. ADUs served by a private sewage system shall comply County Health Department requirements, as applicable.

J. Impact Fees

1. For ADUs under 750 square feet, no City impact fees shall apply.
2. For ADUs over 750 square feet, impact fees shall be charged proportionately in relation to the square footage of the primary dwelling unit.

Chapter 19.440 - ACCESSORY BUILDINGS AND STRUCTURES

19.440.030 - Site location, operation and development standards.

These standards supplement the standards for the zone in which the accessory use is located. If an accessory structure is attached to the principal building, such structure shall comply with the development standards for the principal building.

- A. No accessory structure shall be permitted unless a principal building exists and is occupied by the use intended.
- B. Accessory structures shall not cover more than 35 percent of the required side or rear yard setback area.
- C. Accessory structures shall be located a minimum of five feet from the principal building or the distance required by the Building Code, whichever is greater. Eave line separation from the principal building shall conform to the provisions of the Building Code. Accessory structures located less than five feet from the primary building shall be considered "attached" and must meet the setbacks of the underlying zone.
- D. Garage and carport accessory structures with direct access from an alley shall be located a minimum of 25 feet from the opposite boundary line of the alley.
- E. Accessory structures within residential zones shall comply with the following additional regulations.

1. Accessory structures shall be no closer to the front lot line than the front-most wall of the dwelling nearest the front lot line.
2. The interior side and rear yard setback shall be five feet for a single-story accessory structure.
3. The interior side and rear yard setback shall be the same as the respective underlying zone for two-story accessory structures or accessory structures exceeding 20 feet in height.
4. The street side yard setback for an accessory structure shall be the same as the street side setback of the underlying zone.
5. In the RR, RE and R-1 Zones, all metal accessory structures shall be limited to a maximum total floor area of 120 square feet; all other accessory structures shall be limited to a maximum floor area of 750 square feet. There is no size limit for accessory structures in the RC, RA-5, R-3 or R-4 Zones or any Zone when built in conjunction with a Planned Residential Development (i.e. clubhouse) or Conditional Use Permit (i.e. assemblies of people - non entertainment or assisted living).
6. Any accessory structure over five feet in height, excluding proposed accessory dwelling units which shall comply with requirements set forth in Chapter 19.440, shall be set back at least five feet from side and rear property lines.
7. Single-story accessory structures shall not exceed 20 feet in overall height and two-story accessory structures shall not exceed 30 feet in overall height.

ARTICLE VIII - SITE PLANNING AND GENERAL DEVELOPMENT PROVISIONS

Chapter 19.580 - PARKING AND LOADING

19.580.060 - Parking requirements.

- A. *Minimum parking requirements.* The number of off-street parking spaces required by Table 19.580.060 (Required Spaces) shall be considered the minimum necessary for each use, unless off-street parking reductions are permitted pursuant to provisions herein. In conjunction with a conditional use, site plan review or planned residential development permit, the designated Approving or Appeal Authority may increase these parking requirements if it is determined that they are inadequate for a specific project.
- B. *Uses not listed.* The number of parking spaces required for uses not specifically listed in Table 19.580.060 (Required Spaces) shall be determined by the Community & Economic Development Director or his/her designee based on common functional, product or compatibility characteristics and activities. Such determination is considered a formal interpretation of this title and shall be decided and recorded as such pursuant to Chapter 19.060 (Interpretation of Code).
- C. *Mixed use complexes and parking credits.* In the case of shared parking facilities within a complex, the development shall provide the sum of parking spaces required for each separate use. However, if there are multiple uses in a complex with different operating

characteristics, such as daytime office and nighttime commercial entertainment-oriented uses, the Community & Economic Development Director or his/her designee may grant a mixed use parking credit to reduce the total number of required spaces by up to a maximum of 15 percent of the total required spaces. Another factor in favor of granting a credit is proximity to a transit stop. The following requirements apply to granting of a mixed-use parking credit:

1. The applicant shall provide a parking analysis specifying the proposed mix of uses and the operating characteristics of each type use; including hours of operation and individual parking requirements. The analysis shall provide adequate justification for granting the credit.
 2. A covenant shall be recorded on the property limiting the mix of uses to those identified in the original parking analysis, including a mix with similar operating characteristics.
- D. *Required spaces.* Table 19.580.060 (Required Spaces) below sets forth minimum off-street parking requirements for number of spaces. Except as otherwise specifically stated, the following rules apply to this table.
1. "Square feet" (sq. ft.) means "gross square feet" and refers to total building gross floor area unless otherwise specified, not including areas used for off-street parking or loading spaces.
 2. Where parking spaces are required based on a per-employee ratio, this shall mean the total number of employees on the largest working shift.
 3. Where the number of seats is listed to determine required parking, seats shall be construed to be fixed seats. Where fixed seats provided are either benches or bleachers, each 24 linear inches of the bench or bleacher shall be considered a seat.
 4. When the calculation of the required number of off-street parking spaces results in a fraction of a space, the total number of spaces shall be rounded up to the nearest whole number.
 5. In addition to the requirements in Table 19.580.060 (Required Spaces), spaces shall be provided for trucks and other vehicles used in the business, of a number and size adequate to accommodate the maximum number of types of trucks and/or vehicles to be parked on the site at any one time.
 6. Where maximum distance is specified from the lot, the distance shall be the walking distance measured from the nearest point of the parking facility to the nearest point of the building or area that such facility is required to serve.
 7. Unless otherwise stated, the required parking shall be located on the same lot or within the same complex as the use.

**Table 19.580.060
Required Spaces**

| Use | Number of Spaces Required |
|--|---|
| D | |
| : | |
| : | |
| : | |
| Dwelling: a. Single-family dwelling | a. 2 spaces within a private garage/dwelling unit |

| | |
|---|--|
| b. Multiple-family dwelling | b. 1.5 spaces/dwelling unit with 1 bedroom plus 2 spaces/dwelling unit with 2 or more bedrooms (1) |
| c. Studio Unit/Tiny Home (Foundation) | c.1 space/dwelling unit |
| d. Accessory Dwelling Unit and Junior Accessory Dwelling Unit | d. No replacement parking is required when a garage, carport or covered parking is demolished. No parking is required for the ADU or JADU. |
| Day Care Facilities (more than six people) not including family day care homes: | |
| a. Children (day care centers, preschools, infant centers) | 1 space/employee plus 1 space/facility vehicle plus 1 space/10 persons at facility capacity. (10) |
| b. Adult (not in a group home) | |

F

Table 19.580.060 Notes:

1. See Section 19.580.070 B (Multiple Family Dwellings) for additional requirements. For the purpose of calculating parking requirements for multiple family dwellings, dens, studios, Studio Unit(s), or other similar rooms that may be used as bedrooms shall be considered bedrooms.
2. For senior housing projects, 50 percent of the required spaces shall be covered either in a garage or carport.
3. For the purposes of parking requirements, this category includes corporation yards, machine shops, tin shops, welding shops, manufacturing, processing, packaging, treatment, fabrication, woodworking shops, cabinet shops, and carpenter shops and uses with similar circulation and parking characteristics.
4. Required parking spaces may be in tandem, and the driveway may be used for the required drop-off and pick-up space.
5. Parking ratio to be determined by the designated Approving or Appeal Authority in conjunction with required land use or development permits, based on the impacts of the particular proposal and similar uses in this table.
6. Excluding lath and green houses.
7. Includes barber shops, beauty salons/spas, massage, tanning, tailors, dry cleaning, self-service laundry, travel agencies, electrolysis, acupuncture/acupressure, and tattoo parlors.
8. For the purposes of parking requirements, this category includes antique shops, gun shops, pawn shops, pet stores, and second-hand stores.
9. Additional parking for assembly rooms or stadiums is not required.
10. Parking may be provided on the same or adjoining lot.
11. Parking may be provided on the same lot or within 100 feet of the subject site.
12. Parking may be provided on the same lot or within 150 feet of the subject site.
13. Parking may be provided on the same lot or within 300 feet of the subject site.
14. The pump islands are not counted as parking stalls.
15. A reduction in the number of required parking spaces may be permitted subject to a parking study and a shared parking arrangement.
16. Where strict adherence to any parking standards would significantly compromise the historic integrity of a property, the Development Review Committee may consider variances that would help mitigate such negative impacts, including consideration of tandem parking, allowances for on-street parking, alternatives to planter curbing, wheel stops, painted striping, and asphalt or concrete surfacing materials.
17. Parking shall be provided in accordance with Chapter 19.545.060 (Parking Standards Incentive). A parking analysis may be provided to justify modifications from those standards. The parking analysis shall identify the parking needs to address the operating hours and characteristics of the operations to provide for adequate parking at all times.

(Ord. 7487 § 15(Exh. E), 11-5-2019; Ord. 7457 § 1(Exh. A), 2019; Ord. 7408 §1, 2018; Ord. 7331 §94, 2016; Ord. 7235 §11, 2013; Ord. 7109 §11, 2010; Ord. 6966 §1, 2007)

ARTICLE IX. - LAND USE DEVELOPMENT PERMIT REQUIREMENTS/PROCEDURES
Chapter 19.640 - GENERAL PERMIT PROVISIONS

19.640.040 - Discretionary permits and actions.

- A. Definition. Discretionary permits or actions apply to projects that require the exercise of judgment or deliberation when the Approving or Appeal Authority decides to approve or disapprove a particular activity, as distinguished from situations where the City public official, Board, Commission or Council merely has to determine whether there has been conformity with applicable statutes, ordinances or regulations.
- B. Administrative discretionary permits and actions not requiring a public hearing. The Community & Economic Development Director or the Development Review Committee have primary administrative authority over certain activities that require the determination of compliance with applicable zoning provisions and the application of judgment to a given set of facts. The following lists the various administrative permits and references Chapters of the Zoning Code for the respective actions:
 - 1. Community & Economic Development Director:
 - a. Interpretation of Code - Refer to Chapter 19.060.
 - b. Temporary Use Permit - Refer to Chapter 19.740.
 - c. Nonconforming Provisions - Refer to Chapter 19.080.
 - d. Effective Dates, Time Limits and Extensions - Refer to Chapter 19.690.
 - e. Recycling Center Permit - Refer to Chapter 19.870.
 - f. Determination of substantial conformance and modification of previously approved conditions with equivalent language.

Chapter 19.650 - APPROVING AND APPEAL AUTHORITY

**Table 19.650.020
Approving and Appeal Authority**

R = Recommending Authority; F = Final Approving Authority (unless appealable); A = Appeal Authority; AR = Approving Authority as Community & Economic Development Director or Development Review Committee on Referral

| Type of Permit or Action | Approving and Appeal Authority | | | |
|--------------------------|---|------------------------------------|----------------------------------|---------------------|
| | Community & Economic Development Director | Development Review Committee (DRC) | City Planning Commission (12.14) | City Council (1.14) |
| Administrative | | | | |

Chapter 19.710 - DESIGN REVIEW

19.710.020 - Applicability.

- A. The design review procedures set forth in this chapter shall apply to the following:
 - 1. All new buildings, structures and signs, and enlargements of existing buildings, structures and signs in the RC - Residential Conservation, Commercial and Office, Mixed-Use, Industrial and Downtown Specific Plan Zones, except as exempted in B and C below.
 - 2. Any project reviewed and approved via the conditional use, planned residential development permit or site plan review permit processes.

Chapter 19.780 - PLANNED RESIDENTIAL DEVELOPMENT PERMIT

19.780.040 - Permitted uses.

- A. Single-family dwellings attached or detached.
- B. Tiny home (foundation) in a tiny home community, except in the RC Zone.
- C. Related recreation and community facilities for the use of residents of the development and their guests.
- D. Natural open spaces.
- E. Golf courses.
- F. Multipurpose trails.
- G. Other uses as may be permitted as part of the planned residential development.
- H. In the single-family residential base zones, uses required by State law to be permitted in conjunction with a single-family residential use.

(Ord. 7408 §1, 2018; Ord. 7331 §113, 2016; Ord. 7027 §4, 2009; Ord. 6966 §1, 2007)

ARTICLE X: - DEFINITIONS

Chapter 19.910 – DEFINITIONS

19.910.050 - "D" Definitions.

Dwelling unit means two or more rooms in a dwelling designed for or occupied by one family for living or sleeping purposes and having only one kitchen. See definition in the General Plan.

Dwelling unit, accessory means an attached or a detached residential dwelling unit that provides complete independent living facilities for one or more persons and is located on a lot with a proposed or existing primary residence. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family or multifamily dwelling is or will be situated. An accessory dwelling unit also includes the following:

- (A) An efficiency unit, as defined in Section 17958.1 of the Health and Safety Code; or
- (B) A manufactured home, as defined in Section 18007 of the Health and Safety Code.

Dwelling unit, junior accessory means a unit contained entirely within an existing a single-family structure.

Dwelling unit, manufactured means a manufactured house intended for occupancy by a single family installed on a permanent foundation in conformance with applicable Zoning regulations.

Dwelling unit, mobile. See Mobile Home.

19.910.070 - "F" Definitions

Family day care home means a facility that regularly provides care, protection, and supervision for 14 or fewer children, in the provider's own home, for periods of less than 24 hours per day, while the parents or guardians are away, and is either a large family daycare home or a small family daycare home as defined in Section 1596.78 of the Health and Safety Code as may be amended from time to time.

(1) "Large family daycare home" means a facility that provides care, protection, and supervision for 7 to 14 children, inclusive, including children under 10 years of age who reside at the home.

(2) "Small family daycare home" means a facility that provides care, protection, and supervision for eight or fewer children, including children under 10 years of age who reside at the home.

(3) Family day care homes include detached single-family dwellings, a townhouse, a dwelling unit within a dwelling, or a dwelling unit within a covered multifamily dwelling in which the underlying zoning allows for residential uses where the daycare provider resides and includes a dwelling or a dwelling unit that is rented, leased, or owned.

19.910.140 - "M" Definitions.

Mobile home means a State licensed or registered moveable or transportable vehicle, other than a motor vehicle, designed as a permanent structure intended for occupancy by one family, and having no foundation other than jacks, piers, wheels or skirtings in accordance with applicable standards and meeting the requirements of the California Department of Housing and Community Development.

Mobile home, building line means a line parallel with the front mobile home space line or access drive and distance therefrom the depth of the required front yard.

Mobile home park means a lot or contiguous group of lots intended for residential use where residence is in mobile homes exclusively or where ownership is by condominium association, in lieu of mobile homes, said development is occupied exclusively by factory-built dwellings approved by the State of California and established on permanent foundations.

Mobile home, space means a plot of ground within a mobile home park abutting one or more access drives, designed for the accommodation of one mobile home.

19.910.200 - "S" Definitions.

School means any institution of learning for minors, whether public or private, offering instruction in those courses of study required by the California Education Code and maintained pursuant to standards set by the State Board of Education. This definition includes a kindergarten, elementary school, middle or junior high school, senior high school, or any special institution of education, but it does not include a vocational or professional institution of higher education, including a community or junior college, or university. This definition does not include any day care center or family day care home, regardless of size (see separate definitions for all day care facilities).

19.910.210 - "T" Definitions.

Tiny home community means a group of tiny homes, constructed either on a chassis or on a foundation, that are arranged in common relationship to one another, usually surrounding a shared common open space area.

Tiny home (chassis). See mobile home.

Tiny home (foundation) means a dwelling unit that is factory or site-built on a permanent foundation in accordance with applicable codes, laws and standards.

Townhouse means a dwelling unit occupying its own lot, but which is physically attached to at least one other dwelling unit. See definition in the General Plan.

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**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: June 11, 2020

CASE NUMBER: ZAP1029CH20 – Gossett Development (Representative: Garrett Gossett)

APPROVING JURISDICTION: City of Eastvale

JURISDICTION CASE NO: PLN19-20047 (General Plan Amendment, Change of Zone, Major Development Review, Conditional Use Permit)

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

Airport Influence Area: Chino Airport

Land Use Policy: Zone D

Noise Levels: Below 55 CNEL

MAJOR ISSUES: **None**

RECOMMENDATION: Staff recommends that the Commission find the proposed General Plan Amendment and Change of Zone CONSISTENT with the 2008 Chino Airport Land Use Compatibility Plan, and find the proposed Major Development Review and Conditional Use Permit CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant proposes to construct a 159,054 square foot self-storage facility on 4.13 gross acres. The applicant also proposes to amend the storage site's General Plan land use designation from Low Density Residential to Commercial Retail, and change its zoning from Light Agriculture to General Commercial. The applicant also proposes to amend the General Plan land use designation of four nearby parcels (144-120-005, 144-120-006, 144-120-010, 144-121-003) from Low Density Residential to Commercial Retail.

PROJECT LOCATION: The site is located northerly of Chandler Street, westerly of Selby Avenue, and easterly of Hall Avenue, within the City of Eastvale, approximately 11,230 feet southeasterly of the easterly end of Runway 8R-26L. The General Plan Amendment includes one parcel located easterly of Selby Avenue.

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the Chino Airport, the project site is located within Compatibility Zone D, which limits average intensity to 150 people per acre.

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

- Office – 1 person per 200 square feet,
- Storage – 1 person per 300 square feet.

The project proposes a 159,054 square foot self-storage facility, including 946 storage units totaling 120,700 square feet of storage area, 15 contractor's storage units totaling 8,400 square feet of storage area with 2,200 square feet of office area, and a 1,700 square foot manager's/caretaker's residence with an 860 square foot office.

Using the above rates, the buildings could accommodate 449 people (assuming 4 people for manager's residence), resulting in an average intensity of 109 people per acre, which would be consistent with the Compatibility Zone D criterion of 150. (The intensity of storage areas is based on storage within buildings in use. In a self-storage facility, it is unlikely that even 20% of units would be visited at any given time.)

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle). Based on the 7 parking stalls provided, the total occupancy would be estimated to be 11 people. The resulting average intensity of 3 people per acre is consistent with the Compatibility Zone D average criterion of 150.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone D limits maximum single-acre intensity to 450 people.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would consist of 79,800 square feet of storage area in Buildings B and C (two floors in each building), accommodating a maximum of 266 people, which would be consistent with the Compatibility Zone D single acre criterion of 450 people.

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

Noise: The site is located outside the 55 CNEL contour of the 2008 Chino Airport Land Use Compatibility Plan. Consequently, average noise levels from aircraft activity would be below 55 CNEL. The general plan amendment and change of zone further reduce the likelihood of noise-sensitive uses. Therefore, no special noise mitigation measures will be required to reduce interior noise levels from aircraft operations.

Part 77: The elevation of Runway 8R-26L at its easterly terminus is approximately 636.5 feet above mean sea level (AMSL). At an approximate distance of 11,230 feet from the runway, any structure above 748.8 feet AMSL at its top point would require FAA review. The site's elevation is 572 feet AMSL and the proposed building height is 30 feet, for a top point elevation of 602 feet AMSL (lower than the runway elevation). Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is not required.

Open Area: The site is located within Airport Compatibility D of the Chino Airport Influence Area, which requires projects 10 acres or larger to designate 10% of project area as ALUC-qualifying open area that could potentially serve as emergency landing areas. The proposed self-storage development footprint is located on 4.13 acres and, therefore, is not required to provide ALUC open area. (The proposed off-site General Plan Amendment parcels include a total of 4.13 acres, but are not being developed as part of this project.)

General Plan Amendment/Zone Change: The proposal to amend the General Plan land use designation of the four parcels owned by other parties is being made pursuant to request by the City of Eastvale. The proposed Commercial Retail General Plan designation and General Commercial zoning would be as, or more consistent with the Compatibility Plan than the existing residential designation, as long as the ultimate development is consistent with the underlying compatibility criteria.

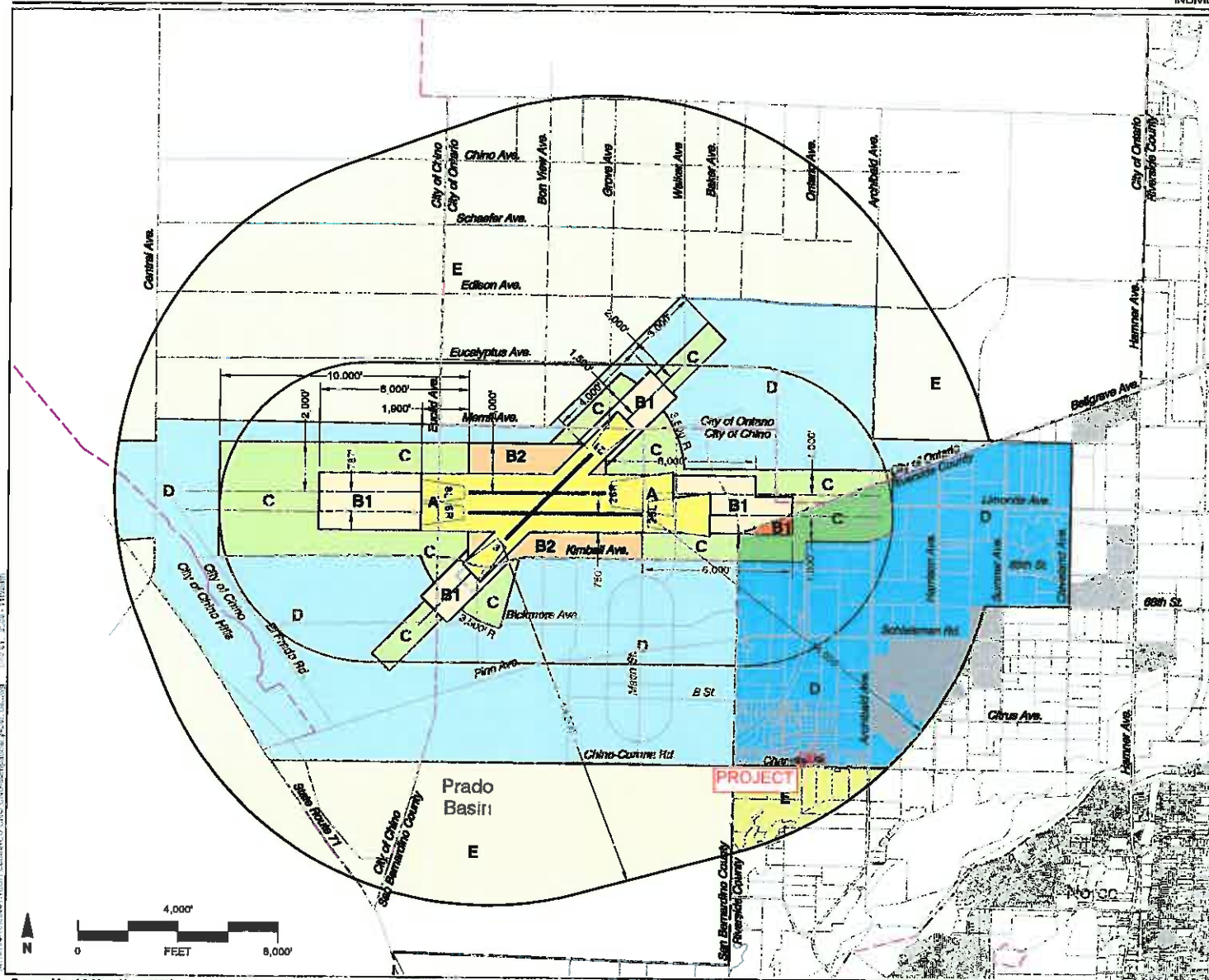
CONDITIONS:

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 are not proposed and shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area, including landscaping utilizing water features, 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) Highly noise-sensitive outdoor nonresidential uses and hazards to flight.
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. The proposed on-site detention basin 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.
 5. This project has been evaluated as a self-storage project with 129,100 square feet of self-storage area, 3,060 square feet of office area and a 1,700 square foot manager's caretaker residence. Any change in use of the proposed building(s) will require the City to conduct a subsequent evaluation to ensure continued consistency with the ALUCP compatibility criteria.

NOTICE OF AIRPORT IN VICINITY

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



Legend

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

Boundary Lines

- Airport Property Line
- City Limits
- County Line

Note

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

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

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

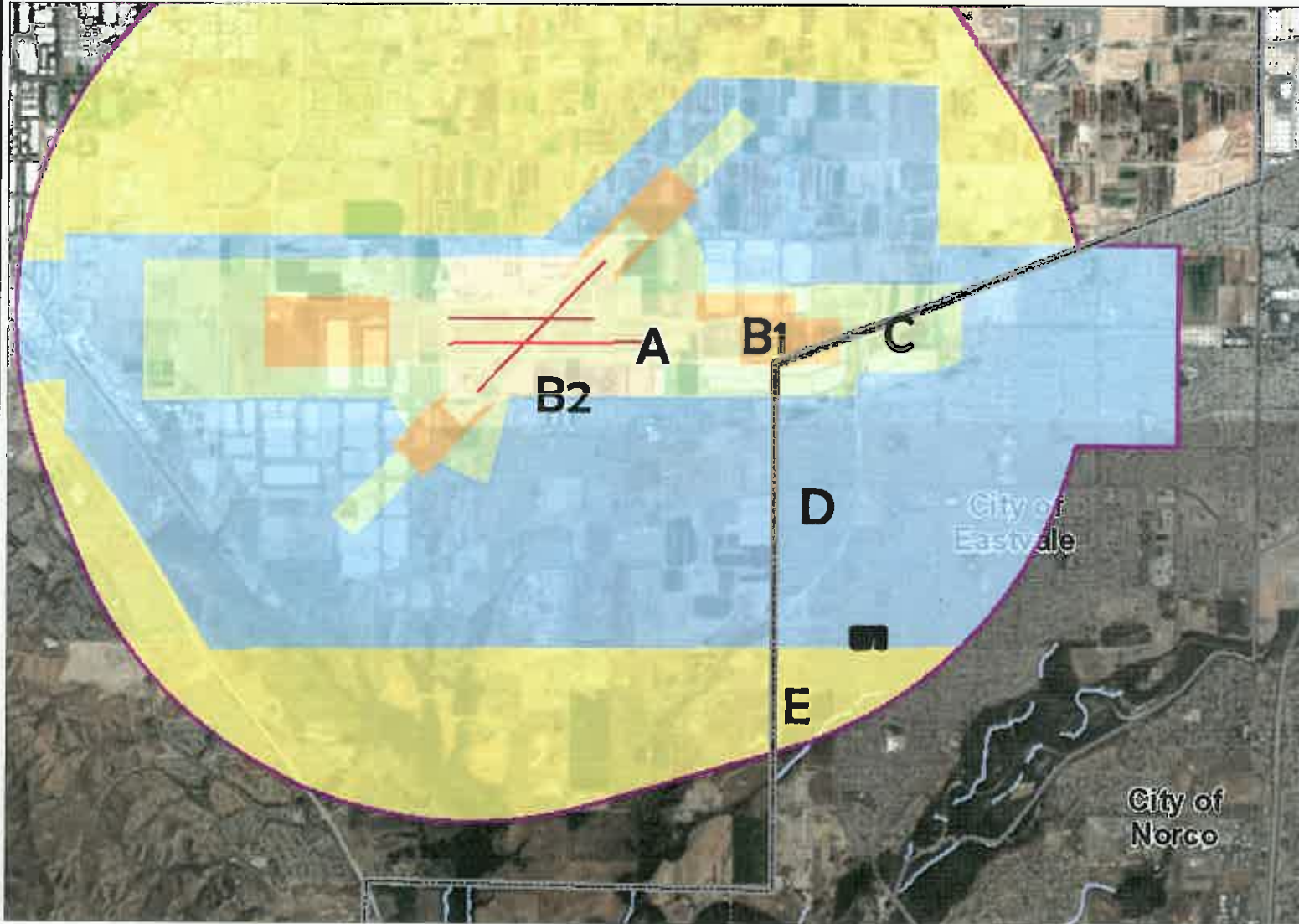
Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(Adopted September 2008)

Map CH-1

Compatibility Map
Chino Airport

Sources: Mead & Hunt (June 2008)

Map My County Map



Legend

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



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

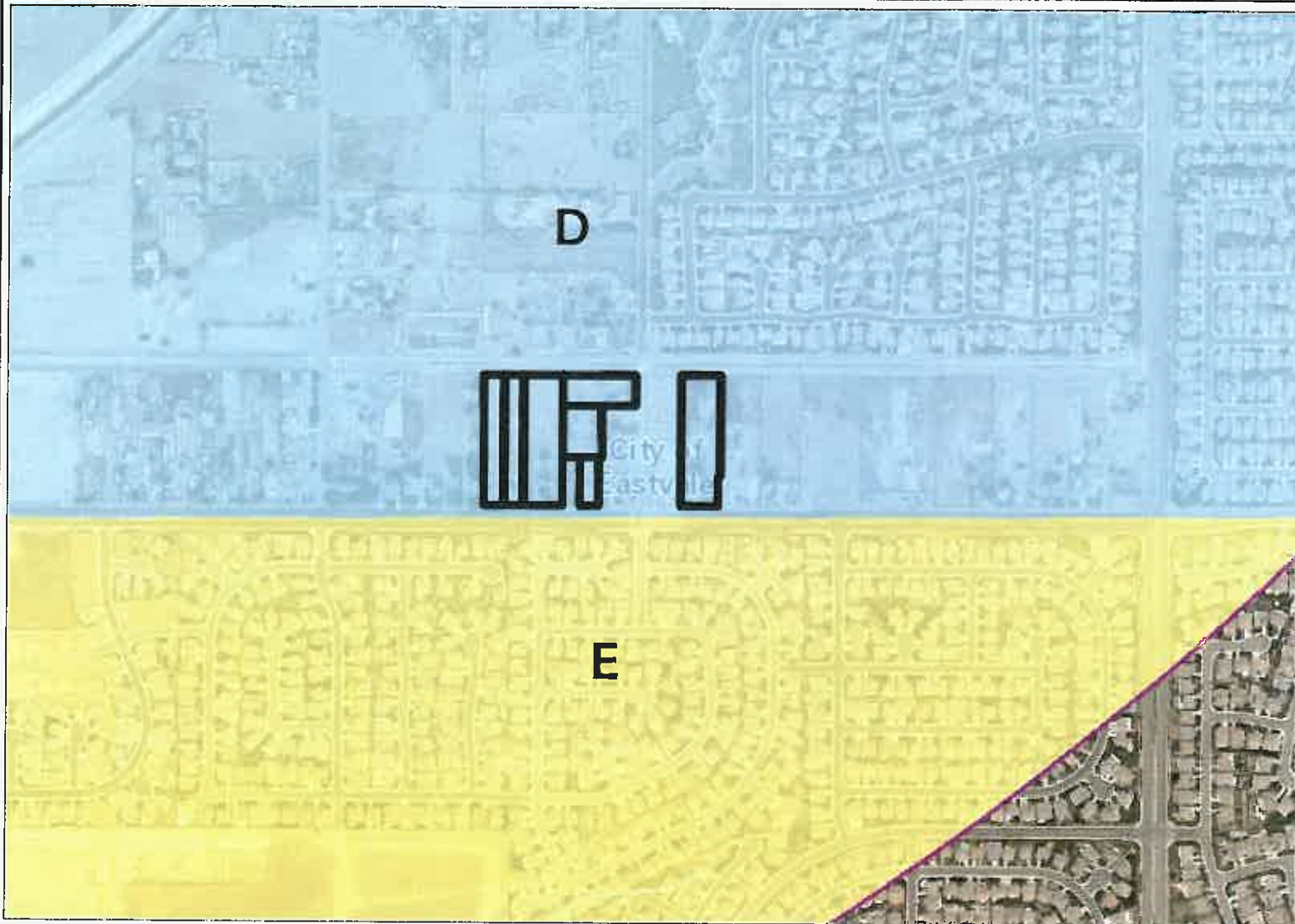
Notes



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Map My County Map



Legend

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

0 770 1,539 Feet

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Notes

Map My County Map



Legend

- Blueline Streams
- ▤ City Areas
- World Street Map



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Notes

0 6 12,314 Feet
157

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Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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Notes



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Map My County Map



- Legend**
-  Blueline Streams
 -  City Areas
 -  World Street Map



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Notes



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ALUC Application Exhibits – Eastvale Self-Storage

Self-Storage Development

Parcels: 144-120-002, 003 & 004

Proposed Zone Change: Light Agriculture to C1CP General Commercial

Proposed General Plan Land Use Change: Low Density Residential to Commercial Retail

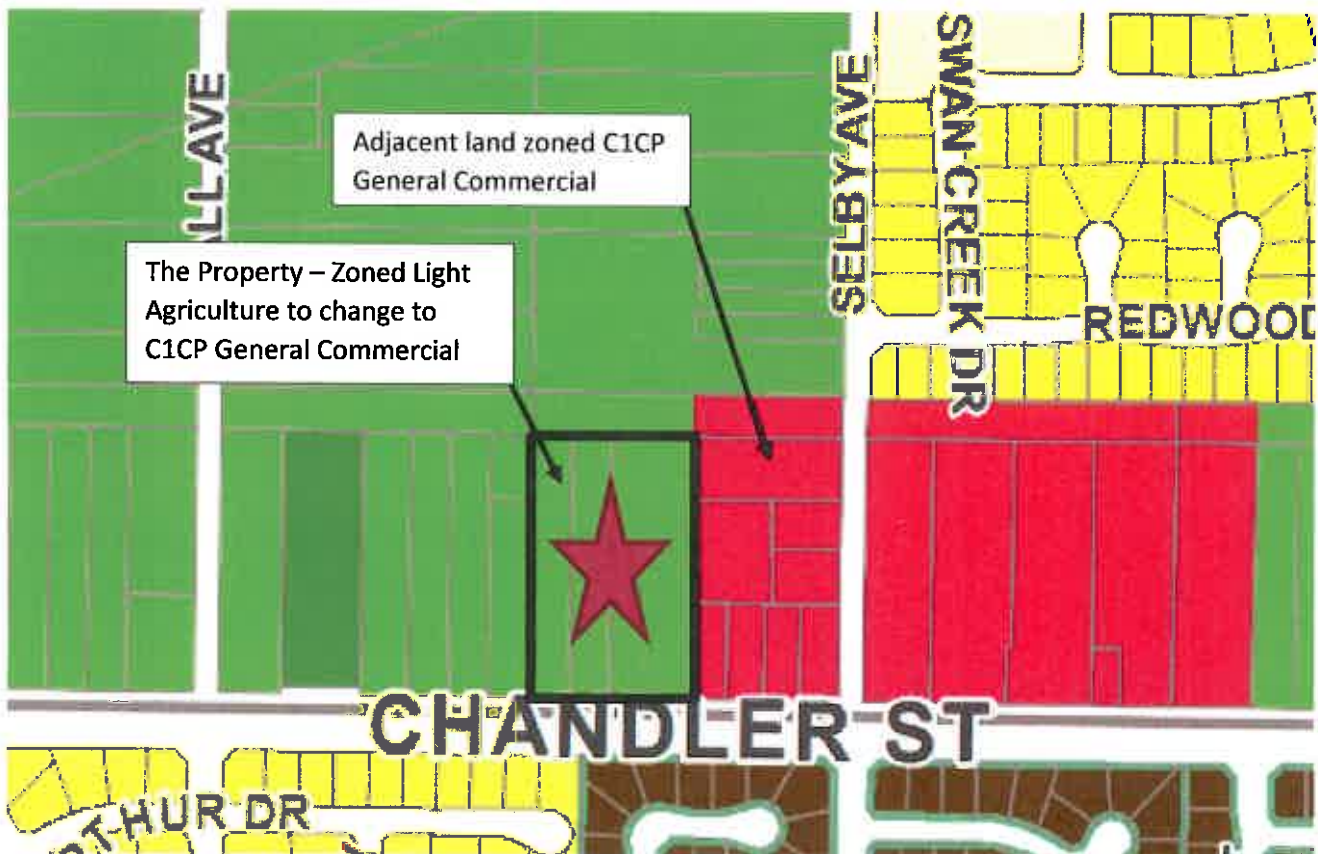
Addition Parcels Included in Application

Parcels: 144-120-005, 144-120-006, 144-120-010, 144-121-003, & ~~144-121-004~~

Proposed Zone Change: None

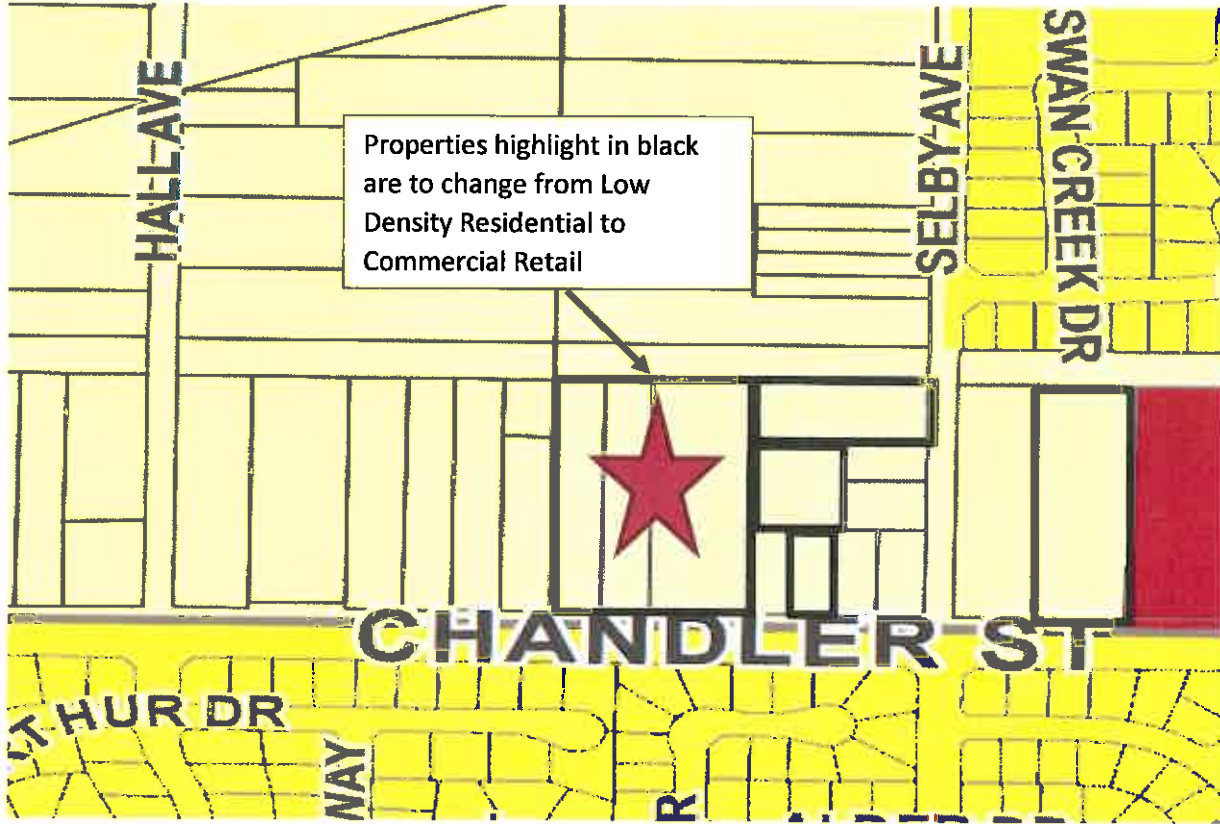
Proposed General Plan Land Use Change: Low Density Residential to Commercial Retail

Zone Change Exhibit



Self-Storage Development is starred and outlined in black.

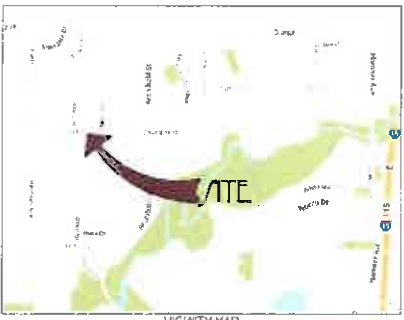
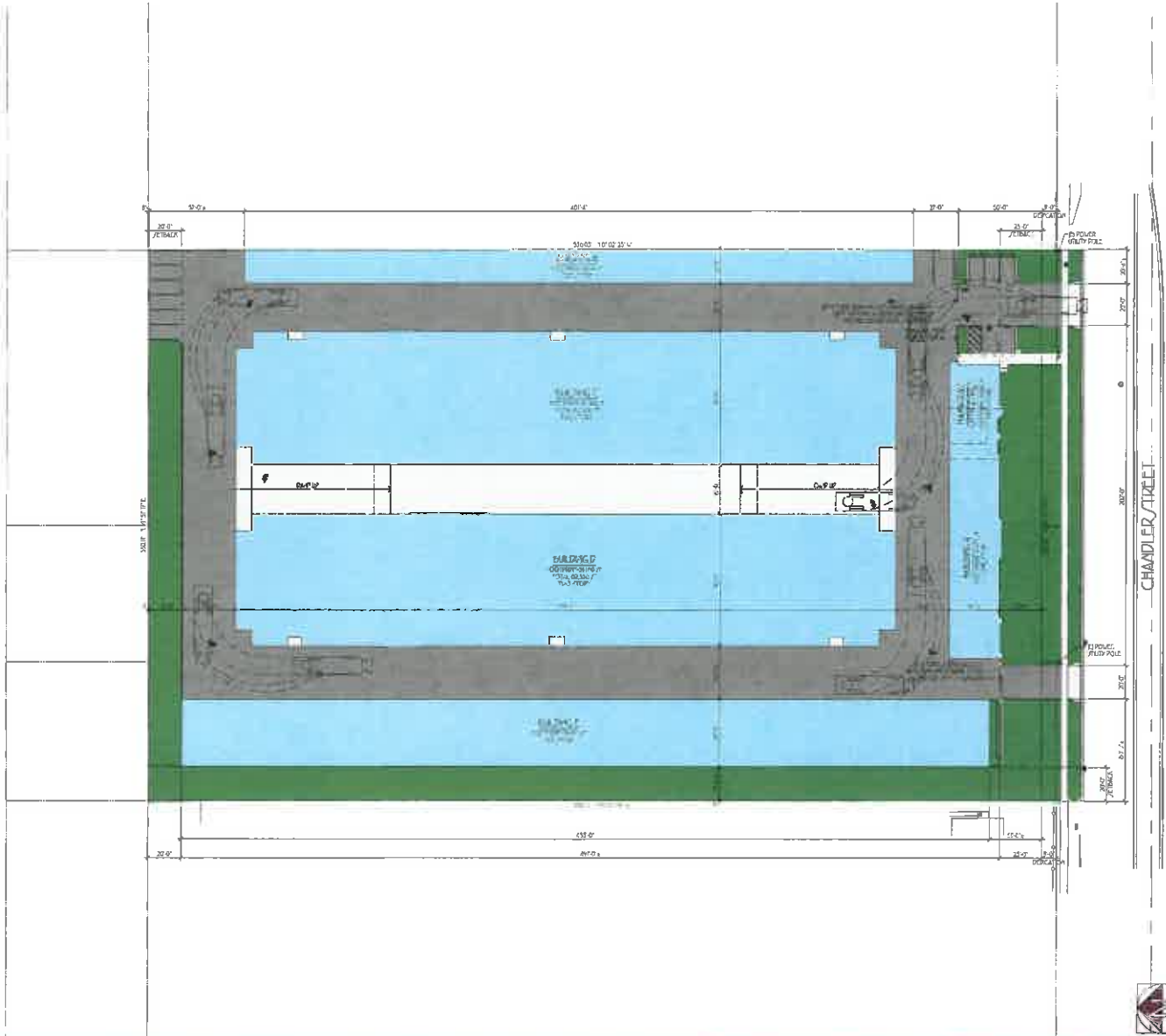
General Plan Land Use Amendment Exhibit



The parcels highlighted in black are to change from Low Density Residential to Commercial Retail

PROJECT DATA

| | |
|----------------------------------|--|
| SITE SQUARE FOOTAGE / | |
| SUBJECT SITE COVERAGES | 54,143 SQUARE FEET (5.17%) |
| ADJACENT AREAS COVERAGES | 1,153,165 SQUARE FEET (10.8%) |
| TOTAL SITE COVERAGES | 1,207,308 SQUARE FEET (11.3%) |
| PLANNING DATA | |
| PLANNING DISTRICT | GENERAL PLAN |
| PLANNING DISTRICT (PREVIOUS) | GENERAL PLAN |
| PLANNING DISTRICT (FUTURE) | GENERAL PLAN |
| PLANNING DISTRICT (PREVIOUS) | GENERAL PLAN |
| PLANNING DISTRICT (FUTURE) | GENERAL PLAN |
| BUILDING DATA | |
| CITY/STATE/ZIP CODE | 94544 / CA / 94544 |
| BUILDING TYPE | SELF STORAGE |
| USE GROUP | GROUP 1 |
| USE GROUP (PREVIOUS) | GROUP 1 |
| USE GROUP (FUTURE) | GROUP 1 |
| USE GROUP (PREVIOUS) | GROUP 1 |
| USE GROUP (FUTURE) | GROUP 1 |
| BUILDING SQUARE FOOTAGE / | |
| BUILDING FOOTPRINT | TOTAL SQUARE FOOTAGE |
| BUILDING A | 100,000 SQ. FT. |
| BUILDING B | 100,000 SQ. FT. |
| BUILDING C | 100,000 SQ. FT. |
| BUILDING D | 100,000 SQ. FT. |
| BUILDING E | 100,000 SQ. FT. |
| BUILDING F | 100,000 SQ. FT. |
| BUILDING G | 100,000 SQ. FT. |
| BUILDING H | 100,000 SQ. FT. |
| BUILDING I | 100,000 SQ. FT. |
| BUILDING J | 100,000 SQ. FT. |
| BUILDING K | 100,000 SQ. FT. |
| BUILDING L | 100,000 SQ. FT. |
| BUILDING M | 100,000 SQ. FT. |
| BUILDING N | 100,000 SQ. FT. |
| BUILDING O | 100,000 SQ. FT. |
| BUILDING P | 100,000 SQ. FT. |
| BUILDING Q | 100,000 SQ. FT. |
| BUILDING R | 100,000 SQ. FT. |
| BUILDING S | 100,000 SQ. FT. |
| BUILDING T | 100,000 SQ. FT. |
| BUILDING U | 100,000 SQ. FT. |
| BUILDING V | 100,000 SQ. FT. |
| BUILDING W | 100,000 SQ. FT. |
| BUILDING X | 100,000 SQ. FT. |
| BUILDING Y | 100,000 SQ. FT. |
| BUILDING Z | 100,000 SQ. FT. |
| TOTAL | 1,207,308 SQ. FT. |
| PROJECT DIRECTORY | |
| PROJECT OWNER | BARCLAY GROUP / 170 GATEWAY AVENUE, SUITE 200, SAN FRANCISCO, CA 94102 |
| ARCHITECT | ARE ASSOCIATES / 25432 TIMBUCA ROAD, SUITE 105-A, LAKE FOREST, CA 94599 |
| ENGINEER | MARTIN ANDERSON AND ASSOCIATES / 6301 LAKEVIEW DRIVE, SUITE 200, SAN FRANCISCO, CA 94132 |
| LANDSCAPE ARCHITECT | LANDSCAPE ARCHITECTS / 1000 MARKET STREET, SUITE 200, SAN FRANCISCO, CA 94102 |



ARE Associates
Architecture Planning Design

25432 Timbuka Road
Lake Forest, California
v. 949.505.4752

Office: 105-A
926.303.2796
ken@AREAssociates.com



JOB NUMBER: 19120
DRAWN BY: BPC
SCALE: 1"=50'-0"
DATE: 20/04/05
REVISIONS:

OVERALL SITE PLAN

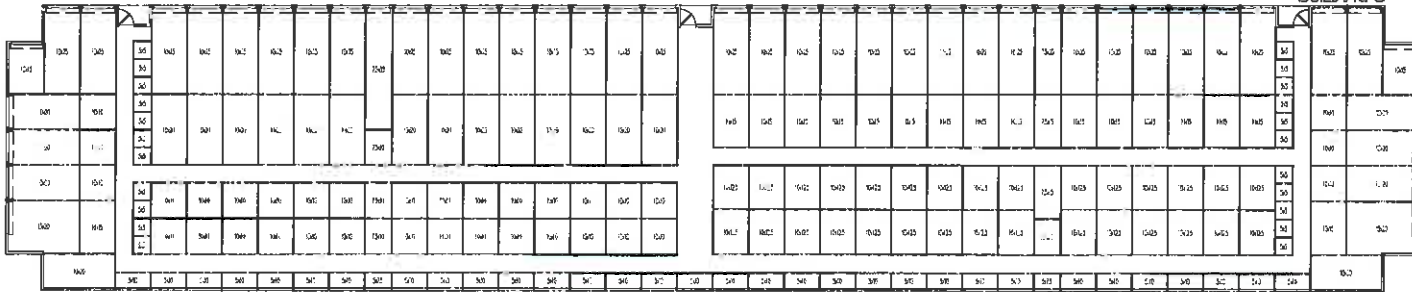
EASTVALE SELF STORAGE

14555 CHANDLER STREET, EASTVALE, CALIFORNIA

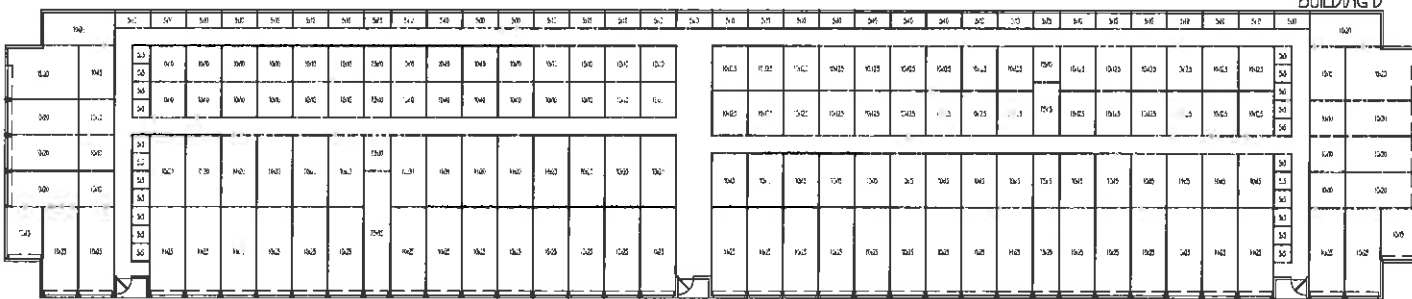
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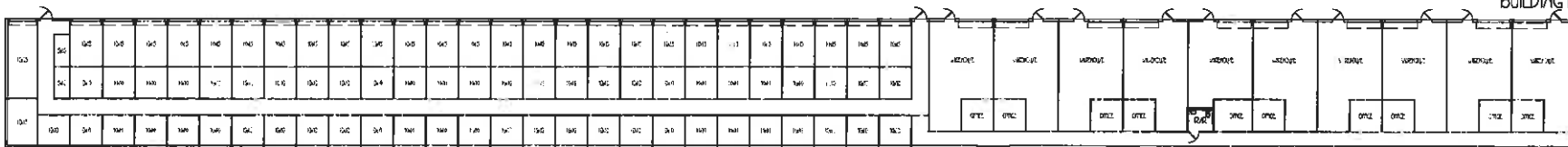
BUILDING B



BUILDING C

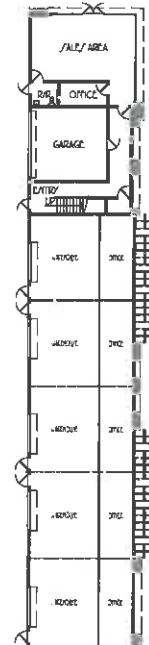


BUILDING D



BUILDING E

| UNIT MIX - OVERALL | | | | | |
|--------------------|--------------|------------------|------------------|-------------|---------------|
| UNIT SIZE | UNIT SQ. FT. | EXTERIOR UNIT SF | INTERIOR UNIT SF | TOTAL UNITS | TOTAL UNIT SF |
| 536 | 26 SF | 0 | 0 SF | 40 | 1,040 SF |
| 537.5 | 37.5 SF | 0 | 0 SF | 4 | 150 SF |
| 540 | 50 SF | 0 | 0 SF | 82 | 4,100 SF |
| 7540 | 75 SF | 0 | 0 SF | 72 | 4,500 SF |
| 7542.5 | 112.5 SF | 0 | 0 SF | 4 | 450 SF |
| 7542.5 | 167.5 SF | 2 | 375 SF | 0 | 0 SF |
| 7543 | 262.5 SF | 2 | 525 SF | 0 | 0 SF |
| 1040 | 100 SF | 0 | 0 SF | 261 | 26,100 SF |
| 1042.5 | 125 SF | 0 | 0 SF | 124 | 15,500 SF |
| 1045 | 150 SF | 30 | 4,500 SF | 71 | 10,500 SF |
| 10420 | 200 SF | 82 | 16,400 SF | 72 | 14,400 SF |
| 10425 | 250 SF | 108 | 26,750 SF | 0 | 0 SF |
| 10420 | 300 SF | 4 | 1,200 SF | 0 | 0 SF |
| OFFICE | VARIES | 0 | 0 SF | 15 | 2,200 SF |
| HAUSE | VARIES | 15 | 3,400 SF | 0 | 0 SF |
| TOTAL | | 206 | 31,150 SF | 269 | 80,160 SF |
| AVERAGE UNIT SIZE | | | 245.91 SF | | 104.24 SF |



BUILDING A

ARE Associates
Architecture Planning Design
25422 Trabuco Road
Leite Forest, California
v. 949.903.4752



JOB NUMBER: 19120
DRAWN BY: KCC
SCALE: 1/16"=1'-0"
DATE: 20 MAY 05
REV/NOY

GROUND LEVEL FLOOR PLANS
EASTVALE SELF STORAGE
14555 CHANDLER STREET, EASTVALE, CALIFORNIA

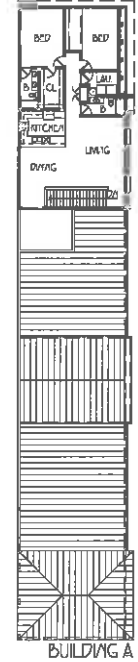
2

BUILDING B

BUILDING C

BUILDING D

| UNIT MIX - OVERALL | | | | | | | |
|--------------------|--------------|-------|-----------|-------|-----------|-------|------------|
| UNIT SIZE | UNIT SQ. FT. | UNITS | EXTERIOR | | INTERIOR | | TOTAL |
| | | | UNIT SF | UNITS | UNIT SF | UNITS | |
| 5x6 | 25 SF | 0 | 0 SF | 48 | 2,200 SF | 48 | 1,200 SF |
| 5x7.5 | 37.5 SF | 0 | 0 SF | 4 | 150 SF | 4 | 150 SF |
| 5x10 | 50 SF | 0 | 0 SF | 82 | 4,100 SF | 82 | 4,100 SF |
| 7.5x10 | 75 SF | 0 | 0 SF | 72 | 4,500 SF | 72 | 4,500 SF |
| 7.5x12 | 112.5 SF | 0 | 0 SF | 4 | 450 SF | 4 | 450 SF |
| 7.5x12.5 | 137.5 SF | 2 | 375 SF | 0 | 0 SF | 2 | 375 SF |
| 7.5x12.5 | 262.5 SF | 2 | 525 SF | 0 | 0 SF | 2 | 525 SF |
| 10x10 | 100 SF | 0 | 0 SF | 261 | 26,100 SF | 261 | 26,100 SF |
| 10x12.5 | 125 SF | 0 | 0 SF | 124 | 15,500 SF | 124 | 15,500 SF |
| 10x15 | 150 SF | 30 | 4,500 SF | 71 | 10,700 SF | 101 | 15,200 SF |
| 10x20 | 200 SF | 52 | 10,400 SF | 72 | 14,400 SF | 124 | 24,800 SF |
| 10x25 | 250 SF | 103 | 25,750 SF | 0 | 0 SF | 103 | 25,750 SF |
| 10x20 | 300 SF | 4 | 1,200 SF | 0 | 0 SF | 4 | 1,200 SF |
| OFFICE | VARIABLES | 0 | 0 SF | 15 | 2,200 SF | 15 | 2,200 SF |
| HOUSE | VARIABLES | 15 | 8,400 SF | 0 | 0 SF | 15 | 8,400 SF |
| TOTAL | | 216 | 51,150 SF | 789 | 80,150 SF | 961 | 131,300 SF |
| AVERAGE UNIT SIZE | | | 245.91 SF | | 106.44 SF | | 134.63 SF |



BUILDING F



ARE Associates
Architecture Planning Design



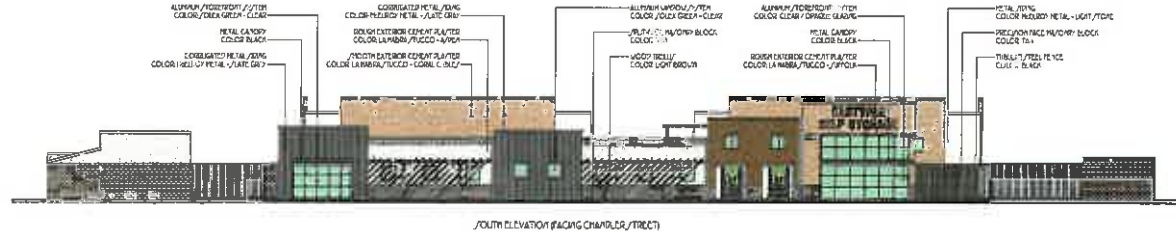
JOB NUMBER: 19120
 DRAWN BY: KRC
 SCALE: 1/8" = 1'-0"
 DATE: 20 MAY 06
 REV/NOY

25422 Trabuco Road
 Lake Forest, California
 v. 561.503.4752

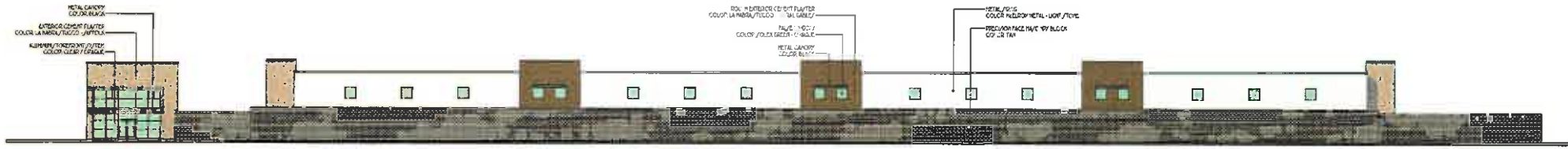
Office 102-A
 92620-2796
 krc@AREAssociates.com

SECOND LEVEL FLOOR PLANS
 EASTVALE SELF STORAGE
 14555 CHANDLER STREET, EASTVALE, CALIFORNIA

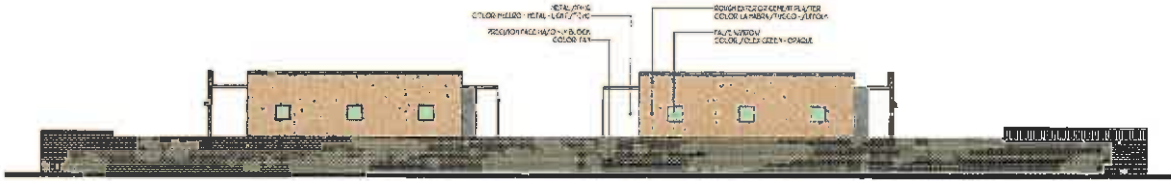
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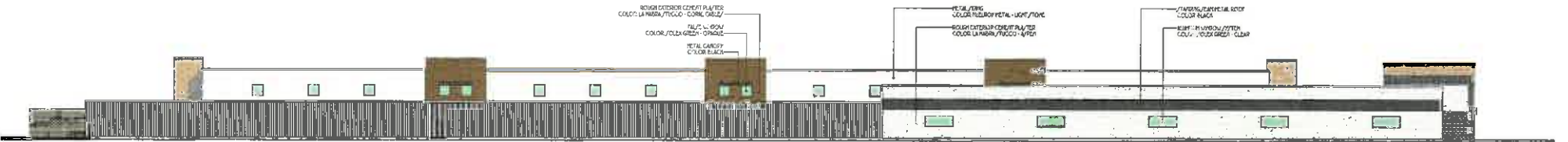
SOUTH ELEVATION (FACING CHANDLER STREET)



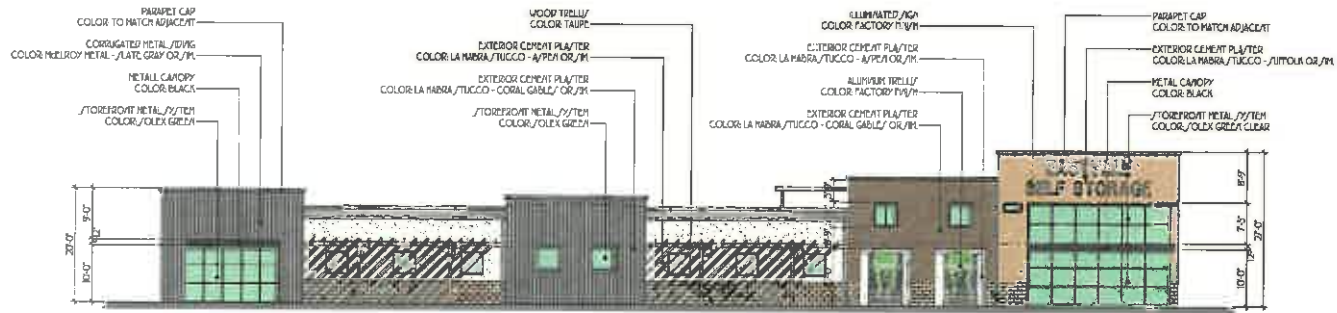
EAST ELEVATION



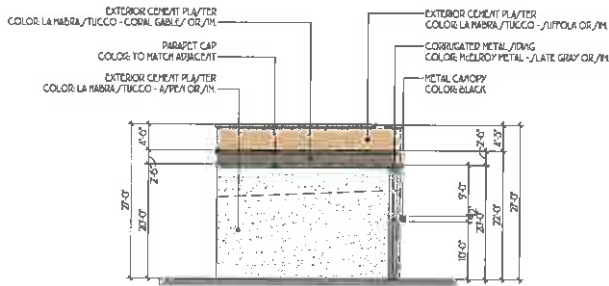
NORTH ELEVATION



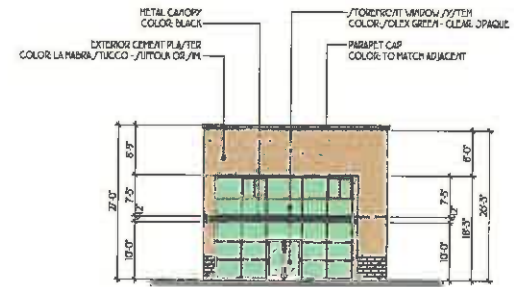
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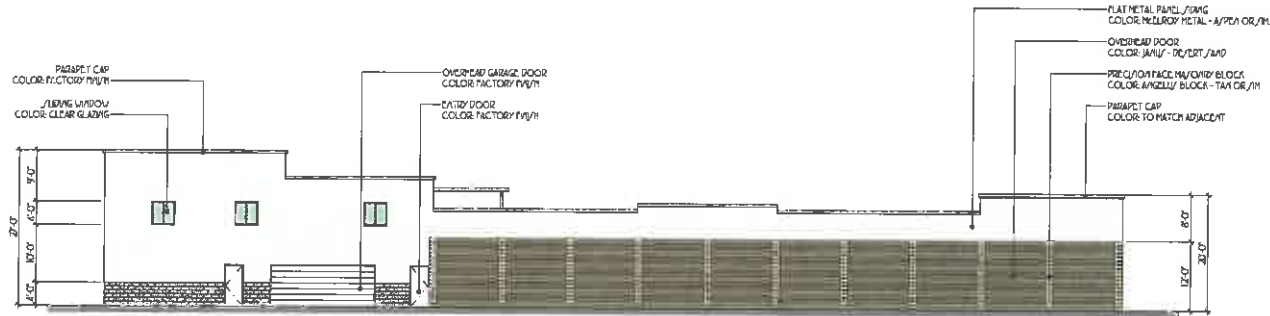
SOUTH ELEVATION (VIEW FROM CHANDLER STREET)



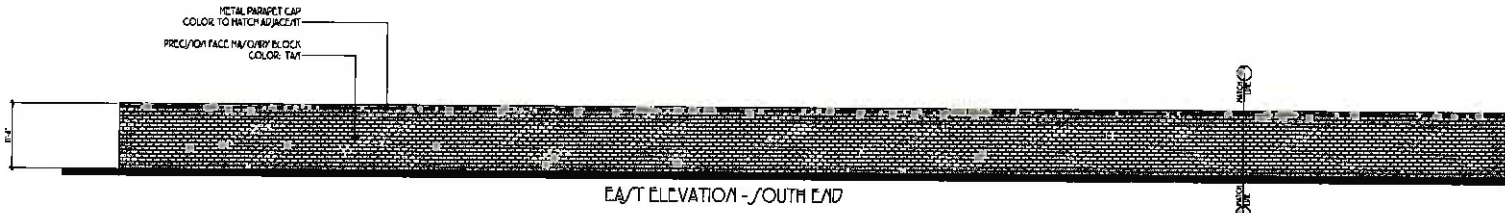
WEST ELEVATION



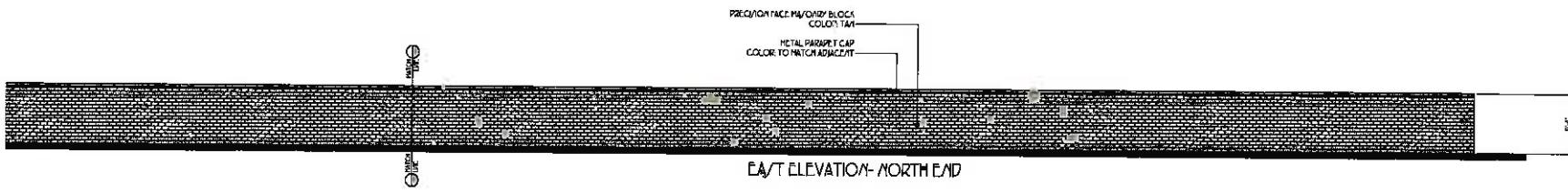
EAST ELEVATION



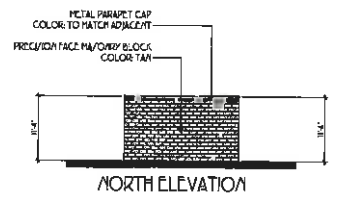
NORTH ELEVATION



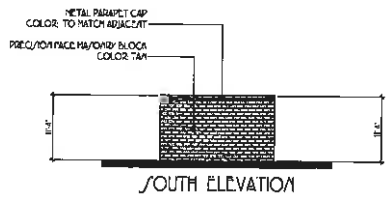
EAST ELEVATION - SOUTH END



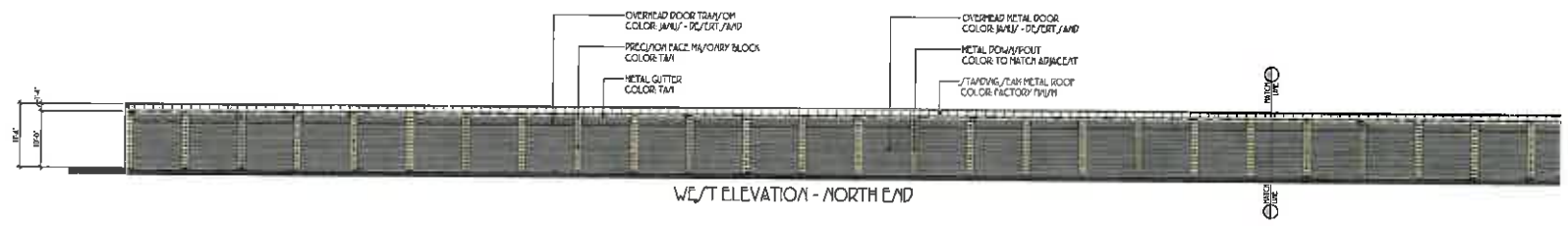
EAST ELEVATION - NORTH END



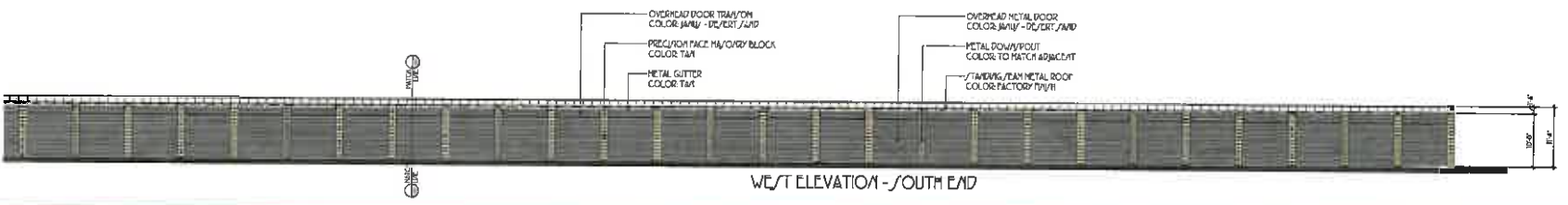
NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION - NORTH END



WEST ELEVATION - SOUTH END

ARE Associates
Architecture Planning Design



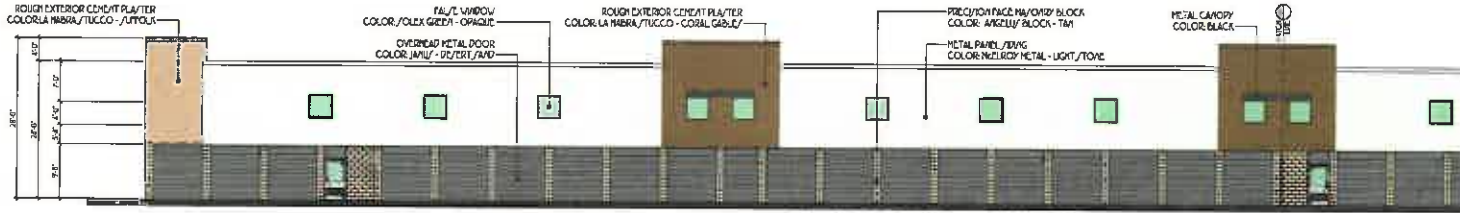
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DESIGN BY RSC
SCALE 1"=10'-0"
DATE 20 MAY 05
REV/NOV

25422 Trabuco Road
Lake Forest, California
v. 949.503.4752

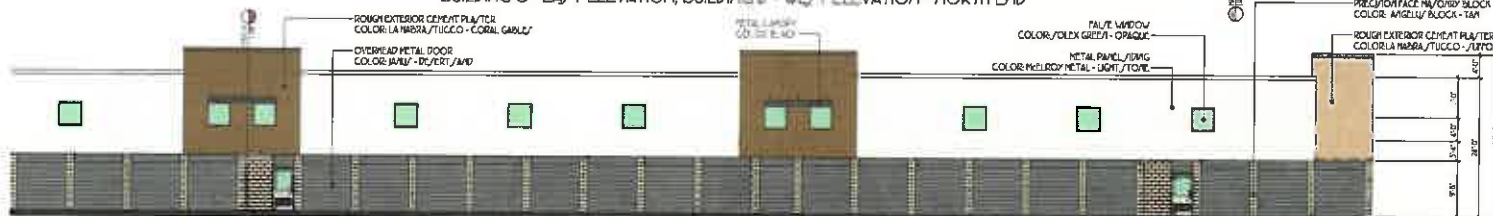
1/11/15 105-A
926.30-2796
www.AREAssociates.com

BUILDING B - EXTERIOR ELEVATIONS
EASTVALE SELF STORAGE
14555 CHANDLER STREET, EASTVALE, CALIFORNIA

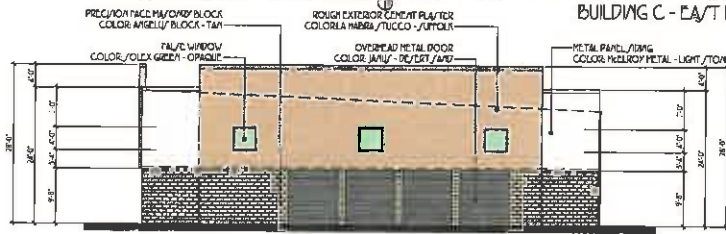
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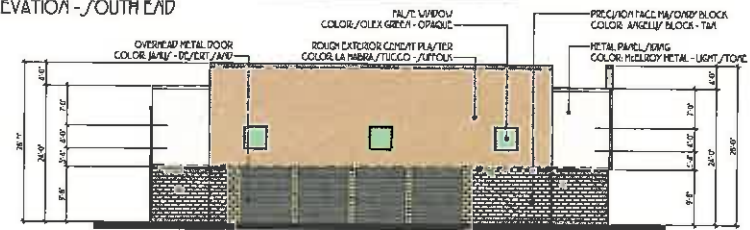
BUILDING C - EAST ELEVATION, BUILDING D - WEST ELEVATION - NORTH END



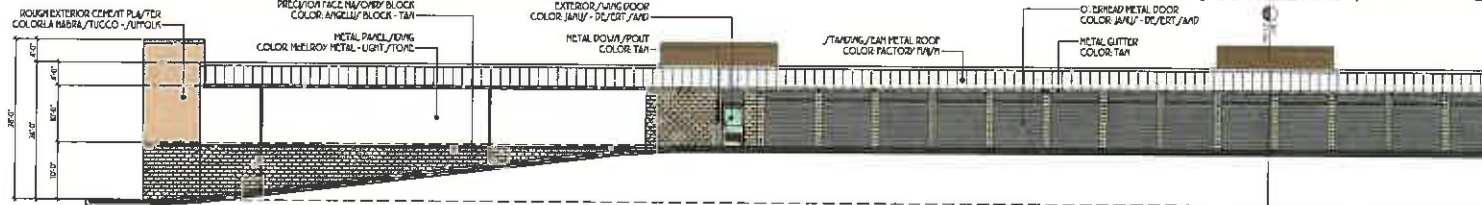
BUILDING C - EAST ELEVATION, BUILDING D - WEST ELEVATION - SOUTH END



BUILDING C - NORTH ELEVATION, BUILDING D - REVERSED



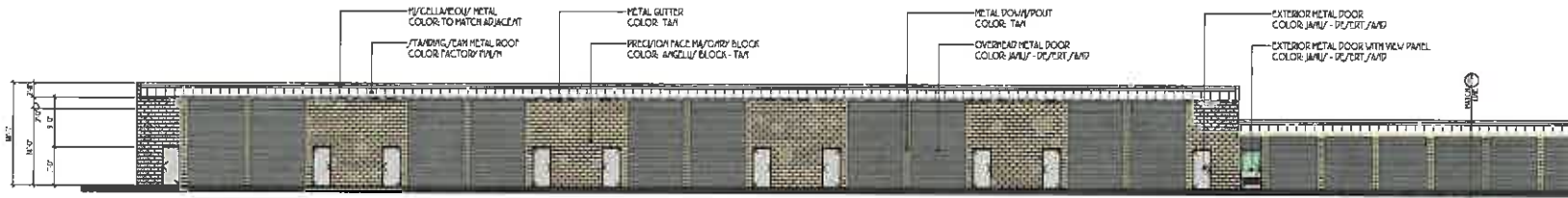
BUILDING C - SOUTH ELEVATION, BUILDING D - REVERSED



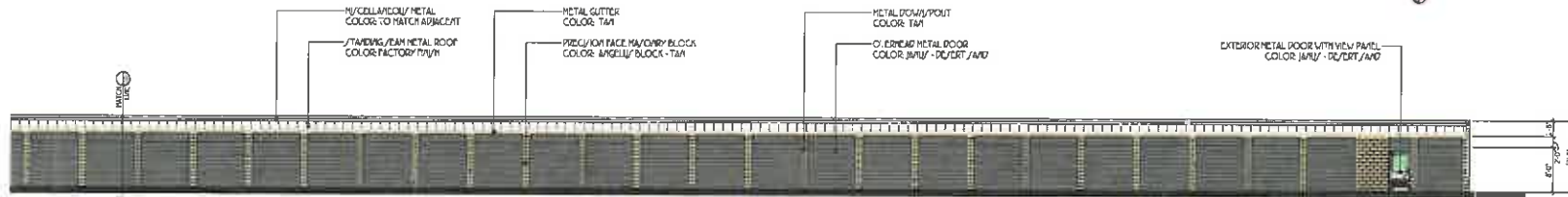
BUILDING C - WEST ELEVATION, BUILDING D - EAST ELEVATION - NORTH END



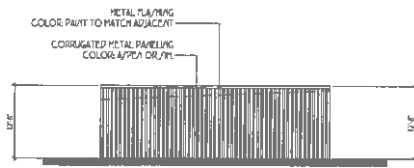
BUILDING C - WEST ELEVATION, BUILDING D - EAST ELEVATION - SOUTH END



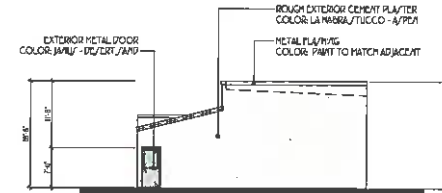
EAST ELEVATION - SOUTH END



EAST ELEVATION - NORTH END



NORTH ELEVATION



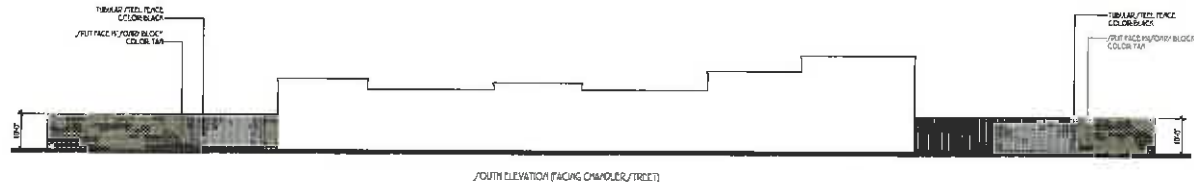
SOUTH ELEVATION



WEST ELEVATION - NORTH END



WEST ELEVATION - SOUTH END



SOUTH ELEVATION (FACING CHANDLER STREET)



EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The City of Eastvale will hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact City of Eastvale Planner Mr. Jason Killebrew at (951) 703-4499.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to prull@rivco.org. or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501

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

DATE OF HEARING: June 11, 2020

TIME OF HEARING: 9:30 A.M.

Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the Place of Hearing, as listed above. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org

CASE DESCRIPTION:

ZAP1029CH20 – Gossett Development, Inc. (Representative: Garrett Gossett) – City of Eastvale Case No. PLN19-20047 (General Plan Amendment, Change of Zone, Conditional Use Permit, Major Development Review), a proposal to construct a 159,054 square foot self-storage facility on 4.13 gross acres located northerly of Chandler Street, westerly of Selby Avenue, and easterly of Hall Avenue. The applicant also proposes to amend the storage site's General Plan land use designation from Low Density Residential to Commercial Retail, and change its zoning from Light Agriculture to General Commercial. The applicant also proposes to amend the General Plan land use designation of four nearby parcels (144-120-005, 144-120-006, 144-120-010, 144-121-003) from Low Density Residential to Commercial Retail. The General Plan Amendment includes one parcel located easterly of Selby Avenue. (Airport Compatibility Zone D of the Chino Airport Influence Area)



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ZONES
D
CHINO

ALUC CASE NUMBER: ZAP1029CH20 DATE SUBMITTED: 1/9/20

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant: Gossett Development Inc. - Garrett Gossett Phone Number: 949-735-6041
 Mailing Address: 207 Monarch Bay, Dana Point, CA 92629 Email: garrettmgossett@gmail.com

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

Property Owner: Gossett Development Inc. Phone Number: _____
 Mailing Address: _____ Email: _____

LOCAL JURISDICTION AGENCY

Local Agency Name: City of Eastvale Phone Number: _____
 Staff Contact: Aaron Lobliner Email: aaron.lobliner@mbakerintl.com
 Mailing Address: 12363 Limonite Ave, Eastvale, CA 91752 Case Type: _____

Local Agency Project No: PLN19-20047

General Plan / Specific Plan Amendment
 Zoning Ordinance Amendment
 Subdivision Parcel Map / Tentative Tract
 Use Permit
 Site Plan Review/Plot Plan
 Other

PROJECT LOCATION

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

Street Address: 14555, 14577, 14587 Chandler Street, Corona, CA 92880

Assessor's Parcel No.: 144-120-002, 003, & 004 Gross Parcel Size: 4.1

Subdivision Name: Persimmon Republic Acres MB 12/98 Nearest Airport and distance from Airport: Chino - 2.5 miles

Lot Number: 60 & 61

PROJECT DESCRIPTION

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

Existing Land Use (describe): Existing GP Land Use: Low Density Residential Proposed: Commercial Retail
Existing Zone: Light Agriculture Proposed: General Commercial C1CP
 Request: A CUP for the development of a 142,839 SF self-storage facility inclusive of a 1,700 SF first floor office & garage and a 1,700 SF second story onsite caretaker's apartment.

| | | | |
|---|--|------------------------------|--|
| Proposed Land Use (describe) | _____ | | |
| | _____ | | |
| | _____ | | |
| For Residential Uses | Number of Parcels or Units on Site (exclude secondary units) | _____ | |
| For Other Land Uses (See Appendix C) | Hours of Operation | _____ | |
| | Number of People on Site | Maximum Number | _____ |
| | Method of Calculation | _____ | |
| Height Data | Site Elevation (above mean sea level) | 571 | ft. |
| | Height of buildings or structures (from the ground) | Tallest building = 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? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | If yes, describe | _____ | |
| | | _____ | |
| | | _____ | |

- A. **NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. **REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. **SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. (Only required if the project is scheduled for a public hearing Commission meeting)

✓

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.2

HEARING DATE: June 11, 2020

CASE NUMBER: ZAP1415MA20 – AT&T Mobility (Representative: Coastal Business Group)

APPROVING JURISDICTION: March Joint Powers Authority

JURISDICTION CASE NO: CUP20-03 (Conditional Use Permit)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zone B2

Noise Levels: 65-75 CNEL from aircraft

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission find the proposed Conditional Use Permit CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant proposes to establish a 59 foot tall wireless communications facility on a 67.76 acre parcel located at the March Air Museum.

PROJECT LOCATION: The site is located at the March Air Museum, easterly of the 215 Freeway, southerly of Van Buren Boulevard, and westerly of March Air Reserve Base, within the land use jurisdiction of the March Joint Powers Authority, approximately 1,460 feet westerly of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential 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 B2. Zone B2 criteria restrict non-residential intensity to 100 people per acre, and 250 people per single acre. The proposed project is an unmanned wireless facility with no onsite occupancy.

March Air Reserve Base/United States Air Force Input: Given that the project site includes land located within Airport Compatibility Zone B2, the March Air Reserve Base staff was notified of the project and sent a package of plans for their review. As of the time this staff report was prepared, we were still awaiting comments from the Air Force regarding this project.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone B2 (children's schools, day care centers, hospitals, nursing homes, libraries, hotels/motels, places of assembly, buildings with 3 aboveground floors, highly noise-sensitive outdoor nonresidential uses and hazards to flight).

It is noted in the Countywide policies that "critical community infrastructure facilities" are prohibited uses within Compatibility Zone B2, and are defined as the construction of "power plants, electrical sub-stations, public communications facilities, and other critical community infrastructure". The proposed wireless facility is a private use facility which will only provide service to those who subscribe with AT&T. In the event that an aircraft crashed into the proposed wireless facility, the loss of service coverage from the impending collision would only affect a small section of the community, and therefore is not considered "critical".

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area within the 65-75 CNEL range from aircraft noise. The project will not generate any occupancy that could be affected by aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at the midpoint is 1,511 feet above mean sea level (AMSL). At a distance of approximately 1,462 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top point exceeding 1,526 feet AMSL. The site elevation is approximately 1,524 feet AMSL. Given the proposed structure height of 59 feet, the top point elevation would be 1,583 feet AMSL. Therefore, review of the structure by the FAA Obstruction Evaluation Service (FAA OES) is required.

A Determination of No Hazard to Air Navigation letter was issued for 2019-AWP-9257-OE on August 23, 2019, for a taller 80 foot version of the project (in the same location). The FAA OES determined that the project does exceed obstruction standards, but would not be a hazard to air navigation provided that the project complies with the conditions in that letter (which have been included in staff's recommended conditions). Since the proposed 59 foot version of the project is shorter (than what was reviewed by the FAA OES), no further FAA OES review is needed.

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

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
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 provided to all prospective purchasers of the property and lessees of the structure.
5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
6. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2019-AWP-9257-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-

- 1 L Change 2 and shall be maintained in accordance therewith for the life of the project.
7. The proposed new structure shall not exceed a height of 80 feet above ground level and a maximum elevation at top point of 1,605 feet above mean sea level.
 8. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
 9. The coordinates, frequencies, and power specified in the Determination of No Hazard to Air Navigation letter dated October 4, 2019 shall not be amended without further review by the Federal Aviation Administration Obstruction Evaluation Service.
 10. Temporary construction equipment used during actual construction of the new structure shall not exceed 80 feet in height and a maximum elevation of 1,605 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 any individual 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.
 12. Within seven (7) days after construction has started, the project proponent or his/her designee shall contact the Office of the Base Civil Engineer at March Air Reserve Base, and shall also notify said office when construction is complete.

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.
2019-AWP-9257-OE

Issued Date: 08/23/2019

Jeanette Oliver
AT&T (JO)
208 S Akard St.
Dallas, TX 75202

**** 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: Antenna Tower CSL05636 (285554)
Location: Riverside, CA
Latitude: 33-52-47.53N NAD 83
Longitude: 117-15-53.56W
Heights: 1525 feet site elevation (SE)
80 feet above ground level (AGL)
1605 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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)

See attachment for additional condition(s) or information.

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

This determination expires on 02/23/2021 unless:

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

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

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 (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9257-OE.

Signature Control No: 413774137-415173150
Karen McDonald
Specialist

(EBO)

Attachment(s)
Additional Information
Frequency Data
Map(s)

cc: FCC

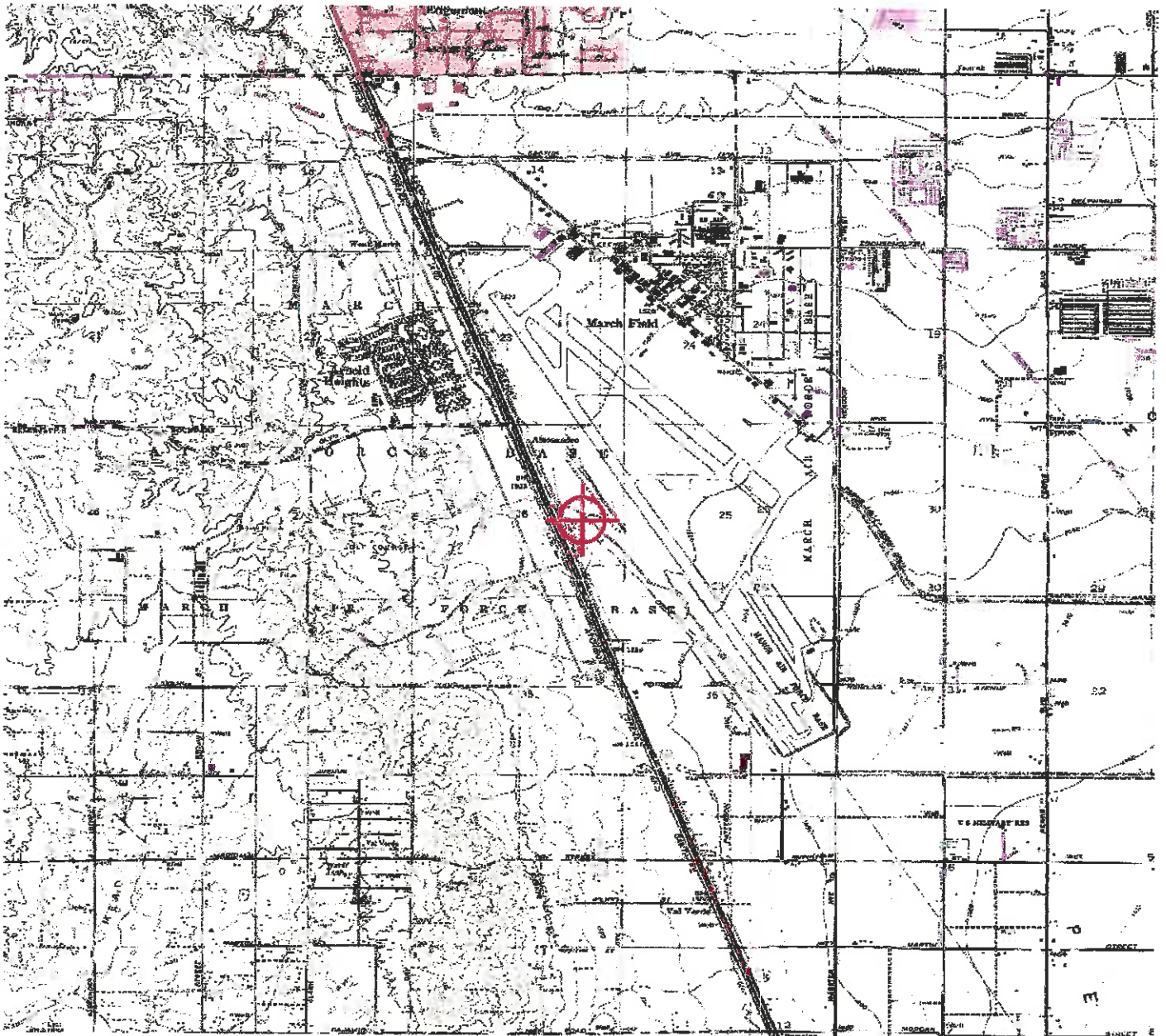
Additional information for ASN 2019-AWP-9257-OE

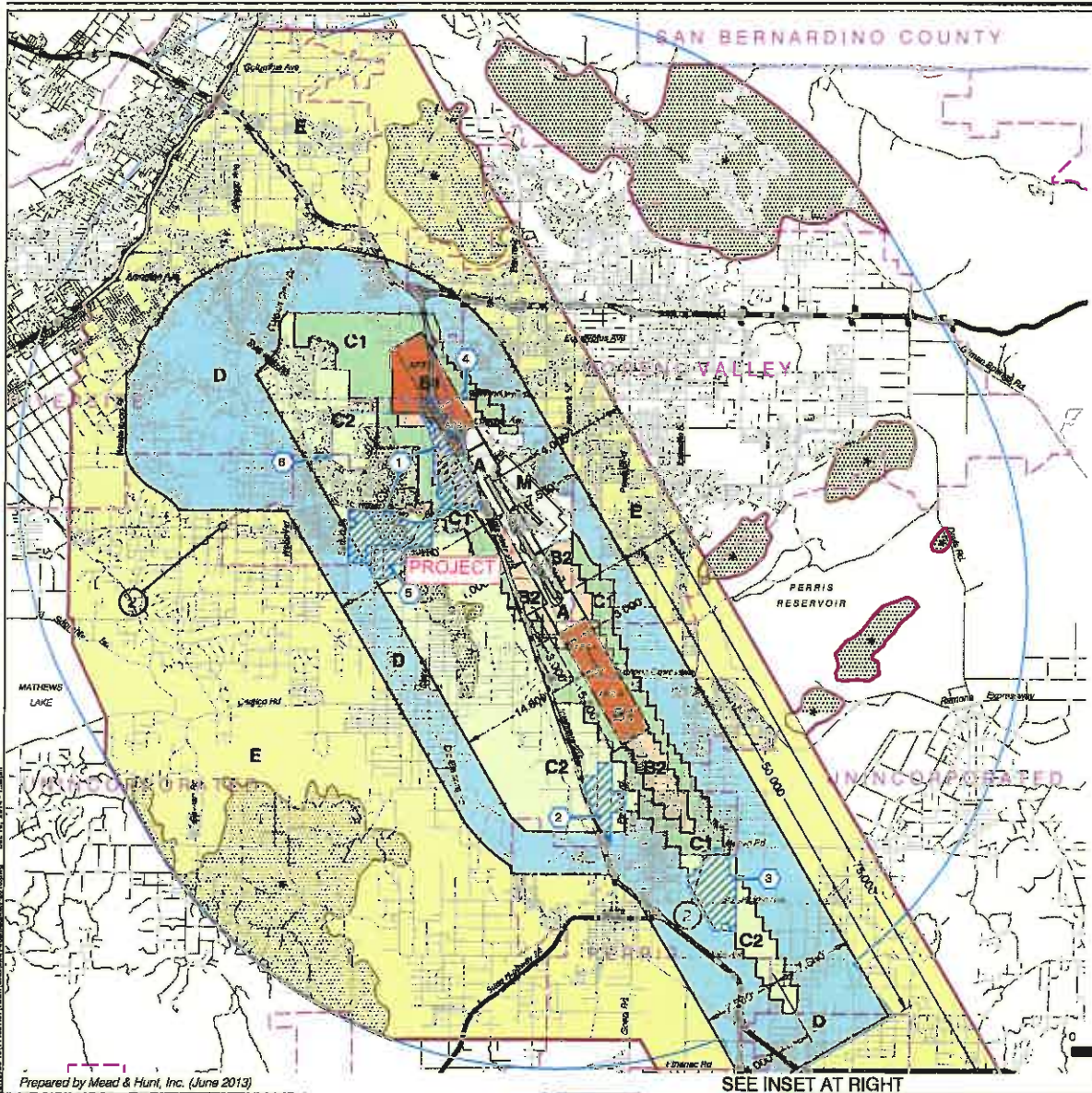
Request proponent contact Jaclyn Kenaston at jaclyn.kenaston@us.af.mil or 951-655-4849 within 7 days of start of construction and notify when construction is complete.

Frequency Data for ASN 2019-AWP-9257-OE

| LOW FREQUENCY | HIGH FREQUENCY | FREQUENCY UNIT | ERP | ERP UNIT |
|--------------------------|---------------------------|---------------------------|------------|---------------------|
| 6 | 7 | GHz | 55 | dBW |
| 6 | 7 | GHz | 42 | dBW |
| 10 | 11.7 | GHz | 55 | dBW |
| 10 | 11.7 | GHz | 42 | dBW |
| 17.7 | 19.7 | GHz | 55 | dBW |
| 17.7 | 19.7 | GHz | 42 | dBW |
| 21.2 | 23.6 | GHz | 55 | dBW |
| 21.2 | 23.6 | GHz | 42 | dBW |
| 614 | 698 | MHz | 1000 | W |
| 614 | 698 | MHz | 2000 | W |
| 698 | 806 | MHz | 1000 | W |
| 806 | 901 | MHz | 500 | 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 |
| 929 | 932 | MHz | 3500 | 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 |
| 1670 | 1675 | MHz | 500 | W |
| 1710 | 1755 | MHz | 500 | W |
| 1850 | 1910 | MHz | 1640 | W |
| 1850 | 1990 | MHz | 1640 | W |
| 1930 | 1990 | MHz | 1640 | W |
| 1990 | 2025 | MHz | 500 | W |
| 2110 | 2200 | MHz | 500 | W |
| 2305 | 2360 | MHz | 2000 | W |
| 2305 | 2310 | MHz | 2000 | W |
| 2345 | 2360 | MHz | 2000 | W |
| 2496 | 2690 | MHz | 500 | W |

TOPO Map for ASN 2019-AWP-9257-OE





LEGEND

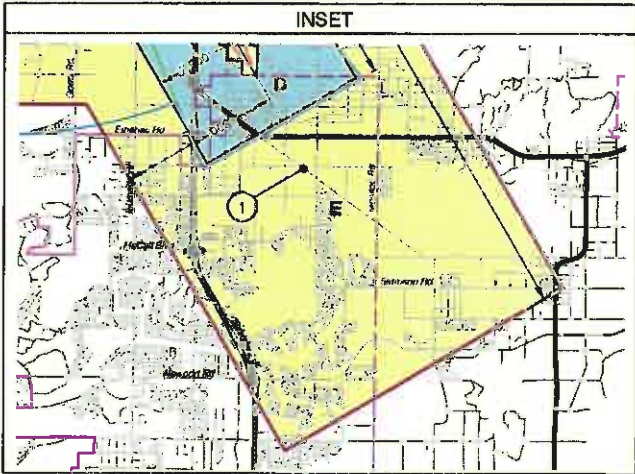
Compatibility Zones

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

Boundary Lines

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

- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.
- ① March JPA: March Business Center/Maridian
- 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)**

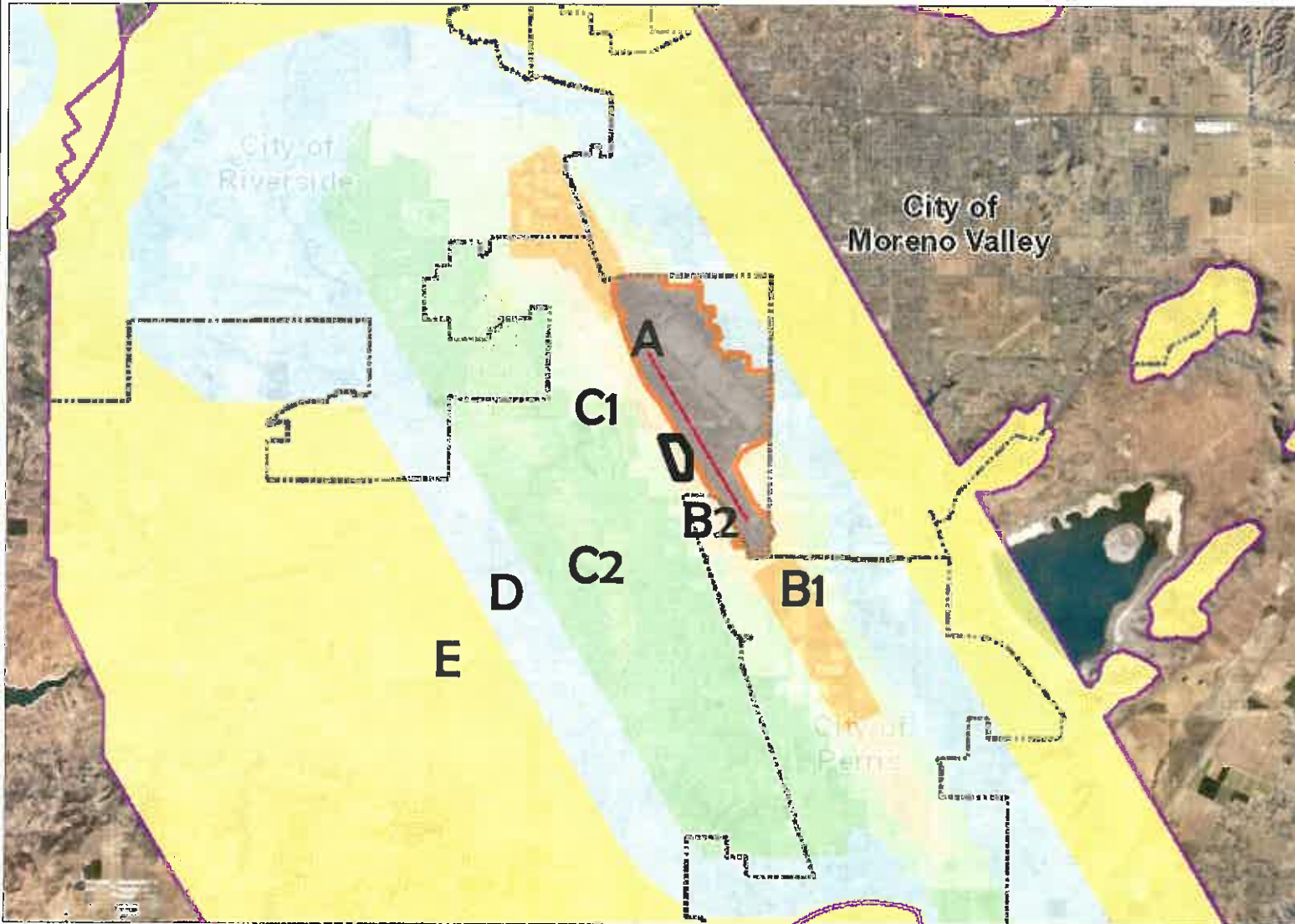
Map MA-1

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

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

SEE INSET AT RIGHT

Map My County Map



- Legend**
- Runways
 - Airports
 - Airport Influence Areas
 - Airport Compatibility Zones**
 - OTHER COMPATIBILITY ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5
 - C2-EXC6



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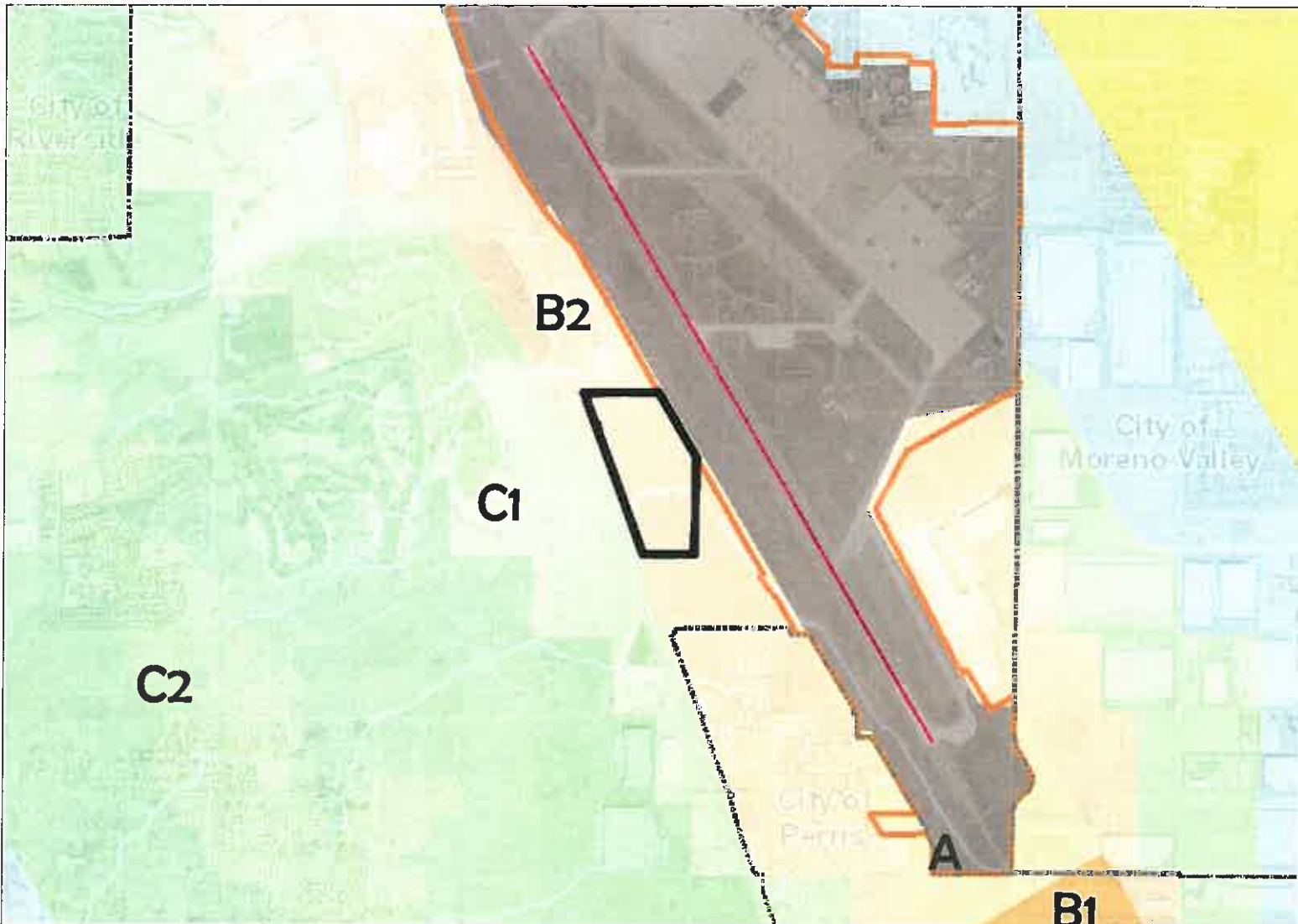


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Notes

Map My County Map



Legend

- Runways
- ▭ Airports
- ▭ Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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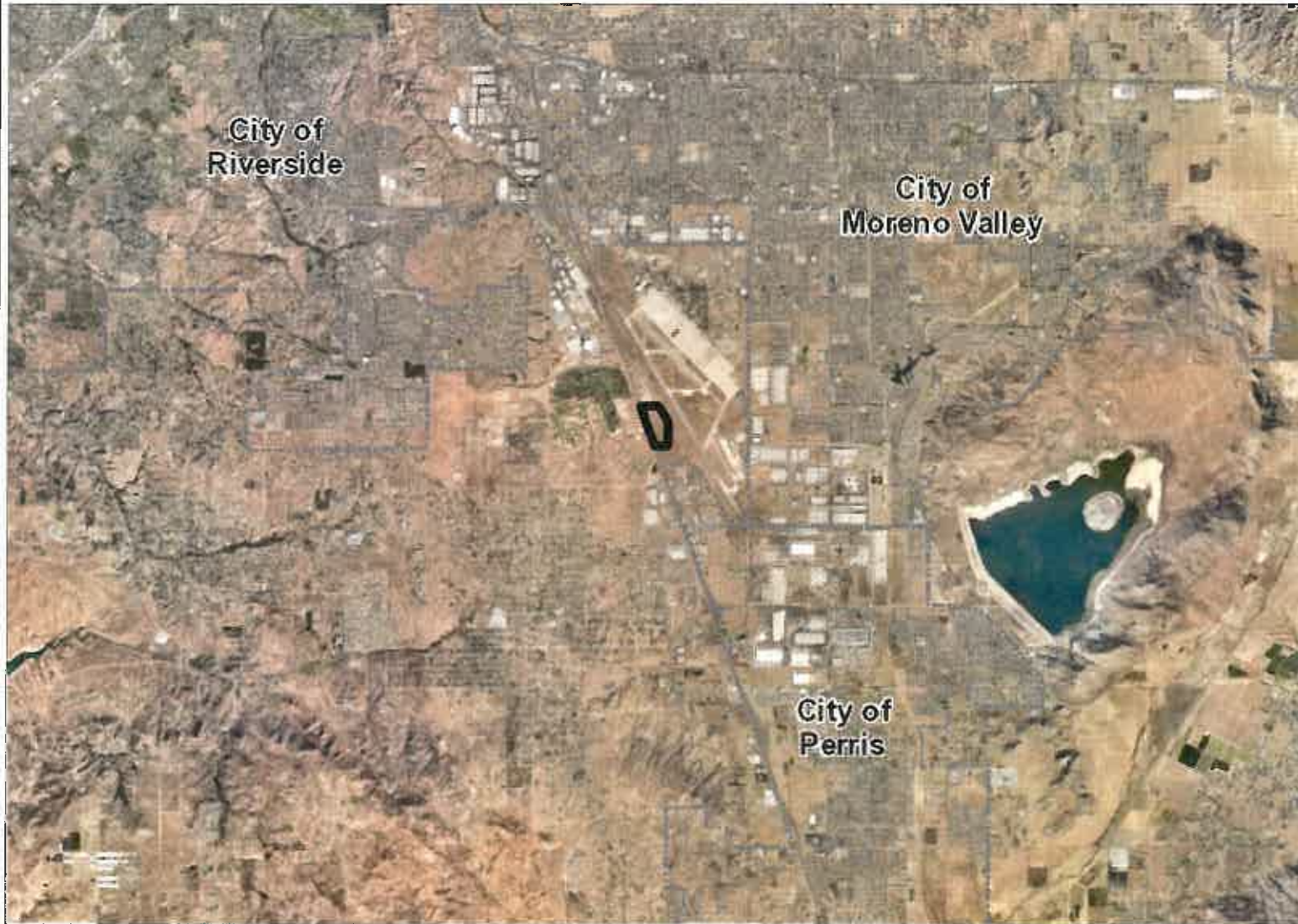


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Notes

Map My County Map



Legend

- City Areas
- World Street Map

Notes



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0 12 24,629 Feet
314

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Map My County Map



Legend

- Blue Line Streams
- City Areas
- World Street Map



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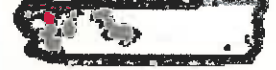
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Notes

Map My County Map

Los Angeles



San Diego

Tijuana

Mexicali



Legend

Blueline Streams

City Areas

World Street Map



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0 770 1,539 Feet

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Notes



SITE NUMBER: CSL05636
SITE NAME: MARCH FIELD AIR MUSEUM
FA # 12844487 | USID # 259121 | PACE # MRLOS050468

A/E DOCUMENT REVIEW STATUS

| Status Code | |
|-------------|--|
| 1 | Accepted – With minor or no comments, construction may proceed |
| 2 | Not Accepted – Please resolve comments and resubmit |
| 4 | Review not required. Construction may proceed. |

Acceptance does not constitute approval of design details, calculations, analysis, test methods or materials developed or selected by the subcontractor and does not relieve subcontractor from full compliance obligations.

| Reviewed | ENG | CONST | | | |
|----------|-----|-------|--|--|--|
| | | | | | |

| Status By | Date |
|-----------|------|
| | |

| DRAWING INDEX (CONSTRUCTION) | REV. | DIRECTIONS | PROJECT INFORMATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|------------------------------|--|---|---|--------------|---------|--------|--|--------------|-------------|----------------|-----|----------------|------------------------|----------------|--------|----------------|------------------------|----------------|----|---------------|------|----------------|-------|---------------|------------------------|----------------|----------|------------------------------|---------------------|--|
| AA-CSL05636-T01 TITLE SHEET | 1 | DRIVING DIRECTIONS FROM AT&T WIRELESS, TUSTIN FROM AT&T TUSTIN OFFICE (1452 EDINGER AVENUE, 3RD FLOOR, TUSTIN, CA 92780): 1. DEPART EDINGER AVE TOWARD RED HILL AVE. 2. BEAR LEFT ONTO RED HILL AVE. 3. TAKE RAMP LEFT AND FOLLOW SIGNS FOR CA-241 N 4. AT EXIT 39A, TAKE RAMP RIGHT AND FOLLOW SIGNS FOR CA-91 E. 5. AT EXIT 51, TAKE RAMP RIGHT FOR I-15N TOWARD BARSTOW/ONTARIO 6. TAKE RAMP RIGHT FOR CA-60 E 7. KEEP STRAIGHT ONTO I-215 S / CA-60 E 8. KEEP RIGHT TO STAY ON I-215 S 9. AT EXIT 25, TAKE RAMP RIGHT AND FOLLOW SIGNS FOR VAN BUREN BLVD 10. ARRIVE AT 22550 VAN BUREN BLVD, MARCH AIR RESERVE BASE, CA 92518 | SCOPE OF WORK: AN UNMANNED TELECOMMUNICATIONS FACILITY INCLUDING THE INSTALLATION OF: 1. 12'-0" SQ. x 50'H LATTICE TOWER 2. (12) 8'H PANEL ANTENNAS ON LATTICE TOWER 3. (15) RRU'S 4. (3) DC SURGE SUPPRESSORS 5. (1) 4'6" MW DISH 6. OUTDOOR EQUIPMENT CABINETS 7. (1) GPS ANTENNA MOUNTED ON (N) LATTICE TOWER 8. (1) 30KW DC GENERATOR WITH 150 GALLON DIESEL TANK 9. POWER, TELCO AND FIBER/COAX RUNS 10. CAMOUFLAGE NETTING TO MATCH EXISTING 11. RELOCATE FAUX RADAR ANTENNA | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AA-CSL05636-T02 GENERAL NOTES, CONSTRUCTION NOTES, LEGENDS & ABBREVIATIONS | 1 | | VICINITY MAP | SITE ADDRESS: 22550 VAN BUREN BLVD, RIVERSIDE, CA 92518 PROPERTY OWNER: MARCH JOINT POWERS AUTHORITY CONTACT PERSON: [REDACTED] PHONE: [REDACTED] APPLICANT: AT&T WIRELESS, 1452 EDINGER AVENUE, 3RD FLOOR, TUSTIN, CA 92780 JURISDICTION: RIVERSIDE COUNTY CURRENT ZONING: [REDACTED] CURRENT LAND USE: RAWLAND PROPOSED OCCUPANCY: TYPE U (UNMANNED TELECOMMUNICATIONS FACILITY) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AA-CSL05636-T03 LEAD ACID BATTERY DATA SHEET | 1 | CODE COMPLIANCE 1. 2016 CALIFORNIA ADMINISTRATIVE CODE (CAC) 2. 2016 CALIFORNIA BUILDING CODE (CBC): VOLUMES 1 AND 2 3. 2016 CALIFORNIA ELECTRICAL CODE 4. 2016 CALIFORNIA MECHANICAL CODE (CMC) 5. 2016 CALIFORNIA ENERGY CODE 6. 2016 CALIFORNIA FIRE CODE (FCF) 7. 2016 CALIFORNIA GREEN CODE 8. 2016 CALIFORNIA REFERENCED STANDARDS CODE ** NOTE: ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THESE CODES. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO DEPART WORK NOT CONFORMING TO THESE CODES. | | COORDINATES LATITUDE: 33.879871° N (33°52'47.53") LONGITUDE: -117.284879° W (117°15'33.96") ELEVATION DATUM: 1524.3' AMSL DATUM: NAVD83 APN: 294-150-009 LEASE AREA: 189 SQ.FT. (STORAGE SHED) 144 SQ.FT. (TOWER) 27 SQ.FT. (GENERATOR) TOTAL LEASE AREA: 360 SQ. FT. POWER COMPANY: SCE TEL COMPANY: TED | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AA-CSL05636-A01 SITE PLAN / PARTIAL ENLARGED SITE PLAN | 1 | | SITE QUALIFICATION PARTICIPANTS <table border="1"> <thead> <tr> <th>A/E</th> <th>NAME/CONTACT</th> <th>COMPANY</th> <th>NUMBER</th> </tr> </thead> <tbody> <tr> <td></td> <td>DK DO/BOK YU</td> <td>DCI PACIFIC</td> <td>(949) 475-1000</td> </tr> <tr> <td>SAC</td> <td>JESSICA GREVIN</td> <td>COASTAL BUSINESS GROUP</td> <td>(949) 336-1550</td> </tr> <tr> <td>ZONING</td> <td>JESSICA GREVIN</td> <td>COASTAL BUSINESS GROUP</td> <td>(949) 336-1550</td> </tr> <tr> <td>RF</td> <td>TARIK OUZZANI</td> <td>AT&T</td> <td>(805) 312-1694</td> </tr> <tr> <td>CONST</td> <td>STEVE KINDRED</td> <td>BECHTEL INFRASTRUCTURE</td> <td>(949) 212-4844</td> </tr> <tr> <td>LL/OWNER</td> <td>MARCH JOINT POWERS AUTHORITY</td> <td>COUNTY OF RIVERSIDE</td> <td></td> </tr> </tbody> </table> | A/E | NAME/CONTACT | COMPANY | NUMBER | | DK DO/BOK YU | DCI PACIFIC | (949) 475-1000 | SAC | JESSICA GREVIN | COASTAL BUSINESS GROUP | (949) 336-1550 | ZONING | JESSICA GREVIN | COASTAL BUSINESS GROUP | (949) 336-1550 | RF | TARIK OUZZANI | AT&T | (805) 312-1694 | CONST | STEVE KINDRED | BECHTEL INFRASTRUCTURE | (949) 212-4844 | LL/OWNER | MARCH JOINT POWERS AUTHORITY | COUNTY OF RIVERSIDE | |
| A/E | NAME/CONTACT | COMPANY | | NUMBER | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | DK DO/BOK YU | DCI PACIFIC | | (949) 475-1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SAC | JESSICA GREVIN | COASTAL BUSINESS GROUP | | (949) 336-1550 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ZONING | JESSICA GREVIN | COASTAL BUSINESS GROUP | | (949) 336-1550 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RF | TARIK OUZZANI | AT&T | | (805) 312-1694 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONST | STEVE KINDRED | BECHTEL INFRASTRUCTURE | | (949) 212-4844 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LL/OWNER | MARCH JOINT POWERS AUTHORITY | COUNTY OF RIVERSIDE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AA-CSL05636-A02 ANTENNA LAYOUT PLAN ■ SCHEDULES | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AA-CSL05636-A03 EXTERIOR ELEVATIONS | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AA-CSL05636-A04 EXTERIOR ELEVATIONS | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AA-CSL05636-A05 EXTERIOR ELEVATIONS | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AA-CSL05636-A06 EXTERIOR ELEVATIONS | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AA-CSL05636-D01 CONSTRUCTION NOTES | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AA-CSL05636-D02 DETAILS | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AA-CSL05636-D03 DETAILS | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AA-CSL05636-D04 DETAILS | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AA-CSL05636-D05 DETAILS | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AA-CSL05636-D06 DETAILS | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AA-CSL05636-D07 DETAILS | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AA-CSL05636-D08 DETAILS | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AA-CSL05636-E01 ELECTRICAL AND GROUNDING NOTES | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AA-CSL05636-E02 UTILITY PLAN | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AA-CSL05636-E03 GROUNDING PLANS & DETAILS | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AA-CSL05636-E04 GROUNDING DETAILS | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AA-CSL05636-E05 PANEL SCHEDULE AND NOTES, SINGLE LINE DIAGRAM | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AA-CSL05636-B01 TOPOGRAPHIC SURVEY (FOR REFERENCE ONLY) | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AA-CSL05636-B02 TOPOGRAPHIC SURVEY (FOR REFERENCE ONLY) | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

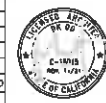


CSL05636 - MARCH FIELD AIR MUSEUM
 FA #12844487 | USID #259121 | PACE #MRLOS050468
 22550 VAN BUREN BOULEVARD
 RIVERSIDE, CA 92518



| NO. | DATE | REVISIONS | BY | CHK | APP'D |
|-----|----------|-----------------------------------|----|-----|-------|
| 1 | 12/17/19 | INCRP. RF COMMENTS | RF | BOK | DKD |
| D | 11/05/19 | INCRP. DWM REDLINES | RF | BOK | DKD |
| A | 10/18/19 | ISSUED FOR CD REVIEW AND COMMENTS | RF | BOK | DKD |

SCALE AS SHOWN DESIGNED DRAWN



AT&T MOBILITY
 TUSTIN, CA
TITLE SHEET
 JOB NO: - DRAWING NUMBER: AA-CSL05636-T01 REV: 1

| ABBREVIATIONS | | SITE LEGENDS | |
|--|-------------------------------|--------------|-----------------------------|
| NOTE: NOT ALL ABBREVIATIONS ARE USED ON THESE DRAWINGS | | | |
| APPROX. | APPROXIMATE | --- | PROPERTY LINE |
| ALV. | ALUMINUM | -X-X-X- | FENCE LINE |
| AL. | ALUMINUM | E | POWER SERVICE |
| ASPH. | ASPHALT | T | TELEPHONE SERVICE |
| AWG | AMERICAN WIRE GAUGE | ---/T | POWER/TEL SERVICES |
| BCW | BARE COPPER WIRE | --- | PROPOSED CONTOUR |
| BTS | BASE TRANSMISSION STATION | SO | EXISTING CONTOUR |
| CAB. | CABINET | --- | COAX CABLE |
| CONC. | CONCRETE | --- | CIRCUIT BREAKER |
| CONT. | CONTINUOUS | --- | CONDUIT TYPE CONNECTION |
| DIA. | DIAMETER | --- | COMPRESSION TYPE CONNECTION |
| DWG. | DRAWING | --- | GROUNDING WIRE |
| ENB | EQUIPMENT GROUND BAR | --- | REPRESENTS DETAIL NUMBER |
| EA. | EACH | --- | REF. DRAWING NUMBER |
| ELECT. | ELECTRICAL | --- | |
| EL | ELEVATION | --- | |
| EMT | ELECTRICAL METALLIC TUBING | --- | |
| EQ. | EQUAL | --- | |
| EQUIP. | EQUIPMENT | --- | |
| GA. | GAUGE | --- | |
| CALV. | GALVANIZED | --- | |
| GEN | GENERATOR | --- | |
| GRND | GROUND | --- | |
| IGR | INTERIOR GROUND RING (HALO) | --- | |
| IMC | INTERMEDIATE METALLIC CONDUIT | --- | |
| MAX. | MAXIMUM | --- | |
| MECH. | MECHANICAL | --- | |
| MFR. | MANUFACTURER | --- | |
| MGB | MASTER GROUND BAR | --- | |
| MIN. | MINIMUM | --- | |
| NTS | NOT TO SCALE | --- | |
| OC | ON CENTER | --- | |
| OPP | OPPOSITE | --- | |
| PCC | PERSONAL COMMUNICATION SYSTEM | --- | |
| PVC | POLYVINYL CONDUIT | --- | |
| RIG | RIGID GALVANIZED STEEL | --- | |
| SF. | SQUARE FOOT | --- | |
| SH | SHEET | --- | |
| SIM. | SIMILAR | --- | |
| SS | STAINLESS STEEL | --- | |
| TY | TYPICAL | --- | |
| U.N.O. | UNLESS NOTED OTHERWISE | --- | |
| VF | VERTIFIED IN FIELD | --- | |
| WFF | WELDED WIRE FABRIC | --- | |

- ### GENERAL NOTES
- THE LATEST EDITION OF THE AMERICAN INSTITUTE OF ARCHITECTS DOCUMENT A201 "GENERAL CONDITIONS OF THE CONTRACT FOR CONSTRUCTION" ARE INCLUDED IN THESE SPECIFICATIONS AND WHERE NECESSARY REPRODUCED HEREIN.
 - THIS FACILITY IS AN UNOCCUPIED PCS TELECOMMUNICATIONS SITE AND IS EXEMPT FROM DISABLED ACCESS REQUIREMENTS.
 - PRIOR TO THE SUBMISSION OF BIDS, THE CONTRACTORS PARTICIPATING SHALL VISIT THE JOB SITE AND FAMILIARIZE THEMSELVES WITH ALL FIELD CONDITIONS AFFECTING THE PROPOSED PROJECT INCLUDING DEVIATION, ELECTRICAL, MECHANICAL, AND STRUCTURAL INSTALLATIONS, AS WELL AS WITH THE CONSTRUCTION AND CONTRACT DOCUMENTS AND SHALL CONFIRM THAT THE PROJECT CAN BE ACCOMPLISHED AS SHOWN PRIOR TO PROCEEDING WITH CONSTRUCTION. SHOULD ANY ERRORS, OMISSIONS, OR DISCREPANCIES BE FOUND, THE GENERAL CONTRACTOR SHALL IMMEDIATELY NOTIFY AT&T CONSTRUCTION MANAGER AND THE ARCHITECT IN WRITING. IN THE EVENT OF DISCREPANCIES THE CONTRACTOR SHALL INCLUDE THE MORE COSTLY OR EXTENSIVE WORK IN THE BID, UNLESS SPECIFICALLY DIRECTED OTHERWISE. IF A DISCREPANCY EXISTS AND THE PROJECT MANAGER AND ARCHITECT ARE NOT NOTIFIED, THE GENERAL CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ALL COSTS INCURRED TO REPAIR OR CORRECT ALL PROBLEMS THAT RESULT.
 - DRAWINGS SHALL NOT BE SCALED. THESE DRAWINGS ARE INTENDED TO BE DIAGRAMMATIC ONLY. FIGURED DIMENSIONS HAVE PRECEDENCE OVER DRAWING SCALE AND DETAIL DRAWINGS HAVE PRECEDENCE OVER SMALL SCALE DRAWINGS. CONTRACTOR SHALL CHECK ACCURACY OF ALL DIMENSIONS IN THE FIELD. UNLESS SPECIFICALLY NOTED, DO NOT FABRICATE ANY MATERIALS, OR BEGIN ANY CONSTRUCTION UNTIL THE ACCURACY OF DRAWING DIMENSIONS HAVE BEEN VERIFIED AGAINST ACTUAL FIELD DIMENSIONS.
 - THE CONTRACTOR SHALL INCLUDE IN HIS OR HER BID ALL MATERIALS, EQUIPMENT, APPLIANCES AND LABOR NECESSARY TO COMPLETE THE WORK AS INDICATED OR IMPLIED BY THE DRAWINGS. IT WILL BE ASSUMED THAT THERE IS NO OBJECTION TO ANY DETAIL DETAILS ARE INTENDED TO SHOW THE END RESULT OF THE DESIGN. MINOR MODIFICATIONS MAY BE REQUIRED TO SUIT JOB CONDITIONS, AND SHALL BE INCLUDED AS PART OF THE WORK.
 - EXISTING ELEVATIONS AND LOCATIONS TO BE JOINED SHALL BE VERIFIED BY THE CONTRACTOR BEFORE CONSTRUCTION. IF THEY DIFFER FROM THOSE SHOWN ON THE PLANS, THE CONTRACTOR SHALL NOTIFY THE AT&T CONSTRUCTION MANAGER AND THE ARCHITECT SO THAT MODIFICATIONS CAN BE MADE BEFORE PROCEEDING WITH THE WORK.
 - THE CONTRACTOR SHALL VERIFY ALL TELEPHONE & RADIO EQUIPMENT LAYOUTS, SPECIFICATIONS, PERFORMANCE, INSTALLATION AND FINAL LOCATIONS WITH AT&T CONSTRUCTION MANAGER PRIOR TO BEGINNING WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING HIS WORK WITH ERICSSON RADIO SYSTEMS.
 - ALL SYMBOLS AND ABBREVIATIONS USED ON THE DRAWINGS ARE CONSIDERED CONSTRUCTION STANDARDS. IF THE CONTRACTOR HAS QUESTIONS REGARDING THEIR EXACT MEANING, THE AT&T CONSTRUCTION MANAGER AND THE ARCHITECT SHALL BE NOTIFIED FOR CLARIFICATION BEFORE THE CONTRACTOR PROCEEDS WITH THE WORK.
 - THE CONTRACTOR SHALL OBTAIN AND PAY FOR PERMITS, LICENSES AND INSPECTIONS NECESSARY FOR PERFORMANCE OF THE WORK AND INCLUDE THOSE IN THE COST OF THE WORK TO AT&T.
 - THE CONTRACTOR SHALL PROVIDE CONTINUOUS SUPERVISION WHILE ANY SUBCONTRACTORS OR WORKMEN ARE ON THE SITE AND SHALL SUPERVISE AND DIRECT ALL WORK USING HIS BEST SKILL AND ATTENTION. HE SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, PROCEDURES AND SEQUENCES AND FOR COORDINATING ALL PORTIONS OF THE WORK UNDER THE CONTRACT.
 - WORKMANSHIP THROUGHOUT OF BE THE BEST QUALITY OF THE TRADE INVOLVED, AND SHALL MEET OR EXCEED THE FOLLOWING MINIMUM REFERENCE STANDARDS FOR QUALITY AND PROFESSIONAL CONSTRUCTION PRACTICE:
 - NATIONAL ROOFING CONTRACTORS ASSOCIATION (NRC) INTERNATIONAL CENTER 10255 W. HOBENS ROAD, SUITE 600 ROSEMONT, IL 60018
 - SMACNA SHEET METAL AND AIR CONDITIONING CONTRACTORS NATIONAL ASSOCIATION 4201 LAFAYETTE CENTER DRIVE CHATILLAY, VA 22021-1209
 - NRCA INTERNATIONAL INSTITUTE FOR LATH AND PLASTER 820 TRANSFER ROAD ST. PAUL, MN 55114-1406
 - INSTALL ALL EQUIPMENT AND MATERIALS PER THE LATEST EDITION OF THE MANUFACTURER'S INSTALLATION SPECIFICATIONS UNLESS SPECIFICALLY OTHERWISE INDICATED, OR WHERE LOCAL CODES OR REGULATIONS TAKE PRECEDENCE.
 - THE CONTRACTOR SHALL VERIFY, COORDINATE, AND PROVIDE ALL NECESSARY BLEEDING, BACKING, FRAMING, HANGERS OR OTHER SUPPORTS FOR ALL ITEMS REQUIRING THE SAME.
 - THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL GIVE ALL NOTICES AND SHALL COMPLY WITH ALL APPLICABLE LOCAL CODES, REGULATIONS, LAWS AND ORDINANCES AS WELL AS STATE DEPARTMENT OF INDUSTRIAL REGULATIONS AND DIVISION OF INDUSTRIAL SAFETY (OSHA) REQUIREMENTS.
 - THE CONTRACTOR SHALL PROTECT THE PROPERTY OWNERS, AND AT&T PROPERTY FROM DAMAGE WHICH MAY OCCUR DURING CONSTRUCTION. ANY DAMAGE TO NEW AND EXISTING FINISHES, CONSTRUCTION, STRUCTURE, LANDSCAPING, CURBS, STAIRS, OR EQUIPMENT, ETC. SHALL BE IMMEDIATELY REPAIRED OR REPLACED TO THE SATISFACTION OF AT&T, AND THE PROPERTY OWNER, OR THE OWNER'S REPRESENTATIVE. AT THE EXPENSE OF THE CONTRACTOR.

- ### GENERAL NOTES (CONT.)
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR, AND SHALL REPLACE OR REMEDY, ANY FAULTY, IMPROPER, OR INFERIOR MATERIALS OR WORKMANSHIP OR ANY DAMAGE WHICH DOES NOT EXIST OR DISTURB SOILS BEFORE THE COMPLETION AND ACCEPTANCE OF THE WORK BY AT&T UNDER THIS CONTRACT.
 - IT SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO LOCATE ALL EXISTING UTILITIES, OR CONTACT AN OUTSIDE AGENCY TO LOCATE ALL EXISTING UTILITIES, WHETHER SHOWN HEREIN OR NOT, AND TO PROTECT THEM FROM DAMAGE. THE CONTRACTOR SHALL BEAR ALL EXPENSES FOR REPAIR OR REPLACEMENT OF UTILITIES OR OTHER PROPERTY DAMAGE IN CONNECTION WITH THE EXECUTION OF WORK.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETE SECURITY OF THE PROJECT SITE WHILE THE JOB IS IN PROGRESS AND UNTIL THE JOB IS COMPLETED AND ACCEPTED BY AT&T.
 - THE CONTRACTOR SHALL PROVIDE TEMPORARY WATER, POWER AND TOILET FACILITIES AS REQUIRED BY THE PROPERTY OWNER, AT&T AND THE CITY OR GOVERNING AGENCY.
 - THE GENERAL CONTRACTOR IS RESPONSIBLE FOR REDLINING THE CONSTRUCTION DOCUMENTS TO ILLUSTRATE THE AS-BUILT CONDITION OF THE SITE. THIS SHALL BE DONE AFTER THE SITE HAS BEEN AWARDED FINAL INSPECTION BY THE RESPONSIBLE BUILDING AGENCY. ONE SET OF REDLINED DRAWINGS SHALL BE PROVIDED TO THE AT&T CONSTRUCTION MANAGER.
 - THE LATEST EDITION OF ALL PERMITTED AND APPROVED PLANS PERTAINING TO THIS PROJECT SHALL BE KEPT IN A PLAN BOOK AND NOT BE USED BY WORKERS. ALL CONSTRUCTION SETS SHALL REFLECT THE SAME INFORMATION. THE CONTRACTOR SHALL ALSO MAINTAIN IN GOOD CONDITION, ONE COMPLETE SET OF PLANS WITH ALL REVISIONS, ADDENDA AND CHANGE ORDERS OR PERMITS AT ALL TIMES. THESE ARE TO BE UNDER THE CARE OF THE JOB SUPERINTENDENT.
 - THE CONTRACTOR SHALL REMOVE ALL RUBBISH AND WASTE MATERIALS ON A DAILY BASIS, EXCEPT FOR THAT SPECIFIED AS REMAINING THE PROPERTY OF THE BUILDING OR PROPERTY OWNER AND SHALL EXERCISE STRICT CONTROL OVER JOB CLEANING THROUGHOUT CONSTRUCTION, INCLUDING FINAL CLEAN-UP UPON COMPLETION OF WORK. ALL AREAS ARE TO BE LEFT IN A BROOM CLEAN CONDITION AT THE END OF EACH DAY AND VACUUM CLEAN CONDITION, FREE FROM PAINT, SPOTS, DUST OR SMUDGES OF ANY NATURE TO COMPLETION OF WORK.
 - THE GENERAL CONTRACTOR MUST PERFORM WORK DURING PROPERTY OWNER'S PREFERRED HOURS TO AVOID DISRUPTION OF NORMAL ACTIVITY.
 - ALL EXPOSED METAL SHALL BE HOT-DIPPED GALVANIZED.
 - SEAL ALL PENETRATIONS THROUGH FIRE-RATED AREAS WITH U.L. LISTED OR FIRE MARSHALL APPROVED MATERIALS IF AND WHERE APPLICABLE TO THIS FACILITY AND PROJECT SITE.
 - PROVIDE A PORTABLE FIRE EXTINGUISHER WITH A RATING OF NOT LESS THAN 2-A OR 2-A10BC WITH 75 FEET TRAVEL DISTANCE TO ALL PORTIONS OF THE PROJECT AREA CONSTRUCTION.
 - ELECTRICAL AND POWER SYSTEM SHALL BE GROUNDED PER NEC ARTICLES 250 AND 810.
 - ALL NEW OPENINGS IN THE EXTERIOR ENVELOPE OF CONDITIONED SPACES SUCH AS WALL AND ROOF PENETRATIONS SHALL BE CALCULATED OR SEALED TO LIMIT INFILTRATION OF AIR AND MOISTURE.
 - UPON COMPLETION OF CONSTRUCTION, AT&T CONSTRUCTION MANAGER SHALL CONDUCT A WALK-THRU WITH PROPERTY OWNER OR REPRESENTATIVE OF PROPERTY OWNER.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL SYSTEM EQUIPMENT IN A CLEAN WORKING ORDER UNTIL ACCEPTANCE OF THE PROJECT BY AT&T.
 - INSTALL ALL EQUIPMENT AND MATERIALS PER THE LATEST EDITION OF THE MANUFACTURER'S INSTALLATION SPECIFICATIONS UNLESS SPECIFICALLY OTHERWISE INDICATED, OR WHERE LOCAL CODES OR REGULATIONS TAKE PRECEDENCE.

STRUCTURAL NOTES

DESIGN CRITERIA:

| | |
|--|-------------------------|
| DESIGN CODE: 2016 CALIFORNIA BUILDING CODE (CBC) | Se = 1.654 |
| Sg = 2.495 | SDC = E |
| S1 = 0.882 | WIND SPEED = 115 M.P.H. |
| Fo = 1.0 | WIND EXPOSURE = C |
| Fv = 1.5 | RISK CATEGORY = II |

- ALL MATERIALS AND WORK PERFORMED SHALL CONFORM WITH THE REQUIREMENTS OF THE CODE AND GOVERNING BUILDING ORDINANCES.
- NOTES AND DETAILS ON DRAWINGS SHALL TAKE PRECEDENCE OVER THESE GENERAL NOTES.
- WHERE A SECTION OR TYPICAL DETAIL IS SHOWN FOR ONE CONDITION, IT SHALL APPLY FOR ALL LIKE OR SIMILAR CONDITIONS UNLESS OTHERWISE NOTED.
- NO CHANGES ARE TO BE MADE TO THESE PLANS WITHOUT THE KNOWLEDGE AND WRITTEN CONSENT OF THIS ENGINEER. UNAUTHORIZED CHANGES RENDER THESE DRAWINGS VOID.
- ANY REFERENCE TO THE WORDS APPROVED, OR APPROVAL, IN THESE DOCUMENTS SHALL BE HEREIN REFERRED TO MEAN GENERAL ACCEPTANCE OR REVIEW AND SHALL NOT RELIEVE THE CONTRACTOR AND/OR HIS SUB-CONTRACTORS OF ANY LIABILITY IN FURNISHING THE REQUIRED MATERIALS OF LABOR SPECIFIED.
- THE CONTRACT DRAWINGS AND SPECIFICATIONS REPRESENT THE FINISHED STRUCTURE AND DO NOT INDICATE THE METHOD OF CONSTRUCTION. THE CONTRACTOR SHALL SUPERVISE AND DIRECT THE WORK AND SHALL BE SOLELY RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, AND PROCEDURES INCLUDING, BUT NOT LIMITED TO, BRACING AND SHORING. OBSERVATION VISITS TO THE SITE BY FIELD REPRESENTATIVES OF THE ARCHITECT SHALL NOT INCLUDE INSPECTIONS OF THE PROTECTIVE MEASURES OR THE CONSTRUCTION PROCEDURES.
- GENERAL CONTRACTOR SHALL VISIT THE JOB SITE AND VERIFY ALL GRADES, DIMENSIONS, AND CONDITIONS PRIOR TO BEGINNING AND COMMENCING CONSTRUCTION. ALL DIMENSIONS CONTROLLED BY EXISTING CONDITIONS SHALL BE VERIFIED BY THE CONTRACTOR AT THE SITE.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE ALL EXISTING UTILITIES WHETHER SHOWN HEREIN OR NOT, AND TO PROTECT THEM FROM DAMAGE. THE CONTRACTOR SHALL BEAR ALL EXPENSE OF REPAIR OR REPLACEMENT IN CONNECTION WITH THE EXECUTION OF THIS WORK.
- GENERAL CONTRACTOR SHALL NOTIFY THE ENGINEER AND ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES FOUND WITHIN THE CONTRACT DOCUMENTS, PRIOR TO STARTING WORK.

- ### SITE DEVELOPMENT NOTES
- THE ARCHITECT/ENGINEER AND REPRESENTATIVES OF THE LESSEE AND OWNER, MUST BE NOTIFIED AT LEAST TWO FULL DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
 - DO NOT EXCAVATE OR DISTURB SOILS BEYOND THE PROPERTY LINES OR LEASE LINES, UNLESS SPECIFICALLY INSTRUCTED, IN WRITING, BY THE ARCHITECT/ENGINEER AND LESSEE.
 - DO NOT SCALE BUILDING DIMENSIONS FROM DRAWINGS.
 - ANY DRAIN AND/OR FIELD TILE ENCOUNTERED DURING CONSTRUCTION SHALL BE RETURNED TO ITS ORIGINAL CONDITION PRIOR TO COMPLETION OF WORK. SIZE, LOCATION AND TYPE OF ANY UNDERGROUND UTILITIES OR IMPROVEMENTS SHALL BE ACCURATELY NOTED AND PLACED ON AS-CONSTRUCTED DRAWINGS BY GENERAL CONTRACTOR AND ISSUED TO ARCHITECT/ENGINEER AT COMPLETION OF PROJECT.
 - ALL EXISTING UTILITIES, FACILITIES, CONDITIONS, AND THEIR DIMENSIONS SHOWN ON PLANS HAVE BEEN PLOTTED FROM AVAILABLE RECORDS, THE ARCHITECT/ENGINEER, LESSEE, AND OWNER ASSUME NO RESPONSIBILITY WHATSOEVER AS TO THE SUFFICIENCY OR ACCURACY OF THE INFORMATION SHOWN ON THE PLANS OR THE MANNER OF THEIR REMOVAL OR ADJUSTMENT. CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING EXACT LOCATION OF ALL EXISTING UTILITIES AND FACILITIES PRIOR TO START OF CONSTRUCTION. CONTRACTOR SHALL ALSO OBTAIN FROM EACH UTILITY COMPANY DETAILED INFORMATION RELATIVE TO WORKING SCHEDULES AND METHODS OF REMOVAL OR ADJUSTING EXISTING UTILITIES.
 - CONTRACTOR SHALL VERIFY ALL EXISTING UTILITIES BOTH HORIZONTALLY AND VERTICALLY PRIOR TO START OF CONSTRUCTION. ANY DISCREPANCIES OR DOUBTS AS TO THE INTERPRETATION OF PLANS SHOULD BE IMMEDIATELY REPORTED TO THE ARCHITECT/ENGINEER FOR RESOLUTION AND INSTRUCTION, AND NO FURTHER WORK SHALL BE PERFORMED UNTIL THE DISCREPANCY IS CHECKED AND CORRECTED BY THE ARCHITECT/ENGINEER. FAILURE TO SECURE SUCH INSTRUCTION MEANS CONTRACTOR WILL HAVE WORKED AT HIS/HER OWN RISK AND EXPENSE. CONTRACTOR SHALL CALL LOCAL DIGGER HOT LINE FOR UTILITY LOCATIONS 48 HOURS PRIOR TO START OF CONSTRUCTION.
 - ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS TO BE DISTURBED BY CONSTRUCTION SHALL BE ADJUSTED TO FINISH ELEVATIONS PRIOR TO FINAL INSPECTION OF WORK.
 - THE BUILDING DEPARTMENT USING THE BUILDING PERMIT SHALL BE NOTIFIED AT LEAST TWO WORKING DAYS PRIOR TO THE COMMENCEMENT OF WORK OR AS SUPPLEMENTED BY THE CODE ENFORCEMENT OFFICIAL, HAVING JURISDICTION.
 - FEATHER INTO EXISTING GRADES AT THE GRADING LIMITS.
 - ALL TEMPORARY EXCAVATIONS FOR THE INSTALLATION OF FOUNDATIONS, UTILITIES, ETC., SHALL BE PROPERLY LAD DICK OR BRACED IN ACCORDANCE WITH CORRECT OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) REQUIREMENTS.
 - STRUCTURAL FILLS SUPPORTING PAVEMENTS SHALL BE COMPACTED TO 100% OF MAXIMUM STANDARD PROCTOR DRY DENSITY.
 - NEW GRADES NOT IN BUILDING AND DRAINAGE IMPROVEMENT AREA TO BE ACHIEVED BY FILLING WITH APPROVED CLEAN FILL AND COMPACTED TO 95% OF STANDARD PROCTOR DENSITY.
 - ALL FILL SHALL BE PLACED IN UNIFORM LIFTS. EACH LIFT'S THICKNESS SHOULD NOT EXCEED THAT WHICH CAN BE PROPERLY COMPACTED THROUGHOUT ITS ENTIRE DEPTH WITH THE EQUIPMENT AVAILABLE.
 - ANY FILLS PLACED ON EXISTING SLOPES THAT ARE STEEPER THAN 10 HORIZONTAL TO 1 VERTICAL SHALL BE PROPERLY BENCHED INTO THE EXISTING SLOPE AS DIRECTED BY A GEOTECHNICAL ENGINEER.
 - THE GRADES WITHIN FENCED AREAS ARE TO BE ACHIEVED BY COMPACTED CLEAN FILL TO A DENSITY OF 90% OF STANDARD PROCTOR COVERING THE AREA WITH TWO (2) LAYERS OF SIX (6) MIL VISCOUSE (12" MIN. OVERLAP AT ALL SEAMS) FOR WEED SUPPRESSION. THEN ACHIEVING FINISH GRADE BY ADDING 6" OF 3/4" CRUSHED STONE, NO FINES.
 - CONTRACTOR SHALL CLEAN ENTIRE SITE AFTER CONSTRUCTION SUCH THAT NO PAPERS, TRASH, WEEDS, BRUSH OR OTHER DEPOSITS WILL REMAIN. ALL MATERIALS COLLECTED DURING CLEANING OPERATIONS SHALL BE DISPOSED OF OFF-SITE BY THE GENERAL CONTRACTOR.
 - ALL TREES AND SHRUBS WHICH ARE NOT IN DIRECT CONFLICT WITH THE IMPROVEMENTS SHALL BE TRIMMED AS REQUIRED AND PROTECTED IN PLACE BY THE GENERAL CONTRACTOR.
 - DRAINAGE CONSTRUCTION, GRADING AND DRAINAGE WORK SHALL CONFORM TO CALIFORNIA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION", LATEST EDITIONS, AND ALL APPLICABLE PROVISIONS OF LOCAL COUNTY ORDINANCES.
 - IT SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO OBTAIN, READ, AND FOLLOW THE GEO-TECHNICAL REPORT FOR EACH PROJECT SITE. ALL PROVISIONS WITHIN SAID REPORT SHALL BE ACCOMMODATED BY THE GENERAL CONTRACTOR AND ALL SUBCONTRACTORS. CONTINUOUS ON-SITE SUPERVISION BY THE GEO-TECHNICAL/SOILS ENGINEER SHALL BE ARRANGED FOR BY THE CONTRACTOR PRIOR TO THE START OF ANY EXCAVATION AND/OR GRADING OPERATIONS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE GEO-TECHNICAL/SOILS ENGINEER PRIOR TO THE START OF CONSTRUCTION, OBTAIN WRITTEN APPROVAL FROM THE SUPERVISING GEO-TECHNICAL ENGINEER PRIOR TO PROCEEDING WITH PLACEMENT OF ANY FORMS AND/OR MATERIALS.
 - IT SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO PROVIDE AND INSTALL ALL REQUIRED SIGNS FOR THIS PROJECT. THE CONTRACTOR SHALL OBTAIN WRITTEN INSTRUCTIONS FROM THE IMPLEMENTATION ENGINEER AS TO THE EXACT MATERIAL, SIZE, WORDING, AND LOCATION FOR ALL SIGNS. SIGNS THAT MAY BE REQUIRED INCLUDE, BUT ARE NOT LIMITED TO, THE FOLLOWING:
 - 7x24 ACCESS SIGN.
 - SITE ENTRY SIGN.
 - ANTENNA STRUCTURE COMPLIANCE SIGN.
 - NEPA RF EXPOSURE SIGN(S).
 - ANY ADDITIONAL SIGN AS REQUIRED BY AT&T AND/OR GOVERNMENTAL AGENCIES.

CONCRETE

- ALL CONCRETE MATERIALS AND WORKMANSHIP SHALL CONFORM TO CHAPTER 19A OF THE CBC AND TO ALL REQUIREMENTS OF THE CURRENT EDITION OF ACI 301, "SPECIFICATIONS FOR STRUCTURAL CONCRETE FOR BUILDINGS", EXCEPT AS SPECIFIED HEREIN.
- MIX DESIGN REQUIREMENTS:
 - CEMENT SHALL BE TYPE II.
 - COMPRESSIVE STRENGTH = 3000 PSI.
 - CONCRETE SLUMP SHALL NOT EXCEED 5".
 - WATER CEMENT RATIO SHALL NOT EXCEED 0.45.
- ALL REINFORCING STEEL SHALL BE SECURED IN POSITION AND INSPECTED BY THE BUILDING OFFICIAL PRIOR TO PLACING CONCRETE.
- SPECIAL INSPECTION IS NOT REQUIRED FOR CONCRETE FOUNDATIONS OR REBAR PLACEMENT. ALL CONCRETE HAS BEEN DESIGNED FOR 2500 PSI.

DCI PACIFIC
A/E/C WORKS
ARCHITECTURE | ENGINEERING | CONSULTING
26 REDUCTIVE PARK | SUITE 170
IRVINE | CA 92614

CSL05636 -- MARCH FIELD AIR MUSEUM
FA #12844487 | USD #259121 | PACE #MRL0S050468

22550 VAN BUREN BOULEVARD
RIVERSIDE, CA 92518

at&t
1492 ENGINEER AVENUE, 3RD FLOOR
TUSTIN, CA 92780

| NO. | DATE | BY | CHK | APP'D | REVISIONS |
|-----|----------|-----------------------------------|-----|-------|-----------|
| 1 | 12/17/19 | INCORP. RF COMMENTS | RF | BOB | DKG |
| 0 | 11/05/19 | INCORP. DEM REVISIONS | RF | BOB | DKG |
| A | 11/18/19 | ISSUED FOR CD REVIEW AND COMMENTS | RF | BOB | DKG |

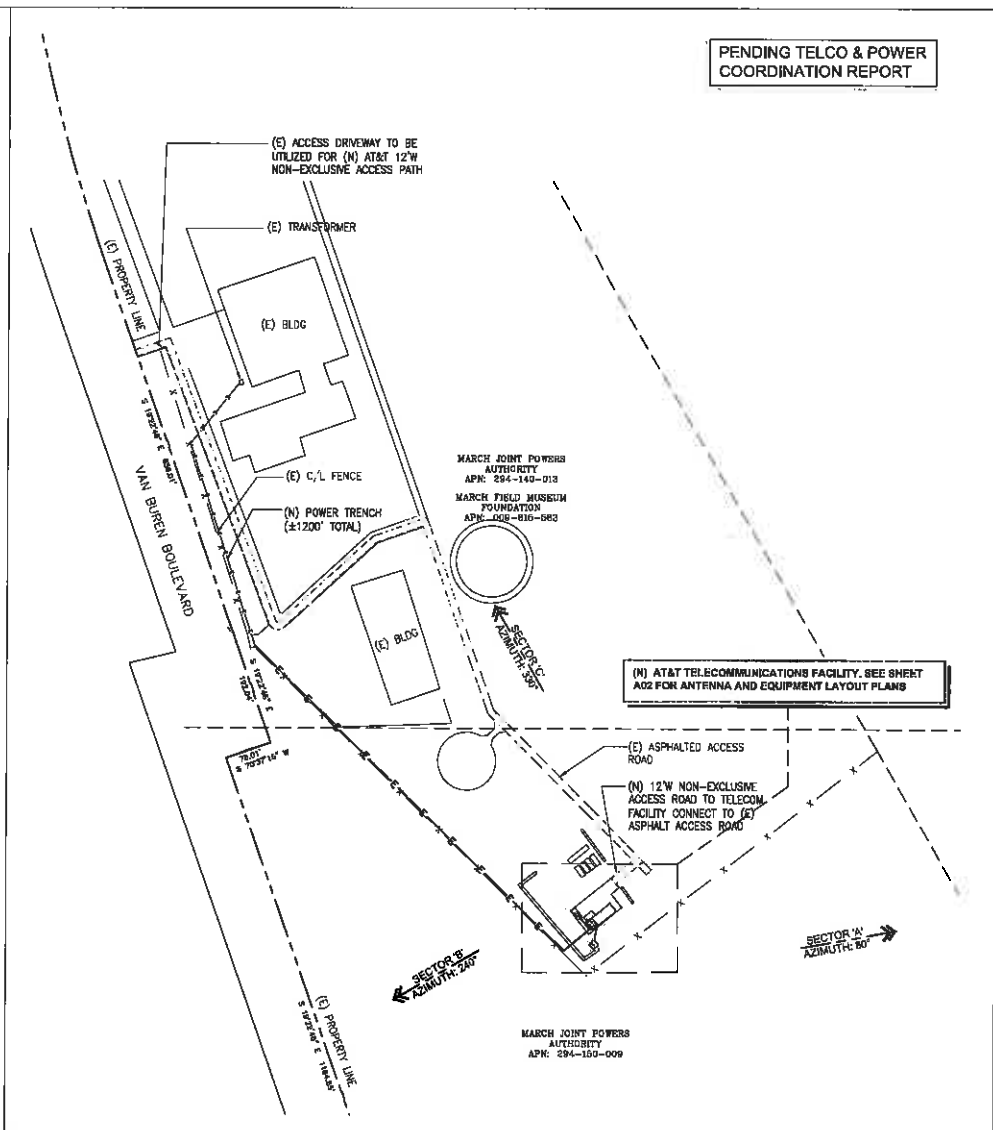
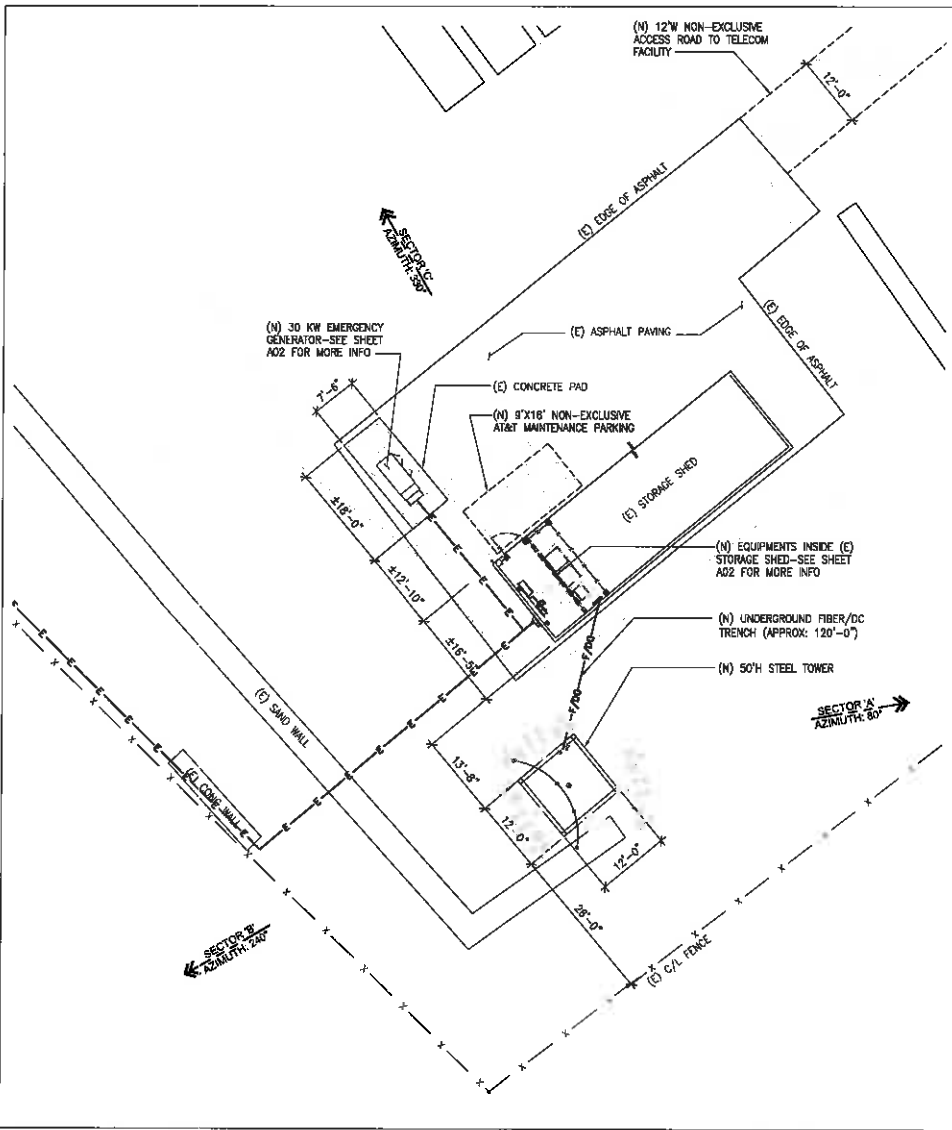
SCALE AS SHOWN DESIGNED DRAWN

AT&T MOBILITY
TUSTIN, CA

GENERAL NOTES, CONSTRUCTION NOTES, LEGENDS & ABBREVIATIONS

JOB NO. _____ DRAWING NUMBER _____

AA-CSL05636-702



PENDING TELCO & POWER COORDINATION REPORT

(N) AT&T TELECOMMUNICATIONS FACILITY. SEE SHEET A02 FOR ANTENNA AND EQUIPMENT LAYOUT PLANS

PARTIAL ENLARGED SITE PLAN

2 SITE PLAN

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ARCHITECTURE | ENGINEERING | CONSULTING
25 MARSHWATER PARK | SUITE 120
IRVINE | CA 92614

CSL05636 -- MARCH FIELD AIR MUSEUM
FA #12844487 | USD #259121 | PACE #MRL0S050468
22550 VAN BUREN BOULEVARD
RIVERSIDE, CA 92518

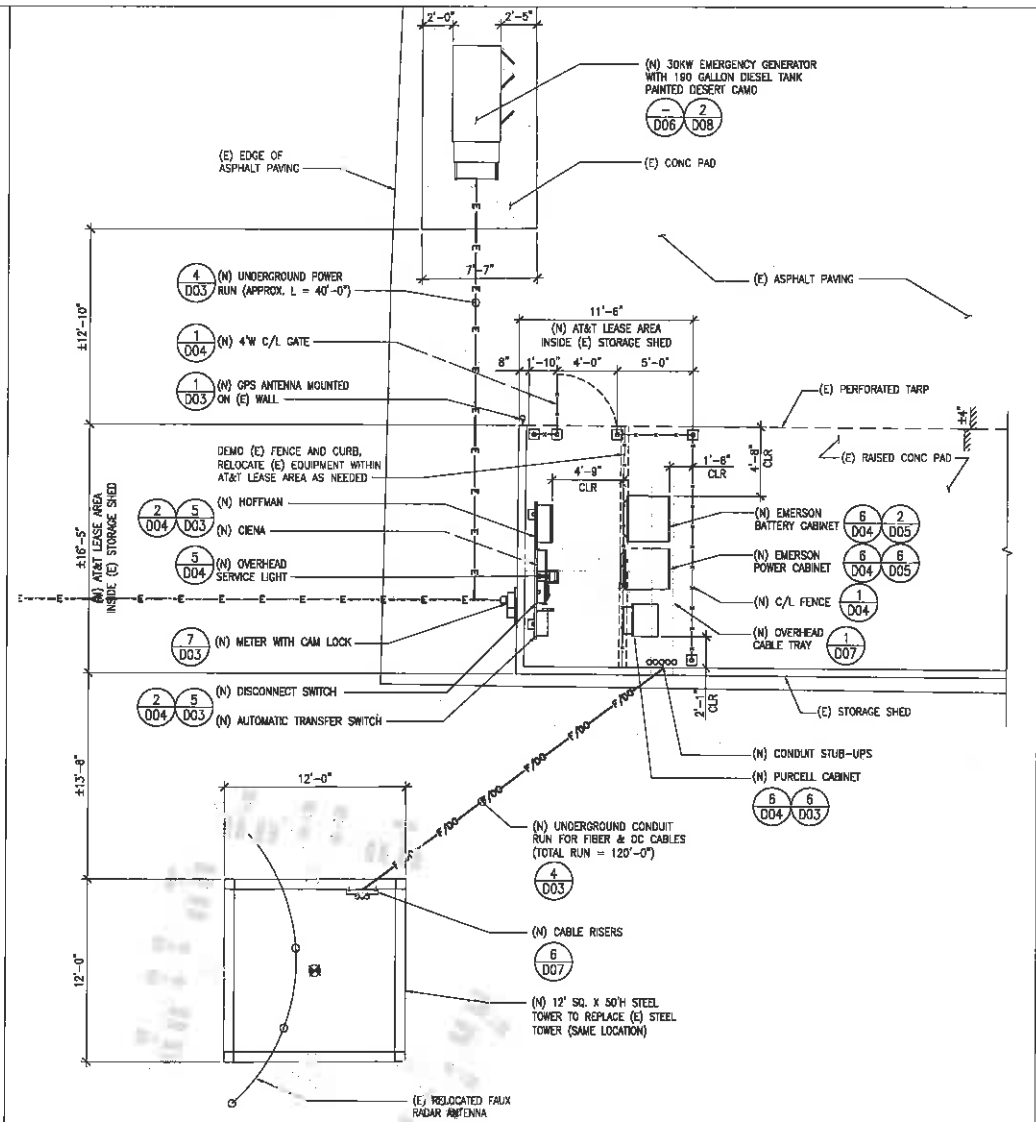
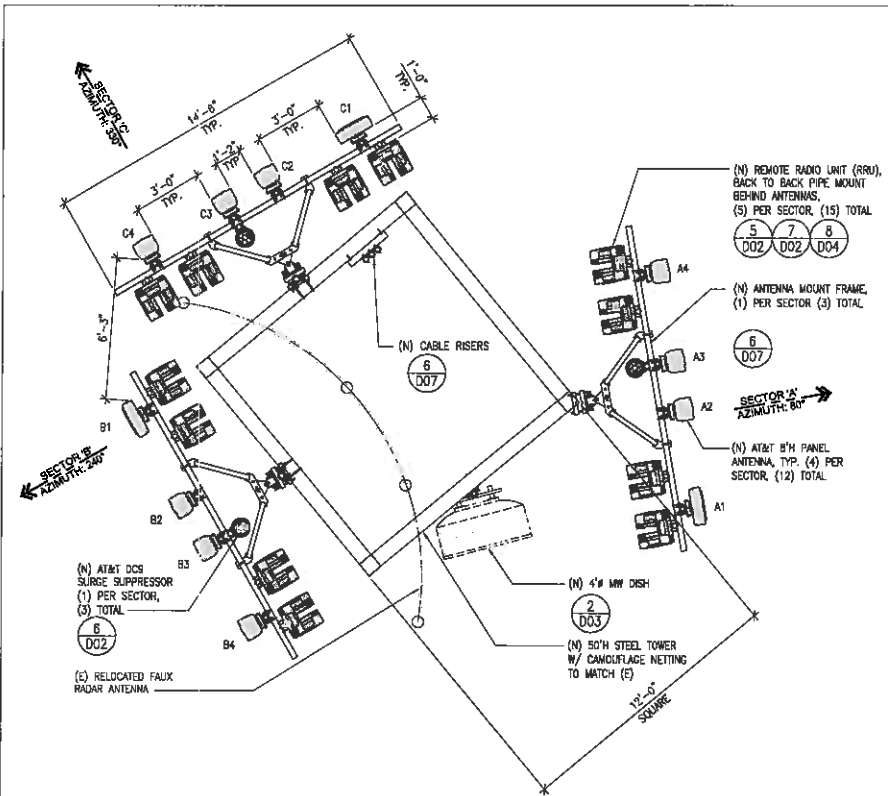
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Mobility
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TUSTIN, CA 92780

| NO. | DATE | REVISIONS | BY | CHK | APP'D |
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| 1 | 12/17/18 | INCRP. RF COMMENTS | RF | BDK | DMG |
| 0 | 11/05/19 | INCRP. DRW REVISIONS | RF | BDK | DKD |
| A | 10/18/19 | ISSUED FOR CD REVIEW AND COMMENTS | RF | BDK | DKD |

SCALE AS SHOWN DESIGNED DRAWN



AT&T MOBILITY
TUSTIN, CA
SITE AND PARTIAL
ENLARGED SITE PLAN
JOB NO. DRAWING NUMBER REV.
- AA-CSL05636-A01 1



| CSL05636 ANTENNA & RRU SCHEDULE | | | | | | | | | | | | | | | | |
|---------------------------------|----------|----------|-----------------------|-------|--------------------------|-----------------|-------------|-------------------|--------------|-----|-----------|-------|------|-----|-----|-----|
| SECTOR | POSITION | ANTENNAS | | RADIO | REMOTE RADIO UNITS (RRU) | | | | FIBER OPTICS | | DC TRUNKS | | | | | |
| | | TYPE | MODEL NO. | | TYPE | RRU COUNT | SP. OR DOME | DIS. FROM ANTENNA | LENTH | DIA | QTY | LENTH | DIA | | | |
| ALPHA | A1 | LTE | KATHREIN 800-2065 K | 80 | 40'-0" | RRU 4440 B2/B2A | 1 | UP | <12' | | | | | | | |
| | A2 | LTE | QUANTEL 800B-20 | 80 | 40'-0" | RRU 4470 B1A | 1 | UP | <12' | 3 | 12' | 3 | 300' | 2" | | |
| | A3 | LTE | QUANTEL 800B-20 | 80 | 40'-0" | RRU 4470 B1A | 0 | N/A | N/A | | | | | | | |
| | A4 | LTE | QUANTEL 800B-20 | 80 | 40'-0" | RRU 4470 B1A | 1 | UP | <12' | | | | | | | |
| BETA | B1 | LTE | KATHREIN 800-2065 K | 240 | 40'-0" | RRU 4440 B2/B2A | 1 | UP | <12' | | | | | | | |
| | B2 | LTE | QUANTEL 800B-20 | 240 | 40'-0" | RRU 4470 B1A | 1 | UP | <12' | 3 | 120' | 3 | 120' | 2" | | |
| | B3 | LTE | QUANTEL 800B-20 | 240 | 40'-0" | RRU 4470 B1A | 0 | N/A | N/A | | | | | | | |
| | B4 | LTE | QUANTEL 800B-20 | 240 | 40'-0" | RRU 4470 B1A | 1 | UP | <12' | | | | | | | |
| GAMMA | C1 | LTE | KATHREIN 800-2065 K | 240 | 40'-0" | RRU 4440 B2/B2A | 1 | UP | <12' | | | | | | | |
| | C2 | LTE | QUANTEL 800B-20 | 240 | 40'-0" | RRU 4470 B1A | 1 | UP | <12' | 3 | 120' | 3 | 120' | 2" | | |
| | C3 | LTE | QUANTEL 800B-20 | 240 | 40'-0" | RRU 4470 B1A | 0 | N/A | N/A | | | | | | | |
| | C4 | LTE | QUANTEL 800B-20 | 240 | 40'-0" | RRU 4470 B1A | 1 | UP | <12' | | | | | | | |
| DCU | DL | NW | 4'-0" MICROVAIVE DISH | 180 | 37'-0" | | N/A | N/A | N/A | N/A | N/A | 100' | N/A | N/A | N/A | N/A |

ANTENNA LAYOUT PLAN & SCHEDULE

EQUIPMENT LAYOUT PLAN

DCI PACIFIC
A/E/C WORKS
ARCHITECTURE | ENGINEERING | CONSULTING
26 BOWLING GREEN | SUITE 100
RIVERSIDE | CA 92504

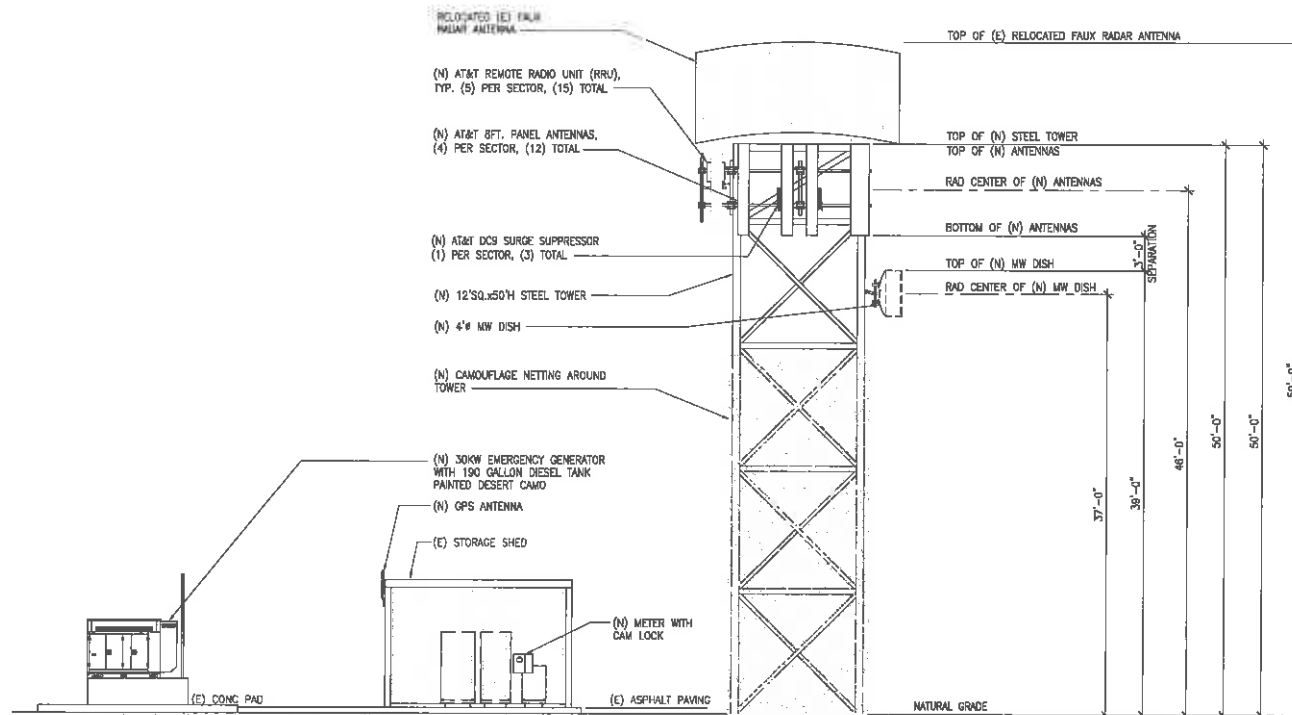
CSL05636 - MARCH FIELD AIR MUSEUM
FA #12844487 | USD #259121 | PACE #MRL05054068
22550 VAN BUREN BOULEVARD
RIVERSIDE, CA 92515

at&t
Mobility
1462 EDINGER AVENUE, 3RD FLOOR
TUSTIN, CA 92780

| NO. | DATE | REVISIONS | BY | CHK | APP'D |
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| 1 | 12/17/19 | INCORP. RF COMMENT | RF | BDK | DND |
| 0 | 11/05/19 | INCORP. DRW REDLINES | RF | BDK | DND |
| A | 10/18/19 | ISSUED FOR CD REVIEW AND COMMENTS | RF | BDK | DND |



AT&T MOBILITY
TUSTIN, CA
EQUIPMENT & ANTENNA
LAYOUT PLAN
JOB NO. AA-CSL05636-A02
DRAWING NUMBER 1



SOUTHWEST ELEVATION

DCI PACIFIC
A/E/C WORKS

4400 RIVERSIDE | MILPITAS, CA 95035
650.947.0000 | WWW.DCI-PACIFIC.COM

CSL05636 - MARCH FIELD AIR MUSEUM
FA #12244487 | USD #259121 | PAGE #MBL0805046B

22530 VAN BUREN BOULEVARD
HUNTERSVILLE, CA 94515



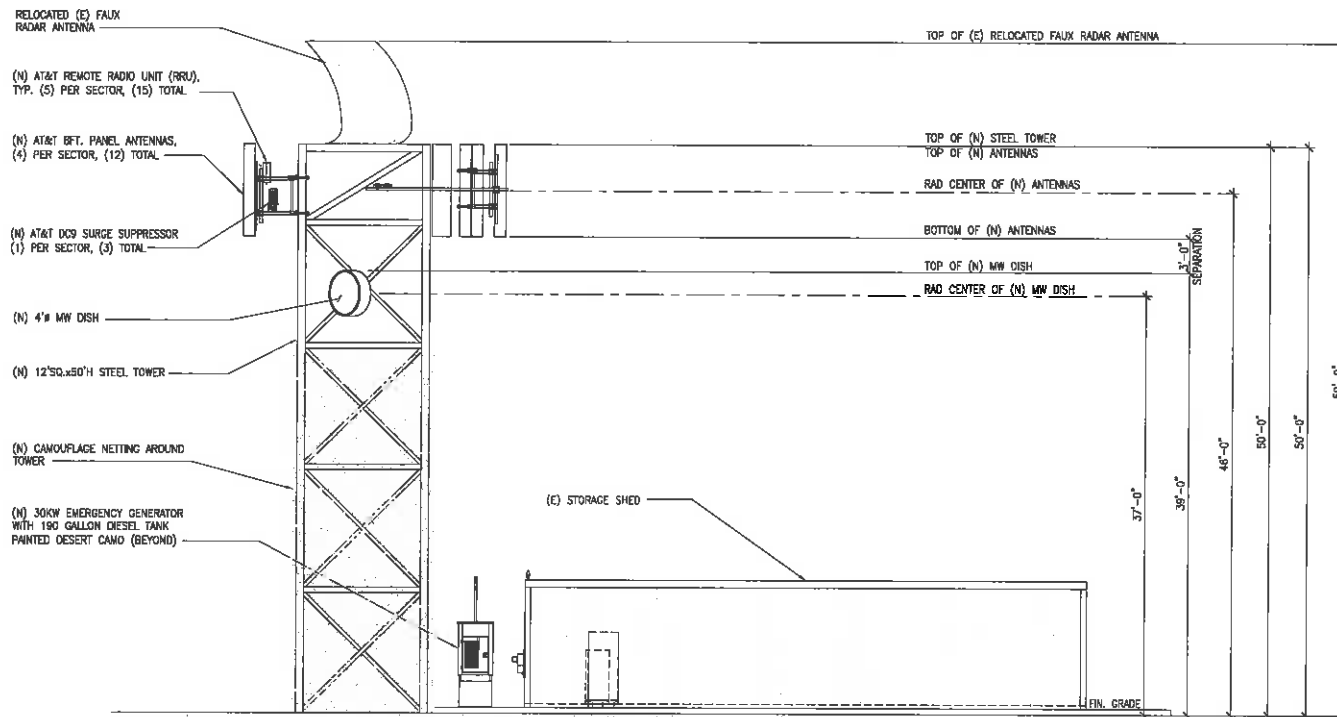
| NO. | DATE | DESCRIPTION | BY | CHKD |
|-----|----------|------------------------|---------|-----------|
| 1 | 12/17/10 | ISSUE FOR PERMITS | BY: JMW | CHKD: JMW |
| 2 | 11/24/10 | ISSUE FOR REVIEW | BY: JMW | CHKD: JMW |
| 3 | 10/28/10 | ISSUE FOR CONSTRUCTION | BY: JMW | CHKD: JMW |



AT&T MOBILITY
TUSTIN, CA

EXTERIOR ELEVATIONS

AS-CSL05636-405



SOUTHEAST ELEVATION

SCALE: 3/16" = 1'-0"
 0 1' 2' 3' 1

DCI PACIFIC
A|E|C WORKS

ARCHITECTURE | ENGINEERING | CONSULTING
 25 EXECUTIVE PARK | SUITE 170
 IRVINE | CA 92614

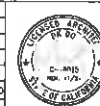
CSL05636 -- MARCH FIELD AIR MUSEUM
 FA #12844487 | USID #259121 | PACE #MRLOS050468

22550 VAN BUREN BOULEVARD
 RIVERSIDE, CA 92518



| NO. | DATE | REVISIONS | BY | CHK | APP'D |
|-----|----------|-----------------------------------|----|-----|-------|
| 1 | 12/17/19 | INCRIP. RF COMMENTS | RF | BOK | DKD |
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| A | 10/14/19 | ISSUED FOR CD REVIEW AND COMMENTS | RF | BOK | DKD |

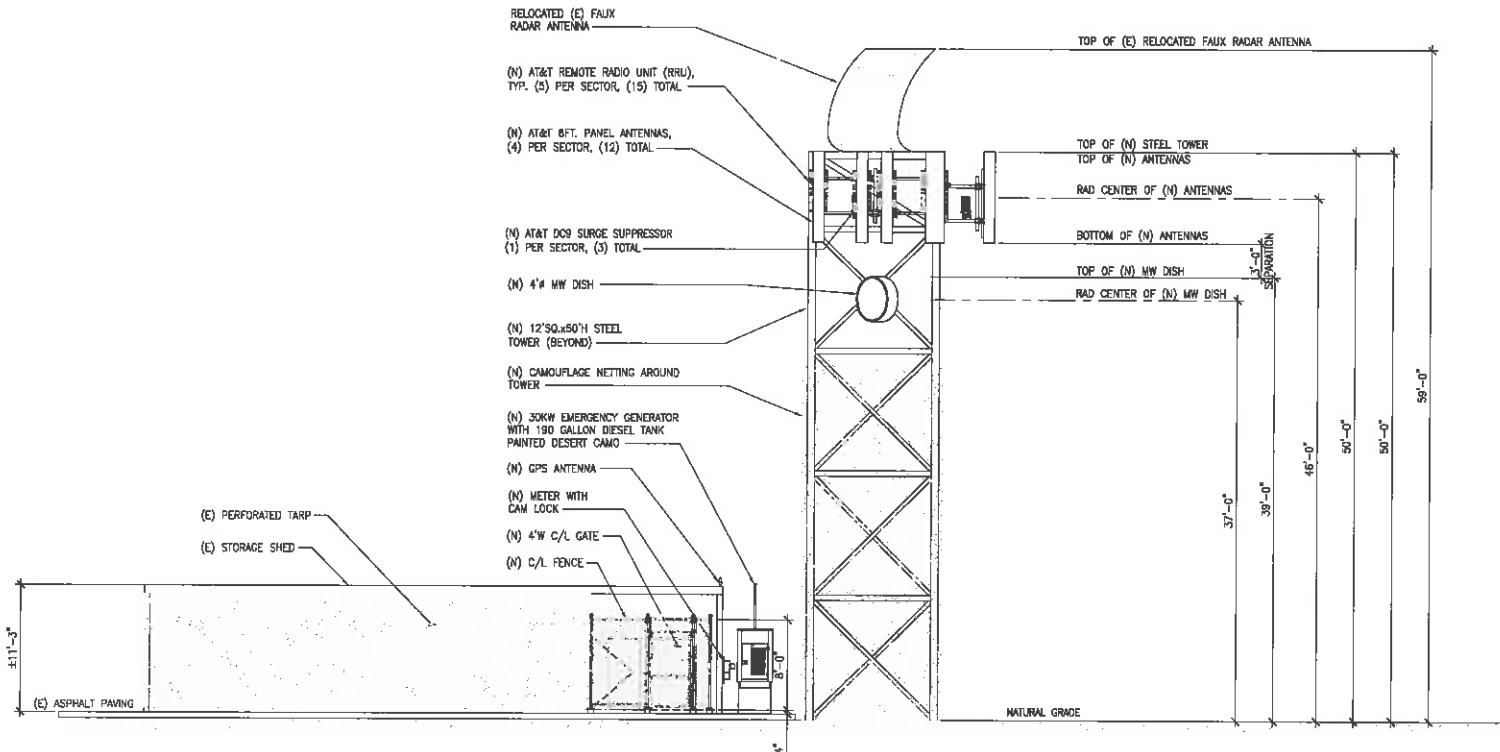
SCALE: AS SHOWN DESIGNED: DRAWN:



AT&T MOBILITY
 TUSTIN, CA

EXTERIOR ELEVATIONS

| JOB NO. | DRAWING NUMBER | REV. |
|---------|-----------------|------|
| - | AA-CSL05636-A04 | 1 |



NORTHWEST ELEVATION

SCALE: 3/8" = 1'-0" 0 1 2 3 1

DCI PACIFIC
A/E/C WORKS

ARCHITECTURE | ENGINEERING | CONSULTING
3A BOBROW PARK | SUITE 128
SUNNYVALE | CA 95086

CSL05636 -- MARCH FIELD AIR MUSEUM
FA #12844487 | USD #259121 | PACE #MRLOS050458

22550 VAN BUREN BOULEVARD
RIVERSIDE, CA 92518

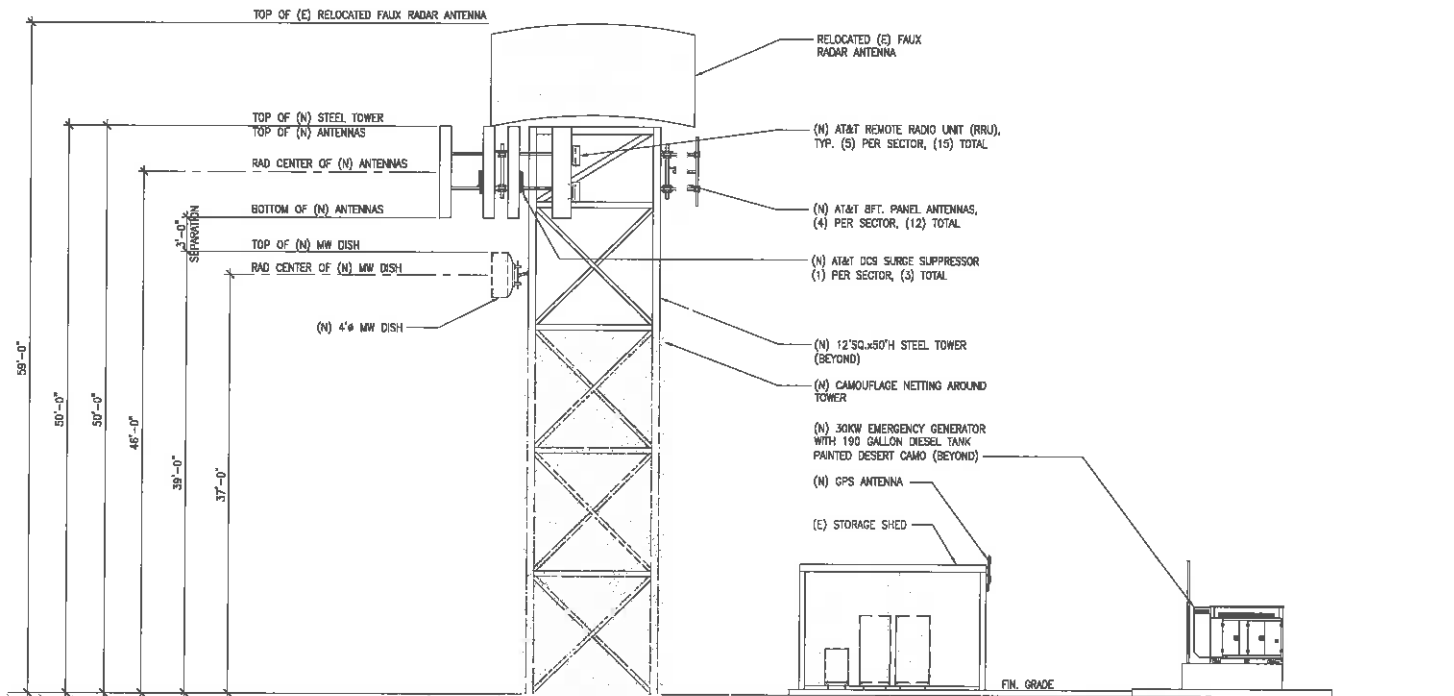


| NO. | DATE | REVISIONS | BY | CHK | APP'D |
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| 0 | 11/05/19 | INCRP. DRW REDLINES | RF | BOK | DKD |
| A | 10/16/19 | ISSUED FOR CD REVIEW AND COMMENTS | RF | BOK | DKD |

SCALE: AS SHOWN DESIGNED DRAWN



| | | |
|-----------------------------|-----------------|------|
| AT&T MOBILITY TUSTIN, CA | | |
| EXTERIOR ELEVATIONS | | |
| JOB NO. | DRAWING NUMBER | REV. |
| - | AA-CSL05636-A03 | 1 |



NORTHEAST ELEVATION

DCI PACIFIC
A/E/C WORKS

ARCHITECTURAL ENGINEERING CONSULTING
12400 VAN BUREN BLVD. SUITE 100
TUSTIN, CA 92680

CSL05636 - MARCH FIELD AIR MUSEUM
TA #12844487 | USD #251121 | PACE #MRL05050468

22550 VAN BUREN BOULEVARD
RIVERSIDE, CA 92518



| NO. | DATE | DESCRIPTION | BY | CHKD |
|-----|----------|--------------------|--------|------|
| 1 | 11/20/18 | ISSUED FOR PERMITS | W. BRY | DND |
| 2 | 11/20/18 | ISSUED FOR PERMITS | W. BRY | DND |
| 3 | 12/14/18 | ISSUED FOR PERMITS | W. BRY | DND |
| 4 | 02/07/19 | ISSUED FOR PERMITS | W. BRY | DND |
| 5 | 02/07/19 | ISSUED FOR PERMITS | W. BRY | DND |



SCALE: AS SHOWN

DATE: 11/20/18

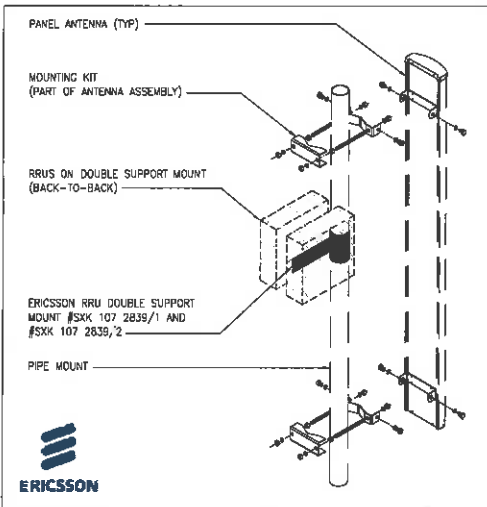
PROJECT: MARCH FIELD AIR MUSEUM

1

AT&T MOBILITY
TUSTIN, CA

EXTERIOR ELEVATIONS

AA-CSL05636-AD4



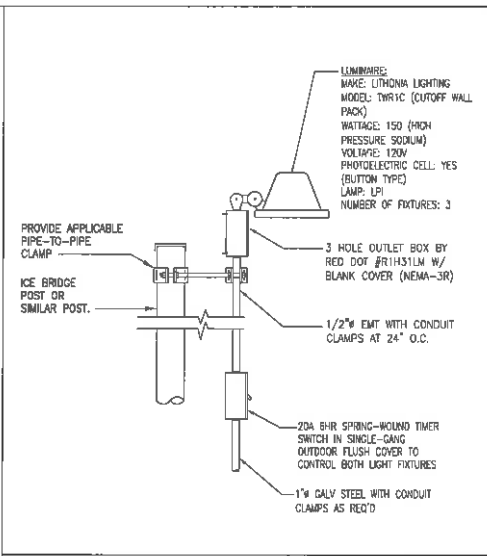
ERICSSON

Function Description

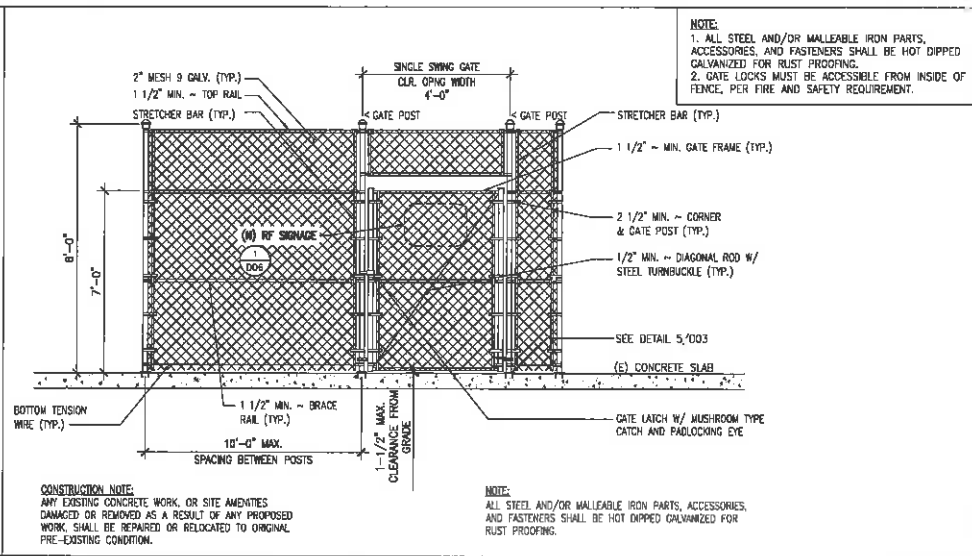
SKX 107 2839/1

SKX 107 2839/2

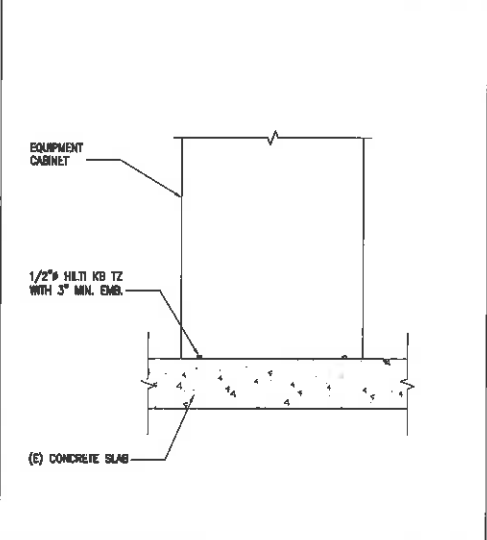
TECHNICAL SPECIFICATIONS RRU SUPPORT SINGLE / DOUBLE



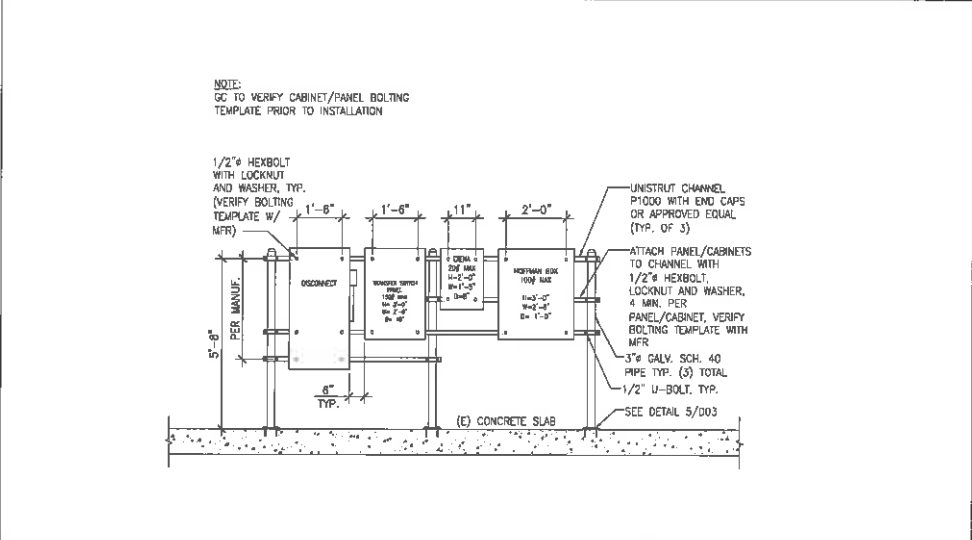
SERVICE LIGHT SCALE: N.T.S. 5



CHAIN-LINK GATE DETAIL SCALE: N.T.S. 1



EQUIPMENT ANCHORAGE, TYP. SCALE: N.T.S. 6



UTILITY RACK SCALE: N.T.S. 2

DCI PACIFIC
AIEIC WORKS

ARCHITECTURE | ENGINEERING | CONSULTING
26 BUCKLETON PARK, SUITE 170
IRVINE | CA 92614

CSL05636 -- MARCH FIELD AIR MUSEUM
FA #12844487 | USID #259121 | PACE #MRL05050468

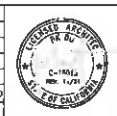
22550 VAN BUREN BOULEVARD
RIVERSIDE, CA 92518

at&t Mobility

1482 BUNGER AVENUE, 3RD FLOOR
TUSTIN, CA 92780

| NO. | DATE | ISSUED FOR CD REVIEW AND COMMENTS | BY | CHK | APP'D |
|-----|----------|-----------------------------------|----|-----|-------|
| 1 | 12/11/18 | INCRP. RF COMMENTS | RF | BDK | DHD |
| 0 | 11/28/19 | INCRP. DRN REVOLVES | RF | BDK | DHD |
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SCALE: AS SHOWN DESIGNED: DRAWN:



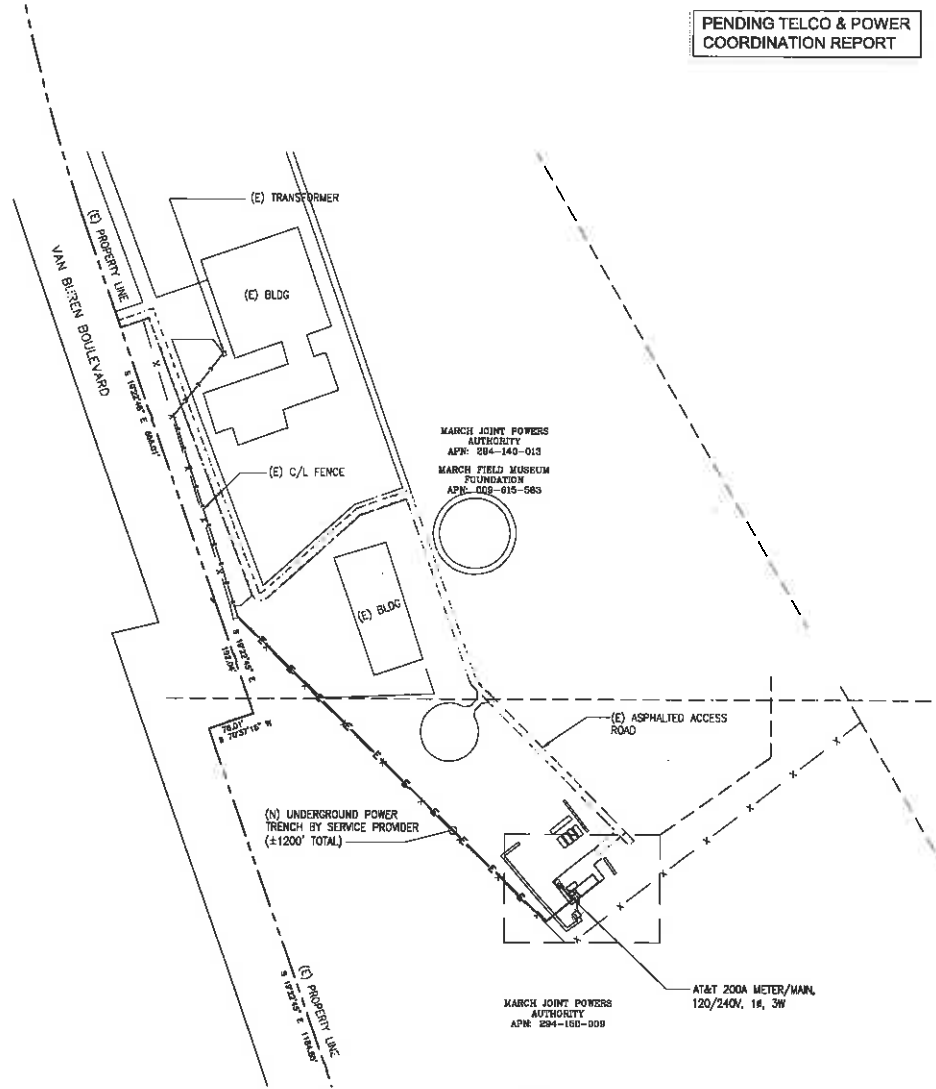
AT&T MOBILITY
TUSTIN, CA

DETAILS

JOB NO. DRAWING NUMBER REV.

AA-CSL05636-D04 1

PENDING TELCO & POWER
COORDINATION REPORT



UTILITY PLAN

1

DCI PACIFIC
A/E/C WORKS

ARCHITECTURE | ENGINEERING | CONSULTING
24 BUCKLEUP PARK | SUITE 110
IRVINE | CA 92614

CSL05636 -- MARCH FIELD AIR MUSEUM
FA #12844487 | USID #259121 | PACE #MRL05050468

22550 VAN BUREN BOULEVARD
RIVERSIDE, CA 92518



1482 EDINGER AVENUE, 3RD FLOOR
TUSTIN, CA 92780

| NO. | DATE | REVISIONS | BY | CHK | APP'D |
|-----|----------|----------------------------------|----|-----|-------|
| 1 | 12/17/19 | INCRIP. BY COMMENTS | RF | SOX | DKQ |
| 2 | 11/25/19 | INCRIP. DEM. REVISIONS | RF | SOX | DKQ |
| 3 | 10/18/19 | SEC'D FOR CD REVIEW AND COMMENTS | RF | SOX | DKQ |

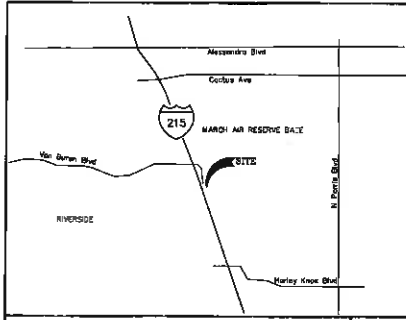


AT&T MOBILITY
TUSTIN, CA

UTILITY PLAN

| JOB NO. | DRAWING NUMBER | NOV. |
|---------|-----------------|------|
| - | AA-CSL05636-E03 | 1 |

SCALE AS SHOWN DESIGNED DRAWN



OWNER'S NAME: MARCH JOINT POWERS AUTHORITY
 ASSESSOR'S PARCEL NUMBER(S) 294-190-009
 BASIS OF BEARINGS: (NAD83, EPOCH 2010)
 THE BEARINGS SHOWN HEREON ARE BASED CALIFORNIA STATE PLANE COORDINATE SYSTEM - ZONE 8, AS DETERMINED BY G.P.S. OBSERVATIONS, USING TRIMBLE 5700/5800 RECEIVERS AND TRIMBLE GEODETIC OFFICE 1.80 SOFTWARE.
 BASIS OF ELEVATIONS: NAVD 1988
 ELEVATIONS ARE BASED ON GPS OBSERVATIONS FROM TWO NATIONAL GEODETIC SURVEY C.O.R.S. REFERENCE STATIONS: 1) JPLM, ELEVATION = 1503.48' AND 2) TORP, ELEVATION = 103.77' WITH GEOID 2012 CORRECTIONS APPLIED.

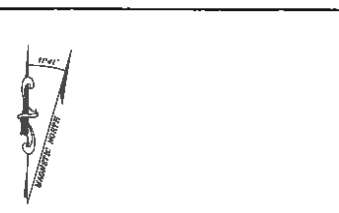
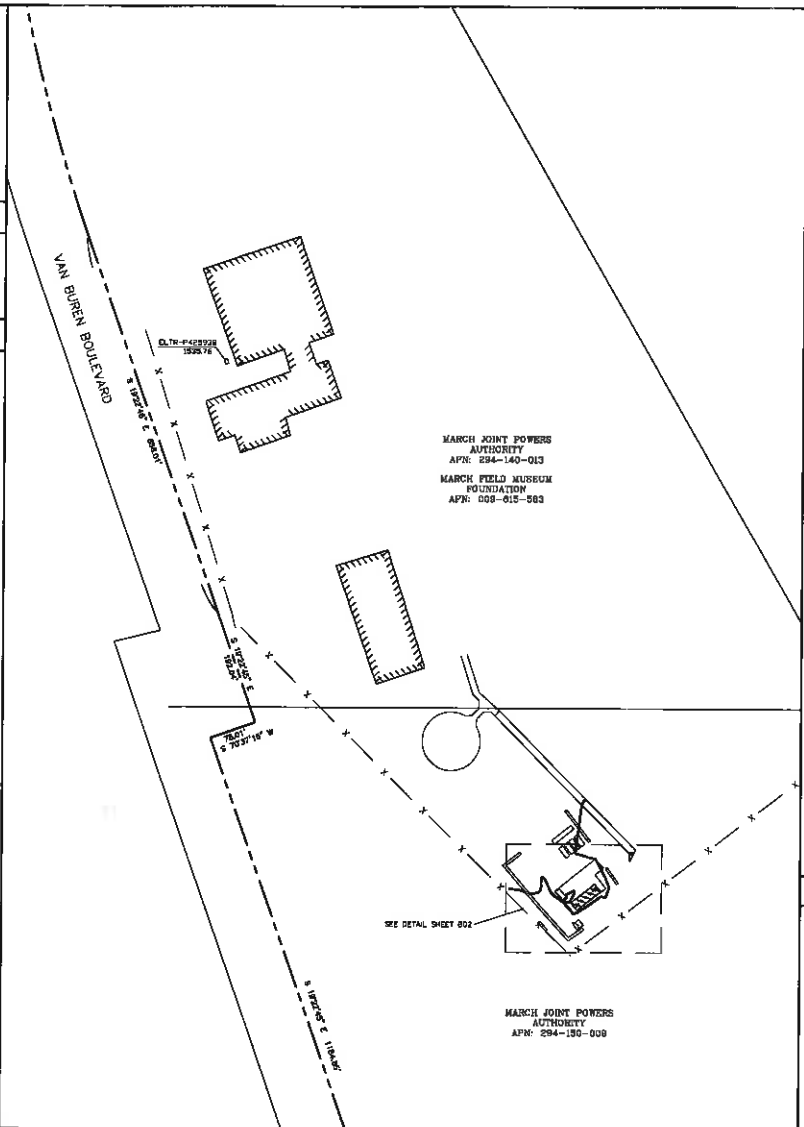
SITE DATA
 FEMA FLOOD ZONE DESIGNATION: National Flood Insurance Program:
 County: RIVERSIDE
 Map/Panel: 09085C0745G
 Effective Date: 6/28/2008
 The Flood Zone Designation for this site is: ZONE D

VICINITY MAP

(WAITING FOR TITLE)

FEMA FLOOD ZONE INFORMATION

(WAITING FOR TITLE)



LEGEND

These standard symbols will be found in the drawing.

| | |
|---------|------------------------|
| ASPH | ASPHALT SURFACE |
| EC | EDGE OF CONCRETE |
| ELTR | ELECTRICAL TRANSFORMER |
| EP | EDGE OF PAVEMENT |
| FENC | FENCE TOP |
| NG | GROUND SPOT ELEVATION |
| RTOP | ROOF TOP |
| SW | SIDEWALK |
| TW | TOP OF WALL |
| --- | BOUNDARY LINE |
| --- | CENTER LINE |
| --- | MISC. PROPERTY LINE |
| --- | MISC. TIE LINE |
| --- | RIGHT-OF-WAY LINE |
| --- | EASEMENT LINE |
| -X- | FENCE LINE |
| | BUILDING EDGE |
| --- --- | OVERHEAD WIRES |

- LEGEND**
- 1) This is not a boundary survey. This is a specialized topographic map. The property lines and assessments shown hereon are from record information as noted hereon. Floyd Surveying transmitted the topographic survey to record information using the two found monuments shown hereon. No title research was performed by Floyd Surveying.
 - 2) Any changes made to the information on this plan, without the written consent of Floyd Surveying releases Floyd Surveying of any and all liability.
 - 3) These drawings & specifications are the property & copyright of Floyd Surveying & shall not be used on any other work except by agreement with the Surveyor. Written dimensions shall take precedence over notes & shall be verified on the job site. Any discrepancy shall be brought to the notice of the Surveyor prior to commencement of any work.
 - 4) Field survey completed on May 15, 2019

PROPERTY LEGAL DESCRIPTION

TITLE REPORT NOTES

OVERALL SITE PLAN

GENERAL NOTES

FLOYD SURVEYING
 3400B GALLERON STREET
 TEMECULA, CA 92592
 OFFICE: (949) 200-0628
 EMAIL: floyd@floydsurveying.com

DCI PACIFIC
 A|E|C WORKS
 ARCHITECTURE | ENGINEERING | CONSULTING
 32 EXECUTIVE PARK | SUITE 110 | IRVINE | CA 92614
 T 949-425-1000 | FAX 949-425-1001 F

CSL05636
 22550 VAN BUREN BOULEVARD
 RIVERSIDE, CA 92518

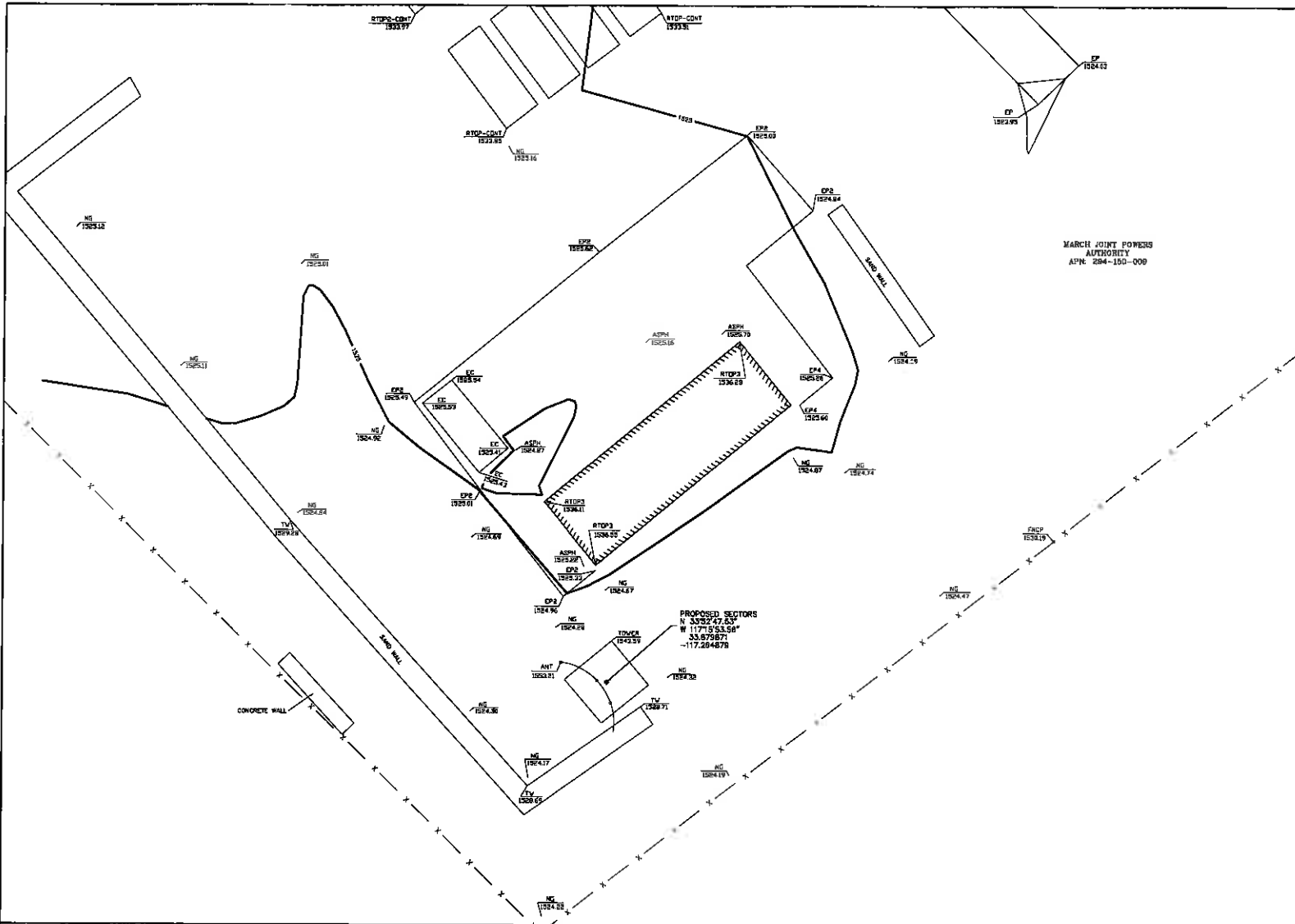
at&t
 Mobility
 1492 BRIDGER AVENUE, 3RD FLOOR
 TUSTIN, CA 92680

| NO. | DATE | REVISIONS | BY | CHK | APP'D |
|-----|---------|-----------------------------|-----|-----|-------|
| 0 | 5/20/19 | ISSUED FOR ZONING SUBMITTAL | DAF | DAF | DAF |

SCALE AS SHOWN DESIGNED DRAWN



| SHEET TITLE | SHEET NUMBER |
|--------------------|--------------|
| TOPOGRAPHIC SURVEY | B01 |



MARCH JOINT POWERS AUTHORITY
APR 084-100-000



LEGEND

- These standard symbols will be found in the drawing.
- ASPH ASPHALT SURFACE
 - EC EDGE OF CONCRETE
 - ELTR ELECTRICAL TRANSFORMER
 - EP EDGE OF PAVEMENT
 - FNCPT FENCE TOP
 - NG GROUND SPOT ELEVATION
 - RTOP ROOF TOP
 - SW SIDEWALK
 - TW TOP OF WALL
 - BOUNDARY LINE
 - CENTER LINE
 - MISC. PROPERTY LINE
 - MISC. TIE LINE
 - RIGHT-OF-WAY LINE
 - EASEMENT LINE
 - x-x-x-x-x- FENCE LINE
 - ||||| BUILDING EDGE
 - ==== OF OVERHEAD WIRES

LEGEND

- 1) This is not a boundary survey. This is a specialized topographic map. The property lines and easements shown hereon are from record information as noted hereon. Floyd Surveying translated the topographic survey to record information using the two found monuments shown hereon. No site research was performed by Floyd Surveying.
- 2) Any changes made to the information on this plan, without the written consent of Floyd Surveying releases Floyd Surveying of any and all liability.
- 3) These drawings & specifications on the property & copyright of Floyd Surveying & shall not be used on any other work except by agreement with the Surveyor. Written dimensions shall take preference over aerial & shall be verified on the job site. Any discrepancy shall be brought to the notice of the Surveyor prior to commencement of any work.
- 4) Field survey completed on May 15, 2019

DETAIL SITE PLAN SCALE: 1"=10'

GENERAL NOTES

FLOYD SURVEYING
3400B GALLERON STREET
TEMECULA, CA 92592
OFFICE: (949) 202-0958
EMAIL: fsl@floydsurveying.com

DCI PACIFIC
AJE/C WORKS
ARCHITECTURE | ENGINEERING | CONSULTING
32 EXECUTIVE PARK | SUITE 110 | IRVINE | CA 92614
T: 949.475.1001 | F: 949.475.1001 F

CSL05636
22550 VAN BUREN BOULEVARD
RIVERSIDE, CA 92518

at&t Mobility
140 EDINGER AVENUE, 3RD FLOOR
TUSTIN, CA 92780

| NO. | DATE | REVISIONS | BY | CHK | APP'R |
|-----|---------|-----------------------------|-----|-----|-------|
| 0 | 3/20/19 | ISSUED FOR ZONING SUBMITTAL | DAF | DAF | DAF |
| | | | | | |
| | | | | | |
| | | | | | |



| SHEET TITLE | SHEET NUMBER |
|--------------------|--------------|
| TOPOGRAPHIC SURVEY | B02 |

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The March Joint Powers Authority may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact March Joint Powers Authority Planner Mr. Jeff Smith at (951) 656-7000.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to prull@rivco.org. or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501

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

DATE OF HEARING: **June 11, 2020**

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

Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the Place of Hearing, as listed above. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org

CASE DESCRIPTION:

ZAP1415MA20 – AT&T Mobility (Representative: Coastal Business Group) – March Joint Powers Authority Case No. CUP20-03 (Conditional Use Permit). The applicant proposes to establish a 59 foot tall wireless communications facility and associated equipment on a 67.76 acre parcel located at the March Air Museum, easterly of the 215 Freeway, southerly of Van Buren Boulevard, and westerly of March Air Reserve Base (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP 1415MA20 DATE SUBMITTED: _____

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant AT&T Mobility Phone Number _____
 Mailing Address 1452 Edinger Ave 3rd Floor Tustin, CA Email _____

Representative Jessica Grevin, COASTAL BUSINESS GROUP Phone Number 949-524-1159
 Mailing Address 24310 Moulton Pkwy Suite O #1009 Laguna Hills, Ca 92653 Email jborder@coastalbusinessgroup.net

Property Owner March Air Field Museum Phone Number 951-902-9936
 Mailing Address 22550 Van Buren Blvd Riverside, CA 92518 Email _____

*March
B2*

LOCAL JURISDICTION AGENCY

Local Agency Name MJPA Phone Number _____
 Staff Contact _____ Email _____
 Mailing Address _____ Case Type _____
 Local Agency Project No CUP20-03 General Plan / Specific Plan Amendment
 Zoning Ordinance Amendment
 Subdivision Parcel Map / Tentative Tract
 Use Permit
 Site Plan Review/Plot Plan
 Other

PROJECT LOCATION

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

Street Address 22550 Van Buren Blvd Riverside, CA 92518
 Assessor's Parcel No. 294-150-009
 Subdivision Name _____ Gross Parcel Size _____
 Lot Number _____ Nearest Airport and distance from Airport _____

PROJECT DESCRIPTION

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

Existing Land Use (describe) AT&T is proposing to install a new 50ft Lattice Tower with (12) 8' panel Antennas (15) RRUs, (3) Surge Suppressors, (1) 4' Microwave dish, and (1) GPS Antenna on the tower. AT&T is also proposing, to install outdoor equipment cabinets, within the existing shed/ storage area, (1) DC generator, and power and fiber runs for the new equipment.

| | | | |
|---|--|----------------|------------------------------|
| Proposed Land Use (describe) | Site is currently a museum and the antenna will blend into the outdoor area. | | |
| For Residential Uses | Number of Parcels or Units on Site (exclude secondary units) | | |
| For Other Land Uses (See Appendix C) | Hours of Operation | | |
| | Number of People on Site | Maximum Number | |
| | Method of Calculation | | |
| Height Data | Site Elevation (above mean sea level) | 1524 | ft. |
| | Height of buildings or structures (from the ground) | 59ft | ft. |
| Flight Hazards | Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? | | <input type="checkbox"/> Yes |
| | If yes, describe | | <input type="checkbox"/> No |

- A. **NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. **REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. **SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. (Only required if the project is scheduled for a public hearing Commission meeting)

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.3

HEARING DATE: June 11, 2020

CASE NUMBER: ZAP1418MA20 – NOAA Group/Apollo IV Development Group (Representative: Joe Holasek)

APPROVING JURISDICTION: City of Moreno Valley

JURISDICTION CASE NO: PEN20-0057 (Plot Plan)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zones C1 and D

Noise Levels: below 60 CNEL from aircraft

MAJOR ISSUES: None

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

PROJECT DESCRIPTION: The applicant proposes to construct a 48 unit apartment complex with a community building including a manager's unit, gym, community room, billiard room, and computer lounge, plus a swimming pool, on 3.41 acres.

PROJECT LOCATION: The site is located northerly of Dracaea Avenue, westerly of Edgemont Street, southerly of Eucalyptus Avenue, and easterly of Old 215 Frontage Road, within the City of Moreno Valley, approximately 11,250 feet northwesterly of the northerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Residential Density: Pursuant to the 2014 March ALUCP, the project site is located within Compatibility Zones C1 and D. Zone C1 restricts residential density to a maximum of 3.0 dwelling units per acre, and Zone D does not restrict residential density at all. Approximately 2.37 acres of the site are located within Zone C1, and 1.04 acres are located within Zone D.

The proposed project has been designed in accordance with the Compatibility Zones by providing 42 units in the Zone D portion and 6 units in the Zone C1 portion of the site. Zone C1 (6 units on 2.37 acres) would have a density of 2.5 dwelling units per acre, and Zone D (42 units on 1.04 acres) would have a density of 40 dwelling units per acre, both of which are consistent with the above density criteria.

Non-Residential Intensity: Pursuant to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, the project site is located within Compatibility Zones C1 and D. Zone C1 restricts non-residential intensity to an average of 100 people per acre and a maximum of 250 people in any given single acre, and Zone D does not restrict intensity.

The project proposes the following amenities within Zone C1:

- 223 square foot manager's office,
- 626 square foot managers unit (assumed 2 person occupancy),
- 541 square foot community room,
- 635 square foot exercise gym room,
- 177 square foot computer lab,
- 324 square foot billiards game room,
- 1,700 square foot swimming pool, and
- 1,287 square foot swimming pool deck area.

A substantial outdoor courtyard is proposed in Zone D; however, since intensity in March's Zone D is not restricted, review of this amenity was not required.

This would accommodate an occupancy of 205 people, resulting in an average intensity of 87 people per acre, and a single acre intensity of 205 people, both of which are consistent with the Compatibility Zone C1 intensity criteria. The single-acre area also includes 4 townhome units, which are reviewed under the density criteria.

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

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as located outside the 60 CNEL aircraft noise contour. Therefore, no special measures to mitigate aircraft-generated noise were required.

Part 77: The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (1,535 feet AMSL). At a distance of approximately 11,250 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,647 feet AMSL. The site's maximum elevation is 1,544 feet AMSL and the proposed building height is 35 feet, for a top point elevation of 1,579 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service (FAA OES) was not required.

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

CONDITIONS:

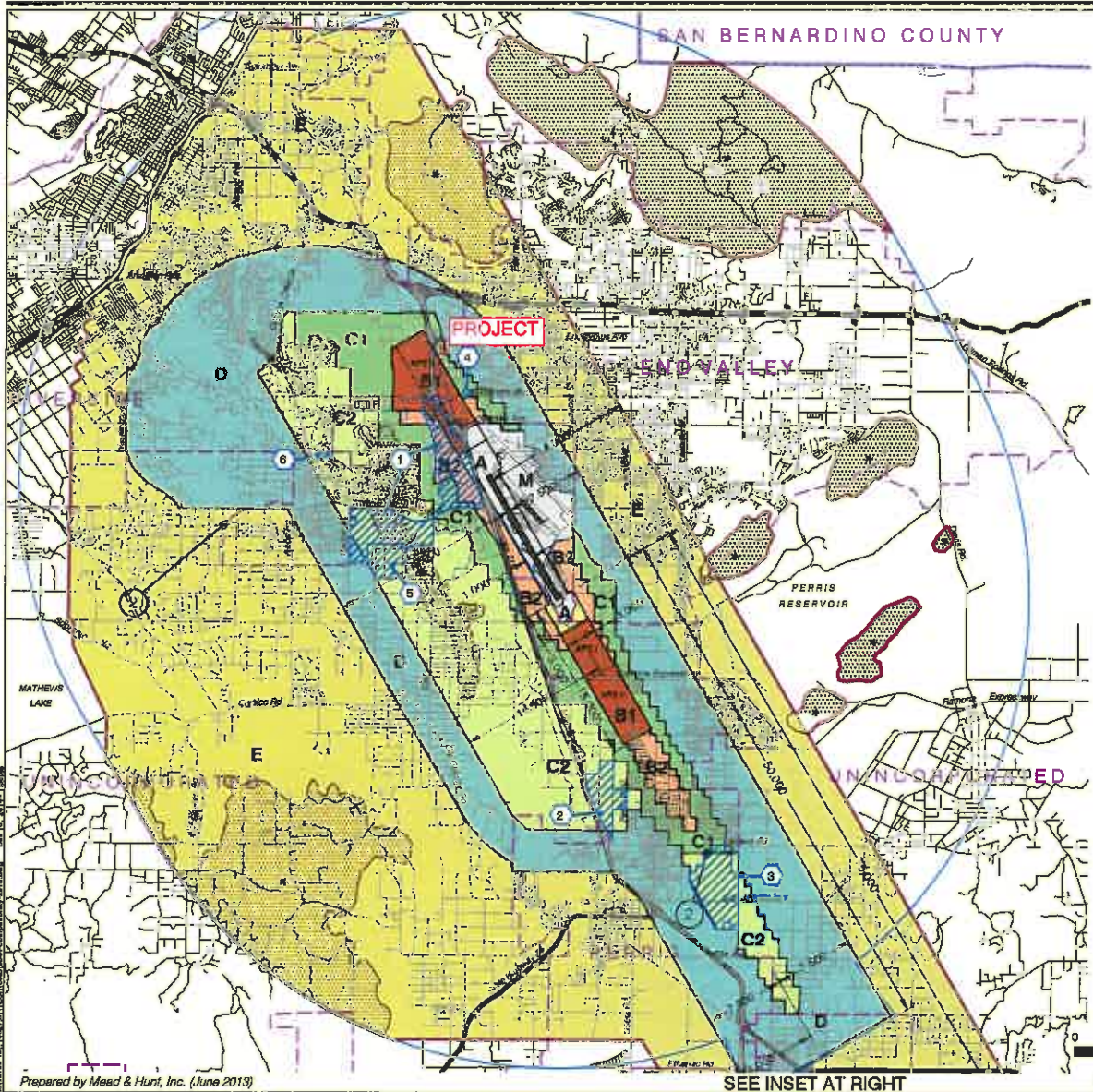
1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site.
 - (a) Any 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, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, places of assembly (including churches and theaters), noise sensitive outdoor nonresidential uses, and hazards to flight.
3. The attached notice shall be given to all prospective purchasers of the property and tenants or lessees 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. This project has been evaluated for a 223 square foot manager's office, 626 square foot managers unit (assumed 2 person occupancy), 541 square foot community room, 635 square foot exercise gym room, 177 square foot computer lab, 324 square foot billiards game room, 1,700 square foot swimming pool, and 1,287 square foot swimming pool decking area, and 48 apartment units. Any increase in building area or change in use will require an amended review by the Airport Land Use Commission.
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

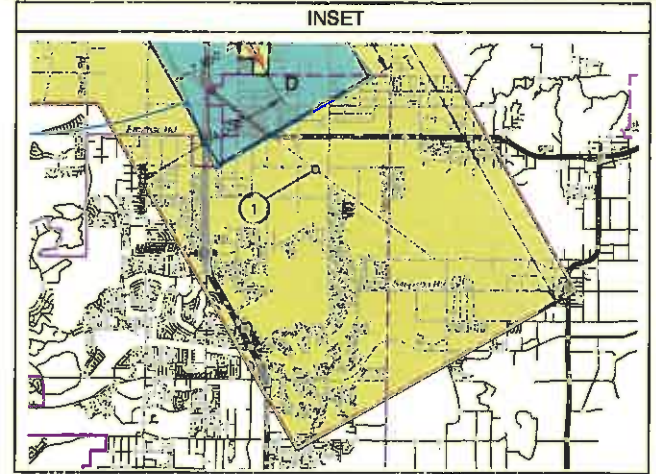
Boundary Lines

- 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)

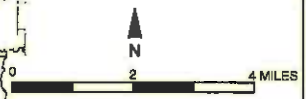
① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,635 feet MSL.

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

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



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



Base map source: County of Riverside 2013

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

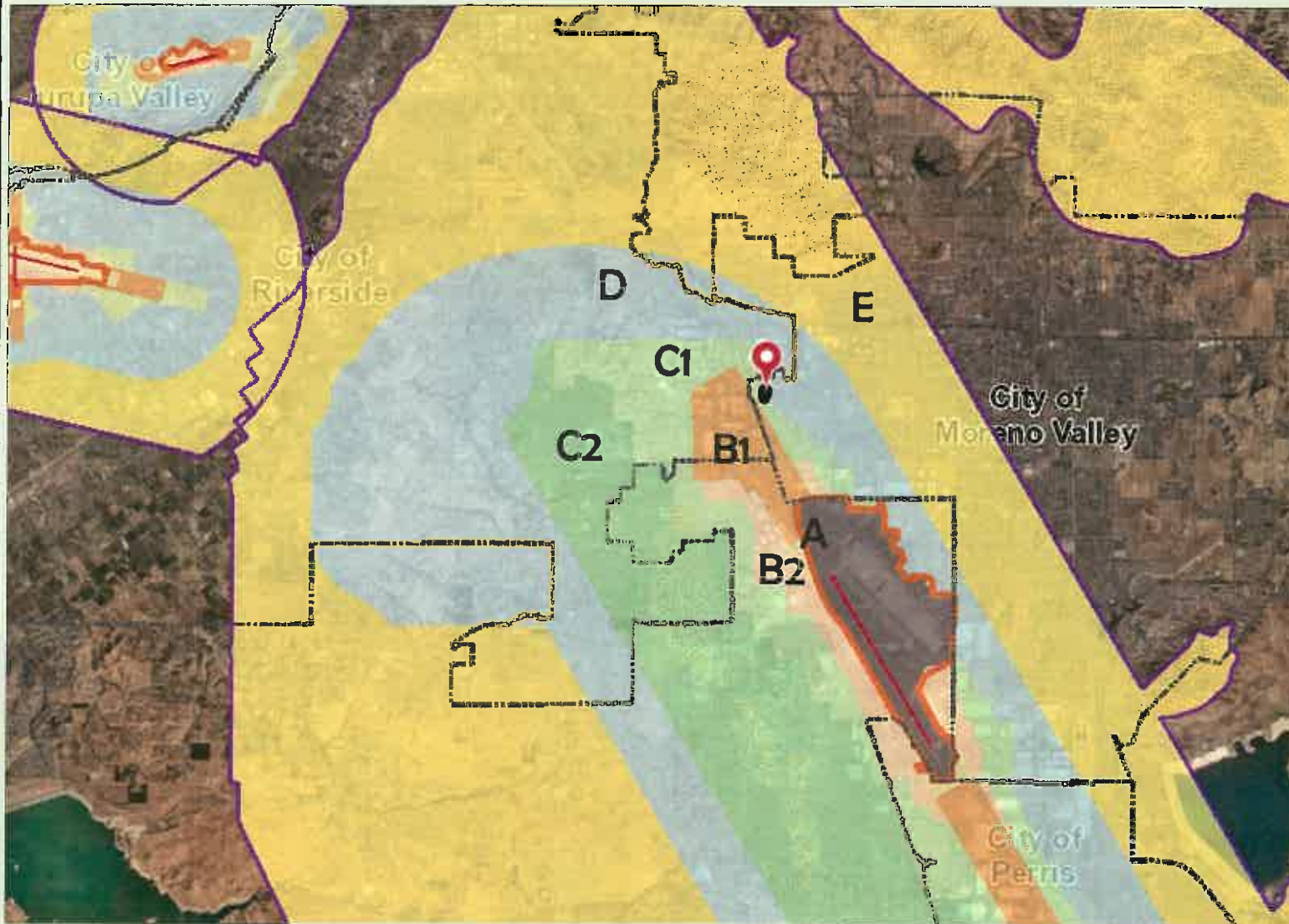
Map MA-1

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

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

SEE INSET AT RIGHT

Map My County Map



Legend

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



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Notes

Map My County Map



Legend

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



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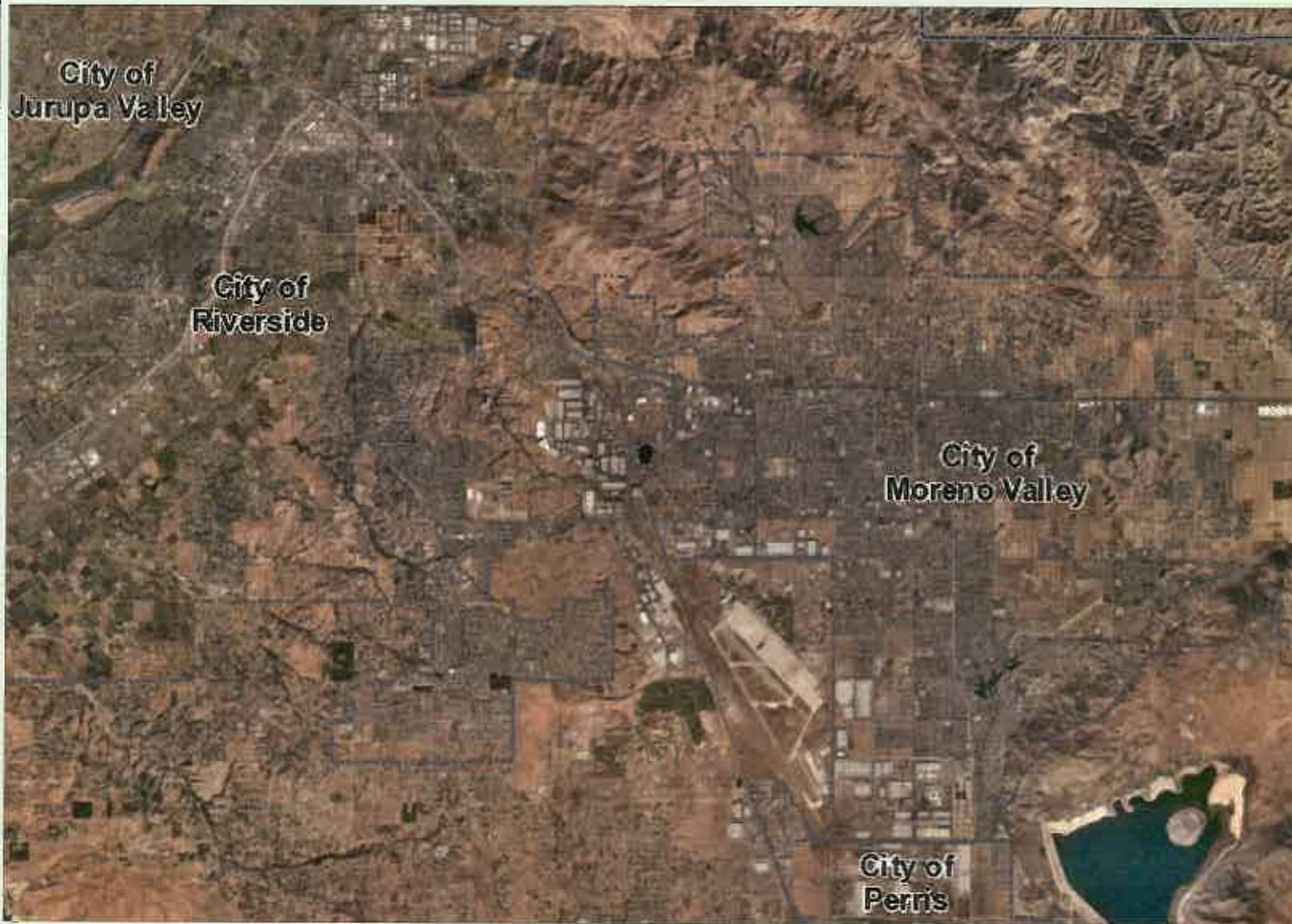
0 770 1,539 Feet

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Notes

Map My County Map



Legend

-  City Areas
-  World Street Map



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Notes



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Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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Notes



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Map My County Map



Legend

- Blueline Streams
- ▣ City Areas
- World Street Map



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0 770 1,539 Feet

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Notes

Map My County Map



Legend

- Parcels
- Blue Line Streams
- City Areas
- World Street Map

Notes



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EASEMENT LEGEND

- (A) PARCEL A - PROPERTY IN QUESTION, FEE
- (B) PARCEL B - PARCEL B1 - PROPERTY IN QUESTION, FEE
- (C) PARCEL B - PARCEL B2 - EASEMENT
- (D) EASEMENT FOR PIPE LINES IN 10/20/1920 BROWN 18470 OF DEEDS THE EXACT LOCATION OF THE EASEMENT CANNOT BE DETERMINED AND IS NOT PLOTTABLE.
- (E) EASEMENT FOR PUBLIC UTILITIES IN 12/20/1928 BROWN P1080, 12/21/1928 BROWN P1080 OF DEEDS, 12/20/1928 BULL R1045 OF DEEDS, 12/20/1928 BROWN P1080 OF OFFICIAL RECORDS THE EXACT LOCATION OF THE EASEMENT CANNOT BE DETERMINED AND IS NOT PLOTTABLE.
- (F) EASEMENT FOR SEWER PIPELINE IN 10/15/1888 INST 8 1928-8888 OF OFFICIAL RECORDS AFFECTS SAID PORTION AS DESCRIBED IN THE DOCUMENT.
- (G) EASEMENT FOR PUBLIC UTILITIES IN 06/24/1882 INST 1 1883-8242 OF OFFICIAL RECORDS AFFECTS SAID PORTION AS DESCRIBED IN THE DOCUMENT.
- (I) PROPOSED STORM DRAIN EASEMENT
- (J) PROPOSED SEWER EASEMENT TO E130

CONSTRUCTION NOTES

- (1) REMOVE EXISTING TREES
- (2) CONNECT TO EXISTING 8" SEWER MAIN PER DING NO. 4-710
- (3) CONNECT TO PROPOSED 8" SEWER MAIN PER DING NO. L0818-0052
- (4) CONNECT TO EXISTING STORM DRAIN PER DING NO. 4-848
- (5) CONNECT TO PROPOSED 18" STORM DRAIN PER DING NO. L0818-0052

LEGEND

LEGEND

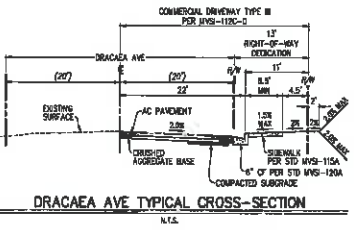
EXISTING INDEX CONTOUR
EXISTING INTERMEDIATE CONTOUR
SITE BOUNDARY
ELEVATION
TOP / BOTTOM OF SLOPE
SLOPE
SHOWING ELEVATION
1% MINIMUM SLOPE AWAY FROM BUILDING
1% MIN.

CONCRETE AREA
AC PAVEMENT AREA
COMPACTED SUB
LANDSCAPE AREA

8" CURB
SEWER LINE
SEWER POC
SEWER MANHOLE
DIRECTION OF SURFACE DRAINAGE
FIRE HYDRANT
DOMESTIC WATER SERVICE
TRAIL SERVICE
STORM DRAIN
8" GATE VALVE
18" S&D
EXISTING FENCE
PROPOSED PERIMETER FENCE AND GATES
CENTER LINE
EXISTING 8" WATER
EXISTING 8" SEWER
EXISTING STORM DRAIN
EXISTING 4" STORM DRAIN
EXISTING 2" GAS

ABBREVIATIONS:

| | | | |
|-----|--------------------------|-----|--------------------------|
| AB | AGGREGATE BASE | LF | LINEAL FEET |
| AC | ASPHALT CONCRETE | LCM | LINEAL CENTIMETER |
| APN | ASSASSOR PARCEL NUMBER | MO | METER |
| BC | BEST MANAGEMENT PRACTICE | NIS | NORTH ISLAND |
| BM | BENCHMARK | OS | OPEN SPACE |
| BS | BEST MANAGEMENT PRACTICE | OC | OPEN CURB |
| BVC | BEGINNING VERTICAL CURVE | OC | OPEN CURB |
| BY | BOTTOM OF WALL | PGR | POINT OF CURB RETURN |
| CA | CATCH BASIN | PC | PERMANENT CONCRETE |
| CB | CAST IN PLACE | PIE | PUBLIC UTILITY EASIMENT |
| CC | CONCRETE | NS | NON-SATURATED SOIL |
| CD | COMBUSTIBLE METAL PIPE | PVT | PRIVATE |
| CE | CAST IN PLACE | QU | QUANTITY |
| CF | CONCRETE MASONRY UNIT | RIP | REINFORCED CONCRETE PIPE |
| CG | CURB | R | RECORD |
| CH | CHISEL POINT | RS | RECORD OF SURVEY |
| CI | CONCRETE IN PLACE | SD | SAN DIEGO STANDARD |
| CO | COMPOSITE GRANITE | SM | SAN MARINO STANDARD |
| CS | CHISEL POINT | SR | SAN RAFAEL STANDARD |
| CT | CONCRETE | ST | STANDARD |
| CU | CONCRETE | STD | STANDARD |
| CV | CONCRETE | STN | STATION |
| CA | CATCH BASIN | STD | STANDARD |
| CB | CAST IN PLACE | STR | STREET |
| CC | CONCRETE | STR | STREET |
| CD | COMBUSTIBLE METAL PIPE | STR | STREET |
| CE | CAST IN PLACE | STR | STREET |
| CF | CONCRETE MASONRY UNIT | STR | STREET |
| CG | CURB | STR | STREET |
| CH | CHISEL POINT | STR | STREET |
| CI | CONCRETE IN PLACE | STR | STREET |
| CO | COMPOSITE GRANITE | STR | STREET |
| CS | CHISEL POINT | STR | STREET |
| CT | CONCRETE | STR | STREET |
| CU | CONCRETE | STR | STREET |
| CV | CONCRETE | STR | STREET |
| CA | CATCH BASIN | STR | STREET |
| CB | CAST IN PLACE | STR | STREET |
| CC | CONCRETE | STR | STREET |
| CD | COMBUSTIBLE METAL PIPE | STR | STREET |
| CE | CAST IN PLACE | STR | STREET |
| CF | CONCRETE MASONRY UNIT | STR | STREET |
| CG | CURB | STR | STREET |
| CH | CHISEL POINT | STR | STREET |
| CI | CONCRETE IN PLACE | STR | STREET |
| CO | COMPOSITE GRANITE | STR | STREET |
| CS | CHISEL POINT | STR | STREET |
| CT | CONCRETE | STR | STREET |
| CU | CONCRETE | STR | STREET |
| CV | CONCRETE | STR | STREET |



PUBLIC UTILITIES & SERVICES:

ELECTRICITY:
MORNING VALLEY ELECTRIC UTILITY | 951.413.5522

NATURAL GAS:
THE GAS COMPANY | 800.427.2200

COMMUNICATIONS:
FRONTIER | 951.245.0094
SPECTRUM | 855.757.7239
AT&T | 800.915.2145 (RESIDENTIAL)
 | 800.753.2284 (COMMERCIAL)

WASTE SERVICE:
WASTE MANAGEMENT OF MORNING VALLEY | 951.425.8949

WATER:
FOX SPRING MUTUAL WATER COMPANY | 951.633.6149

SEWER:
ELEGANT COMMUNITY SERVICES DISTRICT | 951.794.9522

SCHOOL:
MORNING VALLEY UNIFIED SCHOOL DISTRICT | 951.671.7300

TOPOGRAPHY AND SURVEY:

SOURCE OF TOPOGRAPHY:
PHOTO GEODETIC CORP. DATE: 01-02-2023

SUPPLEMENTAL SURVEY:
MASSON & ASSOC. INC. DATE: 12-30-2018

BENCHMARK:
CITY OF INDIAN BENCHMARK: POINT 0 = CFS-66, 1928 ELEVATION = 1504.281
DESCRIPTION: L.E. BRASS ROD STAMPED "CITY OF INDIAN GPS STATION #9 1929 0106"
SET IN THE TOP OF A CATCH BASIN ALONG THE NORTHERLY SIDE OF CENTER STREETS FROM U.S. HIGHWAY WEST OF DAY STREET.

BASE OF BENCHMARK:
THE BASIS OF BENCHMARK FOR THIS SURVEY IS BASED ON THE LINE BETWEEN POINT 7010 AND POINT 3015 PER RECORD OF SURVEY N.S. 05/67-79 BEND: 1302252"

CONDITIONAL USE PERMIT PRELIMINARY GRADING PLAN FOR APOLLO IV-DRACAEA

MORNING VALLEY, CA

PROJECT SITE

VICINITY MAP

PREPARED BY:

Planning A Rightsway A Surveying
300 E. Huntington Ave., Suite 200
Bakersfield, CA 93301
Ph: 805.215.0300
Fax: 805.215.0301
www.masson-ca.com

MASSON & ASSOCIATES, INC.

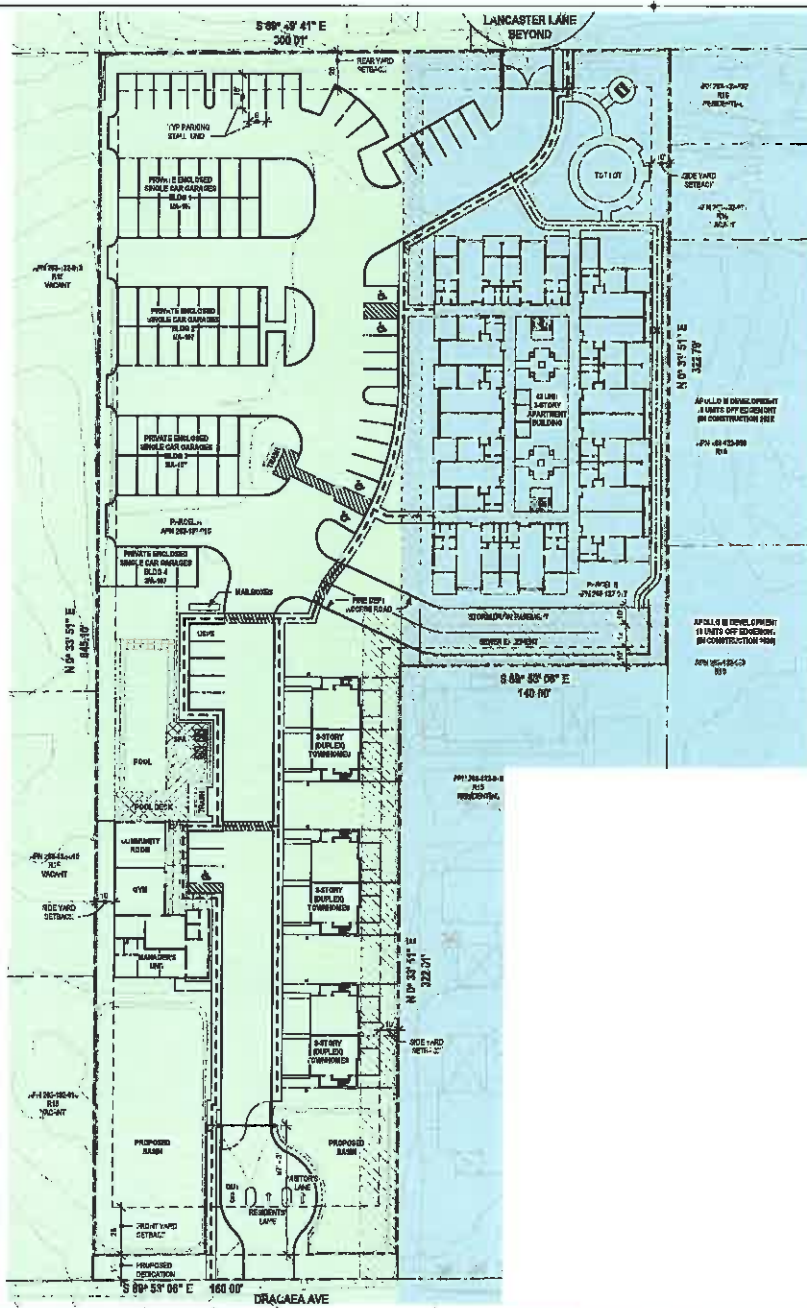
LEGAL DESCRIPTION:
THAT PORTION OF LOT 22A OF ELEGANT TRACT, IN THE CITY OF MORNING VALLEY, COUNTY OF INDIAN, WITH A SURFACE PER MAP RECORDED IN BOOK 11 PAGE 30 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

AREAS:
TOTAL GROSS AREA: 3.41 ACRES
TOTAL EXCLUDED AREA: 1.44 ACRES
POSTING LAND MASS / 2500000
LAND USE: RESIDENTIAL / OFFICE
ZONING: R15 - RESIDENTIAL / OFFICE
PERMA FLOOD ZONE DETERMINATION: AREA OF MINIMAL FLOOD THREAT - ZONE X

PROJECT DISCUSSION:
CONSTRUCTION OF APARTMENTS AND PARKING
RESIDENCY ADDRESS:
2244 DRACAEA AVENUE, MORNING VALLEY, CA 95553
263-132-010, 263-132-011
COMMUNITY MAPS
OFFICE OF DEVELOPMENT & BLDG. LLC
CONTACT: CHRIS PACE
ADDRESS: 1001 HARRIS ST. BAKERSFIELD, CA 93307
TEL: 805.215.0300



PLANNING A RIGHTSWAY A SURVEYING



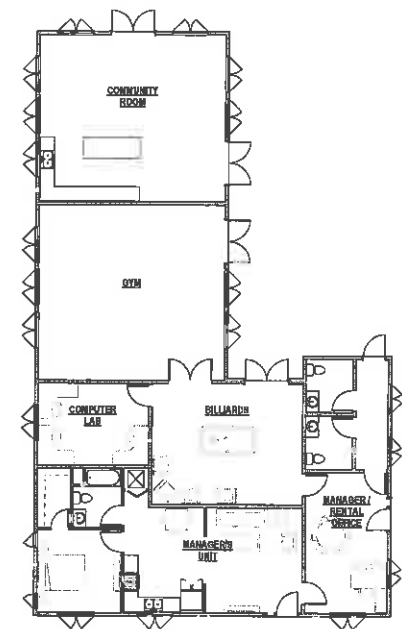
1 SITE PLAN - AIRPORT ZONE OVERLAY
Scale: 1" = 32'-0"

AIRPORT OVERLAY

| ZONE | FASCL | AIRFRAME | NUMBER OF LINES |
|---------|------------|-----------|-----------------|
| ZONE C1 | 363-124616 | 637 ACRES | 7 LINES |
| ZONED | 78442447 | 154 ACRES | 42 LINES |

ZONE C1 - OCCUPANCY BREAKDOWN

| NAME | OCCUPANCY | OCCUPANCY FACTOR | AREA | OCCUPANCY LOAD |
|-----------------------------|---------------------------|------------------|----------|----------------|
| COMMUNITY BUILDING | ASSEMBLY - UNCONCENTRATED | 15 | 841 SF | 26 |
| COMMUNITY ROOM | RECREATION ROOM | 25 | 425 SF | 13 |
| COMPUTER LAB | BUSINESS | 150 | 177 SF | 2 |
| BILLIARDS ROOM | ASSEMBLY - UNCONCENTRATED | 35 | 334 SF | 23 |
| MANAGER'S RENTAL OFFICE | BUSINESS | 150 | 220 SF | 2 |
| MANAGER'S UNIT | RESIDENTIAL | 204 | 626 SF | 2 |
| TOWNHOUSE BUILDING 1 | RESIDENTIAL | 200 | 1,547 SF | 18 |
| TOWNHOUSE BUILDING 2 | RESIDENTIAL | 200 | 1,827 SF | 19 |
| TOWNHOUSE BUILDING 3 | RESIDENTIAL | 200 | 1,827 SF | 19 |
| RECREATION COMMUNITY AREAS | | | | |
| POOL | SWIMMING POOL | 50 | 1,734 SF | 34 |
| POOL DECK | SWIMMING POOL DECK | 11 | 1,287 SF | 12 |
| TOTAL: 590 OCCUPANTS | | | | |



2 COMMUNITY BUILDING FLOOR PLAN
Scale: 1/8" = 1'-0"



APOLLO IV - DRACAEA
21844 DRACAEA AVENUE
MORENO VALLEY, CA 92553

| NO. | DATE | USER |
|-----|------|------|
| | | |

Project No. _____ Product Number _____
 Project Start Date _____ Issue Date _____
 Drawn: _____ Checked: _____
 Revision: _____ Checked: _____
 Sheet Name: _____

AIRPORT ZONES EXHIBIT

Scale: As Indicated
 Sheet No. _____



SP-1
5/19/2010 2:18:33 PM



NOT TO SCALE DIMENSIONS
AND TO BE USED AS A GUIDE ONLY
FOR THE INFORMATION OF THE ARCHITECT.

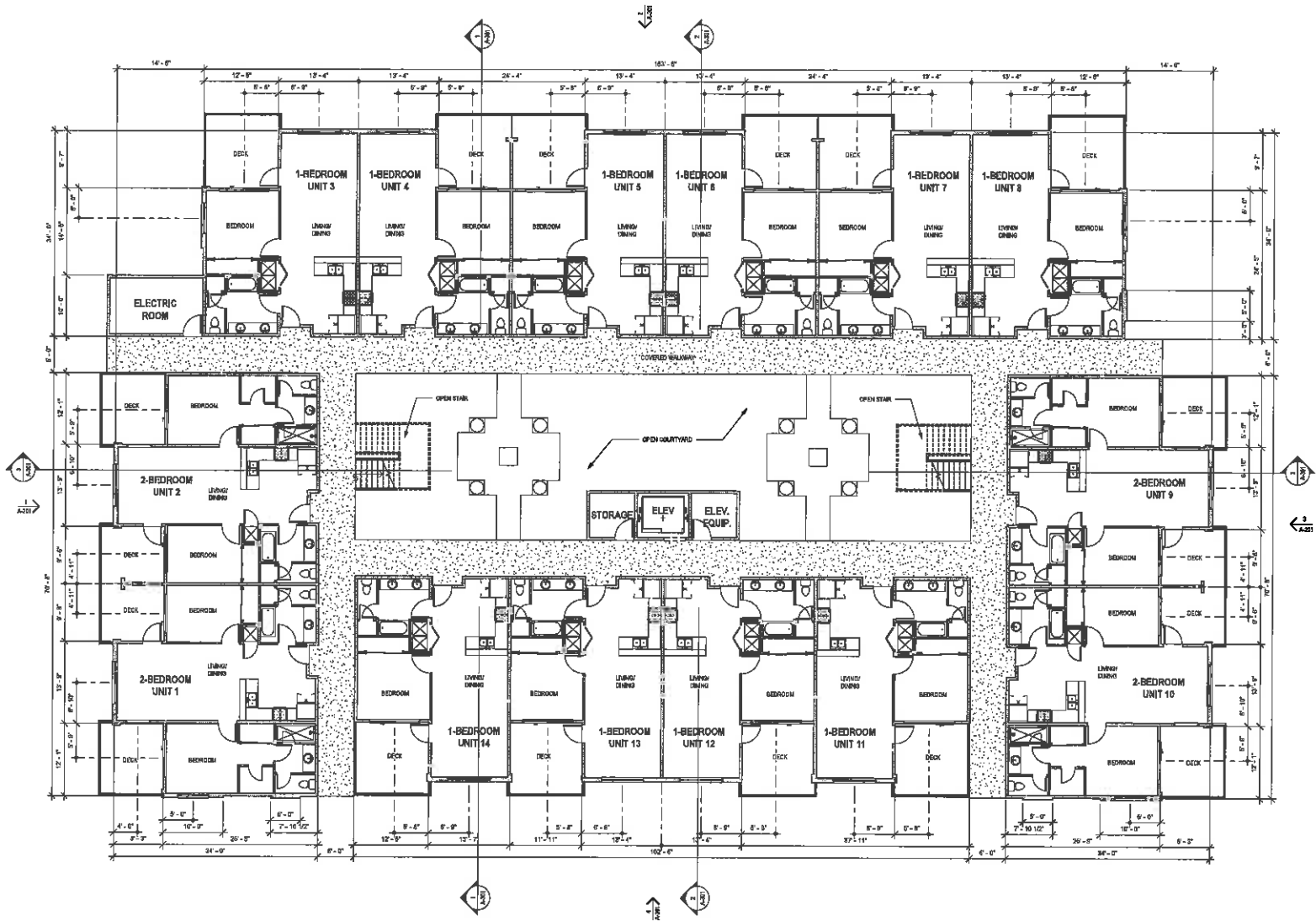
APOLLO IV - DRACAEA
21644 DRACAEA AVENUE
MORENO VALLEY, CA 92553

| NO. | DATE | REVISION |
|-----|------|----------|
| | | |

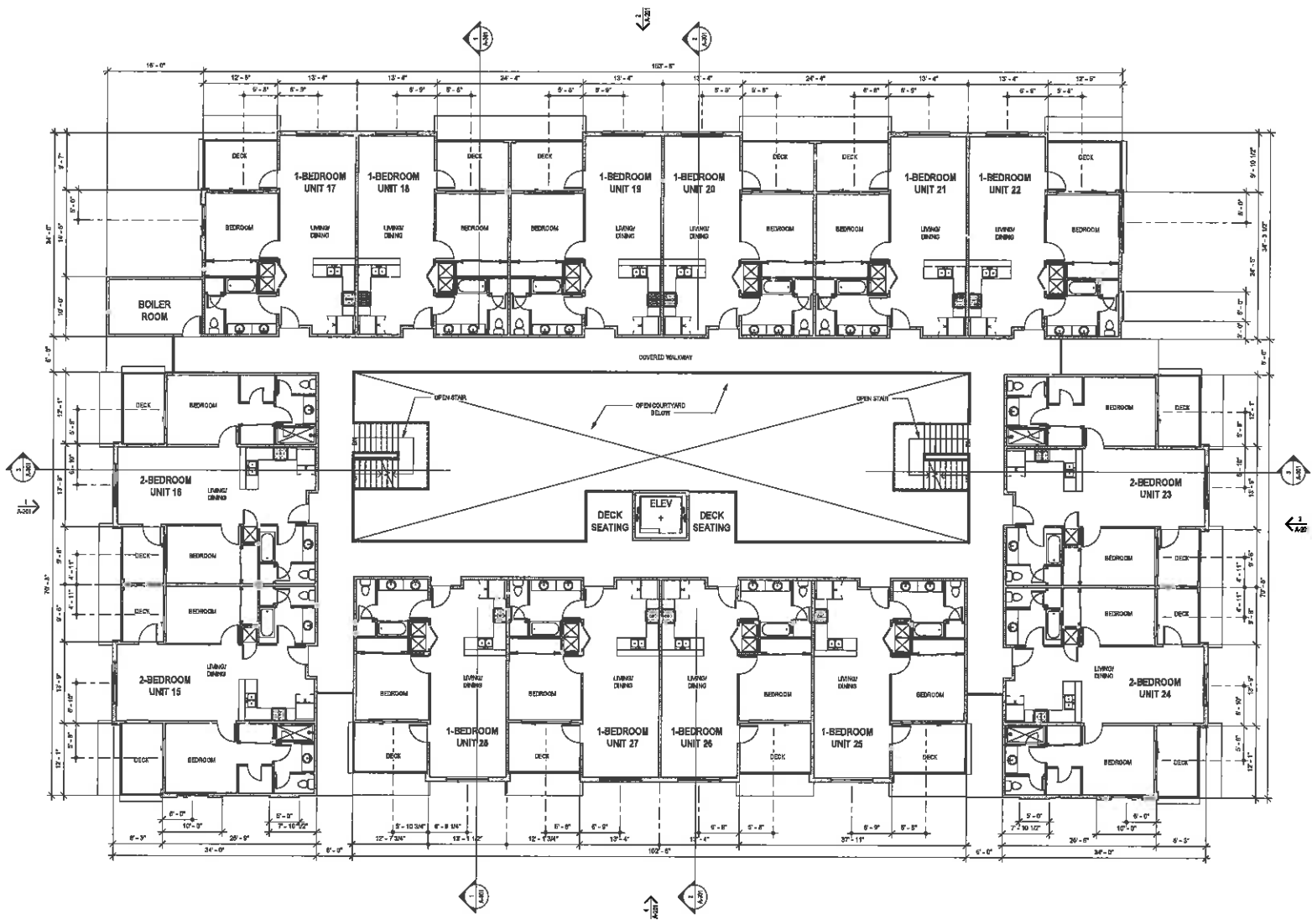
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 Project Start Date: _____ Issue Date: _____
 Author: _____ Designer: _____
 Checker: _____
 Sheet Name: _____

APARTMENT BUILDING FIRST FLOOR

Scale: 1/8" = 1'-0"
Sheet No: _____



1 APARTMENT BUILDING FIRST FLOOR
Scale: 1/8" = 1'-0"



APOLLO IV - DRACAEA
 21644 DRACAEA AVENUE
 MORENO VALLEY, CA 92553

| NO. | DATE | REVISION |
|-----|------|----------|
| | | |

Project No. _____ Project Name: _____
 Project Start Date: _____ Issue Date: _____
 Architect: _____ Designer: _____
 Checker: _____
 Scale: _____

APARTMENT BUILDING SECOND FLOOR

Scale: 1/8" = 1'-0"
 Sheet No. _____

1 APARTMENT BUILDING SECOND FLOOR
 Scale: 1/8" = 1'-0"



APOLLO IV - DRACAEA
21644 DRACAEA AVENUE
MORENO VALLEY, CA 92553

| NO. | DATE | BY | REVISION |
|-----|------|----|----------|
| | | | |

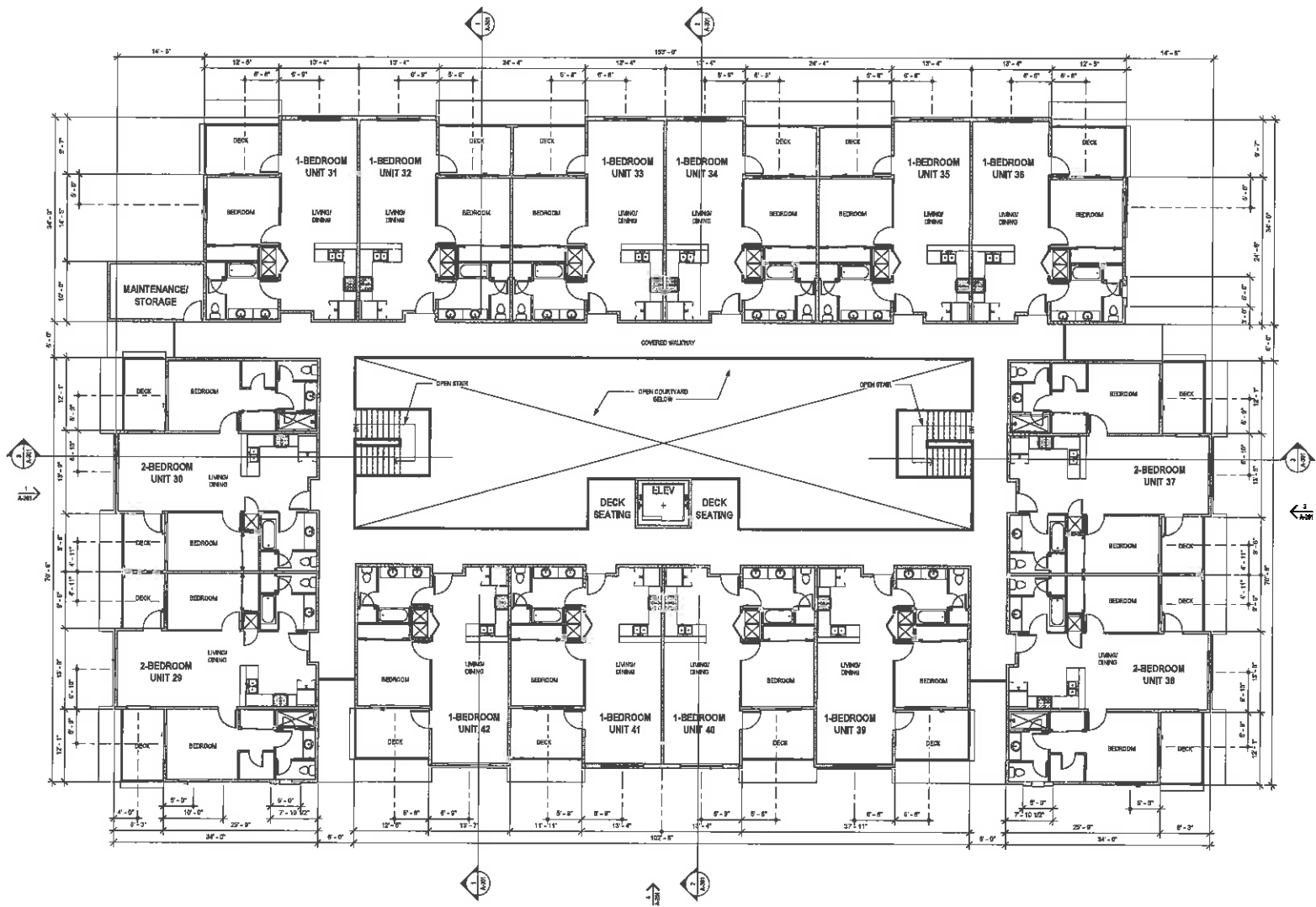
Project No: Project Number:
 Project Start Date: Issue Date:
 Drawn: Designer:
 Checked: Checker:
 Revision:

**APARTMENT BUILDING
THIRD FLOOR**

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



Sheet No: **A-103**
4192020 351 52 PM



1 APARTMENT BUILDING THIRD FLOOR
Scale: 1/8" = 1'-0"

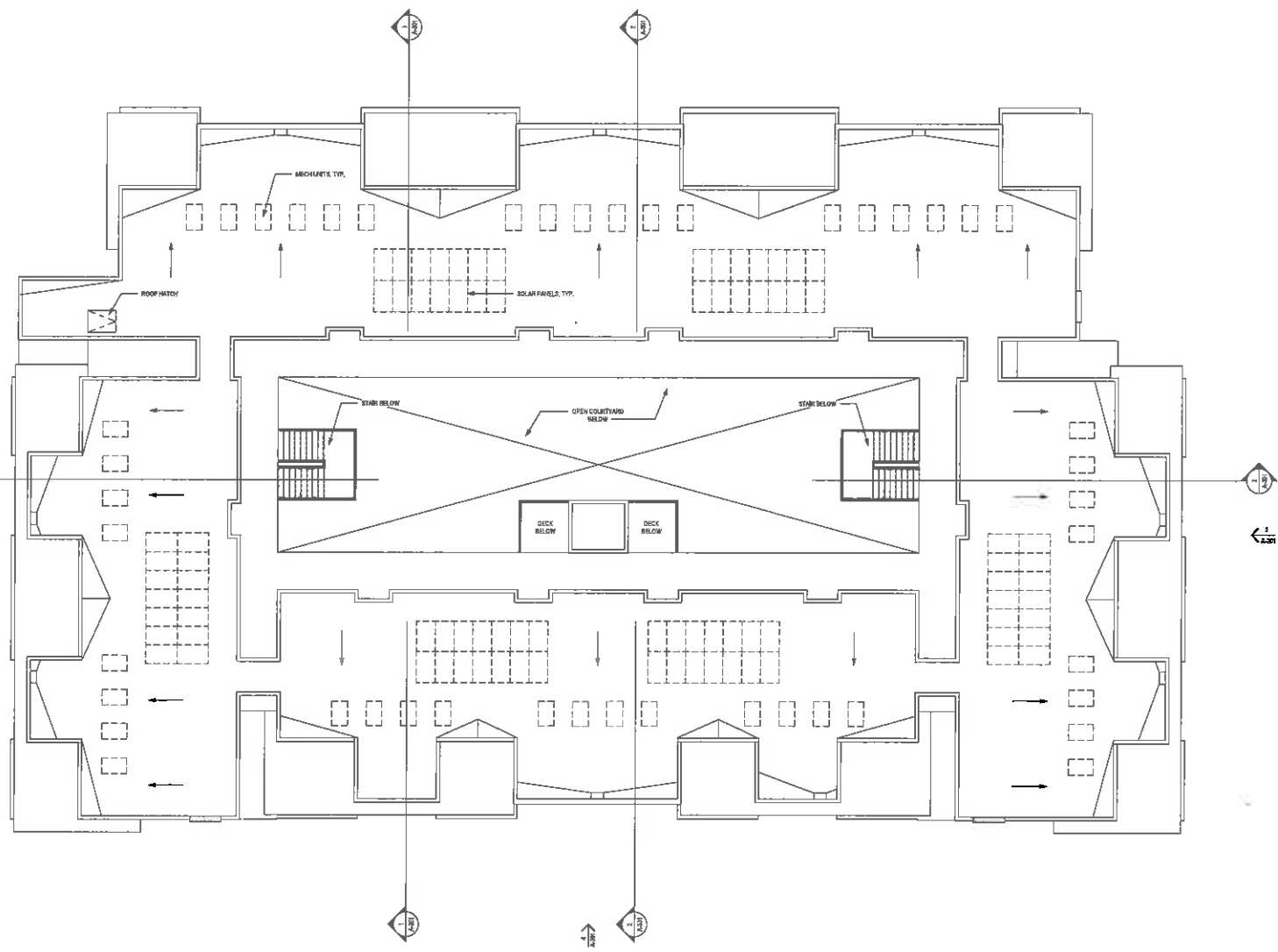


20000 N. Main St. Suite 200
 San Jose, CA 95131
 Tel: (408) 251-1100
 Fax: (408) 251-1101
 www.naa.com



STATE OF CALIFORNIA
 DIVISION OF INDUSTRIAL SAFETY
 REGISTERED PROFESSIONAL ENGINEER
 NO. 45898
 EXPIRES 12/31/2021

APOLLO IV - DRACAEA
 21844 DRACAEA AVENUE
 MORENO VALLEY, CA 92553



1 APARTMENT BUILDING ROOF PLAN
 Scale: 1/8" = 1'-0"

| NO. | DATE | REVISION |
|-----|------|----------|
| | | |
| | | |

Project No. _____ Product Number _____
 Project Start Date _____ Issue Date _____
 Drawn _____ Designer _____
 Checked _____ Checker _____
 Rev. _____
 Sheet Name: _____

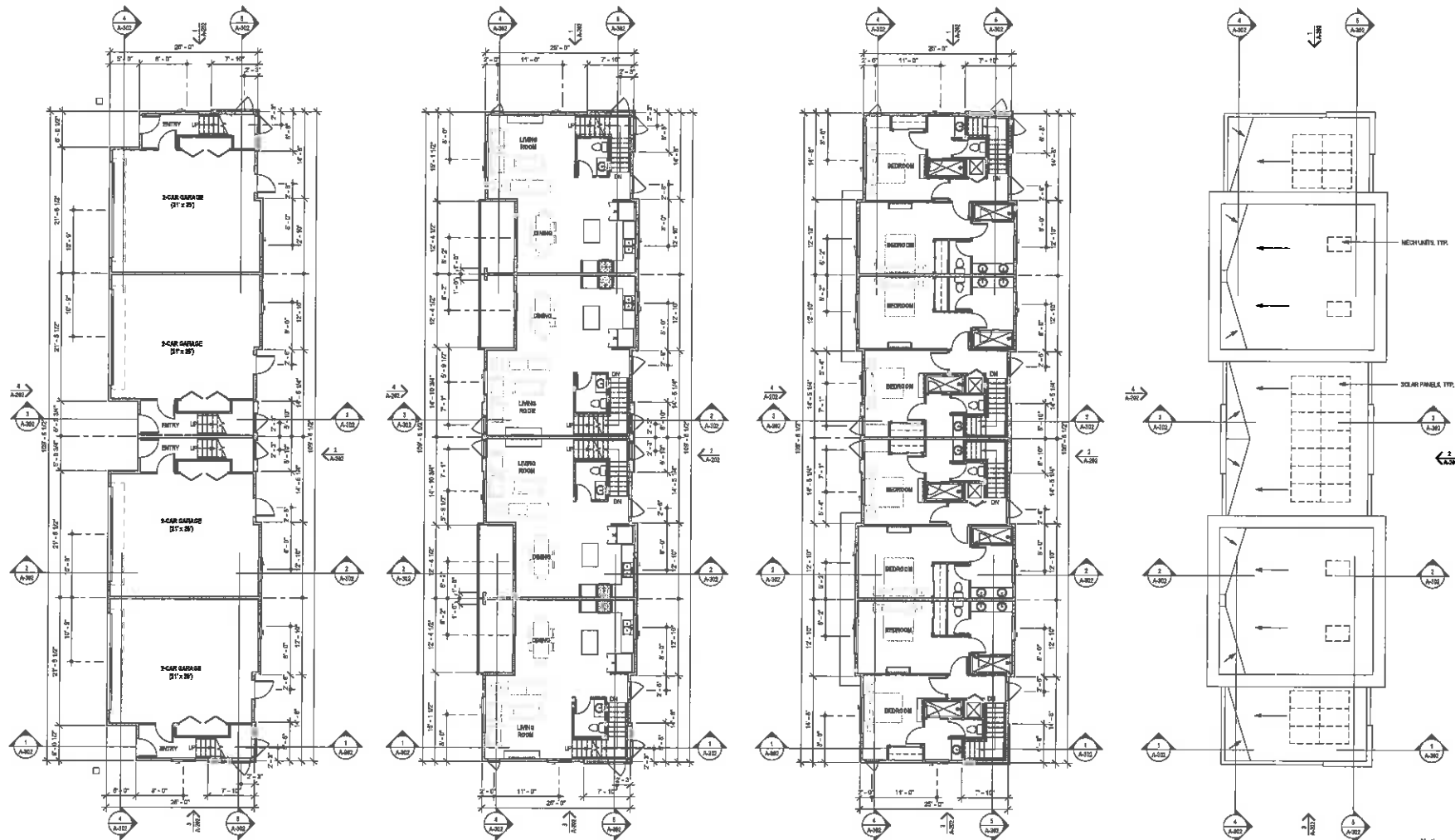
**APARTMENT
 BUILDING
 ROOF
 PLAN**

Scale: 1/8" = 1'-0"
 Sheet No. _____



A-104

4/16/2020 2:51:54 PM



APOLLO IV - DRACAEA
21644 DRACAEA AVENUE
MORENO VALLEY, CA 92553

| NO. | DATE | REVISION |
|-----------|------|----------|
| REVISIONS | | |
| | | |

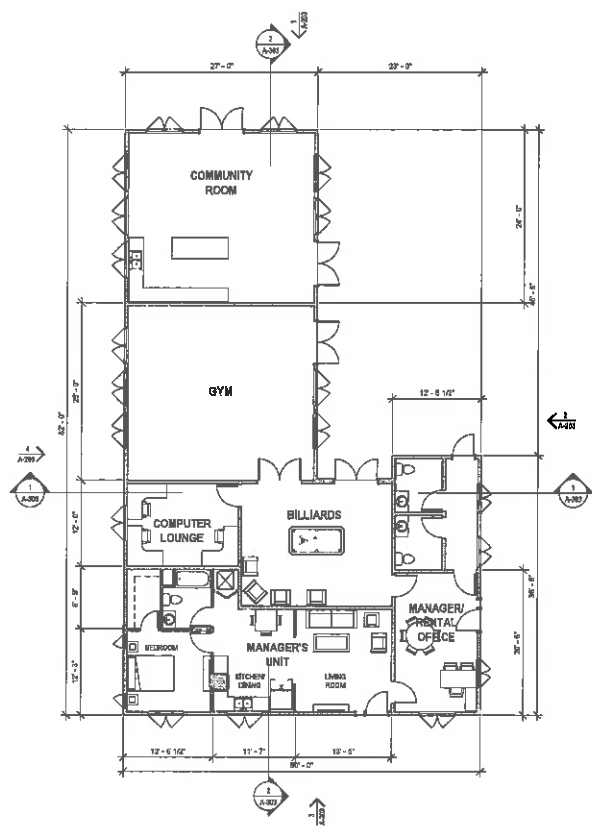
Project No. _____ Project Name _____
 Project Manager _____
 Project Architect _____
 Designer _____
 Checker _____

TOWNHOUSE PLANS

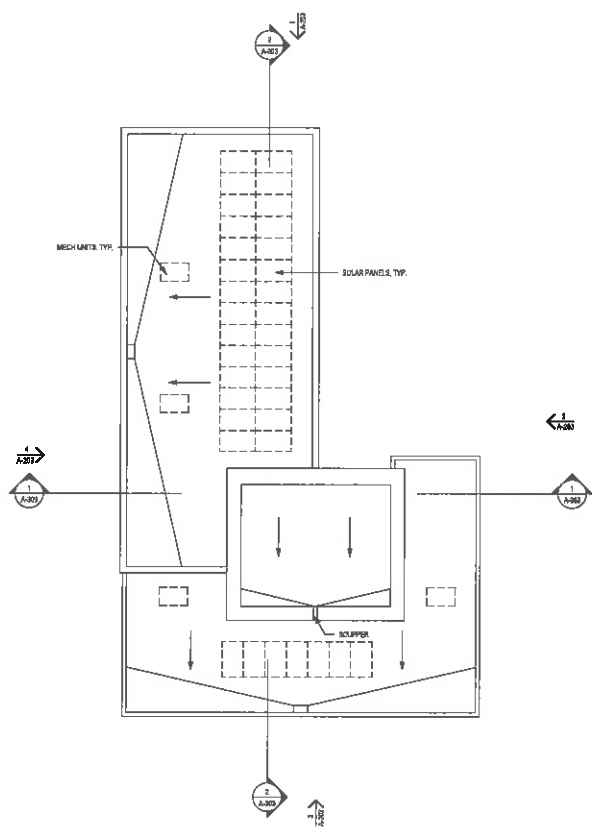
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Sheet No. _____



APOLLO IV - DRACAEA
21644 DRACAEA AVENUE
MORENO VALLEY, CA 92553



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



2 MANAGER / COMMUNITY ROOF PLAN
Scale: 1/8" = 1'-0"

| NO. | DATE | BY |
|--------------------|----------------|------------|
| REVISION SCHEDULE | | |
| Project No. | Project Number | Issue Date |
| Project Start Date | Issue Date | Designer |
| Checked | Checker | |
| Reviewed | Checker | |
| Sheet Name: | | |

MANAGER / COMMUNITY BUILDING PLANS

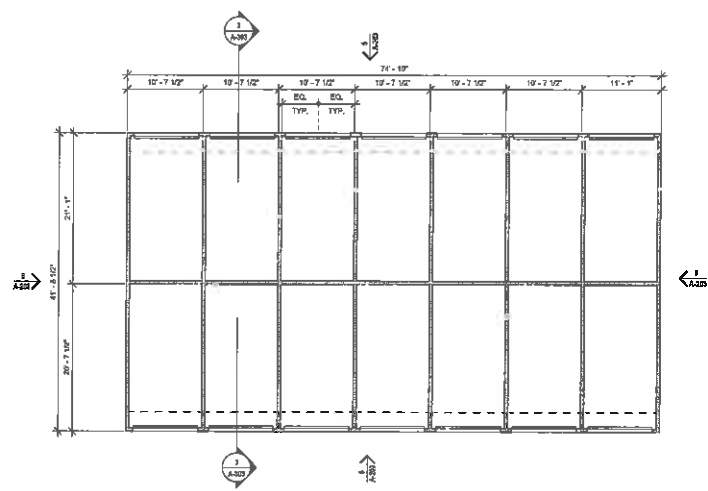
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Sheet No.:



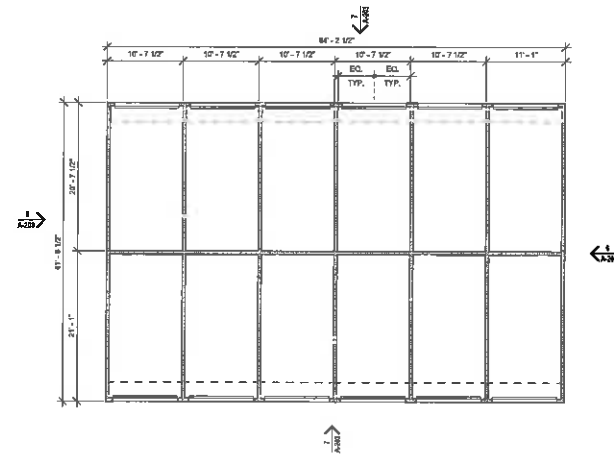


NOTICE: SOME COMPONENTS MAY BE REPRODUCED WITH THE FOLLOWING:

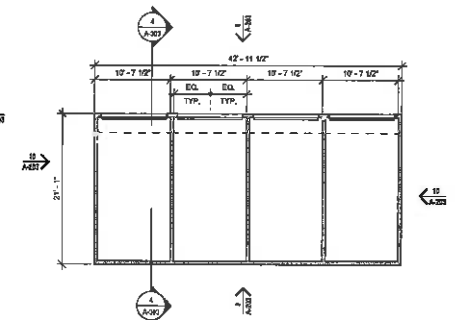
APOLLO IV - DRACAEA
21844 DRACAEA AVENUE
MORENO VALLEY, CA 92553



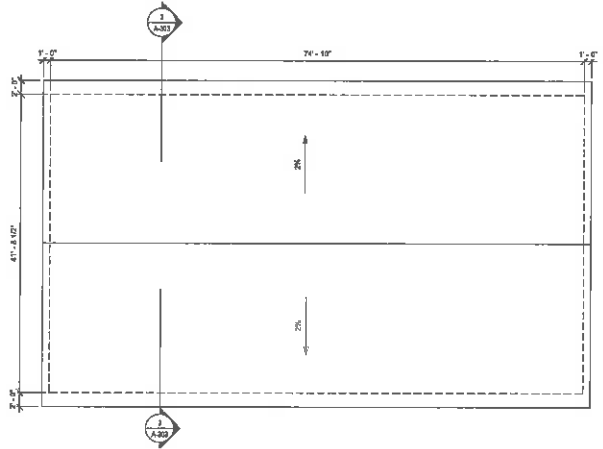
1 GARAGE BUILDING 1&2 FLOOR PLAN
Scale: 1/8" = 1'-0"



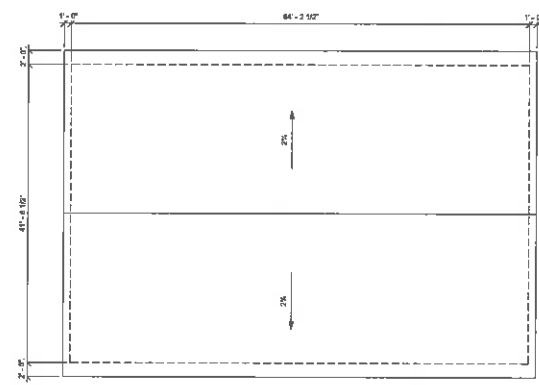
2 GARAGE BUILDING 3 FLOOR PLAN
Scale: 1/8" = 1'-0"



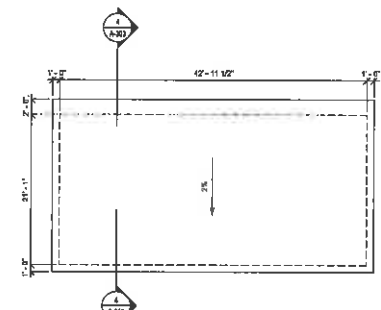
3 GARAGE BUILDING 4 FLOOR PLAN
Scale: 1/8" = 1'-0"



4 GARAGE BUILDING 1&2 ROOF PLAN
Scale: 1/8" = 1'-0"



5 GARAGE BUILDING 3 ROOF PLAN
Scale: 1/8" = 1'-0"



6 GARAGE BUILDING 4 ROOF PLAN
Scale: 1/8" = 1'-0"

| REV | DATE | ISSUE |
|-----|------|-------|
| | | |

PROJECT NO: _____ PROJECT NUMBER: _____
 PROJECT START DATE: _____ ISSUE DATE: _____
 DESIGNER: _____ DESIGNER: _____
 CHECKER: _____ CHECKER: _____
 DRAWN BY: _____

GARAGE BUILDING PLANS

Scale: 1/8" = 1'-0"
Sheet No:





APOLLO IV - DRACAEA
 21644 DRACAEA AVENUE
 MORENO VALLEY, CA 92553

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| NO. | DATE | BY |
| | | |
| REVISIONS | | |
| Project No. | Project Name | Issue Date |
| | | |
| Drawn | Designer | |
| Checked | Checker | |
| Revised | | |
| Sheet Name: | | |

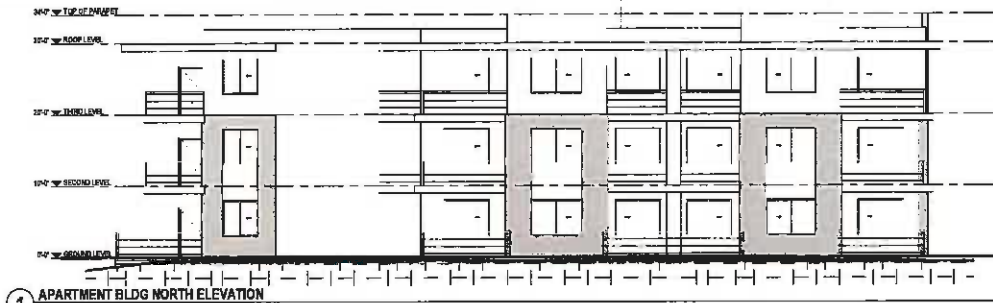
APARTMENT BUILDING ELEVATIONS

Scale: As Indicated
 Sheet No.:

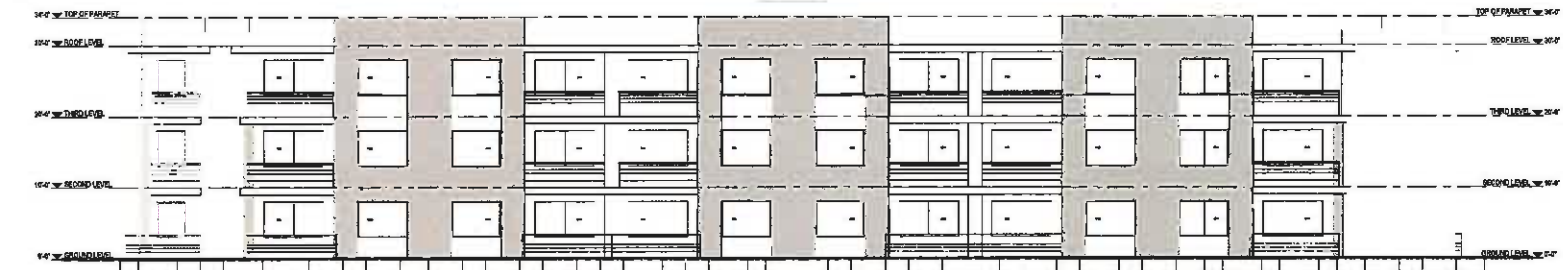
A-201
 4/16/2020 2:32:31 PM

ELEVATION NOTES

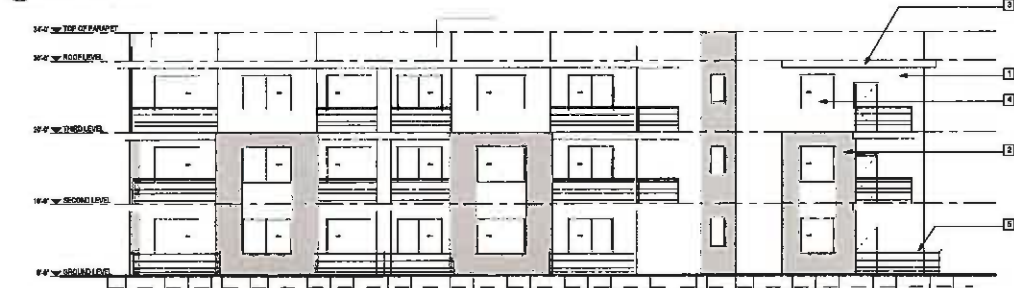
- 1 SAND FINISHED STUCCO AT FIELD OF BUILDING. COLOR TO BE WHITE/TALE, 99909
- 2 SAND FINISHED STUCCO AT ACCENTS OF BUILDING. COLOR TO BE OCCUPANCY AMBER, 99907
- 3 OCCUPANCY HORIZONTAL FIN ELEMENTS WITH PAINTED METAL PANDA. COLOR TO BE OCCUPANCY AMBER, 99907
- 4 DUAL VINYL WINDOW. COLOR TO BE WHITE.
- 5 STAINLESS STEEL CABLE RAMPING SYSTEM
- 6 GRG PARAPET. COLOR TO BE WHITE/TALE, 99910
- 7 PAINTED METAL PANDA. COLOR TO BE WHITE/TALE, 99910
- 8 FACTORY FINISHED SECTIONAL OVERHEAD GARAGE DOORS. COLOR TO BE OCCUPANCY AMBER, 99907



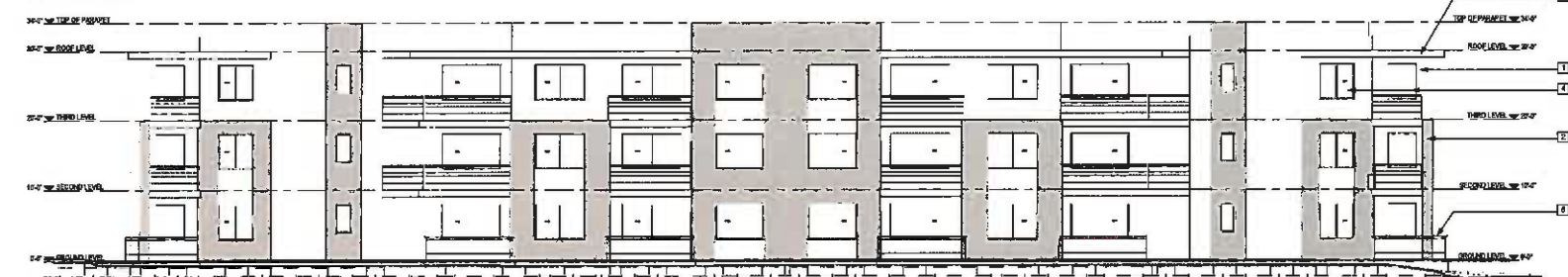
1 APARTMENT BLDG NORTH ELEVATION
 Ref: A-101 / Scale: 1/8" = 1'-0"



2 APARTMENT BLDG EAST ELEVATION
 Ref: A-101 / Scale: 1/8" = 1'-0"



3 APARTMENT BLDG SOUTH ELEVATION
 Ref: A-101 / Scale: 1/8" = 1'-0"



4 APARTMENT BLDG WEST ELEVATION
 Ref: A-101 / Scale: 1/8" = 1'-0"

ELEVATION NOTES

- 1 SAND FINISHED STUCCO AT FIELD OF BUILDING. COLOR TO BE METEAL, SW712
- 2 SAND FINISHED STUCCO AT ACCENTS OF BUILDING. COLOR TO BE DECOROUS AMBER, SW907
- 3 DECORATIVE HORIZONTAL FIN ELEMENTS WITH PAINTED METAL FASCIA. COLOR TO BE DECOROUS AMBER, SW907
- 4 GYAL VANI. WINDOW. COLOR TO BE WHITE.
- 5 WIRELESS STEEL CABLE RAILING SYSTEM
- 6 GYRIC PARAPET. COLOR TO BE METEAL, SW712
- 7 PAINTED METAL FASCIA. COLOR TO BE METEAL, SW712
- 8 FACTORY FINISHED REGIONAL OVERHEAD GARAGE DOORS. COLOR TO BE DECOROUS AMBER, SW907

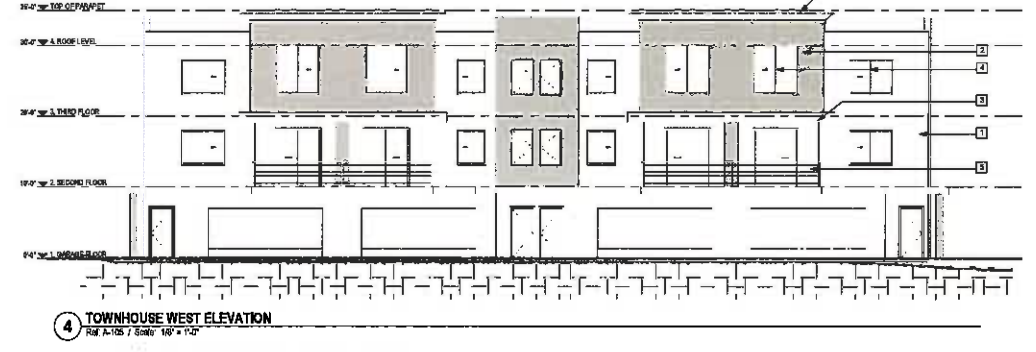
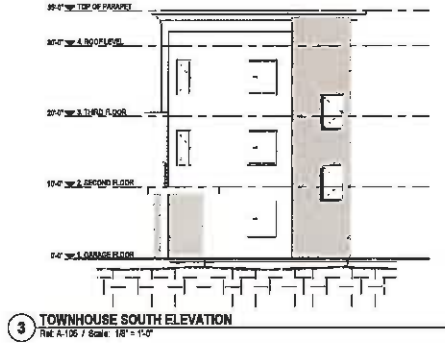
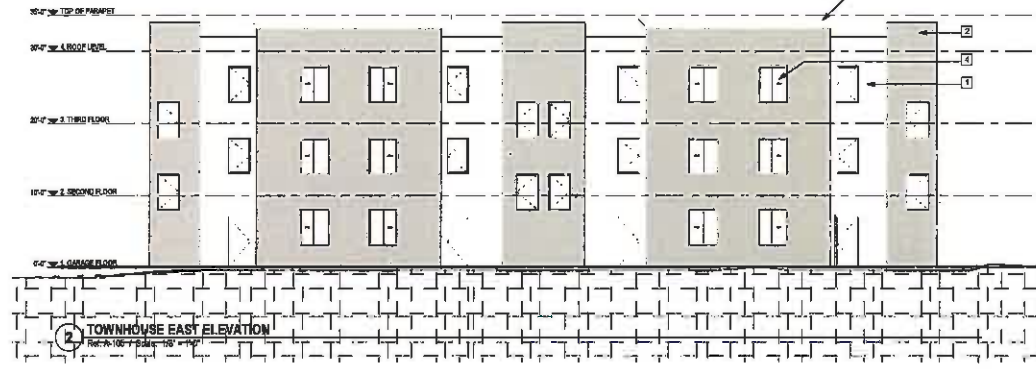
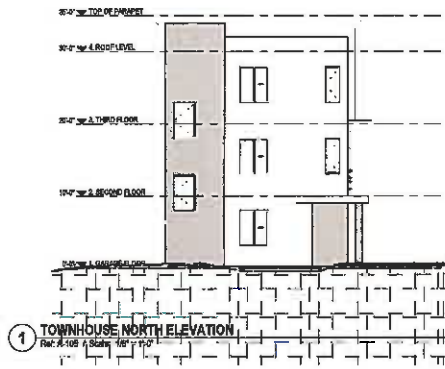
NCA GROUP

11000 N. Harbor Drive, Suite 201
San Diego, CA 92108
TEL: 619.444.9999 ext. 120
FAX: 619.444.9999
WWW.NCAGROUP.COM

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MORENO VALLEY, CA 92553

DATE: 04/15/2015
BY: [Signature]
CHECKED: [Signature]



APOLLO IV - DRACAEA
21844 DRACAEA AVENUE
MORENO VALLEY, CA 92553

| REV | DATE | BY | CHKD |
|-------------|--------------|----------------|------------|
| ADDITIONS | | | |
| Project No. | Project Name | Project Number | Issue Date |
| Drawn: | Designer: | Checked: | Checker: |
| Revised: | | | |
| Sheet Name: | | | |

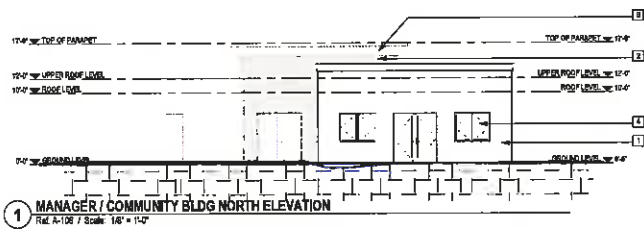
TOWNHOUSE ELEVATIONS

Scale: As Indicated
Sheet No:

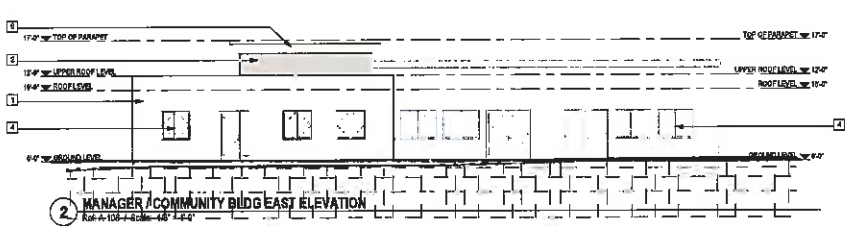


DO NOT SCALE DRAWING.
ALL DIMENSIONS TO BE REVERENCED
UNLESS NOTED.

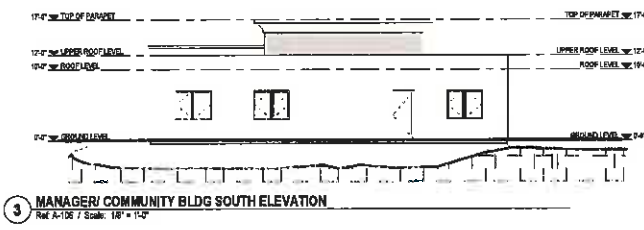
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MORENO VALLEY, CA 92553



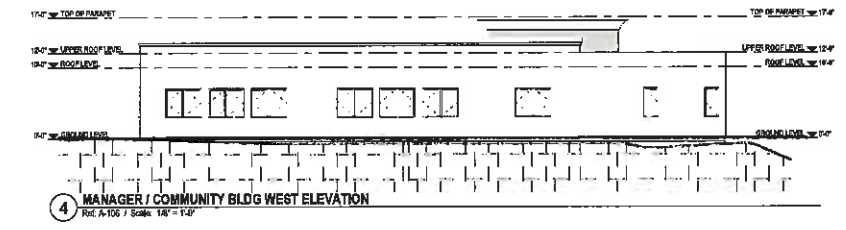
1 MANAGER / COMMUNITY BLDG NORTH ELEVATION
Ref: A-106 / Scale: 1/8" = 1'-0"



2 MANAGER / COMMUNITY BLDG EAST ELEVATION
Ref: A-106 / Scale: 1/8" = 1'-0"



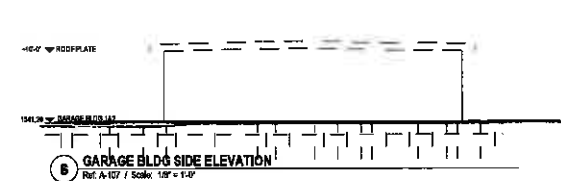
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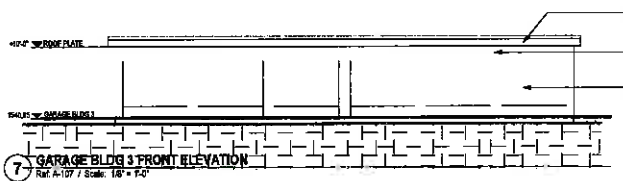
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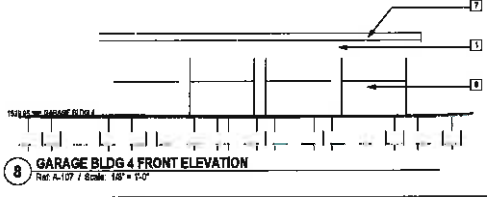
5 GARAGE BLDG 1&2 FRONT ELEVATION
Ref: A-107 / Scale: 1/8" = 1'-0"



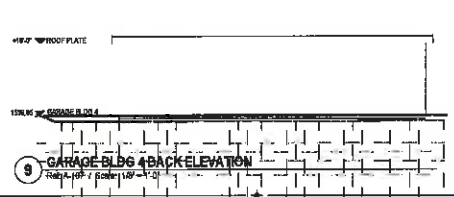
6 GARAGE BLDG SIDE ELEVATION
Ref: A-107 / Scale: 1/8" = 1'-0"



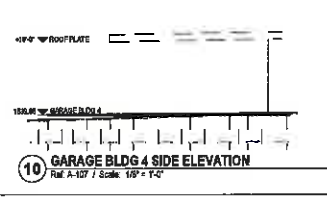
7 GARAGE BLDG 3 FRONT ELEVATION
Ref: A-107 / Scale: 1/8" = 1'-0"



8 GARAGE BLDG 4 FRONT ELEVATION
Ref: A-107 / Scale: 1/8" = 1'-0"



9 GARAGE BLDG 4 BACK ELEVATION
Ref: A-107 / Scale: 1/8" = 1'-0"



10 GARAGE BLDG 4 SIDE ELEVATION
Ref: A-107 / Scale: 1/8" = 1'-0"

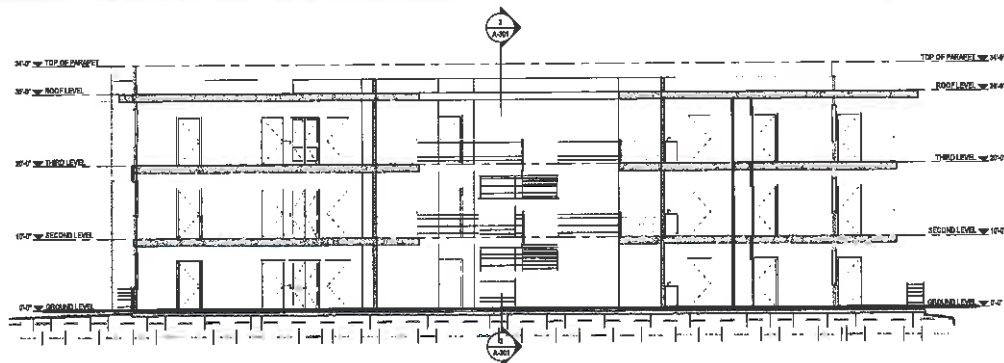
ELEVATION NOTES

- 1 SAND FINISHED STUCCO AT FIELD OF BUILDING COLOR TO BE TRITONAL SW783
- 2 SAND FINISHED STUCCO AT ACCENTS OF BUILDING COLOR TO BE DECORIOUS AMBER SW907
- 3 DECORATIVE HORIZONTAL FIN ELEMENTS WITH PAINTED METAL FINISH COLOR TO BE DECORIOUS AMBER SW907
- 4 DUAL VINYL WINDOWS COLOR TO BE WHITE
- 5 STAINLESS STEEL CHILLER/RVING SYSTEM
- 6 GFIN PARAPET, COLOR TO BE TRITONAL SW783
- 7 PAINTED METAL PARGA, COLOR TO BE TRITONAL SW783
- 8 FACTORY FINISHED SECTIONAL OVERHEAD GARAGE DOORS, COLOR TO BE DECORIOUS AMBER SW907

| NO. | DATE | REVISION |
|--------------------|----------------|----------|
| REVISIONS BY SCALE | | |
| Project No. | Project Number | |
| Project Start Date | Issue Date | |
| Drawn: | Designed: | |
| Checked: | Reviewed: | |
| Revised: | Checked: | |

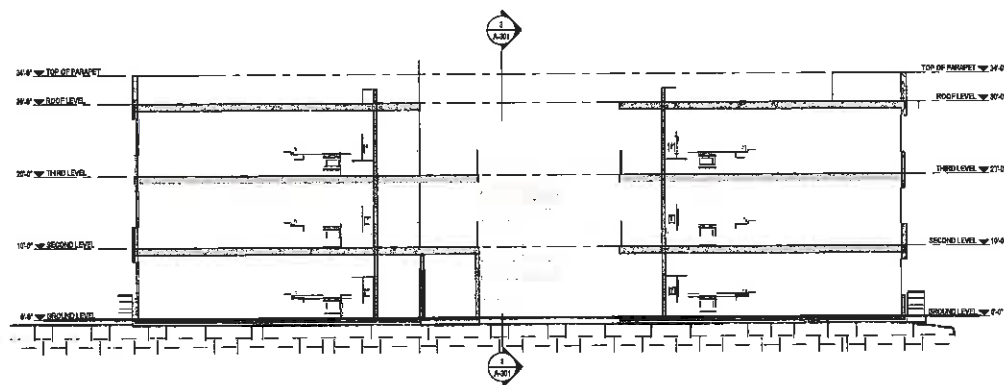
MANAGER / COMMUNITY & GARAGE ELEVATIONS

Scale: As Indicated
Sheet No:



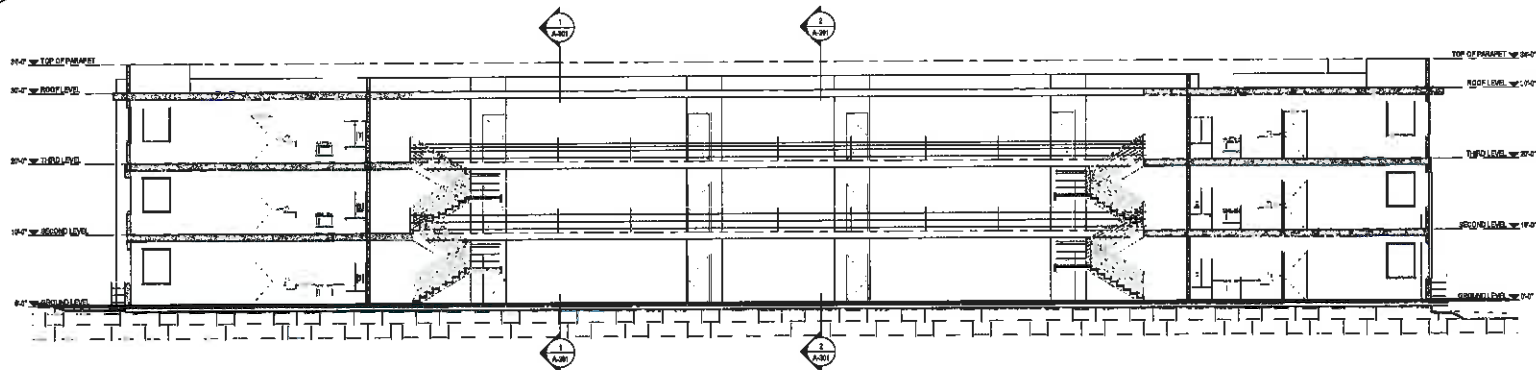
1 APARTMENTS SECTION 1

Ref: A-101 / Scale: 1/8" = 1'-0"



2 APARTMENTS SECTION 2

Ref: A-101 / Scale: 1/8" = 1'-0"



3 APARTMENTS SECTION 3

Ref: A-101 / Scale: 1/8" = 1'-0"

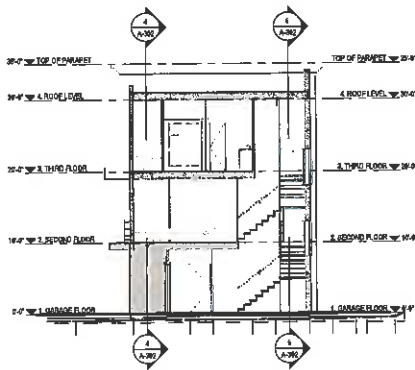
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| REV | DATE | BY | CHK |
|--------------------|----------------|------------|-----|
| REVISIONS SHEET | | | |
| Project No. | Project Number | Issue Date | |
| Project Start Date | Designer | Checker | |
| Drawn | Checker | Checker | |
| Checked | Checker | Checker | |
| Revised | Checker | Checker | |
| Sheet Name: | | | |

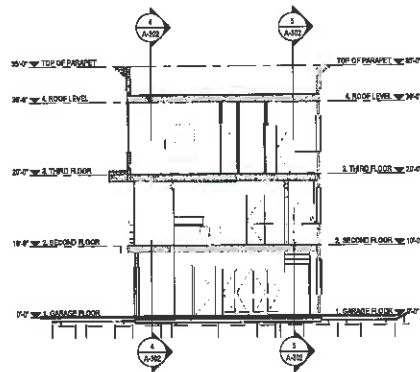
APARTMENT BUILDING SECTIONS

Scale: 1/8" = 1'-0"
Sheet No.

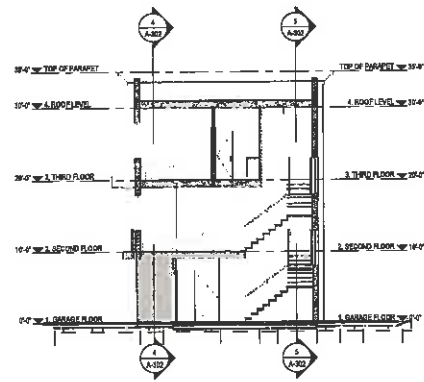
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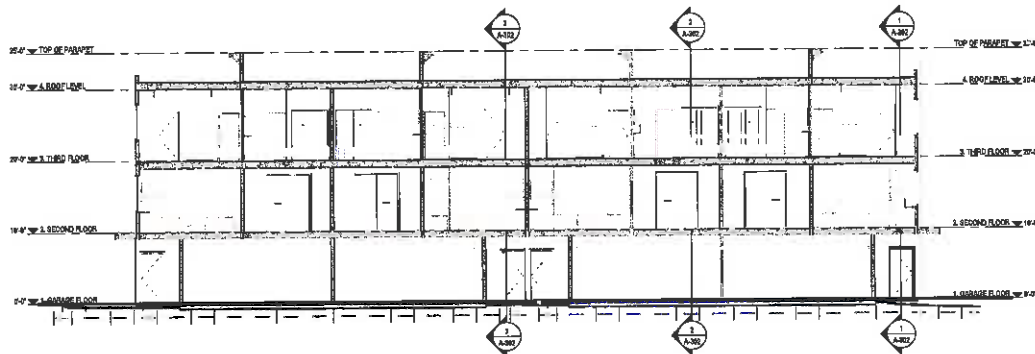
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Ref: A-105 / Scale: 1/8" = 1'-0"



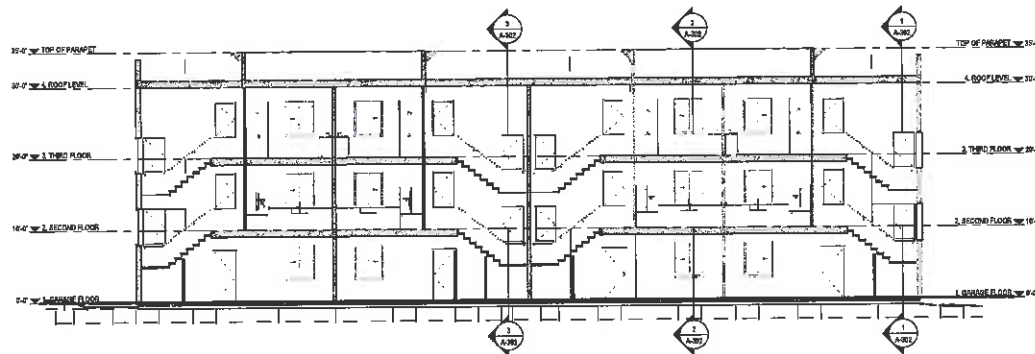
2 TOWNHOUSE SECTION 2
Ref: A-105 / Scale: 1/8" = 1'-0"



3 TOWNHOUSE SECTION 3
Ref: A-105 / Scale: 1/8" = 1'-0"



4 TOWNHOUSE SECTION 4
Ref: A-105 / Scale: 1/8" = 1'-0"



5 TOWNHOUSE SECTION 5
Ref: A-105 / Scale: 1/8" = 1'-0"



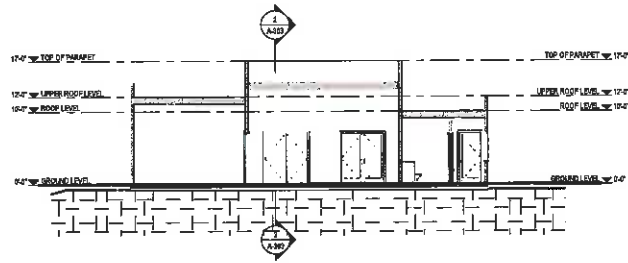
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| NO. | DATE | REVISION |
|----------------------|----------------|------------|
| REVISIONS AND SHEETS | | |
| Project No. | Project Number | Issue Date |
| Project Start Date | Designer | Checker |
| Checker | Checker | |
| Revisions | | |
| Sheet Name: | | |

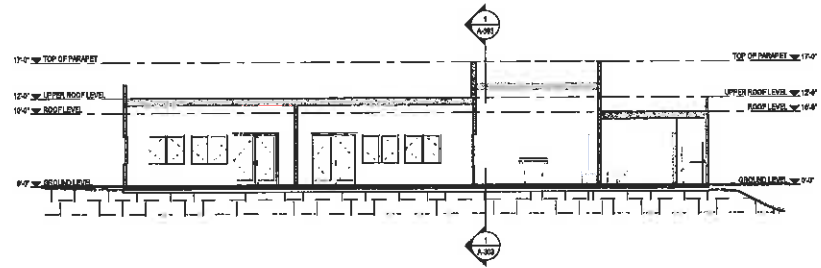
TOWNHOUSE SECTIONS

Scale: 1/8" = 1'-0"
Sheet No:

A-302
A:\A-302\3-08-14\FIN



1 **MANAGER/ COMMUNITY SECTION 1**
 Ref: A-106 / Scale: 1/8" = 1'-0"



2 **MANAGER/ COMMUNITY SECTION 2**
 Ref: A-106 / Scale: 1/8" = 1'-0"



3 **GARAGE BUILDING SECTION**
 Ref: A-107 / Scale: 1/8" = 1'-0"



4 **GARAGE BUILDING 4 SECTION**
 Ref: A-107 / Scale: 1/8" = 1'-0"

NAA
 GROUP

21844 DRACAEA AVENUE
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 TEL: 951-251-1111
 FAX: 951-251-1112
 WWW.NAAGROUP.COM

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 THE REQUEST.

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| REV | DATE | BY | REASON FOR SCALE |
|-----|------|----|------------------|
| | | | |

Project No: _____ Project Number: _____
 Project Start Date: _____ Issue Date: _____
 Drawn: _____ Designer: _____
 Checked: _____ Checker: _____
 Revisions: _____
 Sheet Name: _____

**MANAGER/
 COMMUNITY
 & GARAGE
 SECTIONS**

Scale: 1/8" = 1'-0"
 Sheet No: _____

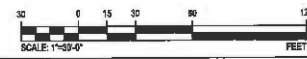
A-303

APOLLO IV - DRACAEA
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MORENO VALLEY, CA 92553

| NO. | DATE | REVISION |
|--------------------|----------|----------|
| REVISION SUMMARY | | |
| Project No. | 20-500 | |
| Project Start Date | 03/20/20 | |
| Drawn | JSS | |
| Checked | JSS | |
| Reviewed | JSS | |

**PRELIMINARY
LANDSCAPE
PLAN**

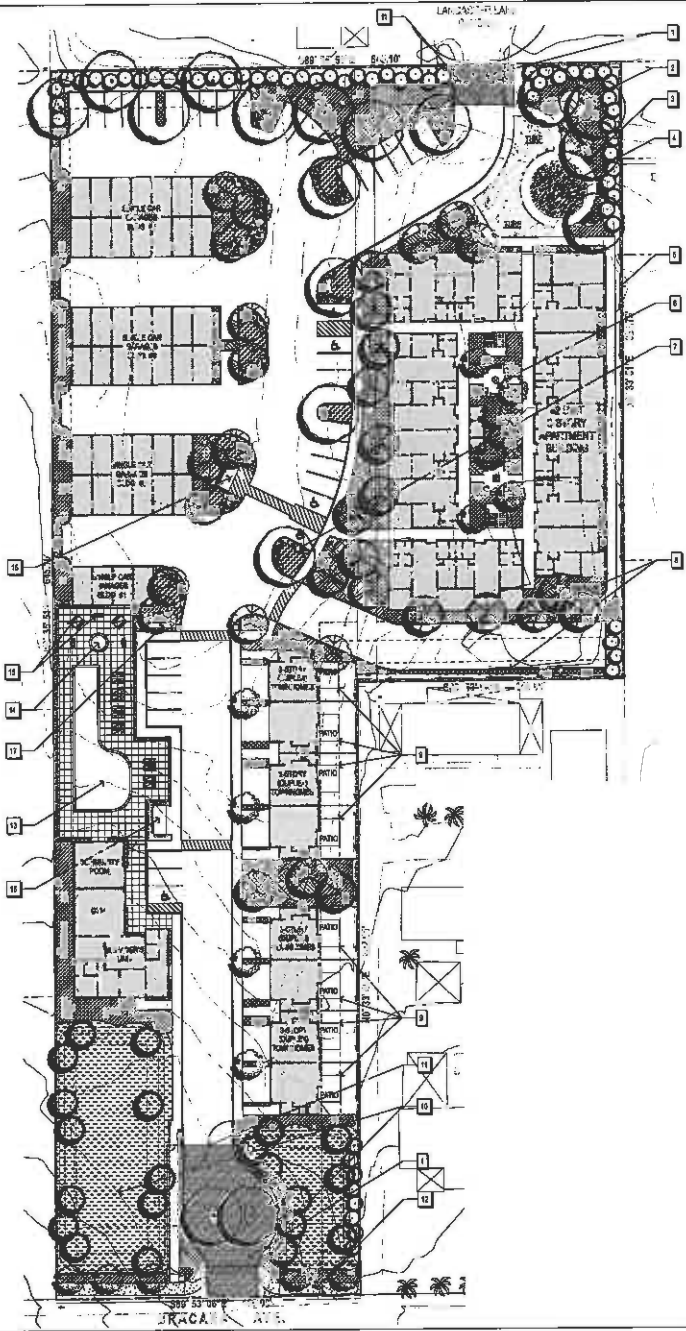
Scale:
Sheet No:
L-1.0



PLAN KEYNOTES

- 1 ENHANCED PAVING AT DRIVEWAY ENTRIES
- 2 PICNIC TABLE WITH PAVED SURFACE AREA
- 3 BENCH SEATING TYPICAL
- 4 TOT LOT
- 5 SITE FENCELINE TYPICAL
- 6 COURTYARD TERRACE WITH BENCH SEATING AND RAISED POTTERY PLANT BEDS/OLD
- 7 DECORATIVE RIVER ROCK GROUND COVER ACCENTS TYPICAL
- 8 FIRE DEPARTMENT ACCESS ROAD
- 9 PRIVATE REAR YARD PATIOS AND LANDSCAPING
- 10 HO-CENTRION BARN TYPICAL
- 11 AUTOMATED ENTRY GATE
- 12 PUBLIC CITY SIDEWALK TYPICAL
- 13 SWIMMING POOL
- 14 SPA
- 15 BARBOULES AND SEATING
- 16 TRASH ENCLOSURE
- 17 CLUSTER STYLE MAILBOX STRUCTURE

* SEE SHEET L-1.1 FOR PRELIMINARY PLANT LEGEND



PRELIMINARY PLANT LEGEND

| SYMBOL | BOTANICAL NAME | COMMON NAME | SIZE | SPACING |
|--|----------------------------|-------------|---------|---------|
| TREE - Large Canopy Width (24'-40') | | | | |
| | ACACIA SALICINA 'SUNSHINE' | WHEAT GRASS | 24" BOX | 20' |
| | ACACIA SALICINA 'SUNSHINE' | WHEAT GRASS | 24" BOX | 20' |
| TREE - Flowering Accent (Deciduous and Evergreen) | | | | |
| | ACACIA SALICINA 'SUNSHINE' | WHEAT GRASS | 24" BOX | 20' |
| | ACACIA SALICINA 'SUNSHINE' | WHEAT GRASS | 24" BOX | 20' |
| TREE - Small Scale Project (24"-40" Hgt. Evergreen) | | | | |
| | ACACIA SALICINA 'SUNSHINE' | WHEAT GRASS | 24" BOX | 20' |
| | ACACIA SALICINA 'SUNSHINE' | WHEAT GRASS | 24" BOX | 20' |
| TREE - Shrub-like Small | | | | |
| | ACACIA SALICINA 'SUNSHINE' | WHEAT GRASS | 24" BOX | 20' |
| SHRUBS - Large Scale Screening and Accent | | | | |
| | ACACIA SALICINA 'SUNSHINE' | WHEAT GRASS | 24" BOX | 20' |
| SHRUBS - Medium Scale Accent | | | | |
| | ACACIA SALICINA 'SUNSHINE' | WHEAT GRASS | 24" BOX | 20' |
| SHRUBS - Small Scale Accent | | | | |
| | ACACIA SALICINA 'SUNSHINE' | WHEAT GRASS | 24" BOX | 20' |
| FLOWERING PERENNIALS AND GRASSES | | | | |
| | ACACIA SALICINA 'SUNSHINE' | WHEAT GRASS | 24" BOX | 20' |
| | ACACIA SALICINA 'SUNSHINE' | WHEAT GRASS | 24" BOX | 20' |

| SYMBOL | SUBSTRATE AND SOIL | PLANT NAME | SIZE | SPACING |
|--|----------------------------|-------------|---------|---------|
| | ACACIA SALICINA 'SUNSHINE' | WHEAT GRASS | 24" BOX | 20' |
| | ACACIA SALICINA 'SUNSHINE' | WHEAT GRASS | 24" BOX | 20' |
| BROOKWALK AND DETENTION BASIN PLANTINGS | | | | |
| | ACACIA SALICINA 'SUNSHINE' | WHEAT GRASS | 24" BOX | 20' |
| | ACACIA SALICINA 'SUNSHINE' | WHEAT GRASS | 24" BOX | 20' |
| VINES | | | | |
| | ACACIA SALICINA 'SUNSHINE' | WHEAT GRASS | 24" BOX | 20' |
| GROUND COVERS - Organic | | | | |
| | ACACIA SALICINA 'SUNSHINE' | WHEAT GRASS | 24" BOX | 20' |
| GROUND COVERS - Hardscape | | | | |
| | ACACIA SALICINA 'SUNSHINE' | WHEAT GRASS | 24" BOX | 20' |
| TURF | | | | |
| | ACACIA SALICINA 'SUNSHINE' | WHEAT GRASS | 24" BOX | 20' |

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MORENO VALLEY, CA 92553

| REV | DATE | REVISION |
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| | | |

Project No: 20-002
Project Start Date: 03/20/20
Checked: JAL
Rev. Date: 05/20/20
Sheet Name:

PLANT LEGEND

Scale:
Sheet No:

L-1.1



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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The City of Moreno Valley Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact City of Moreno Valley Planner Ms. Julia Descoteaux at (951) 413-3209.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to prull@rivco.org or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501

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

DATE OF HEARING: **June 11, 2020**

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

Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the Place of Hearing, as listed above. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org

CASE DESCRIPTION:

ZAP1418MA20 – NOAA Group/Apollo IV Development Group (Representative: Joe Holasek) – City of Moreno Valley Case No. PEN20-0057 (Plot Plan). The applicant proposes to construct a 48 unit apartment complex with a community building including a manager's unit, gym, community room, billiard room, and computer lounge, plus a swimming pool, on 3.41 acres located northerly of Dracaea Avenue, westerly of Edgemont Street, southerly of Eucalyptus Avenue, and easterly of Old 215 Frontage Road (Airport Compatibility Zones C1 and D of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP 1418MA20 DATE SUBMITTED: 4-20-20

March
cred

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant Apollo IV Development Group Phone Number 760-855-8347
Mailing Address 2663 Pummelo Court Email chintupatel80@gmail.com
Escondido, CA 92027

Representative Joe Holasek Phone Number 619-507-1001
Mailing Address 4990 N. Harbor Drive Email jch@noaainc.com
San Diego, CA 92106

Property Owner Apollo IV Development Group Phone Number 760-855-8347
Mailing Address 2663 Pummelo Court Email chintupatel80@gmail.com
Escondido, CA 92027

LOCAL JURISDICTION AGENCY

Local Agency Name City of Moreno Valley Phone Number 951-413-3224
Staff Contact Jeff Bradshaw JULIA DESCOTEAUX Email jeffreyb@moval.org
Mailing Address Associate Planner Community Development Case Type
14177 Frederick Street General Plan / Specific Plan Amendment
 Zoning Ordinance Amendment
 Subdivision Parcel Map / Tentative Tract
Local Agency Project No PPA 19-0022 PEN 20-0057 Use Permit
 Site Plan Review/Plot Plan
 Other

PROJECT LOCATION

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

Street Address 21644 Dracaea Avenue
Moreno Valley, CA 21644
Assessor's Parcel No. 263-132-016-4; 263-132-017-5 Gross Parcel Size 3.41
Subdivision Name none yet Nearest Airport and distance from Air-
port 2.5 miles March AFB
Lot Number _____

PROJECT DESCRIPTION

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

Existing Land Use (describe) The existing site is vacant, undeveloped land.

| | | | |
|--------------------------------------|---|--|-----|
| Proposed Land Use (describe) | The proposed use is for a (42) Unit, 3-story apartment on the portion of the site in the Compatibility Zone D, (8) 3-story Townhome styled Apartments and (1) 1-story Manager's Unit in the Compatibility Zone C-1 portion of the site. | | |
| For Residential Uses | Number of Parcels or Units on Site (exclude secondary units) | 51 | |
| For Other Land Uses (See Appendix C) | Hours of Operation | | |
| | Number of People on Site | Maximum Number 195 | |
| | Method of Calculation | Apartment Calculation of 1/200 GSF | |
| Height Data | Site Elevation (above mean sea level) | 1,540 | ft. |
| | Height of buildings or structures (from the ground) | 35 | ft. |
| Flight Hazards | Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? | <input type="checkbox"/> Yes | |
| | If yes, describe | <input checked="" type="checkbox"/> No | |

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

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

C. **SUBMISSION PACKAGE:**

- ✓ 1. Completed ALUC Application Form
- ✓ 1. ALUC fee payment
- ✓ 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
- ✓ 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
- ✓ 1. CD with digital files of the plans (pdf)
- ✓ 1. Vicinity Map (8.5x11)
- ✓ 1. Detailed project description
- ✓ 1. Local jurisdiction project transmittal
- ✓ 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
- 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. (Only required if the project is scheduled for a public hearing Commission meeting)

✓

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.4

HEARING DATE: June 11, 2020

CASE NUMBER: ZAP1421MA20 – Rockefeller Group (Representative: EPD Solutions)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: BNR2000041 (Building Permit)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zone C2

Noise Levels: Below 60 CNEL from aircraft

MAJOR ISSUES: At the time this staff report was written, the Air Force has not completed its review of the project.

RECOMMENDATION: Staff recommends that the Commission CONTINUE the matter to the July 9, 2020 meeting, pending completion of the Air Force review of the project.

PROJECT DESCRIPTION: The applicant proposes to establish rooftop solar panels totaling 195,000 square feet on a 290,242 square foot industrial manufacturing building on 12.96 acres.

The original proposal (ZAP1362MA19) to establish a 290,242 square foot industrial manufacturing building on 12.96 acres was found consistent by the Commission on May 9, 2019.

PROJECT LOCATION: The site is located on the northwest corner of Harvill Avenue and (Old) Cajalco Road, in the unincorporated community of Mead Valley, approximately 8,580 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

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 C2, which limits average intensity to 200 people per acre and 500 people per single acre. The proposed rooftop solar panels will not generate any occupancy.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zone C2 southwesterly of the southerly runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the proposal to add rooftop solar panels, and sent a solar glare hazard analysis study for their review. As of the time this staff report was prepared, no comments have been received from the Air Force regarding this project.

Flight Hazard Issues: Structure height, electrical interference, and reflectivity/glare are among the issues that solar panels in the airport influence area must address. The project's 195,000 square foot square foot photovoltaic (PV) panel structures would be located on the rooftop of the 290,242 square foot industrial manufacturing building within Compatibility Zone C2.

Glint and Glare/Reflectivity

Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property. However, potential for temporary after-image ("yellow" level) and potential for permanent eye damage ("red" level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers.

The project proposes 195,000 square feet of solar panels on the building rooftop with a fixed tilt of 15 degrees with no rotation, and an orientation of 178 degrees. The applicant has submitted a glare analysis utilizing the web-based Forge Solar, a copy of which is attached hereto. The analysis was based on a 2 mile straight in approach (as per FAA Interim Policy standards) to runways 14 and 32, and also based on the traffic patterns as identified by March Air Reserve Base staff (Runway 12/30 General Aviation, Runway 14/32 General Aviation, Runway 14/32 C-17/KC-135, Runway 14/32 Overhead). The analysis utilized a glide slope approach of 5.0 degrees. No glare would affect the Air Traffic Control Tower.

The analysis concluded that no glare would occur on the 2 mile approach to runways 14 and 32. However, some potential for glare was identified within the Air Force traffic pattern. Evaluation of the Air Force traffic patterns indicates that the panels would result in low potential for temporary after-image ("green" level glare) in the downwind portion of the Runway 14/32 C-17/KC-135 traffic pattern, totaling 352 minutes of "green" level glare, lasting up to 10 minutes a day, between October and November from 7:00 a.m. to 8:00 a.m. (pacific daylight time), and between February and March from 6:00 a.m. to 7:00 a.m. (pacific standard time).

The total of 352 minutes of "green" level glare represents less than 1 percent of total day light time.

Electrical and Communication Interference

The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site.

Prohibited and Discouraged Uses: Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would result in a low potential for temporary after-image (“green” level) which has been determined by the Federal Aviation Administration (FAA) to be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low. Staff has included conditions to remedy unanticipated situations.

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 non-noise sensitive use, no mitigation measures are necessary.

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 8,580 feet from the runway to the site, Federal Aviation Administration review would be required for any structures with top of roof elevation exceeding 1,573.8 feet AMSL. The site’s finished floor elevation is 1,518 feet AMSL and the proposed building height is 51 feet, for a top point elevation of 1,569 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service (FAA OES) is not required. However, a condition is included requiring FAA OES review for any structure with a top point elevation exceeding 1,573 feet AMSL.

The proposed rooftop solar panel project would not increase the approved height of the building.

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 to the extent as to result in a potential for temporary after-image greater than the low (“green”) level.
 - (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 282,242 square feet of manufacturing area, 4,000 square feet of first floor office area, and 4,000 square feet of second floor mezzanine office area. Any increase in building area or change in use other than for office, manufacturing, and/or warehousing uses will require an amended review by the Airport Land Use Commission.
10. The maximum height of the building, including all roof-mounted equipment, if any, shall be limited to 55 feet, and the maximum top point elevation shall not exceed 1,573 feet above mean sea level unless a "Determination of No Hazard to Air Navigation" letter authorizing a higher top point elevation has been issued by the Federal Aviation Administration Obstruction Evaluation Service.
11. All solar arrays installed on the project site shall consist of smooth glass photovoltaic solar panels without anti-reflective coating, a fixed tilt of 15 degrees and orientation of 178 degrees. Solar panels shall be limited to a total of 195,000 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require a new hearing by the Airport Land Use Commission.
12. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.
13. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of

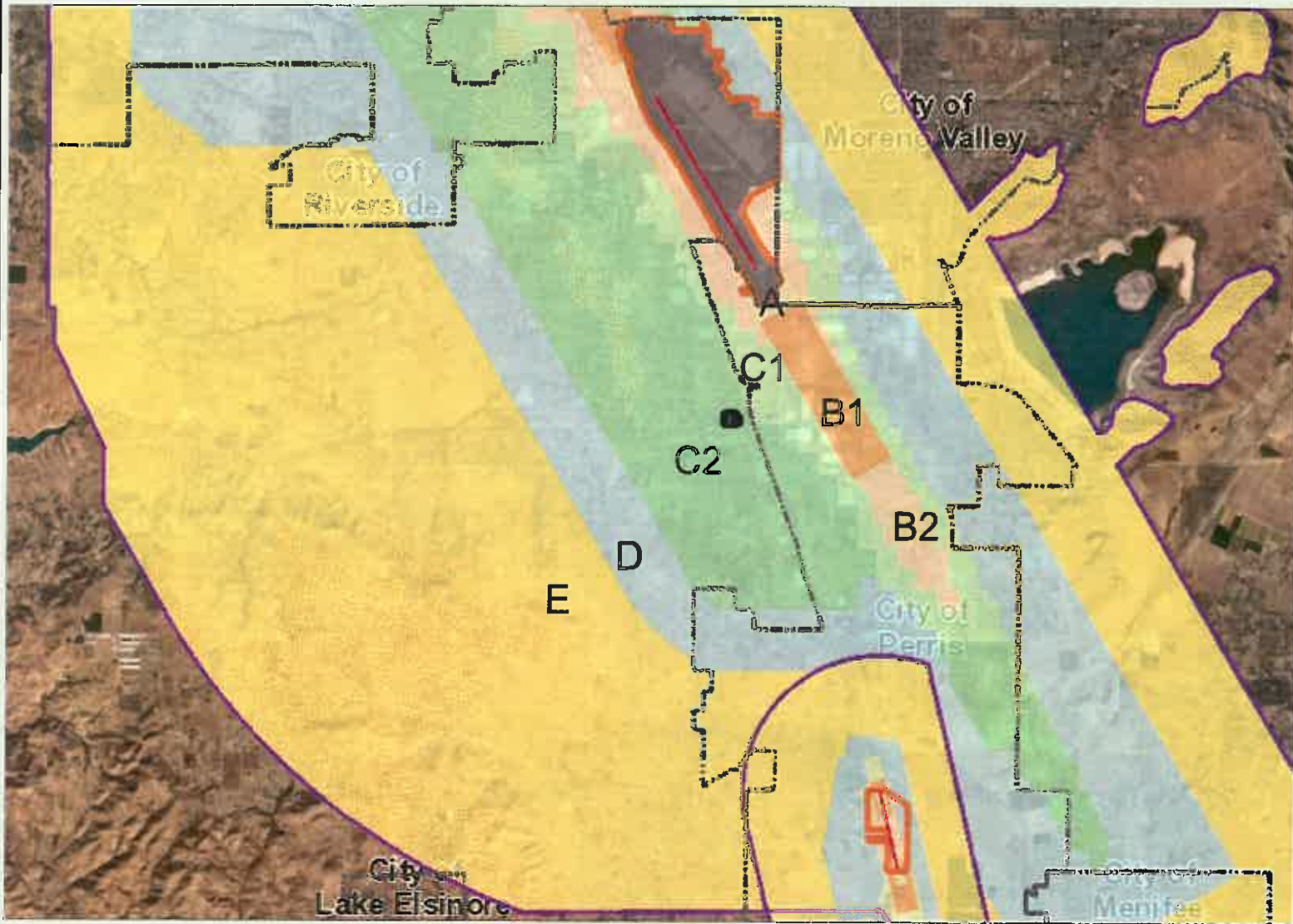
written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

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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)

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-FXC6



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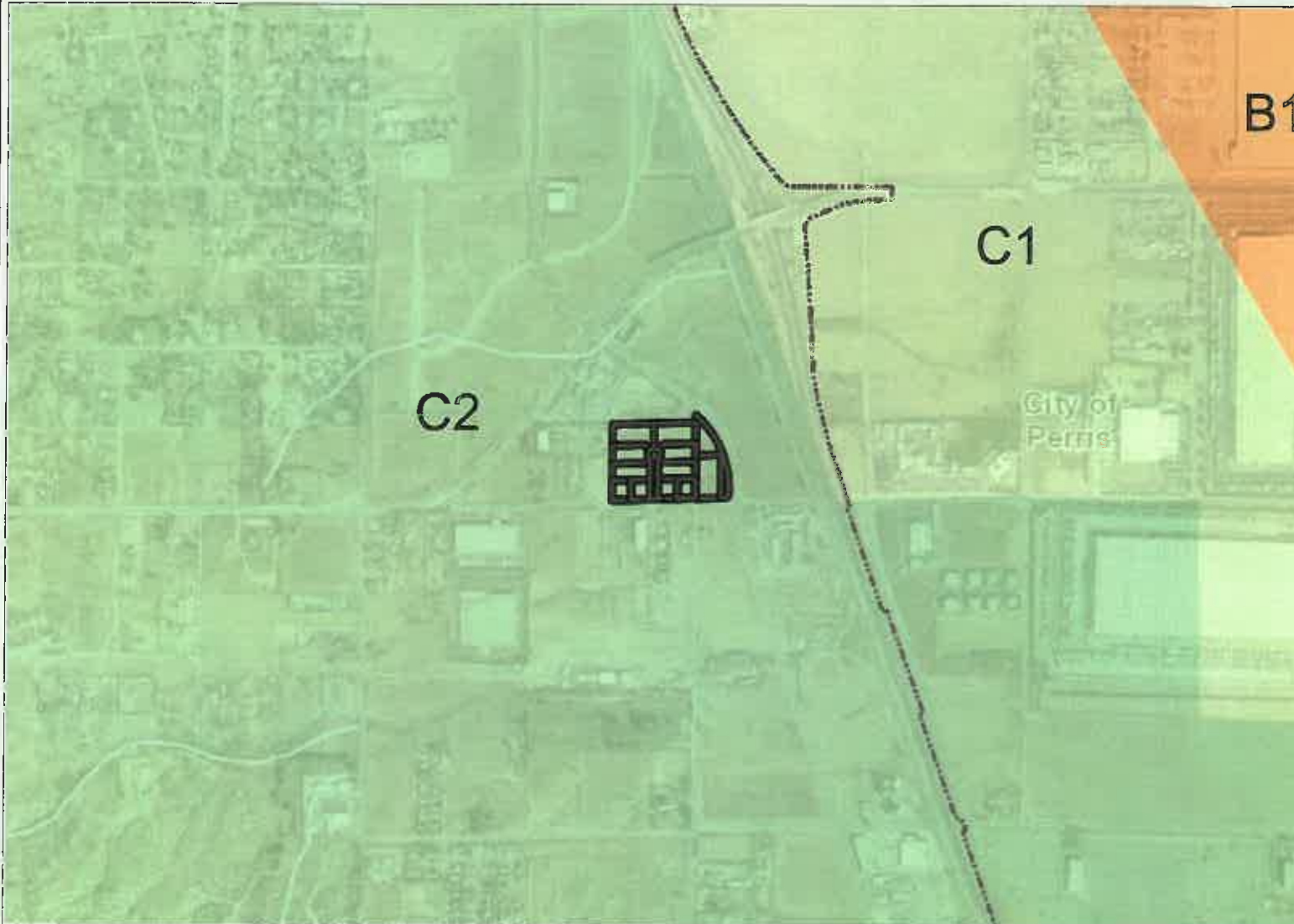


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Notes

Map My County Map



Legend

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



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-  City Areas
-  World Street Map



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- Blueline Streams
- City Areas
- World Street Map



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Legend

- Blueline Streams
- City Areas
- World Street Map



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518

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Map My County Map



- Legend**
- Blueline Streams
 - ▣ City Areas
 - World Street Map

City of
Perris



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ENERT/S

Report prepared for:
**EPD Solutions, Inc &
Newcastle Val Verde, LLC**

**Owner's Engineering Report for
Solar Glare Hazard Analysis,
Newcastle Val Verde,
Perris, California**

December 28th, 2019





TABLE OF CONTENTS

1. EXECUTIVE SUMMARY 2

2. SOLAR GLARE HAZARD ANALYSIS, METHOD AND RESULTS 4

 2.1. SOLAR GLARE ANALYSIS TOOLS AND STANDARDS..... 4

 2.2. CUSTOMER-PROVIDED INFORMATION 4

 2.3. PRELIMINARY PHOTOVOLTAIC ARRAY DESIGN 5

 2.4. AIR FORCE / BASE REQUIREMENTS..... 6

 2.5. RESULTS..... 8

3. APPENDICES 9

 3.1. APPENDIX 1 – TECHNICAL REFERENCE SHEETS 9

 3.2. APPENDIX 2 – USAF FLIGHT PATH COORDINATE REQUIREMENTS 11

 3.3. APPENDIX 3 – GLAREGAUGE REPORT DOCUMENT..... 13



1. EXECUTIVE SUMMARY

EPD Solutions, Inc (hereinafter, EPD or the Client) is supporting development a property for Newcastle Val Verde, LLC, on Cajalco Road near Harvill Ave. in Perris, California (hereinafter, the Project). The project is planning to have roof-mounted photovoltaic modules and arrays mounted on the building roof, and as the project is within range of nearby March Air Reserve Base (March AFB) the Authorities Having Jurisdiction (AHJs) request a Solar Glare Hazard Analyses be completed in order to prove no excessive glint or glare will be created by the Project to interfere with pilots or the control tower operating at this facility.

Enertis Solar, LLC (hereinafter, Enertis, Owner’s Engineer or OE) has completed the required analysis using acceptable solar glare hazard (SGH) analysis software on a possible roof-mounted PV array, and found the project to **PASS** analysis compliant with Airport Land Use Commission, FAA and USAF regulations. Inputs, model parameters and results from this analysis program are documented and included in the Appendices.

Enertis also completed preliminary PV system designs and specifications, in order to complete this analysis and to most accurately model the proposed system. A summary of this design information is included in this report as well. Enertis Solar can provide more detailed project specifications, design service, energy production estimating, etc if and when the project may require such services.



Figure 1-1 Site location, March AFB and surrounding areas



Figure 1-2 Detailed aerial view of project area, with Planning overlay and PV array outline

2. SOLAR GLARE HAZARD ANALYSIS, METHOD and RESULTS

2.1. Solar Glare Analysis Tools and Standards

The potential impact of glint and glare from photovoltaic modules, concentrating solar collectors, receivers, and other components has received increased attention as a potential hazard or distraction for pilots, air-traffic control and other personnel. Hazards from reflected solar radiation include the potential for permanent eye injury (e.g., retinal burn from concentrated sunlight) and temporary disability or distractions (e.g., glint, glare, after-images).

Sandia National Laboratories (National Technology and Engineering Solutions of Sandia, LLC.) developed early Solar Glare Hazard Analysis Tools (SGHAT); programs for modeling and analyzing potential hazards from solar glare, which have been adopted as a standard for FAA and other airport / user reviews.

Due to cybersecurity restrictions at Sandia, SGHAT is now available for internal Sandia use only. All external use of SGHAT is restricted, however the glare tool source code and algorithms were made available for licensing. The organization at Sims Industries (d/b/a ForgeSolar) pursued this option, is licensed for such IP sharing, and offers comparable tools for this FAA-certifiable glare analysis.

The firm at ForgeSolar offers **GlareGauge** a Solar Glare Hazard Analysis Tool technology based on the work and code at Sandia National Laboratories (www.ForgeSolar.com). Key aspects of GlareGauge include:

- No other tool uses the comprehensive SGHAT algorithms for analyzing entire flight paths and discrete receptor points.
- Analyze continuous flight paths, not just scattered points, for comprehensive and accurate results.
- Improved, updated glare-check algorithms, based on Sandia code, to provide repeatable, rigorous results.
- Cloud-based operation, for team collaboration and aiding in model tracking and configuration management

The GlareGauge program (version as available September 2019) was used for this successful evaluation.

2.2. Customer-provided Information

The following information was provided to Enertis, for review and inclusion in the final glare modeling and analysis. The accuracy of this report and analysis is dependent on this information, and the assumptions and methods documented or implied.

| Customer-Supplied Information | |
|-------------------------------|--|
| Item | Description |
| 18068-00-1-A1-1PN.pdf | Site Plan of proposed development, Newcastle Val Verde Logistics Center By RGA Office of Architectural Design, Inc |

Table 2-1 Summary of reference information provided

2.3. Preliminary Photovoltaic Array Design

Enertis Solar was requested and required to make initial selections around the Project, in order to allow modeling of the reflective surfaces and their potential for glare hazards.

Conference discussions with the Client confirmed the site will likely be a fixed-tilt, roof-mounted modern photovoltaic project. Enertis applied best practices and selected likely product components, based on best practices and common project selections in our extensive portfolio.

The preliminary PV system capacity value (kWatts DCp) of the rooftop system is entered into GlareGauge. The program then uses an estimate of solar production for the specified system and azimuth, and is able to use the approximate resulting value of absorbed solar energy in its reflectivity calculations.

The PV system summary is included below:

| Photovoltaic Design Parameters and Information | |
|--|---|
| Parameter | Selection, Description or Information |
| PV Modules | Canadian Solar, M#CS3U-375 (up to -395) or equal. High efficiency monosilicone PERC PV modules; 1000V / 1500V DC No Anti-Glare coating or treatment is assumed as coating and benefits may degrade with age |
| PV Racking Systems | <ol style="list-style-type: none"> 1. Unirac, RM10 series; 2. Panel Claw, clawFR series; 3. or equal 15 Degree fixed tilt ballasted roof-top PV racking system |
| Inverters, Balance of System | Likely 1000-volt DC-rated PV system (rated peak voltage); connected to string-level inverters, 60-120kW AC each; These sub-systems have no significant reflective surfaces or impact to the glare analysis. Electrical enclosures, less than 2 square feet roof area per unit, housed in finished, exterior-rated gray metal or fiberglass enclosures. |

| | |
|---|--|
| <p>Assumed buildable PV array roof area, and resulting approximate PV system size</p> | <p>Gross rectangular is approximation of potential PV array area, based on Customer-supplied information.</p> <p>Area estimates do not include any significant space offsets for HVAC systems, vertical structures creating shading offset areas, etc.</p> <p>PV Module power density is approximately 19 watts DCp per square foot of active PV area, based on the PV module class listed.</p> <p>Rooftop Arrangement: Approx 195,000 square feet gross roof area Allow for service and mechanical aisles, each 100-150', in each direction 75% maximum roof coverage ratio, for active PV area to total roof area Maximum 150,000 square feet active array area 180 deg (south facing) azimuth and front building façade; 15 degree fixed tilt PV system 19 watts DCp per square foot, in modern standard PV modules <u>Maximum</u> PV system size approximately 2,800 kW DCp, without set-aside area for HVAC or other obstructions; A value of 2,800kW was used in GlareGauge modeling</p> |
|---|--|

Table 2-2 Summary of Preliminary Photovoltaic Design

2.4. Air Force / Base Requirements

Enertis had previously received flight path coordinate information and USAF requirements from the prevailing Airport Land Use Commission (ALUC), as applies to Solar Glare Analysis and PV approvals near March AFB.

- The FAA Interim Policy for Solar Glare identifies only the 2-mile approach as the flight path that needs to be analyzed for glare impacts.
- March Air Reserve Base and the USAF have supplemental requirements to review all active as well as alternate and special-use flight paths be reviewed for glare impacts.

The coordinate list for USAF FPs is included in Appendix 2. Partial examples of Flight Paths are in the following figure.

Also shown is the flight path (FP), as translated into the GlareGauge program. Coordinate sets are translated from simple text file to allocated text strings. The USAF coordinates also used a coordinate basis of degrees:minutes:seconds, but the analysis tool requires a decimal coordinate system. Values were individually translated and used in analysis programming.

| | Threshold | | | 2-mile point | | |
|---|------------------|-------------------|-------|------------------|-------------------|-------|
| | Lat | Long | Elev | Lat | Long | Elev |
| Runway 12/30 GA Rectangular Approval | | | | | | |
| GA, Rwy 12 Upwind | N 33° 59' 03.55" | W 117° 15' 12.73" | 1,500 | N 33° 52' 33.85" | W 117° 14' 37.00" | 2,800 |
| GA, Rwy 30 Final | N 33° 52' 33.85" | W 117° 14' 37.00" | 2,800 | N 33° 53' 03.55" | W 117° 15' 12.73" | 1,500 |
| GA, Rwy 30 Base | N 33° 52' 50.93" | W 117° 13' 46.08" | 2,800 | N 33° 52' 33.89" | W 117° 14' 05.43" | 2,800 |
| GA, Rwy 12 Crosswind | N 33° 52' 33.89" | W 117° 14' 05.43" | 2,800 | N 33° 52' 50.93" | W 117° 13' 46.08" | 2,800 |
| GA, Rwy 12 Downwind | N 33° 53' 15.43" | W 117° 13' 46.14" | 2,800 | N 33° 54' 37.20" | W 117° 15' 23.29" | 2,800 |
| GA, Rwy 30 Downwind | N 33° 54' 37.20" | W 117° 15' 23.29" | 2,800 | N 33° 53' 15.43" | W 117° 13' 46.14" | 2,800 |
| GA, Rwy 12 Base | N 33° 54' 37.16" | W 117° 15' 53.88" | 2,800 | N 33° 54' 20.13" | W 117° 16' 14.24" | 2,800 |
| GA, Rwy 30 Crosswind | N 33° 54' 20.13" | W 117° 16' 14.24" | 2,800 | N 33° 54' 37.16" | W 117° 15' 53.88" | 2,800 |
| GA, Rwy 12 Final | N 33° 53' 54.63" | W 117° 13' 14.19" | 2,800 | N 33° 53' 24.93" | W 117° 15' 38.45" | 1,500 |
| GA, Rwy 30 Upwind | N 33° 53' 24.93" | W 117° 15' 38.45" | 1,500 | N 33° 53' 54.63" | W 117° 13' 14.19" | 2,800 |

Figure 2-1 Sample of USAF Flight Path (FP) Requirements for Glare Analysis, March ARB / AFB

Name: GA, Rwy 14 Upwind
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.864994 | -117.248281 | 1500.07 | 0.00 | 1500.07 |
| Two-mile | 33.854942 | -117.241136 | 1500.07 | 1500.07 | 3000.15 |

Name: GA, Rwy 30 Base
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.880814 | -117.228467 | 1500.07 | 1300.06 | 2800.14 |
| Two-mile | 33.876081 | -117.235119 | 1500.07 | 1300.06 | 2800.14 |

Figure 2-2 A sample of USAF FP requirements, as represented in GlareGauge modeling

2.5. Results

Enertis finds that the Project as modeled and specified **PASSes** glare hazard model criteria, with zero minutes per year outside the ‘green zone’ of acceptable reflected energy.

The complete Glare Report is available and provided, under separate cover from this report summary.

FORGESOLAR GLARE ANALYSIS

Project: Newcastle Val Verde, LLC
Fixed tilt, roof-mounted PV

Site configuration: Newcastle Val Verde PV
Analysis conducted by Mark Burton (Mark.Burton@Enertis.com) at 19:24 on 23 Dec. 2019.

U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration Interim Policy 78 FR 63276. This policy requires the following criteria be met for solar energy systems on airport property:

- No “yellow” glare (potential for after-image) for any flight path from threshold to 2 miles
- No glare of any kind for Air Traffic Control Tower(s) (“ATCT”) at cab height.
- Default analysis and observer characteristics (see list below)

ForgeSolar does not represent or speak officially for the FAA and cannot approve or deny projects. Results are informational only.

| COMPONENT | STATUS | DESCRIPTION |
|---------------------|--------|--|
| Analysis parameters | PASS | Analysis time interval and eye characteristics used are acceptable |
| Flight path(s) | PASS | Flight path receptor(s) do not receive yellow glare |
| ATCT(s) | PASS | Receptor(s) marked as ATCT do not receive glare |

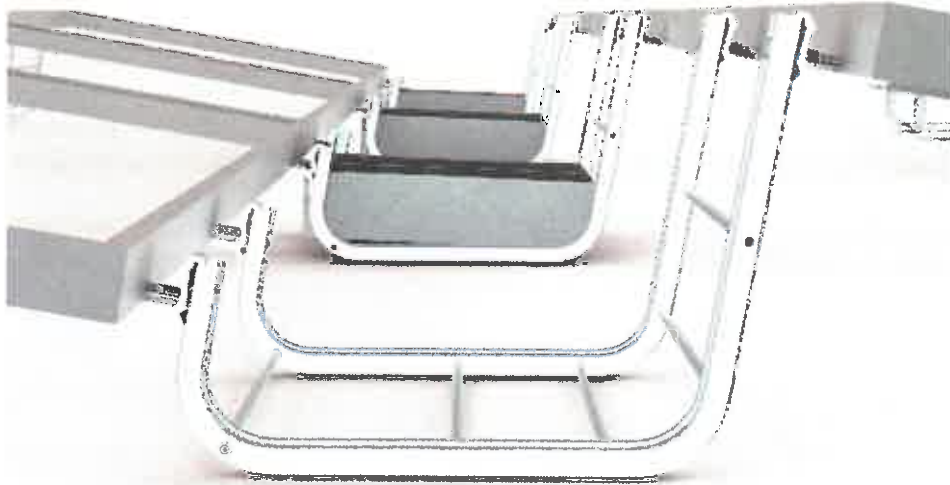
Figure 2-3 Report and system summary, GlareGauge

Unirac. Roof Mount RM10 series PV racking solution

ROOFMOUNT



ROOFMOUNT introduces the Power of Simplicity to the ballasted flat roof solar industry. The system consists of only two major components, minimizing preparation work and installation time. Seamlessly design around roof obstacles, support most framed modules and bond the system with just the turn of a wrench.



SIMPLE DESIGN • FAST INSTALLATION

SIMPLE DESIGN • AVAILABILITY • DESIGN TOOLS • QUALITY PROVIDER

3.2. Appendix 2 – USAF Flight Path Coordinate Requirements

As received from Riverside County Airport Land Use Commission representatives.

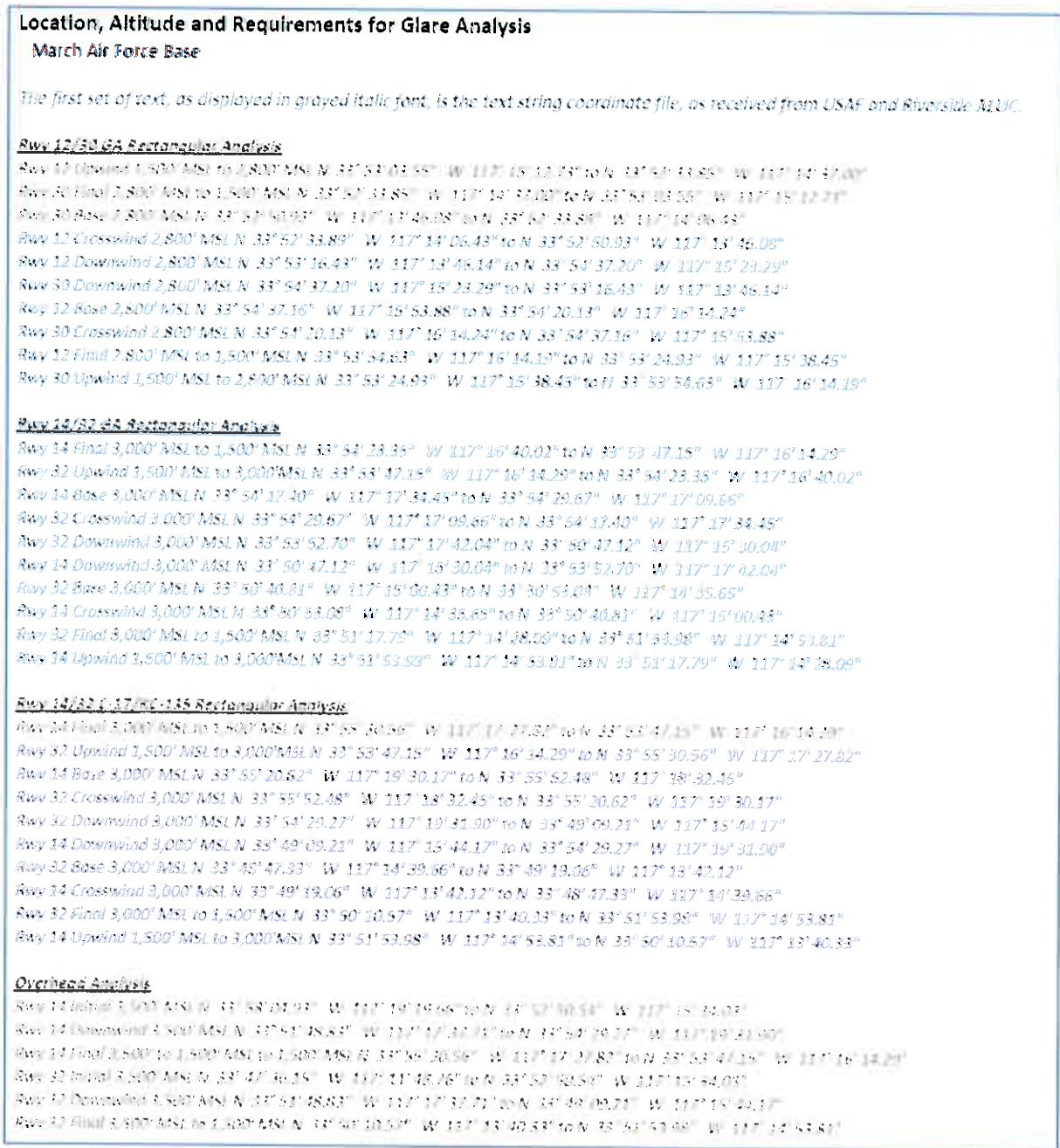


Figure 3-1 USAF Flight Path (FP) Requirements for Glare Analysis, March ARB / AFB



The following table reflects allocated fields / values, coordinate system conversion, and the setting of initial and final altitudes to achieve the FP rectangle described.

| | MERCATOR | | | SOUTH AFRICAN | | |
|---|------------------|-------------------|-------|------------------|-------------------|-------|
| | Lat | Lon | Elev. | Lat | Lon | Elev. |
| Nov 12 00 GA Rectangular Analysis | | | | | | |
| GA, Rwy 12 Upwind | N 53° 53' 08.36" | W 117° 15' 10.79" | 3,500 | N 53° 52' 58.65" | W 117° 14' 57.00" | 3,500 |
| GA, Rwy 30 Final | N 53° 52' 48.05" | W 117° 14' 57.00" | 2,600 | N 53° 53' 08.55" | W 117° 14' 13.78" | 2,600 |
| GA, Rwy 30 Base | N 53° 52' 30.87" | W 117° 13' 46.05" | 2,000 | N 53° 52' 53.85" | W 117° 14' 08.48" | 2,500 |
| GA, Rwy 12 Crosswind | N 53° 52' 33.33" | W 117° 14' 06.48" | 2,600 | N 53° 52' 50.38" | W 117° 13' 46.08" | 2,600 |
| GA, Rwy 12 Downwind | N 53° 53' 13.43" | W 117° 13' 46.14" | 2,600 | N 53° 52' 57.20" | W 117° 13' 45.28" | 2,600 |
| GA, Rwy 30 Downwind | N 53° 54' 37.20" | W 117° 13' 09.29" | 2,500 | N 53° 53' 16.48" | W 117° 14' 46.14" | 2,500 |
| GA, Rwy 12 Base | N 53° 53' 37.36" | W 117° 13' 09.05" | 2,500 | N 53° 54' 30.13" | W 117° 13' 14.24" | 2,500 |
| GA, Rwy 30 Crosswind | N 53° 54' 20.03" | W 117° 13' 24.24" | 2,000 | N 53° 54' 07.24" | W 117° 13' 33.40" | 2,300 |
| GA, Rwy 12 Final | N 53° 54' 34.43" | W 117° 13' 24.45" | 2,600 | N 53° 53' 54.58" | W 117° 13' 15.45" | 2,600 |
| GA, Rwy 30 Upwind | N 53° 53' 54.03" | W 117° 13' 38.45" | 1,800 | N 53° 53' 54.43" | W 117° 13' 14.16" | 2,600 |
| Nov 15 00 GA Rectangular Analysis | | | | | | |
| GA, Rwy 14 Final | N 53° 54' 25.55" | W 117° 13' 40.40" | 3,000 | N 53° 53' 47.54" | W 117° 13' 34.23" | 3,000 |
| GA, Rwy 32 Upwind | N 53° 53' 35.26" | W 117° 13' 34.20" | 1,800 | N 53° 54' 23.82" | W 117° 13' 30.00" | 3,000 |
| GA, Rwy 14 Base | N 53° 53' 30.45" | W 117° 17' 34.15" | 3,000 | N 53° 54' 26.27" | W 117° 13' 06.15" | 3,000 |
| GA, Rwy 32 Crosswind | N 53° 54' 24.97" | W 117° 17' 09.04" | 3,000 | N 53° 54' 18.48" | W 117° 13' 04.49" | 3,000 |
| GA, Rwy 32 Downwind | N 53° 53' 52.70" | W 117° 17' 42.04" | 3,000 | N 53° 54' 07.12" | W 117° 13' 59.04" | 3,000 |
| GA, Rwy 14 Downwind | N 53° 54' 07.32" | W 117° 15' 39.04" | 3,000 | N 53° 53' 53.70" | W 117° 13' 42.04" | 3,000 |
| GA, Rwy 32 Base | N 53° 54' 08.81" | W 117° 15' 39.04" | 3,000 | N 53° 53' 53.06" | W 117° 13' 58.89" | 3,000 |
| GA, Rwy 14 Crosswind | N 53° 54' 35.05" | W 117° 14' 35.05" | 3,000 | N 53° 53' 40.81" | W 117° 13' 06.43" | 3,000 |
| GA, Rwy 32 Final | N 53° 53' 57.20" | W 117° 14' 28.09" | 3,000 | N 53° 53' 56.25" | W 117° 13' 45.43" | 3,000 |
| GA, Rwy 14 Upwind | N 53° 53' 53.15" | W 117° 14' 39.21" | 1,800 | N 53° 53' 37.79" | W 117° 13' 28.09" | 3,000 |
| Nov 14 00 C-17KC-30 Rectangular Analysis | | | | | | |
| C-17KC, Rwy 14 Final | N 53° 53' 30.00" | W 117° 17' 37.60" | 3,000 | N 53° 53' 47.10" | W 117° 16' 16.00" | 3,000 |
| C-17KC, Rwy 32 Upwind | N 53° 53' 27.25" | W 117° 16' 34.29" | 1,500 | N 53° 53' 50.90" | W 117° 17' 27.52" | 3,000 |
| C-17KC, Rwy 14 Base | N 53° 53' 20.40" | W 117° 19' 30.20" | 3,000 | N 53° 53' 40.48" | W 117° 16' 42.48" | 3,000 |
| C-17KC, Rwy 32 Crosswind | N 53° 53' 30.45" | W 117° 18' 32.45" | 3,000 | N 53° 53' 20.00" | W 117° 18' 50.13" | 3,000 |
| C-17KC, Rwy 32 Downwind | N 53° 54' 29.27" | W 117° 18' 31.40" | 3,000 | N 53° 53' 03.20" | W 117° 19' 14.17" | 3,000 |
| C-17KC, Rwy 14 Downwind | N 53° 54' 00.15" | W 117° 18' 48.17" | 3,000 | N 53° 54' 39.20" | W 117° 16' 42.70" | 3,000 |
| C-17KC, Rwy 32 Base | N 53° 54' 47.53" | W 117° 14' 39.00" | 3,000 | N 53° 53' 39.09" | W 117° 15' 42.12" | 3,000 |
| C-17KC, Rwy 32 Crosswind | N 53° 54' 35.05" | W 117° 13' 42.10" | 3,000 | N 53° 53' 47.53" | W 117° 14' 39.09" | 3,000 |
| C-17KC, Rwy 32 Final | N 53° 53' 30.00" | W 117° 13' 40.39" | 3,000 | N 53° 53' 38.90" | W 117° 14' 30.61" | 3,500 |
| C-17KC, Rwy 14 Upwind | N 53° 53' 45.55" | W 117° 14' 53.03" | 1,500 | N 53° 53' 10.57" | W 117° 13' 46.33" | 3,000 |
| Overhead Analysis | | | | | | |
| OHead, Rwy 14 Initial | N 53° 53' 04.93" | W 117° 15' 18.66" | 3,500 | N 53° 52' 50.54" | W 117° 15' 34.03" | 3,500 |
| OHead, Rwy 34 Downwind | N 53° 53' 48.83" | W 117° 17' 37.73" | 3,500 | N 53° 54' 28.27" | W 117° 15' 31.90" | 3,500 |
| OHead, Rwy 34 Final | N 53° 53' 30.56" | W 117° 17' 27.82" | 3,500 | N 53° 53' 47.15" | W 117° 16' 14.20" | 1,800 |
| OHead, Rwy 32 Initial | N 53° 47' 36.19" | W 117° 15' 48.78" | 3,500 | N 53° 52' 50.54" | W 117° 15' 34.03" | 3,500 |
| OHead, Rwy 32 Downwind | N 53° 53' 48.83" | W 117° 17' 37.73" | 3,500 | N 53° 53' 08.23" | W 117° 15' 44.17" | 3,500 |
| OHead, Rwy 32 Final | N 53° 53' 10.57" | W 117° 13' 40.39" | 3,500 | N 53° 53' 59.96" | W 117° 14' 53.81" | 1,800 |

Figure 3-2 USAF Flight Path (FP) Requirements for Glare Analysis, March ARB / AFB; Translated

3.3. Appendix 3 – GlareGauge Report Document

(See Report, submitted under separate cover)



ENERTIS



FORGESOLAR GLARE ANALYSIS

Project: Newcastle Val Verde, LLC

Fixed tilt, roof-mounted PV

Site configuration: Newcastle Val Verde PV

Analysis conducted by Mark Burton (Mark.Burton@Energis.com) at 19:24 on 23 Dec, 2019.

U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration Interim Policy 78 FR 63276. This policy requires the following criteria be met for solar energy systems on airport property:

- No "yellow" glare (potential for after-image) for any flight path from threshold to 2 miles
- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics (see list below)

ForgeSolar does not represent or speak officially for the FAA and cannot approve or deny projects. Results are informational only.

| COMPONENT | STATUS | DESCRIPTION |
|---------------------|---------------|--|
| Analysis parameters | PASS | Analysis time interval and eye characteristics used are acceptable |
| Flight path(s) | PASS | Flight path receptor(s) do not receive yellow glare |
| ATCT(s) | PASS | Receptor(s) marked as ATCT do not receive glare |

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

FAA Policy 78 FR 63276 can be read at <https://www.federalregister.gov/d/2013-24729>

SITE CONFIGURATION

Analysis Parameters

DNI: peaks at 1,000.0 W/m²
Time Interval: 1 min
Ocular transmission coefficient: 0.5
Pupil diameter: 0.002 m
Eye focal length: 0.017 m
Sun subtended angle: 9.3 mrad
Site Config ID: 34573.6350



PV Array(s)

Name: Newcastle Val Verde PV
Axis tracking: Fixed (no rotation)
Tilt: 15.0°
Orientation: 178.0°
Rated power: 2800.0 kW
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



| Vertex | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|--------|--------------|---------------|-----------------------|--------------------------|----------------------|
| 1 | 33.839115 | -117.254663 | 1510.07 | 20.00 | 1530.07 |
| 2 | 33.839156 | -117.252572 | 1510.07 | 20.00 | 1530.07 |
| 3 | 33.838233 | -117.252554 | 1510.07 | 20.00 | 1530.07 |
| 4 | 33.838226 | -117.254643 | 1510.07 | 20.00 | 1530.07 |

Flight Path Receptor(s)

Name: C/KC, Rwy 14 Base

Description: None

Threshold height: 0 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.922394 | -117.325047 | 1500.07 | 1500.07 | 3000.15 |
| Two-mile | 33.931244 | -117.309014 | 1500.07 | 1500.07 | 3000.15 |

Name: C/KC, Rwy 14 Crosswind

Description: None

Threshold height: 0 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.821961 | -117.228367 | 1500.07 | 1500.07 | 3000.15 |
| Two-mile | 33.813147 | -117.244350 | 1500.07 | 1500.07 | 3000.15 |

Name: C/KC, Rwy 14 Downwind

Description: None

Threshold height: 0 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.819225 | -117.262269 | 1500.07 | 1500.07 | 3000.15 |
| Two-mile | 33.908131 | -117.325528 | 1500.07 | 1500.07 | 3000.15 |

Name: C/KC, Rwy 14 Final
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.925156 | -117.291061 | 1500.07 | 1500.07 | 3000.15 |
| Two-mile | 33.896431 | -117.270636 | 1500.07 | 0.00 | 1500.07 |

Name: C/KC, Rwy 14 Upwind
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.864994 | -117.248281 | 1500.07 | 0.00 | 1500.07 |
| Two-mile | 33.836269 | -117.227869 | 1500.07 | 1500.07 | 3000.15 |

Name: C/KC, Rwy 32 Base
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.813147 | -117.244350 | 1500.07 | 1500.07 | 3000.15 |
| Two-mile | 33.821961 | -117.228367 | 1500.07 | 1500.07 | 3000.15 |

Name: C/KC, Rwy 32 Crosswind

Description: None

Threshold height: 0 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.931244 | -117.309014 | 1500.07 | 1500.07 | 3000.15 |
| Two-mile | 33.922394 | -117.325047 | 1500.07 | 1500.07 | 3000.15 |

Name: C/KC, Rwy 32 Downwind

Description: None

Threshold height: 0 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.908131 | -117.325528 | 1500.07 | 1500.07 | 3000.15 |
| Two-mile | 33.819225 | -117.262269 | 1500.07 | 1500.07 | 3000.15 |

Name: C/KC, Rwy 32 Final

Description: None

Threshold height: 0 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



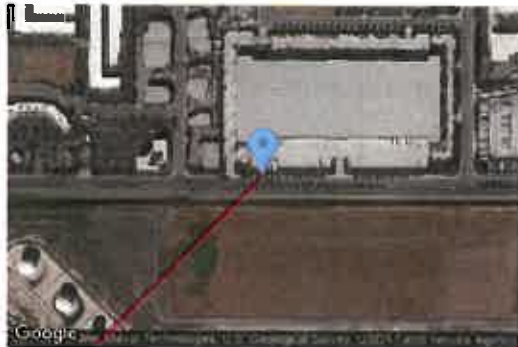
| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.836269 | -117.227869 | 1500.07 | 1500.07 | 3000.15 |
| Two-mile | 33.864994 | -117.248281 | 1500.07 | 0.00 | 1500.07 |

Name: C/KC, Rwy 32 Upwind
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.896431 | -117.270636 | 1500.07 | 0.00 | 1500.07 |
| Two-mile | 33.925156 | -117.291061 | 1500.07 | 1500.07 | 3000.15 |

Name: GA, Rwy 12 Base
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.910322 | -117.264967 | 1500.07 | 1300.06 | 2800.14 |
| Two-mile | 33.905592 | -117.270622 | 1500.07 | 1300.06 | 2800.14 |

Name: GA, Rwy 12 Crosswind
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.876081 | -117.235119 | 1500.07 | 1300.06 | 2800.14 |
| Two-mile | 33.880814 | -117.229467 | 1500.07 | 1300.06 | 2800.14 |

Name: GA, Rwy 12 Downwind
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.887897 | -117.229483 | 1500.07 | 1300.06 | 2800.14 |
| Two-mile | 33.910333 | -117.256469 | 1500.07 | 1300.06 | 2800.14 |

Name: GA, Rwy 12 Final
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.898508 | -117.270608 | 1500.07 | 1300.06 | 2800.14 |
| Two-mile | 33.890258 | -117.260681 | 1500.07 | 0.00 | 1500.07 |

Name: GA, Rwy 14 Base
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.904833 | -117.292903 | 1500.07 | 1500.07 | 3000.15 |
| Two-mile | 33.908242 | -117.286017 | 1500.07 | 1500.07 | 3000.15 |

Name: GA, Rwy 14 Crosswind
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.848078 | -117.243236 | 1500.07 | 1500.07 | 3000.15 |
| Two-mile | 33.844669 | -117.250119 | 1500.07 | 1500.07 | 3000.15 |

Name: GA, Rwy 14 Downwind
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



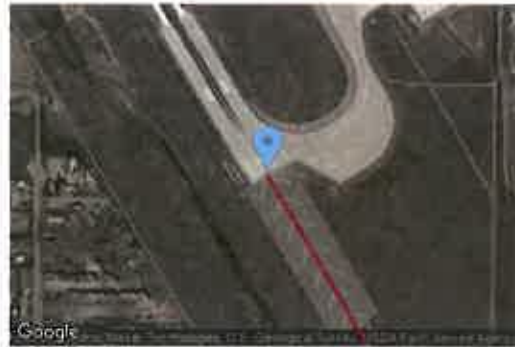
| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.846422 | -117.258344 | 1500.07 | 1500.07 | 3000.15 |
| Two-mile | 33.897972 | -117.295011 | 1500.07 | 1500.07 | 3000.15 |

Name: GA, Rwy 14 Final
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.906486 | -117.277783 | 1500.07 | 1500.07 | 3000.15 |
| Two-mile | 33.896431 | -117.270636 | 1500.07 | 0.00 | 1500.07 |

Name: GA, Rwy 14 Upwind
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.864994 | -117.248281 | 1500.07 | 0.00 | 1500.07 |
| Two-mile | 33.854942 | -117.241136 | 1500.07 | 1500.07 | 3000.15 |

Name: GA, Rwy 30 Base
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



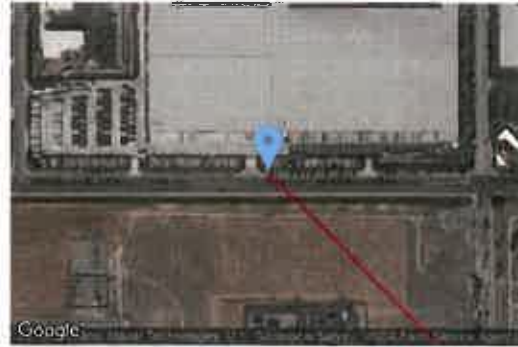
| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.880814 | -117.229467 | 1500.07 | 1300.06 | 2800.14 |
| Two-mile | 33.876081 | -117.235119 | 1500.07 | 1300.06 | 2800.14 |

Name: GA, Rwy 30 Crosswind
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.905592 | -117.270622 | 1500.07 | 1300.06 | 2800.14 |
| Two-mile | 33.910322 | -117.264967 | 1500.07 | 1300.06 | 2800.14 |

Name: GA, Rwy 30 Downwind
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.910333 | -117.256469 | 1500.07 | 1300.06 | 2800.14 |
| Two-mile | 33.887897 | -117.229483 | 1500.07 | 1300.06 | 2800.14 |

Name: GA, Rwy 30 Final
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.876069 | -117.243611 | 1500.07 | 1300.06 | 2800.14 |
| Two-mile | 33.884319 | -117.253536 | 1500.07 | 0.00 | 1500.07 |

Name: GA, Rwy 30 Upwind
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



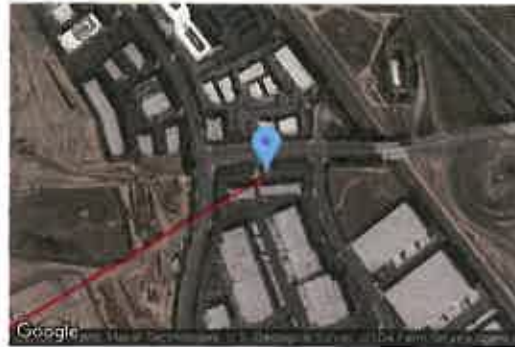
| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.890258 | -117.260681 | 1500.07 | 0.00 | 1500.07 |
| Two-mile | 33.898508 | -117.270608 | 1500.07 | 1300.06 | 2800.14 |

Name: GA, Rwy 32 Base
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



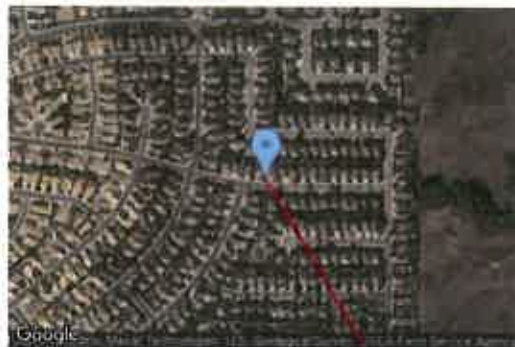
| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.844669 | -117.250119 | 1500.07 | 1500.07 | 3000.15 |
| Two-mile | 33.848078 | -117.243236 | 1500.07 | 1500.07 | 3000.15 |

Name: GA, Rwy 32 Crosswind
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.908242 | -117.286017 | 1500.07 | 1500.07 | 3000.15 |
| Two-mile | 33.904833 | -117.292903 | 1500.07 | 1500.07 | 3000.15 |

Name: GA, Rwy 32 Downwind
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.897972 | -117.295011 | 1500.07 | 1500.07 | 3000.15 |
| Two-mile | 33.846422 | -117.258344 | 1500.07 | 1500.07 | 3000.15 |

Name: GA, Rwy 32 Final
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.854942 | -117.241136 | 1500.07 | 1500.07 | 3000.15 |
| Two-mile | 33.864994 | -117.248281 | 1500.07 | 0.00 | 1500.07 |

Name: GA, Rwy 32 Upwind
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.896431 | -117.270636 | 1500.07 | 0.00 | 1500.07 |
| Two-mile | 33.906486 | -117.277783 | 1500.07 | 1500.07 | 3000.15 |

Name: OHead, Rwy 14 Downwind
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.863564 | -117.293808 | 1500.07 | 2000.10 | 3500.17 |
| Two-mile | 33.908131 | -117.325528 | 1500.07 | 2000.10 | 3500.17 |

Name: OHead, Rwy 14 Final
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.925156 | -117.291061 | 1500.07 | 2000.10 | 3500.17 |
| Two-mile | 33.896431 | -117.270636 | 1500.07 | 0.00 | 1500.07 |

Name: OHead, Rwy 14 Initial
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.968036 | -117.322128 | 1500.07 | 2000.10 | 3500.17 |
| Two-mile | 33.880706 | -117.259453 | 1500.07 | 2000.10 | 3500.17 |

Name: OHead, Rwy 32 Downwind
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.863564 | -117.293808 | 1500.07 | 2000.10 | 3500.17 |
| Two-mile | 33.819225 | -117.262269 | 1500.07 | 2000.10 | 3500.17 |

Name: OHead, Rwy 32 Final
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.836269 | -117.227869 | 1500.07 | 2000.10 | 3500.17 |
| Two-mile | 33.864994 | -117.248281 | 1500.07 | 0.00 | 1500.07 |

Name: OHead, Rwy 32 Initial
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.793375 | -117.196878 | 1500.07 | 2000.10 | 3500.17 |
| Two-mile | 33.880706 | -117.259453 | 1500.07 | 2000.10 | 3500.17 |

Name: Rwy 12-Upwind
Description: None
Threshold height: 0 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



| Point | Latitude (°) | Longitude (°) | Ground elevation (ft) | Height above ground (ft) | Total elevation (ft) |
|-----------|--------------|---------------|-----------------------|--------------------------|----------------------|
| Threshold | 33.884319 | -117.253536 | 1500.07 | 0.00 | 1500.07 |
| Two-mile | 33.876089 | -117.243811 | 1500.07 | 1300.06 | 2800.14 |

Discrete Observation Receptors

| Name | ID | Latitude (°) | Longitude (°) | Elevation (ft) | Height (ft) |
|--------|----|--------------|---------------|----------------|-------------|
| 1-ATCT | 1 | 33.891572 | -117.251203 | 1508.87 | 18.00 |

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

| PV Array Name | Tilt (°) | Orient (°) | "Green" Glare min | "Yellow" Glare min | Energy kWh |
|------------------------|-------------|---------------|----------------------|-----------------------|---------------|
| Newcastle Val Verde PV | 15.0 | 178.0 | 352 | 0 | 6,446,000.0 |

Total annual glare received by each receptor

| Receptor | Annual Green Glare (min) | Annual Yellow Glare (min) |
|------------------------|--------------------------|---------------------------|
| C/KC, Rwy 14 Base | 0 | 0 |
| C/KC, Rwy 14 Crosswind | 0 | 0 |
| C/KC, Rwy 14 Downwind | 352 | 0 |
| C/KC, Rwy 14 Final | 0 | 0 |
| C/KC, Rwy 14 Upwind | 0 | 0 |
| C/KC, Rwy 32 Base | 0 | 0 |
| C/KC, Rwy 32 Crosswind | 0 | 0 |
| C/KC, Rwy 32 Downwind | 0 | 0 |
| C/KC, Rwy 32 Final | 0 | 0 |
| C/KC, Rwy 32 Upwind | 0 | 0 |
| GA, Rwy 12 Base | 0 | 0 |

| Receptor | Annual Green Glare (min) | Annual Yellow Glare (min) |
|------------------------|---------------------------------|----------------------------------|
| GA, Rwy 12 Crosswind | 0 | 0 |
| GA, Rwy 12 Downwind | 0 | 0 |
| GA, Rwy 12 Final | 0 | 0 |
| GA, Rwy 14 Base | 0 | 0 |
| GA, Rwy 14 Crosswind | 0 | 0 |
| GA, Rwy 14 Downwind | 0 | 0 |
| GA, Rwy 14 Final | 0 | 0 |
| GA, Rwy 14 Upwind | 0 | 0 |
| GA, Rwy 30 Base | 0 | 0 |
| GA, Rwy 30 Crosswind | 0 | 0 |
| GA, Rwy 30 Downwind | 0 | 0 |
| GA, Rwy 30 Final | 0 | 0 |
| GA, Rwy 30 Upwind | 0 | 0 |
| GA, Rwy 32 Base | 0 | 0 |
| GA, Rwy 32 Crosswind | 0 | 0 |
| GA, Rwy 32 Downwind | 0 | 0 |
| GA, Rwy 32 Final | 0 | 0 |
| GA, Rwy 32 Upwind | 0 | 0 |
| OHead, Rwy 14 Downwind | 0 | 0 |
| OHead, Rwy 14 Final | 0 | 0 |
| OHead, Rwy 14 Initial | 0 | 0 |
| OHead, Rwy 32 Downwind | 0 | 0 |
| OHead, Rwy 32 Final | 0 | 0 |
| OHead, Rwy 32 Initial | 0 | 0 |
| Rwy 12-Upwind | 0 | 0 |
| 1-ATCT | 0 | 0 |

Results for: Newcastle Val Verde PV

| Receptor | Green Glare (min) | Yellow Glare (min) |
|------------------------|--------------------------|---------------------------|
| C/KC, Rwy 14 Base | 0 | 0 |
| C/KC, Rwy 14 Crosswind | 0 | 0 |
| C/KC, Rwy 14 Downwind | 352 | 0 |
| C/KC, Rwy 14 Final | 0 | 0 |
| C/KC, Rwy 14 Upwind | 0 | 0 |
| C/KC, Rwy 32 Base | 0 | 0 |
| C/KC, Rwy 32 Crosswind | 0 | 0 |
| C/KC, Rwy 32 Downwind | 0 | 0 |
| C/KC, Rwy 32 Final | 0 | 0 |
| C/KC, Rwy 32 Upwind | 0 | 0 |

| Receptor | Green Glare (min) | Yellow Glare (min) |
|------------------------|-------------------|--------------------|
| GA, Rwy 12 Base | 0 | 0 |
| GA, Rwy 12 Crosswind | 0 | 0 |
| GA, Rwy 12 Downwind | 0 | 0 |
| GA, Rwy 12 Final | 0 | 0 |
| GA, Rwy 14 Base | 0 | 0 |
| GA, Rwy 14 Crosswind | 0 | 0 |
| GA, Rwy 14 Downwind | 0 | 0 |
| GA, Rwy 14 Final | 0 | 0 |
| GA, Rwy 14 Upwind | 0 | 0 |
| GA, Rwy 30 Base | 0 | 0 |
| GA, Rwy 30 Crosswind | 0 | 0 |
| GA, Rwy 30 Downwind | 0 | 0 |
| GA, Rwy 30 Final | 0 | 0 |
| GA, Rwy 30 Upwind | 0 | 0 |
| GA, Rwy 32 Base | 0 | 0 |
| GA, Rwy 32 Crosswind | 0 | 0 |
| GA, Rwy 32 Downwind | 0 | 0 |
| GA, Rwy 32 Final | 0 | 0 |
| GA, Rwy 32 Upwind | 0 | 0 |
| OHead, Rwy 14 Downwind | 0 | 0 |
| OHead, Rwy 14 Final | 0 | 0 |
| OHead, Rwy 14 Initial | 0 | 0 |
| OHead, Rwy 32 Downwind | 0 | 0 |
| OHead, Rwy 32 Final | 0 | 0 |
| OHead, Rwy 32 Initial | 0 | 0 |
| Rwy 12-Upwind | 0 | 0 |
| 1-ATCT | 0 | 0 |

Flight Path: C/KC, Rwy 14 Base

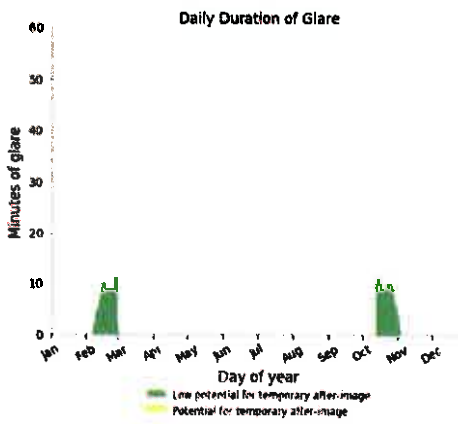
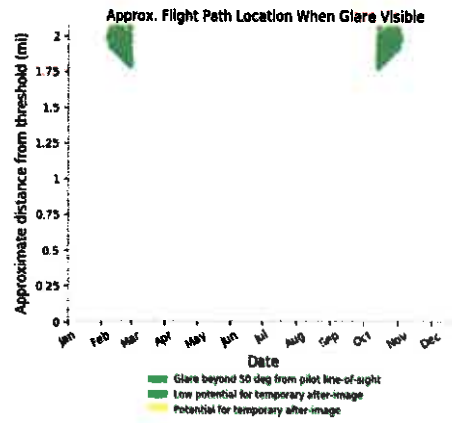
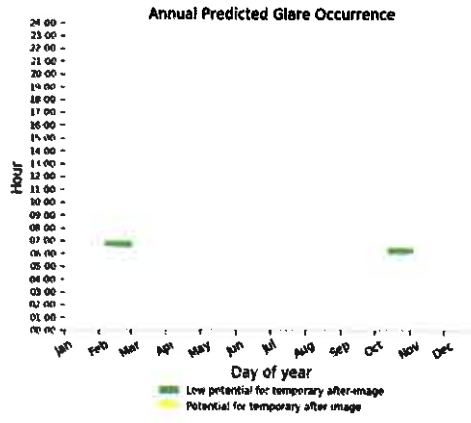
0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 14 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 14 Downwind

0 minutes of yellow glare
352 minutes of green glare



Flight Path: C/KC, Rwy 14 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 14 Upwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: C/KC, Rwy 32 Upwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 12 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 12 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 12 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 12 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 14 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 14 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 14 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA, Rwy 14 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 14 Upwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 30 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 30 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 30 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 30 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 30 Upwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 32 Base

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 32 Crosswind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 32 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 32 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA, Rwy 32 Upwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: OHead, Rwy 14 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: OHead, Rwy 14 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: OHead, Rwy 14 Initial

0 minutes of yellow glare
0 minutes of green glare

Flight Path: OHead, Rwy 32 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: OHead, Rwy 32 Final

0 minutes of yellow glare
0 minutes of green glare

Flight Path: OHead, Rwy 32 Initial

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 12-Upwind

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.

Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.

The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size.

Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)

Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.

Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.

The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual results and glare occurrence may differ.

Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The County of Riverside Planning Department should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Mr. Russell Brady at (951) 955-3205.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to prull@rivco.org. or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501

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

DATE OF HEARING: **June 11, 2020**

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

Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the Place of Hearing, as listed above. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org

CASE DESCRIPTION:

ZAP1421MA20 – Rockefeller Group (Representative: EPD Solutions) – County of Riverside Case No. BNR2000041 (Building Permit). A proposal to construct 195,000 square feet of rooftop solar panels on a 290,242 square foot industrial manufacturing building on 12.96 gross acres, located on the northwest corner of Harvill Avenue and (Old) Cajalco Road (The previous proposal to construct the 290,242 square foot industrial manufacturing building at this site had been found consistent by the ALUC) (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP 1421MA20 DATE SUBMITTED: 5-1-20

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant: Rockefeller Group Phone Number: 9494681812
Mailing Address: 4 Park Plaza Suite 840 Email: MSAJJADI@rockefellergroup.com
Irvine CA 92614

Representative: EPD Solutions Phone Number: 949-226-1854
Mailing Address: 2 Park Plaza Suite 1120 Email: norah@epdsolutions.com
Irvine CA 92614

Property Owner: Saba Family Trust Phone Number: _____
Mailing Address: 141911 5th Street Suite 300 Email: _____
Temecula CA 92590

March
C2

LOCAL JURISDICTION AGENCY

Local Agency Name: County of Riverside Phone Number: _____
Staff Contact: _____ Email: _____
Mailing Address: 4080 Lemon Street 12th Floor Case Type: Building Permit
Riverside CA 92502
Local Agency Project No: _____
 General Plan / Specific Plan Amendment
 Zoning Ordinance Amendment
 Subdivision Parcel Map / Tentative Tract
 Use Permit
 Site Plan Review/Plot Plan
 Other

PROJECT LOCATION

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

Street Address: N of Cajalco Rd, Westerly of Harvill Ave, and South of Cajalco Expressway
Assessor's Parcel No.: 317-110-037, 038, 317-110-041 through 317-110-051 Gross Parcel Size: 12.96
Subdivision Name: _____ Nearest Airport: _____
Lot Number: _____ and distance from Airport: _____

PROJECT DESCRIPTION

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

Existing Land Use (describe): vacant site

| | | | |
|--------------------------------------|--|--------------------------------------|---|
| Proposed Land Use (describe) | 289,556 SF speculative industrial building | | |
| For Residential Uses | Number of Parcels or Units on Site (exclude secondary units) | | |
| For Other Land Uses (See Appendix C) | Hours of Operation | TBD | |
| | Number of People on Site | Maximum Number | TBD |
| | Method of Calculation | | |
| Height Data | Site Elevation (above mean sea level) | 1517.70 - 1514.02 Finished Floor ft. | |
| | Height of buildings or structures (from the ground) | 51ft ft. | |
| Flight Hazards | Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? | | <input checked="" type="checkbox"/> Yes |
| | If yes, describe | | <input type="checkbox"/> No |
| | Solar panels | | |

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10) with ALUC return address (**only required if the project is scheduled for a public hearing Commission meeting**)

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION
STAFF REPORT**

AGENDA ITEM: 3.5

HEARING DATE: June 11, 2020

CASE NUMBER: ZAP1408MA20 – Meridian Park South, LLC
(Representative: Jeff Gordon)

APPROVING JURISDICTION: March Joint Powers Authority

JURISDICTION CASE NO: GP20-01 (General Plan Amendment), SP20-01 (Specific Plan Amendment), PP20-03 (Plot Plan), PP20-04 (Plot Plan), PP20-05 (Plot Plan), CUP20-02 (Conditional Use Permit), TPM20-02 (Tentative Parcel Map)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zones C2 High Terrain Zone

Noise Levels: Below 60 CNEL from aircraft

MAJOR ISSUES: None

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

PROJECT DESCRIPTION:

SP20-01 (SP-1 Amendment No. 8) is a proposal to amend the March Business Center Specific Plan by amending land use designations in the South Campus area located southerly of Van Buren Boulevard, easterly of Barton Street, and westerly of Village West Drive, modifying the transportation section to reflect changes in street layout, modifying infrastructure exhibits, and revising the design guidelines. The land use designation changes are as follows: increase Industrial by 68.5 acres to a total of 200.3 acres; increase Commercial by 17.1 acres to a total of 23.5 acres; increase Parks/Open Space by 15.3 acres to a total of 140.3 acres; increase Mixed Use by 4.5 acres to a total of 27.8 acres; add 0.9 acres of Public Facilities; reduce Business Park by 61.3 acres to a total of 170.8 acres; and reduce Office by 27.4 acres to a total of 4.6 acres.

GP20-01 is a proposal to amend the March Joint Powers Authority General Plan as follows: (1) amend the Land Use Map in accordance with the above land use designation changes in the Specific Plan Amendment and to reflect the rezoning of land and consolidation of proposed parcels and revisions to parcel boundaries; and (2) amend the Circulation Element by: (a) extending Village West Drive southerly to Nandina Avenue; (b) reconfiguring Street Y and renaming it as “Caroline Way”; (c) reconfiguring Street P, renaming it as “Bandit Boulevard”, and prohibiting trucks thereon; and (d) deleting Streets K, Q, T, and U.

PP20-03 proposes a 61,336 square foot commercial development consisting of a 44,200 square foot grocery store and two retail buildings (9,148 square feet and 7,938 square feet) on 9.45 acres located near the southeast corner of Van Buren Boulevard and Orange Terrace Parkway. CUP20-02 is a proposal to allow alcohol sales at the grocery store.

PP20-04 is a proposal to develop an 800,000 square foot industrial building on 36.5 acres located northerly of Krameria Avenue and westerly of Coyote Bush Road.

PP20-05 is a proposal to construct a 6.2-acre dog park and paseo on the easterly side of Barton Street across from the intersection of Barton Street with Santa Inez Way.

TPM20-02 is a proposal to consolidate and reorder parcels further revising unrecorded Tentative Tract Map (TTM) No. 30857 including: (a) consolidating existing TTM lot numbers 18 through 27 into new lot #10; (b) establish three parcels 74, 92 and 93 where parcel 74 is now planned; and (c) reconfiguring the area of TTM lot numbers 30-48, 51-66 and 79 by deleting Lots 33, 48, and 51 through 66.

PROJECT LOCATION: The proposed project areas are generally located northerly of Krameria Avenue, southerly of Van Buren Boulevard, easterly of Barton Street, and westerly of Village West Drive within the jurisdiction of the March Joint Powers Authority, with the nearest portion of the proposed Plot Plans located approximately 9,650 feet southwesterly of the northerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the project sites are 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 Additional Compatibility Policy 2.4 (e) of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, the following rates were used to calculate the occupancy for the proposed buildings in Compatibility Zone C2:

- Manufacturing/Office – 1 person per 200 square feet,
- Retail/Grocery – 1 person per 115 square feet,
- Restaurant dining area – 1 person per 15 square feet.

The applicant proposes three developments that are geographically separated: a commercial development proposing 61,336 square feet of grocery and retail uses located on three separate parcels totaling 9.45 acres; an industrial development proposing 800,000 square feet of industrial manufacturing area on 36.5 acres, and a 6.2 acre dog park and paseo with no proposed buildings.

Commercial Development

The project proposes three commercial buildings totaling 61,336 square feet of commercial area on three separate parcels totaling 9.45 acres.

The main anchor tenant is a 44,200 square foot grocery store located on 5.00 acres. This would accommodate a total occupancy of 384 people, and an average intensity of 77 people per acre, which is consistent with the Compatibility Zone C2 criterion of 200.

Shops 2 proposes 9,198 square feet of commercial building area on 3.06 acres, including 2,552 square feet of restaurant area and 6,646 square feet of retail area, accommodating 228 people, and resulting in an average intensity of 75 people per acre, which is consistent with the Compatibility Zone C2 average criterion of 200 people per acre.

Shops 3 proposes 7,938 square feet of commercial building area on 1.39 acres, including 1,501 square feet of restaurant area, and 6,437 square feet of retail area, accommodating 156 people, and resulting in an average intensity of 112 people per acre, which is consistent with the Compatibility Zone C2 average criterion of 200 people per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle). Based on the 394 parking stalls provided, the total occupancy would be estimated to be 591 people. The resulting average intensity of 63 people per acre is consistent with the Compatibility Zone C2 average criterion of 200.

Industrial Development

The project proposes an 800,000 square foot industrial manufacturing building on 36.5 acres, resulting in a total occupancy of 4,000 people, and an average intensity of 110 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 in the absence of more precise data). Based on

the 513 parking stalls and 148 truck trailer stalls provided, the total occupancy would be estimated to be 918 people. The resulting average intensity of 25 people per acre is consistent with the Compatibility Zone C2 average criterion of 200.

Dog Park

The project proposes a 6.2 acre dog park and paseo with no proposed building. The park proposes 25 parking spaces, which would result in an estimated presence of 38 people, and an average intensity of 6 people per acre, which is consistent with the Compatibility Zone C2 average 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.

Commercial Development

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area involving the grocery store building would include 43,560 square feet of the entire 44,200 square foot grocery building, accommodating a total occupancy of 379 people, which is consistent with the Compatibility Zone C2 single acre criterion of 500.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area involving Shops 2 would include the entire 9,198 square foot building and a 9,750 square foot portion of the adjacent grocery store building, accommodating a total occupancy of 313 people, which is consistent with the Compatibility Zone C2 single acre criterion of 500.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area involving Shops 3 would include the entire 7,938 square foot building and 14,625 square feet portion of the adjacent grocery store building, accommodating a total occupancy of 283 people, which is consistent with the Compatibility Zone C2 single acre criterion of 500.

Industrial Development

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would consist of 43,560 square feet of manufacturing area, accommodating a total occupancy of 218 people, which is consistent with the Compatibility Zone C2 single acre criterion of 500.

Dog Park

Based on the site plan provided, the dog park will have no proposed building, and therefore no single acre intensity to calculate occupancy. The estimated presence of 38 persons would be clearly consistent.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones C2 High Terrain Zone. The project has undergone, and is in the process of undergoing Form 7460-1 review by the Federal Aviation Administration Obstruction Evaluation Service (“FAA OES”) relative to potential airspace obstruction concerns relative to location within the High Terrain Zone.

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. Therefore, no special measures are required to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (1,535 feet AMSL). Portions of the project are located within the High Terrain Zone of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. At a distance of approximately 9,650 feet from the runway to the commercial site, Federal Aviation Administration review would be required for any structures with top of roof exceeding 1,631 feet. (The industrial project is 11,600 feet away and has a FAA threshold of 1,651 feet AMSL. The dog park project is 13,500 feet away and has a FAA threshold of 1,670 feet AMSL). The finished floor elevation for the commercial site is approximately 1,724 feet AMSL with a maximum building height of 38 feet, resulting in a top point elevation of 1,763 feet AMSL. The finished floor elevation for the industrial building is 1,751 feet AMSL, with a maximum building height of 49 feet, resulting in a top point elevation of 1,800 feet AMSL. This building exceeds the Section 77.19 (b) Conical Surface by 7 feet, and therefore, has been identified as an obstruction. The site elevation for the dog park is 1,758 feet AMSL, with a maximum structure height (light standard) of 20 feet, resulting in a top point elevation of 1,778 feet AMSL. In all three cases the proposed buildings and structures exceed their FAA threshold for notification, and are more than 150 feet above the runway elevation; therefore, review of the buildings and structures by the FAA Obstruction Evaluation Service was required.

The applicant submitted Form 7460-1 for the commercial buildings, industrial building, and dog park, and FAA OES assigned Aeronautical Study Nos. 2020-AWP-2962-OE through 2020-AWP-2981-OE to the commercial buildings, 2020-AWP-650-OE (and subsequently 2020-AWP-2185-OE, 2020-AWP-2186-OE, and 2020-AWP-2187 for the building’s other three corners) for the industrial building, and 2020-AWP-4774-OE through 2020-AWP-4777-OE, and 2020-AWP-4787-OE through 2020-AWP-4813-OE to the light standard structures for the dog park. “Determination of No Hazard to Air Navigation” letters were issued by the FAAOES for the industrial buildings (dated April 3, 2020), the commercial buildings (dated April 20, 2020), and the dog park light standards (dated May 4, 2020), and the studies revealed that the proposed buildings and structures would not be a hazard to air navigation, provided conditions are met. These FAAOES conditions have been incorporated into the project’s conditions.

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

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

Although the nearest portion of the proposed Plot Plans is located within 10,000 feet of the runway (approximately 9,650 feet), the project utilizes underground detention systems which will not contain surface water or attract wildlife and, therefore, would not constitute a hazard to flight.

General Plan Amendment/Specific Plan Amendment: The applicant proposes amending the March Joint Powers Authority General Plan land use map to reflect rezoning of parcels, consolidation of parcels, and modification of street layout. Also proposed is an amendment to the March Business Center Specific Plan to update the land use designations and zoning of several parcels, modify the transportation plan to reflect changes to street layout, modify infrastructure exhibits, and revise the design guidelines. The proposed amendments would be as, or more, consistent with the Compatibility Plan as long as the underlying development's intensity is consistent with the compatibility criteria.

Tentative Tract Map: The applicant proposes amending previously approved, but never recorded, Tentative Tract Map No. 30857 consolidating and reordering parcels. The reconfiguring of the parcels would not result in a significant impact to airport land use compatibility, as long as the underlying development's intensity is consistent with the compatibility criteria.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Hazards to flight. Children's schools are discouraged in Compatibility Zone C2.
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 provided to all prospective purchasers of the proposed parcels and tenants or lessees of the buildings.
 5. Any proposed aboveground or ground-level 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 such 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. 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. This project has been evaluated as including an industrial building consisting of 800,000 square feet of industrial manufacturing area, and a commercial development consisting of a 44,200 square foot grocery store, 4,053 square feet of restaurant area, and 13,083 square feet of retail area. Any increase in building area, change in use or modification of the tentative parcel map lot lines and areas will require an amended review by the Airport Land Use Commission.

8. The square footage of restaurant dining area in the “Shops 2” building shall not exceed 2,552 square feet. The square footage of restaurant dining area in the “Shops 3” building shall not exceed 1,501 square feet.
9. 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.

The following Conditions apply to the proposed industrial building:

10. The Federal Aviation Administration has conducted aeronautical studies of the proposed industrial building (Aeronautical Study Nos. 2020-AWP-650-OE, 2020-AWP-2185-OE, 2020-AWP-2186-OE, AND 2020-AWP-2187-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.
11. The proposed building shall not exceed a height of 49 feet above ground level and a maximum elevation at top point of 1,800 feet above mean sea level.
12. The building coordinates, and the maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
13. Temporary construction equipment used during actual construction of the industrial building shall not exceed 49 feet in height and a maximum elevation of 1,800 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
14. Within five (5) days after construction of any individual 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 structures(s).

The following Conditions apply to the proposed commercial buildings:

15. The Federal Aviation Administration has conducted aeronautical studies of the proposed commercial buildings (Aeronautical Study Nos. 2020-AWP-2962-OE through 2020-AWP-2981-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.
16. The proposed buildings shall not exceed a height of 38 feet above ground level and a maximum elevation at top point of 1,763 feet above mean sea level.
17. The building coordinates, and the maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
18. Temporary construction equipment used during actual construction of the commercial buildings shall not exceed 38 feet in height and a maximum elevation of 1,763 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
19. Within five (5) days after construction of any individual 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 structures(s).

The following Conditions apply to the proposed dog park structures:

20. The Federal Aviation Administration has conducted aeronautical studies of the proposed commercial buildings (Aeronautical Study Nos. 2020-AWP-4774-OE through 2020-AWP-4777-OE, and 2020-AWP-4787-OE through 2020-AWP-4813-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.
21. The proposed structures shall not exceed a height of 20 feet above ground level and a maximum elevation at top point of 1,778 feet above mean sea level.
22. The building coordinates, and the maximum height and top point elevation specified above

shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.

23. Temporary construction equipment used during actual construction of the structures shall not exceed 20 feet in height and a maximum elevation of 1,778 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
24. Within five (5) days after construction of any individual 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 structures(s).

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.
 2020-AWP-4774-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 20
 Location: Riverside, CA
 Latitude: 33-52-54.58N NAD 83
 Longitude: 117-18-42.02W
 Heights: 1759 feet site elevation (SE)
 20 feet above ground level (AGL)
 1779 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 2.

This determination expires on 11/04/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4774-OE.

Signature Control No: 437482667-438716952

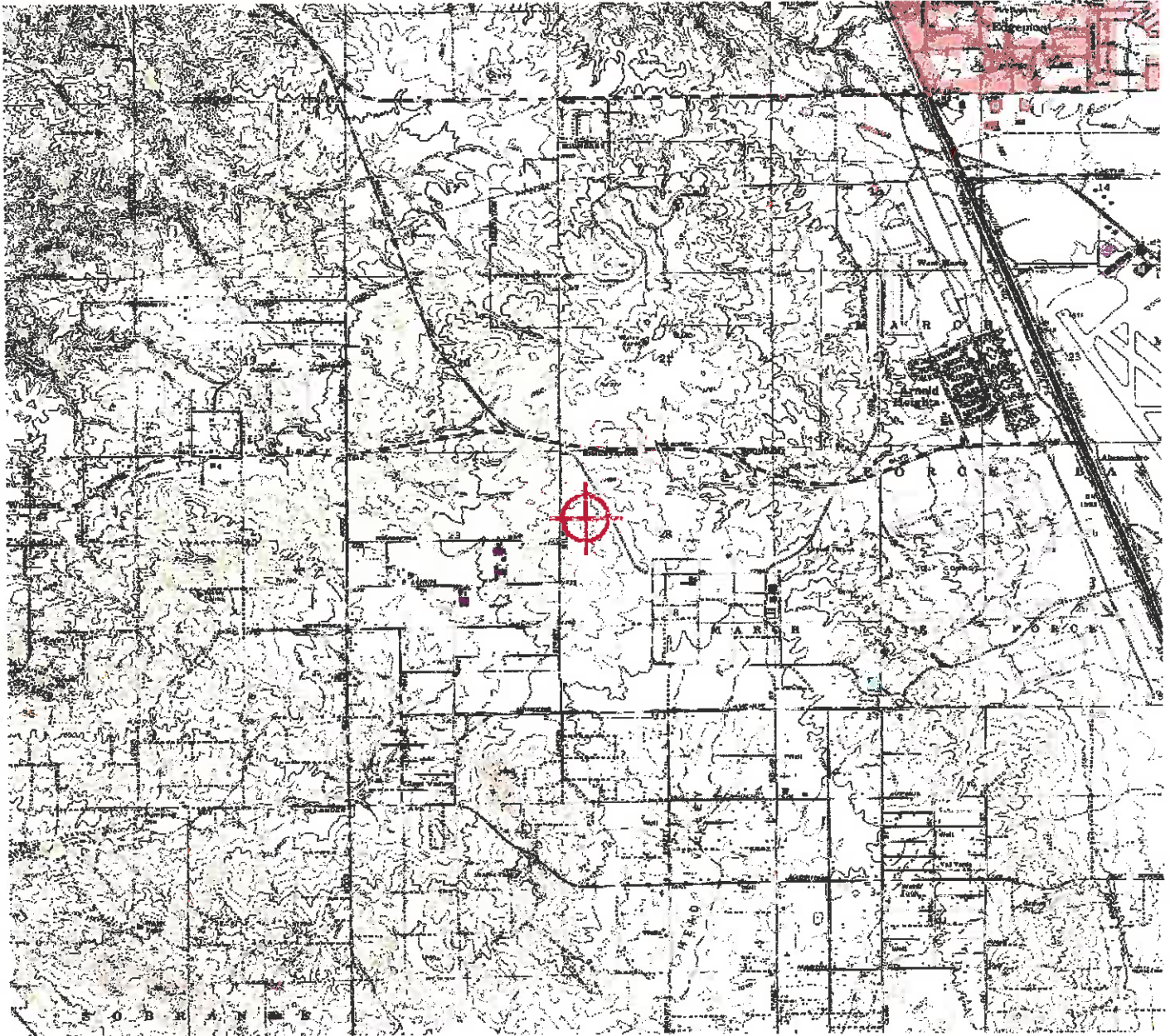
Paul Holmquist
Specialist

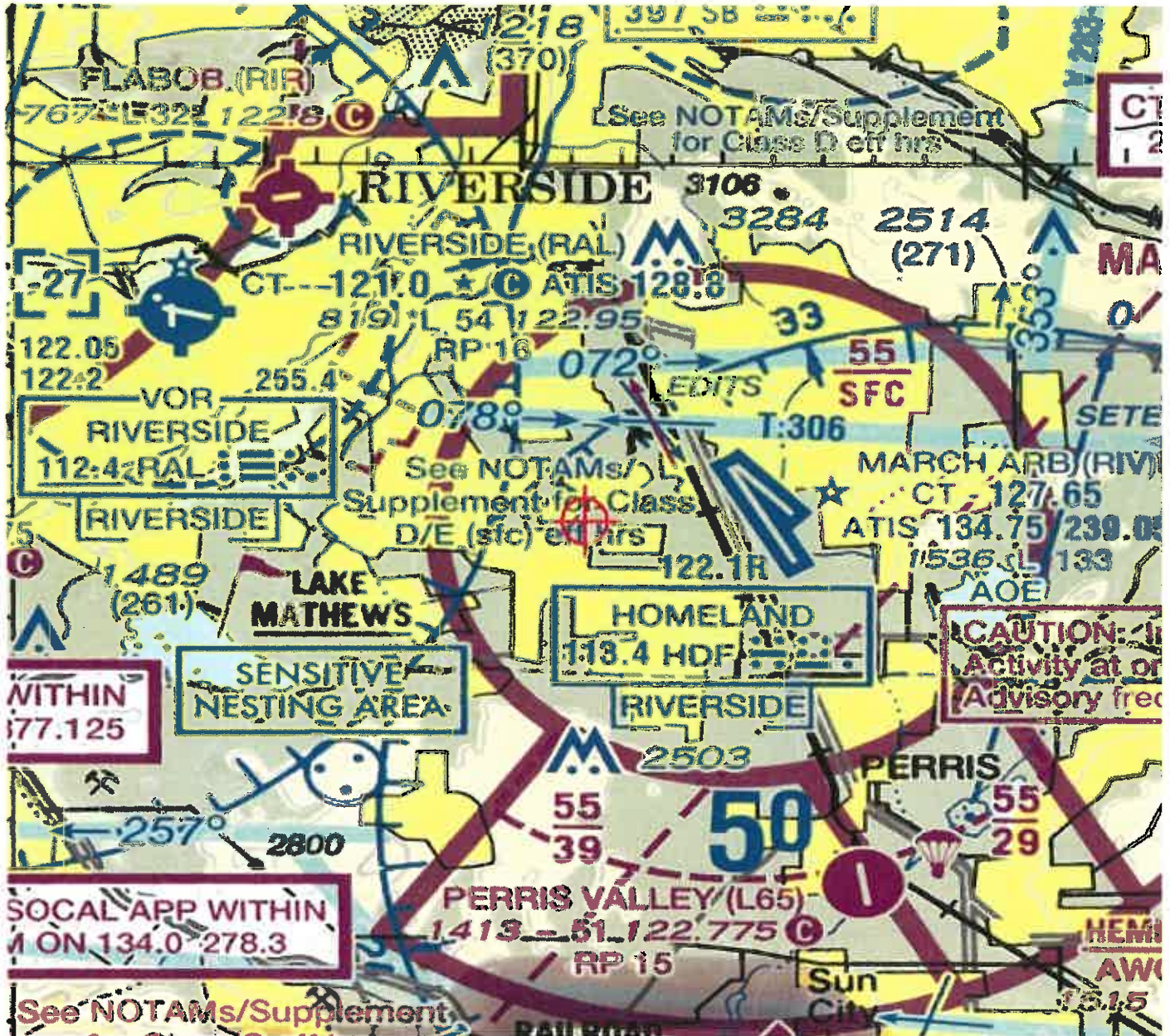
(DNE)

Attachment(s)

Map(s)

TOPO Map for ASN 2020-AWP-4774-OE







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

Aeronautical Study No.
 2020-AWP-4775-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 8
 Location: Riverside, CA
 Latitude: 33-52-56.27N NAD 83
 Longitude: 117-18-41.84W
 Heights: 1758 feet site elevation (SE)
 20 feet above ground level (AGL)
 1778 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 2.

This determination expires on 11/04/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4775-OE.

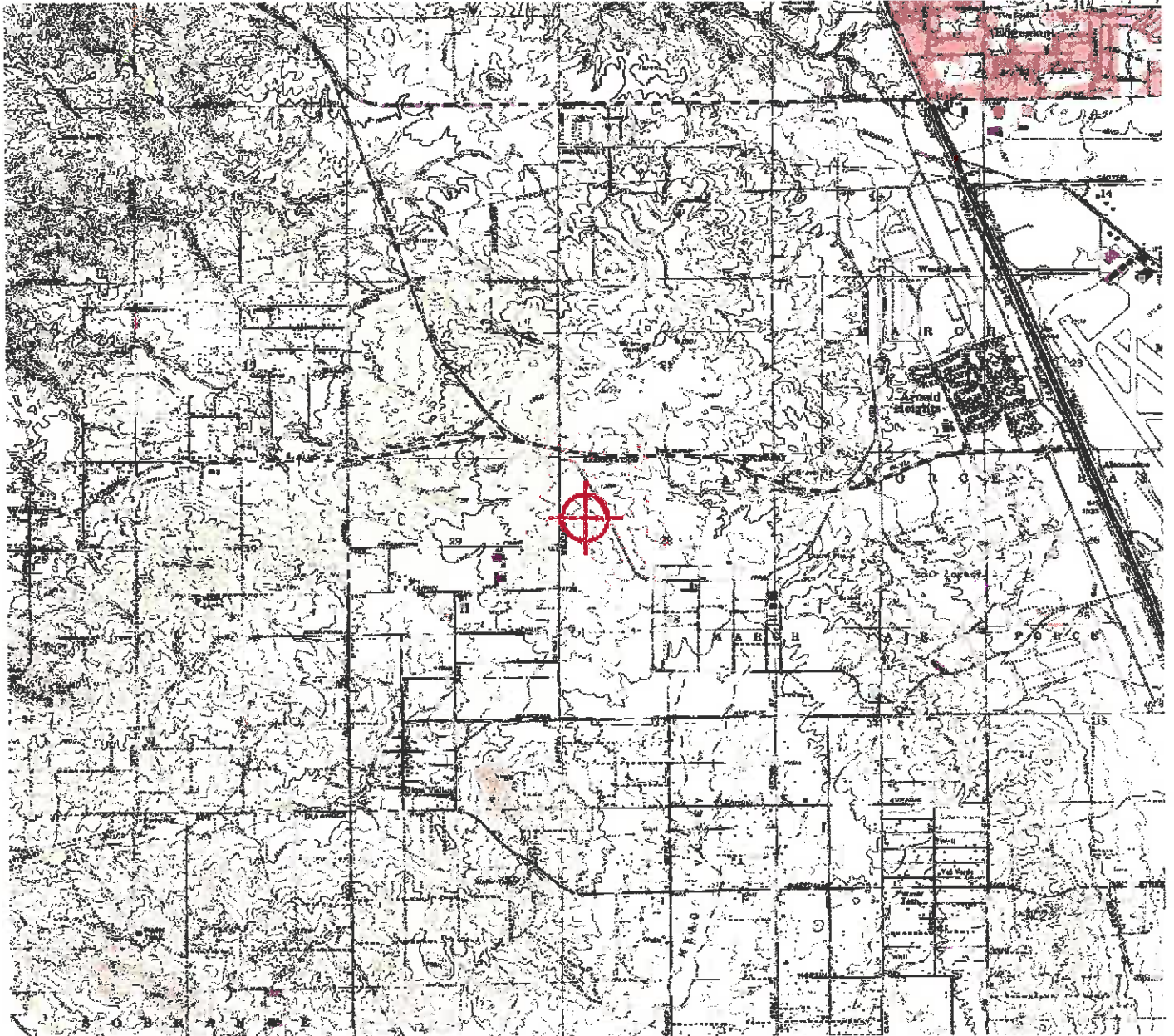
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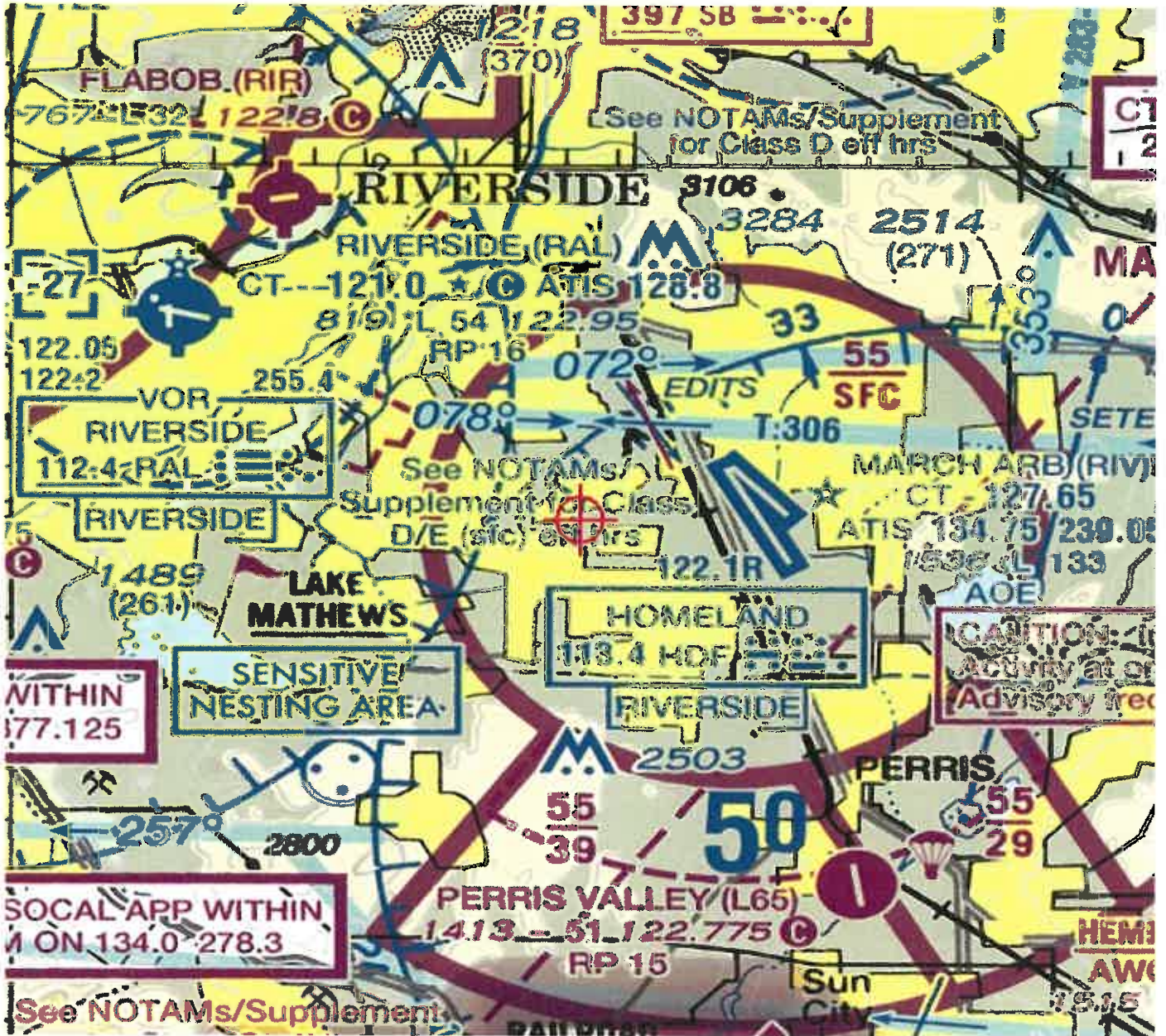
(DNE)

Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4775-OE







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

Aeronautical Study No.
 2020-AWP-4776-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 1
 Location: Riverside, CA
 Latitude: 33-52-56.30N NAD 83
 Longitude: 117-18-49.25W
 Heights: 1755 feet site elevation (SE)
 20 feet above ground level (AGL)
 1775 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 2.

This determination expires on 11/04/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4776-OE.

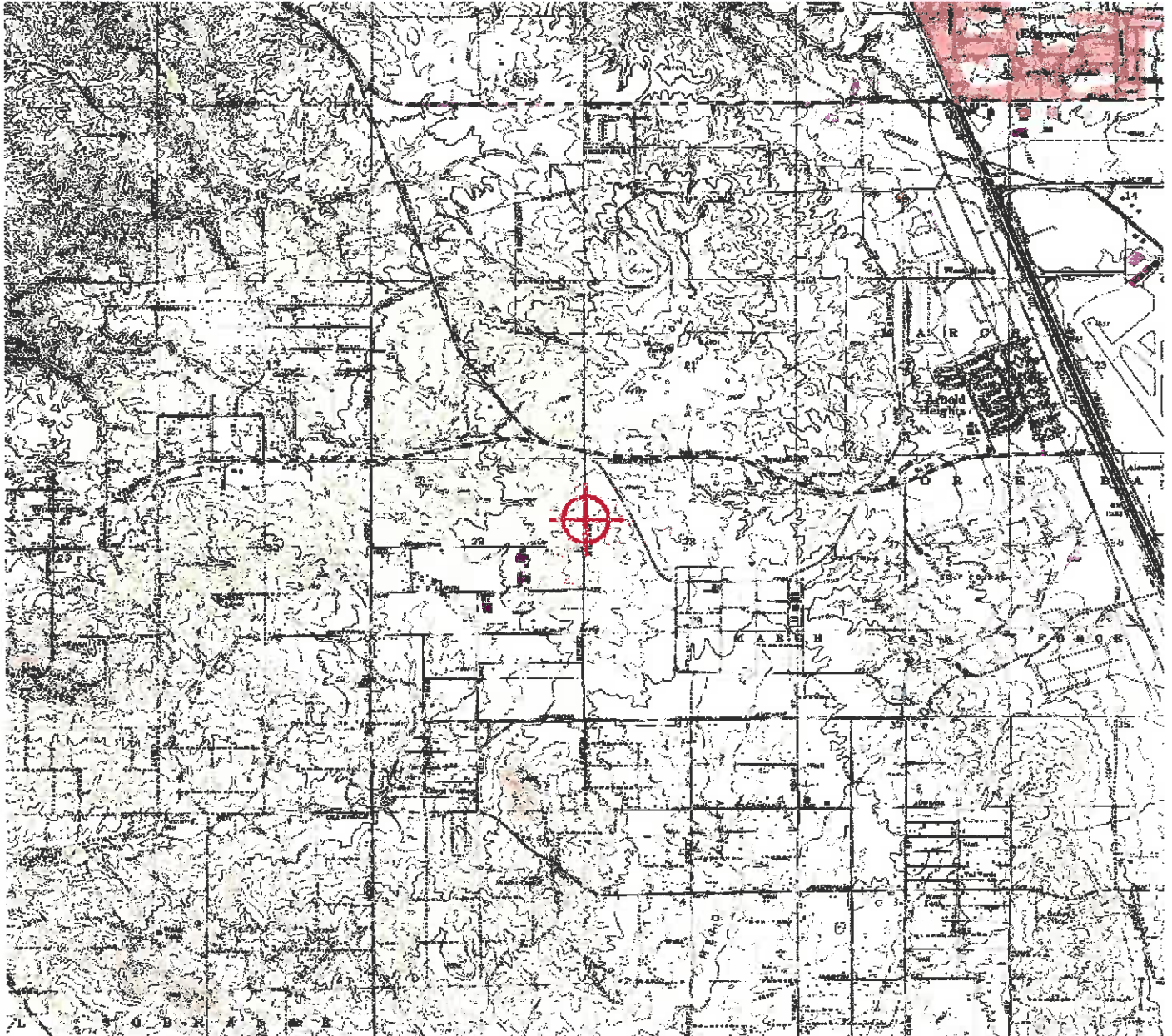
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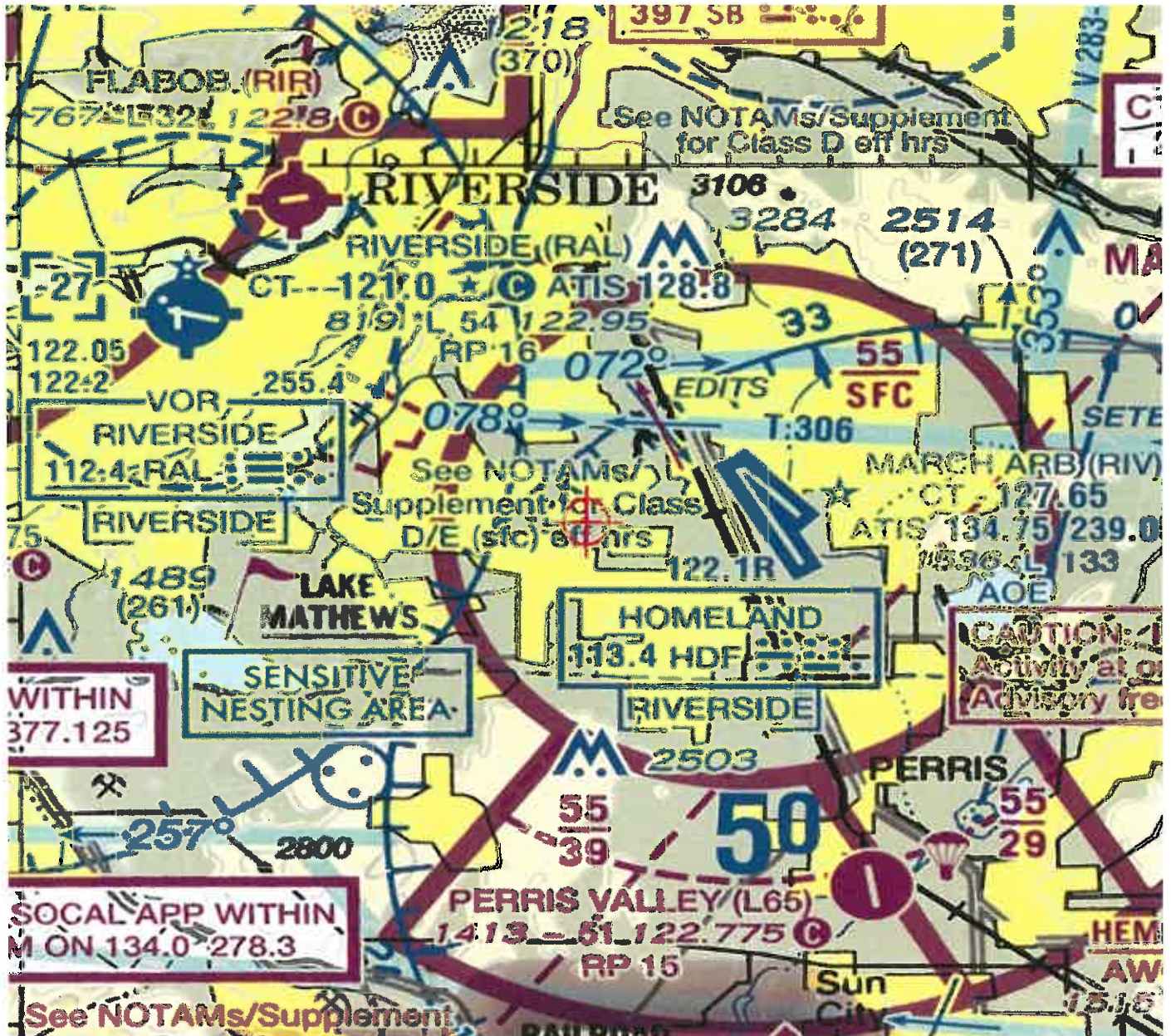
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4776-OE



Sectional Map for ASN 2020-AWP-4776-OE





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

Aeronautical Study No.
 2020-AWP-4777-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 2
 Location: Riverside, CA
 Latitude: 33-52-56.30N NAD 83
 Longitude: 117-18-48.29W
 Heights: 1755 feet site elevation (SE)
 20 feet above ground level (AGL)
 1775 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 2.

This determination expires on 11/04/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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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.

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If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4777-OE.

Signature Control No: 437485535-438716940

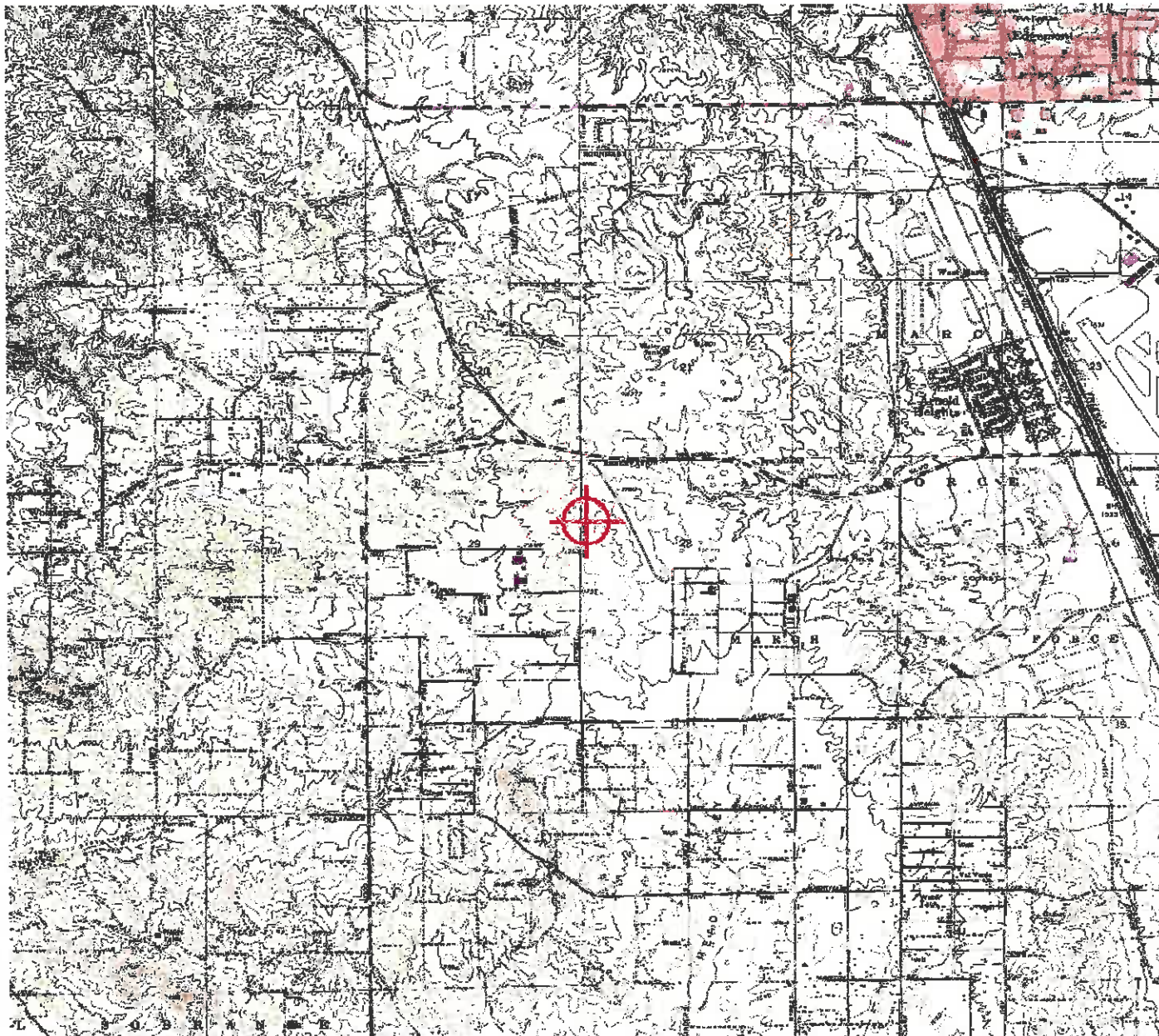
Paul Holmquist
Specialist

(DNE)

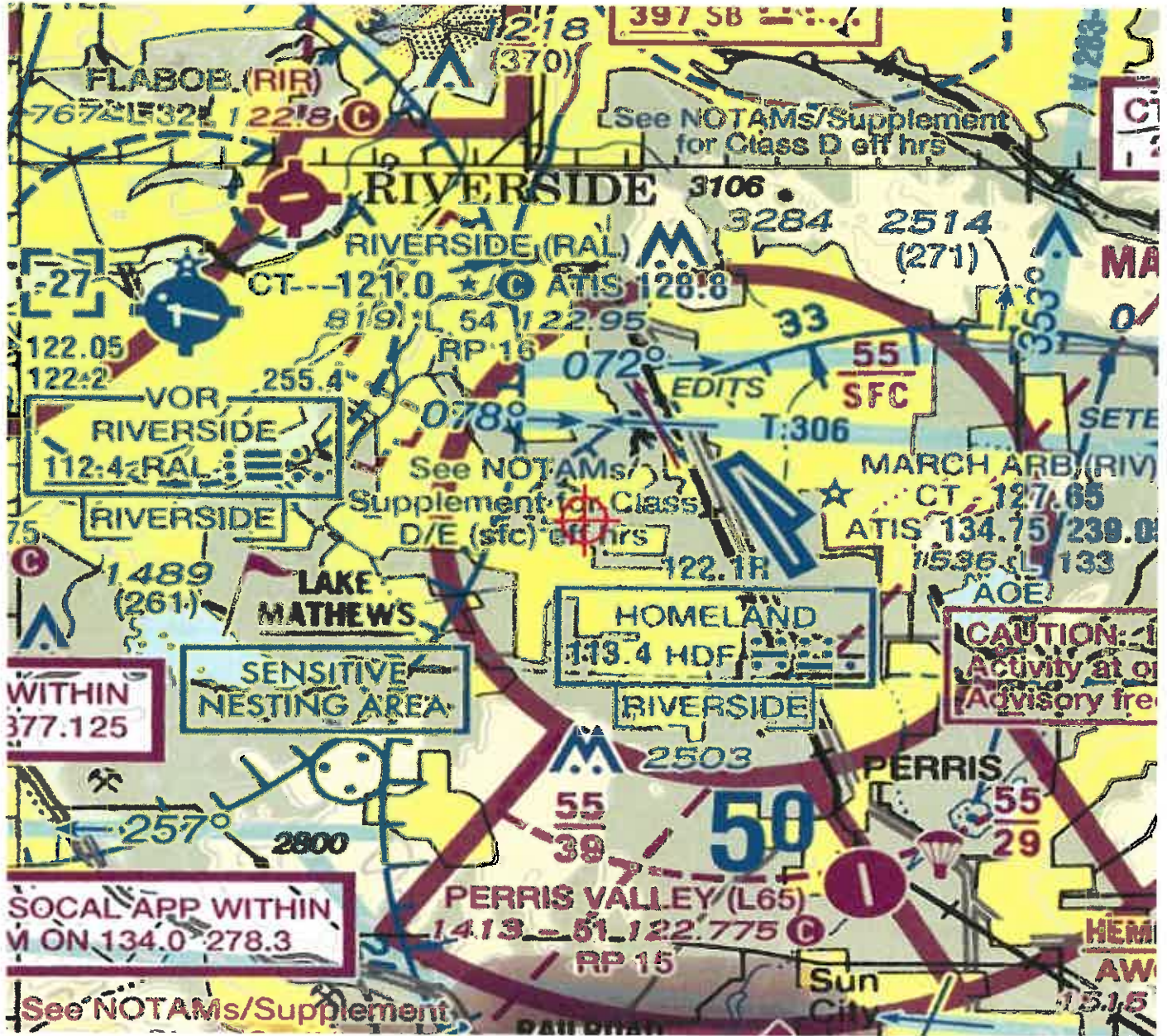
Attachment(s)

Map(s)

TOPO Map for ASN 2020-AWP-4777-OE



Sectional Map for ASN 2020-AWP-4777-OE





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

Aeronautical Study No.
 2020-AWP-4787-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 3
 Location: Riverside, CA
 Latitude: 33-52-56.30N NAD 83
 Longitude: 117-18-47.18W
 Heights: 1756 feet site elevation (SE)
 20 feet above ground level (AGL)
 1776 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 2.

This determination expires on 11/04/2021 unless:

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

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

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

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

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

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4787-OE.

Signature Control No: 437486149-438716939

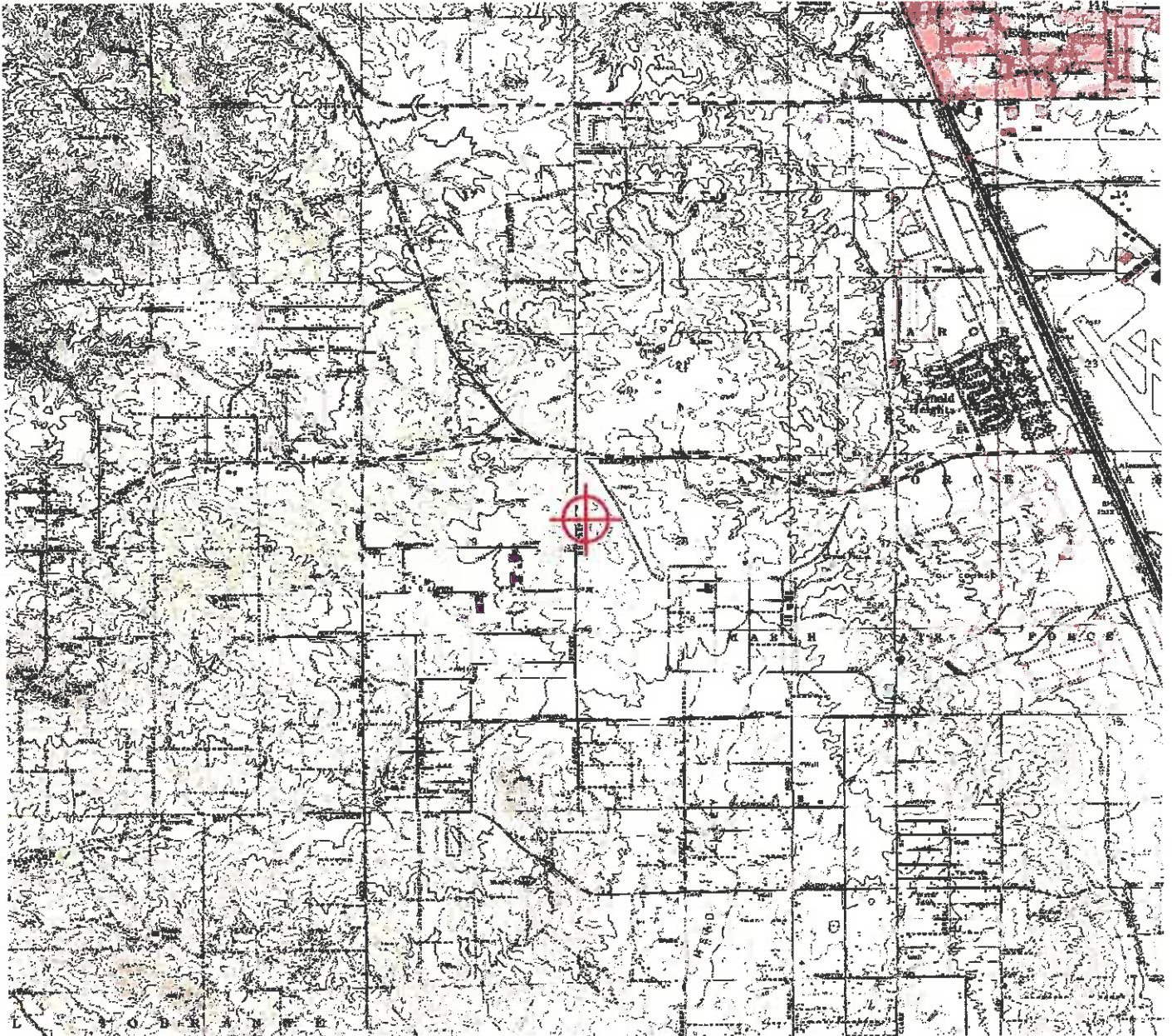
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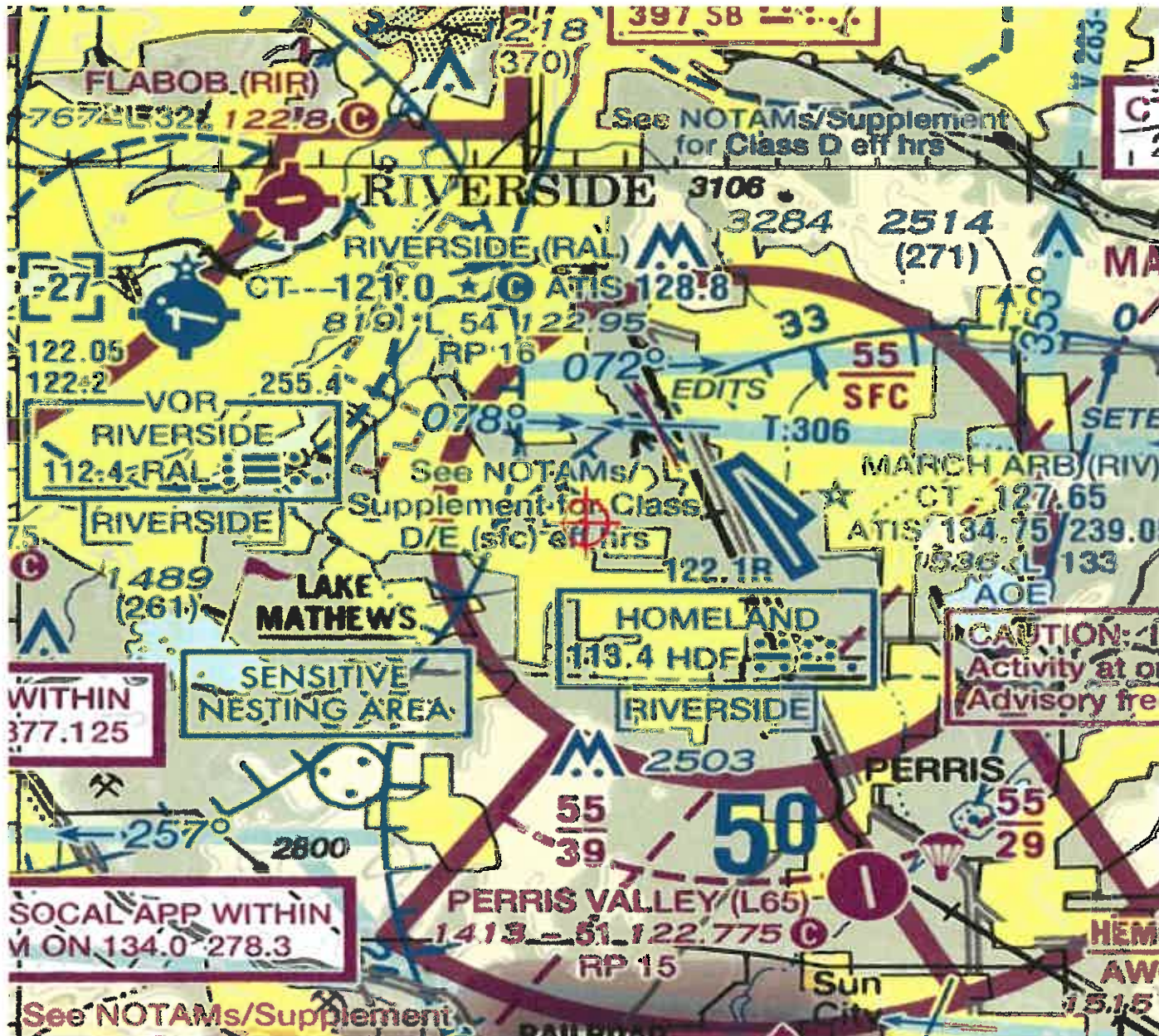
Paul Holmquist
Specialist

Attachment(s)

Map(s)

TOPO Map for ASN 2020-AWP-4787-OE







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

Aeronautical Study No.
 2020-AWP-4788-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 4
 Location: Riverside, CA
 Latitude: 33-52-56.29N NAD 83
 Longitude: 117-18-45.85W
 Heights: 1757 feet site elevation (SE)
 20 feet above ground level (AGL)
 1777 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 2.

This determination expires on 11/04/2021 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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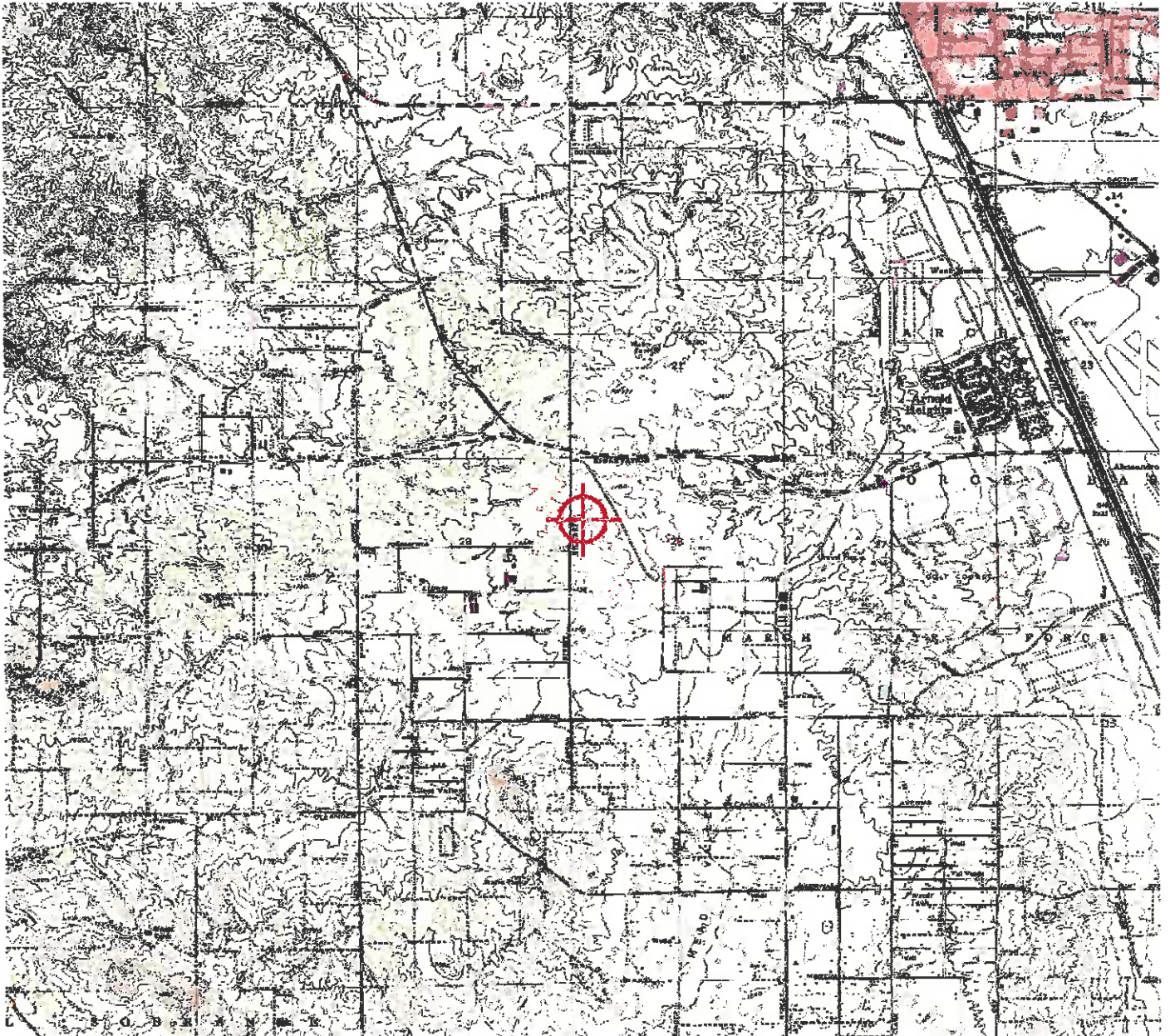
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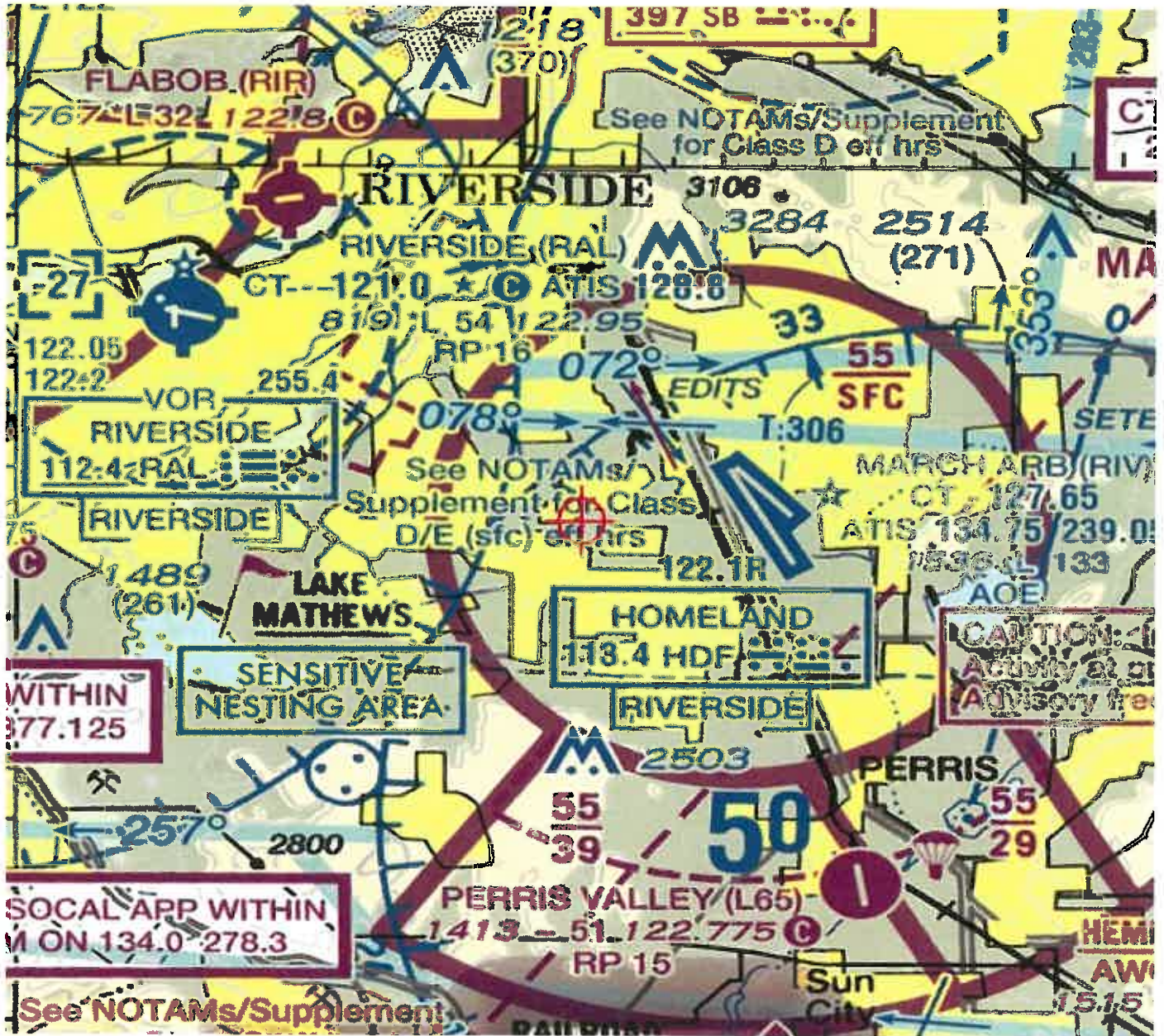
(DNE)

Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4788-OE







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

Aeronautical Study No.
 2020-AWP-4789-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 5
 Location: Riverside, CA
 Latitude: 33-52-56.28N NAD 83
 Longitude: 117-18-44.76W
 Heights: 1758 feet site elevation (SE)
 20 feet above ground level (AGL)
 1778 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 2.

This determination expires on 11/04/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
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If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4789-OE.

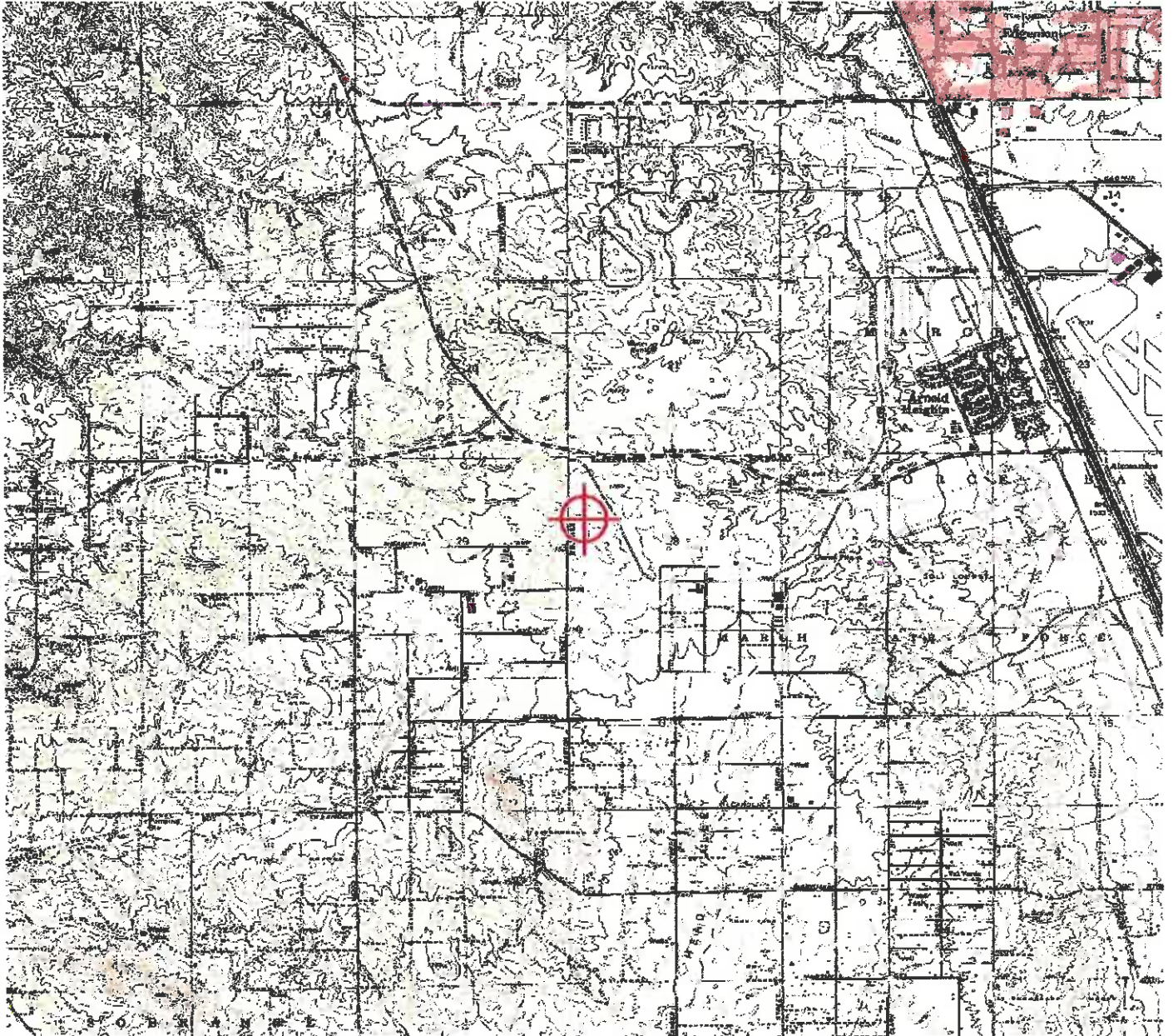
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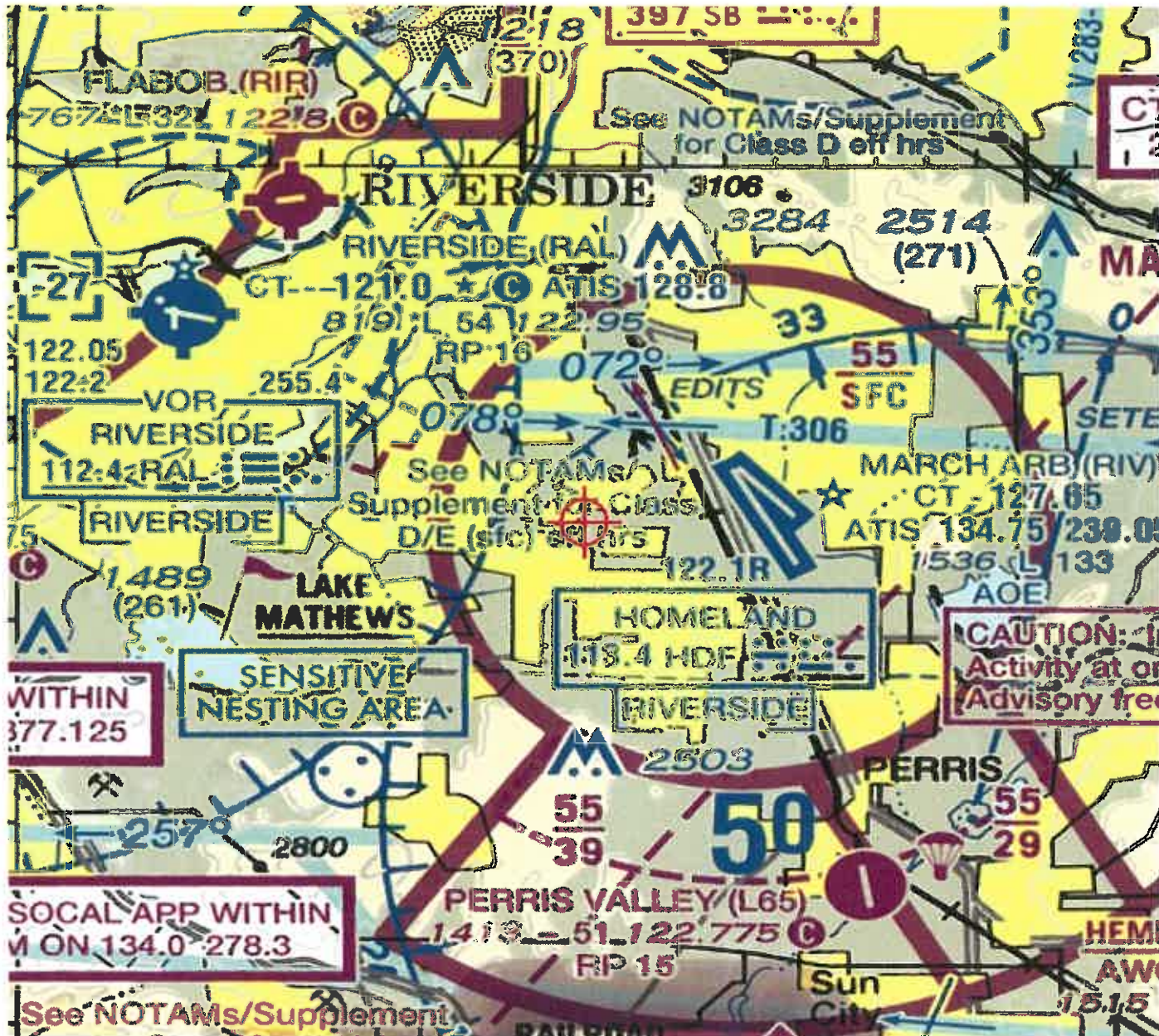
(DNE)

Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4789-OE







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

Aeronautical Study No.
 2020-AWP-4790-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 6 |
| Location: | Riverside, CA |
| Latitude: | 33-52-56.28N NAD 83 |
| Longitude: | 117-18-43.81W |
| Heights: | 1757 feet site elevation (SE) |
| | 20 feet above ground level (AGL) |
| | 1777 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:

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If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4790-OE.

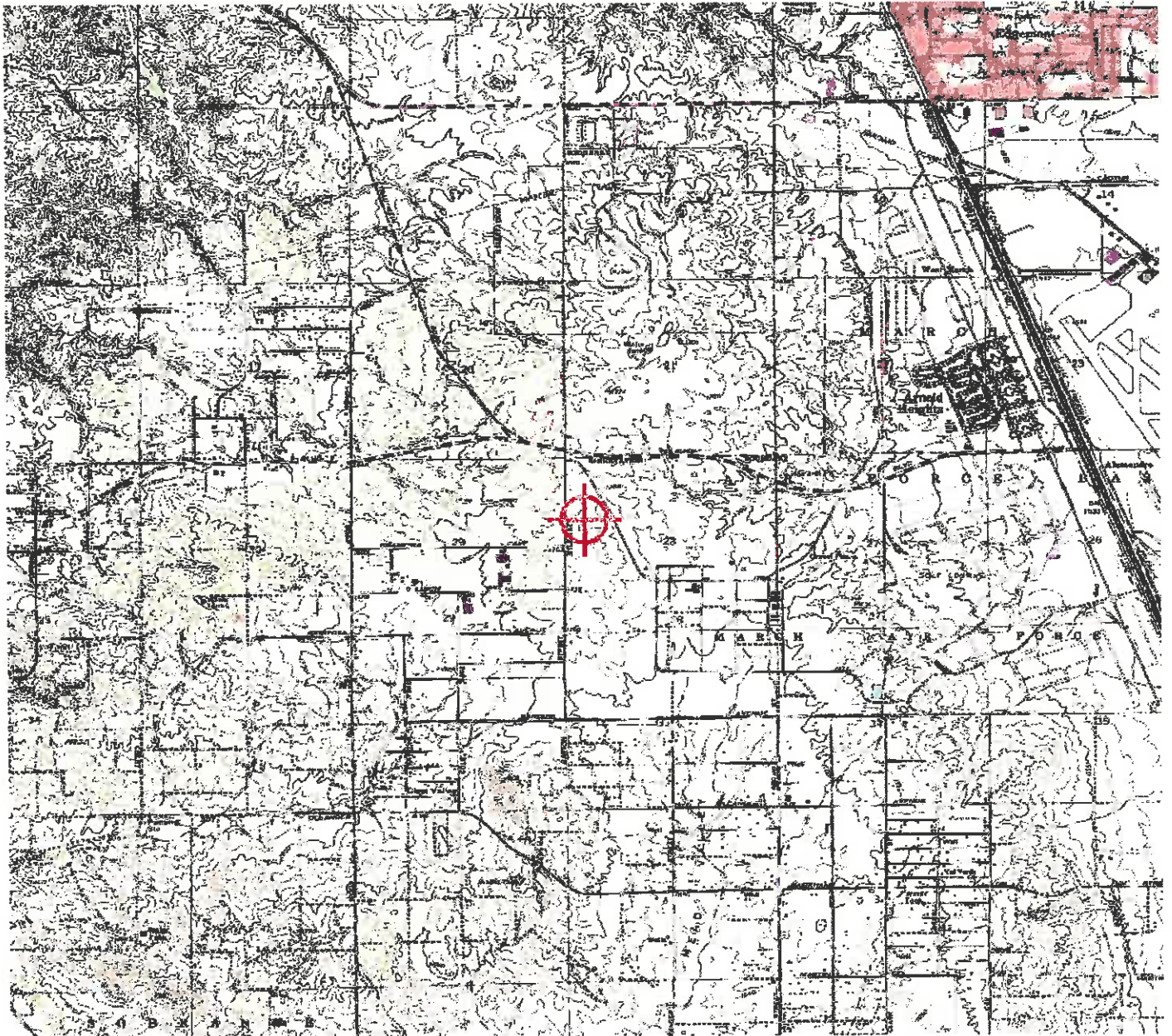
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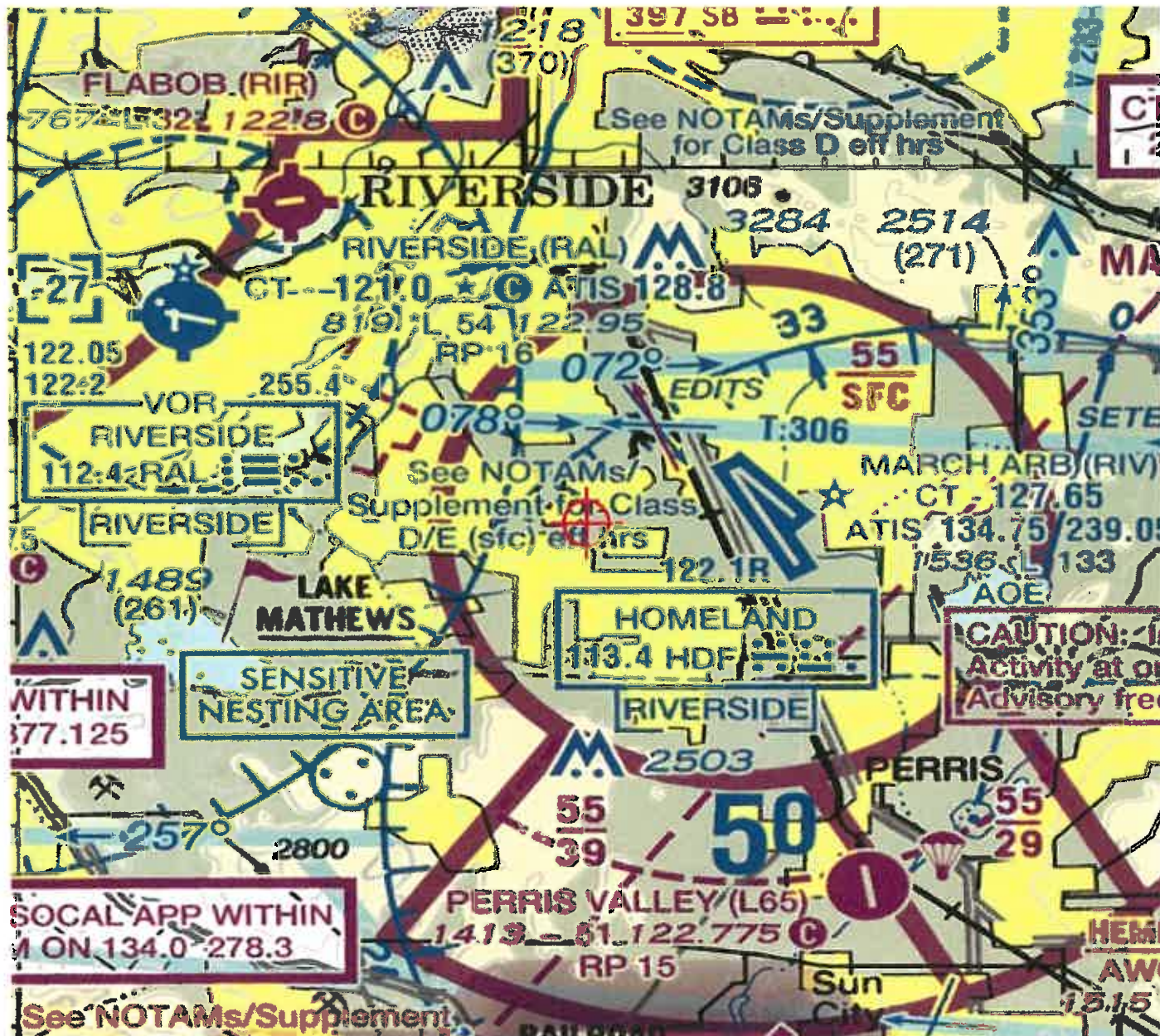
(DNE)

Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4790-OE







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

Aeronautical Study No.
 2020-AWP-4791-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 7
 Location: Riverside, CA
 Latitude: 33-52-56.28N NAD 83
 Longitude: 117-18-42.70W
 Heights: 1757 feet site elevation (SE)
 20 feet above ground level (AGL)
 1777 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 2.

This determination expires on 11/04/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

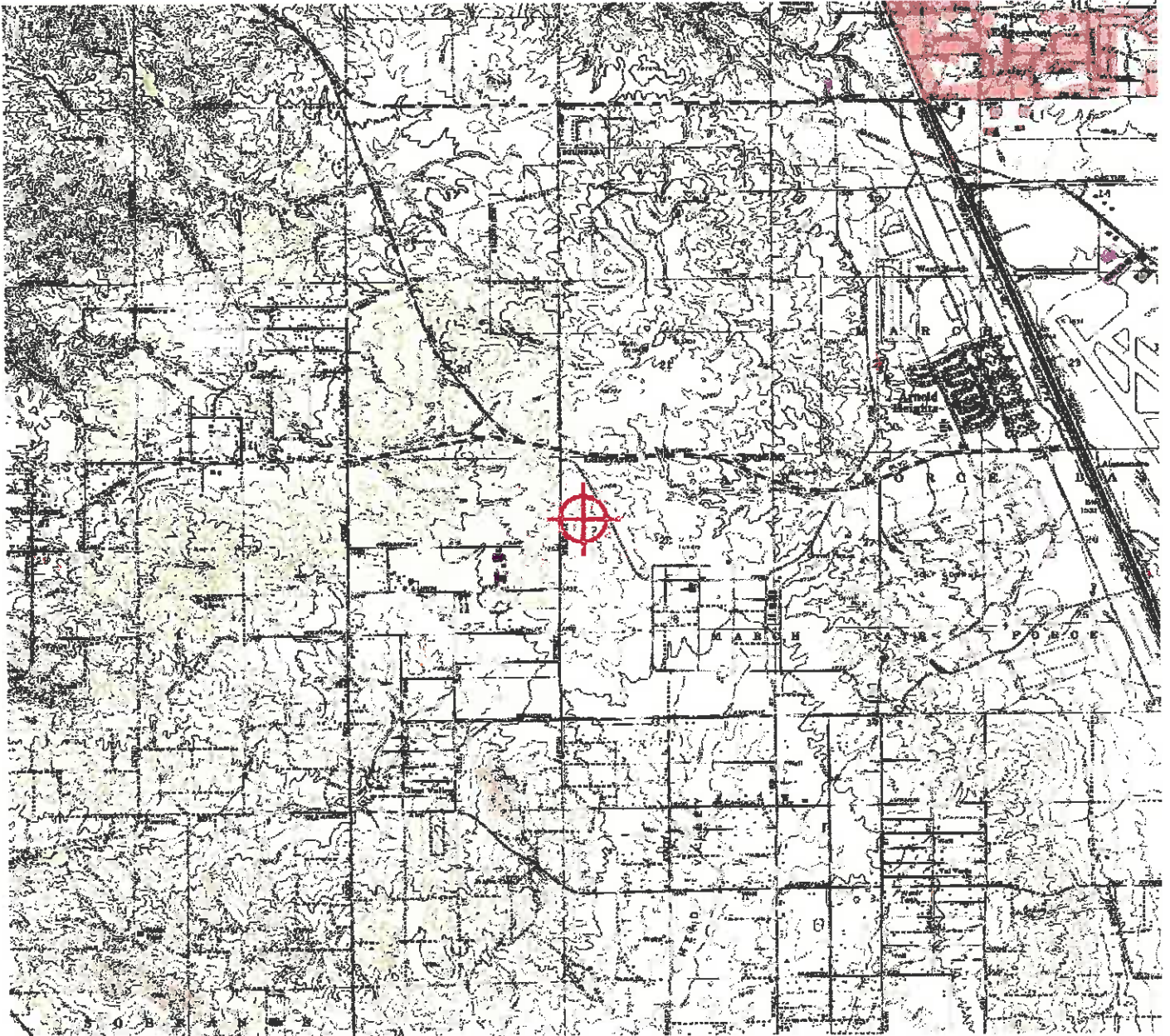
If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4791-OE.

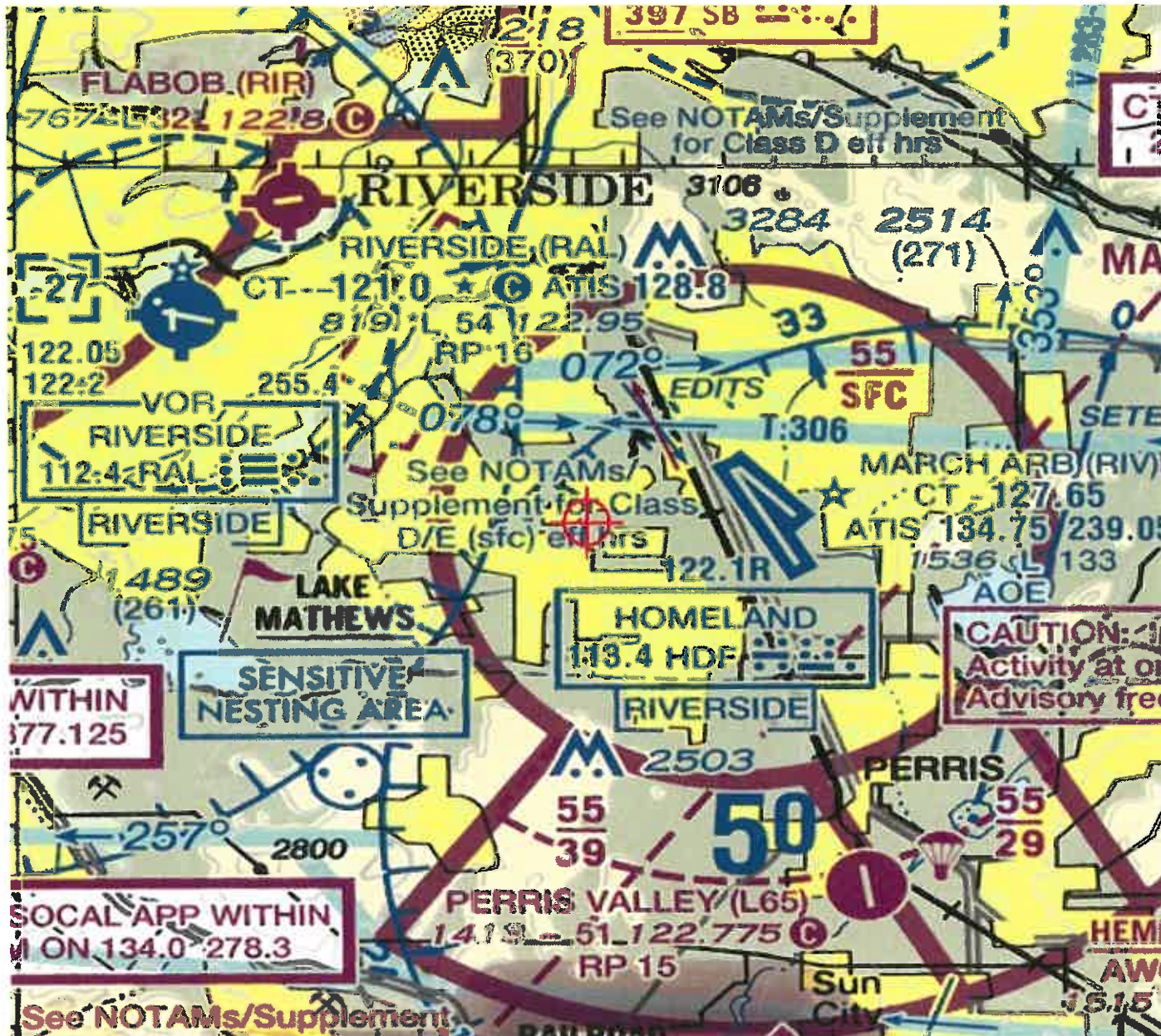
Signature Control No: 437487982-438716955

Paul Holmquist
Specialist

(DNE)

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.
 2020-AWP-4792-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 9
 Location: Riverside, CA
 Latitude: 33-52-55.98N NAD 83
 Longitude: 117-18-48.63W
 Heights: 1756 feet site elevation (SE)
 20 feet above ground level (AGL)
 1776 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 2.

This determination expires on 11/04/2021 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4792-OE.

Signature Control No: 437488477-438716954

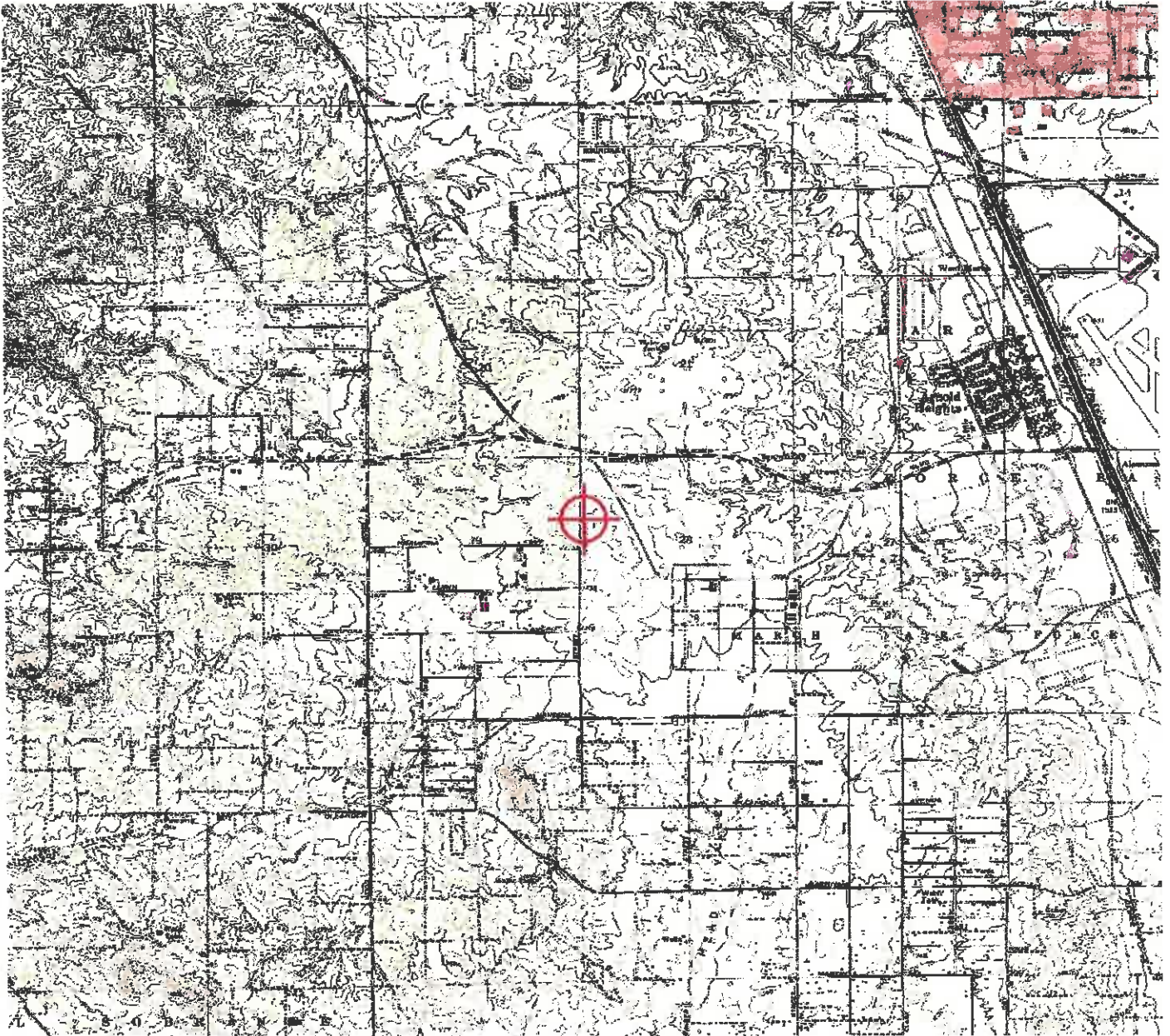
(DNE)

Paul Holmquist
Specialist

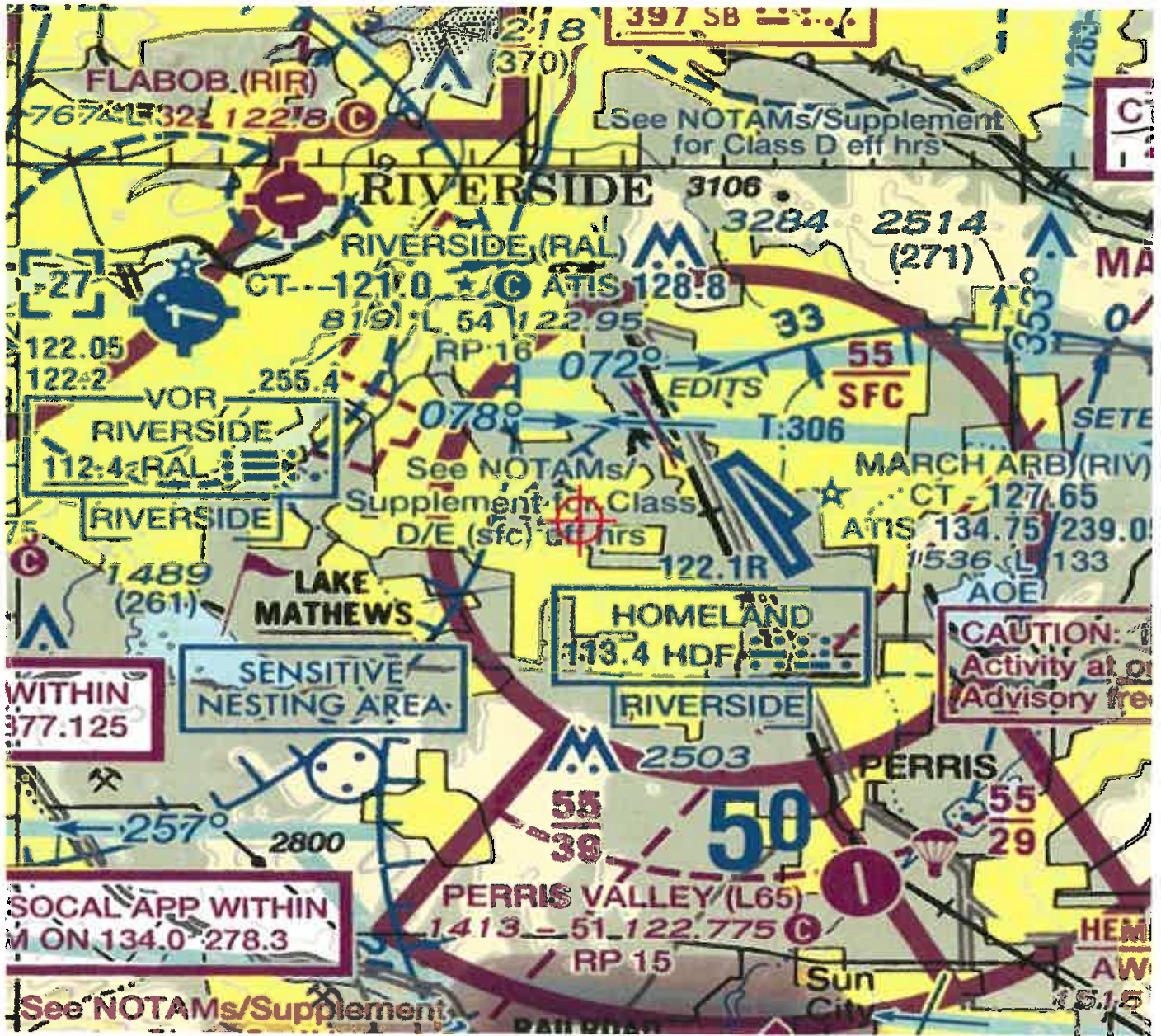
Attachment(s)

Map(s)

TOPO Map for ASN 2020-AWP-4792-OE



Sectional Map for ASN 2020-AWP-4792-OE





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

Aeronautical Study No.
 2020-AWP-4793-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 10
 Location: Riverside, CA
 Latitude: 33-52-55.50N NAD 83
 Longitude: 117-18-49.14W
 Heights: 1757 feet site elevation (SE)
 20 feet above ground level (AGL)
 1777 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 2.

This determination expires on 11/04/2021 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 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 (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4793-OE.

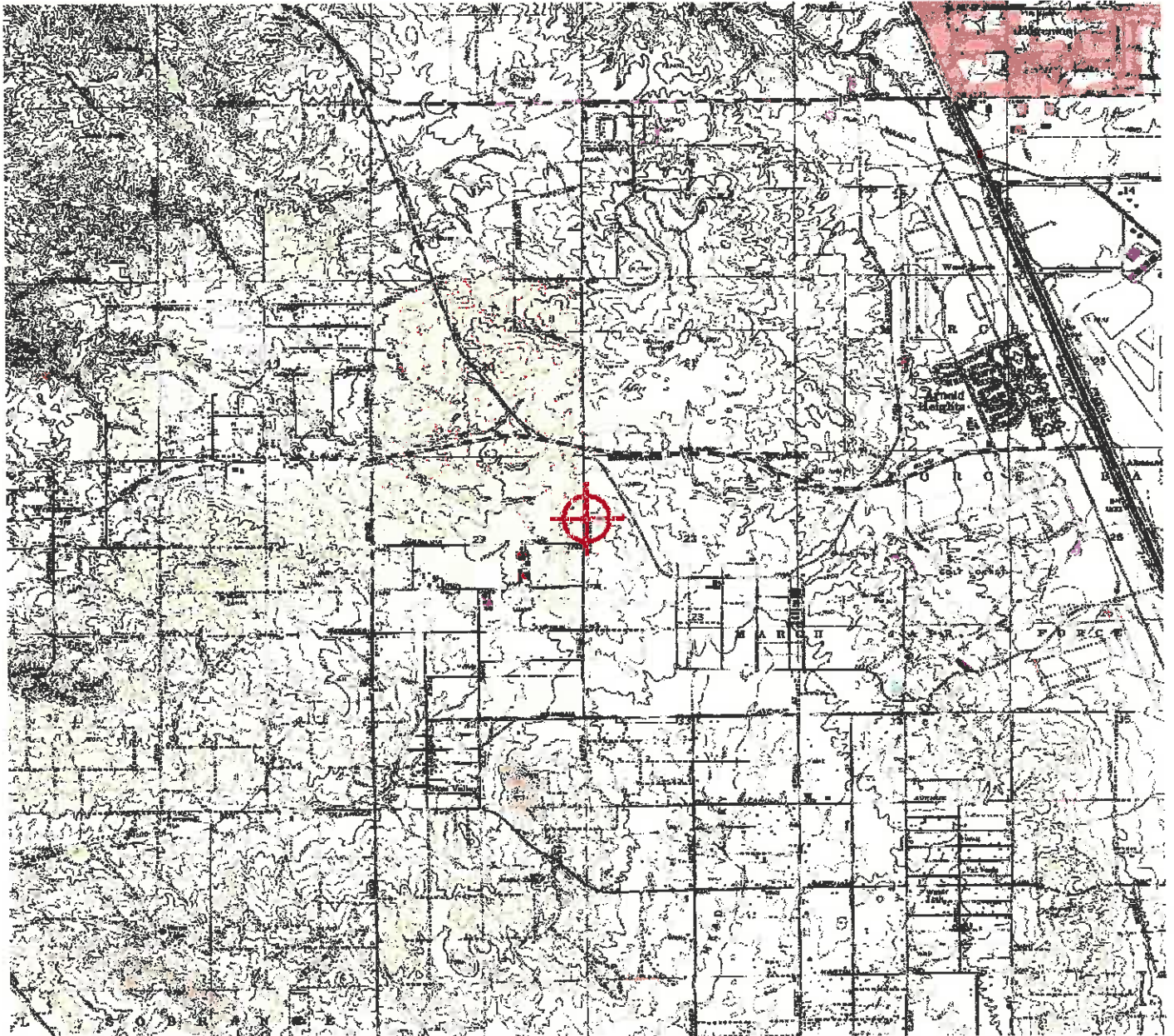
Signature Control No: 437489617-438716951

Paul Holmquist
Specialist

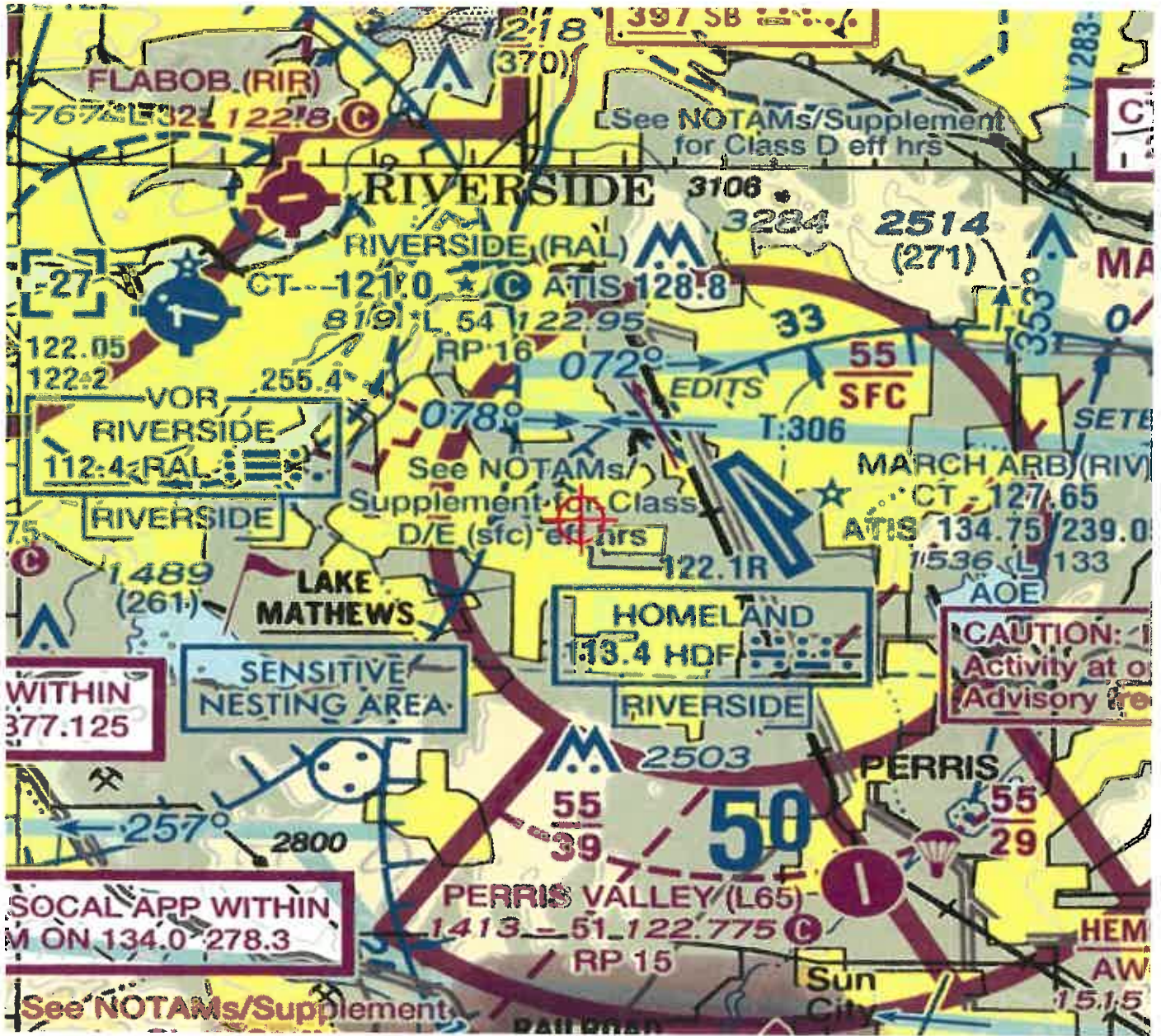
(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4793-OE



Sectional Map for ASN 2020-AWP-4793-OE





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

Aeronautical Study No.
 2020-AWP-4794-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 11
 Location: Riverside, CA
 Latitude: 33-52-55.49N NAD 83
 Longitude: 117-18-48.24W
 Heights: 1758 feet site elevation (SE)
 20 feet above ground level (AGL)
 1778 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 2.

This determination expires on 11/04/2021 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 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 (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4794-OE.

Signature Control No: 437490469-438716956

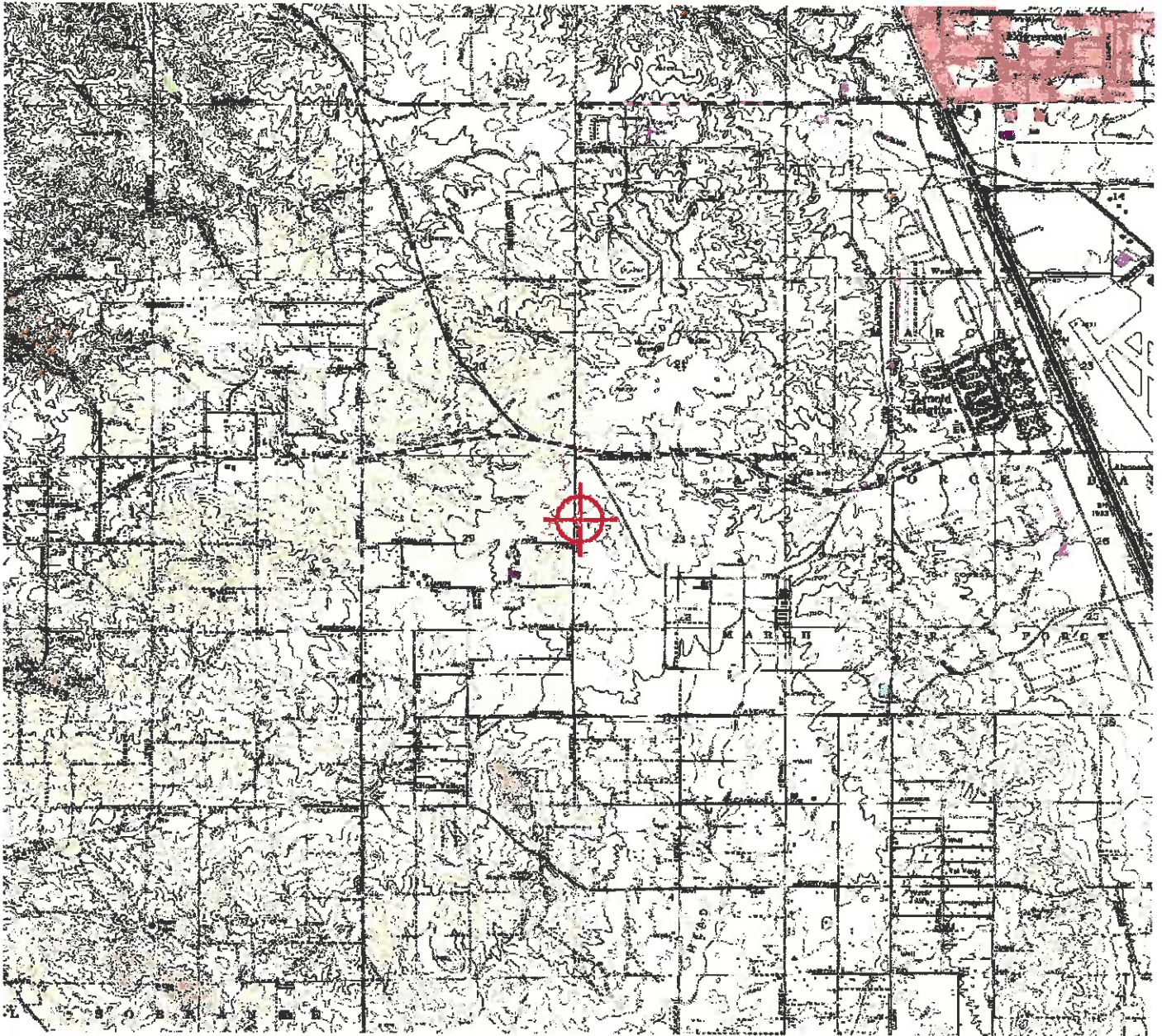
(DNE)

Paul Holmquist
Specialist

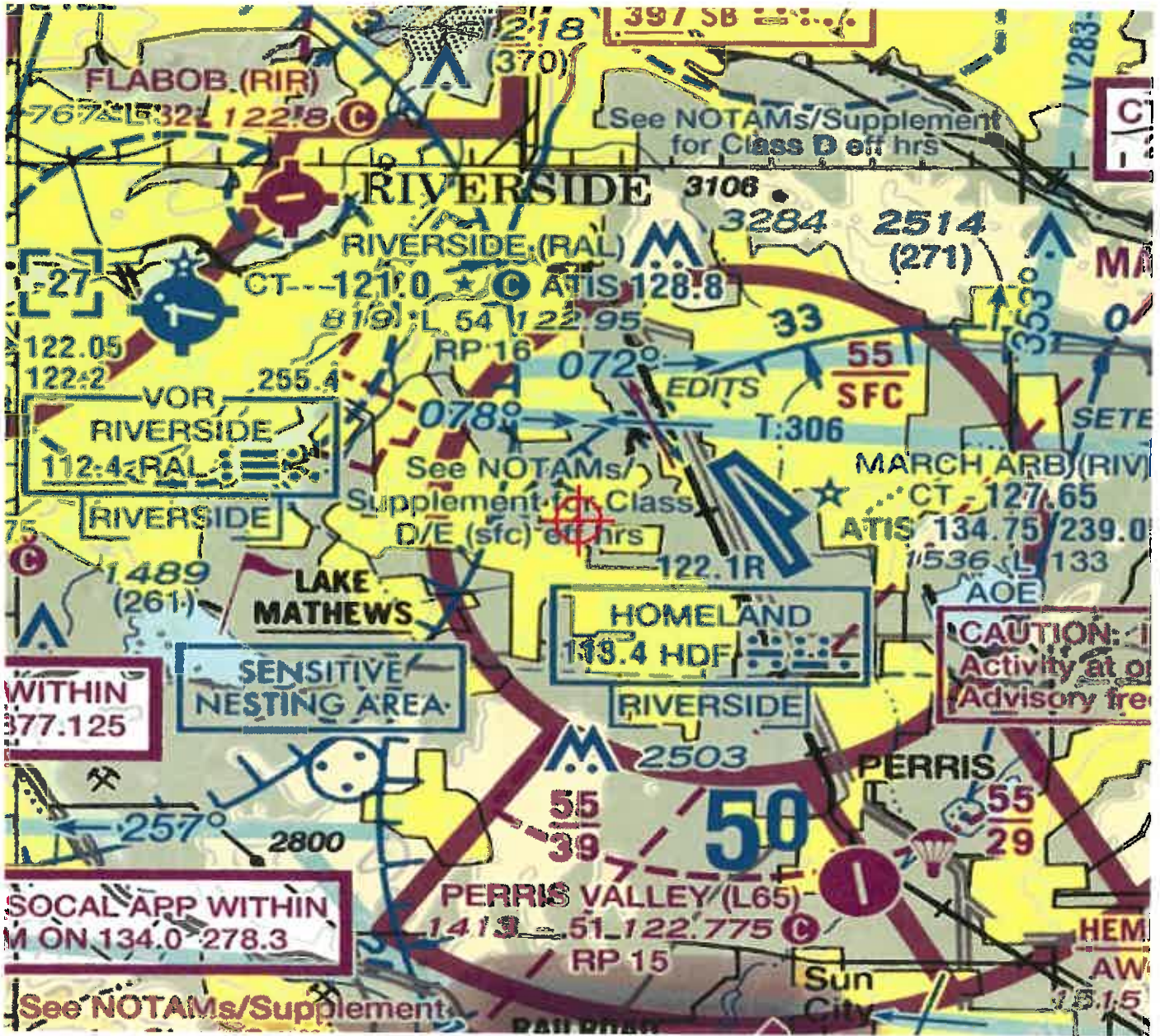
Attachment(s)

Map(s)

TOPO Map for ASN 2020-AWP-4794-OE



Sectional Map for ASN 2020-AWP-4794-OE





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

Aeronautical Study No.
 2020-AWP-4795-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 12
 Location: Riverside, CA
 Latitude: 33-52-55.68N NAD 83
 Longitude: 117-18-45.93W
 Heights: 1758 feet site elevation (SE)
 20 feet above ground level (AGL)
 1778 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 2.

This determination expires on 11/04/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
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NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4795-OE.

Signature Control No: 437490840-438716938

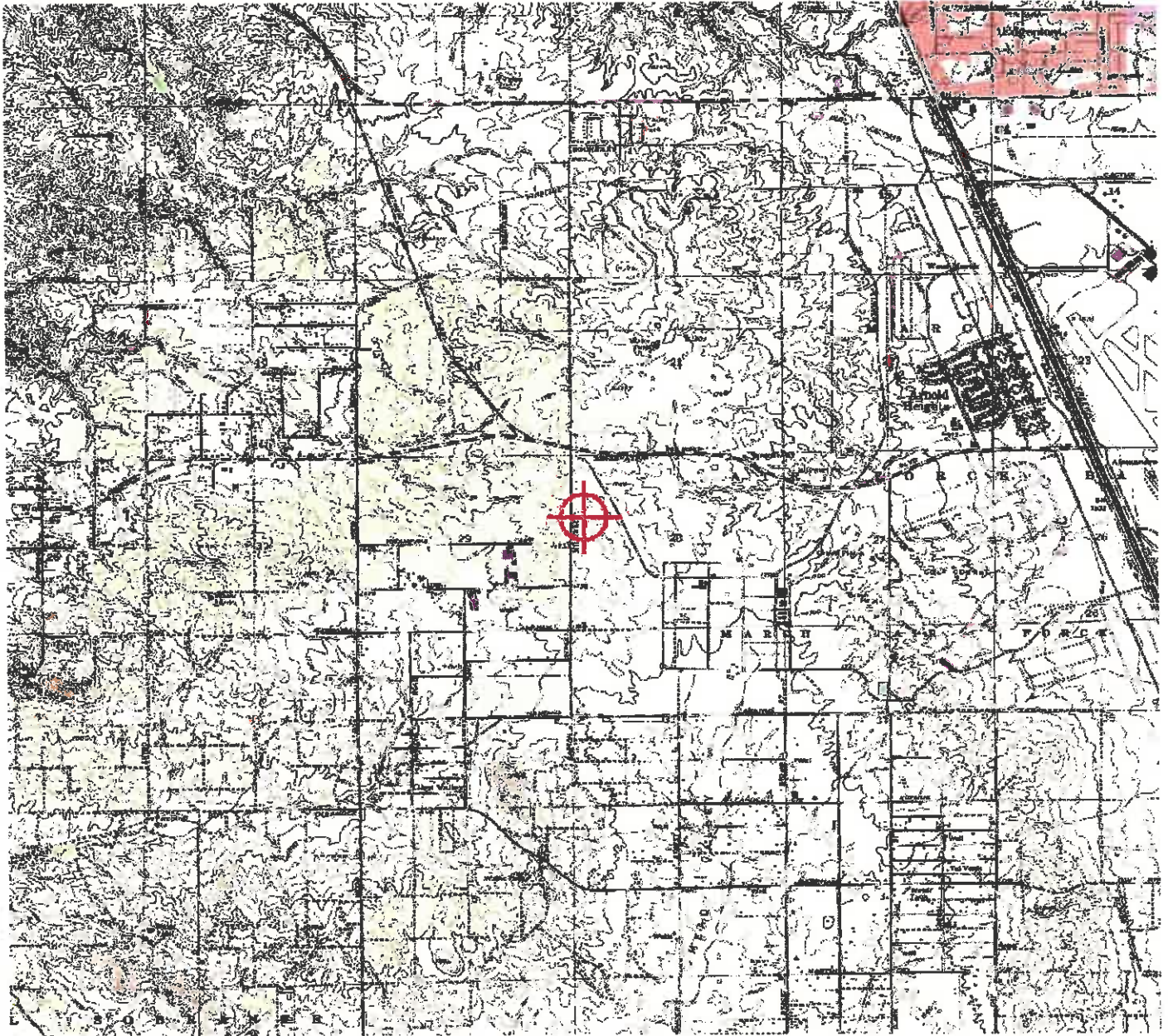
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Paul Holmquist
Specialist

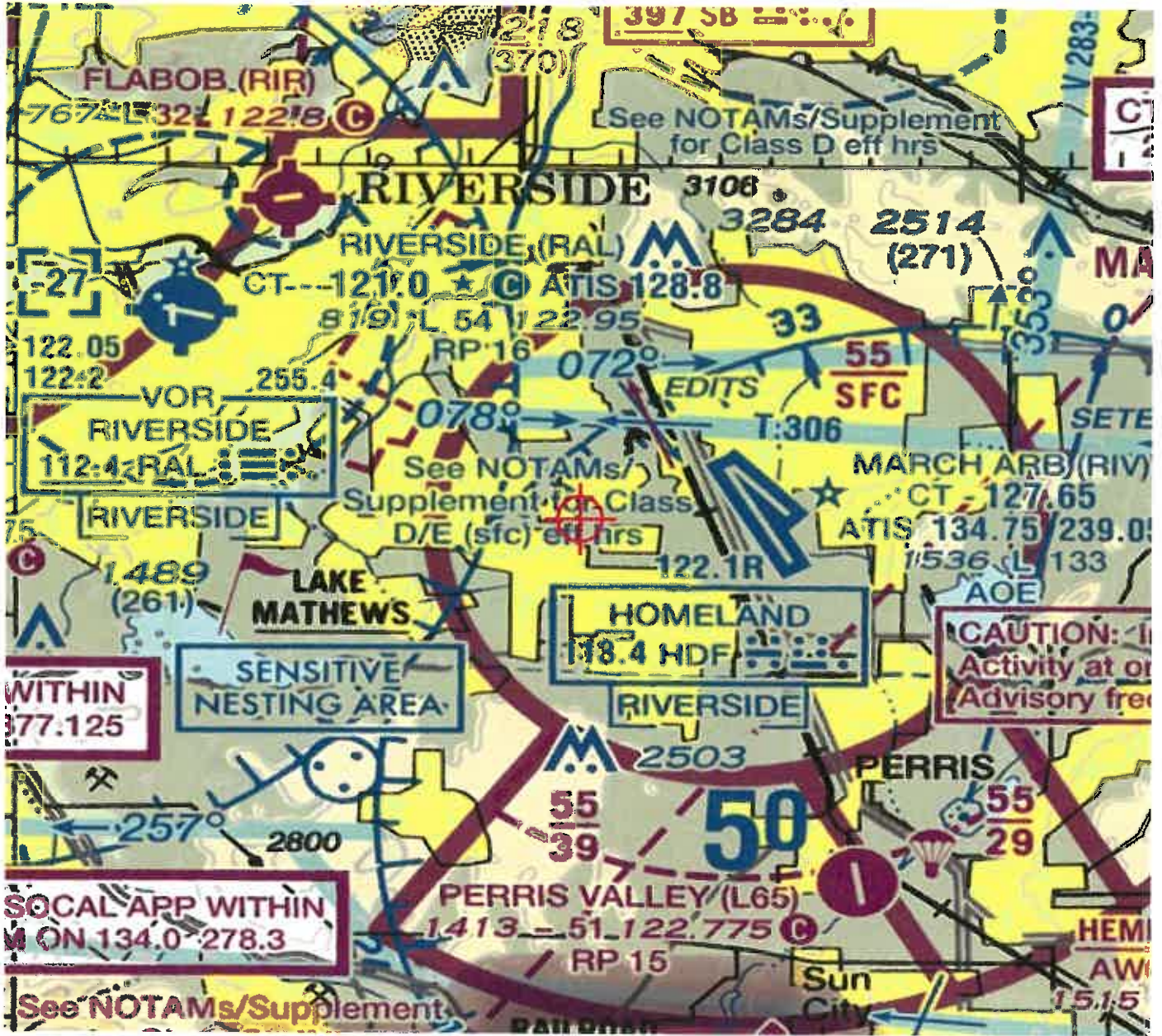
Attachment(s)

Map(s)

TOPO Map for ASN 2020-AWP-4795-OE



Sectional Map for ASN 2020-AWP-4795-OE





Mail Processing Center
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 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2020-AWP-4796-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 13 |
| Location: | Riverside, CA |
| Latitude: | 33-52-55.67N NAD 83 |
| Longitude: | 117-18-44.69W |
| Heights: | 1758 feet site elevation (SE) |
| | 20 feet above ground level (AGL) |
| | 1778 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:

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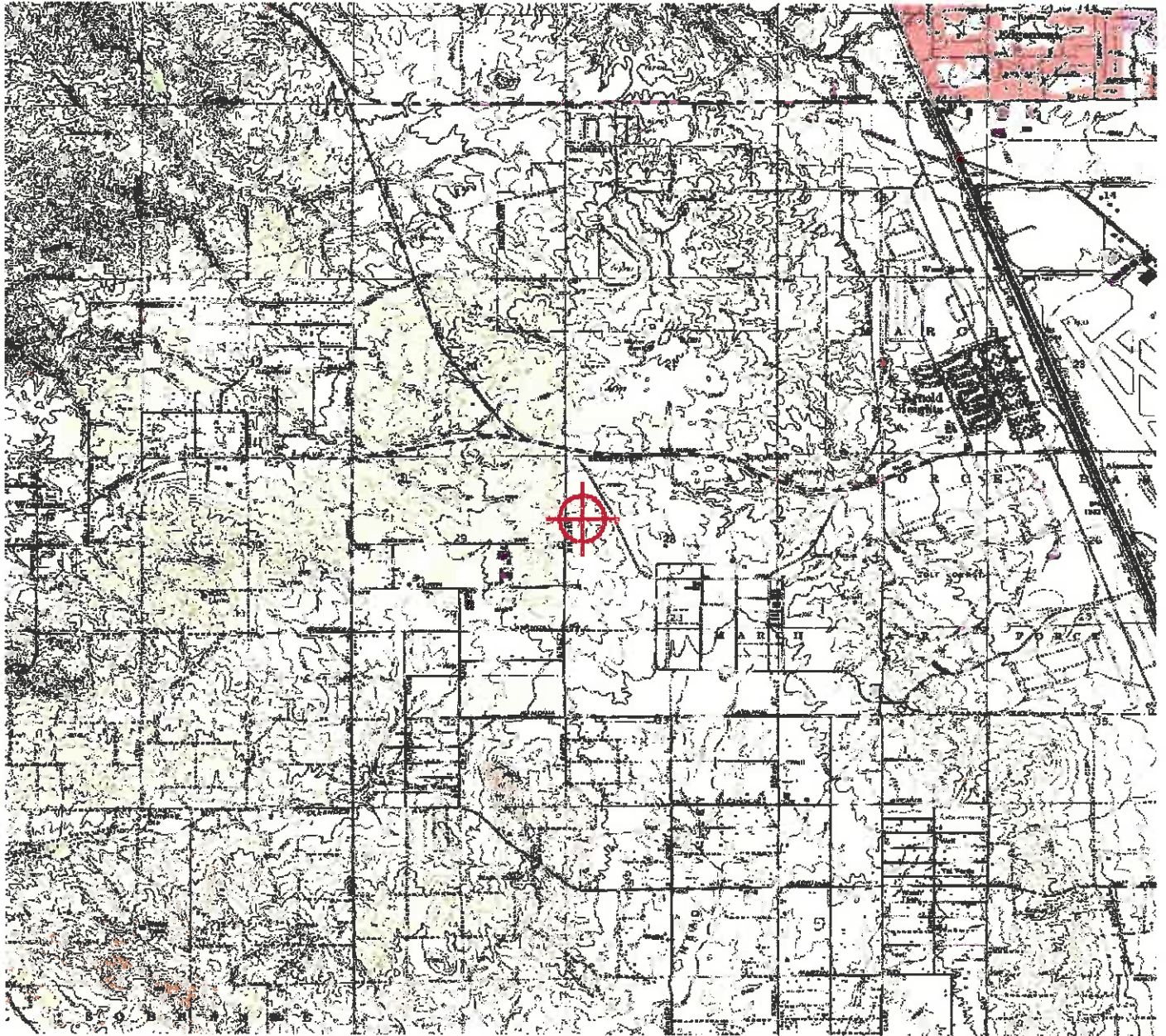
Signature Control No: 437491221-438716957

(DNE)

Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4796-OE





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

Aeronautical Study No.
 2020-AWP-4797-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 14
 Location: Riverside, CA
 Latitude: 33-52-54.88N NAD 83
 Longitude: 117-18-49.14W
 Heights: 1758 feet site elevation (SE)
 20 feet above ground level (AGL)
 1778 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:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4797-OE.

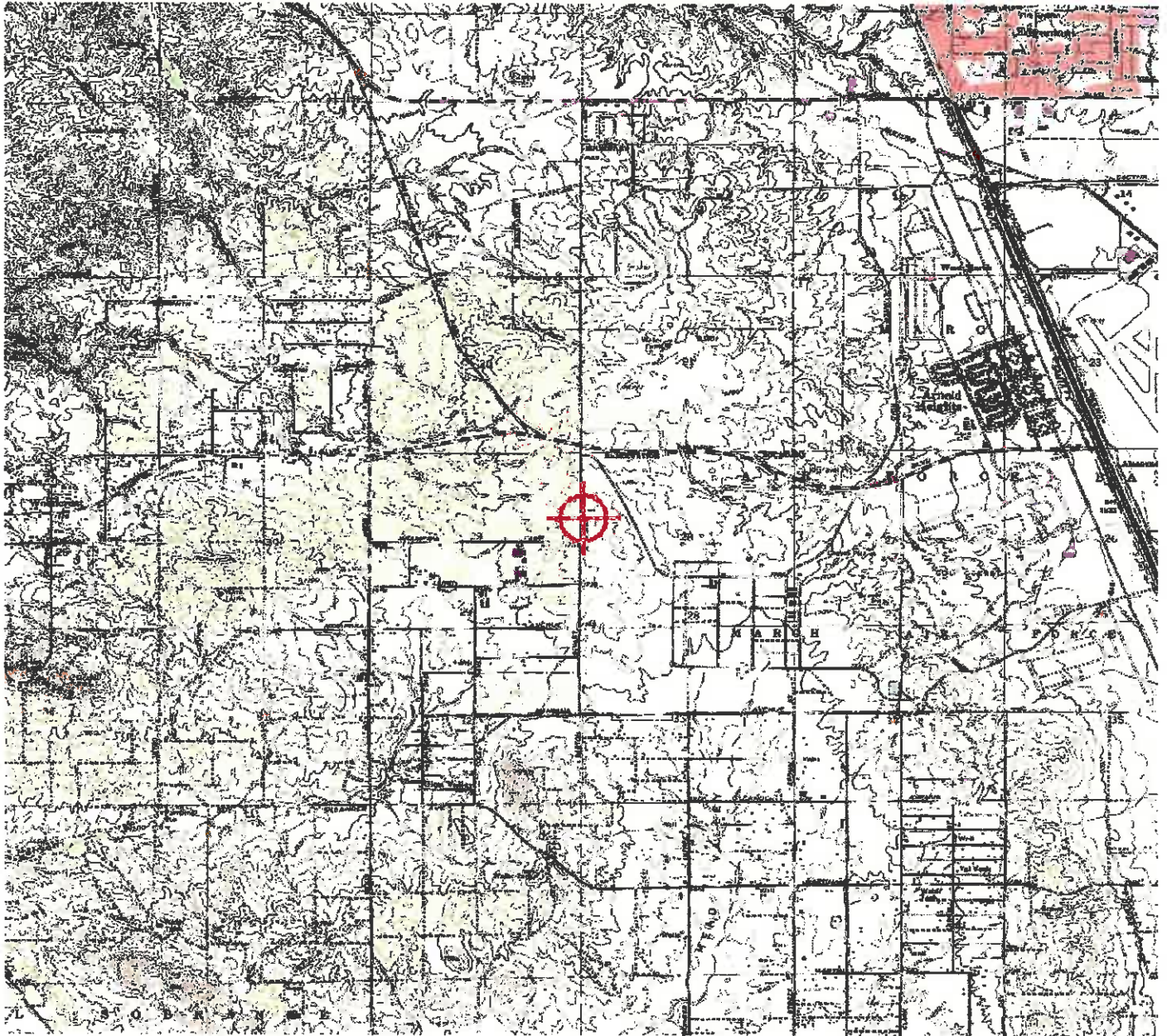
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(DNE)

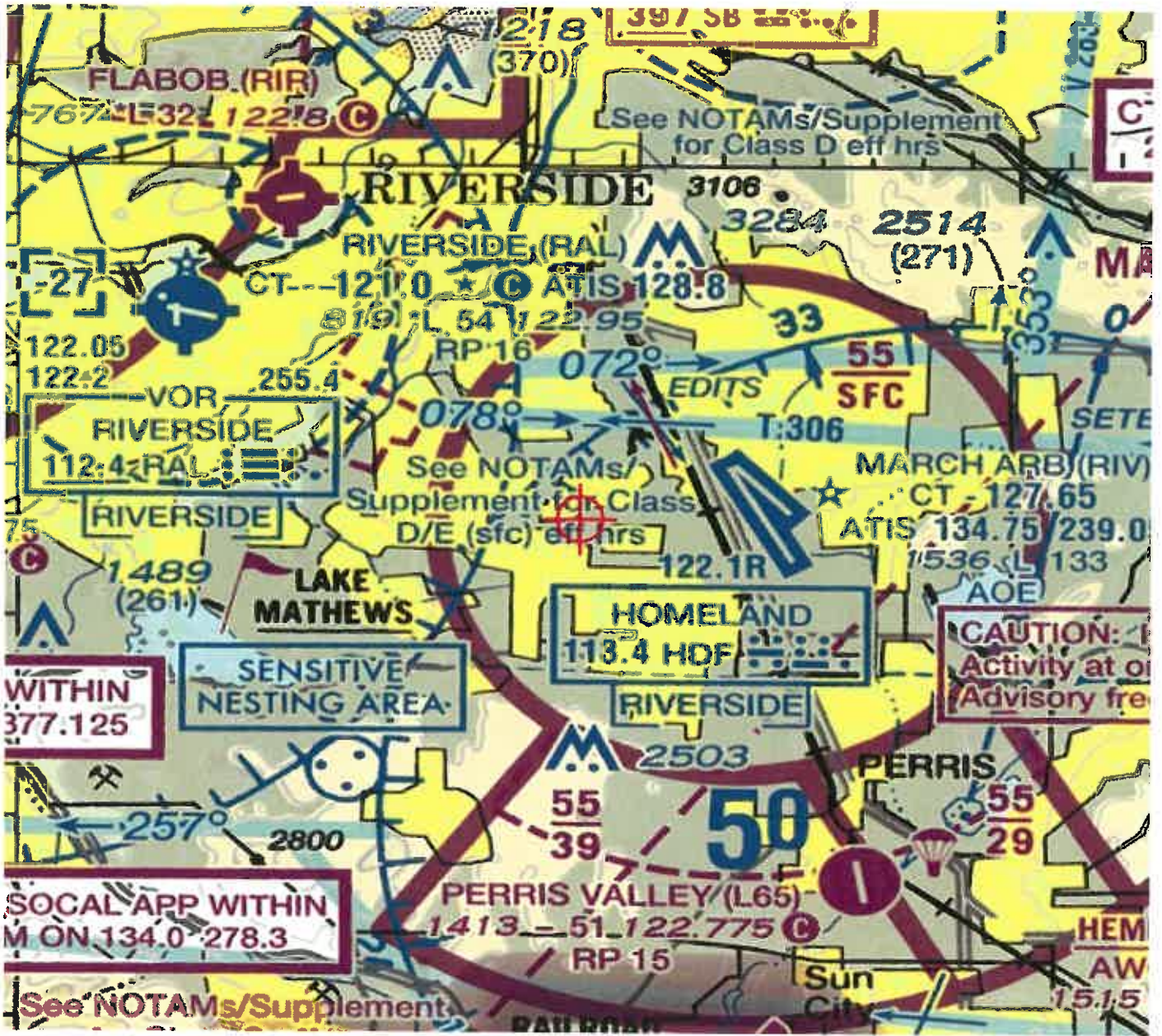
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4797-OE



Sectional Map for ASN 2020-AWP-4797-OE





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

Aeronautical Study No.
 2020-AWP-4798-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 15
 Location: Riverside, CA
 Latitude: 33-52-55.01N NAD 83
 Longitude: 117-18-48.25W
 Heights: 1758 feet site elevation (SE)
 20 feet above ground level (AGL)
 1778 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 2.

This determination expires on 11/04/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4798-OE.

Signature Control No: 437491951-438716948

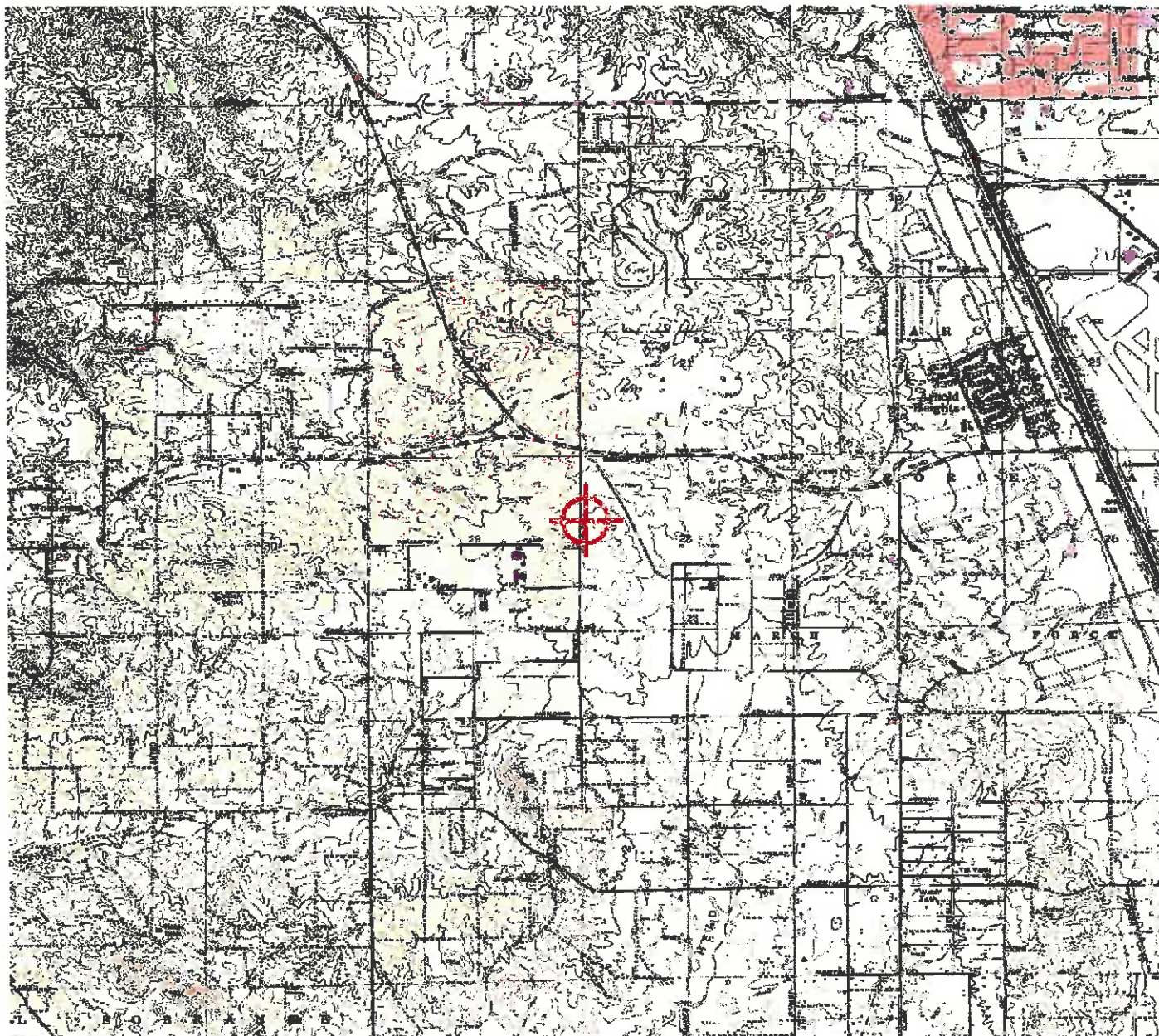
Paul Holmquist
Specialist

(DNE)

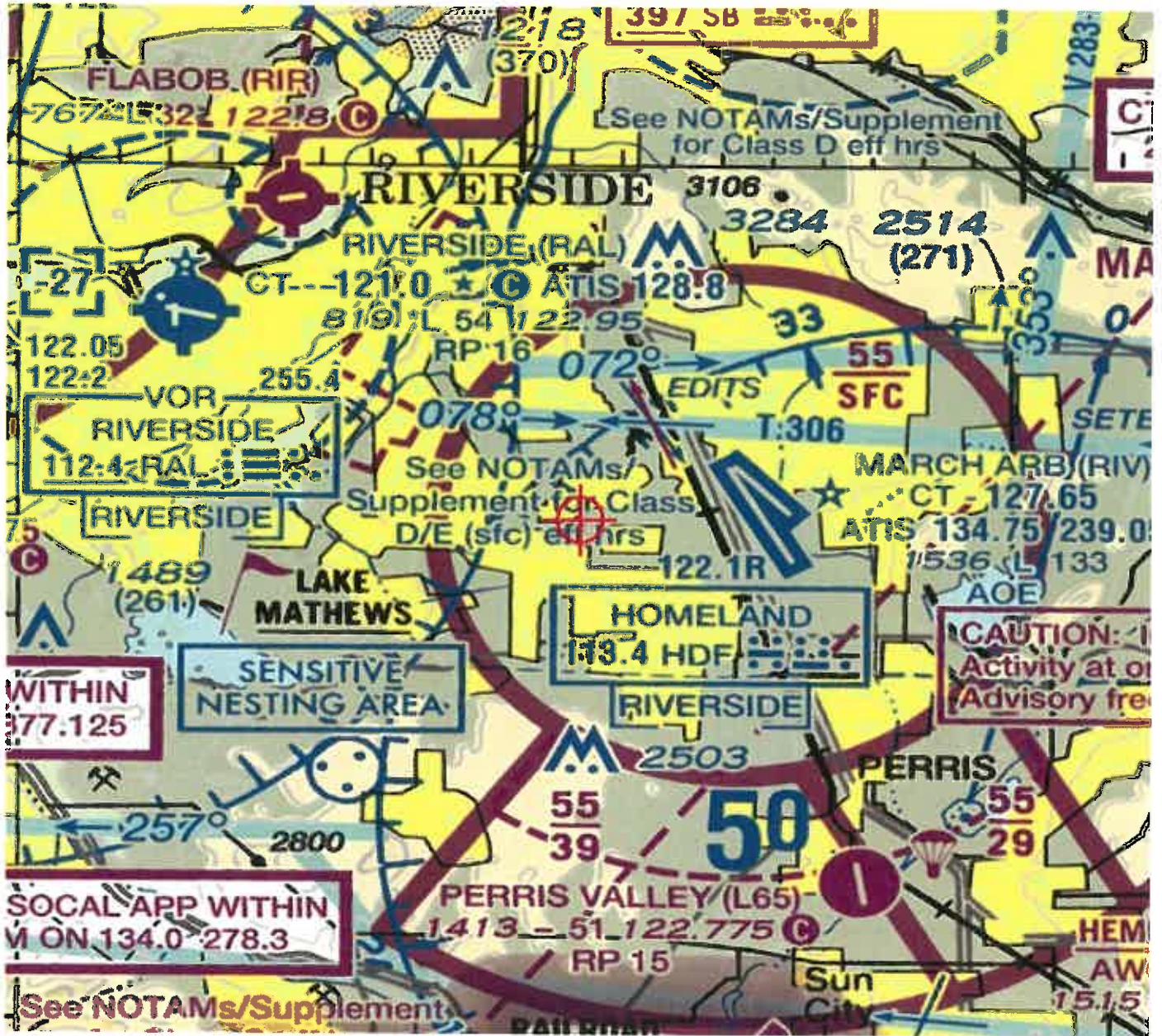
Attachment(s)

Map(s)

TOPO Map for ASN 2020-AWP-4798-OE



Sectional Map for ASN 2020-AWP-4798-OE





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

Aeronautical Study No.
 2020-AWP-4799-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 16
 Location: Riverside, CA
 Latitude: 33-52-54.26N NAD 83
 Longitude: 117-18-48.94W
 Heights: 1758 feet site elevation (SE)
 20 feet above ground level (AGL)
 1778 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 2.

This determination expires on 11/04/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4799-OE.

Signature Control No: 437492667-438716953

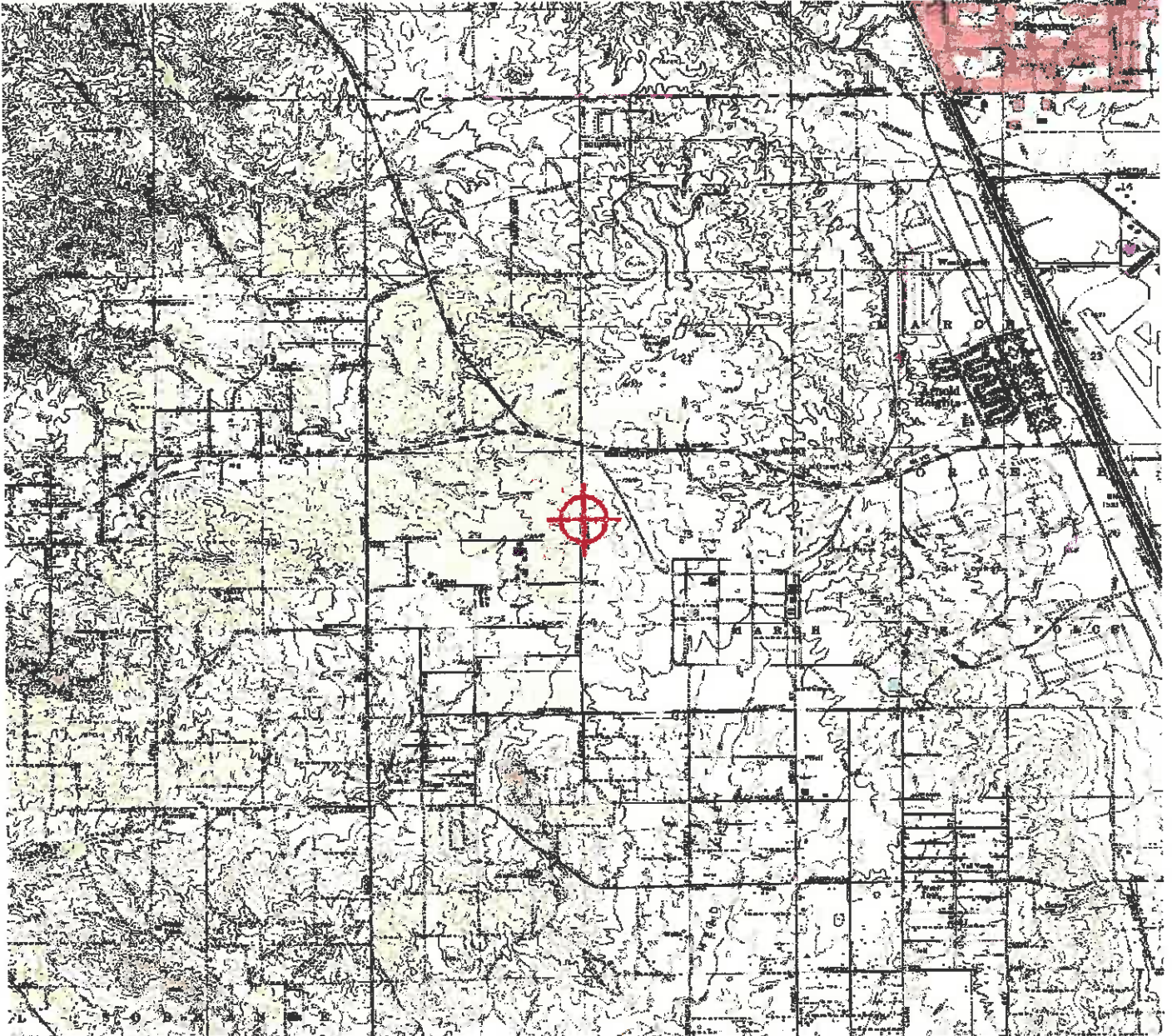
(DNE)

Paul Holmquist
Specialist

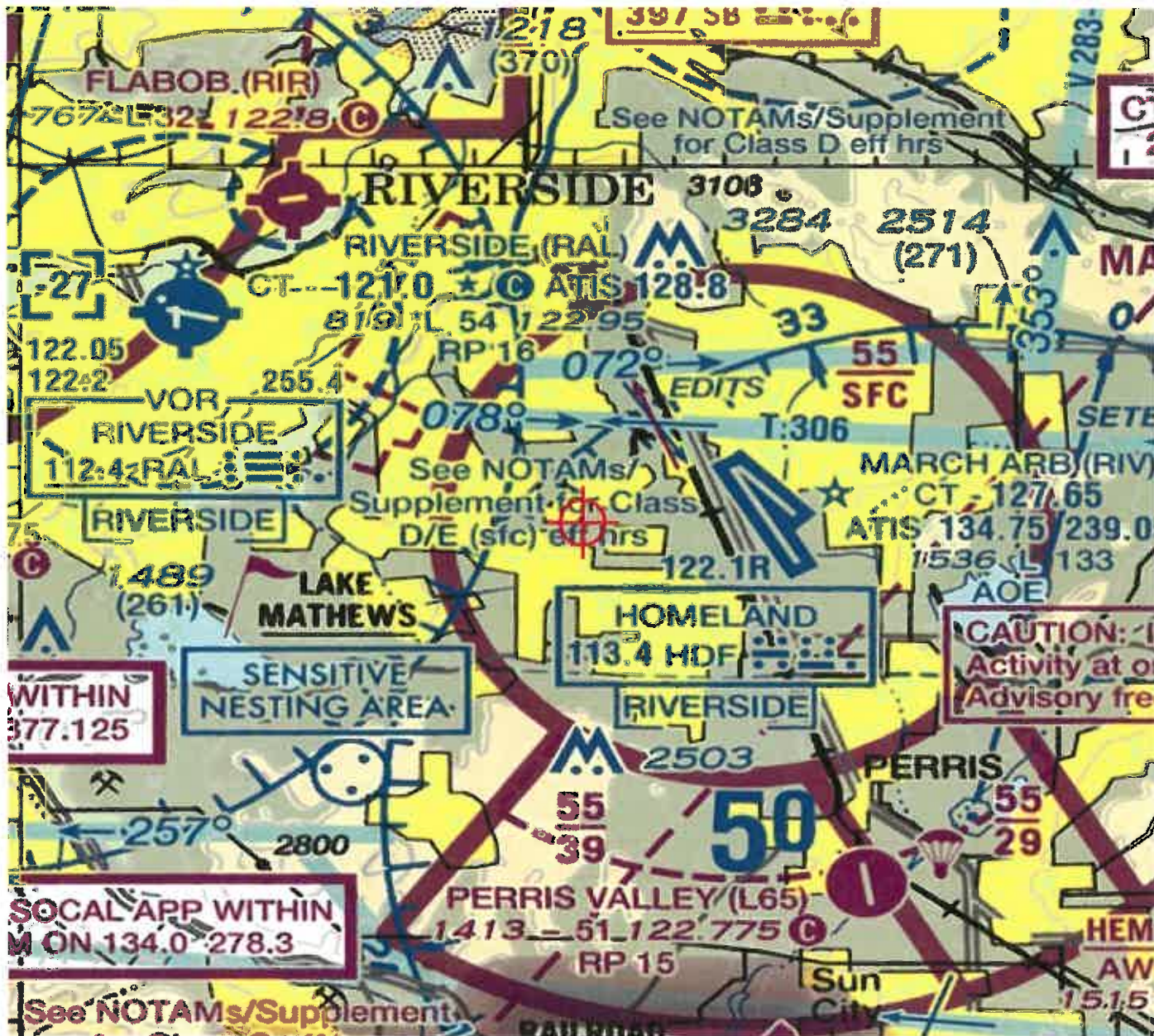
Attachment(s)

Map(s)

TOPO Map for ASN 2020-AWP-4799-OE



Sectional Map for ASN 2020-AWP-4799-OE





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

Aeronautical Study No.
2020-AWP-4800-OE

Issued Date: 05/04/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** 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 DP Light 17
Location: Riverside, CA
Latitude: 33-52-54.34N NAD 83
Longitude: 117-18-48.23W
Heights: 1758 feet site elevation (SE)
20 feet above ground level (AGL)
1778 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 2.

This determination expires on 11/04/2021 unless:

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

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

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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 (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4800-OE.

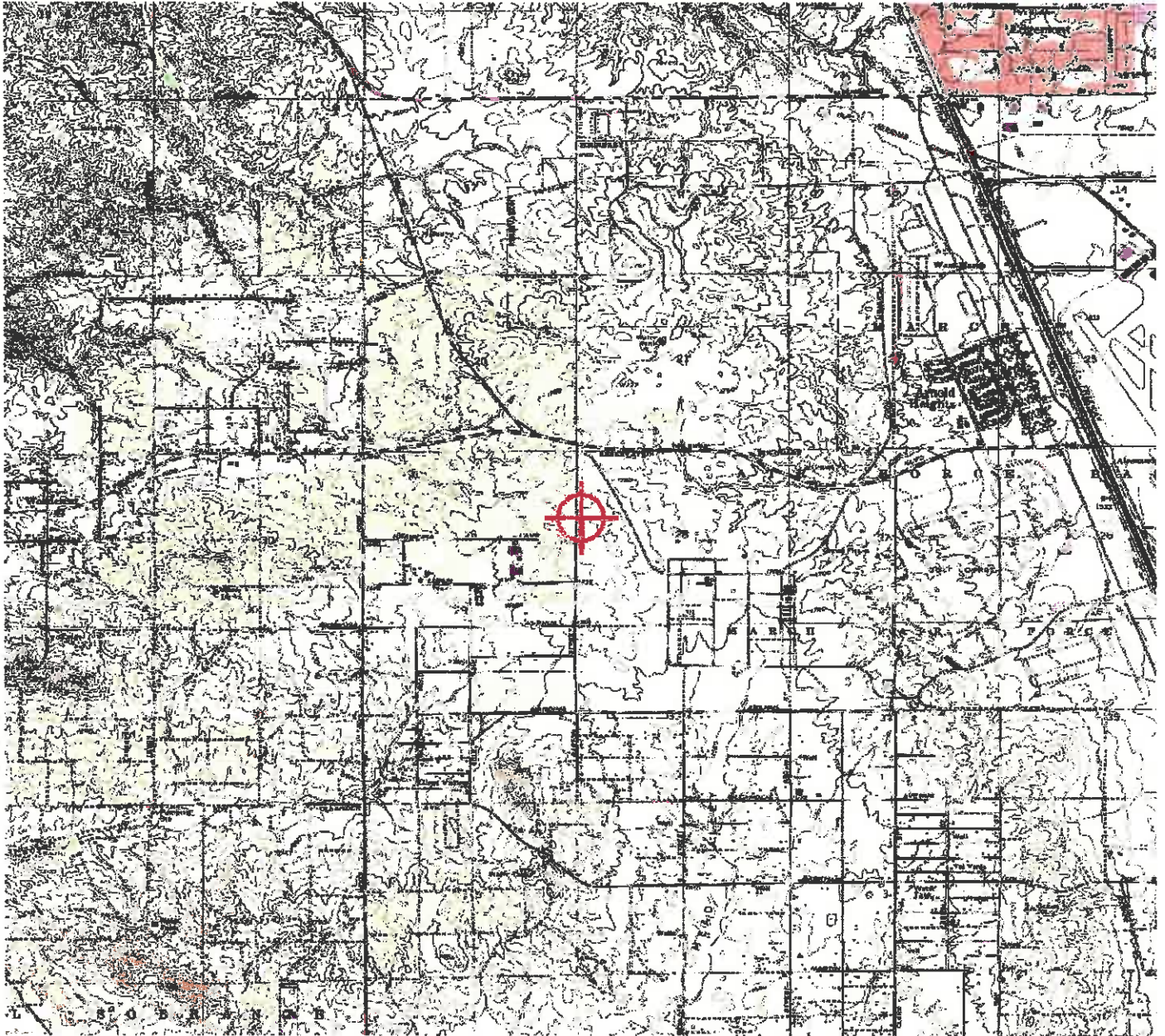
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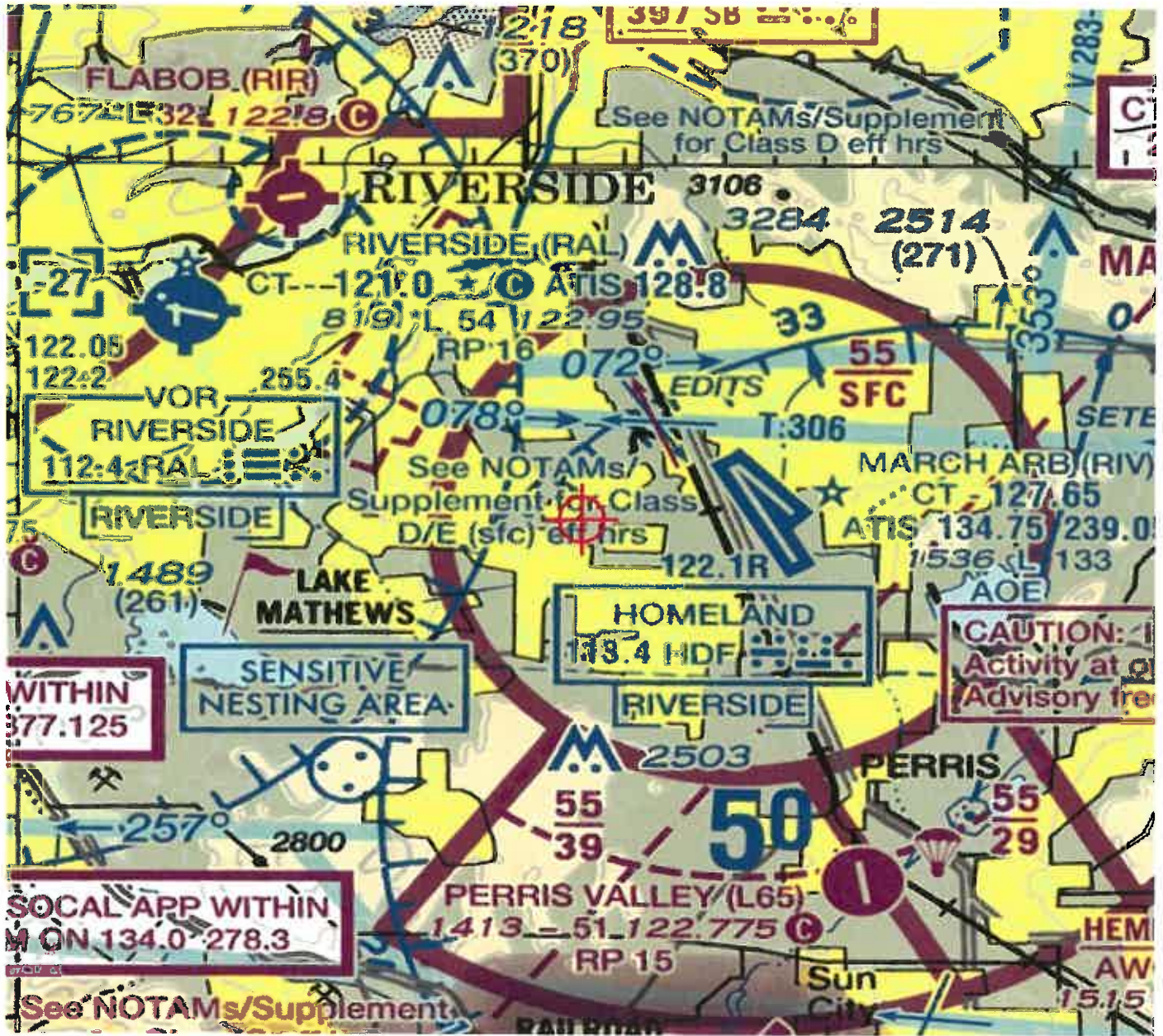
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4800-OE



Sectional Map for ASN 2020-AWP-4800-OE





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

Aeronautical Study No.
 2020-AWP-4801-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 18
 Location: Riverside, CA
 Latitude: 33-52-54.69N NAD 83
 Longitude: 117-18-45.93W
 Heights: 1758 feet site elevation (SE)
 20 feet above ground level (AGL)
 1778 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 2.

This determination expires on 11/04/2021 unless:

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

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

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If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4801-OE.

Signature Control No: 437494078-438716949

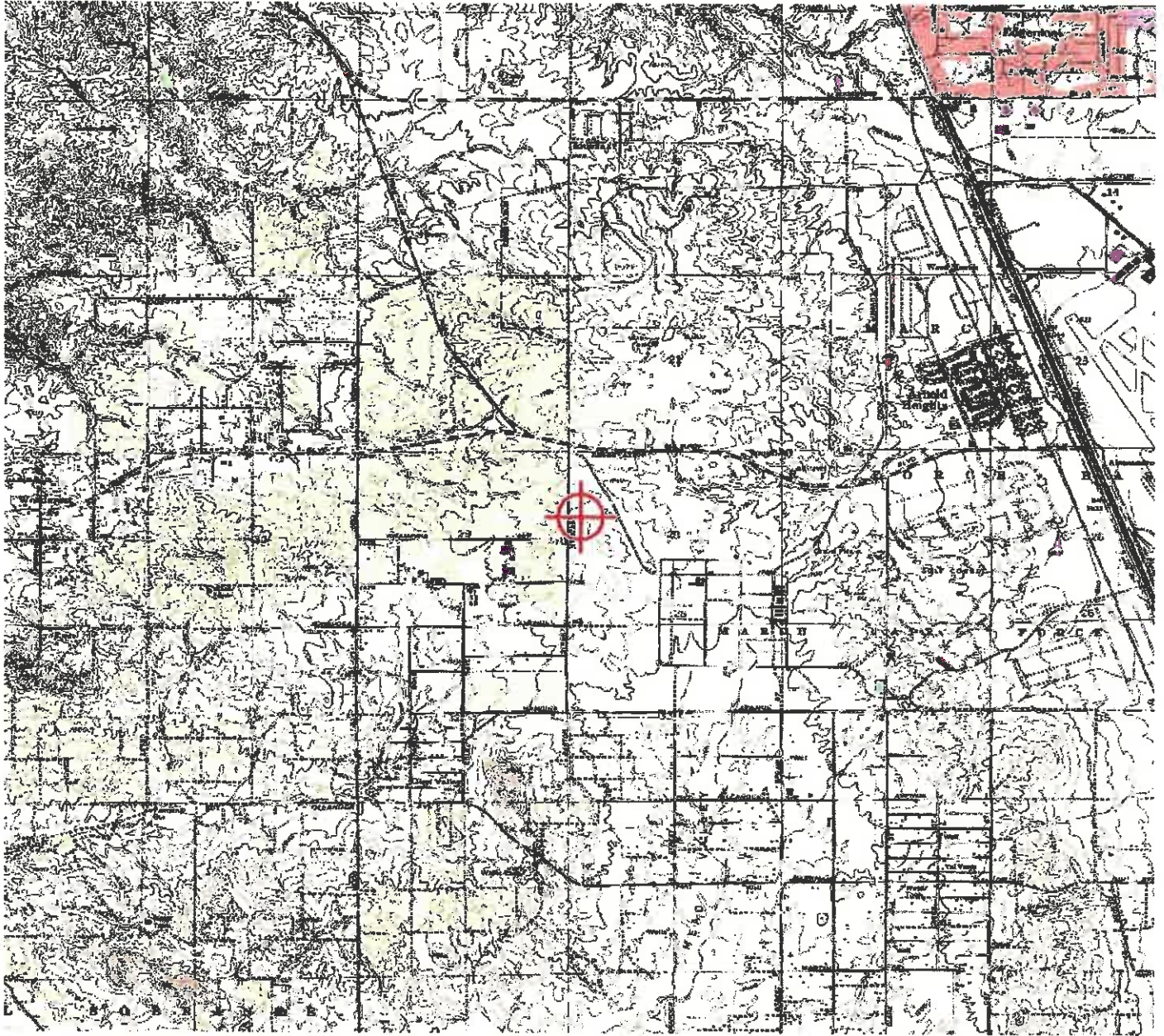
(DNE)

Paul Holmquist
Specialist

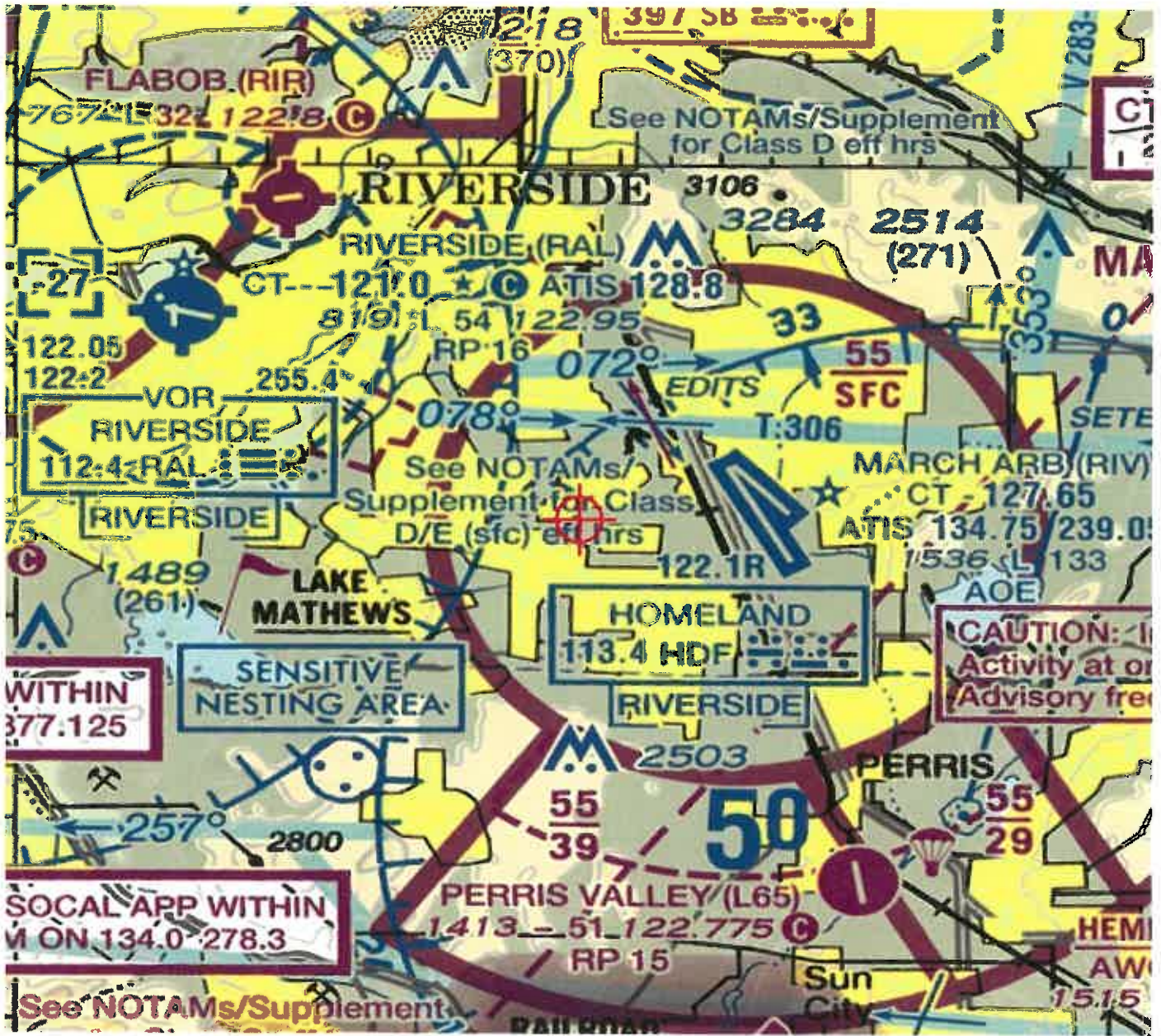
Attachment(s)

Map(s)

TOPO Map for ASN 2020-AWP-4801-OE



Sectional Map for ASN 2020-AWP-4801-OE





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

Aeronautical Study No.
 2020-AWP-4802-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 19
 Location: Riverside, CA
 Latitude: 33-52-54.68N NAD 83
 Longitude: 117-18-44.70W
 Heights: 1759 feet site elevation (SE)
 20 feet above ground level (AGL)
 1779 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 2.

This determination expires on 11/04/2021 unless:

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

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

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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.

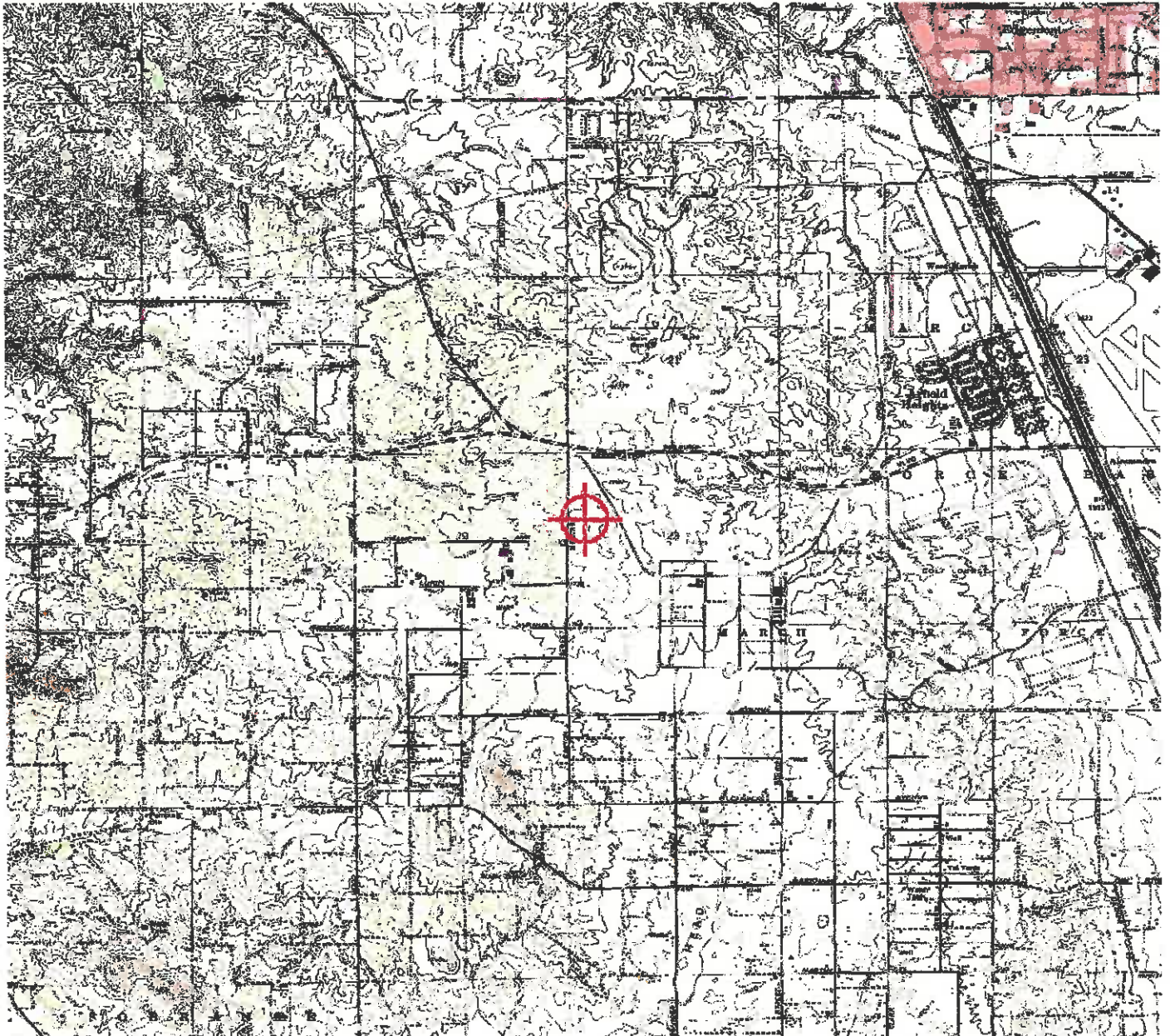
If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4802-OE.

Signature Control No: 437494539-438716943
Paul Holmquist
Specialist

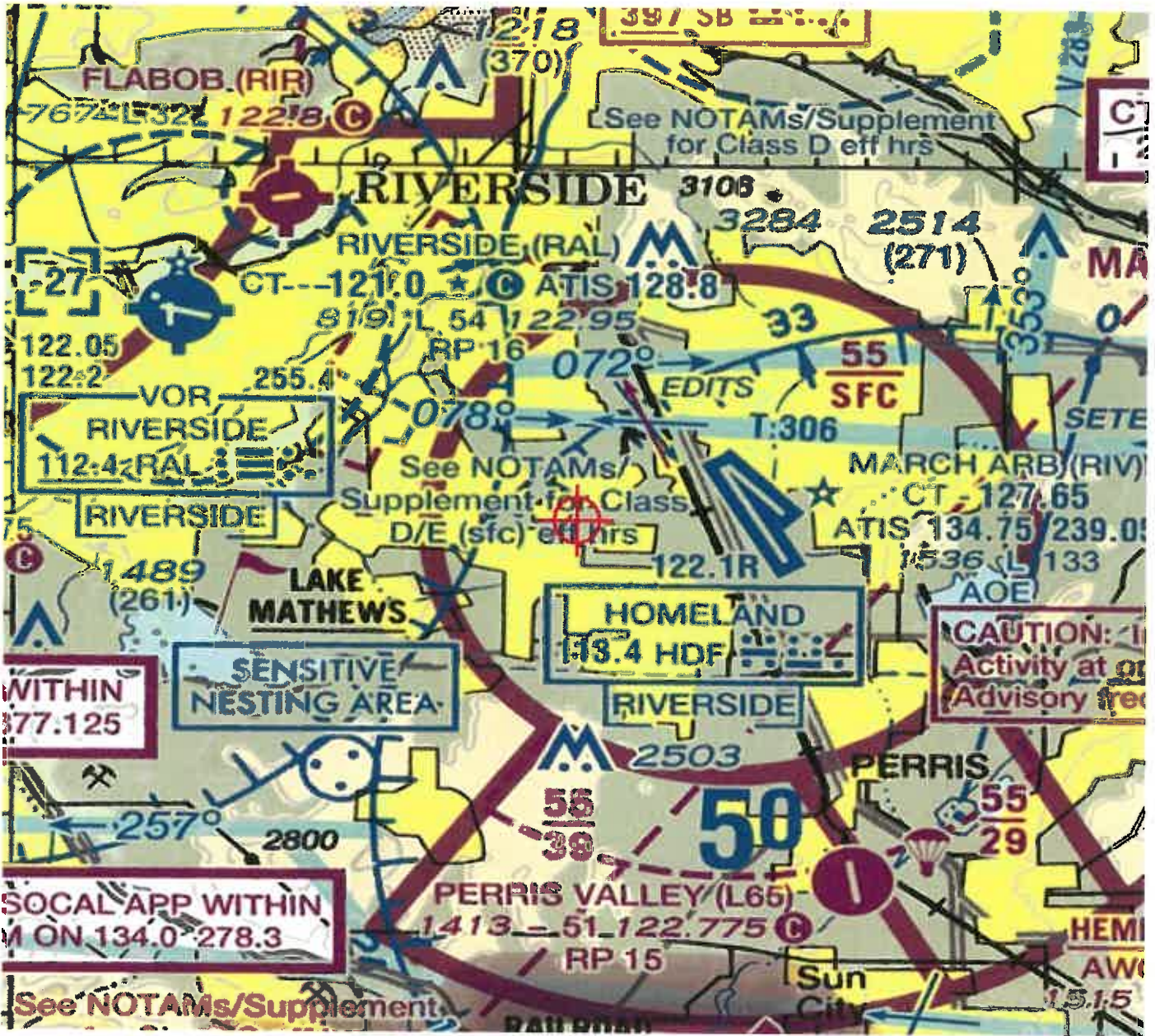
(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4802-OE



Sectional Map for ASN 2020-AWP-4802-OE





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

Aeronautical Study No.
 2020-AWP-4803-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 21
 Location: Riverside, CA
 Latitude: 33-52-53.57N NAD 83
 Longitude: 117-18-48.58W
 Heights: 1757 feet site elevation (SE)
 20 feet above ground level (AGL)
 1777 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 2.

This determination expires on 11/04/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

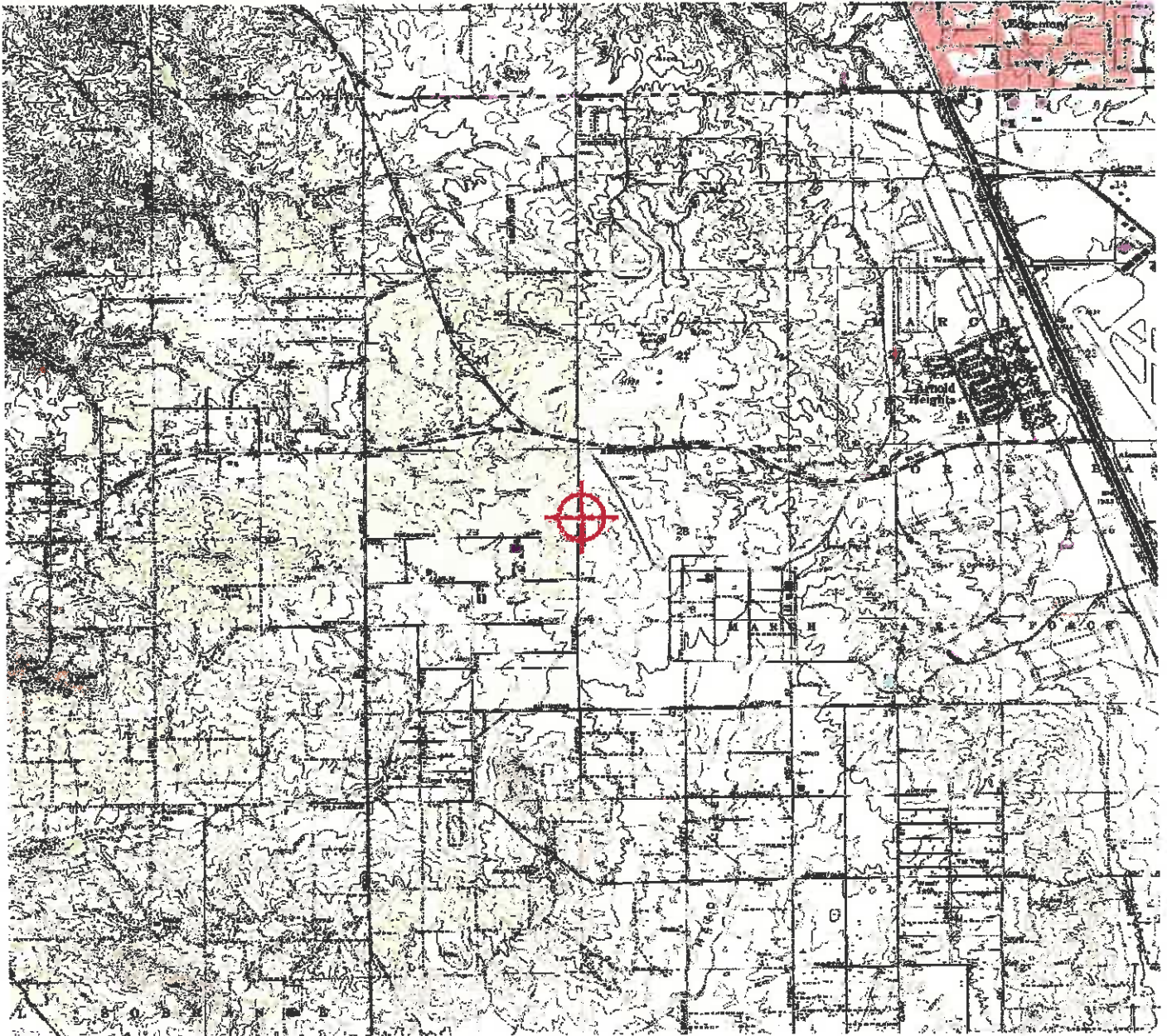
If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4803-OE.

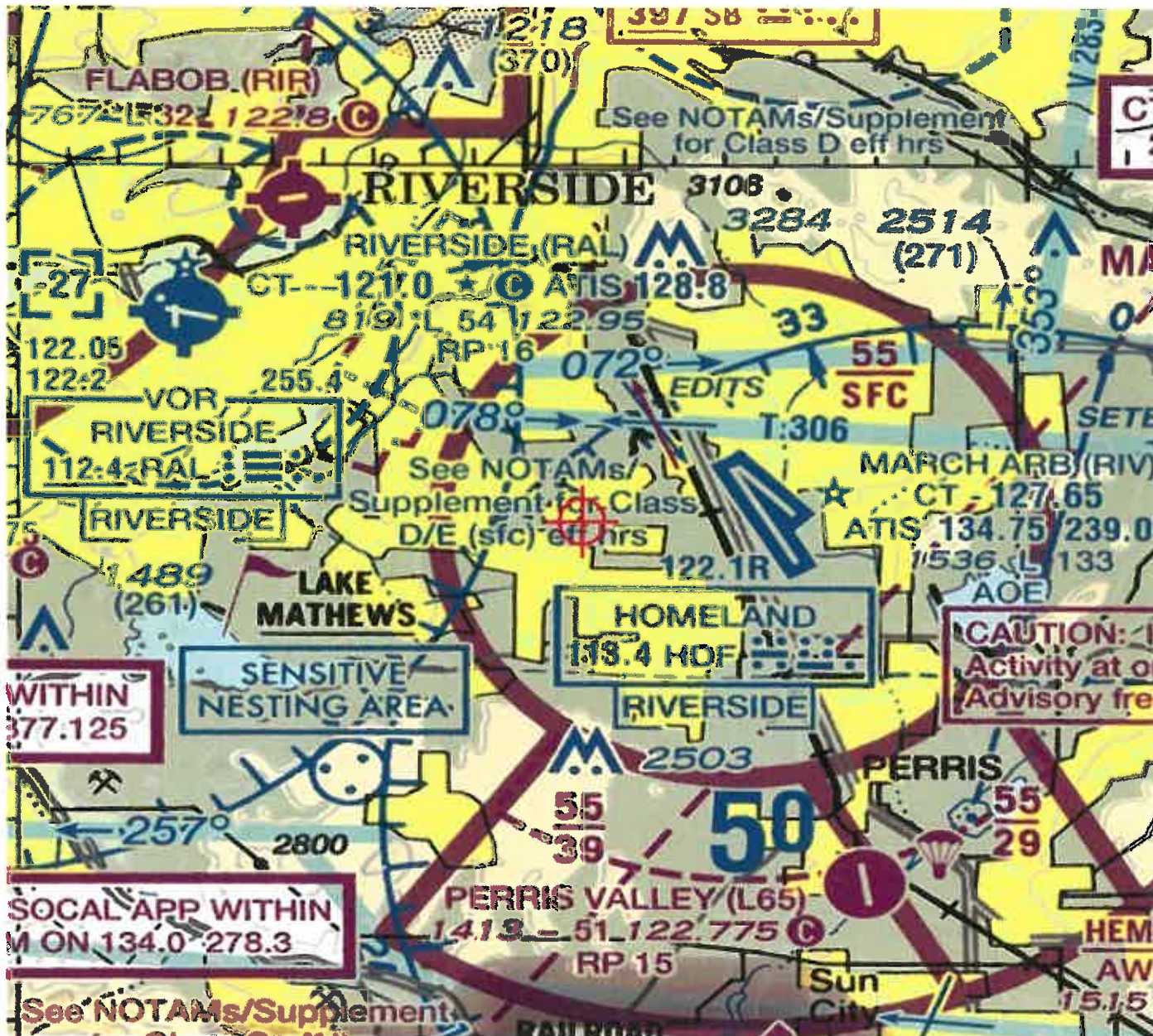
Signature Control No: 437495399-438716980
Paul Holmquist
Specialist

(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4803-OE







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

Aeronautical Study No.
 2020-AWP-4804-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 22
 Location: Riverside, CA
 Latitude: 33-52-53.70N NAD 83
 Longitude: 117-18-45.92W
 Heights: 1757 feet site elevation (SE)
 20 feet above ground level (AGL)
 1777 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 2.

This determination expires on 11/04/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4804-OE.

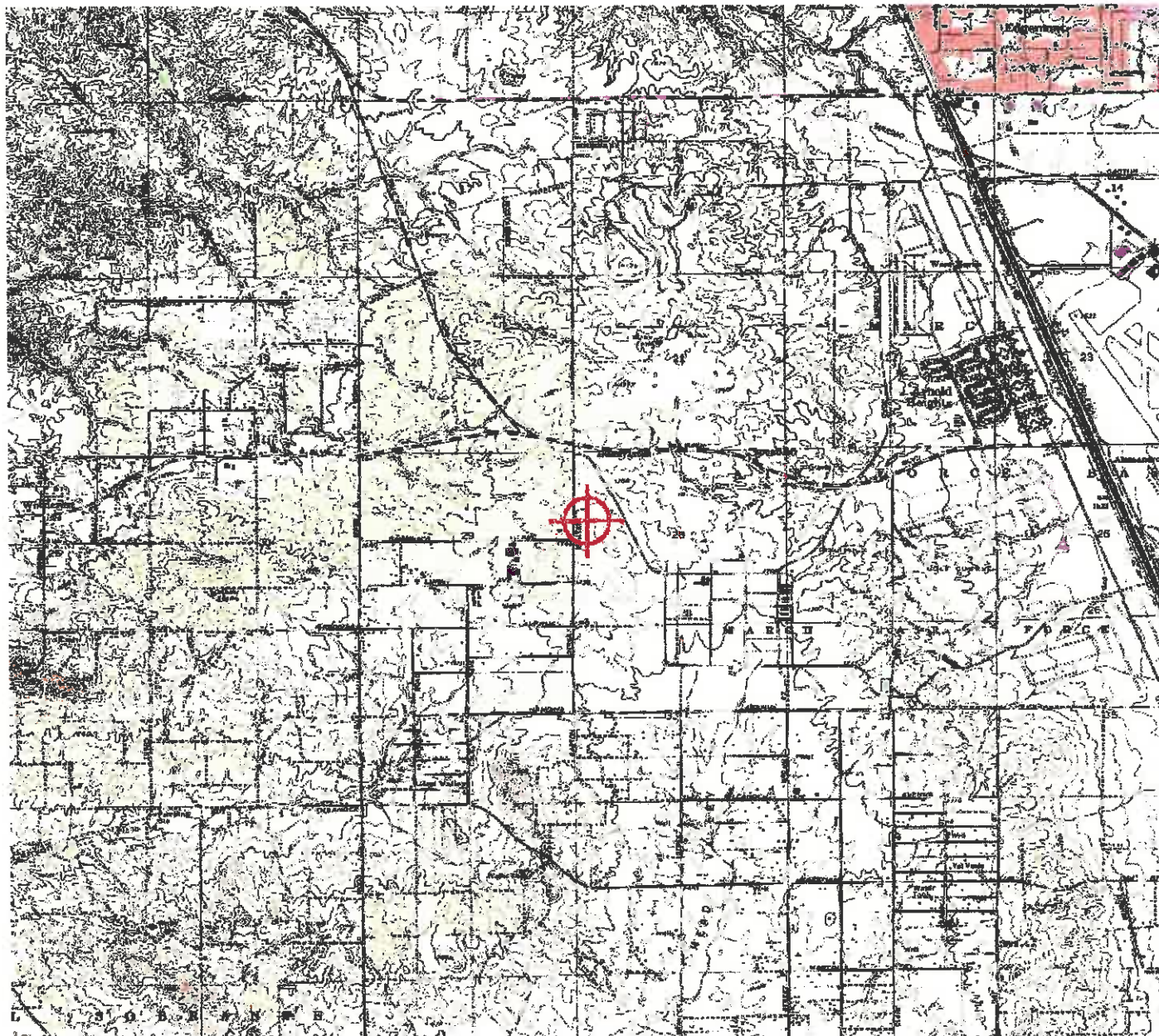
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(DNE)

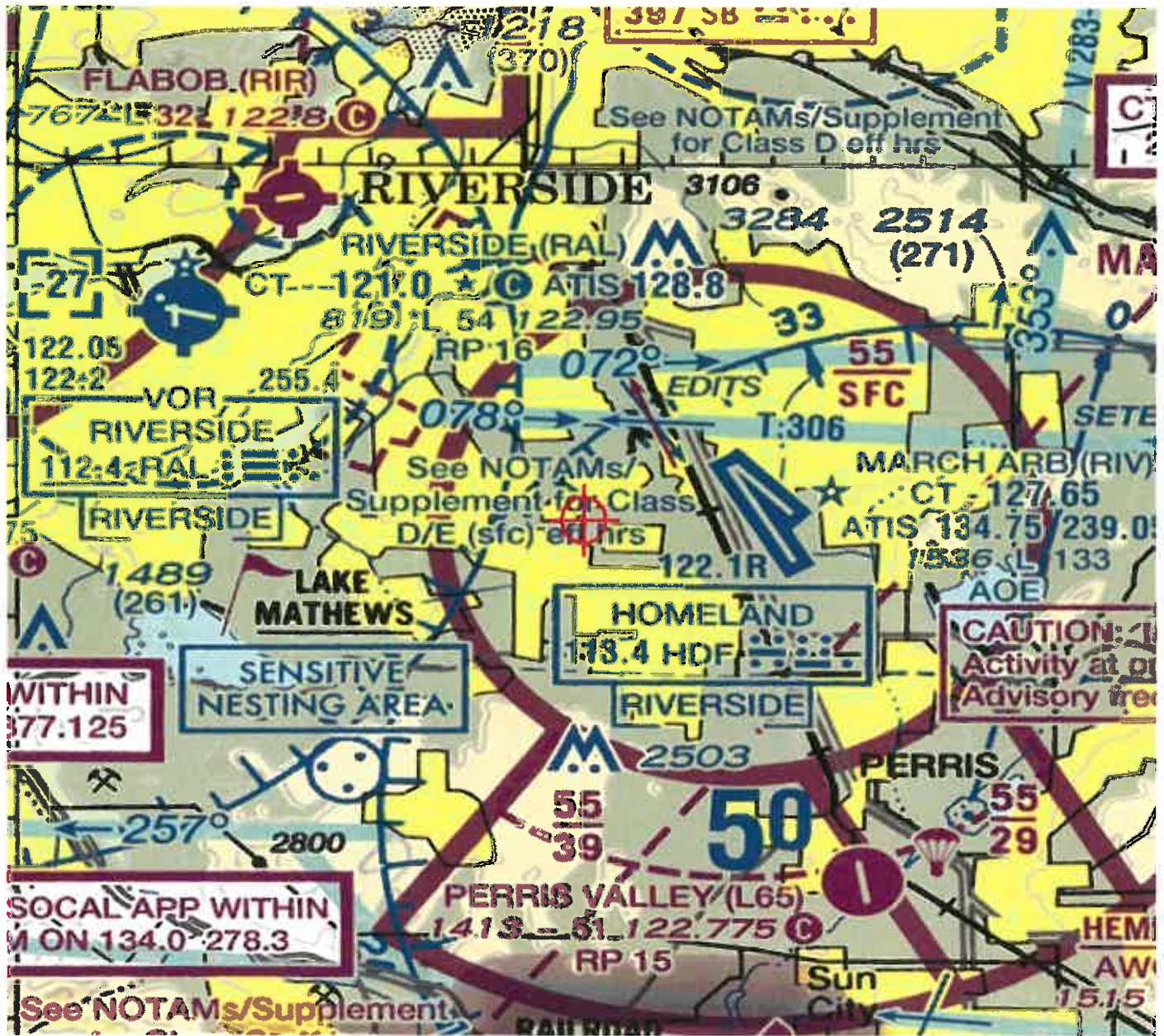
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4804-OE



Sectional Map for ASN 2020-AWP-4804-OE





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

Aeronautical Study No.
 2020-AWP-4805-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 23
 Location: Riverside, CA
 Latitude: 33-52-53.69N NAD 83
 Longitude: 117-18-44.70W
 Heights: 1758 feet site elevation (SE)
 20 feet above ground level (AGL)
 1778 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 2.

This determination expires on 11/04/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4805-OE.

Signature Control No: 437496314-438716983

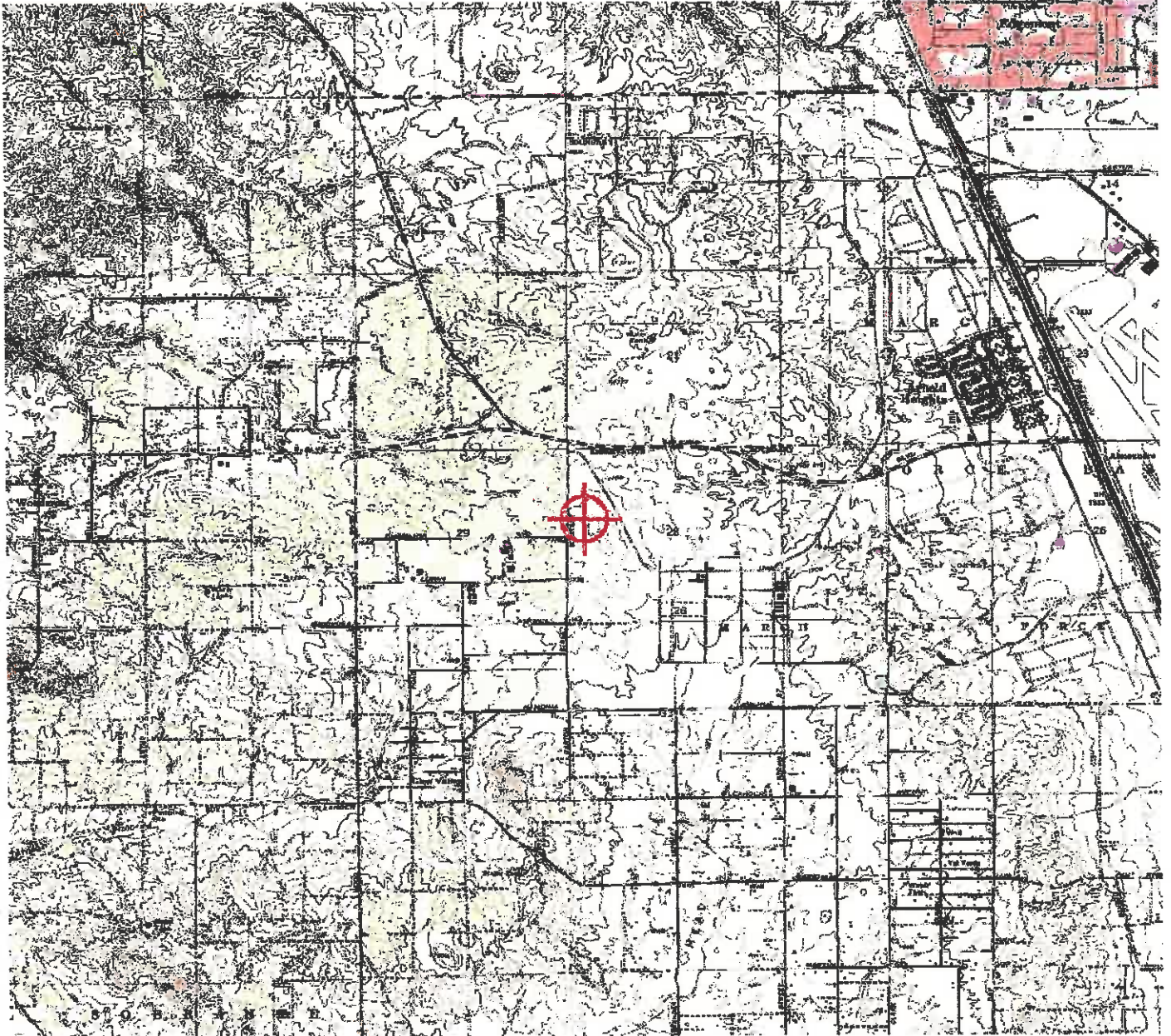
Paul Holmquist
Specialist

(DNE)

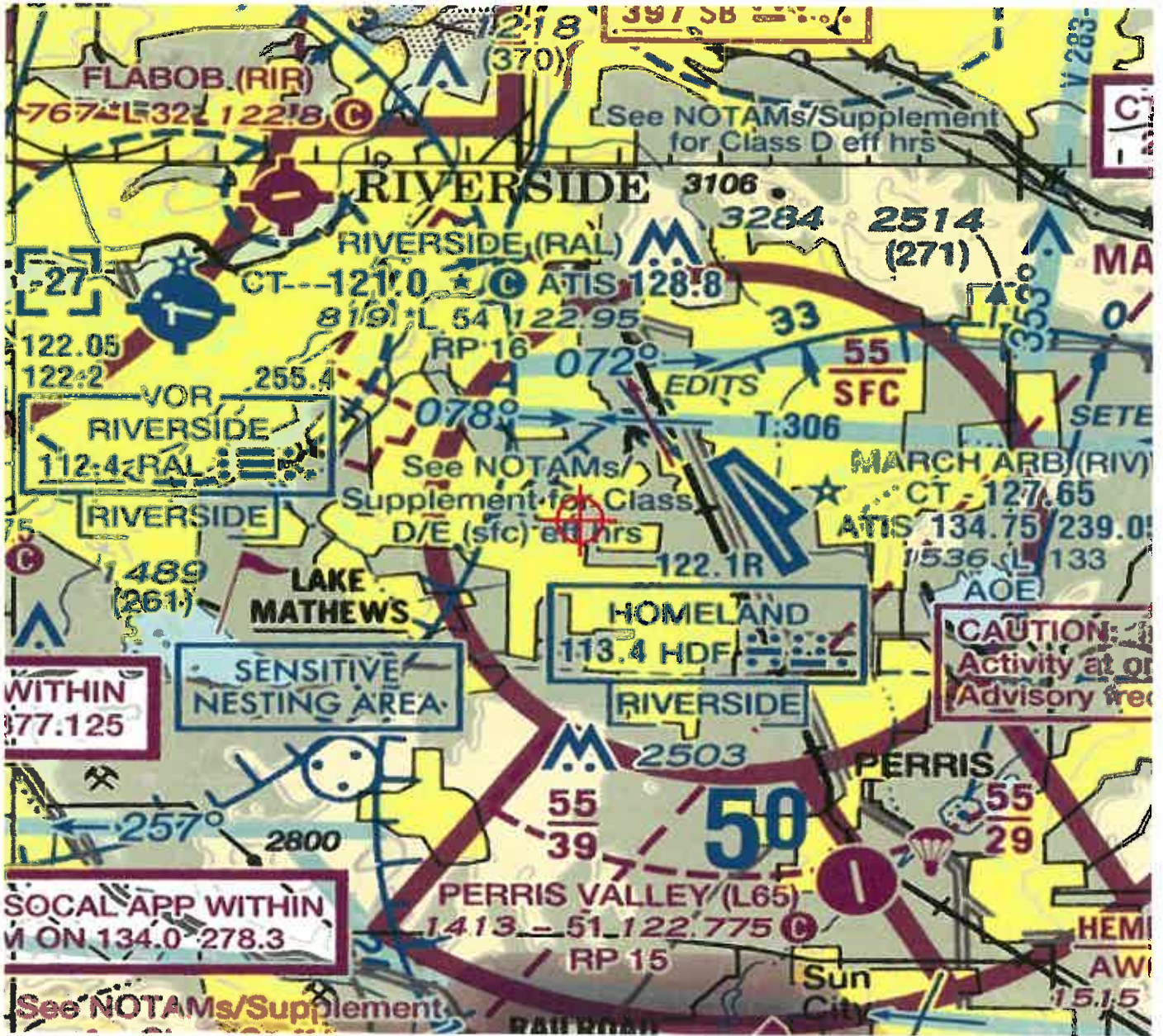
Attachment(s)

Map(s)

TOPO Map for ASN 2020-AWP-4805-OE



Sectional Map for ASN 2020-AWP-4805-OE





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

Aeronautical Study No.
 2020-AWP-4806-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 24
 Location: Riverside, CA
 Latitude: 33-52-53.27N NAD 83
 Longitude: 117-18-49.21W
 Heights: 1756 feet site elevation (SE)
 20 feet above ground level (AGL)
 1776 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 2.

This determination expires on 11/04/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4806-OE.

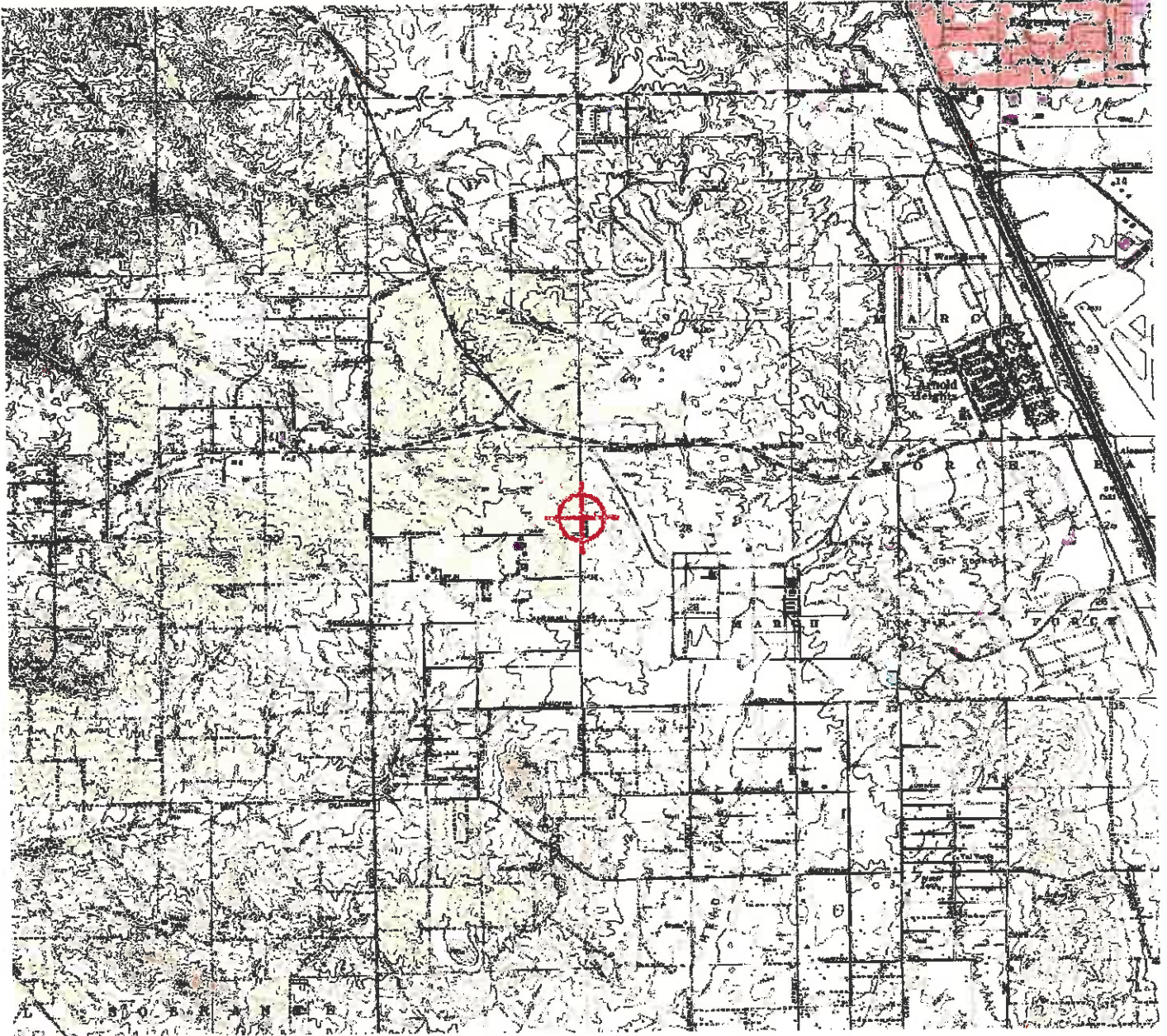
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(DNE)

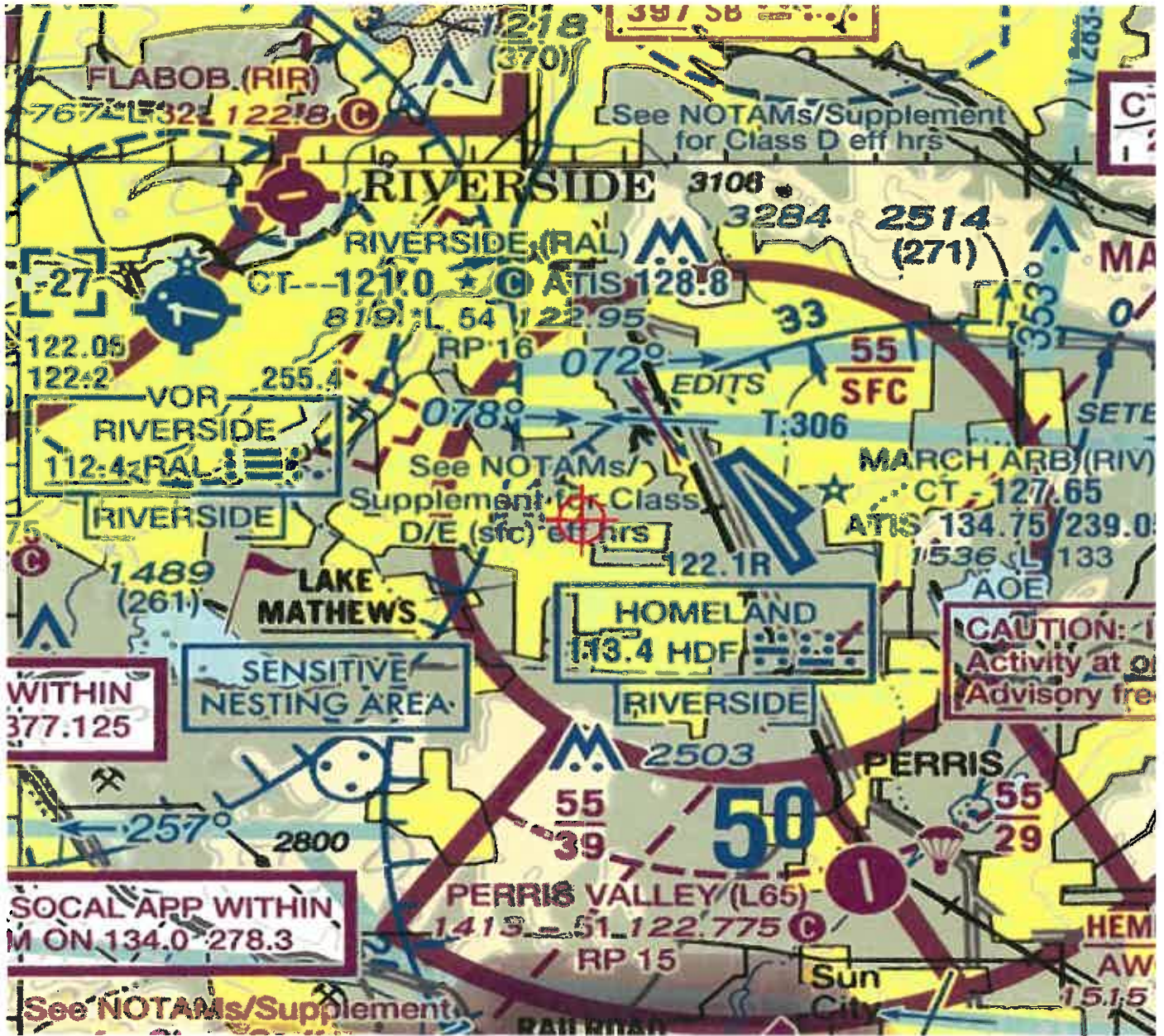
Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4806-OE



Sectional Map for ASN 2020-AWP-4806-OE





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

Aeronautical Study No.
 2020-AWP-4807-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 25
 Location: Riverside, CA
 Latitude: 33-52-53.02N NAD 83
 Longitude: 117-18-48.30W
 Heights: 1756 feet site elevation (SE)
 20 feet above ground level (AGL)
 1776 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 2.

This determination expires on 11/04/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

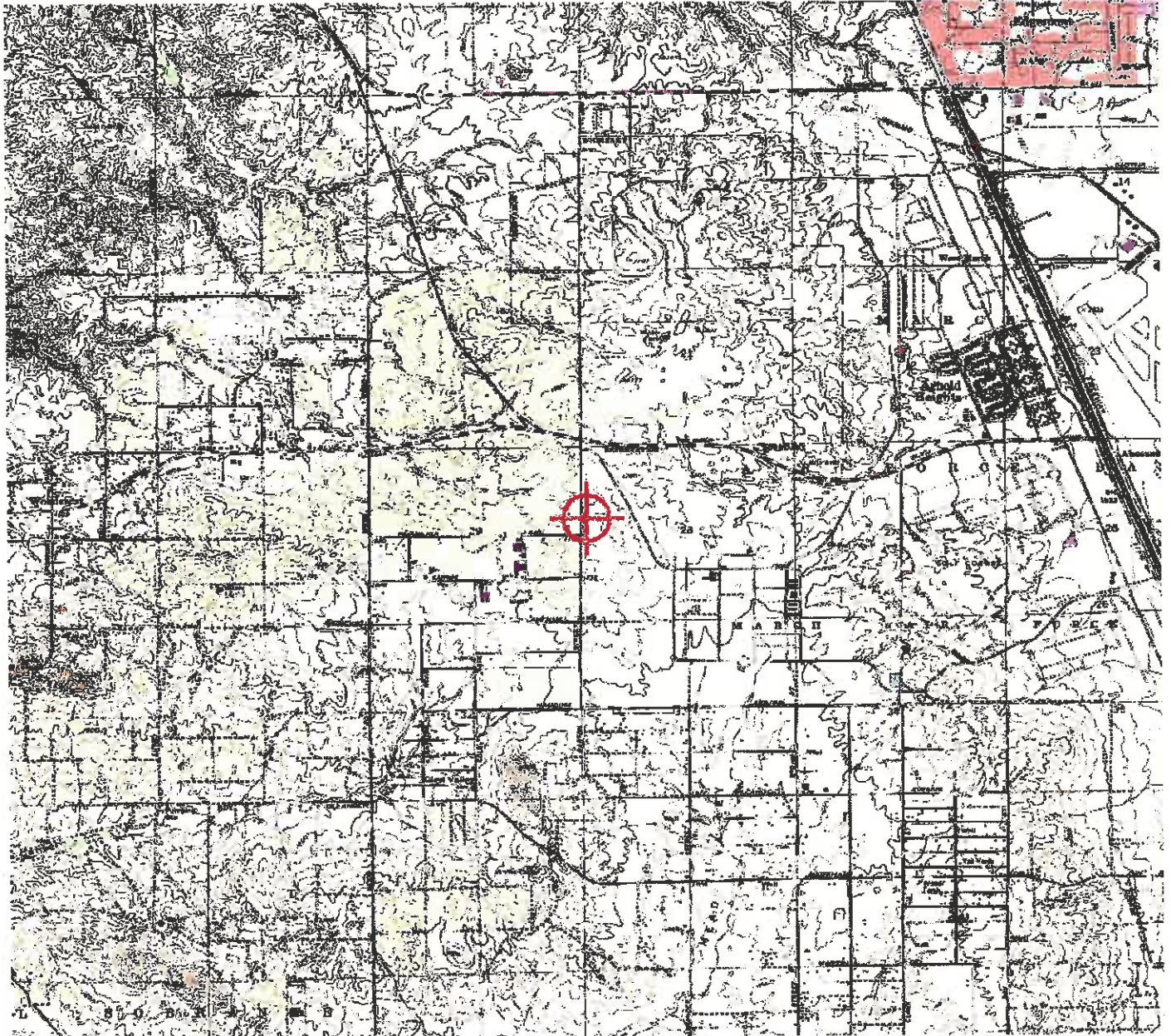
If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4807-OE.

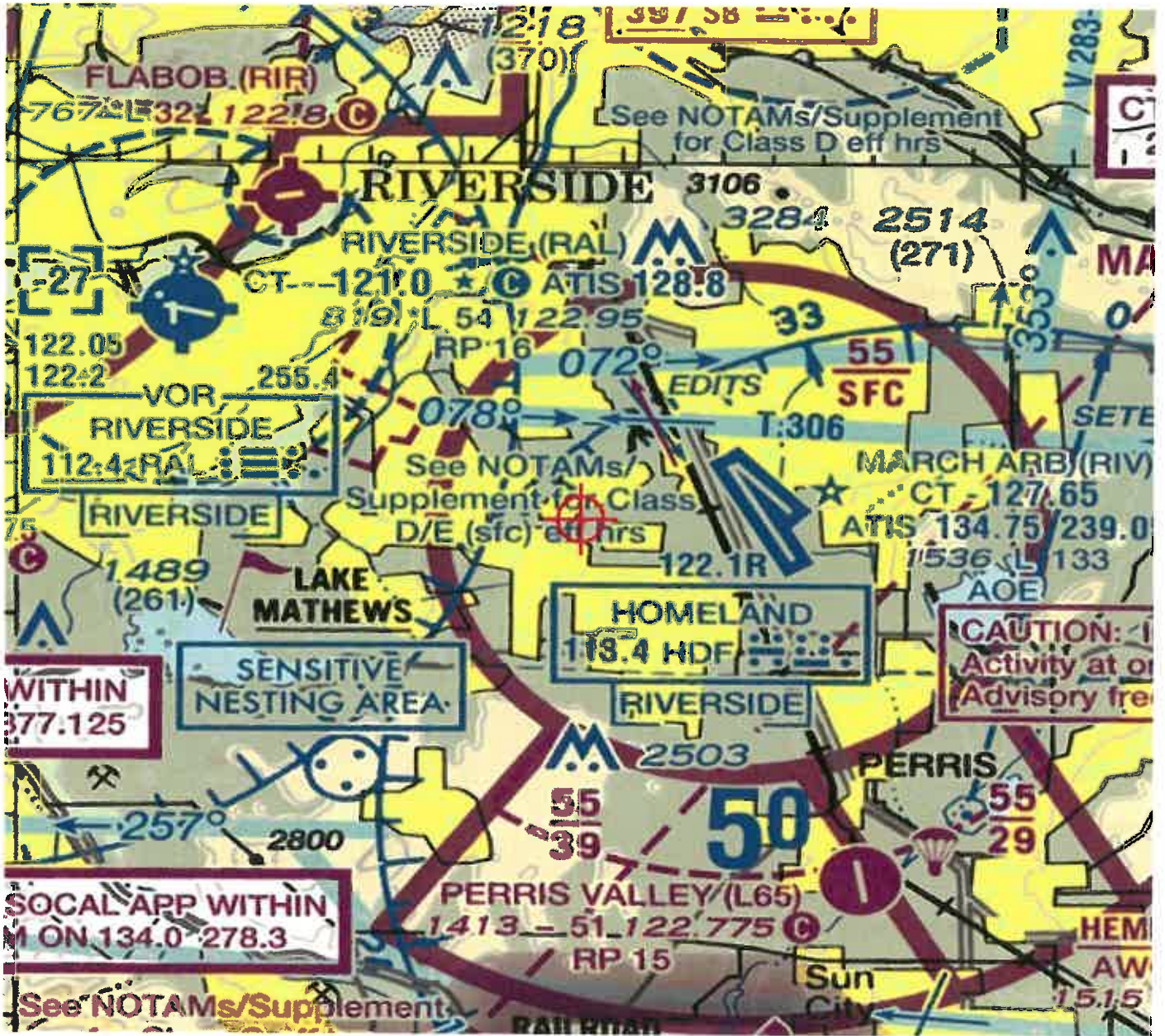
Signature Control No: 437496962-438716987

(DNE)

Paul Holmquist
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.
 2020-AWP-4808-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 26
 Location: Riverside, CA
 Latitude: 33-52-53.03N NAD 83
 Longitude: 117-18-47.05W
 Heights: 1756 feet site elevation (SE)
 20 feet above ground level (AGL)
 1776 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 2.

This determination expires on 11/04/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4808-OE.

Signature Control No: 437497277-438716989

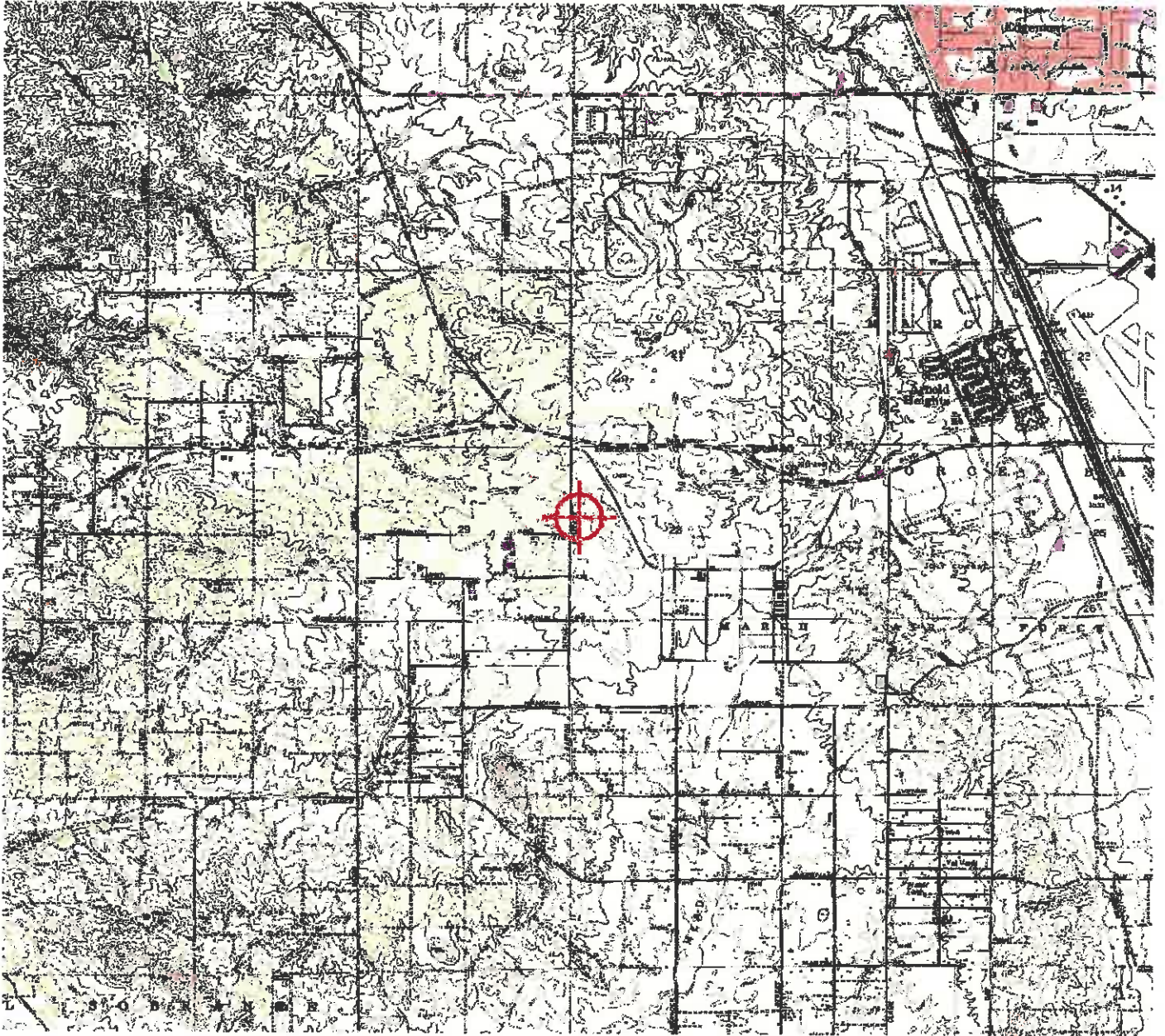
(DNE)

Paul Holmquist
Specialist

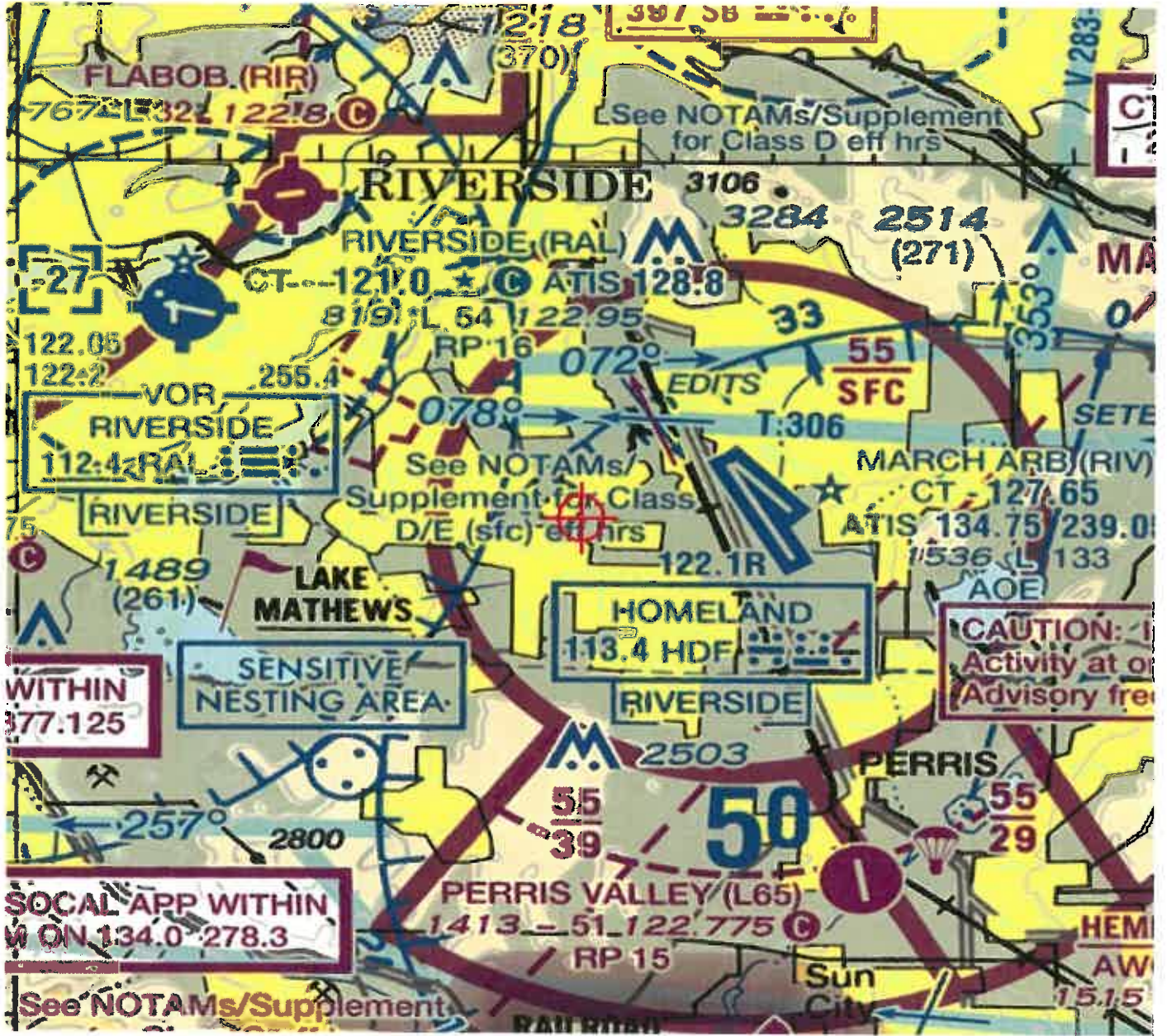
Attachment(s)

Map(s)

TOPO Map for ASN 2020-AWP-4808-OE



Sectional Map for ASN 2020-AWP-4808-OE





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

Aeronautical Study No.
 2020-AWP-4809-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 27
 Location: Riverside, CA
 Latitude: 33-52-53.03N NAD 83
 Longitude: 117-18-45.87W
 Heights: 1756 feet site elevation (SE)
 20 feet above ground level (AGL)
 1776 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 2.

This determination expires on 11/04/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

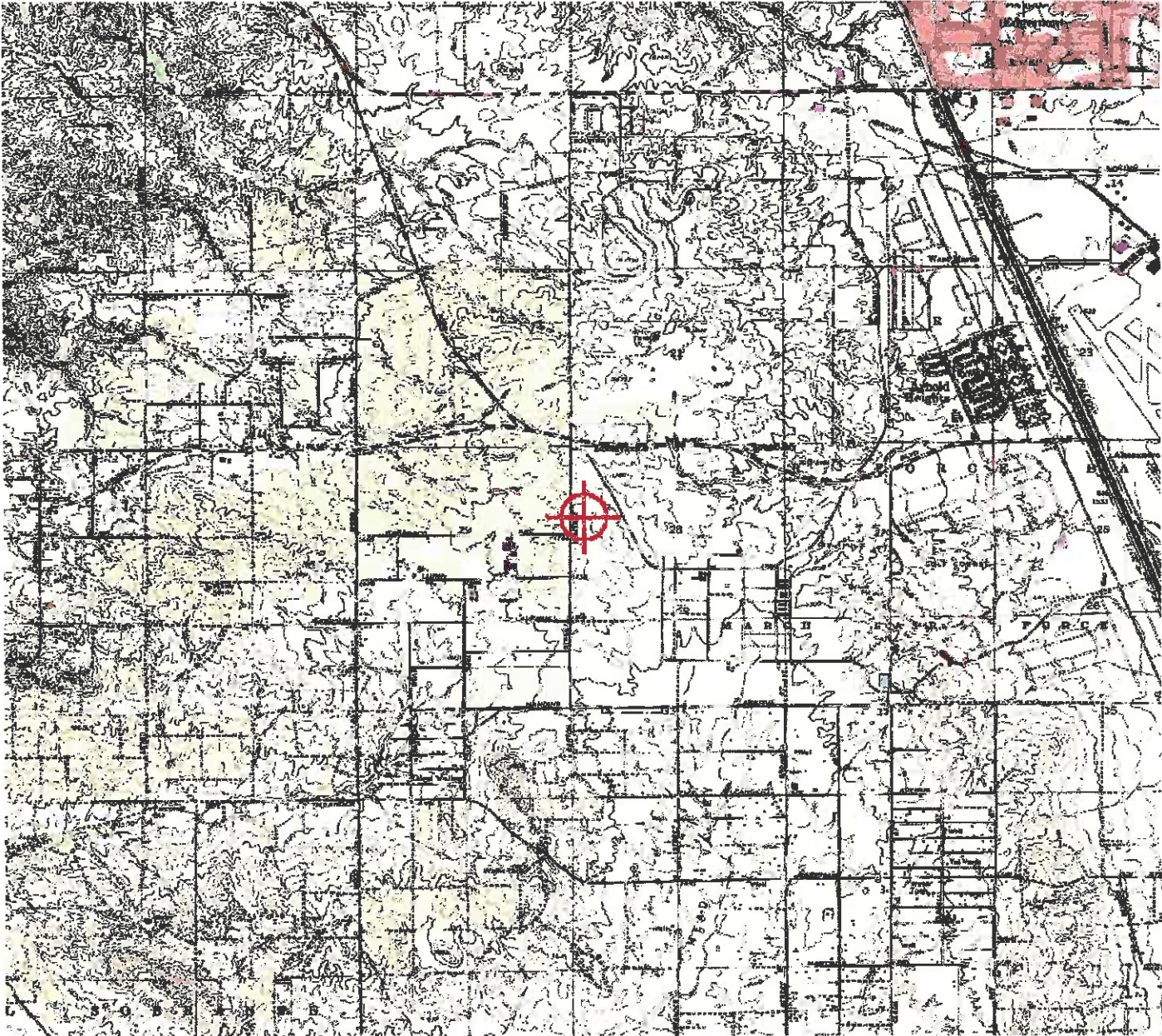
If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4809-OE.

Signature Control No: 437497529-438716991

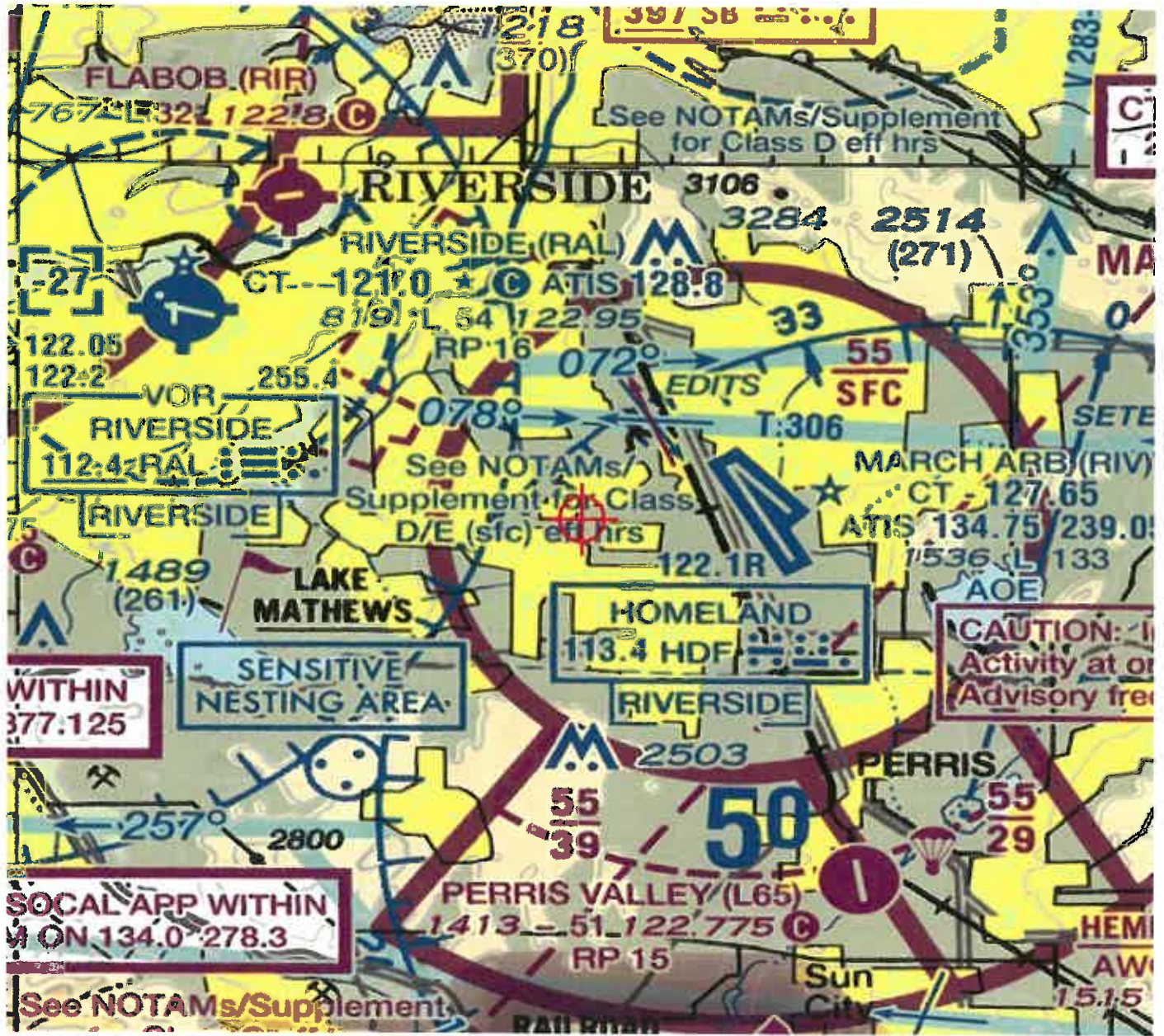
(DNE)

Paul Holmquist
Specialist

Attachment(s)
Map(s)



Sectional Map for ASN 2020-AWP-4809-OE





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

Aeronautical Study No.
 2020-AWP-4810-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 28
 Location: Riverside, CA
 Latitude: 33-52-53.03N NAD 83
 Longitude: 117-18-44.78W
 Heights: 1757 feet site elevation (SE)
 20 feet above ground level (AGL)
 1777 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 2.

This determination expires on 11/04/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4810-OE.

Signature Control No: 437497946-438716993

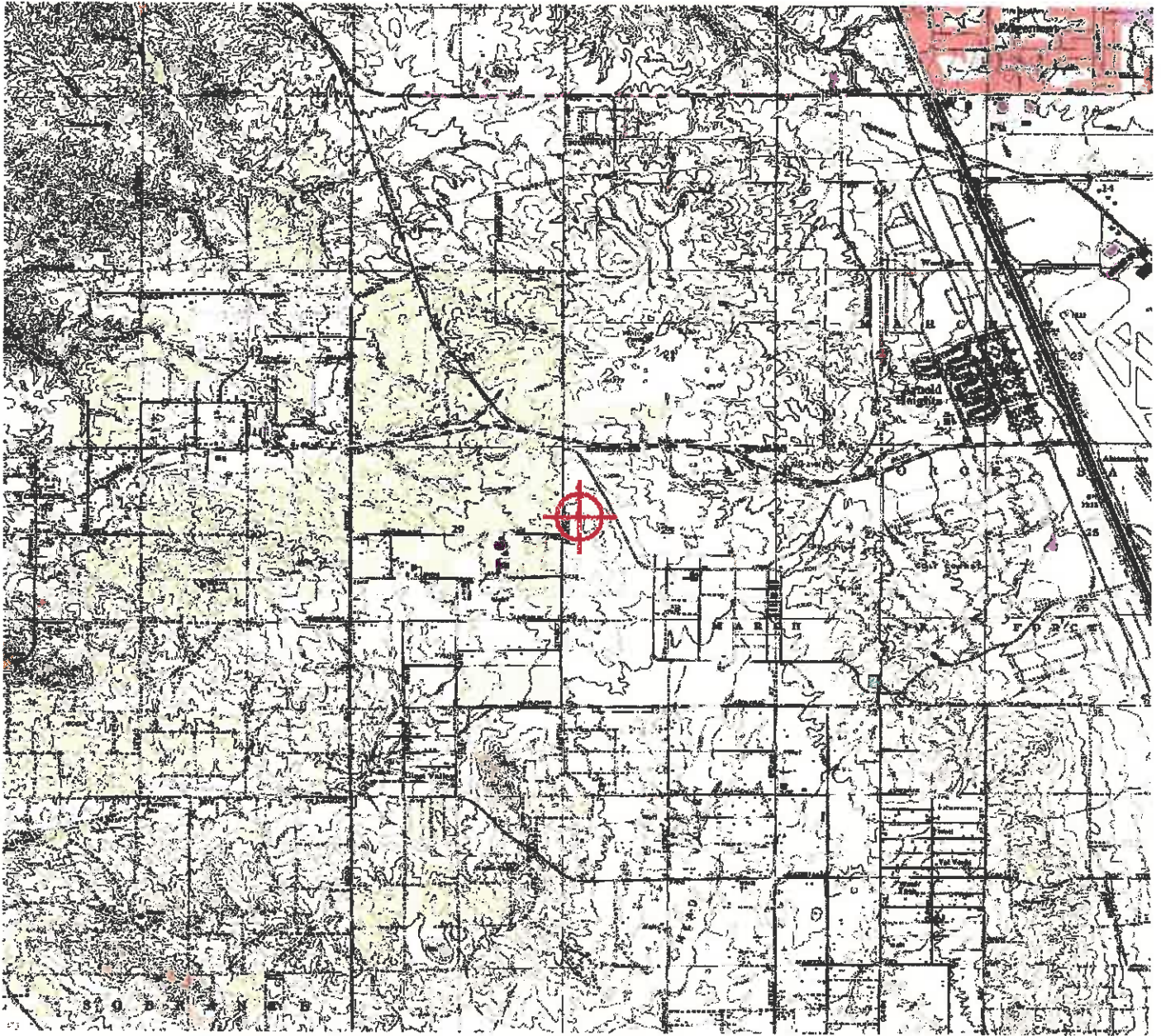
Paul Holmquist
Specialist

(DNE)

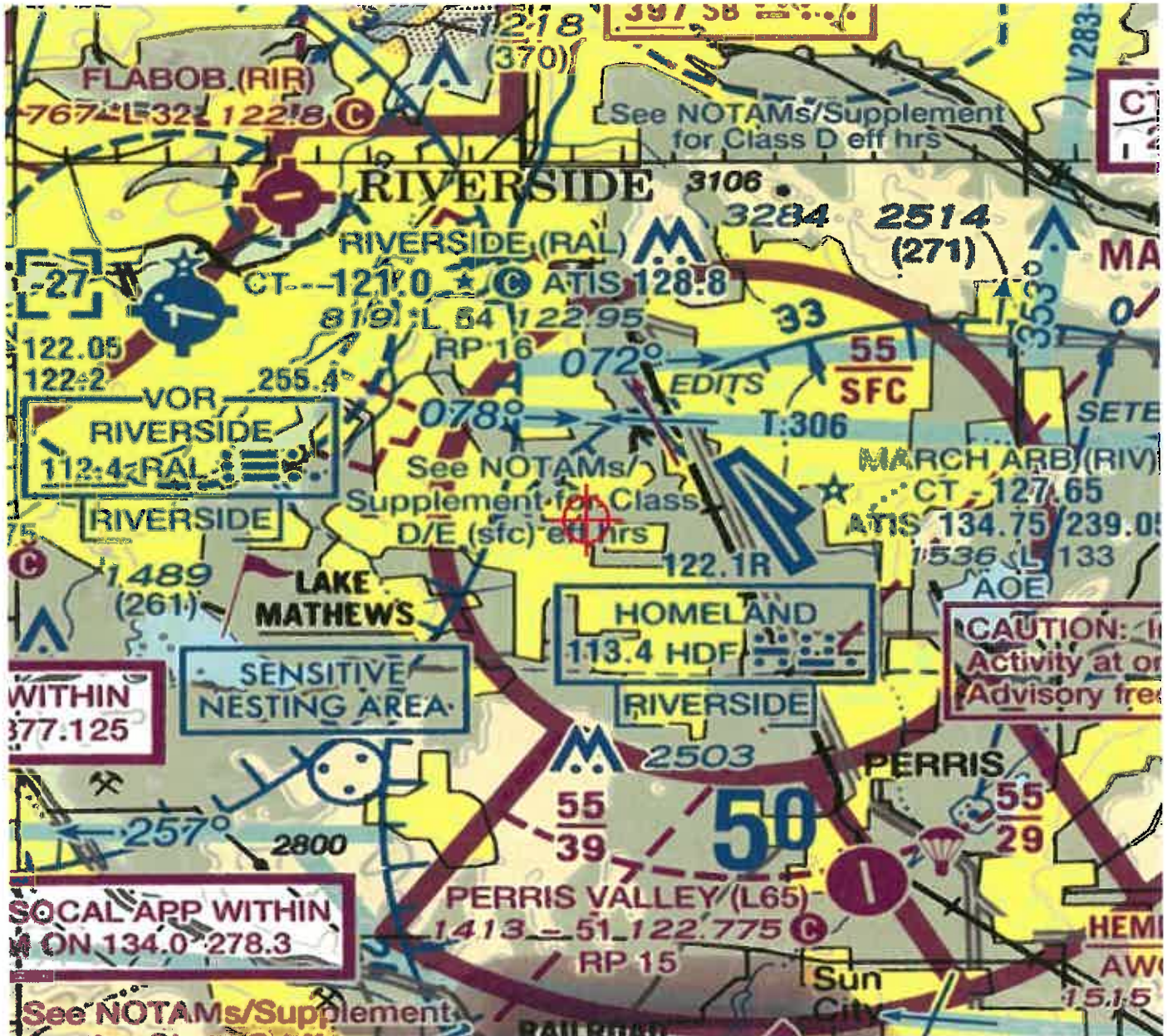
Attachment(s)

Map(s)

TOPO Map for ASN 2020-AWP-4810-OE



Sectional Map for ASN 2020-AWP-4810-OE





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

Aeronautical Study No.
 2020-AWP-4811-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 29
 Location: Riverside, CA
 Latitude: 33-52-53.02N NAD 83
 Longitude: 117-18-43.90W
 Heights: 1757 feet site elevation (SE)
 20 feet above ground level (AGL)
 1777 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 2.

This determination expires on 11/04/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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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 (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4811-OE.

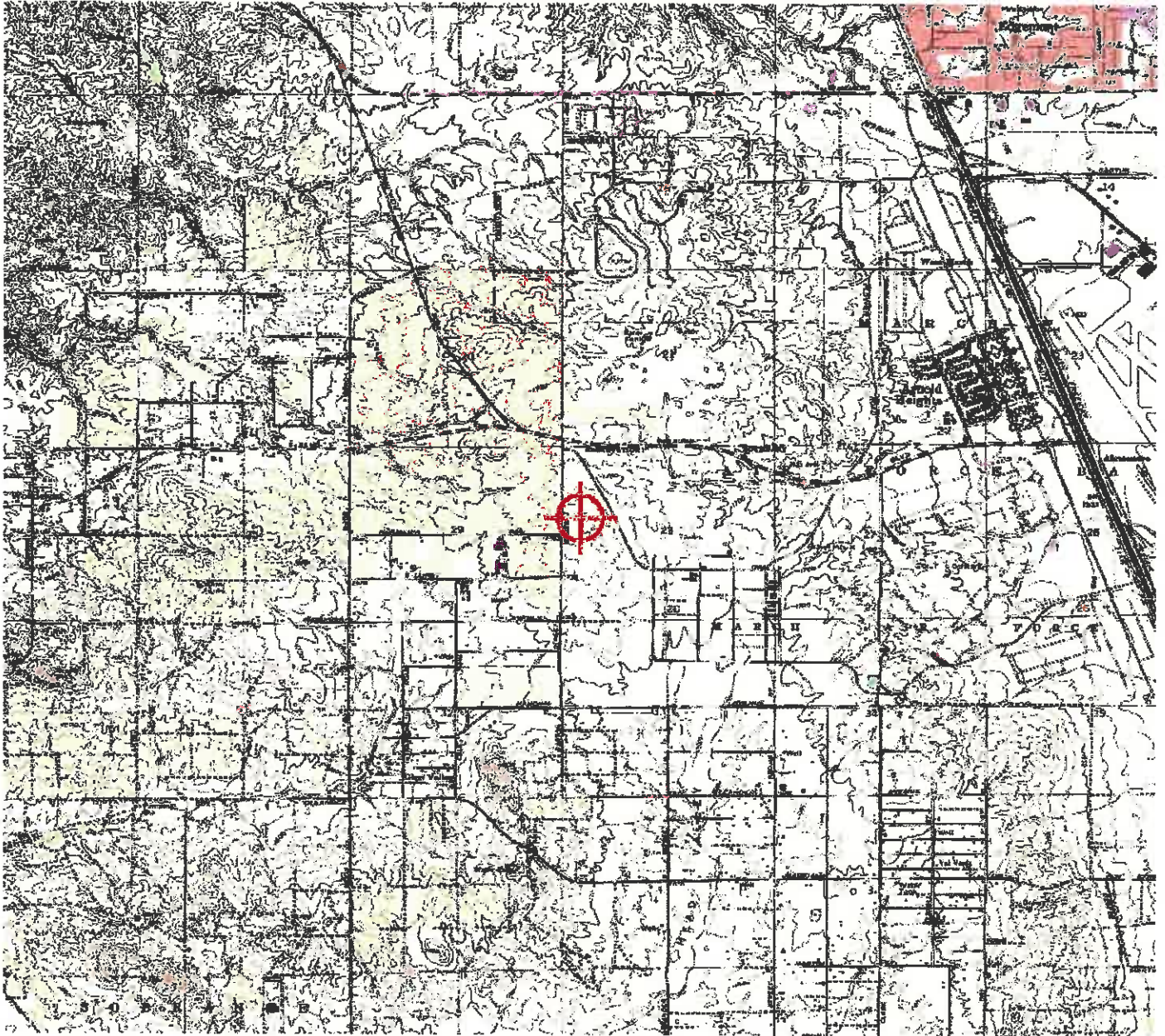
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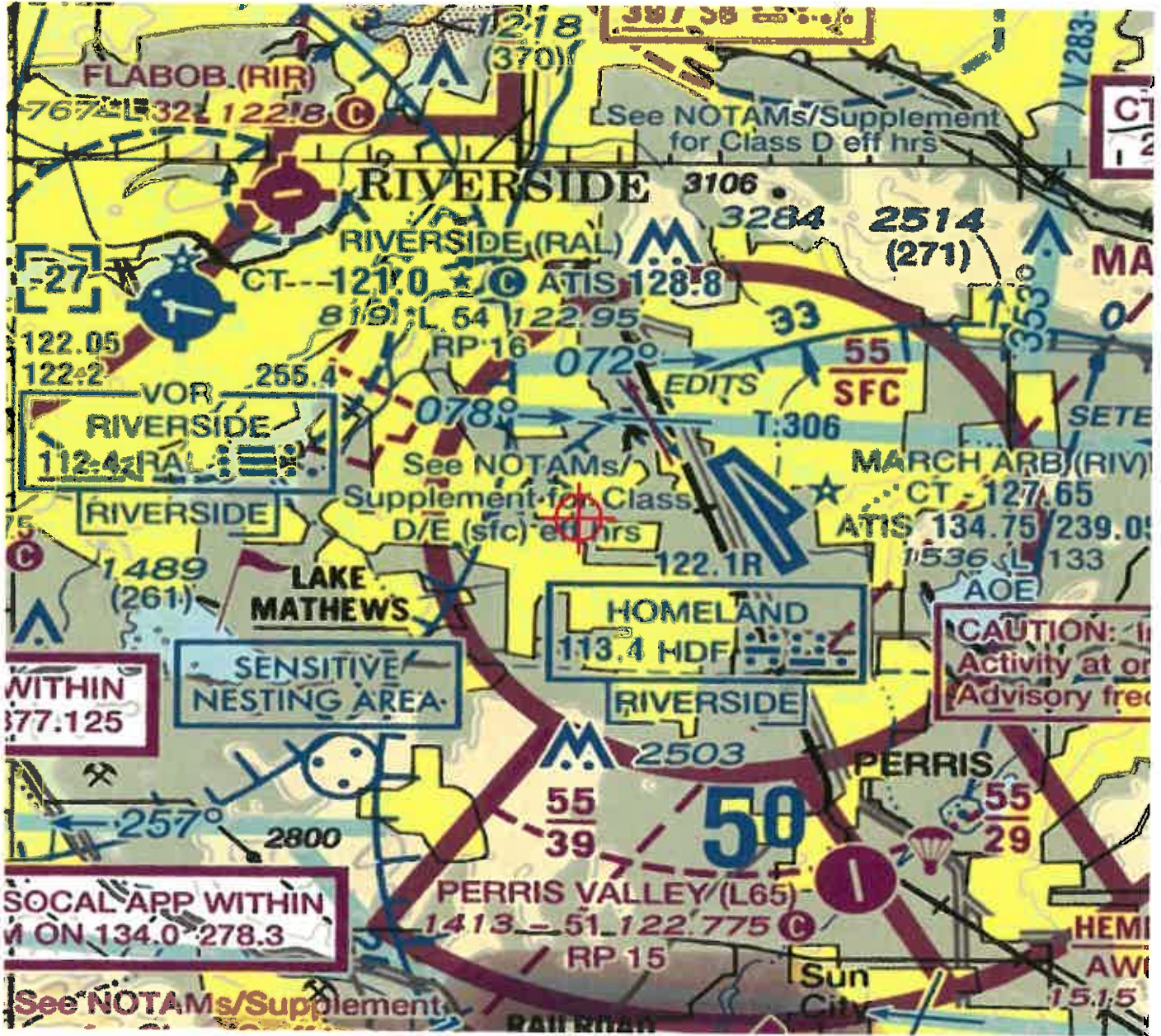
(DNE)

Paul Holmquist
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2020-AWP-4811-OE







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

Aeronautical Study No.
 2020-AWP-4812-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 30
 Location: Riverside, CA
 Latitude: 33-52-53.02N NAD 83
 Longitude: 117-18-42.72W
 Heights: 1758 feet site elevation (SE)
 20 feet above ground level (AGL)
 1778 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 2.

This determination expires on 11/04/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4812-OE.

Signature Control No: 437498830-438716999

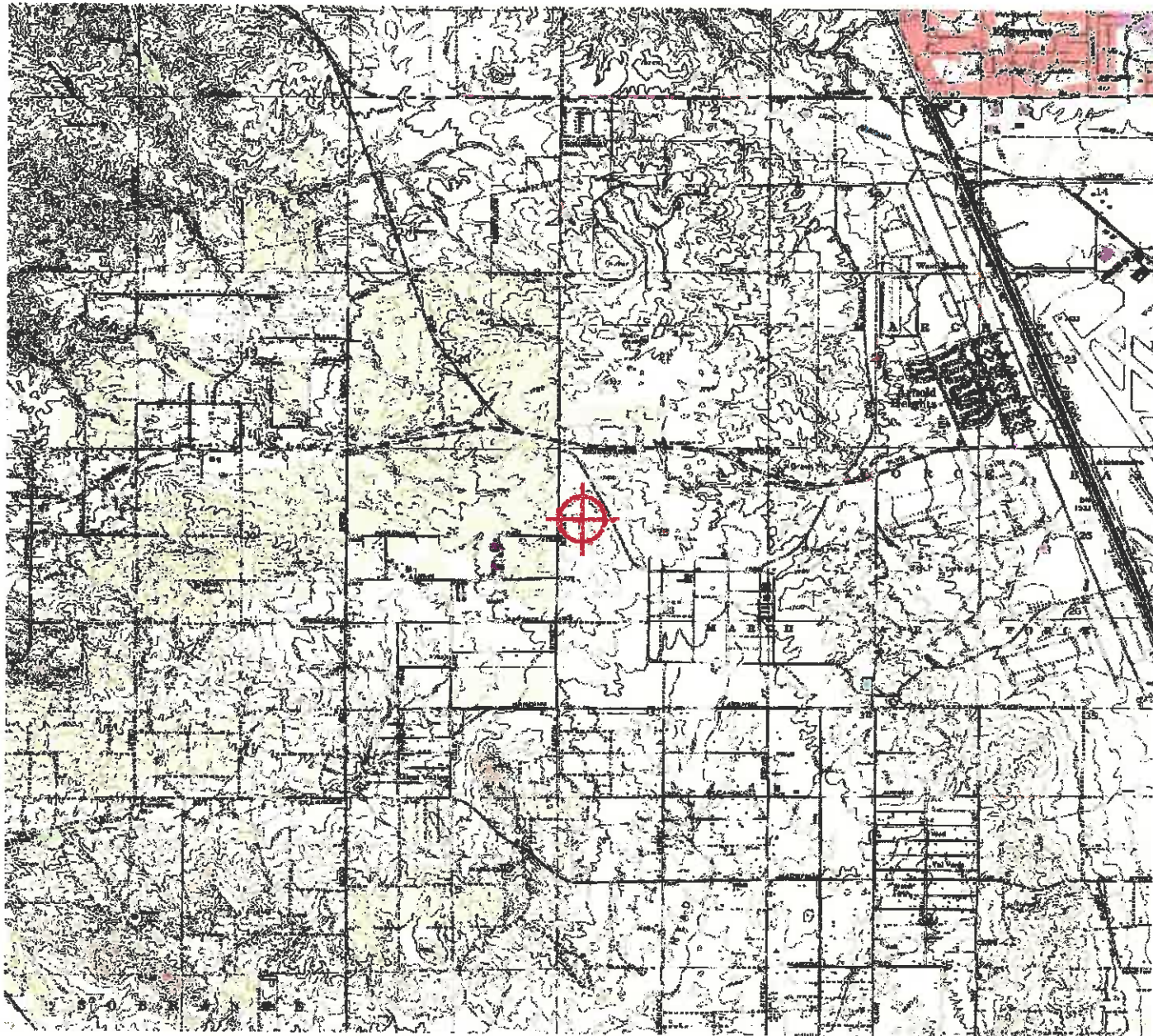
Paul Holmquist
Specialist

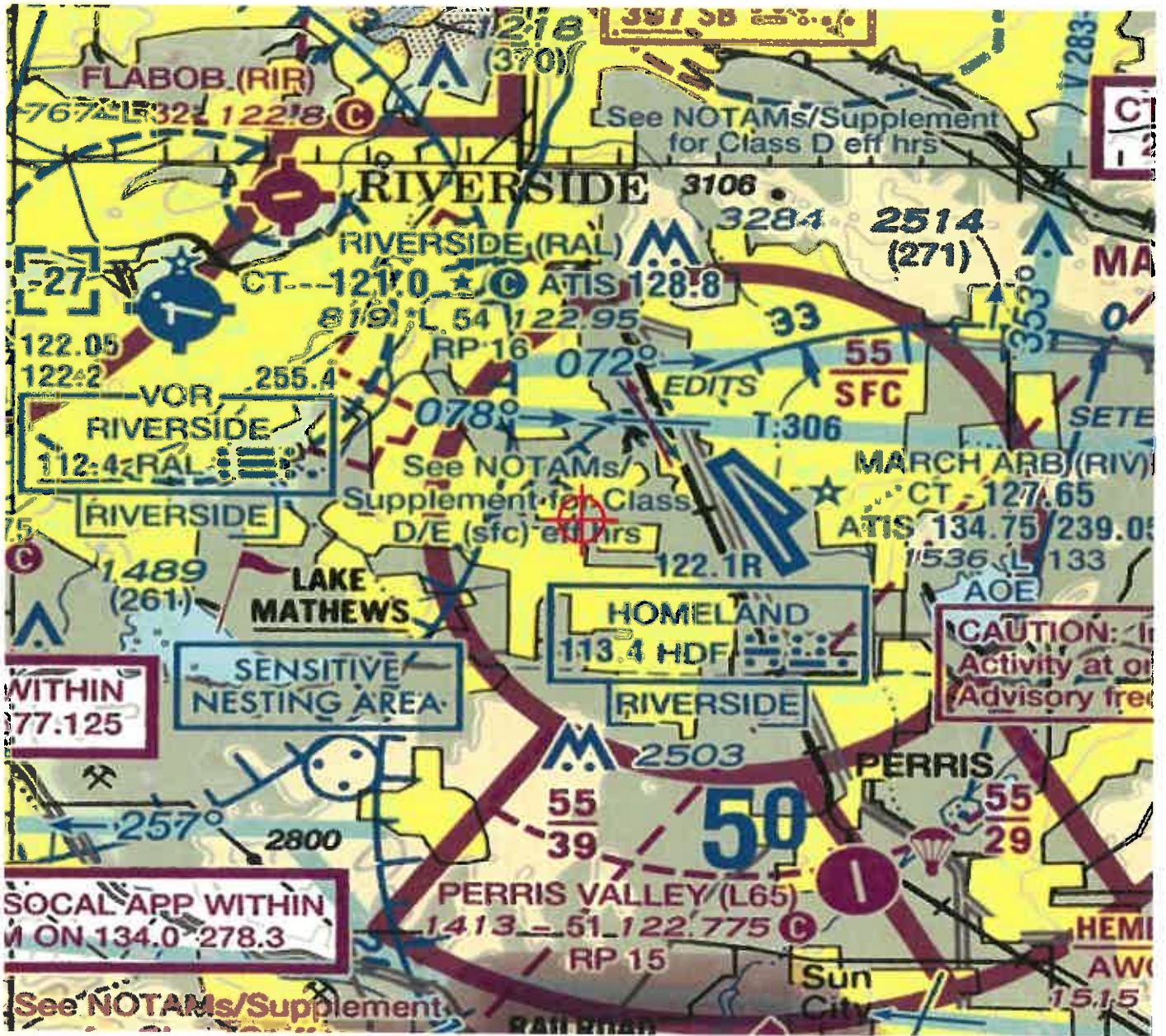
(DNE)

Attachment(s)

Map(s)

TOPO Map for ASN 2020-AWP-4812-OE







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

Aeronautical Study No.
 2020-AWP-4813-OE

Issued Date: 05/04/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 DP Light 31
 Location: Riverside, CA
 Latitude: 33-52-53.02N NAD 83
 Longitude: 117-18-41.85W
 Heights: 1758 feet site elevation (SE)
 20 feet above ground level (AGL)
 1778 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 2.

This determination expires on 11/04/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-4813-OE.

Signature Control No: 437499258-438717000

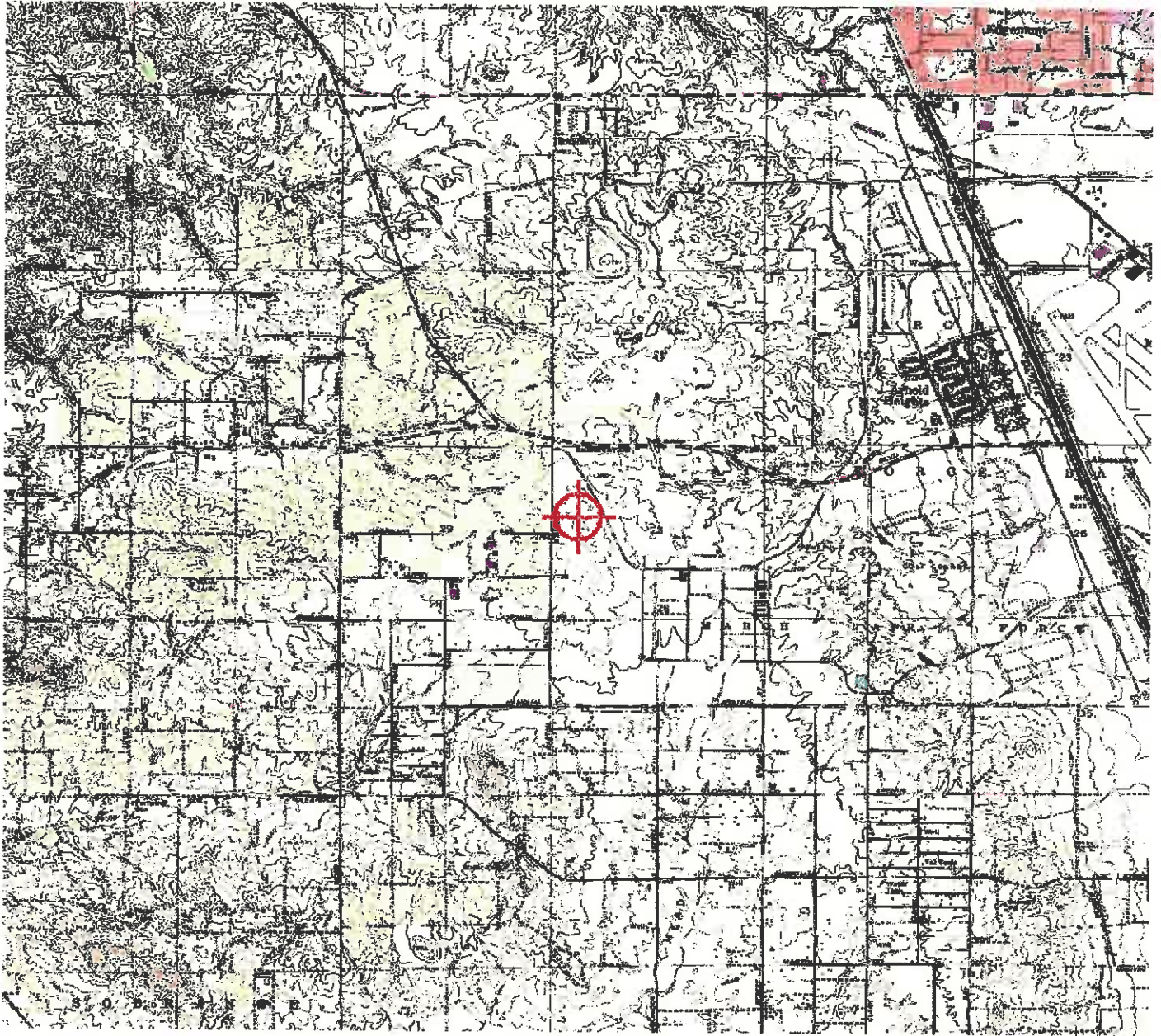
Paul Holmquist
Specialist

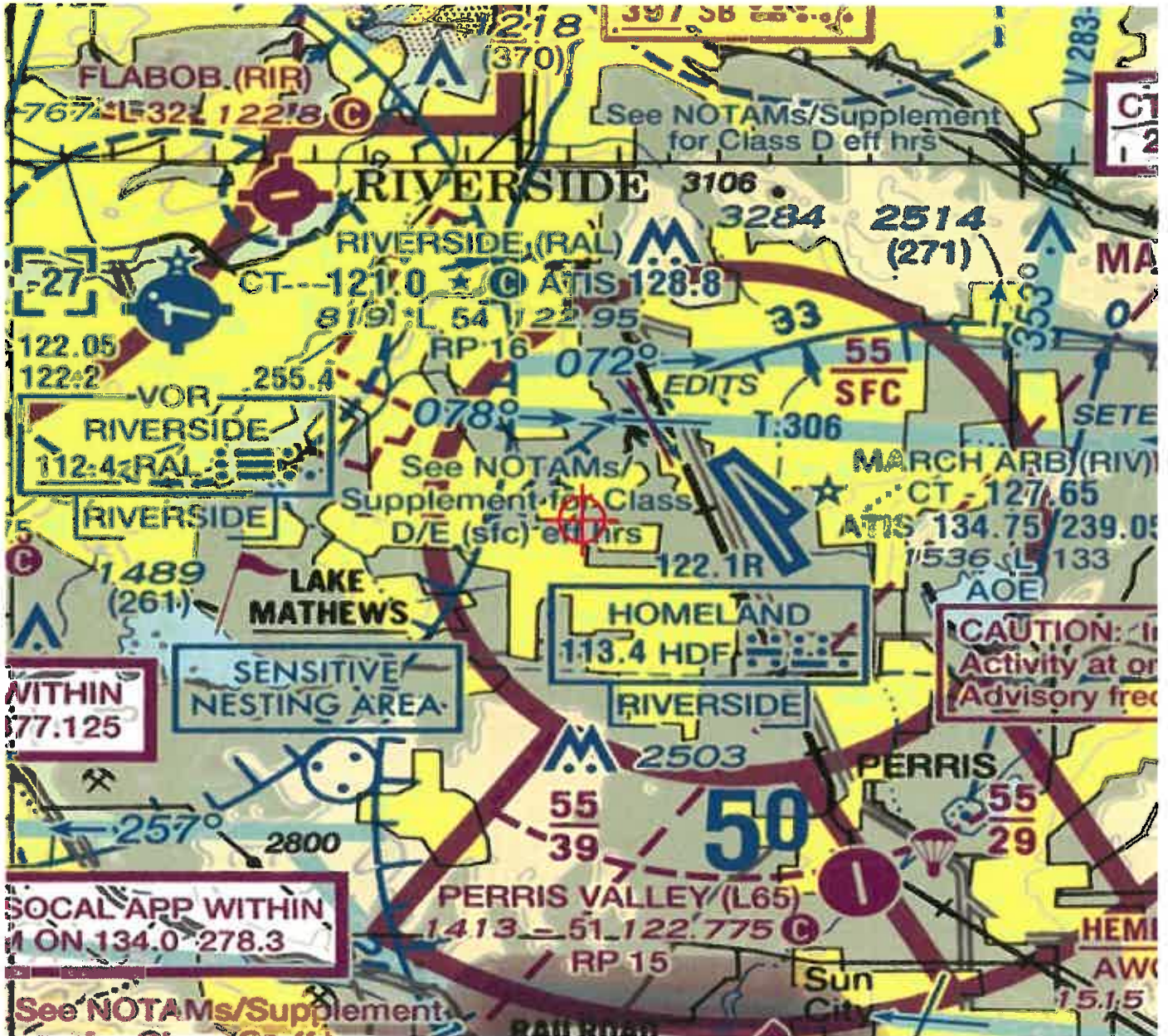
(DNE)

Attachment(s)

Map(s)

TOPO Map for ASN 2020-AWP-4813-OE







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

Aeronautical Study No.
 2020-AWP-650-OE

Issued Date: 04/03/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 BLDG D
 Location: Riverside, CA
 Latitude: 33-53-05.58N NAD 83
 Longitude: 117-18-29.47W
 Heights: 1751 feet site elevation (SE)
 49 feet above ground level (AGL)
 1800 feet above mean sea level (AMSL)

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

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

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

See attachment for additional condition(s) or information.

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

This determination expires on 10/03/2021 unless:

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

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 03, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on May 13, 2020 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-650-OE.

Signature Control No: 428282695-435508428

Mike Helvey

Manager, Obstruction Evaluation Group

(DNH)

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2020-AWP-650-OE

Abbreviations

AGL - above ground level

AMSL - above mean sea level

RWY - runway

VFR - visual flight rules

IFR - instrument flight rules

NM - nautical mile

ASN- Aeronautical Study Number

CAT - category aircraft

MDA - minimum descent altitude

DA - decision altitude

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

1. LOCATION OF PROPOSED CONSTRUCTION

Proposed is a 49 foot AGL (1800 feet AMSL) building to be located approximately 12,126 feet (1.99 NM) west southwest of the RWY 14 threshold at March ARB Airport, Riverside, CA. The RIV airport elevation is 1536 feet AMSL.

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

Section 77.19(b) -- Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the RIV Conical Surface by 7 feet.

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect due to an internal FAA evaluation. The proposed structure would exceed the RIV Conical Surface by 7 feet..

There are no effects on the VFR traffic pattern airspace.

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

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The RIV Airport Master Record can be viewed/downloaded <https://adip.faa.gov/agis/public/#!/airportData/RIV>. It states there are 4 single-engine, 2 multi-engine, 0 jet, 0 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there. No annual operational data is available.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. Structures of similar height exist in the area. There would be no

derogation of the navigable airspace overlying the site. Existing obstacles and terrain control the development of future approach and departure instrument Terminal Procedures at RIV. Therefore, no further attempt to negotiate the structure to a lower height was considered necessary. This does not affect the right to petition for review determinations regarding structures which exceed the subject obstruction standards.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

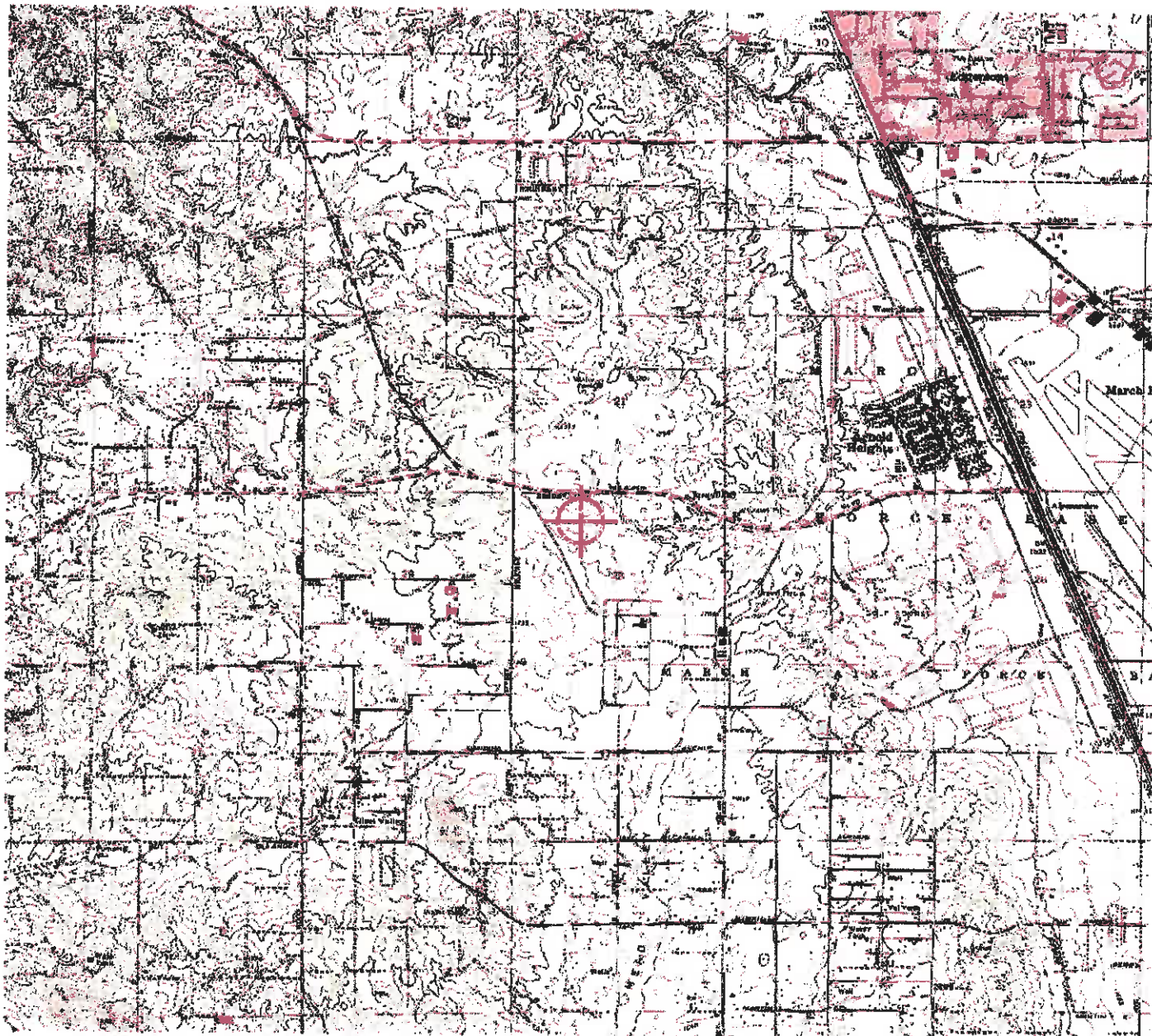
Study for possible VFR effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed project would exceed the RIV Part 77 Conical Surface by 7 feet. However, this proposal would be located in the vicinity of other structures of similar or greater height. No other VFR issues could be identified and there are no IFR effects. The incorporation of obstruction marking and lighting was considered but not deemed necessary.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws, aviation easements, or ordinances, or local zoning maximum heights.

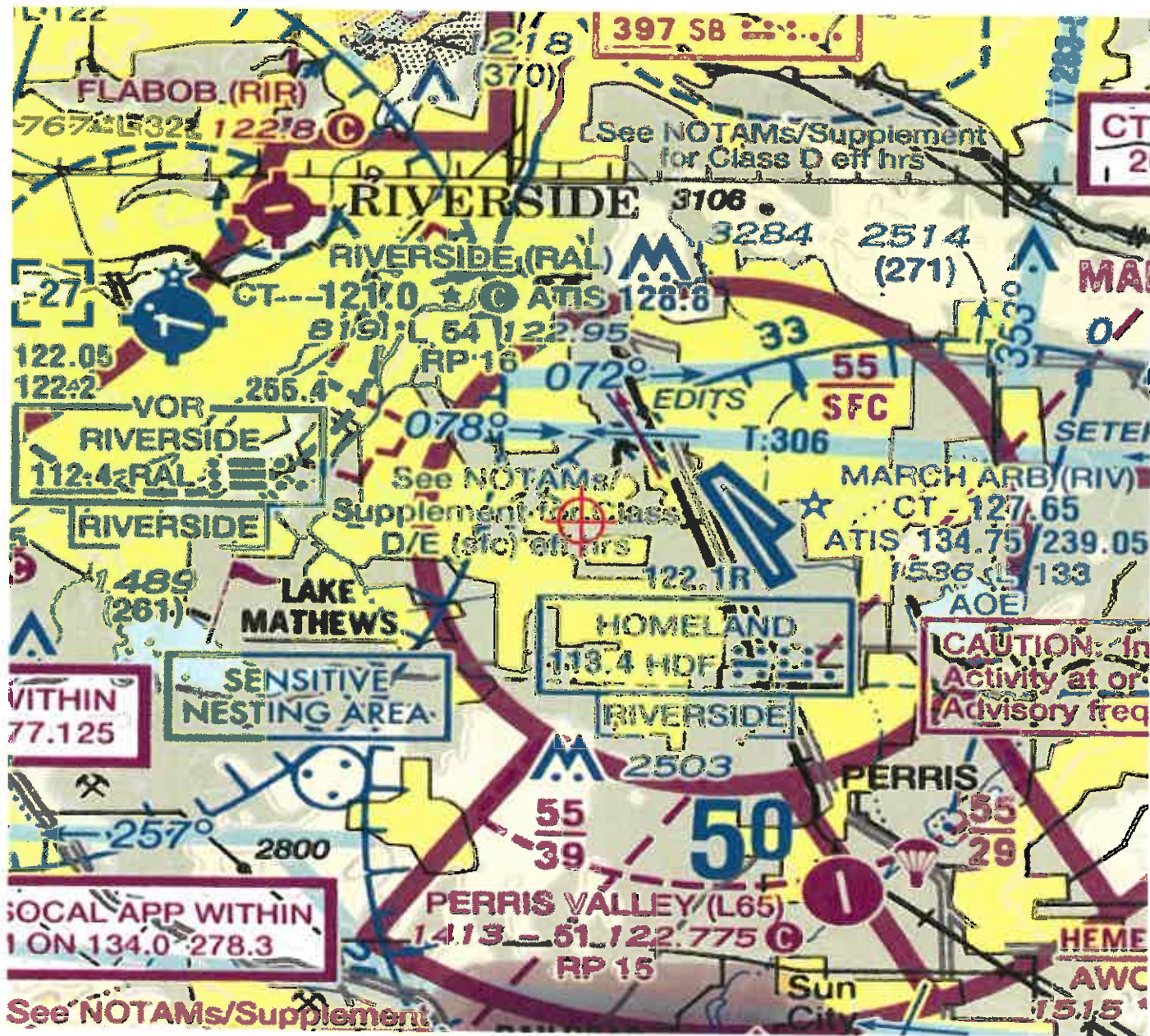
7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file an FAA form 7460-2, Actual Construction notification, at the OE/AAA website (<http://oeaaa.faa.gov>). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-650-OE



Sectional Map for ASN 2020-AWP-650-OE





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

Aeronautical Study No.
 2020-AWP-2186-OE

Issued Date: 04/03/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 BLDG D - NORTHWEST CORNER
 Location: Riverside, CA
 Latitude: 33-53-05.60N NAD 83
 Longitude: 117-18-38.20W
 Heights: 1751 feet site elevation (SE)
 49 feet above ground level (AGL)
 1800 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 2.

This determination expires on 10/03/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2186-OE.

Signature Control No: 431390464-435510077

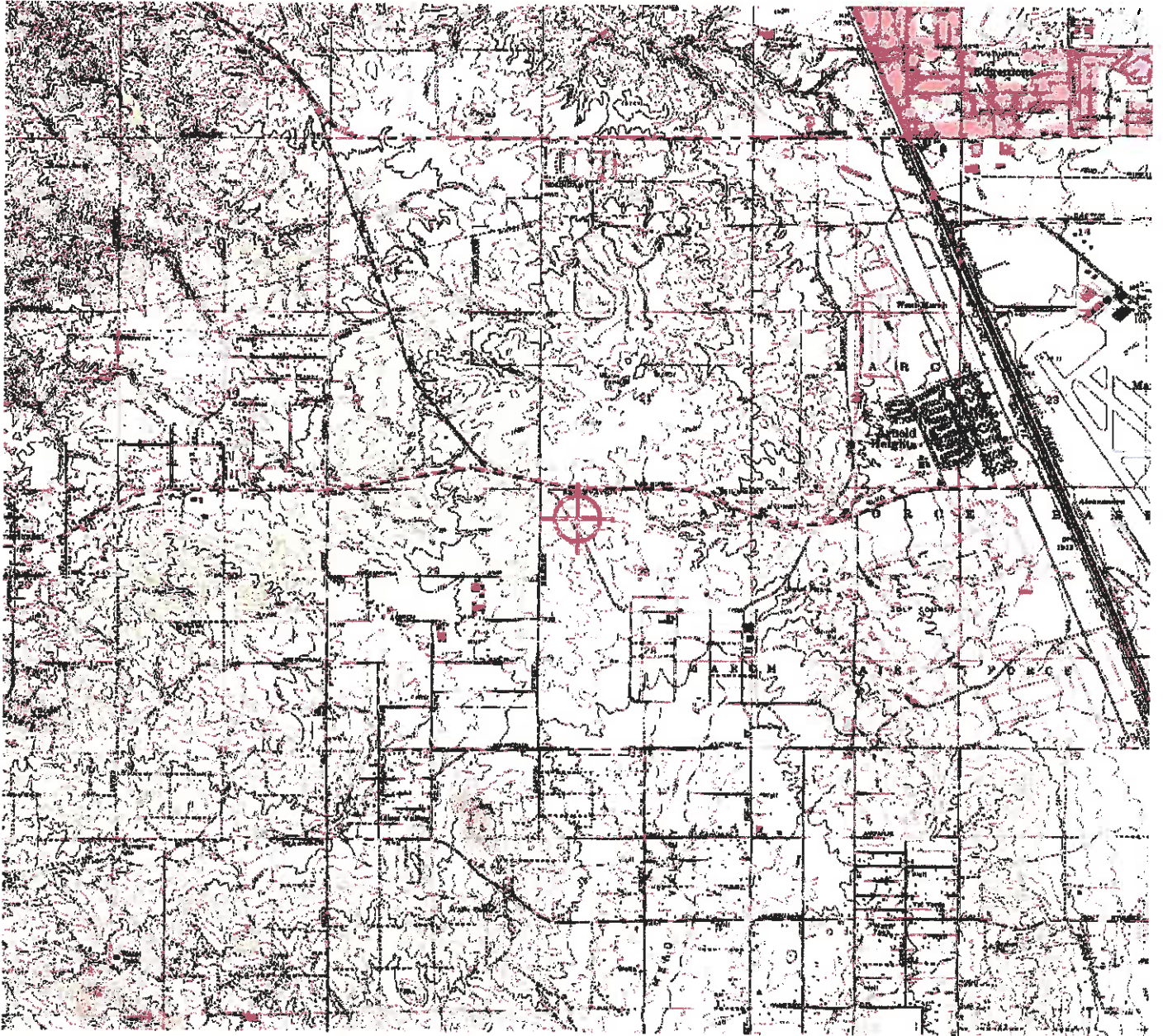
Paul Holmquist
Specialist

(DNE)

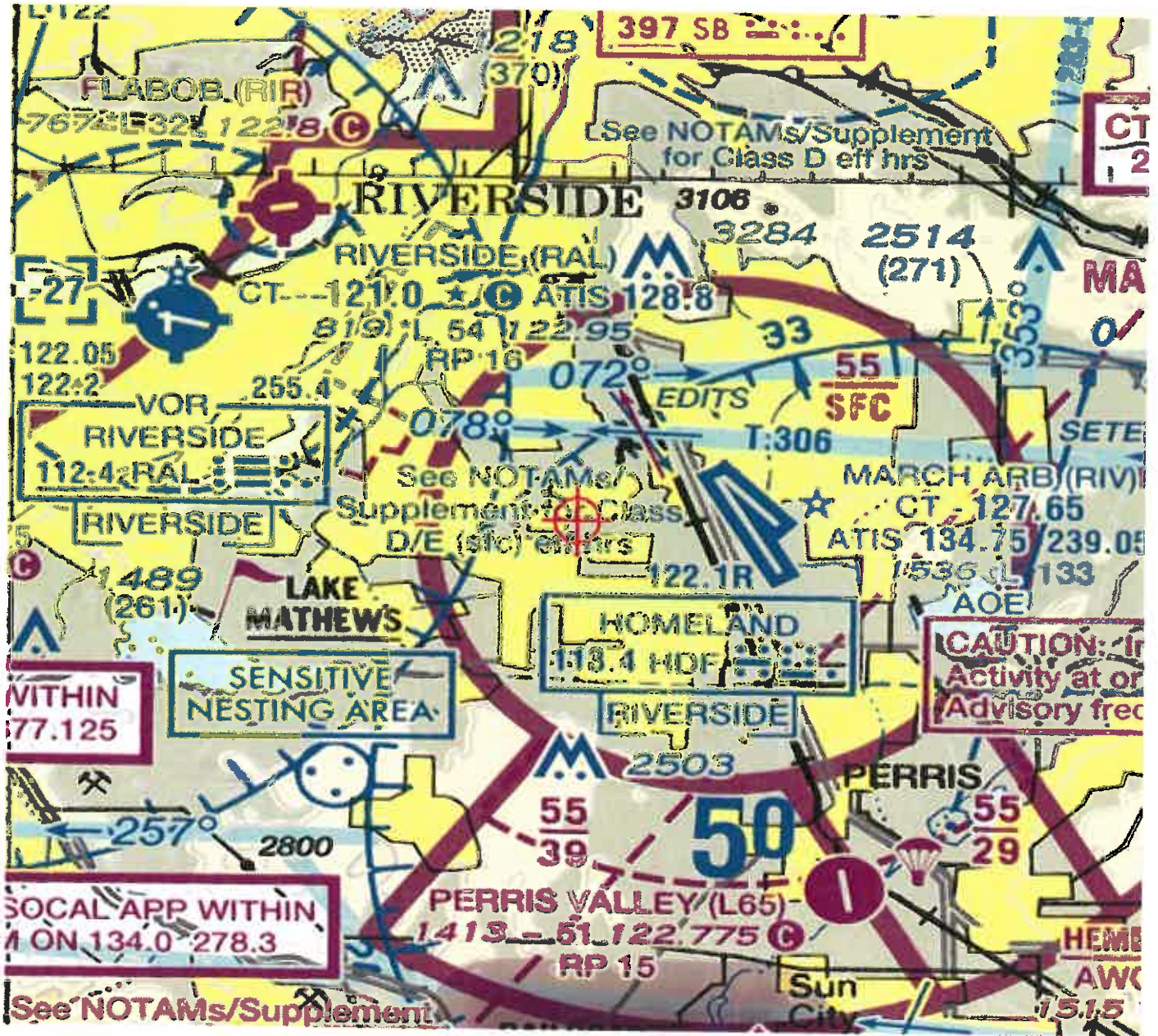
Attachment(s)

Map(s)

TOPO Map for ASN 2020-AWP-2186-OE



Sectional Map for ASN 2020-AWP-2186-OE





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

Aeronautical Study No.
 2020-AWP-2187-OE

Issued Date: 04/03/2020

Timothy Reeves
 MERIDIAN PARK LLC
 1156 N. MOUNTAIN AVENUE
 Upland, CA 91786

**** 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 BLDG D - SOUTHWEST CORNER
 Location: Riverside, CA
 Latitude: 33-52-54.70N NAD 83
 Longitude: 117-18-38.30W
 Heights: 1751 feet site elevation (SE)
 49 feet above ground level (AGL)
 1800 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 2.

This determination expires on 10/03/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2187-OE.

Signature Control No: 431390473-435510078

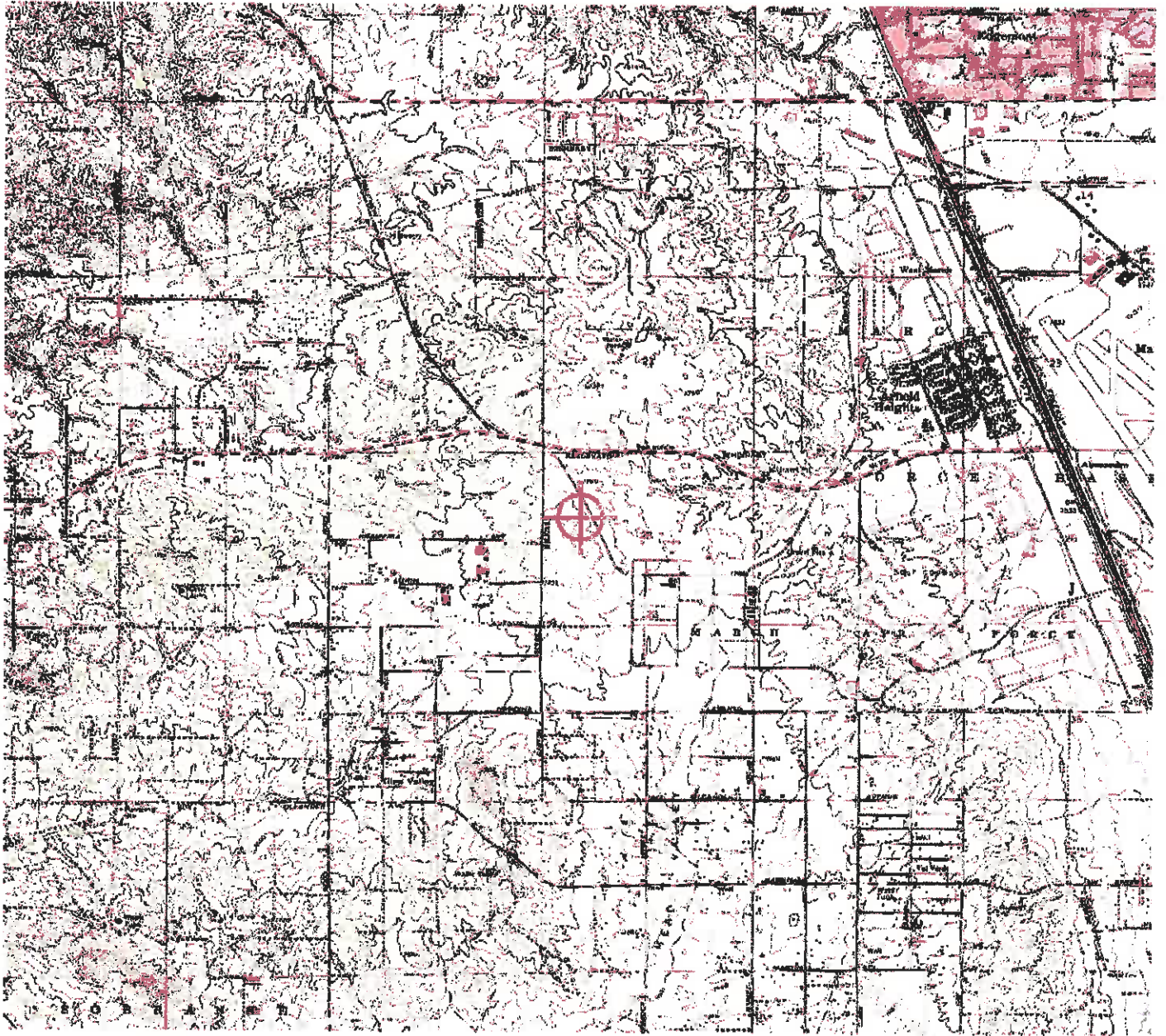
Paul Holmquist
Specialist

(DNE)

Attachment(s)

Map(s)

TOPO Map for ASN 2020-AWP-2187-OE





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

Aeronautical Study No.
2020-AWP-2185-OE

Issued Date: 04/03/2020

Timothy Reeves
MERIDIAN PARK LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** 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 BLDG D - SOUTHEAST CORNER
Location: Riverside, CA
Latitude: 33-52-54.70N NAD 83
Longitude: 117-18-29.50W
Heights: 1751 feet site elevation (SE)
49 feet above ground level (AGL)
1800 feet above mean sea level (AMSL)

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

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

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

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If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2185-OE.

Signature Control No: 431390463-435510079

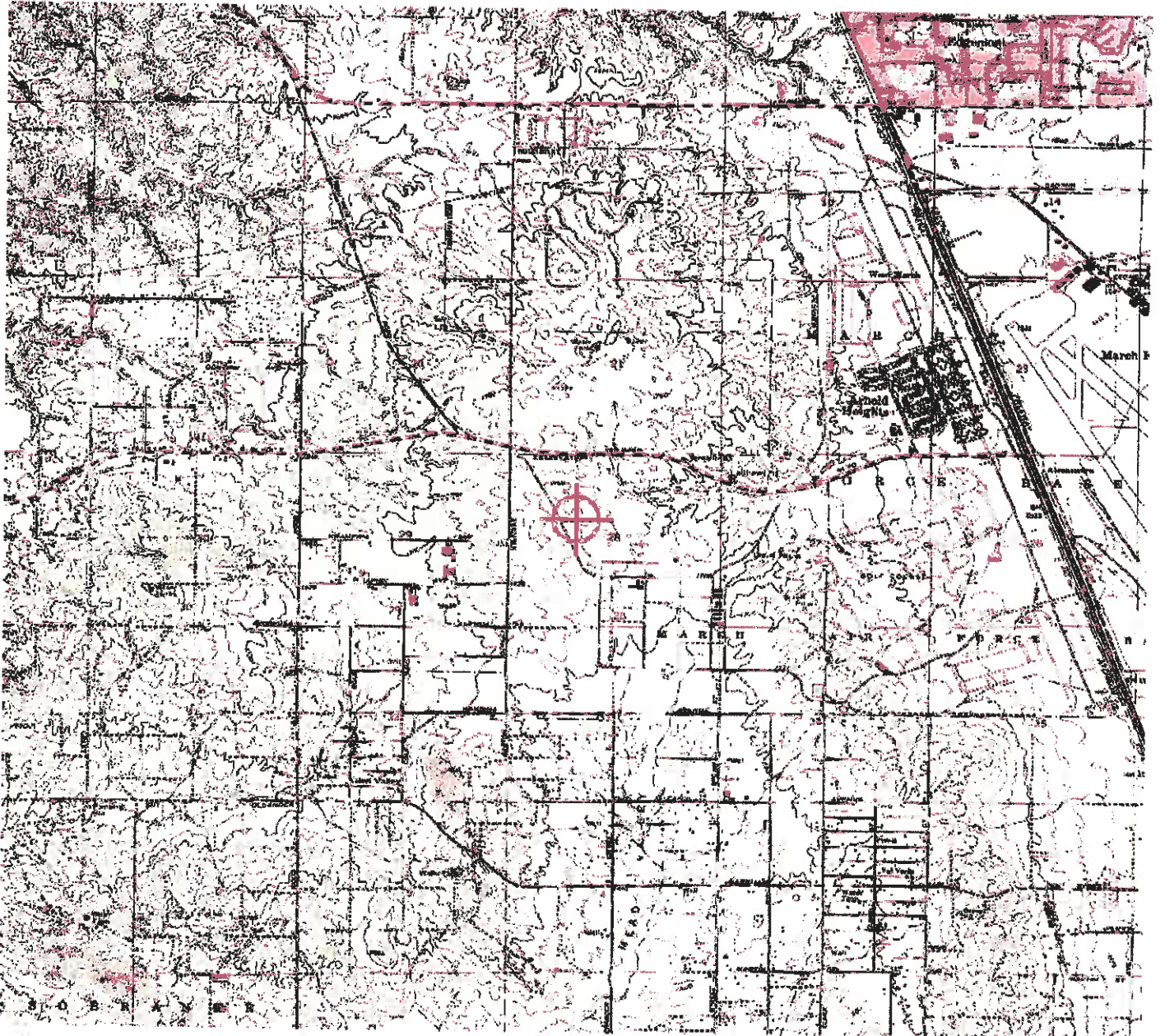
Paul Holmquist
Specialist

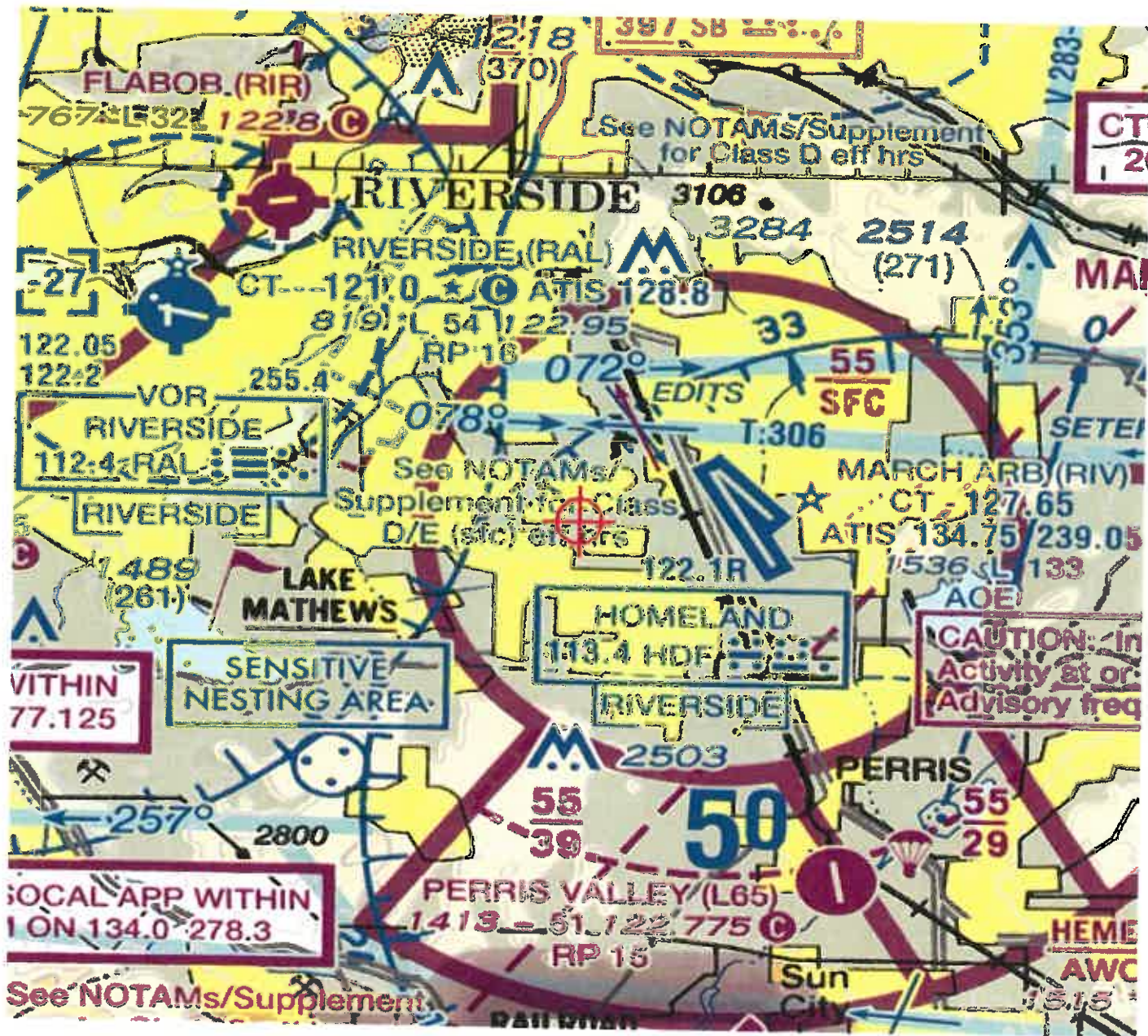
(DNE)

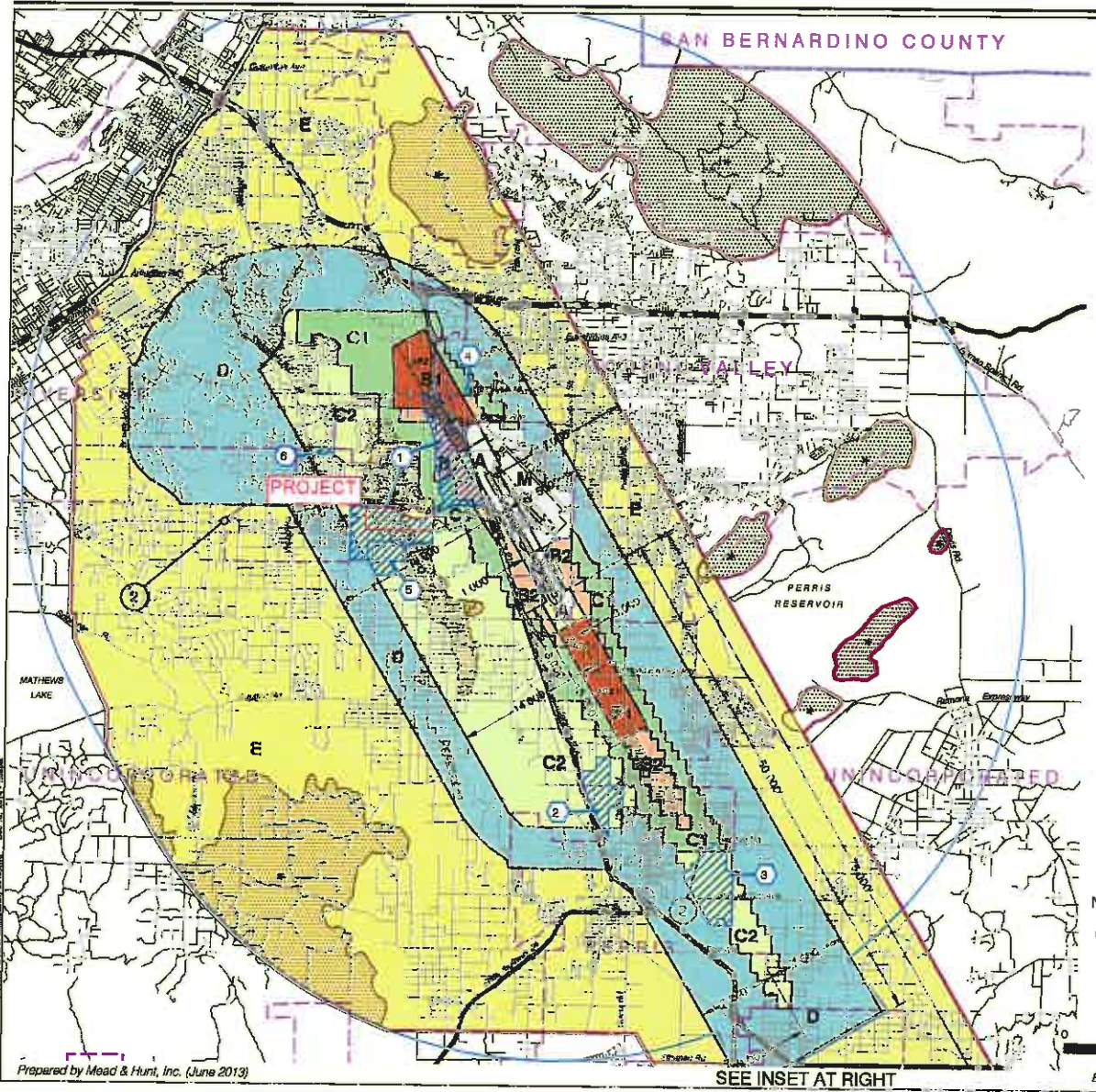
Attachment(s)

Map(s)

TOPO Map for ASN 2020-AWP-2185-OE







LEGEND

Compatibility Zones

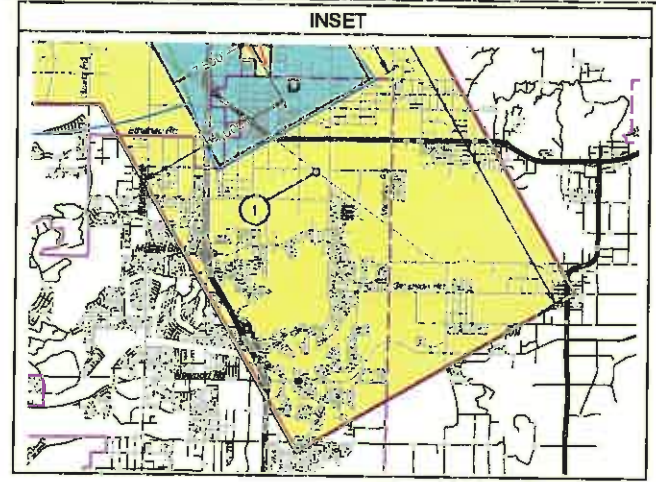
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

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

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



**Riverside County
Airport Land Use Commission**

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

Map MA-1

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

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

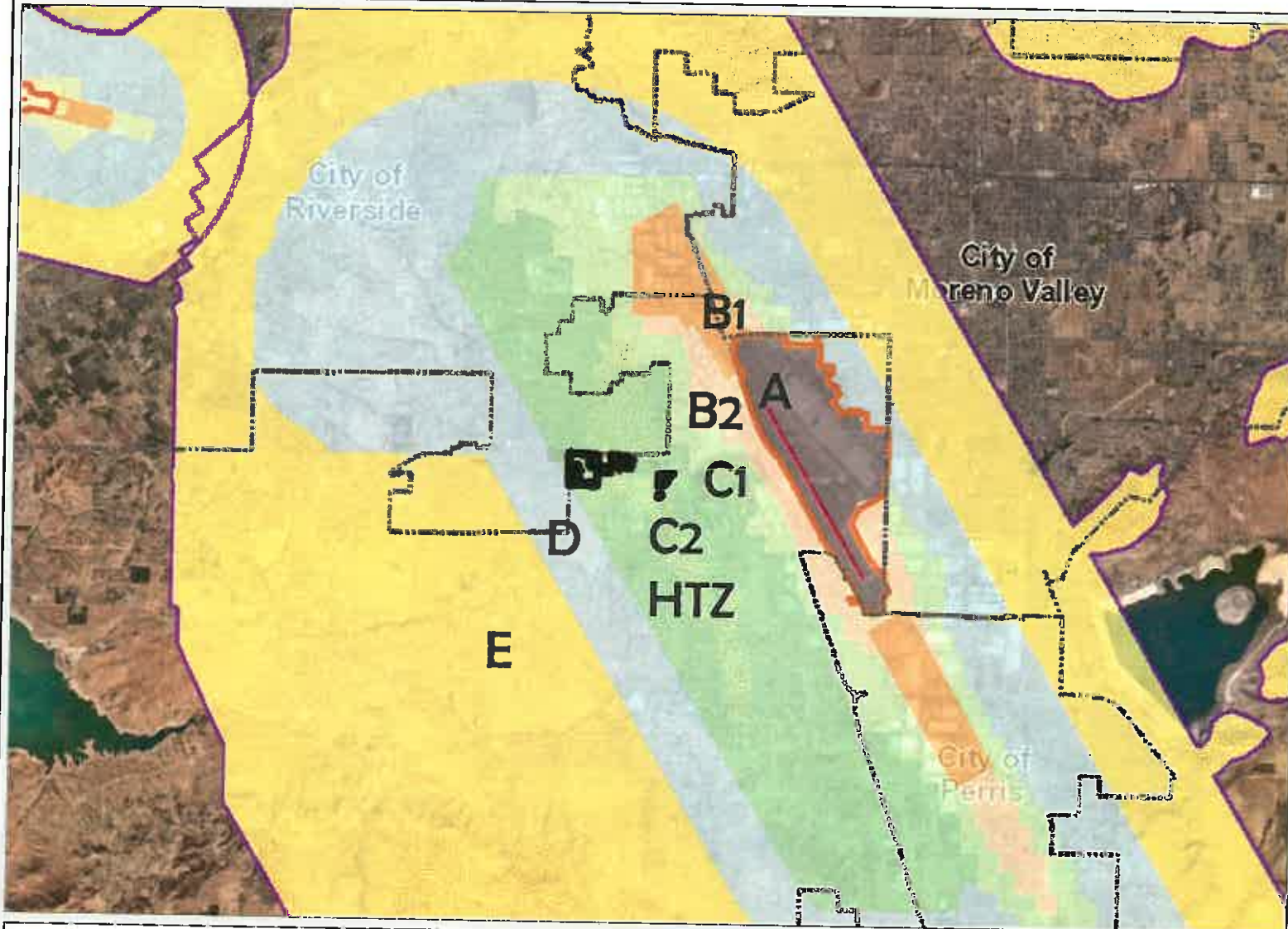


Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT

Map My County Map



Legend

- Runways
- ▣ Airports
- ▣ Airport Influence Areas
- Airport Compatibility Zones**
- ▣ OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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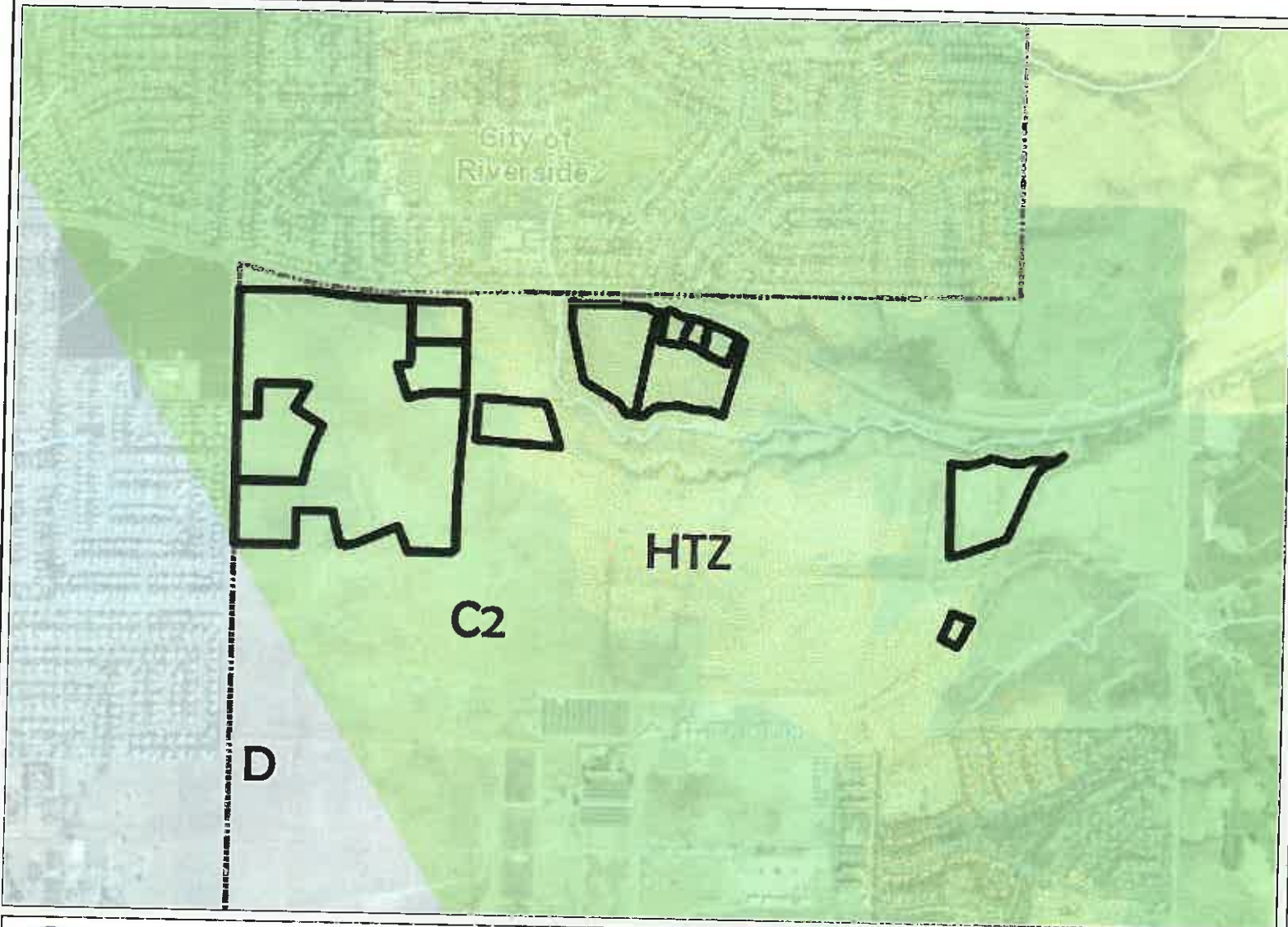


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Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC8



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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

Notes



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Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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Notes



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Map My County Map



Legend

-  Blue Line Streams
-  City Areas
-  World Street Map



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Notes



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Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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Notes

ENTITLEMENT SUBMITTAL

SOUTH CAMPUS- PHASE II

S.E.C. OF VAN BUREN & ORANGE TERRACE AVE.
 MERIDIAN, CALIFORNIA 92508

A.P.N.

OWNER:

MERIDIAN PARK RETAIL ONE, LLC
 c/o LEWIS RETAIL CENTERS
 1156 N. MOUNTAIN AVENUE
 UPLAND, CA 91785
 (909) 591-2600 FAX (909) 931-5564
 ATTN: TIMOTHY REEVES

ARCHITECT:

NADEL STUDIO ONE, INC
 1990 S. BUNDY DR., FOURTH FLOOR
 LOS ANGELES, CA. 90028
 (310) 826-2100, FAX (310) 826-0182
 ATTN: GREG PALASKI

SHEET INDEX

ARCHITECTURAL

- T-1 TITLE / NOTX SHEET
- SP-1 OVERALL PRELIMINARY SITE PLAN
- PL-1 FLOOR PLAN- SHOPS 2 & 3
- PL-2 FLOOR PLAN- MARKET
- EL-1 ELEVATIONS - MARKET, SHOPS 2 & 3- FRONT
- EL-2 ELEVATIONS - MARKET, SHOPS 2 & 3- REAR
- EL-3 ELEVATIONS - MARKET, SHOPS 2 & 3- SIDES
- GM-1 COLOR AND MATERIALS BOARD

LANDSCAPE

- CLP-1 CONCEPTUAL LANDSCAPE PLAN
- CP-2 CONCEPTUAL PLANTING IMAGE EXHIBIT

STANDARD NOTES:

1. ALL NEW OR EXISTING UTILITY LINES LESS THAN 64 KV ON OR CONTIGUOUS TO THE SITE SHALL BE INSTALLED OR RELOCATED UNDER GROUND.
2. ALL OUTDOOR STORAGE AREAS FOR MATERIALS AND EQUIPMENT SHALL BE FULLY SCREENED FROM VIEW.
3. ELECTRICAL PANELS SHALL BE FULLY RECESSED INTO THE BUILDING ELEVATION OR SHALL BE SCREENED BY A DECORATIVE WALL OR LANDSCAPE EQUAL TO OR EXCEEDING THE HEIGHT OF THE SEE-PANEL. DESIGN PLANS SHALL NOTE THE TENTATIVE LOCATION OF ELECTRICAL UTILITY VAULTS. CONSTRUCTION PLANS SHALL IDENTIFY THE FINAL LOCATION OF UTILITY VAULTS.
4. ROOF-MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY A PARAPET WALL EQUAL TO OR EXCEEDING THE HEIGHT OF THE MECHANICAL UNITS. AT A MINIMUM BUILDINGS SHALL INCORPORATE A PARAPET WALL MEASURING 3/4" ABOVE ALL PORTIONS OF THE BUILDING. TO THE EXTENT PERMITTED BY LAW SATELLITE DISHES SHALL BE FULLY SCREENED BY A PARAPET WALL. GROUND MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED FROM PUBLIC VIEW BY A COMBINATION OF DECORATIVE WALLS AND DENSE LANDSCAPING.
5. ALL BACKFLOW PREVENTERS 24" OR LARGER SHALL BE SCREENED WITH LANDSCAPE LOCATED WITHIN A 6' RADIUS OF THE BACKFLOW PREVENTER. ALL BACKFLOW PREVENTERS LESS THAN 24" SHALL BE PLACED IN A WIRE MESH BASKET AND PAINTED TO MATCH THE PRIMARY BUILDING COLOR.
6. SITE LIGHTING SHALL BE LOW OR HIGH PRESSURE SODIUM, MAXIMUM 120-WATT, FULL CUT-OFF FIXTURES, WITH THE MAXIMUM LIGHT FIXTURE HEIGHT OF 28' ABOVE FINISHED GRADE, AND A MAXIMUM LIGHTING LEVEL OF 3 CANDLES/FOOT² AT THE PROPERTY LINE. AS AN OPTION, LIGHT SHIMMING DIODES (LED) SITE LIGHTING MAY BE USED, WITH LIGHTING BELOW 5000 KELVIN.
7. ALL FREESTANDING LIGHT POLES SHALL BE LOCATED WITHIN LANDSCAPED AREAS. SITE LIGHTING SHALL COMPLY WITH A MAXIMUM HEIGHT OF 28' FOR FREESTANDING OR BUILDING MOUNTED FIXTURES, AND SITE LIGHTING FIXTURES SHALL NOT EXCEED 750 WATTS AND SHALL BE FULL CUT-OFF TYPE HIGH PRESSURE SODIUM. FUTURE CONSTRUCTION PLANS SHALL INCLUDE A POINT-TO-POINT LIGHTING ANALYSIS AND CATALOG CUTS WILL BE REQUIRED. LIGHTING AT THE PERIMETER OF THE SITE IS RESTRICTED TO A MAXIMUM LIGHTING LEVEL OF 0.3 FOOT-CANDLES AT THE PROPERTY LINE.
8. CONCRETE LIGHT POLE BASES SHALL BE LOCATED WITHIN LANDSCAPE AREAS OR PAINTED TO MATCH THE PRIMARY BUILDING COLOR/FINISHED TO MATCH PARKING SCREENING WALLS AND SHALL NOT EXCEED 3/4" ABOVE FINISHED GRADE.
9. FULL SCREENING OF ALL PARKING IS REQUIRED BY HOARDING AND CONTOURING OF LANDSCAPED AREAS, BY LANDSCAPE SHRUBS, BY SCREENING WALL OR BY A COMBINATION OF THESE TECHNIQUES.
10. BUILDING DOWNPOINTE SHALL BE INTERNALIZED FOR OFFICE, COMMERCIAL, AND MIXED USE DEVELOPMENTS. INDUSTRIAL AND BUSINESS PARK BUILDING ELEVATIONS WHICH ARE NOT VISIBLE FROM A PUBLIC RIGHT-OF-WAY MAY INCORPORATE EXPOSED DOWNPOINTE.
11. ALL TRASH CONTAINERS SHALL BE ENCLOSED WITHIN A MASONRY SCREENING WALL WITH FULLY OPAQUE SCREENING GATES. SCREENING GATES SHALL NOT OPEN INTO VEHICULAR DRIVEABLES. TRASH ENCLOSURES SHALL PROVIDE A LOCATION FOR THE COLLECTION OR RECYCLABLES CONSISTENT WITH WASTE MANAGEMENT REQUIREMENTS. TRASH ENCLOSURES GATES SHALL INCORPORATE A MINIMUM OF 60% OPAQUE.
12. WITHIN COMMERCIAL, OFFICE AND MIXED-USE DEVELOPMENTS, VEHICULAR ACCESS POINTS AND PEDESTRIAN ACCESS WAYS SHALL INCLUDE SPECIAL FINISHING TREATMENT SUCH AS INTEGRAL COLORED STAMPED CONCRETE, BOWMANITE, OR SIMILAR ALTERNATIVE. LOCATION AND MATERIAL SHALL BE REVIEWED AND APPROVED BY THE PLANNING DEPARTMENT STAFF PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. STAMPED AND/OR COLORED ASPHALT IS NOT PERMITTED.
13. ALL EXTERIOR METAL MUST BE FINISHED OR PAINTED TO MATCH THE APPROVED PROJECT COLORS.
14. ALL USES SHALL OPERATE IN A MANNER WHICH IS COMPATIBLE WITH THE NEARBY MARCH AIR RESERVE BASE/MARCH INLAND PORT. THE FOLLOWING ACTIVITIES SHALL BE PROHIBITED:
 - 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 ENGAJED IN AN INITIAL STRAIGHT CLIMB FOLLOWING TAKEOFF OR TOWARD AN AIRCRAFT ENGAJED IN A STRAIGHT FINAL APPROACH TOWARD A LANDING AT AN AIRPORT, OTHER THAN AN FAA-APPROVED NAVIGATIONAL SIGNAL LIGHT OR VISUAL APPROACH SLOPE INDICATOR.
 - ANY USE WHICH WOULD CAUSE SUNLIGHT TO BE REFLECTED TOWARDS AN AIRCRAFT ENGAJED IN AN INITIAL STRAIGHT CLIMB FOLLOWING TAKEOFF OR TOWARD AN AIRCRAFT ENGAJED IN A STRAIGHT FINAL APPROACH TOWARD A LANDING AT AN AIRPORT.
 - ANY USE WHICH WOULD GENERATE SMOKE OR WATER VAPOR OR WOULD ATTRACT LARGE CONCENTRATIONS OF BIRDS, OR WHICH MAY OTHERWISE AFFECT SAFE AIR NAVIGATION WITHIN THE AREA.
 - ANY USE WHICH WOULD GENERATE ELECTRICAL INTERFERENCE THAT MAY BE DETRIMENTAL TO THE OPERATION OF AIRCRAFT AND/OR AIRCRAFT INSTRUMENTATION.
15. BUILDINGS WITHIN THE 6500A NOISE CONTOUR WILL INCLUDE APPROPRIATE SOUND ATTENUATION.
16. PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY, THE TENANT SHALL RECEIVE APPROVAL OF A TRAFFIC DEMAND MANAGEMENT PLAN WHICH SHALL INCLUDE THE FOLLOWING ELEMENTS: IDENTIFICATION OF THE LOCATION OF A MINIMUM OF 30' X 424' HALL AREA FOR THE POSTING OF ALTERNATIVE TRANSPORTATION MODE INFORMATION INCLUDING FINANCIAL INCENTIVES BY RESPONSIBLE AGENCIES, TRANSIT SCHEDULES AND CARPOOLING INFORMATION.
17. PRIOR TO ISSUANCE OF THE PROJECT C OF O, EACH INDUSTRIAL, BUSINESS PARK AND MIXED USE PROJECT SHALL PROVIDE A 6'-SOFT SIGN IDENTIFYING THE APPROVED TRUCK ROUTE PLAN AT ALL SERVICE DRIVEWAY LOCATIONS.
18. ALL DESIGN AND CONSTRUCTION PLAN SUBMITTALS SHALL INCLUDE A DIAGRAMMATIC CALCULATION IDENTIFYING THE RELATIONSHIP OF SITE IMPROVEMENTS IN COMPLIANCE WITH FAA PART 77 AIRSPACE. ALL DEVELOPMENT REQUIRES APPROVAL OF A FAA FORM 7460-4 PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
19. ALL CONSTRUCTION EQUIPMENT USED FOR CONSTRUCTION ACTIVITIES SHALL BE FITTED WITH EXHAUST MUFFLING AND NOISE CONTROL FILTER DEVICES TO REDUCE NOISE IMPACTS.
20. PRIOR TO THE ISSUANCE OF BUILDING PERMITS, ALL DEVELOPMENT IMPACT FEES SHALL BE PAID, INCLUDING OF TIME, SCHOOL FEES, AND FIRE AND PUBLIC FACILITIES FEES.
21. IF ARCHAEOLOGICAL OR PALEONTOLOGICAL RESOURCES ARE ENCOUNTERED AT THE TIME OF GRADING OR PROJECT CONSTRUCTION, ALL PROJECT WORK IN THE AREA OF THE RESOURCE SHALL CEASE UNTIL THE AREA HAS BEEN SURVEYED BY A QUALIFIED ARCHAEOLOGIST OR PALEONTOLOGIST IN CONFORMANCE WITH THE CULTURAL RESOURCE MANAGEMENT PLAN.

NADEL

NADEL STUDIO ONE INC
 1990 S. BUNDY DRIVE SUITE 400
 LOS ANGELES, CA 90028
 T. 310.826.2100
 F. 310.826.0182
 WWW.NADEL.ARC.COM
 LOS ANGELES
 LAS VEGAS

PROFESSIONAL STAMPS:

CONTRACT:

CLIENT:

LEWIS RETAIL

1156 North Mountain Avenue
 Upland, CA 91785-0670

PROJECT:

**SOUTH CAMPUS
 PHASE II**

SWC OF VAN BUREN & ORANGE
 MERIDIAN, CA

PUBLIC AGENCY SUBMITTAL:
 REVIEWED FOR BUILDING
 REVIEWED FOR CONSTRUCTION

REVISIONS:

| NO. | REVISION DESCRIPTION | DATE |
|-----|----------------------|----------|
| 1 | 1. SITE PLAN | 04-15-08 |

DATE: 04-15-08

PROJECT: 04-05-07

DRAWING TITLE:

TITLE SHEET

DATE: 04-15-08

PROJECT: 04-05-07

DRAWING TITLE:

TITLE SHEET

DATE: 04-15-08

PROJECT: 04-05-07

DRAWING TITLE:

TITLE SHEET

DATE: 04-15-08

PROJECT: 04-05-07

DRAWING TITLE:

TITLE SHEET

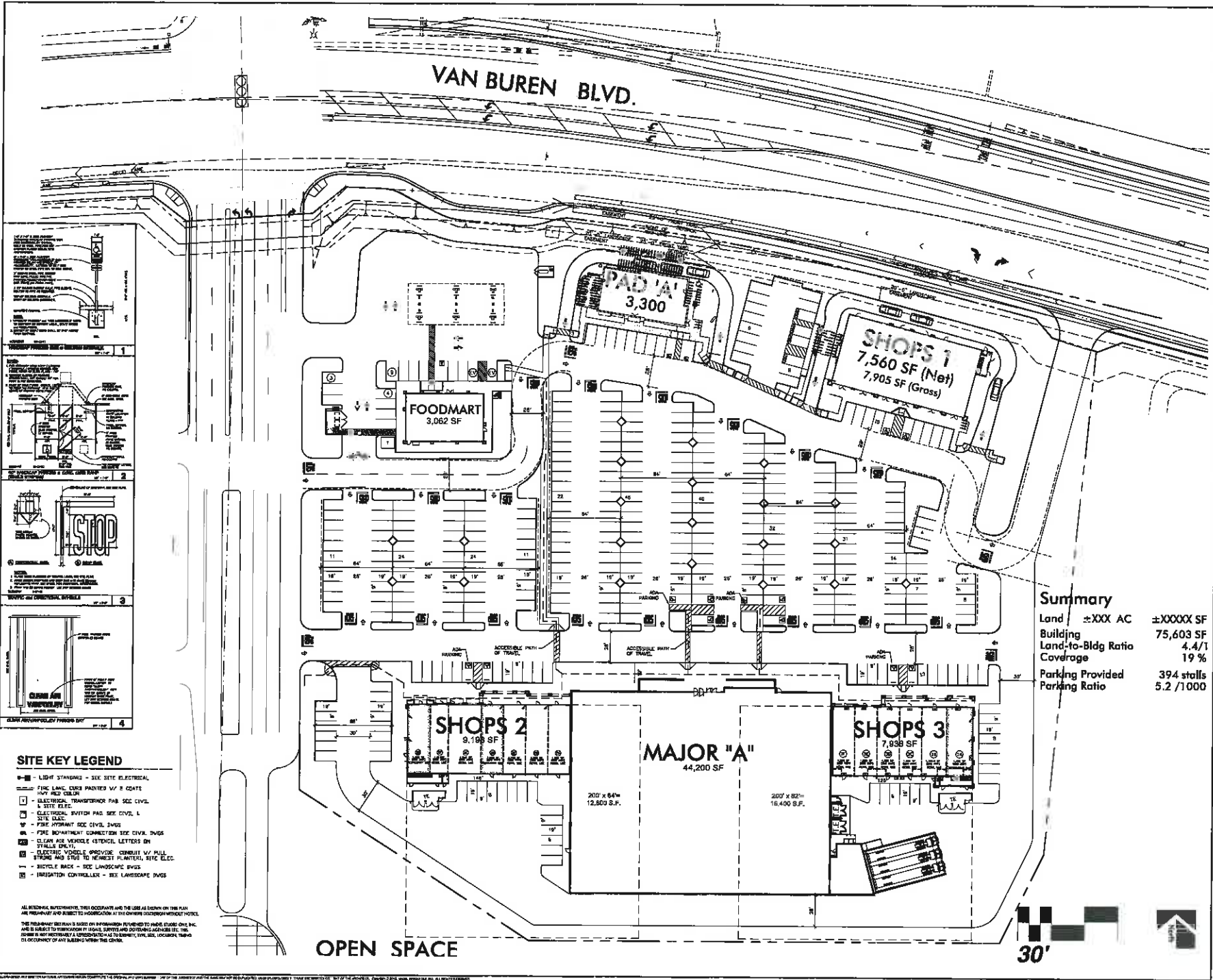
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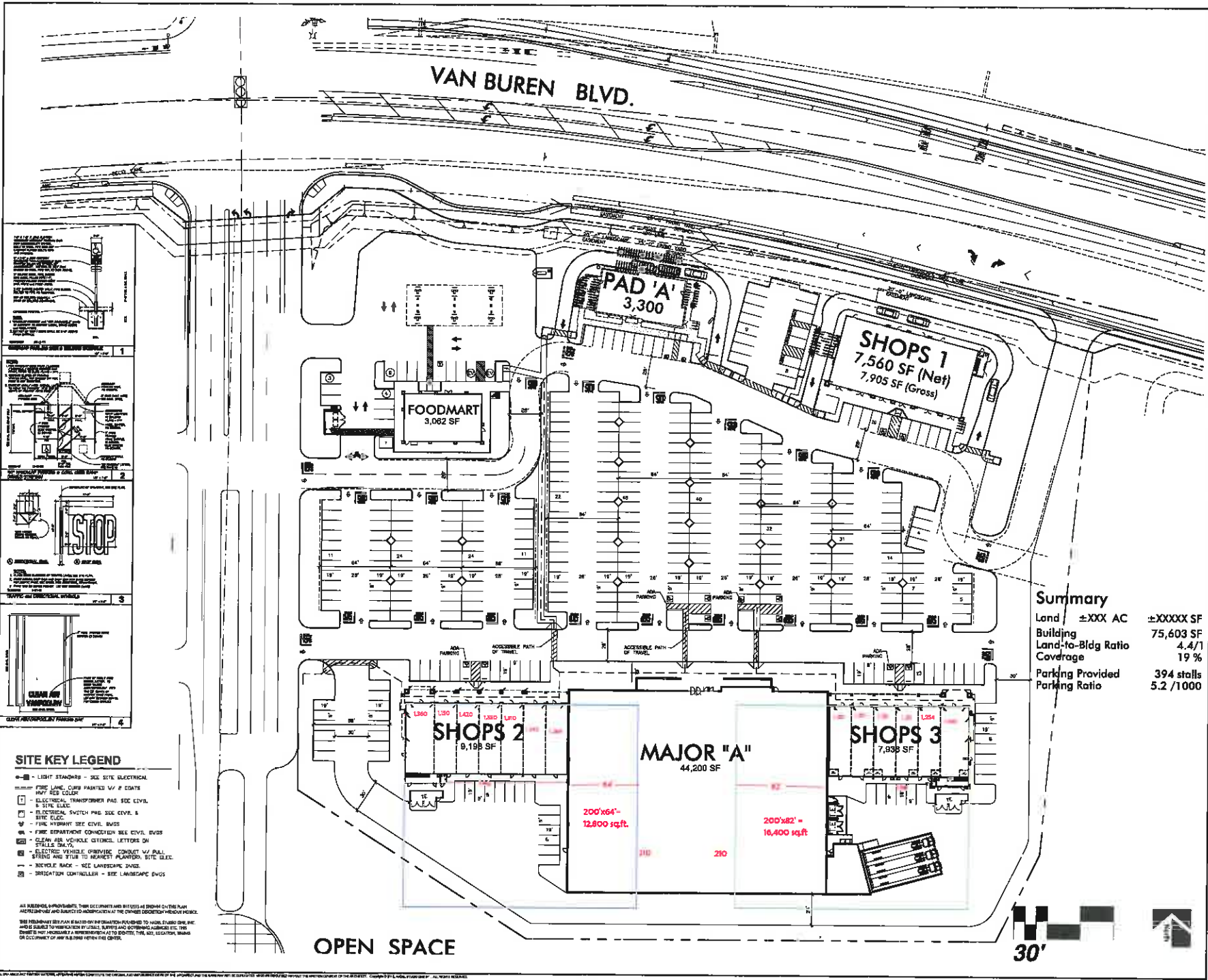
PROJECT: 04-05-07

DRAWING TITLE:

TITLE SHEET

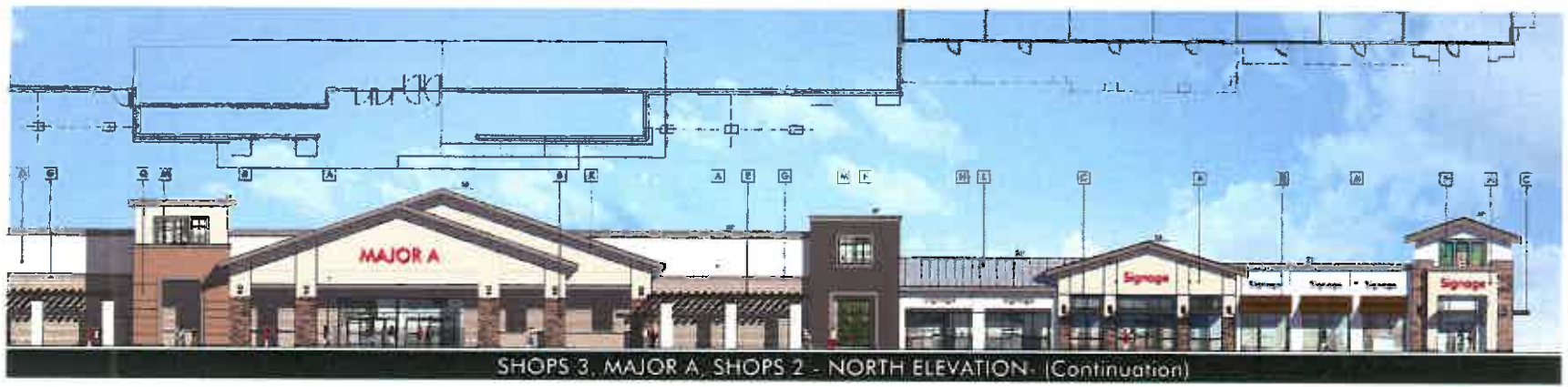
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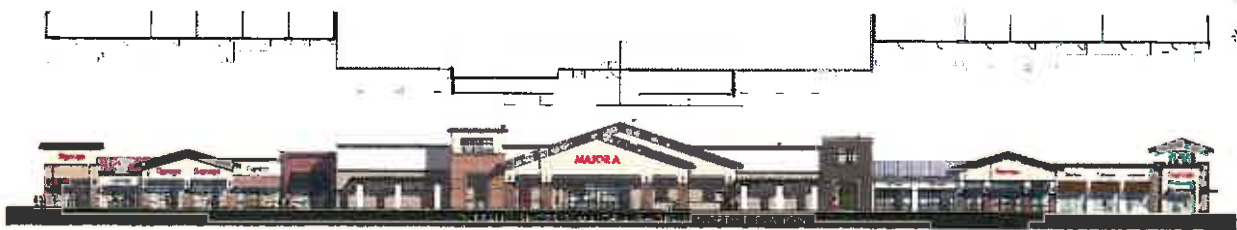




SHOPS 3, MAJOR A, SHOPS 2 - NORTH ELEVATION



SHOPS 3, MAJOR A, SHOPS 2 - NORTH ELEVATION - (Continuation)



- LEGEND:**
- A. PLASTER FINISH
 - B. STONE VENEER
 - C. METAL AWNING
 - D. METAL Louver AWNING
 - E. STEEL TRUSS LIS
 - F. GREEN SCREEN
 - G. FOAM CORNICE/ TRIM WITH PLASTER FINISH
 - H. CLEAR ANODIZED ALUMINUM STOREFRONT
 - J. DECORATIVE LIGHT FIXTURE
 - K. FOAM CUTTER GERY BRACE W/ PLASTER FINISH
 - L. STANDING SEAM METAL ROOF
 - M. FROSTED WINDOW
 - N. SPLITFACE CMU
 - O. PRECISION CMU ACCENT BAND
 - F. PAINTED ARTI MURAL OR TILE ACCENT
 - Q. METAL REVEALS
 - R. FABRIC AWNING

SCALE 3/23 = 1'-0"

E-1

PROPOSED EXTERIOR ELEVATIONS
MERIDIAN SOUTH CAMPUS
 MERIDIAN, CALIFORNIA

DATE: FEBRUARY 4, 2020
 MADE JOB#: 17002
 NADEL STUDIO ONE, INC.
 1990 S. BUNNY DR., FOURTH FLOOR
 LOS ANGELES, CA. 90025
 T.310.894.2100 F.310.894.0782
 WWW.NADELSTUDIO.COM



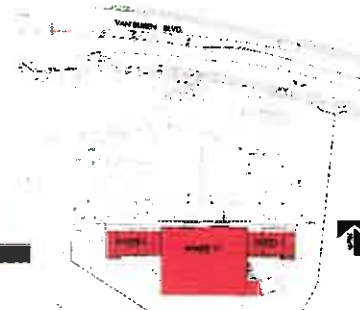
ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE. DATE OF DECLASSIFICATION IS INDEFINITE.



SHOPS 2, MAJOR A, SHOPS 3 - SOUTH ELEVATION



SHOPS 2 MAJOR A SHOPS 3 - SOUTH ELEVATION - (Continuation)



LEGEND:

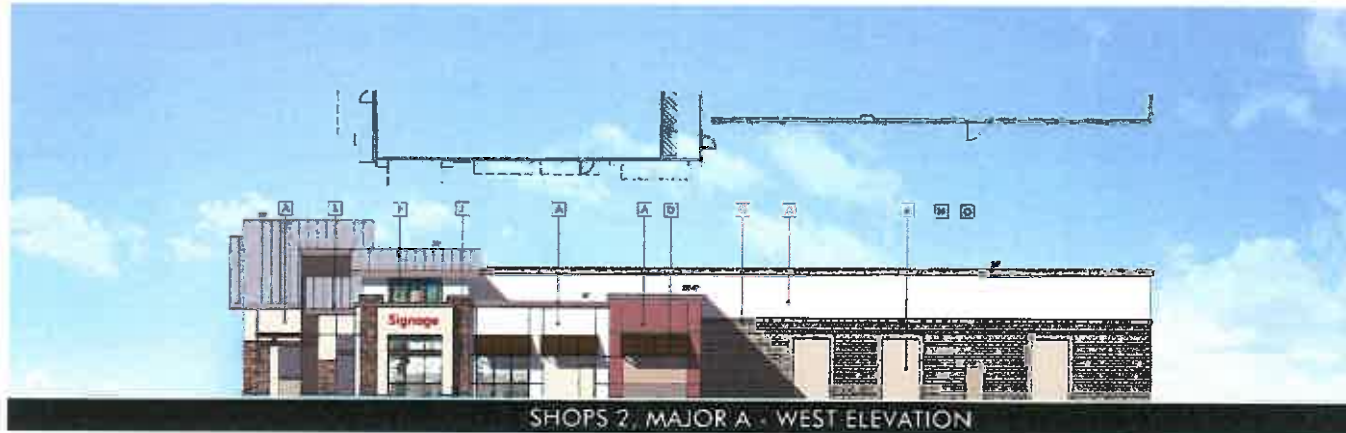
- A. PLASTER FINISH
- B. STONE VENEER
- C. METAL AWNING
- D. METAL LOUVER AWNING
- E. STEEL TRELLIS
- F. GREEN SCREEN
- G. FOAM CORNICE/TRIM WITH PLASTER FINISH
- H. CLIP ON ANODIZED ALUMINUM STOREFRONT
- J. DECORATIVE LIGHT FIXTURE
- K. FOAM OUTRIGGER/BRACE W/ PLASTER FINISH
- L. STANDING SEAM METAL ROOF
- M. FROSTED WINDOW
- N. SPLITFACE CMU
- O. PRECISION CMU ACCENT BAND
- P. PAINTED ART MURAL OR TILE ACCENT
- Q. METAL REVEALS
- R. FABRIC AWNING

PROPOSED EXTERIOR ELEVATIONS
MERIDIAN SOUTH CAMPUS
 MERIDIAN, CALIFORNIA

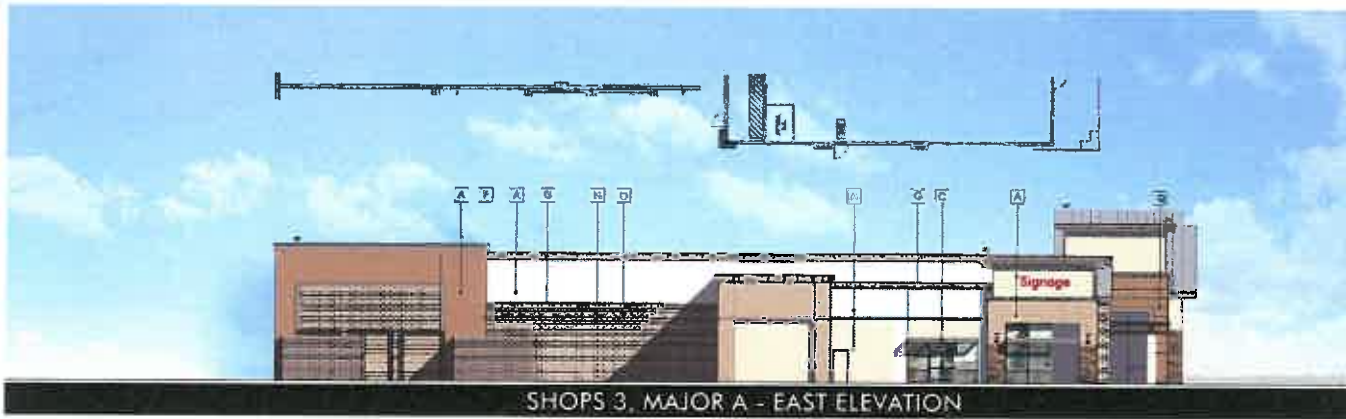
DATE: FEBRUARY 4, 2025
 NADEL JOB#: 17082
 NADEL STUDIO ONE, INC.
 1990 S. SUNNY DR., FOURTH FLOOR
 LOS ANGELES, CA. 90025
 T.310.824.1100 F.310.824.0102
 WWW.NADELARC.COM

SCALE 3/32" = 1'-0"





SHOPS 2, MAJOR A - WEST ELEVATION



SHOPS 3, MAJOR A - EAST ELEVATION



LEGEND:

- A. PLASTER FINISH
- R. STONE VENEER
- C. METAL AWNING
- D. METAL LOUVER AWNING
- E. STEEL TRELLIS
- F. GREEN SCREEN
- G. FOAM CORNICE/ TRIM WITH PLASTER FINISH
- H. CLEAR ANODIZED ALUMINUM STOREFRONT
- J. DECORATIVE LIGHT FIXTURE
- K. FOAM OUTRIGGER/ BRACE W/ PLASTER FINISH
- L. STANDING SEAM METAL ROOF
- M. FROSTED WINDOW
- N. SPLITFACE CMU
- O. PRECISION CMU ACCENT BAND
- P. PAINTED ARTI MURAL OR TR.F. ACCENT
- Q. METAL REVEALS
- R. FABRIC AWNING

PROPOSED EXTERIOR ELEVATIONS
MERIDIAN SOUTH CAMPUS
 MERIDIAN, CALIFORNIA

SCALE 3/32" = 1'-0" **E-3**

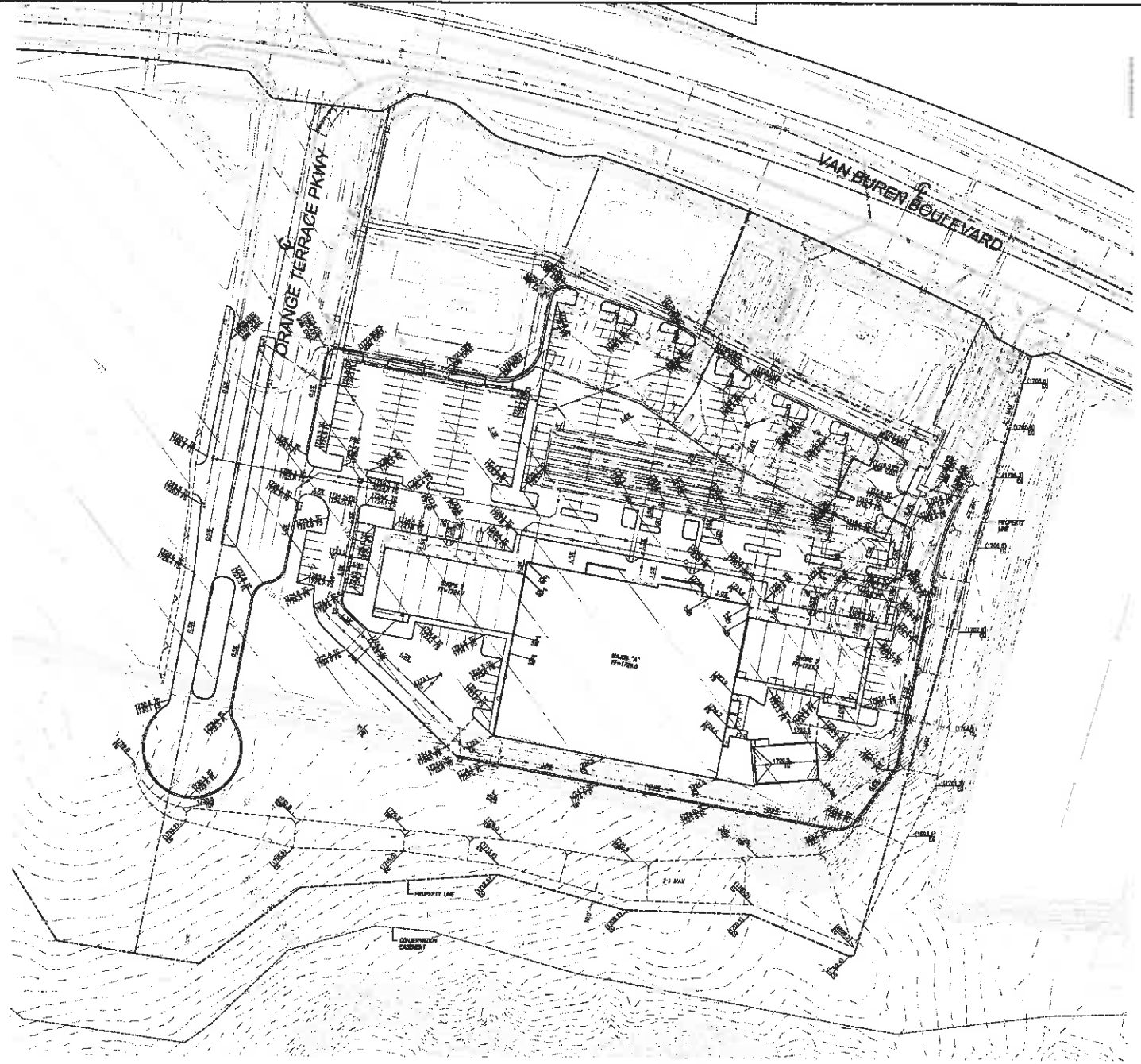
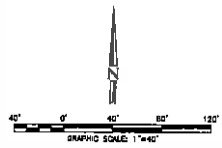
DATE: FEBRUARY 4, 2022
 NADEL JOB#: 17082
 NADEL STUDIO ONE, INC.
 1700 S. BUNNY DR., FOURTH FLOOR
 LOS ANGELES, CA 90025
 T.310.204.2100 F.310.204.2102
 WWW.NADELARC.COM



PRELIMINARY EARTHWORK CALCULATIONS:

RAW CUT: 31,800 C.Y.
 RAW FILL: 20,800 C.Y.
 NET: 0 C.Y.

THE EARTHWORK VALUES SHOWN HEREON ARE THE SURVEYOR'S ESTIMATES ONLY. ACTUAL QUANTITIES MAY VARY FROM THESE ESTIMATES. THE ENGINEER IS NOT RESPONSIBLE FOR DIFFERENCES IN THESE ESTIMATES AND ACTUAL FIELD CONDITIONS. CONTRACTOR SHALL PROVIDE DESIGN OWN EARTHWORK QUANTITIES.



PROJECT: **THE COMMONS AT ORANGE TERRACE PARKWAY**
 ORANGE TERRACE PARKWAY
 RIVERSIDE COUNTY, CA
 CONCEPTUAL GRADING PLAN

DESIGN: CONCEPTUAL
 DATE: 2023-01-11
 CHECKED BY: [UNRECOGNIZED]
 DRAWING FILE: 1883302
 PROJECT NO.: 18-008
 SHEET NUMBER: 1
 OF 1 SHEETS
 SCALE: 1" = 40'

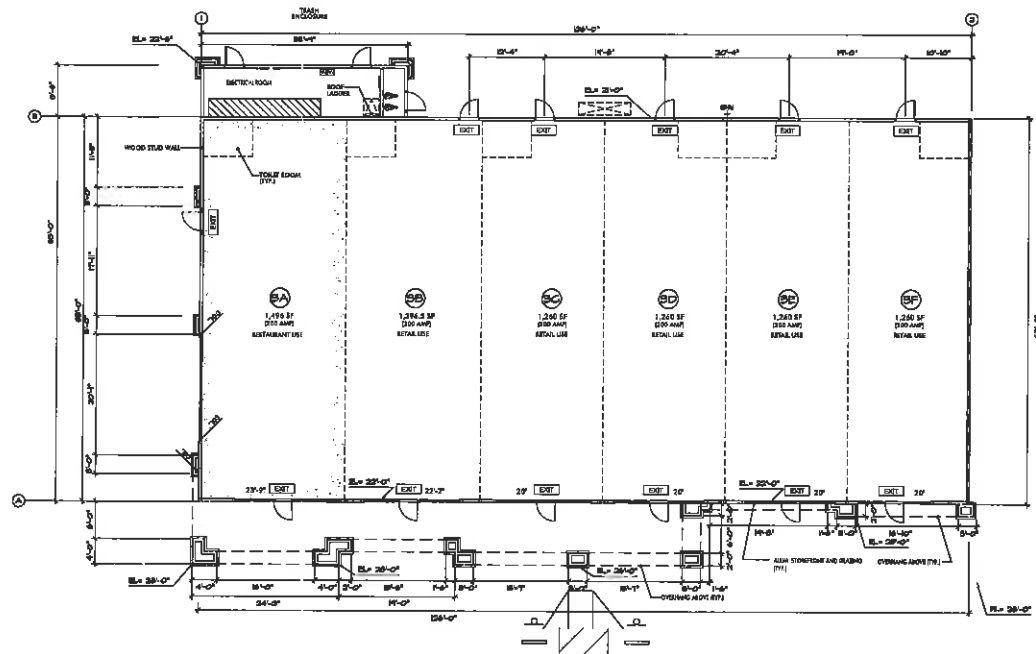
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 1/11/23 10:52 AM
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 1/11/23 10:52 AM
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 1/11/23 10:52 AM



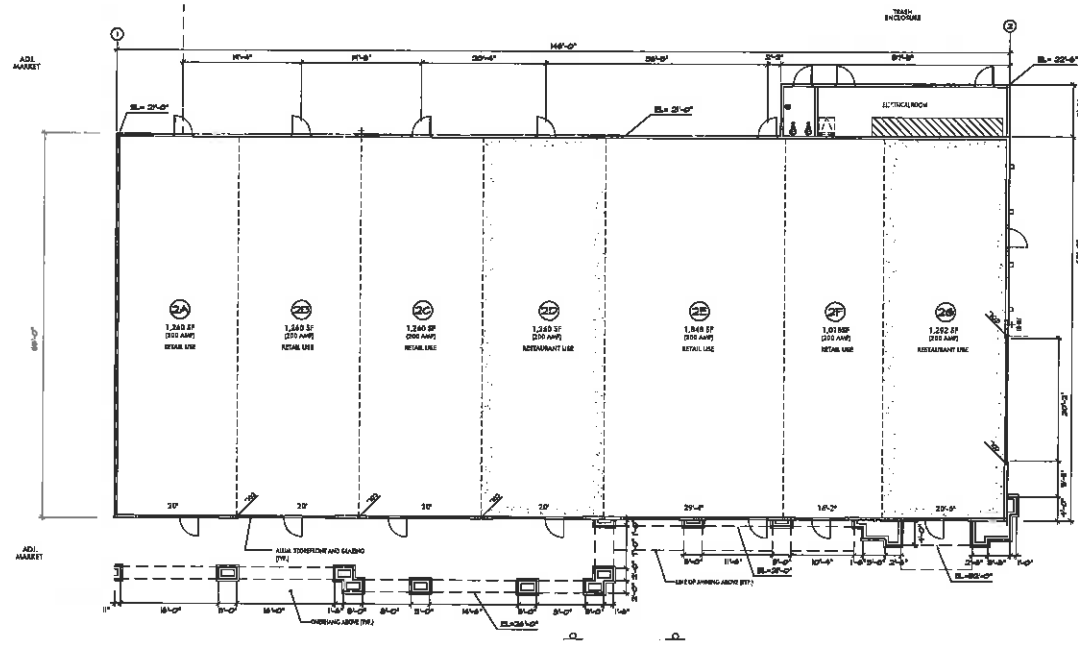
NOT FOR CONSTRUCTION

| NO. | DATE | DESCRIPTION |
|-----|----------|-------------|
| 1 | 01-01-03 | SITE PLAN |
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ENTITLEMENT SET



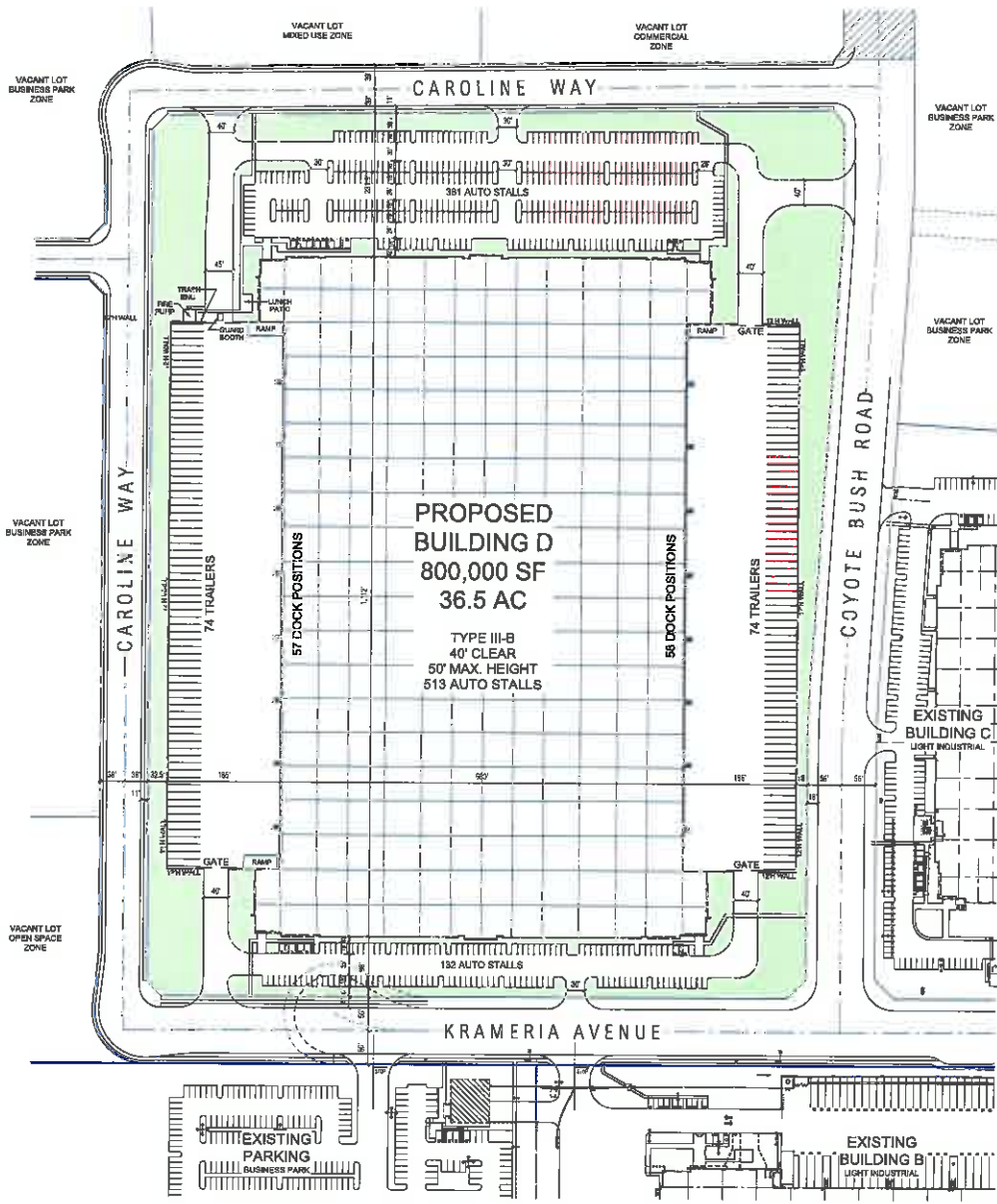
SHOPS '3' FLOOR PLAN
 7,938 s.f. (Net) $\frac{1}{8"} = 1'-0"$
 8,225 s.f. (Gross)



SHOPS '2' FLOOR PLAN
 9,198 s.f. (Net) $\frac{1}{8"} = 1'-0"$
 9,516 s.f. (Gross)

STANDARD JPA NOTES

1. ALL NEW CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF MARIETTA ZONING ORDINANCES.
2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF MARIETTA ZONING ORDINANCES.
3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF MARIETTA ZONING ORDINANCES.
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17. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF MARIETTA ZONING ORDINANCES.
18. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF MARIETTA ZONING ORDINANCES.
19. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF MARIETTA ZONING ORDINANCES.
20. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF MARIETTA ZONING ORDINANCES.



SHEET INDEX

| | |
|--------|--------------------|
| A1-1-P | 1. CIVIL SITE PLAN |
| A1-2-P | 2. FLOOR PLAN |
| A1-3-P | 3. FINISH PLAN |
| A1-4-P | 4. MECHANICAL PLAN |
| A1-5-P | 5. ELECTRICAL PLAN |
| A1-6-P | 6. LANDSCAPE PLAN |
| A1-7-P | 7. PLANT SCHEDULE |

PROJECT DATA

| | |
|----------------------------------|--------------|
| SITE AREA | 1,560,000 SF |
| 36.5 AC | |
| TOTAL GARAGE AREA | 800,000 SF |
| 57% | |
| PARKING REQUIRED: | |
| 3000 SF OFFICE @ 3.3/1000 | 139 STALLS |
| 0 - 50,000 SF @ 1/1000 | 50 STALLS |
| 50,000 - 100,000 SF @ 0.5/1000 | 25 STALLS |
| 100,000 - 200,000 SF @ 0.25/1000 | 125 STALLS |
| TOTAL STALLS REQUIRED | 349 STALLS |

PROJECT DESCRIPTION:

ONE NEW CONCRETE 40' WAREHOUSE / LIGHT INDUSTRIAL BUILDING, 800,000 SF, WITH AN ADJACENT 57' FOOTPRINT AND GROUND FLOOR MEZZANINE.

GENERAL PROJECT INFORMATION:

PROJECT: INDUSTRIAL - WAREHOUSE SPECIFIC PLAN
MARIETTA JPA PLANNING AREA

ASSESSOR PARCEL NUMBER:

PLANNING CASE NUMBER:

CODE ANALYSIS:

CONSTRUCTION TYPE: TYPE III-B
FIRE SPRINKLERS: FULLY SPRINKLERED - ESBR

AREA IDENTIFICATION:

ZONE: LI-40 - 40' SIDEYARD
ALLOWABLE AREA - SECTION 002.3
ALLOY HEIGHT: 0' - 20' = 75 FEET - SECTION 002.2

UTILITY PROVIDERS:

ELECTRICAL: EDISON
WATER/SANITARY: WESTERN MUNICIPAL WATER DISTRICT
TELEPHONE: KUDEREN
GAS: SOUTHERN CALIFORNIA GAS

PROJECT DESCRIPTION:

ONE NEW CONCRETE 40' WAREHOUSE / LIGHT INDUSTRIAL BUILDING, 800,000 SF, WITH AN ADJACENT 57' FOOTPRINT AND GROUND FLOOR MEZZANINE.

GENERAL PROJECT INFORMATION:

PROJECT: INDUSTRIAL - WAREHOUSE SPECIFIC PLAN
MARIETTA JPA PLANNING AREA

ASSESSOR PARCEL NUMBER:

PLANNING CASE NUMBER:

CODE ANALYSIS:

CONSTRUCTION TYPE: TYPE III-B
FIRE SPRINKLERS: FULLY SPRINKLERED - ESBR

AREA IDENTIFICATION:

ZONE: LI-40 - 40' SIDEYARD
ALLOWABLE AREA - SECTION 002.3
ALLOY HEIGHT: 0' - 20' = 75 FEET - SECTION 002.2

UTILITY PROVIDERS:

ELECTRICAL: EDISON
WATER/SANITARY: WESTERN MUNICIPAL WATER DISTRICT
TELEPHONE: KUDEREN
GAS: SOUTHERN CALIFORNIA GAS



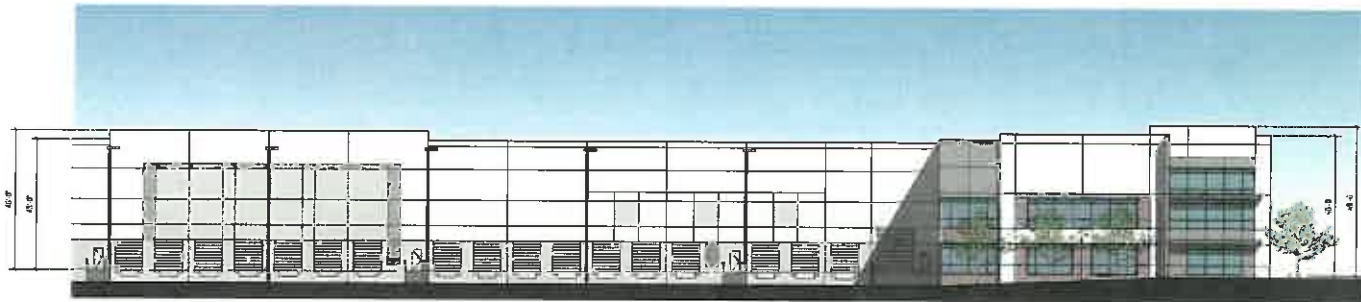
MERIDIAN
SOUTH CAMPUS - BUILDING D - PLOT PLAN
MERIDIAN PARK LLC

| | |
|---------------|--------------------------------------|
| DATE | 10/14/2024 |
| DESIGNED BY | CS |
| DRAWN BY | CS |
| CHECKED BY | CS |
| APPROVED BY | CS |
| PROJECT TITLE | INDUSTRIAL - WAREHOUSE SPECIFIC PLAN |
| SHEET TITLE | INDUSTRIAL - WAREHOUSE SPECIFIC PLAN |
| DATE | 10/14/2024 |
| DESIGNED BY | CS |
| DRAWN BY | CS |
| CHECKED BY | CS |
| APPROVED BY | CS |

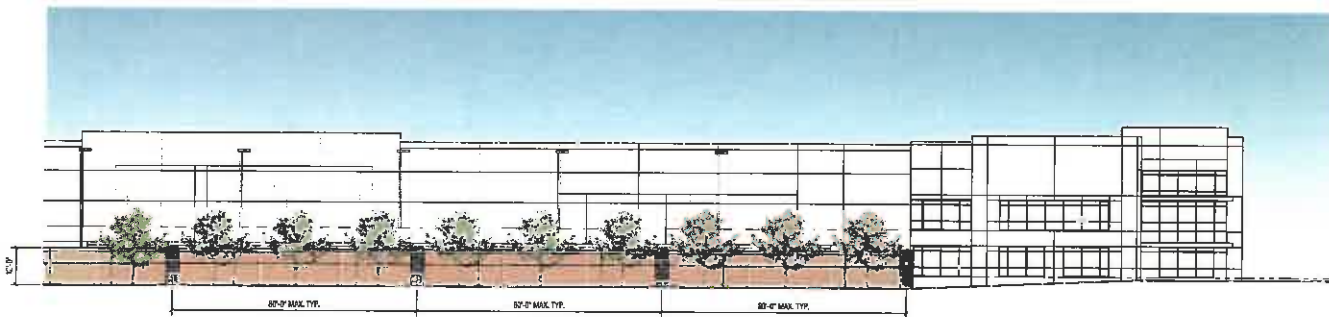
A1-1-P



**NORTH ELEVATION ENLARGEMENTS
(SOUTH SIMILAR)**



**EAST ELEVATION ENLARGEMENT
(WEST SIMILAR)**



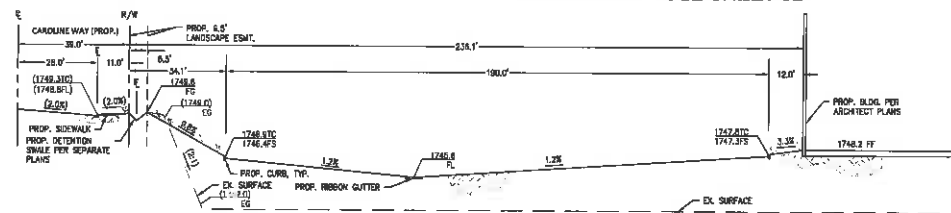
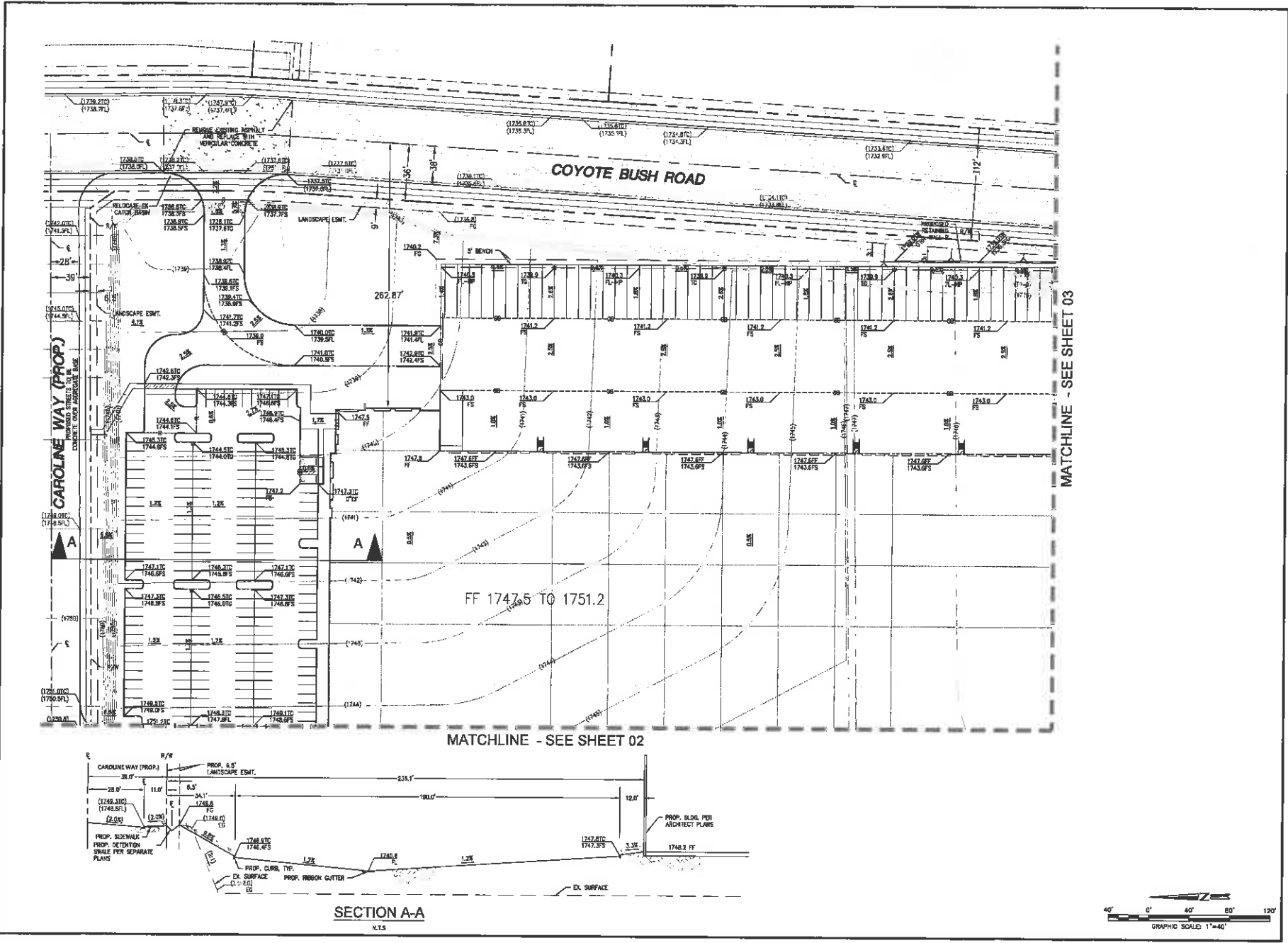
**SCREENWALL ELEVATIONS
(TYPICAL)**

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

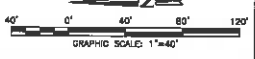


| NO. | DATE | DESCRIPTION |
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| RGA PROJECT NO. | 190821 |
| C.D. FILE NAME | 08-20-21-1P |
| DRAWN BY | CS |
| CHECK BY | CS |
| COPYRIGHT | RGA OFFICE OF ARCHITECTURAL DESIGN |
| SHEET TITLE | |
| A3-2-P | |



SECTION A-A
N.T.S.



180 S. Old Sycamore Road
 Suite 210
 Anaheim Hills, CA 92808
 714-885-6860

Engineers, Inc.
 CIVIL ENGINEERS/LAND SURVEYORS/PLANNERS

| NO. | REVISION | DATE |
|-----|----------|------|
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PROJECT: MERIDIAN SOUTH CAMPUS - PHASE III
BUILDING D
RIVERSIDE COUNTY, CA

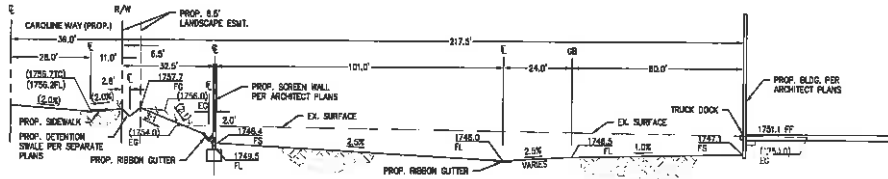
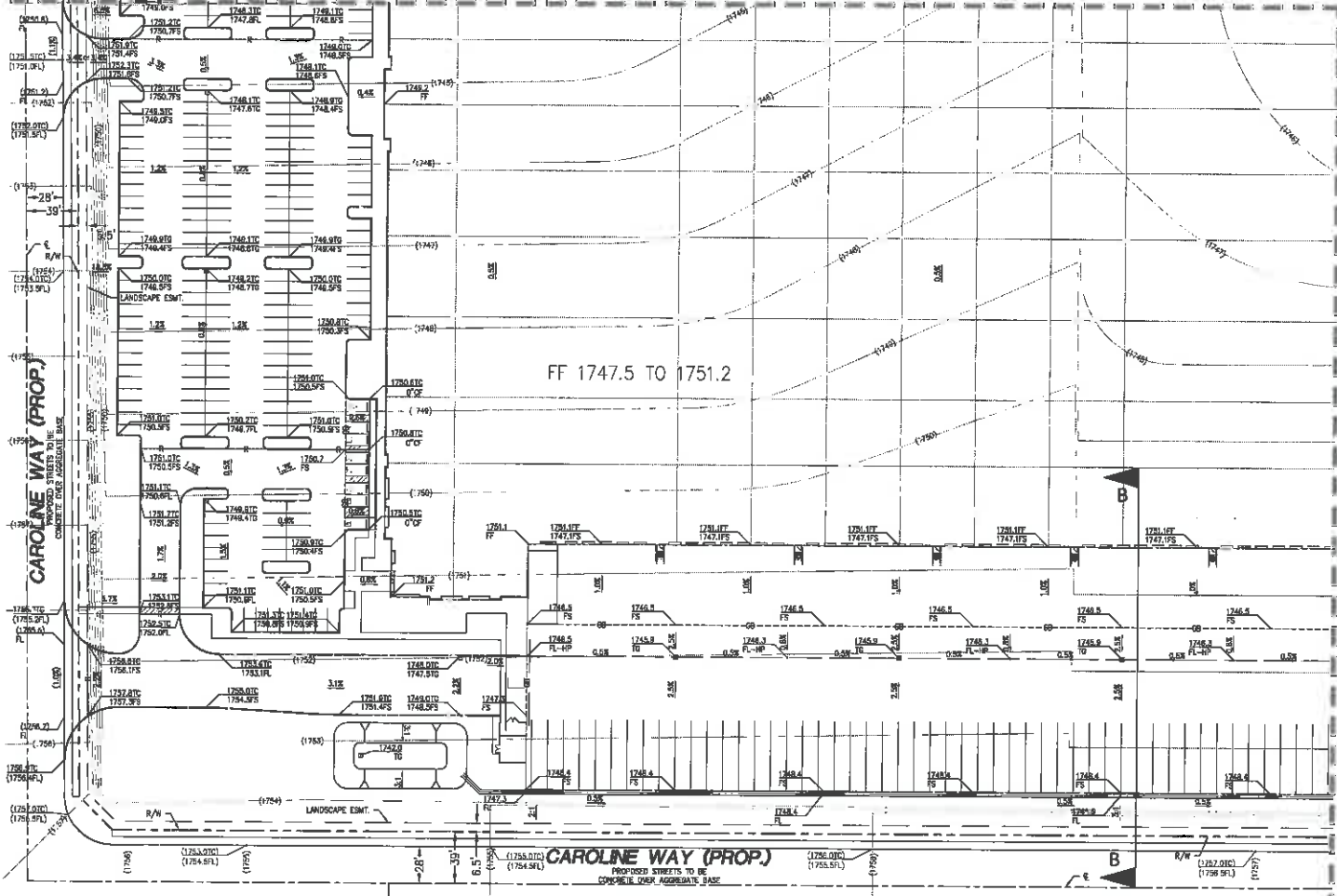
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| DATE: | 2020-01-14 |
| CHECKED: | CEM DRAWING |
| DRAWING FILE: | - |
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| OF | 4 SHEETS |
| SCALE: | AS SHOWN |

NOT FOR CONSTRUCTION
 PREPARED BY: [Name] DATE: [Date] CHECKED BY: [Name] DATE: [Date] PLOTTED BY: [Name] DATE: [Date] SCALE: 1"=40'

MATCHLINE - SEE SHEET 01

MATCHLINE - SEE SHEET 04



SECTION B-B

180 S. 9th Springs Bend
 Suite 210
 Anaheim Hills, CA 92808
 714-615-8860

Engineering, Inc.
 Civil/Structural/Land Survey/Grading Planning

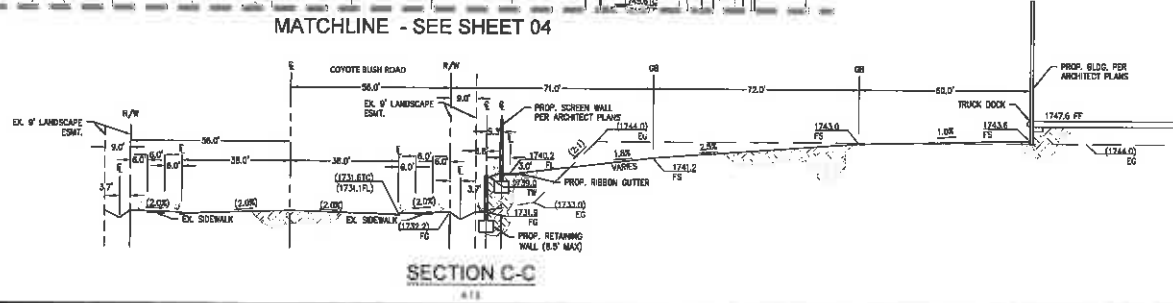
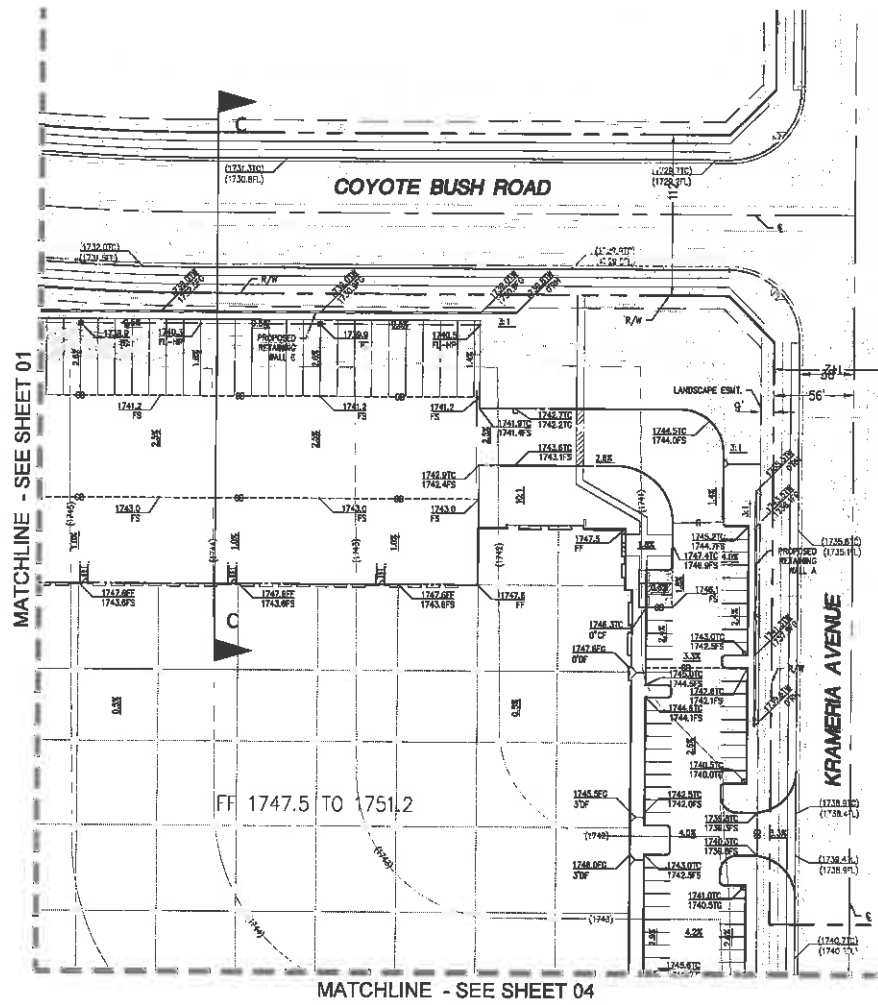
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PROJECT: **MERIDIAN SOUTH CAMPUS - PHASE III**
BUILDING D
 RIVERSIDE COUNTY, CA

DRAWING NAME: **CONCEPTUAL GRADING PLAN - BUILDING D**

| | |
|---------------|-------------|
| REVISED | CONCEPTUAL |
| DATE: | 2020-01-14 |
| CHECKED: | CSM DRAWING |
| DRAWING FILE: | |
| PROJECT NO.: | 19-020 |
| SHEET NUMBER: | 2 |
| OF | 4 SHEETS |
| SCALE: | AS SHOWN |

NOT FOR CONSTRUCTION



163 S. Old Springs Road
 Suite 210
 Anaheim Hills, CA 92809
 714-855-8680

Engineering, Inc.
 Civil Engineering/Land Surveying/Title Planning

| | |
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| DATE: | |
| SCALE: | |
| REVISION: | |
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PROJECT: MERIDIAN SOUTH CAMPUS - PHASE III
 BUILDING D
 RIVERSIDE COUNTY, CA

CONCEPTUAL GRADING PLAN - BUILDING D

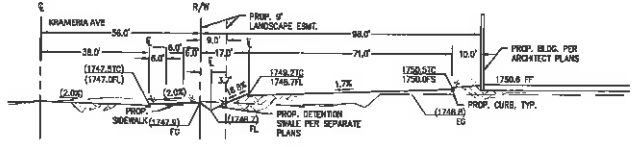
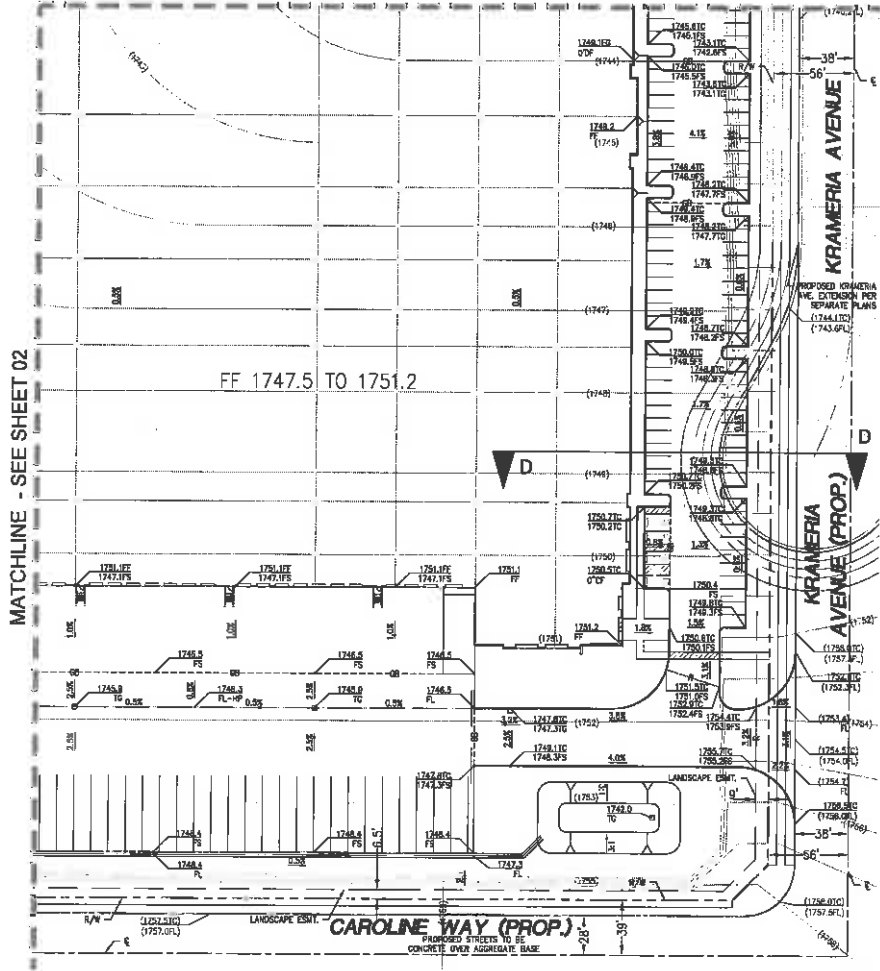
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| DATE: | 2009-01-14 |
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| DRAWING FILE: | |
| PROJECT NO.: | 09-080 |
| SHEET NUMBER: | 3 |
| OF 4 SHEETS | |

SCALE: AS SHOWN

NOT FOR CONSTRUCTION

MATCHLINE - SEE SHEET 03



SECTION D-D

6/15

MATCHLINE - SEE SHEET 02

160 S. 8th Springs Road
 Suite 210
 Anaheim Hills, CA 92808
 714-986-6866



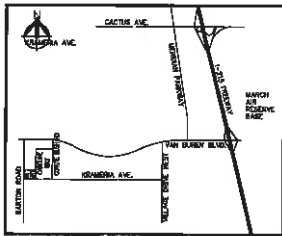
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PROJECT: MERIDIAN SOUTH CAMPUS - PHASE III
 BUILDING D
 RIVERSIDE COUNTY, CA
 DRAWING NAME: CONCEPTUAL GRADING PLAN - BUILDING D

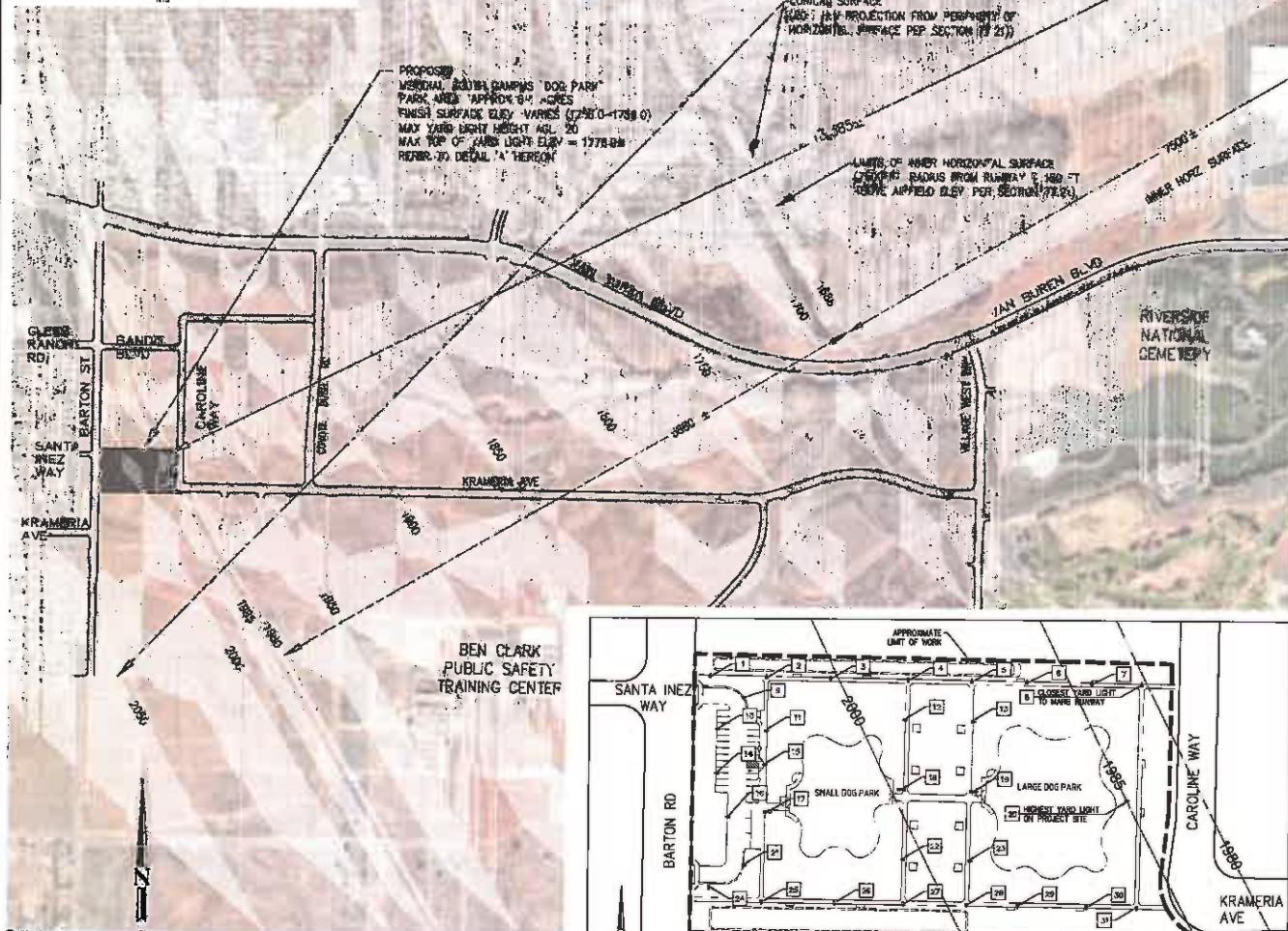
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 CHECKED: DSM DRAMEKI
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 OF 4 SHEETS
 SCALE: AS SHOWN

DATE PLOTTED: 1/11/2023 11:38AM PLOTTED BY: MCDONALD, JON JON 2023 03/AMM 027

NOT FOR CONSTRUCTION



VICINITY MAP
NTS



PROPOSED
MERCIDIAN SOUTH CAMPUS "DOG PARK"
PARK AREA APPROX 8+/- ACRES
FINISH SURFACE ELEV. VARIES (1758.0-1768.0)
MAX YARD LIGHT HEIGHT ASL 20'
MAX TOP OF LIGHT ELEV. = 1778.84'
REFER TO DETAIL 'A' HEREON

CONICAL SURFACE
1000' ± RADIUS PROJECTION FROM PERIPHERY OF
HORIZONTAL SURFACE PER SECTION (19.21)

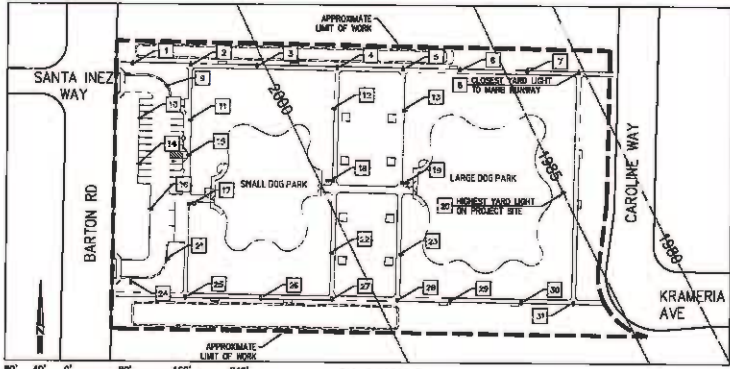
LIMITS OF INNER HORIZONTAL SURFACE
1500' ± RADIUS FROM R/WAY ± 180 FT
FINISH APPLIED ELEV. PER SECTION (19.21)

EG = 1533
33°52'58.87" N
117°18'20.08" W

MARKER RESERVE BASE
PARTWAY 14-32 CENTERLINE
EG = 1533
33°53'48.93" N
117°18'15.08" W
NOT BUSHED
SPR 18
25-1-1636

PROPOSED YARD LIGHT LOCATION & ELEVATION DATA

| ID | GPS COORD. | FLOOR ELEV. (FT) | HEIGHT (FT) | TOP ELEV. (FT) |
|----|---------------------------------------|------------------|-------------|----------------|
| 1 | 33° 52' 56.30" N 117° 18' 42.23" W | 1755.1± | 20' | 1775.1± |
| 2 | 33° 52' 56.30" N 117° 18' 46.28" W | 1755.2± | 20' | 1775.2± |
| 3 | 33° 52' 56.30" N 117° 18' 47.18" W | 1755.6± | 20' | 1775.6± |
| 4 | 33° 52' 56.30" N 117° 18' 45.85" W | 1757.1± | 20' | 1777.1± |
| 5 | 33° 52' 56.28" N 117° 18' 44.75" W | 1757.6± | 20' | 1777.6± |
| 6 | 33° 52' 56.28" N 117° 18' 43.61" W | 1757.1± | 20' | 1777.1± |
| 7 | 33° 52' 56.28" N 117° 18' 42.70" W | 1757.2± | 20' | 1777.2± |
| 8 | 33° 52' 56.27" N 117° 18' 41.84" W | 1757.9± | 20' | 1777.9± |
| 9 | 33° 52' 55.98" N 117° 18' 48.83" W | 1755.7± | 20' | 1775.7± |
| 10 | 33° 52' 55.98" N 117° 18' 49.14" W | 1757.4± | 20' | 1777.4± |
| 11 | 33° 52' 55.49" N 117° 18' 46.24" W | 1757.5± | 20' | 1777.5± |
| 12 | 33° 52' 55.30" N 117° 18' 45.93" W | 1757.5± | 20' | 1777.5± |
| 13 | 33° 52' 55.67" N 117° 18' 44.69" W | 1758.0± | 20' | 1778.0± |
| 14 | 33° 52' 54.88" N 117° 18' 49.14" W | 1758.1± | 20' | 1778.1± |
| 15 | 33° 52' 55.01" N 117° 18' 46.25" W | 1757.9± | 20' | 1777.9± |
| 16 | 33° 52' 54.28" N 117° 18' 48.94" W | 1757.6± | 20' | 1777.6± |
| 17 | 33° 52' 54.34" N 117° 18' 46.23" W | 1757.5± | 20' | 1777.5± |
| 18 | 33° 52' 54.68" N 117° 18' 44.70" W | 1758.6± | 20' | 1778.6± |
| 19 | 33° 52' 54.58" N 117° 18' 42.02" W | 1758.9± | 20' | 1778.9± |
| 20 | 33° 52' 53.57" N 117° 18' 48.28" W | 1758.5± | 20' | 1778.5± |
| 21 | 33° 52' 53.70" N 117° 18' 45.82" W | 1757.1± | 20' | 1777.1± |
| 22 | 33° 52' 53.68" N 117° 18' 44.70" W | 1757.6± | 20' | 1777.6± |
| 23 | 33° 52' 53.27" N 117° 18' 43.61" W | 1756.1± | 20' | 1776.1± |
| 24 | 33° 52' 53.02" N 117° 18' 48.30" W | 1756.0± | 20' | 1776.0± |
| 25 | 33° 52' 53.03" N 117° 18' 47.05" W | 1756.1± | 20' | 1776.1± |
| 26 | 33° 52' 53.03" N 117° 18' 45.82" W | 1756.4± | 20' | 1776.4± |
| 27 | 33° 52' 53.03" N 117° 18' 44.28" W | 1756.8± | 20' | 1776.8± |
| 28 | 33° 52' 53.02" N 117° 18' 43.80" W | 1757.2± | 20' | 1777.2± |
| 29 | 33° 52' 53.02" N 117° 18' 43.80" W | 1758.0± | 20' | 1778.0± |
| 30 | 33° 52' 53.02" N 117° 18' 41.85" W | 1758.4± | 20' | 1778.4± |



DETAIL A

NOTE:
ELEVATIONS SHOWN ARE BASED UPON NAVD 83 DATUM

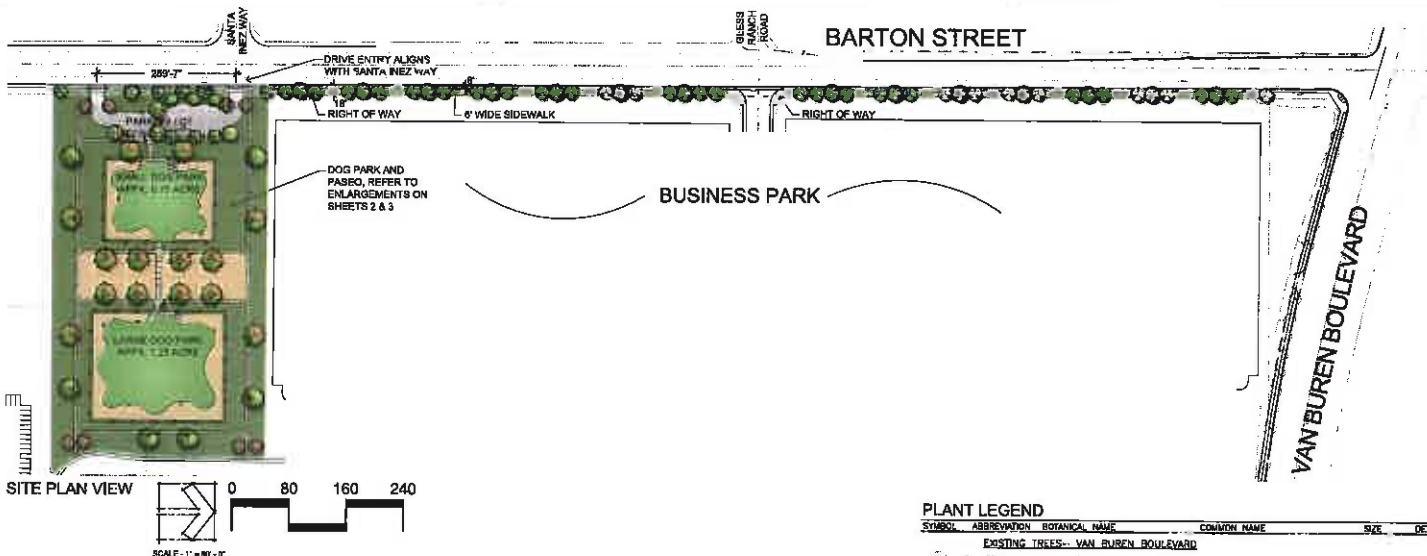
180 S. 8th Springs Reef
Suite 210
Anaheim Hills, CA 92808
714-652-6180

DMRC
Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning

PROJECT: **MERCIDIAN SOUTH CAMPUS DOG PARK**
KRAMERIA AVE. RIVERSIDE CA
DRAWING: **FAA AIRSPACE EXHIBIT**

ISSUE: _____
DATE: 04/25/2020
CHECKED BY: DORIAN J.S.
DRAWING FILE: 001018
PROJECT NO.: 19-220
SHEET NUMBER: 1
OF 1 SHEETS
SCALE: AS SHOWN

CONTRACTOR: THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.



WATER CALCULATIONS-PUBLIC R.O.W.

| Area | Plant | Rate | Area | Volume | Notes |
|------------------------|-------|------|-------|--------|--------|
| Regular Landscape Area | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| Special Landscape Area | | | | | |
| Total | | | | | 22,950 |

WATER CALCULATIONS-DOG PARK & PASEO

| Area | Plant | Rate | Area | Volume | Notes |
|------------------------|------------------------|------|-------|--------|--------|
| Regular Landscape Area | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | AGAVE | 0.81 | 2,200 | 1,782 | |
| | Special Landscape Area | | | | |
| Total | | | | | 22,950 |

PLANT LEGEND

| SYMBOL | ABBREVIATION | BOTANICAL NAME | COMMON NAME | SIZE | DETAIL |
|---|--------------|---|---------------------------------------|---------|--|
| EX CER HEA | | Cercis s. 'Hearts of Gold' | Hearts of Gold Eastern Redbud | | |
| EX RMA MAJ | | Rhoaphysa 'Majestic Beauty' | Majestic Beauty Indian Hawthorn | | |
| TREES | | | | | |
| MOE PAN | | Koeberlinia paniculata | Goldenrain Tree | 24" BOX | LOW |
| LAG IND | | Lagerstroemia indica 'Notches' | Notches Grace Hydrangea (Multi-trunk) | 24" BOX | MOD |
| LOF CON | | Lepostemon confertus | Bronze Box | 24" BOX | MOD |
| PIV ELO | | Pinus edulis | California Pine | 24" BOX | LOW |
| PLA ACE | | Platanus x acerifolia 'Bloodgood' | Bloodgood London Plane | 24" BOX | MOD |
| QUE ILE | | Quercus ilex | Field Oak | 24" BOX | LOW |
| ULM PAR | | Ulmus parviflorus 'True Green' | Chinese Elm | 24" BOX | LOW |
| SHRUBS | | | | | |
| AGA AIT | | Agave attenuata 'Ray of Light' | Festal Agave | 15 GAL | LOW |
| ARC JON | | Arctostaphylos 'John Douley' | John Douley Manzanita | 5 GAL | LOW |
| BOU GRA | | Bouteloua gracilis | Blue Grama | 1 GAL | LOW |
| BUX MIC | | Buxus microphylla japonica | Japanese Boxwood | 15 GAL | MOD |
| CEA DAR | | Ceanothus 'Dark Star' | Dark Star California Lilac | 15 GAL | LOW |
| CSJ SAL | | Cistus sibiricus | Sage-Leaf Rock Rose | 5 GAL | LOW |
| DIE BIC | | Dietes bicolor | Bicolor African Iris | 5 GAL | MOD |
| KNI UNA | | Knightia unguis | Torch Lily | 5 GAL | LOW |
| LAV STO | | Lavandula stoechas 'Otto Quast' | Spanish Lavender | 5 GAL | MOD |
| MES YAK | | Miscanthus sinensis 'Yakushima' | Dwarf Maiden Grass | 5 GAL | MOD |
| MUR CAP | | Muhlenbergia capillaris 'White Cloud' | White Cloud Muly | 5 GAL | LOW |
| MYO PAN | | Myoporum paniculatum 'Pink' | Pink Myoporum | 1 GAL | LOW |
| ROS FRO | | Rosa 'Frost' | Red Fountain Rose | 5 GAL | LOW |
| SEN MAN | | Senecio mandraliscae | Blue Chalk Stick | 1 GAL | LOW |
| SEN ART | | Senecio (Cassia) artemisioides | Fatchery Cassia | 15 GAL | LOW |
| WES FRU | | Westringia frutescens 'Smoky' | Smoky Coast Rosemary | 5 GAL | MOD |
| TURF GRASS IN DOG PARK | | | | | |
| | | Stenotaphrum secundatum (St. Augustine Grass) | St. Augustine Grass | | Plant from sods at a rate of 3-5 bushes/1000 sq. ft. |
| SHRUBS IN RIGHT OF WAY-BARTON AVENUE | | | | | |
| CAL LF | | Callistemon 'Little John' | Little John Bottle Brush | 5 GAL | LOW |
| CIS SAL | | Cistus sibiricus | Sage-Leaf Rock Rose | 5 GAL | LOW |
| KNI UNA | | Knightia unguis | Torch Lily | 5 GAL | LOW |
| MUR CAP | | Muhlenbergia capillaris 'White Cloud' | White Cloud Muly | 5 GAL | LOW |
| MYO PAN | | Myoporum paniculatum 'Pink' | Pink Myoporum | 1 GAL | LOW |
| SEN MAN | | Senecio mandraliscae | Blue Chalk Stick | 1 GAL | LOW |

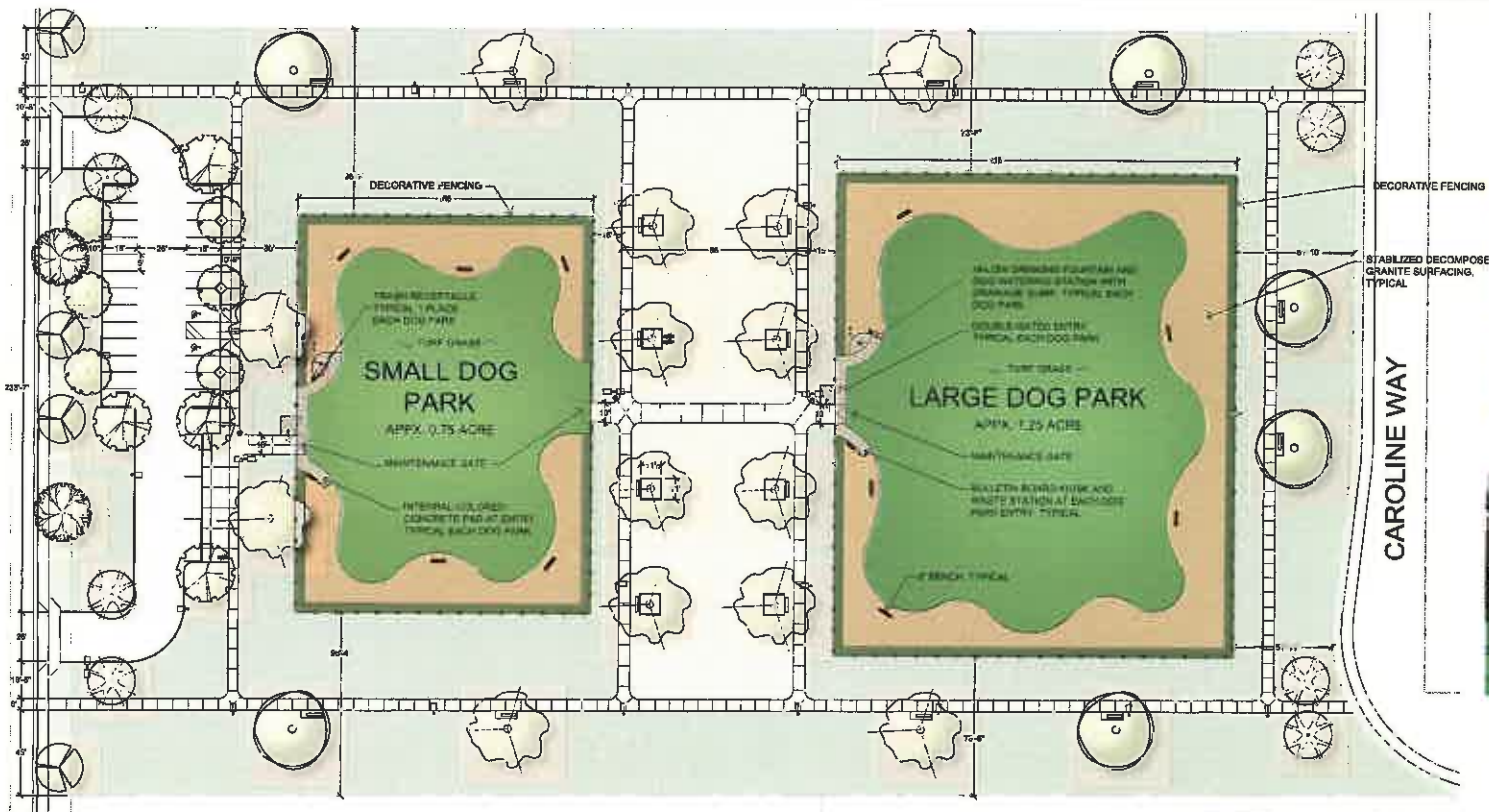
CONCEPTUAL STREET IMPROVEMENT PLAN- BARTON STREET

| | | | | | |
|---|--|--|---|--|--|
| <p>Underground Service Alert</p> <p>Call TOLL FREE 811</p> | <p>BENCHMARK DESCRIPTION</p> <p>A STANDARD U.S.C. & G.S. BENCH IS STAMPED "2 1143 1861" IN A CONCRETE POST ALONG THE A.T.S.F. RAILROAD SOUTH OF VAN BUREN BOULEVARD.</p> <p>RIVERSIDE COUNTY SURVEYORS POINT ID 806-43-68</p> | <p>March Joint Powers Authority</p> <p>APPROVED BY:</p> | <p>MURPHY & ASSOCIATES, INC.</p> <p>LANDSCAPE ARCHITECTURE & PLANNING</p> <p>8821 EAST WILLOW ROAD, SUITE A</p> <p>IRVINE, CALIFORNIA 92618</p> <p>PHONE 714.978-8888 FAX 714.978-8888</p> <p>WWW.MURPHYLANDSCAPE.COM LA017110</p> | <p>March Joint Powers Authority</p> <p>CONCEPTUAL LANDSCAPE PLAN</p> <p>MENAHAN PARK - SOUTH CAMPUS PASEO, DOG PARK & STREET IMPROVEMENT</p> <p>TRACT NO. -</p> | <p>WJOP No.</p> <p>1</p> |
| | | | | | <p>DATE: NOV 29 2011</p> <p>ELEVATION: 1632.00</p> |

Vertical text on the left margin containing project details and dates.

BARTON STREET

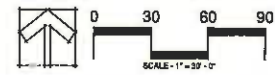
CAROLINE WAY



ORGANIC-LOCK STABILIZED DECOMPOSED GRANITE PAVING



6' HIGH DECORATIVE ALUMINUM FENCING AND GATES AT DOG PARK PERIMETER BY TUFF BILT AVAILABLE AT HOME DEPOT SKU#73002350



HI-LOW DRINKING FOUNTAIN



TRASH RECEPTACLE WITH LID



8' BENCH WITH STEEL FRAME RECYCLED PLASTIC SLATS, AND CENTER & SIDE ARMRESTS



DOG PARK WASTE STATION



DOG PARK AREA SIGNAGE AND RULES



DOG PARK BULLETIN KIOSK

CONCEPTUAL DOG PARK PLAN

Underground Service Alert
 Call TOLL FREE
811
 WORKING DAYS BEFORE 10:30 P.M.

BENCHMARK DESCRIPTION
 A STANDARD U.S.C. & G.S. BRASS DISC STAMPED "2 1143 1967" IN A CONCRETE POST ALONG THE A.T.S.F. RAILROAD SOUTH OF VAN BUREN BOULEVARD.
 REVERSE COUNTY SURVEYORS POINT ID 808-43-68
 BARK: NAD 83 ELEVATION 1532.70'

| MARK | BY | DATE | REVISIONS | APPR | DATE |
|------|----|------|-----------|------|------|
| | | | | | |

March Joint Powers Authority
 APPROVED BY
 MARCH JARA
 MARCH JOINT AUTHORITY
 DIRECTOR OF PUBLIC WORKS

HIRSH & ASSOCIATES, INC.
 LANDSCAPE ARCHITECTURE & PLANNING
 2021 EAST WILSON ROAD, SUITE A
 ANN ARBOR, MICHIGAN 48106
 PHONE 914-276-6568 FAX 914-276-6568
 WWW.LANDSCAPEARCHITECT.COM

March Joint Powers Authority
 CONCEPTUAL LANDSCAPE PLAN
 MENDOTA PARK - SOUTH CAMDEN PARKS, DOG PARK & STREET APPROXIMATE
 TRACT NO. -
 SHEET NUMBER **3**
 OF 4 SHEETS
 DATE: _____ FILE NO. _____

TREES



Koelreuteria paniculata
Goldenrain Tree
Deciduous



Lagerstroemia indica 'Natchez'
Natchez Crape Myrtle
Deciduous



Lophostemon confertus
Brisbane Box
Evergreen



Phoenix dactylifera 'Zahidi'
Zahidi Date Palm
Evergreen



Pinus waldarica
Calabrian Pine
Evergreen



Platanus x acerifolia
'Bloodgood'
Bloodgood London Plane
Deciduous



Quercus ilex
Holly Oak
Evergreen



Ulmus parvifolia 'True Green'
Chinese Elm
Semi-Evergreen

SHRUBS, GRASSES, AND ACCENT PLANTS



Agave attenuata 'Ray of Light'
Foxtail Agave



Arctostaphylos 'John Dourley'
John Dourley Manzanilla



Bouteloua gracilis
Blue Grama



Ceanothus 'Dark Star'
Dark Star California Lilac



Cistus salvifolius
Sage-Leaf Rock Rose



Diets bicolor
Bicolor African Iris



Kniphofia uvana
Torch Lily



Lavandula stoechas 'Otto Quast'
Spanish Lavender



Miscanthus sinensis 'Yakushima'
Dwarf Maiden Grass



Muhlenbergia capillaris 'White Cloud'
White Cloud Muhly



Myoporum parvifolium 'Pink'
Pink Myoporum



Pennisetum setaceum 'Cupreum'
Red Fountain Grass



Buxus m. japonica-Japanese Boxwood



Callistemon 'Little John'
Little John Bottle Brush



Rosmarinus prostratus
Prostrate Rosemary



Senecio mandraliscae
Blue Chalk Sticks



Senna (Cassia) artemisioides
Feathery Cassia



Westringia fruticosa 'Smokey'
Smokey Coast Rosemary

CONCEPTUAL PLANT PALETTE

Underground Service Alert



Call TOLL FREE:
811

TWO WORKING DAYS BEFORE YOU DIG

BENCHMARK DESCRIPTION
A STANDARD U.S.C. & G.S. BRASS DISC STAMPED "1143 1561" IN A CONCRETE POST ALONG THE A.L.S.F. RAILROAD SOUTH OF VAN BUREN BOULEVARD.
RIVERSIDE COUNTY SURVEYORS POINT NO 800-43-58

DATUM: NAVD 29
ELEVATION: 1432.72'

AQJ 1971

| MARK | BY | DATE |
|------|----|------|
| | | |
| | | |
| | | |
| | | |
| | | |

REVISIONS

APPR. DATE

N.A.P.A.

March Joint Powers Authority

APPROVED BY:

MARK BY DATE

APPR. DATE

MARK N.A.P.A. DATE

MARK N.A.P.A. DATE

MARK N.A.P.A. DATE

MARK N.A.P.A. DATE



HIRSCH & ASSOCIATES, INC.
LANDSCAPE ARCHITECTURE & PLANTING
8881 BERRY WASHINGTON ROAD, SUITE A
ANN ARBOR, MICHIGAN 48106-3808
PHONE: 734-961-8840 FAX: 734-961-8845
WWW.HIRSHANDASSOCIATES.COM



March Joint Powers Authority
CONCEPTUAL LANDSCAPE PLAN
MERIDIAN PARK - SOUTH CAMPUS PARK, 600 PARK &
STREET BROADWAY

WORLD No.

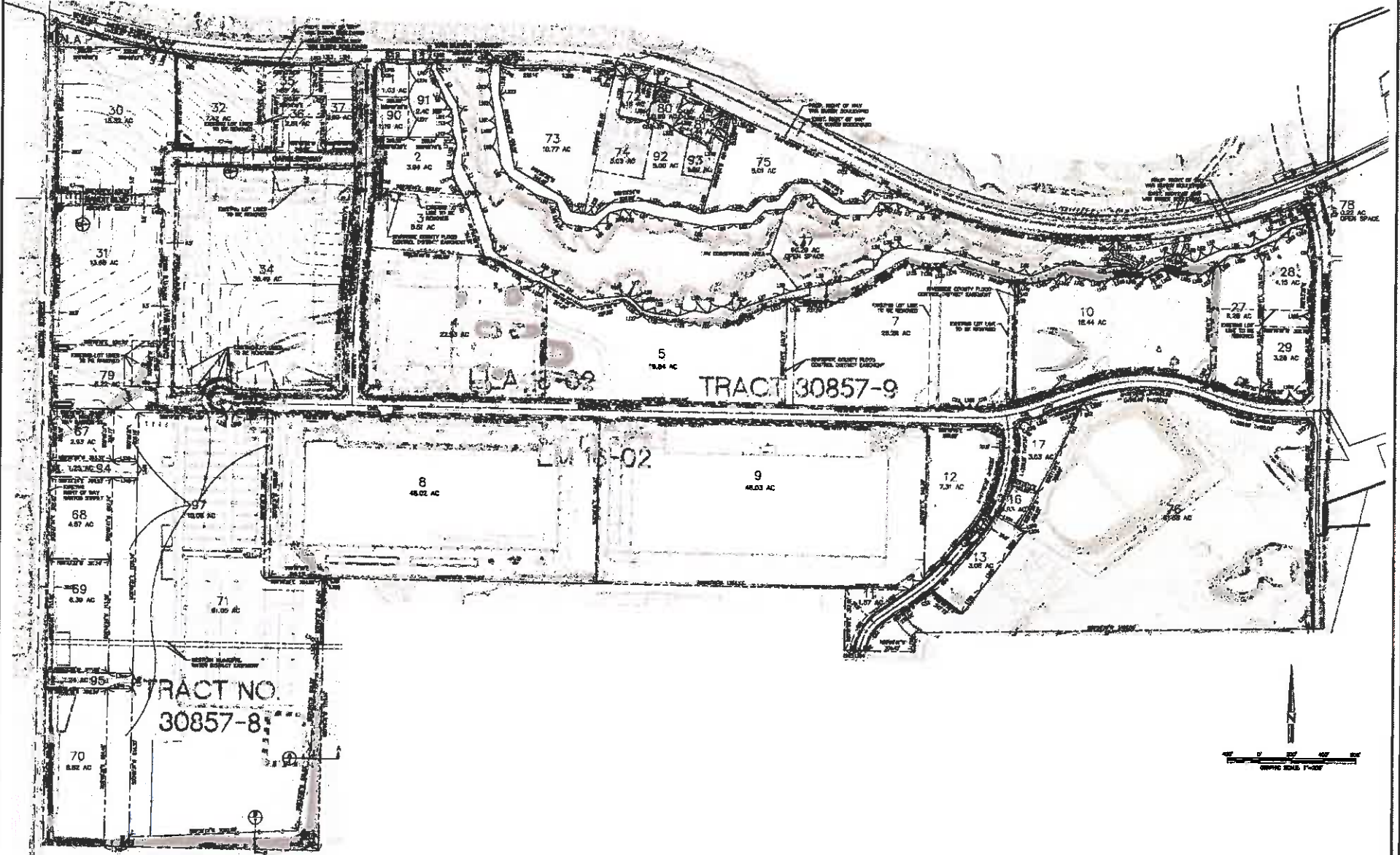
4

OF 4 SHEETS

DATE: 08/01/2014 11:43 AM

DATE: 08/01/2014 11:43 AM

MERIDIAN - SOUTH CAMPUS TENTATIVE TRACT MAP XXXXX



PREPARED BY: **Meridian Engineering, Inc.**
 1815 E. 20th Street, Suite 100, Pomona, CA 91768
 PHONE: 909-863-1111
 FAX: 909-863-1112
 E-MAIL: info@meridianeng.com
 PROJECT: **MERIDIAN SOUTH CAMPUS TENTATIVE TRACT MAP XXXXX**
 SHEET NO. **2**
 OF **2** SHEETS
 DATE: **08/14/2019**
 DRAWN BY: **MD**
 CHECKED BY: **MD**
 APPROVED BY: **MD**
 SCALE: **AS SHOWN**

MERIDIAN - SOUTH CAMPUS TENTATIVE TRACT MAP XXXXX

CONSERVATION EASEMENT LINE TABLES

| Line Data | | Line Data | | Line Data | | Line Data | | Line Data | | Line Data | | | | |
|-----------|--------|-----------|-------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|--------|-------|--------|
| Line # | Length | Radius | Start | End | Line # | Length | Radius | Start | End | Line # | Length | Radius | Start | End |
| L1 | 20.000 | 0.000 | 0.000 | 20.000 | L11 | 20.000 | 0.000 | 0.000 | 20.000 | L21 | 20.000 | 0.000 | 0.000 | 20.000 |
| L2 | 20.000 | 0.000 | 0.000 | 20.000 | L12 | 20.000 | 0.000 | 0.000 | 20.000 | L22 | 20.000 | 0.000 | 0.000 | 20.000 |
| L3 | 20.000 | 0.000 | 0.000 | 20.000 | L13 | 20.000 | 0.000 | 0.000 | 20.000 | L23 | 20.000 | 0.000 | 0.000 | 20.000 |
| L4 | 20.000 | 0.000 | 0.000 | 20.000 | L14 | 20.000 | 0.000 | 0.000 | 20.000 | L24 | 20.000 | 0.000 | 0.000 | 20.000 |
| L5 | 20.000 | 0.000 | 0.000 | 20.000 | L15 | 20.000 | 0.000 | 0.000 | 20.000 | L25 | 20.000 | 0.000 | 0.000 | 20.000 |
| L6 | 20.000 | 0.000 | 0.000 | 20.000 | L16 | 20.000 | 0.000 | 0.000 | 20.000 | L26 | 20.000 | 0.000 | 0.000 | 20.000 |
| L7 | 20.000 | 0.000 | 0.000 | 20.000 | L17 | 20.000 | 0.000 | 0.000 | 20.000 | L27 | 20.000 | 0.000 | 0.000 | 20.000 |
| L8 | 20.000 | 0.000 | 0.000 | 20.000 | L18 | 20.000 | 0.000 | 0.000 | 20.000 | L28 | 20.000 | 0.000 | 0.000 | 20.000 |
| L9 | 20.000 | 0.000 | 0.000 | 20.000 | L19 | 20.000 | 0.000 | 0.000 | 20.000 | L29 | 20.000 | 0.000 | 0.000 | 20.000 |
| L10 | 20.000 | 0.000 | 0.000 | 20.000 | L20 | 20.000 | 0.000 | 0.000 | 20.000 | L30 | 20.000 | 0.000 | 0.000 | 20.000 |

CONSERVATION EASEMENT CURVE TABLES

| Curve # | Length | Radius | Start | End |
|---------|---------|----------|---------|---------|
| C1 | 100.000 | 1000.000 | 0.000 | 100.000 |
| C2 | 100.000 | 1000.000 | 100.000 | 200.000 |
| C3 | 100.000 | 1000.000 | 200.000 | 300.000 |
| C4 | 100.000 | 1000.000 | 300.000 | 400.000 |
| C5 | 100.000 | 1000.000 | 400.000 | 500.000 |

LINE DATA TABLES

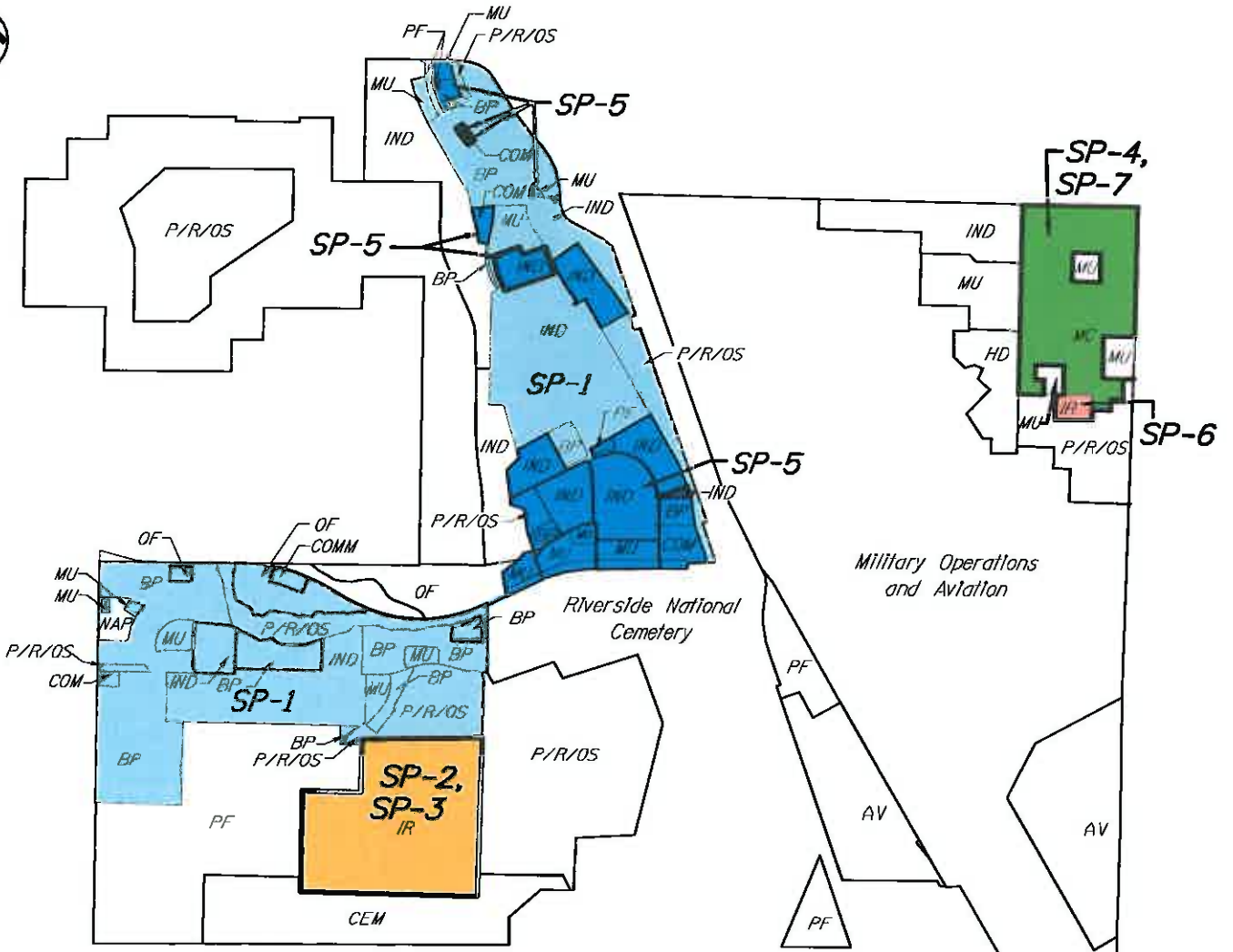
| Line Data | | Line Data | | Line Data | | Line Data | | Line Data | | Line Data | | Line Data | | Line Data | | Line Data | | Line Data | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|--------|-----------|-------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|-------|-----------|--------|-----------|--------|-----------|--------|--------|--------|--------|-------|--------|--------|--------|--------|-------|--------|-----|--------|-------|-------|--------|-----|--------|-------|-------|--------|-----|--------|-------|-------|--------|-----|--------|-------|-------|--------|
| Line # | Length | Radius | Start | End | Line # | Length | Radius | Start | End | Line # | Length | Radius | Start | End | Line # | Length | Radius | Start | End | Line # | Length | Radius | Start | End | Line # | Length | Radius | Start | End | | | | | | | | | | | | | | | | | | | | |
| L1 | 20.000 | 0.000 | 0.000 | 20.000 | L11 | 20.000 | 0.000 | 0.000 | 20.000 | L21 | 20.000 | 0.000 | 0.000 | 20.000 | L31 | 20.000 | 0.000 | 0.000 | 20.000 | L41 | 20.000 | 0.000 | 0.000 | 20.000 | L51 | 20.000 | 0.000 | 0.000 | 20.000 | L61 | 20.000 | 0.000 | 0.000 | 20.000 | L71 | 20.000 | 0.000 | 0.000 | 20.000 | L81 | 20.000 | 0.000 | 0.000 | 20.000 | L91 | 20.000 | 0.000 | 0.000 | 20.000 |
| L2 | 20.000 | 0.000 | 0.000 | 20.000 | L12 | 20.000 | 0.000 | 0.000 | 20.000 | L22 | 20.000 | 0.000 | 0.000 | 20.000 | L32 | 20.000 | 0.000 | 0.000 | 20.000 | L42 | 20.000 | 0.000 | 0.000 | 20.000 | L52 | 20.000 | 0.000 | 0.000 | 20.000 | L62 | 20.000 | 0.000 | 0.000 | 20.000 | L72 | 20.000 | 0.000 | 0.000 | 20.000 | L82 | 20.000 | 0.000 | 0.000 | 20.000 | L92 | 20.000 | 0.000 | 0.000 | 20.000 |
| L3 | 20.000 | 0.000 | 0.000 | 20.000 | L13 | 20.000 | 0.000 | 0.000 | 20.000 | L23 | 20.000 | 0.000 | 0.000 | 20.000 | L33 | 20.000 | 0.000 | 0.000 | 20.000 | L43 | 20.000 | 0.000 | 0.000 | 20.000 | L53 | 20.000 | 0.000 | 0.000 | 20.000 | L63 | 20.000 | 0.000 | 0.000 | 20.000 | L73 | 20.000 | 0.000 | 0.000 | 20.000 | L83 | 20.000 | 0.000 | 0.000 | 20.000 | L93 | 20.000 | 0.000 | 0.000 | 20.000 |
| L4 | 20.000 | 0.000 | 0.000 | 20.000 | L14 | 20.000 | 0.000 | 0.000 | 20.000 | L24 | 20.000 | 0.000 | 0.000 | 20.000 | L34 | 20.000 | 0.000 | 0.000 | 20.000 | L44 | 20.000 | 0.000 | 0.000 | 20.000 | L54 | 20.000 | 0.000 | 0.000 | 20.000 | L64 | 20.000 | 0.000 | 0.000 | 20.000 | L74 | 20.000 | 0.000 | 0.000 | 20.000 | L84 | 20.000 | 0.000 | 0.000 | 20.000 | L94 | 20.000 | 0.000 | 0.000 | 20.000 |
| L5 | 20.000 | 0.000 | 0.000 | 20.000 | L15 | 20.000 | 0.000 | 0.000 | 20.000 | L25 | 20.000 | 0.000 | 0.000 | 20.000 | L35 | 20.000 | 0.000 | 0.000 | 20.000 | L45 | 20.000 | 0.000 | 0.000 | 20.000 | L55 | 20.000 | 0.000 | 0.000 | 20.000 | L65 | 20.000 | 0.000 | 0.000 | 20.000 | L75 | 20.000 | 0.000 | 0.000 | 20.000 | L85 | 20.000 | 0.000 | 0.000 | 20.000 | L95 | 20.000 | 0.000 | 0.000 | 20.000 |
| L6 | 20.000 | 0.000 | 0.000 | 20.000 | L16 | 20.000 | 0.000 | 0.000 | 20.000 | L26 | 20.000 | 0.000 | 0.000 | 20.000 | L36 | 20.000 | 0.000 | 0.000 | 20.000 | L46 | 20.000 | 0.000 | 0.000 | 20.000 | L56 | 20.000 | 0.000 | 0.000 | 20.000 | L66 | 20.000 | 0.000 | 0.000 | 20.000 | L76 | 20.000 | 0.000 | 0.000 | 20.000 | L86 | 20.000 | 0.000 | 0.000 | 20.000 | L96 | 20.000 | 0.000 | 0.000 | 20.000 |
| L7 | 20.000 | 0.000 | 0.000 | 20.000 | L17 | 20.000 | 0.000 | 0.000 | 20.000 | L27 | 20.000 | 0.000 | 0.000 | 20.000 | L37 | 20.000 | 0.000 | 0.000 | 20.000 | L47 | 20.000 | 0.000 | 0.000 | 20.000 | L57 | 20.000 | 0.000 | 0.000 | 20.000 | L67 | 20.000 | 0.000 | 0.000 | 20.000 | L77 | 20.000 | 0.000 | 0.000 | 20.000 | L87 | 20.000 | 0.000 | 0.000 | 20.000 | L97 | 20.000 | 0.000 | 0.000 | 20.000 |
| L8 | 20.000 | 0.000 | 0.000 | 20.000 | L18 | 20.000 | 0.000 | 0.000 | 20.000 | L28 | 20.000 | 0.000 | 0.000 | 20.000 | L38 | 20.000 | 0.000 | 0.000 | 20.000 | L48 | 20.000 | 0.000 | 0.000 | 20.000 | L58 | 20.000 | 0.000 | 0.000 | 20.000 | L68 | 20.000 | 0.000 | 0.000 | 20.000 | L78 | 20.000 | 0.000 | 0.000 | 20.000 | L88 | 20.000 | 0.000 | 0.000 | 20.000 | L98 | 20.000 | 0.000 | 0.000 | 20.000 |
| L9 | 20.000 | 0.000 | 0.000 | 20.000 | L19 | 20.000 | 0.000 | 0.000 | 20.000 | L29 | 20.000 | 0.000 | 0.000 | 20.000 | L39 | 20.000 | 0.000 | 0.000 | 20.000 | L49 | 20.000 | 0.000 | 0.000 | 20.000 | L59 | 20.000 | 0.000 | 0.000 | 20.000 | L69 | 20.000 | 0.000 | 0.000 | 20.000 | L79 | 20.000 | 0.000 | 0.000 | 20.000 | L89 | 20.000 | 0.000 | 0.000 | 20.000 | L99 | 20.000 | 0.000 | 0.000 | 20.000 |
| L10 | 20.000 | 0.000 | 0.000 | 20.000 | L20 | 20.000 | 0.000 | 0.000 | 20.000 | L30 | 20.000 | 0.000 | 0.000 | 20.000 | L40 | 20.000 | 0.000 | 0.000 | 20.000 | L50 | 20.000 | 0.000 | 0.000 | 20.000 | L60 | 20.000 | 0.000 | 0.000 | 20.000 | L70 | 20.000 | 0.000 | 0.000 | 20.000 | L80 | 20.000 | 0.000 | 0.000 | 20.000 | L90 | 20.000 | 0.000 | 0.000 | 20.000 | | | | | |

CURVE DATA TABLES

| Curve Data | | | | | Curve Data | | | | | Curve Data | | | | |
|------------|---------|----------|---------|----------|------------|---------|----------|----------|----------|------------|---------|----------|----------|----------|
| Curve # | Length | Radius | Start | End | Curve # | Length | Radius | Start | End | Curve # | Length | Radius | Start | End |
| C1 | 100.000 | 1000.000 | 0.000 | 100.000 | C11 | 100.000 | 1000.000 | 100.000 | 200.000 | C21 | 100.000 | 1000.000 | 200.000 | 300.000 |
| C2 | 100.000 | 1000.000 | 100.000 | 200.000 | C12 | 100.000 | 1000.000 | 200.000 | 300.000 | C22 | 100.000 | 1000.000 | 300.000 | 400.000 |
| C3 | 100.000 | 1000.000 | 200.000 | 300.000 | C13 | 100.000 | 1000.000 | 300.000 | 400.000 | C23 | 100.000 | 1000.000 | 400.000 | 500.000 |
| C4 | 100.000 | 1000.000 | 300.000 | 400.000 | C14 | 100.000 | 1000.000 | 400.000 | 500.000 | C24 | 100.000 | 1000.000 | 500.000 | 600.000 |
| C5 | 100.000 | 1000.000 | 400.000 | 500.000 | C15 | 100.000 | 1000.000 | 500.000 | 600.000 | C25 | 100.000 | 1000.000 | 600.000 | 700.000 |
| C6 | 100.000 | 1000.000 | 500.000 | 600.000 | C16 | 100.000 | 1000.000 | 600.000 | 700.000 | C26 | 100.000 | 1000.000 | 700.000 | 800.000 |
| C7 | 100.000 | 1000.000 | 600.000 | 700.000 | C17 | 100.000 | 1000.000 | 700.000 | 800.000 | C27 | 100.000 | 1000.000 | 800.000 | 900.000 |
| C8 | 100.000 | 1000.000 | 700.000 | 800.000 | C18 | 100.000 | 1000.000 | 800.000 | 900.000 | C28 | 100.000 | 1000.000 | 900.000 | 1000.000 |
| C9 | 100.000 | 1000.000 | 800.000 | 900.000 | C19 | 100.000 | 1000.000 | 900.000 | 1000.000 | C29 | 100.000 | 1000.000 | 1000.000 | 1100.000 |
| C10 | 100.000 | 1000.000 | 900.000 | 1000.000 | C20 | 100.000 | 1000.000 | 1000.000 | 1100.000 | C30 | 100.000 | 1000.000 | 1100.000 | 1200.000 |

MERIDIAN SOUTH CAMPUS TENTATIVE TRACT MAP XXXXX
 PREPARED BY: [Firm Name]
 DATE: [Date]
 SHEET NO. 3 OF 3

MARCH BUSINESS CENTER - GENERAL PLAN AMENDMENT



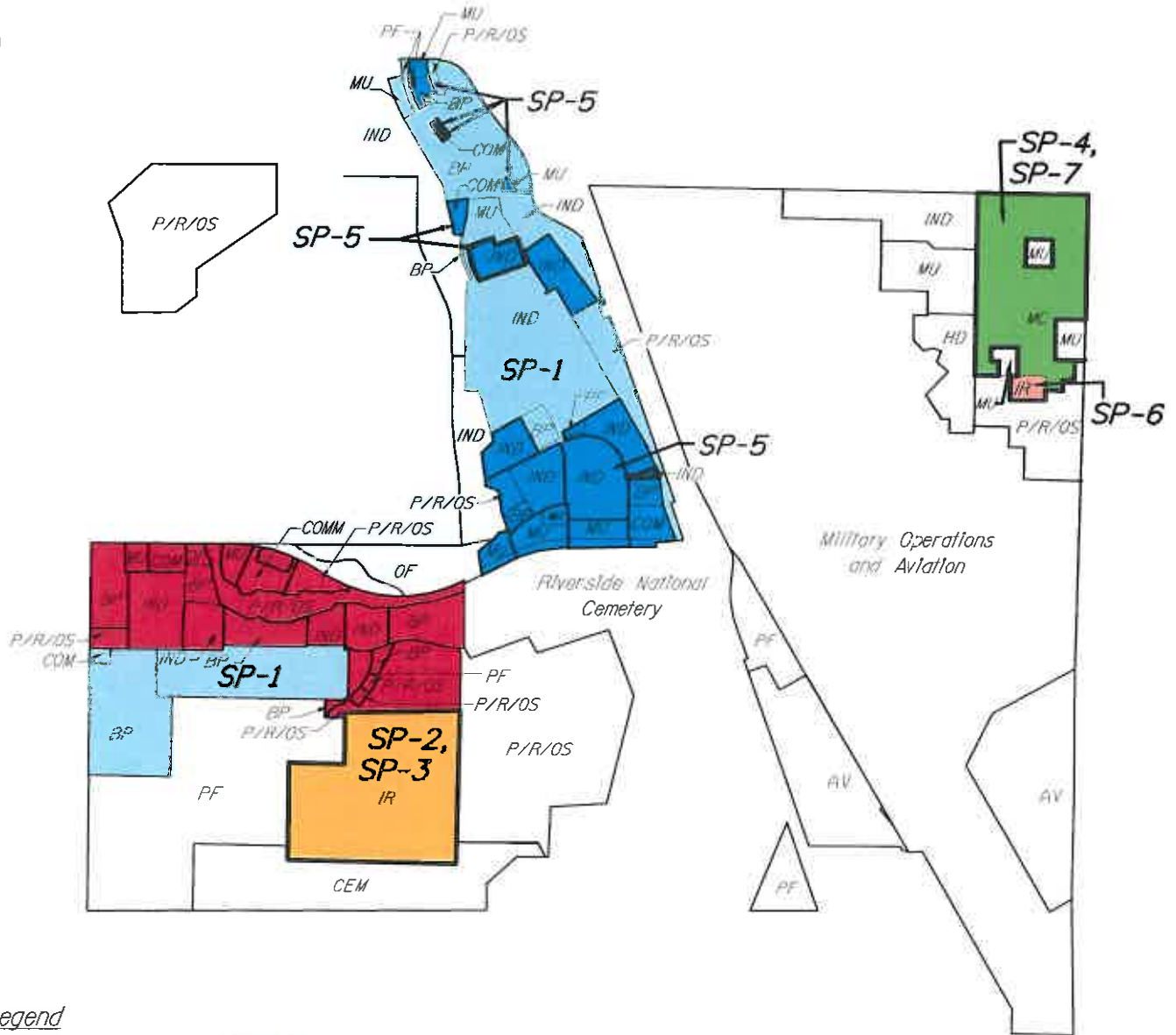
Legend

| | | | |
|--|--|----------------------------|--|
| March Business Center Specific Plan No. 1 (SP-1) | | Office | |
| Air Force Village West Specific Plan (SP-2, SP-3) | | Public Facility | |
| March LifeCare Specific Plan (SP-4, SP-7) | | Park/Recreation Open Space | |
| Meridian North Campus Specific Plan (SP-5) | | AFVW Expansion | |
| US Vets Transitional Housing Plan Program Specific Plan (SP-6) | | Cemetery | |
| Business Park | | Aviation MIP | |
| Commercial | | Historic District | |
| Industrial | | Medical Campus | |
| Mixed Use | | Institutional-Residential | |
| | | Not a Part | |

FIGURE 1-4A

EXISTING LAND USES

MARCH BUSINESS CENTER - GENERAL PLAN AMENDMENT



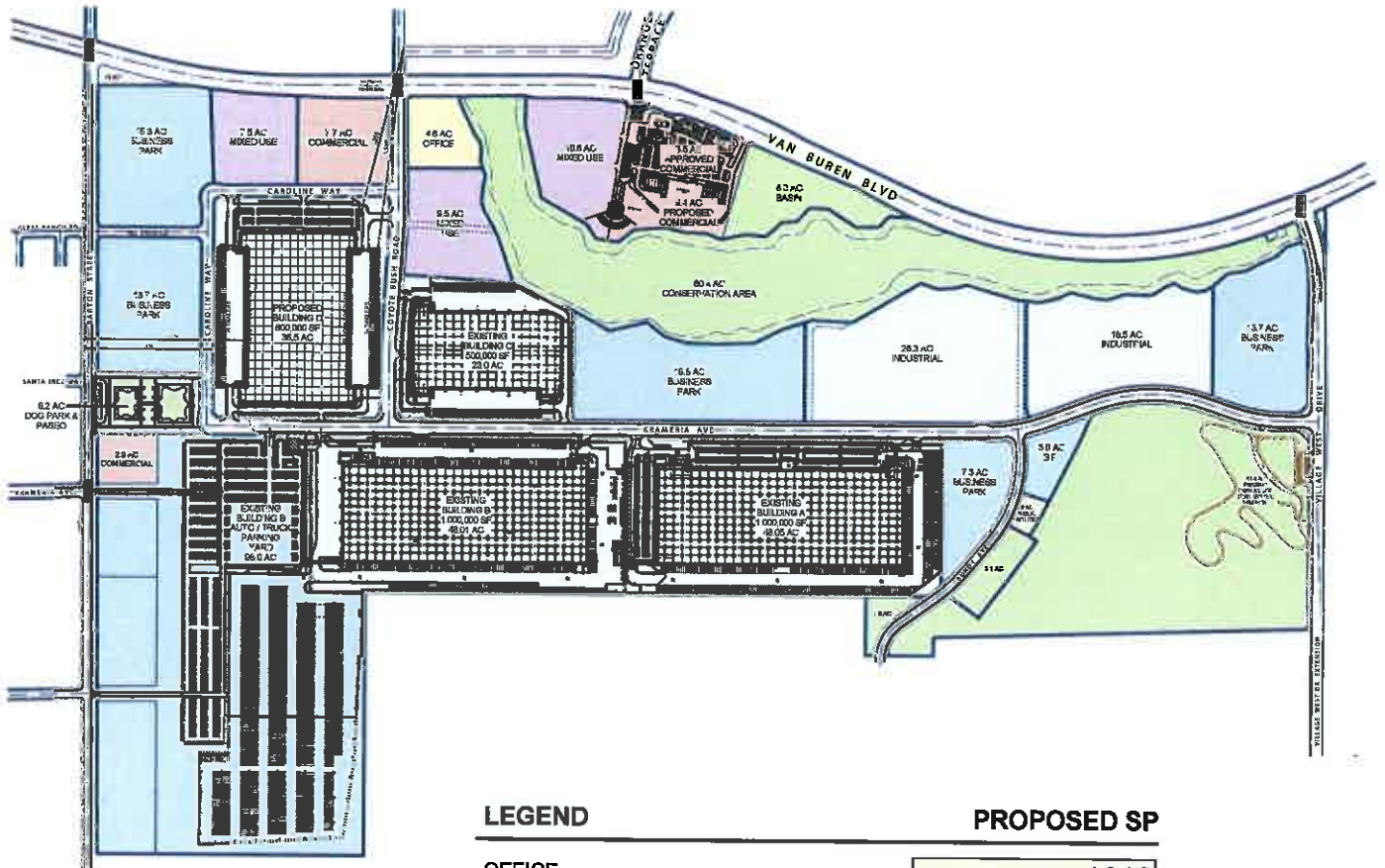
Legend

| | | | | | |
|--|--|----------------------------|--|---------------------------|--|
| March Business Center Specific Plan No. 1 (SP-1) | | Business Park | | AFVW Expansion | |
| Air Force Village West Specific Plan (SP-2, SP-3) | | Commercial | | Cemetery | |
| March LifeCare Specific Plan (SP-4, SP-7) | | Industrial | | Aviation MIP | |
| Meridian North Campus Specific Plan (SP-5) | | Mixed Use | | Historic District | |
| US Vets Transitional Housing Plan Program Specific Plan (SP-6) | | Office | | Medical Campus | |
| March Business Center Specific Plan Amendment (SP-1, A8) | | Public Facility | | Institutional-Residential | |
| | | Park/Recreation Open Space | | Not a Part | |

FIGURE 1-4B

PROPOSED GENERAL PLAN LAND USES

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



| LEGEND | PROPOSED SP |
|--------------------------|-----------------|
| OFFICE | 4.6 AC |
| COMMERCIAL | 23.6 AC |
| MIXED USE | 27.8 AC |
| BUSINESS PARK | 170.8 AC |
| INDUSTRIAL | 200.3 AC |
| PUBLIC FACILITIES | 0.9 AC |
| PARK / OPEN SPACE | 140.3 AC |
| TOTAL NET ACREAGE | 568.2 AC |

FIGURE II-5C

PROPOSED ZONING MAP FOR SOUTH CAMPUS

Specific Plan



SP-1 Amendment #8

May 2020

TABLE OF CONTENTS

| | |
|--|--------------|
| I. PROJECT SUMMARY..... | I-1 |
| BACKGROUND OF THE SPECIFIC PLAN AMENDMENT SP-1 A78..... | I-1 |
| II. INTRODUCTION..... | II-1 |
| A. LAND USE OVERVIEW..... | II-1 |
| B. LOCATION AND ACCESS..... | II-1 |
| C. BACKGROUND AND HISTORY..... | II-6 |
| D. PLANNING CONTEXT..... | II-7 |
| E. FOCUSED ENVIRONMENTAL IMPACT REPORT..... | II-7 |
| F. DISCRETIONARY ACTIONS..... | II-7 |
| 1. <i>General Plan Amendment</i> | II-7 |
| 2. <i>Specific Plan Amendment</i> | II-9 |
| 3. <i>Master Plot Plan Applications</i> | II-16 |
| 4. <i>Tentative Tract Map Amendment 30857, Amendment No. 6 #5 and Lot Merger</i> | II-20 |
| 5. <i>Conditional Use Permit</i> | II-23 |
| III. LAND USE..... | III-1 |
| A. LAND USE OVERVIEW..... | III-1 |
| B. PURPOSE AND APPLICABILITY..... | III-1 |
| C. LAND USE COMPATIBILITY..... | III-1 |
| D. OBJECTIVES OF DEVELOPMENT DISTRICTS..... | III-2 |
| E. OVERLAY DISTRICTS..... | III-4 |
| 1. <i>Aviation Safety Regulations</i> | III-4 |
| 2. <i>Aviation Noise Regulations</i> | III-9 |
| 3. <i>Aviation Building Height Regulations</i> | III-9 |
| F. LAND USE TABLE..... | III-10 |
| G. DEVELOPMENT REGULATIONS..... | III-14 |
| H. SPECIAL TREATMENT AREAS..... | III-18 |
| 1. <i>Riparian Areas</i> | III-18 |
| 2. <i>Adjacent to SKR Management Area</i> | III-18 |
| IV. OPEN SPACE..... | IV-1 |
| A. CONSERVATION EASEMENTS..... | IV-1 |
| B. PARK..... | IV-1 |
| C. SCENIC CORRIDOR LANDSCAPE..... | IV-2 |
| D. DRAINAGE BASINS..... | IV-2 |
| V. TRANSPORTATION..... | V-1 |
| A. EXISTING TRANSPORTATION ISSUES..... | V-1 |
| B. TRAFFIC CIRCULATION PLAN..... | V-1 |
| 1. <i>Project Development Phasing</i> | V-1 |
| 2. <i>Street Sizing and Landscaping</i> | V-2 |
| 3. <i>Traffic Monitoring</i> | V-2 |
| 4. <i>“Reverse Commute”</i> | V-15 |
| 5. <i>Transportation Demand Management</i> | V-15 |
| C. NON-AUTOMOBILE CIRCULATION..... | V-16 |
| 1. <i>Transportation Center</i> | V-16 |
| 2. <i>Local Transit Service</i> | V-16 |
| 3. <i>Truck Traffic</i> | V-16 |
| 4. <i>Bicycle/Pedestrian Access</i> | V-18 |

| | |
|--|---------------|
| VI. INFRASTRUCTURE AND GRADING..... | VI-1 |
| A. EXISTING INFRASTRUCTURE ISSUES | VI-1 |
| B. SEWER SERVICE AND FACILITIES | VI-1 |
| C. POTABLE WATER SERVICE..... | VI-1 |
| D. RECLAIMED WATER | VI-4 |
| E. STORM WATER MANAGEMENT | VI-4 |
| F. GAS AND ELECTRICAL SERVICES | VI-7 |
| G. SOLID WASTE | VI-7 |
| H. GRADING | VI-7 |
| <i>Grading Plan Development Standards</i> | <i>VI-7</i> |
| VII. IMPLEMENTATION | VII-1 |
| A. PHASING PLAN | VII-1 |
| B. FINANCING STRATEGIES | VII-1 |
| C. PROJECT REVIEW AND PROCESSING | VII-4 |
| D. ROLES OF THE JPA STAFF AND MARCH BUSINESS CENTER IMPLEMENTATION COMMITTEE | VII-4 |
| E. MAINTENANCE..... | VII-6 |
| F. SPECIFIC PLAN AMENDMENTS | VII-7 |
| VIII. CONSISTENCY WITH THE GENERAL PLAN..... | VIII-1 |
| A. OVERVIEW | VIII-1 |
| B. GENERAL PLAN ELEMENTS | VIII-1 |
| APPENDIX A LAND USE DEFINITIONS | A-1 |
| <i>INDUSTRIAL</i> | <i>A-1</i> |
| <i>WHOLESALE, STORAGE AND DISTRIBUTION</i> | <i>A-2</i> |
| <i>OFFICE</i> | <i>A-3</i> |
| <i>COMMERCIAL</i> | <i>A-3</i> |
| APPENDIX B AIRPORT LAND USE PLAN EXHIBITS | B-1 |

List of Figures

| | | |
|---------------|---|--------|
| Figure I-1 | Regional Location Map | I-3 |
| Figure I-2 | Local Vicinity Map | I-4 |
| Figure II-1A | <u>Existing Specific Plan Amendment: North Campus</u> | II-3 |
| Figure II-1B | <u>Existing Specific Plan Amendment: South Campus</u> | II-4 |
| Figure II-2 | Aerial Photograph | II-5 |
| Figure II-3 | Existing General Plan Land Uses | II-11 |
| Figure II-4 | Proposed General Plan Land Uses | II-12 |
| Figure II-5A | Zoning Map for North Campus | II-13 |
| Figure II-5B | Existing Zoning Map for South Campus | II-14 |
| Figure II-5C | Proposed Zoning Map for South Campus | II-15 |
| Figure III-1A | Existing Overlay Zones | III-5 |
| Figure III-1B | <u>Proposed Existing Overlay Zones with Proposed Land Use Changes</u> | III-6 |
| Figure III-2 | Airport Influenced Areas | III-7 |
| Figure III-3 | Wall Detail | III-16 |
| Figure V-1 | Transportation Improvements, Development Phase 1 | V-3 |
| Figure V-2 | Transportation Improvements, Development Phase 2 | V-4 |
| Figure V-3 | Transportation Improvements, Development Phase 3 | V-5 |
| Figure V-4 | Transportation Plan | V-6 |
| Figure V-5A | Street Cross-Sections | V-7 |
| Figure V-5B | Street Cross-Sections | V-8 |
| Figure V-5C | Street Cross-Sections | V-9 |
| Figure V-5C1 | Street Cross-Sections | V-10 |
| Figure V-5D | Street Cross-Sections | V-11 |
| Figure V-5E | Street Cross-Sections | V-12 |
| Figure V-5F | Street Cross-Sections | V-13 |
| Figure V-5G | Street Cross-Sections | V-14 |
| Figure V-6 | Transportation Systems Plan | V-17 |
| Figure VI-1 | Sewer System | VI-2 |
| Figure VI-2 | Water System | VI-3 |
| Figure VI-3 | Reclaimed Water System | VI-5 |
| Figure VI-4 | Storm Drain System | VI-6 |
| Figure B-1 | Land Use Compatibility Map | B-2 |
| Figure B-2 | March Air Reserve Base Flight Tracks | B-3 |

List of Tables

| | |
|--|--------|
| Table II-1 South Campus Build-Out Assumptions | II-17 |
| Table II-1 South Campus Build-Out Status | II-18 |
| Table II-2 Summary Of Build-Out Assumptions By Land Use | II-18 |
| Table II-2 Existing South Campus Development | II-19 |
| Table II-3 South Campus Build-Out Status | II-19 |
| Table II-3 Land Use Designations | II-21 |
| Table II-4 Land Use Designations | II-22 |
| Table III-1 March Business Center Specific Plan Land Use Table | III-11 |
| Table III-2 Lot And Yard Dimensions By Land Use Category | III-14 |
| Table III-3 Parking Ratios By Land Use | III-17 |
| Table VII-1 Infrastructure/Service Funding Responsibility | VII-7 |

I. PROJECT SUMMARY

BACKGROUND OF THE SPECIFIC PLAN AMENDMENT SP-1 A78

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

The previously adopted Specific Plan was divided into two elements. The northern portion, referred to as the North Campus, comprises approximately 662 acres, and is bounded by Alessandro Boulevard to the north, I-215 to the east, and Van Buren Boulevard to the south. It should be noted, North Campus previously adopted SP-5 in 2010 which reconfigured a portion of North Campus' developable lots. The lots that were not included in that specific plan amendment are still a part of this Specific Plan. As such, this Specific Plan Amendment focuses on revisions to the South Campus which encompasses approximately 628 acres, and is located south of Van Buren Boulevard and west of an existing golf course and cemetery. The March Business Center development footprint would include 962 acres on 153 developable lots. Approximately 328 acres will be allocated for parks, landscape buffers, drainage basins, and roads.

The following land use types specified in the March JPA General Plan will be developed as part of the March Business Center project:

- Business Park (BP): including administrative, financial, light manufacturing, and commercial services.
- Industrial (IND): including manufacturing, warehousing, and associated uses.
- Office (OF): commercial office building accommodating professional and/or administrative services.
- Mixed Use (MU): complementary uses, including commercial retail, office, research and development, industrial, and others.
- Commercial (COM): retail and service oriented land uses.
- Park/Recreation/Open Space (P/R/OS): primarily passive open spaces and recreational areas.
- Public facilities (PF): wide range of public, quasi-public, and private uses such as schools, public cultural and historical facilities, government administrative offices and facilities, public utilities, and major transportation corridors.

Following FEIR certification and permitting, development commenced on the North Campus. Numerous parcels were developed and are now occupied. South Campus, is currently under construction with mass graded lots, utilities, roadway improvements, and traffic devices underway. Specific Plan Amendment

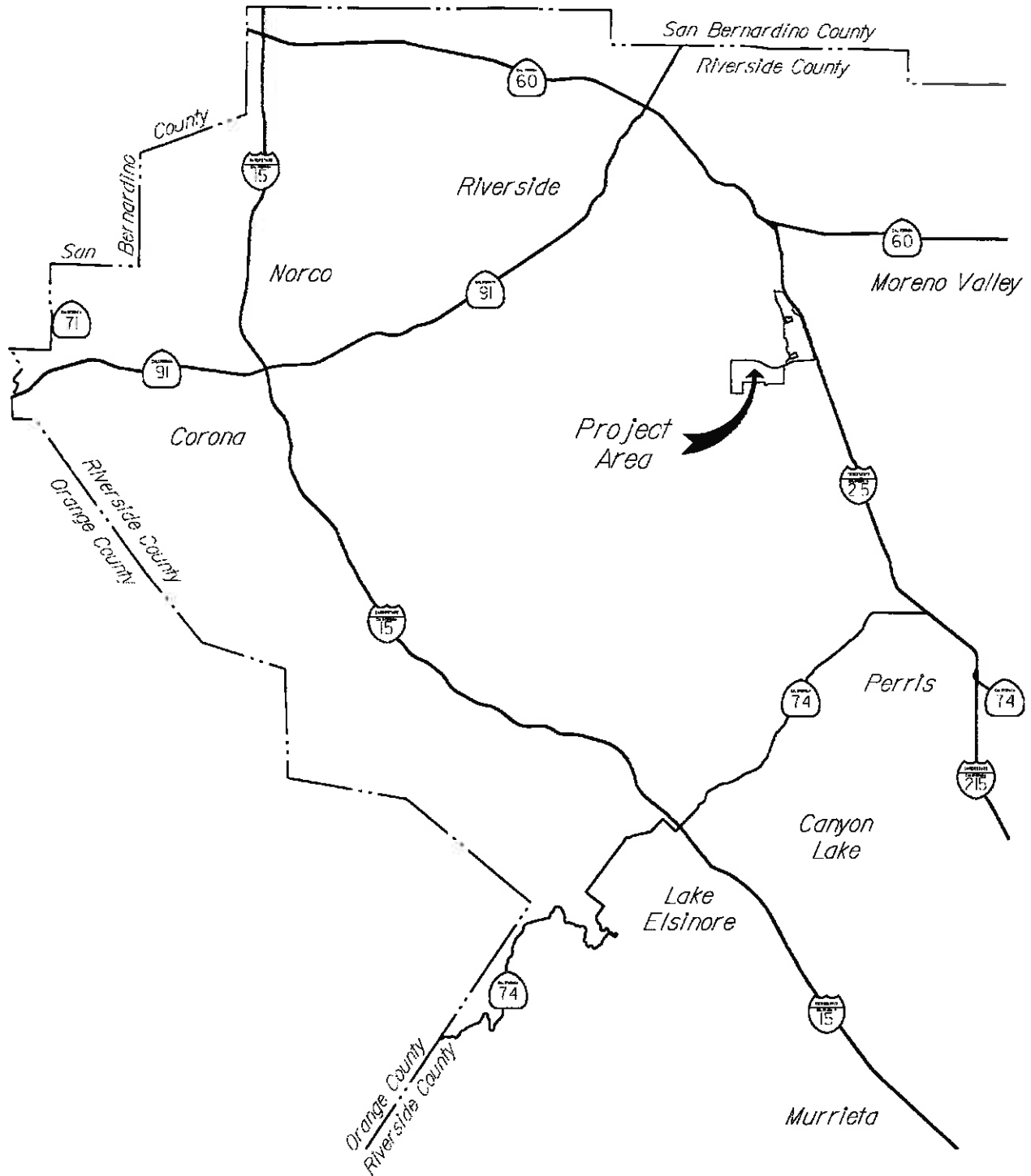
SP-1 A78 will shift land uses and reconfigure street and lot layout in four Specific Plan areas to more efficiently accommodate needed uses in the Meridian Park South Campus as follows:

- ~~Change 5.84 acres of Commercial to Business Park located just slightly southwest of the corner of Van Buren Boulevard and Village West Drive on Parcel 28.~~
- ~~Change 3.7 acres (3.4 net acres) of Parcel 74 from Office to Commercial, located just southeast of the intersection of Orange Terrace Parkway and Van Buren Boulevard (leaving a remaining 5.72 acres designated as Office).~~
- ~~Change 10.77 acres of Business Park to Office, at the southwest corner of Van Buren and Coyote Bush Road on Parcel 73.~~
- ~~Change 22.93 acres of land at the northeast corner of Krameria and Coyote Bush (Parcels 4/5) from Business Park to Industrial, while changing the approximate 19.84 acres located further to the east (Parcels 5/6) from Industrial to Business Park.~~

- Increase of 15.3 acres of Parks/Open Space
- Increase of 65.8 acres of Industrial
- Increase of 17.1 acres of Commercial
- Increase of 4.5 acres of Mixed Use
- Increase of 0.9 acres of Public Facilities
- Reduction of 27.4 acres of Office
- Reduction of 61.3 acres of Business Park
- Remove Street K, Street Q, Street T, and Street U
- Reconfigure Street Y and rename as Caroline Way
- Reconfigure Street P and rename as Bandit Boulevard
- Prohibition of trucks on Bandit Boulevard
- Extension of Village West Drive to the south to provide a 54-foot wide roadway with two through lanes, a center striped median, a bike lane, and sidewalks on each side of the roadway between Van Buren Boulevard to the north and Nandina Avenue to the south.
- Modification to the definition of Business Enterprise in Appendix A, *Land Use Definitions*, to apply to enclosed buildings that occupy 200,000 square feet or less of divisible building space within the South Campus.
- Modifications to the definitions of Wholesale, Storage and Distribution – Medium and Wholesale, Storage and Distribution – Heavy in Appendix A, *Land Use Definitions*, to accommodate cold storage use.
- Addition of a definition of Grocery Store in Appendix A, *Land Use Definitions*.
- Addition of Grocery Store under Commercial Uses in Table III-1 as a permitted use for the Commercial land use designation.
- Revision to footnote 7 of Table III-1 to exclude Grocery Stores from the requirement to obtain a use permit. Alcohol sales at Grocery Stores would still require a use permit.

The increase in Parks/Open Space, Industrial, Commercial, Mixed Use, and Public Facilities land uses results in an increase of 103.6 acres, while the decrease in Office and Business Park results in a decrease of 88.7 acres. This discrepancy of acreage is a result of the addition of 10 acres comprising a portion of Lot 31 that were previously not a part of the Project, as well as the inclusion of 4.9 additional acres resulting from the removal of Street K, Street Q, Street T, and Street U.

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

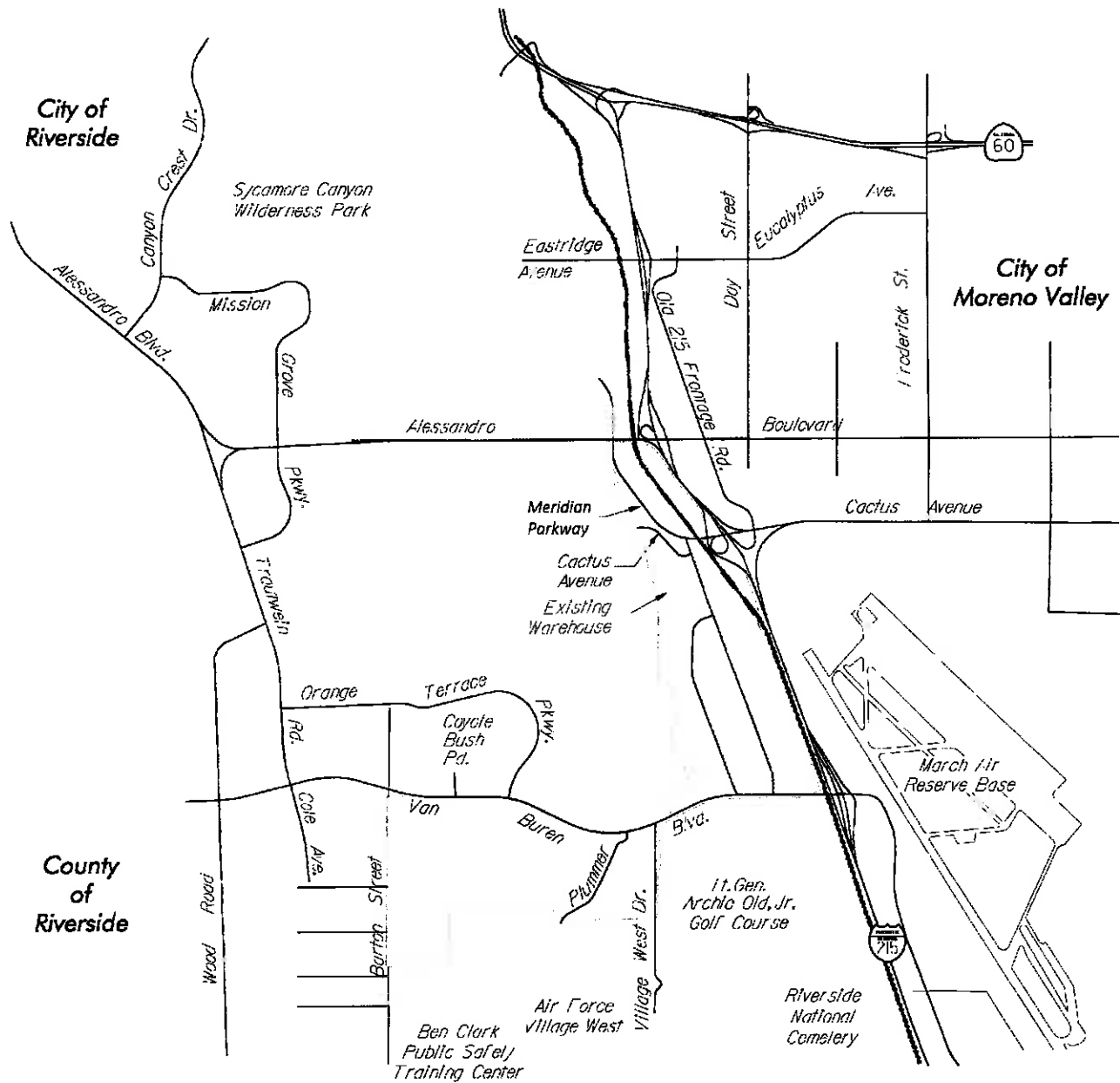


K:\Meridian\South Campus\Specific Plan Amendment\Exhibits\Figures\DWG\X-Fig1-1-Regional Location Map.dwg 2-22-16-6:49 PM

FIGURE I-1

REGIONAL LOCATION MAP

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



k:\Meridian\South Campus\Specific Plan Amendment\Exhibits\Figures\DWG\x-Fig-2-Local Vicinity Map.dwg 2-22-16-6:51 PM

FIGURE I-2

LOCAL VICINITY MAP

The previously adopted Specific Plan, Design Guidelines, FEIR, Design Implementation Review Committee, Statutory Development Agreement, Settlement Agreement and other official Joint Powers Authority documents, ordinances and resolutions refer to the overall project as the “March Business Center” project. However, the project has been marketed and branded under the name “Meridian” and has come to be known by that name over the past years. References to existing approved plans and reports in this Specific Plan Amendment use the original name of the project (i.e., March Business Center), which is consistent with the titles of these reports and plans. In the interest of clarity, the following terminology is used to differentiate this Specific Plan Amendment from the previously adopted Specific Plan:

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

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

Regional access to and from the Specific Plan area will be provided via the I-215 freeway and interchanges with Alessandro Boulevard, Cactus Avenue and Van Buren Boulevard. This Specific Plan Amendment will construct a collector and arterial street network to facilitate access to and from the areas to be developed. Project internal streets will be public roadways to be maintained by the March Joint Powers Authority.

II. INTRODUCTION

A. LAND USE OVERVIEW

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

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

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

A Focused EIR (SCH No. 2002071089) was prepared for the Specific Plan in accordance with the California Environmental Quality Act (CEQA). The EIR evaluated the land use plan, circulation, and infrastructure improvements to be provided under the March Business Center Specific Plan and the potential impacts associated with their implementation. The EIR also identified actions to mitigate potential impacts. Many mitigation measures have been incorporated into this document. A Master EIR (MEIR) (SCH No. 97071095) for the entire General Plan area was certified in 1999. The Specific Plan implements the policies of the General Plan.

The General Plan area encompasses the 6,500 acres of the former March Air Force Base, including 4,400 acres identified for disposal and reuse by the Department of Defense. The development intensity of the March Business Center is substantially less than what was assumed for the project in the MEIR. In terms of traffic generation, the General Plan EIR assumed 131,400 daily trips. The previously approved Specific Plan would generate 88,100 daily trips. This reflects a daily traffic reduction of more than 33 percent.

B. LOCATION AND ACCESS

The March Business Center Specific Plan approved on February 26, 2003 is located within the southern portion of the West March Planning Subarea. The March Business Center Specific Plan applies to both the North and South Campuses; however, modifications proposed by Specific Plan Amendment SP-1 A78 are limited to the South Campus. This Specific Plan Amendment includes revisions to land uses, ultimate roadway configuration, modifies the definitions of Business Enterprise, Wholesale, Storage and

Distribution – Medium, and Wholesale, Storage and Distribution - Heavy, and adds a definition for Grocery Store, thus effects the entire~~approximately 628 acres located within the~~ South Campus, located south of Van Buren Boulevard between Barton Street and Village West Drive. **Figures II-1A and II-1B** illustrates the location of the North Campus and the South Campus. **Figure II-2** is an aerial photograph showing the project location and the boundaries of adjacent developments.

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



LEGEND:

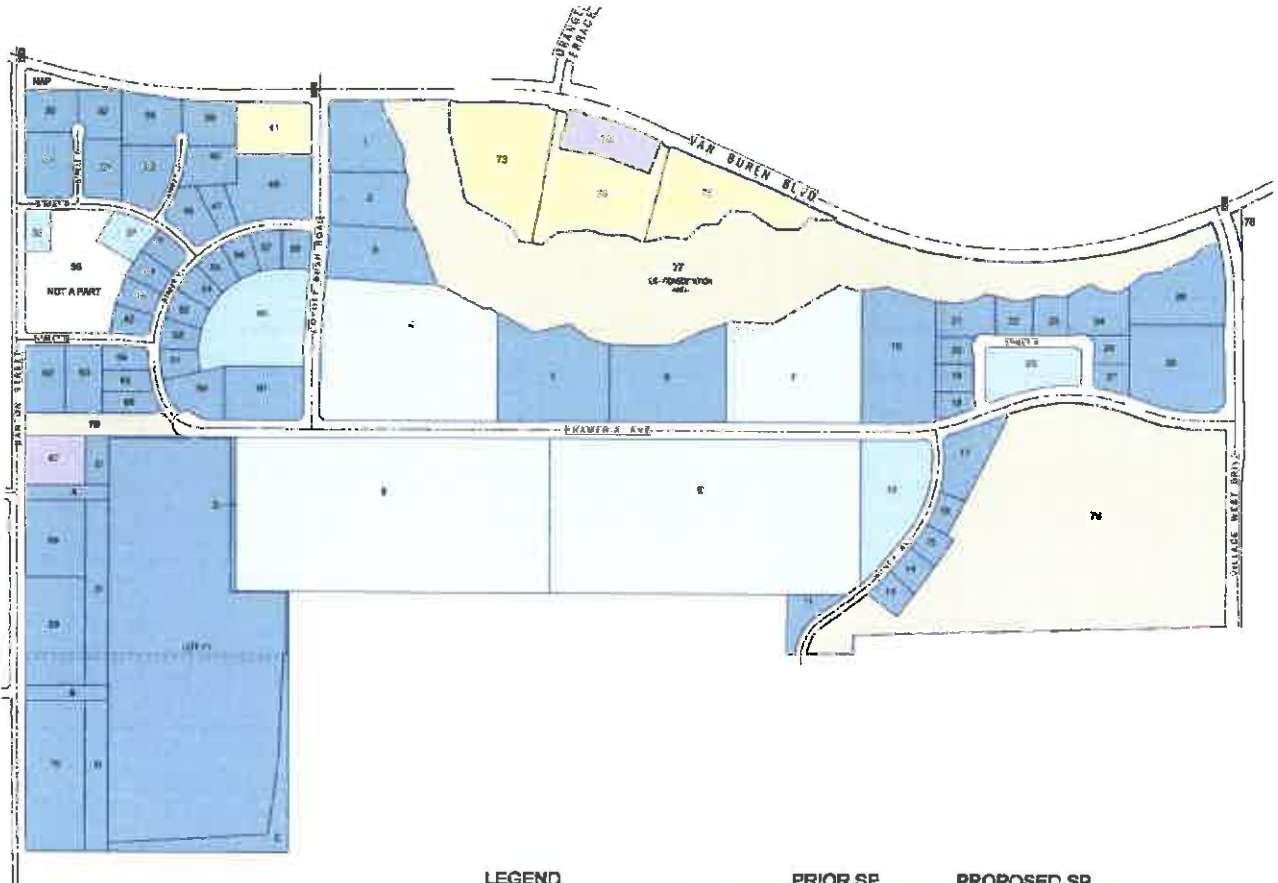
- BUSINESS PARK
- COMMERCIAL
- MIXED USE
- INDUSTRIAL
- PUBLIC FACILITY
- PARK, RECREATION, OPEN SPACE
- OFFICE

FIGURE II-1A

EXISTING SPECIFIC PLAN: NORTH CAMPUS

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\\Sndfp01\ca_snd1\Meridian\South Campus\Specific Plan Amendment\Exhibits\Figures\Fig11-1B-Specific Plan Amendment.dwg 7-12-18-3:52 PM



| LEGEND | PRIOR SP | PROPOSED SP |
|--------------------------|-----------------|-----------------|
| OFFICE | 32.3 AC | 32.0 AC |
| COMMERCIAL | 8.8 AC | 6.4 AC |
| MIXED USE | 23.3 AC | 23.3 AC |
| BUSINESS PARK | 288.0 AC | 282.1 AC |
| INDUSTRIAL | 134.5 AC | 134.5 AC |
| PARK / OPEN SPACE | 125.0 AC | 125.0 AC |
| NOT A PART | 0.0 AC | 0.0 AC |
| TOTAL NET ACREAGE | 553.9 AC | 553.3 AC |

FIGURE II-1B

EXISTING SPECIFIC PLAN: SOUTH CAMPUS

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

K:\Meridian\South Campus\Specific Plan Amendment\Exhibits\Figures\DWG\X-Fig11-2-Aerial Photo.dwg 2-22-16-6:55 PM



FIGURE II-2

AERIAL PHOTO

In the South Campus, Krameria Avenue will terminate at its intersection with Caroline Way, in a cul-de-sac west of its intersection with Coyote Bush Road. The South Campus will take access to/from Van Buren Boulevard via Coyote Bush Road and Village West Drive. Bandit Boulevard Streets Y, Q, and P will provide access for passenger vehicles to and from Barton Street south of Van Buren Boulevard; trucks will not be permitted on Bandit Boulevard east of Barton Street. The project roadway network will be public roadways, to be maintained by the March Joint Powers Authority.

II-C. BACKGROUND AND HISTORY

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

- Final Environmental Impact Statement: Disposal of Portions of March Air Force Base (February 1996)
- Final Environmental Impact Report for the March Air Force Base Redevelopment Project (June 1996)
- Redevelopment Plan for the March Air Force Base Redevelopment Project (June 1996)
- March Joint Powers Authority Development Code (July 1997)
- General Plan of the March Joint Powers Authority (September 1999)
- Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September 1999)
- March Business Center Statutory Development Agreement (2003)
- March JPA General Plan Amendment (February 2003)
- March Business Center Design Guidelines (2003)
- March Business Center Focused Environmental Impact Report (2003)
 - Addenda to the certified 2003 FEIR, including:
 - Tentative Tract Map 30857 Amendment (April 2007)
 - Ordinance #JPA 08-01: An Ordinance of the March Joint Powers Commission of the March Joint Powers Authority Amending the Meridian Specific Plan to Remove the Arnold Heights School Overlay Zone (June 2008)
 - March Business Center Unit 1, Lot 2, Addendum to the FEIR (January 2009)
 - Meridian Specific Plan Amendment, SP-5, An Amendment to the North Campus of the Meridian Specific Plan, (also known as the March Business Center Specific Plan), March JPA, July 2010
 - General Plan Amendment GP 15-01 (2016)
 - Specific Plan Amendment SP-1, A5 (2016)
 - Tentative Tract Map 30857, Amendment #3 (2016)
 - The Subsequent Environmental Impact Report for the Meridian Specific Plan (SP-5), (State Clearinghouse #2009071069)
 - Addendum to the Certified FEIR (2016)
 - Specific Plan Amendment SP-1, A6 (2017)

- General Plan Amendment GP 18-01 (2017)
- Tentative Tract Map 30857, Amendment #4 (2017)
- Addendum to the Certified FEIR (2017)
- Specific Plan Amendment SP-1, A7 (2018)

A vast majority of the 1,178-acre area situated along the western boundary of the North Campus has been placed into conservation easements. The portion of this area outside of the conservation easements could be developed in the future but is not the subject of any current development plans. The previously adopted Specific Plan infrastructure has been planned for the development within this area in accordance with the land uses identified in the General Plan.

D. PLANNING CONTEXT

Figure II-3 depicts the land use designations in the Specific Plan area as shown in the existing General Plan. **Figure II-4** illustrates General Plan land uses that account for the March Business Center as proposed under this Specific Plan. The March JPA General Plan has been amended concurrently with this Specific Plan to rectify minor differences in land use designations within the Specific Plan area. **Figure II-5A and 5B** depict zoning for the North and South Campus.

E. FOCUSED ENVIRONMENTAL IMPACT REPORT

A Focused EIR was previously prepared in accordance with the provisions under CEQA. The EIR evaluated the land use plan, circulation and infrastructure improvements associated with the March Business Center Specific Plan and the potential impacts that would result from their implementation. The EIR serves as a project-wide environmental document for the March Business Center Specific Plan Area. Review and permit approval by the Air Quality management district is required for all stationary source emissions other than natural gas and electricity, for projects with the possibility of emitting air pollutants. Also, any project which deviates or has impacts not considered in the Focused EIR shall require additional environmental documentation. Together, the March Business Center Specific Plan, Tentative Map and EIR provide a path to properly develop the project site, taking into account policies, goals, objectives and environmental considerations of the March JPA General Plan. The Focused EIR was previously certified by resolution. The changes proposed for this Specific Plan Amendment are being evaluated under a separate EIR (SCH2020059028). Environmental review under NEPA will occur concurrently for the Village West Drive Extension easement.

F. DISCRETIONARY ACTIONS

The following discretionary actions will be required as part of SP-1 A78 project:

1. General Plan Amendment

General Plan Amendment No. 20-0118-01 modifies the General Plan Circulation and Land Use Maps to reflect the changes to land uses and ultimate roadway configuration as identified below, such that the total amount of acres designated for commercial and office remain comparable to what is currently designated (all acreages in gross acres).

- Increase of 15.3 acres of Parks/Open Space
- Increase of 65.8 acres of Industrial
- Increase of 17.1 acres of Commercial
- Increase of 4.5 acres of Mixed Use
- Increase of 0.9 acres of Public Facilities
- Reduction of 27.4 acres of Office
- Reduction of 61.3 acres of Business Park
- Remove Street K, Street Q, Street T, and Street U
- Reconfigure Street Y and rename as Caroline Way
- Reconfigure Street P and rename as Bandit Boulevard
- Prohibition of trucks on Bandit Boulevard
- Extension of Village West Drive to the south to provide a 54-foot wide roadway with two through lanes, a center striped median, a bike lane, and sidewalks on each side of the roadway between Van Buren Boulevard to the north and Nandina Avenue to the south.
- Modification to the definition of Business Enterprise in Appendix A, Land Use Definitions, to apply to enclosed buildings that occupy 200,000 square feet or less of divisible building space within the South Campus.
- Modifications to the definitions of Wholesale, Storage and Distribution – Medium and Wholesale, Storage and Distribution – Heavy in Appendix A, Land Use Definitions, to accommodate cold storage use.
- Addition of a definition of Grocery Store in Appendix A, Land Use Definitions.
- Addition of Grocery Store under Commercial Uses in Table III-1 as a permitted use for the Commercial land use designation.
- Revision to footnote 7 of Table III-1 to exclude Grocery Stores from the requirement to obtain a use permit. Alcohol sales at Grocery Stores would still require a use permit.

The increase in Parks/Open Space, Industrial, Commercial, Mixed Use, and Public Facilities land uses results in an increase of 103.6 acres, while the decrease in Office and Business Park results in a decrease of 88.7 acres. This discrepancy of acreage is a result of the addition of 10 acres comprising a portion of Lot 31 that were previously not a part of the Project, as well as the inclusion of 4.9 additional acres resulting from the removal of Street K, Street Q, Street T, and Street U.

- ~~Change 6.57 gross acres (5.84 net acres due to roadway dedications) of land in Parcel 28 designated as Commercial, located just southwest of the corner of Van Buren Boulevard and Village West Drive, to Business Park.~~
- ~~Change 3.7 gross acres (3.49 net acres due to roadway dedications) of land in the northern portion of Parcel 74), located just southeast of the intersection of Orange Terrace Parkway and Van Buren Boulevard, from Office to Commercial (leaving a remaining 9.42 gross acres designated as Office).~~
- ~~Change approximately 25.77 gross acres of land at the northeast corner of Krameria and Coyote Bush (Parcels 4/5) from Business Park to Industrial, while changing the approximate 21.78 gross acres located further to the east (Parcels 5/6) from Industrial to Business Park.~~
- ~~Change the current land use designation from Business Park to Office on approximately 4.11 gross acres (3.65 net acres due to roadway dedications) on Parcel 41 at the southwest corner of Coyote Bush and Van Buren Boulevard.~~

2. Specific Plan Amendment

The following Specific Plan changes would result in a revised March Business Center Specific Plan (SP-1, Amendment #78) through modification of the land use designation and zoning of several areas and will specifically modify Figure II-1A, Figure II-1B, Figure II-3, Figure II-4, Figure II-5A, Figure II-5B, Figure II-5C, Figure III-1A, Figure III-1B, Figure V-1, Figure V-2, Figure V-3, Figure V-4, Figure V-5A, Figure V-5B, Figure V-5C, Figure V-5C1, Figure V-5E, V-5E1, Figure V-5G, Figure V-6, Figure VI-1, Figure VI-2, Figure VI-3, and Figure VI-4 H-1B, Figure H-3, Figure H-4, Figure H-5B, Figure H-5C, and Figure H-1 of the March Business Center Specific Plan (SP-1).

- Increase of 15.3 acres of Parks/Open Space
- Increase of 65.8 acres of Industrial
- Increase of 17.1 acres of Commercial
- Increase of 4.5 acres of Mixed Use
- Increase of 0.9 acres of Public Facilities
- Reduction of 27.4 acres of Office
- Reduction of 61.3 acres of Business Park
- Remove Street K, Street Q, Street T, and Street U
- Reconfigure Street Y and rename as Caroline Way
- Reconfigure Street P and rename as Bandit Boulevard
- Prohibition of trucks on Bandit Boulevard
- Extension of Village West Drive to the south to provide a 54-foot wide roadway with two through lanes, a center striped median, a bike lane, and sidewalks on each side of the roadway between Van Buren Boulevard to the north and Nandina Avenue to the south.
- Modification to the definition of Business Enterprise in Appendix A, *Land Use Definitions*, to apply to enclosed buildings that occupy 200,000 square feet or less of divisible building space within the South Campus.
- Modifications to the definitions of Wholesale, Storage and Distribution – Medium and Wholesale, Storage and Distribution – Heavy in Appendix A, *Land Use Definitions*, to accommodate cold storage use.
- Addition of a definition of Grocery Store in Appendix A, *Land Use Definitions*.
- Addition of Grocery Store under Commercial Uses in Table III-1 as a permitted use for the Commercial land use designation.
- Revision to footnote 7 of Table III-1 to exclude Grocery Stores from the requirement to obtain a use permit. Alcohol sales at Grocery Stores would still require a use permit.

The increase Parks/Open Space, Industrial, Commercial, Mixed Use, and Public Facilities land uses results in an increase of 103.6 acres, while the decrease in Office and Business Park results in a decrease of 88.7 acres. This discrepancy of acreage is a result of the addition of 10 acres comprising a portion of Lot 31 that were previously not a part of the Project, as well as the inclusion of 4.9 additional acres resulting from the removal of Street K, Street Q, Street T, and Street U.

- ~~Change 5.84 acres of Commercial to Business Park located just slightly southwest of the corner of Van Buren Boulevard and Village West Drive on Parcel 28.~~

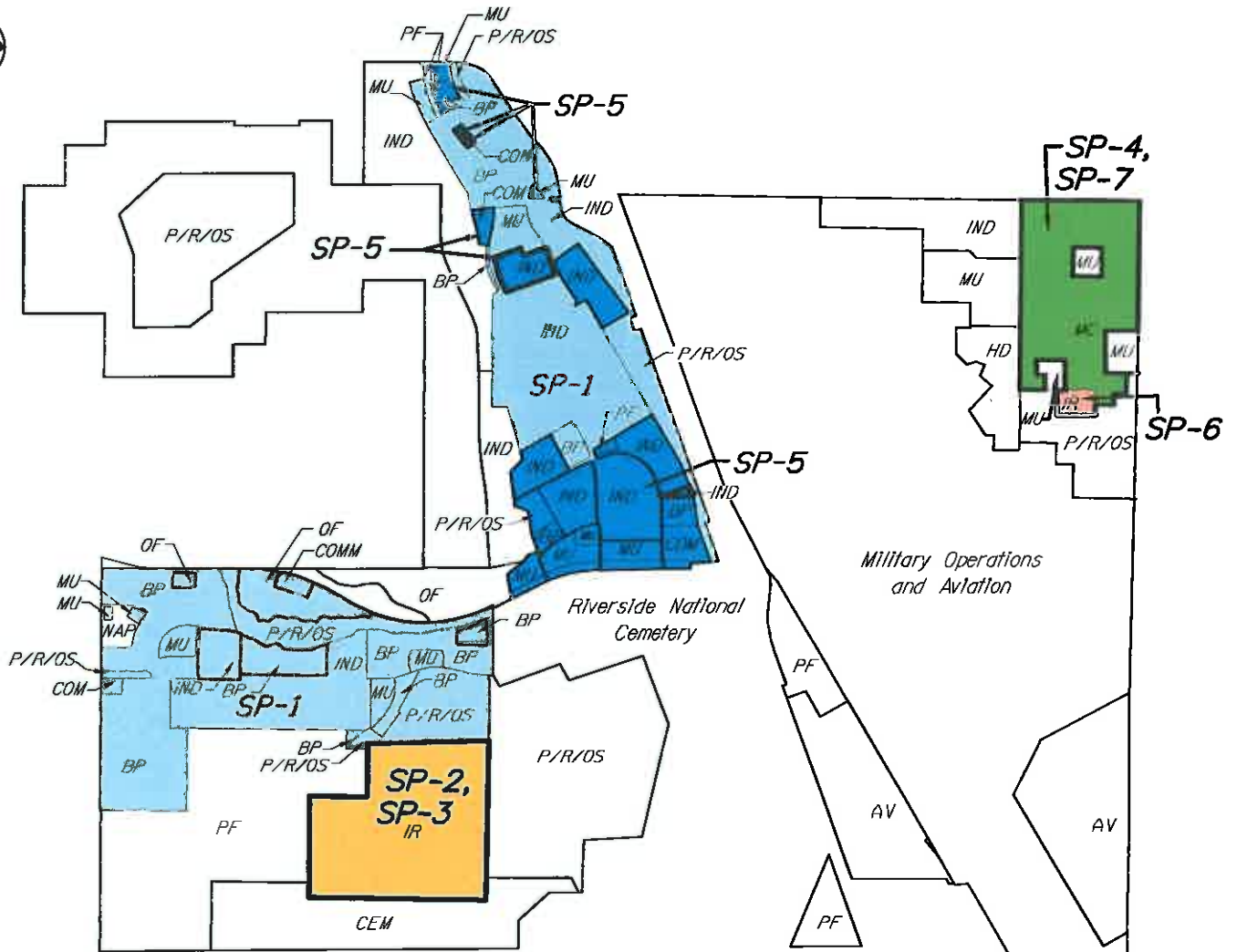
- ~~Change 3.7 acres (3.49 net acres) of Parcel 74 from Office to Commercial, located just southeast of the intersection of Orange Terrace Parkway and Van Buren Boulevard (leaving a remaining 5.72 acres designated as Office).~~
- ~~Change 10.77 acres of Business Park to Office, at the southwest corner of Van Buren and Coyote Bush Road on Parcel 73.~~

~~Change 22.93 acres of land at the northeast corner of Krameria and Coyote Bush (lots 4/5) from Business Park to Industrial, while changing the approximate 19.84 acres located further to the east (lots 5/6) from Industrial to Business Park.~~

~~Thus, the total acres of land within these seven parcels are currently designated 134.6 acres Industrial, 8.8 acres Commercial, and 230.0 acres Business Park in the existing Specific Plan. Under the proposed Project, the totals would be 134.5 acres Industrial, 6.4 acres Commercial, 32.0 of Office, and 232.1 acres Business Park. Thus the total acres of land for the seven land use designations within the South Campus of the March Business Center are identified below. The Any minor variations to acreages have to do with rounding numbers up and down accordingly.~~

- Parks/Open Space: 140.3 acres within the South Campus of the March Business Center
- Industrial: 200.3 acres within the South Campus of the March Business Center
- Commercial: 23.5 acres within the South Campus of the March Business Center
- Office: 4.6 acres within the South Campus of the March Business Center
- Mixed Use: 27.8 acres within the South Campus of the March Business Center
- Business Park: 170.8 acres within the South Campus of the March Business Center
- Public Facilities: 0.9 acres within the South Campus of the March Business Center

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



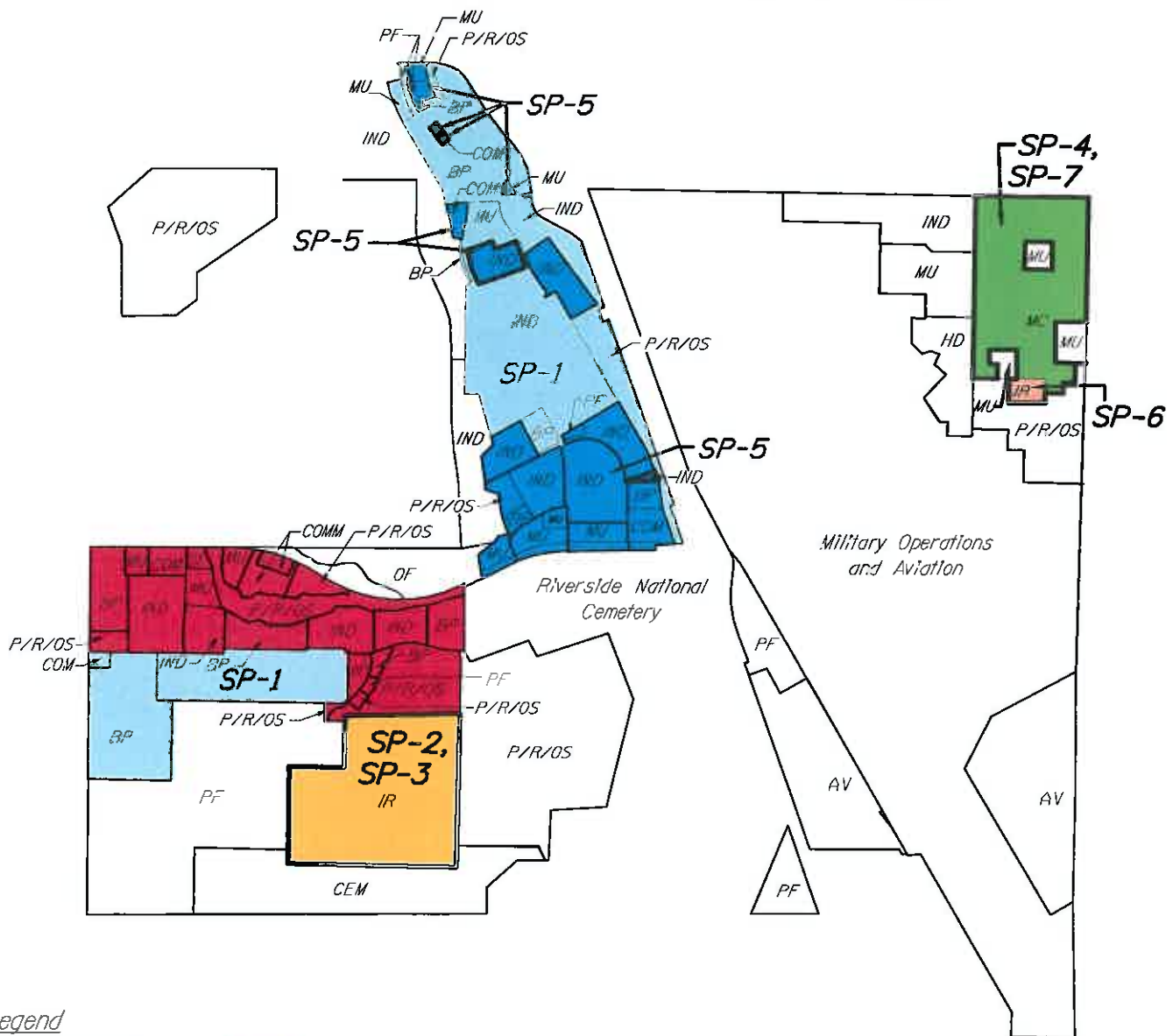
Legend

| | | | |
|--|--|----------------------------|--|
| March Business Center Specific Plan No. 1 (SP-1) | | Office | |
| Air Force Village West Specific Plan (SP-2, SP-3) | | Public Facility | |
| March LifeCare Specific Plan (SP-4, SP-7) | | Park/Recreation Open Space | |
| Meridian North Campus Specific Plan (SP-5) | | AFVW Expansion | |
| US Vets Transitional Housing Plan Program Specific Plan (SP-6) | | Cemetery | |
| | | Aviation MIP | |
| | | Historic District | |
| Business Park | | Medical Campus | |
| Commercial | | Institutional-Residential | |
| Industrial | | Not a Part | |
| Mixed Use | | | |

FIGURE II-3

EXISTING GENERAL PLAN LAND USES

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



Legend

| | | | | | |
|--|--|----------------------------|--|---------------------------|--|
| March Business Center Specific Plan No. 1 (SP-1) | | Business Park | | AFVW Expansion | |
| Air Force Village West Specific Plan (SP-2, SP-3) | | Commercial | | Cemetery | |
| March LifeCare Specific Plan (SP-4, SP-7) | | Industrial | | Aviation MIP | |
| Meridian North Campus Specific Plan (SP-5) | | Mixed Use | | Historic District | |
| US Vets Transitional Housing Plan Program Specific Plan (SP-6) | | Office | | Medical Campus | |
| March Business Center Specific Plan Amendment (SP-1, A8) | | Public Facility | | Institutional-Residential | |
| | | Park/Recreation Open Space | | Not a Part | |

FIGURE II-4

PROPOSED GENERAL PLAN LAND USES

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



LEGEND:

- BUSINESS PARK
- COMMERCIAL
- MIXED USE
- INDUSTRIAL
- PUBLIC FACILITY
- PARK, RECREATION, OPEN SPACE
- OFFICE

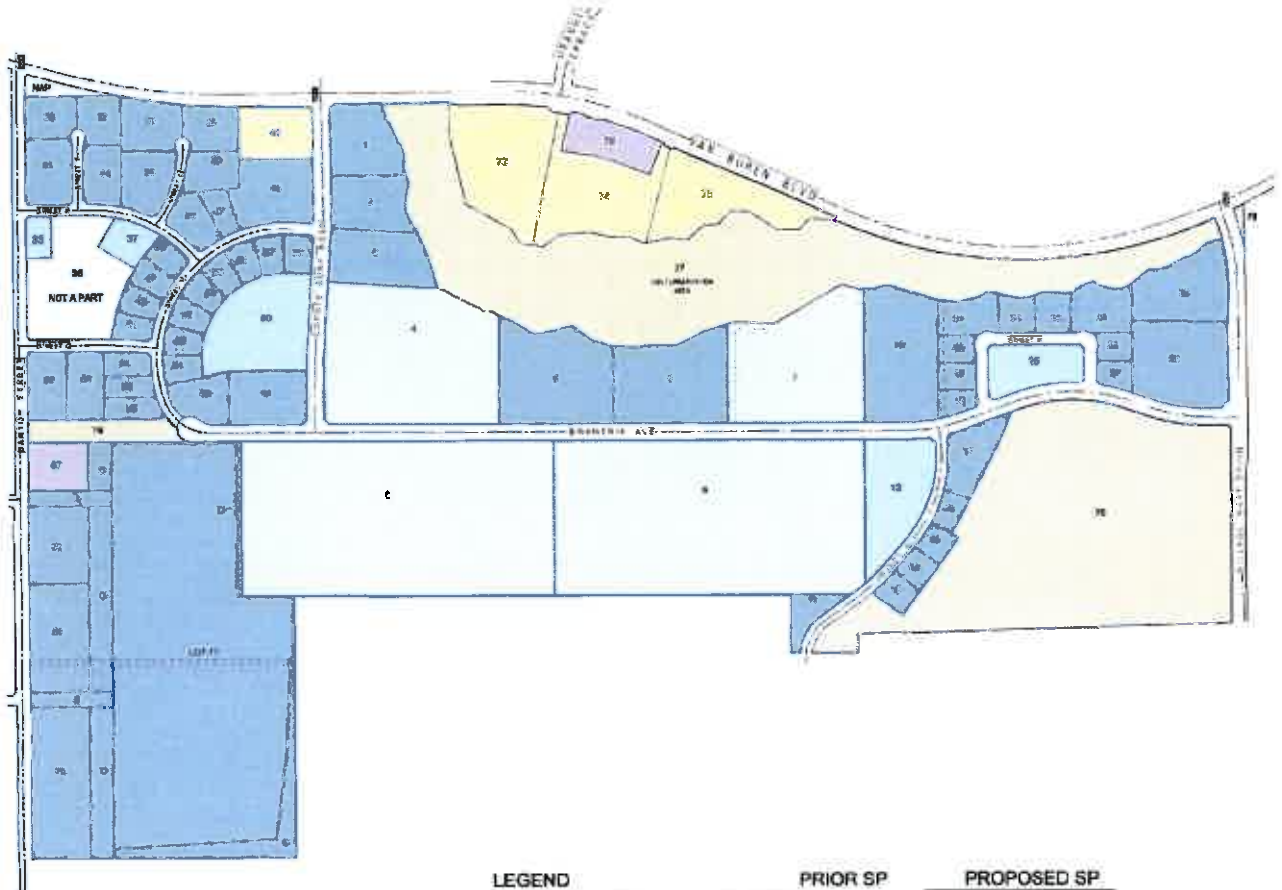
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FIGURE II-5A

ZONING MAP FOR NORTH CAMPUS

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

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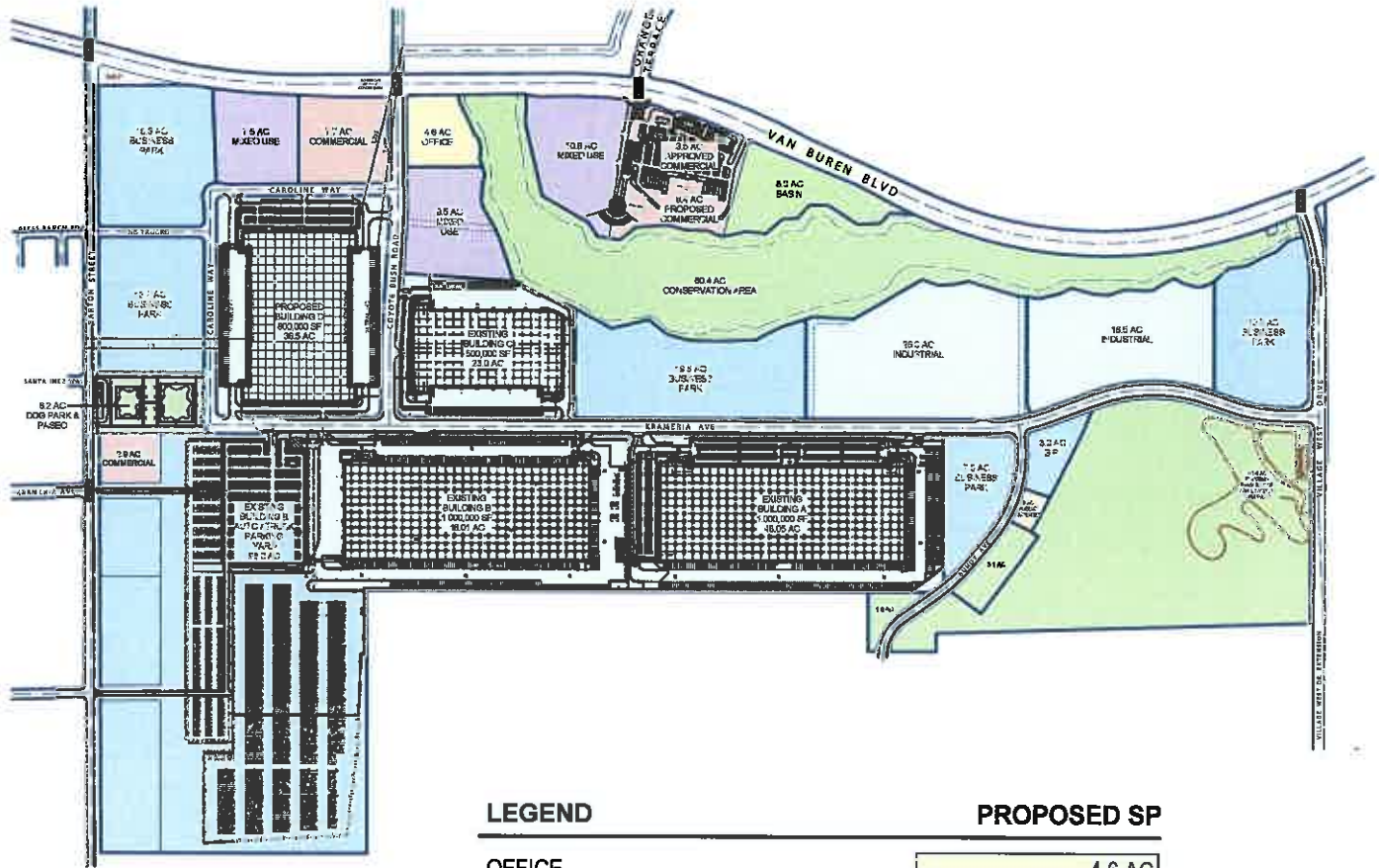


| LEGEND | PRIOR SP | PROPOSED SP |
|--------------------------|-----------------|-----------------|
| OFFICE | 32.3 AC | 32.0 AC |
| COMMERCIAL | 8.8 AC | 6.4 AC |
| MIXED USE | 23.3 AC | 23.9 AC |
| BUSINESS PARK | 350.0 AC | 350.1 AC |
| INDUSTRIAL | 134.5 AC | 134.5 AC |
| PARK / OPEN SPACE | 125.0 AC | 125.0 AC |
| NOT A PART | 0.0 AC | 0.0 AC |
| TOTAL NET ACREAGE | 553.9 AC | 553.3 AC |

FIGURE II-5B

EXISTING ZONING MAP FOR SOUTH CAMPUS

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



| LEGEND | PROPOSED SP |
|--------------------------|-----------------|
| OFFICE | 4.6 AC |
| COMMERCIAL | 23.6 AC |
| MIXED USE | 27.8 AC |
| BUSINESS PARK | 170.8 AC |
| INDUSTRIAL | 200.3 AC |
| PUBLIC FACILITIES | 0.9 AC |
| PARK / OPEN SPACE | 140.3 AC |
| TOTAL NET ACREAGE | 568.2 AC |

FIGURE II-5C

PROPOSED ZONING MAP FOR SOUTH CAMPUS

3. Master Plot Plan Applications

Upon approval of the General Plan Amendment and Specific Plan Amendment, a Master Plot Plan Applications ~~would be submitted~~ are also proposed to allow the construction of the following: the construction of a new 500,000-square-foot Industrial building and a commercial and office development. The plot plan for the proposed Industrial building is shown in Figure 7, Building C Plot Plan. The proposed commercial and office development is shown in Figure 8, Commercial and Office Plot Plan. The following are included within the Master Plot Plan Application:

~~In addition to the General Plan and Specific Plan entitlements, the Project consists of development of Industrial, Commercial and Office uses. Development would consist of the following:~~

- ~~▪ Development of a 500,000-square-foot Industrial building on the 22.93-acre Parcel 4 (Building C)~~
- ~~▪ Development of 14,267 square feet of the following Commercial uses on the new 3.7-acre Parcel 72:~~
 - ~~▪ 3,300 square feet of fast-food convenience restaurant with a drive-through facility on Pad A site;~~
 - ~~▪ 7,560 square feet (7,905 gross square feet) of shops;~~
 - ~~▪ Gas station with 12 vehicle fueling positions and a 3,062-square-foot convenience market;~~
 - ~~▪ 150 parking spaces provided.~~
- ~~▪ Development of 140,570 square feet of Office uses and 1,015 parking stalls on 20.19 acres comprised of Parcel 73 and Parcel 74~~
- ~~▪ Development of an 8.24-acre stormwater basin on a Parcel 75~~

- Plot Plan (PP 20-03) - Commercial: 61,336-square foot Commercial development with a total of 345 parking spaces on the southern 9.4 acres of an existing Commercial parcel. This plot plan would include the extension of Village West Drive to the south to provide a 54-foot wide roadway with two through lanes, a center striped median, a bike lane, and sidewalks on each side of the roadway between Van Buren Boulevard to the north and Nandina Avenue to the south.
- Plot Plan (PP 20-04) - Building D: 800,000 square foot industrial warehouse on a 36.5-acre parcel bound by Caroline Way, Krameria Avenue and Coyote Bush Road. This plot plan would include construction of Caroline Way street improvements.
- Plot Plan (PP 20-05) - Dog Park and Paseo development on 6.2 acres.

The 2003 Final Focused EIR evaluated a mix of land uses within the South Campus, which was considered to be Phase 3 of the March Business Center project implementation. Table 1 below identifies each of the proposed development areas (transit area zone or TAZ), the proposed land use, and the assumed square footages:

| TABLE II-1 SOUTH CAMPUS BUILD-OUT ASSUMPTIONS | | |
|--|------------------------|----------------|
| TAZ | USE | SQUARE FOOTAGE |
| 5A | Industrial Park | 294,870 |
| 5B | Research & Development | 84,620 |
| 5B | Industrial Park | 87,870 |
| 5C | Research & Development | 195,150 |
| 5C | Industrial Park | 52,280 |
| 5D | Research & Development | 152,460 |
| 5D | Industrial Park | 121,160 |
| 5E | Industrial Park | 105,270 |
| 5E | Shopping Center | 54,450 |
| 5E | Warehousing | 97,570 |
| 5F | Research & Development | 161,300 |
| 5F | Large Industrial Park | 524,460 |
| 5F | Research & Development | 240,430 |
| 5G | Warehousing | 398,040 |
| 5G | Manufacturing | 215,620 |
| 5H | Industrial Park | 228,700 |
| 5H | Warehousing | 618,830 |
| 5H | Research & Development | 76,230 |
| 5H | Large Industrial Park | 438,430 |
| 6 | Office | 140,570 |
| 6 | Research & Development | 421,700 |
| 7A | Warehousing | 157,010 |
| 7A | Large Industrial Park | 999,270 |
| 7A | Large Industrial Park | 1,306,800 |
| 7A | Research & Development | 164,500 |
| 7A | Industrial Park | 39,200 |
| 7B | Industrial Park | 205,260 |
| 7B | Park | TBD |
| 7C | Research & Development | 39,210 |
| 7C | Industrial Park | 149,660 |
| 7C | Warehousing | 107,790 |
| 7D | Shopping Center | 54,450 |
| 7D | Research & Development | 152,460 |

Source: Table B-1, Land Use Inventory and Traffic Generation, Entire Project, Appendix B to the Traffic Circulation and Phasing Study (2002).

Based on the information in Table II-1 above, the following square footages of each respective land use category were evaluated in the Traffic Circulation and Phasing Study, and thus in the 2003 Focused EIR for the South Campus.

As shown in Table II-1, the proposed Project would result in the following changes to the Specific Plan land use categories as compared to the 2003 South Campus and Current South Campus.

| | <u>2003 South Campus (acres)</u> | <u>Current South Campus (acres)</u> | <u>Proposed South Campus (acres)</u> | <u>Change from Current South Campus (acres)</u> |
|------------------------|--------------------------------------|---|--|---|
| Office | 43.9 | 32.0 | 4.6 | -27.4 |
| Commercial | 12.5 | 6.4 | 23.5 | +17.1 |
| Mixed Use | 48.5 | 23.3 | 27.8 | +4.5 |
| Business Park | 263.2 | 232.1 | 170.8 | -61.3 |
| Industrial | 146.8 | 134.5 | 200.3 | +65.8 |
| Park/Open Space | 111.6 | 125.0 | 140.3 | +15.3 |
| Public Facilities | 0 | 0 | 0.9 | +0.9 |
| Total Net Acres | 626.5 | 553.3 | 568.2 | +14.9* |

*change in total net acres due to reconfiguration of internal road system, addition of 10 acres of Lot 31, and rounding differences

| LAND USE CATEGORY | DEVELOPMENT SQUARE FOOTAGE |
|------------------------------|---------------------------------------|
| Industrial Park | 1,284,270 SF |
| Research & Development (R&D) | 1,688,060 SF |
| Shopping Center | 108,900 SF |
| Warehousing | 1,379,240 SF |
| Large Industrial Park | 3,268,960 SF |
| Manufacturing | 215,620 SF |
| Office | 140,570 SF |
| Park | TBD |

Based on the approved land use development categories and square footages outlined in Table II-2 above, a summary of what has been constructed and/or approved for construction by March JPA within the South Campus is shown in Table II-3 below. As shown in Table II-2 below, therein, the previously approved and/or built projects total approximately 2,514,267 2,000,000 square feet. The proposed Project would develop an additional 861,336 654,837 square feet. Therefore, the remaining square footage not yet built-out would be 4,710,017 5,401,783 square feet, including up to 700,000 square feet of cold storage. The proposed Project's development falls well within the assumed build-out parameters evaluated in the 2003 Focused EIR for the March Business Center, and specifically the South Campus.

| Component | Land Use | Status | Tenant | Square Footage |
|------------------|-----------------|---------------|---------------|-----------------------|
| Building A | Industrial | Constructed | Amazon | 1,000,000 SF |
| Building B | Industrial | Constructed | UPS | 1,000,000 SF |
| Building C | Industrial | Constructed | Safavieh | 500,000 SF |
| Commercial | Commercial | Entitled | TBD | 14,267 SF |
| | | | TOTAL | 2,514,267 SF |

| LAND USE | ORIGINALLY APPROVED | APPROVED/ BUILT | PROPOSED | REMAINING | TOTALS |
|-----------------------|----------------------------|------------------------|-------------------|---------------------|---------------------|
| Industrial Park | 1,284,270 SF | N/A | | 1,284,270 SF | 1,284,270 SF |
| R&D | 1,688,060 SF | N/A | | 1,688,060 SF | 1,688,060 SF |
| Shopping Center | 108,900 SF | N/A | 14,267 SF | 94,633 SF | 108,900 SF |
| Warehousing | 1,379,240 SF | N/A | | 1,379,240 SF | 1,379,240 SF |
| Large Industrial Park | 3,268,960 SF | 2,000,000 SF | 500,000 SF | 768,960 SF | 3,268,960 SF |
| Manufacturing | 215,620 SF | N/A | | 215,620 SF | 215,620 SF |
| Office | 140,570 SF | N/A | 140,570 SF | 0 SF | 140,570 SF |
| Park | TBD | N/A | | TBD | TBD |
| Total | 8,085,620 SF | 2,000,000 SF | 654,837 SF | 5,401,783 SF | 8,085,620 SF |

4. Tentative Tract Map Amendment 30857, Amendment No. 6 #5 and Lot Merger

Tentative Subdivision Map 30857 was approved on February 19, 2003. The Tentative Map 30857, Amendment No. 6 and Lot Merger would include the following minor lot changes to accommodate the proposed land use changes:

- Split Parcel 1 - Creates Parcel 1, 90, 91 (1.0 ac+1.2 ac+2.4 ac=4.6)
- Moved Parcel line between Parcel 2 & 3 north approximately 21 feet. (Lot 2=4.0 ac, Lot 3=5.5 ac)
- Merged Parcel 5 & 6 together. Kept as Parcel 5. (19.8 acres)
- Eastern Parcel Line of Parcel 10 moved approximately 53.4' to the east. Added Parcel 7 & 10 together. Kept as Parcel 7 (26.3 acres)
- Merged Parcel 18, 19, 20, 21, 22, 23, 24, 25, 26 & 27 together. Removed Street K. Created Parcel 10. (18.5 acres)
- Parcels 28 and 29 split into lots 27, 28 & 29. (6.3+4.1+3.3=13.7 acres)
- Parcels 13, 14, 15 combined. Kept as Parcel 13. (3.1 acres)
- Parcels 30-48, 51-66, 79 removed. Replaced with 30-32, 34-37 & 79
- Split Parcel 72 – Creates Parcels 72, 80 81 (1.16 ac + 0.89 ac + 1.44 ac = 3.49 ac)
- Split Parcel 74 – Creates Parcels 74, 92, 93 (3.06 ac + 5.0 ac +1.40 ac = 9.46 ac)
- Removed Letter Lots A, B, C & D per approved Tract Map. No. 30857-8

- ~~Consolidate the existing 4.42-acre Parcel 5 into Parcel 4 through a lot merger, for a combined acreage of 22.93 acres, all having the land use designation of Industrial. (Note that differences are slight because streets, pads and landscaped areas have been constructed so measurements are slightly different along Parcel edges and therefore we will process a tentative parcel map to clean up the acreages consistent with this project description.)~~
- ~~Through lot line adjustments, create a new Parcel 5 (10.33 acres) in the western portion of Parcel 6 (9.51 acres), and change the existing Industrial designation for the revised Parcel 5 and all of Parcel 6, to a designation of Business Park. (Note that differences are slight because streets, pads and landscaped areas have been constructed so measurements are slightly different along Parcel edges and therefore we will process a tentative parcel map to clean up the acreages consistent with this project description.)~~
- ~~Reduce Parcel 41 to 3.65 acres.~~
- ~~Consolidate the southern portion of Parcel 41 as well as all of Parcels 49 and 50 to become a revised Parcel 48 with a total acreage of 5.03 acres.~~
- ~~Reduce Parcel 72 to 3.7 acres with a net acreage of 3.49 per the tentative map which excludes the dedication of roadway.~~
- ~~Increase Parcel 73 to 10.77 acres.~~
- ~~Increase Parcel 74 to 9.42 acres.~~

- Increase Parcel 75 to 8.24 acres with a net acreage 8.01 acres per the tentative map which excludes the dedication of roadway.

Table II-3, Land Use Designations summarizes the changes in land use designations and acreages to the affected parcels. As shown in Table II-3, the overall acreage for Park/Open Space would increase from 125.0 acres to 140.3 acres, Industrial would increase from 134.5 acres to 200.3 acres, Commercial would increase from 6.4 acres to 23.5 acres, Mixed Use would increase from 23.3 acres to 27.8 acres, Public Facilities would increase from 0 acres to 0.9 acres, Office would decrease from 32 acres to 4.6 acres, and Business Park would decrease from 232.1 acres to 170.8 acres.

Table 1, Land Use Designations summarizes the changes in land use designations and acreages to the affected parcels. As shown in Table 1, the overall acreage for Industrial use would decrease from 24.7 to 22.9 acres, Business Park use would decrease from 23.7 to 19.8 acres, Commercial would decrease from 5.8 to 3.7 acres, and Office use would increase from 32.2 to 37.9 acres.

| PARCEL NUMBER | EXISTING LAND USE DESIGNATION | EXISTING LAND USE ACREAGE | PROPOSED LAND USE DESIGNATION | PROPOSED LAND USE ACREAGE | CHANGE IN ACREAGE |
|----------------|-------------------------------|---------------------------|-------------------------------|---------------------------|---------------------|
| 1 | Business Park | 4.62 | Office | 1.00 | -3.62 |
| 90 | Business Park | 0 | Office | 1.19 | +1.19 |
| 91 | Business Park | 0 | Office | 2.37 | +2.37 |
| 2 | Business Park | 4.21 | Mixed Use | 3.94 | -.27 |
| 3 | Business Park | 5.24 | Mixed Use | 5.51 | +.27 |
| 72 | Commercial | 3.49 | Commercial | 1.16 | -2.33 |
| 80 | Commercial | 0 | Commercial | 0.89 | +0.89 |
| 81 | Commercial | 0 | Commercial | 1.44 | +1.44 |
| 73 | Office | 10.77 | Mixed Use | 10.77 | 0 |
| 74 | Office | 9.46 | Commercial | 3.06 | -6.40 |
| 92 | Office | 0 | Commercial | 5.00 | +5.00 |
| 93 | Office | 0 | Commercial | 1.40 | +1.40 |
| 75 | Office | 8.0 | Parks and Open Space | 8.0 | 0 |
| 5 | Business Park | 10.33 | Business Park | 19.84 | +9.51 |
| 6 | Business Park | 9.51 | Business Park | 0 | -9.51 |
| 7 | Industrial | 15.61 | Industrial | 26.27 | +10.66 ¹ |
| 10 | Business Park | 9.7 | Industrial | 0 | -9.7 |
| 10 | Business Park | 0 | Industrial | 18.44 | +18.44 ² |
| 18-24, 26 & 27 | Business Park | 12.62 | Industrial | 0 | -12.62 |
| 25 | Mixed Use | 4.16 | Industrial | 0 | -4.16 |
| 27 | Business Park | 0 | Business Park | 6.27 | +6.27 |
| 28 | Business Park | 5.84 | Business Park | 4.15 | -1.69 |
| 29 | Business Park | 7.84 | Business Park | 3.28 | -4.56 |

| TABLE II-3 LAND USE DESIGNATIONS | | | | | |
|--|---|---------------------------|-------------------------------|---------------------------|-------------------|
| PARCEL NUMBER | EXISTING LAND USE DESIGNATION | EXISTING LAND USE ACREAGE | PROPOSED LAND USE DESIGNATION | PROPOSED LAND USE ACREAGE | CHANGE IN ACREAGE |
| 11 | Business Park | 1.56 | Parks and Open Space | 1.56 | 0 |
| 12 | Mixed Use | 7.31 | Business Park | 7.31 | 0 |
| 13 | Business Park | 1.06 | Parks and Open Space | 3.07 | +2.01 |
| 14 | Business Park | 1.05 | Parks and Open Space | 0 | -1.05 |
| 15 | Business Park | 0.97 | Parks and Open Space | 0 | -0.97 |
| 16 | Business Park | 0.93 | Public Facilities | | |
| 30-32, 34, 35, 38-40, 42-48 51-59, 61-66 | Business Park | 52.34 | N/A | 0 | -52.34 |
| 33 | Mixed Use | 1.04 | N/A | 0 | -1.04 |
| 36 | Not a part of prior SP | 0 | N/A | 0 | 0 |
| 37 | Mixed Use | 1.72 | N/A | 0 | -1.72 |
| 41 | Office | 3.65 | N/A | 0 | -3.65 |
| 60 | Mixed Use | 9.02 | N/A | 0 | -9.02 |
| 79 | Park/Open Space | 3.66 | N/A | 0 | -3.66 |
| 30 | N/A | 0 | Business Park | 15.32 | +15.32 |
| 31 | N/A | 0 | Business Park | 13.68 | +13.68 |
| 32 | N/A | 0 | Mixed Use | 7.42 | +7.42 |
| 34 | N/A | 0 | Industrial | 36.5 | +36.5 |
| 35 | N/A | 0 | Commercial | 1.89 | +1.89 |
| 36 | N/A | 0 | Commercial | 2.81 | +2.81 |
| 37 | N/A | 0 | Commercial | 2.99 | +2.99 |
| 79 | N/A | 0 | Parks/Open Space | 6.19 | +6.19 |
| A, B, C, D | Removed Letter Lots A, B, C & D per approved Tract Map. No. 30857-8 | | | | |

Notes:

1. Additional acreage result of eastern parcel line of parcel 10 moving approximately 53.4' to the east.
2. Additional acreage result of removal of K Street.

| TABLE II-4 LAND USE DESIGNATIONS | | | | | |
|-------------------------------------|-------------------------------|---------------------------|-------------------------------|---------------------------|-------------------|
| PARCEL NUMBER | EXISTING LAND USE DESIGNATION | EXISTING LAND USE ACREAGE | PROPOSED LAND USE DESIGNATION | PROPOSED LAND USE ACREAGE | CHANGE IN ACREAGE |
| 4 | Business Park | 18.1 [†] | Industrial | 22.9 | + 4.8 |
| 5 | Industrial | 4.4 | Business Park | 10.3 | + 5.9 |
| 6 | Industrial | 20.3 | Business Park | 9.5 | -10.8 |
| 28 | Commercial | 5.8 | Office | 5.8 | 0 |
| 41 | Business Park | 5.6 | Office | 3.7 | -1.9 |

| TABLE II-4 LAND USE DESIGNATIONS | | | | | |
|-------------------------------------|-------------------------------|---------------------------|-------------------------------|---------------------------|-------------------|
| PARCEL NUMBER | EXISTING LAND USE DESIGNATION | EXISTING LAND-USE ACREAGE | PROPOSED LAND-USE DESIGNATION | PROPOSED LAND-USE ACREAGE | CHANGE IN ACREAGE |
| 72 | Office | 11.2 | Commercial | 3.7 | -7.5 |
| 73 | Office | 9.7 | Office | 10.8 | +1.1 |
| 74 | Office | 7.9 | Office | 9.4 | +1.5 |
| 75 | Office | 3.4 | Office | 8.2 | +4.8 |

[†] Acreages have been rounded to the nearest tenth.

This amended Tentative Map details project land development, and is in accordance with guidelines and development intensities presented in this Specific Plan Amendment, the State Subdivision Map Act and March JPA requirements. The amended Tentative Map complies with Schedule “E” Parcel Map Division as per March Joint Powers Authority Development Code Section 9.14.100 (J).

5. Conditional Use Permit

A Conditional Use Permit is requested to allow for alcohol sales at the 45,000 sf Grocery Store proposed to be developed southeast of the Van Buren Boulevard and Orange Terrace intersection.

III. LAND USE

The previously adopted Specific Plan helped to implement some of the regional land use/transportation goals outlined in the General Plan. Specifically, the previously adopted Specific Plan facilitated development of a large employment center in a portion of the County that is largely residential. Improving the balance of housing and jobs in this area. This provides an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance provides a transportation capacity benefit due to a reduced concentration of work trips on public streets during the peak hour/peak direction of travel.

A. Land Use Overview

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

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

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

B. Purpose and Applicability

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

1. Terms used in these regulations and guidelines shall have the same definitions as given in the March JPA Development Code (“Development Code”) and the General Plan of the March JPA (“General Plan”) unless otherwise defined in the Specific Plan.
2. Any details or issues not specifically covered in these regulations shall be subject to the regulations of the Development Code.
3. The Specific Plan Land Use regulations are adopted pursuant to Section 65450 of the State of California Government Code et seq. It is specifically intended by such adoption that the development standards herein shall regulate all development within the project area.

C. Land Use Compatibility

This Specific Plan establishes development patterns to limit the potential for land use conflicts, both within the March Business Center and in relation to other uses in the project vicinity. A key

consideration guiding the development is the proximity of Air Reserve Base Runway 14/32. The Riverside County Airport Land Use Commission published an Airport Land Use Plan in 1984. This plan established land use restrictions within Airport Influenced Areas, which consist of imaginary surfaces extending outward from an airport's runway. In 1998, an Air Installation Compatible Use Zone (AICUZ) Study was completed to identify land use restrictions and height limitations within the airfield influence area

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

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

D. Objectives of Development Districts

This section of the Specific Plan identifies the following ~~six~~ seven land use districts: Business Park, Industrial, Office, Mixed Use, Commercial, ~~and Park, and Public Facility.~~²

The land use designations are summarized below:

1. Business Park

Business park uses include administrative, financial, governmental, and community support services; research and development centers; light manufacturing; parcel delivery terminal on no less than 60-acres; vocational education and training facilities; business and trade schools; and emergency services. Business Park areas are generally served by arterial roadways, providing automobile and transit access. These areas are characterized as major employment concentrations. Development in this category, except for warehousing, is generally within a campus-like setting or cluster development pattern. Outdoor storage is prohibited.

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

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

2. Industrial

Industrial may support a wide range of manufacturing and non-manufacturing uses from warehouse and distribution facilities to industrial activities. Uses supported include warehousing/distribution and assemblage of non-hazardous products and materials or retailing related to manufacturing activity; and parcel delivery terminal on no less than 60 acres. Uses may include open storage, office/industrial park; light industry; manufacturing; research and development centers; maintenance shops; and emergency services centers. The area devoted to outdoor storage may not exceed the building area.

3. Office

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

4. Mixed-Use

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

5. Commercial

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

6. Park/Recreation/Open Space

Park/Recreation/Open Space uses include all passive and active park or recreation areas whether private or public in the Planning Area. Active recreation activities include recreation facilities, equestrian centers, golf courses/driving ranges, indoor/outdoor athletic facilities, and public parklands. Passive activities include natural preserves, along with designated arid natural open space. A 52-acre park is proposed within the planning area in the South Campus, adjacent to the existing golf course and Air Force Village West. A portion of the park is located on a closed and capped sanitary landfill. The park would be passive in nature, with limited athletic facilities and other improvements.

7. Public Facility

Public facilities uses include a wide range of public, quasi-public, and private uses such as schools, public cultural and historical facilities, government administrative offices and facilities, public utilities, and major transportation corridors. However, land uses determined to be sensitive to, or incompatible with aviation operations shall be excluded.

E. Overlay Districts

The Specific Plan area contains overlay zones within its boundaries. **Figure III-1** depicts the location of the runway Clear Zone (CZ), Accident Potential Zones (APZ), and the Elementary School Buffer zone. The CZ, together with both APZs, comprise Airport Influenced Area I, as defined in the *Riverside County Airport Land Use Plan* (ALUP). The remainder of the site is included in Airport Influenced Area II. The standards for military operations are as follows:

1. **Clear Zone (CZ):** The clear zone (CZ) is a 3,000-foot by 3,000-foot area closest to the end of each runway and along the approach and departure flight path. These areas must remain clear and free of any infrangible obstacles. The project would provide drainage facilities and underground utilities within the CZ.
2. **Accident Potential Zone (APZ) I:** The accident potential zones (APZs) are areas beyond the CZ, which possess a significant potential for accidents. APZ I extends from the outer edge of the CZ for an additional 5,000 feet. According to the AICUZ study, APZ I is compatible with a variety of industrial/manufacturing, transportation, and other uses. Uses that create dense concentrations of people are not recommended within this zone. See the current AICUZ standards for restrictions within the APZ I zone.
3. **Accident Potential Zone (APZ) II:** This APZ extends from APZ I for an additional 7,000 feet in length. The potential for accidents in this zone are lower than APZ I; accordingly, some low-density residential could be provided. However, multi-story buildings and places of assembly (theaters, churches, schools, restaurants, etc.) are not considered appropriate. See the current AICUZ standards for restrictions within the APZ II zone.

In order to conform to the ALUP, this Specific Plan provides land use regulations relating to safety (both for air navigation and for people within the March Business Center), noise impacts, and building heights. The following paragraphs summarize these regulations.

1. **Aviation Safety Regulations**

Figure III-2 shows the location of Airport Influenced Areas I and II. The ALUP has the following policies related to project land uses:

Policy 1: Area I shall be kept free of all high-risk land uses. High-risk land uses are defined as having a high concentration of people; having a critical facility (such as a telephone exchange); or having explosive or flammable materials.

In order to comply with the requirements of the ALUP, the following land uses are prohibited from Airport Influenced Area I:

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



Legend

| | |
|----------------------------------|-----|
| Clear Zone | CZ |
| Runway Protection Zone | RPZ |
| Accident Potential Zone | APZ |
| Object Free Area | OFA |
| Property Boundary | — |
| Clear Zone (CZ) | |
| Accident Potential Zone 1 (APZ1) | |
| Accident Potential Zone 2 (APZ2) | |
| School Overlay Zone | |

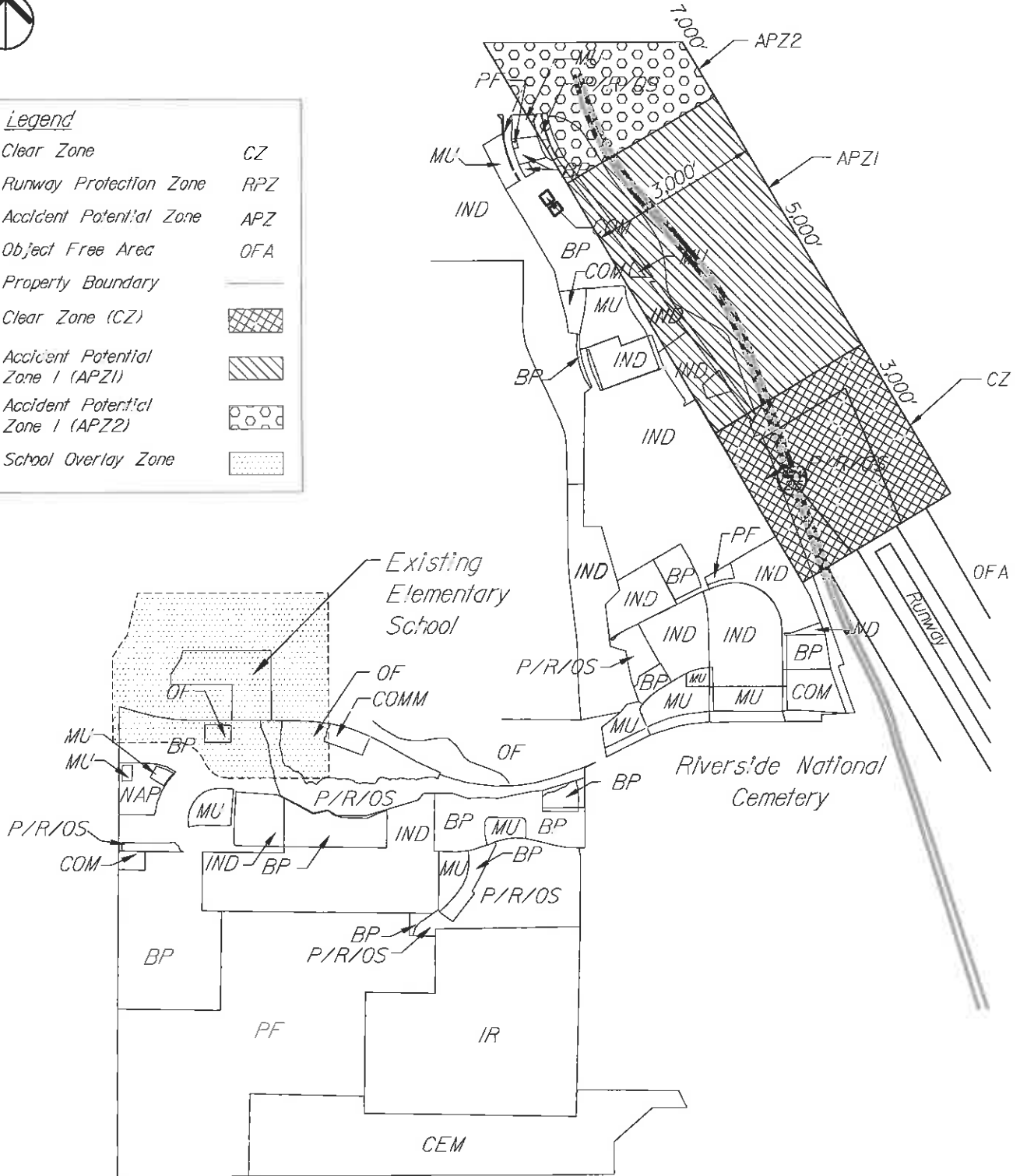


FIGURE III-1A

EXISTING OVERLAY ZONES

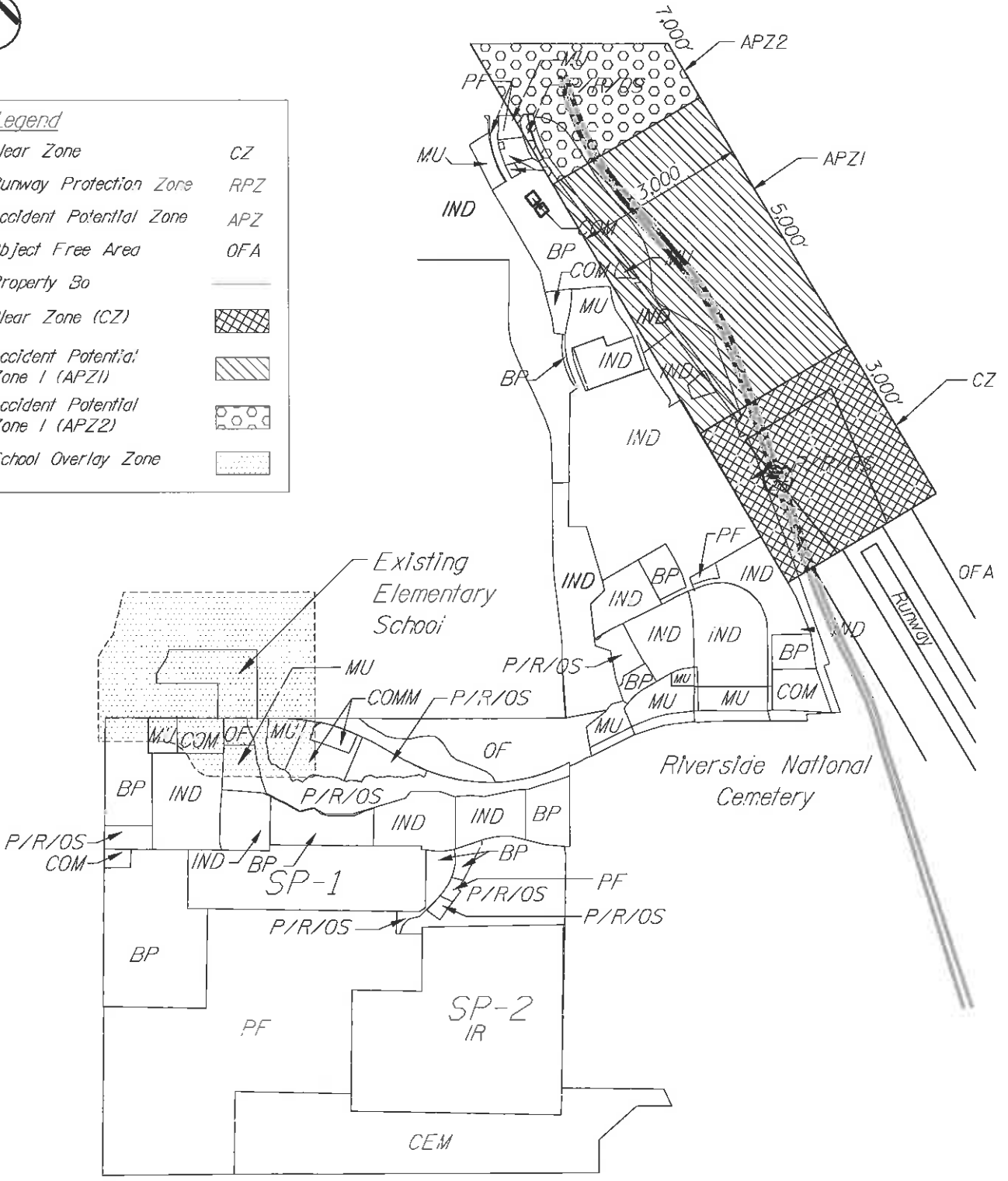
MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

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Legend

| | |
|----------------------------------|-----|
| Clear Zone | CZ |
| Runway Protection Zone | RPZ |
| Accident Potential Zone | APZ |
| Object Free Area | OFA |
| Property So | --- |
| Clear Zone (CZ) | |
| Accident Potential Zone 1 (APZ1) | |
| Accident Potential Zone 1 (APZ2) | |
| School Overlay Zone | |



**FIGURE III-1B
EXISTING OVERLAY ZONES
WITH PROPOSED LAND USE CHANGES**

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

K:\Meridian\South Campus\Specific Plan Amendment\Exhibits\Figures\DWG\X-FigIII-2-Airport Influence Areas.dwg 2-22-16-6:31 PM

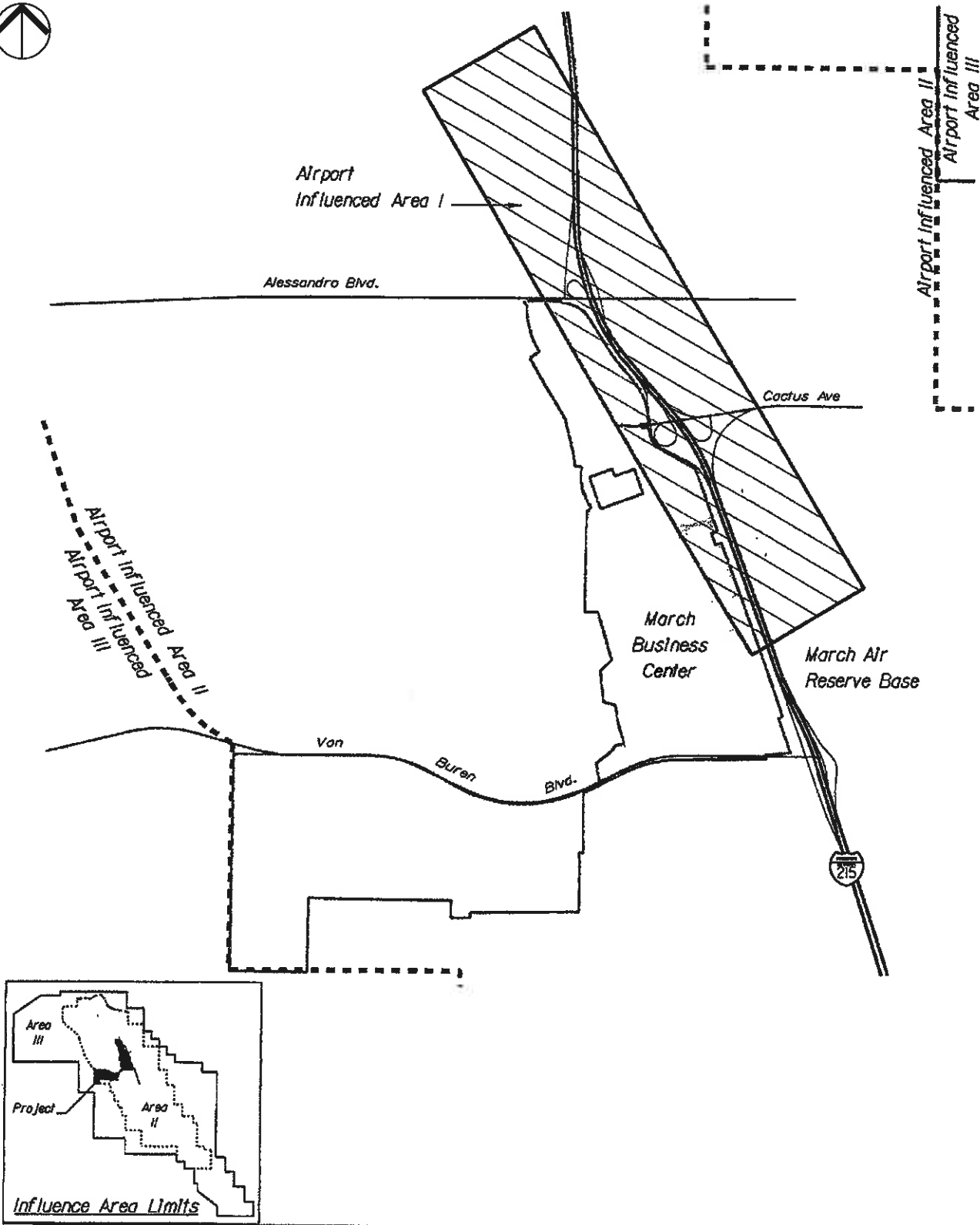


FIGURE III-2

AIRPORT INFLUENCE AREAS

Land Uses Prohibited in Airport Influenced Area I

- Assembly and Entertainment
- Child Care Facilities
- Churches and Places of Religious Assembly
- Energy Generation and Distribution Facilities
- Hospitals, Intermediate Care Facilities and Nursing Facilities
- Hotel/Motel
- Major Transmission, Relay or Communications Switching Stations
- Nightclubs and Bars
- Petroleum Products Storage
- Private Clubs, Lodges, and Fraternal Organizations
- Restaurant (fast food)
- Restaurant (sit down)
- Sidewalk Cafes
- Theaters
- Trade Schools

The remainder of March Business Center is located within Airport Influenced Area II. Within this area, a number of land uses are prohibited or discouraged because of their proximity to the airport. Discouraged uses must demonstrate to the satisfaction of the March JPA Commission that development outside the Airport Influenced Area II is not feasible. The following uses are prohibited within Airport Influenced Area II:

Land Uses Prohibited in Airport Influenced Area II

- Child Care Facilities (Commercial facilities as defined in accordance with state law; noncommercial facilities ancillary to a place of business are generally allowed)
- Hospitals, Intermediate Care Facilities and Nursing Facilities
- Above-ground storage of explosives or flammable gases or liquids shall be prohibited, except gas and diesel of 500 gallons or less

Land Uses Discouraged in Airport Influenced Area II

- Churches and Places of Religious Assembly or Public Assembly
- Energy Generation and Distribution Facilities
- Hotel/Motel
- Petroleum Products Storage
- Private Clubs, Lodges, and Fraternal Organizations
- Trade Schools

Any discouraged use must be reviewed by the ALUC, and is required to obtain a use permit in accordance with Table III-1.

Regulations relating to the safety of air navigation are as follows:

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

2. Aviation Noise Regulations

An acoustical analysis shall be required for any noise sensitive uses. These uses include the following:

- Churches and Places of Religious Assembly
- Hotel/Motel
- Museums
- Private Clubs, Lodges, and Fraternal Organizations
- Radio and television studios
- Trade Schools

This analysis will include components necessary to achieve an indoor noise reduction level of 25 and 30 decibels for each of the project's components with noise sensitive uses, and will include all surrounding noise sources (e.g., transportation and industrial) at their ultimate design and capacity.

3. Aviation Building Height Regulations

A further limitation on site development is the height of structures in the vicinity of the runway. Federal Aviation Regulations (FAR) Part 77 defines a variety of imaginary surfaces around airports, including a horizontal surface and a conical surface. FAR Part 77 is not an absolute height limit. Instead, it is a guideline used by the FAA to identify structures that may constitute a hazard to air navigation. Any construction or alteration of greater height than an imaginary surface extending upward and outward at a 100 to 1 slope from the nearest point of the runway (see FAR §77.13.2.i) will require the preparation of FAA Notice of Proposed Construction or Alteration (form 7460-1). If a hazard to air navigation is identified, then the FAA will issue a determination of hazard to air navigation. However, the FAA does not have the authority to prevent encroachment; it is up to the local land use authority to enforce the recommendation.

Figure B-1 in Appendix B is a land use compatibility map that shows FAR Part 77 surfaces adjacent to MARB. As shown in this exhibit, terrain elevations (without structures) penetrate the conical surface to the west of the North Campus and into the South Campus, east of Barton Street. Depending on the elevation of the finished grade and height of the proposed structure, future development in March

Business Center may penetrate the Part 77 surfaces. Development proposals in March Business Center will file form 7460-1 as appropriate based on §77.13.2.i.

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

4. **Elementary School Buffer:** This zone extends 0.25 miles outward from Tomas Rivera Elementary (located north of Van Buren Boulevard). The objective of this zone is to limit the potential for incompatible uses within nearby Business Park, Office, Industrial and Mixed Use zones and to provide additional screening for the school through landscaping. This zone provides for the following:

1. Abutting lots shall be required to provide 40 feet of landscaping adjacent to the school
2. The following permitted or conditionally permitted uses are not allowed within the Buffer zone:
 - Automotive Service Stations
 - Hazardous Waste Treatment Facilities
 - Manufacturing (Custom, Light, Medium, Heavy)
 - Trucking/Transportation Terminals
 - Automotive/Truck Repair (Major and Minor)
 - Energy Generation and Distribution Facilities
3. Development projects not listed above that are proposed within the Buffer zone shall provide studies of noise and hazardous materials impacts on the school.

Development (if allowed) within each aviation-related overlay district shall be consistent with the guidelines and standards established in the Airport Land Use Plan and the AICUZ study.

F. Land Use Table

Table III-1 is a matrix indicating the status of specific land use types within the development districts described in preceding paragraphs. For each specific land use, a “P” indicates that it is permitted and a “C” indicates that a conditional use permit is required. A blank space indicates that the use is not allowed.

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

³ Within the Business Park zone, a use permit is required for uses that provide outdoor storage in excess of 10% of the building area

⁴ Parcel Delivery Terminal is allowed within the Business Park and Industrial zones on parcels that are 60 acres in size or larger

⁵ Within the Industrial zone, a use permit is required for uses that provide outdoor storage in excess of the building area

⁶ The Mixed Use designation shall have a maximum of 25 percent retail uses.

⁷ Within the Commercial zoning district, a use permit shall be required for single uses above 25,000 square feet of gross floor area, with the exception of grocery stores. A use permit is required for alcohol sales at grocery stores.

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

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

G. Development Regulations

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

(a) Lot Development

- (1) Two adjoining lots which have a common interior side or rear lot line may be developed with zero side yard setbacks on the common lot line, provided that the opposite side yard setback is not less than 30 feet.
- (2) Any construction or alteration of greater height than an imaginary surface extending upward and outward at a 100 to 1 slope from the nearest point of the runway (see FAR §77.13.2.i) will require the preparation of FAA Notice of Proposed Construction or Alteration (form 7460-1).
- (3) Construction of objects taller than 50 feet in the Height Caution Zone (see Figure B-1), will require review by the Airport Land Use Commission

| Dimensions | Business Park | Industrial | Office | Mixed Use | Commercial |
|-------------------------------|---|---|---|---|---|
| Area (minimum) | 30,000 sq. ft. | 30,000 sq. ft. | 30,000 sq. ft. | 30,000 sq. ft. | 30,000 sq. ft. |
| Street Frontage (minimum) | 100 ft. * | 100 ft. * | 100 ft. | 100 ft. | 100 ft. |
| Lot Width (minimum) | 100 ft. | 100 ft. | 100 ft. | 100 ft. | 100 ft. |
| Minimum Yards | | | | | |
| Front Yard Setback | 20 ft. | 20 ft. | 25 ft. | 20 ft. | 25 ft. |
| Interior Side Yard Setback | 0 ft. | 0 ft. | 0 ft. | 0 ft. | 0 ft. |
| (Abutting Residential Zone) | 30 ft. | 30 ft. | 30 ft. | 30 ft. | 30 ft. |
| Street Side Yard Setback | 20 ft. | 20 ft. | 15 ft. | 15 ft. | 15 ft. |
| Rear Yard Setback | 25 ft. | 25 ft. | 10 ft. | 10 ft. | 10 ft. |
| (Abutting Residential Zone) | 50 ft. | 50 ft. | 40 ft. | 40 ^R ft. | 40 ft. |
| Building Height | 35' ¹ / ₂ stories** | 35' ¹ / ₂ stories** | 50' ¹ / ₃ stories | 50' ¹ / ₃ stories | 50' ¹ / ₃ stories |
| Floor Area Ratio | 0.45 | 0.50 | 0.35 | 0.35 | 0.25 |
| Site Landscaping ⁸ | 10% | 10% | 20% | 20% | 20% |

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

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

⁸ May be reduced through the use of colored pavers or other decorative pavement treatments under certain conditions. See item (b) landscaping.

(b) Landscaping

Landscaping design for development in the March Business Center Specific Plan Amendment SP-1 A78 shall be consistent with the March Business Center Design Guidelines. A 15-foot landscaped setback, measured from the public right-of-way, will be required for all front and side yards adjacent to public streets. The following two exceptions apply:

- (1) The use of colored pavers or other decorative pavement treatments within public right-of-ways or public areas in the Specific Plan Amendment Area may reduce the site landscaping requirements for Office, Mixed-use and Commercial land uses by up to a maximum of two percent.
- (2) The use of colored pavers or other decorative pavement treatments within public right-of-ways or public areas in the Specific Plan Amendment Area may reduce the site landscaping requirement for Industrial land uses on lots or development greater than 20 acres by up to a maximum of two percent.

(c) Driveway Widths and Locations

Driveway width and spacing shall be in conformance with the March JPA Development Code or as approved by the March IPA Civil Engineer.

(d) Off-street Loading Facilities

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

(e) Special Regulations

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

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

In addition to the above, the following regulations apply:

- (1) Chain link fences shall not be used within 100 feet of a public right-of-way. Where used, chain link fences shall be vinyl coated.
- (2) Coiled, spiraled, or rolled fencing such as razor wire or concertina wire shall not be permitted.
- (3) All walls or fences within 100 feet of a public right-of-way or visible from residential development shall match wall details in **Figure III-3** (higher walls may be necessary to screen trucks and outdoor storage, consistent with the approved screening plan). All walls facing residential development and along the outside boundaries of the Meridian South Campus Specific Plan Area shall be painted the designated color as shown **Figure III-3**. All other site walls may be painted to be consistent with the approved building color scheme.



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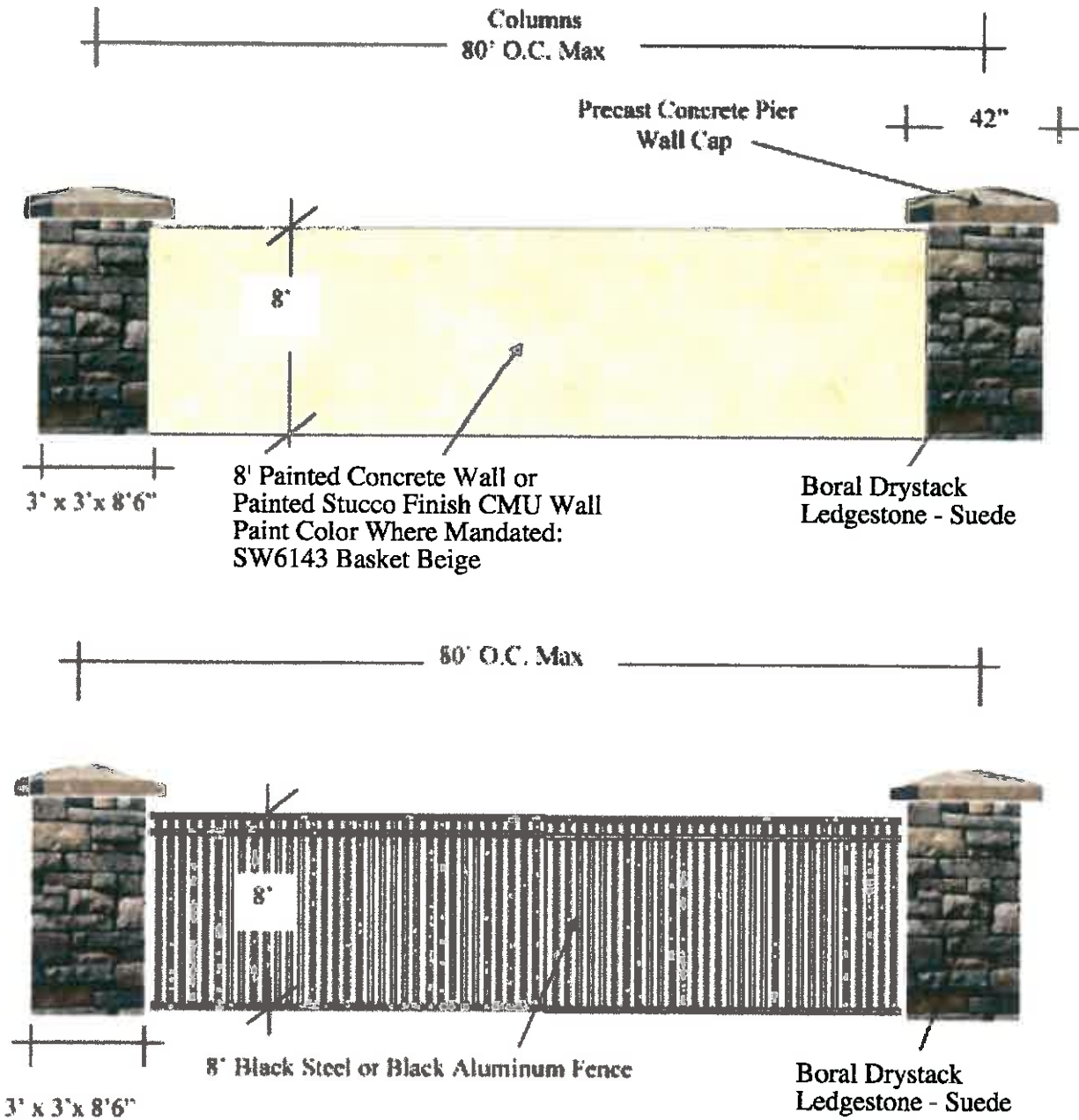


FIGURE III-3

WALL DETAIL

(f) Off-street Parking Regulations

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

| TABLE III-3 PARKING RATIOS BY LAND USE | |
|--|--|
| Use | Parking Spaces Per 1,000 Square Feet of Gross Floor Area (Unless Otherwise Noted) |
| INDUSTRIAL | |
| Light, Medium & Heavy Manufacturing | 2.0 |
| Research & Development | 3.0 |
| Other Industrial Uses | 1.0 – 1.5 |
| WHOLESALE STORAGE & DISTRIBUTION | |
| Public Storage/Mini-Warehouse | 1 per 100 storage spaces & 2 per caretaker residence |
| Other Wholesale Storage/Distribution | |
| 0 – 50,000 sq. ft. | 1.0 per 1,000 sq. ft. |
| 50,000 – 200,000 sq. ft. | 50 spaces + (0.33 per ksf > 50,000 sq. ft.) |
| 200,000 sq. ft. or greater | 100 spaces + (0.20 per ksf > 200,000 sq. ft.) |
| OFFICE | |
| Medical Clinics, Hospitals, and Medical Offices | 4.0 |
| Other Office | 3.3 |
| COMMERCIAL | |
| Agricultural Equipment Repair Shops | 2.5 |
| Agricultural/Nursery Supplies | 3.3 |
| Alcoholic Beverage Outlets | 2.5 |
| Animal Care/Pet Hotels | 2.5 |
| Assembly and Entertainment | 3.3 |
| Automotive Parts and Accessory Sales | 3.3 |
| Automotive Service Stations | 3/station + 2/service bay |
| Automotive/Truck Repair-Major | 3/station + 2/service bay |
| Automotive/Truck Repair-Minor | 3/station + 2/service bay |
| Business Support Services | 4.0 |
| Churches and Places of Religious Assembly | 1/3 seats, 1/60 inches of pew, 30.0 if no seating |
| Energy Generation & Distribution Facilities | 2.0 |
| Equestrian Show & Exhibition Facilities | 1/3 seats |
| Funeral & Mortuary Services | 1/3 seats, 30.0 for assembly area if no fixed seating |
| Interpretive Centers | 3.3 |
| Major Transmission, Relay or Communications Switching Stations | 2.0 |
| Bar & Grill | 8.0 |
| Outdoor Recreation and Swap Meet Facilities | (to be determined through use permit) |
| Private Clubs, Lodges and Fraternal Organization | 4.0 |
| Radio and Television Studios | 3.3 |
| Restaurants (sit down) | 8.0 |
| Restaurants (fast food) | 8.0 |
| Theaters | 1-3 screens: 1/3 seats 4+ screens: 1/3.3 seats Per assembly area if no fixed seating: 50 |
| Vehicle & Vehicular Equipment Sales and Service | 1 per each 20 display cars (minimum of 5 spaces) |
| Vehicle Storage | 2.5 |
| Veterinary Clinic & Animal Hospitals | 2.5 |
| Other Commercial | 3.5 |

(g) Settlement Agreement Provisions

A Settlement and General Release Agreement for Development of March Business Center within the March Joint Powers Authority was signed by the March JPA, the Master Developer and community groups in 2003 as the result of litigation following March JPA approval of the previously adopted Specific Plan. The Settlement Agreement contained a number of land use requirements and limitations related to “logistics”⁹ warehouse type facilities, including the prohibition of such facilities to the west of Meridian Parkway. This Specific Plan Amendment is consistent with this restriction.

H. Special Treatment Areas

1. Riparian Areas

Riparian areas found within the project area are considered prime habitat for the endangered least bell vireo. The riparian vegetation community is located along several of the brief and intermittent drainages within the project area. These areas are concentrated in the north portion of the South Campus and the south portion of the North Campus. Projects adjacent to designated riparian areas will not be allowed to encroach within one hundred feet of the drainage channel. In addition, storm water runoff from adjacent development is to be intercepted by applicable non-source pollution control best management practices (BMP) prior to discharging off-site.

2. Adjacent to SKR Management Area

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

⁹ Defined in the Settlement Agreement as any structure over 500,000 square feet that is designed to have more than 95% of its ground floor area dedicated to the storage of finished goods that are received at the facility specifically to be stored for a time and then shipped to various locales.

IV. OPEN SPACE

A. Conservation Easements

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

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

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

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

B. Park

An approximately 59-acre park area will be located near the southern boundary of the South Campus, south of Krameria Avenue. Approximately 16 acres of the designated park area is impacted by a closed and capped landfill. This area is subject to certain Deed Restrictions as directed by the Air Force and regulates/restricts access to this area. This 16-acre area will generally remain in its natural vegetation state. Approximately 6 acres of the park, adjacent to and accessed via Village West Drive is shown to be a picnic type area with turf, shade trees, benches, picnic tables, restrooms, parking areas, etc. This could be used by employees within March Business Center and/or local residents. Discussions have been held that may see the balance of the usable area of the designated park be utilized as an "interpretive style" memorial park incorporating the historical significance of the former March Air Force Base. Preliminary plans indicate that this area would incorporate approximately 11 acres. In addition, a ~~3.46.2~~ -acre ~~pocket dog park and paseo~~ will be located ~~at the west terminus of Krameria Avenue. on the eastern side of Barton Street across from the Santa Inez Way and Barton Street intersection. The dog park and paseo would extend to Caroline Way and provide an open space connection to Krameria Avenue.~~ Additional natural buffers surrounding the developed portions of the park areas would amount to approximately 19 acres.

The park is shown in the third phase of the project. Subject to the availability of construction capital and ongoing maintenance responsibilities being defined, the park could be constructed prior to

commencement of the third phase of the development without causing significant impacts to the area. Potential sources of funding for the construction and maintenance of the park include county and local funds, grants, bonds, tax increment financing or private sources. The park will have the following acreages:

| | |
|------------------------|--------------------------------|
| Capped landfill | 16 AC |
| Pocket Park | 3.4 AC |
| <u>Dog Park</u> | <u>6.2 AC</u> |
| Picnic area/parking | 6 AC |
| Interpretive park | 11 AC |
| Buffer/open space | 26 AC |
| TOTAL: | 62.4 <u>65.2 AC</u> |

C. Scenic Corridor Landscape

Landscaping easements will be provided along the project frontages along segments of Van Buren Boulevard, Cactus Avenue, and Alessandro Boulevard. These easements will be 20 feet wide and the landscaping will be maintained by a Landscaping and Lighting Assessment District. A 30-foot landscape easement will be provided along the eastern side of Barton Street along the project frontage. In addition, a nine-foot landscaping easement will be provided along the entire length of Meridian Parkway (formerly Street Z). Supplemental landscaping shall also be provided adjacent to the Elementary School in accordance with the Elementary School Buffer Zone. The March Business Center Design Guidelines establish the landscaping criteria.

D. Drainage Basins

Drainage detention facilities will be provided along the eastern portion of the North Campus and the southwestern portion of the South Campus. The southern North Campus basin will encompass the portion of the project that is included in the CZ. ~~Currently, there is a new Drainage Master Plan underway, which will revise the need for dual 8' x 8' box culverts at the Project's Van Buren terminus of the San Jacinto River Watershed. This revision to the Drainage Master Plan incorporates an increase of volume to the existing basins which can accommodate South Campus' post-development run-off contribution into this system.~~ The northern facility is south of Alessandro Boulevard in APZ II. The detention facilities shall be maintained by either the Riverside County Flood Control and Water Conservation District (RCFC & WCD) or an assessment district. Storm water detention basins would also be provided south of Van Buren Boulevard and east of Orange Terrace to detain storm water related to the Van Buren Boulevard widening improvements. Storm water would be collected by parkway drains leading to rip rap energy dissipators that spill into the basins. Water would percolate into the soil and then collected by a 6-inch perforated storm drain line located under each basin, then routed to an 18-inch high-density polyethylene (HDPE) storm drain line that leads to the existing storm drain under Van Buren Boulevard.

V. TRANSPORTATION

A. Existing Transportation Issues

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

- The Van Buren Boulevard/Barton Street intersection is characterized by LOS F conditions during the morning peak.
- An off-site segment of Krameria Avenue, west of Barton Street, will need to be paved in order to accommodate future traffic growth. This improvement will be constructed by the adjacent subdivider.

While the Specific Plan requires a General Plan amendment due to land use changes, it should be noted that the Specific Plan land uses will have a substantially lower traffic generation than previously approved uses evaluated in the MEIR. The MEIR assumed a development scenario for the entire March JPA area that totaled 220,000 trips per day. Of this, 131,400 trips per day were evaluated for the 1,290 acres comprising March Business Center. As discussed in the *Traffic Circulation and Phasing Study*, the March Business Center will generate 88,100 total daily trips, including 74,900 external trips. This is a 33 percent reduction from approved General Plan land uses. The *Traffic Circulation and Phasing Study* was prepared to fulfill the following objectives:

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

B. Traffic Circulation Plan

An internal roadway network, consisting of a hierarchy of local, collector and arterial streets, will be constructed to provide access to and from the parcels comprising the March Business Center. The internal street network will be public roadways to be maintained by the County of Riverside. Off-site transportation improvements will be provided to ensure there is sufficient capacity to accommodate future traffic. The improvements associated with each development phase will be assured to the satisfaction of the JPA prior to the occupancy of that phase.

1. Project Development Phasing

~~South Campus of~~ The March Business Center will be constructed in phases. Figure I-3 on page I-4 of this Specific Plan illustrates the boundaries of each of the three phases. The purpose of phasing the project is to divide the project into smaller phases that deliver transportation facilities based on when the

project needs these improvements. As shown in this figure, the first development phase encompasses the North Campus area between Alessandro Boulevard and the to-be-demolished former military housing project. **Figure V-1** illustrates the transportation improvements associated with this development phase. Phase 2 includes the area formerly occupied by the demolished housing development. The improvements for Phase 2 are shown in **Figure V-2**. Phase 3 includes the South Campus. The improvements for this phase are shown in **Figure V-3**.

2. Street Sizing and Landscaping

The internal street network will accommodate traffic from the March Business Center, traffic generated by new development in the project vicinity, and existing trips diverted to internal streets from parallel routes. **Figure V-4** illustrates the classifications of internal roadways and Van Buren Boulevard. **Figure V-5A – V-5G** depicts typical cross-sections for internal roadways based on the *Riverside County Road Improvement Standards and Specifications*. The project's circulation network has been designed to be consistent with the Riverside County Integrated Plan (RCIP) recommended additional right-of-way allocated for landscaping. Secondary Highways will be consistent with RCIP guidelines. However, additional landscaping on Van Buren Boulevard in accordance with RCIP is not practical for the following reasons:

- Existing improvements are provided adjacent to the Orangecrest development and Riverside National Cemetery
- Van Buren Boulevard will traverse sensitive habitat west of the North Campus

However, the design of Van Buren Boulevard is consistent with the intent of the RCIP because additional landscaping will be provided along this roadway adjacent to the project, including a 50-foot landscaping easement on the south side of Van Buren Boulevard, east of Barton Street.

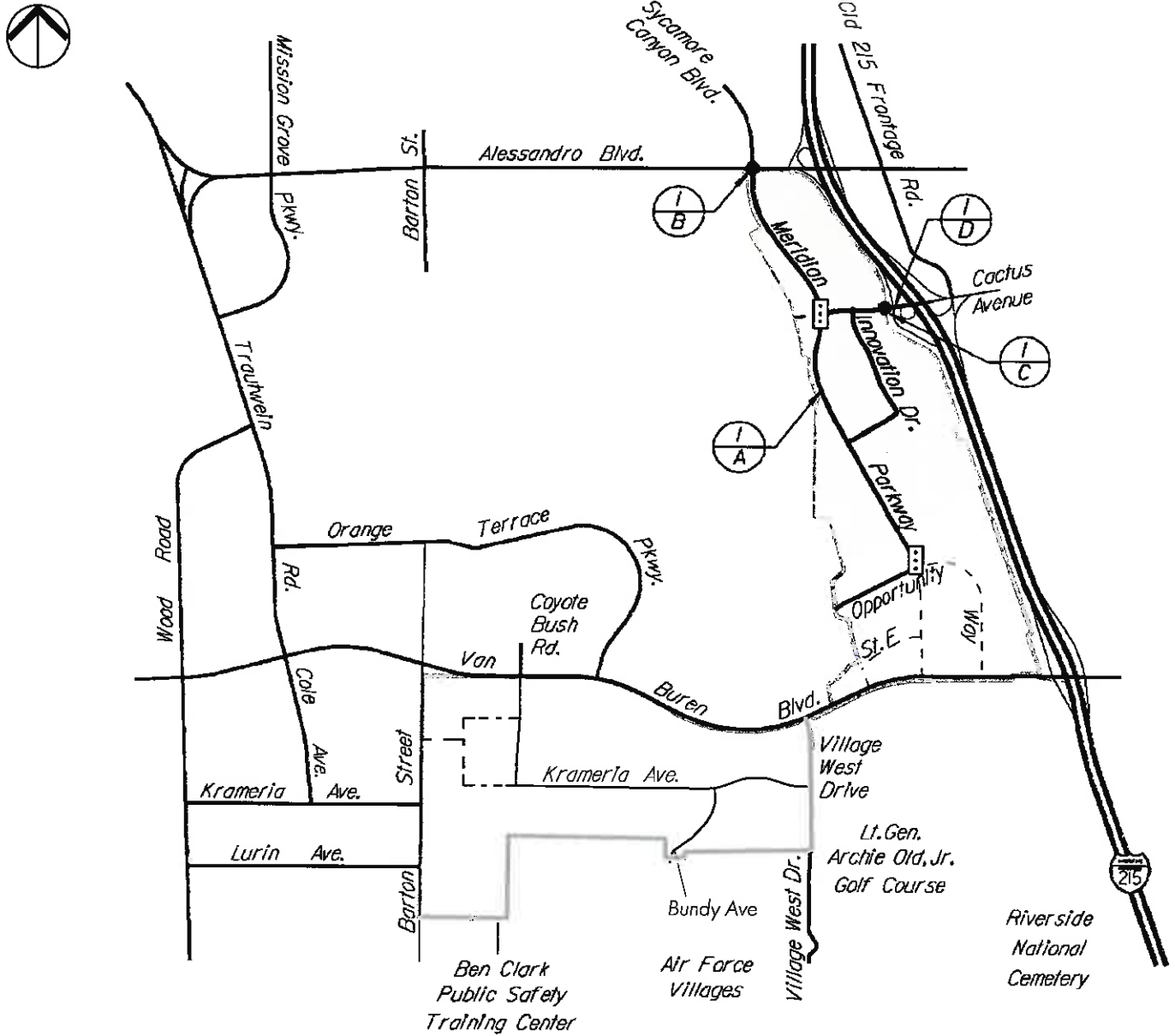
County standards typically provide 12-foot travel lanes and eight-foot shoulders. In cases where a Class II bike lane is recommended, the shoulder will be replaced by a six-foot striped bike lane, with the remaining two feet added to the outer travel lane (i.e., this lane would be 14 feet wide). This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

3. Traffic Monitoring

One of the MEIR mitigation measures requires traffic monitoring every five years. Because the Transportation Study prepared in support of the MEIR was published in 1998, an updated *Transportation Circulation and Phasing Study* has been completed for March Business Center. This document forms the basis for future traffic monitoring updates. This document has established a traffic generation "budget" in order to ensure that the transportation network has sufficient capacity to accommodate project traffic. This budget is 74,900 daily external trips. Over the course of project buildout, the traffic generation characteristics of the site will be monitored and compared to the traffic generation assumed in the *Transportation Circulation and Phasing Study*. If future increases in density result in traffic generation in excess of the established budget, then the traffic impacts and mitigation identified in the study must be revisited as part of the traffic monitoring update process.

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

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Legend:

- Complete Project Roadway
- - - Future Project Roadway
- (I / B) - Improvement Phase / Identifier
- - Traffic Signal

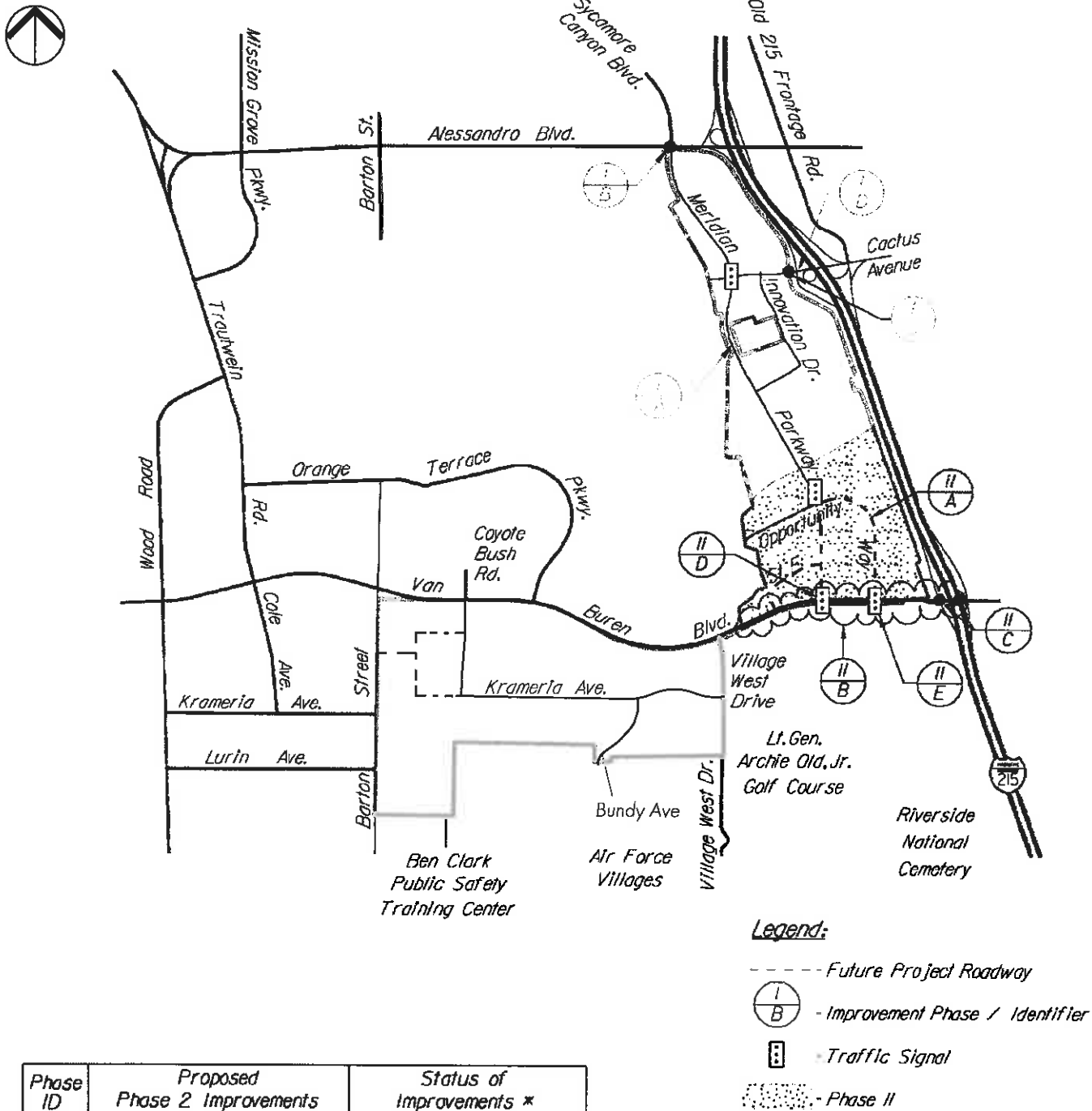
NOTE:
SPA Improvements Included In Phase II-A

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

FIGURE V-1
TRANSPORTATION IMPROVEMENTS,
DEVELOPMENT PHASE I

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

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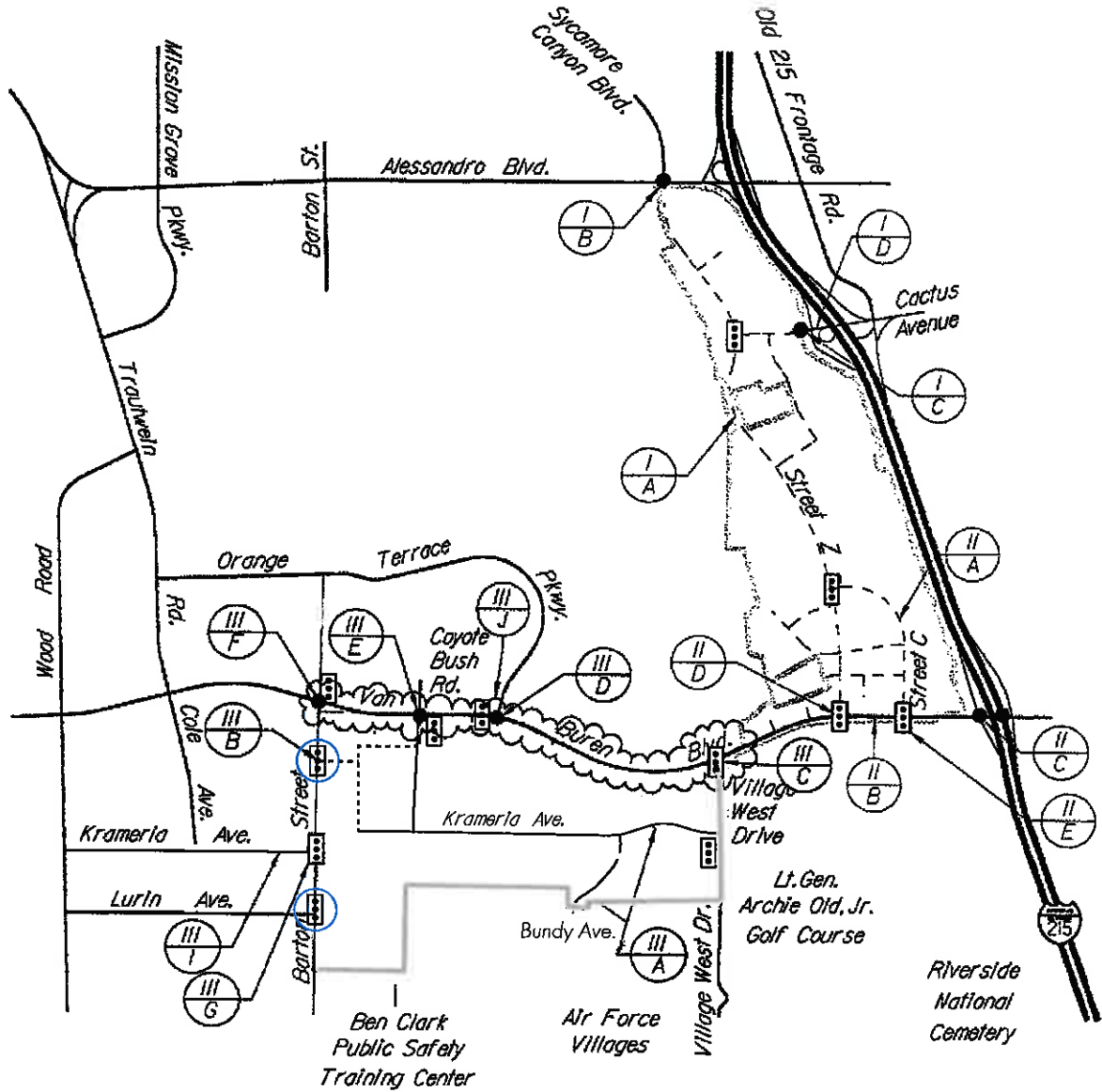


NOTE:
SPA Improvements Included In Phase II-A

* Improvements to be Constructed or Assured upon Issuance of occupancy permit for any use within Phase 1, 2, or 2-A after traffic generated by this use exceeds 44,966 ADT.

FIGURE V-2
TRANSPORTATION IMPROVEMENTS,
DEVELOPMENT PHASE II

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



| Phase ID | Proposed Phase 3 Improvements |
|------------------------|--|
| III-A | Construct Internal streets |
| III-B | Half-width Improvements on Barton Street |
| III-C Thru III-G | Provide or modify traffic signal control |
| III-H | Complete |
| III-J | Widen Van Buren Boulevard |

Legend:

- - - - - Future Project Roadway
- Future Roadway By Others
- (I / B) - Improvement Phase / Identifier
- [] - Traffic Signal
- ([]) - Traffic Signal (if warranted)

FIGURE V-3
TRANSPORTATION IMPROVEMENTS,
DEVELOPMENT PHASE III

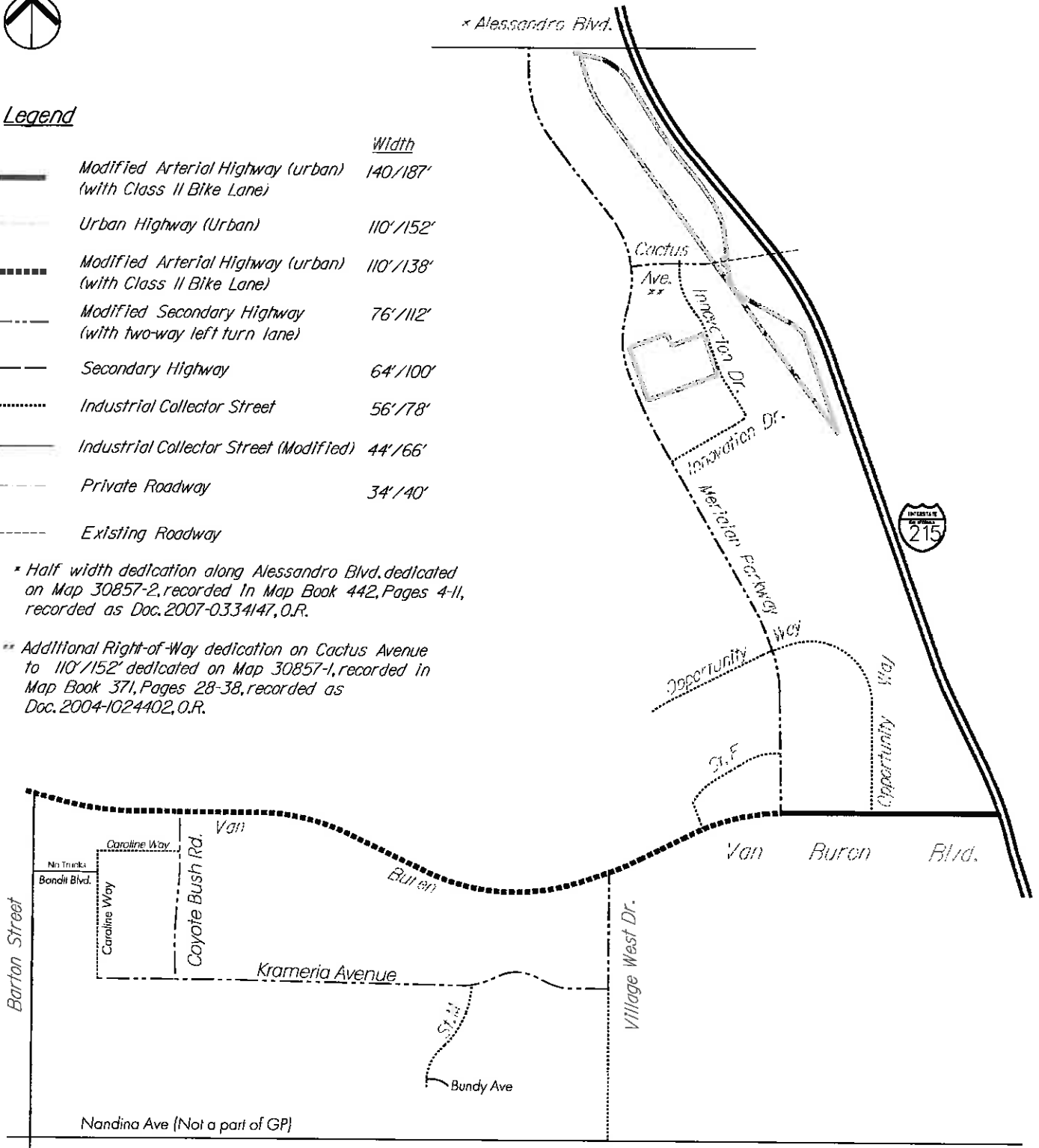
MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



Legend

| | Width |
|--|---|
| | Modified Arterial Highway (urban) (with Class II Bike Lane) 140'/187' |
| | Urban Highway (Urban) 110'/152' |
| | Modified Arterial Highway (urban) (with Class II Bike Lane) 110'/138' |
| | Modified Secondary Highway (with two-way left turn lane) 76'/112' |
| | Secondary Highway 64'/100' |
| | Industrial Collector Street 56'/78' |
| | Industrial Collector Street (Modified) 44'/66' |
| | Private Roadway 34'/40' |
| | Existing Roadway |

- * Half width dedication along Alessandro Blvd. dedicated on Map 30857-2, recorded in Map Book 442, Pages 4-11, recorded as Doc. 2007-0334147, O.R.
- ** Additional Right-of-Way dedication on Cactus Avenue to 110'/152' dedicated on Map 30857-1, recorded in Map Book 371, Pages 28-38, recorded as Doc. 2004-1024402, O.R.



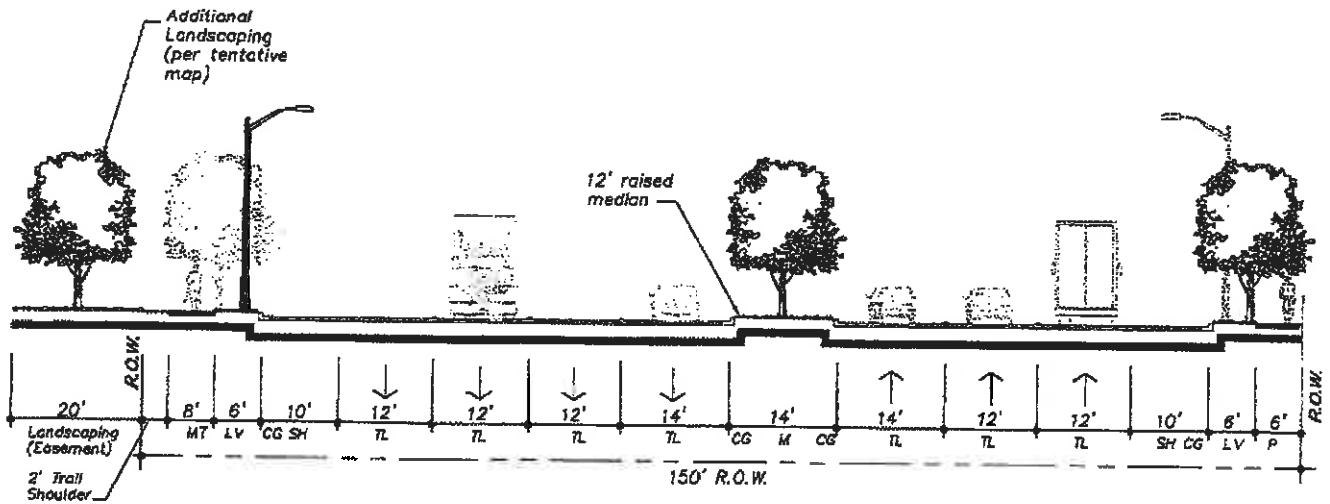
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FIGURE V-4

TRANSPORTATION PLAN

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

NOT TO SCALE



Legend

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

Notes:

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

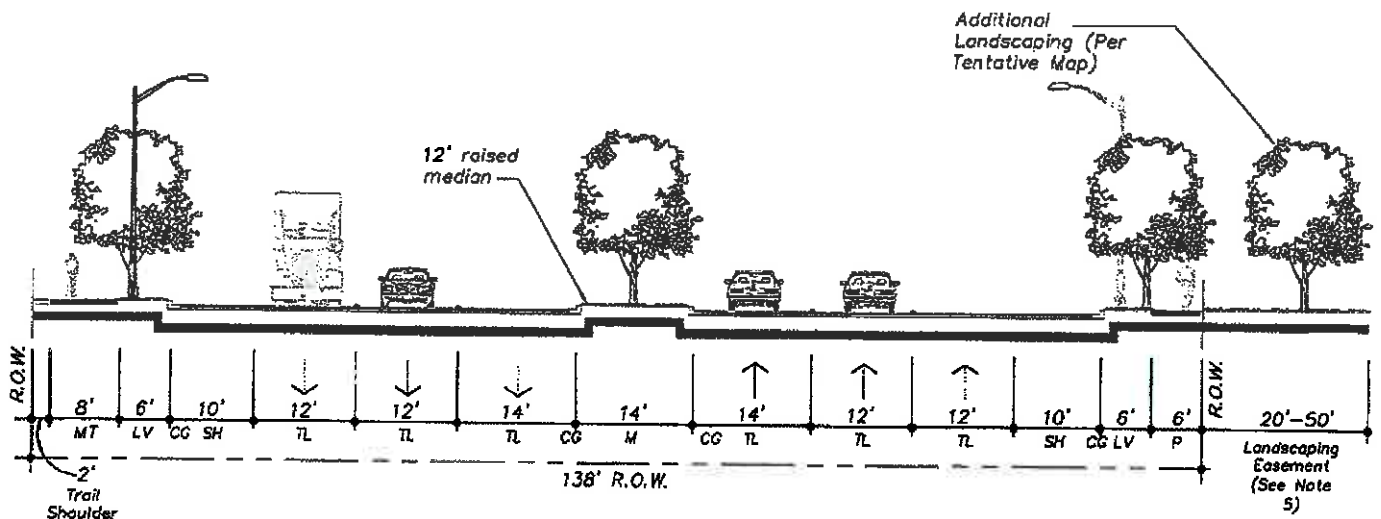
FIGURE V-5A

VAN BUREN BLVD (~~MERIDIAN PARKWAY STREET Z~~ TO I-215, FACING EAST)
 MOD. ARTERIAL (URBAN) HIGHWAY, 7 LANES (WITH CLASS I MULTI-USE TRAIL)

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MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

NOT TO SCALE



Legend

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

Notes:

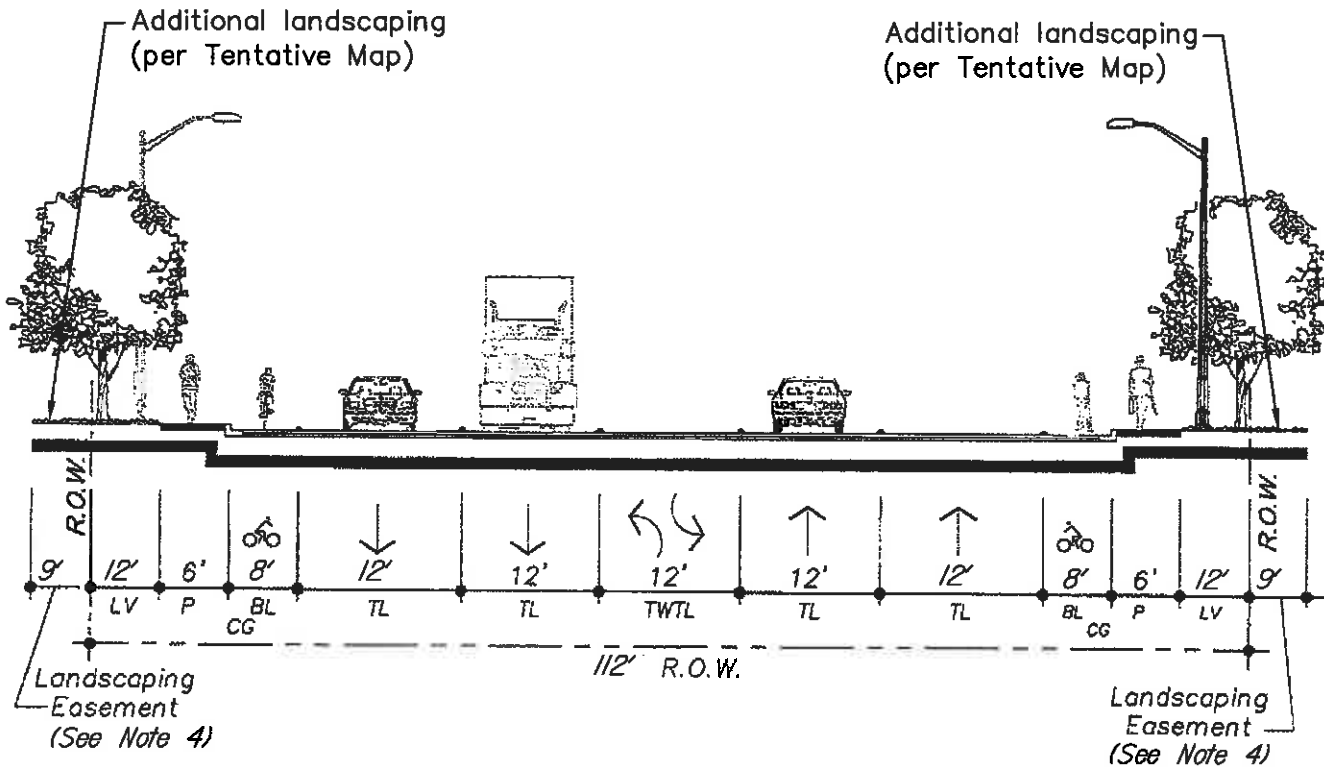
1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class I trail.
4. North side of Van Buren Boulevard to be constructed as proposed between Orange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

FIGURE V-5B

VAN BUREN BLVD (WEST OF MERIDIAN PARKWAY STREET Z, FACING EAST)
MOD. ARTERIAL (URBAN) HIGHWAY (WITH CLASS I MULTI-USE TRAIL)

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

NOT TO SCALE



Legend

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

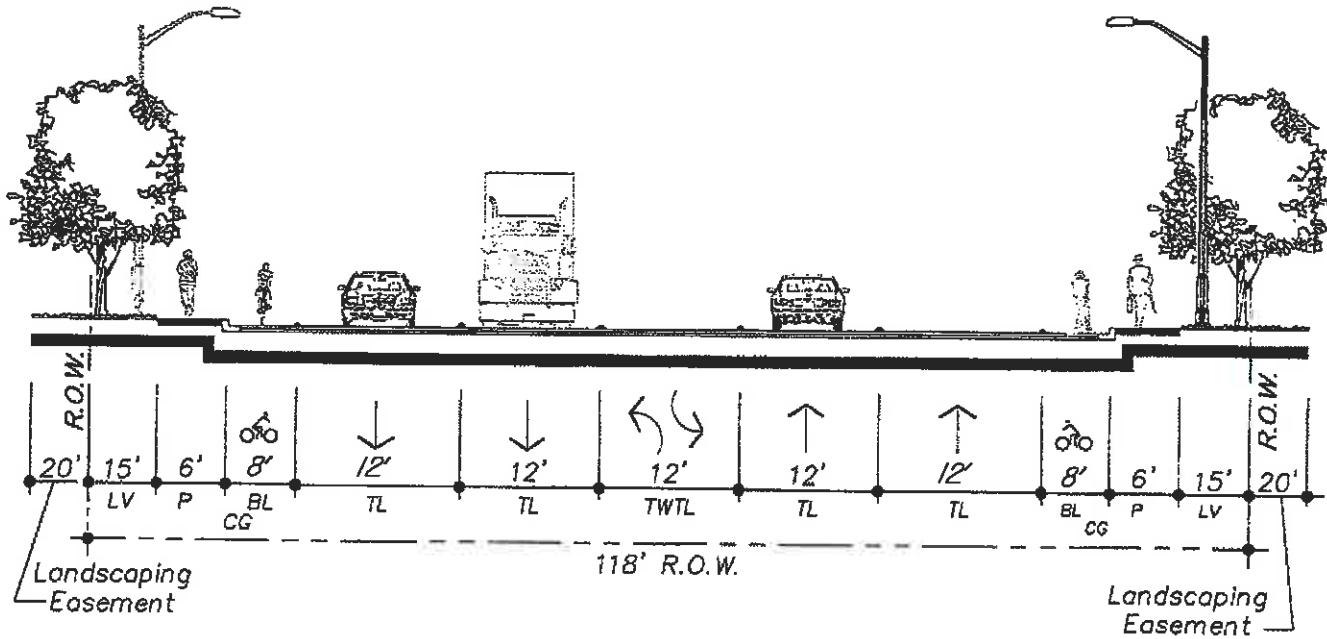
Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class II bike lanes.
4. Provide 9' landscaping easement on Krameria Avenue and Street Z.
5. For Krameria Avenue and Street Z, the parkway slope from the back of sidewalk will be 6:1.
6. For Barton Street, provide 30' landscaping easement on east side only.
7. Assessment district will maintain all landscaping in public right-of-way.

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FIGURE V-5C

BARTON STREET (EAST HALF ONLY), STREET Z, MERIDIAN PARKWAY
 KRAMERIA AVENUE, AND VILLAGE WEST DR
 MOD. SECONDARY HIGHWAY (WITH TWO WAY LEFT TURN LANE AND CLASS II BIKE LANES)



Legend

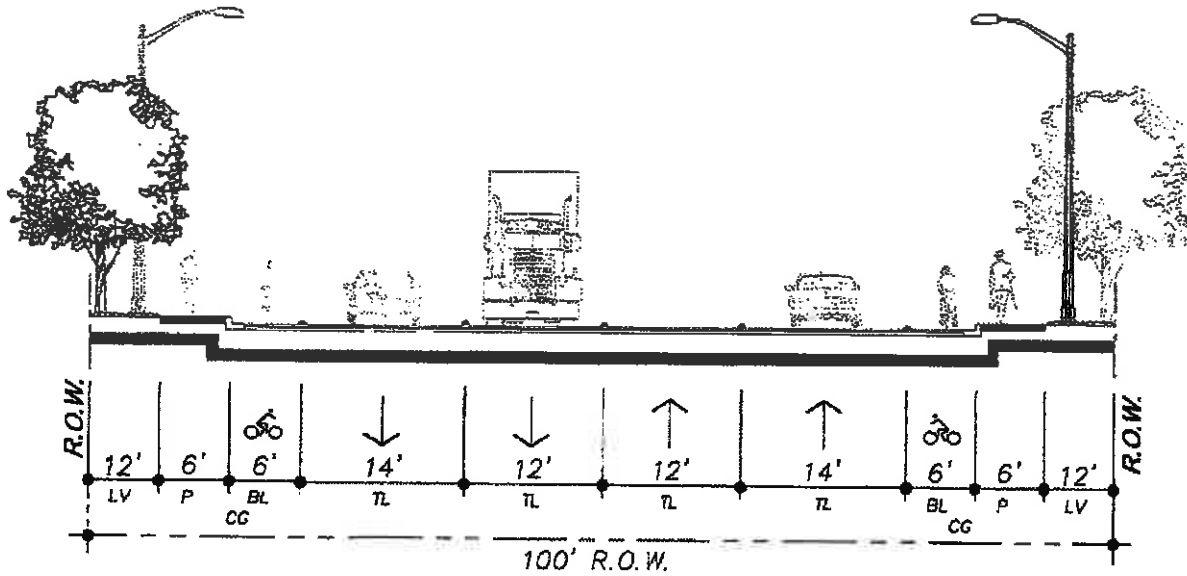
- TL = Travel Lane
- LV = Landscape Verge
- P = Pedestrian Way
- CG = Curb/Gutter
- BL = Class II Bike Lane
- TWTL = Two-Way Left Turn Lane

Notes:

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

FIGURE V-5C1

CACTUS AVENUE (MERIDIAN PARKWAY STREET Z TO EASTERN EDGE OF SPECIFIC PLAN)
 MOD. SECONDARY HIGHWAY(WITH TWO WAY LEFT TURN LANE AND CLASS II BIKE LANES)



Legend

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

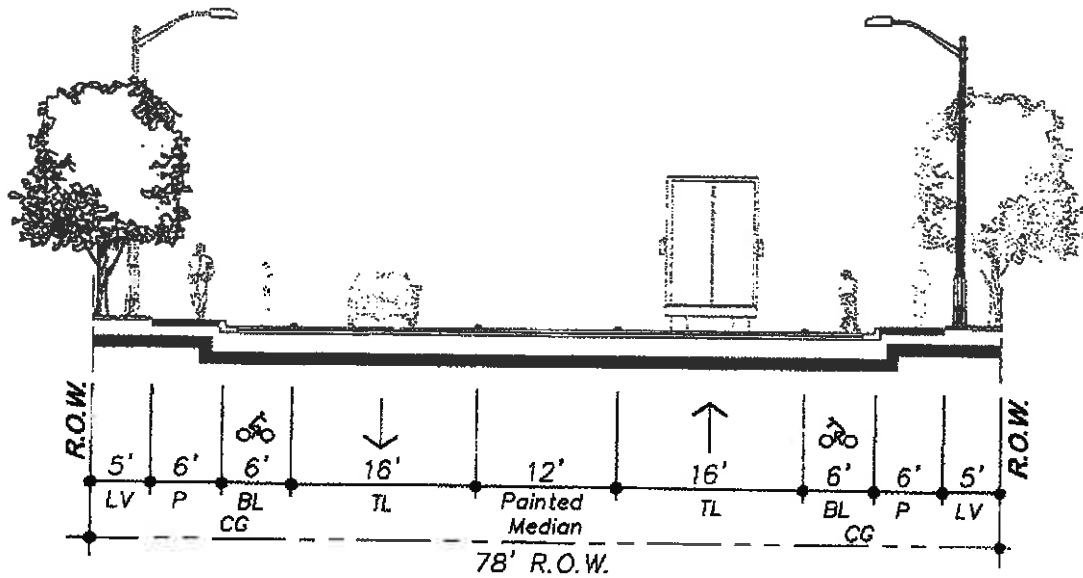
Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class II bike lanes.

FIGURE V-5D

COYOTE BUSH ROAD
SECONDARY HIGHWAY (WITH CLASS II BIKE LANE)

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Legend

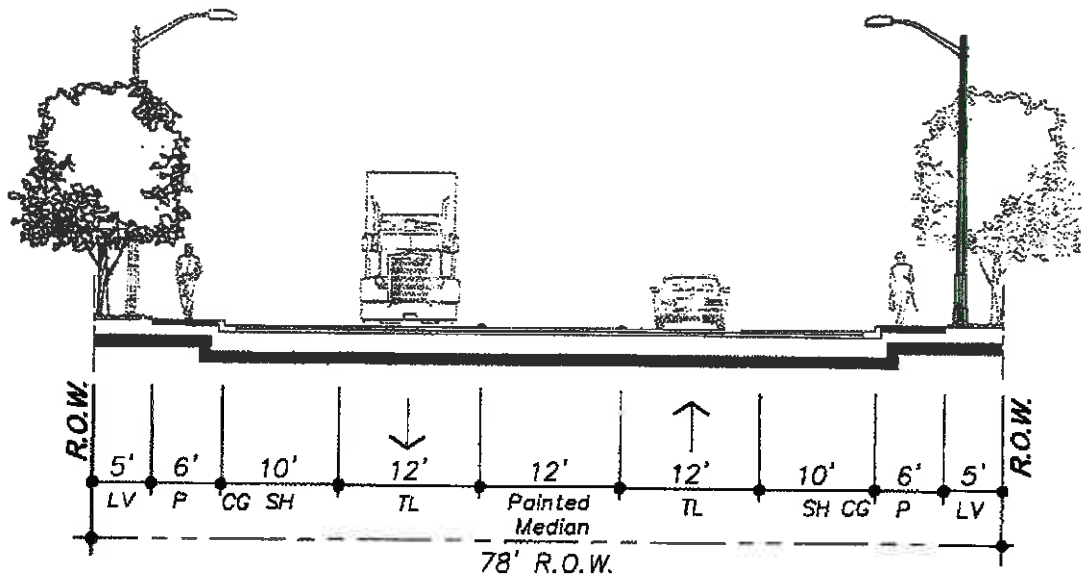
- TL = Travel Lane
- M = Median
- LV = Landscape Verge
- P = Pedestrian Way
- CG = Curb/Gutter
- BL = Class II Bike Lane

Notes:

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

FIGURE V-5E

OPPORTUNITY WAY (EAST OF MERIDIAN PARKWAY) ECONOMIC WAY (EAST OF MERIDIAN PARKWAY), STREET C, STREET E (EAST OF STREET Z), STREET F (EAST OF STREET Z), STREET K, STREET W, LURIN AVENUE, VILLAGE WEST DRIVE (SOUTH OF KRAMERIA AVE.) AND STREET Y, AND CAROLINE WAY INDUSTRIAL COLLECTOR STREET (WITH CLASS II BIKE LANE)



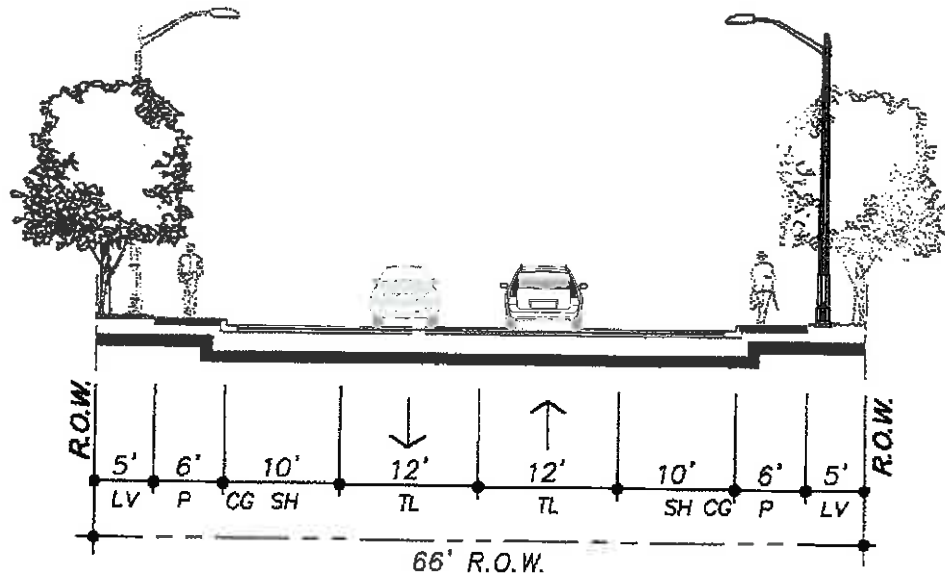
Legend

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

Notes:

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

FIGURE V-5F
 INNOVATION DRIVE, SYSCO WAY, STREET A, STREET D, STREET E (FROM STREET Z TO STREET D)
 STREET M, STREET P, AND STREET Q
 INDUSTRIAL COLLECTOR STREET (NO CLASS II BIKE LANE)



Legend

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

Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. See Standard No. 212 for A.C. Dike Detail.
4. All curb and gutter to be type "A-6" unless otherwise specified.
5. This standard may also serve as a cul-de-sac in industrial or commercial use areas but shall not exceed 660 feet.

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FIGURE V-5G

BANDIT BLVD STREET E (NORTH OF STREET D),
 STREET F (WEST OF STREET Z), STREET G, STREET H, STREET R, STREET S, STREET T AND STREET U,
 INDUSTRIAL COLLECTOR (MODIFIED) CUL-DE-SAC

4. "Reverse Commute"

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

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

1. The magnitude of the future volume increase on Van Buren Boulevard west of the project, and at the Van Buren Boulevard/SR-91 interchange, would not be as high as compared to a no-project or residential type of development
2. The distance and duration of certain additional work trips will be substantially reduced,¹⁰ providing fuel consumption and air quality benefits

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

5. Transportation Demand Management

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

1. The March JPA shall coordinate with the RCTC as the project Transportation Management Agency (TMA). The purpose of the TMA will be to:
 - Provide information on employee matching for carpools and van pools
 - Identify park and ride lot locations
 - Provide information on and encourage transit use

¹⁰ Transportation modeling done for the MEIR indicated the commuting trips out of Riverside County would be reduced by 32,000 vehicles per day with the implementation of the General Plan. Typical commuting distances would be reduced from 50 miles to 15 miles, reducing vehicle miles of travel by 350,000 per day (MEIR, page 3-69).

2. Each employer with more than 250 full-time employees shall submit a TDM plan to the JPA. The TDM plan shall address the following:
 - Designate a TDM coordinator
 - Provide a space (e.g., kiosk, bulletin board, etc.) for rideshare information
 - Provide preferential parking for carpools
 - Identify bus routes and bicycle facilities in the vicinity
 - Provide flexible working hours and/or a telecommuting program (to the extent feasible)
 - Bicycle storage facilities
 - Showers and locker rooms (optional)

C. Non-Automobile Circulation

1. Transportation Center

The existing General Plan Transportation Element identified a potential commuter rail/bus transfer facility near the I-215/Van Buren Boulevard interchange. This was actually constructed on Unit 2 Lot 4, whereas the construction was completed in December of 2015. The Transit Center, constructed by RCTC, has provided a commuter rail station and a transfer facility for express bus, local bus, and area shuttle service.

2. Local Transit Service

As established in the March Business Center Design Guidelines, site design and building orientation will facilitate pedestrian access and transit service. Where appropriate, this Specific Plan requires the installation of bus improvements, such as bus turnouts, bus stops, and terminals as part of the conditions of development for land uses that have a large number of employees. This Specific Plan also requires dedication of appropriate transit routes, stations, and stops as part of new development.



3. Truck Traffic

The industrial, business park, warehousing, and related uses typically generate a higher volume of truck traffic than other types of uses. The large size and acceleration/deceleration characteristics of trucks have a disproportionate impact on transportation capacity, as compared to passenger vehicles. In order to reduce the impacts of trucks on roadway and intersection capacity, trucks that are not on local delivery routes will be routed through the Specific Plan roadways in accordance with the circulation routes depicted on **Figure V-6**. Also, the project will cooperate with the City of Riverside to support measures to restrict the use of residential collector streets and secondary highways by trucks. All project through streets within the Specific Plan are classified as Industrial Collectors (or higher classifications) in order to accommodate trucks. Design of pavement sections will provide a structural depth sufficient for anticipated truck traffic. Key access intersections shall be designed to accommodate truck turns.

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

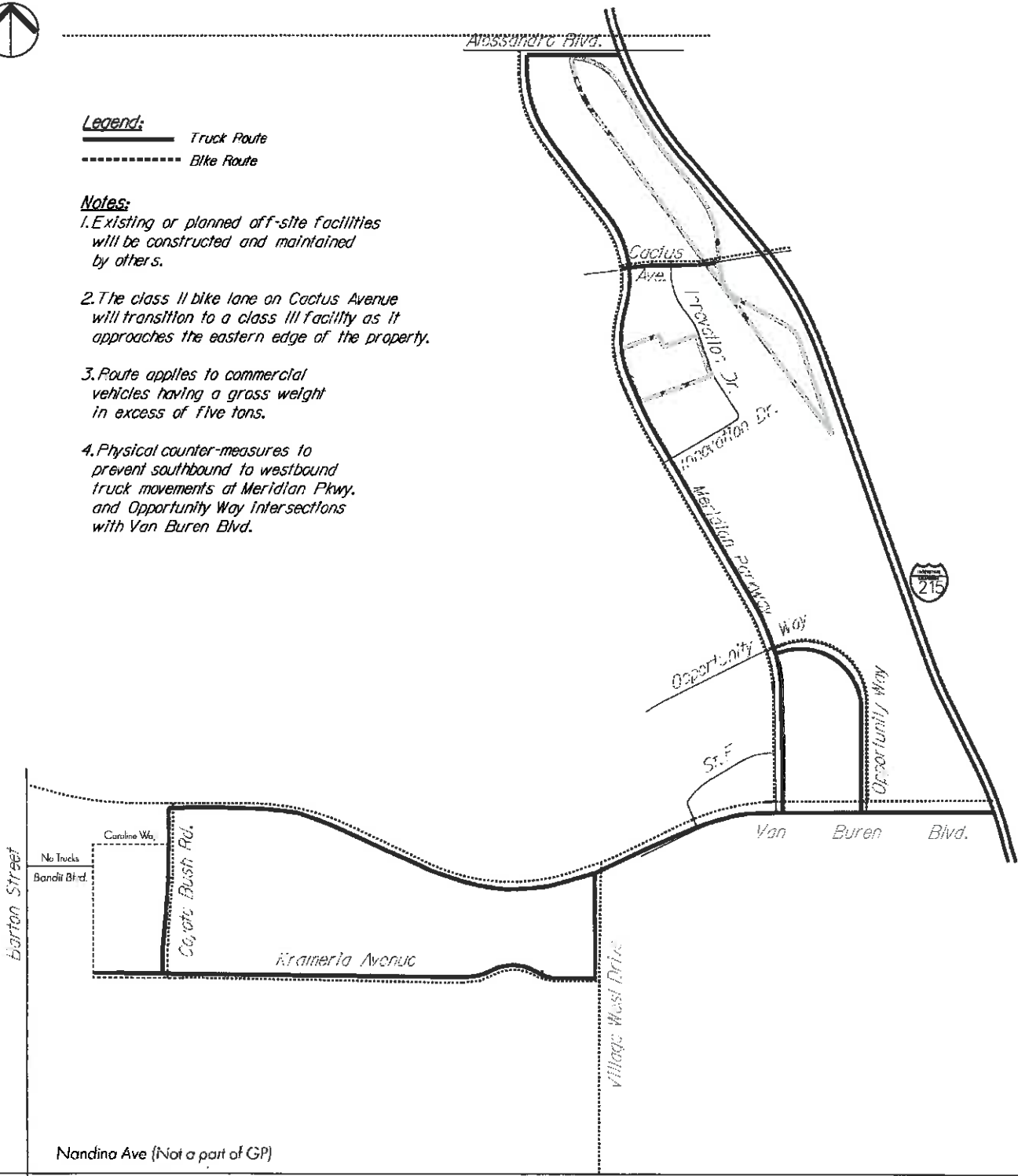


Legend:

-  Truck Route
-  Bike Route

Notes:

1. Existing or planned off-site facilities will be constructed and maintained by others.
2. The class II bike lane on Cactus Avenue will transition to a class III facility as it approaches the eastern edge of the property.
3. Route applies to commercial vehicles having a gross weight in excess of five tons.
4. Physical counter-measures to prevent southbound to westbound truck movements at Meridian Pkwy. and Opportunity Way intersections with Van Buren Blvd.



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FIGURE V-6

TRANSPORTATION SYSTEMS PLAN

4. Bicycle/Pedestrian Access

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

1. The network was defined based on likely routes between March Business Center and existing and future residential development in the project area.
2. The proposed routes will provide linkages to bicycle and pedestrian facilities identified by adjacent jurisdictions. According to the City of Moreno Valley's Bikeway Plan, Cactus Avenue will accommodate a Class I facility east of I-215. According to the City of Riverside's General Plan, Alessandro Boulevard accommodates a Class II facility.
3. Bicyclists and pedestrians on Van Buren Boulevard should be physically separated from vehicular traffic due to the high-speed design and heavy volumes anticipated on this roadway.
4. Class II facilities should be provided on internal streets to facilitate access to project land uses and the Transit Center

Figure V-6 depicts the Class I, Class II, and Class III facilities on project streets and Van Buren Boulevard.

VI. INFRASTRUCTURE AND GRADING

A. Existing Infrastructure Issues

The March Business Center Specific Plan area, particularly the South Campus, consists primarily of vacant land, with minimal municipal utilities or services. Public facilities, services and infrastructure will be provided concurrently with the appropriate phase of project development. Figure I-3 on page I-4 of this Specific Plan shows the boundaries of each project development phase.

B. Sewer Service and Facilities

Existing sewer service in the March Business Center Specific Plan area is provided to the DRMO facility and the abandoned Arnold Heights residential development. **Figure VI-1** shows sewer facilities in the project vicinity. Sewage is currently conveyed to an existing secondary treatment plant located west of I-215 and north of Nandina Avenue. The on-site sewer system has been transferred to the Western Municipal Water District (WMWD). The existing treatment plant has a capacity of 0.75 million gallons per day (mgd), of which 0.60 mgd is used by existing development. Substantial additional conveyance facilities and treatment capacity must be provided in order to accommodate the sewage to be generated by Specific Plan land uses.

WMWD is constructing a replacement tertiary reclamation plant that will expand and upgrade the treatment capacity of the existing plant to 1.0 mgd. Future expansions will increase the treatment capacity to 5.0 mgd. The costs associated with these expansions will be borne by future developments in the March Business Center and other areas served by the sewer system. WMWD will own and maintain all planned future sewer facilities, including lift stations.

C. Potable Water Service

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

The March Business Center will substantially increase water demand as compared to previous uses. Because of the location and capacity of existing facilities, an entirely new system must be built to accommodate the project. **Figure VI-2** illustrates project water supply facilities. All potable water facilities, including water mains, zone transitions, pressure pumps and reducers, storage facilities, will be operated and maintained by WMWD.

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



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LEGEND

- SEWER SYSTEM
- XX" PROPOSED BUILDOUT SIZE
- - - EXISTING SEWER

NOTE:

LOCATION AND CAPACITY OF FACILITIES ARE PRELIMINARY, SUBJECT TO CHANGE BASED ON MORE DETAILED STUDIES AND PROJECT DEVELOPMENT PHASING.

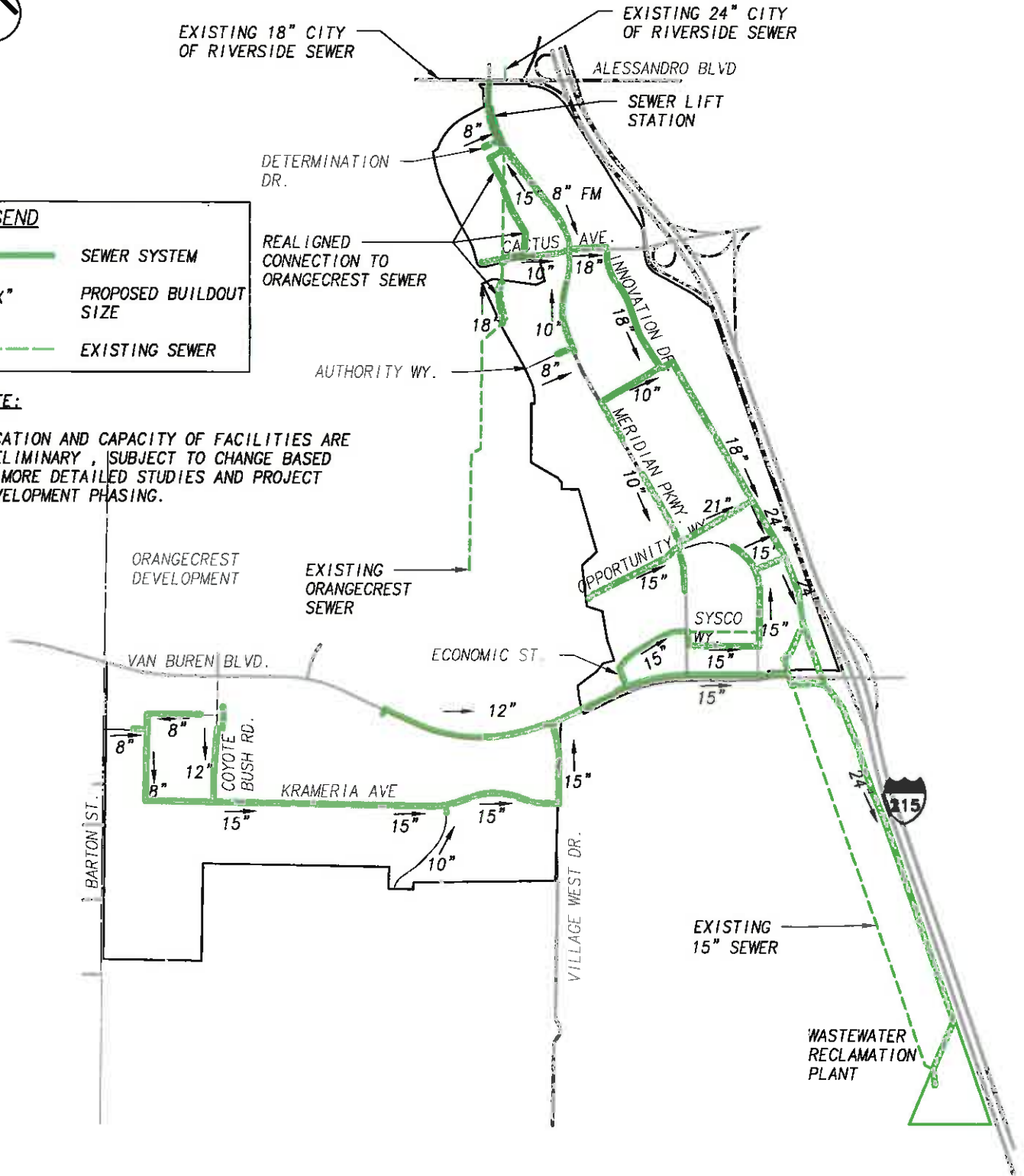


FIGURE VI-1

SEWER SYSTEM

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



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LEGEND

- WATER PIPELINE SYSTEM
- CONNECTION TO WESTERN MUNICIPAL WATER DISTRICT SYSTEM
- PRESSURE REDUCING VALVE (PRV)
- EXISTING WATER LINE
- PROPOSED PRESSURE ZONE BOUNDARY

1900 PROPOSED PRESSURE ZONE

NOTE:

LOCATION AND CAPACITY OF FACILITIES ARE PRELIMINARY, SUBJECT TO CHANGE BASED ON MORE DETAILED STUDIES AND PROJECT DEVELOPMENT PHASING.

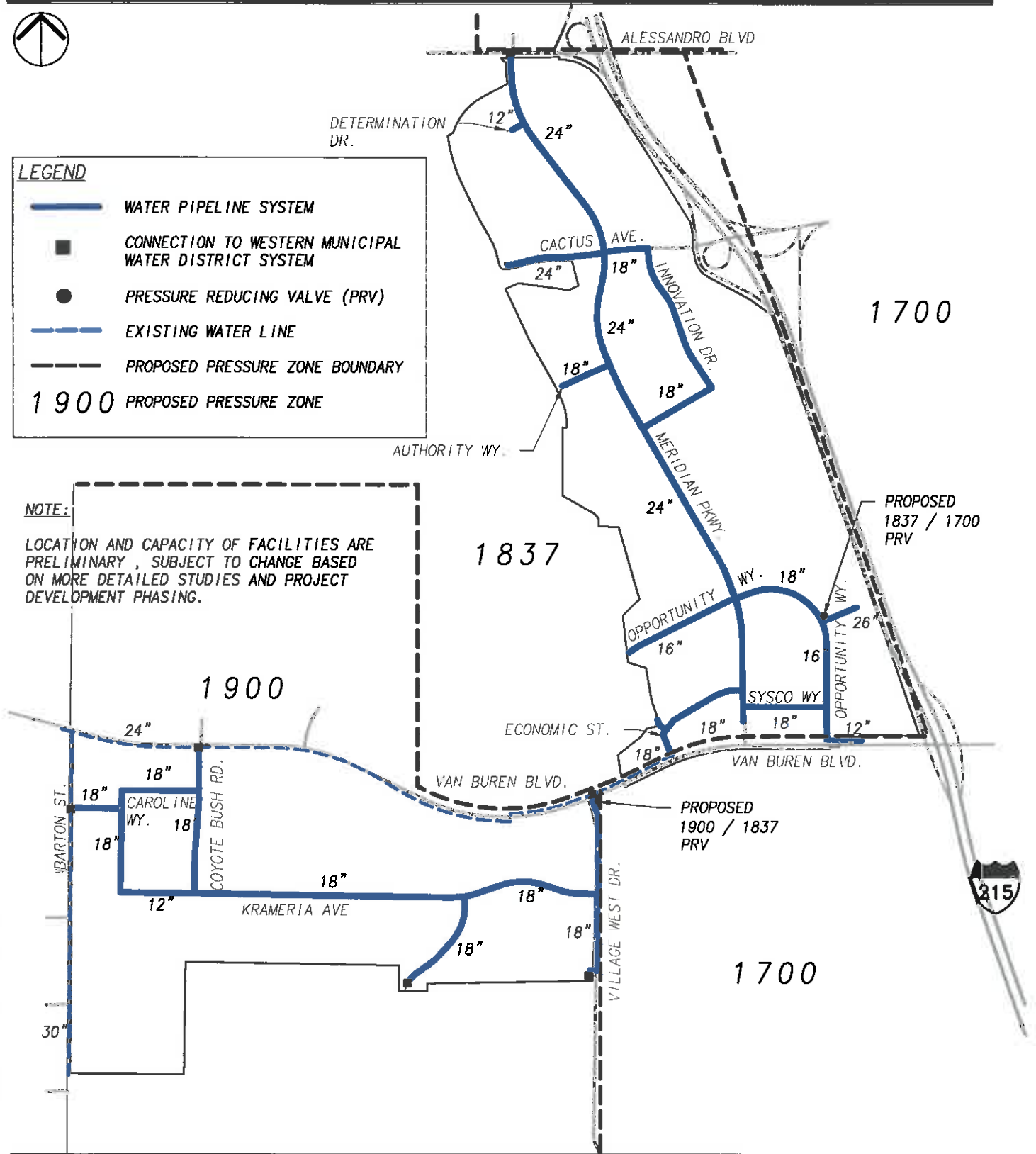


FIGURE VI-2

WATER SYSTEM

D. Reclaimed Water

The March Business Center project will use reclaimed water for landscape irrigation throughout the project area. As the project develops, reclaimed water pipelines will be constructed within the rights-of-way of new roadways. Currently, no Title 22 reclaimed water is available to the project area. This may require that the reclaimed water system be temporarily connected to the potable system. The existing wastewater treatment plant along I-215 at Nandina Avenue provides secondary effluent through a 12-inch force main to a holding reservoir at the golf course (0.33 million gallons (mg)). This effluent is used to irrigate the cemetery and the golf course. The effluent does not meet state or federal treatment requirements for use as irrigation water, so it will not be used by the March Business Center project. The improvements to the existing treatment plant described above will provide a treatment capability that meets the requirements (i.e., Title 22) of the Regional Water Quality Control Board. The expanded plant will treat wastewater generated by the March Business Center project and supply it to the project's reclaimed water system. **Figure VI-3** illustrates the reclaimed water system. The proposed reclaimed water system will supply reclaimed water for all landscaped areas, streetscape, and for other open space areas that require irrigation. The reclaimed water distribution system, including pumps and storage facilities, will be maintained by WMMD.

E. Storm Water Management

The existing watersheds that drain the March Business Center project flow into either the Santa Ana River Basin or the San Jacinto River Basin. Both the northern portion of Phase 1 (which flows to the north) and the western edge of Phase 3 (which flows to the west) drain into the Santa Ana River Basin. The remainder of the project flows to the south into the San Jacinto River Basin. Soil types within the Specific Plan area consist primarily of Monserate sandy loam and Fallbrook sandy loam. A Drainage Plan has been prepared to identify and size drainage facilities required to accommodate the runoff resulting from the additional impervious area created by project development. This Plan is a project-specific supplement to the *March Air Force Base Reuse Drainage Plan* prepared for the Riverside County Flood Control and Water Conservation District (RCFC & WCD) for the entire General Plan area.

Figure VI-4 depicts proposed on-site drainage facilities. As shown in this figure, a detention basin will be provided in the eastern portion of the North Campus, north of Van Buren Boulevard. This area is designated as a Clear Zone (CZ) to accommodate aircraft operations at March ARB. Drainage facilities will intercept storm water runoff, reducing peak hour flows substantially below existing levels. The drainage system shall employ Best Management Practices for drainage, water quality, using basins, erosion control, and urban pollution removal prior to the discharge of runoff into natural watersheds or wetlands. Storm drain facilities shall be designed to the standards of the RCFC & WCD. Public storm drains 39" and larger will be maintained by the RCFC & WCD and private facilities shall be maintained by the property owner. The detention basins will be maintained by RCFC & WCD or an assessment district. Storm water detention basins would also be provided south of Van Buren Boulevard and east of Orange Terrace to detain storm water related to the Van Buren Boulevard widening improvements. Storm water would be collected by parkway drains leading to rip rap energy dissipators that spill into the basins. Water would percolate into the soil and then collected by a 6-inch perforated storm drain line located under each basin, then routed to an 18-inch high-density polyethylene (HDPE) storm drain line that leads to the existing storm drain under Van Buren Boulevard.

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



LEGEND

- PROPOSED MBC RECLAIMED WATER SYSTEM
- - - EXISTING PIPELINE
- FUTURE EXTENSIONS
- CONNECTION TO WMWD NON-POTABLE SYSTEM

NOTE:

LOCATION AND CAPACITY OF FACILITIES ARE PRELIMINARY, SUBJECT TO CHANGE BASED ON MORE DETAILED STUDIES AND PROJECT DEVELOPMENT PHASING.

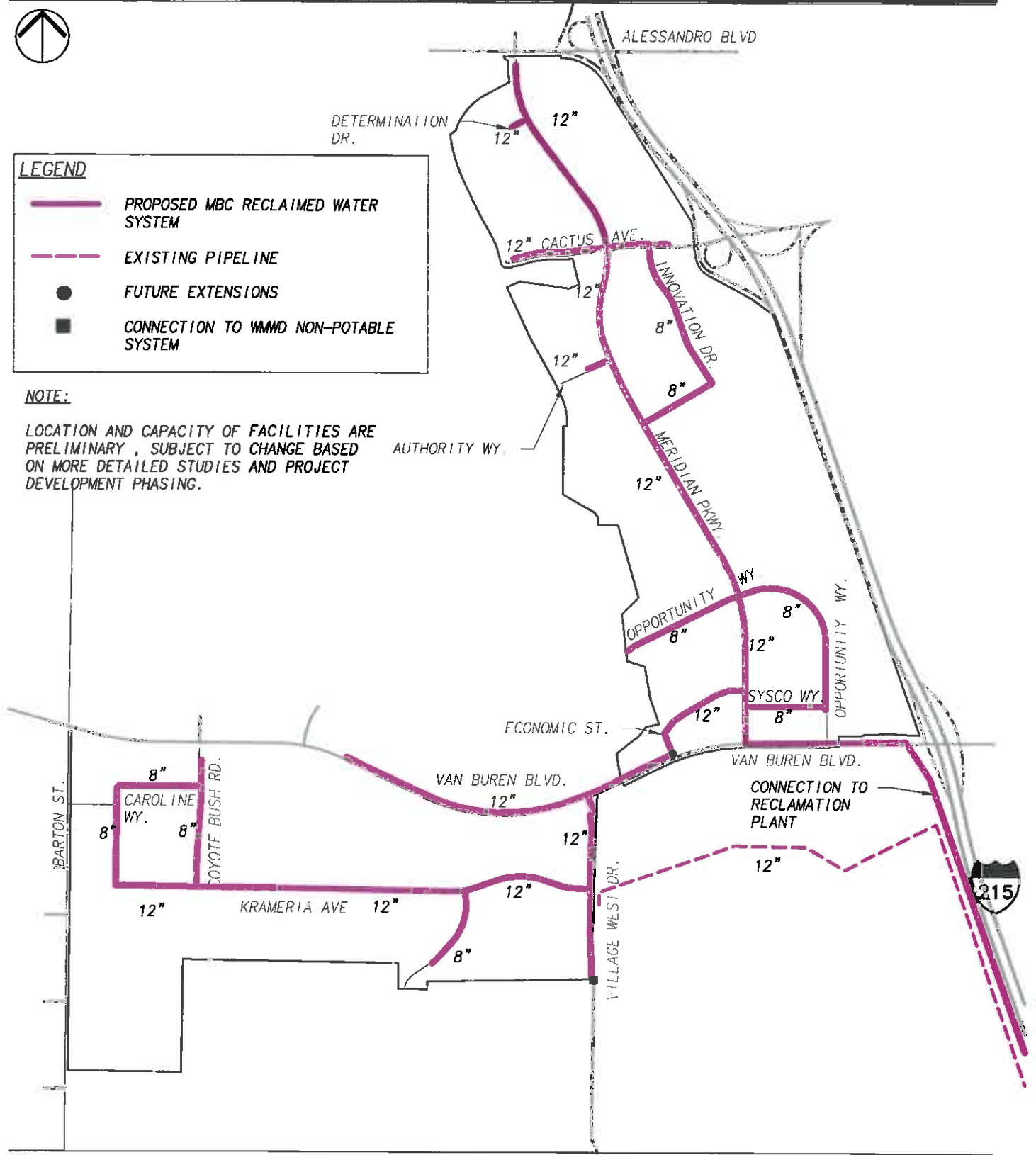






FIGURE VI-3

RECLAIMED WATER SYSTEM

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT



LEGEND

-  STORM DRAIN SYSTEM
-  DETENTION BASIN
-  OPEN CHANNEL
-  DRAINAGE DIVIDE

NOTE:

LOCATION AND CAPACITY OF FACILITIES ARE PRELIMINARY, SUBJECT TO CHANGE BASED ON MORE DETAILED STUDIES AND PROJECT DEVELOPMENT PHASING.

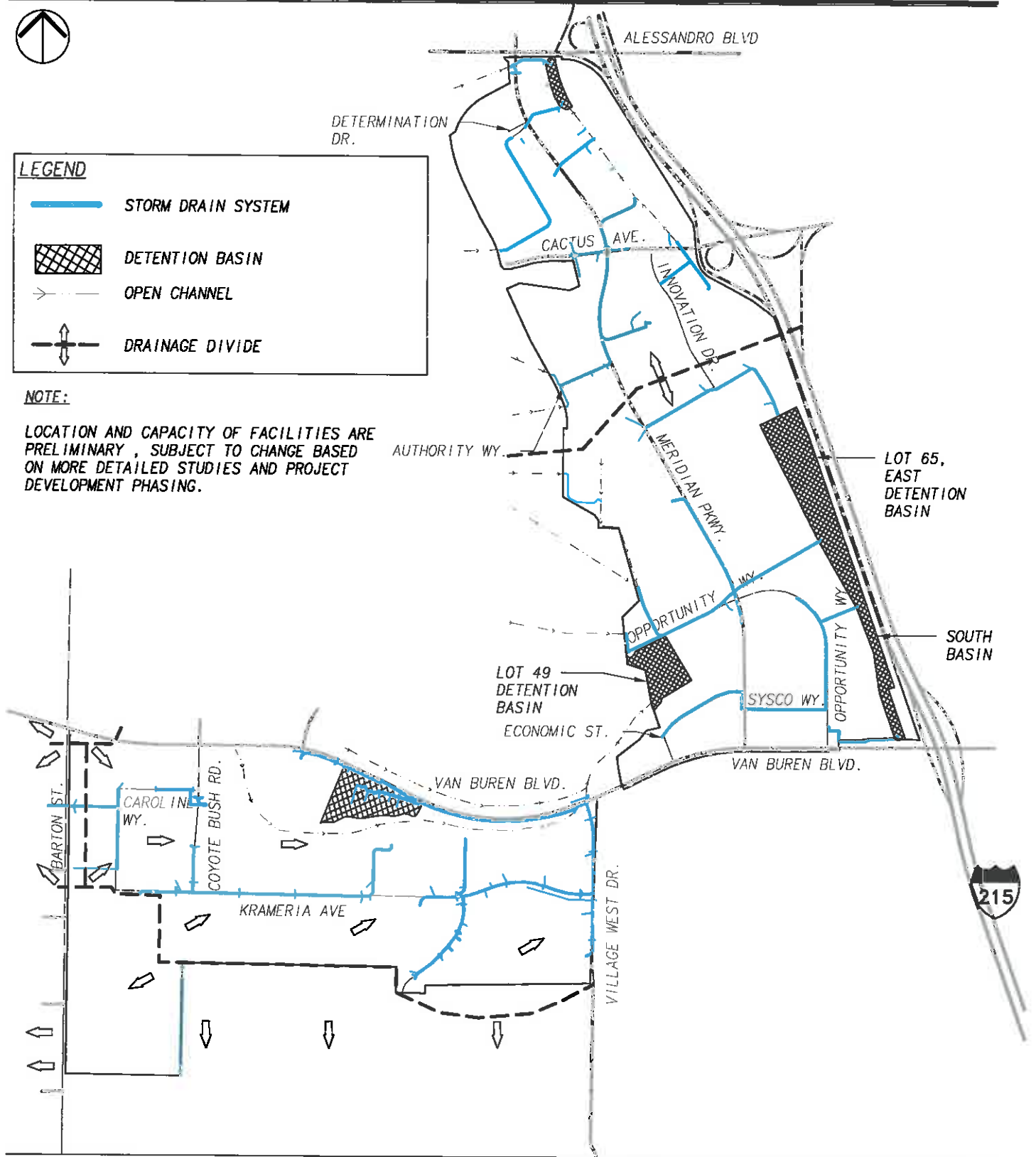


FIGURE VI-4

STORM DRAIN SYSTEM

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F. Gas and Electrical Services

The March Business Center planning area will have its own electrical distribution system. A “Municipal Utilities District” has been formed to provide electrical power to the site. This District’s members include the Cities of Riverside, Moreno Valley and Perris. (Riverside County is prohibited by state law from participating). This district is working to procure electric power directly from the City of Riverside, which has distribution facilities adjacent to March Business Center. Southern California Gas Company provides natural gas. A 10-inch transmission main located west of I-215 traverses the planning area, and the Master Developer will install distribution from this line to individual building lots at the time that other land improvements and utilities are constructed.

G. Solid Waste

When MAFB was an active duty military base, it generated 13.1 tons per day of solid waste. When fully built out, the entire General Plan will generate about 49.1 tons per day. Solid waste in western Riverside County is disposed of at the El Sobrante, Lambs Canyon, and Badlands landfills. In order to reduce the amount of material generated by the Specific Plan, the March Business Center will comply with the requirements of the County of Riverside’s Source Reduction and Recycling Element (SRRE).

H. Grading

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

Grading Plan Development Standards

- All grading activities shall be in substantial conformance with the approved tentative map or development permit and shall implement any grading-related mitigation measures outlined in the accompanying EIR for the March Business Center.
- Prior to any development within any area of the Specific Plan, an overall grading plan for the portion in process shall be submitted for approval by the JPA. The grading plan for each area shall be used as a guideline for subsequent grading plans for individual stages of development.
- All streets shall have a gradient not exceeding use minimums and maximums established by the County of Riverside or as approved by the March JPA
- A precise grading plan shall be prepared prior to any on-site grading for individual projects.
- The project developer/applicant shall be responsible for installation and maintenance of all planting and irrigation systems on manufactured slopes until those responsibilities are assumed by the Landscape Maintenance District or other parties.
- To the extent that it is feasible, the overall shape, height, and gradient of any cut and fill slope shall be designed to be consistent with the existing natural contours and scale of the natural terrain.
- Potential brow ditches, terrace drains, or other minor swales, determined necessary at future stages of project review, shall be concealed, as feasible and possible, with landscape plantings, earth berms, and similar features.

- Graded but undeveloped pads shall be maintained weed-free, appropriate erosion control measures within ninety (90) days of completion of grading, unless building permits are obtained from the JPA. Appropriate desiltation basins are required for graded areas.
- Cut and fill slopes shall be constructed at inclinations of no steeper than two horizontal feet to one vertical foot, unless otherwise approved by the March JPA. Variable slope ratios will be used to avoid abrupt changes from the pads to the slopes.
- All newly created slopes exceeding 10 feet in vertical height shall be landscaped with a permanent irrigation system approved by the JPA prior to final acceptance. Landscaping shall be consistent with the Landscape Concept Plan and the March Business Center Design Guidelines.
- Grading shall not be permitted to commence prior to approval of grading permits for any proposed development. Mass grading will only occur for those areas undergoing development, or for those areas specifically identified as borrow or disposal sites.
- Grading operations within the confines of the Specific Plan Area shall conform to all applicable March JPA Development Code standards.
- Project grading design shall make reasonable efforts to balance cut and fill on site to avoid the need for excessive importing or exporting of soil.

Manufactured slopes greater than 10 feet in vertical height, together with landscaping and irrigation systems, will be maintained by a maintenance assessment district or owner's association. These slope areas will be entirely within a separate lot or easement. Irrigation systems maintained by the assessment district or owner's association will be separate from private systems. All slopes less than 10 feet in vertical height will be maintained by each project consistent with the March JPA Development Code.

VII. IMPLEMENTATION

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

A. Phasing Plan

The project will be constructed in planning phases, as illustrated in Figure I-3 on page I-4 of this Specific Plan. As shown in this figure, the first development phase encompasses the North Campus area between Alessandro Boulevard and the to-be-demolished military family housing development, known as Arnold Heights. Phase 2 includes the area occupied by the to-be-demolished Arnold Heights development. Phase 3 includes the South Campus. Each planning area may be implemented in smaller “sub-phases,” with one or more Final Maps.

B. Financing Strategies

(a) Financing of Public Facilities

(1) Purpose and Intent

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

(2) Financial Responsibility

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

(3) Financial Programs for Municipal Facilities

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

(A) Facilities Benefit Assessment or Development Impact Fee.

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

- (ii) For new facilities necessitated by the March Business Center: i.e., fire station and transportation facilities.
- (iii) For facilities which extend beyond the limit of March Business Center, whose service area is also greater than the March Business Center and the need for which is not solely created by the March Business Center Specific Plan: costs for improvements so constructed may be partially offset by reimbursements from development in those service areas greater than the March Business Center.
- (iv) For facilities within or without the community which are intended for the use of residents such as: street scene improvements (landscaping of the medians and right-of-way along major streets), traffic signals at the intersection of major streets, and other transportation facilities.

(B) Improvement District

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

(C) On-Site Municipal Improvements

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

(D) Off-Site Municipal Improvements

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

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

(F) Implementation

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

- (i) A Capital Improvement Program (CIP) for all public facilities needed to support the project, as required by the March JPA, has been adopted. The CIP may be adopted in phases.
- (ii) There has been established either a Facilities Benefit Assessment or a Development Impact Fee applicable to the property covered by the development plan, or a greater area, and the March JPA has by resolution, set the amount of such Facilities Benefit Assessment or Development Impact Fee. Streets, storm drains, and sewer, water, gas, power, and telephone utilities, will be provided by the subdivider under the conventional bonded subdivision agreement.

(b) Tax Increment Financing

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

Tax increment financing is a redevelopment tool authorized by State statute and used by cities and development authorities, such as the March Joint Powers Redevelopment Agency, to finance certain public redevelopment costs. Projects financed with tax increment financing must serve a public purpose such as redeveloping blighted areas, constructing low- and moderate-income housing, providing employment opportunities and improving the tax base. When a tax increment financing district is established, the tax capacity of the properties located within the district are "frozen." For the district's duration, which varies depending on the type of district, the property taxes resulting from any increase in the tax capacity above the frozen level are available to the Redevelopment Agency to finance public project costs. This financing approach will be a valuable tool for financing public facilities that will serve the March Business Center. Because the properties comprising the Specific Plan have not as yet been subjected to taxation, the tax capacity will be frozen at zero.

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

(c) Grants

The March JPA will apply for any number of federal, state and/or local grants that are available to it. The project area qualifies in many categories to be eligible for grants such as those administered by the federal Economic Development Administration (EDA), the state Infrastructure Bank, California State Transportation Improvement Program (STIP), Community Development Block Grants (CDBG) and many others. The March JPA has retained the services of firms specializing in securing grants.

C. Project Review and Processing

1. March JPA staff and their consultants shall endeavor to review all development applications in an expeditious manner.
2. All proposals for new development shall proceed toward approval through the following process:
 - A. **Pre-application:** A pre-application meeting shall be scheduled with March JPA staff to assure that the use is permitted and that the development requirements are accurately conveyed to the applicant. The applicant shall provide a conceptual site plan at the time of the pre-application meeting.
 - B. **March Business Center Implementation Committee:** Prior to submittal of the project construction plans, the project developer shall prepare a detailed site plan, conceptual landscape plan, and colored building elevations for the review and approval of the March Business Center Implementation Committee. The Committee shall review new development applications for consistency with the March Business Center Design Guidelines. Any project denial may be appealed to the March JPA Commission.
 - C. **Construction Plan Submittal:** Upon approval of the project by the March Business Center Implementation Committee, the project developer shall submit completed construction plans, including a detailed site plan, landscape plan, irrigation plans, grading plans, foundation plans, building elevations, fire suppression plans, electrical plans, plumbing plans, structural plans, civil plans, and other plans, as required by the March JPA.

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

(a) General Provisions

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

Where there is a conflict between the Development Code and this Specific Plan, this Specific Plan applies.
- (3) The following projects may be approved or denied by the March JPA Planning Manager:

- (A) The proposed use is consistent with the land use designation and text of the March JPA General Plan.
 - (B) The proposal is in compliance with the March Business Center Specific Plan, particularly with respect to the financing of public facilities, permitted uses, and property development regulations.
 - (C) The project does not require any action that requires approval by the March Joint Powers Commission or March Business Center Implementation Committee.
- (4) All other projects shall be approved or denied by the March JPA Planning Commission or the March Joint Powers Commission in accordance with the Specific Plan or Development Code:
- (b) March Business Center Implementation Committee
- (1) March Business Center Implementation Committee
- (A) It is hereby created a March Business Center Implementation Committee (“the Committee”) which shall be composed of three members. The members shall consist of three at-large members appointed by the March JPA Commission. One of the three at-large members shall serve as the Committee Chair.
 - (B) The at large member shall be specifically qualified by reason of interest, training or experience in land development, landscape, architecture, planning, urban design or other relevant business or profession upon the property values, and development of surrounding areas.
 - (C) The Committee may adopt rules of procedure to supplement those contained within this Specific Plan. Two voting members shall constitute a quorum for the transaction of business and a majority vote; and not less than two affirmative votes shall be necessary to make any Committee decision.
 - (D) The March JPA Planning Manager or his designated representative shall serve as Secretary of the Committee and maintain records of all official actions of the Committee.
 - (E) All Commission Members of the March JPA shall endeavor to cooperate with the Committee and render reasonable assistance to it.
 - (F) The Committee shall render a report annually on March 31, or on request, to the March JPA Executive Director.
- (2) Powers and Duties

It shall be the duty of the Committee to review Development Review Applications and comment on development plans, the Capital Improvement Plan implementation and on major public improvements. The Committee shall approve or deny the design of the site plan, landscape plan and building elevations. Appeals of committee denials shall be placed on the next available March JPA Commission agenda for final determination. The Committee shall submit its recommendations or comments on other items to the March JPA Executive Director. The Committee shall also recommend to the March JPA Executive Director any changes to the regulations, provided such changes are necessary for the proper execution of the adopted plan. The Committee may also consider items of broader scope that may affect the March Business Center Specific Plan and, when

appropriate, offer its recommendations on these matters to the March JPA Executive Director.

E. Maintenance

The March JPA will create a landscape maintenance district to accommodate the maintenance of portions of the open space and landscaped areas within the March Business Center. The district would be formed per the Landscape and Lighting Act of 1972 which allows for properties to be assessed via property tax billing for allocated maintenance items. The Master Developer, with assistance from the March JPA staff, will be responsible for the formation and initial funding of the district, which will be approved and adopted by resolution by Riverside County. The district will be used exclusively for the ongoing maintenance of the improvements described below. The district will not be for the capital expenditures and/or construction of the improvements. The improvements will be constructed by the Master Developer or future developers as outlined in a particular subdivision's conditions of approval or otherwise mandated by approving jurisdiction(s). Subdivision conditions of approval will require that all projects within the Specific Plan will be subject to the district, as well as all subsequent subdivisions/phases of the March Business Center.

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

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

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

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

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

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

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

| TABLE VII-1 INFRASTRUCTURE/SERVICE FUNDING RESPONSIBILITY | | |
|--|------------------------------------|---|
| Service /Infrastructure | Capital Expense ¹¹ | Operations and Maintenance |
| Street Lighting | Master Developer | Landscape and Lighting Maintenance District |
| Fire Protection | Impact Fee collected in permitting | Property tax |
| Reclaimed Water Delivery System | Master Developer | <u>Distribution system:</u> Western Municipal Water District <u>Irrigation system:</u> Landscape and Lighting Maintenance District |
| Police | Impact Fee collected in permitting | Contract with County Sheriff by JPA |
| Storm Drains | Master Developer | <u>Public lines:</u> Riverside County Flood Control District (36"+); Riverside County – Public Lines ≤ 36" <u>Private line:</u> Landscape and Lighting District or Owners of Individual Lots |
| Detention Basins | Master Developer | <u>Large basin near I-215/Van Buren:</u> Riverside County Flood Control District <u>Other Basins:</u> Landscape and Lighting Maintenance District |
| Traffic Signals/Streets, sidewalk, curb and gutter | Master Developer | March JPA/County ¹² |
| Bus Stops | Master Developer | RTA |
| Bus Shelters | Riverside Transit Authority | RTA |
| Landscaping | Master Developer | <u>Public R/W “letter lots” and landscaping easements:</u> Landscape and Lighting Maintenance District <u>Other Landscaping:</u> Owner of Individual Lots |

F. Specific Plan Amendments

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

¹¹ Capital commitments as noted due not preclude funding from other sources, such as Transportation Impact Fees, grants, or state and federal transportation funding programs.

¹² Transportation facilities will be conveyed to Riverside County. The County will be responsible for O&M after they have accepted the transportation facilities.

VIII. Consistency with the General Plan

A. Overview

The March Business Center Specific Plan is based upon the goals and policies set forth in the March JPA General Plan. This section addresses the conformance of the March Business Center Specific Plan to the General Plan on a general or conceptual basis.

B. General Plan Elements

1. Land Use

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

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

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

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

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

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

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

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

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

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

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

Consistency: The project is designed to incorporate appropriate uses within the development-limited areas as defined in the Air Installation Compatible Use Zone (AICUZ) Study done in 1998.

Goal: *Maximize the development potential as a regional transportation facility to support passenger service.*

Consistency: The March Business Center will accommodate a transportation center for inter-city passenger rail service.

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

Consistency: The project proposes the establishment of open space along the riparian corridor within the South Campus.

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

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

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

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

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

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

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

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

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

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

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

Consistency: As described in Section VI, the March Business Center will provide the necessary conveyance and treatment facilities to achieve this goal.

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

Consistency: the March Business Center will comply with the requirements of the County of Riverside's Source Reduction and Recycling Element (SRRE).

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

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

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

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

2. Transportation

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

Consistency: Where feasible, existing transportation facilities, such as the Burlington Northern Santa Fe (BNSF) rail line, are incorporated into the Specific Plan transportation network.

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

Consistency: The March Business Center will accommodate a transportation center, local transit service, bicycle lanes, and pedestrian facilities. A Transportation Demand Management (TDM) plan will be implemented to limit peak hour traffic impacts.

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

Consistency: The March Business Center will construct an internal street network and provide transportation capacity improvements to existing facilities off-site based on future demand. Transportation improvements will be constructed in phases based on March Business Center development and projected background traffic growth.

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

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

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

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

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

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

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

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

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

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

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

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

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

Consistency: The project is designed to accommodate truck traffic. In addition, trucks will be required to travel on designated routes as they traverse the March Business Center internal streets.

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

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

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

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

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

Consistency: The project includes the existing BNSF railway line is incorporated into the project design.

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

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

3. Noise/Air Quality

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

Consistency: Project development shall be consistent with the land use limitations established in the AICUZ study and the Riverside County Airport Land Use Plan.

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

Consistency: (see above)

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

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

Goal: *Promote alternative modes of travel.*

Consistency: The March Business Center will accommodate a transportation center, local transit service, bicycle lanes, and pedestrian facilities. A Transportation Demand Management (TDM) plan will be implemented to limit peak hour traffic impacts.

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

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

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

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

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

Consistency: Where feasible and appropriate, development of March Business Center shall accommodate the use of advancing technologies, such as alternate fueled vehicles and other innovations that would provide air quality benefits.

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

Consistency: Development in March Business Center will comply with the policies outlined in Air Quality Goal 5 of the March JPA General Plan.

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

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

Goal: *Reduce emissions associated with energy consumption.*

Consistency: Development in March Business Center will comply with the policies outlined in Air Quality Goal 7.

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

Consistency: Development in March Business Center will comply with the policies outlined in Air Quality Goal 8.

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

Consistency: Development in March Business Center will comply with the policies outlined in Air Quality Goal 9.

4. Housing

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

3. Resource Management

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

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

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

Consistency: The March Business Center Specific Plan will provide a number of drainage facilities, including culverts, open channels, and retention basins, to control flooding.

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

Consistency: The MEIR and the Focused EIR have been prepared to assess and, if appropriate, mitigate project impacts on geology, soils, and hydrology.

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

Consistency: As appropriate, the March Business Center shall comply with applicable regulations relating to energy conservation.

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

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

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

Consistency: The March Business Center shall comply with appropriate and applicable regulations and standards with respect to the management of solid and hazardous wastes.

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

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

Goal: *Develop and maintain recreational facilities as economically feasible, and that meet the needs of the community for recreational activities, relaxation and social interaction.*

Consistency: The project will include a 52-acre passive park facility to be utilized by employees of the business center.

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

Consistency: The project abuts the Stephens' kangaroo rat (SKR) management area, which seeks to protect the endangered species. This area encompasses 1,178 acres and is located between residential uses and the project. Within this open space area, a variety of natural resources will be protected, including riparian communities.

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

Consistency: The March Business Center will provide landscaped lots adjacent to major arterial roadways and will provide additional landscaping within easements along internal streets adjacent to large industrial lots. A Class I multi-use pedestrian/bicycle trail will be provided along Van Buren Boulevard between Barton Street and I-215.

4. Safety/Risk Management

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

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

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

Consistency: Grading within the Specific Plan area is designed to minimize impacts to the existing topography. The project will incorporate grading development standards and recommendations, which will minimize any potential geotechnical and site development constraints that occur on-site.

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

Consistency: The March Business Center Specific Plan will provide a number of drainage facilities, including culverts, open channels, and retention basins, to control flooding.

Goal: *Reduce threats to public safety and protect property from wildland and urban fire hazards.*

Consistency: As appropriate, the March Business Center shall comply with applicable regulations and guidelines relating to brush management and fire protection services.

Goal: *Reduce the potential for hazardous material exposure or contamination in the Planning Area.*

Consistency: To the extent that it is appropriate, the March Business Center shall comply with regulations and guidelines relating to hazardous material exposure/contamination.

Goal: *Ensure to the fullest extent practical that, in the event of a major disaster, critical structures and facilities remain safe and functional.*

Consistency: To the extent that it is appropriate, the March Business Center shall comply with regulations and guidelines relating to the functionality of critical structures in the event of a major disaster.

Goal: *Reduce the possible risk of upset, injury and loss of life property damage, and other impacts associated with an aviation facility.*

Consistency: The project is designed to incorporate appropriate uses within the development-limited areas as defined in the Air Installation Compatible Use Zone (AICUZ) Study done in 1998. The project will also comply with the Airport Land Use Plan.

Goal: *Plan for emergency response and recovery from natural and urban disasters.*

Consistency: The project shall comply with appropriate and applicable regulations and guidelines relating to emergency response and recovery from natural and urban disasters.

Appendix A Land Use Definitions

The following definitions are intended to provide a general description of each use category. Under each category, example uses are provided. These examples are not all-inclusive, but are intended to provide a sample of uses that would fit in a particular category. Uses not addressed in the Land Use Table (i.e., Table III-1) are prohibited. However, the March JPA Planning Manager has the discretion to make land use interpretations based upon the description of the proposed use and similarities with the listed uses.

INDUSTRIAL

Hazardous Waste Treatment Facility: Activities include the treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous waste.

Bio-Medical Waste Treatment Facility: Activities include the treatment, transfer, storage, disposal or recycling of wastes generated during the diagnosis, treatment or immunization of patients.

Manufacturing - Custom: Activities typically include: manufacturing, processing, assembling, packaging, treatment, or fabrication of custom made products. These types of business establishments do not utilize raw materials for their finished products, but rather, may utilize semi-finished type of manufactured materials for their custom made-to-order products. The finished products from these business establishments are ready for use or consumption and may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: jewelry, household furniture, art objects, apparel products, small instruments (musical, electronic and photographic), stationary, signs, advertising displays, stained glass products, and leather products. The uses do not produce odors, noise, and vibration or particulate that would adversely affect uses in the same structure or on the same site.

Manufacturing - Light: Activities typically include: labor-intensive manufacturing, assembly, fabrication or repair processes which do not involve frequent large container truck traffic or the transport of large scale bulky products. The new products may be finished in the sense that it is ready for use or consumption or it may be semi-finished to become a component for further assembly and packaging. These types of business establishments are customarily directed to the wholesale market, inter-plant transfer rather than the direct sale to the consumer, however, may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: electronic microchip assembly, printing, publishing, candy, confectionery products, canned/bottled soft drinks, bottles water, apparel, paper board containers, boxes, drugs, small fabricated metal products, such as hand tools, general hardware, architectural and ornamental metal; and, toys amusement, sports and athletic goods. The activities do not produce odors, noise vibration, hazardous materials or particulate, which would adversely affect other uses in the structure on the same site.

Manufacturing - Medium: Activities typically include: manufacturing, compounding of materials, processing, assembly, packaging, treatment or fabrication of materials and products which require frequent large container truck traffic or rail traffic, or the transport of heavy, bulky items. The new products are semi-finished to be a component for further manufacturing, fabrication and assembly. These types of business establishments are customarily directed to inter-plant transfer, or to order from industrial uses, rather than for direct sale to the domestic consumer. However, may include incidental on-site display, wholesale and retail sale of the goods products not to exceed 25% of the building. Such uses

may include, but not limited to: canned food, textile products; furniture and fixtures converted paper and paper board product; plastic products made from purchased rubber, plastic or resin; fabricated metal products made from sheet metals; electrical and electronic machinery, equipment and supplies; office, commuting and accounting machines. Activities may produce noise, odors, vibrations and illumination or particulate that affects the persons residing in or conducting business in the vicinity.

Manufacturing - Heavy: Activities typically include: manufacturing, compounding of material, processing, assembly, packaging, treatment or fabrication. Activities in this area may have frequent rail or truck traffic and the transportation of heavy large-scale products. Characteristics of use activities permitted within this area may include massive structures outside of buildings such as cranes, conveyor systems, cooling towers or open-air storage of large quantities of products including, but not limited to forge shops, metal fabricating facilities, open welding shop, lumber woodworking facilities, heavy machine shops, chemical storage and distribution, plastic, plants, light or vacuum casting facilities, vehicular assembly plants, concrete products manufacturing activities, batch plants, air melting foundries and aggregate or asphalt yards.

Mining and Extractive Industries: Activities typically include: prospecting for or exploration of minerals for commercial purposes, surface mining, and excavations or grading.

Newspaper Publishing Plants: Activities typically include the production and distribution of newspapers and related publications.

Parcel Delivery Terminals: Activities typically include sorting, processing, and distribution of parcels to the consumer or to other inter-transfer facilities.

Research and Development: Activities typically include: research, design, analysis and development, and/or testing of a product. Uses typically include testing laboratories, acoustical chambers, wind tunnels, and computer services. Such uses do not promote odors, noise, vibration or particulate that would adversely affect uses in the same structure or on the same site.

Trucking/Transportation Terminals: Activities typically include the temporary storage and transfer of trailers.

Wrecking and Dismantling of Motor Vehicles: Activities typically include: temporary storage and wrecking/dismantling of passenger cars and other vehicles and sales and/or distribution of salvaged parts and other materials.

WHOLESALE, STORAGE AND DISTRIBUTION

Public Storage/Mini-Warehouses: Activities include mini-warehouse or recreational vehicle storage facilities for the rental or lease of small scale enclosed storage units or parking spaces primarily to individuals rather than firms or organizations.

Business Enterprise: Activities typically include: wholesale, storage, and warehousing services and storage and wholesale to retailers from the premises of finished goods and food products. Activities under this classification are typically conducted in enclosed buildings and occupy ~~50,000~~ 200,000 square

feet or less of divisible building space within the South Campus. May include incidental display and retail sales from the premises, not to exceed 25% of the building.

Wholesale, Storage and Distribution - Medium: Activities typically include: wholesale, storage and warehousing services, including cold storage, moving and storage services, storage and wholesaling to retailers from the premises of finished goods and food products, and distribution facilities for large scale retail firms. Activities under this classification are typically conducted in enclosed buildings and occupy greater than 50,000 square feet of building space.

Wholesale, Storage and Distribution - Heavy: Activities typically include: warehousing, storage, freight handling, shipping, trucking services and terminals; storage and wholesaling from the premises of unfinished, raw or semi-refined products requiring further processing fabrication or manufacturing. Typically uses include, but are not limited to, trucking firms, cold storage, automotive storage or impound yards, and the wholesaling of metals, minerals and agricultural products.

OFFICE

Financial Institutions: Banks, savings and loan associations and similar establishments.

Government Offices: Offices to accommodate administrative and/or operational functions of local, county, state and federal agencies.

Medical Clinics: Activities include medical clinics, family planning, in-patient and out-patient health care, inclusive of hospitals and convalescent homes.

Offices, Business and Professional: Offices or firms or organizations providing professional, executive, management, or administrative services, such as architectural, engineering, real estate, insurance, investment, legal, and medical/dental offices. This classification includes medical/dental laboratories incidental to an office use, but excludes banks and savings and loan associations.

Regional and Corporate Headquarters: Office buildings solely occupied by a single business or entity for the purpose of managing or organizing other, affiliated units.

COMMERCIAL

Agricultural Equipment Repair Shops: Activities typically include: temporary storage and repair and maintenance of agricultural equipment, such as tractors, harvesters, irrigation equipment, etc.

Agricultural/Nursery Supplies and Services: Activities typically include: retail sale from the premises of feed and grain, fertilizers, pesticides, herbicides, and similar goods, feed and grain stores, well drilling, tree services and plant materials and nursery/landscape services.

Alcoholic Beverage Outlets: Activities typically include: retail sale from the premises of beer, wine, and other alcoholic beverages.

Animal Care/Pet Hotels: Activities typically include: provision of animal care treatment, and boarding services of large and small animals, animal clinics, large and small animal hospitals, kennels and catteries.

Assembly and Entertainment: Indoor or outdoor facilities to accommodate concerts and/or civic events. This land use will be restricted in capacity and ancillary services in order to limit potential noise and parking impacts.

Automotive Parts and Accessory Sales: Activities typically include: retail sale from the premises of automobile components, lubricants, specialized tools, and related accessories.

Automotive Fleet Storage: Activities typically include: storage of vehicles used regularly in business operations and not available for sale on-site. Such uses typically include: overnight storage of service vehicles, mobile catering trucks and taxicabs, inclusive of dispatching services.

Automotive Service Stations: Activities typically include: the sale of goods and the provision of service normally required in the day-to-day operation of motor vehicles, including the principal sale of petroleum products, the incidental sale of tires, batteries and replacement items, and the performance of minor repairs, such as tune-up, tire changes, part replacement, oil change and brake work. Activities include incidental convenience, food and beverage sales.

Automotive/Truck Repair – Major: Activities typically include: heavy automobile and truck repair such as transmission and engine repair, the painting of automobile vehicles, automotive body work, and the installation of major accessories.

Automotive/Truck Repair – Minor: Activities typically include: automotive and light truck repair, the retail sale of goods and services for vehicles, and the cleaning and washing of automotive vehicles, brake, muffler and tire shops and automotive drive-through car washes. Heavier automotive repair such as transmission and engine repair are not included.

Building and Site Maintenance Services: Activities include maintenance and custodial services, window cleaning services, disinfecting and exterminating services, pool and landscape services.

Building Contractor’s Storage Yards: Activities typically include: offices and storage of equipment materials, and vehicles for contractors who are in trades involving construction activities which include: plumbing, painting, electrical, roofing, carpentry, and other services.

Building Material and Equipment Sales: Activities typically include: retail sale or rental from the premises of goods and equipment, including paint, glass, hardware, fixtures, electrical supplies, rototillers, small trailers and lumber.

Business Supply/Equipment Sales/Rentals: Activities include retail sales, rental or repair from the premises of office equipment, office supplies and similar office goods primarily to firms and other organizations utilizing the goods rather than to individuals. The exclude the sale of materials used in construction industry.

Business Support Services: Activities include services that support the activity of other local businesses, such as clerical, employment, protective, personal services, or minor processing, including blueprint and copying services. Activities not included in this category are the printing of books.

Child Care Facilities: Any childcare facility licensed by the State of California; includes infant care centers, preschools and extended day care facilities. Excludes family day care homes.

Churches and Place of Religious Assembly: Structures and/or assembly areas to be used for worship, related meetings, ministerial residence, and/or religious education.

Communication Facilities, Antennas & Satellite Dishes: Activities typically include: broadcasting and other information relay services accomplished primarily through use of electronic and telephonic mechanisms, inclusive of television and radio studios, telegraph offices, and cable, cellular and telecommunication facilities. The use of antennas, satellite dishes and similar communication facilities shall be regulated pursuant to AICUZ and the Airport Land Use Plan.

Consumer Goods, Furniture, Appliances, Equipment Sales: Typically a freestanding retail store where merchandise is sold to an end user, typically in small quantities.

Convenience Sales: Activities typically include: retail sales from the premises of frequently needed small personal convenience items and professional services that are used frequently. Uses include drug stores, stores selling toiletries, tobacco, and magazines, shoe repair and apparel laundering and dry cleaning.

Energy Generation and Distribution Facilities: Activities typically include: conversion of other forms of energy, such as water power (i.e., hydroelectric), fossil fuels, nuclear power, and solar power, into electrical energy. These facilities typically produce electric energy and provide electricity to transmission systems or to electric power distribution systems.

Equestrian Show and Exhibition Facilities: Activities typically include: training and competition of horses and riders in cross-country equestrian events and the exhibition of participating horses.

Exhibit Halls and Convention Facilities: Temporary display of materials and products associated with a specific trade group, recreational organization, or other affiliation.

Fairgrounds: Large display of agricultural products, such as livestock and produce, to consumers and the general public. Fairgrounds are typically associated with county or state agricultural agencies and are held on an annual basis.

Food and Beverage Sales: Activities include retail sale from the premises of food and beverages for off-premises consumption. Including mini-markets, liquor stores and retail bakeries, catering businesses except chain type grocery stores.

Funeral and Mortuary Services: Activities include services involving the care, preparation, and disposition of human or pet dead, inclusive funeral homes, crematories and mausoleums, inclusive of above ground and in-ground internment.

Golf Courses, Driving Ranges, and Pitch and Putt Courses: Activities typically include: recreational golfing, driving range, short game practice, and tournament competition.

Grocery Store: Activities include retail sales of food products, produce, and household supplies, and may include prepackaged alcoholic beverages as an incidental commodity to the establishment.

Heavy Equipment Sales & Rentals: Activities typically include: the sale or rental from the premises of heavy construction equipment, farm equipment, trucks and aircraft together with maintenance, including aircraft, farm equipment, heavy truck, large boats and heavy construction equipment dealers.

Horticultural Nurseries and Greenhouses: Activities typically include the cultivation of various indoor and outdoor plants for sale to the public.

Hospitals, Intermediate Care Facilities and Nursing Facilities: A hospital is a freestanding institution where the sick or injured are given medical or surgical care. Emergency medical treatment is usually provided.

Hotel/Motel: Activities typically include: lodging services to transient guests on a less-than-monthly basis, other than in the case of uses classified as residential uses, including hotels, motels, boarding houses and resorts.

Instructional Studios: Instructional studios are establishments in which skills including dance, art, and martial arts are taught to individuals or groups. Instructional studios do not include educational facilities.

Interpretive Centers: Interpretive centers are structures or facilities designed to inform and educate the public about the surrounding environment.

Laundry Services: Activities typically include: institutional or commercial linen supply and laundry services, dry cleaning plants, rug cleaning and diaper service laundries.

Maintenance and Repair: Facilities to accomplish the repair and maintenance of non-automotive devices and other appliances.

Major Transmission, Relay or Communications Switching Stations: Telecommunications facilities accommodating fiber optics, Integrated Services Digital Network (ISDN) and digital switching infrastructure.

Museums: Activities typically include the display of items, materials, and media of historical and/or cultural significance.

Bars and Grill: A restaurant or pub where food is predominately sold.

Open Air Markets for the Sale of Agriculture-Related Products and Flowers: Typically informal outdoor facilities to accommodate the sale of agricultural materials to the general public and other buyers.

Outdoor Commercial: Activities typically include: those that produce or may produce a substantial impact upon the surrounding area. Including flea markets, outdoor auction sales or swap meet activities.

Outpatient Medical Clinics: Medical facilities providing limited treatment to patients not requiring an overnight stay.

Parking Facilities as Primary Use: Paved lots to accommodate the temporary storage of passenger cars and other vehicles.

Personal Services: Activities typically include: services of a personal nature, including photography studios and barber/beauty shops.

Petroleum Products Storage: Activities include bulk storage sale, and distribution of gasoline, liquefied petroleum gas, and other petroleum products.

Pets and Pet Supplies: Activities typically include: sale of mammals, fish, reptiles and birds as pets, sales of food, toys and other pet supplies, and related services, such as pet grooming.

Private Clubs, Lodges, and Fraternal Organizations: Private clubs, lodges, and fraternal organizations are associations of persons, whether incorporated or unincorporated, for the promotion of some common social, cultural, educational, religious, or recreational objective. This use does not include *churches* or any group whose primary objective is a business customarily carried on for a profit.

Radio and Television Studios: Activities typically include: production, taping, editing, distribution, and broadcasting of various programs and/or advertisements for radio, television and other media.

Recreational Facilities: Activities include sports performed either indoor or outdoors which require a facility for conducting the recreational activity, such as health clubs, exercise studios or classes, swimming centers, skating rinks, bowling alleys, tennis courts, sports fields, golf courses and amusement parks.

Recycling Facilities: Activities include: drop-off facilities, reverse vending machines, small and large collection facilities, green materials composting facilities, mixed organics composting facilities, and tire processing facilities

Repair Services: Activities include repair services involving articles such as upholstery, furniture and large electrical appliance repair services.

Restaurant (fast food): Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises or off-site consumption, including restaurants and delicatessens, inclusive of drive-through facilities.

Restaurant (sit down): Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises consumption, including restaurants and bars and delicatessens, exclusive of drive-through facilities.

Sidewalk Cafes: Eating and drinking establishments with outdoor dining facilities adjacent to public street sidewalks and other pedestrian-oriented areas.

Social Service Institutions: Activities typically include organizing and executing local, regional, and national service and charitable campaigns.

Sundries, Pharmaceutical and Convenience Sales: Freestanding establishment selling food items, beverages, and other items. Sales are typically in small quantities. This use may also provide up to four vehicle fueling spaces.

Swap Meets and Other Large Outdoor Retail Facilities: Activities typically include sales of a range of specialized products to the general public, usually from designated stalls.

Theaters: Activities typically include the performance of plays or music from a stage in an indoor or outdoor venue.

Trade Schools: Activities typically include: information, instruction and similar services, including computer training, driving schools, travel bureaus, photography studios, and vocational and trade schools.

Vehicle, Boat and Trailer Sales: Activities typically include: display, retail sale, leasing, rental of new and used vehicles, boats and trailers, with incidental minor repair, body work, and sale and installation of accessories. Vehicles include automobiles, motorcycles, boats, recreational vehicles and golf carts.

Vehicle Storage: Uses include the storage of operable and inoperative vehicles, including impound yards.

Veterinary Clinics and Animal Hospitals: Activities typically include: provision of routine and emergency medical attention to domestic pets and other animals.

Zoological Parks: Wilderness areas and freestanding facilities designed to house animals that are foreign to the surrounding area. Typical zoological parks also include aquariums, aviaries, and natural wildlife areas.

Appendix B Airport Land Use Plan Exhibits

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The March Joint Powers Authority may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact March Joint Powers Authority Planner Ms. Lauren Sotelo at (951) 656-7000.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to prull@rivco.org. or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501

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

DATE OF HEARING: **June 11, 2020**

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

Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the Place of Hearing, as listed above. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org

CASE DESCRIPTION:

ZAP1408MA20 – Meridian Park South, LLC (Representative: Jeff Gordon) – March Joint Powers Authority Case Nos. GP20-01 (General Plan Amendment), SP20-01 (Specific Plan Amendment), PP20-03 (Plot Plan), PP20-04 (Plot Plan), PP20-05 (Plot Plan), CUP20-02 (Conditional Use Permit), TPM20-02 (Tentative Parcel Map). SP20-01 (SP-1, Amendment No. 8) is a proposal to amend the March Business Center Specific Plan by amending land use designations in the South Campus area located southerly of Van Buren Boulevard, easterly of Barton Street, and westerly of Village West Drive, modifying the transportation section to reflect changes in street layout, modifying infrastructure exhibits, and revising the design guidelines. The land use designation changes are as follows: increase Industrial by 68.5 acres to a total of 200.3 acres; increase Commercial by 17.1 acres to a total of 23.5 acres; increase Parks/Open Space by 15.3 acres to a total of 140.3 acres; increase Mixed Use by 4.5 acres to a total of 27.8 acres; add 0.9 acres of Public Facilities; reduce Business Park by 61.3 acres to a total of 170.8 acres; and reduce Office by 27.4 acres to a total of 4.6 acres. GP20-01 is a proposal to amend the March Joint Powers Authority General Plan as follows: (1) amend the Land Use Map in accordance with the above land use designation changes in the Specific Plan Amendment and to reflect the rezoning of land and consolidation of proposed parcels and revisions to parcel boundaries; and (2) amend the Circulation Element by: (a) extending Village West Drive southerly to Nandina Avenue; (b) reconfiguring Street Y and renaming it as “Caroline Way”; (c) reconfiguring Street P, renaming it as “Bandit Boulevard,” and prohibiting trucks thereon; and (d) deleting Streets K, Q, T, and U. PP20-03 proposes a 61,336 square foot commercial development consisting of a 44,200 square foot grocery store and two retail buildings (9,198 square feet and 7,938 square feet) on 9.45 acres located near the southeast corner of Van Buren Boulevard and Orange Terrace Parkway. (CUP20-02 is a proposal to allow alcohol sales at that grocery store.) PP20-04 is a proposal to develop an 800,000 square foot industrial building on 36.5 acres located northerly of Krameria Avenue and westerly of Coyote Bush Road. PP20-05 is a proposal to construct a 6.2-acre dog park saluting military canines and paseo on the easterly side of Barton Street across from the intersection of Barton Street with Santa Inez Way. TPM 20-02 is a proposal to consolidate and reorder parcels further revising unrecorded Tentative Tract Map (TTM) No. 30857 including: (a) consolidating existing TTM lot numbers 18 through 27 into new lot #10; (b) establish three parcels 74, 92, and 93 where parcel 74 is now planned; and (3) reconfiguring the area of TTM lot numbers 30-48, 51-66 and 79 by deleting Lots 33, 48, and 51 through 66 (Airport Compatibility Zone C2 HTZ of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

MARCH
ZONE C2
1172

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP 1408M420 DATE SUBMITTED: March 3 2020

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

| | | | |
|-----------------|---------------------------------|--------------|-----------------------------------|
| Applicant | <u>Meridian Park South, LLC</u> | Phone Number | <u>(909) 579-1294</u> |
| Mailing Address | <u>1156 N. Mountain Ave.</u> | Email | <u>timothy.reeves@lewismc.com</u> |
| | <u>Upland, CA 91786</u> | | |

| | | | |
|-----------------|---------------------------------------|--------------|-----------------------------------|
| Representative | <u>Jeff Gordon</u> | Phone Number | <u>(949) 279-7339</u> |
| Mailing Address | <u>567 San Nicolas Dr., Suite 270</u> | Email | <u>jgordon@waypointpg.com.com</u> |
| | <u>Newport Beach, CA 92660</u> | | |

| | | | |
|-----------------|--|--------------|-----------------------------------|
| Property Owner | <u>Various: Meridian Park, LLC, Meridian Park South, LLC</u> | Phone Number | <u>(909) 579-1294</u> |
| Mailing Address | <u>1156 N Mountain Ave.</u> | Email | <u>timothy.reeves@lewismc.com</u> |
| | <u>Upland, CA 91786</u> | | |

LOCAL JURISDICTION AGENCY

| | | | |
|-------------------------|--|-------------------------------------|--|
| Local Agency Name | <u>March Joint Powers Authority</u> | Phone Number | <u>(951) 656-7000</u> |
| Staff Contact | <u>Lauren Sotelo</u> | Email | <u>Sotelo@marchjpa.com</u> |
| Mailing Address | <u>14205 Mountain Parkway</u> | Case Type | <u>multiple</u> |
| | <u>Suite 140</u> | <input checked="" type="checkbox"/> | General Plan / Specific Plan Amendment |
| | <u>Riverside, CA 92518</u> | <input type="checkbox"/> | Zoning Ordinance Amendment |
| Local Agency Project No | <u>G P20-01, SPA 20-21, CUP 20-02, TPM 20-02</u> | <input checked="" type="checkbox"/> | Subdivision Parcel Map / Tentative Tract |
| | <u>Plot plan(s) 20-03, 20-04, 20-05</u> | <input checked="" type="checkbox"/> | Use Permit |
| | | <input checked="" type="checkbox"/> | Site Plan Review/Plot Plan |
| | | <input type="checkbox"/> | Other |

PROJECT LOCATION

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

| | | | |
|-----------------------|---|---|-------------------------|
| Street Address | <u>NW corner Van Buren Blvd/Barton Street (Main parcel)</u> | | |
| | <u>various lots within TM 30857</u> | | |
| Assessor's Parcel No. | <u>See attached list</u> | Gross Parcel Size | <u>170 +/-</u> |
| Subdivision Name | <u>Meridian South</u> | Nearest Airport and distance from Airport | <u>March 1.75 miles</u> |
| Lot Number | | | |

PROJECT DESCRIPTION

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

| | |
|------------------------------|---|
| Existing Land Use (describe) | <u>Vacant Land. Project Description attached.</u> |
| | |
| | |

| | | | |
|---|--|------------------------------|--|
| Proposed Land Use (describe) | See project description attached | | |
| For Residential Uses | Number of Parcels or Units on Site (exclude secondary units) | | |
| For Other Land Uses (See Appendix C) | Hours of Operation | 24 hours | |
| | Number of People on Site | Maximum Number | |
| | Method of Calculation | ALUC to determine | |
| Height Data | Site Elevation (above mean sea level) | 1750 Average | ft. |
| | Height of buildings or structures (from the ground) | 80' maximum | ft. |
| Flight Hazards | Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | If yes, describe | | |

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. **(Only required if the project is scheduled for a public hearing Commission meeting)**

SOUTH CAMPUS RE-ENTITLEMENT

Relevant APN's

294-100-027

294-100-004

294-100-011

294-100-030

294-100-031

294-120-039

294-690-004

294-680-002

294-680-003

294-680-004

294-680-005

294-680-006

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.6

HEARING DATE: June 11, 2020

CASE NUMBER: ZAP1101FV20 – Hamann Construction (Representative: EPD Solutions)

APPROVING JURISDICTION: Riverside County

JURISDICTION CASE NO: BNR2000002 (Building Permit)

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

Airport Influence Area: French Valley Airport

Land Use Policy: Zone C

Noise Levels: 55-60 CNEL

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission find the Building Permit **CONSISTENT**, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant proposes to construct 24,905 square feet of rooftop solar panels on a 360,022 square foot furniture warehouse building on 20.42 gross acres.

The previous proposal (ZAP1088FV19) to construct the 360,022 square foot furniture warehouse building was found consistent by the Commission on April 11, 2019.

PROJECT LOCATION: The site is located northerly of Murrieta Hot Springs Road, southerly of Commerce Court, easterly of Townview Avenue, and westerly of Calistoga Drive, within the unincorporated community of French Valley, approximately 4,250 feet southeasterly of the southerly end of Runway 18-36 at French Valley Airport.

BACKGROUND:

Non-Residential Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the French Valley Airport, the site is located within Compatibility Zone C, which limits average

intensity to 80 people per acre and 160 people per single acre through French Valley Airport Compatibility Plan Policy 2.3. The proposed rooftop solar panels will not generate any occupancy.

Flight Hazard Issues: Structure height, electrical interference, and reflectivity/glare are among the issues that solar panels in the airport influence area must address. The project's 24,905 square foot photovoltaic (PV) panel structures would be located on the rooftop of the 360,022 square foot furniture warehouse building within Compatibility Zone C.

Glint and Glare/Reflectivity

Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property. However, potential for temporary after-image" ("yellow" level) and potential for permanent eye damage ("red" level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers.

The project proposes 24,905 square feet of solar panels on the building rooftop with a fixed tilt of 7 degrees with no rotation, and an orientation of 180 degrees. The applicant has submitted a glare analysis utilizing the web-based Forge Solar, a copy of which is attached hereto. The analysis was based on a 2 mile straight in approach (as per FAA Interim Policy standards) to runways 18 and 36. French Valley Airport does not have an air traffic control tower.

The analysis concluded that no glare would occur within the 2 mile approach to runways 18 and 36. The study preparer has commented on the no glare results, stating that it is plausible for no glare to occur given the location of the array to the flight path and the anti-reflectiveness of the panels. It is also conceivable that no glare would occur as the project site elevation is considerably lower than the runway elevation (159 feet difference), and that aircraft on the southerly approach to runway 36 are already flying above the panels for glare to affect the cockpit.

Electrical and Communication Interference

The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site.

Prohibited and Discouraged Uses: Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would result in a low potential for temporary after-image ("green" level) which has been determined by the Federal Aviation Administration (FAA) to be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low. Staff has included conditions to remedy unanticipated

situations.

Noise: The French Valley Compatibility Plan depicts the site as being located within the 55-60 CNEL contour range from aircraft noise. As a non-noise sensitive use, no mitigation measures are necessary.

Part 77: The elevation of Runway 18-36 at its southerly terminus is 1,340 feet above mean sea level (AMSL). At a distance of approximately 4,250 feet from the runway to the closest parcel within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,382 feet AMSL. The site's finished floor elevation is 1,181 feet AMSL. With a maximum building height of 47 feet, the top point elevation would be 1,228 feet (more than 100 feet below the runway elevation). Therefore, review of buildings by the FAA Obstruction Evaluation Service (FAAOES) is not required.

The proposed rooftop solar panel project would not increase the approved height of the building.

Open Area: Compatibility Zone C requires 20% (4.1 acres) of the land area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas. The proposed rooftop solar panel project would not intrude into delineated open areas, as the previously designated open areas are located within the parking areas of the project site, and the solar panels are located on the building's rooftop.

CONDITIONS:

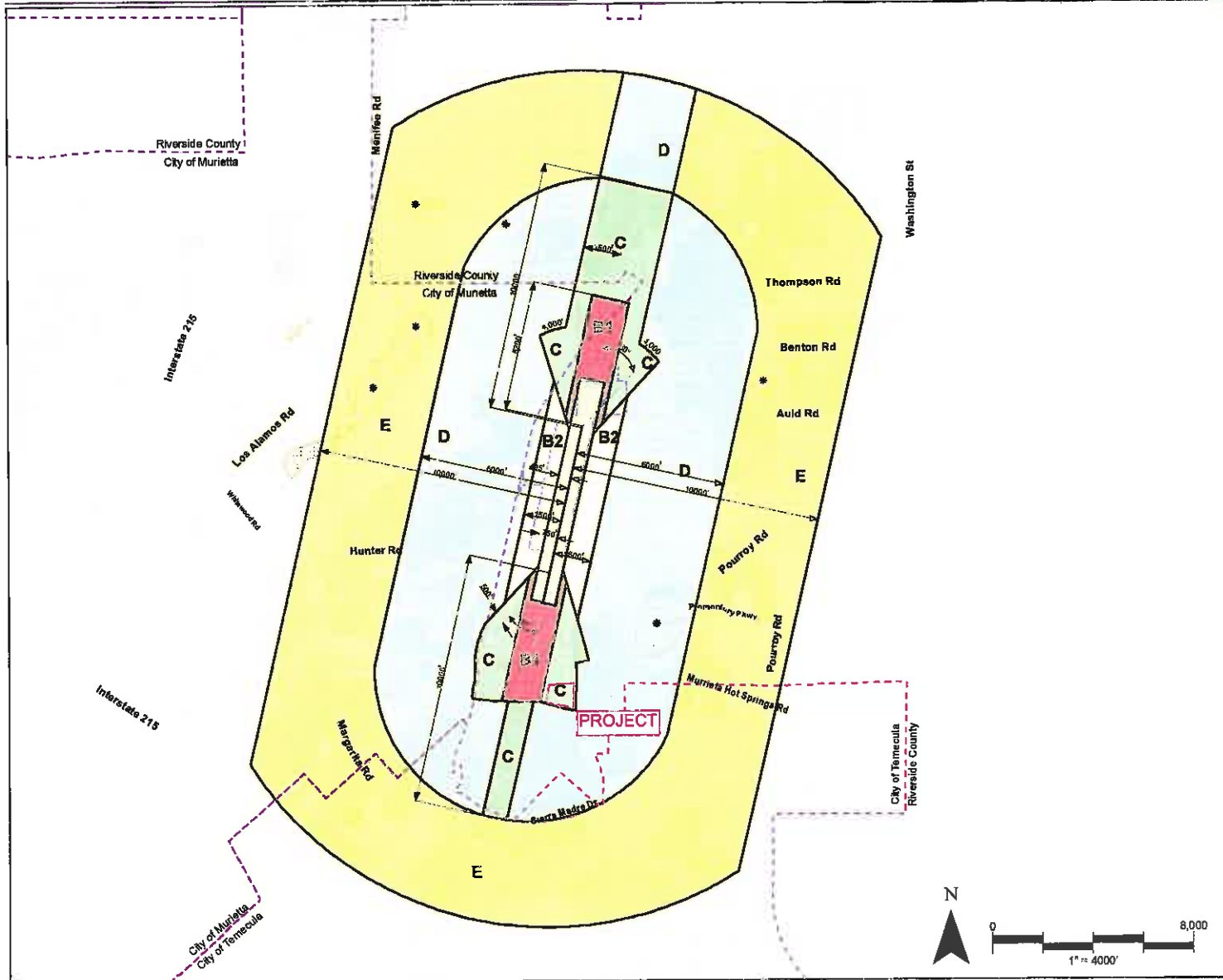
1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky and shall comply with the requirements of Riverside County Ordinance No. 655, as applicable. Outdoor lighting shall be downward facing.
2. The review of this Plot Plan 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.
 - (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 to the extent as to result in a potential for temporary after-image greater than the low ("green") level.

- (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 3. The attached notice shall be provided to all prospective purchasers of the property and future tenants of the proposed building, and shall be recorded as a deed notice.
- 4. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; children's schools; day care centers; libraries; hospitals; nursing homes and other skilled nursing and care facilities; multi-story buildings with 4 or more aboveground floors; 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. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.
- 6. 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. Any proposal to adjust the locations of the showroom and/or office areas shall be submitted to the ALUC Director for review. The ALUC Director shall evaluate the proposal to verify that the adjustment does not result in a single-acre intensity exceeding applicable criteria.
- 7. 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.
- 8. At least 4.2 acres of ALUC-eligible open areas (at least 75 feet in width and 300 feet in length), as depicted on the Open Space exhibit, a copy of which is attached, shall be kept obstacle and obstruction free per ALUC open area definition (no objects greater than four feet in height with a diameter of four inches or greater).
- 9. If the panels are mounted on a framework, said framework shall have a flat or matte finish so as to minimize reflection of sunlight.

10. All solar arrays installed on the project site shall consist of light textured glass photovoltaic solar panels with anti-reflective coating, a fixed tilt of 7 degrees and orientation of 180 degrees. Solar panels shall be limited to a total of 24,905 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in orientation, shall require a new solar glare analysis to ensure that the amended project does not result in the creation of any “yellow” or “red” level glare in the flight paths, and shall require a new hearing by the Airport Land Use Commission.
11. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An “incidence” includes any situation that results in an accident, incident, “near-miss,” report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator’s satisfaction.
12. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An “incidence” includes any situation that results in an accident, incident, “near-miss,” or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator’s satisfaction.

NOTICE OF AIRPORT IN VICINITY

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



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits
- Height Review Overlay Zone

Note

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

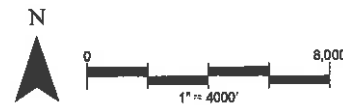
See Chapter 2, Table 2A from compatibility criteria associated with this map.

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

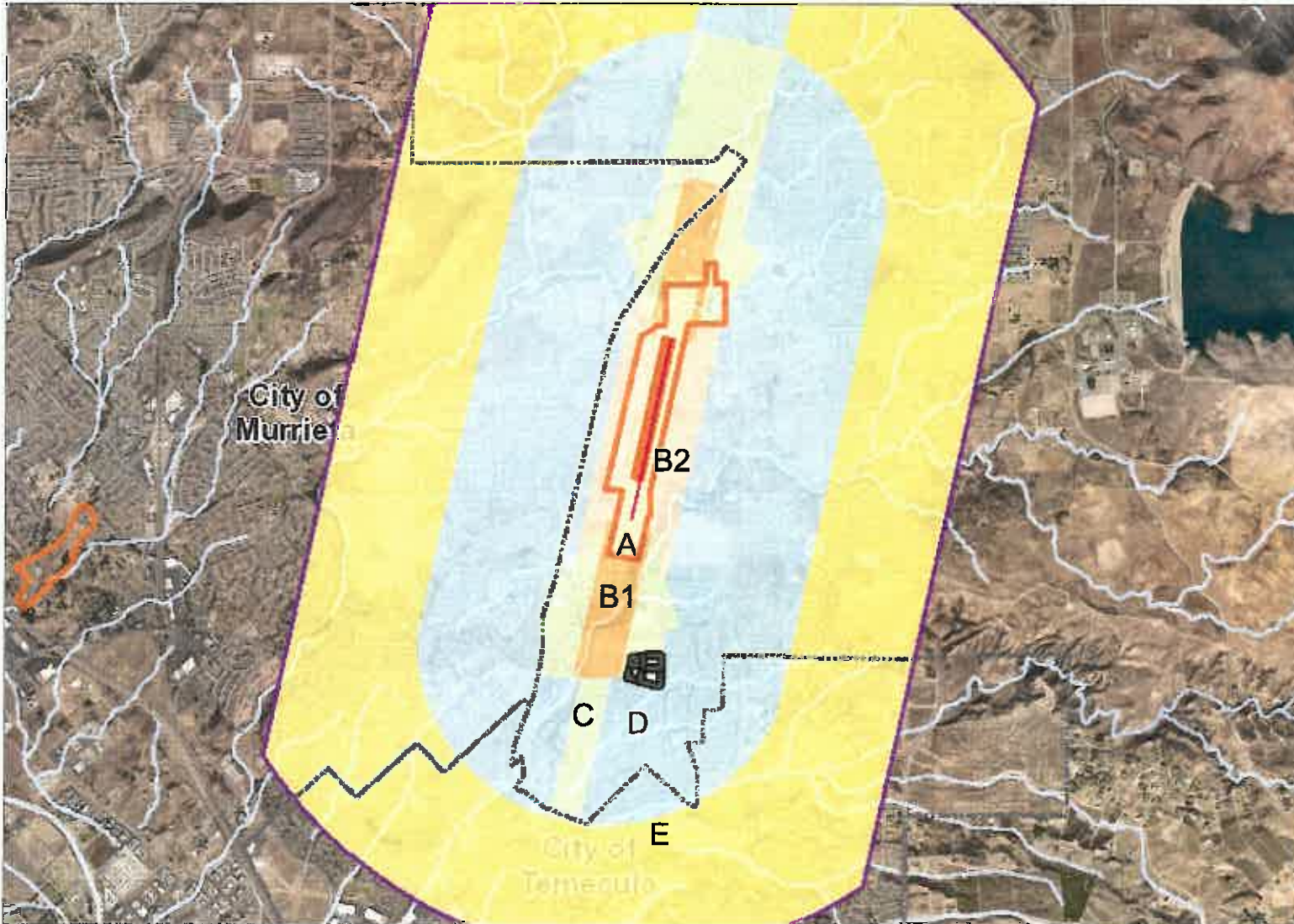
(April 2010)

Map FV-1

Compatibility Map
 French Valley Airport



Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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

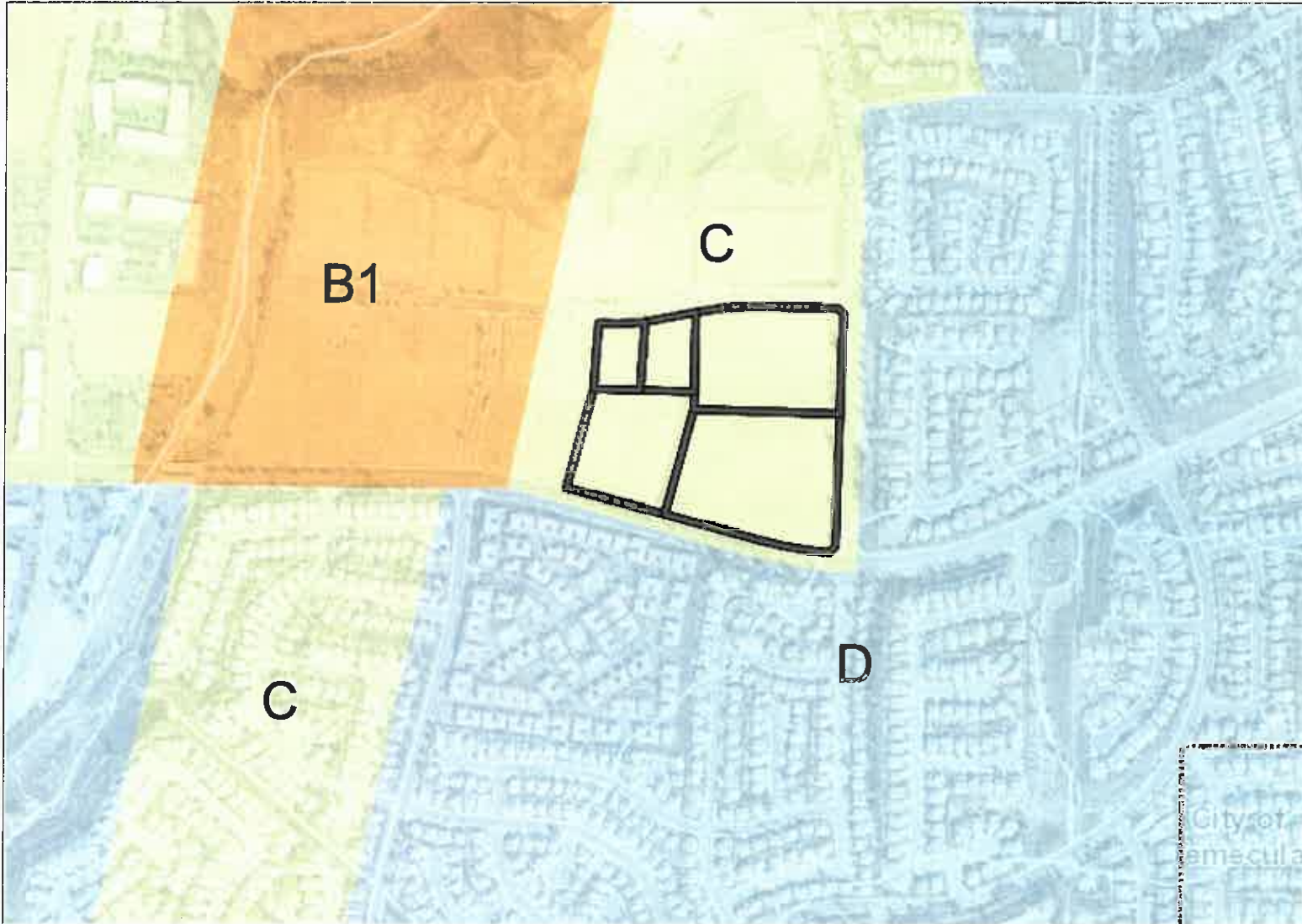


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Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGH
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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Notes

Map My County Map



- Legend**
- Runways
 - Airports
 - Airport Influence Areas
 - Blueline Streams
 - ▤ City Areas
 - World Street Map



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Notes

Map My County Map



- Legend**
- Runways
 - Airports
 - Airport Influence Areas
 - Blueline Streams
 - City Areas
 - World Street Map



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Notes

Map My County Map



- Legend**
-  Parcels
 -  Runways
 -  Airports
 -  Airport Influence Areas
 -  Blueline Streams
 -  City Areas
 -  World Street Map



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Notes

Map My County Map



- Legend**
- Parcels
 - Runways
 - Airports
 - Airport Influence Areas
 - Blueline Streams
 - City Areas
 - World Street Map



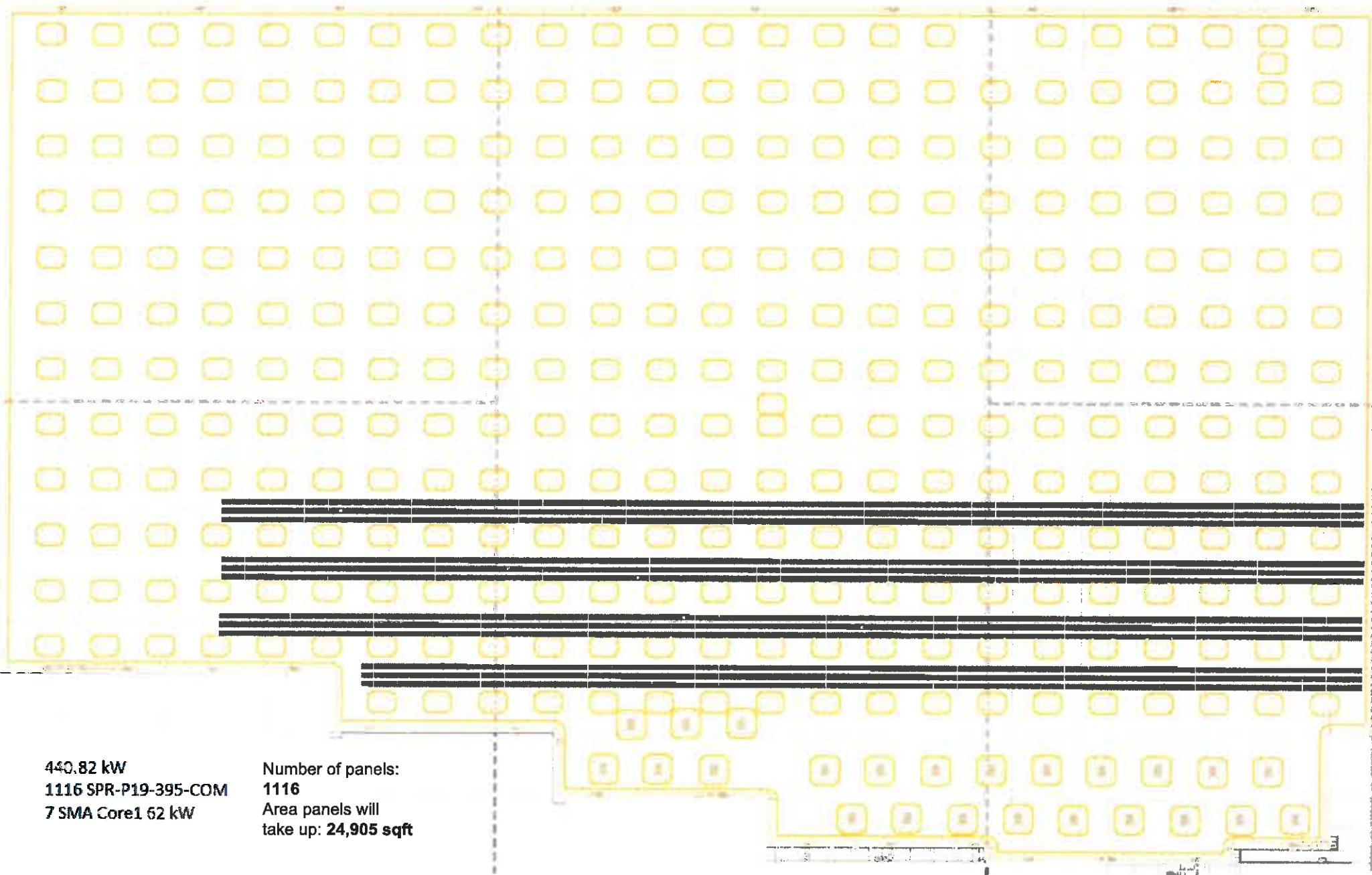
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Notes



440.82 kW
1116 SPR-P19-395-COM
7 SMA Core1 62 kW

Number of panels:
1116
Area panels will
take up: 24,905 sqft

Site Configuration: MOR

Project site configuration details and results.



Created April 20, 2020 7:09 p.m.
 Updated April 28, 2020 11:10 a.m.
 DNI varies and peaks at 1,000.0 W/m²
 Analyze every 4 minute(s)
 0.5 ocular transmission coefficient
 0.002 m pupil diameter
 0.017 m eye focal length
 9.3 mrad sun subtended angle
 Timezone UTC0
 Site Configuration ID: 38136.6980

Summary of Results No glare predicted!

| PV Name | Tilt | Orientation | "Green" Glare | "Yellow" Glare | Energy Produced |
|--------------|------|-------------|---------------|----------------|-----------------|
| | deg | deg | min | min | kWh |
| MOR PV array | 7.0 | 180.0 | 0 | 0 | 921,800.0 |

Component Data

PV Array(s)

Name: MOR PV array
 Axis tracking: Fixed (no rotation)
 Tilt: 7.0 deg
 Orientation: 180.0 deg
 Rated power: 440.82 kW
 Panel material: Smooth glass with AR coating
 Vary reflectivity with sun position? Yes
 Correlate slope error with surface type? Yes
 Slope error: 8.43 mrad

| Vertex | Latitude | Longitude | Ground elevation | Height above ground | Total elevation |
|--------|-----------|-------------|------------------|---------------------|-----------------|
| | deg | deg | ft | ft | ft |
| 1 | 33.552557 | -117.128984 | 1181.57 | 30.00 | 1211.57 |
| 2 | 33.552159 | -117.128984 | 1181.24 | 30.00 | 1211.24 |
| 3 | 33.552173 | -117.127574 | 1191.29 | 30.00 | 1221.29 |
| 4 | 33.552580 | -117.127589 | 1190.31 | 30.00 | 1220.31 |



2-Mile Flight Path Receptor(s)



Name: Flight path
 Description:
 Threshold height: 50 ft
 Direction: 9.5 deg
 Glide slope: 3.0 deg
 Pilot view restricted? Yes
 Vertical view restriction: 30.0 deg
 Azimuthal view restriction: 50.0 deg

| Point | Latitude | Longitude | Ground elevation | Height above ground | Total elevation |
|--------------|-----------|-------------|------------------|---------------------|-----------------|
| | deg | deg | ft | ft | ft |
| Threshold | 33.568426 | -117.131045 | 1338.78 | 50.00 | 1388.78 |
| 2-mile point | 33.537913 | -117.136785 | 1110.66 | 831.55 | 1942.21 |



PV Array Results

Summary of PV Glare Analysis PV configuration and predicted glare

| PV Name | Tilt | Orientation | "Green" Glare | "Yellow" Glare | Energy Produced | Data File  |
|--------------|------|-------------|---------------|----------------|-----------------|---|
| | deg | deg | min | min | kWh | |
| MOR PV array | 7.0 | 180.0 | 0 | 0 | 921,800.0 |  |

Click the name of the PV array to scroll to its results

PV & Receptor Analysis Results detailed results for each PV array and receptor

MOR PV array no glare found

Predicted energy output: 921,800.0 kWh: (assuming sunny, clear skies)

| Component | Green glare (min) | Yellow glare (min) |
|-----------------|-------------------|--------------------|
| FP: Flight path | 0 | 0 |

No glare found



Assumptions

- Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.
- Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.
- Detailed system geometry is not rigorously simulated.
- The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual values and results may vary.
- The system output calculation is a DNI-based approximation that assumes clear, sunny skies year-round. It should not be used in place of more rigorous modeling methods.
- Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.
- The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)
- Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
- Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.
- Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.
- Glare analysis methods used: OP V1, FP V1, Route V1
- Refer to the Help page for assumptions and limitations not listed here.

Site Configuration: MOR

Project site configuration details and results.



Created May 21, 2020 6:40 p.m.
 Updated May 21, 2020 6:45 p.m.
 DNI varies and peaks at 1,000.0 W/m²
 Analyze every 4 minute(s)
 0.5 ocular transmission coefficient
 0.002 m pupil diameter
 0.017 m eye focal length
 9.3 mrad sun subtended angle
 Timezone UTC-8
 Site Configuration ID: 39494.7193

Summary of Results No glare predicted!

| PV Name | Tilt | Orientation | "Green" Glare | "Yellow" Glare | Energy Produced |
|--------------|------|-------------|---------------|----------------|-----------------|
| | deg | deg | min | min | kWh |
| MOR PV array | 7.0 | 180.0 | 0 | 0 | 970,400.0 |

Component Data

PV Array(s)

Name: MOR PV array
 Axis tracking: Fixed (no rotation)
 Tilt: 7.0 deg
 Orientation: 180.0 deg
 Rated power: 440.82 kW
 Panel material: Smooth glass without AR coating
 Vary reflectivity with sun position? Yes
 Correlate slope error with surface type? Yes
 Slope error: 6.55 mrad
 Approx. area: 69,177 sq-ft

| Vertex | Latitude | Longitude | Ground elevation | Height above ground | Total elevation |
|--------|-----------|-------------|------------------|---------------------|-----------------|
| | deg | deg | ft | ft | ft |
| 1 | 33.552598 | -117.128977 | 1181.48 | 30.00 | 1211.48 |
| 2 | 33.552589 | -117.127545 | 1180.58 | 30.00 | 1220.56 |
| 3 | 33.552160 | -117.127556 | 1191.32 | 30.00 | 1221.32 |
| 4 | 33.552146 | -117.128956 | 1181.25 | 30.00 | 1211.25 |



2-Mile Flight Path Receptor(s)



Name: FP 1
 Description:
 Threshold height: 50 ft
 Direction: 193.1 deg
 Glide slope: 3.0 deg
 Pilot view restricted? Yes
 Vertical view restriction: 30.0 deg
 Azimuthal view restriction: 50.0 deg

| Point | Latitude | Longitude | Ground elevation | Height above ground | Total elevation |
|--------------|-----------|-------------|------------------|---------------------|-----------------|
| | deg | deg | ft | ft | ft |
| Threshold | 33.582088 | -117.128421 | 1344.38 | 50.00 | 1384.36 |
| 2-mile point | 33.810246 | -117.118534 | 1405.33 | 542.49 | 1947.82 |



PV Array Results

Summary of PV Glare Analysis PV configuration and predicted glare

| PV Name | Tilt | Orientation | "Green" Glare | "Yellow" Glare | Energy Produced | Data File  |
|--------------|------|-------------|---------------|----------------|-----------------|---|
| | deg | deg | min | min | kWh | |
| MOR PV array | 7.0 | 180.0 | 0 | 0 | 970,400.0 |  |

Click the name of the PV array to scroll to its results

PV & Receptor Analysis Results detailed results for each PV array and receptor

MOR PV array no glare found

Predicted energy output: 970,400.0 kWh (assuming sunny, clear skies)

| Component | Green glare (min) | Yellow glare (min) |
|-----------|-------------------|--------------------|
| FP: FP 1 | 0 | 0 |

No glare found



Assumptions

- Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.
- Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.
- Detailed system geometry is not rigorously simulated.
- The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual values and results may vary.
- The system output calculation is a DN_s-based approximation that assumes clear, sunny skies year-round. It should not be used in place of more rigorous modeling methods.
- Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.
- The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)
- Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
- Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.
- Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.
- Glare analysis methods used: OP V1, FP V1, Route V1
- Refer to the [Help page](#) for assumptions and limitations not listed here.

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The County of Riverside Planning Department should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Mr. Russell Brady at (951) 955-3025.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to prull@rivco.org. or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501

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

DATE OF HEARING: **June 11, 2020**

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

Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the Place of Hearing, as listed above. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org

CASE DESCRIPTION:

ZAP1101FV20 – Hamman Construction (Representative: EPD Solutions) – County of Riverside Case No. BNR2000002 (Building Permit). A proposal to construct 24,905 square feet of rooftop solar panels on a 360,022 square foot furniture warehouse building on 20.42 gross acres, located northerly of Murrieta Hot Springs Road, southerly of Commerce Court, easterly of Townview Avenue, and westerly of Calistoga Drive. (The previous proposal to construct the 360,022 square foot furniture warehouse building at this site had been found consistent by the ALUC) (Airport Compatibility Zone C of the French Valley Airport Influence Area).



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

FV
C

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP 1101 FV20 DATE SUBMITTED: April 29, 2020

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

| | | | |
|-----------------|--|--------------|------------------------|
| Applicant | Hamman Construction - Paul Giese | Phone Number | |
| Mailing Address | 1000 Pioneer Way El Cajon CA 92020 | Email | paul@hammanco.com |
| Representative | EPD Solutions | Phone Number | 949-278-5413 |
| Mailing Address | 2 Park Plaza Suite 1120 Irvine CA 92614 | Email | norah@epdsolutions.com |
| Property Owner | Morsilver LC | Phone Number | |
| Mailing Address | 1000 Pioneer Way El Cajon CA 92020 | Email | gregg@hamannco.com |

LOCAL JURISDICTION AGENCY

| | | | |
|-------------------------|--|--------------------------|--|
| Local Agency Name | County of Riverside <u>BUILDING + SAFETY</u> | Phone Number | <u>951-955-4633</u> |
| Staff Contact | <u>STEVE KIM</u> | Email | |
| Mailing Address | 4080 Lemon Street 12th Floor Riverside CA 92502 | Case Type | Building Permit |
| Local Agency Project No | BNR2000002 | <input type="checkbox"/> | General Plan / Specific Plan Amendment |
| | | <input type="checkbox"/> | Zoning Ordinance Amendment |
| | | <input type="checkbox"/> | Subdivision Parcel Map / Tentative Tract |
| | | <input type="checkbox"/> | Use Permit |
| | | <input type="checkbox"/> | Site Plan Review/Plot Plan |
| | | <input type="checkbox"/> | Other |

PROJECT LOCATION

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

| | | | |
|-----------------------|---|-------------------|---------------------------------------|
| Street Address | <u>NWC of Murrieta Hot Springs Rd & Calistoga</u> | | |
| Assessor's Parcel No. | <u>957-372-012</u> | Gross Parcel Size | <u>20.42</u> |
| Subdivision Name | | Nearest Airport | |
| Lot Number | | and distance from | |
| | | Airport | <u>French Valley Airport - 4000ft</u> |

PROJECT DESCRIPTION

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

| | |
|------------------------------|--------------------|
| Existing Land Use (describe) | <u>vacant site</u> |
| | |
| | |

| | | | |
|------------------------------|--|-----------------|---|
| Proposed Land Use (describe) | 360,022 SF Industrial building for a furniture warehouse and distribution facility with ancillary showroom and office. | | |
| For Residential Uses | Number of Parcels or Units on Site (exclude secondary units) | | |
| For Other Land Uses | Hours of Operation | 6am - 6pm | |
| (See Appendix C) | Number of People on Site | Maximum Number | 80-150 |
| | Method of Calculation | | |
| Height Data | Site Elevation (above mean sea level) | 1181.90-1179.52 | ft. |
| | Height of buildings or structures (from the ground) | 45'6" | ft. |
| Flight Hazards | Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? | | <input checked="" type="checkbox"/> Yes |
| | If yes, describe | | <input type="checkbox"/> No |
| | Solar panels | | |

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10) with ALUC return address (**only required if the project is scheduled for a public hearing Commission meeting**)

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.7

HEARING DATE: June 11, 2020

CASE NUMBER: ZAP1084PS20 – Terra-Gen Development/Coachella Wind Holdings, LLC (Representative: Armand Anselmo)

APPROVING JURISDICTION: City of Palm Springs

JURISDICTION CASE NO: Plan Check Case No. 2020-1140.e, related to approved Conditional Use Permit No. 5.1429.

LAND USE PLAN: Not within an Airport Influence Area

MAJOR ISSUES: The associated Conditional Use Permit for a wind turbine project was reviewed by the Airport Land Use Commission (ALUC) in November 2018 through ZAP1070PS18. At that time, the applicant had proposed two meteorological towers; however, specific locations for those towers had not been determined, and no towers were included in the notices submitted to the Federal Aviation Administration Obstruction Evaluation Service (FAA OES). Therefore, ALUC Condition No. 5 required any proposal for new structures taller than 200 feet from ground level be reviewed by ALUC and FAA.

RECOMMENDATION: Staff recommends that the proposal for one permanent meteorological tower in conjunction with Conditional Use Permit No. 5.1429 be found CONSISTENT with the 2004 Riverside County Airport Land Use Compatibility Plan, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to construct one permanent meteorological tower 311 feet in height within an 860-acre wind turbine development. The applicant previously received approval through Conditional Use Permit No. 5.1429 to decommission and remove approximately 363 commercial wind turbines and install 20 new commercial wind turbines with a maximum height of 499 feet on this site. This proposal is submitted pursuant to Condition No. 5 of ALUC Case ZAP1070PS18 requiring any proposal for new structures taller than 200 feet from ground level to be submitted to ALUC for review.

PROJECT LOCATION: The proposed project is located southerly of Interstate 10, easterly of Indian Canyon Drive, and northerly of Highway 111. The overall wind turbine site is not located within an existing Airport Influence Area, as it lies over 21,940 feet from the northwesterly terminus of the primary runway (Runway 13R-31L) at Palm Springs International Airport, but the project

comes before the Airport Land Use Commission because the proposed tower exceeds 200 feet in height.

BACKGROUND:

As stated in Section 1.5.3.c of the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan, “any proposal for construction or alteration of a structure (including antennas) taller than 200 feet above ground level at the site” requires referral to the Airport Land Use Commission for a determination of consistency with the Commission’s Plan prior to approval by the local jurisdiction. Such facilities also require notification to the FAA pursuant to Code of Federal Regulations Title 14, Chapter 1, Part 77, Paragraph 77.9.

The Riverside County Airport Land Use Compatibility Plan (RCALUCP) Policy Document, adopted on October 14, 2004, does not articulate specific procedures or criteria to guide the Airport Land Use Commission in evaluating such facilities. As such, the determination by the FAA OES (through the Form 7460-1 process) is pivotal in providing a basis for the ALUC’s decision regarding such facilities.

On May 20, 2020, the FAA OES issued a Determination of No Hazard to Air Navigation letter for Aeronautical Study No. 2020-WTW-913-OE for the permanent meteorological tower. Obstruction marking and lighting with paint and red lights is required in accordance with FAA Advisory Circular 70/7460-1 L Change 2, Chapters 3 (Marked), 4, 5 (Red) and 12. Painting is to conform with paragraphs 3.1 through 3.4, with alternate bands of aviation orange and white paint. At least two high-visibility sleeves are required on each of the tower’s outer guy wires, and each guy wire is to be marked with at least eight high-visibility aviation orange spherical marker balls.

CONDITIONS:

1. The Federal Aviation Administration has conducted an aeronautical study of the proposed meteorological tower (Aeronautical Study No. 2020-WTW-913-OE) and has determined that the structure shall be marked/lighted in accordance with FAA Advisory Circular 70/7460-1 L Change 2, Chapters 3 (Marked), 4, 5 (Red) and 12. Painting is to conform with paragraphs 3.1 through 3.4 of Chapter 3, with alternate bands of aviation orange and white paint. In accordance with paragraph 3.5 of Chapter 3, all markings shall be replaced when faded or otherwise deteriorated.
2. A minimum of two high-visibility sleeves shall be installed on each of the outer guy wires of the meteorological tower. One shall be installed as close to the anchor point as possible, but at a height well above the crop or vegetation canopy, if any. A second sleeve shall be installed midway between the location of the lower sleeve (as referenced above) and the upper attachment point of the guy wire to the tower. Care should be taken to ensure that the use of sleeves does not impact the placement of spherical marker balls.

3. A minimum of eight high-visibility aviation orange spherical marker balls shall be attached to each guy wire. Four such balls shall be attached to guy wires at the top of the tower no further than 15 feet from the top wire connection to the tower. Four such balls shall be attached to guy wires at or below the mid-point of the structure.
4. Any variations in the placement and use of high-visibility sleeves and/or spherical markers shall require approval from the Federal Aviation Administration Obstruction Evaluation Service.
5. Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.
6. To the maximum extent possible, in compliance with FAA guidelines regarding lighting, mitigation measures shall be incorporated into the project that would minimize light pollution to the people on the ground.
7. In order to ensure proper conspicuity of the structure at night during construction, the structure shall be lit with temporary lighting once the structure reaches a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, structures shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light towers within a project until the entire project has been completed is prohibited.
8. The permanent meteorological tower shall not exceed a height of 311 feet above ground level and a maximum elevation at top point of 1,100 feet above mean sea level.
9. The maximum height and top point elevation specified above shall not be amended, and the specific location coordinates of the permanent tower site shall not vary from the coordinates provided to the Federal Aviation Administration by more than one second latitude/longitude, without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
10. Temporary construction equipment used during actual construction of the meteorological tower shall not exceed 311 feet in height and a maximum elevation of 1,100 feet above mean

sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

11. Within five (5) days after construction reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the proposed structure.

The above conditions relate to the proposed meteorological tower and do not supersede conditions applied to the larger wind turbine development. Those conditions included in ALUC's conditional consistency determination letter issued December 6, 2018 remain applicable to the project reviewed pursuant to ZAP1070PS18 (Conditional Use Permit No. 5.1429).

Y:\AIRPORT CASE FILES\Palm Springs\ZAP1084PS20\ZAP1084PS20sr



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

Aeronautical Study No.
 2020-WTW-913-OE

Issued Date: 05/20/2020

Robert Skaggs
 Coachella Flats, LLC
 11455 El Camino Real
 Suite 160
 San Diego, CA 92130

**** 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: Met Tower (w/WT Farm) CF Met 2
 Location: Palm Springs, CA
 Latitude: 33-53-58.29N NAD 83
 Longitude: 116-34-20.78W
 Heights: 789 feet site elevation (SE)
 311 feet above ground level (AGL)
 1100 feet above mean sea level (AMSL)

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

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, paint/red lights - Chapters 3(Marked),4,5(Red),&12.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

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

See attachment for additional condition(s) or information.

This determination expires on 11/20/2021 unless:

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

(b) extended, revised, or terminated by the issuing office.

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

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

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

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

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

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

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

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

If we can be of further assistance, please contact our office at (816) 329-2526, or bill.kieffer@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTW-913-OE.

Signature Control No: 429818618-440701568

(DNE -WT)

Bill Kieffer

Specialist

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2020-WTW-913-OE

Note:

As a condition to this Determination, the structure should be obstruction marked as noted below.

Painting.

The meteorological evaluation tower (MET) should be painted in accordance with the criteria contained in FAA Advisory Circular 70/7460-1L, Chapter 3, paragraphs 3.1 through 3.4, specifically, with alternate bands of aviation orange and white paint. In addition, paragraph 3.5 states that all markings should be replaced when faded or otherwise deteriorated.

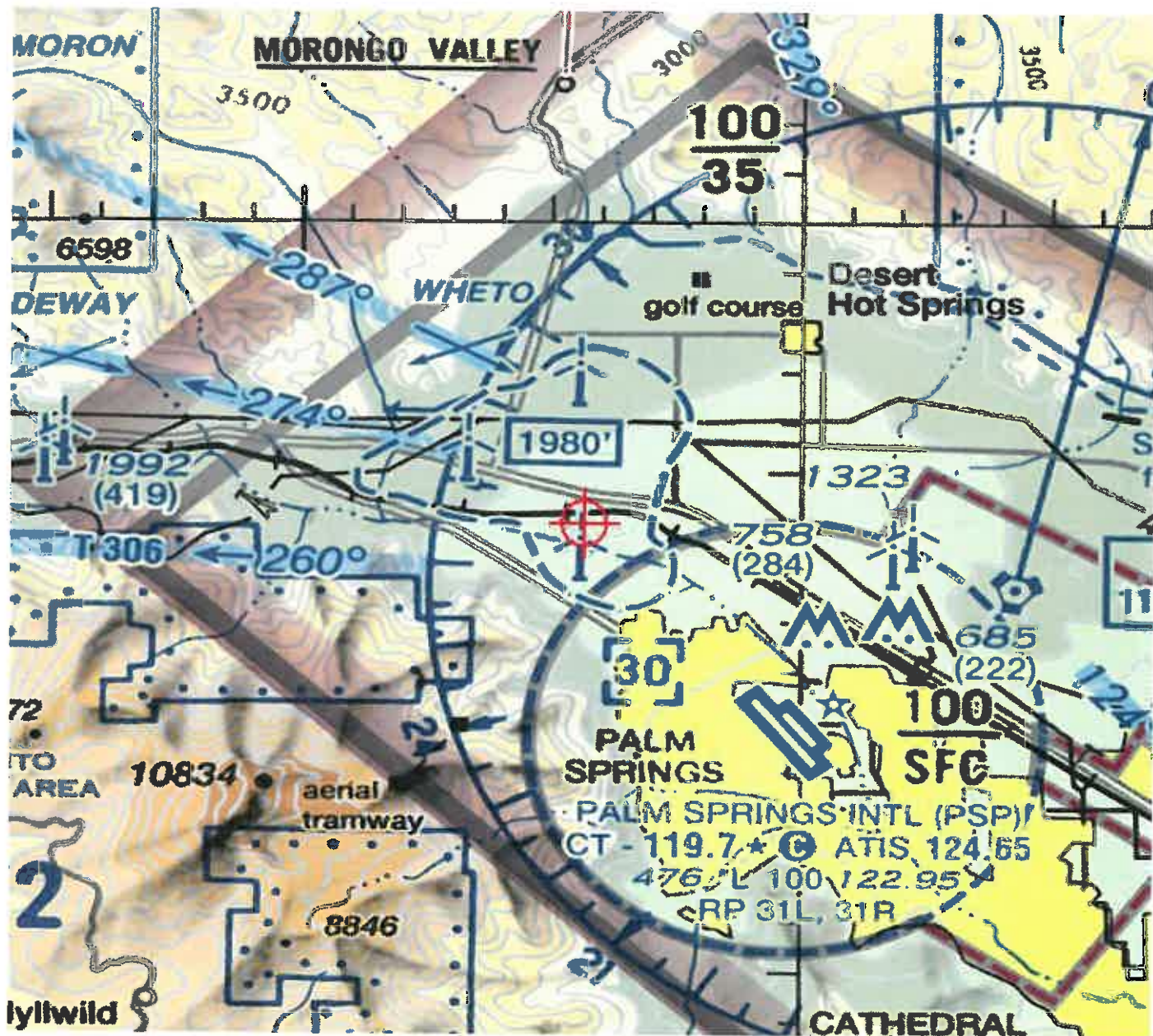
High-Visibility Sleeves.

It is recommended that several high-visibility sleeves be installed on the MET's outer guy wires. One high-visibility sleeve should be installed on each guy wire, as close to the anchor point as possible, but at a height well above the crop or vegetation canopy. A second sleeve should be installed on the same outer guy wires midway between the location of the lower sleeve and the upper attachment point of the guy wire to the MET. The use of sleeves should not impact the placement of spherical marker balls.

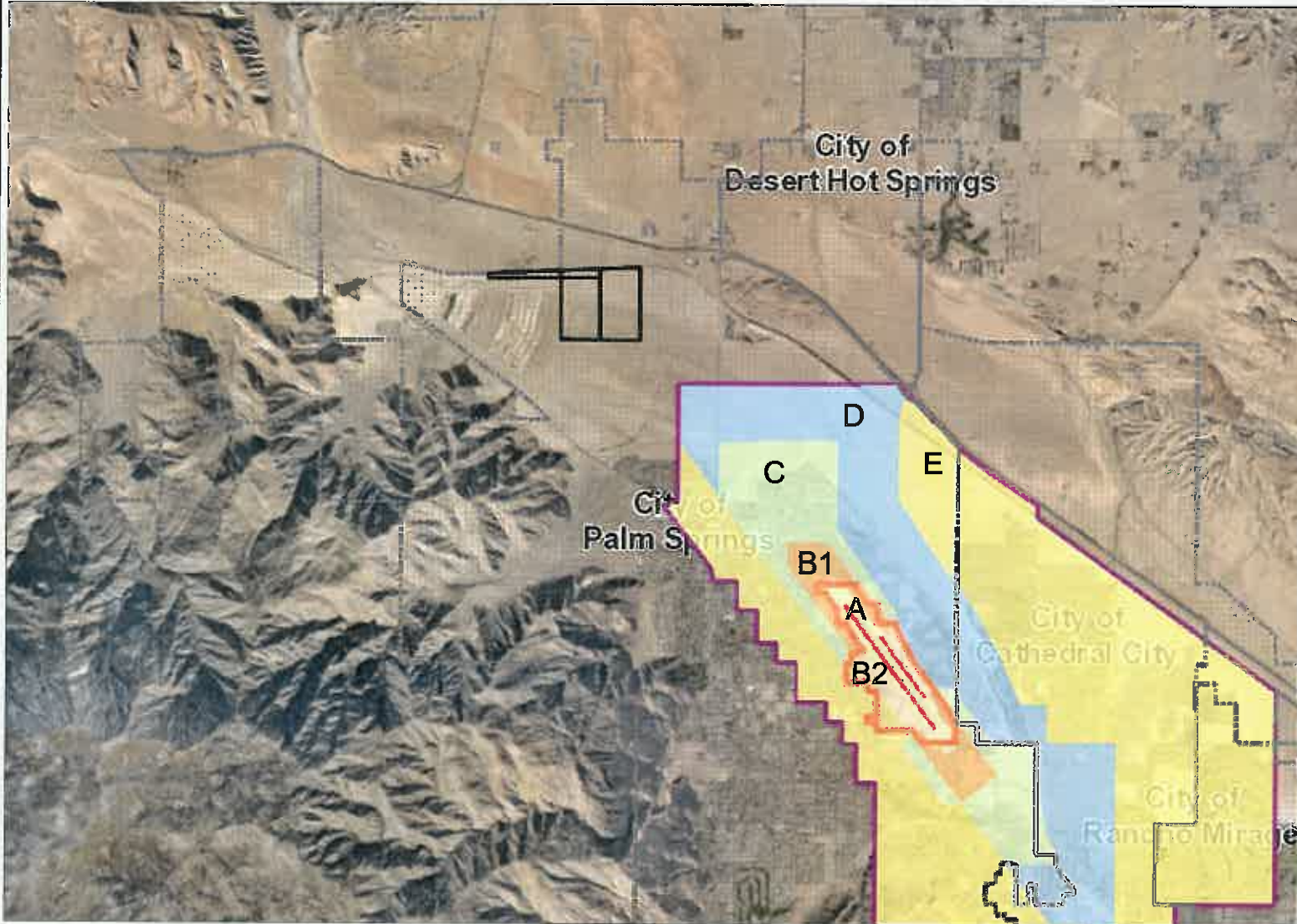
Spherical Markers.

It is also recommended that high-visibility aviation orange spherical marker (or cable) balls be attached to the guy wires. The FAA recommends a total of 8 high visibility spherical marker (or cable balls) of aviation orange color attached to the guy wires; 4 marker balls should be attached to guy wires at the top of the tower no further than 15 feet from the top wire connection to the tower, and 4 marker balls at or below the mid point of the structure on the outer guy wires.

The FAA recognizes that various weather conditions and manufacturing placement standards may affect the placement and use of high-visibility sleeves and/or spherical markers. Thus, some flexibility is allowed when determining sleeve length and marker placement on METs.



Map My County Map



Legend

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



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Notes



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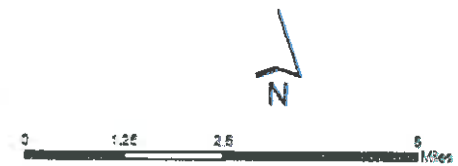
© Riverside County GIS



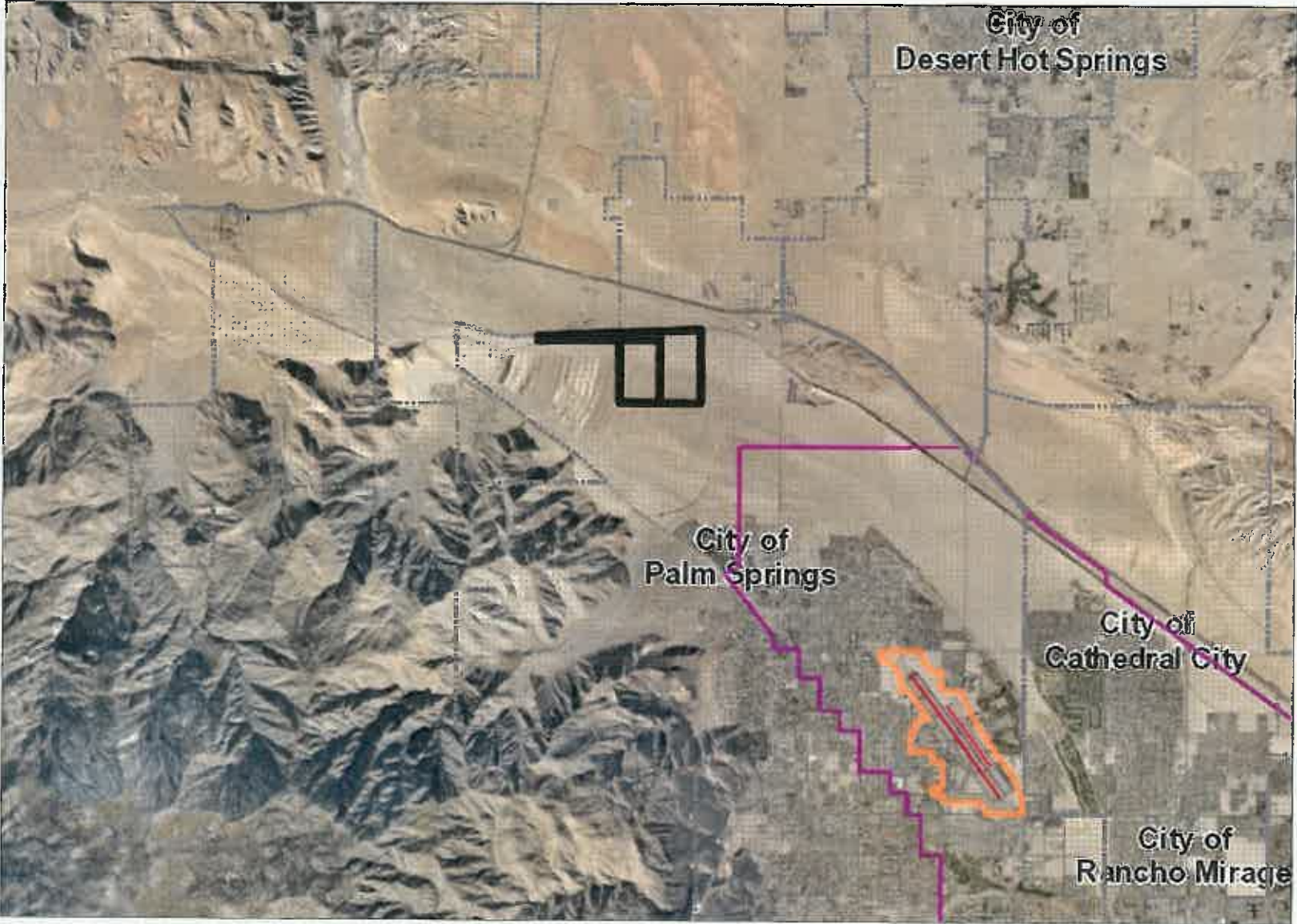
Distance to:

Banning Municipal Airport: Approximately 15 miles away

Palm Springs Int'l Airport: Approximately 5 miles away



Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- City Areas
- World Street Map



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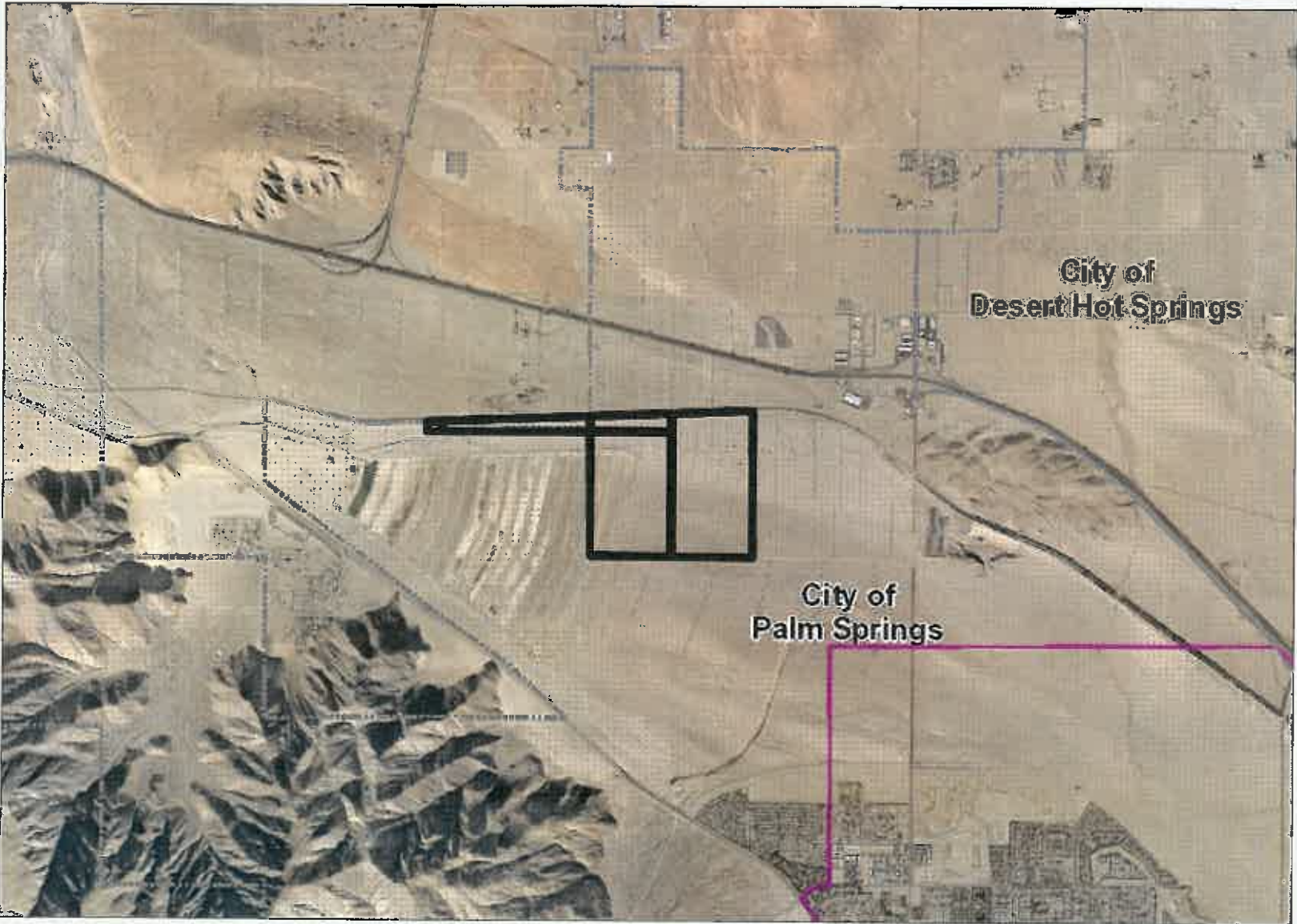
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Notes

Map My County Map



- Legend**
- Runways
 - Airports
 - Airport Influence Areas
 - ▤ City Areas
 - World Street Map



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Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- ▤ City Areas
- World Street Map

Notes



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Map My County Map



Legend

-  Runways
-  Airports
-  Airport Influence Areas
-  City Areas
-  World Street Map



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Notes

Attachment B: Project Description

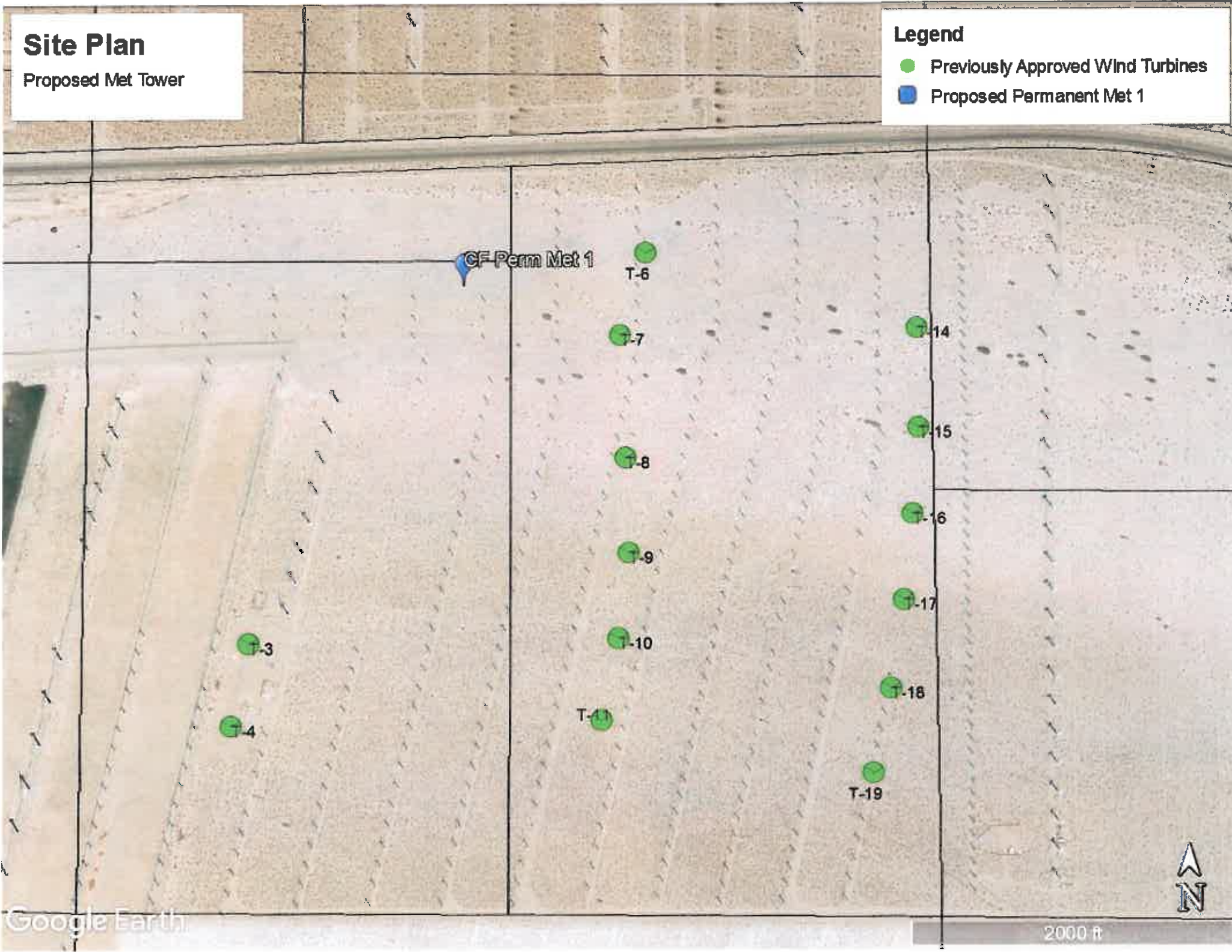
This application is for one (1) permanent meteorological (met) tower related to the previously approved Coachella Flats Wind Energy Repowering project (Case No. 5.1429 CUP). The met tower will be approximately 91.5 meters (300 feet) tall and will be lattice structures. Guy wires may be needed, but project is reducing use as much as possible and, where necessary, applying reflective bird diverters to any wires used by the Project. Lighting will be required for the met tower, and the applicant has recommended to the FAA to use paint and red lighting only. That will be confirmed by the FAA when the Obstruction Evaluation is complete.

Site Plan

Proposed Met Tower

Legend

- Previously Approved Wind Turbines
- Proposed Permanent Met 1



Conditional Use Permit Plans

for

Coachella Flats Wind Project Riverside County, California

Westwood

Phone (951) 551-2100 18701 Wilshire Blvd, Suite 1300
Pasadena, CA 91104
Fax (951) 551-2222 Altadena, CA 91004
Cell (951) 551-4100 Westwood@westwood.com
Westwood Professional Services, Inc.

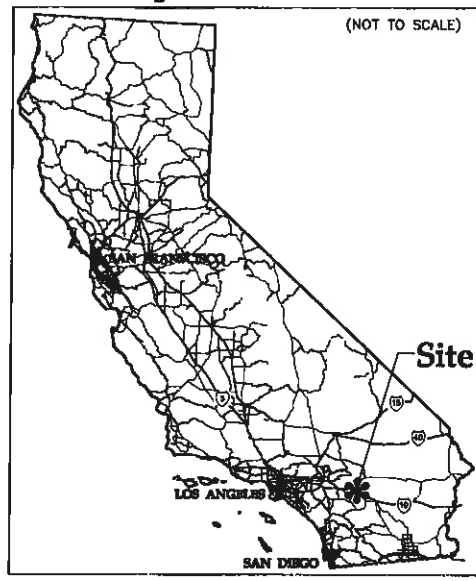


| | |
|--------------------|----------|
| Designed: | ATP |
| Checked: | SB |
| Drawn: | ATP |
| As-Built Designer: | |
| Scale: | AS SHOWN |
| Prepared for: | |

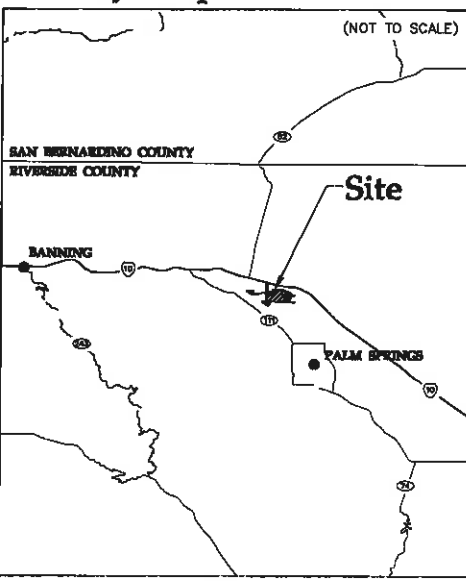
**COACHELLA FLATS,
LLC**

11405 El Camino Real, Suite 300
San Diego, CA 92138

State Map



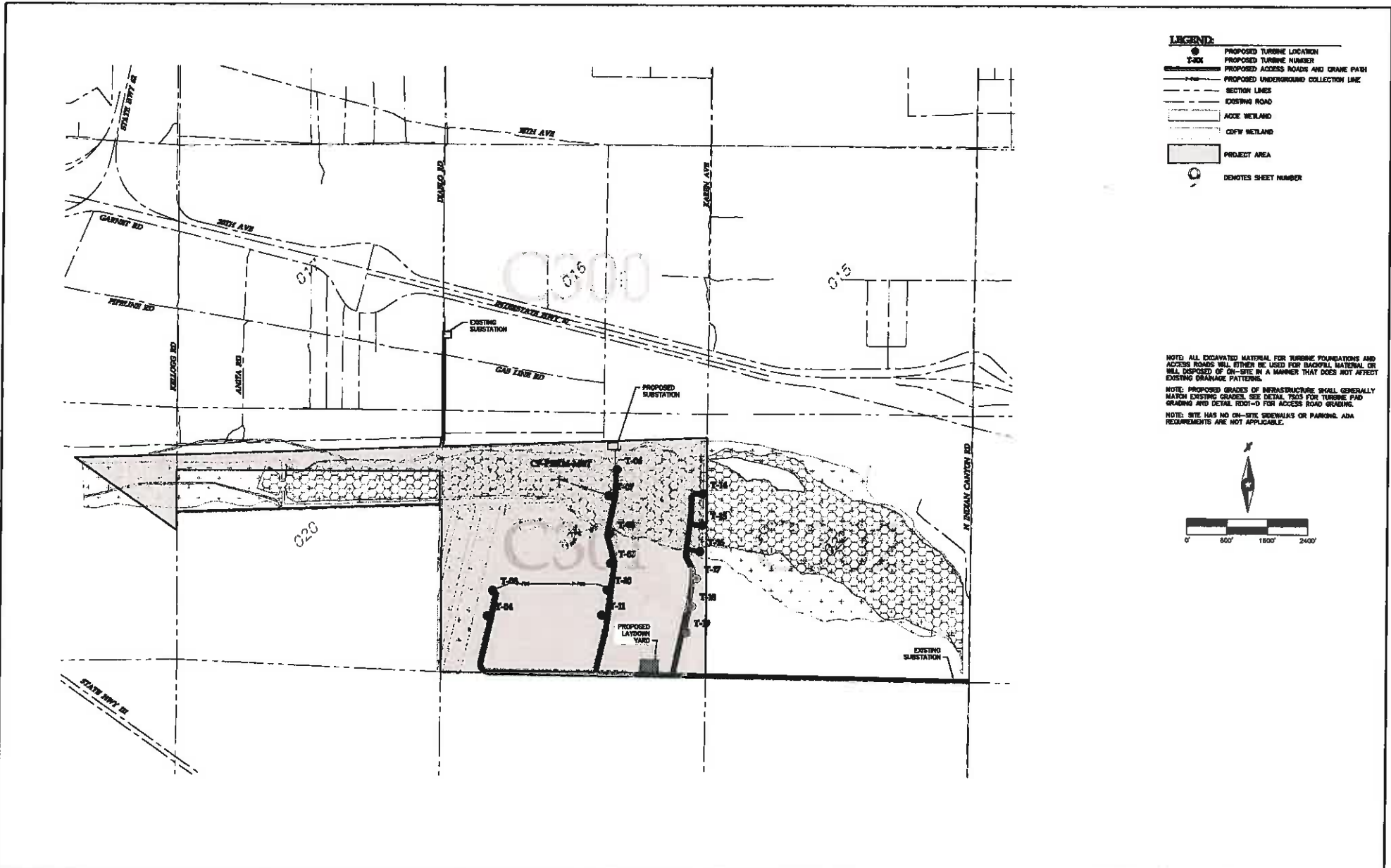
Vicinity Map



**Coachella Flats
Wind Project**
Riverside County, California

Cover

NOT FOR CONSTRUCTION

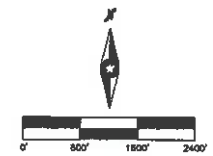


- LEGEND:**
- PROPOSED TURBINE LOCATION
 - PROPOSED TURBINE NUMBER
 - PROPOSED ACCESS ROADS AND DRAIN PATH
 - PROPOSED UNDERGROUND COLLECTION LINE
 - SECTION LINES
 - EXISTING ROAD
 - ACE WETLAND
 - CDFW WETLAND
 - PROJECT AREA
 - DENOTES SHEET NUMBER

NOTE: ALL EXCAVATED MATERIAL FOR TURBINE FOUNDATIONS AND ACCESS ROADS WILL EITHER BE USED FOR BACKFILL MATERIAL OR WILL BE DISPOSED OF ON-SITE IN A MANNER THAT DOES NOT AFFECT EXISTING DRAINAGE PATTERNS.

NOTE: PROPOSED GRADES OF INFRASTRUCTURE SHALL GENERALLY MATCH EXISTING GRADES. SEE DETAIL T003 FOR TURBINE PAD GRADING AND DETAIL T001-0 FOR ACCESS ROAD GRADING.


















NOTE: SITE HAS NO ON-SITE SIDEWALKS OR PARKING. ADA REQUIREMENTS ARE NOT APPLICABLE.



| SHEET SIZE 84"X57" PRELIMINARY: NOT FOR CONSTRUCTION | <table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>REVISION</th> <th>BY</th> <th>CHK'D</th> <th>APP'D</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table> | | | | NO. | DATE | REVISION | BY | CHK'D | APP'D | | | | | | | DESIGNED BY Westwood <small>Phone: (800) 800-0200 (761) Westwood Blvd., Suite 1000 San Diego, CA 92161 Fax: (619) 592-0822 www.westwood.com</small> | EPC CONTRACTOR SIGNAL ENERGY <small>CONSTRUCTION</small> <small>11111 Signal Energy Blvd., Suite 100 San Diego, CA 92121</small> | COACHELLA FLATS WIND PROJECT CITY OF PALM SPRINGS, CALIFORNIA OWNER: COACHELLA FLATS, LLC 11455 EL CAMINO REAL, SUITE 100 SAN DIEGO, CA 92130 | CONTRACT NUMBER: - DRAWN DATE: 03-20-20 SCALE: - DRAWING NUMBER: 0024245-00-0100 REV: A | Vicinity Map |
|--|--|------|----------|----|-------|-------|----------|----|-------|-------|--|--|--|--|--|--|--|---|--|---|--------------|
| | NO. | DATE | REVISION | BY | CHK'D | APP'D | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| <small>CONFIDENTIAL NOTICE: THE ABOVE GRADINGS, CALCULATIONS, DATA, RECORDS AND APPROPRIATELY REPRESENTED THEREBY ARE AND SHALL REMAIN THE PROPERTY OF SIGNAL ENERGY AND NO PART THEREOF SHALL BE COPIED, REPRODUCED, TRANSMITTED, OR USED IN CONNECTION WITH ANY OTHER PROJECT OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PROVIDED AND DO NOT CONSTITUTE AN OFFER OF ANY FINANCIAL PRODUCT OR SERVICE. SIGNAL ENERGY AND SIGNAL ENERGY GROUP SHALL BE RESPONSIBLE FOR THE ACCURACY OF THESE GRADINGS.</small> | | | | | | | | | | | | | | | | | | | | | |

SEE SHEET C300

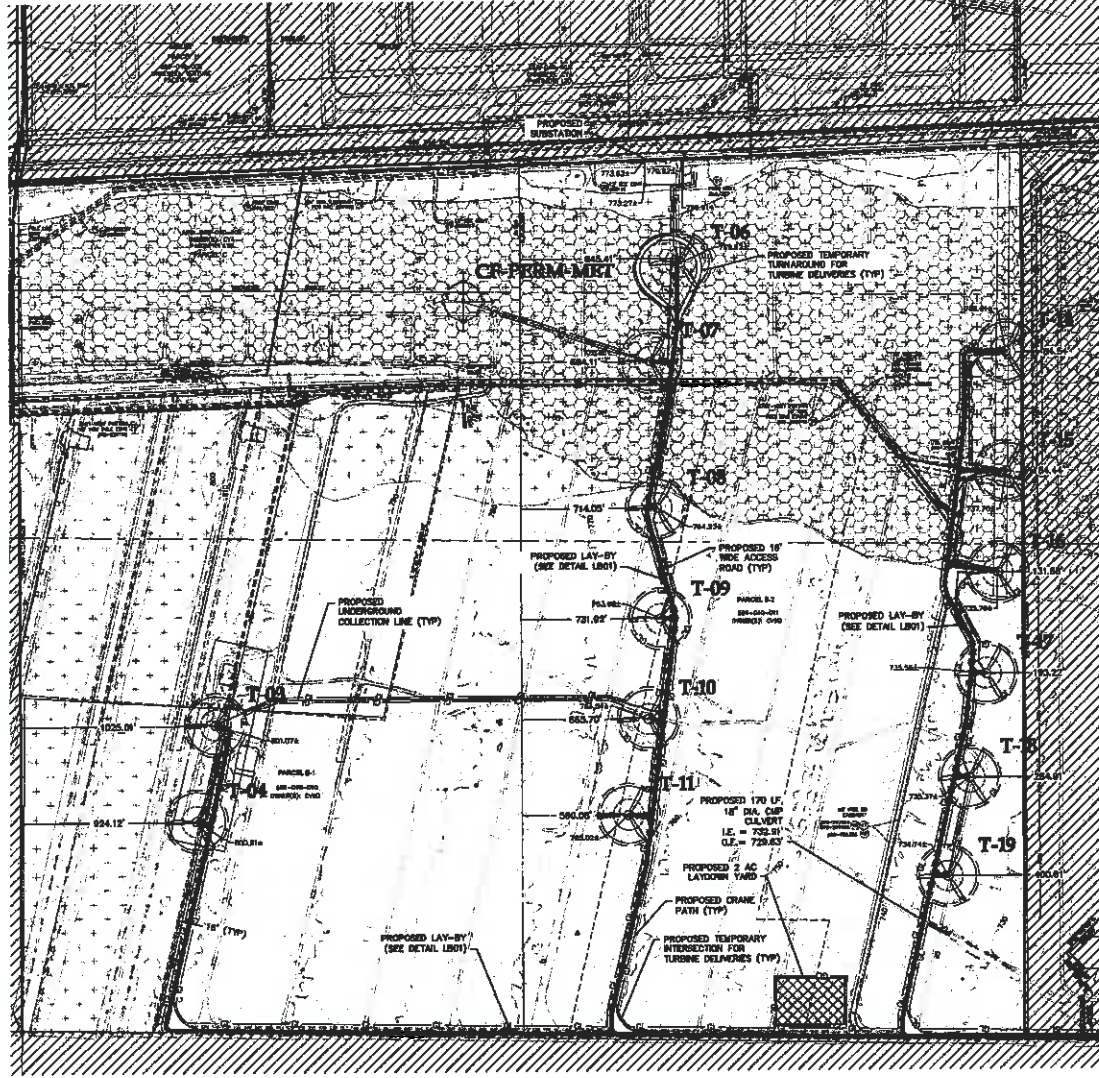
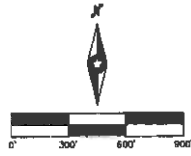
LEGEND:

-  PROPOSED TURBINE LOCATION
-  PROPOSED TURBINE NUMBER
-  PROPOSED ACCESS ROAD
-  PROPOSED CRANE PATH
-  PROPOSED UNDERGROUND COLLECTION LINE
-  PROPOSED GRADING LIMITS
-  PROPOSED CULVERT
-  EXISTING FENCE
-  EXISTING OVERHEAD POWER
-  EXISTING 10' CONTOURS
-  EXISTING 2' CONTOURS
-  EXISTING ROAD
-  EXISTING GRAVEL EDGE
-  EXISTING RIGHT OF WAY/RIGHT-OF-WAY
-  OUT OF PROJECT BOUNDARY
-  ACUTE WETLAND
-  COPW WETLAND

NOTE: ALL EXCAVATED MATERIAL FOR TURBINE FOUNDATIONS AND ACCESS ROADS WILL EITHER BE USED FOR BACKFILL MATERIAL OR WILL BE DISPOSED OF ON-SITE IN A MANNER THAT DOES NOT AFFECT EXISTING DRAINAGE PATTERNS.

NOTE: PROPOSED GRADES OF INFRASTRUCTURE SHALL GENERALLY MATCH EXISTING GRADES. SEE DETAIL T503 FOR TURBINE PAD GRADING AND DETAIL T504-B FOR ACCESS ROAD GRADING.

NOTE: SITE HAS NO ON-SITE SIDEWALKS OR PARKING. ADA REQUIREMENTS ARE NOT APPLICABLE.



SEE SHEET C302

C300

C301 C302

KRY MAP

**PRELIMINARY:
NOT FOR CONSTRUCTION**

| NO. | DATE | REVISION | BY | CHK'D | APP'D |
|-----|------|----------|----|-------|-------|
| | | | | | |
| | | | | | |

DESIGNED BY

Westwood

Phone: (858) 597-6100 12791 Woodland Drive, Suite 1000
 San Diego, CA 92128
 Fax: (858) 597-6100
 Website: www.westwood.com

EPC CONTRACTOR

SIGNAL

10000 Signal Hill Drive
 San Diego, CA 92121

COACHELLA FLATS WIND PROJECT
 CITY OF PALM SPRINGS, CALIFORNIA

OWNER
 COACHELLA FLATS, LLC
 11455 EL CAMINO REAL, SUITE 180
 SAN DIEGO, CA 92130

CONTRACT

| Civil Site Plan T-3 T-4 T-6 T-7 T-8 T-10 T-11 T-14 T-15 T-16 T-17 T-18 T-19 | | DRWN DATE | SCALE | DWGNO NUMBER | REV |
|--|--|-----------|-------|-----------------|-----|
| | | 03-20-21 | | 0024245-00-C301 | A |

COURTESY DIVISION, THE ABOVE ENGINEER, ARCHITECT, SOIL, ROCK AND FOUNDATIONS REPRESENTS SIGNAL, DESIGN AND NO PART THEREOF SHALL BE COPIED, REPRODUCED OR USED IN CONNECTION WITH ANY WORK OR PROJECT OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY WERE FIRST PREPARED AND DEVELOPED WITHOUT THE EXPRESS WRITTEN CONSENT OF SIGNAL, DESIGN. VISUAL CONTACT WITH THESE DRAWINGS OR SPECIFICATIONS SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF ACCEPTANCE OF THESE INSTRUMENTS.

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner John Guerin at (951) 955-0982 or Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The City of Palm Springs has held hearings on this item and should be contacted on non-ALUC issues. For more information please contact City of Palm Springs Principal City Planner Mr. Edward Robertson at (760) 323-8245.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to jguerin@rivco.org. or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: June 11, 2020

TIME OF HEARING: 9:30 A.M.

Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the Place of Hearing, as listed above. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org

CASE DESCRIPTION:

ZAP1084PS20 – Terra-Gen Development/Coachella Wind Holdings, LLC (Representative: Armand Anselmo) – Related Case: City of Palm Springs Plan Check Case No. 2020-1140.e. The applicant proposes to construct one permanent meteorological tower 311 feet in height within an 860-acre wind turbine development approved through Conditional Use Permit No. 5.1429 located southerly of Interstate 10, easterly of Indian Canyon Drive, and northerly of Highway 111. The applicant previously received approval to decommission and remove approximately 363 commercial wind turbines and install 20 new commercial wind turbines with a maximum height of 499 feet on this site. That project was reviewed by the Airport Land Use Commission as ZAP1070PS18. However, the specific location of the meteorological tower was not yet determined at that time this application is submitted pursuant to Condition No. 5 of ZAP1070PS18 requiring any proposal for new structures taller than 200 feet ground level to be submitted to ALUC for review. (Not located within an Airport Compatibility Zone)



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1084PS20 DATE SUBMITTED: April 9, 2020

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant Coachella Wind Holdings, LLC Phone Number 760 697 2544
Mailing Address 11455 El Camino Real, Suite 160 Email aanselmo@terra-gen.com
San Diego, CA 92130

Representative Armand Anselmo Phone Number 760 697 2544
Mailing Address 11455 El Camino Real, Suite 160 Email aanselmo@terra-gen.com
San Diego, CA 92130

Property Owner See Attachment A, APNs and Landowners Phone Number _____
Mailing Address _____ Email _____

LOCAL JURISDICTION AGENCY

Local Agency Name City of Palm Springs Phone Number 760-323-8245
Staff Contact Edward Robertson, Principal City Planner Email Edward.Robertson@palmsspringsca.gov
Mailing Address 3200 E. Tahquitz Canyon Way Case Type CUP & Variance
Palm Springs, CA 92262
 General Plan / Specific Plan Amendment
 Zoning Ordinance Amendment
 Subdivision Parcel Map / Tentative Tract
 Use Permit
 Site Plan Review/Plot Plan
 Other

Local Agency Project No Case No. 5.1429 CUP

PROJECT LOCATION

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

Street Address West of Indian Canyon Drive and North of Highway 111

Assessor's Parcel No. See Attachment A, APNs and Landowners Gross Parcel Size ~1,000 acres
Subdivision Name _____ Nearest Airport _____
Lot Number _____ and distance from _____
 Airport Palm Springs Int'l

PROJECT DESCRIPTION

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

Existing Land Use Site is currently used as an operating wind energy power plant
 (describe) _____

PS
Not in AIA
>200' Hgt.

| | | | |
|------------------------------|--|---|--|
| Proposed Land Use (describe) | _____ | | |
| For Residential Uses | Number of Parcels or Units on Site (exclude secondary units) | _____ | |
| For Other Land Uses | Hours of Operation | 24 hours per day | |
| (See Appendix C) | Number of People on Site +/-5 | Maximum Number +/-10 | _____ |
| | Method of Calculation | Site currently has between 5-10 employees on-site for O&M purposes. The proposed project would maintain this number of employees | |
| Height Data | Site Elevation (above mean sea level) | Between 734-800 | ft. |
| | Height of buildings or structures (from the ground) | Up to 300 | ft. |
| Flight Hazards | Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | If yes, describe | _____ _____ _____ | |

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10) with ALUC return address (**only required if the project is scheduled for a public hearing Commission meeting**)

Attachment A: APNs and Landowners

Project parcels are identified as Assessor Parcel Numbers (APNs):

- 669-020-005 (CVWD)
- 669-040-002 (CVWD)
- 669-040-004 (CVWD)
- 669-040-008 (CYA Partners) •
- 669-040-010 (CVWD) •
- 669-040-011 (CVWD) •

The landowners of the parcels are the following:

CYA Partnership, LLC
C/O Kenneth Aldrich
157 Surfview Drive
Pacific Palisades, CA 90272

Coachella Valley Water District
Attn: General Manager
P.O. Box 1058
85995 Avenue 52
Coachella, CA 92236

**Coachella Wind Holdings, LLC
11455 El Camino Real, Suite 160
San Diego, CA 92130**

April 6, 2020

Mr. Paul Rull
ALUC Urban Regional Planner IV
Riverside County Airport Land Use Commission
4080 Lemon Street, 14th Floor
Riverside, CA 92501
(951) 955-6893

Dear Paul:

Please find enclosed our application package for Major Land Use Action Review for one (1) permanent meteorological tower as part of the previously approved Coachella Flats Wind Project. This package contains:

- One completed ALUC Application Form
- A check in the amount of \$1,331.00 for the ALUC fee
- One set of Plans Package, printed on 24 x 36 paper
- One set of Plans Package, printed on 8.5 x 11 paper
- One set of Plans Package, printed on 11 x 17 paper
- One vicinity map, printed on 8.5 x 11 paper
- One detailed project description, printed on 8.5 x 11 paper
- One Initial Case Transmittal letter from the City of Palm Springs
- One map identifying the property owners within a 300-foot radius of the Project site
- One thumb drive containing all of the above documents
- Three sets of gummed address labels for:
 - Project Property Owners
 - Project Applicant/Representative
 - City of Palm Springs Planner
- Three sets of gummed address labels for all surrounding property owners within a 300-foot radius of the Project site

Sincerely,

Armand Anselmo
Coachella Wind Holdings, LLC
aanselmo@terra-gen.com
(760) 697-2544
Enc.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.8

HEARING DATE: June 11, 2020

CASE NUMBER: ZAP1085PS20 – Terra-Gen Development/Painted Hills Wind Holdings, LLC (Representative: Armand Anselmo)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: BWE2000001 (Commercial WECS) and BGR2000118 (Grading), related to approved Commercial WECS Permit 180001 and Variance Case No. 180003.

LAND USE PLAN: Not within an Airport Influence Area

MAJOR ISSUES: The associated Commercial WECS (Wind Energy Conversion System) Permit and Variance for a wind turbine project were reviewed by the Airport Land Use Commission (ALUC) in October of 2018 through ZAP1068PS18. At that time, the applicant had proposed two meteorological towers; however, specific locations for those towers had not been determined, and no towers were included in the notices submitted to the Federal Aviation Administration Obstruction Evaluation Service (FAA OES). Therefore, ALUC Condition No. 5 required any proposal for new structures taller than 200 feet from ground level be reviewed by ALUC and FAA.

RECOMMENDATION: Staff recommends that the proposal for one permanent meteorological tower and three temporary meteorological towers in conjunction with Commercial WECS Permit No. 180001 be found CONSISTENT with the 2004 Riverside County Airport Land Use Compatibility Plan, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to construct one permanent meteorological tower and three temporary meteorological towers up to 311 feet in height within a 600-acre wind turbine development. The applicant previously received approval through County of Riverside Commercial WECS Permit No. 180001 to decommission and remove approximately 291 commercial wind turbines and install 14 new commercial wind turbines with a maximum height of 499 feet on this site. This proposal is submitted pursuant to Condition No. 5 of ALUC Case ZAP1068PS18 requiring any proposal for new structures taller than 200 feet from ground level to be submitted to ALUC for review.

PROJECT LOCATION: The proposed project is located northerly of Avenue 16 (and Interstate 10), easterly of Whitewater Canyon Road, and westerly of Windhaven Road and the southwesterly

terminus of Painted Hills Road. The overall wind turbine project site is not located within an existing Airport Influence Area, as it lies over 44,000 feet from the northwesterly terminus of the primary runway (Runway 13R-31L) at Palm Springs International Airport, but the project comes before the Airport Land Use Commission because the proposed towers exceed 200 feet in height.

BACKGROUND:

As stated in Section 1.5.3.c of the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan, “any proposal for construction or alteration of a structure (including antennas) taller than 200 feet above the ground level at the site” requires referral to the Airport Land Use Commission for a determination of consistency with the Commission’s Plan prior to approval by the local jurisdiction. Such facilities also require notification to the FAA pursuant to Code of Federal Regulations Title 14, Chapter 1, Part 77, Paragraph 77.9.

The Riverside County Airport Land Use Compatibility Plan (RCALUCP) Policy Document, adopted on October 14, 2004, does not articulate specific procedures or criteria to guide the Airport Land Use Commission in evaluating such facilities. As such, the determination by the FAA OES (through the Form 7460-1 process) is pivotal in providing a basis for the ALUC’s decision regarding such facilities.

On May 4, 2020, the FAA OES issued a Determination of No Hazard to Air Navigation letter for Aeronautical Study No. 2020-WTW-909-OE for the permanent meteorological tower. Obstruction marking and lighting with paint and red lights is required in accordance with FAA Advisory Circular 70/7460-1 L Change 2, Chapters 3 (Marked), 4, 5 (Red) and 12. Painting is to conform with paragraphs 3.1 through 3.4, with alternate bands of aviation orange and white paint. At least two high-visibility sleeves are required on each of the tower’s outer guy wires, and each guy wire is to be marked with at least eight high-visibility aviation orange spherical marker balls.

Similar requirements apply to the temporary meteorological towers, as specified in the Determination of No Hazard to Air Navigation for Temporary Structure letters issued for Aeronautical Study Nos. 2020-WTW-910-OE through 2020-WTW-912-OE.

CONDITIONS:

1. The Federal Aviation Administration has conducted aeronautical studies of the proposed meteorological towers (Aeronautical Study Nos. 2020-WTW-909-OE through 2020-WTW-912-OE) and has determined that each of the structures shall be marked/lighted in accordance with FAA Advisory Circular 70/7460-1 L Change 2, Chapters 3 (Marked), 4, 5 (Red) and 12. Painting is to conform with paragraphs 3.1 through 3.4 of Chapter 3, with alternate bands of aviation orange and white paint. In accordance with paragraph 3.5 of Chapter 3, all markings shall be replaced when faded or otherwise deteriorated.
2. A minimum of two high-visibility sleeves shall be installed on each of the outer guy wires of each meteorological tower. One shall be installed as close to the anchor point as possible,

- but at a height well above the crop or vegetation canopy, if any. A second sleeve shall be installed midway between the location of the lower sleeve (as referenced above) and the upper attachment point of the guy wire to the tower. Care should be taken to ensure that the use of sleeves does not impact the placement of spherical marker balls.
3. A minimum of eight high-visibility aviation orange spherical marker balls shall be attached to each guy wire. Four such balls shall be attached to guy wires at the top of the tower no further than 15 feet from the top wire connection to the tower. Four such balls shall be attached to guy wires at or below the mid-point of the structure.
 4. Any variations in the placement and use of high-visibility sleeves and/or spherical markers shall require approval from the Federal Aviation Administration Obstruction Evaluation Service.
 5. Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.
 6. To the maximum extent possible, in compliance with FAA guidelines regarding lighting, mitigation measures shall be incorporated into the project that would minimize light pollution to the people on the ground.
 7. In order to ensure proper conspicuity of towers at night during construction, all towers shall be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, structures shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light towers within a project until the entire project has been completed is prohibited.
 8. The permanent meteorological tower shall not exceed a height of 311 feet above ground level and a maximum elevation at top point of 1,839 feet above mean sea level.
 9. The maximum height and top point elevation specified above shall not be amended, and the specific location coordinates of the permanent tower site shall not vary from the coordinates provided to the Federal Aviation Administration by more than one second latitude/longitude without further review by the Airport Land Use Commission and the Federal Aviation

Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.

10. Temporary construction equipment used during actual construction of the permanent meteorological tower shall not exceed 311 feet in height and a maximum elevation of 1,839 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
11. The temporary meteorological tower depicted as "PH Temp Met 1" on the applicant's proposed site plan/aerial that is the subject of Aeronautical Study No. 2020-WTW-910-OE shall not exceed a height of 311 feet above ground level and a maximum elevation at top point of 1,987 feet above mean sea level.
12. The temporary meteorological tower depicted as "PH Temp Met 2" on the applicant's proposed site plan/aerial at or near the proposed location of Turbine P-9 that is the subject of Aeronautical Study No. 2020-WTW-912-OE shall not exceed a height of 311 feet above ground level and a maximum elevation at top point of 1,948 feet above mean sea level.
13. The temporary meteorological tower depicted as "PH Temp Met 3" on the applicant's proposed site plan/aerial at or near the proposed location of Turbine P-8 that is the subject of Aeronautical Study No. 2020-WTW-911-OE shall not exceed a height of 311 feet above ground level and a maximum elevation at top point of 1,812 feet above mean sea level.
14. The maximum heights and to point elevations specified above for each of the temporary towers shall not be amended, and the specific location coordinates shall not vary from the coordinates specified in their respective Determination of No Hazard to Air Navigation letters by more than one second latitude/longitude, 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.
15. Temporary construction equipment used during actual construction of the temporary meteorological towers shall not exceed a maximum height of 311 feet and the maximum elevations at top point of the applicable tower, as specified in their respective Determination of No Hazard to Air Navigation letters.
16. Within five (5) days after construction of each tower 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 proposed structure.

The above conditions relate to the proposed permanent and temporary meteorological towers and do not supersede conditions applied to the larger wind turbine development. Those conditions included

Staff Report
Page 5 of 5

in ALUC's consistency determination letter issued October 22, 2018 remain applicable to the project reviewed pursuant to ZAP1068PS18 (Commercial WECS Permit No. 180001).

Y:\AIRPORT CASE FILES\Palm Springs\ZAP1085PS20\ZAP1085PS20sr



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

Aeronautical Study No.
 2020-WTW-909-OE

Issued Date: 05/04/2020

Robert Skaggs
 Painted Hills Wind, LLC
 11512 El Camino Real
 Suite 370
 San Diego, CA 92130

**** 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: Met Tower (w/WT Farm) PH Met 1
 Location: Palm Springs, CA
 Latitude: 33-56-02.49N NAD 83
 Longitude: 116-37-32.04W
 Heights: 1528 feet site elevation (SE)
 311 feet above ground level (AGL)
 1839 feet above mean sea level (AMSL)

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

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, paint/red lights - Chapters 3(Marked),4,5(Red),&12.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

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

See attachment for additional condition(s) or information.

This determination expires on 11/04/2021 unless:

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

- (b) extended, revised, or terminated by the issuing office.

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

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

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

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

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

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

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

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

If we can be of further assistance, please contact our office at (816) 329-2526, or bill.kieffer@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTW-909-OE.

Signature Control No: 429808991-438603444

(DNE -WT)

Bill Kieffer

Specialist

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2020-WTW-909-OE

Note:

As a condition to this Determination, the structure should be obstruction marked as noted below.

Painting.

The meteorological evaluation tower (MET) should be painted in accordance with the criteria contained in FAA Advisory Circular 70/7460-1L, Chapter 3, paragraphs 3.1 through 3.4, specifically, with alternate bands of aviation orange and white paint. In addition, paragraph 3.5 states that all markings should be replaced when faded or otherwise deteriorated.

High-Visibility Sleeves.

It is recommended that several high-visibility sleeves be installed on the MET's outer guy wires. One high-visibility sleeve should be installed on each guy wire, as close to the anchor point as possible, but at a height well above the crop or vegetation canopy. A second sleeve should be installed on the same outer guy wires midway between the location of the lower sleeve and the upper attachment point of the guy wire to the MET. The use of sleeves should not impact the placement of spherical marker balls.

Spherical Markers.

It is also recommended that high-visibility aviation orange spherical marker (or cable) balls be attached to the guy wires. The FAA recommends a total of 8 high visibility spherical marker (or cable balls) of aviation orange color attached to the guy wires; 4 marker balls should be attached to guy wires at the top of the tower no further than 15 feet from the top wire connection to the tower, and 4 marker balls at or below the mid point of the structure on the outer guy wires.

The FAA recognizes that various weather conditions and manufacturing placement standards may affect the placement and use of high-visibility sleeves and/or spherical markers. Thus, some flexibility is allowed when determining sleeve length and marker placement on METs.

Sectional Map for ASN 2020-WTW-909-OE





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

Aeronautical Study No.
2020-WTW-910-OE

Issued Date: 05/04/2020

Robert Skaggs
Painted Hills Wind, LLC
11512 El Camino Real
Suite 370
San Diego, CA 92130

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

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: | Met Tower (w/WT Farm) PH Met 2 ^{VI} |
| Location: | Palm Springs, CA |
| Latitude: | 33-56-14.64N NAD 83 |
| Longitude: | 116-37-53.95W |
| Heights: | 1676 feet site elevation (SE) 311 feet above ground level (AGL) 1987 feet above mean sea level (AMSL) |

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

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates and/or heights will void this determination. Any future construction or alteration, including increase to heights, 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 a 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 did not include an evaluation of the permanent structure associated with the use of this temporary structure. If the permanent structure will exceed Title 14 of the Code of Federal Regulations, part 77.9, a separate aeronautical study and FAA determination is required.

This determination concerns the effect of this temporary 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 Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (816) 329-2526, or bill.kieffer@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTW-910-OE

Signature Control No: 429808992-438615284

Bill Kieffer

Specialist

(TMP -WT)

Additional Condition(s) or Information for ASN 2020-WTW-910-OE

Proposal: To construct and/or operate a(n) Met Tower (w/WT Farm) to a height of 311 feet above ground level, 1987 feet above mean sea level.

Location: The structure will be located 8.98 nautical miles northwest of PSP Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, paint/red lights - Chapters 3(Marked),4,5(Red),&12.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

This determination expires on 11/04/2021 unless extended, revised, or terminated by the issuing office.

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

Additional information for ASN 2020-WTW-910-OE

Note:

As a condition to this Determination, the structure should be obstruction marked as noted below.

Painting.

The meteorological evaluation tower (MET) should be painted in accordance with the criteria contained in FAA Advisory Circular 70/7460-1L, Chapter 3, paragraphs 3.1 through 3.4, specifically, with alternate bands of aviation orange and white paint. In addition, paragraph 3.5 states that all markings should be replaced when faded or otherwise deteriorated.

High-Visibility Sleeves.

It is recommended that several high-visibility sleeves be installed on the MET's outer guy wires. One high-visibility sleeve should be installed on each guy wire, as close to the anchor point as possible, but at a height well above the crop or vegetation canopy. A second sleeve should be installed on the same outer guy wires midway between the location of the lower sleeve and the upper attachment point of the guy wire to the MET. The use of sleeves should not impact the placement of spherical marker balls.

Spherical Markers.

It is also recommended that high-visibility aviation orange spherical marker (or cable) balls be attached to the guy wires. The FAA recommends a total of 8 high visibility spherical marker (or cable balls) of aviation orange color attached to the guy wires; 4 marker balls should be attached to guy wires at the top of the tower no further than 15 feet from the top wire connection to the tower, and 4 marker balls at or below the mid point of the structure on the outer guy wires.

The FAA recognizes that various weather conditions and manufacturing placement standards may affect the placement and use of high-visibility sleeves and/or spherical markers. Thus, some flexibility is allowed when determining sleeve length and marker placement on METs.

Sectional Map for ASN 2020-WTW-910-OE





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

Aeronautical Study No.
2020-WTW-911-OE

Issued Date: 05/04/2020

Robert Skaggs
Painted Hills Wind, LLC
11512 El Camino Real
Suite 370
San Diego, CA 92130

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

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: | Met Tower (w/WT Farm) PH Met 3 ¹³ |
| Location: | Palm Springs, CA |
| Latitude: | 33-56-05.58N NAD 83 |
| Longitude: | 116-37-21.79W |
| Heights: | 1501 feet site elevation (SE) 311 feet above ground level (AGL) 1812 feet above mean sea level (AMSL) |

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

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates and/or heights will void this determination. Any future construction or alteration, including increase to heights, 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 a 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 did not include an evaluation of the permanent structure associated with the use of this temporary structure. If the permanent structure will exceed Title 14 of the Code of Federal Regulations, part 77.9, a separate aeronautical study and FAA determination is required.

This determination concerns the effect of this temporary 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 Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (816) 329-2526, or bill.kieffer@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTW-911-OE

Signature Control No: 429808994-438615286

(TMP -WT)

Bill Kieffer

Specialist

Additional Condition(s) or Information for ASN 2020-WTW-911-OE

Proposal: To construct and/or operate a(n) Met Tower (w/WT Farm) to a height of 311 feet above ground level, 1987 feet above mean sea level.

Location: The structure will be located 8.98 nautical miles northwest of PSP Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, paint/red lights - Chapters 3(Marked),4,5(Red),&12.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

This determination expires on 11/04/2021 unless extended, revised, or terminated by the issuing office.

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

Additional information for ASN 2020-WTW-911-OE

Note:

As a condition to this Determination, the structure should be obstruction marked as noted below.

Painting.

The meteorological evaluation tower (MET) should be painted in accordance with the criteria contained in FAA Advisory Circular 70/7460-1L, Chapter 3, paragraphs 3.1 through 3.4, specifically, with alternate bands of aviation orange and white paint. In addition, paragraph 3.5 states that all markings should be replaced when faded or otherwise deteriorated.

High-Visibility Sleeves.

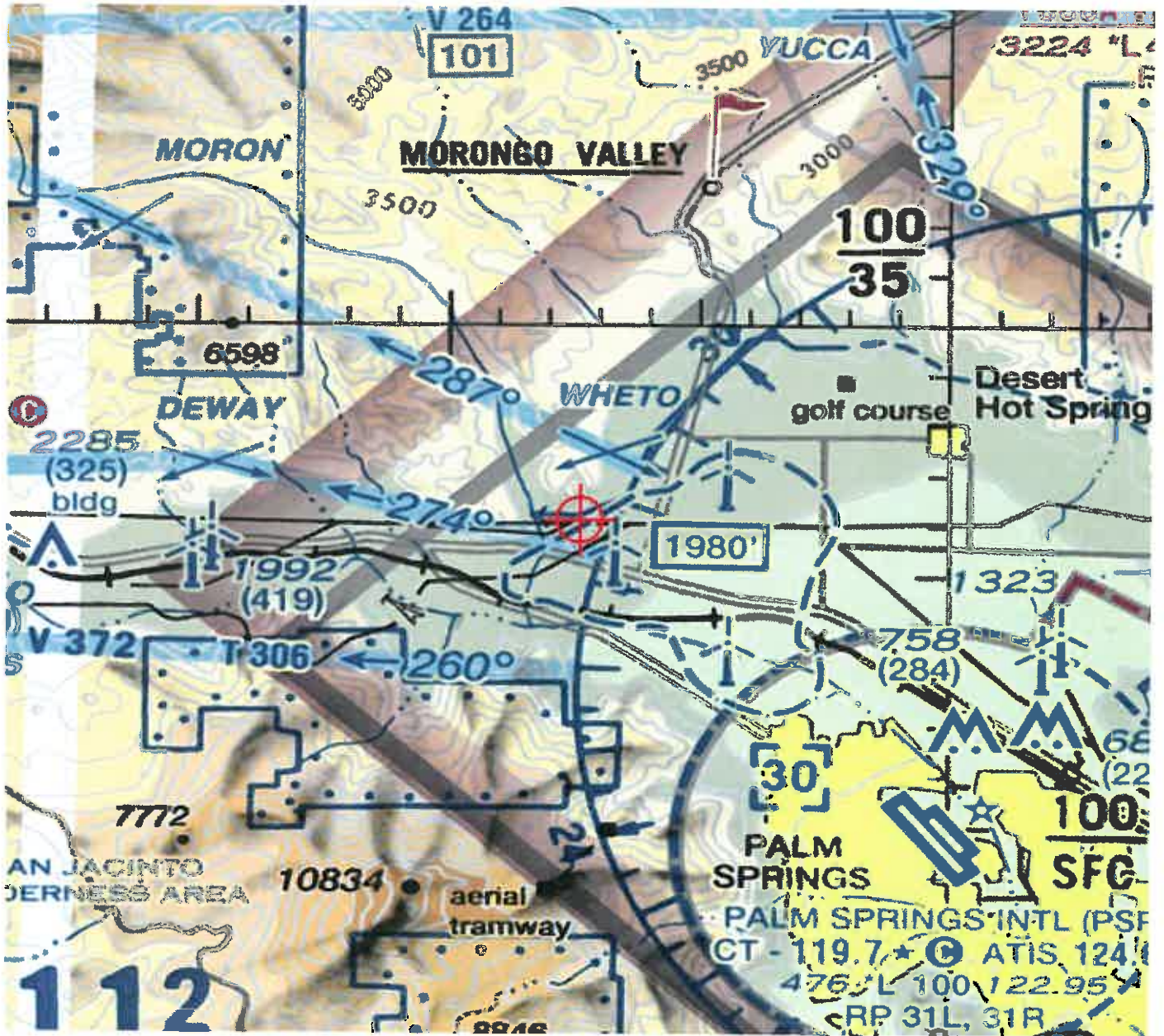
It is recommended that several high-visibility sleeves be installed on the MET's outer guy wires. One high-visibility sleeve should be installed on each guy wire, as close to the anchor point as possible, but at a height well above the crop or vegetation canopy. A second sleeve should be installed on the same outer guy wires midway between the location of the lower sleeve and the upper attachment point of the guy wire to the MET. The use of sleeves should not impact the placement of spherical marker balls.

Spherical Markers.

It is also recommended that high-visibility aviation orange spherical marker (or cable) balls be attached to the guy wires. The FAA recommends a total of 8 high visibility spherical marker (or cable balls) of aviation orange color attached to the guy wires; 4 marker balls should be attached to guy wires at the top of the tower no further than 15 feet from the top wire connection to the tower, and 4 marker balls at or below the mid point of the structure on the outer guy wires.

The FAA recognizes that various weather conditions and manufacturing placement standards may affect the placement and use of high-visibility sleeves and/or spherical markers. Thus, some flexibility is allowed when determining sleeve length and marker placement on METs.

Sectional Map for ASN 2020-WTW-911-OE





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

Aeronautical Study No.
2020-WTW-912-OE

Issued Date: 05/04/2020

Robert Skaggs
Painted Hills Wind, LLC
11512 El Camino Real
Suite 370
San Diego, CA 92130

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

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: | Met Tower (w/WT Farm) PH Met 4 ¹² |
| Location: | Palm Springs, CA |
| Latitude: | 33-56-06.24N NAD 83 |
| Longitude: | 116-37-49.95W |
| Heights: | 1637 feet site elevation (SE) 311 feet above ground level (AGL) 1948 feet above mean sea level (AMSL) |

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

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates and/or heights will void this determination. Any future construction or alteration, including increase to heights, 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 a 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 did not include an evaluation of the permanent structure associated with the use of this temporary structure. If the permanent structure will exceed Title 14 of the Code of Federal Regulations, part 77.9, a separate aeronautical study and FAA determination is required.

This determination concerns the effect of this temporary 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 Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (816) 329-2526, or bill.kieffer@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTW-912-OE

Signature Control No: 429808996-438615285

(TMP -WT)

Bill Kieffer

Specialist

Additional Condition(s) or Information for ASN 2020-WTW-912-OE

Proposal: To construct and/or operate a(n) Met Tower (w/WT Farm) to a height of 311 feet above ground level, 1987 feet above mean sea level.

Location: The structure will be located 8.98 nautical miles northwest of PSP Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, paint/red lights - Chapters 3(Marked),4,5(Red),&12.

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This determination expires on 11/04/2021 unless extended, revised, or terminated by the issuing office.

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

Additional information for ASN 2020-WTW-912-OE

Note:

As a condition to this Determination, the structure should be obstruction marked as noted below.

Painting.

The meteorological evaluation tower (MET) should be painted in accordance with the criteria contained in FAA Advisory Circular 70/7460-1L, Chapter 3, paragraphs 3.1 through 3.4, specifically, with alternate bands of aviation orange and white paint. In addition, paragraph 3.5 states that all markings should be replaced when faded or otherwise deteriorated.

High-Visibility Sleeves.

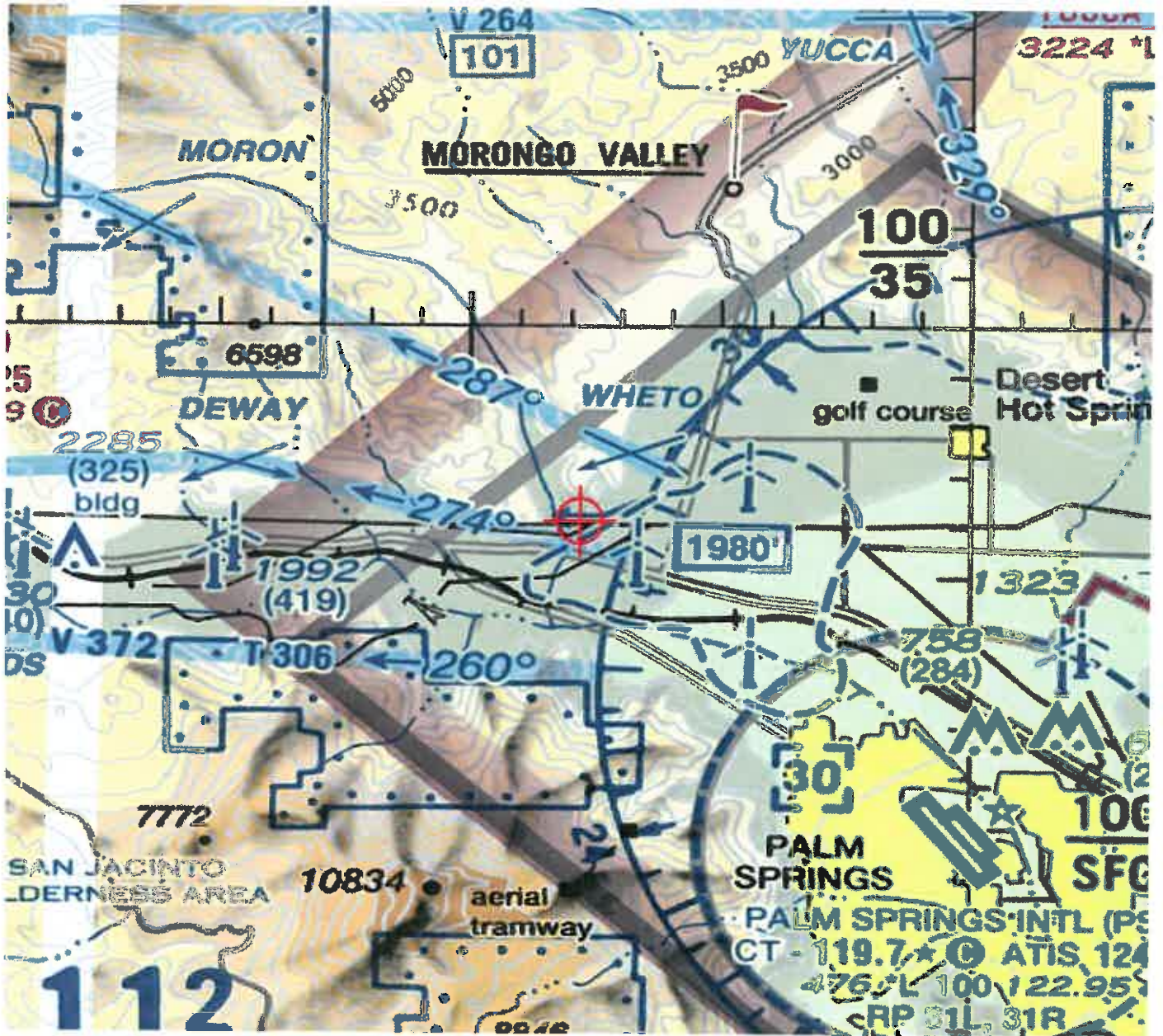
It is recommended that several high-visibility sleeves be installed on the MET's outer guy wires. One high-visibility sleeve should be installed on each guy wire, as close to the anchor point as possible, but at a height well above the crop or vegetation canopy. A second sleeve should be installed on the same outer guy wires midway between the location of the lower sleeve and the upper attachment point of the guy wire to the MET. The use of sleeves should not impact the placement of spherical marker balls.

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The FAA recognizes that various weather conditions and manufacturing placement standards may affect the placement and use of high-visibility sleeves and/or spherical markers. Thus, some flexibility is allowed when determining sleeve length and marker placement on METs.

Sectional Map for ASN 2020-WTW-912-OE





Legend

- Proposed WECS
- Project Boundary

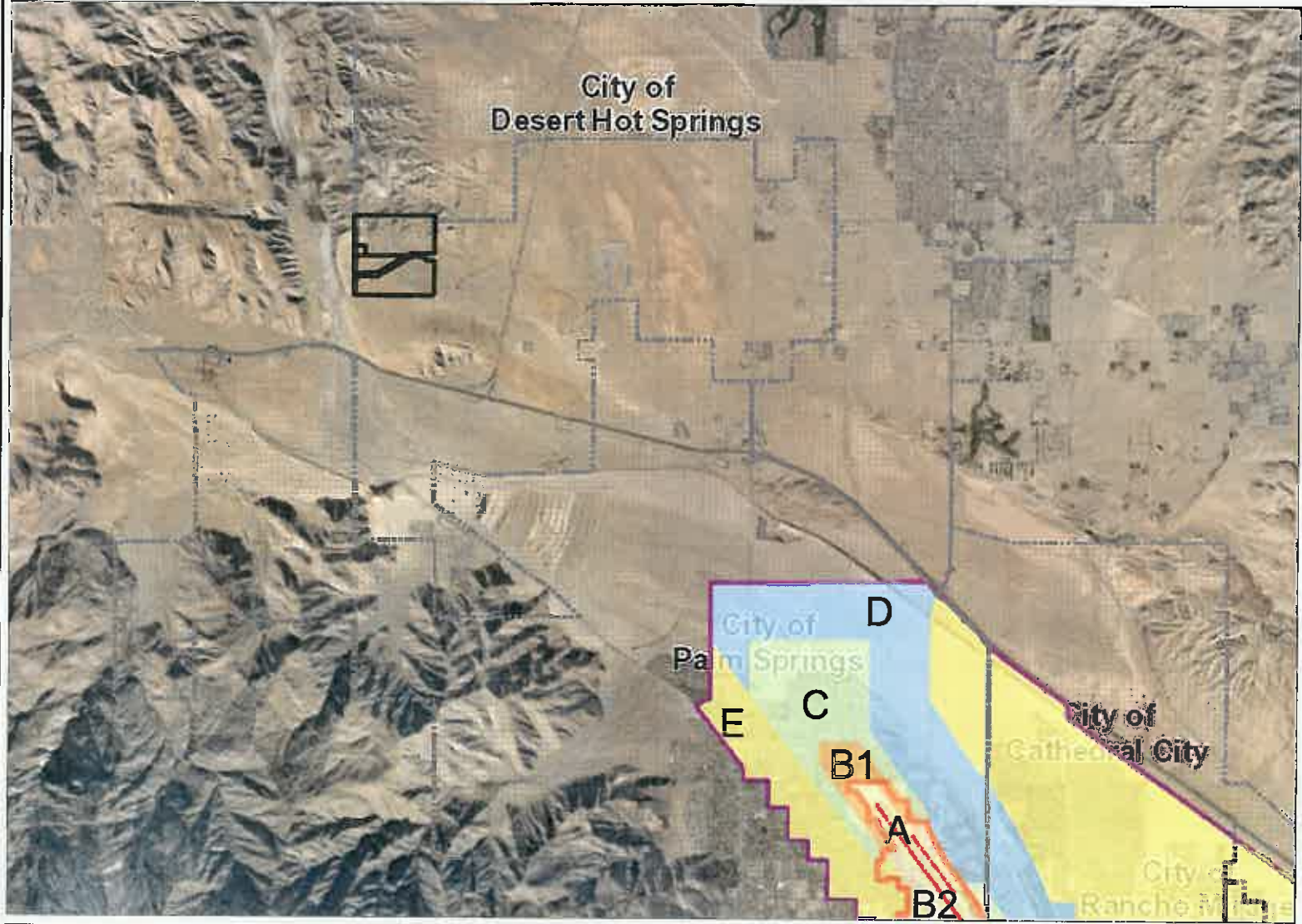
Distance to:

Banning Municipal Airport: Approximately 12 miles away

Palm Springs Int'l Airport: Approximately 9 miles away



Map My County Map



Legend

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



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Notes



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Map My County Map



- Legend**
- Runways
 - Airports
 - Airport Influence Areas
 - City Areas
 - World Street Map



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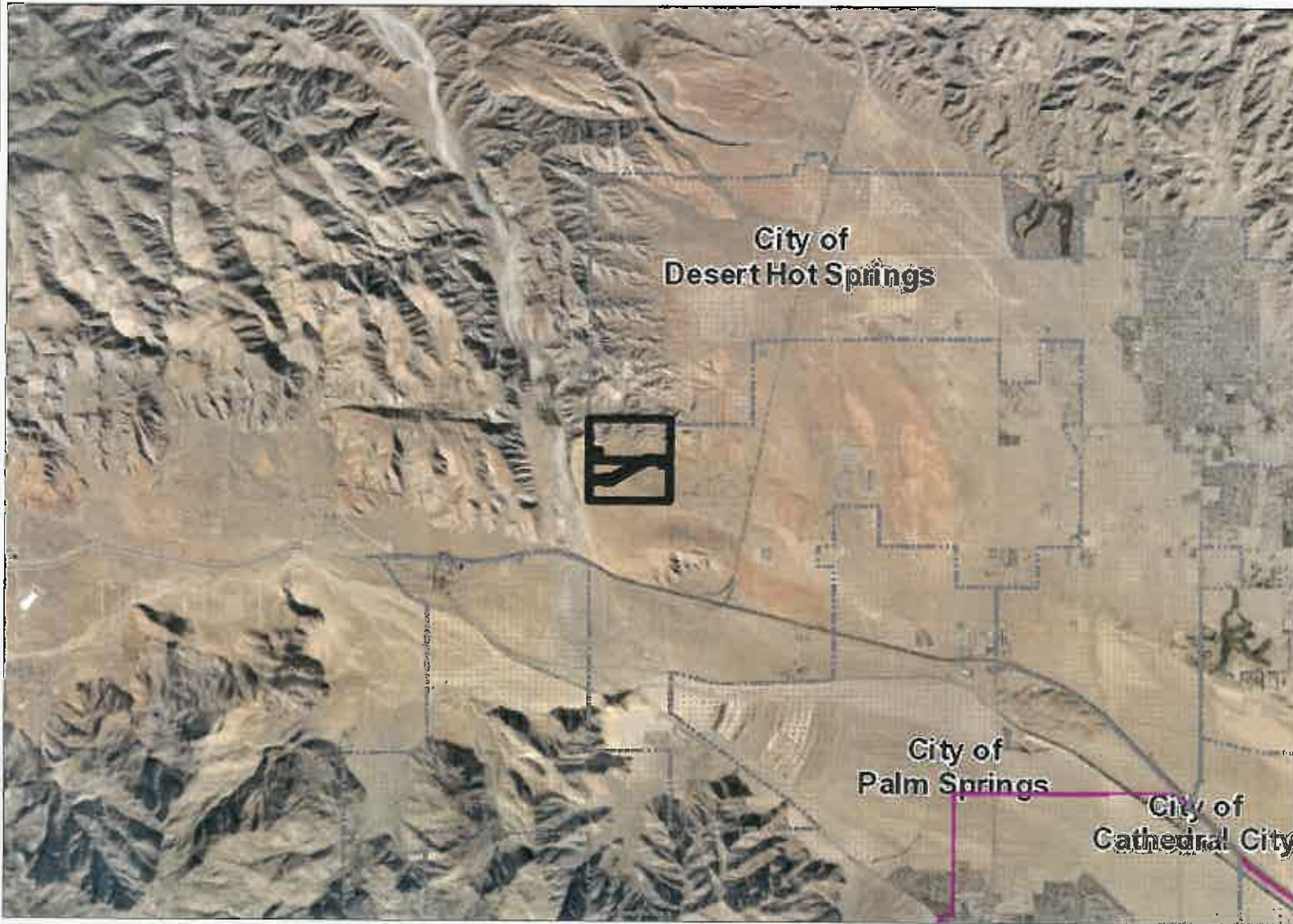


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Notes

Map My County Map



- Legend**
- Runways
 - Airports
 - Airport Influence Areas
 - ▤ City Areas
 - World Street Map



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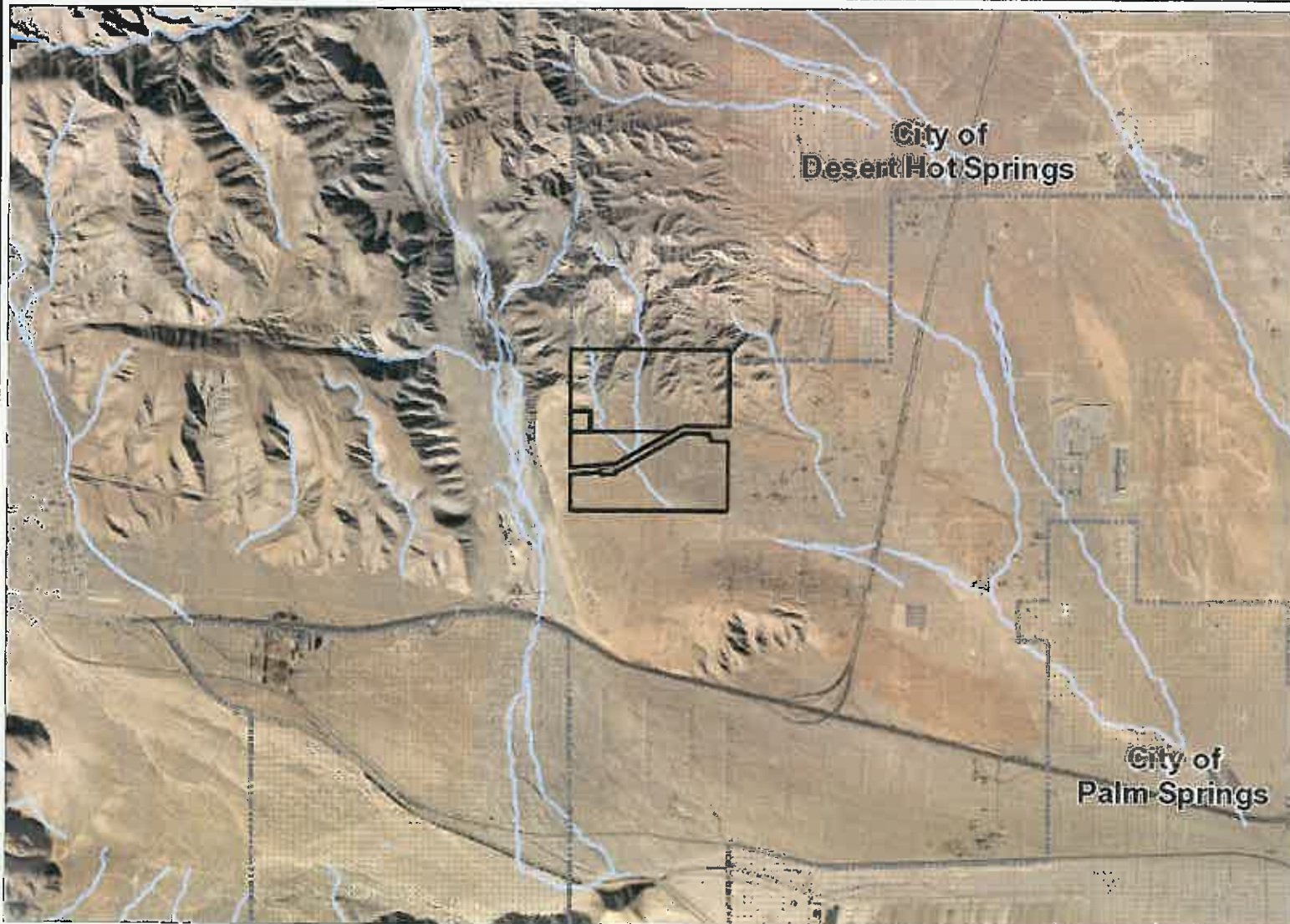


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Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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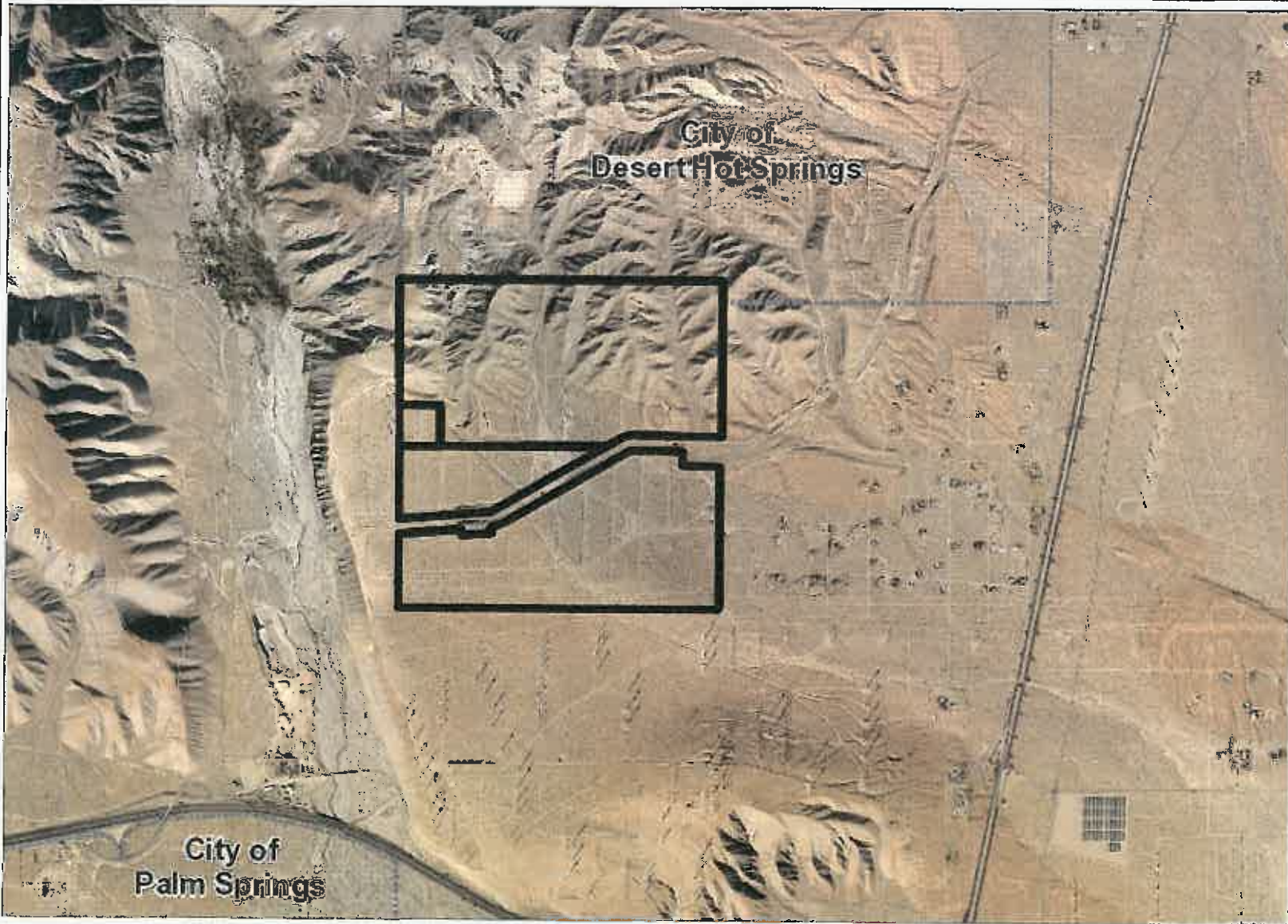


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Notes

Map My County Map



- Legend**
-  Runways
 -  Airports
 -  Airport Influence Areas
 -  City Areas
 -  World Street Map



0 3,000 6,019 Feet

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Notes

Map My County Map

City of
Desert Hot Springs



Legend

- Runways
- Airports
- Airport Influence Areas
- City Areas
- World Street Map



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0 1, 3,009 Feet
500

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Notes

Map My County Map



- Legend**
-  Runways
 -  Airports
 -  Airport Influence Areas
 -  City Areas
 -  World Street Map



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Notes

Attachment B: Project Description

This application is for the three (3) temporary and one (1) permanent meteorological (met) towers related to and necessary for the previously approved Painted Hills Wind Energy Repowering project (WCCS18001). The met towers will be approximately 91.5 meters (300 feet) tall and will be lattice structures. Guy wires may be needed, but project is reducing use as much as possible and, where necessary, applying reflective bird diverters to any wires used by the Project. While lighting will be required for all of the met towers, the only permanent FAA light will be on the one (1) permanent tower. The applicant has recommended to the FAA to use paint and red lighting only, but that will be confirmed by the FAA when the Obstruction Evaluations are complete.

Site Plan

Proposed Met Towers

Legend

- Previously Approved Wind Turbines
- Proposed Perm Met (1)
- Proposed Temp Mets (3)

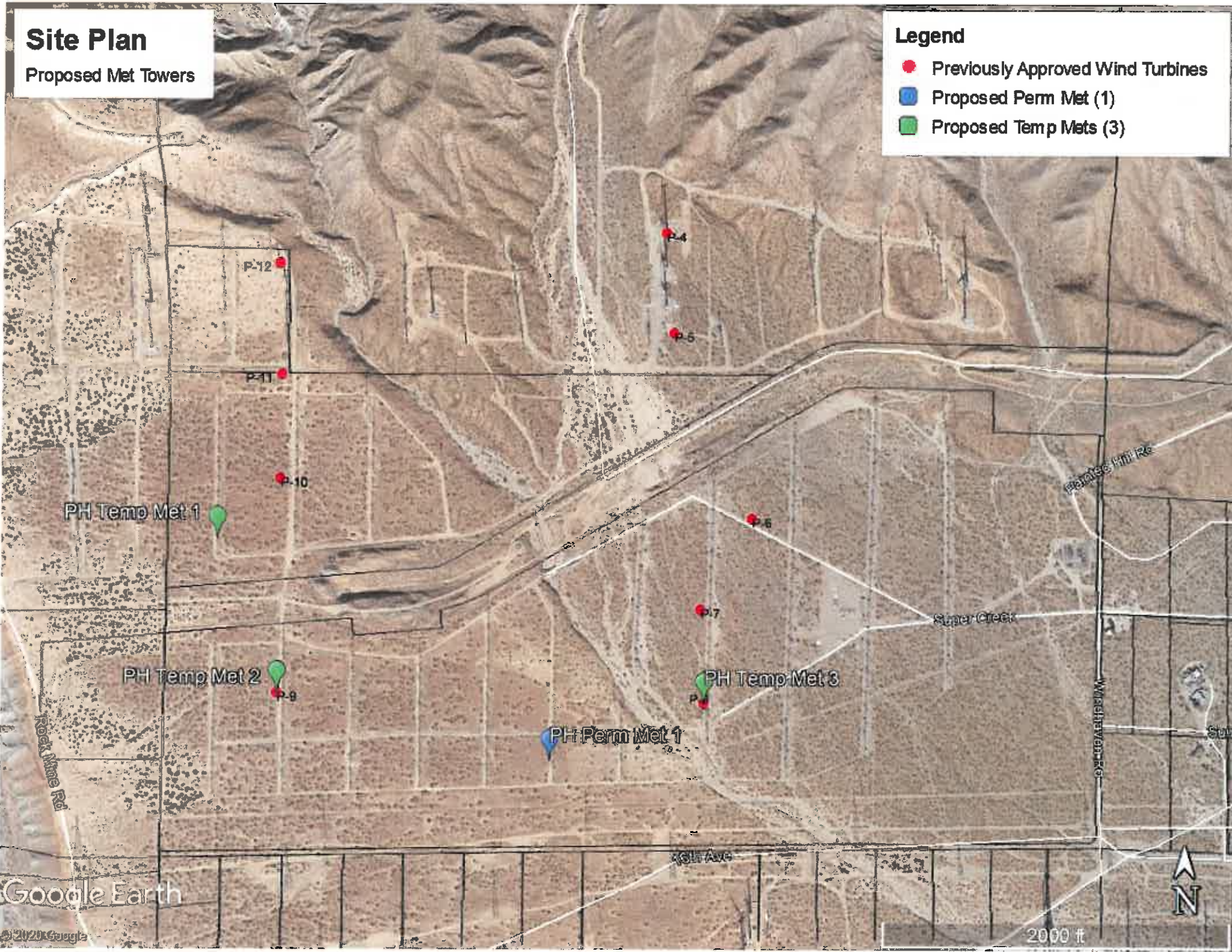


Exhibit A Site Plan Issued for Permit

for
**Painted Hills Wind Energy
Repowering Project**
Riverside County, California

PROPERTY OWNER: KATHLEEN ANN GUZNSKI
318 CORDEAS ST.
HALF MOON BAY, CA 94019

JAMES D. ETCHASON
P.O. BOX 2868
PALM SPRINGS, CA 92263

JASON KEITH ETCHASON
10 W. GLENHAVEN DR.
PHOENIX, AZ 85048

SEAN D. ETCHASON
8108 ARTISTIC HEIGHTS CT.
LAS VEGAS, NV 89143

APPLICANT: PAINTED HILLS WIND, LLC
11455 EL CAMINO REAL
SUITE 100
SAN DIEGO, CA 92130

EXPERIMENTALIST: WESTWOOD PROFESSIONAL SERVICES
12271 WINTERBUSH DR
SUITE 300
MINNETONKA, MN 55343

PROPERTY DATA: EXISTING ZONING: W-E

GROSS AND NET ACREAGE: 800

ASSESSOR'S PARCEL NUMBERS: 818030014, 818030005,
818030004, 818030015

UTILITIES: ELECTRIC: SOUTHERN CALIFORNIA Edison

SITE CUT/FILL: CUT=813,500 CU. YDS.
FILL=329,620 CU. YDS.

NET=483,880 CU. YDS. CUT
EXCESS MATERIAL TO BE DISPOSED OF ON-SITE

THE PROJECT SITE FALLS WITHIN FEMA FLOOD ZONE X,
WHICH IS OUTSIDE THE ONE ANNUAL CHANCE FLOODPLAIN.

THE PROJECT IS NOT LOCATED WITHIN A COMMUNITY
FACILITIES DISTRICT OR COUNTY SERVICES AREA.

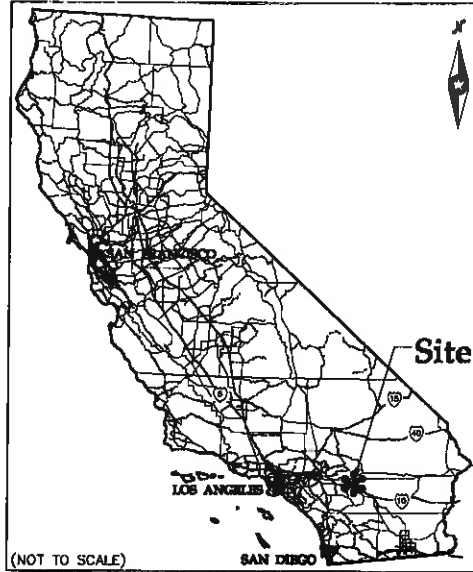
LEGAL DESCRIPTION: THE LAND REFERRED TO HEREIN IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF RIVERSIDE AND DESCRIBED AS FOLLOWS:

PARCEL A:
THE SOUTH HALF OF FRACTIONAL SECTION 1, TOWNSHIP 3 SOUTH, RANGE 3 EAST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF; EXCEPT THAT PORTION OF SAID LAND DESCRIBED IN DEED IN FAVOR OF THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA, RECORDED NOVEMBER 26, 1933 IN BOOK 148, PAGE(S) 80 OF OFFICIAL RECORDS; ALSO EXCEPT THAT PORTION OF THE EAST HALF OF THE NORTH HALF OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION, LYING SOUTHERLY OF THE SOUTHERLY LINE OF THAT PORTION OF SAID LAND DESCRIBED IN THE DEED ABOVE MENTIONED; ALSO EXCEPT AN UNDIVIDED $\frac{1}{2}$ INTEREST OF ALL MINERALS IN OR UNDER SAID LAND AS RESERVED IN DEED FROM IRA L. MOORE AND CELIA K. MOORE, RECORDED OCTOBER 28, 1960 AS INSTRUMENT NO. 93069, IN BOOK 2791, PAGE(S) 14 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
APR: 818-030-014 AND 818-030-006

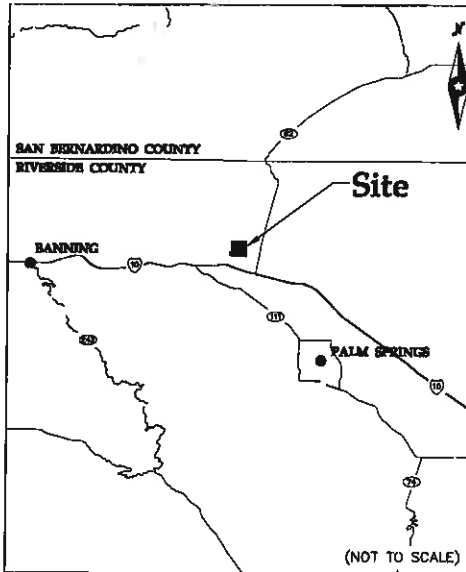
PARCEL B:
THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF FRACTIONAL SECTION 1, TOWNSHIP 3 SOUTH, RANGE 3 EAST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF; EXCEPTING THEREFROM THAT PORTION THEREOF CONVEYED TO THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA, BY DEED RECORDED NOVEMBER 26, 1933 IN BOOK 148, PAGE(S) 80 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION; ALSO EXCEPTING THEREFROM AN UNDIVIDED $\frac{1}{2}$ INTEREST OF ALL MINERALS IN OR UNDER SAID LAND AS RESERVED IN DEED FROM IRA L. MOORE AND CELIA K. MOORE, RECORDED OCTOBER 28, 1960 AS INSTRUMENT NO. 93069, IN BOOK 2791, PAGE(S) 14 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
APR: 818-030-004

PARCEL C:
GOVERNMENT LOTS 1, 2, 3 AND 4 AND THE SOUTH HALF OF THE NORTH HALF OF FRACTIONAL SECTION 1, TOWNSHIP 3 SOUTH, RANGE 3 EAST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF; EXCEPTING THEREFROM THAT PORTION THEREOF CONVEYED TO THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA, BY DEED RECORDED NOVEMBER 26, 1933 IN BOOK 148, PAGE(S) 80 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION; ALSO EXCEPTING THEREFROM AN UNDIVIDED $\frac{1}{2}$ INTEREST OF ALL MINERALS IN OR UNDER SAID LAND AS RESERVED IN DEED FROM IRA L. MOORE AND CELIA K. MOORE, RECORDED OCTOBER 28, 1960 AS INSTRUMENT NO. 93069, IN BOOK 2791, PAGE(S) 14 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
SAID LAND IS DESCRIBED PURSUANT TO A CERTIFICATE OF PAVEMENT NO. 148, RECORDED MARCH 28, 1985 AS INSTRUMENT NO 81498 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
APR: 818-030-015

State Map



Vicinity Map



Westwood

Phone (619) 577-0100 17751 Wilshire Ln. Suite 200
San Diego, CA 92161
Fax (619) 577-0444 Westwood, MN 55349
Email info@westwood.com
Westwood Professional Services, Inc.

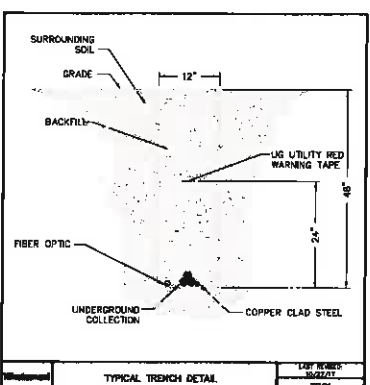
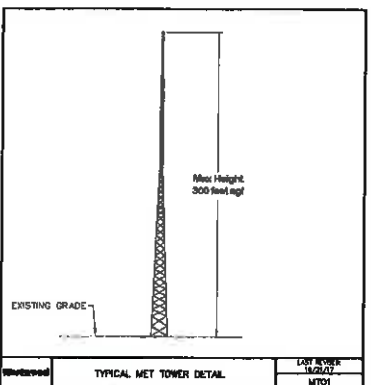
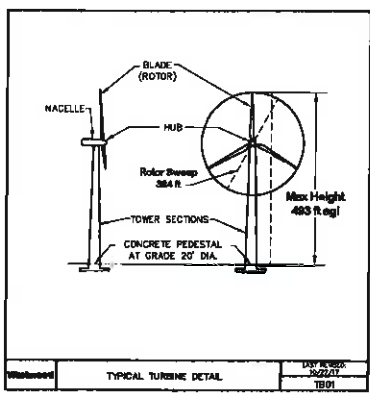
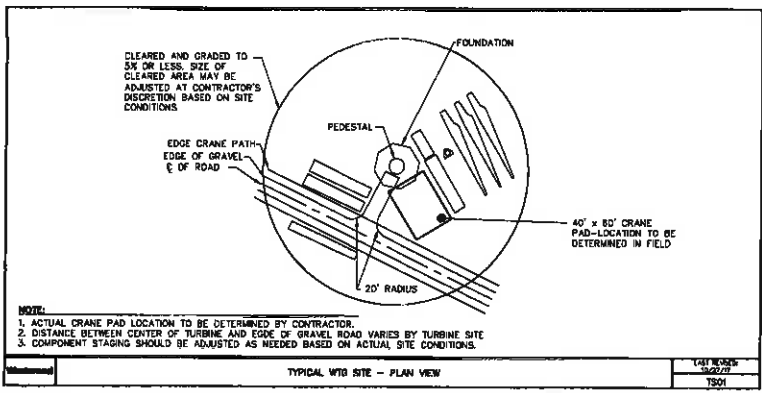
| | |
|-------------------|-----|
| Designed | APR |
| Checked | APR |
| Drawn | APR |
| As-built Drawings | |
| Reviewed | |
| Prepared for: | |

11455 El Camino Real, Suite 100
San Diego, CA 92130

**Painted Hills Wind
Energy Repowering
Project**
Riverside County, California

Cover

**ISSUED FOR PERMITTING
NOT FOR CONSTRUCTION**



| | |
|-----------------|-----|
| Designed: | ATW |
| Checked: | SM |
| Drawn: | APJ |
| As-built Drawn: | |
| Scale: | |
| Project No.: | |
| Sheet No.: | |

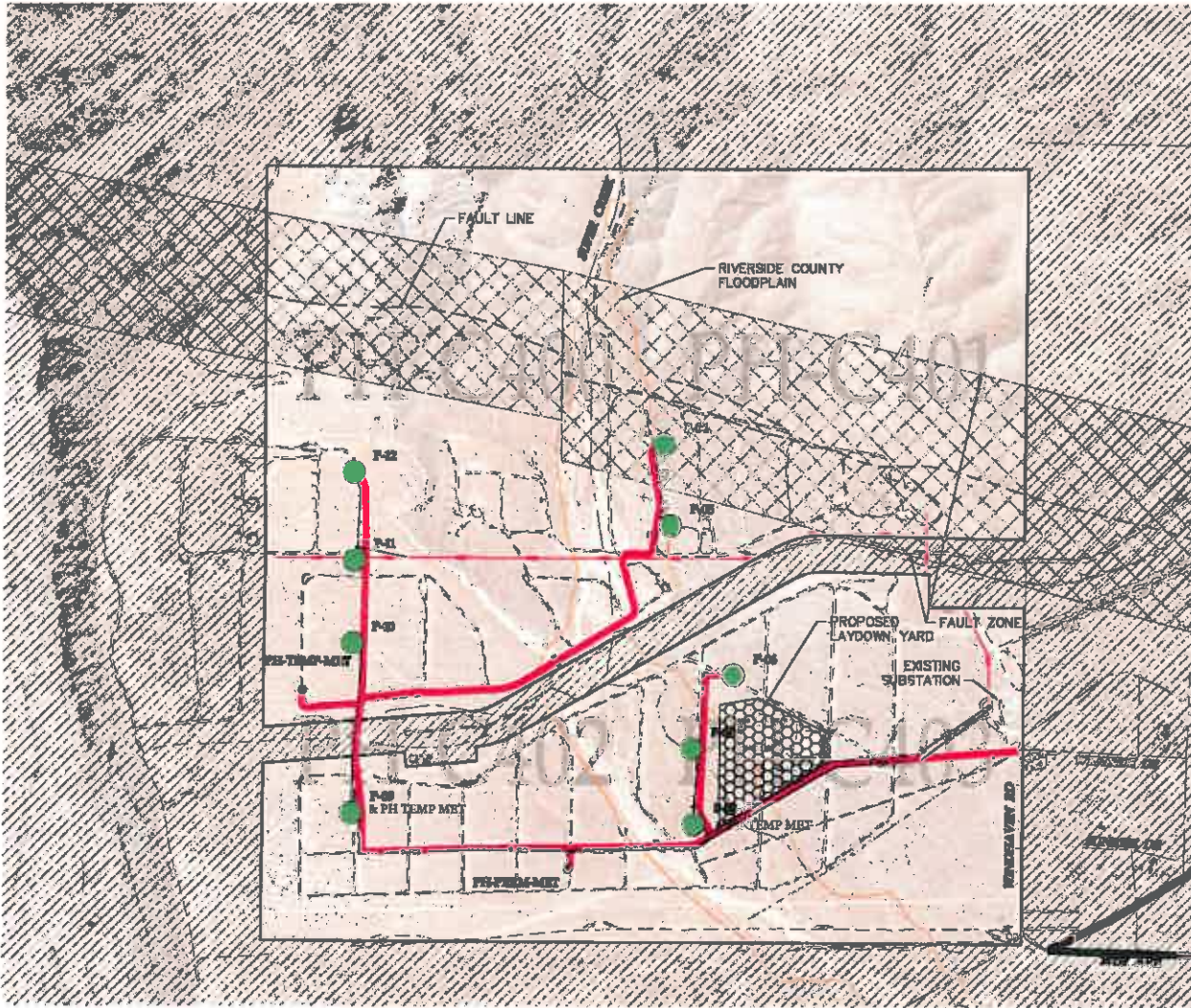
Prepared for:

1450 El Camino Real, Suite 200
 San Diego, CA 92108

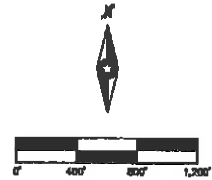
Riverside County, California

Detail Sheet

NOT FOR CONSTRUCTION

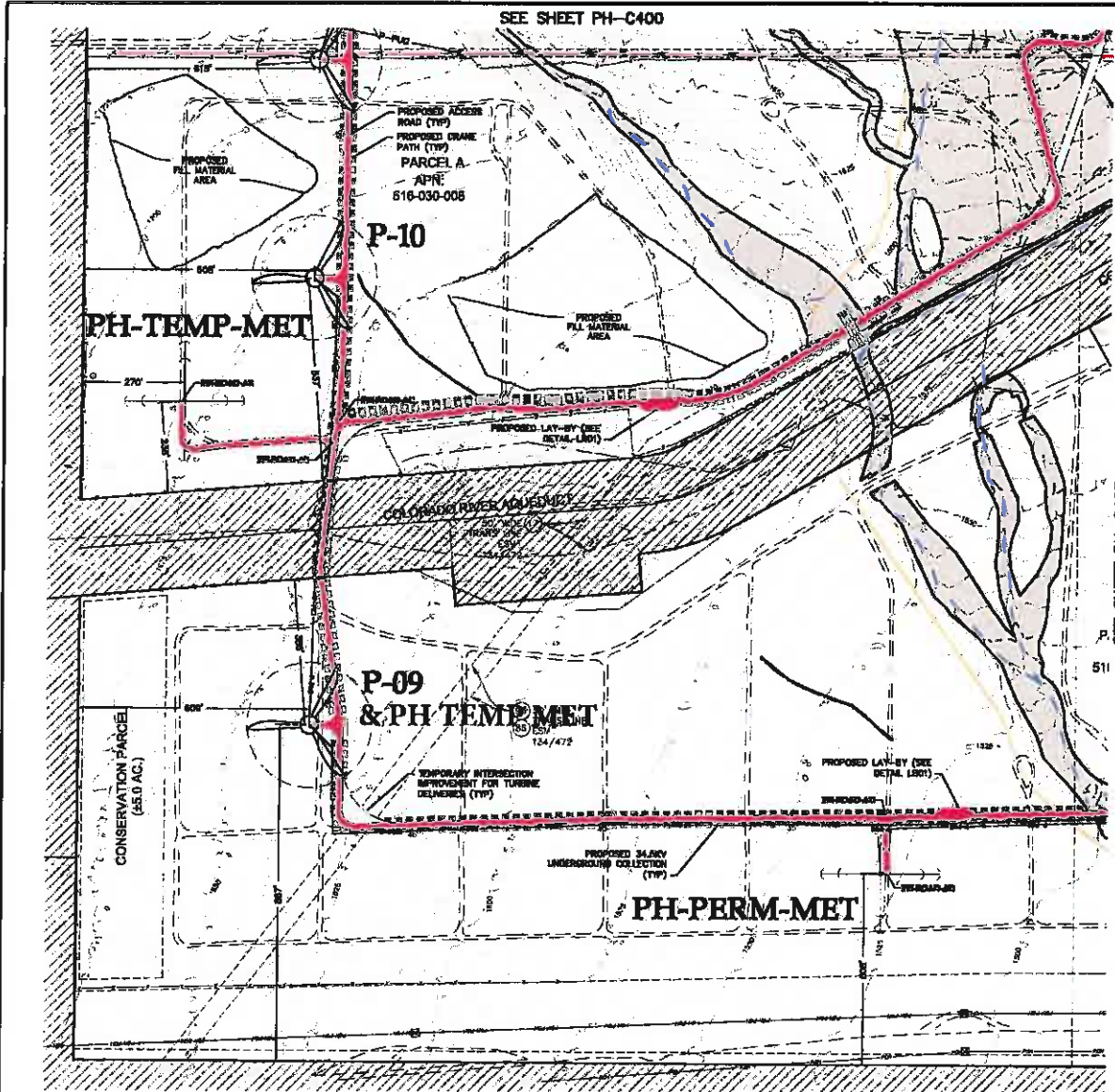


- LEGEND:**
- PROPOSED TURBINE LOCATION
 - T-X PROPOSED TURBINE NUMBER
 - PROPOSED MET TOWER
 - PROPOSED COLLECTION LINE
 - GRAVEL PROJECT ACCESS ROAD
 - EX. PAVED ROAD
 - EX. GRAVEL ROAD
 - EX. DIRT ROAD
 - OUT OF PROJECT BOUNDARY
 - FAULT LINE
 - FAULT ZONE
 - RIVERSIDE COUNTY FLOODPLAIN
- PH-C400 DENOTES SHEET NUMBER



| | | | | | | | | | | |
|--|---|-------------------|-------------------|--|---|---|----------------------------------|--------------------------|--|--|
| ORIGINAL SIZE 22"x34" SHEET SIZE 18"x24" PRELIMINARY: NOT FOR CONSTRUCTION | | | | DESIGNED BY Westwood <small>10000 Westwood Blvd, Suite 100 Westwood, CA 91361 818.709.1234 www.westwoodeng.com</small> | EPC CONTRACTOR SIGNAL ENERGY <small>10000 Westwood Blvd, Suite 100 Westwood, CA 91361 818.709.1234 www.signalenergy.com</small> | PAINTED HILLS WIND PROJECT RIVERSIDE COUNTY, CALIFORNIA | | Overall Site Plan | | |
| | OWNER PAINTED HILLS WIND, LLC 1450 EL CAMINO REAL, SUITE 100 SAN DIEGO, CA 92130 | | CONTRACT - | | ORIGIN DATE 03-27-2020 | SCALE - | DRAWING NUMBER PH-C202 | | | |
| | NO DATE REVISION BY CHWD APPROV | APR SJB SJB | APR SJB SJB | | | | | | | |

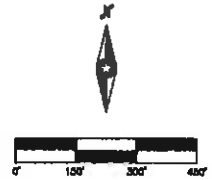
INDEPENDENT VERIFICATION: THE ABOVE DIMENSIONS, CALCULATIONS, CODES, STANDARDS AND REQUIREMENTS REPRESENTED THEREON ARE AND SHALL REMAIN THE PROPERTY OF SIGNAL ENERGY AND NO PART THEREOF SHALL BE REPRODUCED, DISCLOSED TO OTHERS, OR USED IN CONNECTION WITH ANY WORK OR PROJECT OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED WITHOUT THE EXPRESS WRITTEN CONSENT OF SIGNAL ENERGY. VISUAL CONTACT WITH THESE DIMENSIONS OR SPECIFICATIONS SHALL CONSULT CONSTRUCTION EVIDENCE OF ACCEPTANCE OF THESE SPECIFICATIONS.



SEE SHEET PH-C400

SEE SHEET PH-C403

- LEGEND:**
- PROPOSED TURBINE LOCATION
 - PROPOSED TURBINE NUMBER
 - PROPOSED MET TOWER
 - GRAVEL PROJECT ACCESS ROAD
 - PROPOSED CRANE PATH
 - PROPOSED 34KV UNDERGROUND COLLECTION LINE
 - PROPOSED CULVERT
 - EXISTING FENCE
 - EXISTING SECTION LINE
 - EXISTING EASEMENT LINE
 - EXISTING RIGHT-OF-WAY LINE
 - EXISTING GRAVEL ROAD
 - EXISTING DIRT ROAD
 - EXISTING STREAM LINES (AND DATA)
 - EXISTING OVERHEAD POWER
 - EXISTING 25' CONTOURS
 - EXISTING 5' CONTOURS
 - OUT OF PROJECT BOUNDARY
 - RIVERSIDE COUNTY FLOODPLAIN
 - DELIMITED ADJ. WETLAND



**PRELIMINARY:
NOT FOR CONSTRUCTION**

| NO. | DATE | REVISION | BY | CHK'D | APR'D |
|-----|------------|----------------|----|-------|-------|
| 1 | 03-27-2010 | ISSUE FOR PERM | AM | SJB | SJB |

DESIGNED BY
Westwood
1400 WEST 22ND ST
 SUITE 100
 COSTA MESA, CA 92626
 TEL: 949.261.0000
 WWW.WESTWOODENGINEERS.COM

EPC CONTRACTOR
SIGNAL ENERGY
10000 S. CALIFORNIA AVE
 SUITE 100
 SAN DIEGO, CA 92108
 TEL: 619.444.1111
 WWW.SIGNALENERGY.COM

PAINTED HILLS WIND PROJECT
 RIVERSIDE COUNTY, CALIFORNIA
 OWNER: PAINTED HILLS WIND, LLC
 11455 E. CAMINO REAL, SUITE 100
 SAN DIEGO, CA 92130

| | | | |
|----------------------------------|-------|----------------|-----|
| Civil Site Plan P-9, P-10 | | | |
| ISSUE DATE | SCALE | DRAWING NUMBER | REV |
| 03-27-2010 | | PH-C402 | A |

COMPENSATION ESTIMATED: THE ABOVE DRAWINGS, CALCULATIONS, DESIGN AND APPROPRIATIONS REPRESENTED HEREON ARE AND SHALL REMAIN THE PROPERTY OF SIGNAL ENERGY AND NO PART THEREOF SHALL BE REPRODUCED, COPIED, DISSEMINATED TO OTHERS OR USED IN CONNECTION WITH ANY WORK OR PROJECT OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED WITHOUT THE EXPRESS WRITTEN CONSENT OF SIGNAL ENERGY. SPECIAL CONTACT WITH THESE DRAWINGS OR SPECIFICATIONS SHALL CONSTITUTE CONVICTION EVIDENCE OF ACCEPTANCE OF THESE STRUCTURES.

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner John Guerin at (951) 955-0982 or Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The County of Riverside has held hearings on this item and should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Jay Olivas at (760) 863-7050.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to jguerin@rivco.org or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: June 11, 2020

TIME OF HEARING: 9:30 A.M.

Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the Place of Hearing, as listed above. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org

CASE DESCRIPTION:

ZAP1085PS20 – Terra-Gen Development/Painted Hills Wind Holdings, LLC (Representative: Armand Anselmo) – Related Cases: Riverside County Building and Safety Case Nos. BWE2000001 (Commercial WECS) and BGR2000118 (Grading). The applicant proposes to construct one permanent and three temporary meteorological towers up to 311 feet in height on 600 acres located northerly of Avenue 16, easterly of Whitewater Canyon Road, and westerly of Windhaven Road, and the southwesterly terminus of Painted Hills Road in conjunction with approved Commercial WECS Permit No. 180001. The applicant previously received approval to decommission and remove approximately 291 commercial wind turbines and install 14 new commercial wind turbines with a maximum height of 499 feet on this site and approval of a variance proposing reductions in safety, wind access, and scenic setbacks. The project was reviewed by the Airport Land Use Commission as ZAP1068PS18. However, the specific location of towers were not yet determined at that time. This application is submitted pursuant to Condition No. 5 of ZAP1068PS18 requiring any proposal for new structures taller than 200 feet from ground level to be submitted to ALUC for review (Not located within an Airport Compatibility Zone)



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1085PS20 DATE SUBMITTED: April 9, 2020

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

| | | | |
|-----------------|--|--------------|------------------------|
| Applicant | Painted Hills Wind Holdings, LLC | Phone Number | 760 697 2544 |
| Mailing Address | 11455 El Camino Real, Suite 160 San Diego, CA 92130 | Email | aanselmo@terra-gen.com |
| Representative | Armand Anselmo | Phone Number | 760 697 2544 |
| Mailing Address | 11455 El Camino Real, Suite 160 San Diego, CA 92130 | Email | aanselmo@terra-gen.com |
| Property Owner | See Attachment A, APNs and Landowners | Phone Number | |
| Mailing Address | | Email | |

LOCAL JURISDICTION AGENCY

| | | | |
|-------------------------|--|--|-------------------|
| Local Agency Name | County of Riverside | Phone Number | (760) 863-7050 |
| Staff Contact | Jay Olivas, Planner | Email | JOLIVAS@RIVCO.ORG |
| Mailing Address | 77-588 El Duna Court, Suite H Palm Desert, CA 92211 | Case Type | CUP & Variance |
| Local Agency Project No | WCS 180001 | <input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input checked="" type="checkbox"/> Use Permit <input type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other | |

PROJECT LOCATION

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

| | | | |
|-----------------------|--|---|--------------------|
| Street Address | West of Windhaven Road and North of 16th Ave | Gross Parcel Size | ~1,000 acres |
| Assessor's Parcel No. | See Attachment A, APNs and Landowners | Nearest Airport and distance from Airport | Palm Springs Int'l |
| Subdivision Name | | | |
| Lot Number | | | |

PROJECT DESCRIPTION

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

| | |
|------------------------------|--|
| Existing Land Use (describe) | Site is currently used as an operating wind energy power plant |
| | |
| | |

PS
Not in ALA
7200 ft
Hgt

| | | | |
|---------------------------------|--|---|--|
| Proposed Land Use (describe) | _____ | | |
| | _____ | | |
| | _____ | | |
| For Residential Uses | Number of Parcels or Units on Site (exclude secondary units) _____ | | |
| For Other Land Uses | Hours of Operation | 24 hours per day | |
| (See Appendix C) | Number of People on Site +/-5 | Maximum Number | +/-10 |
| | Method of Calculation | Site currently has between 5-10 employees on-site for O&M purposes. The proposed project would maintain this number of employees | |
| Height Data | Site Elevation (above mean sea level) | Between 1500-1700 | ft. |
| | Height of buildings or structures (from the ground) | Up to 300 | ft. |
| Flight Hazards | Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? | | <input type="checkbox"/> Yes |
| | | | <input checked="" type="checkbox"/> No |
| | If yes, describe | _____ | |
| | | _____ | |

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10) with ALUC return address (**only required if the project is scheduled for a public hearing Commission meeting**)

Attachment A: APNs and Landowners

Project parcels are identified as Assessor Parcel Numbers (APNs):

- 516-030-004
- 516-030-008
- 516-030-014
- 516-030-015

The landowners of the parcels are the following:

KATHLEEN ANN GUZINSKI
315 CORREAS ST.
HALF MOON BAY, CA 94019

JAMES D. ETCHASON
P.O. BOX 2868
PALM SPRINGS, CA 92263

JAMES D. ETCHASON
10 W. GLENHAVEN DR.
PHOENIX, AZ 85045

SEAN D. ETCHASON
8108 ARTISTIC HEIGHTS CT.
LAS VEGAS, NV 89143

Painted Hills Wind Holdings, LLC
11455 El Camino Real, Suite 160
San Diego, CA 92130

April 6, 2020

Mr. Paul Rull
ALUC Urban Regional Planner IV
Riverside County Airport Land Use Commission
4080 Lemon Street, 14th Floor
Riverside, CA 92501
(951) 955-6893

Dear Paul:

Please find enclosed our application package for Major Land Use Action Review for three (3) temporary and one (1) permanent meteorological towers associated with the previously approved Painted Hills Wind Energy Repowering Project (WCS 18001). This package contains:

- One completed ALUC Application Form
- A check in the amount of \$1,331.00 for the ALUC fee
- One set of Plans Package, printed on 24 x 36 paper
- One set of Plans Package, printed on 8.5 x 11 paper
- One vicinity map, printed on 8.5 x 11 paper
- One detailed project description, printed on 8.5 x 11 paper
- One Initial Case Transmittal letter from Riverside County Planning Department
- One map identifying the property owners within a 300-foot radius of the Project site
- One thumb drive containing all of the above documents
- Three sets of gummed address labels for:
 - Project Property Owners
 - Project Applicant/Representative
 - Riverside County Planner
- Three sets of gummed address labels for all surrounding property owners within a 300-foot radius of the Project site

We would really appreciate it if you could schedule us for the first possible ALUC Hearing. Thank you very much.

Sincerely,

Armand Anselmo

Painted Hills Wind Holdings, LLC
aanselmo@terra-gen.com
(760) 697 - 2544
Enc.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.9

HEARING DATE: June 11, 2020

CASE NUMBER: ZAP1048RG20 - County of Riverside (Representative: Robert Flores)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: CZ2000002/Ordinance No. 348.4926 (Change of Zone/Ordinance Amendment)

MAJOR ISSUES: Concerns have been expressed that allowance for Accessory Dwelling Units and Junior Accessory Dwelling Units on a single-family residential lot raise the possibility that densities could be tripled within Compatibility Zones where residential densities are limited by compatibility criteria in line with those recommended in the California Airport Land Use Planning Handbook. The Planning Department proposes to address this concern by requiring that any necessary approvals from Environmental Health, Fire Department, and ALUC be obtained prior to building permit applications being accepted.

RECOMMENDATIONS:

Staff recommends that the Commission open the public hearing, consider testimony, and find the proposed County Ordinance Amendment CONSISTENT with the 2004 Riverside County Airport Land Use Compatibility Plan and all other Compatibility Plans applicable to unincorporated areas within the County of Riverside.

PROJECT DESCRIPTION:

The County of Riverside proposes to amend Riverside County Ordinance No. 348 (Zoning) to provide for Accessory Dwelling Units (“ADUs”) and Junior Accessory Dwelling Units (“JADUs”) in accordance with recently enacted State laws and in response to State policy directives regarding the production and facilitation of affordable housing. Additionally, the proposed amendment introduces a new class of additional residential accommodation, the ranchet, which may be installed on lots at least two gross acres in area within the Eastern Coachella Valley. All of these additional residential accommodations (including second units) would be permitted by-right, but any required approvals from the Department of Environmental Health, the Fire Department, and ALUC would have to be obtained prior to submittal. The amendment also addresses Multiple Owner Group (MOG) units; however, this category is limited to units installed on or before May 14, 2013.

BACKGROUND:

The County has traditionally provided for second units and guest quarters. Provision for second units was introduced in the 1980s and initially required the issuance of a Second Unit permit, subject to the same hearing requirements as a Plot Plan. Guest quarters have been addressed in the ordinance for a longer period of time; however, guest quarters may not include a kitchen or cooking facilities, which would result in their being considered dwelling units.

The primary action involves consolidating existing references to second units, guest quarters, and multiple owner group units in a revised Article XIXj, Sections 19.800 through 19.811, which will also now address ADUs, JADUs, and ranchets, all of which will come under the heading of “Additional Residential Accommodations”. Section 18.18 of Ordinance No. 348 will no longer address second units and guest quarters. Two subsections of Section 18.12 relating to parking will also be amended. An existing provision in Section 18.29a. providing that second units and guest dwellings cannot be used as day care homes would be deleted. Section 18.53 will be amended to specify that cottage food operations shall not be permitted in any ADU or JADU, and Section 19.501 will be amended to specify that commercial cannabis activities will be prohibited within any ADU, JADU, second unit, ranchet, or MOG unit. The definition of guest quarter is moved from Section 21.35a. to Article XIXj. Finally, the definition of mobilehome park in Section 21.51.a. would be amended to clarify that lots containing ranchets would not constitute a mobilehome park.

The proposed ordinance retains the concept of “second unit,” which is distinguishable from an ADU or JADU. A lot with a one-family dwelling may additionally include one interior and one detached additional residential accommodation. ADUs would be allowed on any lot zoned for one family dwellings or multiple family dwellings.

Section 19.802, LOCATION AND ALLOWANCES, Paragraph B “Allowances” limits the number of additional residential accommodations on lots with an existing or proposed one-family dwelling to one interior and one detached additional residential accommodation per lot and limits the number of additional residential accommodations on lots with an existing multiple family dwelling to two detached ADUs and a quantity of interior ADUs that is less than or equal to 25% of the existing units within the multiple family dwelling, or one interior ADU, whichever is greater.

Section 19.804, APPROVAL REQUIREMENTS, Paragraph A3 provides that:

“All required approvals are obtained prior to submittal from the Riverside County Department of Environmental Health, Fire Department, and the Riverside County Airport Land Use Commission.”

aesthetic appearance of the community, preserve property values and protect the public health, safety and welfare.”

Section 5. Subsection D. of Section 18.18 of Ordinance No. 348 is deleted in its entirety.

Section 6. Existing subsection E. of Ordinance No. 348 is relettered subsection D.

Section 7. Subsection F. of Section 18.18 of Ordinance No. 348 is deleted in its entirety.

Section 8. Subsection D of Section 18.29a. of Ordinance No. 348 is deleted in its entirety.

Section 9. Subsections E., F., and G of Section 18.29a. of Ordinance No. 348 are relettered D., E., and F. respectively.

Section 10. Subsection D. of Section 18.53 of Ordinance No. 348 is amended to read as follows:

“D. EXCEPTIONS. Cottage food operations shall not be permitted in any Second Unit, Guest Quarter, accessory building, ADU or Junior ADU.”

Section 11. Subsection E. of Section 19.501 of Ordinance No. 348 is amended to read as follows:

“E. All Commercial Cannabis Activities within any dwelling unit, ADU , Junior ADU, Second Unit, Guest Quarter, MOG, Ranchet, or any other residential accessory structure permitted for residential occupancy is prohibited.”

Section 12. Article XIXj of Ordinance No. 348 is deleted in its entirety and replaced with the following:

“ARTICLE XIXj

ADDITIONAL RESIDENTIAL ACCOMMODATIONS

SECTION 19.800 PURPOSE AND INTENT.

This article establishes requirements and development standards for additional residential accommodations created to augment one-family dwellings or multiple family dwellings. These requirements and development standards are intended to facilitate the proper development of additional residential accommodations to increase supply and diversity of housing types within the unincorporated areas of Riverside County.

1 SECTION 19.801 DEFINITIONS AND CONSTRUCTION.

2 A. Definitions. For purposes of this Article, the following are considered additional
3 residential accommodations and defined as follows:

- 4 1. Accessory Dwelling Unit (ADU): A studio or one-bedroom dwelling that
5 includes exterior access and provides complete independent living facilities,
6 including a kitchen and bathroom, which are allowed in addition to a primary
7 dwelling on lots zoned for one family dwellings or multiple family dwellings.
- 8 2. Junior Accessory Dwelling Unit (Junior ADU): A dwelling within a one
9 family dwelling that includes exterior access and, at a minimum, a cooking
10 area with cooking appliances, food preparation counters, and storage
11 cabinets, all proportional to the size of the dwelling unit. A Junior ADU shall
12 either include a self-contained bathroom or share a bathroom with the
13 primary one family dwelling.
- 14 3. Second Unit: A one family dwelling that includes a kitchen and bathroom
15 that is allowed on lots zoned for one family dwellings and includes an existing
16 primary one family dwelling.
- 17 4. Guest Quarter: A living area dependent on some or all of the primary one
18 family dwelling's facilities. A Guest Quarter shall not have a kitchen, but
19 may include a bathroom. A Guest Quarter is not allowed on lots zoned for
20 multiple family dwellings.
- 21 5. Multiple Owner Group (MOG) Unit: Any type of state-licensed mobilehome
22 or manufactured home installed on or before May 14, 2013 on lots located
23 within the Eastern Coachella Valley, as further defined in this Article.
- 24 6. Ranchet Unit (Ranchet): Any type of state-licensed mobilehome or
25 manufactured home complying with Health and Safety Code section
26 18214(c), as may be amended, installed on lots larger than or equal to 2 gross
27 acres that includes at least one additional Ranchet, and is located within the
28 Eastern Coachella Valley, as further defined in this Article.

1 B. Construction. The construction of additional residential accommodations shall
2 comply with the following:

- 3 1. A detached additional residential accommodation shall be on the same lot as
4 the primary dwelling but not attached to it or any other structure. Except for
5 Guest Quarters, a detached additional residential accommodation may be a
6 manufactured home.
- 7 2. An interior additional residential accommodation involves the conversion of
8 or inclusion within the footprint and floor area of an existing or proposed one
9 family dwelling. Limited expansion of an established footprint or floor area
10 is only allowed to provide necessary access to the additional residential
11 accommodation.
- 12 3. An ADU may be a detached or interior additional residential accommodation.
- 13 4. A Junior ADU shall be an interior additional residential accommodation
14 within a one family dwelling, but is not allowed within multiple family
15 dwellings.
- 16 5. A Second Unit, Guest Quarter, MOG Unit or Ranchet shall be a detached
17 additional residential accommodation.

18 SECTION 19.802 LOCATION AND ALLOWANCES.

19 A. Location. Additional residential accommodations are permitted by-right on lots
20 zoned for one family dwellings or multiple family dwellings with the following
21 exceptions:

- 22 1. Additional residential accommodations shall not be permitted on lots with
23 legal non-conforming dwellings or dwellings that do not have all required
24 building permits.
- 25 2. Additional residential accommodations shall not be permitted on lots that are
26 constrained by water availability, water quality or sewage disposal or other
27 public health and safety concerns. Prohibited areas shall include those areas
28 where a development moratorium is imposed because of a moratorium for

1 water or sewer, whether imposed by the County or another public agency
2 with the authority to impose such a development moratorium.

3 3. MOG Units and Ranchets are only permitted within the Eastern Coachella
4 Valley, as further defined in this Article.

5 4. MOG Units may be permitted on lots zoned for nonresidential uses if the lot
6 and MOG Units meet the definition of MOG Unit as provided in this Article.

7 B. Allowances. The number of detached or interior additional residential
8 accommodations allowed on lots where there is an existing or proposed one family
9 dwelling or an existing multiple family dwelling shall be in accordance with one of
10 the following, but not a combination thereof:

11 1. One Family Dwelling.

12 a. One interior additional residential accommodation shall be permitted
13 per lot.

14 b. One detached additional residential accommodation shall be
15 permitted per lot.

16 2. Multiple Family Dwelling.

17 a. One interior ADU shall be permitted per lot or a quantity that is less
18 than or equal to twenty-five percent (25%) of the existing units within
19 the multiple family dwelling, whichever is greater.

20 b. Two detached ADU shall be permitted per lot.

21 3. Eastern Coachella Valley.

22 a. The first MOG Unit or Ranchet installed on a lot shall be designated
23 as the primary dwelling for the purposes of this Article.

24 b. A maximum of twelve detached MOG Units shall be permitted per
25 lot; or,

26 c. A maximum of four detached Ranchets shall be permitted per lot in
27 accordance with this Article. The maximum number of four detached
28 Ranchets per lot shall include any existing primary dwelling. In the

1 event an existing primary dwelling is converted to a Ranchet, all
2 additional residential accommodations on the lot shall be considered
3 Ranchets and shall comply with this Article.

4 SECTION 19.803 LAND USE PERMITS AND PROCESSING.

5 A. Land Use Permits. No discretionary land use permit such as, but not limited to, a
6 plot plan or conditional use permit is required for an additional residential
7 accommodation.

8 B. Site Design Plan. Applications for any additional residential accommodation shall
9 include a site design plan demonstrating compliance with the development standards
10 provided in this Article.

11 C. Processing. Applications for any additional residential accommodation shall be
12 processed in accordance with this ordinance, Ordinance No. 671 and Ordinance No.
13 457, as applicable. Applications for an ADU or Junior ADU shall be acted upon
14 within sixty (60) days of the application being submitted to the County. Acting on
15 an application may include deeming the application incomplete, approving or
16 denying an application, approving or providing corrections resulting from plan
17 check, or issuing, withdrawing, cancelling or abandoning an application; or any other
18 similar action.

19 D. Residential Use. Additional residential accommodations shall be deemed an
20 accessory residential use.

21 SECTION 19.804 APPROVAL REQUIREMENTS.

22 A. An application for an additional residential accommodation shall be accepted and
23 approved if it complies with all of the following:

- 24 1. The requirements and development standards set forth in this Article.
 - 25 2. All applicable laws and regulations related to health and safety including, but
26 not limited to, Fire and Building Code regulations.
- 27
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1 3. All required approvals are obtained prior to submittal from the Riverside
2 County Department of Environmental Health, Fire Department, and the
3 Riverside County Airport Land Use Commission.

4 4. Written confirmation has been provided from the Department of
5 Environmental Health for the use of an existing or new septic system for any
6 additional residential accommodation.

7 5. If applicable, a percolation test is completed and certified within the last year
8 or recertified by the Department of Environmental Health.

9 6. All required approvals are obtained from the applicable water and sewer
10 purveyor(s).

11 7. If applicable because of geographic location and constraints, all required
12 approvals from the Fire Department, Riverside County Flood Control and
13 Water Conservation District, Coachella Valley Water District or the
14 Environmental Programs Division of the Planning Department.

15 B. For the purposes of fire or life protection, a Junior ADU shall not be considered a
16 separate or new dwelling unit.

17 C. No final inspections shall be performed or certificate of occupancy shall be issued,
18 for an additional residential accommodation prior to the final inspection for the new
19 one family dwelling located on the same lot.

20 D. Additional residential accommodations shall not be subject to Section 18.10 and
21 Section 18.11 of this ordinance related to location and size of dwellings.

22 SECTION 19.805 FEES AND UTILITY CONNECTIONS.

23 A. Impact and connection fees shall be calculated in accordance with applicable State
24 and local laws and regulations including, but not limited to, Government Code
25 sections 65852.2 and 65852.22, and Riverside County Ordinance No 659.

26 B. An interior ADU or Junior ADU shall not be required to install a new or separate
27 utility connection directly between the unit and the utility, but may be required if the
28 unit was created or constructed concurrently with a new one family dwelling, as

1 determined through the permitting processed. Guest Quarters shall not be permitted
2 to install a new or separate utility connection directly between the unit and the utility.

- 3 C. All other additional residential accommodations, including any detached ADU,
4 Second Unit, MOG Unit or Ranchet, may be required to provide a new or separate
5 utility connection directly between the unit and the utility.

6 SECTION 19.806 DEVELOPMENT STANDARDS.

- 7 A. Lot Size. Additional residential accommodations may be located on any lot in
8 accordance with the following:

- 9 1. Lots zoned for One Family Dwellings. Detached Second Units or Guest
10 Quarters shall be on lots greater than 7,200 square feet in area.
11 2. Lots zoned for Multiple Family Dwellings. Only ADUs are allowed on lots
12 zoned for Multiple Family Dwellings.
13 3. Lots within the Eastern Coachella Valley. Ranchets shall be located on lots
14 greater than or equal to two (2) gross acres in area.

- 15 B. Lot Coverage. The floor area of detached ADUs shall not be included in the
16 calculations used to determine compliance with lot coverage requirements in this
17 ordinance. The floor area of interior ADUs and interior Junior ADUs shall be
18 considered part of the floor area of the primary dwelling and included in the
19 calculations used to determine compliance with lot coverage requirements in this
20 ordinance.

- 21 C. Setbacks. Additional residential accommodations shall comply with the following
22 setbacks:

- 23 1. Interior ADU, Junior ADU. Front, side and rear setbacks shall be pursuant
24 to the applicable zoning classification for the lot. Additionally, any
25 expansion required for egress or ingress shall maintain a minimum side and
26 rear setback of four (4) feet.
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2. Detached ADU. Side and rear setbacks shall be no less than four (4) feet. Front setbacks shall be pursuant to the applicable zoning classification for the lot.
3. Second Unit and Guest Quarters. Setbacks shall be pursuant to the applicable zoning classification for the lot.
4. MOG Units. Front, rear, and side setbacks shall comply with Title 25 of the California Code of Regulations, as may be amended.
5. Ranchets. Setbacks shall be pursuant to the applicable zoning classification for the lot.

D. Floor Area. Floor area shall include the interior habitable area of an additional residential accommodation, including finished basements and finished attics but shall not include an uninhabitable garage or any accessory building or structure. The floor area for additional residential accommodations shall comply with the following:

1. Interior ADU.
 - a. One Family Dwelling: the maximum floor area shall be less than or equal to fifty percent (50%) of the primary dwelling's floor area or 850 square feet, whichever is less.
 - b. Multiple Family Dwelling: the maximum floor area shall be less than or equal to 850 square feet.
 - c. Except to create exterior access to the ADU, no expansion of the primary dwelling shall be allowed for creation of the ADU. The maximum expansion for egress or ingress shall be less than or equal to 150 square feet.
2. Detached ADU. The maximum floor area shall be less than or equal to 850 square feet.
3. Junior ADU.

- 1 a. The maximum floor area shall be less than or equal to fifty percent
2 (50%) of the primary dwelling's floor area or 500 square feet,
3 whichever is less.
- 4 b. Except to create exterior access to the Junior ADU, no expansion of
5 the primary dwelling shall be allowed for creation of the Junior ADU.
6 The maximum expansion for egress or ingress shall be less than or
7 equal to 150 square feet.
- 8 4. Second Unit. The maximum floor area shall be in accordance with the
9 following:
- 10 a. 7,201 - 20,000 square-foot lots. The maximum floor area shall be less
11 than or equal to 1,200 square feet.
- 12 b. 20,001 square-foot – 2 acres lots. The maximum floor area shall be
13 less than or equal to 1,500 square feet.
- 14 c. 2.01 acres – 4 acre lots. The maximum floor area shall be less than
15 or equal to 2,500 square feet.
- 16 d. Lots greater than 4 acres. The maximum floor area shall be less than
17 or equal to 200 percent (200%) of the primary one family dwelling's
18 floor area.
- 19 5. Guest Quarter. The maximum floor area shall be less than or equal to two
20 percent (2%) of the gross lot size or 600 square feet, whichever is less.
- 21 6. MOG Units. Floor area shall comply with Title 25 of the California Code of
22 Regulations, as may be amended.
- 23 7. Ranchets. No maximum floor area. The minimum floor area shall be 450
24 square feet, excluding patios, porches, garages, and similar structures.
- 25 E. Height. Additional residential accommodations shall comply with the following:
- 26 1. Interior ADU and Junior ADU. The maximum height for an interior ADU
27 and Junior ADU shall be no greater than sixteen (16) feet, measured from the
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1 finished floor to the highest point of the finished ceiling, within any story or
2 floor of the primary dwelling.

3 2. Detached ADU. The maximum height shall be no greater than sixteen (16)
4 feet.

5 3. Guest Quarters. The maximum height shall be pursuant to the applicable
6 zoning classification for the lot.

7 4. Second Units. The maximum height shall be no greater than the height of the
8 primary one family dwelling.

9 F. Parking. Off-street parking shall comply with section 18.12 of this ordinance and
10 the following:

11 1. Interior ADU within an existing structure, Junior ADU, or Guest Quarter.

12 a. No parking space(s) shall be required.

13 b. No replacement parking spaces shall be required for conversion of
14 any existing parking spaces, including garages, carports or marked
15 spaces into an interior ADU or a Junior ADU. Any conversion of
16 existing parking space(s) into a Guest Quarter shall be replaced at a
17 1:1 ratio.

18 2. Interior ADU within a new structure and Detached ADU.

19 a. One (1) regular or tandem parking space per unit shall be required;
20 or,

21 b. Parking may be waived, if any of the following apply to the lot or
22 unit:

23 i. Within a half mile ($\frac{1}{2}$ mile) walking distance from transit,
24 including bus stop or train station locations where the public
25 may access buses, trains or any other forms of transportation
26 that charge set fares, run on fix routes and are available to the
27 public; or,
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- ii. Within an architecturally or a historically significant district;
or,
- iii. Within an area that requires on-street parking permits but are not offered to the new unit; or,
- iv. Within one (1) mile from a car share area.

- c. Parking may be located within required setbacks established by this ordinance.
- d. No replacement parking spaces shall be required for conversion of any existing parking spaces, including garages, carports or marked spaces into an ADU.

3. Second Unit.

- a. One (1) parking space per one-bedroom unit shall be required; or,
- b. Two (2) parking space for units with two (2) or more bedrooms shall be required.
- c. Any conversion of existing parking space(s) into a Second Unit shall be replaced at a 1:1 ratio.

4. MOG Units. Parking spaces shall be provided pursuant to Section 18.12 of this ordinance, with the exception of the following criteria:

- a. Parking spaces shall be located immediately adjacent to each MOG Unit; and,
- b. Parking spaces shall be developed using impervious surfaces.

5. Ranchets. Parking spaces shall be provided pursuant to Section 18.12 of this ordinance.

G. Design.

- 1. Additional residential accommodations shall be compatible with the architecture of the primary one family dwelling or multiple family dwelling on the same lot and consistent with the surrounding neighborhood.

- 1 2. Interior additional residential accommodations shall have exterior access to
- 2 the unit.
- 3 3. In accordance with Title 25 of the California Code of Regulations, as may be
- 4 amended, MOG Units and Ranchets shall include any required opaque skirt
- 5 entirely around the unit in order to screen the area between the ground level
- 6 and the floor of the unit.

7 H. Access.

- 8 1. All weather access for emergency vehicles shall be provided for any
- 9 additional residential accommodation that is located more than one-hundred
- 10 and fifty feet (150 ft.) from a public right-of-way.
- 11 2. All access roads for emergency vehicle or driveways that service an
- 12 additional residential accommodation shall be at least twenty (20) feet in
- 13 width and shall have a clear and unobstructed access to the public road.

14 I. MOG Unit Specific Development Standards.

- 15 1. MOG Units shall be located within individual and separate spaces, which
- 16 may also include accessory structures or appurtenances attached thereto or
- 17 used in conjunction therewith. Spaces shall only include one MOG Unit.
- 18 a. The minimum size of each space within the lot shall be 2,500 square
- 19 feet.
- 20 b. The minimum dimension of the space shall be thirty (30) feet in width
- 21 and eighty (80) feet in depth.
- 22 c. The minimum coverage of each space shall not exceed seventy-five
- 23 percent (75%) of the space area with structures, including the
- 24 manufactured home unit, any attached or detached accessory
- 25 structures, such as awnings, stairways, and ramps.
- 26 2. Separation of buildings or structures shall comply with Title 25 of the
- 27 California Code of Regulations, as may be amended.
- 28 3. Walls and Fences and Landscaping.

1 a. A chain link fence, or other similar material, shall be erected along
2 the perimeter of the lot, except when prohibited in flood areas or
3 similar situations.

4 i. The fence shall be at least six (6) feet in height.

5 ii. The fence shall be screen by landscaping or other material.

6 b. A chain link fence, or other similar fencing, at least three (3) feet in
7 height shall be erected between spaces on the lot. Landscaping may
8 be used in lieu of required fencing between spaces on the lot.

9 4. Additional Access Requirements.

10 a. MOG Units shall be located no further than 450 feet from a public
11 dedicated and maintained road.

12 b. MOG Units shall be served by an all-weather access road or driveway,
13 such as a Class 2 base or a material capable of supporting emergency
14 vehicles as approved by the Fire Department.

15 c. No additional curb cuts, rear access or any other types of access for
16 the lot shall be allowed, except where authorized by the Riverside
17 County Transportation Department through the issuance of an
18 encroachment permit connecting with a public right-of-way.

19 SECTION 19.807 OCCUPANCY AND FIRE PROTECTION.

20 A. Occupancy.

21 1. Accessory Dwelling Unit. Prior to June 1, 2025, property owners shall not
22 be required to occupy, or live within, the primary dwelling or ADU located
23 on the same lot. On or after June 1, 2025, property owners must occupy, or
24 live within, the primary dwelling or ADU located on the lot. Appropriate
25 verification to show occupancy, as determined by the County, may include,
26 but not limited to, utility bills or official mail with the property owners name,
27 government issued identification or license with primary address and
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1 property owner's name, or documents showing official registration primary
2 address as residence for the property owner.

3 2. Second Unit or Guest Quarter. Property owners must occupy, or live within,
4 the primary dwelling existing on the same lot as the Second Unit or Guest
5 Quarter. Appropriate verification to show occupancy, as determined by the
6 County, may include, but not limited to, utility bills or official mail with the
7 property owner's name, government issued identification or license with
8 primary address and property owner's name, or documents showing official
9 registration primary address as residence for property owner.

10 3. Junior Accessory Dwelling Unit. Property owners must occupy, or live
11 within, either the primary dwelling or Junior ADU located on the same lot.
12 Appropriate verification showing occupancy, as determined by the County,
13 may include, but not limited to, utility bills or official mail with the property
14 owner's name, government issued identification or license with primary
15 address and property owner's name, or documents showing official
16 registration primary address as residence for property owner.

17 4. Owner-occupancy requirements shall not apply if the property owner is
18 another governmental agency, land trust, housing organization or other
19 similar agency or organization.

20 5. Except for Guest Quarters and MOG Units, additional residential
21 accommodations may be rented to and occupied by any person(s) in
22 accordance with occupancy requirements provided in this Article. The
23 renting of a Ranchet is for the mobilehome or manufactured home only and
24 shall not create a real property interest in the lot the Ranchet is located on.

25 6. Additional residential accommodations shall not be rented for a period less
26 than or equal to 30 days.

27 7. Guest Quarters shall be used exclusively by the occupants of the one family
28 dwelling on the same lot or their non-paying guests.

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- 8. MOG Units shall be occupied by at least two (2) separate legal owners, verified with the latest deed, which shall live in separate MOG Units. MOG Units shall not be rented or leased, or held out for rent or lease.
- 9. Additional residential accommodations shall be used for residential purposes and may include home businesses or occupations as allowed by local or state laws.
- 10. Additional residential accommodations shall not be sold as a separate unit, except as provided by local or state law and, if required, the lot is subdivided pursuant to local and state subdivision laws.
- 11. For lots with a proposed Junior ADU, a deed restriction in accordance with Government Code section 65852.22(a)(3), as may be amended, shall be recorded on the property and included in the application for the Junior ADU.

B. Fire Protection.

- 1. Water supply to the lot shall be capable of providing the required fire flow for fire protection, pursuant to the California Fire Code.
- 2. ADUs or Junior ADUs shall provide fire sprinklers only if the primary dwelling is required to provide fire sprinklers.

SECTION 19.808 ADDITIONAL MOG UNIT REQUIREMENTS.

A. Ownership.

- 1. Lots with MOG Units must be jointly owned by multiple owners, and all owners must be listed on the deed.
- 2. Property owners shall notify the Planning Director, or designee, of any change in ownership within thirty (30) days of the change. Ownership and occupancy shall meet the requirements of this article for the life of the MOG Unit.

B. Subdivision and Installation.

1. The allowance of multiple MOG Units on one lot does not constitute a subdivision of that lot under the Subdivision Map Act or Riverside County Ordinance No. 460.
2. MOG Units shall not be sold separately, unless the underlying lot is subdivided pursuant to all applicable local and state subdivision and land use laws.
3. MOG Units shall be pre-existing and installed prior to May 14, 2013.
4. MOG Units shall be located on a lot with at least one other MOG Unit.
5. MOG Units shall be part of an existing grouping of manufactured homes on one (1) lot, referred to as an existing "MOG manufactured home park." No expansion of the existing MOG manufactured home park shall be permitted.
6. MOG Units shall be installed per manufacturer's specifications on approved piers. No permanent foundation shall be allowed for a MOG Unit, except where required by the applicable flood control district.
7. MOG Units on approved piers shall be screened by an opaque skirt to completely cover the area between the floor and the ground and completely cover the approved piers.
8. No outside storage shall be allowed on lots with MOG Units.

C. Utilities.

1. MOG Units shall have separate utility services and connections, except for MOG Units connected to sub-surface sewage disposal systems.
2. Propane tanks shall include appropriate setbacks, pursuant to the California Fire Code.
3. The maximum size of a propane tank shall be 250 gallons.
4. Electrical meter banks may be permitted, subject to written approval by the local electric provider.
5. MOG Units shall have running water.

- 1 6. MOG Units served by a water well shall meet minimum production
2 requirements set forth in Riverside County Ordinance No. 682.
- 3 7. MOG Units connected to a septic system or well shall obtain all necessary
4 approvals from the appropriate departments.
- 5 8. MOG Units utilizing any proposed State Small Water System shall obtain
6 approval from the Riverside County Department of Environmental Health.

7 SECTION 19.809 EASTERN COCHELLA VALLEY BOUNDARY.

8 For the purposes of this article, the Eastern Coachella Valley boundary shall include all that
9 area identified as the “Area Plan Boundary” in Figure 3, or the Land Use Plan, of the Eastern
10 Coachella Valley Area Plan, which is part of the Riverside County General Plan, as
11 amended.

12 SECTION 19.810 DENSITY.

- 13 A. An additional residential accommodation that conforms to this Article shall
14 not be considered to exceed the allowable density established by the General
15 Plan for the lot upon which the additional residential accommodation is
16 located.
- 17 B. An additional residential accommodation that conforms to this Article shall
18 be considered consistent with the Riverside County General Plan, including
19 the Land Use Element, and the residential uses of the applicable zoning
20 classification for the lot upon which the additional residential
21 accommodation is located.

22 SECTION 19.811 CONFLICTING STANDARDS AND REQUIREMENTS.

- 23 A. In the event there is a conflict between the requirements and development
24 standards set forth in this Article and a lot’s applicable zoning classification
25 or other provision in this ordinance, the provisions of this Article shall
26 prevail.

1 B. If any provision of this Article conflicts with California Government Code
2 Section 65852.2 or 65852.22, the provisions of the Government Code
3 sections shall prevail.”

4 Section 13. Section 21.35a. of Ordinance No. 348 is amended to read as follows:

5 “SECTION 21.35a. GUEST QUARTER.

6 Guest quarter is defined in Article XIXj of this ordinance.”

7 Section 14. Section 21.51a. of Ordinance No. 348 is amended to read as follows:

8 “SECTION 21.51a. MOBILEHOME PARK.

9 Mobilehome park is any area of tract of land where one or more mobilehome lots are
10 rented or leased or held out for rent or lease to accommodate mobilehome used for
11 human habitation. The rental paid for any such mobilehome shall be deemed to
12 include rental for the lot it occupies. Mobilehome park does not include lots
13 containing Ranchets pursuant to Article XIXj of this ordinance.

14 Notwithstanding the foregoing definition, any person, not including a mobilehome
15 park operator, who owns a mobilehome and owns, rents or leases the land upon
16 which the mobilehome is located, is permitted to rent, lease, sublease, let our, or hire
17 out for occupancy the mobilehome and the land upon which the mobilehome is
18 located, without obtaining a permit to construct or operate a mobilehome park.”

19 Section 15. This ordinance shall take effect thirty (30) days after its adoption.

20
21 BOARD OF SUPERVISORS OF THE COUNTY
22 OF RIVERSIDE, STATE OF CALIFORNIA

23 By: _____

24 Chairman

25
26 ATTEST:
27 CLERK OF THE BOARD
28 Kecia Harper

1 By: _____

2 Deputy

3 (SEAL)
4

5 APPROVED AS TO FORM
6 April __, 2020

7 By: _____

8 MICHELLE CLACK
9 Chief Deputy County Counsel

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner John Guerin at (951) 955-0982 or Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The Riverside County Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Mr. Robert Flores at (951) 955-1195.

The proposed project application may be viewed at www.rcaluc.org. Written comments may be submitted to the Riverside County ALUC by e-mail to jguerin@rivco.org. or by U.S. mail to Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: June 11, 2020

TIME OF HEARING: 9:30 A.M.

Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the Place of Hearing, as listed above. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org

CASE DESCRIPTION:

ZAP1048RG20 – County of Riverside (Representative: Robert Flores) – County of Riverside Case No. CZ 2000002 (Change of Zone/Ordinance Amendment); Ordinance No. 348.4926. A proposal to amend Riverside County Ordinance No. 348 (Zoning) to provide for Accessory Dwelling Units and Junior Accessory Dwelling Units in accordance with recently enacted State laws and in response to State policy directives regarding the production and facilitation of affordable housing. Additionally, the proposed amendment introduces a new class of additional residential accommodation, the ranchet, which may be installed on lots of least two gross acres in area within the Eastern Coachella Valley. All of these additional residential accommodations (including second units) would be permitted by-right, but any required approvals from the Department of Environmental Health, the Fire Department, and ALUC would have to be obtained prior to submittal. The amendment also addresses Multiple Owner Group (MOG) units; however, this category is limited to units installed on or before May 14, 2013. (Countywide except as indicated).



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP 1048 RG 20 DATE SUBMITTED: 4/24/2020

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

| | | |
|------------------------|--|---------------------------|
| Applicant | Riverside County Planning Department | Phone Number 951-955-1195 |
| Mailing Address | Attn: Robert Flores, Urban and Regional Planner IV | Email RFlores@rivco.org |
| | 4080 Lemon Street, 12th Floor | |
| | Riverside, CA 92501 | |
| Representative | See Applicant section | Phone Number -- |
| Mailing Address | -- | Email -- |
| | | |
| Property Owner | See Applicant section | Phone Number -- |
| Mailing Address | -- | Email -- |
| | | |

LOCAL JURISDICTION AGENCY

| | | |
|--------------------------------|---|---|
| Local Agency Name | County of Riverside: TLMA-Planning Department | Phone Number 951-955-1195 |
| Staff Contact | Robert Flores | Email RFlores@rivco.org |
| Mailing Address | 4080 Lemon Street, 12th Floor | Case Type Ord. Amend./CZ |
| | Riverside CA, 92501 | <input type="checkbox"/> General Plan / Specific Plan Amendment |
| | | <input checked="" type="checkbox"/> Zoning Ordinance Amendment |
| | | <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract |
| Local Agency Project No | Ordinance No. 348.4926, Change of Zone (CZ) No. 2000002 | <input type="checkbox"/> Use Permit |
| | | <input type="checkbox"/> Site Plan Review/Plot Plan |
| | | <input type="checkbox"/> Other |

PROJECT LOCATION

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

| | | | |
|------------------------------|--|--|-----|
| Street Address | The unincorporated areas of the County of Riverside, except for those regulations applying only to the Eastern Coachella Valley as described in the ordinance. | | |
| Assessor's Parcel No. | N/A | Gross Parcel Size | N/A |
| Subdivision Name | N/A | Nearest Airport and distance from Airport | All |
| Lot Number | N/A | | |

PROJECT DESCRIPTION

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

| | |
|-------------------------------------|-------|
| Existing Land Use (describe) | _____ |
| | _____ |
| | _____ |
| | _____ |

| | | | |
|---|---|-----|--|
| Proposed Land Use (describe) | An ordinance amendment to Riverside County Ordinance No. 348 (the "Land Use Ordinance") that establishes requirements and development standards for the development of different dwelling types or living arrangements on a lot in addition to a primary residence. This amendment specifically addresses state-mandated accessory dwelling units ("ADUs"), Junior accessory dwelling units ("Junior ADUs"), and ranchets (related to ADUs) and locally-permitted second units and guest quarters; and specifically re-establishes and updates existing regulation for units under the Coachella Valley Multiple Owners Mobilehome Housing Overlay Zone, also known as MOG units. | | |
| For Residential Uses | Number of Parcels or Units on Site (exclude secondary units) | N/A | |
| For Other Land Uses (See Appendix C) | Hours of Operation | N/A | |
| | Number of People on Site | N/A | Maximum Number N/A |
| | Method of Calculation | N/A | |
| Height Data | Site Elevation (above mean sea level) | N/A | ft. |
| | Height of buildings or structures (from the ground) | N/A | ft. |
| Flight Hazards | Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? | | <input type="checkbox"/> Yes |
| | If yes, describe | | <input checked="" type="checkbox"/> No |
| | N/A | | |

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site (**only required if the project is scheduled for a public hearing Commission meeting**). If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10) with ALUC return address. *

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

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

4.1 Director's Approvals.

- A. In addition to the cases reported to you last month, during the period of February 16, 2020 through March 15, 2020, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Simon Housman also reviewed a non-legislative case within Zone E of the Banning Municipal Airport Influence Area and issued a determination of consistency.

ZAP1036BA19 (Banning Municipal Airport Influence Area, Zone E) pertains to City of Banning Case No. DR19-7008 (Design Review), a proposal to construct 32 new townhome units on 32 existing vacant lots within the existing Vista Serena townhome complex with dwelling units located along Vista Serena Avenue, extending southerly from Theodore Street within a block bordered by Theodore Street on the north, Hermosa Avenue on the east, Gilman Street on the south, and Alessandro Road on the west. The site is located within Compatibility Zone E of the Banning Municipal Airport Influence Area (AIA). Within Compatibility Zone E of the Banning Municipal Airport Land Use Compatibility Plan (ALUCP), non-residential intensity is not restricted.

The elevation of Runway 8-26 at Banning Municipal Airport at its westerly terminus is 2,212 feet above mean sea level (AMSL). At a distance of approximately 6,120 feet from the runway to the site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 2,273 feet AMSL. The site's finished floor elevation is 2,471 feet AMSL and the proposed building height is 24 feet, resulting in a maximum top point elevation of 2,495 feet AMSL. Therefore, FAA OES review for height/elevation reasons was required. The applicant submitted Form 7460-1 to the FAA OES. "Determination of No Hazard to Air Navigation" letters for Aeronautical Study Nos. 2019-AWP-14982-OE through 2019-AWP-15035-OE were issued on January 6, 2020. The studies revealed that the proposed dwelling units and associated structures would exceed obstruction standards (up to 66 feet above the Section 77.19(b) Conical Surface, as a result of the terrain also exceeding this surface); however, it was determined that there would be no substantial adverse effects on the VFR traffic pattern airspace because there are already existing structures in the immediate vicinity that exceed the heights/top point elevations of this project. Therefore, it was determined that the structures would not be hazards to air navigation, provided conditions are met. These FAA OES conditions have been incorporated into this finding.

ALUC Director Simon Housman issued a determination of consistency for this project on February 20, 2020.

- B. During the period of March 16 through May 15, 2020, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Simon Housman reviewed four non-legislative cases within Zones D and E of Airport Influence Areas and issued determinations of consistency.

ZAP1410MA20 (March Air Reserve Base/Inland Port Airport Influence Area, Zone D) pertains to City of Moreno Valley Case No. PEN20-0010 (Plot Plan), a proposal to construct a 10,181 square foot medical office building on 1.56 acres located on the northerly side of Eucalyptus Avenue, easterly of its intersection with Arbor Park Drive and directly easterly of the Towngate fire station, westerly of Memorial Way, southerly of Gateway Drive and easterly of Day Street. The site is located within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area (“March AIA”), where non-residential intensity is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport is approximately 1,535 feet above mean sea level (AMSL) at its northerly terminus. At a distance of 12,100 feet from the project site to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 1,655 feet AMSL. The site’s finished floor elevation is 1,576 feet AMSL, and the proposed maximum building height is 40 feet, resulting in a top point elevation of 1,616 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required.

ALUC Director Simon Housman issued a determination of consistency for this project on March 26, 2020.

ZAP1083PS20 (Palm Springs International Airport Influence Area, Zone E) pertains to City of Cathedral City Case Nos. TTM37755 (Tentative Tract Map No. 37755) and PUD19-001 (Planned Unit Development), proposals to establish a residential community consisting of 110 dwelling units with individual lot ownership on 26.6 acres located southerly of McCallum Way, easterly of San Eljay Avenue, westerly of Via Campanile, and northerly of Ramon Road. The site is located within Compatibility Zone E of the Palm Springs International Airport Influence Area, where residential density is not restricted.

The elevation of Runway 13R-31L at Palm Springs International Airport at its southerly terminus is approximately 395.5 feet above mean sea level (AMSL). At a distance of approximately 14,000 feet from the runway to the project property line, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof elevation exceeding 535.5 feet AMSL. The site’s finished floor elevation is 364 feet AMSL, and the proposed building height is 26 feet, resulting in a maximum top point elevation of 390 feet AMSL – lower than the runway elevation of 395.5 feet AMSL. Therefore, review of the proposed buildings by the FAA OES was not required.

ALUC Director Simon Housman issued a determination of consistency for this project on March 26, 2020.

ZAP1413MA20 (March Air Reserve Base/Inland Port Airport Influence Area, Zone E) pertains to County of Riverside Case No. PPT190038 (Plot Plan), a proposal to establish a Recreational Vehicle (RV) storage yard including 135 RV stalls on 2.9 acres of a 32.68-acre parcel located on the southeast corner of Grand Avenue and Briggs Avenue in unincorporated Riverside County (westerly of the community of Winchester). The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (“March AIA”), where non-residential intensity is not restricted.

Although the project is located within the March AIA, the actual nearest runway is Runway 15-33 at Perris Valley Airport. The southerly terminus of this runway is located approximately 29,100 feet from the project

site. As the site is more than 20,000 feet from the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review was not required.

ALUC Director Simon Housman issued a determination of consistency for this project on April 2, 2020.

ZAP1040BA20 (Banning Municipal Airport Influence Area, Zone D) pertains to City of Banning Case No. CUP19-8008 (Conditional Use Permit), a proposal to construct a 21,000 square foot industrial manufacturing building for the purposes of a cannabis growth facility on 1.8 acres located on the southeast corner of Lincoln Street and 8th Street. The site is located within Compatibility Zone D of the Banning Municipal Airport Influence Area. Zone D restricts nonresidential intensity to an average intensity of 200 persons per acre, with not more than 800 persons in any given acre. The proposed 21,000 square foot building would be expected to accommodate 105 persons, resulting in an average intensity of 58 people per acre and a total /single-acre intensity of 105, both of which are consistent with Zone D intensity criteria.

The elevation of Runway 8-26 at Banning Municipal Airport at its westerly terminus is 2,212 feet above mean sea level (AMSL). At a distance of approximately 7,600 feet from the runway to the site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof elevation exceeding 2,288 feet AMSL. The site's finished floor elevation is 2,335 feet AMSL, and the proposed building height is 24 feet, resulting in a top point elevation of 2,359 feet AMSL. Therefore, review of the proposed building by the FAA OES was required. The applicant submitted Form 7460-1 to the FAA OES. A "Determination of No Hazard to Air Navigation" letter for Aeronautical Study No. 2020-AWP-2134-OE was issued on March 17, 2020. The study revealed that the proposed facility would not exceed obstruction standards and would not be a hazard to air navigation provided conditions are met. These FAA OES conditions have been incorporated into this finding.

The project is located 7,600 feet from the runway and includes 8,000 square feet of detention basin area that is greater than 100 feet in length and 50 feet in width. The FAA recommends that storm water management systems located within 10,000 feet of Airport Operations Areas be designed and operated so as not to create standing water. In order to reduce bird attractant, the applicant agreed that the new basin is to be designed so as to provide for a maximum 48-hour detention period following the conclusion of a storm event and to remain totally dry between rainfalls, and that any landscaping in the detention basin be in accordance with ALUC's "Landscaping Near Airports" and "Airports, Wildlife and Stormwater Management" brochures.

ALUC Director Simon Housman issued a determination of consistency for this project on April 16, 2020.

- C. Additionally, as authorized pursuant to ALUC Resolution No. 2015-01, as extended by Resolution Nos. 2016-02 and 2018-02, ALUC Director Simon Housman reviewed two legislative case sets with associated non-legislative cases and one stand-alone legislative case within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area and issued determinations of consistency.

ZAP1414MA20 pertains to City of Riverside Case Nos. P19-0775 (General Plan Amendment), a proposal to amend the City of Riverside General Plan designation of a 9.77-acre parcel located on the northwest corner of Central Avenue and Sycamore Canyon Boulevard from Commercial to Very High Density Residential, P19-0776 (Rezone), a proposal to change the zoning of the site from Commercial General (CG) to R-4

Multiple-Family Residential, and P19-0777 (Design Review), a proposal to construct a 237 unit apartment complex on the site, with recreational amenities such as a putting green, resort pool and spa, BBQ tables, walking loop, exercise stations, and a dog run. The site is located within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area, where residential density is not limited. Both the existing and proposed General Plan and zoning designations and boundaries are consistent with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its northerly terminus is approximately 1,535 feet above mean sea level (AMSL). At a distance of 24,785 feet from the project site to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review could be required for any new structures with an elevation at top of roof exceeding 1,782 feet AMSL. The site's finished floor elevation is 1,351 feet AMSL, and the building height is 50 feet, resulting in a top point elevation of 1,401 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required.

ALUC Director Simon Housman issued a determination of consistency for this project on April 30, 2020.

ZAP1416MA20 pertains to County of Riverside Case Nos. GPA01200 (General Plan Amendment), a proposal to amend the Lake Mathews/Woodcrest Area Plan (General Plan) land use designation of 1.91 acres (Assessor's Parcel Number 274-070-003) located on the southerly side of Van Buren Boulevard, easterly of Gardner Avenue in the unincorporated community of Woodcrest from Rural Community: Very Low Density Residential (RC:VLDR) to Community Development: Commercial Retail (CD:CR), CZ1700003 (Change of Zone), a proposal to change the zoning of the same parcel from Residential Agricultural (R-A) to Scenic Highway Commercial (C-P-S), and CUP170002 (Conditional Use Permit), a proposal to establish a contractor's storage yard with a new 4,441 square foot two-story building and an existing 608 square foot residence that will become a caretaker's dwelling unit. The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area, where non-residential intensity are not restricted. Both the existing and proposed General Plan and zoning designations and boundaries are consistent with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its northerly terminus is approximately 1,535 feet above mean sea level (AMSL). At a distance of 27,000 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review could be required for any structures with an elevation at top of roof exceeding 1,805 feet AMSL. The site's finished floor elevation is 1,521 feet AMSL, and the building height is 20 feet, resulting in a top point elevation of 1,541 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required.

ALUC Director Simon Housman issued a determination of consistency for this project on May 14, 2020.

ZAP1417MA20 pertains to City of Riverside Case No. P19-0948 (Rezone), a proposal to change the zoning of a portion of a 2.5-acre property (Assessor's Parcel Number 210-150-016) located on the northerly side of Massachusetts Avenue, westerly of its intersection with Durahart Street, from I-WC (General Industrial with Water Course Overlay) to I (General Industrial). The site is located within Airport Compatibility Zone E of

the March Air Reserve Base/Inland Port Airport Influence Area, where non-residential intensity is not restricted.

ALUC Director Simon Housman issued a determination of consistency for this project on May 14, 2020.

4.2 Detention Basins and Wildlife Hazards

Presentation by ALUC Director Simon Housman or his designee.

4.3 Update on March Compatible Use Study (formerly Joint Land Use Study [JLUS])

ALUC Director Simon Housman will address the Commission.

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AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

February 20, 2020

Ms. Sonia Pierce, Senior Planner
City of Banning Community Development Department – Planning Division
99 E. Ramsey Street
Banning, CA 92220

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

www.rcaluc.org

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR’S DETERMINATION**

File No.: ZAP1036BA19
Related File No.: DR19-7008 (Design Review)
APNs: 534-290-005 through 534-290-010; 534-290-039 through 534-290-062; 534-291-046; 534-291-047

Dear Ms. Pierce:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC’s general delegation as per Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Banning Case No. DR19-7008 (Design Review), a proposal to construct 32 new townhome units on 32 existing vacant lots within the existing Vista Serena townhome complex with dwelling units located along Vista Serena Avenue, extending southerly from Theodore Street within a block bordered by Theodore Street on the north, Hermosa Avenue on the east, Gilman Street on the south, and Alessandro Road on the west.

The site is located within Airport Compatibility Zone E of the Banning Municipal Airport Influence Area (AIA). Within Compatibility Zone E of the Banning Municipal Airport Land Use Compatibility Plan (ALUCP), residential density is not restricted.

The elevation of Runway 8-26 at its westerly terminus is 2,212 feet above mean sea level (AMSL). At a distance of approximately 6,120 feet from the runway to the site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 2,273 feet AMSL. The site’s finished floor elevation is 2,471 feet AMSL and the proposed building height is 24 feet, for a top point elevation of 2,495 feet AMSL. Therefore, FAA Obstruction Evaluation Service review for height/elevation reasons was required. The applicant submitted Form 7460-1 to the FAA OES. “Determination of No Hazard to Air Navigation” letters for Aeronautical Study Nos. 2019-AWP-14982-OE through 2019-AWP-15035-OE were issued on January 6, 2020. The studies revealed that the proposed dwelling units and associated structures would exceed obstruction standards (up to 66 feet above the Section 77.19(b) Conical Surface, as a result of the terrain also exceeding this surface); however, it was determined that there would be no substantial adverse effects on the VFR traffic pattern airspace because there are already existing structures in the immediate vicinity that exceed the heights/top point elevations of this project. Therefore, it was determined that the structures would not be hazards to air navigation, provided conditions are met. These FAA OES conditions have been incorporated into this finding.

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, provided that the City of Banning applies the following recommended conditions:

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, and construction and demolition debris facilities.)
 - (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 of Airport in Vicinity shall be provided to all potential purchasers of the recorded lots and to tenants of the homes thereon.
4. Any new aboveground detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be used in project landscaping.
5. The Federal Aviation Administration has conducted aeronautical studies of the proposed structures (Aeronautical Study Nos. 2019-AWP-14982-OE through 2019-AWP-15035-OE) and has determined that neither marking nor lighting of the structures is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.
6. The maximum height of the proposed structures to top point shall not exceed 28 feet

above ground level, and the maximum elevation at the top of the structures shall not exceed 2,500 feet above mean sea level.

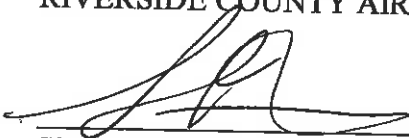
7. The specific coordinates, height, and top point elevation of the proposed structures shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
8. Temporary construction equipment used during actual construction of the structures shall not exceed 28 feet in height and a maximum elevation of 2,500 feet above mean sea level, 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 structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.

Note: 54 submittals were made to the FAA OES, and Determinations of No Hazard to Air Navigation were made in each case. The heights and elevations referenced herein are those of the structures with the greatest height above ground level and the greatest elevation AMSL, respectively. In order to conserve resources, only one of these Determination letters is attached hereto. However, each of these Determination letters is available on the FAA OES website (<http://oeaaa.faa.gov>).

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

Attachment: Notice of Airport in Vicinity
Aeronautical Study No. 2019-AWP-14982-OE

cc: Tahiti Partners Properties Corp. for Vista Serena, Geoffrey Payne (applicant)
Vista Serena Home Owners Association, Robert Taylor (property owner)
Art Vela, P.E., City of Banning Director of Public Works
Carl Szoyka, Manager, Banning Municipal Airport
ALUC Case File

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NOTICE OF AIRPORT IN VICINITY

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



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

Aeronautical Study No.
 2019-AWP-14982-OE

Issued Date: 01/06/2020

Geoff Payne
 Geoff Payne
 3711 Long Beach Blvd., Ste. 925
 Long Beach, CA 90807

**** 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 G1-A
 Location: Banning, CA
 Latitude: 33-56-16.07N NAD 83
 Longitude: 116-52-11.51W
 Heights: 2471 feet site elevation (SE)
 23 feet above ground level (AGL)
 2494 feet above mean sea level (AMSL)

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

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

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

See attachment for additional condition(s) or information.

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

This determination expires on 07/06/2021 unless:

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

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before February 05, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on February 15, 2020 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-14982-OE.

Signature Control No: 424053858-426860231

Mike Helvey

Manager, Obstruction Evaluation Group

(DNH)

Attachment(s)

Additional Information

Map(s)

| | | | | | |
|-------------------|-------|----|------|--------------|---------------|
| 2019-AWP-15005-OE | G6-A | 12 | 2478 | 33-56-11.03N | 116-52-20.23W |
| 2019-AWP-15006-OE | G6-B | 12 | 2478 | 33-56-10.82N | 116-52-20.23W |
| 2019-AWP-15007-OE | G6-C | 12 | 2478 | 33-56-10.82N | 116-52-20.61W |
| 2019-AWP-15008-OE | G6-D | 12 | 2478 | 33-56-11.03N | 116-52-20.61W |
| 2019-AWP-15009-OE | G7-A | 12 | 2478 | 33-56-11.72N | 116-52-19.71W |
| 2019-AWP-15010-OE | G7-B | 12 | 2478 | 33-56-11.09N | 116-52-19.64W |
| 2019-AWP-15011-OE | G7-C | 12 | 2478 | 33-56-11.09N | 116-52-19.89W |
| 2019-AWP-15012-OE | G7-D | 12 | 2478 | 33-56-11.72N | 116-52-19.96W |
| 2019-AWP-15013-OE | G8-A | 12 | 2479 | 33-56-12.02N | 116-52-19.77W |
| 2019-AWP-15014-OE | G8-B | 12 | 2479 | 33-56-11.82N | 116-52-19.73W |
| 2019-AWP-15015-OE | G8-C | 12 | 2479 | 33-56-11.76N | 116-52-20.23W |
| 2019-AWP-15016-OE | G8-D | 12 | 2479 | 33-56-11.96N | 116-52-20.27W |
| 2019-AWP-15017-OE | G9-A | 28 | 2496 | 33-56-12.87N | 116-52-19.43W |
| 2019-AWP-15018-OE | G9-B | 28 | 2496 | 33-56-12.78N | 116-52-19.20W |
| 2019-AWP-15019-OE | G9-C | 28 | 2496 | 33-56-12.54N | 116-52-19.16W |
| 2019-AWP-15020-OE | G9-D | 28 | 2496 | 33-56-12.40N | 116-52-19.35W |
| 2019-AWP-15021-OE | G9-E | 28 | 2496 | 33-56-12.34N | 116-52-19.89W |
| 2019-AWP-15022-OE | G9-F | 28 | 2496 | 33-56-12.80N | 116-52-19.97W |
| 2019-AWP-15023-OE | G10-A | 12 | 2483 | 33-56-13.78N | 116-52-20.11W |
| 2019-AWP-15024-OE | G10-B | 12 | 2479 | 33-56-12.49N | 116-52-20.11W |
| 2019-AWP-15025-OE | G10-C | 12 | 2479 | 33-56-12.49N | 116-52-20.36W |
| 2019-AWP-15026-OE | G10-D | 12 | 2483 | 33-56-13.78N | 116-52-20.35W |
| 2019-AWP-15027-OE | G11-A | 27 | 2498 | 33-56-13.46N | 116-52-19.44W |
| 2019-AWP-15028-OE | G11-B | 27 | 2498 | 33-56-13.27N | 116-52-18.98W |
| 2019-AWP-15029-OE | G11-C | 27 | 2498 | 33-56-13.06N | 116-52-19.04W |
| 2019-AWP-15030-OE | G11-D | 27 | 2498 | 33-56-12.99N | 116-52-19.99W |
| 2019-AWP-15031-OE | G11-E | 27 | 2498 | 33-56-13.46N | 116-52-19.99W |
| 2019-AWP-15032-OE | G12-A | 23 | 2500 | 33-56-16.33N | 116-52-17.28W |
| 2019-AWP-15033-OE | G12-B | 23 | 2497 | 33-56-15.49N | 116-52-17.56W |
| 2019-AWP-15034-OE | G12-C | 23 | 2497 | 33-56-15.49N | 116-52-17.81W |
| 2019-AWP-15035-OE | G12-D | 23 | 2500 | 33-56-16.33N | 116-52-17.85W |

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

Section 77.19(b) -- Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. All project study points would exceed the BNG Conical Surface by the following:

(Where the amount the proposal exceeds the Part 77 surface by more than the height of the proposed structure, the terrain also exceeds the Part 77 surface.)

Proposed ASN Exceeds the BNG Conical Surface by (feet)

| | |
|-------------------|----|
| 2019-AWP-14982-OE | 57 |
| 2019-AWP-14983-OE | 57 |
| 2019-AWP-14984-OE | 65 |
| 2019-AWP-14985-OE | 63 |
| 2019-AWP-14986-OE | 60 |

| | |
|-------------------|----|
| 2019-AWP-14987-OE | 66 |
| 2019-AWP-14988-OE | 62 |
| 2019-AWP-14989-OE | 60 |
| 2019-AWP-14990-OE | 59 |
| 2019-AWP-14991-OE | 62 |
| 2019-AWP-14992-OE | 60 |
| 2019-AWP-14993-OE | 56 |
| 2019-AWP-14994-OE | 55 |
| 2019-AWP-14995-OE | 56 |
| 2019-AWP-14996-OE | 59 |
| 2019-AWP-14997-OE | 58 |
| 2019-AWP-14998-OE | 56 |
| 2019-AWP-14999-OE | 59 |
| 2019-AWP-15000-OE | 60 |
| 2019-AWP-15001-OE | 61 |
| 2019-AWP-15002-OE | 61 |
| 2019-AWP-15003-OE | 60 |
| 2019-AWP-15004-OE | 58 |
| 2019-AWP-15005-OE | 42 |
| 2019-AWP-15006-OE | 43 |
| 2019-AWP-15007-OE | 42 |
| 2019-AWP-15008-OE | 41 |
| 2019-AWP-15009-OE | 41 |
| 2019-AWP-15010-OE | 43 |
| 2019-AWP-15011-OE | 43 |
| 2019-AWP-15012-OE | 40 |
| 2019-AWP-15013-OE | 40 |
| 2019-AWP-15014-OE | 41 |
| 2019-AWP-15015-OE | 40 |
| 2019-AWP-15016-OE | 39 |
| 2019-AWP-15017-OE | 55 |
| 2019-AWP-15018-OE | 56 |
| 2019-AWP-15019-OE | 57 |
| 2019-AWP-15020-OE | 57 |
| 2019-AWP-15021-OE | 56 |
| 2019-AWP-15022-OE | 54 |
| 2019-AWP-15023-OE | 36 |
| 2019-AWP-15024-OE | 38 |
| 2019-AWP-15025-OE | 37 |
| 2019-AWP-15026-OE | 36 |
| 2019-AWP-15027-OE | 54 |
| 2019-AWP-15028-OE | 56 |
| 2019-AWP-15029-OE | 57 |
| 2019-AWP-15030-OE | 55 |
| 2019-AWP-15031-OE | 53 |
| 2019-AWP-15032-OE | 49 |
| 2019-AWP-15033-OE | 49 |
| 2019-AWP-15034-OE | 49 |
| 2019-AWP-15035-OE | 48 |

3. EFFECT ON AERONAUTICAL OPERATIONS

- a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect. The structures would exceed the BNG Conical Surface by a maximum of 66 feet.

There is no substantial adverse effects on the VFR traffic pattern airspace. The project would exceed the BNG TPA by a maximum of 66 feet in the Part 77 Conical Surface, however, there are already existing structures in the immediate vicinity that exceed the height of this project.

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

- b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.
- c. The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The BNG Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/BNG> . It states there are 15 single-engine, 0 multi-engine, 0 jet, 1 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 5666 operations for the 12 months ending 31 December 2018 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. Structures of similar height exist in the area. There would be no derogation of the navigable airspace overlying the site. Therefore, no further attempt to negotiate the structure to a lower height was considered necessary.

This does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

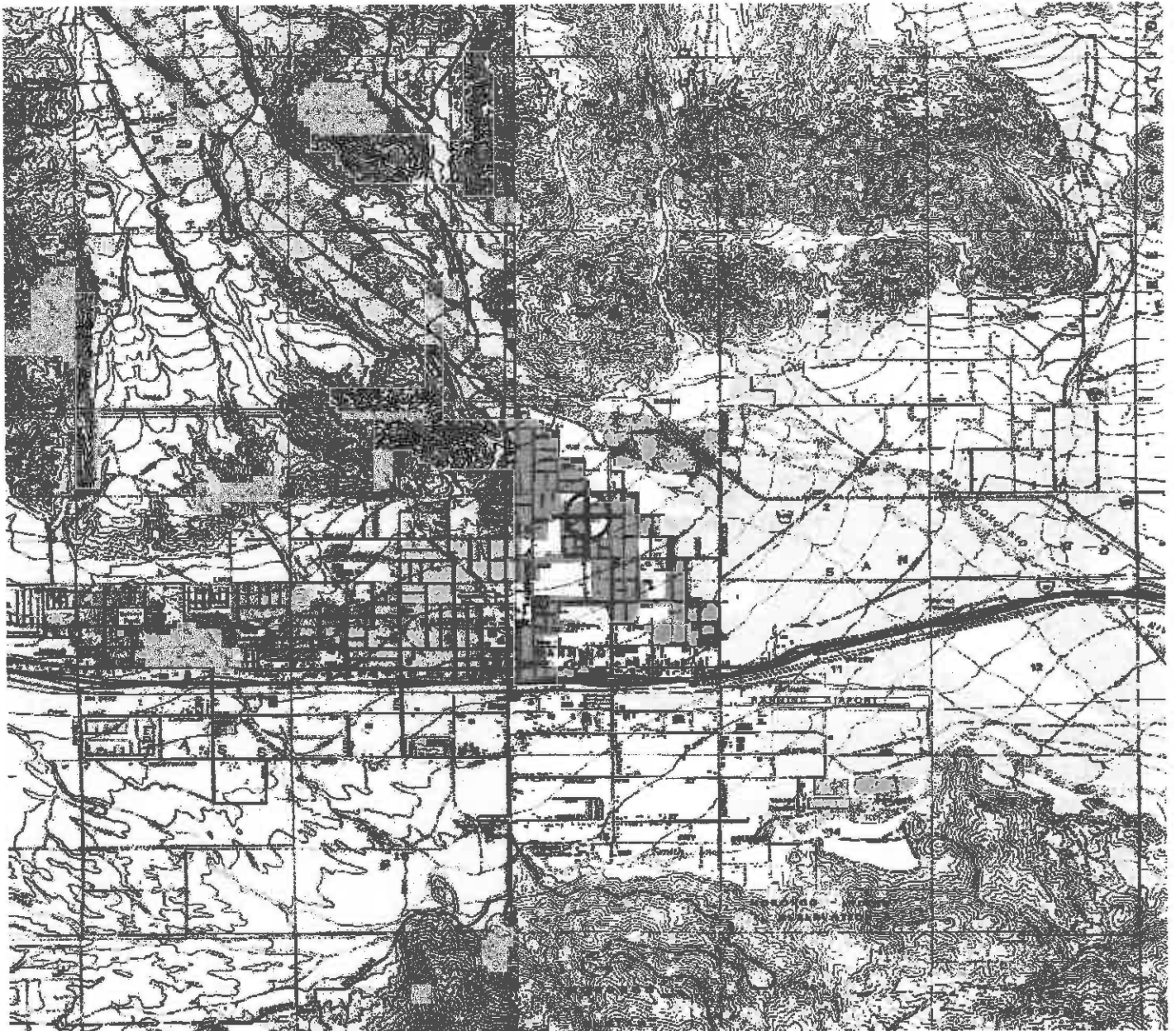
It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible VFR effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed buildings would exceed the BNG Part 77 Surfaces by a maximum of 66 feet. This proposal, however, is located near structures that equal or exceed the height of this proposal and are closer to BNG. No other VFR issues were identified and there are no IFR effects. Aviation safety lighting was considered but deemed unnecessary.

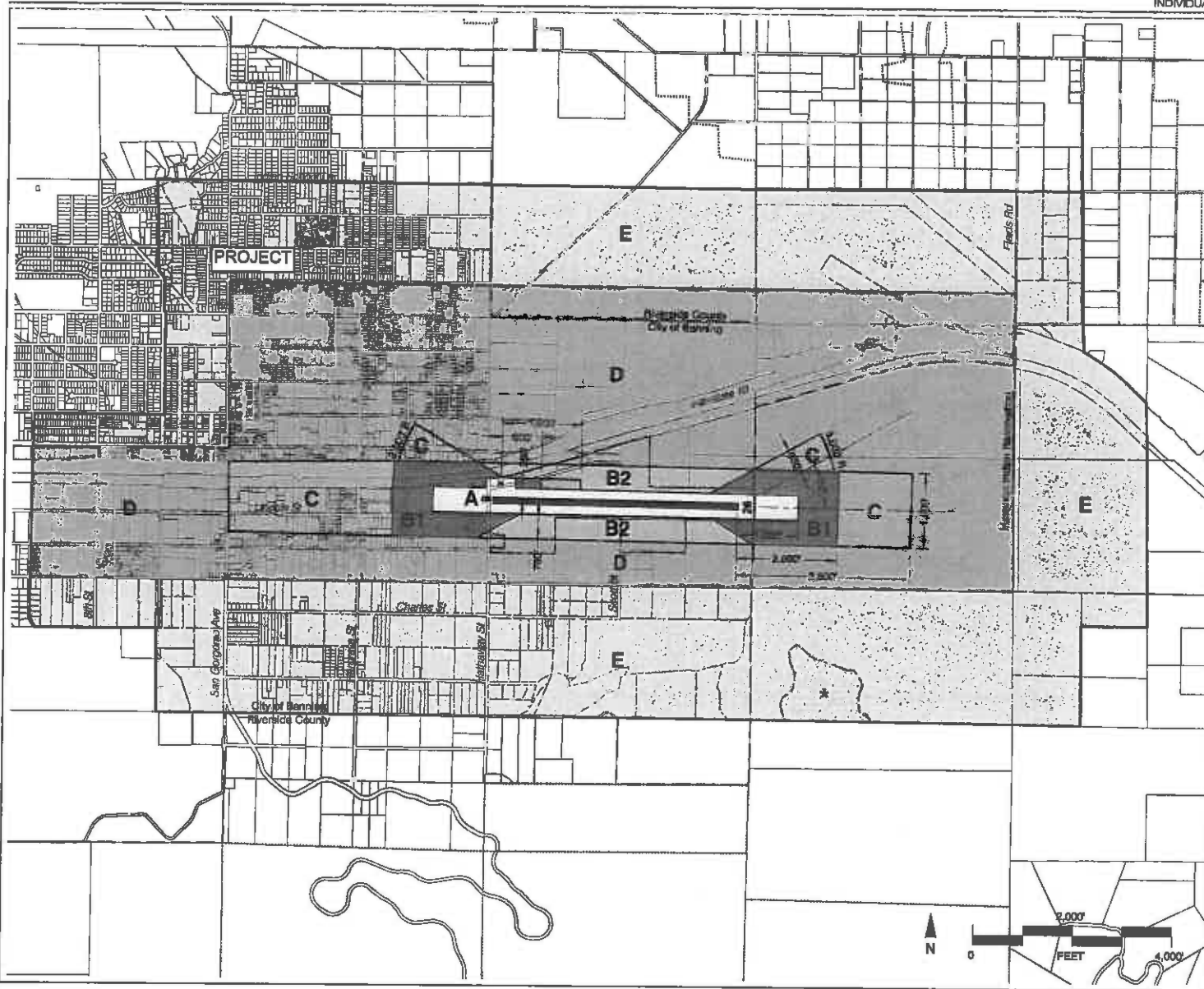
7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file an FAA form 7460-2, Actual Construction notification, at the OE/AAA website (<http://oecaa.faa.gov>). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.



Sectional Map for ASN 2019-AWP-14982-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)

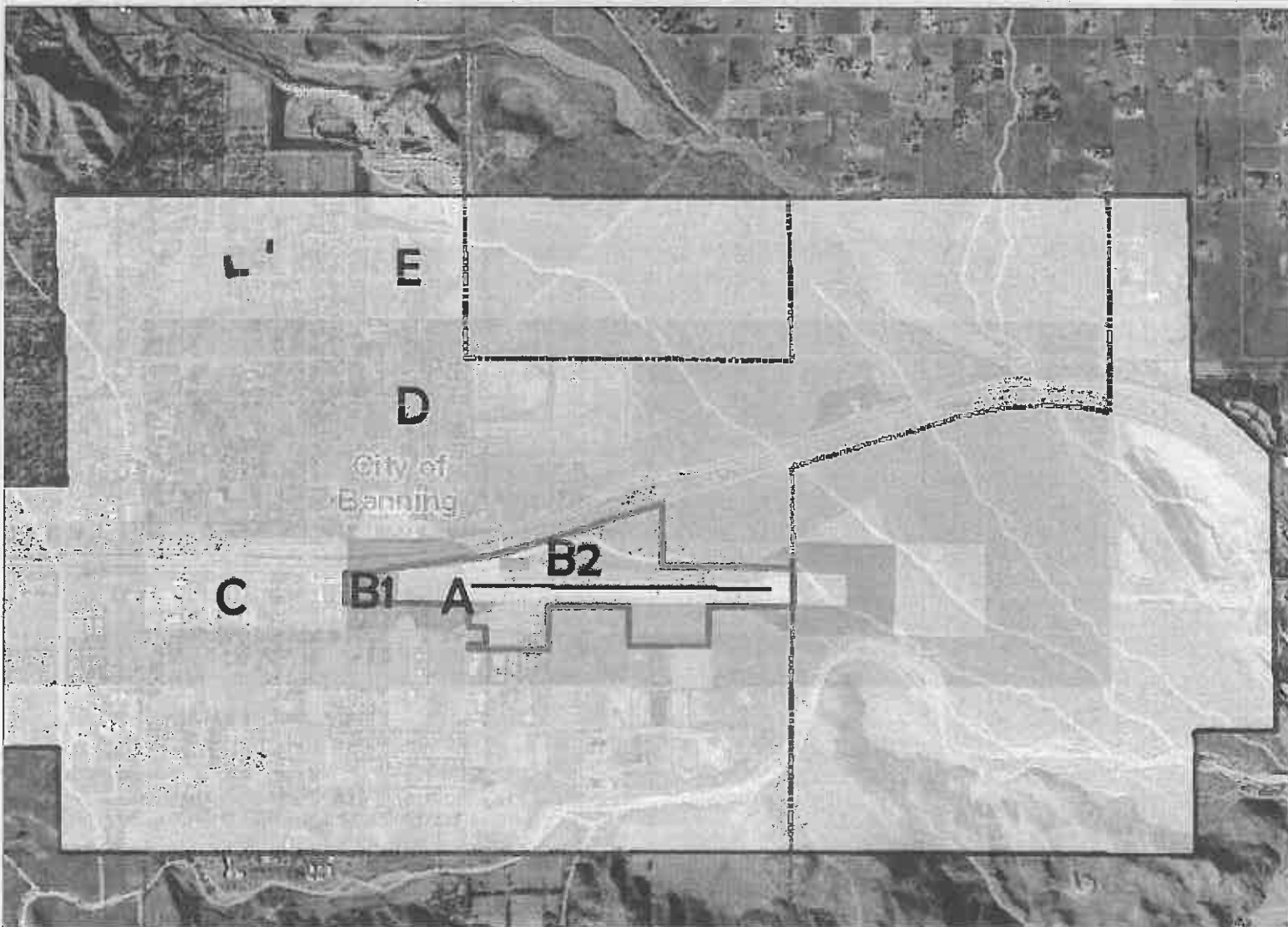
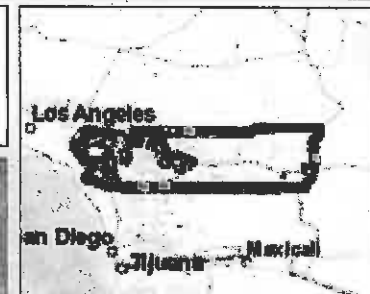
Map BN-1

Compatibility Map
Banning Municipal Airport



BNG-compatibility

Map My County Map



Legend

- Runways
- ◻ Airports
- ◻ Airport Influence Areas
- Airport Compatibility Zones**
- ◻ OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6

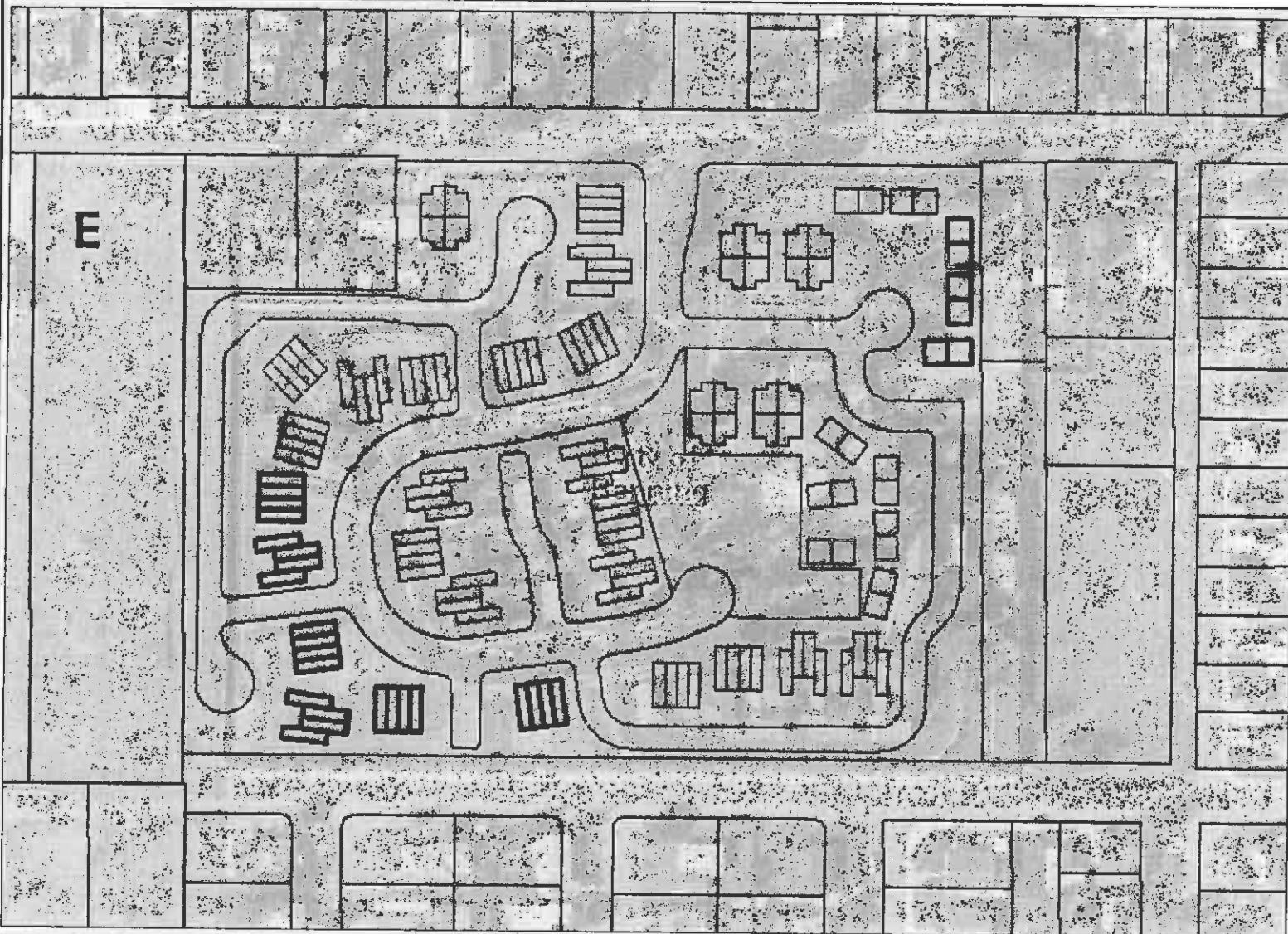
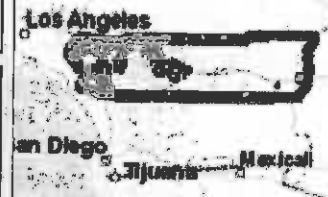


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Notes



Map My County Map



- Legend**
- Parcels
 - Runways
 - Airports
 - Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5



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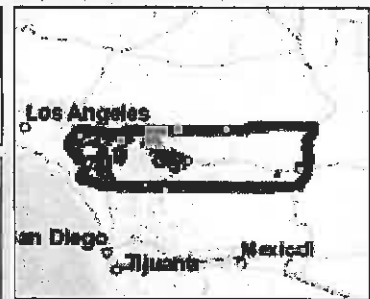
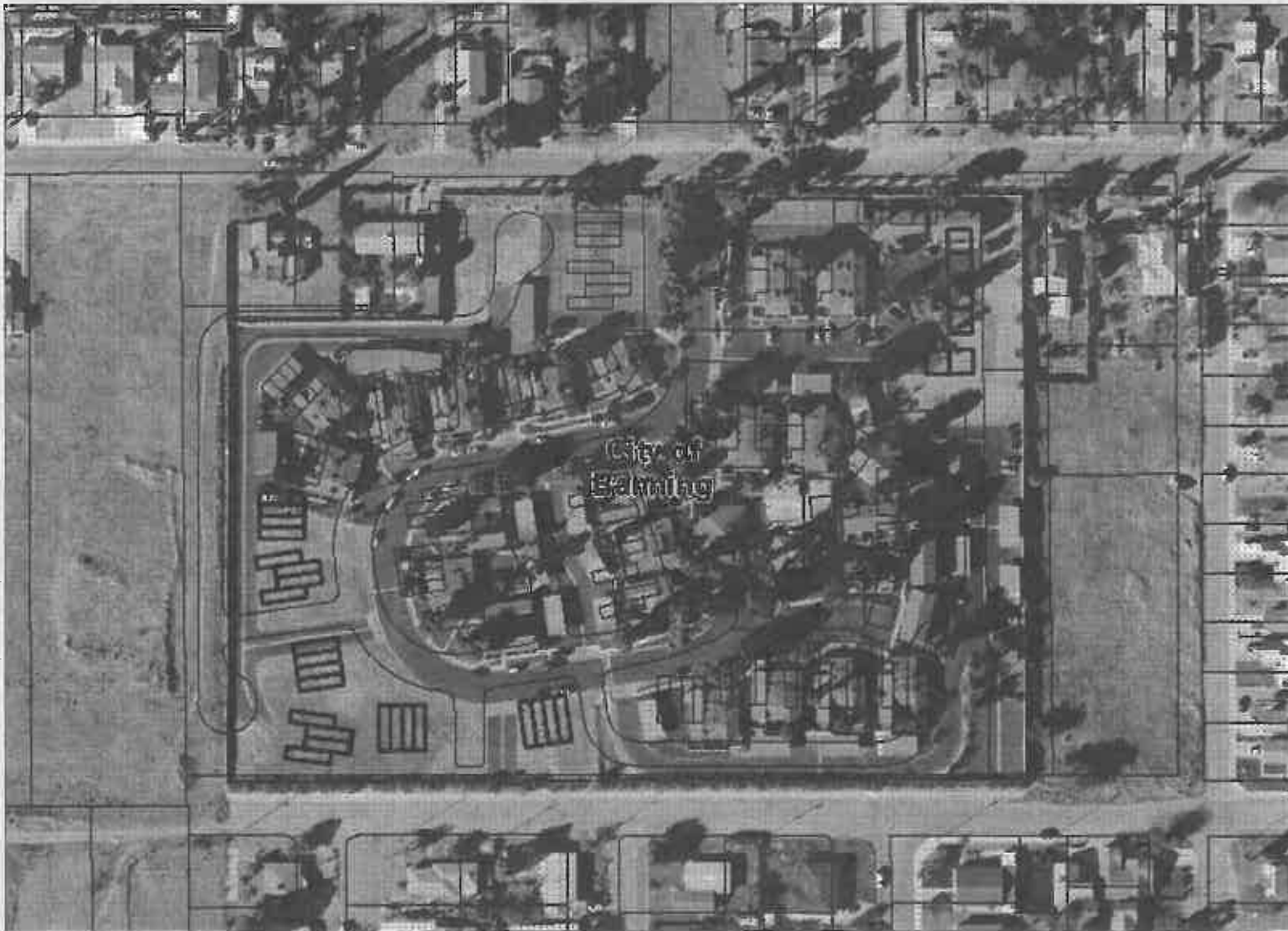


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Notes

Map My County Map



Legend

-  Parcels
-  Blueline Streams
-  City Areas
-  World Street Map



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Notes

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Map My County Map



- Legend**
- Blueline Streams
 - ▣ City Areas
 - World Street Map



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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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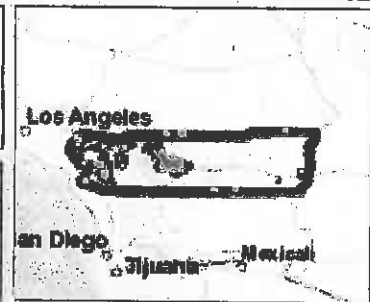
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516

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Notes

Map My County Map



Legend

- Parcels
-  Blueline Streams
-  City Areas
-  World Street Map

Notes



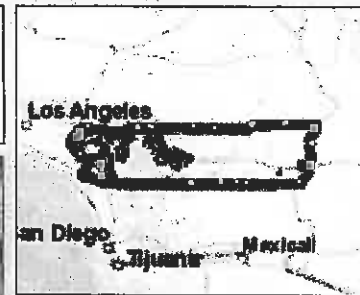
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Map My County Map



Legend

-  Parcels
-  Blueline Streams
-  City Areas
-  World Street Map



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Notes

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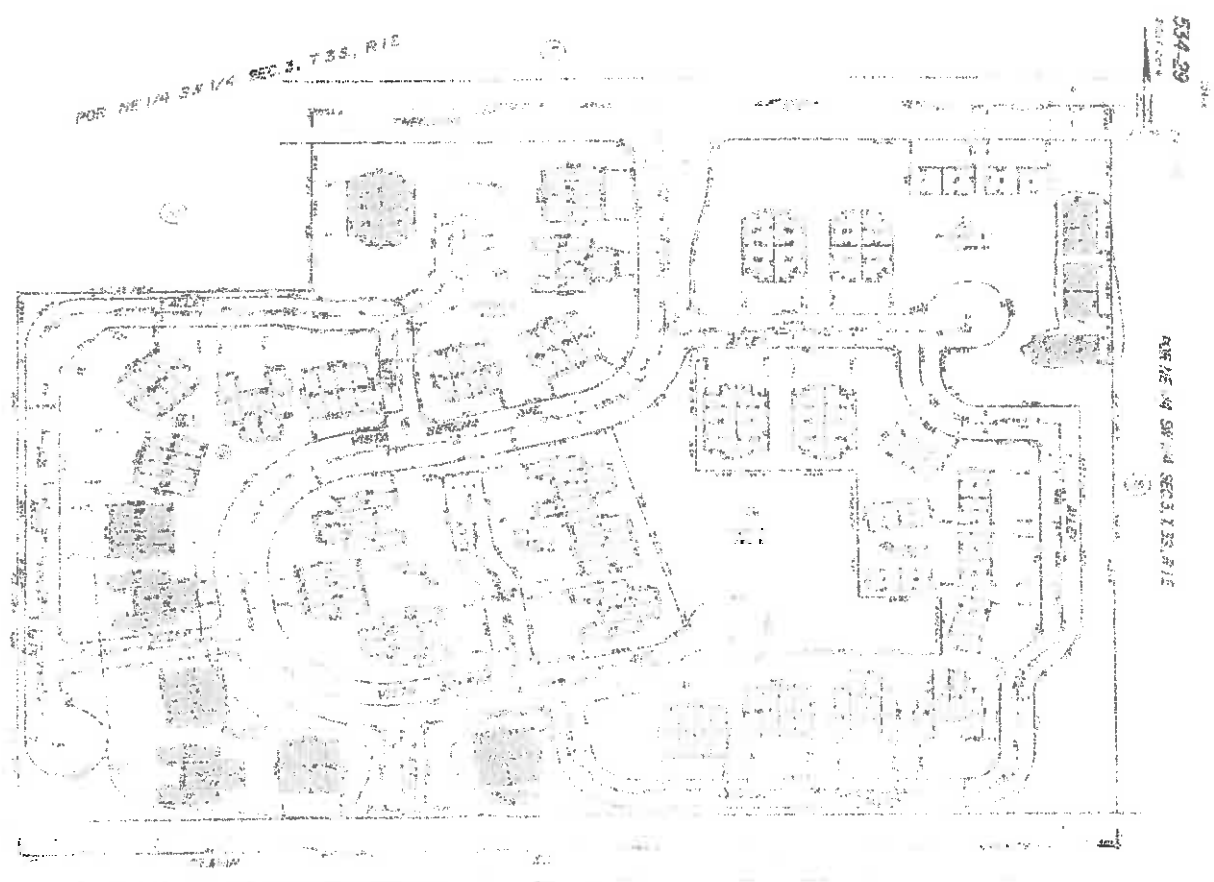
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LOCATIONS & MAPS | SITE AERIAL

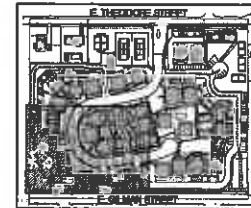
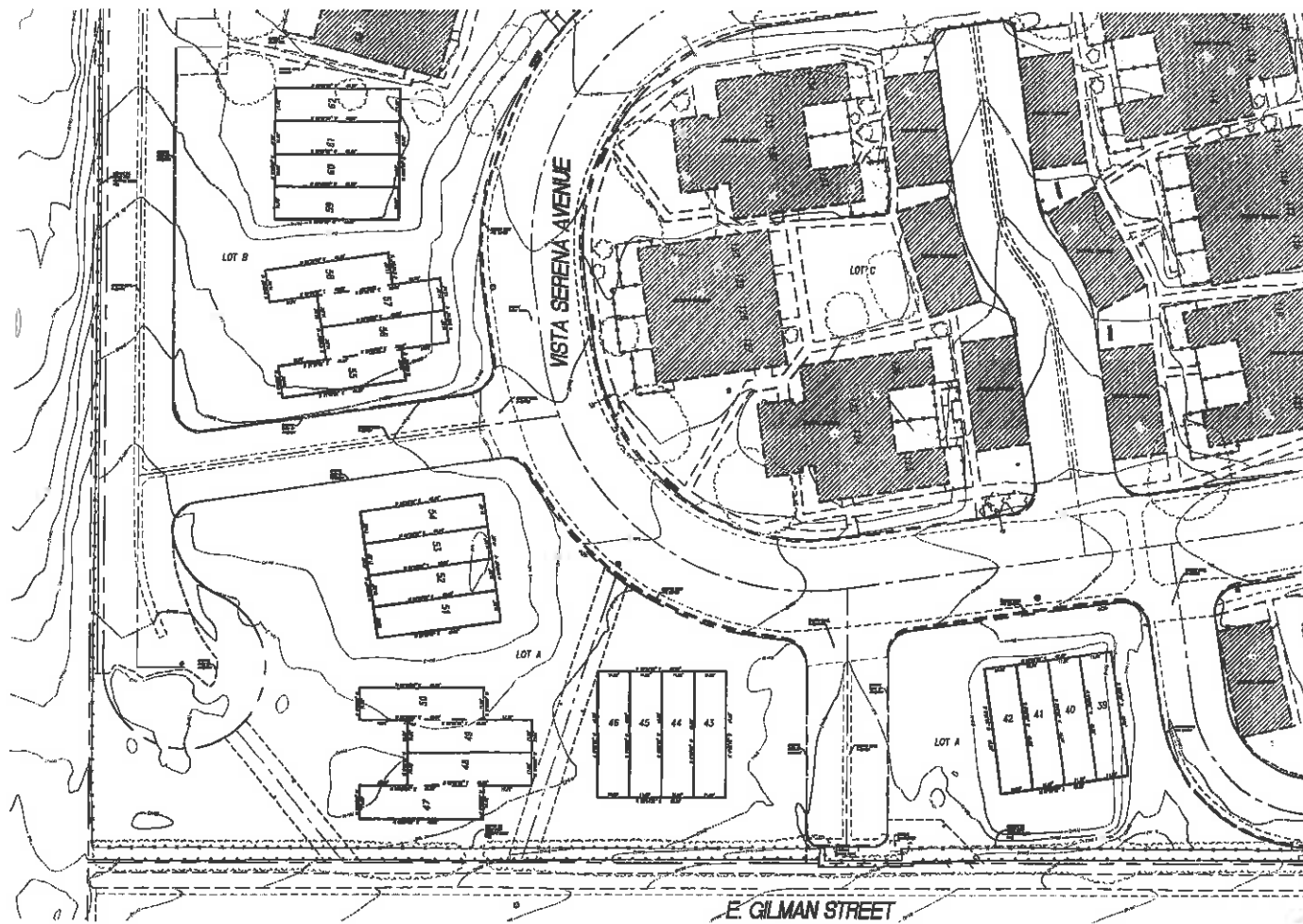


LOCATIONS & MAPS | SITE MASTER PLAN



KEY

- Development Opportunity
- Existing Homes (Phase 1)
- Existing Homes (Phase 2)



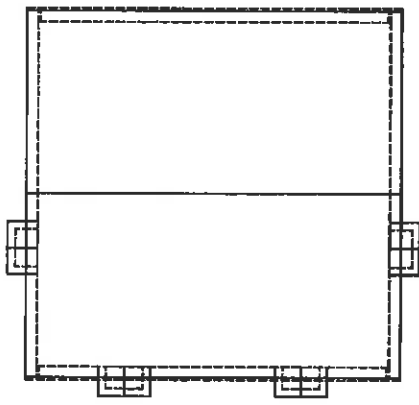
SITE MAP, N.T.S.

VISTA SERENA
 PRELIMINARY LANDSCAPE PLAN
 BANNING, CA



HERMANN DESIGN GROUP
 77-859 WOLF RD.
 SUITE 102
 PALM DESERT, CA
 92211
 LIC# 2794, ISS# 0426/20
 TEL (760) 777-9131
 FAX (760) 777-9132

DATE 4/8/04



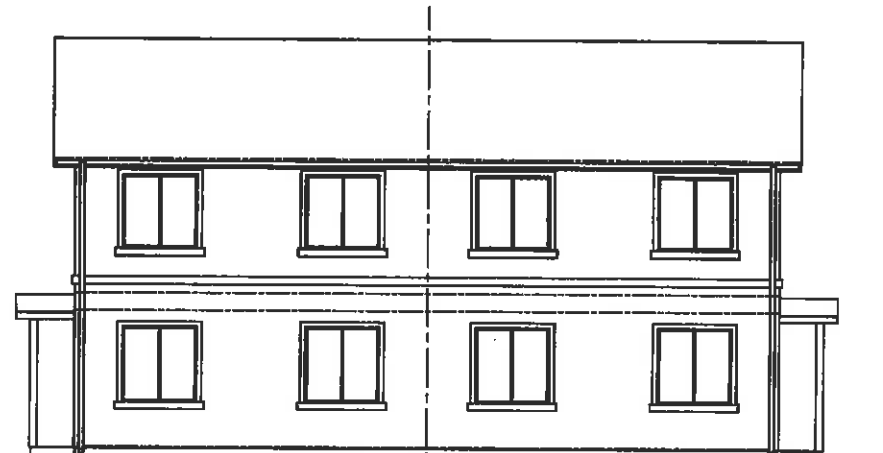
ROOF PLAN
1/2 SIZE SCALE



SIDES



FRONT



REAR

BUILDING A ELEVATIONS

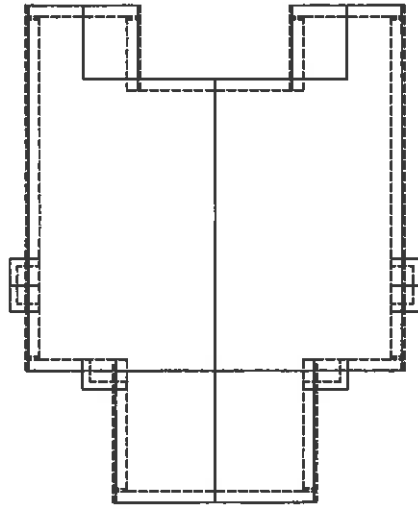
"VISTA SERENA"

VISTA SERENA APARTMENT HOMES, LLC.
3711 LONG BEACH BLVD, SUITE 925
LONG BEACH, CA 90807

City of Banning, California

ARCHITECT
LOREN SMETS ASSOCIATES
703 CALLE BRISA, SUITE 100
SAN CLEMENTE, CA 92673

7/31/2019



ROOF PLAN
1/2 SIZE SCALE



SIDES



FRONT



REAR

BUILDING B ELEVATIONS

"VISTA SERENA"

City of Banning, California

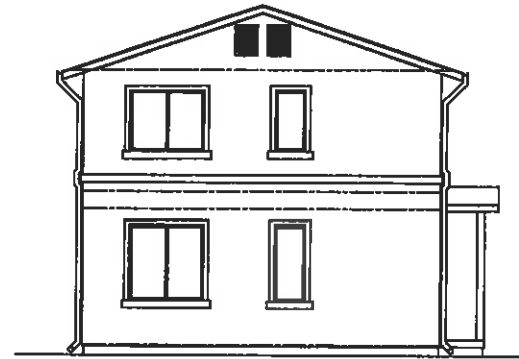
VISTA SERENA APARTMENT HOMES, LLC.
3711 LONG BEACH BLVD, SUITE 925
LONG BEACH, CA 90807

ARCHITECT
LOREN SMETS ASSOCIATES
703 CALLE BRISA, SUITE 100
SAN CLEMENTE, CA 92673

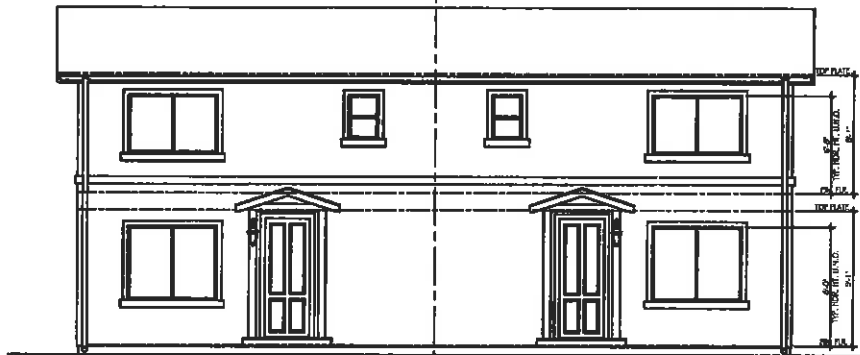
7/31/2019



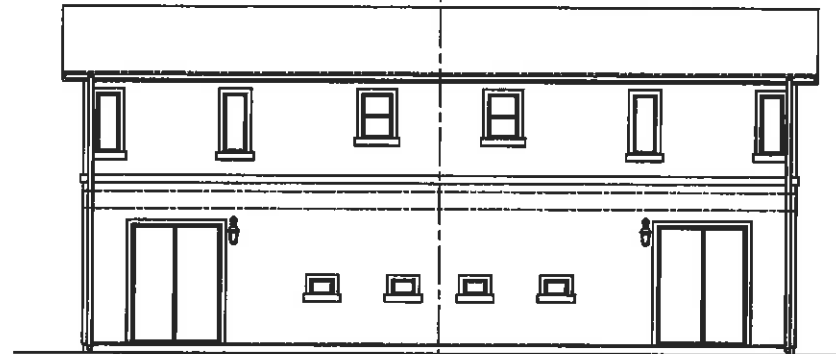
ROOF PLAN
1/2 SIZE SCALE



SIDES



FRONT



REAR

BUILDING C ELEVATIONS

"VISTA SERENA"

City of Banning, California

VISTA SERENA APARTMENT HOMES, LLC.
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LONG BEACH, CA 90807

ARCHITECT
LOREN SMETS ASSOCIATES
703 CALLE BRISA, SUITE 100
SAN CLEMENTE, CA 92673

7/31/2019



SIDES

BUILDING D ELEVATIONS

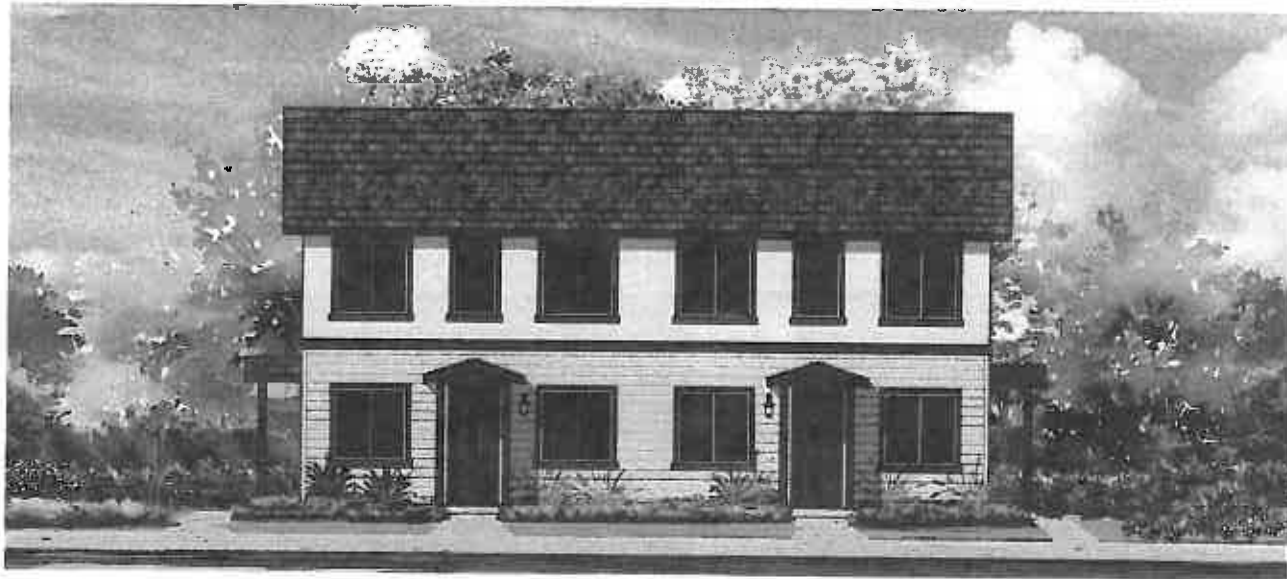
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"VISTA SERENA"

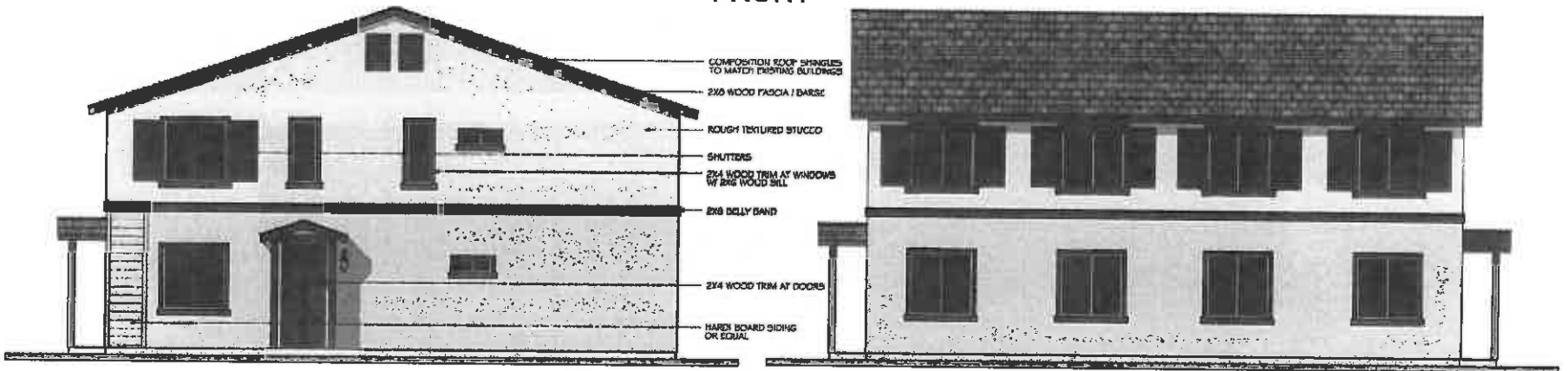
City of Banning, California

LOREN SMETS
(702)525-8069

3/12/2019



FRONT



SIDES

REAR

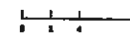
- COMPOSITION ROCK SHINGLES TO MATCH EXISTING BUILDING
- 2x6 WOOD FASCIA / BARGE
- ROUGH TEXTURED STUCCO
- SHUTTERS
- 2x4 WOOD TRIM AT WINDOWS W/ 1/2" WOOD SILL
- 2x8 DOLLY SAND
- 2x4 WOOD TRIM AT DOORS
- HARD BOARD SIDING OR EQUAL

Architect
Lynn G. Beale, AIA
780 Calle Brisa, Suite 100
San Clemente, CA 92673
951.938.8088

Vista Serena Apartment Homes, LLC
3711 Long Beach Blvd., Suite 100
Long Beach, CA 90807

VISTA SERENA
Beverly, CA

SCHEMATIC DESIGN
02-18-2019

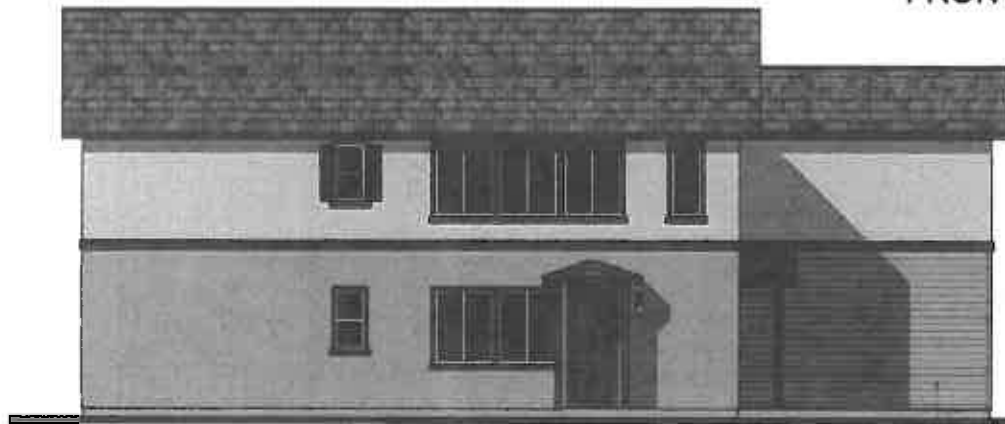


BUILDING A

A1.0



FRONT



SIDES



REAR

- COMPOSITION ROOF SHINGLES TO MATCH EXISTING BUILDINGS
- 2X8 WOOD FASCIA / BARGE
- ROUGH TEXTURE: STUCCO
- SHUTTERS
- 2X4 WOOD TRIM AT DOORS
- 2X4 WOOD TRIM AT WINDOWS W/ 2X6 WOOD SILL
- 2X6 BELLY BAND

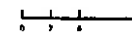
HARD BOARD SIDING OR EQUIV

Architect
Loren G. Brown, AIA
700 Sibley Drive, Suite 100
San Clemente, CA 92673
702.526.8099

Vista Serena Apartment Homes, LLC
2711 Long Beach Blvd., Suite 955
Long Beach, CA 90807

VISTA SERENA
Beijing, CA

SCHEMATIC DESIGN
03-16-2019

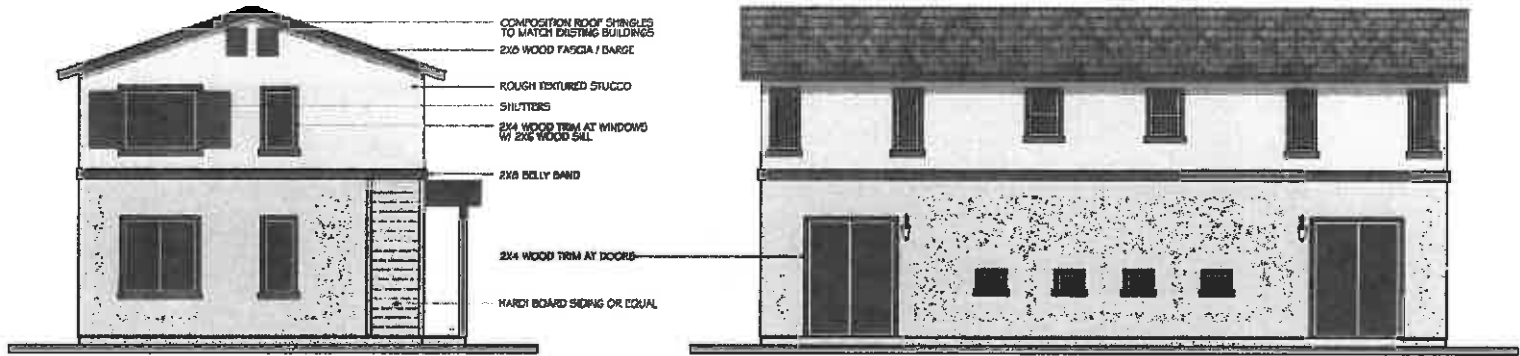


BUILDING B

A1.1

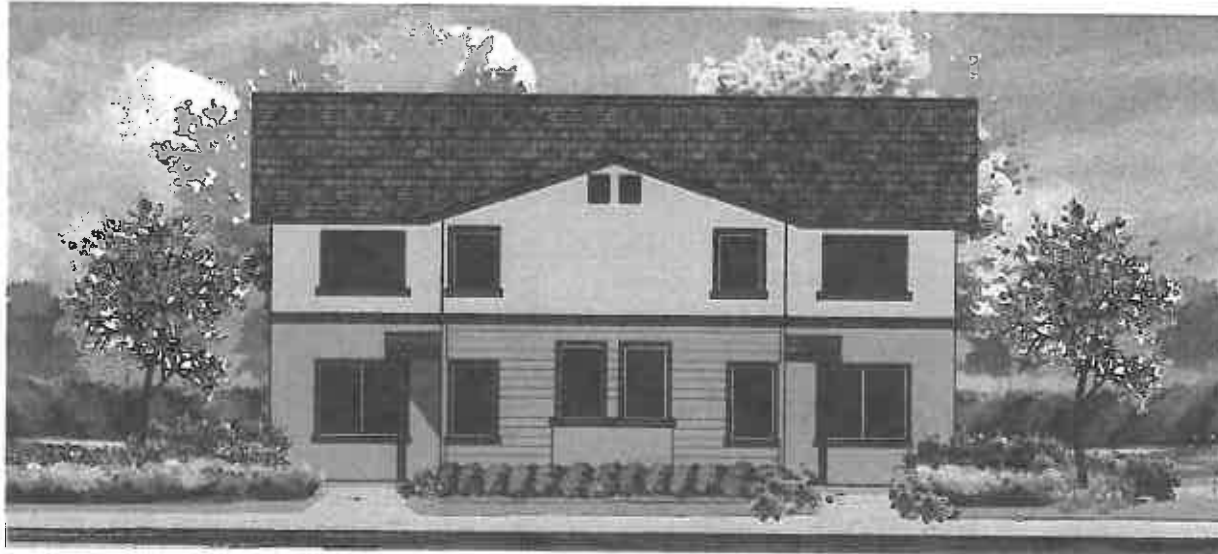


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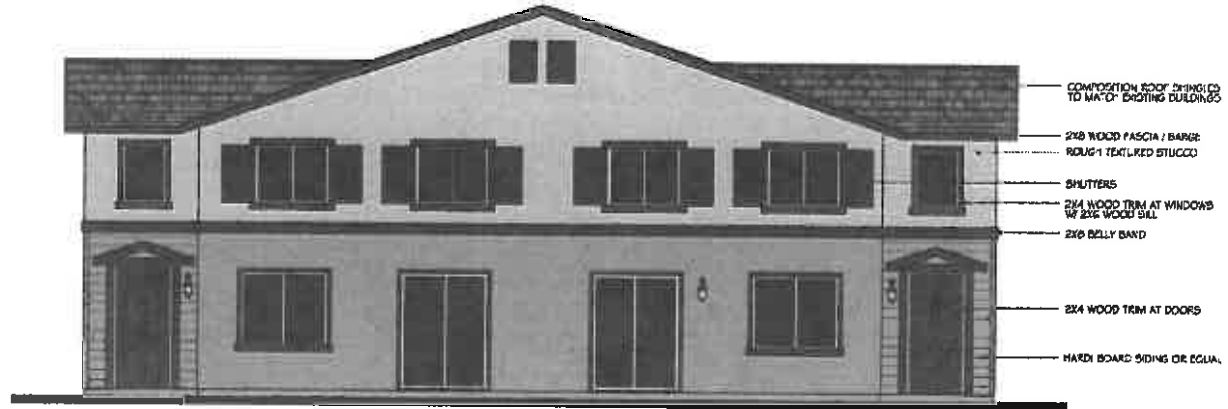


SIDES

REAR



FRONT/REAR



SIDES

PAGE BREAK



**AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY**



March 26, 2020

Mr. Kirt Coury, Project Planner
City of Moreno Valley Planning Department
14177 Frederick Street
Moreno Valley CA 92552

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside

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Riverside

Steven Stewart
Palm Springs

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Moreno Valley

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Director
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Paul Rull
Barbara Santos

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

www.rcaluc.org

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR’S DETERMINATION**

File No.: ZAP1410MA20
Related File No.: PEN20-0010 (Plot Plan)
APN: 291-650-007

Dear Mr. Coury:

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 Moreno Valley Case No. PEN20-0010 (Plot Plan), a proposal to construct a 10,181 square foot medical office building on 1.56 acres located on the northerly side of Eucalyptus Avenue, easterly of its intersection with Arbor Park Drive and directly easterly of the Towngate fire station, westerly of Memorial Way, southerly of Gateway Drive and easterly of Day Street.

The site is located within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone D, non-residential intensity is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport is approximately 1,535 feet above mean sea level (AMSL) at its northerly terminus. At a distance of 12,100 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with an elevation at top of roof exceeding 1,655 feet AMSL. The site’s finished floor elevation is 1,576 feet AMSL, and the proposed maximum building height is 40 feet, resulting in a top point elevation of 1,616 feet AMSL. Therefore, FAA OES 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, provided that the City of Moreno Valley applies the following recommended conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

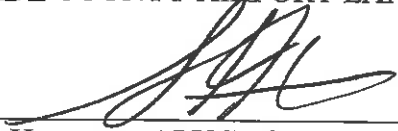
AIRPORT LAND USE COMMISSION

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
4. Any new aboveground detention or water quality basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention 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.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

AIRPORT LAND USE COMMISSION

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

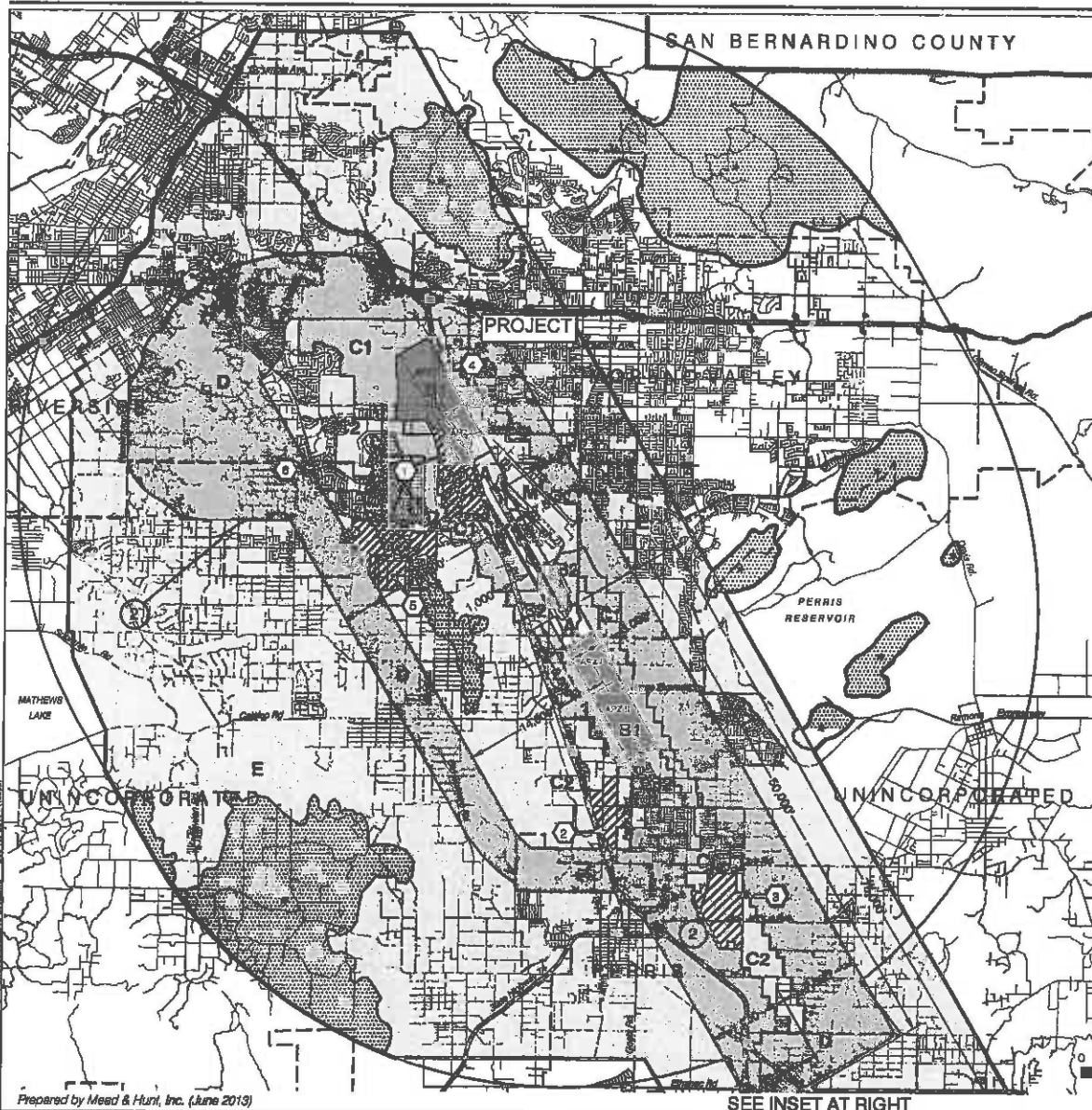
Attachments: Notice of Airport in Vicinity

cc: Warren Owens, Moreno Valley M. O. B. LLC – Orange address (applicant)
Moreno Valley M. O. B. LLC – Cowan Heights address (fee-payer)
Tory Stephen, Architectural Design Contractors/The Stephen Group (architect/rep.)
Gateway Company (Assessor roll listed property owner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Doug Waters, Base Civil Engineer, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1410MA20\ZAP1410MA20.LTR.doc

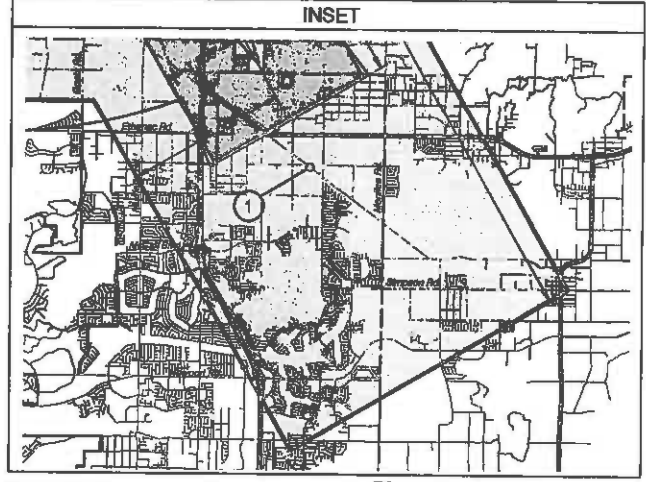
NOTICE OF AIRPORT IN VICINITY

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



LEGEND

- Compatibility Zones**
- Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C1
 - Zone C2
 - Zone D
 - Zone E
 - Zone M
 - High Terrain Zone
 - FAR Part 77 Military Outer Horizontal Surface Limits
 - FAR Part 77 Notification Area
- Boundary Lines**
- March Air Reserve Base / Air Force Property
 - March Joint Powers Authority Property Line
 - County Boundary
 - City Limits
 - ▨ Site-Specific Exceptions (existing local agency commitments to development projects)
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.
- ③ March JPA: March Business Center/Meridian
- ④ Perris: Harvest Landing
- ⑤ Perris: Park West
- ⑥ Moreno Valley: Affordable Housing
- ⑦ March JPA: Ben Clark Training Center
- ⑧ Riverside: Ridge Crest Subdivision



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)

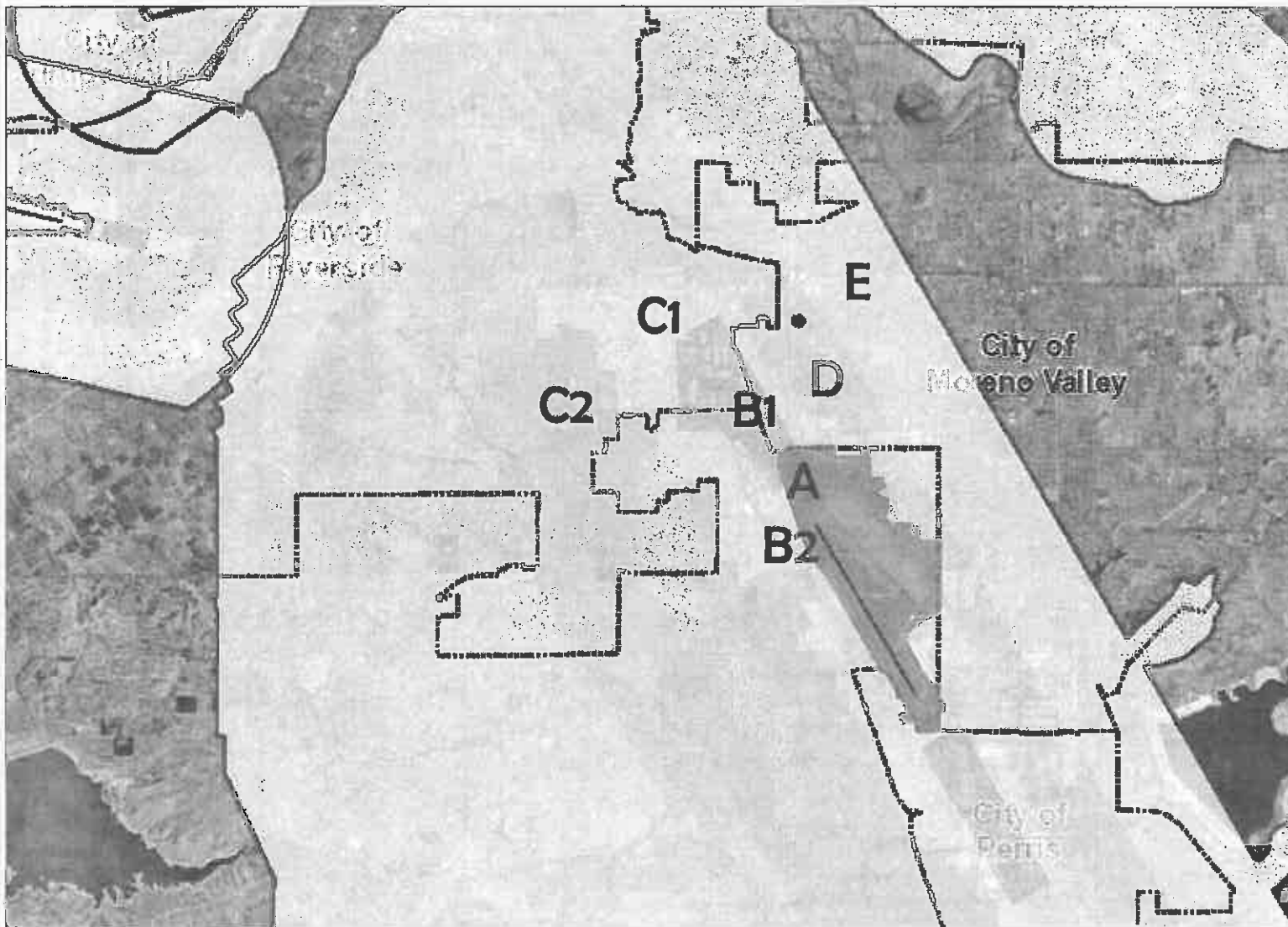
Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport

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

SEE INSET AT RIGHT

Map My County Map



Legend

- Runways
- ▣ Airports
- ▣ Airport Influence Areas
- Airport Compatibility Zones
- ▨ OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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Notes





BOX SPRINGS

Box Springs Rd

Ironwood Ave

Ironwood Ave

Ironwood Ave

Ironwood Ave

60

215

Best Buy

In-N-Out Burger

Heacock St

Walmart Supercenter

Moreno Valley Mall

60

Moreno Valley Fw

Sam's Club

East DMV

215

PROJECT SITE

Towngate Blvd

Frederick St

Graham St

Fir Ave

SYCAMORE
CANYON /
CANYON
SPRINGS

Eucalyptus Ave

Elsworth St

Eucalyptus Ave

Eucalyptus Ave

Graham St

Moreno Valley
High School

Cottonwood Ave

Cottonwood Ave

Edgemont

Frederick St

Alessandro Blvd

Alessandro Blvd

Alessandro Blvd

Dairy Queen

Meridian Pkwy

Old 215 Frontage Rd

Elsworth St

Graham St

Heacock St

Google

Map My County Map



- Legend**
- Parcels
 - Runways
 - Airports
 - Airport Influence Areas
 - Airport Compatibility Zones**
 - OTHER COMPATIBILITY ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5



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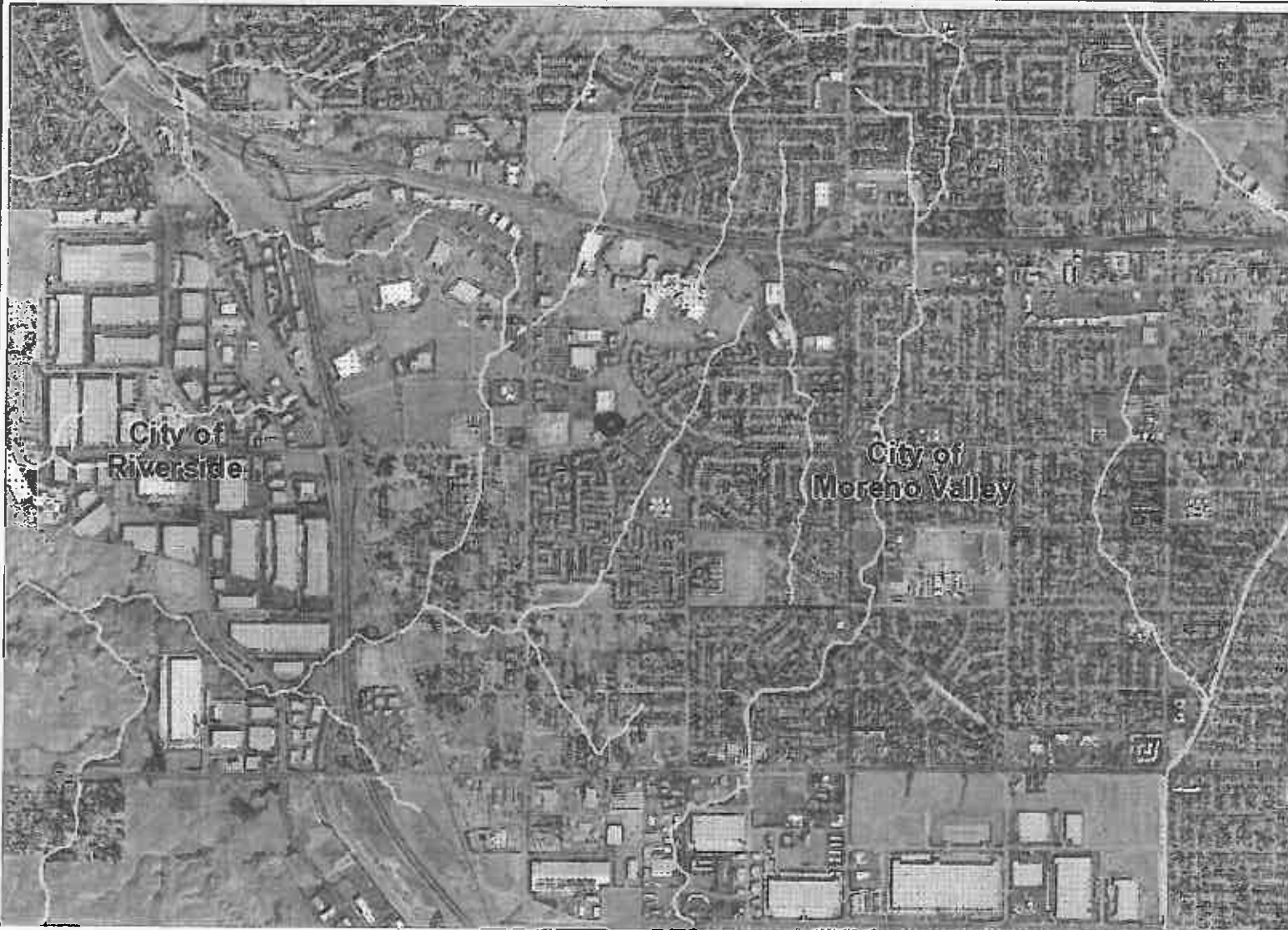


REPORT PRINTED ON... 3/11/2020 11:14:46 AM

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Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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0 3 6,157 Feet
079

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Notes

Map My County Map



- Legend**
- Blueline Streams
 - City Areas
 - World Street Map



0 770 1,539 Feet

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Notes

Map My County Map



Legend

-  Parcels
-  Blueline Streams
-  City Areas
-  World Street Map



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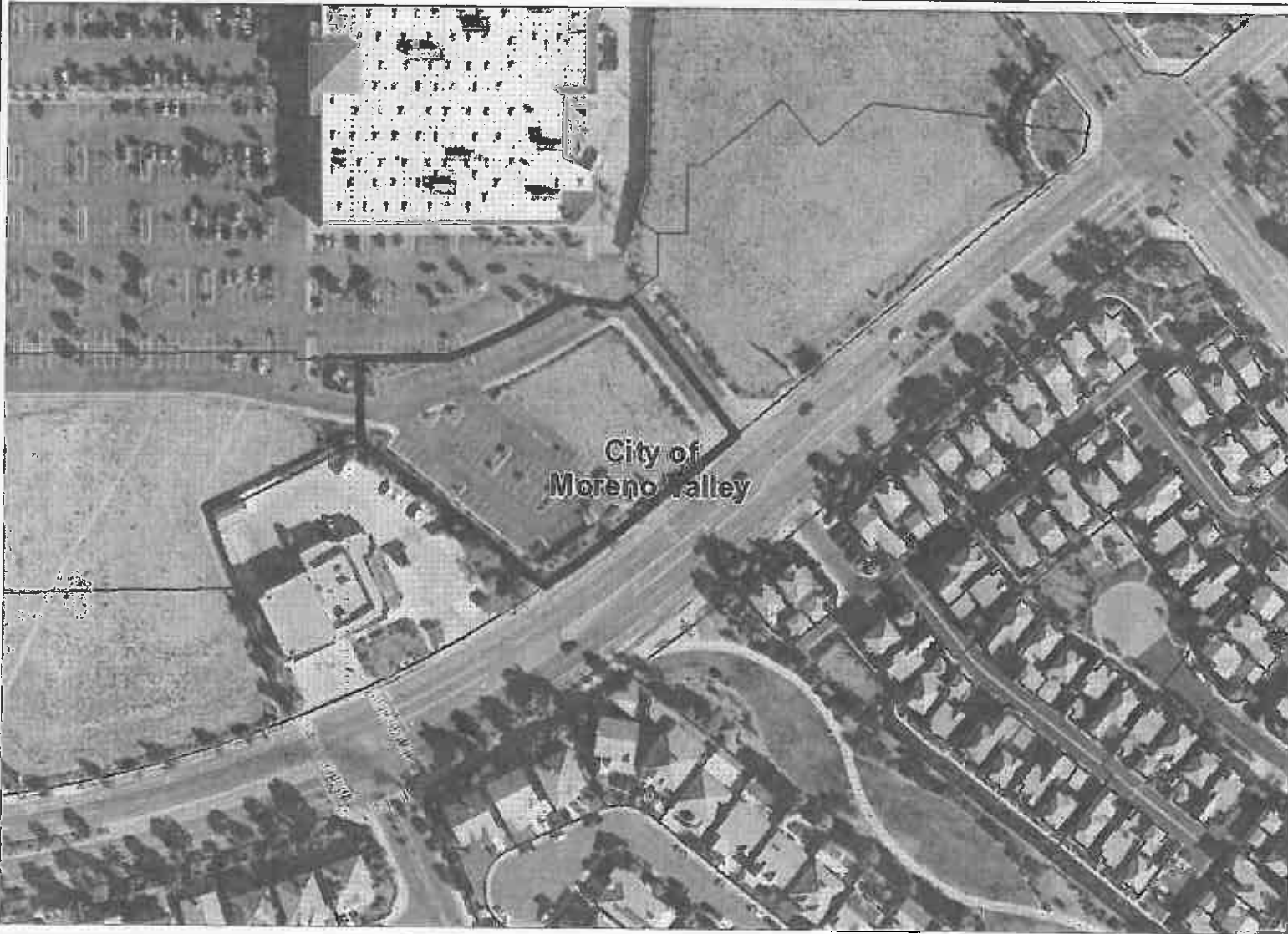
Notes

0 385 770 Feet

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© Riverside County GIS

Map My County Map



- Legend**
-  Parcels
 -  Blueline Streams
 -  City Areas
 -  World Street Map



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Notes

0 192 385 Feet

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March 4, 2020

Riverside County
Airport Land Use Commission
4080 Lemon Street
14th floor
Riverside CA 92501

RE: Plot Plan / Conditional Use Permit (PPA19-0015)
APN: 291-650-007
Moreno Valley MOB (Medical Office Building)

Planning Division,

I am submitting in behalf of Warren Owens this ALUC application for a new project located on Eucalyptus Ave. in the Town Gate Square development on lot APN: 291-650-007 / SP200 Office Commercial (OC) zone. We propose to construct a new 2 story medical office building with associated site improvements. The project is located in Zone D of the Compatibility Map March Air Reserve Base / Inland Port Airport.

This facility will be fully leased prior to the beginning of construction by a national imaging provider. This provider will serve the surrounding communities imaging needs with X-ray, CAT scan and MRI services.

We look forward to working with the Riverside County Airport Land Use Commission on this exciting project.

Kindest Regards,



Tory Stephen, President
tory@adcinc.us
828.713.5707 cell

architect: bory stephen
california registrations: 28859
license registrations: 17592
north carolina registrations: 10222
michigan registrations: 1301066386
18925 bert road, apt b
riverside, ca 92508
bory@theadcgroupinc.com
818.713.5707

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Project Location:
APN: 291-650-007
Eucalyptus Ave.
Moreno Valley CA

Moreno Valley MOB
PPA 19-0015

ADC, Inc.
3900 Sherman Drive
Riverside CA 92503
888-774-5831

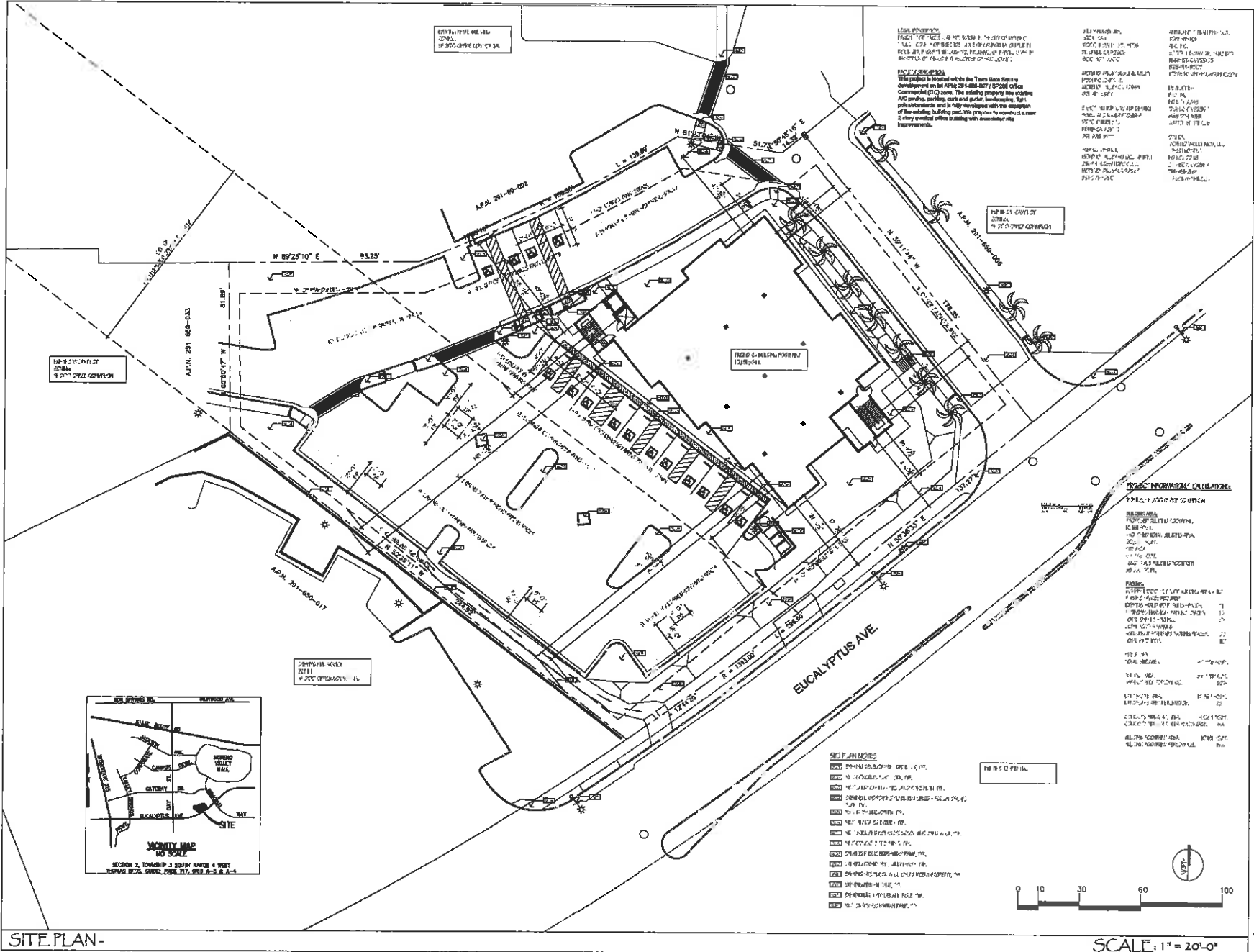
Plot Plan / Conditional
Use Permit Application:
Date: 1-28-2020



PROPOSED
SITE PLAN-

sp 1.0

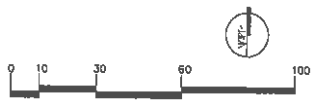
PPA 19-0015



LEGAL DESCRIPTION
PAGE 1 OF 2
THIS PROJECT IS BEING DEVELOPED WITHIN THE TOWN PLANNING DEVELOPMENT ON LOT APN: 291-650-007 SP222 OFFICE COMMERCIAL (C-2) ZONE. THE EXISTING PROPERTY HAS EXISTING AND PROPOSED CONCRETE AND ASPHALT DRIVEWAYS, SIGN POSTS AND IS BEING DEVELOPED WITH THE EXCEPTION OF THE EXISTING BUILDING AND THE PROPOSED CONCRETE DRIVEWAY. THE PROPOSED DRIVEWAY IS BEING DEVELOPED WITH CONCRETE AND ASPHALT DRIVEWAYS.

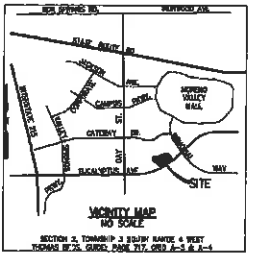
PROJECT INFORMATION
PROJECT NO.: 2019-001
DATE: 1/28/2020
DRAWN BY: [Name]
CHECKED BY: [Name]
SCALE: 1" = 20'-0"

- NOTES**
- 1. ALL DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
 - 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 - 3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
 - 4. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVEWAY UNLESS OTHERWISE NOTED.
 - 5. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVEWAY UNLESS OTHERWISE NOTED.
 - 6. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVEWAY UNLESS OTHERWISE NOTED.
 - 7. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVEWAY UNLESS OTHERWISE NOTED.
 - 8. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVEWAY UNLESS OTHERWISE NOTED.
 - 9. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVEWAY UNLESS OTHERWISE NOTED.
 - 10. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVEWAY UNLESS OTHERWISE NOTED.



SCALE: 1" = 20'-0"

SITE PLAN-

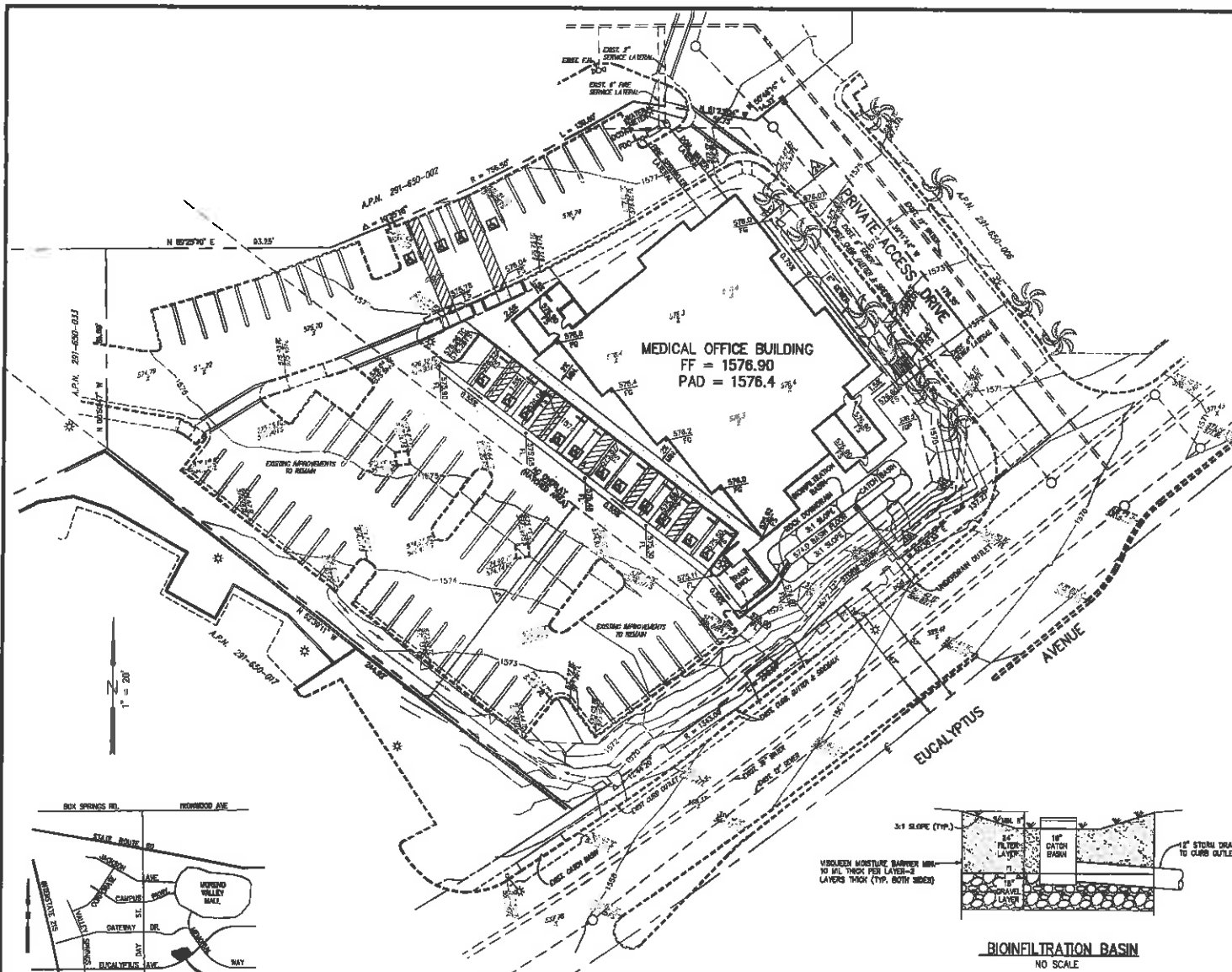


APN: 291-650-007
SP222 OFFICE COMMERCIAL

APN: 291-650-007
SP222 OFFICE COMMERCIAL

APN: 291-650-007
SP222 OFFICE COMMERCIAL

APN: 291-650-007
SP222 OFFICE COMMERCIAL



APPLICANT/DEVELOPER
 ARCHITECTURAL DESIGN CONTRACTORS, INC.
 3000 SHEPHERD DR. SUITE 120
 IRVINE, CA 92613
 PHONE: 949-713-5700
 FAX: 949-713-5707
 lary@archdesigngrp.com

OWNER
 MORENO VALLEY M.O.B., LLC
 3000 SHEPHERD DR. SUITE 120
 IRVINE, CA 92613
 PHONE: 949-713-5707
 lary@archdesigngrp.com

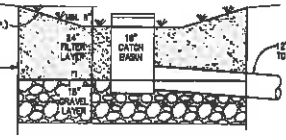
PREPARED BY
 MEDOFFER ENGINEERING INC.
 28810 MIDWAYWAY LANE
 MORENO VALLEY, CALIFORNIA 92554
 951-781-9500 FAX: 951-781-9501
 medoffereng@verizon.net

EARTHWORK QUANTITIES
 CUT 200 CY
 FILL 300 CY
 IMPORT 0 CY

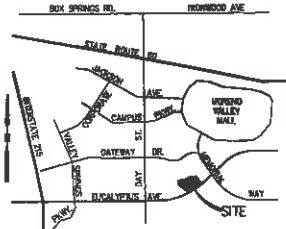
LEGAL DESCRIPTION
 PARCEL 7 OF PARCEL MAP NO. 32169, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN ON MAP ON FILE IN BOOK 213, PAGES 71 THROUGH 72, INCLUSIVE, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

- GENERAL NOTES**
- DATE OF PREPARATION: JANUARY 20, 2020
 - ASSESSOR PARCEL NUMBER: 291-450-007
 - SCALE: 1 INCH EQUALS 20 FEET
 - NO STRUCTURES EXIST ON THE PROPERTY
 - NO WELLS ARE KNOWN TO EXIST ON THE SITE
 - NET AREA: GROSS PARCELS ACQUIRED: 1.58 ACRES (67,776 SQ. FT.)
 - TOTAL NET (UNOBTAINED) ACRES: 0.05 ACRES (2,148 SQ. FT.)
 - PROPERTY TO BE SERVED BY PUBLIC SEWER (EASTERN MUNICIPAL WATER DISTRICT)
 - PROPERTY TO BE SERVED BY PUBLIC DOMESTIC WATER & FIRE PROTECTION (EASTERN MUNICIPAL WATER DISTRICT)
 - FROM DEPARTMENT: ZONE "C" - AREAS DETERMINED TO BE OUTSIDE THE U22A ANNUAL CHANGING FLOODPLAIN, COMMUNITY FLOOD HAZARD MAP, DATED 8/28/2009
 - TOPOGRAPHIC DATA SHOWN HEREON IS FROM A GRADING SURVEY PERFORMED BY MEDOFFER ENGINEERING INC. ON AUGUST 19, 2016
 - BASED ON INFORMATION IN THE REPORT ENTITLED "PRELIMINARY GEOLOGICAL INVESTIGATION" PREPARED BY SOUTH SHORE TESTING & ENVIRONMENTAL, DATED 12/19/16:
 - SITE IS NOT LOCATED WITHIN AN ALGUST-FIELD EARTHQUAKE FAULT ZONE, OR COUNTY OF RIVERSIDE FAULT HAZARD ZONE.
 - SITE IS NOT LOCATED WITHIN EITHER A STATE OF CALIFORNIA OR COUNTY OF RIVERSIDE DESIGNATED OR MAPPED LIQUEFACTION HAZARD ZONE.
 - LIQUEFACTION IS NOT ANTICIPATED.

- EASEMENT NOTES**
- THE FOLLOWING EASEMENT NOTES ARE FROM THE TITLE REPORT FROM FIRST AMERICAN TITLE INSURANCE COMPANY, FILE NO. 102-186278-8A1, DATED OCTOBER 20, 2019:
- AN EASEMENT IN FAVOR OF CALIFORNIA WATER AND TELEPHONE COMPANY FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED AUGUST 24, 1984 AS INST. NO. 1101157 C/L. THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORDED INFORMATION.
 - AN EASEMENT IN FAVOR OF THE STATE OF CALIFORNIA FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 14, 1986 AS INST. NO. 110207 AND SEPTEMBER 24, 1970 AS INST. NO. 83558 C/L.
 - AN EASEMENT IN FAVOR OF SHAWNEE CALIFORNIA FOR PUBLIC UTILITIES, ROADS AND INCIDENTAL PURPOSES, RECORDED MAY 11, 1985 AS INST. NO. 110107 OF C/L. SUBJECT PROPERTY IS NOT AFFECTED BY THE RELATED EASEMENT.
 - AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA Edison FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 09, 1989 AS INST. NO. 8348 OF C/L. THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORDED INFORMATION.
 - THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "EASEMENT AGREEMENT" RECORDED AUGUST 31, 1989 AS INST. NO. 328725 C/L, (RECORDED) DECLARING MODIFICATIONS THEREOF RECORDED DECEMBER 30, 1991 AS INST. NO. 84816 C/L, (DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED DECEMBER 29, 1991 AS INST. NO. 438721 C/L, (DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED SEPTEMBER 08, 1995 AS INST. NO. 236433 C/L. SUBJECT PROPERTY IS NOT AFFECTED BY THE RELATED EASEMENT.
 - AN EASEMENT FOR LANDSCAPE AND INCIDENTAL PURPOSES SHOWN ON THE MAP OF PARCEL MAP NO. 32169 RECORDED JULY 15, 2009 AND ON FILE IN BOOK 213, PAGE 71 AND 72, OF PARCEL MAPS. EASEMENT BLENDS OUTSIDE OF SUBJECT PROPERTY.
 - AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA Edison COMPANY, A CORPORATION, ITS SUCCESSORS AND ASSIGNS FOR EASEMENT AND RIGHT OF WAY TO CONSTRUCT, LOC, MAINTAIN, OPERATE, ALTER, ADD TO, REPAIR, REPLACE, RECONSTRUCT, INSPECT AND REMOVE AT ANY TIME AND FROM TIME TO TIME UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS AND INCIDENTAL PURPOSES, RECORDED JANUARY 24, 2008 AS INST. NO. 2008-54742 C/L.
 - AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY, A CALIFORNIA CORPORATION, ITS SUCCESSORS AND ASSIGNS FOR LAY, CONVEY, INSTALL, OPERATE, REPAIR, REPLACE, PATROL, CHANGE THE SIZE OF, ADD TO, OR REMOVE FROM TIME TO TIME CHANGING BURNING NECESSARILY ONE OR MORE PIPELINES AND CONDUITS, TOGETHER WITH METERS, MEASURING, REGULATING, DAMPING, PREVENTION, COMMUNICATIONS AND OTHER APPURTENANCES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 10, 2008 AS INST. NO. 2008-54808 C/L. THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORDED INFORMATION.
 - AN EASEMENT IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT, A MUNICIPAL WATER DISTRICT, ITS SUCCESSORS AND ASSIGNS FOR RIGHT OF WAY TO CONSTRUCT, ENLARGE, RECONSTRUCT, REMOVE AND REPLACE, OPERATE AND INSPECT, MAINTAIN, REPAIR, REMOVE AND RELOCATE, A PIPELINE OR PIPELINES AND OTHER FACILITIES AND INCIDENTAL PURPOSES, RECORDED AUGUST 07, 2009 AS INST. NO. 2009-41819 C/L.



BIONFILTRATION BASIN
 NO SCALE



VICINITY MAP
 NO SCALE

SECTION 5, TOWNSHIP 3 SOUTH RANGE 4 WEST
 THOMAS BROS. GLIDE: PAGE 717, GRID A-3 & A-4



| DATE | REVISIONS DESCRIPTION |
|------|-----------------------|
| | |
| | |
| | |
| | |

REMARKS: RM, CO. U-81-49 ELEV = 1568.000
 BRASS DISK IN TOP OF CONC. POST COMPED
 "M-61-89" MP. CO. FREDRICK ST. & ALBERNETHY
 BLVD. 17.4 FT. W. OF FREDRICK ST. AT S.W. COR.
 ALBERNETHY BLVD., 4 FT. SW OF A BAG SYSTEM
 LIGHT STATIONARY AT THE S. END & N.W. OF A 4"
 IRON CONC. PLANTER.

SCALE: 1" = 20'



Medoffer Engineering Inc.
 28810 Midwayway Lane
 Moreno Valley, CA 92554
 909-816-5830 / 951-301-6782 fax
 PREPARED BY:
Michael H. Medoffer P.E.
 MEDOFFER & ASSOCIATES
 CIVIL ENGINEER

City of Moreno Valley
PRELIMINARY GRADING AND DRAINAGE PLAN
MEDICAL OFFICE BUILDING
PARCEL 7 OF PARCEL MAP NO. 32169
MORENO VALLEY, CALIFORNIA

SHEET 1 OF 1 SHEET

architect : bory stephen
california registration # C28894
hawaii registration # 17392
north carolina registration : 10226
michigan registration : 1301065766
18222 bent road, apt b
moreno, ca 92508
bory@theadcgroupinc.com
924.715.9707

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Project Location:
APN: 291-650-007
Eucalyptus Ave.
Moreno Valley CA
Moreno Valley MOB
PPA 19-0015

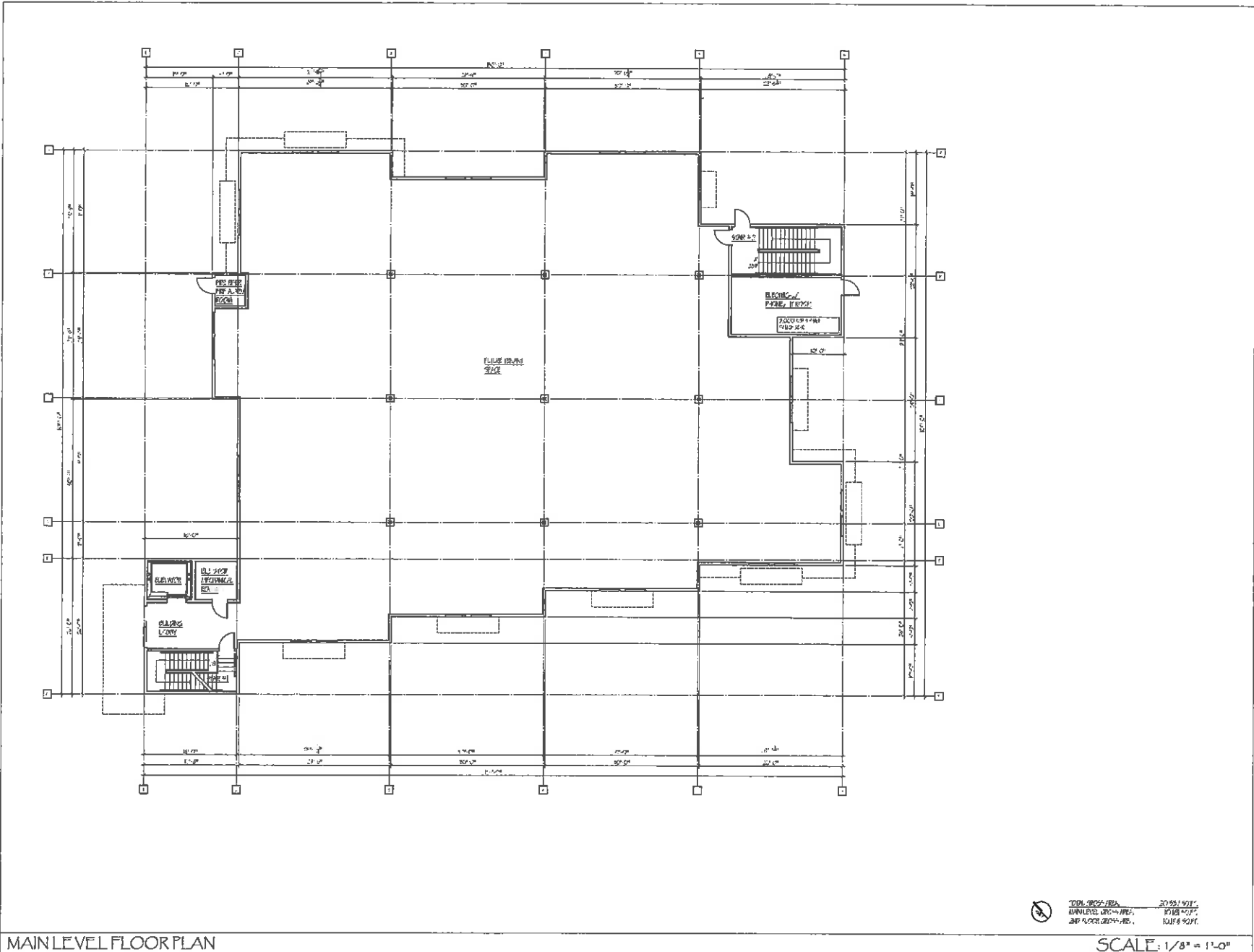
ADC, Inc.
3900 Sherman Drive
Riverside CA 92503
888-774-5831

Plot Plan / Conditional
Use Permit Application:
Date: 2-1-2020



MAIN LEVEL
FLOOR PLAN

a1.1
PPA 19-0015



MAIN LEVEL FLOOR PLAN

100% 3055-191A 2020.1.01
MAIN LEVEL FLOOR PLAN 1/8" = 1'-0"
2020.02.01-191A 1018 1021
1018 1021 1018 1021

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

architect: tory stephen
california registration: ca 8859
hawaii registration: ar 17392
north carolina registration: 10234
michigan registration: 130106656
18725 bert road, apt b
riverside, ca 92508
tory@thstephengroupinc.com
924.715.2707

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Project Location:
APN: 291-650-007
Eucalyptus Ave.
Moreno Valley CA
Moreno Valley MOB
PPA 19-0015

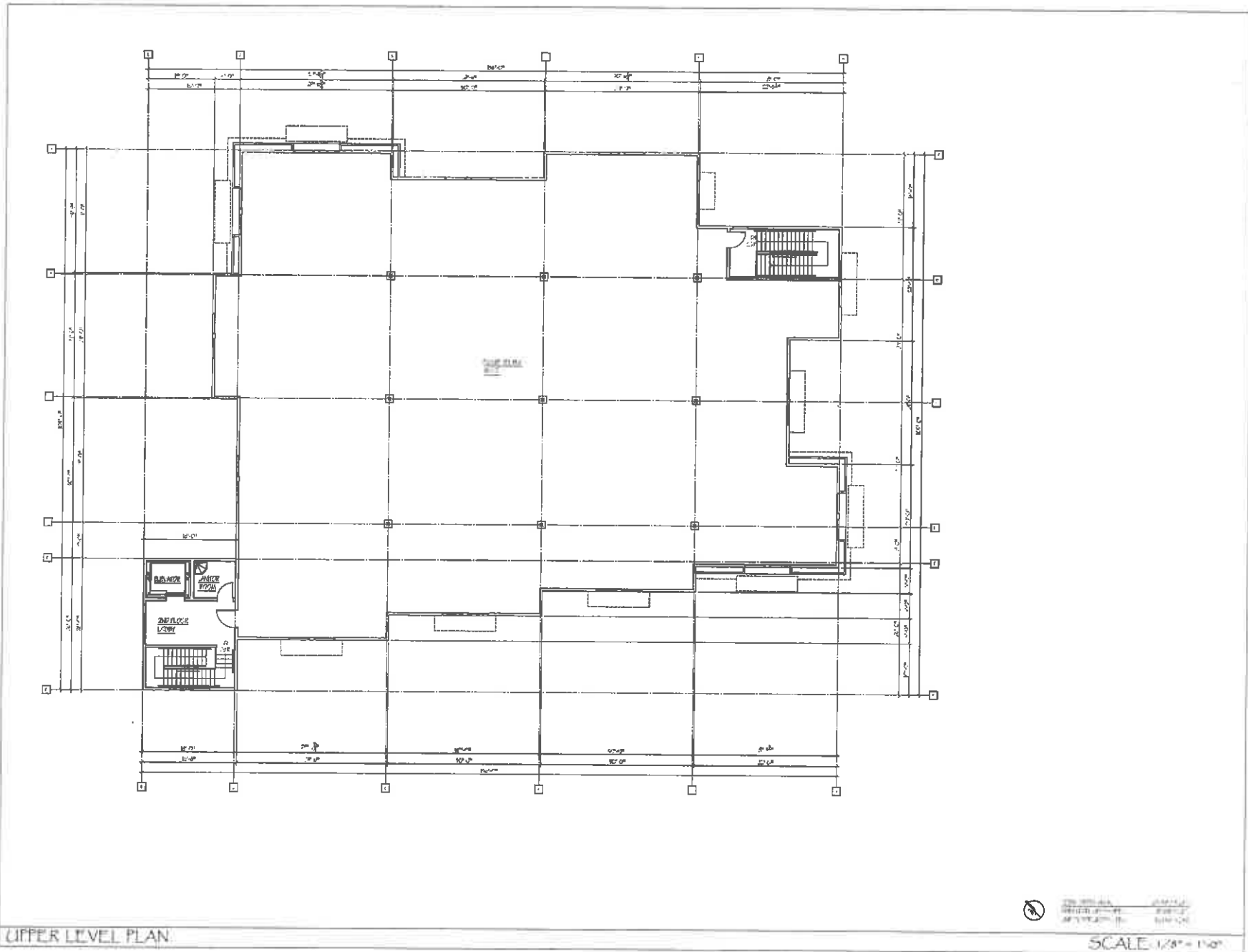
ADC, Inc.
3900 Sherman Drive
Riverside CA 92503
888-774-5831

Plot Plan / Conditional
Use Permit Application
Date: 2-1-2020



UPPER LEVEL
PLAN

a1.2
PPA 19-0015



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

architect: tory stephen
california registration c28856
hawaii registration ar17332
north carolina registration: 103226
michigan registration: 1501066566
18525 bart road, apt b
riverside, ca 92508
tory@thesteppengroupinc.com
818.715.3707

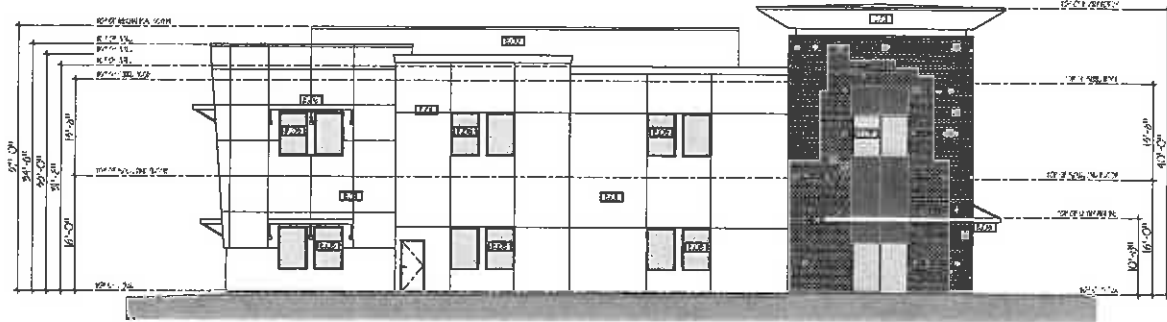
Copyright © 2020 tory stephen, architect. These drawings are the property of tory stephen and shall not be used for any other project unless with express written consent of tory stephen, architect.

Project Location:
APN: 291-650-007
Eucalyptus Ave.
Moreno Valley CA
Moreno Valley MOB
PPA 19-0015

ADC, Inc.
3900 Sherman Drive
Riverside CA 92503
888-774-5831

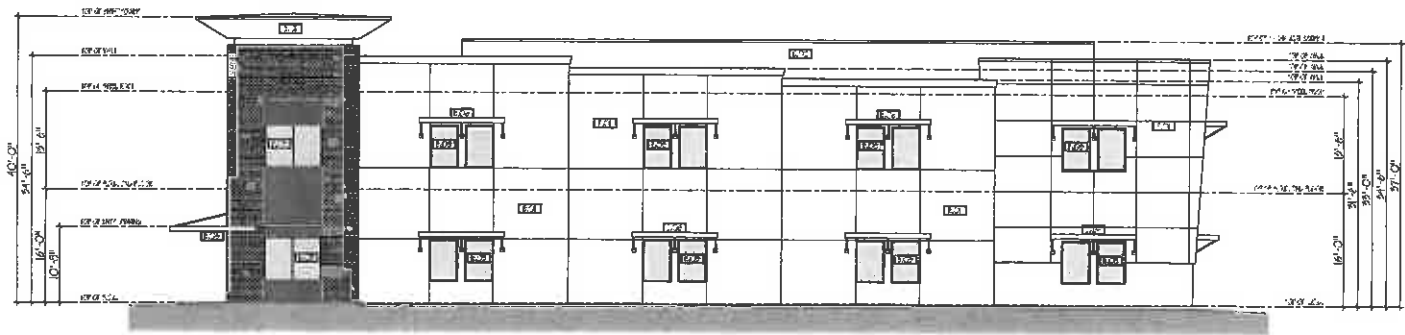
Plot Plan / Conditional
Use Permit Application:
Date: 1-28-2020

- ELEVATION NOTES**
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FRONT DOOR ELEVATION - NORTH

SCALE: 3/16" = 1'-0"



RIGHT SIDE ELEVATION - WEST

SCALE: 3/16" = 1'-0"



ELEVATIONS

a3.3
PPA 19-0015

PAGE BREAK



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



March 26, 2020

Mr. Robert Rodriguez, Planning Director
City of Cathedral City Planning Department
68-700 Avenida Lalo Guerrero
Cathedral City, CA 92234

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside

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Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR’S DETERMINATION**

File No.: ZAP1083PS20
Related File No.: PUD19-001 (Planned Unit Development), TTM37755
(Tentative Tract Map)
APNs: 670-130-004, 670-130-005, 670-130-014, 670-130-015

Dear Mr. Rodriguez:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC’s general delegation as per Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Cathedral City Case Nos. TTM37755 (Tentative Tract Map No. 37755) and PUD19-001 (Planned Unit Development), a proposal to establish a residential community consisting of 110 dwelling units with individual lot ownership on 26.6 acres, located southerly of McCallum Way, easterly of San Eljay Avenue, westerly of Via Campanile, and northerly of Ramon Road.

The site is located within Airport Compatibility Zone E of the Palm Springs International Airport Influence Area (AIA). Within Compatibility Zone E of the Palm Springs International Airport Land Use Compatibility Plan, residential density is not restricted.

The elevation of Runway 13R-31L at Palm Springs International Airport at its southerly terminus is approximately 395.5 feet above mean sea level (AMSL). At a distance of approximately 14,000 feet from the runway to the project property line, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 535.5 feet AMSL. The site’s finished floor elevation is 364 feet AMSL, and the proposed building height is 26 feet, resulting in a maximum top point elevation of 390 feet AMSL – lower than the runway elevation of 395.5 feet AMSL. Therefore, review by the FAA OES was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Palm Springs Airport Land Use Compatibility Plan, provided that the City of Cathedral City applies the following recommended conditions:

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, and construction and demolition debris facilities.)
 - (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 of Airport in Vicinity" shall be provided to all potential purchasers of the proposed lots and tenants of the homes thereon.
4. Any new detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

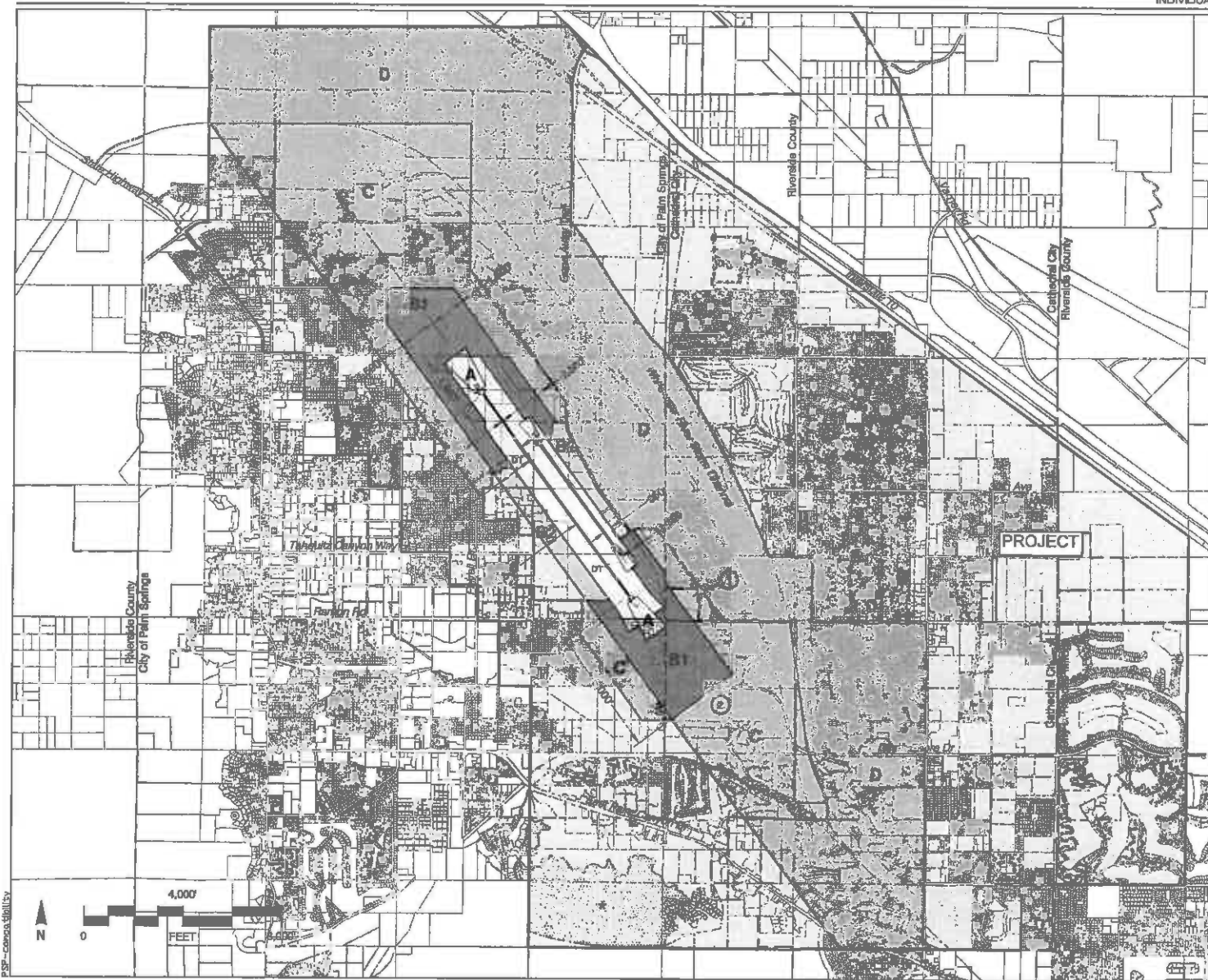
Attachment: Notice of Airport in Vicinity

cc: Michael Baker International, William Pope (applicant)
Sheila Cerdervall, Placeworks (representative)
Desert Housing Ventures, LLC (fee-payer)
Tamara and T. Fields (listed property owner)
Fields Family Trust c/o John Hacker, Trustee (property owner)
Thomas Nolan, Executive Director, Palm Springs International Airport
ALUC Case File

Y:\AIRPORT CASE FILES\Palm Springs\ZAP1083PS20\ZAP1083PS20.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Notes

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

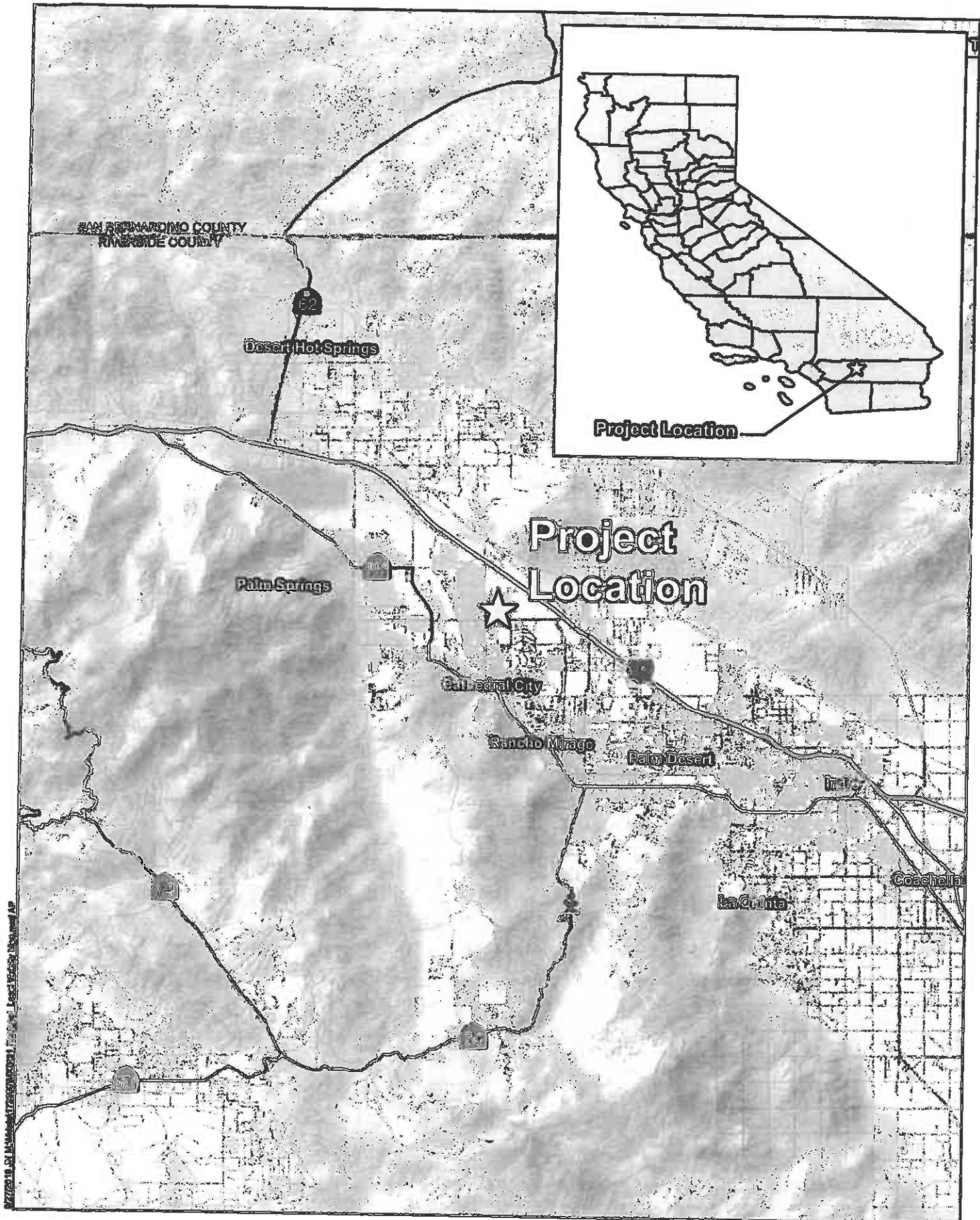
See Chapter 2, Table 2A for compatibility criteria associated with this map.

See Policy PS.2.1.

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

Map PS-1

Compatibility Map
Palm Springs International Airport



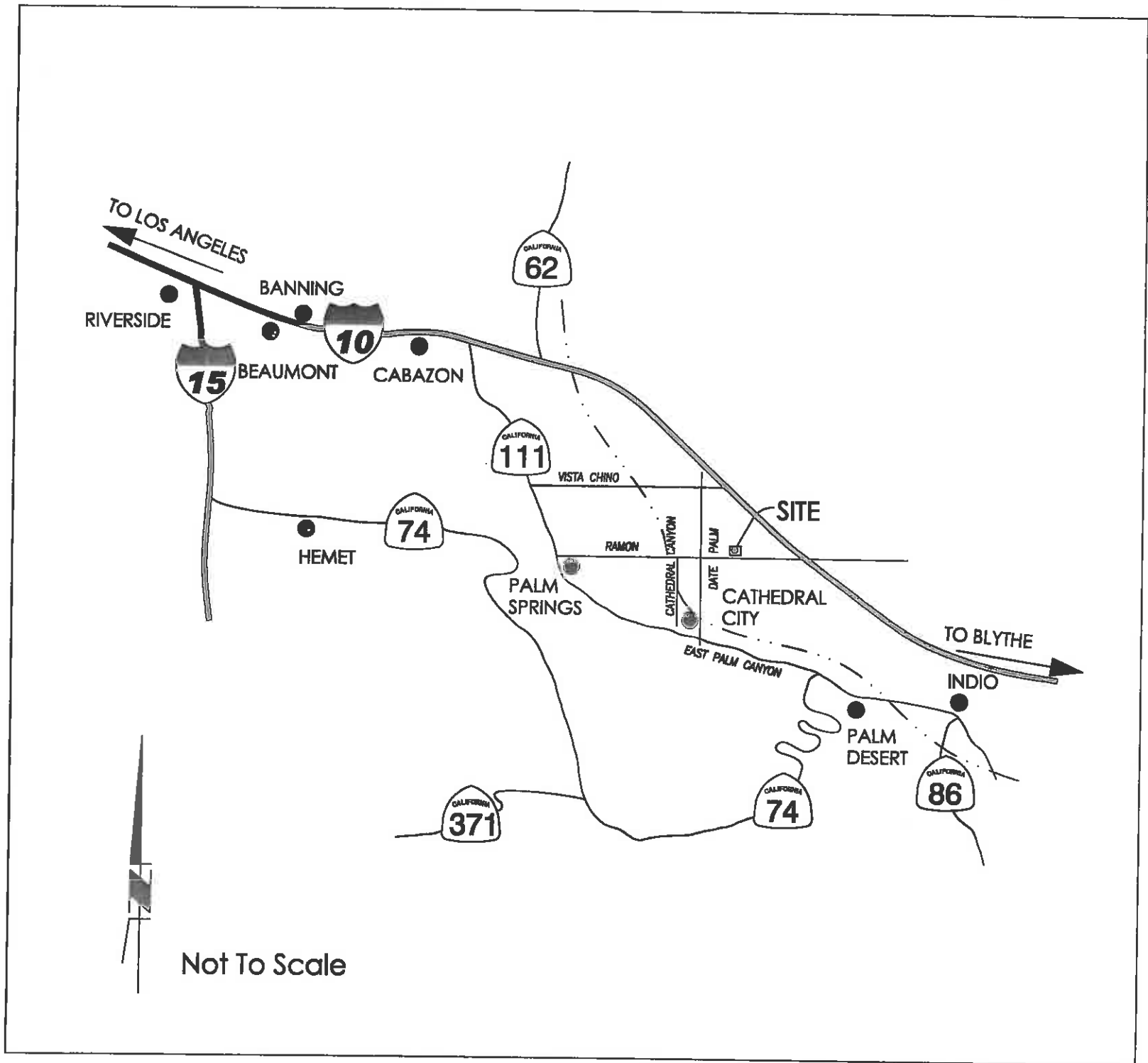
RAMON ROAD PARCEL DEVELOPMENT PROJECT
ISMND

Regional /Local Vicinity Map

Michael Baker
INTERNATIONAL



Source: ESRI Relief Map, National Highway Planning Network



VICINITY MAP

TTM 37755

Planned Unit Development
City of Cathedral City, Ca

PALM SPRINGS INTERNATIONAL AIRPORT

PROJECT SITE

2.44 MILES

Kameron Rd

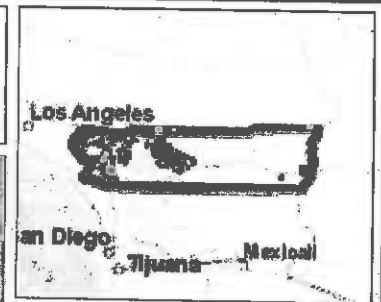
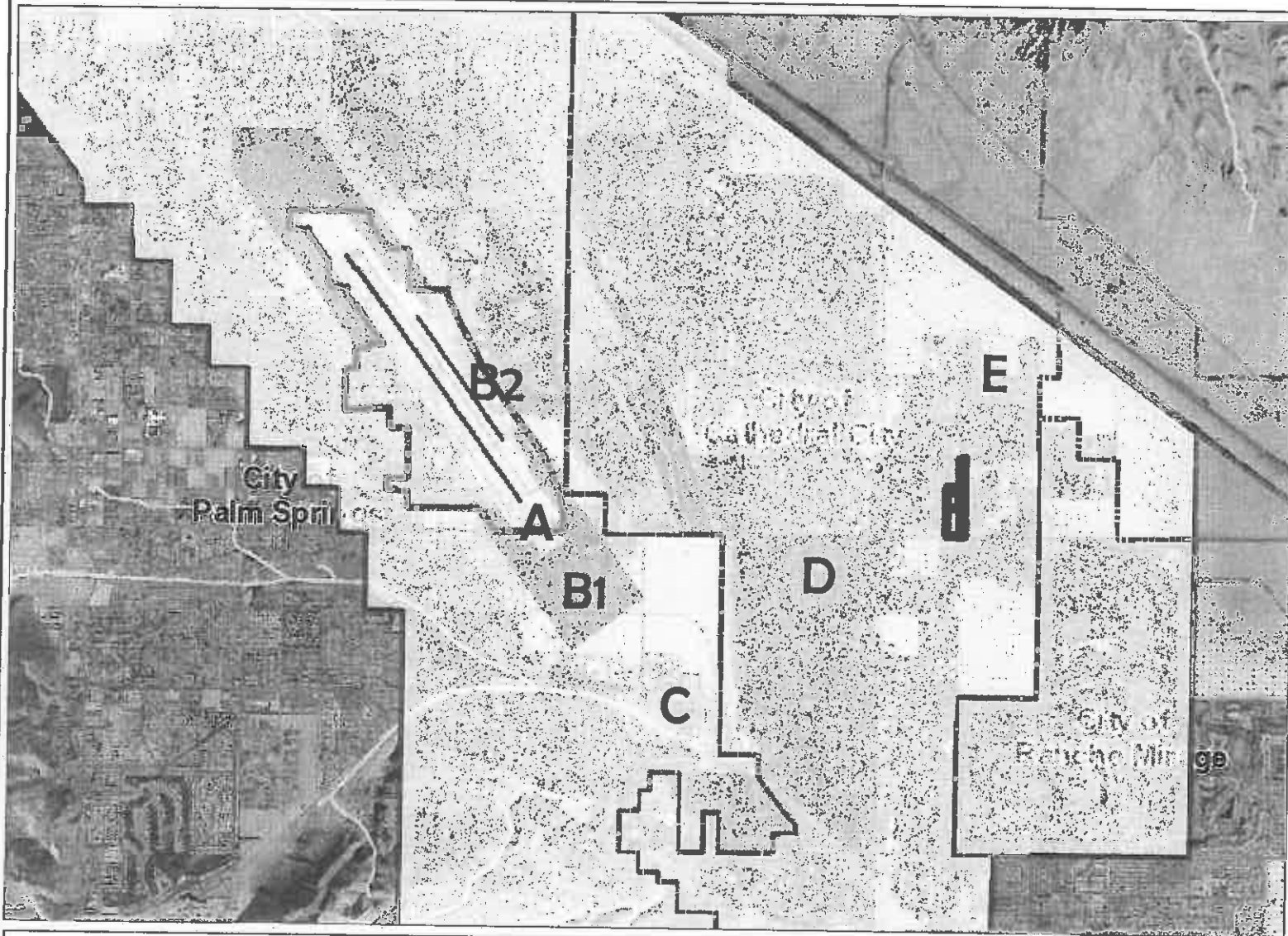
Google Earth

© 2020 Google



1 mi

Map My County Map



Legend

- Runways
- ▣ Airports
- ▣ Airport Influence Areas
- Airport Compatibility Zones
 - ▣ OTHER COMPATIBILITY ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
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 - C
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 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5
 - C2-EXC6



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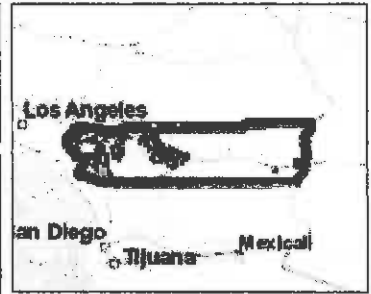
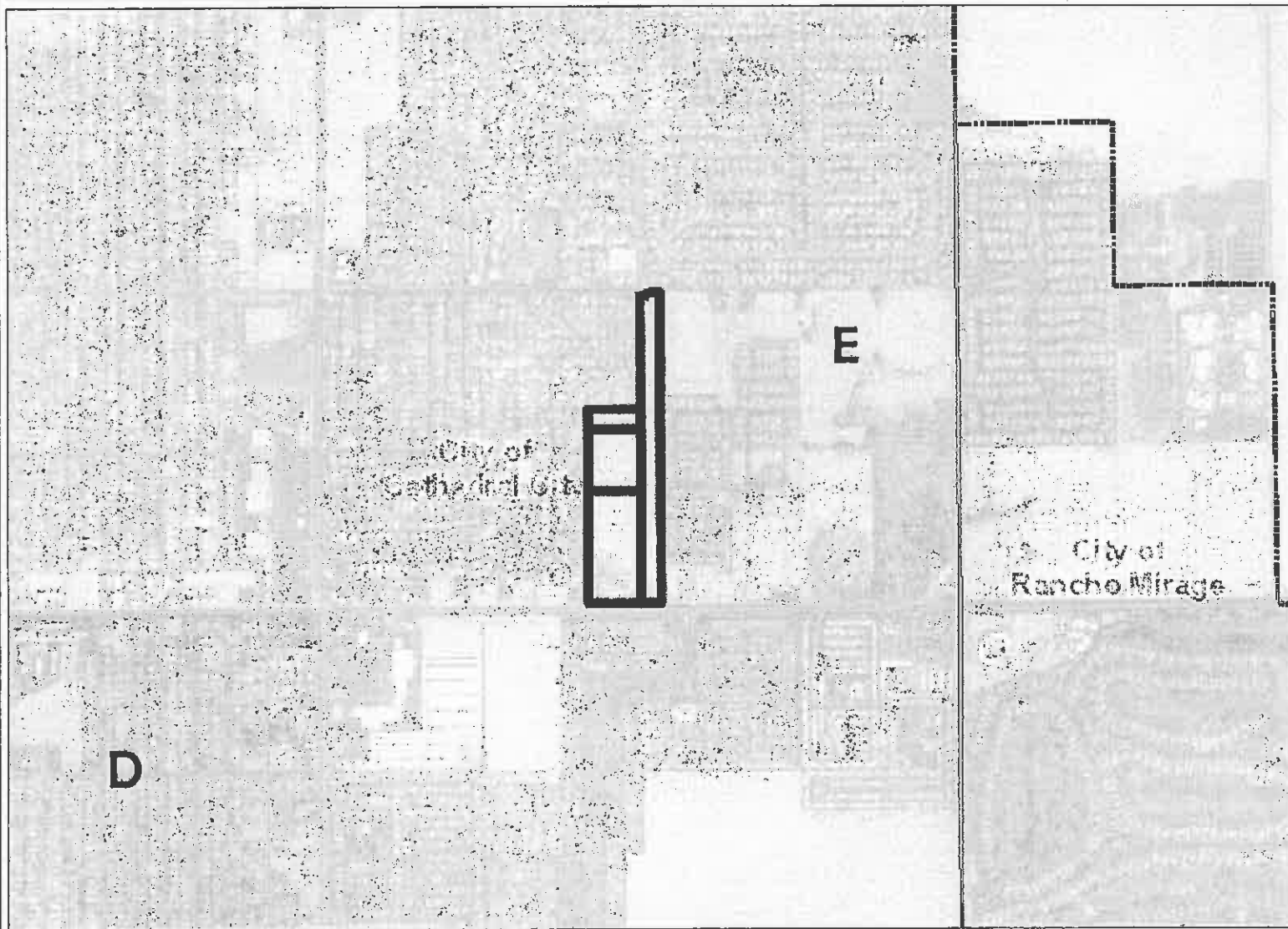


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Notes

Map My County Map



- ### Legend
- Runways
 - Airports
 - Airport Influence Areas
 - Airport Compatibility Zones
 - ▨ OTHER COMPATIBILITY ZONE
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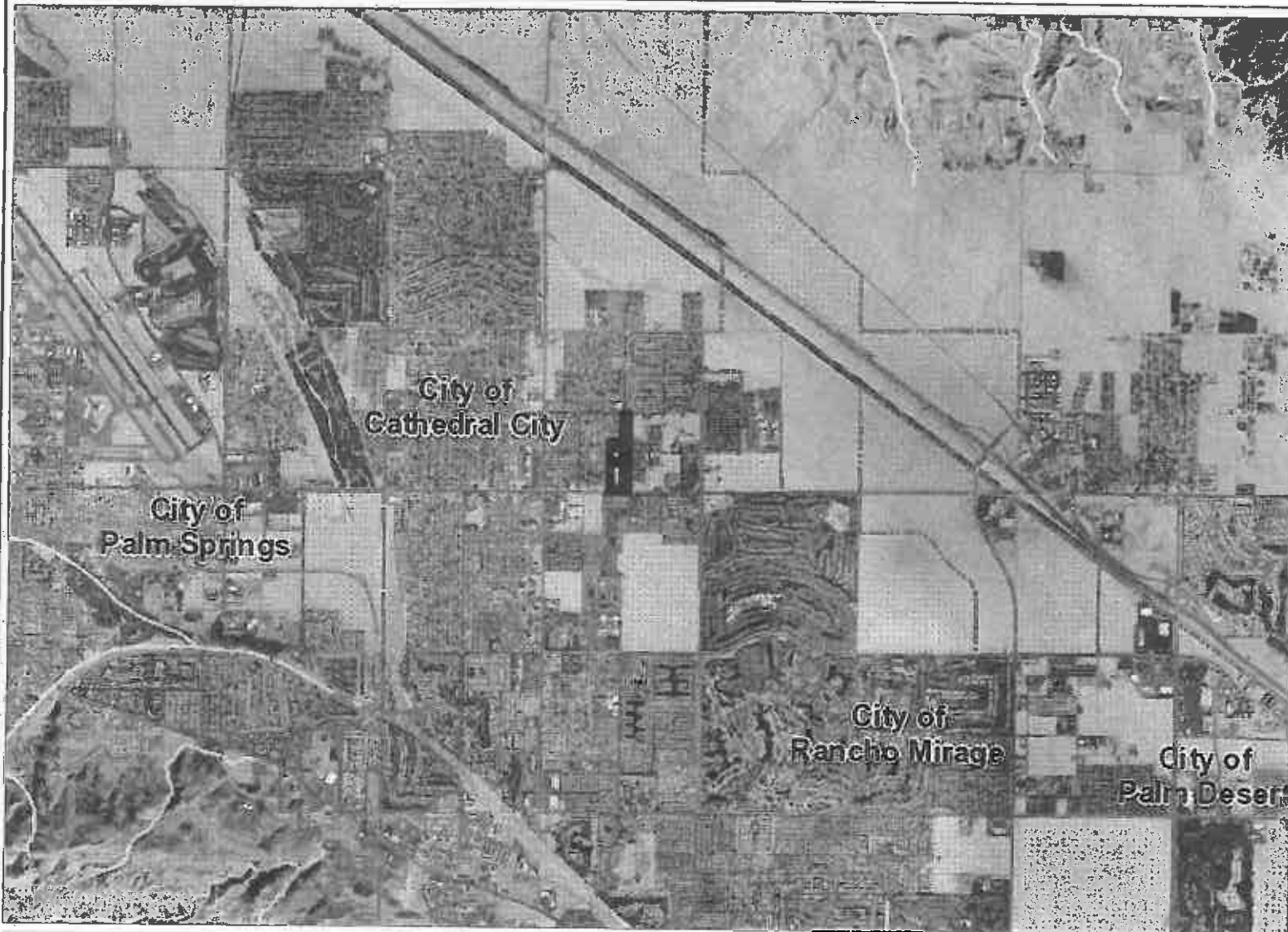
Notes



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Map My County Map



Legend

- Blue Line Streams
- City Areas
- World Street Map



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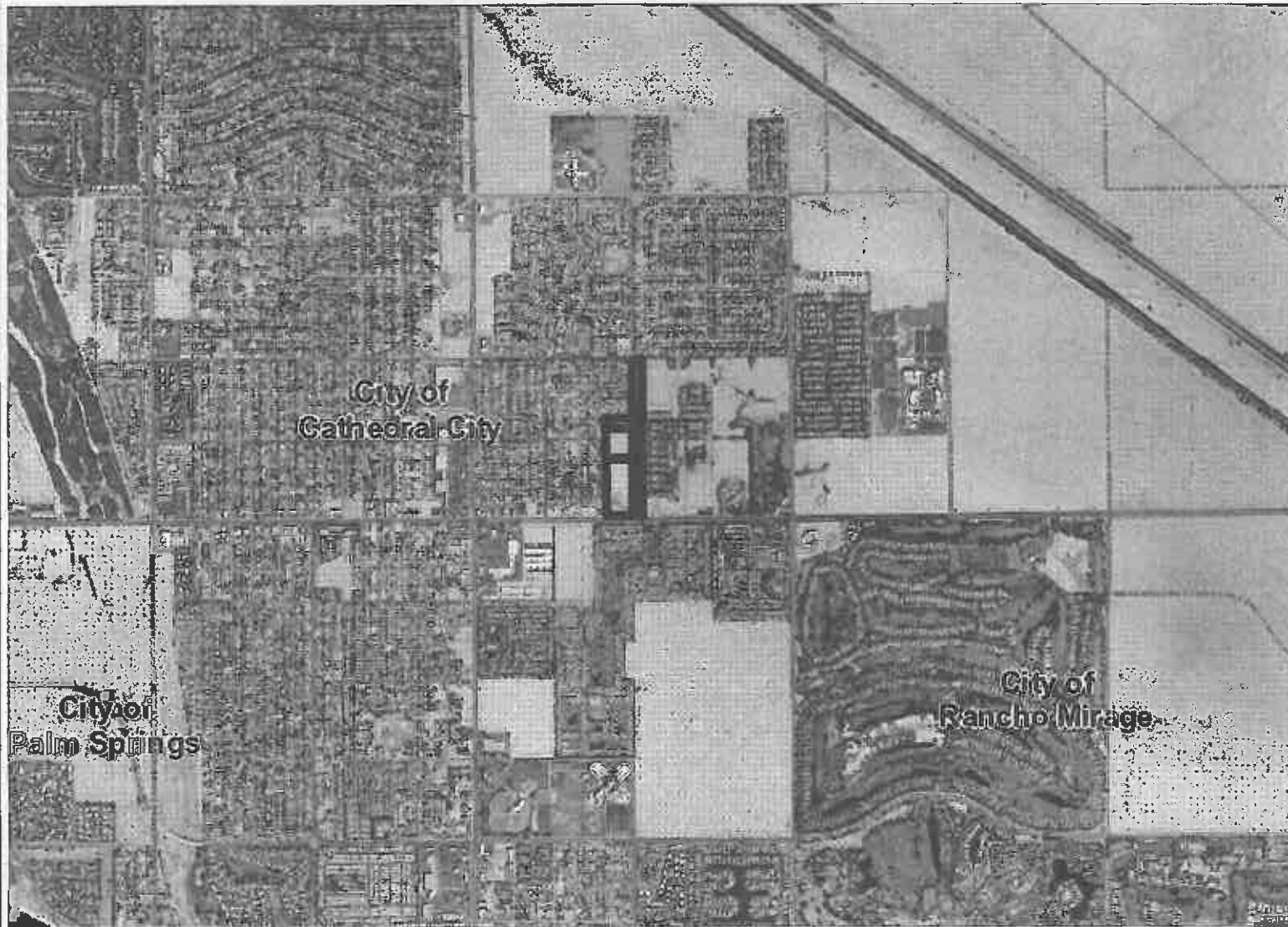


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Notes

Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map



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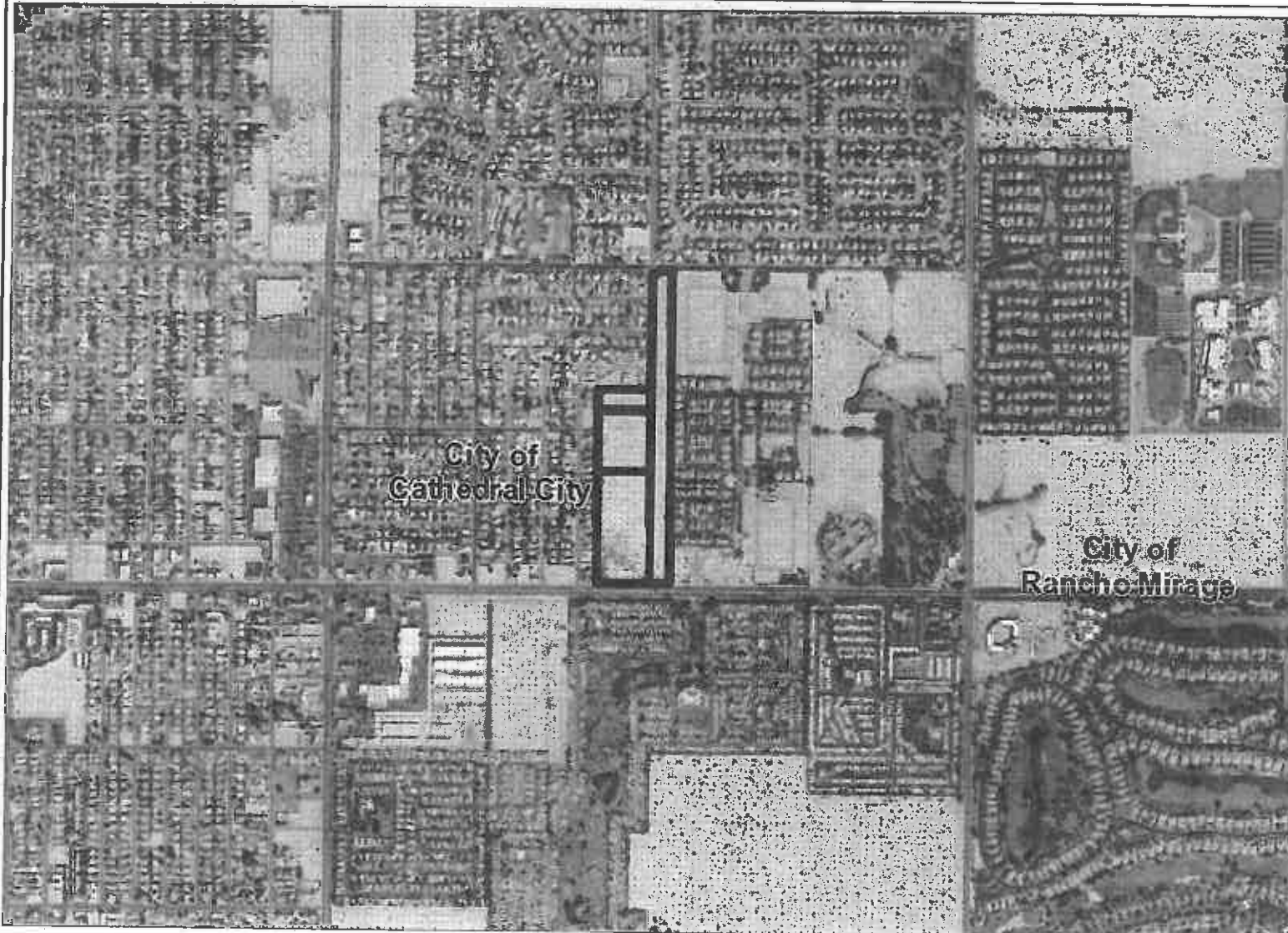
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Map My County Map



- Legend**
-  Blueline Streams
 -  City Areas
 -  World Street Map



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Notes

Mountain View Estates Project Description

PlaceWorks

09-30-2019

Mountain View Estates is planned as a 110 unit planned community and has been crafted to appeal to both families and mature home buyers. This urban infill project consists of approximately 27 acres between Ramon Road and McCallum Way, and is surrounded by existing single-family homes. The proposed Mid-Century Modern architectural style is reminiscent of historic Palm Springs, and floor plans are predominantly one story. A strong emphasis has been placed on the elements of a healthy community, and outdoor active recreation facilities include pickle ball courts and a dog park.

Overall, the following project has been designed with the following goals in mind:

- Honor of the heritage of the area and maximization of the site's attributes including surrounding mountain views.
- Respect for existing adjacent homeowners with the location of one-story homes along the western boundary where the homes are closest to the perimeter. Santoro Drive is to be completed to along the northern portion of the site which will benefit homeowners.
- Energy conservation through the avoidance of homes backing toward the western exposure.
- Maximization of energy generation capacity of each home by orienting most homes north and south.
- Reduction of the heat island effect through a system of planted living paseos that provide fire truck access and pedestrian connectivity without pavement.

The main project entry is from Ramon Road, and is shared with the existing Campanile community. As a vehicle or pedestrian turns to the right into the community, open space would be within view, with a large shade tree in the center of the entry roundabout. Circulation would feature Santoro Drive as the major north / south access street, which is gated at the main entry and at the connection between area "A" and "B" (see key map on page L.01), which serves as the secondary entry. An entry gate with a call box and transponder provides security for homeowners, then a series of five private streets would be located to the left. The project will finish the remaining portion of Santoro Drive within the northern portion of the site. This public street was constructed as a half-section when the adjacent neighborhood was built.

Pedestrian access would be emphasized along Santoro Drive with a major shaded promenade along the west side, which is not encumbered by driveways. The east side of Santoro consists of homes directly loaded with 20' long driveways. Outside of the security gates within the northern portion of the community, the homes have been plotted with a side-on orientation toward Santoro. The pedestrian promenade moves to the east side of Santoro at the secondary gate. The homes facing Santoro at this location would be elevated so that front doors are facing the street. Major shade trees are planned to create unification through the entire length of Santoro so that the portion of the community outside the gates feels thematically like a part of the whole.

A variety of home sizes and heights are to be plotted throughout to create variety along the street scene and buyer segmentation. The homes would consist of four lot sizes:

- 16 homes on 65' x 90' lots at the northern portion of Santoro, outside the security gates
- 19 homes on 55' x 110' lots directly loaded along the east side of Santoro
- 36 homes on 65' x 110' lots within the northwest portion of the gated area.
- 39 homes on 55' x 100' lots within the southwest portion of the gated area.

The six floorplans would feature open layouts that emphasize indoor / outdoor relationships. To maximize flexibility in plotting, several of the plans have been designed to fit on different lot sizes, which allows the plan types to respond to market demand. All floorplans would emphasize one-story living with Plans 1,2,4, and 6 featuring one story only. Plans 2,3, and 5 are to include limited two-story elements. True to the mid-century style, roofs would be kept simple and angled to maximize area for solar modules. Homes with a side orientation toward Santoro would feature extra articulation, and front doors are moved to the side as an option to create a pedestrian-friendly streetscape.

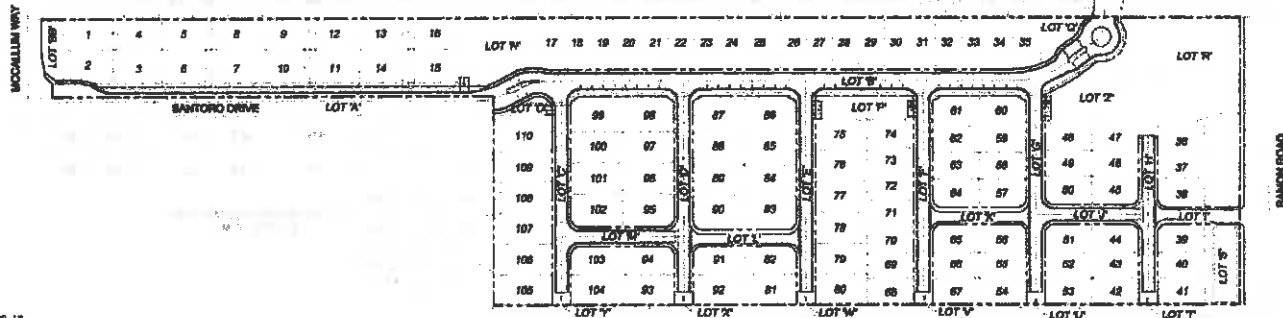
Stormwater retention would be directed into three areas, two large basins at the southeastern area of the site and a smaller area along the north boundary. The largest area features 3:1 slopes, and would function also as an active recreation feature. A fenced dog park with turf and card key access would be located within this area. A second area is adjacent to Ramona Road and the southern boundary of the site, where a grove of olive trees would line both sides. The third retention basin would be a small area adjacent to McCallum Way, and features 2:1 side-slopes.

Other active recreation would include bocce ball and pickle ball areas within a 10,000 square foot space east of the secondary entry. This area would be fenced and have card key access for residents only. Passive recreation areas would include a large open turf area at the primary entry with a four-foot high mounded feature provides visual contrast. A 5,000 square foot picnic area would be located near the fenced dog park area to provide seating for both the active and passive portions of the recreation area. In addition, a pocket park within a widened landscape area of the Santoro Drive pedestrian promenade would feature seating and shade trees.

Environmentally friendly, drought tolerant plant material has been carefully selected by a local landscape architect to provide color, shade, sculptural interest, and softening. Turf areas have been minimized, and most ground plane surfaces are to be embellished with decorative pebbles or ground cover. To provide continuity throughout the community, the master builder would provide all front yard landscape materials located outside private homeowner areas. Privacy fencing between units would be minimized at street intersections so that front landscaping could wrap around the corner of the home.

Overall, Mountain View Estates has been thoughtfully planned to bring an aesthetically pleasing, fresh design motif to Cathedral City that will add value to the surrounding neighborhoods.

IN THE CITY OF CATHEDRAL CITY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
TENTATIVE TRACT NO. 37755
 LOCATED WITHIN THE SOUTH HALF OF SECTION 15, T. 4 S., R. 5 E., S.B.M.
 FEB. 24, 2020



DISCLAIMER:

THIS PLAN IS PREPARED BY THE ARCHITECT AND ENGINEER AND IS NOT TO BE USED FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT AND ENGINEER.

STATE OF CALIFORNIA:

THE ARCHITECT AND ENGINEER HAS REVIEWED THE TRACT MAP AND FOUND IT TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND THE SUBDIVISION MAP REGULATIONS.

THE ARCHITECT AND ENGINEER HAS REVIEWED THE TRACT MAP AND FOUND IT TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND THE SUBDIVISION MAP REGULATIONS.

LEGAL DESCRIPTION:

THE TRACT DESCRIBED BY THIS TRACT MAP IS THE SOUTH HALF OF SECTION 15, T. 4 S., R. 5 E., S.B.M., AS SHOWN ON THE TRACT MAP.

THE TRACT DESCRIBED BY THIS TRACT MAP IS THE SOUTH HALF OF SECTION 15, T. 4 S., R. 5 E., S.B.M., AS SHOWN ON THE TRACT MAP.

THE TRACT DESCRIBED BY THIS TRACT MAP IS THE SOUTH HALF OF SECTION 15, T. 4 S., R. 5 E., S.B.M., AS SHOWN ON THE TRACT MAP.

THE TRACT DESCRIBED BY THIS TRACT MAP IS THE SOUTH HALF OF SECTION 15, T. 4 S., R. 5 E., S.B.M., AS SHOWN ON THE TRACT MAP.

FLOORING:

ALL FLOORING SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND THE SUBDIVISION MAP REGULATIONS.

GENERAL NOTES:

1. ALL DIMENSIONS SHALL BE IN FEET AND INCHES.
2. ALL DIMENSIONS SHALL BE TO THE CENTERLINE OF THE LOT.
3. ALL DIMENSIONS SHALL BE TO THE CENTERLINE OF THE LOT.
4. ALL DIMENSIONS SHALL BE TO THE CENTERLINE OF THE LOT.
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ABBREVIATIONS:

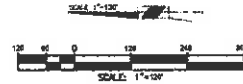
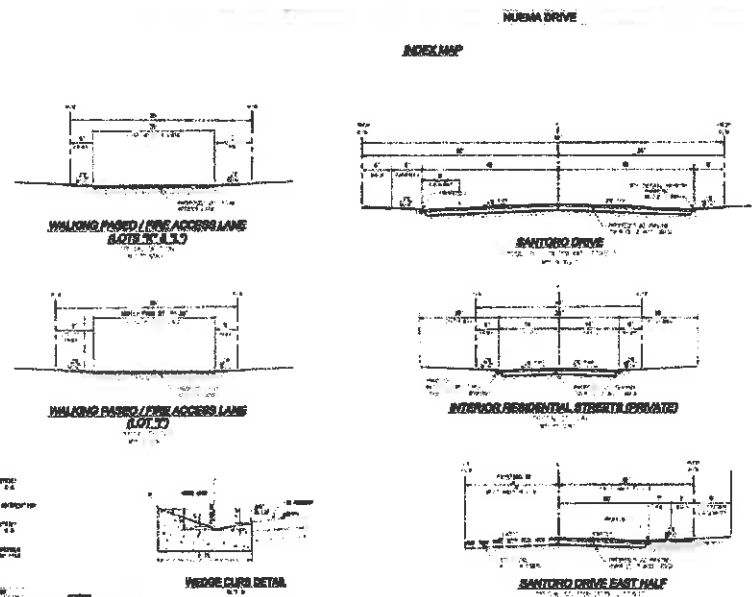
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- 1.2. CONC.
- 1.3. ASPHALT
- 1.4. ASPHALT CONC.
- 1.5. ASPHALT CONC.
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- 1.18. ASPHALT CONC.
- 1.19. ASPHALT CONC.
- 1.20. ASPHALT CONC.

REFERENCES:

- 1. SUBDIVISION MAP ACT
- 2. SUBDIVISION MAP REGULATIONS
- 3. SUBDIVISION MAP ACT
- 4. SUBDIVISION MAP REGULATIONS
- 5. SUBDIVISION MAP ACT
- 6. SUBDIVISION MAP REGULATIONS
- 7. SUBDIVISION MAP ACT
- 8. SUBDIVISION MAP REGULATIONS
- 9. SUBDIVISION MAP ACT
- 10. SUBDIVISION MAP REGULATIONS
- 11. SUBDIVISION MAP ACT
- 12. SUBDIVISION MAP REGULATIONS
- 13. SUBDIVISION MAP ACT
- 14. SUBDIVISION MAP REGULATIONS
- 15. SUBDIVISION MAP ACT
- 16. SUBDIVISION MAP REGULATIONS
- 17. SUBDIVISION MAP ACT
- 18. SUBDIVISION MAP REGULATIONS
- 19. SUBDIVISION MAP ACT
- 20. SUBDIVISION MAP REGULATIONS

REMARKS:

- 1. ALL DIMENSIONS SHALL BE IN FEET AND INCHES.
- 2. ALL DIMENSIONS SHALL BE TO THE CENTERLINE OF THE LOT.
- 3. ALL DIMENSIONS SHALL BE TO THE CENTERLINE OF THE LOT.
- 4. ALL DIMENSIONS SHALL BE TO THE CENTERLINE OF THE LOT.
- 5. ALL DIMENSIONS SHALL BE TO THE CENTERLINE OF THE LOT.



MOUNTAIN VIEW ESTATES

INDEX MAP / STREET SECTIONS

DATE: 2020.03.04

Cathedral City, California
 APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
 DEBERT HOLDINGS VENTURES
 23025S ACACIA STREET
 RANCHO PALOS VERDES, CA 90275
 CONTACT: JON LASH (310) 548-9607

OWNER OF RECORD:
 JOHN HACKER, SUCCESSOR TRUSTEE OF
 FIELDS FAMILY TRUST

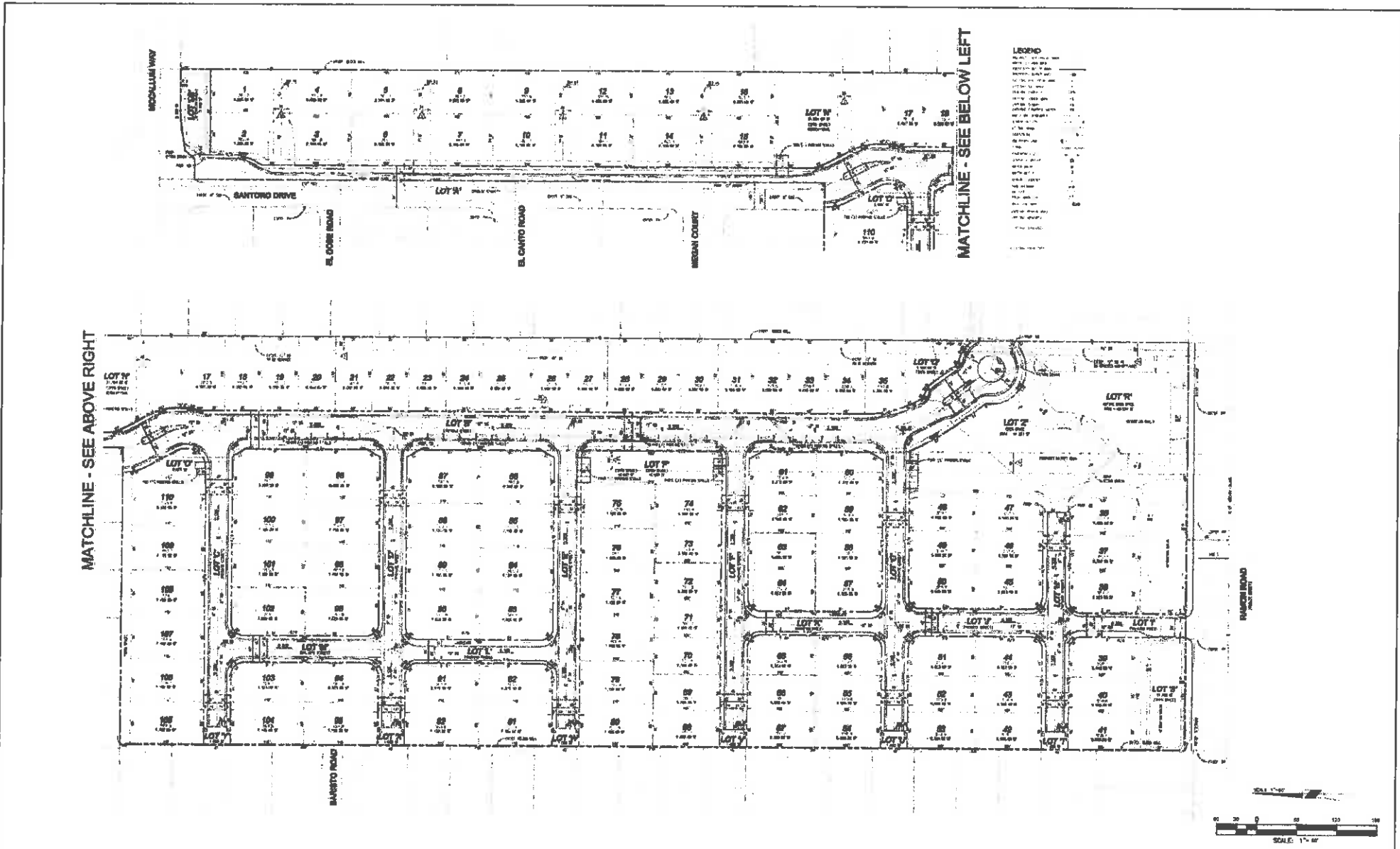
RESPONSIBLE PARTY:
 PLACERWORKS
 9 MACARTHUR PLACE, SUITE 1100
 SANTA ANA, CA 92707
 CONTACT: SHEILA CEDERVAL (714) 266-8220

ENGINEER:
 MICHAEL BAKER, INC.
 75-410 GERALD FORD DRIVE #100
 PALM DESERT, CA 92211
 CONTACT: BILL POPE (760) 774-4131

ARCHITECT:
 STUDIO-135, INC.
 23 ORCHARD ROAD, SUITE 150
 LAKE FOREST, CA 92530
 CONTACT: TABANE RAHMANI (849) 677-4585

LANDSCAPE ARCHITECT:
 R2A - RISA CONSULTING, INC.
 54250 908 HOPE DRIVE
 RANCHO MIRAGE, CA 92270
 CONTACT: TOM MILLER (760) 320-8811

DRAWING NO:
C. 02



MOUNTAIN VIEW ESTATES

TENTATIVE TRACT MAP NO.37755

DATE:
2020.03.04

Cathedral City, California

APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
DEBERT HOUSING VENTURES
23805 ACANA STREET
RANCHO PALMS VERDES, CA 90275
CONTACT: JON LASH (310) 948-9607

OWNER OF RECORD:
JOHN HAZEN, SUCCESSOR TRUSTEE OF
FIELDS FAMILY TRUST

RESPONSIBLE PARTY:
PLACEMWORKS
2 BACCHUS BLVD, SUITE 2300
SANTA ANA, CA 92707
CONTACT: SHERA CEDERVALL (714) 956-9220

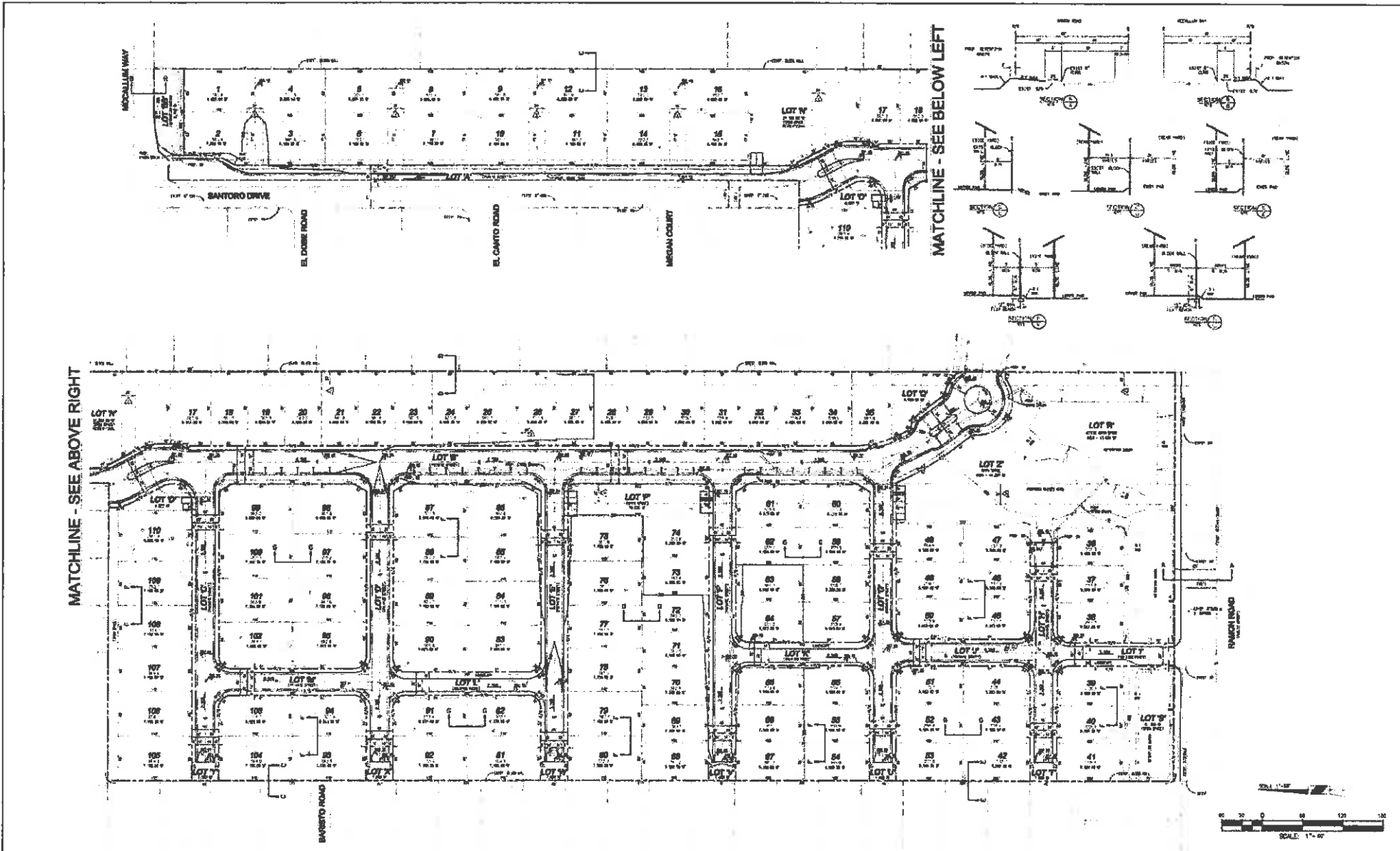
ENGINEER:
MICHAEL BARBI, P.E.
25410 CERRILLO ROAD DRIVE #100
PALM DESERT, CA 92211
CONTACT: BILL POPE (760) 776-4131

ARCHITECT:
STUDIO-535, INC.
25 ORLAND ROAD, SUITE 150
LAKE FOREST, CA 90800
CONTACT: TARANE BAHMANI (849) 677-4585

LANDSCAPE ARCHITECT:
RBA-MSA CONSULTING, INC.
34200 BOB HOPE DRIVE
RANCHO IRVING, CA 92718
CONTACT: TOM MILLER (760) 920-9811

DRAWING NO:

C. 03



MOUNTAIN VIEW ESTATES

PRELIMINARY GRADING PLAN

DATE:
2022.03.04

Cathedral City, California

APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
DESERT HOUSING VENTURES
23265 NAVA STREET
RANCHO PALMS VERDES, CA 92275
CONTACT: JON LASH (910) 948-9607

OWNER OF RECORD:
JOHN HACKER, SUCCESSOR TRUSTEE OF
FIELDS FAMILY TRUST

RESPONSIBLE PARTY:
PLACERWORKS
3 MACARTHUR PLACE, SUITE 1100
SANTA ANA, CA 92707
CONTACT: SHEILA CEDERWALL (714) 966-8220

ENGINEER:
MICHAEL BARBER, PTL
75-110 CERRILLO FORD DRIVE #100
PALM DESERT, CA 92211
CONTACT: BILL POPE (760) 776-4131

ARCHITECT:
STUDIO-126, INC
13 CROWBAR ROAD, SUITE 120
LAKE FOREST, CA 92680
CONTACT: TARANE RAHMANNI (949) 677-4585

LANDSCAPE ARCHITECT:
RBA - RBA CONSULTING, INC
34700 BOB HOPE DRIVE
RANCHO MIRAGE, CA 92270
CONTACT: TOM MILLER (760) 320-9611

DRAWING NO.:

C.04

MOUNTAIN VIEW ESTATES

PLANNED UNIT DEVELOPMENT (PUD) APPLICATION

TABULATIONS:

| DEVELOPMENT STANDARDS | | |
|--|--------------|------------|
| STANDARD | EXISTING | PROPOSED |
| Min Lot Size | 7,200 SF | 6,200 SF |
| Min Lot Dimension | 70' x 100' | 60' x 100' |
| Min. Lot Area | 6,300 SF | 5,200 SF |
| Min. Front Setback | 20' from PPL | 10' |
| Min. Front Garage Setback | 20' from PPL | 20' |
| Min. Side-to-Side Garage Setback | 10' from PPL | 10' |
| Min. Side Setback | 5' | 5' |
| Min. Rear Setback | 15' | 5' |
| Min. Side Setback - Lots over 60' Wide | 15' Combined | 5' |
| Min. Corner Lot Setback from Street | 10' | 10' |
| Max. Lot Coverage | 40% | 50% |
| Max. Building Height | 20' | 20' |

| DEVELOPMENT STANDARDS - SANFORD DRIVE PUBLIC STREET | | |
|---|--------------|----------------------|
| STANDARD | EXISTING | PROPOSED |
| Min Lot Size | 7,200 SF | 6,200 SF |
| Min Lot Dimension | 70' x 100' | 60' x 100' |
| Min. Lot Area | 6,300 SF | 5,200 SF |
| Min. Front Setback | 20' from PPL | 20' from Street Edge |
| Min. Front Garage Setback | 20' from PPL | 20' from Street Edge |
| Min. Side-to-Side Garage Setback | 10' from PPL | 10' from Street Edge |
| Min. Side Setback - Lots over 60' Wide | 15' Combined | 5' |
| Min. Corner Lot Setback from Street | 10' | 10' |
| Min. Rear Setback | 15' | 5' |
| Max. Lot Coverage | 40% | 50% |
| Max. Building Height | 20' | 20' |

| PARKING TABULATION | | |
|--------------------|---------------|---------------|
| TYPE | REQUIRED | PROVIDED |
| GARAGE | 2 / UNIT: 230 | 261 |
| GUEST | 1 / UNIT: 110 | ON-STREET: 20 |
| | | REAR: 10 |
| | | DRIVEWAY: 10 |
| TOTAL | 330 | 401 (171%) |

| UNIT TABULATION | | | | | | | |
|-----------------|------|---------|----|-----|----|------|--------------------|
| PLAN | SF | STORIES | BR | BA | GA | PRKG | OPTIONS |
| 1 | 2610 | 1 | 3 | 3 | 8 | 1 | DEV |
| 2 | 2224 | 1 | 2 | 2.5 | 2 | 1 | 3RD BRK |
| 3 | 2897 | 2 | 4 | 4 | 3 | 1 | |
| 4 | 3482 | 1 | 3 | 3 | 2 | 1 | 2ND DRING / LIVING |
| 5 | 2897 | 2 | 4 | 3.5 | 2 | 2 | LOFT |
| 6 | 2612 | 2 | 4 | 4 | 3 | 1 | |
| 6 ALT | 2218 | 3 | 3 | 3 | 1 | | NO CASITA |

| OPEN SPACE TABULATION | | |
|-----------------------|-----------------------|--------|
| REQUIRED | PROVIDED - LETTER LOT | SIZE |
| 508 SF / DU | 508 PARKING | 43,694 |
| 176 DU x 500 SF | RESERVATION AREA | 21,264 |
| TOTAL 50,000 SF | | 64,958 |

| LOT SIZE SUMMARY | | | | | | | |
|------------------|--------|--------|--------|--------|--------|--------|-------|
| LOT SIZE | PLAN 1 | PLAN 2 | PLAN 3 | PLAN 4 | PLAN 5 | PLAN 6 | TOTAL |
| 5400 SF | 14 | 12 | 15 | 0 | 0 | 0 | 29 |
| 6255 SF | 7 | 8 | 0 | 0 | 5 | 8 | 28 |
| 6255 SF | 8 | 8 | 9 | 0 | 14 | 17 | 56 |
| 6255 SF | 1 | 0 | 3 | 0 | 4 | 0 | 8 |
| TOTAL | 39 | 27 | 27 | 0 | 19 | 25 | 138 |
| | 28.2% | 19.6% | 21.0% | 7.3% | 13.80% | 18.1% | |

SHEET INDEX:

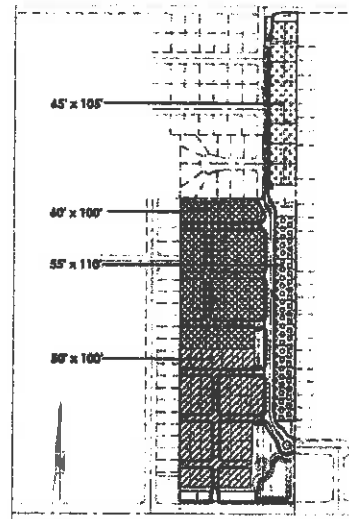
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|--------|---|--------|---|
| PUD.01 | COVER | A4.0 | PLAN 4 - 65'X105' LOTS - FLOOR PLAN & ROOF PLAN |
| PUD.02 | SITE PLAN | A4.1 | PLAN 4 - 65'X105' LOTS - EXTERIOR ELEVATIONS |
| PUD.03 | FIRE & VEHICULAR ACCESS DIAGRAM | A4.2 | PLAN 4 - BUILDING SECTIONS |
| C.01 | EXISTING CONDITIONS | A5.0 | PLAN 5 - 65'X110' LOTS - GROUND & SECOND FLOOR PLANS |
| C.02 | INDEX MAP / STREET SECTIONS | A5.0-1 | PLAN 5 - 65'X110' LOTS - CORNER LOTS - GROUND & SECOND FLOOR PLANS |
| C.03 | TENTATIVE TRACER NO. 3776 | A5.0-2 | PLAN 5 - ALL LOTS, ROOF PLAN |
| C.04 | GRADING PLAN | A5.1 | PLAN 5 - 65'X110' LOTS - EXTERIOR ELEVATIONS |
| A1.0 | PLAN 1 - 55'X100' & 65'X110' LOTS - FLOOR PLAN & ROOF PLAN | A5.1-1 | PLAN 5 - 70'X100' & 70'X110', CORNER LOTS - EXTERIOR ELEVATIONS |
| A1.1 | PLAN 1 - 55'X100' & 65'X110' LOTS - EXTERIOR ELEVATIONS | A5.2 | PLAN 5 - BUILDING SECTIONS |
| A1.2 | PLAN 2 - 55'X100' & 65'X110' LOTS - FLOOR PLAN & ROOF PLAN | A6.0 | PLAN 6 - 65'X110' LOTS - FLOOR PLAN & ROOF PLAN |
| A2.0 | PLAN 2 - 55'X100' & 65'X110' LOTS - EXTERIOR ELEVATIONS | A6.0-1 | PLAN 6 - 65'X110' LOTS WITH CASITA AND ROOF TERRACE OPTION - FLOOR PLAN & ROOF PLAN |
| A2.1 | PLAN 2 - BUILDING SECTIONS | A6.1 | PLAN 6 - 65'X110' LOTS WITH CASITA AND ROOF TERRACE OPTION - EXTERIOR ELEVATIONS |
| A2.2 | PLAN 2 - 65'X100' & 65'X110' LOTS - GROUND AND SECOND FLOOR PLANS | A6.2 | PLAN 6 - BUILDING SECTIONS |
| A3.0 | PLAN 3 - 60'X100' & 60'X110', CORNER LOTS - GROUND & SECOND FLOOR PLANS | A6.2-1 | PLAN 6 - BUILDING SECTIONS WITH CASITA AND ROOF TERRACE OPTION |
| A3.0-1 | PLAN 3 - 60'X100' & 60'X110', CORNER LOTS - GROUND & SECOND FLOOR PLANS | AD.1 | DETAILS |
| A3.0-2 | PLAN 3 - 70'X100' & 70'X110', CORNER LOTS - GROUND & SECOND FLOOR PLANS | | |
| A3.0-3 | PLAN 3 - ALL LOTS, ROOF PLAN | | |
| A3.1 | PLAN 3 - 65'X100' & 65'X110' LOTS - EXTERIOR ELEVATIONS | | |
| A3.1-1 | PLAN 3 - 60'X100' & 60'X110', CORNER LOTS - EXTERIOR ELEVATIONS | | |
| A3.1-2 | PLAN 3 - 70'X100' & 70'X110' CORNER LOTS - EXTERIOR ELEVATIONS | | |
| A3.2 | PLAN 3 - BUILDING SECTIONS | | |

| | |
|--------|---|
| A4.0 | PLAN 4 - 65'X105' LOTS - FLOOR PLAN & ROOF PLAN |
| A4.1 | PLAN 4 - 65'X105' LOTS - EXTERIOR ELEVATIONS |
| A4.2 | PLAN 4 - BUILDING SECTIONS |
| A5.0 | PLAN 5 - 65'X110' LOTS - GROUND & SECOND FLOOR PLANS |
| A5.0-1 | PLAN 5 - 65'X110' LOTS - CORNER LOTS - GROUND & SECOND FLOOR PLANS |
| A5.0-2 | PLAN 5 - ALL LOTS, ROOF PLAN |
| A5.1 | PLAN 5 - 65'X110' LOTS - EXTERIOR ELEVATIONS |
| A5.1-1 | PLAN 5 - 70'X100' & 70'X110', CORNER LOTS - EXTERIOR ELEVATIONS |
| A5.2 | PLAN 5 - BUILDING SECTIONS |
| A6.0 | PLAN 6 - 65'X110' LOTS - FLOOR PLAN & ROOF PLAN |
| A6.0-1 | PLAN 6 - 65'X110' LOTS WITH CASITA AND ROOF TERRACE OPTION - FLOOR PLAN & ROOF PLAN |
| A6.1 | PLAN 6 - 65'X110' LOTS - EXTERIOR ELEVATIONS |
| A6.1-1 | PLAN 6 - 65'X110' LOTS WITH CASITA AND ROOF TERRACE OPTION - EXTERIOR ELEVATIONS |
| A6.2 | PLAN 6 - BUILDING SECTIONS |
| A6.2-1 | PLAN 6 - BUILDING SECTIONS WITH CASITA AND ROOF TERRACE OPTION |
| AD.1 | DETAILS |

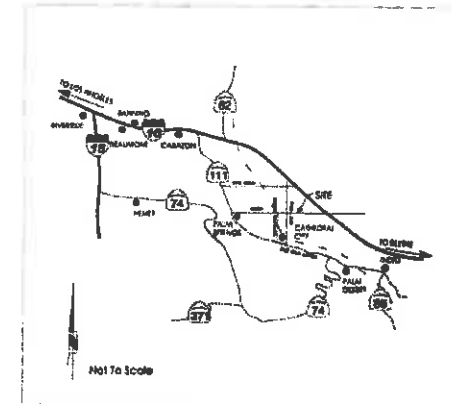
NOTES:

PROJECT AREA: 20.9 ACRES
TOTAL UNITS: 110 UNITS
OVERALL LOT COVERAGE: 26.5%

GENERAL PLAN DESIGNATION: LOW DENSITY RESIDENTIAL (RL)
EXISTING ZONING: SINGLE FAMILY RESIDENTIAL (R-1)
PROPOSED ZONING: SINGLE FAMILY RESIDENTIAL (R-1)



LOT TYPE LOCATION MAP



VICINITY MAP

MOUNTAIN VIEW ESTATES

Cathedral City, California

APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
DESERT HOUSING VENTURES
23825 ACACIA STREET
RANCHO PALMS VERDES, CA 91075
CONTACT: JON LASH (310) 948-8507

OWNER OF RECORD:
JOHN HACKER, SUCCESSOR TRUSTEE OF
FELDS FAMILY TRUST

RESPONSIBLE PARTY:
PLACWORKS
3 MAGNATULIP PLACE, SUITE 1100
SANTA ANA, CA 92707
CONTACT: SHEILA CEDERVALL (714) 966-9220

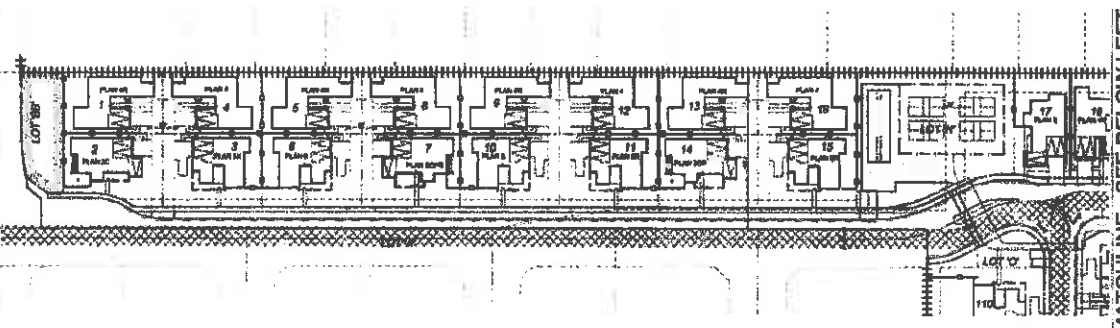
ENGINEER:
MICHAEL BAKER, INTL.
25-410 GERALD FORD DRIVE #100
PALM DESERT, CA 92211
CONTACT: BILL POPE (760) 776-6131

ARCHITECT:
STUDIO-183, INC.
28 ORCHARD ROAD, SUITE 150
LAKE FOREST, CA 92551
CONTACT: TARANE RAHMANI (949) 677-4585

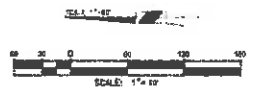
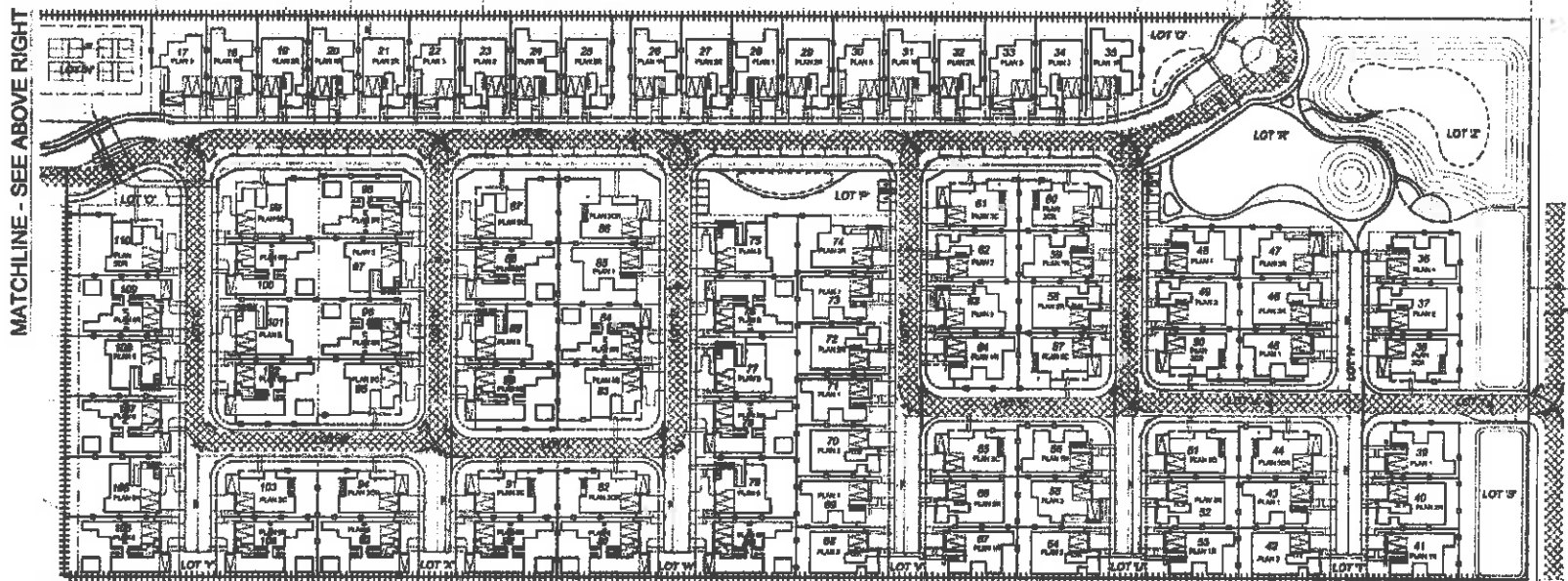
LANDSCAPE ARCHITECT:
R&A - M&A CONSULTING, INC.
24200 BOB HOPE DRIVE
RANCHO MIRAGE, CA 92270
CONTACT: TOM MILLER (760) 520-9621

DATE:
2020.05.04

DRAWING NO:
PUD. 01



- NOTES:**
1. ALL DEAD END STREETS ARE A MINIMUM OF 100' WIDE
 2. ALL ACCESS GATES OCCURRY WITH FIRE DEPARTMENT SECURITY REQUIREMENTS
 3. VEHICULAR TURN MOVES AT EXIST GATES ARE NOT PERMITTED IN ROADWAYS
 4. FIRE LANE'S WITH "NO PARKING-FIRE LANE" SIGNAGE AND RED PAINT CURBS SHALL BE PROVIDED TO MAINTAIN EMERGENCY ACCESS
 5. ALL RESIDENTIAL DRIVE ARE PROTECTED BY A FIRE SPRINKLER SYSTEM
 6. RUSH SHALL BE PROVIDED FOR FIRE DEPARTMENT VEHICULAR ACCESS 2.0' W/ 6000 AMP 20' CURBS
 7. EMERGENCY ACCESS ENTRANCES SHALL BE EQUIPPED WITH 3' HIGH PAVERED AND CONCRETE SURFACE SHALL SUPPORT FLOOD 6" W/ AN ALL WEATHER ENTRANCE



- LEGEND:**
- FIRE TRUCK ACCESS
 - FIRE TRUCK TURNING POINTS
 - PAVED CURBS

MOUNTAIN VIEW ESTATES

FIRE VEHICULAR ACCESS DIAGRAM

DATE: 2020.02.04

Cathedral City, California
 APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
 DESERT HOLDING VENTURES
 22805 ACANA STREET
 RANCHO PALOS VERDES, CA 90275
 CONTACT: JOHN LABI (310) 348-9807

OWNER OF RECORD:
 JOHN HACKER, SUCCESSION TRUSTEE OF
 FIELDS FAMILY TRUST

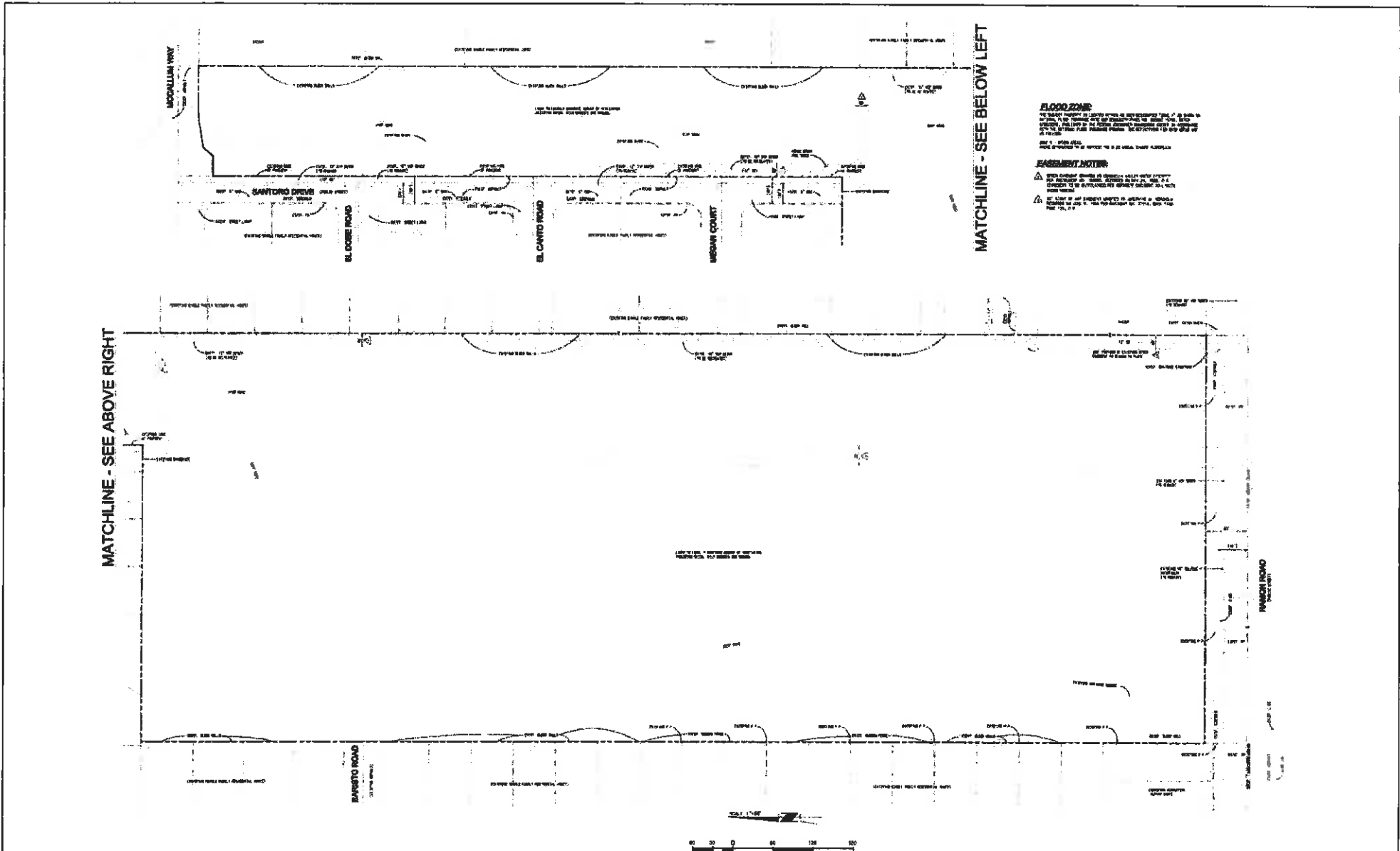
RESPONSIBLE PARTY:
 PLACEMENTS
 3 BACARYTHUR PLACE, SUITE 1100
 SANTA ANA, CA 92707
 CONTACT: SHERI LA CEDERVAL (714) 966-9220

ENGINEER:
 MICHAEL BAKER INTL.
 75-410 OSBORN HORN DRIVE #100
 PALMA DESERT, CA 92211
 CONTACT: BILL POPE (760) 776-6131

ARCHITECT:
 STUDIO-185, INC.
 22 ORCHARD ROAD, SUITE 150
 LAKE FOREST, CA 92530
 CONTACT: TAMARAH RAHMANI (949) 677-4585

LANDSCAPE ARCHITECT:
 RBA - MSA CONSULTING, INC.
 34200 805 HOPE DRIVE
 RANCHO MIRAGE, CA 92270
 CONTACT: TOM MILLER (760) 328-8811

DRAWING NO:
PUD. 03



FLOOD ZONE
 THE SHOWN FLOOD ZONE IS BASED UPON AN INTERPRETATION OF THE 1% ANNUAL CHANCE FLOOD MAP OF CALIFORNIA, AS DEVELOPED BY THE CALIFORNIA FLOOD CONTROL DISTRICT. THE FLOOD ZONE IS NOT A GUARANTEE OF FLOOD PROTECTION. THE FLOOD ZONE IS NOT A GUARANTEE OF FLOOD PROTECTION. THE FLOOD ZONE IS NOT A GUARANTEE OF FLOOD PROTECTION.

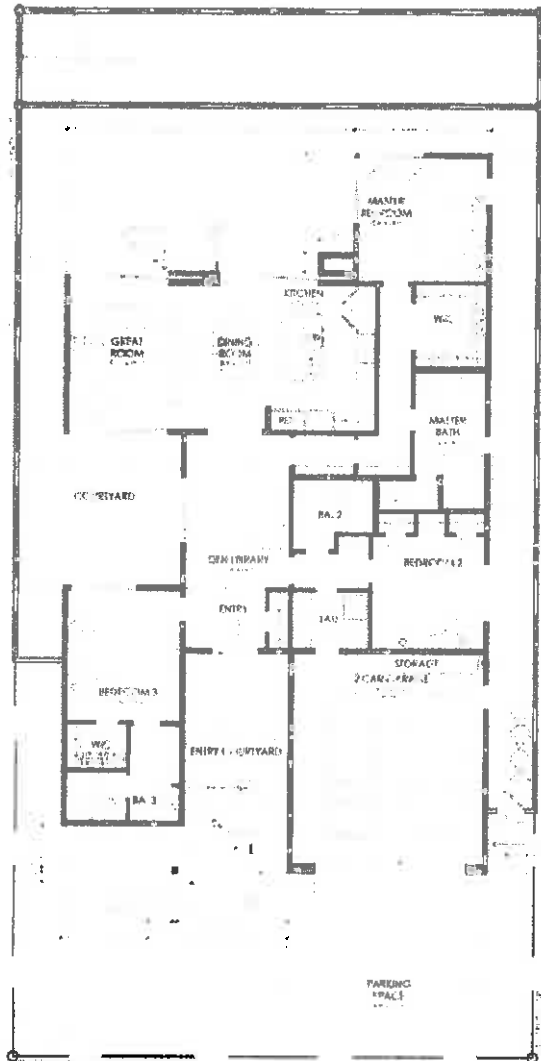
PERMITS
 THE SHOWN PERMITS ARE BASED UPON AN INTERPRETATION OF THE 1% ANNUAL CHANCE FLOOD MAP OF CALIFORNIA, AS DEVELOPED BY THE CALIFORNIA FLOOD CONTROL DISTRICT. THE PERMITS ARE NOT A GUARANTEE OF FLOOD PROTECTION. THE PERMITS ARE NOT A GUARANTEE OF FLOOD PROTECTION. THE PERMITS ARE NOT A GUARANTEE OF FLOOD PROTECTION.

MOUNTAIN VIEW ESTATES

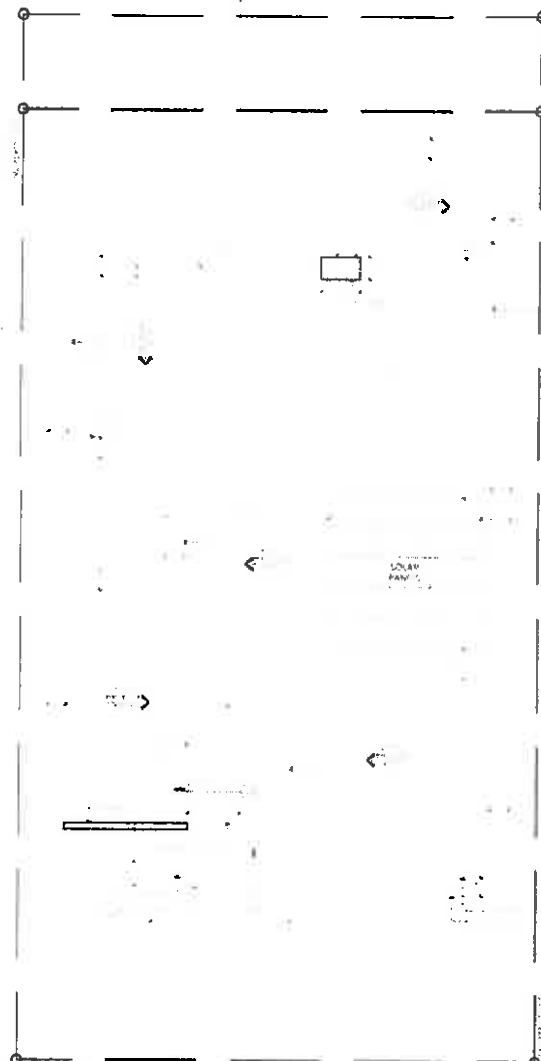
EXISTING CONDITIONS - TTM 37755

DATE: 2020.03.04

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|---|--|--|---|--|--|---|--|
| <p>Cathedral City, California APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015</p> | <p>PROJECT APPLICANT: DESERT HOUSING VENTURES 22825 ACANA STREET RANCHO PALMS VERDES, CA 92275 CONTACT: JON LASH (910) 948-8607</p> | <p>OWNER OF RECORD: JOHN HACKER, SUCCESSOR TRUSTEE OF FIELDS FAMILY TRUST</p> | <p>RESPONSIBLE PARTY: PLACEMAKERS 3 MACARTHUR PLACE, SUITE 1100 SANTA ANA, CA 92707 CONTACT: SHEILA CEDERWALL (714) 958-9220</p> | <p>ENGINEER: RICHARD BAKER INTL 75-410 GERALD FORD DRIVE #100 PALM DESERT, CA 92211 CONTACT: BILL POPE (760) 776-4151</p> | <p>ARCHITECT: STUDIOS-152, INC. 23 ORCHARD ROAD, SUITE 150 LAKE FOREST, CA 92650 CONTACT: TARABE RAHMANI (949) 677-4355</p> | <p>LANDSCAPE ARCHITECT: RGA - RGA CONSULTING, INC. 8400 BUS HOURS DRIVE RANCHO MIRAGE, CA 92270 CONTACT: TOM MILLER (760) 310-9811</p> | <p>DRAWING NO.: C. 01</p> |
|---|--|--|---|--|--|---|--|



GROUND FLOOR PLAN (2,010 sq.ft.)



ROOF PLAN



(55'x100' & 55'x110' LOTS)

MOUNTAIN VIEW ESTATES

PLAN 1- FLOOR PLAN & ROOF PLAN

DATE:
2020.05.04

Cathedral City, California

APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
BISENT HOLDING VENTURES
328025 ACANA STREET
RANCHO PALMS VERDES, CA 92275
CONTACT: JON LASH (951) 348-9607

OWNER OF RECORD:
JOHN HACKER, SUCCESSOR TRUSTEE OF
FELDM FAMILY TRUST

RESPONSIBLE PARTY:
PLACEMENTS
3 WICKETFEIR PLACE, SUITE 1100
SANTA ANA, CA 92707
CONTACT: SHEILA CEDERVALL (714) 566-9220

ENGINEER:
MICHAEL BAKER INTL.
25410 ORLAND DRIVE #100
PALM DESERT, CA 92211
CONTACT: BILL POPE (760) 775-4131

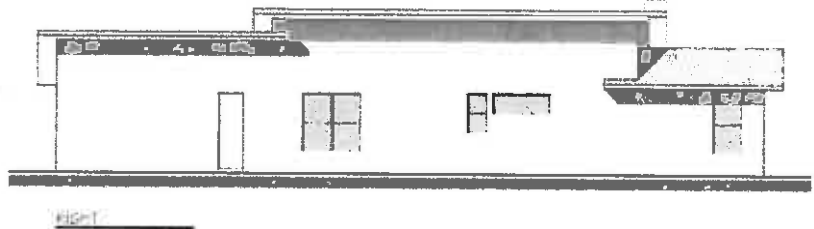
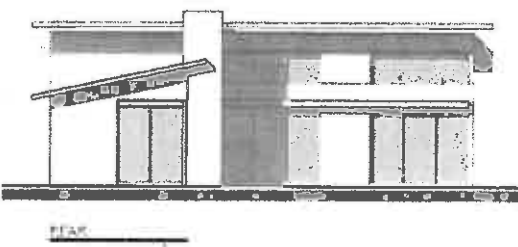
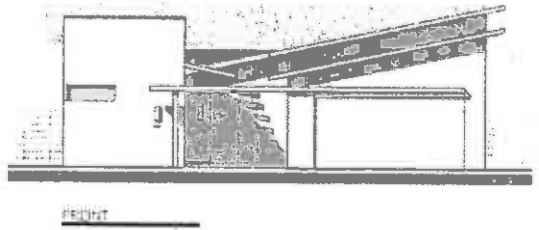
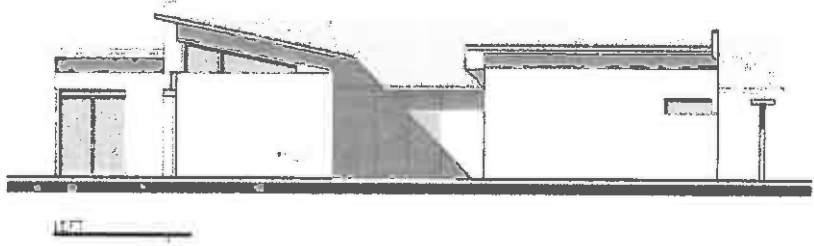
ARCHITECT:
STUDIO-180, INC.
28 ORCHARD ROAD, SUITE 130
LAKE FOREST, CA 92530
CONTACT: TARANE RAHIMANI (949) 477-4585

LANDSCAPE ARCHITECT:
RGA + RGA CONSULTING, INC.
34200 808 HOPE DRIVE
RANCHO MIRAGE, CA 92270
CONTACT: TOM MILLER (761) 520-9811

DRAWING NO:

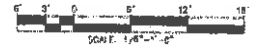
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- REVISIONS**
- 1. INITIAL SET
 - 2. PER COMMENTS
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 - 100. PER COMMENTS



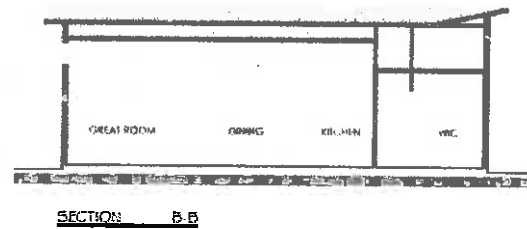
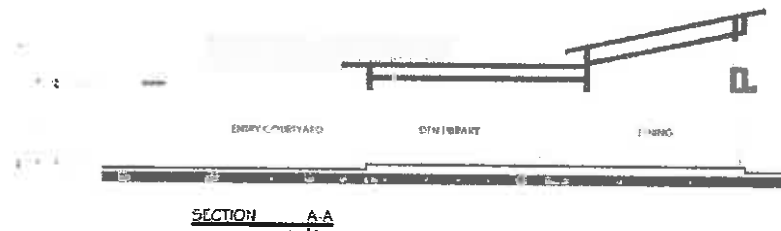
MOUNTAIN VIEW ESTATES

(55x100' & 55x110' LOTS)
PLAN 1 - EXTERIOR ELEVATIONS



DATE: 03/28/24

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|--|---|---|--|--|--|--|--|
| <p>Cathedral City, California APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015</p> | <p>PROJECT APPLICANT: GREGG HOLDING VENTURES 21825 ACACIA STREET RANCHO PALMS VILLAGE, CA 91351 CONTACT: KIRILASH 310-348-6421</p> | <p>OWNER OF RECORD: JOHN HANCOX SUCCESSION TRUSTEE BY WILLIAM HANCOX TRUST</p> | <p>RESPONSIBLE PARTY: PLACOWSKI A BULKHEAD PART, SUITE 1000 SANTA ANA, CA 92707 CONTACT: SHARLA DODD FINE 949-96-4620</p> | <p>ENGINEER: ANDREAS BAIER, INC. 7845 STERLING POPE DRIVE #100 PALM DESERT, CA 92211 CONTACT: MEL POPE (760) 774-1113</p> | <p>ARCHITECT: STUDIO 193, INC. 23 BUCHANAN ROAD, SUITE 100 LAKE FOREST, CA 92650 CONTACT: TABARA BANAWAY (949) 471-4850</p> | <p>LANDSCAPE ARCHITECT: PBA - PBA CONSULTING INC. 34250 BURNING WOOD DRIVE RANCHO BURNING WOOD, CA 91302 CONTACT: TERRY WALKER (760) 325-8811</p> | <p>DRAWING NO.: A1.1</p> |
|--|---|---|--|--|--|--|--|



MOUNTAIN VIEW ESTATES

PLAN 1 - BUILDING SECTIONS



DATE:
2020.03.04

Cathedral City, California

APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
DESERT HOLDINGS VENTURES
228025 ACANA STREET
RANCHO PALOS VERDES, CA 90279
CONTACT: JON LASH (310) 946-9207

OWNER OF RECORD:
JOHN HUCKER, SUCCESSOR TRUSTEE OF
FIELD'S FAMILY TRUST

RESPONSIBLE PARTY:
PLACERDOLBY
9 MACHETTER PLACE, SUITE 1100
SANTA ANA, CA 92707
CONTACT: SHEILA CEDERVALL (714) 986-0220

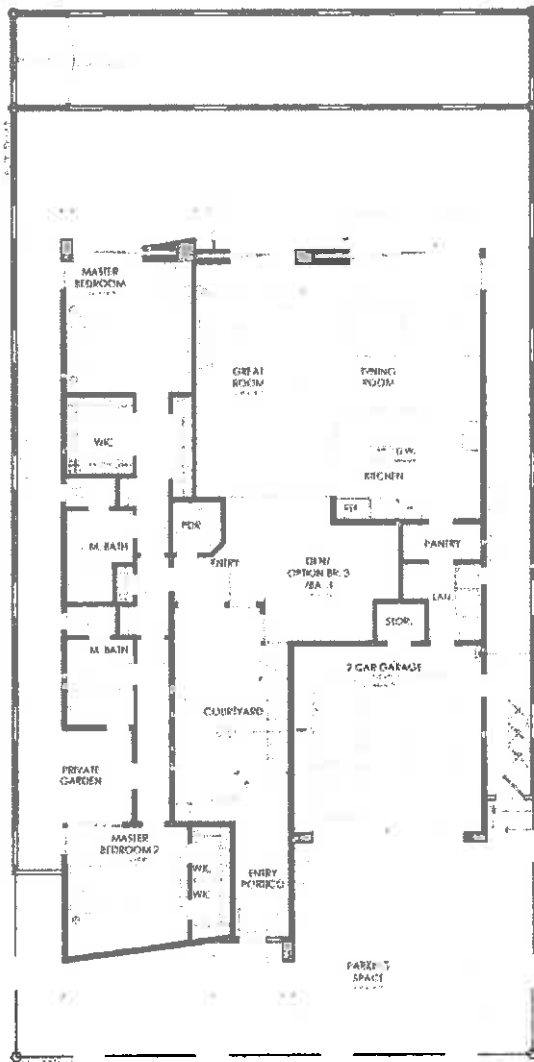
ENGINEER:
MICHAEL BAKER, P.E.
76-410 GERALD FORD DRIVE #100
PALM DESERT, CA 92211
CONTACT: BILL POPE (760) 776-6131

ARCHITECT:
STUDIO-195, INC.
23 ORCHARD ROAD, SUITE 150
LANE FOREST, CA 92630
CONTACT: TAHAHE RAHIMANI (949) 677-4585

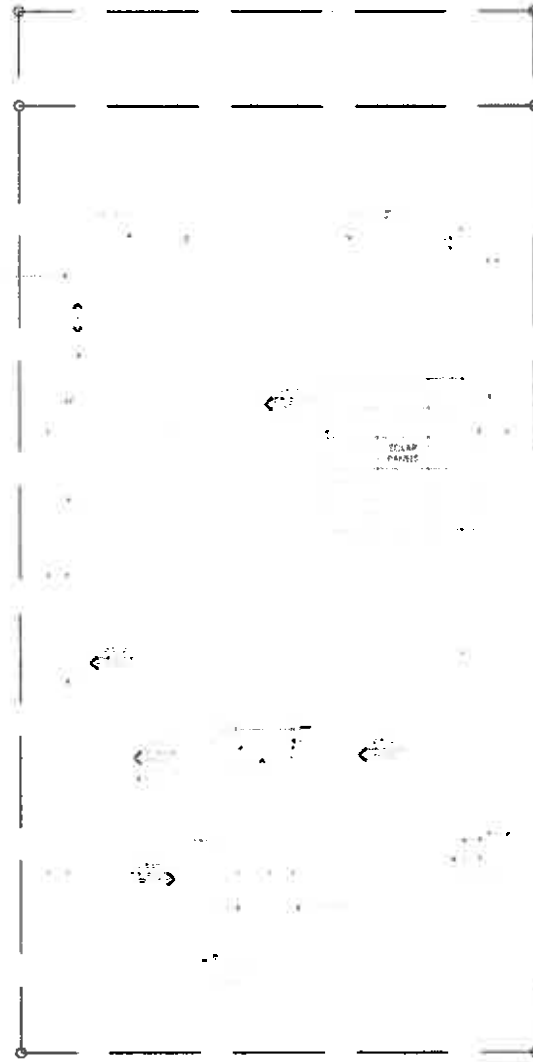
LANDSCAPE ARCHITECT:
RBA - MSA CONSULTING, INC.
34200 BOB HOPE DRIVE
RANCHO MESA VIE, CA 92270
CONTACT: TOM MULLER (760) 320-8811

DRAWING NO:

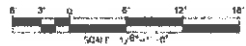
A1.2



GROUND FLOOR PLAN (55x100' & 55x110' LOTS)



ROOF PLAN



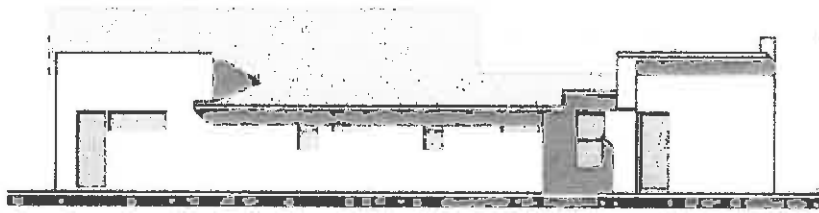
MOUNTAIN VIEW ESTATES

PLAN 2 - FLOOR PLAN & ROOF PLAN

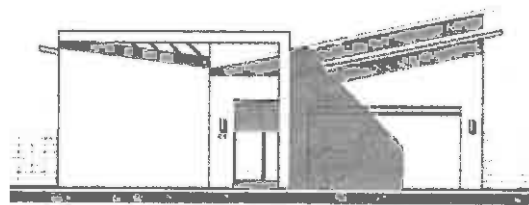
DATE: 08/11/09

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|---|---|---|---|---|---|--|---|
| <p>Cathedral City, California APN: 475-130-004, 475-130-005, 475-130-014, 475-130-015</p> | <p>PROJECT APPLICANT: DEBBIE HOWARD VENTURA 51825 ACAP STREET BAAHD FALLS VILLA, CA 92011 CONTACT: 310.664.9414 (442-4841)</p> | <p>OWNER BY RECORD: JOHN HARRIS, EXECUTIVE TRUSTEE OF HILLS FARM TRUST</p> | <p>RESPONSIBLE PARTY: PLANNING 8 BACARRUS PLACE, SUITE 200 SANTA ANA, CA 92701 CONTACT: SHARLA FLETCHER 714.946.6622</p> | <p>ENGINEER: HIGDON LANGE, INC. 7541 CEDAR CROSSLING BLVD. PALM SPRING, CA 92264 CONTACT: BILL POTT 951.754.4411</p> | <p>ARCHITECT: JUDITH LYS, INC. 10 BROADWAY, SUITE 201 JARDI COURT, CA 91603 CONTACT: TAMAR RABHAN 310.677.4488</p> | <p>LANDSCAPE ARCHITECT: POA - SPA CONSULTING, INC. 12200 BEECH DRIVE SW RANCHO MIRAGE, CA 92130 CONTACT: TOM MEYER 951.200.9661</p> | <p>DRAWING NO.: A2.0</p> |
|---|---|---|---|---|---|--|---|

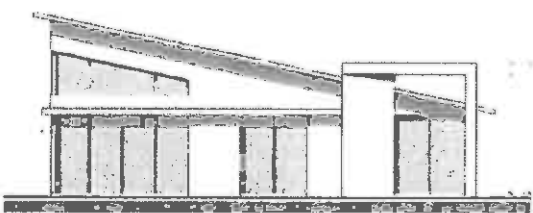
- MATERIAL LEGEND**
- 1. CONCRETE
 - 2. STONE
 - 3. BRICK
 - 4. METAL PANELS
 - 5. GLASS
 - 6. WOOD
 - 7. TERRAZZO
 - 8. CERAMIC TILE
 - 9. PAINT
 - 10. PLASTER
 - 11. GYPSUM BOARD
 - 12. INSULATION
 - 13. ROOFING
 - 14. FLOORING
 - 15. FINISH



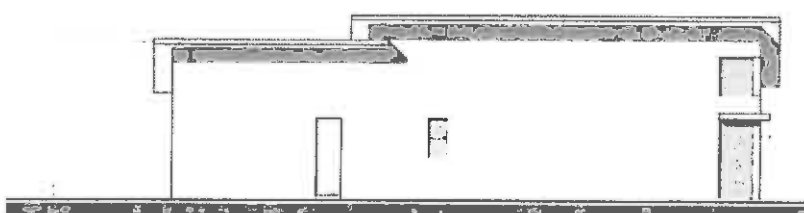
LEFT



FRONT



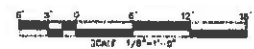
REAR



RIGHT

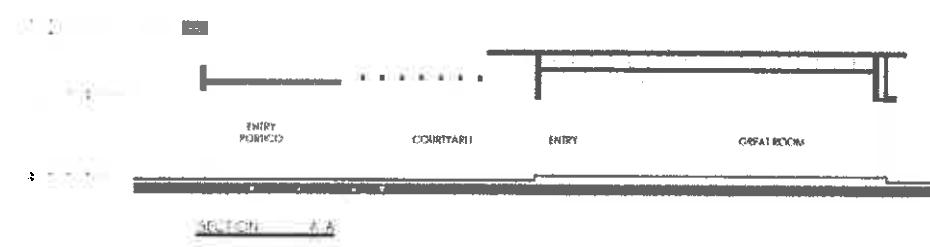
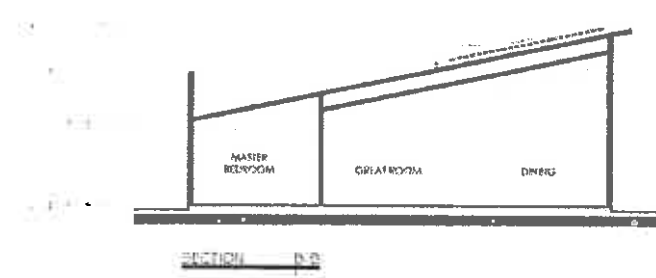
MOUNTAIN VIEW ESTATES

**(55'x100' & 55'x110' LOTS)
PLAN 2 - EXTERIOR ELEVATIONS**



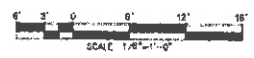
DATE: 2020, 03, 04

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| <p>Cathedral City, California APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015</p> | <p>PROJECT APPLICANT: DESERT HOLDINGS VENTURES 228025 ACACIA STREET RANCHO PALMS VILLAGE, CA 92075 CONTACT: JON LASH (310) 948-8607</p> | <p>OWNER OF RECORD: JOHN HACKER, SUCCESSOR TRUSTEE OF FIELDS FAMILY TRUST</p> | <p>RESPONSIBLE PARTY: PLACEWORKS 3 MARCINI PLAZA, SUITE 1100 SANTA ANA, CA 92707 CONTACT: SHEILA CEDERWALL (714) 966-5230</p> | <p>ENGINEER: MICHAEL BAKER INTL 75-410 GERALD FORD DRIVE #100 PALM DESERT, CA 92211 CONTACT: BILL POPE (760) 774-4131</p> | <p>ARCHITECT: STUDIO-185, INC. 23 ONCHARD ROAD, SUITE 150 LAKE FOREST, CA 92650 CONTACT: TARANE RAHMANN (949) 677-4585</p> | <p>LANDSCAPE ARCHITECT: RGA - MSA CONSULTING, INC. 34320 BOB HOPE DRIVE RANCHO MIRAGE, CA 92270 CONTACT: TOM MILLER (714) 220-9811</p> | <p>DRAWING NO: A2.1</p> |
|--|--|--|--|--|---|---|---|



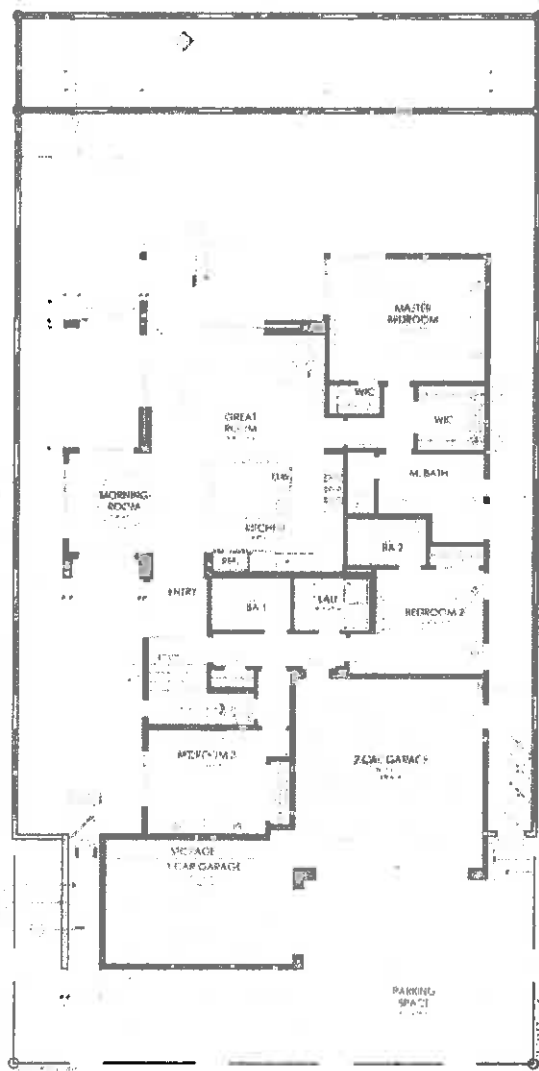
MOUNTAIN VIEW ESTATES

PLAN 2 - BUILDING SECTIONS

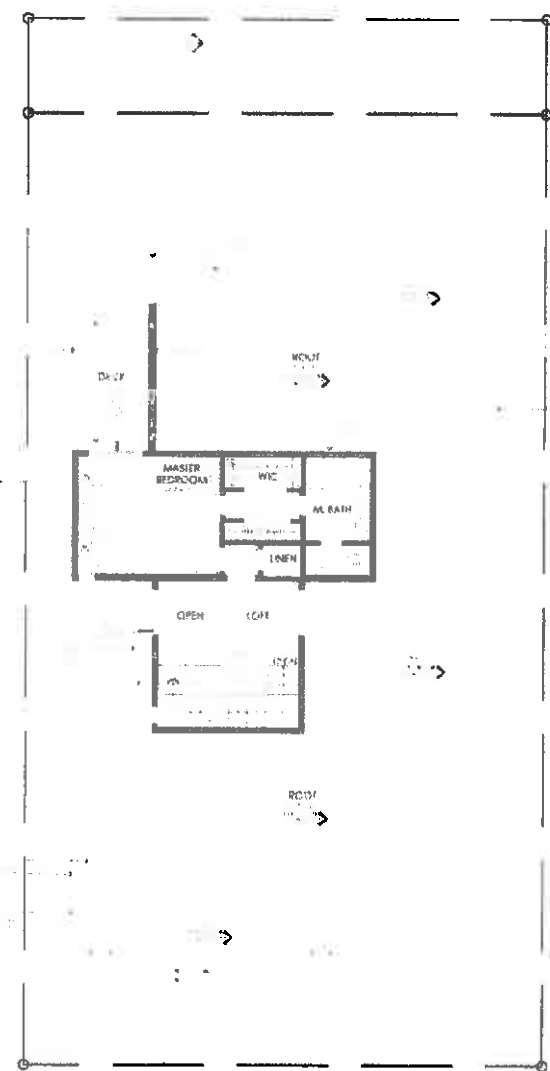


DATE: 2020.03.04

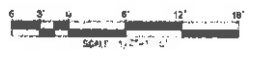
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| <p>Cathedral City, California</p> <p>APH: 870-130-004, 670-130-855, 670-130-014, 870-130-018</p> | <p>PROJECT APPLICANT: DEBBI HUGHES (OWNER) 13825 ANNA STREET RANDOLPH HILLS VENTURE, CA 91020 CONTACT: 800/245/1318 (PH/TEXT)</p> | <p>OWNER OF RECORD: ANNA HUGHES, RAJESH HUGHES TRUST OR TRUST NAMEY TRUST</p> | <p>RESPONSIBLE PARTY: REGAWARD 3 MACARTHUR PLACE, SUITE 4100 SAN ANTONIO, TX 78202 CONTACT: 512/445-2800 (PH) 512/445-2802</p> | <p>PLANNERS: MICHAEL BAIRD INC. 18411 TITMOUTH AVENUE, SUITE #100 PALM BEACH, CA 92061 CONTACT: 866/276-7742 (TEXT/PHONE)</p> | <p>ARCHITECT: SPACEDRIVE INC. 13 CHOCOMA WOODS, SUITE 100 LARKY CENTER, CA 91020 CONTACT: 760/442-8484 (PH/TEXT/TEXT)</p> | <p>LANDSCAPE ARCHITECT: MHA / MHA CONSULTING INC. 3425 BOE WOOD DRIVE RANCHO MIRAGE, CA 92230 CONTACT: 714/345-0888 (PH/TEXT/TEXT)</p> | <p>DRAWING NO.: A2.2</p> |
|---|--|--|---|--|--|---|---|



GROUND FLOOR PLAN (1,870 sq.ft.)
(2,357 total sq.ft.)



SECOND FLOOR PLAN (827 sq.ft.)



MOUNTAIN VIEW ESTATES

PLAN 3 - GROUND & SECOND FLOOR PLANS

(55'x100', 55'x110' LOTS)

DATE: 2020.03.04

Cathedral City, California
APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
DESERT HOLDINGS VENTURES
22805 ADANA STREET
RANCHO PALMS VERDES, CA 90275
CONTACT: JON LASH (310) 948-9607

OWNER OF RECORD:
JOHN HACKER, SUCCESSOR TRUSTEE OF
FELDM FAMILY TRUST

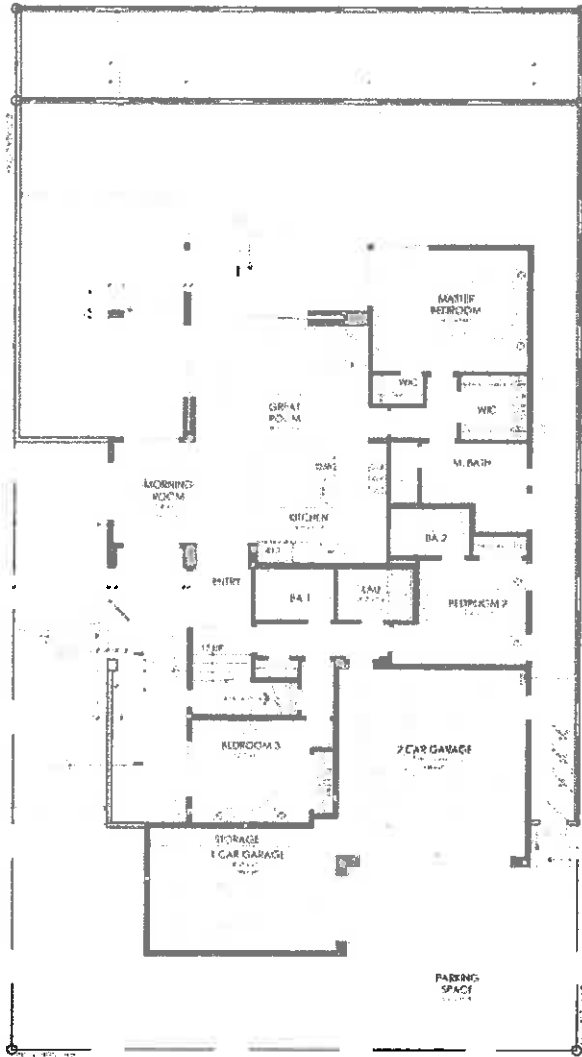
RESPONSIBLE PARTY:
PLACEWORKS
3 BANCARTHER PLACE, SUITE 1100
SANTA ANA, CA 92707
CONTACT: SHIRLA CEDERVALL (714) 956-9220

ENGINEER:
MICHAEL BARBI, ENL.
75-410 GERALD FORD DRIVE #100
PALM DESERT, CA 92211
CONTACT: BILL POPE (760) 776-4131

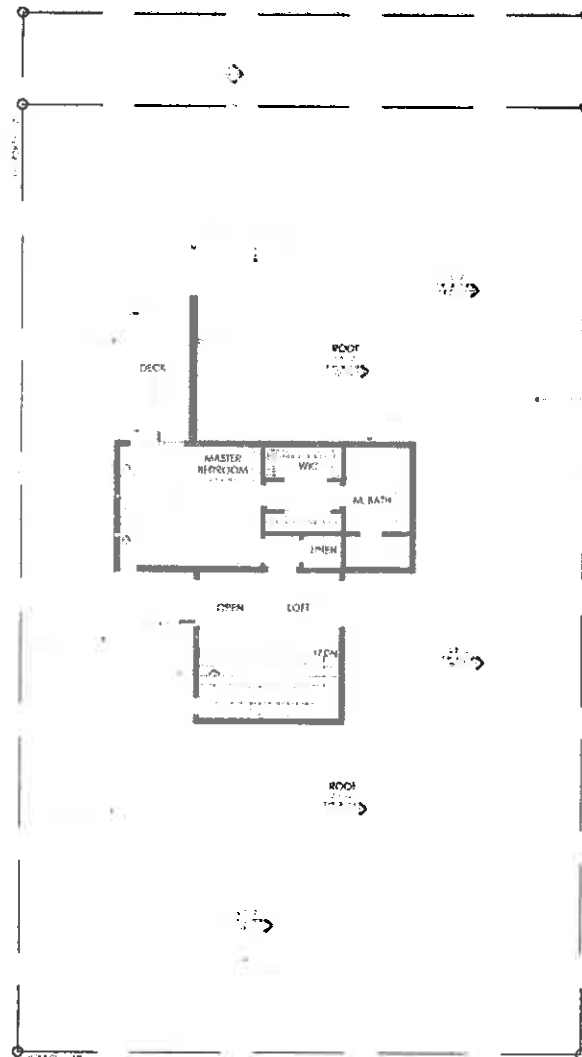
ARCHITECT:
STUDIO-385, INC.
23 ORCHARD ROAD, SUITE 150
LAKE FOREST, CA 90801
CONTACT: TANAMER RAHMANI (849) 677-4585

LANDSCAPE ARCHITECT:
BSA - MSA CONSULTING, INC.
34200 BOB HOPE DRIVE
RANCHO MIRAGE, CA 92270
CONTACT: TOM MILLER (760) 320-0621

DRAWING NO.:
A3.0



GROUND FLOOR PLAN (1,870 sq.ft.)
(2,377 total sq.ft.)



SECOND FLOOR PLAN (527 sq.ft.)

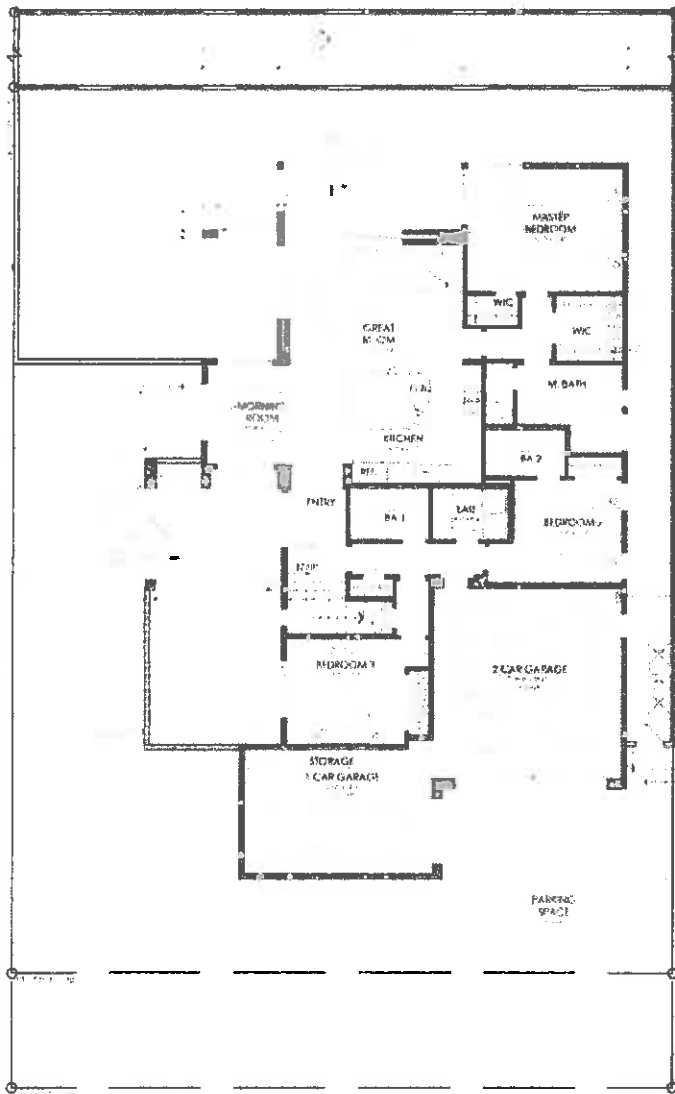


MOUNTAIN VIEW ESTATES

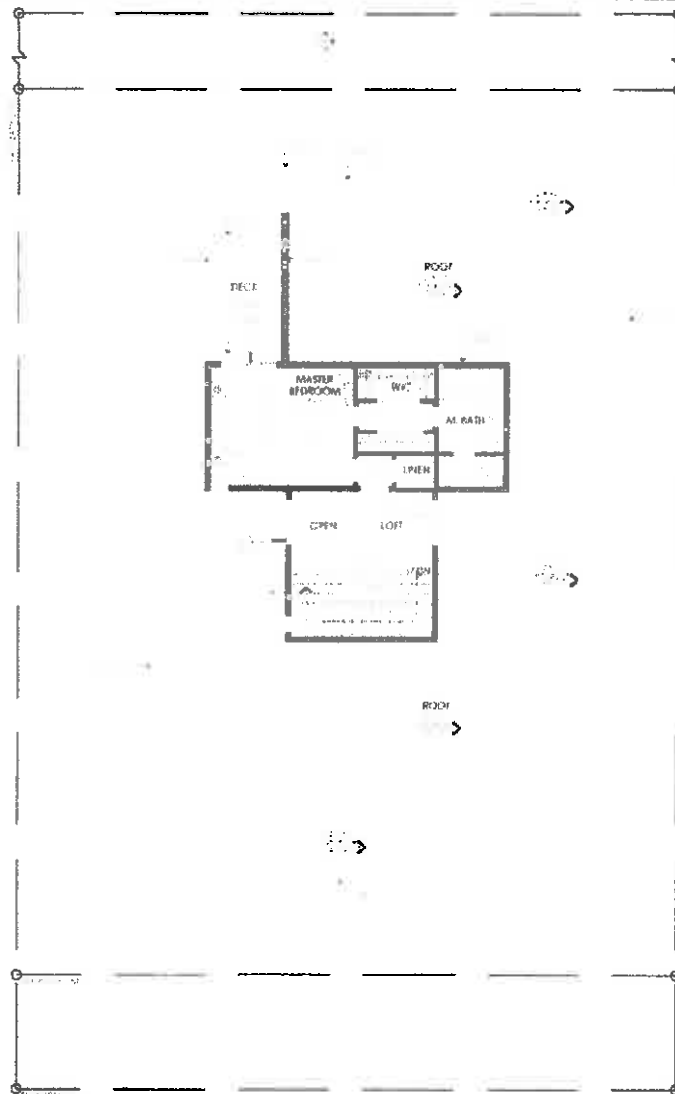
**(60'x100' & 60'x110' CORNER LOTS)
PLAN 3 - GROUND & SECOND FLOOR PLANS**

DATE: 2/20/03 04

| | | | | | | | |
|--|---|--|--|---|---|---|--|
| <p>Cathedral City, California APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015</p> | <p>PROJECT APPLICANT: DESERT HOUSING VENTURES 228025 ACANA STREET RANCHO PALMS VERDES, CA 92275 CONTACT: JON LASH (310) 948-9887</p> | <p>OWNER OF RECORD: JOHN HACKSB, SUCCESSOR TRUSTEE OF FIELOS FAMILY TRUST</p> | <p>RESPONSIBLE PARTY: PLACEDORIS 3 MACARTHUR PLACE, SUITE 3100 SANTA ANA, CA 92707 CONTACT: SHEILA CEDERWALL (714) 966-9220</p> | <p>ENGINEER: MICHAEL BAUER, INC. 75-410 GERALD FORB DRIVE #100 PALM DESERT, CA 92211 CONTACT: BILL POPE (760) 774-4131</p> | <p>ARCHITECT: STUDIO-395, INC. 23 GORDANO ROAD, SUITE 150 LAKE FOREST, CA 92650 CONTACT: TABANE RAHMANI (949) 677-4585</p> | <p>LANDSCAPE ARCHITECT: RGA - M&A CONSULTING, INC. 38200 WEB HOPE DRIVE RANCHO MIRAGE, CA 92270 CONTACT: TOM MILLER (760) 310-8811</p> | <p>DRAWING NO.: A3.0-1</p> |
|--|---|--|--|---|---|---|--|



GROUND FLOOR PLAN (11,470 sq.ft.)



SECOND FLOOR PLAN (527 sq.ft.)



MOUNTAIN VIEW ESTATES

**(70'x105' & 70'x110' CORNER LOTS)
PLAN 3 - GROUND & SECOND FLOOR PLANS**

DATE:
2020.03.04

Cathedral City, California

APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
DEBENT HOUSING VENTURES
23825 ACANA STREET
RANCHO PALMS VERDES, CA 92275
CONTACT: JON LASH (310) 948-8607

OWNER OF RECORD:
JOHN HACKES, SUCCESSOR TRUSTEE OF
FIELDS FAMILY TRUST

RESPONSIBLE PARTY:
PLACEMENTS
3 MACARTHUR PLACE, SUITE 1100
SANTA ANA, CA 92707
CONTACT: SHEILA CEDERVALL (714) 959-8220

ENGINEER:
MICHAEL BAKER, INTL.
75-110 GERALD FORD DRIVE #100
PALM DESERT, CA 92211
CONTACT: BILL POPE (760) 776-4131

ARCHITECT:
STUDIO-135, INC.
23 ORCHARD ROAD, SUITE 150
LAKE FOREST, CA 92630
CONTACT: TARANE SAHMANI (649) 677-6585

LANDSCAPE ARCHITECT:
RGA + M&A CONSULTING, INC.
34200 905 HOPE DRIVE
RANCHO MIRAGE, CA 92270
CONTACT: TOM MILLER (760) 370-9811

DRAWING NO.:
A3.0-2



ROOF PLAN

MOUNTAIN VIEW ESTATES

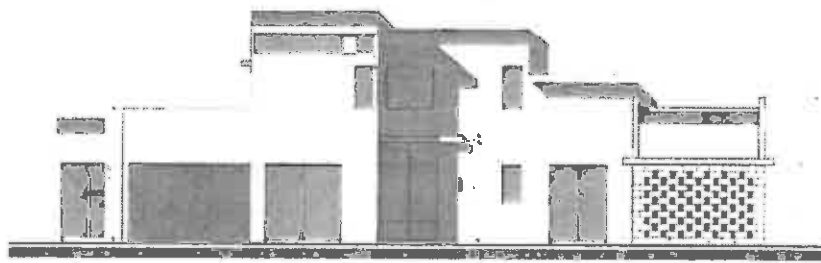
(ALL LOTS) PLAN 3 - ROOF PLAN



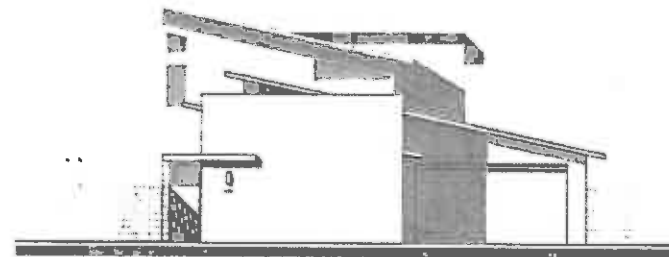
DATE
2020.03.24

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|---|--|---|---|---|--|---|--------------------------------------|
| <p>Cathedral City, California APN: 670-130-004, 670-130-003, 670-130-014, 670-130-011</p> | <p>PROJECT AFFILIANT: HERNET HOLDINGS LIMITED 23805 AZUSA STREET PARCHO PALOS VERDES, CA 90275 CONTACT: DON LAM (310) 948-2667</p> | <p>OWNER OF RECORD: JOHN HANSEN, TRUSTEES TRUSTEE OF FELDT FAMILY TRUST</p> | <p>RESPONSIBLE PARTY: PLACERANS 3 WILKINSON PLACE, SUITE 1100 MAYTAVIA, LA 70707 CONTACT: SHELLA JOHNSON (504) 988-9321</p> | <p>ENGINEER: MICHAEL BAKER INC. PRACTICE HEAD: FREDERICK WOOD PALM BEACH, FL 33411 CONTACT: MIA POPE (561) 774-1111</p> | <p>ARCHITECT: SPRUELL JONES 22 CECILIA ROAD, SUITE 200 LAKE FOREST, CA 92551 CONTACT: THARRE SHANKY (949) 674-4845</p> | <p>LANDSCAPE ARCHITECT: M&A STRONGTAN, INC. 8000 BUSH DRIVE ARROYO MARIE, CA 92026 CONTACT: TOM MILLER (760) 333-8811</p> | <p>DRAWING NO: A3.0-3</p> |
|---|--|---|---|---|--|---|--------------------------------------|

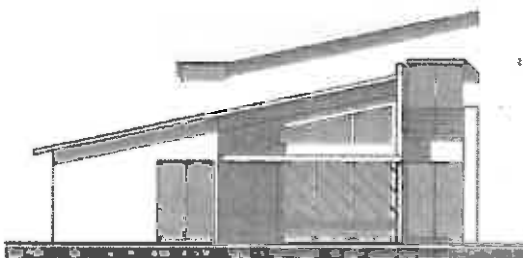
- 1. SHEET TITLE
- 2. SHEET NO.
- 3. SHEET TOTAL
- 4. PROJECT NAME
- 5. PROJECT ADDRESS
- 6. PROJECT CITY
- 7. PROJECT COUNTY
- 8. PROJECT ZIP
- 9. PROJECT PHONE
- 10. PROJECT FAX
- 11. PROJECT EMAIL
- 12. PROJECT WEBSITE
- 13. PROJECT START DATE
- 14. PROJECT END DATE
- 15. PROJECT STATUS
- 16. PROJECT NOTES
- 17. PROJECT CONTACT
- 18. PROJECT CONTACT PHONE
- 19. PROJECT CONTACT FAX
- 20. PROJECT CONTACT EMAIL



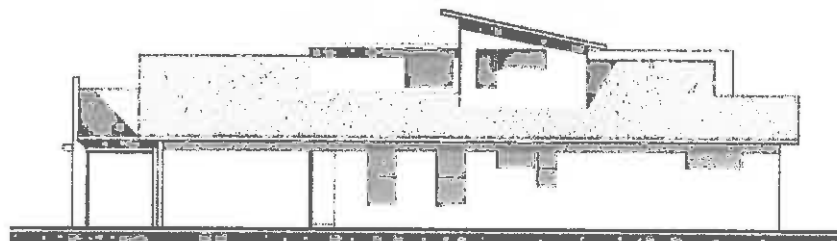
LEFT



FRONT



REAR



RIGHT

MOUNTAIN VIEW ESTATES

(55'x100', 55'x110' LOTS) PLAN 3 - EXTERIOR ELEVATIONS



DATE: 2020.03.04

Cathedral City, California

APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
DESERT HOUSING VENTURES
22802S ACAMA STREET
RANCHO PALMS VILLAGES, CA 92278
CONTACT: JON LASH (310) 948-9607

OWNER OF RECORD:
JOHN HANCOCK, SUCCESSOR TRUSTEE OF
FELDS FAMILY TRUST

RESPONSIBLE PARTY:
PLACEWORKS
3 MACARTHUR PLACE, SUITE 1100
SANTA ANA, CA 92707
CONTACT: SHEILA FEDERWALL (714) 966-8220

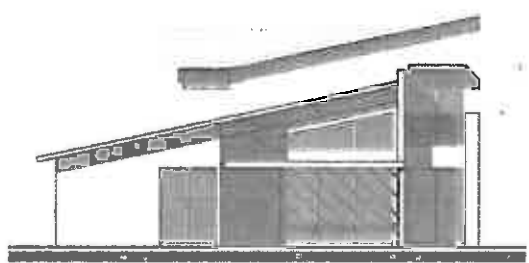
ENGINEER:
MICHAEL BAKER, INC.
75-410 GERALD FORD DRIVE #100
PALM DESERT, CA 92211
CONTACT: BILL POPE (760) 774-6131

ARCHITECT:
STUDIO-195, INC.
23 ORCHARD ROAD, SUITE 150
LAKE FOREST, CA 92550
CONTACT: TABANE RAHMAMI (949) 677-4585

LANDSCAPE ARCHITECT:
NSA - NSA CONSULTING, INC.
34200 BOB HOPE DRIVE
RANCHO MIRAGE, CA 92278
CONTACT: TOM MILLER (760) 320-8813

DRAWING NO.:
A3.1

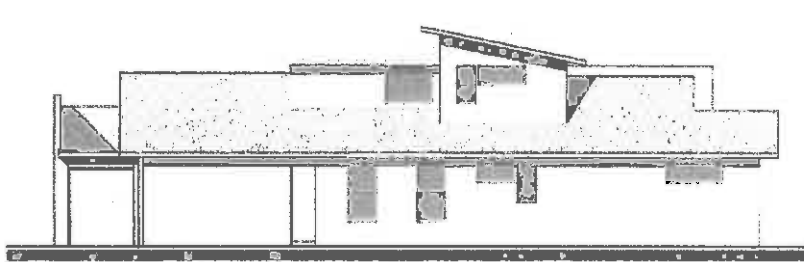
- 1. EXTERIOR WALLS
- 2. EXTERIOR FLOORING
- 3. EXTERIOR ROOFING
- 4. EXTERIOR PAINT
- 5. EXTERIOR LIGHTING
- 6. EXTERIOR LANDSCAPING
- 7. EXTERIOR SIGNAGE
- 8. EXTERIOR FURNITURE
- 9. EXTERIOR ACCESSORIES
- 10. EXTERIOR MATERIALS
- 11. EXTERIOR FINISHES
- 12. EXTERIOR DETAILS
- 13. EXTERIOR STRUCTURE
- 14. EXTERIOR UTILITIES
- 15. EXTERIOR SAFETY
- 16. EXTERIOR SECURITY
- 17. EXTERIOR COMPLIANCE
- 18. EXTERIOR SUSTAINABILITY
- 19. EXTERIOR ENERGY
- 20. EXTERIOR WATER



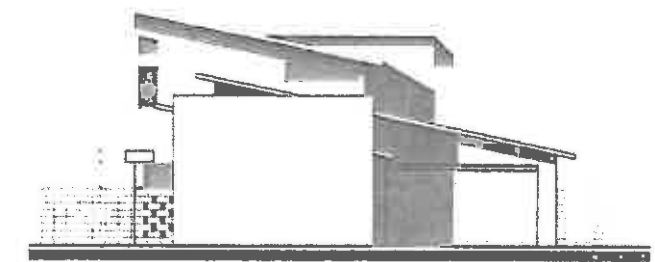
LEFT



FRONT



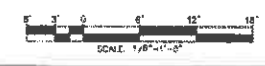
REAR



RIGHT

MOUNTAIN VIEW ESTATES

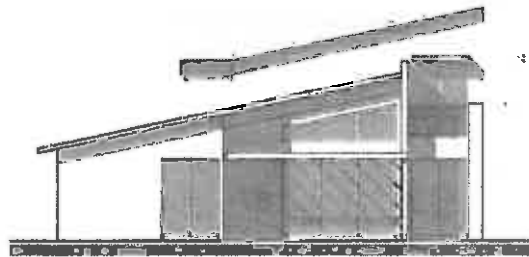
(60'x100' & 60'x110' CORNER LOTS) PLAN 3 - EXTERIOR ELEVATIONS



DATE: 2020.03.04

| | | | | | | | |
|--|---|--|--|---|---|--|---------------------------------------|
| <p>Cathedral City, California APN: 670-130-004, 670-130-005, 670-130-014, 670-130-018</p> | <p>PROJECT ARCHITECT: DEBENT HOLDING COMPANY 21825 HEAVY STREET KUNYO PALMS VEGAS, NV 89127 CONTACT: JIM LAM (702) 949-9667</p> | <p>OWNER OF RECORD: KENN HANCOCK, EXECUTOR TRUSTEE OF HANCO FAMILY TRUST</p> | <p>RESPONSIBLE PARTY: RILEY WING 2 MACINTOSH PLACE, SUITE 100 SANTA ANA, CA 92707 CONTACT: SHEILA STEWART (714) 760-9030</p> | <p>ENGINEER: MICHAEL BAUER INC. 15-412 GERRARD ROAD, SUITE 4100 PALM BEACH, CA 92111 CONTACT: BILL PETER (760) 776-0100</p> | <p>ARCHITECT: STEVEN CHOI INC. 89 GONDART WAY, SUITE 100 LAKE FOREST, CA 92751 CONTACT: TAJAN BAHAMANI (949) 671-6868</p> | <p>ARCHITECTS ASSOCIATE: BOB - BOB CONTRACTING INC. 3400 BOB WIFE DRIVE PARKVIEW SPRING, CA 92770 CONTACT: TOM ARLECK (714) 330-0883</p> | <p>DRAWING NO: A3.1-1</p> |
|--|---|--|--|---|---|--|---------------------------------------|

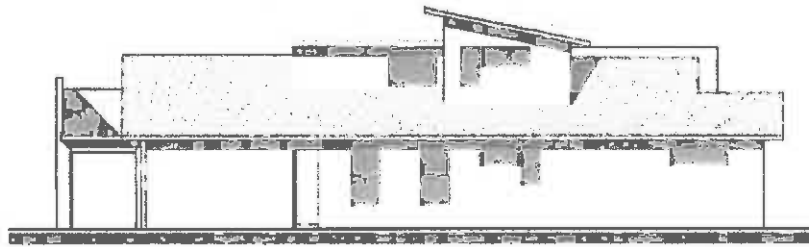
- 1. EXTERIOR ELEVATIONS
- 2. EXTERIOR ELEVATIONS
- 3. EXTERIOR ELEVATIONS
- 4. EXTERIOR ELEVATIONS
- 5. EXTERIOR ELEVATIONS
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- 15. EXTERIOR ELEVATIONS
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- 17. EXTERIOR ELEVATIONS
- 18. EXTERIOR ELEVATIONS
- 19. EXTERIOR ELEVATIONS
- 20. EXTERIOR ELEVATIONS



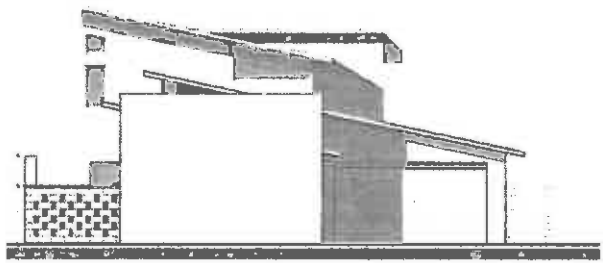
LEFT



FRONT



REAR



RIGHT

MOUNTAIN VIEW ESTATES

**(70'x105',70'x110' CORNER LOTS)
PLAN 3 - EXTERIOR ELEVATIONS**



DATE: 2020.03.04

Cathedral City, California

APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
DIRBERT HOUSING VENTURES
23825 ACANA STREET
RANCHO PALMS VILLAGE, CA 91275
CONTACT: JON LASH (310) 548-8507

OWNER OF RECORD:
JOHN PACER, SUCCESSOR TRUSTEE OF
PACER FAMILY TRUST

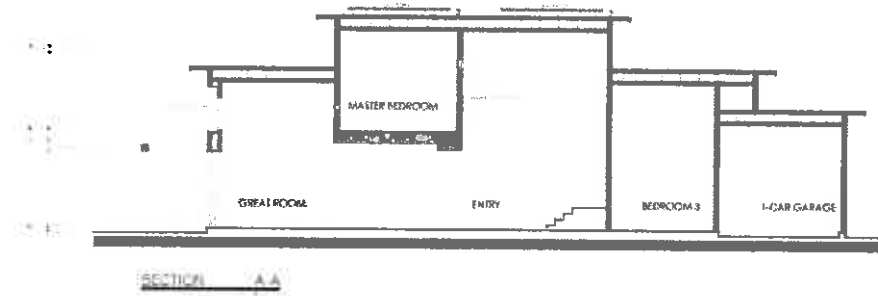
RESPONSIBLE PARTY:
PLACEWORKS
5 MACARTHUR PLACE, SUITE 1100
SANTA ANA, CA 92707
CONTACT: SHEILA CEDERWALL (714) 566-9220

ENGINEER:
MICHAEL BAKER, INTL.
75-410 GERALD FORD DRIVE #100
PALM DESERT, CA 92211
CONTACT: BILL POPE (760) 774-4131

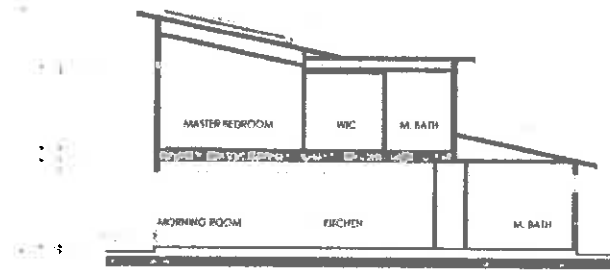
ARCHITECT:
STUDIO-189, INC.
28 ORCHARD ROAD, SUITE 150
LAKE FOREST, CA 92509
CONTACT: TARANE RAHMANI (949) 677-4985

LANDSCAPE ARCHITECT:
RGA - MSA CONSULTING, INC.
34200 BOB HOPE DRIVE
RANCHO MIRAGE, CA 92270
CONTACT: TOM MILLER (760) 320-9811

DRAWING NO:
A3.1-2



SECTION AA



SECTION BB

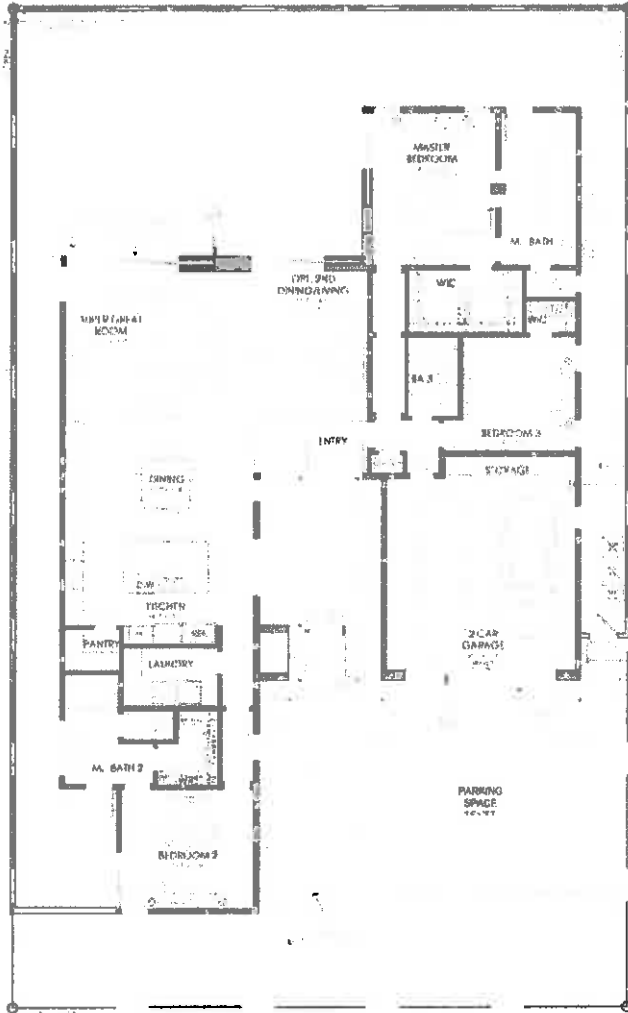
MOUNTAIN VIEW ESTATES

PLAN 3 - BUILDING SECTIONS

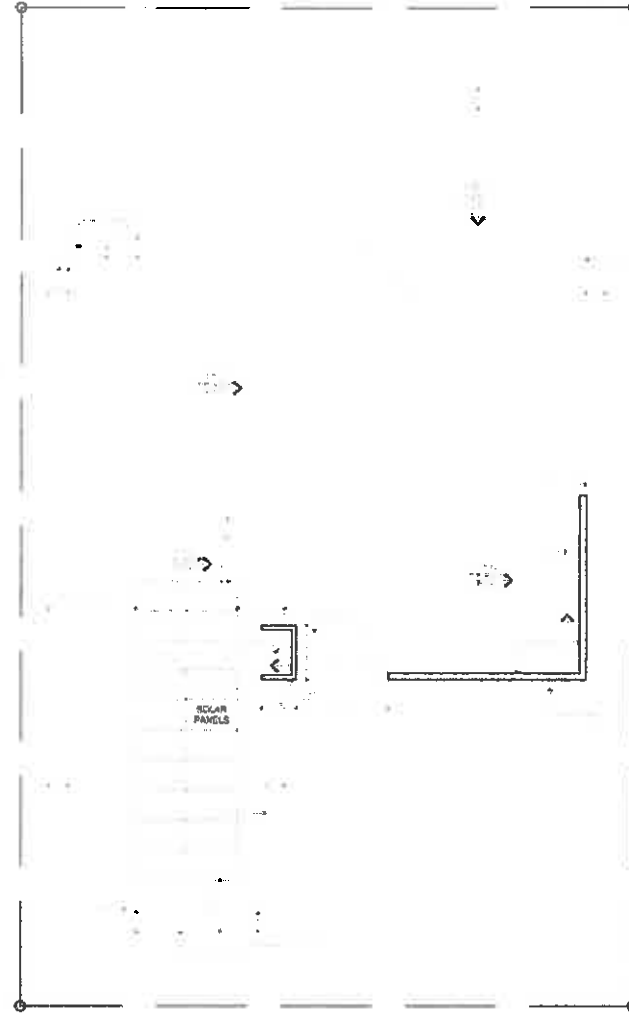


DATE: 2020.03.24

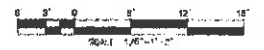
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|---|--|--|--|--|---|--|---|
| <p>Cathedral City, California APN: 675-130-004, 675-130-005, 675-130-014, 675-130-015</p> | <p>PROJECT APPLICANT: SERRIS HOLDING VENTURES 27005 KAYAK STREET RANDOLPH PLEAS STOKES, CA 92073 CONTACT: JIM LASH (951) 888-9807</p> | <p>OWNER OF RECORD: ADAM HANSON, TRUSTEESHIP TRUSTEE OF THE HANSON FAMILY TRUST</p> | <p>RESPONSIBLE PARTY: PRACTICE: 5 MACARTHUR PLACE, SUITE 1100 SANTA ANA, CA 92705 CONTACT: SHELA STEPHAN (714) 966-5233</p> | <p>ENGINEER: MICHAEL BAUER, INC. 15415 GERRARD FORD DRIVE #100 PALM SPRING, CA 92261 CONTACT: MI. POPE (760) 774-6133</p> | <p>ARCHITECT: STILES/ENR, INC. 23 OROVADO ROAD, SUITE 100 LAKE FOREST, CA 92509 CONTACT: TABARA KAHNANI (951) 871-4555</p> | <p>LANDSCAPE ARCHITECT: ASHLEY WEAVER CONSULTING, INC. 4600 BOYD AVENUE SUITE 100 RANCHO BUREAU, CA 92530 CONTACT: TOM MOYER (714) 739-0961</p> | <p>DRAWING NO.: A3.2</p> |
|---|--|--|--|--|---|--|---|



GROUND FLOOR PLAN (2,482 sq.ft.)



ROOF PLAN



MOUNTAIN VIEW ESTATES

(65'x105' LOTS)
PLAN 4 - FLOOR PLAN & ROOF PLAN

DATE:
2020.03.04

Cathedral City, California

APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
DESERT HOUSING VENTURES
22822 AGAVA STREET
RANCHO PALOS VERDES, CA 90275
CONTACT: JON LASH (310) 948-9607

OWNER OF RECORD:
JOHN HACKER, SUCCESSOR TRUSTEE OF
FELDS FAMILY TRUST

RESPONSIBLE PARTY:
PLACEWORKS
3 BACCHETTUS PLACE, SUITE 1100
SANTA ANA, CA 92707
CONTACT: SHEILA CEDERVAL (714) 366-9220

ENGINEER:
MICHAEL BAKER, INC.
25-10 GERALD FORD DRIVE #100
PALM DESERT, CA 92211
CONTACT: BILL POPE (760) 776-6131

ARCHITECT:
STUDIO-035, INC.
21 GRIFFARD ROAD, SUITE 150
LAKE FOREST, CA 92630
CONTACT: TARANE RAHMANI (949) 677-4585

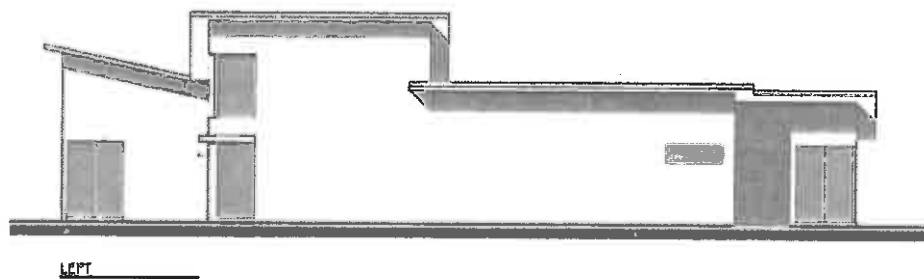
LANDSCAPE ARCHITECT:
BSA - BSA CONSULTING, INC.
9400 BOB HOPE DRIVE
RANCHO MIRAGE, CA 91270
CONTACT: TOM MILLER (760) 320-8833

DRAWING NO:

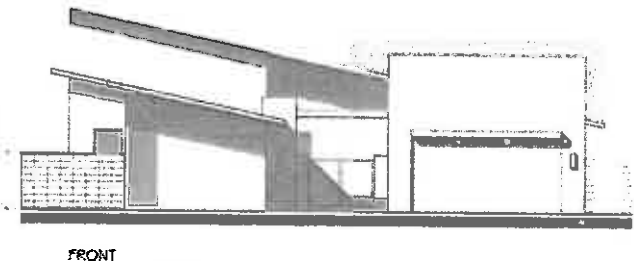
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MATERIAL LEGEND

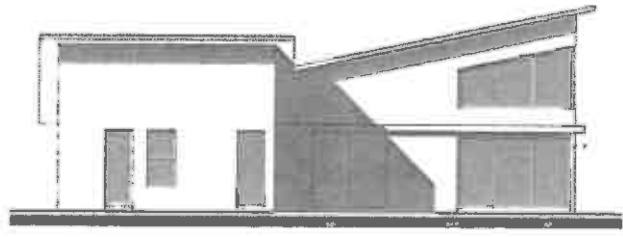
1. CONCRETE
2. STUCCO
3. BRICK
4. TERRAZZO
5. METAL PANELS
6. GLASS
7. WOOD
8. PAINT
9. GRANITE
10. MARBLE
11. CERAMIC TILE
12. CEMENT PLASTER
13. GIPSUM BOARD
14. POLYURETHANE
15. POLYMER CONCRETE
16. POLYMER STUCCO
17. POLYMER BRICK
18. POLYMER TERRAZZO
19. POLYMER METAL PANELS
20. POLYMER GLASS
21. POLYMER WOOD
22. POLYMER PAINT
23. POLYMER GRANITE
24. POLYMER MARBLE
25. POLYMER CERAMIC TILE
26. POLYMER CEMENT PLASTER
27. POLYMER GIPSUM BOARD
28. POLYMER POLYURETHANE
29. POLYMER POLYMER CONCRETE
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67. POLYMER POLYMER POLYMER POLYMER CERAMIC TILE
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81. POLYMER POLYMER POLYMER POLYMER POLYMER CERAMIC TILE
82. POLYMER POLYMER POLYMER POLYMER POLYMER CEMENT PLASTER
83. POLYMER POLYMER POLYMER POLYMER POLYMER GIPSUM BOARD
84. POLYMER POLYMER POLYMER POLYMER POLYMER POLYURETHANE
85. POLYMER POLYMER POLYMER POLYMER POLYMER POLYMER CONCRETE
86. POLYMER POLYMER POLYMER POLYMER POLYMER POLYMER STUCCO
87. POLYMER POLYMER POLYMER POLYMER POLYMER POLYMER BRICK
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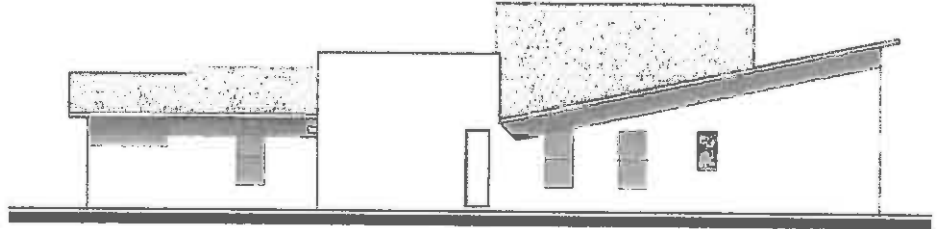
LEFT



FRONT



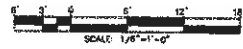
REAR



RIGHT

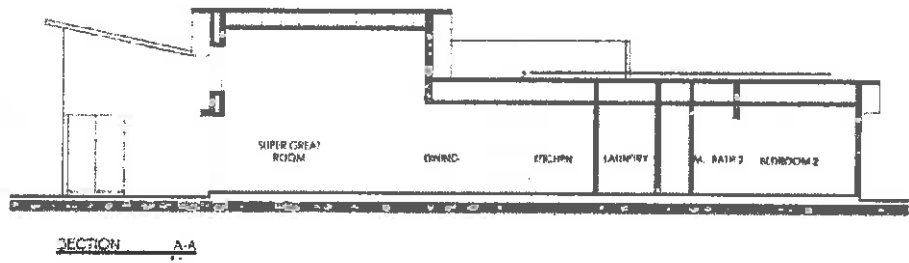
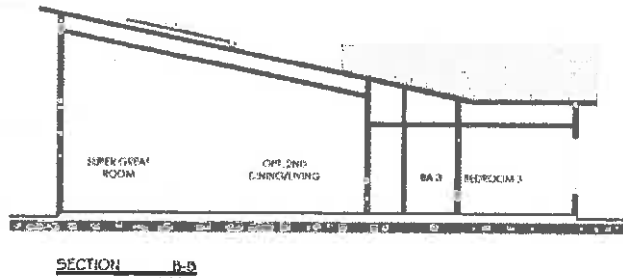
MOUNTAIN VIEW ESTATES

(65'x105' LOTS)
PLAN 4 - EXTERIOR ELEVATIONS



DATE: 2020.03.04

| | | | | | | | |
|--|---|--|---|---|---|--|---|
| <p>Cathedral City, California APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015</p> | <p>PROJECT APPLICANT: DESERT HOUSING VENTURES 22802S ACANA STREET RANCHO PALOS VERDES, CA 90275 CONTACT: JON LASH (310) 548-9607</p> | <p>OWNER OF RECORD: JOHN HACKER, SUCCESSOR TRUSTEE OF FIELDS FAMILY TRUST</p> | <p>RESPONSIBLE PARTY: PLACEMANS 3 MACARTHUR PLACE, SUITE 4100 SANTA ANA, CA 92707 CONTACT: SHEILA CEDERWALL (714) 846-9220</p> | <p>ENGINEER: MICHAEL BAKER, P.E. 75-110 GERALD FORD DRIVE #100 PALM DESERT, CA 92211 CONTACT: BILL POPE (760) 776-4131</p> | <p>ARCHITECT: STUDIO 135, INC. 23 ORCHARD ROAD, SUITE 120 LAKE FOREST, CA 92650 CONTACT: TABANE RAHMANI (949) 677-4585</p> | <p>LANDSCAPE ARCHITECT: RGA - RGA CONSULTING, INC. 34200 BOB HOPE DRIVE RANCHO NINAVAL, CA 92270 CONTACT: TOM MILLER (760) 820-8811</p> | <p>DRAWING NO: A4.1</p> |
|--|---|--|---|---|---|--|---|



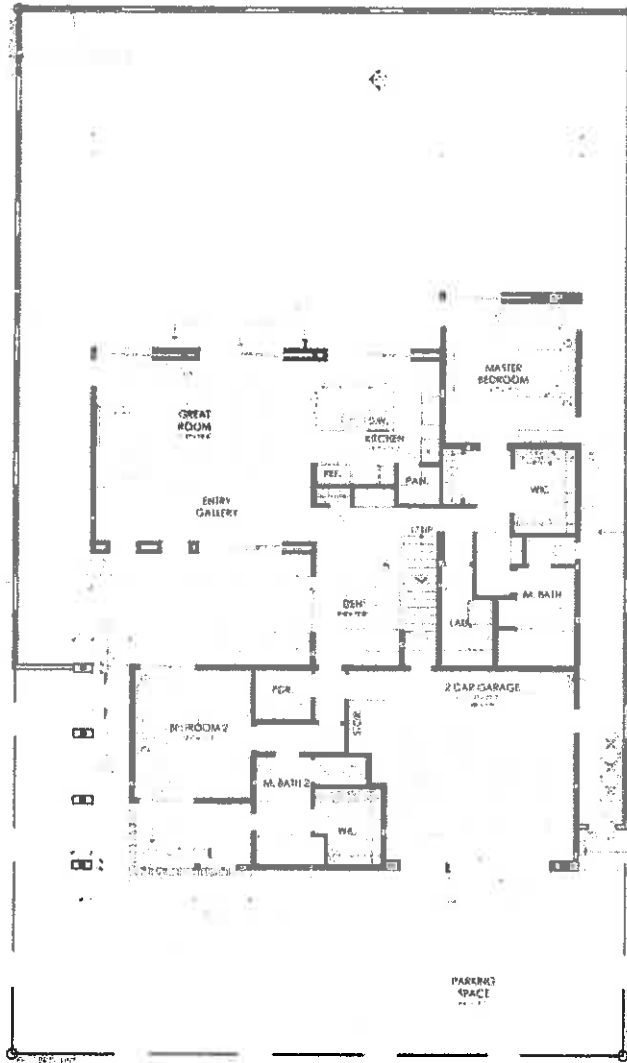
MOUNTAIN VIEW ESTATES

PLAN 4 - BUILDING SECTIONS

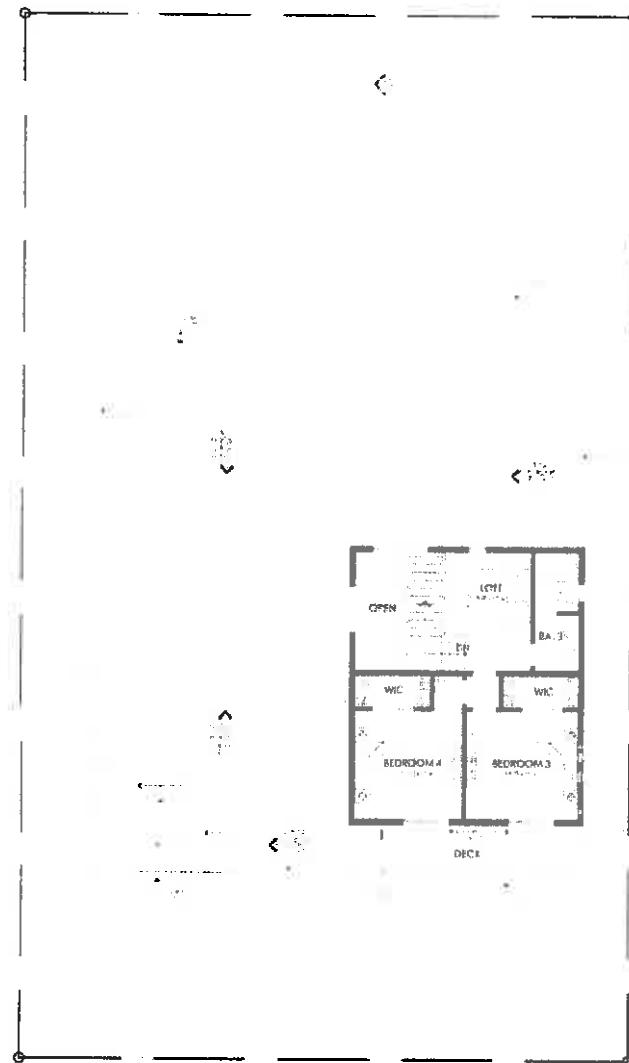


DATE: 2020.03.04

| | | | | | | | |
|---|---|---|---|--|--|---|--|
| <p>Cathedral City, California APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015</p> | <p>PROJECT APPLICANT: DESERT HOUSING VENTURES 22825 ACACIA STREET BAKING PALMS VERDES, CA 90275 CONTACT: JON LASH (310) 948-2607</p> | <p>OWNER OF RECORD: JOHN HAZEN, SUCCESSOR TRUSTEE OF FIELDS FAMILY TRUST</p> | <p>RESPONSIBLE PARTY: PLACWORKS 3 MACARTHUR PLACE, SUITE 1100 SANTA ANA, CA 92707 CONTACT: SHELBA CEDERVALL (714) 966-8220</p> | <p>ENGINEER: MICHAEL BAKER, INTL. 75-410 GERALD FORD DRIVE #100 PALM DESERT, CA 92211 CONTACT: BILL POPE (760) 776-6131</p> | <p>ARCHITECT: STUDIO:RS, INC. 23 ORCHARD ROAD, SUITE 150 LAKE FOREST, CA 92506 CONTACT: TARANE RAHMANN (949) 677-6585</p> | <p>LANDSCAPE ARCHITECT: RSA - M&A CONSULTING, INC. 34700 806 HOPE DRIVE RANCHO MIRAGE, CA 92270 CONTACT: TOM MILLER (760) 820-8911</p> | <p>DRAWING NO: A4.2</p> |
|---|---|---|---|--|--|---|--|



GROUND FLOOR PLAN (2,006 sq.ft.)
(2,391 sq.ft. lot)



SECOND FLOOR PLAN (985 sq.ft.)



MOUNTAIN VIEW ESTATES

PLAN 5 - GROUND & SECOND FLOOR PLANS

(65'x110' LOTS)

DATE:
2020.05.04

Cathedral City, California

APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
DESERT HOLDINGS VENTURES
238025 ACANA STREET
RANCHO PALMS VERTICES, CA 90275
CONTACT: JON LASH (562) 948-9687

OWNER OF RECORD:
JOHN HACKER, SUCCESSOR TRUSTEE OF
FIELDS FAMILY TRUST

RESPONSIBLE PARTY:
PLACWORKS
3 MACARTHUR PLACE, SUITE 1100
SANTA ANA, CA 92707
CONTACT: SHELIA GIBBENALL (714) 966-9220

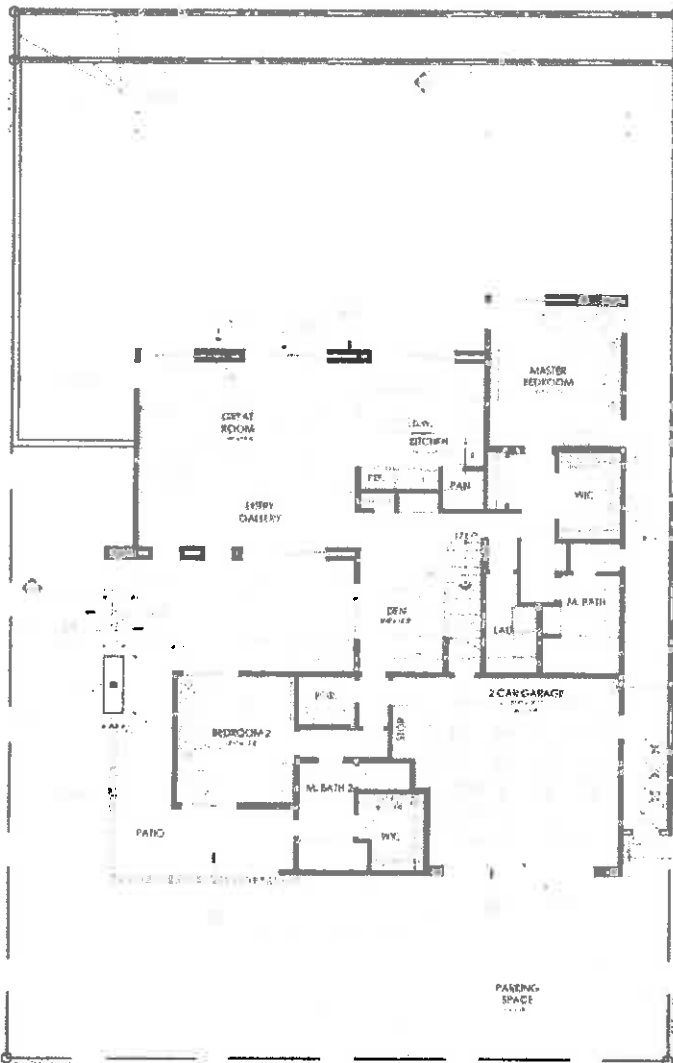
ENGINEER:
MICHAEL BAKER INT'L
75-410 GERALD FORD DRIVE #100
PALM DESERT, CA 92211
CONTACT: BILL POPE (760) 775-6131

ARCHITECT:
STUDIO+355, INC.
33 ORCHARD ROAD, SUITE 150
LAKE FOREST, CA 92550
CONTACT: TARANE RAHMANI (949) 677-6585

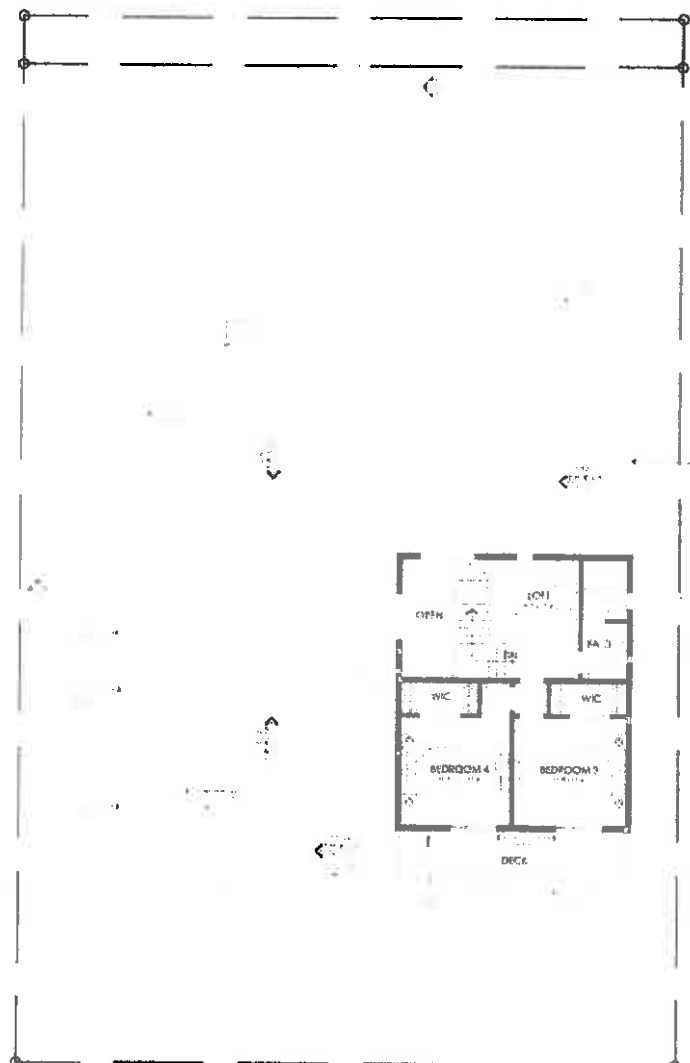
LANDSCAPE ARCHITECT:
SEA - MSA CONSULTING, INC.
3400 BOIS JOURS DRIVE
RANCHO MIRAGE, CA 92270
CONTACT: TOM MILLER (760) 320-0811

DRAWING NO.:

A5.0



GROUND FLOOR PLAN (2,006 sq.ft.)
(2,591 total sq.ft.)



SECOND FLOOR PLAN (585 sq.ft.)



MOUNTAIN VIEW ESTATES

(70'x105' & 70'x110' CORNER LOTS) PLAN 5 - GROUND & SECOND FLOOR PLANS

DATE:
2020.05.04

Cathedral City, California

APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
DESERT HOUSING VENTURES
23805 ACAMA STREET
RANCHO PALMS VERDES, CA 92275
CONTACT: JON LASH (310) 948-9807

OWNER OF RECORD:
JOHN HACKER, SUCCESSOR TRUSTEE OF
FIELDS FAMILY TRUST

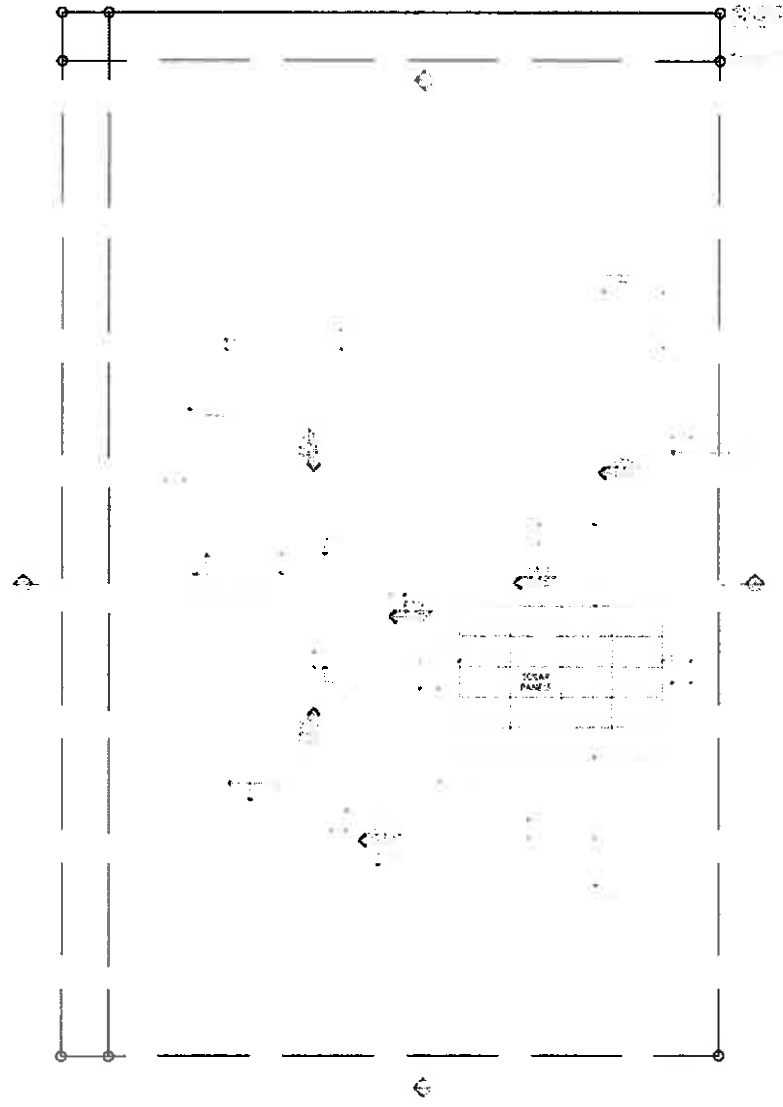
RESPONSIBLE PARTY:
PLACEWORKS
2 MACARTHUR PLACE, SUITE 1100
SANTA ANA, CA 92707
CONTACT: SHEILA CEDERVALL (714) 956-9220

ENGINEER:
MICHAEL BAKER, INC.
75-410 GERALD FORD DRIVE #100
PALM DESERT, CA 92211
CONTACT: BILL POPE (760) 776-4131

ARCHITECT:
STUDIO-185, INC.
23 ORCHARD ROAD, SUITE 130
LAKE FOREST, CA 92550
CONTACT: TANANE RAMHANI (949) 677-4585

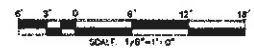
LANDSCAPE ARCHITECT:
RGA - MSA CONSULTING, INC.
34200 808 HOPE DRIVE
RANCHO MIRAGE, CA 92270
CONTACT: TOM MILLER (760) 320-8633

DRAWING NO:
A5.0-1



ROOF PLAN

(ALL LOTS)
PLAN 5 - ROOF PLAN



DATE:
 2020.03.04

MOUNTAIN VIEW ESTATES

Cathedral City, California
 APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
 DESERT HOLDING VENTURES
 228025 ACAMA STREET
 RANCHO PALMS VERDES, CA 90275
 CONTACT: JON LASH (818) 948-8687

OWNER OF RECORD:
 JOHN HACKBL, SUCCESSOR TRUSTEE OF
 FIELDS FAMILY TRUST

RESPONSIBLE PARTY:
 PLACEWORKS
 3 MACARTHUR PLACE, SUITE 3100
 SANTA ANA, CA 92707
 CONTACT: SIBILA CEDERVALL (714) 966-9320

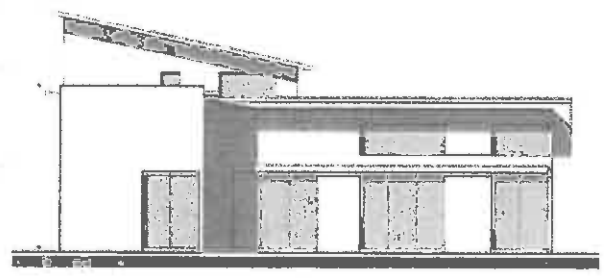
ENGINEER:
 MICHAEL BAKER, INTL.
 75-410 GERALD FORD DRIVE #100
 PALM DESERT, CA 92211
 CONTACT: BILL POPE (760) 776-1131

ARCHITECT:
 STUDIO-335, INC.
 23 ORCHARD ROAD, SUITE 150
 LAKE FOREST, CA 92650
 CONTACT: TANARE BAHAMAM (849) 877-4585

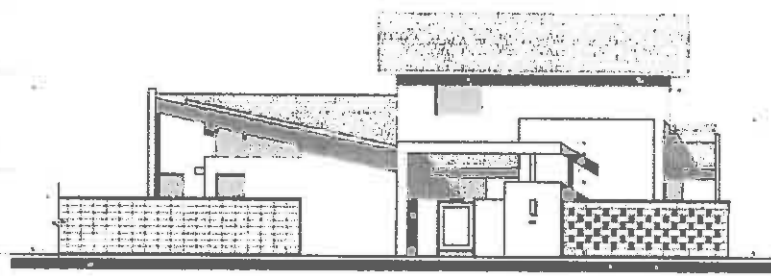
LANDSCAPE ARCHITECT:
 NGA - NGA CONSULTING, INC.
 84200 BOB HOPE DRIVE
 RANCHO MIRAGE, CA 92270
 CONTACT: TOM MILLER (760) 310-8811

DRAWING NO.:
A5.0-2

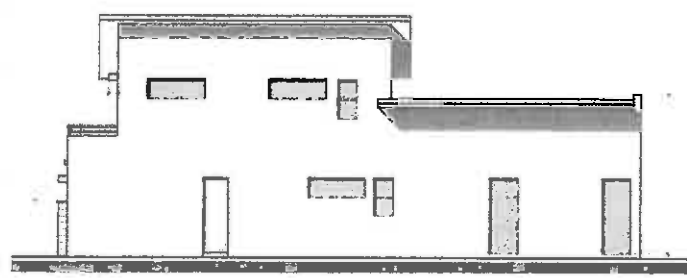
- MATERIAL LEGEND**
- 1. GAC (Gravel) on base
 - 2. 4" concrete
 - 3. 4" concrete
 - 4. 4" concrete
 - 5. 4" concrete
 - 6. 4" concrete
 - 7. 4" concrete
 - 8. 4" concrete
 - 9. 4" concrete
 - 10. 4" concrete
 - 11. 4" concrete
 - 12. 4" concrete
 - 13. 4" concrete
 - 14. 4" concrete
 - 15. 4" concrete
 - 16. 4" concrete
 - 17. 4" concrete
 - 18. 4" concrete
 - 19. 4" concrete
 - 20. 4" concrete



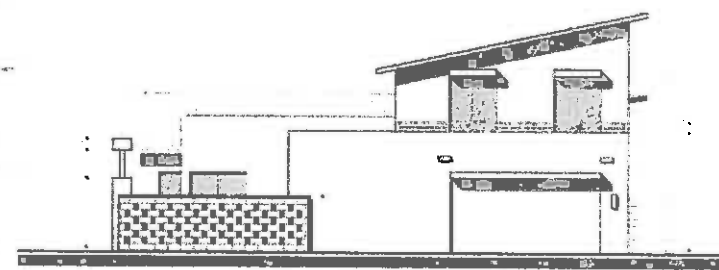
LEFT



FRONT



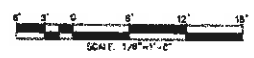
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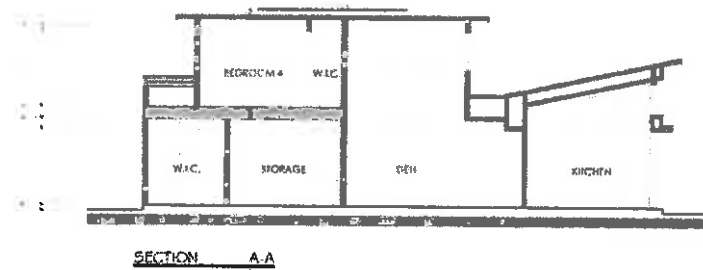
MOUNTAIN VIEW ESTATES

**(70'x105' & 70'x110' CORNER LOTS)
PLAN 5 - EXTERIOR ELEVATIONS**

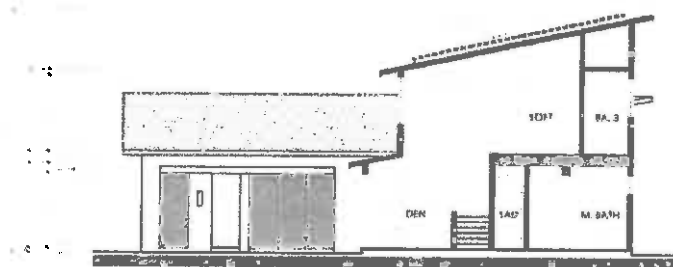


DATE: 2020.05.04

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|--|---|--|---|---|--|--|---|
| <p>Cathedral City, California APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015</p> | <p>PROJECT APPLICANT: DISELY HOLDINGS VENTURES 22825 ACAMA STREET RANCHO PALMS VERDES, CA 90275 CONTACT: JON LASH (310) 948-9887</p> | <p>OWNER OF RECORD: JOHN HACKER, SUCCESSOR TRUSTEE OF FIELDS FAMILY TRUST</p> | <p>RESPONSIBLE PARTY: PLACESWORKS 3 MACARTHUR PLACE, SUITE 1100 SANTA ANA, CA 92707 CONTACT: SHEILA CEDERVALL (714) 966-9220</p> | <p>ENGINEER: MICHAEL BAKER, INC. 72-410 GERALD FORD DRIVE #100 PALM DESERT, CA 92211 CONTACT: BILL POPE (760) 779-4151</p> | <p>ARCHITECT: STUDIO-195, INC. 23 GRIFFARD ROAD, SUITE 150 LAKE FOREST, CA 92630 CONTACT: TARANE RAHMANI (949) 677-4585</p> | <p>LANDSCAPE ARCHITECT: NSA - NSA CONSULTING, INC. 34200 BOSS HOPE DRIVE RANCHO AVENUE, CA 92270 CONTACT: TOM MILLER (760) 220-9811</p> | <p>DRAWING NO: A5.1-1</p> |
|--|---|--|---|---|--|--|---|



SECTION A-A



SECTION B-B

MOUNTAIN VIEW ESTATES

PLAN 5 - BUILDING SECTIONS



DATE: 2020.05.04

Cathedral City, California

APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
 DEBERT HOLDING VENTURES
 22805 ALPANA STREET
 RANCHO PALOS VERDES, CA 90275
 CONTACT: JON LASH (310) 348-9607

OWNER OF RECORD:
 JOHN HACKER, SUCCESSOR TRUSTEE OF
 FIELDS FAMILY TRUST

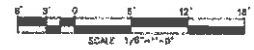
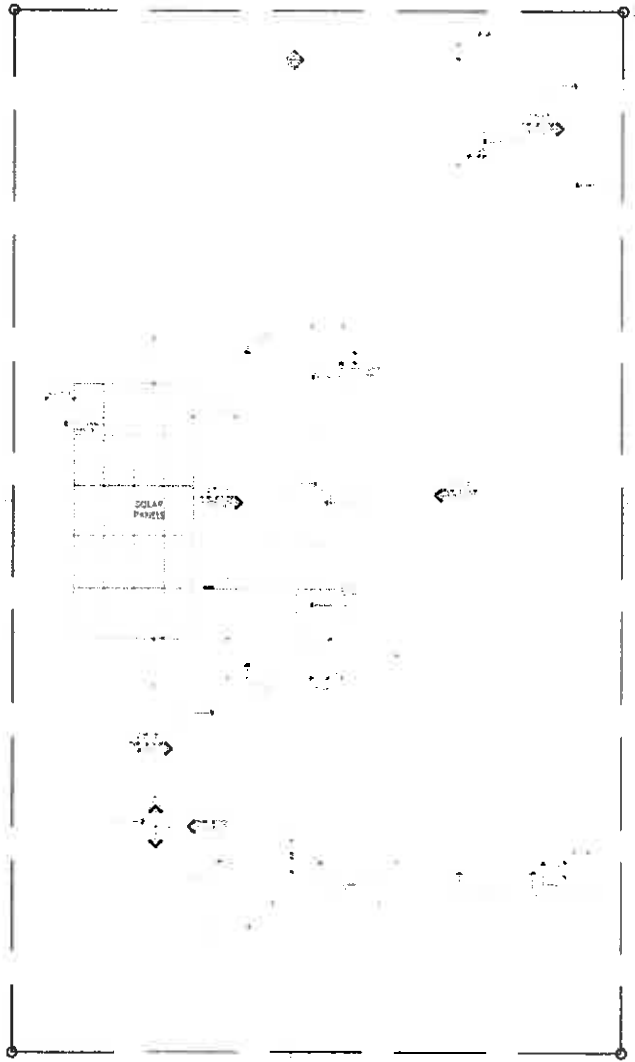
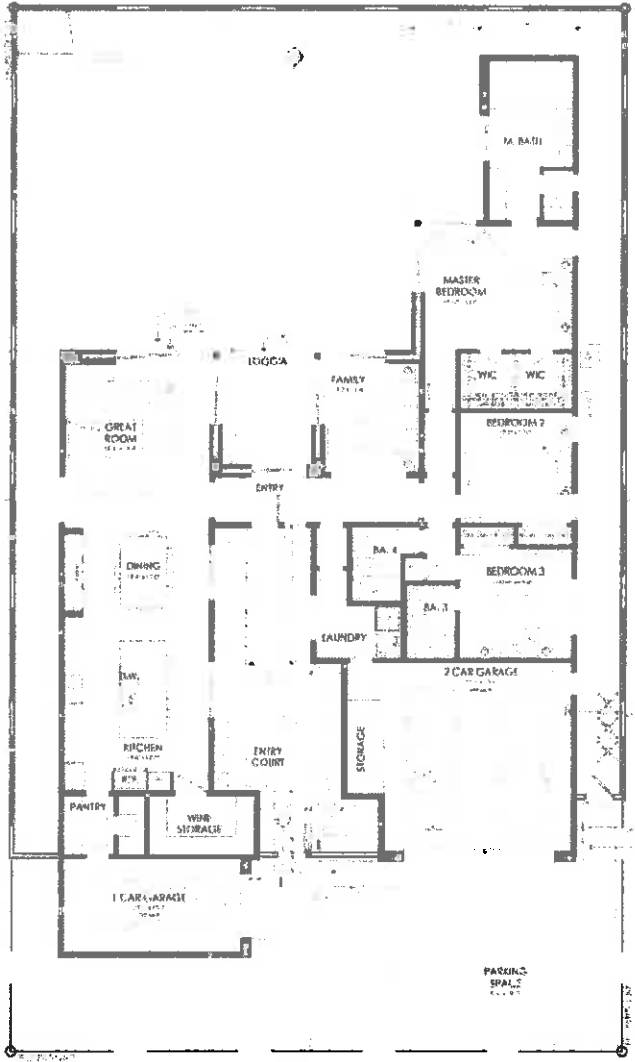
RESPONSIBLE PARTY:
 PLACEMWORKS
 1 MACCHETTIER PLACE, SUITE 1100
 SANTA ANA, CA 92707
 CONTACT: SHEILA CEDERWALL (714) 966-8220

ENGINEER:
 MICHAEL BAKER, MTL
 75-440 GERALD FORD DRIVE #100
 PALM DESERT, CA 92211
 CONTACT: BIL POPE (760) 774-6131

ARCHITECT:
 STUDIO-158, INC.
 23 ORCHARD ROAD, SUITE 150
 LAKE FOREST, CA 92509
 CONTACT: YARANE RAHIMANI (949) 677-4585

LANDSCAPE ARCHITECT:
 RGA - MSA CONSULTING, INC.
 34200 BOB HOPE DRIVE
 RANCHO BARRAGE, CA 92270
 CONTACT: TOM MILLER (760) 320-9811

DRAWING NO:
A5.2



GROUND FLOOR PLAN (2,314 sq ft)

(65'x110' LOTS)

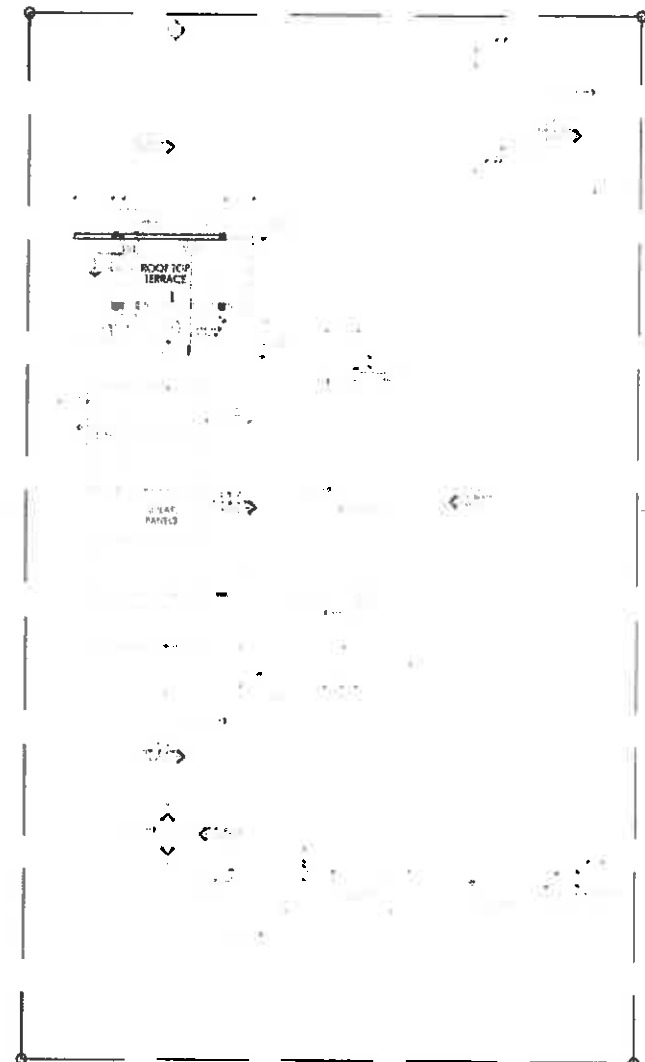
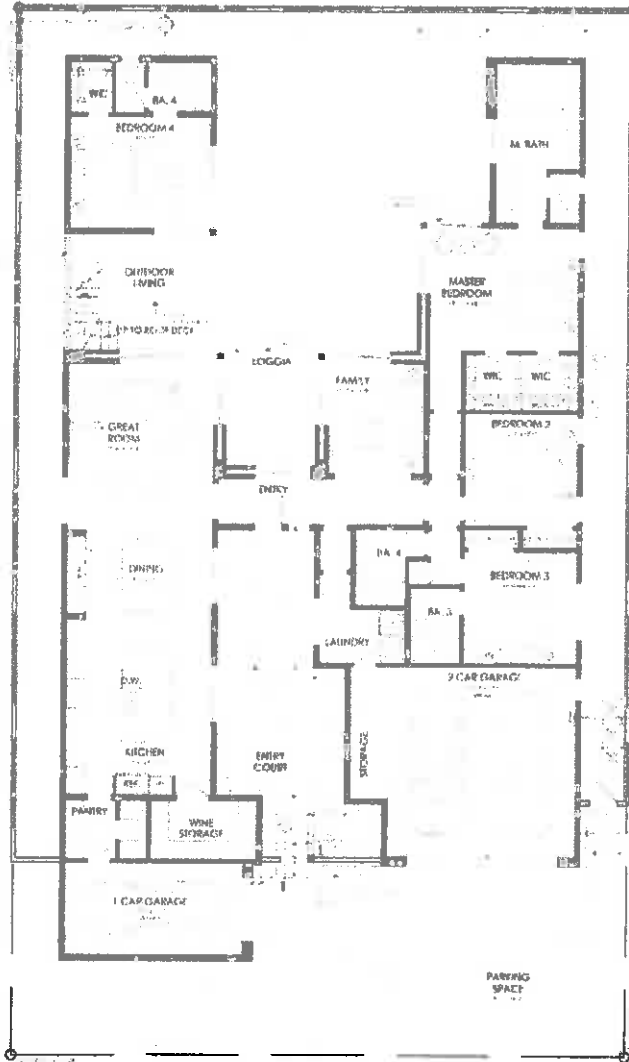
ROOF PLAN

MOUNTAIN VIEW ESTATES

PLAN 6 - FLOOR PLAN & ROOF PLAN

DATE: 2020.03.04

| | | | | | | | |
|---|---|---|--|---|--|--|------------------------------------|
| <p>Cathedral City, California APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015</p> | <p>PROJECT APPLICANT: DESERT HOUSING VENTURES 22805 ACAMA STREET RANCHO PALOS VERDES, CA 90275 CONTACT: JON LASH (949) 948-9607</p> | <p>OWNER OF RECORD: JOHN HACKER, SUCCESSOR TRUSTEE OF FIELDS FAMILY TRUST</p> | <p>RESPONSIBLE PARTY: PACTWORKS 3 HANFORD PLACE, SUITE 1110 SANTA ANA, CA 92707 CONTACT: SHEILA CEDERWALL (714) 846-9230</p> | <p>ENGINEER: MICHAEL BAKER, INTL. 25-110 GERALD FORD DRIVE #100 PALM DESERT, CA 92211 CONTACT: BILL POPE (760) 774-6131</p> | <p>ARCHITECT: STUDIO-156, INC. 23 RICHARD ROAD, SUITE 150 LAKE FOREST, CA 92650 CONTACT: TARANE RAHMANI (949) 677-4585</p> | <p>LANDSCAPE ARCHITECT: RGA - RGA CONSULTING, INC. 34200 108 HOPE DRIVE RANCHO MIRAGE, CA 92270 CONTACT: TOM MILLER (760) 820-8811</p> | <p>DRAWING NO: A6.0</p> |
|---|---|---|--|---|--|--|------------------------------------|



GROUND FLOOR PLAN (2413 sq. ft.)

(65x110' LOTS)-OPTION CASITA & TERRACE ROOF PLAN

MOUNTAIN VIEW ESTATES

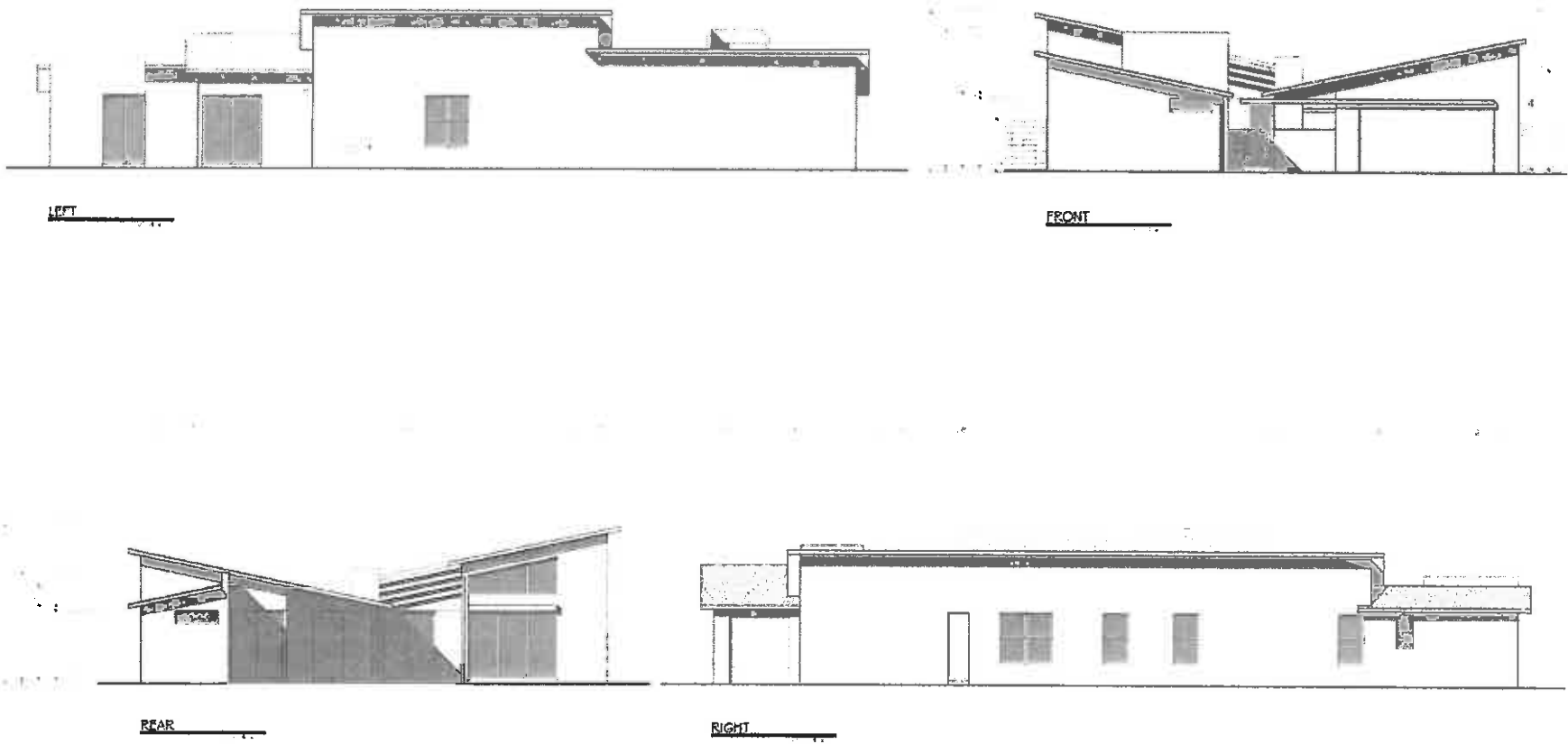
PLAN 6 - FLOOR PLAN & ROOF PLAN

DATE:
2020.05.04

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|---|---|---|---|---|---|--|--------------------------------------|
| <p>Cathedral City, California APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015</p> | <p>PROJECT APPLICANT: DESERT HOUSING VENTURES 23805 ACANA STREET RANCHO PALMS VERDES, CA 92275 CONTACT: ION LASH (310) 948-9607</p> | <p>OWNER OF RECORD: JOHN HACKER, SUCCESSOR TRUSTEE OF FIELDS FAMILY TRUST</p> | <p>RESPONSIBLE PARTY: FLAGWORK 9 BANCROFT HILL PLACE, SUITE 1100 SANTA ANA, CA 92707 CONTACT: SHELIA CEDERVALE (714) 956-9229</p> | <p>ENGINEER: MICHAEL BAKER, INTL. 75-410 GERALD FORD DRIVE #100 PALM DESERT, CA 92261 CONTACT: BILL POPE (760) 776-4131</p> | <p>ARCHITECT: STUDIO-385, INC. 25 ORCHARD ROAD, SUITE 150 LAKE FOREST, CA 92650 CONTACT: FARAH RAHMANI (949) 677-4585</p> | <p>LANDSCAPE ARCHITECT: RGA - MSA CONSULTING, INC. 34200 BOB HOPE DRIVE RANCHO MIRAGE, CA 92278 CONTACT: TOM SMILES (760) 920-8833</p> | <p>DRAWING NO: A6.0-1</p> |
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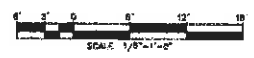
CONTENTS

- 1. SHEET A - EXTERIOR ELEVATIONS
- 2. SHEET B - INTERIOR ELEVATIONS
- 3. SHEET C - FLOOR PLAN
- 4. SHEET D - SECTION
- 5. SHEET E - ROOF PLAN
- 6. SHEET F - LANDSCAPE PLAN
- 7. SHEET G - SIGNAGE
- 8. SHEET H - MATERIALS
- 9. SHEET I - NOTES



MOUNTAIN VIEW ESTATES

(65x110' LOTS)
PLAN 6 - EXTERIOR ELEVATIONS



DATE: 2020.03.04

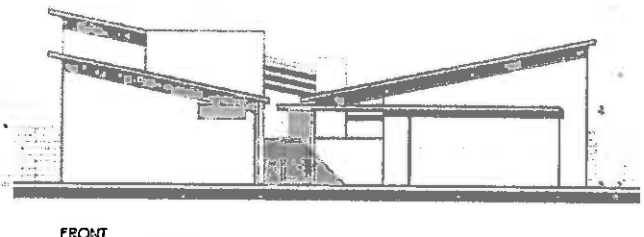
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| <p>Cathedral City, California APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015</p> | <p>PROJECT APPLICANT: DESERT HOLDINGS VENTURES 228025 ACANA STREET RANCHO PALMS VERDES, CA 92273 CONTACT: JOHN LASH (310) 948-8607</p> | <p>OWNER OF RECORD: JOHN HACKER, SUCCESSOR TRUSTEE OF FIELDS FAMILY TRUST</p> | <p>RESPONSIBLE PARTY: PLACWORKS 3 MANCINI PLACE, SUITE 1100 SANTA ANA, CA 92707 CONTACT: SHEILA CEDERWALL (714) 986-9220</p> | <p>ENGINEER: MICHAEL BAKER, P.E. 75410 CERRILLO FORD DRIVE #100 PALM DESERT, CA 92211 CONTACT: BILL POPE (760) 774-6151</p> | <p>ARCHITECT: STUDIO-195, INC. 23 RICHARD ROAD, SUITE 150 LAKE FOREST, CA 92650 CONTACT: TARANE RAHMJANI (949) 677-6585</p> | <p>LANDSCAPE ARCHITECT: RGA - MSA CONSULTING, INC. 34200 808 HOPE DRIVE RANCHO MIRAGE, CA 92270 CONTACT: TOM MILLER (760) 338-9813</p> | <p>DRAWING NO.: A6.1</p> |
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MATERIAL LEGEND

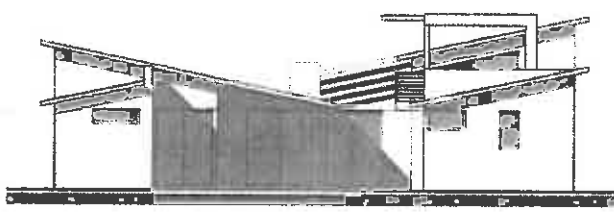
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2. STUCCO
3. BRICK
4. METAL PANELS
5. GLASS
6. WOOD
7. TERRAZZO
8. GRANITE
9. MARBLE
10. SLATE
11. CEMENT PLASTER
12. GIPSUM BOARD
13. INSULATION
14. ROOFING
15. PAINT
16. FINISH
17. FLOORING
18. CEILING
19. WALL
20. ROOF



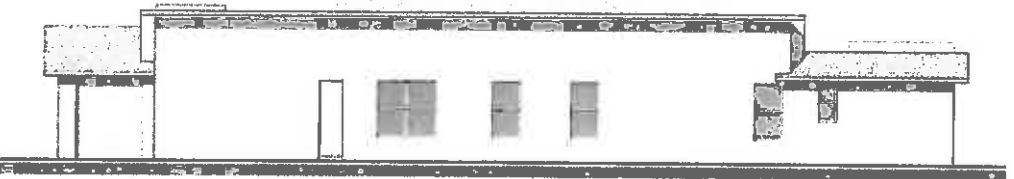
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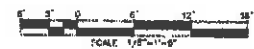
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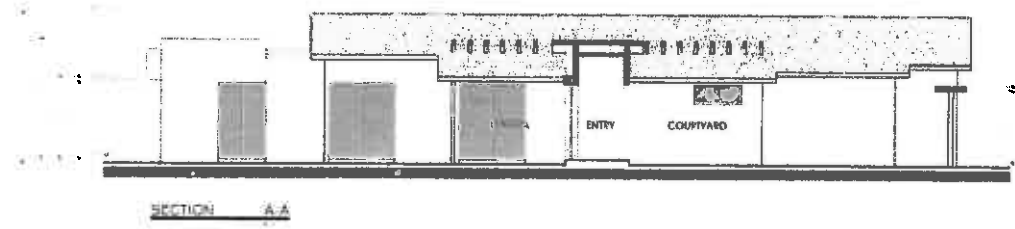
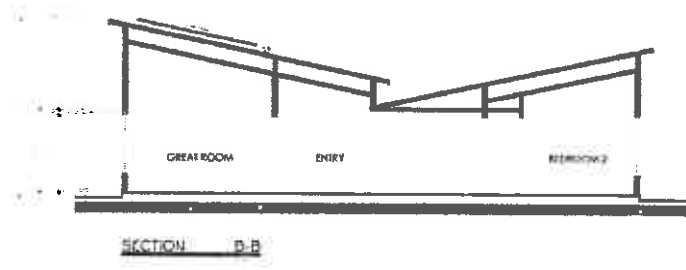
MOUNTAIN VIEW ESTATES

**(65'x110' LOTS)-OPTION CASITA & TERRACE
PLAN 6 - EXTERIOR ELEVATIONS**



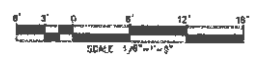
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| <p>Cathedral City, California APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015</p> | <p>PROJECT APPLICANT: DESERT HOUSING VENTURES 29005 ACANA STREET RANCHO PALOS VERDES, CA 90275 CONTACT: JON LASH (310) 948-9007</p> | <p>OWNER OF RECORD: JOHN HACKER, SUCCESSOR TRUSTEE OF FIELDS FAMILY TRUST</p> | <p>RESPONSIBLE PARTY: PLACEWORK 5 BUCKLEY PLACE, SUITE 1100 SANTA ANA, CA 92707 CONTACT: SHERA CEDERVALL (714) 969-8220</p> | <p>ENGINEER: MICHAEL BAKER, ENR 75-110 GISSARD FORD DRIVE #100 PALM DESERT, CA 92211 CONTACT: BILL POPE (760) 776-6151</p> | <p>ARCHITECT: STUDIO-385, INC. 23 ORCHARD ROAD, SUITE 150 LAKE FOREST, CA 92650 CONTACT: TARANE RAUHANI (849) 677-8585</p> | <p>LANDSCAPE ARCHITECT: AGA-ASA CONSULTING, INC. 34200 BOB HOPE DRIVE RANCHO MIRAGE, CA 92270 CONTACT: TOM MILLER (760) 830-9833</p> | <p>DRAWING NO: A6.1-1</p> |
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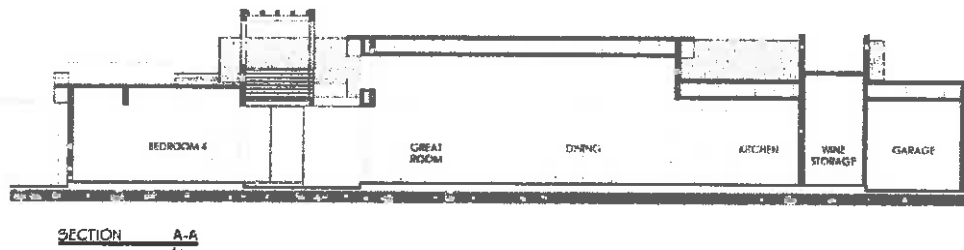
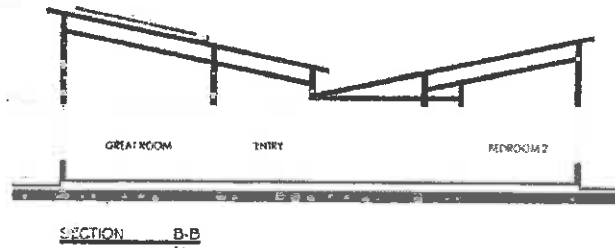
MOUNTAIN VIEW ESTATES

PLAN 6 - BUILDING SECTIONS



DATE: 08/23/04

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|---|--|--|---|---|--|--|--|
| <p>Cathedral City, California APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015</p> | <p>PROJECT APPLICANT: ENERGY ADVANCE STRUCTURES 112021 ACANA STREET RANCHO PALMS VENTURA, CA 93025 CONTACT: JON LASH (805) 468-9467</p> | <p>OWNER OF RECORD: JOHN HANSEN, WEDGESSER TRUSTEE OF FRIEDLAND TRUST</p> | <p>RESPONSIBLE PARTY: RICHARDING 8 WILKINSON PLACE, SUITE 1100 SANTA ANA, CA 92701 CONTACT: DINA GONZALEZ (714) 964-8522</p> | <p>ENGINEER: MICHAEL BARBER, INC. 7840 GONZALES DRIVE, SUITE #100 PALMDALE, CA 93551 CONTACT: BILL POPE (760) 714-4111</p> | <p>ARCHITECT: STYVEDO SPA, INC. 22 BUCKHORN ROAD, SUITE 100 LAUREL FOREST, CA 94550 CONTACT: TABAREYAH MAMAM (925) 677-4545</p> | <p>LANDSCAPE ARCHITECT: EBA JAMES CONSULTING, INC. 3825 BOB HAYN DRIVE RAINIER HILLS, CA 94583 CONTACT: TERRY MILLER (925) 334-8811</p> | <p>DRAWING NO: A6.2</p> |
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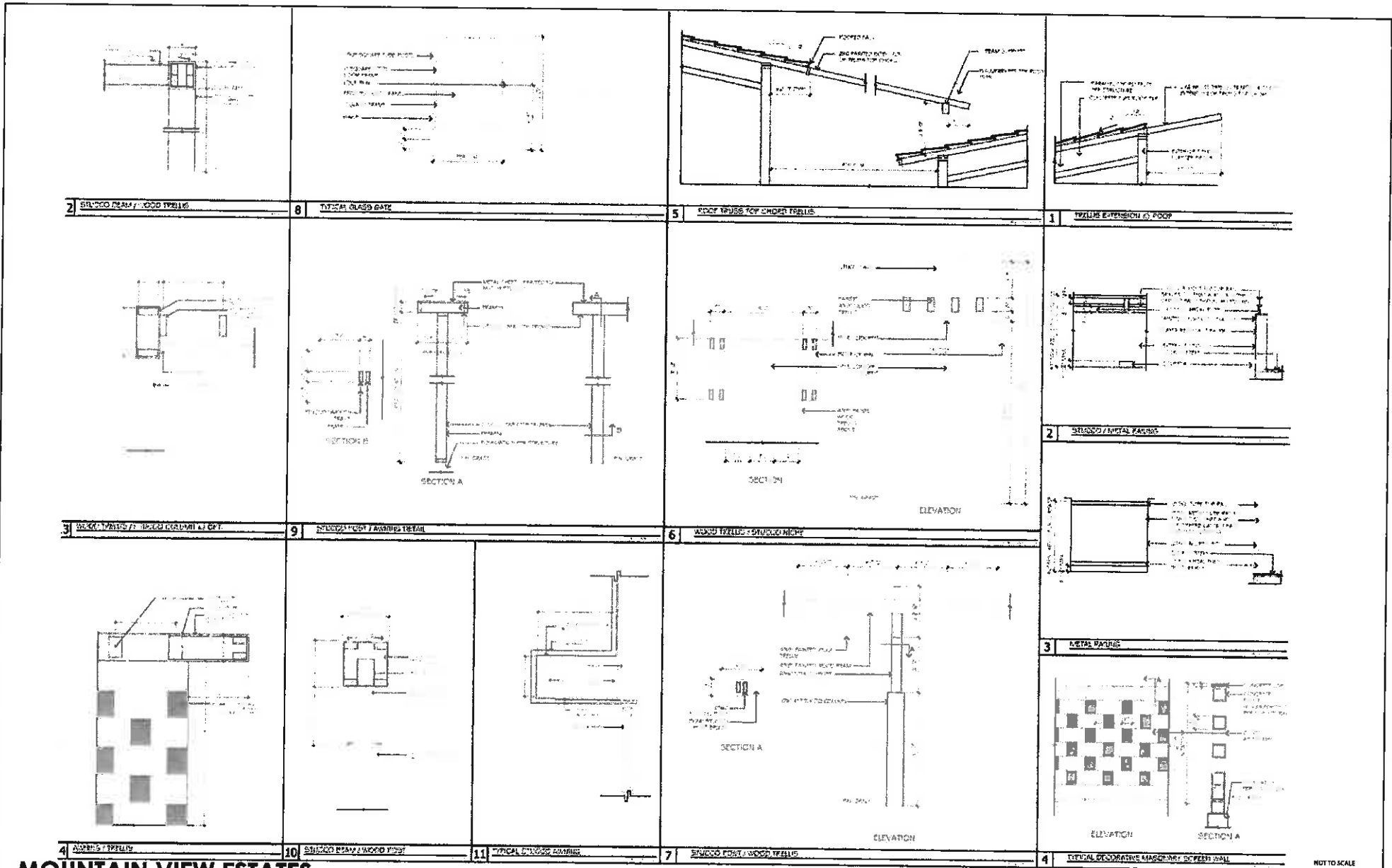
MOUNTAIN VIEW ESTATES

(65'x110' LOTS)-OPTION CASITA & TERRACE PLAN 6 - BUILDING SECTIONS



DATE:
2020.03.04

| | | | | | | | |
|--|---|---|--|---|---|---|--|
| <p>Cathedral City, California APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015</p> | <p>PROJECT APPLICANT: DESERT HOMING VENTURES 328025 ACARIA STREET RANCHO PALOS VERDES, CA 90275 CONTACT: JON LASH (310) 848-9607</p> | <p>OWNER OF RECORD: JOHN HACKER, SUCCESSOR TRUSTEE OF FELDS FAMILY TRUST</p> | <p>RESPONSIBLE PARTY: PLACEWORKS 3 MACARTHUR PLACE, SUITE 1100 SANTA ANA, CA 92707 CONTACT: SHEILA CEDERWALL (714) 966-9220</p> | <p>ENGINEER: MICHAEL BAKER, INE 75410 GERALD FOND DRIVE #100 PALM DESERT, CA 92211 CONTACT: BILL POPE (760) 774-6131</p> | <p>ARCHITECT: STUDIO-199, INC. 28 ORCHARD ROAD, SUITE 150 LAKE FOREST, CA 92509 CONTACT: TABANE RAHMANI (949) 677-4585</p> | <p>LANDSCAPE ARCHITECT: RBA - RBA CONSULTING, INC. 34200 BOB HOPE DRIVE FANCIO MIRAGE, CA 92270 CONTACT: TOM MILLER (760) 329-9811</p> | <p>DRAWING NO.: A6.2-1</p> |
|--|---|---|--|---|---|---|--|



MOUNTAIN VIEW ESTATES

DETAILS

NOT TO SCALE
DATE: 2020.05.04

Cathedral City, California
APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
DESERT HOLDING VENTURES
23825 ACAMA STREET
RANCHO PALMS VERDES, CA 90275
CONTACT: JON LASH (310) 948-9897

OWNER OF RECORD:
JOHN HACKER, SUCCESSOR TRUSTEE OF
FIELDS FAMILY TRUST

RESPONSIBLE PARTY:
PLACEWORKS
3 MACARTHUR PLACE, SUITE 1100
SANTA ANA, CA 92707
CONTACT: SHEILA CEDERWALL (714) 966-9228

ENGINEER:
MICHAEL BAKER, INC.
75-419 GIBALDO FORD DRIVE #100
PALM DESERT, CA 92111
CONTACT: BILL POPE (760) 774-6103

ARCHITECT:
STUDIO-155, INC.
23 ORCHARD ROAD, SUITE 150
34280 BOB HOPE DRIVE
LANE FOREST, CA 92650
CONTACT: TARANE RAHMANI (949) 677-4585

LANDSCAPE ARCHITECT:
MSA - MSA CONSULTING, INC.
34280 BOB HOPE DRIVE
LANE FOREST, CA 92650
CONTACT: TOM MILLER (760) 320-3833

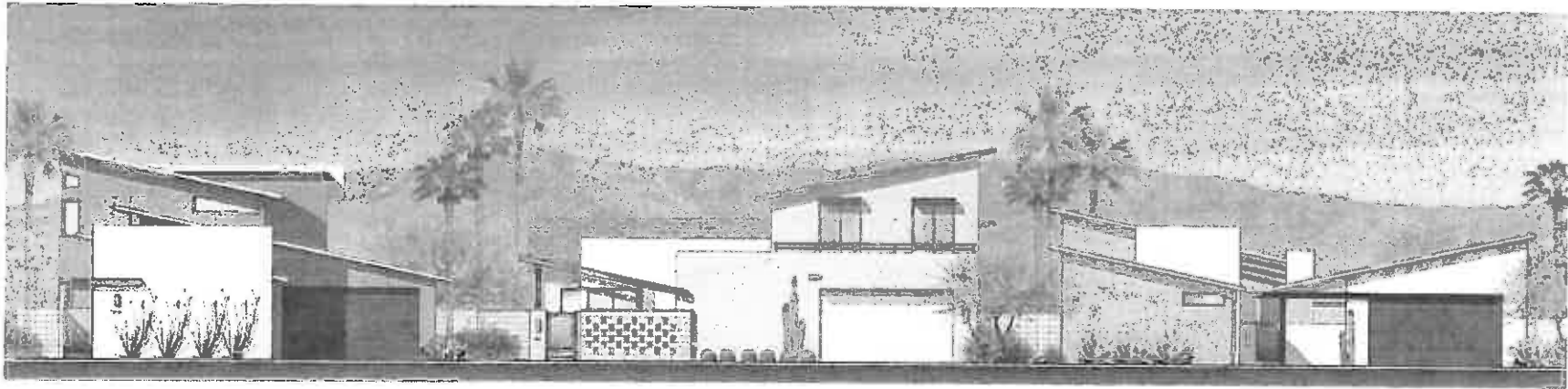
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MOUNTAIN VIEW ESTATES

PLANNED UNIT DEVELOPMENT (PUD) APPLICATION

SHEET INDEX:

| | | | |
|---------|---|------|---|
| A0.1 | COVER | L.01 | CONCEPTUAL LANDSCAPE PLAN |
| A1.1C | PLAN 1- 55'X100' & 55'X110' LOTS- EXTERIOR ELEVATIONS | L.02 | TYPICAL FRONT YARD |
| A2.1C | PLAN 2- 55'X100' & 55'X110' LOTS- EXTERIOR ELEVATIONS | L.03 | OVERALL WALL & FENCE & AMENITY PLAN |
| A3.1C | PLAN 3- 55'X100' & 55'X110' LOTS- EXTERIOR ELEVATIONS | L.04 | ENLARGEMENTS |
| A3.1-1C | PLAN 3 -70'X105' & 70'X110'. CORNER LOTS- EXTERIOR ELEVATIONS | L.05 | PLANT IMAGES |
| A3.1-2C | PLAN 3 -65'X110' SIDE ENTRY LOTS- EXTERIOR ELEVATIONS | L.06 | OVERALL SITE AMENITY & FURNISHINGS PLAN |
| A4.1C | PLAN 4- 65'X105' LOTS- EXTERIOR ELEVATIONS | | |
| A5.1C | PLAN 5- 65'X110' LOTS- EXTERIOR ELEVATIONS | | |
| A5.1-1C | PLAN 5- 70'X105' & 70'X110'. CORNER LOTS- EXTERIOR ELEVATIONS | | |
| A6.1C | PLAN 6- 65'X110' LOTS- EXTERIOR ELEVATIONS | | |
| A6.1-1C | PLAN 6- 65'X110' LOTS WITH CASITA AND ROOF TERRACE OPTION - EXTERIOR ELEVATIONS | | |
| AS.1C | TYPICAL STREET SCENE | | |
| AS.2C | TYPICAL STREET SCENE | | |



MOUNTAIN VIEW ESTATES

COVER

DATE: 2020.03.04

Cathedral City, California

APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
DESERT HOUSING VENTURES
22825 ACANA STREET
RANCHO PALOS VERDES, CA 90275
CONTACT: JON LASH (310) 948-9607

OWNER OF RECORD:
JOHN HACKER, SUCCESSOR TRUSTEE OF
FIELDS FAMILY TRUST

RESPONSIBLE PARTY:
PLACEWORKS
3 MACARTHUR PLACE, SUITE 1100
SANTA ANA, CA 92707
CONTACT: SHEILA CEDERVALL (714) 966-9220

ENGINEER:
MICHAEL BAKEL INTL
75410 GERALD FORD DRIVE #100
PALM DESERT, CA 92211
CONTACT: SBL POPE (760) 776-4131

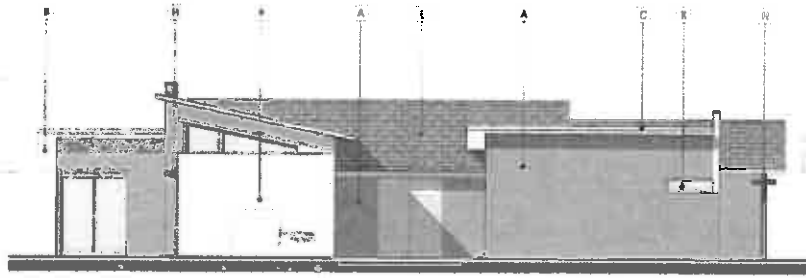
ARCHITECT:
STUDIO-195, INC.
23 ORCHARD ROAD, SUITE 150
LAKE FOREST, CA 92650
CONTACT: TARAHE RAHMANI (949) 677-4585

LANDSCAPE ARCHITECT:
RGA - M&A CONSULTING, INC.
34220 BOB HOPE DRIVE
RANCHO MIRAGE, CA 92270
CONTACT: TOM MILLER (760) 320-9811

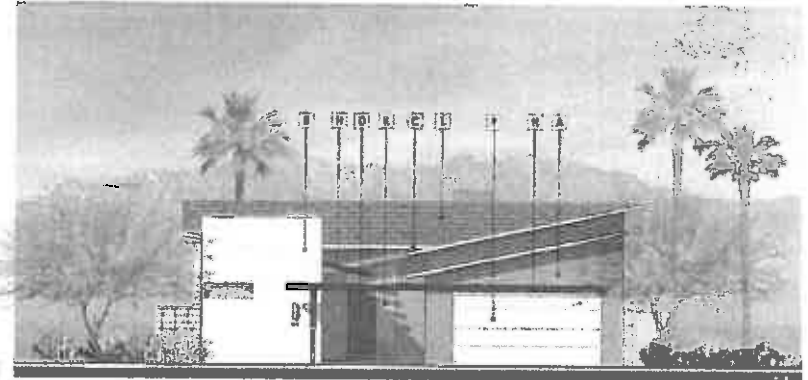
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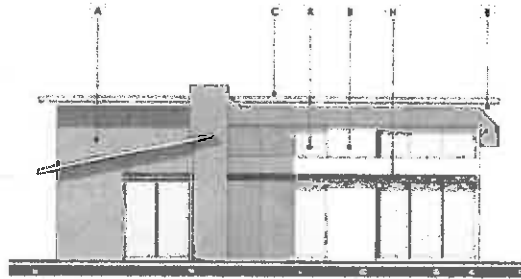
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| State | REDACTED |
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| Checked By | REDACTED |
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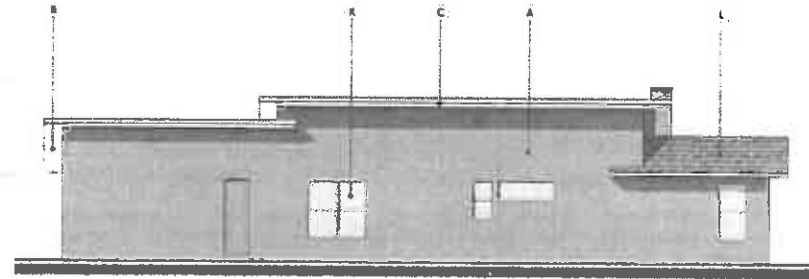
LEFT



FRONT



REAR



RIGHT

MOUNTAIN VIEW ESTATES

(55'x100' & 55'x110' LOTS)
PLAN 1 - EXTERIOR ELEVATIONS



DATE: 2020.03.04

Cathedral City, California

APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
DESERT HOUSING VENTURES
228025 ACAMA STREET
RANCHO PALMS VERDES, CA 92278
CONTACT: JON LASH (760) 946-5607

OWNER OF RECORD:
JOHN HACKER, SUCCESSOR TRUSTEE OF
FIELDS FAMILY TRUST

RESPONSIBLE PARTY:
PLACERWORKS
3 MACARTHUR PLACE, SUITE 1100
SANTA ANA, CA 92701
CONTACT: SHEILA CEDERVALL (714) 966-9228

ENGINEER:
MICHAEL BAKER, INC.
75410 GERALD FORD DRIVE #100
PALM DESERT, CA 92211
CONTACT: BILL POPE (760) 774-4131

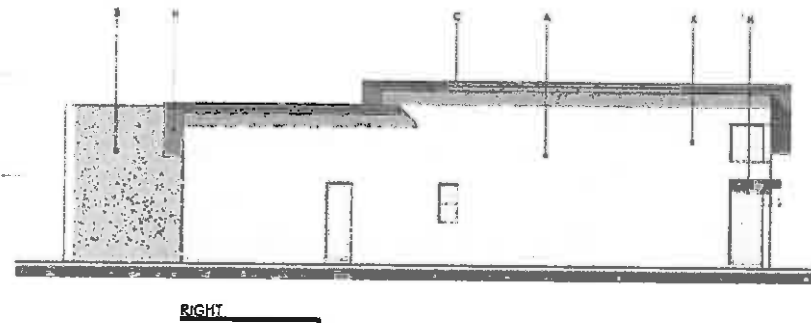
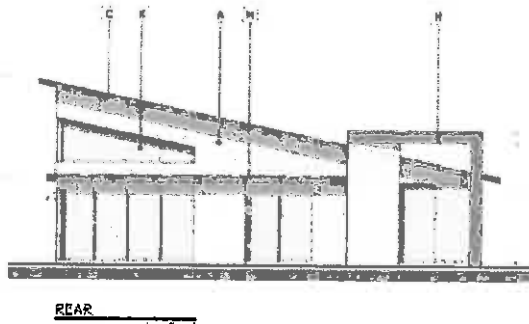
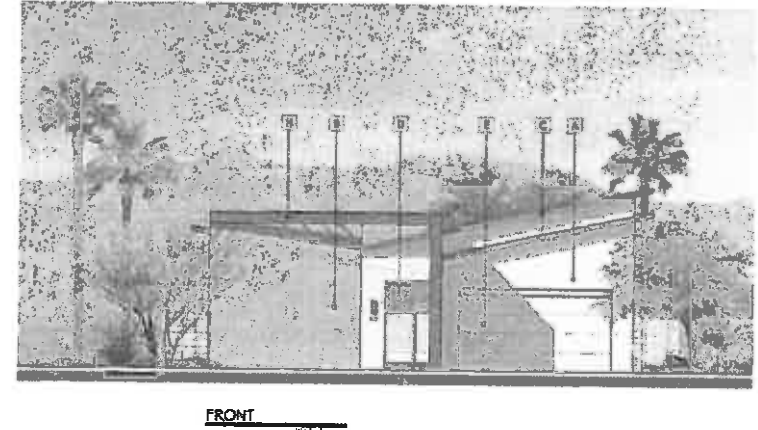
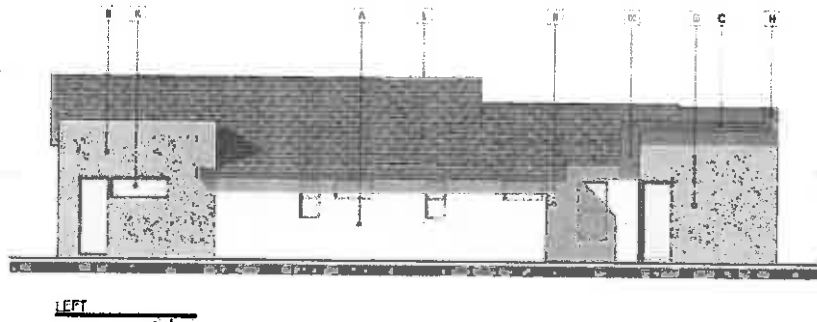
ARCHITECT:
STUDIO-335, INC.
23 ORCHARD ROAD, SUITE 150
LAKE FOREST, CA 92603
CONTACT: TARANE RAHMANI (949) 677-4585

LANDSCAPE ARCHITECT:
REGA - M&A CONSULTING, INC.
92200 BOB HOPE DRIVE
RANCHO MIRAGE, CA 92270
CONTACT: TOM MILLER (760) 330-9811

DRAWING NO:

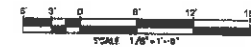
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| | | |
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| 1 | Sheet Size | 11x17 |
| 2 | Project Name | Mountain View Estates |
| 3 | Client Name | Desert Housing Ventures |
| 4 | Project No. | 228025 |
| 5 | Design No. | 228025 |
| 6 | Design Date | 03/04/20 |
| 7 | Design Stage | Final |
| 8 | Design By | J. Lash |
| 9 | Check By | J. Lash |
| 10 | Scale | As Shown |
| 11 | Notes | |
| 12 | Revision | |
| 13 | Revision | |
| 14 | Revision | |
| 15 | Revision | |
| 16 | Revision | |
| 17 | Revision | |
| 18 | Revision | |
| 19 | Revision | |
| 20 | Revision | |



MOUNTAIN VIEW ESTATES

(55'x100' & 55'x110' LOTS) PLAN 2 - EXTERIOR ELEVATIONS



DATE: 2020.03.04

Cathedral City, California

APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
DESERT HOUSING VENTURES
228025 ACANA STREET
JANICHO PALMS VERDES, CA 90275
CONTACT: JON LASH (310) 949-9607

OWNER OF RECORD:
JOHN HACKER, SUCCESSOR TRUSTEE OF
FIELDS FAMILY TRUST

RESPONSIBLE PARTY:
PLACEMWORKS
3 MANCINIUS PLACE, SUITE 1100
SANTA ANA, CA 92707
CONTACT: SHEILA CEDERWALL (714) 966-9220

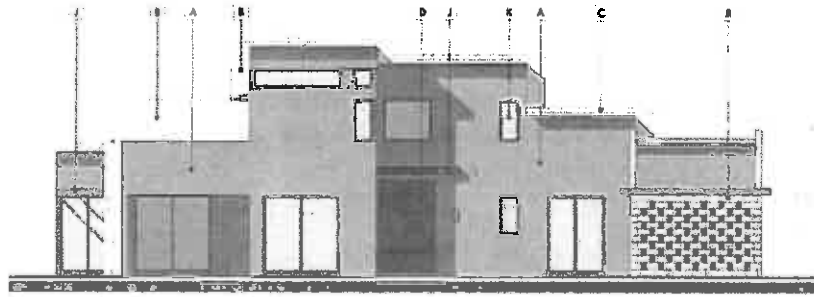
ENGINEER:
MICHAEL BAKER, M.P.E.
75-410 GERALD FORD DRIVE #100
PALM DESERT, CA 92211
CONTACT: BILL POPE (760) 776-4131

ARCHITECT:
STUDIO-185, INC.
23 ORCHARD ROAD, SUITE 150
LAKE FOREST, CA 92650
CONTACT: TABANE RAHMANI (949) 677-6585

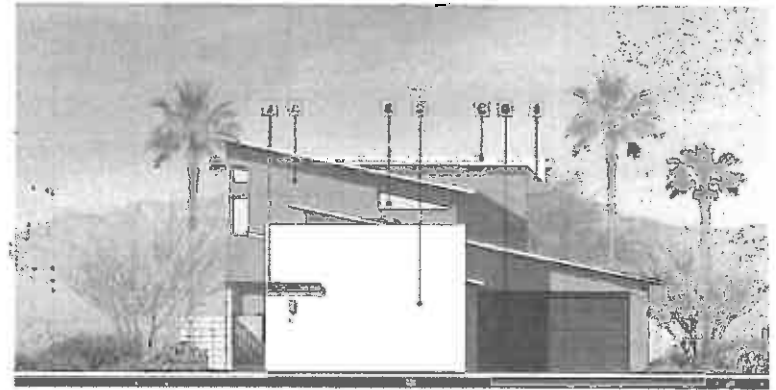
LANDSCAPE ARCHITECT:
AGA - MSA CONSULTING, INC.
34200 BOB HOPE DRIVE
RANCHO ARRABE, CA 92276
CONTACT: TOM MILLER (760) 320-0811

DRAWING NO:
A2.1C

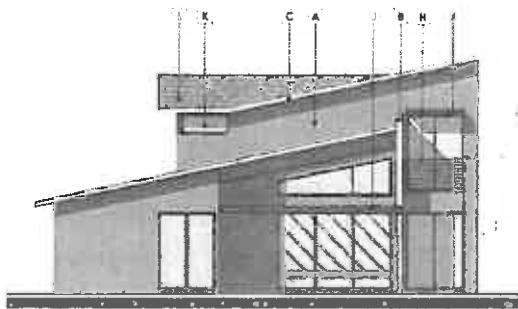
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| 1 | Sheet Title | PLAN 3 - EXTERIOR ELEVATIONS |
| 2 | Project Name | MOUNTAIN VIEW ESTATES |
| 3 | Client Name | DESERT HOLDING VENTURES |
| 4 | Site Address | 22825 ACANA STREET RANCHO PALOS VERDES, CA 90275 |
| 5 | Project No. | 670-130-004, 670-130-005, 670-130-014, 670-130-015 |
| 6 | Scale | 1/8" = 1'-0" |
| 7 | Date | 2020.03.04 |
| 8 | Drawn By | [Redacted] |
| 9 | Checked By | [Redacted] |
| 10 | Approved By | [Redacted] |
| 11 | Discipline | ARCHITECTURE |
| 12 | Revision | |
| 13 | Notes | |
| 14 | Author | [Redacted] |
| 15 | Checker | [Redacted] |
| 16 | Approver | [Redacted] |
| 17 | Client | [Redacted] |
| 18 | Contract | [Redacted] |
| 19 | Project | [Redacted] |
| 20 | Sheet | [Redacted] |



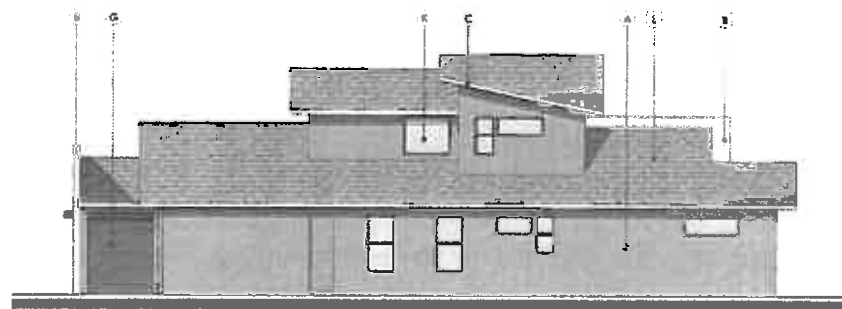
LEFT



FRONT



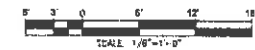
REAR



RIGHT

MOUNTAIN VIEW ESTATES

(55'x100', 55'x110' LOTS) PLAN 3 - EXTERIOR ELEVATIONS



DATE: 2020.03.04

Cathedral City, California
APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
DESERT HOLDING VENTURES
22825 ACANA STREET
RANCHO PALOS VERDES, CA 90275
CONTACT: JOHN LASH (310) 949-9807

OWNER OF RECORD:
JOHN HACKER, SUCCESSOR TRUSTEE OF
FELDS FAMILY TRUST

RESPONSIBLE PARTY:
PLACWORKS
9 MACARTHUR PLACE, SUITE 1100
SANTA ANA, CA 92707
CONTACT: SHEILA CEDERVALL (714) 966-9220

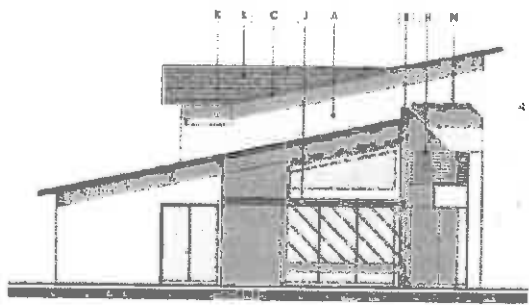
ENGINEER:
MICHAEL BAUER, P.E.
72410 GERALD FORD DRIVE #100
PALM DESERT, CA 92211
CONTACT: BILL POPE (760) 772-6131

ARCHITECT:
STUDIO-135, INC.
33 RICHARD ROAD, SUITE 150
LAKE FOREST, CA 92830
CONTACT: TARANIE RAHMANI (949) 677-4585

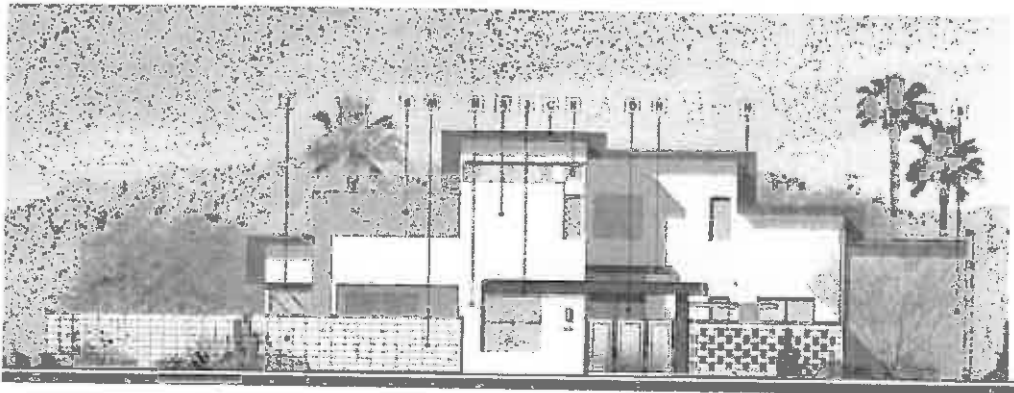
LANDSCAPE ARCHITECT:
RGA - RGA CONSULTING, INC.
3400 WEBB HOLE DRIVE
RANCHO MIRAGE, CA 92270
CONTACT: TOM MILLER (760) 210-8811

DRAWING NO:
A3.1C

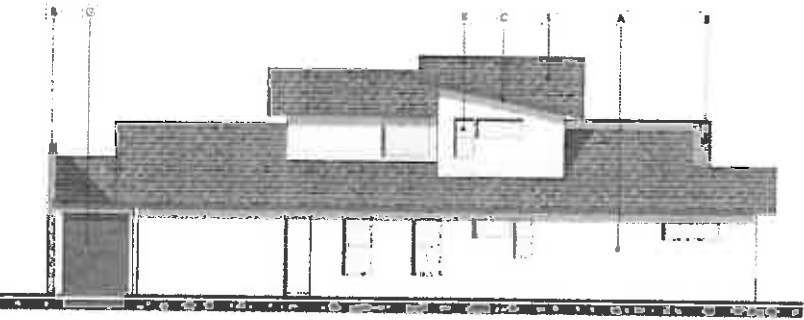
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| 1. Title Block | |
| 2. North Arrow | |
| 3. Scale | |
| 4. Date | |
| 5. Project Name | |
| 6. Project Address | |
| 7. Project City | |
| 8. Project State | |
| 9. Project Zip | |
| 10. Project Phone | |
| 11. Project Fax | |
| 12. Project Email | |
| 13. Project Website | |
| 14. Project Description | |
| 15. Project Status | |
| 16. Project Phase | |
| 17. Project Budget | |
| 18. Project Schedule | |
| 19. Project Risks | |
| 20. Project Notes | |



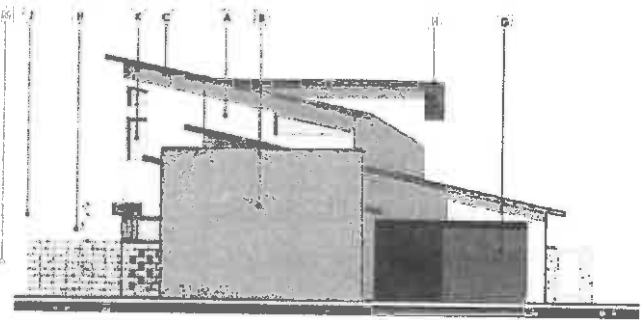
LEFT



FRONT



REAR



RIGHT

(60'x100' & 60'x110' CORNER LOTS)
PLAN 3 - EXTERIOR ELEVATIONS



DATE:
 2020.03.04

MOUNTAIN VIEW ESTATES

Cathedral City, California
 APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
 DESERT HOUSING VENTURES
 22802 ACANA STREET
 RANCHO PALMS VERDES, CA 92275
 CONTACT: JON LASH (310) 948-9607

OWNER OF RECORD:
 JOHN HACKER, SUCCESSOR TRUSTEE OF
 FIELDS FAMILY TRUST

RESPONSIBLE PARTY:
 PLACERWORKS
 3 HAZENBUEHL PLACE, SUITE 3300
 SANTA ANA, CA 92707
 CONTACT: SHEILA CEDERVAL (714) 968-9220

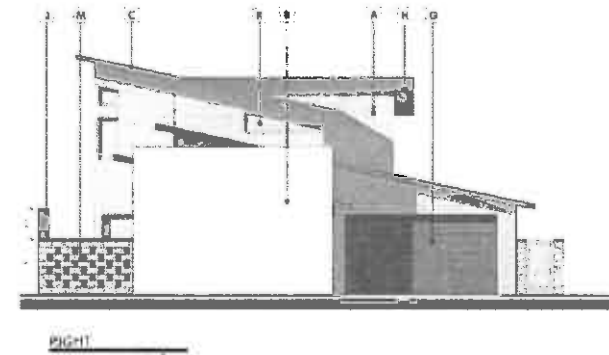
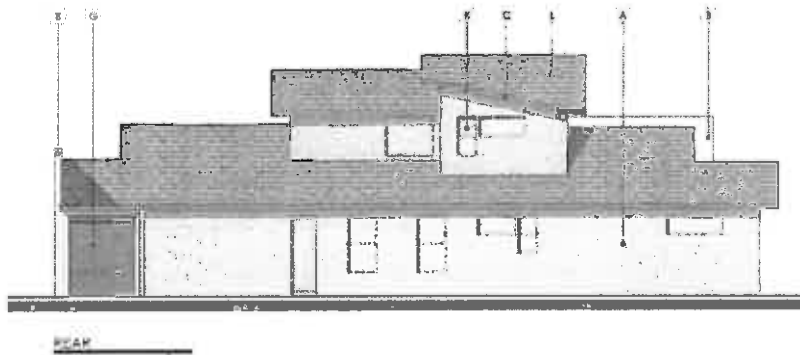
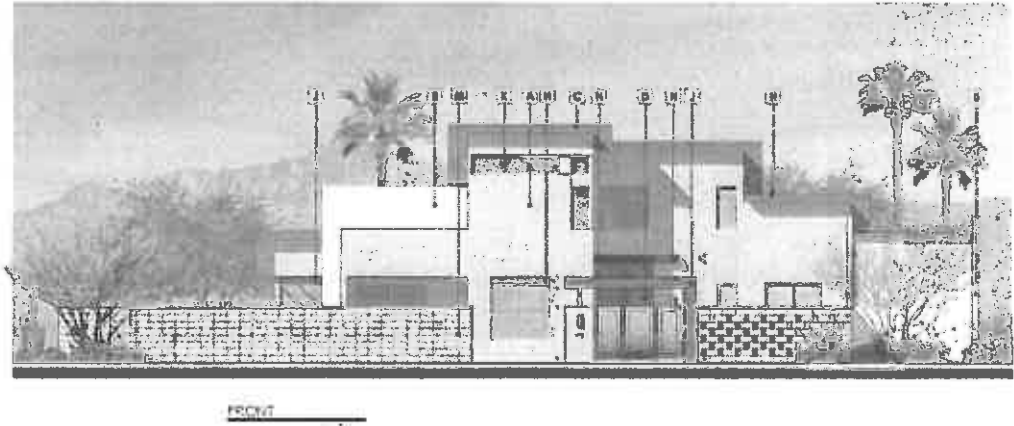
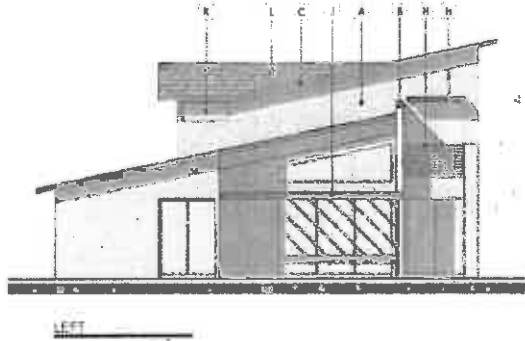
ENGINEER:
 MICHAEL BAKER, INTL.
 75-410 GERALD FORD DRIVE #100
 PALM DESERT, CA 92211
 CONTACT: BILL POPE (760) 776-4131

ARCHITECT:
 STUDIO-185, INC.
 25 ORCHARD ROAD, SUITE 350
 LAKE FOREST, CA 92650
 CONTACT: TARAME RAHMANI (949) 677-4585

LANDSCAPE ARCHITECT:
 BEA - INSA CONSULTING, INC.
 34200 BOB HOPE DRIVE
 RANCHO MIRAGE, CA 92270
 CONTACT: TOM MILLER (760) 330-5933

DRAWING NO.:
A3.1-1C

| | | |
|-----|----------------|--|
| 1 | Plan Grid | |
| 2 | Foundation | |
| 3 | 1st Floor | |
| 4 | 2nd Floor | |
| 5 | Roof Deck | |
| 6 | Roof Structure | |
| 7 | Roofing | |
| 8 | Exterior Walls | |
| 9 | Interior Walls | |
| 10 | Partitions | |
| 11 | Stair | |
| 12 | Elevator | |
| 13 | MEP | |
| 14 | Landscaping | |
| 15 | Site | |
| 16 | Site | |
| 17 | Site | |
| 18 | Site | |
| 19 | Site | |
| 20 | Site | |
| 21 | Site | |
| 22 | Site | |
| 23 | Site | |
| 24 | Site | |
| 25 | Site | |
| 26 | Site | |
| 27 | Site | |
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| 29 | Site | |
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| 89 | Site | |
| 90 | Site | |
| 91 | Site | |
| 92 | Site | |
| 93 | Site | |
| 94 | Site | |
| 95 | Site | |
| 96 | Site | |
| 97 | Site | |
| 98 | Site | |
| 99 | Site | |
| 100 | Site | |



MOUNTAIN VIEW ESTATES

(70'x105', 70'x110' CORNER LOTS)
PLAN 3 - EXTERIOR ELEVATIONS

DATE: 02-10-09

Cathedral City, California
 APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
 GREGORY JOHNSON VENTURES
 22815 ALVARA STREET
 RANCHO PALMS VILLAGE, CA 90701
 CONTACT: JOHN LAMM (951) 268-9800

OWNER OF RECORD:
 ADAM HACKETT, TRUSTEES TRUSTEE OF
 HACKETT FAMILY TRUST

RESPONSIBLE PARTY:
 PRACTICES
 5 MARKETPLACE PLACE, SUITE 1100
 SANFID BANK, CA 90701
 CONTACT: SHILOH LEDERER (951) 896-5200

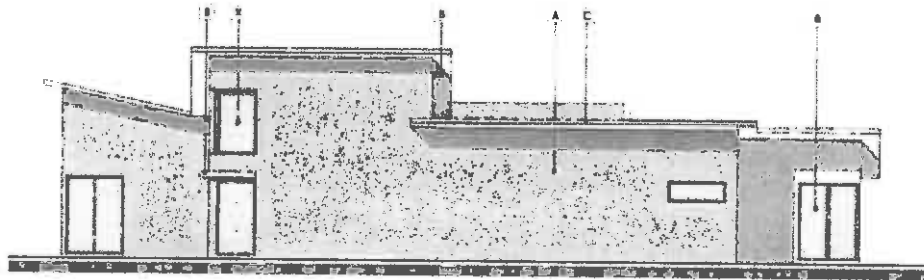
ENGINEER:
 ANDREW BRUCE, INC.
 17541 CENTRAL TOWNSHIP DRIVE #100
 PALM BEACH, CA 92111
 CONTACT: BILL POPE (951) 774-4100

ARCHITECT:
 STUDIO 134, INC.
 21 CROWHOOD ROAD, SUITE 100
 LARK SPRING, CA 90701
 CONTACT: TABAREE KAHN (951) 671-4888

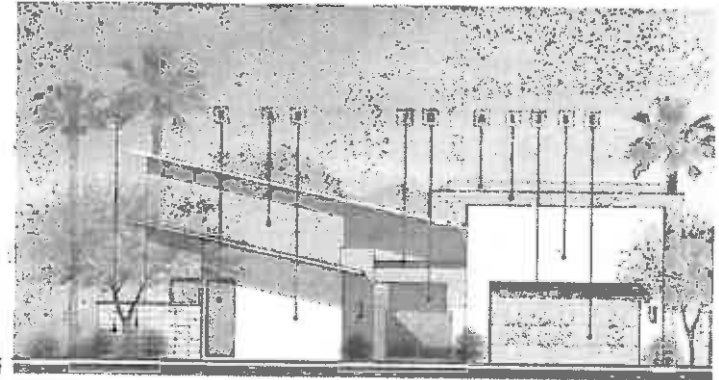
LANDSCAPE ARCHITECT:
 M&A MELVINSON INC.
 8410 BOB HUFF DRIVE
 RANCHO BUREAU, CA 91762
 CONTACT: TOM MEXLEY (951) 220-9411

DRAWING NO.:
A3.1-2C

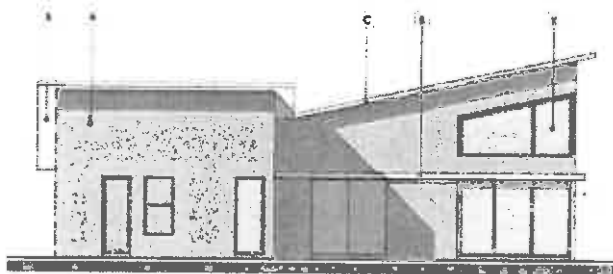
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| Project No. | |
| Client | |
| Site No. | |
| Scale | |
| Date | |
| Drawn by | |
| Checked by | |
| Approved by | |
| City/County No. | |
| Year | |
| City Code | |
| City Name | |



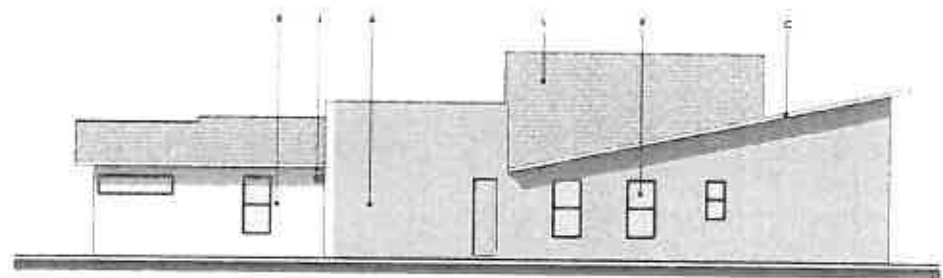
LEFT



FRONT



REAR



RIGHT

MOUNTAIN VIEW ESTATES

(65'x105' LOTS) PLAN 4 - EXTERIOR ELEVATIONS



DATE:
2020.03.04

Cathedral City, California

APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
DESERT HOUSING VENTURES
2500 S AGAVE STREET
RANCHO PALMS VERDES, CA 92275
CONTACT: JON LASH (310) 948-8687

OWNER OF RECORD:
JOHN HACKER, SUCCESSOR TRUSTEE OF
FIELDS FAMILY TRUST

RESPONSIBLE PARTY:
PLACEWORKS
3 MACARTHUR PLACE, SUITE 3300
SANTA ANA, CA 92707
CONTACT: SHERA CEDERVALL (714) 966-9220

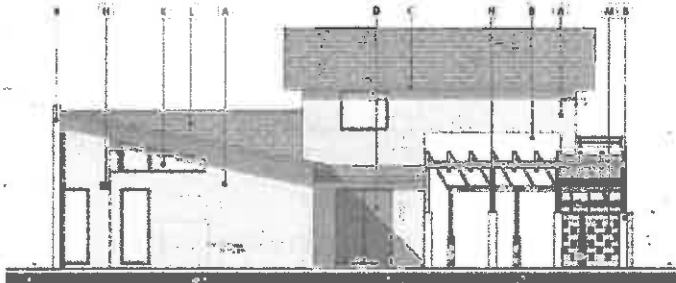
ENGINEER:
MICHAEL BARRI, NTL
75-110 GERALD FORD DRIVE #100
PALM DESERT, CA 92211
CONTACT: BILL POPE (760) 776-6151

ARCHITECT:
STUDIO-385, INC.
28 ORCHARD ROAD, SUITE 150
LAKE FOREST, CA 92560
CONTACT: TARANE RAHMANI (949) 677-4585

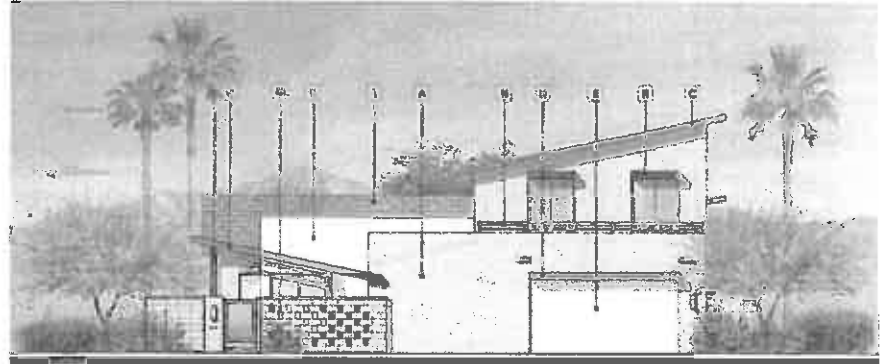
LANDSCAPE ARCHITECT:
RGA - MSA CONSULTING, INC.
34280 808 HOPE DRIVE
RANCHO BARRAGE, CA 92278
CONTACT: TOM MILLER (760) 320-9811

DRAWING NO:
A4.1C

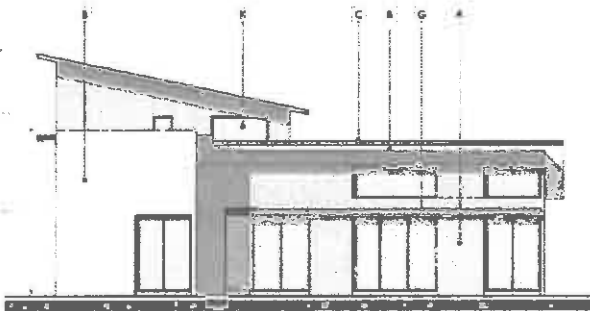
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| 2. General Notes | 2/20/20 | 2/20/20 |
| 3. Site Plan | 2/20/20 | 2/20/20 |
| 4. Foundation Plan | 2/20/20 | 2/20/20 |
| 5. Floor Plan | 2/20/20 | 2/20/20 |
| 6. Section 1 | 2/20/20 | 2/20/20 |
| 7. Section 2 | 2/20/20 | 2/20/20 |
| 8. Section 3 | 2/20/20 | 2/20/20 |
| 9. Section 4 | 2/20/20 | 2/20/20 |
| 10. Section 5 | 2/20/20 | 2/20/20 |
| 11. Section 6 | 2/20/20 | 2/20/20 |
| 12. Section 7 | 2/20/20 | 2/20/20 |
| 13. Section 8 | 2/20/20 | 2/20/20 |
| 14. Section 9 | 2/20/20 | 2/20/20 |
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| 32. Section 27 | 2/20/20 | 2/20/20 |
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| 34. Section 29 | 2/20/20 | 2/20/20 |
| 35. Section 30 | 2/20/20 | 2/20/20 |
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| 37. Section 32 | 2/20/20 | 2/20/20 |
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| 39. Section 34 | 2/20/20 | 2/20/20 |
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| 86. Section 81 | 2/20/20 | 2/20/20 |
| 87. Section 82 | 2/20/20 | 2/20/20 |
| 88. Section 83 | 2/20/20 | 2/20/20 |
| 89. Section 84 | 2/20/20 | 2/20/20 |
| 90. Section 85 | 2/20/20 | 2/20/20 |
| 91. Section 86 | 2/20/20 | 2/20/20 |
| 92. Section 87 | 2/20/20 | 2/20/20 |
| 93. Section 88 | 2/20/20 | 2/20/20 |
| 94. Section 89 | 2/20/20 | 2/20/20 |
| 95. Section 90 | 2/20/20 | 2/20/20 |
| 96. Section 91 | 2/20/20 | 2/20/20 |
| 97. Section 92 | 2/20/20 | 2/20/20 |
| 98. Section 93 | 2/20/20 | 2/20/20 |
| 99. Section 94 | 2/20/20 | 2/20/20 |
| 100. Section 95 | 2/20/20 | 2/20/20 |



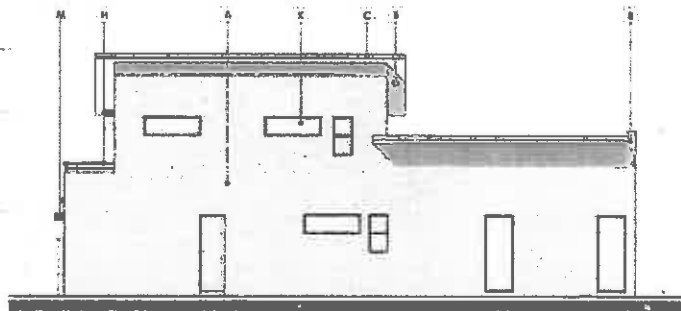
LEFT



FRONT



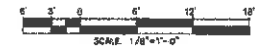
REAR



RIGHT

MOUNTAIN VIEW ESTATES

(65'x110' LOTS)
PLAN 5 - EXTERIOR ELEVATIONS



DATE:
2020.03.04

Cathedral City, California

APH: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
SERRA HOLDINGS VENTURES
12815 ALPINE STREET
MANOCHA PALMS MARCEL, CA 92071
CONTACT: BOB LASH (310) 586-8817

OWNER OF RECORD:
ADAM HANCOCK, EXECUTION TRUSTEE OF
TRUST FAMILY TRUST

RESPONSIBLE PARTY:
PLANNERS
BARRINGTON PLACE, SUITE 2100
SANTA ANA, CA 92707
CONTACT: SHILOA STEPHENS (949) 446-9220

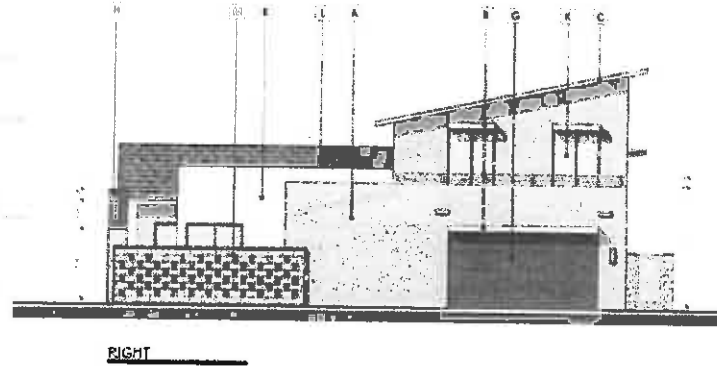
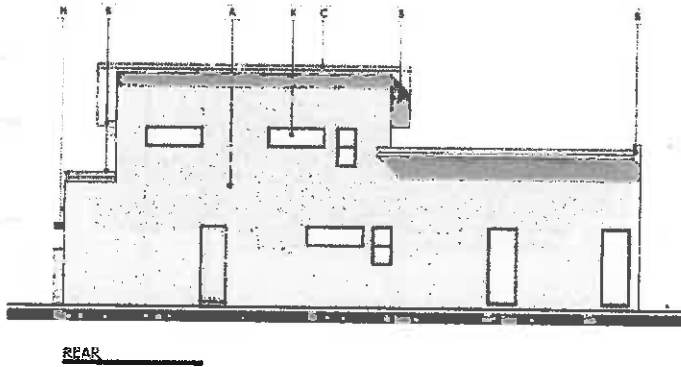
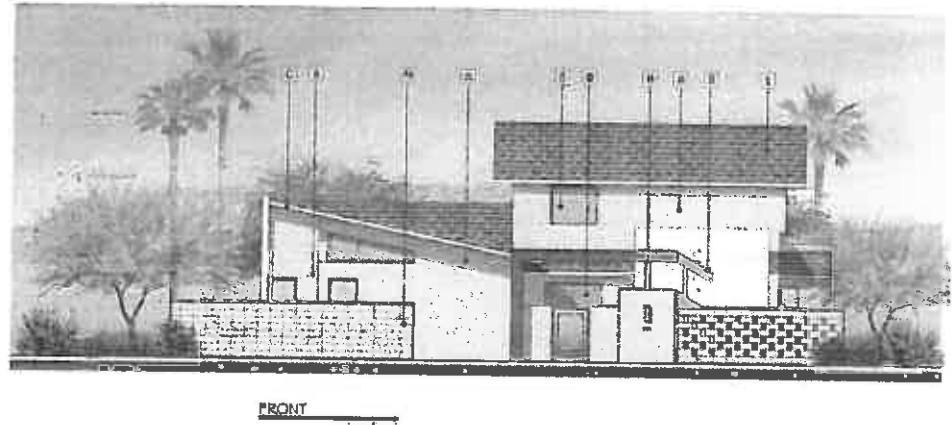
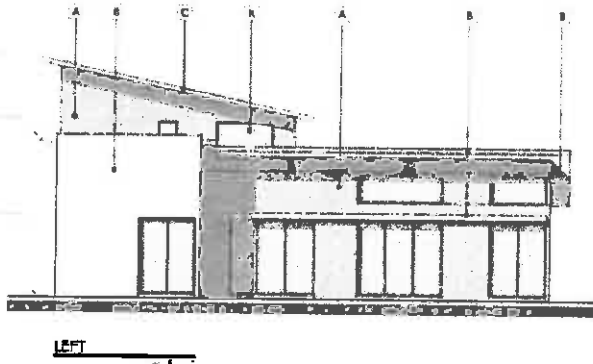
ENGINEER:
MCDONALD-SMITH, INC.
17415 DORNALDSON DRIVE #100
PULVER, CALIF. 92551
CONTACT: BOB POPE (949) 244-1432

ARCHITECT:
STUDIO 194, INC.
811 CROWLAND AVENUE, SUITE 100
LAKE FOREST, CA 92551
CONTACT: TARRAN NEWMAN (949) 677-4455

LANDSCAPE ARCHITECT:
PDA - PDA CONSULTING, INC.
14200 YUKON AVENUE, SUITE
BARRINGTON MARCEL, CA 92071
CONTACT: TOM ASHLEY (760) 222-9851

DRAWING NO:
A5.1C

| | | |
|----|--------------|------------------------------|
| 1 | Sheet Title | PLAN 5 - EXTERIOR ELEVATIONS |
| 2 | Project Name | MOUNTAIN VIEW ESTATES |
| 3 | Location | CATHEDRAL CITY, CALIFORNIA |
| 4 | Client | DESSERT HOLDING VENTURES |
| 5 | Design Team | STUDIO 285, INC. |
| 6 | Architect | STUDIO 285, INC. |
| 7 | Engineer | MICHAEL BAKER, INCL. |
| 8 | Landscaper | MSA CONSULTING, INC. |
| 9 | Scale | 1/8" = 1'-0" |
| 10 | Date | 2020.03.04 |
| 11 | Drawn By | TABANE RAHMANI |
| 12 | Checked By | TOM MILLER |
| 13 | Project No. | 2020-03-04 |
| 14 | Sheet No. | 5 |



MOUNTAIN VIEW ESTATES

(70'x105' & 70'x110' CORNER LOTS) PLAN 5 - EXTERIOR ELEVATIONS



DATE:
2020.03.04

Cathedral City, California

APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
DESSERT HOLDING VENTURES
22802S ACANA STREET
RANCHO PALMS VERDES, CA 92275
CONTACT: JON LASH (310) 948-9087

OWNER OF RECORD:
JOHN HACKER, SUCCESSOR TRUSTEE OF
FIELDS FAMILY TRUST

RESPONSIBLE PARTY:
PLACEWORKS
3 MANCINI/ULR PLACE, SUITE 1100
SANTA ANA, CA 92707
CONTACT: SHILA CEDERWALL (714) 866-9330

ENGINEER:
MICHAEL BAKER, INCL.
75-410 GERALD FORD DRIVE #100
PALM DEBERT, CA 92211
CONTACT: BILL POPE (760) 774-4131

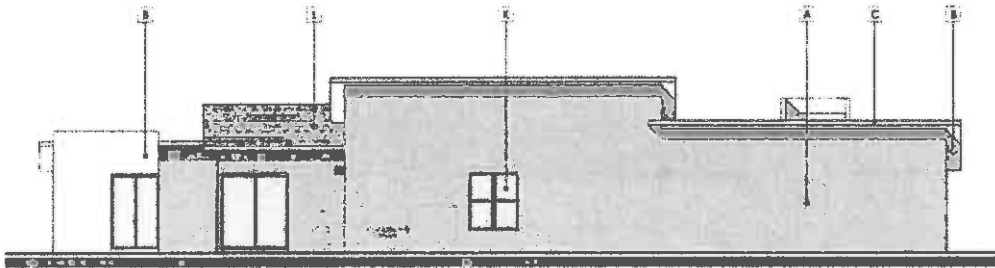
ARCHITECT:
STUDIO 285, INC.
23 ORCHARD ROAD, SUITE 150
LINCOLN FOREST, CA 92509
CONTACT: TABANE RAHMANI (949) 677-4985

LANDSCAPE ARCHITECT:
MSA - MSA CONSULTING, INC.
34200 BOB HOPE DRIVE
RANCHO MINAMI, CA 92270
CONTACT: TOM MILLER (760) 320-9813

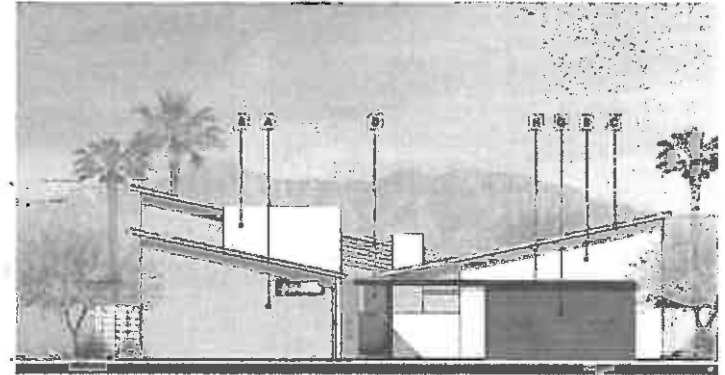
DRAWING NO.:

A5.1-1C

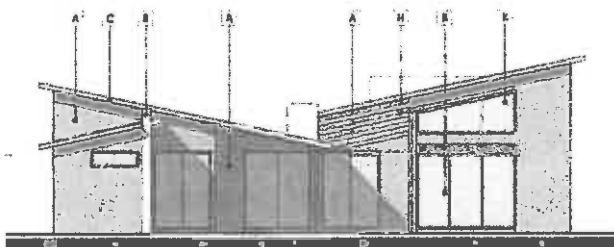
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|----|-----------------|--|
| 1 | Sheet Title | Exterior Elevations |
| 2 | Project Name | Mountain View Estates |
| 3 | Project Address | 670-130-004, 670-130-005, 670-130-014, 670-130-015 |
| 4 | Client | Desert Housing Ventures |
| 5 | Architect | Studio 135, Inc. |
| 6 | Engineer | Michael Baker, Inc. |
| 7 | Landscaper | BGA - BSA Consulting, Inc. |
| 8 | Scale | 1/8" = 1'-0" |
| 9 | Date | 2020.03.04 |
| 10 | Drawn By | [Redacted] |
| 11 | Checked By | [Redacted] |
| 12 | Approved By | [Redacted] |
| 13 | Notes | [Redacted] |
| 14 | Revisions | [Redacted] |
| 15 | Other | [Redacted] |



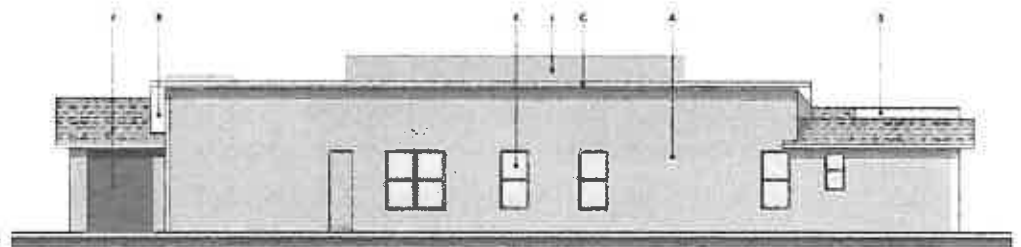
LEFT



FRONT



REAR



RIGHT

(65'x110' LOTS)
PLAN 6 - EXTERIOR ELEVATIONS



DATE:
 2020.03.04

MOUNTAIN VIEW ESTATES

Cathedral City, California

APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
 DESERT HOUSING VENTURES
 228015 ACARIA STREET
 RANCHO PALOS VERDES, CA 90275
 CONTACT: JON LASH (818) 948-9807

OWNER OF RECORD:
 JOHN HACKER, SUCCESSOR TRUSTEE OF
 FIELDS FAMILY TRUST

RESPONSIBLE PARTY:
 PLACEWORKS
 3 MACARTHUR PLACE, SUITE 1100
 SANTA ANA, CA 92707
 CONTACT: SHEILA CEDEVALLO (714) 968-9220

ENGINEER:
 MICHAEL BAKER, INC.
 75-410 CERRILLO FORD DRIVE #100
 PALM DESERT, CA 92211
 CONTACT: BILL POPE (760) 776-6131

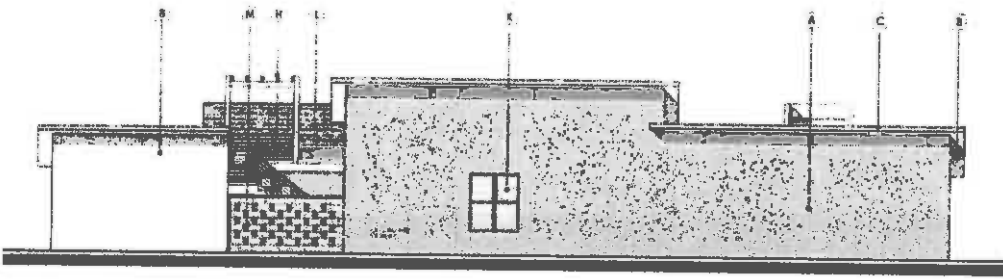
ARCHITECT:
 STUDIO 135, INC.
 33 ORCHARD ROAD, SUITE 150
 LAKE FOREST, CA 92650
 CONTACT: TARANE RAHMANI (949) 677-4585

LANDSCAPE ARCHITECT:
 BGA - BSA CONSULTING, INC.
 3400 BOYD HOPE DRIVE
 RANCHO MIRAGE, CA 92270
 CONTACT: TOM MILLER (760) 320-0811

DRAWING NO.:

A6.1C

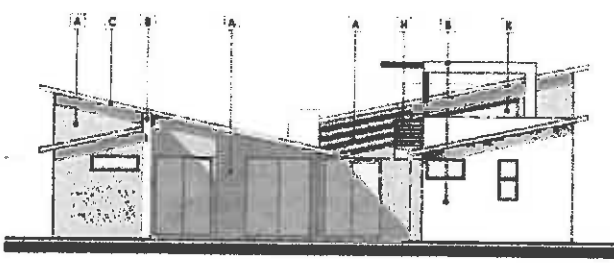
| | | |
|---------------------|-----------------------|----------------------|
| 1. Title Block | 2. North Arrow | 3. Scale |
| 4. Revision Table | 5. General Notes | 6. Material Schedule |
| 7. Section Schedule | 8. Elevation Schedule | 9. Detail Schedule |
| 10. Appendix | 11. Appendix | 12. Appendix |
| 13. Appendix | 14. Appendix | 15. Appendix |
| 16. Appendix | 17. Appendix | 18. Appendix |
| 19. Appendix | 20. Appendix | 21. Appendix |
| 22. Appendix | 23. Appendix | 24. Appendix |
| 25. Appendix | 26. Appendix | 27. Appendix |
| 28. Appendix | 29. Appendix | 30. Appendix |
| 31. Appendix | 32. Appendix | 33. Appendix |
| 34. Appendix | 35. Appendix | 36. Appendix |
| 37. Appendix | 38. Appendix | 39. Appendix |
| 40. Appendix | 41. Appendix | 42. Appendix |
| 43. Appendix | 44. Appendix | 45. Appendix |
| 46. Appendix | 47. Appendix | 48. Appendix |
| 49. Appendix | 50. Appendix | 51. Appendix |
| 52. Appendix | 53. Appendix | 54. Appendix |
| 55. Appendix | 56. Appendix | 57. Appendix |
| 58. Appendix | 59. Appendix | 60. Appendix |
| 61. Appendix | 62. Appendix | 63. Appendix |
| 64. Appendix | 65. Appendix | 66. Appendix |
| 67. Appendix | 68. Appendix | 69. Appendix |
| 70. Appendix | 71. Appendix | 72. Appendix |
| 73. Appendix | 74. Appendix | 75. Appendix |
| 76. Appendix | 77. Appendix | 78. Appendix |
| 79. Appendix | 80. Appendix | 81. Appendix |
| 82. Appendix | 83. Appendix | 84. Appendix |
| 85. Appendix | 86. Appendix | 87. Appendix |
| 88. Appendix | 89. Appendix | 90. Appendix |
| 91. Appendix | 92. Appendix | 93. Appendix |
| 94. Appendix | 95. Appendix | 96. Appendix |
| 97. Appendix | 98. Appendix | 99. Appendix |
| 100. Appendix | 101. Appendix | 102. Appendix |



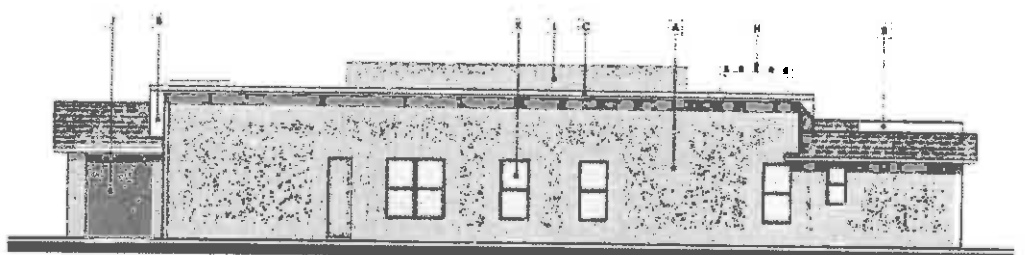
LEFT



FRONT



REAR



RIGHT

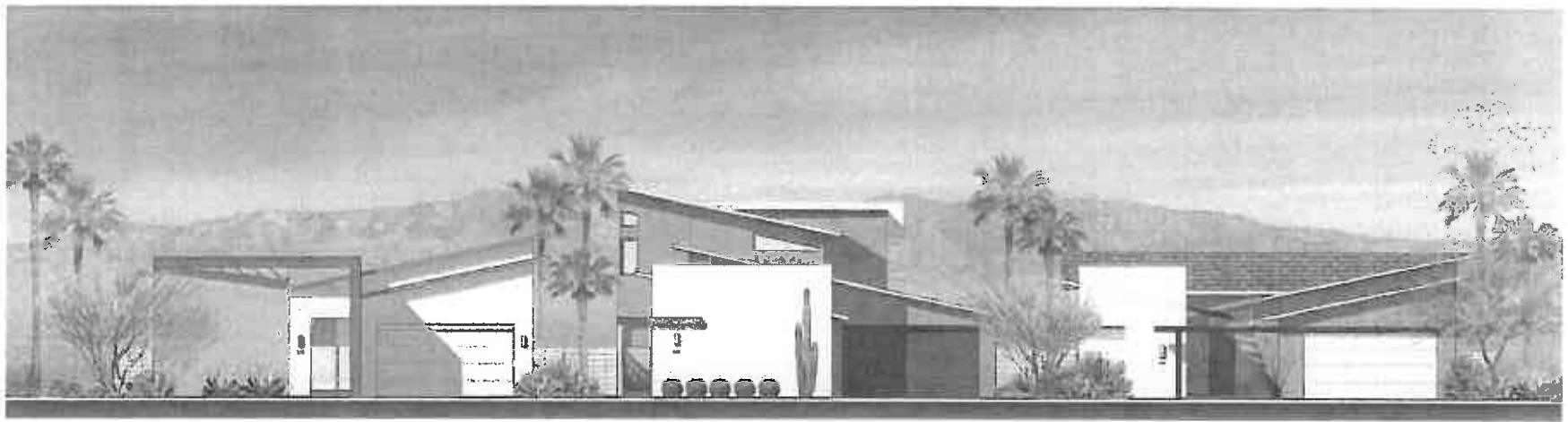
MOUNTAIN VIEW ESTATES

**(65'x110' LOTS)-OPTION CASITA & TERRACE
PLAN 6 - EXTERIOR ELEVATIONS**



DATE:
2020.03.04

| | | | | | | | |
|--|---|--|---|---|---|--|---------------------------------------|
| <p>Cathedral City, California</p> <p>APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015</p> | <p>PROJECT APPLICANT: DESERT HOUSING VENTURES 228015 ACANA STREET RANCHO PALMS VERDES, CA 90275 CONTACT: JON LASH (310) 948-5887</p> | <p>OWNER OF RECORD: JOHN HACKER, SUCCESSOR TRUSTEE OF FIELDS FAMILY TRUST</p> | <p>RESPONSIBLE PARTY: PLACEWORKS 3 BANCARTIER PLACE, SUITE 1100 SANTA ANA, CA 92707 CONTACT: SHEILA CEDERWALL (714) 966-9220</p> | <p>ENGINEER: MICHAEL BAKER, INTL. 75410 GERALD FORD DRIVE #100 PALM DESERT, CA 92211 CONTACT: BILL POPE (760) 776-6131</p> | <p>ARCHITECT: STUDIO-198, INC. 23 ORCHARD ROAD, SUITE 250 LIKE FOREST, CA 90650 CONTACT: TARANE RAHMANI (849) 677-4585</p> | <p>LANDSCAPE ARCHITECT: JGA - MSA CONSULTING, INC. 34200 BOB HOPE DRIVE RANCHO BARRAGE, CA 92270 CONTACT: TOM MILLER (760) 320-8811</p> | <p>DRAWING NO: A6.1-1C</p> |
|--|---|--|---|---|---|--|---------------------------------------|



PLAN 2

PLAN 3

PLAN 1

TYPICAL STREET SCENE
 1/6" = 1'-0" SCALE

MOUNTAIN VIEW ESTATES

Cathedral City, California

APH: 670-130-004, 670-130-005, 670-130-014, 670-130-018

PROJECT APPLICANT:
 DEWITT HOLDING VENTURES
 23815 ACORN STREET
 RANCHO PALMS VERDES, CA 92275
 CONTACT: JON LAMM (310) 948-9687

OWNER OF RECORD:
 KENN HANCOCK, SUCCESSOR TRUSTEE OF
 HESSA FAMILY TRUST

RESPONSIBLE PARTY:
 PLACEMIND
 6 MAGNOLIA PLACE, SUITE 200
 SANTA ANA, CA 92707
 CONTACT: MELA ESTERHILL (714) 896-9220

ENGINEER:
 MICHAEL BAKER INC.
 75410 CORTADO WOOD DRIVE #100
 PALM BEACH, CA 92211
 CONTACT: BILL PERRY, CHIEF (760) 831-1111

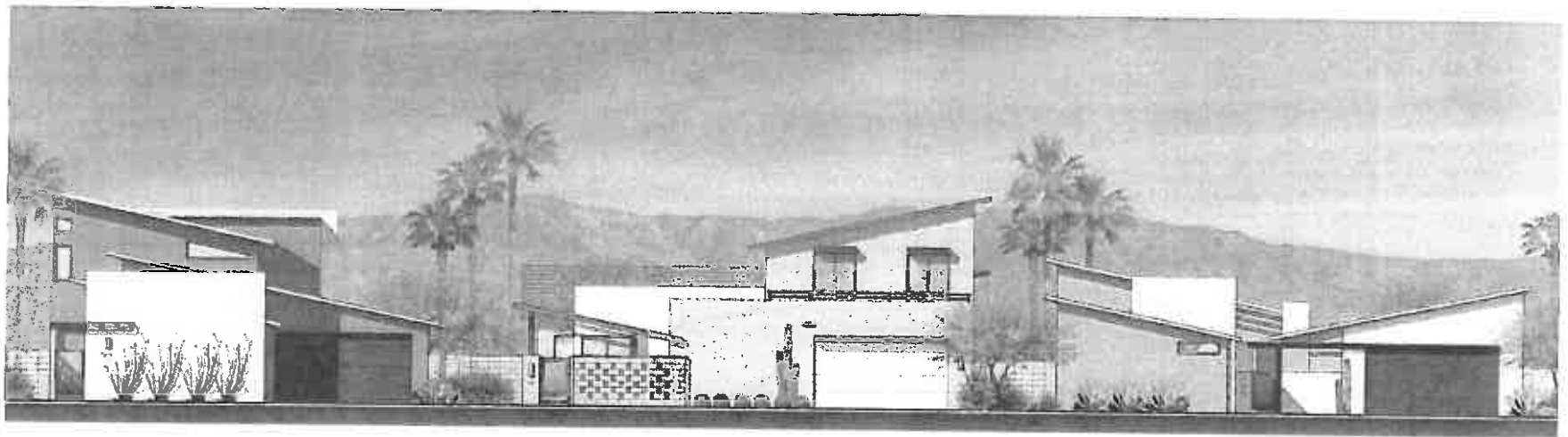
ARCHITECT:
 STUBBS CUM INC.
 20 ORCHARD ROAD, SUITE 100
 LARK SPUR, CA 92038
 CONTACT: TANGANI SAMANDI (818) 677-2888

LANDSCAPE ARCHITECT:
 HGA - HGA CONSULTING INC.
 8430 BIRCH HOLLOW DRIVE
 PARKVIEW SPRING, CA 92678
 CONTACT: TOM BRUCE (949) 330-8881

DATE:
 02/08/24

DRAWING NO:

AS.1C



PLAN 3

PLAN 5

PLAN 6

TYPICAL STREET SCENE
1/8" = 1'-0" SCALE

MOUNTAIN VIEW ESTATES

DATE:
2020.03.04

Cathedral City, California

APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:

DEBENT HOUSING VENTURES
238253 ACACIA STREET
RANCHO PALOS VERDES, CA 90275
CONTACT: JON LASH (310) 948-9607

OWNER OF RECORD:

JOHN HUCKER, SUCCESSOR TRUSTEE OF
FREEDS FAMILY TRUST

RESPONSIBLE PARTY:

PLACEWORKS
3 SACRAMENTO PLACE, SUITE 1100
SANTA ANA, CA 92707
CONTACT: SHEILA CEDENVALL (714) 986-9220

ENGINEER:

MICHAEL BAKER, INTL.
78410 GERALD FORD DRIVE #100
PALM DESERT, CA 92211
CONTACT: NILL POPE (760) 776-6131

ARCHITECT:

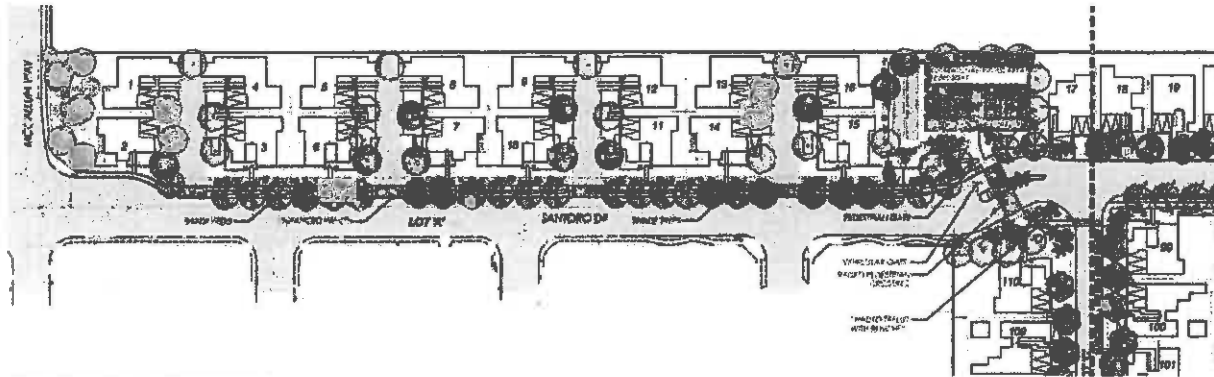
STUDIO-195, INC.
23 ORCHARD ROAD, SUITE 150
LAKE FOREST, CA 92550
CONTACT: TAMARAH RAHMANNI (949) 677-4585

LANDSCAPE ARCHITECT:

NGA-MSA CONSULTING, INC.
34290 805 HOPE DRIVE
RANCHO MIRAGE, CA 92220
CONTACT: TOM MILLER (760) 520-9833

DRAWING NO.:

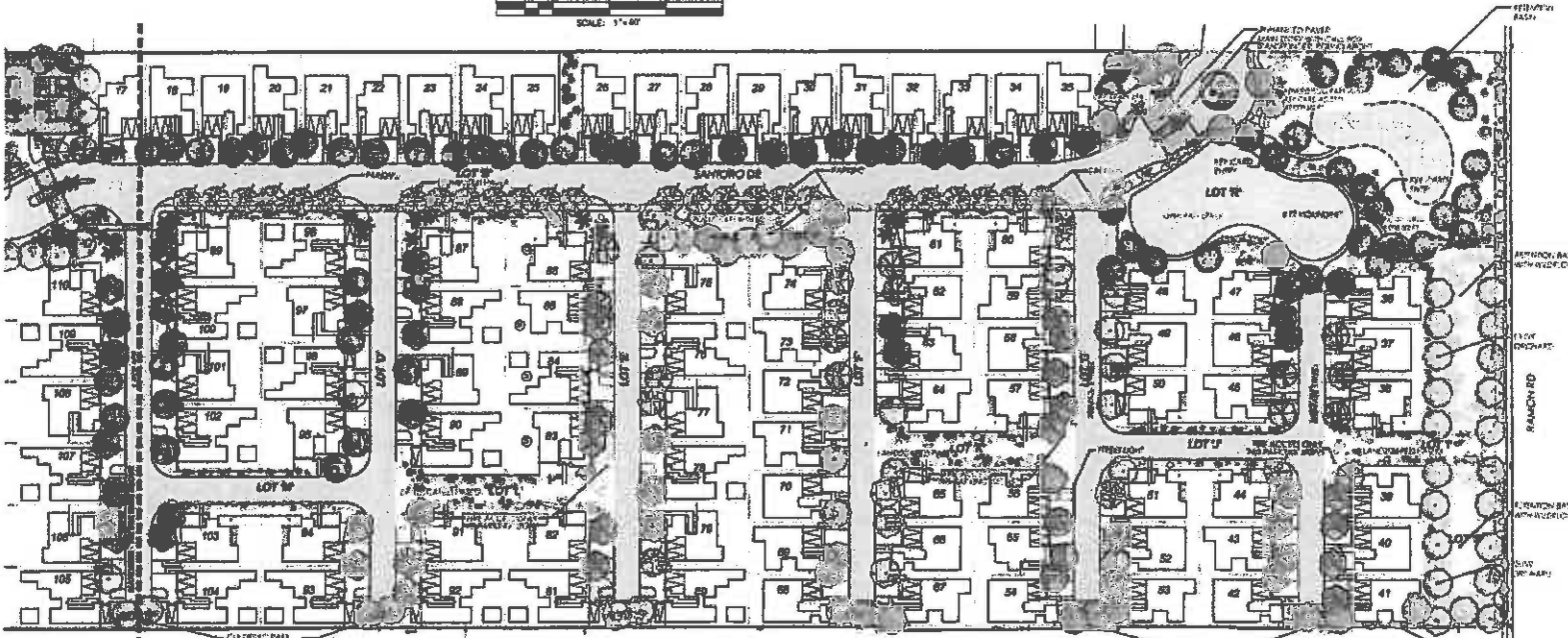
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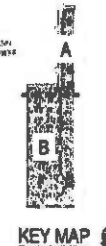
COMMON AREA LANDSCAPE "A"

CONCEPTUAL PLANT SCHEDULE

| SYMBOL | PLANT SPECIES | QTY | AREA |
|----------|---------------|-----|------|
| (Symbol) | AGAVE | 20 | 1000 |
| (Symbol) | YUCCA | 10 | 500 |
| (Symbol) | AGAVE | 10 | 500 |
| (Symbol) | AGAVE | 10 | 500 |
| (Symbol) | AGAVE | 10 | 500 |
| (Symbol) | AGAVE | 10 | 500 |
| (Symbol) | AGAVE | 10 | 500 |
| (Symbol) | AGAVE | 10 | 500 |
| (Symbol) | AGAVE | 10 | 500 |
| (Symbol) | AGAVE | 10 | 500 |



COMMON AREA LANDSCAPE "B"



MOUNTAIN VIEW ESTATES

CONCEPTUAL LANDSCAPE PLAN

DATE: 2020.03.04

Cathedral City, California
 APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
 DESERT HOLDINGS VENTURES
 228025 ALCANA STREET
 RANCHO PALMS VENDES, CA 90075
 CONTACT: JOHN LASH (818) 948-9607

OWNER OF RECORD:
 JOHN HACKER, SUCCESSOR TRUSTEE OF
 HELDS FAMILY TRUST

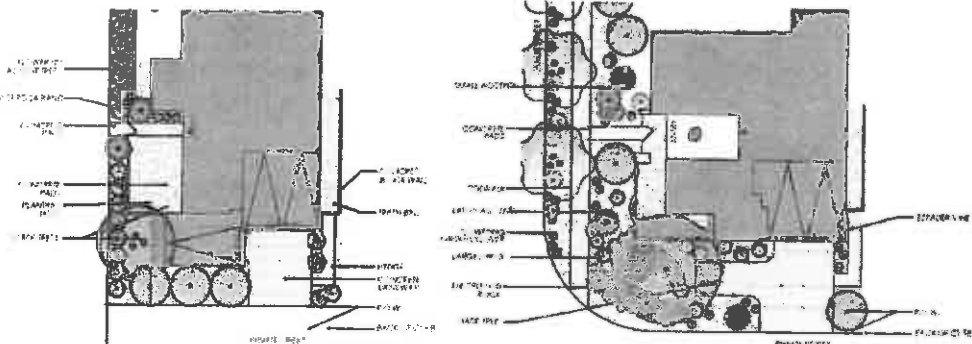
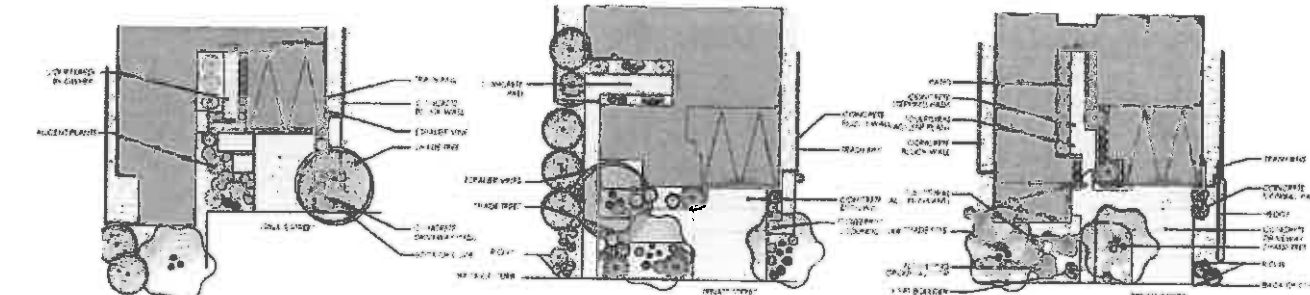
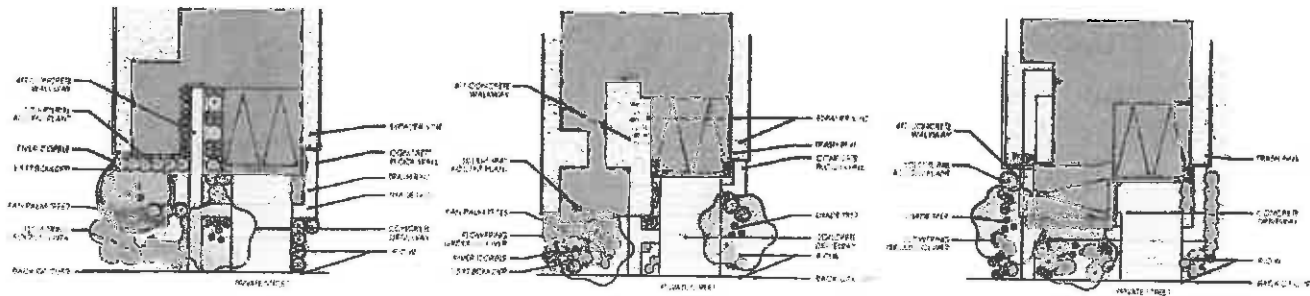
RESPONSIBLE PARTY:
 PLACEMAKERS
 3 MARCARTHUR PLACE, SUITE 1100
 SANTA ANA, CA 92707
 CONTACT: SHEILA CEDERNALL (714) 966-9220

ENGINEER:
 MICHAEL BAKER INTL
 75-410 GERALD FORD DRIVE #100
 PALM DESERT, CA 92211
 CONTACT: BILL POPE (760) 776-4131

ARCHITECT:
 STUBBS-ROSS, INC.
 24 GORCHARD ROAD, SUITE 150
 LAKE FOREST, CA 92530
 CONTACT: TAMANE RAHMANI (949) 677-4585

LANDSCAPE ARCHITECT:
 ROSS-NEGA CONSULTING, INC.
 34100 BOB HOPE DRIVE
 RANCHO MIRAGE, CA 92220
 CONTACT: TOM MILLER (760) 520-8611

DRAWING NO:
L01



CONCEPTUAL PLANT SCHEDULE

| NO. | PLANT | QTY | REMARKS |
|-----|-------|-----|------------|
| 1 | AGAVE | 1 | FRONT YARD |
| 2 | AGAVE | 1 | FRONT YARD |
| 3 | AGAVE | 1 | FRONT YARD |
| 4 | AGAVE | 1 | FRONT YARD |
| 5 | AGAVE | 1 | FRONT YARD |
| 6 | AGAVE | 1 | FRONT YARD |
| 7 | AGAVE | 1 | FRONT YARD |
| 8 | AGAVE | 1 | FRONT YARD |
| 9 | AGAVE | 1 | FRONT YARD |
| 10 | AGAVE | 1 | FRONT YARD |
| 11 | AGAVE | 1 | FRONT YARD |
| 12 | AGAVE | 1 | FRONT YARD |
| 13 | AGAVE | 1 | FRONT YARD |
| 14 | AGAVE | 1 | FRONT YARD |
| 15 | AGAVE | 1 | FRONT YARD |
| 16 | AGAVE | 1 | FRONT YARD |
| 17 | AGAVE | 1 | FRONT YARD |
| 18 | AGAVE | 1 | FRONT YARD |
| 19 | AGAVE | 1 | FRONT YARD |
| 20 | AGAVE | 1 | FRONT YARD |
| 21 | AGAVE | 1 | FRONT YARD |
| 22 | AGAVE | 1 | FRONT YARD |
| 23 | AGAVE | 1 | FRONT YARD |
| 24 | AGAVE | 1 | FRONT YARD |
| 25 | AGAVE | 1 | FRONT YARD |
| 26 | AGAVE | 1 | FRONT YARD |
| 27 | AGAVE | 1 | FRONT YARD |
| 28 | AGAVE | 1 | FRONT YARD |
| 29 | AGAVE | 1 | FRONT YARD |
| 30 | AGAVE | 1 | FRONT YARD |
| 31 | AGAVE | 1 | FRONT YARD |
| 32 | AGAVE | 1 | FRONT YARD |
| 33 | AGAVE | 1 | FRONT YARD |
| 34 | AGAVE | 1 | FRONT YARD |
| 35 | AGAVE | 1 | FRONT YARD |
| 36 | AGAVE | 1 | FRONT YARD |
| 37 | AGAVE | 1 | FRONT YARD |
| 38 | AGAVE | 1 | FRONT YARD |
| 39 | AGAVE | 1 | FRONT YARD |
| 40 | AGAVE | 1 | FRONT YARD |
| 41 | AGAVE | 1 | FRONT YARD |
| 42 | AGAVE | 1 | FRONT YARD |
| 43 | AGAVE | 1 | FRONT YARD |
| 44 | AGAVE | 1 | FRONT YARD |
| 45 | AGAVE | 1 | FRONT YARD |
| 46 | AGAVE | 1 | FRONT YARD |
| 47 | AGAVE | 1 | FRONT YARD |
| 48 | AGAVE | 1 | FRONT YARD |
| 49 | AGAVE | 1 | FRONT YARD |
| 50 | AGAVE | 1 | FRONT YARD |

PAVING



ENHANCED PAVER BELGARD MODURNE SX12 161.6 MM COLOR TO BE FOUNDRY, HERRINGBONE GROUND FACE SUDE

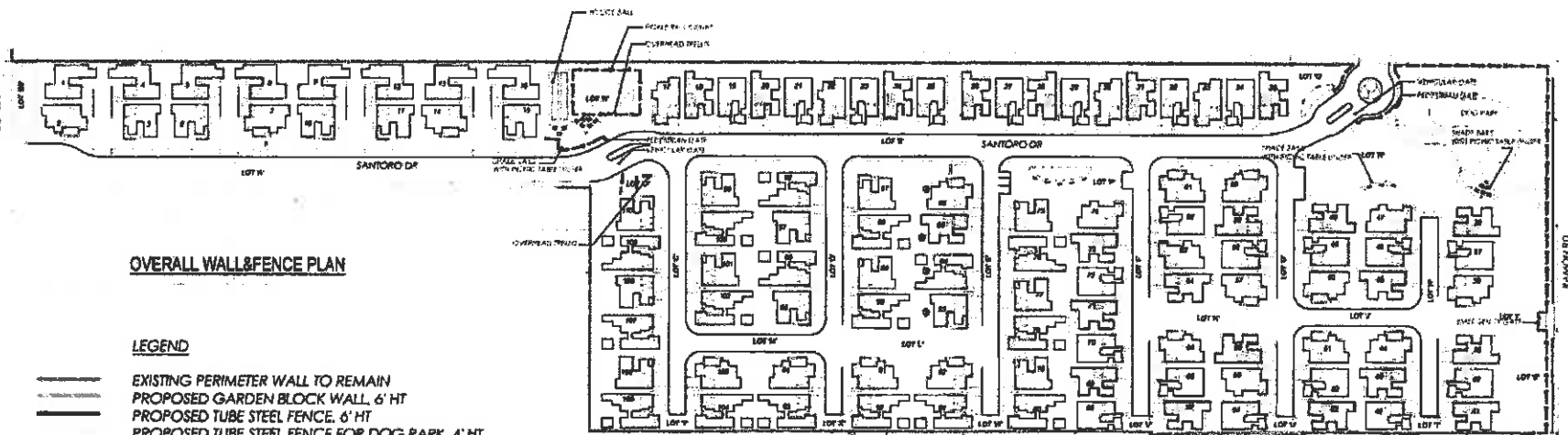


MOUNTAIN VIEW ESTATES

TYPICAL FRONT YARD

DATE: 2020.03.04

| | | | | | | | |
|--|---|---|--|---|--|--|------------------------------------|
| <p>Cathedral City, California</p> <p>APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015</p> | <p>PROJECT APPLICANT: DEBENT HOUSING VENTURES 23805 ACAMA STREET RANCHO PALMS VERDES, CA 92275 CONTACT: JON LASH (951) 948-8807</p> | <p>OWNER OF RECORD: JOHN WACKER, SUCCESSOR TRUSTEE OF FIELDS FAMILY TRUST</p> | <p>RESPONSIBLE PARTY: PLACEMENTS 2 MACAN FLUR PLACE, SUITE 1100 SANTA ANA, CA 92707 CONTACT: SHEILA CEDERWALL (714) 956-9220</p> | <p>ENGINEER: MICHAEL BAKER INTL 75-419 GERALD FORD DRIVE #100 PAINA DESERT, CA 92211 CONTACT: RUI POLE (949) 776-4131</p> | <p>ARCHITECT: STUDIO-195, INC 23 ORCHARD ROAD, SUITE 150 LAKE FOREST, CA 92650 CONTACT: TABANE RAHMANNI (949) 877-4585</p> | <p>LANDSCAPE ARCHITECT: ROA - ROA CONSULTING, INC. 84200 808 HOPE DRIVE RANCHO MURAGE, CA 92270 CONTACT: TOM MILLER (760) 320-9811</p> | <p>DRAWING NO: L.02</p> |
|--|---|---|--|---|--|--|------------------------------------|



OVERALL WALL & FENCE PLAN

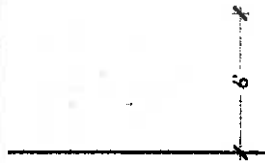
LEGEND

- EXISTING PERIMETER WALL TO REMAIN
- PROPOSED GARDEN BLOCK WALL, 6' HT
- PROPOSED TUBE STEEL FENCE, 6' HT
- PROPOSED TUBE STEEL FENCE FOR DOG PARK, 4' HT
- PROPOSED CHAIN LINK FENCE FOR SPORT COURT, 8' HT
- SEE ARCHITECT PLAN FOR SCREEN WALL DETAILS, 6' HT

WALLS & FENCE



GARDEN WALL
PRECISION CONCRETE BLOCK WALL COLORED



6"X16" PRECISION BLOCK
IN FINISHING SOUND
COLOR TO MATCH BRICKING



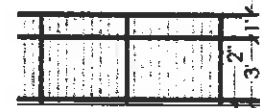
PERIMETER FENCE
TUBE STEEL, COLOR BLACK



TUBE FENCE
2" SQUARE TUBE POST @ 8' O.C.
1 1/2" TUBE TOPS BOTTOM RAILING
1" SQUARE PICKLE @ 4' O.C.



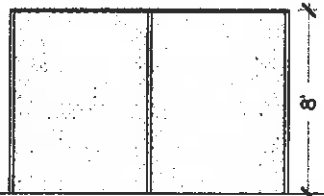
DOG PARK FENCE
TUBE STEEL COLOR BLACK



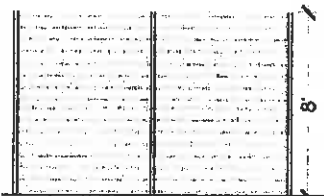
TUBE FENCE
2" SQUARE TUBE POST @ 4' O.C.
1 1/2" TUBE ALL RAILING
1" SQUARE PICKLE @ 4' O.C.



SPORT FENCE
CHAIN LINK, COLOR BLACK



OPTION 1
2" SQUARE TUBE POST @ 4' O.C.
1" SQUARE TOP RAILING
FENCE PANEL IN 48 DEGREE GRID PATTERN



OPTION 2
2" SQUARE TUBE POST @ 4' O.C.
FENCE PANEL IN GRABE PATTERN

MOUNTAIN VIEW ESTATES

OVERALL WALL & FENCE & AMENITY PLAN

DATE: 2006.03.04

Cathedral City, California
APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
DESERT HOUSING VENTURES
228025 ACANA STREET
RANCHO PALMS VERDES, CA 92275
CONTACT: ANJ LASH (310) 948-6907

OWNER OF RECORD:
JOHN HACKER, SUCCESSOR TRUSTEE OF
FIELDS FAMILY TRUST

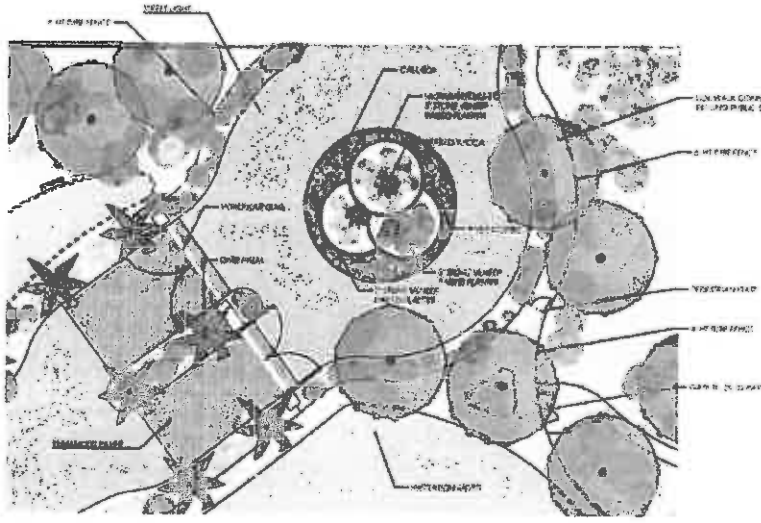
RESPONSIBLE PARTY:
PLACEWORKS
3 MACARTHUR PLACE, SUITE 1100
SANTA ANA, CA 92707
CONTACT: SHEILA CECILAVALLI (714) 966-8220

ENGINEER:
MICHAEL BAKER, INC.
72-410 GERALD FORD DRIVE #100
PALM DESERT, CA 92211
CONTACT: BILL MOFFA (760) 774-4131

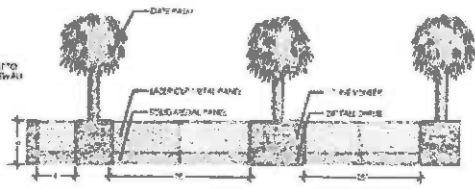
ARCHITECT:
STUDIO 225, INC.
23 ORCHARD ROAD, SUITE 190
LAKE FOREST, CA 92680
CONTACT: TARANEH RAHMANNI (849) 677-4585

LANDSCAPE ARCHITECT:
REGA - REGA CONSULTING, INC.
34200 BOB HOPE DRIVE
RANCHO MIRAGE, CA 92270
CONTACT: TOM MILLER (760) 520-5821

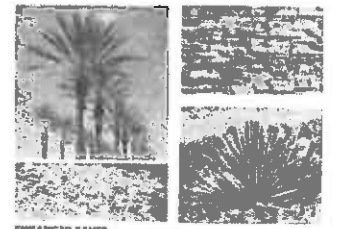
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L.03



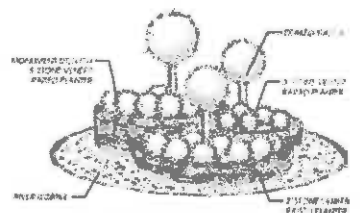
A. MAIN ENTRY



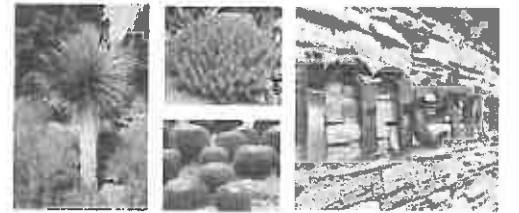
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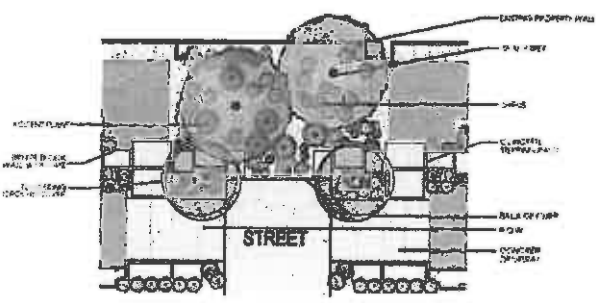
ENHANCED VIEW



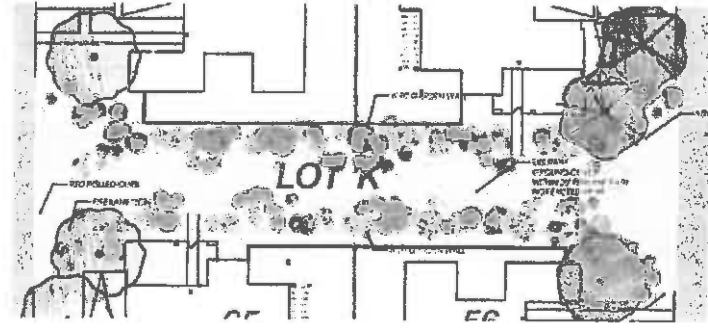
MONUMENT PLANTER



MONUMENT SIGN



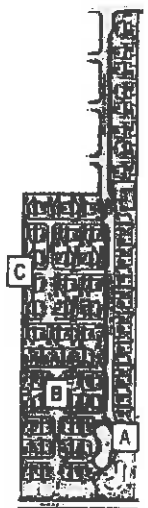
B. CUL DE SAC TYPICAL



C. LANDSCAPE PASEO



LANDSCAPE PASEO - FIRE ACCESS



KEY MAP

MOUNTAIN VIEW ESTATES

ENLARGEMENTS

DATE: 2020.03.04

| | | | | | | | |
|--|---|--|---|--|---|---|--|
| <p>Cathedral City, California APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015</p> | <p>PROJECT APPLICANT: DESERT HOUSING VENTURES 23805 ACHANA STREET RANCHO PALOS VERDES, CA 90275 CONTACT: JON LASH (310) 948-9807</p> | <p>OWNER OF RECORD: JOHN HACKER, SUCCESSOR TRUSTEE OF FRANIS FAMILY TRUST</p> | <p>RESPONSIBLE PARTY: PLACERVINUS 3 BACHETTOR PLACE, SUITE 1100 SANTA ANA, CA 92707 CONTACT: SHEILA CEDERWALL (714) 966-9220</p> | <p>ENGINEER: MICHAEL BAKER, INCL 75410 GERALD FORD DRIVE #100 PALM DESERT, CA 90231 CONTACT: BILL POPE (760) 776-4131</p> | <p>ARCHITECT: STUDIO 186, INC. 23 ORCHARD ROAD, SUITE 130 LAKE FOREST, CA 92550 CONTACT: TABARE NAHMANN (949) 677-4585</p> | <p>LANDSCAPE ARCHITECT: RGA - M&A CONSULTING, INC. 84200 BOB HOPE DRIVE RANCHO MIRAGE, CA 92270 CONTACT: TOM MILLER (760) 320-9811</p> | <p>DRAWING NO.: L.04</p> |
|--|---|--|---|--|---|---|--|

TREES



DESERT MUSEUM PALO VERDE



PALO VERDE



CALIFORNIA FAN PALM



THORNLESS MESQUITE



FRUITLESS OLIVE



JACARANDA DONNAI BLUE



CAESALPINIA CACILLO

ACCENT PLANTS



BLUE GLOW AGAVE



SMOOTH AGAVE



VARIEGATED NEHEMYS AGAVE



ARTICHOKE AGAVE



ALDE VIDA



MEDITERRANEAN FAN PALM



DESERT SPOON



OCOTILLO



MACDOUGAL'S CENTURY PLANT



SPINELESS POCKLY PEAR



MEXICAN FENCE POST



GOLDEN BARREL CACTUS



DESERT FLAMENCO BIRD FUCCA



SOUGAINVILLEA TORCH GLOW



CYNODON BUSH



ROSEWOOD BEAUTY NATAL PLUM



YELLOW BALLS



BRITIS BUSH



FLAX JET LITTLE BEY



GOPHER PLANT



TEXAS RANGER LITTLE'S LEGACT



TEXAS PRIVET



SAN MARCOS HIBISCUS



LITTLE OLIVE OLIVE



WEEPING BOTTLE BRUSH



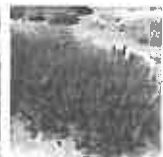
RED MEXICAN BIRD OF PARADISE



LITTLE JOHN BUTTERFLY BUSH



GREEN CARPET NATAL PLUM



MEADOW SAGE



PINK NURPLE



FOOTPRINT ROSEMARY



TRAILING INDIGO BUSH



TRAILING LANTANA

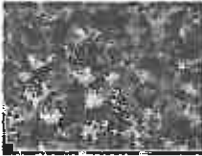


LANTANA NEW GOLD



OUTBACK SUNRISE GNU BUSH

VINES



MOUNTAIN VIEW ESTATES

PLANT IMAGES

DATE: 2020.03.04

Cathedral City, California
 APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
 DESERT HOUSING VENTURES
 22802S ACANA STREET
 RANCHO PALMS VERDES, CA 90275
 CONTACT: JOHN LASH (310) 948-9657

OWNER OF RECORD:
 JOHN HACKER, SUCCESSOR TRUSTEE OF
 FIELDS FAMILY TRUST

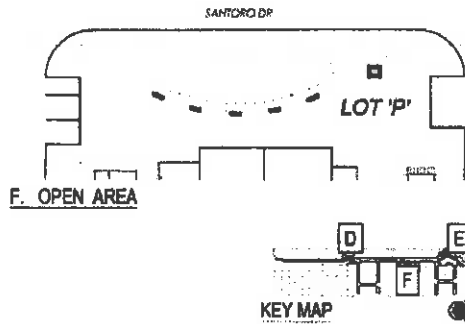
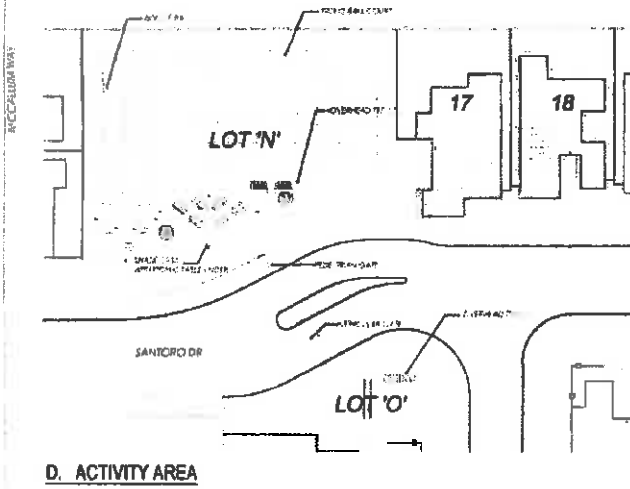
RESPONSIBLE PARTY:
 PLACEWORKS
 3 MACARTHUR PLAZA, SUITE 1100
 SANTA ANA, CA 92707
 CONTACT: SHIRLA CEDERHALL (714) 966-9220

ENGINEER:
 MICHAEL BAKER INTL
 75-410 GERALD FORD DRIVE #100
 PALM DESERT, CA 92211
 CONTACT: BILL POPE (760) 776-4131

ARCHITECT:
 STUDIO-195, INC.
 24 ORCHARD ROAD, SUITE 150
 LAKE FOREST, CA 92680
 CONTACT: TARANE RAHMANI (949) 677-4585

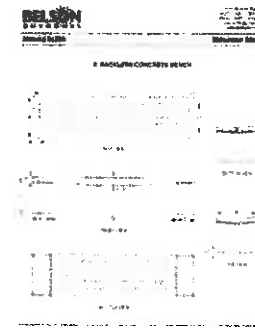
LANDSCAPE ARCHITECT:
 RGA + RGA CONSULTING, INC.
 9430 BOW HOPE DRIVE
 RANCHO MIRAGE, CA 92270
 CONTACT: TOM MILLER (760) 820-9833

DRAWING NO:
L.05

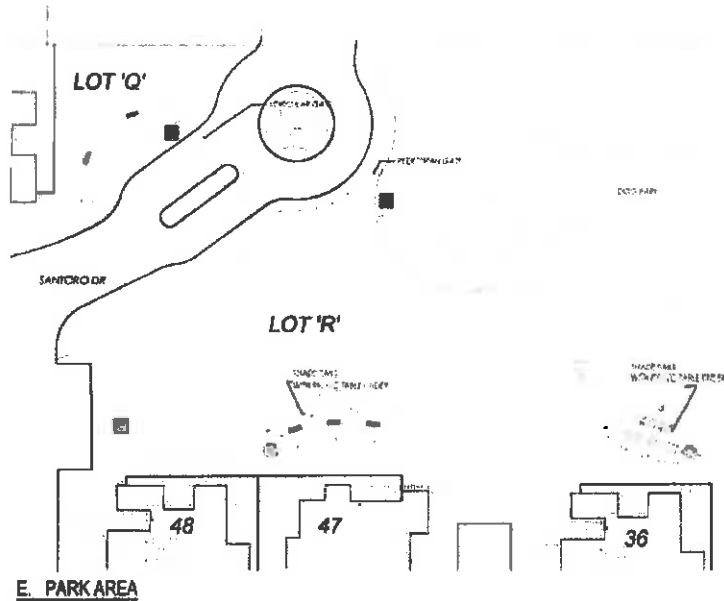


SITE FURNISHINGS

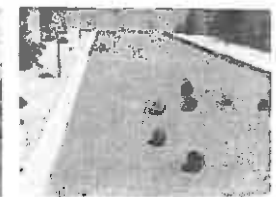
- LEGEND**
- BENCH
 - DOG RECEPTACLE
 - TRASH CAN
 - PICNIC TABLE



CONCRETE COLOR TO BE WHITE IN GROUND & POLISHED FINISH



SITE AMENITIES



MOUNTAIN VIEW ESTATES

OVERALL SITE AMENITY & FURNISHINGS PLAN

DATE: 2020.03.04

Cathedral City, California
APN: 670-130-004, 670-130-005, 670-130-014, 670-130-015

PROJECT APPLICANT:
DESERT HOUSING VENTURES
27825 ACANA STREET
RANCHO PALMS VERDES, CA 90275
CONTACT: JONI LASH (310) 549-9887

OWNER OF RECORD:
JOHN HADKER, SUCCESSOR TRUSTEE OF
FIELDS FAMILY TRUST

RESPONSIBLE PARTY:
PLACEWORKS
3 MACARTHUR PLACE, SUITE 1100
SANTA ANA, CA 92707
CONTACT: SHEILA CEDERVALL (714) 966-8230

ENGINEER:
MICHAEL BAKER, P.E.
75-410 GERALD FORD DRIVE #100
PALM DESERT, CA 92211
CONTACT: BILL POPE (760) 774-4131

ARCHITECT:
STUDIO-195, INC.
23 ORCHARD ROAD, SUITE 150
LAKE FOREST, CA 92551
CONTACT: TRACIE BARNHART (949) 677-4585

LANDSCAPE ARCHITECT:
NSA - NSA CONSULTING, INC.
34200 BOB HOPE DRIVE
RANCHO MIRAGE, CA 90270
CONTACT: TOM MILLER (760) 330-9811

DRAWING NO:
L06

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

April 2, 2020

Ms. Deborah Bradford, Project Planner
Riverside County Planning Division
4080 Lemon Street, 12th Floor
Riverside CA 92501
(VIA HAND DELIVERY)

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR’S DETERMINATION**

File No.: ZAP1413MA20
Related File No.: PPT190038 (Plot Plan)
APN: 461-140-050

Dear Ms. Bradford:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed Riverside County Case No. PPT190038 (Plot Plan), a proposal to establish a Recreational Vehicle (RV) storage yard including 135 RV stalls on 2.9 acres of a 32.68-acre parcel located on the southeast corner of Grand Avenue and Briggs Avenue (westerly of the community of Winchester).

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.

Although the project is located within the March Air Reserve Base/Inland Port AIA, the actual nearest runway is Runway 15-33 at Perris Valley Airport. The southerly terminus of this runway is located approximately 29,100 feet from the project site. As the site is more than 20,000 feet from the runway, 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 project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

AIRPORT LAND USE COMMISSION

2. The review of this Conditional Use Permit 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 1 on Table 5 of the Harvest Valley/Winchester Area Plan:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all prospective purchasers and tenants of the property.
4. Any new aboveground detention or water quality basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention/water quality basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. The following uses/activities are specifically prohibited: wastewater management facilities; trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; incinerators.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity

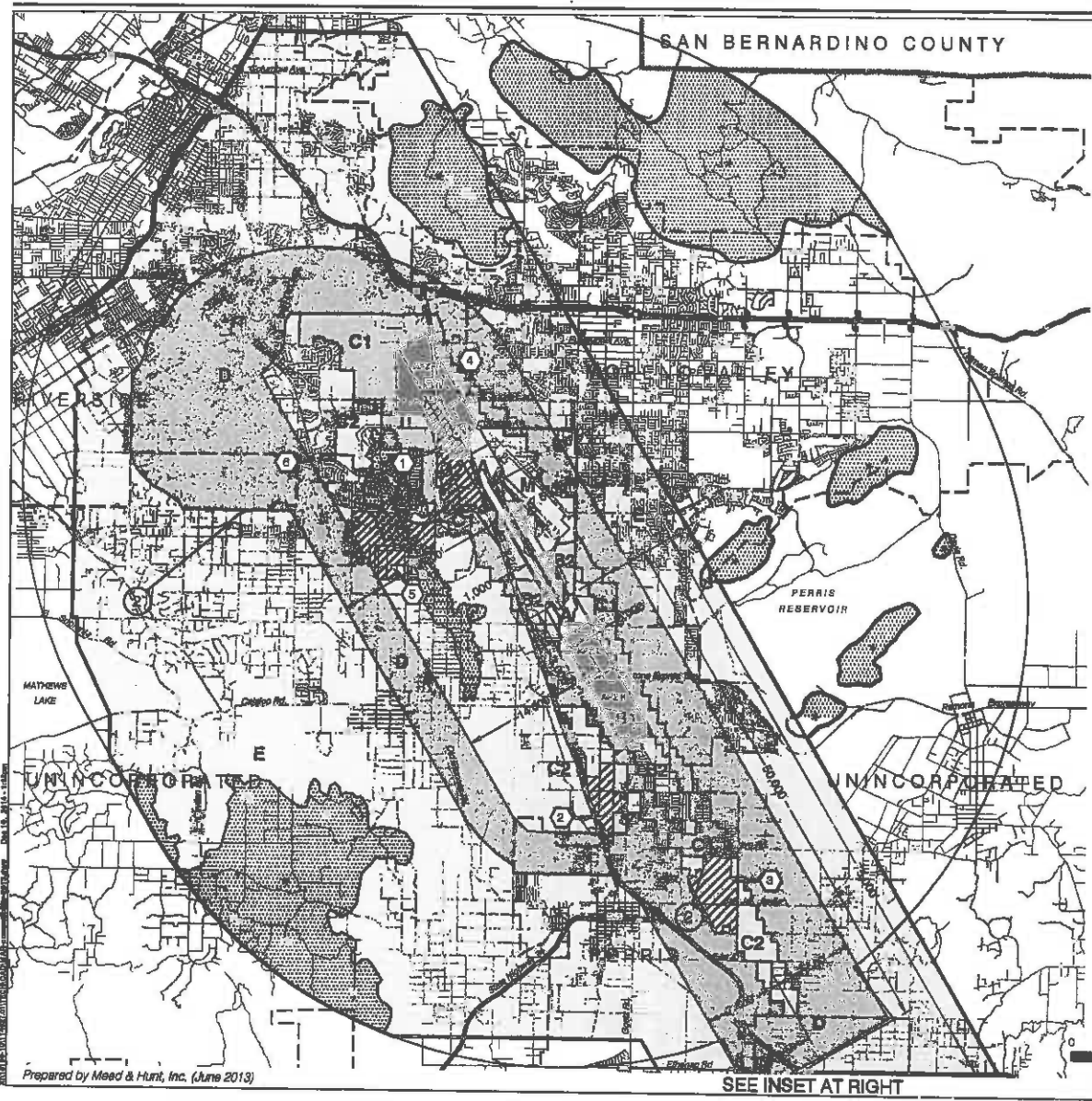
AIRPORT LAND USE COMMISSION

cc: James Arney/Arney's Garage (applicant)
Rich Soltysiak, RDS and Associates (engineer/representative)
Robert Shawn Nelson and Sharon Nelson (property owners) (Fullerton address)
R.S. and S. Nelson, c/o Jaimee Natzke, Southern California Investors (Norco address)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Doug Waters, Deputy Base Civil Engineer, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1413MA20\ZAP1413MA20.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

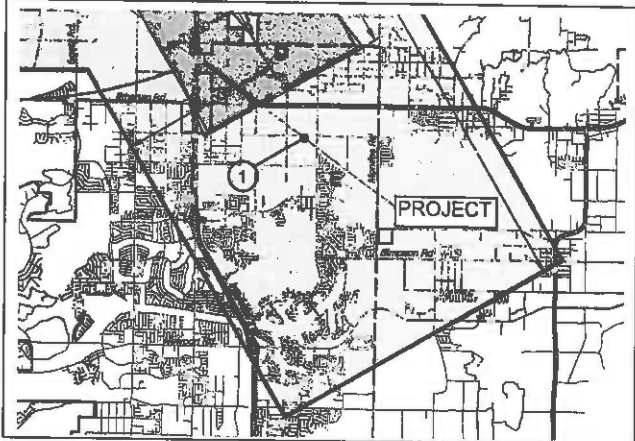
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

- 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
- ▨ Sites-Specific Exceptions (existing local agency commitments to development projects)
- ① March JPA: March Business Center/Meridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision

INSET



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

Map MA-1

Compatibility Map
 March Air Reserve Base / Inland Port Airport

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

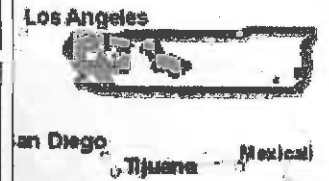
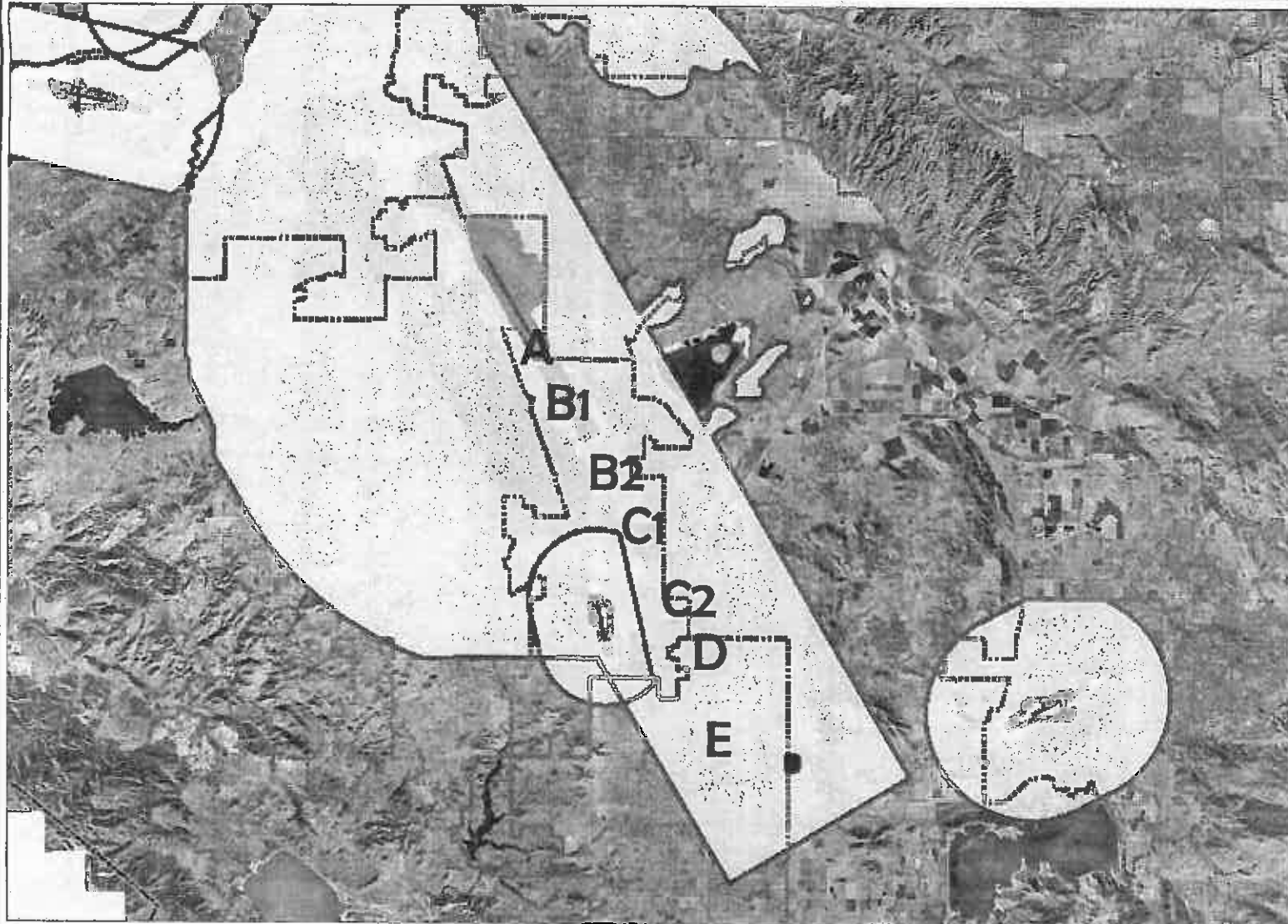


Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT

Map My County Map



- Legend**
- Runways
 - ✈ Airports
 - Airport Influence Areas
 - Airport Compatibility Zones**
 - ▨ OTHER COMPATIBILITY ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5
 - C2-EXC8



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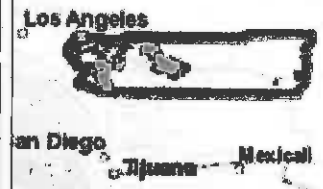
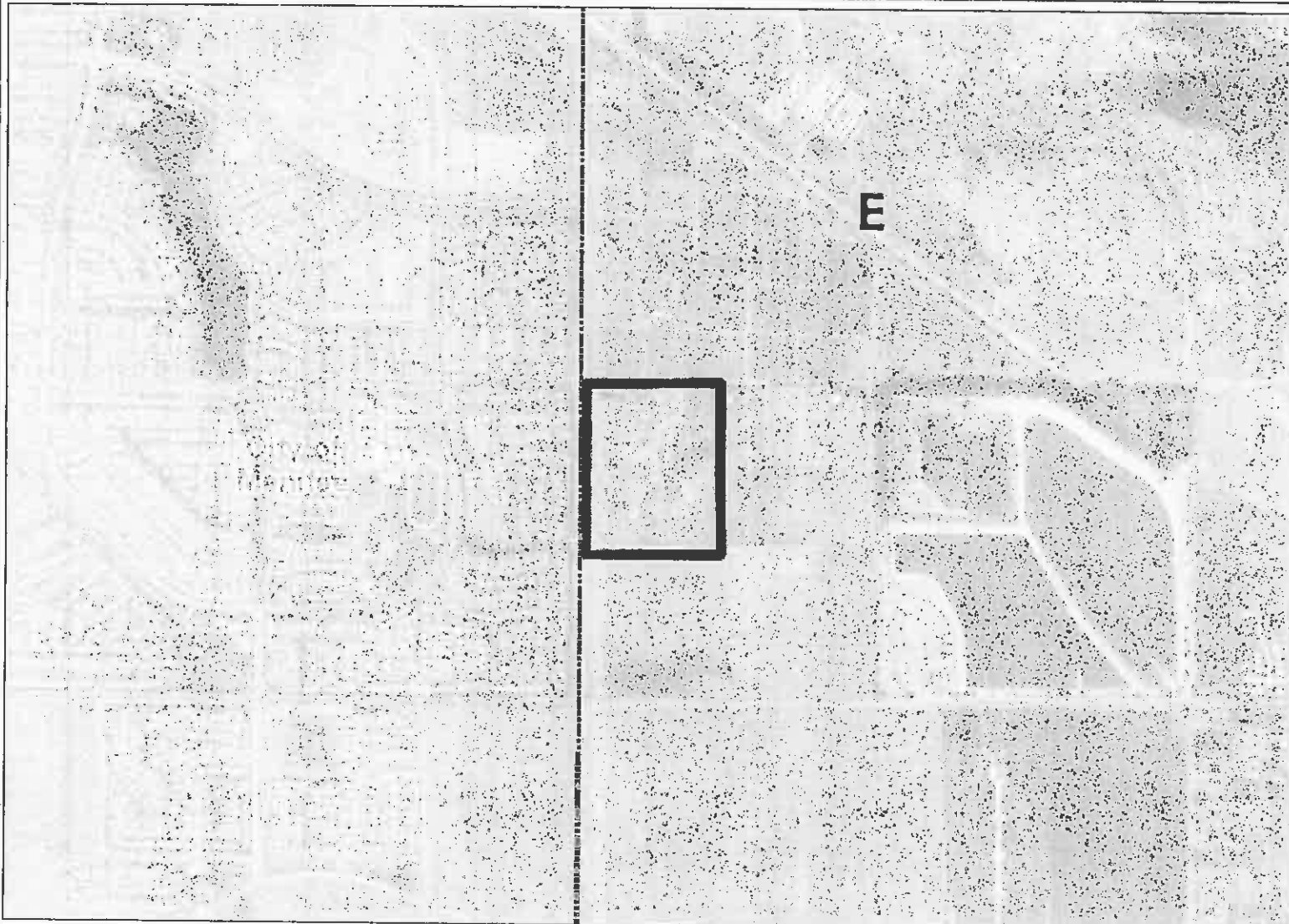
Notes



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Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
 - ▨ OTHER COMPATIBILITY ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5
 - C2-EXC6



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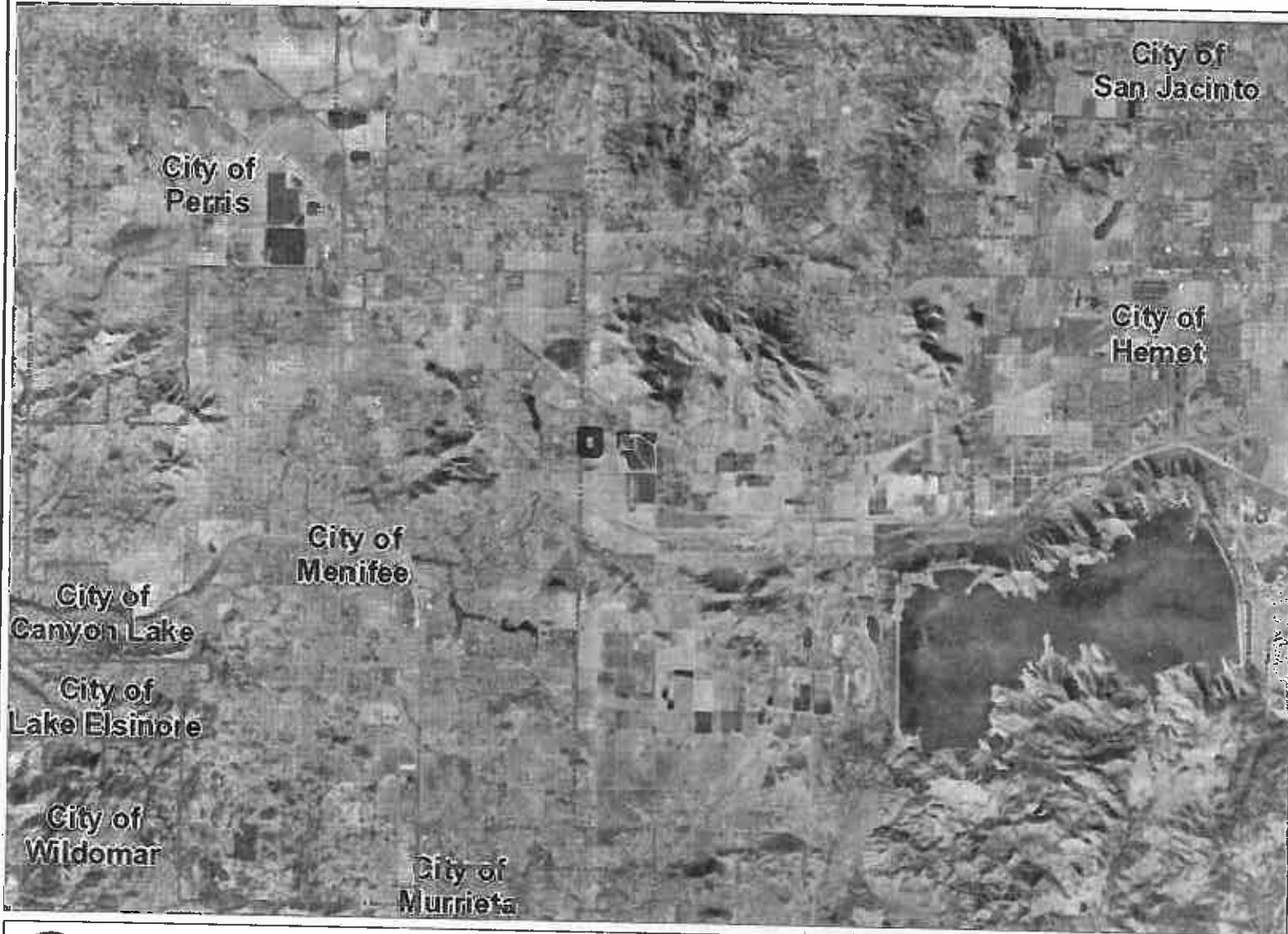
Notes




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Map My County Map



Legend

-  City Areas
-  World Street Map



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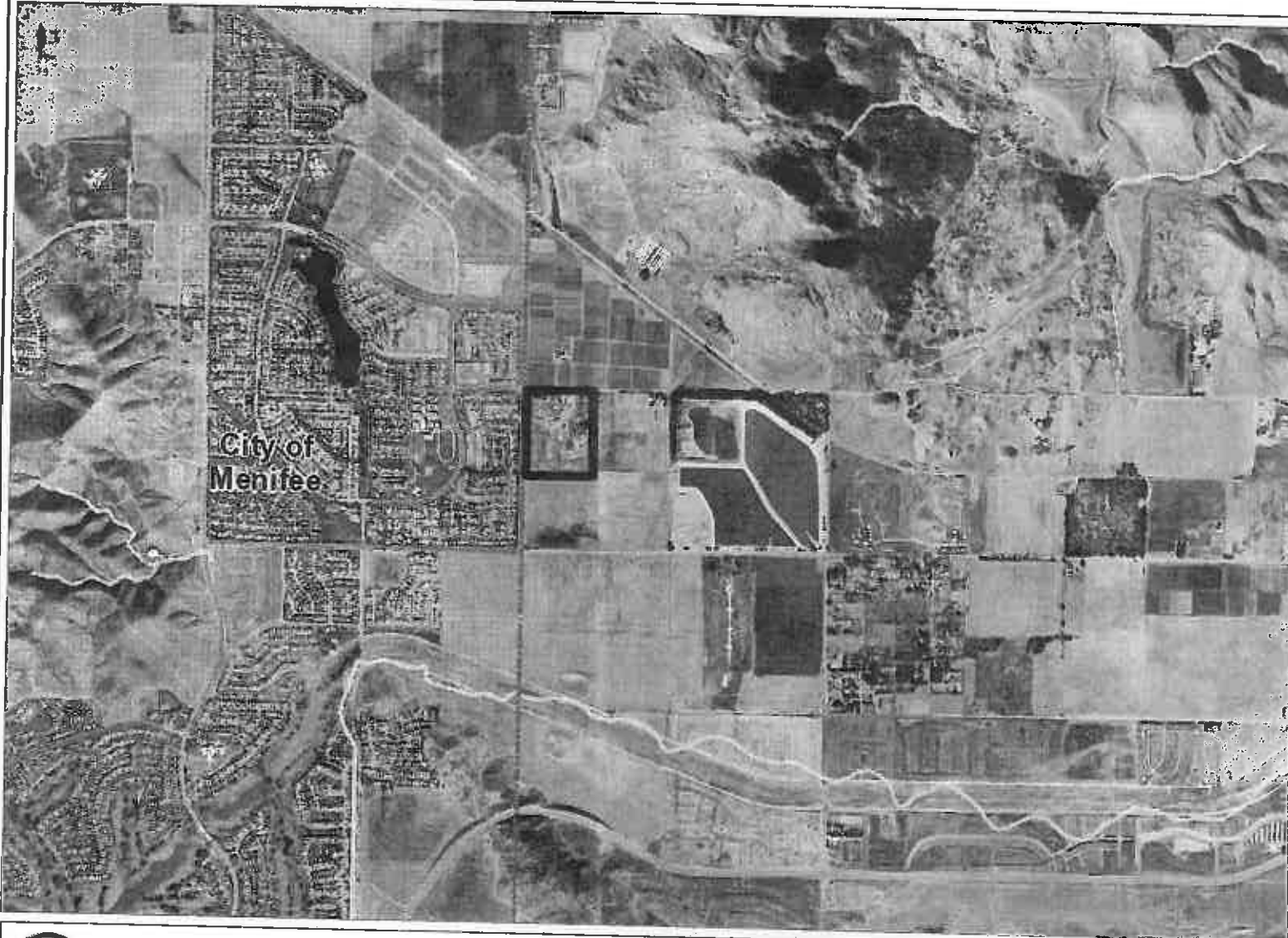


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Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



0 1 3,079 Feet
539

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

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Notes

Map My County Map



Los Angeles



San Diego

Tijuana

Mexico

Legend

- Blueline Streams
- City Areas
- World Street Map



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0 770 1,539 Feet

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© Riverside County GIS

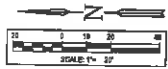
Notes

APN 461-140-003 SP293 PLANNING AREA 2 COMMERCIAL
UNDEVELOPED

GRAND AVENUE

BRIGGS AVENUE

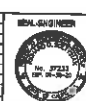
CITY OF MENIFEE R-1



NOTE:

The person preparing this plan is not responsible for any errors or omissions or for any consequences arising from the use of the information contained herein. The user of this plan is responsible for verifying the accuracy of the information and for obtaining all necessary permits and approvals from the appropriate authorities.

| NO. | DATE | BY | CHKD. | REVISION |
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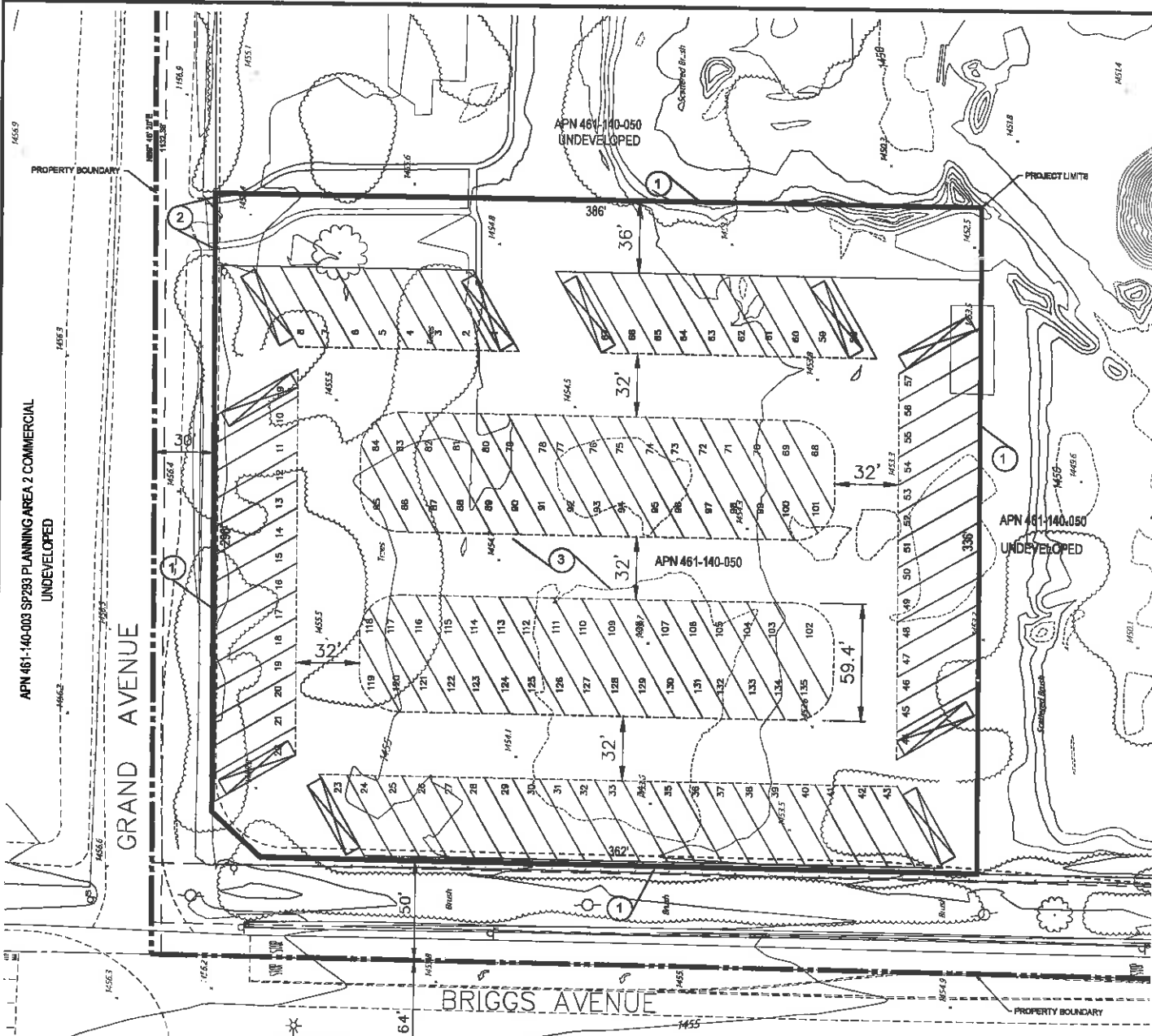
ENGINEERING COMPANY
PREPARED BY:
Michael D. Sofyan, P.E.

R.D.S. NO. DATE 37231
SCALE: H 1" = 30' V 1/4" = 30'

FOR: COUNTY OF RIVERSIDE
MENIFEE RV STORAGE
PLOT PLAN #190038 EXHIBIT B

SHEET NO. PP-2
2 of 2 sheets

- NOTES
- ① SECURITY FENCING ALONG SITE PERIMETER
 - ② ENTRY GATE WITH KNOX BOX
 - ③ CLASS 2 BASE MATERIAL SURFACING PLACED FROM ONSITE STOCKPILES



PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

April 16, 2020

Mr. Mark De Manincor, Project Planner
City of Banning Community Development Department – Planning Division
99 E. Ramsey Street
Banning, CA 92220

CHAIR
Steve Manos
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Desert Hot Springs

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Temecula

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR’S DETERMINATION**

File No.: ZAP1040BA20
Related File No.: CUP19-8008 (Conditional Use Permit)
APN: 540-250-001

Dear Mr. Manincor:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC’s general delegation as per Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Banning Case No. CUP19-8008 (Conditional Use Permit), a proposal to construct a 21,000 square foot industrial manufacturing building for the purposes of a cannabis growth facility on 1.8 acres, located on the southeast corner of Lincoln Street and 8th Street.

The site is located within Airport Compatibility Zone D of the Banning Municipal Airport Influence Area (AIA). Zone D restricts nonresidential intensity to 200 people per average acre and 800 people per single acre. The project proposes a 21,000 square foot industrial manufacturing building, which accommodates 105 people, resulting in an average acre intensity of 58 people per acre and single acre intensity of 218 people, both of which are consistent with the Zone D intensity criteria.

Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins.

All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33B). The project is located 7,600 feet from the runway, and therefore would be subject to the above requirement. The project includes approximately 8,000 square feet of detention basin area that is greater than 100 feet in length and 50 feet in width. Detention basins are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study “Wildlife Hazard Management at Riverside County Airports: Background and Policy”, October 2018, by Mead & Hunt, which is the basis of the brochure titled “Airports, Wildlife and Stormwater Management”, such basins are potentially suitable within 10,000 feet of the airport only if less than 30 feet in length and width and if “vegetation is selected to discourage

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

hazardous wildlife and reviewed by a qualified biologist.” The applicant has agreed to the following conditions, in order to reduce bird attractant: 1) new basins are to be designed so as to provide for a maximum 48-hour detention period following the conclusion of a storm event, and to remain totally dry between rainfalls, and 2) any landscaping proposed in the detention basin shall be in accordance with the ALUC “Landscaping Near Airports” and “Airports, Wildlife and Stormwater Management” brochures.

The elevation of Runway 8-26 at its westerly terminus is 2,212 feet above mean sea level (AMSL). At a distance of approximately 7,600 feet from the runway to the site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 2,288 feet AMSL. The site’s finished floor elevation is 2,335 feet AMSL and the proposed building height is 24 feet, for a top point elevation of 2,359 feet AMSL. Therefore, FAA Obstruction Evaluation Service review for height/elevation reasons was required. The applicant submitted Form 7460-1 to the FAA OES. A “Determination of No Hazard to Air Navigation” letter for Aeronautical Study No. 2019-AWP-2134-OE was issued on March 17, 2020. The study revealed that the proposed facility would not exceed obstruction standards and would not be a hazard to air navigation provided conditions are met. These FAA OES conditions have been incorporated into this finding.

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, provided that the City of Banning applies the following recommended conditions:

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, and construction and demolition debris facilities.)
 - (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 of Airport in Vicinity shall be provided to all potential purchasers of the property and to the tenants of the buildings, and be recorded as a deed notice.
4. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

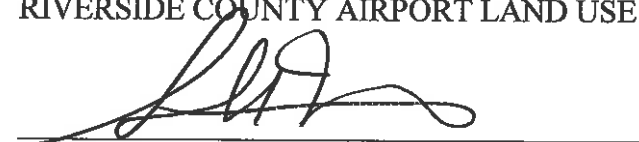
5. This project has been evaluated as a 21,000 square foot industrial manufacturing building for the purposes of a cannabis growth facility. Any increase in building area or change in use will require an amended review by the Airport Land Use Commission.
6. The Federal Aviation Administration has conducted aeronautical studies of the proposed structure (Aeronautical Study No. 2020-AWP-2134-OE) and has determined that neither marking nor lighting of the structures is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.
7. The maximum height of the proposed structures to top point shall not exceed 24 feet above ground level, and the maximum elevation at the top of the structures shall not exceed 2,359 feet above mean sea level.
8. The specific coordinates, height, and top point elevation of the proposed structures shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
9. Temporary construction equipment used during actual construction of the structures shall not exceed 24 feet in height and a maximum elevation of 2,359 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

10. Within five (5) days after construction of each structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

Attachment: Notice of Airport in Vicinity
Aeronautical Study No. 2020-AWP-2134-OE

cc: Dominion Property Partners, LLC (applicant)
Albert A. Webb Associates, Cheryl Degano (representative)
Banning Lincoln Partners, LP (property owner)
Art Vela, P.E., City of Banning Director of Public Works
Carl Szoyka, Manager, Banning Municipal Airport
ALUC Case File

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NOTICE OF AIRPORT IN VICINITY

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



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

Aeronautical Study No.
 2020-AWP-2134-OE

Issued Date: 03/17/2020

Evan James
 Dominion Property Partners LLC
 2811 Wilshire Blvd
 Suite 400
 Santa Monica, CA 90403

**** 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 8th Street and Lincoln Street Warehouse
 Location: Banning, CA
 Latitude: 33-55-16.65N NAD 83
 Longitude: 116-53-05.56W
 Heights: 2335 feet site elevation (SE)
 24 feet above ground level (AGL)
 2359 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 2.

This determination expires on 09/17/2021 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

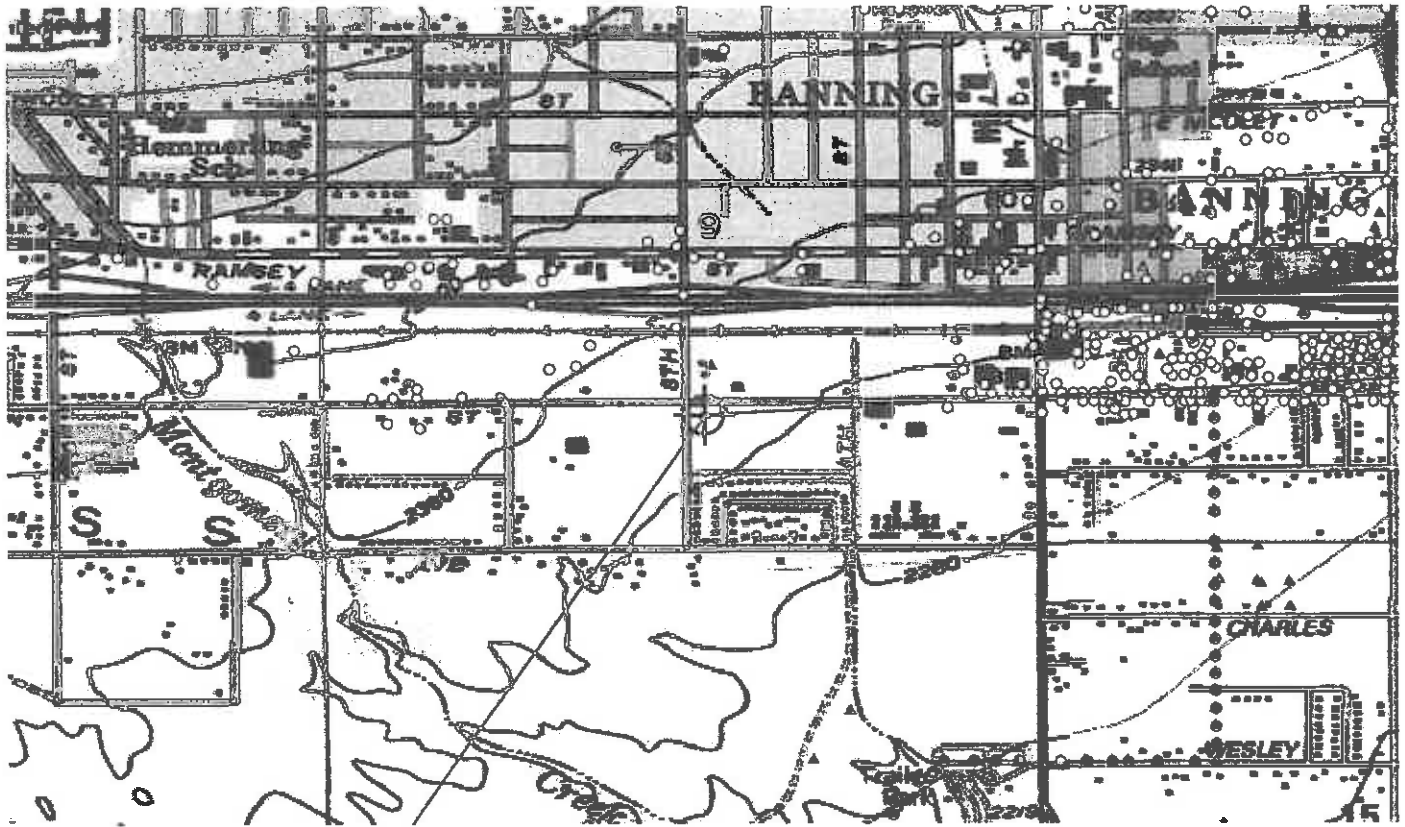
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (816) 329-2525, or natalie.schmalbeck@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-2134-OE.

Signature Control No: 431260803-433794601
Natalie Schmalbeck
Technician

(DNE)

Attachment(s)
Map(s)



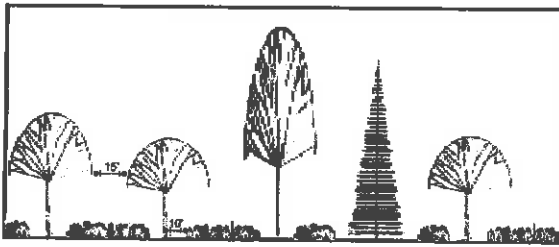


Figure 1. Selection of shrubs should be a mix of deciduous and coniferous species with no more than 50 percent evergreen species.

Plant Selection, Irrigation, and Wildlife Management. Riverside County requires landscaping for proposed development and redevelopment projects, and it is also committed to the use of native and drought-tolerant plants to reduce landscape-related water use. The County of Riverside Guide to California Friendly provides a lengthy plant palette to help landscape architects, planners, and the public select plant materials that will reduce water use in accordance with local and state goals: (http://rcilma.org/Portals/7/documents/landscaping_guidelines/Guide_to_California_Friendly_Landscaping.pdf.)

Many of the plants on the "County of Riverside California Friendly Plant List" could attract potentially hazardous wildlife species. Table 2 provides a reduced species list, nearly all of which were excerpted from the Friendly Plant List, but are less likely to support potentially hazardous wildlife. Project sponsors should use this list for projects within an AIA.

The list is not meant to be exhaustive, and other species may be appropriate based on the project location or other project-related circumstances. Sponsors who wish to propose plant materials that are not included in Table 1 will need to demonstrate to the ALUC that proposed species will be unlikely to attract hazardous wildlife to the AIA.

General Guidelines. Other factors can affect wildlife behavior. Landscaping can provide a food source, opportunities for shelter, nesting and perching. Proposed landscaping can help to discourage wildlife through the application of the following guidelines summarized below and described in Table 1.

- **Close the Restaurant!** Do not use plant material that produce a food source, such as edible fruit, seeds, berries, drupes, or palatable forage for grazing wildlife. When possible, select a non-fruiting variety or male cultivar.
- **No Vacancy!** Avoid densely branched or foliated trees; they provide ideal nesting habitat and shelter.
- **Prevent Loitering!** Select tree species that exhibit a vertical branching structure to minimize nesting and perching opportunities (Figure 1).

Table 1. Design Guidance for Plant Materials

| TREES | SHRUBS/VACCINETS/GRASSES | GROUND COVER/TURF | VINES |
|---|---|--|---|
| <p>Avoid/Prevent Contiguous Canopy</p> <ol style="list-style-type: none"> 1. Prevent overlapping crown structures. Contiguous crowns can provide safe passage for wildlife. Provide sufficient distance between plants to ensure that at least 15 feet of open space will remain between mature crowns (Figure 1). 2. Prevent homogenous canopy types and tree height. Variable canopy height will reduce thermal cover and protection from predators. <ul style="list-style-type: none"> ■ Provide significant variation between the type of canopy and height of the species, both at planting and at maturity. ■ Provide no more than 20% evergreen species on site, and never plant evergreens in mass or adjacent to each other. | <p>Limit Coverage</p> <p>Limit the amount of cover and avoid massing to prevent the creation of habitat for birds or small mammals.</p> <ul style="list-style-type: none"> ■ Mix deciduous, herbaceous, and evergreen species. ■ Do not plant species in mass. At a minimum, provide sufficient spacing to equal the width of each species at maturity. Avoid species with the potential to creep near shrubs (Figure 2). ■ Provide at least 10 feet between trees and other species greater than 1 foot in height. | <p>Prevent the natural succession of landscape!</p> <p>Groundcover plays a transitional role between shrubs, grasses, and trees, and this succession creates an ideal habitat for diverse wildlife (see Figure 2).</p> <ol style="list-style-type: none"> 1. Provide a buffer and sharp edges between groundcover, turf, shrubs and trees, using hardscape or mulching. 2. When possible, use alternative groundcovers, such as decorative paving and hardscapes instead of planted groundcover/turf. 3. The use of groundcover/turf may be impractical or undesirable based on irrigation needs or site-specific conditions. Consider using the following: <ul style="list-style-type: none"> ■ Artificial turf in place of groundcover, which can reduce maintenance and eliminate irrigation needs (Figure 2A). ■ Porous concrete to cover smaller areas (Figure 2B). ■ Permeable pavers to provide visual interest while promoting drainage (Figure 2C). | <p>Limit Coverage</p> <p>Limit the amount of cover and avoid massing to prevent the creation of habitat for birds or small mammals.</p> <ul style="list-style-type: none"> ■ Do not use vines to create overhead canopy or to cover structures. ■ Do not plant vines to grow on the trunk or branches of trees. ■ Minimize vines to areas of 5 feet or less in width. Vines require considerably more maintenance than other plant materials. |

Acceptable plants from the Riverside County Landscaping Guide



Chinese Elm Heavenly Bamboo California Fuchsia Deer Grass Society Garlic

LANDSCAPING NEAR AIRPORTS: Special Considerations for Preventing or Reducing Wildlife Hazards to Aircraft

Landscaping makes a visual statement that helps to define a sense of space by complementing architectural designs and contributing to an attractive, inviting facility. In some cases, a landscaping plan can be used to restore previously disturbed areas. However, such landscape plans are not always appropriate near airports.

Wildlife can pose hazards to aircraft operations, and more than 150 wildlife strikes have been recorded at Riverside County. The Riverside County Airport Land Use Commission (ALUC) prepared this guidance for the preparation of landscape designs to support FAA's efforts to reduce wildlife hazards to aircraft. This guidance should be considered for projects within the Airport Influence Area (AIA) for Riverside County Airports. The following landscape guidance was developed by planners, landscape architects and biologists to help design professionals, airport staff, and other County departments and agencies promote sustainable landscaping while minimizing wildlife hazards at Riverside County's public-use airports.

Discouraging Hazardous Wildlife. Plant selections, density, and the configuration of proposed landscaping can influence wildlife use and behavior. Landscaping that provides a food source, perching habitat, nesting opportunities, or shelter can attract raptors, flocking birds, mammals and their prey, resulting in subsequent risks to aviators and the traveling public.

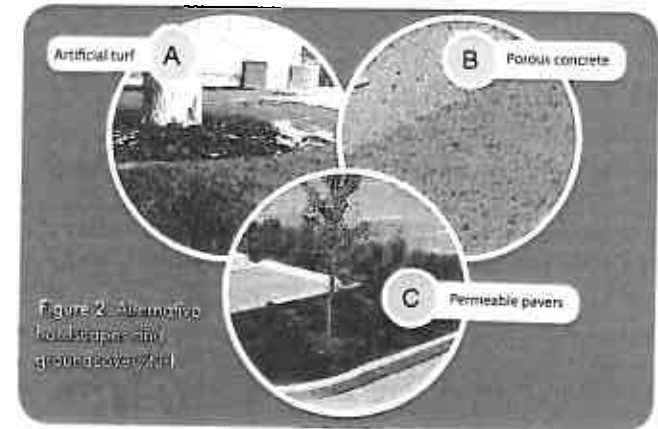
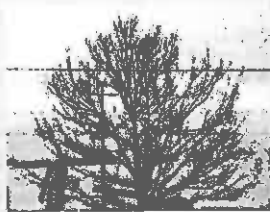


Figure 2. Alternative hardscapes for groundcover/turf



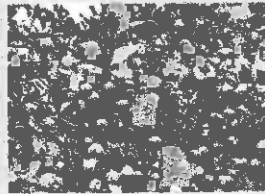
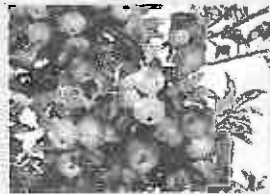
Acceptable

The trees above have a vertical branching structure that minimizes perching and nesting opportunities



Not acceptable

Examples of trees that are attractive to birds because of horizontal branching structure

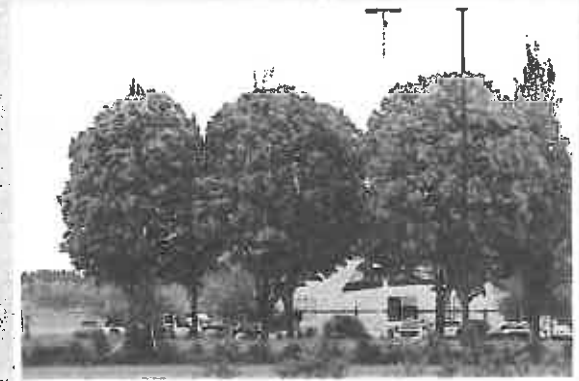


Not acceptable

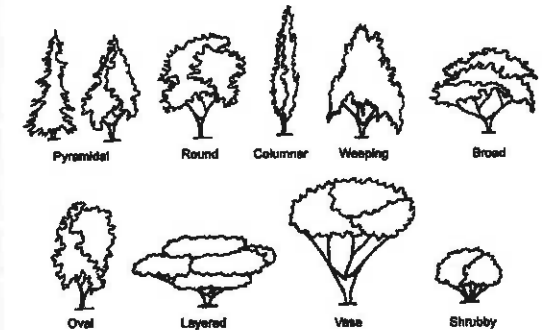
Trees, shrubs and plants that produce wildlife edible fruit and seeds should be avoided

TABLE 2: Acceptable Plants from Riverside County Landscaping Guide

| Scientific Name | Common Name | WXC013 Region | Sunset Zone |
|--|------------------------|--------------------------|----------------------|
| <i>Cercis occidentalis</i> | Western Redbud | VL: 1, 2, L: 3,4 | 2-24 |
| <i>Olea europaea</i> 'Swan Hill' | Fruitless Olive | GL: 1,2; L: 3, 4, M: 5,6 | 8,9; 11-24 |
| <i>Pinus</i> spp. | Pine, various species | Varies by species | Varies by species |
| <i>Rhus lancea</i> | African Sumac | L: 1-4; M: 5-6 | 8-9; 12-24 |
| <i>Robinia neomexicana</i> * | Desert Locust | L: 1-4; M: 5-6 | 2-3, 7-11, 14, 18-24 |
| <i>Robinia x ambigua</i> | Locust | L: 1-4; M: 5-6 | 2-24 |
| <i>Ulmus parvifolia</i> | Chinese Elm | M: 1-6 | 3-24 |
| <i>Aloysia triphylla</i> | Lemon Verbena | L: 1-6 | 9-10; 12-21 |
| <i>Cistus</i> spp. | Rockrose | L: 1-6 | 6-9, 14-24 |
| <i>Dalea pulchra</i> | Bush Dalea | L: 6 | 12, 13 |
| <i>Encelia farinosa</i> | Brittlebush | VL: 3; L: 3-6 | |
| <i>Gravellia Noellii</i> | Noel's Grevellia | L: 1-4; M: 6 | |
| <i>Justicia californica</i> | Chuparosa | M: 1,6; VL: 3; L: 4-5 | |
| <i>Langana camara</i> | Bush Lantana | L: 1-4; M: 6 | |
| <i>Lavandula</i> spp. | Lavender | L: 105; M: 5-6 | 2-24; varies |
| <i>Nandina domestica</i> species | Heavenly Bamboo | L: 1-4; M: 5-6 | |
| <i>Rosmarinus officinalis</i> 'Tuscan Blue' | Tuscan Blue Rosemary | L: 1-4; M: 5-6 | |
| <i>Salvia greggia</i> | Autumn sage | L: 1-4; M: 5-6 | |
| <i>Artemisia pycnancephala</i> | Sandhill Sage | VL: 1 | |
| <i>Oenothera caespitosa</i> | White Evening Primrose | L: 1-2, 3-5 | 103, 7-14, 18-21 |
| <i>Oenothera stubbei</i> | Baja Evening Primrose | L: 1-6 | 10-13 |
| <i>Penstemon baccharifolius</i> | Del Rio | L: 4-6 | 10-13 |
| <i>Trachelospermum jasminoides</i> | Star Jasmine | M: 1-6 | 8024 |
| <i>Zauschneria californica</i> | California Fuchsia | L: 1,2,4; VL: 3; M: 5-6 | 2011, 14-24 |
| <i>Cortaderia diola</i> [syn. <i>C. selloana</i>] | Pampass Grass | N/A | N/A |
| <i>Festuca</i> spp. | Fescue | Varies by Species | Varies by Species |
| <i>Zoysia 'Victoria'</i> | Zoysia Grass | 60% of EIO | 8-9, 12-24 |
| <i>Agave</i> species | Agave | L: 1-4, 6 | 10, 12-24 (Varies) |
| <i>Aloe</i> species | Aloe | L: 1-4, 6 | 8-9, 12-24 |
| <i>Chondropetalum hectorum</i> | Cape Rush | H: 1; M: 3 | 8-9, 12-24 |
| <i>Dasyllirion</i> species | Desert Spoon | VL: 1, 4-6 | 10-24 |
| <i>Deschampsia caespitosa</i> | Tufted Hair Grass | L: 1-4 | 2-24 |
| <i>Festuca (ovina) glauca</i> | Blue Fescue | L: 1-2; M: 3-6 | 1-24 |
| <i>Dietes bicolor</i> | Fortnight Lily | | VL: 1, L: 3-6 |
| <i>Echinocactus grusonii</i> | Golden Barrel Cactus | VL: 1-2, L: 3-4, 6 | 12-24 |
| <i>Fouquieria splendens</i> | Octillio | L: 1, 4-6; VL: 3 | 10-13, 18-20 |
| <i>Hesperaloe parviflora</i> | Red / Yellow Yucca | VL: 3, L: 4-6 | 2B, 3, 7-16, 18-24 |
| <i>Muhlenbergia rigens</i> | Deer Grass | L: 1, 3; M: 2, 4-6 | 4-24 |
| <i>Opuntia</i> species | Prickly Pear, Cholla | VL: 1-3; L: 4-6 | Varies by Species |
| <i>Penstemon parryi</i> | Parry's Beardtongue | L: 1-6 | 10-13 |
| <i>Penstemon superbus</i> | Superb Beardtongue | L: 1-6 | 10-13 |
| <i>Tulbaghia violacea</i> | Society garlic | M: 1-4, 6 | 13-24 |
| <i>Yucca</i> species | Yucca | L: 1-6 | Varies by Species |



Not recommended are trees that overlap, allowing birds to move safely from tree to tree without exposure to the weather or predators.



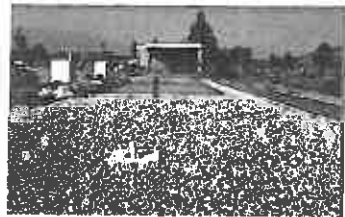
Trees approved for planting should have varied canopy types and varied heights, both at time of planting and at maturity. A combination of the styles illustrated above is recommended.



Adaptive measures such as liners, a concrete basin, and overhead wire grid can make extended detention strategies less attractive to hazardous wildlife.



Vegetated bioswales improve water quality and prevent water accumulation. However, dense and tall vegetation may be attractive to hazardous wildlife.



Infiltration basins with rock bottoms are less attractive to birds because they mask water and do not provide vegetation.



STORMWATER BEST MANAGEMENT PRACTICES

Riverside County and its incorporated cities require water quality/stormwater management controls for development and redevelopment projects. The Riverside Conservation District has prepared a separate Water Quality Management Plan for each watershed in the County that identifies treatment control Best Management Practices (BMPs) for improving water quality and managing stormwater volumes/flows following the design storm (i.e., 24-hour storm). Structural BMPs identified in Riverside County guidance and their compatibility within the AIA are summarized in Table 1.

ADDITIONAL RESOURCES/MORE INFORMATION:

- Riverside County Flood Control and Water Conservation District, Water Quality Management Webpage. Available at: <http://rcflood.org/npdes>.
- FAA Advisory Circular 150/5200-33, "Wildlife Hazard Attractants On and Near Airports": https://www.faa.gov/documentLibrary/media/advisory_circular/150-5200-33B/150_5200_33b.pdf.
- Airport Cooperative Research Program, Balancing Airport Stormwater and Bird Hazard Management: https://www.nap.edu/login.php?action=guest&record_id=22216.

Table 2. Recommended Measures to Reduce Wildlife Attraction Associated with Stormwater BMPs

| BMP Characteristic | Recommended Design Measure |
|--|---|
| Exposed Surface Water <ul style="list-style-type: none"> • Especially attractive to waterfowl, shorebirds, and flocking birds. • Provides source for drinking and nest building. • More attractive when constructed near other open water features or ponds. | <ul style="list-style-type: none"> • Reduce availability by providing 48-hour drawdown following a design storm (i.e., 24-hour storm). • Cover using bird balls. • Consider earth-bottom culverts, French drains, trench covers, and underground storage options. • Avoid within 8 km (5 miles) of other open water features or facilities. |
| Vegetation and Landscaping <ul style="list-style-type: none"> • Provides food. • Tall vegetation provides shelter and nesting opportunities. • Diverse vegetation attracts more diverse wildlife. | <ul style="list-style-type: none"> • Eliminate vegetation (concrete banks, steep slopes, etc.). • If necessary, provide a monoculture or decreased diversity. • Never use species that provide a food source (seeds, berries, nuts, and drupes). • Provide regular maintenance to prevent seeding and shelter. |
| Aspect/Geometry <ul style="list-style-type: none"> • Slopes can provide opportunities for nesting and loafing. | Avoid or reduce available shoreline: <ul style="list-style-type: none"> • Implement narrow, linear trenches rather than open water or regular circles as pond shapes. • Create steep slopes (<3:1). • Avoid irregular shapes for basins. • Avoid vegetation. |

WHAT YOU CAN DO:

Airport operators, developers and communities must work together to manage stormwater in the airport vicinity to reduce hazards to air travelers and the public while addressing site-specific challenges.

- Identify whether your project is near an airport and in an AIA or critical area. (<http://www.rcaluc.org/Plans/New-Compatibility-Plan>).
- Work with the airport operator, ALUC, and city/county staff to identify an acceptable water quality management strategy.
- Contact the applicable airport to review your stormwater plans or request plan review by a FAA-qualified wildlife biologist. The form is available at: <http://www.rcaluc.org/Portals/0/PDFGeneral/form/Wildlife%20Attractants%20-%20FAA%20Review.pdf>.



AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

GUIDANCE FOR PROPOSED PROJECTS IN AN AIRPORT INFLUENCE AREA

Riverside County includes diverse topography and is home to three watersheds and a portion of the Salton Sea, an important stop along the Pacific Flyway for migrating bird species. The County's arid climate makes water quality management and water conservation paramount.

The County is also the home to Palm Springs International Airport, 12 public use general aviation airports, and the March Air Reserve Base, whose operations can be challenged by the presence of hazardous wildlife such as raptors, water-fowl, doves/pigeons, gulls, flocking birds, and mammals (coyote and deer). Since 1990, more than 150 wildlife strikes with aircraft have occurred in Riverside County, some of which have led to substantial aircraft damage. Most strikes occur at low altitude (less than 3,500 feet above runway height). Much of the geographic area associated with these altitudes coincides with an Airport Influence Area (AIA) as defined in the Riverside County Airport Land Use Compatibility Plan (ALUCP).

AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

The Federal Aviation Administration (FAA) identifies stormwater management facilities on and near airports as one of the greatest attractants to hazardous wildlife. Many species are attracted to open water features and associated vegetation that offers water, food, and shelter. The FAA warns against the construction of new open water bodies or mitigation sites within 10,000 feet of aircraft movement areas and within 5 miles of approach/departure surfaces (FAA Advisory Circular 150/5200-33B).



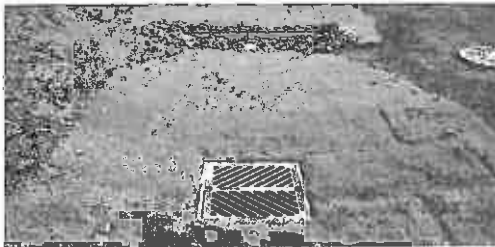
Remains of an owl ingested by an aircraft engine.

Low-Impact Development. In recent years, Riverside County has focused on Low-Impact Development (LID), which includes techniques to filter, store and retain runoff on-site. LID BMPs retain runoff to optimize infiltration/recharge, and many promote the use of vegetation to provide for the uptake of pollutants. Although LID BMPs can provide environmental, economic and community benefits, they can retain open water for prolonged periods and attract hazardous wildlife. Many LID BMPs are incompatible with aircraft operations and must be considered with caution within the AIA.

Aviation-Specific Stormwater Management. FAA acknowledges that project-related BMPs must consider many non-aviation factors, such as soil types, space requirements, maintenance, constructability, etc. United States Department of Agriculture (USDA) and FAA have identified specific design characteristics that should be considered during BMP design and incorporated to make most BMPs less attractive to wildlife (Table 2).

ADAPTIVE MEASURES

When open water detention ponds must be used within the AIA, the ponds may be equipped with bird balls, floating covers, nets, or overhead wires to cover open water and discourage use by hazardous wildlife. For example, concrete basins are unlikely to attract wildlife, and pond liners can prevent the development of hydrophytic vegetation. These technologies must be used with caution and only in areas with controlled access.



Infiltration trenches detain water for brief periods. This trench at Seattle-Tacoma Airport includes vegetation appropriate for an airport environment.



Bioretention facilities can provide food and shelter for potentially hazardous wildlife, but may be suitable with modification.

| Table 1 Structural Best Management Practices (BMPs) and Compatibility in an Airport Influence Area (AIA) | |
|--|---|
| BMP | Compatibility within the AIA |
| Infiltration trenches Recommended | <ul style="list-style-type: none"> ■ Suitable because water accumulates below ground surface. ■ Vegetation must be selected and reviewed by a FAA-qualified Airport Wildlife Hazard Biologist (qualified biologist) to discourage wildlife. |
| Permeable Pavement Recommended | <ul style="list-style-type: none"> ■ Does not include water storage. Appropriate for parking lots and other paved surfaces that are not high-traffic areas. |
| Harvest and Use (RWH) Recommended | <ul style="list-style-type: none"> ■ Suitable as long as water is stored in enclosed areas. |
| Sand Filter Basins Recommended | <ul style="list-style-type: none"> ■ Desirable because standing water is treated through an underdrain system. |
| Vegetated Filter Strips and Vegetated Swales Recommended | <ul style="list-style-type: none"> ■ Desirable because neither BMP involves ponded water. However, vegetation must be selected to discourage hazardous wildlife and reviewed by a qualified biologist. |
| Water Quality Inlets Recommended | <ul style="list-style-type: none"> ■ Desirable because they do not provide ponded water. Associated vegetation must be selected to discourage hazardous wildlife and reviewed by a qualified biologist. |

Infiltration Basins
Not recommended without Modification.
Suitable only if design addresses wildlife hazards

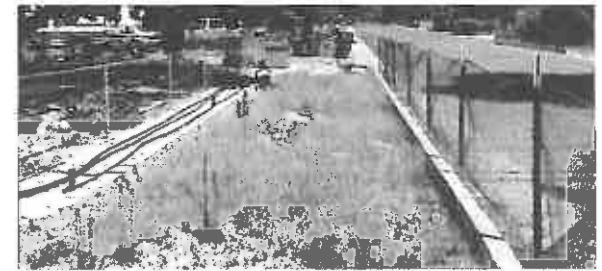
- Unsuitable in AUCP Compatibility Zone A.
- Suitable in Zones B and C with appropriate modifications, such as: Drawdown within 48 hours or manufactured cover to prevent view and availability of open water; and absence of landscape or landscaping approved by a qualified biologist.
- Steep slopes (steeper than 3:1).

Bioretention Facilities
Not Recommended without Modification (also known as rain gardens, bioretention basins, infiltration basins, landscaped filter basins)

Although bioretention can mask open water, BMP is not recommended for airports based on its potential to provide food, water, and shelter for hazardous wildlife.

- Unsuitable in Compatibility Zone A.
- Potentially suitable in Zones B and C only when small in size (e.g., parking islands, site entrances, planter boxes, etc.) and when vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.
- Potentially suitable in Zones D and E when basin is less than 30 feet in length/width; and vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.

| | |
|---------------------------------------|---|
| Extended Detention Basins Recommended | <ul style="list-style-type: none"> ■ Suitable in Compatibility Zone A. ■ Suitable in Zones B and C with appropriate modifications, such as: Drawdown within 48 hours or manufactured cover to prevent view and availability of open water; and absence of landscape or landscaping approved by a qualified biologist. ■ Steep slopes (steeper than 3:1). |
|---------------------------------------|---|



Small bioretention facilities that provide sparse vegetation may be suitable in an aviation environment.



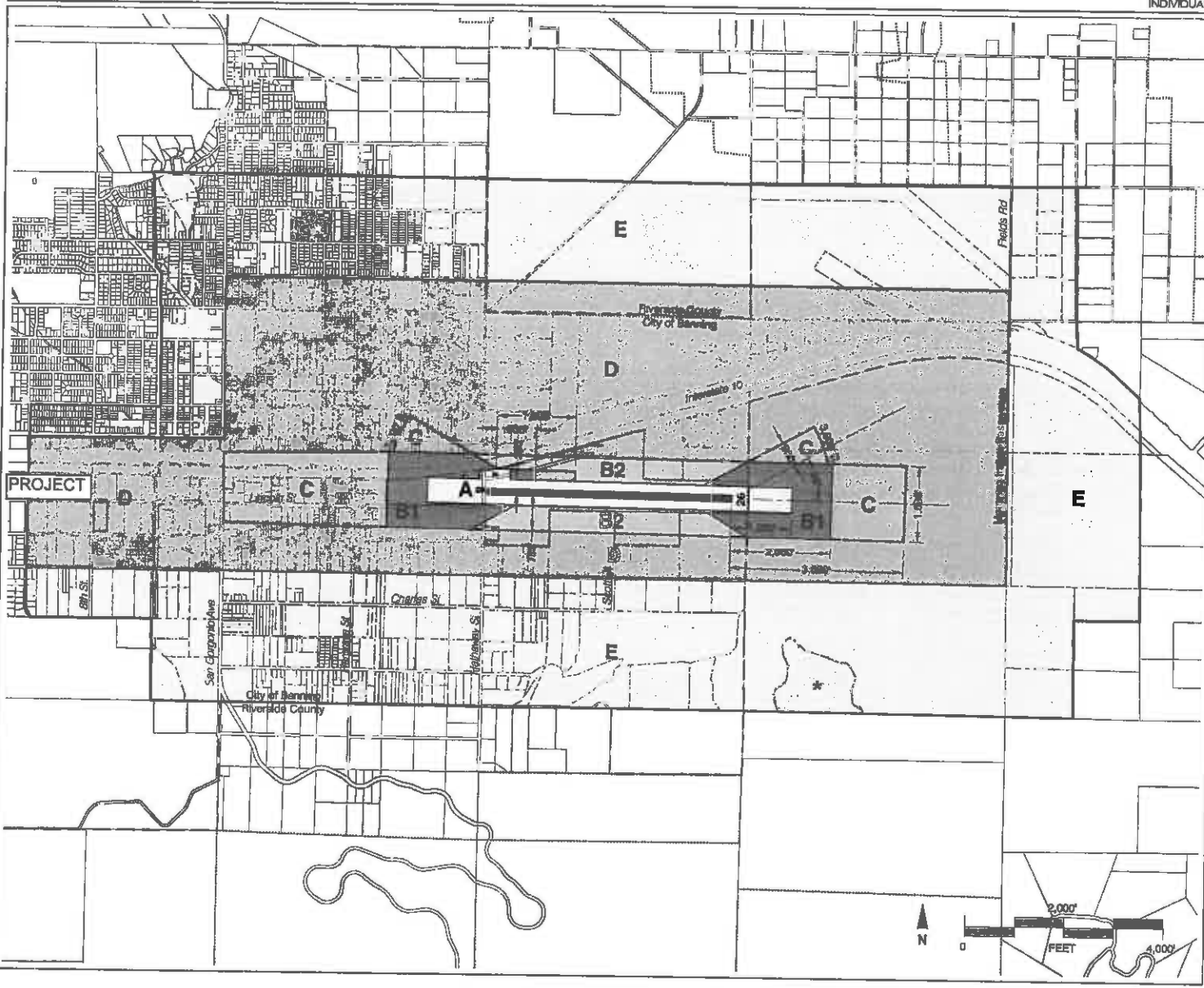
Extended detention basins are frequently used to serve both water quality management and to provide amenities. These basins hold water and would not be appropriate within an AIA because of the open water.



Sand filter at the base of the bioswale promotes infiltration.



Porous pavements allow water to infiltrate to a soil layer below the surface.



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.

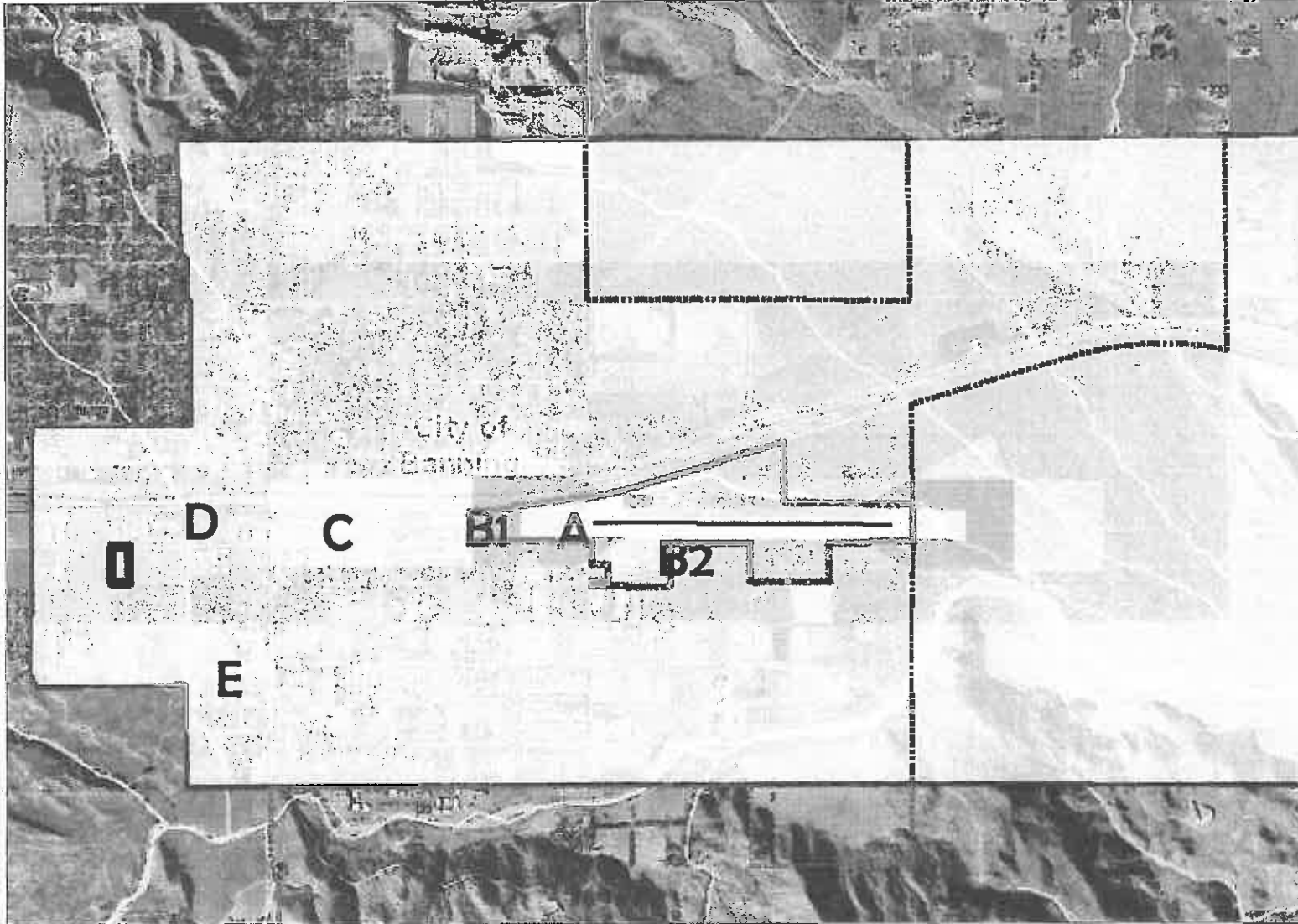
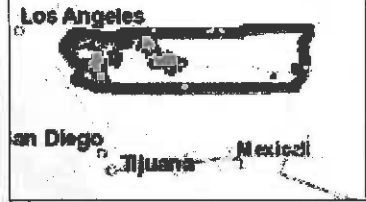
Riverside County
 Airport Land Use Commission
**Riverside County
 Airport Land Use Compatibility Plan
 Policy Document**
 (Adopted October 2004)

Map BN-1

Compatibility Map
 Banning Municipal Airport

BNC-compatibility

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
- ▨ OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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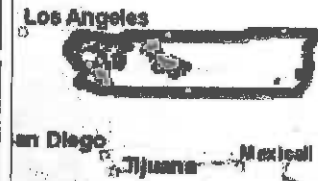
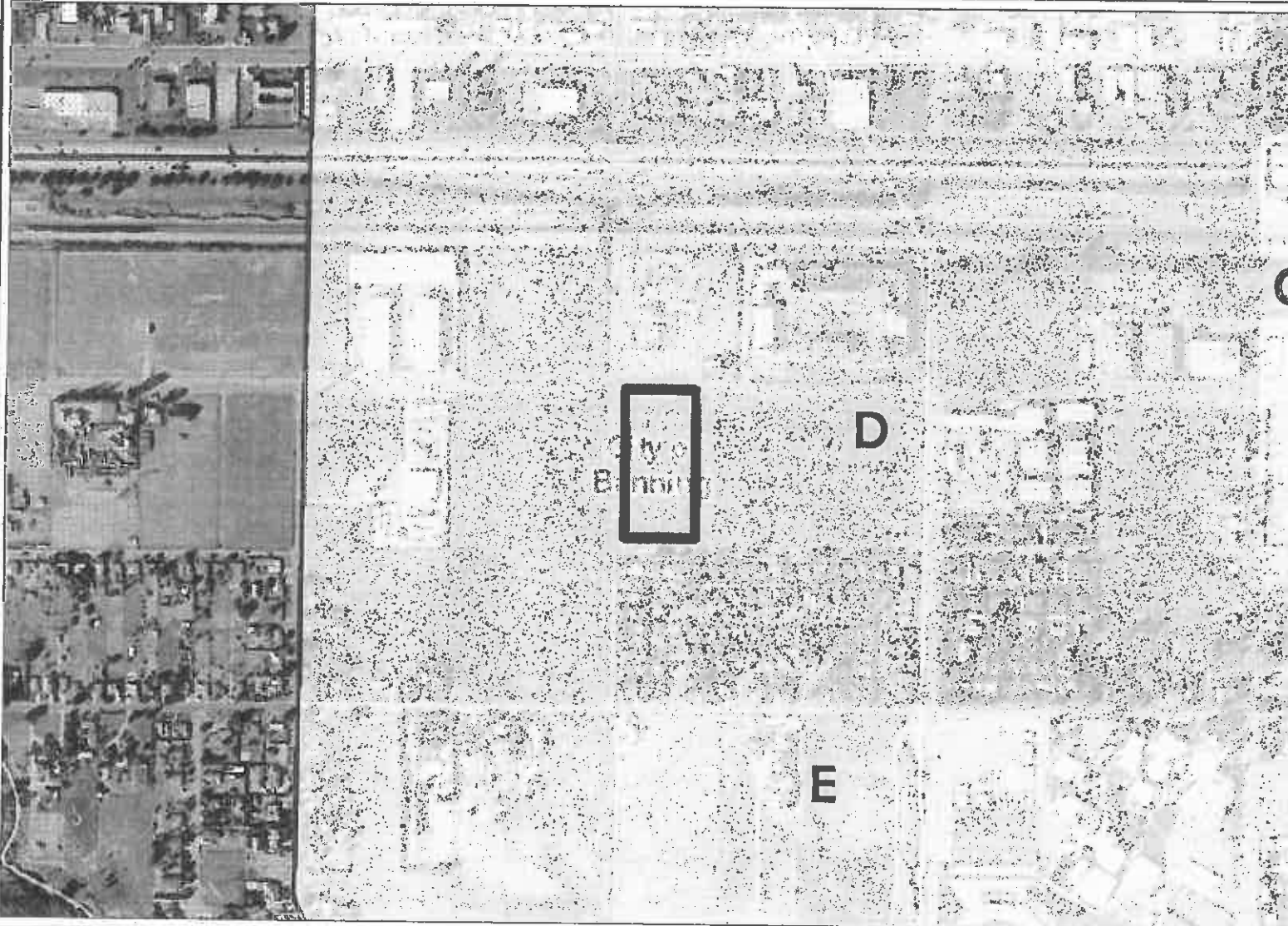


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Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
- ▨ OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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Notes

Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map



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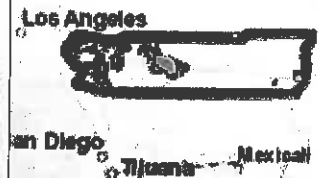
Notes

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Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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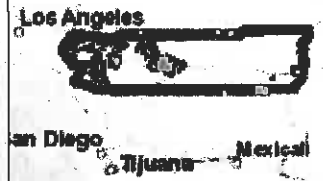
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Notes

Map My County Map



Legend

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-  Blueline Streams
-  City Areas
-  World Street Map



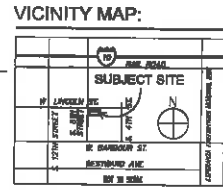
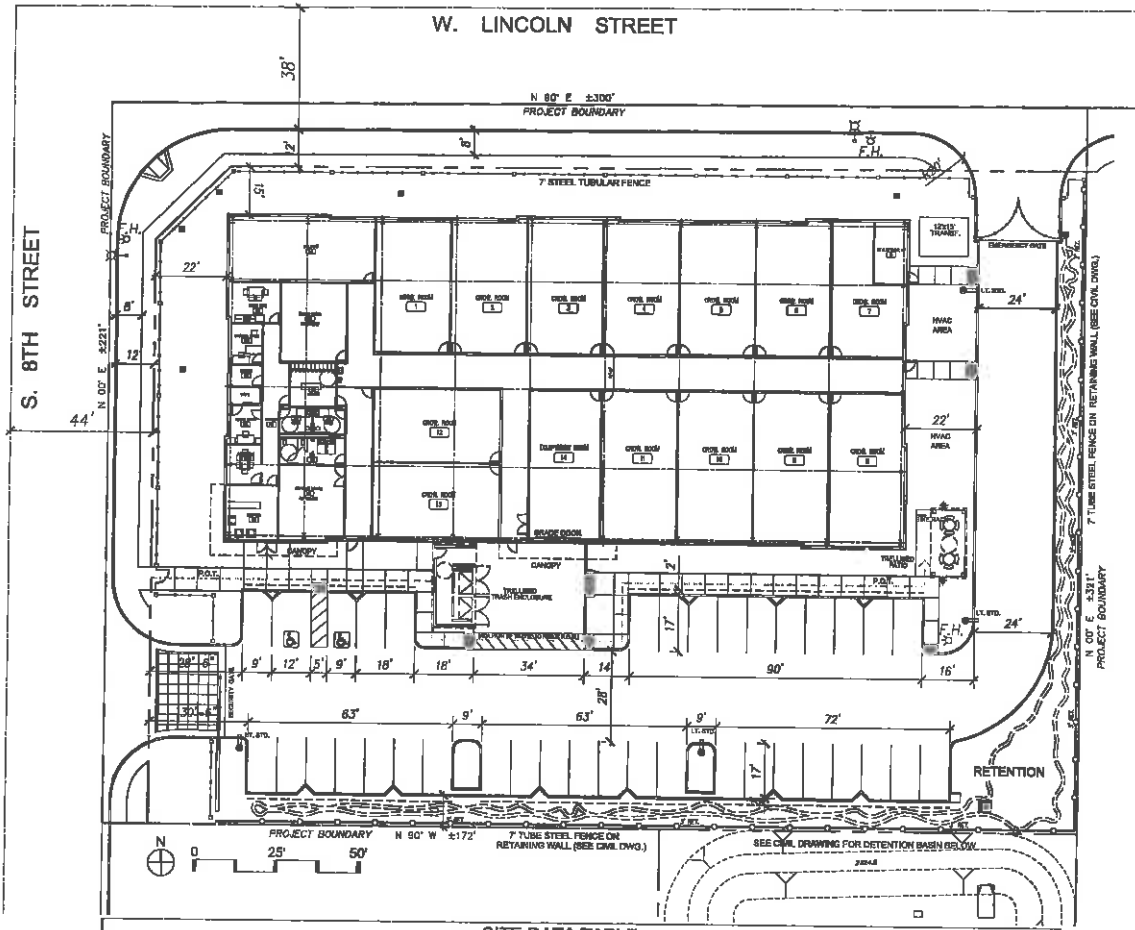
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

Notes

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- GRAPHIC LEGEND:**
- O = OFFICE ENTRY
 - O.T. = GRAB DOOR (14'X14')
 - [Symbol] = A.D.A. ACCESSIBLE PRKS.
 - [Symbol] = PROPERTY LINE (SEE CIVIL)
 - [Symbol] = CANOPY OR OVERHANG
 - [Symbol] = CENTERLINE OR GRID LINE
 - [Symbol] = EASEMENT (SEE CIVIL)
 - [Symbol] = TRASH ENCLOSURE WITH SOLID ROOF, A.D.A. ACCESSIBLE
 - [Symbol] = WB-67 TRACTOR TRAILER
 - [Symbol] = ADA PATH OF TRAVEL
 - [Symbol] = STEEL TUBULAR FENCE

SHEET # SHEET DESCRIPTION:

| | |
|----|------------------------------------|
| A1 | SITE PLAN & PROJECT DATA |
| A2 | OVER ALL MASTER PLAN |
| A3 | ENLARGED FIRST FLOOR PLAN |
| A4 | ENLARGED OFFICE PLAN & FENCE ELEV. |
| A5 | CONCEPT BUILDING ELEVATIONS |
| L1 | CONCEPT LANDSCAPE PLAN |
| C1 | CONCEPTUAL GRADING PLAN |

COLOR EXHIBITS

CONCEPT COLOR BUILDING ELEVATIONS
 CONCEPT COLOR LANDSCAPE PLAN

PROJECT TEAM:

ARCHITECT:
 ARCHITECTS ORANGE
 144 NORTH ORANGE STREET
 ORANGE, CALIFORNIA 92666
 CONTACT: DAN MACDAVID
 714-639-9860 - PRINCIPAL
 OR STEPHEN PRZYBYLWOSKI
 714-417-1122 - SENIOR DESIGNER

CIVIL ENGINEER:
 HUNTSAKER & ASSOCIATES IRVINE, INC.
 JESSE GREEN
 3 HUGHES IRVINE, CA 92618
 OFFICE 949-583-1010 MOBILE 714-812-1088
 jsway0@gmail.com

LANDSCAPE ARCHITECT:
 SPLA
 SCOTT PETERSON LANDSCAPE ARCHITECT
 2883 VIA RANCHEROS WAY
 FALLBROOK, CA 92028
 CONTACT: SCOTT - (760) 842-8983
 ANGELA - (714) 398-4879 scott@spla.com

OWNER REPRESENTATIVE:
 EVAN JAMES
 CHIEF OPERATING OFFICER
 DOMINION PROPERTY PARTNERS LLC
 2511 WILSHIRE BLVD., SUITE 400
 SANTA MONICA, CA 90403
 D:(310)-864-7144 M:(310)488-0069
 etj@dominionllc.com

ZONING / LAND USE:
 EXISTING ZONING - INDUSTRIAL
 EXISTING: - VACANT
 PROPOSED: - OFFICE / WAREHOUSE / MANUFACTURING

ZONING / LAND USE:
 APN E40-290-001

OCCUPANCY CLASSIFICATION:
 BUILDING: RS1, F1

GENERAL NOTES:

THE LIGHT INDUSTRIAL (LI) ZONE ONLY REQUIRES A 10' SET BACK ON ALL FRONTS. THE PROPOSED INDUSTRIAL WAREHOUSE FACILITY SHALL BE DEVELOPED ON ACCORDANCE (DEVELOPMENT STANDARDS) OF THE CITY BANNING DEVELOPMENT CODE.

ALL PROPOSED SIGNAGE SHALL BE IN COMPLIANCE TO CITY OF BANNING DEVELOPMENT CODE.

DISCLAIMER:
 ALL INFORMATION CONTAINED HEREIN MAY BE SUBJECT TO CHANGE PENDING OWNER AND OR AGENCY REVIEW AND IS FOR INFORMATION ONLY

SITE DATA TABLE

| BUILDING | GROSS LAND AREA AC | NET LAND AREA SF | FIR % | BLDG. FOOT PRINT | BLDG. NETZ. | TOTAL BLDG. S.F. | OFFICE S.F. | WAREHOUSE S.F. | OFFICE PARKING | WAREHOUSE PARKING | PARKING REQ. | PARKING PROVIDED |
|--|--------------------|------------------|-------|--|-------------|------------------|-------------|----------------------------|----------------|-------------------|--------------|------------------|
| 1 | 1.8AC± | 78,408± | 28.7% | 21,000 | ~ | 21,000 | 2,500 | 17,500 | ~ | ~ | 37 | 37 |
| NET LAND AREA WITHOUT DETENTION AREA = 67,585± | | | | LANDSCAPE AREA = 18,500SF± OR 24.8% OF GROSS LAND AREA | | | | PARKING = 1/600 + 2 STALLS | | | | |
| DRIVE PAVING AREA = 10,480SF± | | | | DRIVE PAVING AREA + PARKING = 17,560SF± | | | | | | | | |

PROJECT DESCRIPTION:
 THE BUILDING IS TO BE CONSTRUCTED ON THE NORTH 1.99AC PORTION OF THE SITE. THE PROPOSED BUILDING IS 21,000SF FOOT PRINT. THE BUILDING WILL BE USED AS A CANNABIS GROW / DISTRIBUTION FACILITY.

8TH & LINCOLN INDUSTRIAL BUILDING BANNING, CA
Dominion | Property Partners LLC

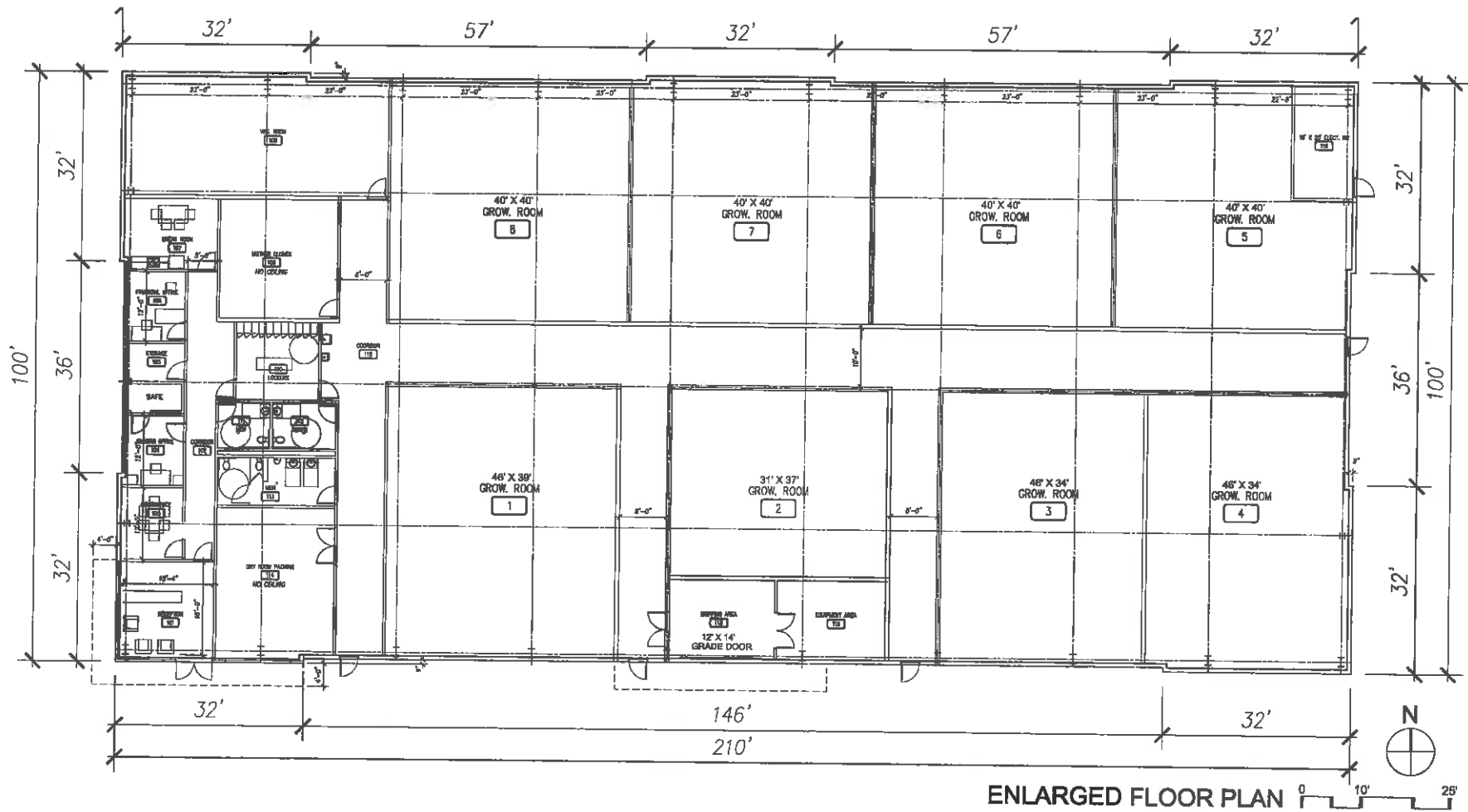
CONCEPTUAL SITE PLAN & FIRST FLOOR PLAN

A-1 144 North Orange St. Orange, CA 92666 (714) 639-9860



ADR: 2019

01-22-2020



ENLARGED FLOOR PLAN 0 10' 25'

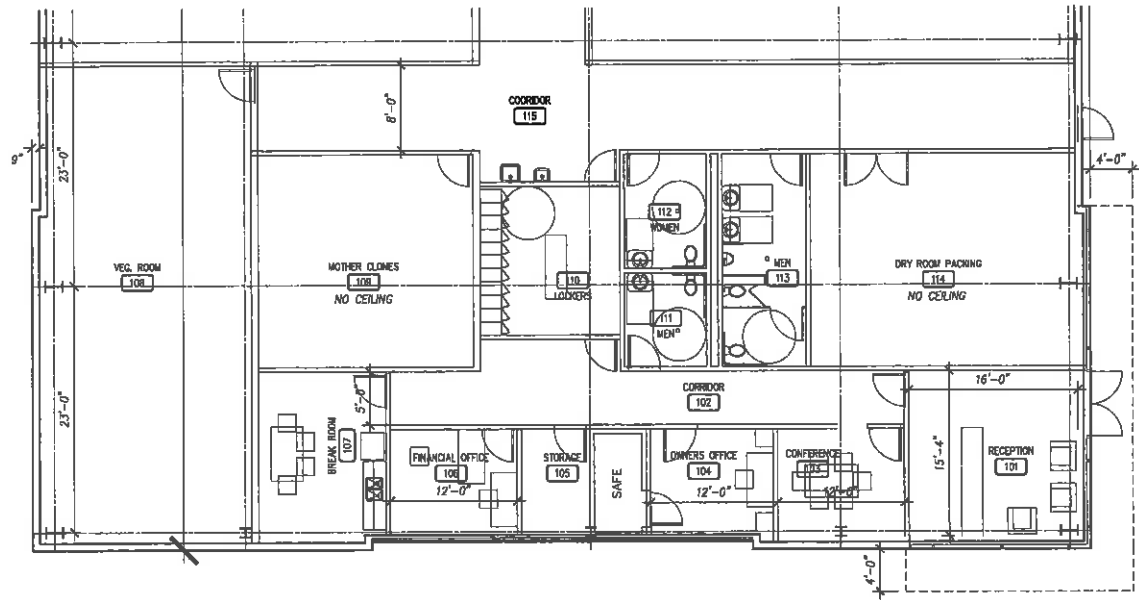
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8TH & LINCOLN INDUSTRIAL BUILDING BANNING, CA
 Dominion | Property Partners LLC

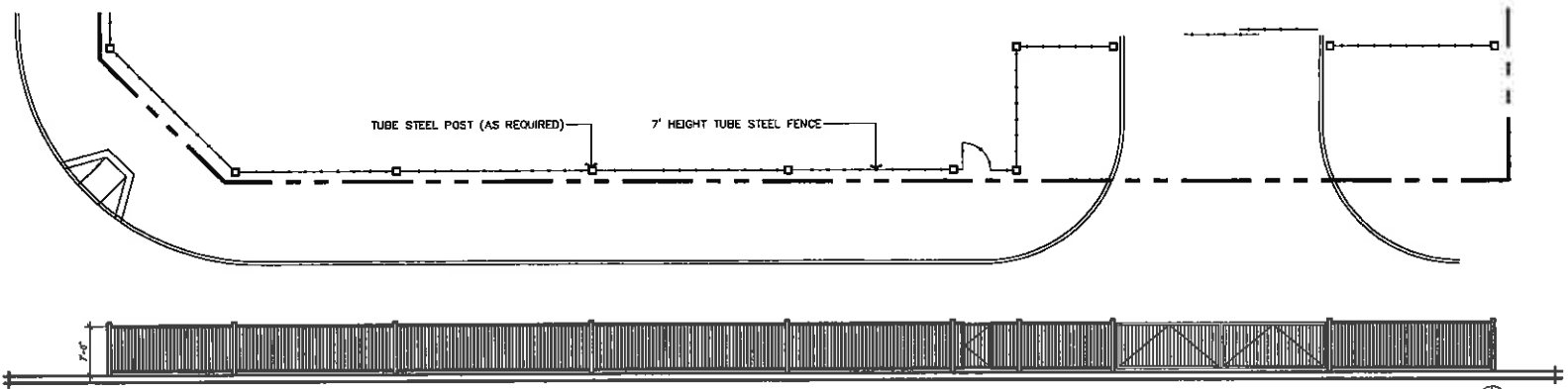
CONCEPTUAL FIRST FLOOR PLAN 10-24-2018

A-3 144 North Orange St. Orange, CA 92866 (714) 839-9860
 Architects Orange

ADR: 2019



ENLARGED OFFICE PLAN 0 5' 10' 20' N



ENLARGED WEST FENCE ELEVATION (S. 8TH STREET ELEVATION) 0 5' 10' 20' N

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8TH & LINCOLN INDUSTRIAL BUILDING BANNING, CA

ENLARGED OFFICE PLAN AND FENCE ELEVATION 10-24-2018

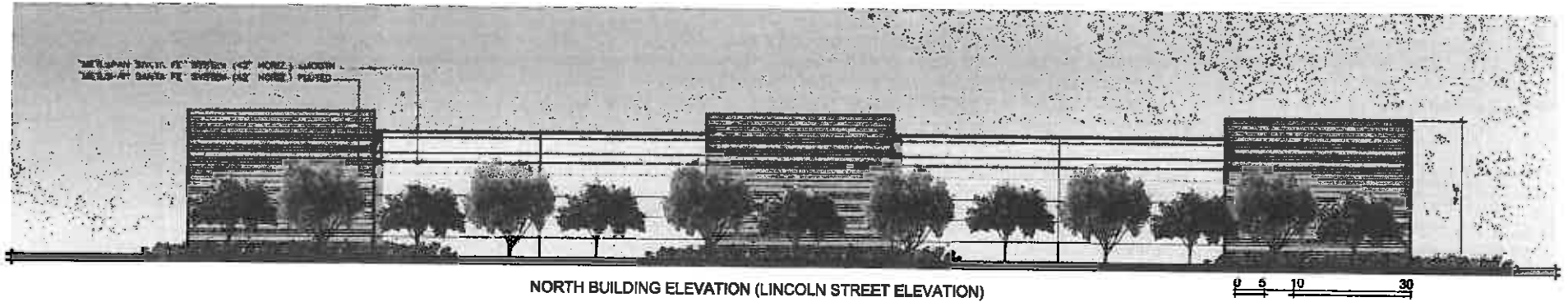
Dominion | Property Partners LLC

Architects Orange

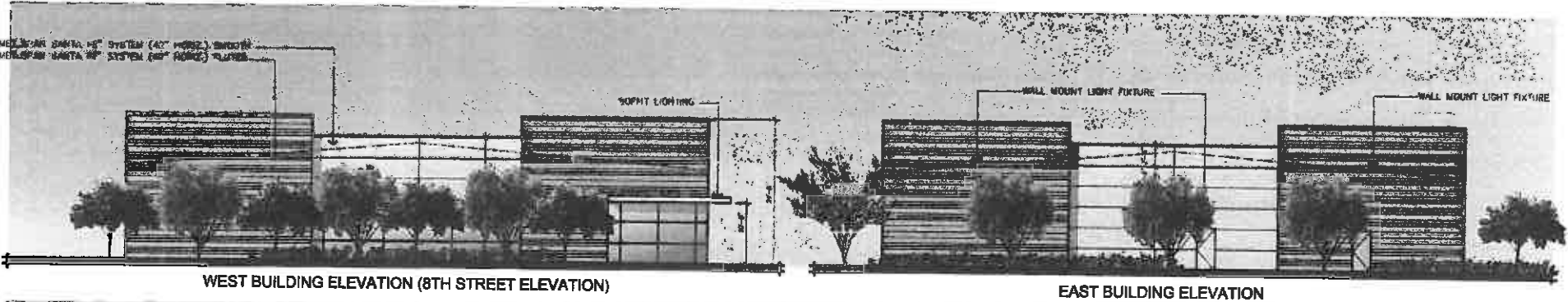
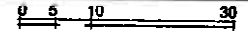
AO# 2019



A-4 144 North Orange St. Orange, CA 92866 (714) 639-9860

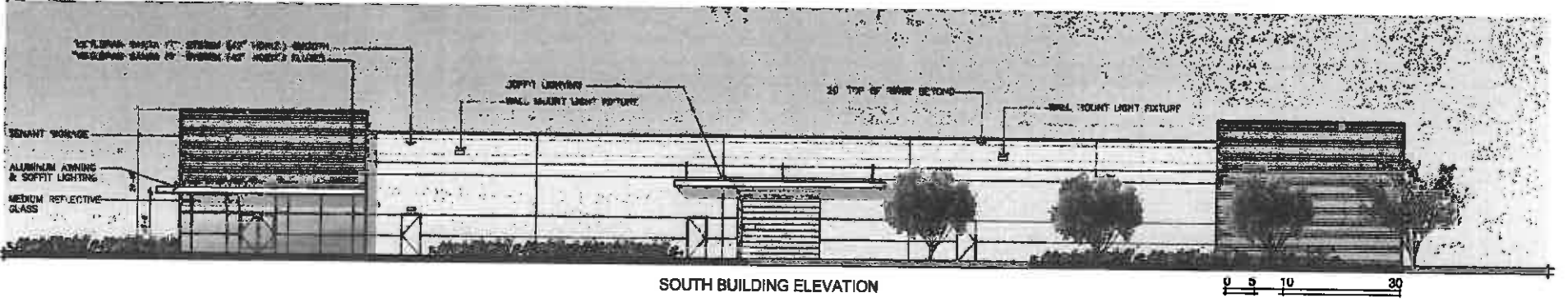


NORTH BUILDING ELEVATION (LINCOLN STREET ELEVATION)

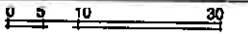


WEST BUILDING ELEVATION (8TH STREET ELEVATION)

EAST BUILDING ELEVATION



SOUTH BUILDING ELEVATION



8TH & LINCOLN INDUSTRIAL BUILDING BANNING, CA

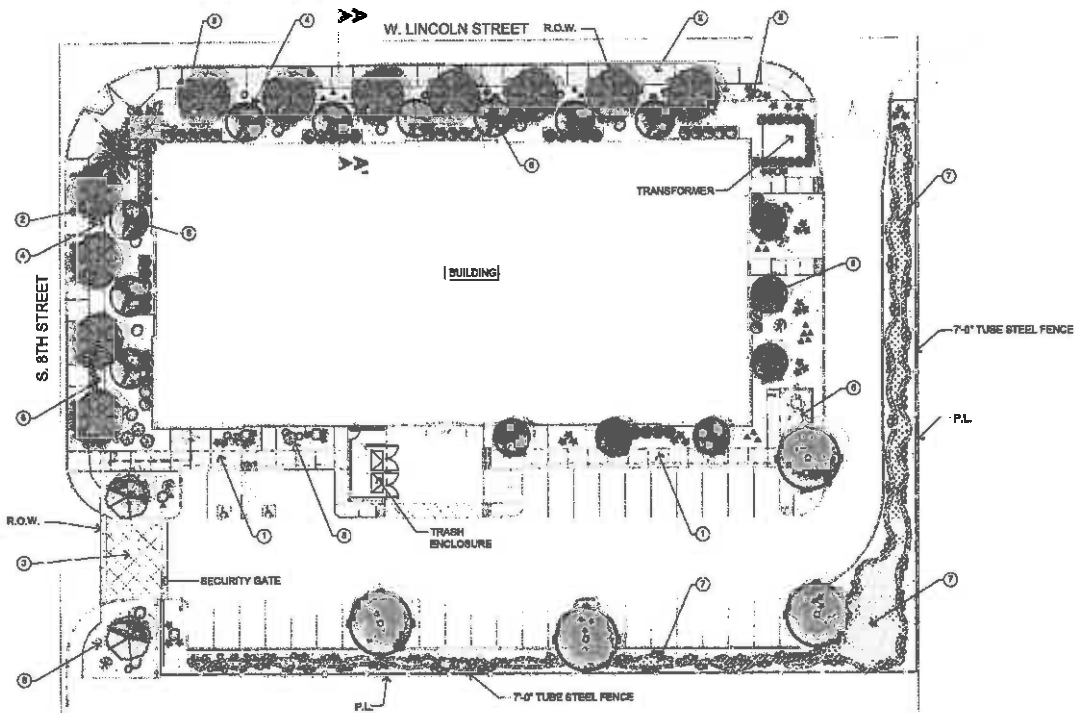
Dominion | Property Partners LLC

CONCEPTUAL ELEVATION 10-26-2019

A-5 144 North Orange St. Orange, CA 92868 (714) 639-9860

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TO CHANGE PENDING OWNER AND OR AGENCY REVIEW
AND IS FOR INFORMATION ONLY

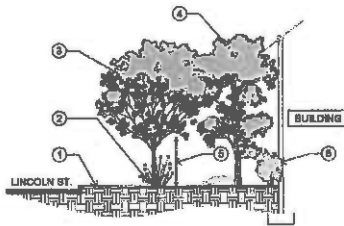




DESIGN KEY NOTES:

- ① TYP. CONCRETE PAVING WITH MEDIUM BROOM FINISH.
- ② TYP. PUBLIC SIDEWALK PER CIVIL PLANS.
- ③ ENHANCED VEHICULAR ENTRY PAVING CONSISTING OF NATURAL GRAY CONCRETE WITH 4"x4" GRID PATTERN WITH MEDIUM SAND BLAST FINISH. 2" CONCRETE BAND SURROUNDING PAVING.
- ④ TYP. 7'-0" HIGH TUBE STEEL FENCE.
- ⑤ TYP. BREAK CONCRETE PATIO WITH TRELLIS SHADE STRUCTURE ABOVE.
- ⑥ VERTICAL TREE AGAINST BUILDING PER LEGEND.
- ⑦ PROPOSED BIO-SWALE AREA PER CIVIL DWGS.
- ⑧ O.G.S. AREA WITH ASSORTED SUCCULENTS AND BOULDERS.

LANDSCAPE AREA = 18,500 SQ. FT.



SECTION 'A-A'
1/8" = 1'-0"

SECTION 'A-A' KEY NOTES:

- ① EXISTING SIDEWALK PER CIVIL DWGS.
- ② ASSORTED SUCCULENTS AND BOULDERS PER LEGEND.
- ③ NEW STREET TREE ALONG LINCOLN ST. PER LEGEND.
- ④ VERTICAL TREE ALONG BUILDING PER LEGEND.
- ⑤ 7'-0" HIGH TUBE STEEL FENCE PER ARCH. DWGS.
- ⑥ DROUGHT TOLERANT SHRUB ALONG BUILDING PER LEGEND.

PLANTING LEGEND

| TREES | | | |
|--------|---|------|--------|
| SYMBOL | TREE NAME | QTY. | WUCOLS |
| | ACCENT PALMS PHOENIX DACTYLIFERA, DATE PALM 16'-0" BTH | 2 | L |
| | NEW STREET TREE ALONG LINCOLN ST. & S. 8TH ST. LAGERS TREEMAIL, WATERMELON RED, CRAWPE MYRTLE 24" BOX SIZE. | 11 | M |
| | EVERGREEN SCREEN TREE ALONG BUILDING QUERCUS ILEX, HOLLY OAK 15 GAL. SIZE. | 7 | L |
| | EVERGREEN SCREEN TREE ALONG BUILDING ACACIA STENOPHYLLA, SHOESTRING ACACIA 15 GAL. SIZE. | 2 | L |
| | VERTICAL TREE ALONG BUILDING BRACHYCTON POPULNEUS, BOTTLE TREE 15 GAL. SIZE. | 6 | L |
| | CANOPY PARKING LOT TREE PROSCOPIS CHILENSIS, CHILEAN MESQUITE 24" BOX SIZE. | 4 | L |
| | FLOWERING ACCENT TREE CERCOLINIA DESERT MUSEUM, BLUE PALO VERDE 30" BOX SIZE. | 11 | L |

| SHRUBS | | |
|--------|---|--------|
| SYMBOL | SHRUB NAME | WUCOLS |
| | LEUCOPHYLLUM FRUTESCENS, TEXAS RANGER 8 GAL. SIZE. | L |
| | WESTRINGIA FRUTICOSA, COAST ROSEMARY 5 GAL. SIZE. | L |

| ACCENT SUCCULENTS | | |
|-------------------|--|--------|
| SYMBOL | SHRUB NAME | WUCOLS |
| | HESPERALOE PARVIFOLIA, RED YUCCA 5 GAL. SIZE. | L |
| | AGAVE AMERICANA, CENTURY AGAVE 6 GAL. SIZE. | L |
| | BOUGAINVILLEA GROUNDCOVER 5 GAL. SIZE. | L |

| | | |
|--|---|---|
| | EROSION CONTROL GROUND COVER AT BASIN SLOPES BACCHARIS PILULARIS, DOYOTE BRUSH 1 GAL. SIZE @ 30" O.C. | L |
| | PROPOSED BIO-SWALE AREA WITH CAREX GRASS | L |
| | 3" MIN. THICK DECOMPOSED GRANITE | |

GENERAL NOTES:

- SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH EROSION CONTROL GROUND COVER PER LEGEND, AND MULCH MATERIAL WITH SANDER MATERIAL SHALL BE APPLIED FOR EROSION CONTROL.
- ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE GRAB LINES CONNECT TO INFILTRATION AREAS.
- ALL UTILITY EQUIPMENT SUCH AS BACKFLOW UNITS, FIRE DETECTOR CHECKS AND FARE CHECK VALVES WILL BE SCREENED WITH EVERGREEN PLANT MATERIAL ONCE FINAL LOCATIONS HAVE BEEN DETERMINED.

CONCEPTUAL PLAN NOTE:

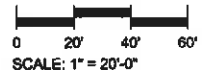
THIS IS A CONCEPTUAL LANDSCAPE PLAN. IT IS BASED ON PRELIMINARY INFORMATION WHICH IS NOT FULLY VERIFIED AND MAY BE INCOMPLETE. IT IS MEANT AS A COMPARATIVE AID IN EXAMINING ALTERNATE DEVELOPMENT STRATEGIES AND ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS MORE RELIABLE INFORMATION BECOMES AVAILABLE.

IRRIGATION NOTE:

THIS PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER BASED SMART CONTROLLER, LOW FLOW ROTORS, BUBBLER AND/OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATE MANDATED AS-1881 WATER ORDINANCE.

WUCOLS PLANT FACTOR

THIS PROJECT IS LOCATED IN WUCOLS REGION 4-SOUTH INLAND VALLEY.
H = HIGH WATER NEEDS
M = MODERATE WATER NEEDS
L = LOW WATER NEEDS
VL = VERY LOW WATER NEEDS



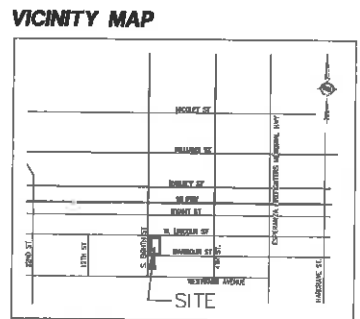
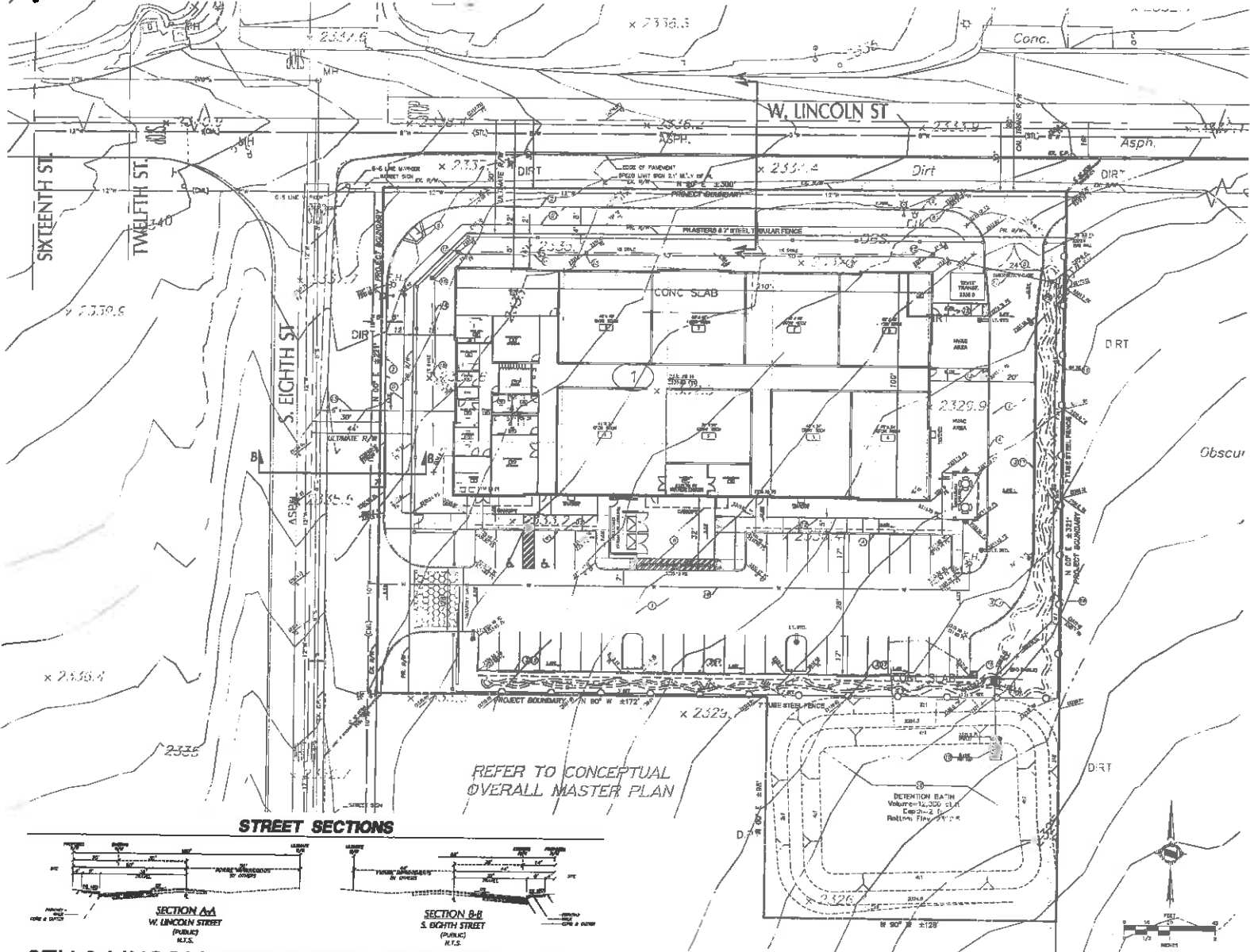
SPLA
SCOTT PETERSON LANDSCAPE ARCHITECT, INC.
2883 VIA RANCHEROS WAY
FALLBROOK, CA 92228
PH: 760-842-6960

**CONCEPTUAL LANDSCAPE/HARDSCAPE PLAN
8TH & LINCOLN INDUSTRIAL BUILDING**

BANNING, CALIFORNIA

OCTOBER 22, 2019

L-1



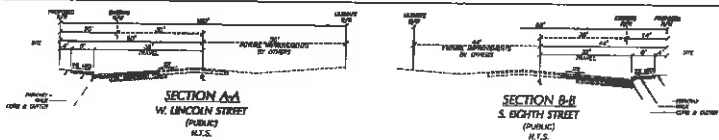
- NOTES**
- ① CONSTRUCT 4"X6"X8" (PRELIMINARY DESIGN)
 - ② CONSTRUCT 6" CURB & GUTTER PER CITY STD. C-201
 - ③ CONSTRUCT 8" CURB & GUTTER PER CITY STD. C-200
 - ④ CONSTRUCT 6" CURB ONLY PER CITY STD. C-202
 - ⑤ CONSTRUCT PCC SIDEWALK PER CITY STD. C-213
 - ⑥ CONSTRUCT ACCESS RAMP TYPE 1 PER CITY STD. C-214
 - ⑦ CONSTRUCT 28' WIDE COMMERCIAL DRIVEWAY PER CITY STD. C-209
 - ⑧ CONSTRUCT 24' WIDE COMMERCIAL DRIVEWAY PER CITY STD. C-209
 - ⑨ CONSTRUCT 6" THICK PCC PAVEMENT
 - ⑩ INSTALL AGGREGATE ASP-IMP
 - ⑪ INSTALL 4"x4" GRATE INLET
 - ⑫ CONSTRUCT 4" THICK PCC SIDEWALK (DM-SITE)
 - ⑬ CONSTRUCT 6" SEWER LATERAL
 - ⑭ CONSTRUCT FIRE HYDRANT PER CITY STD. H-18
 - ⑮ CONSTRUCT 18"x18" GRATE INLET
 - ⑯ CONSTRUCT 8" PVC PIPE (SEE 35)
 - ⑰ CONSTRUCT SLOTTED CURB/SLOTS SHALL BE 12" WIDE EVERY 10' G.G.
 - ⑱ CONSTRUCT DETENTION BASIN

EARTHWORK QUANTITIES

| | |
|--------|-----------|
| CUT | 1,280 CYS |
| FILL | 5,240 CYS |
| IMPORT | 3,960 CYS |

- LEGEND**
- PROJECT BOUNDARY
 - DASHING FRONT OF WAY
 - STREET CENTER LINE
 - 80'-SHALL
 - EXISTING EDGE OF PAVEMENT
 - EXISTING WATER LINE
 - EXISTING SEWER LINE
 - EXISTING WATER LINE
 - PROPOSED WATER LINE
 - EXISTING MAJOR CONTOUR
 - EXISTING MAJOR CONTOUR
 - PROPOSED SIDEWALK
 - PROPOSED CURB
 - PROPOSED PARKING
 - PROPOSED TUBE STEEL FENCE
 - PROPOSED PLASTER AND TUBE STEEL FENCE
 - PROPOSED FIRE HYDRANT
 - PROPOSED STREET LIGHT

STREET SECTIONS



REFER TO CONCEPTUAL OVERALL MASTER PLAN

8TH & LINCOLN INDUSTRIAL BUILDING BANNING, CA

CONCEPTUAL GRADING PLAN

Dominion | Property Partners LLC

HUNSAKER & ASSOCIATES
IRVINE, INC.
PLANNING • ENGINEERING • SURVEYING
Times Height • Irvine, CA 92618 • PH: (949) 263-7070 • FX: (949) 263-0729

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

April 30, 2020

Ms. Candice Assadzadeh, Senior Planner
City of Riverside Community and Economic Department – Planning Division
3900 Main Street, 3rd Floor
Riverside CA 92522

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR’S DETERMINATION**

File No.: ZAP1414MA20– Letter 1 of 2
Related File Nos.: P19-0775 (General Plan Amendment), P19-0776 (Rezone)
APN: 256-050-012
Airport Zone: Compatibility Zone E

Dear Ms. Assadzadeh:

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 Riverside Case Nos. P19-0775 (General Plan Amendment), P19-0776 (Rezone), a proposal to amend the City’s General Plan land use designation of a 9.77 acre parcel located on the northwest corner of Central Avenue and Sycamore Canyon Boulevard from Commercial to Very High Density Residential, and change the zoning of the site from Commercial General to R-4 Multiple-Family Residential.

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 are not restricted.

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 (“March ALUCP”).

www.rcaluc.org

This finding of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of this general plan amendment and change of zone. Both the existing and proposed General Plan designation and zoning are consistent, as the site is located within Airport Compatibility Zone E, where non-residential intensity and residential density are not restricted.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Simon A. Housman, ALUC Director

AIRPORT LAND USE COMMISSION

Attachments: Notice of Airport in Vicinity

cc: SDH & Associates (applicant)
KA Enterprise, Eugene Marini (property owner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Doug Waters, Civil Base Engineer, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1414MA20\ZAP1414MA20SGPARZ.LTR.doc



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

April 30, 2020

Ms. Candice Assadzadeh, Senior Planner

City of Riverside Community and Economic Department – Planning Division
3900 Main Street, 3rd Floor
Riverside CA 92522

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4080 Larron St., 14th Floor
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR’S DETERMINATION**

File No.: ZAP1414MA20– Letter 2 of 2
Related File Nos.: P19-0777 (Design Review)
APN: 256-050-012
Airport Zone: Compatibility Zone E

Dear Ms. Assadzadeh:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Riverside Case No. P19-0777 (Design Review), a proposal to construct a 237 unit apartment complex with recreational amenities such as a putting green, resort pool and spa, BBQ tables, walking loop, exercise stations, and a dog run on 9.77 acres located on the northwest corner of Central Avenue and Sycamore Canyon Boulevard.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport is approximately 1,535 feet above mean sea level (AMSL) at its northerly terminus. At a distance of 24,785 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with an elevation at top of roof exceeding 1,782 feet AMSL. The site’s finished floor elevation is 1,351 feet AMSL, and the building height is 50 feet, resulting in a top point elevation of 1,401 feet AMSL. Therefore, FAA OES 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, provided that the City of Riverside applies the following recommended conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

AIRPORT LAND USE COMMISSION

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building.
4. Any new aboveground detention or water quality basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins 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 Principal Planner, at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity

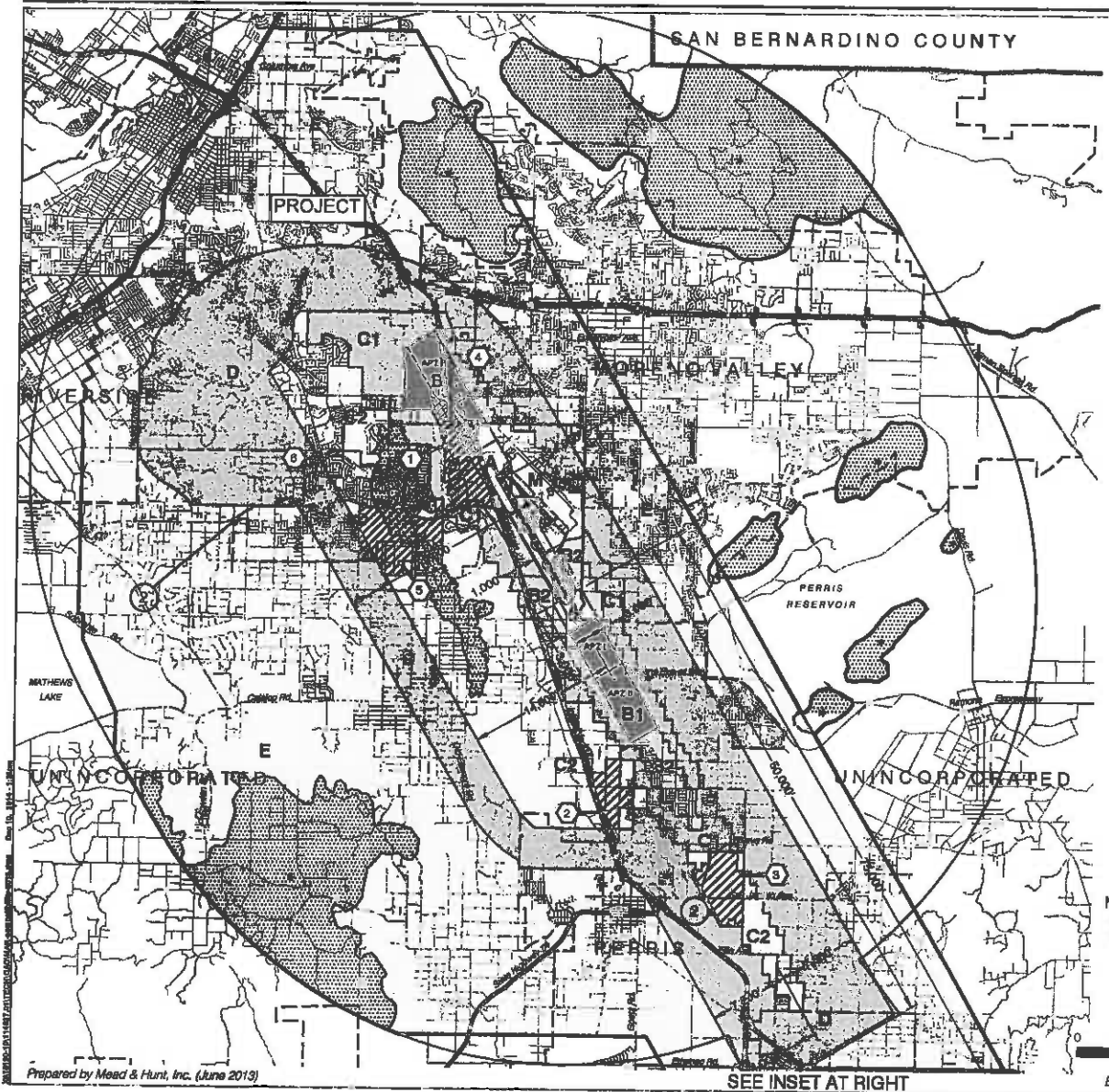
AIRPORT LAND USE COMMISSION

cc: SDH & Associates (applicant)
KA Enterprise, Eugene Marini (property owner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Doug Waters, Civil Base Engineer, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1414MA20\ZAP1414MA20DR.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

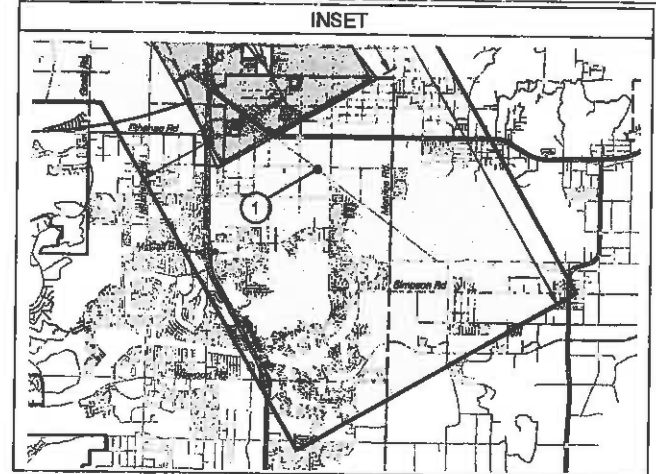
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

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

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



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

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



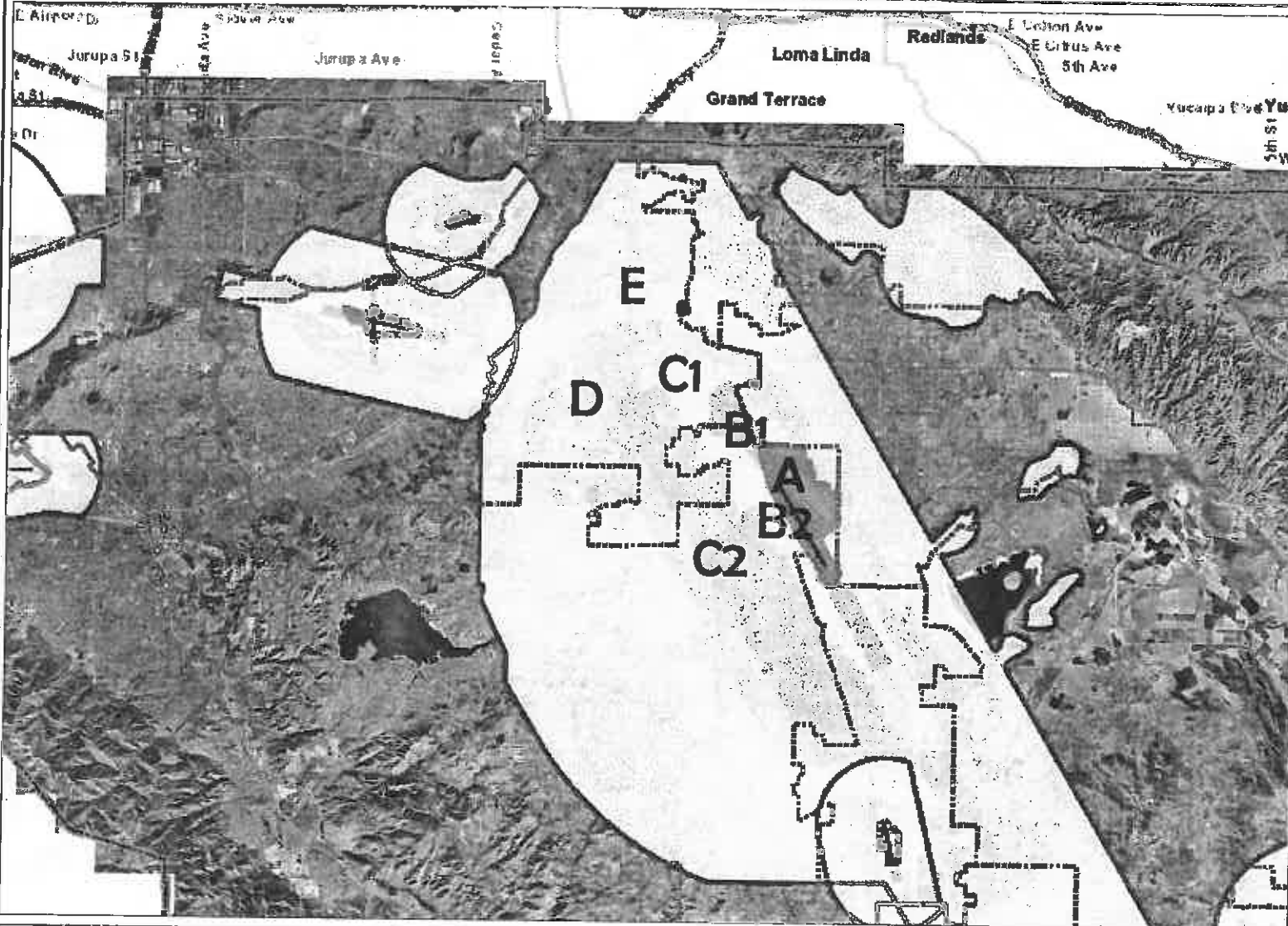
Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT

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

Map My County Map



Legend

- Runways
- ▣ Airports
- ▣ Airport Influence Areas
- ▣ Airport Compatibility Zones
- ▣ OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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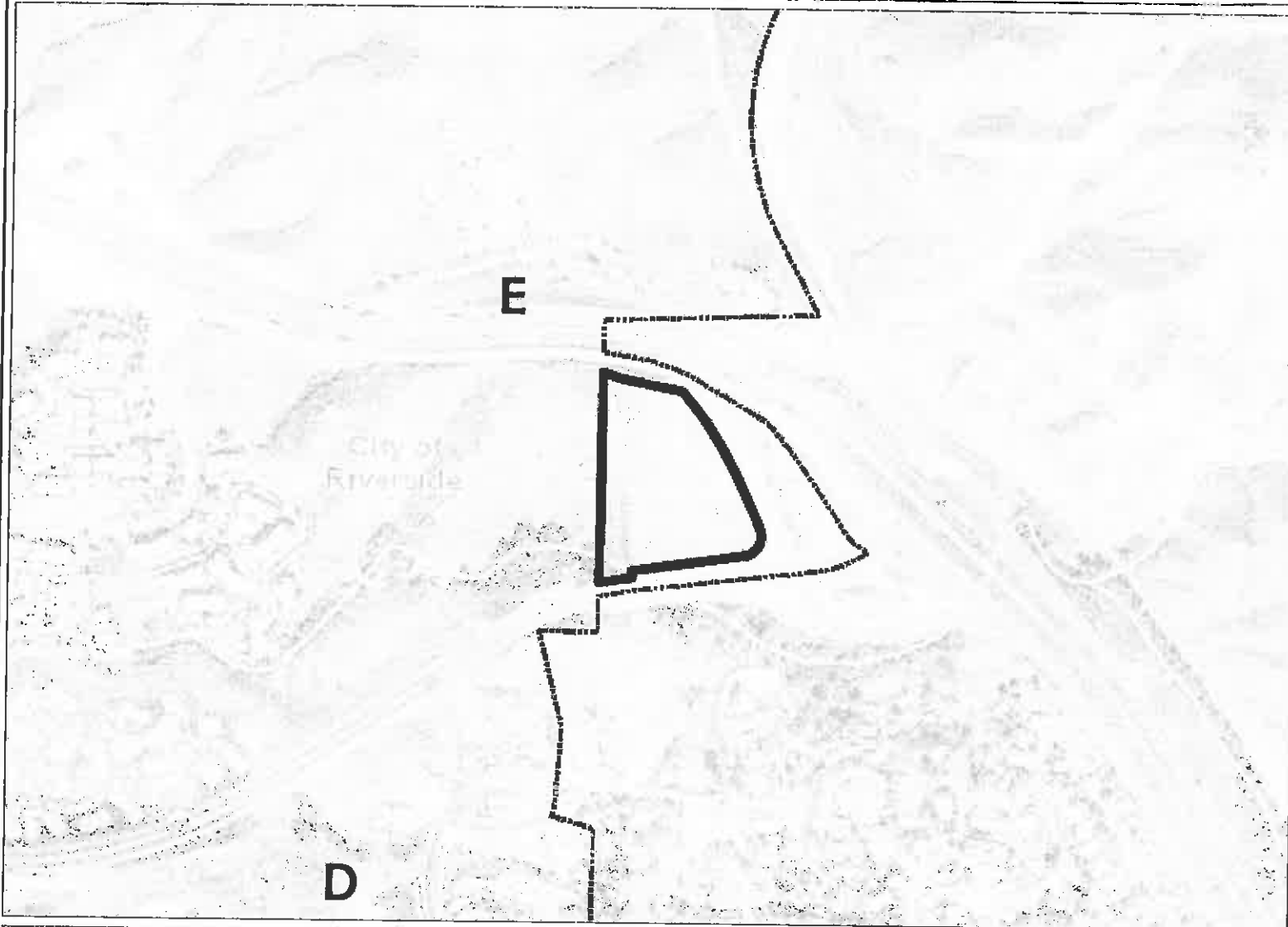
Notes

Map My County Map

Los Angeles



San Diego Tijuana Mexico



Legend

- Runways
- ◻ Airports
- ◻ Airport Influence Areas
- ◻ Airport Compatibility Zones
- ◻ OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC8



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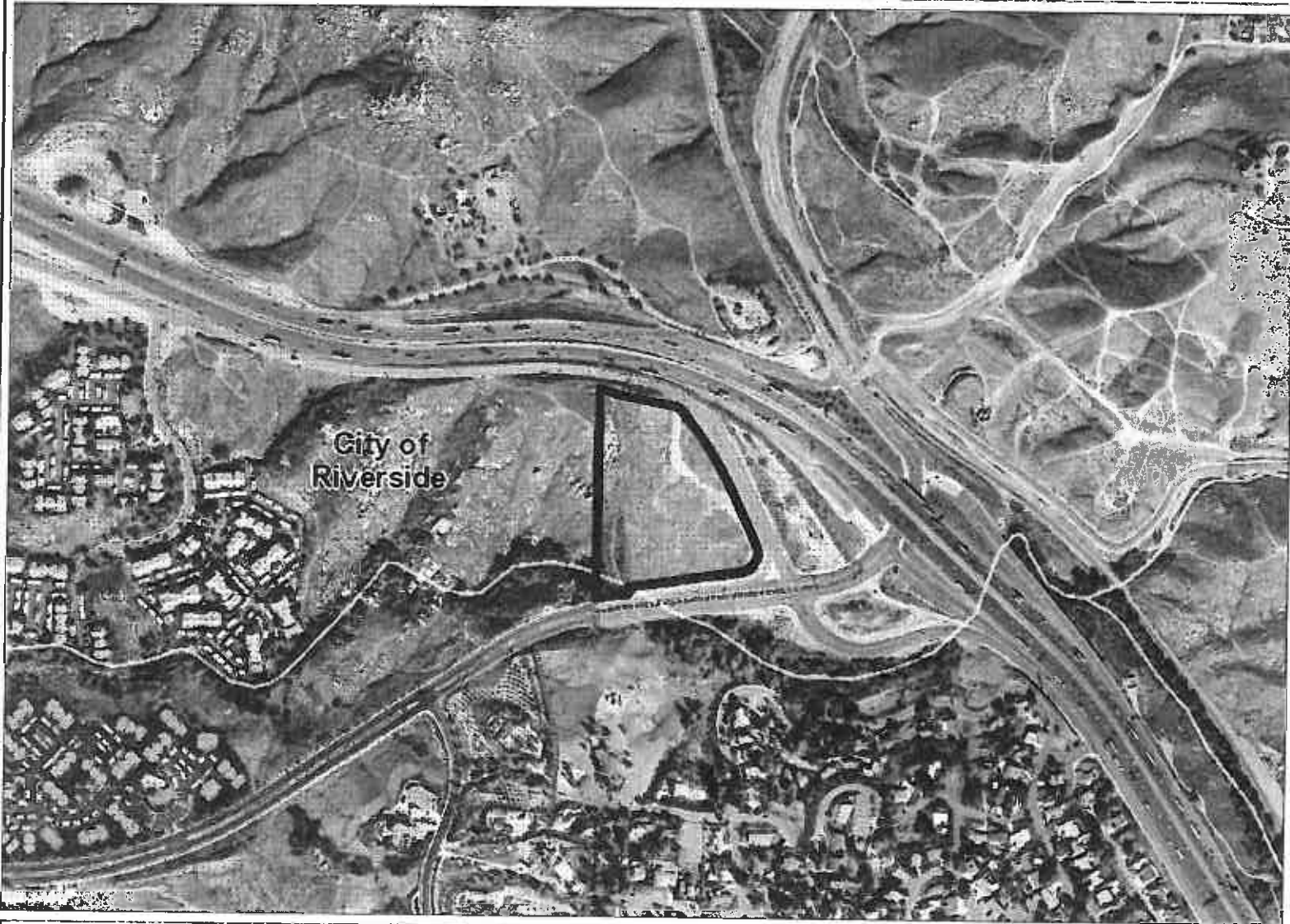
0 770 1,539 Feet

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Notes

Map My County Map



- Legend**
- Blue line Streams
 - City Areas
 - World Street Map



0 770 1,539 Feet

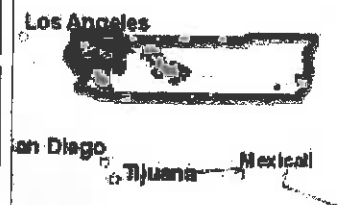
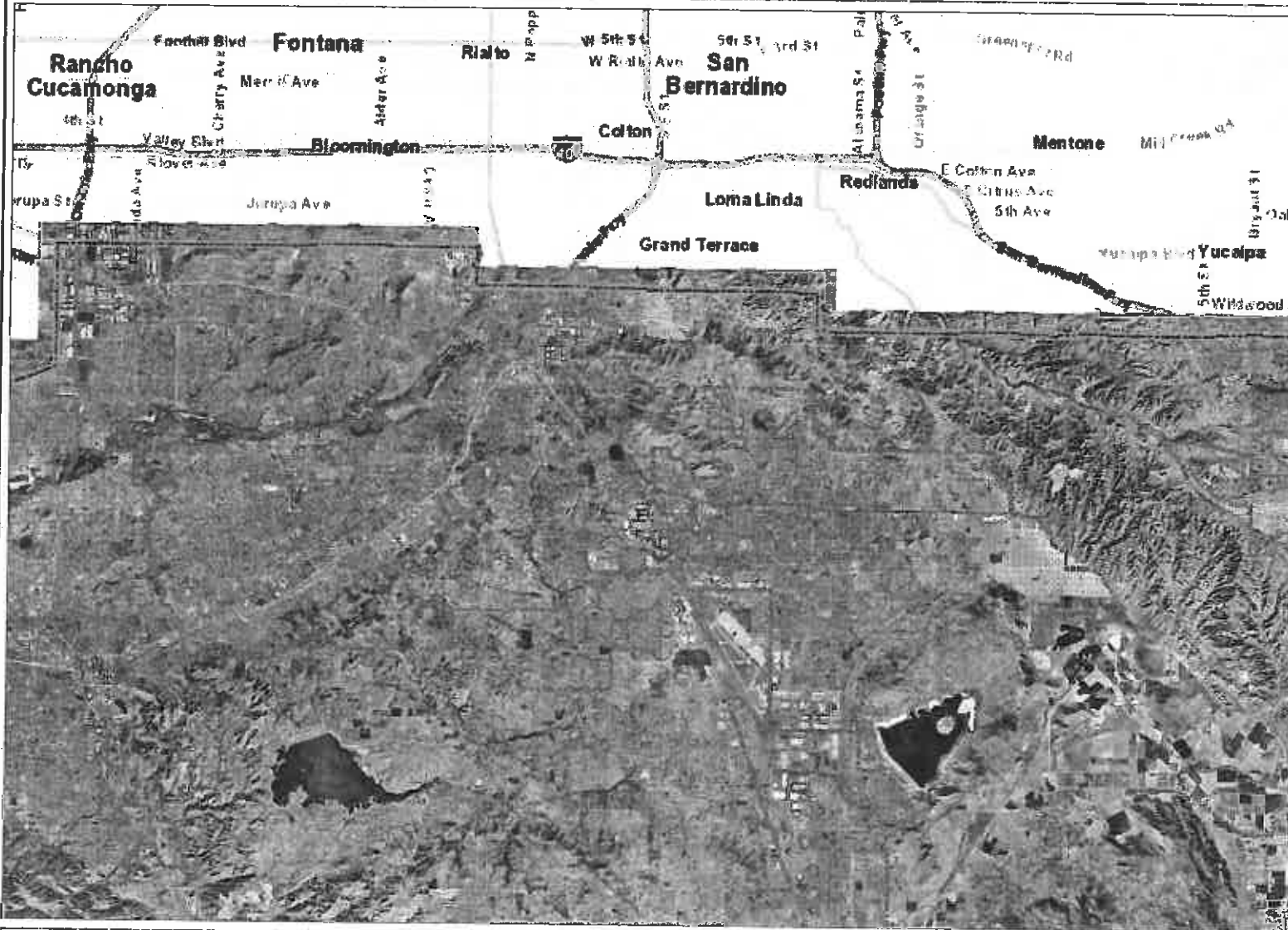
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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Notes

Map My County Map



- Legend**
- City Areas
 - World Street Map

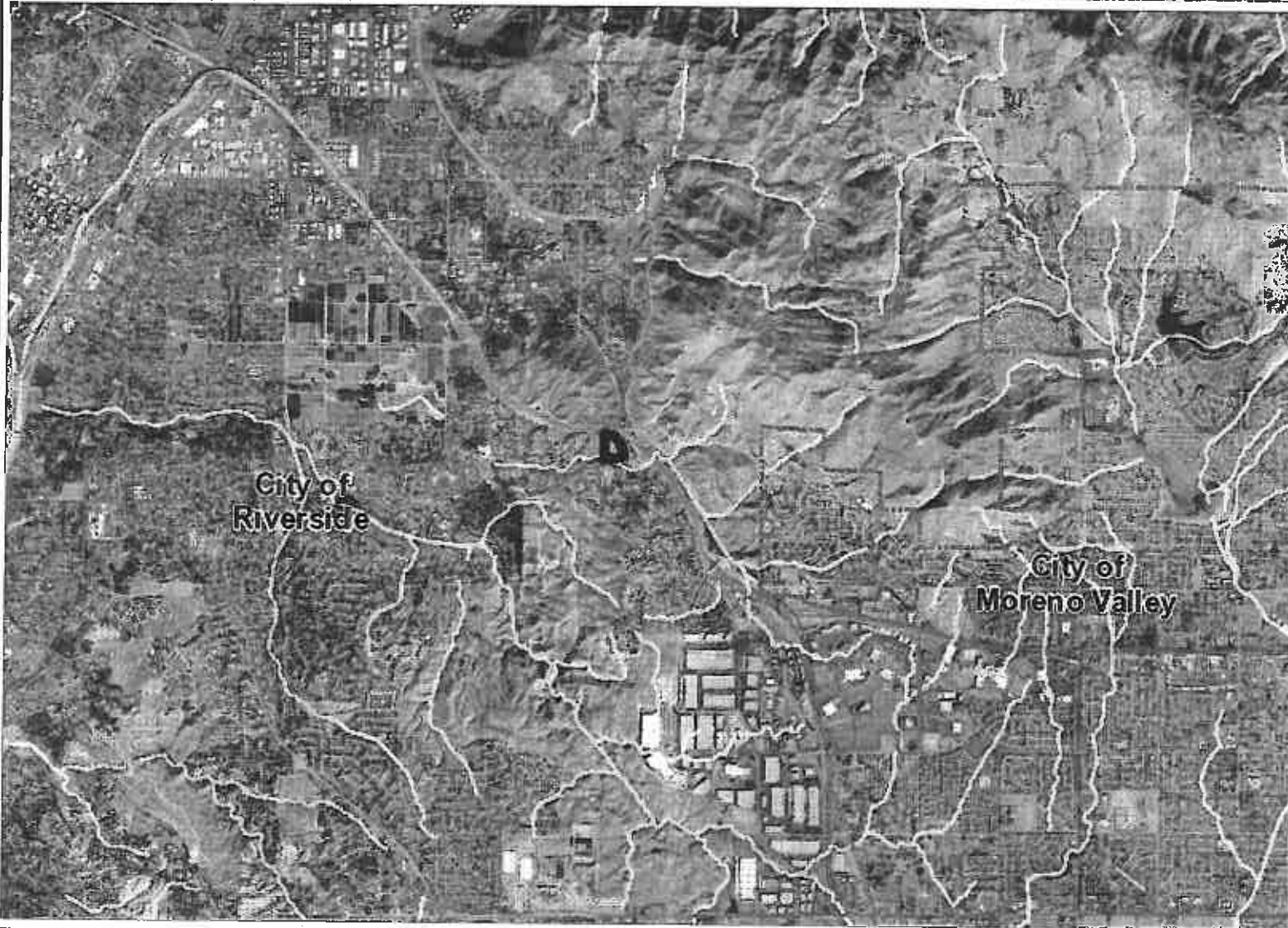



0 24 49,257 Feet
629

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Notes

Map My County Map



- Legend**
- Blueline Streams
 - City Areas
 - World Street Map



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

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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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Notes

Map My County Map



Los Angeles



San Diego

Tijuana

Mexico

Legend

-  Parcels
-  Blueline Streams
-  City Areas
-  World Street Map



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

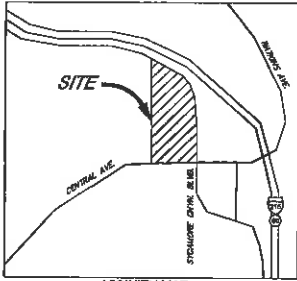
0 385 770 Feet

REPORT PRINTED ON... 4/26/2020 9:23:59 AM

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Notes

IN THE CITY RIVERSIDE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
GENERAL PLAN AMENDMENT
CRESTVIEW APARTMENTS
 OCTOBER 2019



VICINITY MAP
 NOT TO SCALE

OWNER/APPLICANT

HA ENTERPRISES
 32005 COSPLAY DR, STE. 201
 SAN DIEGO, CA 92121
 TEL (602) 404-6080

ENGINEER

SDR & ASSOCIATES, INC.
 14000 MEDICAN PARKWAY 102
 RIVERSIDE, CALIFORNIA 92518
 TEL (951) 883-3601
 FAX (951) 788-2314

ASSESSORS PARCEL NO.

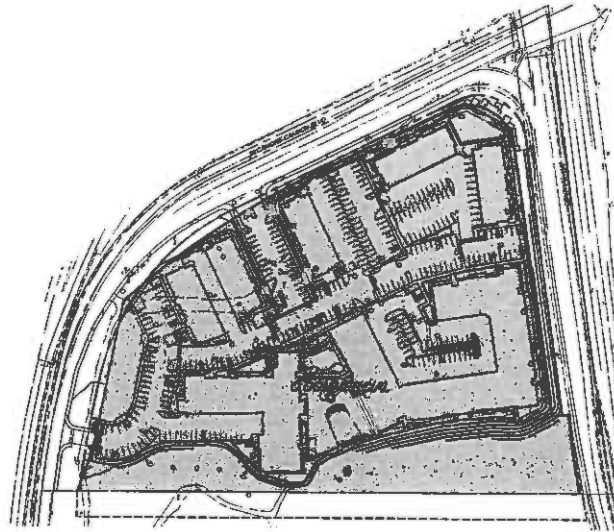
236-050-012-0

SURROUNDING GENERAL PLAN DESIGNATION

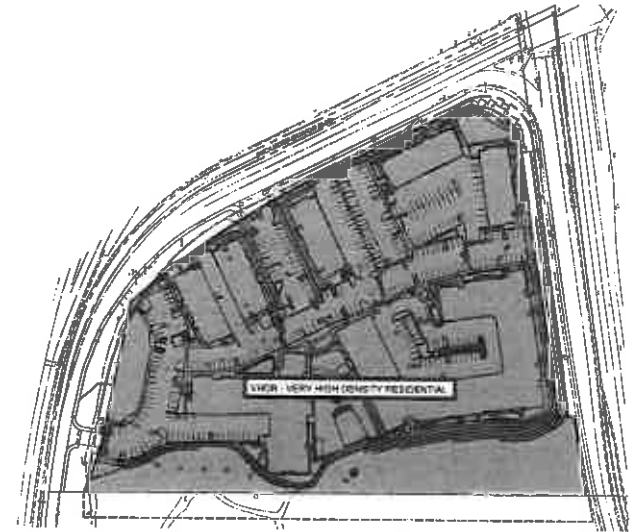
NORTH.....HR - HILLSIDE RESIDENTIAL
 EAST.....HR - HILLSIDE RESIDENTIAL
 SOUTH.....P - PUBLIC PARK
 WEST.....VHDR - VERY HIGH DENSITY RES./ OS - OPEN SPACE

LEGEND

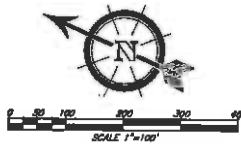
| SYMBOL | ZONING DESIGNATION |
|---------------|--------------------------------------|
| [Hatched Box] | C - COMMERCIAL |
| [Solid Box] | VHDR - VERY HIGH DENSITY RESIDENTIAL |



EXISTING GENERAL PLAN DESIGNATION
 SCALE: 1"=100'



PROPOSED GENERAL PLAN DESIGNATION
 SCALE: 1"=100'



PREPARED BY:



SDR & ASSOCIATES, INC.
 14000 MEDICAN PARKWAY 102
 RIVERSIDE, CALIFORNIA 92518
 TEL (951) 883-3601 FAX (951) 788-2314

SCALE: 1"=100'

BENCHMARK

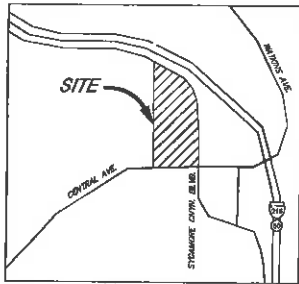
DATE: OCTOBER 2019

BUSINESS TAX CERTIFICATE NO. 182704 EXP. 6-30-20
 CITY OF RIVERSIDE

GENERAL PLAN AMENDMENT
 CRESTVIEW
 APARTMENTS

1
 OF
 1
 SHEETS

IN THE CITY RIVERSIDE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.
ZONE CHANGE EXHIBIT
CRESTVIEW APARTMENTS
 OCTOBER 2019



VICINITY MAP
 NOT TO SCALE

OWNER/APPLICANT
 SA ENGINEERS
 3340 OBERLIN DR. STE. 201
 SAN DIEGO, CA 92121
 TEL: (619) 504-0090

ENGINEER
 SOH & ASSOCIATES, INC.
 14800 BENTONWAY PARKWAY 102
 RIVERSIDE, CALIFORNIA 92518
 TEL: (951) 983-3051
 FAX: (951) 786-3114

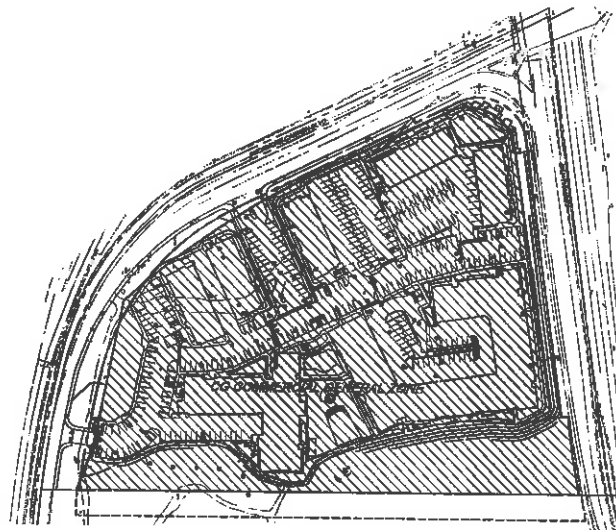
ASSESSOR'S PARCEL NO.
 259-060-012-5

SURROUNDING ZONING

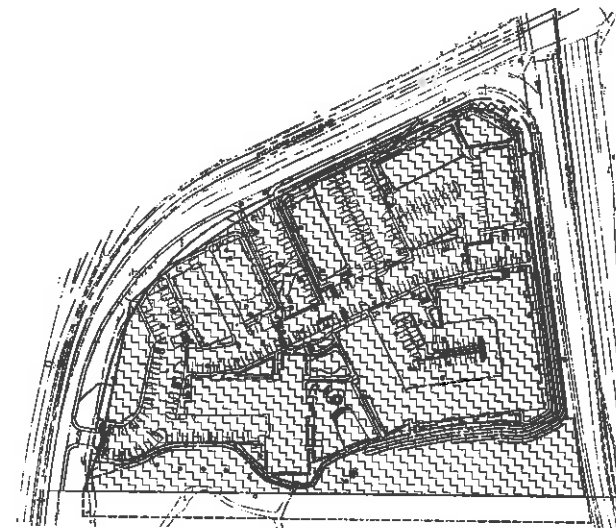
NORTH..... RC RESIDENTIAL COMMERCIAL
 EAST..... COMMERCIAL
 SOUTH..... (COUNTY) C-P-S, R-1-S, R-S-80, R-1-80
 WEST..... R RESIDENTIAL CONSERVATION ZONE,
 R-1-7000 MULTI-FAMILY RESIDENTIAL

LEGEND

| SYMBOL | ZONING DESIGNATION |
|--------|----------------------------|
| | CG COMMERCIAL GENERAL ZONE |
| | R-1 |



EXISTING ZONING
 SCALE: 1"=100'



PROPOSED ZONING
 SCALE: 1"=100'



SCALE: 1"=100'

| | | | |
|-----------|--------------------------------------|---|------------------------|
| SEAL: | PREPARED BY: | BUSINESS TAX CERTIFICATE NO. 19794 EXP. 6-30-20 CITY OF RIVERSIDE | 1 OF 1 SHEETS |
| | SCALE: 1"=100' DATE: OCTOBER 2019 | SOH AND ASSOCIATES, INC. 14800 BENTONWAY PARKWAY 102 RIVERSIDE, CALIFORNIA 92518 TEL: (951) 983-3051 FAX: (951) 786-3114 | |

PROJECT SUMMARY

| | DATA |
|------------------------------------|------------|
| ZONING OF SITE | R4 |
| TOTAL GROSS SITE AREA | 9.77 AC |
| PROPOSED TOTAL # OF DWELLING UNITS | 237 UNITS |
| PROPOSED DENSITY OF UNITS | 24.3 DU/AC |
| MAXIMUM BUILDING HEIGHT | 50' |
| MAXIMUM NUMBER OF STORIES | 4 STORY |

SITE COVERAGE

| | SQ.FT | AC | % |
|--------------------|---------|------|-------|
| BUILDING COVERAGE | 108,823 | 2.49 | 25.5% |
| ROAD COVERAGE | 213,288 | 4.90 | 50.1% |
| LANDSCAPE COVERAGE | 103,873 | 2.38 | 24.4% |
| TOTAL | 426,081 | 9.77 | 100% |

BUILDING/ UNIT MIX

| BLDG # | BLDG TYPE | TYPE I-B | | | | TYPE I-BB | | | | TOTAL UNIT | TOTAL GARAGE |
|-----------|-------------|----------|-----|-----|-----|-----------|-----|----|------|------------|--------------|
| | | A1 | A2 | B1 | B2 | B3 | B4 | B5 | B6 | | |
| 1 | 1-1/3 STORY | 0 | 0 | 2 | 0 | 0 | 0 | 7 | 0 | 12 | 12 |
| 2 | 1-1/3 STORY | 0 | 0 | 2 | 0 | 0 | 0 | 7 | 0 | 15 | 12 |
| 3 | 1-1/3 STORY | 0 | 3 | 2 | 0 | 0 | 0 | 10 | 0 | 15 | 12 |
| 4 | 1-1/3 STORY | 0 | 3 | 2 | 0 | 0 | 0 | 10 | 0 | 15 | 12 |
| 5 | 1-1/3 STORY | 0 | 6 | 2 | 0 | 0 | 0 | 7 | 0 | 15 | 12 |
| 6 | 1-1/3 STORY | 41 | 9 | 18 | 25 | 8 | 6 | 11 | 118 | 40 | 40 |
| 7 | 1-1/4 STORY | 15 | 6 | 8 | 9 | 4 | 0 | 8 | 8 | 48 | 12 |
| SUB-TOTAL | | 56 | 30 | 34 | 34 | 30 | 47 | 17 | 237 | 118 | |
| TOTAL | | 56 | 30 | 34 | 34 | 30 | 47 | 17 | 237 | 118 | |
| % | | 24% | 12% | 14% | 14% | 12% | 20% | 7% | 100% | 100% | |

TOTAL BUILDING FOOTPRINT SQ. FT.

| BLDG UNIT | TYPE | 1st FL. SQ. FT. | 2nd FL. SQ. FT. | 3rd FL. SQ. FT. | 4th FL. SQ. FT. | 5th FL. SQ. FT. | TOTAL SQ. FT. |
|-----------|-----------|-----------------|-----------------|-----------------|-----------------|-----------------|---------------|
| 1 | TYPE I-B | 8,800 | 8,707 | 8,800 | - | - | 26,307 |
| 2 | TYPE I-B | 8,800 | 8,707 | 8,800 | - | - | 26,307 |
| 3 | TYPE I-B | 7,158 | 6,407 | 6,303 | - | - | 19,718 |
| 4 | TYPE I-B | 7,158 | 6,407 | 6,303 | - | - | 19,718 |
| 5 | TYPE I-B | 8,800 | 8,707 | 8,800 | - | - | 26,307 |
| 6 | TYPE I-BB | 43,830 | 42,007 | 42,761 | 41,828 | 42,781 | 183,207 |
| 7 | TYPE I-BB | 21,982 | 18,514 | 21,125 | 20,513 | 21,135 | 103,260 |
| TOTAL | | 102,478 | 83,858 | 88,830 | 82,341 | 83,888 | 341,285 |

LEASEABLE SQ. FT. PROVIDED:

| UNIT TYPE | SQ.FT | QTY | % | TOTAL LEASEABLE SQ. FT. |
|-----------|-------|-----|------|-------------------------|
| A1 | 780 | 38 | 24% | 29,640 |
| A2 | 777 | 38 | 17% | 29,526 |
| B1 | 1,097 | 34 | 14% | 37,298 |
| B2 | 1,102 | 34 | 14% | 37,468 |
| B3 | 1,241 | 10 | 4% | 12,410 |
| B4 | 1,884 | 47 | 20% | 88,458 |
| B5 | 1,398 | 17 | 7% | 23,766 |
| SUB-TOTAL | | 237 | 100% | 236,566 |

PARKING SUMMARY

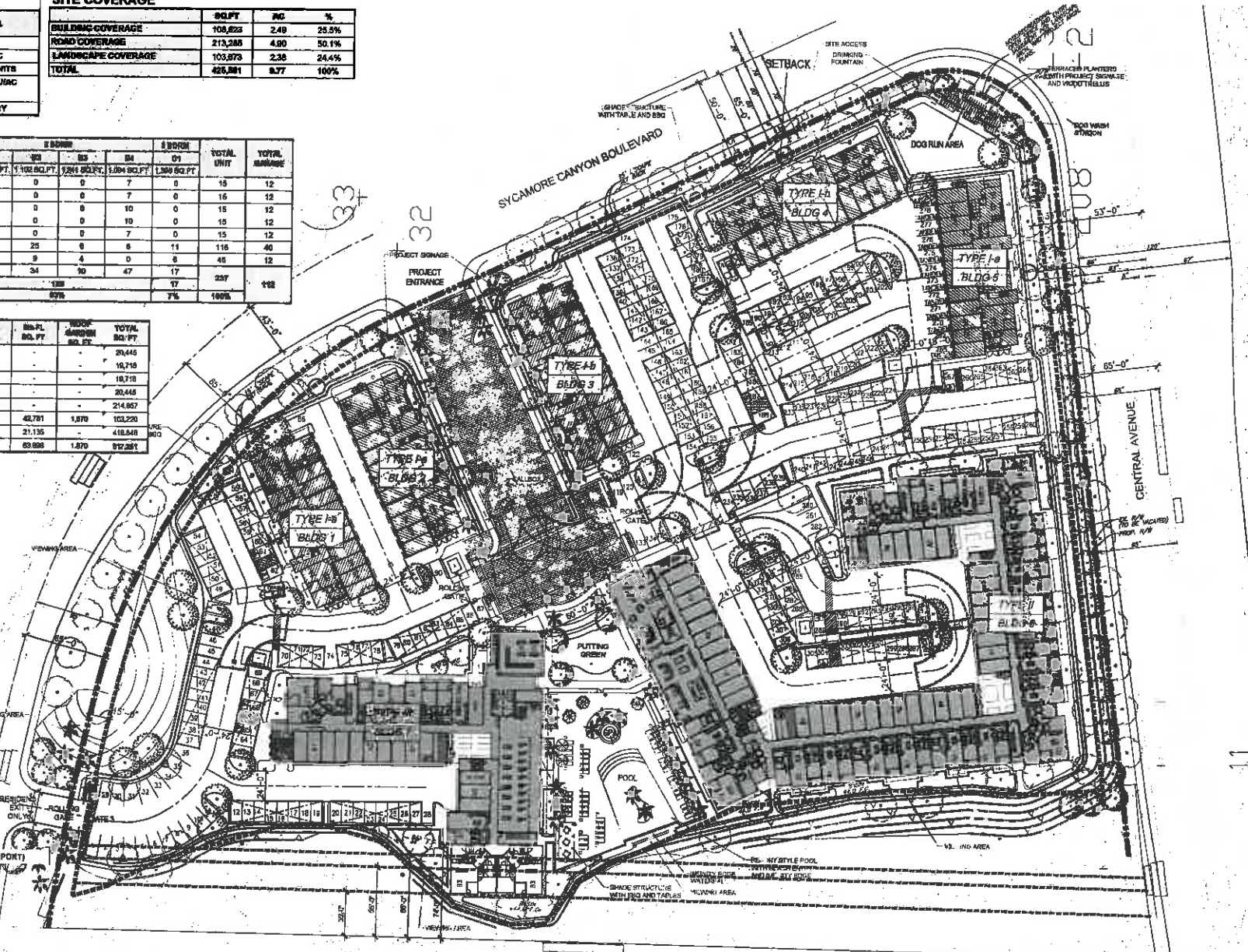
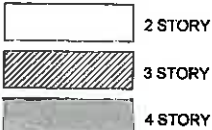
A. TOTAL PARKING REQUIRED

| PARKING REQUIRED | UNITS | RATIO | QTY |
|--------------------|-------|-------|-----|
| 1 BDRM. UNITS | 85 | 1.5 | 128 |
| 2 BDRM. UNITS | 125 | 2.0 | 250 |
| 3 BDRM. UNITS | 17 | 2.0 | 34 |
| TOTAL REQ. PARKING | 227 | - | 412 |

B. TOTAL PARKING PROVIDED

| TOTAL PARKING PROVIDED | QTY | % |
|------------------------|---------|------|
| TOTAL GARAGE | 112 | 26% |
| TOTAL CARPORT | 209 | 49% |
| TOTAL TANDEN | 12 | 3% |
| TOTAL OPEN STALL | 84 | 22% |
| TOTAL PROVIDED PARKING | 417 | 100% |
| PARKING TO UNIT RATIO | 1.59 DU | |

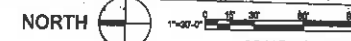
75% x 427 TOTAL REQUIRED PARKING = 321 COVERED (GARAGE + CARPORT)



CRESTVIEW APARTMENTS

KA ENTERPRISES
5820 OBERLIN DRIVE SUITE 201, RIVERSIDE CA 92121
(858) 404-6080

RIVERSIDE CA



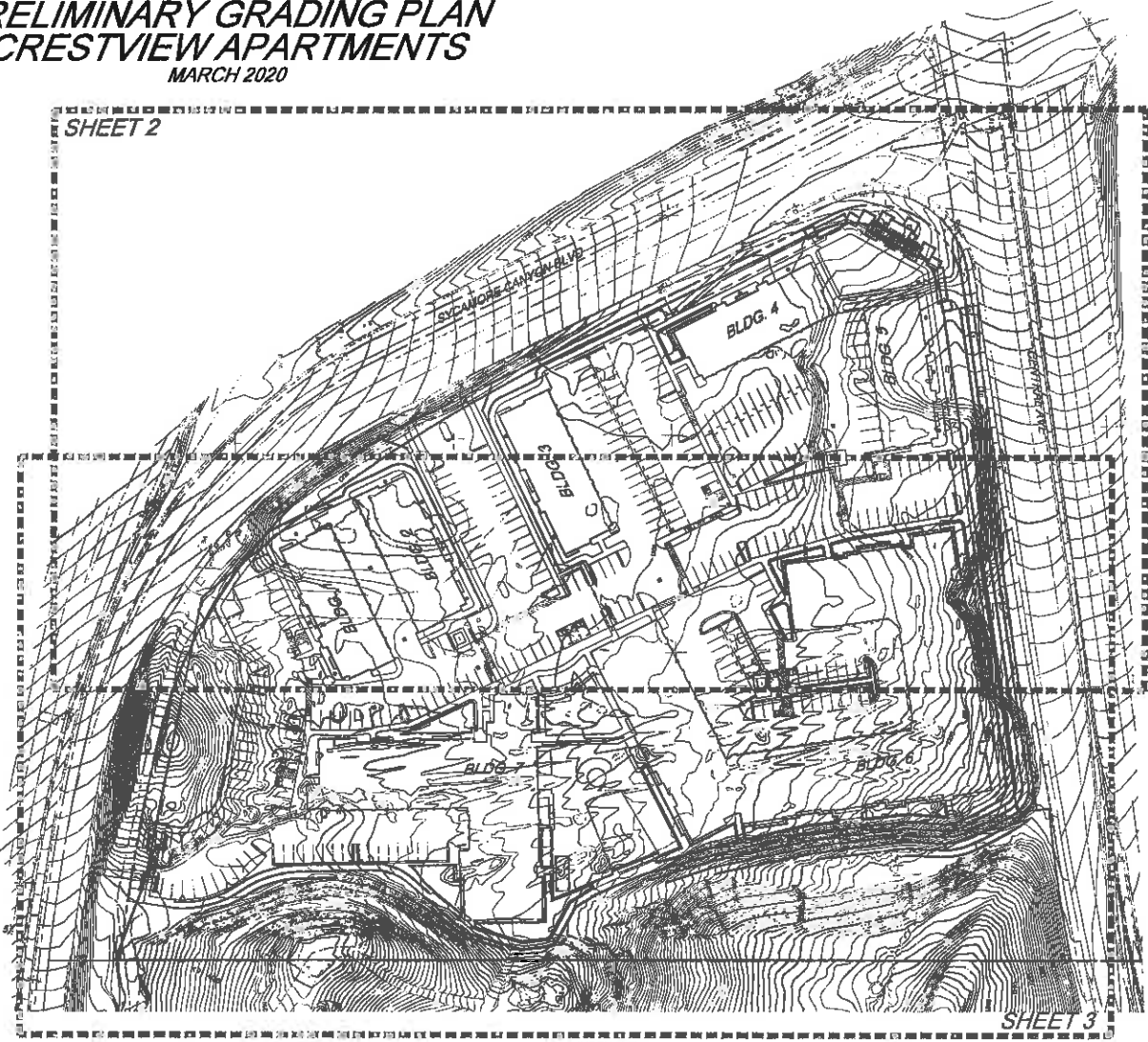
CONCEPTUAL SITE PLAN

SCALE: 1" = 30'-0"
DATE: 02-20-2020
JOB NO.: 2018-549
ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92666
(714) 639-9860

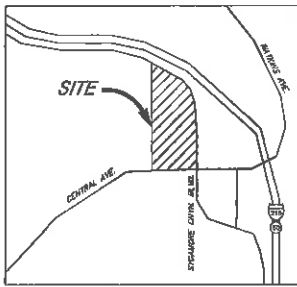


IN THE CITY RIVERSIDE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.
PRELIMINARY GRADING PLAN
CRESTVIEW APARTMENTS
 MARCH 2020

SHEET 2



SHEET 3



VICINITY MAP
 NOT TO SCALE

OWNER/APPLICANT
 RA ENTERPRISES
 1600 BERNARD PARKWAY 102
 SAN DIEGO, CA 92121
 TEL: (619) 451-1031
 TEL: (619) 404-0000
 ATTN: BUREAU 4000

ENGINEER
 SOH & ASSOCIATES, INC.
 1400 BERNARD PARKWAY 102
 RIVERSIDE, CALIFORNIA 92518
 TEL: (951) 505-1031
 FAX: (951) 789-2314
 ATTN: STEFFEN SOMMERS

ARCHITECT
 ARCHITECTS ORANGE
 321 CHAPMAN AVE.
 ORANGE, CA 92666
 TEL: (714) 639-8869

SOILS ENGINEER
 ARCHITECTS ORANGE
 321 CHAPMAN AVE.
 ORANGE, CA 92666
 TEL: (714) 639-8869

UTILITY PURVEYORS
 WATER.....CITY OF RIVERSIDE
 GAS.....S.D. CALIF. GAS
 ELECTRICAL.....CITY OF RIVERSIDE
 TELEPHONE.....PACIFIC BELL
 SEWER.....CITY OF RIVERSIDE

ZONING AND LAND USE
 EXISTING ZONING: OO COMMERCIAL GENERAL ZONE
 PROPOSED ZONING: R-4

ASSESSORS PARCEL NO.
 896-030-012-5

SCHOOL DISTRICT
 RIVERSIDE UNITED
 SCHOOL DISTRICT

SURROUNDING GENERAL PLAN DESIGNATION

NORTH.....R1 - HILLSIDE RESIDENTIAL
 EAST.....R1 - HILLSIDE RESIDENTIAL
 SOUTH.....P - PUBLIC PARK
 WEST.....VHDR - VERY HIGH DENSITY RES./ OS - OPEN SPACE

SURROUNDING ZONING

NORTH.....RC RESIDENTIAL COMMERCIAL
 EAST.....COMMERCIAL
 SOUTH.....(COUNTY) C-P-S, R-1-S, R-2-S, R-1-BD
 WEST.....R1 RESIDENTIAL CONSERVATION ZONE,
 R-2-3000 MULTI-FAMILY RESIDENTIAL

SHEET INDEX

SHEET 1 - TITLE SHEET
 SHEET 2 - PRELIMINARY GRADING PLAN
 SHEET 3 - PRELIMINARY GRADING PLAN
 SHEET 4 - DRAINAGE PLAN PLAN
 SHEET 5 - SECTIONS AND DETAILS

LEGEND

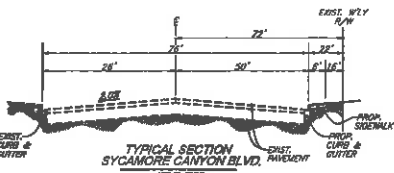
- T.C.B. - TOP CATCH BASIN
- F.C. - FINISHED GRADE
- F.L. - FLOW LINE
- H.P. - HIGH POINT
- EXST. - EXISTING
- P.E. - FIN. ELEVATION
- G.B. - GRADE BREAK
- - STEM WALL HEIGHT
- - TRACT BOUNDARY
- - CENTERLINE
- - CURB AND GUTTER
- - EXISTING CONTOUR LINE
- - LOT LINE
- - SLOPE

PROJECT INFO
 GROSS SITE AREA: 8.77 AC.
 UNIT COUNT: 237
 PARKING REQUIRED: 437
 PARKING PROVIDED: 427

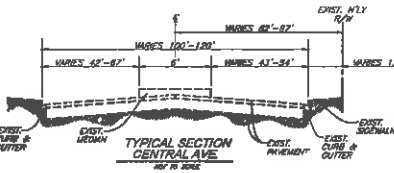
SHEET INDEX
 SHEET 1: TITLE SHEET
 SHEET 2: PRELIMINARY GRADING PLAN
 SHEET 3: PRELIMINARY GRADING PLAN
 SHEET 4: DRAINAGE PLAN
 SHEET 5: SECTIONS AND DETAILS

CONSTRUCTION NOTES

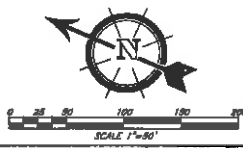
- 1) CONSTRUCT P.C.C. DRIVE ISLE & PARKING AREAS
- 2) CONSTRUCT 6" CURB ONLY (PER DETAIL ON SHEET 5)
- 3) CONSTRUCT 6" CURB AND GUTTER (PER DETAIL ON SHEET 5)
- 4) PROPOSED MODULAR RETIARDS
- 5) CONSTRUCT P.C.C. SIDEWALK (FINISHED SURFACE MATERIALS PER ARCH. PLANS)
- 6) CONSTRUCT 3" RIBBON GUTTER
- 7) CONSTRUCT 8" HOPE STORM DRAIN
- 8) CONSTRUCT 24" X 24" DRAIN BOX
- 9) CONSTRUCT DATE PER ARCH. PLANS
- 10) CONSTRUCT A.D.A. COMPLIANT MANHOLE RAMP
- 11) CONSTRUCT RETAINING WALL
- 12) CONSTRUCT SIDE INLET CATCH BASIN
- 13) CONSTRUCT 12" HOPE STORM DRAIN
- 14) CONSTRUCT 18" HOPE STORM DRAIN
- 15) CONSTRUCT 24" HOPE STORM DRAIN
- 16) CONSTRUCT PREPARED HYDROSTOR UNDERGROUND DETENTION SYSTEM
- 17) CONSTRUCT 12" LANDSCAPE CATCH BASIN WITH ATRILUM GRANITE
- 18) CONSTRUCT 12" MIN. DIA. ANGULAR RIP RAP



TYPICAL SECTION
 SYCAMORE CANYON BLVD.
 NOT TO SCALE



TYPICAL SECTION
 CENTRAL AVE.
 NOT TO SCALE



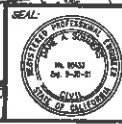
PREPARED BY:
 SCALE: 1"=50'
 DATE: MARCH 2020



BUSINESS TAX CERTIFICATE NO. 107894 EXP. 6-30-20
 CITY OF RIVERSIDE

PRELIMINARY GRADING PLAN
CRESTVIEW APARTMENTS

1 OF 5 SHEETS



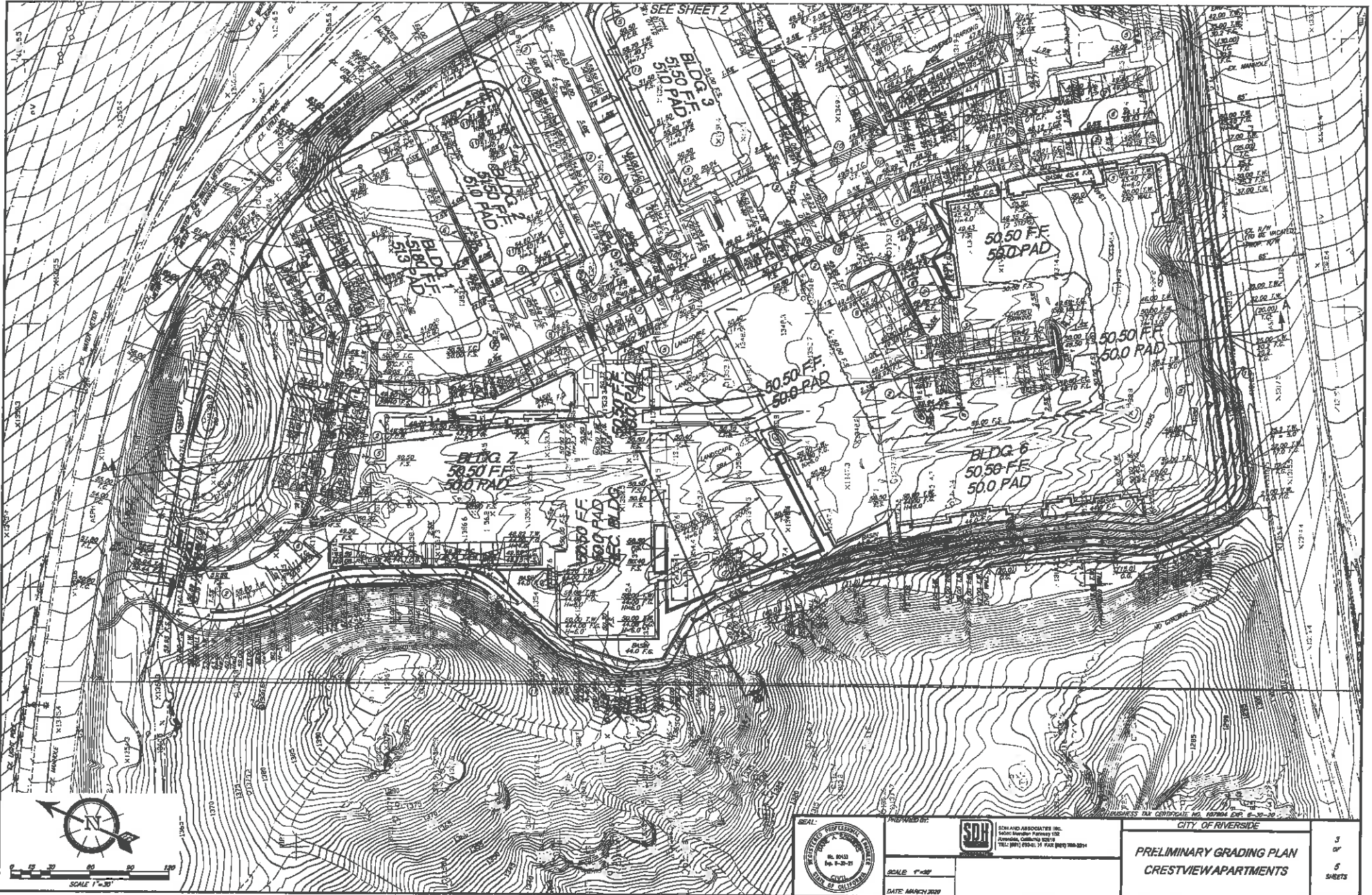
PREPARED BY:
 SCALE: 1"=30'
 DATE: MARCH 2002



SDH ASSOCIATES INC.
 14000 Moorpark Parkway 110
 Riverside, California 92505
 TEL: (951) 950-0861 FAX: (951) 788-6344

CITY OF RIVERSIDE
PRELIMINARY GRADING PLAN
CRESTVIEW APARTMENTS

2 OF 5 SHEETS



SEE SHEET 2

BLDG 3
51.0 F.F.
51.0 PAD

BLDG 4
51.0 F.F.
51.0 PAD

50.50 F.F.
50.0 PAD

50.50 F.F.
50.0 PAD

BLDG 7
50.50 F.F.
50.0 PAD

50.50 F.F.
50.0 PAD
REC. BLDG

BLDG 6
50.50 F.F.
50.0 PAD



PREPARED BY:
SCALE: 1"=30'
DATE: MARCH 2009



SDH AND ASSOCIATES INC.
16001 Sandstone Parkway 100
Irvine, California 92618
TEL: (949) 264-1111 FAX: (949) 264-2244

CITY OF RIVERSIDE
PRELIMINARY GRADING PLAN
CRESTVIEW APARTMENTS

3 OF 5 SHEETS



SYCAMORE CANYON APARTMENTS

DESIGN REVIEW SUBMITTAL
FEBRUARY 20, 2020

SHEET INDEX

- ARCHITECTURE:**
- A-0 COVER SHEET
 - A-1 CENTRAL AVE. PERSPECTIVE
 - A-2.1 ARCHITECTURAL MASSING VIEWS
 - A-2.2 ARCHITECTURAL MASSING VIEWS
 - A-3 SITE PLAN
 - A-4 OPEN SPACE EXHIBIT
 - A-5 FIRE ACCESS PLAN
 - A-6 TYPE Ia - FRONT, REAR, RIGHT & LEFT ELEVATIONS
 - A-7 TYPE Ia - BUILDING COMPOSITE LEVEL 1,2,3,ROOF&SECTION A-A
 - A-8 TYPE Ib - FRONT, REAR, RIGHT & LEFT ELEVATIONS
 - A-9 TYPE Ib - BUILDING COMPOSITE LEVEL 1,2,3,ROOF&SECTION B-B
 - A-10 TYPE II - NORTH & SOUTH ELEVATIONS
 - A-11 TYPE II - EAST & WEST ELEVATIONS
 - A-12 TYPE II - NORTH & SOUTH COURTYARD ELEVATIONS
 - A-13 TYPE II - EAST & WEST COURTYARD ELEVATIONS
 - A-14 TYPE II - BUILDING COMPOSITE LEVEL 1 & 2
 - A-15 TYPE II - BUILDING COMPOSITE LEVEL 3 & 4
 - A-16 TYPE II - BUILDING COMPOSITE LEVEL 5,ROOF&SECTION C-C
 - A-17 TYPE III - NORTH & SOUTH ELEVATIONS
 - A-18 TYPE III - EAST & WEST ELEVATIONS
 - A-19 TYPE III - BUILDING COMPOSITE LEVEL 1&2
 - A-20 TYPE III - BUILDING COMPOSITE LEVEL 3,4,ROOF&SECTION D-D
 - A-21 LEASING / CLUBHOUSE FLOOR PLANS
 - A-22 MAIL LOUNGE / FITNESS FLOOR PLANS
 - A-23 UNIT PLANS
 - A-24 PARKING EXHIBIT
 - A-25 TASH ENCLOSURE EXHIBIT
 - A-26 MATERIAL BOARD

LANDSCAPE:

- L-1 CONCEPTUAL LANDSCAPE SITE PLAN
- L-2 CONCEPTUAL WALL AND FENCE EXHIBIT
- L-3 CONCEPTUAL RECREATIONAL EXHIBIT
- L-4 CONCEPTUAL COMMUNITY DOG PARK EXHIBIT

PHOTOMETRIC:

- P-1 SITE LIGHTING PHOTOMETRIC PLAN
- P-2 LIGHTING FIXTURE SPECIFICATIONS

PROJECT TEAM

DEVELOPER:

KA ENTERPRISES
5820 OBERLIN DRIVE, SUITE 201
SAN DIEGO, CA 92121
(858) 405-2952
ATTN: KEN ASSI/ EUGENE MARINI
ken@kaenterprises.net

CIVIL:

SDH & ASSOCIATES INC.
14060 MARIDIAN PARKWAY
RIVERSIDE, CA 92518
(951) 683-3691
ATTN: STEVE SOMMERS
steve@sdhinc.net

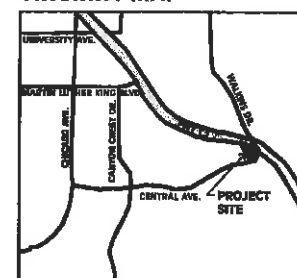
LANDSCAPE:

RHA LANDSCAPE & PLANNERS, INC
6800 INDIANA AVENUE, SUITE 245
RIVERSIDE, CA 92506
(951) 781-1930
ATTN: DOUG GROVE
douggr@rhala.com

ARCHITECT:

ARCHITECTS ORANGE
144 NORTH ORANGE STREET
ORANGE, CA. 92866
(714) 639-9860
ATTN: SERAFIN MARANAN
serafinm@architectsorange.com

VINCINITY MAP



DATE: 02-20-2020
JOB NO.: 2018-549

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





CRESTVIEW APARTMENTS

KA ENTERPRISES
5820 OBERLIN DRIVE SUITE 201, RIVERSIDE CA 92121
(858) 404-6080

RIVERSIDE, CA

VIEW FROM CENTRAL AVE. LOOKING NORTH WEST

FEBRUARY 20, 2020
JOB NO.: 2018-549

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

A-1





FRONT ELEVATION



FRONT ELEVATION



FRONT ELEVATION



FRONT ELEVATION



FRONT ELEVATION



FRONT ELEVATION

CRESTVIEW APARTMENTS

KA ENTERPRISES

5820 OBERLIN DRIVE SUITE 201, RIVERSIDE CA 92121
(858) 404-6080

RIVERSIDE, CA

ARCHITECTURE MASSING VIEWS - 1

DATE: 02-20-2020
JOB NO.: 2018-549

ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

A-2.1





FRONT ELEVATION



FRONT ELEVATION



FRONT ELEVATION



FRONT ELEVATION



FRONT ELEVATION



FRONT ELEVATION

CRESTVIEW APARTMENTS

KA ENTERPRISES
5820 OBERLIN DRIVE SUITE 201, RIVERSIDE CA 92121
(858) 404-6080

RIVERSIDE, CA

ARCHITECTURE MASSING VIEWS - 2 DATE: 02-20-2020
JOB NO.: 2018-549

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

A-2.2





FRONT ELEVATION



FRONT ELEVATION



FRONT ELEVATION



FRONT ELEVATION



FRONT ELEVATION



FRONT ELEVATION



FRONT ELEVATION



FRONT ELEVATION



FRONT ELEVATION

CRESTVIEW APARTMENTS

KA ENTERPRISES

5820 OBERLIN DRIVE SUITE 201, RIVERSIDE CA 92121
(858) 404-6080

RIVERSIDE, CA

ARCHITECTURE MASSING VIEWS DATE: 02-20-2020
JOB NO.: 2018-549

ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

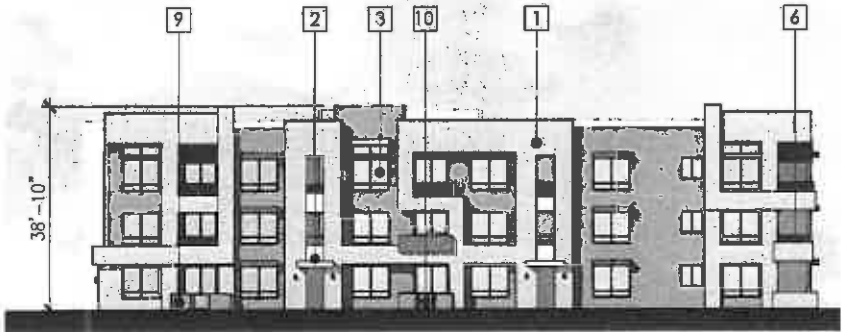
A-2



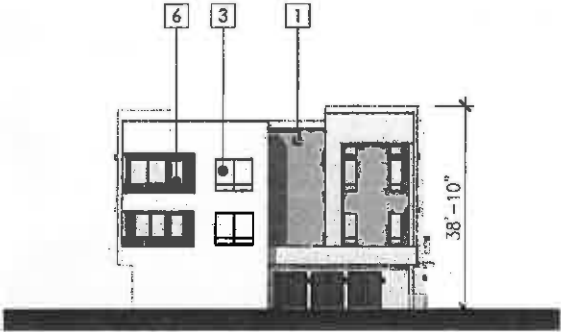
EXTERIOR ELEVATION KEYNOTES

MATERIAL LEGEND:

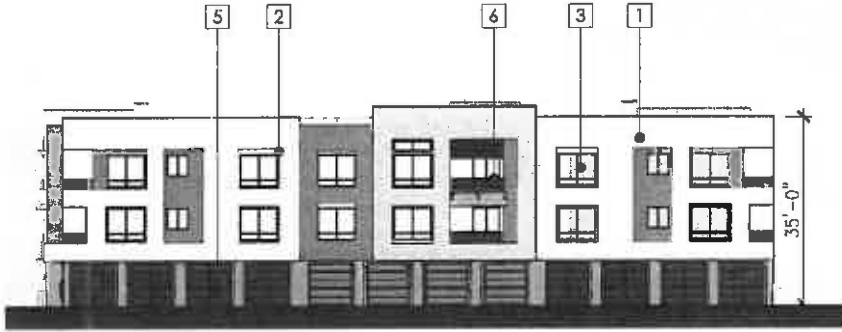
- 1. EXTERIOR PLASTER WALL
- 2. ARCHITECTURAL DECORATIVE AWNING
- 3. VINYL WINDOW
- 4. ROOF GARDEN
- 5. GARAGE DOOR
- 6. METAL RAILING
- 7. GLASS RAILING
- 8. ALUMINUM FIXED STOREFRONT GLAZING SYSTEM
- 9. PAINTED STUCCO PATIO WALL
- 10. DECORATIVE GATE



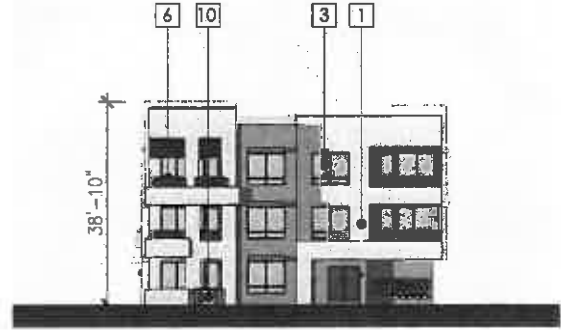
FRONT ELEVATION



RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION

CRESTVIEW APARTMENTS

KA ENTERPRISES
 5820 OBERLIN DRIVE SUITE 201, RIVERSIDE CA 92121
 (858) 404-6080

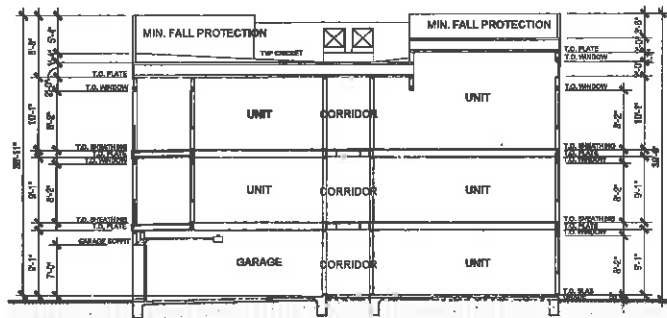
RIVERSIDE, CA

TYPE Ia - FRONT, REAR, RIGHT & LEFT ELEVATIONS

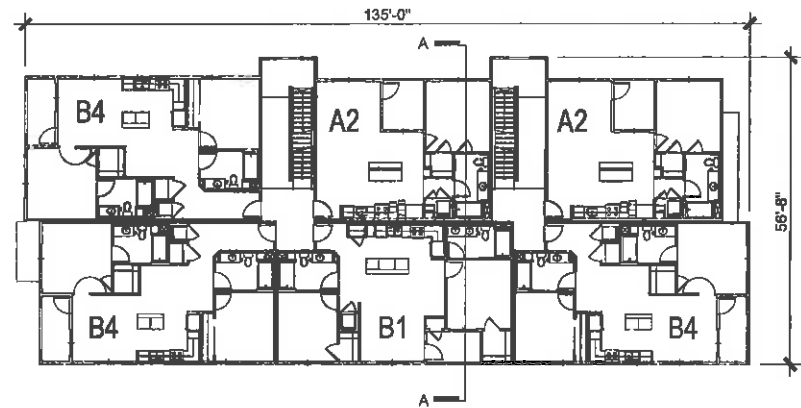
SCALE: 3/32" = 1'-0"
 DATE: 02-20-2020
 JOB NO.: 2018-549

ARCHITECTS ORANGE
 144 NORTH ORANGE ST., ORANGE, CA 92866
 (714) 639-9860

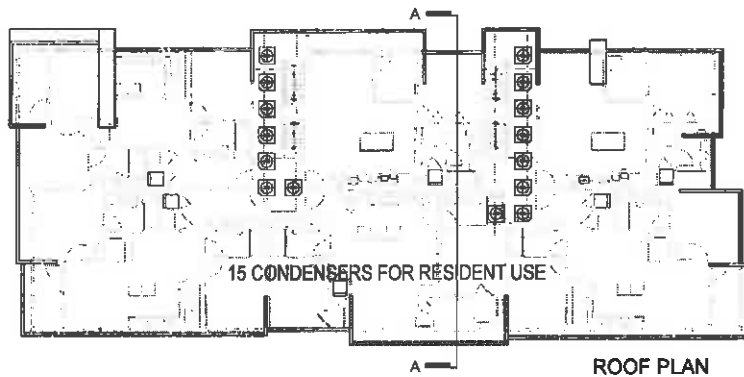




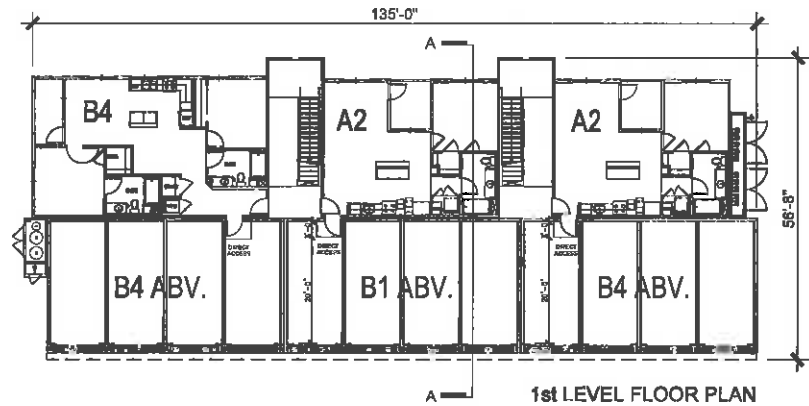
TYPICAL SECTION A-A



2nd & 3rd LEVEL FLOOR PLAN



ROOF PLAN



1st LEVEL FLOOR PLAN

CRESTVIEW APARTMENTS

KA ENTERPRISES
5820 OBERLIN DRIVE SUITE 201, RIVERSIDE CA 92121
(858) 404-6080

RIVERSIDE, CA

TYPE Ia - BUILDING COMPOSITE
LEVEL 1, 2,3, ROOF & SECTION A-A

SCALE: 3/32" = 1'-0"
DATE: 02-20-2020
JOB NO.: 2018-549

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

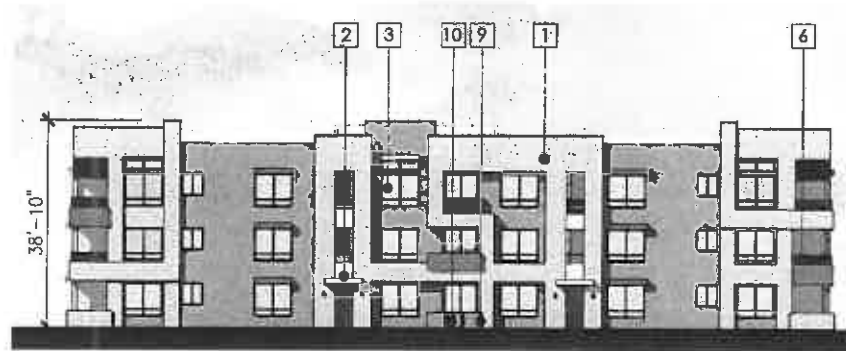
A-7



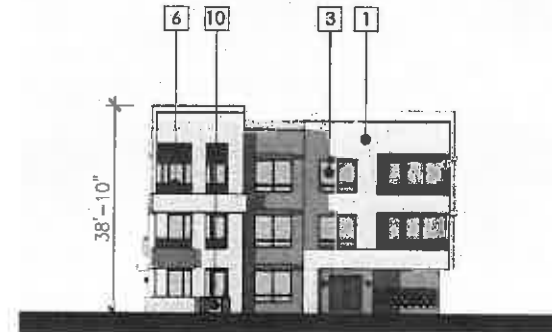
EXTERIOR ELEVATION KEYNOTES

MATERIAL LEGEND:

1. EXTERIOR PLASTER WALL
2. ARCHITECTURAL DECORATIVE AWNING
3. VINYL WINDOW
4. ROOF GARDEN
5. GARAGE DOOR
6. METAL RAILING
7. GLASS RAILING
8. ALUMINUM FIXED STOREFRONT GLAZING SYSTEM
9. PAINTED STUCCO PATIO WALL
10. DECORATIVE GATE



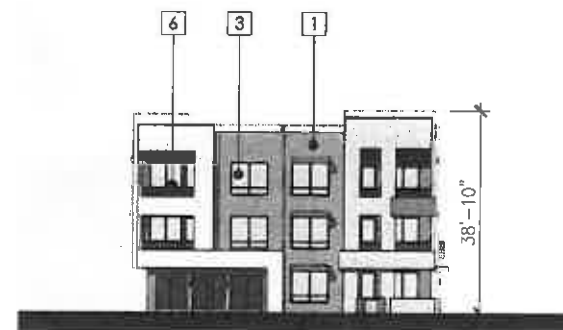
FRONT ELEVATION



RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION

CRESTVIEW APARTMENTS

KA ENTERPRISES

5820 OBERLIN DRIVE SUITE 201, RIVERSIDE CA 92121
(858) 404-6080

RIVERSIDE, CA

TYPE 1b - FRONT, REAR, RIGHT & LEFT ELEVATIONS

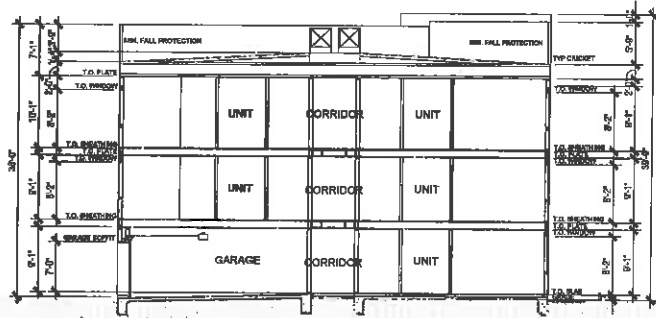
SCALE: 3/32" = 1'-0"
DATE: 02-20-2020
JOB NO.: 2018-549

ARCHITECTS ORANGE

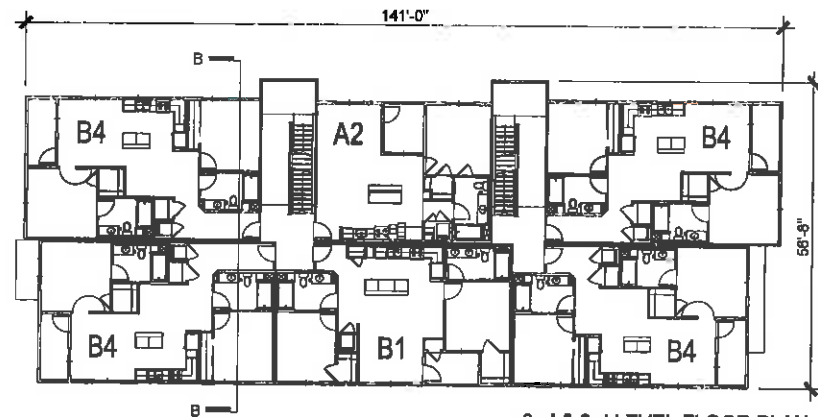
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

A-8

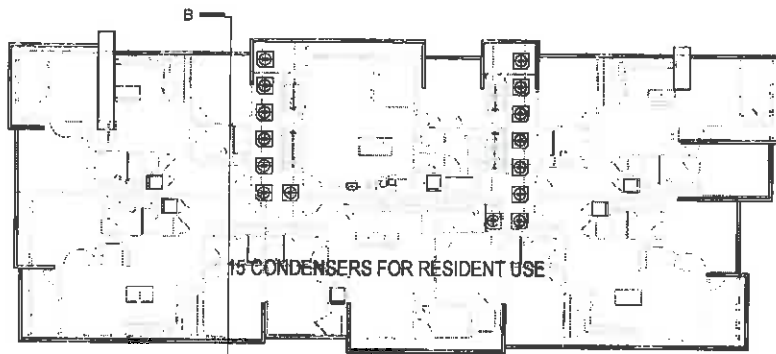




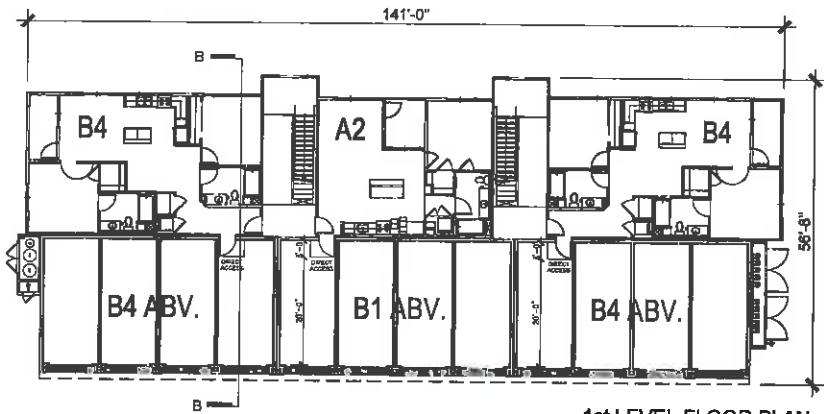
TYPICAL SECTION B-B



2nd & 3rd LEVEL FLOOR PLAN



ROOF PLAN



1st LEVEL FLOOR PLAN

CRESTVIEW APARTMENTS

KA ENTERPRISES

5820 OBERLIN DRIVE SUITE 201, RIVERSIDE CA 92121
(858) 404-6080

RIVERSIDE, CA

TYPE I_b - BUILDING COMPOSITE
LEVEL 1, 2,3 & ROOF PLANS & SECTION B-B

SCALE: 3/32" = 1'-0"
DATE: 02-20-2020
JOB NO.: 2018-549

ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

A-9



EXTERIOR ELEVATION KEYNOTES

MATERIAL LEGEND:

- 1. EXTERIOR PLASTER WALL
- 2. ARCHITECTURAL DECORATIVE AWNING
- 3. VINYL WINDOW
- 4. ROOF GARDEN
- 5. GARAGE DOOR
- 6. METAL RAILING
- 7. GLASS RAILING
- 8. ALUMINUM FIXED STOREFRONT GLAZING SYSTEM
- 9. PAINTED STUCCO PATIO WALL
- 10. DECORATIVE GATE



NORTH ELEVATION



SOUTH ELEVATION

CRESTVIEW APARTMENTS

KA ENTERPRISES
5820 OBERLIN DRIVE SUITE 201, RIVERSIDE CA 92121
(858) 404-6080

RIVERSIDE, CA

TYPE II - NORTH & SOUTH ELEVATIONS

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

SCALE: 3/32" = 1'-0"
DATE: 02-20-2020
JOB NO.: 2018-549

A-10



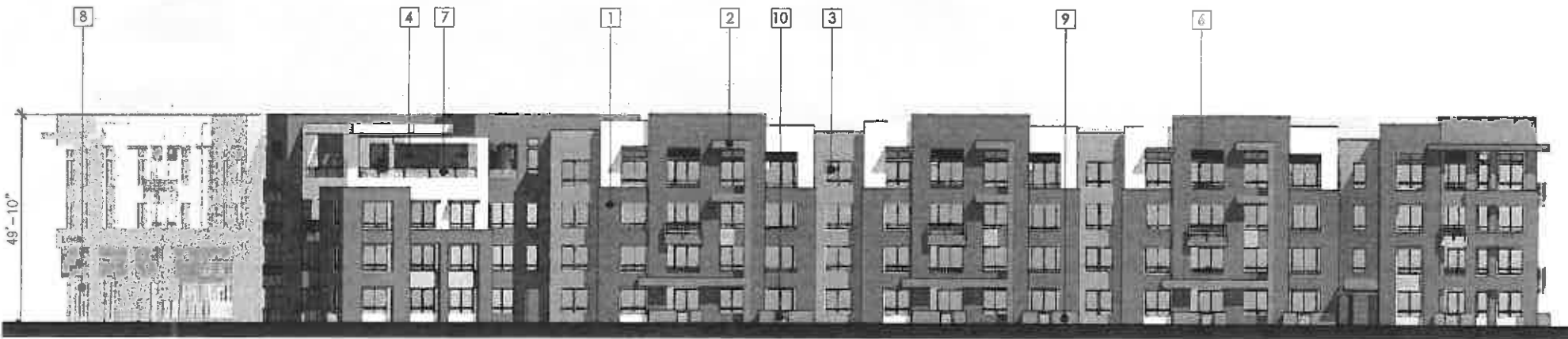
EXTERIOR ELEVATION KEYNOTES

MATERIAL LEGEND:

- 1. EXTERIOR PLASTER WALL
- 2. ARCHITECTURAL DECORATIVE AWNING
- 3. VINYL WINDOW
- 4. ROOF GARDEN
- 5. GARAGE DOOR
- 6. METAL RAILING
- 7. GLASS RAILING
- 8. ALUMINUM FIXED STOREFRONT
GLAZING SYSTEM
- 9. PAINTED STUCCO PATIO WALL
- 10. DECORATIVE GATE



EAST ELEVATION



WEST ELEVATION

CRESTVIEW APARTMENTS

KA ENTERPRISES
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(858) 404-6080

RIVERSIDE, CA

TYPE II - EAST & WEST ELEVATIONS

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

SCALE : 3/32" = 1'-0"
DATE: 02-20-2020
JOB NO.: 2018-549



A-11

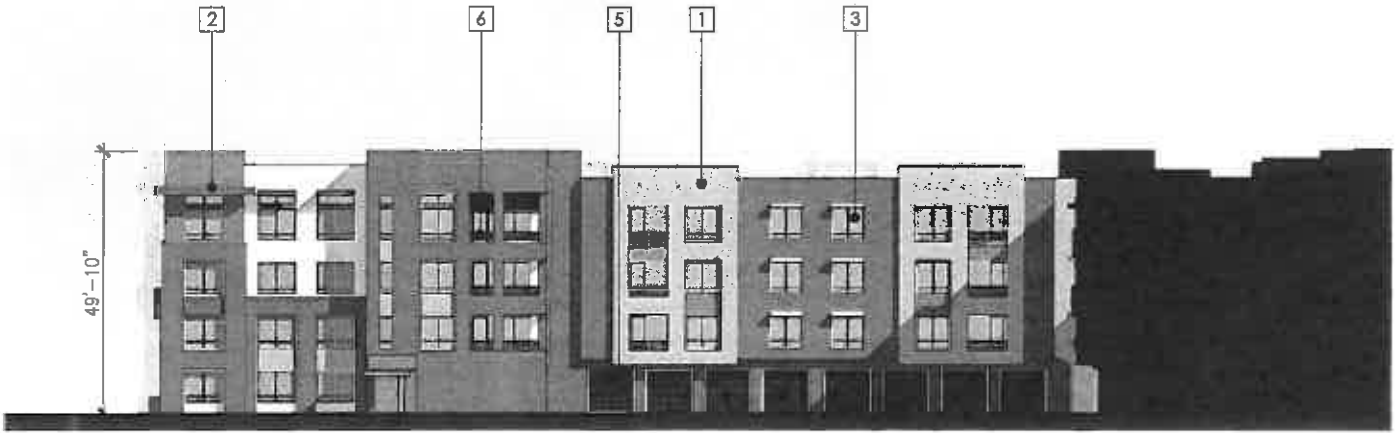
EXTERIOR ELEVATION KEYNOTES

MATERIAL LEGEND:

- 1. EXTERIOR PLASTER WALL
- 2. ARCHITECTURAL DECORATIVE AWNING
- 3. VINYL WINDOW
- 4. ROOF GARDEN
- 5. GARAGE DOOR
- 6. METAL RAILING
- 7. GLASS RAILING
- 8. ALUMINUM FIXED STOREFRONT GLAZING SYSTEM
- 9. PAINTED STUCCO PATIO WALL
- 10. DECORATIVE GATE



NORTH COURTYARD ELEVATION



SOUTH COURTYARD ELEVATION

CRESTVIEW APARTMENTS

KA ENTERPRISES
 5820 OBERLIN DRIVE SUITE 201, RIVERSIDE CA 92121
 (858) 404-6080

RIVERSIDE, CA

TYPE II - NORTH & SOUTH COURTYARD ELEVATIONS

ARCHITECTS ORANGE
 144 NORTH ORANGE ST., ORANGE, CA 92866
 (714) 639-9860

SCALE: 3/32" = 1'-0"
 DATE: 02-20-2020
 JOB NO.: 2018-549

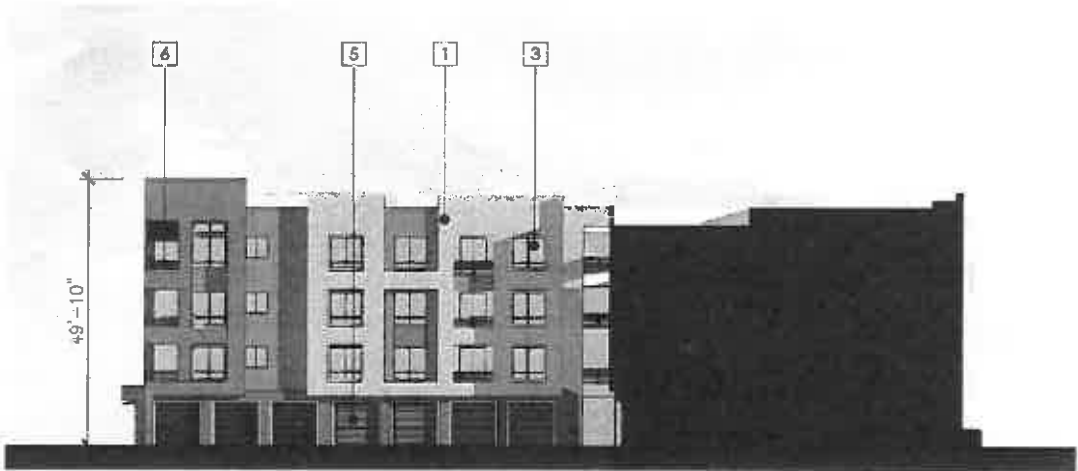
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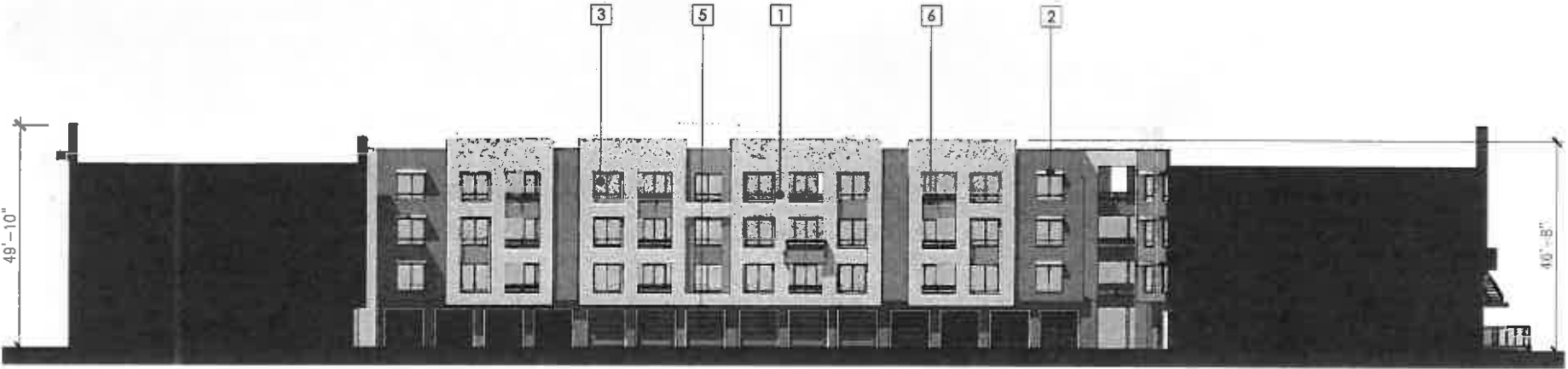
EXTERIOR ELEVATION KEYNOTES

MATERIAL LEGEND:

- 1. EXTERIOR PLASTER WALL
- 2. ARCHITECTURAL DECORATIVE AWNING
- 3. VINYL WINDOW
- 4. ROOF GARDEN
- 5. GARAGE DOOR
- 6. METAL RAILING
- 7. GLASS RAILING
- 8. ALUMINUM FIXED STOREFRONT GLAZING SYSTEM
- 9. PAINTED STUCCO PATIO WALL
- 10. DECORATIVE GATE



EAST COURTYARD ELEVATION



WEST COURTYARD ELEVATION

CRESTVIEW APARTMENTS

KA ENTERPRISES
 5820 OBERLIN DRIVE SUITE 201, RIVERSIDE CA 92121
 (858) 404-6080

RIVERSIDE, CA

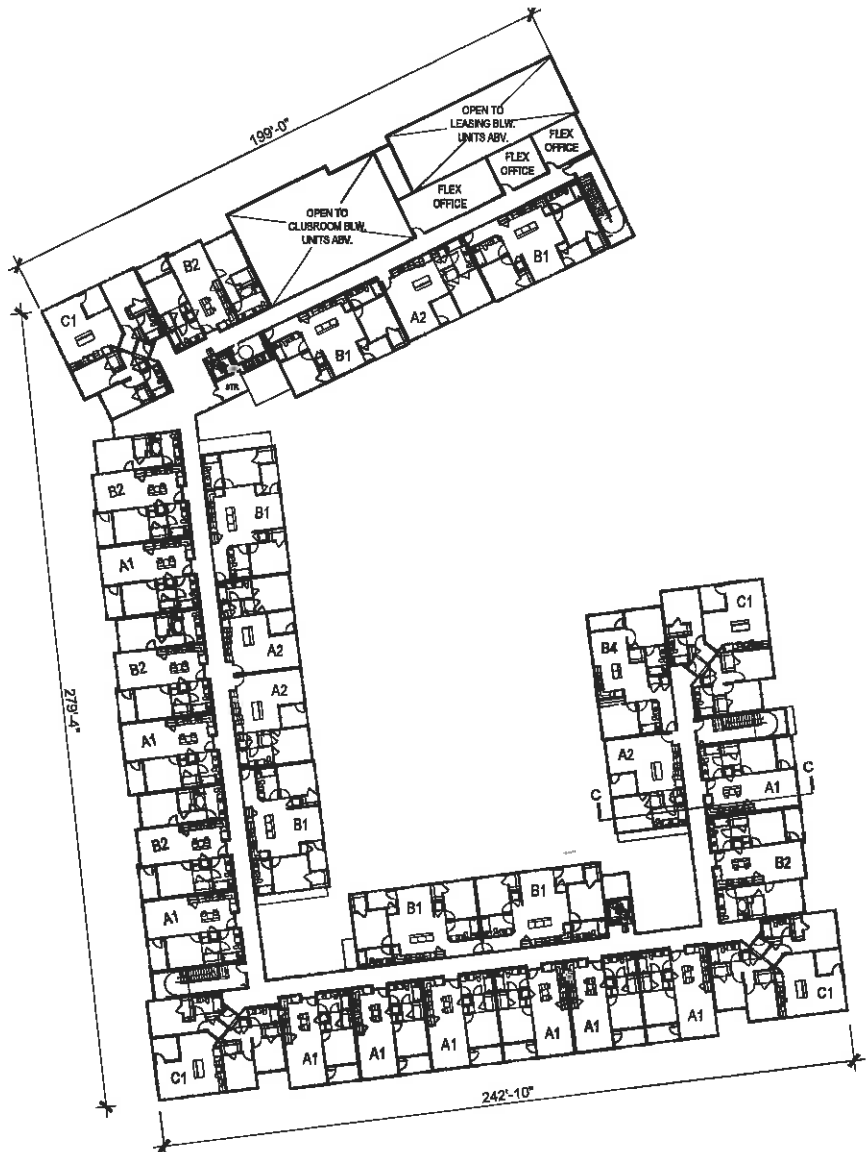
TYPE II - EAST & WEST COURTYARD ELEVATIONS

ARCHITECTS ORANGE
 144 NORTH ORANGE ST., ORANGE, CA 92866
 (714) 639-9860

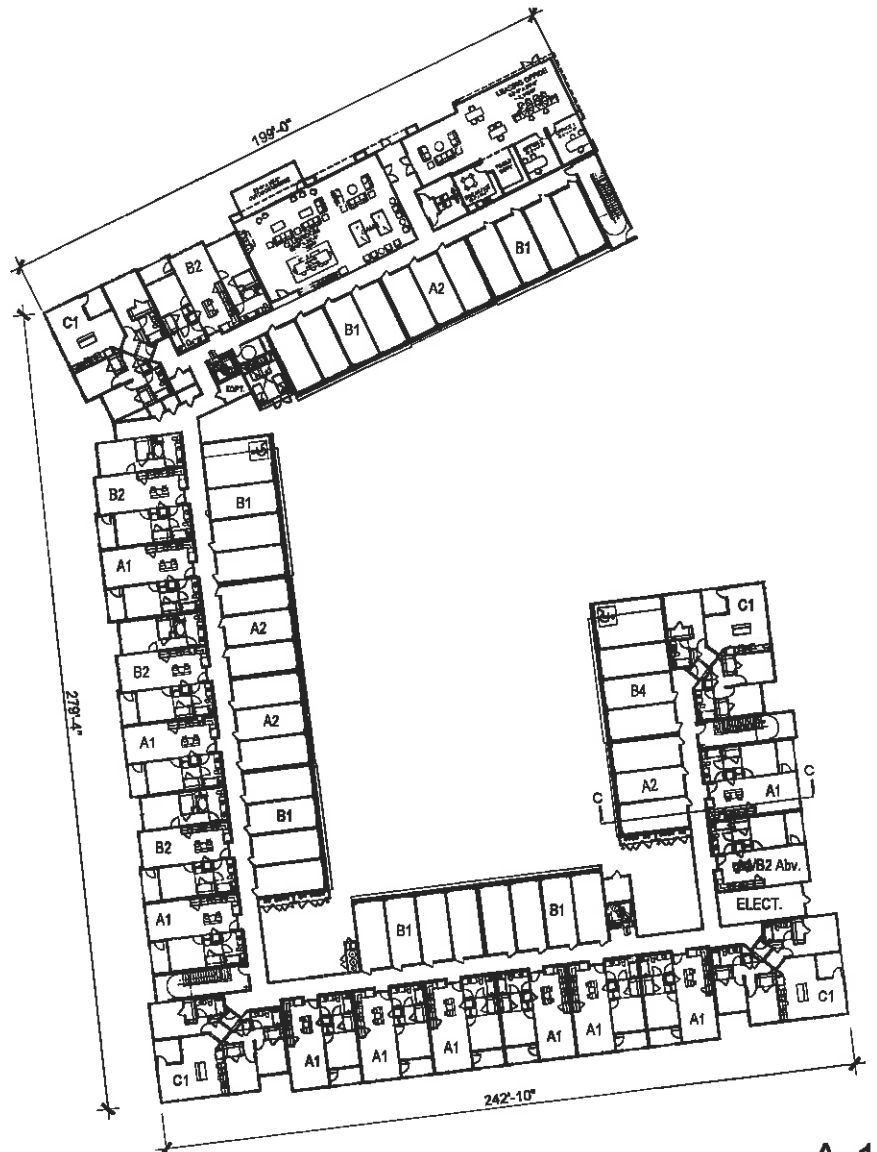
SCALE: 3/32"= 1'-0"
 DATE: 02-20-2020
 JOB NO.: 2018-549

A-13





2nd LEVEL FLOOR PLAN



1st LEVEL FLOOR PLAN

CRESTVIEW APARTMENTS

KA ENTERPRISES
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RIVERSIDE, CA

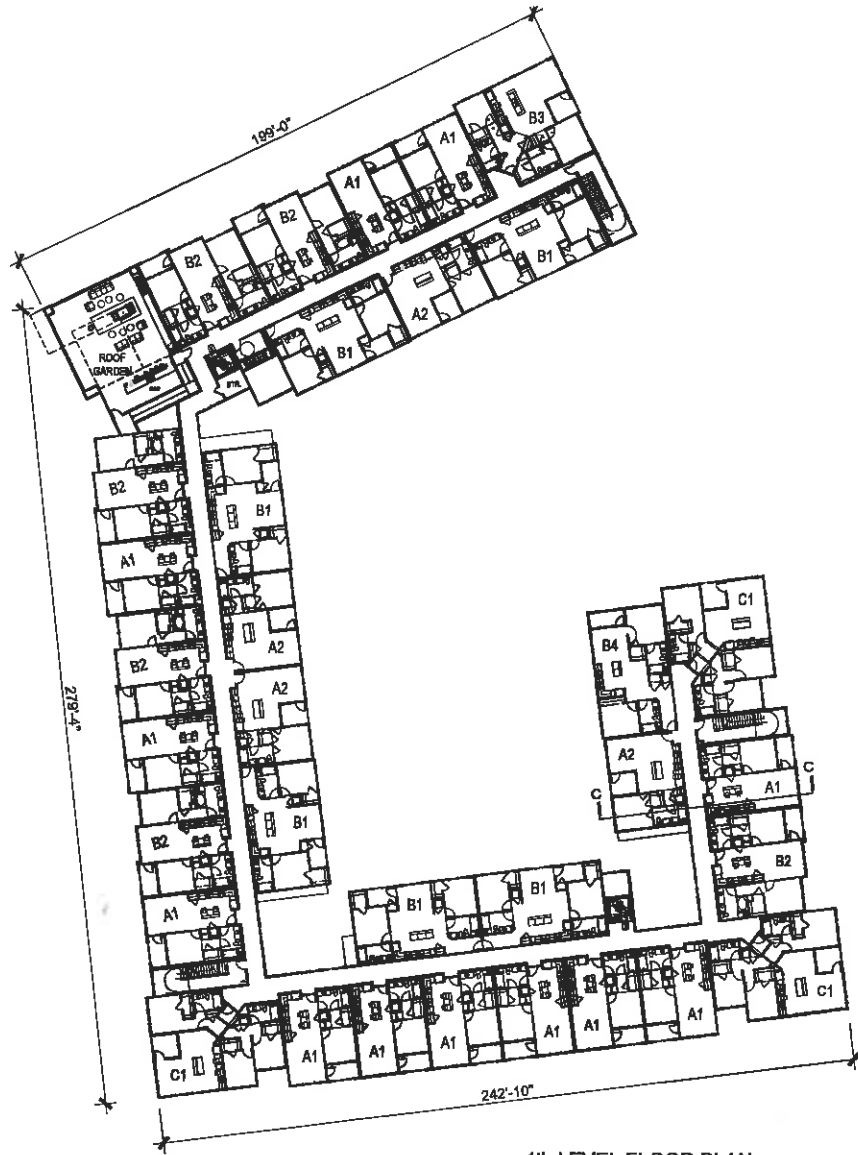
TYPE II - BUILDING COMPOSITE LEVEL 1 & 2

ARCHITECTS ORANGE
 144 NORTH ORANGE ST., ORANGE, CA 92866
 (714) 639-9860

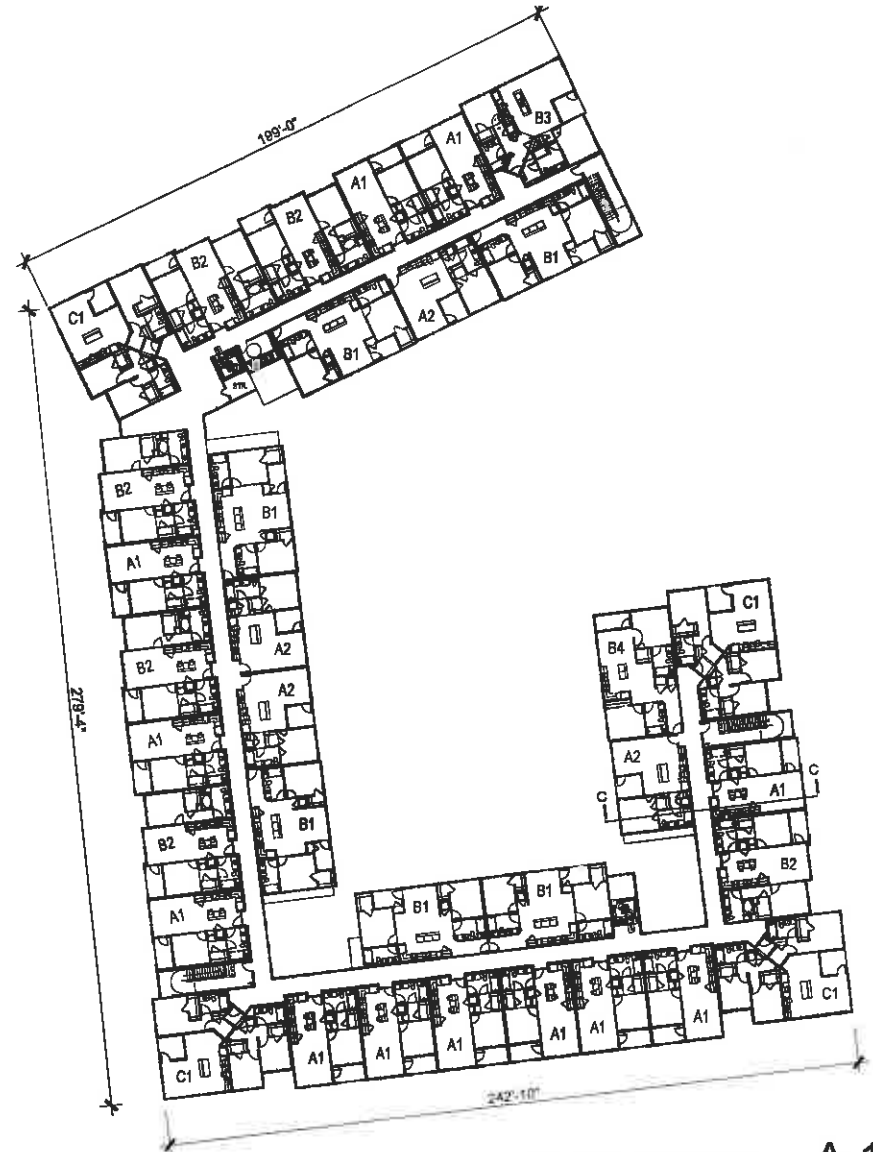
SCALE: 1:20
 DATE: 02-20-2020
 JOB NO.: 2018-549

A-14





4th LEVEL FLOOR PLAN



3rd LEVEL FLOOR PLAN

CRESTVIEW APARTMENTS

KA ENTERPRISES
 5820 OBERLIN DRIVE SUITE 201, RIVERSIDE CA 92121
 (858) 404-6080

RIVERSIDE, CA

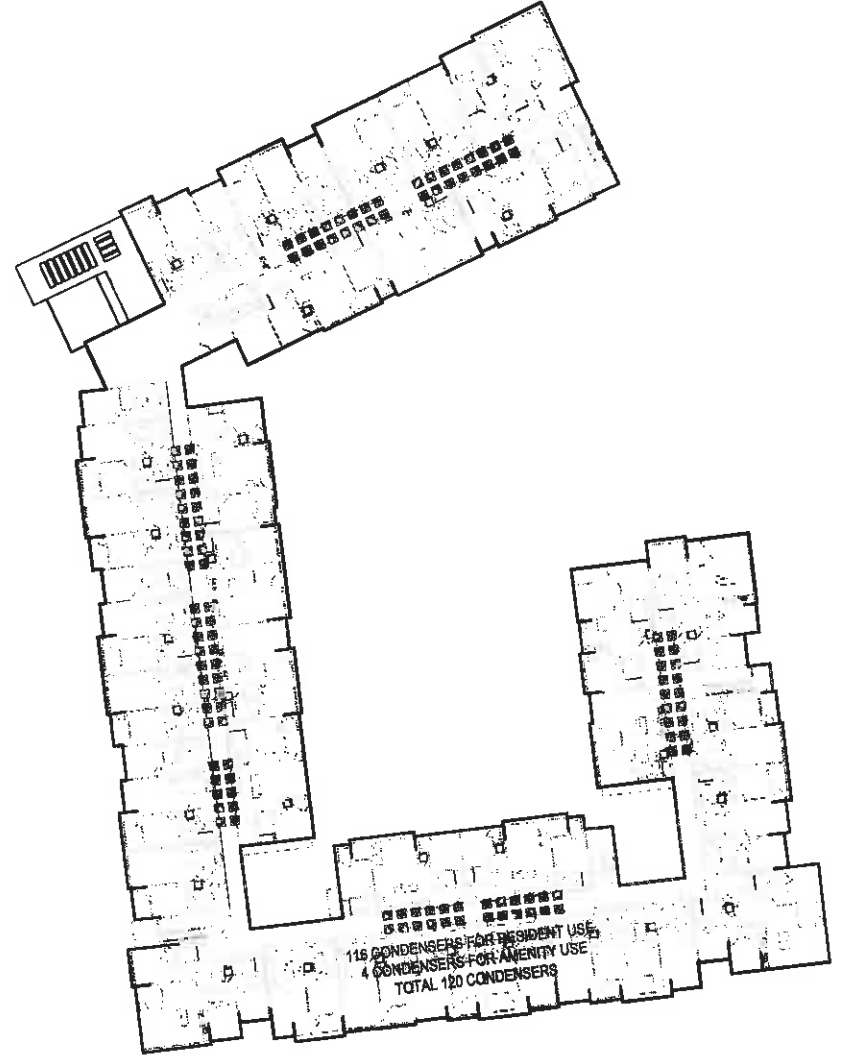
TYPE II - BUILDING COMPOSITE LEVEL 3 & 4

SCALE: 1:20
 DATE: 02-20-2020
 JOB NO.: 2018-549

ARCHITECTS ORANGE
 144 NORTH ORANGE ST., ORANGE, CA 92866
 (714) 639-9860

A-15





CRESTVIEW APARTMENTS

KA ENTERPRISES

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(858) 404-6080

RIVERSIDE, CA

TYPE II - ROOF PLAN

ARCHITECTS ORANGE
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(714) 639-9860

ROOF PLAN

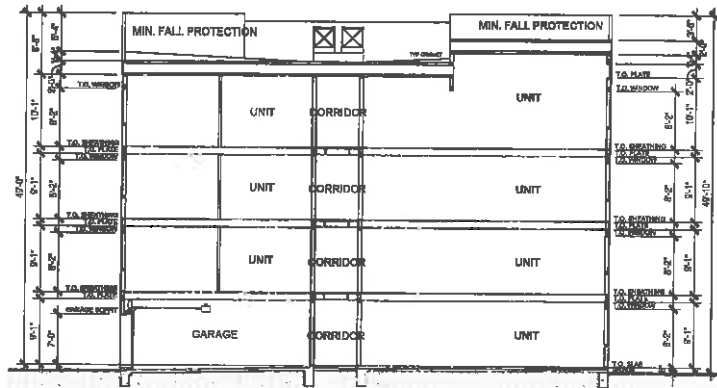
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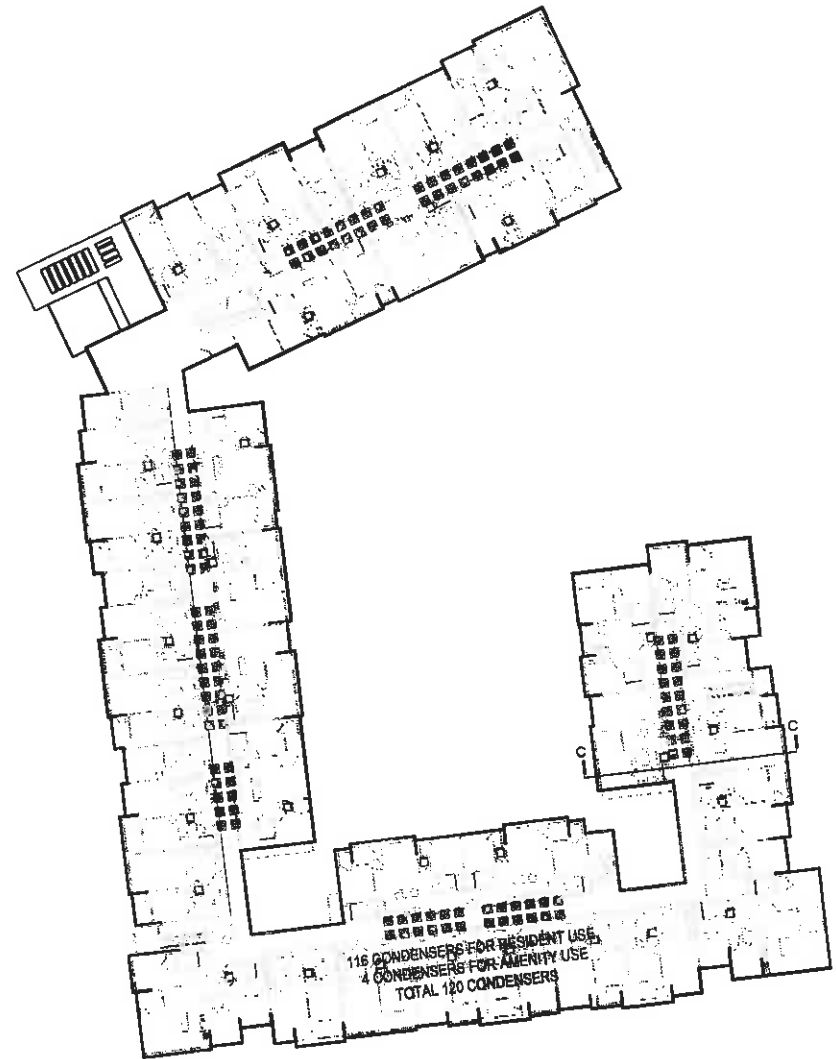
JOB NO.: 2018-549

A-16





TYPICAL SECTION C-C



3rd LEVEL FLOOR PLAN

SCALE: 1:20

DATE: 02-20-2020

JOB NO.: 2018-549

TYPE II - ROOF PLAN & TYPICAL SECTION C-C

ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

A-16



CRESTVIEW APARTMENTS

RIVERSIDE, CA

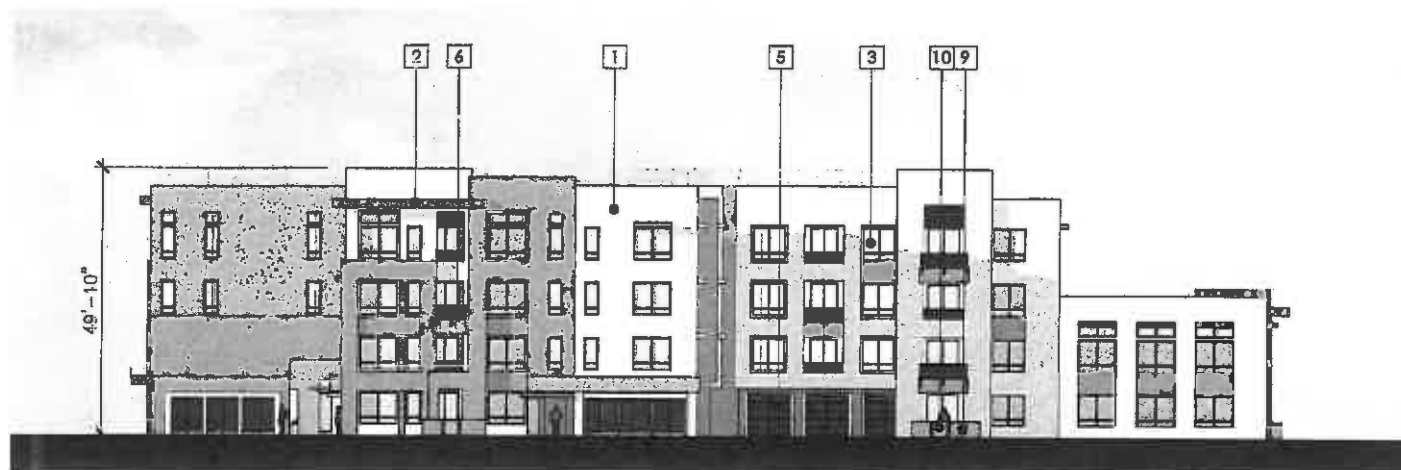
KA ENTERPRISES

5820 OBERLIN DRIVE SUITE 201, RIVERSIDE CA 92121
(858) 404-6080

EXTERIOR ELEVATION KEYNOTES

MATERIAL LEGEND:

- 1. EXTERIOR PLASTER WALL
- 2. ARCHITECTURAL DECORATIVE AWNING
- 3. VINYL WINDOW
- 4. ROOF GARDEN
- 5. GARAGE DOOR
- 6. METAL RAILING
- 7. GLASS RAILING
- 8. ALUMINUM FIXED STOREFRONT GLAZING SYSTEM
- 9. PAINTED STUCCO PATIO WALL
- 10. DECORATIVE GATE



NORTH ELEVATION



SOUTH ELEVATION

CRESTVIEW APARTMENTS

KA ENTERPRISES
5820 OBERLIN DRIVE SUITE 201, RIVERSIDE CA 92121
(858) 404-6080

RIVERSIDE, CA

TYPE III - NORTH & SOUTH ELEVATIONS

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

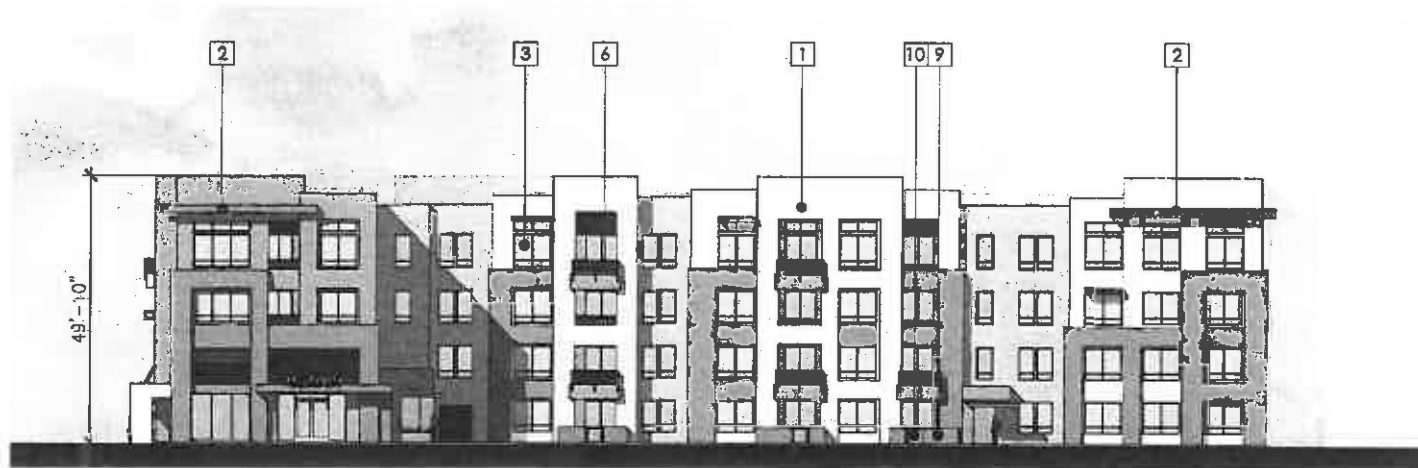
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DATE: 02-20-2020
JOB NO.: 2018-549



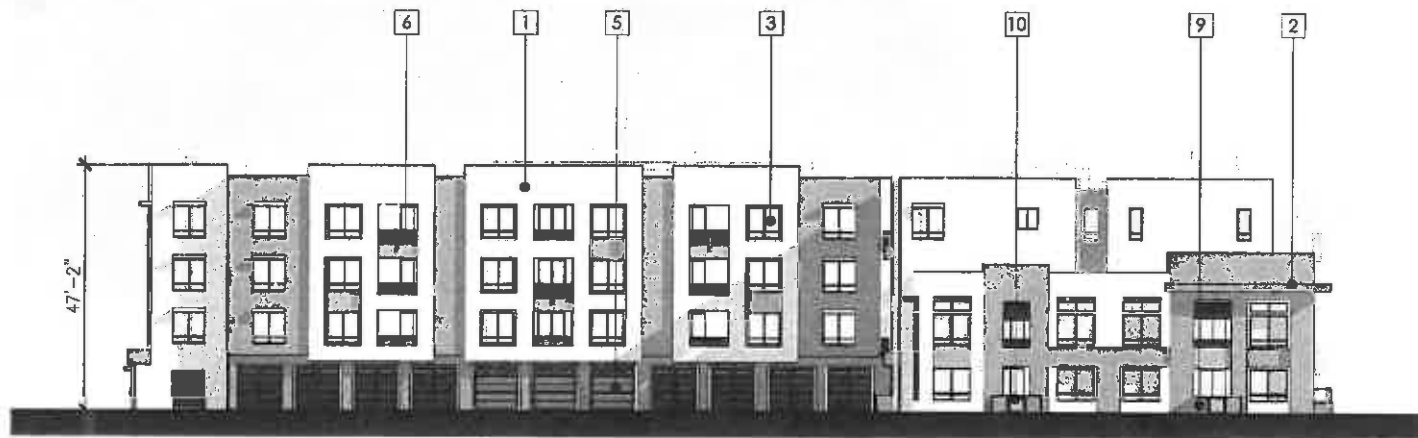
EXTERIOR ELEVATION KEYNOTES

MATERIAL LEGEND:

- 1. EXTERIOR PLASTER WALL
- 2. ARCHITECTURAL DECORATIVE AWNING
- 3. VINYL WINDOW
- 4. ROOF GARDEN
- 5. GARAGE DOOR
- 6. METAL RAILING
- 7. GLASS RAILING
- 8. ALUMINUM FIXED STOREFRONT GLAZING SYSTEM
- 9. PAINTED STUCCO PATIO WALL
- 10. DECORATIVE GATE



EAST ELEVATION



SOUTH ELEVATION

CRESTVIEW APARTMENTS

KA ENTERPRISES

5820 OBERLIN DRIVE SUITE 201, RIVERSIDE CA 92121
(858) 404-6080

RIVERSIDE, CA

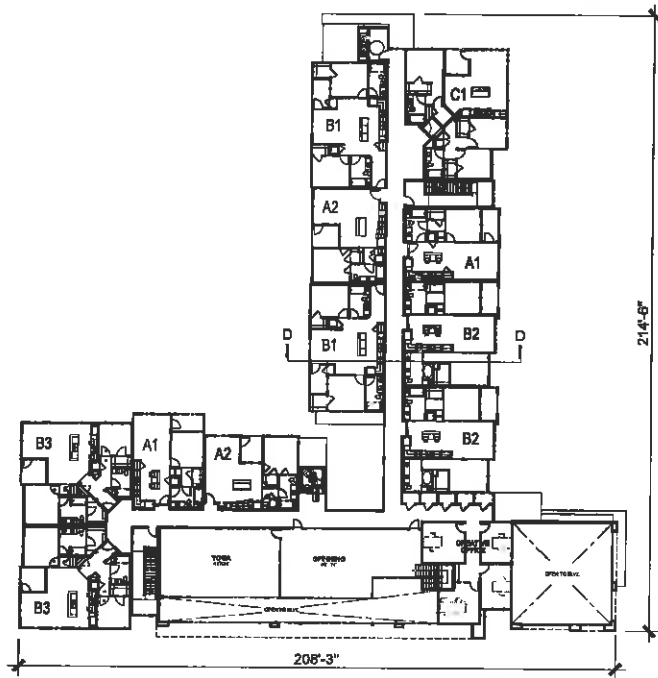
TYPE III - EAST & WEST ELEVATIONS

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

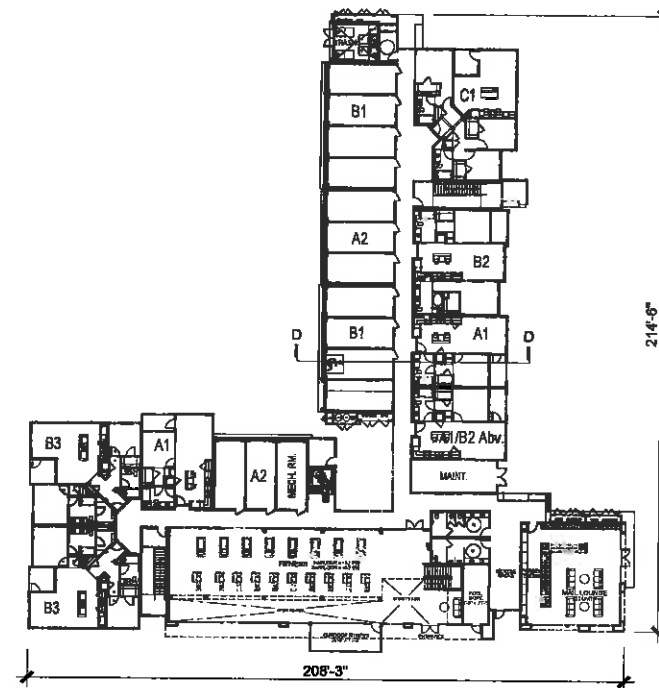
SCALE: 3/32" = 1'-0"
DATE: 02-20-2020
JOB NO.: 2018-549

A-18





2nd LEVEL FLOOR PLAN



1st LEVEL FLOOR PLAN

CRESTVIEW APARTMENTS

KA ENTERPRISES
 5820 OBERLIN DRIVE SUITE 201, RIVERSIDE CA 92121
 (858) 404-6080

RIVERSIDE, CA

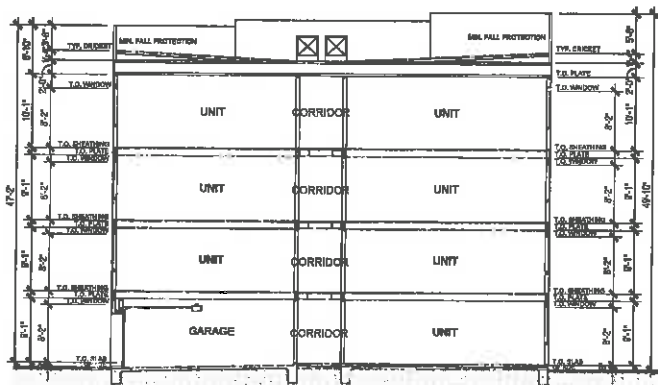
TYPE III - BUILDING COMPOSITE LEVEL 1 & 2

ARCHITECTS ORANGE
 144 NORTH ORANGE ST., ORANGE, CA 92866
 (714) 639-9860

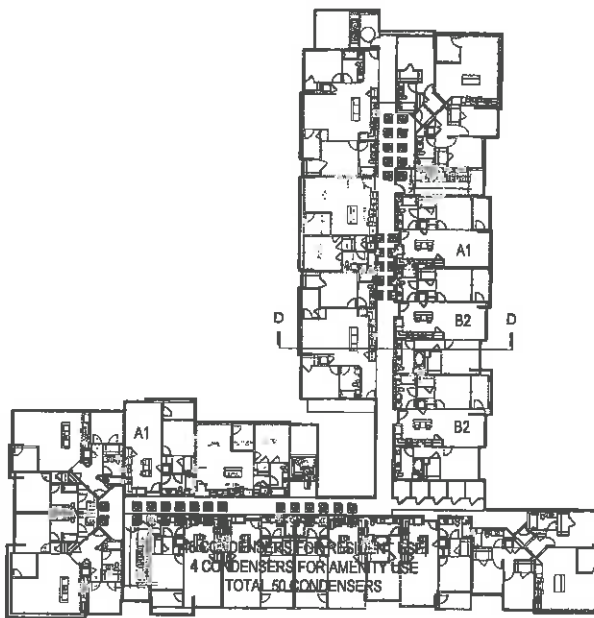
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 DATE: 02-20-2020
 JOB NO.: 2018-549

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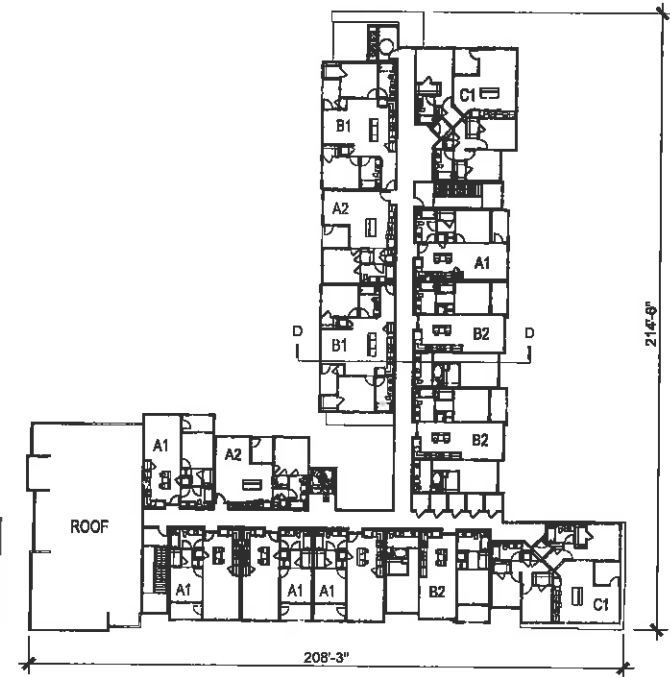




SECTION D-D



ROOF PLAN



3rd & 4th LEVEL FLOOR PLAN

CRESTVIEW APARTMENTS

KA ENTERPRISES

5820 OBERLIN DRIVE SUITE 201, RIVERSIDE CA 92121
(858) 404-6080

RIVERSIDE, CA

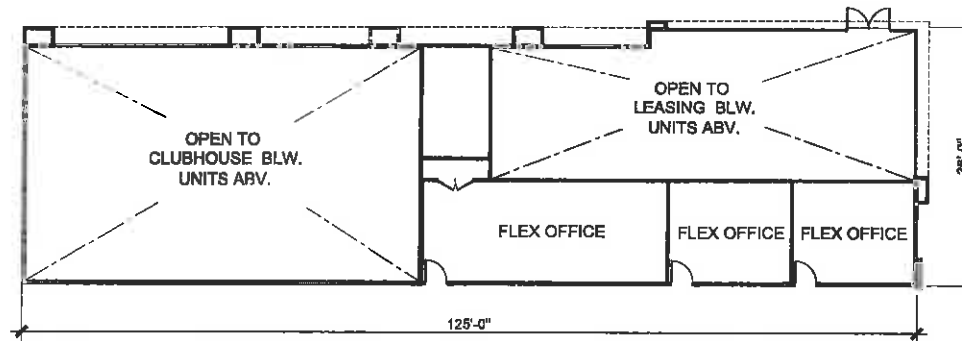
TYPE III - BUILDING COMPOSITE
LEVEL 3, 4 , ROOF & SECTION

SCALE: 1:20
DATE: 02-20-2020
JOB NO.: 2018-549

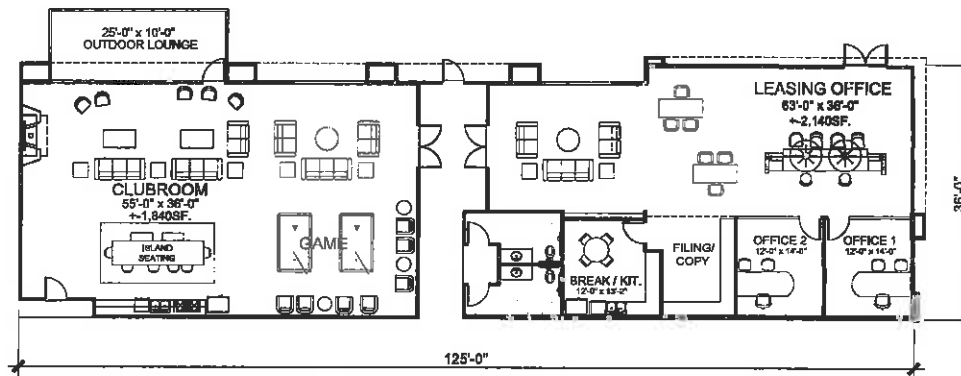
ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

A-20





SECOND FLOOR PLAN



FIRST FLOOR PLAN

CRESTVIEW APARTMENTS

KA ENTERPRISES
 5820 OBERLIN DRIVE SUITE 201, RIVERSIDE CA 92121
 (858) 404-6080

RIVERSIDE, CA

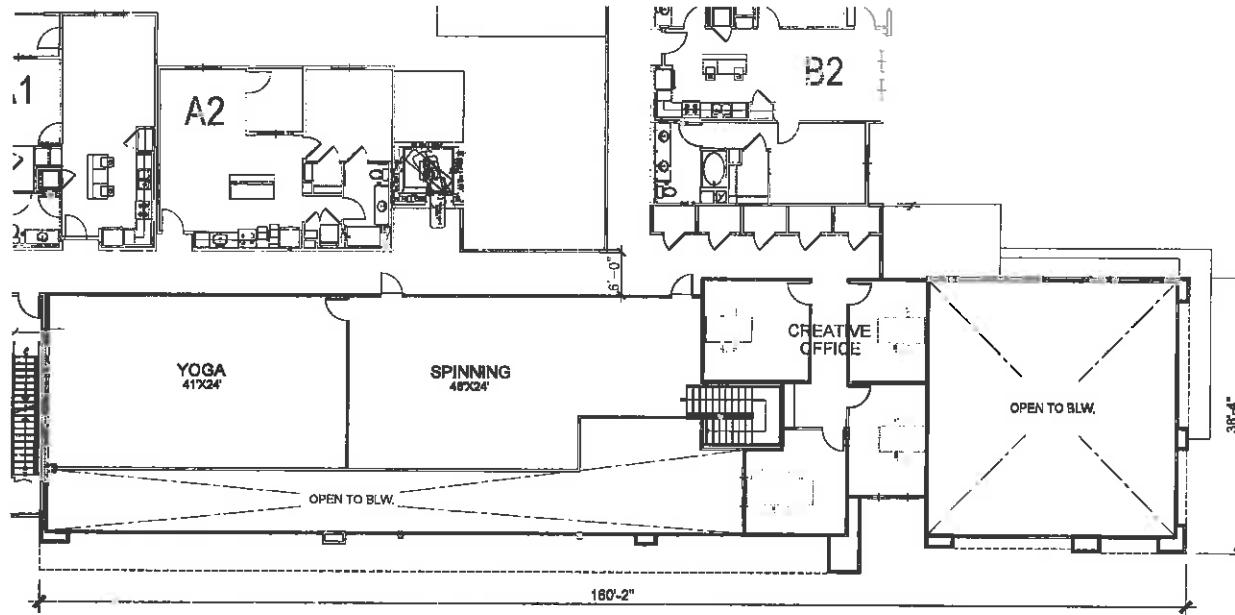
LEASING / CLUBHOUSE FLOOR PLANS

ARCHITECTS ORANGE
 144 NORTH ORANGE ST., ORANGE, CA 92866
 (714) 639-9860

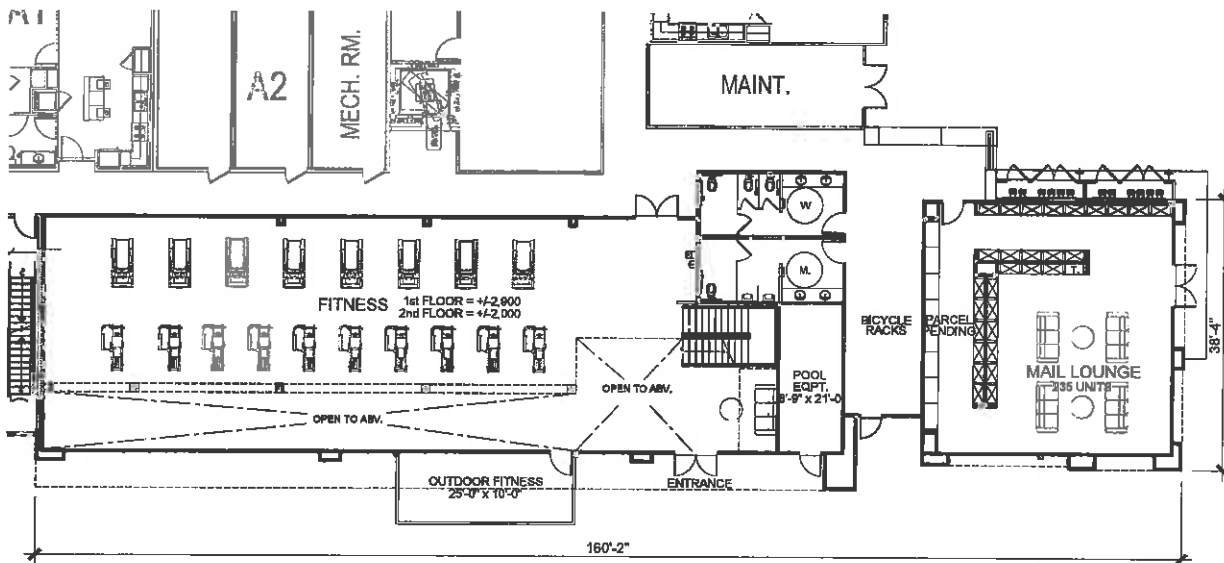
SCALE: 1/8" = 1'-0"
 DATE: 02-20-2020
 JOB NO.: 2018-549

A-21





SECOND FLOOR PLAN



FIRST FLOOR PLAN

CRESTVIEW APARTMENTS

KA ENTERPRISES
5820 OBERLIN DRIVE SUITE 201, RIVERSIDE CA 92121
(858) 404-6080

RIVERSIDE, CA

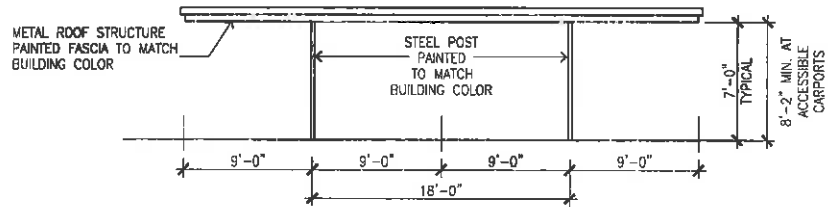
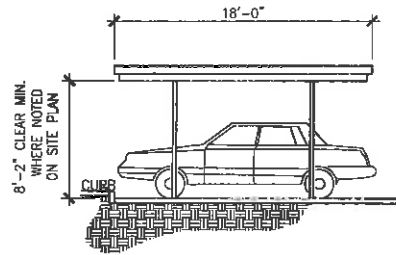
FITNESS FLOOR PLANS

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

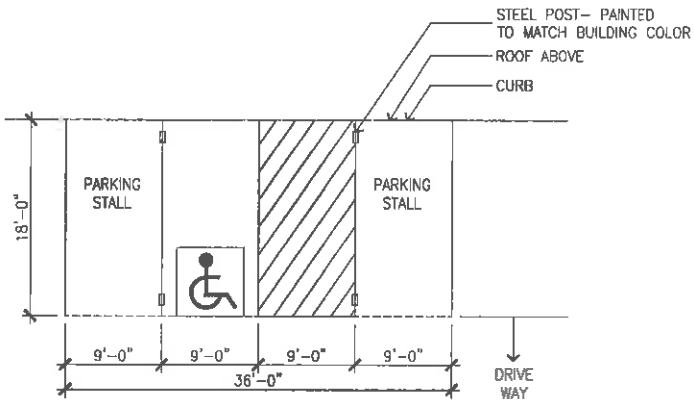
SCALE: 1/8" = 1'-0"
DATE: 02-20-2020
JOB NO.: 2018-549

A-22

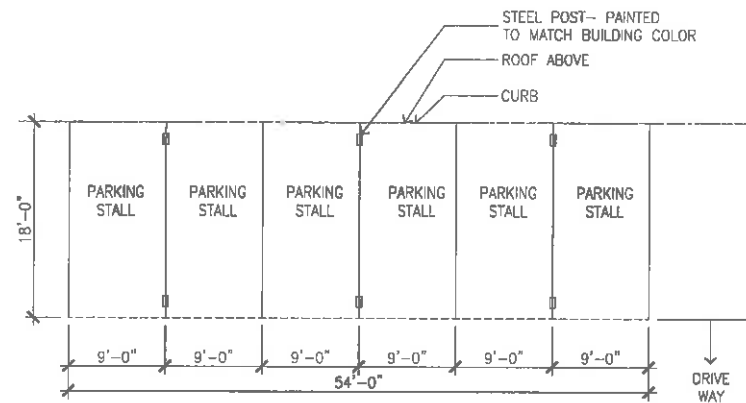




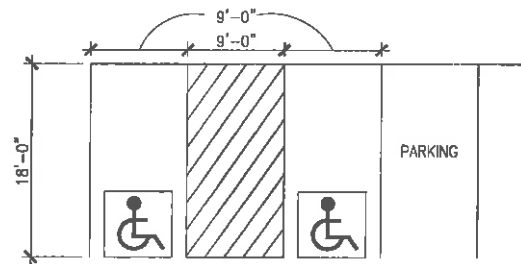
STANDARD CARPORT ELEVATIONS



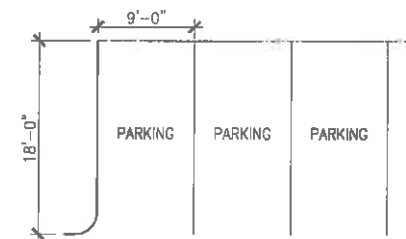
STANDARD HANDICAP CARPORT PLAN



STANDARD CARPORT PLAN



STANDARD HANDICAP PARKING PLAN



STANDARD PARKING PLAN

CRESTVIEW APARTMENTS

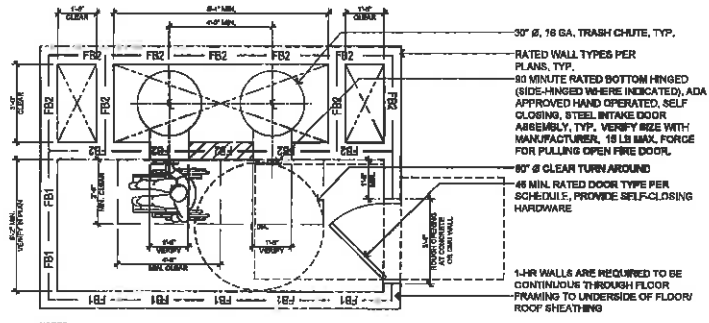
KA ENTERPRISES
5820 OBERLIN DRIVE SUITE 201, RIVERSIDE CA 92121
(858) 404-6080

RIVERSIDE, CA

PARKING EXHIBIT DATE: 02-20-2020
JOB NO.: 2018-549

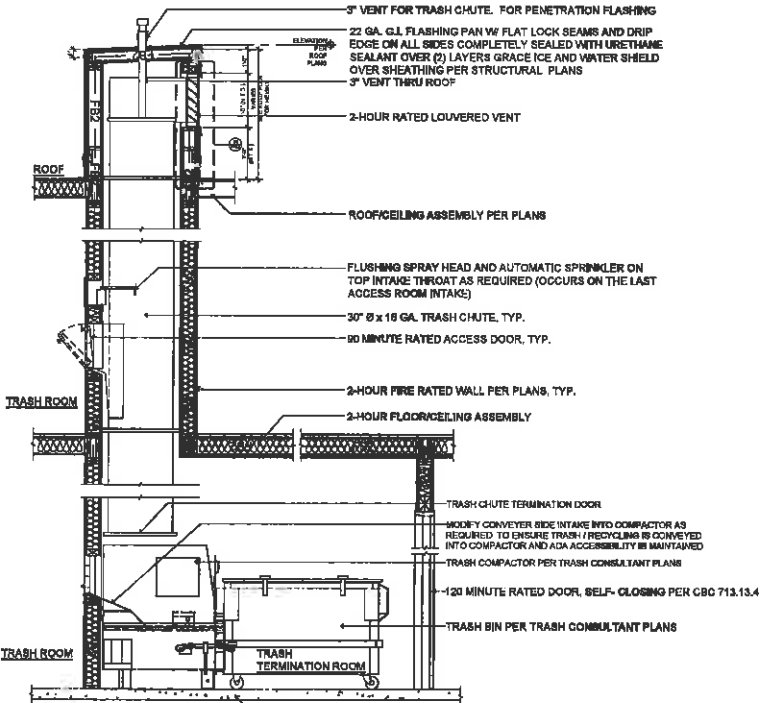
ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860



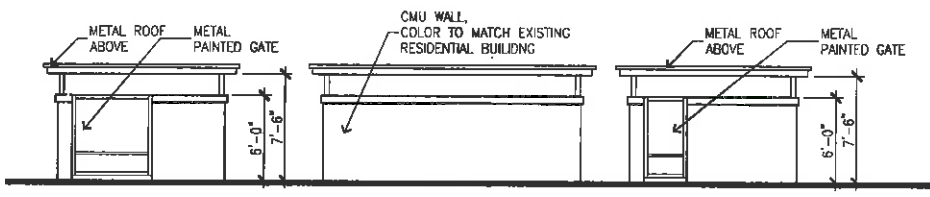
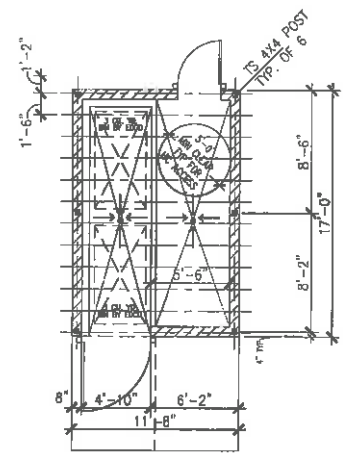


- NOTES:
1. ENSURE TRASH CHUTE, HARDWARE, LEVER AND DOORS CONFORM TO ALL CBC AND FHA REQUIREMENTS.
 2. VERIFY DOOR ROUGH OPENINGS PRIOR TO MASONRY WALL PLACEMENT, WHERE OCCURS.

TRASH CHUTE ROOM TYP. CLEARANCES



- NOTES:
1. INSTALL ALL COMPONENTS OF TRASH CHUTE, INCLUDING DOORS AND EQUIPMENT PER MANUFACTURER'S RECOMMENDATIONS.



TRASH ROOM - CHUTE SECTION (FRAMED WALLS)
CRESTVIEW APARTMENTS

RIVERSIDE, CA

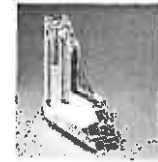
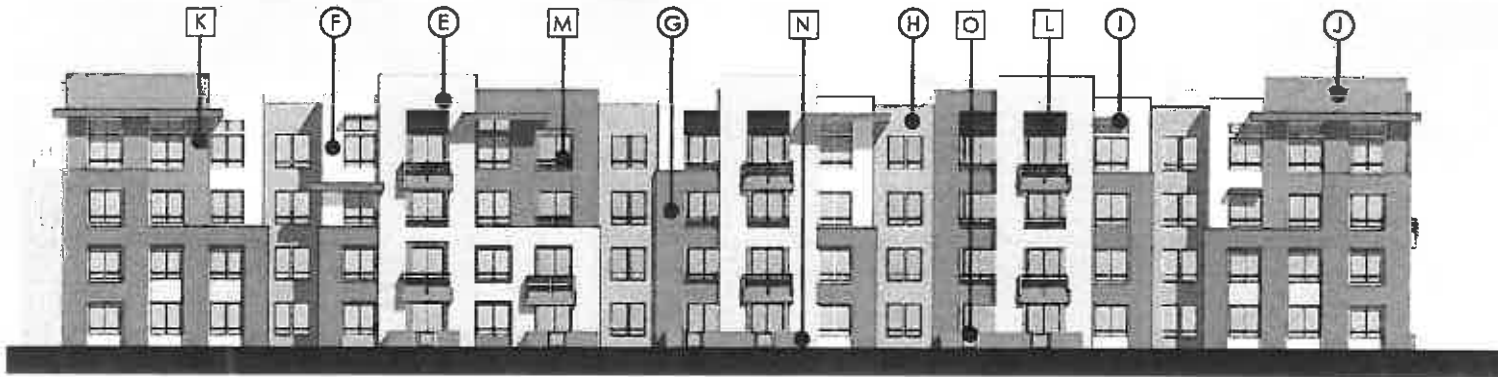
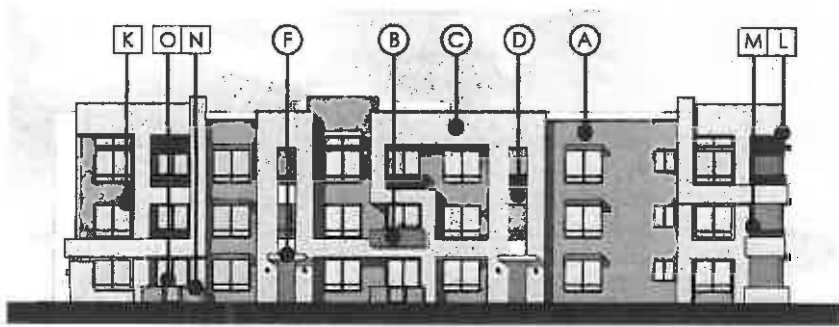
KA ENTERPRISES
 5820 OBERLIN DRIVE SUITE 201, RIVERSIDE CA 92121
 (858) 404-6080

2 BIN TRASH ENCLOSURE
TRASH ENCLOSURE EXHIBIT DATE: 02-20-2020
 JOB NO.: 2018-549

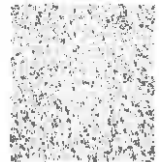
ARCHITECTS ORANGE
 144 NORTH ORANGE ST., ORANGE, CA 92866
 (714) 639-9860



A-25



K
VINYL WINDOWS - WHITE



N
EXTERIOR PLASTER



L
ALUMINUM BALCONY LOUVER



O
FABRICATED METAL GATE



M
BALCONY METAL RAILINGS



A
STUCCO,
SHERWIN WILLIAMS
SW 7037 BALANCE
BEIGE



B
STUCCO,
SHERWIN WILLIAMS
SW 0016 BILLIARD GREEN



C
STUCCO,
SHERWIN WILLIAMS
SW 6396 DIFFERENT GOLD



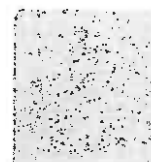
D
STUCCO,
SHERWIN WILLIAMS
SW 7042 SHOJI WHITE



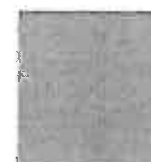
E
STUCCO,
SHERWIN WILLIAMS
SW 7530 BARCELONA
BEIGE



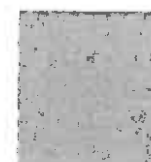
F
STUCCO,
SHERWIN WILLIAMS
SW 7570 EGRET WHITE



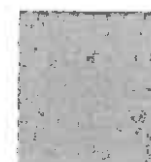
G
STUCCO,
SHERWIN WILLIAMS
SW 0038 LIBRARY
PEWTER



H
STUCCO,
SHERWIN WILLIAMS
SW 7635 PALISADE



I
STUCCO,
SHERWIN WILLIAMS
SW 9089 LLAMA WOOL



J
STUCCO,
SHERWIN WILLIAMS
SW 7612 MOUNTAIN
STREAM

CRESTVIEW APARTMENTS

RIVERSIDE, CA

KA ENTERPRISES
5820 OBERLIN DRIVE SUITE 201, RIVERSIDE CA 92121
(858) 404-6080

MATERIAL BOARD DATE: 02-20-2020
JOB NO.: 2018-549

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

A-26



PAGE BREAK



**AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY**



May 14, 2020

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

Mr. Tim Wheeler, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501
(VIA HAND DELIVERY)

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR'S DETERMINATION**

File No.: ZAP1416MA20 – Letter 1 of 2
Related File Nos.: GPA1200 (General Plan Amendment), CZ1700003 (Change of Zone)
APN: 274-070-003
Airport Zone: Compatibility Zone E

Dear Mr. Wheeler:

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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

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 County of Riverside Case Nos. GPA1200 (General Plan Amendment), a proposal to amend the Lake Mathews/Woodcrest Area Plan (General Plan) land use designation of 1.91 acres (Assessor's Parcel Number 274-070-003) located on the southerly side of Van Buren Boulevard, easterly of Gardner Avenue in the unincorporated community of Woodcrest from Rural Community: Very Low Density Residential (RC:VLDR) to Community Development: Commercial Retail (CD:CR), and CZ1700003 (Change of Zone), a proposal to change the zoning of the same parcel site from Residential Agricultural (R-A) to Scenic Highway Commercial (C-P-S).

www.rcaluc.org

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.

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 ("March ALUCP").

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

AIRPORT LAND USE COMMISSION

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Johnnie and Irene Frakes (applicant/property owner) (P.O. Box address)
Johnnie and Irene Frakes (Swallowtail Lane address)
A.K.A. & Associates Inc. (representative)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Doug Waters, Chief Engineering Flight/Deputy Base Civil Engineer, March ARB
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1416MA20\ZAP1416MA20GPA.LTR.doc



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

May 14, 2020

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

Mr. Tim Wheeler, Project Planner
County of Riverside Planning Division
4080 Lemon Street, 12th Floor
Riverside CA 92501
(VIA HAND DELIVERY)

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steven Stewart
Palm Springs

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR’S DETERMINATION**

File No.: ZAP1416MA20 – Letter 2 of 2
Related File Nos.: CUP170002 (Conditional Use Permit)
APN: 274-070-003
Airport Zone: Compatibility Zone E

Richard Stewart
Moreno Valley

Dear Mr. Wheeler:

Gary Youmans
Temecula

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed County of Riverside Case No. CUP170002 (Conditional Use Permit), a proposal to establish a contractors storage yard with a new 4,441 square foot two-story building and an existing 608 square foot residence that will become a caretaker’s dwelling unit on 1.91 acres located on the southerly side of Van Buren Boulevard, easterly of Gardner Avenue, in the unincorporated community of Woodcrest.

STAFF

Director
Simon A. Housman

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, non-residential is not restricted.

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

www.rcaluc.org

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport is approximately 1,535 feet above mean sea level (AMSL) at its northerly terminus. At a distance of 27,000 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review could be required for any structures with an elevation at top of roof exceeding 1,805 feet AMSL. The site’s finished floor elevation is 1,521 feet AMSL, and the building height is 20 feet, resulting in a top point elevation of 1,541 feet AMSL. Therefore, FAA OES 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, provided that the County of Riverside applies the following recommended conditions:

CONDITIONS:

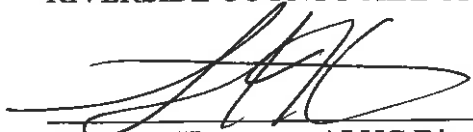
AIRPORT LAND USE COMMISSION

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Lake Mathews/Woodcrest 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 or activity 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; and hazards to flight.
4. The attached notice shall be provided to all prospective purchasers of the property and tenants of the buildings.
5. All 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 Principal Planner, at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

AIRPORT LAND USE COMMISSION

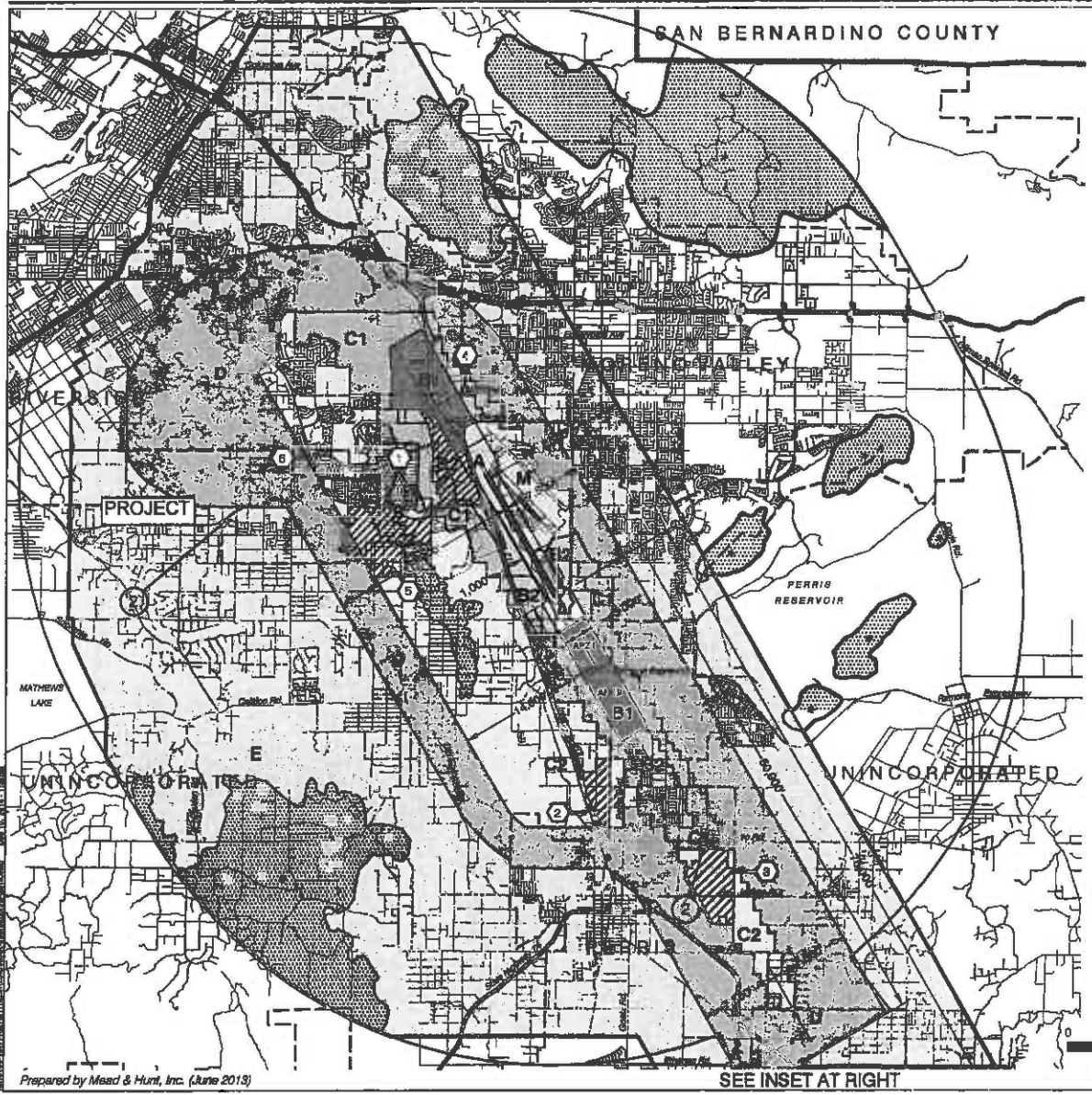
Attachments: Notice of Airport in Vicinity

cc: Johnnie and Irene Frakes (applicant/property owner) (P.O. Box address)
Johnnie and Irene Frakes (Swallowtail Lane address)
A.K.A. & Associates Inc. (representative)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Doug Waters, Chief Engineering Flight/Deputy Base Civil Engineer, March ARB
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1416MA20\ZAP1416MA20CUP.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

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

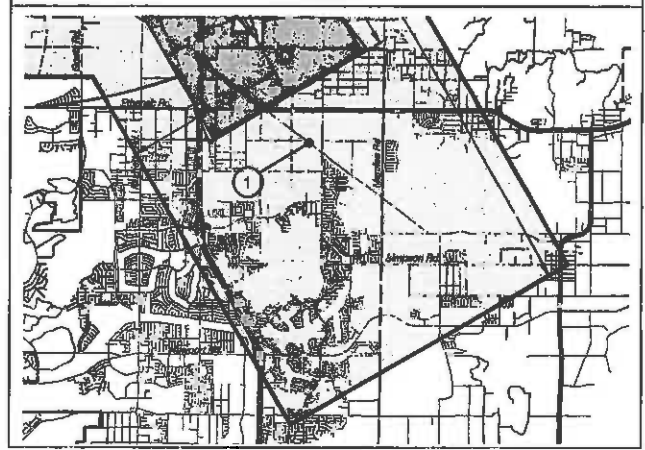
Boundary Lines

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

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

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

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

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

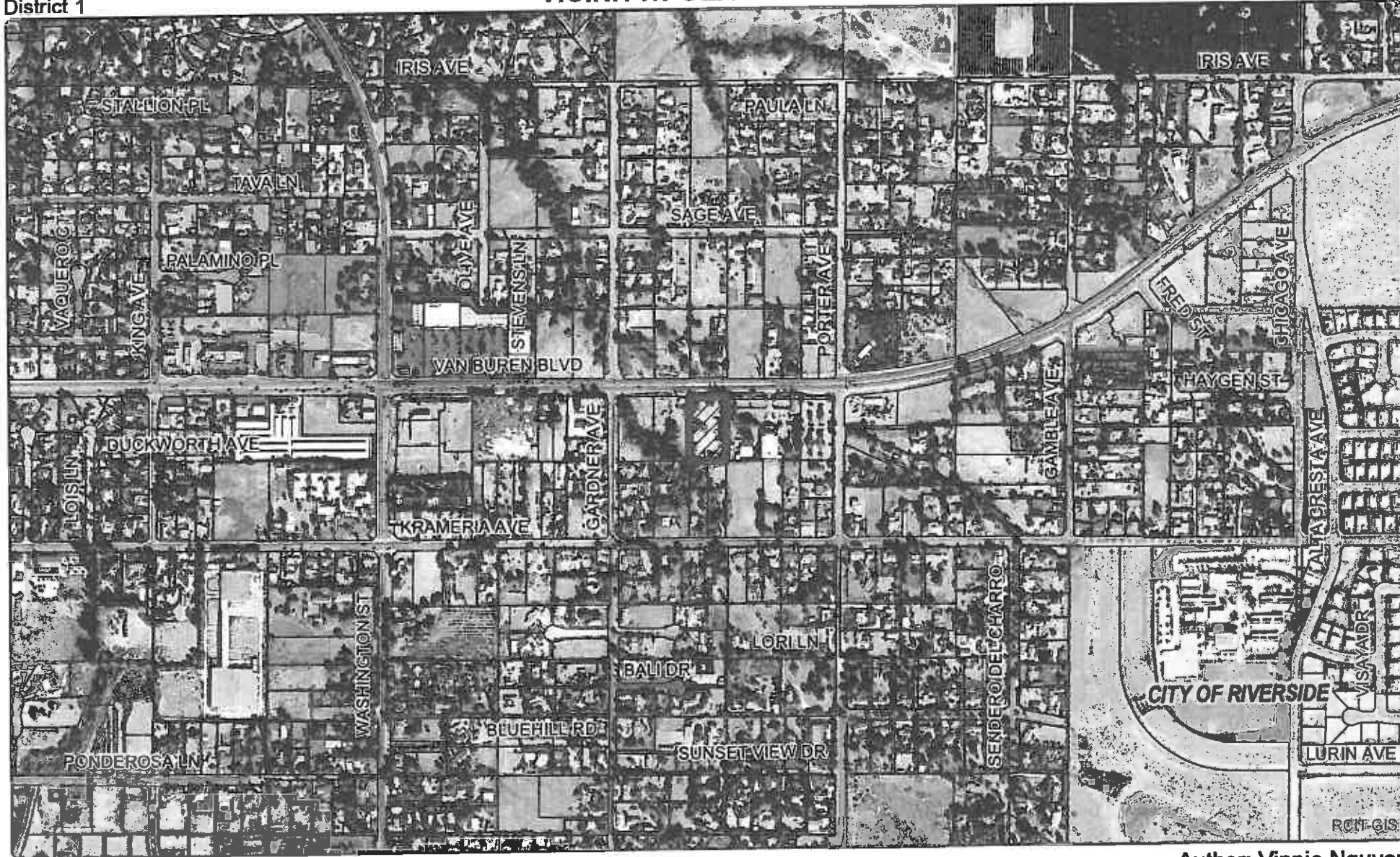
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

RIVERSIDE COUNTY PLANNING DEPARTMENT
CZ1700003 GPA1200 CUP170002
VICINITY/POLICY AREAS

Date Drawn: 04/08/2020
Vicinity Map

Supervisor: Jeffries
District 1



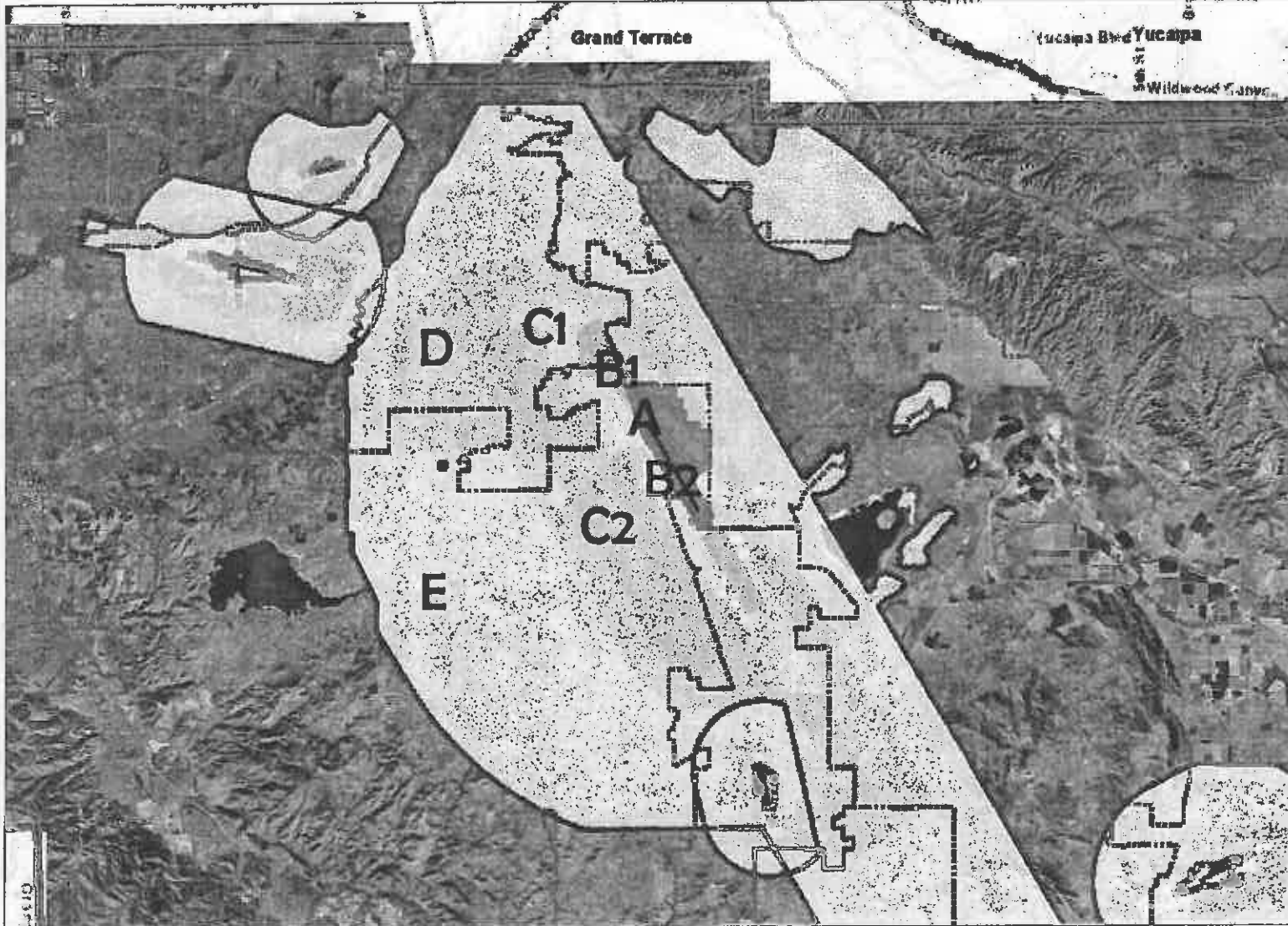
Zoning Dist: Woodcrest

Author: Vinnie Nguyen



DISCLAIMER: On October 7, 2009, the County of Riverside adopted a new General Plan, providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different types of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)955-9200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website <http://planning.officials.ca.gov>

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
 - ▨ OTHER COMPATIBILITY ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5
 - C2-EXC6

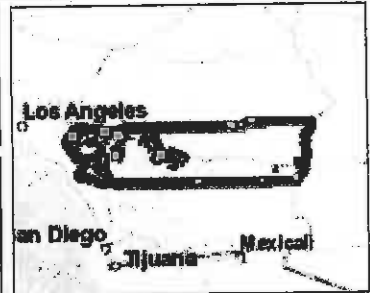
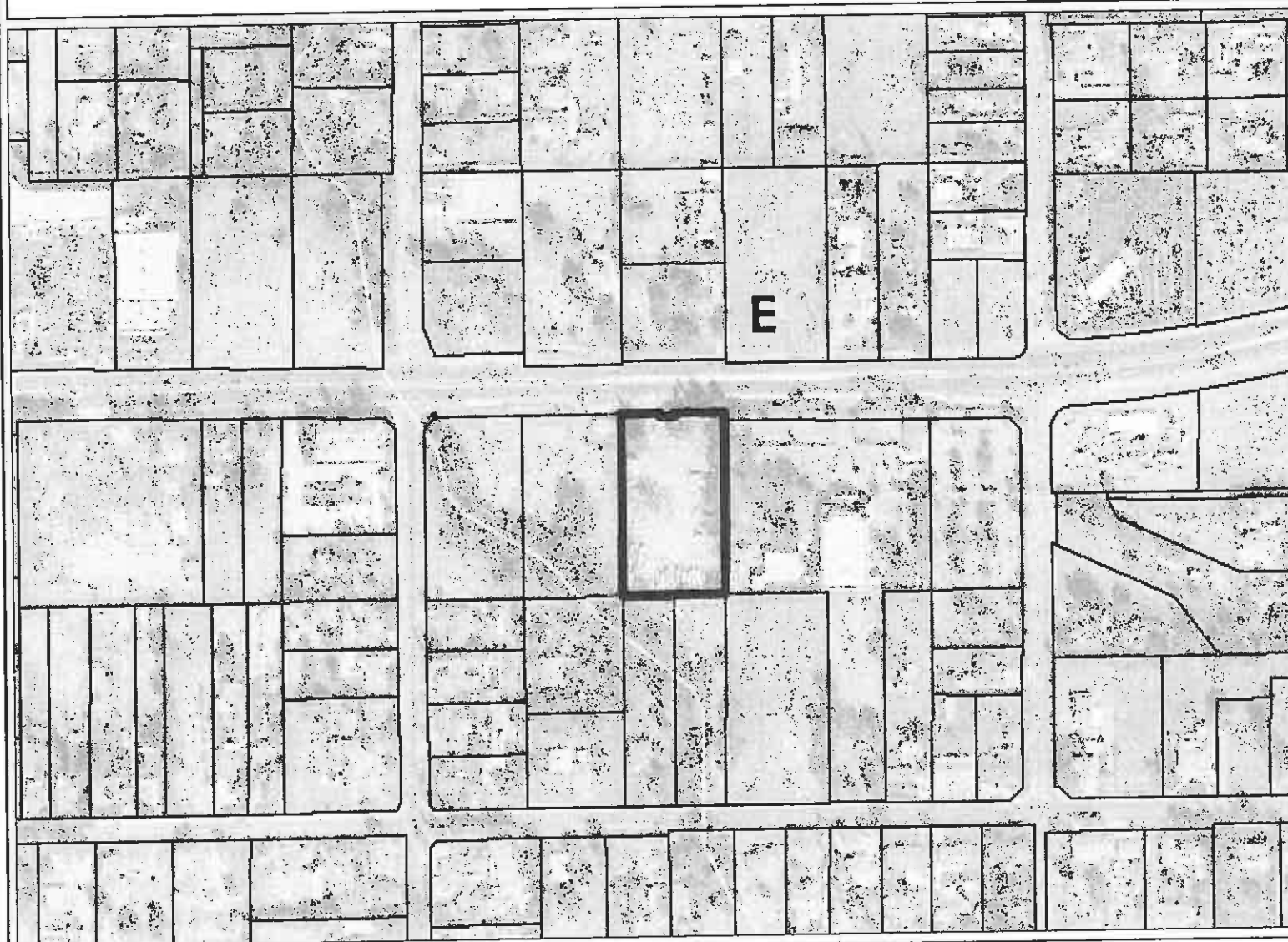


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Notes



Map My County Map



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5

Notes

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0 385 770 Feet

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Map My County Map



Legend

- City Areas
- World Street Map



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Notes

Map My County Map

Los Angeles



San Diego

Tijuana

Mexico



Legend

-  Blueline Streams
-  City Areas
-  World Street Map

City of
Riverside



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Notes



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Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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Notes

0 770 1,539 Feet

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Map My County Map



Legend

- Parcels
- Blue Line Streams
- City Areas
- World Street Map

Notes



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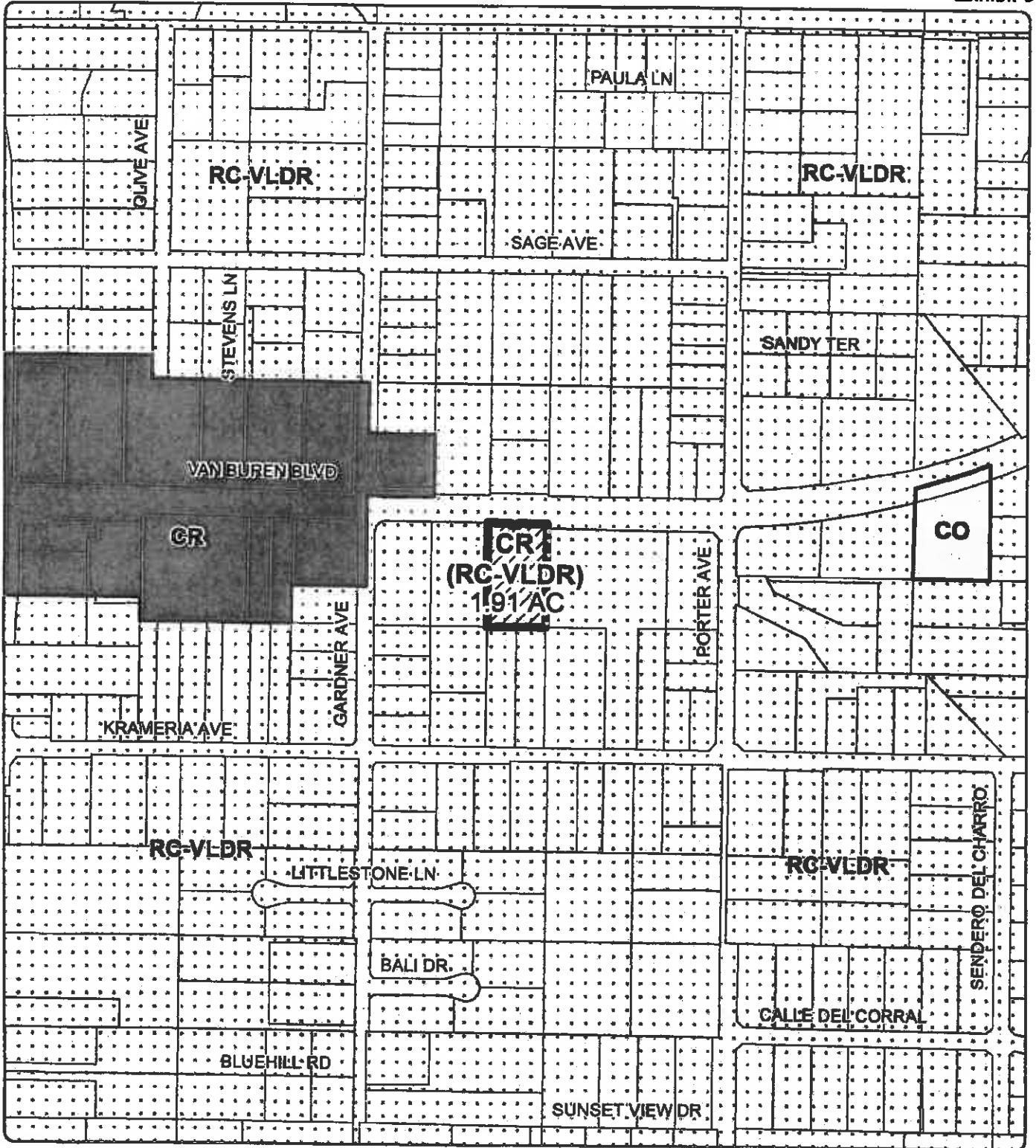
RIVERSIDE COUNTY PLANNING DEPARTMENT

CZ1700003 GPA1200 CUP170002

PROPOSED GENERAL PLAN

Supervisor: Jeffries
District 1

Date Drawn: 04/08/2020
Exhibit 6



Zoning Dist: Woodcrest

Author: Vinnie Nguyen



DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. This new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)953-3200 (Western County) or in Palm Desert at (760)963-8277 (Eastern County) or Website <http://planning.ocr.ca.gov>

RIVERSIDE COUNTY PLANNING DEPARTMENT

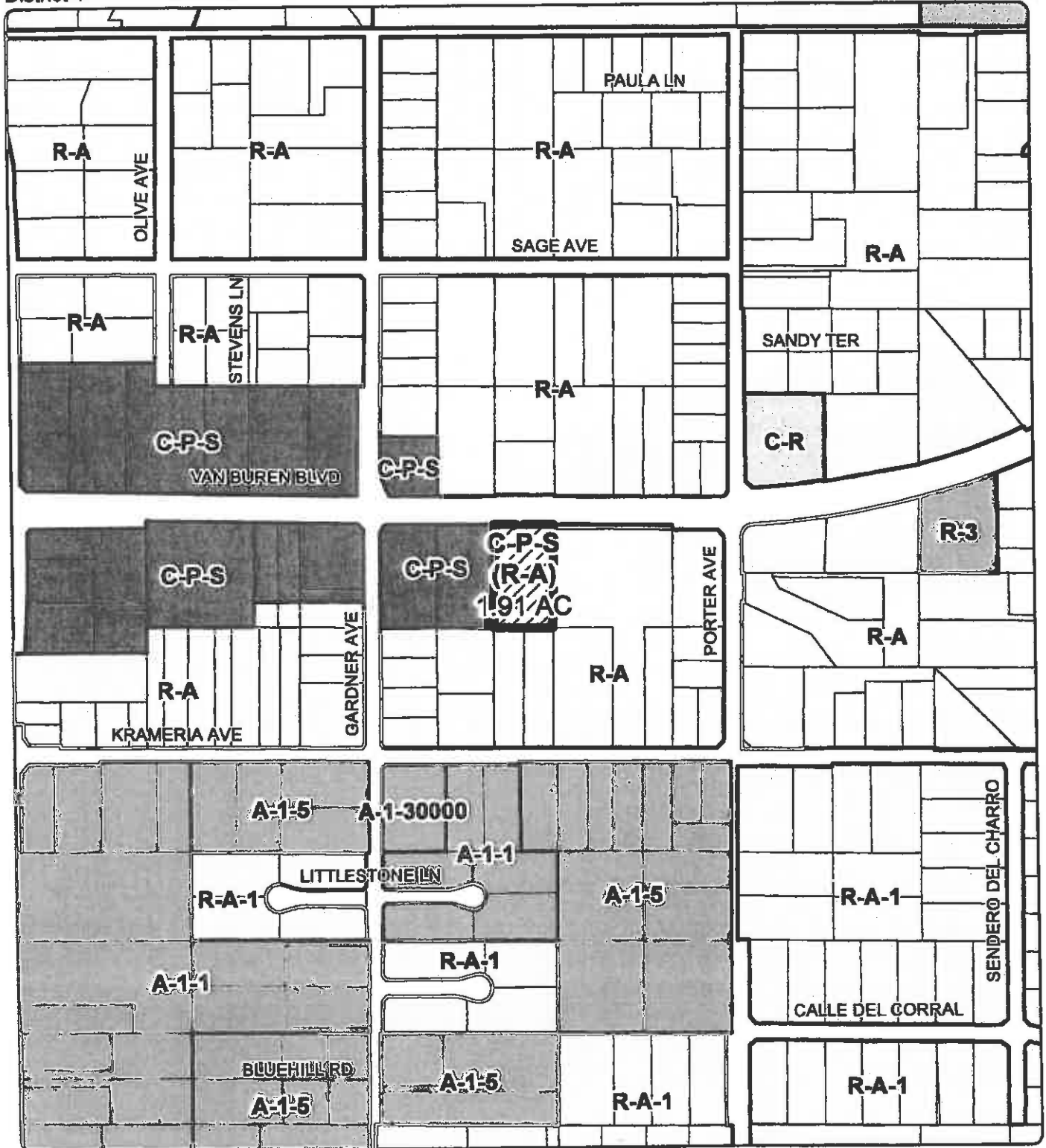
CZ1700003 GPA1200 CUP170002

Date Drawn: 04/08/2020

Supervisor: Jeffries
District 1

PROPOSED ZONING

Exhibit 3

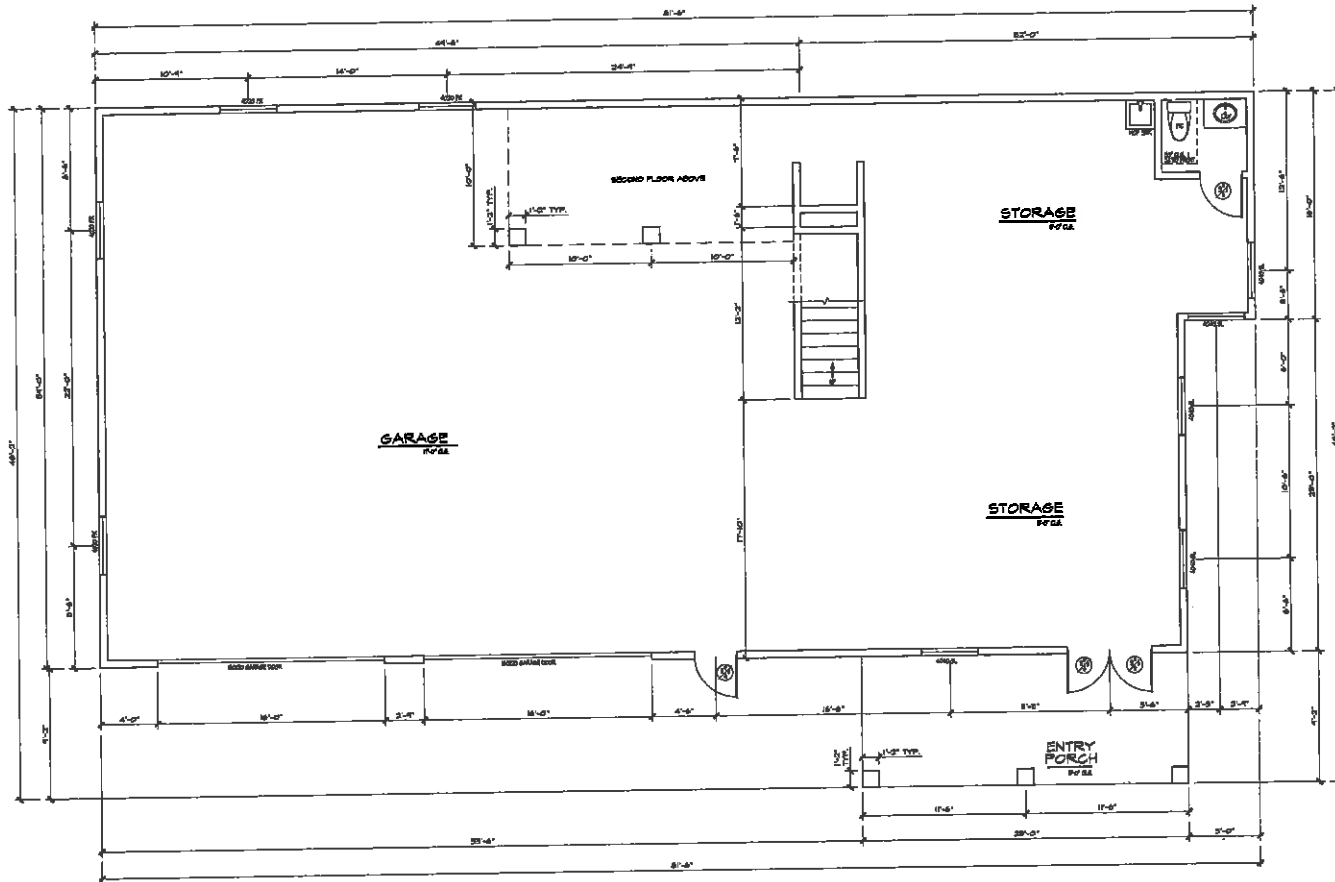


Zoning Dist: Woodcrest

Author: Vinnie Nguyen



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FIRST FLOOR PLAN
SCALE: 1/4" = 1'-0"

SQUARE FOOTAGE

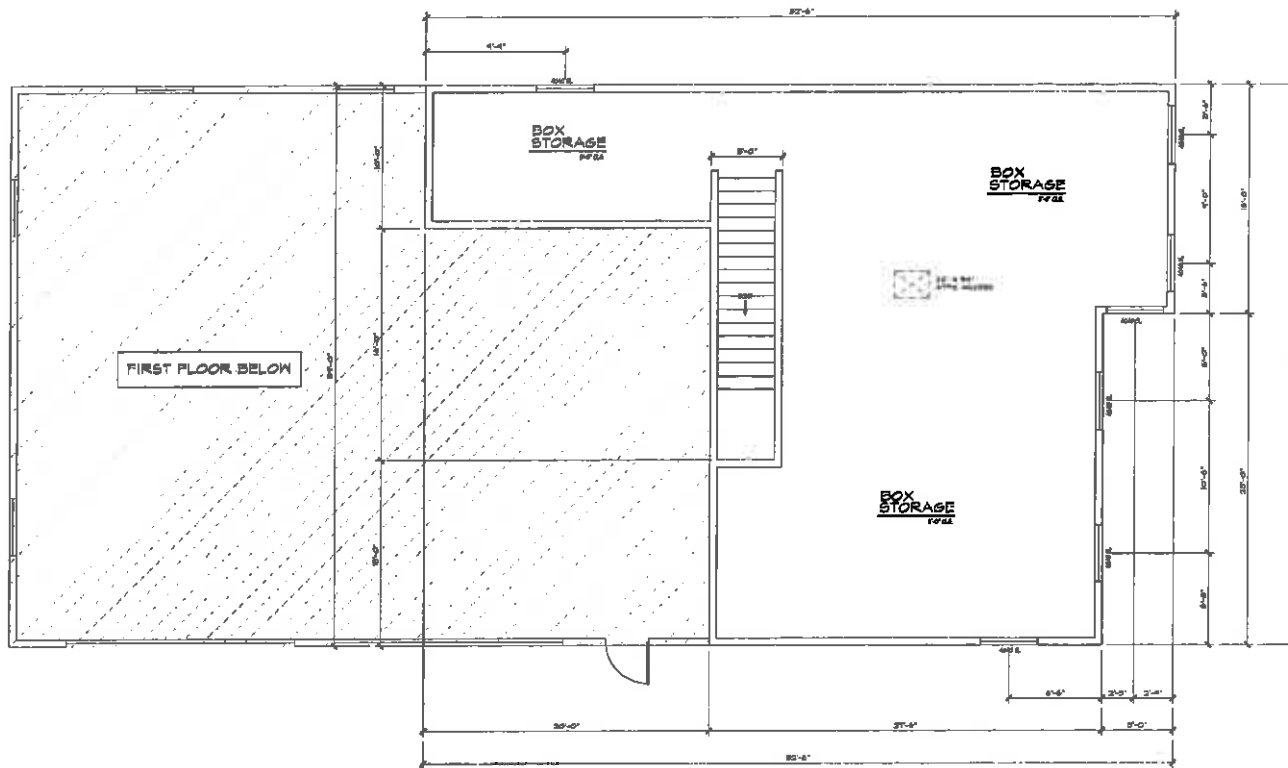
| | | | |
|--------------------------|---|--------------|----------------|
| FIRST FLOOR GARAGE | = | 1,711 | SQ. FT. |
| FIRST FLOOR STORAGE | = | 1,210 | SQ. FT. |
| SECOND FLOOR BOX STORAGE | = | 1,280 | SQ. FT. |
| PORCH AREA | = | 211 | SQ. FT. |
| GRAND TOTAL | = | 4,412 | SQ. FT. |

| | |
|----------|------|
| 10/20/06 | 17 |
| 03-13-18 | E.E. |
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| | |

FIRST FLOOR PLAN

A. KAA & ASSOCIATES INC.
BUILDING DESIGNERS / ENGINEERS
2222 KANSAS AVE. SUITE K
RIVERSIDE, CA 92507 (951) 684-4222

| | |
|------------|--|
| DATE | |
| DRAWN BY | |
| CHECKED BY | |
| SCALE | |
| DATE | |
| BY | |
| 2 | |



SECOND FLOOR PLAN
SCALE: 1/4" = 1'-0"

SQUARE FOOTAGE

| | | |
|--------------------------|----------------|----------------|
| FIRST FLOOR GARAGE | = 2,480 | SG. FT. |
| SECOND FLOOR BOX STORAGE | = 1,280 | SG. FT. |
| PORCH AREA | = 211 | SG. FT. |
| GRAND TOTAL | = 4,441 | SG. FT. |

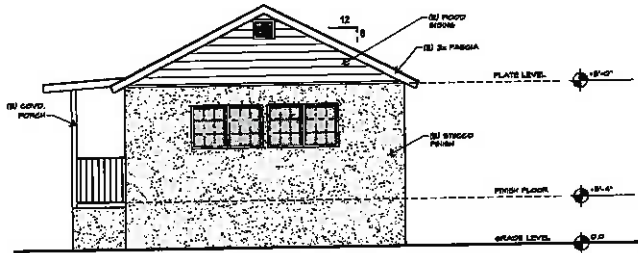
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SECOND FLOOR PLAN

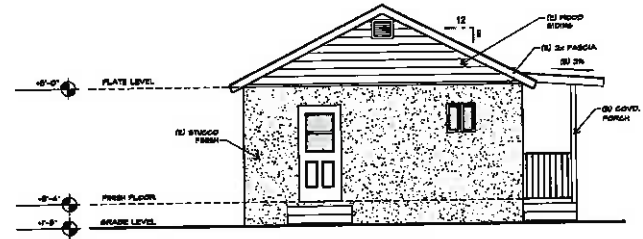
A. K.A.A. & ASSOCIATES INC.
 BUILDING DESIGNERS / ENGINEERS
 2222 KANSAS AVE. SUITE K
 RIVERSIDE, CA. 92501 (951) 684-4222

| | |
|-----|------|
| NO. | DATE |
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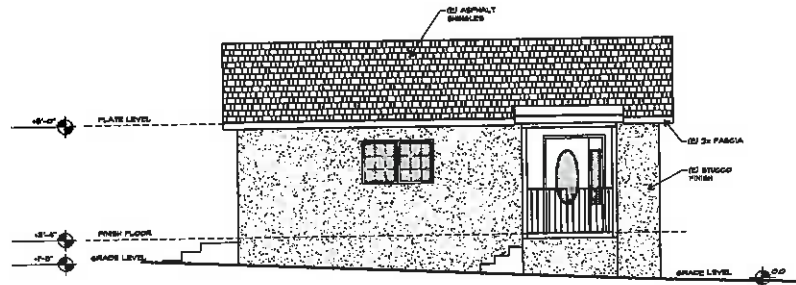
**FRONT ELEVATION
(NORTH)**



**FRONT ELEVATION
(SOUTH)**

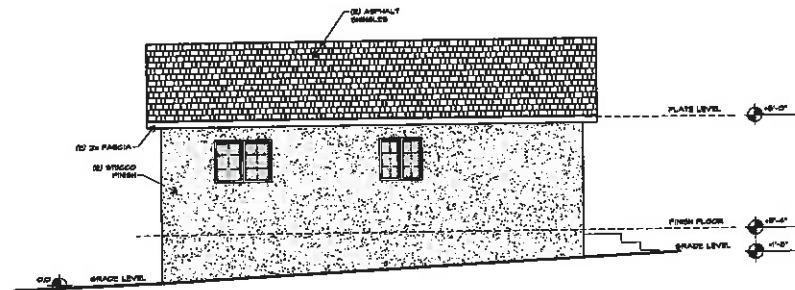


**LEFT ELEVATION
(EAST)**



ELEVATIONS
SCALE: 1/4" = 1' 0"

**RIGHT ELEVATION
(WEST)**



SUMMARY

1. ELEVATIONS AS SHOWN ARE AS-BUILT / EXISTING CONDITIONS. ALL THE FIXTURES AS PRESENTED ARE EXISTING.
 2. WINDOWS AND DOORS ARE EXISTING AND TO REMAIN. NO CHANGES ARE PROPOSED.
 3. ALL THE STRUCTURAL ELEMENTS OF THE BUILDING LIKE FOUNDATION, WALLS AND ROOF, ARE ALSO EXISTING AND WILL REMAIN WITHOUT ANY CHANGES.
- ALL FINISH MATERIALS ARE EXISTING AND TO REMAIN WITHOUT ANY CHANGES. THIS INCLUDES: EXTERIOR STUCCO, WOOD POSTS AND TRIMS, FASCIA AND ROOF SHEATHING.

designers

P.O. BOX 452
LAKE ARROWHEAD, CA 92352
(760) 941-9994
WWW.ECDESIGNERS.COM

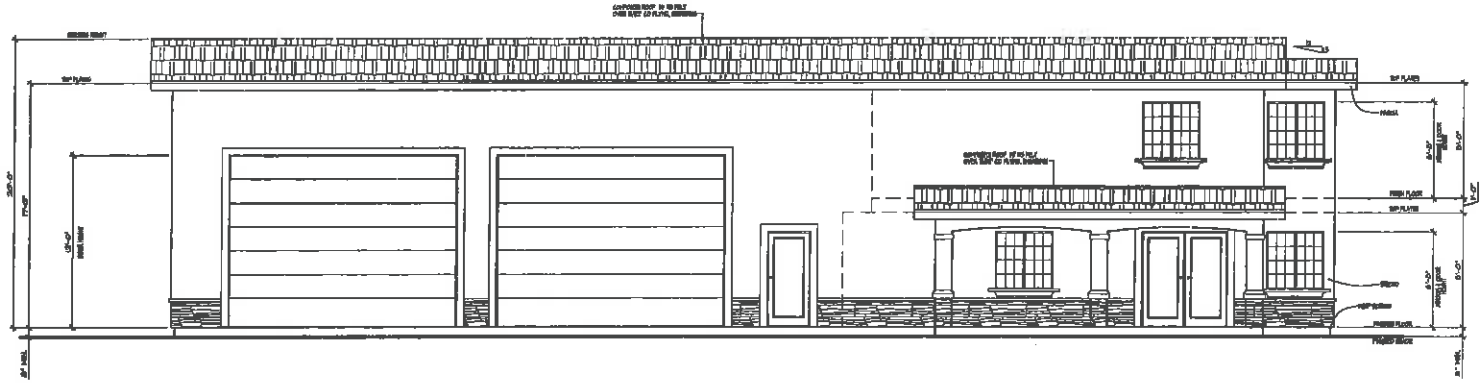
Project for: _____
DATE: 8/17/17

ELEVATIONS

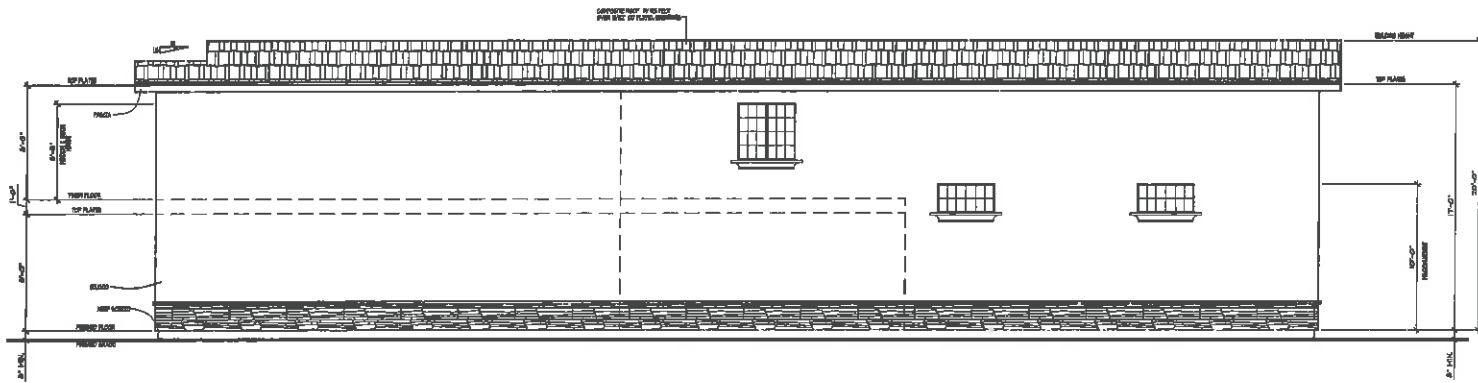
A-2

SCALE: SHOWN
DRAWN: EC
JOB NO.: _____
REVISIONS: _____

DESIGN BY: ED CEPEDA



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



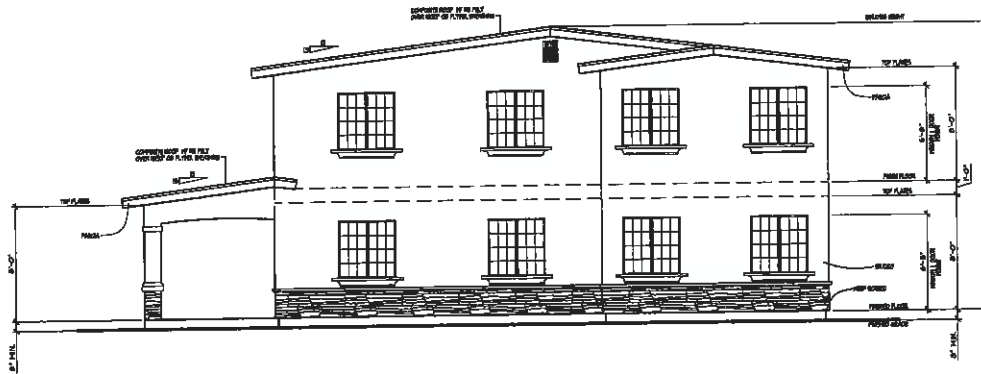
REAR ELEVATION
SCALE: 1/4" = 1'-0"

| REVISIONS | BY |
|-----------|----|
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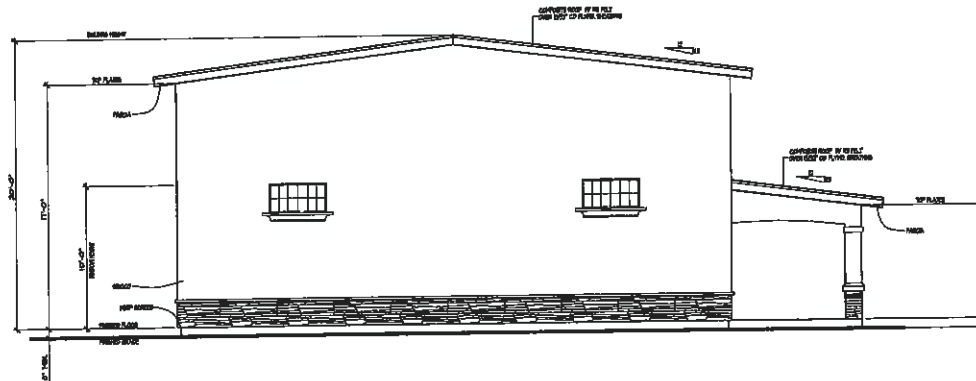
ELEVATIONS

A.K.A. & ASSOCIATES INC.
 BUILDING DESIGNERS / ENGINEERS
 2222 KANSAS AVE. SUITE K
 RIVERSIDE, CA. 92507
 (951) 684-4222

| | |
|---------|--------------|
| DATE | 12-14-07 |
| SCALE | 1/4" = 1'-0" |
| BY | |
| CHECKED | |
| PROJECT | |
| | |



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



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

| NO. | REVISION |
|-----|----------|
| | |
| | |
| | |
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| | |
| | |

ELEVATIONS

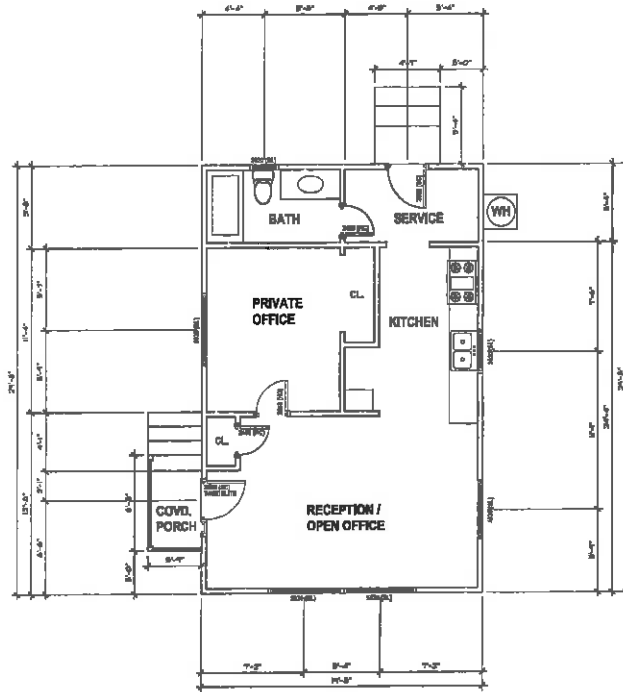
A. KAA & ASSOCIATES INC.
 BUILDING DESIGNERS / ENGINEERS
 2222 KANSAS AVE. SUITE K
 RIVERSIDE, CA. 92507 (951) 684-4222

| | |
|------------|--------------|
| DATE | 12/14/17 |
| BY | AK |
| CHECKED BY | AK |
| SCALE | 1/4" = 1'-0" |
| NO. | 01 |

OFFICE UNIT

OWNER: JOHNNIE AND IRENE FRAKES

17333 VAN BUREN BLVD.
RIVERSIDE, CA



FLOOR PLAN
SCALE: 1/4" = 1' 0"



EXISTING FLOOR PLAN SUMMARY

SUMMARY

1. FLOOR PLAN AS SHOWN IS IN AS-BUILT / EXISTING CONDITIONS. ALL THE FEATURES AS PRESENTED ARE EXISTING.
 2. WINDOWS AND DOORS ARE EXISTING AND TO REMAIN. NO CHANGES ARE PROPOSED.
 3. ALL THE STRUCTURAL ELEMENTS OF THE BUILDING (I.E. FOUNDATION, WALLS AND ROOF) ARE ALSO EXISTING AND WILL REMAIN WITHOUT ANY CHANGES.
- ALL OTHER MATERIALS ARE EXISTING AND TO REMAIN WITHOUT ANY CHANGES. THIS INCLUDES: EXTERIOR STUCCO, WOOD POSTS AND TRIMS, PARTIAL AND ROOF ENLIGHTENING.

AREA CALCULATIONS:

| | |
|--------------------|-------------|
| OCCUPANT GROUP: | B |
| AREA CALCULATIONS: | |
| OFFICE AREA: | 86 SQ. FT. |
| COVERED PORCH: | 25 SQ. FT. |
| TOTAL AREA: | 111 SQ. FT. |

| LEGEND | |
|--------|---------------|
| (PL) | FLOOR PLAN |
| (DW) | DOOR |
| (W) | WINDOW |
| (E) | EXISTING |
| (N) | NEW |
| (---) | EXISTING WALL |
| (---) | NEW WALL |
| (---) | WALL REMOVED |

| DOOR & WINDOW SCHEDULE | |
|------------------------|---|
| 1. | ALL NEW DOORS AND WINDOWS BEER AND TYPE ARE LOCATED HERE IN EACH NEW DOOR AND WINDOW ON THE FLOOR PLAN. |
| 2. | SEE LISTING FOR INDICATION OF TYPES AND REVISIONS. |
| 3. | ALL NEW WINDOWS ARE SHALL MATCH EXISTING IN STYLE. THEY SHALL BE THE FOLLOWING NO. VALUES: WINDOW CASE, WINDOW CASE |
| 4. | TYPED IN AT SPECIFIC WINDOWS AS INDICATED ON THE PLAN. |



ECDesigners

P.O. BOX 452
LAKE ARROWHEAD, CA 92352
(805) 941-2004
WWW.ECDDESIGNERS.COM

ED@ECDDESIGNERS.COM

FLOOR PLAN

Project for: **FRAKES OFFICE UNIT**
17333 VAN BUREN BLVD.
RIVERSIDE, CA

DATE: 2/20/09

A-1

SCALE: SHOWN

DWING: EC

JOB NO.

REVISIONS

DESIGN BY: ED DEPENA

OWNER
 IRENE FRAKES
 PO BOX 4649
 RIVERSIDE, CA 92514
 PHONE 951-430-0946

UTILITIES
 ELECT. SO. CAL. Edison
 2885 FOOT HILL BLVD.
 SAN BERNARDINO, CA
 (909) 486-6135

GAS THE GAS COMPANY 2600
 CENTRAL AVE.
 RIVERSIDE, CA
 (951) 969-6888

PHONE PACIFIC BELL
 500 S MAIN ST. 500
 ORANGE, CA
 (951) 838-3227

WATER WESTERN METROPOLITAN
 WATER DISTRICT 14205
 MERRIDIAN PKWY
 RIVERSIDE, CA 92518
 951-971-7100

SEWER WESTERN METROPOLITAN
 WATER DISTRICT 14205
 MERRIDIAN PKWY
 RIVERSIDE, CA 92518
 951-971-7100

SCHOOL RIVERSIDE UNIFIED
 SCHOOL DISTRICT 9300
 14TH ST. RIVERSIDE, CA
 92501 951-708-7151

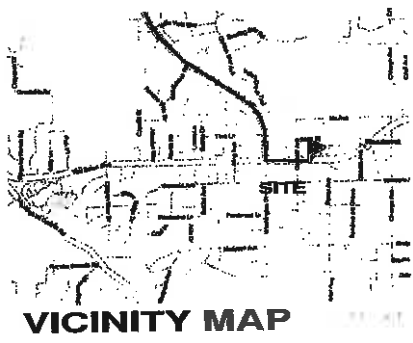
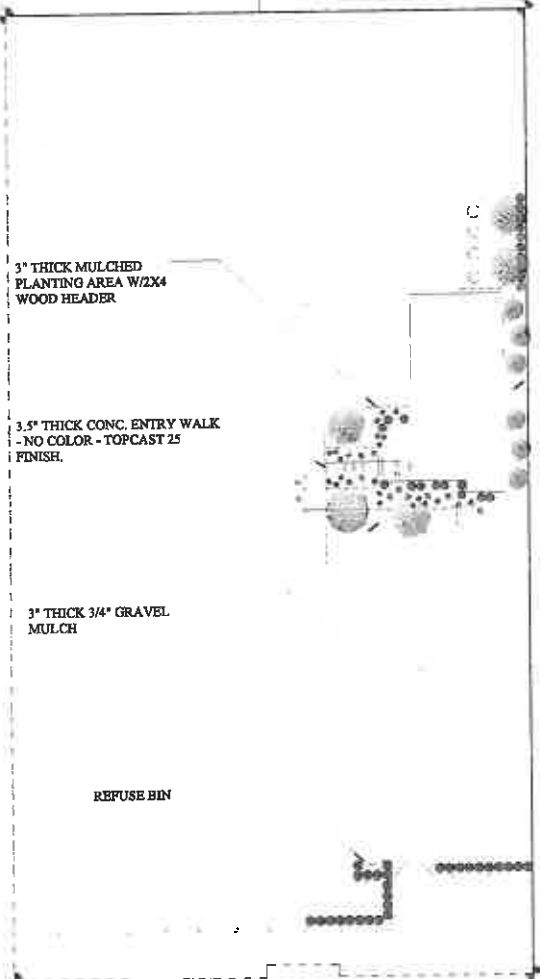
LEGAL DESCRIPTION:
 RECORDED BOOK PAGE 148 1924
 REVISION NAME WOODCREST AC
 4 LOT 2 PARCEL 57 BLOCK 2 POS TRACT
 NUMBER: TUSAWA SECTION 25

ELEVATION RANGE 1575 TO 1584 FEET -
 NOT IN A FIRE ZONE
 NOT IN A FIRE ZONE

EXISTING ZONE
 Development/ Light Industrial CD 11
 THOMAS SRD MAP
 746-A1 (CDDM EDITION)

- GENERAL NOTES:
 A. NO EXISTING UTILITY WASTEWATER OR GAS
 ABILITY PROPERTY TO OWN
 KNOWLEDGE
 B. NO POTENTIAL FOR LIQUEFACTION RISKS
 C. NOT IN A FAULT ZONE OR OTHER
 GEOLOGIC HAZARD
 D. IS WITHIN A LOW PALAEONTOLOGICAL
 SENSITIVITY ZONE
 E. LAND IS NOT SUBJECT TO OVERFLOW,
 INUNDATION OR FLOOD HAZARD
 F. NO FLOOD PLAN REVIEW REQUIRED
 G. WATERBODIES SANTA ANA RIVER /
 MATHEWS / WOODCREST AREA PLAN / LAKE
 H. NO FLAMMABLE / COMBUSTIBLE LIQUIDS
 AND WASTE OIL ARE NOT LOCATED BOTH
 ABOVE AND BELOW GROUND
 I. NO SEISMICAL HAZARD WITHIN APELV
 J. THE PROJECT IS NOT WITHIN A CITY
 K. LAND FOR RIGHTS-OF-WAY ASB TO BE
 DEDICATED TO PUBLIC OR OTHER USES
 L. NO GRADING IS NEEDED
 M. NO ABOVEGROUND STORAGE TANKS
 N. EXISTING WATERS AT VAN DUSEN BLVD.
 O. EXISTING RESIDENTIAL BUILDING TO
 REMAIN PROPOSED BUILDING IS FOR
 STORAGE
 P. NOT WITHIN A KNOWN SEISMIC PLAN OR
 SUBJECT TO DESIGN ORDINANCES
 Q. NO WATER QUALITY TMAPS ASBFO
 R. ALL LANDSCAPED AREAS WILL BE
 MAINTAINED BY OWNER

LANDSCAPE PLAN NOTE
 PRIOR TO PROJECT CONSTRUCTION, I AGREE TO SUBMIT A
 COMPLETE LANDSCAPE PER CONSTRUCTION DOCUMENT
 PACKAGE THAT COMPLES WITH THE REQUIREMENTS OF
 APPLICABLE ORDINANCES, INCLUDING BUT NOT
 NECESSARILY LIMITED TO ORDINANCE 200 229
 ORDINANCE 248, ORDINANCE 461-PROJECT CONDITIONS
 OF APPROVAL, AND IN SUBSTANTIAL CONFORMANCE
 WITH THE APPROVED LANDSCAPE CONCEPT PLAN.
 SHOULD THE ORDINANCES BE REVISED, PLANS MAY BE
 SUBJECT TO CHANGE



- IRRIGATION NOTES:
 A. ALL PLANTING AREAS WILL BE IRRIGATED USING DRIP
 IRRIGATION AND BY RAISED CONTROLLERS
 B. TREES AND SHRUBS WILL BE ON SEPARATE IRRIGATION VALVES
 C. HYDROZONES WILL BE PROPERLY DESIGNATED APPLICANT
 MUST INDICATE PROPOSED METHODS OF IRRIGATION
 D. NO OVERHEAD IRRIGATION ALLOWED WITHIN 5' OF
 NON-PERMEABLE SURFACES
 E. SUBSURFACE OR LOW-VOLUME IRRIGATION MUST BE USED FOR
 IRREGULARLY SHAPED AREAS, OR AREAS LESS THAN 10 FEET IN
 WIDTH

Riverside County Ordinance 93B Landscape Water Use Calculations
 Project Type: Commercial
 (17333 Van Buren Boulevard)
 City: Riverside
 Address: [Redacted]

Approved by using the same means as in the field except a reduction to 50% of the irrigation
 when "WATER" is shown, applicant is to make the project suitable for irrigation
 Please note that unshaded text is for information only and is not a requirement as indicated

| 1 Maximum Annual Water Allowance (GAL/DA) | 2 Estimated Annual Water Use (GAL/DA) |
|---|--|
| IRRIGATED AREA: 2,382 sq ft IRRIGATED PERCENTAGE: 25.0% ALLOWANCE: 6,000 gal/yr | IRRIGATED AREA: 2,382 sq ft IRRIGATED PERCENTAGE: 25.0% ESTIMATED ANNUAL WATER USE: 6,000 gal/yr |

| Hydrozone # | Plant Factor | Plant Type | WU for Line |
|----------------|--------------|------------|-------------|
| Hydrozone # 1 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 2 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 3 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 4 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 5 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 6 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 7 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 8 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 9 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 10 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 11 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 12 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 13 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 14 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 15 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 16 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 17 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 18 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 19 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 20 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 21 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 22 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 23 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 24 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 25 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 26 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 27 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 28 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 29 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 30 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 31 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 32 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 33 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 34 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 35 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 36 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 37 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 38 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 39 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 40 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 41 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 42 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 43 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 44 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 45 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 46 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 47 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 48 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 49 | 0.2 | Shrub/Tree | 100 |
| Hydrozone # 50 | 0.2 | Shrub/Tree | 100 |

APPLICABLE WATER SAVED RELATIVE TO ALLOWED = 50%

* These are not required to be used in separate hydrozones if hydrozone is planned to be shared
 * An equal or higher plant factor and tree size is strongly preferred to water savings

PLANTING LEGEND

| SYM | BOTANICAL NAME | COMMON NAME | SIZE | QUAN TITY | WUCOLS |
|-----|-------------------------|------------------|---------|-----------|--------|
| ■ | CERCIS OCCIDENTALIS | WESTERN REDBUD | 24" BOX | 1 | L |
| ■ | BRACHYCHITON POPULNEUS | BOTTLE TREE | 15 GAL. | 4 | L |
| ■ | PINUS ELDIRICA | AFGHAN PINE | 15 GAL. | 6 | L |
| ● | LEUCOPHYLLUM FRUTESCENS | TEXAS RANGER | 15 GAL. | 12 | L |
| ● | AGAVE 'BLUE FLAME' | AGAVE | 5 GAL. | 14 | L |
| ○ | CISTUS SUNSET | MAGENTA ROCKROSE | 5 GAL. | 18 | L |
| ● | ALYOGYNE HUEGELII | BLUE HIBISCUS | 15 GAL. | 28 | L |

17333 Van Buren Boulevard, Riverside, CA
 Irene Frakes
 LANDSCAPE CONCEPT -- STORAGE BUILDING -- C.U.P. # 170002

EXHIBIT PREPARER

November 26, 2018
 SHEET 1 OF 1

31700 Riverside Way East, Suite 201
 San Juan Capistrano, CA 92675
 949.444.1111 FAX 949.444.1112
 www.sja.com

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

May 14, 2020

CHAIR

Steve Manos
Lake Elsinore

Ms. Candice Assadzadeh, Senior Planner

VICE CHAIR

Russell Betts
Desert Hot Springs

City of Riverside Community and Economic Department – Planning Division
3900 Main Street, 3rd Floor
Riverside CA 92522

COMMISSIONERS

Arthur Butler
Riverside

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR’S DETERMINATION**

John Lyon
Riverside

File No.: ZAP1417MA20
Related File No.: P19-0948 (Rezone)

Steven Stewart
Palm Springs

APN: 210-150-016

Richard Stewart
Moreno Valley

Airport Zone: Compatibility Zone E

Gary Youmans
Temecula

Dear Ms. Assadzadeh:

STAFF

Director

Simon A. Housman

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 Riverside Case No. P19-0948 (Rezone), a proposal to change the zoning of a portion of a 2.5-acre property located on the northerly side of Massachusetts Avenue, westerly of its intersection with Durahart Street from I-WC (General Industrial with Water Course Overlay) to I (General Industrial) Zone.

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, non-residential intensity is not restricted.

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

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 (“March ALUCP”).

www.rcaluc.org

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity

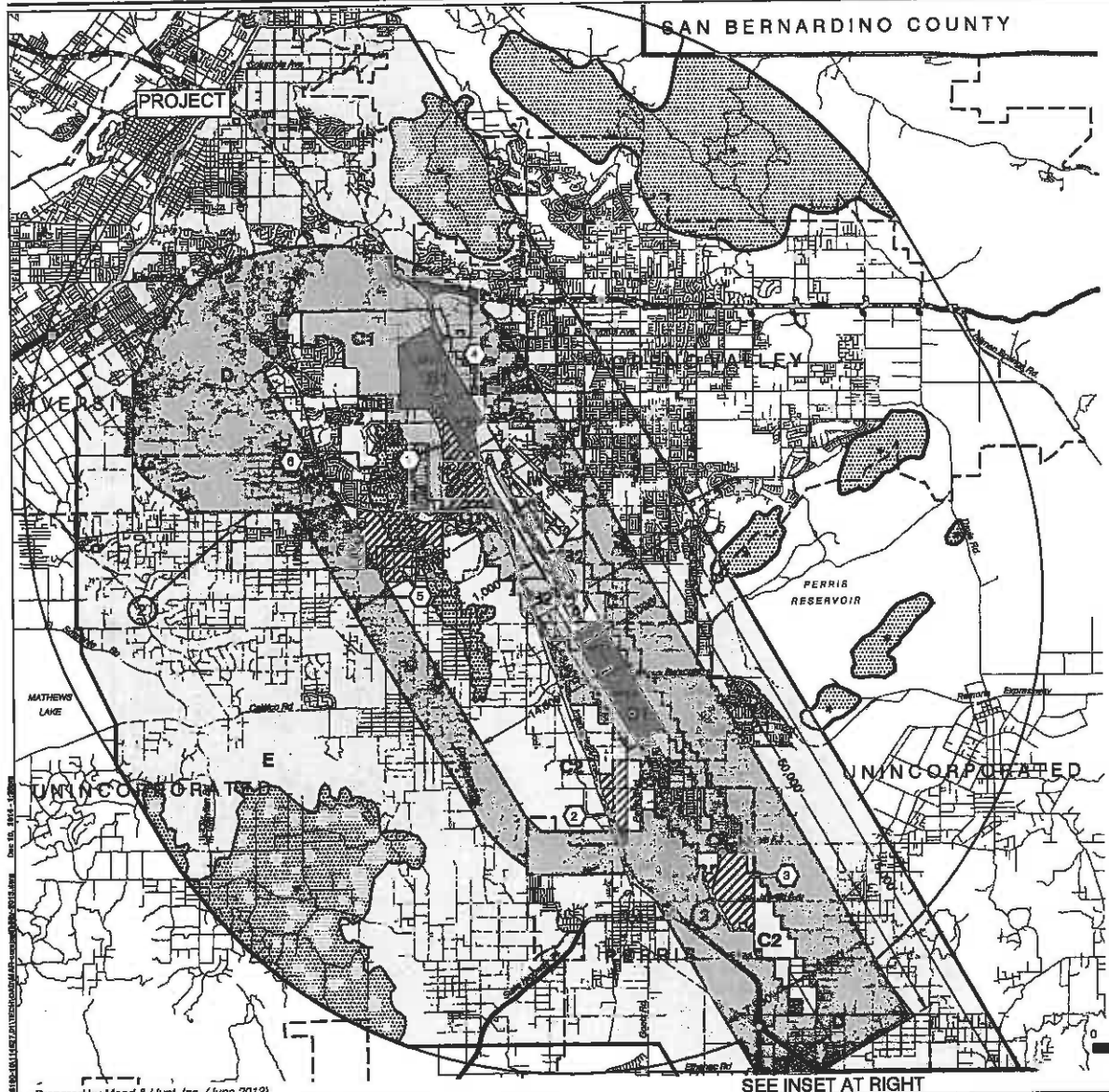
AIRPORT LAND USE COMMISSION

cc: Dixieline Pro Build Company (applicant)
Overland Development Company (representative)
2625 Durahart Riverside LLC (property owner)
Solar Prop. (additional property owner)
Mad Atom (Sun Valley CA) (additional property owner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Doug Waters, Deputy Base Civil Engineer, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1417MA20\ZAP1417MA20SRZ.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

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

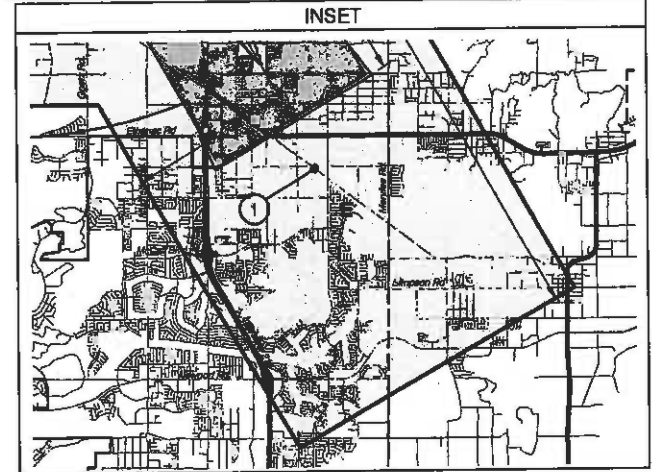
Boundary Lines

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

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

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

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

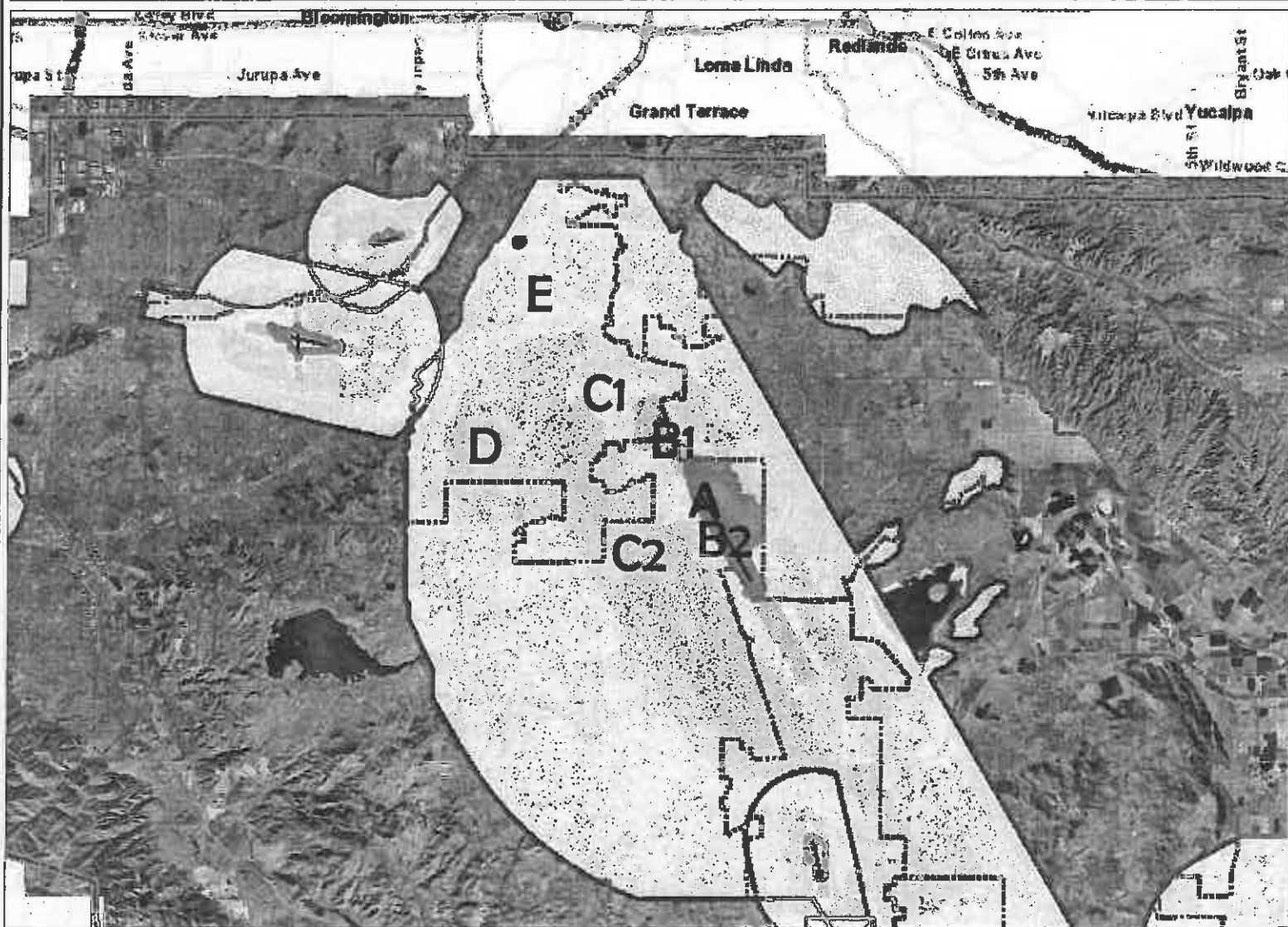
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport

Map My County Map



- Legend**
- Runways
 - ▣ Airports
 - ▣ Airport Influence Areas
 - Airport Compatibility Zones
 - ▣ OTHER COMPATIBILITY_ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5
 - C2-EXC6



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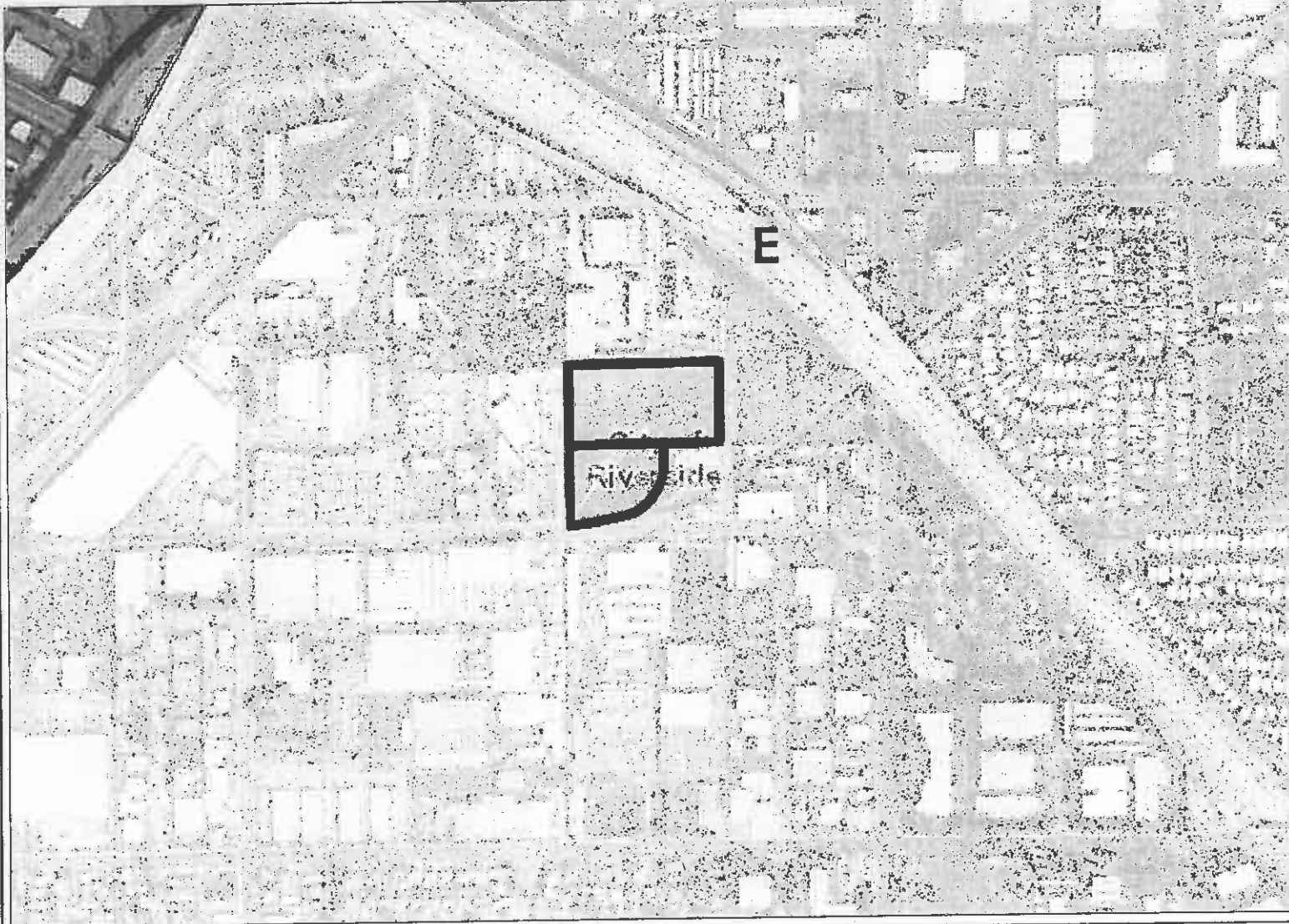
Notes



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Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
 - ▨ OTHER COMPATIBILITY ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5
 - C2-EXC8



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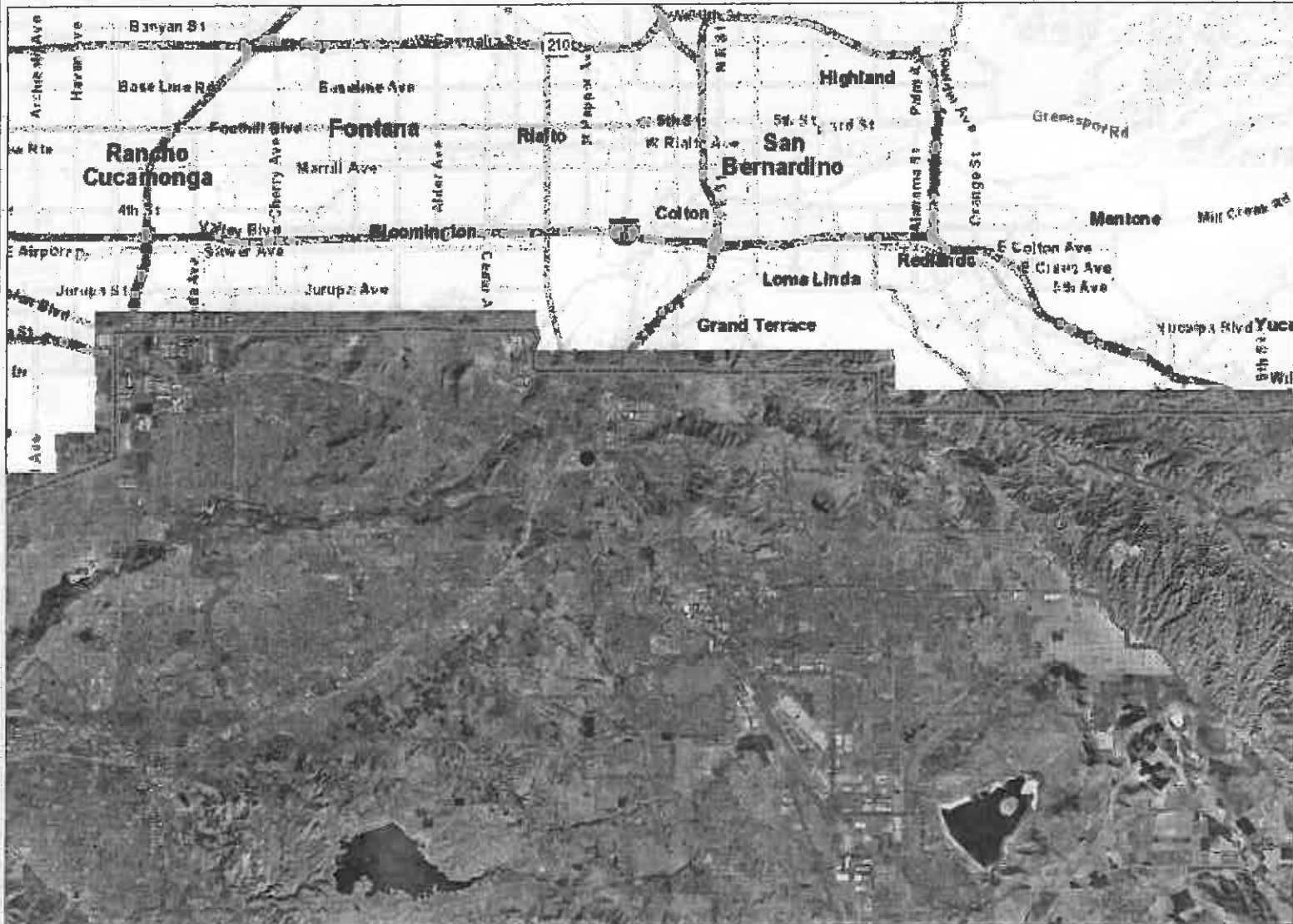
Notes





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Map My County Map



Legend
 [Grid Pattern] City Areas
 [Dotted Line] World Street Map

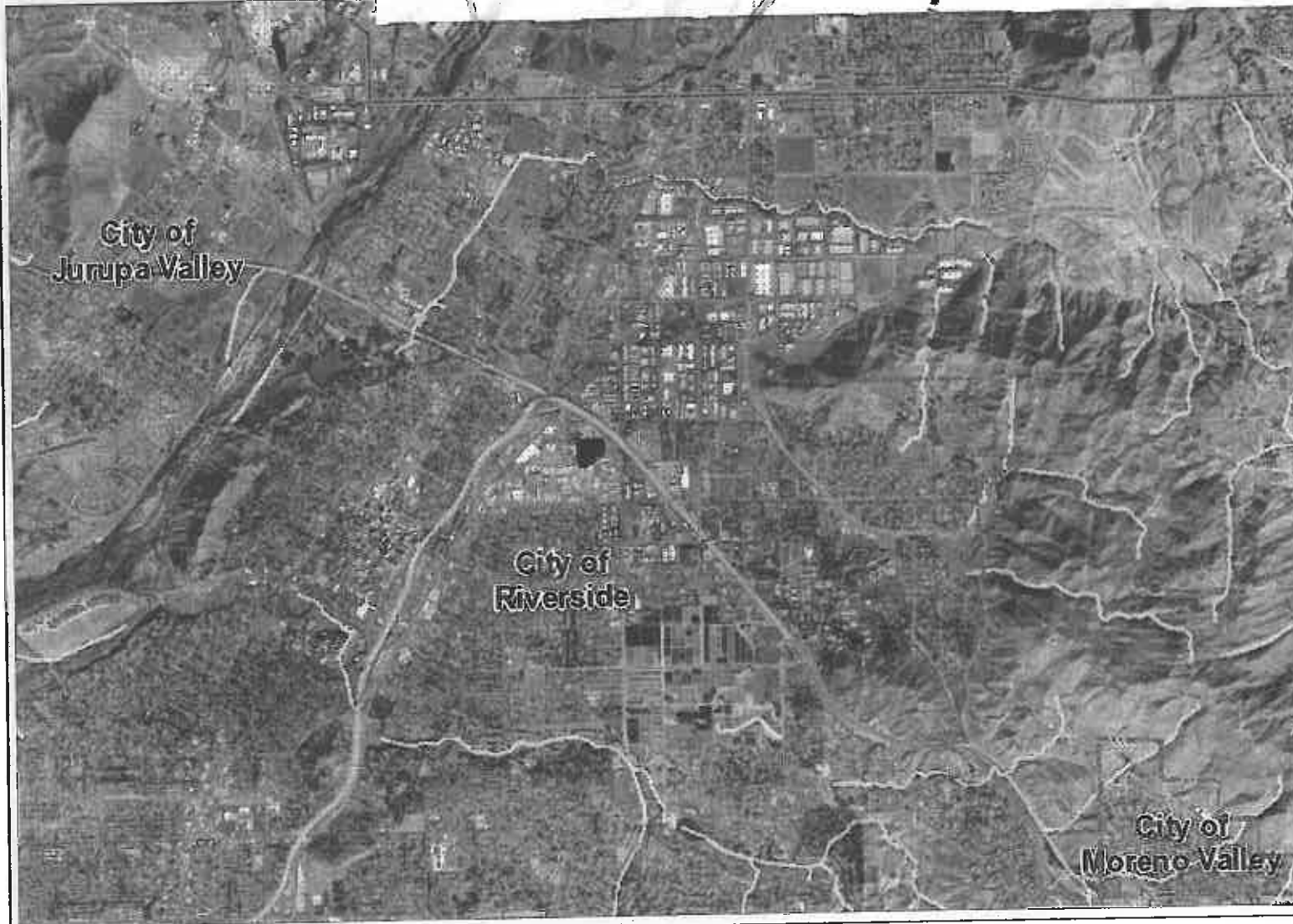



0 24 49,257 Feet
 629

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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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Notes

0 6 12,314 Feet
157

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Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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Notes

0 770 1,539 Feet

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Map My County Map



- Legend**
- Parcels
 - Blueline Streams
 - ▨ City Areas
 - World Street Map



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Notes

0 385 770 Feet

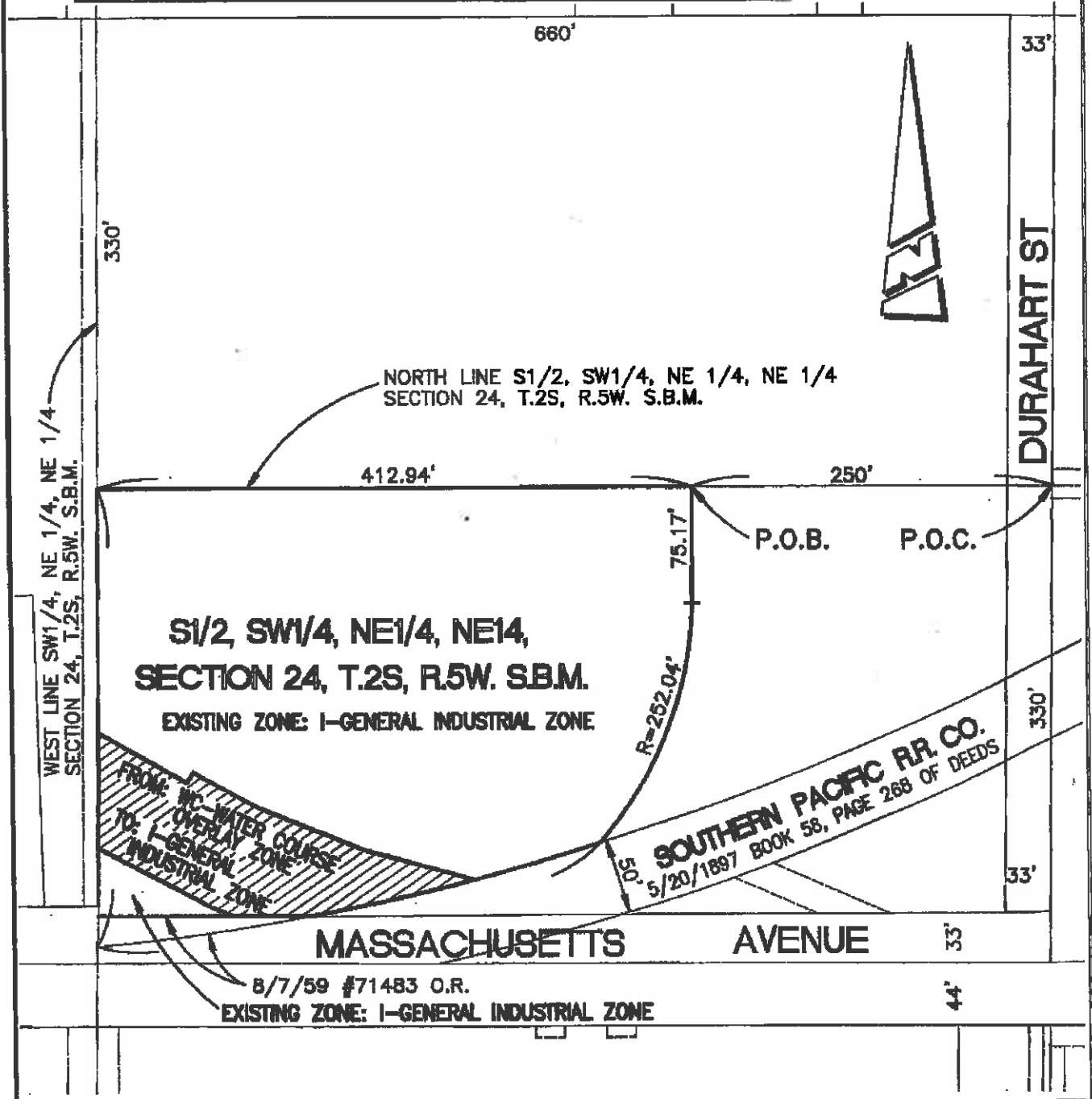
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FROM:
TO:

I-WC - General Industrial and Water Course Overlay Zones

I - General Industrial Zone



• CITY OF RIVERSIDE, CALIFORNIA •

THIS PLAT IS SOLELY AN AID IN LOCATING THE PARCEL(S) DESCRIBED IN THE ATTACHED DOCUMENT. IT IS NOT A PART OF THE WRITTEN DESCRIPTION THEREIN.

SHEET 1 OF 1

SCALE: 1"=100' DRAWN BY: CURT DATE: 12/4/19 SUBJECT: REZONE - 2825 DURAHART STREET - APN 210-150-016



AIRPORT LAND USE COMMISSION MEETING
MINUTES
MAY 14, 2020

DRAFT

5-21-20

COMMISSIONERS PRESENT: Steve Manos, Russell Betts, Arthur Butler, John Lyon, Steven Stewart, Richard Stewart

COMMISSIONERS ABSENT: Gary Youmans

2.0 PUBLIC HEARING: CONTINUED ITEMS

None

3.0 PUBLIC HEARING: 9:30 AM.

ITEMS FOR WHICH STAFF RECOMMENDS CONSISTENCY UNDER ONE MOTION UNLESS A COMMISSION MEMBER OR MEMBER OF THE PUBLIC DESIRES TO DISCUSS THE MATTER.

- 3.1 Staff report recommended: **CONSISTENT**
Staff recommended at hearing: **CONSISTENT**
ALUC Commission Action: **CONSISTENT (Vote 6-0, absent: Youmans)**
- ZAP1401MA20 – DP Harvill, LLC (Representative: Lou Monville)**
– County of Riverside Case No. PPT190032 (Plot Plan). A proposal to establish a 53,275 square foot truck terminal building which includes 48,275 square feet of cross loading dock area and 5,000 square feet of office area on 11.15 acres located westerly of Harvill Avenue, northerly of Rider Street, easterly of Patterson Avenue, and southerly of Cajalco Road (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org
- Motion: Arthur Butler
Second: Steven Stewart
- 3.2 Staff report recommended: **CONSISTENT**
Staff recommended at hearing: **CONSISTENT**
ALUC Commission Action: **CONSISTENT (Vote 6-0, absent: Youmans)**
- ZAP1406MA20 – Alan Sharp (Representative: Kimley-Horn)**
– March Joint Powers Authority Case No. PP19-06 (Plot Plan). The applicant proposes to construct two industrial warehouse buildings with mezzanines totaling 61,108 square feet on 3.03 gross acres located westerly of Meridian Parkway, northerly of Innovation Drive, easterly of Plummer Street, and southerly of Cactus Avenue (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org
- Motion: Richard Stewart
Second: Steven Stewart

VIDEO:

1

A video recording of the entire proceedings is available on the ALUC website at www.rcaluc.org. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org

**AIRPORT LAND USE COMMISSION MEETING
MINUTES
MAY 14, 2020**

- 3.3 Staff report recommended: **CONSISTENT**
Staff recommended at hearing: **CONSISTENT**
ALUC Commission Action: **CONSISTENT (Vote 6-0, absent: Youmans)**
Motion: Russell Betts
Second: Steven Stewart
- ZAP1402MA20 – Juan and Griselda Caldera (Representative: Gabriel Ybarra, Action Surveys)** – County of Riverside Case No. TPM35988 (Tentative Parcel Map No. 35988). A proposal to divide 4.94 acres located at 23265 Walnut Street (on the southerly side of an unpaved segment of Walnut Street connecting Vista Del Lago on the west and Patterson Avenue on the east) in the unincorporated community of Mead Valley into two residential parcels. (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org
- 3.4 Staff report recommended: **CONSISTENT**
Staff recommended at hearing: **CONSISTENT**
ALUC Commission Action: **CONSISTENT (Vote 6-0, absent: Youmans)**
Motion: Richard Stewart
Second: Steven Stewart
- ZAP1407MA20 – Duke Realty, LP (Representative: Nicole Torstvet, Albert A. Webb and Associates)** – County of Riverside Case Nos. CZ2000008 (Change of Zone) and PPT 190039 (Plot Plan). A proposal to construct a 334,995 square foot industrial building with second floor mezzanine on two parcels (15.08 gross acres) located easterly of Harvill Avenue, northerly of Rider Street, westerly of the AT&SF/BNSF rail line and Interstate 215, and southerly of (Old) Cajalco Road in the unincorporated community of Mead Valley. Up to 48,000 square feet will consist of office area, with the vast majority of the building (at least 85 percent) to be utilized as warehousing. In order to facilitate this development, the applicant proposes to change the zoning of the larger parcel (13.27 acres) from M-H (Manufacturing-Heavy) to M-SC (Manufacturing-Service Commercial). The smaller parcel is already zoned M-SC. (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org
- 3.5 Staff report recommended: **CONSISTENT**
Staff recommended at hearing: **CONSISTENT**
ALUC Commission Action: **CONTINUED to 6-11-20** with the direction of staff to work with the City of Riverside to further analyze the A, B, and C Zones Public Safety Components
Motion: John Lyon
Second: Russell Betts
- ZAP1047RG20 – City of Riverside (Representatives: David Murray and Matthew Taylor)** – City of Riverside Case No. P20-0068 (Ordinance Amendment). A proposal to amend Title 19 (Zoning) of the Riverside Municipal Code to achieve consistency with recently enacted State laws relating to Family Day Care Homes, Accessory Dwelling Units (formerly known as Second Units), Junior Accessory Dwelling Units, Tiny Homes, and Tiny Home Communities, in response to State policy directives regarding the production and facilitation of affordable housing. (Citywide). Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

VIDEO:

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**AIRPORT LAND USE COMMISSION MEETING
MINUTES
MAY 14, 2020**

- 3.6 Staff report recommended: **CONSISTENT**
Staff recommended at hearing: **CONSISTENT**
ALUC Commission Action: **CONSISTENT (Vote 6-0, absent: Youmans)**
Motion: Russell Betts
Second: Steve Manos
- ZAP1062HR20 – Paradise Smoke Shop/Shaden Salah (Representative: Patty Nahill, PGN)** – County of Riverside Case No. CZ2000005 (Change of Zone). A proposal to change the zoning of 0.39 net acre (0.48 acre gross) (Assessor's Parcel Number 458-224-010) located at 33671 Highway 74 (on the south side of Highway 74, westerly of Truelson Avenue and easterly of Winchester Road) in the community of Green Acres from Rural Residential (R-R) to Scenic Highway Commercial (C-P-S). The site is designated Commercial Retail on the Harvest Valley/Winchester Area Plan (Airport Compatibility Zone E of the Hemet-Ryan Airport Influence Area). Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org
- 3.7 Staff report recommended: **CONSISTENT**
Staff recommended at hearing: **CONSISTENT**
ALUC Commission Action: **CONSISTENT (Vote 6-0, absent: Youmans)**
Motion: Richard Stewart
Second: Steven Stewart
- ZAP1100FV20 – Pierer Immoreal North America, LLC (Representative: CASC Engineering and Consulting)** – County of Riverside Case No. TPM37819 (Tentative Parcel Map). A proposal to divide 31.86 acres located southerly of Sparkman Way, northerly of Borel Road, easterly of Winchester Road Highway 74, and westerly of Sky Canyon Drive and French Valley Airport, into two parcels (A previous proposal to construct a two-story 47,675 square foot KTM headquarters office building, a 60,860 square foot motorsport research building, and a 17,917 square foot warehouse building with an outdoor 20,696 square foot semi-truck parking area and outdoor 8,602 square foot maintenance area, at this site had been found consistent by the ALUC) (Airport Compatibility Zones B2 and D of the French Valley Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org
- 3.8 Staff report recommended: **CONSISTENT**
Staff recommended at hearing: **CONSISTENT**
ALUC Commission Action: **CONSISTENT (Vote 6-0, absent: Youmans)**
Motion: Russell Betts
Second: Richard Stewart
- ZAP1097FV20 – Rowena Gbenoba (Representative: John Ramirez)** – County of Riverside Case No. PPT190034 (Plot Plan). A proposal to construct two medical office buildings totaling 7,176 square feet on 0.95 acres, located on the southeast corner of Temeku Street and Benton Street (Airport Compatibility Zone B1 of the French Valley Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

VIDEO:

3

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**AIRPORT LAND USE COMMISSION MEETING
MINUTES
MAY 14, 2020**

- 3.9 Staff report recommended: **CONSISTENT** **ZAP1098FV20 – City of Murrieta (Representative: Carl Stiehl, Senior Planner)** – City of Murrieta Case Nos. GPA 2018-1751 (General Plan Amendment) with Ordinance Amendment. A City-initiated proposal to adopt an updated General Plan, including the following Elements: Land Use, Economic Development, Circulation, Infrastructure, Healthy Community, Conservation, Recreation and Open Space, Air Quality, Noise, Safety, and Housing. (The Housing Element is not being changed.) Also included are an introduction chapter and a Vision chapter. Additionally, the City proposes to add a new Innovation zone to its zoning ordinance and to amend land use designations in various areas. Some properties will be designated and zoned “Innovation.” (Airport Compatibility Zones B1, B2, C, D, and E of the French Valley Airport Influence Area). Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org
- Staff recommended at hearing: **CONSISTENT**
- ALUC Commission Action: **CONSISTENT (Vote 6-0, absent: Youmans)**
- Motion: Russell Betts
Second: Richard Stewart

4.0 PUBLIC HEARING: NEW ITEMS

- 4.1 Staff report recommended: **CONTINUE to 6-11-20** **ZAP1400MA20 – Orbis Real Estate Partners (Representative: Grant Ross)** – County of Riverside Case Nos. CZ200006 (Change of Zone), PPT200002 (Plot Plan). A proposal to construct a 259,127 square foot industrial manufacturing building with second floor mezzanine on 11.78 acres located on the northwest corner of Harvill Avenue and Placentia Avenue. The applicant also proposes 37,500 square feet of rooftop solar panels. In order to allow for this development, the applicant also proposes to change zoning on 3.9 acres of the site area from Rural Residential (R-R) and Light Agriculture (A-1) to Manufacturing-Service Commercial (M-SC) (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org
- Staff recommended at hearing: **CONSISTENT**
- ALUC Commission Action: **CONSISTENT (Vote 6-0, absent: Youmans)**
- Motion: Art Butler
Second: Steve Manos
- 4.2 Staff report recommended: **CONTINUE to 6-11-20** **ZAP1404MA20 – Ferguson Enterprises, Inc. (Representative: Sunpower Corporation Systems)** – City of Perris Case No. DPR12-10-0006. A proposal to establish rooftop solar panels totaling 132,715 square feet on an entitled (not yet constructed) 1,036,568 square foot warehouse building (as part of a two warehouse building project totaling 1,455,781 square feet) located northerly of Ramona Expressway, westerly of Webster Avenue, easterly of Patterson Avenue, and southerly of Markham Street (Airport Compatibility Zone C1 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org
- Staff recommended at hearing: **CONSISTENT**
- ALUC Commission Action: **CONSISTENT (Vote 6-0, absent: Youmans)**
- Motion: Russell Betts
Second: Steven Stewart

VIDEO:

4

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**AIRPORT LAND USE COMMISSION MEETING
MINUTES
MAY 14, 2020**

- 4.3 Staff report recommended: **CONTINUE to 6-11-20**
- Staff recommended at hearing: **CONTINUE to 6-11-20**
- ALUC Commission Action: **CONTINUED to 6-11-20**
- Motion: Russell Betts
Second: Steven Stewart
- ZAP1409MA20 – Vanagan Holdings, Inc. (Representative: JM Civil Engineering)** – County of Riverside Case No. PPT190029 (Plot Plan). A proposal to construct a 77,492 square foot industrial warehouse building with mezzanine (in two phases) on 3.99 acres, located westerly of Patterson Avenue, southerly of Cajalco Road, easterly of Seaton Avenue, and northerly of Rider Street (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org
- 4.4 Staff report recommended: **CONTINUE to 6-11-20**
- Staff recommended at hearing: **CONSISTENT**
- ALUC Commission Action: **CONSISTENT (Vote 6-0, absent: Youmans)**
- Motion: Richard Stewart
Second: Steven Stewart
- ZAP1411MA20 – Sunpower Corporation Systems** – March Joint Powers Authority Case No. B19-000-265 (Building Permit). A proposal to establish rooftop solar panels totaling 266,337 square feet on a 1,008,880 square foot industrial building located at 21600 Cactus Avenue, westerly of Meridian Parkway, southerly of Alessandro Boulevard, and northerly of Cactus Avenue (Airport Compatibility Zones B1, B2, C1 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org
- 4.5 Staff report recommended: **INCONSISTENT**
- Staff recommended at hearing: **CONTINUE to 6-11-20**
- ALUC Commission Action: **CONTINUED to 6-11-20 (Vote 6-0, absent: Youmans)**
- Motion: Richard Stewart
Second: Steven Stewart
- ZAP1412MA20 – Senior Living Riverside, LLC (Representative: Davie Cowan, Kimley-Horn)** – March Joint Powers Authority Case No. TTM20-01 (Tentative Tract Map No. 37855). The applicant proposes to divide 153 acres of the existing continuing care retirement community formerly known as Air Force Village West and Alta-Vita Village (health care institution which combined a skilled nursing facility with different size assisted living facilities and residential care facility for the elderly) located westerly of Village West Drive, southerly of Van Buren Boulevard, easterly of Ryan Street, and northerly of 5th Street into four lots. Lot 1 would include the apartments, skilled nursing, memory care, and assisted living units. Lot 2 would include 100 existing detached residences and a duplex. Lot 3 would include the chapel. Lot 4 would include 202 existing detached residences and 16 duplexes (32 duplex units). (Airport Compatibility Zone C2/High Terrain Zone of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

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**AIRPORT LAND USE COMMISSION MEETING
MINUTES
MAY 14, 2020**

- 4.6 Staff report recommended: **ZAP1405MA20 – Riverside Inland Development, LLC/Hillwood Investment Properties (Representative: Kathy Hoffer)** – March Joint Powers Authority Case Nos. PP20-02 (Plot Plan), TPM20-02 (Tentative Parcel Map No. 37220). The applicant proposes to construct a 2,022,364 square foot industrial warehouse building (maximum 54 feet in height) with mezzanines on 142.5 acres located easterly of Interstate 215, southerly of March Field Air Museum and the easterly terminus of Van Buren Boulevard, northerly of Nandina Avenue, and westerly of the runways at March Air Reserve Base. The applicant also proposes to change the Veterans Industrial Park 215 Specific Plan (SP16-02), updating Section 4.3 Landscaping Guidelines to reflect ALUC wildlife hazard goals and policies. The applicant also proposes to merge the project’s five parcels into one parcel. (A previous proposal to establish two industrial buildings (maximum 48 feet in height) totaling 2,185,618 square feet on this site had been found consistent by the ALUC, but no action was taken by the March Joint Powers Authority Commission) (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org
- CONTINUE to 6-11-20**
- Staff recommended at hearing: **CONTINUE to 6-11-20**
- ALUC Commission Action: **CONTINUED to 6-11-20 (Vote 6-0, absent: Youmans)**
- Motion: Richard Stewart
Second: Russell Betts
- 4.7 Staff report recommended: **ZAP1017PV20 . ZAP1017PV20 – IDI Logistics (Representative: Nicole Torstvet, Albert A. Webb and Associates)** – City of Perris Case No. PLN 19-05332 (Minor Modification). A proposal to modify a previously approved project. The approved project consisted of four warehouse/distribution buildings with a cumulative total gross floor area of 3,166,456 square feet and a water quality detention basin on 215.7 to 218.1 acres located northerly of Ellis Avenue, easterly of Redlands Avenue, southerly of 7th Street, and southwesterly of Interstate 215. The buildings were not to exceed a height of 44 feet above ground level and maximum elevation at the top of the buildings of 1,464 feet above mean sea level. The modified project consists of three buildings with a cumulative gross floor area of 2,869,677 square feet. The applicant specifically proposes allowance for a height of 55 feet above ground level and a maximum elevation at the top of the buildings of 1,475 feet above mean sea level. (Compatibility Zones D and E of the Perris Valley Airport Influence Area, and Compatibility Zones D and E of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org
- CONDITIONALLY
CONSISTENT**
- Staff recommended at hearing: **CONSISTENT**
- ALUC Commission Action: **CONSISTENT (Vote 6-0, absent: Youmans)**
- Motion: Richard Stewart
Second: Steve Manos

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MINUTES
MAY 14, 2020**

- 4.8 Staff report recommended: **CONTINUE to 6-11-20**
Staff recommended at hearing: **CONTINUE to 6-11-20**
ALUC Commission Action: **CONTINUED to 6-11-20, (Vote 6-0, absent: Youmans)**
Motion: Russell Betts
Second: Steven Stewart
- ZAP1099FV20 – The KWC Companies, Inc. (Representatives: Jo Howard and Mike Taing)** – County of Riverside Case No. CUP190019 (Conditional Use Permit). A proposal to develop a one-story office and retail building with 2,890 square feet of leasable space on a 0.71-acre site located at the southeasterly corner of Auld Road and Sky Canyon Drive, westerly of French Valley Airport in the unincorporated community of French Valley. The applicant envisions a 1,181 square foot bail bond office and a 1,709 square foot storefront retail cannabis business. (Airport Compatibility Zone B2 of the French Valley Airport Influence Area). Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org
- 4.9 Staff report recommended: **INCONSISTENT**
Staff recommended at hearing: **CONTINUE to 6-11-20**
ALUC Commission Action: **CONTINUED to 6-11-20 (Vote 6-0, absent: Youmans)**
Motion: Richard Stewart
Second: Russell Betts
- ZAP1049TH20 – Thermal Operating Company, LLC (Representative: Fayres Hall, Albert A. Webb and Associates)** – County of Riverside Case No. PP24690R3 (Revised Plot Plan). The applicant is proposing to develop a new 16,800 square foot two-story “middle paddock” garage with lounge (tables and chairs) for track viewing and dining and offices on the second floor, within the existing Thermal Club facility located southerly of Avenue 60, westerly of Polk Street, northerly of Avenue 62, and easterly of Tyler Street. (The overall Plot Plan includes land within Compatibility Zones B1, C, and D of the Jacqueline Cochran Regional Airport Influence Area; the proposed additional building is located in Compatibility Zone C.). Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org
- 5.0 **ADMINISTRATIVE ITEMS**
- 5.1 **Director’s Approvals** – Information only
- 5.2 **Election of Officers (Chair /Vice Chair)**
Steve Manos, Chair motioned to elect Russell Betts as the new Chairman, seconded by Arthur Butler. Steve Manos, Chair motioned to elect Steven Stewart as the new Vice Chair, seconded by Russell Betts. The new officers for Chair and Vice Chair will start at the next Commission meeting on June 11. (Vote 5-0, absent: Youmans)
- 5.3 **Storm Water Basin Sign Review**
Commissioner Betts suggested that ALUC staff reach out to Riverside/Public Works Department regarding the proper coding, materials, specification, standards and size of the sign.
- 6.0 **APPROVAL OF MINUTES**
Commissioner Betts motioned to approve the March 12, 2020 minutes, seconded by Commissioner Steven Stewart. (Vote 5-0, Abstained: Richard Stewart; Absent: Youmans)

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**AIRPORT LAND USE COMMISSION MEETING
MINUTES
MAY 14, 2020**

7.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

Simon Housman, ALUC Director informed the Commission regarding the County of Riverside's revenue shortage due to the Corona Virus Pandemic and also discussed ALUC's current budget plans to reduce costs.

8.0 COMMISSIONER'S COMMENTS

Commissioner Betts thanked Chairman Manos for an excellent job he did as Chair for the Airport Land Use Commission.

9.0 ADJOURNMENT

Chairman Manos adjourned the meeting at 12:33 p.m.

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8

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