



**AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY
AGENDA**

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

Thursday 9:00 A.M., July 13, 2017

CHAIR

Rod Ballance
Riverside

VICE CHAIRMAN

Steve Manos
Lake Elsinore

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Russell Betts
Desert Hot Springs

Steven Stewart
Palm Springs

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

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

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

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

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

1.0 INTRODUCTIONS

1.1 CALL TO ORDER

1.2 SALUTE TO FLAG

1.3 ROLL CALL

2.0 PUBLIC HEARING: CONTINUED ITEMS

FLABOB AIRPORT

- 2.1 ZAP1031FL17 – Northtown Housing Development Corp. (Representatives: Debi Myers and Darryl Brown) – City of Jurupa Valley Major Application 16224 consisting of GPA 16006 (General Plan Amendment), CZ16011 (Change of Zone), SDP 16043 (Site Development Permit), and TPM37126 (Tentative Parcel Map). Through SDP 16043, the applicant proposes development of: (a) a 68-unit multi-family housing development (apartments) with a 3,818 square foot community center building and pool and maintenance buildings on 5.16 acres and, (b) a 31,375 square foot commercial building on 1.79 acres. The site is located northerly of Mission Boulevard and easterly of Crestmore Road in the community of Rubidoux. The site is currently split between Commercial Retail (6.27 acres) and Medium High Density Residential (1 acre) designations. GPA 16006 would retain the Commercial Retail designation on 1.79 acres, while amending the General Plan designation of 4.16 acres of Commercial Retail and one acre of Medium High Density Residential to High Density Residential. The site is currently split among three zones: R-VC (Rubidoux-Village Commercial), R-2 (Multiple

Family Dwellings), and A-1 (Light Agriculture). CZ 16011 would maintain R-VC zoning on 1.79 acres, change the zoning of 4.16 acres from R-VC to R-2, and change the zoning of one acre from A-1 and R-2 to R-2. Tentative Parcel Map No. 37126 would reconfigure the existing parcel boundaries to establish two new parcels (1.79 and 5.16 acres). (Compatibility Zone C of the Flabob Airport Influence Area). Continued from May 11, 2017. ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

Staff Recommendation: INCONSISTENT

3.0 **PUBLIC HEARING: NEW ITEMS**

MARCH AIR RESERVE BASE

- 3.1 ZAP1268MA17 – ADJ Holdings, Inc. (Representative: NAI Capital, David Moore) – County of Riverside Case No. PP26174 (Plot Plan). A proposal to establish a construction storage yard for wood powerline poles with a 240 square foot office trailer on 13.94 acres located on the southeast corner of Harley Knox Boulevard and Harvill Avenue. (Airport Compatibility Zones C1 and C2 of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONDITIONALLY CONSISTENT

- 3.2 ZAP1269MA17 – Meridian Park, LLC (Representative: Jeff Gordon) – March Joint Powers Authority Case Nos. General Plan Amendment No. 17-01, Specific Plan Case No. 17-04, (Amendment No. 6 to Specific Plan No. 1), Amendment No. 4 to Tentative Tract Map No. 30857, and Amendment No. 1 to PP16-07 (Plot Plan). The amended Plot Plan proposes to add 78.18 acres to a previous 48.02-acre approval for development of a parking lot for an adjacent 1,000,000 square foot building to facilitate its use as a Parcel Delivery Terminal, along with a 5,000 square foot customer service/security building and a 12,000 square foot vehicle maintenance facility. The project site is located easterly of Barton Street, southerly of Krameria Avenue, and northerly of Larry Parrish Parkway (an easterly extension of Mariposa Avenue). The applicant also proposes amending the General Plan Circulation Element to modify the road configuration of Krameria Avenue and amending the March Business Center Specific Plan to define and specifically allow parcel delivery terminals as approved uses and make various other changes, and revising Tentative Tract Map No. 30857 by reconfiguring parcels 67 through 71 and revising the circulation pattern. (Airport Compatibility Zones C2 and D of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT

- 3.3 ZAP1243MA17 – City of Menifee (Representative: Cheryl Kitzerow). City of Menifee Case No. GPA 2017-172 (General Plan Amendment). A proposal to amend the text and diagrams of the City's General Plan in order to establish consistency with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan and the 2011 Perris Valley Airport Land Use Compatibility Plan, and with the compatibility criteria therein. (Compatibility Zones D and E). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

Staff Recommendation: CONSISTENT

BANNING AIRPORT

- 3.4 ZAP1025BA17 – Burgess Family Trust (Representative: Marcell & Associates) – City of Banning Case No. BR179502 (Billboard Review). The applicant proposes to remove the existing static billboard sign located at 1680 Ramsey Street, and replace it with a 55 foot tall dual “V” shaped dynamic LED billboard sign located on a 0.89 acre parcel. The project site is located southerly of Ramsey Street, easterly of Hathaway Street, and northerly of Interstate 10 (Airport Compatibility Zone D of the Banning Municipal Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONDITIONALLY CONSISTENT

4.0 **ADMINISTRATIVE ITEMS**

- 4.1 Director's Approvals

5.0 **APPROVAL OF MINUTES**

June 8, 2017

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

7.0 **COMMISSIONER'S COMMENTS**

8.0 **CLOSED SESSION**

8.1 Conference with Legal Counsel-Anticipated Litigation (d)(2) of Government Code Section 54956.9. One potential case.

8.2 Conference with Legal Counsel-Anticipated Litigation (d)(4) of Government Code Section 54956.9. One potential case.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.1 ~~3.10~~

HEARING DATE: July 13, 2017 (continued from May 11, 2017)

CASE NUMBER: ZAP1031FL17 – Northtown Housing Development Corp.
(Representatives: Debi Myers and Darryl Brown)

APPROVING JURISDICTION: City of Jurupa Valley }
}

JURISDICTION CASE NO: MA16224 (Major Application) consisting of GPA16006 (General Plan Amendment), CZ16011 (Change of Zone), SDP16043 (Site Development Permit), and TPM37126 (Tentative Parcel Map)

MAJOR ISSUES: The proposed commercial building exceeds allowable single-acre intensity limits for areas within Compatibility Zone C of the Flabob Airport Influence Area. (A 30,000 square foot office building or a 9,000 square foot retail commercial building without restaurant area or places of assembly would meet the single-acre intensity limit.) Additionally, the site would normally be restricted to a maximum residential density of 0.2 dwelling units per acre (or, in this case, one dwelling per existing legal lot). However, the site previously accommodated a 66-unit mobile home community and two single-family residences. The project proposes a total of 68 *residential* units, which would not increase the number of dwelling units (*including mobile home spaces*) that existed on the site at the time of adoption of the Flabob Airport Land Use Compatibility Plan (Flabob ALUCP).

In June 2011, ALUC determined that a 66-unit apartment project with associated General Plan Amendment and Change of Zone were consistent with the Flabob ALUCP with special findings, pursuant to Section 3.3.6 of the Countywide Policies (ZAP1020FL11). This determination occurred when the property was under the jurisdiction of the County.

The proposed project includes two additional parcels, increasing the overall acreage to 7.27 acres and the residential area to 5.16 acres, reducing the overall density within the area proposed for residential use from 15.17 to 13.18 dwelling units per acre. *The proposed project also adds a commercial element and two additional units (relative to the project considered in 2011).*

At the May 11 hearing, a representative of the Tom Wathen Foundation, which owns and operates Flabob Airport, noted that there has been a change in the character of airport operations since 2011, with 55 hangars relocated from the now-defunct Rialto Airport and a new operator maintaining and flying DC-3 aircraft utilizing a straight in-out pattern that would overfly this site at a height of 300 or less feet above ground level. He also pointed out that the City Council, following incorporation, voted down the previous apartment project and that the mobile home

park cannot be cited as an existing use, since it has not existed for a number of years. Therefore, in his opinion, a finding that the residential portion of the project would not result in new excessive safety and noise hazards would be false.

The applicant requested a continuance at the May 11 meeting to allow time to meet with City officials as to whether they would insist on retaining a commercial element within this project at this time. (Staff had advised that Countywide Zone C nonresidential intensity limits could potentially be increased by the end of 2018.)

As of June 20, 2017, staff has no information that would indicate that the City is willing to support deletion of the commercial element from this project.

RECOMMENDATION: Staff must recommend a finding of INCONSISTENCY for the Site Development Permit, based on the nonresidential intensity limits being exceeded by the proposed commercial building.

The residential density is also normally incompatible, so staff must also recommend a finding of INCONSISTENCY for the General Plan Amendment and Change of Zone, unless ~~but, provided~~ that the Commission is willing to reaffirm its special findings for the residential portion of the project pursuant to Section 3.3.6 and thereby render ~~staff recommends~~ a finding of CONSISTENCY for the General Plan Amendment and Change of Zone, subject to the understanding that the number of dwelling units on this site will not exceed 68.

Such findings should include that the proposed project would not increase the number of residential units in relation to the number of units existing or authorized at the time that the 2004 Flabob Airport Land Use Compatibility Plan was adopted from the previously existing use on the site and, therefore, would not expose additional people to potential hazards from aircraft relative to the number of persons in the previously existing dwelling units and would not expose people to excessive noise levels, and that the project is located adjacent to the Santa Ana River, which provides a large amount of open area for emergency landings. (However, the Commission must also weigh whether the time that the majority of the site has remained vacant has rendered the 2004 site character finding irrelevant.)

PROJECT DESCRIPTION: Site Development Permit No. 16043 is a proposal to develop a 68-unit multi-family housing development (apartments) with a 3,818 square foot community center building and pool and maintenance buildings on 5.16 acres and a 31,375 square foot commercial building on 1.79 acres. The site consists of five Assessor's parcels. Four parcels with a total of 6.27 acres are designated Commercial Retail and a one-acre parcel is designated Medium High Density Residential. General Plan Amendment No. 16006 would retain the Commercial Retail designation on 1.79 acres, while amending the General Plan designation of 4.16 acres of Commercial Retail and one acre of Medium High Density Residential to High Density Residential. The four parcels designated Commercial Retail are currently zoned R-VC (Rubidoux – Village Commercial), while the one-acre parcel is zoned R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture). Change of Zone No. 16011 would maintain R-VC zoning on 1.79 acres, change the zoning of 4.16 acres

from R-VC to R-2, and change the zoning of one acre from R-2 and A-1 to R-2. Finally, Tentative Parcel Map No. 37126 would reconfigure the existing parcel boundaries to establish two new parcels (1.79 acres and 5.16 acres, respectively).

PROJECT LOCATION: The project site is located northerly of Mission Boulevard and easterly of Crestmore Road in the community of Rubidoux, approximately 2,640 feet (one-half mile) northerly of Runway 6-24 at Flabob Airport.

LAND USE PLAN: 2004 Flabob Airport Land Use Compatibility Plan

- a. Airport Influence Area: Flabob Airport
- b. Land Use Policy: Airport Compatibility Zone C
- c. Noise Levels: Outside the 55 CNEL noise contour

Residential Density: Residential density within Airport Compatibility Zone C is typically restricted to densities less than 0.2 dwelling units per acre. The designation proposed by the General Plan Amendment and Change of Zone would allow a density between 8 and 14 dwelling units per acre with possible additional density allowed with an affordable housing density bonus. The Site Development Permit application proposes a total of 68 units on 5.16 acres for a density of 13.18 dwelling units per acre. This proposed density would not typically be consistent with the residential density criteria for Compatibility Zone C. However, at the time of adoption of the Flabob Airport Land Use Compatibility Plan in 2004, the site accommodated a 66-unit mobile home community that was subsequently demolished sometime between 2007 and 2011 (with the residents relocated) and two single-family residences. **Section 3.3.2 of the Countywide Policies addresses “existing uses not in conformance with this Compatibility Plan” and provides that “nonconforming residential uses may be expanded in building size provided that the expansion does not result in more dwelling units than currently exist on the parcel.”** If one were to consider the previously existing mobile home community as an existing use, the proposed project would not be considered as increasing the residential density on the site. **However, as the Wathen Center representative noted at the May 11 hearing, Section 1.2.10 of the Countywide Policies defines an “existing” land use as “a land use that either physically exists or for which local government commitments to the proposal have been obtained” with “no further discretionary approvals” required. Pursuant to Section 3.3.2.(e) and 3.3.6 of the Countywide policies, given the previous use of the site, the proposed 68-unit apartment project would not present any additional safety concerns.** Given the site’s proximity to the Santa Ana River (approximately 250 feet) and the width of the river bed (approximately 1,000 feet), there is substantial area near the site that may be utilized for emergency controlled landings, thereby further reducing safety risk to the proposed project. In addition, the site is outside the 55 CNEL noise contour, and the proposed construction of apartment style buildings would provide greater noise attenuation than the previously existing mobile homes.

However, it must be acknowledged that the projected noise contours for Flabob Airport in the 2004 Flabob Airport Land Use Compatibility Plan were based on a fleet mix of 94% single-engine and 6% twin-engine piston or turboprop aircraft, with a few sailplanes, but no business jets. Single-engine, piston aircraft were listed as the critical aircraft for master planning

purposes. The Airport Reference Code was listed as B-1, serving small airplanes generally up to 48 feet in wingspan. In contrast, the DC-3 has a listed wingspan of 95 feet.

Nonresidential Intensity: Nonresidential intensity within Airport Compatibility Zone C in the Flabob Airport Influence Area is limited to an average intensity of 75 persons per acre and a maximum single-acre intensity of 150 persons (up to 195 with a full 30% risk-reduction bonus), pursuant to the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan.

The applicant is proposing a 31,375 square foot commercial building including 19,198 square feet of first-floor retail area (possibly including restaurants or dining facilities) and 12,177 square feet of second-floor offices. The building is entirely located within a single 210-foot-by-210-foot (square acre) area. Based on overall square footage and using a 50 percent reduction from Building Code maximum occupancy levels, a 19,198 square foot retail building would accommodate 320 persons. The 12,177 square feet of offices with the 50 percent reduction would accommodate an additional 61 persons, for a total of 381.

If one were to only include the “lease area” as indicated on the cover sheet of the plans submitted to ALUC, the 15,558 square feet of leasable retail space would accommodate 259 persons, and the 10,700 square feet of leasable office space would accommodate 54 persons, for a total of 313.

An alternative method of estimating total nonresidential intensity relies **on** the number of parking spaces provided or required, whichever is greater. The site plan indicates a total of 77 parking spaces provided for the commercial building on-site. If one were to assume 1.5 persons per vehicle, this would indicate a total occupancy of 116 persons, which would be consistent. However, a closer look reveals that the number of required parking spaces is 140. The applicant is proposing to rely on street parking spaces within 600 feet of the project site to serve as the remaining required parking spaces. Thus, the parking space method would indicate a total occupancy of 210 persons in the building (not counting apartment residents or customers arriving by bus or walking).

Therefore, using the Building Code method, the single-acre intensity of the proposed commercial development exceeds allowable levels. The average intensity is also exceeded, as a 1.79-acre area in Compatibility Zone C would be limited to a maximum of 134 occupants.

In considering average intensity, the half-widths of adjacent streets may be included in the gross project area. Unfortunately, the adjacent half-width of Crestmore Road is only 20 feet (excluding any dedications from the proposed project). With a commercial frontage of 160 feet, this adds only 3200 square feet, or 0.07 acre, raising the allowable total occupancy from 134 to 140.

While the site does not have true adjacency to Mission Boulevard or direct access thereto, this is a result of the intervening Flood Control property. If we were to consider the extent of the southerly boundary of existing parcels 004 and 005 remaining in the Commercial Retail designation (360 feet) and credit a 64-foot half-width right-of-way for Mission Boulevard, this would add an additional 23,040 square feet, or 0.53 acre, raising the allowable total occupancy from 140 to 179. (However,

the single-acre intensity would still be limited to a maximum of 150, unless the applicant is able to incorporate sufficient risk-reduction measures into the building design. A 19.3 percent bonus would be required to permit a total occupancy of 179.)

Given the single-acre intensity limit of 150, it could potentially be occupied by either a 30,000 square foot office building or a 9,000 square foot retail building without restaurants or places of assembly.

~~It should be noted that the permissible intensity levels at this location are likely to be increased when the Countywide Policies are updated (projected for the fall of 2018) to incorporate a one person per 115 square foot occupancy assumption for general retail uses and an allowable single-acre intensity level of 250 to 300 persons in Compatibility Zone C (in line with California Airport Land Use Planning Handbook recommended criteria for Turning and Outer Approach/Departure Zones in suburban communities). If the one person per 115-square foot occupancy assumption were applicable in this AIA, the projected total building occupancy would be reduced from 381 to 228 (assuming no restaurants or places of assembly), which would be consistent with the anticipated future single-acre criteria. (Consistency with a future average intensity allowance of 100 persons per acre would still require crediting of the Crestmore and Mission half-width rights-of-way to allow calculation based on a gross area of 2.39 acres.) Therefore, as an alternative to reducing the building square footage, an option would be to delete the commercial building from the proposed Site Development Plan at this time and reapply once the restrictions have been relaxed.~~

Noise: The site is located outside the area subject to average aircraft noise levels exceeding 55 CNEL. Beyond the 55 CNEL contour, standard construction methods are sufficient to achieve interior noise levels not exceeding 45 CNEL. Therefore, although Zone C normally requires special noise mitigation for residential and office development, no special measures to mitigate aircraft-generated noise are required.

PART 77: The elevation of Runway 6-24 at its nearest point to the project boundaries is approximately 766.8 feet above mean sea level (AMSL). At an approximate distance of 2,640 feet to the property line and relevant slope of 50:1, any structure within the proposed project above 819.6 feet AMSL would require FAA review. The site elevation is 780 feet above mean sea level, and the project plans indicate a maximum building height of 39 feet, 6 inches. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review will not be required for the proposed project at this time. However, any increase in the finished floor elevation or tower height for the commercial building would require such review.

Open Area: Compatibility Zone C requires that 20% of area within major projects (10 acres or larger) be set aside as open land that could potentially serve as emergency landing areas. However, this project site is less than 10 acres in size; therefore, open area requirements are not applicable.

Section 3.3.6: **In the event that the Commission were to find the The proposed General Plan Amendment and Change of Zone to allow for high density residential development may be found consistent, it is recommended that such a determination pursuant to Section 3.3.6 be based on**

the following findings of fact:

- a. At the time of adoption of the Flabob Airport Land Use Compatibility Plan, the proposed project area included a 66-space mobile home park and two residential dwellings.
- b. The proposed 68-unit apartment project will not result in an increase in the number of residential units **in relation to the number of units existing or authorized at the time that the Flabob Airport Land Use Compatibility Plan was adopted** ~~relative to the project area~~ in 2004.
- c. The proximity of the Santa Ana River provides a nearby open area in the event of a need for a controlled emergency landing.
- d. The site is located beyond the limits of the 55 CNEL contour, **as delineated in the 2004 Flabob Airport Land Use Compatibility Plan.**
- e. On the basis of the above findings, the project will not result in excessive noise or safety hazards to the residents of the proposed dwelling units.

Other Development Options: In the event that the General Plan Amendment and Change of Zone are not approved, the property may be developed for commercial purposes to accommodate up to 446 persons within a 5.95-acre area. However, the single-acre intensity limits would still apply, limiting development in any one acre to 150 persons pursuant to existing criteria (9,000 square feet of commercial retail space or 30,000 square feet of office space or 2,250 square feet of dining space in any given acre), in the absence of risk-reduction design bonuses.

CONDITIONS (in the event that the Commission finds the Site Development Permit application consistent pursuant to Section 3.3.6):

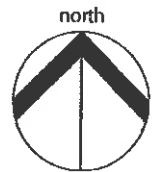
1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated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

initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

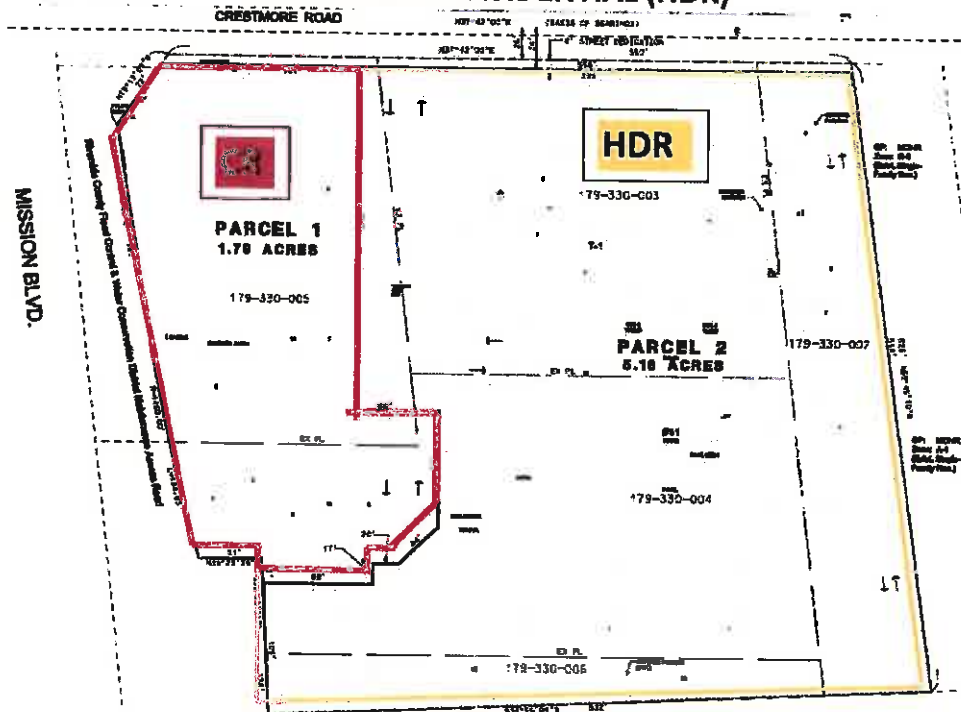
- (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area, including landscaping utilizing water features, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, and incinerators.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, hospitals, nursing homes and other skilled nursing and care facilities, libraries, and day care centers, due to location within Compatibility Zone C.
3. The attached notice shall be provided to all potential purchasers of the property and all potential tenants of the buildings, and shall be recorded as a deed notice.
 4. Any new detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

Additionally, it is requested that each landowner grant an avigation easement to **the owner of Flabob Airport or to** the County of Riverside for the use of the general public.

EXISTING GENERAL PLAN MAP: COMMERCIAL RETAIL (CR) & MEDIUM HIGH DENSITY RESIDENTIAL (MHDR)



PROPOSED GENERAL PLAN MAP: COMMERCIAL RETAIL (CR) & HIGH DENSITY RESIDENTIAL (HDR)



GPA #16006 Exhibit

Mission Gateway Plaza & Mission Gateway Villas

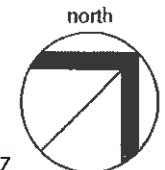
Northtown Housing Development Corporation



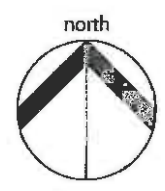
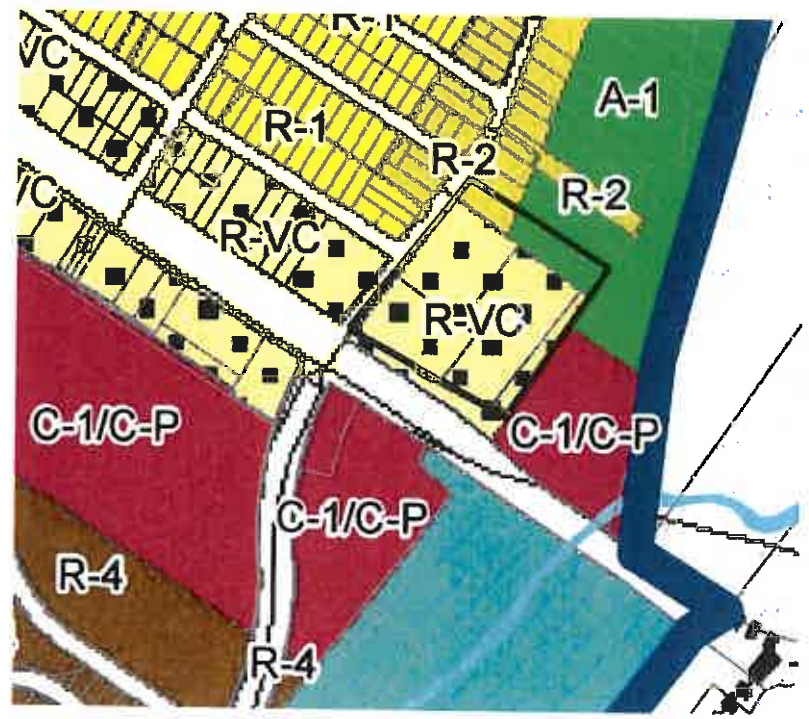
NORTHTOWN HOUSING

Legend:

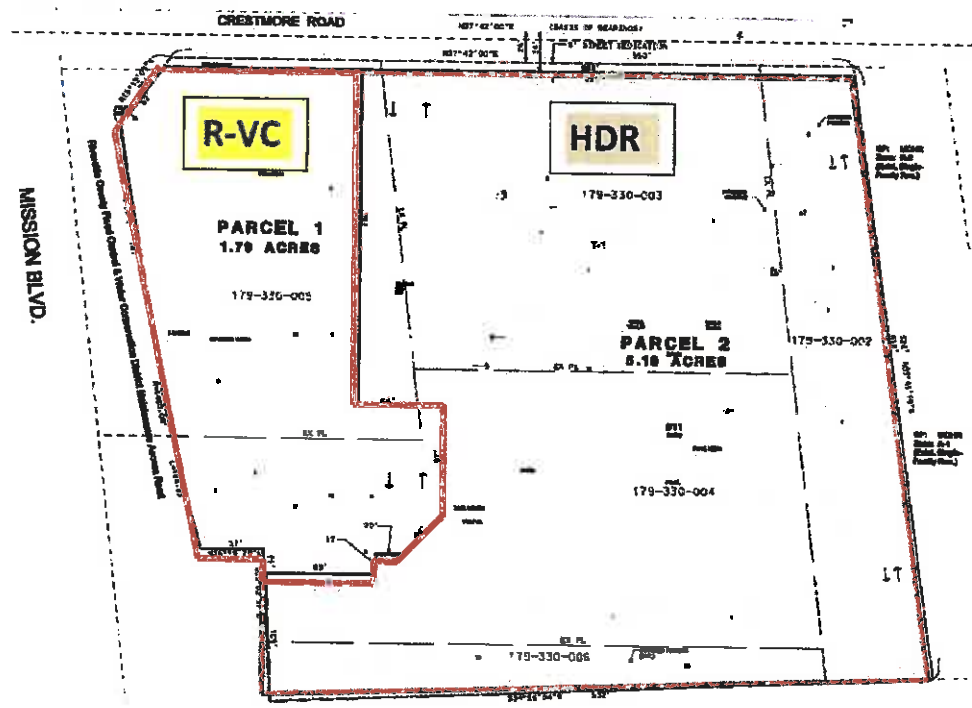
- Medium High Density Residential
- High Density Residential
- Very High Density Residential
- Commercial Retail
- Water
- City of Jurupa Valley Boundary



MA16224 - NORTHTOWN HOUSING DEVELOPMENT CORP
EXISTING ZONING MAP: RVC (RUBIDOUX VILLAGE COMMERCIAL); R-2
(MULTIPLE FAMILY DWELLINGS) & A-1 (LIGHT AGRICULTURAL)



PROPOSED ZONING MAP: R-VC & R-2 (MULTIPLE FAMILY DWELLINGS)



CZ #16011 Exhibit



Mission Gateway Plaza &
Mission Gateway Villas
Northtown Housing Development Corporation

- Legend:
- A-1
 - C-1/C-P
 - R-VC
 - R-1
 - R-2
 - R-4



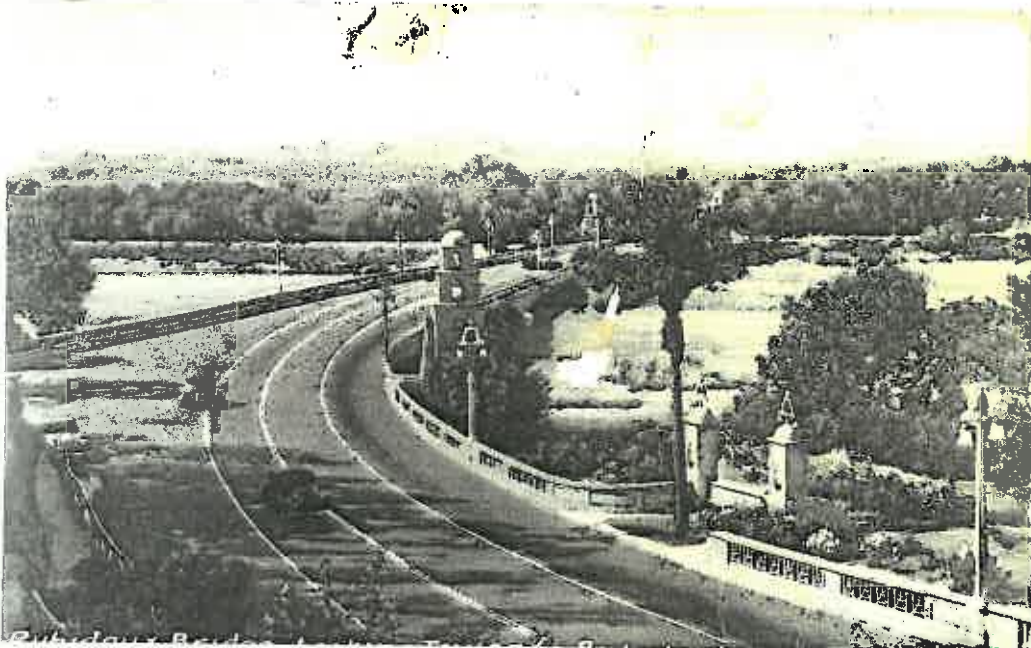


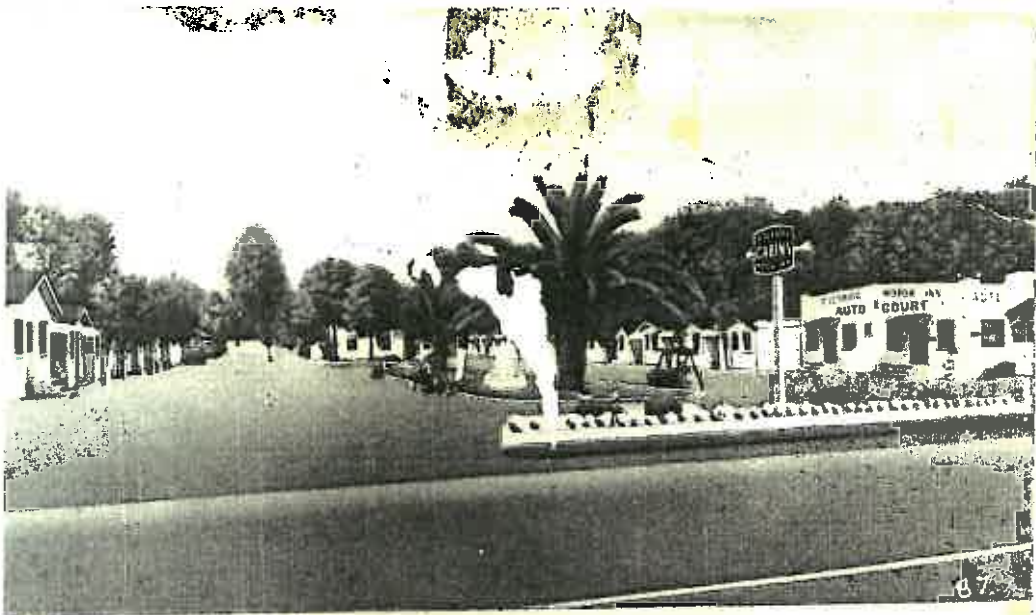
3.10 John Bucher - ^{other interested} Person

ZAP1031FL17

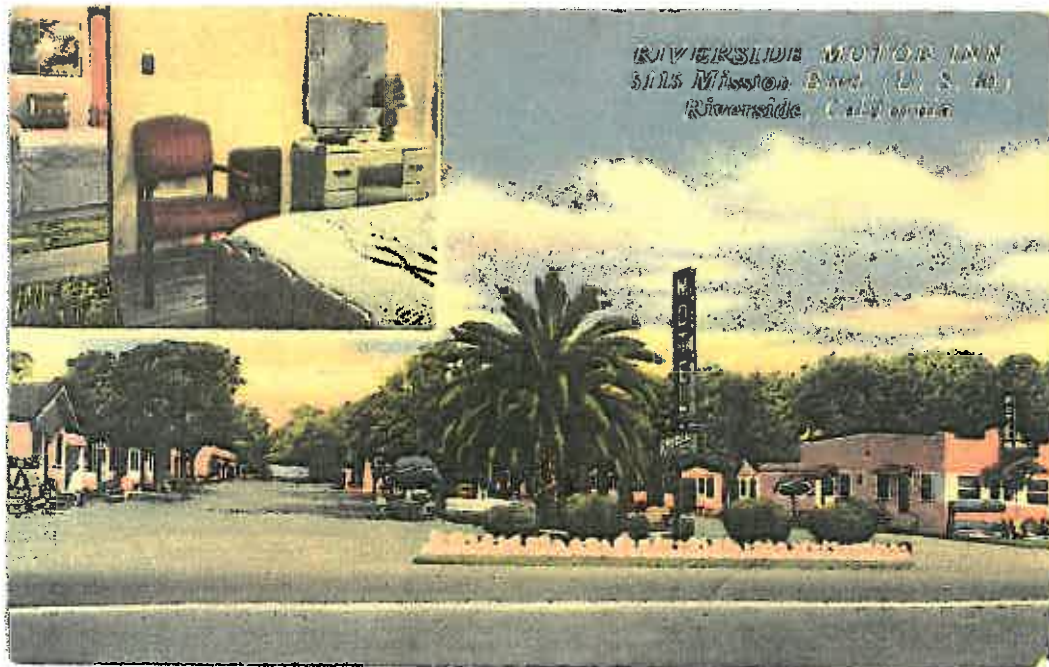
5-11-17 P.H.

Historical photographs





Riverside Motor Inn at Foot of Mt. Rubidoux, Rubidoux Cal.



NOTICE OF AIRPORT IN VICINITY

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



Legend

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

- Boundary Lines**
- Airport Property Line
 - City Limits

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

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

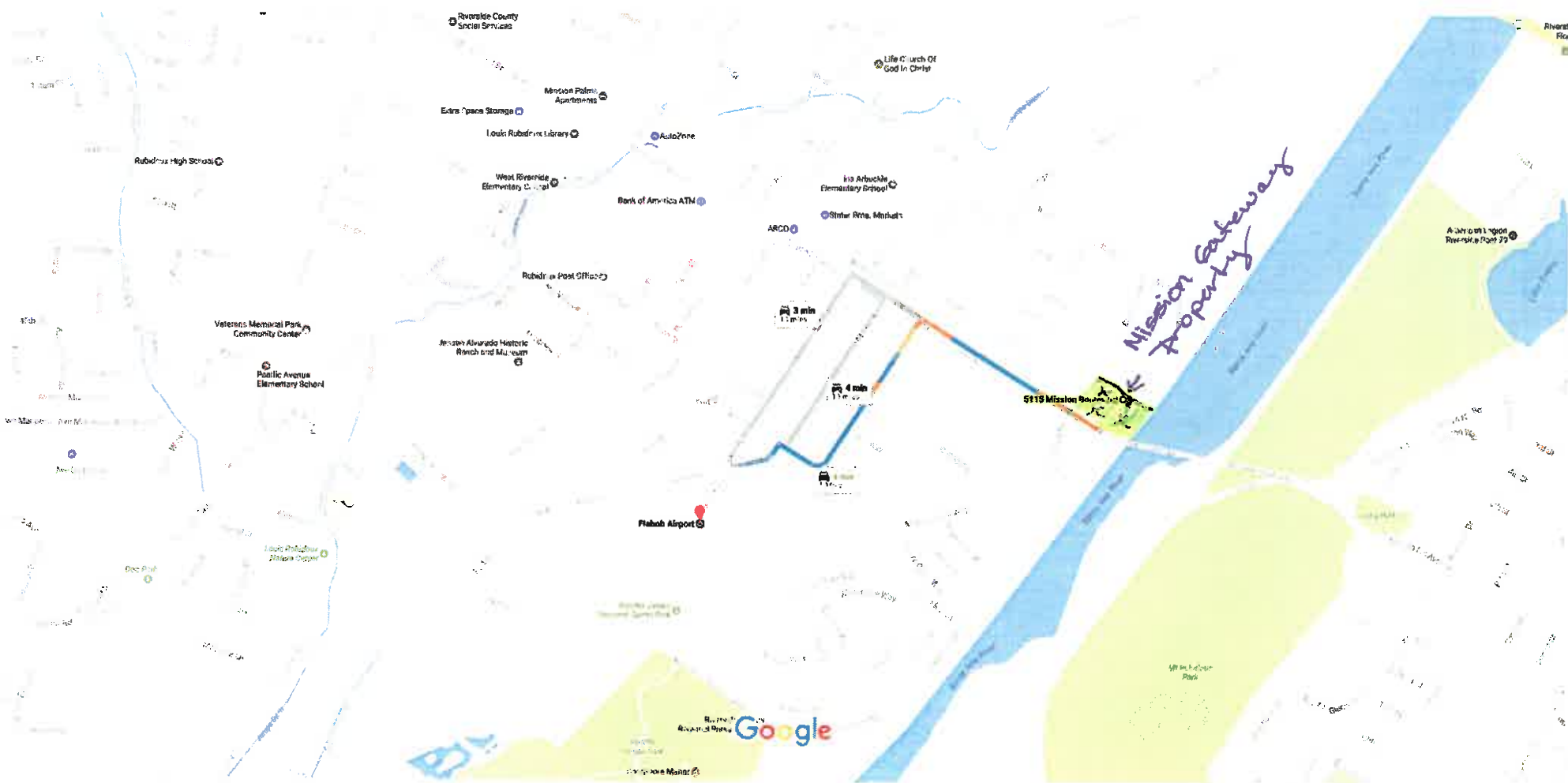
Riverside County
 Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
 (Adopted December 2004)

Map

Compatibility Map
 Flabob Airport

Google Maps 5115 Mission Boulevard, Riverside, CA to flabob airport

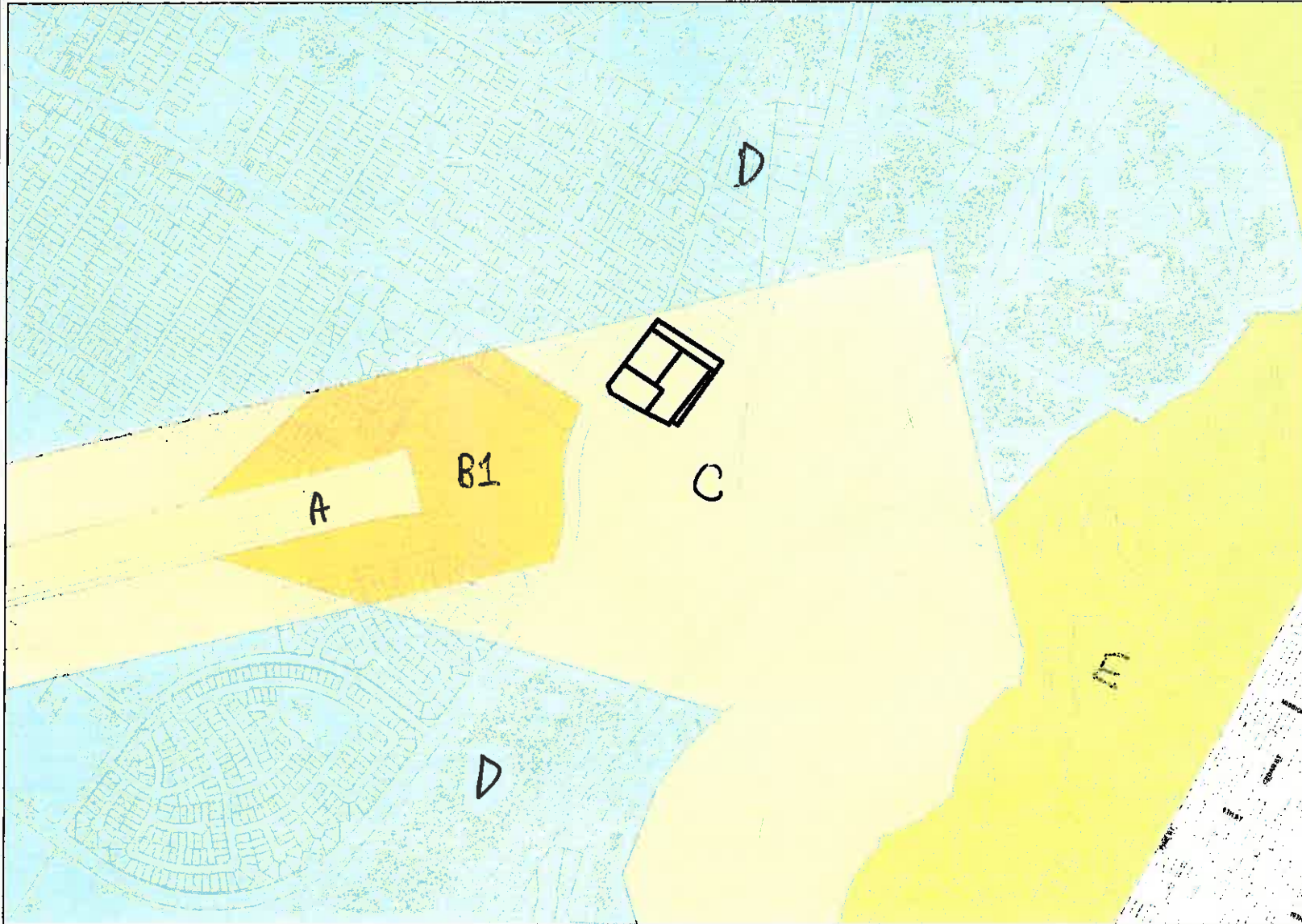
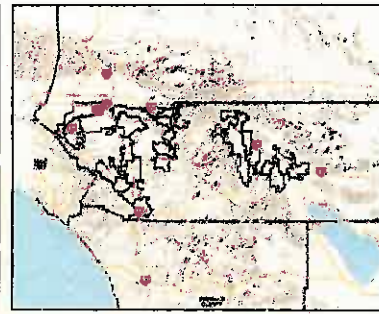
Drive 1.0 mile, 4 min



Map data ©2017 Google 500 ft

- 🚗
via Mission Boulevard and Wallace St
 Best route 4 min
1.0 mile
- 🚗
via Mission Boulevard and Twining St
3 min
1.1 miles

My Map



Legend

Airport Compatibility

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



0 1,289 2,577 Feet



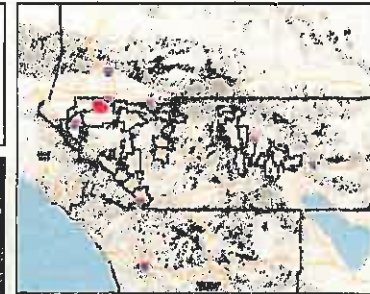
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 4/6/2017 4:40:48 PM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 2,577 5,154 Feet



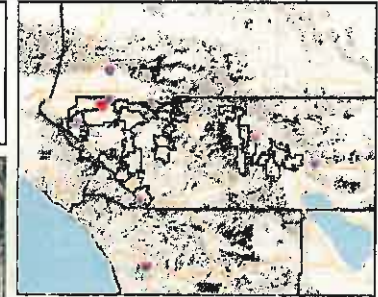
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 4/17/2017 2:43:16 PM














© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 1,289 2,577 Feet



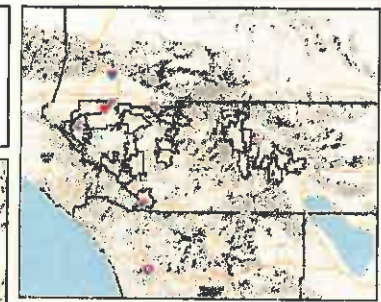
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 4/17/2017 2:44:47 PM

© Riverside County RCIT GIS

Notes

My Map



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



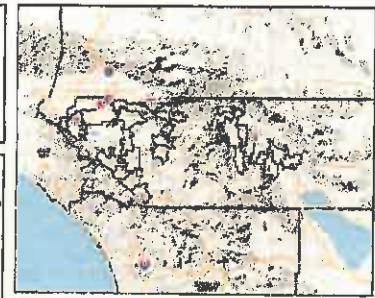
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

REPORT PRINTED ON... 4/17/2017 2:46:11 PM














© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 322 644 Feet



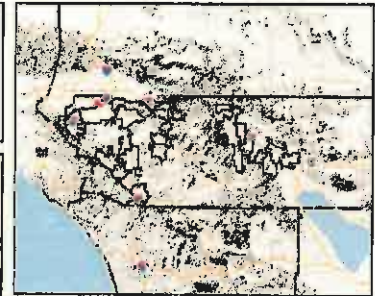
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

REPORT PRINTED ON... 4/17/2017 2:47:41 PM

© Riverside County RCIT GIS

Notes

2007 Photo



Legend

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



0 322 644 Feet



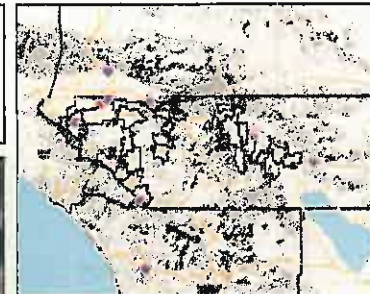
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 4/17/2017 2:49:19 PM

© Riverside County RCIT GIS

Notes

2004 Photo



Legend

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



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

0 322 644 Feet

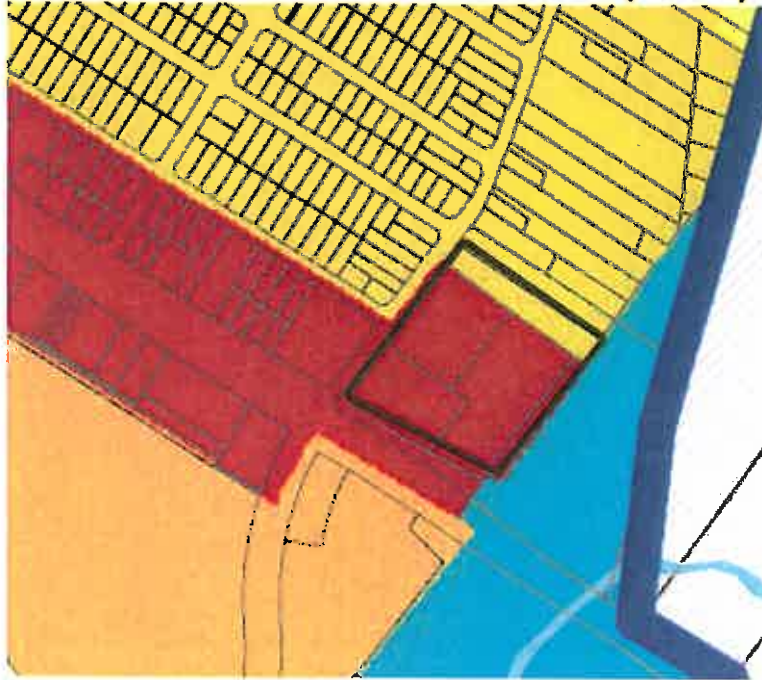


REPORT PRINTED ON... 4/17/2017 3:17:21 PM

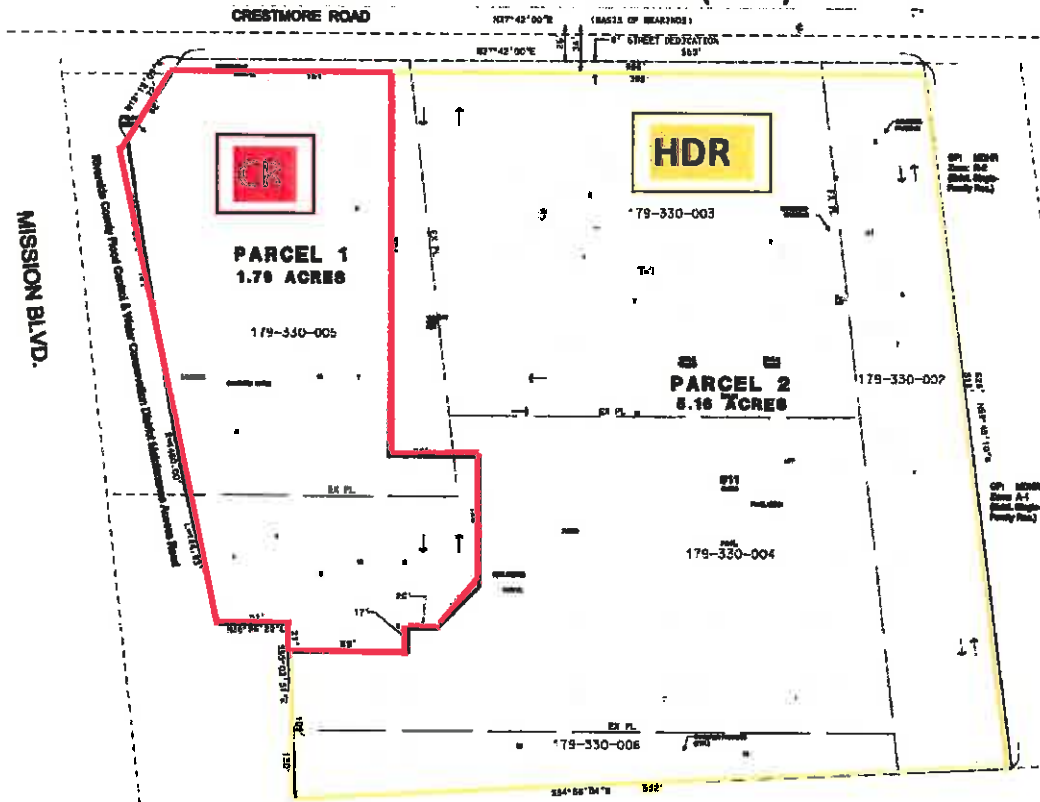
© Riverside County RCIT GIS

Notes

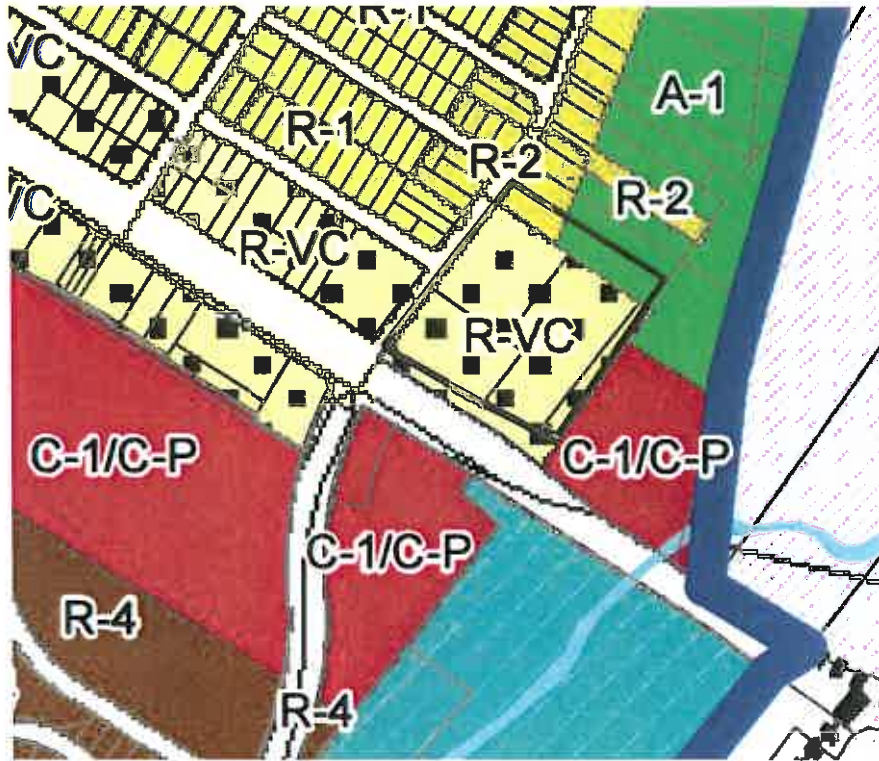
EXISTING GENERAL PLAN MAP: COMMERCIAL RETAIL (CR) & MEDIUM HIGH DENSITY RESIDENTIAL (MHDR)



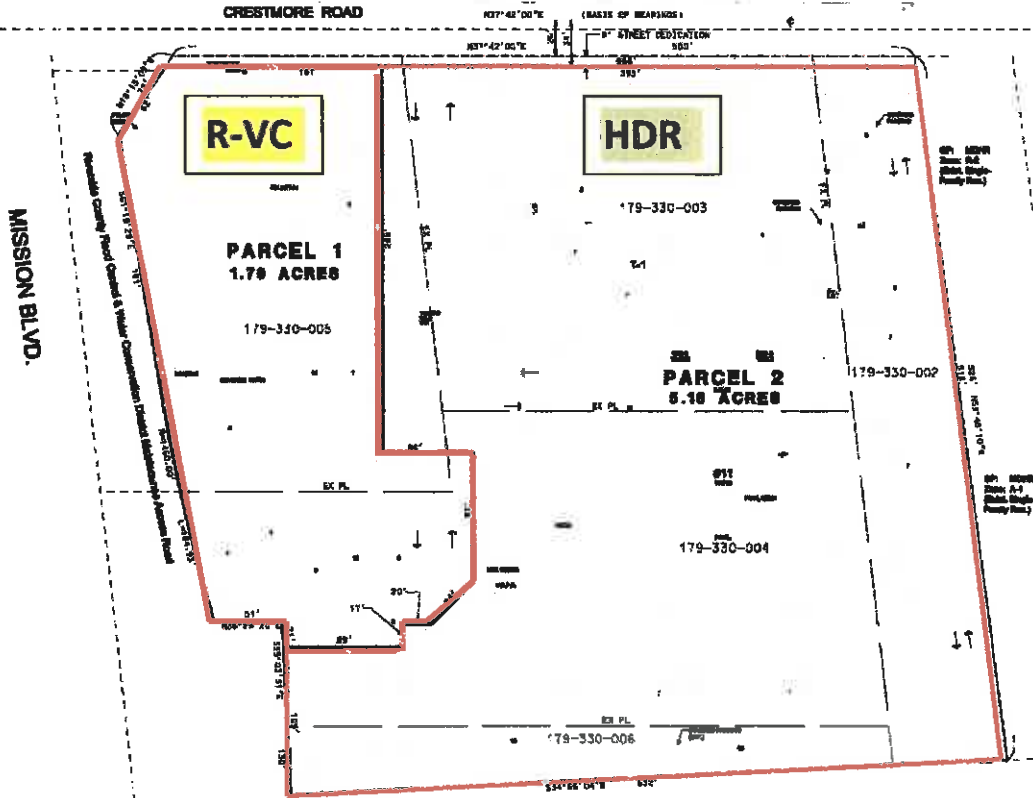
PROPOSED GENERAL PLAN MAP: COMMERCIAL RETAIL (CR) & HIGH DENSITY RESIDENTIAL (HDR)



**MA16224 - NORTHTOWN HOUSING DEVELOPMENT CORP
EXISTING ZONING MAP: RVC (RUBIDOUX VILLAGE COMMERCIAL); R-2
(MULTIPLE FAMILY DWELLINGS) & A-1 (LIGHT AGRICULTURAL)**



PROPOSED ZONING MAP: R-VC & R-2 (MULTIPLE FAMILY DWELLINGS)



GP: Comm. Retail
Zone: R-VC
(Existing Medical Office Bldg.)

GP: Commercial Retail
Zone: R-VC, East
(Existing Riverside County Fleet Services Facility)

GP: Medium High Density Residential
Zone: R-1
(Existing Single-Family Residences)

GP: MHDR
Zone: R-2
(Existing Single-Family Residences)

GP: MHDR
Zone: R-2
(Existing Single-Family Res.)

PROJECT DATA:

ADDRESS/LOCATION: 3700 block of Crestmore Road
APN: 179-330-002, 179-330-003, 179-330-004, 179-330-005, 179-330-006
LAND USE (existing): Commercial Retail, Medium High Density Residential
LAND USE (proposed): CR/MHDR
ZONING (existing): R-VC, R-2, A-1
ZONING (proposed): R-VC, R-2
POLICY AREA: Redwood Village

SITE:

Existing Gross Site Area: 357,244 s.f. 7.283 ac
Less area for street dedication: 4,420 s.f. 0.101 ac
Net Site Area: 352,824 s.f. 8.852 ac

Commercial Use:
• Building: 77,872 s.f. 1.790 ac
• Paving: 15,198 s.f. 0.345 ac
• Landscape / Walks: 31,887 s.f. 0.727 ac
100% s.f./ac

Residential Use:
• Buildings: 18 ground level: 329,852 s.f. (5,142 ac)
• Paving: 40,538 s.f. 0.925 ac
• Landscape: 65,823 s.f. 1.472 ac
• Open Space / Walks: 94,236 s.f. 2.147 ac
• Patios: 4,238 s.f. 0.096 ac
100% s.f./ac

(s.f. = sq. ft.; ac = acres; n.s.f. = net site area)

DENSITY:

Commercial Use: 01,375 s.f./77,872 s.f. = 0.40 F.A.R.
(66 sq. ft./5,162 sq. ft.) = 13.2 d.u./ac

BUILDINGS:

| | | | | |
|---|-------------|-----------|----------|-------------|
| Commercial Building: • 2 story 1st = 15,188 s.f., 2nd = 12,177 s.f. | 31,325 s.f. | | | |
| Residential Buildings: • Building "A" 2 story, Unit Types 2 & 5 1st = 3,335 s.f., 2nd = 4,537 s.f. | 7,902 s.f. | 8 | 49 | 63,216 s.f. |
| • Building "B" 2 story, Unit Types 4 & 5 1st = 4,108 s.f., 2nd = 3,554 s.f. | 7,242 s.f. | 2 | 12 | 15,464 s.f. |
| • Building "C" 2 story, Unit Types 2 & 5 1st = 6,100 s.f., 2nd = 6,499 s.f. | 12,539 s.f. | 0 | 0 | 12,539 s.f. |
| • Community Center: 1 story | 3,818 s.f. | | | 3,818 s.f. |
| • Pool Building 1 story | 1,053 s.f. | 1 | | 1,053 s.f. |
| • Main Building 1 story | 236 s.f. | 1 | | 236 s.f. |
| | | 14 Bldgs. | 68 Units | 96,446 s.f. |

UNIT MIX:

| | | | |
|--------------------------|----|--|--|
| Unit 2 (2 bdrm / 1 bath) | 2 | | |
| Unit 3 (2 bdrm / 1 bath) | 12 | | |
| Unit 4 (2 bdrm / 1 bath) | 6 | | |
| Unit 5 (3 bdrm / 2 bath) | 40 | | |
| Unit 6 (4 bdrm / 2 bath) | 6 | | |
| Total Units: | 68 | | |

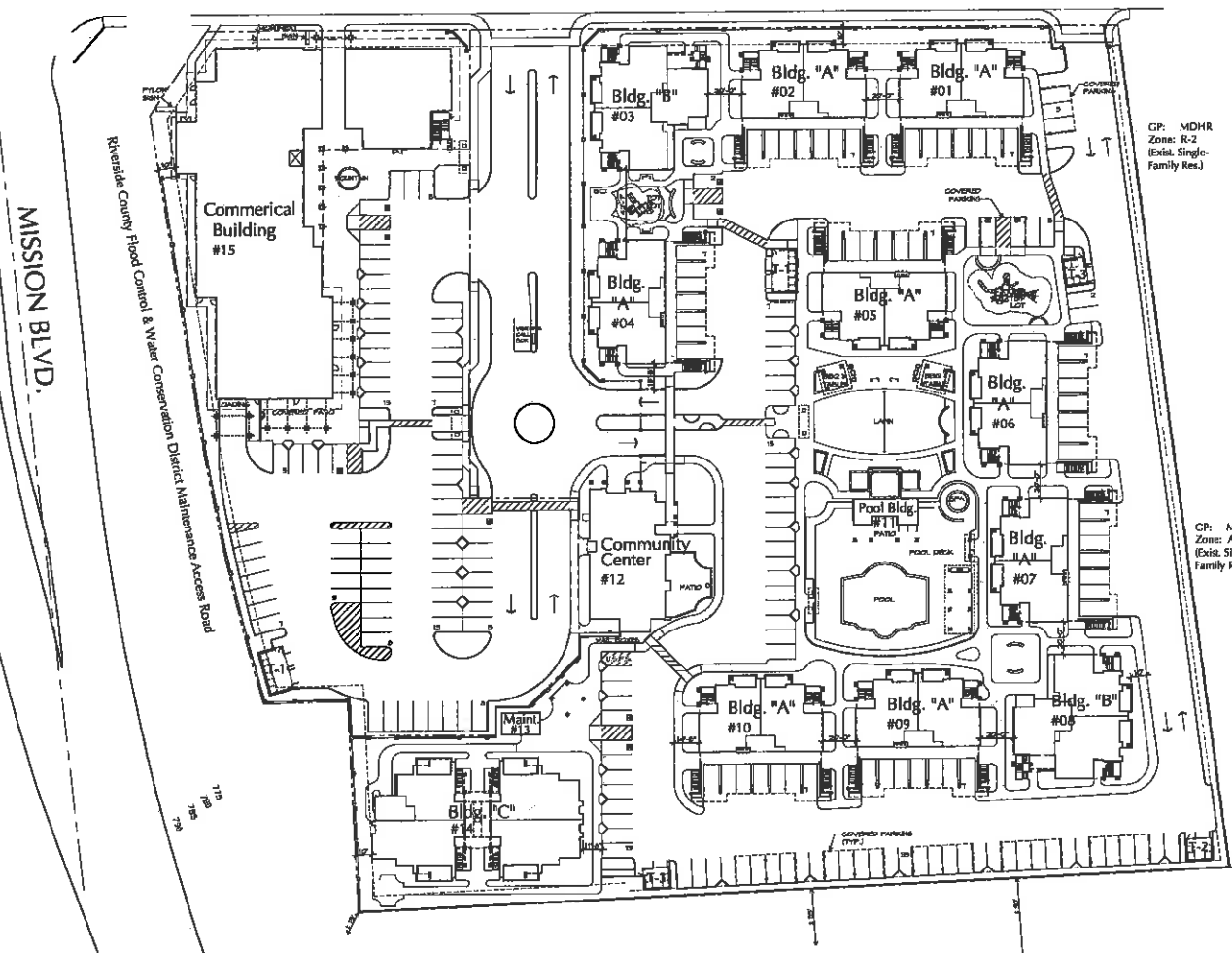
BUILDING HEIGHTS:

| | |
|---------------------|-------------------------------|
| Commercial Building | 25'-0" max. (19'-6" at tower) |
| Building "A" | 28'-0" max. |
| Building "B" | 29'-0" max. |
| Building "C" | 27'-1" max. (24'-6" at tower) |
| Community Center | 27'-1" max. |
| Pool Building | 15'-10" max. |
| Maintenance | 12'-0" max. |

PARKING:

| | |
|--|--|
| Commercial Building: • Required - A. General Retail (w/ Restaurant): 1 space/100 s.f. (5.5 sp./1000 s.f.); 15,528 s.f. Gross Area = 90 spaces req'd. B. Professional Office: 1 space/200 s.f. (5.0 sp./1000 s.f.); 10,700 s.f. Gross Area = 54 spaces req'd. | 140 spaces req'd. |
| • Provided - On-site parking spaces (include 1 accessible space)* Street parking spaces (within 100 ft. of Project Entry) | 77 spaces provided (84% of req'd. amount) + 72 spaces available (80% of req'd. amount) 149 spaces provided |
| Residential Buildings: • Required - 2 Bdrm @ 2 spaces/unit: x 22 units = 44 spaces 3 Bdrm @ 2 spaces/unit: x 40 units = 80 spaces 4 Bdrm @ 2.5 spaces/unit: x 6 units = 15 spaces 139 spaces required (includes 1 covered space & 6 stairs - 42 req'd)* | |
| • Provided - Tenant Parking: 139 spaces Unassigned guest / general parking: 45 spaces 186 spaces provided (includes 8 accessible spaces, 12 accessible spaces)* | |

* Accessible spaces provided per Table 11B-302.3, C.F.C.
* Required per C.A.C. section 60913(a)(1) - covered spaces & other spaces not required

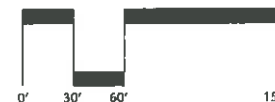


GP: Comm. Retail
Zone: C-1/C-P
(Vacant)

GP: Comm. Retail
Zone: C-1/C-P
(Existing Mobile Home Park)

Conceptual Site Plan

Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California

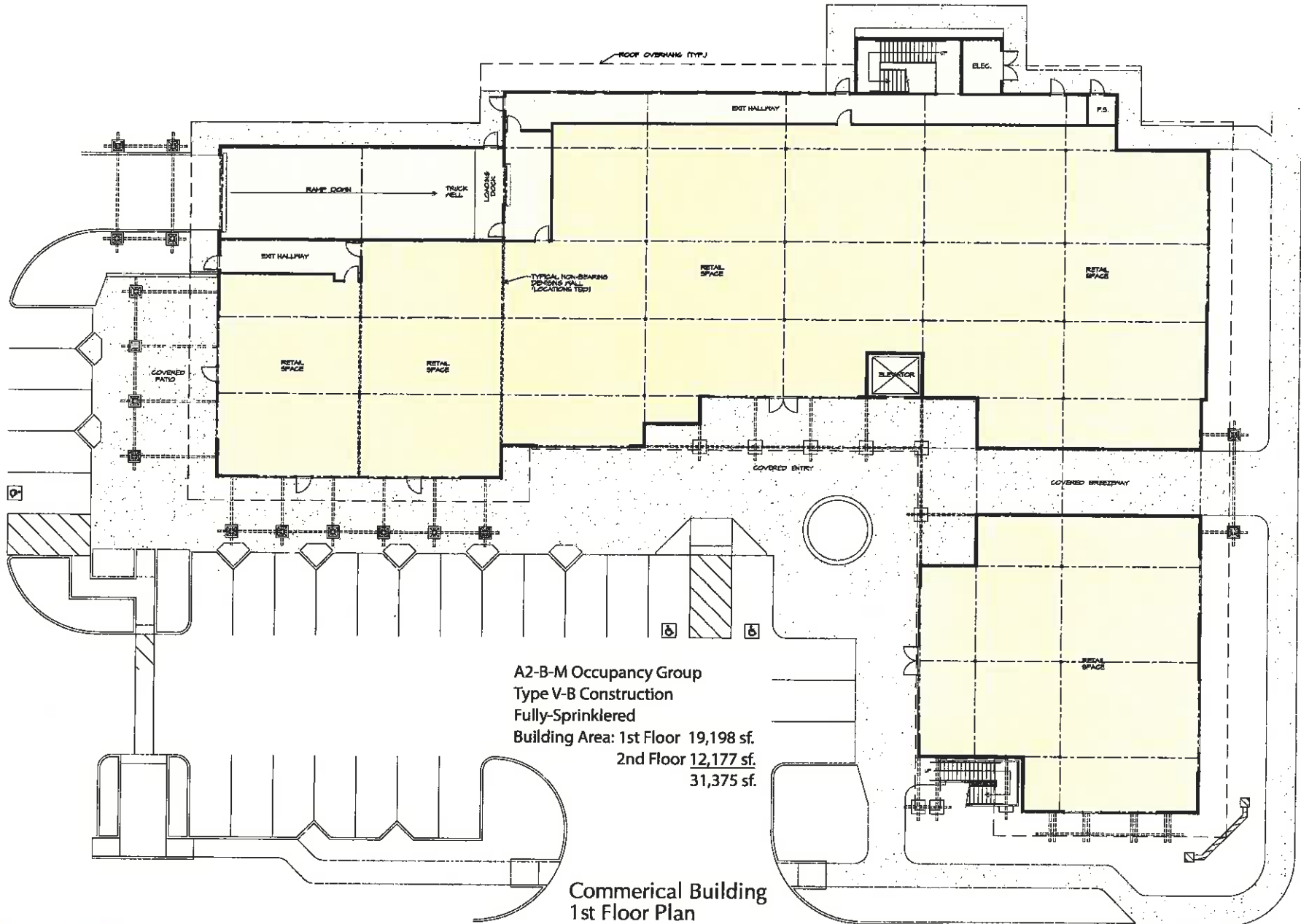


14111
November 1, 2016



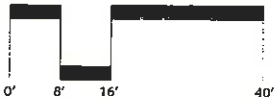
Curtis J. Dahle, AIA, Architect

• 9429 White Oak Avenue, Suite 105 • Rancho Cucamonga, CA 91730 •
• Tel. 909-980-1361 • Fax. 909-944-8614 • e-mail. curtdahle@gmail.com •



A2-B-M Occupancy Group
 Type V-B Construction
 Fully-Sprinklered
 Building Area: 1st Floor 19,198 sf.
 2nd Floor 12,177 sf.
 31,375 sf.

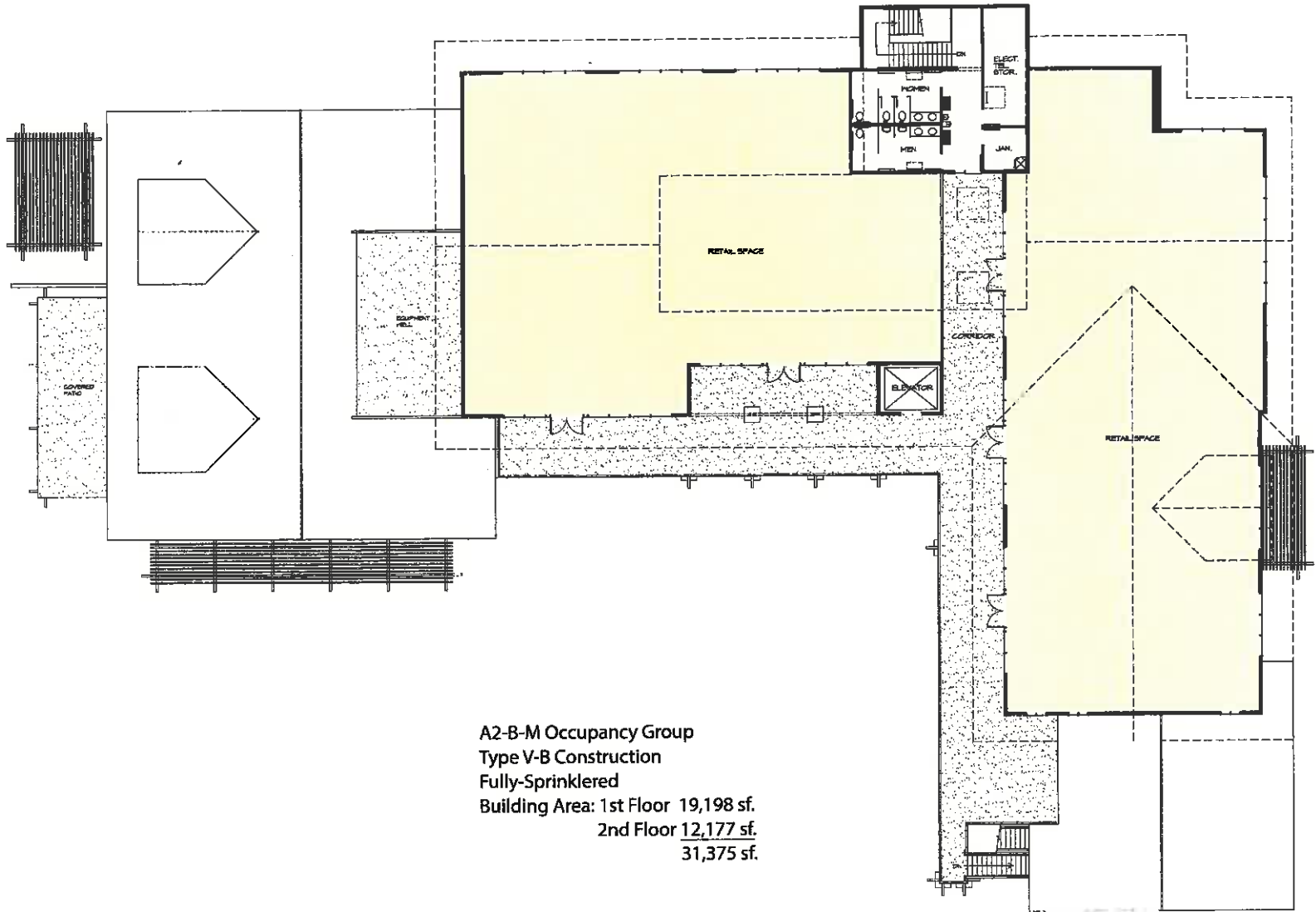
Commerical Building
 1st Floor Plan



Mission Gateway Plaza & Mission Gateway Villas
 Northtown Housing Development Corporation
 City of Jurupa Valley, California

14111
 November 1, 2016

Curtis J. Dahle, AIA, Architect
 • 5439 White Oak Ave., Suite 105 • Rancho Cucamonga, Ca 91730 •
 • Tel. 909-908-1361 • Fax. 909-944-8814 • e-mail. cjdahle@aia.com •

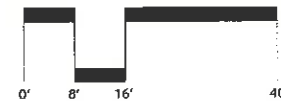


A2-B-M Occupancy Group
 Type V-B Construction
 Fully-Sprinklered
 Building Area: 1st Floor 19,198 sf.
 2nd Floor 12,177 sf.
 31,375 sf.

Commerical Building
 2nd Floor Plan



Mission Gateway Plaza & Mission Gateway Villas
 Northtown Housing Development Corporation
 City of Jurupa Valley, California



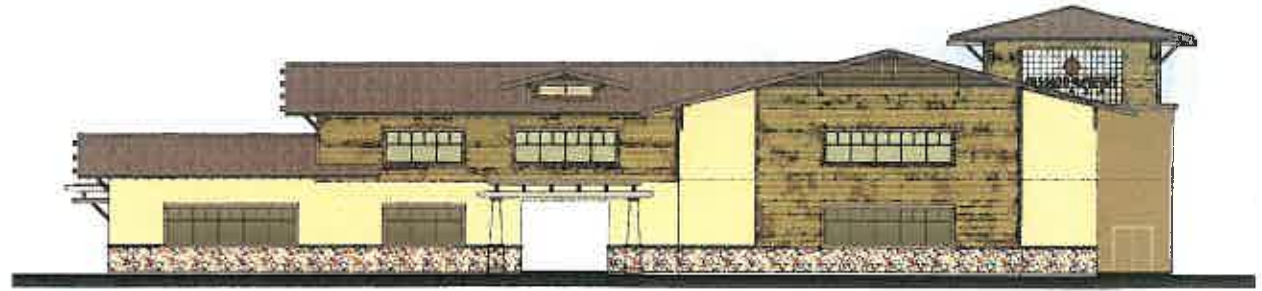
14111
 November 1 2016

Curtis J. Dahle, AIA, Architect

• 9439 White Oak Ave., Suite 105 • Ancho Cucamonga, Ca 91730 •
 • Tel: 909-980-1301 • Fax: 909-944-5814 • e-mail: cjdahle@aia.com •



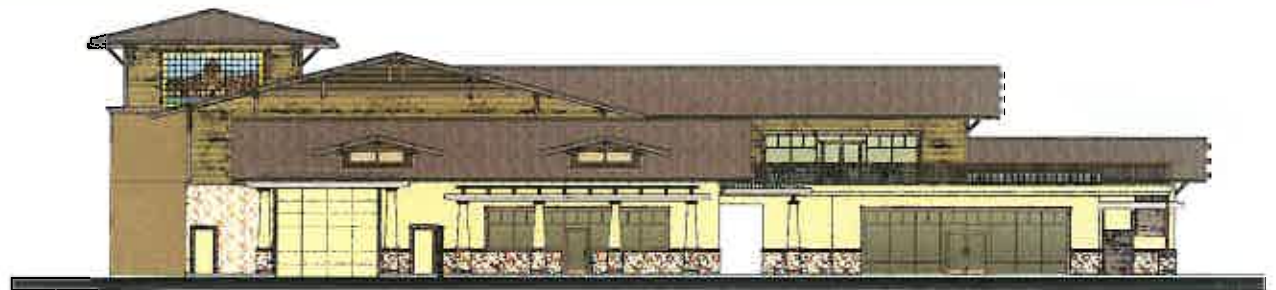
North



West



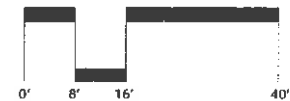
South



East

Commerical Building Exterior Elevations

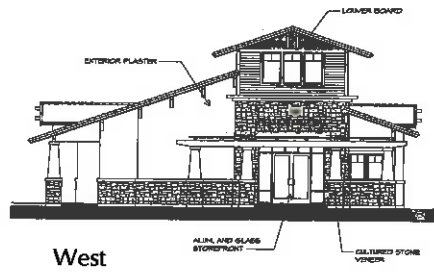
Mission Gateway Plaza & Mission Gateway Villas
 Northtown Housing Development Corporation
 City of Jurupa Valley, California



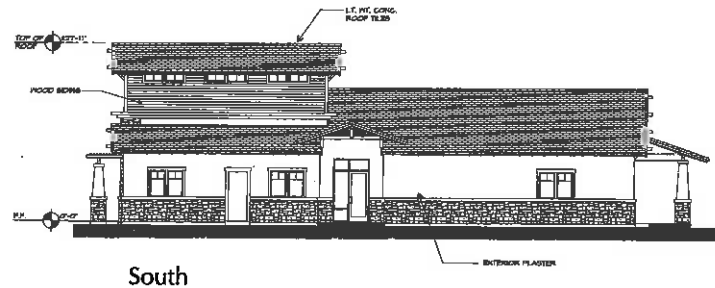
14111
 November 1 2016

Curtis J. Dahle, AIA, Architect

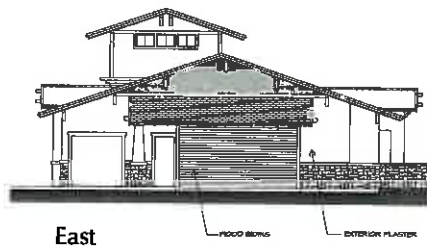
• 8439 White Oak Ave., Suite 105 • Rancho Cucamonga, Ca 91730 •
 • Tel: 951-381-1361 • Fax: 951-944-5814 • email: curtis@ahj.com •



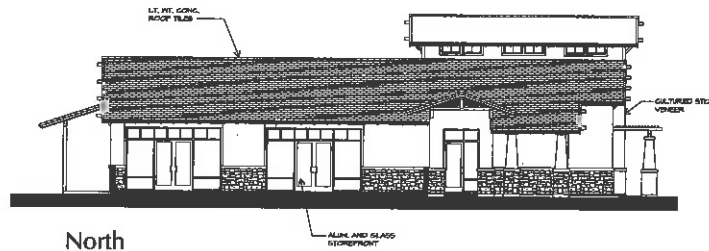
West



South

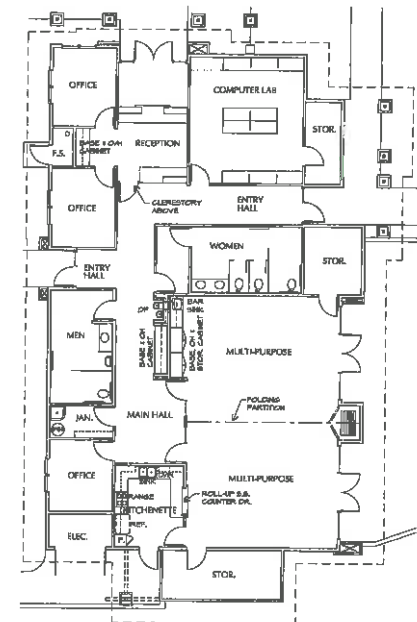
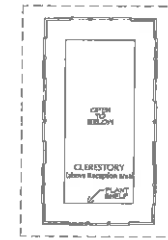


East



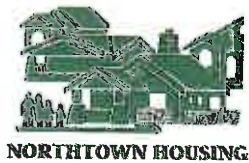
North

Exterior Elevations

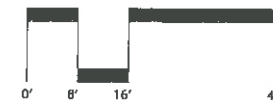


Floor Plan

B Occupancy Group
 Type V-B Construction
 Fully-Sprinklered
 Building Area: 3,818 s.f.



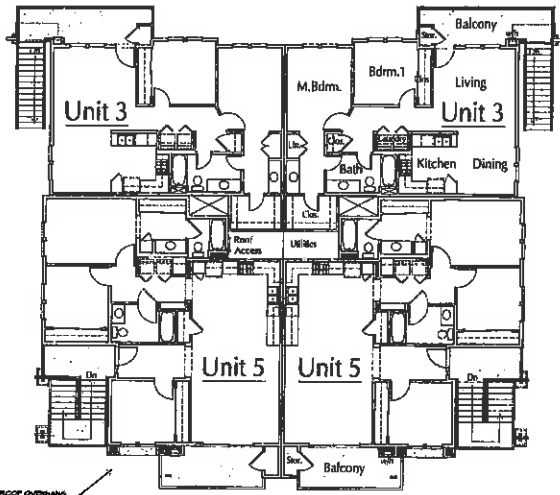
Community Building
 Mission Gateway Plaza & Mission Gateway Villas
 Northtown Housing Development Corporation
 City of Jurupa Valley, California



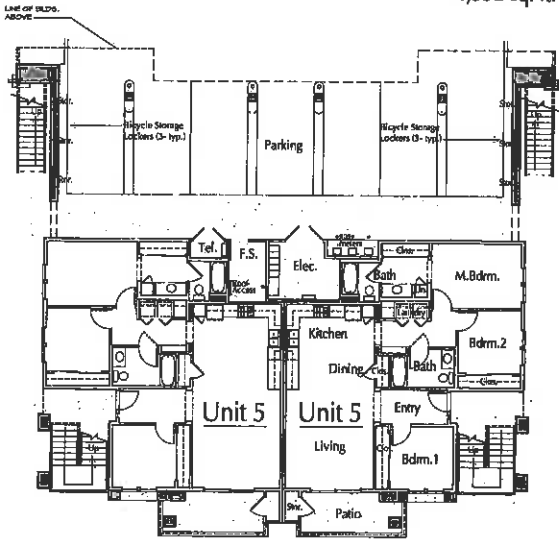
14111
 November 1, 2016



Curtis J. Dahle, AIA, Architect
 • 8439 White Oak Avenue, Suite 105 • Rancho Cucamonga, Ca 91730 •
 • Tel. 909-870-1361 • Fax. 909-944-5814 • e-mail. curtidah@aia.com •



Second Floor
4,552 sq. ft.



First Floor
3,350 sq. ft.



Front



Right



Rear



Left

Bldg. Type "A"
Unit Mix

| | | |
|--------|-----------------|--------------|
| Unit 3 | 2 Bdrm., 1 Bath | 942 sq.ft. |
| Unit 5 | 3 Bdrm., 2 Bath | 1,232 sq.ft. |

Qty.

(2)

(4)

total

6 units

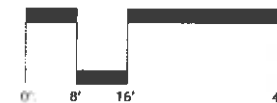
R-2 Occupancy Group
Type V-B Construction

| | | |
|----------------|--------------|--------------|
| Building Area: | 1st Flr. | 3,350 sq.ft. |
| | 2nd Flr. | 4,552 sq.ft. |
| | total/ bldg. | 7,902 sq.ft. |



Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California

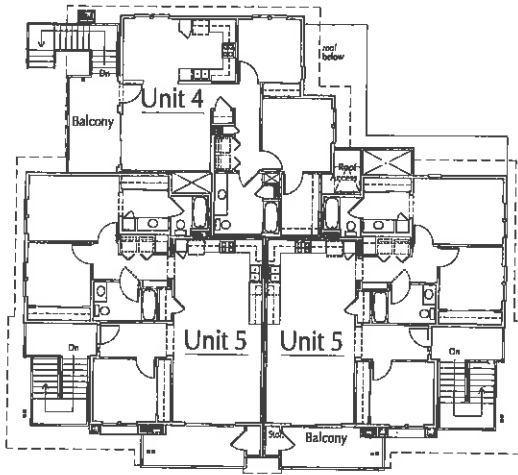
Building "A" Plans and Exterior Elevations



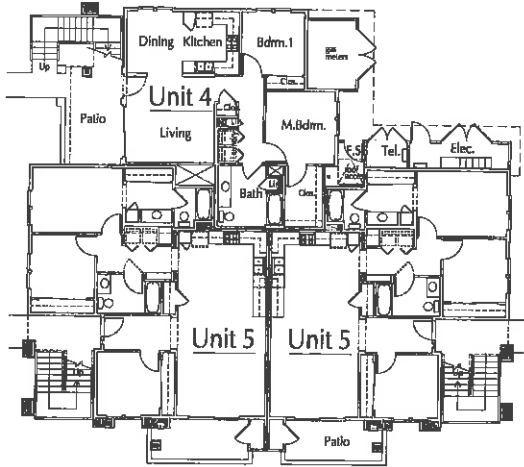
14111
November 1 2016

Curtis J. Dahle, AIA, Architect

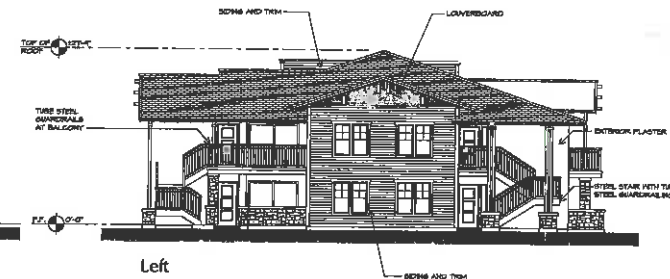
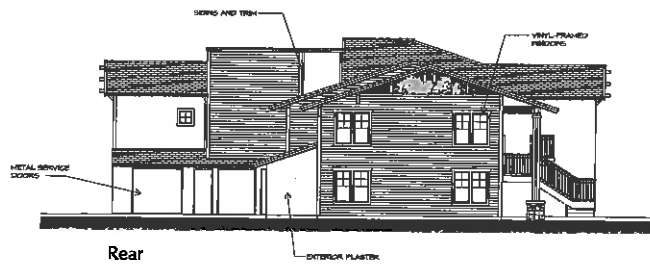
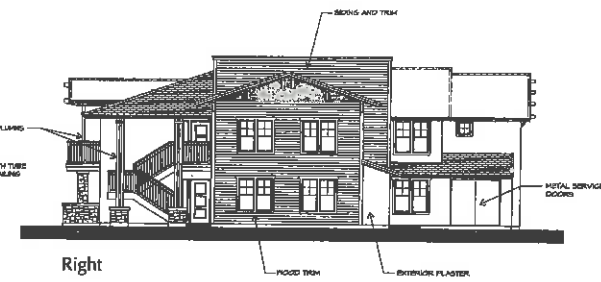
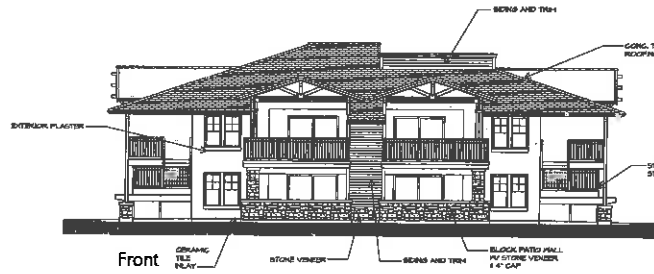
• 8438 White Oak Ave., Suite 105 • Rancho Cucamonga, CA 91720 •
• Tel. 909-980-1301 • Fax. 909-944-2814 • email: curtdahle@gmail.com •



Second Floor
3,554 sq. ft.



First Floor
4,188 sq. ft.



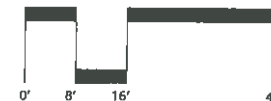
Bldg. Type "B"

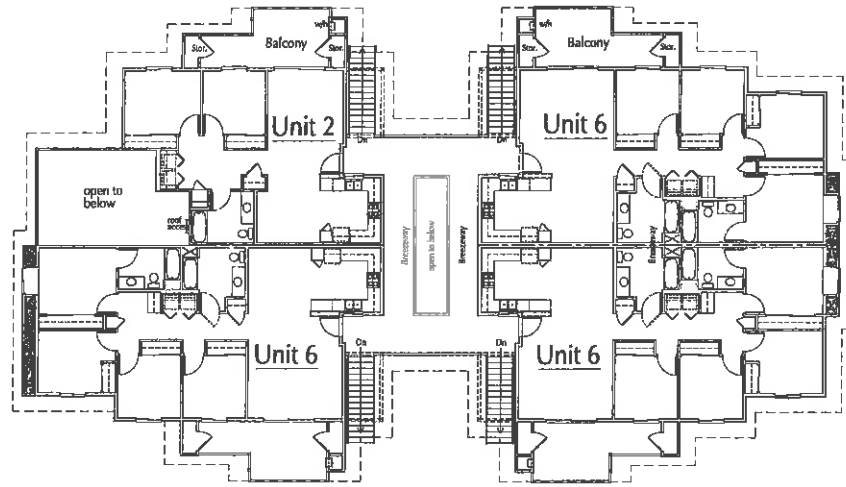
| Unit Mix | Qty. |
|---|----------------|
| Unit 4 2 Bdrm., 1 Bath 958 sq.ft. | (2) |
| Unit 5 3 Bdrm., 2 Bath 1,232 sq.ft. | (4) |
| total | 6 units |

| R-2 Occupancy Group Type V-B Construction | |
|--|---------------------|
| Building Area: 1st Flr. | 4,188 sq.ft. |
| 2nd Flr. | 3,554 sq.ft. |
| total/ bldg. | 7,742 sq.ft. |

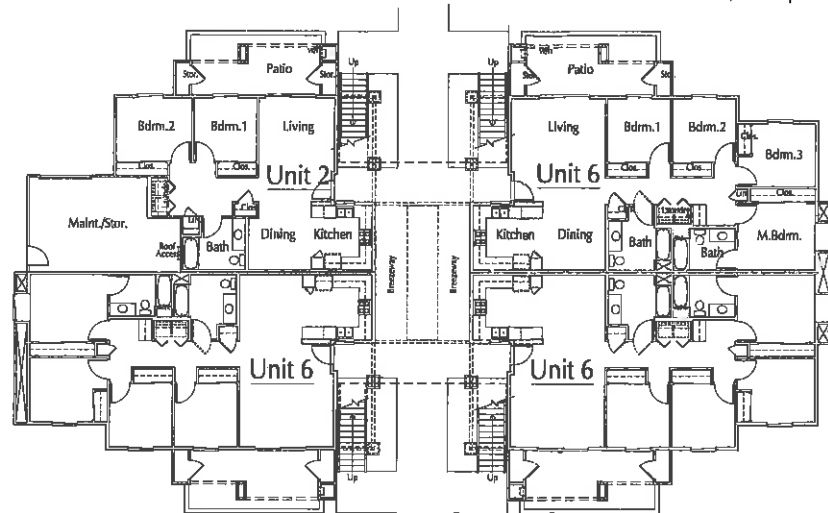


Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California

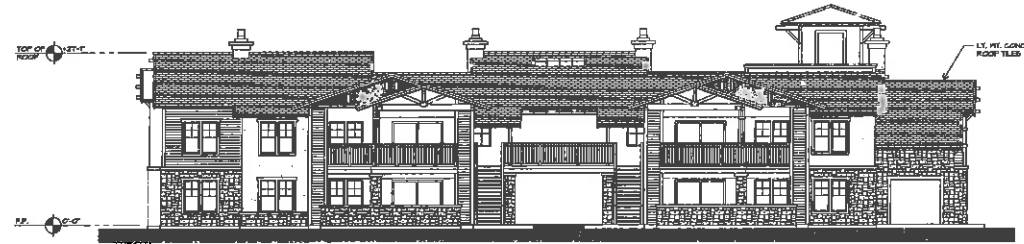




Second Floor
6,015 sq. ft.



First Floor
5,954 sq. ft.



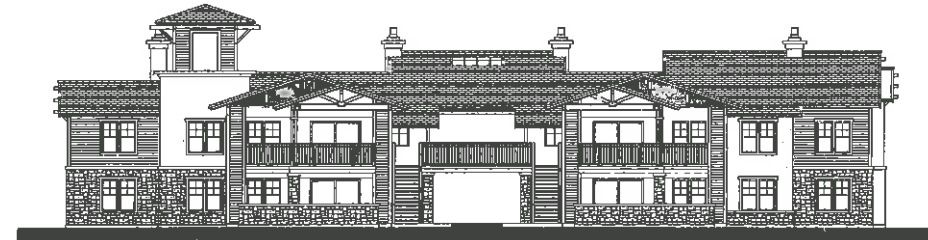
West

Bldg. Type "C"
Unit Mix

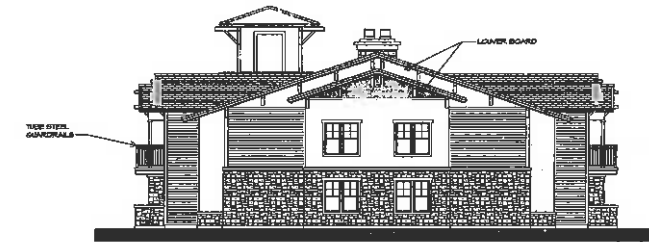
| | Qty. |
|---|----------------|
| Unit 2 2 Bdrm., 1 Bath 927 sq.ft. | (2) |
| Unit 6 4 Bdrm., 2 Bath 1,381 sq.ft. | (6) |
| total | 8 units |



South



East



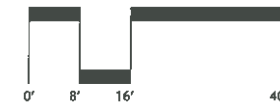
North

R-2 Occupancy Group
Type V-B Construction

| | | |
|----------------|---------------------|----------------------|
| Building Area: | 1st Flr. | 5,954 sq.ft. |
| | 2nd Flr. | 6,015 sq.ft. |
| | total/ bldg. | 14,118 sq.ft. |

Building "C" Plans and Exterior Elevations

Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California

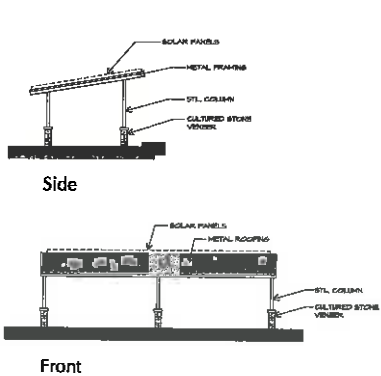


14111
November 1, 2016



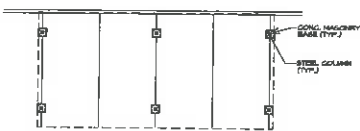
Curtis J. Dahle, AIA, Architect

• 8435 White Oak Avenue, Suite 105 • Rancho Cucamonga, Ca 91730 •
• Tel. 909-980-1361 • Fax. 909-944-5814 • e-mail. curtdahle@gmail.com •



Side

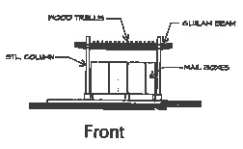
Front



Plan

Typical Covered Parking

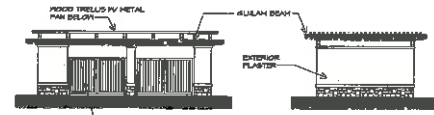
B Occupancy Group
Type V-B Construction



Front

Side

Mail Station



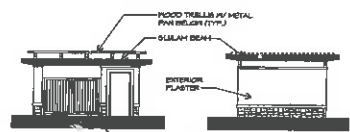
Front

Right



Rear

Left



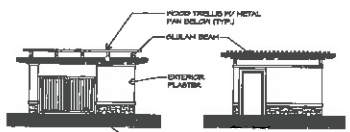
Front

Right



Rear

Left



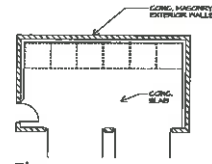
Front

Right



Rear

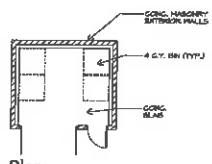
Left



Plan

Trash Enclosure Type 1

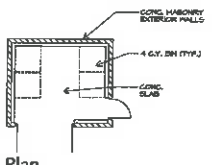
Building Area: 419 s.f.



Plan

Trash Enclosure Type 2

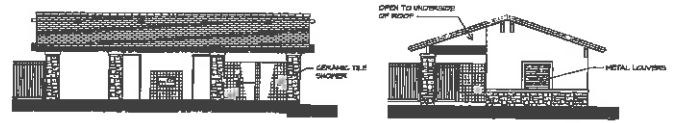
Building Area: 233 s.f.



Plan

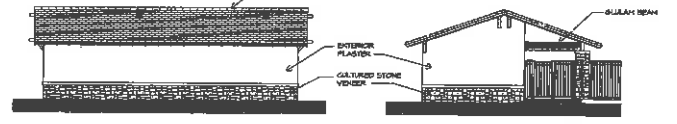
Trash Enclosure Type 3

Building Area: 233 s.f.



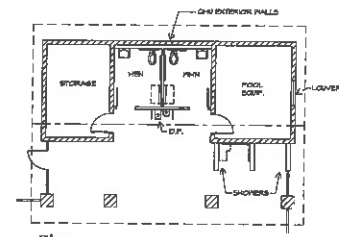
South

East



North

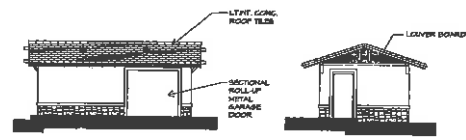
West



Plan

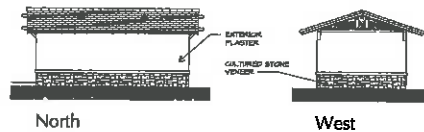
Pool Building

B Occupancy Group
Type V-B Construction
Building Area: 1,053 s.f.



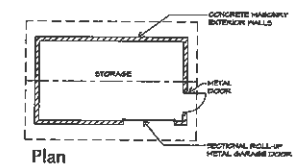
South

East



North

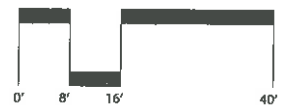
West



Plan

Maintenance Building

B Occupancy Group
Type V-B Construction
Building Area: 336 s.f.



Accessory Buildings and Structures

**Mission Gateway Plaza & Mission Gateway Villas
Northtown Housing Development Corporation
City of Jurupa Valley, California**



14111
November 1, 2016



Curtis J. Dahle, AIA, Architect

• 8439 White Oak Avenue, Suite 105 • Rancho Cucamonga, Ca 91730
• Tel. 909-300-1361 • Fax. 909-944-5814 • e-mail. cjdahle@gmail.com

City of Jurupa Valley

Verne Lauritzen, Mayor . Micheal Goodland, Mayor Pro Tem .
Brian Berkson, Council Member . Anthony Kelly Jr., Council Member . Laura Roughton, Council
Member

PLANNING DEPARTMENT

March 17, 2017

Applicant:
Northtown Housing Development Corporation
Attn: Debi Myers
10071 Feron Blvd.
Rancho Cucamonga, CA 91730

SUBJECT: 1st REVIEW LETTER FOR MA16224 (GPA16006, CZ16011, TPM37126 & SDP16043) GENERAL PLAN AMENDMENT, CHANGE OF ZONE, TENTATIVE PARCEL MAP & SITE DEVELOPMENT PERMIT
LOCATION: NORTHEAST CORNER OF MISSION BLVD. AND CRESTMORE ROAD
APNS: 179-330-002, 003, 004, 005 & 006

PROJECT DESCRIPTION: PARCEL MAP TO MERGE 5 PARCELS AND CREATE TWO PARCELS. PARCEL 1 WOULD BE A 1.79 ACRE PARCEL TO DEVELOP A 31,375 SQUARE-FOOT, TWO-STORY COMMERCIAL DEVELOPMENT AND PARCEL 2 WOULD BE A 5.162 ACRE PARCEL WITH A 68-UNIT MULTI-FAMILY HOUSING DEVELOPMENT WITH COMMUNITY CENTER, POOL AND MAINTENANCE BUILDING, AND COVERED PARKING FOR A COMBINED AREA OF 96,446 SQUARE FEET. RESIDENTIAL UNITS WOULD BE SUBJECT TO RENTAL AND TENANT CRITERIA.

Dear Applicant:

The City of Jurupa Valley Planning Department has distributed the set of plans for your proposed project to inter and external agencies and has requested comments and the identification of potential issues. This letter includes the reviewing department comments and their contact information, and also includes Planning Department comments. Should you have any questions on other agency comments, please let me know. I am available and ready to assist you with any questions you may have.

TABLE 1: SUBJECT PROPERTY INFORMATION

| EXISTING GENERAL PLAN LAND USE DESIGNATION | EXISTING GENERAL PLAN POLICY AREA | EXISTING ZONING | PROPOSAL | REQUIRED ENTITLEMENT(S) |
|---|--|---|-------------------------------|---|
| Commercial Retail (CR) & Medium High Density Residential (MHDR) | Rubidoux Village Policy Area & Santa Ana River Policy Area | R-VC (Rubidoux-Village Commercial); R-2 (Multiple Family Dwellings); & A-1 (Light Agricultural) | See above Project Description | GPA (General Plan Amendment), CZ (Change of Zone), TPM (Tentative Parcel Map) & SDP (Site Development Permit) |

8930 Limonite Ave., Jurupa Valley, CA 92509-5183
Phone: (951) 332-6464, FAX (951) 332-6995
www.jurupavalley.org

TABLE 2: PROPOSED CHANGES TO LAND USE DESIGNATION AND ZONING

| EXISTING GENERAL PLAN LAND USE DESIGNATION | PROPOSED GENERAL PLAN LAND USE DESIGNATION | EXISTING ZONING | PROPOSED ZONING |
|---|--|---|---|
| Commercial Retail (CR) & Medium High Density Residential (MHDR) | Commercial Retail (CR) for the 1.79 acre commercial parcel and High Density Residential (HDR) for the 5.16 acre residential parcel | R-VC (Rubidoux-Village Commercial), R-2 (Multiple Family Dwellings) and A-1 (Light Agriculture) | R-VC (Rubidoux-Village Commercial) for the 1.79 acre commercial parcel and R-2 (Multiple Family Dwellings) for the 5.16 acre residential parcel |

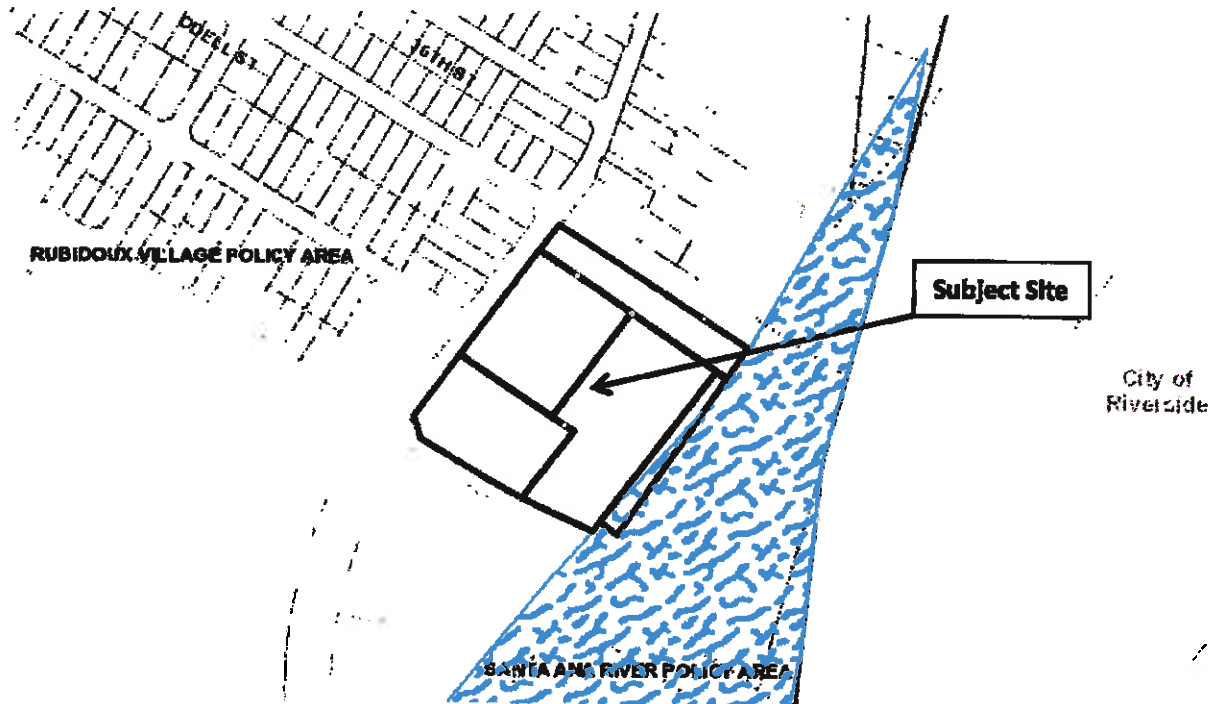
PLANNING DEPARTMENT COMMENTS: COMPLIANCE WITH POLICIES & CODE PROVISIONS

GENERAL PLAN

RUBIDOUX VILLAGE POLICY AREA

The subject site is located within the Rubidoux Village Policy Area (RVPA) within the Jurupa Area Plan of the County of Riverside General Plan, as adopted by the City of Jurupa Valley. There are numerous policies outlined in the RVPA which emphasize the redevelopment of the policy area. To further implement these policies, the Rubidoux Village Commercial zone, a Rubidoux Village Sign Program and specialized shared parking provisions have been established. In addition, development within the RVPA shall be subject to an architectural theme as illustrated in the "Rubidoux Village Design Workbook", which includes design guidelines intended to improve the architectural aesthetics of the downtown Rubidoux area. Figure 1 identifies the RVPA.

FIGURE 1: RUBIDOUX VILLAGE POLICY AREA



8930 Limonite Ave., Jurupa Valley, CA 92509-5183
 Phone: (951) 332-6464, FAX (951) 332-6995
www.jurupavalley.org

SANTA ANA RIVER POLICY AREA

A slender portion of the eastern property boundary is located within the Santa Ana River Policy Area (SARPA). The Santa Ana River is identified in the Jurupa Area Plan as an Integral part of the County's multipurpose open space system. It includes the Santa Ana River Trail, containing a Class 1 paved bikeway and riding and hiking trails made of decomposed granite, passing through 14 incorporated cities in three counties.

While a small portion of the eastern property boundary is shown within the SARPA, the Riverside County Flood Control District owns the property bordering the Santa Ana River watershed as shown outlined in red on Figure 2.

FIGURE 2: COUNTY FLOOD CONTROL PROPERTY



The project was routed to the Riverside County Regional Park and Open-Space District who maintains the Santa Ana River Trail. The District informed the Planning Department that the project, as proposed, will not have any impacts to the District's facilities or Regional Trail network as the Santa Ana River Trail is proposed to be located on the Flood Control levee behind the project. When developed, the trail will be a soft surface trail for pedestrian and equestrian users.

GENERAL PLAN LAND USE

The site is located within the CR (Commercial Retail) and Medium High Density Residential (MHDR) land use designations. The CR designation allows local and regional serving retail and service uses with a maximum FAR (floor area ratio) of 0.35. While the commercial land use parcel proposes a .40 FAR, the development is in keeping with the policies of the Rubidoux Village Policy Area (RVPA), which encourage a variety of intense compact commercial and service uses appropriate for a community center. All the

8930 Limonite Ave., Jurupa Valley, CA 92509-5183

Phone: (951) 332-6464, FAX (951) 332-6995

www.jurupavalley.org

policies within the RVPA would apply to this development and are provided as an attachment to this review letter.

Within the CR land use designation, there are certain design policies that apply to this project as outlined in Chart 1 shown below:

CHART 1. POLICIES OF COMMUNITY DEVELOPMENT: COMMERCIAL RETAIL

Community Design Policies

LU 23.3 Site buildings along sidewalks, pedestrian areas, and bicycle routes and include amenities that encourage pedestrian activity.

LU 23.5 Concentrate commercial uses near transportation facilities and high density residential areas and require the incorporation of facilities to promote the use of public transit, such as bus turnouts.

LU 23.6 Require that commercial projects abutting residential properties protect the residential use from the impacts of noise, light, fumes, odors, vehicular traffic, parking, and operational hazards.

LU 23.7 Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use.

Project Design

LU 23.9 Require that commercial development be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area.

The site layout orients the commercial building towards the southwest corner of the parcel, in close proximity to the public right-of-way. The 1.79 acre site layout is consistent with abovementioned policies in the Commercial Retail land use plan.

As the 5.16 acre residential parcel will change from MHDR to High Density Residential (HDR), the HDR land use designation standards and policies would apply. The HDR permits a building intensity range of 8 to 14 dwelling units per acre. The 5.16 acre parcel proposes 13 dwelling units per acre and is in compliance with the proposed HDR designation. Furthermore, the residential development complies with the policies outlined in Chart 2 shown below:

CHART 2. POLICIES OF COMMUNITY DEVELOPMENT: HIGH DENSITY RESIDENTIAL

HDR Policies

LU 22.1 Accommodate the development of multi-family residential units in areas appropriately designated by the General Plan and area plan land use maps.

Community Design

LU 22.2 Accommodate higher density residential development near community centers, transportation centers, employment and service areas.

LU 22.4 Accommodate the development of a variety of housing types, styles and densities that are accessible to and meet the needs of a range of lifestyles, physical abilities and income levels.

LU 22.7 Allow for reduced street widths to minimize the influence of the automobile and improve the character of a neighborhood, in accordance with the Riverside County Fire Department.

LU 22.8 Establish activity centers within or near residential neighborhoods that contain services such as child care or adult-care, recreation, public meeting rooms, convenience commercial uses, or similar facilities.

8930 Limonite Ave., Jurupa Valley, CA 92509-5183

Phone: (951) 332-6464, FAX (951) 332-6995

www.jurupavalley.org

LU 22.9 Require residential projects to be designed to maximize integration with and connectivity to nearby community centers, rural villages, and neighborhood centers.

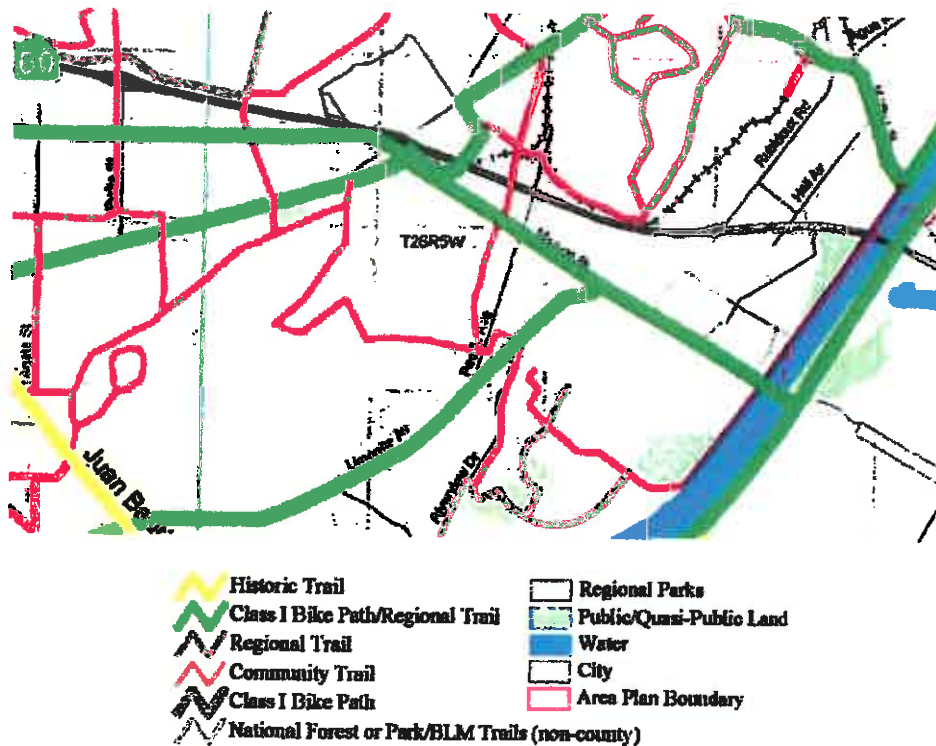
Project Design

LU 22.10 Require that residential units/projects be designed to consider their surroundings and to visually enhance, not degrade, the character of the immediate area.

JURUPA AREA PLAN TRAILS AND BIKEWAYS SYSTEM

According to the Jurupa Area Plan Trails and Bikeways System map, Figure 3, the County of Riverside Regional Trail is located just beyond the eastern property boundary within the County of Riverside Flood Control property. As mentioned in the Santa Ana River Policy Area section, the Riverside County Regional Park and Open-Space District did not object to the proposed development project.

FIGURE 3: TRAILS MAP



ZONING CODE

R-VC (RUBIDOUX-VILLAGE COMMERCIAL) ZONE

The development standards of this zone are intended to ensure the redevelopment of the Rubidoux Village Policy Area with a variety of intense compact commercial and service uses appropriate for a community center. As outlined in the RVPA and within the R-VC zone, development within the RVPA shall be subject to an architectural theme as illustrated in the Rubidoux Village Design Workbook (RVDW). The RVDW standards are discussed after the R-VC zoning code Section.

The RVPA is comprised of one commercial designation and zone (R-VC) in the Jurupa Community Plan. The Village Commercial designated area is subdivided into three distinct planning sub-areas: West

Village, Village Center and East Village. The subject site is located within the East Village Community Plan Designation as depicted within the RVDW.

Permitted Use

Section 9.82 of Article IXe R-VC (Rubidoux-Village Commercial) of the City of Jurupa Valley Zoning Ordinance (No. 348), lists uses permitted within the R-VC zone. Within the East Village designation there are a variety of permitted commercial land uses, including office, retail, market and restaurant uses. The proposed 31,375 square foot commercial development is proposing uses permitted within the East Village area, subject to a Site Development Permit approved pursuant to Section 18.30 (Site Developments).

Section 9.83 "Development Standards"

The proposed development is classified as a Project Type 3: Improvements based on vacant or cleared land requiring new construction. Staff assessed the development plans for compliance with the development standards, and offers the following comments:

- f(2) Entry forecourt. This item is discussed in greater detail in the RVW section to follow.
- (2g) Height. Not to exceed 50 feet in height; towers not to exceed 70 feet in height. Elevations shall show height of building and structures.
- i(1) Security Walls. Along the eastern property line, consider a six (6) foot high decorative masonry wall, with six (6) foot high wrought iron extension above the wall containing shepherd's crook feature to promote safety, and as recommended by the Sheriff's Department. Anti-graffiti coating shall be applied to all masonry walls.
- m. Utilities. Utilities shall be installed underground, except that electrical lines rated at 33kv or greater may be installed above ground.
- n. Site Lighting. Please provide a Photometric Plan which shows compliance this section.

Section 9.84 "Design Guidelines"

The development plans must comply with the design guidelines contained in the Rubidoux Village Design Workbook (RVDW), see RVDW Section.

Section 18.12 "Off-Street Vehicle Parking – Rubidoux Village Policy Area"

Section 18.12 (Off-Street Vehicle Parking) of the Jurupa Valley Zoning Ordinance calculates parking requirements based on proposed uses and square footages. Parking required by the code is calculated as follows:

1. General retail- including, but not limited to, neighborhood and community shopping centers, including those with restaurants: 5 ½ spaces per 1,000 sq. ft. of net leasable floor area
2. Professional business office- 1 space per 200 sq. ft. of net leasable floor area
3. Multiple Family Residential Uses:
 - a. Two bedrooms/ dwelling unit: 2.25 spaces/unit or 50 required spaces
 - b. Three or more bedrooms/ dwelling unit: 2.75 spaces/unit; and 1 space/ employee; or 127 required parking spaces (plus any employee spaces)

The code also requires accessible parking spaces at a rate of five (5) spaces for 101 to 150 standard parking spaces provided for the commercial use, and six (6) spaces for 151-200 standard parking spaces

required for the residential development. In addition, a minimum of one (1) in every eight (8) accessible parking spaces shall be served by an access aisle with a minimum width of eight (8) feet.

- Please revise the site plan to show parking tabulation table depicting required and provided parking spaces. All parking spaces and driveway aisles shall be shown dimensioned on the site plan per code requirements. Parking spaces next to a wall, building or fence or other obstructions shall be three feet wider than the required standard parking width. Furthermore, a six (6) inch curb with adjacent 12 inch wide concrete walkway shall be shown along planters on end stalls adjacent to vehicle parking spaces. See code for further detailed information.

Drainage: All parking areas, including driveways, shall be graded to prevent ponding and to minimize drainage runoff from entering adjoining properties.

Curbs, Bumpers, Wheel Stops or Similar Devices: Concrete bumpers may be eliminated if walkways are adjacent to the parking. Section 18.12(g)(6) stipulates: "If the method used is designed to stop the wheel rather than the bumper of the vehicle, the stopping edge shall be placed no closer than two feet from the edge of any required walkway, planter or landscaped area, or from any building. This additional planting area is considered part of the parking space and may not be counted toward satisfying any landscaping requirements."

- Site plan shall show compliance with this section.

Lighting: Parking lot lighting must be shown on the site plan (keynote) and a separate detail including design, height, etc. shall be provided. Lighting facilities should be designed to prevent lights from shining directly onto adjoining properties or streets. Parking area lighting must be of an energy-efficient type.

Bicycle Facilities: This project will require a minimum number of bicycle facilities dependent upon the number of parking spaces. See Section 18.12(d) for design criteria.

- Site plan shall show legend which includes bike racks and locations and shall contain a detail of the proposed bike racks. Please list required and provided on the site plan.

Section 18.12 (f) – For projects within the RVPA which are zoned R-VC, the Planning Director may, upon application by the owner or the lessee of any property, having 50 feet or more of street frontage or 7,500 square footage in building area, authorize shared use of parking facilities under the following conditions:

3. Individual lots in excess of 15,000 square feet may use street and public area parking to meet no more than 50% of the parking requirement.
4. When street parking is used to meet the parking requirement, all regular and handicap stalls on the street within 600 feet of the boundaries of the project may be counted. This provision applies to parking along Mission Blvd. as well as the local streets that serve Mission Blvd.

Please provide me with a detailed letter requesting authorization of shared use of parking facilities per the criteria listed in items 3 & 4. Both the letter and site plan shall identify that no more than 50% of the required parking will be located on the street and any nearby public parking areas. The letter and site plan shall show any proposed off-site parking within 600 feet of the property boundary. Please address your letter to the attention of the Planning Director, Thomas G. Merrell, AICP.

8930 Limonite Ave., Jurupa Valley, CA 92509-5183
Phone: (951) 332-6464, FAX (951) 332-6995
www.jurupavalley.org

Landscaping:

The landscape plan shall identify the minimum 10% landscape requirement within the parking area and minimum 50% shading area requirement. A planter at least eight (8) feet wide shall be located at least 45 feet apart for every 150 feet of frontage along a public road right-of-way. Within this planter, trees from the "Riverside County Guide to Trees, Shrubs and Ground Covers" shall be planted no further than 25 feet on center, and at least five (5) feet, but no further than 10 feet, from the back of the walkway.

R-2 (MULTIPLE FAMILY DWELLINGS) ZONE

The subject property is located within the R-2 zone and is subject to Section 7.1 (Uses Permitted), (b) apartment houses with an approved plot plan, pursuant to Section 18.30 (Site Development Permit). The elevations must show compliance with the maximum height limit of 40 feet. Per Section 7.4, the required front yard area shall be no less than 20 feet. The site plan shows 10 feet. The site plan will need to be revised to comply with the 20 foot requirement. The residential development meets the side and rear yard requirements of five (5) and 10 feet, respectively.

The site plan shall show a maximum 60 percent lot coverage per Section 7.7 . The development in this zone complies with the minimum 15 foot distance between two-story buildings and with the minimum area per dwelling unit of 2,500 square feet.

ORDINANCE NO. 460 (SUBDIVISION REGULATIONS)

Tentative Parcel Map No. 37256 is being processed in accordance with Article XVIII Reversion to Acreage, pursuant to Article V, Tentative Maps. The map proposes to merge five existing parcels under different ownership and subdivide into two (2) parcels: Parcel 1 proposed at 1.79 net acres and Parcel 2 proposed at 5.16 net acres.

Subdivisions are regulated by the Riverside County Subdivision Ordinance No. 460, as adopted by the City of Jurupa Valley pursuant to Chapter 1.35 of the Jurupa Valley Municipal Code. This is a Schedule "E" subdivision per Ordinance 460 (Subdivision Regulations), defined as: "Any division of land into two (2) or more parcels in commercial or industrial zones, regardless of parcel size." The Planning Commission shall make a recommendation on the map to the City Council for final action.

I have reviewed TPM 37256 for compliance with Ordinance No. 460 and have the following comments:

ARTICLE V SECTION 5.2 TENTATIVE PARCEL MAPS - INFORMATION REQUIRED

- A.
 1. Please provide the legal description for each parcel
 2. Provide the address of the property owners
 3. Provide the net and gross acres for Parcel 1 and Parcel 2
 4. Provide vicinity map
 5. Provide assessor's map book and page number of adjoining land divisions
 10. Provide locations and widths of existing and proposed known public utility easements
 - b. Any known existing wells on the property or within 200 feet of the subdivision boundary shall be indicated on the tentative map.
 11. Water courses, channels, existing culverts and drain pipes, including existing and proposed facilities for control of storm waters
 12. Land subject to overflow, inundation or flood hazard
 16. Show adjoining property and lot lines

17. Maximum contour intervals shall be four feet. The contour lines shall extend 300 feet beyond the exterior boundaries of the property when adjacent property is unimproved or vacant.

19. Existing and proposed zoning and general plan land use

20. A statement as to whether the tentative map includes the entire contiguous ownership of the land divider or only a portion thereof

B. Reports and written statements on the following matters shall accompany the tentative map:

1. Proposed method of control of storm water, including data as to amount of runoff, and the approximate grade and dimension of the proposed facilities.

2. A written statement (form SAN53) from the Health Officer, stating the type of sewage disposal and water supply that will be permitted shall be submitted for all parcel maps.

E. A program for the control of soil erosion and other pollutants in conformity with Section 4.J.13. Of Ordinance no. 457, Ordinance No. 742 and within blow and sand areas, Section 15.1 of the Ordinance shall be submitted and implemented for land divisions and related improvements.

ARTICLE VI PROCESSING OF TENTATIVE MAPS

Any tentative map that requires the approval of a general plan amendment or a change of zone, shall be heard in accordance with the provisions of Article 2 or Article 20 of Zoning Ordinance No. 348, whichever is applicable, and all of the procedural requirements and rights of appeal as set forth therein shall govern the hearing.

ARTICLE XIV STREET TREES

Map shall show compliance with this Article.

GENERAL COMMENTS TO SET OF PLANS

SITE PLAN

Incorporate all revisions and note changes under each section of the Site Plan, including RHA redlined landscape plans and revise the set of plans to reflect the following:

1. Provide a keynote table and keynotes throughout site plan identifying fencing; trash enclosure units; landscape areas; lighting fixtures, proposed signage areas; bike racks, etc.
2. Provide lot coverage for Parcel 1 and 2. Under R-2 zone standards, residential development permits maximum 60% lot coverage.
3. Revise Project Data: Land Use (proposed) from CR/MHDR to CR/HDR (8-14 du/ac)
4. Revise Commercial Parking Calculation to show no more than 50% of required parking spaces provided as street parking. Provide a separate plan which shows location of the 50% supplied street parking within 600 feet of the project boundary, as described in the R-VC zone, Section 18.12 noted previously.
5. Revise Residential Parking Calculation to show compliance with Section 18.12 in R-VC zone Section.
6. Provide a landscaping tabulation table (show minimum 10% interior landscaping and 50% shading area required by code).
7. Show lot lines and dimensions.

8930 Limonite Ave., Jurupa Valley, CA 92509-5183

Phone: (951) 332-6464, FAX (951) 332-6995

www.jurupavalley.org

8. Site plan shall be fully dimensioned, showing all setback lines, locations, dimensions and descriptions of all parking and loading facilities including parking spaces, access to parking spaces, circulation patterns both on and off the site, driveway aisles, driveway approaches and curb cuts. All on-site structures shall also be fully dimensioned.
9. Indicate all contiguous properties and streets showing center lines, lane striping, curb lines, street widths, right of way lines, street names, fire hydrants and other street furniture.
10. Indicate uses of adjoining lots and location of building footprints. Include zoning and land use of adjacent land uses.
11. Indicate all existing and proposed easements.
12. Identify proposed utility locations (i.e. transformers and water mains).
13. Indicate landscape areas including existing trees on the site and parkway.
14. Show street improvement and details of improvements within the public right-of-way for Crestmore Road per Engineering comments.
15. Security fencing: consider raising the proposed wrought iron fence to allow the addition of "shepherd's crook" along the top to promote security. All splitface pilasters shall contain decorative trim caps. Plans shall show that pilasters and walls from grade to a height of 10 feet shall contain anti-graffiti coating per code. See also illustration within the Rubidoux Village Design Workbook (RVDW), illustration 3-14.
16. Call out minimum six (6) foot high splitface wall with pilasters 40 feet on center and decorative wall trim cap along the entire northern property line, bordering single family residential land uses. Within 20 feet of the property line, wall shall drop to a maximum height of 30 inches.
17. Identify if the residential development will be gated from the commercial parcel
18. Call out stamped and stained driveway entry areas at minimum 20 feet from property line along both driveway entry areas.
19. Within the Details Sheet include the following:
 - a. Bike Racks
 - b. Parking and wall mounted lighting fixtures
 - c. Wall Plan/Detail for commercial and residential areas – include height and materials
20. Provide Photometric Plan
21. Show required six (6) bike parking spaces and five (5) accessible parking spaces at the Commercial parcel.
22. Per Section 18.12 b(6), provide minimum eight (8) foot landscaped planter along the southern property line, adjacent to the commercial building and commercial parking area.
23. Identify the stand along structure within the commercial parcel and add to required parking if applicable.
24. The southwest corner adjacent to the commercial building shall feature an entry court or plaza as identified in the Rubidoux Village Design Workbook (RVDW), Section 3-4 and 3-7 figures.

RUBIDOUX VILLAGE DESIGN WORKBOOK (RVDW)

DESIGN/ELEVATIONS

There are three (3) architectural styles within the RVDW: Monterey, Spanish Revival and Irving Gill styles. Section 4-6 identifies the Rubidoux Style as the preferred, using a contemporary California version of the traditional Mission, Spanish Revival and Monterey styles. As identified in the February 10, 2016 workshop staff report and the Planning Commission minutes of the workshop meeting, the project does not conform to the rest of the downtown Rubidoux area. The Commissioners requested that the

project be revised to adhere to the design criteria in the RVDW to achieve compatibility and consistency within the Rubidoux Village town center.

Please revise the commercial and residential architectural design to reflect the Rubidoux Style architecture identified in detail within the RVDW, and containing various architectural renderings (figures). Of particular interest, see figures 4-7, 4-9, 4-10, 4-12 & 4-13 (Spanish Revival architecture). The development should capitalize on the prominent corner location and gateway entry into the Rubidoux commercial village. The development should include courts and plazas, exterior entry court with public art or water feature, benches, trellage, arbors and lattice work to create a true downtown community.

Provide detailed elevations which include, but are not limited to, overall building height, length and depth. Call out building materials, finishes and proposed colors on a keynote table. Show exterior sides of buildings and label accordingly to which direction building faces. All on-site structures, including trash enclosure unit, bike racks and lighting fixtures, shall be architecturally integrated and color coordinated.

Provide a Colored Elevation set showing all revisions noted above and calling out all materials and colors.

FLOOR PLAN

For the Building "B" floor plans, please label each room.

LANDSCAPE PLAN

Incorporate the enclosed RHA Landscape Architect's comments (City's Landscape Consultant). All trees within the public right-of-way and on-site shall consist of minimum 24-inch box sizes. Please note the following comments:

1. Trees shall be planted 25 feet on center within the perimeter setback areas. Within these planters provide screen trees from the "Riverside County Guide to Trees, Shrubs and Ground Covers".
2. All changes to the Site Plan, including public right-of-way improvements, shall be shown on the revised landscape plan.
3. Show percentage of site landscaped, including minimum 10% landscape requirement within the parking area and minimum 50% shading area requirement.
4. Plan shall show general distances of trees, shrubs and ground covers.

Section 19.4 On-Site Advertising Structures and Signs

A Site Development Permit (SDP) must be submitted for the approval of monument, wall signs and any proposed signage. The initial deposit for an SDP is \$510.00 and shall be approved concurrently with this entitlement. Proposed signage shall be architecturally integrated with the overall project remodel.

All commercial signage shall comply with Section 19.8 Rubidoux Village Policy Area Signs.

COUNTY FLOOD CONTROL COMMENTS

Please assess if the project involves a FEMA mapped floodplain. If so, the City may require the applicant to provide all studies calculations, plans and other information required to meet FEMA requirements, and may also require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation or other final approval of the project, and a Letter of Map Revision (LOMR) prior to

8930 Limonite Ave., Jurupa Valley, CA 92509-5183

Phone: (951) 332-6464, FAX (951) 332-6995

www.jurupavalley.org

occupancy. Contact the Engineering Department, Steve Loriso, Deputy City Engineer for inquiries on this provision.

PAR ACCOUNT BALANCE

Staff has reviewed the Deposit Account Balance Detail sheet for MA15105 (PROS1517) for this project. According to the detail sheet, there is an outstanding balance of \$110.20 plus 2% land management fee which needs to be addressed. Staff has prepared and enclosed the invoice for your attention.

IMPACT FEES

There are a few adopted ordinances that impose fees on certain types of projects (including new developments) to fund the acquisition of lands supporting certain species under Multi-Species Habitat Conversation Plan (MSHCP), mitigate any impacts caused by new developments, the construction of public facilities and transportation improvements for the community. This project is within the following areas and is subject to the applicable impact fees:

- Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee (Ordinance 810)
- Western Transportation Uniform Mitigation Fee (TUMF) Program (Ordinance 824)
- Development Impact Fee (DIF) Program (Ordinance 659)

I have attached the Development Mitigation Fee Worksheet showing required fees. The payments are due prior to the final building inspection of any building permit or the issuance of the Certificate of Occupancy, whichever comes first. For more information, please review the ordinances on the County Clerk of the Board's website.

RE-SUBMITTAL

Please submit the following:

- Three (3) sets of revised plans, including landscape plans
- Electronic file of all revised plans, colored elevations, and colored landscape plans, etc.
- Discuss any proposed on-site security or surveillance cameras (if any show general location on site plan/floor plan).

Once the plans are deemed acceptable, staff will require a revised Colors and Materials board to reflect the RVDW design guidelines. Please do not hesitate to contact me should you have any questions at rlopez@jurupavalley.org or (951) 332-6464 x 212.

COMMENTS FROM OTHER CITY DEPARTMENTS

All received comments are attached. Any outstanding comments from external agencies will be forwarded to the Applicant once received.

BUILDING DEPARTMENT

Art Castro, Plans Examiner

Tel: 951-332-6464; email: acastro@jurupavalley.org

8930 Limonite Ave., Jurupa Valley, CA 92509-5183

Phone: (951) 332-6464, FAX (951) 332-6995

www.jurupavalley.org

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

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

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

DATE OF HEARING: May 11, 2017

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

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

FURTHER INFORMATION: Contact John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Rocio Lopez of the City of Jurupa Valley Planning Department at (951) 332-6464.

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

ALUC Identification No.

ZAP1031FL17

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application March 15, 2017
 Property Owner see attached Phone Number _____
 Mailing Address _____

Agent (if any) Debi Myers Phone Number 909-767-7205
 Mailing Address % Northtown Housing Devel Corp.
10071 Feron Blvd
Rancho Cucamonga, CA 91730

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address 5115 Mission Blvd, 5171 Mission Blvd, 3400 Crestmore
3720 Crestmore, vacant commercial property
 Assessor's Parcel No. 179-330-002, 003, 004, 005 & 006 Parcel Size 210.6 Props. 4.43 Acre
 Subdivision Name 3700 Block of Crestmore Rd. Zoning Averna Props. 2522
 Lot Number _____ Classification _____

Flabob
C

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Zoned "Commercial Retail" & "Medium High Density Residential"
previously 66 mobile homes on half of project site + 2 single family
relocated by B.V. Co. H.A. remainder of site vacant. Homes

Proposed Land Use (describe) Commercial Retail w/2nd Floor office use on 1.790 acres
Mixed Use: Medium Density Residential (Multi-Family) on 5.162 acres.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 60 Apartment units
 For Other Land Uses Hours of Use _____
 (See Appendix C) Number of People on Site Maximum Number 225 on Commercial Parcel
 Method of Calculation C.B.C. Maximum Occupancy of "Retail"
Restaurant, office use areas, multiplied by 50%

Height Data Height above Ground or Tallest Object (including antennas and trees) 42 Feet ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 819.5 Feet ft.

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

per Appendix C

*d. myers
 & northtown housing.com*

| REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE) | |
|--|--|
| Date Received | |
| Agency Name | City of Turupa Valley |
| Staff Contact | Rocio Lopez |
| Phone Number | |
| Agency's Project No. | GPA, CZ, PP, PM |
| Type of Project | <input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input type="checkbox"/> Other |

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

Letter of Transmittal

Date: March 28, 2017

To: Riverside County Airport Land Use Commission
4080 Lemon Avenue, 14th Floor
Riverside, CA 92501
951-955-5132

From: Debi Myers
Northtown Housing Development Corp.
10071 Feron Blvd.
Rancho Cucamonga, CA 91730
(909) 767-7205

| Copies | Description |
|---------------|--|
| | Mission Gateway Villas & Plaza - Mixed Use |
| 1 | Completed Application |
| 1 | Project Site Plan - Folded |
| 1 | Elevations of Buildings - Folded |
| 1 | 8 1/2 x 11 reduced copy of the above |
| 1 | 8 1/2 x 11 reduced copy showing project in relationship to airport |
| 1 | Floor Plans for non-residential projects |
| 4 | Gummed address labels of the owner representative |
| 1 | Gummed address labels of all property owners within 300' radius of the project site. |
| 4 | Gummed address labels of the referring agency (Riverside County Housing Authority) |
| 1 | Check for Fees |

**AIRPORT LAND USE COMMISSION HEARING
REPORT OF ACTIONS
JUNE 9, 2011**

7-6-11

COMMISSIONERS PRESENT: Simon Housman, Rod Ballance, Arthur Butler, John Lyon, Michael Geller (alternate for Richard Stewart)

COMMISSIONERS ABSENT: Glen Holmes, Greg Pettis, Richard Stewart

2.0 PUBLIC HEARING: NEW BUSINESS

- 2.1 Staff report recommended: **CONTINUANCE to July 14, 2011 (pending Air Force review)**
- Staff recommended at hearing: **CONTINUANCE to July 14, 2011, pending receipt of comments from March Air Reserve Base officials**
- ALUC Commission Action: **CONTINUANCE to July 14, 2011 (pending Air Force review)**
- Vote 4-0, absent: Pettis, Holmes, Geller (alternate for Richard Stewart)
- ZAP1071MA11 – Selective Telecommunications Consulting, LLC, for AT&T Mobility (Representative: Edwin Kim) – JPA Case No.: CUP 11-01 (Conditional Use Permit).** A proposal to establish an unmanned telecommunications facility (cell tower) consisting of antennas on a 70-foot high tower disguised as a palm tree (monopalm), with an associated enclosed equipment shelter on a 2.96-acre site located northerly of Cactus Avenue, westerly of Interstate 215, and easterly of the rail line, within the land use jurisdiction of the March Joint Powers Authority (Airport Area I of the March Air Reserve Base Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rcflma.org.
- 2.2 Staff report recommended: **CONSISTENT pursuant to Section 3.3.6**
- Staff recommended at hearing: **CONSISTENT pursuant to Section 3.3.6**
- ALUC Commission Action: **CONSISTENT pursuant to Section 3.3.6 based on adopted special findings:**
1. The Commission finds that a significant mitigating circumstance is the proximity of the Santa Ana River for emergency landings.
2. The evidence clearly shows that the number of residential
- ZAP1020FL11 – Northtown Housing Development Corp. and Riverside County Economic Development Agency (Representative: Pete Pitassi) – County Case Nos.: GPA 01084 (General Plan Amendment), CZ 07556 (Change of Zone), and PP 24862 (Plot Plan).** Plot Plan No. 24862 is a proposal to develop a 66-unit affordable housing development (“Crestmore Apartments”), with a 3,375 square foot community building, on 4.25-4.43 acres located northerly of Mission Boulevard and easterly of Crestmore Road in the community of Rubidoux. General Plan Amendment No. 1084 is a proposal to amend the designation of the site on the Jurupa Area Plan from Commercial Retail (3.43 acres) and Medium High Density Residential (5-8 dwelling units per acre) (1 acre) to Very High Density Residential (14-20 dwelling units per acre). Change of Zone No. 7756 is a proposal to change the zoning of the site from R-VC (Rubidoux Village Commercial), R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture) to R-3 (General Residential). (Zone C of Flabob Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at

The entire discussion of numbered agenda items can be found on CDs as indicated. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rcflma.org

**AIRPORT AND USE COMMISSION HEARING
REPORT OF ACTIONS
JUNE 9, 2011**

units on the site is not being increased from the number of residential units on the site when it was in use as a mobilehome park. The Commission received conflicting testimony as to whether the proposed apartment project would house more people than the mobilehome park, but there is no clear and convincing evidence that there would be a significant increase in the number of people that would occupy the site.

rbrady@rctlma.org.

3. The site is located beyond the limits of the 55 CNEL contour for aircraft noise associated with flights to and from Flabob Airport. Areas beyond the 55 CNEL contour are considered generally acceptable for residential use and would normally not be exposed to excessive noise levels. To the extent that the site is affected by noise, this project does not substantially increase the number of persons affected.

ALUC Commission approval would include a request to EDA for grant of an aviation easement to the County of Riverside for the use of the general public.

(Vote 5-0, absent: Holmes and Pettis)

CDS:

2

The entire discussion of numbered agenda items can be found on CDs as indicated. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

July 11, 2011

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Greg Pettie
Cathedral City

Richard Stewart
Moreno Valley

STAFF

Director
Ed Cooper

Russell Brady
John Guerin
Barbara Santos

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

www.rcaluc.org

Christian Hinojosa, Urban Regional Planner III
Riverside County Planning Department
4080 Lemon Street, Twelfth Floor
Riverside CA 92501

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.: ZAP1020FL11
Related File No.: GPA01084 (General Plan Amendment), CZ07756 (Change of Zone), and PP24862 (Plot Plan)
APN: 179-330-002; 179-330-003; 179-330-005.

Dear Mr. Hinojosa:

On June 9, 2011, the Riverside County Airport Land Use Commission (ALUC) determined (by a unanimous 5-0 vote of those present) that the proposed use, designation, and zoning, which would normally be considered an incompatible use and inconsistent designations and zoning, can be considered compatible in this specific situation. The Commission proceeded to find the project **CONSISTENT** with the 2004 Flabob Airport Land Use Compatibility Plan (Flabob ALUCP) pursuant to the provisions of Policy 3.3.6 (Other Special Conditions) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, based on the following findings of fact and subject to the following conditions:

FINDINGS OF FACT:

- a. The Commission finds that a significant mitigating circumstance is the proximity of the Santa Ana River for emergency landings.
- b. The evidence clearly shows that the number of residential units on the site is not being increased from the number of residential units on the site when it was in use as a mobile home park. The Commission received conflicting testimony as to whether the proposed apartment project would house more people than the mobile home park, but there is no clear and convincing evidence that there would be a significant increase in the number of people that would occupy the site.
- c. The site is located beyond the limits of the 55 CNEL contour for aircraft noise associated with flights to and from Flabob Airport. Areas beyond the 55 CNEL contour are considered generally acceptable for residential use and would normally not be exposed to excessive noise levels. To the extent that the site is affected by noise, this project does not substantially increase the number of persons affected.

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 shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light, visual approach slope indicator, or such red light obstruction marking as may be permitted by the Federal Aviation Administration.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area, including landscaping utilizing water features, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, and incinerators.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. **This finding of consistency is based upon the site plan dated 4/19/11. Any changes in the locations, heights, layout, or intended use of buildings or increase in the total number of dwelling units shall be subject to further review by the Airport Land Use Commission as an amended project.**
4. 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.
5. Any new retention 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 retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

Additionally, although ALUC is not requiring this as a condition of project consistency, the Airport Land Use Commission is requesting that the landowner (currently the Redevelopment Agency of the County of Riverside) grant an aviation easement to the County of Riverside for the use of the general public.

If you have any questions, please contact Russell Brady, Airport Land Use Commission Contract Planner, at (951) 955-0549, or John Guerin, Airport Land Use Commission Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

Attachments: Notice of Airport in Vicinity

cc: ALUC Staff
Tom Fan, Riverside County Economic Development Agency
Peter Pitassi, Pitassi Architects, Inc.
Northtown Housing Development Corp. – Attn.: Rebecca Dennis
John Burcher
Emilio Ramirez, City of Riverside Development Department
Steve Harding, City Manager, City of Jurupa Valley
Flabob Airport – Attn.: Leo Doiron, Airport Manager
Chad Davies, Riverside County Economic Development Agency – Aviation Division

Y:\ALUCAirportCaseFiles\Flabob\ZAP1020FL11.LTR.doc

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.2

HEARING DATE: June 9, 2011

CASE NUMBER: ZAP1020FL11 – Northtown Housing Development Corp. and Riverside County Economic Development Agency (Representative: Pete Pitassi)

APPROVING JURISDICTION: County of Riverside (in future: City of Jurupa Valley)

JURISDICTION CASE NO: GPA01084 (General Plan Amendment), CZ07756 (Change of Zone), PP24862 (Plot Plan)

MAJOR ISSUES: The project, located within Compatibility Zone C, would typically be restricted to a maximum residential intensity of 0.2 dwelling units per acre (or, in this case, one dwelling per existing legal lot). However, the site previously accommodated a 66-unit mobile home community, which was recently demolished to provide for the proposed project. The project proposes a total of 66 units, which would not increase the number of dwelling units that previously existed on the site.

RECOMMENDATION: Staff recommends a finding of CONSISTENCY for the Change of Zone, General Plan Amendment, and Plot Plan, pursuant to the Commission making special findings pursuant to Section 3.3.6 of the Countywide Policies for a normally incompatible use, subject to the conditions specified herein for the Plot Plan. Such findings should include that the proposed project would not increase the number of units from the previously existing use on the site, would not expose additional people to potential hazards from aircraft as previously existed, and would not expose people to excessive noise levels, and that the project is located adjacent to the Santa Ana River, which provides a large amount of open area for emergency landings.

PROJECT DESCRIPTION: Plot Plan No. 24862 is a proposal to develop a 66-unit affordable housing development (“Crestmore Apartments”), with a 3,375 square foot community building, on 4.25-4.43 acres located northerly of Mission Boulevard and easterly of Crestmore Road in the community of Rubidoux. General Plan Amendment No. 1084 is a proposal to amend the designation of the site on the Jurupa Area Plan from Commercial Retail (3.43 acres) and Medium High Density Residential (5-8 du/ac) (1 acre) to Very High Density Residential (14-20 du/ac). Change of Zone No. 7756 is a proposal to change the zoning of the site from R-VC (Rubidoux Village Commercial), R-2 (Multiple Family Dwellings), and A-1 (Light Agriculture) to R-3 (General Residential).

PROJECT LOCATION: The project site is located northerly of Mission Boulevard and easterly of Crestmore Road in the community of Rubidoux, approximately 2,640 feet (one-half mile) northerly of Runway 6-24 at Flabob Airport.

RIVERSIDE COUNTY GIS



Selected parcel(s):
 179-330-002 179-330-003 179-330-005

AIRPORTS

- SELECTED PARCEL
- AIRPORT RUNWAYS
- AIRPORT INFLUENCE AREAS
- AIRPORT BOUNDARIES
- PARCELS
- COMPATIBILITY ZONE A
- COMPATIBILITY ZONE B1
- COMPATIBILITY ZONE B2
- COMPATIBILITY ZONE C
- COMPATIBILITY ZONE D
- INTERSTATES
- HIGHWAYS

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...Tue May 24 08:37:33 2011
 Version 110502

RIVERSIDE COUNTY GIS

**Selected parcel(s):**

179-330-002 179-330-003 179-330-005

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...Wed May 11 08:50:10 2011

Version 110502

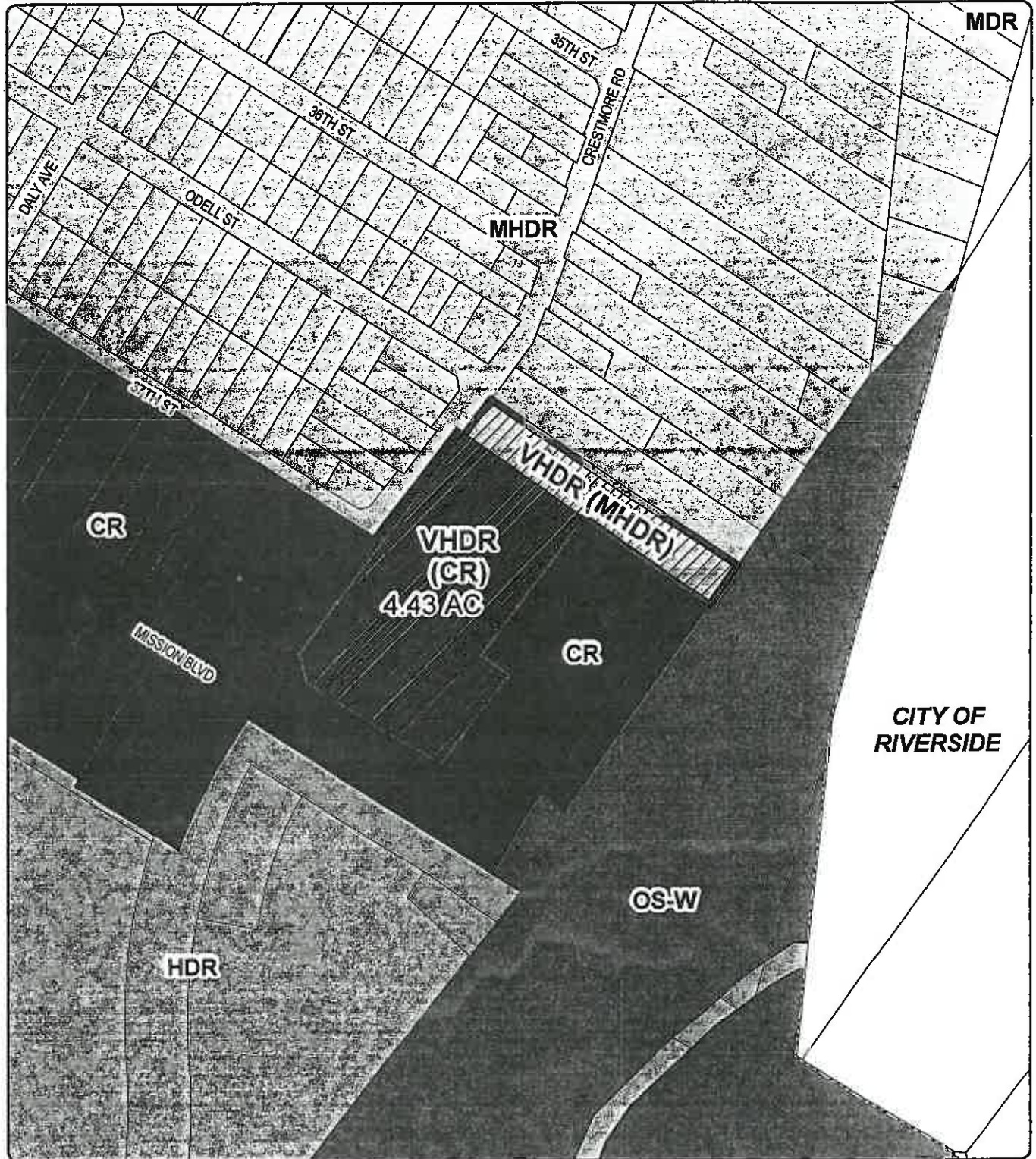
RIVERSIDE COUNTY PLANNING DEPARTMENT

GPA01084

PROPOSED GENERAL PLAN

Supervisor Tavaglione
District: 2

Date Drawn: 9/17/09
Exhibit 6



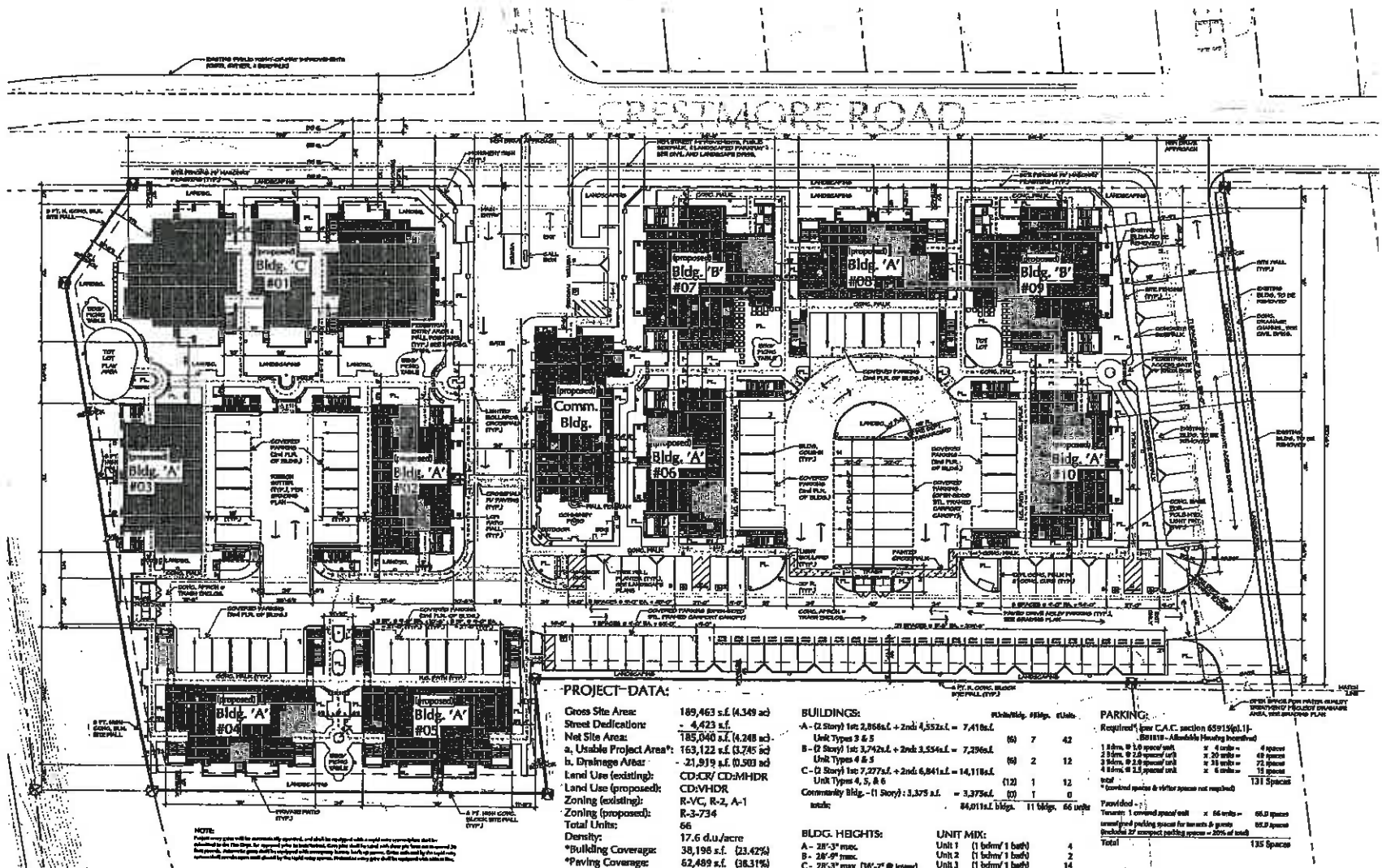
Zoning District: Rubidoux
Township/Range: T2SR5W
Section: 15



Assessors Bk. Pg. 179-33
Thomas Bros. Pg. 685 E3
Edition 2009

DISCLAIMER: On October 7, 2003, 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) 955-3200 (Western County), or in Indio at (760) 953-8277 (Eastern County) or website at <http://www.tlma.co.riverside.ca.us/index.html>





PROJECT DATA:

Cross Site Area: 189,463 s.f. (4.349 ac)
 Street Dedication: 4,423 s.f.
 Net Site Area: 185,040 s.f. (4.248 ac)
 a. Usable Project Area*: 163,122 s.f. (3.745 ac)
 b. Drainage Area†: 21,919 s.f. (0.503 ac)
 Land Use (existing): CD-CR/ CD-MHDR
 CD-VHDR
 Zoning (existing): R-VC, R-2, A-1
 Zoning (proposed): R-3-734
 Total Units: 66
 Density: 17.6 d.u./acre
 *Building Coverage: 38,196 s.f. (23.62%)
 *Paving Coverage: 62,489 s.f. (38.31%)
 *Landscape coverage:
 Patios - 4,382 s.f.
 Open Space (incl. Bal.) 58,053 s.f.
 total 62,435 s.f. (38.27%)

BUILDINGS:

A - (2 Story) 1st: 2,866s.f. + 2nd: 4,552s.f. = 7,418s.f.
 Unit Types 3 & 5 (6) 7 42
 B - (2 Story) 1st: 3,742s.f. + 2nd: 3,554s.f. = 7,296s.f.
 Unit Types 4 & 5 (6) 2 12
 C - (2 Story) 1st: 7,227s.f. + 2nd: 6,841s.f. = 14,118s.f.
 Unit Types 4, 5, & 6 (12) 1 12
 Community Bldg. - (1 Story): 3,375 s.f. = 3,375s.f. (1) 1 0
 total: 84,011s.f. Bldgs. 11 Bldgs. 66 Units

BLDG. HEIGHTS:
 A - 28'-3" max.
 B - 28'-0" max.
 C - 28'-3" max. (28'-2" @ corner)
 Comm. - 21'-0" max.

UNIT MIX:
 Unit 1 (1 bdrm/1 bath) 4
 Unit 2 (1 bdrm/1 bath) 2
 Unit 3 (2 bdrm/1 bath) 14
 Unit 4 (2 bdrm/1 bath) 4
 Unit 5 (3 bdrm/2 bath) 36
 Unit 6 (4 bdrm/2 bath) 6
 total 66

PARKING:

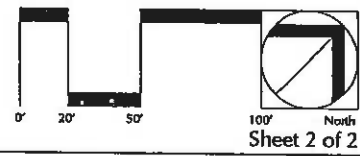
Required (per C.A.C. section 65913(d), 1) -
 (B0118 - Affordable Housing Incentive)
 1 bdrm @ 1.0 space/unit x 4 units = 4 spaces
 2 bdrm @ 1.5 space/unit x 20 units = 30 spaces
 3 bdrm @ 2.0 space/unit x 28 units = 56 spaces
 4 bdrm @ 2.5 space/unit x 6 units = 15 spaces
 total 131 Spaces
 *covered spaces & visitor spaces not required

Provided (---):
 1 covered space/unit x 66 units = 66.0 spaces
 uncovered parking spaces for tenants & guests
 (includes 21 compact parking spaces = 20% of total)
 Total 135 Spaces

Exhibit "A.2" - Site Plan

09051
 APRIL 19, 2011

| DATE | BY | REVISIONS | APPROVAL | COUNTY |
|------|----|-----------|----------|--------|
| | | | | |



Riverside County Economic Development Agency
 Northtown Housing Development Corporation
 Crestmore Apartments

PITASSI ARCHITECTS, INC.
 • 8118 White Oak Ave., Suite 105 • Rancho Cucamonga, CA 91730 •
 • Tel. 909-988-1381 • Fax. 909-944-8314 • e-mail: pitassi@pitassiarchitects.com

PLOT PLAN NO. 24862

APN: 179-330-002,003,005

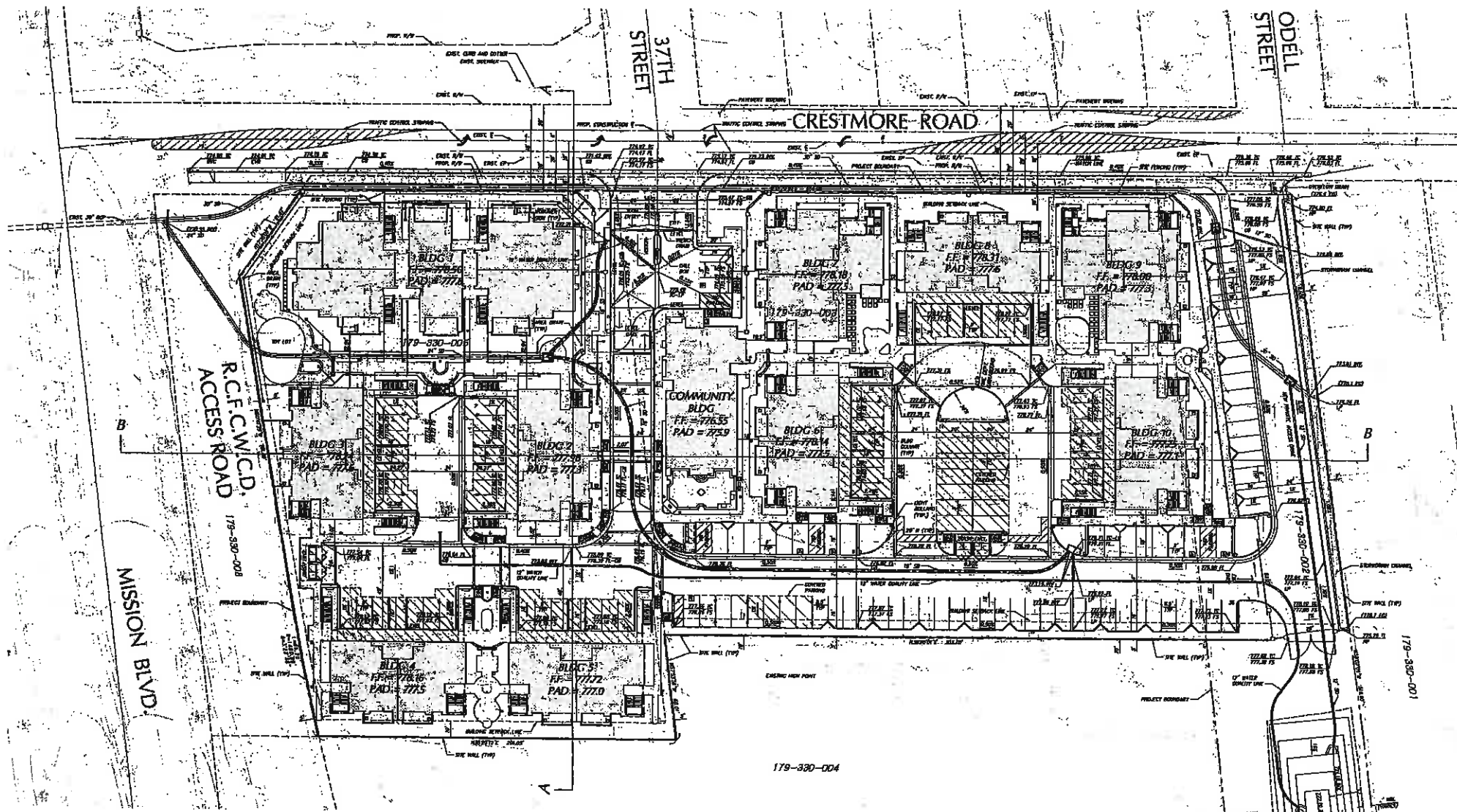


Exhibit "C"
 Preliminary Grading Plan - PP24862

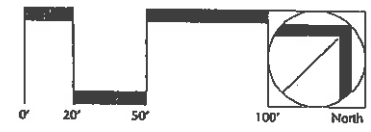
Riverside County Economic Development Agency
 Northtown Housing Development Corporation
 Crestmore Apartments

SEE SHEET NO. 1
 NOTE: SEE SHEET NO. 1 FOR SECTIONS

09051
 FEBRUARY 7, 2011
 REVISED: APRIL 19, 2011



PREPARED BY:
 PROJECT OWNER: R.C.F.C.W.C.D.
 DATE: 04/19/2011



ENGINEERING: BY: H. BATHAM SHEET
 LAND PLANNING: DATE: 04/19/2011
 PLANNING: PROJECT: CRESTMORE APARTMENTS
 SHEET NO. 2 OF 2

SHEET 2 of 2 SHEETS



**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: July 13, 2017

CASE NUMBER: ZAP1268MA17 – ADJ Holdings, Inc. (Representative: NAI Capital, David Moore)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PP26174 (Plot Plan)

MAJOR ISSUES: None

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

PROJECT DESCRIPTION: The applicant proposes to establish a construction storage yard for wood powerline poles with a 240 square foot office trailer on 13.94 acres.

PROJECT LOCATION: The site is located on the southeast corner of Harley Knox Boulevard and Harvill Avenue in the unincorporated community of Mead Valley, approximately 3,700 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

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

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Zones C1 and C2
- c. Noise Levels: Below 60 CNEL from aircraft

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zones C1 and C2. Zone C1 limits average intensity to 100 people per acre, and Zone C2 to 200 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 C2:

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

The project proposes a 240 square foot office trailer, accommodating a potential total occupancy of 1 person. The resulting average intensity of 1 person per acre is consistent with the Compatibility Zones C1 and C2 criteria of 200 and 500.

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 5 parking spaces provided, the total occupancy would be estimated at 8 people. The resulting average intensity of 1 person per acre is consistent with the Compatibility Zones C1 and C2 average criteria of 200 and 500.

The applicant does not anticipate that total occupancy will exceed 3 full time employees.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone C1 limits maximum single-acre intensity to 250 people, and Zone C2 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 the entire 240 square foot office trailer, accommodating a total occupancy of 1 person, which is consistent with the Compatibility Zones C1 and C2 single acre criterion of 250 and 500.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones C1 and 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. Therefore, no special measures are required to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 3,700 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,525 feet AMSL. The office trailer is proposed to be sited at an elevation of 1,526 feet AMSL. The proposed building height is approximately 13 feet. Therefore, review of the proposed structure by the FAA Obstruction Evaluation Service is required. The applicant has submitted Form 7460-1 requesting review of a building with a top point elevation of 1,541 feet, and FAA OES has assigned Aeronautical Study No. 2017-AWP-6135-OE to this project, which is

recognized as a “Work in Progress” as of the date of this staff report.

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

CONDITIONS:

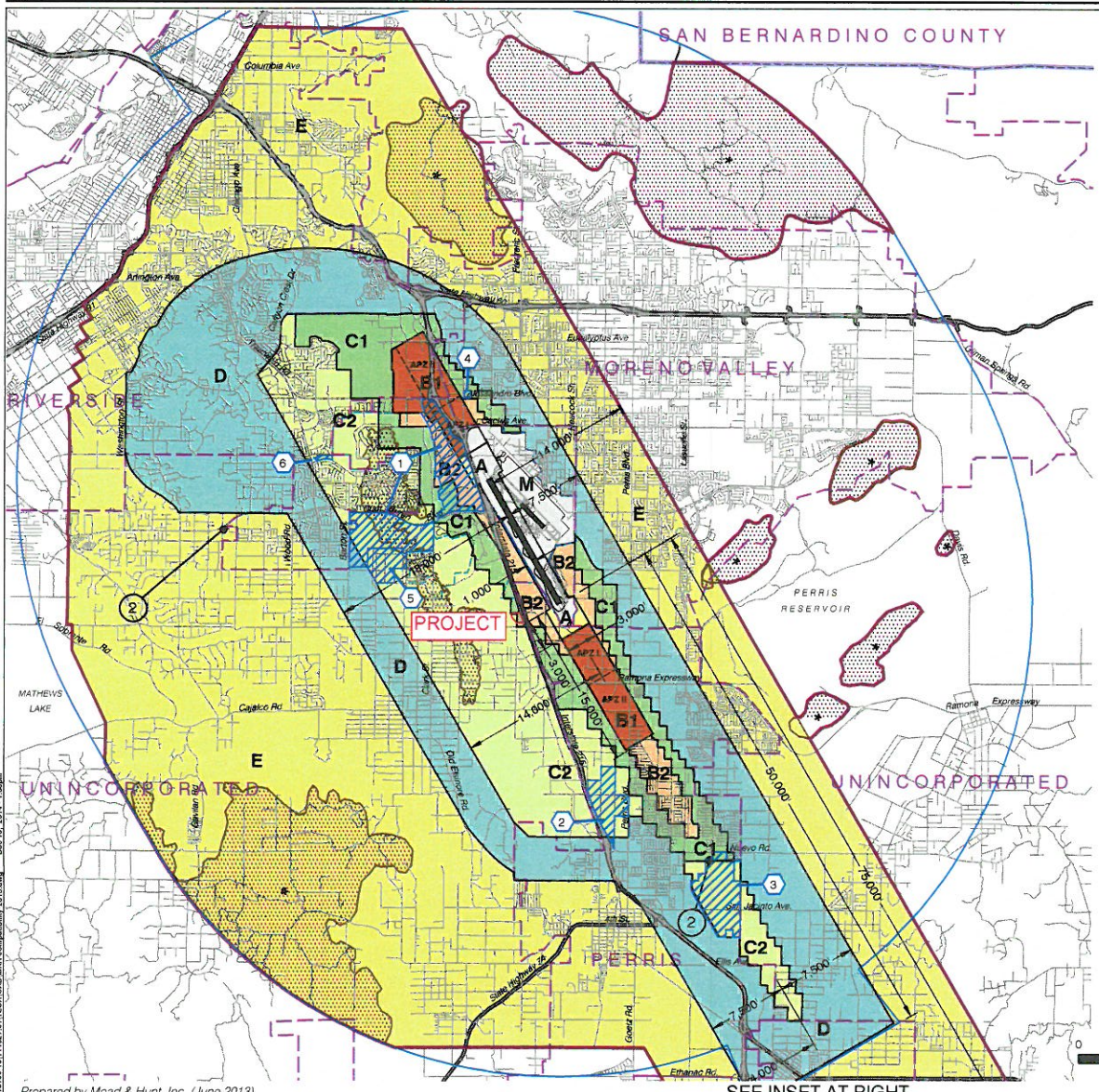
1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The following uses/activities are specifically prohibited at this site: 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.
4. Additionally, the following uses are prohibited within the Compatibility Zone C1 portion of the site: Children’s schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, places of assembly (including churches and theaters), and critical community infrastructure facilities.
5. 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.
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. Any additional structures or change in use 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.

NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

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

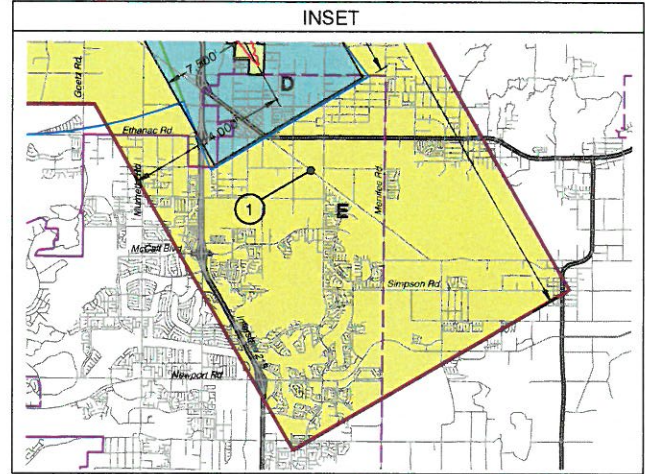
Boundary Lines

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

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

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

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



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

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



Base map source: County of Riverside 2013

X:\18195-01\11497-01\REGUL\COM\AMC\compatibility_2013.dwg Dec 19, 2014 1:13:08pm

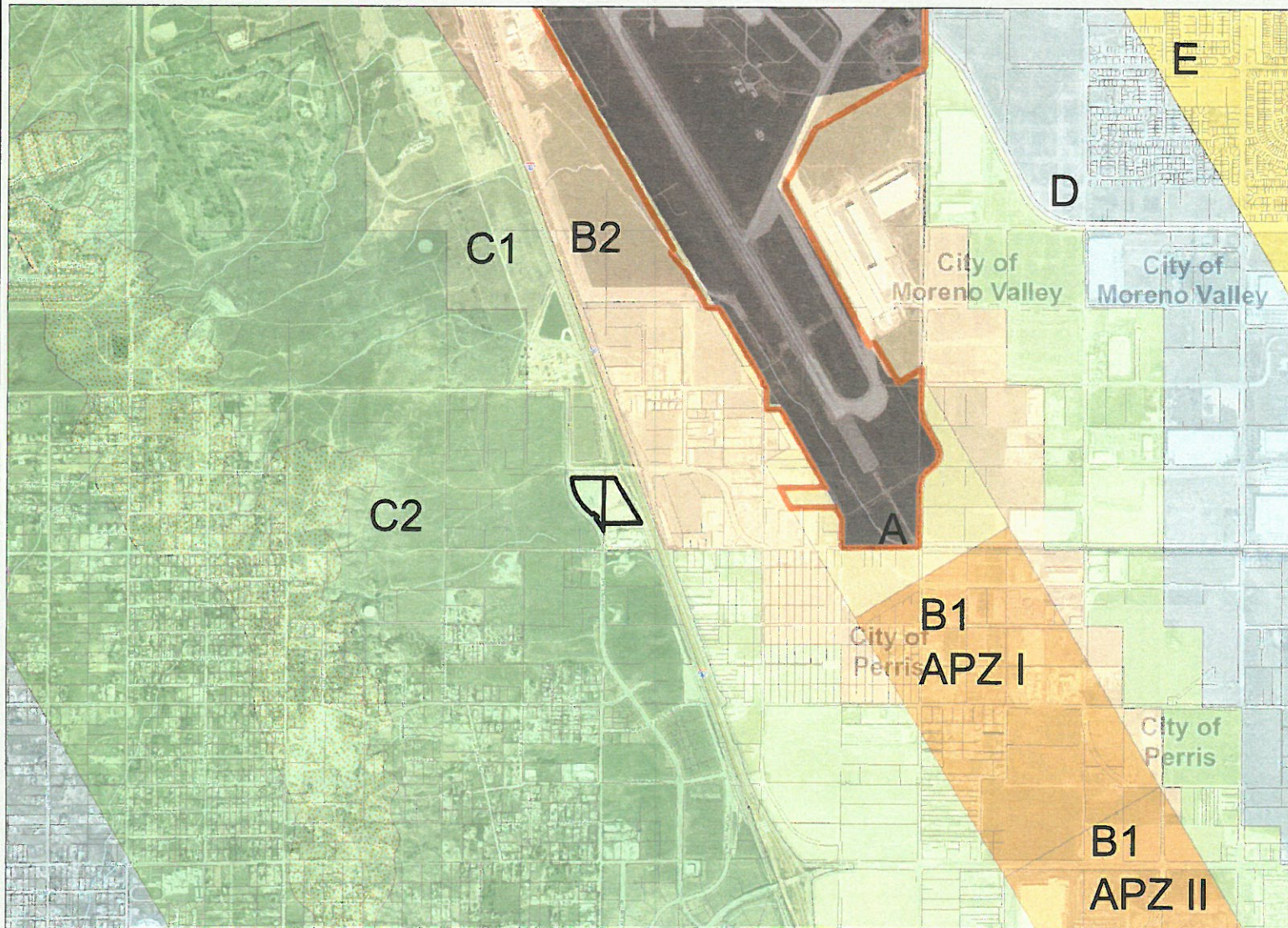
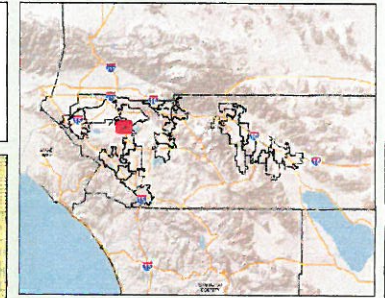
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

Map MA-1

Compatibility Map
 March Air Reserve Base / Inland Port Airport

My Map



Legend

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



0 3,115 6,229 Feet



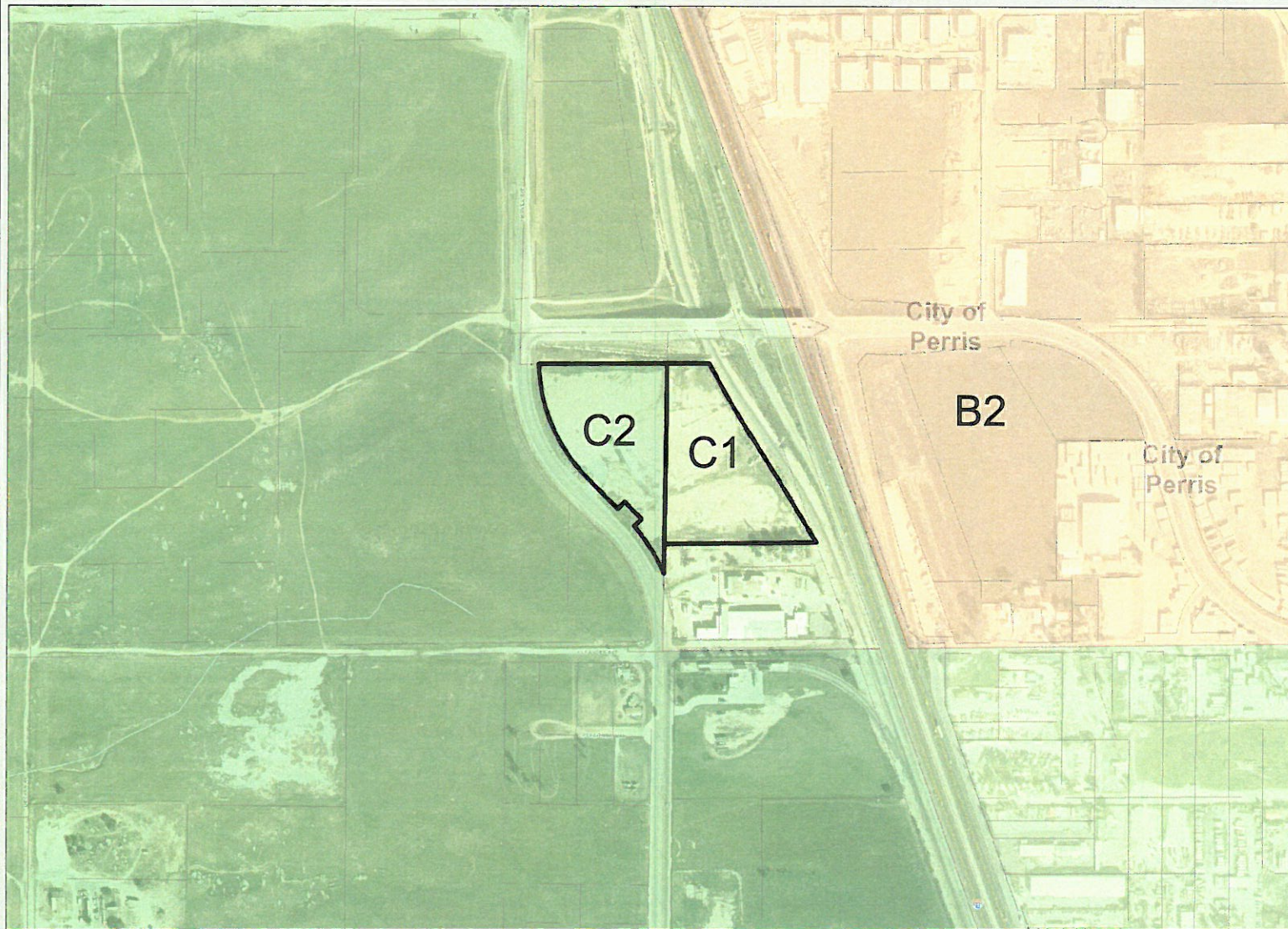
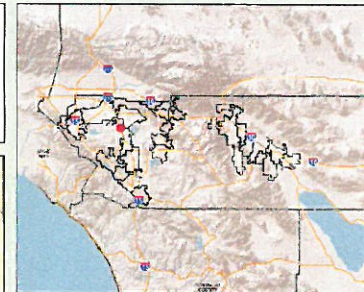
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 6/6/2017 2:30:50 PM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



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.

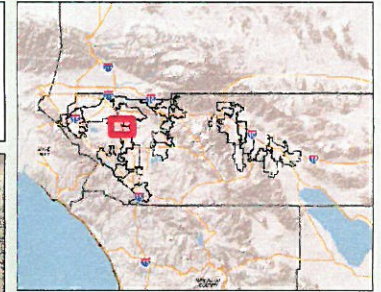


REPORT PRINTED ON... 6/6/2017 2:26:28 PM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 6,229 12,458 Feet



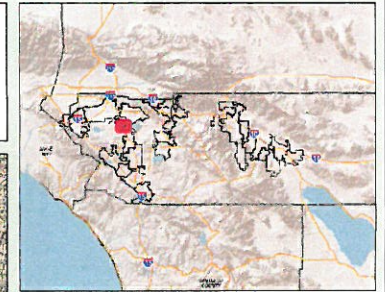
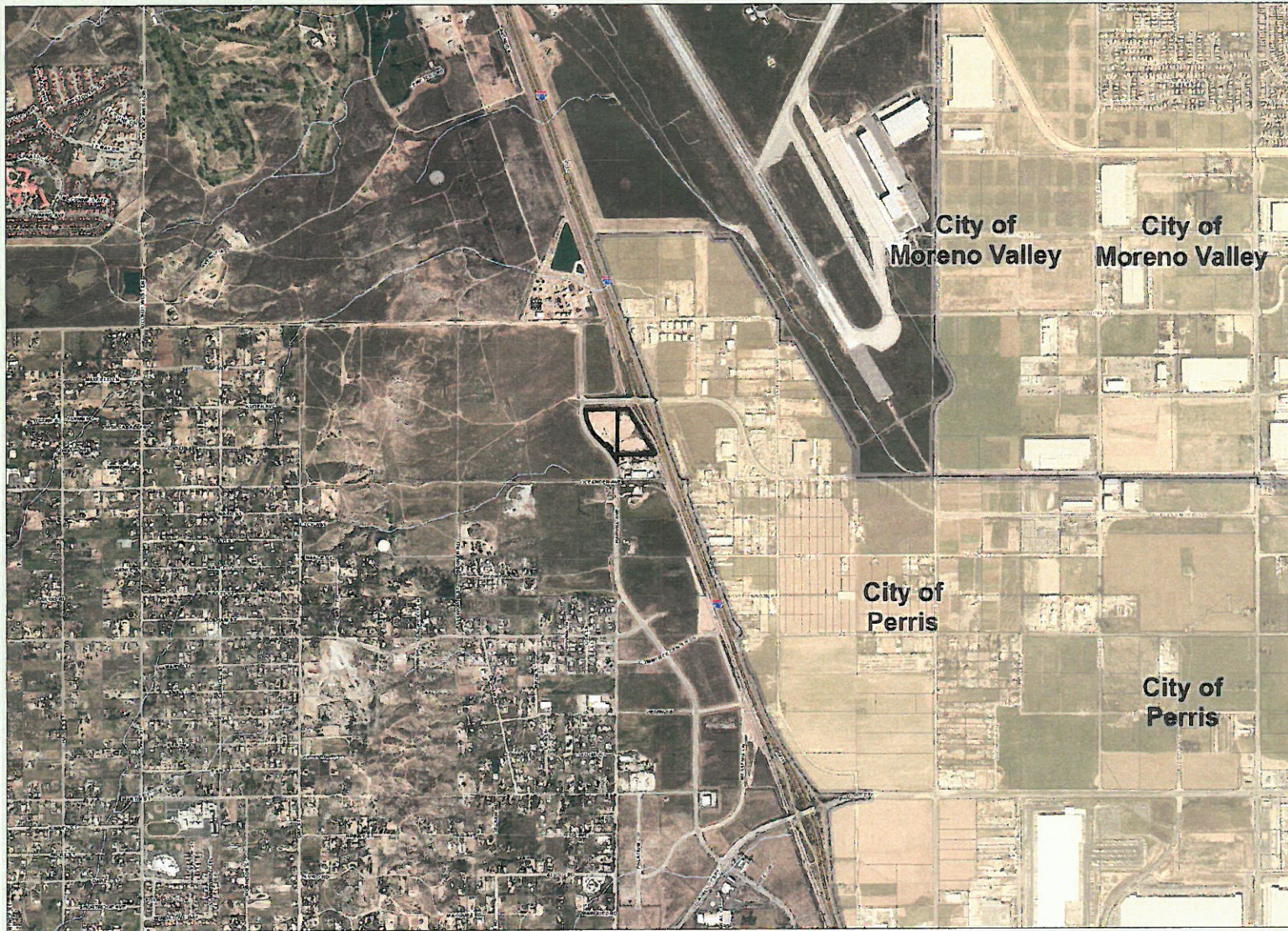
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 6/6/2017 2:33:07 PM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 3,115 6,229 Feet



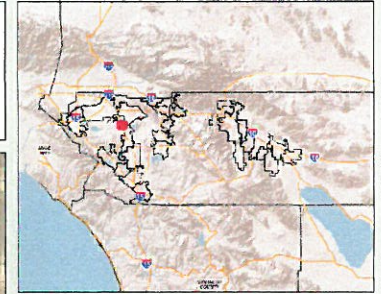
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 6/6/2017 2:33:46 PM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 1,557 3,115 Feet



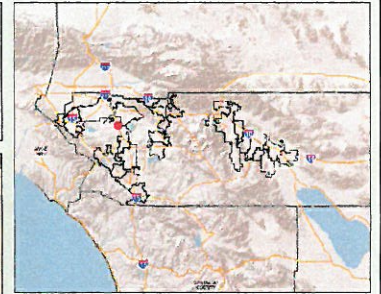
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 6/6/2017 2:34:20 PM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 779 1,557 Feet



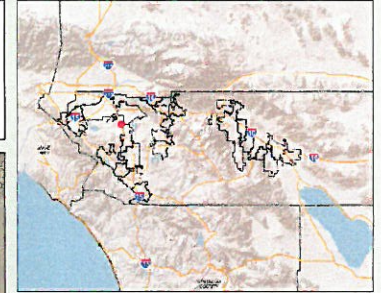
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 6/6/2017 2:27:35 PM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 389 779 Feet

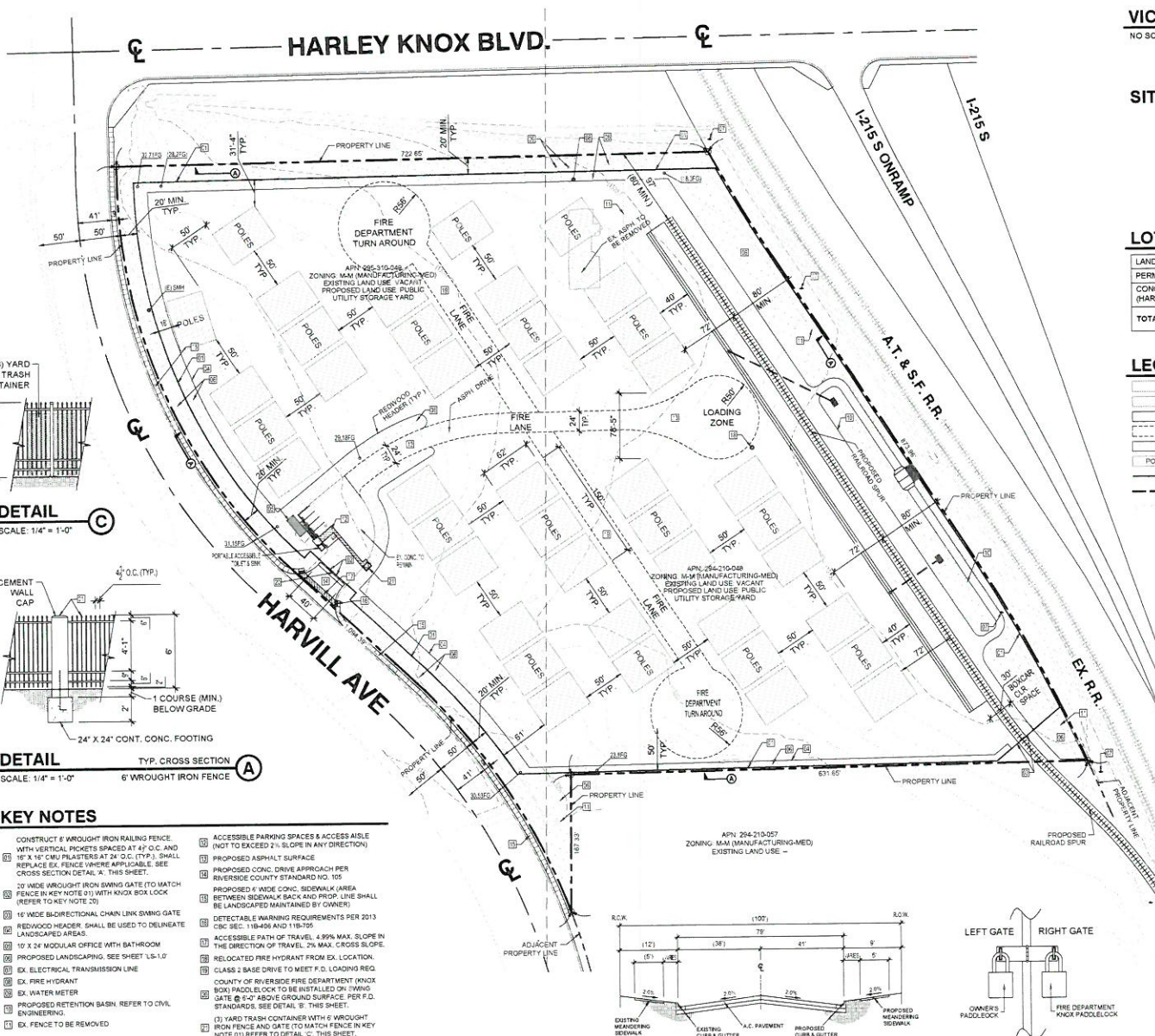


IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

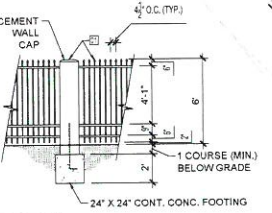
REPORT PRINTED ON... 6/6/2017 2:37:02 PM

© Riverside County RCIT GIS

Notes



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



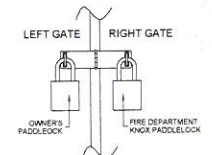
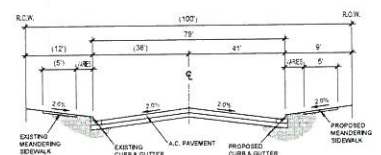
DETAIL A
SCALE: 1/4" = 1'-0"

KEY NOTES

- 1. CONSTRUCT 6" WROUGHT IRON RAILING FENCE WITH VERTICAL PICKETS SPACED AT 4" O.C. AND 18" X 18" CON. PILLARS AT 24" O.C. (TYP.) SHALL REPLACE EX. FENCE WHERE APPLICABLE. SEE CROSS SECTION DETAIL A, THIS SHEET.
- 2. 20" WIDE WROUGHT IRON SWING GATE (TO MATCH FENCE IN KEY NOTE 01) WITH KNOX BOX LOCK REFER TO KEY NOTE 20.
- 3. 14" WIDE BI-DIRECTIONAL CHAIN LINK SWING GATE
- 4. REDWOOD HEADER SHALL BE USED TO DELINEATE LANDSCAPED AREAS.
- 5. 10" X 24" WOOD-GR. GATE WITH BATHROOM
- 6. PROPOSED LANDSCAPING, SEE SHEET L-5-1/2
- 7. EX. ELECTRICAL TRANSMISSION LINE
- 8. EX. FIRE HYDRANT
- 9. EX. WATER METER
- 10. PROPOSED RETENTION BASIN, REFER TO CIVIL ENGINEERING.
- 11. EX. FENCE TO BE REMOVED
- 12. ACCESSIBLE PARKING SPACES & ACCESSIBLE (NOT TO EXCEED 2% SLOPE IN ANY DIRECTION)
- 13. PROPOSED ASPHALT SURFACE
- 14. PROPOSED CONC. DRIVE APPROACH PER RIVERSIDE COUNTY STANDARD NO. 105
- 15. PROPOSED 6" WIDE CONC. SIDEWALK (AREA BETWEEN SIDEWALK BACK AND PROP. LINE SHALL BE LANDSCAPED MAINTAINED BY OWNER)
- 16. DETECTABLE WARNING REQUIREMENTS PER 2013 CBC SEC. 118498 AND 118715
- 17. ACCESSIBLE PATH OF TRAVEL, 4.8% MAX. SLOPE IN THE DIRECTION OF TRAVEL, 2% MAX. CROSS SLOPE.
- 18. RELOCATED FIRE HYDRANT FROM EX. LOCATION.
- 19. CLASS 2 BASE DRIVE TO MEET F.D. LOADING REG. COUNTY OF RIVERSIDE FIRE DEPARTMENT (KNOX BOX) PADDLELOCK TO BE INSTALLED ON SWING GATE @ 4" ABOVE GROUND SURFACE. PER F.D. STANDARDS, SEE DETAIL B, THIS SHEET.
- 20. (3) YARD TRASH CONTAINER WITH 6" WROUGHT IRON FENCE AND GATE TO MATCH FENCE IN KEY NOTE 01) REFER TO DETAIL C, THIS SHEET.

SITE PLAN
SCALE: 1" = 60'-0"

TYP. STREET SECTION, HARVILL AVE.
NO SCALE



DETAIL B
NO SCALE
KNOX PADDLELOCK
CASE NO.:
PLOT PLAN REVIEW



LOT COVERAGE

| | | |
|------------------------------|---------------------------------------|----------------|
| LANDSCAPE | 108,243 SQ.FT. | 17.83% |
| PERMEABLE SURFACES | 457,535 SQ.FT. | 75.35% |
| CONC. / PAVEMENT (HARDSCAPE) | 41,389 SQ.FT. | 6.82% |
| TOTAL SITE AREA | ± 607,167 SQ.FT. (13.94 ACRES) | 100.00% |

LEGEND

- [Symbol] EX. CONC. TO REMAIN
- [Symbol] EX. CONC. / ASPHALT TO BE REMOVED
- [Symbol] PROPOSED CONC. SURFACE
- [Symbol] PROPOSED ASPHALT SURFACE
- [Symbol] LANDSCAPING
- [Symbol] STACKED POLES (8' HIGH MAX.)
- [Symbol] PROPOSED FENCE (SEE KEY NOTE 01)
- [Symbol] PROPERTY LINE
- [Symbol] EXISTING TOPOGRAPHICAL CONTOUR

PARKING ANALYSIS

| | |
|-------------------------------------|-----------------|
| STANDARD PARKING (9' X 18') | 3 SPACES |
| 'ACCESSIBLE PARKING' (1 CAR, 1 VAN) | 2 SPACES |
| TOTAL PARKING PROVIDED | 5 SPACES |

*NOTE: ACCESSIBLE PARKING AREAS SHALL COMPLY WITH ALL APPLICABLE REQUIREMENTS SET FORTH IN 2013 CBC 11B-902.

- NOTES**
- PROJECT SPECIFIC PLAN: M-1 ZONE, MANUFACTURING - MEDIUM PER ORDINANCE NO. 348-4405.
 - HOURS OF OPERATION: SINGLE OVERLAPPING SHIFT 7:00 AM - 5:00 PM. HOURS OF OPERATION SHALL NOT REQUIRE LIGHTING OUTSIDE OF DAYLIGHT HOURS.
 - DAYS OF OPERATION: MONDAY - FRIDAY.

UTILITIES

EASTERN MUNICIPAL WATER DISTRICT
EMWD CORP. - 2770 TRUMBULL ROAD, PERRIS
951-398-7777

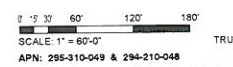
CITY OF PERRIS, ELECTRIC, SOUTHERN CALIFORNIA EDISON
909-869-7788

AT&T
AT&T CORP. - 3078 CENTRAL AVE. STE E, LAKE ELSDORF
951-471-1912

SOUTHERN CALIFORNIA GAS CO.
SCGAS.COM - 2191 EAST BIRCH STREET, BREA
909-425-2200

APPLICANT: ADJ HOLDINGS, LLC
807 E. MISSION RD. SAN MARCOS, CA 92069

PROPERTY OWNER: ADJ HOLDINGS, LLC
ARIE DE JONG JR.



ARCHITECT OF RECORD
L&S ARCHITECTS, INC.
DONALD A. SAVICKY, ARCHITECT C-1565
38516 AMATEUR WAY, BEAUMONT, CA 92223
(909) 229-4123 EMAIL: LWS@l&s.com
LSARCHINC.COM

CONSULTANT

| NO. | PLANCHHECK REVISION | DATE |
|-----|---------------------|----------|
| 1 | a | 09-09-20 |
| 2 | | |
| 3 | | |
| 4 | | |

PROJECT FOR:
MC FARLAND CASCADE HOLDINGS, INC.
17800 HARVILL AVE
PERRIS, CA 92570

PLAN CK NO: 0000-0000

| | |
|-------------------|---------------------------|
| EXHIBIT TITLE | APN |
| PLOT PLAN | 295-310-049 & 294-210-048 |
| PROJECT MGR. A/E. | DATE |
| SCALE PER PLAN | PAGE SIZE |
| | 24" X 36" |

SITE PLAN EXHIBIT "A"

SHEET NO.

A-1.0

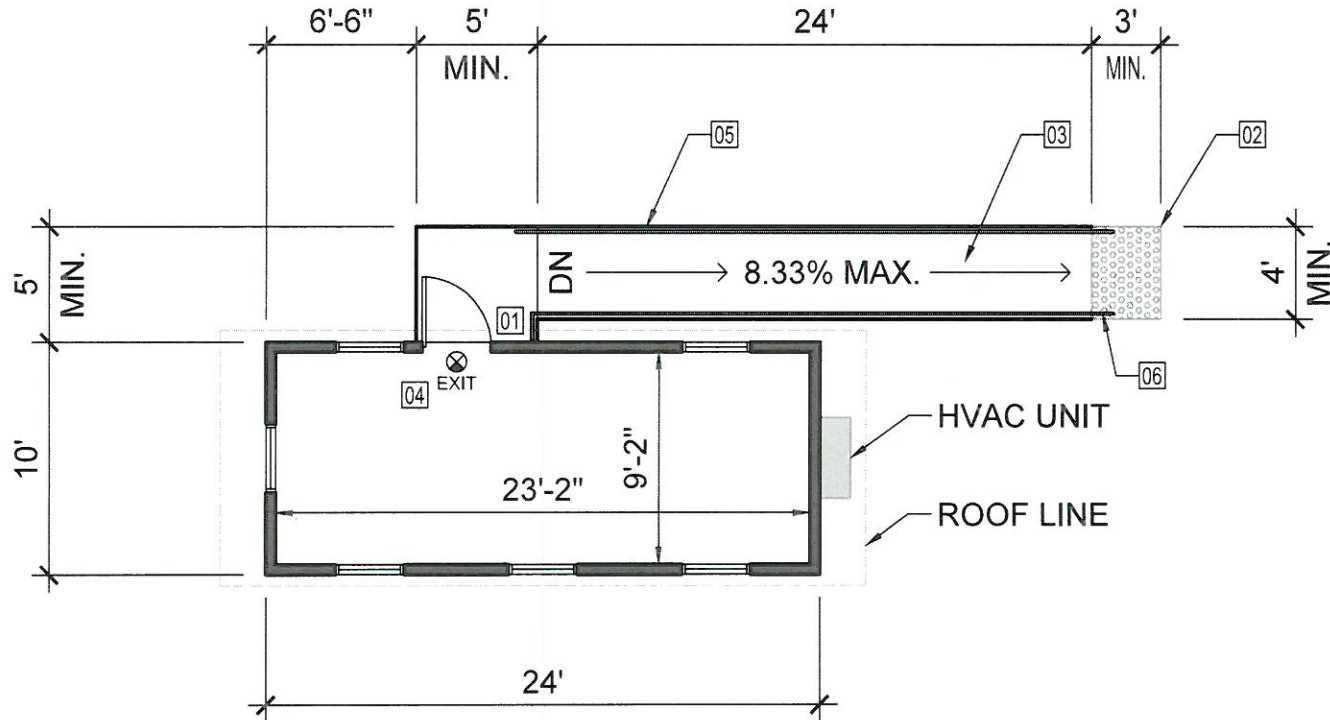
KEY NOTES

- 01 24" (MIN.) CLEAR SPACE ON LATCH SIDE OF DOOR (EXTERIOR PULL SIDE)
- 02 DETECTABLE WARNING REQUIREMENTS PER 2016 CBC 11B-705
- 03 ACCESSIBLE RAMP, 48" CLEAR WIDTH (MIN.) 8.33% MAX. SLOPE (TYP.)
- 04 ILLUMINATED EXIT SIGNAGE (2016 CBC 1013)
- 05 42" HIGH CONT. GUARDRAIL
- 06 36" HIGH HANDRAIL WITH 12" (MIN.) HORIZONTAL EXTENSION AT TOP & BOTTOM

BLDG. INFO

10' X 24' MOBILE MODULAR OFFICE (OR EQUAL)

GROSS BLDG. AREA: **240 SQ.FT.**
OCCUPANT LOAD: **3**



0' 2' 4' 8' 16' 24'
SCALE: 1/8" = 1'-0"

PLAN NORTH

L & S ARCHITECTS, INC.
DONALD A. SAVICKY, ARCHITECT C-7509
38516 AMATEUR WAY, BEAUMONT, CA 92223
(909) 229-0125 E-MAIL: Lai911@aol.com

LSARCHINC.COM

PROJECT FOR:
MCFARLAND CASCADE HOLDINGS, INC.
17800 HARVILL AVE, PERRIS, CA 92570

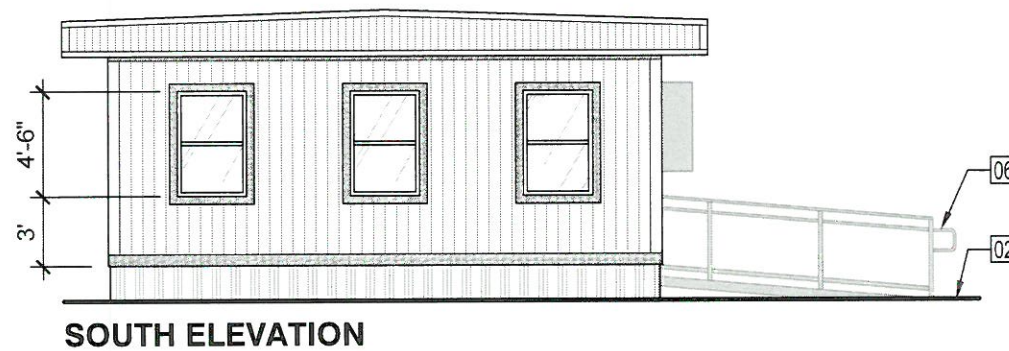
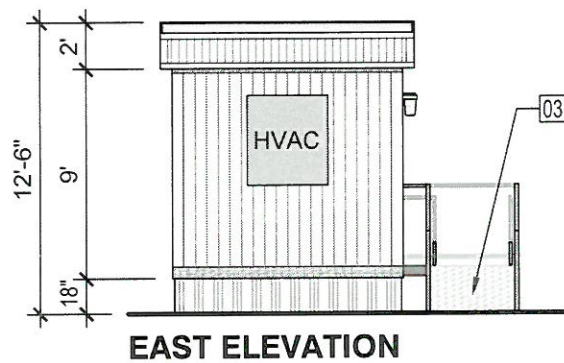
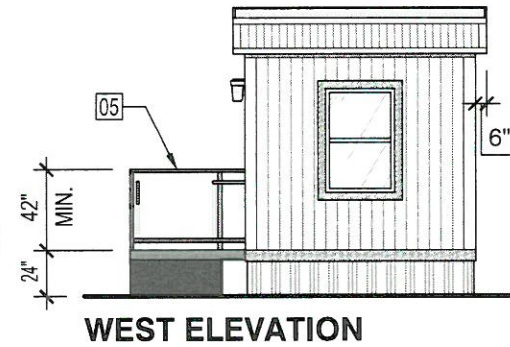
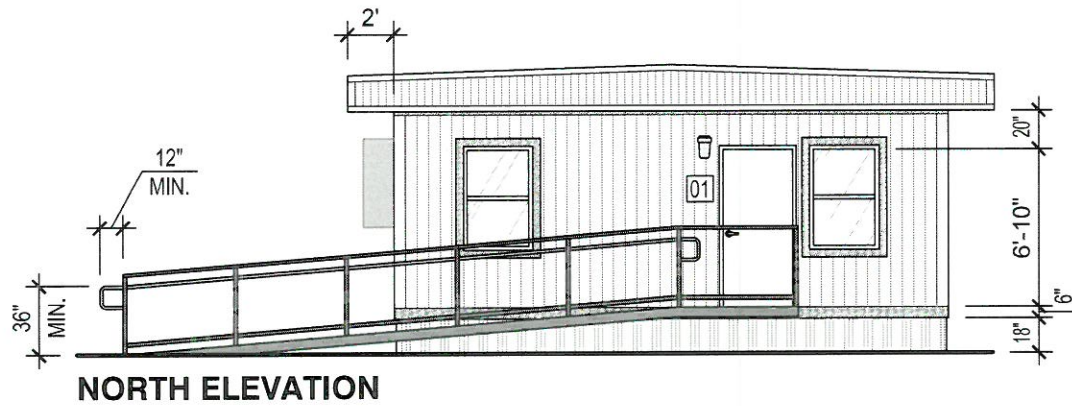
APN:
295-310-049 &
294-210-048
DATE:
06-06-2017
PAGE SIZE:
8.5X11

FLOOR PLAN

A-2.0

KEY NOTES

- 01 24" (MIN.) CLEAR SPACE ON LATCH SIDE OF DOOR (EXTERIOR PULL SIDE)
- 02 DETECTABLE WARNING REQUIREMENTS PER 2016 CBC 11B-705
- 03 ACCESSIBLE RAMP, 48" CLEAR WIDTH (MIN.) 8.33% MAX. SLOPE (TYP.)
- 05 42" HIGH CONT. GUARDRAIL
- 06 36" HIGH HANDRAIL WITH 12" (MIN.) HORIZONTAL EXTENSION AT TOP & BOTTOM



0' 2' 4' 8' 16' 24'
SCALE: 1/8" = 1'-0"

L & S ARCHITECTS, INC.
DONALD A. SAVICKY, ARCHITECT C-7509
38516 AMATEUR WAY, BEAUMONT, CA 92223
(909) 229-0125 E-MAIL: Lai911@aol.com

LSARCHINC.COM

PROJECT FOR:
MCFARLAND CASCADE HOLDINGS, INC.
17800 HARVILL AVE, PERRIS, CA 92570

APN:
295-310-049 &
294-210-048
DATE:
06-06-2017
PAGE SIZE:
8.5X11

EXTERIOR ELEVATIONS

A-3.0





 **McFarland Cascade**

399

Skills Training

WORSHIP HALL



NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except July 4 (Independence Day), and by prescheduled appointment on Fridays from 9:00 a.m. to 5:00 p.m.

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

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

DATE OF HEARING: July 13, 2017

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1268MA17 – ADJ Holdings, Inc. (Representative: NAI Capital, David Moore) – County of Riverside Case No. PP26174 (Plot Plan). A proposal to establish a construction storage yard for wood powerline poles with a 240 square foot office trailer on 13.94 acres located on the southeast corner of Harley Knox Boulevard and Harvill Avenue. (Airport Compatibility Zones C1 and C2 of the March Air Reserve Base/Inland Port Airport Influence Area).

FURTHER INFORMATION: Contact ALUC Planner Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Tim Wheeler of the County of Riverside Planning Department at (951) 955-6060.

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

ALUC Identification No.

ZAP 1268 MA17

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 05-17-17
 Property Owner ADJ Holdings, Inc. Phone Number 909 945 2339 ext 7811
 Mailing Address 807 E Missions Road, San Marcos, CA 92069

Agent (if any) David Moore NAI CAPITAL Phone Number 909 945 2339 ext 7811
 Mailing Address 800 N. Haven Ave, Ontario, CA 91764
SUITE 400

March
 C1+C2

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address 17800 Harvill Ave. Perris CA 92670
 Assessor's Parcel No. 295-310-049 & 294-210-048 Parcel Size 607,167 sq..ft., 13.94 acres total
 Subdivision Name _____ Zoning _____
 Lot Number _____ Classification M-M (Manufacturing-Med)

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use Vacant lot
 (describe) _____

Proposed Land Use Lot to be a construction storage yard for wood powerline poles
 (describe) no site light standards for lot. Daytime operations only.
Operations include unloading of rail cars with wood poles and distribution of
those poles via truck delivery during the week 7am to 5 pm, money through friday.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) (2) lots
 For Other Land Uses Hours of Use 7 am to 5 pm monday through friday
 (See Appendix C) Number of People on Site Maximum Number (2)
Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) 15 ft. ft.
Highest Elevation (above sea level) of Any Object or Terrain on Site 1,540 AGL ft.

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

| REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE) | |
|--|--|
| Date Received | 8/25/1 |
| Agency Name | RC PLANNING |
| Staff Contact | TIM WHEELER |
| Phone Number | 951-955-6060 |
| Agency's Project No. | PLOT PLAN 26174 |
| Type of Project | <input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input checked="" type="checkbox"/> Other <u>PLOT PLAN</u> |

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.2

HEARING DATE: July 13, 2017

CASE NUMBER: ZAP1269MA17 – Meridian Park, LLC (Representative: Jeff Gordon)

APPROVING JURISDICTION: March Joint Powers Authority

JURISDICTION CASE NO: General Plan Amendment No. 17-01, Specific Plan Case No. 17-04 (Amendment No. 6 to Specific Plan No. 1, March Business Center), Amendment No. 4 to Tentative Tract Map No. 30857, Amendment No. 1 to Plot Plan No. 16-07

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 Tentative Tract Map and Plot Plan CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to add 78.18 acres to a previous 48.02-acre approval for development of a parking lot for an adjacent 1,000,000 square foot building to facilitate its use as a Parcel Delivery Terminal, along with a 5,000 square foot customer service/security building and a 12,000 square foot vehicle maintenance facility. The area would provide 1,699 vehicle parking spaces and 965 trailer storage spaces. The applicant also proposes amending the General Plan Circulation Element to modify the road configuration of Krameria Avenue and amending the March Business Center Specific Plan to define and specifically allow parcel delivery terminals as approved uses within the Industrial and Business Park designations, and make various other changes. The applicant also proposes to revise approved Tentative Tract Map No. 30857 by reconfiguring the boundaries of parcels 67 through 71 and revising the circulation pattern.

PROJECT LOCATION: The site is located easterly of Barton Street, southerly of Krameria Avenue, northerly of Larry Parrish Parkway (an easterly extension of Mariposa Avenue), and westerly of Ferguson Avenue, within the jurisdiction of the March Joint Powers Authority, approximately 12,600 feet southwesterly of the northerly end of Runway 14-32 at March Air Reserve Base.

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

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

BACKGROUND:

Tentative Tract Map: The amendment to previously approved, but never recorded, Tentative Tract Map No. 30857 proposes to reconfigure the circulation pattern by removing Street V, Street X, and the southern portion of Street Y, and terminating Krameria Avenue at the project site (rather than extending it through to connect with Barton Street to the west). The amendment will also reconfigure Parcels 67 thru 71. The proposed changes are located in both Compatibility Zones C2 and D. The removal of roadways and the formation of larger parcels out of smaller ones would not result in a significant impact.

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 Zones C2 (44.6 acres) and D (33.4 acres). Zone C2 limits average intensity to 200 people per acre. Zone D has no intensity restrictions. Both proposed buildings are located within Compatibility Zone C2.

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 C2:

- Office – 1 person per 200 square feet (with 50% reduction),
- Repair – 1 person per 115 square feet.

The project proposes a 12,000 square foot maintenance building and a 5,000 square foot customer service/security building, accommodating a potential total occupancy of 129 people. The resulting average intensity of 3 people per acre is consistent with 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 1,699 parking stalls and 965 truck trailer stalls provided, the total occupancy would be estimated to be 3,514 people. The resulting average intensity of 79 people per acre 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, and Zone D does not restrict intensity. 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 the entire 12,000 square foot maintenance building, accommodating a total occupancy of 104 people, which is consistent with the Compatibility Zones C2 single acre criterion of 500.

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

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being outside the 60 CNEL range from aircraft noise. 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). At a distance of approximately 12,600 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 1,661 feet AMSL. The finished floor elevation is approximately 1,740 feet AMSL. With a maximum building height of 26 feet, the top point elevation would be 1,766 feet AMSL. Therefore, review of buildings by the FAA Obstruction Evaluation Service would normally be required. However, the applicant had previously submitted Form 7460-1 for FAA OES review for the adjacent 1,000,000 square foot Building B at a height of 49 feet. Determinations of no hazard to air navigation were issued (Aeronautical Study Nos. 2017-AWP-1611 and -1612-OE), as the FAA OES determined that Building B, with maximum top point elevations of 1,779 feet and 1,787 feet AMSL, would not result in an impact to air navigation. Since the proposed project's top point elevations of 1,766 feet AMSL is below these heights, and these buildings are located in proximity to Building B, but at a greater distance from the runway, a similar determination could be made for these buildings.

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) Hazards to flight. Children's schools are discouraged in Compatibility Zone C2.
3. The attached notice shall be provided 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 total of 17,000 square feet of building area. Any increase in building area or change in use will require an amended review by the Airport Land Use Commission.

7. Any roof-top equipment or change in height that exceeds a total height of 39 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.

8. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

Y:\AIRPORT CASE FILES\March\ZAP1269MA17\ZAP1269MA17sr.doc

NOTICE OF AIRPORT IN VICINITY

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



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

Aeronautical Study No.
 2017-AWP-1611-OE

Issued Date: 03/23/2017

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 MERIDIAN PARK SOUTH - NWC BUILDING B
 Location: Riverside, CA
 Latitude: 33-52-50.83N NAD 83
 Longitude: 117-18-30.36W
 Heights: 1738 feet site elevation (SE)
 49 feet above ground level (AGL)
 1787 feet above mean sea level (AMSL)

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

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

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

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

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

This determination expires on 09/23/2018 unless:

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

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

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

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

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

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

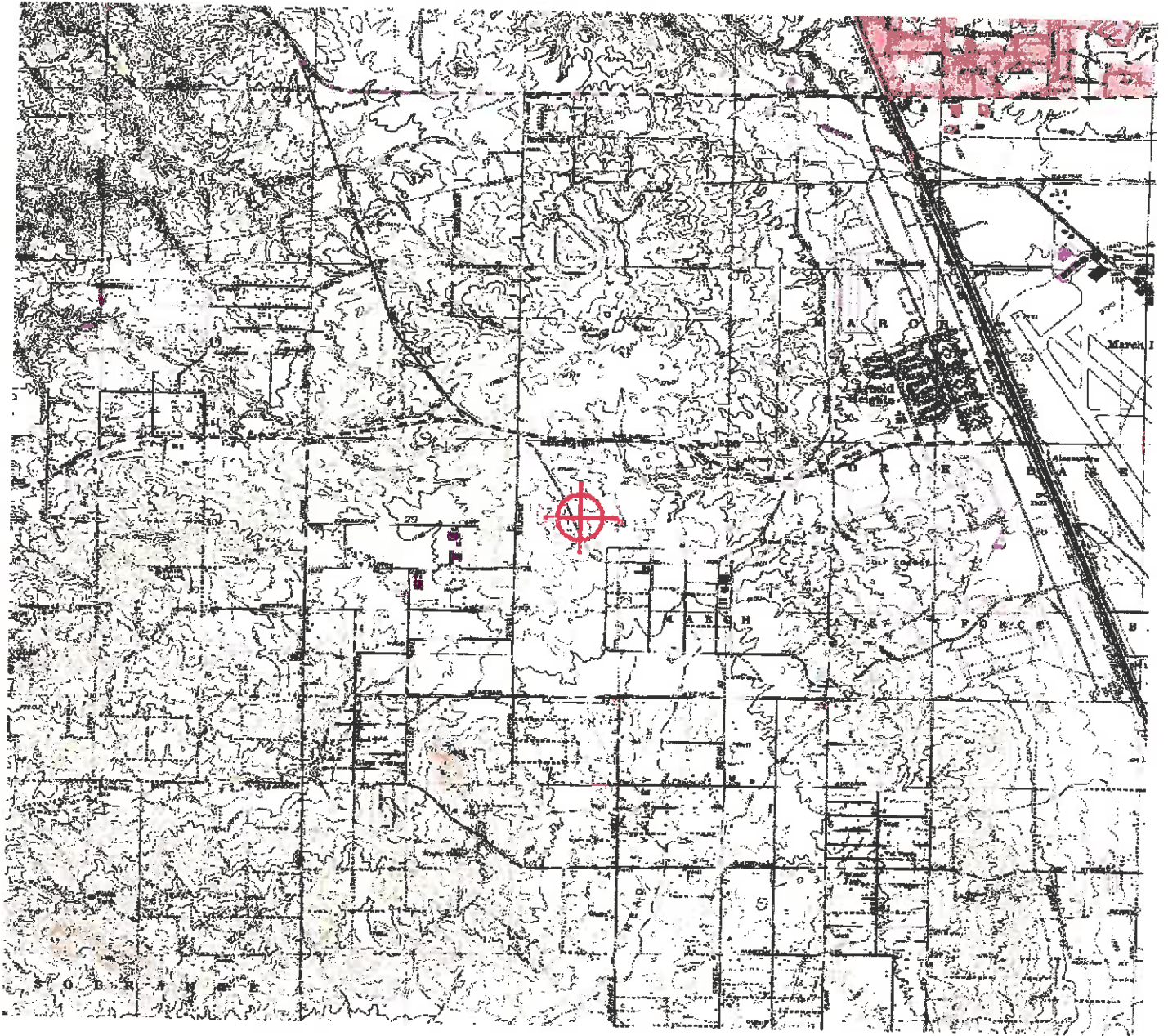
If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-1611-OE.

Signature Control No: 323485377-326505234
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-1611-OE





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

Aeronautical Study No.
 2017-AWP-1612-OE

Issued Date: 03/23/2017

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 MERIDIAN PARK SOUTH- NEC BUILDING B
 Location: Riverside, CA
 Latitude: 33-52-50.86N NAD 83
 Longitude: 117-18-11.50W
 Heights: 1730 feet site elevation (SE)
 49 feet above ground level (AGL)
 1779 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 1.

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

This determination expires on 09/23/2018 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before April 22, 2017. 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, Airspace Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on May 02, 2017 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 Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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

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

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

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 Karen McDonald, at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-1612-OE.

Signature Control No: 323485378-326507731

Mike Helvey

Manager, Obstruction Evaluation Group

(DNH)

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2017-AWP-1612-OE

The proposal, submitted by Meridian Park LLC, will construct a 49-foot above ground level (agl) Building, on significantly rising natural terrain in Riverside, California.

The site is located approximately 2.21 nautical miles (NM) west of the March ARB (RIV) airport reference point. The ARB Field Elevation (FE) is 1,536 feet above mean sea level (amsl). RIV is the closest civilian public-use or military landing area. The site elevation of this proposal is 1,730 feet amsl.

The structure height exceeds the obstruction standards of Title 14 Code of Federal Regulations (CFR) Part 77 as follows:

Section 77.19(b) by 23 feet, - a height exceeding the RIV Conical Surface.

Details of the proposal were not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. 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.

AERONAUTICAL STUDY FOR POSSIBLE EFFECT UPON THE OPERATION OF AN AIR NAVIGATION AID:

- None.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- The proposal would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- The proposal would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- The proposal would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- The proposal would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- The proposal would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports, including RIV. The proposal does not penetrate the maneuvering area associated with VFR Traffic Pattern operations at RIV. Aircraft at normal Traffic Pattern altitudes and standard rates of descent have reasonable clearance above this structure.
- The proposal would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned civilian public-use or military airport.

Therefore, 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.

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.

The proposal, submitted by Meridian Park LLC, will construct a 49-foot above ground level (agl) Building, on significantly rising natural terrain in Riverside, California.

The site is located approximately 2.21 nautical miles (NM) west of the March ARB (RIV) airport reference point. The ARB Field Elevation (FE) is 1,536 feet above mean sea level (amsl). RIV is the closest civilian public-use or military landing area. The site elevation of this proposal is 1,730 feet amsl.

The structure height exceeds the obstruction standards of Title 14 Code of Federal Regulations (CFR) Part 77 as follows:

Section 77.19(b) by 23 feet, - a height exceeding the RIV Conical Surface.

Details of the proposal were not circularized for public aeronautical comment because internal FAA evaluation finds that the adverse effect of this structure is known. 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.

AERONAUTICAL STUDY FOR POSSIBLE EFFECT UPON THE OPERATION OF AN AIR NAVIGATION AID:

- None.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- The proposal would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- The proposal would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- The proposal would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- The proposal would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- The proposal would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports, including RIV. The proposal does not penetrate the maneuvering area associated with VFR Traffic Pattern operations at RIV. Aircraft at normal Traffic Pattern altitudes and standard rates of descent have reasonable clearance above this structure.
- The proposal would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

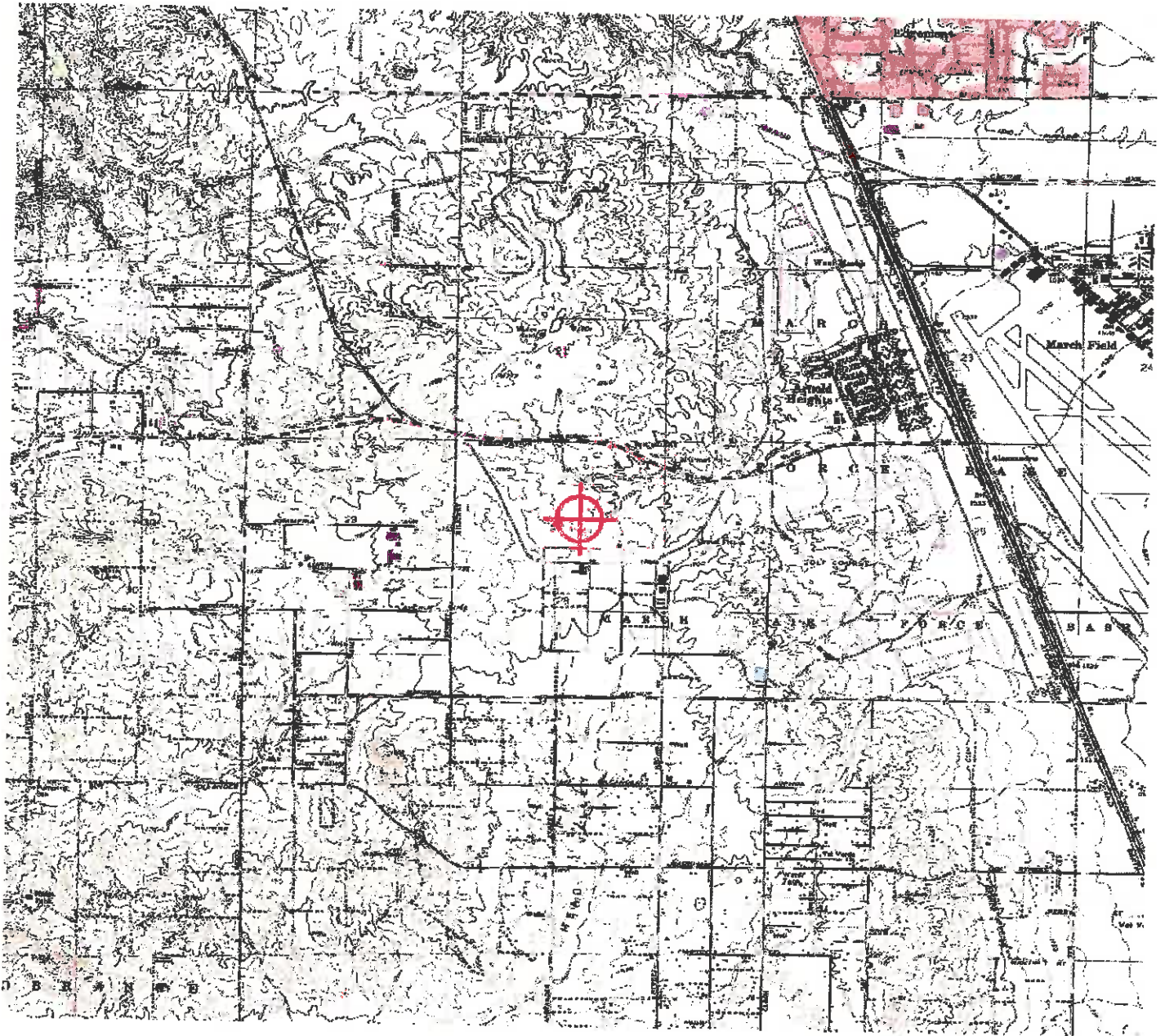
The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned civilian public-use or military airport.

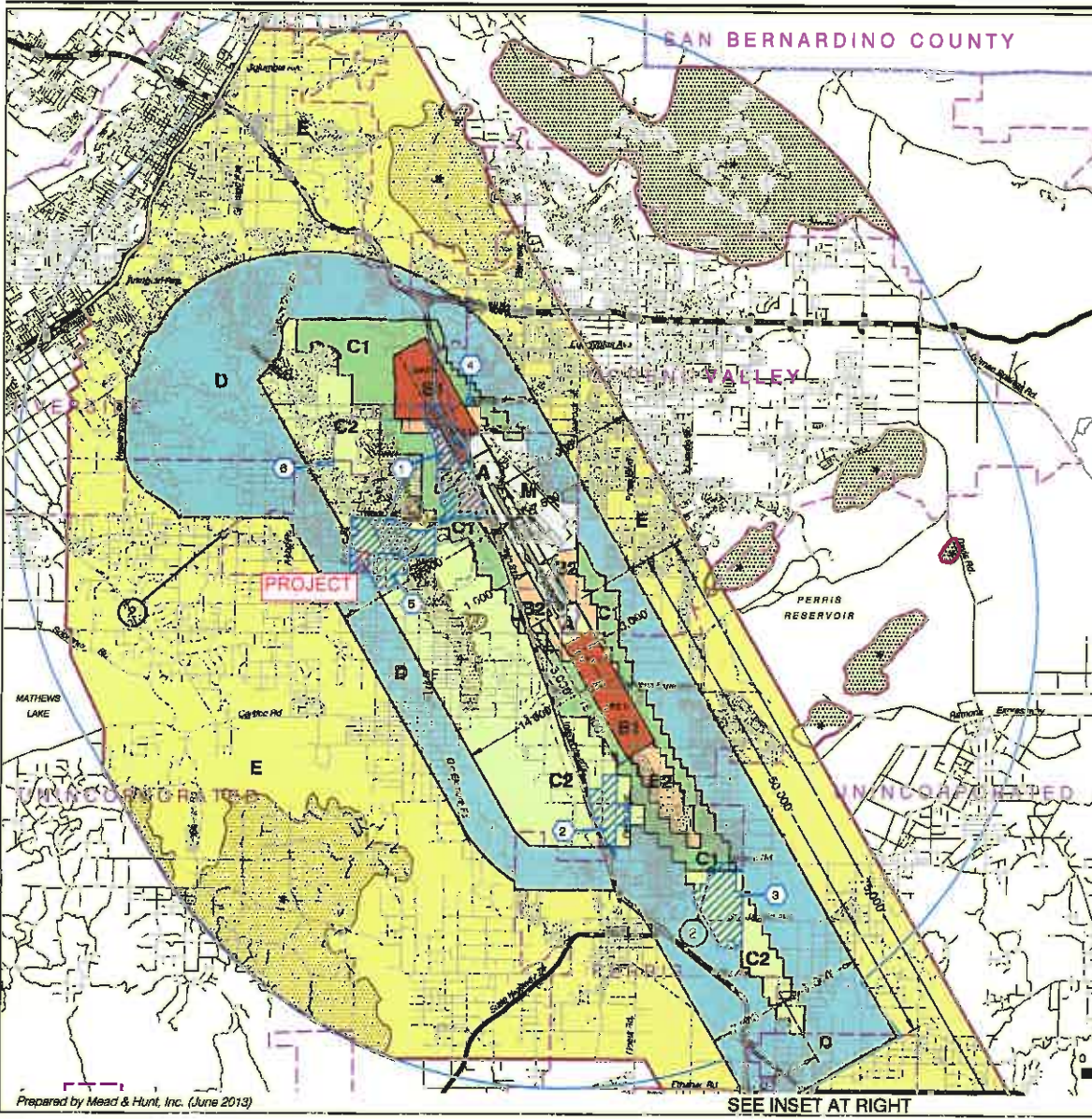
Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

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.

TOPO Map for ASN 2017-AWP-1612-OE





LEGEND

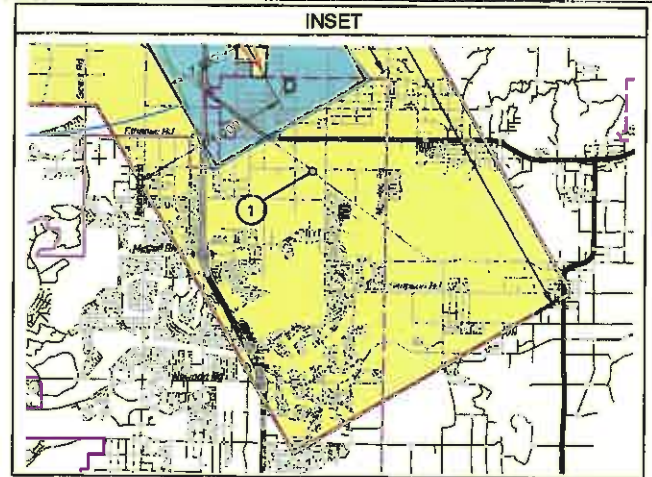
Compatibility Zones

- 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 (exiting local agency commitments to development projects)
 - March JPA: Merch Business Center/Meridian
 - Perris: Harvest Landing
 - Perris: Park West
 - Moreno Valley: Affordable Housing
 - March JPA: Ben Clark Training Center
 - Riverside: Ridge Crest Subdivision

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



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



0 2 4 MILES

Base map source: County of Riverside 2013

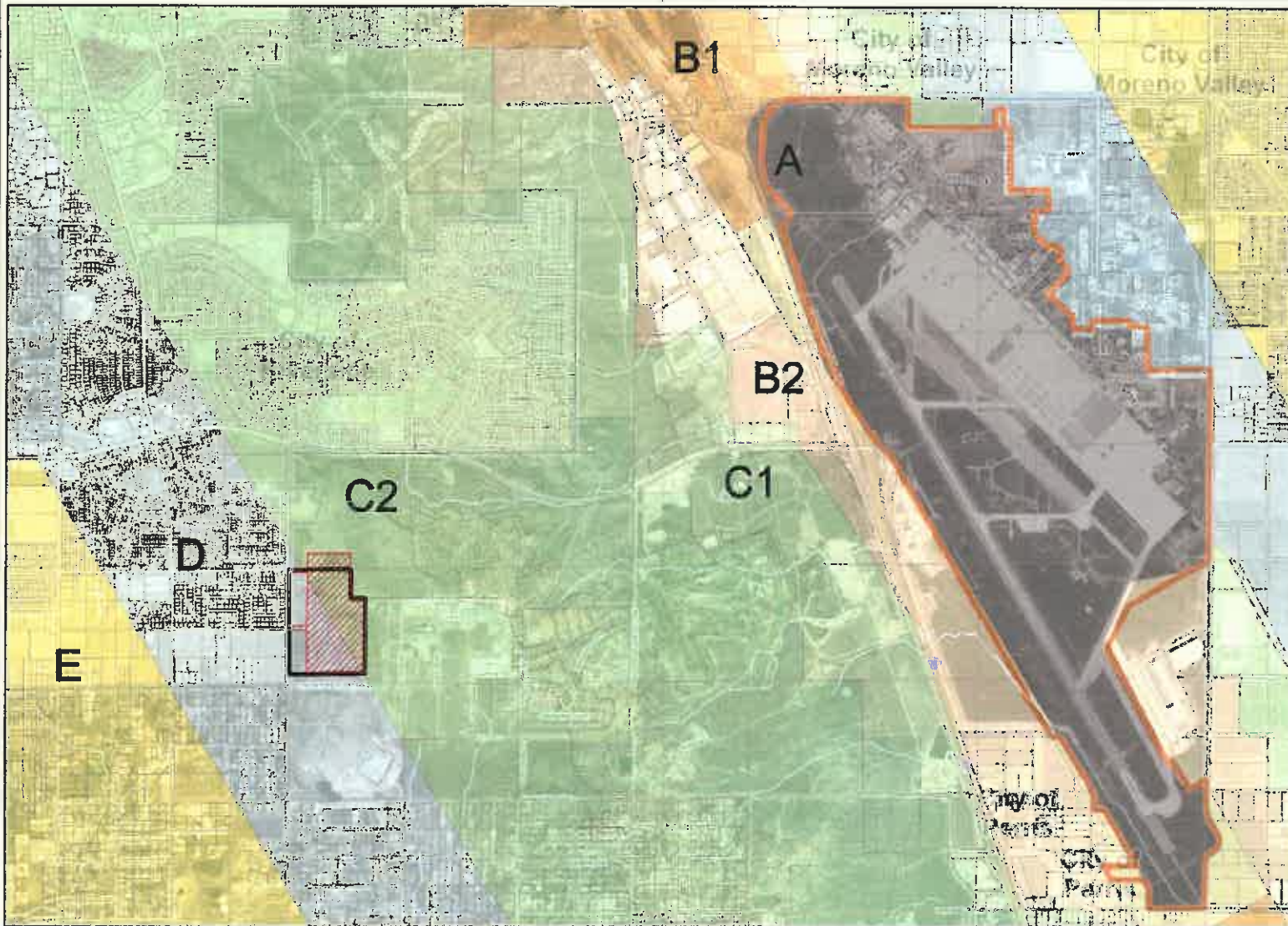
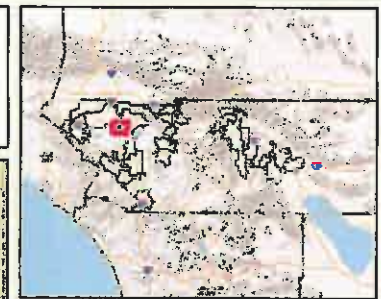
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

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

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

My Map



Legend

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



0 4,288 8,575 Feet



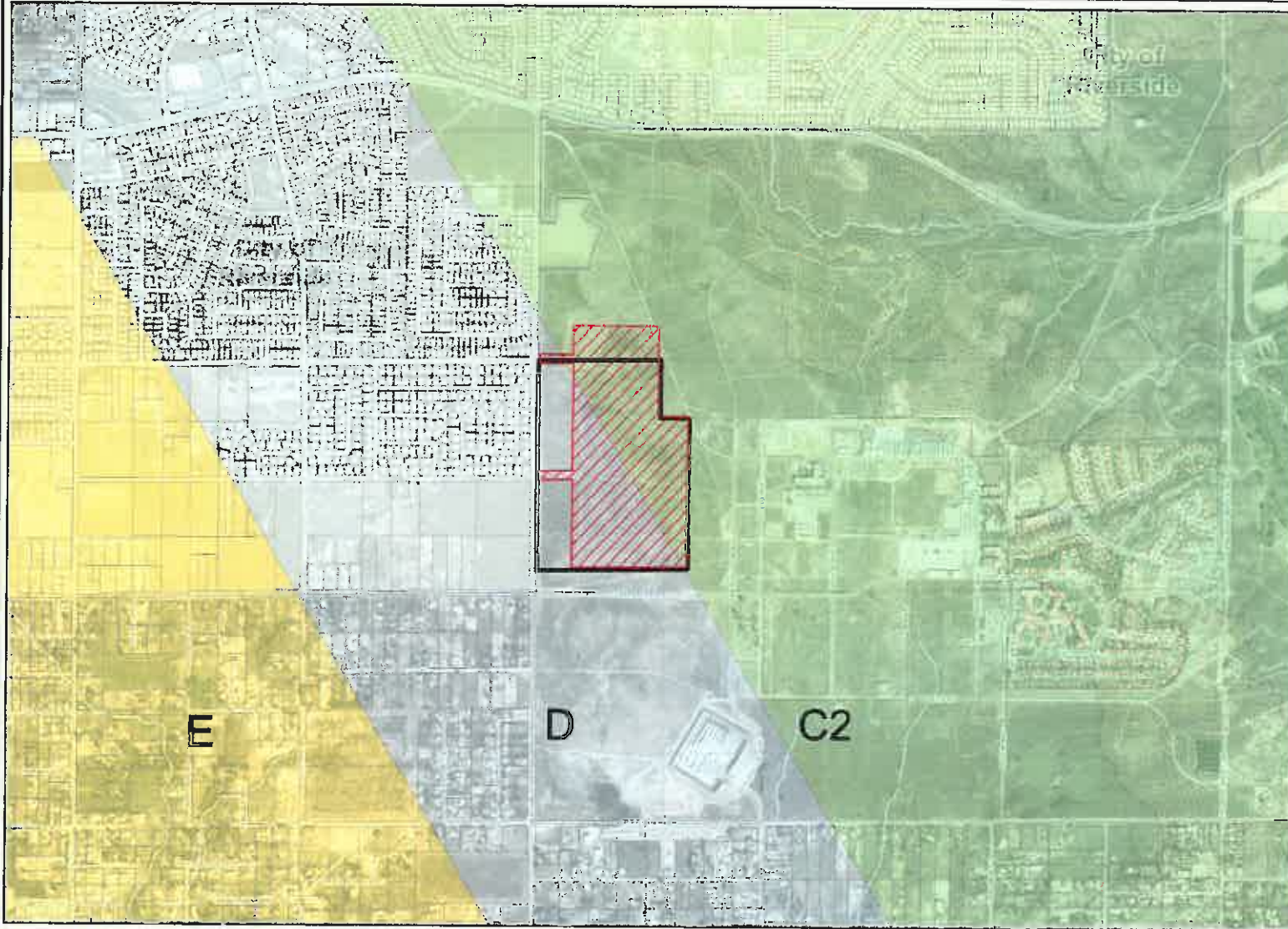
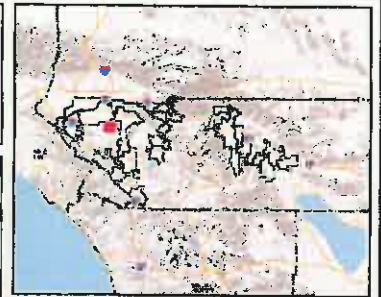
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 8/13/2017 10:38:26 AM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 2,144 4,288 Feet



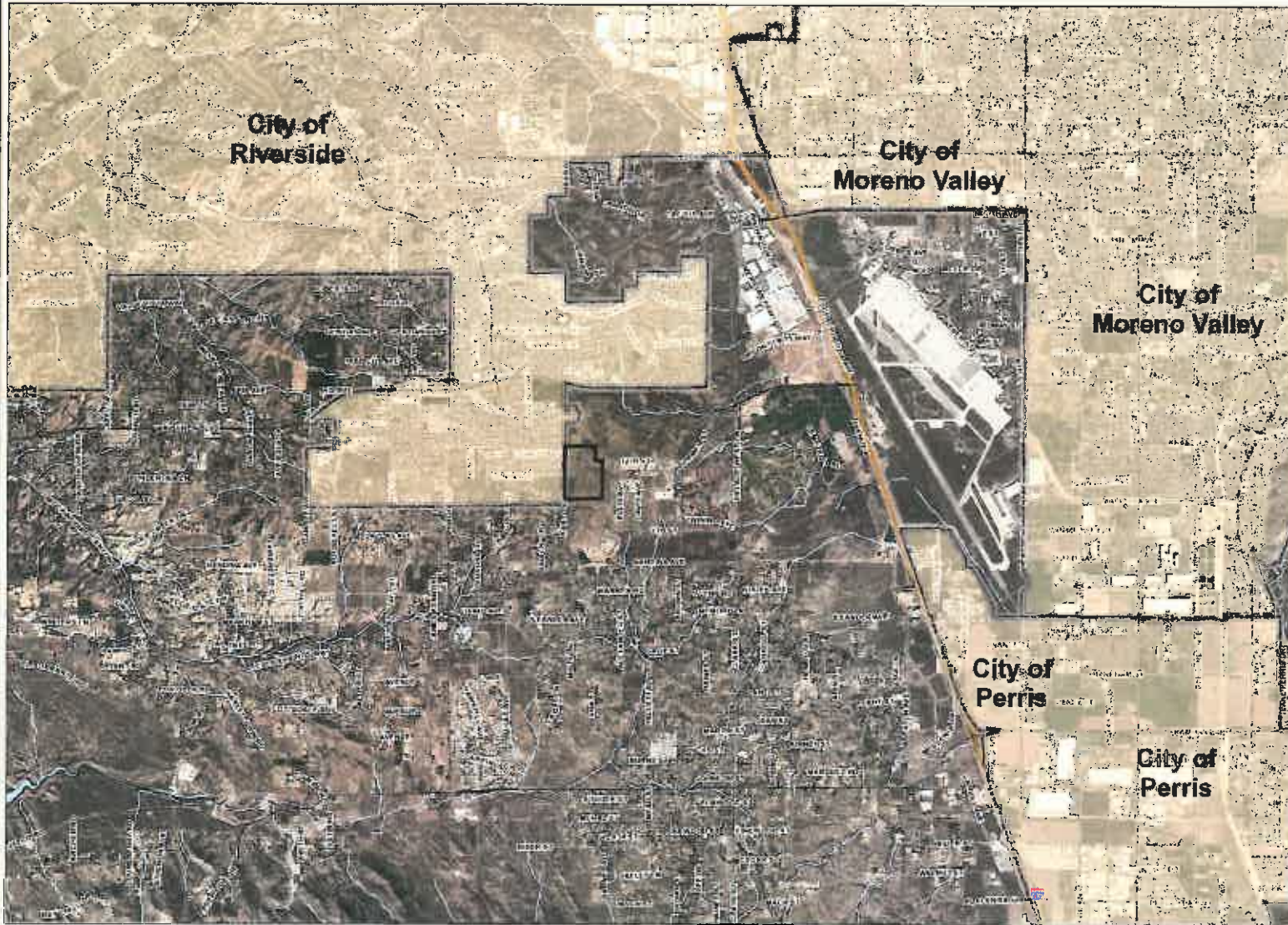
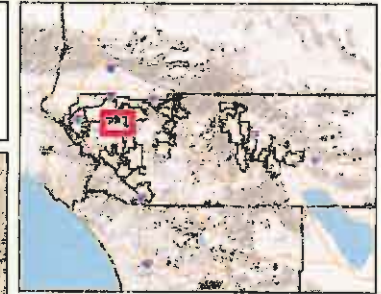
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 6/13/2017 10:32:20 AM

© Riverside County RCIT GIS

Notes

My Map



Legend

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

Notes



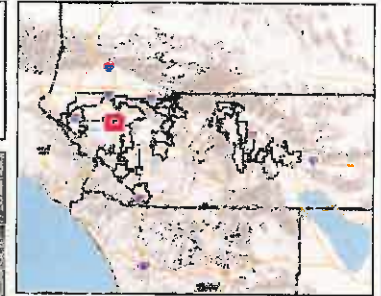
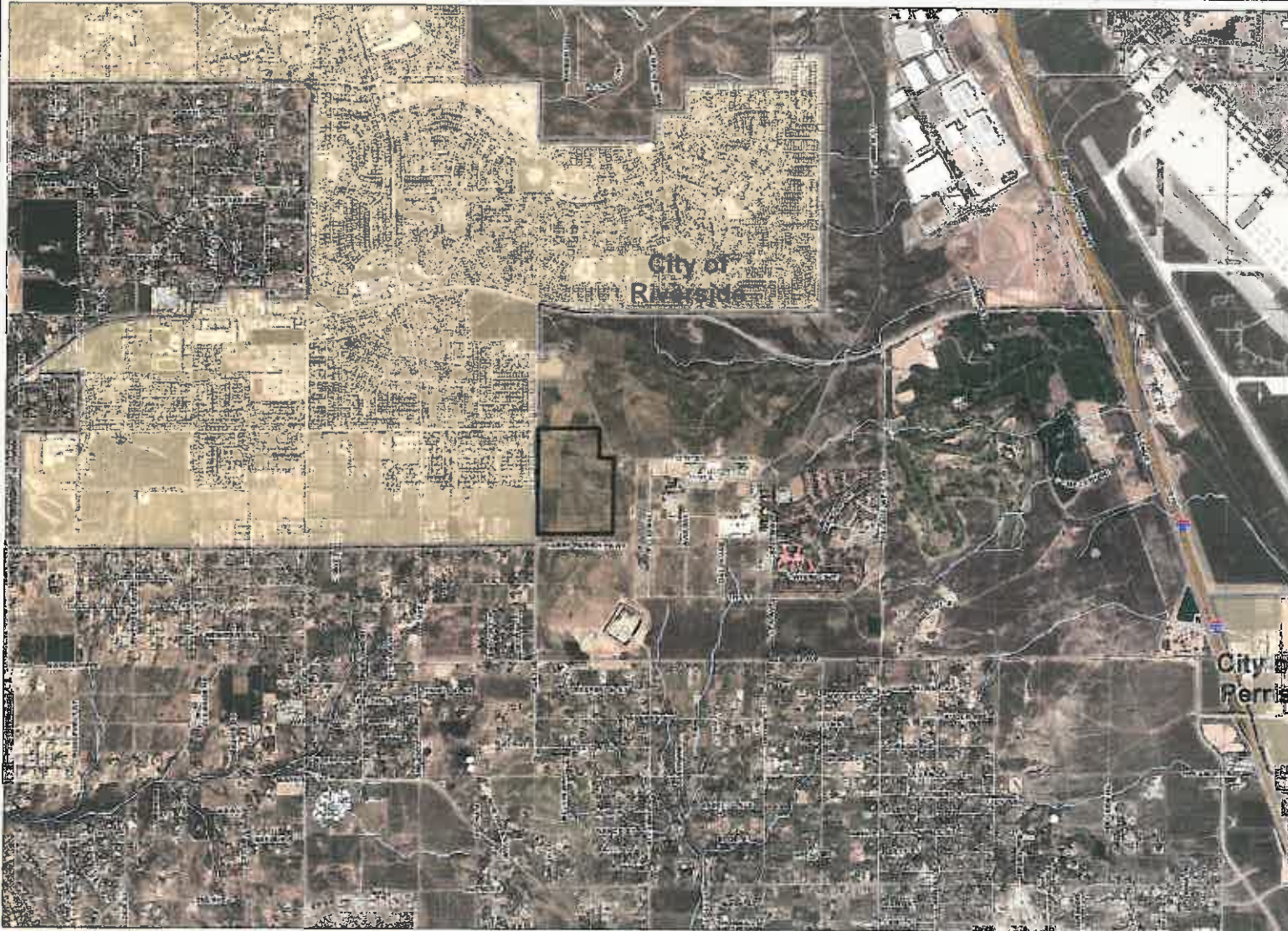
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 6/13/2017 10:40:59 AM

© Riverside County RCIT GIS

My Map



Legend

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



0 4,288 8,575 Feet



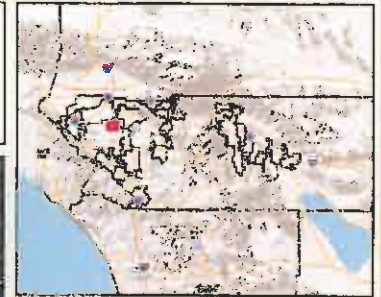
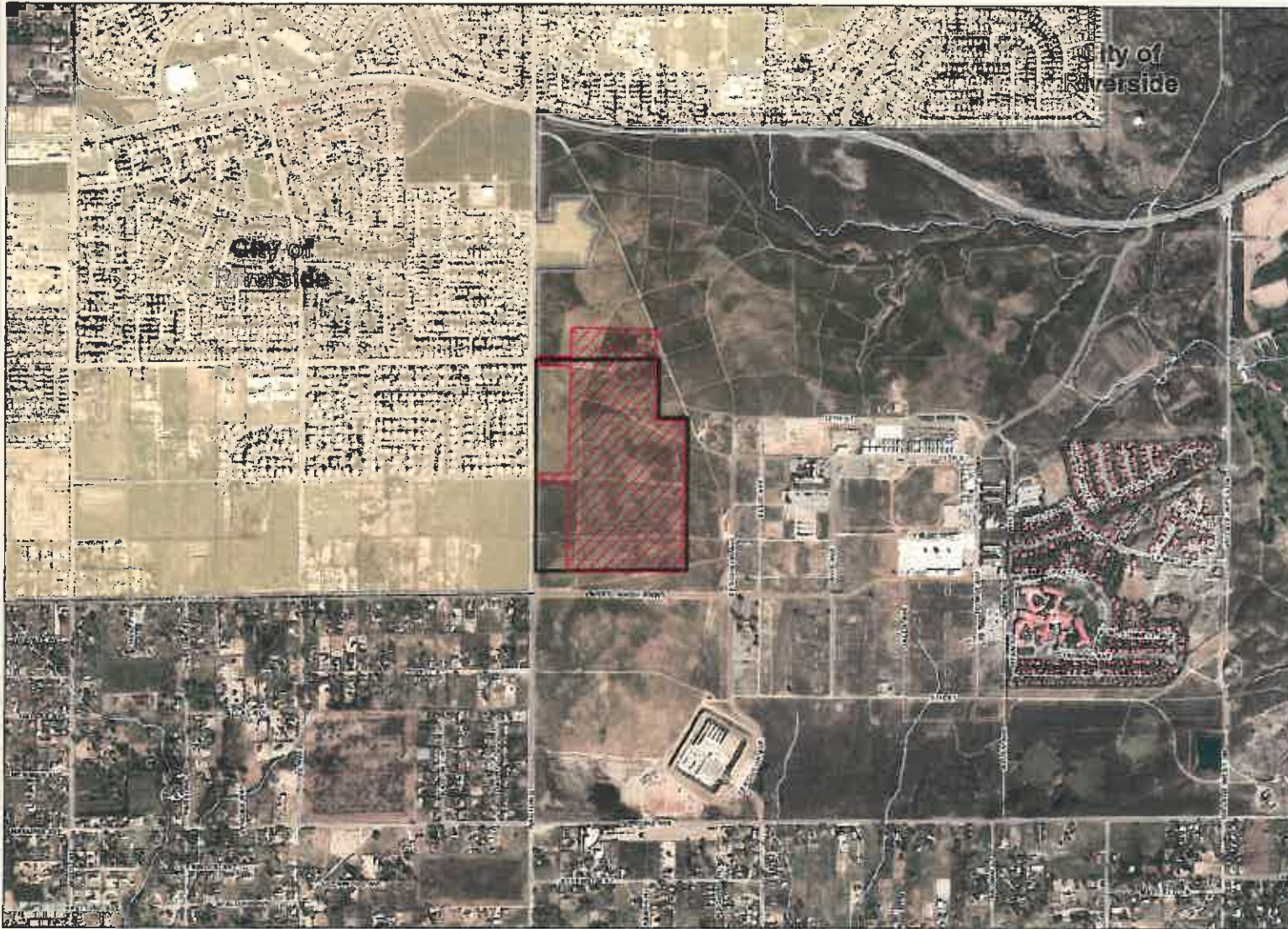
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 6/13/2017 10:41:39 AM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 2,144 4,288 Feet



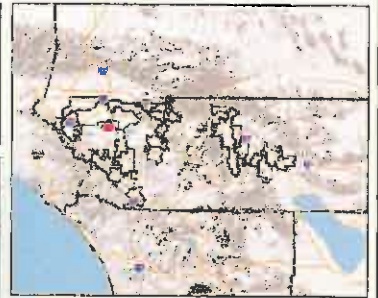
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 6/13/2017 10:36:33 AM

© Riverside County RCIT GIS

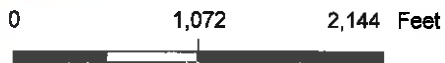
Notes

My Map



Legend

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



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

REPORT PRINTED ON... 8/13/2017 10:42:48 AM

© Riverside County RCIT GIS

Notes

Meridian South Campus – Parcel Delivery Terminal Project Project Description

Project Location

The Project site is located within the Meridian South Campus Specific Plan area. More specifically, the Project site encompasses the western portion of the Meridian South Campus Specific Plan area. The 126.2-acre Project site is located east of Barton Street and south of Krameria Avenue, in unincorporated Riverside County, California (Figure 1, Regional Map).

The Meridian South Campus Specific Plan area is generally located south of Van Buren Boulevard, west of Village West Drive, and east of Barton Street, in unincorporated Riverside County, California (Figure 2, Vicinity Map; Figure 3, Aerial Map). Interstate 215 (I-215) is located approximately 2.5 mile east of the Project site.

The latitude and longitude of the approximate center of the Project site is 33°52'53.9407" N and -117°18'08.7738"W. The Project site sits on Township 3 South, Range 4 West, including Sections 21, 27, and 28, all within the Riverside East 7.5-minute quadrangle, as mapped by the U.S. Geological Survey.

March Business Center Specific Plan Background

In 1993, the federal government mandated the realignment of March Air Force Base (AFB) and a substantial reduction in its military use. In April 1996, March AFB was re-designated an Air Reserve Base (ARB). Approximately 4,400 acres of land that historically supported March AFB was no longer needed to support the ARB. The cities of Moreno Valley, Perris, Riverside, and County of Riverside formed the March Joint Powers Authority (JPA) to oversee the dispensation and management of the surplus land. A General Plan (GP) and Master Environmental Impact Report (EIR) were prepared and adopted/certified in 1999 for the JPA planning area which includes the March ARB.

The March Business Center Specific Plan and Final EIR (SCH#2002071089), which guides land use decisions within a 1,290-acre portion of the planning area, was adopted and certified in 2003. Within the March Business Center Specific Plan, two separate “campuses” were identified (North Campus and South Campus). Since adoption of the March Business Center Specific Plan in 2003, the Specific Plan area has become known and marketed as “Meridian.” However, the term “March Business Center Specific Plan” is used herein when referring to the approved 2003 Specific Plan. The North and South Campus components of the March Business Center Specific Plan were analyzed under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) within the following documents:

- Final Environmental Impact Statement (EIS): Disposal of Portions of March Air Force Base (February 1996)
- Final Environmental Impact Report (EIR) 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)

Meridian South Campus – Parcel Delivery Terminal Project Project Description

- Master EIR for the General Plan of the March Joint Powers Authority (September 1999)
- March Business Center Specific Plan (February 2003)
- March JPA General Plan Amendment (February 2003)
- March Business Center Focused EIR (February 2003)
- March Business Center Design Guidelines (November 2003)

Subsequent Amendments to aforementioned Specific Plan Documents were made as follows:

- Addenda to the certified 2003 Focused EIR, 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
 - The Subsequent EIR for the Meridian Specific Plan (SP-5), (State Clearinghouse #2009071069)

Proposed Project

The proposed Project is located on 126.2-acres which includes a previously entitled 48.02-acre site that will be occupied by an approved 1,000,000 square foot industrial building, 327 parking stalls for passenger vehicles with 14 carpool parking spaces and 10 handicapped parking spaces, as well as 326 trailer parking stalls. The building also includes 218 dock-high doors and four at-grade doors that are evenly distributed along the north and south building elevations. No changes to this prior approved 48.02-acre site is proposed with this Project. As such, the Project includes the following applications:

- **Specific Plan No. 1, Amendment No. 6 (SP-1, A6)** – The Specific Plan Amendment for the proposed Project would revise the March Business Center South Campus Specific Plan to accomplish the following actions: a) add parcel delivery terminal as an allowed use within the Industrial and Business Park designations for parcels that are 60-acres in size or larger, and consistent with the March JPA Development Code; b) amend Specific Plan exhibits to reflect proposed Project utilities, transportation and parcel layouts; c) add a land use definition within the Specific Plan for Parcel Delivery facility, consistent with the Authority Development Code; d) add guidance within the SP pertaining to parcel delivery vans; e) update Land Use and designation tables within the SP to reflect revised acreages within the Commercial, Mixed Use, Business Park, and Park/Open Space land uses; f) add the following guidance pertaining to lighting - “site lighting must be 2700 Kelvin plus or minus 100 points.”

Meridian South Campus – Parcel Delivery Terminal Project Project Description

- **Tentative Map No. 30857, Amendment No. 4** – The Tentative Map Amendment would revise the circulation plan for the March Business Center South Campus Specific Plan by removing Street V, Street X, the southern portion of Street Y, and terminating Krameria Avenue at the Project site rather than extending it through to connect with Barton Street to the west. The Tentative Map Amendment would also reconfigure Parcels 67, 68, 69, 70 and 71. Figure 4, Approved South Campus Tentative Tract Map, shows the originally approved parcel and roadway configuration for South Campus. Figure 5, Proposed South Campus Tract Map, shows the South Campus layout under the proposed Project revisions.
- **General Plan Amendment No. 17-01** – The proposed Project would require an update to existing General Plan Circulation and Land Use Plans for South Campus.
- **Plot Plan No. 16-07, Amendment No. 1** – The Plot Plan Amendment would add 78.18 gross acres to a previously approved 48.02-acre parcel that will house a parcel delivery terminal. The additional 78.18 gross acres would incorporate 1,587 standard vehicular parking stalls; 85 carpool stalls; 27 handicap parking stalls; 85 bike parking spaces; and 965 truck trailer stalls to the parcel delivery terminal site. The 78.18-acre area would also accommodate a 5,000 square-foot customer service building; 12,000 square-foot enclosed truck maintenance and wash facility; a compressed natural gas (CNG) station; additional 298,417 square feet of landscaped areas; and a 9-acre landscape buffer zone along the easterly project boundary.

Truck ingress and egress to the Project Site is allowed to and from Krameria Avenue only, while passenger vehicles can access the expanded parking lot area from Krameria Avenue and Barton Street. Automobile access to the 48.02-acre site is only allowed off of Krameria Avenue. No truck access to and from the Project site is allowed off of Barton Street.



May 31, 2017

Mr. John Guerin
Riverside County Airport Land Use Commission
4080 Lemon St., 14th Floor
Riverside, CA 92501

RE: July 13th ALUC Meeting

Dear John:

Please find enclosed the following application and back-up materials for our project that we trust can be put on your July 13th agenda:

- Completed Application Form;
- Project site plan (folded);
- Project elevations (folded);
- Reduced (8 1/2 X 11) copy of above;
- 11 X 17 (folded) copy of the revised tentative map;
- 8 1/2 X 11 copy of aerial showing project in relation to airport;
- Gummed labels for proponent, jurisdiction and 300' radius property owners;
 - Note that there are only four (4) property owners within the 300' radius:
 - Meridian Park, LLC;
 - Meridian Park Building B, LLC
 - March JPA;
 - Riverside County EDA (Ben Clark Training Center)
- Check in the amount of \$5,676.

As discussed, the project involves the following land use proposals:

- A Specific Plan Amendment that makes minor changes to the previously approved March Business Center Specific Plan. These minor changes are:
 - Removal of streets V, X and south portion of street Y;
 - Change in parcel configurations for parcels 67, 68, 69, 70 and 71;
 - Creation of a park on lot 67B;
 - Allow Parcel Delivery Terminal as an approved use in the Business Park designation, consistent with the March JPA Development Code.

- A revision to the tentative tract map to reflect the above noted street and lot changes;
- A General Plan Amendment to change the configuration of Krameria Avenue;
- A Plot Plan Amendment to allow interface between Building B and the parking lot.

Please let me know if there are any other items you need to process the project. Thank you for your assistance with this and I look forward to working with you on it.

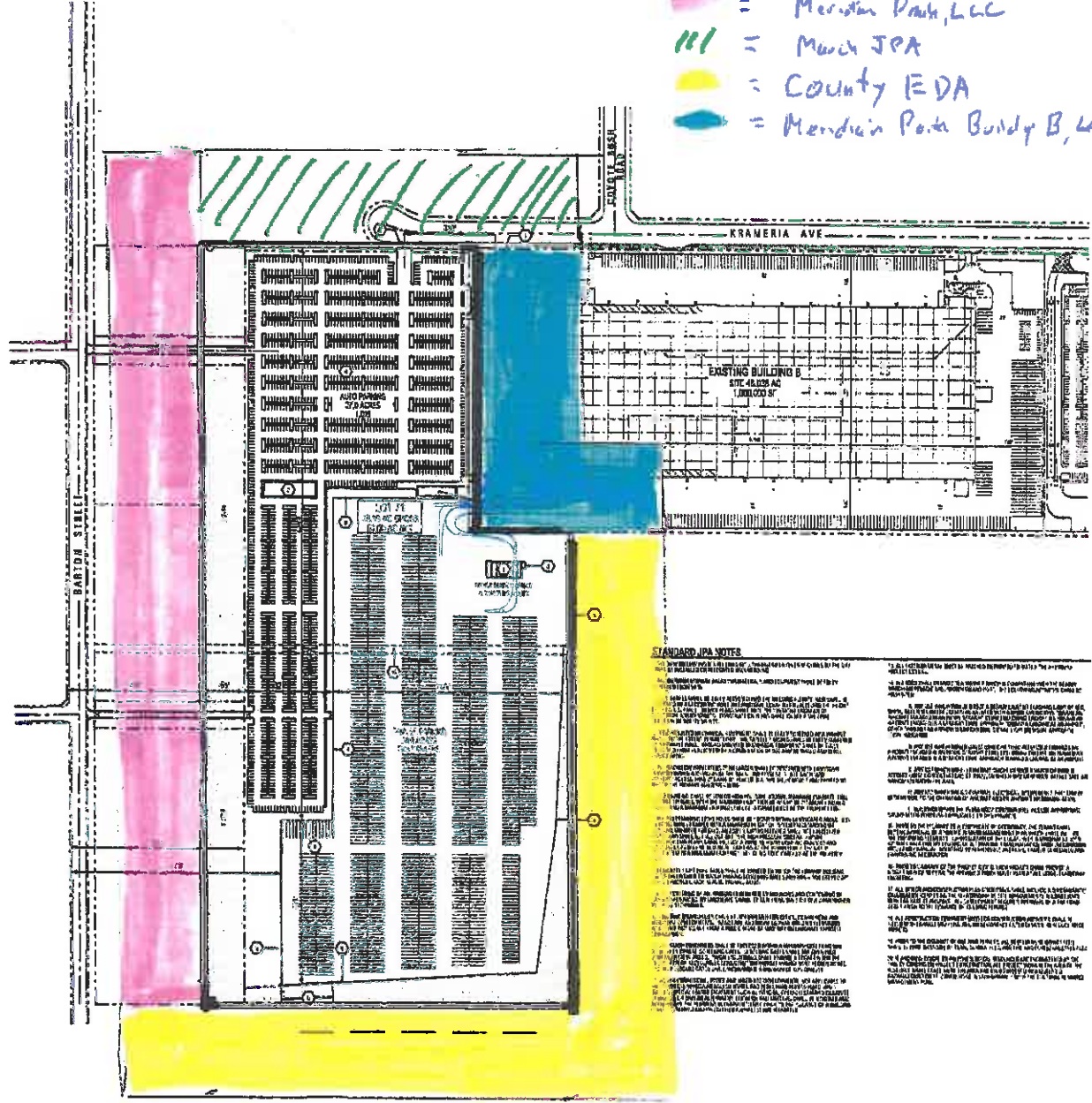
Sincerely,



Jeff Gordon

SR. VP Development

= Meridian Park, LLC
 = Meridian JPA
 = County EDA
 = Meridian Park Buildy B, LLC



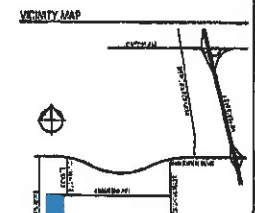
PROJECT DATA

| | |
|---|------------------------------|
| PROJECT NO. / DATE | 2015/05/15 / 7/15/15 |
| NET SITE AREA - LOT 71 | 2,847,258 SQ. FT. / 65.00 AC |
| BUILDING AREA | 12,000 SQ. FT. |
| MAINTENANCE FACILITY | 1,000 SQ. FT. |
| UTILITY BUILDING | 1,000 SQ. FT. |
| LOT 71 COVERAGE | 0.58 % |
| PARKING REQUIRED: | |
| LOT 71 OFFICE (2,500) | 70 STALLS |
| LOT 71 MAINT. (1,000) | 20 STALLS |
| TOTAL (3,500) | 90 STALLS |
| AUTO PARKING PROVIDED: | |
| STANDARD STALLS | 1,587 STALLS |
| COMPACT STALLS (40' X 60') | 88 STALLS |
| ACCESSIBLE STALLS | 20 STALLS |
| TOTAL (1,695) | 1,695 STALLS |
| TRUCK TRAILER STALLS PROVIDED: | |
| 12' X 32' | 088 STALLS |
| TOTAL | 088 STALLS |
| BIKE PARKING: | |
| REQUIRED @ 1000 AUTO STALLS | 100 |
| PROVIDED | 00 |
| LOT 71 LANDSCAPE AREA REQUIRED @ 100%: | 284,726 SQ. FT. |
| LANDSCAPE AREA PROVIDED: | 284,726 SQ. FT. |
| MINIMAL SETBACKS REQUIRED (NO CHANGES FROM BUILDING): | |
| FRONT BUILDING | 20' |
| SIDE BUILDING | 10' |
| SIDE LANDSCAPE | 5' |
| REAR BUILDING | 20' |
| REAR LANDSCAPE | 5' |

- KEYNOTES**
1. ALL UTILITIES ARE TO BE DEEPER THAN THE PROPOSED FOUNDATION.
 2. ALL UTILITIES ARE TO BE DEEPER THAN THE PROPOSED FOUNDATION.
 3. ALL UTILITIES ARE TO BE DEEPER THAN THE PROPOSED FOUNDATION.
 4. ALL UTILITIES ARE TO BE DEEPER THAN THE PROPOSED FOUNDATION.
 5. ALL UTILITIES ARE TO BE DEEPER THAN THE PROPOSED FOUNDATION.
 6. ALL UTILITIES ARE TO BE DEEPER THAN THE PROPOSED FOUNDATION.
 7. ALL UTILITIES ARE TO BE DEEPER THAN THE PROPOSED FOUNDATION.
 8. ALL UTILITIES ARE TO BE DEEPER THAN THE PROPOSED FOUNDATION.
 9. ALL UTILITIES ARE TO BE DEEPER THAN THE PROPOSED FOUNDATION.
 10. ALL UTILITIES ARE TO BE DEEPER THAN THE PROPOSED FOUNDATION.

STANDARD JPA NOTES

1. ALL UTILITIES ARE TO BE DEEPER THAN THE PROPOSED FOUNDATION.
2. ALL UTILITIES ARE TO BE DEEPER THAN THE PROPOSED FOUNDATION.
3. ALL UTILITIES ARE TO BE DEEPER THAN THE PROPOSED FOUNDATION.
4. ALL UTILITIES ARE TO BE DEEPER THAN THE PROPOSED FOUNDATION.
5. ALL UTILITIES ARE TO BE DEEPER THAN THE PROPOSED FOUNDATION.
6. ALL UTILITIES ARE TO BE DEEPER THAN THE PROPOSED FOUNDATION.
7. ALL UTILITIES ARE TO BE DEEPER THAN THE PROPOSED FOUNDATION.
8. ALL UTILITIES ARE TO BE DEEPER THAN THE PROPOSED FOUNDATION.
9. ALL UTILITIES ARE TO BE DEEPER THAN THE PROPOSED FOUNDATION.
10. ALL UTILITIES ARE TO BE DEEPER THAN THE PROPOSED FOUNDATION.



UTILITY PROVIDERS

| | |
|-----------|--------------------------|
| WATER | San Diego Water |
| SEWER | San Diego Water |
| ELECTRIC | San Diego Gas & Electric |
| TELEPHONE | San Diego Gas & Electric |



MERIDIAN PARK SOUTH LOT 71

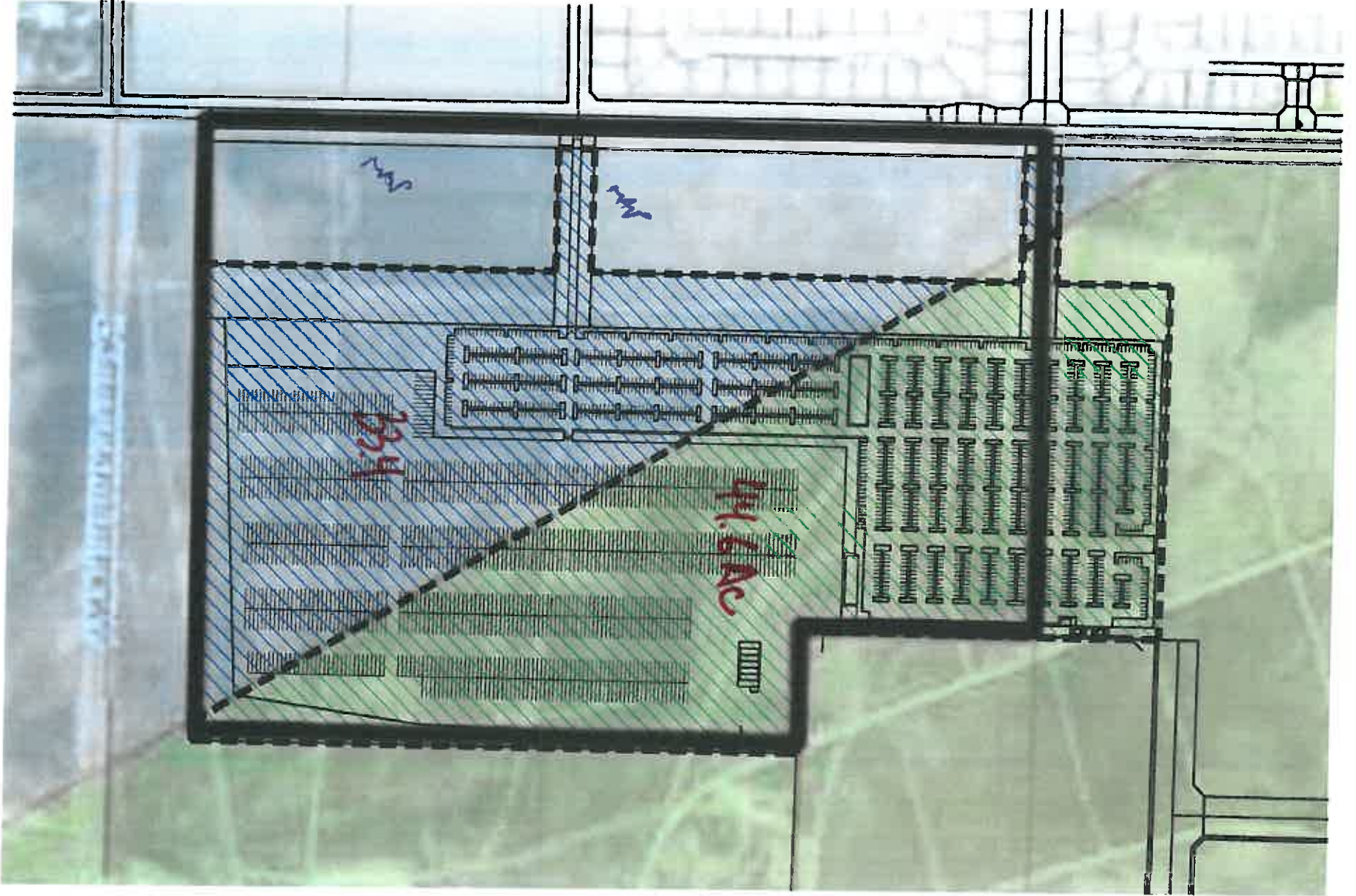
KRAMERIA AVENUE
RIVERSIDE COUNTY, CA

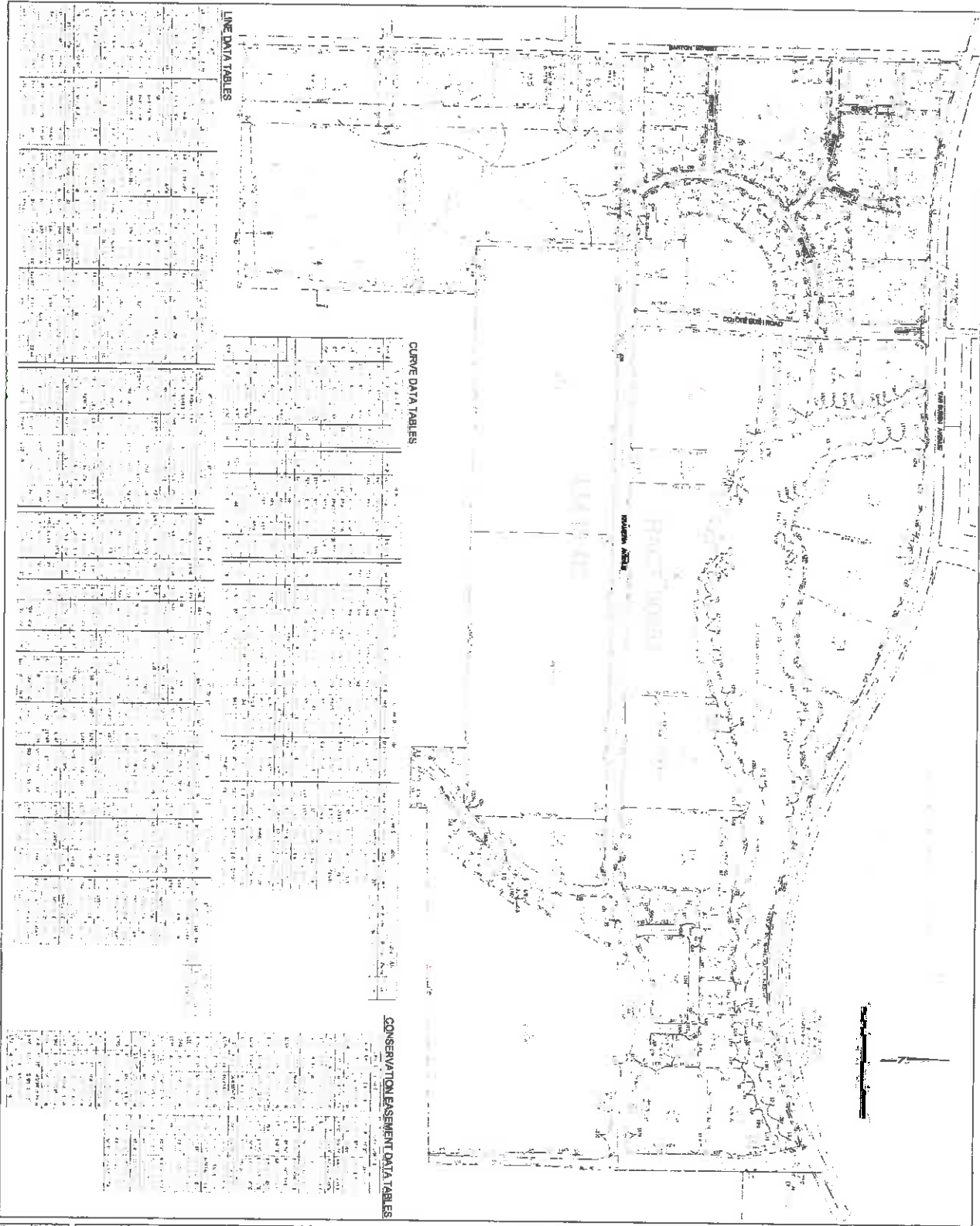
MERIDIAN PARK 61, LLC
1150 N. MOUNTAIN AVENUE
UPLAND, CA 91786
CONTACT:
TRACY M. GAUDIN - 959-579-1294
TRACY M. GAUDIN - 959-508-6755

| | |
|-------------|-----------------------|
| NO. SHEETS | 11 |
| SHEET NO. | 11 |
| DATE | 7/15/15 |
| PROJECT NO. | 2015/05/15 |
| CLIENT | Meridian Park 61, LLC |
| DESIGNER | RGA |
| DATE | 7/15/15 |
| SCALE | AS SHOWN |
| BY | TRACY M. GAUDIN |
| CHECKED BY | TRACY M. GAUDIN |
| DATE | 7/15/15 |
| PROJECT NO. | 2015/05/15 |
| CLIENT | Meridian Park 61, LLC |
| DESIGNER | RGA |
| DATE | 7/15/15 |
| SCALE | AS SHOWN |
| BY | TRACY M. GAUDIN |
| CHECKED BY | TRACY M. GAUDIN |
| DATE | 7/15/15 |

PRE-APPLICATION SITE PLAN







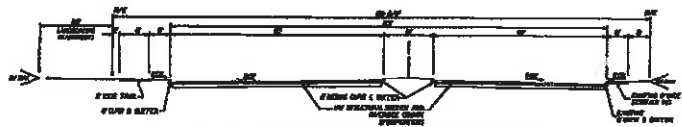
| | |
|------|-------------|
| DATE | DESCRIPTION |
| | |
| | |

MERIDIAN SOUTH CAMPUS
TENTATIVE TRACT MAP

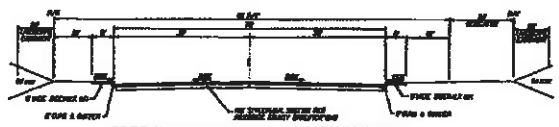
| | |
|--|--|
| | |
| | |
| | |

linc
 INCORPORATED
 2000 WEST 10TH AVENUE, SUITE 100
 DENVER, COLORADO 80202
 TEL: 303.733.1100
 FAX: 303.733.1101
 WWW.LINCINC.COM

NOT FOR CONSTRUCTION



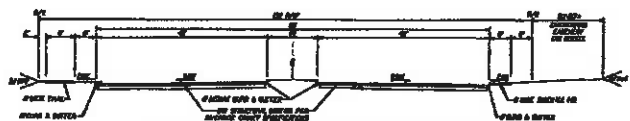
MODIFIED ARTERIAL (URBAN) HIGHWAY
7 LANES WITH 20' TRAVEL LANE WIDTH
10' SHOULDER EACH SIDE



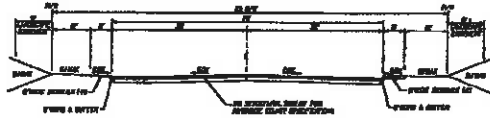
MODIFIED SECONDARY HIGHWAY
WITH TWO 12' TRAVEL LANE WIDTH
10' SHOULDER EACH SIDE



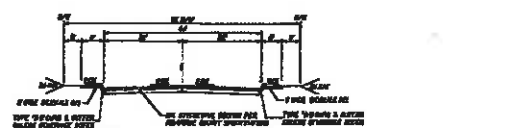
INDUSTRIAL COLLECTOR STREET
WITH 12' TRAVEL LANE WIDTH
10' SHOULDER EACH SIDE



MODIFIED ARTERIAL (URBAN) HIGHWAY
WITH 12' TRAVEL LANE WIDTH
10' SHOULDER EACH SIDE



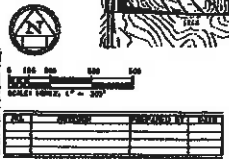
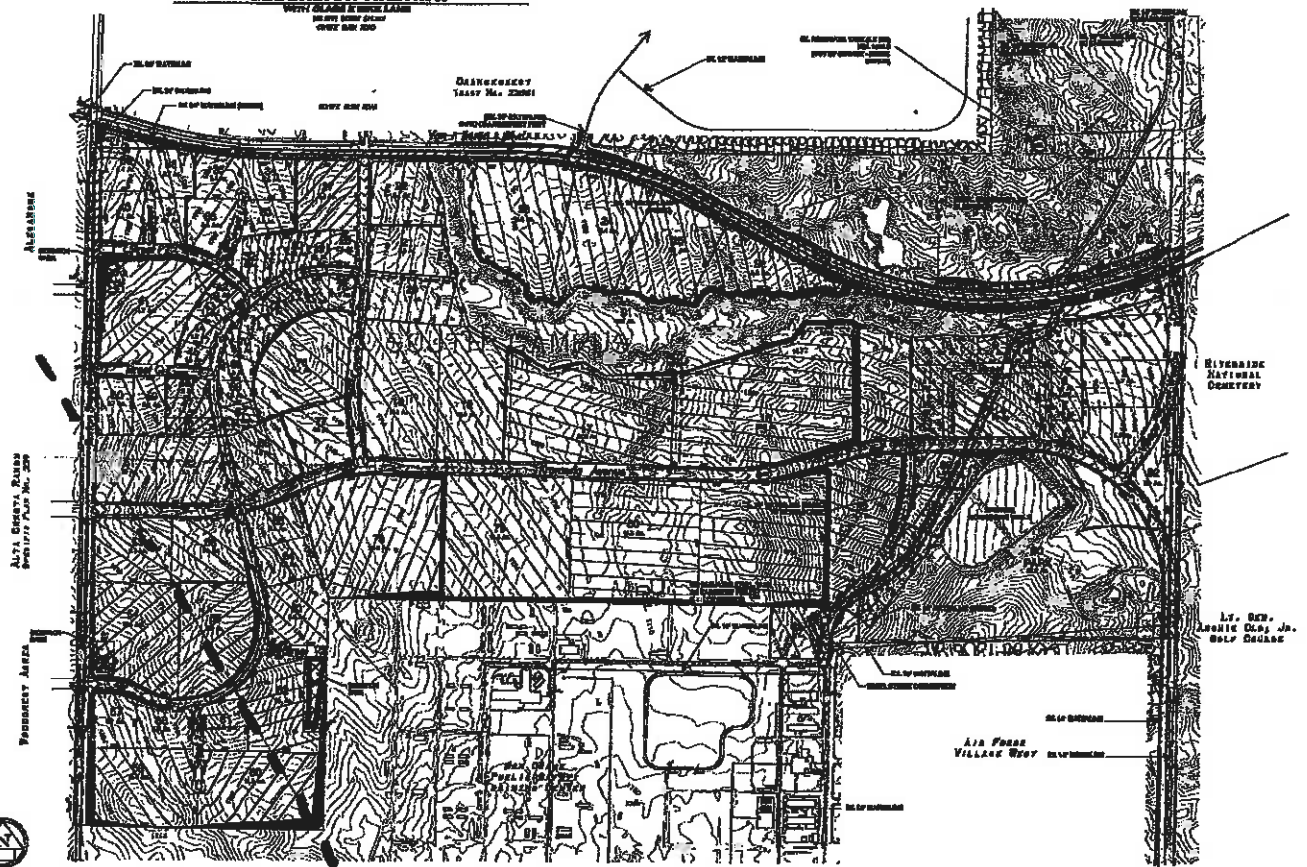
MODIFIED SECONDARY HIGHWAY
WITH 12' TRAVEL LANE WIDTH
10' SHOULDER EACH SIDE



INDUSTRIAL OIL-DE-SAG
WITH 12' TRAVEL LANE WIDTH
10' SHOULDER EACH SIDE



SECONDARY HIGHWAY
WITH 12' TRAVEL LANE WIDTH
10' SHOULDER EACH SIDE



NOTICE:
FOR SALES AND RENTAL INFORMATION
SEE THE ARCHITECT'S OFFICE
FOR THE PROJECT AT THE ADDRESS
SHOWN ON THE TENTATIVE MAP
DATE: 08/20/2014
BY: [Signature]

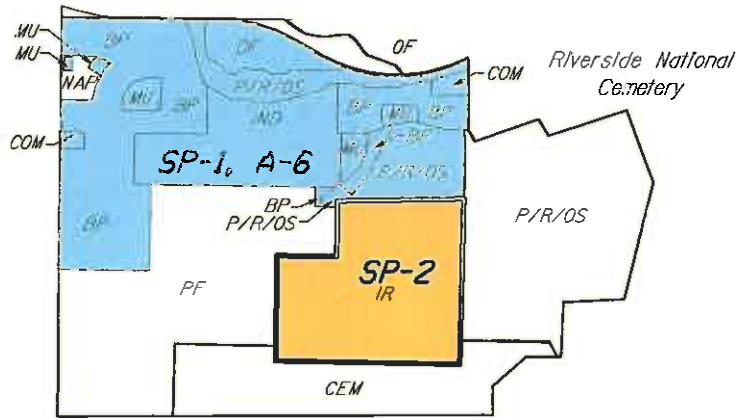
LENNER PARTNERS
A LARSEN COMPANY
10000 13th Avenue, S.W.
Burien, WA 98148
Tel: 206.835.1100
Fax: 206.835.1101

SOUTH CAMPUS
Tentative Map
March Business Center
Sheet 2 of 2

MARCH BUSINESS CENTER - GENERAL PLAN AMENDMENT



K:\Meridian\South Campus\Specific Plan Amendment\Exhibits\Figures\DWG\GPA\A-Fig1-4-Prop_General_Plan_Land_Uses.dwg 6-19-17-11:39 AM



Legend



















| | | | |
|---|---|----------------------------|---|
| Previously Adopted Specific Plan (SP-1) |  | Public Facility |  |
| Specific Plan Amendment (SP-2) |  | Park/Recreation Open Space |  |
| Specific Plan Amendment (SP-4) |  | AFVW Expansion |  |
| Specific Plan Amendment (SP-5) |  | Cemetery |  |
| Business Park |  | Aviation MIP |  |
| Commercial |  | Historic District |  |
| Industrial |  | Medical Campus |  |
| Mixed Use |  | Institutional-Residential |  |
| Office |  | Not a Part |  |

FIGURE I

PROPOSED GENERAL PLAN LAND USES

MARCH BUSINESS CENTER - GENERAL PLAN AMENDMENT



Legend

| | <u>Width</u> |
|--|--------------|
| 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 Cul-de-sac | 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.

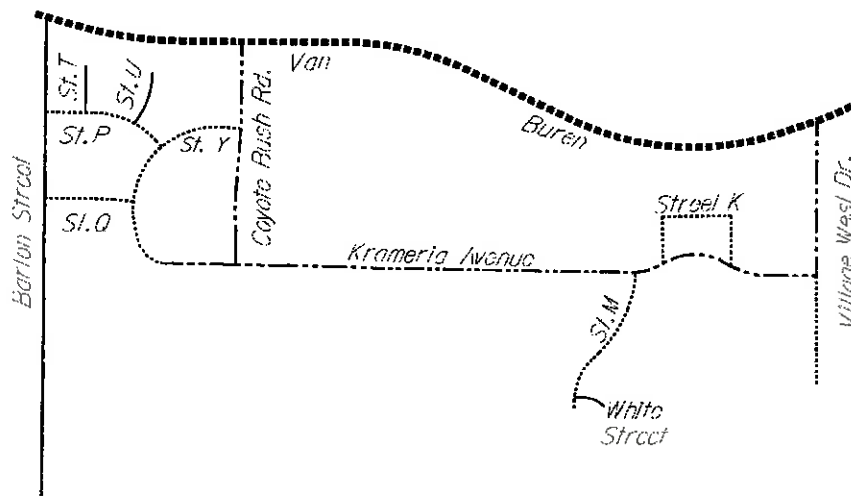


FIGURE II

TRANSPORTATION PLAN

MARCH BUSINESS CENTER - GENERAL 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.

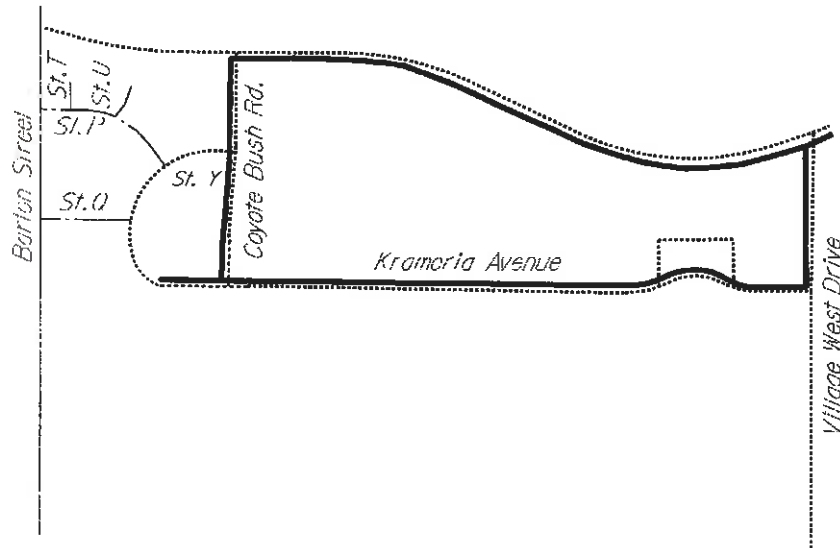


FIGURE III

TRANSPORTATION SYSTEMS PLAN

TABLE OF CONTENTS

| | |
|--|----------|
| I. PROJECT SUMMARY | 1 |
| BACKGROUND OF THE SPECIFIC PLAN AMENDMENT SP-1A6 | 1 |
| II. INTRODUCTION | 1 |
| A. LAND USE OVERVIEW | 1 |
| B. LOCATION AND ACCESS | 1 |
| C. BACKGROUND AND HISTORY | 6 |
| D. PLANNING CONTEXT | 7 |
| E. DISCRETIONARY ACTIONS | 7 |
| 1. General Plan Amendment | 7 |
| 2. Specific Plan Amendment | 7 |
| 3. Plat Plan Amendment | 7 |
| 4. Design Guidelines | 87 |
| 5. Focused Environmental Impact Report | 1342 |
| 6. Tentative Subdivision Map | 1342 |
| 7. Development Agreement | 1342 |
| III. LAND USE 1 | |
| A. LAND USE OVERVIEW | 1 |
| B. PURPOSE AND APPLICABILITY | 1 |
| C. LAND USE COMPATIBILITY | 2 |
| D. OBJECTIVES OF DEVELOPMENT DISTRICTS | 2 |
| E. OVERLAY DISTRICTS | 4 |
| 1. Aviation Safety Regulations | 4 |
| 2. Aviation Noise Regulations | 8 |
| 3. Aviation Building Height Regulations | 8 |
| F. LAND USE TABLE | 9 |
| G. DEVELOPMENT REGULATIONS | 13 |
| H. SPECIAL TREATMENT AREAS | 15 |
| 1. Riparian Areas | 15 |
| 2. Adjacent to SKR Management Area | 16 |
| IV. OPEN SPACE | 1 |
| A. CONSERVATION BASEMENTS | 1 |
| B. PARK | 1 |
| C. SCENIC CORRIDOR LANDSCAPE | 2 |
| D. DRAINAGE BASINS | 2 |
| V. TRANSPORTATION | 1 |
| A. EXISTING TRANSPORTATION ISSUES | 1 |
| B. TRAFFIC CIRCULATION PLAN | 1 |
| 1. Project Development Phasing | 1 |
| 2. Street Sizing and Landscaping | 2 |
| 3. Traffic Monitoring | 2 |
| 4. "Reverse Commute" | 15 |
| 5. Transportation Demand Management | 15 |
| C. NON-AUTOMOBILE CIRCULATION | 16 |
| 1. Transportation Center | 16 |
| 2. Local Transit Service | 16 |
| 3. Truck Traffic | 16 |
| 4. Bicycle/Pedestrian Access | 18 |

| | |
|--|--------------|
| VI. INFRASTRUCTURE AND GRADING | 1 |
| A. EXISTING INFRASTRUCTURE ISSUES | 1 |
| B. SEWER SERVICE AND FACILITIES | 1 |
| C. POTABLE WATER SERVICE | 1 |
| D. RECLAIMED WATER | 4 |
| E. STORM WATER MANAGEMENT | 4 |
| F. GAS AND ELECTRICAL SERVICES | 7 |
| G. SOLID WASTE | 7 |
| H. GRADING | 7 |
| <i>Grading Plan Development Standards</i> | 7 |
| VII. IMPLEMENTATION | 1 |
| A. FEASIBILITY PLAN | 1 |
| B. FINANCING STRATEGIES | 1 |
| C. PROJECT REVIEW AND PROCESSING | 4 |
| D. ROLES OF THE JPA STAFF AND MARCH BUSINESS CENTER IMPLEMENTATION COMMITTEE | 4 |
| E. MAINTENANCE | 6 |
| F. SPECIFIC PLAN AMENDMENTS | 7 |
| VIII. CONSISTENCY WITH THE GENERAL PLAN | 1 |
| A. OVERVIEW | 1 |
| B. GENERAL PLAN ELEMENTS | 1 |
| APPENDIX A LAND USE DEFINITIONS | 1 |
| INDUSTRIAL | 1 |
| WHOLESALE, STORAGE AND DISTRIBUTION | 2 |
| OFFICE | 3 |
| COMMERCIAL | 3 |
| APPENDIX B AIRPORT LAND USE PLAN EXHIBITS | 1 |
| I—PROJECT SUMMARY | I-1 |
| BACKGROUND OF THE SPECIFIC PLAN AMENDMENT SP-1-A-5 | 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-8 |
| E—DISCRETIONARY ACTIONS | II-8 |
| 1.—General Plan Amendment | II-8 |
| 2.—Specific Plan Amendment | II-8 |
| 3.—Zoning Approval | II-9 |
| 4.—Design Guidelines | II-9 |
| 5.—Focused Environmental Impact Report | II-14 |
| 6.—Tentative Subdivision Map | II-14 |
| 7.—Development Agreement | II-14 |
| III—LAND USE | III-1 |
| A—LAND USE OVERVIEW | III-1 |
| B—PURPOSE AND APPLICABILITY | III-1 |
| C—LAND USE COMPATIBILITY | III-2 |
| D—OBJECTIVES OF DEVELOPMENT DISTRICTS | III-2 |

| | |
|---|---------------|
| E. OVERLAY DISTRICTS..... | III-4 |
| 1. Aviation Safety Regulations..... | III-5 |
| 2. Aviation Noise Regulations..... | III-9 |
| 3. Aviation Building Height Regulations..... | III-9 |
| F. LAND-USE TABLE..... | III-10 |
| G. DEVELOPMENT REGULATIONS..... | III-14 |
| H. SPECIAL TREATMENT AREAS..... | III-16 |
| 1. Riparian Areas..... | III-16 |
| 2. Adjacent to SKR Management Area..... | III-17 |
| IV. OPEN SPACE..... | IV-1 |
| A. CONSERVATION PLACEMENTS..... | 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. Project Development Phasing..... | V-2 |
| 2. Street Sizing and Landscaping..... | V-2 |
| 3. Traffic Monitoring..... | V-2 |
| 4. "Reverse Commute"..... | V-15 |
| 5. Transportation Demand Management..... | V-15 |
| C. NON-AUTOMOBILE CIRCULATION..... | V-16 |
| 1. Transportation Center..... | V-16 |
| 2. Local Transit Service..... | V-16 |
| 3. Truck Traffic..... | V-16 |
| 4. Bicycle/Pedestrian Access..... | 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 |
| Grading Plan Development Standards..... | VI-7 |
| 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 I-3 | Project Development Phasing | I-5 |
| Figure II-1A | Specific Plan Amendment: North Campus | II-3 |
| Figure II-1B | Specific Plan Amendment: South Campus | II-4 |
| Figure II-2 | Aerial Photograph..... | II-5 |
| Figure II-3 | Existing Land Uses..... | II- 910 |
| Figure II-4 | Proposed General Plan Land Uses | II- 1041 |
| Figure II-5A | Zoning Map for North Campus..... | II- 1142 |
| Figure II-5B | Zoning Map for South Campus | II- 1243 |
| Figure III-1 | Overlay Zones | III- 56 |
| Figure III-2 | Airport Influenced Areas | III- 67 |
| 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 |

List of Tables

| | | |
|-------------|---|----------------------|
| Table III-1 | March Business Center Specific Plan Land Use Table..... | III- 1041 |
| Table III-2 | Lot and Yard Dimensions by Land Use Category | III- 1344 |
| Table III-3 | Parking Ratios by Land Use | III- 1445 |
| Table VII-1 | Infrastructure/Service Funding Responsibility..... | VII-7 |

I. PROJECT SUMMARY

BACKGROUND OF THE SPECIFIC PLAN AMENDMENT SP-1 A65

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.

Following FEIR certification and permitting, development commenced on the North Campus. Numerous parcels were developed and are now occupied. [South Campus, Phase I, is currently under construction for the development of mass graded lots, utilities, roadway improvements, and traffic devices.](#) ~~No development activities have taken place on the South Campus.~~ Specific Plan Amendment SP-1 A56 affects future development within the South Campus. As discussed in Section I.I.E.2, SP-1 A65 redistributed the acreage of several lots due to the realignment of the roadway network [includes "Parcel](#)

~~Delivery Terminal” as a permitted use in the Business Park and Industrial zones, and includes additional guidance pertaining to lighting. Among the land use designations identified in the previously-adopted Specific Plan, SP-1 A6\$ would not add any new acreage to the area identified in the previously-adopted Specific Plan. SP-1 A5 responded to additional information regarding the limits of the existing landfill, and straightened Village West Drive.~~

The previously adopted Specific Plan, Design Guidelines, FEIR, Design Implementation Review Committee, Statutory Development Agreement, Settlement Agreement and other official Joint Powers Authority documents, ordinances and resolutions refer to the overall project as the “March Business Center” project. However, in the interim, the project has been promoted under the name “Meridian” and has come to be known by that name over the past several years. References to existing approved plans and reports in this Specific Plan Amendment use the original name of the project (i.e., March Business Center), which is consistent with the titles of these reports and plans. In the interest of clarity, the following terminology is used to differentiate this Specific Plan Amendment from the previously adopted Specific Plan:

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

This Specific Plan Amendment presents all revisions in a strike-through/underline format so the reader can quickly identify all changes from the previously adopted Specific Plan. 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.

This Specific Plan is to be constructed in three development phases, referred to as Phase I, II and III, as shown in Figure I-3. It should be noted that the precise boundaries of each development phase will be determined in the Final Map stage of site development; the boundaries in Figure I-3 are therefore considered preliminary and subject to change.

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.

Figure I-1 Regional Location Map

Figure I-2 Local Vicinity Map

Figure I-3 Project Development Phasing

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 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) for the entire General Plan area has been certified. The Specific Plan implements the policies of the General Plan.

A Master EIR (MEIR) for the entire March JPA General Plan area was certified in 1999. The General Plan area encompasses the 6,500 acres of the former March Air Force Base, including 4,400 acres identified for disposal and reuse by the Department of Defense. The development intensity of the 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 A56 are limited to the South Campus. This Specific Plan Amendment includes 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.

Figure II-1A Specific Plan Amendment: North Campus

Figure II-1B Specific Plan Amendment: South Campus

Figure II-2 Aerial Photograph

In the South Campus, Krameria Avenue will ~~terminate in a cul-de-sac west~~ of its intersection with Coyote Bush Road. ~~be extended eastward from Barton Street.~~ The South Campus will take access to/from Van Buren Boulevard via Coyote Bush Road and Village West Drive. ~~Krameria Avenue and~~ Streets Y, Q, and P will provide access to and from Barton Street south of Van Buren Boulevard. The project roadway network will be public roadways, to be maintained by the March Joint Powers Authority.

C. BACKGROUND AND HISTORY

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

- Final Environmental Impact Statement: Disposal of Portions of March Air Force Base (February, 1996)
- Final Environmental Impact Report for the March Air Force Base Redevelopment Project (June, 1996)
- Redevelopment Plan for the March Air Force Base Redevelopment Project (June, 1996)
- General Plan of the March Joint Powers Authority (September, 1999)
- March Joint Powers Authority Development Code (July, 1997)
- Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September, 1999)
- March Business Center Statutory Development Agreement (2003)
- March Business Center Design Guidelines (2003)
- March Business Center Focused Environmental Impact Report (2003)
 - Addenda to the certified 2003 FEIR, including:
 - Tentative Tract Map 30857 Amendment (April 2007)

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. The March JPA General Plan has been amended concurrently with this Specific Plan to rectify minor differences in land use type and location. Figure II-5A and 5B depict zoning for the North and South Campus.

E. DISCRETIONARY ACTIONS

The following discretionary actions will be required as part of SP-1 A65 project:

1. General Plan Amendment

A General Plan Amendment has been processed concurrently with this Specific Plan Amendment to modify the internal street network ~~and land use plans for South Campus as it impacts the land use designations as~~ described above. The General Plan Amendment is adopted by resolution.

2. Specific Plan Amendment

~~This Specific Plan Amendment is a discretionary action subject to March JPA approval. Adopted by legislative action, this Specific Plan Amendment serves both planning and regulatory functions. SP-1 A5 will identify the changes to the South Campus, while retaining the development plan, zoning map and other critical information pertaining to the applicable portions of the North Campus. This document contains the development standards and procedures necessary to fulfill these purposes with respect to the 628 acres comprising this Specific Plan Amendment. The Specific Plan Amendment for the proposed Project would revise the March Business Center South Campus Specific Plan to accomplish the following actions: a) add Parcel Delivery Terminal as an allowed use within the Industrial and Business Park designations for parcels that are 60 acres in size or larger, and consistent with the March JPA Development Code; b) amend Specific Plan exhibits to reflect proposed Project utilities, transportation and parcel layouts; c) add a land use definition within the Specific Plan for Parcel Delivery facility, consistent with the Authority Development Code; d) update Land Use and designation tables within the SP to reflect revised acreages within the Commercial, Mixed Use, Business Park, and Park/Open Space land uses; e) add the following guidance pertaining to lighting - "site lighting must be 2700 Kelvin plus or minus 100 points."~~

3. Zoning Approval/Plot Plan Amendment

The Plot Plan Amendment would add 78.18 gross acres to a previously approved 48.02-acre parcel that will house a Parcel Delivery Terminal. The additional 78.18 gross acres would incorporate 1,587 standard vehicular parking stalls; 85 carpool stalls; 27 handicap parking stalls; 85 bike parking spaces; and 965 truck trailer stalls to the Parcel Delivery Terminal site. The 78.18-acre area would also accommodate a 5,000 square-foot customer service building; 12,000 square-foot enclosed truck maintenance and wash facility; a compressed natural gas (CNG) station; additional 298,417 square feet of landscaped areas; and a 9-acre landscape buffer zone

Commented [FK1]: Grace, I didn't see an appropriate place to add this language. Let me know where you would like it added.

Formatted: Body Text Indent, No bullets or numbering

~~along the easterly project boundary. When adopted, this Specific Plan Amendment will retain the zoning on the applicable portions of the North Campus, while adopting the subtle zoning changes proposed on the South Campus.~~

4. Design Guidelines

This document establishes architectural, signage, parking, and landscaping objectives that will guide the design of the March Business Center. The Design Guidelines will be adopted by resolution.

Figure II-3 Existing Land Uses

Figure II-4 Proposed General Plan Land Uses

Figure II-5A Zoning Map for North Campus

Figure II-5B Zoning Map for South Campus

5. 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.

6. Tentative Subdivision Map

Tentative Subdivision Map 30857 was approved on February 19, 2003. ~~This Specific Plan Amendment includes a request for a minor amendment to Tentative Map 30857 to allow street alignment changes in the South Campus. The Tentative Map Amendment would revise the circulation plan for the Merch Business Center South Campus Specific Plan by removing Street Y, Street X, the southern portion of Street Y, and terminating Krameria Avenue at the Project site rather than extending it through to connect with Barton Street to the west. The Tentative Map Amendment would also reconfigure Parcels 67, 68, 69, 70 and 71.~~ This amended Tentative Map details project land development, and is in accordance with guidelines and development intensities presented in this Specific Plan Amendment, the State Subdivision Map Act and March JPA requirements. The amended Tentative Map complies with Schedule "E" Parcel Map Division as per March Joint Powers Authority Development Code Section 9.14.100 (J). Amendment 34 to Tentative Map 30857 is to be reviewed and approved by the March Joint Powers Planning Commission.

7. Development Agreement

The JPA has entered into a Development Agreement with the Master Developer in order to facilitate development of the land and provision of public services and urban infrastructure. The Development Agreement will be adopted by ordinance.

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 reducing the concentration of work trips in 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 land use districts: Business Park, Industrial, Office, Mixed Use, Commercial, and Park.²

The land use designations are summarized below:³

1. **Business Park**

Business park uses include administrative, financial, governmental, and community support services; research and development centers; light manufacturing; vocational education and training facilities; business and trade schools; and emergency services. A 15-acre transportation center to accommodate commuter rail service is a permitted use in this district. Business Park areas are generally served by arterial roadways, providing automobile and transit access. These areas are characterized as major employment concentrations. Development in this category, except for warehousing, is generally

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

³ The land use descriptions are taken directly from the General Plan, amended to apply to this Specific Plan.

within a campus-like setting or cluster development pattern. Outdoor storage is prohibited.

2. Industrial

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

3. Office

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

4. Mixed-Use

Mixed uses include a variety of complementary land uses; including commercial, business park, office, medical, educational and vocational, research and development, 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

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.

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:

- Assembly and Entertainment

Figure III-1 Overlay Zones

Figure III-2 Airport Influenced Areas

Land Uses Prohibited in Airport Influenced Area I

- 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
- 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 ⁴ | INDUSTRIAL ⁶ | OFFICE | MIXED USE ⁷ | COMMERCIAL ⁸ |
| 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 |

⁴ Within the Business Park zone, a use permit is required for uses that provide outdoor storage in excess of 10% of the building area

⁵ Parcel Delivery Terminal is allowed within the Business Park and Industrial zones on parcels that are 60 acres in size or larger

⁶ Within the Industrial zone, a use permit is required for uses that provide outdoor storage in excess of the building area

⁷ The Mixed Use designation shall have a maximum of 25 percent retail uses.

⁸ Within the Commercial zoning district, a use permit shall be required for single uses above 25,000 square feet of gross floor area

TABLE III-1
MARCH BUSINESS CENTER SPECIFIC PLAN LAND USE TABLE

| USES | BUSINESS PARK ⁴ | INDUSTRIAL ⁶ | OFFICE | MIXED USE ⁷ | COMMERCIAL ⁸ |
|--|----------------------------|-------------------------|--------|------------------------|-------------------------|
| 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 | | | | | |
| 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 | |
| Interpretive Centers | P | P | P | P | |
| Laundry Services | P | P | | C | |

| TABLE III-1 MARCH BUSINESS CENTER SPECIFIC PLAN LAND USE TABLE | | | | | |
|---|-------------------------------|-------------------------|--------|---------------------------|-------------------------|
| USES | BUSINESS PARK ⁴ | INDUSTRIAL ⁶ | OFFICE | MIXED USE ⁷ | COMMERCIAL ⁵ |
| 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 ^B 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 | 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.

(b) Landscaping

Landscaping design for development in the March Business Center Specific Plan shall be consistent with the March Business Center Design Guidelines. A 15-foot landscaped setback will be required for all front and side yards adjacent to public streets.

(c) Driveway Widths and Locations

Driveway width and spacing shall be in conformance with the March JPA Development Code.

(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.

(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.

| Use | Parking Spaces Per 1,000 Square Feet of Gross Floor Area (Unless Otherwise Noted) |
|---|--|
| INDUSTRIAL | |
| Light, Medium & Heavy Manufacturing | 2.0 |
| Research & Development | 3.0 |
| Other Industrial Uses | 1.0 |
| WHOLESALE STORAGE & DISTRIBUTION | |
| Public Storage/Mini-Warehouse | 1 per 100 storage spaces & 2 per caretaker residence |
| Other Wholesale Storage/Distribution | 1.0 per 1,000 sq. ft. |
| 0 – 50,000 sq. ft. | 50 spaces + (0.33 per ksf > 50,000 sq. ft.) |
| 50,000 – 200,000 sq. ft. | 100 spaces + (0.20 per ksf > 200,000 sq. ft.) |
| 200,000 sq. ft. or greater | |
| OFFICE | |
| Medical Clinics, Hospitals, and Medical Offices | 4.0 |
| Other Office | 3.3 |
| COMMERCIAL | |
| Agricultural Equipment Repair Shops | 2.5 |

| Use | Parking Spaces: Per 1,000 Square Feet of Gross Floor Area (Unless Otherwise Noted) |
|--|--|
| 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

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.

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.

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. Additional natural buffers surrounding the developed portions of the park 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 |
| Picnic area/parking | 6 AC |
| Interpretive park | 11 AC |
| Buffer/open space | <u>26 AC</u> |
| TOTAL: | 59 AC |

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 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.

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. ~~The next update is due in five years.~~

Figure V-1 Transportation Improvements, Development Phase I

Figure V-2 Transportation Improvements, Development Phase 2

Figure V-3 Transportation Improvements, Development Phase 3

Figure V-4 Transportation Plan

24

Figure V-5A Street Cross-Sections
1 of 8

Figure V-5B Street Cross-Sections
2 of 8

Figure V-5C Street Cross-Sections
3 of 8

Figure V-5C1 Street Cross-Sections
4 of 8

Figure V-5D Street Cross-Sections
5 of 8

Figure V-5E Street Cross-Sections
6 of 8

Figure V-5F Street Cross-Sections
7 of 8

Figure V-5G Street Cross-Sections
8 of 8

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 en 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 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.

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.

Figure VI-1 Sewer System

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.

Figure VI-3 Reclaimed Water System

Figure VI-4 Storm Drain System

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 RCFCDD 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 an area-wide system of bicycling trails, with linkages within the planning area and with adjacent jurisdictions, and in compliance with sub-regional plans.*

Consistency: The project will include bicycle and pedestrian linkages as defined in Section V of this Specific Plan. 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 square feet or

- Formatted: Font: Bold, Underline
- Formatted: Font: Bold
- Formatted: Font: Not Bold
- Formatted: Font: Not Bold
- Formatted: Font: Not Bold

less of building space. 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, 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, 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 interment.

Golf Courses, Driving Ranges, and Pitch and Putt Courses: Activities typically include: recreational golfing, driving range, short game practice, and tournament competition.

Heavy Equipment Sales & Rentals: Activities typically include: the sale or rental from the premises of heavy construction equipment, farm equipment, trucks and aircraft together with maintenance, including aircraft, farm equipment, heavy truck, large boats and heavy construction equipment dealers.

Horticultural Nurseries and Greenhouses: Activities typically include the cultivation of various indoor and outdoor plants for sale to the public.

Hospitals, Intermediate Care Facilities and Nursing Facilities: A hospital is a freestanding institution where the sick or injured are given medical or surgical care. Emergency medical treatment is usually provided.

Hotel/Motel: Activities typically include: lodging services to transient guests on a less-than-monthly basis, other than in the case of uses classified as residential uses, including hotels, motels, boarding houses and resorts.

Instructional Studios: Instructional studios are establishments in which skills including dance, art, and martial arts are taught to individuals or groups. Instructional studios do not include educational facilities.

Interpretive Centers: Interpretive centers are structures or facilities designed to inform and educate the public about the surrounding environment.

Laundry Services: Activities typically include: institutional or commercial linen supply and laundry services, dry cleaning plants, rug cleaning and diaper service laundries.

Maintenance and Repair: Facilities to accomplish the repair and maintenance of non-automotive devices and other appliances.

Major Transmission, Relay or Communications Switching Stations: Telecommunications facilities accommodating fiber optics, Integrated Services Digital Network (ISDN) and digital switching infrastructure.

Museums: Activities typically include the display of items, materials, and media of historical and/or cultural significance.

Bars and Grill: A restaurant or pub where food is predominately sold.

Open Air Markets for the Sale of Agriculture-Related Products and Flowers: Typically informal outdoor facilities to accommodate the sale of agricultural materials to the general public and other buyers.

Outdoor Commercial: Activities typically include: those that produce or may produce a substantial impact upon the surrounding area. Including flea markets, outdoor auction sales or swap meet activities.

Outpatient Medical Clinics: Medical facilities providing limited treatment to patients not requiring an overnight stay.

Parking Facilities as Primary Use: Paved lots to accommodate the temporary storage of passenger cars and other vehicles.

Personal Services: Activities typically include: services of a personal nature, including photography studios and barber/beauty shops.

Petroleum Products Storage: Activities include bulk storage sale, and distribution of gasoline, liquefied petroleum gas, and other petroleum products.

Pets and Pet Supplies: Activities typically include: sale of mammals, fish, reptiles and birds as pets, sales of food, toys and other pet supplies, and related services, such as pet grooming.

Private Clubs, Lodges, and Fraternal Organizations: Private clubs, lodges, and fraternal organizations are associations of persons, whether incorporated or unincorporated, for the promotion of some common social, cultural, educational, religious, or recreational objective. This use does not include *churches* or any group whose primary objective is a business customarily carried on for a profit.

Radio and Television Studios: Activities typically include: production, taping, editing, distribution, and broadcasting of various programs and/or advertisements for radio, television and other media.

Recreational Facilities: Activities include sports performed either indoor or outdoors which require a facility for conducting the recreational activity, such as health clubs, exercise studios or classes, swimming centers, skating rinks, bowling alleys, tennis courts, sports fields, golf courses and amusement parks.

Recycling Facilities: Activities include: drop-off facilities, reverse vending machines, small and large collection facilities, green materials composting facilities, mixed organics composting facilities, and tire processing facilities

Repair Services: Activities include repair services involving articles such as upholstery, furniture and large electrical appliance repair services.

Restaurant (fast food): Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises or off-site consumption, including restaurants and delicatessens, inclusive of drive-through facilities.

Restaurant (sit down): Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises consumption, including restaurants and bars and delicatessens, exclusive of drive-through facilities.

Sidewalk Cafes: Eating and drinking establishments with outdoor dining facilities adjacent to public street sidewalks and other pedestrian-oriented areas.

Social Service Institutions: Activities typically include organizing and executing local, regional, and national service and charitable campaigns.

Sundries, Pharmaceutical and Convenience Sales: Freestanding establishment selling food items, beverages, and other items. Sales are typically in small quantities. This use may also provide up to four vehicle fueling spaces.

Swap Meets and Other Large Outdoor Retail Facilities: Activities typically include sales of a range of specialized products to the general public, usually from designated stalls.

Theaters: Activities typically include the performance of plays or music from a stage in an indoor or outdoor venue.

Trade Schools: Activities typically include: information, instruction and similar services, including computer training, driving schools, travel bureaus, photography studios, and vocational and trade schools.

Vehicle, Boat and Trailer Sales: Activities typically include: display, retail sale, leasing, rental of new and used vehicles, boats and trailers, with incidental minor repair, body work, and sale and installation of accessories. Vehicles include automobiles, motorcycles, boats, recreational vehicles and golf carts.

Vehicle Storage: Uses include the storage of operable and inoperative vehicles, including impound yards.

Veterinary Clinics and Animal Hospitals: Activities typically include: provision of routine and emergency medical attention to domestic pets and other animals.

Zoological Parks: Wilderness areas and freestanding facilities designed to house animals that are foreign to the surrounding area. Typical zoological parks also include aquariums, aviaries, and natural wildlife areas.

Appendix B Airport Land Use Plan Exhibits

Figure B-1 Land Use Compatibility Map

Figure B-2 March Air Reserve Base Flight Tracks

EXHIBIT "A"

LEGAL DESCRIPTION

IN THE PLANNING JURISDICTION OF MARCH JOINT POWERS AUTHORITY WITHIN THE UNINCORPORATED TERRITORY OF RIVERSIDE COUNTY, STATE OF CALIFORNIA, BEING PORTIONS OF PARCEL "A" OF THE GRANT DEED RECORDED JULY 20, 2001 AS INSTRUMENT NO. 2001-336096 OF OFFICIAL RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PARCEL 1

BEGINNING AT THE MOST SOUTHERLY EAST CORNER OF SAID GRANT DEED; THENCE ALONG THE SOUTH LINE OF SAID GRANT DEED NORTH 89°10'02" WEST, 1343.38 FEET TO **POINT "A"**; THENCE LEAVING SAID LINE, NORTH 00°49'31" EAST, 994.13 FEET TO THE **TRUE POINT OF BEGINNING**; THENCE NORTH 89°22'26" EAST, 388.33 FEET, SAID COURSE HEREIN REFERRED TO AS **COURSE "A"**, TO A POINT IN A LINE THAT IS PARALLEL WITH AND DISTANT 56.00 FEET EASTERLY FROM THE WEST LINE OF SAID GRANT DEED; THENCE ALONG SAID PARALLEL LINE, NORTH 00°37'34" EAST, 100.00 FEET TO A LINE THAT IS PARALLEL WITH AND DISTANT 100.00 FEET NORTHERLY FROM SAID **COURSE "A"**; THENCE ALONG SAID PARALLEL LINE, SOUTH 89°22'26" EAST, 388.68 FEET TO **POINT "B"**; THENCE CONTINUING ALONG SAID PARALLEL LINE, SOUTH 89°22'26" EAST, 154.50 FEET TO A LINE THAT IS PARALLEL WITH AND DISTANT 154.50 FEET EASTERLY FROM A LINE PASSING THROUGH SAID **POINT "A"** HAVING A BEARING OF NORTH 00°49'31" EAST; THENCE ALONG SAID PARALLEL LINE, SOUTH 00°49'31" WEST, 100.00 FEET TO A LINE THAT BEARS SOUTH 89°22'26" EAST FROM THE **TRUE POINT OF BEGINNING**; THENCE NORTH 89°22'26" WEST, 154.50 FEET TO THE **TRUE POINT OF BEGINNING**.

THE ABOVE DESCRIBED PARCEL CONTAINS 1.247 ACRES, MORE OR LESS.

PARCEL 2

BEGINNING AT SAID **POINT "B"**; SAID POINT BEING IN A LINE PASSING THROUGH SAID **POINT "A"** HAVING A BEARING OF NORTH 00°49'31" EAST, THENCE ALONG SAID LINE, NORTH 00°49'31" EAST, 1221.14 FEET TO THE **TRUE POINT OF BEGINNING**; THENCE LEAVING SAID LINE, NORTH 89°22'26" EAST, 392.92 FEET, SAID COURSE HEREIN REFERRED TO AS **COURSE "B"**, THENCE NORTH 00°35'29" EAST, 100.00 FEET TO A LINE THAT IS PARALLEL WITH AND DISTANT 100.00 FEET NORTHERLY FROM SAID **COURSE "B"**; THENCE ALONG SAID PARALLEL LINE SOUTH 89°22'26" EAST, 547.83 FEET TO A LINE THAT IS PARALLEL WITH AND DISTANT 154.50 FEET EASTERLY FROM A LINE PASSING THROUGH **POINT "A"** HAVING A BEARING OF NORTH 00°49'31" EAST; THENCE ALONG SAID PARALLEL LINE, SOUTH 0°49'31" WEST, 100.00 FEET TO A LINE THAT BEARS SOUTH 89°22'26" EAST FROM THE **TRUE POINT OF BEGINNING**; THENCE NORTH 89°22'26" WEST, 154.50 FEET TO THE **TRUE POINT OF BEGINNING**.

THE ABOVE DESCRIBED PARCEL CONTAINS 1.257 ACRES, MORE OR LESS.

SHEET 1 OF 3

EXHIBIT "A"
LEGAL DESCRIPTION
COUNTY OF RIVERSIDE, CALIFORNIA

 **JDRRC** Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning

160 S. Old Springs Road, Ste. 210
Anaheim Hills, California 92808
(714) 685-6860

EXHIBIT "A"

LEGAL DESCRIPTION

PARCEL 3

BEGINNING AT THE MOST SOUTHERLY EAST CORNER OF SAID GRANT DEED; THENCE ALONG THE SOUTH LINE OF SAID GRANT DEED NORTH 89°10'02" WEST, 1343.38 FEET TO **POINT "A"**; THENCE LEAVING SAID LINE NORTH 00°49'31" EAST, 2740.04 FEET TO THE WESTERLY PROLONGATION OF THE NORTH LINE OF PARCEL "B" OF LOT MERGER NO. 16-02 RECORDED DECEMBER 6, 2016 AS DOCUMENT NO. 2016-0541119 OF OFFICIAL RECORDS; THENCE ALONG SAID WESTERLY PROLONGATION, SOUTH 89°10'19" EAST, 995.96 FEET TO THE NORTHWEST CORNER OF SAID PARCEL "B"; THENCE ALONG THE WESTERLY AND SOUTHERLY BOUNDARY OF SAID PARCEL "B" THE FOLLOWING TWO (2) COURSES:

1. SOUTH 00°45'31" WEST, 1020.00 FEET;
2. SOUTH 89°10'19" EAST, 346.23 FEET TO A POINT IN THE GENERALLY SOUTHERLY LINE OF SAID GRANT DEED;

THENCE ALONG SAID LINE SOUTH 00°49'31" WEST, 1720.14 FEET TO THE **POINT OF BEGINNING**.

EXCEPTING THEREFROM THOSE PORTIONS LYING WITHIN PARCELS 1 AND 2 DESCRIBED ABOVE.

EXCEPTING THEREFROM THAT PORTION OF SAID PARCEL DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST SOUTHERLY EAST CORNER OF SAID GRANT DEED; THENCE NORTH 46°25'57" WEST, 177.01 FEET TO THE **TRUE POINT OF BEGINNING**; THENCE SOUTH 87°36'12" WEST, 1060.55 FEET TO A LINE THAT IS PARALLEL WITH AND DISTANT 154.50 FEET EASTERLY FROM A LINE RUNNING THROUGH SAID **POINT "A"** HAVING A BEARING OF NORTH 00°49'31" EAST; THENCE ALONG SAID PARALLEL LINE NORTH 00°49'31" EAST, 2664.63 FEET; THENCE SOUTH 89°10'29" EAST, 542.59 FEET, SAID COURSE HEREIN REFERRED TO AS **COURSE "C"**; THENCE NORTH 00°49'31" EAST, 15.01 FEET, SAID COURSE HEREIN REFERRED TO AS **COURSE "D"**, TO A POINT IN THE NORTH LINE OF THE ABOVE DESCRIBED PARCEL; THENCE ALONG SAID LINE SOUTH 89°10'19" EAST, 63.19 FEET TO A LINE THAT IS PARALLEL WITH AND DISTANT 63.19 FEET EASTERLY FROM SAID **COURSE "D"**; THENCE ALONG SAID PARALLEL LINE SOUTH 00°49'31" WEST, 15.01 FEET TO THE EASTERLY PROLONGATION OF SAID **COURSE "C"**; THENCE ALONG SAID PROLONGATION SOUTH 89°10'29" WEST, 203.22 FEET; THENCE SOUTH 00°49'31" WEST, 1010.02 FEET; THENCE SOUTH 89°10'29" EAST, 364.88 FEET; THENCE SOUTH 00°49'31" WEST, 411.04 FEET; THENCE NORTH 89°10'29" WEST, 20.00 FEET; THENCE SOUTH 00°49'31" WEST, 57.07 FEET; THENCE SOUTH 03°12'41" WEST, 600.52 FEET; THENCE SOUTH 08°23'35" WEST, 531.52 FEET TO THE **TRUE POINT OF BEGINNING**.

THE ABOVE DESCRIBED PARCEL CONTAINS 14.627 ACRES, MORE OR LESS.

SHEET 2 OF 3

EXHIBIT "A"
LEGAL DESCRIPTION
COUNTY OF RIVERSIDE, CALIFORNIA

 **DRC** Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning

160 S. Old Springs Road, Ste. 210
Anaheim Hills, California 92808
(714) 685-6860

EXHIBIT "A"

LEGAL DESCRIPTION

PARCEL 4

BEGINNING AT THE MOST SOUTHERLY EAST CORNER OF SAID GRANT DEED; THENCE NORTH 46°25'57" WEST, 177.01 FEET TO THE **TRUE POINT OF BEGINNING**; THENCE SOUTH 87°36'12" WEST, 1060.55 FEET TO A LINE THAT IS PARALLEL WITH AND DISTANT 154.50 FEET EASTERLY FROM A LINE RUNNING THROUGH SAID **POINT "A"** HAVING A BEARING OF NORTH 00°49'31" EAST; THENCE ALONG SAID PARALLEL LINE NORTH 00°49'31" EAST, 2664.63 FEET; THENCE SOUTH 89°10'29" EAST, 542.59 FEET, SAID COURSE HEREIN REFERRED TO AS **COURSE "C"**; THENCE NORTH 00°49'31" EAST, 15.01 FEET, SAID COURSE HEREIN REFERRED TO AS **COURSE "D"**, TO A POINT IN THE NORTH LINE OF THE ABOVE DESCRIBED PARCEL; THENCE ALONG SAID LINE SOUTH 89°10'19" EAST, 63.19 FEET TO A LINE THAT IS PARALLEL WITH AND DISTANT 63.19 FEET EASTERLY FROM SAID **COURSE "D"**; THENCE ALONG SAID PARALLEL LINE SOUTH 00°49'31" WEST, 15.01 FEET TO THE EASTERLY PROLONGATION OF SAID **COURSE "C"**; THENCE ALONG SAID PROLONGATION SOUTH 89°10'29" WEST, 203.22 FEET; THENCE SOUTH 00°49'31" WEST, 1010.02 FEET; THENCE SOUTH 89°10'29" EAST, 364.88 FEET; THENCE SOUTH 00°49'31" WEST, 411.04 FEET; THENCE NORTH 89°10'29" WEST, 20.00 FEET; THENCE SOUTH 00°49'31" WEST, 57.07 FEET; THENCE SOUTH 03°12'41" WEST, 600.52 FEET; THENCE SOUTH 08°23'35" WEST, 531.52 FEET TO THE **TRUE POINT OF BEGINNING**.

THE ABOVE DESCRIBED PARCEL CONTAINS 61.046 ACRES, MORE OR LESS.

ALL AS SHOWN ON EXHIBIT "B" ATTACHED HERETO AND BY THIS REFERENCE MADE A PART HEREOF.

THIS DESCRIPTION WAS PREPARED BY ME OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYORS' ACT.


JAKE W. LAPPERT
LS 9303

5/4/2017
DATE



SHEET 3 OF 3

EXHIBIT "A"
LEGAL DESCRIPTION
COUNTY OF RIVERSIDE, CALIFORNIA

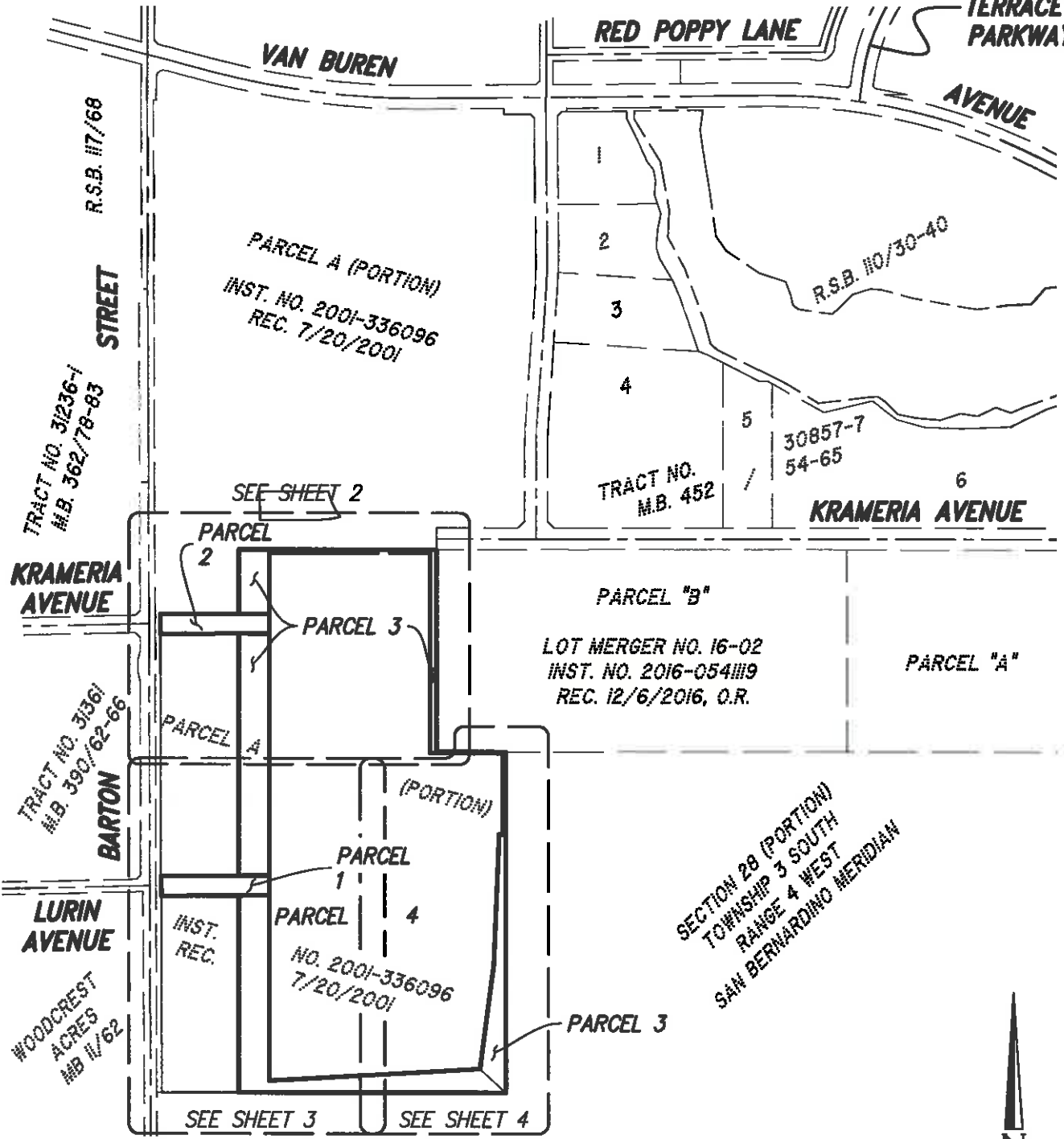
 **JORC** Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning

160 S. Old Springs Road, Ste. 210
Anaheim Hills, California 92808
(714) 685-6860




EXHIBIT "B"

PLAT TO ACCOMPANY LEGAL DESCRIPTION FOR EXHIBIT "A"

ORANGE
TERRACE
PARKWAY



LEGEND

-  DESCRIPTION AREA
-  ADJACENT LOT LINE/RIGHT-OF-WAY LINE
-  CENTERLINE

SCALE: 1"=750'
SHEET 1 OF 4

EXHIBIT "B" - PLAT
COUNTY OF RIVERSIDE, CALIFORNIA

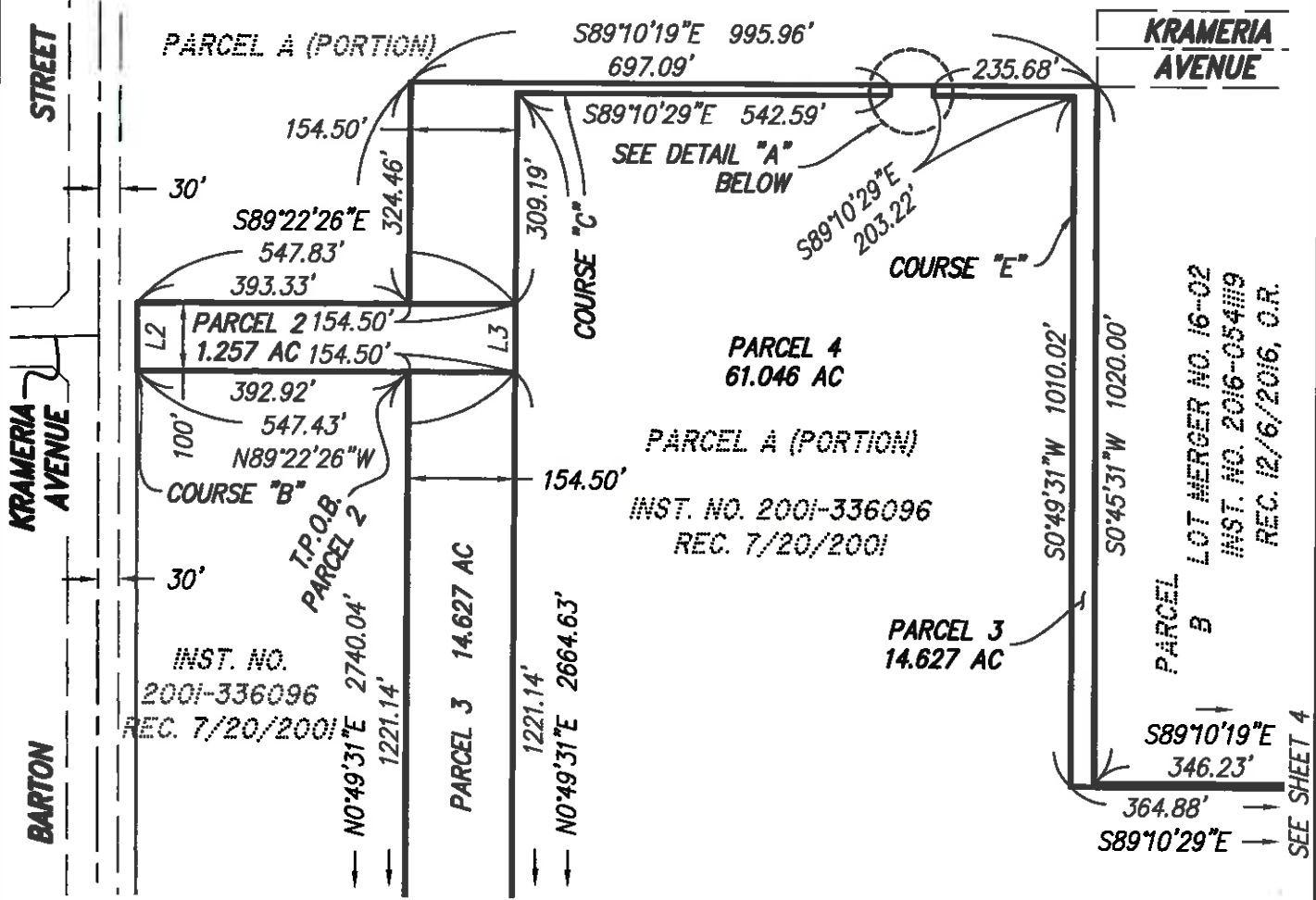
ORC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning

160 S. Old Springs Road, Ste. 210
Anaheim Hills, California 92808
(714) 685-6860

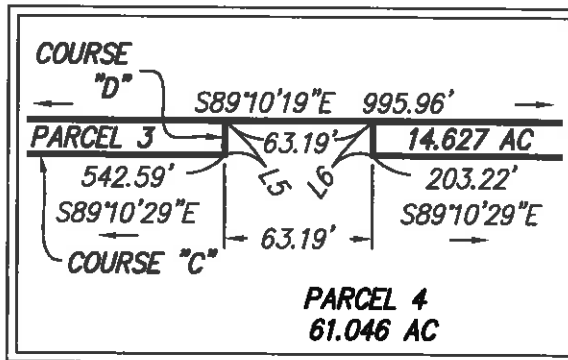
L:\2017\17-330 Lewis Meridian Parking Lot\EXH\78 Acres\17330 EXH105.dwg: May 04, 2017 - 1:14pm

EXHIBIT "B"

PLAT TO ACCOMPANY LEGAL DESCRIPTION FOR EXHIBIT "A"



SEE SHEET 3



NOTE

SEE SHEET 3 FOR LINE TABLE

LEGEND

- DESCRIPTION AREA
- ADJACENT LOT LINE/RIGHT-OF-WAY LINE
- CENTERLINE



SCALE: 1"=250'
SHEET 2 OF 4

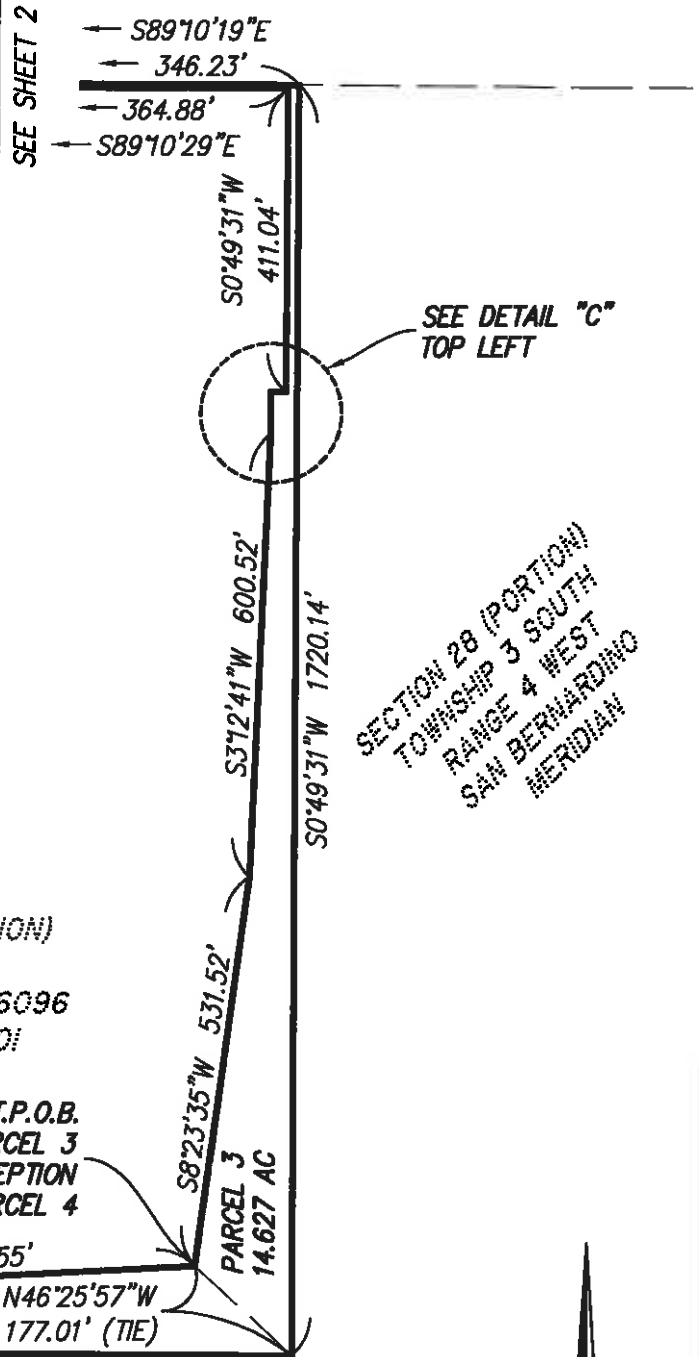
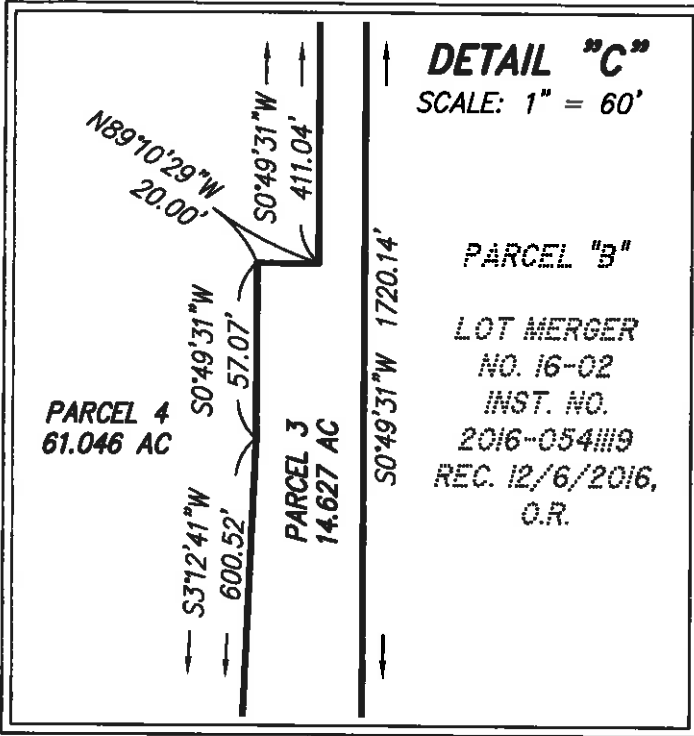
EXHIBIT "B" - PLAT
COUNTY OF RIVERSIDE, CALIFORNIA

ORC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning

169 S. Old Springs Road, Ste. 210
Anaheim Hills, California 92808
(714) 685-6860

EXHIBIT "B"

PLAT TO ACCOMPANY LEGAL DESCRIPTION FOR EXHIBIT "A"



NOTE

SEE SHEET 3 FOR LINE TABLE

LEGEND

- DESCRIPTION AREA
- - - - ADJACENT LOT LINE/RIGHT-OF-WAY LINE
- - - - CENTERLINE

P.O.B.
PARCELS 1, 3, & 4
P.O.B. PARCEL 3
EXCEPTION



SCALE: 1" = 250'
SHEET 4 OF 4

L:\2017\17-330 Lewis Meridian Parking Lot\EXH\78 Acres\17330 EXH105.dwg, May 04, 2017 - 1:15pm

EXHIBIT "B" - PLAT
COUNTY OF RIVERSIDE, CALIFORNIA

ORC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning

160 S. Old Springs Road, Ste. 210
Anaheim Hills, California 92808
(714) 685-6860

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except July 4 (Independence Day), and by prescheduled appointment on Fridays from 9:00 a.m. to 5:00 p.m.

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

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

DATE OF HEARING: July 13, 2017

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1269MA17 – Meridian Park, LLC (Representative: Jeff Gordon) – March Joint Powers Authority Case Nos. General Plan Amendment No. 17-01, Specific Plan Case No. 17-04, (Amendment No. 6 to Specific Plan No. 1), Amendment No. 4 to Tentative Tract Map No. 30857, and Amendment No. 1 to PP16-07 (Plot Plan). The amended Plot Plan proposes to add 78.18 acres to a previous 48.02-acre approval for development of a parking lot for an adjacent 1,000,000 square foot building to facilitate its use as a Parcel Delivery Terminal, along with a 5,000 square foot customer service/security building and a 12,000 square foot vehicle maintenance facility. The project site is located easterly of Barton Street, southerly of Krameria Avenue, and northerly of Larry Parrish Parkway (an easterly extension of Mariposa Avenue). The applicant also proposes amending the General Plan Circulation Element to modify the road configuration of Krameria Avenue and amending the March Business Center Specific Plan to define and specifically allow parcel delivery terminals as approved uses and make various other changes, and revising Tentative Tract Map No. 30857 by reconfiguring parcels 67 through 71 and revising the circulation pattern. (Airport Compatibility Zones C2 and D of the March Air Reserve Base/Inland Port Airport Influence Area).

FURTHER INFORMATION: Contact ALUC Planner Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Grace Williams of the March Joint Powers Authority at (951) 656-7000.

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

ALUC Identification No.

ZAP1269MA17

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 5-31-17
 Property Owner Mexidian Park, LLC Phone Number (949) 200-6755
 Mailing Address 567 San Nicolas Drive, # 270
Newport Beach, CA 92660
ATTN: Jeff Gordon

Agent (if any) Jeff Gordon Phone Number (949) 279-7339
 Mailing Address Same as above

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address _____
 Assessor's Parcel No. 29A-110-008/29A-100-005/29A-110-006 Parcel Size 61 Acres
 Subdivision Name Mexidian South Campus Zoning Classification Business Park
 Lot Number 71

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Vacant land

Proposed Land Use (describe) Parking lot and small maintenance buildings to enhance the use of the already approved "Building B" in the South Campus.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) N/A
 For Other Land Uses Hours of Use 24/7
 (See Appendix C) Number of People on Site Maximum Number Varies
 Method of Calculation Per UPS experience with other, similar sites. Parking for vehicles & trailers, so minimal concentrations of people.

Height Data Height above Ground or Tallest Object (including antennas and trees) 26' ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1,780' +/- ft.

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

Much
32, 1D

| REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE) | |
|--|--|
| Date Received | 5-10-17 |
| Agency Name | March Joint Powers Authority |
| Staff Contact | Grace Williams |
| Phone Number | (951) 656-7000 |
| Agency's Project No. | 17-01 GPA, SP-1 SPA, 30857 TIA, 16-07 PP |
| Type of Project | <input checked="" type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input checked="" type="checkbox"/> Subdivision Approval <input type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input checked="" type="checkbox"/> Other <i>Specific Plan Amendment</i> |

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

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

ALUC Identification No.

ZAP1269MA17

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 5-31-17
 Property Owner Meridian Park, LLC Phone Number (949) 200-6755
 Mailing Address 507 San Nicolas Drive, # 270
Newport Beach, CA 92660
ATTN: Jeff Gordon

Agent (if any) Jeff Gordon Phone Number (949) 279-7339
 Mailing Address Same as above

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address _____
 Assessor's Parcel No. 29A-110-008/29A-110-005/29A-110-006 Parcel Size 6/ Acres
 Subdivision Name Meridian South Campus Zoning Classification Business Park
 Lot Number 71

*March
C2, C1, D*

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Vacant land
 Proposed Land Use (describe) Parking lot and small maintenance building to enhance the use of the already approved "Building B" in the South Campus.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) N/A
 For Other Land Uses Hours of Use 24/7
 (See Appendix C) Number of People on Site Maximum Number Varies
 Method of Calculation Per UPS experience with other similar sites. Parking for vehicles & trailers, so minimal concentrations of people.

Height Data Height above Ground or Tallest Object (including antennas and trees) 30' +/- ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1,780' +/- ft.

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

| REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE) | |
|--|--|
| Date Received | 5-10-17 |
| Agency Name | March Joint Powers Authority |
| Staff Contact | Grace Williams |
| Phone Number | (951) 656-7000 |
| Agency's Project No. | 17-04 |
| Type of Project | <input checked="" type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input checked="" type="checkbox"/> Subdivision Approval <input type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input checked="" type="checkbox"/> Other <i>Specific Plan Amendment</i> |

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.3

HEARING DATE: July 13, 2017

CASE NUMBER: ZAP1243MA17 - City of Menifee

APPROVING JURISDICTION: City of Menifee

JURISDICTION CASE NO: General Plan Amendment GPA2017-172

MAJOR ISSUES: None.

RECOMMENDATIONS:

Staff recommends that the Commission open the public hearing, consider testimony, and find that the proposed General Plan Amendment, including the airport land use implementation actions, upon adoption by the Menifee City Council, will render the City's General Plan CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan and with the Perris Valley Airport Land Use Compatibility Plan. The specific implementation actions to be included in the City's General Plan are Airport Influence Area Actions LU-19 through and including LU-23 and Disaster Response Action S-67, along with deletion of Transportation Noise Action N-12.

PROJECT DESCRIPTION:

The City of Menifee proposes to amend its General Plan so as to bring it into consistency with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan and the 2011 Perris Valley Airport Land Use Compatibility Plan.

PROJECT LOCATION:

The City of Menifee is located in the west-central portion of Riverside County and is bounded by the City of Perris on the north, the City of Murrieta on the south, the Cities of Lake Elsinore and Canyon Lake on the west, and unincorporated Riverside County (including the communities of Homeland and Winchester) on the east.

Except for objects 200 feet or greater in height, the jurisdiction of the Airport Land Use Commission is confined to the portions of the City within the March Air Reserve Base/Inland Port and Perris Valley Airport Influence Areas. The portion of the City within Airport Influence Areas was significantly expanded with the adoption of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

PROPOSED CHANGES TO CITY GENERAL PLAN:

Policy LU-4.1 states that the City would “ensure that land use decisions within the March Air Reserve Base and Perris Valley Airport areas of influence are consistent with applicable Airport Land Use Compatibility Plans” and “comply with State law regarding projects subject to review by the Riverside County Airport Land Use Commission.”

Policy LU-4.2 states that the City would “ensure that development proposals within the March Air Reserve Base and Perris Valley Airport areas of influence fully comply with the permit procedures specified in Federal and State law, with the referral requirements of the Airport Land Use Commission (ALUC), and with the conditions of approval imposed or recommended by the Federal Aviation Administration and ALUC, such as land use compatibility criteria, including density, intensity, and coverage standards [in addition to all other City development review requirements].”

Additionally, five Implementation Actions (Actions LU-19 through LU-23) would be added to the list of Implementation Actions of the Land Use Element, including the requirement for ALUC consistency determinations for legislative land use proposals, reference to Federal Aviation Administration notification requirements, “Notice of Airport in Vicinity” disclosure pursuant to the State Business and Professions Code, and the standard list of prohibited uses (such as wastewater management facilities and landfills) within Airport Influence Areas.

Safety Implementation Action S-67 states that the City will “coordinate with [ALUC] to review the Airport Land Use Plans for March Air Reserve Base and Perris Valley Airport and incorporate applicable disaster preparedness, response, and recovery measures into City disaster planning efforts” and “consult with the March Inland Port Airport Authority, March Air Reserve Base, and Perris Valley Airport management as to the airports’ roles in disaster response and recovery.”

The Compatibility Maps from the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan and the 2011 Perris Valley Airport Land Use Compatibility Plan would be added to the City General Plan.

The Land Use, Safety, and Noise Elements would continue to include links to ALUC’s website, www.rcaluc.org.

ANALYSIS:

As the City is located at the outer edges of the Airport Influence Areas of both March Air Reserve Base/Inland Port Airport and Perris Valley Airport (primarily in Compatibility Zone E, although the northeasterly portion of the City of Menifee, including the community of Romoland, is in Compatibility Zone D of the March Airport Influence Area), the properties therein are not subject to specified restrictions on the densities and/or intensities of land use. Accordingly, no direct conflicts

exist between allowable land use pursuant to the General Plan and adopted land use compatibility criteria. Furthermore, the City lies beyond the 55 dB(A) CNEL contour of Perris Valley Airport and the 60 dB(A) CNEL contour of March Air Reserve Base/Inland Port Airport. Therefore, with respect to aircraft-generated noise, there are no areas of the City where residential development would not be considered “normally acceptable,” and no areas where special acoustical mitigation would be required solely to address the effects of aircraft noise.

In order to demonstrate consistency with a Compatibility Plan, the General Plan or an implementing document such as a Zoning Code should incorporate the Plan’s standards including, but not limited to (as applicable): intensity limits on nonresidential uses; identification of prohibited uses; open land requirements; infill development; height limitations; hazards to flight; buyer awareness measures; and nonconforming uses and reconstruction.

Since the City of Menifee areas are in Zones D and E of March and Zone E of Perris Valley, there are no applicable quantitative intensity limits on nonresidential uses or open land requirements. Since there are no applicable density or intensity limits, there is no need for special policies relating to infill development, nonconforming uses, or reconstruction. However, Zone E does prohibit hazards to flight. Therefore, the Land Use Element will now include Implementation Action LU-23 stating as follows:

“Prohibit the following uses in Airport Influence Areas:

- (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 attract large concentrations of birds, or which may otherwise affect safe air navigation within the area, including, but not limited to, wastewater management facilities and landfills.
- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.”

Height limitations are addressed by adding to the Land Use Element Implementation Action LU-21 stating as follows:

“The development of structures located within 20,000 feet of the runway at Perris Valley Airport or within the military outer horizontal surface of March Air Reserve Base may require notification to, and review by, the Federal Aviation Administration Obstruction Evaluation Service through the

Form 7460-1 process.”

Buyer awareness is addressed by adding to the Land Use Element Implementation Action LU-22 stating as follows:

“Require that persons purchasing, leasing, or renting property within Airport Influence Areas be provided a copy of a “Notice of Airport in Vicinity” as prepared by the Riverside County Airport Land Use Commission and containing, at minimum, the text specified for such a notice by the State of California Business and Professions Code.”

Pursuant to the recommendations of the California Airport Land Use Planning Handbook prepared by the State of California Department of Transportation (CALTRANS) Division of Aeronautics, the General Plan (or airport combining zoning ordinance, if one exists) “must specify the manner in which development proposals will be reviewed for consistency with the compatibility criteria.” This would include: identification of the types of actions that would be required to be submitted for ALUC review; identification of the types of actions potentially subject to ALUC review; procedures that the City would use to evaluate the consistency of other projects with ALUCP compatibility criteria; variance procedures; and enforcement.

These requirements are addressed by Policy LU-4.1, along with Implementation Measures LU-19 and LU-20 stating as follows:

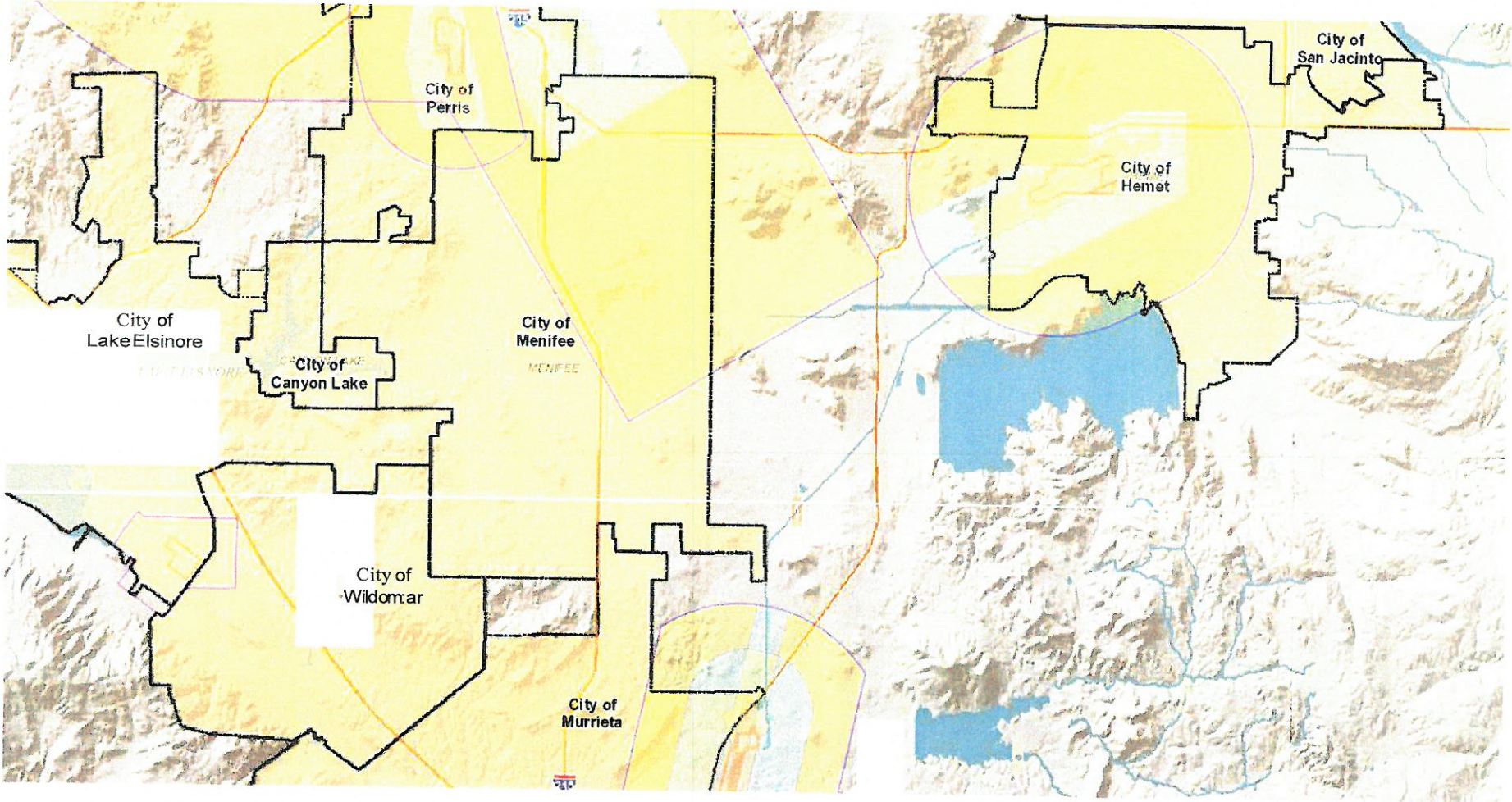
Action LU-19: “Review development proposals to determine if they are located within an Airport Influence Area, and, if so, require the proposed development to comply with all applicable airport land use compatibility criteria.”

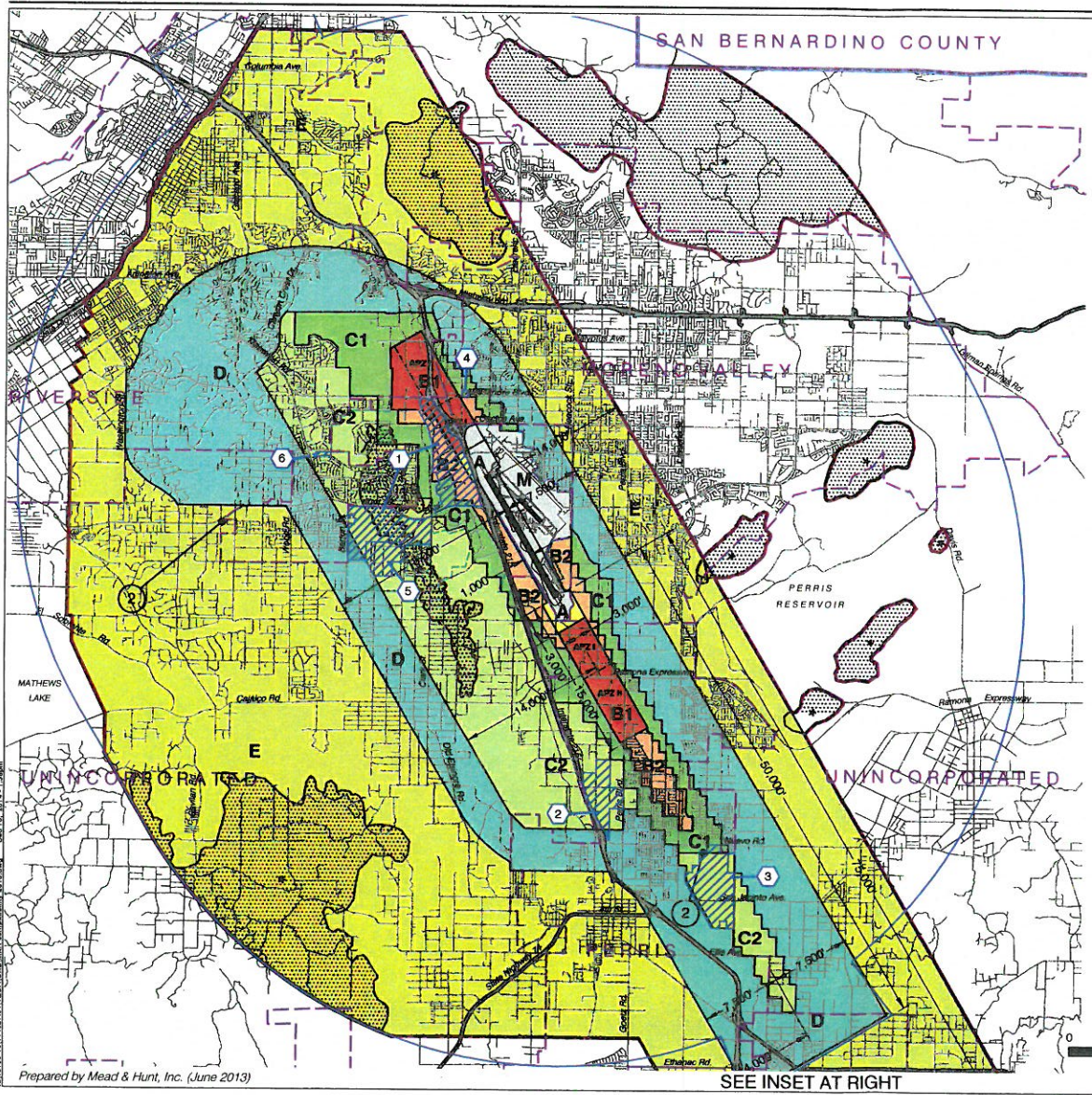
Action LU-20: “All legislative land use proposals (general plan amendments, specific plans, specific plan amendments, zone changes, and ordinance amendments) affecting land within airport influence areas (including Citywide amendments) shall be submitted to the Riverside County Airport Land Use Commission in order to receive a determination as to consistency with the applicable adopted Airport Land Use Compatibility Plan, pursuant to the California Public Utilities Code. A determination shall be made prior to final action by the City. All non-legislative land use proposals that are subject to CEQA review and located within airport influence areas shall be transmitted to the ALUC staff for review and comment.”

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)

City of Menifee General Plan Exhibit LU-5a, Overall Airport Land Use Compatibility Map





LEGEND

Compatibility Zones

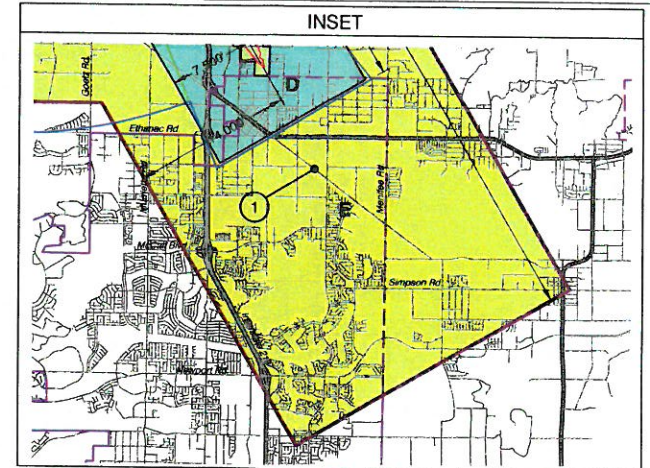
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

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

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



**Riverside County
Airport Land Use Commission**

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

(Adopted November 13, 2014)

Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport

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

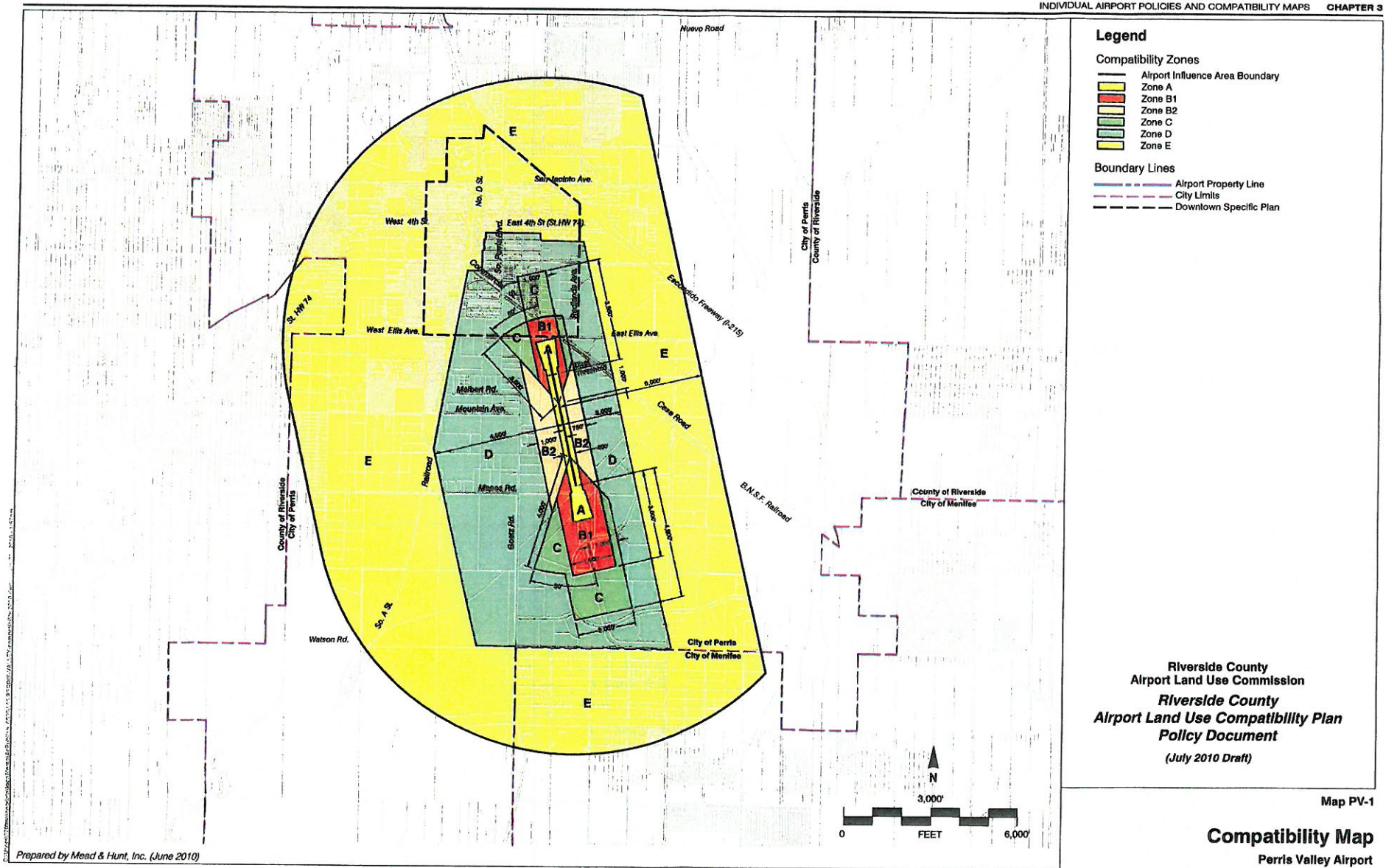


Base map source: County of Riverside 2013

DATE: 01/14/2013 11:46:21 AM; USER: JACOB; PROJECT: LU-5b; SHEET: 5013; SCALE: 1:10000

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

SEE INSET AT RIGHT





LAND USE ELEMENT

HOME PAGE

OVERVIEW

Menifee has historically been viewed as a collection of distinct communities with very different characteristics and needs. Communities range from rural to suburban, agrarian to industrial, and established senior residential enclaves to newer planned communities catering to families and a younger population. Menifee's biggest challenge is to find the common threads that will create a cohesive community while maintaining the features that make each neighborhood unique.

Vision 2035 and Land Use Approach

At the outset of the General Plan process, the community and the City Council developed a vision for Menifee as the foundation for the land use plan. The core objective of the vision is to establish a fiscally sustainable balance of land uses and continually seek new and innovative ways to enhance the City's quality of life. The Vision 2035 specifically called for:

- A mix of land uses that promote ethnic and socioeconomic diversity, functionality, and sustainability of the City
- Preservation of established neighborhoods and rural communities essential to the community's distinctive character
- High quality development, amenities, and public services as a stipulation of future growth
- An array of housing choices for a variety of life stages and lifestyles
- A vibrant downtown area that serves as the primary gathering space for the community
- Continual investment and reinvestment in the community that makes Menifee a sought- after and safe place to live, work, and visit in the Inland Empire

Using the Riverside County Integrated Plan (RCIP) General Plan Land Use map and associated goals and policies as a starting point, the City worked with the public, General Plan Advisory Committee, and elected and appointed officials to make refinements to the land use plan and General Plan goals and policies that are intended to implement Menifee's Vision 2035. The process acknowledged that there were fundamental components of the county's general plan that should be carried forward into the City's inaugural General Plan effort, including preservation of established communities (Sun City, Romoland, Quail Valley) and preservation of the rural residential lifestyle that is characteristic of Menifee.

Community Structure

At the most basic level, the City of Menifee comprises a series of established residential communities and nonresidential uses predominantly consisting of neighborhood centers and industrial uses along Ethanac, Newport, McCall, and Scott Roads. Exhibit LU-1, Menifee Community Structure, illustrates at the most fundamental level the natural clustering and distribution of residential land uses proposed within the City, open space areas, and commercial and industrial areas that will be home to jobs centers throughout the City. The general pattern of land uses shows that the concentration of nonresidential land uses is along the I-215 corridor. These areas slowly transition to rural and residential land uses adjacent to the City boundaries. The residential land uses are generally clustered into four village areas, primarily delineated by Salt Creek and I-215. Areas north of Salt Creek are predominantly developed as traditional or master planned single-family neighborhoods, and the areas south of Garbani Road (east and west of I-215) tend to be more rural in nature. The general land use patterns were used to further refine the locations and types of land uses in the General Plan. The General Plan Land Use Map can be seen in Exhibit LU-2; Exhibit LU-3, Land Use Designations, provides the explanation of each use illustrated on the land use map.

PURPOSE OF ELEMENT

Section 65302 of the State of California Government Code identifies seven mandatory elements in a general plan, including land use. According to the California Office of Planning and Research (OPR), the purpose of the land use element is to designate the proposed general distribution and general location and extent of uses of the land in the City. The land use element focuses on preserving established land uses and accommodating the future growth and physical development of the community.

Section 65302 (a) defines the types of issues that need to be identified and addressed. The distribution of housing, business, industry, recreational facilities, and open space (including agricultural land) and the location of educational facilities and public buildings are addressed in Menifee's Land Use Element. In addition, the Land Use Element addresses infrastructure and utilities issues associated with existing and future development.

The Land Use Element generally establishes the density, intensity, and location of land uses throughout the City and is complemented by the additional policy guidance provided in other elements that relate to a specific topic. For example, the Community Design Element provides additional policy and design guidance for such things as the preservation of the City's rural character (through design, materials, etc.), viewsheds and view corridors, gateway and landmark features, landscape corridors, and other topics that further enhance the fundamental land uses in this element. The Housing Element is also closely tied to the Land Use Element because the Land Use Element identifies the locations and diversity of housing types available in the City that can be used to achieve housing mandates specified by the State Office of Housing and Community Development (HCD). The Open Space and Conservation Element provides guidance for the recreational amenities associated with conservation and recreational uses identified in the Land Use

Element and identifies policies to preserve the City's rock features, natural landforms, and ridgelines that are important features for the City of Menifee.

LAND USE MAP, DESIGNATIONS, AND BUILDOUT SUMMARY

The Land Use Map, Exhibit LU-2, shows where residential, commercial, office, mixed use, industrial, public/quasi-public facilities, and open space uses are expected. It also illustrates the location of properties with approved specific plans.

Land use designations provide descriptions of proposed land uses and define the type, density, and intensity of development within the City. Land use designations distinguish between levels of intensity and allowable uses and include categories reflecting existing land uses as well as projected development. Exhibit LU-3, Land Use Designations, provides definitions for and describes each one of the land use designations illustrated on the land use map.

Each one of the residential designations includes a maximum and/or a range of allowable densities. The maximum density signifies the maximum number of dwelling units per gross acre that are allowed in each residential area. The lower number signifies a minimum amount of development that is anticipated (provided required conditions can be met), and the upper end represents a potential maximum that can be achieved if a proposed development includes features to achieve a high quality project. Building intensities for nonresidential uses are measured by floor area ratio (FAR), which guides the amount of square footage and building coverage that can be accommodated on a site. Additional information about densities and FAR can be found in the Land Use Background Document.

One of the Land Use Element's primary objectives is to establish the maximum buildout potential for housing units, nonresidential building square footage, population, and employment that could be generated by the Land Use Plan. These projections are identified in Exhibit LU-4, Land Use Buildout Summary.

SPHERE OF INFLUENCE

Land use planning does not necessarily stop at a city's boundaries. A city's sphere of influence (SOI) addresses unincorporated lands adjacent to city boundaries that are defined by the Riverside County Local Agency Formation Commission (LAFCO) as areas likely to be serviced or annexed by the city sometime in the future. Cities do not have regulatory control over these lands, but they do have the authority to designate their preferences for land use planning in the county areas if the properties are annexed to the city sometime in the future. Since the City of Menifee is a newly incorporated City, its SOI boundary is contiguous with the City boundary.

Over time, the City of Menifee may wish to consider annexation of adjacent unincorporated areas or engage in discussions with LAFCO, and that could lead to a future revision of the City's current SOI boundaries. It should be noted that no annexations of the unincorporated county areas adjacent to the City or

amendments to the SOI boundaries are proposed as part of this General Plan. Applications to amend the City's existing SOI will require appropriate California Environmental Quality Act (CEQA) review and a General Plan Amendment to update the Land Use Plan.

REFERENCE MATERIAL

For detailed information related to Land Use, please refer to the following reference materials. (Weblinks are available on the City's General Plan website).

City Resources

[General Plan Vision 2035](#)
[Land Use Background Document & Definitions](#)
[Exhibit LU-b1: Land Use Map with Specific Plans](#)
[Exhibit LU-b2: Economic Development Corridor Subareas](#)
[Economic Development Corridors: Conceptual Master Plan Overview](#)
[Menifee Community Profile](#)
[General Plan Environmental Impact Report](#)
[Menifee Zoning Ordinance \(Municipal Code\)](#)

Additional Information

[Office of Planning and Research \(OPR\)](#)
[Southern California Association of Governments \(SCAG\)](#)
[Western Riverside Council of Governments \(WRCOG\)](#)
[County of Riverside](#)
[Riverside County Airport Land Use Commission](#)

GENERAL PLAN EXHIBITS

[Exhibit LU-1: Community Structure](#)
[Exhibit LU-2: Land Use Map](#)
[Exhibit LU-3: Land Use Designations](#)
[Exhibit LU-4: Land Use Buildout Summary](#)
[Exhibit LU-5a-c: Airport Land Use Compatibility Zones](#)

GOALS AND POLICIES

GENERAL LAND USE

Goal LU-1: Land uses and building types that result in a community where residents at all stages of life, employers, workers, and visitors have a diversity of options of where they can live, work, shop, and recreate within Menifee.

Policies

- LU-1.1 Concentrate growth in strategic locations to help preserve rural areas, create place and identity, provide infrastructure efficiently, and foster the use of transit options.
- LU-1.2 Provide a spectrum of housing types and price ranges that match the jobs in the City and make it possible for people to live and work in Menifee and maintain a high quality of life.

- LU-1.3 Develop senior housing in neighborhoods that are accessible to public transit, commercial services, and health and community facilities.
- LU-1.4 Preserve, protect, and enhance established rural, estate, and residential neighborhoods by providing sensitive and well-designed transitions (building design, landscape, etc.) between these neighborhoods and adjoining areas.
- LU-1.5 Support development and land use patterns, where appropriate, that reduce reliance on the automobile and capitalize on multimodal transportation opportunities.
- LU-1.6 Coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance.
- LU-1.7 Ensure neighborhood amenities and public facilities (natural open space areas, parks, libraries, schools, trails, etc.) are distributed equitably throughout the City.
- LU-1.8 Ensure new development is carefully designed to avoid or incorporate natural features, including washes, creeks, and hillsides.
- LU-1.9 Allow for flexible development standards provided that the potential benefits and merit of projects can be balanced with potential impacts.
- LU-1.10 Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, and similar uses.

ECONOMIC DEVELOPMENT CORRIDORS

Freeways are prominent public spaces that exert significant and lasting impacts on the neighborhoods, cities, and regions they traverse. Interstate 215 bisects the City of Menifee and is a primary transportation corridor for City residents and businesses. The City has identified the properties next to I-215 as Economic Development Corridors that provide important opportunities to stimulate new economic development opportunities and provide a positive visual image of Menifee. These areas are a "window" into the community and can reflect the economic success and vitality of the City. The properties were identified as areas that could accommodate new growth desired by the City, which would also help to ensure that the rural and residential nature of Menifee's existing neighborhoods can be preserved.

Because the EDC designation spans approximately 2,600 acres distributed throughout the City, it is important that each area develop a distinct identity from the others. To prevent nondescript, disjointed development of EDC areas, additional guidance has been provided in the Land Use Background Document

& Definitions and Exhibit LU-b2a, Economic Development Corridor Subareas, to illustrate the preferred mix of uses envisioned for each area.

Goal LU-2: Thriving Economic Development Corridors that accommodate a mix of nonresidential and residential uses that generate activity and economic vitality in the City.

Policies

- LU-2.1 Promote infill development that complements existing neighborhoods and surrounding areas. Infill development and future growth in Menifee is strongly encouraged to locate within EDC areas to preserve the rural character of rural, estate, and small estate residential uses.
- LU-2.2 Encourage vertical and horizontal integration of uses where feasible on properties in EDCs.
- LU-2.3 Identify opportunities to link the City's educational and medical facilities, such as Mount San Jacinto College and the Regional Medical Center, to complementary uses in EDCs.
- LU-2.4 Actively support development of cultural, education, and entertainment facilities in EDCs and utilize these venues to generate a unique identity for the City in Southwest Riverside County.

UTILITIES AND INFRASTRUCTURE

Future land use patterns and rates of development will affect the demand on infrastructure for Menifee's utilities. As the population increases, it is important to ensure that demand for these services does not exceed the supply and that the expansion of infrastructure is sufficiently addressed to accommodate future needs. This is especially critical in areas such as Quail Valley and Romoland, which are experiencing ongoing infrastructure challenges that affect livability for residents and limit the ability to accommodate new development

Goal LU-3: A full range of public utilities and related services that provide for the immediate and long-term needs of the community.

Policies

- LU-3.1 Work with utility providers in the planning, designing, and siting of distribution and support facilities to comply with the standards of the General Plan and Development Code.
- LU-3.2 Work with utility providers to increase service capacity as demand increases.
- LU-3.3 Coordinate public infrastructure improvements through the City's Capital Improvement Program.

DRAFT AMENDMENTS PER 2017-172GPA, ALUC CONSISTENCY
JUNE 8, 2017

Formatted: Right

- LU-3.4 Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.
- LU-3.5 Facilitate the shared use of right-of-way, transmission corridors, and other appropriate measures to minimize the visual impact of utilities infrastructure throughout Menifee.

AIRPORT INFLUENCE AREAS

Formatted: Font color: Auto

As adopted by the Riverside County ALUC, the Riverside County Airport Land Use Compatibility Plan (ALUCP) establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. Portions of the City of Menifee are in the airport influence areas of the March Air Reserve Base and the Perris Valley Airport governed by the Riverside County Airport Land Use Commission. The basic function of airport land use compatibility plans is to promote compatibility between airports and the land uses that surround them. The ALUCP also establishes procedural requirements for compatibility review of development proposals. The basic function of airport land use compatibility plans is to promote compatibility between airports and the land uses that surround them. Compatibility plans serve as a tool for airport land use commissions in reviewing proposed development plans for airports and surrounding land uses. Additionally, compatibility plans establish criteria for local agencies to use when preparing or amending land use plans and ordinances and for landowners (including special district and other local government entities as well as private parties) to use when designing new development projects. State law requires each local agency having jurisdiction over land uses within an ALUC's planning area to modify its general plan and any affected specific plans to be consistent with the compatibility plan, or to overrule the ALUC by a two-thirds vote of its governing body after making findings that the agency's plans are consistent with the intent of State airport land use planning statutes. Exhibit LU-5a-c identifies the March Air Reserve and Perris Valley Airport Land Use Compatibility Zones, as adopted by the Airport Land Use Commission.

Formatted: Indent: Left: 0"

GOAL LU-4: Ensure development is consistent with the Riverside County Airport Land Use Compatibility Plan.

Formatted: Font: Italic, Font color: Auto

Formatted: Font color: Auto

Policies

Formatted: Font: Italic, Font color: Auto

Formatted: Font color: Auto

LU-4.1 Ensure that land use decisions within the March Air Reserve Base and Perris Valley Airport areas of influence are consistent with applicable Airport Land Use Compatibility Plans. Comply with State law regarding projects subject to review by the Riverside County Airport Land Use Commission.

LU-4.2 Ensure that development proposals within the March Air Reserve Base and Perris Valley Airport areas of influence fully comply with the permit procedures specified in Federal and State law, with the referral requirements of the Airport Land Use Commission (ALUC), and

DRAFT AMENDMENTS PER 2017-172GPA, ALUC CONSISTENCY
JUNE 8, 2017

Formatted: Right

with the conditions of approval imposed or recommended by the Federal Aviation Administration and ALUC, such as land use compatibility criteria, including density, intensity, and coverage standards. This requirement is in addition to all other City development review requirements.

| Land Use Element Implementation Actions | | | | | |
|---|---------|---|--|-----------|--|
| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
| General | | | | | |
| Action LU-1 | General | Initiate a coordinated process to regularly review and adjust population assumptions and forecasts in conjunction with the Department of Finance, SCAG, WRCOG, and the County of Riverside. | Community Development and Public Works Departments | Ongoing | Adequate staff resources |
| Action LU-2 | General | Prepare a General Plan Status Report annually as required by California Government Code. | Community Development Department | Annually | Adequate staff resources |
| Action LU-3 | General | Phase development into undeveloped areas according to the following criteria: a) Availability of services (streets, water, wastewater and emergency services) b) Logical extension of services; c) Contiguity with existing development; and/or d) Conformance with an approved Specific Plan or EDC Conceptual Master Plan | Community Development Department | Ongoing | Adequate staff resources |
| Action LU-4 | General | Develop policy guidance or an update to the zoning ordinance that facilitates home-based businesses and home occupations within the Estate Residential uses adjacent to Scott Road. | Community Development and Building and Safety Departments | 1–2 years | Adequate staff resources |
| Action LU-5 | General | Focus growth and development in specific plans and EDC areas to minimize intrusion into rural or estate residential areas. | Community Development and Economic Development Departments | Ongoing | Adequate staff resources |
| Action LU-6 | General | Designate a point person to serve as a liaison to the Winchester Municipal Advisory Committee (MAC) and to facilitate an open dialogue between the City and adjacent unincorporated areas regarding development along jurisdictional boundaries and contemplated incorporation/annexation efforts. | Community Development Department | Ongoing | Adequate staff resources |
| Action LU-7 | General | Revisit older specific plans approved by the county to determine if land uses are still appropriate. Work with property owners to identify refinements or amendments in cases where the specific plan land uses are no longer consistent with the Vision 2035 identified by the City Council or General Plan goals and policies. In particular, the Menifee North Specific Plan is located within two jurisdictions (the City and County of Riverside). | Community Development Department | 2–5 years | Adequate staff resources |
| Action LU-8 | General | Update the Zoning Ordinance and Zoning Map to reflect updated General Plan Land Use map revisions and new land use designations. | Community Development Department | 1 year | Adequate staff resources or funding for consultant |
| Action LU-9 | General | Enact a hillside ordinance to protect certain slopes and other natural topographic features. | Community Development Department | 1–2 years | Adequate staff resources |
| Action LU-10 | General | Develop specific plans for areas that need additional design or land use guidance. | Community Development and Public Works Departments | Ongoing | Adequate staff resources |
| Action LU-11 | General | Evaluate the potential for creating a transfer of density program (between properties or by clustering development on a single site) to preserve and conserve the City's natural landforms and hillsides. | Community Development Department | 1–2 years | Adequate staff resources |
| Action LU-12 | General | Appoint a liaison to work with school district representatives to identify and coordinate future school locations or reuse of existing sites. | Community Development Department | Ongoing | Adequate staff resources |
| Action LU-13 | General | Revise Menifee's Municipal Code to include measures that will protect the air quality of sensitive land uses (facilities where individuals are highly susceptible to the adverse effects of air pollutants, such as housing, child care centers, retirement homes, schools, and hospitals) near freeways and other major air-pollutant-generating uses. Protective measures include an analysis to the potential health risks and appropriate mitigation measures, such as increased air filtration to reduce risks, as necessary. | Community Development and Building and Safety Departments | 1 year | Adequate staff resources or funding for consultant |

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|--------------------------------------|------------------------------|--|---|-----------|--------------------------------|
| Economic Development Corridor | | | | | |
| Action LU-13 | EDC | Develop a formal protocol and Master Conceptual Plan review process for projects within the EDC. | Planning and Economic Development Departments | 1-2 years | Adequate staff resources |
| Action LU-14 | EDC | Require property owners in the EDC to prepare a Conceptual Master Plan in advance of a formal development application submittal. | Community Development Department | Ongoing | Adequate staff resources |
| Action LU-15 | EDC | Develop an internal tracking system for new development that tracks the acreages of each use existing in EDC areas to ensure that proposed uses do not exceed the maximum 15% residential permitted by the Land Use Element. | Community Development Department | Ongoing | Adequate staff resources |
| Utilities and Infrastructure | | | | | |
| Action LU-16 | Utilities and Infrastructure | Annually review the City's capital improvement program and the local public works projects of other local agencies for their consistency with the General Plan (California Government Code Sections 65302 (a) (b) (e)) | City Managers Office and Finance, Community Development, and Public Works Departments | Annually | Adequate staff resources |
| Action LU-17 | Utilities and Infrastructure | Work collaboratively with EMWD, Canyon Lake, the Santa Ana Watershed Project Authority, and EVMWD to secure external funding to construct a new sewer system for Quail Valley. | Public Works Department | Ongoing | Adequate staff resources |
| Action LU-18 | Utilities and Infrastructure | Continue to work with the Riverside County Flood Control District to seek funding to complete Line A (identified in the Romoland/Homeland Area Drainage Plan) and eliminate the infrastructure constraints that preclude development of properties in this area. | Community Development and Public Works Departments | Ongoing | Adequate staff resources |
| Airport Influence Area | | | | | |
| Action LU-19 | Airport Area | Review development proposals to determine if they are located within an Airport Influence Area, and if so, require the proposed development to comply with all applicable airport land use compatibility criteria. | Community Development | Ongoing | Adequate staff resources |
| Action LU-20 | Airport Area | All legislative land use proposals (general plan amendments, specific plans, specific plan amendments, zone changes, and ordinance amendments) affecting land within airport influence areas (including Citywide amendments) shall be submitted to the Riverside County Airport Land Use Commission in order to receive a determination as to consistency with the applicable adopted Airport Land Use Compatibility Plan, pursuant to the California Public Utilities Code. A determination shall be made prior to final action by the City. All non-legislative land use proposals that are subject to CEQA review and located within airport influence areas shall be transmitted to the ALUC staff for review and comment. | Community Development | Ongoing | Adequate staff resources |
| Action LU-21 | Airport Area | The development of structures located within 20,000 feet of the runway at Perris Valley Airport or within the military outer horizontal surface of March Air Reserve Base may require notification to, and review by, the Federal Aviation Administration Obstruction Evaluation Service through the Form 7460-1 process. | Community Development | Ongoing | Adequate staff resources |
| Action LU-22 | Airport Area | Require that persons purchasing, leasing, or renting property within Airport Influence Areas be provided a copy of a "Notice of Airport in Vicinity" as prepared by the Riverside County Airport Land Use Commission and containing, at minimum, the text specified for such a notice by the State of California Business and Professions Code. | Community Development | Ongoing | Adequate staff resources |

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|--------------|--------------|---|------------------------|---------|--------------------------------|
| Action LU-23 | Airport Area | <p>Prohibit the following uses in Airport Influence Areas:</p> <p>(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;</p> <p>(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;</p> <p>(c) Any use which would generate smoke or water vapor or attract large concentrations of birds, or which may otherwise affect safe air navigation within the area, including, but not limited to, wastewater management facilities and landfills;</p> <p>(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</p> | Community Development | Ongoing | Adequate staff resources |

Housing Implementation Actions

The implementation actions, referred to as programs, for the Housing Element are provided in the General Plan Housing Element in accordance with state law

Circulation Implementation Actions

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|------------------------|-----------------|--|--|----------------------|--|
| Roadway Network | | | | | |
| Action C-1 | Roadway Network | Require street dedications from new development projects that are consistent with the right-of-way width identified by the General Plan, including additional right-of-way for those development projects located adjacent to Enhanced Intersection locations, as identified in Exhibit C-3: Roadway Network. | Community Development and Engineering Departments | Ongoing | Adequate staff resources |
| Action C-2 | Roadway Network | Resolve the roadway alignments, intersections geometrics and traffic control features within the Connectivity Analysis Zones identified in Exhibit C-3: Roadway Network prior to approval of new development projects which significantly impact or constrain alignment alternatives in those zones. | Community Development and Engineering Departments | Ongoing | Adequate staff resources |
| Action C-3 | Roadway Network | Develop master plans for scenic preservation and high-speed, limited vehicular access for Ethanac Road/Highway 74, Newport Road/Domenigoni Parkway, and Bundy Canyon Road/Scott Road as they traverse from the western to the eastern City boundaries. | Community Development and Engineering Departments | Short term (5 years) | Adequate staff resources |
| Action C-4 | Roadway Network | Require Traffic Impact Analysis for new development projects to identify specific mitigation to traffic impacts generated by the new development. Traffic Impact Analyses shall be submitted in a format acceptable to the City Engineer and be subject to his/her review and approval. | Community Development and Engineering Departments | Ongoing | Adequate staff resources |
| Action C-5 | Roadway Network | Require adequate drop-off and pick-up facilities at all new schools for the safety of school children, and to minimize traffic congestion. | Community Development and Public Works Departments | Ongoing | Adequate staff resources |
| Action C-6 | Roadway Network | Develop rural street section standards for areas where full street improvements (e.g., curb, gutter or sidewalk) do not exist, where it is determined the rural character of the neighborhood should be maintained, or in new development proposed with a rural street scene. Rural street section standards shall accommodate pedestrian access, and shall incorporate storm drainage design features to avoid surface ponding of water, flooding of adjacent property, as well as to accommodate general storm water runoff from the neighborhood. | Community Development and Engineering Departments | Short term (2 years) | Adequate staff resources |
| Action C-7 | Roadway Network | Upgrade and maintain traffic signal-interconnect systems to efficiently coordinate and control traffic flow on arterial streets, including the installation or removal of separate left-turn phasing where warranted. Traffic signal timing should adequately provide for safe pedestrian crossing. | Engineering and Public Works Departments | Short term (5 years) | Adequate staff resources, funding for upgrade projects |

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|---------------------------------------|--------------------------------|---|--|----------------------|--------------------------------------|
| Action C-8 | Roadway Network | Periodically analyze and improve high-accident locations to improve traffic flow and safety. | Engineering and Public Works Departments | Ongoing | Adequate staff resources |
| Action C-9 | Roadway Network | Discourage parcel access points taken off major roadway. | Engineering and Public Works Departments | Ongoing | Adequate staff resources |
| Action C-10 | Roadway Network | Allow roundabouts or other innovative design solutions when a thorough traffic impact assessment has been conducted demonstrating that such an intersection design alternative would manage traffic flow, and improve safety, if it is physically and economically feasible. | Engineering and Public Works Departments | Ongoing | Adequate staff resources |
| Action C-11 | Roadway Network | Create a road maintenance district to repair and maintain roads within the City located south of the Salt Creek Channel. | Community Development, Engineering, and Public Works Departments | Short term (5 years) | Adequate staff resources |
| Action C-12 | Roadway Network | Prepare a multi-year Transportation Improvement Program (TIP) that establishes improvement priorities and scheduling for transportation project construction over a period of 5 to 7 years. The TIP will be reviewed and updated annually. | Community Development and Engineering Departments | Short term (2 years) | Adequate staff resources |
| Bikeway and Pedestrian Network | | | | | |
| Action C-13 | Bikeway and Pedestrian Network | Encourage developers to provide bikeway and pedestrian connections between developed land uses, as well as bicycle parking accommodations for employees and customers. | Community Development Department | Ongoing | Adequate staff resources |
| Action C-14 | Bikeway and Pedestrian Network | Require Subregional and Community Off-Road Bike Trail dedications from new development projects that are consistent with the alignments identified in Exhibit C-4: Bikeway and Community Pedestrian Network. | Community Development Department | Ongoing | Adequate staff resources |
| Action C-15 | Bikeway and Pedestrian Network | Resolve the bikeway alignments, intersections crossings and traffic control features within the Connectivity Analysis Zones identified in Exhibit C-3: Roadway Network prior to approval of new development projects which significantly impact or constrain alignment alternatives in those zones. | Community Development Department | Ongoing | Adequate staff resources |
| Action C-16 | Bikeway and Pedestrian Network | Develop and maintain bicycle and walking trail system brochures and maps that educate and inform trail users. This information should be made available on the City's website. | Community Development Department | Short term (2 years) | Adequate staff resources |
| Action C-17 | Bikeway and Pedestrian Network | Establish and maintain design standards for the development of various types of bikeway and related improvements—e.g., parkways, bridges, trail heads, and rest stops—that may be necessary to implement the Menifee Bikeway and Community Pedestrian Network (Exhibit C-4). Bikeways shall be designed and constructed in accordance with Chapter 1000, Bikeway Planning and Design, of the Caltrans Highway Design Manual, or as otherwise approved by the City Engineer. | Community Development and Engineering Departments | Short term (5 years) | Adequate staff resources |
| Action C-18 | Bikeway and Pedestrian Network | Aggressively seek funding for trails and bikeways from federal and state sources. | Community Development, Engineering, and Public Works Departments | Ongoing | Adequate staff resources |
| Action C-19 | Bikeway and Pedestrian Network | Create a Bicycle Master Plan for the City. | Community Development and Public Works Departments | Long term (10 years) | Adequate staff resources |
| Action C-20 | Bikeway and Pedestrian Network | Revise Municipal Zoning Code to require bicycle parking at multi-family residential sites in addition to requirements for commercial, service and offices uses. | Community Development Department | Short term (2 years) | Adequate staff resources |
| Public Transit | | | | | |
| Action C-21 | Public Transit | Require bus shelters, transit bays and turnouts, where appropriate, from new development projects along the existing and potential future transit service routes identified in Exhibit C-4. | Community Development Department | Ongoing | Adequate staff resources |
| Action C-22 | Public Transit | Encourage developers to implement transit oriented design best practices in the vicinity of the five Transit Nodes identified in Exhibit C-5: Potential Transit Services. | Community Development Department | Ongoing | Adequate staff resources |
| Action C-23 | Public Transit | Develop local transit routes (bus, shuttle or trams) to circulate people between retail centers, medical facilities, offices, schools and residential areas to provide community mobility options. | Community Development Department | Ongoing | Funding to support circulator system |

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|--|--------------------|--|---|----------------------|---|
| Action C-24 | Public Transit | Participate in and influence regional transportation programs that seek new and creative solutions in public transportation, transportation systems, and traffic management. | Community Development and Engineering Departments | Ongoing | Adequate staff resources |
| Neighborhood Electric Vehicles and Golf Carts | | | | | |
| Action C-25 | NEV and Golf Carts | Prepare an integrated NEV/Golf Cart Study that covers the entire City and expands upon the backbone network identified in Exhibit C-6: Potential Neighborhood Electric Vehicle Network. | Community Development Department | Short term (5 years) | Adequate staff resources and/or funding for consultant services |
| Action C-26 | NEV and Golf Carts | Identify areas where public and private parking lots should provide for NEV parking and NEV recharging stations. | Community Development Department | Short term (5 years) | Adequate staff resources |
| Action C-27 | NEV and Golf Carts | Work with WRCOG Clean Cities Coalition and SCAQMD to install electric vehicle charging stations in high traffic areas through grant-funded programs to encourage electric vehicle use. | Public Works Department | Ongoing | Adequate staff resources and funding for installation. |
| Action C-28 | NEV and Golf Carts | Revise the permit fees and processing schedule to provide incentives to new and existing commercial, industrial, public, school, medical, and residential projects that provide parking spaces reserved for electric vehicles (NEVs and EVs) and have a charging connection. Incentives could include giving priority in plan review, processing, and field inspection services. | Community Development and Building and Safety Departments | Short term (5 years) | Adequate staff resources |
| Action C-29 | NEV and Golf Carts | Review and update the existing Golf Cart plan to ensure relevance and provide appropriate implementation. | Community Development Department | Short term (5 years) | Adequate staff resources |
| Action C-30 | NEV and Golf Carts | Prepare an NEV Plan that supports flexible travel options, promotes vehicle emission reductions, integrates with other alternative transportation modes, and incorporates parking standards that recognize the reduced footprint needs inherent with NEVs and golf carts. | Community Development Department | Short term (5 years) | Adequate staff resources and/or funding for consultant services |
| Goods Movement | | | | | |
| Action C-31 | Goods Movement | Adopt an ordinance implementing the proposed truck routes identified in Exhibit C-7: Truck Routes. | Community Development Department | Short term (1 year) | Adequate staff resources |

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|------------------------|-----------------|---|--|----------------------|--------------------------------|
| Action C-32 | Goods Movement | Evaluate the use of weight restrictions on roadways where safety and maintenance considerations compel the reduction of heavy truck travel | Engineering and Public Works Departments | Short term (2 years) | Adequate staff resources |
| Scenic Highways | | | | | |
| Action C-33 | Scenic Highways | Study potential scenic highway corridors for possible inclusion in the Caltrans Scenic Highways Plan. | Community Development Department | Short term (5 years) | Adequate staff resources |
| Action C-34 | Scenic Highways | Require development within scenic highway corridors to utilize contour grading and slope rounding to gradually transition graded road slopes into a natural configuration consistent with the topography of the area. | Community Development Department | Ongoing | Adequate staff resources |
| Action C-35 | Scenic Highways | Require development within scenic highway corridors to make dedications consistent with the Scenic Highways Plan when necessary to preserve unique or special visual features. | Community Development Department | Ongoing | Adequate staff resources |
| Action C-36 | Scenic Highways | Require new or relocated electric or communication distribution lines, which would be visible from Eligible County Scenic Highways, to be placed underground. | Engineering and Public Works Departments | Ongoing | Adequate staff resources |
| Action C-37 | Scenic Highways | In the City's Municipal Code, prohibit offsite outdoor advertising displays and require that the size, height, and type of on-premise signs that are visible from Designated and Eligible State and County Scenic Highways be the minimum necessary for identification. | Community Development Department | Short term (2 years) | Adequate staff resources |

| Open Space and Conservation Implementation Actions | | | | | |
|---|----------------------|---|--|-----------------|--|
| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
| Parks and Recreation | | | | | |
| Action OSC-1 | Parks and Recreation | Prepare a Parks and Recreation Master Plan to identify potential sites for new parks, including a regional park of at least 25 acres; assess demand for park land based on approved development; and develop a strategy for potential park site acquisitions, expansions, and improvements. | Community Development and Public Works Departments | 1--2 years | Adequate staff resources and/or funding for consultant |
| Action OSC-2 | Parks and Recreation | Amend the City's Quimby Ordinance to require 5 acres of parkland per 1,000 residents and review in-lieu fees on an annual basis to ensure they accurately reflect current assessed valuation of land in the City. | Community Development Department | 1 year, ongoing | Adequate staff resources |
| Action OSC-3 | Parks and Recreation | Conduct outreach to identify park and recreation program needs and receive feedback on existing facilities and activities. | Community Development Department | Ongoing | Adequate staff resources |
| Action OSC-4 | Parks and Recreation | Maintain an up-to-date inventory of developed and proposed public park land and residences outside of one-half mile of a public park so that new park development can be directed to those areas. | Community Development and Public Works Departments | Ongoing | Adequate staff resources |
| Action OSC-5 | Parks and Recreation | Require new park and recreation facilities to incorporate Crime Prevention through Environmental Design (CPTED) strategies whenever possible. | Community Development Department | Ongoing | Adequate staff resources |
| Action OSC-6 | Parks and Recreation | Adopt an ordinance banning after-hours loitering in parks. | Community Development Department | 1--2 years | Adequate staff resources |
| Action OSC-7 | Parks and Recreation | When possible, establish agreements with Menifee Union School District, Romoland School District, Perris Union High School District, Mt. San Jacinto College, and other agencies to facilitate joint-use, maintenance, and development of parks and recreational facilities and programs. | Community Development Department | Ongoing | Adequate staff resources |

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|----------------------------|----------------------|--|---|-------------|---|
| Action OSC-8 | Parks and Recreation | Work with school districts, the County of Riverside, Valley Wide Park and Recreation District, the Kay Cisneros Community Center, the Sun City Civic Association, and other organizations and agencies to create additional recreational program opportunities for Menifee's residents. | Community Development Department | Ongoing | Adequate staff resources |
| Action OSC-9 | Parks and Recreation | Periodically assess the condition of park facilities and communicate with the County of Riverside's Economic Development Agency and Valley Wide Park and Recreation District on any outstanding maintenance issues. | Community Development and Public Works Departments | Bi-annually | Adequate staff resources |
| Action OSC-10 | Parks and Recreation | Update the City's Capital Improvement Program to address shortages or improvements of park and recreational facilities. | City Managers Office and Finance, Community Development, and Public Works Departments | Annually | Adequate staff resources |
| Action OSC-11 | Parks and Recreation | Develop the proposed park at Craig Avenue and Bradley Road. | Community Development Department | 5 years | Funding to build the park (land is already owned by the City) |
| Action OSC-12 | Parks and Recreation | Track the number of users participating in Menifee's recreational programs and develop tailored programs to facilitate wide-spread participation among all community residents. | Community Development Department | Ongoing | Adequate staff resources |
| Recreational Trails | | | | | |
| Action OSC-13 | Recreational Trails | Implement the following strategies to acquire land for trail expansion and development, including those that have been designated but never constructed and gaps within the trails and bikeways system (as identified by the Menifee Trails Committee): a. Identify land for trails on abandoned roads, flood control channels, utility easements, and rights of way; b. Require developer dedications, accept donations, and seek grants to expand the City's trail system; c. Require proposed residential and nonresidential projects to provide permanent easements for trails, staging areas, and other needed improvements where appropriate; d. Seek or set aside funding to support the development, maintenance, and improvement of trails; e. Institute joint agreements and encroachment permits with the public and private sectors that control easements and unused rights-of-way to incorporate such lands into permanent trail linkages. f. Implement trail easements or other mechanisms with landowners to ensure long-term viability and access to trails and trailheads. | Community Development and Public Works Departments | Ongoing | Adequate staff resources, funding for trail construction |
| Action OSC-14 | Recreational Trails | Using the inventory generated by the Trails Committee as a reference, prepare a Master Trails Plan, including recreational trail classifications, design standards, implementation mechanisms, and capital improvement programming, and update periodically to address changing needs. This plan will be consistent with any appropriate guidelines or policies identified in the Riverside County MSHCP. | Community Development Department | 1--2 years | Adequate staff resources |
| Action OSC-15 | Recreational Trails | Work with the Pechanga Bank of Luiseño Indians and the Soboba Band of Luiseño Indians to determine if recreational trails could be established on their lands. | Community Development Department | Ongoing | Adequate staff resources |
| Action OSC-16 | Recreational Trails | Develop trailheads with appropriate parking and other necessary facilities and amenities to ensure long-term access to trails. | Community Development Department | Ongoing | Funding to build and maintain trailheads |
| Action OSC-17 | Recreational Trails | Coordinate with the Cities of Perris, Canyon Lake, Lake Elsinore, Wildomar, Murrieta, and Hemet and the County of Riverside to connect Menifee trails to destinations in other jurisdictions. | Community Development Department | Ongoing | Adequate staff resources |
| Action OSC-18 | Recreational Trails | Require new recreational trails to incorporate CPTED strategies where appropriate. | Community Development Department | Ongoing | Adequate staff resources |
| Action OSC-19 | Recreational Trails | Establish standards for and acquire multipurpose trail easements that provide enough width to include vegetation, paving, fencing, and equestrian components where appropriate. | Community Development and Public Works Departments | Ongoing | Adequate staff resources |

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|---|--|---|--|------------|--------------------------------|
| Natural Landforms | | | | | |
| Action OSC-20 | Natural Landforms | Conduct an inventory of the City's most significant natural landforms and establish a strategy for these natural landforms (including Bell Mountain) as permanent open space for the City. | Community Development Department | 2-5 years | Adequate staff resources |
| Action OSC-21 | Natural Landforms | Develop and adopt a Hillside Grading Ordinance that establishes appropriate grading standards for each General Plan land use category to preserve Menifee's hillsides and canyons from mass grading and hillside scarring. The ordinance must also require the use of proper soil management techniques for erosion, and sedimentation, and other soil-related programs and that the grading plan for development adjacent to natural slopes "feather" man-made and natural slopes to create a natural continuity of slope rather than rigid terraces. | Community Development Department | 2-5 years | Adequate staff resources |
| Action OSC-22 | Natural Landforms | Amend the City's Municipal Code to allow the clustering of development and the dedication of open space for the preservation of natural landforms and viewsheds. | Community Development Department | 1-2 years | Adequate staff resources |
| Action OSC-23 | Natural Landforms | Identify, define, map, and protect the City's scenic resources, scenic vistas, scenic corridors, viewsheds, and natural landmarks. | Community Development Department | 1-2 years | Adequate staff resources |
| Energy and Mineral | | | | | |
| Action OSC-24 | Energy and Mineral | Develop and implement strategies, in coordination with Southern California Edison and the Southern California Gas Company, to reduce residential and nonresidential energy use. These strategies could include requiring existing development to meet specified conservation standards and requiring new development to utilize energy reduction strategies during construction and operation. | Community Development and Public Works Departments | Ongoing | Adequate staff resources |
| Action OSC-25 | Energy and Mineral | Use the project review process to ensure that all new development complies with California State Energy Regulation requirements. | Community Development and Public Works Departments | Ongoing | Adequate staff resources |
| Action OSC-26 | Energy and Mineral | Work with Southern California Edison, the Southern California Gas Company, school districts, Mt. San Jacinto College, and other agencies and organizations on outreach programs to promote energy conservation for residential and nonresidential uses. | Community Development and Public Works Departments | Ongoing | Adequate staff resources |
| Action OSC-27 | Energy and Mineral | Prepare a package of information that is made available at the public counter on alternative energy that describes the technology and identifies financial and nonfinancial resources available for residents and business owners to assist them in implementing alternative energy programs | Community Development and Public Works Departments | 2--5 years | Adequate staff resources |
| Paleontological and Cultural Resources | | | | | |
| Action OSC-28 | Paleontological and Cultural Resources | Identify sites in the City that meet the criteria to be in the State Historic Resources Inventory as Riverside County Landmarks, as State Points of Historic Interest, as State Landmarks, or as sites on the National Register of Historic Places, and encourage owners to apply for recognition. | Community Development Department | 2--5 years | Adequate staff resources |
| Action OSC-29 | Paleontological and Cultural Resources | Create an inventory of known archaeological sites and identify them as either (a) no longer existing, (b) in danger of destruction or damage, or (c) currently safe. This inventory should be updated regularly to reflect changing conditions. | Community Development Department | 2--5 years | Adequate staff resources |
| Action OSC-30 | Paleontological and Cultural Resources | Require projects that involve earth-disturbing activities to: a. Be evaluated by a qualified archaeologist, where the archeologist, at a minimum, conducts a records search and Phase I walkover study and prepares an archeological report containing the results of the site's evaluation. If Phase II archaeological evaluations are recommended by the archaeologist, all such surveys with recommendations, if any, must be completed prior to project approval; and b. Consult with the Pechanga Band of Luiseño Indians and Soboba Band of Luiseño Indians for the purposes of determining archaeological and cultural resource impacts and developing appropriate mitigation to address such impacts. | Community Development Department | Ongoing | Adequate staff resources |
| Action OSC-31 | Paleontological and Cultural Resources | Require projects that are determined to be in a culturally or archeologically sensitive area, based on consultation with the project archeologist and the Pechanga Band of Luiseno Indians and/or Soboba Band of Luiseno Indians, to be conditioned for archaeological monitoring and Tribe monitoring during all earth-disturbing activities. | Community Development Department | Ongoing | Adequate staff resources |

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|--------------------|--|--|---|------------|--------------------------------|
| Action OSC-32 | Paleontological and Cultural Resources | Develop mandatory mitigation measures, in coordination with the Pechanga Band of Luiseno Indians and/or Soboba Band of Luiseno Indians, for any project within previously undisturbed soils in an area determined to be in a culturally or archeologically sensitive area, based on consultation with the project archeologist and the Tribe. | Community Development Department | Ongoing | Adequate staff resources |
| Action OSC-33 | Paleontological and Cultural Resources | Enforce California Health and Safety Code Section 7050.5, which states that if human remains are encountered, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to the origin and California Public Resources Code Section 5097.98(b) which states that remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within 24 hours. | Community Development and Building and Safety Departments | Ongoing | Adequate staff resources |
| Action OSC-34 | Paleontological and Cultural Resources | Locate where artifact collections are curated for those sites in the City where subsurface investigation has occurred and seek ways to make these collections more accessible to students, researchers, and the interested public. | Community Development Department | Ongoing | Adequate staff resources |
| Action OSC-35 | Paleontological and Cultural Resources | Work with the Society for California Archaeology to develop citizen participation in site protection through the California Archaeological Site Stewardship Program. | Community Development Department | Ongoing | Adequate staff resources |
| Action OSC-36 | Paleontological and Cultural Resources | Conduct an archaeological and historical records review of proposed or revised development at the Eastern Information Center (EIC) at University of California, Riverside. If the records review indicates that the project area has not been previously examined for cultural resources or that the project area is sensitive for cultural resources, then archaeological field surveys and historical surveys are required. Archeological field surveys and historical surveys may also be recommended for properties that have been previously examined, if surface conditions have changed or if the previous survey was conducted so long ago that it no longer meets current professional standards. | Community Development Department | 2-5 years | Adequate staff resources |
| Action OSC-37 | Paleontological and Cultural Resources | Require a preservation plan for any newly discovered archaeological sites and historical structures. Require that this plan be filed with the City Planning Department to ensure the resource will stay protected and not be destroyed by mistake. | Community Development Department | Ongoing | Adequate staff resources |
| Action OSC-38 | Paleontological and Cultural Resources | Require monitoring of excavation in areas identified as likely to contain paleontological resources by a qualified paleontological monitor. Recovered specimens should be prepared to a point of identified and permanent preservation and curated into an established, accredited museum repository with permanent retrievable paleontological storage. A report of findings is required to be prepared. The report and inventory, when submitted to the appropriate lead agency, along with confirmation of the curation of recovered specimens, will signify completion of the program to mitigate impacts to paleontologic resources. | Community Development Department | Ongoing | Adequate staff resources |
| Agriculture | | | | | |
| Action OSC-39 | Agriculture | In the City's Municipal Code, include an agricultural zone and apply that zone to areas designated as Agriculture in the City's General Plan. | Community Development Department | 1--2 years | Adequate staff resources |
| Action OSC-40 | Agriculture | Develop a Right to Farm Ordinance that describes normal farm practices expected to occur in agricultural areas and ensure the right of the farmer to continue such practices subject to appropriate health and safety standards. The ordinance shall specify that it applies only to areas designated with agricultural land use categories. | Community Development Department | 1--2 years | Adequate staff resources |
| Action OSC-41 | Agriculture | Work with local agricultural clubs, organizations, and businesses, including the Agricultural Research Center at Heritage High School, to educate the public about Menifee's agricultural roots and present day farming practices. | Community Development Department | Ongoing | Adequate staff resources |
| Action OSC-42 | Agriculture | Develop a program to allow the operation of community gardens on public land. | Community Development Department | Ongoing | Adequate staff resources |
| Water | | | | | |
| Action OSC-43 | Water | Adopt and implement the Santa Ana Watershed Project Authority's Santa Ana Watershed Integrated Regional Water Management Plan. | Public Works Department | Ongoing | Adequate staff resources |

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|--------------------|-------------|--|---|------------|--------------------------------|
| Action OSC-44 | Water | Prepare and implement a watercourse management system that identifies the functional roles of each water course (e.g., flood control, water recharge, habitat, etc.) and provides appropriate setbacks and permitted uses adjacent to and within designated watercourses and floodways. | Public Works Department | 2-5 years | Adequate staff resources |
| Action OSC-45 | Water | Design and implement, in partnership with the Eastern Municipal Water District, conservation and recharge programs to increase the supply of potable water in the City. | Public Works Department | Ongoing | Adequate staff resources |
| Action OSC-46 | Water | Develop and implement, in partnership with the Eastern Municipal Water District, educational outreach designed to increase public participation in water conservation and water quality awareness. | Public Works Department | Ongoing | Adequate staff resources |
| Action OSC-47 | Water | Require all development projects to utilize best management practices to improve water quality. | Public Works Department | Ongoing | Adequate staff resources |
| Action OSC-48 | Water | Require as part of project review that all development projects have adequate stormwater detention or treatment methods to accommodate surface water runoff generated by the project, and when necessary, incorporate detention of stormwater run-off at the point of origin. | Public Works Department | Ongoing | Adequate staff resources |
| Action OSC-49 | Water | Adopt a Recycled Water Ordinance in accordance with the requirements of Senate Bill 2095, Water Recycling in Landscaping Act, and convert existing City of Menifee non-domestic water uses to recycled water use in accordance with Sections 13550--13556 of the State Water Code as recycled water service becomes available. | Public Works Department | 1--2 years | Adequate staff resources |
| Action OSC-50 | Water | Continue implementing the City's Water Efficient Landscape Ordinance to require new projects to utilize drought-tolerant landscaping and other water-efficient landscape practices. | Public Works Department | 1--2 years | Adequate staff resources |
| Action OSC-51 | Water | Develop and maintain an inventory of sites within the City that are suitable for groundwater recharge and manage this information in the City's GIS. | Public Works Department | Ongoing | Adequate staff resources |
| Action OSC-52 | Water | Develop a set of guidelines for floodways, floodplain fringe, and wetland preservation and management that includes incentives for limiting development in and around these designated areas. | Public Works Department | 2--5 years | Adequate staff resources |
| Biological | | | | | |
| Action OSC-53 | Biological | Develop a project review checklist to ensure that all development projects are reviewed for their impacts on biological resources onsite and on immediate surroundings. | Community Development Department | 1--2 years | Adequate staff resources |
| Action OSC-54 | Biological | Require all new development in areas containing or adjacent to sensitive habitat areas, designated critical habitat, and MSHCP conservation areas and core linkages as defined by the U.S. Fish and Wildlife Service, the California Department of Fish and Wildlife, and the MSHCP, to provide detailed biological assessments, assess potential impacts, and mitigate significant impacts to a level below significance. | Community Development Department | Ongoing | Adequate staff resources |
| Action OSC-55 | Biological | Identify parcels with important biological resources in the City's GIS to ensure the information is readily available when projects are reviewed for that site. | Community Development Department | Ongoing | Adequate staff resources |
| Action OSC-56 | Biological | Evaluate different ways to acquire areas with high biological resource significance. Acquisition methods could include acquiring land by development agreement or gift; dedication of conservation, open space and scenic easements; joint acquisition with other local agencies; transfer of development rights; lease purchase agreements; State and federal grants; and impact fees/mitigation banking. | Community Development Department | Ongoing | Adequate staff resources |
| Action OSC-57 | Biological | Actively participate in Multispecies Habitat Conservation Planning with the County of Riverside, Regional Conservation Authority, and other applicable state and federal agencies. | Community Development Department | Ongoing | Adequate staff resources |
| Air Quality | | | | | |
| Action OSC-58 | Air Quality | Revise Menifee's Municipal Code to include measures that will protect the air quality of sensitive land uses (facilities where individuals are highly susceptible to the adverse effects of air pollutants, such as housing, child care centers, retirement homes, schools, and hospitals) near freeways and other major air pollutant-generating uses. Protective measures include an analysis of the potential health risks and appropriate mitigation measures, such as increased air filtration to reduce risks, as necessary. | Community Development and Building and Safety Departments | 1 year | Adequate staff resources |

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|---------------|-------------|---|--|-----------------|--------------------------------|
| Action OSC-59 | Air Quality | Evaluate the existing transportation network to identify areas where mobile source pollution can be reduced by making vehicular movement more efficient. Revise the transportation network as necessary. Possible improvements include: installation of dedicated left and right turn lanes, construction of roundabouts, development of Intelligent Transportation systems such as synchronized signal timing and adaptive traffic control systems, removal of unwarranted stop signs, and construction of new and improved freeway on- and off-ramps. | Community Development and Public Works Department | 3--5 years | Capital Improvement Funds |
| Action OSC-60 | Air Quality | Create and implement a public outreach program to recognize and reward companies and residents using innovative approaches to improve air quality. Programs could include recognition on the City's website or a certificate presented at a City Council meeting. | Community Development Department and City Managers Office | Ongoing | Adequate staff resources |
| Action OSC-61 | Air Quality | Provide a link to SCAQMD's website and promote their regional events and incentive programs through the City's website and at City Hall. | Community Development Department | 1 year; Ongoing | Adequate staff resources |
| Action OSC-62 | Air Quality | Require new development projects and substantial redevelopment projects subject to CALGreen to provide proof of submittal of a Construction Waste Management Plan (CWMP). Project applicants should work with Riverside County Waste Management Department to prepare the CWMP. Require the CWMP to include control measures that will also protect air quality, such as but not limited to: Minimizing simultaneous operation of multiple construction equipment units; Implementation of South Coast AQMD Air Quality Management Plan; fugitive dust control measures; Construction vehicle and equipment emissions standards and controls. | Public Works and Building and Safety Departments | Ongoing | Adequate staff resources |
| Action OSC-63 | Air Quality | Monitor regional air quality issues and apply for local government grants through SCAQMD to improve air quality in the City and the larger South Coast Air Basin. | Community Development, Public Works, and Building and Safety Departments | Annually | Adequate staff resources |
| Action OSC-64 | Air Quality | Provide technical assistance and demographic data to SCAG and SCAQMD for the development of future projections and programs. | Community Development, Public Works, and Building and Safety Departments | Ongoing | Adequate staff resources |
| Action OSC-65 | Air Quality | Establish a reduced permit fee schedule for energy saving projects or energy efficiency improvements in Menifee homes and businesses. | Building and Safety Department | 1 Year | Adequate staff resources |
| Action OSC-66 | Air Quality | Complete a solar analysis and implement a five-year plan to establish solar energy generation on municipal buildings. | Building and Safety Department | 5 years | Adequate staff resources |
| Action OSC-67 | Air Quality | Create a Solar Plan that provides incentives and coordinates financing for City residences and businesses to invest in solar energy. | Community Development, Public Works, and Finance Departments | 5--10 years | Adequate staff resources |
| Action OSC-68 | Air Quality | Conduct energy efficiency audits of existing municipal buildings to check, repair, and readjust heating, ventilation, air conditioning, lighting, water heating equipment, insulation, and weatherization. | Building and Safety Department | Annually | Adequate staff resources |
| Action OSC-69 | Air Quality | Revise the Menifee Municipal Code to include energy efficient light sources such as LED, LPS (Lower Pressure Sodium), HPS (High Pressure Sodium), and solar powered signage and regulation of parking lot and building light fixtures require full cut-off fixtures, except emergency exit or safety lighting. In addition, require that all permanently installed exterior lighting be controlled by either a photocell or an astronomical time switch. Prohibit continuous all night outdoor lighting unless required for security reasons. | Community Development and Building and Safety Departments | 1 year | Adequate staff resources |
| Action OSC-70 | Air Quality | Establish a tracking and monitoring system for greenhouse gas emissions that includes Planning and Building design review standards to evaluate a project's contribution to GHG emissions to demonstrate compliance with AB 32. | Community Development and Building and Safety Departments | 5 years | Adequate staff resources |

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|---------------|-------------|---|---|--|--------------------------------|
| Action OSC-71 | Air Quality | Train all plan check and building inspection staff in appropriate use of green building materials, techniques, and best practices. | Community Development and Building and Safety Departments | Within 1 year and Reoccurring Annually | Adequate staff resources |
| Action OSC-72 | Air Quality | Set and monitor performance goals and/or VMT reduction targets that are consistent with the targets set by Southern California Association of Governments (SCAG) Sustainable Communities Strategy and Regional Transportation Plan and Western Riverside Council of Governments (WRCOG) Climate Action Plan. | Community Development and Public Works Department | Ongoing | Adequate staff resources |
| Action OSC-73 | Air Quality | Work with Riverside Transit Agency (RTA), and the Riverside County Transportation Commission (RCTC) to evaluate options to add transit to increase service in Menifee. Improvements include supporting the implementation of a regional bus rapid transit system in Western Riverside County (with a stop in the City of Menifee) and expanded service or a dedicated shuttle to connect Sun City Core to the Menifee Valley Medical Center. Partner with RTA to increase the frequency and coverage of buses connecting Menifee to other cities and the nearby existing and proposed rail stations. Possible grant funding sources should be considered in the evaluation. | Community Development and Public Works Department | 5 years; Ongoing | Adequate staff resources |
| Action OSC-74 | Air Quality | Work with EMWD to create a public outreach campaign to reduce energy use and conserve water. Campaign components can include workshops, brochures, mailers, website links, etc. Topics to highlight include: changes in Menifee's Building Code, how to implement whole house energy upgrades or other energy efficiency improvements for residents and businesses, the WRCOG HERO financing program and other subregional energy conservation efforts, as well as the City's the Solar Plan when complete. | Community Development and Building and Safety Departments | Ongoing | Adequate staff resources |
| Action OSC-75 | Air Quality | Create a program to incentivize new and existing commercial, industrial, public, school and medical facilities/developments to install shared vehicle parking, car pool parking, additional bike racks, and bus stop shelters. Components of the plan could include reduced permit fees, expedited processing, reduced parking requirements, etc. | Community Development and Public Works Department | Ongoing | Adequate staff resources |
| Action OSC-76 | Air Quality | Design and implement a public outreach campaign to reduce vehicle miles traveled within the City. Campaign components can include a ride sharing board at City Hall and an on-line version through the City website, promotion of RTA's schedule, passes, and programs, the City's Bicycle Master Plan when complete, as well as electric vehicles and their routes/street network. | Community Development Department | Ongoing | Adequate staff resources |
| Action OSC-77 | Air Quality | Adopt a Green Building Ordinance that requires energy efficient design, in excess of Title 24 standards, for all new residential and non-residential buildings. Require 30 percent above the 2008 Building and Efficiency standards in Title 24 to coincide with the Voluntary Tier 2 standards for the 2010 California Green Building Code (CALGreen). | Building and Safety Department | 2 years | Adequate staff resources |

| Community Design Implementation Actions | | | | | |
|--|-----------------|---|----------------------------------|-----------|--------------------------------------|
| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
| Community Image | | | | | |
| Action CD-1 | Community Image | Identify specific locations for community gateways (based on general locations provided in Exhibit CD-1) and install landscaping, signage, lighting, and other design features to announce arrival. | Community Development Department | 2-5 years | Adequate staff resources and funding |
| Action CD-2 | Community Image | Establish priorities, timing, and possible funding sources to be used to fund the installation of pedestrian, bike, automobile, and transit circulation signage. | Community Development Department | Ongoing | Adequate staff resources |

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|--|-------------------------------------|--|--|-----------|--|
| Action CD-3 | Community Image | Encourage neighborhood community organizations or homeowners associations to fund gateway features for their neighborhoods or rehabilitate existing signage, lighting, and other design amenities. | Community Development Department | Ongoing | Adequate staff resources |
| Action CD-4 | Community Image | Create citywide Design Guidelines to replace the Third and Fifth Supervisorial District Design Guidelines and Countywide Design Guidelines. | Community Development Department | 1–2 years | Adequate staff resources |
| Action CD-5 | Community Image | Institute special neighborhood improvement programs in areas that lack a distinct identity, that structure with day-to-day maintenance issues, or have a repeated history of code violations. | Community Development Department | 2–5 years | Adequate staff resources |
| Action CD-6 | Community Image | Create a “way-finding” signage system to orient people in the City and highlight key destinations, such as recreation facilities, schools, libraries, community centers, and City Hall. The way-finding system should include signage at two scales: one for motorists and one for pedestrians. | Community Development Department | 2–5 years | Adequate staff resources; funds for signage construction |
| Action CD-7 | Community Image | Conduct yearly meetings with organized neighborhoods within the City to identify neighborhood design issues and develop strategies to address them. | Community Development Department | Annually | Adequate staff resources |
| Corridors and Scenic Resources | | | | | |
| Action CD-8 | Corridors and Scenic Resources | Conduct a survey of minor roadways and neighborhood streets and identify streetscape deficiencies, signage problems, inadequate lighting, etc. Based on this survey, develop a phased program to correct any problems and deficiencies and incorporate the list into the City's Capital Improvement Plan. | Community Development and Public Works Departments | 1–2 years | Adequate staff resources and funding |
| Action CD-9 | Corridors and Scenic Resources | Create a master streetscape plan addressing landscaping, signage, lighting, gateway design, and special design features along enhanced landscape corridors and at key entryways to the City. See Exhibit CD-2 for a map of major roadways that should be included in the master streetscape plan. | Community Development and Public Works Departments | 1–2 years | Adequate staff resources |
| Action CD-10 | Corridors and Scenic Resources | Require new development to underground utilities and look for funding opportunities to underground existing utilities, especially in areas of scenic value. | Community Development and Public Works Departments | Ongoing | Adequate staff resources |
| Action CD-11 | Corridors and Scenic Resources | Develop a list of community sites that have exceptional scenic value. | Community Development and Public Works Departments | 1–2 years | Adequate staff resources |
| Action CD-12 | Corridors and Scenic Resources | Amend the City's Municipal Code to require the size, height, and type of on-site signs within 660 feet of the nearest edge of the right-of-way of all scenic corridors to be the minimum necessary for identification. The design, materials, color, and location of on-site signs shall blend with the environment, utilizing natural materials where possible. | Community Development and Public Works Departments | Ongoing | Adequate staff resources |
| Project and Building Design Quality | | | | | |
| Action CD-13 | Project and Building Design Quality | Work with local service organizations and educational institutions to develop an educational campaign to inform residential, commercial, and industrial property owners and tenants about property maintenance methods and possible financing opportunities. This information should be available free of charge at the counter. | Code Enforcement, Building, Planning, and Economic Development Departments | 2–5 years | Adequate staff resources |
| Action CD-15 | Project and Building Design Quality | Explore possibility of establishing a public art program and funding source for the installation of public art within new development proposals and in public spaces and gathering areas. | Community Development Department | 1–2 years | Adequate staff resources |
| Action CD-16 | Project and Building Design Quality | Prohibit retention/detention basins at the corner of projects unless no other feasible alternative is available. If a retention/detention basin must be located at a project corner, require the use of landscaping and other buffers to soften their appearance and integrate them into the project. | Community Development and Public Works Department | Ongoing | Adequate staff resources |
| Land Use Transitions and Buffers | | | | | |

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|---|----------------------------------|---|--|-----------|--------------------------------|
| Action CD-17 | Land Use Transitions and Buffers | Update the City's Municipal Code to include a walls and fencing ordinance to address appropriate materials and designs for walls and fencing, including temporary construction fencing. | Community Development Department | 1-2 years | Adequate staff resources |
| Rural Design | | | | | |
| Action CD-18 | Rural Design | Create design guidelines for the community's rural areas. | Community Development Department | 2-3 years | Adequate staff resources |
| Action CD-19 | Rural Design | Create an alternative roadway section that eliminates vertical curbs, gutters, and sidewalks, and could be applied to rural roadways where drainage is sufficiently handled. | Public Works Department | 1-2 years | Adequate staff resources |
| Action CD-20 | Rural Design | Provide transitional buffers for proposed residential developments at densities exceeding two units per acre whenever such projects are located adjacent to or on the opposite side of the street from improved properties 1 acre or larger and/or land that is designated Rural Residential or Rural Mountainous. Buffers may include the use of larger lot sizes that mirror adjacent uses, an open space corridor, trails, paseos, and/or screening landscaping. | Community Development Department | Ongoing | Funding |
| Economic Development Corridor Design | | | | | |
| Action CD-21 | Economic Development Corridor | Create design guidelines for each EDC subarea. | Community Development and Economic Development Departments | 1-2 years | Adequate staff resources |
| Action CD-22 | Economic Development Corridor | Create streetscape and landscaping plans for each EDC subarea that reflect and emphasize the character of that area to create a unique sense of place and destination image. | Community Development and Public Works Departments | 1-2 years | Adequate staff resources |
| Action CD-23 | Economic Development Corridor | Amend the City's Municipal Code to create mixed/multi-use development standards that remove potential barriers to this type of development, such as parking, open space, and setback requirements. | Community Development Department | 1-2 years | Adequate staff resources |
| Community Design Amenities | | | | | |
| Action CD-24 | Community Design Amenities | Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review. | Community Development Department | Ongoing | Adequate staff resources |
| Action CD-25 | Community Design Amenities | Require that new development utilize drought-tolerant landscaping and incorporate adequate drought-conscious irrigation systems. | Community Development Department | Ongoing | Adequate staff resources |
| Action CD-26 | Community Design Amenities | Continue enforcing the City's Oak Tree Management Guidelines. | Community Development Department | Ongoing | Adequate staff resources |
| Action CD-27 | Community Design Amenities | Organize a committee to assist the City with the beautification of the public streets through fundraising and assistance in planting and maintenance of landscaping. | Public Works Department | 2-5 years | Adequate staff resources |
| Action CD-28 | Community Design Amenities | Develop a sign guidelines manual with examples of appropriate signs of various scales for major corridors, commercial centers, and activity centers. Maximum height limits would need to be defined. | Community Development Department | 2-3 years | Adequate staff resources |
| Action CD-29 | Community Design Amenities | When there are two or more businesses on a property, require the development of a Master Sign Program (MSP). Once an MSP is established, each sign on the property must conform to the program, as well as any sign regulations set forth in the City's Municipal Code. | Community Development Department | Ongoing | Adequate staff resources |
| Action CD-30 | Community Design Amenities | Periodically review the City's lighting standards and amend them as necessary to reflect updates to Title 24 and other regional, state, and federal regulations. | Community Development and Public Works Departments | Ongoing | Adequate staff resources |
| Action CD-31 | Community Design Amenities | Update the City's Sign Ordinance to better reflect the City's high quality design standards. | Community Development Department | 2-3 years | Adequate staff resources |
| Action CD-32 | Community Design Amenities | Create design guidelines to address specific requirements for enhanced lighting. | Community Development Department | 2-3 years | Adequate staff resources |

Economic Development Implementation Actions

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|--------|-------|-----------------------|------------------------|--------|--------------------------------|
|--------|-------|-----------------------|------------------------|--------|--------------------------------|

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|-------------|----------------------|--|---|-----------|--------------------------------|
| Action ED-1 | Economic Development | Develop, periodically update, and implement an economic development strategy. The strategy should be based on analysis, community and stakeholder engagement, General Plan goals and policies, and City Council priorities. In addition to the vision, goals, objectives, and actions generated during preparation of the strategy, it should actively seek to achieve the goals of the General Plan, and it may provide or address the following: <ul style="list-style-type: none"> • A business visitation program • A communications strategy to market Menifee to existing businesses, residents, and potential new business • Specific business types to target for business attraction efforts • An incentives policy • Measurable objectives for local economic development efforts and for collaboration with regional economic development partners • Economic development performance benchmarks and targets • A mechanism to measure performance and adjust programs where needed to improve performance. | City Manager and Economic Development Departments | 1–3 years | Adequate staff resources |
| Action ED-2 | Economic Development | Establish and implement an annual business visitation program. | City Manager and Economic Development Departments | 1–3 years | Adequate staff resources |
| Action ED-3 | Economic Development | Establish, update, and publish an inventory of sites and facilities available in Menifee for nonresidential uses. | City Manager and Economic Development Departments | 1–3 years | Adequate staff resources |

Note: Most economic development implementation measures will be determined through and housed in the economic development strategy.

Safety Implementation Actions

| Actions | Topic | Implementation Action | Responsible Parties | Timing | Resources Required to Complete |
|--------------------------------------|-------------------|---|---|---------|---|
| Seismic and Geological Issues | | | | | |
| Action S-1 | Seismic, Flooding | Review all plans for new development to be certain new structures are designed in accordance with the most recent California Building Code adopted by City Council, including the provisions regarding seismic loads, lateral forces, and grading. | Building and Safety Department | Ongoing | Adequate staffing, with reviewers having the necessary credentials and certifications to conduct these reviews; Review fees paid by developer |
| Action S-2 | Seismic | Conduct routine field inspections during construction to ensure that new structures are built in accordance with the most recent California Building Code adopted by the City and in agreement with the approved plans and specifications. | Building and Safety Department | Ongoing | Adequate staffing, with reviewers having the necessary credentials and certifications to conduct these reviews; Review fees paid by developer |
| Action S-3 | Seismic | Require that liquefaction assessment studies be conducted for all projects proposed in areas identified as potentially susceptible to liquefaction (Exhibit S-2, Liquefaction and Landslides). The studies shall be conducted in accordance with the California Geological Survey’s Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California (2008 or more recent version), and the Earthquake Engineering Research Center’s Report No. EERC-2003-06 (or more recent version), Recent Advances in Soil Liquefaction Engineering. | Developers and their geotechnical consultants, Building and Safety Department staff | Ongoing | Adequate staffing, with reviewers having the necessary credentials and certifications to conduct these reviews; Review fees paid by developer |

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|------------|---------|---|---|---------------------------------------|---|
| Action S-4 | Seismic | In areas where geotechnical testing shows the sediments are susceptible to liquefaction, require the implementation of mitigation measures as a condition of approval. Liquefaction mitigation measures shall be applied to all habitable structures, bridges, roadways, major utility lines, and park improvements to be built in these areas. | Developers and their geotechnical consultants, Building and Safety Department staff | Ongoing | Adequate staffing, with reviewers having the necessary credentials and certifications to conduct these reviews; Review fees paid by developer |
| Action S-5 | Seismic | If and when the California Geological Survey (CGS) develops a Seismic Hazards Zone Map that includes the City, review the proposed draft for agreement with geotechnical reports filed at the City, work with the CGS to make any necessary changes, and adopt the final map as a replacement to the Seismic Hazards Map that is currently part of Exhibit S-2, Liquefaction and Landslides. | Community Development and Building and Safety Departments | Unknown, in response to State actions | City Staff or consultant with geotechnical engineering expertise |
| Action S-6 | Seismic | Develop and make available to all residents and businesses literature on hazard prevention and disaster response, including information on how to earthquake-proof residences and places of business, and information on what to do before, during, and after an earthquake. Reminders will be issued periodically to encourage the review and renewal of earthquake preparedness kits and other emergency preparedness materials and procedures. | Office of Emergency Management | Short Term (within 5 years) | Additional Staff; Funding to develop program |
| Action S-7 | Seismic | Develop and administer a housing rehabilitation grant and/or loan program that allows owners of manufactured (mobile) homes to seismically retrofit their houses. | Finance Department | Short Term (5 years) | Start-up funding, possibly as a grant from FEMA or Cal-EMA (requires writing and submitting a grant request). |
| Action S-8 | Seismic | Identify the unreinforced masonry buildings in the City, and develop incentives for owners to seismically retrofit these structures, especially those being used for residential, commercial, or industrial purposes. | Building and Safety and Community Development Departments | Within next 5 years | Funding and available personnel |

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|----------------------|----------|--|---|--|---|
| Action S-9 | Seismic | Evaluate the above-ground water storage tanks in the City to assess their potential inundation hazard in the event of catastrophic failure and ensure that all tanks are fitted with the appropriate seismic safeguards, including shut-off valves, in accordance with the most recent water tank design guidelines. | Public Works and Building and Safety Departments and Utility Providers | Long term (within 10 years) | Funding |
| Action S-10 | Geologic | Require development proposals within areas identified as having a seismic or geotechnical hazard to conduct, as a condition of approval, geotechnical and engineering geological investigations, prepared by state-certified professionals (geotechnical engineers and engineering geologists, as appropriate) following the most recent guidelines by the California Geological Survey and similar organizations, that address, at a minimum, the site-specific geologic hazards identified in the Safety Element Technical Background Report. These reports shall provide mitigation measures to reduce those hazards identified at a site to an acceptable level. | Community Development and Building and Safety Departments | Ongoing | Adequate staffing, with reviewers having the necessary credentials and certifications to conduct these reviews; Review fees paid by developer |
| Action S-11 | Geologic | Conduct routine inspections of grading operations to ensure site safety and compliance with approved plans and specifications. | Building and Safety Department | Ongoing | Adequate staffing, with reviewers having the necessary credentials and certifications to conduct these reviews; Review fees paid by developer |
| Action S-12 | Geologic | Maintain an updated map of slope failures in the City to show areas where debris flows, surficial mass wasting events, and rockfalls are reported, especially during wet winters. Require geotechnical studies that assess this hazard in these areas, and where deemed necessary, erect protective devices such as barriers, rock fences, retaining structures, or catchment areas. | Community Development and Public Works Departments, developers and their geotechnical consultants | Ongoing | Adequate staffing, review fees paid by project proponent |
| Action S-13 | Geologic | Prohibit any additions or reconstruction of structures damaged by geologic hazards, unless the structure is relocated to a safer area, or it can be demonstrated that the proposed project and its occupants can be protected from future, recurrent damage by implementing mitigation measures not present in the original, damaged structure. | Building and Safety and Planning Departments | Ongoing, in response to damage by geologic hazards | Adequate staffing, potential issues associated with vesting property rights |
| Action S-14 | Geologic | Require that cut-and-fill transition lots be overexcavated and a 100% maximum variation of fill depths beneath structures to mitigate the potential of seismically induced differential settlement. | Building and Safety and Planning Departments | Ongoing | Adequate staffing |
| Action S-15 | Geologic | Coordinate with Eastern Municipal Water District to identify and map all groundwater resources in the City and develop and implement strategies that prevent the overdrafting of the aquifers. | Public Works Department and Eastern Municipal Water District | Within next 5 years | Adequate staffing |
| Flood Hazards | | | | | |
| Action S-16 | Flood | Require new development proposals to include, as a condition of approval, hydrological studies prepared by a state-certified engineer with expertise in this area, that assess the impact that the new development will have on the flooding potential of existing development downgrade. The studies shall provide mitigation measures to reduce this impact to an acceptable level. | Community Development and Building and Safety Departments | Ongoing | Adequate staffing, review fees paid by developer. |
| Action S17 | Flood | Continue to enforce Riverside County Ordinance No. 458 for all new developments and existing projects undergoing substantial improvements within the FEMA-designated Special Flood Hazard Areas, areas identified by the county as susceptible to flooding, and other areas known to flood. Mitigation measures can include the design of onsite drainage systems that are connected to the City's storm drainage system, or that keep surface waters within the project area, grading of the site so that runoff does not impact adjacent properties, and buildings that are elevated above the anticipated flood levels. | Community Development and Building and Safety Departments | 2 years | Adequate staffing, review fees paid by developer. |

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|-------------|-------|--|--|---|--|
| Action S-18 | Flood | Prohibit any additions or reconstruction of structures damaged by flooding, unless the structure is relocated to a safer area or it can be demonstrated that the proposed project and its occupants can be protected from future, recurrent damage by implementing mitigation measures not present in the original, damaged structure. | Building and Safety and Planning Departments | Ongoing, in response to flood-caused damage | Adequate staffing, potential issues associated with vesting property rights |
| Action S-19 | Flood | Require development proposals for areas adjacent to McCall Boulevard that are located at the base of a mountainous area to prepare a coordinated access and flooding mitigation plan that will limit the number of access points to McCall Blvd. | Community Development and Public Works Departments | Ongoing | Adequate staffing |
| Action S-20 | Flood | Require that the design and upgrade of street storm drains be based on the depth of inundation, relative risk to public health and safety, the potential for hindrance of emergency access and regress from excessive flood depth, and the threat of contamination of the storm drain system with sewage effluent. In general, the 10-year flood flows shall be contained within the top of curbs and the 100-year flood flows within the street right-of-way. | Community Development and Public Works Departments | Ongoing | Adequate staffing |
| Action S-21 | Flood | Maintain, and continue to improve where needed, the City's storm drain systems, with an emphasis on areas of the City that flood repeatedly. This entails maintaining and regularly cleaning the storm drains and other flood-control structures, as necessary, so that floodwaters can be effectively conveyed away from structures, and upgrading systems known to be underfit. | Public Works Department | Ongoing and Short to Long term, within next five to ten years | Funding, possibly in the form of grants from FEMA and other sources to improve the City's infrastructure. |
| Action S-22 | Flood | Identify properties in the City that are subject to recurring flooding and map their location in GIS in order to track infrastructure improvements and direct funding sources to areas with the most need. | Public Works, Information Technology, and Community Development Departments | Short to Long Term (within the next 5 years) | Adequate staffing |
| Action S-23 | Flood | Pursue grant funding, such as FEMA's Hazard Mitigation Grant and Flood Mitigation Assistance Programs and their Predisaster Mitigation Program, to implement the mitigation measures required to reduce flooding in the City. | Finance Department | Short to Long Term (within the next 5 years) | Adequate staffing |
| Action S-24 | Flood | Request that the Federal Emergency Management Agency (FEMA) conduct a City-wide detailed study of flood prone areas, to develop a better, more comprehensive Flood Insurance Rate Map for Menifee. | Community Development and Building and Safety Departments, with cooperation from the Public Works Department | Short to Long Term (within the next 5 years) | Appropriate funding sources |
| Action S-25 | Flood | Continue to participate in the National Flood Insurance Program and require that all owners of properties within the 100-year floodplain (Zones A and AE), and repeat-flood properties in Zone X, purchase and keep flood insurance for those properties. | Community Development and Building and Safety Departments | Ongoing | Adequate staffing |
| Action S-26 | Flood | Participate in the StormReady Program with the National Weather Service, including the monitoring of precipitation and snow levels on the mountains, providing storm watches and warnings in real time, and issuing evacuation notices for affected neighborhoods in a timely manner. | Community Development and Public Works Departments | Short to Long Term, within five years | Adequate staffing to prepare application; emergency technology to provide warnings in real-time to population, such as reverse 911 system; funds to run warning system |
| Action S-27 | Flood | Prepare and distribute informational materials to owners of properties within the flood zones (Zones A, AE and X) and inundation zones (Exhibit bS-2.1, Dams with the Potential to Inundate the Menifee General Plan Area) regarding the potential for flooding in their area, including the potential for flooding of access routes to and from their neighborhoods. | Community Development and Public Works Departments | Ongoing | Adequate staffing to prepare materials |

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|---------------------|-------|--|--|-----------------------------|--|
| Action S-28 | Flood | Where possible, continue to institute joint-use agreements with the Riverside County Flood Control district to develop floodplains as parks, nature trails, equestrian parks, golf courses, or other types of recreational facilities that can withstand periodic inundation. | Community Development and Public Works Departments and Riverside County Flood Control District | Long Term (within 10 years) | Adequate staffing and fiscal resources to fund new projects |
| Action S-29 | Flood | Coordinate with adjacent jurisdictions to create a development review process that takes into consideration the impact of flooding and flood control measures on adjacent jurisdictions. | Community Development and Public Works Departments | Short Term (within 5 years) | Adequate staffing |
| Action S-30 | Flood | Continue to implement the County of Riverside Master Plan of Drainage. | Community Development and Public Works Departments | Ongoing | Adequate staffing |
| Fire Hazards | | | | | |
| Action S-31 | Fire | Work with safety-oriented organizations such as Fire Safe to prepare and distribute educational materials and hold public information programs designed to inform homeowners in the High and Very High Fire Hazard Severity Zones about the value of installing and maintaining a fuel reduction zone and defensible space around their residences. | Riverside County Fire, Office of Emergency Management | 2 years | Adequate staffing |
| Action S-32 | Fire | Prohibit the use of invasive, ornamental plant species in the High and Very High Fire Hazard Severity Zones and require the use of fire-resistive, native plant species. | Community Development and Public Works Departments | Ongoing | Adequate staffing |
| Action S-33 | Fire | Continue to conduct regular inspections of parcels throughout the City, and direct property owners to bring their property into compliance with fire inspection standards. This includes enforcing the weed abatement and notification program, to reduce the potential for vegetation fires on vacant or poorly maintained lots, and encouraging homeowners to follow fire-safe practices, including maintaining a fire-safe landscape and keeping combustibles (such as wood fire) a safe distance away from all structures. | Community Development Department | Ongoing | Adequate staffing, with reviewers having the necessary credentials and certifications to conduct these inspections |
| Action S-34 | Fire | Encourage homeowners in wildland fire vulnerable areas (High and Very High Fire Hazard Severity Zones) to have fire plans in place and to practice evacuation procedures with all household members. | Office of Emergency Management | Short Term (within 5 years) | Adequate staffing and funding required to create educational materials |
| Action S-35 | Fire | Continue to require that all new habitable structures be designed in accordance with the most recent California Fire Code with local amendments adopted by the City, including the use of fire sprinklers in residential structures. | County Fire Department and Building and Safety Department | Ongoing | Adequate staffing |
| Action S-36 | Fire | Coordinate with the Riverside County Fire Department and train in NIMS-compliant emergency response procedures to provide assistance as needed during emergency situations. This includes conducting emergency response exercises, including mock earthquake-induced fire-scenario exercises, to evaluate and improve, as needed, the City's ability to respond to the multiple ignitions that an earthquake is likely to generate. | Office of Emergency Management | Annually | Adequate staffing |
| Action S-37 | Fire | Prepare a Local Hazard Mitigation Plan (LHMP) for the City. Until an LHMP for Menifee is complete, the City shall continue to adhere to the County of Riverside's LHMP. If complete, the City's LHMP will be adopted as an addendum to the Safety Element of the General Plan. If it is not yet completed by the time the Safety Element is adopted, the county's LHMP will be adopted. The City's LHMP should be updated every 5 years, per the requirements of the Federal Disaster Mitigation Act of 2000. | Office of Emergency Management | Short Term (within 5 years) | Adequate staffing |
| Action S-38 | Fire | Require all proposed construction meet the minimum standards for fire safety as defined in the Uniform Building Code and Uniform Fire Code. | Building and Safety Department and County Fire Department | Ongoing | Adequate staffing |

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|-------------|-------|--|---|---------|--------------------------------|
| Action S-39 | Fire | Require all proposed development in Hazardous Fire areas to provide secondary public access, unless determined otherwise by the county fire chief. | Building and Safety Department and County Fire Department | Ongoing | Adequate staffing |

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|----------------------------|-----------|---|---|-----------------------------|--|
| Action S-40 | Fire | Evaluate, in cooperation with the Riverside County Fire Department, public notification systems (such as a reverse 911 system) that can be used to warn residents of an approaching wildfire and provide evacuation instructions. | Office of Emergency Management | 2 years | Adequate staffing |
| Action S-41 | Fire | Continue to regularly evaluate specific fire hazard areas and adopt reasonable safety standards, such as adequacy of nearby water supplies, fire-retardant roofing materials, fire-equipment accessible routes, clarity of addresses, street signage, and street maintenance. | Planning and Public Works Departments | Ongoing | Adequate staffing |
| Action S-42 | Fire | Ensure that the Eastern Municipal Water District conducts annual fire flow tests and addresses any deficiencies as soon as possible. | Public Works Department and EMWD | Annually | Adequate staffing |
| Action S-43 | Fire | Develop and hold regular training exercises that involve residents as much as possible, such as through the City's Community Emergency Response Team (CERT) program, to empower individuals and neighborhoods to be self-reliant in the aftermath of a natural or man-made disaster. | Office of Emergency Management | Short Term (within 5 years) | Adequate staffing |
| Action S-44 | Fire | Pursue grant funding for sprinkler-retrofit projects for high-occupancy structures, and/or reach out to nonsprinklered high-occupancy structures to educate them on available grant funding sources they can utilize to retrofit their projects. | Finance and Building and Safety Departments | Short Term (within 5 years) | Adequate staffing |
| Hazardous Materials | | | | | |
| Action S-45 | Hazardous | Prohibit new facilities that use or store hazardous materials in quantities that would place them in the state's TRI or SQG databases in flood zones A, AE and X unless all standards of elevation, anchoring, and flood proofing have been implemented to the satisfaction of the City's Building Department and the Riverside County Fire Department. | Community Development and Building and Safety Departments | Ongoing | Adequate staffing |
| Action S-46 | Hazardous | Identify roadways along which hazardous materials are routinely transported. If critical facilities, such as schools, medical facilities, child care centers, or other facilities with special evacuation needs are located along these routes, the City, together with these facilities, will identify emergency response plans that can be implemented in the event of a roadway accident nearby that results in the unauthorized release of hazardous materials. | Planning and Public Works Departments, Office of Emergency Management, Riverside County Fire Department, Hazardous Materials Division | Short Term (within 5 years) | Adequate staffing |
| Action S-47 | Hazardous | Prohibit new facilities involved in the production, use, storage, transport, or disposal of hazardous materials near existing land uses that may be adversely impacted by such activities. Prohibit new sensitive facilities (like schools, child care centers, nursing homes) near existing sites that use, store, or generate hazardous materials. | Community Development and Building and Safety Departments | Ongoing | Adequate staffing |
| Action S-48 | Hazardous | Coordinate with regional providers of emergency services, including the county's fire and sheriff departments, to ensure that all residents, workers, and visitors to Menifee are protected from exposure to hazardous materials and wastes. | Office of Emergency Management, Riverside County Fire Department, Hazardous Materials Division | Ongoing | Adequate staffing |
| Action S-49 | Hazardous | Continue to allocate funding to operate the City's hazardous materials drop-off facility. | Public Works and Finance Departments | Ongoing | Adequate staffing and funding required to operate facility |
| Action S-50 | Hazardous | The City, in cooperation with the Riverside County Fire Department, Hazardous Materials Division, will continue to enforce disclosure laws that require all users, generators, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use or transport, and to notify the appropriate City, county, state, and federal agencies of a change in quantity or type of materials and in the event of a violation. | Community Development and Building and Safety Departments, Riverside County Fire Department, Hazardous Materials Division | Ongoing | Adequate staffing |

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|--|-------------------|---|---|---------|--|
| Action S-51 | Hazardous | Continue to reduce or eliminate the use of hazardous materials by using nontoxic, safer alternatives that do not pose a threat to the environment, or buying and using only the smallest amount of a hazardous substance to get the intended job done. The City will encourage residents and businesses in the City to do the same. | Community Development and Building and Safety Departments, Riverside County Fire Department, Hazardous Materials Division | Ongoing | Adequate staffing |
| Action S-52 | Hazardous | Require hazardous materials be stored in watertight containers that are not capable of floating or in flood-proof receptacles or tanks. | Building and Safety Department, Office of Emergency Management, Riverside County Fire Department, Hazardous Materials Division | Ongoing | Adequate staffing, review fees paid by project proponent. |
| Action S-53 | Hazardous | Require facilities that handle hazardous materials to install automatic fire and hazardous materials detection, reporting, and shut-off devices and install an alternative communication system in the event power is out or telephone service is saturated following an earthquake. | Building and Safety Department, Riverside County Fire Department, Hazardous Materials Division | Ongoing | Adequate staffing |
| Action S-54 | Hazardous | Work with the Eastern Municipal Water District to monitor the potential presence of perchlorate in well water. If perchlorate continues to be detected at measurable concentrations, programs to find and eradicate the source of this contaminant, and to clean up the perchlorate already in the water will have to be developed. | Public Works Department and EMWD | Ongoing | Adequate staffing |
| Disaster Preparedness, Response, and Recovery | | | | | |
| Action S-55 | Disaster Response | Maintain and update the emergency response organization consisting of representatives from all City departments, the Riverside County Fire and Sheriff Departments, local quasi-governmental agencies, private businesses, citizens, and other community partners involved in emergency relief and/or community-wide services. | Emergency Services Department in cooperation with the Riverside County Fire Department and other City agencies | Ongoing | Adequate staffing, funding |
| Action S-56 | Disaster Response | Continue to maintain mutual aid agreements with neighboring cities and the Riverside County Operational Area. | Emergency Services Department in cooperation with the Riverside County Fire Department and other City agencies | Ongoing | Adequate staffing, funding |
| Action S-57 | Disaster Response | Participate in regional and local emergency exercises, such as the Great California ShakeOut, an annual statewide earthquake drill that is generally held in October. | Emergency Services Department in cooperation with the Riverside County Fire Department and other City agencies, Menifee Unified School District, Menifee Valley Medical Center, CERT volunteers | Yearly | Individuals interested in planning and implementing the scenario exercises |

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|-------------|-------------------|--|--|---------------------------------------|--|
| Action S-58 | Disaster Response | The Riverside County Fire Department, in the annual review of these facilities, can encourage owners and operators to maintain alternate emergency exits, emergency evacuation plans, and emergency generators, and to anchor computers, shelving, and other nonstructural elements. | Building and Safety and Emergency Services Department in cooperation with the Riverside County Fire Department | Ongoing, on a yearly basis | Adequate staffing |
| Action S-59 | Disaster Response | Compile and maintain a list of facilities that because of population demands (such as mobility issues), construction type, location relative to a high hazard area, or other factors, may have a high risk and specific needs requiring special response during a disaster. | Emergency Services Department in cooperation with the Riverside County Fire Department | Short Term (in the next 1 to 5 years) | Adequate staffing and fiscal resources to fund the project |
| Action S-60 | Disaster Response | Enhance public awareness and preparedness by encouraging residents and businesses to store supplies for self-reliance following a disaster. Emergency preparedness kits should include, at a minimum, a three-day supply of drinking water and food for all members of the household or business, including pets. | Emergency Services Department in cooperation with the Riverside County Fire Department | Ongoing | Adequate staffing |
| Action S-61 | Disaster Response | Offer educational programs for residents and businesses regarding preventative actions to take prior to, during, and after an emergency, and involve the public in the awareness of City emergency response plans, resources, risk reduction, and mitigation measures. | Emergency Services Department in cooperation with the Riverside County Fire Department and other City agencies, CERT volunteers | Short Term (in the next 1 to 5 years) | Adequate staffing, funding |
| Action S-62 | Disaster Response | Identify the potential emergency shelter locations and draw agreements, as needed, with the owners and operators of those facilities. Specific sheltering amenities that each of these facilities can provide, including restrooms and showers, whether cooking can be done on site, and whether family pets are allowed, should be identified so that this information is available in advance of a disaster. Shelter locations for horses and other animals also need to be identified and procured. | Emergency Services Department in cooperation with the Parks and Recreation Department and other City agencies, American Red Cross, Salvation Army and other emergency response organizations, churches, Meniffee Unified School District | Short Term (in the next 1 to 5 years) | |
| Action S-63 | Disaster Response | Continue to support the development of local preparedness plans and multi-jurisdictional cooperation and communication for emergency situations consistent with regional, state (SIMS), and federal standards, guidelines, and/or recommendations (NIMS). | Emergency Services Department in cooperation with the Riverside County Fire Department and other City agencies | Ongoing | Adequate staffing with the necessary training, funding for the training of personnel and to prepare and implement the plans and agreements |
| Action S-64 | Disaster Response | Identify multilingual personnel and encourage them to assist in evacuation, short-term recovery activities, and meeting general community needs during times of emergency. | Human Resources Department and Office of Emergency Management | Ongoing | Adequate staffing |

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|-------------|-------------------|---|---|---------------------------------------|--------------------------------|
| Action S-65 | Disaster Response | Require all essential and critical facilities (including but not limited to essential City offices and buildings, medical facilities, schools, child care centers, and nursing homes) in or within 200 feet of Flood Zones A, AE and X, or within the dam inundation pathways, to develop disaster response and evacuation plans that address the actions that will be taken in the event of flooding or inundation due to catastrophic failure of a dam. | Community Development and Public Works Departments, Office of Emergency Management, school districts, individual facilities | Short to Long Term, within five years | |
| Action S-66 | Disaster Response | Require that dependent care facilities have all flood-vulnerable electrical circuitry flood-proofed. | Building and Safety Department | Ongoing | Adequate staffing |
| Action S-67 | Disaster Response | Coordinate with the Riverside County Airport Land Use Commission to review the Airport Land Use Plans for March Air Reserve Base and Perris Valley Airport and incorporate applicable disaster preparedness, response, and recovery measures into City disaster planning efforts. The City will consult with the March Inland Port Airport Authority, March Air Reserve Base, and Perris Valley Airport management as to the airports' roles in disaster response and recovery. | Office of Emergency Management | Short Term (in the next 1 to 5 years) | Adequate staffing |
| Action S-68 | Disaster Response | Evaluate proposals for new critical facilities to ensure they are outside of hazardous areas. If the facility must be located in a hazardous area, ensure that the project implements appropriate mitigation measures to protect the facility in the case of damage or disaster. | Community Development and Building and Safety Departments | Ongoing | Adequate staffing |
| Action S-69 | Disaster Response | Coordinate with the Public Utilities Commission (PUC) and/or utilize the Capital Improvement Program, to strengthen, relocate, or take other appropriate measures to safeguard high-voltage lines; water, sewer, natural gas and petroleum pipelines; and trunk electrical and telephone conduits that extend through areas of high liquefaction potential, cross active faults, or traverse earth cracks or landslides. | Public Works and Building and Safety Departments and Utility Providers | Ongoing | Adequate staffing |

| Noise Implementation Actions | | | | | |
|------------------------------|----------------|---|--|---------|--------------------------------|
| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
| Policy and Regulation | | | | | |
| Action N-1 | Policy and Reg | Require subdivisions adjacent to developed/occupied noise-sensitive land uses to submit a construction-related noise mitigation plan to the City for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project, through the use of methods such as: <ul style="list-style-type: none"> • Temporary noise attenuation fences; • Preferential location of equipment • Current noise suppression technology and equipment. | Community Development and Public Works Departments | Ongoing | Adequate staffing |
| Action N-2 | Policy and Reg | Prepare and adopt a Local Noise Ordinance and include, at a minimum, the following components: <ul style="list-style-type: none"> • Noise level measurement criteria • Exterior and interior noise standards • Standards for residential noise sources such as, but not limited to, leaf blowers, mobile vendors, mobile stereos and stationary noise sources such as home appliances, air conditioners, and swimming pool equipment • Regulation and enforcement of nuisances • Manner for enforcement of noise violations | Community Development Department | 2 years | Adequate staffing |
| Action N-3 | Policy and Reg | Require that a noise analysis be conducted by an acoustical specialist for all proposed noise-sensitive projects. Identify specific structural and site design features that will adequately mitigate noise impacts of nearby noise-generating uses or proposed noise-generating uses. Mitigation strategies could include setbacks, enclosures, sound walls, or natural barriers and landscaping, including hills, berms, boulders, and dense vegetation. | Community Development Department | Ongoing | Adequate staffing |

| Action | Topic | Implementation Action | Responsible Department | Timing | Resources Required to Complete |
|-----------------------------|-------------------|---|---|-----------------------------|---|
| Action N-4 | Policy and Reg | Require that a noise analysis be conducted by an acoustical specialist for all proposed projects that are potential major noise producers, including, but not limited to industrial, manufacturing, commercial uses, water treatment facilities, and schools. Identify structural and site design features that will adequately mitigate noise impacts if the project is either within proximity of a noise-sensitive land use, or on land designated for noise-sensitive land uses. Mitigation strategies could include selection of quieter equipment, setbacks, building design, enclosures, sound walls, or natural barriers and landscaping, including hills, berms, boulders, and dense vegetation. | Community Development and Building and Safety Departments | Ongoing | Adequate staffing |
| Action N-5 | Policy and Reg | Require applicants proposing the development of new noise-sensitive uses in areas exposed to ambient noise levels greater than 60 dBA CNEL to provide an acoustical study to demonstrate that the proposed uses will meet applicable noise standards and include mitigation strategies. | Community Development Department | Ongoing | Adequate staffing |
| Action N-6 | Policy and Reg | As part of any approvals of noise-sensitive projects where reduction of exterior noise to 65 dBA CNEL is not reasonably feasible, the developer shall be required to issue disclosure statements to be identified on all real estate transfers associated with the affected property that identifies regular exposure to noise. | Community Development and Public Works Departments | Ongoing | Adequate staffing |
| Action N-7 | Policy and Reg | Enforce Right-to-Farm Ordinance to protect Menifee's agricultural resources from noise complaints. | Community Development Department | Ongoing | Adequate staffing |
| Siting and Design | | | | | |
| Action N-8 | Siting and Design | Assist the efforts of local homeowners living in high noise areas to noise attenuate their homes through funding assistance and retrofitting program development, as feasible. | Community Development and Building and Safety Departments | Short term (within 5 years) | Adequate staffing |
| Transportation Noise | | | | | |
| Action N-9 | Transportation | Work with Caltrans to evaluate the potential need for sound barriers and/or other mitigation strategies along segments of I-215 that abut existing noise-sensitive land uses. | Community Development and Public Works Departments | Short term (within 5 years) | Adequate staffing, funding to share costs associated with mitigation strategies |
| Action N-10 | Transportation | Work with the Southern California Rail Authority and Union Pacific Railroad to construct noise barriers and implement quiet zones in areas where noise-sensitive uses exist or are proposed adjacent to railroad tracks, where feasible. | Community Development and Public Works Departments | Short term (within 5 years) | Adequate staffing, funding to share costs associated with mitigation strategies |
| Action N-11 | Transportation | Implement quiet zone standards for new railroad crossings. | Community Development and Public Works Departments | Short term (within 5 years) | Adequate staffing |
| Action N-12 | Transportation | Review development proposals to determine if they are within an airport noise impact area, and if so, require the proposed development to comply with applicable airport land use noise compatibility criteria. | Community Development and Public Works Departments | Ongoing | Adequate staffing |
| Action N-13 | Transportation | Evaluate existing roadways and repair paving in sections that need improvement. | Community Development and Public Works Departments | Short term (within 5 years) | Adequate staffing, funding to repair areas in need of improvement |
| Action N-14 | Transportation | Encourage and facilitate the use of nonmotorized and electric vehicles. | Community Development and Public Works Departments | Ongoing | Adequate staffing |
| Noise Spillover | | | | | |
| Action N-15 | Siting and Design | Require that the parking structures, terminals, and loading docks of commercial, industrial, office, and other noise-generating land uses be designed and managed to minimize the potential noise impacts of vehicles on site as well as on adjacent land uses. | Community Development Department | Ongoing | Adequate staffing |

EXCERPTS FROM EXISTING ADOPTED
CITY OF MENIFEE GENERAL PLAN

REGIONAL PLANNING EFFORTS

The City of Menifee participates in a number of significant regional planning efforts that impact land planning in the City, including the Riverside County Airport Land Use Commission (ALUC), the Southern California Association of Governments (SCAG) Sustainable Communities Strategy (SCS), and the Riverside County Multi-Species Habitat Conservation Plan (MSHCP).

As adopted by the Riverside County ALUC, the *Riverside County Airport Land Use Compatibility Plan Policy Document* establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. The basic function of airport land use compatibility plans is to promote compatibility between airports and the land uses that surround them. Although the ALUC has the sole authority to adopt this plan and to conduct compatibility reviews, the authority and responsibility for implementing the compatibility policies rests with the local governments. Portions of the City of Menifee are in the airport influence areas of the March Air Reserve Base and the Perris Valley Airport. The City of Menifee's General Plan, specifically the Land Use, Safety, Noise, and Housing Elements, are consistent with the Compatibility Plan, and the City supports the RCALUC in its regional planning efforts.

On April 4, 2012, the Regional Council of SCAG adopted the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy): Towards a Sustainable Future. The 2012–2035 RTP/SCS uses economic, regional transportation systems, and land use strategies to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. The City of Menifee Land Use and Circulation Elements set the stage for significant reductions in per capita vehicle miles traveled (based upon the Riverside County Transportation Analysis Model (RivTAM) analysis results) by focusing on integrating a land use plan that improves the balance of jobs and housing locally with a layered transportation network that accommodates multiple transportation modes for pedestrians, bicycles, and neighborhood electric vehicles (NEVs) and golfcarts (see the Circulation Element Background Report for further details).

The City also participates in the county's MSHCP. The MSHCP is a habitat conservation plan prepared pursuant to the federal Endangered Species Act (ESA) and the state's Natural Community Conservation Plan (NCCP). The County of Riverside, along with the 16 cities in the western portion of the county, are all participants in the MSHCP, and a member from each jurisdiction sits on the Regional Conservation Authority (RCA) Board. All discretionary actions undertaken by the City, such as approving a shopping center or grading permit for a new housing subdivision, requires environmental review under the MSHCP (among other programs).

ECONOMIC DEVELOPMENT CORRIDOR

The EDC designation is intended to provide economic vitality and flexibility in land use options to promote economic development along the City's major corridors. The Economic Development Corridor areas identified on the Land Use Plan are intended to function differently than the typical patterns of segregated uses in that the



SAFETY ELEMENT

HOME PAGE

OVERVIEW

It is of fundamental importance to the City of Menifee to protect and preserve the health, safety, and welfare of the community to ensure that it continues to be a place people want to live, work, and spend their time. The Safety Element of the General Plan provides a strategy for City staff, residents, developers, and business owners to effectively address natural and man-made hazards in Menifee, including seismic and geological issues; flood hazards; fire hazards; hazardous materials; wind hazards; and disaster preparedness, response, and recovery. The policies and action items provided herein can help create a community that is minimally at risk from natural hazards and that responds quickly, effectively, and efficiently to those hazards. It is the primary goal of this document that as the policies and actions are implemented over the next 20 years, the City of Menifee will be increasingly less impacted by disasters, and in the process, become more self-reliant, sustainable, and prosperous.

The first step in hazard mitigation is to understand the community's vulnerability to the various natural and man-made hazards that can impact the region. To that end, the Safety Element identifies the potential hazards that can significantly affect the City of Menifee. More in-depth information regarding these hazards is provided in the supporting Technical Background Report.

PURPOSE OF ELEMENT

Section 65302 of the State of California Government Code identifies seven mandatory elements in a General Plan, including Safety. Section 65302 (g) defines the types of hazards that need to be identified and addressed.

The following hazards, along with strong winds, hazardous materials, and critical facilities (including airports) and emergency response, are considered in Menifee's Safety Element.

1. Seismic hazards, including strong ground shaking, surface fault rupture, and seismically induced ground failure, such as liquefaction and slope failures;
2. Geologic hazards, including slope instability due to non-seismic causes, and subsidence;
3. Flooding hazards, including storm-induced flooding, inundation resulting from the failure of water reservoirs, dams, and levees, and areas vulnerable to flooding after wildfires;
4. Fire hazards, including both wildland fires and structure fires in the urban area.

[Exhibit S-b2.3: Diamond Valley Lake Saddle Dam Failure](#)
[Exhibit S-b2.4: Lake Perris Dam Failure](#)
[Exhibit S-b2.5: Hemet Dam Failure](#)
[Exhibit S-b2.6: Diamond Valley Lake East Dam Failure](#)
[Exhibit S-b2.7: Diamond Valley Lake Forebay Dam Failure](#)
[Exhibit S-b3: Historical Wildland Fires](#)
[Exhibit S-b4: Hazardous Materials](#)

Additional Information

[Riverside County Airport Land Use Commission](#)

GENERAL PLAN EXHIBITS

[Exhibit S-1: Fault Map](#)
[Exhibit S-2: Slope Distribution](#)
[Exhibit S-3: Liquefaction and Landslides](#)
[Exhibit S-4: Geologic Map](#)
[Exhibit S-5: Flood Hazards](#)
[Exhibit S-6: High Fire Hazard Areas](#)
[Exhibit S-7: Critical Facilities](#)

GOALS AND POLICIES

SEISMIC AND GEOLOGIC ISSUES

The Menifee General Plan area is highly diverse geologically, the result of both the youthful seismic setting of the surrounding region and the effects of climate. No active faults (faults that show evidence of having experienced surface displacement within the last 11,000 years) have been mapped in the Menifee General Plan area; therefore, the hazard of primary surface fault rupture is considered low to none. However, Menifee is located near several regional active faults —such as the San Jacinto and Elsinore faults—that have the potential to cause strong ground shaking in the area (see Exhibit S-1, Fault Map).

Topographically, the Menifee area encompasses numerous rugged and moderately steep hills and mountains surrounded by a series of broad, nearly flat-bottomed valleys (see Exhibit S-2, Slope Distribution). Most development in the area occurs in the valleys and low hillside areas, with the prominent hills and ridgelines largely undeveloped. As a result, slope instability, including rockfalls, debris flows, or ridgetop shattering, is a potential hazard only where development has encroached onto the hills or is at the base of the hills. Most slope damage in the region is likely to occur as a result of earthquake-induced shaking or during periods of exceptional and/or prolonged rainfall.

Seismic shaking can also cause various types of ground deformation; liquefaction and slope failure are the most destructive of these. When liquefaction occurs, the soils that liquefy lose their ability to support structures; buildings may sink or tilt, with the potential for extensive structural damage. Three areas in Menifee are thought

HAZARDOUS MATERIALS

Hazardous materials are used every day in industrial, commercial, medical, and residential applications. The primary concern associated with a hazardous materials release is the short- and/or long-term effect to the public from exposure to these substances. Although compared to other cities in southern California, Menifee has a relatively low number of sites that generate, use, or store hazardous materials, it is still critical to plan for hazardous materials in order to ensure public safety. See Exhibit bS-4, Hazardous Materials Sites, for the location of hazardous material sites in Menifee.

Goal S-5: A community that has reduced the potential for hazardous materials contamination.

Policies

- S-5.1 Locate facilities involved in the production, use, storage, transport, or disposal of hazardous materials away from land uses that may be adversely impacted by such activities and areas susceptible to impacts or damage from a natural disaster.
- S-5.2 Ensure that the fire department can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City.
- S-5.3 Continue to support the operation of programs and recycling centers that accept hazardous substances, such as paint, paint thinner, used waste oil, etc.
- S-5.4 Ensure that all facilities that handle hazardous materials comply with federal and state laws pertaining to the management of hazardous wastes and materials.
- S-5.5 Require facilities that handle hazardous materials to implement mitigation measures that reduce the risks associated with hazardous material production, storage, and disposal.

DISASTER PREPAREDNESS, RESPONSE, AND RECOVERY

A disaster is a sudden and dramatic emergency. When a disaster occurs, the threatened community strives to: 1) protect its residents to the extent possible, 2) care for victims, and 3) restore basic services as soon as possible. To do this, a community needs to respond quickly and dynamically and as effectively as possible. This requires preparation at all levels, from the federal government (for large-scale disasters) down to individual neighborhoods, families, and businesses. Planning issues pertaining to emergency response, disaster preparedness, and disaster recovery require an assessment of the hazards, identification of functions and resources to handle short-term and long-term response, and development of recovery procedures. Planning can help speed the response to an emergency, while ensuring that the response is appropriate to the situation.

Some level of preparedness, however basic, can be very useful to facilitate the safety and recovery of people who live and work in the City of Menifee.

HazUS (short for Hazards United States) is a methodology developed by the National Institute of Building Sciences with funding from the Federal Emergency Management Agency to make standardized loss estimates at a regional scale resulting from earthquakes, floods, or hurricanes. HazUS addresses nearly all aspects of the built environment and is used in planning for disaster loss mitigation and emergency preparedness, response and recovery. HazUS breaks critical facilities into two groups: (1) essential facilities and (2) high potential loss (HPL) facilities. Essential facilities are those parts of a community's infrastructure that must remain operational after an earthquake. Buildings that house essential services include hospitals, emergency operation centers, fire and police stations, schools, airport control towers, and communication centers. HPL or high-risk facilities are those that, if severely damaged, may result in a disaster far beyond the facilities themselves. Examples include power plants; dams and flood control structures; and industrial plants that use or store explosives, extremely hazardous materials, or petroleum products in large quantities, Exhibit S-7, Critical Facilities, identifies where these facilities are located in Menifee.

Goal S-6: A City that responds and recovers in an effective and timely manner from natural disasters such as flooding, fire, and earthquakes, and as a result is not impacted by civil unrest that may occur following a natural disaster.

Policies

- S-6.1 Continuously review, update, and implement emergency preparedness, response, and recovery plans that make the best use of the City- and county-specific emergency management resources available.
- S-6.2 Ensure to the fullest possible extent that, in the event of a major disaster, critical, dependent care and high-occupancy facilities remain functional.
- S-6.3 Work with the Riverside County Airport Land Use Commission to strengthen the City's disaster preparedness, response, and recovery program in accordance with the Airport Land Use Plans for March Air Reserve Base and Perris Valley Airport.
- S-6.4 Locate new essential or critical facilities away from areas susceptible to impacts or damage from a natural disaster.
- S-6.5 Promote strengthening of planned and existing critical facilities and lifelines, the retrofit and rehabilitation of existing weak structures, and the relocation of certain critical facilities as necessary to adequately meet the needs of Menifee's residents and workforce.



NOISE ELEMENT

HOME PAGE

OVERVIEW

Noise is generally defined as unwanted sound that can negatively affect the physiological or psychological well-being of individuals or communities. Elevated ambient noise levels can result in noise interference (e.g., speech interruption/masking, sleep disturbance, disturbance of concentration) and cause annoyance. The City of Menifee is impacted by several types of noise sources, many of them directly connected with major roadways that traverse the City. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in most communities; in Menifee, major transportation noise sources include Interstate 215 (I-215) and State Route 74 (SR-74). In addition, rail lines operated by the Burlington Northern Santa Fe (BNSF) contribute minimally to the noise environment in the Romoland community. Secondarily, land uses throughout the City generate stationary-source noise. Certain land uses are particularly sensitive to noise and vibration, including residential, school, and open space/recreation areas where quiet environments are necessary for enjoyment, public health, and safety. The Noise Element contains policies for limiting the noise generated from future projects as well as means to abate existing noise problems.

PURPOSE OF ELEMENT

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise.

The Noise Element is a mandatory component of the General Plan pursuant to the California Planning and Zoning Law, Section 65302(f). This element also follows guidelines adopted by the Office of Planning and Research in the State of California General Plan Guidelines. The primary function of the Noise Element is to ensure that considerations of noise are incorporated into the land use planning and decision-making process. The Noise Element of the General Plan is directly related to both the land use and circulation elements. It identifies the major noise sources in the City and contains goals and policies to protect citizens from excessive noise exposure. These goals and policies are consistent with applicable state and local noise standards and guidelines to control noise exposure and to promote land use compatibility with the noise environment.

BACKGROUND

Noise is a given component of everyday activities: the sound of a popular restaurant at night, the ringing of a school bell, the horn of a train, or the rush of traffic. To ensure that noise impacts do not negatively affect the

community's quality of life, special attention must be paid to providing policy direction to enhance land use compatibility and support mitigation strategies that limit noise impacts, especially on sensitive uses. As the City continues to experience new development, City leaders are also committed to maintaining the community's rural character. With new development comes the potential for new impacts, including those resulting from noise and vibration. Transitions between urban and rural and residential and nonresidential land uses become increasingly important to preserve the quality of life and typical character of the community. The Noise Element is organized around two general topics: protecting noise-sensitive land uses and limiting noise-spillover from noise-generating uses. The protection of noise-sensitive land uses is best achieved through a combination of policies related to regulation, siting and design, and transportation.

REFERENCE MATERIAL

For detailed information related to noise, please refer to the following reference materials. (Weblinks are available on the City's General Plan website).

City Resources

[Noise Background Document & Definitions](#)

[Exhibit N-b1: Existing Noise Contours](#)

[General Plan Environmental Impact Report](#)

Additional Information

[Riverside County Airport Land Use Commission](#)

[March Joint Powers Authority](#)

[Perris Valley Link Metrolink Extension](#)

GENERAL PLAN EXHIBITS

[Exhibit N-1: Future Noise Contours](#)

GOALS AND POLICIES

Goal N-1: Noise-sensitive land uses are protected from excessive noise and vibration exposure.

Policies: Policy and Regulation

- N-1.1 Assess the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development project applications.
- N-1.2 Require new projects to comply with the noise standards of local, regional, and state building code regulations, including but not limited to the City's Municipal Code, Title 24 of the California Code of Regulations, the California Green Building Code, and subdivision and development codes.
- N-1.3 Require noise abatement measures to enforce compliance with any applicable regulatory mechanisms, including building codes and subdivision and zoning regulations, and ensure that the recommended mitigation measures are implemented.

- N-1.4 Regulate the control of nuisances, such as residential party noise and barking dogs, through the City's Municipal Code.
- N-1.5 Protect agricultural uses from noise complaints that may result from routine farming practices.
- N-1.6 Coordinate with the County of Riverside and adjacent jurisdictions to minimize noise impacts from adjacent land uses along the City's boundaries, especially its rural edges.
- N-1.7 Mitigate exterior and interior noises to the levels listed in the table below to the extent feasible, for stationary sources adjacent to sensitive receptors:

| Land Use | Interior Standards | Exterior Standards |
|---|--|--|
| Residential 10:00 p.m. to 7:00 a.m. 7:00 a.m. to 10:00 p.m. | 40 L _{eq} (10 minute) 55 L _{eq} (10 minute) | 45 L _{eq} (10 minute) 65 L _{eq} (10 minute) |

Policies: Siting and Design

- N-1.8 Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state, and City noise standards and guidelines as a part of new development review.
- N-1.9 Limit the development of new noise-producing uses adjacent to noise-sensitive receptors and require that new noise-producing land be are designed with adequate noise abatement measures.
- N-1.10 Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors adjacent to the I-215 or within the projected noise contours of any adjacent airports.
- N-1.11 Discourage the siting of noise-sensitive uses in areas in excess of 65 dBA CNEL without appropriate mitigation.
- N-1.12 Minimize potential noise impacts associated with the development of mixed-use projects (vertical or horizontal mixed-use) where residential units are located above or adjacent to noise-generating uses.
- N-1.13 Require new development to minimize vibration impacts to adjacent uses during demolition and construction.

Policies: Transportation Noise

- N-1.14 Minimize vibration impacts on people and businesses near light and heavy rail lines or other sources of ground-borne vibration through the use of setbacks and/or structural design features that reduce vibration to levels at or below the guidelines of the Federal Transit Administration. Require new

development within 100 feet of rail lines to demonstrate, prior to project approval, that vibration experienced by residents and vibration-sensitive uses would not exceed these guidelines.

N-1.15 Employ noise mitigation practices and materials, as necessary, when designing future streets and highways, and when improvements occur along existing road segments. Mitigation measures should emphasize the establishment of natural buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.

N-1.16 Collaborate with transportation providers, including airport owners, the Federal Aviation Administration, Caltrans, Southern California Association of Governments, neighboring jurisdictions, and railroad owners and operators, to prepare, maintain, and update transportation-related plans that minimize noise impacts and identify appropriate mitigation measures.

N-1.17 Prevent the construction of new noise-sensitive land uses within airport noise impact zones. New residential land uses within the 65 dB CNEL contours of any public-use or military airports, as defined by the Riverside County Airport Land Use Commission, shall be prohibited.

N-1.18 Work with the Southern California Regional Rail Authority and railroad owners and operators to reduce the noise impacts on noise-sensitive uses adjacent to railroad tracks.

N-1.19 Monitor proposals for future transit systems and require noise control to be considered in the selection of transportation systems that may affect the City.

N-1.20 Adhere to any applicable Riverside County Airport Land Use Commission land use compatibility criteria, including density, intensity, and coverage standards.

Goal N-2: Minimal noise spillover from noise-generating uses, such as agriculture, commercial, and industrial uses into adjoining noise-sensitive uses.

Policies

N-2.1 Require that new developments abutting residentially designated properties that operate stationary noise sources such as industrial, commercial, entertainment, institutional uses, hospitals, or large hotels, be designed to minimize noise impacts generated by loading areas, parking lots, trash enclosures, mechanical equipment, and any other noise-generating features to the extent feasible.

N-2.2 Require commercial or industrial truck delivery hours to be limited when adjacent to noise-sensitive land uses unless there is no feasible alternative or there are overriding transportation benefits.

N-2.3 Limit the hours and/or require attenuation of commercial/entertainment operations adjacent to residential and other noise-sensitive uses.

Administration to sound a warning horn at one-quarter mile from all at-grade crossings and at a maximum 110 dBA, as measured at 100 feet, except those that have established a Quiet Zone. A Quiet Zone is a segment of rail line where locomotive horns are not routinely sounded. There are no Quiet Zones established for the City of Menifee. At most crossings, warning bells generate sound levels that should not be more than 105 dBA and not less than 85 dBA. They typically operate between 30 to 60 seconds per normal-through-train movement. Within City limits there are several grade crossings at minor local streets; Menifee Road is currently the only grade crossing that includes warning bells and gates. The warning bells are active whenever a train is physically occupying the space where the railroad and roadway intersect. The noise contours generated from existing train activity do not extend past the rail right-of-way; however, increased activity or expanded service may result in increased impacts on the City unless mitigated.

The San Jacinto Branch Line Commuter Rail (Perris Valley Line) Project is a 24-mile extension of the Metrolink 91 Line, currently providing service from Riverside to Fullerton and downtown Los Angeles. The extension would begin at a junction with the Burlington Northern Santa Fe line, north of the city of Riverside and turn southeast along the San Jacinto Branch Line. The terminus of the line is in the City of Perris near Route 74 and Mapes Road, less than a quarter mile from the City of Menifee's boundary. At this time, no new noise impacts to the City of Menifee are expected as a result of this rail project. However, the City has expressed interest in exploring the possibility of extending the Metrolink 91 line beyond the South Perris station and creating an additional transit stop in Menifee. If this should occur, additional noise mitigation could be required and should be evaluated at that time.

Aircraft Noise

Portions of the City of Menifee are in the airport influence areas of the March Air Reserve Base and the Perris Valley airports. Aircraft overflights, takeoffs, and landings at airports and heliports in the region contribute to the ambient noise environment. According to guidelines included in the Riverside County Airport Land Use Compatibility Plan, areas exposed to aircraft noise levels above 65 dBA CNEL are considered clearly unacceptable for new residential land uses, schools, libraries, and hospitals. For churches, auditoriums, concert halls, and amphitheaters, noise levels above 70 dBA CNEL are clearly unacceptable. In addition, the maximum, aircraft-related, interior noise level that shall be considered acceptable for sensitive land uses near airports is 45 dBA CNEL. In 2012, no portions of the City are within the 65 dBA CNEL noise contours of any airport. Aircraft overflights will be heard in the City; however, noise impacts would be minor. Please see the Airport Land Use Plans for each airport for further details related to flight patterns and noise impacts.

March Air Reserve Base

The March Air Reserve Base is an active military base that operates a wide range of military aircraft, including fighters, tankers, and transport airplanes. The main tenant is the California Air National Guard; there is also civilian aircraft activity under a joint use agreement. Most operations are related to transport and refueling planes, and most activities occur during the daytime, but approaches and departures also occur in the evening and nighttime. According to the Air Installation Compatible Use Zone Study (AICUZ), the airport's 65 dBA CNEL is well outside the City of Menifee boundaries; however, the 60 dBA CNEL contour extends thru a portion of the City's limits, generally

north of Watson Road and east of Sherman Road (Citizen's brochure for the March Air Reserve base, 2005). Affected land uses are low density residential uses.

A portion of Menifee, generally north of Newport Road and east of I-215, is covered by March Air Reserve Base Compatibility Zones D (Flight Corridor Buffer) or E (Other Airport Environs). Development in this area is subject to the policies of the Riverside County Airport Land Use Compatibility Plan. Neither Compatibility Zones D or E have density or height restrictions, but uses that are hazards to flight (physical, visual, and electronic forms that interfere with the safety of aircraft operations) are prohibited. Although no explicit upper limit on usage intensity is defined for Zones D or E, land uses of the types listed in the Compatibility Plan—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. Additionally, major spectator-oriented sports stadiums, amphitheatres, and concert halls are discouraged beneath principal flight tracks in Zone D, and electromagnetic radiation notification and deed notice and disclosure are required in Zone D but only disclosure is required in Zone E.

Perris Valley Airport

The Perris Valley Airport, approximately one mile northwest of the City, is a specialized facility catering predominantly to skydivers and ultralight aircraft enthusiasts. The airport operator estimates that the Airport services an annual total of 34,000 aircraft operations (averaging 94 operations per day), excluding ultralight aircraft flights. Twin-engine piston and turboprop aircraft account for approximately 80 percent of these operations.

According to the Perris Valley ALUP (RCALUC 2010), portions of the Airport Influence Area (AIA) are located within City of Menifee limits, in the northwestern portion of the City. Affected land uses within the AIA would be Economic Development Corridor (EDC) land uses, and residential land uses located north of Rouse Road and west of Barnett Road. However, the 60 dBA CNEL noise contours for future operations are outside City limits. A portion of the Perris Valley Airport Compatibility Zone E (Other Airport Environs) extends into Menifee, generally north of Rouse Road and west of I-215. See the discussion on Compatibility Zone E in the prior section on March Air Reserve Base.

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Tuesday, July 4 (Independence Day), and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m.

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

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

DATE OF HEARING: July 13, 2017

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

5

ZAP1243MA17 – City of Menifee (Representative: Cheryl Kitzerow). City of Menifee Case No. GPA 2017-172 (General Plan Amendment). A proposal to amend the text and diagrams of the City’s General Plan in order to establish consistency with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan and the 2011 Perris Valley Airport Land Use Compatibility Plan, and with the compatibility criteria therein. (Compatibility Zones D and E)

FURTHER INFORMATION: Contact John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Cheryl Kitzerow, Community Development Director of the City of Menifee, at (951) 672-6777.

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

ALUC Identification No.

2AP1243MA17

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application _____

Property Owner CITY OF MENIFEE Phone Number 951 672-6777

Mailing Address 29714 HAUN RD
MENIFEE, CA 92586

Agent (if any) LISA GORDON, PLANNING Phone Number (951) 725-3739

Mailing Address MANAGER
SAME AS ABOVE

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address CITY OF MENIFEE

Assessor's Parcel No. _____ Parcel Size _____

Subdivision Name _____ Zoning _____

Lot Number _____ Classification _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) REVIEW OF CITY OF MENIFEE GENERAL PLAN.

Proposed Land Use (describe) _____

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____

For Other Land Uses Hours of Use _____

(See Appendix C) Number of People on Site Maximum Number _____
 Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) _____ ft.

Highest Elevation (above sea level) of Any Object or Terrain on Site _____ ft.

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

If yes, describe _____

Munch

| REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE) | | | |
|--|---|---|--|
| Date Received | _____ | Type of Project | |
| Agency Name | <u>CITY OF MENIFEE</u> <u>Cheryl Kitzrow</u> | <input type="checkbox"/> General Plan Amendment | |
| Staff Contact | <u>USA GORDON</u> | <input type="checkbox"/> Zoning Amendment or Variance | |
| Phone Number | <u>(951) 723-3739</u> | <input type="checkbox"/> Subdivision Approval | |
| Agency's Project No. | <u>GPA 2617-172</u> | <input type="checkbox"/> Use Permit | |
| | | <input type="checkbox"/> Public Facility | |
| | | <input type="checkbox"/> Other _____ | |

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.4

HEARING DATE: July 13, 2017

CASE NUMBER: ZAP1025BA17 -- Burgess Family Trust (Representative: Marcell & Associates)

APPROVING JURISDICTION: City of Banning

JURISDICTION CASE NO: BR179502 (Billboard Review)

MAJOR ISSUES: The proposed digital LED sign may have the potential to create glare and act as a distraction to pilots which could constitute a hazard to flight. However, at this time, there is no indication that the sign would impact aircraft navigation that would result in a direct conflict with aviation regulation standards relating to glare and distraction.

RECOMMENDATION: Staff recommends that the Commission find the proposed Billboard Review CONDITIONALLY CONSISTENT, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

PROJECT DESCRIPTION: The applicant proposes to remove the existing static billboard sign on a 0.89 acre parcel located at 1680 Ramsey Street, and replace it with a 55 foot tall dual “V” shaped dynamic LED billboard sign.

PROJECT LOCATION: The project site is located at 1680 Ramsey Street, easterly of Hathaway Street, and northerly of Interstate 10 within the City of Banning, approximately 833 feet northerly of the westerly terminus of Runway 8-26 at Banning Municipal Airport.

LAND USE PLAN: 2004 Banning Airport Land Use Compatibility Plan, as amended in 2016

- a. Airport Influence Area: Banning Municipal Airport
- b. Land Use Policy: Airport Compatibility Zone D
- c. Noise Levels: Below 55 CNEL from aircraft

BACKGROUND:

Non-Residential Intensity: The site is located within Compatibility Zone D, which under the recently adopted 2016 Amendment to Banning Municipal Airport Compatibility Plan, limits average intensity to 200 people per acre and 800 people per single acre (with up to 1,000 people permitted during special events occurring not more than three days in any calendar year). The proposed sign does not affect the potential capacity of on-site structures.

Prohibited and Discouraged Uses: The proposed sign is not a prohibited or discouraged use in Compatibility Zone D; however, due to its location, orientation, and type, the sign may create hazards to flight like glare and distraction.

The proposed sign is 55 feet in height, with a dual “V” shaped dynamic LED sign face totaling 672 square feet per side (14 feet in height and 48 feet in width). The City of Banning regulates its signs through their Sign Ordinance Section 17.36 and Resolution No. 2015-96 which provides design guidelines for billboard and outdoor advertising signs. Sign Ordinance 17.36 prohibits signs which “simulate in color or design a traffic sign or signal, or which make use of words, symbols or characters in such a manner to interfere with, mislead, or confuse pedestrian or vehicular traffic” (which has included and modified as an ALUC condition pertaining to aircraft navigation). Resolution No. 2015-96 regulates electronic message signs through the following:

- Be shielded to prevent light or glare intrusion onto adjoining properties that are located within 500 feet,
- Message changes shall be limited to one message every six seconds,
- Prohibit messages that are animated, flashing, sparkling, moving lights, and scrolling, and
- Contain automatic dimmers that maintain a maximum luminance of 7,500 nits during daylight hours and 500 nits from dusk to sunrise and during times of fog.

The proposed dual facing sign is orientated in both easterly and westerly directions to maximize capturing the attention of motorists on Interstate 10. The sign face trajectory also can be seen by pilots taking-off from, or landing at, the westerly terminus of Runway 8-26. The proposed brightness and changing displays of the sign could impact pilots through glare and as a distraction. Therefore, the project has been conditioned that in the event of any incidence regarding glint, glare, flash, or distraction as a result of the operation of the sign, the sign operator shall take all measures necessary to eliminate the impacts to the satisfaction of the airport operator, as well as prohibiting any advertisement that simulates colors and graphics that could be confused with aeronautical signs/symbols.

At this time, there are no aviation standards regulating LED signs in terms of glare and distraction. However, through the implementation of the City’s sign ordinance and sign resolution restricting the use of sign advertisements that could interfere with air navigation safety, and ALUC’s condition that in the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, the project operator shall work with the airport operator to prevent recurrence of the incidence, the project’s impact on air navigation would be less than significant.

Noise: The property lies outside the 55 CNEL aircraft noise contour. Therefore, special measures to mitigate aircraft-generated noise would not be required for most types of development on this property.

Part 77: The elevation of Runway 8-26 at its westerly terminus is approximately 2,219 feet above mean sea level (AMSL). At a distance of approximately 833 feet from the runway, FAA review would be required for any structures with peak elevations exceeding 2,227 feet AMSL. The site elevation is 2,246 feet AMSL, and the proposed sign height is 55 feet, for a maximum elevation of 2,301 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service (FAAOES) is required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study No. 2017-AWP-5818-OE to this project.

Open Area: Compatibility Zone D requires that 10% of area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas. The project is located on 0.89 acres and therefore open area is not required.

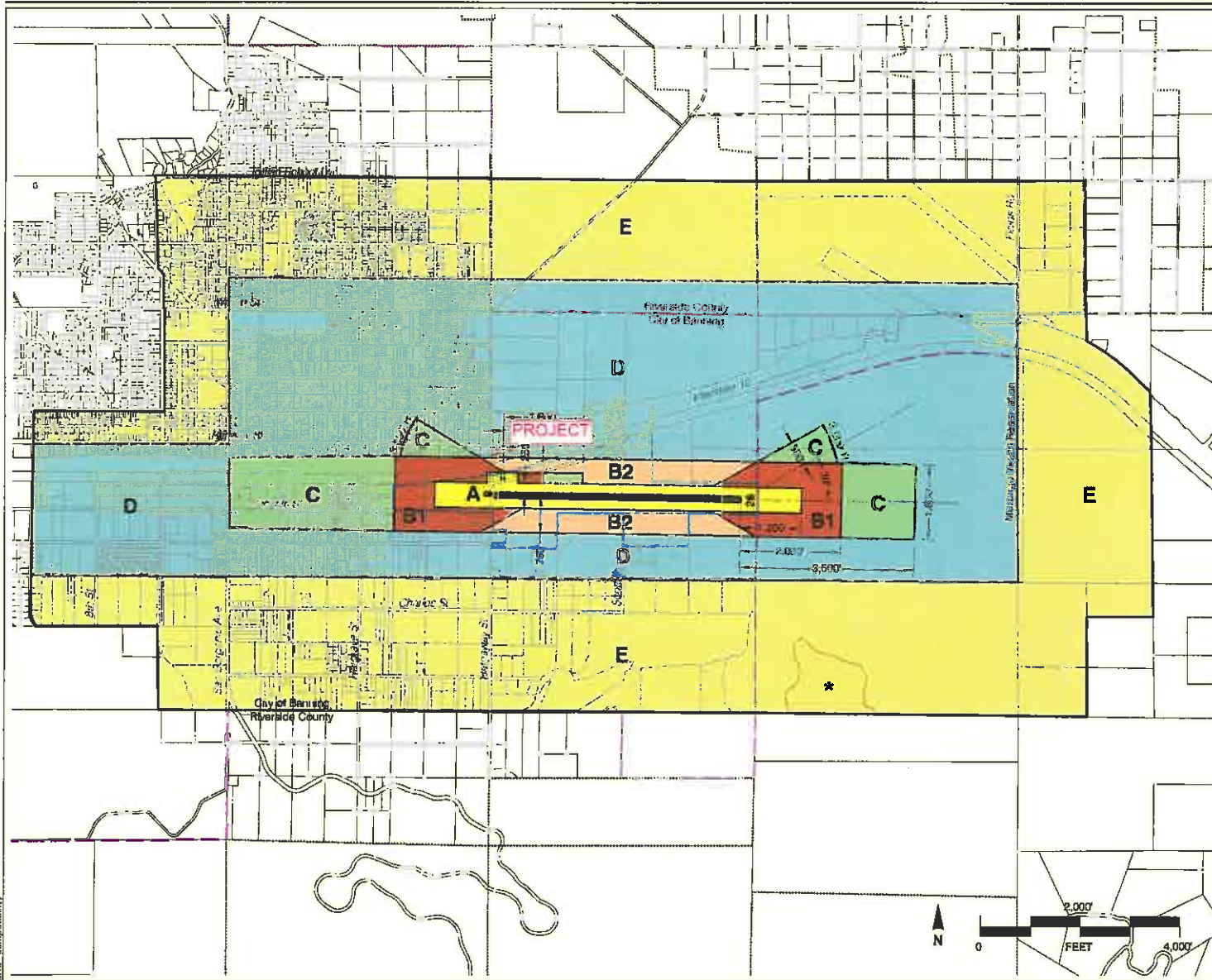
CONDITIONS:

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 shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

3. The attached notice shall be provided to all potential purchasers of the property, and shall be recorded as a deed notice.
4. 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, realignment of the sign, covering them at the time of day when incidences of glare occur, 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.
5. 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.
6. The LED sign shall prohibit any advertisements that utilizes colors and graphics that could be misinterpreted by aircraft pilots as aviation related signs/symbols.

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
- 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

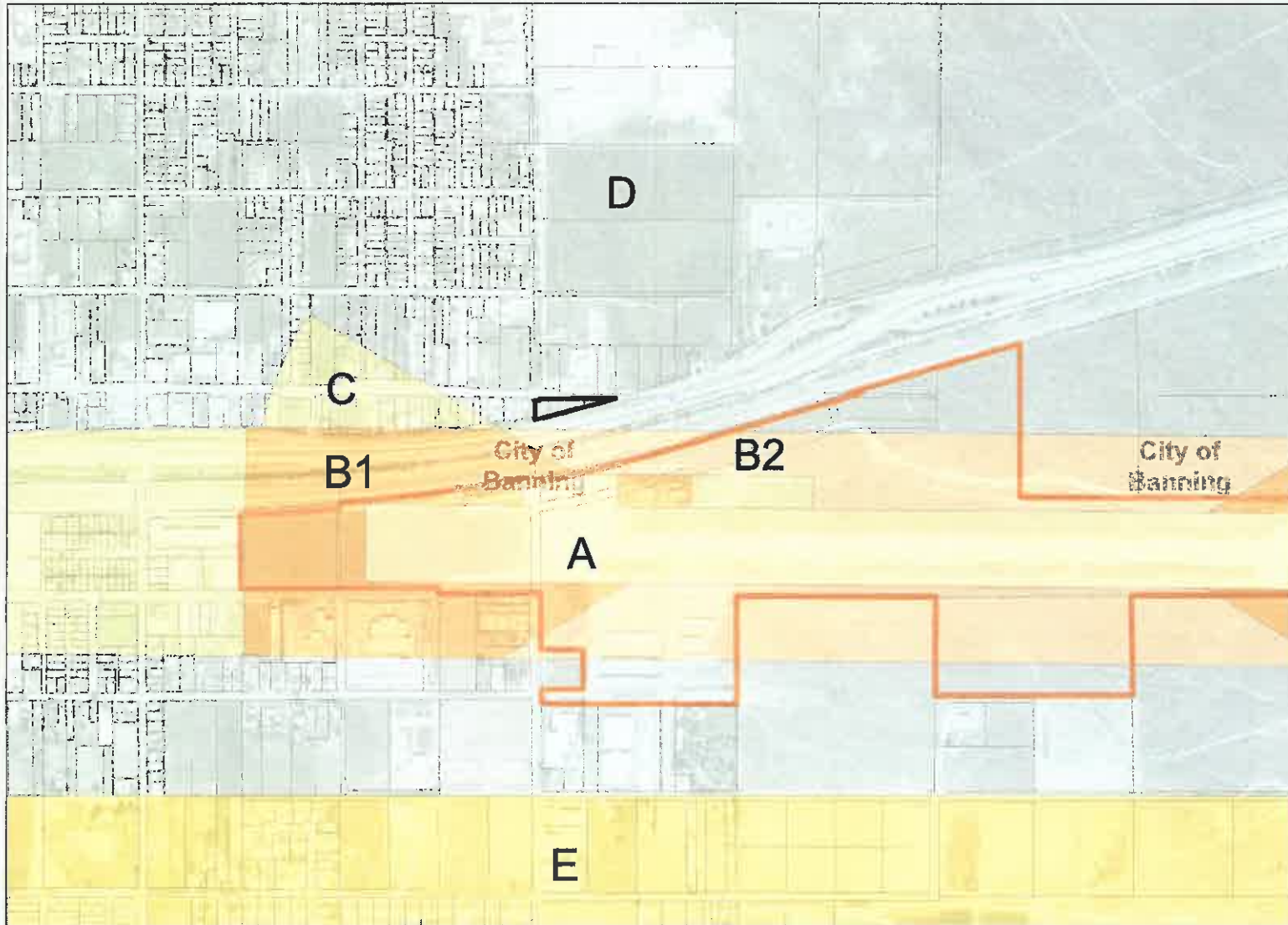
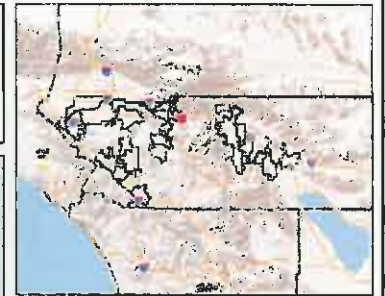
Compatibility Map
 Banning Municipal Airport

BNC-compatibility



VICINITY MAP

My Map



Legend

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



0 1,234 2,469 Feet



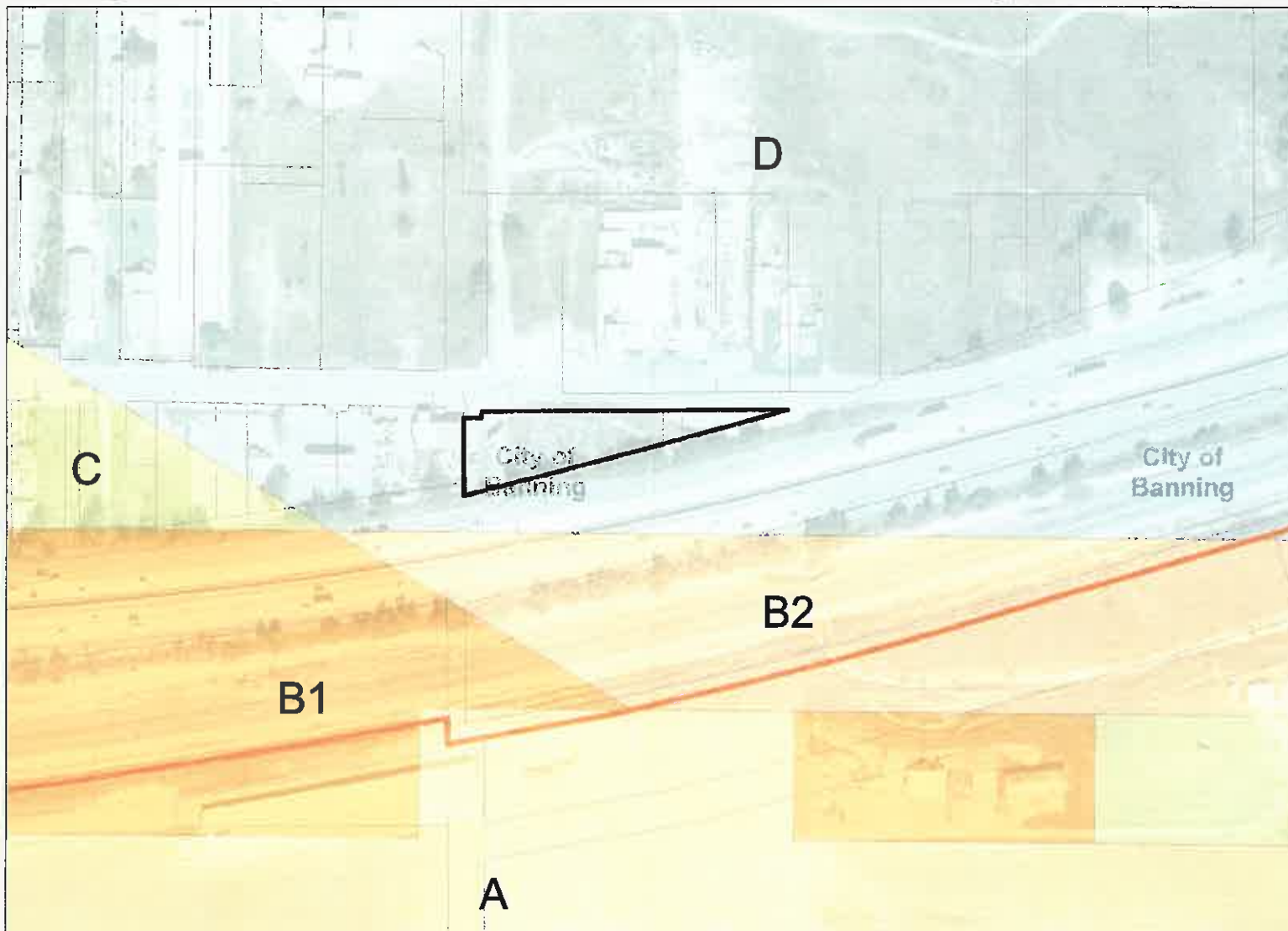
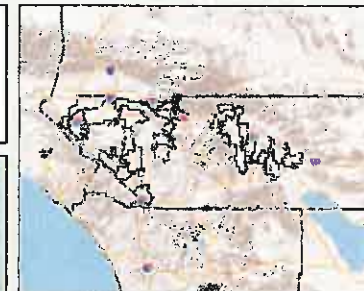
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/24/2017 9:46:01 AM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 309 617 Feet



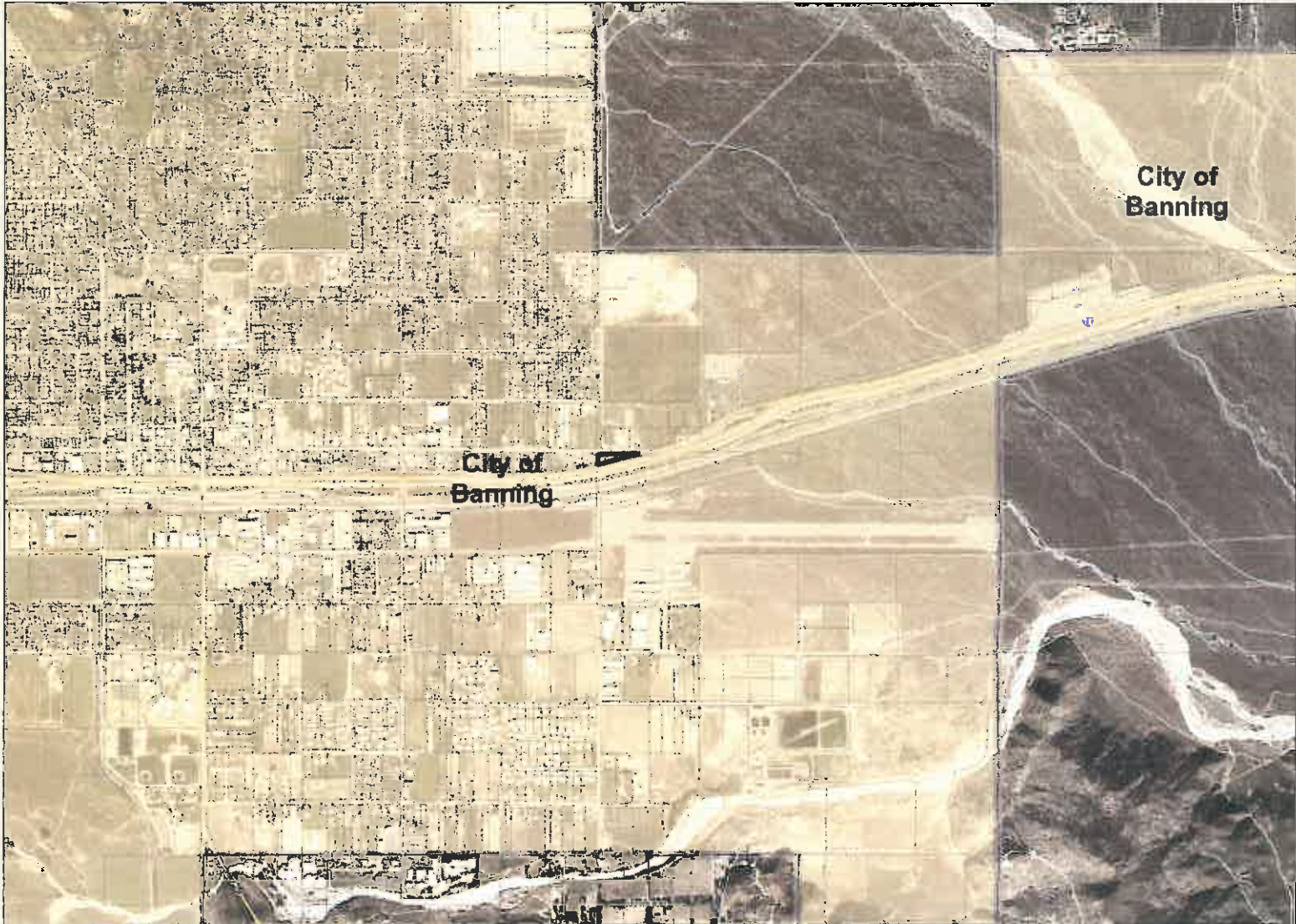
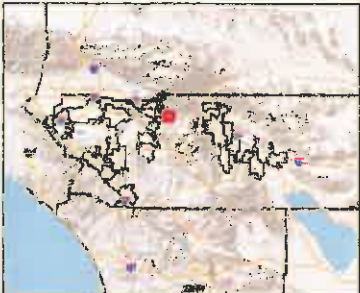
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/24/2017 9:40:39 AM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 2,469 4,938 Feet



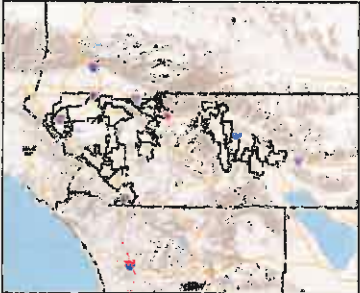
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/24/2017 9:49:40 AM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 309 617 Feet



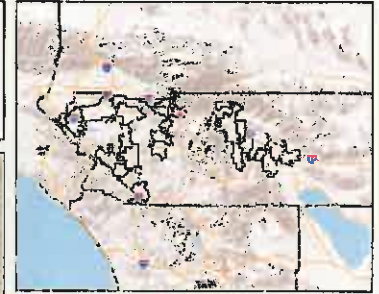
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/24/2017 9:50:55 AM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 154 309 Feet

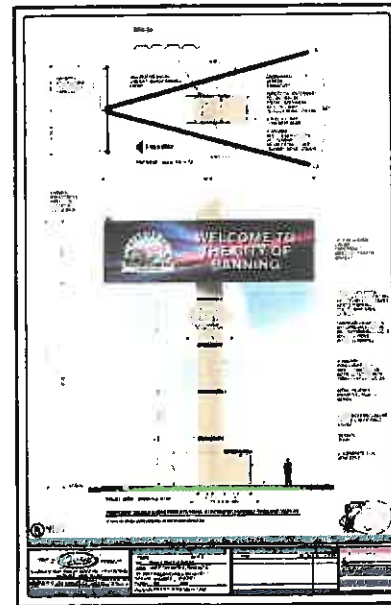
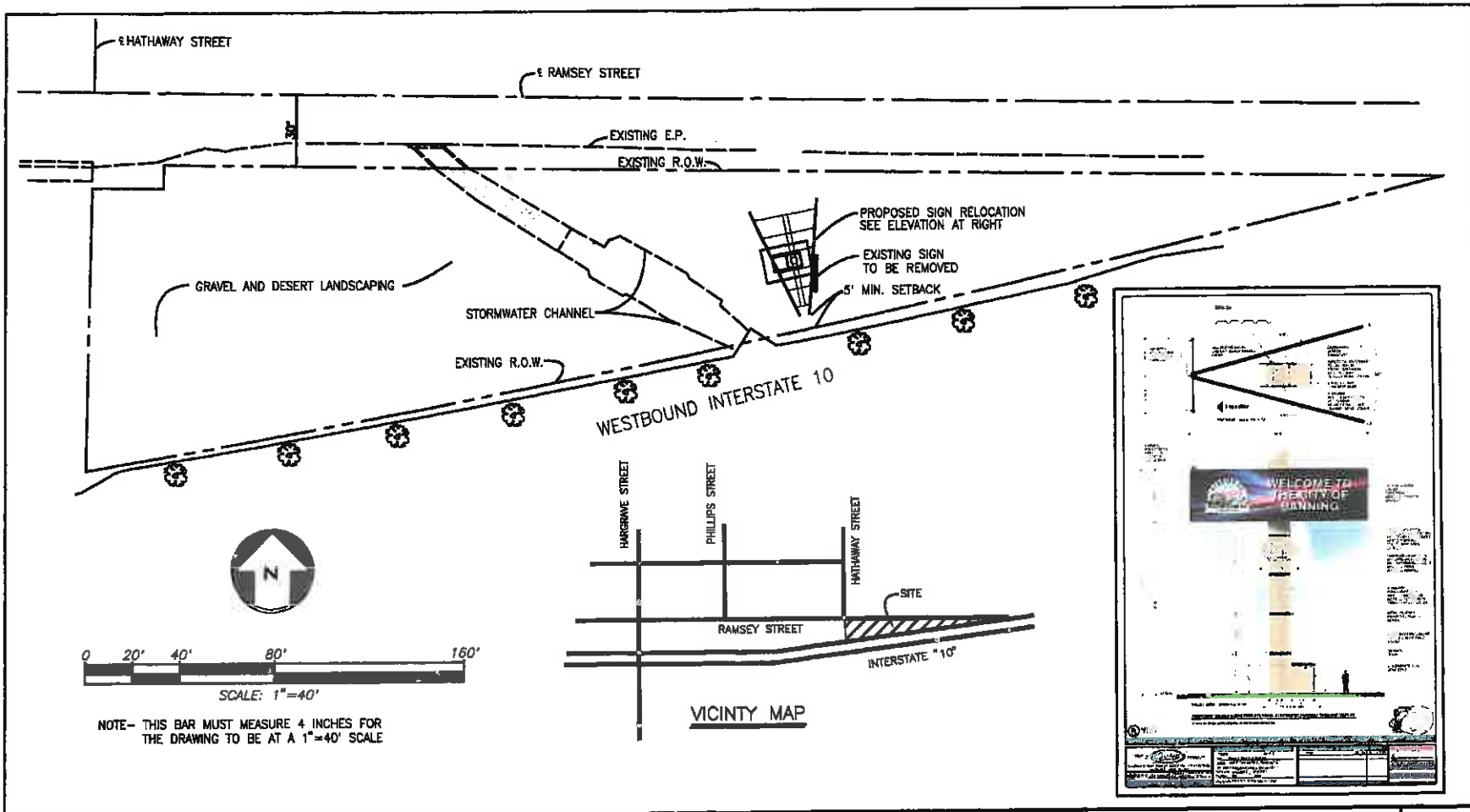


IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/24/2017 9:44:08 AM

© Riverside County RCIT GIS

Notes



MARCELL & ASSOCIATES
 Development Consultants
 P. O. BOX 371
 BANNING, CA 92220
 (951) 862-7460
 harveymarcell@yahoo.com

SITE PLAN
SIGN RELOCATION
 FRANK BURGESS
 S.E. CORNER OF RAMSEY ST. & HATHAWAY ST.
 BANNING, CA
 APN 532-140-005

SCALE AS SHOWN
 DATE
 MAY 1, 2017

FOR _____ W.O. _____

SHEET NO. _____
 OF _____ SHTS.
 FILE NO. _____



RESOLUTION NO. 2015-96

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA, ESTABLISHING DESIGN GUIDELINES FOR BILLBOARD OR OUTDOOR ADVERTISING SIGN RELOCATION AGREEMENTS IN ACCORDANCE WITH THE SIGN REGULATIONS OF THE ZONING ORDINANCE AND THE OUTDOOR ADVERTISING ACT

WHEREAS, on February 14, 2006, the City Council of the City of Banning adopted Ordinance No. 1339 approving Zone Change 03-3501 repealing the existing zoning ordinance and adopting the new Zoning Ordinance that included sign regulations; and

WHEREAS, the new Zoning Ordinance and included sign regulations makes no provision for the relocation of existing billboards or outdoor advertising signs as allowed by the Outdoor Advertising Act (Business and Professions Code Section 5412); and

WHEREAS, State of California desires to encourage local entities and display owners to enter into relocation agreements which allow local entities to continue development in a planned manner without expenditure of public funds while allowing the continued maintenance of private investment and a medium of public communication; and

WHEREAS, cities are specifically empowered to enter into relocation agreements on whatever terms are agreeable to the display owner and the city and to adopt ordinances or resolutions providing for the relocation of displays; and

WHEREAS, pursuant to the Outdoor Advertising Act (Business and Professions Code Section 5200 et seq.), the City has adopted Section 17.36.060 of the Banning Municipal Code ("BMC"), which allows replacement, relocation, and elimination of billboards pursuant to relocations agreements approved by resolution of the City Council pursuant to administrative guidelines approved by resolution of the City Council;

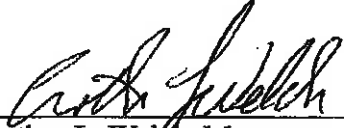
WHEREAS, the City Council desires to establish administrative guidelines for billboards, or outdoor advertising relocation agreements, and including design standards, as required by State law and BMC Section 17.36.060;

NOW THEREFORE, the City Council of the City of Banning does hereby resolve, determine, find, and order that in addition to those things negotiated and agreed to by the respective parties for billboard relocation agreements, the following design guidelines are approved:

1. A relocation agreement shall be in a form approved by the City Attorney and shall incorporate all the provisions contained below, shall incorporate all provisions necessary and proper to carry out the agreement, and shall be enforceable by the City.
2. Consideration of a relocated billboard and a relocation agreement allowing an electronic message center will require the removal of a minimum of one existing billboard for each electronic message center face.
3. The scenic view south of Interstate 10 from Sunset to Hargrave shall be preserved as there are no existing billboards at this location.
4. The City shall have the right to place public service announcements and emergency service announcements on any such electronic messaging center so long as they are not excessive or burdensome. The limits on public service announcements will be stipulated in the relocation agreement.
5. The relocation agreement should prohibit the use of onsite electric generators to power the digital billboards for normal operations.
6. The sign face for any relocated billboard shall not overhang onto Interstate 10 or any other state highway.
7. The relocated billboard shall be shielded to prevent light or glare intrusion onto adjoining properties that are located within five-hundred (500) feet of such relocated billboard.
8. Message changes on any electronic message center shall limited to one message every six (6) seconds, or that allowed by the California Department of Transportation, whichever is greater.
9. No electronic message center shall simulate motion or exhibit any images or series of image that could be considered "animated" in any way, including but not limited to sequential still images that update faster than once every 6 seconds. No electronic message center shall contain any flashing, sparkling, intermittent or moving lights. There shall be no flashing or scrolling messages. Changes in color or light intensity on a still image or message at a rate faster than once every 6 seconds are also not permitted.
10. Each electronic message center shall contain automatic dimmers that maintain a maximum luminance of 7,500 nits during the daylight hours, and 500 nits from dusk (official sunset) to sunrise and during times of fog (One nit is equivalent to one candela per square meter.). Each electronic message center shall be equipped with a mechanism to monitor brightness.
11. A relocated billboard shall not be illuminated between the hours of 11 p.m. to 5 a.m. when located within five-hundred (500) feet of an existing residential property, or residentially zoned property.


12. The following advertising shall not be permitted: adult entertainment, mud wrestling, alcohol (except beer and wine), tobacco products of any type, or other content that could be reasonably considered sexually explicit or pornographic by community standards. Objectionable advertising shall be set forth in the relocation agreement.
13. Relocated billboards shall not be allowed in the Downtown Commercial (DC) zoning district.
14. Relocated billboards shall require permit approval through the Building and Safety Division, Caltrans, the Riverside County Airport Land Use Commission if located within a compatibility zone, and any other responsible agency.
15. Whenever practicable, relocated billboards should include architectural enhancements that add aesthetic appeal to the relocated billboard.
16. Relocated billboards shall not exceed 55 feet in height. Consideration to reducing the height of any proposal shall be required to minimize impacts to scenic vistas. This may be accomplished through the submittal of written plans and photographic simulations.
17. Relocated billboards shall not exceed a face area of 14 feet by 48 feet.
18. Every sign, and all parts, portions, and materials shall be manufactured, assembled, and erected in compliance with all applicable State, Federal, and City regulations and the Uniform Building Code (BMC Section 17.36.100(A)).
19. Every sign, including those specifically exempt from this Zoning Ordinance, in respect to permits and permit fees, and all parts, portions, and materials shall be maintained and kept in good repair. The display surface of all signs shall be kept clean, neatly painted, and free from rust and corrosion. Any cracked, broken surfaces, malfunctioning lights, missing sign copy or other unmaintained or damaged portion of a sign shall be repaired or replaced within 30 calendar days following notification by the City. Noncompliance with such a request shall constitute a nuisance and penalties may be assessed in accordance with the provisions of these zoning ordinances (BMC Section 17.36.100(B)).
20. The relocation agreement shall include a provision requiring the billboard owner to demonstrate that they have made reasonable efforts to solicit advertising from local businesses and nonprofits, including discounts and incentives during periods where other advertising cannot be obtained. Local businesses are defined as any business located within the City limits.
21. Enforcement provisions shall provide for written notice of violations and the opportunity to cure breaches, the potential to recover liquidated damage, the posting of securities where repeated violations occur, and the right to recover attorney fees and costs in the event that administrative or legal action is required.

PASSED, APPROVED AND ADOPTED this 22nd day of March, 2016.



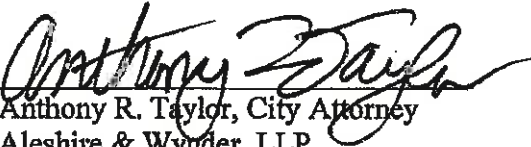
Arthur L. Welch, Mayor
City of Banning

ATTEST:



Marie A. Calderon, City Clerk
City of Banning, California

**APPROVED AS TO FORM
AND LEGAL CONTENT:**




Anthony R. Taylor, City Attorney
Aleshire & Wynder, LLP

CERTIFICATION:

I, Marie A. Calderon, City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution No. 2015-96 was duly adopted by the City Council of the City of Banning at a regular meeting thereof held on the 22nd day of March, 2016.

AYES: Councilmembers Franklin, Moyer, Peterson, Mayor Welch
NOES: None
ABSENT: Councilmember Miller
ABSTAIN: None



Marie A. Calderon, City Clerk
City of Banning, California

Chapter 17.36 - SIGN REGULATIONS

Sections:

17.36.010 - Purpose.

The purpose of this chapter is to establish sign regulations that are intended to:

A.

Limit and control the location, size, type and number of signs allowed in the City of Banning.

B.

To provide for a more orderly display of advertising devices, while implementing community design standards with respect to character, quality of materials, color, illumination and maintenance, which are consistent with the City's General Plan.

C.

To bring these advertising devices into harmony with the buildings, with the neighborhood, with the natural environment, and with other signs in the area.

D.

To preserve and improve the appearance of the City as a place in which to live and work, and as an attraction to nonresidents who come to visit or trade.

E.

To encourage sound signage practices as an aid to business and for the information of the public, while preventing excessive and confusing sign displays.

F.

To reduce hazards to motorists, bicyclists and pedestrians.

G.

And to promote the public health, safety, viewsheds, aesthetic values, and general welfare of the community by regulating and controlling all matters relating to signs.

(Zoning Ord. dated 1/31/06, § 9109.01.)

17.36.020 - Applicability.

A.

This chapter shall apply to all signage proposed within the community. No signs shall be erected or maintained in any land use district established by this Zoning Ordinance, except those signs

specifically enumerated in this chapter. The number and area of signs as outlined in this chapter are intended to be maximum standards.

B.

In addition to the standards set forth herein, consideration shall be given to a sign's relationship to the need that it serves, and the overall appearance of the subject property as well as the surrounding community. Compatible design, simplicity, and sign effectiveness are to be used in establishing guidelines for sign approval.

(Zoning Ord. dated 1/31/06, § 9109.02.)

17.36.030 - Definitions.

Abandoned Sign. Any display remaining in place or not maintained for a period of 120 days or more which no longer advertises or identifies an on-going business, product, or service available on the business premises where the display is located.

Address Sign. The numeric reference of a structure or use to a street, included as part of a wall or monument sign.

A-Frame Sign. A free standing sign usually hinged at the top, or attached in a similar manner, and widening at the bottom to form a shape similar to the letter "A". Such signs are usually designed to be auxiliary portable commercial signage, hence they are not considered permanent signs.

Anchor Tenant. A shopping center key tenant, usually the largest or one of the largest tenants located within the shopping center, which serves to attract customers to the center through its size, product line, name, and reputation.

Animated Sign. A sign with action or motion, flashing or color changes, requiring electrical energy, electronic or manufactured sources of supply, but not including wind actuated elements such as flags or banners. Said definition shall not include displays such as time and temperature, revolving, changeable copy or public information centers.

Announcement or Bulletin Board Signs. Signs permanent in character designed to accept changeable copy, handbills, posters and matters of a similar nature.

Area of Sign. The area of a sign shall be the entire area including any type of perimeter or border which may enclose the outer limits of any writing, representation, emblem, figure or character excluding architectural features or design. The area of the sign having no such perimeter or border shall be computed by enclosing the entire area within parallelograms, triangles or circles of the smallest size sufficient to cover the entire area of the sign and computing the area of these parallelograms, triangles or circles. The area computed shall be the maximum portion or portions which may be viewed from any one direction.

Awning, Canopy, or Marquee Sign. A nonelectric sign that is printed on, painted on, or attached to an awning, canopy, or marquee and is only permitted on the vertical surface or flap.

Banner. A temporary display such as used to announce open houses, grand openings or special announcements. Often made of cloth, bunting, plastic, paper, or similar material.

Bench Sign. Copy painted on any portion of a bus stop or other bench.

Billboard. See outdoor advertising sign [structure].

Building Face and/or Frontage. The length of the single front building elevation in which the primary entrance to the business is located. If more than one business is located in a single building, then such length shall be limited to that portion which is occupied by each individual business.

Canopy Sign. Shall mean a sign attached to either the underside of the canopy, or marquee, or directly to the canopy itself.

Changeable Copy Sign. A sign designed to allow the changing of copy through manual, mechanical, or electrical means.

Civic Event Sign. A temporary sign, other than a commercial sign, posted to advertise a civic event sponsored by a public agency, school, church, civic-fraternal organization, or similar noncommercial organization.

Commercial Seasonal Sign. An "open" or "closed" window sign, posted on a seasonal basis.

Contractor's Sign/Construction Sign. A temporary sign erected on the parcel on which construction is taking place, limited to the duration of the construction, indicating the names of the architects, engineers, landscape architects, contractors, or similar artisans, and the owner, financial supporters, sponsors, and similar individuals or firms having a major role or interest with respect to the structure or project.

Directional Sign. Signs limited to on-premises directional messages, principally for pedestrian or vehicular traffic, such as "one way", "entrance", or "exit".

Directory Sign. A sign for listing the tenants or occupants and their suite numbers of a building or center.

Double-faced Sign. A single structure designed with the intent of providing copy on both sides.

Eaveline. The bottom of the roof eave or parapet.

Election Sign. A temporary sign related to or directly associated with a national, state, county or local election or referendum.

Electronic Message Center. A sign having the capability of presenting variable advertising message displays by projecting an electronically controlled light pattern against a contrasting background, and which can be programmed to change such message display periodically. An electronic message center is neither an animated sign nor a simulated motion sign.

Flags and pennants. Shall mean devices generally made of flexible materials, usually cloth, paper or plastic, and displayed on strings. They may or may not contain copy. This definition shall not include the flag of the United States or of any state.

Flags of the State and Nation. A flag of the United States or the State of California.

Flashing Sign. A sign that contains an intermittent or sequential flashing light source.

Freestanding Sign. A sign which is supported by one or more uprights, braces, poles, or other similar structural components that is not attached to a building or buildings. Flagpoles are not included in this definition.

Freeway. A highway in respect to which the owners of abutting land have no right or easement of access or in respect to which such owners have only limited or restricted right or easement of access, and which is declared to be such in compliance with the Streets and Highways Code of the State of California.

Future Tenant Identification Sign. A temporary sign which identifies a future use of a site or building.

Grand Opening. A promotional activity not exceeding thirty calendar days used by newly established businesses, within two months after occupancy, to inform the public of their location and service available to the community. Grand Opening does not mean an annual or occasional promotion of retail sales or activity by a business.

Ground Sign. A display attached to the ground, within an architecturally planned wall or structure, and not over eight feet in height.

Height of Sign. The greatest vertical distance measured from the existing grade at the mid-point of the sign support(s) that intersect the ground to the highest element of the sign.

Holiday Decoration Sign. Temporary signs, in the nature of decorations, clearly incidental to and customarily associated with holidays.

Identification Sign. A sign attached to the building and displaying only the name, type of business, and/or logo in combination, identifying a particular business establishment.

Illegal Sign. Any of the following: A sign erected without first complying with all ordinances and regulations in effect at the time of its construction and erection or use; a sign that was legally erected, but whose use has ceased, or the structure upon which the display is placed has been abandoned by its owner, not maintained, or not used to identify or advertise an ongoing business for a period of not less than one hundred twenty days; a sign that was legally erected which later became nonconforming as a result of the adoption of an ordinance, the amortization period for the display provided by the ordinance rendering the display nonconforming has expired, and conformance has not been accomplished; a sign which is a danger to the public or is unsafe; a sign which is a traffic hazard not created by relocation of streets or highways or by acts of the City or County. Abandoned signs and prohibited signs are also illegal.

Illuminated Sign. A sign with an artificial light source, either internal or external, for the purpose of lighting the sign.

Institutional Sign. A sign identifying the premises of a church, school, hospital rest home, or similar institutional facility.

Kiosk. An off-premises sign of no more than four square feet in size, used for directing people to the sales office or models of a residential subdivision project.

Logo. An established identifying symbol or mark associated with a business or business entity.

Lot or Street frontage. The linear front footage of a parcel of property abutting a dedicated public street.

Logo Sign. An established trademark or symbol identifying the use of a building.

Monument Sign. An independent structure supported from grade to the bottom of the sign with the appearance of having a solid base.

Murals. Painted wall signs which have a majority of the sign area comprised of noncommercial content, which generally have artistic, historic or cultural themes, and which are designed and painted (or supervised) by an artist who possesses demonstrated knowledge and expertise in the design, materials, and execution of murals or other art. Commercial content of murals shall be subject to all applicable sign limitations of the underlying zone district.

Non-Commercial Sign. A sign which does not promote, identify or sell a business or product.

Nonconforming Sign. A legally established sign which fails to conform to the regulations of this chapter. Otherwise conforming signs whose height exceeds the provisions of this chapter only because a special topographical circumstance results in a material impairment of the visibility of the display or the owner's ability to adequately and effectively continue to communicate with the public through the use of the display if the sign were limited to the height allowed in this chapter shall not be considered nonconforming.

Occupancy Frontage. Each individual tenant space within a building or group of buildings which faces upon a dedicated street or public parking area between such space and street.

Off-Site Sign. Any sign which advertises or informs in any manner businesses, services, goods, persons, or events at some location other than that upon which the sign is located. Off-premises sign, billboard, and outdoor advertising structure are equivalent terms.

Open House Sign. A temporary on-site sign posted to indicate a salesperson is available to represent the property subject to sale, lease, or rent.

Outdoor Advertising Structure (Billboard). Any sign with a commercial message, other than a directional sign, which directs attention to a business, commodity, service or entertainment conducted, sold or offered elsewhere than upon the premises where the sign is located, or to which it is affixed. Commercial copy on any outdoor advertising sign may be replaced with noncommercial copy. Outdoor advertising structures/billboards shall not include subdivision or tract signs (see [section 17.36.080](#)), signage affiliated with solar powered electric vehicle charging stations, or sign installed pursuant to a city sign program.

Painted Sign. Signs painted on the exterior surface of a building or structure; however, if such signs have raised borders, letters, characters, decorations or lighting appliances, they shall be considered wall signs.

Parcel or lot of real property. A parcel or lot of real property under separate ownership from any other parcel or lot and having street or highway frontage.

Political Sign. A sign other than an election sign directly associated with an ideological, political or similar noncommercial message on a sign.

Portable Sign. A sign that is not permanently attached to the ground or a building.

Projecting Sign. Any sign which is suspended from or supported by a building or wall, and which projects eighteen inches or more outward therefrom.

Promotional Sign. A sign erected on a temporary basis to promote the sale of new products, new management, new hours of operation, a new service, or to promote a special sale.

Public Information Center. Any display which is characterized by changeable copy, letters or symbols.

Pylon Sign. A freestanding sign that is permanently supported by one or more uprights, braces, or poles, or other similar structural components that are architecturally compatible with the main structure of the site.

Real Estate Sign. An on-site sign pertaining to the sale or lease of the premises.

Relocated Billboard. An existing billboard that is located in the city that is relocated through a city council approved relocation agreement. The relocated billboard is not considered a new outdoor advertising sign.

Revolving Sign. Any sign that revolves, either by wind actuation or by electrical means.

Roof Sign. A sign erected, constructed, or placed upon or over a roof of a building, including a mansard roof and which is wholly or partly supported by such buildings.

Shopping Center. A group of four or more businesses which function as an integral unit on a single parcel or group of parcels and utilize common off-street parking and access and is identified as a shopping center.

Sign. Any structure, housing, device, figure, statuary, painting, display, message placard, or other contrivance, or any part thereof, which is designed, constructed, created, engineered, intended, or used to advertise, or to provide data or information in the nature of advertising, for any of the following purpose: to designate, identify, or indicate the name of the business of the owner or occupant of the premises upon which the advertising display is located; or, to advertise the business conducted, services available or rendered, or the goods produced, sold, or available for sale, upon the property where the advertising display is erected. This definition shall include all parts, portions, units and materials composing same, together with illumination, frame, background, structure, support and anchorage therefor.

Sign Area. The entire face of a sign, including the surface and any framing, projections, or molding, but not including the support structure. Individual channel-type letters mounted on a building shall be measured by the area enclosed by four straight lines outlining each word or grouping of words.

Sign Program. A coordinated program of one or more signs for an individual building or building complexes with multiple tenants.

Temporary Sign. A sign intended to be displayed for a limited period of time.

Time and Temperature Sign. A sign giving the time and or temperature.

Trademark. A word or name which, with a distinctive type or letter style, is associated with a business or business entity in the conduct of business.

Tract Development Sign. A sign indicating the location of a housing tract.

Tract Directional Sign. An off-premises sign indicating direction to a tract development.

Vehicle Sign. A sign which is attached to or painted on a vehicle which is parked on or adjacent to any property, the principal purpose of which is to attract attention to a product sold or an activity or business located on such property.

Wall Sign. A sign painted on or fastened to a wall and which does not project more than twelve inches from the building or structure.

Window Sign. Any sign that is applied or attached to a window or located in such a manner that it can be seen from the exterior of the structure, on a permanent or temporary basis.

(Zoning Ord. dated 1/31/06, § 9109.03; Ord. No. 1382, § 3 (part).)

(Ord. No. 1424, § 3.1, 7-13-10; Ord. No. 1493, § 3(2), 4-12-16)

17.36.040 - Sign permit required.

A.

General.

1.

No sign, or temporary sign, unless exempted by this chapter, shall be constructed, displayed or altered without a sign permit or sign program approved by the city. The community development department shall review all signs unless otherwise stated.

2.

Sign permits shall be reviewed and either approved or denied by the director within thirty days of submittal of a complete application. The determination of a complete application shall be in conformance with the California Permit Streamlining Act.

3.

Determination on sign permit applications are to be guided by the standards and criteria set forth in this article. An application will be approved whenever the proposed sign conforms to all design, size, height and other standards for signs subject to a permit requirement, as such requirements are set forth in this chapter.

4.

The director's determination shall be provided in writing, and shall include an explanation of the reasons for approval or denial. Appeal of the director's decision shall be in conformance with [chapter 17.68](#), hearings and appeals.

B.

Sign Program. A permit for a sign program shall be required for all new commercial, office, and industrial centers consisting of three or more tenant spaces. The program shall be filed with the project application to construct the center, and shall be processed concurrently with the project application. The purpose of the program shall be to integrate signs with building and landscaping design to form a unified architectural statement. This may be achieved by:

1.

The use of the same background color, and allowing signs to be of up to three different colors per multi-tenant center.

2.

The use of the same type of cabinet supports, or method of mounting for signs, and the same type of construction material for components, such as sign copy, cabinets, returns, and supports.

3.

The use of the same form of illumination of the signs, with internally lit signs generally being preferred by the city due to the lack of overspill from such lighting.

4.

Uniform sign placement specifications, letter height, and logo height for both anchor tenants and minor tenants.

5.

Logos may be permitted and are not subject to the color restrictions specified in the program. However, no logo should exceed twenty-five percent of the allowable sign area.

(Zoning Ord. dated 1/31/06, § 9109.04.)

17.36.050 - Exempt signs.

The following signs shall be exempt from the provisions of this chapter:

A.

Window signs not exceeding two square foot [feet] and limited to business identification, hours of operation, address, and/or emergency information. (Neon signs of any size require a permit, if allowed.)

B.

Signs within a structure and not visible from the outside.

C.

Memorial signs and plaques installed by a civic organization recognized by the council, when cut in masonry or bronze tablets.

D.

Official and legal notices issued by a court or governmental agency.

E.

Official flags of the United States, the State of California, County of Riverside, or the City of Banning.

F.

Identification signs on construction sites. Such signs shall be limited to one directory or pictorial display sign identifying all contractors and other parties (including lender, realtor, subcontractors, etc.). Each sign shall not exceed twenty square feet in area and six feet in height. Each sign shall be removed prior to issuance of a certificate of occupancy.

G.

Election Signs. Election signs must comply with the following requirements:

1.

Election signs shall be limited in size to the maximum allowed in the zones where located. Any freeway oriented freestanding sign shall be required to secure all applicable permits and comply with these sign regulations including [section 17.36.110](#).

2.

No election signs shall be permitted on public property or in the public right-of-way.

3.

There are no pre-election restrictions limiting when elections signs may be erected, but the owner of the sign must remove the sign within seven days after the applicable election has ended.

4.

For all election signs, the campaign shall be deemed the owner of the sign unless it can establish that it is not the owner of the sign. In the event the campaign establishes it is not the owner of the sign, the owner of the property on which the sign is placed, shall be deemed the owner of the sign.

5.

In the event that any such sign violates the provisions of this chapter, or if it is not removed within the period provided hereunder, it shall be subject to abatement pursuant to the procedures prescribed in [section 17.36.090](#).

6.

Except as provided in this subsection, no permit shall be required for election signs.

H.

Real estate signs for residential sales shall be one sign not exceeding four square feet in area and five feet in height, provided it is unlit and is removed within seven days after the close of escrow or the rental or lease has been accomplished. Open house signs, for the purpose of selling a single house or condominium and not exceeding four square feet in area and five feet in height, are permitted for directing prospective buyers to property offered for sale.

I.

Real estate signs for the initial sale, rental, or lease of commercial and industrial premises: One sign not to exceed twenty square feet in area to advertise the sale, lease, or rent of the premises. No such sign shall exceed eight feet in overall height and shall be removed upon sale, lease or rental of the premises or twelve months, whichever comes first. Thereafter, one sign per premise not to exceed twelve square feet in size and five feet in height is permitted for the sale, lease or rent of the premise.

J.

Future tenant identification signs: One wall or freestanding sign may be placed on vacant or developing property to advertise the future use of an approved project on the property and where information may be obtained. Such sign shall be limited to one sign, a maximum of twenty square feet in area and eight feet in overall height. Any such signs shall be single faced and shall be removed prior to the granting of occupancy permit by the city.

K.

Incidental signs for automobile repair stores, gasoline service stations, automobile dealers with service repairs, motels and hotels, showing notices of services provided or required by law, trade affiliations, credit cards accepted, and the like, attached to the structure or building; provided that all of the following conditions exist:

1.

The signs number no more than three.

2.

No such sign projects beyond any property line.

3.

No such sign shall exceed an area per face of three square feet.

4.

Signs may be double-faced.

L.

Copy applied to fuel pumps or dispensers such as fuel identification, station logo, and other signs required by law.

M.

Agricultural signs, either wall or freestanding types, non-illuminated, and not exceeding four square feet for lots two acres or less and ten square feet for lots greater than two acres, identifying only the agricultural products grown on the premises. The number of such signs shall be one per street frontage or a maximum of two, with wall signs to be located below the roofline and freestanding signs to be no higher than six feet.

N.

Sign programs which have been approved prior to the adoption of this zoning ordinance.

O.

Municipal and traffic control signs: Directional signs to aid vehicle or pedestrian traffic provided that such signs are located on-site, have a maximum area which does not exceed three square feet, have a maximum overall height of four feet above grade, and are mounted on a monument or decorative pole. Such signs may be located in a required setback provided that a minimum distance of five feet from any property line is maintained. Directional signs to the railway, the airport or the highway are among the types of signs which fall in this category.

P.

Temporary window signs may be permitted on the inside of windows facing out which do not cover more than twenty-five percent of the individual window surface for a period not to exceed thirty days use during any sixty-day period. Temporary painted signs may be on the outside of the window.

Q.

Historic site and historic landmark, and neighborhood signs, when designed in conformance with standards of the California Historic Commission or a similar entity.

R.

Professionally made restroom, telephone and walkway signs of under one square foot.

S.

Emblems or signs of a political, civic, philanthropic, educational or religious organizations, if those signs are on the premises occupied by such organizations, and do not exceed twenty-four square feet in area, or number more than one emblem or sign in total.

T.

Political Signs. Political signs must comply with the following requirements:

1.

Political signs shall be limited in size to the maximum allowed in the zones where located. Any freeway oriented freestanding sign shall be required to secure all applicable permits and comply with these sign regulations including [section 17.36.110](#).

2.

No political signs shall be permitted on public property or in the public right-of-way.

3.

In the event that any such sign violates the provisions of this chapter, it shall be subject to abatement pursuant to the procedures prescribed in [section 17.36.090](#).

4.

Except as provided in this subsection, no permit shall be required for political signs.

(Zoning Ord. dated 1/31/06, § 9109.05.)

(Ord. No. 1424, § 3.2, 3.3, 7-13-10; Ord. No. 1487 § 3.2, 4-18-15)

17.36.060 - Prohibited signs.

The following signs are inconsistent with the sign standards set forth in this chapter, and are therefore prohibited:

A.

Abandoned signs.

B.

Animated, moving, flashing, blinking, reflecting, revolving, or any other similar sign, except electronic message boards.

C.

All banners, flags, and pennants in the downtown commercial zoning district and located within fifty feet of a residential property.

D.

Billboards or outdoor advertising structures. However, notwithstanding any other provision of this chapter, and consistent with the California Business and Professions Code Outdoor Advertising Act provisions, billboards or outdoor advertising signs, including electronic message centers, electronic message boards, and changeable message boards, may be considered and constructed as part of a relocation agreement requested by the city and entered into between the city and a billboard and/or property owner. The replacement of a static billboard face with an electronic message center, electronic message board, or changeable message board shall be considered a relocation for purposes of this section. Such agreements may be approved by resolution of the city council upon terms that are agreeable to the city, pursuant to administrative guidelines, as adopted by the city council resolution.

The execution of a relocation agreement shall not operate to change the status of any billboard as a nonconforming use for the purpose of this code.

E.

[Reserved].

F.

Changeable copy signs and electronic message boards, except as allowed by a Conditional Use Permit for movie theaters, arenas, stadiums, or auto malls in the commercial land use districts.

G.

Reserved.

H.

Off-site signs, except as permitted elsewhere in this ordinance.

I.

Permanent sale signs.

J.

Portable signs or A-frame signs, except in the downtown commercial zone and shall not pose a hazard to pedestrians; and shall be stable under all-weather conditions or shall be removed.

K.

Roof signs.

L.

Signs on public property or the public rights-of-way, except for traffic regulation and signs permitted by a governmental agency.

M.

Signs painted on fences or roofs.

N.

Balloons and other inflated devices or signs designed to attract attention, except with temporary use permit.

O.

Signs that are affixed to vehicles, excluding permanent signs on commercial vehicles which are driven on a daily or weekly basis.

P.

Signs which simulate in color or design a traffic sign or signal, or which make use of words, symbols or characters in such a manner to interfere with, mislead, or confuse pedestrian or vehicular traffic.

Q.

Signs which singly or in combination with other signs block more than five percent of the view from any window or door of any structure or dwelling used primarily as a residence.

R.

Signs which singly or in combination with other signs, for any portion of the day, block natural sunlight from falling upon any window or door of any structure or dwelling used primarily as a residence.

S.

Signs which singly or in combination with other signs block more than 33% for solid lettering (or up to fifty percent if perforated vinyl window signs) of the view from any window or door of any structure used or occupied by people for more than an hour of a typical day, in all zoning districts of the City.

(Zoning Ord. dated 1/31/06, § 9109.06; Ord. No. 1377, § 1.)

(Ord. No. 1424, § 3.4, 7-13-10; Ord. No. 1447, § 3, 2-14-12; Ord. No. 1487, § 3.2, 4-28-15; Ord. No. 1493, § 3(2), 4-12-16)

17.36.070 - Temporary signs.

Special event signs and civic event signs may be approved by the director for a limited period of time as a means of publicizing special events such as grand openings, carnivals, parades, charitable events and holiday sales. Such special event signs shall be limited to the following provisions:

A.

No special event sign shall be erected without a temporary use permit.

B.

Special event signs shall be limited to ninety days per event from the date of erection or date of permit, whichever occurs first.

C.

Special event signs shall not include promotional sales signs, and they must be taken down within a week after the conclusion of the special event.

D.

Special event signs may include balloons, inflated devices, search lights, beacons, pennants, and streamers.

E.

Such temporary signs may not be granted to the same business or location more than twice during any one year.

(Zoning Ord. dated 1/31/06, § 9109.07; Ord. No. 1448, § 9, 5-8-12)

17.36.080 - Off-site residential subdivision directional signs.

The following shall regulate and establish a standardized program of off-site residential subdivision directional kiosk signs for the city. For the purposes of this subsection, a residential subdivision is defined as a housing project within a recorded tract where five or more structures or dwelling units are concurrently undergoing construction.

A.

No kiosk sign structure shall be located less than three hundred feet from an existing or previously approved kiosk site, except in the case of signs on different corners of an intersection.

B.

The placement of each kiosk sign structure shall be reviewed and approved by the director.

C.

All kiosk signs shall be placed on private property with written consent of the property owner.

D.

A kiosk sign location plan shall be prepared, showing the site of each kiosk directional sign, and shall be approved by the director prior to the issuance of a sign permit.

E.

There shall be no additions, tag signs, streamers, devices, display boards, or appurtenances, added to the kiosk signs as originally approved, no other non-permitted directional signs, such as posters or trailer signs, may be used.

F.

All non-conforming subdivision kiosk directional signs associated with the subdivision in question must be removed prior to the placement of directional kiosk sign(s).

G.

Kiosk signs, or attached project directional signage, shall be removed when the subdivision is sold out. The applicant (or his/her legal successors) will be responsible for removal of panels and structures no longer needed.

(Zoning Ord. dated 1/31/06, § 9109.08.)

(Ord. No. 1424, § 3.5, 7-13-10)

17.36.090 - Abatement of abandoned or illegal temporary signs.

A.

Every temporary sign not owned by the property owner of the property on which it is erected shall be marked to indicate on the sign the identity of the sign owner, provided that for any commercial sign where not otherwise indicated it shall be presumed that the business being advertised is the owner.

B.

Any abandoned or illegal temporary sign is hereby declared to be a danger to the health, safety, and welfare of the citizens of Banning. Any sign which is (i) in deteriorating condition and not maintained in the condition in which it was originally installed, (ii) violates conditions of the sign permit, or (iii) is partially or wholly obscured by the growth of dry vegetation or weeds or by the presence of debris or litter also presents a danger to the health, safety, and welfare of the Banning community. Such signs may be abated as provided in this chapter.

C.

Any such signs as set forth above are hereby deemed to be a public nuisance. Any such sign, including any and all structural supports, shall be removed by the property owner within ten days after notice from the director, which notice shall provide an opportunity to be heard before the director on the abandonment and nuisance decision and an appeal may be taken pursuant to [chapter 17.68](#). Any sign not removed within ten days after such notice, may be abated by the director if no appeal has been taken from the director's decision, or, if the appeal has been denied or modified. If after a reasonable effort to determine the owner of the sign, the owner cannot be found, then the city may summarily remove the sign and the same shall be stored for a period of thirty days, during which time they may be recovered by the owner.

D.

Costs of an abatement conducted pursuant to this chapter shall be assessed against the owner of the sign, and to the extent permissible under law, against the owner of the property, using the procedures established in the Banning Municipal Code.

(Zoning Ord. dated 1/31/06, § 9109.09.)

(Ord. No. 1424, § 3.6, 7-13-10)

17.36.100 - Sign construction and maintenance.

A.

Every sign, and all parts, portions, and materials shall be manufactured, assembled, and erected in compliance with all applicable state, federal, and city regulations and the Uniform Building Code.

B.

Every sign, including those specifically exempt from this Zoning Ordinance, in respect to permits and permit fees, and all parts, portions, and materials shall be maintained and kept in good repair. The display surface of all signs shall be kept clean, neatly painted, and free from rust and corrosion. Any

cracked, broken surfaces, malfunctioning lights, missing sign copy or other unmaintained or damaged portion of a sign shall be repaired or replaced within thirty calendar days following notification by the city. Noncompliance with such a request shall constitute a nuisance and penalties may be assessed in accordance with the provisions of these zoning ordinances.

(Zoning Ord. dated 1/31/06, § 9109.10.)

17.36.110 - Sign regulations.

Signs permitted in each of the city's land use districts are identified below. In addition to the following regulations, all signs must be in compliance with all other provisions of this chapter pertaining to signs.

Signs may have commercial or non-commercial messages. A non-commercial message may be substituted for the copy of any commercial sign allowed by this chapter.

A.

Signs in Residential Zones.

1.

Up to one flagpole, displaying the flag of the US or the State of California, up to thirty-five feet in height, unless a permit is obtained from the city to have a flagpole in a private park or public park for up to sixty-five feet in height.

2.

For single family homes, the following are allowed:

a.

Up to one sign not to exceed one square foot in area, identifying the address;

b.

Up to one unlit sign not to exceed four square feet in area, pertaining to the rental, sale or lease of the property on which the sign is located. Such signs must be temporary, and may contain no flashing, blinking or reflective objects.

3.

For apartment complexes and multifamily developments, the following are allowed:

a.

Sign(s) containing the name and/or address of the development, providing that the combined area of such signs is not exceeded as established below:

i.

Up to one wall sign

ii.

Up to one freestanding sign per street frontage (which shall be in a landscaped area at least fifteen feet from the curb face, and not closer than five feet to the property line. Freestanding signs shall have a maximum height of eight feet inclusive of supporting structures.

iii.

The maximum combined area of the signs set forth above shall not exceed 20 square feet, for complexes with one hundred twenty-five feet of frontage or less, and shall not exceed thirty square feet for complexes with over one hundred twenty-five square feet of frontage.

4.

For properties in the residential zones where farming takes place, lots may have one sign per street frontage (up to a maximum of two signs) advertising only the agricultural products grown on the premises. These signs may not be illuminated, and may be either free standing or wall signs. For lots of two acres or less, each sign may be a maximum of four square feet. For lots over two acres, each sign may be a maximum of ten square feet.

5.

No neon signs are permitted in residential areas.

B.

Signs in Commercial and Industrial Zones.

1.

No sign attached to a structure shall be placed above the roof line.

2.

Wall signs. Each business in downtown commercial zoning district shall be permitted wall signs per occupancy footage. The area devoted to such signs shall not exceed one square foot of sign area per one foot of building frontage, and shall not exceed fifty square feet of sign area. An introductory sign of a maximum of five square feet shall be allowed for twenty-five percent of the sign fee to encourage business in the downtown commercial zoning district. Each business in all other commercial and industrial zoning districts shall be permitted wall signs per the area of the wall (length times height of the wall). The area devoted to such signs shall not exceed twenty percent of the wall area. The sign area maximum for wall signs shall not apply to a freeway-oriented wall sign proposed to be located and designed in such a manner as to be viewed primarily in a direct line of sight from a main traveled roadway of a freeway or a freeway on-ramp/off-ramp and advertising onsite retail or service-oriented businesses. Freeway-oriented wall signs shall be subject to all requirements of [section 17.36.110\(B\)](#) (6), including requiring the approval of a conditional use permit.

3.

Monument signs. Each parcel or property shall be permitted one monument sign subject to all of the following conditions being met:

a.

One square foot of sign area for one foot of building frontage is permitted. Such sign shall not exceed fifty square feet.

b.

The buildings must be set back at least twenty-five feet from the property line.

c.

The monument sign shall be located in a landscaped planter area not less than fifty square feet, with one dimension being at least four feet.

d.

The monument sign may be no more than eight feet high.

e.

Shopping centers may have one monument sign not to exceed one square foot of display face per one foot of building frontage, not to exceed one hundred square feet, for center identification. Said sign may include reader panels, and or a bulletin or a changeable copy pane.

4.

Painted signs. Each business shall be permitted painted signs subject to the following conditions:

a.

Said signs shall be in combination with or in lieu of wall signs.

b.

The area of said painted sign shall be deducted from the total allowable wall sign.

5.

Accessory signs. Signs denoting credit cards, hours of operation, etc., shall be allowed but shall not exceed three square feet in total area.

6.

Freeway-oriented freestanding sign. Freeway-oriented freestanding signs shall be allowed subject to the following requirements:

a.

Said sign shall be located and designed in such a manner as to be viewed primarily in a direct line of sight from a main traveled roadway of a freeway or a freeway on-ramp/off-ramp. The phrase "viewed primarily in direct line of sight from" shall mean that the message may be seen with reasonable clarity

for a greater distance by a person traveling on the main traveled roadway of a freeway or on-ramp/off-ramp than by a person traveling on the street adjacent to the sign.

b.

Said signs shall be limited to on-site retail or services businesses. Shopping centers may have one freeway-oriented sign and shall include city identification or city logo as approved by planning commission. Said city identification or logo shall be excluded from the display face area calculation. When the display area of the sign is used for commercial speech, the copy must qualify as onsite to the business or shopping center.

c.

Said sign shall not block another freeway-oriented freestanding sign. The applicant shall be responsible for providing the planning commission with evidence to assure satisfactory compliance with this requirement.

d.

Said sign shall be located in a planter area not less than fifty square feet with one dimension being at least six feet, unless from the evidence presented to the planning commission it can be determined that the area is not visible from public street or right-of-way, or the absence of the planter shall not be detrimental to the appearance of the area.

e.

Said sign shall not exceed an overall height of fifty-five feet.

f.

Said sign shall not exceed one hundred seventy-five square feet per display face.

g.

Said sign shall require approval of a conditional use permit. In addition to satisfying requirements set forth above in this [section 17.36.110\(B\)\(6\)](#) of the Banning Municipal Code, the following findings must be made prior to approval of a conditional use permit for a freeway-oriented freestanding sign, without consideration of message content of the proposed signs:

i.

The elevation of the freeway in relation to the elevation of the abutting properties justifies the height requested, and is the minimum necessary.

ii.

The number and spacing of freeway signs will not cause unnecessary confusion, clutter or other unsightliness in the general location.

iii.

The use identified, as well as its type, size and intensity, justifies the size, design and location of the sign requested.

iv.

The needs of the traveling public for identification and directional information justifies the sign requested.

7.

One flag pole, displaying one or more flags of the state and nation, not to exceed thirty-five feet in height.

8.

Any existing freestanding sign shall be considered legal and conforming, but shall not be altered or replaced except by approval of a conditional use permit.

(Zoning Ord. dated 1/31/06, § 9109.11; Ord. No. 1377, § 2)

(Ord. No. 1419, § 5, 1-26-10; Ord. No. 1424, § 3.7, 7-13-10; Ord. No. 1447, §§ 3—6, 2-14-12; Ord. No. 1487, § 3.2, 4-28-15)

17.36.120 - Sign design guidelines.

A.

General. The following design guidelines shall be consulted prior to developing signs for any project. Unless there is a compelling reason, these design guidelines shall be followed. If a guideline is waived, the mayor and city council shall be notified. An appeal, which does not require a fee, may be filed by the mayor or any council person within fifteen days of the waiver approval.

1.

Use a brief message: The fewer the words, the more effective the sign. A sign with a brief, succinct message is simpler and faster to read, looks cleaner and is more attractive.

2.

Avoid hard-to-read, overly intricate typefaces: These typefaces are difficult to read and reduce the sign's ability to communicate.

3.

Avoid faddish and bizarre typefaces: Such typefaces may look good today, but soon go out of style. The image conveyed may quickly become that of a dated and unfashionable business.

4.

Sign colors and materials: should be selected to contribute to legibility and design integrity. Even the most carefully thought out sign may be unattractive and a poor communicator because of poor color selection. Day-glo colors must be avoided.

5.

Use significant contrast between the background and letter or symbol colors: If there is little contrast between the brightness or hue of the message of a sign and its background, it will be difficult to read.

6.

Avoid too many different colors on a sign: Too many colors overwhelm the basic function of communication. The colors compete with content for the viewer's attention. Limited use of the accent colors can increase legibility, while large areas of competing colors tend to confuse and disturb.

7.

Place signs to indicate the location of access to a business: Signs should be placed at or near the entrance to a building or site to indicate the most direct access to the business.

8.

Place signs consistent with the proportions of scale of building elements within the facade: Within a building facade, the sign may be placed in different areas. A particular sign may fit well on a plain wall area, but would overpower the finer scale and proportion of the lower storefront. A sign which is appropriate near the building entry may look tiny and out of place above the ground level.

9.

Place wall signs to establish rhythm across the facade, scale and proportion where such elements are weak. In many buildings that have a monolithic or plain facade, signs can establish or continue appropriate design rhythm, scale, and proportion.

10.

Avoid signs with strange shapes: Signs that are unnecessarily narrow or oddly shaped can restrict the legibility of the message. If an unusual shape is not symbolic, it is probably confusing.

11.

Carefully consider the proportion of letter area to overall sign background area: If letters take up too much sign, they may be harder to read. Large letters are not necessarily more legible than smaller ones. A general rule is that letters should not appear to occupy more than seventy-five percent of the sign panel area.

12.

Make signs smaller if they are oriented to pedestrians: The pedestrian-oriented sign is usually read from a distance of fifteen to twenty feet; the vehicle-oriented sign is viewed from a much greater distance. The closer a sign's viewing distance, the smaller that sign need be.

B.

Wall or Fascia Signs.

1.

Building wall and fascia signs should be compatible with the predominant visual elements of the building. Commercial centers, offices, and other similar facilities are required to be part of a sign program in accordance with the provisions of this chapter.

2.

Where there is more than one sign, all signs should be complementary to each other in the following ways:

a.

Type of construction materials (cabinet, sign copy, supports, etc.)

b.

Letter size and style of copy

c.

Method used for supporting sign (wall or ground base)

d.

Configuration of sign area

e.

Shape to total sign and related components

3.

The use of graphics consistent with the nature of the product to be advertised is encouraged, i.e., hammer or saw symbol for a hardware store, mortar and pestle for a drug store.

4.

Direct and indirect lighting methods are allowed provided that they are not harsh or unnecessarily bright. The use of can-type box signs with translucent backlit panels are less desirable. Panels should be opaque if a can-type sign is used and only the lettering should appear to be lighted. The overspill of light should be negligible.

5.

The use of backlit individually cut letter signs is strongly encouraged.

6.

The use of permanent sale or come-on signs is prohibited.

7.

The identification of each building or store's address in six-inch high numbers over the main entry doorway or within ten feet of the main entry is encouraged.

C.

Monument Signs.

1.

Monument signs are intended to provide street addresses, and identification for the commercial center development as a whole and for up to three major tenants.

2.

All tenant signs should be limited in size to the width of the architectural features of the sign and shall be uniform in size and color.

3.

A minimum of ten percent of the sign area of monument signs for center developments should be devoted to identification of the center or building by address or name.

4.

Monument signs should be placed perpendicular to approaching vehicular traffic.

5.

Each monument sign should be located within a planted landscaped area which is of a shape and design that will provide a compatible setting and ground definition to the sign, incorporating the following ratio of landscape area to total sign area:

a.

Monument: Four square feet of landscaped area for each square foot of sign area (one side only).

b.

Directory: Two square feet of landscaped area for each square foot of sign area.

(Zoning Ord. dated 1/31/06, § 9109.12.)

17.36.130 - Nonconforming signs.

A.

A legally established sign which fails to conform to this chapter shall be allowed continued use, except that the sign shall not be:

1.

Structurally altered so as to extend its useful life.

2.

Expanded, moved, or relocated.

3.

Re-established after a change in use.

4.

Re-established after a business has been abandoned for one hundred twenty days or more.

5.

Re-established after damage or destruction of more than fifty percent.

B.

Sign copy and sign faces may be changed on nonconforming signs when there is no change in use of the site or when only a portion of a multiple tenant sign is being changed.

C.

Any non-conforming sign shall be required to be brought into conformance or abated.

(Zoning Ord. dated 1/31/06, § 9109.13.)

17.36.140 - Removal of illegal and nonconforming signs.

A.

The director shall remove or cause the removal of any fixed, permanent sign constructed, placed or maintained in violation of this chapter, after thirty days following the date of mailing of registered or certified written notice to the owner of the sign, if known, at the last known address or to the owner of the property as shown on the latest assessment roll, or to the occupant of the property at the property address.

B.

The notice shall describe the sign and specify the violation involved, and indicate that the sign will be removed if the violation is not corrected within thirty days. If the owner disagrees with the opinion of the director, the owner may, within the said thirty-day period request a hearing before the planning commission to determine the existence of a violation.

C.

If salvageable in the opinion of the director, signs removed by the Director pursuant to this chapter shall be stored for a period of sixty days, during which time they may be recovered by the owner upon payment to the city for costs of removal and storage. If not recovered prior to expiration of the sixty-day period, the sign and supporting structures shall be declared abandoned and title thereto shall vest to the city, and the cost of removal shall be billed to the owner or lien placed on the property upon which said sign was erected.

(Zoning Ord. dated 1/31/06, § 9109.14.)

17.36.150 - Reserved.

Editor's note— [Sec. 3](#) of Ord. No. 1447, adopted Feb. 14, 2012, repealed zoning section 9109.15 from which this [section 17.36.150](#) derived. Former [§ 17.36.150](#) pertained to establishing compliance and was amended by Ord. 1377.

17.36.160 - Inventory and abatement—Variances—Penalties.

A.

Inventory and Abatement. Within six months from the date of adoption of this zoning ordinance, the city shall commence a program to inventory and identify illegal or abandoned signs within its jurisdiction. Within sixty days after this six-month period, the city may commence abatement of identified illegal or abandoned signs. If a previously legal sign is merely nonconforming, however, the terms of [section 17.36.150](#) of this zoning ordinance titled "Establishing Compliance," shall apply.

B.

Variances. Variances from these sign ordinances are strongly discouraged. However, where results inconsistent with the general purposes of this ordinance would occur from its strict literal interpretation and enforcement, the planning commission may grant a variance therefrom upon such terms and conditions as it deems necessary.

C.

Penalties. Each violation of this ordinance or any regulation, order or ruling promulgated or made hereunder, shall be punishable by a fine of not more than two hundred dollars per day, with each calendar day in violation, constituting a separate offense.

(Zoning Ord. dated 1/31/06, § 9109.16.)

17.36.170 - Murals.

Murals shall be allowed by permit reviewed by the beautification and mural council of the Banning Chamber of Commerce and permitted by the city's community development department. Applications shall be on a form devised by the community development department. A permit for a mural will be granted when the following conditions have been satisfied:

A.

Completed application;

B.

Sign permit fee paid;

C.

Approved by the beautification and mural council of the Banning Chamber of Commerce;

D.

The mural shall not cause a pedestrian or vehicular safety hazard;

E.

The mural shall be applied to the wall of a building; and

F.

The mural shall be maintained.

(Ord. No. 1382, § 3 (part).)

17.36.180 - Signs within adopted specific plan areas.

Signs within adopted specific plan areas shall conform to the sign requirements as indicated within the individual specific plan. However, in the event sign requirements are not provided in the individual specific plans, all signs within the specific plan areas shall conform to the provisions of [chapter 17.36](#). If the land use within the specific plan is not specifically identified in the zoning ordinance, the most appropriate (closely related) use of the area shall apply, as determined by the community development director.

(Ord. No. 1493, § 3(2), 4-12-16)

17.36.190 - Flags, banners and pennants on city-owned light poles.

Notwithstanding [section 17.36.070](#), the city of Banning may install flags, banners, and/or pennants on city-owned utility poles. The city manager shall establish a written banner program to regulate the installation of flags, banners, and pennants on city-owned utility poles. Banners and pennants shall be installed in compliance with the banner program established by the city manager.

(Ord. No. 1493, § 3(2), 4-12-16)

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Tuesday, July 4 (Independence Day) and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m.

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

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

DATE OF HEARING: July 13, 2017

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1025BA17 – Burgess Family Trust (Representative: Marcell & Associates) – City of Banning Case No. BR179502 (Billboard Review). The applicant proposes to remove the existing static billboard sign located at 1680 Ramsey Street, and replace it with a 55 foot tall dual “V” shaped dynamic LED billboard sign located on a 0.89 acre parcel. The project site is located southerly of Ramsey Street, easterly of Hathaway Street, and northerly of Interstate 10 (Airport Compatibility Zone D of the Banning Municipal Airport Influence Area).

FURTHER INFORMATION: Contact Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Patty Nevins of the City of Banning Planning Department at (951) 922-3152.

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

ALUC Identification No.

ZAPI025BA17

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application MAY 4, 2017
 Property Owner BURGESS FAMILY TRUST Phone Number (951)849 4751
 Mailing Address P.O. BOX 54
BANNING, CA 92220

Agent (if any) MR. FRANK BURGESS Phone Number (951)849 4751
 Mailing Address P.O. BOX 54
BANNING, CA 92220

*Barn
Zoned*

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address 1680 E. RAMSEY ST.
 Assessor's Parcel No. 532-140-005 Parcel Size 0.89 ACRES
 Subdivision Name N/A Zoning BUSINESS
 Lot Number N/A Classification PARK B P

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) VACANT & BILLBOARD

Proposed Land Use (describe) MESSAGE CENTER "V" SHAPED BILLBOARD (LED)
55' MAX HEIGHT 14' HIGH 48' WIDE

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) N/A
 For Other Land Uses Hours of Use CONTINUOUS
 (See Appendix C) Number of People on Site Maximum Number 2 PERIODIC FOR MAINTENANCE
 Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) 55' ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 2294 ft.

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

| REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE) | | |
|--|---------------------------------|---|
| Date Received | | Type of Project |
| Agency Name | <u>City of Banning Planning</u> | <input type="checkbox"/> General Plan Amendment |
| Staff Contact | <u>Patty Nevins</u> | <input type="checkbox"/> Zoning Amendment or Variance |
| Phone Number | <u>951-922-3152</u> | <input type="checkbox"/> Subdivision Approval |
| Agency's Project No. | <u>BR No. 179502</u> | <input type="checkbox"/> Use Permit |
| | | <input type="checkbox"/> Public Facility |
| | | <input type="checkbox"/> Other _____ |

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

4.1 Director's Approvals.

- A. During the period of May 19, 2017 through June 19, 2017, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Simon Housman reviewed six non-legislative cases within Zones D and E of the March Air Reserve Base/Inland Port Airport Influence Area and reconsidered the conditions applied to one non-legislative case within Compatibility Zone D of the Hemet-Ryan Airport Influence Area not associated with legislative cases and issued determinations of consistency.

ZAP1260MA17 (March, Zone D) pertains to County of Riverside Case No. PM36984 (Tentative Parcel Map No. 36984), a proposal to divide 5.01 gross acres located on the northwest corner of Evans Road and Toliver Road (in the Lakeview/Nuevo Area Plan easterly of the City of Perris) into four residential parcels. Residential density is not restricted in Zone D of the March Air Reserve Base/Inland Port Airport Influence Area, as it is in other Airport Influence Areas. Although the project is located within the March Air Reserve Base/Inland Port Airport Influence Area, the actual nearest runway to the site is Runway 15-33 at Perris Valley Airport, with an elevation at its northerly terminus of approximately 1,413 feet above mean sea level (AMSL). At a distance of 19,000 feet from the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 1,603 feet AMSL. The site elevation is 1,441 feet AMSL, so it is highly unlikely that any structures would exceed 1,603 feet AMSL at top point. Furthermore, structures not exceeding 47 feet in height would be below the elevation of the runway at March Air Reserve Base/Inland Port Airport. Therefore, FAA OES review for height/elevation reasons was not required. ALUC Director Simon Housman issued a determination of consistency for this project on June 1, 2017.

ZAP1261MA17 (March, Zone E) pertains to City of Menifee Case No. 2016-124 (Plot Plan), a proposal to develop and operate a 12,380 square foot retail, dining, and fueling center on 4.55 acres located on the southeast corner of McCall Boulevard and Sherman Road, and City of Menifee Case No. 2016-123 (Commercial Tentative Parcel Map No. 37130), a proposal to divide 8.8 acres currently in two Assessor's parcels into three commercial parcels. The center would consist of two fast food restaurants (3,200 and 3,000 square feet in size, each with a drive-thru), a 3,100 square foot convenience store, an additional 1,000 square foot retail store, a service station with 12 fueling pumps, and a 2,000 square foot car wash. The site is located within Compatibility Zone E, where nonresidential intensity is not restricted. Although the site is located within the March Air Reserve Base/Inland Port Airport Influence Area, the actual nearest runway to the site is Runway 15-33 at Perris Valley Airport, with an airport elevation of 1,413 feet above mean sea level (AMSL). At a distance of 19,031 feet from the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 1,605 feet AMSL at top point. The site has an existing maximum elevation of approximately 1,490 feet AMSL. With a maximum structure height of 28 feet, the top point elevation would be 1,518 feet AMSL. Therefore, Federal Aviation Administration Obstruction Evaluation Service review for height/elevation reasons was not required. ALUC Director Simon Housman issued a determination of consistency for this project on June 1, 2017.

ZAP1262MA17 (March, Zone E) pertains to County of Riverside Case No. PM36114 (Tentative Parcel Map No. 36114), a proposal to divide 5.11 gross acres located at 21123 Via Liago in the unincorporated community of Lake Mathews into two residential parcels. Residential density is not restricted within Airport Compatibility Zone E of 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 southerly terminus is approximately 1,488 feet above mean sea level (AMSL). The runway's high point elevation is 1,535 feet AMSL. The site is located at the edge of the Military Outer Horizontal Surface of March Air Reserve Base, which has an elevation of 2,035 feet AMSL (500 feet above the high point runway elevation). The parcel map depicts a building pad for a new structure that would be outside the boundaries of the Airport Influence Area; however, the pad elevation is projected at 2,024 feet AMSL. Therefore, it is likely that the top point of the structure would exceed the outer horizontal surface elevation of 2,035 feet AMSL. Review by the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) is not a prerequisite to the land division, but may be required prior to construction of the home on Parcel No. 2. Therefore, a condition has been included requiring that the permittee obtain a "Determination of No Hazard to Air Navigation" letter from the FAA OES prior to issuance of building permits for any structures with a top point elevation exceeding 2,035 feet AMSL. ALUC Director Simon Housman issued a determination of consistency for this project on June 1, 2017.

ZAP1265MA17 (March, Zone D) pertains to City of Riverside Case No. P17-0216 (Planned Residential Development [PRD] modification), a proposal to modify the use of Lot 13 of recorded Tract Map No. 31859 located at the southwest corner of Overlook Parkway and Via Montecito from a common recreational lot to a buildable single-family residential lot. (It is understood that this PRD modification does not require the adoption via an ordinance.) Residential density is not restricted within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area, as it is in other Airport Influence Areas. The site is more than 100 feet lower than the elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its northerly terminus (1,535 feet above mean sea level), at a distance of approximately 28,845 feet. The site is also more than 20,000 feet from the runways at Riverside Municipal Airport. Therefore, Federal Aviation Administration Obstruction Evaluation Service review for height/elevation reasons was not required. ALUC Director Simon Housman issued a determination of consistency for this project on June 1, 2017.

ZAP1266MA17 (March, Zone E) pertains to County of Riverside Case No. PP26197 (Plot Plan), a proposal to remove an existing 70 foot tall concealed flag pole wireless facility located at 17130 Van Buren Boulevard, easterly of Washington Street and westerly of Gardner Avenue in the unincorporated community of Woodcrest, and replace it with a 70-foot tall co-locatable monopine wireless facility. The site is located within Compatibility Zone E, where nonresidential intensity is not restricted. The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its northerly terminus is approximately 1,535 feet above mean sea level (AMSL). At a distance of approximately 28,590 feet from the project property line to the nearest point of the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 1,820 feet AMSL. The elevation of the project site is 1,504 feet AMSL. With a maximum structure height of 70 feet, the top point elevation would be 1,574 feet AMSL. Additionally, the site is located more than 20,000 feet from the runways at Riverside Municipal Airport. Therefore, Federal Aviation Administration Obstruction Evaluation Service review for height/elevation reasons was not required. ALUC Director Simon Housman issued a determination of consistency for this project on June 1, 2017.

ZAP1267MA17 (March, Zone E) pertains to County of Riverside Case No. PM37172 (Tentative Parcel Map No. 37172), a proposal to divide 2.23 gross acres located on the northerly side of Betty Road, westerly of Sophie Street and southeasterly of State Highway Route 74 in the unincorporated community of Good Hope into two residential parcels. Residential density is not restricted within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. Although the project is located within the March Air Reserve Base/Inland Port Airport Influence Area, the actual nearest runway to the site is Runway 15-33 at Perris Valley Airport. The project site is located approximately 12,582 feet from the closest point on the runway. At this distance, given the runway elevation of 1,415 feet above mean sea level (AMSL), Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 1,540 feet AMSL. The proposed building pads for Parcels 1 and 2 are at elevations of 1,562 and 1,563 feet, respectively --- more than 140 feet higher than the runway elevation. Review by the FAA OES is not a prerequisite to the land division, but will be necessary prior to the construction of any structures at this location. Therefore, a condition has been included requiring that the permittee obtain a "Determination of No Hazard to Air Navigation" letter from the FAA OES prior to issuance of building permits. ALUC Director Simon Housman issued a determination of consistency for this project on June 1, 2017.

ZAP1045HR17 (Hemet-Ryan Airport, Zone D) pertains to City of Hemet Case No. CUP17-002 (Conditional Use Permit), a proposal to expand an existing building located on a 1.11-acre lot at the northeast corner of Florida Avenue and Sanderson Avenue (the site of a Coco's restaurant which ceased operations) by up to 4,087 square feet to a total floor area of 10,087 square feet and to add a drive-through. The easterly 2,979 square feet will be occupied by a fast food restaurant (projected to be The Habit), with two westerly suites for retail or restaurant use. (The lot is within a shopping center, and the Conditional Use Permit also proposes façade improvements for five other buildings in the center, but no increase in square footage or change in tenancy is proposed for these other buildings.) The site is located within Airport Compatibility Zone D (East) of the Hemet-Ryan Airport Influence Area. Zone D limits nonresidential intensity easterly of Cawston Avenue to an average of 300 persons per acre. The initial determination of consistency issued on May 11, 2017 included conditions limiting the height of the building to 24 feet and dining area in the building to 3,000 square feet. The applicant objected to these conditions and requested reconsideration, and was supported by the City of Hemet. Staff re-evaluated the allowable intensity within the building in light of Policy 2.1 (c) of the Hemet-Ryan Airport Land Use Compatibility Plan ("Hemet-Ryan ALUCP"), which states that "the intensities attributable to existing uses/structures established on the same site prior to the adoption date of the Compatibility Plan shall not be counted against the intensity limits of new development or expansions." Based on the information provided by the applicant and the City of Hemet, the Coco's restaurant included a total floor area of 6,000 square feet. The expansion area, then, is in the amount of 4,087 square feet. A 4,087 square foot restaurant, if it were to consist entirely of dining area, would accommodate a maximum of 272 persons. The drive-through would add 18 persons within stacking for 12 cars, increasing the site's total to 290, which would remain below the site allocation of over 330 persons. Therefore, the condition limiting dining area in the building was deleted. The project site is approximately 4,660 feet from the future northeasterly terminus of Runway 5-23 at Hemet-Ryan Airport. The elevation of the runway is 1,508 feet above mean sea level. At this distance, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 1,554 feet AMSL. This is not a limit on height or top point elevation of this or any other new or heightened building in the center, and, based on the information provided, the top point elevation of the building proposed for expansion is not expected to exceed 1,554 feet AMSL. The condition limiting the height of the building was deleted and replaced with a recommendation that the City require the permittee to provide evidence of a "Determination of No Hazard to Air Navigation" letter prior to issuance of building permits for any new or heightened structures where the increased height would result in a top point elevation

exceeding 1,554 feet AMSL. ALUC Director Simon Housman issued a revised determination of consistency for this project on June 2, 2017.

- B. Additionally, ALUC Director Simon Housman reviewed the following legislative case with an associated non-legislative case within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area pursuant to ALUC Resolution No. 2015-01 and issued determinations of consistency.

ZAP1263MA17 (March, Zone E) includes one legislative case and one non-legislative case within the unincorporated Lake Mathews/Woodcrest Area Plan. County of Riverside Case No. CZ07917 (Change of Zone) is a proposal to change the zoning classification of 38.3 acres designated Rural Community: Very Low Density Residential on that Area Plan located northerly of Van Buren Boulevard, westerly of Whispering Spur Lane, and easterly of Pick Place from R-1-1, R-A-1, and R-A-5 to R-1-½, R-1-1, and R-1-2. County of Riverside Case No. TR36813 (Tentative Tract Map No. 36813) is a proposal to subdivide the 38.3-acre site into 38 single-family residential lots. Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan ("March ALUCP"), residential density is not restricted. The elevation of the site is more than 500 feet lower than the elevation of March's Runway 14-32 at its northerly terminus (approximately 1,535 feet above mean sea level). Additionally, the site is located more than 20,000 feet from the runways at Riverside Municipal Airport. Therefore, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review for height/elevation reasons was not required. ALUC Director Simon Housman issued determinations of consistency for this project on June 8, 2017.

- C. Finally, ALUC Director Simon Housman reviewed the following jurisdiction-initiated non-impact legislative case pursuant to ALUC Resolution No. 2011-02 and issued a determination of consistency.

ZAP1021RG17 (Countywide unincorporated areas) pertains to Riverside County Ordinance Nos. 348.4856 and 348.4857, which propose to establish minimum development standards for the placement of metal shipping containers and unattended donation bins, respectively, within unincorporated Riverside County, ALUC Director Simon Housman issued a determination of consistency for this project on June 8, 2017.

Copies of these consistency letters and background documents are attached, for the Commission's information.

Y:\ALUC\ALUC Administrative Items\ADmin Item 07-13-17.doc

AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



June 1, 2017

CHAIR
Rod Ballance
Riverside

VICE CHAIRMAN
Steve Manos
Lake Elsinore

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Russell Betts
Desert Hot Springs

VACANCY

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

Ms. Dionne Harris, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92522
(VIA HAND DELIVERY)

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION

File No.: ZAP1260MA17
Related File No.: PM36984 (Tentative Parcel Map)
APN: 300-110-025

Dear Ms. Harris:

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. PM36984 (Tentative Parcel Map), a proposal to divide 5.01 gross acres located on the northwest corner of Evans Road and Toliver Road into four residential parcels.

The site is located within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.

Although the site is located within the March Air Reserve Base/Inland Port Airport Influence Area, the actual nearest runway to the site is Runway 15-33 at Perris Valley Airport. The elevation of this runway at its northerly terminus is 1,413 feet above mean sea level (1413 AMSL). At a distance of approximately 19,000 feet from the runway to the project site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 1,603 feet AMSL. The site elevation is 1,441 feet AMSL, so it is highly unlikely that any structures would exceed 1,603 feet AMSL. Furthermore, structures not exceeding 47 feet in height would be below the elevation of the runway at March Air Reserve Base/Inland Port Airport. Therefore, review by the FAA OES was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions.

AIRPORT LAND USE COMMISSION


CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The review of this Tentative Parcel Map 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 4 of the Lakeview/Nuevo Area Plan:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the proposed lots and to tenants of any homes thereon, and shall be recorded as a deed notice.
4. No detention basins are depicted on the proposed parcel map. 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.
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.

AIRPORT LAND USE COMMISSION

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, Director

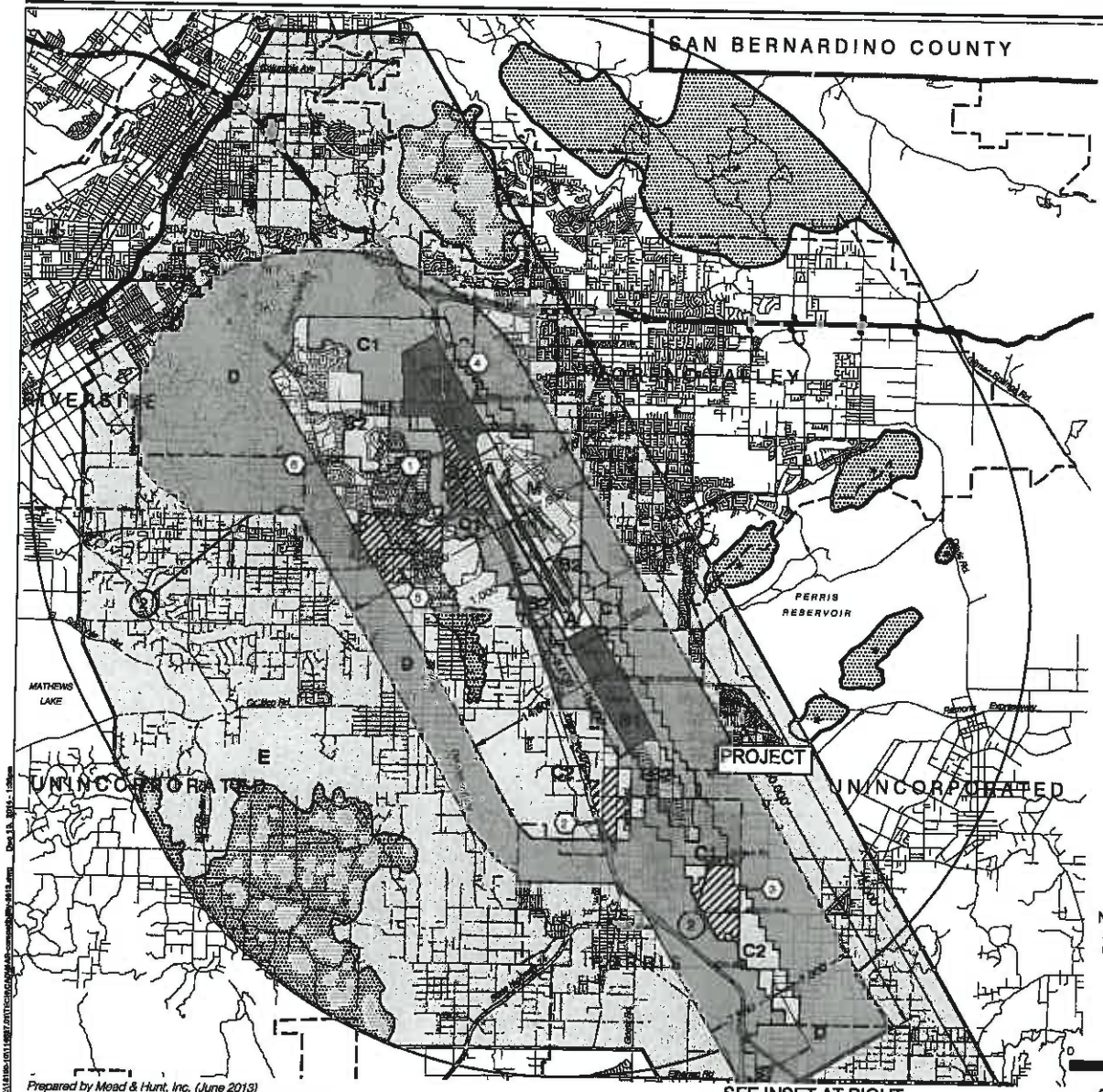
Attachments: Notice of Airport in Vicinity

cc: Martin Lopez (applicant/property owner)
Dan Gomez, Landmark Inc. (representative)
Family L Plastering Lathing Specialist, Inc. (Perris address) (fee payer)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Daniel Rockholt, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1260MA17\ZAP1260MA17.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

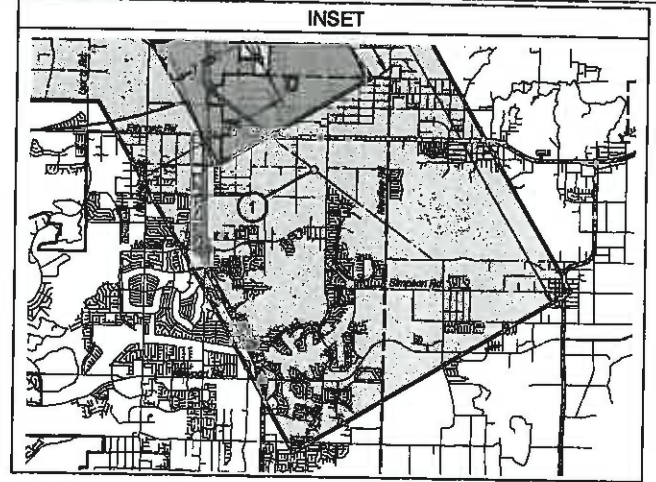
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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



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



Base map source: County of Riverside 2013

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

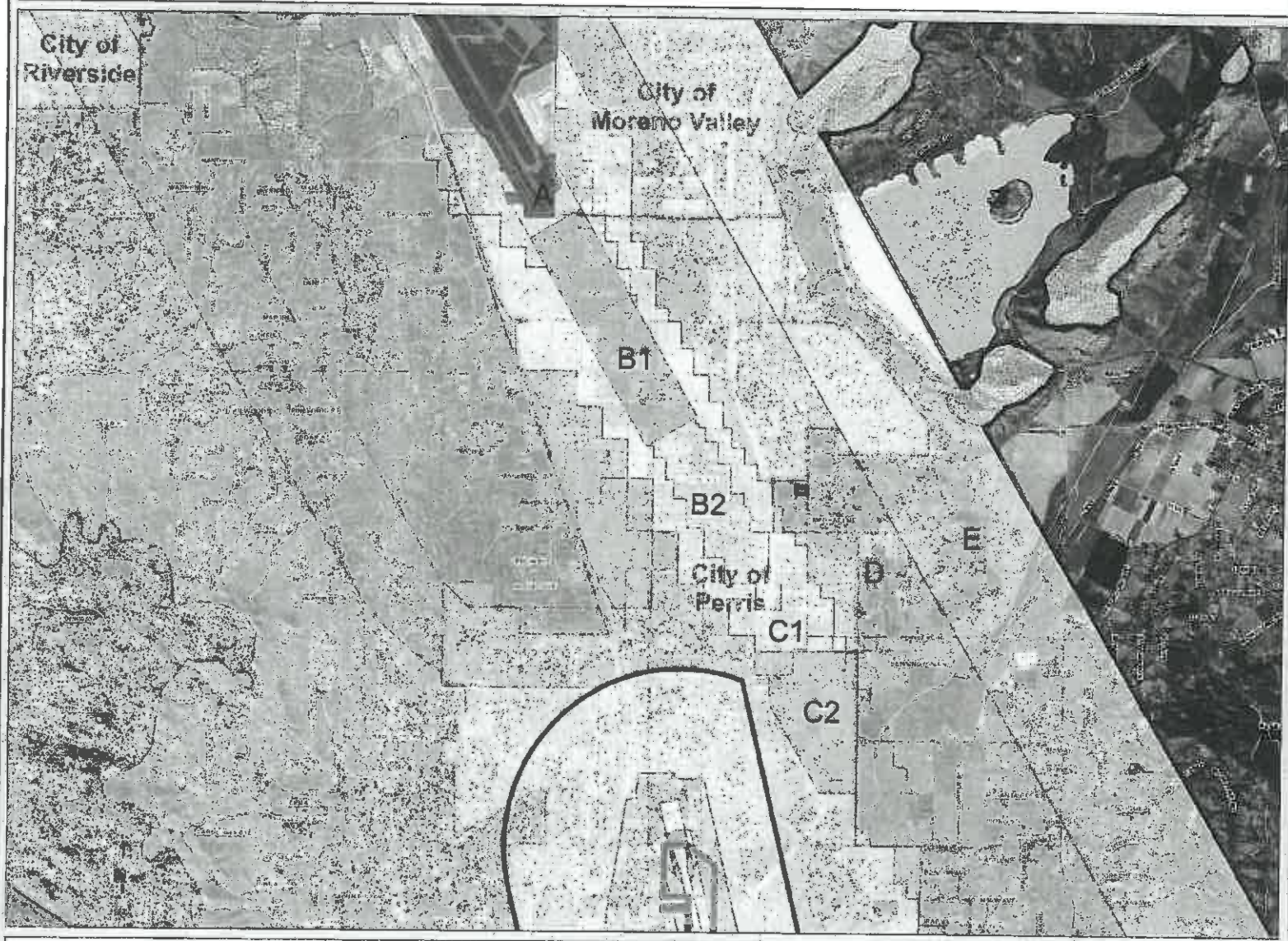
Map MA-1

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

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

SEE INSET AT RIGHT

My Map



Legend

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



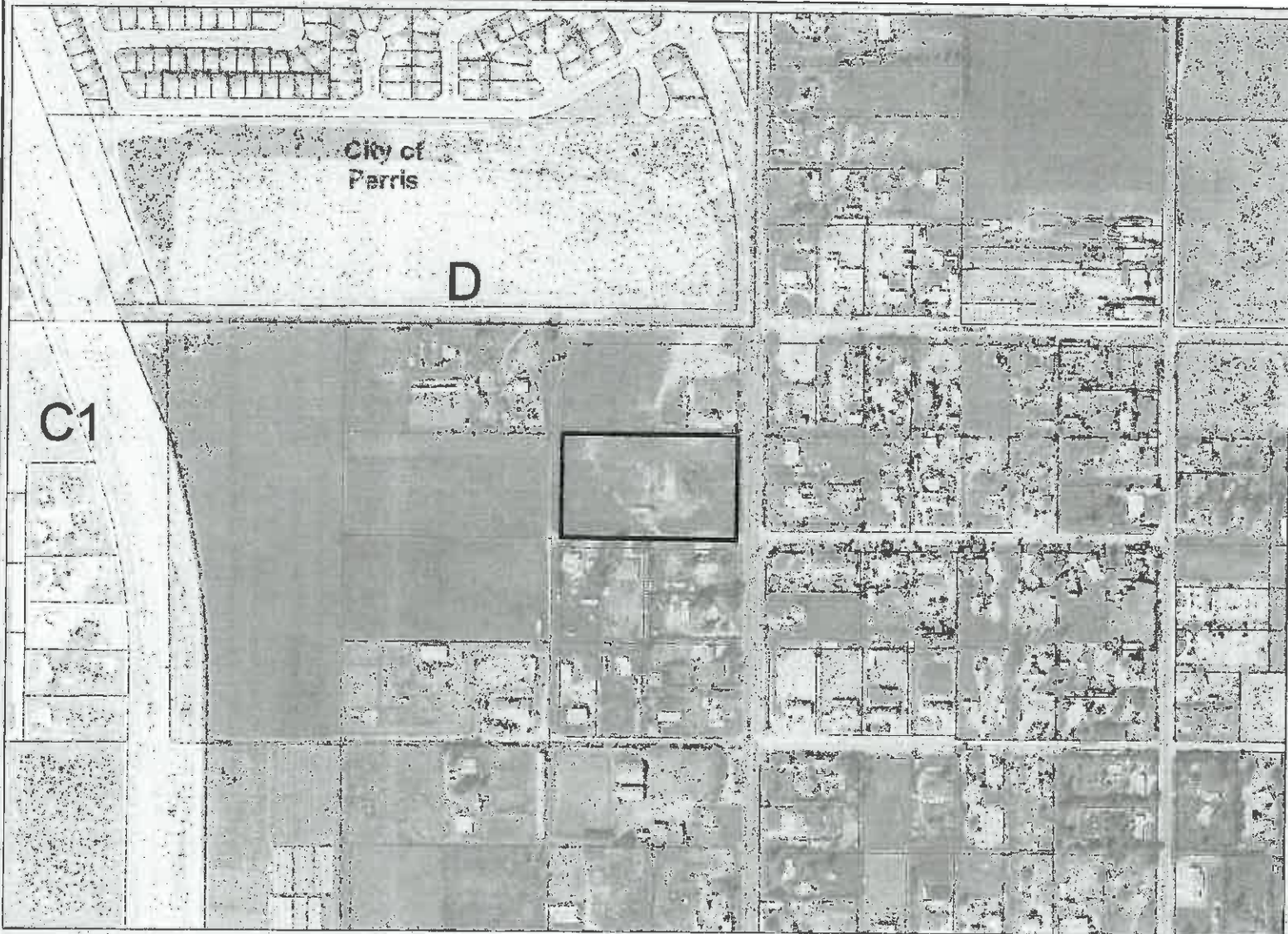
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

REPORT PRINTED ON... 5/10/2017 8:50:46 AM

© Riverside County RCIT GIS

Notes

My Map



- Legend**
- Airports
 - AIA
 - Airport Compatibility**
 - OTHER ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5
 - C2-EXC8
 - C2-HIGHT



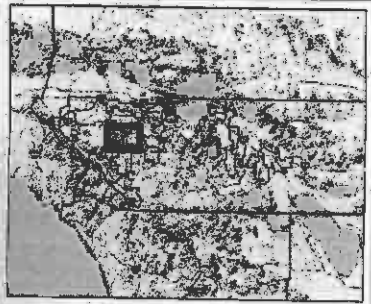
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

REPORT PRINTED ON... 5/10/2017 8:43:34 AM

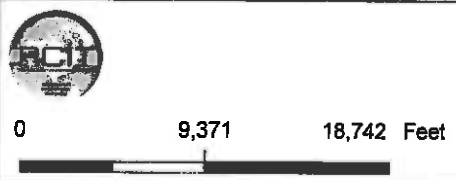
© Riverside County RCIT GIS

Notes

My Map



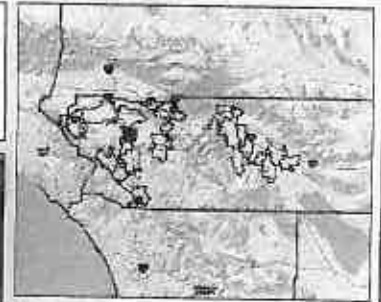
- Legend**
- City Boundaries
 - Cities
 - adjacent_highways**
 - Interstate
 - Interstate 3
 - State Highways; 60
 - State Highways 3
 - US HWY
 - OUT
 - highways_large**
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - USHWY
 - counties
 - cities



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

My Map



Legend

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



0 2,343 4,685 Feet



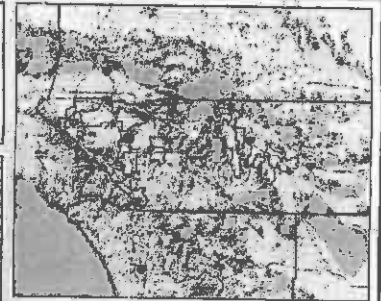
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/10/2017 8:53:37 AM

















© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 1,171 2,343 Feet



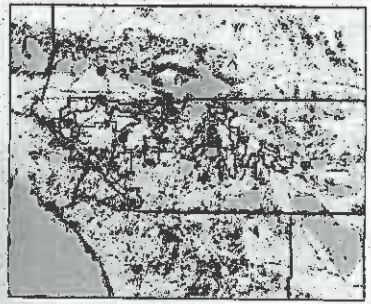
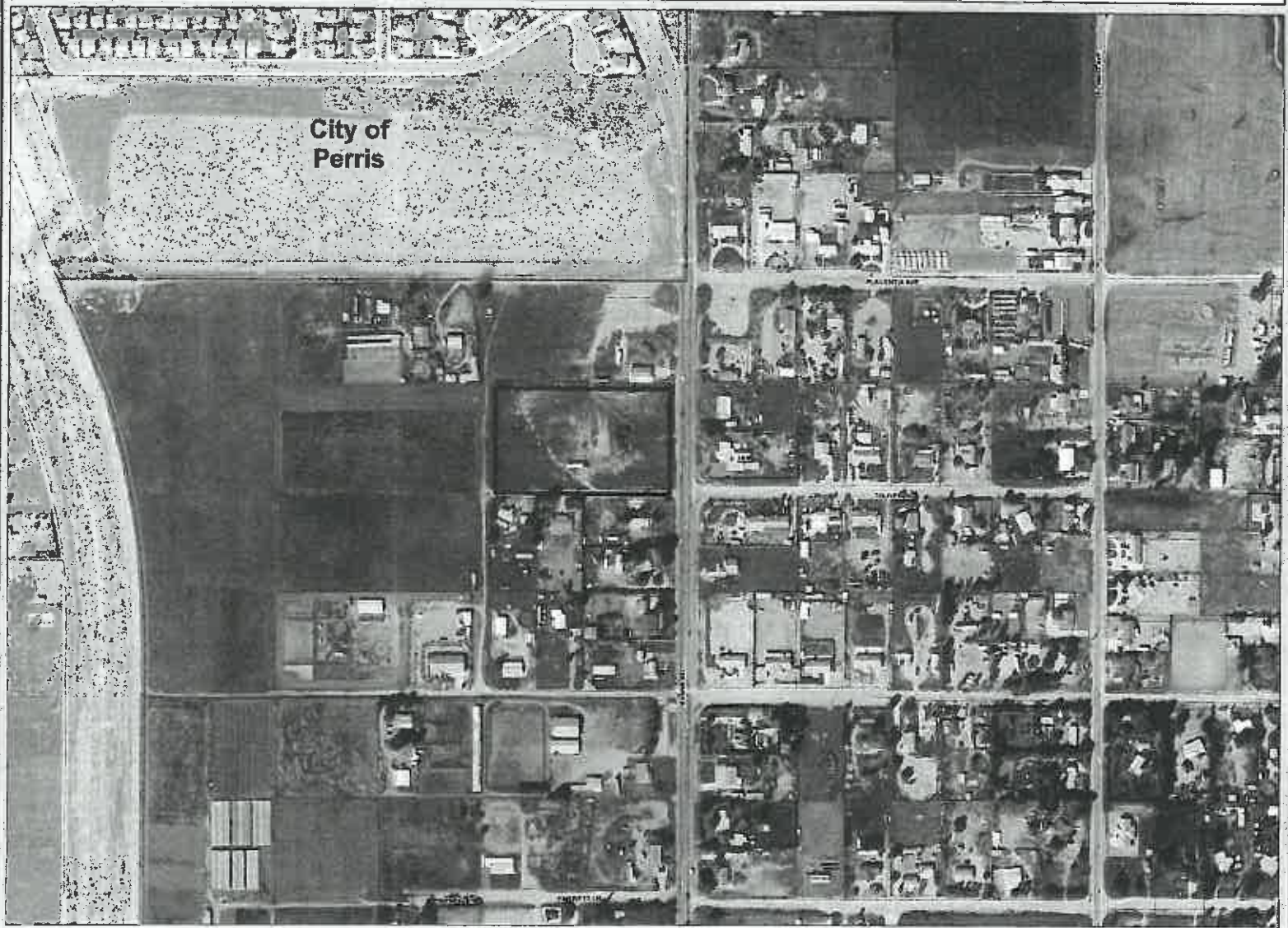
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/10/2017 8:54:06 AM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 586 1,171 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... 5/10/2017 8:54:42 AM

© Riverside County RCIT GIS

Notes

My Map



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



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



REPORT PRINTED ON... 5/10/2017 8:55:15 AM

© Riverside County RCIT GIS

Notes

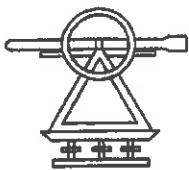
TENTATIVE PARCEL MAP NO. 36984
HOUSE ELEVATION

EXIST. HOUSE
(TO REMAIN)



EXISTING BUILDING
ELEVATION.
(BOTH HOUSES)

SCALE 1" = 40'



LANDMARK SURVEYS

SURVEYING, MAPPING, ENGINEERING.
14586 CHOKE CHERRY DRIVE
VICTORVILLE, CA 92392
PHONE: (760) 955-4141
FAX: (760) 955-3441

PAGE BREAK



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



June 1, 2017

CHAIR
Rod Ballance
Riverside

VICE CHAIRMAN
Steve Manos
Lake Elsinore

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Russell Betts
Desert Hot Springs

VACANCY

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

Mr. Ryan Fowler, Project Planner
City of Menifee Community Development Department
29714 Haun Road
Menifee CA 92586

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR'S DETERMINATION**

File No.: ZAP1261MA17
Related File Nos.: 2016-124 (Plot Plan), 2016-123 (Tentative Parcel Map)
APNs: 333-060-021 and -022

Dear Mr. Fowler:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Menifee Case No. 2016-124 (Plot Plan), a proposal to develop and operate a 12,380 square foot retail center consisting of two fast food restaurants (3,200 and 3,000 square feet in size, each with a drive-thru), a 3,100 square foot convenience store, an additional 1,000 square foot retail store, a service station with 12 fueling pumps, and a 2,080 square foot carwash on 4.55 acres located on the southeast corner of McCall Boulevard and Sherman Road and City of Menifee Case No. 2016-123 (Commercial Tentative Parcel Map No. 37130), a proposal to divide 8.8 acres currently in two Assessor's parcels into three commercial parcels.

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 19,031 feet from the project site. At this distance, given the runway elevation of 1,415 feet above mean sea level (AMSL), Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,605 feet AMSL. The site has an existing maximum elevation of approximately 1,490 feet above mean sea level. With a maximum structure height of 28 feet, the top point elevation would be 1,518 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is not required.

As ALUC Director, I hereby find the above-referenced projects **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:


AIRPORT LAND USE COMMISSION

CONDITIONS:

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

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION


Simon A. Housman, ALUC Director

AIRPORT LAND USE COMMISSION

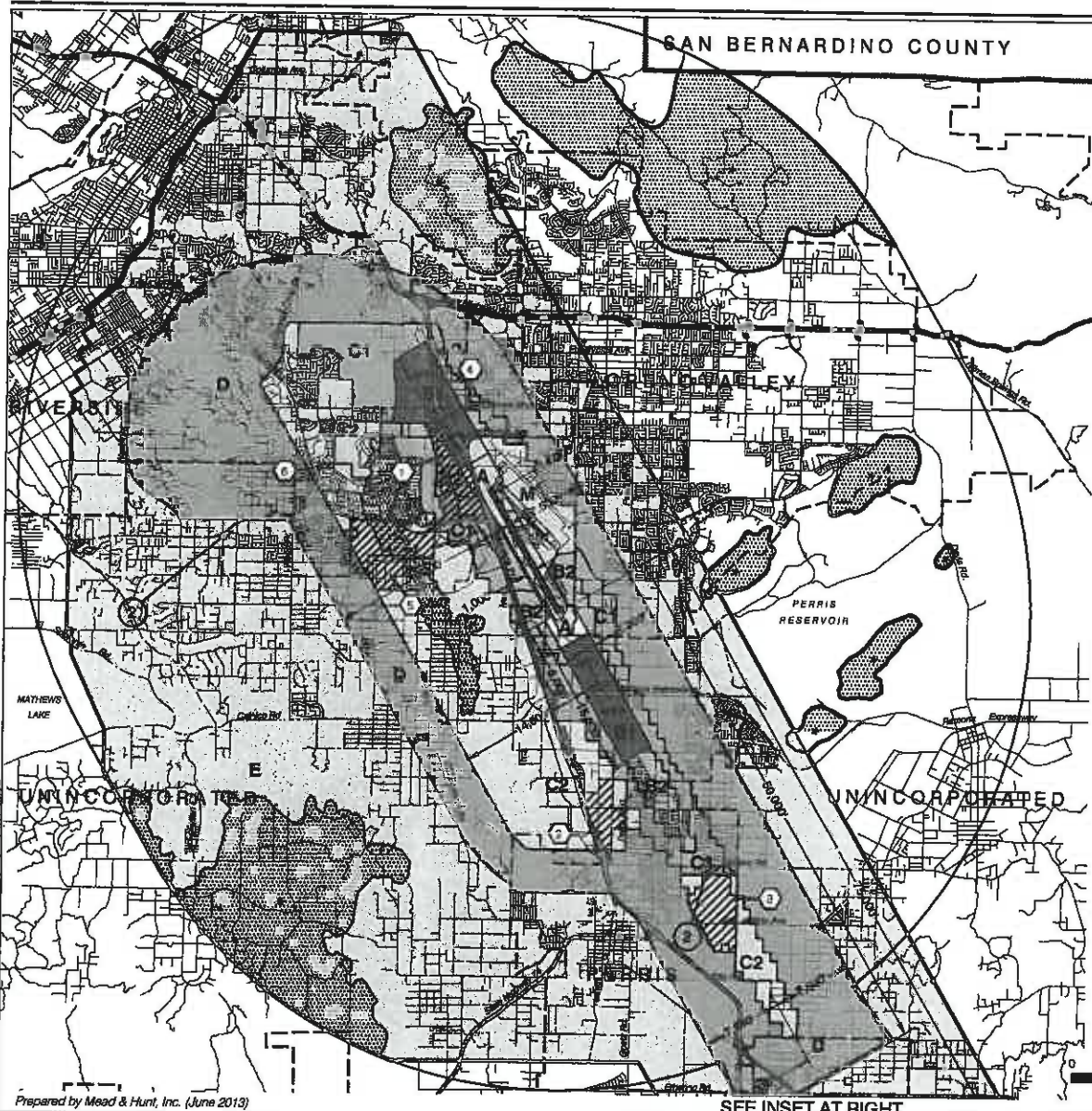
Attachments: Notice of Airport in Vicinity

cc: Josie Molina, McCall Plaza, LP (applicant)
27990 Sherman Road Partners (Tustin address) (additional listed landowner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Daniel Rockholt, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1261MA17\ZAP1261MA17.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

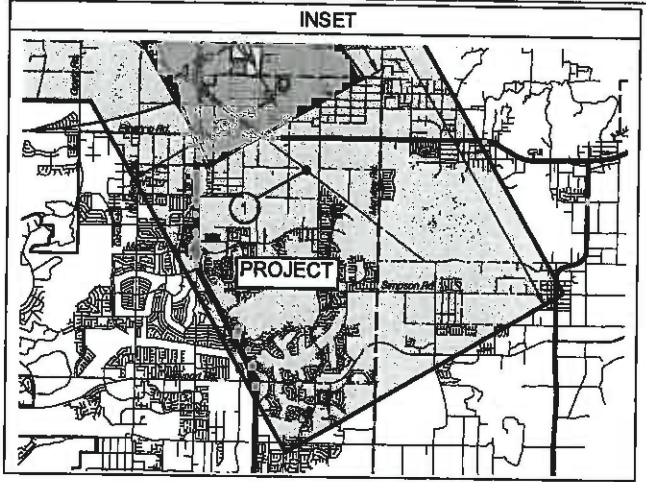
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

- ① Point at which aircraft on Runway 32 (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.

Boundary Lines

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

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



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



Base map source: County of Riverside 2013

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

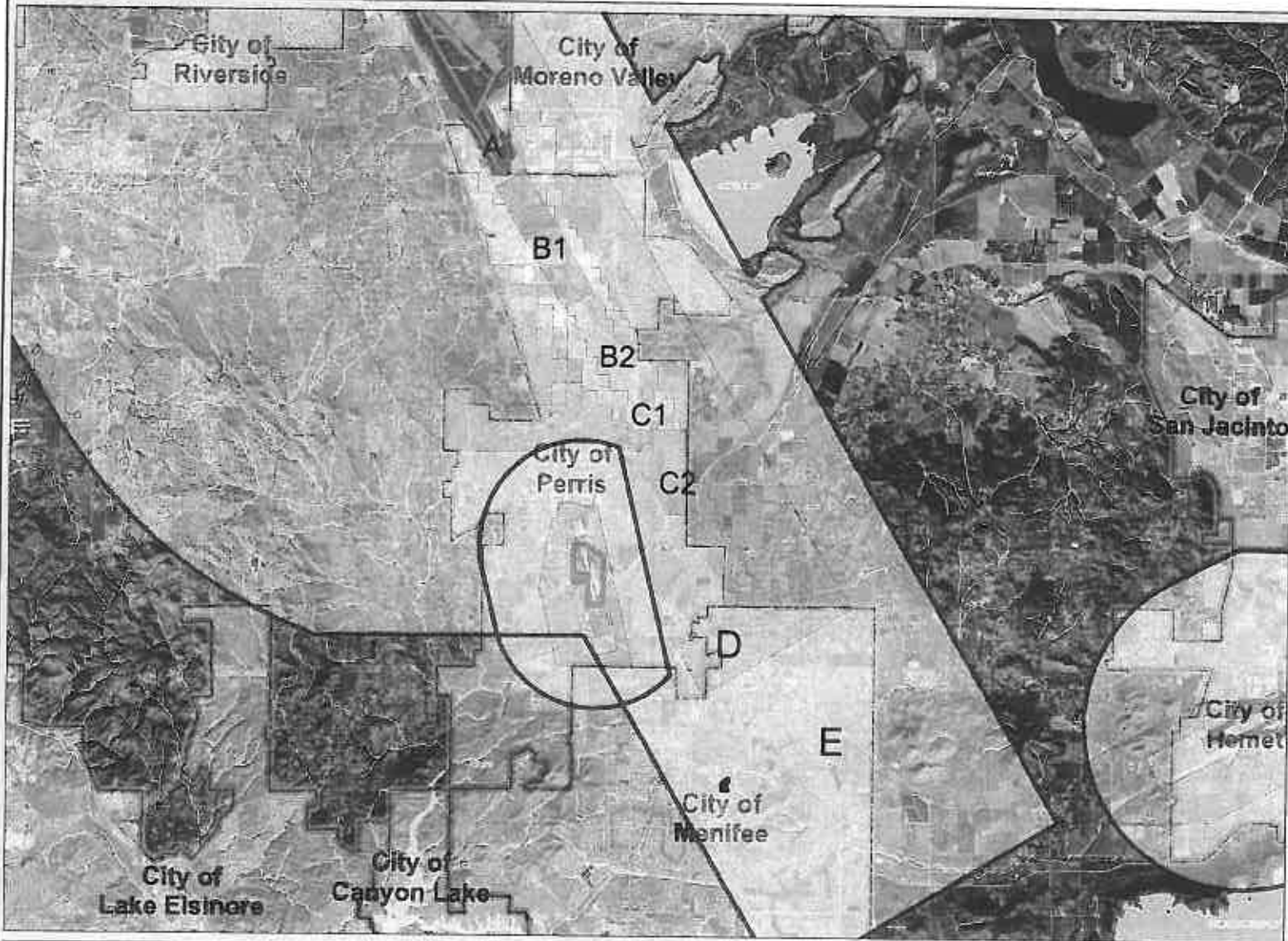
Map MA-1

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

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

SEE INSET AT RIGHT

My Map



Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC8
- C2-HIGHT



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

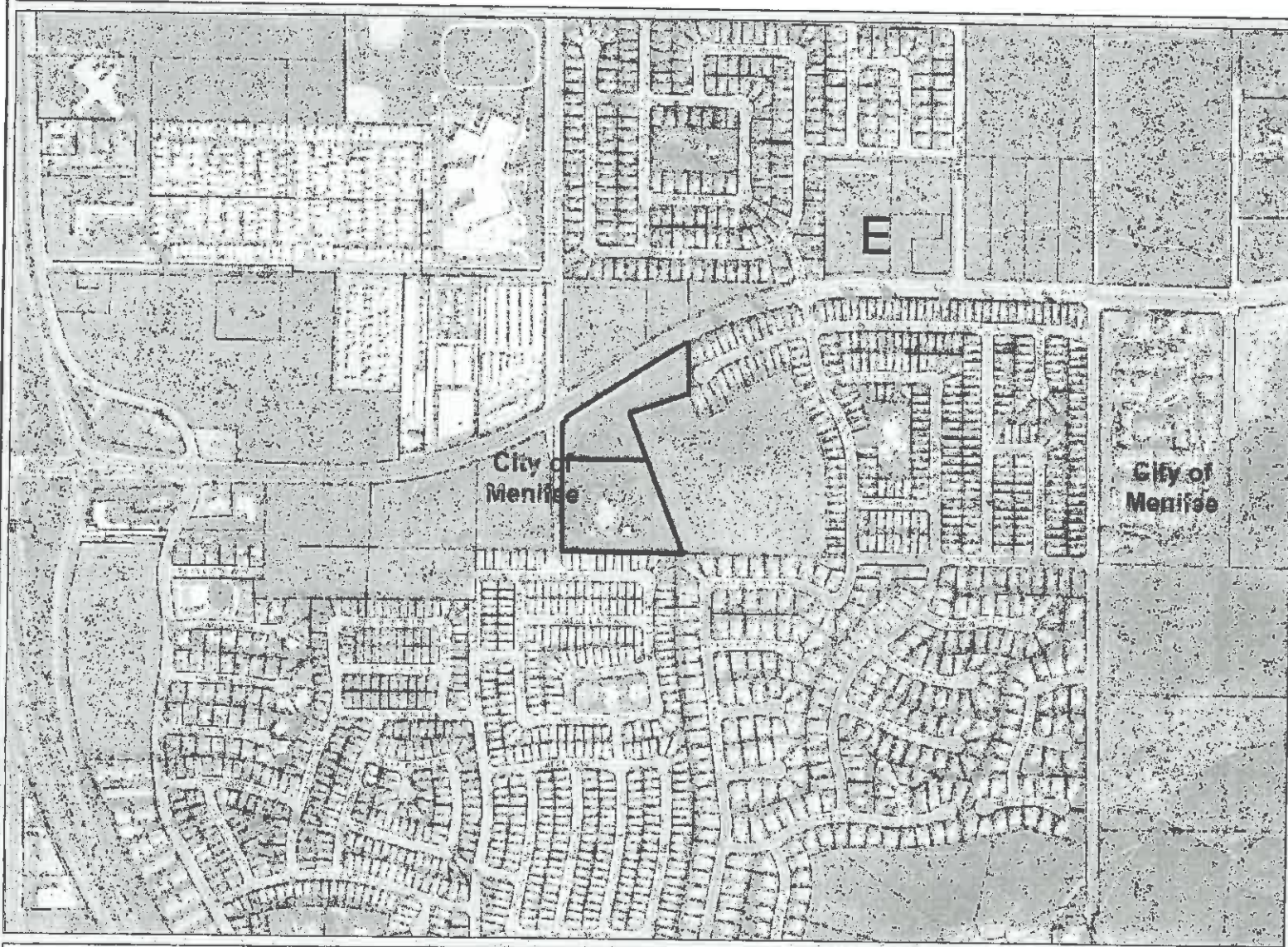
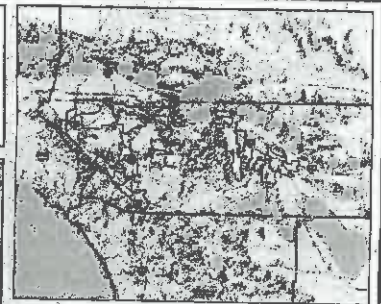


REPORT PRINTED ON... 5/16/2017 12:58:55 PM

© Riverside County RCIT GIS


Notes

My Map




Legend

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



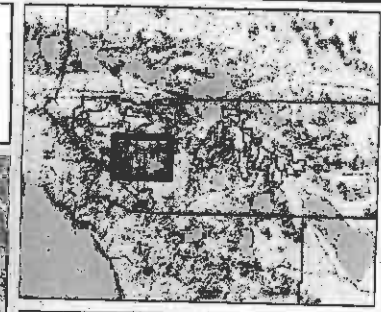
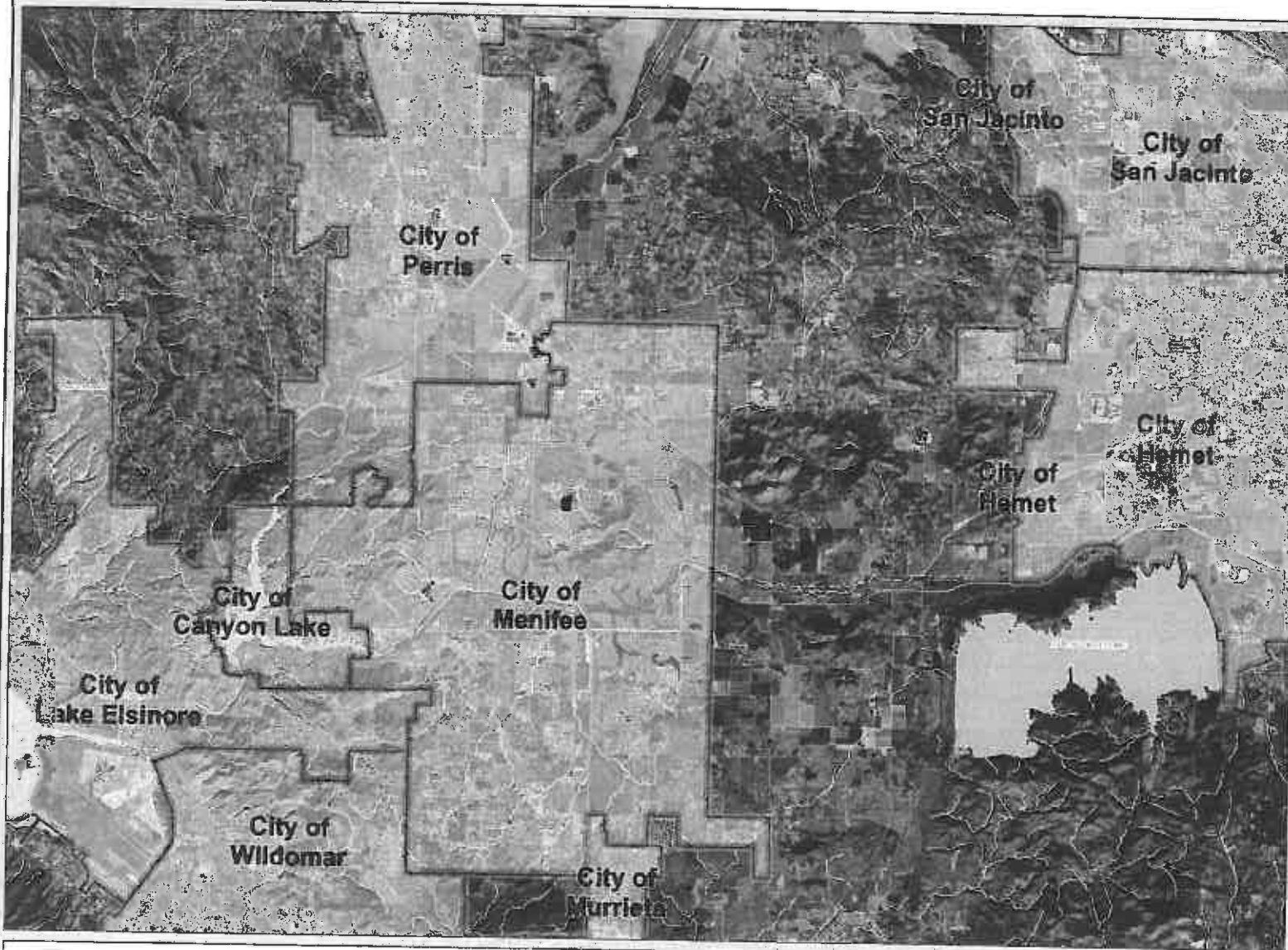
0 896 1,791 Feet






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.

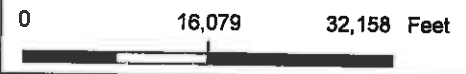
Notes

My Map



Legend

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



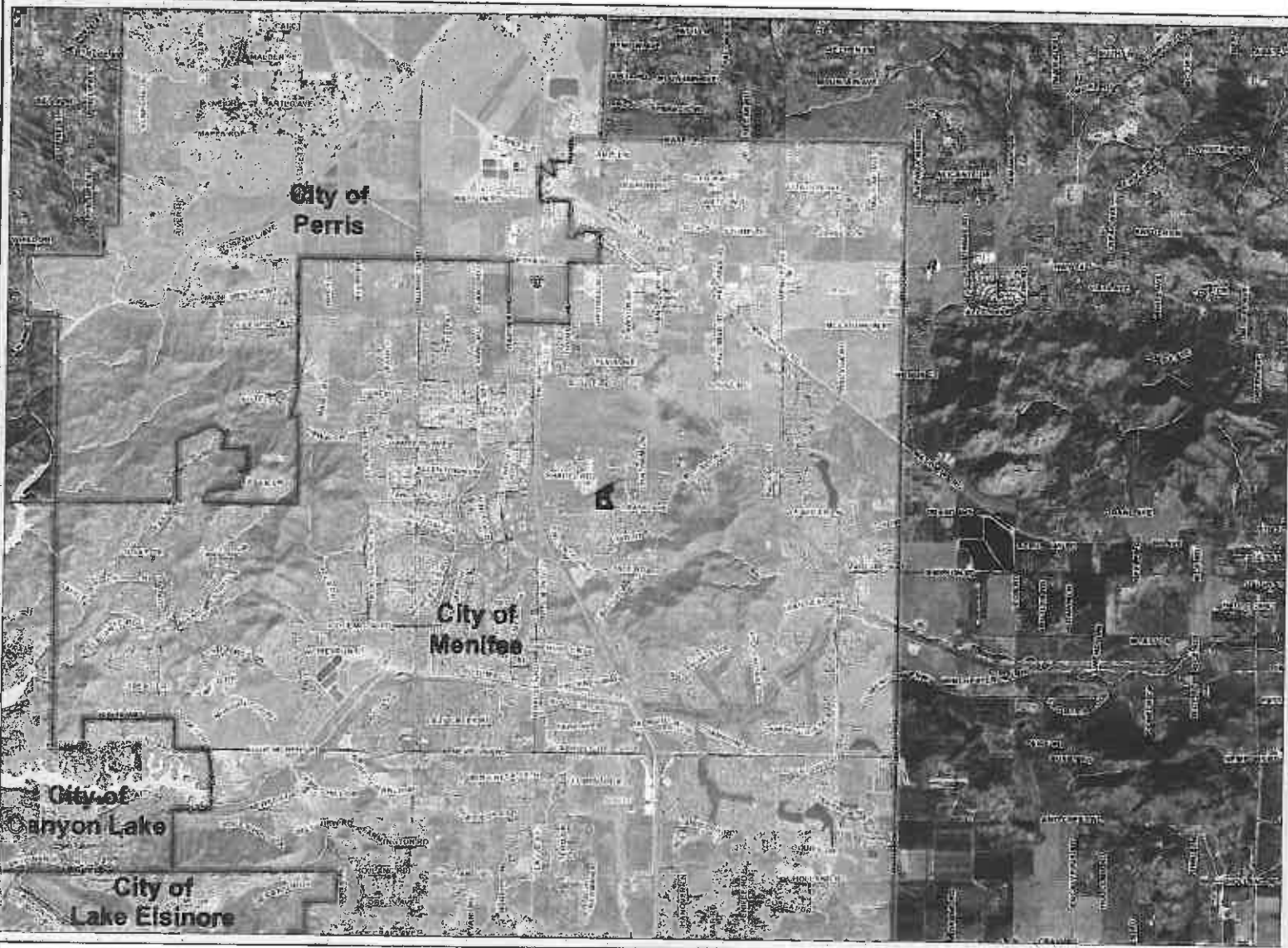
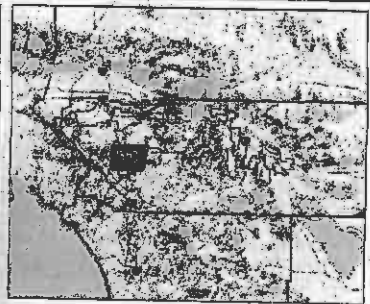
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

REPORT PRINTED ON... 5/16/2017 1:00:48 PM

© Riverside County RCIT GIS

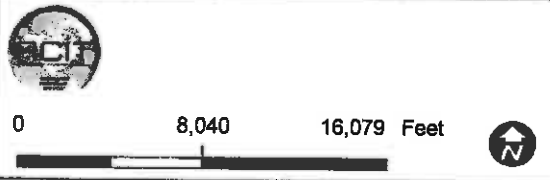
Notes

My Map



Legend

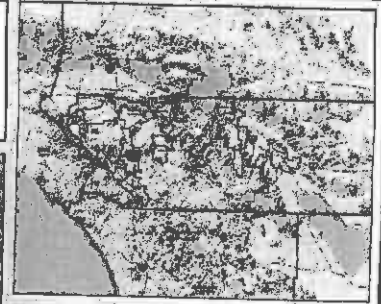
- City Boundaries
- Cities**
- highways_large**
- HWY
- INTERCHANGE
- INTERSTATE
- USHWY
- majorroads
- counties
- cities



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

My Map



Legend

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



0 2,010 4,020 Feet



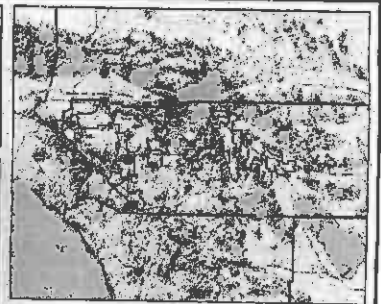
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/16/2017 1:02:48 PM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



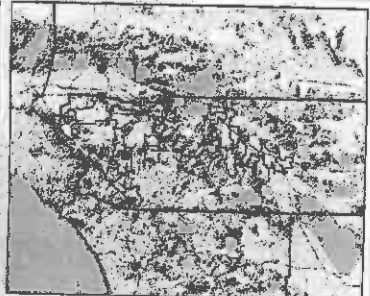
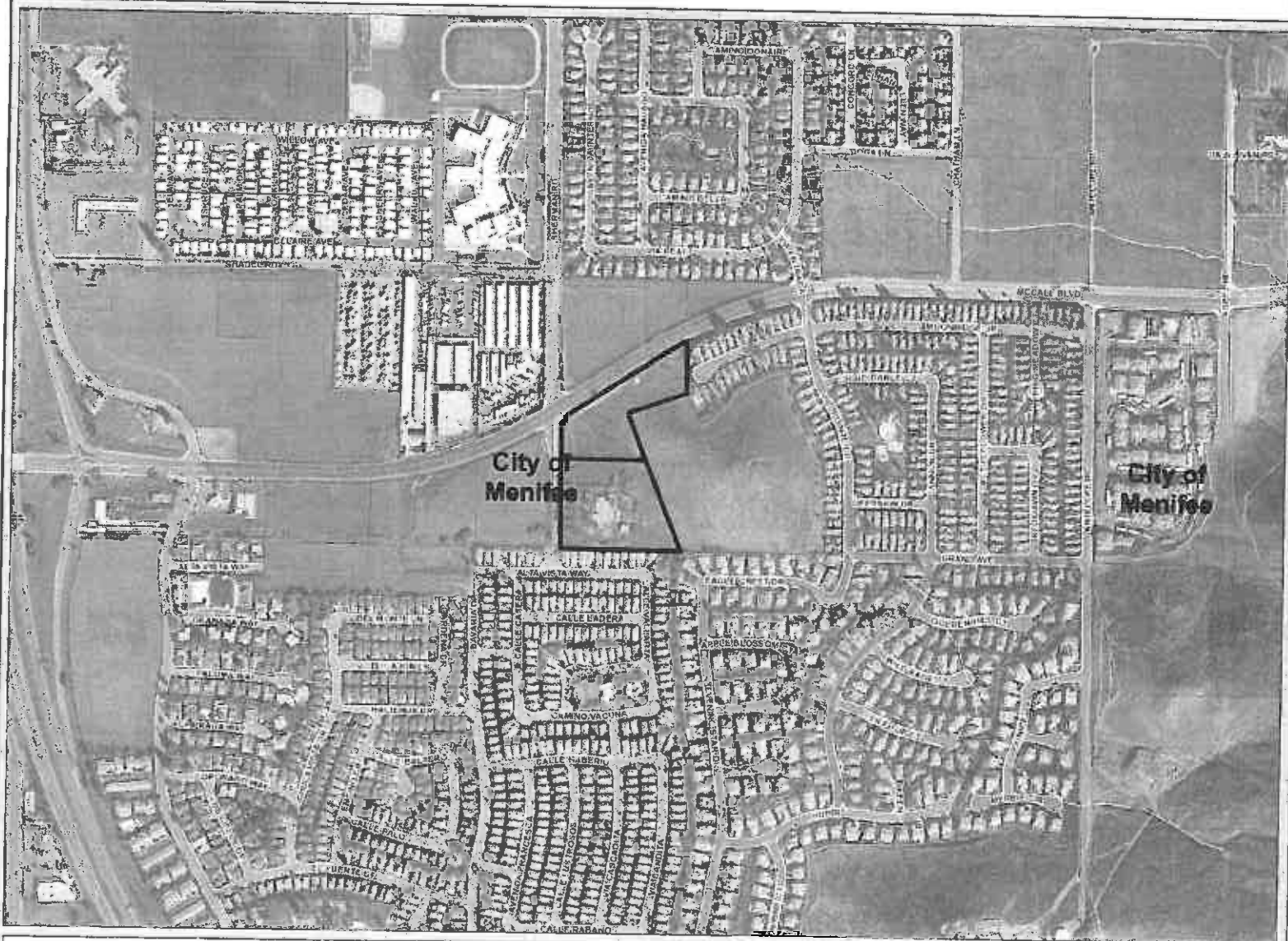
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

REPORT PRINTED ON... 5/16/2017 1:03:20 PM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



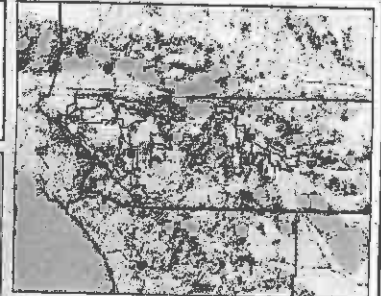
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

Notes



REPORT PRINTED ON... 5/16/2017 12:57:36 PM

My Map



Legend

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

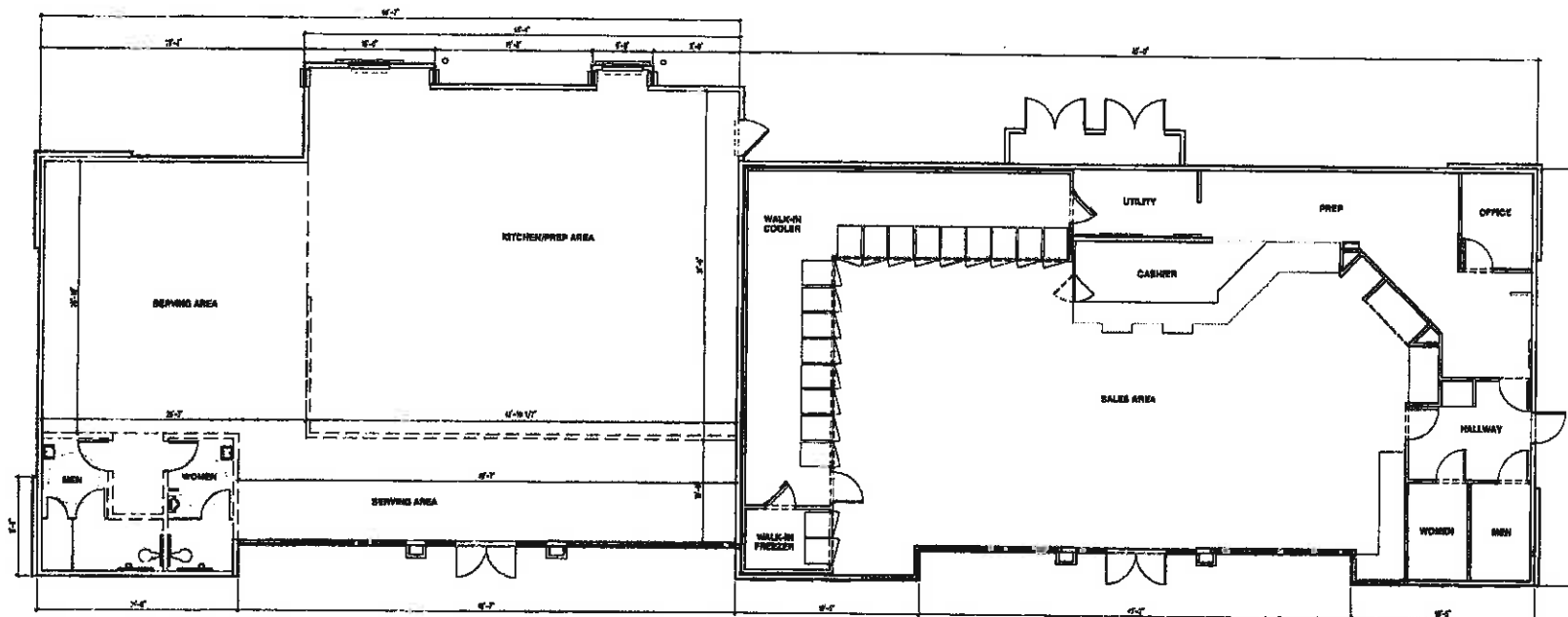


IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

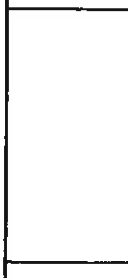
REPORT PRINTED ON... 5/16/2017 1:03:58 PM

© Riverside County RCIT GIS

Notes

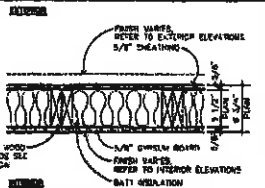


324 SOUTH 2ND STREET
CORONA, CA 92727-1558
P.O. BOX 1558
CORONA, CA 92726-1558
DIRECT (951) 260-3832
FAX (951) 260-3832



CONVENIENCE STORE AND
FAST FOOD #1 FLOOR PLAN
MENNIE-MACCALL
SEC-MACCALL BLDG + SHERMAN ROAD
MENFEE, CA

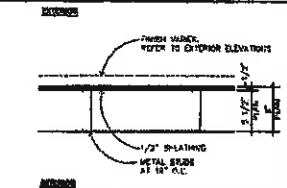
FLOOR PLAN



1 SINGLE 2x6 STUDS AT 16" O.C.
SCALE: 1 1/2" = 1'-0"

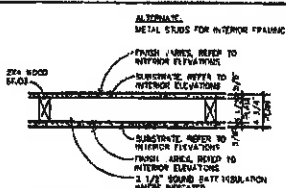
1A DOUBLE 2x6 STUDS AT 24" O.C.
SCALE: 1 1/2" = 1'-0"

NOTE: FOR SHEATHING TYPE REFER TO EXTERIOR SHEATHING SCHEDULE S1.2



2 5 1/2" METAL STUD EXTERIOR WALL
SCALE: 1 1/2" = 1'-0"

NOTE: FOR SHEATHING TYPE REFER TO EXTERIOR SHEATHING SCHEDULE S1.2



3 TYPICAL STUD WALL AT 16" O.C.
SCALE: 1 1/2" = 1'-0"

3A STUD WALL WITH SOUND BATT
SCALE: 1 1/2" = 1'-0"

3B STUD WALL AT 12" O.C.
SCALE: 1 1/2" = 1'-0"

NOTE: OPTION TO USE (2) 1/2" LAYERS OF GYPSUM BOARD FOR TYPICAL WITH 3297

GENERAL NOTES:

- CONCRETE LINES ARE FROM FACE OF FOUNDATION UNLESS NOTED OTHERWISE.
- FACE OF FRAMING ON EXTERIOR WALL IS SAME AS OUTSIDE FACE OF FOUNDATION WALL.
- METAL STUDS MAY BE USED IN PLACE OF WOOD STUDS, INCLUDING AND BASED ON WOOD STUDS.
- VENTILATING RESISTING SYSTEM TO BE USED ON FLUET ROOFS. REFER TO EXTERIOR ELEVATIONS FOR WINDING REQUIREMENTS. REFER TO INTERIOR ELEVATIONS FOR WINDING REQUIREMENTS.

WALL LEGEND

- WOOD FRAMED WALL
- METAL STUD WALL
- MASONRY WALL
- PREPARED COOLER UNIT
- LOW (HALF) WALL (WOOD FRAMED)

KEYED NOTES:

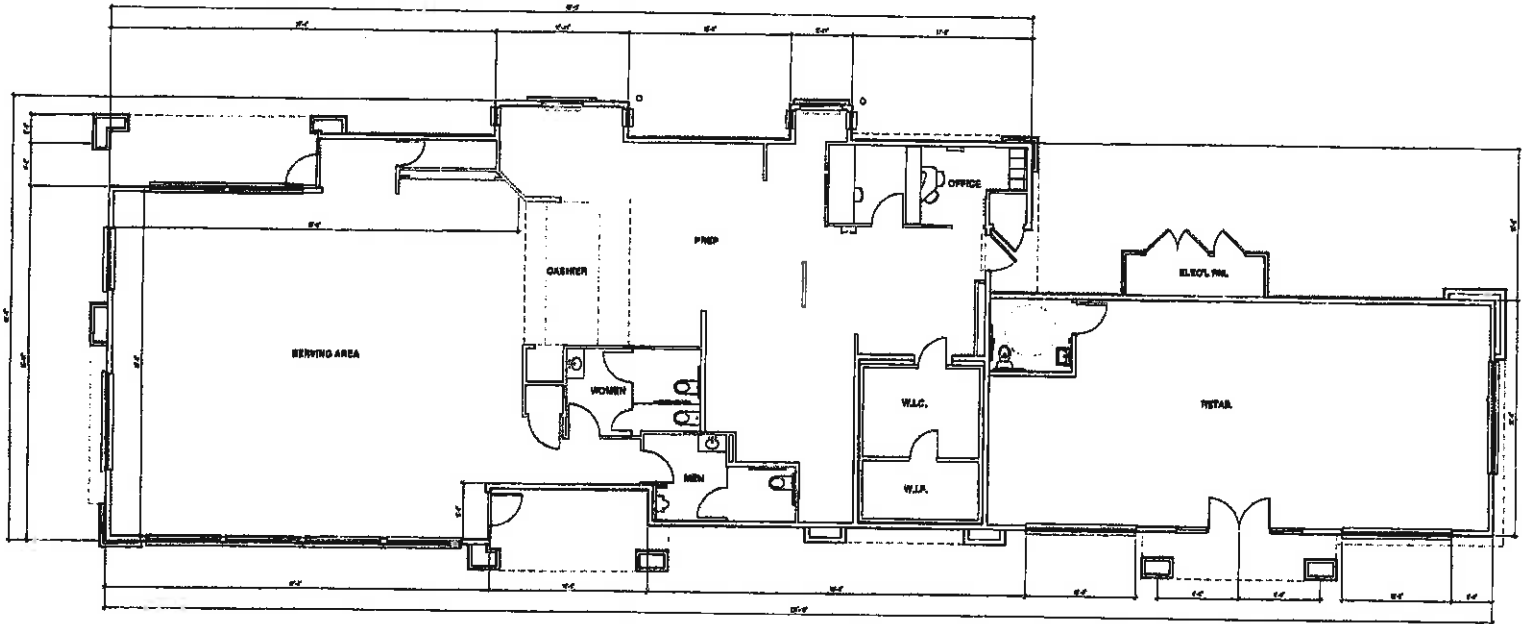
- THE COOLER AND FREEZER INFORMATION AND SPECIFICATIONS.
- COOLER WALL / RESISTING SYSTEMS TO BE USED IN STRUCTURE.
- TYPE OF PARTNER WALL ABOVE.
- OFFER AS NOTED.
- AS NOTED ABOVE.
- LOW WALL FROM FRAMING HEIGHT IS 1'-0". PROVIDE 5/8" SECTION THROUGH CONCRETE SLAB WITH 2x4 STUDS.
- MAINTAIN MIN 1" AIR GAP BETWEEN COOLER AND FREEZER. CLOSE GAP AT TOP WITH 2x4 STUDS AND 1/2" SHEATHING ABOVE.
- BUILDING SHALL BE SOIL COMPACTED.
- CONCRETE SLAB FOR ELECTRICAL EQUIPMENT.
- CLEAR PLASTIC COVER GUARDS.



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

1

| | |
|-------------|----------|
| DATE | JOB NO. |
| 04-05-17 | 000,000 |
| SCALE | DRAWN BY |
| AS SHOWN | NO |
| XXXXXX | |
| DRAWING NO. | |
| A1-1 | |



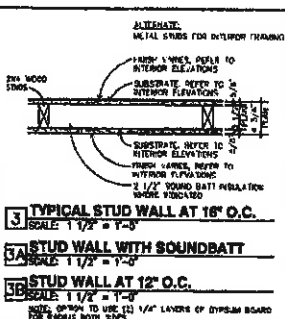
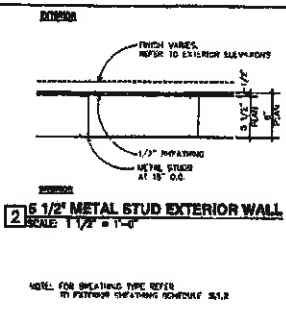
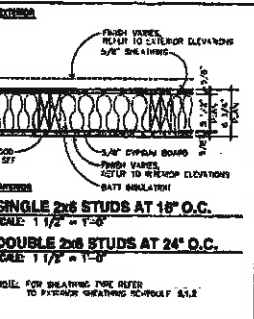
226 SOUTH ROY STREET
CORONA, CA 92625-1928
P.O. BOX 1968
CORONA, CA 92626-1968
PHONE (951) 280-2822
FAX (951) 280-2822



FASIFOOD W/ DRIVE THRU #2
FLOOR PLAN
HEATHER MCKALL
SEC MCKALL BLDG + BERMAN ROAD
BERRIDGE, CA



FLOOR PLAN



GENERAL NOTES:
 A. DIMENSION LINES ARE FROM FACE OF FRAMED OR FORMATION UNLESS NOTED OTHERWISE.
 B. FACE OF FRAMING ON EXTERIOR WALL IS SAME AS OUTSIDE FACE OF FOUNDATION WALL.
 C. METAL STUDS MAY BE USED IN PLACE OF WOOD STUDS. PLAN DIMENSIONS ARE BASED ON WOOD STUDS.
 D. MOISTURE RESISTANT GYP-SOL TO BE USED IN TOILET ROOMS. REFER NEW FIN. AND HARDWARE TO SCHEDULE FOR SPECIFIC SUBSTRATE REQUIREMENTS. REFER TO INTERIOR ELEVATIONS.

WALL LEGEND
 [Symbol] WOOD FRAMED WALL
 [Symbol] INSULATED METAL STUD WALL
 [Symbol] MASONRY WALL
 [Symbol] PREFABRICATED COOLER UNIT
 [Symbol] LOW (4-1/2") WALL (WOOD FRAMED)

KEYED NOTES:
 1. TOP COOLER AND FREEZER INFORMATION AND DIMENSIONS REFER TO SHEET 04-1.
 2. COOLER WALL / MASONRY CONSTRUCTION TO BOTTOM OF STRUCTURE.
 3. LINE OF PARAPET WALL ANGLE.
 4. GUTTER ABOVE.
 5. FINISH ABOVE.
 6. LOW WALL INTERIOR FINISH HEIGHT = 7'-0". PROVIDE 5/8" METAL RESISTANT GYP-SOL BOARD OVER 5/8" METAL STUD. 1" RIG. INS. 5/8" BURNED COOLER AND GREASER CLOSE GAP AT ENDS WITH 2" X 2" ALUMINUM ANGLE.
 7. FINISH TOP IN 5/8" CONCRETE.
 8. 1" CONCRETE SLAB FOR ELECTRICAL EQUIPMENT.
 9. CLEAN PLASTIC CORNER ANCHOR.

1 SINGLE 2x8 STUDS AT 18" O.C.
SCALE: 1 1/2" = 1'-0"
1A DOUBLE 2x8 STUDS AT 24" O.C.
SCALE: 1 1/2" = 1'-0"

2 1 1/2" METAL STUD EXTERIOR WALL
SCALE: 1 1/2" = 1'-0"

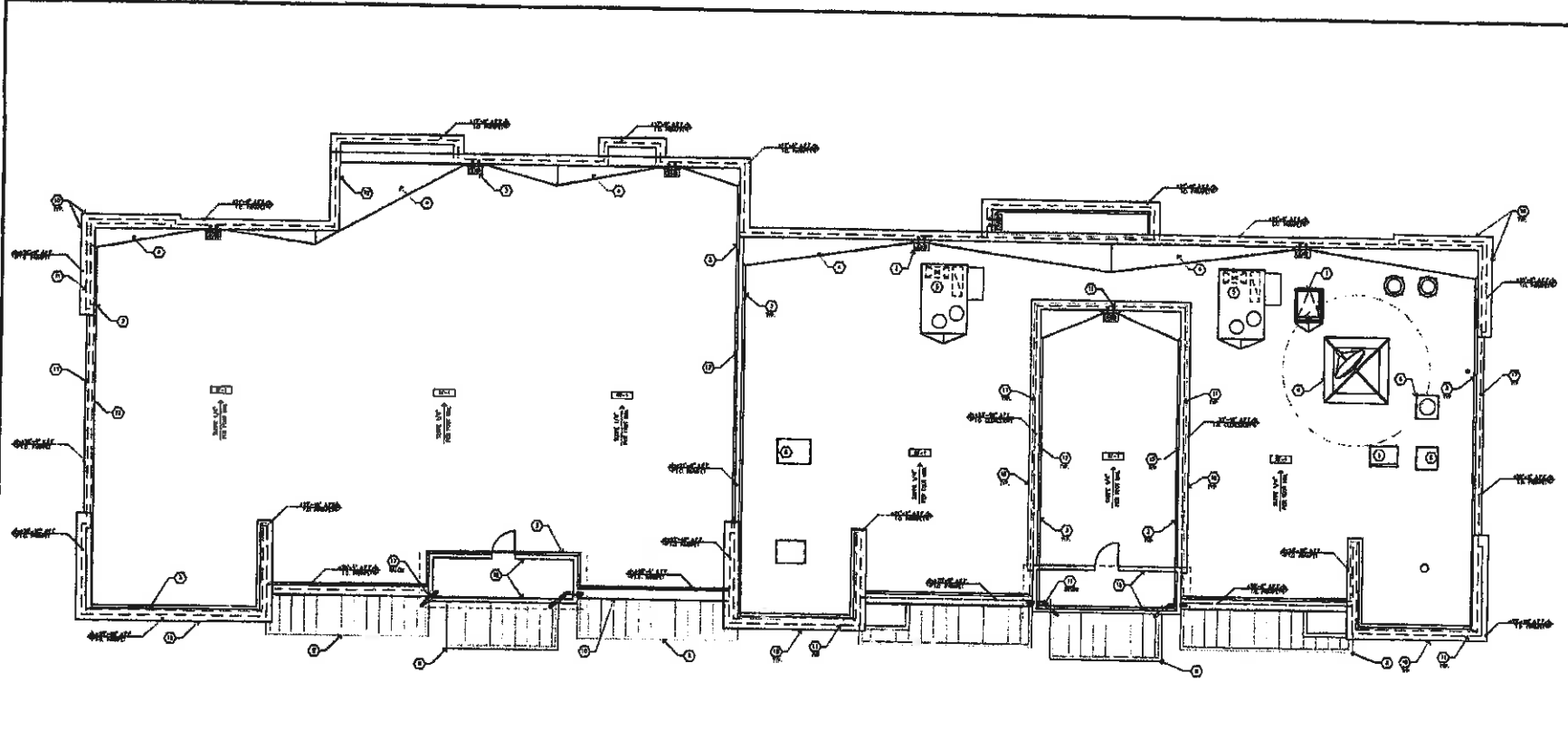
3 TYPICAL STUD WALL AT 18" O.C.
SCALE: 1 1/2" = 1'-0"
3A STUD WALL WITH SOUNDBATT
SCALE: 1 1/2" = 1'-0"
3B STUD WALL AT 12" O.C.
SCALE: 1 1/2" = 1'-0"

NOTE: FOR SHEATHING TYPE REFER TO PARTNER SHEATHING SCHEDULE S1.8

NOTE: FOR SHEATHING TYPE REFER TO PARTNER SHEATHING SCHEDULE S1.8

NOTE: REFER TO USE (2) 1/4" LAYERS OF GYP-SOL BOARD FOR STUDS BOTH SIDES

| | |
|-------------|----------|
| DATE | JOB NO. |
| 04-05-17 | 000,000 |
| SCALE | DRAWN BY |
| AS SHOWN | MO |
| XXXXXX | |
| DRAWING NO. | |
| A1-2 | |



GENERAL NOTES

1. REFER TO SPECIFICATION SECTIONS 47.2 & 47.4 FOR ROOF SYSTEM INCLUDING SUBMITTALS, CURBS, FLASHING, AND DET.
2. REFER TO ROOFING MANUFACTURER'S INSTALLATION INSTRUCTIONS AND DETAILS FOR ROOFING SYSTEM INSTALLATION. CONTRACTOR TO PROVIDE COMPLETE ROOFING PACKAGE PER MANUFACTURER'S RECOMMENDATIONS.
3. ROOF ASSEMBLY SHALL IDENTIFY WITH U.L. LIST AND FM CLASS "H" FINISHES INCLUDING CURBS, FLASHING, PARAPET WALL, AND ROOF SYSTEM.
4. DO NOT SPOOLS OR REMOVE MATERIALS ON THE ROOF. STRUCTURAL STEELS APPROVED IN WRITING BY THE ARCHITECT, STRUCTURAL ENGINEER, AND THE TRADES PROFESSIONAL.
5. FOR EQUIPMENT CONNECTIONS A CONTRACTOR REFER TO EQUIPMENT MANUFACTURER'S INSTALLATION INSTRUCTIONS ON CURBS OR 1" FORMERLY EXISTING TO PROVIDE REASONABLE CONSTRUCTION REGULATIONS AS SET FORTH, SUBMIT A (100%), CONTRACTOR TO BE 3/4" HIGH AND BE ABLE TO WITHSTAND 200 POUNDS AT THE EDGE. REFER TO MECHANICAL PLANS FOR NEW FAN PENETRATION AND CURB DETAILS. ALL ROOF PENETRATIONS SHALL BE THROUGH THE CURBS. SEE NOTES CHANGING.
6. PARAPET ADJACENT TO MECHANICAL EQUIPMENT / ROOF ACCESS TO BE MINIMUM 42" HIGH WITHIN 10 FEET OF ROOF EDGE.

KEYED NOTES

- 1 ROOF JACK PER DETAIL 7/16-1
- 2 ROOF DRAIN AND OVERFLOW
- 3 CURB STOP PER DETAIL 8/16-1
- 4 FURRED INSULATION CRADLE
- 5 ROOFING UNIT, REFER TO MECHANICAL PLANS
- 6 COMPASS, REFER TO EQUIPMENT AND ELECTRICAL PLAN
- 7 EXHAUST FAN, REFER TO MECHANICAL PLANS
- 8 STEEL CHIMNEY BELOW
- 9 DETAIL OF BALLASTED CURB
- 10 SHOP FURNISH PRE-FABRICATED METAL CURB, REFER TO DETAIL 7/16-1
- 11 FACE OF EXTERIOR WALL BELOW
- 12 FACE OF PARAPET WALL
- 13 METAL LED FLASHING
- 14 STEEL CHIMNEY CAPTOP
- 15 ROOF JACK, REFER TO MECHANICAL PLANS
- 16 GAS WATER HEATER FLE, REFER TO MECHANICAL PLANS
- 17 CHIMNEY DOWNCAST
- 18 LINE OF TYPED ROOF
- 19 LOWER WALL
- 20 30"x48" ACCESS DOOR

ROOFING

7-1 MECHANICALLY FASTENED 30"x48" THICK GALVALUME DOWN WALLING. PROTECT PROTRUSION APPROXIMATE ECONOMIC FORMING SYSTEM OR APPROVED INSULATION PROTECTION BOARD 1/2" OR 1" THICK, OR EQUIVALENT. ROOF FLASHINGS BEING PENETRATED WITH A JAMBUR F-1000, AS NOTED IN THE EXTERIOR CALCULATIONS, REFER TO SPECIFICATION SECT 47-4 FOR ADDITIONAL COMPLIANCE REQUIREMENTS.

FORMERLY EXISTING ITEM

400 P:\Projects\2016\2016-05-17\2016-05-17\2016-05-17.dwg

ROOF PLAN

254 SOUTH 13TH STREET
CORONA, CA 92623-1925
P.O. BOX 1928
CORONA, CA 92624-1928
DIRECT (951) 260-2822
FAX (951) 260-2822

**COMMENCE STORE AND
FAST FOOD #1 ROOF PLAN**

LENIFE MCCALL
SEC MCCALL BUILDING STEERMAN ROAD
LENIFE, CA

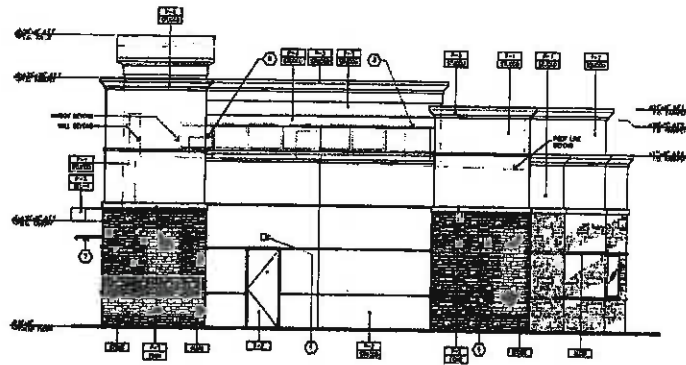
| | |
|----------|--|
| REVISION | |
| 1 | |
| 2 | |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |

| | |
|----------|----------|
| DATE | JOB NO |
| 04-05-17 | 000.000 |
| SCALE | DRAWN BY |
| AS SHOWN | ND |

XXXXXXXXXX
DRAWING NO.
A1-4



SCALE
1/8"=1'-0"



WEST ELEVATION

SCALE
1/8" = 1'-0"

GENERAL NOTES

SPRINKLER LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELEVATIONS.

BUILDING ADDRESS NOTES:

POPULAR STREET NUMBERS IN A PROMINENT LOCATION ON THE CORNER SIDE BY DESIGNATED AIRFLOW FROM ACCESS IF APPLICABLE. NUMBERS AND LETTERS SHALL BE A MINIMUM OF 1 1/2" IN HEIGHT FOR BUILDINGS UP TO 25' IN HEIGHT. IN COMPLIANCE WITH ALPMS REGULATIONS, LETTER SIZE SHALL BE 1/8" MINIMUM. ADDRESSING SHALL BE LEGIBLE, OF A CONTRASTING COLOR, AND ADEQUATELY SPACED TO BE READ FROM STREET AT ALL HOURS.

KEYED NOTES

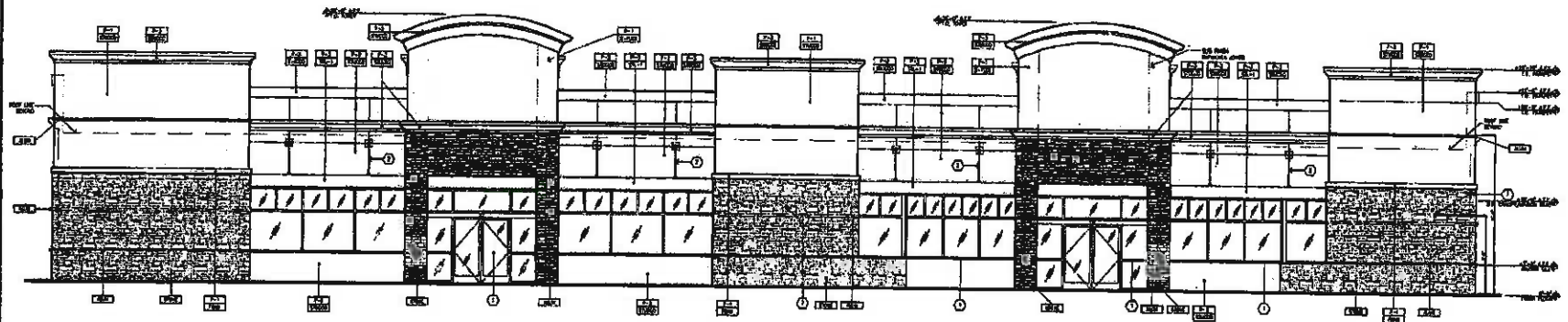
- 1 ALUMINUM ENTRANCE AND STOP/START SYSTEM, REFER TO SHEET 10.1 & SPECIFICATION.
- 2 STEEL JOISTING AND CLING
- 3 OVERFLOW DOWN
- 4 HOT UOBS
- 5 INTERNALLY ILLUMINATED SURFACE MOUNTED WALL SIGN
- 6 WALL MOUNTED LED FIXTURE
- 7 WALL MOUNTED LIGHTING
- 8 ROOFTOP EQUIPMENT BEYOND
- 9 HORIZONTAL FINISH
- 10 VERTICAL CORNER JOINT

MATERIAL LEGEND

- 1000 1/2" GYPSUM PLASTER, INSTALLED PER MFC SPECIFICATIONS, FINISH: FINE SAND FINISH
- 1001 3/4" FLEX ELASTOMERIC MEMBRANE FINISH OVER GYPSUM PLASTER, INSTALLED PER MFC SPECIFICATIONS, FINISH: FINE SAND FINISH
- 1002 COLD ANODIZED ALUMINUM
- 1003 STEEL JOISTING
- 1004 GYPSUM PLASTER, FINE SAND FINISH
- 1005 COLOR: DARK (TYPICAL) DELETED "WOODS ACH"
- 1006 COLOR: DARK EDWARDS DELETED "SAND DUNE"
- 1007 COLOR: DARK EDWARDS DELETED "WATERFORD PRAIRIE"
- 1008 STONE VENEER (PROMINENT OPENING WITH 24" SQUARE CORNER), HILLSBORO PROJECT: 100000

250 SOUTH 1ST STREET
CORONA, CA 92626-1188
J. O. ON 1988
CORONA, CA 92626-1188
DIRECT (951) 280-3832
FAX (951) 280-3832

CONFERENCE STORE AND
FASTFOOD W/ELEVATIONS
MERRIE-MCCALL
850 MCCALL BLVD + SHERMAN ROAD
MERRIE, CA

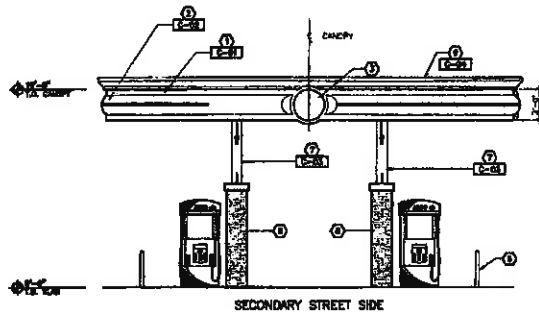


NORTH ELEVATION

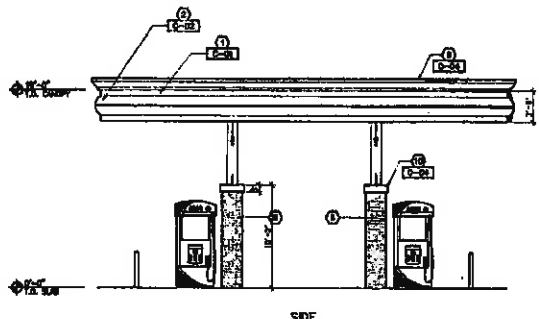
NORTH ELEVATION

SCALE
1/8" = 1'-0"

| | |
|----------------------------|-------------------|
| DATE 03-28-17 | JOB NO 006.000 |
| SCALE AS SHOWN | DRAWN BY MC |
| XXXXXX | |
| DRAWING NO. A2-1 | |



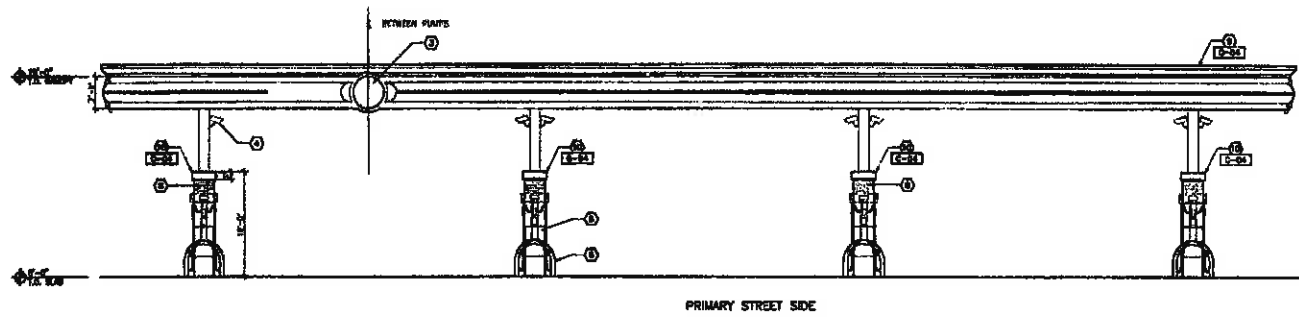
SECONDARY STREET SIDE



SIDE

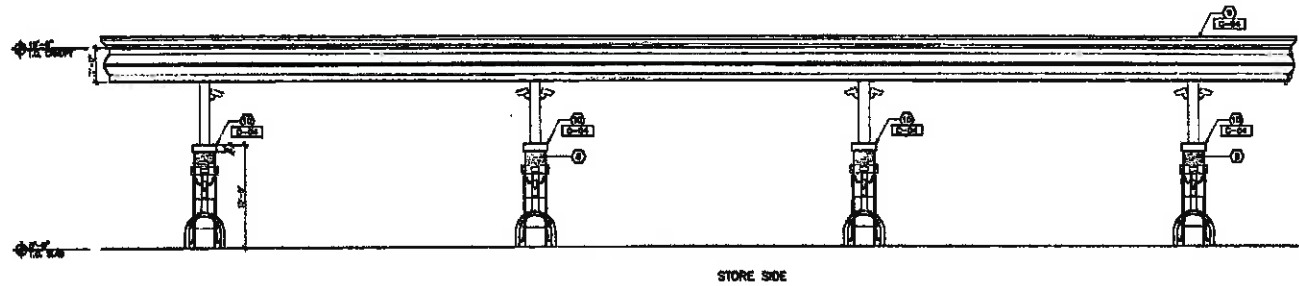
WEST ELEVATION
SCALE 3/16" = 1'-0"

EAST ELEVATION
SCALE 3/16" = 1'-0"



PRIMARY STREET SIDE

NORTH ELEVATION
SCALE 3/16" = 1'-0"



STORE SIDE

SOUTH ELEVATION
SCALE 3/16" = 1'-0"

KEYED NOTES:

- 1 ALUM. FASCIA
- 2 PLASTIC BRACKET
- 3 ALUMINATED FRAME LINE ON A.S.M. SEE TECH PROGRAM FOR DETAILS
- 4 CITY CANTAS, EXACT LOCATIONS TO BE DETERMINED BY SECURITY CONTRACTOR
- 5 DOWNPIPE (1" x 1")
- 6 BRACKET (1" x 1")
- 7 COLUMN
- 8 SPOKE MEMBER, D. DOORING SPOKE "HALL SIGN" (SUCRFA)
- 9 FASCIA CORNER, COLOR TO MATCH BUILDING
- 10 FLOOR FIN

EXTERIOR PAINTS

- 10-01 BACKING PRIMERED "NEUTROBOND WHITE"
- 10-02 "RAG BLUE" w/ ALUMINATED RIVAL "POWER BLUE"
- 10-03 PAINTED "PEARL WHITE"
- 10-04 MAIN EXPOSED DECOR "NEUTROBOND WHITE"

224 SOUTH JOY STREET
CORONA, CA 92625-1526
P.O. BOX 1938
CORONA, CA 92628-1938
DIRECT (951) 260-8823
FAX (951) 260-8822



8' X 10' CANOPY
EXTERIOR ELEVATIONS
MONTY-MCCALL
SEC. MCCALL, BLVD + BERMAN ROAD
NEWFEE, CA

| | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|

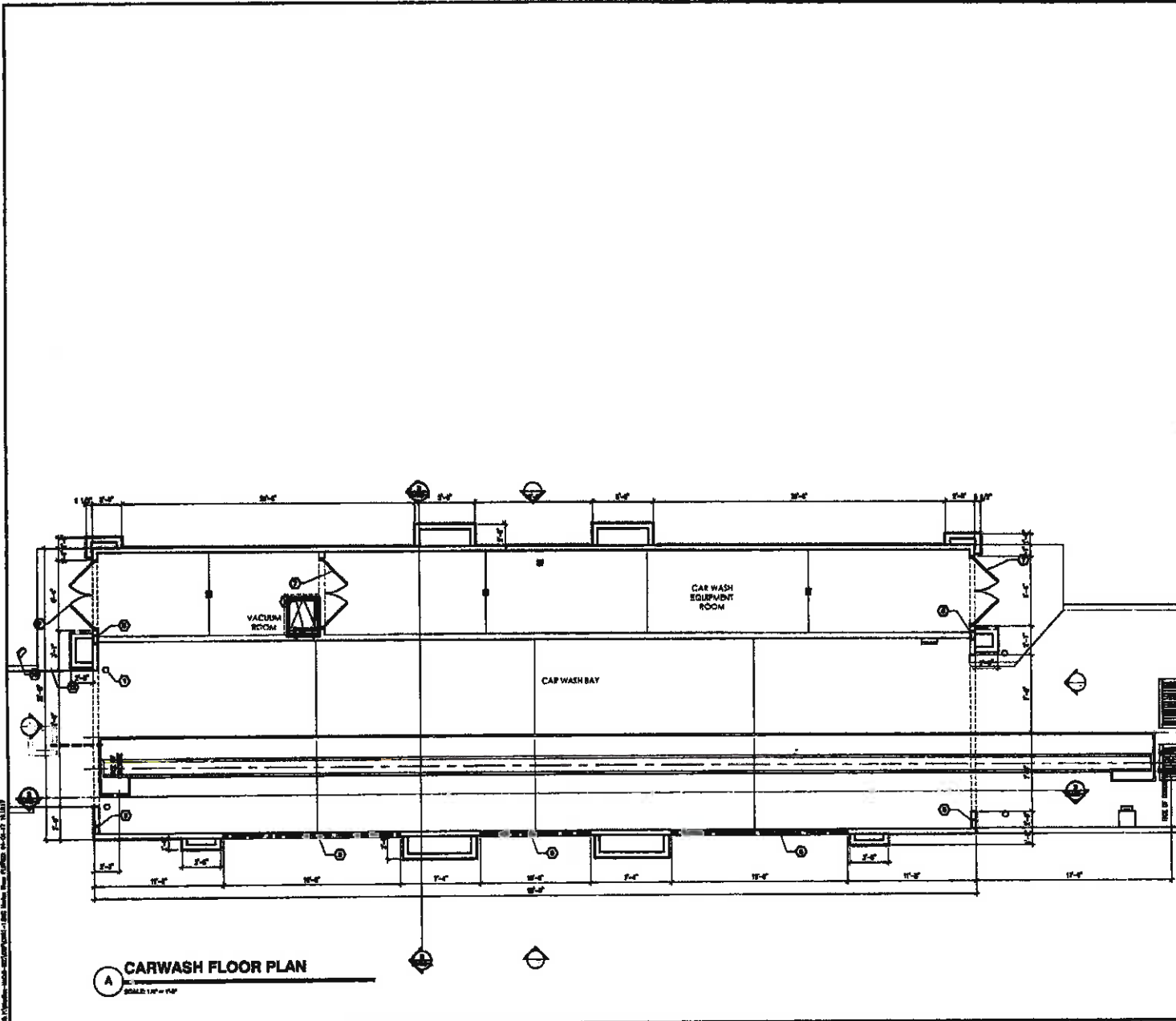


| | |
|----------|----------|
| DATE | JOB NO. |
| 84-05-17 | 003,000 |
| SCALE | DRAWN BY |
| AS SHOWN | NO |

XXXXX
DRAWING NO.

CA2-1

SEE PLAN SHEETS FOR DIMENSIONS AND MATERIALS. ALL DIMENSIONS ARE IN FEET AND INCHES. UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE TO FACE.



A CARWASH FLOOR PLAN
SCALE: 1/4" = 1'-0"

- KEYED NOTES:**
1. 4" CONCRETE BOLLARD AT THIS LOCATION (TYP. OF 4)
 2. PVC PIPE TO CLASSIFIED-SEE FLOORING DETAIL
 3. THICKNESS IN CONCRETE SLAB-SEE STRUCTURAL DRAW
 4. FLOOR BOUND IN CONCRETE SLAB-SEE FLOORING DETAIL
 5. NOT USED
 6. BRIDGE SYSTEM TO BE PROVIDED 4" DEEP SEE DETAILS ON SHEET OF S.D.
 7. BOTH ENDWORK METAL DOUBLE DOORS - SEE DETAILS ON SHEET OF S.D. SHOWN BY GRID OF A.D. & E.D.
 8. CONCRETE REINFORCING BARS PER SPEC. PER SEC. 118-234.2
 9. CONCRETE REINFORCING BARS PER SPEC. PER SEC. 118-234.1
 10. CONCRETE REINFORCING BARS PER SPEC. PER SEC. 118-234.1
 11. CONCRETE REINFORCING BARS PER SPEC. PER SEC. 118-234.1
 12. ROOF ACCESS HATCH AND LADDER SEE DETAIL 4/A.3.A
 13. LINE OF 4" CURB SEE ARCHITECTURAL SITE PLAN AS 1

- GENERAL NOTES:**
1. CONTRACTOR TO MAKE SURE THAT ALL WINDOWS ARE TO HAVE A 4" MINIMUM RISE.
 2. CONTRACTOR TO VERIFY THE MANUFACTURER'S COLOR OF THE CURBING IS AS SHOWN ON SHEET.
 3. CONTRACTOR TO SEE DATE OF SOIL INVESTIGATION FOR BIDDING MATERIAL AS ON THE CURBING 0-200.0.
 4. CONTRACTOR TO PROVIDE ADEQUATE VENTILATION TO ROOF. CONTRACTOR TO THE SHADING WHITE LAQUERED OF CLAY TILE EXTERIOR FINISH.
 5. FOUNDATION LINES ARE FROM FACE OF FINISH CURB OR FOUNDATION, UNLESS NOTED OTHERWISE.
 6. FACE OF FINISH OF EXTERIOR WALL IS TO BE AS SHOWN ON FACE OF FOUNDATION WALL.
 7. REFER TO CURB BIDDING REQUIREMENTS AND DIMENSIONS FOR FURTHER INFORMATION.
 8. NOT USED
 9. ROOF FINISH TO BE AS SHOWN WITH 1/2" MINIMUM FINISH FLOOR LEVEL OF FINISHING PER SEC. 118-234.1.4
 10. GENERAL CONTRACTOR TO VERIFY EQUIPMENT REQUIREMENTS AND DIMENSIONS FOR INSTALLATION OF CURBING, WALLS, AND ROOFING.
 11. ALL DIM. NOTES TO BE IN' AND 1/2".
 12. CONTRACTOR SHALL VERIFY THE FINISH BIDDING MATERIAL TO BE USED FOR CURBING AND SHALL PROVIDE CURBING WITH CURBING FOR THE BIDDING MATERIAL. FOR BIDDING MATERIAL.
 13. ALL CURBING SHALL HAVE A MINIMUM FINISH OF 4" MINIMUM TO CURBING FROM TOP OF CURB TO FINISH FLOOR LEVEL. CONTRACTOR SHALL VERIFY CURBING WITH CURBING FOR BIDDING MATERIAL. FOR BIDDING MATERIAL.
 14. ALL CURBING SHALL HAVE A MINIMUM FINISH OF 4" MINIMUM TO CURBING FROM TOP OF CURB TO FINISH FLOOR LEVEL. CONTRACTOR SHALL VERIFY CURBING WITH CURBING FOR BIDDING MATERIAL. FOR BIDDING MATERIAL.
 15. THE BIDDING OF ANY CURB OR LEAF SHALL HAVE FINISHING MORE THAN ONE OPERATOR.
 16. CONTRACTOR SHALL VERIFY THE FINISH BIDDING MATERIAL TO BE USED FOR CURBING AND SHALL PROVIDE CURBING WITH CURBING FOR THE BIDDING MATERIAL. FOR BIDDING MATERIAL.
 17. CURB FLOOR FINISH SHALL COMPLY WITH THE 118-234.1.4. CONTRACTOR SHALL VERIFY CURBING WITH CURBING FOR BIDDING MATERIAL. FOR BIDDING MATERIAL.

FLOOR FINISH LEGEND:

1. BROWN MACHINE TORNISHED FINISH

WALL LEGEND:

1. 4" OR 6" WALL, SEE STRUCTURAL DRAW.

2. 8" FINISHING TORNISHED WALL, SEE STRUCTURAL DRAW.

CARWASH BAY

1. BROWN MACHINE TORNISHED FINISH

EQUIPMENT ROOM

1. BROWN MACHINE TORNISHED FINISH

2. 4" OR 6" WALL, SEE STRUCTURAL DRAW.

3. 8" FINISHING TORNISHED WALL, SEE STRUCTURAL DRAW.

| | |
|----------|----------|
| DATE | JOB NO. |
| 04-25-17 | 001-000 |
| SCALE | DRAWN BY |
| AS SHOWN | MS |

XXXXXXXX

CWA1-1

ALL RIGHTS RESERVED
CORONA, CA 92618-1500

© 2017
CORONA, CA 92618-1500

DIRECT (951) 260-3833
FAX (951) 260-3832

SHIELD

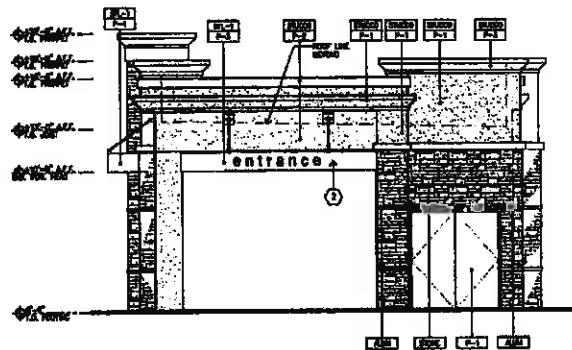
SHEET DESCRIPTION:

1. BROWN MACHINE TORNISHED FINISH

2. 4" OR 6" WALL, SEE STRUCTURAL DRAW.

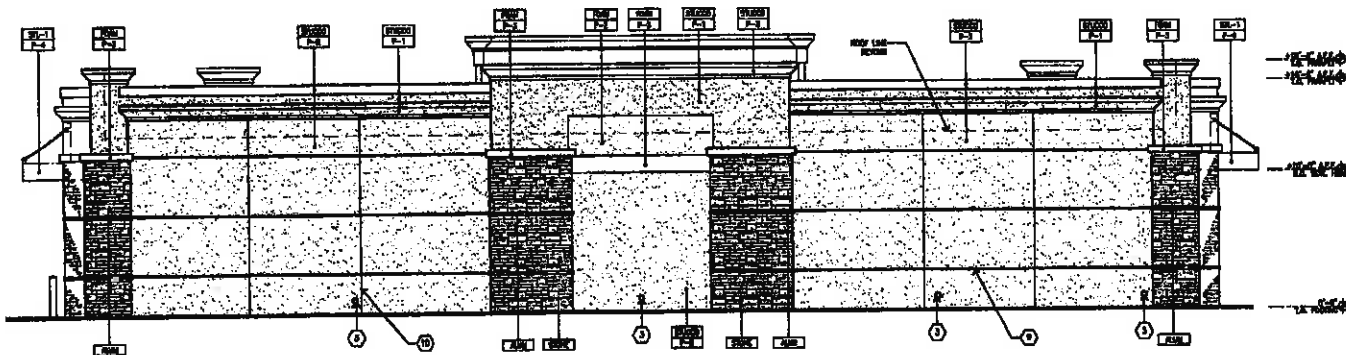
3. 8" FINISHING TORNISHED WALL, SEE STRUCTURAL DRAW.

DEC MCALLISTER
HERMAN ROAD
MERRILL, CA



SOUTH ELEVATION

SCALE
1/2" = 1'-0"



EAST ELEVATION

SCALE
1/2" = 1'-0"

GENERAL NOTES

REVEAL LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELEVATIONS.

KEYED NOTES

- 1 ALUMINUM AND STONEFRONT SYSTEM, REFER TO SHEET AS.3 & SPECIFICATION.
- 2 STEEL ANCHOR, REFER TO STRUCTURAL DRINGS.
- 3 OVERFLOW DRAIN
- 4 NOT USED
- 5 NOT USED
- 6 NOT USED
- 7 NOT USED
- 8 ROOFTOP EQUIPMENT BEYOND
- 9 HORIZONTAL REVEAL
- 10 VERTICAL CONTROL JOINT
- 11 DIRECTIONAL SIGN FOR ELEVATION REFERENCE ONLY SEE APPROVED SIGN PROGRAM FOR DETAILS

MATERIAL LEGEND

- STONE 3" CEMENT PLASTER, INSTALLED PER MFL SPECIFICATIONS, TEXTURE: FINE SAND FINISH
- S-PLD STUC-O-FLEX ELASTOMERIC ACRYLIC FINISH OVER CEMENT PLASTER, INSTALLED PER MFL SPECIFICATIONS, TEXTURE: FINE SAND FINISH
- ALUM CLEAR ANODIZED ALUMINUM (C'X'Z" EXTRUDED ALUM. SHAD)
- STEEL-1 STEEL ANCHOR
- P-1 COLOR: DUNN EDWARDS DEC6130 "WOODEN ACRE"
- P-2 COLOR: DUNN EDWARDS DEC6126 "SAND DUNE"
- P-3 COLOR: DUNN EDWARDS DEC7756 "WEATHERED BROWN" (HIGH GLOSS)
- P-4 COLOR: ARCO BLUE (PMS 289C)
- STONE EL DORADO STONE "HILL STONE" (LUCERO)

34 SOUTH 207 AVENUE
CORONA, CA 92630-1858
P.O. BOX 1558
CORONA, CA 92679-1158
DIRECT (951) 260-9823
FAX (951) 260-9822



**CAR WASH
EXTERIOR ELEVATIONS**

MERRIFEE-MCCALL
355 MCCALL BLVD + BEEFWAY ROAD
MERRIFEE, CA

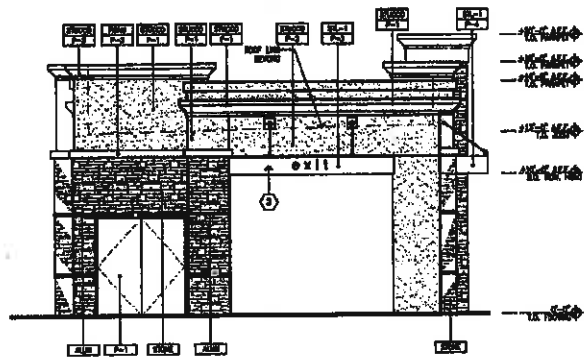


DATE 04-05-17 JOB NO 000000
SCALE AS SHOWN DRAWN BY NO

XXXXX

DRAWING NO.

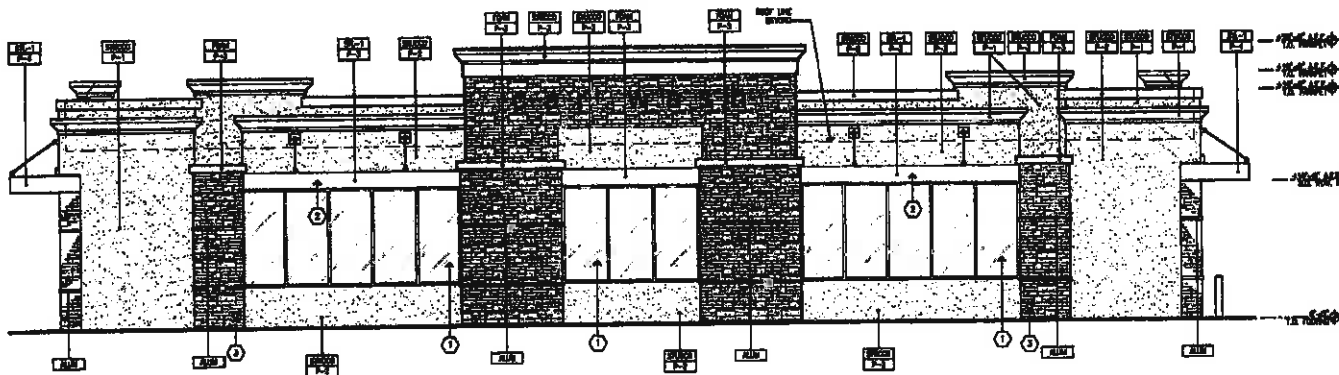
CWA2-1



NORTH ELEVATION

SCALE
1/4" = 1'-0"

3



WEST ELEVATION

SCALE
1/4" = 1'-0"

4

GENERAL NOTES

REVEAL LOCATIONS BY FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELEVATIONS.

KEYED NOTES

- 1 ALUMINUM AND STOREFRONT SYSTEM, REFER TO SHEET AS-3 & SPECIFICATION.
- 2 STEEL AWNING, REFER TO STRUCTURAL DRWG.
- 3 OVERFLOW DRAIN
- 4 NOT USED
- 5 NOT USED
- 6 NOT USED
- 7 NOT USED
- 8 ROOFTOP EQUIPMENT BEYOND
- 9 HORIZONTAL REVEAL
- 10 VERTICAL CONTROL JOINT
- 11 DIRECTIONAL SIGN FOR ELEVATION REFERENCE ONLY SEE APPROVED SIGN PROGRAM FOR DETAILS

MATERIAL LEGEND

- [STUCCO] 5/8" COARSE PLASTER, INSTALLED PER MFG. SPECIFICATIONS; TEXTURE: FINE SAND FINISH
- [S-FLEX] STUCCO-FLEX ELASTOMERIC ACRYLIC FINISH OVER COARSE PLASTER; INSTALLED PER MFG. SPECIFICATIONS; TEXTURE: FINE SAND FINISH
- [ALUM] CLEAR ANODIZED ALUMINUM (1/2" EXTRUDED ALUM. SHAD)
- [STL-1] STEEL AWNING
- [F-1] COLOR: DUNN EDWARDS DEC6130 "WOODEN ACRE".
- [F-2] COLOR: DUNN EDWARDS DEC5128 "SAND DUNE".
- [F-3] COLOR: DUNN EDWARDS DEC738 "WEATHERED BROWN" (HIGH GLOSS).
- [F-4] COLOR: ARCO BLUE (PAIS 289C)
- [STONE] EL DORADO STONE "HILL STONE" (UC284)

234 SOUTH 10TH STREET
CORONA, CA 92626-1878
CORONA, CA 92626-1928
PHONE (951) 266-3832
FAX (951) 266-3832



CAR WASH
EXTERIOR ELEVATIONS

BEVERE-MCCALL
SEC-MCCALL BUILD-Y-STEREAM ROAD
BEVERLY, CA

| | |
|----------|----------|
| DATE | JOB NO |
| BY | 000,000 |
| SCALE | DRAWN BY |
| AS SHOWN | NO |

| | |
|----------|----------|
| DATE | JOB NO |
| BY | 000,000 |
| SCALE | DRAWN BY |
| AS SHOWN | NO |

XXXXX
CWA2-2

PAGE BREAK



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



June 1, 2017

CHAIR
Rod Ballance
Riverside

VICE CHAIRMAN
Steve Manos
Lake Elsinore

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Russell Betts
Desert Hot Springs

VACANCY

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

Ms. Dionne Harris, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92522
(VIA HAND DELIVERY)

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION

File No.: ZAP1262MA17
Related File No.: PM36114 (Tentative Parcel Map)
APN: 287-290-031

Dear Ms. Harris:

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. PM36114 (Tentative Parcel Map No. 36114), a proposal to subdivide 5.11 gross acres located at 21123 Via Liago in the unincorporated community of Lake Mathews into two residential parcels.

The site is located partially within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA) and partially outside the 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 at its southerly terminus is approximately 1,488 feet above mean sea level (1488 AMSL). The runway's high point elevation is 1,535 feet AMSL. The site is located at the edge of the Military Outer Horizontal Surface of March Air Reserve Base, which has an elevation of 2,035 feet AMSL (500 feet above the high point runway elevation). The parcel map depicts a building pad for a new structure that would be outside the boundaries of the Airport Influence Area; however, the pad elevation is projected at 2,024 feet AMSL. Therefore, it is likely that the top point of the structure would exceed the outer horizontal surface elevation of 2,035 feet AMSL. Review by the Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review is not a prerequisite to the land division, but may be required prior to construction of the home on Parcel No. 2. A condition has been included requiring that the permittee obtain a "Determination of No Hazard to Air Navigation" letter from the FAA OES for any structures with a top point elevation exceeding 2,035 feet above mean sea level.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions.

AIRPORT LAND USE COMMISSION

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The review of this Parcel Map is based on the residential use of this property. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note 1 on Table 4 of the Lake Mathews/Woodcrest Area Plan:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the property and to tenants (if any) of the home(s) thereon.
4. No detention basins are depicted on the site plan. Any new aboveground detention or water quality basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention/water quality basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. Prior to issuance of building permits for any structure that would exceed an elevation at top point (pad elevation plus structure height, including all roof-mounted appurtenances) of 2,035 feet above mean sea level, the permittee shall provide to the Riverside County Department of Building and Safety a "Determination of No Hazard to Air Navigation" letter from the Federal Aviation Administration Obstruction Evaluation Service.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

AIRPORT LAND USE COMMISSION

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

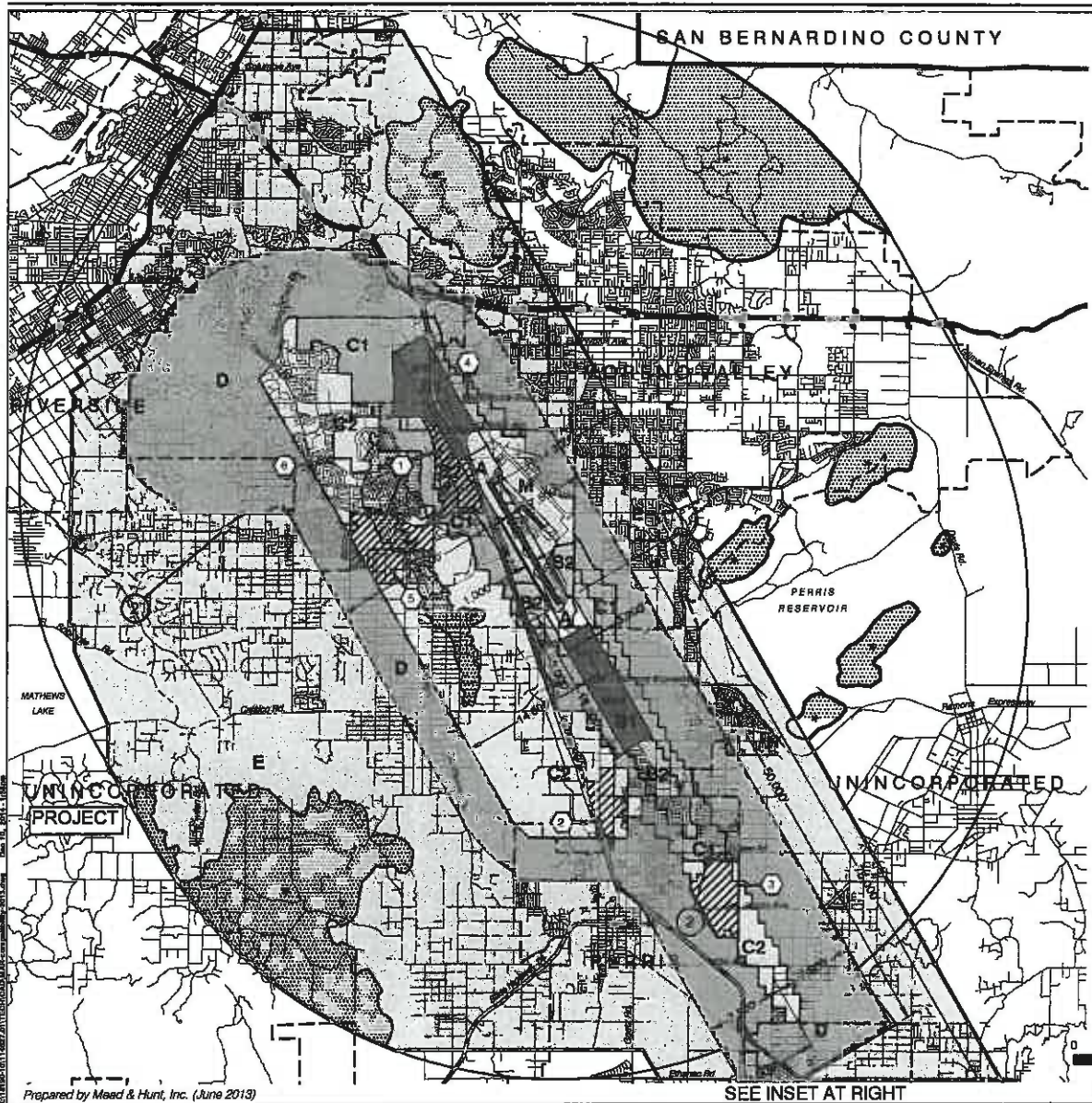
Attachments: Notice of Airport in Vicinity

cc: Ralph Shaw (applicant/property owner)
Fen Young (representative)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Daniel Rockholt, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1262MA17\ZAP1262MA17.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

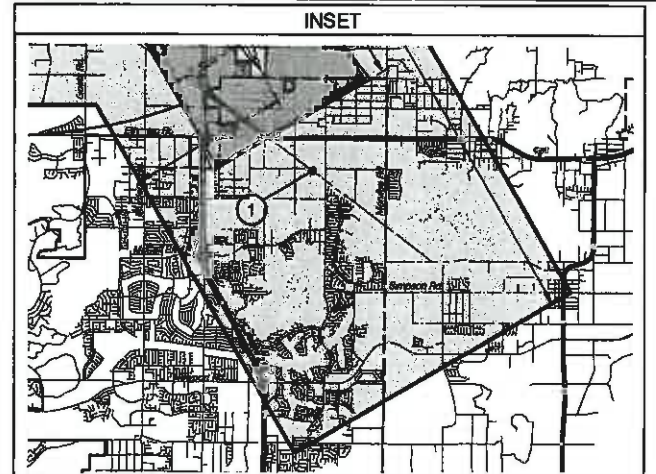
Compatibility Zones

- 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



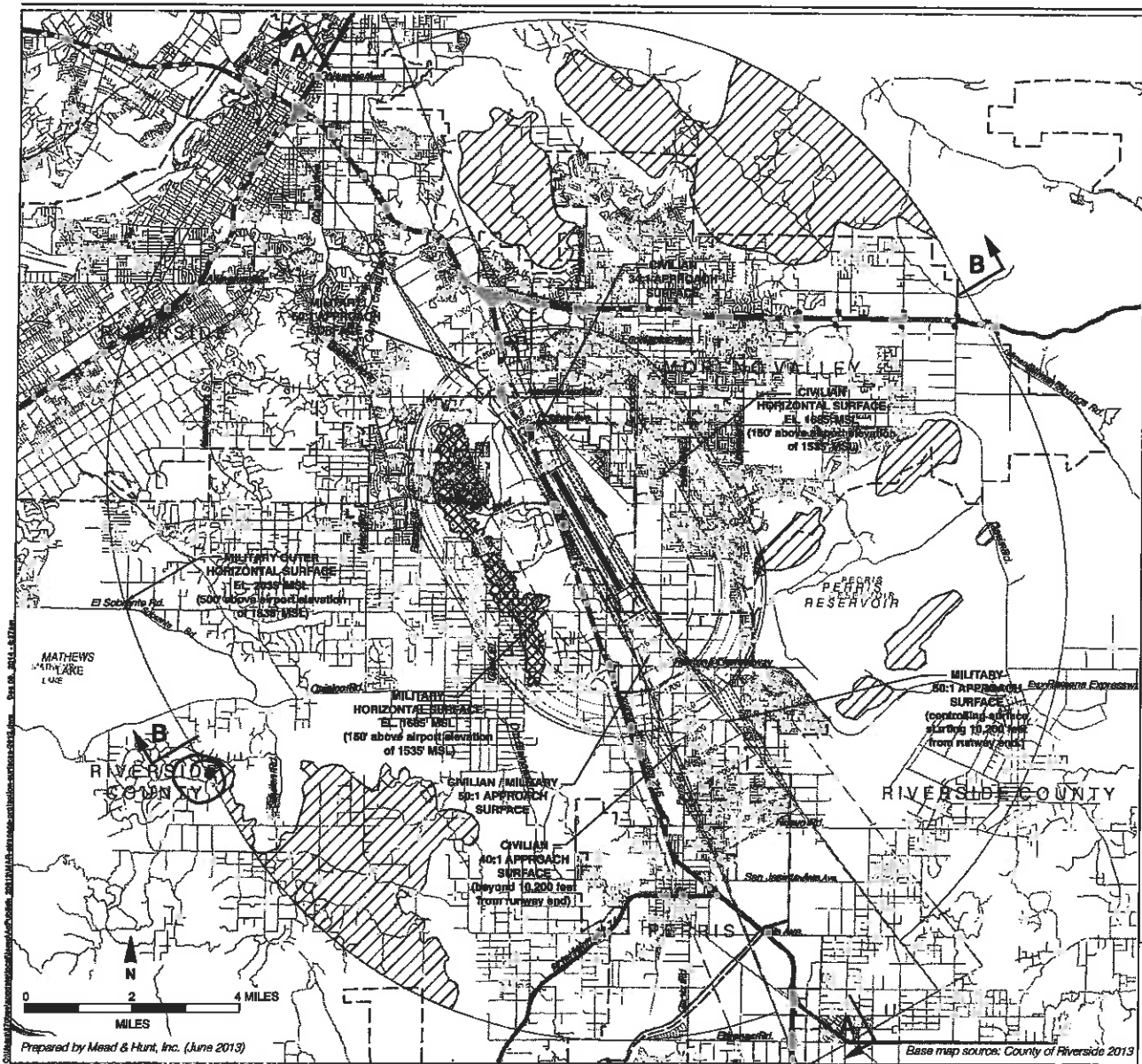
**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)**

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



Base map source: County of Riverside 2013

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

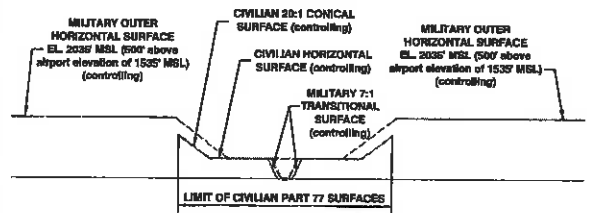
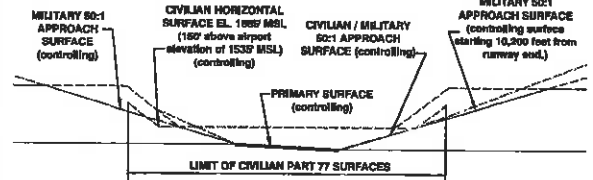


LEGEND

FAR Part 77
 Military Surfaces } Dashed line indicates other set of surfaces is controlling
 Civilian Surfaces }

Terrain Penetration of FAR Part 77 Surfaces
 Military
 Civilian

Boundary Lines
 March Air Reserve Base / Inland Port Airport
 March Joint Powers Authority Property Line
 City Limits



Source:
 Civilian airspace protection surfaces from March Air Force Base Joint Use Feasibility Study (January 1997). Military airspace protection surfaces from Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005).

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

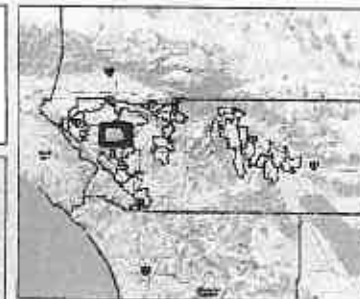
Map MA-2

**Airspace Protection Surfaces
 March Air Reserve Base / Inland Port Airport**

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

Base map source: County of Riverside 2013

My Map



Legend

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



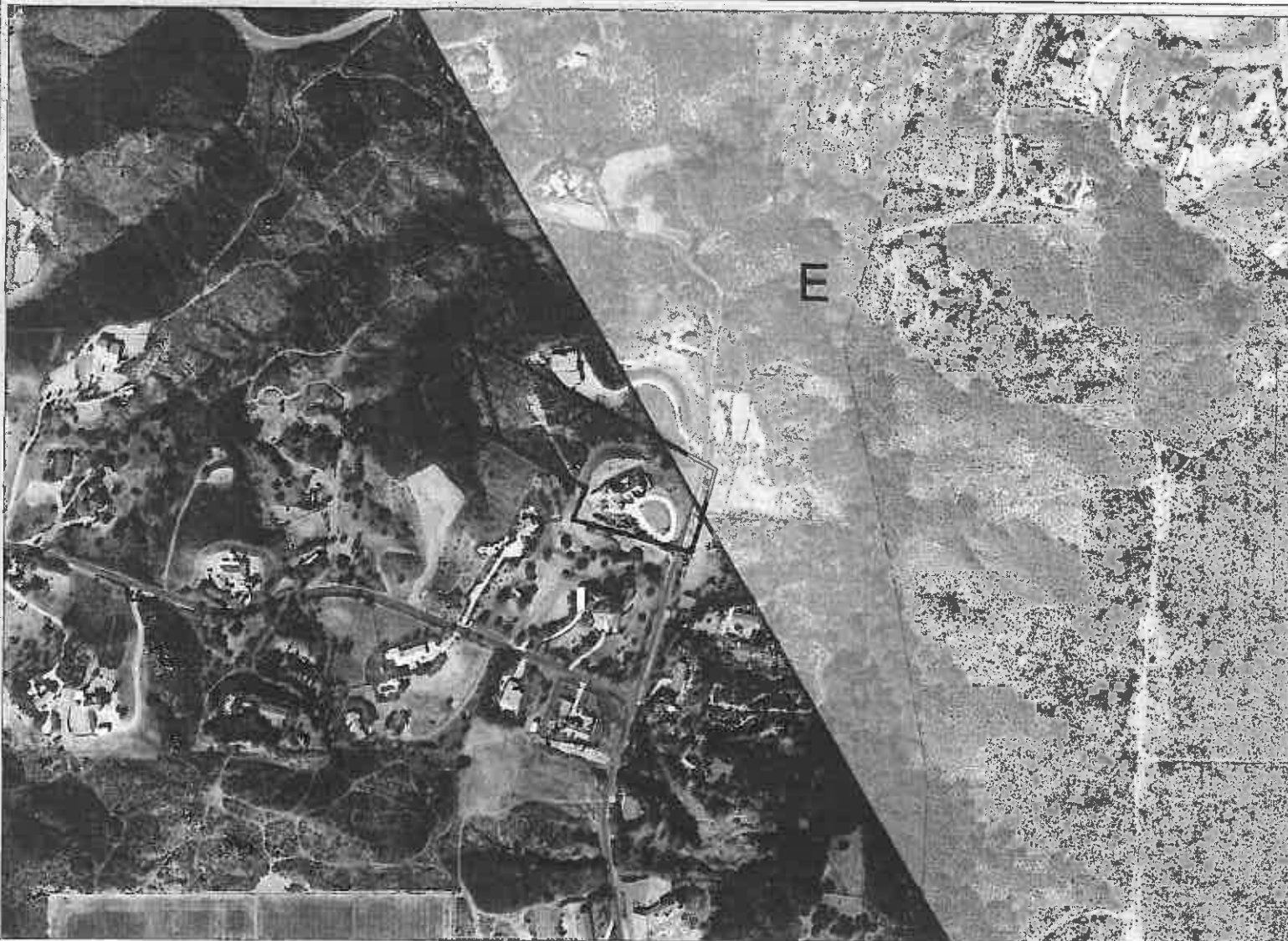
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

REPORT PRINTED ON... 5/17/2017 12:38:02 PM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



0

603

1,206 Feet



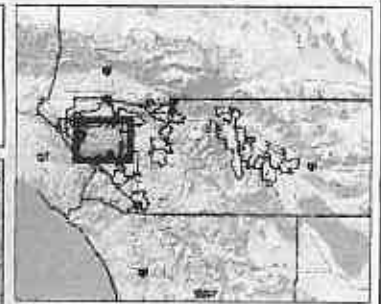
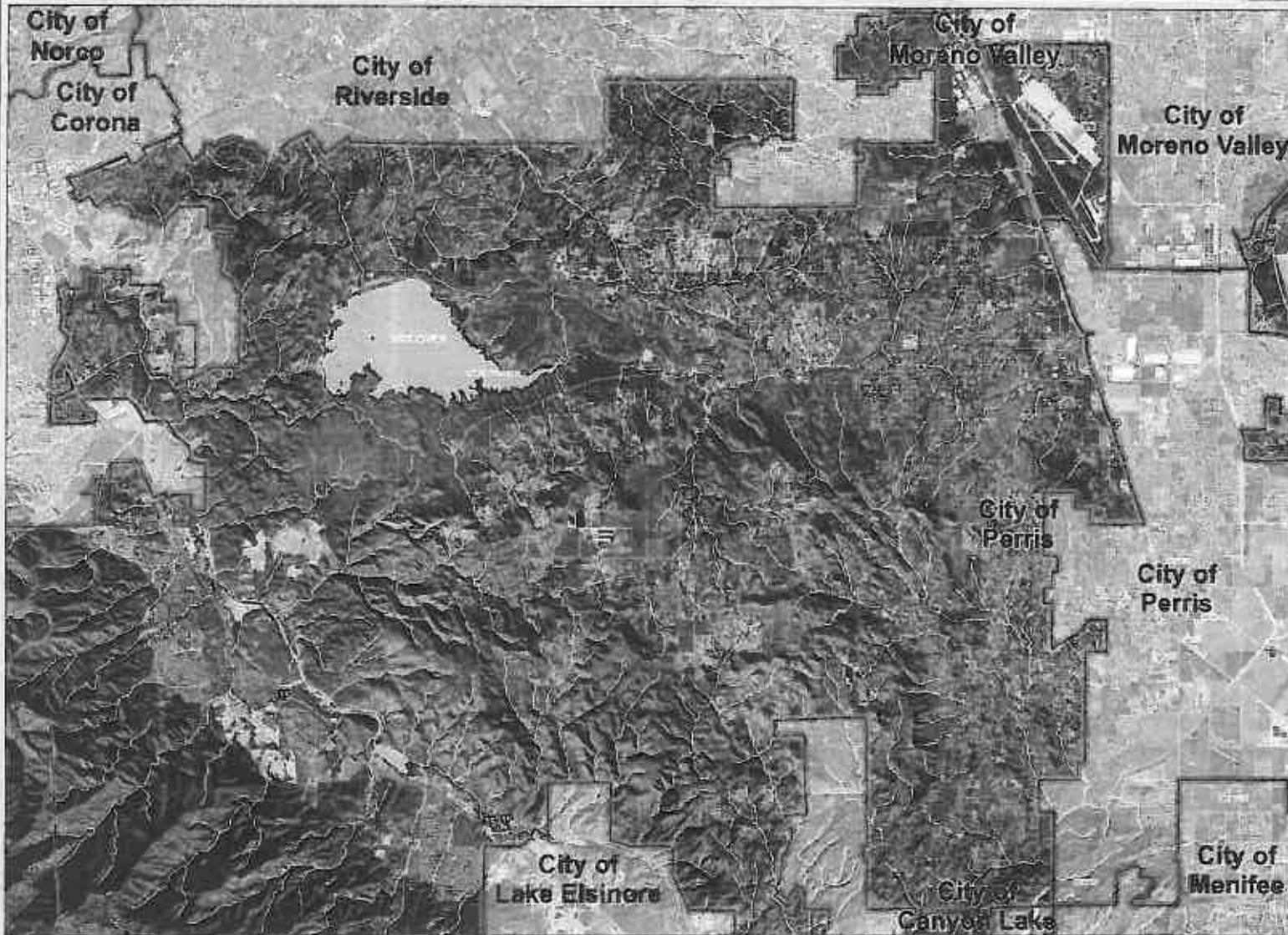
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/17/2017 12:35:16 PM




© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 15,592 31,184 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... 5/17/2017 12:40:31 PM

© Riverside County RCIT GIS

Notes

My Map



Legend

City Boundaries

Cities

roadsanno

highways

— HWY

— INTERCHANGE

— INTERSTATE

— OFFRAMP

— ONRAMP

— USHWY

roads

— Major Roads

— Arterial

— Collector

— Residential

counties

cities

— hydrographylines

waterbodies

Lakes

Rivers



0

3,898

7,796 Feet



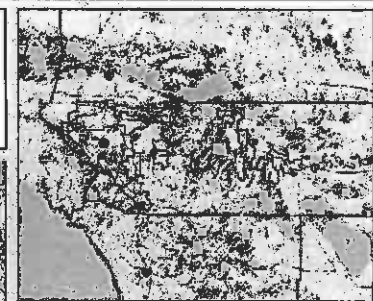
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/17/2017 12:41:15 PM

© Riverside County RCIT GIS

Notes

My Map



Legend

City Boundaries

Cities

roadsanno

highways

— HWY

— INTERCHANGE

— INTERSTATE

— OFFRAMP

— ONRAMP

— USHWY

counties

cities

--- hydrographylines

waterbodies

Lakes

Rivers



0

974

1,949 Feet



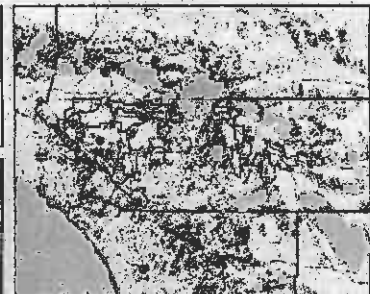
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/17/2017 12:41:53 PM

















© Riverside County RCIT GIS

Notes

My Map



Legend

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



0

487

974 Feet



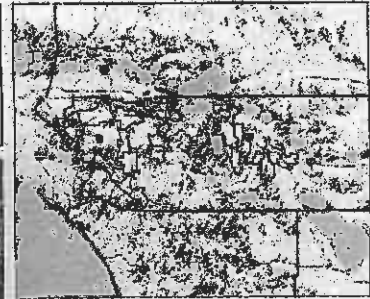
REPORT PRINTED ON...5/17/2017 12:42:24 PM

© Riverside County RCIT GIS






Notes

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.

My Map



Legend

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



0 244 487 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... 5/17/2017 12:42:59 PM

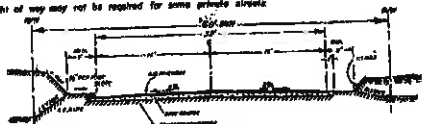
© Riverside County RCIT GIS

Notes

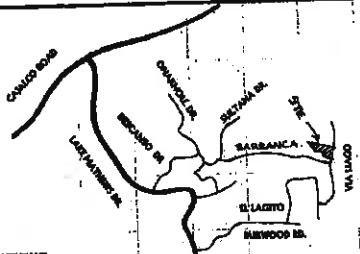
IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF INVERNESS,
STATE OF CALIFORNIA

TENTATIVE PARCEL MAP 36114
 BEING A SUBDIVISION OF A PARCEL NO. 4 OF PARCEL MAP NO. 15,827
 AS SHOWN BEGINNING ON PARCEL MAP BOOK 76, PAGE 23 AND 24 OF
 MAPS ON FILE IN THE COUNTY OF INVERNESS STATE OF CALIFORNIA.
 JULY 2010

Note: Right of way may not be required for some private streets.



SECTION 17
 COUNTY OF INVERNESS
 RESTRICTED LOCAL STREET
 OF PRIVATE INVERNESS STREET
 BYWAY NO. 106



LOCATION MAP (SEE) 1
 PARCEL MAP NO. 15,827, PAGE 23, C-5 (2009)

PROPERTY OWNER/APPPLICANT:

MR. RAUL B. SIKAL
 2122 VIA LAGO, PERM
 INVERNESS, CA 95970
 (916) 776-1077 FAX: (916) 776-4830

MAP ENGINEER:

MR. NONG CHOI, LICENSED ENGINEER
 2122-A BARRANCA CALIFORNIA ROAD
 CALIFORNIA, CA 95970
 (916) 776-4830 FAX: (916) 776-4830
 nchoi@nchoi.com

PROPERTY DATA:

APN 247-09-021
 AREA 5.11 AC. (2009), 4.91-AC. NET
 ADDRESS 2122 VIA LAGO, PERM, CA, 95970
 ZONING DISTRICT SA-2 R AC. (CC 2009)
 PROPOSED ZONING SA-2 R AC.
 EXISTING USE RESIDENTIAL
 EXISTING UNDERLYING ZONING DISTRICT(S)
 SCHEDULE 99
 SETBACKS FRONT 30'
 SIDE 5'
 REAR 10'

LEGAL DESCRIPTION:

SECTION 25, T.4S., R. 7W.,
 PARCEL 4 OF PARCEL MAP 15,827
 AS SHOWN IN PARCEL MAP BOOK 76 PAGE 23
 23 & 24 OF MAPS ON FILE IN THE COUNTY OF INVERNESS, CALIFORNIA.

UTILITY SERVICES:

POWER ———— Edison International
 GAS ———— So. Cal. Gas Company
 WATER ———— Western Inverness Water District (WIWD)
 SEWER ———— Countywide
 CABLEVISION ———— DIRECT TV / Fusion
 SCHOOL DISTRICT ———— CORONA-WOODBURN

LAND CONDITIONS:

THIS TENTATIVE MAP IS THE EXCLUSIVE CONTINGENT CHARGE OF THE LAND OWNER.
 THIS PROJECT IS NOT SUBJECT TO ANY SPECIAL PLAN.
 THIS PROJECT IS IN DISTRICT 1, SUPERVISOR MEMBER SURREY.
 THERE ARE NO WATER WELLS UPON THIS PROJECT OR WITHIN 100 FEET OF PROPERTY.
 NO PART OF THIS PROJECT IS SUBJECT TO OVERFLOW, FLOODING, OR FLOOD HAZARD.
 THIS PROJECT IS NOT WITHIN ANY FLOOD ZONE.
 THIS PROJECT IS NOT SUBJECT TO A QUANTIFICATION OF SEISMIC HAZARD OR FALLS IN ANY SPECIAL
 STUDY ZONE.
 THERE ARE NO CULTIVATION OR OPEN CHANNELS UPON THE PROPERTY.
 NO COMMON AREAS OR OPEN SPACE ARE PROPOSED.
 EXISTING PROPOSED TO BE MAINTAINED OR OTHERWISE NOTED
 SANITARY WELLS, GASWELLS UPON PROPERTY AS SHOWN.
 NO INDICATIONS OF MINES AT THIS TIME.
 NO ADDITIONAL MININGS ARE PROPOSED.
 PROPERTY IS WITHIN CE SERVICE AREA NO.

LOT 66 TRACT 3197
 M.S. 2241-07
 A.P.N. 270-09-001
 RA, EN, A.C.

PORTION OF PARCEL NO. 1
 P.M. 2241-07
 A.P.N. 270-09-001
 RA, EN, A.C.

PARCEL NO. 2
 2.80 AC. NET
 2.47 AC.

PORTION OF PARCEL NO. 1
 P.M. 2241-07
 A.P.N. 270-09-001
 RA, EN, A.C.

PARCEL NO. 3
 2.80 AC. NET
 2.47 AC.

PARCEL 207416, 207417
 A.P.N. 270-09-001

| BY | REVISION BLOCK | DATE |
|----|----------------|------|
| | | |
| | | |
| | | |

PROJECT NO. 09-040-PP
 JULY 30, 2010
 SHEET 1 OF 1

PAGE BREAK



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



June 1, 2017

CHAIR
Rod Ballance
Riverside

Ms. Candice Assadzadeh, Project Planner
City of Riverside Community Development Department/Planning Division
3900 Main Street, Third Floor
Riverside, CA 92522

VICE CHAIRMAN
Steve Manos
Lake Elsinore

COMMISSIONERS

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION

Arthur Butler
Riverside

File No.: ZAP1265MA17
Related File No.: P17-0216 (Planned Residential Development modification)
APN: 243-210-057

John Lyon
Riverside

Glen Holmes
Hemet

Dear Ms. Assadzadeh:

Russell Betts
Desert Hot Springs

Steven Stewart
Palm Springs

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Riverside Case No. P17-0216 (Planned Residential Development [PRD] modification), a proposal to modify the use of Lot 13 of recorded Tract Map No. 31859 located at the southwest corner of Overlook Parkway and Via Montecito from a common recreational lot to a buildable single-family residential lot. (It is understood that this PRD modification does not require adoption via an ordinance.)

The site is located within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.

The site elevation is more than 100 feet lower than the elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its northerly terminus (1,535 feet above mean sea level) at a distance of approximately 28,845 feet. The site is also more than 20,000 feet from the runways at Riverside Municipal Airport. Therefore, Federal Aviation Administration Obstruction Evaluation Service review for height/elevation reasons was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

www.rcaluc.org

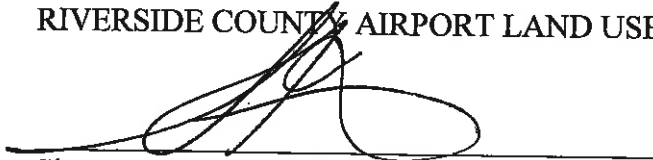
AIRPORT LAND USE COMMISSION

2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris centers, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the property and to tenants of the building(s) thereon, and shall be recorded as a deed notice.
4. No detention basins are depicted on the site plan. Any new aboveground detention or water quality basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention/water quality basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
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 Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, Director

AIRPORT LAND USE COMMISSION

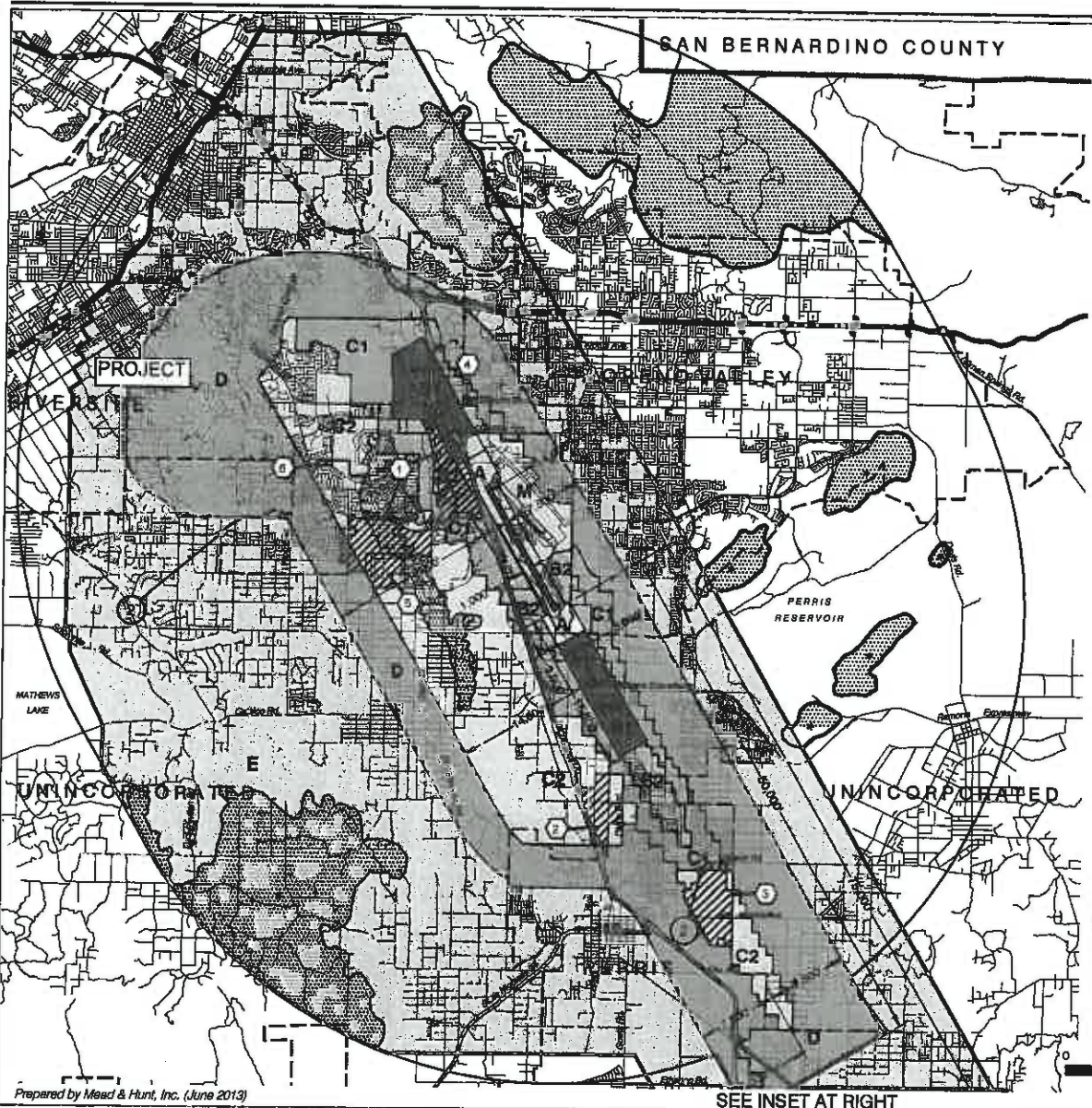
Attachments: Notice of Airport in Vicinity

**cc: Vista Montecito, LLC (applicant/landowner)
Steve Berzansky (representative)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Daniel Rockholt, March Air Reserve Base
ALUC Case File**

Y:\AIRPORT CASE FILES\March\ZAP1265MA17\ZAP1265MA17.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

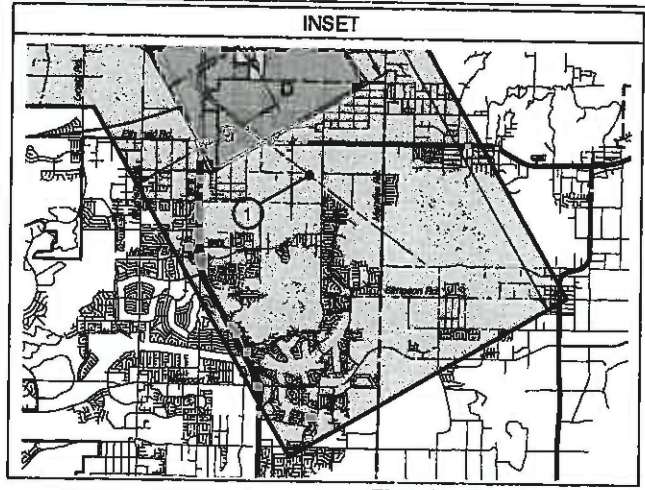
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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 38 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.



SEE INSET AT RIGHT

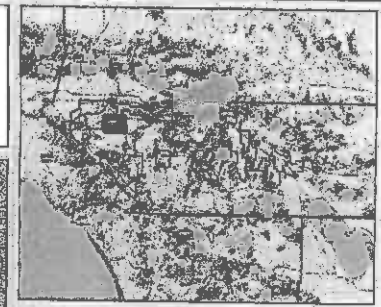
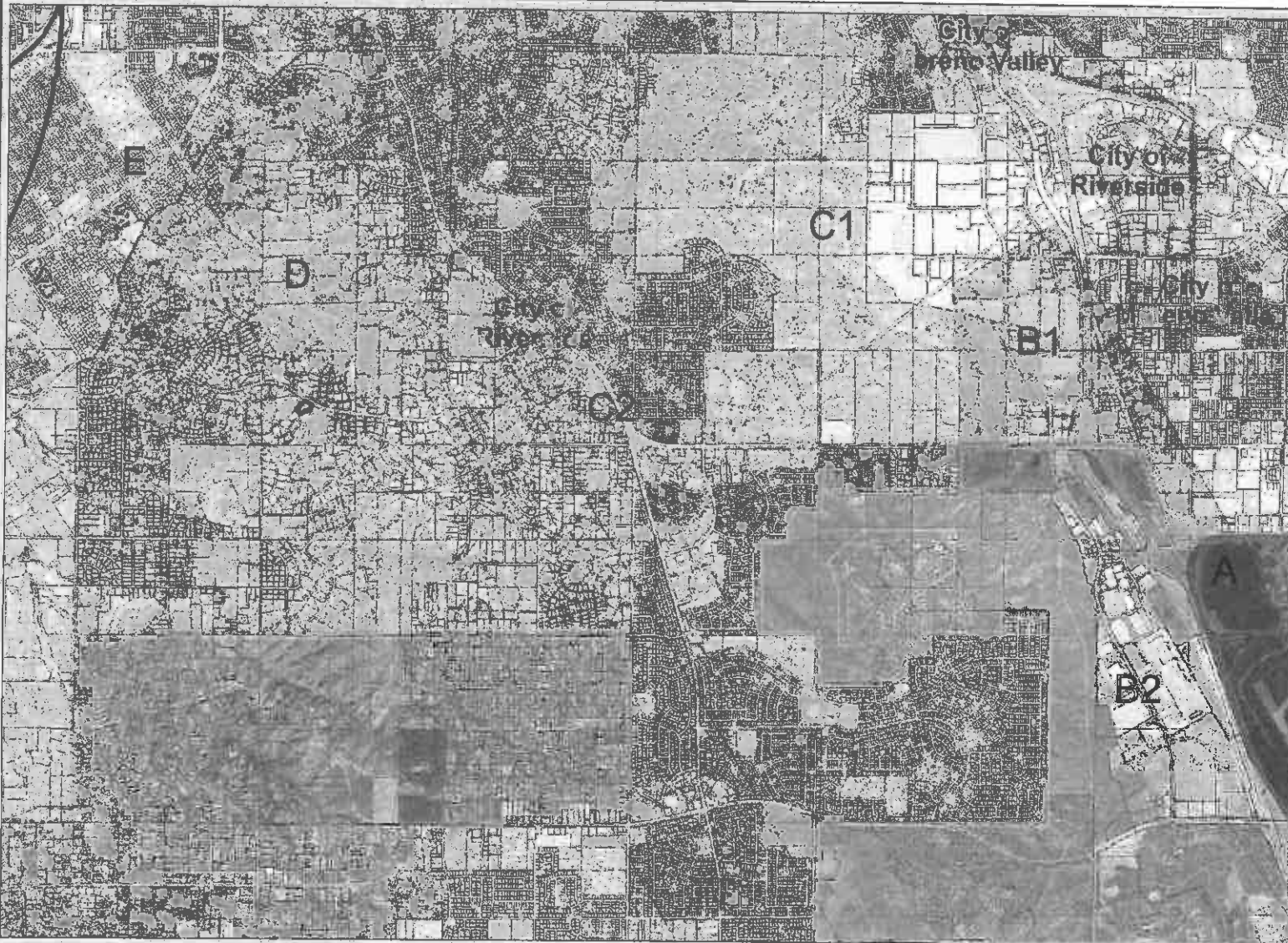
Prepared by Mead & Hunt, Inc. (June 2013)

Base map source: County of Riverside 2013

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



My Map



Legend

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



0 5,295 10,589 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... 5/19/2017 11:01:17 AM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



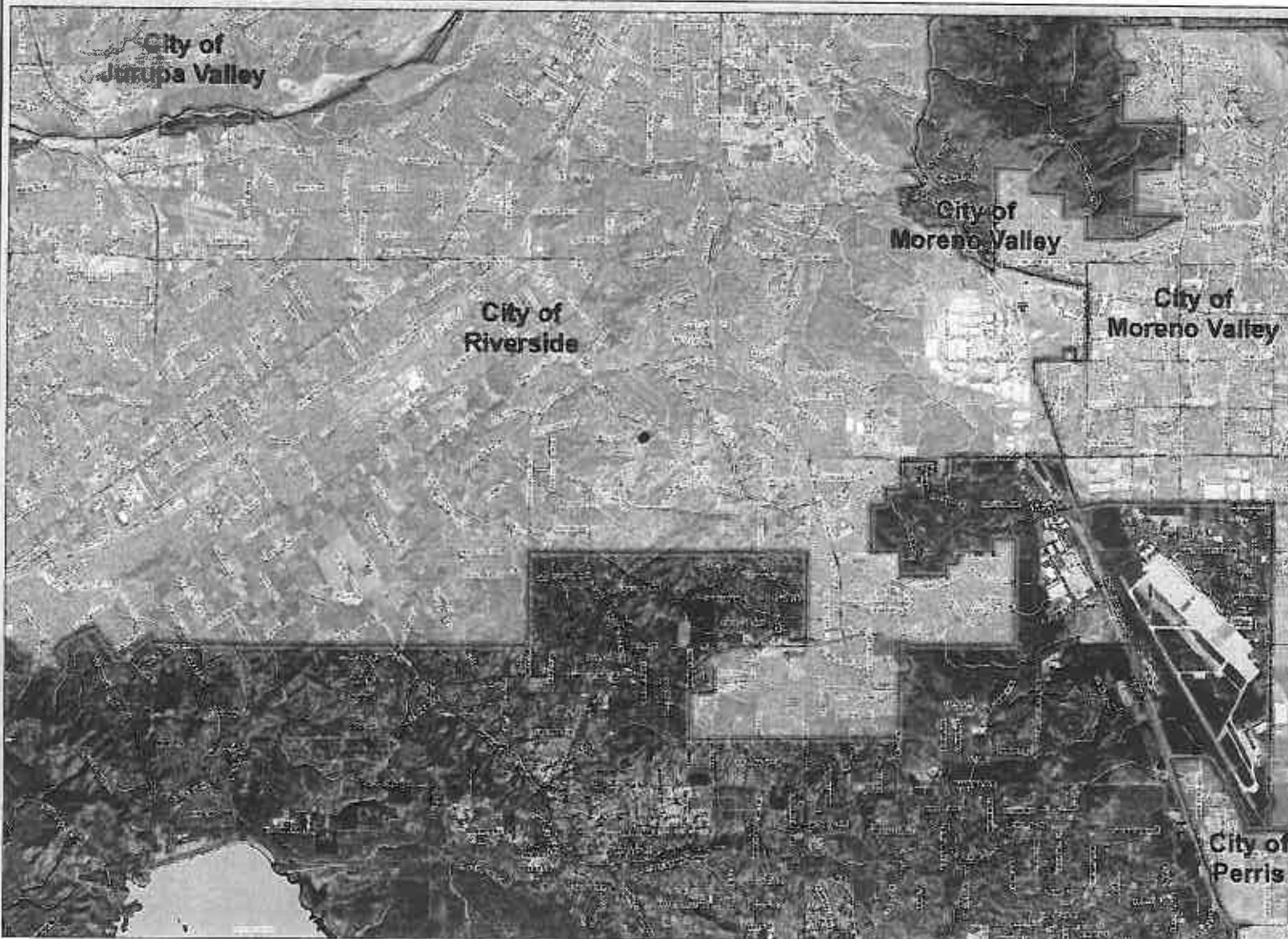
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

REPORT PRINTED ON... 5/19/2017 10:59:45 AM




© Riverside County RCIT GIS

Notes

My Map



Legend

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



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.

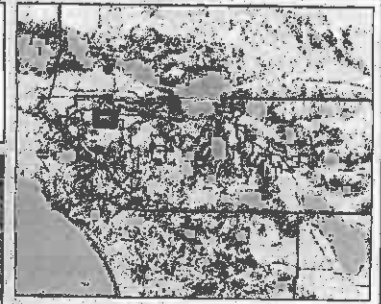
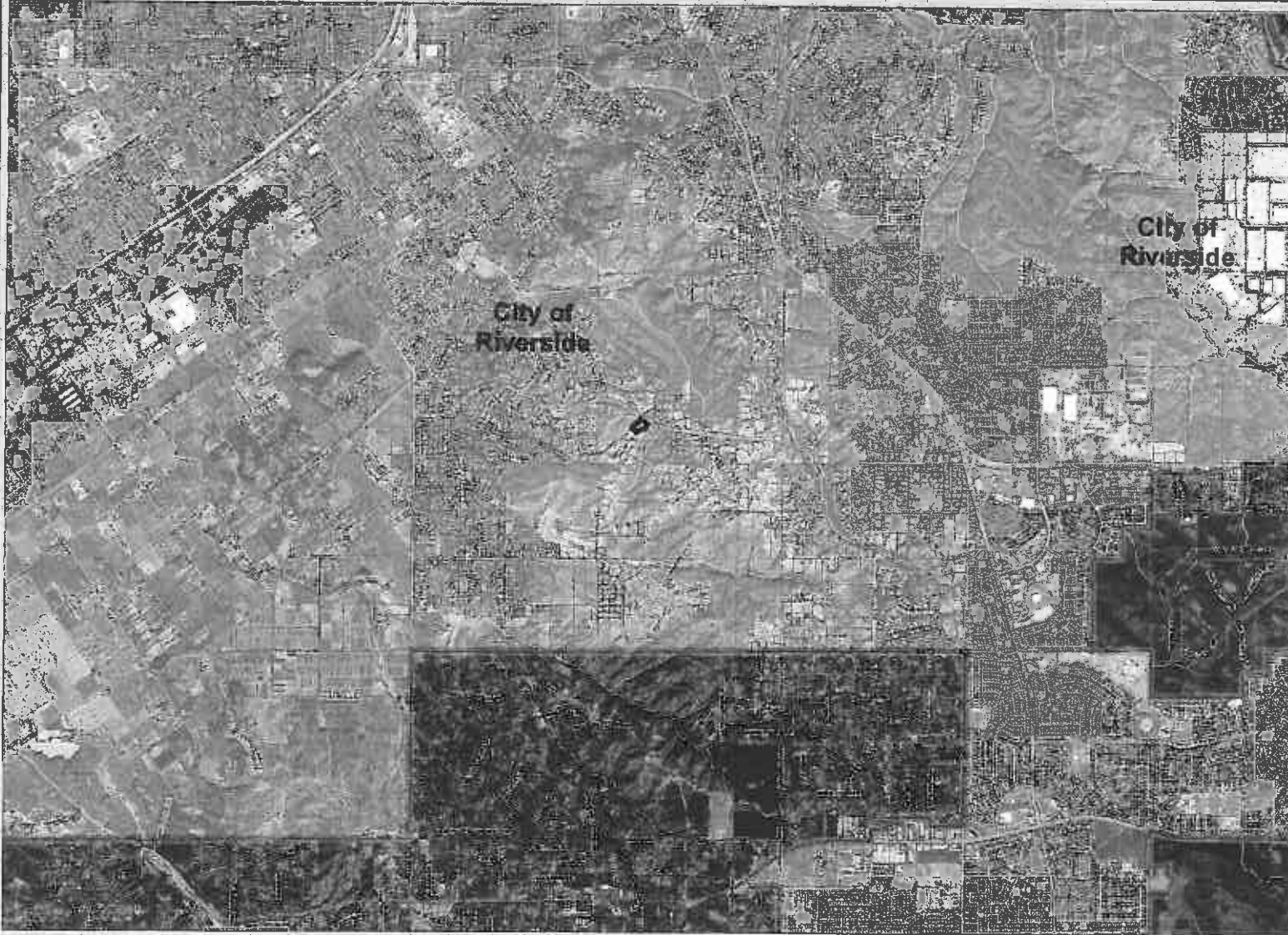
Notes













REPORT PRINTED ON... 5/19/2017 11:02:31 AM

© Riverside County RCIT GIS

My Map



Legend

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



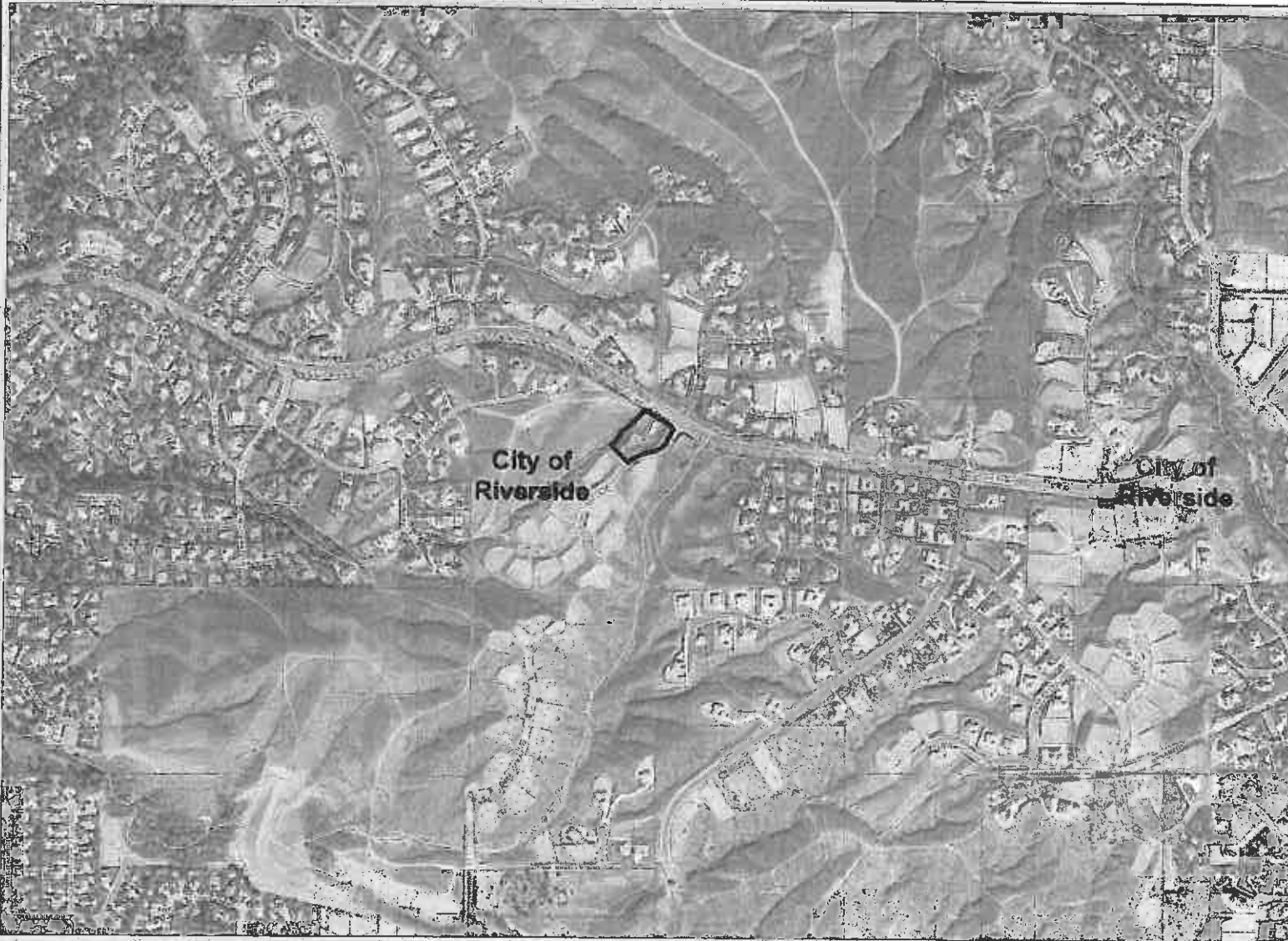
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

REPORT PRINTED ON... 5/19/2017 11:03:06 AM

© Riverside County RCIT GIS

Notes

My Map



Legend

City Boundaries

Cities

roadsanno

highways

— HWY

— INTERCHANGE

— INTERSTATE

— OFFRAMP

— ONRAMP

— USHWY

counties

cities

— hydrographylines

waterbodies

Lakes

Rivers



0

1,324

2,647 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... 5/18/2017 11:03:46 AM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



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

REPORT PRINTED ON... 5/19/2017 11:04:24 AM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 165 331 Feet

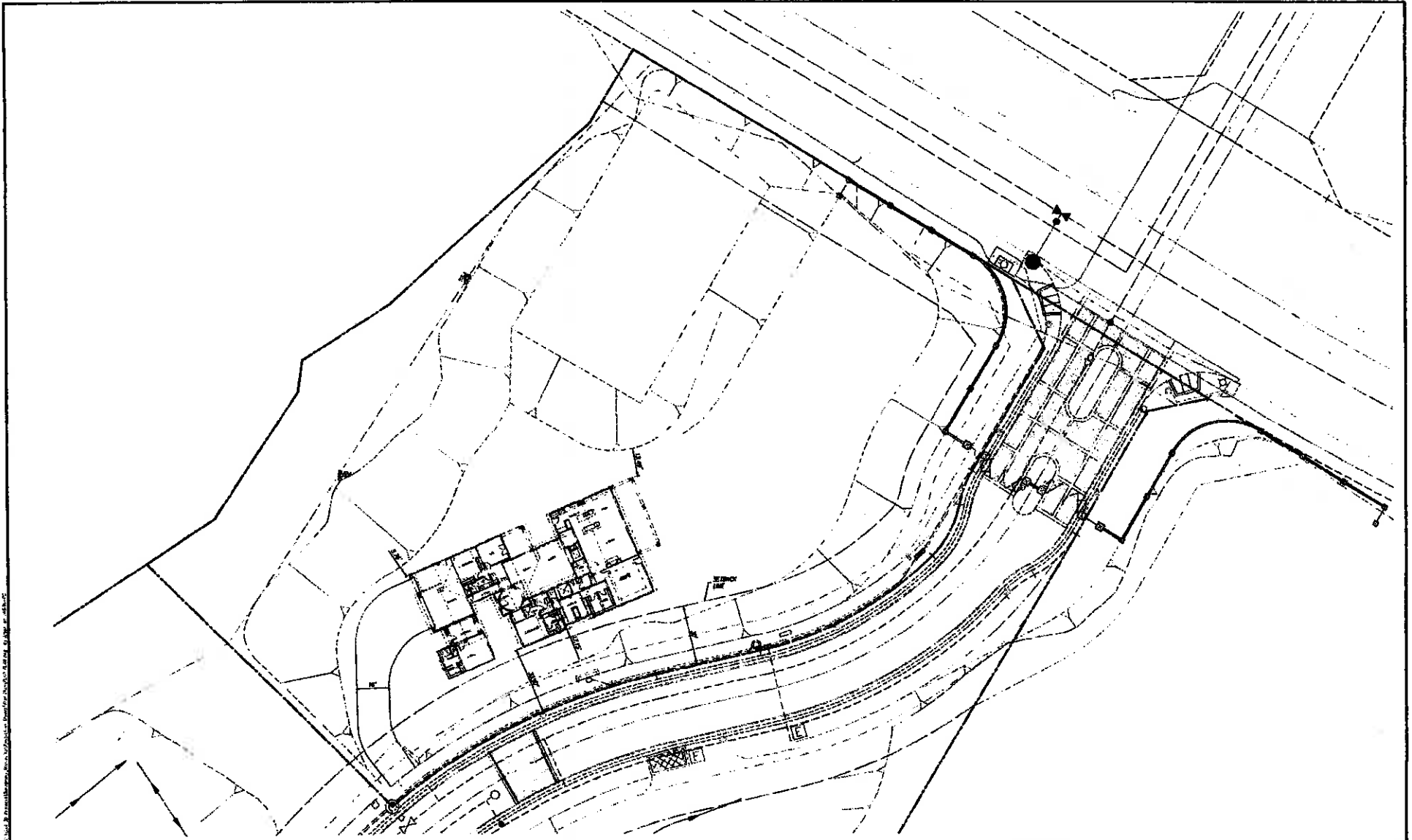


IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/19/2017 11:04:58 AM

© Riverside County RCIT GIS

Notes



PRELIMINARY
SUBJECT TO CHANGE

| NO. | DATE | REVISIONS |
|-----|------|-----------|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |
| 7 | | |
| 8 | | |
| 9 | | |
| 10 | | |



PREPARED BY:
KELLER CONSULTING INC.
2440 Van Arden Lane
Santa Ana, CA 92707
Tel: 951 733-9178

ALLEN C. HALL
E.C.E. No. C 00037
D.R.C.

PREPARED FOR:
SHEVE BRIDGEMAN

LOT 13 PLOT PLAN
MONTICLO ESTATES

| DATE |
|--------------|
| 3/20/07 |
| DRAWN BY |
| SK |
| SHEET 1 OF 1 |

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

June 1, 2017

Mr. Angel Anguiano, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92502

CHAIR
Rod Ballance
Riverside

VICE CHAIRMAN
Steve Manos
Lake Elsinore

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Russell Betts
Desert Hot Springs

Steven Stewart
Palm Springs

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION

File No.: ZAP1266MA17
Related File No.: PP26197 (Plot Plan)
APN: 274-030-018

Dear Mr. Anguiano:

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. PP26197 (Plot Plan), a proposal to remove an existing 70 foot tall concealed flag pole wireless facility located at 17130 Van Buren Boulevard, easterly of Washington Street and westerly of Gardner Avenue, and replace it with a 70 foot tall co-locatable monopine wireless facility.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its northerly terminus is approximately 1,535 feet above mean sea level (1535 AMSL). At a distance of approximately 28,590 feet from the project property line to the nearest point of that runway, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with top of roof exceeding 1,820 feet AMSL. The elevation of the project site is 1,504 feet AMSL. With a maximum structure height of 70 feet, the top point elevation would be 1,574 feet AMSL. Additionally, the site is located more than 20,000 feet from the runways at Riverside Municipal Airport. Therefore, review by the FAA OES was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

AIRPORT LAND USE COMMISSION

2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris centers, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the property, tenants of the buildings thereon, and to lessees of the structure.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



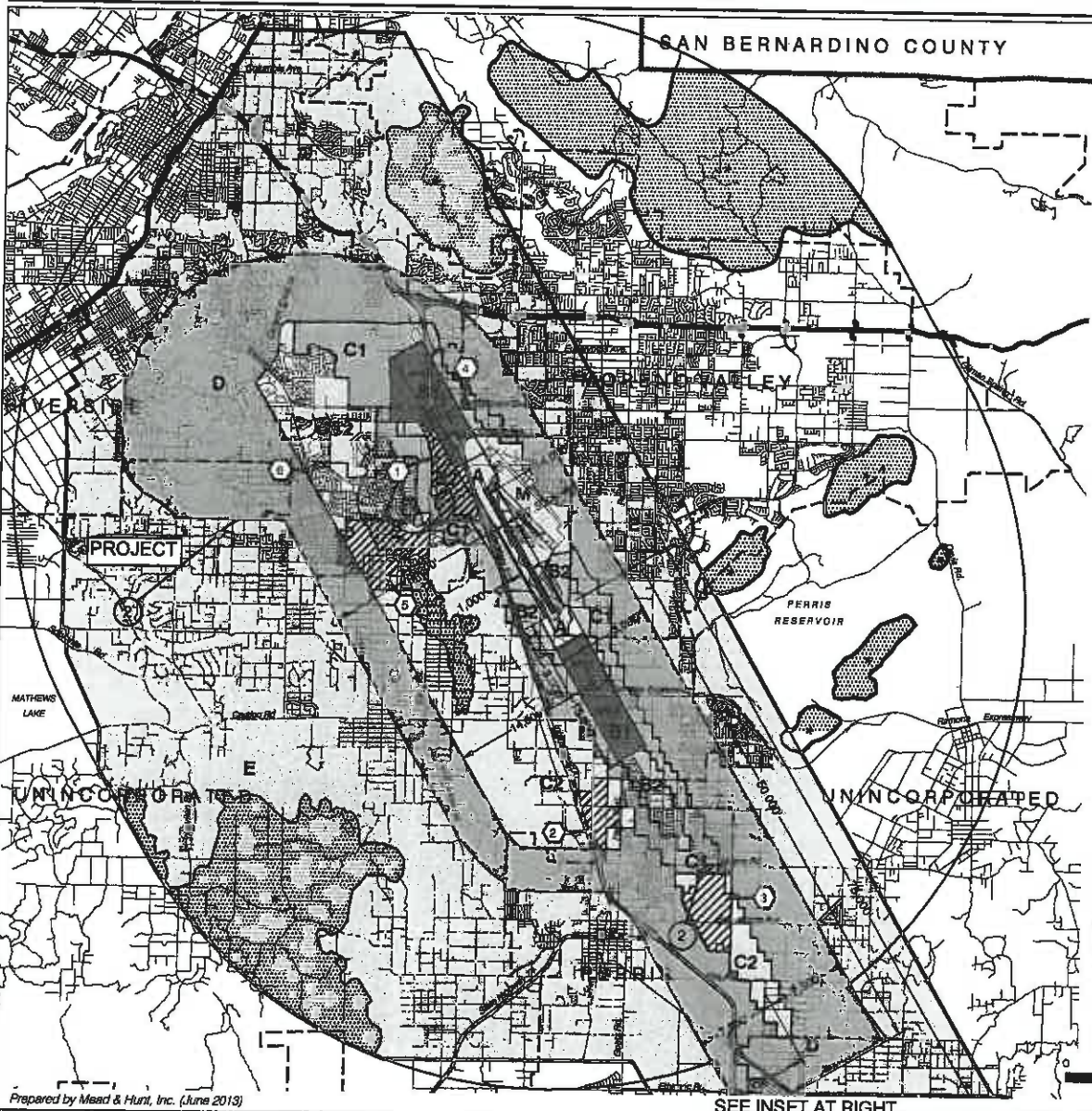
Simon A. Housman, Director

Attachments: Notice of Airport in Vicinity

cc: Courtney Standridge, SAC Wireless (San Diego) (applicant)
Jackie Horvath, Sands Paragon Management (South Bend) (property owner)
SAC Wireless (Chicago) (fee payer)
Sama Hasso, Sands Paragon Management (local rep. of property owner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Daniel Rockholt, March Air Reserve Base
ALUC Case File

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

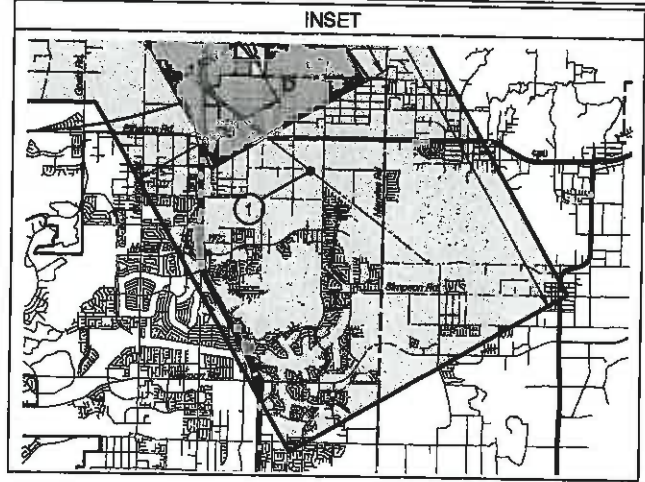
Boundary Lines

- 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: 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.

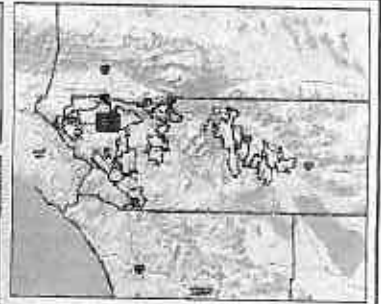
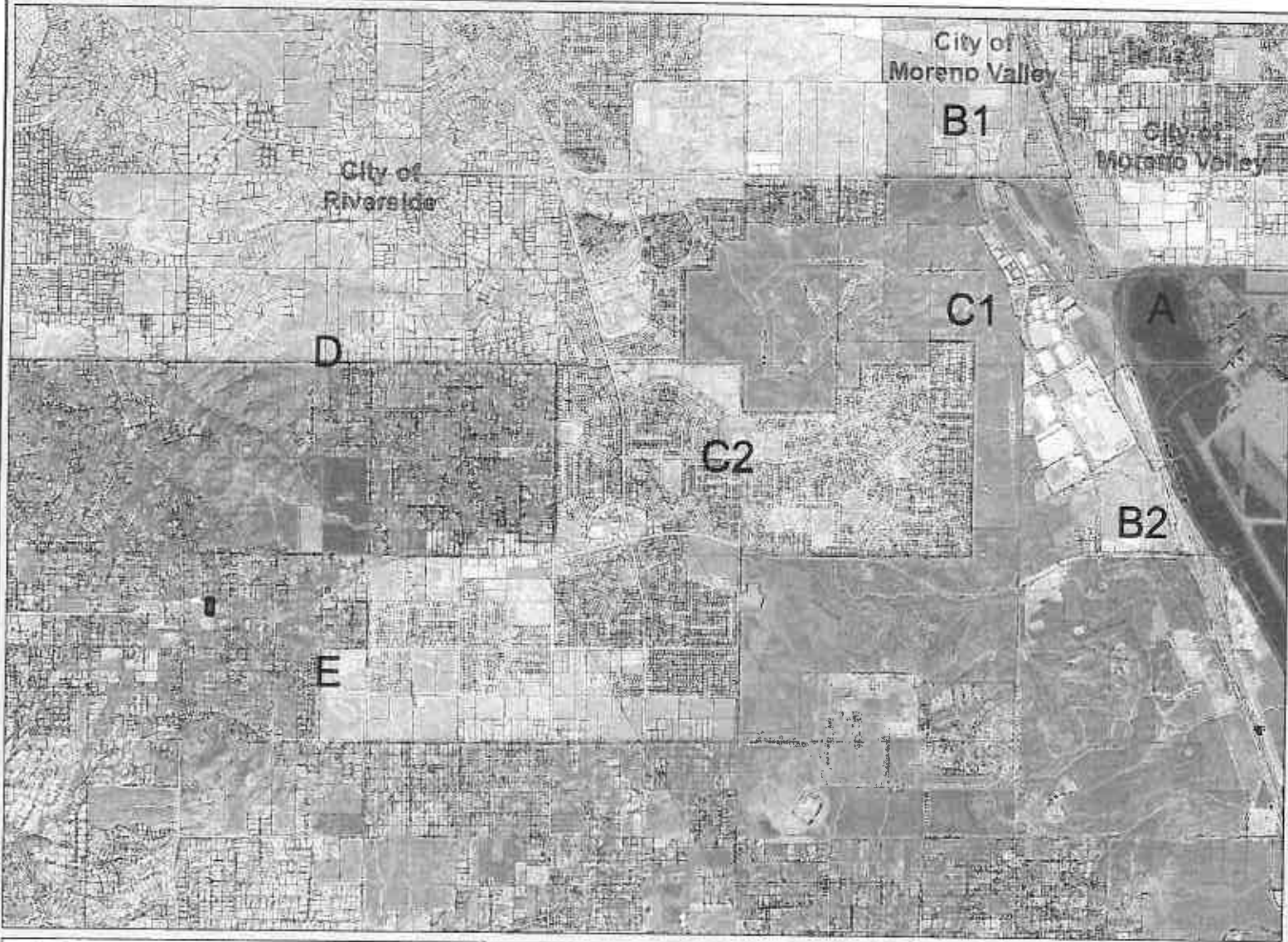


Base map source: County of Riverside 2013

SEE INSET AT RIGHT

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

My Map



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



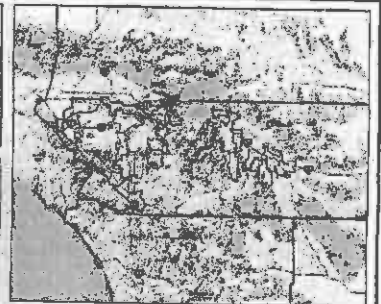
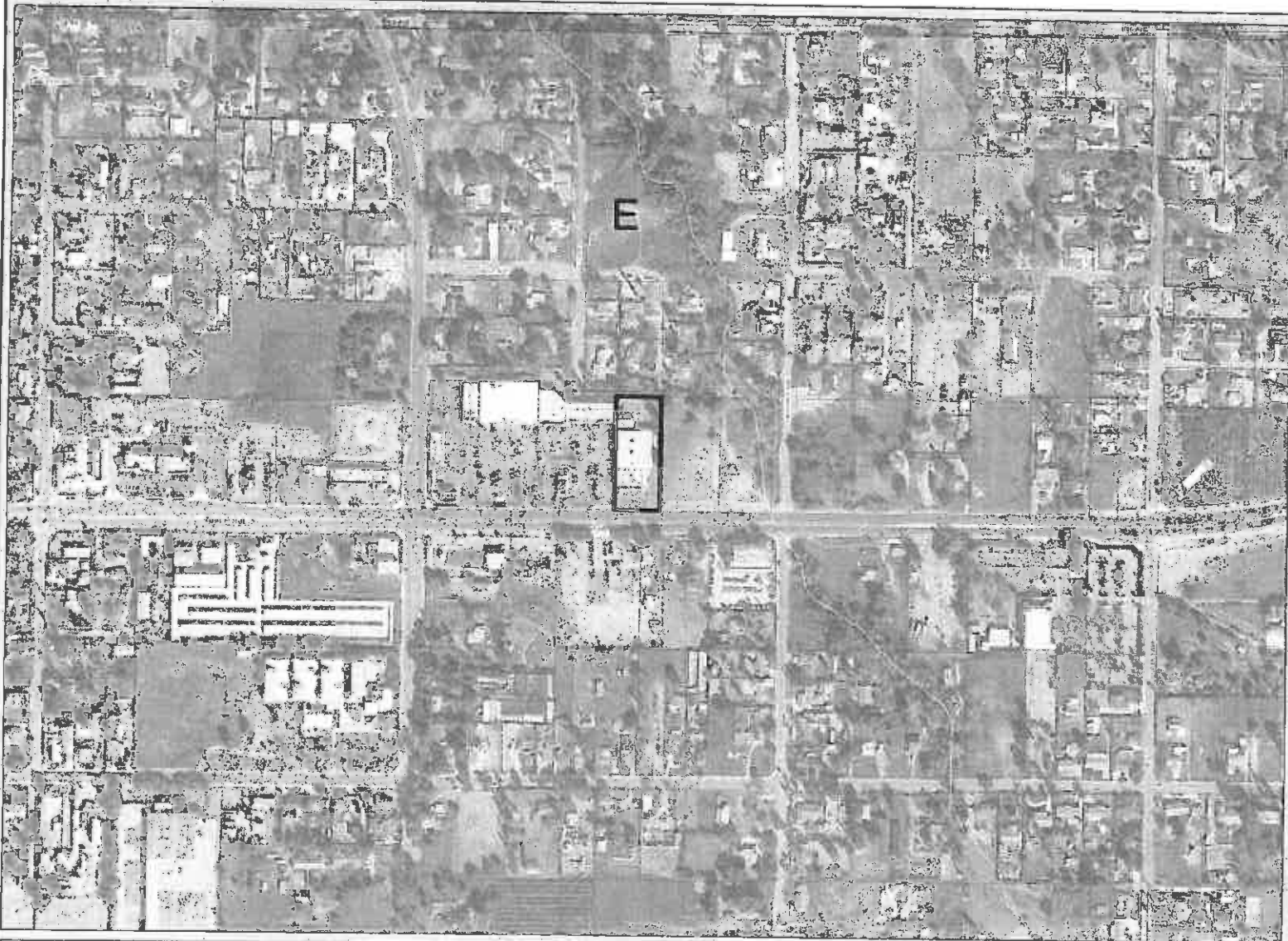
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

REPORT PRINTED ON... 5/22/2017 1:34:53 PM



























© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 656 1,311 Feet



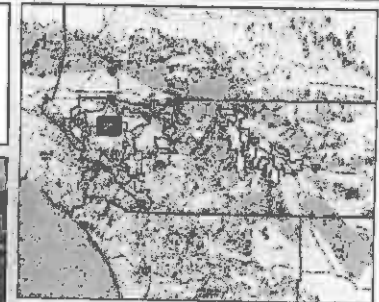
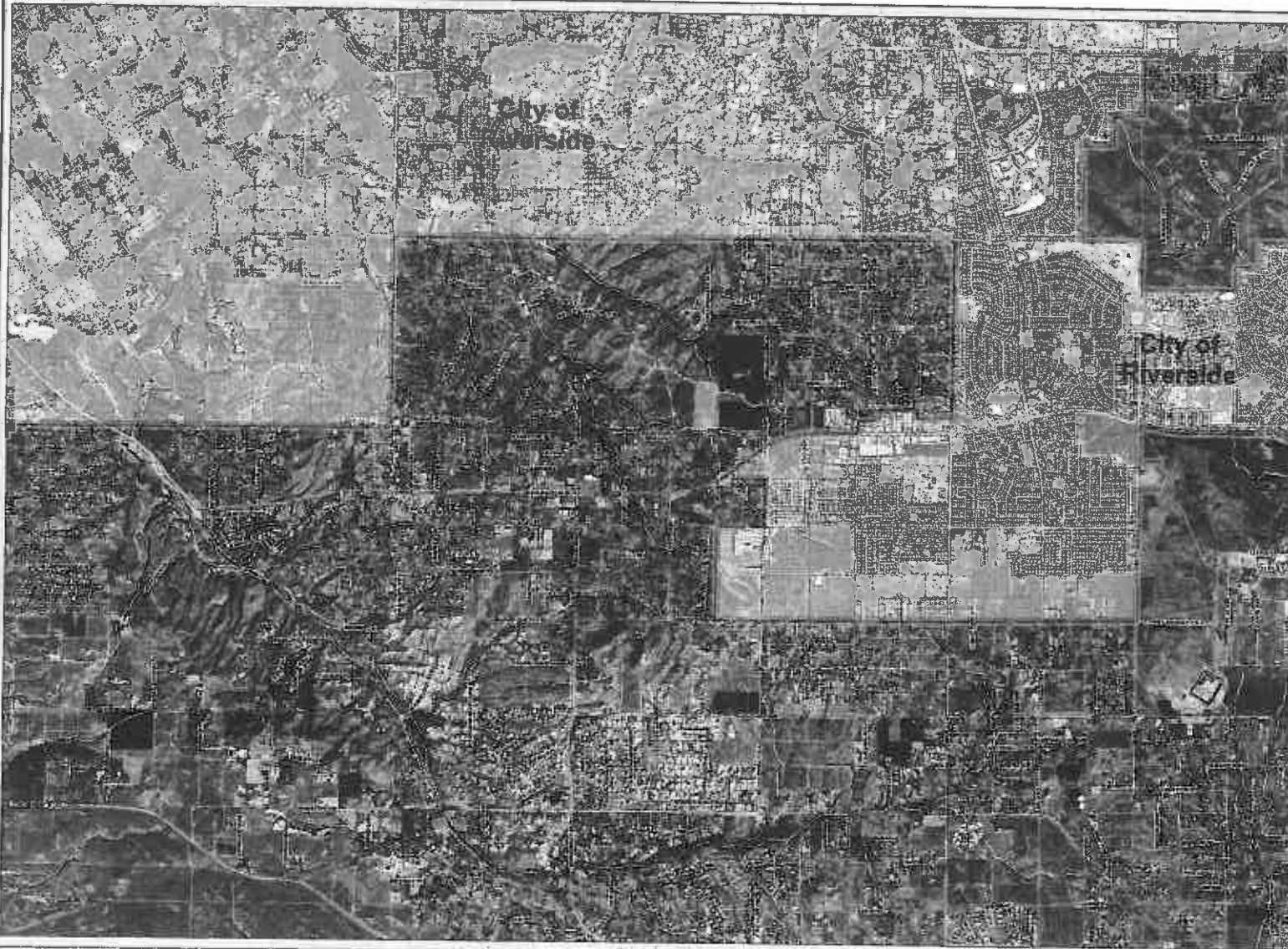
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/22/2017 1:32:36 PM











© Riverside County RCIT GIS

Notes

My Map



Legend

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



0

5,246

10,491 Feet



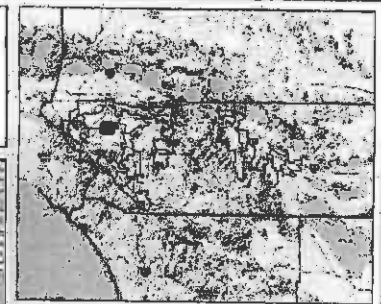
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/22/2017 1:35:43 PM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



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

Notes

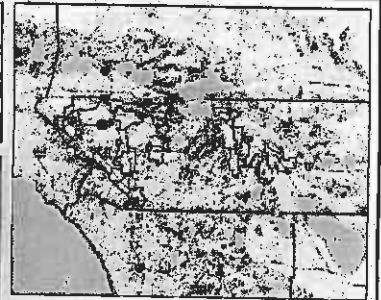
0 2,623 5,246 Feet



REPORT PRINTED ON... 5/22/2017 1:36:22 PM

© Riverside County RCIT GIS

My Map



Legend

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



0 1,311 2,623 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... 5/22/2017 1:36:55 PM






© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 656 1,311 Feet



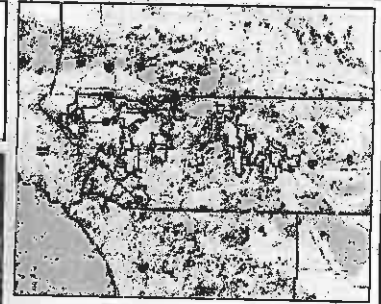
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/22/2017 1:34:05 PM

© Riverside County RCIT GIS

Notes

My Map



Legend

 City Boundaries

Cities

roadsanno

highways

— HWY

— INTERCHANGE


— INTERSTATE

— OFFRAMP

— ONRAMP


— USHWY

 counties

 cities

— hydrographylines

waterbodies

 Lakes

 Rivers



0

328

656 Feet



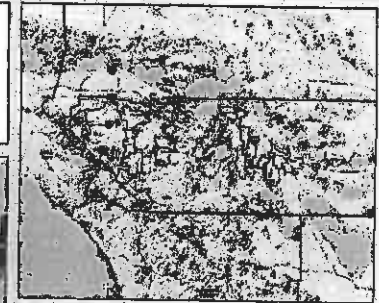
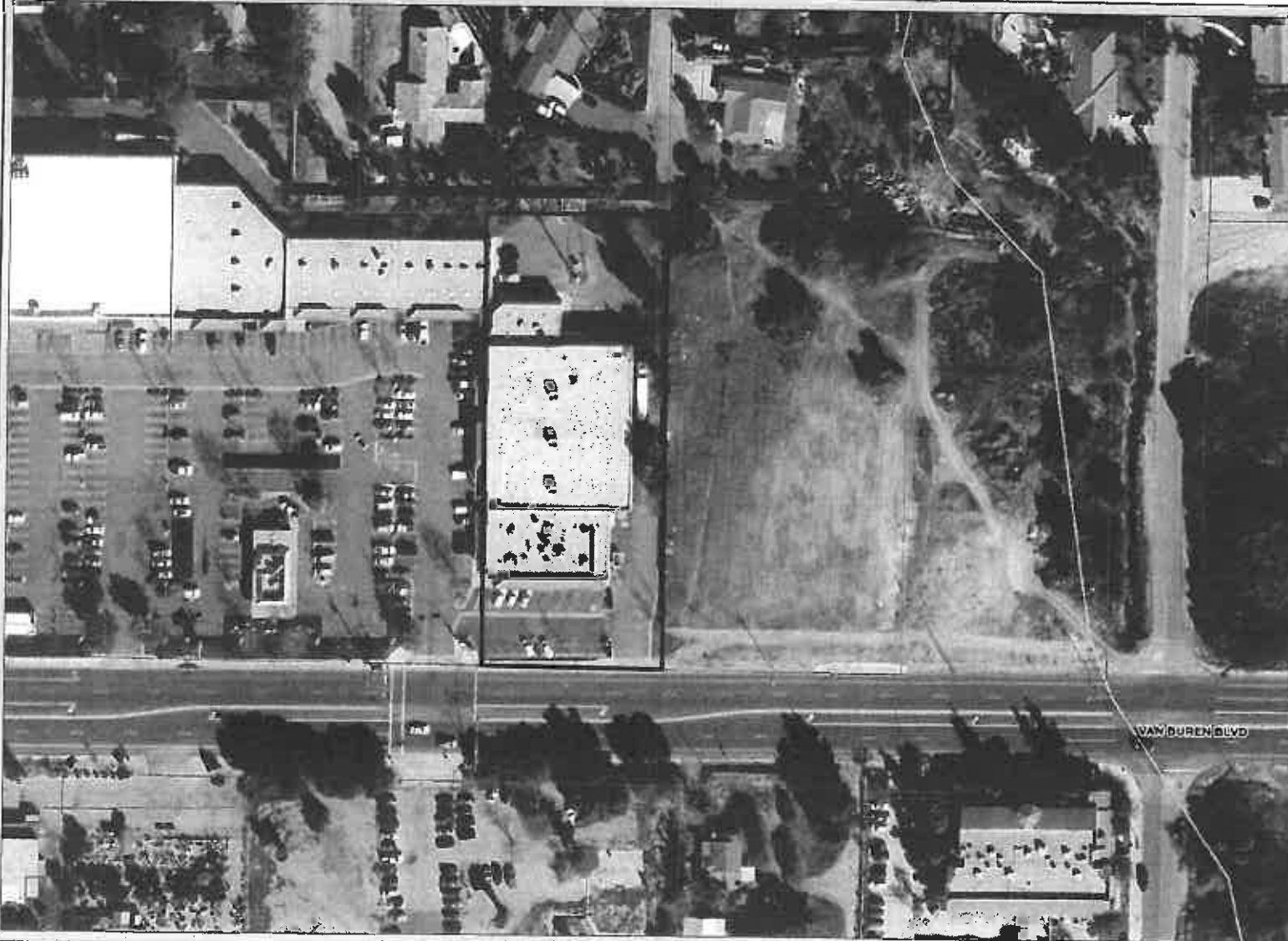
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/22/2017 1:37:27 PM

















© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 164 328 Feet



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

REPORT PRINTED ON... 5/22/2017 1:38:00 PM

© Riverside County RCIT GIS

Notes



LOUIS LANE
 MTX 44-BSC13
 MCE SITE
 17130 VAN BUREN BLVD
 RIVERSIDE, CA 92504

OVERALL HEIGHT
 70'-0"

PROJECT TEAM

SITE ACQUISITION
 SAC WIRELESS
 8015 SANDHAMP PLACE, SUITE 110
 SAN DIEGO, CALIFORNIA 92121
 PROJECT MANAGER: BIRHANNA HOLER
 NUMBER: (760) 800-0294

ARCHITECT/PLANNING/PROFESSIONAL ENGINEER:
 W-T COMMUNICATIONS DESIGN GROUP, LLC
 1000 S. SHATTUCK AVENUE SUITE #220
 LAS VEGAS, NV 89102
 DIRECTOR: RYAN ORRINGER
 NUMBER: (702) 898-1912
 PROJECT MANAGER: DAVID PARK
 NUMBER: (702) 898-1004

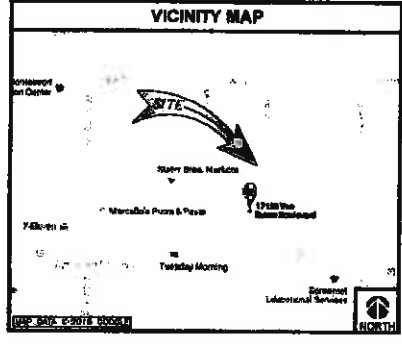
SURVEYOR:
 CLARKWIPPER LAND SURVEYING
 2400 FORT SPANISH RD SUITE 210
 LAS VEGAS, NV 89129
 CONTACT: RON CLOS
 TELEPHONE: (702) 823-2227

UTILITY COORDINATOR:
 WILLIAMS SERVICES INC
 10 PARKER, SUITE 100
 TORONTO, ONTARIO M5S 1A5
 CONTACT: JOHN KASABAN
 TELEPHONE: (714) 484-8168

PROJECT DESCRIPTION

THIS PROJECT IS A VERIZON WIRELESS UNMANNED TELECOMMUNICATION WIRELESS FACILITY. IT WILL CONSIST OF THE FOLLOWING:

- REMOVE TOWER TO REMOVE AND REPLACE EXISTING 70' FT FLAGPOLE WITH NEW 70' FT MONOPILE PLUS HOVATH TOWER RETAIN AND CONSTRUCT NEW ROLL TOWER TO BE CONSTRUCTED WITHIN EXISTING SPACE
- EXISTING 2" OF C/SWALL EQUIPMENT COMPOUND & LEASE AREA W/ CHAIN-LINK SECURITY 1.0' W/ 4" x 2" OF (TOTAL 2.00 SQ. FT.)
- (2) EQUIPMENT CABINETS ON CONCRETE PAD
- (1) 60 AMP GENERATOR WITH FUEL TANK ON CONCRETE PAD
- (2) 15' PANS, ANTENNAS IN STEEL TH ANTERNA STRUCTURE
- (1) ROLL UP STEEL TH ANTERNA STRUCTURE
- (2) 10 BLACK PAGES BEHIND ROLL UP STEALTH ANTERNA STRUCTURE
- (2) ROLL UP STEEL TH ANTERNA STRUCTURE
- (1) NEW ANTENNAS ON EQUIPMENT CABINET
- PROPOSED 100AMP WIRELESS POWER SERVICE WITH 120VAMP METER
- CONNECTION AS REQUIRED FOR POWER AND FIBER SERVICES
- 10 A FIBER CABLES ROUTED ON WINGS OF TOWER



DRIVING DIRECTIONS

FROM VERIZON OFFICE TO 17130 VAN BUREN BLVD RIVERSIDE, CA 92504

HEAD SOUTHWARD TOWARD SAND CANYON BOVE PAST SAND CANYON TRAIL. TURN RIGHT ONTO SAND CANYON AVE. TURN LEFT AT THE 1ST CROSS STREET ONTO BARBARICA HWY. TURN RIGHT ONTO PACIFICA. TURN RIGHT ONTO THE STATE HIGHWAY 120 N RAMP TAKE RIGHT IN AND GO ON TO INDIANA AVE IN RIVERSIDE. CONTINUE ON INDIANA AVE MAKE A RIGHT ON VAN BUREN BLVD. DRIVE TO VAN BUREN BLVD.

DESTINATION WILL BE ON THE LEFT 17130 VAN BUREN BLVD RIVERSIDE, CA 92504

PROJECT SUMMARY

| | |
|--|---|
| APPLICANT/LESSEE WIRELESS 1000 SAND CANYON AVENUE, SUITE 110 SAN DIEGO, CA 92121 OFFICE: (619) 290-1700 | ASSESSOR'S PARCEL NUMBER APN 214223208 |
| PROPERTY OWNER: SHIPS PROXIMON MANAGEMENT, LLC A DELAWARE LIMITED LIABILITY COMPANY 312 W COOKMAN AVENUE SOUTH BEND, IN 46701 CONTACT NAME: JACQUE HORWATH CONTACT NUMBER: (317) 874-0005 | TOWER OWNER: HORWATH COMMUNICATIONS 312 W COOKMAN AVENUE SOUTH BEND, IN 46701 CONTACT NAME: JACQUE HORWATH CONTACT NUMBER: (317) 874-0005 |
| APPLICANT'S REPRESENTATIVE: SAC WIRELESS 8015 SANDHAMP PLACE, SUITE 110 SAN DIEGO, CALIFORNIA 92121 PROJECT MANAGER: BIRHANNA HOLER NUMBER: (760) 800-0294 | PROPERTY INFORMATION: SITE NAME: LOUIS LANE SITE ADDRESS: 17130 VAN BUREN BLVD RIVERSIDE, CA 92504 JURISDICTION: CITY OF RIVERSIDE |
| RECONSTRUCTION INFORMATION: AREA OF CONSTRUCTION: APPROX 10719 SQ. FT. (GROUND 4280 SQ. FT.) (TOTAL 14719 SQ. FT.) OCCUPANCY: 30 TYPE OF CONSTRUCTION: 30 CURRENT ZONING: 2020C HIGHWAY (C-H-S) ADA COMPLIANCE: FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. SCHEDULED SPACES ARE EXEMPT FROM ACCESSIBILITY REQUIREMENTS FOR THE ADA SECTION 119.203-3 | |

GENERAL CONTRACTOR NOTES

CONTRACTOR SHALL VERIFY:

CONTRACTOR SHALL VERIFY ALL PLANS AND EXISTING DIMENSIONS AND CONDITIONS ON THE JOB SITE AND SHALL IMMEDIATELY NOTIFY THE ARCHITECT IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR THE SAME.

STRUCTURAL NOTE

NOTE:

THE SCOPE OF WORK DOES NOT INCLUDE A STRUCTURAL EVALUATION OF THE TOWER OR STRUCTURE. WHEN ANTENNAS SHOWN ON THIS PLAN HAVE NOT BEEN EVALUATED TO VERIFY THE TOWER OR STRUCTURE HAS THE CAPACITY TO ADEQUATELY SUPPORT THESE ANTENNAS. PRIOR TO ANY ANTENNA INSTALLATION, A STRUCTURAL EVALUATION OF THE TOWER OR STRUCTURE INCLUDING ALL ANTENNA MOUNTING SYSTEMS AND HARDWARE, SHALL BE PERFORMED.

CODE COMPLIANCE

- 2013 CALIFORNIA ENERGY CODE
- 2013 CALIFORNIA BUILDING CODE
- 2013 CALIFORNIA ELECTRICAL CODE
- 2013 CALIFORNIA FIRE CODE
- 2013 CALIFORNIA GREEN BUILDING CODE
- 2013 CALIFORNIA MECHANICAL CODE
- 2013 CALIFORNIA PLUMBING CODE
- 2013 NATIONAL FIRE ALARMS CODE
- 2013 CALIFORNIA WIRELESS CODE

| SHEET | DESCRIPTION | REV |
|------------------------|-----------------------------------|-----|
| T-1 | TITLE SHEET & PROJECT DATA | 3 |
| A-1 | OVERALL SITE PLAN | 2 |
| A-2 | ENLARGED EQUIPMENT & ANTENNA PLAN | 2 |
| A-3 | PROPOSED ELEVATIONS | 3 |
| A-4 | PROPOSED ELEVATIONS | 3 |
| ZONING DRAWINGS | | |

811

TO DETERMINE LOCATION OF SUBSIDIARIES UNDERGROUND FACILITIES BEFORE YOU DIG IN CALIFORNIA, CALL 811 OR VISIT www.dignotcall.org

CALL 811 OR VISIT www.dignotcall.org TO GET THE LOCATION OF ALL UTILITIES BEFORE YOU DIG.

Know what's below. Call before you dig.

W-T Communications Design Group's

Commitment to Quality

© 2013 W-T Communications Design Group, Inc.

ISSUE STATUS

| REV | DATE | DESCRIPTION | BY |
|-----|----------|-------------------|-----|
| 1 | 02/14/13 | ISSUE FOR PERMITS | JMB |
| 2 | 02/14/13 | ISSUE FOR PERMITS | JMB |
| 3 | 02/14/13 | ISSUE FOR PERMITS | JMB |

W-T COMMUNICATIONS DESIGN GROUP, LLC

W-T COMMUNICATIONS DESIGN GROUP, LLC
 1000 S. SHATTUCK AVENUE SUITE #220
 LAS VEGAS, NV 89102
 CONTACT: DAVID PARK
 TELEPHONE: (702) 898-1004

PROPRIETARY INFORMATION

THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY AND CONFIDENTIAL TO W-T COMMUNICATIONS DESIGN GROUP, LLC.

ANY USE OR REPRODUCTION OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION OF W-T COMMUNICATIONS DESIGN GROUP, LLC IS STRICTLY PROHIBITED.

verizon

1800 SAND CANYON AVENUE, D1
 RIVERSIDE, CA 92518

LOUIS LANE
 17130 VAN BUREN BLVD
 RIVERSIDE, CA 92504

SHEET TITLE:
TITLE SHEET & PROJECT DATA

T-1

| ABBREVIATIONS | | | |
|---------------|--------------------------------------|------|------------------------|
| AC | AIR CONDITIONING | LINE | POUNCE |
| ACL | ABOVE GRADE LEVEL APPROXIMATELY | MFC | MASONRY MECHANICAL |
| BDD | BUILDING BLOCKING | MTL | METAL |
| BLC | BLOCKING | MFR | MANUFACTURER |
| CLS | CEILING | MGR | MANAGER |
| CLR | CLEAR | MRI | MASONRY |
| CONC | CONCRETE | MSC | MISCELLANEOUS |
| CONSTR | CONSTRUCTION | NA | NOT APPLICABLE |
| CONT | CONTINUOUS | NIC | NOT IN CONTRACT |
| DBL | DOUBLE | NTS | NOT TO SCALE |
| DN | DIALECTER | OC | ON CENTER |
| DNAC | DIALECTER | OD | OUTSIDE DIAMETER |
| DN | DOWN | PLY | PLYWOOD |
| DET | DETAIL | PROJ | PROJECT |
| DWG | DRAWING | PROP | PROPERTY |
| EA | EACH | PT | MEASURE TREATED |
| ELEV | ELEVATION | RND | ROUND |
| ELEC | ELECTRICAL | RFC | ROUGH OPENING |
| EQ | EQUAL | RND | ROUGH OPENING |
| EQUIP | EQUIPMENT | RND | RUND |
| EXT | EXTENSION | RT | RIGHT |
| FIN | FINISH | SH | SHOWER |
| FLOR | FLOOR | SPIC | SPRIGGATION |
| FL | FLOOR | SP | SPUR |
| FT | FOOT | SS | STAINLESS STEEL |
| GA | GALVANIZED | STL | STRUCTURAL |
| GC | GENERAL CONTRACTOR | STD | STANDARD |
| GRD | GROUND | TRIP | TRIP |
| GYRD | GYPSUM WALL BOARD | TRU | TROUGH |
| HORIZ | HORIZONTAL | TRM | TOWER TRIM |
| HR | HOOR | TRND | TYPICAL |
| HT | HEATING | TYP | TYPICAL |
| HWAC | HEATING VENTILATION AIR CONDITIONING | UNO | UNLESS NOTED OTHERWISE |
| ID | INSIDE DIAMETER | VERT | VERTICAL |
| IN | INCH | VP | VERIFY IN FIELD |
| INFO | INFORMATION | W | WITH |
| INCL | INCLINATION | WO | WITHOUT |
| INT | INTERIOR | WP | WATER PROOF |
| ISC | INTERNATIONAL BUILDING CODE | | |

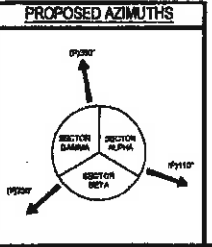
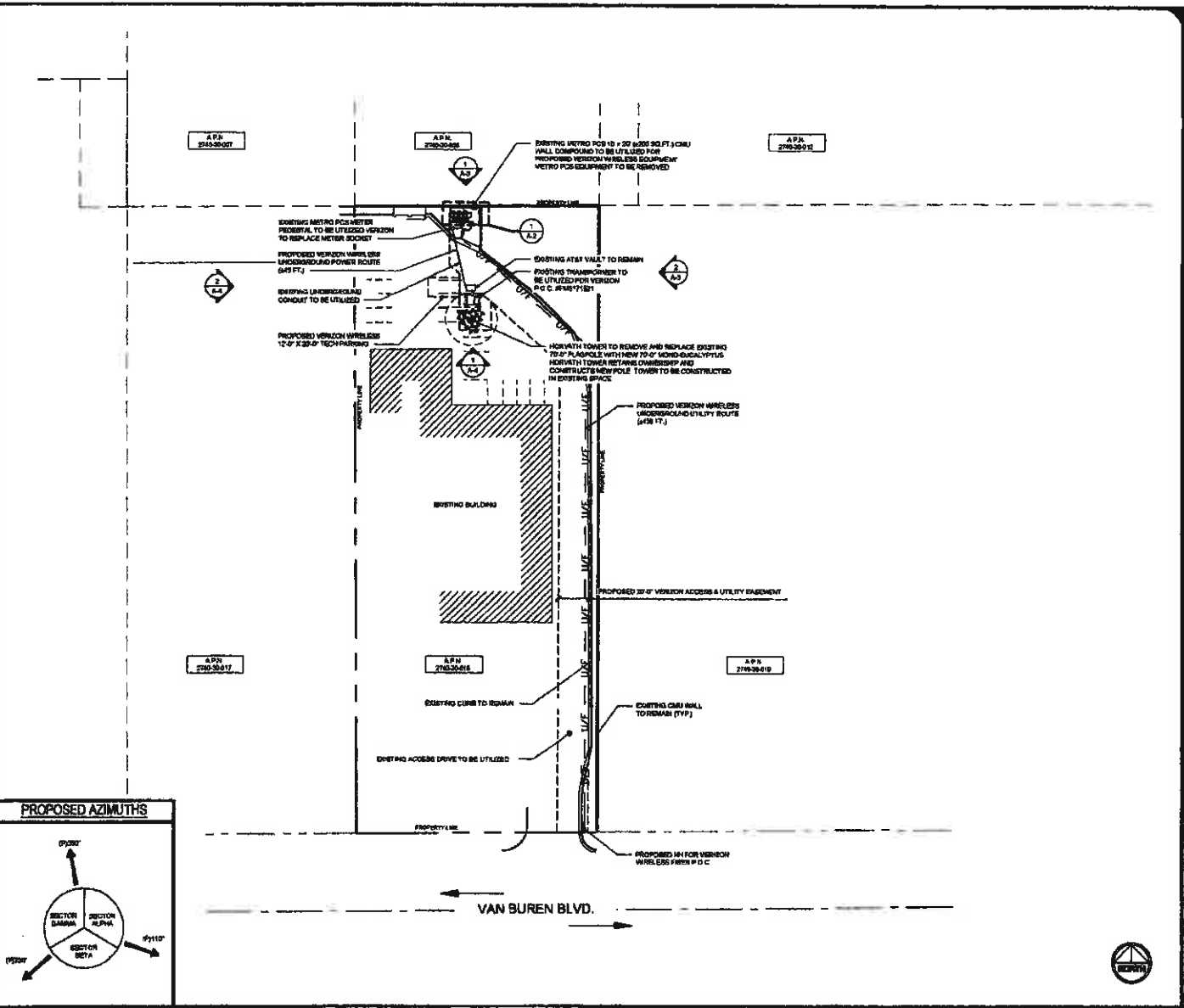
| LEGEND | |
|--------|-----------------------------|
| --- | SUBJECT BOUNDARY LINE |
| --- | RIGHT-OF-WAY CENTERLINE |
| --- | RIGHT-OF-WAY LINE |
| --- | ADJACENT BOUNDARY LINE |
| —○/H— | OVERHEAD LINE |
| —U/E— | UNDERGROUND ELECTRICAL LINE |
| —U/F— | UNDERGROUND FIBER LINE |
| —G— | BURIED GAS LINE |
| —DHT— | OVERHEAD TELEPHONE LINE |
| —W— | BURIED WATER LINE |
| —SS— | BURIED SANITARY SEWER |
| —SB— | BURIED STORM DRAIN |
| —X— | CHAIN LINK FENCE |
| —○— | BROUGHT POLE FENCE |

| | | | |
|---|----------------|---|---------------------|
| ⊠ | TRANSFORMER | ⊕ | FIRE HYDRANT |
| ⊗ | LIGHT STANDARD | ⊞ | GATE VALVE |
| ⊡ | POWER VALVE | ⊞ | WATER METER |
| ⊡ | UTILITY BOX | ⊞ | CATCH BASIN, TYPE 1 |
| ⊡ | UTILITY POLE | ⊞ | CATCH BASIN, TYPE 2 |

NOTE: CONTRACTOR TO INSTALL A 1" x 30" PALL BOX FOR POWER & TELECOM AFTER EVERY 300' OR AFTER EVERY TMD REFERENCE.

NOTE: REFERENCE SURVEY BY DESIGNBACK LAND SURVEYING, DATED 3/18/10, FOR ALL PROPERTY LINES AND EXISTING EASEMENT INFORMATION.

NOTE: THE SCOPE OF WORK DOES NOT INCLUDE A STRUCTURAL EVALUATION OF THIS TOWER OR STRUCTURE. MAIN ANTENNAS SHALL BE MOUNTED ON THIS PLANT AND SET BEING EVALUATED TO VERIFY THE TOWER OR STRUCTURE HAS THE CAPACITY TO ADEQUATELY SUPPORT THESE ANTENNAS. PRIOR TO ANY ANTENNA INSTALLATION, A STRUCTURAL EVALUATION OF THE TOWER OR STRUCTURE, INCLUDING ALL APPROPRIATE FOUNDATION SYSTEMS AND HARDWARE, SHALL BE PERFORMED.



| ISSUE STATUS | | | |
|--------------|----------|---------------------|-----|
| REV | DATE | DESCRIPTION | BY |
| 1 | 02/15/10 | IFC, 20% PERM | LAN |
| 2 | 02/27/10 | 100% ZONING | LAN |
| 3 | 03/17/10 | REVISED 100% ZONING | DVP |

WT
 WT COMMUNICATION DESIGN GROUP, LLC
 17130 VAN BUREN BLVD
 RIVERSIDE, CA 92504
 TEL: (951) 514-2200
 FAX: (951) 514-2201
 WWW.WTDESIGN.COM

PROPRIETARY INFORMATION
 The information contained in this set of drawings is the property of WT COMMUNICATION DESIGN GROUP, LLC. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. ANY REUSE OR REPRODUCTION OF THIS INFORMATION WITHOUT THE WRITTEN PERMISSION OF WT COMMUNICATION DESIGN GROUP, LLC IS STRICTLY PROHIBITED.

verizon
 5506 SAND CANYON AVENUE, D1
 IRVINE, CA 92618

LOUIS LANE
 17130 VAN BUREN BLVD
 RIVERSIDE, CA 92504

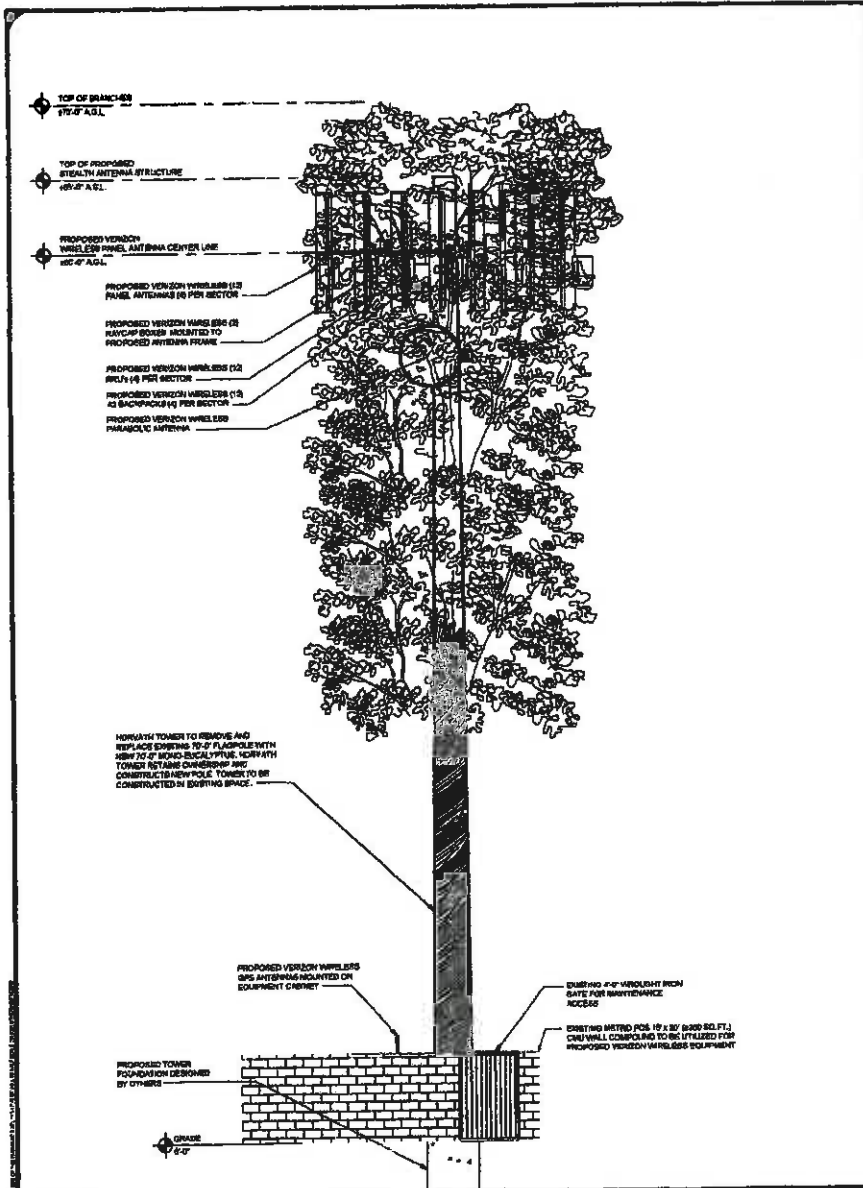
SHEET TITLE:
OVERALL SITE PLAN

A-1

ABBREVIATIONS & SYMBOLS

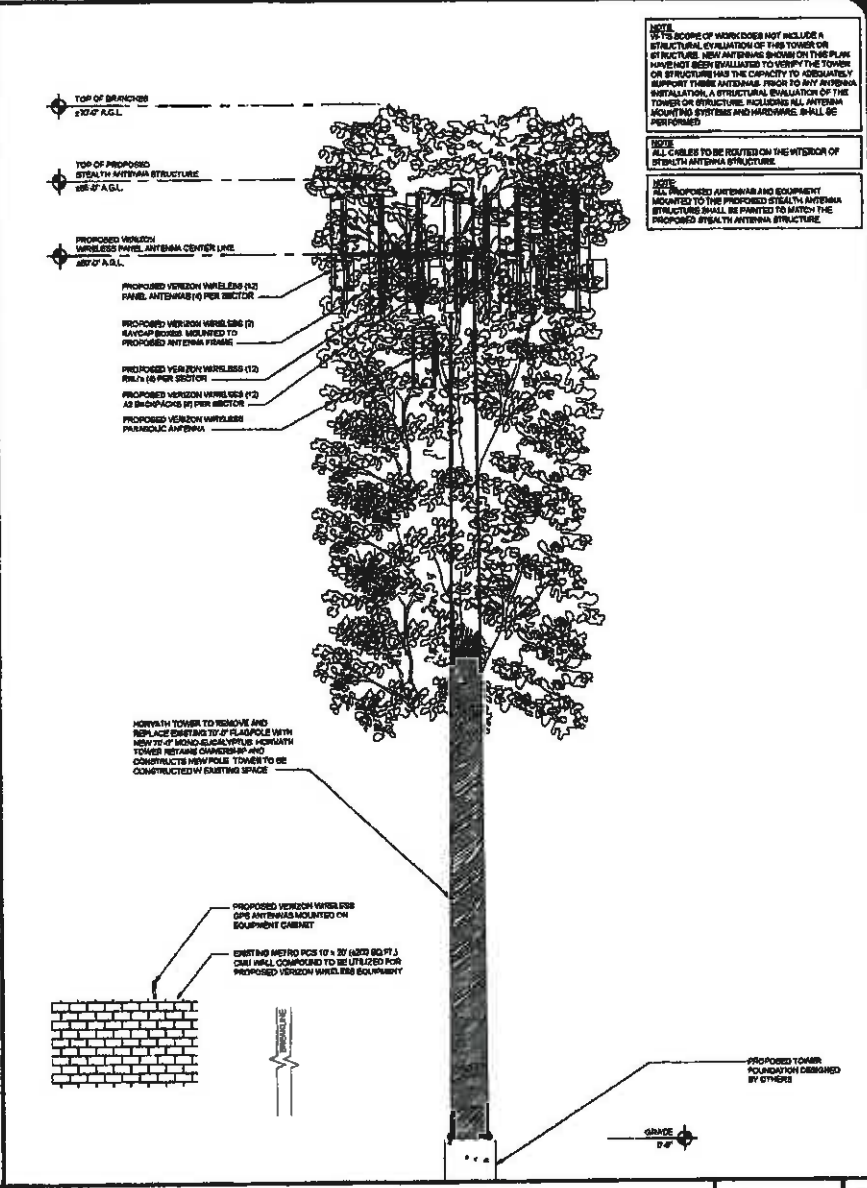
OVERALL SITE PLAN

SCALE 1/32" = 1'-0" 1



PROPOSED SOUTH ELEVATION

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



PROPOSED WEST ELEVATION

SCALE 1/4" = 1'-0" 2

NOTE
 THIS SCOPE OF WORK DOES NOT INCLUDE A STRUCTURAL EVALUATION OF THE TOWER OR STRUCTURE. NEW ANTENNA BRACKETS ON THIS PLAN HAVE NOT BEEN BALLASTED TO VERIFY THE TOWER OR STRUCTURE HAS THE CAPACITY TO ADEQUATELY SUPPORT THESE ANTENNAS. PRIOR TO ANY ANTENNA INSTALLATION, A STRUCTURAL EVALUATION OF THE TOWER OR STRUCTURE, INCLUDING ALL ANTENNA MOUNTING SYSTEMS AND HARDWARE, SHALL BE PERFORMED.

NOTE
 ALL CABLES TO BE ROUTED ON THE INTERIOR OF STEALTH ANTENNA STRUCTURE.

NOTE
 ALL PROPOSED ANTENNAS AND EQUIPMENT MOUNTED TO THE PROPOSED STEALTH ANTENNA STRUCTURE SHALL BE PAINTED TO MATCH THE PROPOSED STEALTH ANTENNA STRUCTURE.

ISSUE STATUS

| REV | DATE | DESCRIPTION | BY |
|-----|----------|----------------------|-----|
| 1.1 | 02/20/16 | ISSUE FOR ZONING AND | AND |
| 2 | 02/20/16 | ISSUE FOR ZONING AND | AND |
| 3 | 02/20/16 | REVISED WIRE ZONING | DWP |

WT
 W-T COMMUNICATION
 DESIGN GROUP, LLC
 2004 Eastman Street
 Los Angeles, CA 90058
 (310) 412-2000
 www.wtcomm.com

PROPRIETARY INFORMATION
 THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY AND CONFIDENTIAL TO WIRELESS INNOVATIONS. ANY REUSE OR REPRODUCTION OF THIS INFORMATION WITHOUT THE WRITTEN PERMISSION OF WIRELESS INNOVATIONS IS STRICTLY PROHIBITED.

verizon
 1600 SAND CANYON AVENUE, 01
 IRVINE, CA 92618

LOUIS LANE
 17130 VAN BUREN BLVD
 RIVERSIDE, CA 92504

SHEET TITLE:
PROPOSED ELEVATIONS

A-4

PAGE BREAK



**AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY**



June 1, 2017

CHAIR
Rod Ballance
Riverside

VICE CHAIRMAN
Steve Manos
Lake Elsinore

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Russell Betts
Desert Hot Springs

Steven Stewart
Palm Springs

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

Mr. Angel Anguiano, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501
(VIA HAND DELIVERY)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR’S DETERMINATION**

File No.: ZAP1267MA17
Related File No.: PM37172 (Tentative Parcel Map)
APN: 342-150-017

Dear Mr. Anguiano:

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. PM37172 (Tentative Parcel Map No. 37172), a proposal to divide 2.23 gross acres located on the northerly side of Betty Road, westerly of Sophie Street and southeasterly of State Highway Route 74 in the unincorporated community of Good Hope into two residential parcels.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.

Although the project is located within the March Air Reserve Base/Inland Port AIA, the actual nearest runway is Runway 15-33 at Perris Valley Airport. The project site is located approximately 12,582 feet from the closest point on the runway. At this distance, given the runway elevation of 1,415 feet above mean sea level (AMSL), Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,540 feet AMSL. The proposed building pads for Parcels 1 and 2 are at elevations of 1,562 and 1,563 feet, respectively --- more than 140 feet higher than the runway elevation. Review by the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) is not a prerequisite to the land division, but will be necessary prior to the construction of any structures at this location. Therefore, a condition has been included requiring that the permittee obtain a “Determination of No Hazard to Air Navigation” letter from the FAA OES prior to issuance of building permits.

As ALUC Director, I hereby find the above-referenced projects **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:


AIRPORT LAND USE COMMISSION

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris centers, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the proposed lots and tenants of the homes thereon.
4. Prior to issuance of building permits for any structures, the permittee shall provide to the Riverside County Department of Building and Safety a "Determination of No Hazard to Air Navigation" letter from the Federal Aviation Administration Obstruction Evaluation Service.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

AIRPORT LAND USE COMMISSION

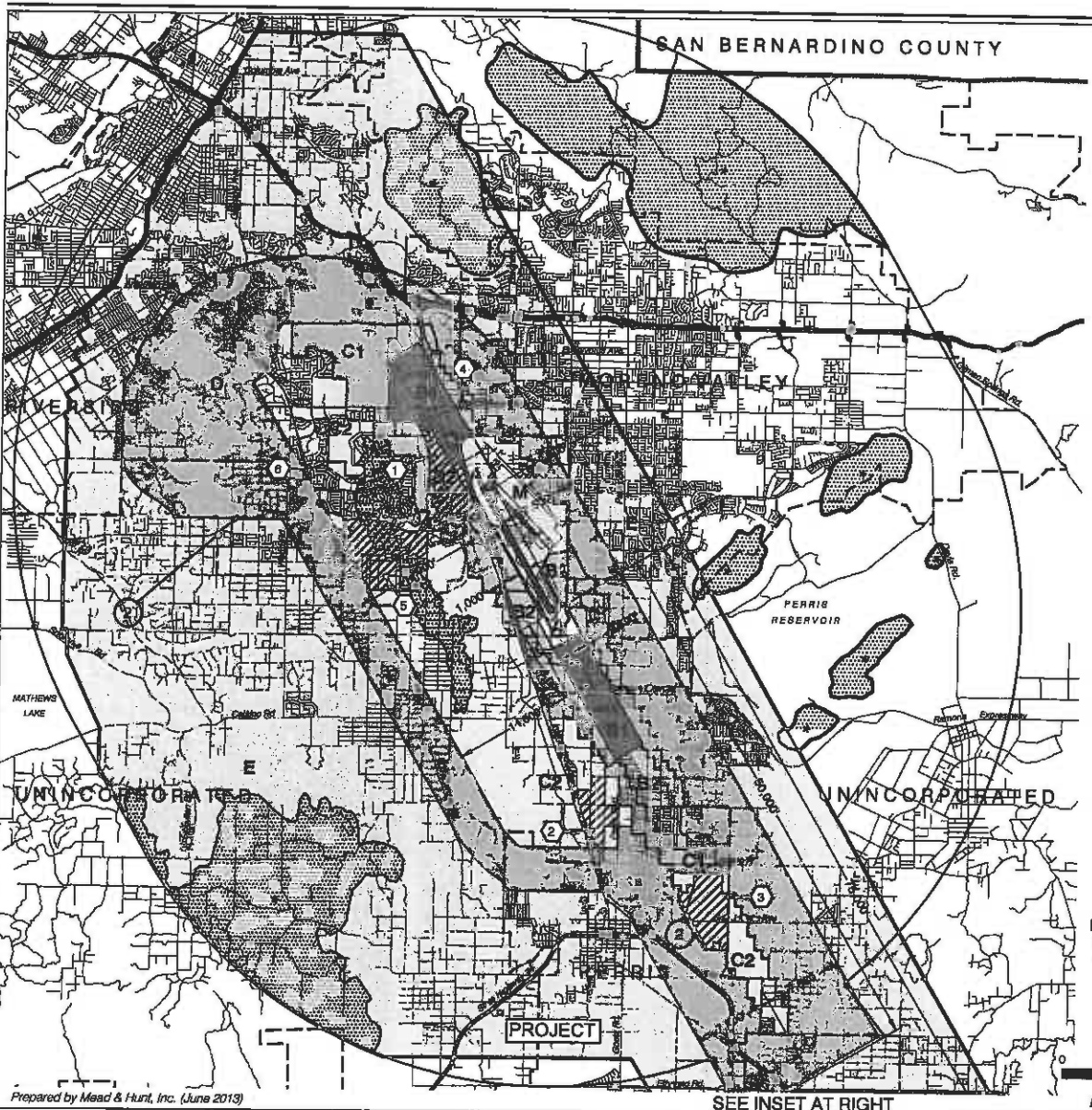
Attachments: Notice of Airport in Vicinity

cc: Robert Nicorici, Betty Road Trust/Resolute, A Nevada Co. (applicant/landowner)
Dan Gomez, Landmark Surveys (representative)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Daniel Rockholt, March Air Reserve Base
Pat Conatser, Perris Valley Airport
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1267MA17\ZAP1267MA17.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

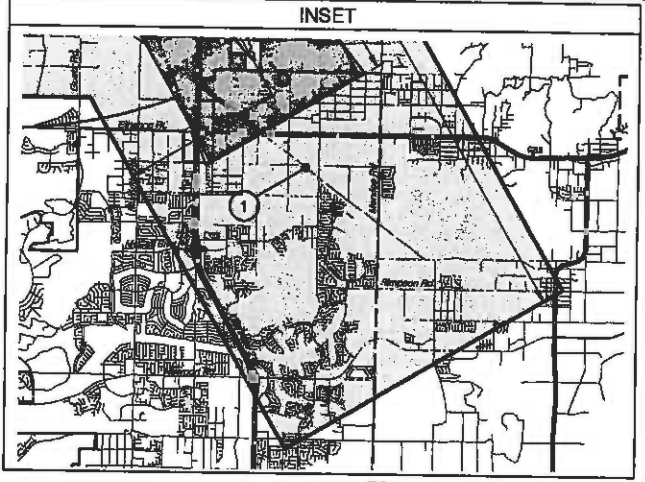
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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)

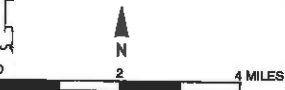
Callouts

- 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



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

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



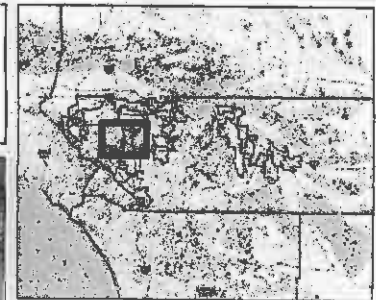
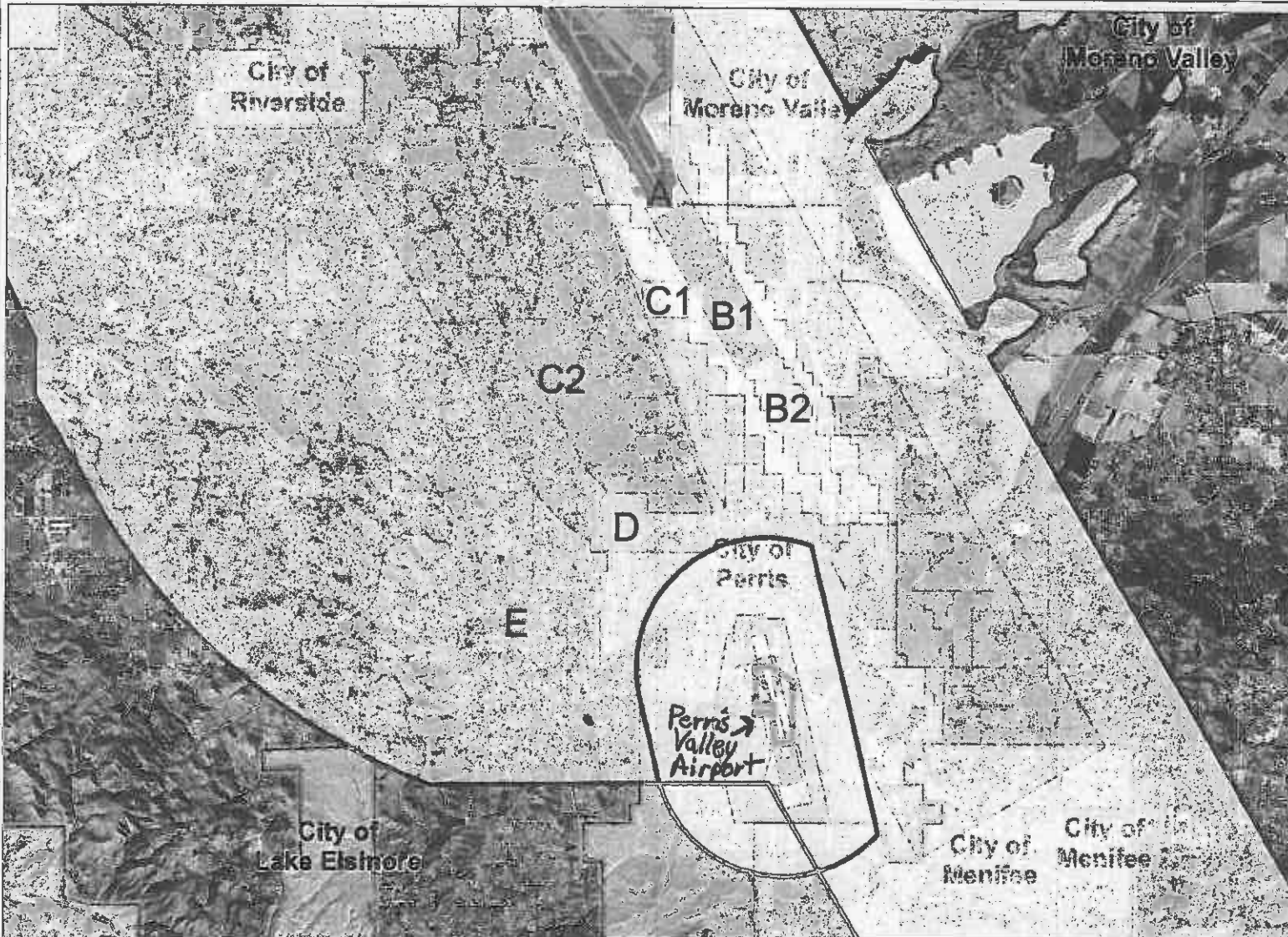
Base map source: County of Riverside 2013

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

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

SEE INSET AT RIGHT

My Map



Legend

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



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

Notes

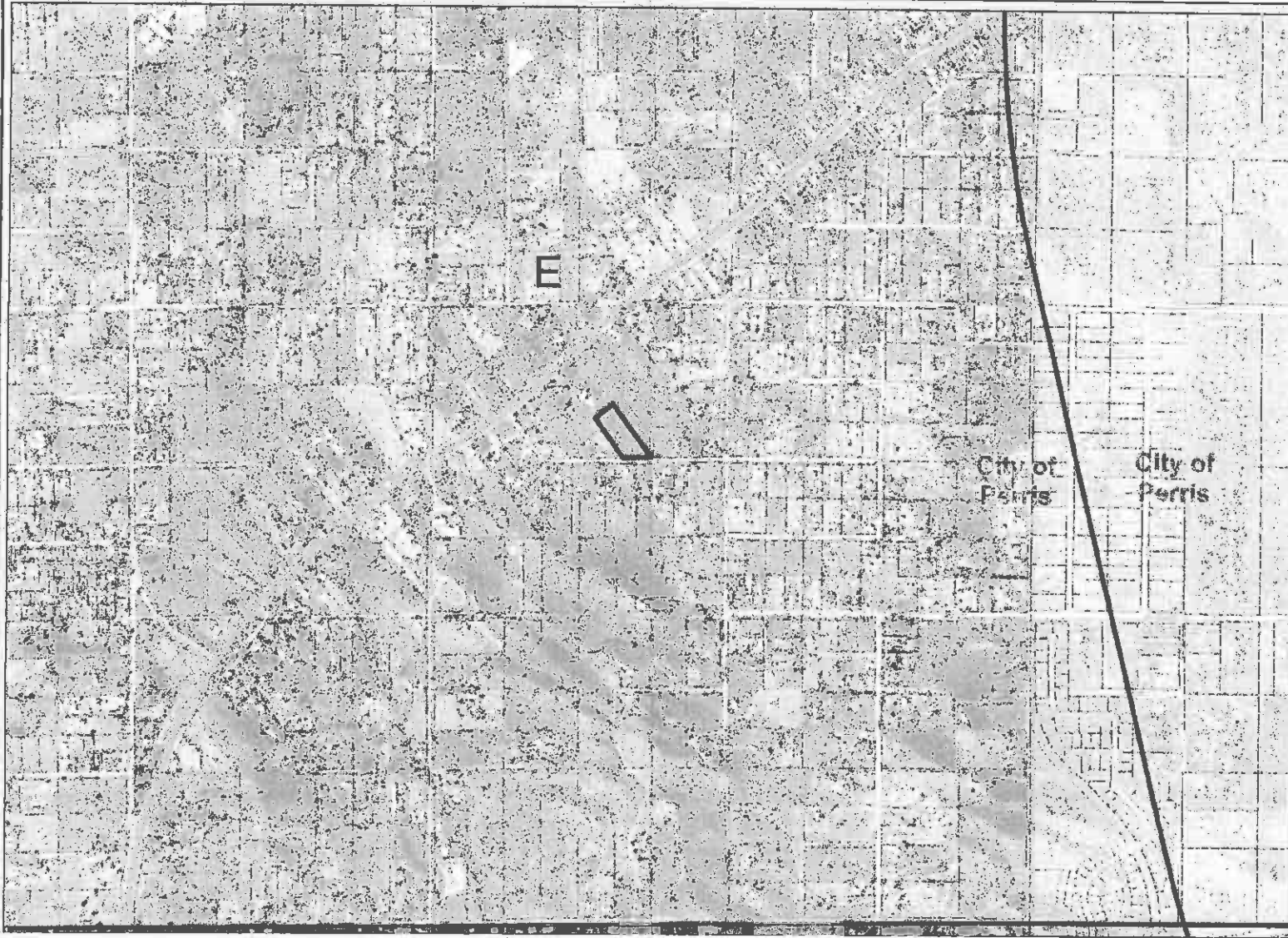
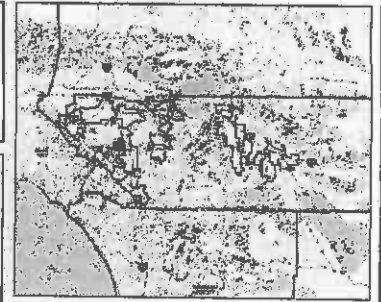
0 12,889 25,778 Feet



REPORT PRINTED ON... 5/23/2017 9:34:44 AM

© Riverside County RCIT GIS

My Map



Legend

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



0 1,611 3,222 Feet



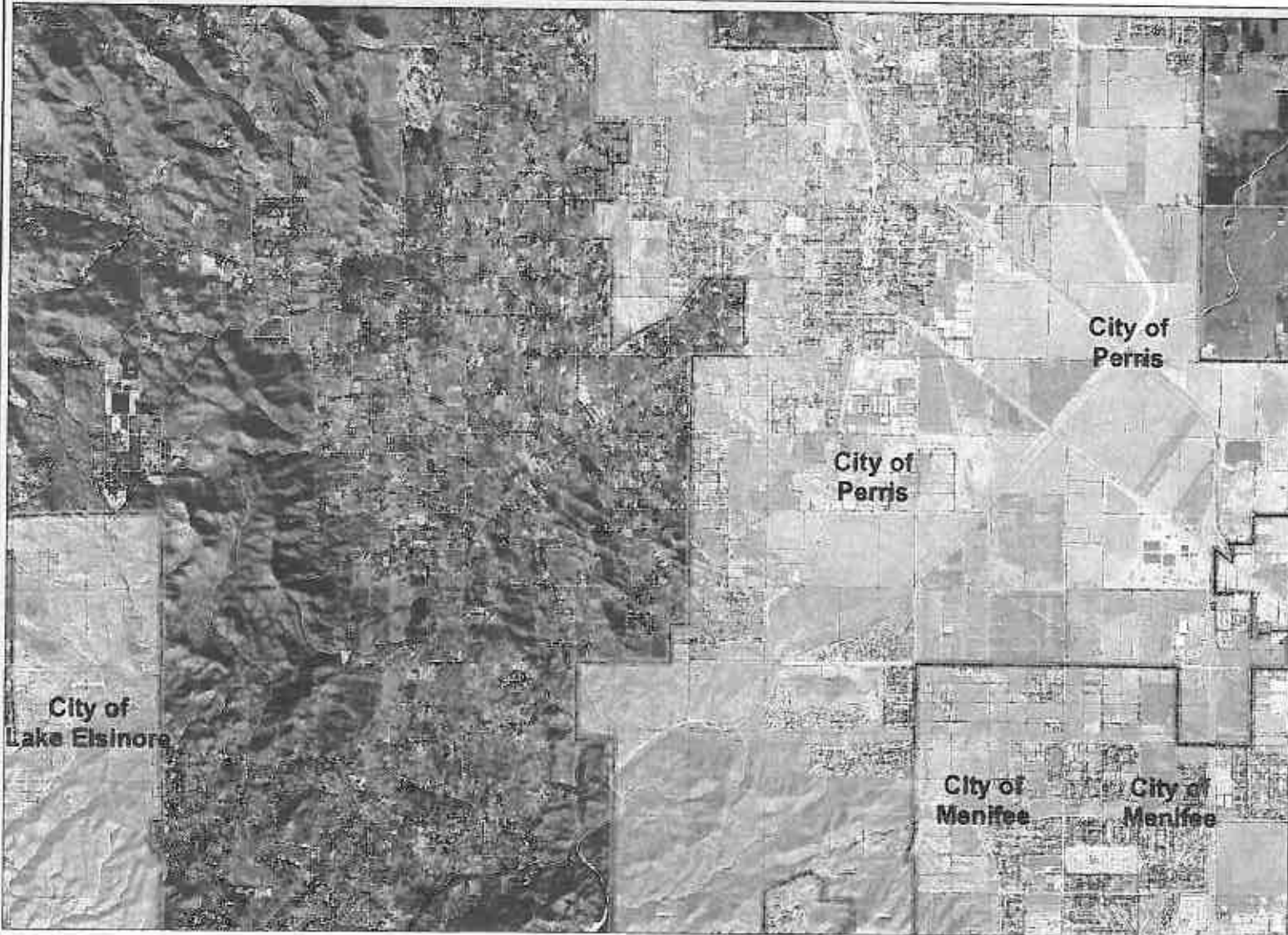
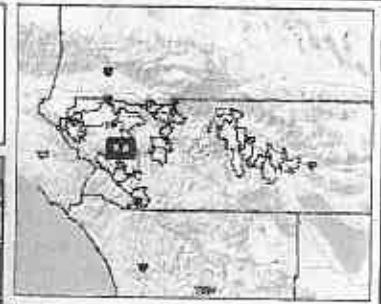
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/23/2017 9:33:00 AM









© Riverside County RCIT GIS

Notes

My Map



Legend

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



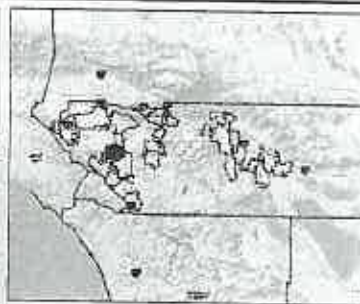
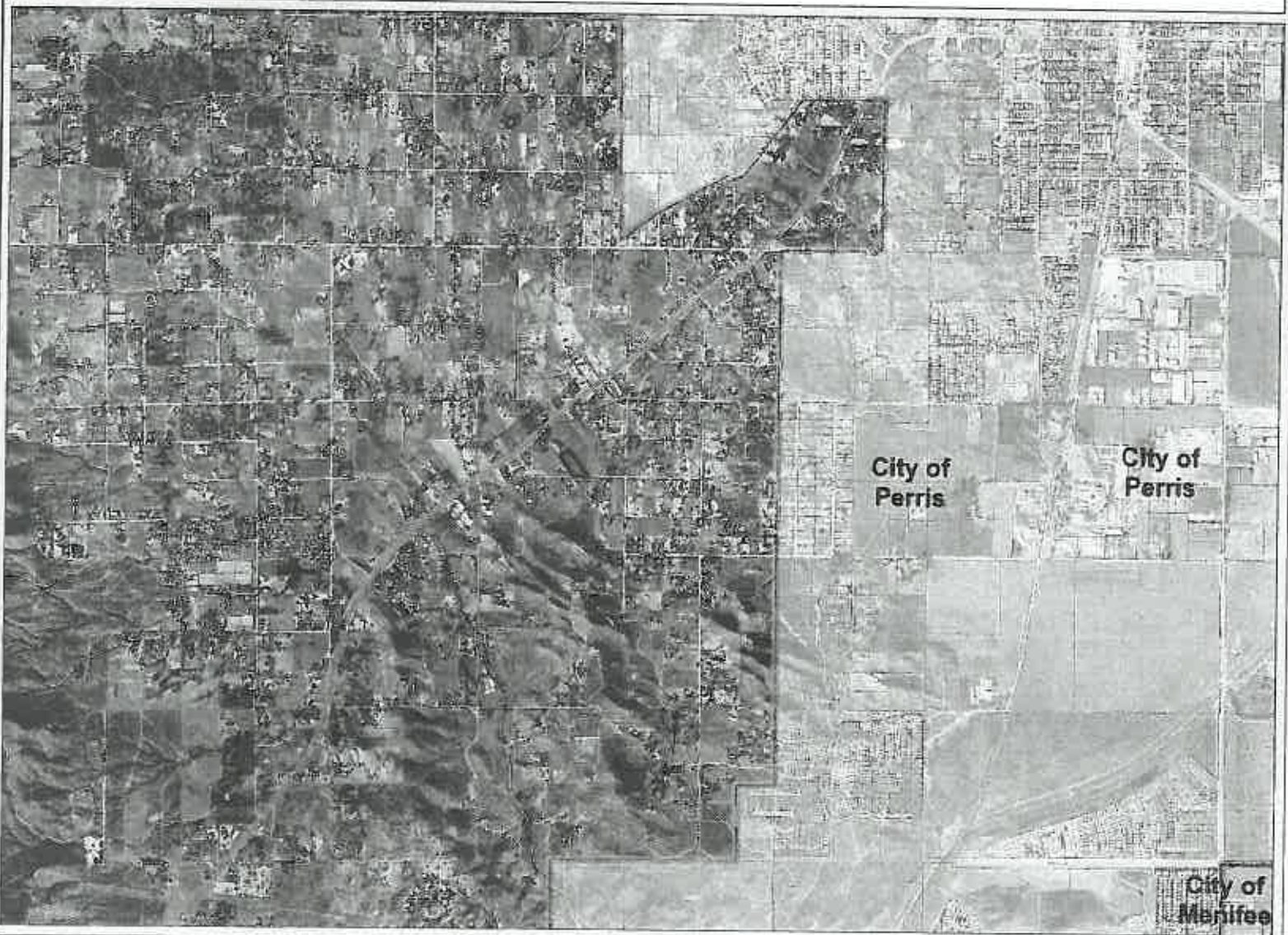
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

REPORT PRINTED ON... 5/23/2017 9:36:09 AM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



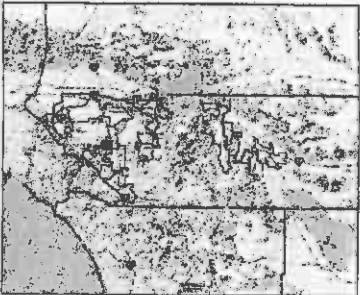
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

REPORT PRINTED ON... 5/23/2017 9:36:54 AM






© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 1,611 3,222 Feet



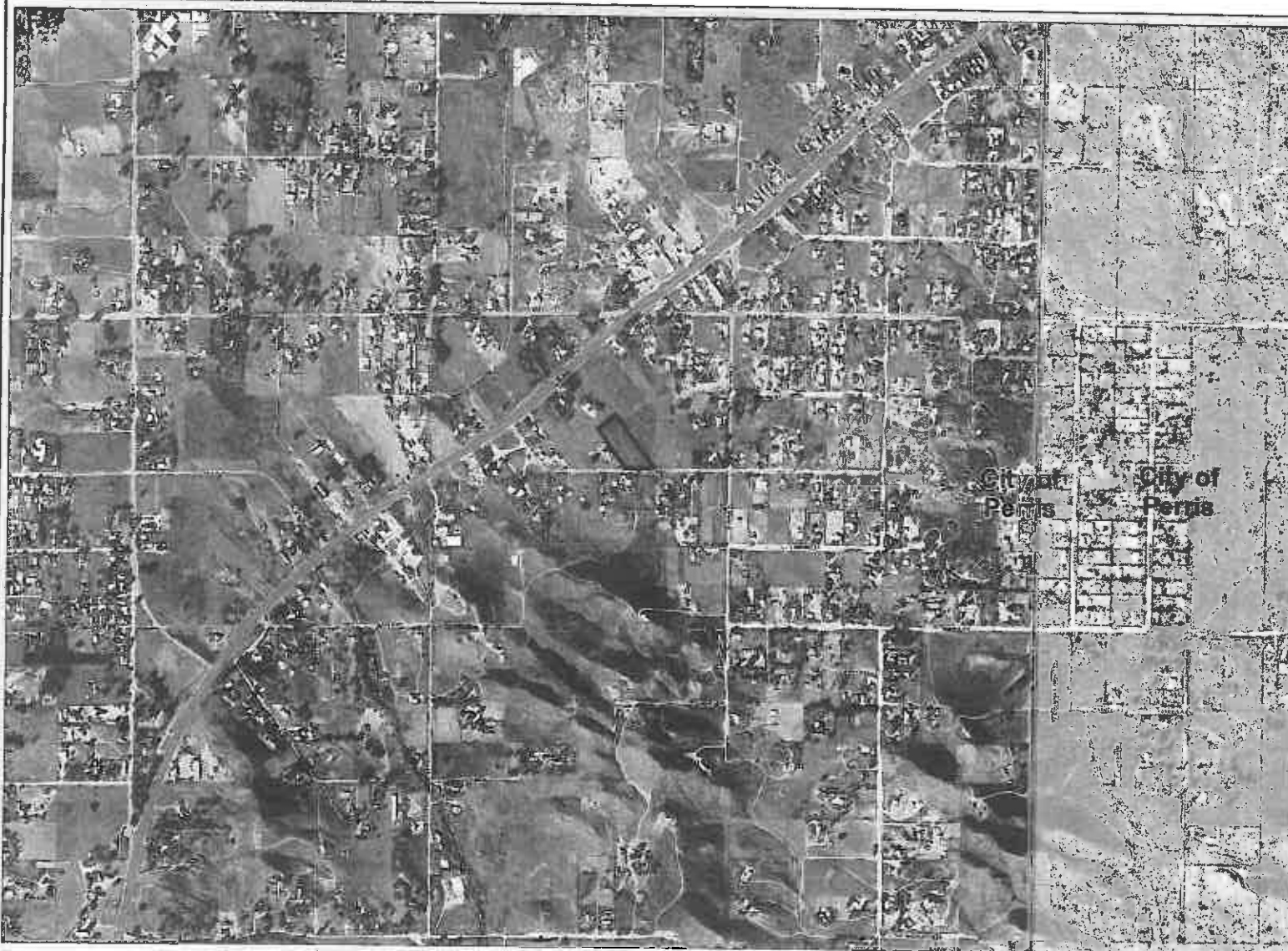
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/23/2017 9:37:30 AM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 1,611 3,222 Feet



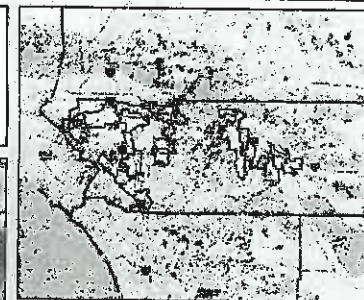
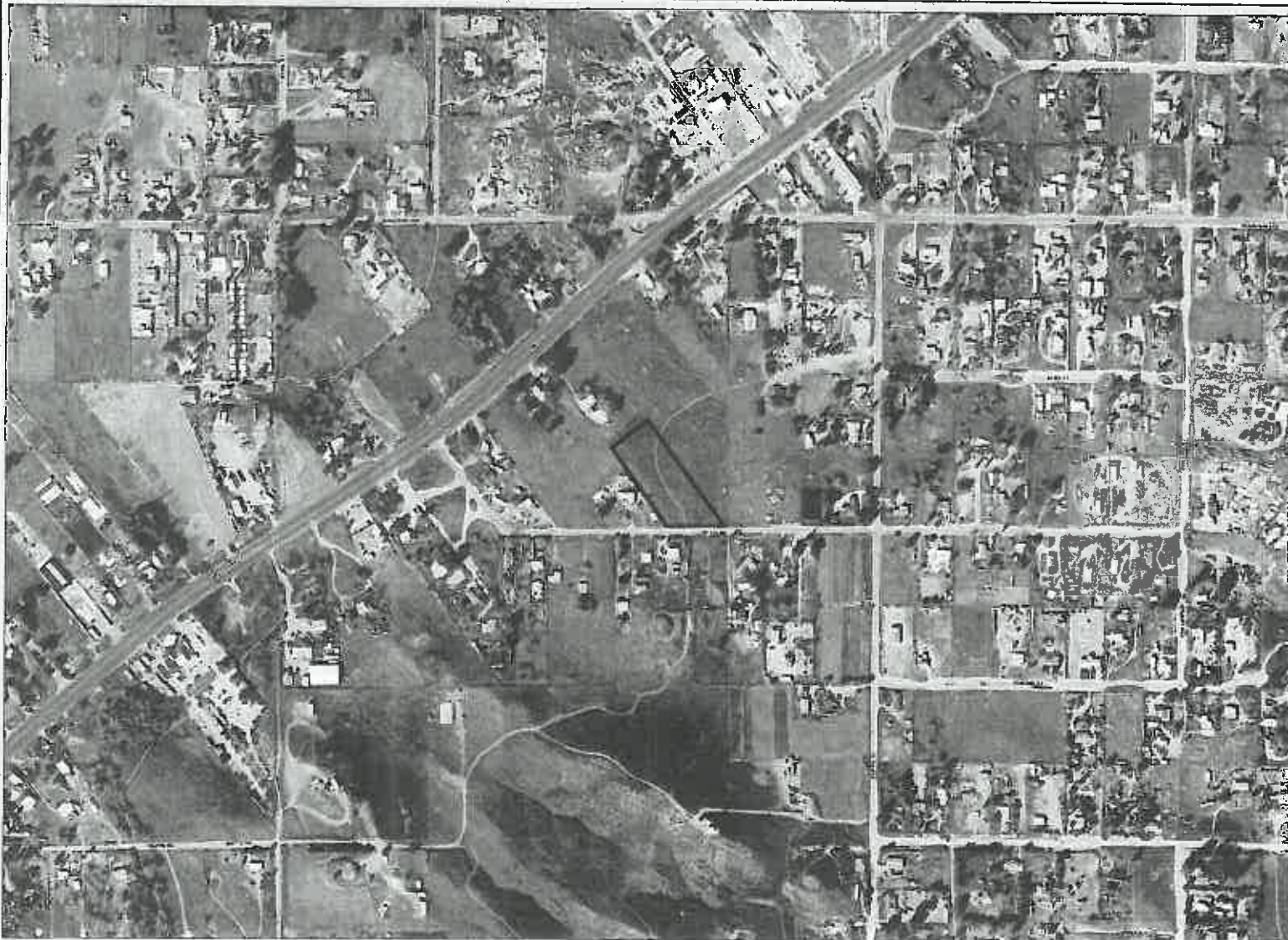
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/23/2017 9:33:50 AM






© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 806 1,611 Feet



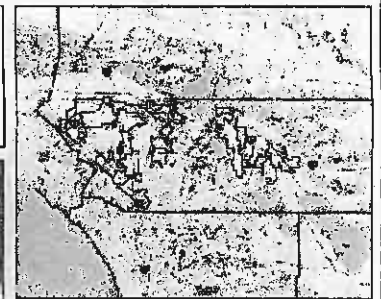
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/23/2017 9:38:04 AM

© Riverside County RCIT GIS

Notes

My Map



Legend

 City Boundaries

Cities

roadsanno

highways

— HWY

— INTERCHANGE

— INTERSTATE

— OFFRAMP

— ONRAMP

— USHWY

 counties

 cities

hydrographylines

waterbodies

— Lakes

— Rivers



0 403 806 Feet

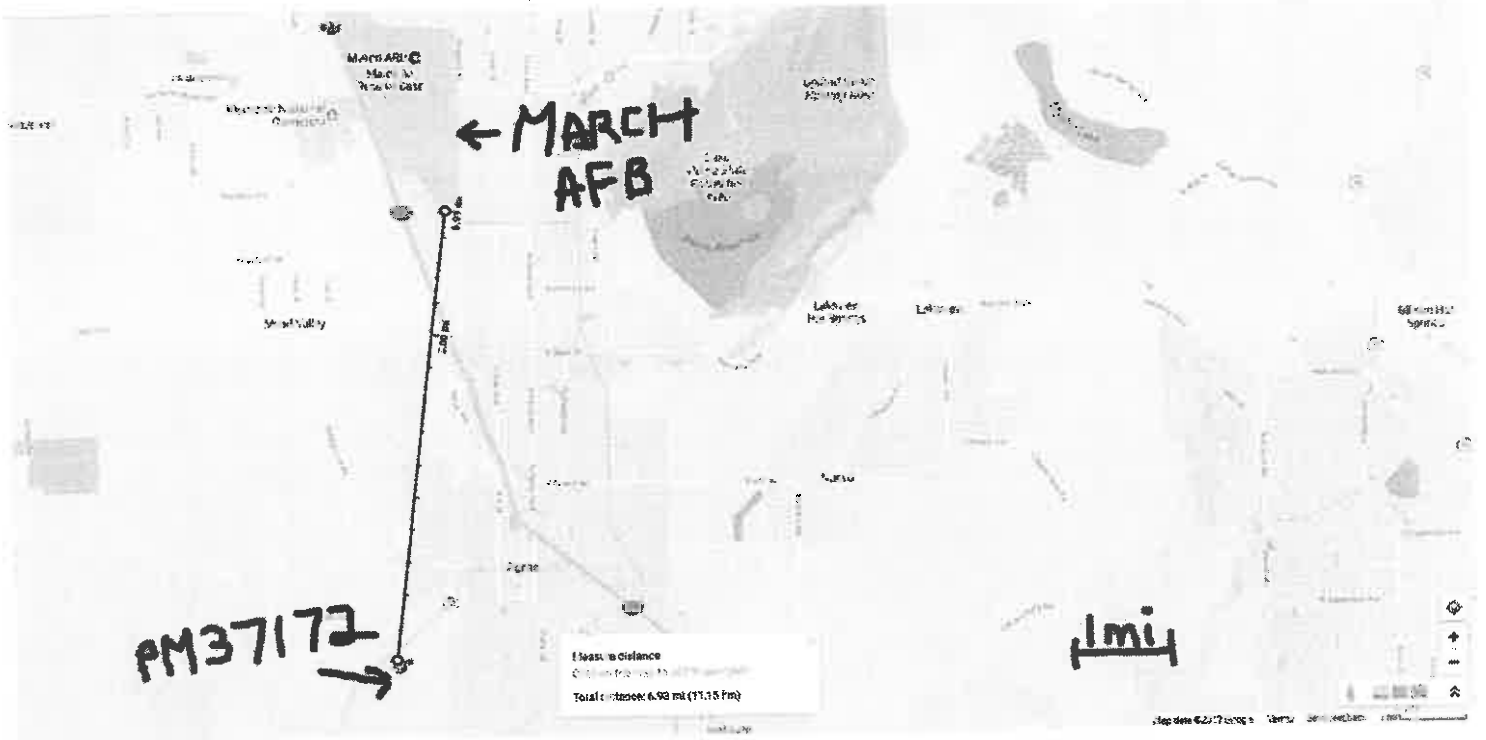


IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/23/2017 9:38:39 AM

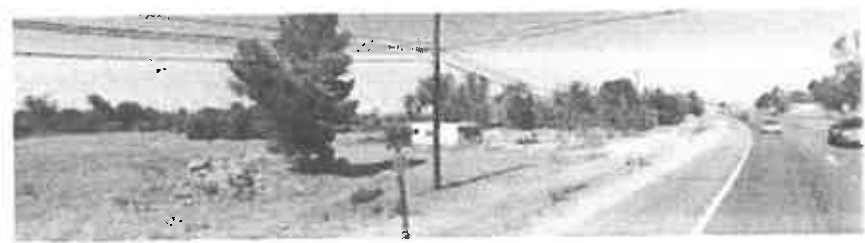
© Riverside County RCIT GIS

Notes



Project
Relationship
to Airport

CA-74
Betty Rd
Ferris, CA 92570



PAGE BREAK



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



June 2, 2017

CHAIR

Rod Ballance
Riverside

Ms. Deanna Elliano, Community Development Director
Ms. Carole Kendrick, Associate Planner

VICE CHAIRMAN

Steve Manos
Lake Elsinore

City of Hemet Planning Division
445 E. Florida Avenue
Hemet, CA 92543

COMMISSIONERS

Arthur Butler
Riverside

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
REVISED DIRECTOR’S DETERMINATION (superseding prior letter dated May 9,
2017)**

John Lyon
Riverside

File No.: ZAP1045HR17
Related File Nos.: CUP17-002 (Conditional Use Permit)
APN: 448-310-008

Glen Holmes
Hemet

Russell Betts
Desert Hot Springs

Dear Ms. Elliano and Ms. Kendrick:

Steven Stewart
Palm Springs

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC’s general delegation as per Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Hemet Case No. CUP17-002 (Conditional Use Permit), a proposal to expand an existing building located on a 1.11-acre lot at the northeast corner of Florida Avenue and Sanderson Avenue (the site of a Coco’s restaurant which ceased operations) to a total floor area of 10,087 square feet and to add a drive-through. The easterly 2,979 square feet will be occupied by a fast food restaurant (projected to be The Habit), with two westerly suites for retail or restaurant use. (The Conditional Use Permit also proposes façade improvements for other buildings in the shopping center.)

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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

The site is located within Airport Compatibility Zone D (East) of the Hemet-Ryan Airport Influence Area, as amended in 2017. Compatibility Zone D limits average nonresidential intensity easterly of Cawston Avenue to an average of 300 persons per acre. The shopping center as a whole is clearly within the acceptable intensity range, as 2,100 persons would be allowed within the seven-acre site (Assessor’s Parcel Numbers 448-310-007 through 448-310-012). With a total of 328 on-site parking spaces, it is highly doubtful that an on-site population intensity of 2,100 would ever occur.

www.rcaluc.org

As there are six individual lots within the center, the intensity on the lot upon which a building expansion is proposed is also to be considered individually. Pursuant to Policy 2.1(c) of the Hemet-Ryan Airport Land Use Compatibility Plan (“Hemet-Ryan ALUCP”), in evaluating intensities for building expansions within Compatibility Zone D, “the intensities attributable to existing uses/structures established on the same site prior to the adoption date of this Compatibility Plan shall not be counted against the intensity limits of new development or expansions.” Based on the information provided by the applicant and the City of Hemet, the Coco’s restaurant included a total floor area of 6,000 square feet. The expansion area is in the amount of 4,087 square feet. A 4,087 square foot restaurant, if it were to consist entirely of dining area, would accommodate a maximum of 272 persons. (Retail uses would accommodate a much lower level of population intensity.) The drive-through would add 18 persons within stacking for 12 cars, increasing the additional number of persons on this property to a maximum

AIRPORT LAND USE COMMISSION

of 290, which would remain within the allowable intensity limit of 333 persons based on the net parcel size of 1.11 acres or 450 persons based on the site's gross area (including the adjacent half-streets of Florida and Sanderson Avenues) of 1.5 acres.

The project site is approximately 4,660 feet from the future northeasterly terminus of Runway 5-23 at Hemet-Ryan Airport (5,160 feet from the existing northeasterly terminus). The elevation of the runway is approximately 1,508 feet above mean sea level (AMSL). Pursuant to Policy 2.5 of the Hemet-Ryan ALUCP, notice to the FAA [specifically, the Federal Aviation Administration Obstruction Evaluation Service or "FAA OES"] "shall be required for proposed objects near Hemet-Ryan Airport in accordance with the criteria identified in Federal Aviation Regulations Part 77, Section B, as applied to the proposed future configuration of Runway 5-23 including the planned runway extension." It is ALUC's understanding that at the distance cited above, new structures with a top point elevation exceeding 1,554 feet AMSL would require notification to the FAA OES through the online Form 7460-1 review process (<https://oeaaa.faa.gov>). This is not a limit on the height or top point elevation of this or any other new or heightened building in the center; however, we would recommend that the City require that the permittee provide evidence of a "Determination of No Hazard to Air Navigation" letter for such structures prior to issuance of building permits to allow the increased heights when the top point elevation would exceed 1,554 AMSL. (Based on the information provided, the top point elevation of Building A is not expected to exceed 1,554 feet AMSL.)

Further, it is our understanding that the City of Hemet will apply the following recommended conditions to this project as part of its Conditional Use Permit approval process.

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses are prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris centers, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Highly noise-sensitive outdoor nonresidential uses and hazards to flight.
3. The attached notice shall be provided to all prospective purchasers of the property and tenants and/or lessees of the building(s) and structures on-site.

AIRPORT LAND USE COMMISSION

4. No new detention basins are proposed through this application. Any new aboveground detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around such detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

As ALUC Director, I hereby specify that the letter dated May 9, 2017 is superseded in its entirety by this letter and find the above-referenced project **CONSISTENT** with the 2017 Hemet-Ryan Airport Land Use Compatibility Plan.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893, or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

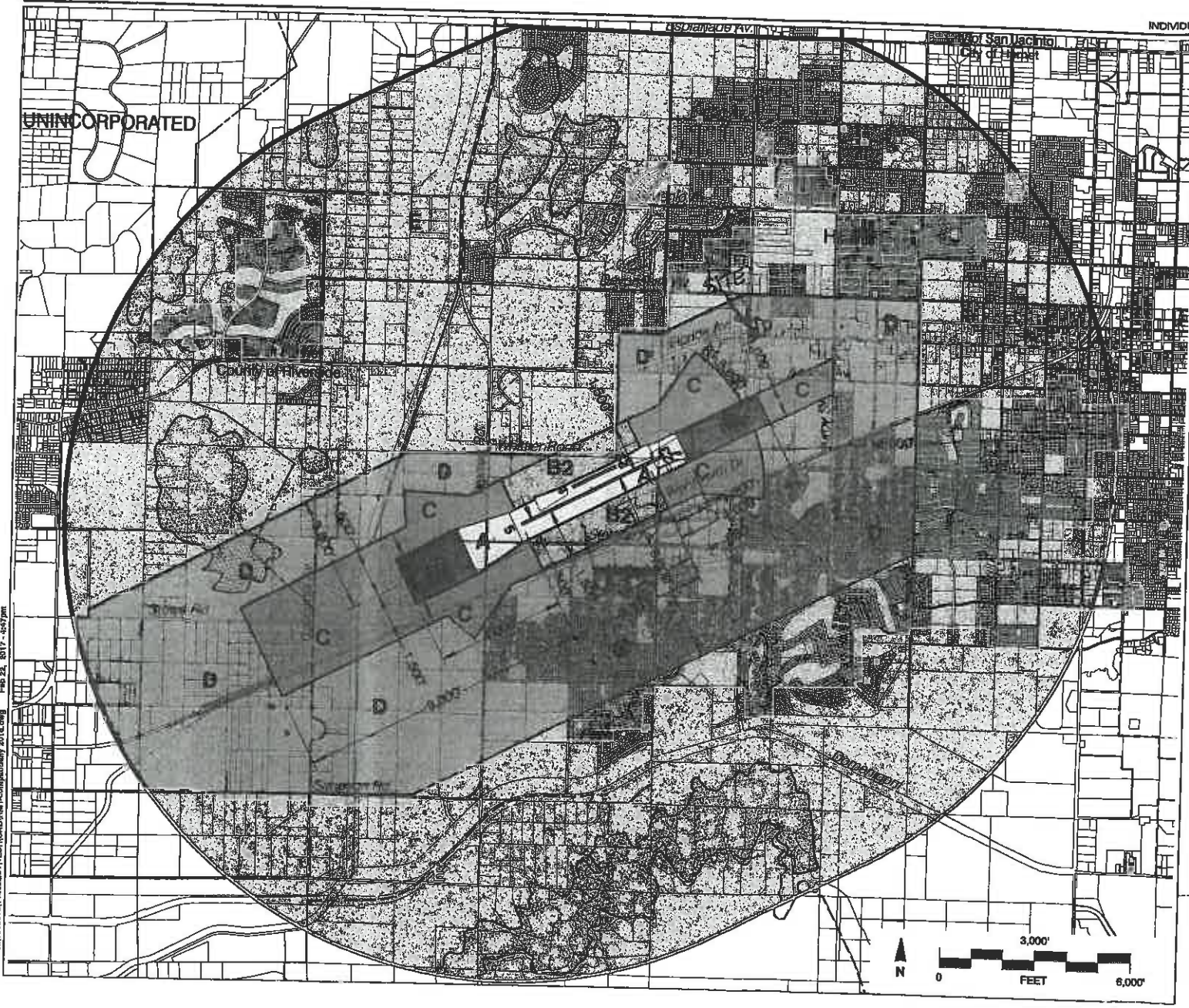
Attachments: Notice of Airport in Vicinity

cc: Jeffrey Mayhew, Mayhew Plaza Woodland Hills II, LLC/Strata (applicant/property owner)
Gerald Michaels, SMS Architects (representative)
Jojos Calif. Family Restaurant, Inc. (additional listed owner)
Tim Miller, Assistant Director, Riverside County EDA
Frank Ioimo, Airport Manager, Riverside County EDA – Aviation Division
ALUC Case File

Y:\AIRPORT CASE FILES\Hemet-Ryan\ZAP1045HR17\ZAP1045HR17REVISED.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
 - City Sphere of Influence

Note
 Airport Influence Area boundary measured from a point 200 feet beyond ends of proposed future 4,615 foot runway in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from ends and centerlines of existing 4,315 foot runway.

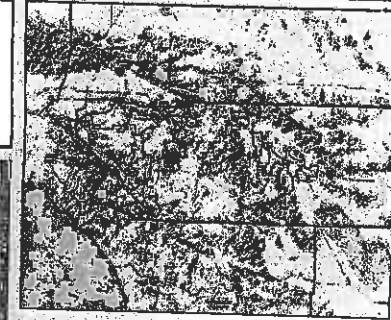
Riverside County
 Airport Land Use Commission
Hemet-Ryan Airport
 Land Use Compatibility Plan
 (Adopted February 9, 2017)

Map HR-1

Compatibility Map
 Hemet-Ryan Airport

X:\191960\1\13352.D\TECH\A\HW-C\compatibility 2018.dwg File 24, 2017 - 4:07pm

My Map



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

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

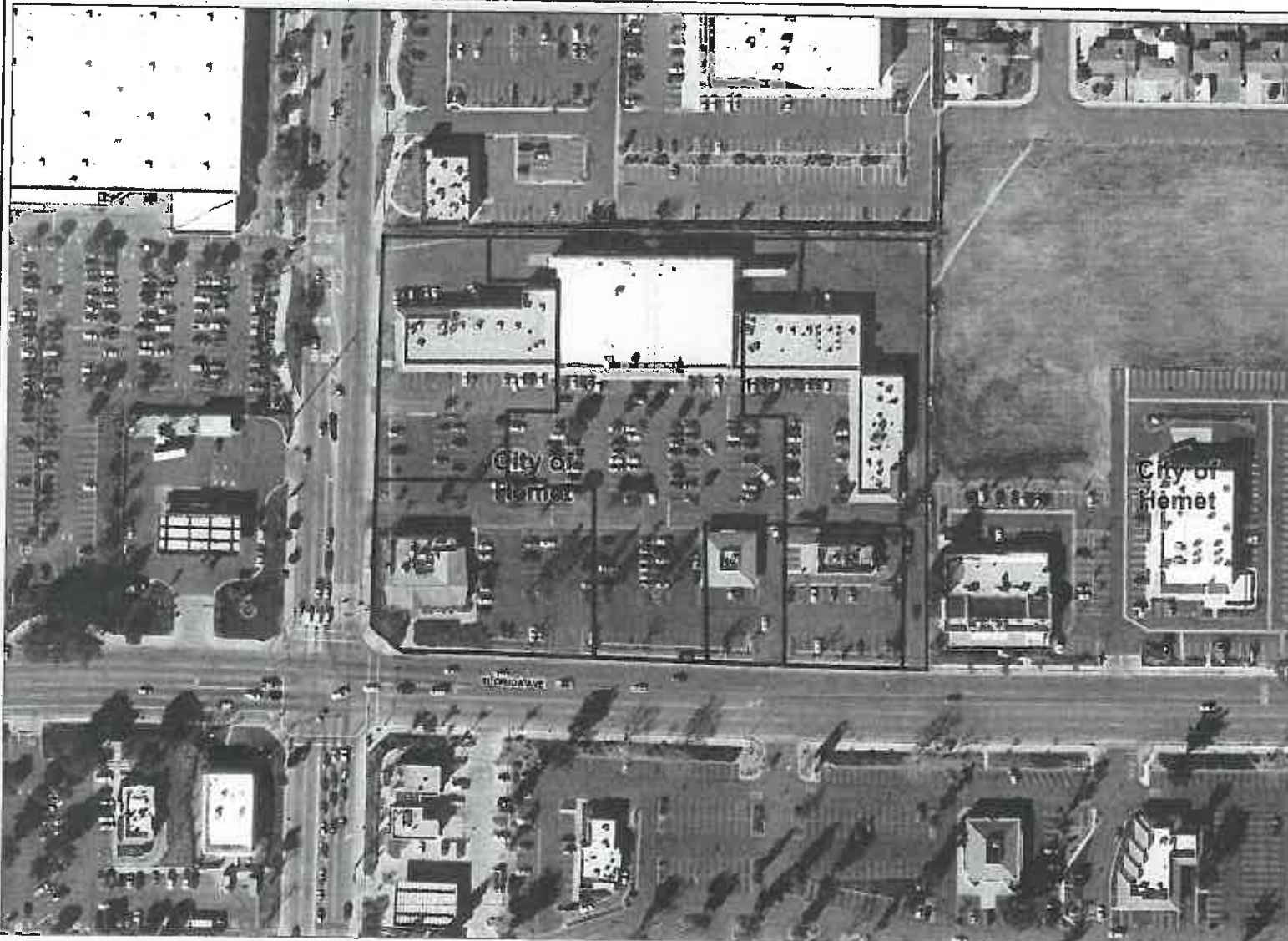
Notes

0 1,861 3,722 Feet

REPORT PRINTED ON... 5/9/2017 10:05:28 AM

© Riverside County RCIT GIS

My Map



Legend

- Airports
- CSA
- <all other values>
- #93
- #103
- #93
- BELLE MEADOWS, #148
- N PALM SPRINGS, #13
- BERMUDA DUNES, #121
- PALM SPRINGS, #15
- CABAZON, #85
- PERRIS, #89
- CHERRY VALLEY, #27
- PERRIS/WAGON WHEEL, #70
- CORONITA, #1
- PINE COVE, #38
- CORONITA, #21
- PINYON FLATS, #80
- CRESTMORE, #73
- QUAIL VALLEY, #86
- DESERT CENTER/LAKE TAMARIC
- RIPLEY, #62
- DESERT HOT SPRINGS, #115
- RUBIDOUX, #72
- HEMET, #59
- SE HEMET, #94
- HEMET, #89



0 212 424 Feet



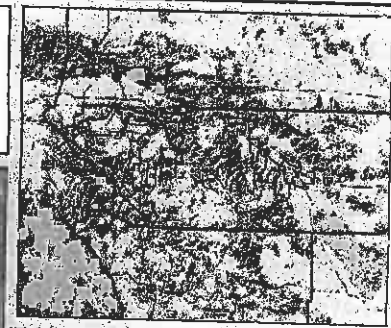
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 4/21/2017 11:29:39 AM
















© Riverside County RCIT GIS

Notes

My Map



Legend

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



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



REPORT PRINTED ON... 5/9/2017 10:10:18 AM

© Riverside County RCIT GIS

Notes



A



B



C



D



E



F



G



H



HEMET SHOPPING CENTER

17845 FLORIDA AVENUE AND 5100 SANDERSON AVENUE
HEMET, CALIFORNIA

10-20-16

SITE PHOTOS EXISTING CONDITIONS

17845 Sly Park Circle
Suite 6
Irvine, CA 92614
949.757.3240
www.sms-arch.com
Copyright - SMS Architects



PAGE BREAK



**AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY**



June 8, 2017

Ms. Deborah Bradford, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501
(VIA HAND DELIVERY)

CHAIR
Rod Ballance
Riverside

VICE CHAIRMAN
Steve Manos
Lake Elsinore

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Russell Betts
Desert Hot Springs

Steven Stewart
Palm Springs

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR'S DETERMINATION**

File No.: ZAP1263MA17 – Letter 1 of 2
Related File No.: CZ7857 (Change of Zone)
APNs: 273-450-002, -003, -017, -018, -019

Dear Ms. Bradford:

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 No. CZ7857 (Change of Zone), a proposal to change the zoning on 38.3 acres designated Rural Community: Very Low Density Residential on the Lake Mathews/Woodcrest Area Plan located northerly of Van Buren Boulevard, westerly of Whispering Spur Lane, and easterly of Pick Place from R-1-1, R-A-1, and R-A-5 to R-1-½, R-1-1, and R-1-2.

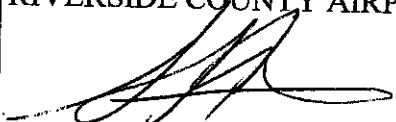
The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

This finding of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of the proposed Change of Zone. As the site is located within Compatibility Zone E, both the existing and proposed zoning of this property are consistent with the March ALUCP.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

AIRPORT LAND USE COMMISSION

Attachments: Notice of Airport in Vicinity

cc: Van Buren Hills, LLC (Attn.: Charlene Kussner) (applicant/landowner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Daniel Rockholt, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1263MA17\ZAP1263MA17.CZLTR.doc

AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



June 8, 2017

Ms. Deborah Bradford, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501
(VIA HAND DELIVERY)

CHAIR
Rod Ballance
Riverside

VICE CHAIRMAN
Steve Manos
Lake Elsinore

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Russell Betts
Desert Hot Springs

Steven Stewart
Palm Springs

STAFF

Director
Simon Houseman

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.: ZAP1263MA17 – Letter 2 of 2
Related File No.: TR36813 (Tentative Tract Map)
APNs: 273-450-002, -003, -017, -018, -019

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 County of Riverside Case No. TR36813 (Tentative Tract Map No. 36813), a proposal to subdivide 38.3 acres located within the boundaries of the Lake Mathews/Woodcrest Area Plan, northerly of Van Buren Boulevard, westerly of Whispering Spur Lane, and easterly of Pick Place, into 38 single-family residential lots.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.

The elevation of the site is more than 500 feet lower than the elevation of March's Runway 14-32 at its northerly terminus (approximately 1,535 feet above mean sea level). The site is located more than 20,000 feet from the runway at Riverside Municipal Airport. Therefore, Federal Aviation Administration Obstruction Evaluation Service review for height/elevation reasons was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses 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

AIRPORT LAND USE COMMISSION

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

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris centers, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the proposed lots and to tenants of the homes thereon.
 4. Any new aboveground detention or water quality basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention/water quality basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

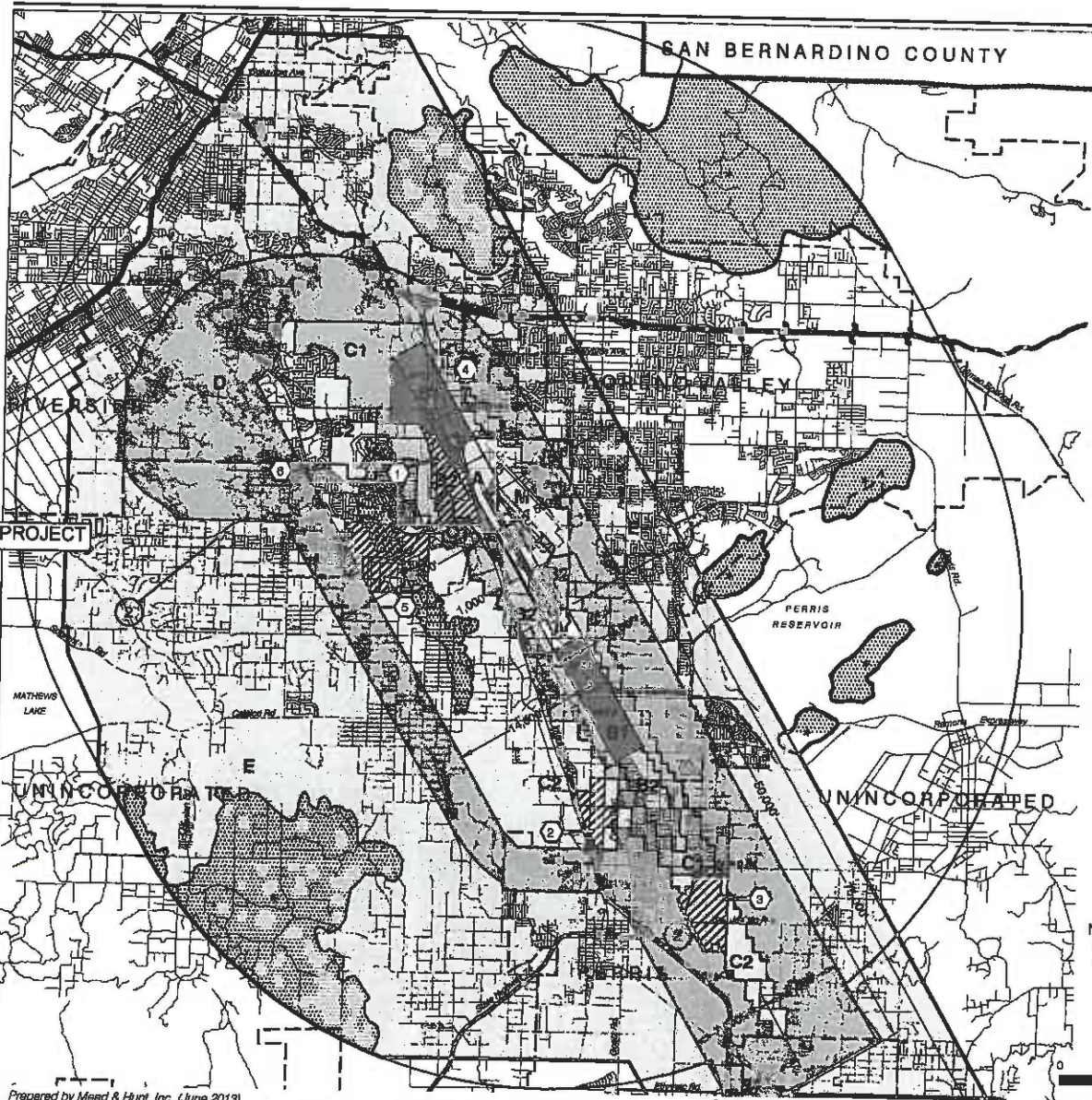
Attachments: Notice of Airport in Vicinity

cc: Van Buren Hills, LLC (Attn.: Charlene Kussner) (applicant/landowner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Daniel Rockholt, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1263MA17\ZAP1263MA17.TRLTR.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

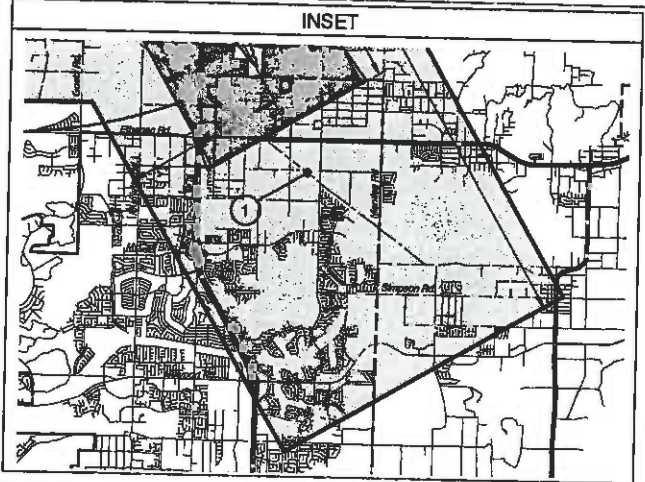
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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.

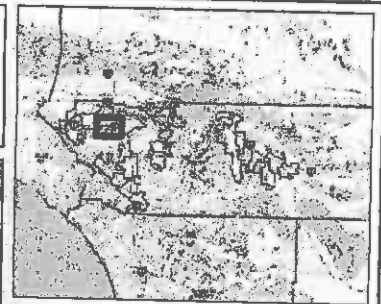
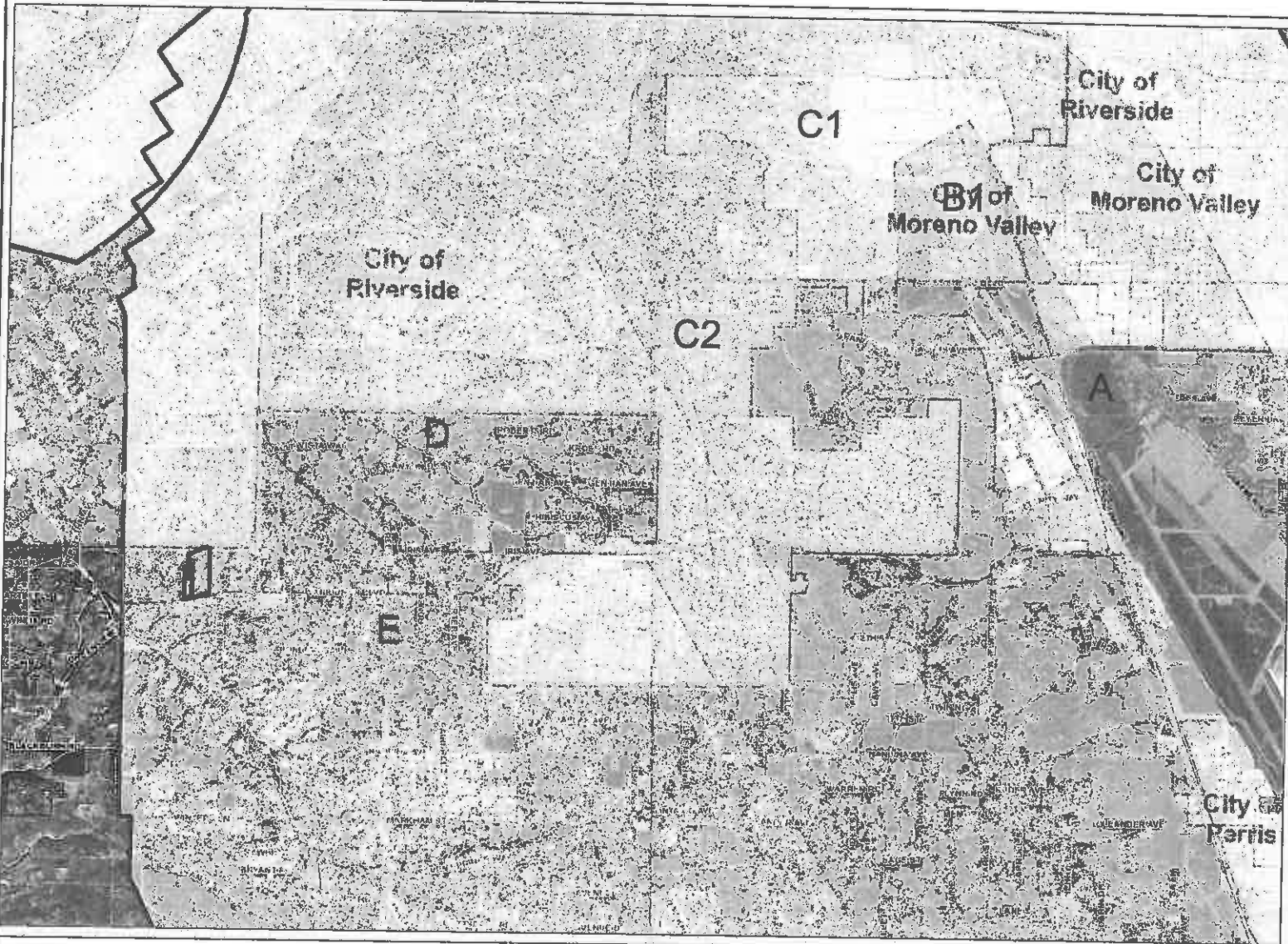


Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

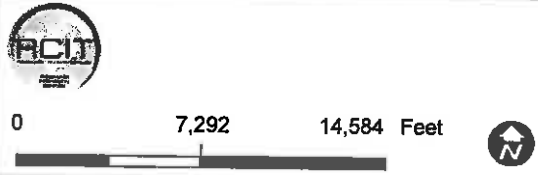
Base map source: County of Riverside 2013

My Map



Legend

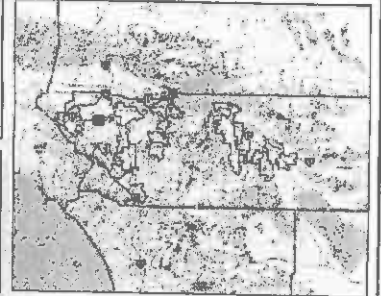
- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



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

My Map



Legend

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



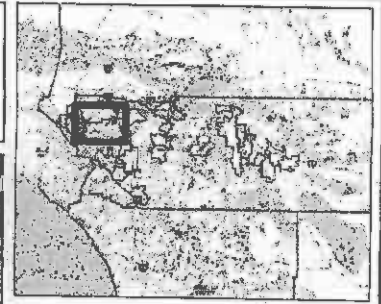
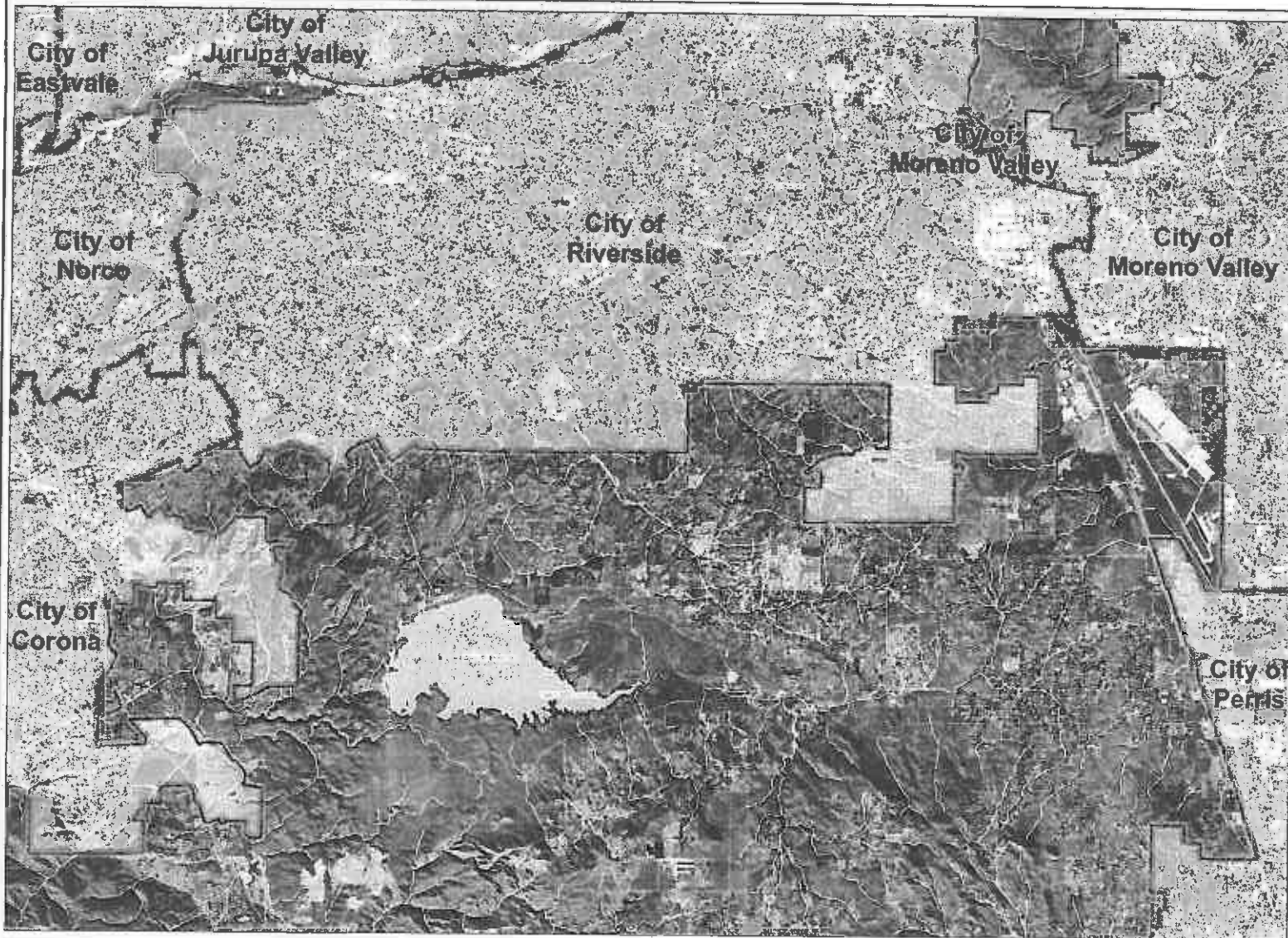
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

REPORT PRINTED ON... 5/18/2017 1:03:36 PM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



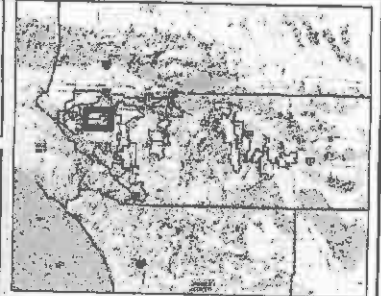
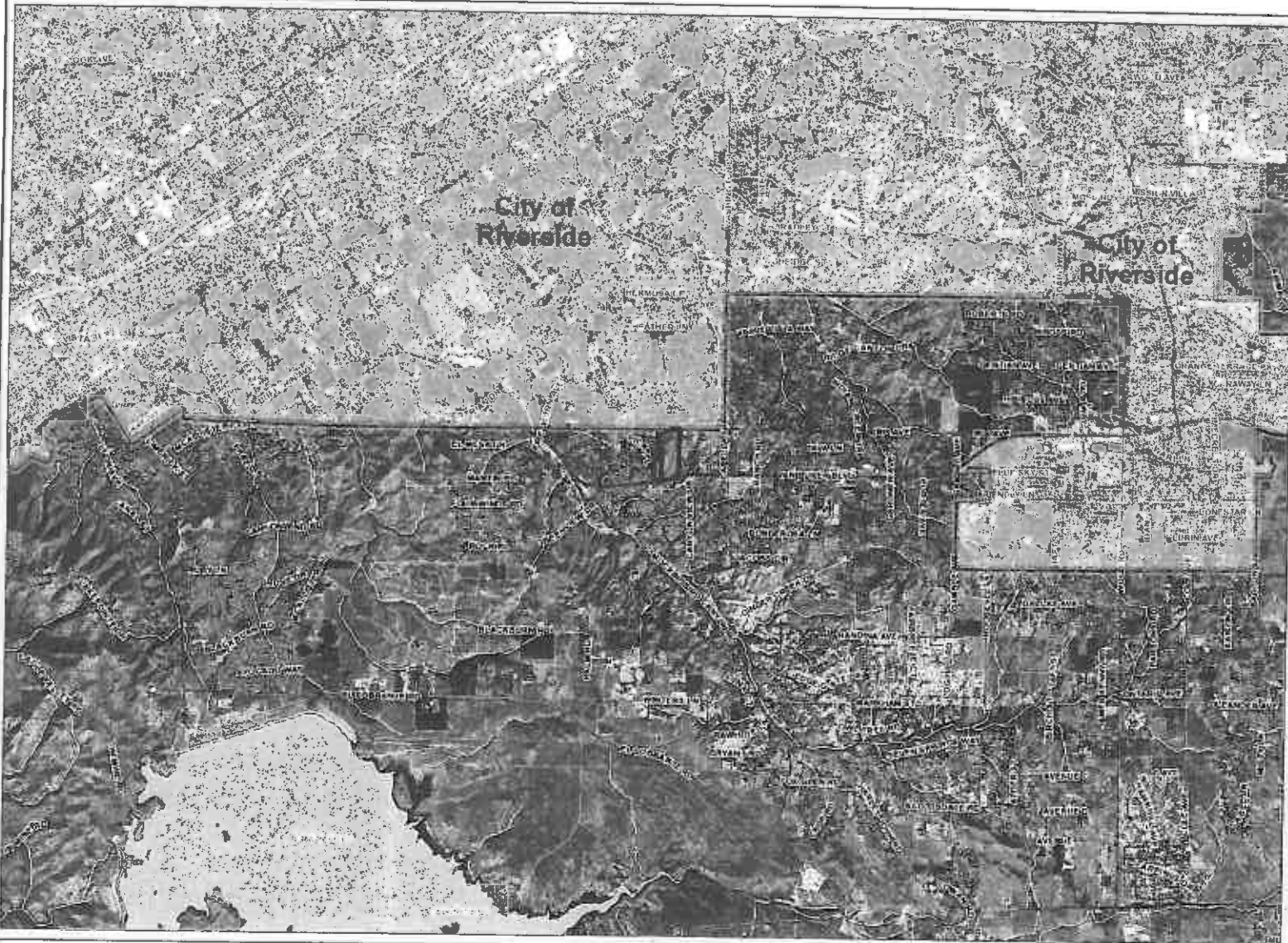
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

REPORT PRINTED ON... 5/18/2017 1:07:03 PM










© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 7,292 14,584 Feet



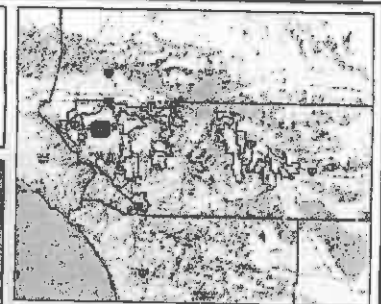
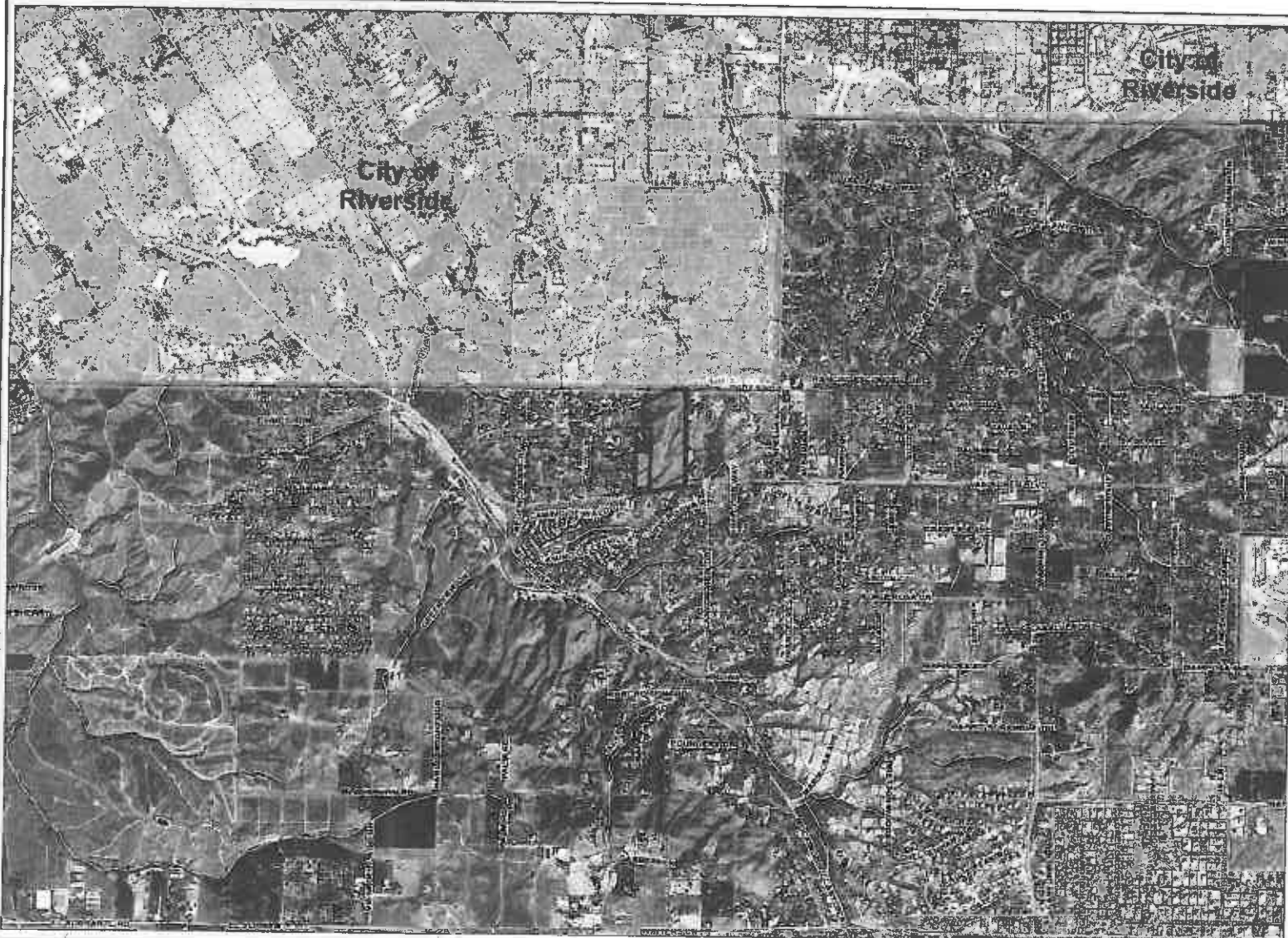
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/18/2017 1:08:08 PM
















© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 3,646 7,292 Feet



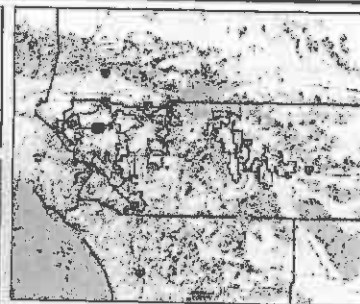
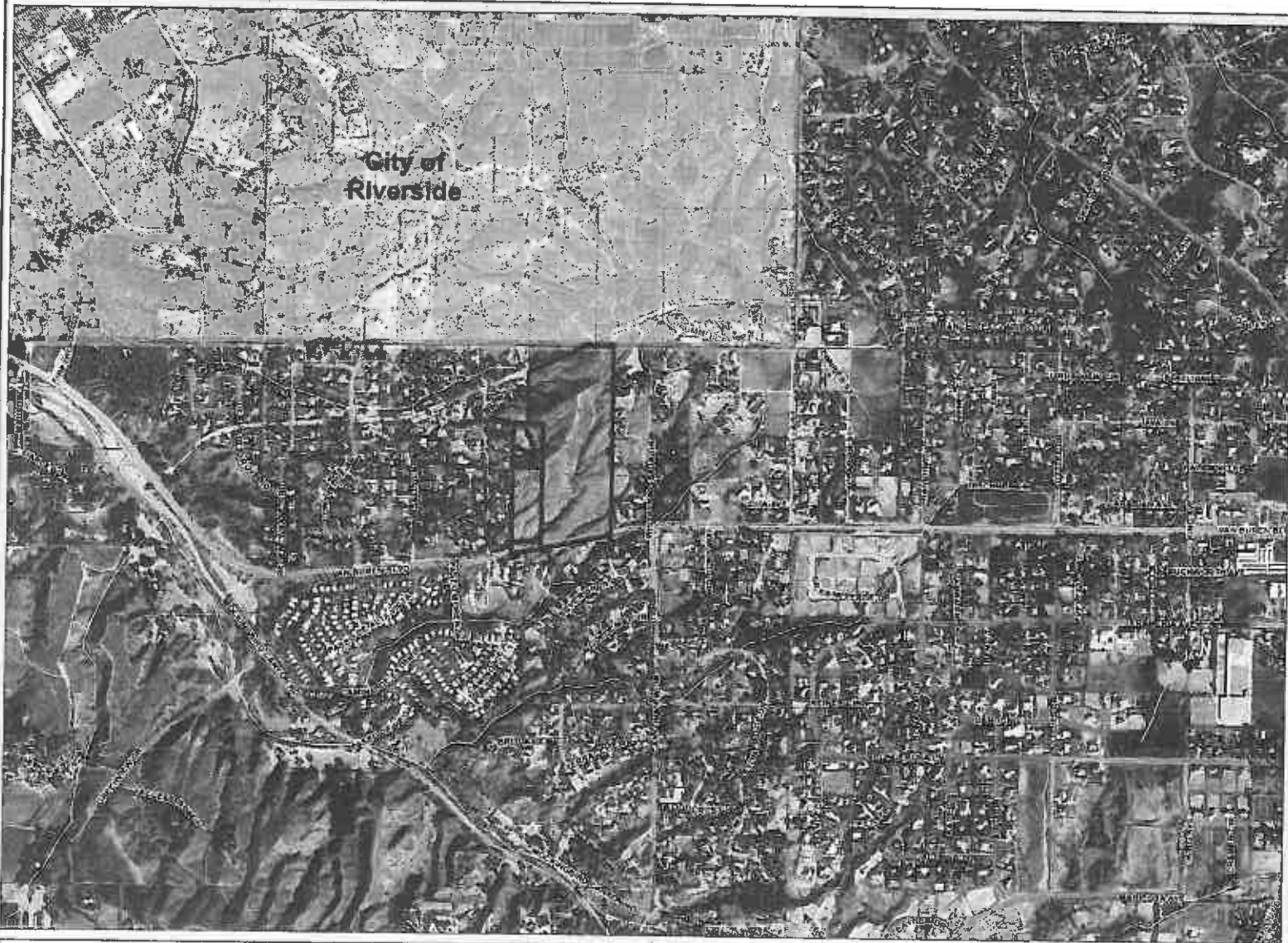
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/18/2017 1:09:29 PM

















© Riverside County RCIT GIS

Notes

My Map



Legend

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



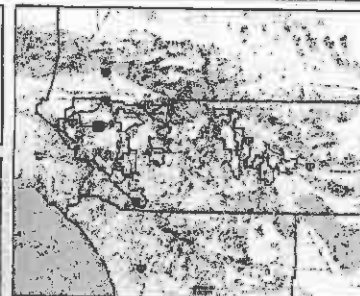
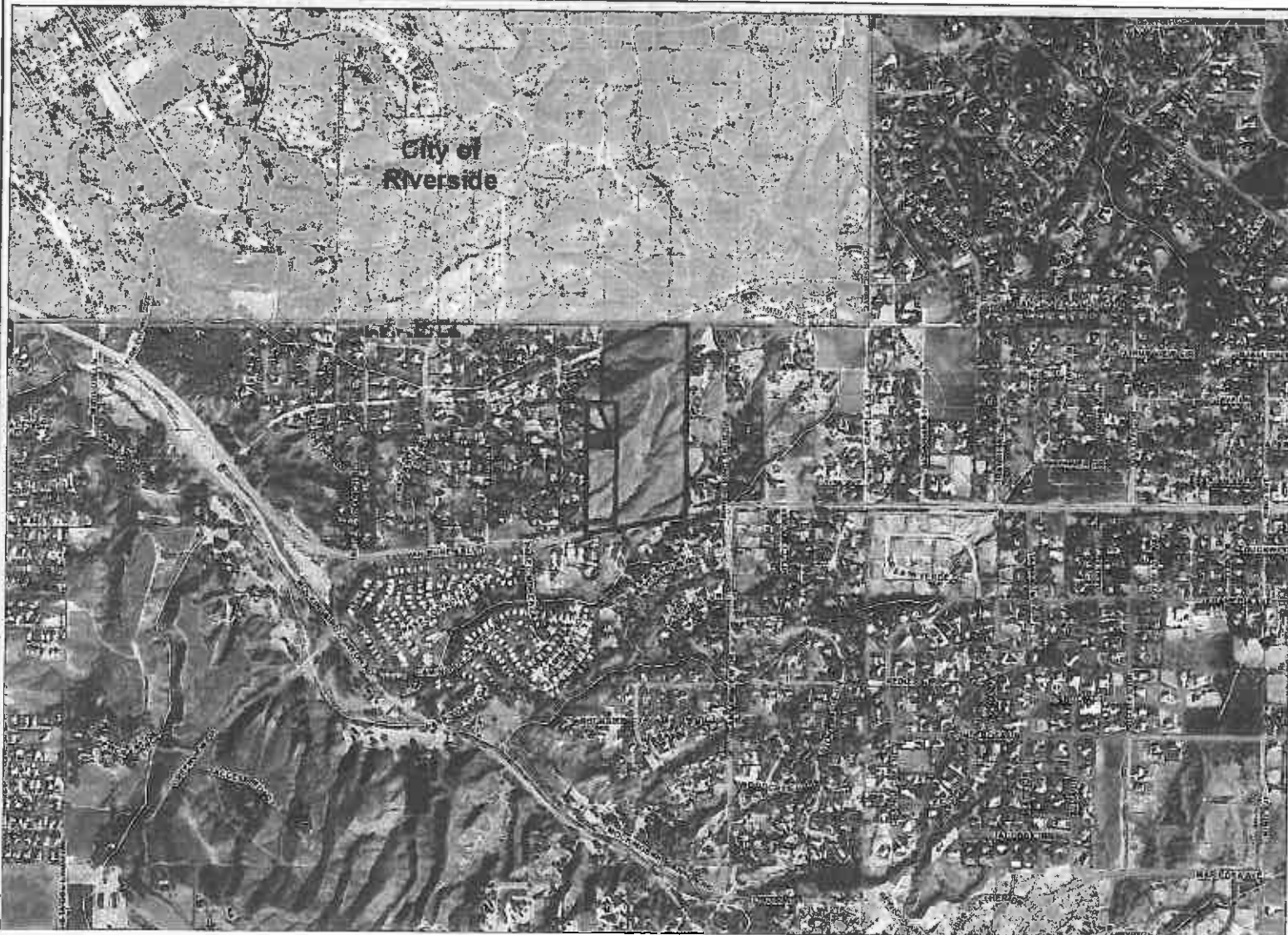
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

REPORT PRINTED ON... 5/18/2017 1:04:43 PM






© Riverside County RCIT GIS

Notes

My Map



Legend

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



0

1,823

3,646 Feet



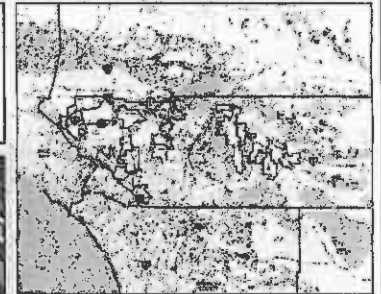
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 5/18/2017 1:20:52 PM

© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 911 1,823 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... 5/18/2017 1:21:29 PM

© Riverside County RCIT GIS

Notes

Van Buren Hills Estates

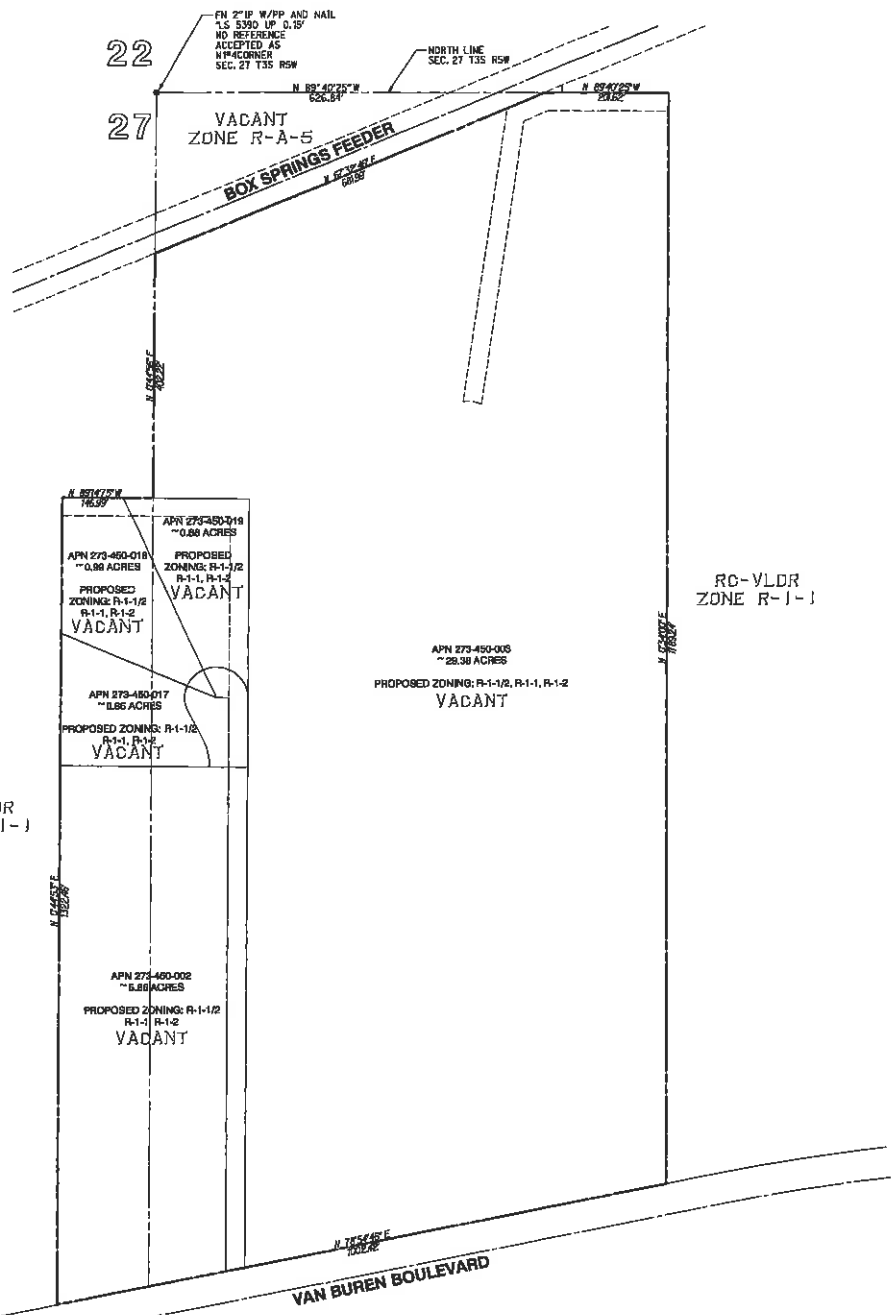
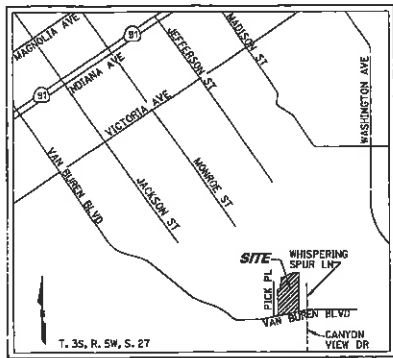
TR36813



CHANGE OF ZONE PRIMARY EXHIBIT

IN THE COUNTY OF RIVERSIDE, CALIFORNIA

PREPARED: MARCH 19, 2014
CHANGE OF ZONE CASE NO. 07857



OWNER/APPLICANT

YAN BUREN HILLS, LLC
10621 CIVIC CENTER DRIVE
RANCHO CUCAMONGA, CA 91730
(909)-481-1151
CONTACT: PETER J. PITASSI

ENGINEER

RICK ENGINEERING COMPANY
1770 10WA AVE, SUITE 100
RIVERSIDE, CA 92501
(951) 782-0711
CONTACT: RICHARD O'NEILL

UTILITY PURVEYORS

WATER: WARD
SEWER: SEPTIC
GAS: SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC: SOUTHERN CALIFORNIA EDISON
TELEPHONE: AT&T
CABLE TV: TIME WARNER
STORM DRAIN: RIVERSIDE COUNTY FLOOD CONTROL DISTRICT
FIRE: RIVERSIDE COUNTY FIRE DEPARTMENT

SCHOOL DISTRICT

RIVERSIDE UNIFIED

APN'S

273-450-002, 273-450-003, 273-450-017,
273-450-018, 273-450-019

THOMAS BROTHERS MAP

2012 SAN BERNARDINO/RIVERSIDE EDITION
PAGE 745, GRID F3 AND F4

ZONING AND LAND USE

EXISTING ZONING: R-1-1/2, R-A-1, R-A-5
EXISTING LAND USE: RC-VLDR
EXISTING SURROUNDING LAND USE: RC-VLDR

PROPOSED ZONING: R-1-1/2, R-1-1, R-1-2
PROPOSED LAND USE: RC-VLDR

FINAL ZONE DESIGNATION WILL BE DETERMINED AT TIME OF FINAL MAP RECORDED. FINAL LOTS WILL BE ASSIGNED BASED ON THE LARGEST APPLICABLE AREA SUFFIX.

PROJECT ACREAGE

38.3 AC. GROSS, 37.7 AC. NET

FLOODPLAIN

THE ENTIRE PROJECT SITE LIES WITHIN A DELINEATED FEMA ZONE X (UNSHADED)

RC-VLDR
ZONE R-1-1

RC-VLDR
ZONE R-1-1

RC-VLDR
ZONE R-1-1

LEGAL DESCRIPTION

THE PORTION OF THE NORTHWEST QUARTER AND THE NORTHEAST QUARTER OF SECTION 22, TOWNSHIP 3 SOUTH, RANGE 5 WEST, SAN BERNARDINO BASE AND MERIDIAN, LOCATED WITHIN THE COUNTY OF RIVERSIDE, IN THE STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BOUNDED ON THE WEST BY THE EAST LINE OF TRACT NO. 9412 FILED IN MAP BOOK 105 PAGES 6 THROUGH 9 INCLUSIVE OF MAPS OF SAID RIVERSIDE COUNTY;

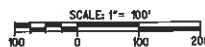
BOUNDED ON THE SOUTH BY THE NORTHERLY SIDE LINE OF VAN BUREN BOULEVARD BEING THE STRIP OF LAND 100 FEET WIDE CONDEMNED BY THE COUNTY OF RIVERSIDE FOR PUBLIC HIGHWAY PURPOSES, BY ORDER OF CONDEMNATION, A CERTIFIED COPY OF WHICH WAS RECORDED MAY 1, 1942, IN BOOK 540, PAGE 355, OF OFFICIAL RECORDS OF SAID RIVERSIDE COUNTY;

BOUNDED ON THE EAST BY THE WESTERLY LINE OF PARCEL MAP 5419 FILED IN MAP BOOK 10 PAGE 57 OF PARCEL MAPS OF SAID RIVERSIDE COUNTY;

BOUNDED ON THE NORTHWEST BY THE SOUTHEASTERLY LINE OF THE PARCEL OF LAND SHOWN AS METROPOLITAN WATER DISTRICT PARCEL NO. 1610-5-105 IN BOOK 131 PAGES 95 THROUGH 98 INCLUSIVE OF SURVEYS OF SAID RIVERSIDE COUNTY.

NOTE: THIS PROJECT IS NOT WITHIN A SPECIFIC PLAN

| DATE | BY | REVISIONS |
|------|----|-----------|
| | | |
| | | |
| | | |
| | | |



PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

June 8, 2017

CHAIR
Rod Ballance
Riverside

VICE CHAIRMAN
Steve Manos
Lake Elsinore

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Russell Betts
Desert Hot Springs

Steven Stewart
Palm Springs

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

Mr. John Hildebrand, Principal Planner
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501
(VIA HAND DELIVERY)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR'S DETERMINATION**

File No.: ZAP1021RG17
Related File No.: Ordinance Nos. 348.4856 and 348.4857 (Zoning Ordinance
Amendments)
APN: Countywide


Dear Mr. Hildebrand:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC Resolution No. 2011-02, staff reviewed Riverside County Ordinance Nos. 348.4856 and 348.4857 (Zoning Ordinance Amendments), which propose to establish minimum development standards for the placement of metal shipping containers and unattended donation bins, respectively, within unincorporated Riverside County.

As ALUC Director, I hereby find the above-referenced projects CONSISTENT with all Riverside County Airport Land Use Compatibility Plans.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

Attachments: Proposed Ordinance Amendments

Y:\AIRPORT CASE FILES\Regional\ZAP1021RG17\ZAP1021RG17.LTR.doc

1 placement of metal shipping containers has been approved as part of an
2 approved plot plan, conditional use permit or public use permit.

3 4. Except as otherwise provided in subsections B.3 and B.5. of section 18.50,
4 the placement of metal shipping containers shall be allowed in all zones as
5 an accessory use subject to the following development standards:

- 6 a. No more than one metal shipping container is allowed on lots 1
7 gross acre or greater but less than 2 gross acres.
- 8 b. No more than two metal shipping containers are allowed on lots 2
9 gross acres or greater but less than 5 gross acres.
- 10 c. No more than three metal shipping containers are allowed on lots 5
11 gross acres or greater but less than 10 gross acres.
- 12 d. No more than five metal shipping containers are allowed on lots 10
13 gross acres or greater.
- 14 e. The size of a metal shipping container shall not exceed 40-feet
15 (length) by 10-feet (width) by 10-feet (height) and the storage area
16 shall not exceed four hundred square feet (400').
- 17 f. No metal shipping container shall be placed on the top of another
18 metal shipping container.
- 19 g. A principal building or dwelling unit shall be located on the lot.
- 20 h. Placement shall be to the rear of the principal building or dwelling
21 unit on the rear half of the lot.
- 22 i. Metal shipping containers shall be painted a neutral earth-tone color
23 or a color consistent with the principal building or dwelling unit.
- 24 j. The minimum side and rear setback shall be 25 feet for lots 1 gross
25 acre or greater but less than 2 gross acres.
- 26 k. The minimum side and rear setback shall be 50 feet for lots 2 gross
27 acres or greater.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

l. Metal shipping containers shall be fully screened by an opaque fence or fast growing landscaping.

m. Metal shipping containers shall not be located within an area that includes sensitive habitat, biological resources or historical resources.

5. The quantity of metal shipping containers may exceed the amount set forth in subsection B.4. of section 18.50 provided a plot plan has been approved pursuant to the provisions of Section 18.30 of this ordinance or the placement of metal shipping containers has been approved as part of an approved plot plan, conditional use permit or public use permit.

C. EXCEPTION. The provisions of this section shall not apply in the A-2, A-P or A-D zones or to lots 10 gross acres or greater located in the A-1 zone, and the placement of metal shipping containers shall be permitted in these zones and on these lots in the A-1 zone.”

Section 2. If any provision, clause, sentence or paragraph of this ordinance or the application thereof to any person or circumstances shall be held invalid, such invalidity shall not affect the other provisions of this ordinance which can be given effect without the invalid provision or application, and to this end, the provisions of this ordinance are hereby declared to be severable.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

Section 3. This ordinance shall take effect thirty (30) days after its adoption.

BOARD OF SUPERVISORS OF THE COUNTY
OF RIVERSIDE, STATE OF CALIFORNIA

By: _____
Chairman, Board of Supervisors

ATTEST:
CLERK OF THE BOARD

By: _____
Deputy

(SEAL)

APPROVED AS TO FORM
May ____, 2017

By: _____
Michelle P. Clack
Supervising Deputy County Counsel

- 1 a. Donation Bin. Any unattended bin, box, container, or
2 similar receptacle located on any legal lot used to collect
3 textiles, shoes, books or other salvageable personal items
4 for distribution or resale by the operator. This term does
5 not include recycle bins for the collection of recyclable
6 material. A Donation Bin shall not be considered a fixture
7 or improvement to the lot.
- 8 b. Donation Bin Operator. A person or entity who owns,
9 manages or maintains a Donation Bin.
- 10 c. Donation Bin Permit. Written authority from the County to
11 a Permittee that authorizes the placement and operation of a
12 Donation Bin on a legal lot.
- 13 d. Permittee. A property owner who applies for and obtains a
14 Donation Bin Permit.

15 Section 19.902 LOCATION. Subject to the requirements provided in this
16 Article, Donation Bins are allowed in all zone classifications, except in the
17 following zones where they are prohibited: M-SC, M-M, M-H, M-R, M-
18 R-A, A-1, A-P, A-2, A-D, C/V, C-C/V, WC-W, WC-WE, WC-E, WC-R,
19 W-2, R-D, N-A, W-2-M, W-1 and W-E.

20 Section 19.903 PERMIT & FEES.

- 21 a. No Donation Bin shall be placed, erected, used or
22 maintained until a Permittee obtains a Donation Bin Permit
23 from the County of Riverside. A Donation Bin Permit shall
24 be valid for one year from the date of issuance.
- 25 b. An application for a Donation Bin Permit shall be
26 submitted to the Assistant TLMA Director – Community
27 Development or designee on the form provided by the
28

1 County Planning Department and accompanied by the
2 applicable filing fee set forth in Ordinance No. 671.

- 3 c. A Donation Bin Permit shall be renewed on an annual basis
4 based on the anniversary of the original Donation Bin
5 Permit issuance. An application for renewal shall be
6 submitted to the Assistant TLMA Director – Community
7 Development or designee on the form provided by the
8 County Planning Department and accompanied by the
9 applicable filing fee set forth in Ordinance No. 671. The
10 renewal application shall be submitted no later than thirty
11 (30) days prior to the expiration of the Donation Bin
12 Permit.

13 Section 19.904 DEVELOPMENT STANDARDS. No Donation Bin
14 Permit shall be approved unless the following development standards are
15 satisfied:

- 16 a. The dimensions of a Donation Bin shall not exceed 82
17 inches high, 56 inches wide and 49 inches deep.
- 18 b. No more than two (2) Donation Bins shall exist on the
19 same legal lot.
- 20 c. Donation Bins shall not be located on any lot with a one
21 family dwelling, multiple family dwelling or mobilehome.
- 22 d. Donation Bins shall not be located within any public right
23 of way area, emergency vehicle route, internal drive aisle
24 or pedestrian pathway.
- 25 e. Donation Bins shall be set back at least three (3) feet from
26 any public right of way, emergency vehicle route, internal
27 drive aisle, or pedestrian pathway.
- 28

1 f. Donation Bins shall not be located on unimproved lots.

2 Section 19.905 OPERATIONAL REQUIREMENTS. In addition to the
3 development standards in Section 19.904, the Permittee shall ensure
4 Donation Bins comply with the following:

- 5 a. Donation Bins shall be kept free of structural damage,
6 holes, visible rust, and graffiti.
- 7 b. Donation Bins shall be kept locked or otherwise secured at
8 all times.
- 9 c. Donation Bins shall be serviced and emptied at least every
10 fourteen (14) calendar days.
- 11 d. Donated items must fit entirely within the closed Donation
12 Bin.
- 13 e. Donated items shall consist of textiles, shoes, books and
14 other salvageable personal items only.
- 15 f. Donated items shall not include items such as, but not
16 limited to, hazardous materials, mattresses, vehicles, food
17 items or appliances.
- 18 g. The area surrounding the Donation Bin shall be kept free of
19 any debris, junk, donated items, or other material, including
20 but not limited to donated items that do not fit entirely
21 within the Donation Bin.
- 22 h. In accordance with California Welfare and Institutions
23 Code Section 151, the front of every Donation Bin shall
24 conspicuously display all of the following:
- 25 1. The name, address, telephone number, and,
26 if available, the internet web address of the
27 Donation Bin Operator; and
28

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

2. A statement, in at least two-inch typeface, that either reads, “this Donation Bin is owned and operated by a for-profit organization” or “this Donation Bin is owned and operated by a nonprofit organization.”

3. If the Donation Bin Operator is a nonprofit organization, the front of the Donation Bin shall also conspicuously display a statement describing the nonprofit cause that will benefit from the collections.

4. If the Donation Bin Operator is a for-profit entity, the front of the Donation Bin shall also conspicuously display a statement that reads “this donation is not tax deductible.” If the Donation Bin is owned and operated by a commercial fundraiser, the commercial fundraiser may post notice of donations to a nonprofit cause only on the sides of the Donation Bin. This notice shall always be smaller in size than the for-profit entity’s name and address and shall constitute only twenty-five percent (25%) of the notice space of the Donation Bin.

i. Donation Bins shall comply with all other applicable federal, state and local laws and regulations.

1 Section 19.906 REVOCATION OF PERMIT. A Donation Bin Permit
2 may be revoked in accordance with the findings and procedure provided in
3 Section 18.31. of this ordinance.

4 Section 19.907 ENFORCEMENT AND VIOLATIONS. In accordance with
5 Welfare and Institutions Code Section 152, a Donation Bin in violation of this
6 Article may be declared a public nuisance.”

7 Section 2. If any provision, clause, sentence or paragraph of this ordinance or the
8 application thereof to any person or circumstances shall be held invalid,
9 such invalidity shall not affect the other provisions of this ordinance which
10 can be given effect without the invalid provision or application, and to this
11 end, the provisions of this ordinance are hereby declared to be severable.

12 Section 3. This ordinance shall take effect thirty (30) days after its adoption.
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

BOARD OF SUPERVISORS OF THE COUNTY
OF RIVERSIDE, STATE OF CALIFORNIA

By: _____
Chairman, Board of Supervisors

ATTEST:
CLERK OF THE BOARD

By: _____
Deputy

(SEAL)

APPROVED AS TO FORM
June __, 2017

By: _____
Leila Moshref-Danesh
Deputy County Counsel

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

A regular scheduled meeting of the Airport Land Use Commission was held on June 8, 2017 at the Riverside County Administrative Center, Board Chambers.

COMMISSIONERS PRESENT: Rod Ballance, Chairman
Steve Manos, Vice Chairman
Arthur Butler
Russell Betts
Glen Holmes
John Lyon
Steven Stewart

COMMISSIONERS ABSENT:

STAFF PRESENT: Simon Housman, ALUC Director
John Guerin, Principal Planner
Paul Rull, Urban Regional Planner IV
Barbara Santos, ALUC Commission Secretary
Raymond Mistica, ALUC Counsel

OTHERS PRESENT: Greg Bever, Applicant
Jim Lucas, Canyon Springs Healthcare Campus
Mike Naggar, Applicant Representative
Jared Rodriguez, Mobilitie

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

I. **AGENDA ITEM 2.1:** ZAP1230MA16 – Majestic Freeway Business Center LLC (Representative: Matthew Vawter, Commerce Construction Co.) – County of Riverside Planning Case No. PP26102 (Plot Plan). A proposal to develop a 1,138,800 square foot industrial (predominately warehouse) building on 62.92 acres located northerly of Cajalco Expressway, easterly of Seaton Avenue, southerly of Martin Street, and westerly of Harvill Avenue in the unincorporated community of Mead Valley (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). (Continued from 1-12-17 and 3-9-17).

II. **MAJOR ISSUES**

The project was continued from the March 9 and January 2017 hearings at the applicant's request as a redesign of the site plan and/or floor plan was under consideration. The applicant has subsequently decided to continue the project off-calendar for a hearing date later this year. No aeronautical issues. Previous proposals for warehousing projects in this vicinity have generated controversy. A member of the public representing a nearby church spoke in opposition to the project design (specifically, the location of the building relative to nearby residences) at the January 2017 meeting, citing air quality issues. These issues are outside the purview of ALUC and would need to be addressed by the County of Riverside Planning Department.

III. **STAFF RECOMMENDATION**

Staff recommends that the proposed Plot Plan be continued off-calendar.

IV. **PROJECT DESCRIPTION**

The applicant proposes development of a 1,138,800 square foot industrial (predominately warehouse) building on 62.92 acres.

V. **MEETING SUMMARY**

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

No one spoke in favor, neutral or opposition to the project

VI. **ALUC COMMISSION ACTION**

The ALUC Commission by a unanimous vote of 7-0, CONTINUED CASE OFF CALENDAR.

VII. **CD**

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 2.1: TIME:9:02 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.1:** ZAP1252MA17 – Placentia and Harvill, LLC (Representative: Teresa Harvey) – County of Riverside Case No. PP26241 (Plot Plan). A proposal to develop a trucking support and trailer parking facility on 17.1 acres. The facility includes a 14,000 square foot maintenance building which includes 10,500 square feet of shop repair area, 2,500 square feet of office area, and 1,000 square feet of second floor mezzanine storage area, and a 5,387 square foot truck fueling station with four pumps, 124 automobile and 49 truck parking spaces, and a separate parking area for 294 truck trailers. The site is located southerly of Placentia Avenue, easterly of Harvill Avenue, westerly of BNSF rail line and I-215 Freeway, and northerly of Water Street (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**
None

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

IV. **PROJECT DESCRIPTION**
The applicant proposes to develop a trucking support and trailer parking facility on 17.1 acres. The facility includes a 14,000 square foot maintenance building which includes 10,500 square feet of shop repair area, 2,500 square feet of office area, and 1,000 square feet of second floor mezzanine storage area, and a 5,387 square foot truck fueling station with four pumps, 124 automobile and 49 truck parking spaces, and a separate parking area for 294 truck trailers.

CONDITIONS:

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

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children's schools are discouraged.

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

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

5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
6. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
9. This project has been evaluated for 10,500 square feet of shop repair area, 2,500 square feet of office area, and 1,000 square feet of second floor mezzanine storage area. Any increase in building area or change in use other than for office and storage-loading use will require an amended review by the Airport Land Use Commission.
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.

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

No one spoke in favor, neutral or opposition to the project

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 found the project **CONSISTENT** subject to conditions herein.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.1: TIME: 9:04 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

- I. **AGENDA ITEM 3.2: ZAP1257MA17 – Perris Valley Properties, LLC – County of Riverside Case No. PP25768 (Plot Plan).** A proposal to construct a 54,450 square foot animal food production facility at an existing feed mill site on 13.27 acres located northerly of Rider Street, easterly of Harvill Avenue, westerly of the BNSF rail line and I-215 Freeway, and southerly of Cajalco Expressway. The project will utilize a portion of the existing milling operation and will remove existing grain storage bins. (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).
- II. **MAJOR ISSUES**
None
- III. **STAFF RECOMMENDATION**
Staff recommends that the proposed Plot Plan be found CONSISTENT, subject to the conditions included herein.
- IV. **PROJECT DESCRIPTION**
The applicant proposes to construct a 54,450 square foot animal food production facility at an existing mill site on 13.27 acres. The project will utilize the existing milling operation and will remove existing grain storage bins.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children's schools are

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

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 25,950 square feet of manufacturing area, 18,800 square feet of warehouse area, and 6,550 square feet of office area. Any increase in building area or change in use other than for office, manufacturing, and warehousing uses will require an amended review by the Airport Land Use Commission.
10. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.
11. The project shall not store food ingredients or finished products outdoors other than in sealed hard walled bins or containers so that there is no potential attraction for birds.

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

No one spoke in favor, neutral or opposition to the project

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 found the project **CONSISTENT** subject to conditions herein.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.2: TIME: 9:06 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

- I. **AGENDA ITEM 3.3: ZAP1181MA16 – Canyon Springs Market Place Corp. (Representative: Cumming Corp., Jim Lucas) – City of Riverside Planning Case Nos. P16-0497 (General Plan Amendment), P14-0294 (Specific Plan), P14-0297 (Rezoning).** The applicant proposes to establish the “Canyon Springs Healthcare Campus Specific Plan” for the phased development of 50.85 acres of non-contiguous parcels located easterly of Valley Springs Parkway, southerly of Corporate Centre Place and Campus Parkway, westerly of Day Street, and northerly of Eucalyptus Avenue in the portion of the City of Riverside located southerly of State Highway Route 60 and easterly of Interstate 215. The campus would ultimately include: a 504,000 square foot, 280-bed hospital with a height of 94 feet and a rooftop hospital helistop; a 310,200 square foot, 267-unit skilled nursing, memory care, assisted living, and independent living facility; five medical office buildings with a combined total floor area of 370,000 square feet; 234-unit senior age-restricted apartments; a 22,000 square foot central utilities facility; and two four-level parking structures providing 1,400 parking spaces.

In addition to the new Specific Plan, the project entails deletion of the project site from the boundaries of the existing Canyon Springs Business Park Specific Plan, an amendment to the site’s General Plan land use designation (from Commercial to Canyon Springs Healthcare Campus Specific Plan), and a rezone (from Commercial Retail and Office to Canyon Springs Healthcare Campus Specific Plan). (Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area).

- II. **MAJOR ISSUES**
None at this time.

- III. **STAFF RECOMMENDATION**
Staff recommends that the Commission find the proposed General Plan Amendment, Specific Plan, and Rezone CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

STAFF RECOMMENDED AT HEARING
Consistent, with amended conditions

- IV. **PROJECT DESCRIPTION**
The applicant proposes to establish a Specific Plan (P14-0294) development of a 50.85 acre health care campus that would ultimately include a: 504,000 square foot, 280-bed hospital with a height of 94 feet and a rooftop hospital helistop; a 310,200 square foot, 267-unit skilled nursing, memory care, assisted living, and independent living facility; five medical office buildings with a combined total floor area of 370,000 square feet; 234 unit senior age-restricted apartments; a 22,000 square foot central utilities facility; and two four-level parking structures providing 1,400 parking spaces.

In addition to the new Specific Plan, the project entails deletion of the project site from the boundaries of the existing Canyon Springs Business Park Specific Plan, an amendment to the site’s General Plan land use designation (from Commercial to Canyon Springs Healthcare Campus Specific Plan), and a rezone (from Commercial Retail and Office to Canyon Springs Healthcare Campus Specific Plan).

CONDITIONS (bold conditions added at the June 8, 2017 meeting):

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:

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

- (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, or lighting as may be needed in conjunction with operation of the future hospital helipad.
 - (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 affect safe air navigation within the area, including the generation of smoke, visible water vapor, thermal plumes, or uses which would attract large concentrations of birds.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached disclosure notice shall be provided to all prospective purchasers of the property and tenants of the buildings, and shall be recorded as a deed notice.
 4. The proposed water detention and/or infiltration basins or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
 5. The following uses/activities are specifically prohibited: wastewater management facilities; trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; incinerators.
 6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
 7. This finding of consistency does not constitute a determination with regard to the future hospital helipad/helistop, which will require a separate review by the Airport Land Use Commission at the time of its consideration.
 8. ***The hospital operator shall enter into a memorandum of agreement (MOA) governing air operations and any operating procedures by any air ambulance service provider prior to any operations that may impact March Air Reserve Base operations.***
 9. ***The hospital operator shall consult with March Air Reserve Base personnel prior to the adoption of any instrument approach procedure.***
 10. ***March Air Reserve Base personnel shall review any amendments to any operating procedures prior to execution or implementation.***

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

The following spoke in favor of the project:

Jim Lucas, Canyon Springs Healthcare Campus, 25172 Coral Canyon Road, Corona, CA 92883

No one spoke in neutral or opposition to the project

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 found the project CONSISTENT with amended conditions.

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.3: TIME: 9:10 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.4: ZAP1259MA17 – RG-Optimus LLC (Representative: Rockefeller Group, Marc Berg) – Inquiry regarding City of Perris Planning Case No. DPR 12-10-0005: The applicant is inquiring as to the acceptability of installing solar panels on the rooftops of two previously approved (ZAP1087MA13) industrial buildings totaling 1,446,548 square feet on 68.48 acres located easterly of I-215 Freeway, northerly of Ramona Expressway, and westerly of Webster Avenue. (Airport Compatibility Zone C1 of the March Air Reserve Base/Inland Port Airport Influence Area).**

II. **MAJOR ISSUES**

The proposed rooftop solar panels could present potential glare hazards for pilots using the straight in approach to runway 32. The Solar Glare Hazard Analysis Tool (SGHAT) based analysis concluded that “potential for temporary after-image” could occur in certain times of the year generally in the late afternoon/early evening for this flight path. This is the “yellow” level that exceeds the “low potential for temporary after-image” that the Federal Aviation Administration (FAA) Interim Policy deems an acceptable level of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property. Therefore, the potential for temporary after-image created by the project potentially represents a hazard to flight.

III. **STAFF RECOMMENDATION**

Staff recommends that the installation of rooftop solar panels be found INCONSISTENT, due to the potential for glare resulting in a temporary after-image that could be a hazard to flight. (The industrial buildings without the solar panels remain consistent.)

IV. **PROJECT DESCRIPTION**

The applicant is inquiring as to the acceptability of installing 67 kilowatt solar panels on the rooftops of two industrial buildings totaling 1,446,548 square feet on 68.48 acres.

The industrial buildings were previously reviewed by ALUC (ZAP1087MA13) and determined to be consistent with the 1984 Riverside County Airport Land Use Plan as applied to March Air Reserve Base (then in effect).

V. **MEETING SUMMARY**

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

No one spoke in favor, neutral or opposition to the project

VI. **ALUC COMMISSION ACTION**

The ALUC Commission by a unanimous vote of 7-0 found the project INCONSISTENT.

VII. **CD**

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.4: TIME: 9:17 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.5:** ZAP1044HR17 – Kirby Partners, LLC/BNR Income & Opportunity, LLC – (Representative: Blaine Womer Civil Engineering) – City of Hemet Case Nos. Map 15-007 (Tentative Tract Map No. 36929) and ZC 15-002 (Zone Change). Tentative Tract Map No. 36929 is a proposal to subdivide 5.33 acres (Assessor's Parcel Number 444-190-009) located at the northwest corner of Kirby Street and Fruitvale Avenue in the City of Hemet into 20 residential lots with a minimum lot size of 6,000 square feet, a 0.47-acre park lot, and a 6,535 square foot detention basin lot. Zone Change No. 15-002 is a proposal to change the zoning of this site from R-1-7.2 to R-1-6. (Airport Compatibility Zone E of the Hemet-Ryan Airport Influence Area).

II. **MAJOR ISSUES**

None

III. **STAFF RECOMMENDATION**

Staff recommends that the proposed Zone Change be found CONSISTENT with the 2017 Hemet-Ryan Airport Land Use Compatibility Plan and that the proposed Tentative Tract Map also be found CONSISTENT with the 2017 Hemet-Ryan Airport Land Use Compatibility Plan, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**

Tentative Tract Map No. 36929 is a proposal to subdivide 5.33 acres (Assessor's Parcel Number 444-190-009) in the City of Hemet into 20 residential lots with a minimum lot size of 6,000 square feet, a 0.47-acre park lot, and a 6,535 square foot detention basin lot. Zone Change No. 15-002 is a proposal to change the zoning of the Tentative Tract Map site from R-1-7.2 to R-1-6 to allow for buildable residential lots in the range of 6,000 to 7,200 square feet in area within the subdivision.

CONDITIONS:

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

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

(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 proposed lots and to tenants of the homes thereon.
4. Any new detention basin(s) on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

No one spoke in favor, neutral or opposition to the project

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 found the project CONSISTENT subject to conditions herein.

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.5: TIME: 9:26 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.6:** ZAP1042HR17 and ZAP1043HR17 – Ming Management, Inc./River Oaks Ridge, LP (Representative: Blaine Womer Civil Engineering – City of Hemet Case Nos. Map No. 15-004 (Tentative Tract Map No. 36891), Map No. 15-005 (Tentative Tract Map No. 36892), and Zone Change No. 16-001. Tentative Tract Map No. 36891 is a proposal to re-subdivide 17.27 acres (currently 10 existing undeveloped lots) located along the west side of Elk Street, extending from Thornton Avenue on the north to Chambers Street on the south, into 75 residential lots with a minimum lot size of 6,000 square feet, a 0.96-acre park lot, a 6,000 square foot water quality/detention basin lot, and two parkway landscaping lots. Tentative Tract Map No. 36892 is a proposal to re-subdivide 19.14 acres (currently 10 existing undeveloped lots) located along the east side of Elk Street, extending from Thornton Avenue on the north to Chambers Street on the south, into 83 residential lots with a minimum lot size of 6,000 square feet, a 1.03-acre park lot, four bio-retention basin lots, and two parkway landscape lots. Finally, Zone Change No. 16-001 is a proposal to change the zoning of both proposed tracts from R-3 to R-1-6. (Airport Compatibility Zone E of the Hemet-Ryan Airport Influence Area).

II. **MAJOR ISSUES**
None

III. **STAFF RECOMMENDATION**
Staff recommends that the proposed Zone Change be found CONSISTENT with the 2017 Hemet-Ryan Airport Land Use Compatibility Plan and that the proposed Tentative Tract Maps also be found CONSISTENT with the 2017 Hemet-Ryan Airport Land Use Compatibility Plan, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**
Tentative Tract Map No. 36891 is a proposal to re-subdivide 17.27 acres (currently 10 existing undeveloped lots) into 75 residential lots with a minimum lot size of 6,000 square feet, a 0.96-acre park lot, a 6,000 square foot water quality/detention basin lot, and two parkway landscaping lots. Tentative Tract Map No. 36892 is a proposal to re-subdivide 19.14 acres (currently 10 existing undeveloped lots) into 83 residential lots with a minimum lot size of 6,000 square feet, a 1.03-acre park lot, four bioretention basin lots, and two parkway landscape lots. Zone Change No. 16-001 is a proposal to change the zoning of both Tentative Tract Map sites from R-3 to R-1-6 to facilitate development of single-family residences in this area.

CONDITIONS:

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use or activity which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

straight final approach towards a landing at an airport.

- (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, composting operations, production of cereal grains, sunflower, and row crops, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 3. The attached notice shall be provided to all prospective purchasers of the proposed lots and to tenants of the homes thereon.
 - 4. Any new detention basin(s) on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

No one spoke in favor, neutral or opposition to the project

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 found the project CONSISTENT subject to conditions herein.

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.6: TIME: 9:29 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.7: ZAP1046HR17 – Zanderson, Inc./Mamco, Inc. (Representative: Mike Naggar and Associates)** – City of Hemet Case Nos. ZC 16-003 (Zone Change), CUP 16-006 (Conditional Use Permit), and TPM 16-003 (Tentative Parcel Map No. 37196). A proposal to develop a 63,580 square foot retail, dining, and fueling center on 8.66 net acres (10.05 gross acres) located on the northeast corner of Menlo Avenue and Sanderson Avenue. The first phase will include a 6,200 square foot convenience store with drive-thru, fueling center with 10 pumps, a 1,500 square foot drive-thru carwash, two fast food restaurants (4,650 and 4,400 square foot buildings, each with drive thru) and storm water detention/water quality facilities. The second phase will include two retail buildings with a combined floor area of 42,230 square feet and a third fast food restaurant (4,600 square feet) with drive-thru. ZC 16-003 is a proposal to change the zoning of this property from A-10 (Heavy Agriculture) to C-1 (Neighborhood Commercial), while TPM 16-003 is a proposal to divide the site into six commercial parcels. (Airport Compatibility Zone E of the Hemet-Ryan Airport Influence Area).

II. **MAJOR ISSUES**
None

III. **STAFF RECOMMENDATION**
Staff recommends that the Zone Change be found CONSISTENT with the 2017 Hemet-Ryan Airport Land Use Compatibility Plan, and that the Conditional Use Permit and Tentative Parcel Map be found CONSISTENT, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**
The applicant is proposing to develop a 63,580 square foot retail, dining, and fueling center on 8.66 net acres (10.05 gross acres). The first phase will include a 6,200 square foot convenience store with drive-thru, fueling center with 10 pumps, a 1,500 square foot drive-thru car wash, two fast food restaurants (4,650 and 4,400 square foot buildings), each with drive-thru, and storm water detention/water quality facilities. The second phase will include two retail buildings with a combined floor area of 42,230 square feet and a third fast food restaurant (4,600 square feet) with drive-thru. ZC16-003 is a proposal to change the zoning of this property from A-10 (Heavy Agriculture) to C-1 (Neighborhood Commercial), while TPM16-003 (Tentative Parcel Map No. 37196) is a proposal to divide the site into six commercial parcels.

CONDITIONS:

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use or activity which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

- (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, composting operations, production of cereal grains, sunflower, and row crops, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 3. The attached notice shall be provided to all prospective purchasers of the proposed lots and to tenants and/or lessees of the building(s) thereon.
 - 4. Any new detention basin(s) on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

The following spoke in favor of the project:

Mike Naggar, Applicant Representative, 445 "D" Street, Perris, CA

No one spoke in neutral or opposition to the project

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 found the project CONSISTENT subject to conditions herein.

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.7: TIME: 9:33 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.8:** ZAP1049PS17 – Mobilitie, LLC (Representative: NRE Permitting Manager, Robert Lewis) – City of Cathedral City Planning Case No. CUP 17-009 (Conditional Use Permit). The applicant proposes a 49-foot high wireless communications facility utility pole in the public street right-of-way of Agua Caliente Trail, located southerly of Sarah Street, and northerly of Ramon Road. (Airport Compatibility Zone C of the Palm Springs International Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

II. **MAJOR ISSUES**
None

III. **STAFF RECOMMENDATION**
Staff recommends that the Commission find the Conditional Use Permit CONSISTENT, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**
The applicant proposes a 49-foot high wireless communications facility utility pole in the public street right-of-way of Agua Caliente Trail.

CONDITIONS:

1. Any new outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

The following spoke in favor of the project:

Jared Rodriguez, Mobilitie, 2955 Red Hill Ave., #200, Costa Mesa, CA 92626

No one spoke in neutral or opposition to the project

VI. ALUC COMMISSION ACTION

The ALUC Commission by a vote of 6-1 found the project CONSISTENT subject to conditions herein.

Opposed: Commissioner Stewart

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.8: TIME: 9:38 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.9: ZAP1069BD17 – BLP Desert (Representative: Greg Bever)** – County of Riverside Planning Case Nos. CZ7922 (Change of Zone) and CUP3758 (Conditional Use Permit). The applicant propose to develop a 93,681 square foot self-storage facility on a 3.64-acre portion of a 5.06-acre site located northerly of Avenue 42, easterly of Washington Street, and westerly of Yucca Lane. The applicant also proposes to change the zoning of a 0.60-acre portion of the site from C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial). (Airport Compatibility Zones D and E of the Bermuda Dunes Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

II. **MAJOR ISSUES**
None

III. **STAFF RECOMMENDATION**
Staff recommends that the Change of Zone be found CONSISTENT with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan, and that the Conditional Use Permit be found CONSISTENT, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**
The applicant proposes to develop a 93,681 square foot self-storage facility on a 3.64-acre portion of a 5.06-acre site. In order to accommodate the proposed use, the applicant also proposes to change the zoning of a 0.60-acre portion of the site from C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial).

A previous project on this site (ZAP1016BD07) proposing to amend its General Plan land use designation from Light Industrial and Commercial Retail to Commercial Retail, change its zoning from Scenic Highway Commercial and Industrial Park to Scenic Highway Commercial and General Commercial, and to develop a retail commercial building and self-storage facility was found consistent in 2007.

CONDITIONS:

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

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 3. The attached notice shall be given to all prospective purchasers and/or tenants of the property, 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. The project has been evaluated as 91,125 square feet of self-storage, 634 square feet of office, and a 1,322 square foot resident managers unit with a 600 square foot garage. Any increase in building area, increase in building height, or change in use will require review by the Airport Land Use Commission.

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

The following spoke in favor of the project:

Greg Bever, applicant, 34 Via Las Flores, Rancho Mirage, CA 92270

No one spoke in neutral or opposition to the project

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 found the project **CONSISTENT** subject to conditions herein.

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.9: TIME: 9:46 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.10: ZAP1070BD17 – Steven and Christine Blair Family Trust – County of Riverside Planning Case Nos. PP26229 (Plot Plan).** The applicant proposes an 11,128 square foot building containing seven 1,612 square foot units for vehicle storage on 0.62 acres located on the southeast corner of Wolf Road and Leopard Street. (Airport Compatibility Zone C of the Bermuda Dunes Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

II. **MAJOR ISSUES**
None

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

IV. **PROJECT DESCRIPTION**
The applicant proposes an 11,128 square foot building containing seven 1,612 square foot units for vehicle storage on 0.62 acres.

CONDITIONS:

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Western Coachella Valley Area Plan:
 - (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use or activity which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The following uses/activities are specifically prohibited at this location, due to inclusion in Compatibility Zone C: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; children's schools; daycare centers; libraries; hospitals; nursing homes.
4. The attached notice shall be given to all prospective purchasers and/or tenants of the

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

property, and shall be recorded as a deed notice.

5. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
6. The project has been evaluated as 11,128 square feet of vehicle storage facility. Any increase in building area or conversion to any use other than storage or warehousing will require review by the Airport Land Use Commission.

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

No one spoke in favor, neutral or opposition to the project

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 found the project **CONSISTENT** subject to conditions herein.

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.10: TIME: 9:51 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

- I. **AGENDA ITEM 3.11:** ALUC Resolution No. 2017-02 Concerning Airport Land Use Commission Development Review Fees (and establishing a new Schedule of Development Review Fees)

II. **STAFF RECOMMENDATION**

Staff recommends that the Commission make the following findings:

- (1) That the Commission finds that each fee specified in the Schedule of Development Fees does not exceed the estimated reasonable cost of providing the service for which the fee is charged.
- (2) That the Schedule of Development Review Fees replaces any prior Schedule of Development Review Fees adopted by the Commission; and,
- (3) That Proposed Resolution No. 2017-02 (including the attached new Schedule of Development Review Fees) is adopted in accordance to Section 66016 of the (California) Government Code.

Staff further recommends:

ADOPTION of Resolution No. 2017-02 and the new Schedule of Development Review Fees in accordance with Section 66016 of the California Government Code.

III. **MEETING SUMMARY**

The following staff presented the subject proposal:

ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

No one spoke in favor, neutral or opposition to Resolution No. 2017-02

IV. **ALUC COMMISSION ACTION**

The ALUC Commission by a unanimous vote of 7-0 **ADOPTED** Resolution No. 2017-02.

V. **CD**

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 3.11: TIME: 9:53 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 8, 2017
RIVERSIDE MEETING**

I. **4.0 ADMINISTRATIVE ITEMS**

4.1 Director's Approvals – Information Only. John Guerin, ALUC staff, advised that the packet for ZAP1045HR17 was superseded, and that the revised documentation for that project would be provided at the Commission's July meeting.

II. **5.0 APPROVAL OF MINUTES**

The ALUC Commission by a vote of 6-0 approved the May 11, 2017 minutes. Abstain: Commissioner Betts

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

None

IV. **7.0 COMMISSIONER'S COMMENTS**

None

V. **8.0 CLOSED SESSION**

Conference with Legal Counsel-Anticipated Litigation (d)(4) of Government Code Section 54956.9 – Information only

There was no reportable action.

VI. **8.0 ADJOURNMENT**

Rod Ballance, Chairman adjourned the meeting at 11:08 a.m.

VII. **CD**

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org.

ITEM 4.0: TIME IS: 10:02 A.M.