

AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

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

CHAIR Simon Housman Rancho Mirage

Thursday 9:00 A.M., September 8, 2016

VICE CHAIRMAN Rod Ballance Riverside 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.

COMMISSIONERS

Arthur Butler

Riverside
Glen Holmes

Hemet

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.

John Lyon Riverside

Russell Betts Desert Hot Springs

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

Steve Manos Lake Elsinore

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

STAFF

1.0 INTRODUCTIONS

Director Ed Cooper

1.1 CALL TO ORDER

John Guerin Paul Ruli Barbara Santos 1.2 SALUTE TO FLAG

County Administrative Center 4080 Lemon St, 14th Floor Riverside, CA 92501 1.3 ROLL CALL

MARCH AIR RESERVE BASE

2.0 PUBLIC HEARING: CONTINUED ITEMS

www.rcaluc.org

(951) 955-5132

2.1 ZAP1206MA16 – Optimus Building Corporation (Representative: Gary Hamro) – City of Perris Case No. DPR 14-01-0015 (Development Plan Review). The applicant is proposing a revision to plans for a two-building warehousing project previously determined to be consistent pursuant to ALUC Case No. ZAP1102MA14, specifically to increase the office area in Building A (which is not located in an Accident Potential Zone) from 15,000 square feet to 45,000 square feet. As amended, Building A would provide 45,000 square feet of office area and 867,338 square feet of warehouse area. No changes are proposed for Building B. The overall floor areas of Buildings A (912,338 square feet) and B (125,437 square feet) would remain the same as originally proposed. The 53.56-acre (gross) project site is located easterly of Patterson Avenue, northerly of Markham Street, westerly of Webster Avenue, and southerly of Nance Street (Airport Compatibility Zones B1-APZ I, B2, and C1 of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

Staff Recommendation: CONTINUE to 10-13-16

MARCH AIR RESERVE BASE

2.2 ZAP1204MA16 – Duke Realty, Adam Schmid (Representative: Albert A. Webb Associates, Nicole Torstvet) – City of Perris Case No. PLN 16-00008 (Development Plan Review). The applicant is proposing to develop a 668,381 square foot warehouse/distribution center on 30.7 acres. The building floor plan consists of 649,481 square feet of warehouse area and 19,200 square feet of office area. The project site is located southerly of Markham Street, westerly of Indian Avenue, easterly of Barrett Avenue and northerly of Perry Street. (Airport Compatibility Zones B1-APZ I, B2, and C1 of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

Staff Recommendation: CONTINUE to 10-13-16

3.0 PUBLIC HEARING: NEW ITEMS

RIVERSIDE AIRPORT

3.1 ZAP1078RI16 – Walter's Automotive Group (Representative: Whitfield Associates, Inc.) – City of Riverside Planning Case Nos. P16-0546 (Rezone), P16-0404 (Design Review) and P16-0545 (Conditional Use Permit). The applicant proposes to construct and establish a 41,311 square foot two story auto dealership building including 19,403 square foot indoor repair facility, 1,683 square foot parts area, 17,623 square foot showroom and office areas (1st floor), and 2,317 square foot showroom area (2nd floor), and outdoor display lot on a 2.17 acre site, located at 8505-8543 Indiana Avenue, easterly of Bernard Street, westerly of Vance Street, and southerly of SR-91 Freeway. The applicant also proposes to change the zoning of 1.62 acres of the property from Office (O) to Commercial General (CG). The Commission may further recommend that the 1.62-acre area or the entire site be rezoned to CG-AP-E (Airport Compatibility Zone E of the Riverside Municipal Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

<u>Staff Recommendation</u>: CONSISTENT (Rezoning); CONDITIONALLY CONSISTENT (CUP)

CORONA MUNICIPAL AIRPORT

3.2 ZAP1007CO16 - Harrington Village, LLC (Representative: KWC Engineers) - City of Corona Planning Case Nos.: GPA 15-003 (General Plan Amendment); SPA 15-005 [DPR 15-019] (Specific Plan Amendment); TTM36427 [DPR 15-018] (Tentative Tract Map); PP 06-009M2 [DPR 15-020] (Modification to Precise Plan). The applicant proposes to develop a residential condominium project consisting of 36 buildings accommodating 148 dwelling units (townhomes) on 8.48 acres (Assessor's Parcel Numbers 119-190-022, 119-190-025, and 119-190-029) located along the southerly side of Harrington Street, easterly of Lincoln Avenue (PP 06-009M2). Tentative Tract Map No. 36427 proposes to include the 8.48-acre site in one lot for residential condominium purposes. The General Plan designation of the easterly 1.1 acres (Assessor's Parcel No. 119-190-029) located approximately 1,000 feet easterly of Lincoln Avenue is proposed to be amended from Light Industrial (LI) to High Density Residential (HDR) (GPA 15-003). Additionally, this area is proposed to be annexed into the Township in Corona Specific Plan within Planning Area 9, with a Specific Plan designation of HDR (a change from its present zoning of M-1 (Light Manufacturing)), and the allowable number of dwelling units in Planning Area 9 would be reduced to 148. (SPA 15-005). (Airport Compatibility Zone D of the Corona Municipal Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

<u>Staff Recommendation</u>: CONSISTENT (GPA, SPA); CONDITIONALLY CONSISTENT (Tract Map)

4.0 ADMINISTRATIVE ITEMS

- 4.1 Director's Approval
- 4.2 Resolution No. 2016-02 extending the authorization of the ALUC Director to take action on Legislative Items in Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area

5.0 APPROVAL OF MINUTES

August 11, 2016

6.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

7.0 **COMMISSIONER'S COMMENTS**

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COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 2.1 3.2

HEARING DATE: September 8, 2016 (continued from August 11, 2016)

CASE NUMBER: ZAP1206MA16 – Optimus Building Corporation

(Representative: Gary Hamro)

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NO: DPR 14-01-0015 (Development Plan Review)

MAJOR ISSUES: None. The United States Air Force submitted a comment letter dated August 8, 2016, outlining their concerns with the project, specifically regarding Building B in the Accident Potential Zone I (APZ I). This project was previously reviewed by ALUC and found consistent, and no changes to Building B are proposed in this ALUC application, but the project has not yet received City approval. The ALUC staff report for the original project, ZAP1102MA14, determined that 86 or 93 people would be present in the most intense single-acre portion of Building B in Zone APZ I. The Airport Land Use Commission reduced the office area in Building B from 10,000 square feet to 2,500 square feet in Zone APZ I, reducing the single-acre intensity to approximately 74 people. This is consistent with the March Air Reserve Base/Inland Port Airport Compatibility Plan adopted in November 2014. However, since the adoption of the plan, there has been an evolution in the Air Force's position regarding the intent of the APZ I standard of 25 people per acre, as specified in Department of Defense Instruction (DoDI) 4165.57 dated March 12, 2015 and Air Force Instruction (AFI) 32-7063 dated December 18, 2015. These issues will ultimately need to be addressed through an amendment to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

RECOMMENDATION: At this time per the applicant's request, staff recommends that the Commission <u>CONTINUE</u> consideration of this matter to its October 13, 2016 public hearing agenda. Staff recommends that the revisions to the Development Plan Review be found <u>CONSISTENT</u>, subject to the revised conditions included herein.

PROJECT DESCRIPTION: The applicant is proposing a revision to plans for a two-building warehousing project previously determined to be consistent pursuant to ALUC Case No. ZAP1102MA14, specifically to increase the office area in Building A (which is not located in an Accident Potential Zone) from 15,000 square feet to 45,000 square feet. As amended, Building A would provide 45,000 square feet of office area and 867,338 square feet of warehouse area. No changes are proposed for Building B. The overall floor areas of Buildings A (912,338 square feet) and B (125,437 square feet) would remain the same as originally proposed.

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PROJECT LOCATION: The 53.56-acre site is located easterly of Patterson Avenue, northerly of Markham Street, westerly of Webster Avenue, and southerly of Nance Street within the City of Perris, approximately 3,750 feet southerly of the southerly end of Runway 14-32 at March Air Reserve Base.

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

a. Airport Influence Area: March Air Reserve Base

b. Land Use Policy: Zones B1-APZ I, B2, and C1

c. Noise Levels: 60-70 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 B1-APZ I, B2, and C1. Zone B1-APZ I limits average intensity to 25 people per acre, and Zones B2 and C1 limit average intensity to 100 people per acre. 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.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan and March Air Reserve Base/Inland Port Airport Compatibility Plan Policy 2.4, the following rates were used to calculate the occupancy for Building A:

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

The applicant is seeking a change in the floor area configuration for only Building A. There are no proposed changes to Building B.

As revised, Building A would include 867,338 square feet of warehousing area and 45,000 square feet of office area. Building A is split between Compatibility Zones B2 and C1, but both zones have the same average acre intensity limit of 100 people. The revised total occupancy of Building A is 832 persons. The total occupancy of Building B is 259 persons. Therefore, the total on-site occupancy is 1,091 persons, resulting in an average intensity of 20 persons per acre.

Although Building A is designed and anticipated to be used as high-cube warehouse, if the warehouse area were calculated based on use as a fulfillment center pursuant to March Air Reserve Base/Inland Port Airport Compatibility Plan Policy 2.4 (50% of 1 person per 500 square feet), the building would accommodate a total occupancy of 1,092 people, resulting in a total on-site

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occupancy of 1,351 people and an average intensity of 25 people per acre.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone B1-APZ I limits maximum single acre intensity to 100 people, while Zones B2 and C1 limit maximum single acre intensity to 250 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

The applicant is seeking a change in the floor area configuration only for Building A. There are no proposed changes to Building B.

Based on the occupancies as previously noted and the applicant's proposal for flexible location of office area in Building A, the maximum single-acre area for Building A would consist of 43,560 (of the 45,000 square feet total) square feet of office area. This would result in a single-acre occupancy of 219 people, which is consistent with Zones B2 and C1 single acre intensity criteria of 250 people. Any floor plan configuration that adds a warehouse component to this calculation would result in a lower single-acre occupancy, provided that no upper level or mezzanine area is proposed.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones B1 (including those prohibited in APZ I per the AICUZ), B2, or C1 within the project. Projects within APZ I are required to locate structures a maximum distance from the extended runway centerline. The project site is located approximately 1,000 feet from the extended runway centerline, and the building is set back an additional 150 feet from the property line.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area within the 60-70 CNEL range from aircraft noise. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the manufacturing/warehouse area would not require special measures to mitigate aircraft-generated noise. However, a condition is included to provide for adequate noise attenuation within office areas of the buildings.

Part 77: The elevation of Runway 14-32 at its southerly terminus is approximately 1488 feet above mean sea level (1488 feet AMSL). At a distance of approximately 3,750 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1525.5 feet AMSL. The project proposes a maximum pad elevation of 1497.25 feet AMSL. The proposed buildings have a maximum height of 55 feet for a potential maximum elevation of 1552.25 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service was required. Submittal to the FAAOES was made and assigned Aeronautical Study Numbers (ASNs) of 2014-AWP-9108-OE and 2014-AWP-9157-OE. "Determination of No Hazard to Air Navigation" letters were issued by the FAAOES dated January 8, 2015, and the studies revealed that the project's structures would not exceed obstruction standards and would not be a hazard to air navigation, provided conditions are met. These FAAOES conditions have been incorporated into the project's conditions.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically. However, Compatibility Zone B1 within either APZ does limit lot coverage to a maximum of 50%. Based on the site and building sizes noted previously, the project proposes lot coverage of approximately 27% within Zone B1, which is consistent with the maximum 50% criterion.

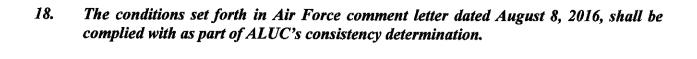
CONDITIONS:

- 1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
- 2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly, hazardous materials manufacture/storage, noise sensitive outdoor nonresidential uses, and hazards to flight.
- 3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.

- 4. The attached notice shall be given to all prospective purchasers and/or tenants of the property.
- 5. The proposed 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 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. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the retention basin(s) shall not include trees that produce seeds, fruits, or berries.
- 6. This project has been evaluated as a proposal for the establishment of a warehouse with ancillary office use. The City of Perris shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses in these structures:
 - Commercial/service uses; civic uses; churches, chapels, and other places of worship; classrooms; gymnasiums; theaters; conference or convention halls; auditoriums; fraternal lodges; bowling alleys; gaming; and auction rooms.
- 7. The office component within Building B shall be no greater than 2,500 square feet. Overall office area within Building A shall be limited to a total maximum of 15,000 45,000 square feet.
 - Building A located within Compatibility Zones B2 and C1 does not require any restriction on consolidation of the maximum 15,000 45,000 square feet of office area. within any single-acre area. If any development of the warehouse building proposes to exceed the maximum office area per building, it shall require further ALUC review to determine its consistency with the applicable criteria in place at that time.
- 8. Building B shall be designed with zoned fire sprinkler systems and shall not exceed one aboveground habitable floor.
- 9. The following additional uses shall be prohibited in Building B:
 - Manufacturing of food and kindred products, textile mill products, apparel, chemicals and allied products, rubber and plastic products, fabricated metal products, professional, scientific, and controlling instruments, photographic and optical goods, watches and clocks.
 - Retail trade, eating and drinking establishments; personal services; professional services; educational services; governmental services; medical facilities; cultural activities; any other uses providing on-site services to the public.

- 10. 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.
- 11. The Federal Aviation Administration has conducted an aeronautical study studies of the proposed building structures (Aeronautical Study Nos. 2014-AWP-9108-OE and 2014-AWP-9157-OE) and has determined that neither marking nor lighting of the structures is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 K Change 2 and shall be maintained in accordance therewith for the life of the project.
- 12. The maximum height of the proposed structures shall not exceed 55 feet above ground level and the maximum elevation of the proposed structures, including all roof-mounted appurtenances (if any) shall not exceed 1,552 feet above mean sea level for Building A and 1,536 feet above mean sea level for Building B.
- 13. The specific coordinates, height, and top point elevation of the proposed structures shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in building height or elevation shall not require further review by the Airport Land Use Commission.
- 14. Temporary construction equipment used during actual construction of the structures shall not exceed the height of the structure, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
- 15. Within five (5) days after construction of the each structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned.
- 16. Any roof-top equipment that exceeds the building parapet height of 55 feet will require Form 7460-1 submittal, review, and issuance of a new "Determination of No Hazard to Air Navigation" by the Federal Aviation Administration Obstruction Evaluation Service.
- 17. 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.

Staff	R	eport
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DEPARTMENT OF THE AIR FORCE AIR FORCE RESERVE COMMAND



8 August 2016

MEMORANDUM FOR RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION ATTN: MR. PAUL RULL URBAN REGIONAL PLANNER IV 4080 LEMON STREET, 14TH FLOOR RIVERSIDE, CA 92501

FROM: 452d Mission Support Group/Civil Engineers

Base Operating Support 610 Meyer Drive, Bldg. 2403 March ARB CA 92518-2166

SUBJECT: Riverside County Airport Land Use Commission (RCALUC) – ZAP1206MA16 Optimus Logistic Center II

- 1. The March Air Reserve Base (MARB) review of the proposal to construct a two-building warehousing facility on 53.56 acres, Building A is 912,338 square feet, Building B is 125,437 square feet, located easterly of Patterson Avenue, northerly of Markham Street, westerly of Webster Avenue, and southerly on Nance Street within the City of Perris, is provided in this memorandum.
- 2. The parcel for Building A is not located in an Accident Potential Zone (APZ). The parcel for Building B is located within the Accident Potential Zone I (APZ I), approximately 3,750 feet at the south end of Runway 14-32. Any construction in APZ I is to consist of facilities that are no greater than a single floor; airspace review is required for objects greater than 35 feet in height. Lot coverage is based on calculation in the Floor Area Ratios (FAR) of 1.0 in the case of warehouses in APZ I, per Air Force Instruction (AFI) 32-7063, December 18, 2015 and only a few types of facilities are compatible in this zone. There are restrictions on land uses and heights of natural objects and man-made objects in the vicinity of air installations that may obstruct the airspace, attract birds, cause electromagnetic or thermal interference, or produce dust, steam, smoke, or light emissions to provide for safety of flight and the public welfare.
- 3. A properly designed storm water management system and landscaping must address Bird/Wildlife Aircraft Strike Hazard (BASH) concerns including proper detention/infiltration of storm water runoff. MARB is requesting the water detention basins are completely drained within 48 hours and have a rock filled bottom, or be underground and covered. Prior to issuance of formal approval, the base will want to review details of the storm water conveyance system and the landscaping plan when they become available. Given the proximity to the airfield, trees which will bear mast or grow to an adequate size for roosting should not be planted. Additional information on reducing BASH hazards can be found in Air Force Pamphlet (AFPAM) 91-212, Bird/Wildlife Aircraft Strike Hazard (BASH) Management Techniques, dated February 1, 2004. We request that the City of Perris evaluate the storm water detention basin design to mitigate or eliminate any hazards, and jointly approve the design with MARB.
- 4. The site is located within an area that is exposed to elevated levels of noise from the base's flying operations; reference the AICUZ for MARB for the noise contours for this area. A more recent model can be found within the Airport Land Use Compatibility Plan (ALUCP) adopted by the Riverside County Airport Land Use Commission (ALUC) dated November 13, 2014. The document titled, "Background Data: March Air Reserve Base/Inland Port Airport Environs," is an insert to the ALUCP. Referencing

Exhibit MA-4 from the aforementioned insert, it would appear this project resides within an area that is subject to 60-70 dB Community Noise Equivalent Level (CNEL). In addition, this site is situated in an area where aircraft flying arrivals and departures from Runway 32 will overfly this proposed facility at relatively low altitudes. In addition, these aircraft will be at a high power setting generating significant noise contours. As such, the employees of this proposed development would be subject to noise occurrences that may generate complaints to the base and the community leadership. Employees and regularly received public may require protection using noise abatement (noise level reduction) provided in the construction design. Additionally, hearing protection for employees may be required by Occupational Safety and Health Administration (OSHA) or other agencies as it relates to safety and health in a high noise work environment.

- 5. While the proposed use may be consistent with the zoning and land use guidelines, in referencing a map of the area, this site is approximately .71 miles from the arrival end of Runway 32. Based on a statistical analysis by the USAF, Aircraft Accident Data, approximately 10 percent of recorded accidents have taken place within an APZ I Zone (AICUZ). The location of the development presents a concern due to the APZ I at the south end of Runway 14/32. Developments in this area should not be used for high-density functions, since the objective of the land use guidelines in and around APZs is to restrict people-intensive uses and hazardous materials/chemicals, due to a greater risk of aircraft incidents in these areas. The intensity in APZ I is restricted to 25 people and 50 people in APZ II per acre IAW DoD Instruction 4165.57, March 12, 2015 and AFI 32-7063, December 18, 2015.
- 6. The building height is a cause for concern. We request the latitude and longitude of the southeast and northeast corners and the ground elevation of the warehouse along this façade in order to confirm the building falls within established height restrictions. Consultation with the Federal Aviation Administration will be required and we will also require a Terminal Instrument Procedures (TERPS) review.
- 7. To help eliminate any potential adverse effects on aircraft operations at MARB, we ask that materials provided in construction be of a non-reflective material such as outside ductwork, windows and roofs by means such as painting or covering. In addition, none of the project improvements shall create:
 - Distracting lights which could be mistaken for airport lights
 - Sources of dust, steam, or smoke which may impair pilot visibility
 - Sources of electronic interference with aircraft communications or navigation.
- 8. The following are some mitigating measures and it is our desire that all such steps be researched and implemented.
 - BMPs must be reviewed by the Base and must not introduce hazards related to bird strikes
 - Solar panels or any reflective materials on the rooftop are prohibited
 - No hazardous materials should be stored within the APZs
 - Noise level hazards must be mitigated
 - Personnel density in the floor area within APZ I is not allowed to exceed the 25 persons/acre and 50 persons/acre in APZ II.
- 9. Thank you for the opportunity to again, review and comment on this proposed development. If you have questions, please contact Ms. Denise Hauser at (951) 655-4862.

SEAN P. FEELEY

Acting Base Civil Engineer

Rull, Paul

From:

Gary Hamro <garyhamro@gmail.com>

Sent:

Monday, August 15, 2016 8:48 AM

To:

Rull, Paul

Subject:

Re: ZAP1204MA16 continuance to Sept 8

Paul -

Thank you for the heads up! Let's continue to October 13.....

Thanks, Gary

Gary Hamro | OPTIMUS GROUP | garyhamro@gmail.com 12040 East Florence Avenue, Santa Fe Springs, CA 90670 | 562 237-4071

From: "Rull, Paul" < PRull@rctima.org>
Date: Monday, August 15, 2016 at 7:01 AM
To: Gary Hamro < garyhamro@gmail.com>
Subject: ZAP1206MA16 continuance to Sept 8

Good Morning Gary,

Please be aware that your project was continued to the September 8 meeting. Please also note that the staff report deadline for that Sept 8 meeting is tomorrow to John. You can always request another continuance to October 13 if you need more time.

If you have any questions please feel free to contact me.

Paul Rull

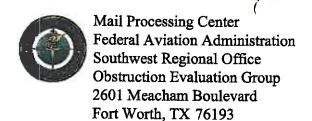
ALUC Urban Regional Planner IV



Riverside County Airport Land Use Commission 4080 Lemon Street, 14* Floor Riverside, Ca 92501 (951) 955-6893 (951) 955-5177 (fax) PRULL-CARCTLIMA.ORG

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)



Issued Date: 01/08/2015

HECTOR CORREA HLC CIVIL ENGINEERING 39281 VIA CADIZ MURRIETA, CA 92563

** 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 OPTIMUS LOGISTICS CENTER II

Location: PERRIS, CA

Latitude: 33-51-15.01N NAD 83

Longitude: 117-14-48.06W

Heights: 1497 feet site elevation (SE)

55 feet above ground level (AGL)

1552 feet above mean sea level (AMSL)

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

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)

X 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 and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination expires on 07/08/2016 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 EXTENSIO DESCRIPTION OF THE 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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 2014-AWP-9108-OE.

Signature Control No: 235446213-239546327 Karen McDonald Specialist

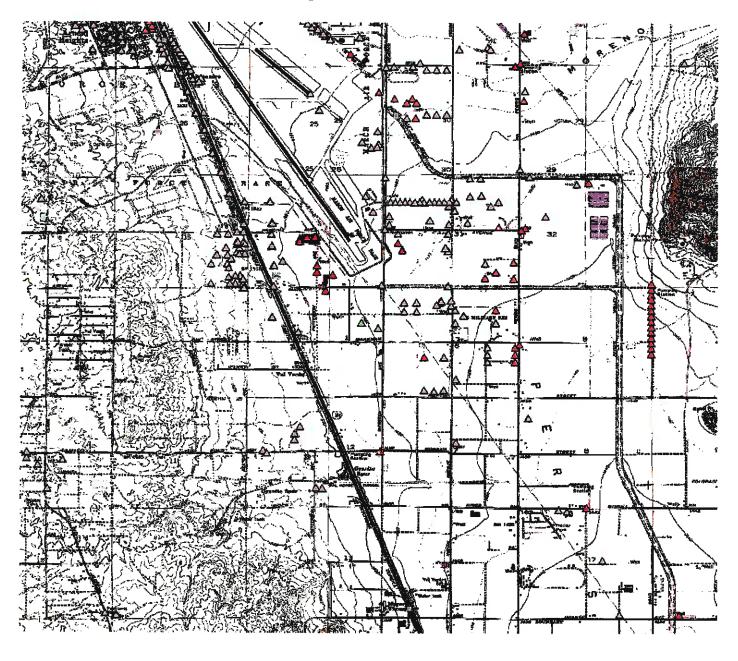
(DNE)

Attachment(s)
Case Description
Map(s)

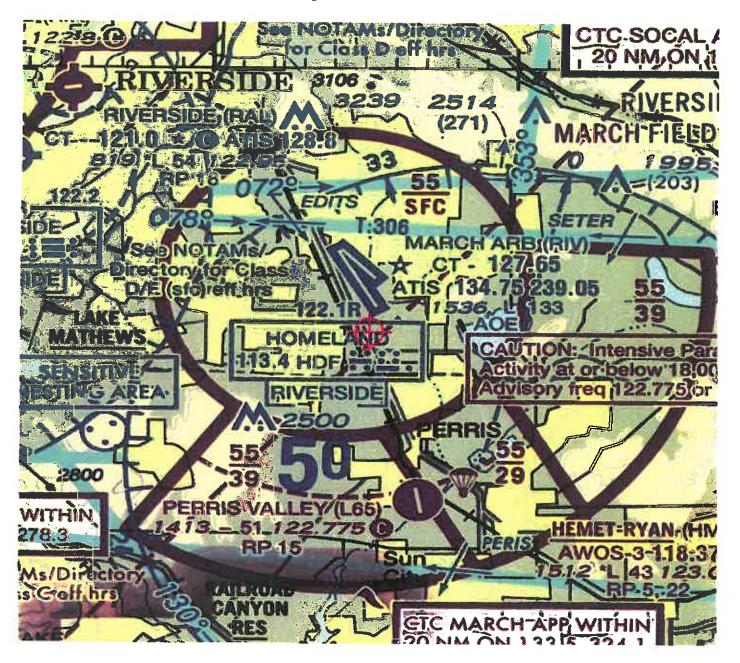
Case Cription for ASN 2014-AWP-9108-OI

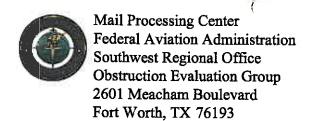
The project consists of two warehouse distribution buildings. Building-A is a 912,338 sf on a 41.72 acres Parcel. Building-B is 125,473 sf warehouse building on a 6.6 acre Parcel.

Veri. J Map for ASN 2014-AWP-9108-OE



Secti al Map for ASN 2014-AWP-9108-OE





Issued Date: 01/08/2015

HECTOR CORREA HLC CIVIL ENGINEERING 39281 VIA CADIZ MURRIETA, CA 92563

** 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 OPTIMUS LOGISTICS CENTER II BUILDING B

Location: PERRIS, CA

Latitude: 33-51-12.36N NAD 83

Longitude: 117-14-40.29W

Heights: 1481 feet site elevation (SE)

55 feet above ground level (AGL)

1536 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)	
X	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 and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination expires on 07/08/2016 unless:

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

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

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

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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 2014-AWP-9157-OE.

(DNE)

Signature Control No: 235566515-239546328
Karen McDonald

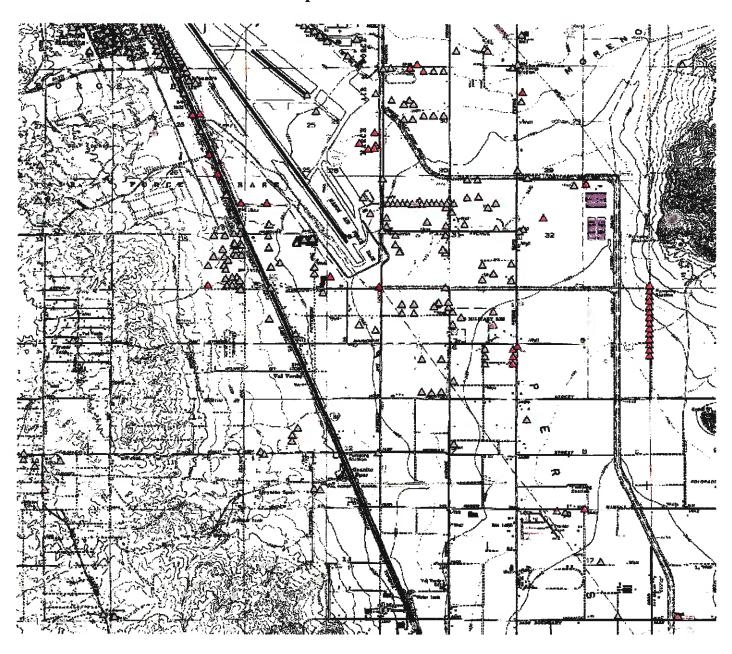
Specialist

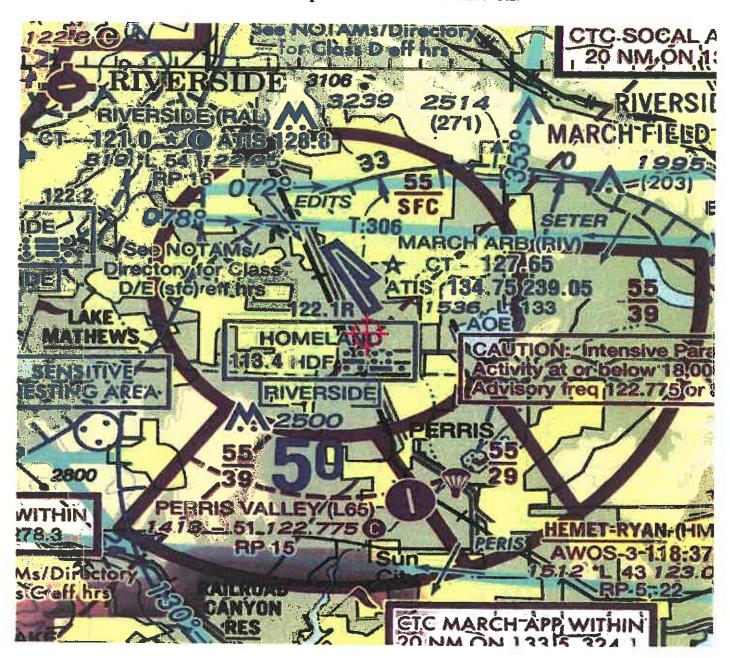
Attachment(s)
Case Description
Map(s)

Case cription for ASN 2014-AWP-9157-O

Building-B is a 125,473 SF Warehouse Building on 6.6 acre Parcel

Ver J Map for ASN 2014-AWP-9157-OE





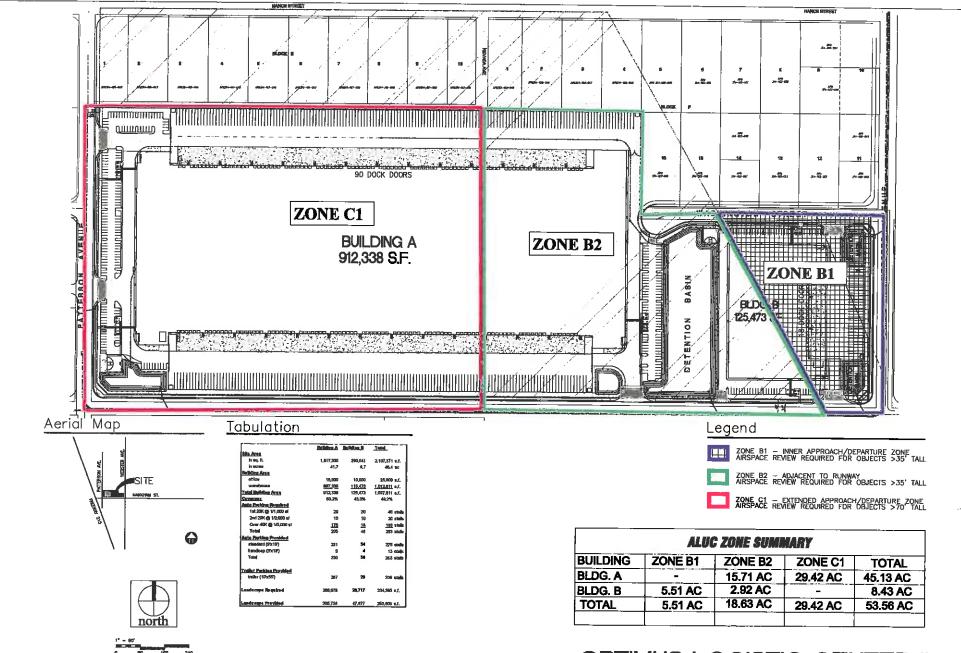
SEE INSET AT RIGHT

Propared by Moud & Hunt, Inc. (June 2013)

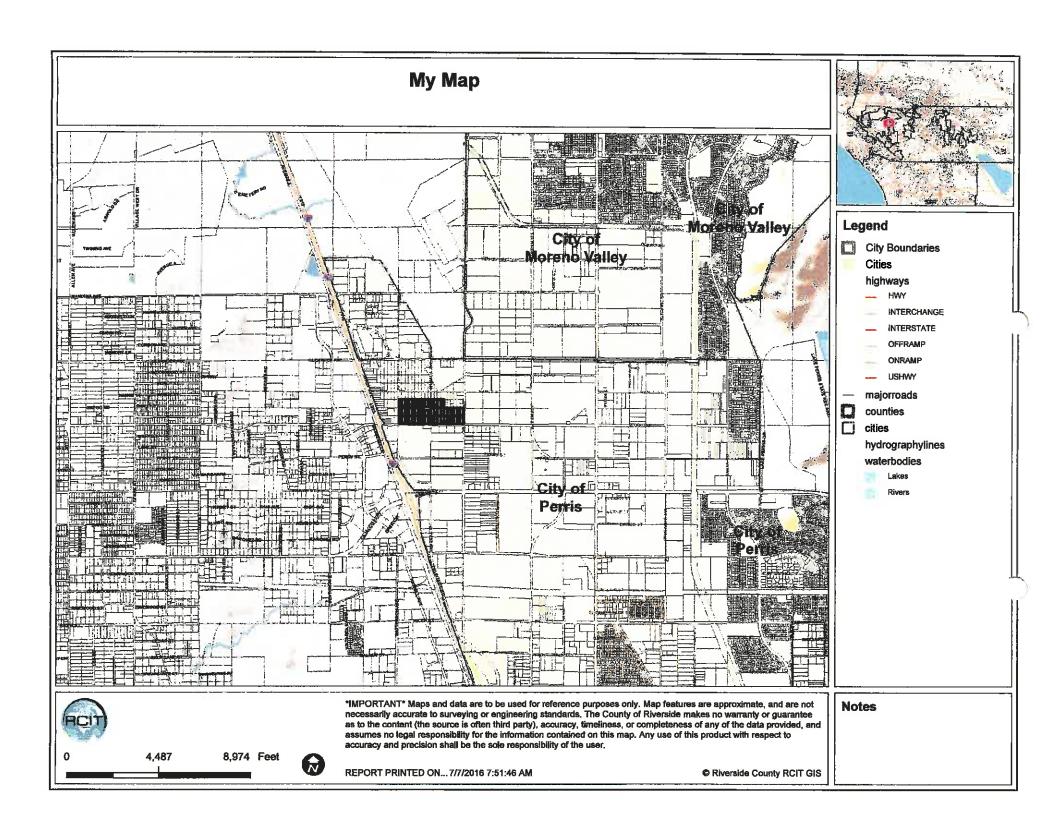
March Air Reserve Base / Inland Port Airport

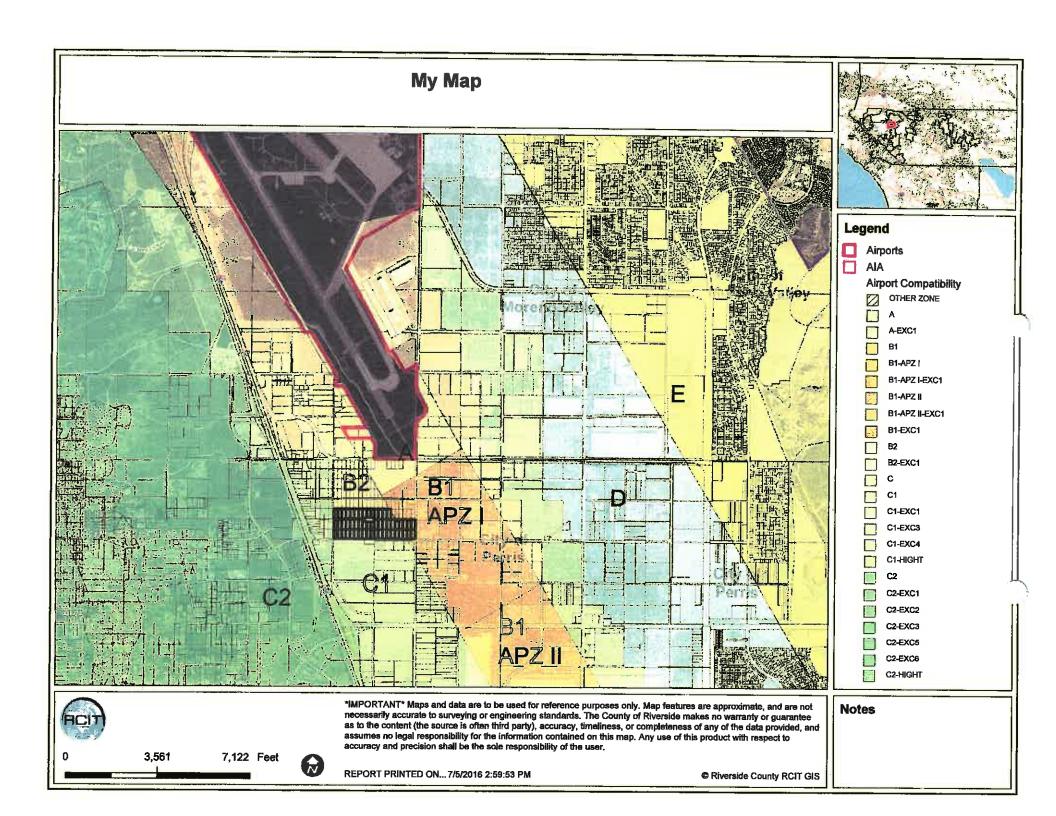
Base map source: County of Riverside 2013

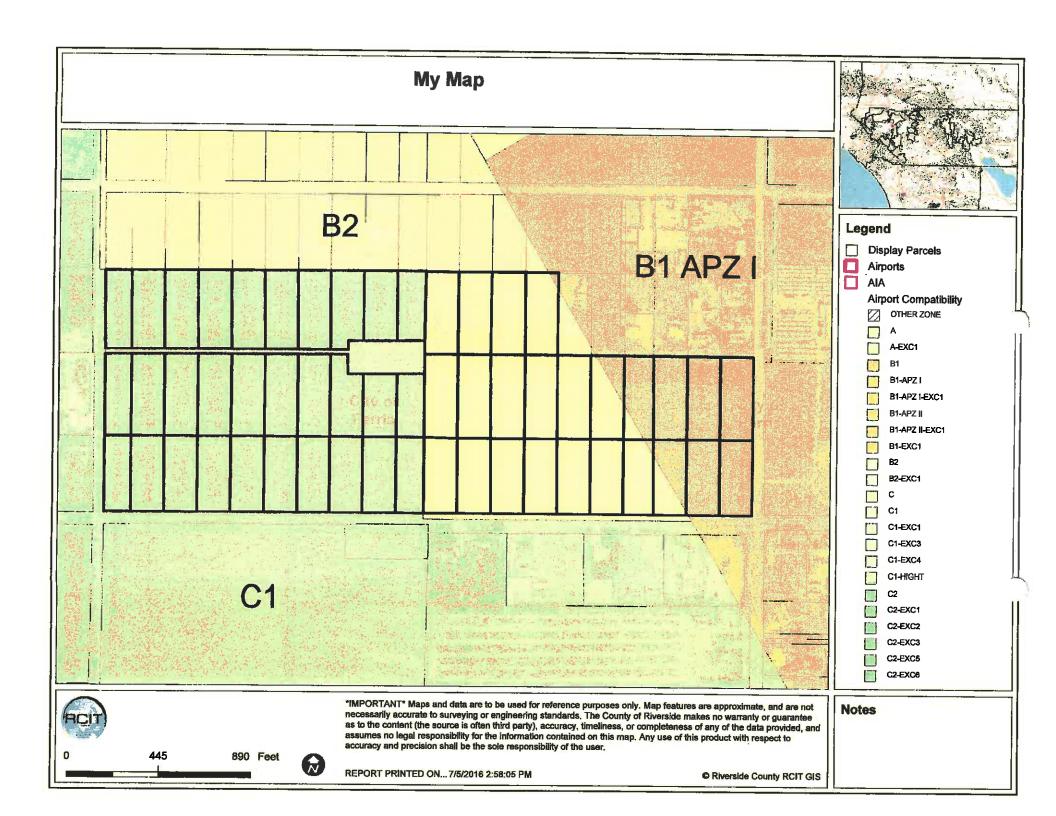
PREVIOUS ZAP 1102MAIY EXHISIT



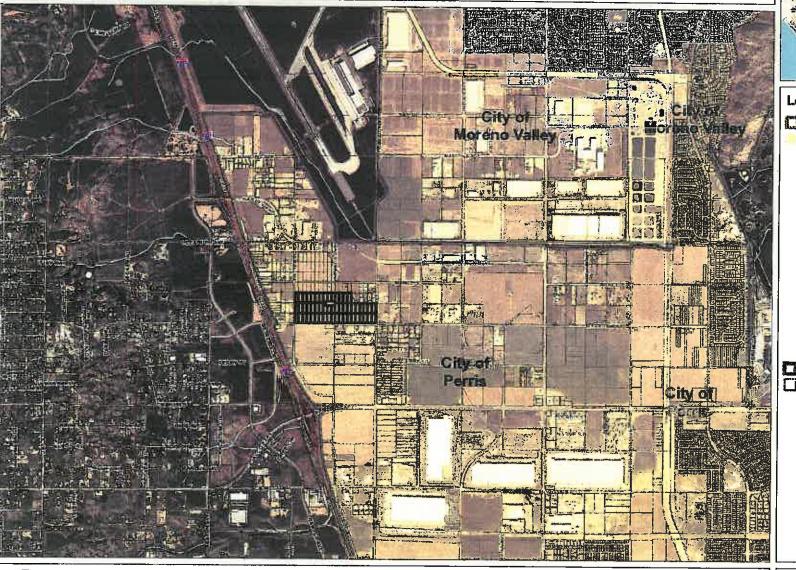
OPTIMUS LOGISTIC CENTER II
ALUC ZONE OVERLAY EXHIBIT

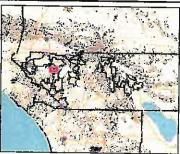






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"IMPORTANT" Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the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

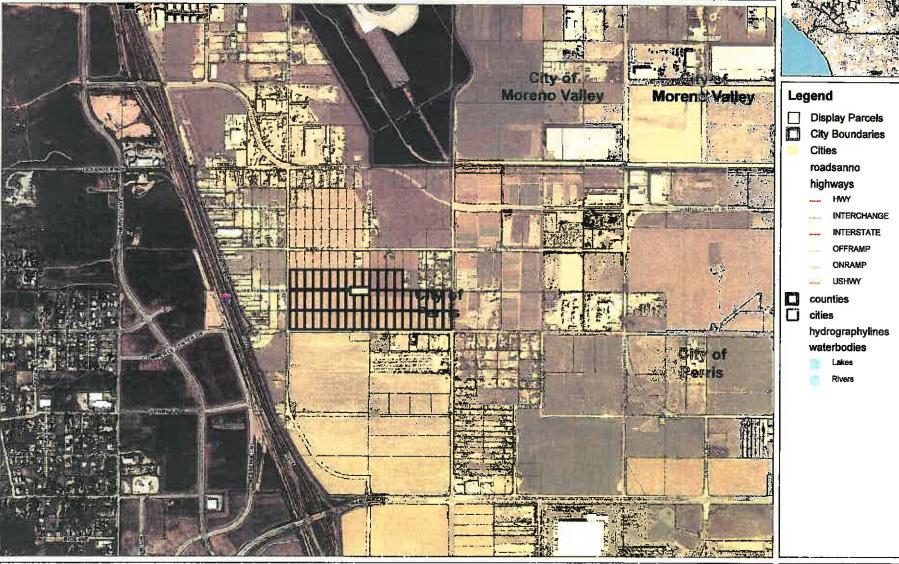
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Riverside County RCIT GIS

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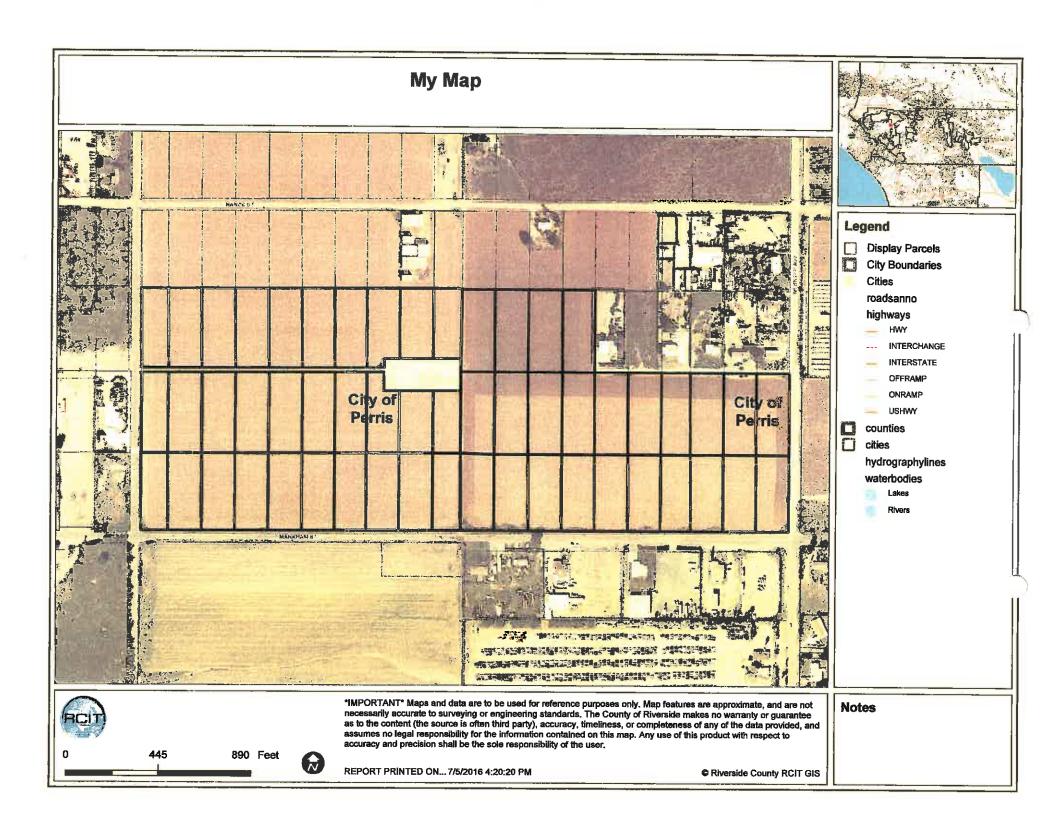


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Notes

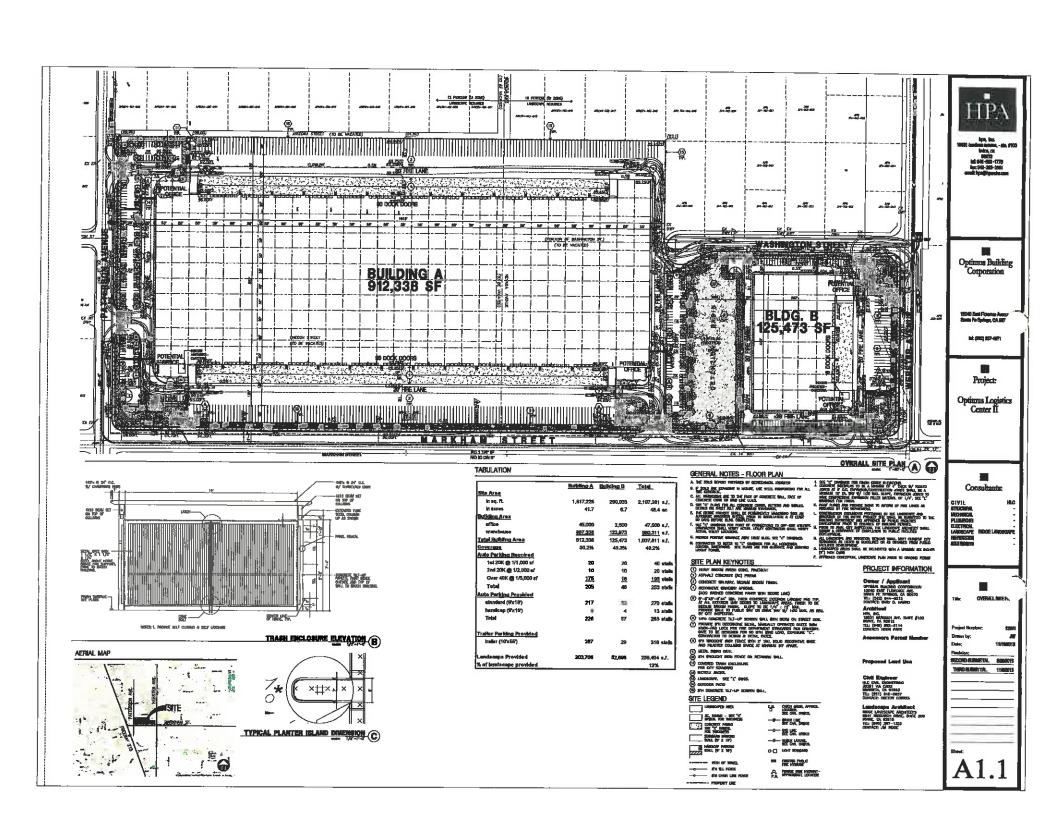
Му Мар City of shows Legend Display Parcels City Boundaries Cities roadsanno highways HWY INTERCHANGE INTERSTATE **OFFRAMP** ONRAMP USHWY City of counties erris cities hydrographylines waterbodies Lakes Rivers The second of th *IMPORTANT* Maps and data are to be used for reference purposes only. Map features are approximate, and are not **Notes** 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. 890 1,780 Feet W REPORT PRINTED ON... 7/5/2016 4:19:18 PM © Riverside County RCIT GIS



PROPOSED LAND USE:

Applicant is requesting that the overall office area within Building "A" be increased from 15,000 sf to 45,000 sf which falls within the March Air Reserve Base Land Use Compatibility Plan Density/Intensity Standards of 250 people per single acre area.

The applicants project is referred to as File # ZAP1102MA14 referenced in the ALUC Development Review Letter dated January 29, 2015.



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 Perris may hold hearings on this project and should be contacted on non-ALUC issues.

PLACE OF HEARING: Eastern Municipal Water District

Board Chambers 2270 Trumble Road Perris CA 92570

DATE OF HEARING: August 11, 2016

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1206MA16 – Optimus Building Corporation (Representative: Gary Hamro) – City of Perris Case No. DPR 14-01-0015 (Development Plan Review). The applicant is proposing a revision to plans for a two-building warehousing project previously determined to be consistent pursuant to ALUC Case No. ZAP1102MA14, specifically to increase the office area in Building A (which is not located in an Accident Potential Zone) from 15,000 square feet to 45,000 square feet. As amended, Building A would provide 45,000 square feet of office area and 867,338 square feet of warehouse area. No changes are proposed for Building B. The overall floor areas of Buildings A (912,338 square feet) and B (125,437 square feet) would remain the same as originally proposed. The 53.56-acre (gross) project site is located easterly of Patterson Avenue, northerly of Markham Street, westerly of Webster Avenue, and southerly of Nance Street (Airport Compatibility Zones B1-APZ I, B2, and C1 of the March Air Reserve Base/Inland Port Airport Influence Area).

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

APPLICATION FOR MAJOR LAND USE ACTION REVIEW ALUC Identification Ma APPLICATION FOR NAMER LAND USE ACTION ZAPIZOBMAIB INVERSE COURT AIRME LAND USE COM RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT) Date of Application **Property Owner Mailing Address** Agent (if any) Mailing Address PROJECT LOCATION (TO BE COMPLETED BY APPLICANT) Attach en accurately scaled map showing the relationship of the project site to the airport boundary and runways Street Address Lot Number Classification if applicable, attach a detailed site plan showing grout levations, the location of structures, open spaces and water bodies, and the heights of st include additional project description data as needed Existing Land Use (describe) Proposed Land Use (describe) For Residential Uses Number of Parcels or Units on Site (exclude secondary units) For Other Land Uses 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) Highest Elevation (above sea level) of Any Object or Terrain on Site Flight Hazards Does the project involve any characteristics which could create electrical interference, ☐ Yes confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? **X** No If yes, describe

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMP		
Date Received	Type of Project	
Agency Name	General Plan Amendment	
	Zoning Amendment or Variance	
Staff Contact Kenneth Thuna	Subdivision Approval	
Phone Number 951-943-5003	☐ Use Permit	
Agency's Project No. OPK 14-01-001	S □ Public Facility	

A. NOTICE: Failure of an applicant to submit complete or adequate information pursuant to tions 65940 to 65948 inclusive, of the California Government Code, MAY constitute ground 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 1/2 x 11 reduced copy of the above 1..... 8 1/2 x 11 reduced copy showing project in relationship to airport. Floor plans for non-residential projects 1 Set 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 prestamped envelopes (size #10), with ALUC return address. 4 Sets. Gummed address abels 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	والمستوالة والمتحاطة
1 Elevations of Buildings - Folded	
1 8 1/2 x 11 Vicinity Map	
1 Set . Gummed address labels of the	
Owner and representative (See Pro	
1 Set . Gummed address labels of the	
agency.	
1 Check for review-See Below	TO A SECRETARY SAFE TO

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:

2.2 3.3

HEARING DATE:

September 8, 2016 (continued from August 11, 2016)

CASE NUMBER:

ZAP1204MA16 – Duke Realty, Adam Schmid (Representative: Albert A. Webb Associates, Nicole

Torstvet)

APPROVING JURISDICTION:

City of Perris

JURISDICTION CASE NO:

PLN 16-00008 (Development Plan Review)

MAJOR ISSUES: The applicant is proposing to construct a warehouse/distribution center on a site located predominately within the portion of Airport Compatibility Zone B1 that lies within Accident Potential Zone I (APZ I), as delineated by the United States Air Force in the 2005 Air Installation Compatible Use Zone (AICUZ) study. March Air Reserve Base officials contend that the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan is not consistent with current Air Force guidance found in Air Force Instruction 32-7063 dated December 18, 2015, which addresses Air Force policies on Land Use Compatibility in accordance with Department of Defense Instruction (DoDI) No. 4165.57. These inconsistencies include conflicts with regard to lot coverage, intensity, and permitted use definitions. The Air Force understands the DoDI as limiting intensity in APZ I to 25 people per acre (in any given acre), rather than an average intensity of 25 persons per acre of land area. The project results in a single-acre intensity of 56 or 66 people in Zone B1-APZ I, which is consistent with the ALUCP, but not with the Air Force DoDI interpretation. March Air Reserve Base/Inland Port Airport Compatibility Plan adopted in November 2014. However, since the adoption of the plan. there has been an evolution in the Air Force's position regarding the intent of the APZ I standard of 25 people per acre, as specified in Department of Defense Instruction (DoDI) No. 4165.57 dated March 12, 2015 and Air Force Instruction (AFI) 32-7063 dated December 18, 2015. These new documents will ultimately need to be addressed through an amendment to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

RECOMMENDATION: The applicant is requesting additional time to address issues raised by the Air Force with City staff, therefore staff recommends that the Commission <u>CONTINUE</u> consideration of the matter to its *October 13, 2016* September 8, 2016, public hearing agenda.

PROJECT DESCRIPTION: The Development Plan Review is a proposal to develop a 668,681 square foot warehouse/distribution center on 30.7 net acres. The building floor plan consists of 649,481 square feet of warehouse area and 19,200 square feet of office area. (The applicant is also proposing a tentative parcel map [PLN 16-05150] to merge the six existing parcels comprising the site into one lot. The parcel map does not require ALUC review – no new lots created.)

PROJECT LOCATION: The site is located southerly of Markham Street, westerly of Indian Avenue, easterly of Barrett Avenue and northerly of Perry Street, within the City of Perris, approximately 6,360 feet southeasterly of the southerly end of Runway 14-32 at March Air Reserve Base.

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

a. Airport Influence Area: March Air Reserve Base

b. Land Use Policy: Zones B1-APZ I, B2, and C1

c. Noise Levels: 60-70 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 B1-APZ I, B2, and C1. Zone B1-APZ I limits average intensity to 25 people per acre, and Zones B2 and C1 limit average intensity to 100 people per acre. No development generating any occupancy is located within the C1 portion of the site.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan and March Air Reserve Base/Inland Port Airport Compatibility Plan Policy 2.4, the following rates were used to calculate the occupancy for the proposed building in Compatibility Zones B1-APZ I and B2:

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

The proposed building would include a total of 649,481 square feet of warehouse area and 19,200 square feet of office area, resulting in a total occupancy of 551 people and an average intensity of 18 people per acre, based on the site's total acreage of 30.7 acres, which is consistent with both Zone B1-APZI average criteria of 25 people per acre, and Zone B2 average criteria of 100 people per acre. Zone B1-APZI contains 17.78 acres and has 356,756 square feet of warehouse area and 7,000 square feet of office area, resulting in a total occupancy of 285 persons and an average intensity of 16 people per acre. Zone B2 contains 12.49 acres and has 294,030 square feet of warehouse area and 11,500 square feet of office area, resulting in a total occupancy of 264 persons and an average intensity of 21 people per acre. The average intensities in each zone are consistent with the average intensity criteria referenced above.

Although the planned warehouse is designed and anticipated to be used as high-cube warehouse, if

the warehouse area were calculated based on use as a fulfillment center pursuant to March Air Reserve Base/Inland Port Airport Compatibility Plan Policy 2.4 (50% of 1 person per 500 square feet), the building would accommodate a total occupancy of 745 people, resulting in an average intensity of 24 people per acre, which is also consistent with the average intensity criteria referenced above. The Zone B1-APZ I portion would result in a building occupancy of 392 people and an average intensity of 22 people, and the Zone B2 portion would result in a building occupancy of 352 people and an average intensity of 28 people. The average intensities in each zone are consistent with Zone B1-APZ I average intensity criteria of 25 people, and B2 average intensity criteria of 100 people.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle and 1.0 persons per truck trailer parking/dock space in the absence of more precise data). Based on the number of standard parking spaces provided of 389 and truck trailer spaces of 108, the total occupancy would be estimated at 692 people. This total occupancy within the 30.7 acre project site (which includes 0.38 acre in Zone C1) results in an average intensity of 23 people per acre, which is consistent with Zone B1-APZ I average intensity criteria of 25 people, and B2 average intensity criteria of 100 people.

If the entire building were utilized as office space (with the 50 percent reduction) or for manufacturing (at 1 person per 200 square feet), the Zone B1-APZ I portion would result in an occupancy of 1,819 people and an average intensity of 102 people, and the Zone B2 portion would result in 1,528 people and an average intensity of 122 people. This would be inconsistent with both Zone B1-APZ I and Zone B2 average intensity criteria. However, this scenario is not being proposed and is also unrealistic, as the site would not be able to provide the necessary number of parking stalls to cater to a manufacturing use or an all-office use.

Non-Residential Single-Acre Land Use Intensity: As adopted, Compatibility Zone B1-APZ I limits maximum single-acre intensity to 100 people, and Zones B2 and C1 limits maximum single-acre intensity to 250 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area for the building would consist of 7,000 square feet of office area and 30,560 square feet of warehouse area. The 7,000 square foot office area and approximately 15,750 square feet of warehouse area is located within Zone B1-APZ I, and approximately 15,750 square feet of warehouse area is located within Zone B2 within the single-acre area. A portion of the single-acre area, 6,000 square feet, is located outside of the building and does not affect occupancy counts. This results in a total occupancy of 57 people (46 people in Zone B1-APZ I and 11 people in Zone B2 within the single-acre area), which is consistent with the single-acre intensity criteria referenced above.

If the warehouse area were calculated based on use as a fulfillment center pursuant to March Air

Staff Report Page 4 of 8

Reserve Base/Inland Port Airport Compatibility Plan Policy 2.4, the maximum single-acre area of 7,000 square feet of office area and 30,560 square feet of warehouse area would result in a single-acre occupancy of 66 people, which is also consistent with the single-acre criterion referenced above.

If the most intense single-acre area were entirely utilized as office space (with the 50 percent reduction) or for manufacturing uses (at 1 person per 200 square feet), the single-acre intensity would be 218 people, which is inconsistent with the Zone B1-APZ I criterion of 100 people, although consistent with the Zone B2 criterion of 250 people. However, this scenario is not being proposed and is also unrealistic, as the site would not be able to provide the necessary number of parking stalls to cater to an all office or manufacturing use.

<u>Prohibited and Discouraged Uses:</u> A warehouse/distribution facility is not a prohibited or discouraged use in Compatibility Zones B1-APZ I, B2 or C1 of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP). The March ALUCP further specifies that uses listed in the Air Installation Compatible Use Zone (AICUZ) study as not compatible in APZ I or APZ II are prohibited uses within those zones. A warehouse/distribution facility is a compatible use within Accident Potential Zone I pursuant to the AICUZ and subsequent (2011) Department of Defense Instruction (DoDI) No. 4165.57.

Noise: The March ALUCP depicts the site as being in an area subject to aircraft noise within the 60-70 CNEL range. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the warehousing area would not require special measures to mitigate aircraft-generated noise. However, a condition is included to provide for adequate noise attenuation within office areas of the building.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1488 feet above mean sea level (1488 AMSL). At a distance of approximately 6,360 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 1551 feet AMSL. The maximum finished floor elevation is 1464 feet AMSL. With a maximum building height of 42 feet, the top point elevation would be 1506 feet AMSL. Therefore, review by the Federal Aviation Administration Obstruction Evaluation Service is not required.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically. However, development within Compatibility Zone B1-APZ I is limited to a maximum lot coverage of 50%. The proposed total building size of 15.3 acres would result in a lot coverage of 49%. The area of the building within Zone B1-APZ I is 363,756 square feet, which results in a lot coverage of 46% within the portion of the site located in that zone. The overall lot coverage is 27%. There are no lot coverage restrictions in Zones B2 or C1.

<u>Inconsistencies with March Air Reserve Base</u>: Although the proposed project is consistent with the March ALUCP, it is inconsistent with the Air Force interpretation of DoDI 4165.57 regarding allowable intensities in the Accident Protection Zones. While the lot coverage for this facility is

consistent with the allowable floor area ratio for warehouses as per Table A2.1 of Air Force Instruction 32-7063 and no educational facilities are proposed, Air Force/March Air Reserve Base representatives have advised that the DoDI and AFI intensity limitations of 25 persons per acre in APZ I and 50 persons per acre in APZ II are maximum intensity limits, not average intensity limits. These limits were not specified in the 2005 AICUZ study, but were established in 2011 with the adoption of Department of Defense Instruction No. 4165.57. At no time between 2011 and 2014 did the Air Force or Base officials advise ALUC staff that either the Joint Land Use Study or the Draft ALUCP was relying on an incorrect understanding of this DoDI.

Based on the Air Force/March Air Reserve Base interpretation of its documents, the ALUCP's allowance for up to 100 persons in any given single-acre area of the APZ is inconsistent with the DoDI and AFI and needs to be modified as soon as reasonably possible. Additionally, the Air Force/March Air Reserve Base interpretation evaluates allowable intensity on the basis of building area, not site area. Thus, a project with a building area of 15.35 acres in APZ I would be limited to a total occupancy of 383 persons. In this case, the building is split between areas within and outside the APZ. The total occupancy of the portion of this building in APZ I should not exceed 208 persons, with not more than 25 in any one acre. At minimum, the office area would need to be eliminated from the APZ I portion of the building.

CONDITIONS:

- 1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
- 2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible

- wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly (including churches and theaters), noise sensitive outdoor nonresidential uses, critical community infrastructure facilities and hazards to flight.
- (f) Manufacturing of food and kindred products, textile mill products, apparel, chemicals and allied products, rubber and plastic products, fabricated metal products, professional, scientific, and controlling instruments, photographic and optical goods, watches and clocks.
- (g) Retail trade; eating and drinking establishments; personal services; professional services; educational services; governmental services; medical facilities; cultural activities; any other uses providing on-site services to the public.
- 3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
- 4. The attached notice shall be given to all prospective purchasers of the property and tenants of the building.
- 5. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees that produce seeds, fruits, or berries.
- 6. This project has been evaluated as a proposal for the establishment of an industrial warehouse with not more than 7,000 square feet of office area in any given acre. The City of Perris shall require additional review by the Airport Land Use Commission prior to the establishment of any uses in this structure that would be considered to have an occupancy level greater than one person per 100 square feet (minimum square feet per occupant less than 100) pursuant to California Building Code (1998) Table 10-A.

- 7. 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.
- 8. 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.
- 9. Zoned fire sprinkler systems shall be required throughout the building.
- 10. Second-story floor area, if any, shall be limited to those portions of the site located in Compatibility Zone B2.
- In order to ensure proper functioning of the project drain system to avoid potential hazards to March Air Reserve Base flights, an additional Best Management Practice (BMP) shall be added to the project Water Quality Management Plan (WQMP). The applicant shall enter into a covenant and agreement with the City of Perris similar to the Water Quality Management Plan and Urban Runoff BMP Transfer, Access and Maintenance Agreement between March Joint Powers Authority and Sun Life Assurance Company of Canada (Document No. 2014-0030862), which shall be recorded prior to issuance of a certificate of occupancy. A copy of the recorded agreement and BMP shall be provided to the Riverside County Airport Land Use Commission. The BMP shall include the following program:
 - a. The property owner (Pivovaroff Third Family Ltd Partnership, Nicholas and Leigh Bruno, and Jung-Huang and Li-Yuan Chen or its successor(s)-in-interest, hereinafter "Owner") or its designated representative shall monitor the conditions of the water quality management basins and promptly inspect such basins following the completion of each "significant" rain event and the 48-hour period thereafter.
 - b. If any standing water remains in a water quality management basin that is not beneath a rock, gravel, or other layer following the completion of the "significant" rain event and the 48 hour period thereafter, Owner or its designated representative shall arrange to have such standing water either removed or covered within the next two business days following the conclusion of the 48 hour period.
 - c. In the event that the standing water situation recurs on a regular basis following the 48-hour detention period, the basin may no longer be draining as originally designed to prevent standing water from rising above a rock, gravel or other layer (for example, due to a rise in groundwater levels or other circumstance beyond Owner's ability to control). In that situation, Owner or its designated representative shall promptly engage a licensed civil engineer to prepare a design plan to assure that such condition does not persist for

Staff Report Page 8 of 8

more than 48 hours following the conclusion of a "significant" rain event. The required engineering design solution shall be implemented promptly, but no later than 180 days following its approval by all applicable authorities, providing that, until such time as the engineered design solution is implemented, Owner or its designated representative will maintain water levels below the rock, gravel, or other layer.

12. The conditions set forth in the Air Force comment letter dated July 22, 2016, shall be complied with as part of ALUC's consistency determination.

Y:\AIRPORT CASE FILES\March\ZAP1204MA16\ZAP1204MA16sr.doc



DEPARTMENT OF THE AIR FORCE AIR FORCE RESERVE COMMAND

22 July 2016

MEMORANDUM FOR RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ATTN: MR. PAUL RULL URBAN REGIONAL PLANNER IV 4080 LEMON STREET, 14TH FLOOR

RIVERSIDE, CA 92501

Airport Land Use Commission Received

AUG 0 1 2016

FROM: 452d Mission Support Group/Civil Engineers

Base Operating Support 610 Meyer Drive, Bldg. 2403 March ARB CA 92518-2166

SUBJECT: Riverside County Airport Land Use Commission (RCALUC) - ZAP1204MA16

- 1. The March Air Reserve Base (MARB) review of the proposal to construct a 669,000 square foot distribution warehouse facility on 31 acres, located on the southeast corner of Indian Avenue and Markham Street in the City of Perris is provided in this memorandum.
- 2. The parcel is located within the Accident Potential Zone I (APZ I) to the south of Runway 14/32. Any construction in APZ I is to consist of facilities that are no greater than a single floor; airspace review is required for objects greater than 35 feet in height. Lot coverage is based on calculation in the Floor Area Ratios (FAR). Only a few types of facilities are compatible in this zone. There are restrictions on land uses and heights of natural objects and man-made objects in the vicinity of air installations that may obstruct the airspace, attract birds, cause electromagnetic or thermal interference, or produce dust, steam, smoke, or light emissions to provide for safety of flight and the public welfare.
- 3. A properly designed storm water management system and landscaping must address Bird/Wildlife Aircraft Strike Hazard (BASH) concerns including proper detention/infiltration of storm water runoff. MARB is requesting the water detention basins are completely drained within 48 hours and have a rock filled bottom, or be underground and covered. Prior to issuance of formal approval, the base will want to review details of the storm water conveyance system and the landscaping plan when they become available. Given the proximity to the airfield, trees which will bear mast or grow to an adequate size for roosting should not be planted. Additional information on reducing BASH hazards can be found in Air Force Pamphlet (AFPAM) 91-212, Bird/Wildlife Aircraft Strike Hazard (BASH) Management Techniques, dated February 1, 2004. We request that the City of Perris evaluate the storm water detention basin design to mitigate or eliminate any hazards, and jointly approve the design with MARB.
- 4. The site is located within an area that is exposed to elevated levels of noise from the base's flying operations; reference the AICUZ for MARB for the noise contours for this area. A more recent model can be found within the Airport Land Use Compatibility Plan (ALUCP) adopted by the Riverside County Airport Land Use Commission (ALUC) dated November 13, 2014. The document titled, "Background Data: March Air Reserve Base/Inland Port Airport Environs," is an insert to the ALUCP. Referencing Exhibit MA-4 from the aforementioned insert, it would appear this project resides within an area that is subject to 65 dB Community Noise Equivalent Level (CNEL) and on the border of an area subject to 75 dB CNEL. In addition, this site is situated in an area where aircraft flying arrivals and departures from Runway 32 will overfly this proposed facility at relatively low altitudes. In addition, these aircraft will be

at a high power setting generating significant noise contours. As such, the employees of this proposed development would be subject to noise occurrences that may generate complaints to the base and the community leadership. Employees and regularly received public may require protection using noise abatement (noise level reduction) provided in the construction design. Additionally, hearing protection for employees may be required by Occupational Safety and Health Administration (OSHA) or other agencies as it relates to safety and health in a high noise work environment.

- 5. While the proposed use may be consistent with the zoning and land use guidelines, in referencing a map of the area, this site is approximately 1.14 miles from the arrival end of Runway 32. Based on a statistical analysis by the USAF, Aircraft Accident Data, approximately 10 percent of recorded accidents have taken place within an APZ I Zone (AICUZ). The location of the development presents a concern due to the APZ I at the south end of Runway 14/32. Developments in this area should not be used for high-density functions, since the objective of the land use guidelines in and around APZs is to restrict people-intensive uses and hazardous materials/chemicals, due to a greater risk of aircraft incidents in these areas. The intensity in APZ I is restricted to 25 people and 50 people in APZ II per acre IAW DoD Instruction 4165.57, March 12, 2015 and Air Force Instruction 32-7063, December 18, 2015.
- 6. The building height is a cause for concern. We request the latitude and longitude of the southeast and northeast corners and the ground elevation of the warehouse along this façade in order to confirm the building falls within established height restrictions. Consultation with the Federal Aviation Administration will be required and we will also require a Terminal Instrument Procedures (TERPS) review.
- 7. To help eliminate any potential adverse effects on aircraft operations at MARB, we ask that materials provided in construction be of a non-reflective material such as outside ductwork, windows and roofs by means such as painting or covering. In addition, none of the project improvements shall create:
 - Distracting lights which could be mistaken for airport lights
 - Sources of dust, steam, or smoke which may impair pilot visibility
 - Sources of electronic interference with aircraft communications or navigation.
- 8. The following are some mitigating measures and it is our desire that all such steps be researched and implemented.
 - BMPs must be reviewed by the Base and must not introduce hazards related to bird strikes
 - Solar panels or any reflective materials on the rooftop are prohibited
 - No hazardous materials should be stored within the APZs
 - Noise level hazards must be mitigated
 - Personnel density in the floor area within APZ I is not allowed to exceed the 25 persons/acre and 50 persons/acre in APZ II.
- 9. Thank you for the opportunity to again, review and comment on this proposed development. If you have questions, please contact Ms. Denise Hauser at (951) 655-4862.

SEAN P. FEELEY

Acting Base Civil Engineer

Rull, Paul

From:

Sandy Chandler < sandy.chandler@webbassociates.com>

Sent:

Monday, August 15, 2016 4:18 PM

To:

Rull, Paul; Nicole Torstvet

Subject:

RE: ZAP1204 MA16 Duke Perris TPM 20160812.pdf

Hi Paul—Down to the wire. We are going to request continuance of the above referenced project to the next hearing in October. Thanks. Please let us know that date.

Sandy G. Chandler, AICP - Entitlement Manager Albert A. Webb Associates

3788 McCray Street, Riverside, CA 92506

t: 951.248.4291

e: sandy.chandler@webbassociates.com w: www.webbassociates.com

<u>LinkedIn</u> | <u>Twitter</u> | <u>Facebook</u> | YouTube

From: Rull, Paul [mailto:PRull@rctlma.org]
Sent: Monday, August 15, 2016 11:04 AM
To: Nicole Torstvet; Sandy Chandler

Subject: RE: ZAP1204 MA16 Duke Perris TPM 20160812.pdf

I have received the parcel map exhibit thank you.

Can you please provide me with a status update regarding your project i.e. the meeting with the IMARB, the staff report deadline is tomorrow for John's review and I would need to know if the project is changing, or if you need another continuance.

If you have any questions please feel free to contact me.

Paul Rull

ALUC Urban Regional Planner IV



Riverside County Airport Land Use Commission 4080 Lemon Street, 14th Floor Riverside, Ca. 92501 (951) 955-6893 (951) 955-5177 (fax.) PRULL@RCTLMA.ORG

From: Nicole Torstvet [mailto:nicole.torstvet@webbassociates.com]

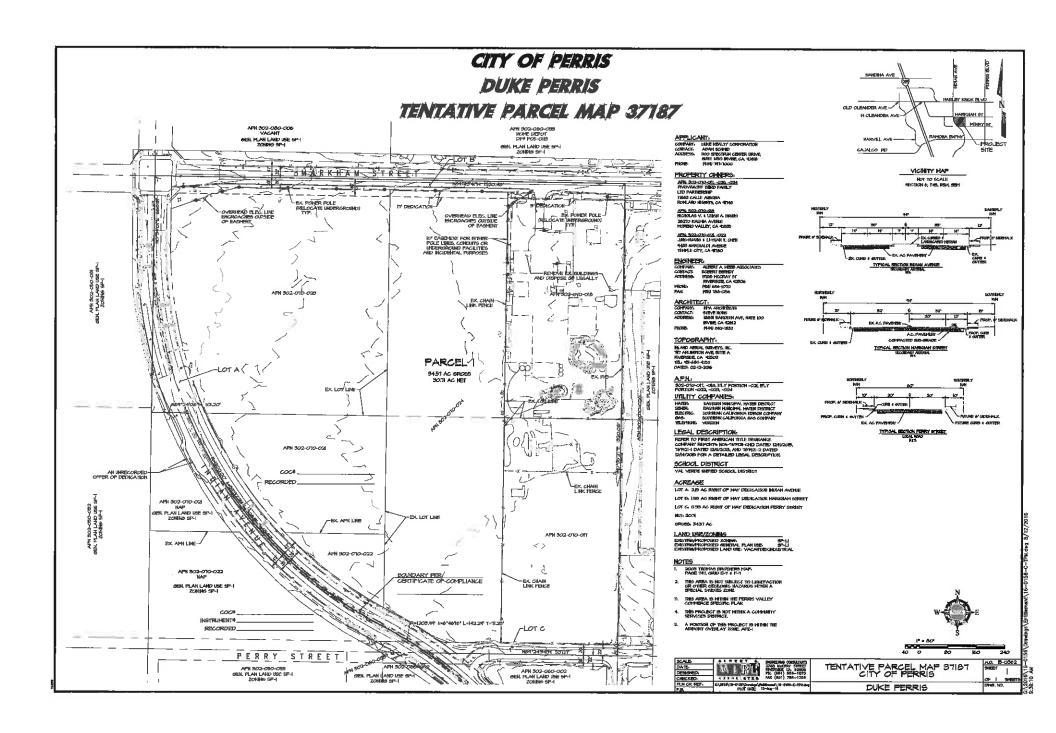
Sent: Monday, August 15, 2016 7:19 AM

To: Rull, Paul; Sandy Chandler

Subject: RE: ZAP1204 MA16 Duke Perris TPM 20160812.pdf

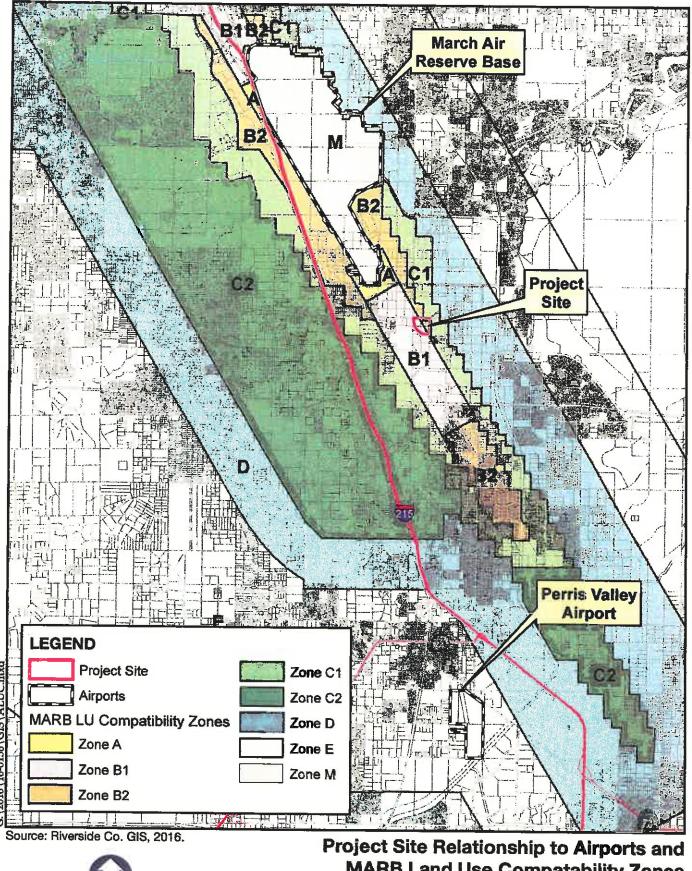
Great, thank you. I will have the hard copy delivered to you this morning.

Nicole Torstvet - Project Administrator Albert A. Webb Associates 3788 McCray Street, Riverside, CA 92506



NOTICE OF AIRPORT IN VICINITY

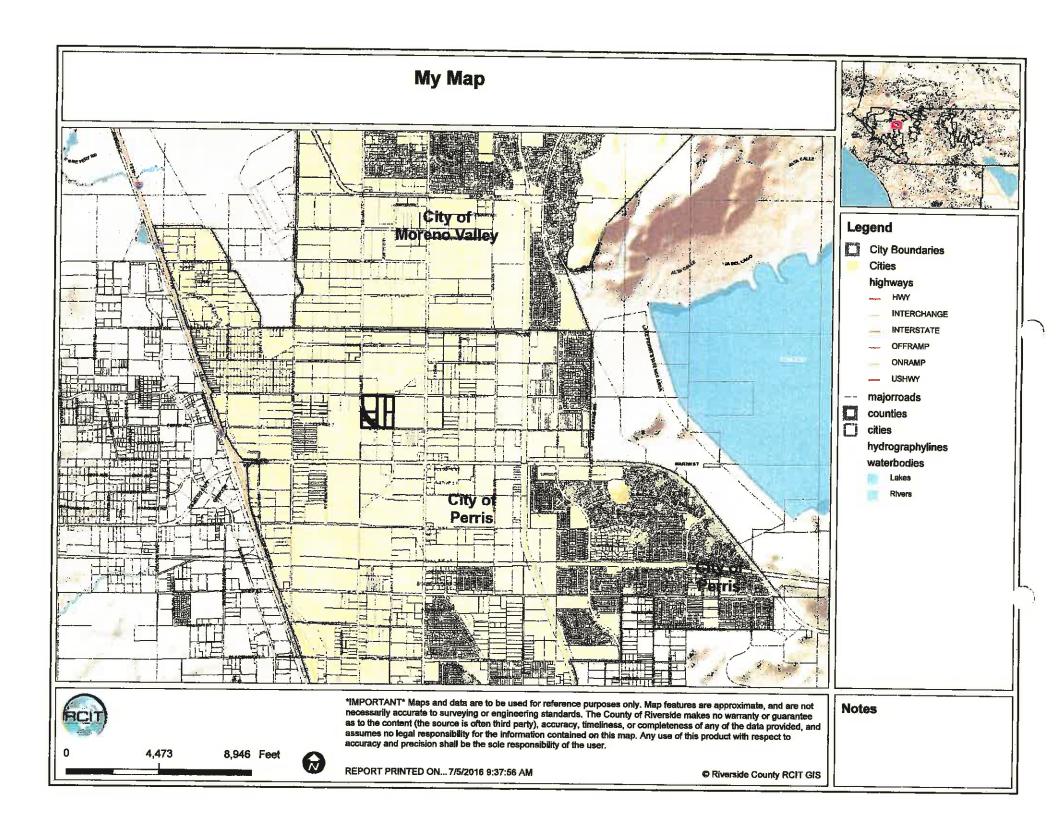
This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual 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)

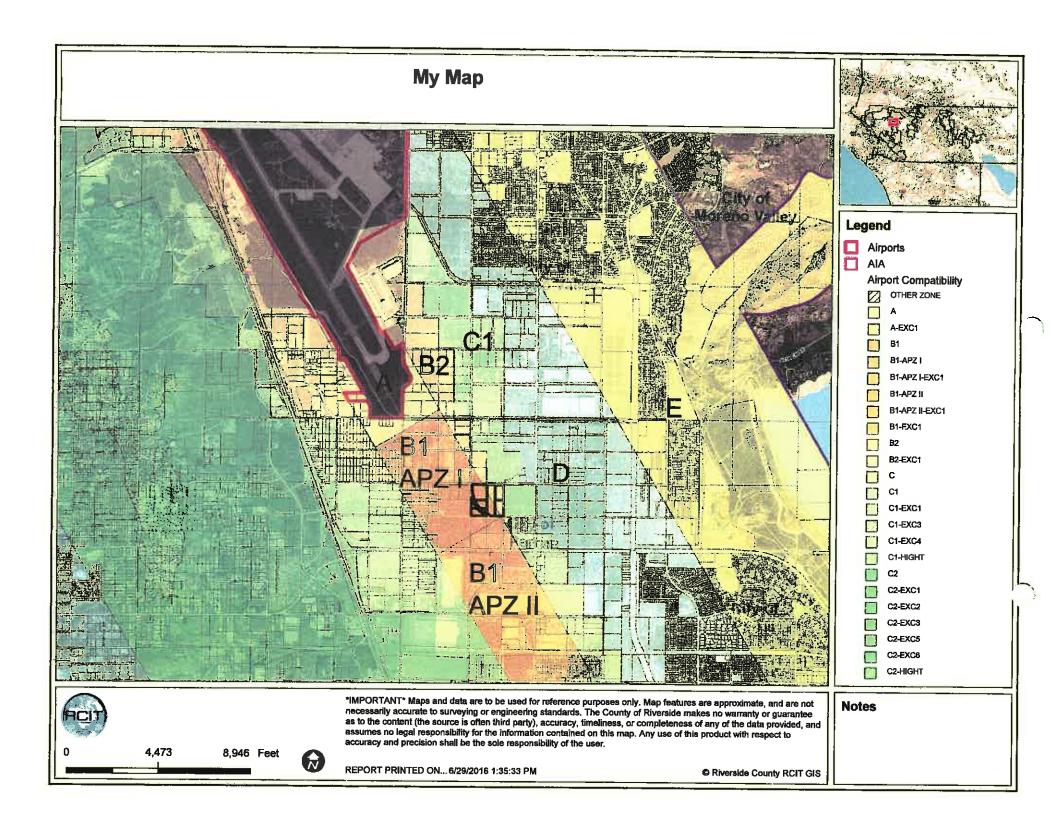


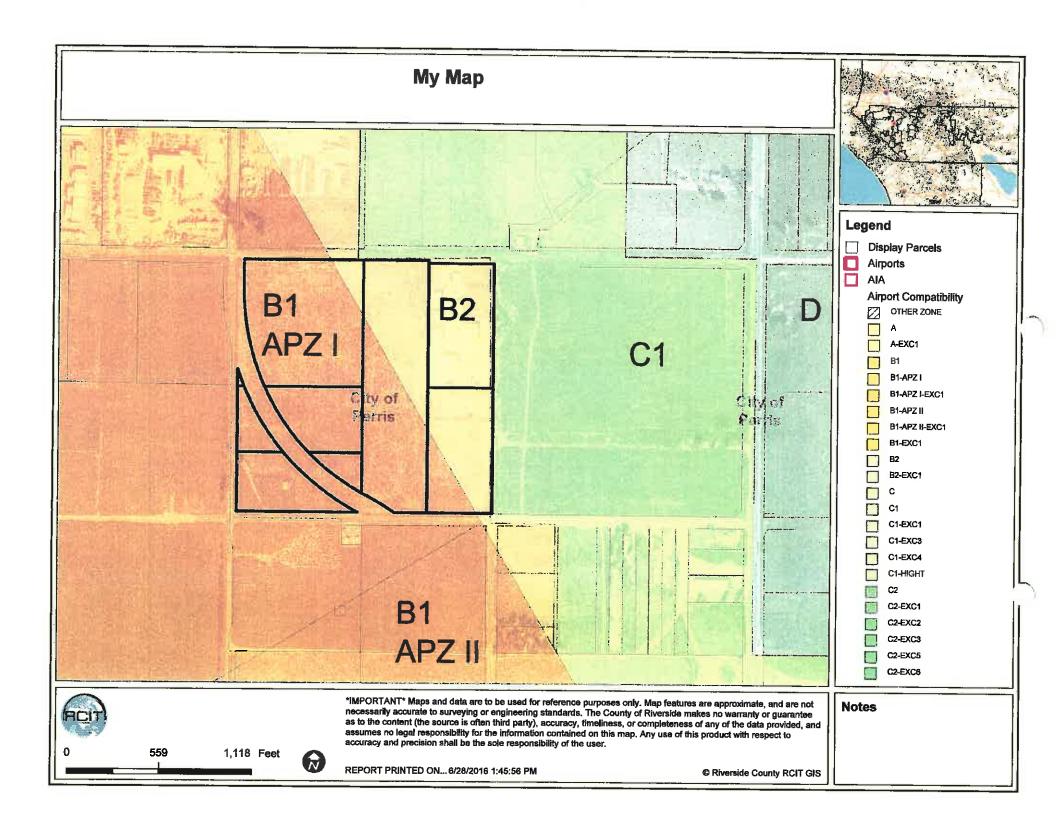
3 **J** Miles **MARB Land Use Compatability Zones**

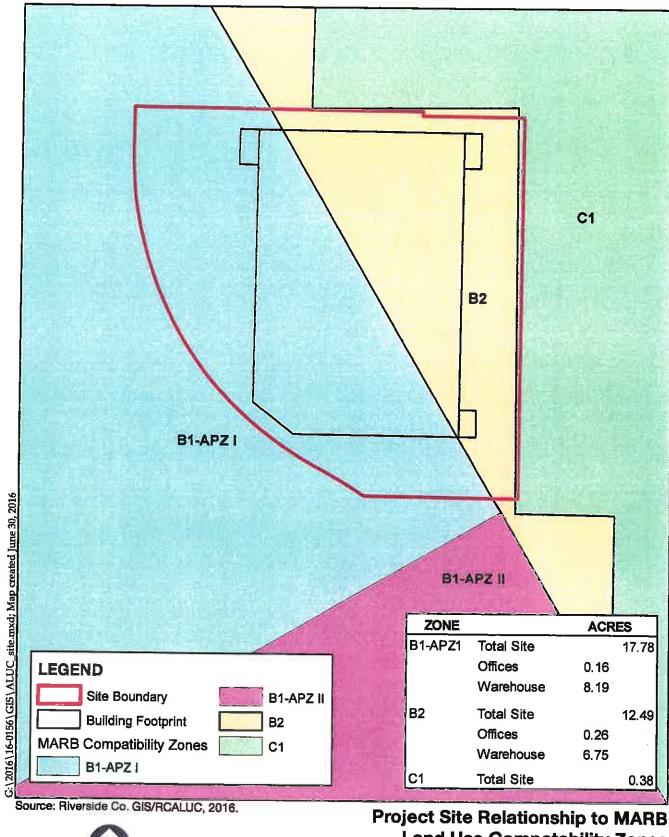
Indian Ave. and Markham St.











Land Use Compatability Zones

Indian Ave. and Markham St.



300 600 **J**Feet





Legend

City Boundaries Cities

adjacent_highways

- Interstate
- Interstate 3
- State Highways; 60
- State Highways 3
- US HWY
- QUT

highways_large

- HWY
- INTERCHANGE
- **INTERSTATE**
- USHWY
- counties
- cities

Notes



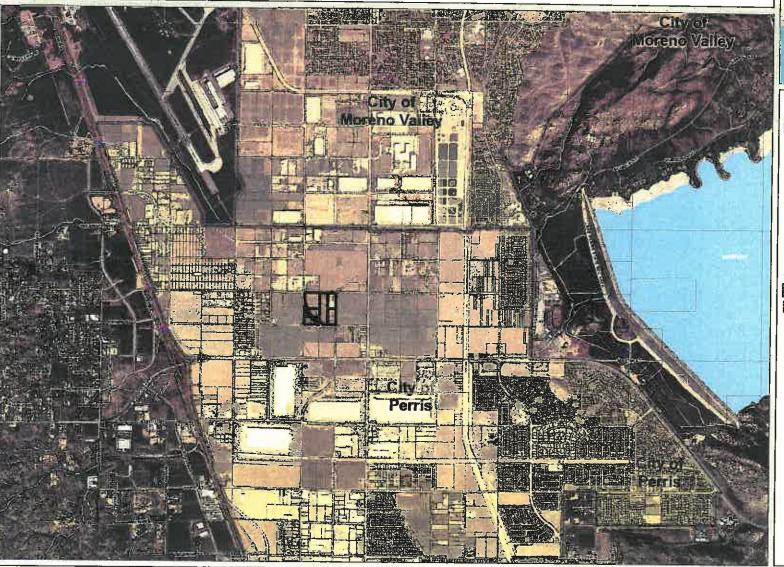
8,946

17,891 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... 6/28/2016 1:49:52 PM





Legend

City Boundaries
Cities

highways

- HWY

INTERCHANGE

INTERSTATE

OFFRAMP

ONRAMP

USHWY

majorroads

counties

Cities

hydrographylines waterbodies

Lakes

Rivers



4,473

8,946 Feet

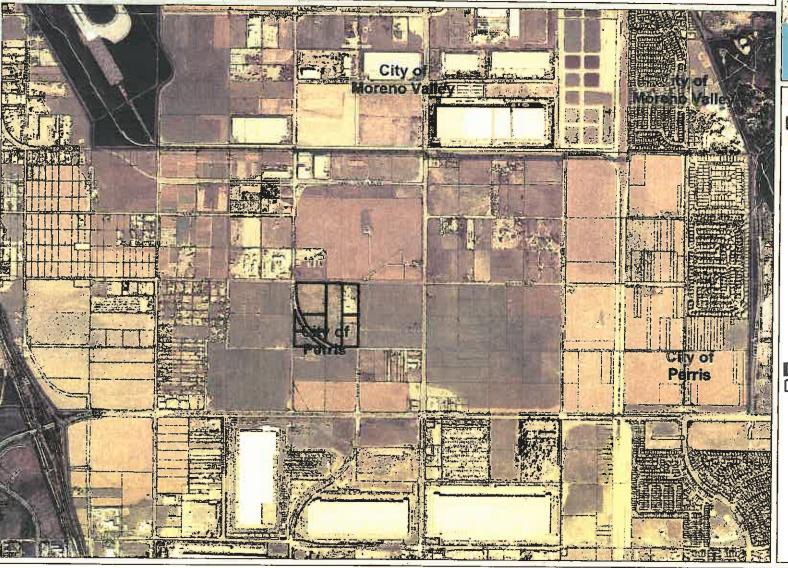


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REPORT PRINTED ON... 6/28/2016 1:50:31 PM

@ Riverside County RCIT GIS

Notes





Legend

City Boundaries
Cities

roadsanno

highways HWY

- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- __ USHWY

roads

- Major Roads
- ___ Arterial
- ___ Collector
- ___ Residential

counties

cities

hydrographylines waterbodies

Lakes

Rivers



2,236

4,473 Feet



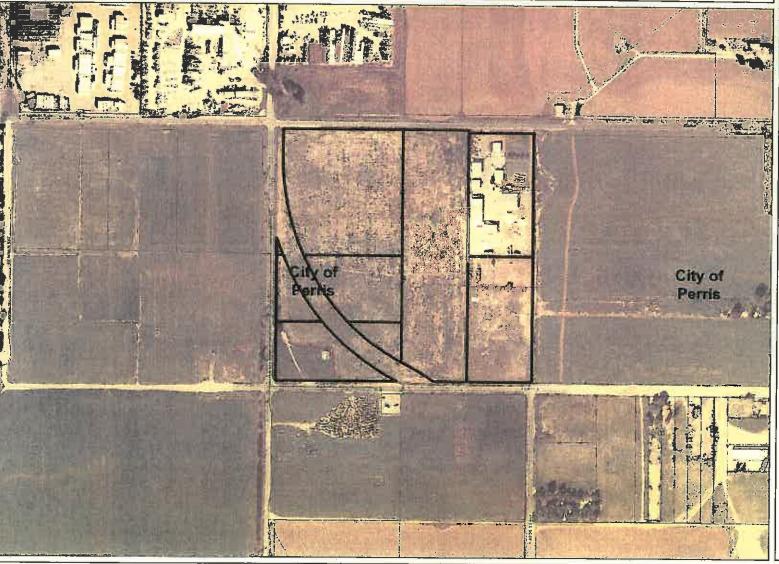
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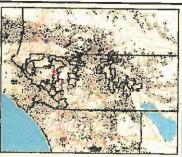
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Riverside County RCIT GIS

Notes

Му Мар THE RESERVE THE PROPERTY OF THE PROPERTY OF THE Legend **Display Parcels** City Boundaries Cities roadsanno highways --- HWY INTERCHANGE INTERSTATE OFFRAMP ONRAMP City City of USHWY Perr Perris 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 **Notes** 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. 1,118 2,236 Feet W REPORT PRINTED ON... 6/28/2016 1:51:47 PM Riverside County RCIT GIS





Legend

- Display Parcels
- City Boundaries
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 - ONRAMP
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 - Lakes

559

1,118 Feet

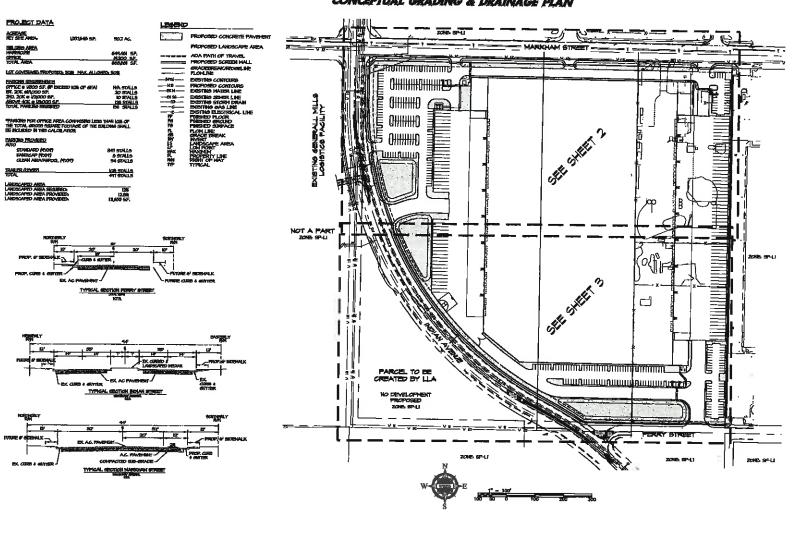


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Notes

DEVELOPMENT PLAN REVIEW NO. 16-XX-XXXX DUKE REALTY - INDIAN AVENUE & MARKHAM STREET CONCEPTUAL GRADING & DRAINAGE PLAN





OWNERS

APN 302-010-011 302-010-025 4 -024 TIVOVAROPE THEO FAMILY LTD PARTNERSHIP 1865 CALLE MIROTA ROMLARD HEIGHTS, CA 11146

APN: 502-c710-c18 NG-101.AS V. I LEIGH A, ERINO 28270 KALMA MORENO VALLEY, CA 40565

APIL 202-070-021 1-022 JING-HUMP 8 LI-YIMN T, OFEN 1488 GARBALDI AVE 1847-E GIY, GA 4180

ATT LCANT/DEVELOPER DRE REALLY CORPORATION ATTIM ADMINI SCHOOL SOO SECTREM CONTER DRIVE, SUITE 1450 ROVEL, CA 2545 TELL (1449) STM-1000 FAX. (1449) STM-1000

<u>A.P.N.</u> 502-010-011, 502-010-018, 502-010-021, 802-010-022, 502-010-025, 502-010-024

AND USE

SPLI STINIAPROPOSED ZONNA, SPLI STINIAPROPOSED GENERAL FLAN USE, SPLI STINIAPROPOSED LAND USE, VACANT/SX, INDUSTRIAL

UTILITY COMPANIES

MATERI
MATE

BARTHMORK ESTIMATE:

PROJECT DESCRIPTION: DAVISOR PROTECTION OF A CLASS A GROSS DOCK HARDICASE PACITY CONSTRUS OF BUILDING TOTALING 660/601 SOUNCE PETT OF SUCH PET ACKES.

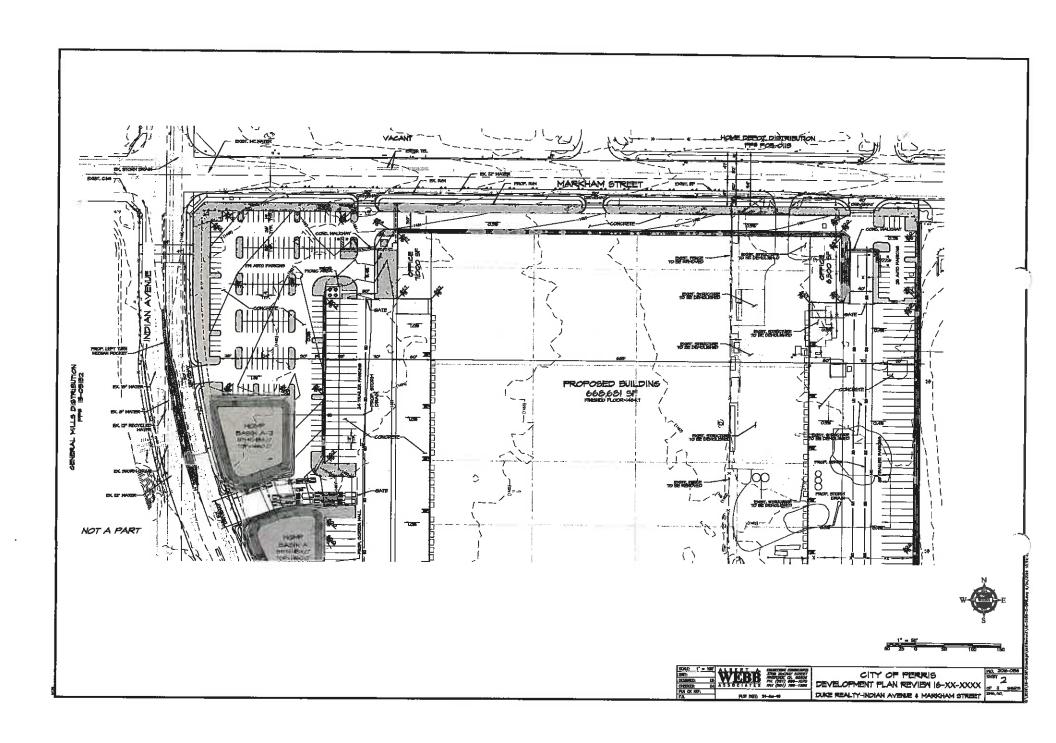
NOTES: 1. 2005 THOMAS BROTHERS MAIN PAGE 741, BRID B-1 4 P-7

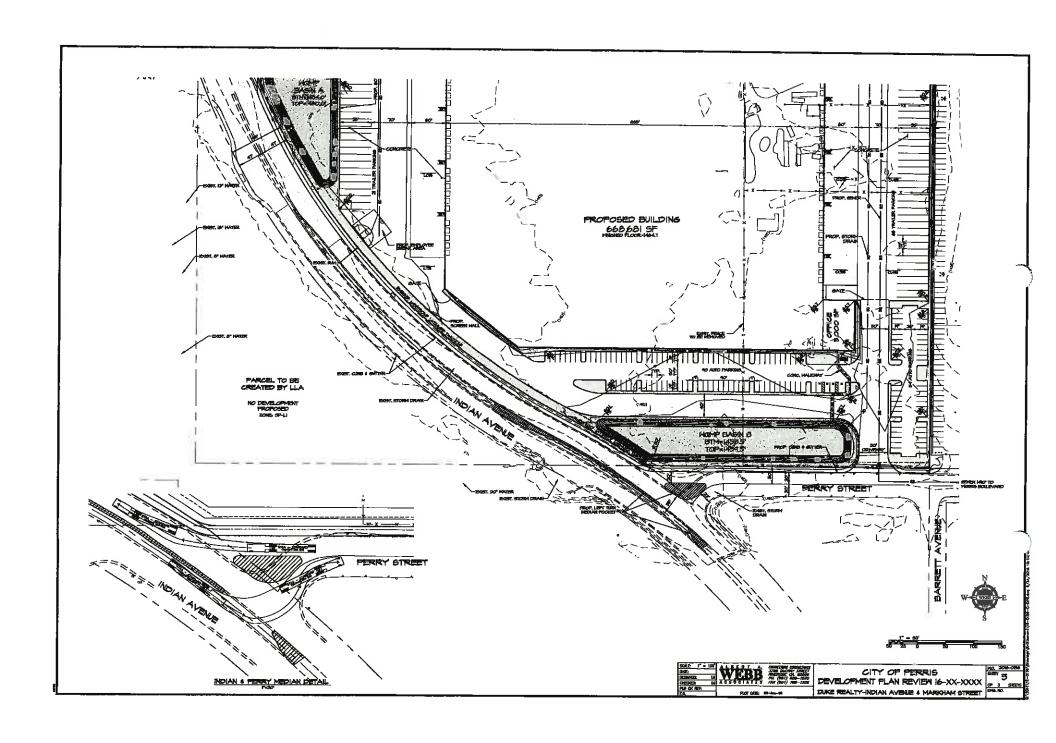
- THIS AREA IS NOT SIBLECT TO LIGHT ACTION OR OTHER GEOLOGIC WAZARDS WITHIN A SPECIAL STUDIES ZONE.
- 5. THIS AREA IS MINN THE PERRIS VALLEY CONTERED SPECIFIC PLAN.
- THIS PROJECT IS NOT HITIM A CONTINUE SERVICES DISTRICT.
- A PORTION OF THIS PROJECT IS NITHEN THE ARPORT OVERLAY ZONE. APZ-I
- 6. PROJECT BOUNDARY HILL BE CREATED VIA
- ALL PARCELS NITHE PROJECT BOUNDARY TO BE COMMINED VIA PUTURE CERTIFICATE OF PARCEL MERCEN

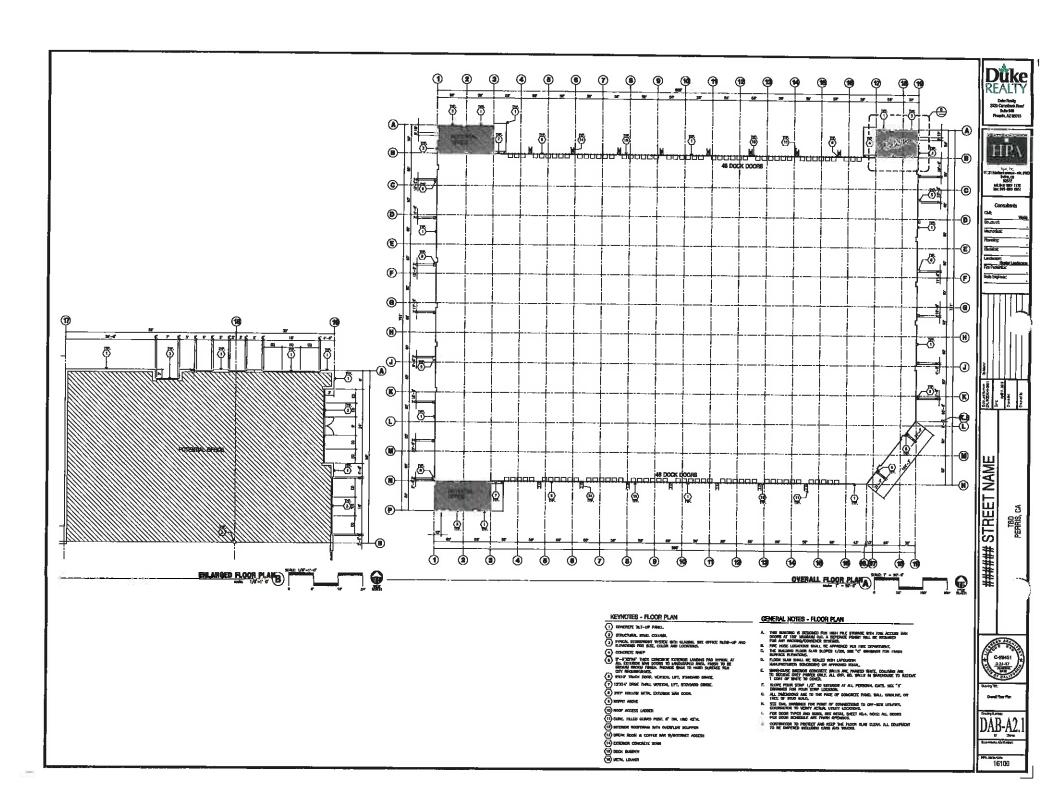
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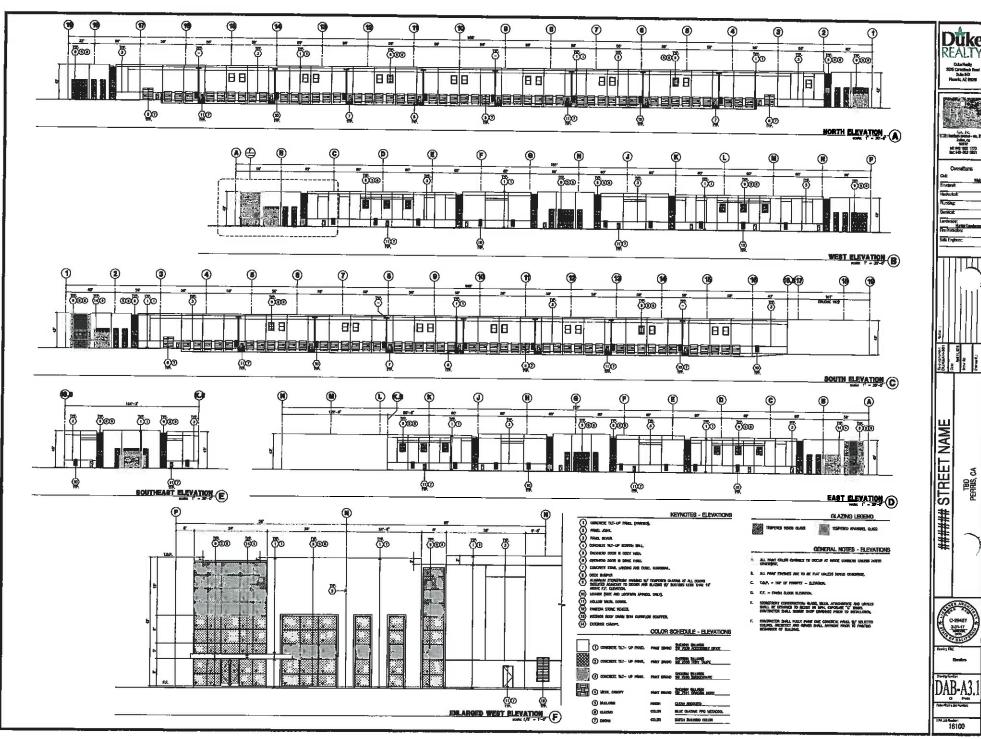


CITY OF PERRIS DEVELOPMENT PLAN REVIEW 16-XX-XXXX DIKE REALTY-INDIAN AVENUE & MARKHAM STREET









Duke



DEPARTMENT OF THE AIR FORCE AIR FORCE RESERVE COMMAND

22 July 2016

MEMORANDUM FOR RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ATTN: MR. PAUL RULL URBAN REGIONAL PLANNER IV 4080 LEMON STREET, 14TH FLOOR RIVERSIDE, CA 92501 Airport Land Use Commission Received

AUG 0 1 2016

FROM: 452d Mission Support Group/Civil Engineers

Base Operating Support 610 Meyer Drive, Bldg. 2403 March ARB CA 92518-2166

SUBJECT: Riverside County Airport Land Use Commission (RCALUC) - ZAP1204MA16

- 1. The March Air Reserve Base (MARB) review of the proposal to construct a 669,000 square foot distribution warehouse facility on 31 acres, located on the southeast corner of Indian Avenue and Markham Street in the City of Perris is provided in this memorandum.
- 2. The parcel is located within the Accident Potential Zone I (APZ I) to the south of Runway 14/32. Any construction in APZ I is to consist of facilities that are no greater than a single floor; airspace review is required for objects greater than 35 feet in height. Lot coverage is based on calculation in the Floor Area Ratios (FAR). Only a few types of facilities are compatible in this zone. There are restrictions on land uses and heights of natural objects and man-made objects in the vicinity of air installations that may obstruct the airspace, attract birds, cause electromagnetic or thermal interference, or produce dust, steam, smoke, or light emissions to provide for safety of flight and the public welfare.
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- 9. Thank you for the opportunity to again, review and comment on this proposed development. If you have questions, please contact Ms. Denise Hauser at (951) 655-4862.

SEAN P. FEELEY

Acting Base Civil Engineer

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 Perris may hold hearings on this project and should be contacted on non-ALUC issues.

PLACE OF HEARING: Eastern Municipal Water District

Board Chambers 2270 Trumble Road Perris CA 92570

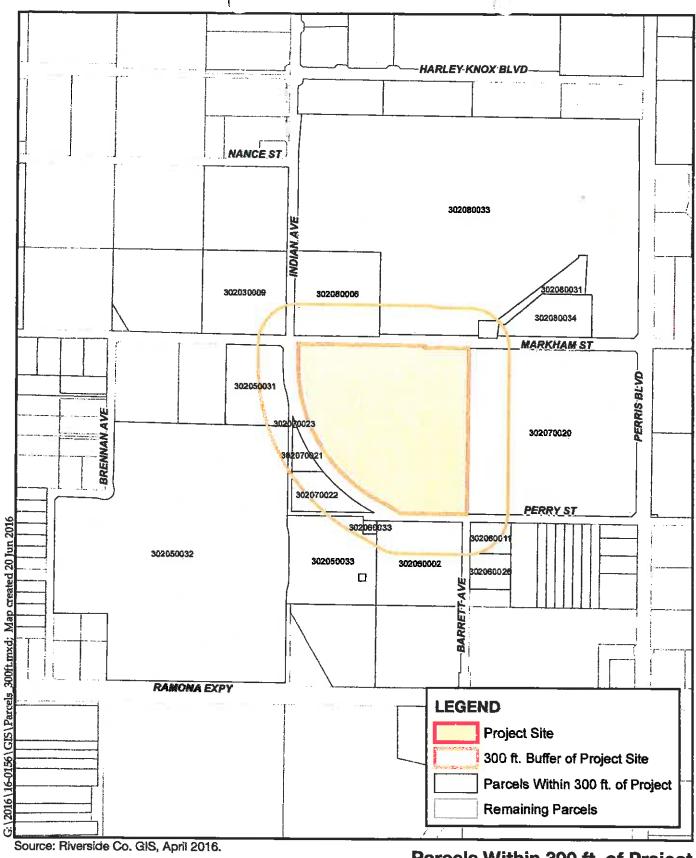
DATE OF HEARING: August 11, 2016

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

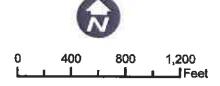
ZAP1204MA16 – Duke Realty, Adam Schmid (Representative: Albert A. Webb Associates, Nicole Torstvet) – City of Perris Case No. PLN 16-00008 (Development Plan Review). The applicant is proposing to develop a 668,381 square foot warehouse/distribution center on 30.7 acres. The building floor plan consists of 649,481 square feet of warehouse area and 19,200 square feet of office area. The project site is located southerly of Markham Street, westerly of Indian Avenue, easterly of Barrett Avenue and northerly of Perry Street. (Airport Compatibility Zones B1-APZ I, B2, and C1 of the March Air Reserve Base/Inland Port Airport Influence Area).

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



Parcels Within 300 ft. of Project

Indian Ave. and Markham St.





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

ALUC Identification No.

ZAPIZOYMAK

- Y				10/11						
PROJECT PROPO	NENT (TO BE COMPLET	FED BY APP	PLICANT)	,						
Date of Application	6-27-1	6								
Property Owner	See Attached Lis		· · · · · · · · · · · · · · · · · · ·			Ohene Men				
Mailing Address						Phone Num	nber	949-797-70	038	
										
					<u> </u>					
4 4 446										
Agent (if any)	Duke Realty c/o					Phone Num	ber	949-797-70	38	
Mailing Address	300 Spectrum C	enter Driv	e, Suite 1450	, Irvine, CA	92618					
					8				· .	
PROJECT LOCATIO	ON (TO BE COMPLETED									
Attach an accurately see	NA (10 BE COMPLETED	BY APPLICA	ANT)							
	led map showing the relation									
Street Address	North of Perry St	treet, Sout	<u>th of Markham</u>	n Street, Ea	st of Indian A	venue, Wes	t of F	Perris Blvd.		
	302-070-017, 302-	070-018,	302-070-021,	302-070-0	22 thru -024	Parcel Size		34.48		
Subdivision Name					•			9 11 10		
Lot Number				·		Zoning Classification	n	PVCC-SP	ight indu	ustria
include additional project Existing Land Use (describe)	alled site plan showing gro description data as needed Vacant	d	ns, the location of	structures, op	en spaces and w	ater bodies, and	the h	neights of structu	res and tre	968;
(2000.130)										
				<u> </u>	,					
Proposed Land Use	Proposed 669 000	SE dietrib	ution weeks	***			_			
(describe)	Proposed 669,000 Commerce Center	Specific I	Plan at the eo	use on appr	oximately 31	acres locate	<u>d in i</u>	the Perris Va	lley	
	is zoned SP and h	as a land	use designation	on of Light	Industrial which	m Street an	d Inc	lian Avenue.	Project	
	proposed facility.			On or Eight	WILLS BIG WILL	are both o	consi	istent with ou	ir	
For Residential Uses	Number of Parcels or	Units on Si	ite (exclude sec	ondary units)	N/A				
or Other Land Uses	Hours of Use	Spec B			· -	.0/1	_			
See Appendix C)	Number of People on:		Maximum Nu	mher					I	
•	Method of Calculatio		-THORESTON IN							
		••						<u> </u>	•	
leight Data	Height above Ground					42			,	ft.
	Highest Elevation (abo	ve sea lev	el) of Any Objec	ct or Terrain	on Site	1464.7				ft.
light Hazards	Does the project involve confusing lights, glare,	e any char smoke, or	racteristics whice other electrical	th could creat or visual has	te electrical inte cards to aircraft	rference, flight?		Yes No		-
	If yes, describe						_			
	_					<u> </u>		-		\dashv
	_									\dashv
•										-

BS HCT Worth

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)					
Date Received		Type of Project			
Agency Name	City of Perris, 101 N. D Street, Perris CA 92570	General Plan Amendment			
		Zoning Amendment or Variance			
Staff Contact		☐ Subdivision Approval			
Phone Number	951-943-6100	Use Permit			
Agency's Project No.	PLN 16-00008	☐ Public Facility			
		Other Development Plan Review			

- 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:

4 Sets. . Gummed

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 1/2 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 prestamped envelopes (size #10), with ALUC return address.

address

referring agency (City or County).

1. Check for Fee (See Item "C" below)

labels

5

of

the

- 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 1/2 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

Rull, Paul

From:

Nicole Torstvet <nicole.torstvet@webbassociates.com>

Sent:

Thursday, July 28, 2016 11:04 AM

To:

Rull, Paul

Cc:

Nathan Perez; Sandy Chandler; Eliza Laws; Adam Schmid

Subject:

ZAP1204MA16 Request for Continuance

Good morning Paul,

Webb would like to request continuance to the September 8th meeting on behalf of Duke Realty in regards to the ZAP1204MA16 case. This will allow us time to work out the March Air Force Base comments received on 07/27.

Thank you, Nicole

Nicole Torstvet - Project Administrator Albert A. Webb Associates 3788 McCray Street, Riverside, CA 92506 t: 951.320.6066

e: <u>nicole.torstvet@webbassociates.com</u> w: <u>www.webbassociates.com</u> <u>LinkedIn</u> | <u>Twitter</u> | <u>Facebook</u> | <u>YouTube</u>



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Protection Notice

Constant Contact

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: September 8, 2016

CASE NUMBER: ZAP1078RI16 – Walter's Automotive Group (Representative:

Whitfield Associates, Inc.)

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO: P16-0546 (Rezone), P16-0404 (Design Review), P16-0545

(Conditional Use Permit)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Rezoning be found <u>CONSISTENT</u> with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, provided that the new zoning incorporates the appropriate Airport Protection Overlay Zone suffix (-AP-E), which refers to the site's location within Airport Compatibility Zone E of the Riverside Municipal Airport Influence Area, and that the Conditional Use Permit be found <u>CONDITIONALLY CONSISTENT</u>, 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 construct a 41,311 square foot two story auto dealership building including 19,403 square foot indoor repair facility, 1,683 square foot parts area, 17,623 square foot showroom and office areas (1st floor), and 2,317 square foot showroom area (2nd floor), and outdoor display lot on a 2.17 acre site consisting of two parcels. The applicant also proposes to change the zoning of the westerly 1.62 acre parcel from Office to Commercial General.

PROJECT LOCATION: The site is located at 8505-8543 Indiana Avenue, easterly of Bernard Street, westerly of Vance Street, and southerly of SR-91 Freeway within the City of Riverside, approximately 9,800 feet southerly of the southeasterly terminus of Runway 9-27, and 11,000 feet southeasterly of the southerly terminus of Runway 16-34 at Riverside Municipal Airport.

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

a. Airport Influence Area: Riverside Municipal Airport

b. Land Use Policy: Airport Compatibility Zone E

c. Noise Levels: Outside the 55 CNEL contour

BACKGROUND:

Non-Residential Land Use Intensity: The site is located in Airport Compatibility Zone E of the Riverside Municipal Airport Influence Area (AIA). Neither average nor single-acre non-residential intensity is limited within Zone E, pursuant to the Countywide Policies section of the 2004 Riverside County Airport Land Use Compatibility Plan.

<u>Prohibited and Discouraged Uses:</u> The applicant does not propose any uses prohibited or discouraged in Compatibility Zone E within the project.

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

Part 77: While the site's distance from the southeasterly terminus of Runway 9-27 (at approximately 9,800 feet) is less than its distance from the southerly terminus of Runway 16-34 (approximately 11,000 feet), the latter point has a much lower elevation (747.5 feet above mean sea level [AMSL]) that the former point (815.8 feet AMSL). Therefore, Runway 16-34 is the applicable runway for determination of Part 77 noticing requirements at the project location. The project site elevation is 826 feet above mean sea level. With a maximum building height of 61 feet, the top point elevation would be 887 feet above mean sea level. At a distance of 11,000 feet from Runway 16-34, structures with a top point elevation of 857.5 feet above mean sea level (or greater) would require notification to the Federal Aviation Administration Obstruction Evaluation Service (FAAOES). Since the project maximum top point elevation is 887 feet above mean sea level, FAAOES review for height or elevation was required. The applicant has submitted Form 7460-1, and FAAOES has assigned Aeronautical Study No. 2016-AWP-7306-OE to this project.

Open Area: There is no open area requirement for properties located in Compatibility Zone E.

Airport Overlay: In conjunction with adoption of its new General Plan, the City of Riverside amended its zoning ordinance to provide for Airport Protection Overlay Zones within the Airport Influence Areas of airports for which Compatibility Zones based on the "A through E" system utilized in the 2004 Riverside County Airport Land Use Compatibility Plan have been established. While the land uses permitted by the proposed Commercial General zone are consistent with a location in Compatibility Zone E, application of the Airport Protection Overlay Zone suffix is recommended in order to assure that the ultimate development will comply with Compatibility Zone E. This would further the objectives of promoting the continued operations of Riverside Municipal Airport and maintaining public awareness of its proximity. The Airport Protection Overlay Zone suffix for Zone E should be applied to these parcels (CG-AP-E). The -AP-E Overlay Zone suffix should also be applied to the 0.54 acre portion of the project site that is already zoned Commercial General. (This would require an expansion in the area proposed for rezoning.)

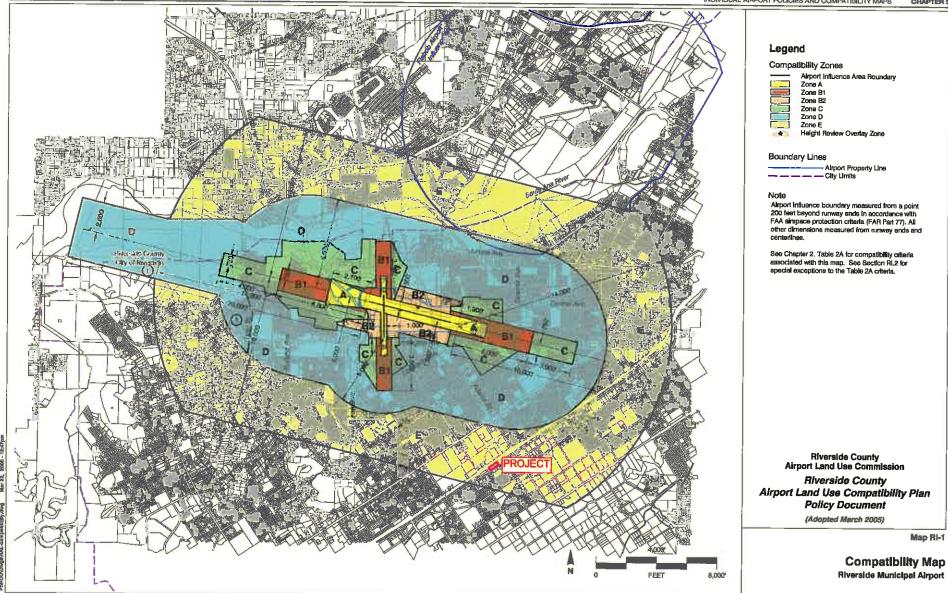
CONDITIONS:

- 1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky.
- 2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 3. The attached notice shall be given to all prospective purchasers and/or tenants of the property.
- 4. No new detention basins are depicted on the site plan. Any new detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
- 5. Prior to issuance of a building permit, the City of Riverside shall apply zoning incorporating the Airport Protection Overlay Zone (CG-AP-E) to the site.

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)

Map RI-1



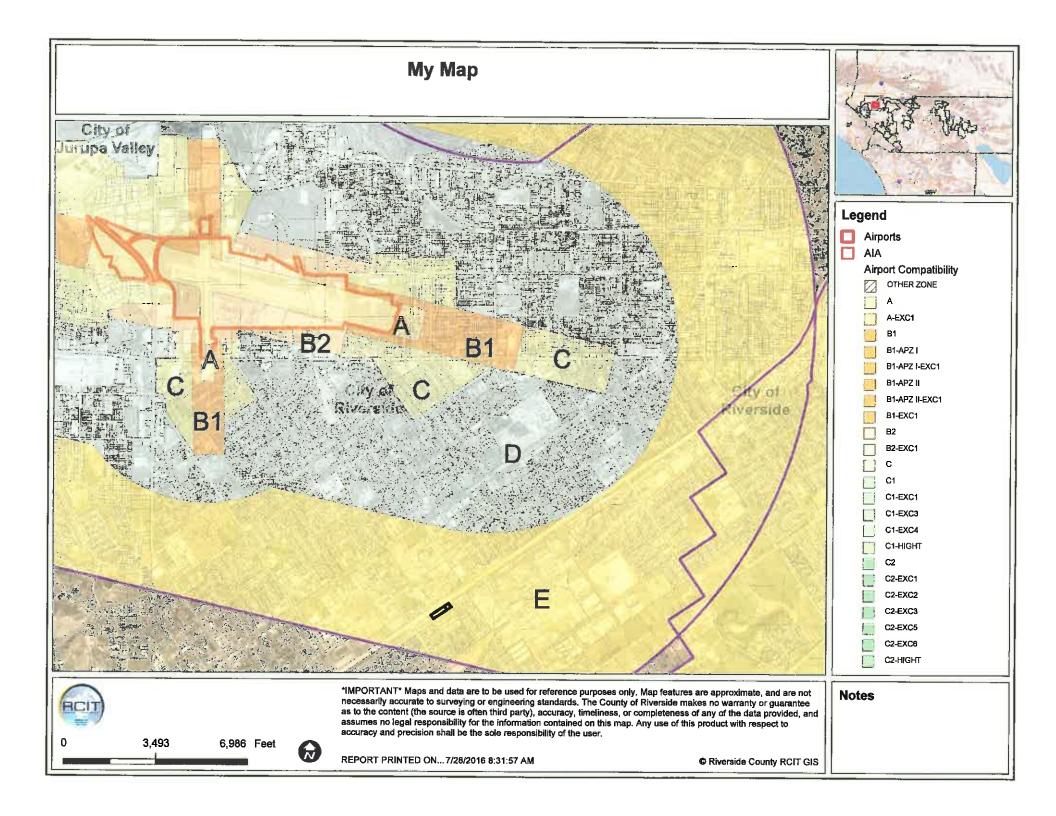
Walter's Sprinter

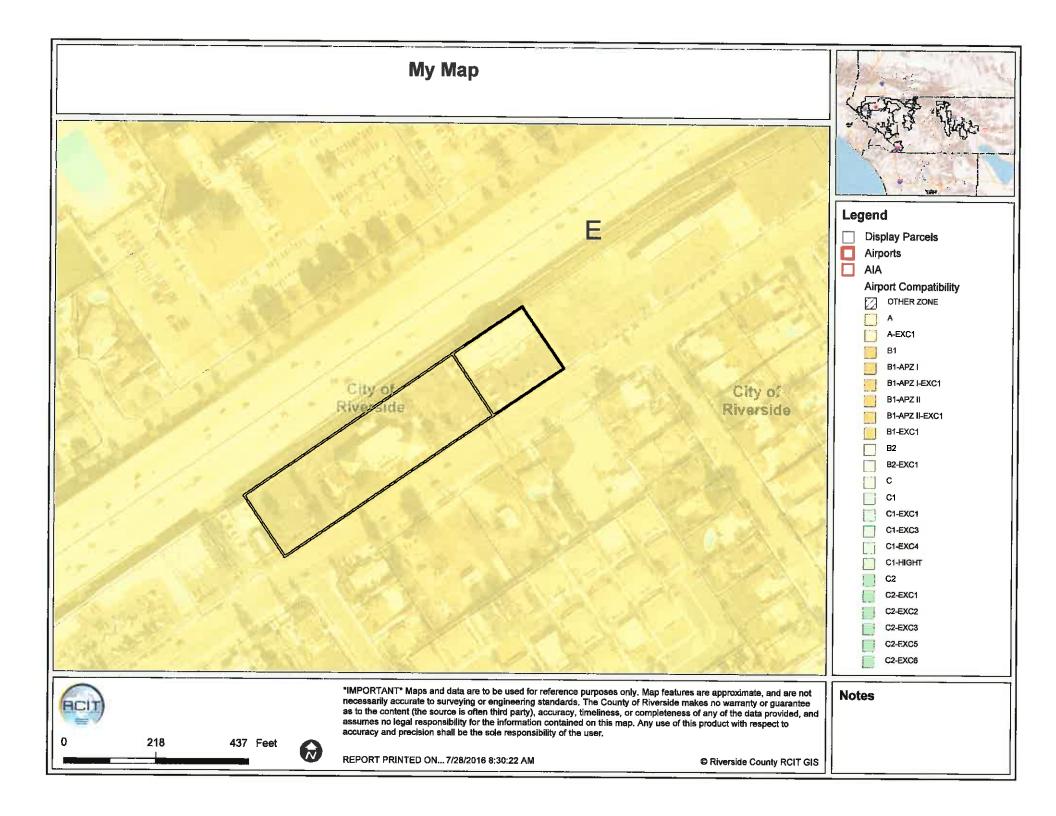
Showroom, Service, & Parking Structure

8543 / 8505 INDIANA AVENUE RIVERSIDE, CA 92504

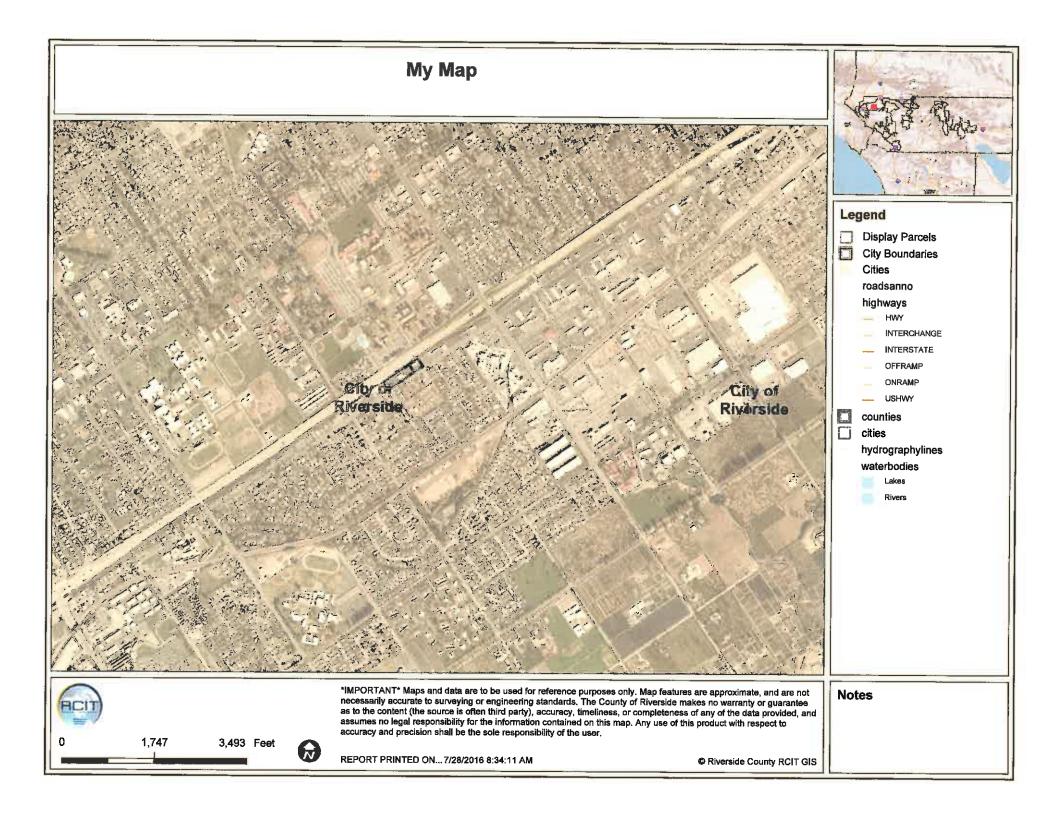


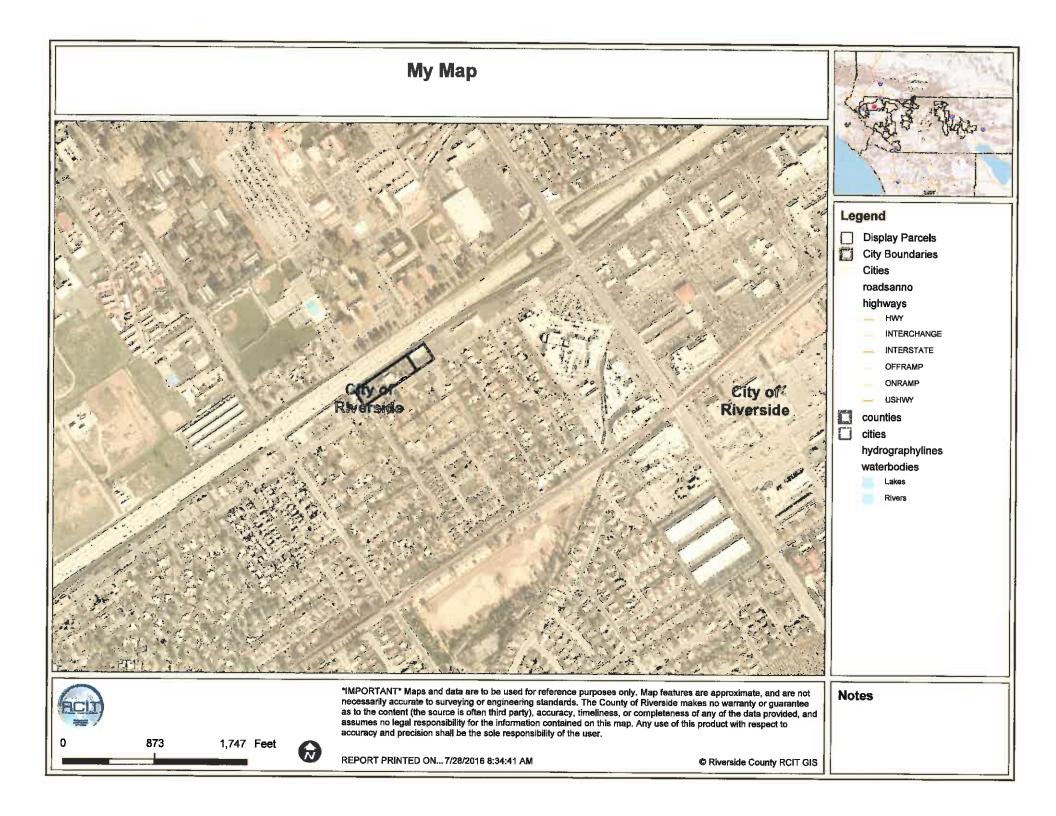


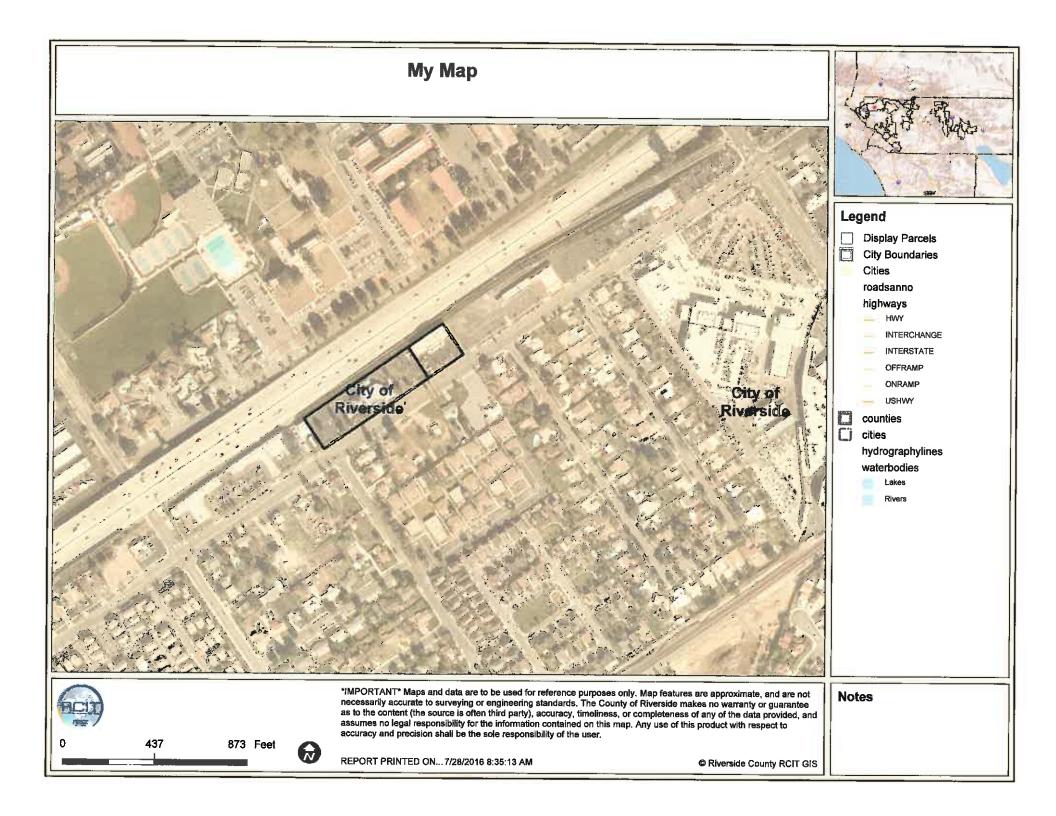


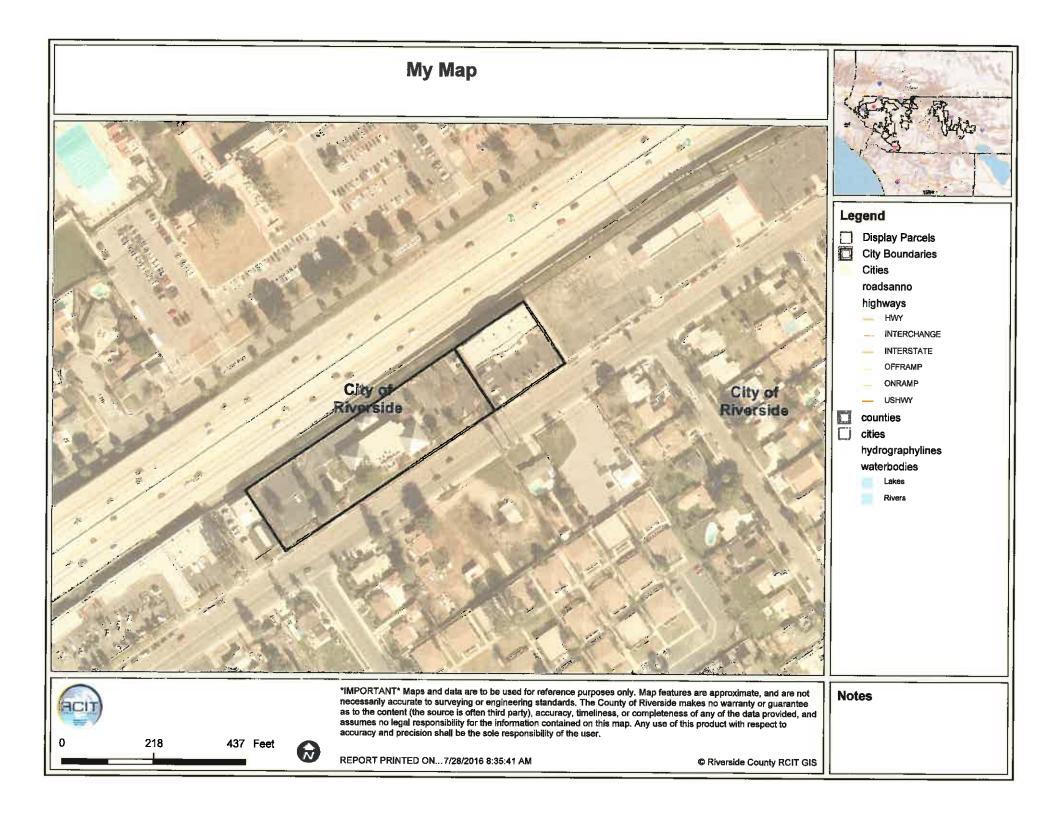


My Map Legend City Boundaries Cities roadsanno highways HWY INTERCHANGE INTERSTATE OFFRAMP ONRAMP USHWY City of roads Riverside Major Roads Arteria! Collector Residential counties cities hydrographylines waterbodies Lakes Rivers *IMPORTANT* Maps and data are to be used for reference purposes only. Map 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 **Notes** accuracy and precision shall be the sole responsibility of the user. 3,493 6,986 Feet (d) REPORT PRINTED ON... 7/28/2016 8:33:41 AM @ Riverside County RCIT GIS

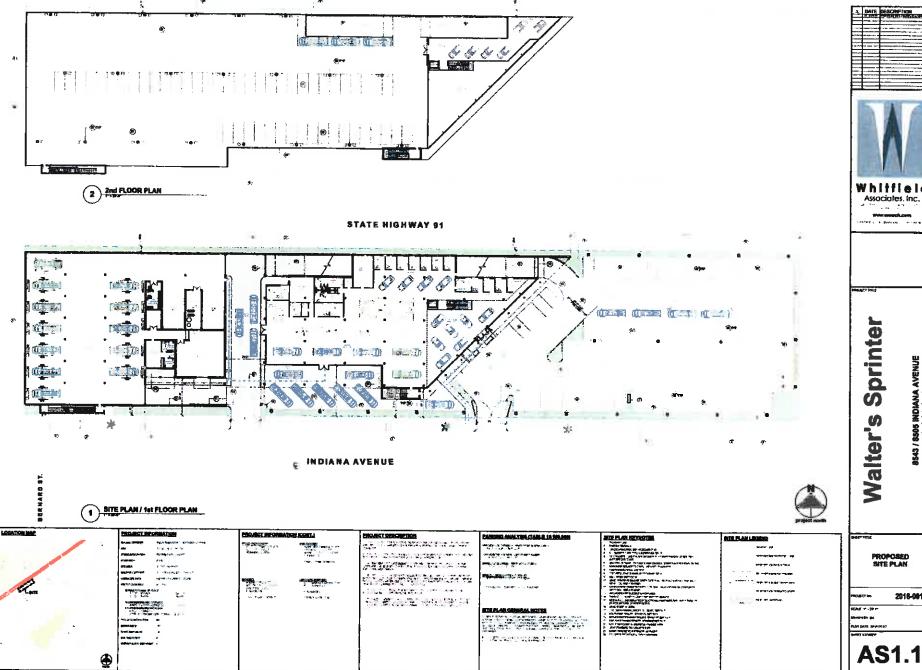














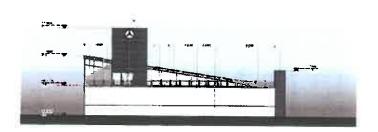
Whitfield Associates. Inc. ** . . . **

Walter's Sprinter

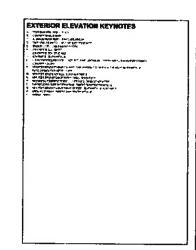
PROPOSED SITE PLAN

2016-0610

AS1.1



4 WEST ELEVATION



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Walter's Sprinter

8543 / 8505 INDIANA AVENUE RIVERSIDE, CA 92504

PROPOSED EXTERIOR ELEVATIONS

2018-0010

Patrige for PLOT DATE SOST OF SE

A3.1



3 NORTH (FREEWAY) ELEVATION



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 4:30 p.m., except Monday, September 5 (Labor Day), and on Friday, August 26 from 8:00 a.m. to 5:00 p.m.

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

PLACE OF HEARING: Riverside County Administration Center

4080 Lemon St., 1st Floor Board Chambers

Riverside, California

DATE OF HEARING: September 8, 2016

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1078RI16 – Walter's Automotive Group (Representative: Whitfield Associates, Inc.) – City of Riverside Planning Case Nos. P16-0546 (Rezone), P16-0404 (Design Review) and P16-0545 (Conditional Use Permit). The applicant proposes to construct and establish a 41,311 square foot two story auto dealership building including 19,403 square foot indoor repair facility, 1,683 square foot parts area, 17,623 square foot showroom and office areas (1st floor), and 2,317 square foot showroom area (2nd floor), and outdoor display lot on a 2.17 acre site, located at 8505-8543 Indiana Avenue, easterly of Bernard Street, westerly of Vance Street, and southerly of SR-91 Freeway. The applicant also proposes to change the zoning of 1.62 acres of the property from Office (O) to Commercial General (CG). The Commission may further recommend that the 1.62-acre area or the entire site be rezoned to CG-AP-E (Airport Compatibility Zone E of the Riverside Municipal Airport Influence Area).

FURTHER INFORMATION: Contact Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Matt Taylor of the City of Riverside Planning Division at (951) 826-5944.

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

ALUC Identification No.

ZAPIO78RII6

Riv Zone E

PROJECT PROPOR	NENT (TO BE COMPLETED	D BY APPLI	CANT)				
Date of Application	07/26/2016						
Property Owner	Walter's Automotive Group				Phone Numbe	er (951) 688-3:	332
Mailing Address	3213 Adams Ave.					(00.1) 200 0.	JOZ
	_Riverside CA 9250	4					
					<u> </u>		
Agent (if any)	Whitfield Associates,	Inc.			Phone Numbe	er (949) 234-19	350
Mailing Address	24691 Del Prado, Su	uite 201				(5.5), 55 (1.5)	
	Dana Point, CA 926	329					
PROJECT LOCATION	ON (TO BE COMPLETED BY	Y APPLICA	NT)				
Attach an accurately sca	led map showing the relations	ship of the p	project site to the airpoi	t boundary and rui	ways .		
Street Address	8543/8505 Indiana A	ve.					
	Riverside, CA 92504						
Assessor's Parcel No.					Parcel Size	2.17 acres	
Subdivision Name	Lands of Riverside					_2.17 acres	
Lot Number	Portion Lot 14 Block	23			Zoning Classification	Office / Auto	Centor
Existing Land Use (describe) Proposed Land Use (describe)	ailed site plan showing groun description data as needed 8543 Indiana Ave: Ex 8505 Indiana Ave: Ex Commercial: Proposed	xisting Offi xisting Cor d new 2-si	ice (credit union) bu mmercial (auto deal tory Mercedes-Benz	ilding ership) building			
(describe)	service of commercial sprinter vans.						
For Residential Uses	Number of Parcels or U	nits on Site	e (exclude secondar	y units)	_ N/A		
For Other Land Uses	Hours of Use	<u>9am - 9pn</u>	n				
(See Appendix C)	Number of People on Si	ite	Maximum Number	<u>1</u> 50			
	Method of Calculation	_	Parking Space Re	quirements			
		_					
Height Data	Height above Ground or	Tallest O	biect (including ante	nnas and troce)			
	Height above Ground or Tallest Object (including antennas and trees) Highest Elevation (above sea level) of Any Object or Terrain on Site				<u> </u>	60 ft.	
Flight Hazards	Does the project involve confusing lights, glare, s	any chara	acteristics which cou	ld create electric	ircraft flight?	☐ Yes V No	887.4 ft.
	_						
100		 ;					

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)					
Date Received		Type of Project			
Agency Name	City of Riverside Planning Division	General Plan Amendment			
		☑ Zoning Amendment or Variance			
Staff Contact	Matthew Taylor	Subdivision Approval			
Phone Number	(951) 826-5944	☐ Use Permit			
Agency's Project No.	P16-0404 (DESION REVIEW) P16-0545 (CUP)	☐ Public Facility			
	PID -0546 (REZONE)	Other Conditional Use Permit			

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

ALUC REVIEW

1..... 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 1/2 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 prestamped envelopes (size #10), with ALUC return address. 4 Sets. Gummed address labels 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)

	pieritity, die	to minorine	, project (<u>quamics)</u>
1	Complet	ed Applicat	ion Form	

- Completed Application Form
- 1 . . . Project Site Plans Folded (8-1/2 x 14 max.)
- 1 Elevations of Buildings Folded
- 1 8 1/2 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: September 8, 2016

CASE NUMBER: ZAP1007CO16 – Harrington Village, LLC (Representative:

KWC Engineers)

APPROVING JURISDICTION: City of Corona

JURISDICTION CASE NOS: GPA15-003, DPR15-019 (SPA15-005), DPR15-018

(TTM36427), DPR15-020 (PP06-009M2)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission find the proposed General Plan Amendment and Specific Plan Amendment <u>CONSISTENT</u> with the 2004 Corona Municipal Airport Land Use Compatibility Plan, and find the Tentative Tract Map and Modification to Precise Plan <u>CONDITIONALLY CONSISTENT</u>, 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 develop a residential condominium project consisting of 36 buildings accommodating 148 dwelling units (townhomes) on 8.48 acres (Assessor's Parcel Numbers 119-190-022, 119-190-025, and 119-190-029) located along the southerly side of Harrington Street, easterly of Lincoln Avenue (PP 06-009M2). Tentative Tract Map No. 36427 proposes to include the 8.48-acre site in one lot for residential condominium purposes. The General Plan designation of the easterly 1.1 acres (Assessor's Parcel No. 119-190-029) located approximately 1,000 feet easterly of Lincoln Avenue is proposed to be amended from Light Industrial (LI) to High Density Residential (HDR) (GPA 15-003). Additionally, this area is proposed to be annexed into the Township in Corona Specific Plan within Planning Area 9, with a Specific Plan designation of HDR (a change from its present zoning of M-1 (Light Manufacturing)), and the allowable number of dwelling units in Planning Area 9 would be reduced to 148. (SPA 15-005).

PROJECT LOCATION: The site is located southerly of Harrington Street, westerly of Cota Street, and easterly of Lincoln Avenue in the City of Corona, approximately 6,350 feet easterly of the easterly terminus of Runway 7-25 at Corona Municipal Airport.

Staff Report Page 2 of 4

LAND USE PLAN: 2004 Corona Municipal Airport Land Use Compatibility Plan

a. Airport Influence Area: Corona Municipal Airport

b. Land Use Policy: Zone D

c. Noise Levels: Below 55 CNEL from aircraft noise

BACKGROUND:

Residential Density: The site is located within Compatibility Zone D of the Corona Municipal Airport Influence Area. Zone D criteria limit residential densities to either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre. The project is proposing 148 residential townhome/condominium units on 8.48 acres, resulting in a density of 18 dwelling units per acre, which is consistent with Compatibility Zone D criterion.

<u>Prohibited and Discouraged Uses:</u> The applicant does not propose any uses specifically prohibited or discouraged in Compatibility Zone D of the Corona Municipal Airport Influence Area (highly noise-sensitive outdoor nonresidential uses and hazards to flights).

Noise: The site is located outside the 55 dBA CNEL contour from Corona Municipal Airport. ALUC's objective is that residential interior noise levels from aviation-related sources within the Corona Municipal Airport Influence Area not exceed CNEL 45 dB. As standard construction for new homes is presumed to provide adequate sound attenuation where the exterior noise exposure is not more than 20 dB greater than the interior standard, this residential development would not require special measures to mitigate aircraft-generated noise.

Part 77: The distance from the easterly terminus of Runway 7-25 at Corona Municipal Airport to the nearest point of the project site is approximately 6,350 feet. The elevation of Runway 7-25 at its easterly terminus is 533 feet above mean sea level. At this distance, structures with a top point elevation of 596.5 feet above mean sea level (or greater) would require notification to the Federal Aviation Administration Obstruction Evaluation Service (FAAOES). The site elevation is 585 feet above sea mean level and the project proposes a maximum building height of 40 feet, for a total maximum elevation of 625 feet above mean sea level. Therefore, notification to the FAAOES for height reasons is required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study No. 2016-AWP-7396-OE to this project.

Open Area: Compatibility Zone D requires that 10% of the area within major projects (10 acres or larger) be set aside as open land that could potentially serve as emergency landing areas. Due to the project's size (8.48 acres) being lower than the 10 acre threshold, open space set-asides are not required.

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 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 activity which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any 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 activity which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Highly noise-sensitive outdoor nonresidential uses.
- 3. The attached disclosure notice shall be provided to all potential purchasers of the proposed lots and to tenants of the homes thereon, and shall be recorded as a deed notice.
- 4. Any ground-level or aboveground water detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

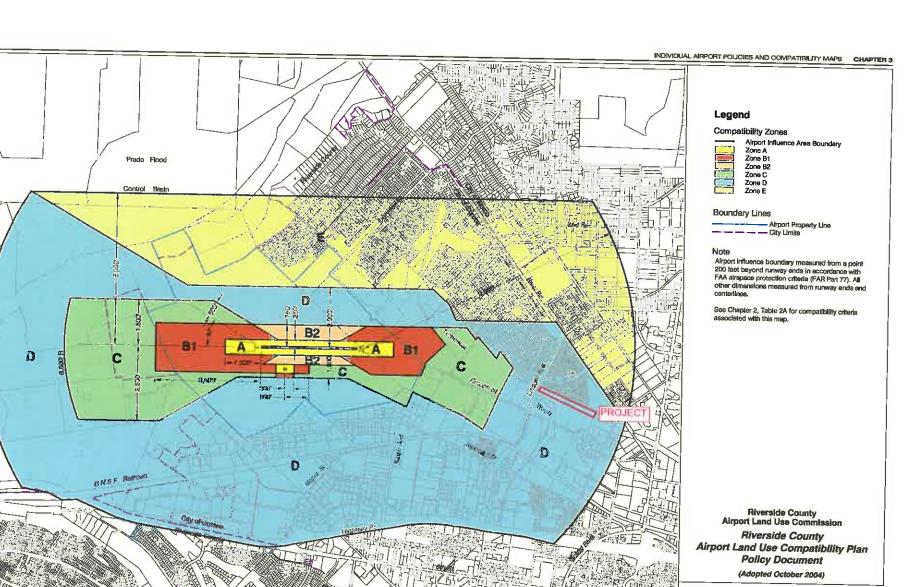
Staff Report Page 4 of 4

5. Prior to issuance of building permits for any structure within the residential subdivision with an elevation at top of roof exceeding 596.5 feet above mean sea level, the permittee (or its successor-in-interest) shall submit evidence to the City of Corona Development Services Department that the Federal Aviation Administration (FAA) has issued a determination of "Not a Hazard to Air Navigation" for such structure.

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NOTICE OF AIRPORT IN VICINITY

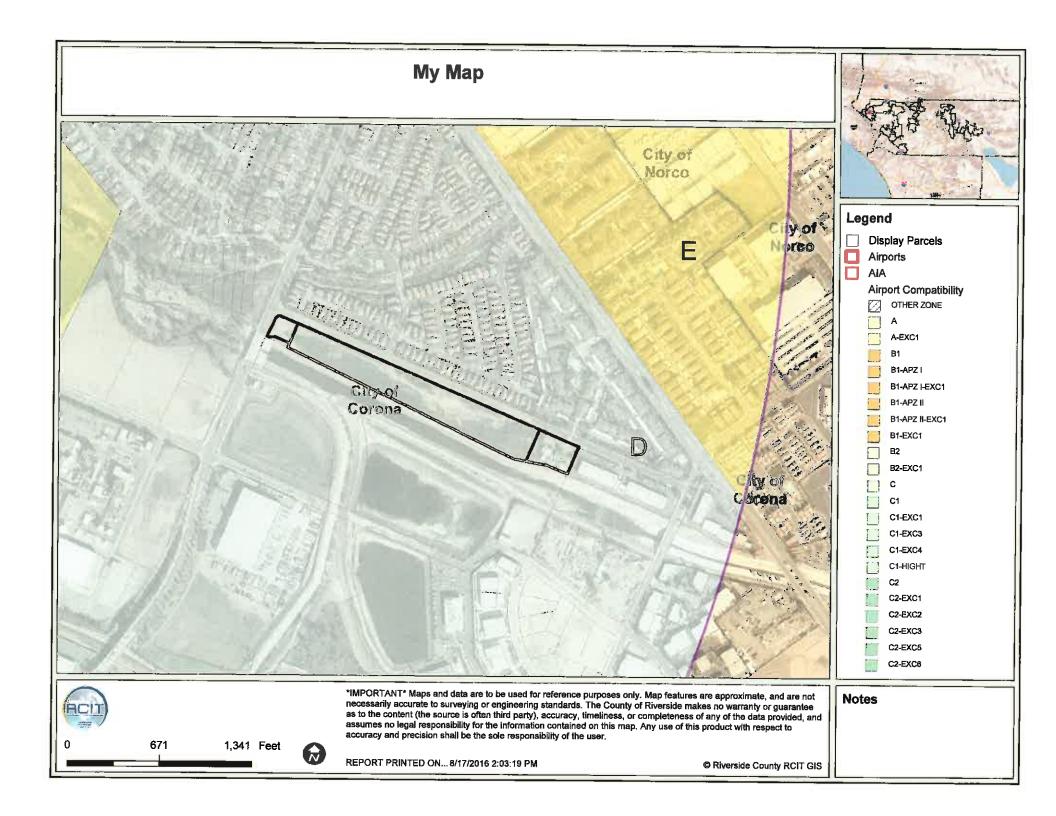
This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual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



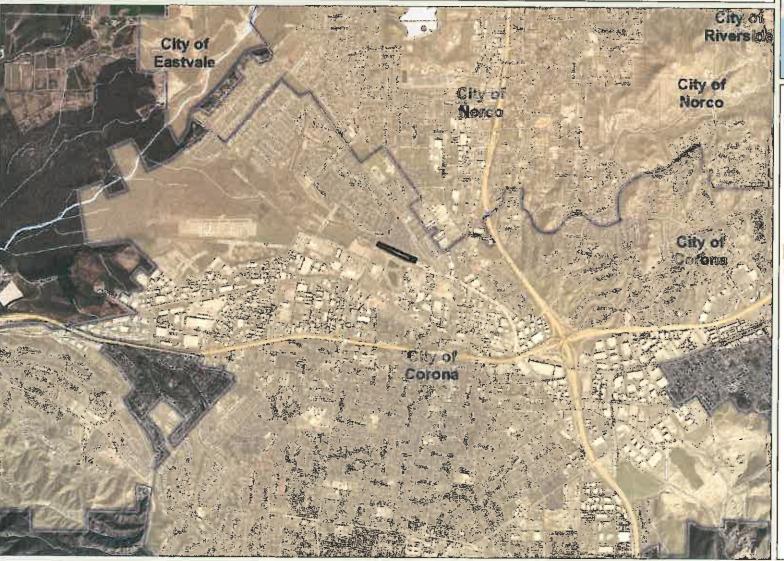
Map CO-1

Corona Municipal Airport

My Map Enstvale City of Nerco Legend Airports AIA Airport Compatibility OTHER ZONE A-EXC1 **B2** В1 **B**1 B1-APZ I B1-APZ I-EXC1 81-APZ II B1-APZ II-EXC1 B1-EXC1 B2-EXC1 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 **Notes** 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. 2,682 5,365 Feet REPORT PRINTED ON... 8/17/2016 2:02:21 PM © Riverside County RCIT GIS



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Lakes

Rivers



5,365

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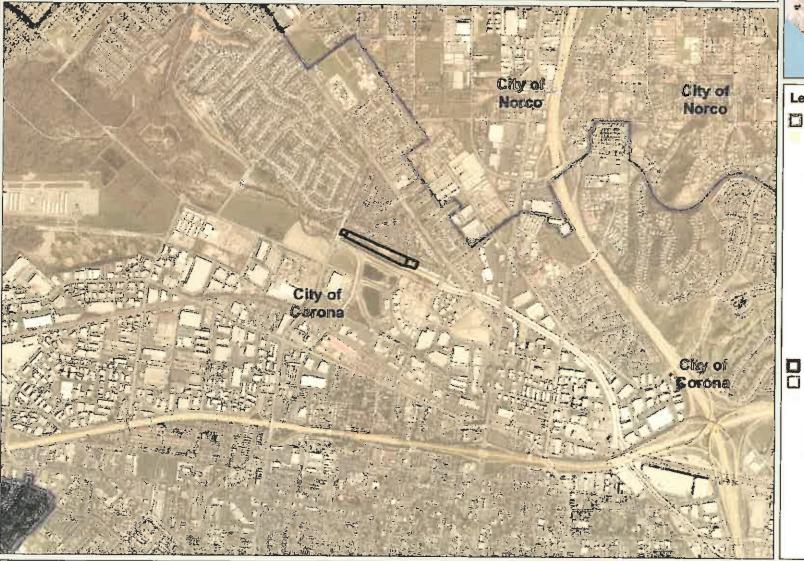
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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Rivers



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

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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

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My Map Norso Legend Display Parcels City of City Boundaries Nerco 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 Notes accuracy and precision shall be the sole responsibility of the user. 671 1,341 Feet REPORT PRINTED ON... 8/17/2016 2:05:47 PM © Riverside County RCIT GIS

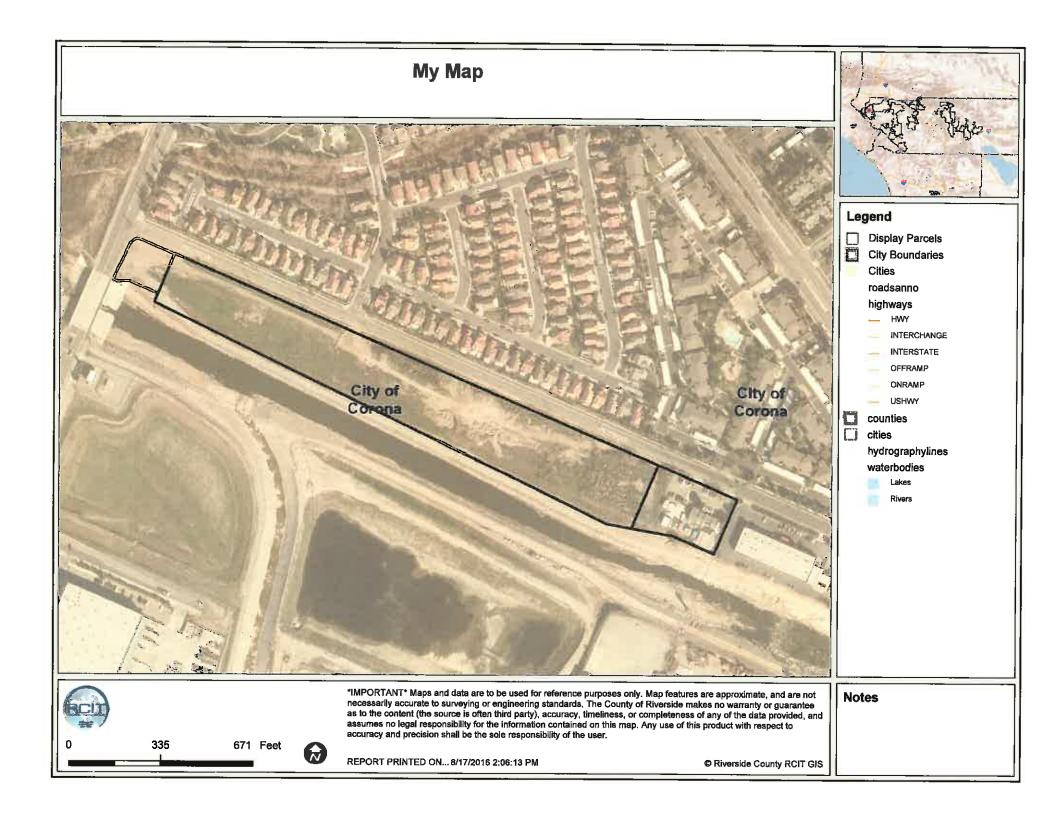


EXHIBIT "A" LEGAL DESCRIPTION FOR GENERAL PLAN AMENDMENT IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

That portion of Lot 5 in Block 95 of Auburndale Colony and Townsite, as shown by Map Recorded in Book 6, Page 20 of Maps, in the Office of the County Recorder of the County of San Bernardino, in the City of Corona, County of Riverside, State of California, described as follows:

BEGINNING at the northeasterly corner of said Lot 5;

Thence North 67°09'46" West along the northeasterly line of said Lot 5 a distance of 256.55 feet to the northeasterly corner of the land described in Deed Recorded October 15, 2013 as Instrument No. 493082 O.R., in the Office of the County Recorder of the County of Riverside;

Thence South 22°51'08" West along the Southeasterly line of the Land described in said Deed a distance of 206.56 feet to a point in the northeasterly line of Parcel 2050-4 as shown by Map Recorded in Book 43, Pages 37 through 47 of Records of Survey in the Office of the County Recorder of the County of Riverside;

Thence along the northeasterly lines of said Parcel 2050-4 the following two courses:

- 1. South 79°40'22" East, a distance of 121.83 feet;
- 2. Thence South 67°08'52" East, a distance of 137.57 feet to a point in the southeasterly line of said Lot 5;

Thence North 22°52'10" East along the aforesaid southeasterly line, a distance of 180.20 feet to the **POINT OF BEGINNING**.

Containing 47,790 square feet (1.10 AC), more or less.

As shown on Exhibit "B" attached hereto and by this reference made a part hereof.

KWC ENGINEERS

CIVIL ENGINEERS · PLANNERS · SURVEYORS

-1 A lac

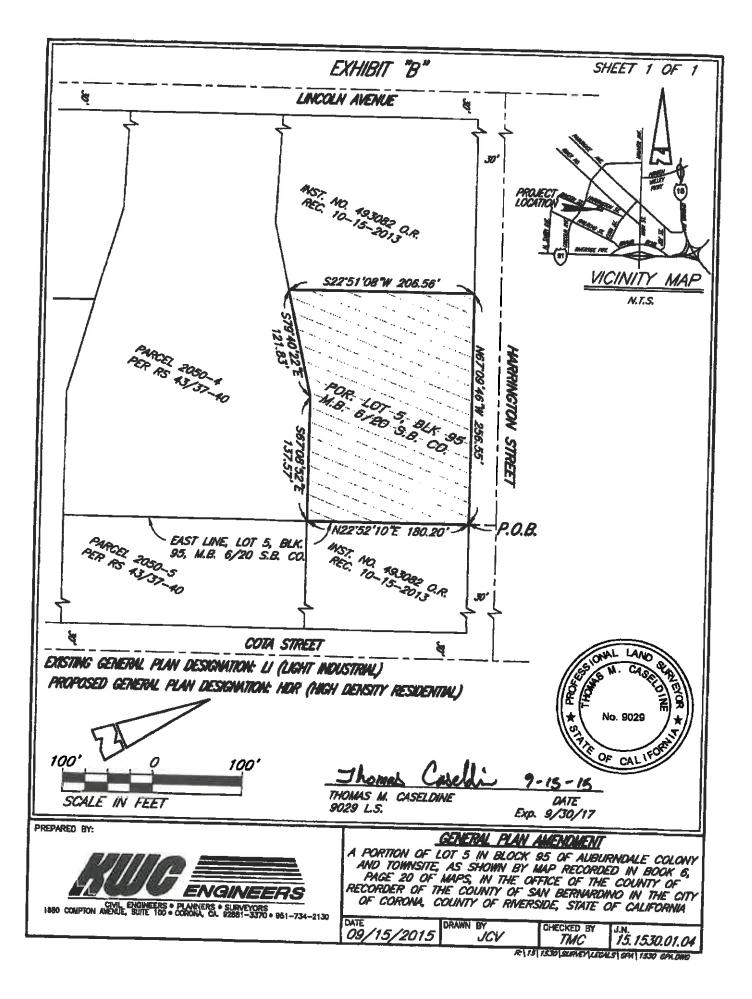
THOMAS M. CASELDINE L.S. 9029

Date Expires 09-30-17 CASELDINE

SEPTEMBER 15, 2015 J.N. 15.1530.01.04

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Page I of I



W. ANACON ST



City of Corona 82–1 Township in Corona Specific Plan

4 1/2

8

LANDUSE PLAN EXHIBIT 2

NOTE: All Single Family Residences are subject to MDR development standards.

PROPOSED TEXT AMENDMENTS TO THE TOWNSHIP IN CORONA SPECIFIC PLAN

SPECIFIC PLAN 82-1 THE TOWNSHIP IN CORONA

Original Specific Plan (SP82-1) Adopted by City Council January 5, 1983

Original Submitted by: Merickel Development 17985 F Sky Park Circle Irvine, CA 92714

Original Prepared by:

GLC Associates 17922 N Sky Park Circle Irvine, CA 92714

Hall and Foreman 3186 L Airway Avenue Costa Mesa, CA 92626

Last amended by: SPA16-00_Adopted by the Corona City Council

AMENDMENTS TO THE TOWNSHIP IN CORONA SPECIFIC PLAN SP82-001

CASE NO.	COUNCIL APPROVAL	DESCRIPTION/APPLICANT
SPA89-05	July 19, 1989 Resolution No. 89-86	To decrease the total number of allowable dwelling units from 920 to 825, decrease the amount of MHDR from 31.7 acres to 9.2 acres, increase the amount of MDR from 10.9 acres to 24.1 acres and increase the amount of HDR from 13 acres to 19.1 acres and to make minor changes to the development standards of Sections 4.1 and 4.2 and 4.3, to expand the Community Design Concept and establish architectural and landscape design elements, and amend the circulation element of the plan. (Applicant: The Anden Group)
SPA04-06	December 1, 2004 Ordinance No. 2742	Amendment to incorporate 6.4 acres into the specific plan as Planning Area 8, Medium Density Residential, and to establish development standards (Applicant: Valeo Companies)
SPA05-010	September 7, 2005 Ordinance 2789	Amendment to include 6.98 acres presently zoned Light Manufacturing (M-1) into the specific plan and designate such property as High Density Residential (HDR) located South of Harrington Street, east of Lincoln Avenue (Applicant: City of Corona)
SPA06-003	August 16, 2006 Ordinance 2847	Amendment to bring the land use map of SP82-01 into conformance with the City's General Plan as updated in 2004.
SPA06-007	November 1, 2006 Ordinance	Amendment to add 0.46 acres to the specific plan, designate the added acreage as High Density Residential, and amend the parking standards for multi-family residential developments.
SPA12-001	June 5, 2013	Amendment to increase the maximum allowable density in Planning Area 9 of the HDR District from 174 d/u to 194 d/u
<u>SPA16-00</u>		Amendment to incorporate 1.10 acres into the Specific Plan in Planning Area 9, and amend density of the HDR District from 194 d/u to 148 d/u

Section 1

Introduction

1.0 Project Description and Location

The Township Specific Plan, "SP 82-1," proposed the coordinated development of 55.6 acres of land which is under single ownership. Amendment SP 89-5 to the original Specific Plan (SP82-1) has added architectural and landscape design features. Amendment SPA04-006 to the Amended Specific Plan SP 89-5 has added 6.33 acres of land to the Specific Plan as well as architectural and landscape design features.

The proposed urban land uses and related municipal facilities are intended to be comprehensively planned to allow for up to 1,069 1,023 residential dwelling units of various types and supporting recreational facilities. A complete backbone utilities system for the Specific Plan area and other necessary public facilities such as public parks, storm drainage and arterial street improvements are to be provided as part of the implementation of this Plan. The Township Specific Plan area is situated above and below River Road, between Cota Street and Lincoln Avenue. Future Harrington Street marks the lower limit of the Specific Plan area, separating the project from City-owned property which represents the edge of Temescal Creek. Boundaries of the Specific Plan are shown in Exhibit 1.

1.1 Authority and Scope

The project site is significantly impacted by major drainage systems in the area. The South Norco Channel runs through the site in a natural condition after passing under River Road. The storm waters carried by this channel subject approximately one-third of the property to periodic flooding. Additionally, the Temescal Creek is located just south of the project, and creates a floodway during a 100-year storm that could impact some of the same area. The proposed development will improve the South Norco Channel to contain the flooding within a drainage facility, freeing up the impacted land for development. Improvements proposed for the Temescal Creek in the near future will control the water within that facility to the point that this entire site will be able to be removed from the floodway by grading design.

California law requires that this Specific Plan be based on the Corona General Plan, and that it include all detailed regulations and conditions which are necessary or convenient for the systematic implementation of the Corona General Plan. Should this Specific Plan contain any regulation or condition inconsistent with any substantive provision of the Corona General Plan, the landowner will apply for, and the City will process pursuant to state and local law, one or more General Plan Amendments to conform the latter to the former. It after consideration of any such General Plan Amendment, the City Council determines not to enact such Amendment, this Specific Plan will then be amended accordingly.

Pursuant to California Government Code, Section 65451, this Specific Plan includes regulations and conditions in regard to the following:

A. The systematic implementation of the City's General Plan

Section 4

Land Use

4.0 Introduction

Land Use Plan and Statistics

4.0.1 Land Use Plan

The Land Use Plan (Exhibit 2) shows the principal land use designations for the Township Specific Plan area.

Residential

6-10 dwelling units per gross acre - Medium Density

10-16 dwelling units per gross acre - Medium-High Density

16-30 dwelling units per gross acre - High Density

4.0.2 Land Use Statistics

A tabulation of the land use statistics is provided for each Development Area, illustrating the land use designations, gross area in acres, residential densities and total maximum allowable dwelling units in each area.

Gross area is defined as the total land area in acres minus all lands acquired in fee for public use, the Southern California Edison Company transmission line, public rights-of-way of major and secondary streets and public parks.

Development Area	Land Use Designation	Gross Acres	Gross Density	Max. Allow. Dwelling Units
4, 6, 7, 8	Medium D.R.	36.3	10.7	390
5	Med-High D.R.	9.2	15.8	145
9	High D.R.	7.27 8.56	26.7 <u>17.3</u>	194 <u>148</u>
1, 2, 3	High D.R.(existing)	13.2	25.8	340
Channel	Open Space	3.2	0.0	0
		69.17 <u>70.46</u>	15.45 14.52	1,069 <u>1,023</u>

LANDUSEPLAN

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City of Corona 82–1 Township in Corona Specific Plan

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Owner:

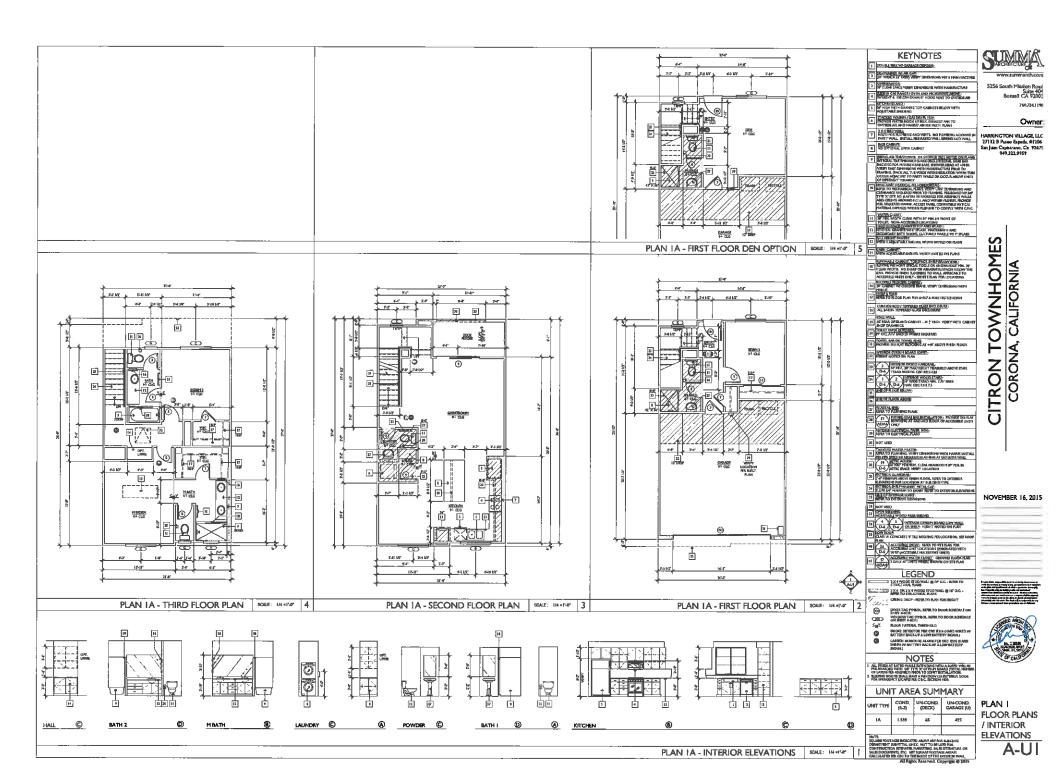
HARRINGTON VILLAGE, LLC 27131 8 Paseo Espada, #1206 San Juan Capistrano. Cz. 92675 949.322.9959

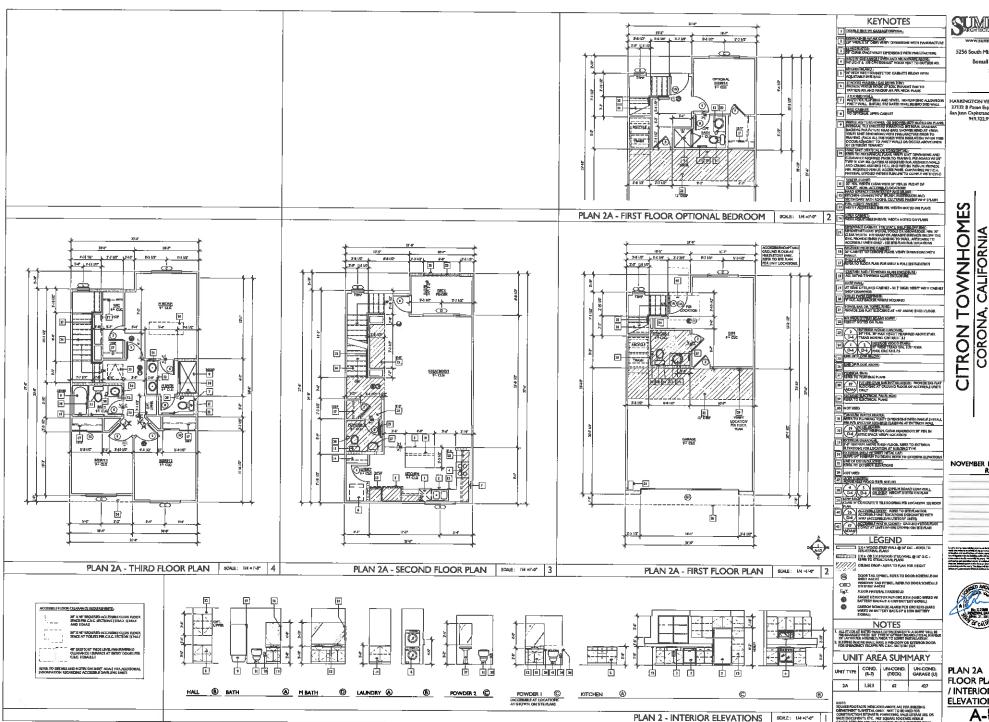
CITRON TOWNHOMES CORONA, CALIFORNIA

NOVEMBER 16, 2015 Revisions



SITE PLAN





South Mission Road Suite 404 Bonsall CA 92003

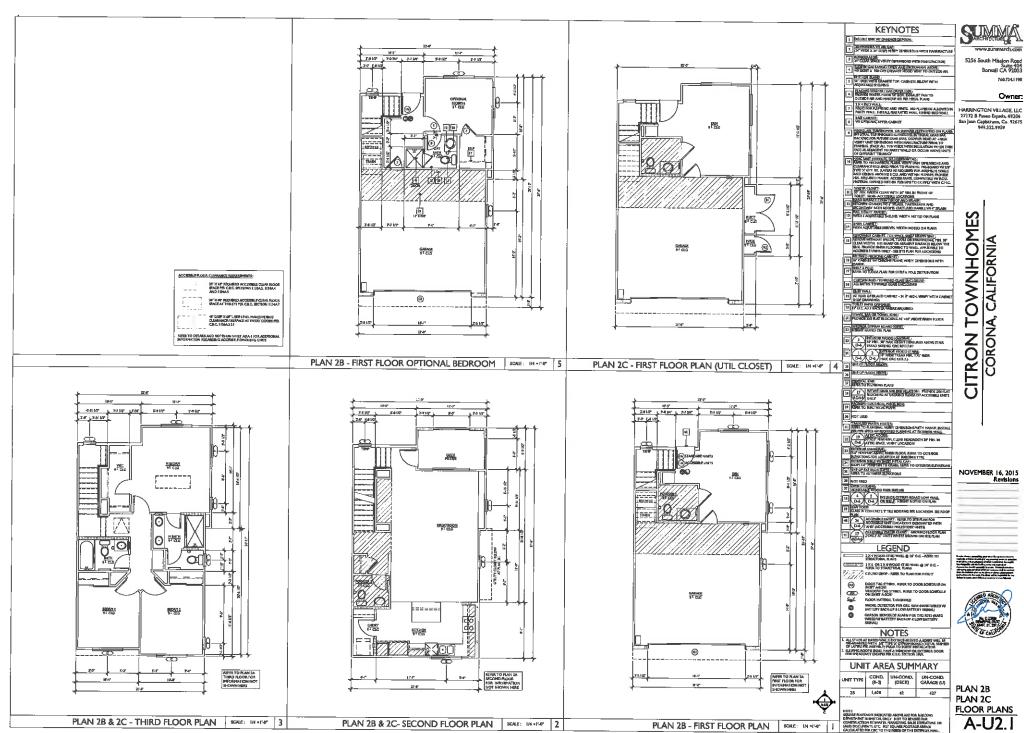
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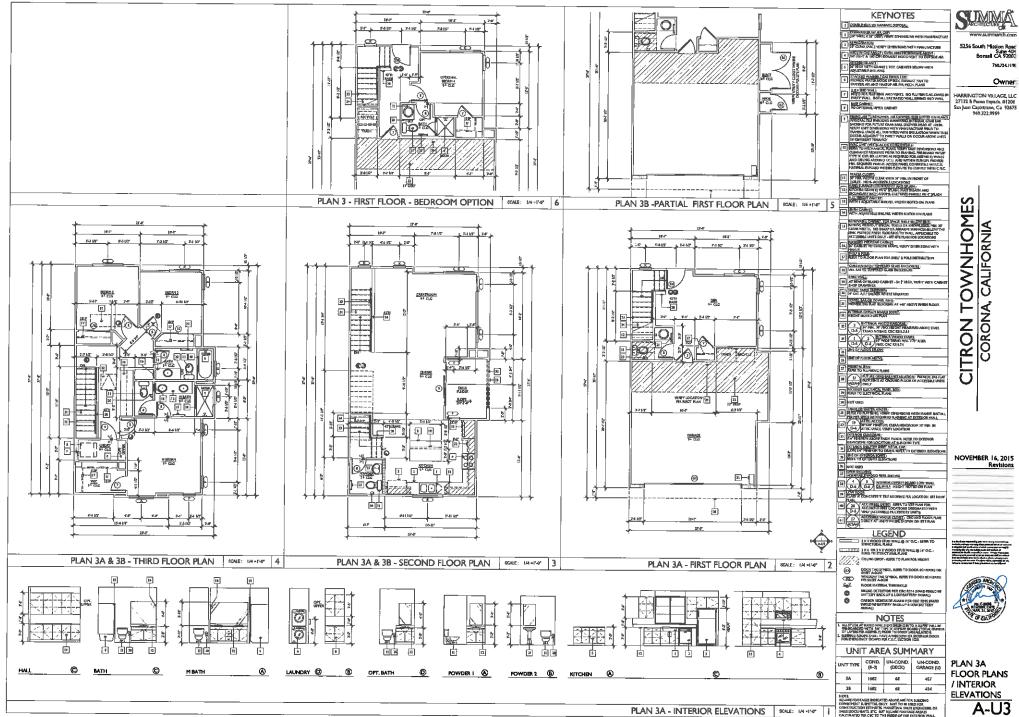
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NOVEMBER 16, 2015 Revisions



FLOOR PLANS / INTERIOR **ELEVATIONS** A-U2





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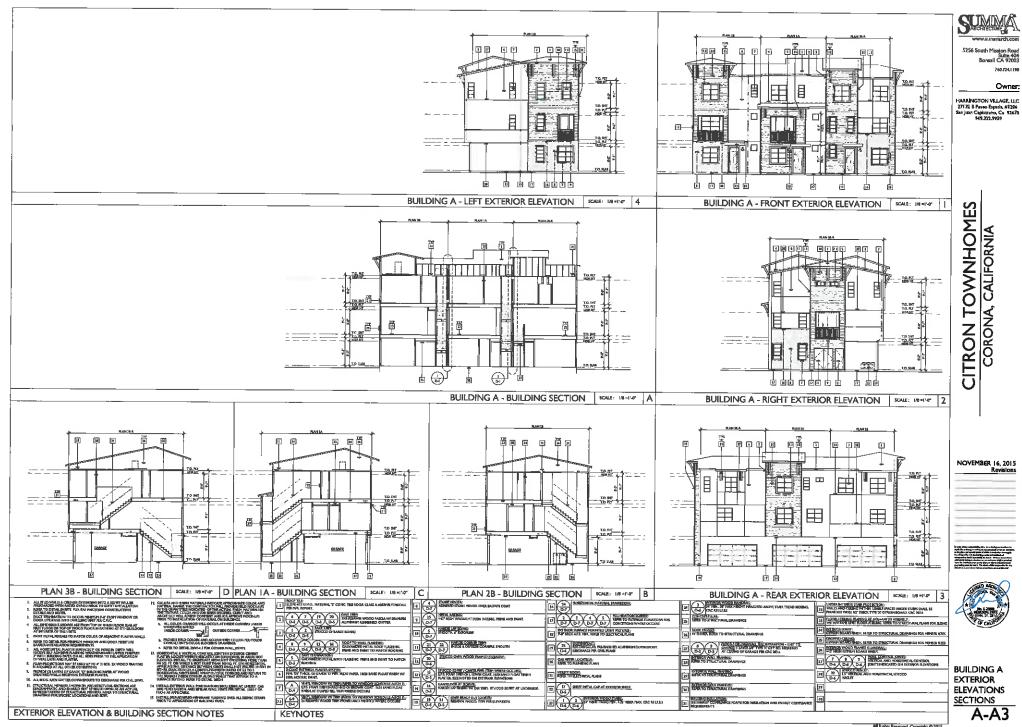
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NOVEMBER 16, 2015 Revisions



FLOOR PLANS

A-U3

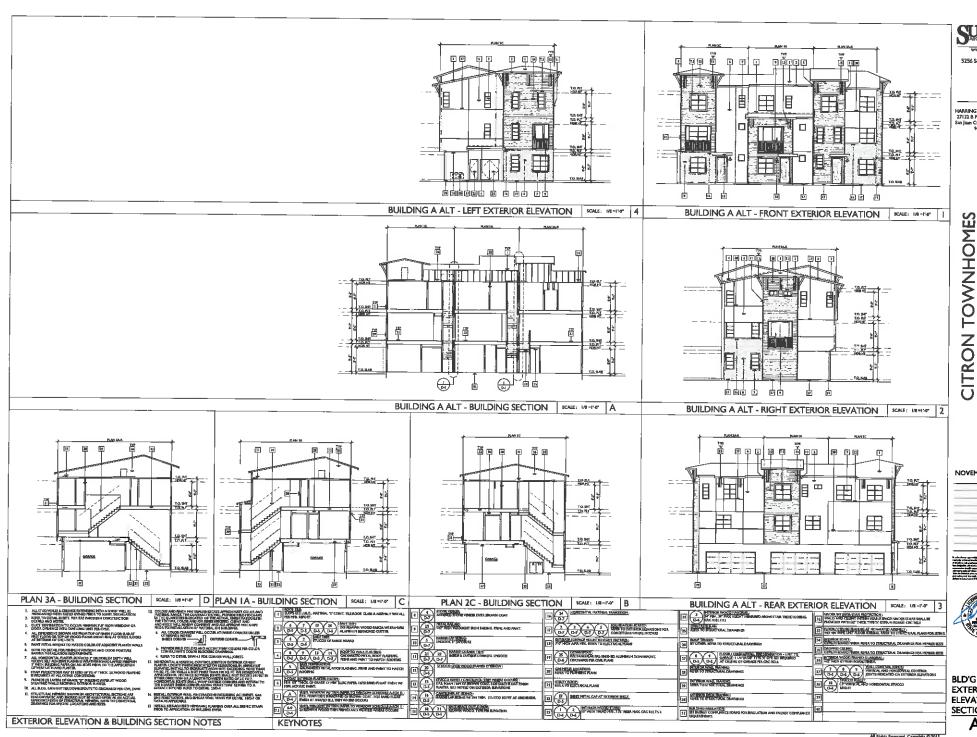


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Owner:

NOVEMBER 16, 2015





5256 South Mission Road Suite 404 Borsall CA 92003 760,724,1198

Owner:

HARRINGTON VILLAGE, LLC 27132 B Passo Espada, #1206 San Jitan Capistrano, Ca 92675 949,322,9959

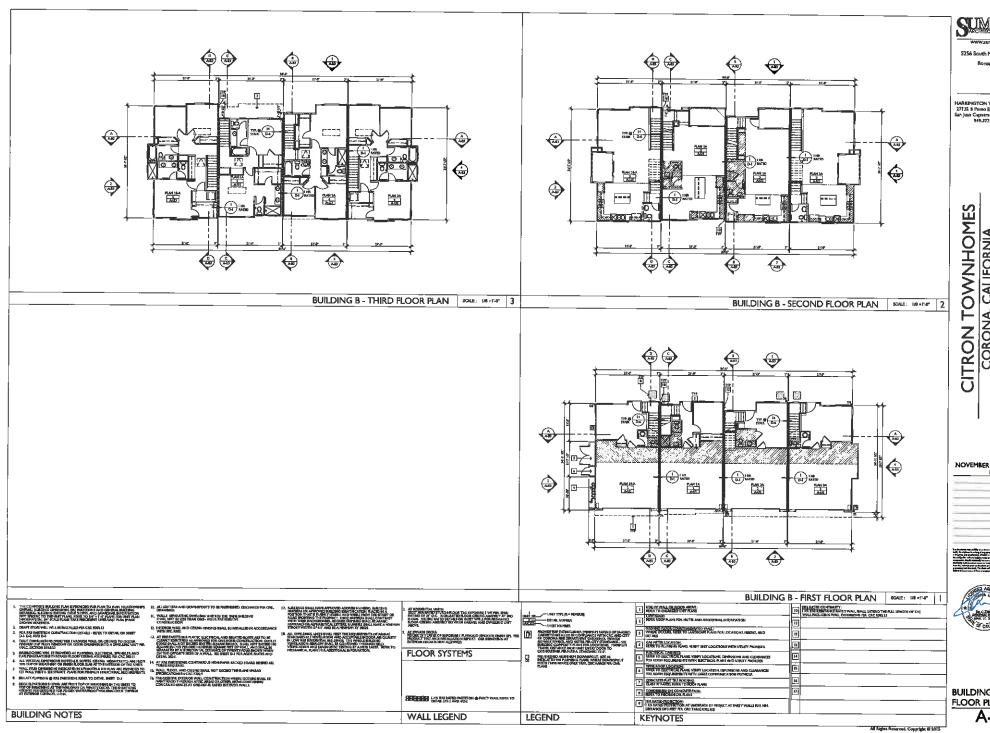
TOWNHOMES CALIFORNIA CORONA,

NOVEMBER 16, 2015 Revisions



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A-A4



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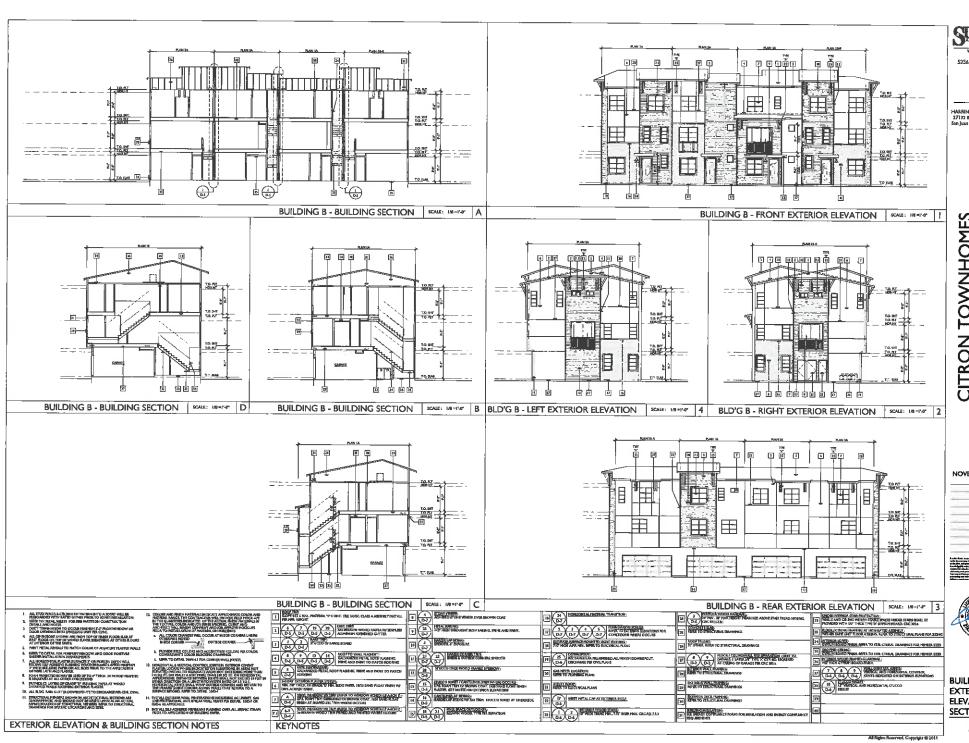
HARRINGTON VILLAGE, LLC 27132 B Passo Espada, #1206 San Juan Capistrano, Ca 92675 549,322,9959

CORONA, CALIFORNIA

NOVEMBER 16, 2015 Revisions



BUILDING B FLOOR PLANS A-BI



SUMMA ARCHITECTURE WWW.summairch.com

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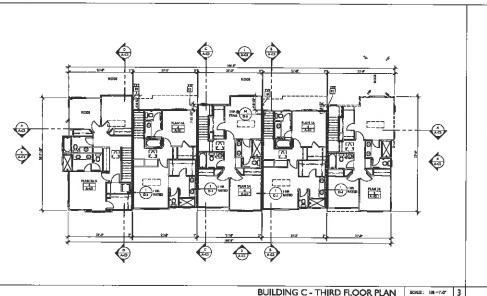
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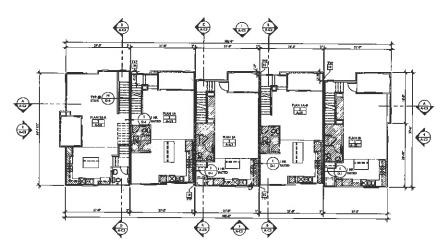
CORONA, CALIFORNIA

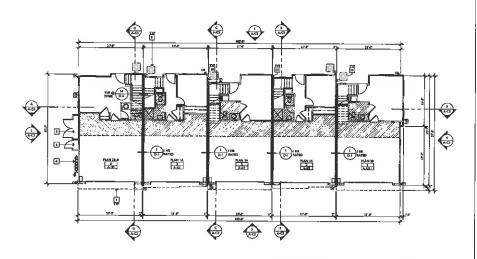
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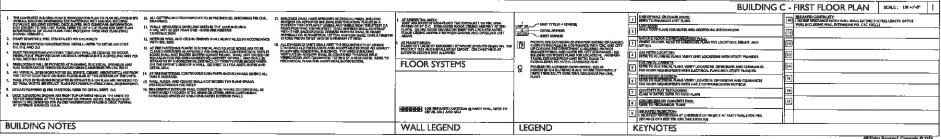
BUILDING B EXTERIOR ELEVATIONS SECTIONS

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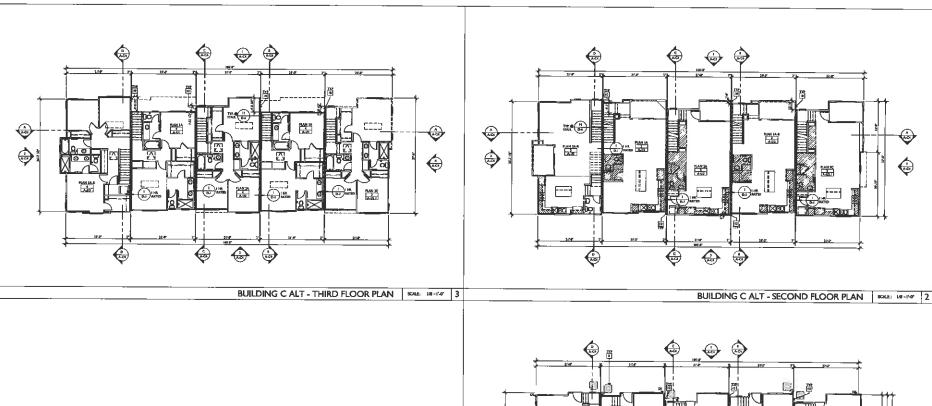
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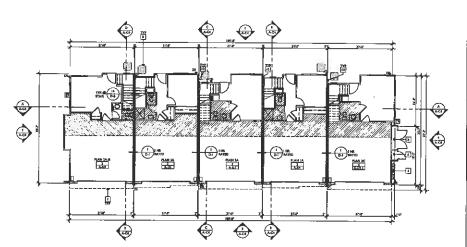
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BUILDING C FLOOR PLANS A-CI





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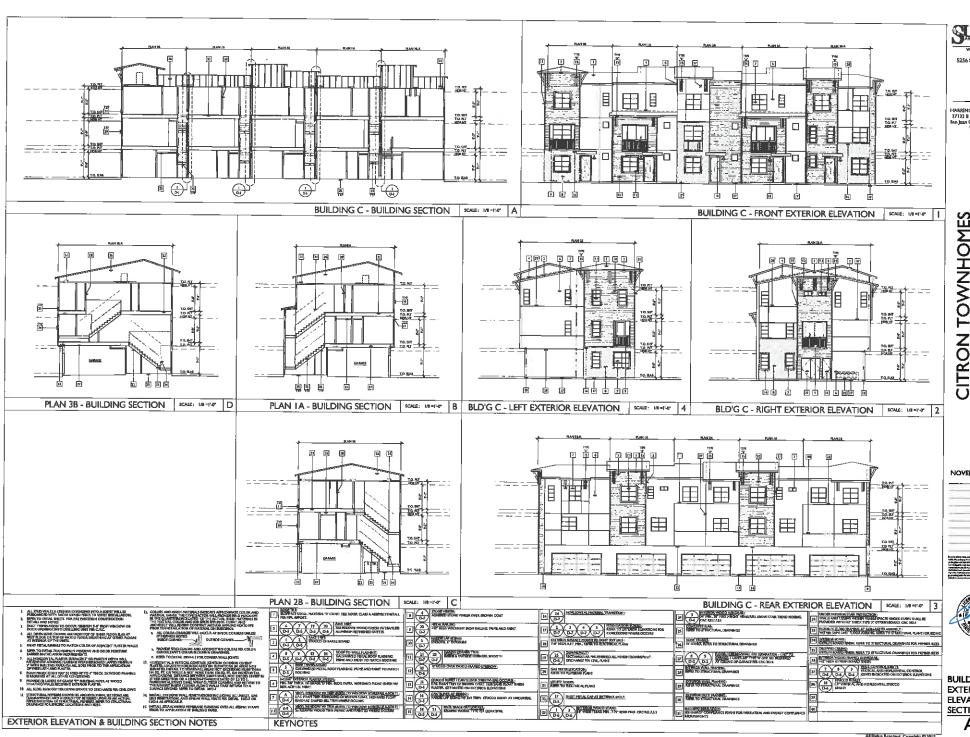
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CITRON TOWNHOMES CORONA, CALIFORNIA

NOVEMBER 16, 2015 Revisions

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Owner:

HARRINGTON VILLAGE, LLC 17/32 B Passo Espada, #/204 San Juan Capistrano, Ča 92675 949.222.8959

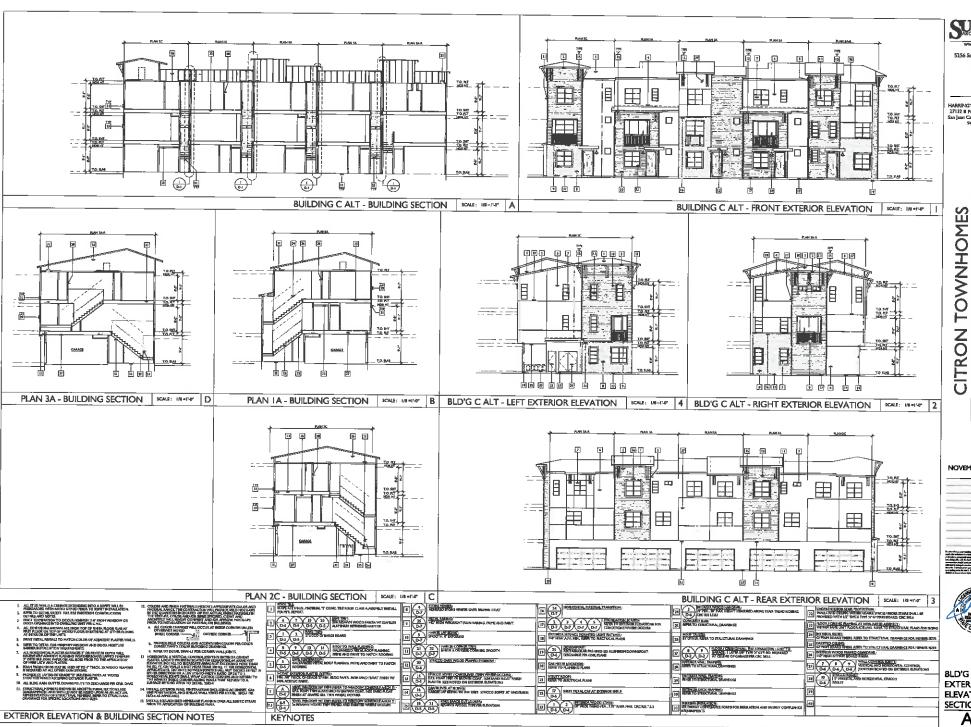
CORONA, CALIFORNIA

NOVEMBER 16, 2015 Revisions

To column

BUILDING C EXTERIOR ELEVATIONS SECTIONS

A-C



5256 South Mission Road Suite 404 Bonsall CA 92003 760.724.1198

Owner:

HARRINGTON VILLAGE, LLC 27132 III Passo Espada, M1206 San Juan Caplarrano, Ca. 92675 949.322.9959

NOVEMBER 16, 2015 Revisions



BLD'G C ALT EXTERIOR ELEVATIONS SECTIONS

All Rights Reserved, Convertely & 7015

GENERAL NOTES:

- A GRUDING PERMIT FROM THE PUBLIC WORKS DEPARTMENT IS REQUIRED, ALL GRADING SHALL COMPLY WITH THE REQUIREMENTS OF THE OTY OF CORROWN GRADINATIONS—COMPON MANDERAL COME ISS, THESE PLANS, SPECIAL RISTRICTIONS ON THE FROMIT, AND THE PROLIMBNY GETTECHNOLL REPORT DATE ARMANY IS NOT AND PREPARED BY SOMEWHAN OUTSTONIAN GETTECHNOLL, MCC. SCO PROJECT NO. 116204—1 AND UPDATED DECEMBER 8, 2015.
- SOURCE OF TOPOGRAPHY IS AEROPHOTOGRAMMETRY BY ARROWHEAD MAPPING CO.,
- A PRE-GOODING MEETING AT THE SITE IS REDURAED AMONG THE CITY INSPECTIOR, THE CHIL ENGINEER, THE SOULS ENGINEER AND THE GOODING CONTRICTION COLL THE DEPARTMENT OF PUBLIC WORKS EXPERIMENT MESTIGN ASSOCIATION DASSON AT (851) 279—3511 TO SCHEDULE A PRE-GONDING MEETING AT LEAST 40 HOURS PRIOR TO STANT OF ANY WORK.
- HOURS OF OPERATION ARE 7:00 A.M. TO 5:00 P.M. MONDAY THROUGH FREDAY EXCLUDING HOLDAYS.
- SEPARATE PERMITS SHALL BE REQUIRED FOR ANY IMPROVEMENT WORK IN THE PUBLIC RIGHT-OF-MAY.
- CONSTRUCTION WATERIAL AND EQUIPMENT SHALL NOT COCCUPY ANY PORTION OF THE PUBLIC RIGHT-OF-WAY, SUCH AS STREET, ALLEY OR PUBLIC STREWAR AT ANY TIME. TEMPORARY USE OF PUBLIC RIGHT-OF-WAY, WHENEVER REQUISITED, WAST BE REVENED AND APPROVED BY THE PUBLIC WORKS DIRECTOR.
- REPAIR OR REPLACE ALL EXISTING PUBLIC IMPROVEMENTS DAMAGED OR ALTERED AS REQUIRED BY THE PUBLIC WORKS DIRECTOR.
- ALL SURVEY MONUMENTS SHALL BE PROTECTED AND PERPETUATED IN PLACE; ANY DISTURBED OR COVERED MONUMENTS SHALL BE RESET BY A QUALIFIED CHILL BURNIEST OR A LICENSED LAND SURVEYUR.
- PRIOR TO TAKING WATER FROM A CITY FIRE HYDRAINT, THE CONTRACTOR SHALL MAKE ARRANGEMENTS WITH THE CORROM UTILITIES SERVICES TO OBTAIN A FIRE HYDRAIT WATER METER LASTER LOCATION MAY NOT BE ALTERED WITHOUT DEPARTMENT OF WATER AND POWER APPROVAL.
- 10. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERBY THE LOCATION OF ALL UTLINES OR STRUCTURES ADDRE OR BEION GROUND, SHOWN OR NOT SHOWN ON THESE PLANS. THE CONTRACTOR WILL GE HELD RESPONSIBLE FOR ALL DAMAGE TO ANY UTLINES OR STRUCTURES CAUSED BY HIS OPERATION.
- STREET ADHERENCE TO DUST CONTROL REQUIREMENTS SHALL BE ENFORCED, ADMICINIT STREETS ARE TO BE CLEANED DULY OF ALL DIRT AND DEBRIS THAT IS THE RESULT OF THIS OFFENTION.
- 12. SEPARATE PERMITS FROM THE BUILDING DIVISION SHALL BE REQUIRED FOR ALL
- AN APPROVED PRECISE GRADING PLAN WILL BE REQUIRED PRIOR TO A BUILDING PERMIT BEING ISSUED.
- THE DESIGN CIVIL ENGINEER/SOLLS ENGINEER/ENGINEERING GEOLOGIST OF RECORD SHALL EXERCISE SUFFICIENT CONTROL DURING GROUNG AND CONSTRUCTION TO ENGINEE COMMUNICATION THE PLANS, SPECIFICATIONS, AND CODE RECORDINGERINS WITHIN HIS PURINGER. THE ENGINEERIS SHALL SUBBILL IN TRANSMETEDISCHEM. CONCERNING BUILD OF OTHER TOTAL TO THE OTHER POPULATION FROM TO THE SISTUMCE OF A
- 15. REVISIONS TO THE PLANS ARE TO BE SUBMITTED TO THE PUBLIC WORKS DIRECTOR FOR REVIEW AND APPROVAL PRIOR TO CHANGING DRIGBIAL MILLIES.
- 16. THE CARL ENGINEER SHALL SUBJECT WHITTEN CERTIFICATION OF COMPLETION OF ROUGH GROONS IN ACCORDANCE WITH THE APPROXED GROONS FLAN AND CERTIFICATION OF BULLOWS FAO ELEVATION PRIOR TO ISSUINCE OF THE BULLOWS PERMIT. PAO ELEVATION GRADING TOLEMONE SHALL NOT EXCEED 4:0, 10°.
- 17. AN "NS-BUILT" GRADING PLAN SHALL BE SUBMITTED AT THE COMPLETION OF WORK SHOWING ALL WATER OLILLITY MANAGEMENT PLAN FACILITIES.
- ALL GRADING SHALL BE PERFORMED UNDER THE SUPERVISION OF THE SOALS EMBREER WHO SHALL GERTIFY THAT ALL FILL INS BEEN PROPERLY PLACED AND WHO SHALL SHIBIT A FROM COMPACTION REPORT FOR ALL FILLS OWER I'D BEEN.
- 18. THE GEOTECHRICAL ENGINEER SHALL AFTER CLEARING AND PRIOR TO THE PLACEMENT OF FILL IN CHAPOUS, INSPECT EICH CHAPON FOR ARBIS OF ADVERSE STREAMY AND TO DETERMINE HE PRESENCE OR ASSENCE OF SUBSTINCE WATER OF STRING FLOW IF NEEDED, DAMES WILL BE DESIGNED AND CONSTRUCTED PRIOR TO THE PLACEMENT OF FILL IN TOOR RESPECTINE CHAPON.
- 20. FILL ARENS SYMLL BE CLEWED OF ALL VECETATION AND DEBRIS, SCARIFIED TO A MINIMAM DEPTH OF 12 INCHES AND INSPECTED BY THE SOILS ENGINEER PRIOR TO THE PACKING OF FILL.
- . ALL DELETEROUS MATERIALS, LE., LUMBER, LOCS, GRUSH, OR ANY OTHER ORGANIC MATERIALS OR RUBBISH SHALL BE REMOVED FROM ALL AREAS TO RECEIVE COMPACTED FILL.
- UNSUITABLE MATERIALS, SUCH AS TOPSCIE, WEATHERED BEDROCK, ETC., SMALL BE REMOVED AS REQUIRED BY SALS ENGINEER (AND ENGINEERING GEOLOGIST, WHERE EMPLOYED, FROM ALL AREAS TO RECEIVE COMPACTED FLL. OR DIMMAGE STRUCTURES.
- 23. FILLS SHALL BE BENCHED INTO COMPETENT MATERIAL
- 24. WHEN CUT PAOS ARE BROUGHT TO NEAR CRUDE, THE GEOTECHNICAL ENGINEER SHALL DETERMANE IF THE BERRICK IS EXTENSIBLY PROCLUMED OR FAILIED AND WAL REPORT TRANSMIT WITER. IF CONSIDERED HECESSARY BY THE GEOTECHNICAL ENGINEER, A COMPACIED FILL BLANKET WILL BE PLACED.
- 25. MINETE SUPPORT OF BUTTESSING OF CUT AND MITTING SLOPES IS DETURNING TO BE MESSAMY BY THE CONTROL MINESPET THE CONTROL MINESPET SHOULD SUBBIT DESIGN, LOCATIONS AND OLICILATIONS TO THE PLEASE WHITE SUPPORT PRIOR TO CONSTRUCTION THE GEOTEDWICK LINGUISTER BUT INSPECT ON CONTROL THE CONSTRUCTION OF THE BUTTESSING AND CERTIFY THE SUBBILTY OF SLOPE AND AUMICINET STRUCTURES UPON COMPLETION.

CITY OF CORONA, CALIFORNIA PRECISE GRADING PLAN CITRON TOWNHOMES

GENERAL NOTES (CONTINUED):

- 26. ALL CUT SLOPES SHALL BE INVESTIGATED, BOTH DURING AND AFTER CHANNE OF THE GEOTEETHRUL ENGINEER TO DETERMINE IF ANY SLOPE HAS STABLITY PROBLEMS. SHALLD COMMITM DECORE MY CERO DOCK. HAZING, THE GEOTECHNAL DECOREMENT SHALL RECOMMEND INFORMATION TO THE PARKET OF THE PROBLEMS OF THE PARKET OF THE PARKET OF THE PARKET OF THE PARKET OF THE DECORDOOL MAPPING AND WRITTEN RECOMMENDATION FROM THE GEOTECHNICAL ENGINEER.
- 27. MAXIMUM ALLOWINGLE CUT AND FILL SLOPES ARE 2 TO 1 OR 30' IN HEROHT WITHOUT APPROUNL OF THE PUBLIC WORKS DIRECTOR. IF PROPOSED CUT AND FILL SLOPES ARE SLEPER THAN 21 OF OVER 30' IN HEART, TSHAFT O' ALCANINGS WITH A SAFETY FACTOR OF AT LESST ONE AND FIRE TEXTRIS (1.5) SYMLL BE SUBMITTED BY A GEOLEGIANCL FOR APPOINLE FROM THE PUBLIC WORKS DIRECTOR.
- 28. PROVIDE 4' WIDE BY 1' HICH BERM OR EQUINALENT ALONG THE TOP OF ALL FILL SLOPES OVER 5' HIGH, EXCEPT WHERE SHOWN OTHERWISE ON THE PLANS.
- ALL SLOPES ADMICENT TO PUBLIC RICHT-OF-WAY SHALL CONFORM TO SECTION 15.36.220 OF THE CORONA MUNICIPAL CODE.
- ALL SLOPES 4' OR HIGHER SHALL BE PLANTED AND COMPLY WITH REQUIREMENTS OF CHAPTER 17 OF THE CORONA MUNICIPAL CODE.
- 31. TERRACE DRANS, INTERCEPTOR DRANS AND DOWN ORANIS SULL BE CONSTRUCTED OF 4" P.C.C. (OR CONTES) REDIFFORED WITH 6"26" -2 1.4x1.4 N.W.M. RESON SHALL BE GRADE OF DILLET SEED. CONFERMING TO ASTA AGIS.
- 32. ALL COMORETE STRUCTURES THAT COME IN CONTACT WITH THE CH-STE SOILS SHALL DE CONTROLTED WITH TIPE I OR Y CURMA AS DESIDED INCESSARY OF SOLUBLE SHAPPLE CONTENT TEST CONDUCTED BY THE SAILS DEMORBER ALL COMPRETS AND SPECIFICATIONS.

 STRUCTURES AND SPECIFICATIONS.
- 33. GROUND SHALL BE PRE-WETTED PRIOR TO THE PLACEMENT OF CONCRETE. MOISTURE LOSS RETARDANT SHALL BE USED WHEN REDURED BY THE GEOTECHNICAL ENGINEER OR PUBLIC WORKS DIRECTOR.
- 34. CITY APPROVAL OF PLANS DOES NOT RELEVE THE DEVELOPER THE DEVELOPER OF RESPONSIBILITY FOR THE CORRECTION OF ERRORS AND/OR OMISSIONS DISCOVERED DURING CONSTRUCTION, UPON REDUCST, THE REQUIRED PLAN REVISIONS SHALL BE PROJECTLY SUBMITTED TO THE PUBLIC WORKS DIRECTION

NOTICE TO CONTRACTORS:

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES, CONDUITS, OR STRUCTURES SHOWN ON THESE PLANS WERE GRAWIED BY A SEARCH OF AVAILABLE RECORDS, TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT THOSE SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO DAKE PRECUITORIANY MESSURES TO PROTECT THE UTILITY LINES SHOWN ON THESE DAMMAGES. THE CONTRACTOR FURTHER ASSURES ALL LIABILITY AND RESPONSIBILITY FOR THE UTILITY PRES, CONDUITS OR STRUCTURES, SHOWN OR NOT SHOWN ON

CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION ON THIS PROJECT, FOLLOWING SHEPT OF ALL PERSONS OF PROPERTY, THAT THIS RECURREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO MORMAL

WORKING HOURS, THAT THE CONTRACTOR SHALL DEFEND, MIDEMONEY, AND HOLD THE CITY, THE OMNER, AND THE ENGINEER HARMEESS FROM ANY AND ALL LABRITY, ENGINEER OF ALLEGED, IN COMMECTION WITH THE PERFORMANCE OF MORK ON THIS PROJECT. THE CONTRACTOR SHALL CALL IN A LOCATION REQUEST TO UNDERGROUND SERVICE ALERT (USA)PHONE 1—800—422—4133, THO (2) INVENTIGE CAYS PRIOR TO DISSING NO CONSTRUCTION PETHET ISSUED BY THE PUBLIC WORKS DEPARTMENT SHALL BE VALID INVOLVING UNDERGROUND FIGURES UNLESS THE APPLICANT HAS AN INCURRY MANDER ESSIED BY USA

CARE SHOULD BE THIEN TO PREVENT GRADED DITCHES AND SIMLES FROM UNDERSHING STREET INFROVEMENTS. UPON INSPECTION OF THE SITES, THE CITY ENGINEER MAY REQUIRE TEMPORARY CUNITE SIMLES, ENTERING OR LEAVING INSPECTION OF THE SITES.

PRESSURE REGULATORS DISCLOSURE NOTES:

A WATER PRESSURE REGULATOR WITH A PRESSURE RELEF VALVE IS REDURED FOR THE FOLLOWING UNIT, INSEED ON THIS APPROVED SET OF PLANS, ANY DISCREPANCY DESTREEM THE APPROVED SET OF PLANS AND RELEVANTIC COMMITMOS SHALL BE BROADED TO THE AMBIENT AND CHARACTER ATTENTION OF THE UNDERSIONED EMBRIER, PRIOR TO COMMENSURED THAT AND CHARACTER OF OWNER.

BACKWATER SEWER VALVE DISCLOSURE NOTES (*):

A BACKMATER SEMER VALVE IS REQUIRED FOR THE FOLLOWING UNITS, BASED ON THIS APPROVED SET OF PLANS, ANY DISCREPANCY BETWEEN THIS APPROVED SET OF PLANS AND RELOVATION SHALL BE BROUGHT TO THE MANEDUME ATTENTION OF THE LINGUISTISCOMED DISCREER, PRIOR TO COMMENCIALING AND CONTINUATION OF WORK.

UNIT NO.: 1-148

ESTIMATED EARTHWORK QUANTITIES

ON-SITE EARTHWORK QUANTITIES		
GRADINO SUMMRY	CUT (C.Y.)	FILL (C.Y.)
RAW QUANTITIES	13,500	13,500
SPOILS (50 CY / URIT)	7,400	
ECPORT	7,400	

AREA OF GRADING = 10.1 AGRES

MOTE: THE ABOVE OUNTITIES HAVE BEEN ESTIMATED BY THE ENGINEER FOR PERMIT PURPOSES ONLY THE CONTROLTER SHALL DETERMENT HIS OWN OUNTITIES AND HE IS SOLITY RESPONSELE FOR DETERMENTE THE ABOUNT AND COST OF REPORT OF THE PROJECT,

OWNER/DEVELOPER:

HARRINGTON VILLAGE, LLC 27132 B PASEO ESPADA, SUITE 1206 SAN JUAN CAPISTRUMO, CA 92675 (949) 349-1104 ATTN: JEFF HOLBROOK

ENGINEER:

KWC ENGINEERS 1880 COMPTON AVENUE, SLATE 100 CORONA, CA. 32881-3370 (951) 734-2130 ATTN: VICTOR A. ELIA

SOILS ENGINEER:

SOUTHERN CALIFORNIA GEOTECHRICAL, INC. 22885 EXST SAM RANCH PHYRIAN, SUITE E YORGA LINCH, CA 92887 (714) 885-1115 ATTH: PARLO MONTES, JR.

REVIEWED BY: SO CAL GEO. INC.

JOHN A. SEMINARA, GE DATE

"DECLARATION OF ENGINEER OF RECORD"

DECLANATION OF ENGINEER OF RECORD.

I HEREIT DECLARE THAT THE DESDIT OF READMONDERING SHOWN ON THESE PLANS COMMENS WITH ALL PROFESSIONAL DEMONSTRANCE SHOWNS AND PRACTICES. AS THE ENGINEER OF RECORD FOR THE FLOW ENGINEER OF THE CONTROL OF THE PLAN CHICA PERFORMED IT THE CHICA PERFORMED BY THE CHICA PERFORMED BY THE CHICA PERFORMED BY THE CHICA PERFORMED BY THE CHICA PERFORMED OF THE PLAN CHICA PERFORMED IN THE LAMITED PURPOSE OF DESIGNING THE PLANS COURTY WITH THE CHICA SHOWNESS, FOR THE EXPRINCAL RESULTANT OF THE PLAN CHICA PERFORMENT OF THE PERFORMENT OF THE PROPERTY OF THE PLANS CHICAGO OF THE PERFORMENT OF THE PERFORMENT OF THE PROPERTY AND PROPERTY AND PROPERTY OF THE PROPERTY OF THE PROPERTY AND PROPERTY AND PROPERTY OF THE PROPERTY AND PROPERTY AND PROPERTY OF THE PROPERTY OF THE PROPERTY AND PROPERTY OF THE PROP

VICTOR A. ELIA ENGINEER OF RECORD

LEGAL DESCRIPTION:

PORTION OF LOTS 5, 8, 9, 12 AND 13 IN BLOCK 95 OF AMBURHABLE COLONY AND TOMESTE, AS SHOWN BY MAP ON FILE IN BOOK 6, PIGE 20 OF MAPS, RECORDS OF SAN BERMARION COLUMN, ONLETINEN AND PORTION OF LOT 13 IN BELOCK 95 OF AMBURHABLE COLONY AND TOMESTE, AS SHOWN BY MAP ON FILE IN BOOK 6, PIGE 20 OF MAPS OF SAN BEDWARING OUTPY, OLLETHAN,

DATE

- 1. SITE ACREAGE: 10.03 AC. GROSS (EX. R/N), HET ACREAGE 7.77 ACRES (PROP. R/N).
- 2. GENERAL PLAN DESIGNATION: HIGH DENSITY RESIDENTIAL (HOR) J. LAND USE AND ZONING PER SP 82-1:

DATA DEL MAI DENGRIT PERSONAL PROFINGE USE: WOMT/ANIMAL SHETTER EXISTING ZOMME: HIGH DENGRITY RESIDENTIAL, INDUSTRIAL & FLOOD PLAN ADJACENT LAND USE, ZONING AND GENERAL PLAN DESIGNATION:

LAND USE ZONING NORTH: MOR SOUTH: FP1 NORTH: RESIDENTIAL SOUTH: FLOOD PROTECTION EAST: MIXED USE

EAST: MI
WEST: WICANT RIDUSTRIAL—RESIDENTIAL WEST: MI
REST

- 4. TOTAL CONDO UNITS: 148
- 5. DENSITY: 19.0 HOMES PER ACRE (NET) 6. BUILDING COVERAGE: 2.48 ACRES (31.9%)

PROJECT VICINITY MAP

SHEET INDEX

SHEET 1	TITLE SHEET
SHEET Z	
SHEET J-IJ	PRECISE GRADING PLAN
SHEET 14	
SHEET 15-18	AREA DRAINS PLAN
SHEET 19	DEMONITOR DI AM
SHEET 20	EROSION CONTROL TITLE SHEET
SHEET 21	FRASION CONTROL DLAN
SHEET 22-23	RETAINING WALL PLAN
SHEET 24-25	RETAINING WALL DETAILS

UTILITY NOTES

MATER: CITY OF CORDNA 400 S. VICENTIA AVERUE CORONA, CA. 92882 (951) 736—2263 SEWER: CITY OF CORONA 400 S. VICENTIA AVENUE CORONA, CA. 92882 (951) 736-2263

PHONE: PACIFIC BELL 3083 ADMIS AVERUE RIVERSIDE, CA. 92304 (800) 303-3000

SOUTHERN CHEFORMA CHE CO. P.O. BOX JOOS REDIANOS, CA. 92373 (800) 427—2200

POWER: SOUTHERN CALIFORNIA EDISON CO. 1351 E. FRANCIS ONTARIO, CA. 91761 (800) 930-8529

BENCH MARK

A 2-1/2" BRASS DISK STAMPED "C-104" SET IN THE TOP OF CURB, LOCATED 5' SOUTH OF THE ECR. OF THE SOUTH-ASSETTLY CURB RETURN OF THE INTERSECTION OF RIVER ROAD AND LINCOLN NEWLE.

BASIS OF BEARING

THE BASIS OF BORRING IS THE LINE BETWEEN THE CITY OF CORONA GPS POINTS 1180 AND 1181, BASED ON THE STATE PLANE COORDINATE SOSTEM OF 1883, COLLIFORM ZONE W, PUBLISHED BY THE CITY OF CORONA GPS DESCRIPTIONS DATED OCTOBER 22, 1980, SAD BEARING BEING N35:36'11'W

REFERENCE PLANS

DWC NO. 96-165 TRACT NO. 24718-5, 24716-6 & 24716 IMPROVEMENT PLANS OWE NO 85-7650 TRACT NO. 20501 IMPROVEMENT PLANS DHC: NO. 02-1235 LINCOLN AVENUE WIDEHING PROJECT STREET AMPROVEMENT PLANS DWG. NO. 87-185 LINCOLN AVENUE CHANNEL CROSSING

IMPROVEMENT PLANS

TEMESCAL CREEK CHANNEL STAGE 2

DWG. NO. 99-1455

REFER TO FRUIL MAP FOR TRACT 36427 FOR RIGHT-OF-MAY DEDICATIONS PROJECT BOUNDARY AND EASEMENTS.



Underground Service Alert Call: TOLL FREE 811

TWO WORKING DAYS BEFORE YOU DIG

HOW HIS : 8 JUNESTAN CITRON TOWNHOMES

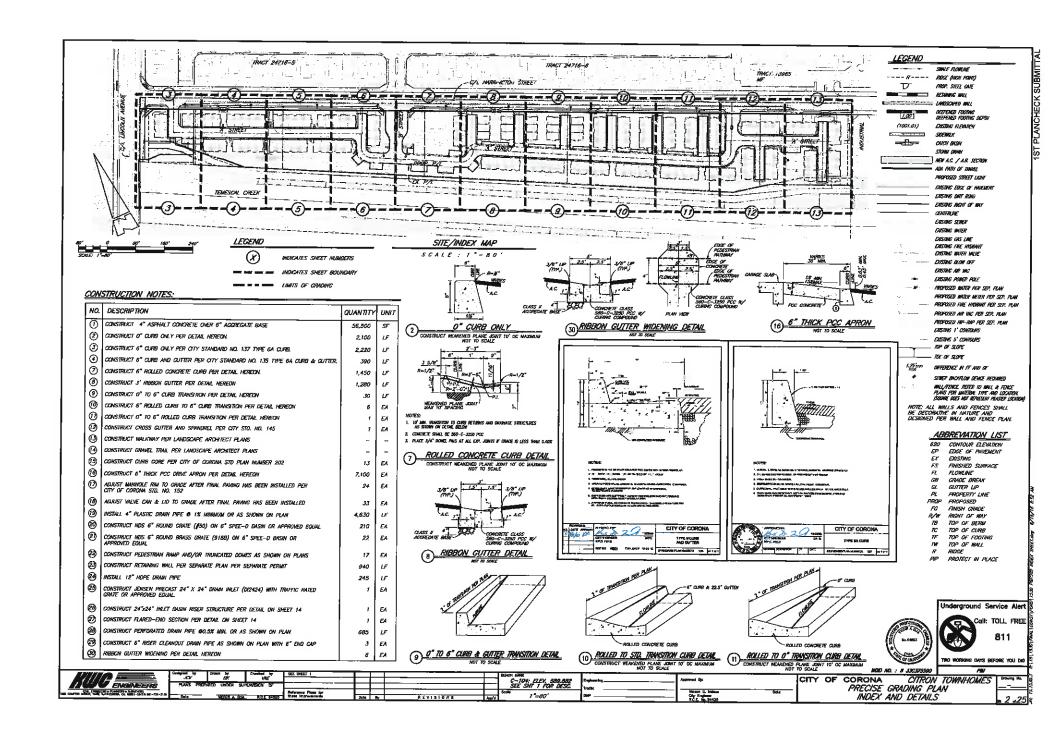
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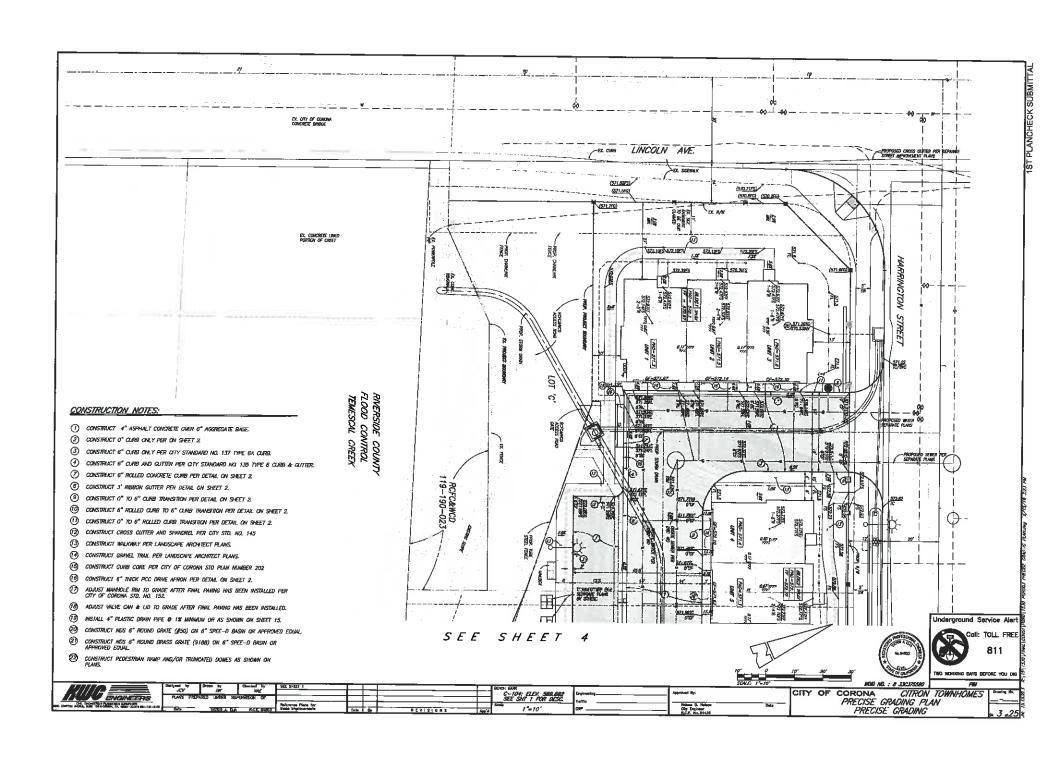


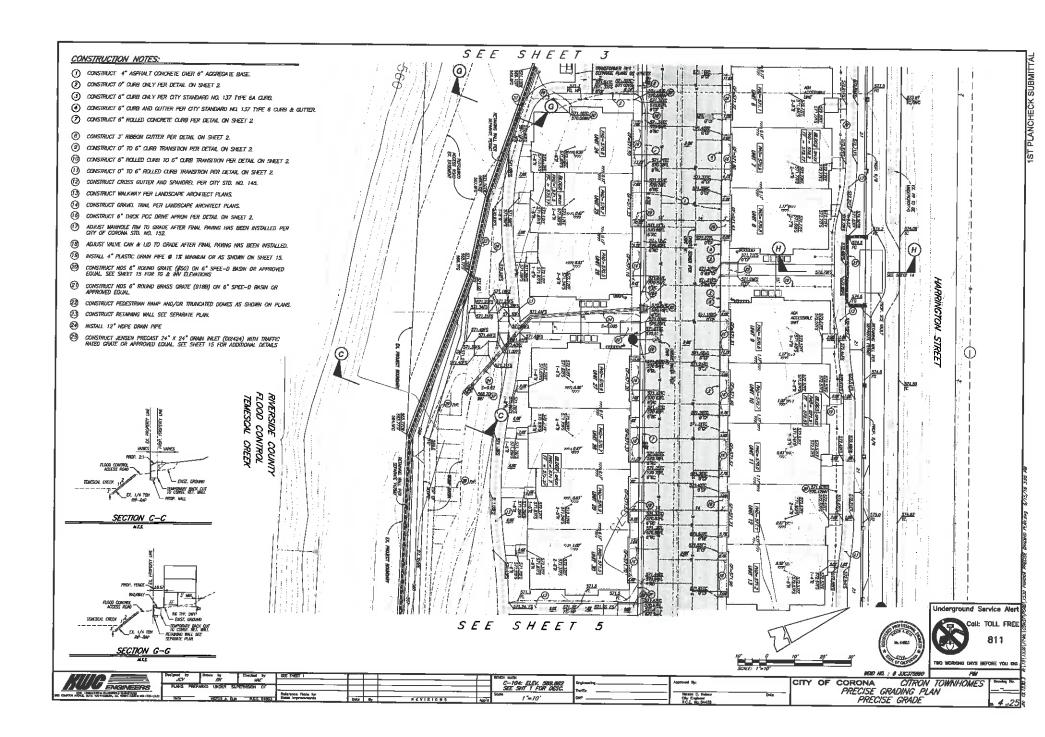
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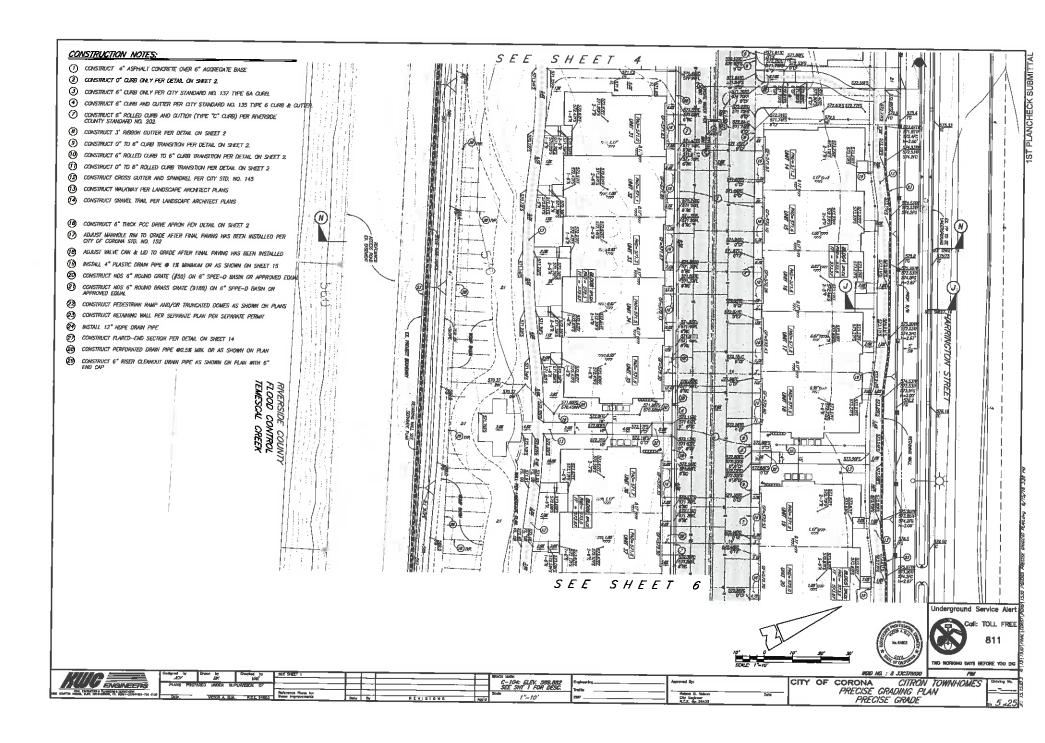
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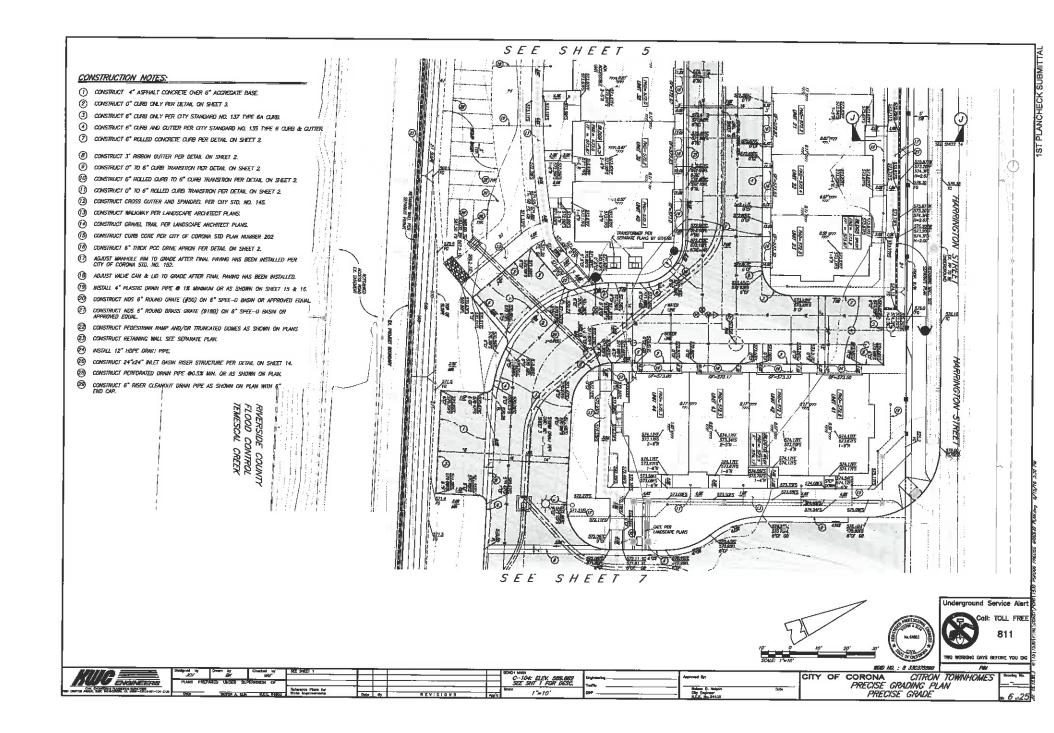
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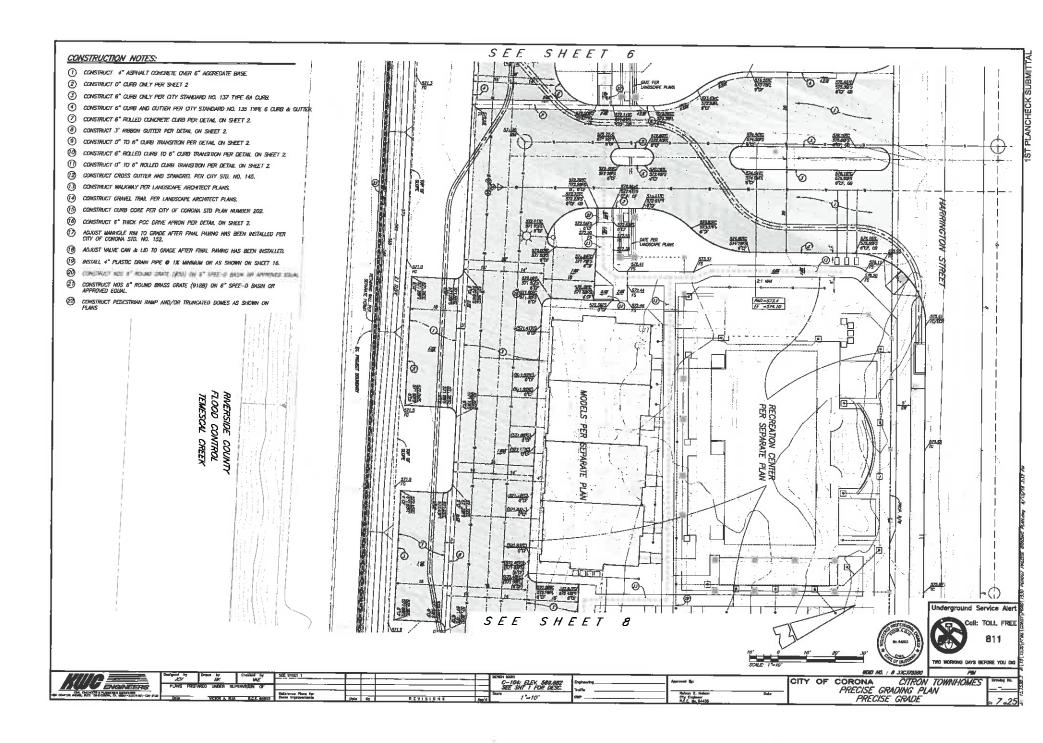


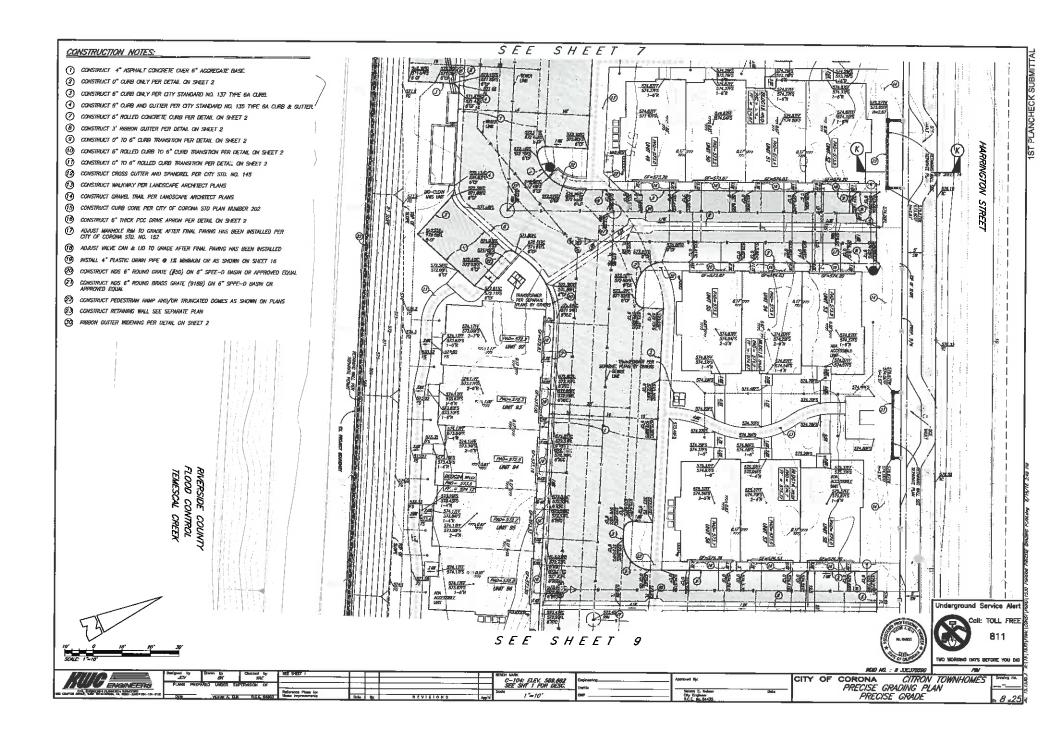


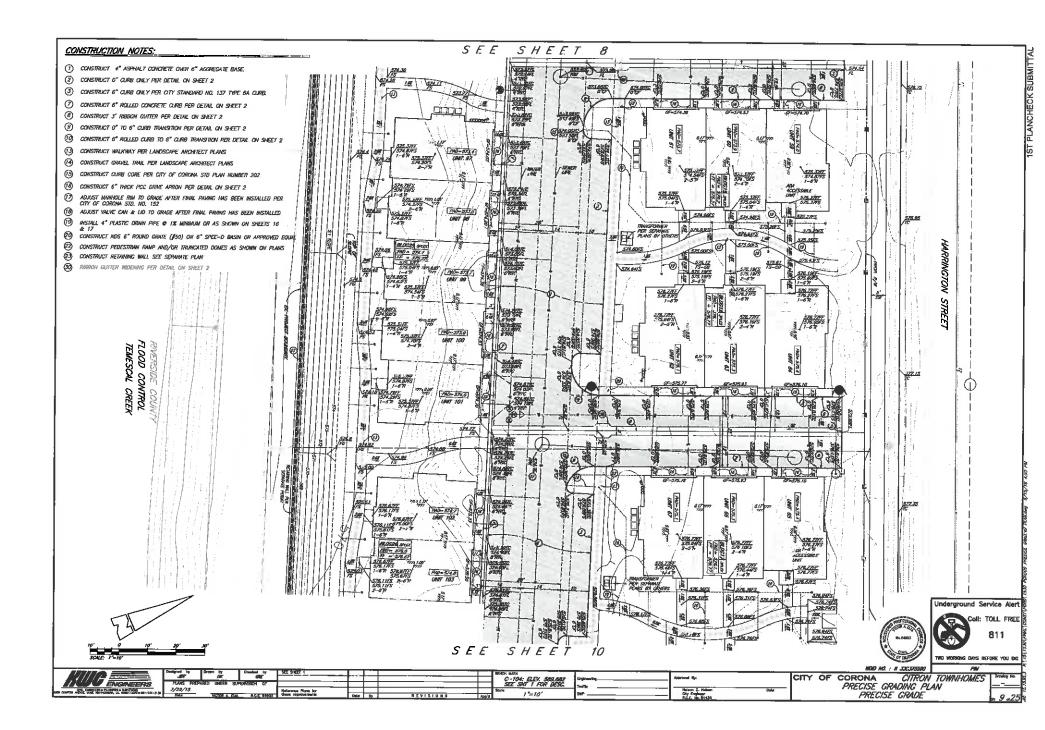


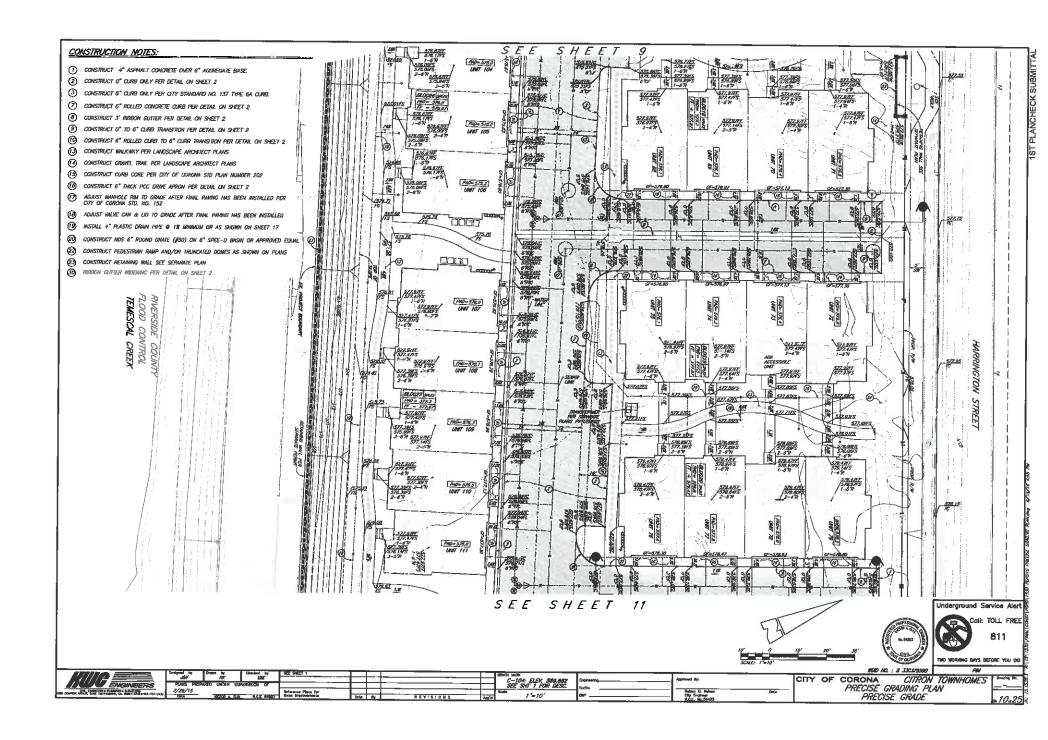


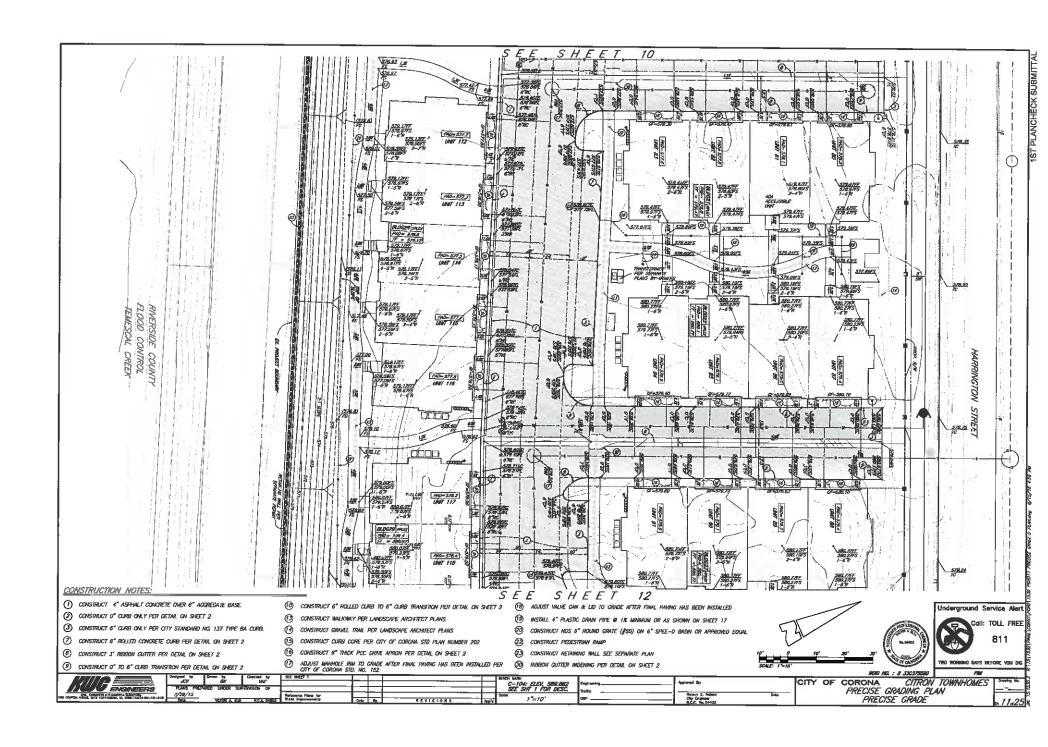


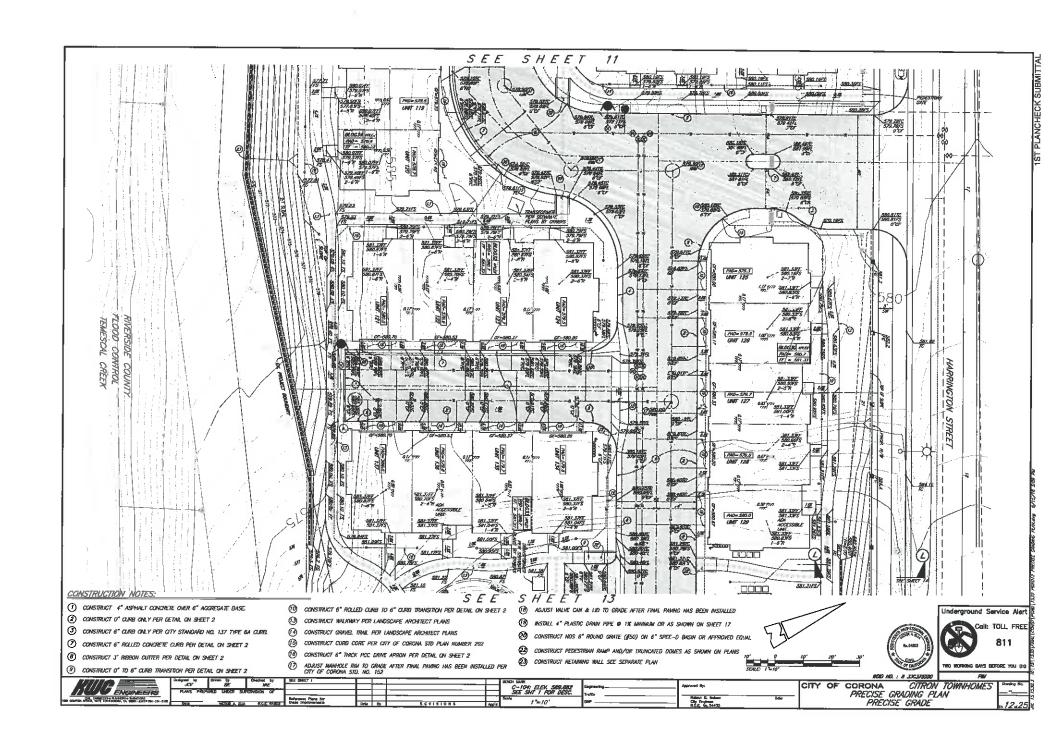


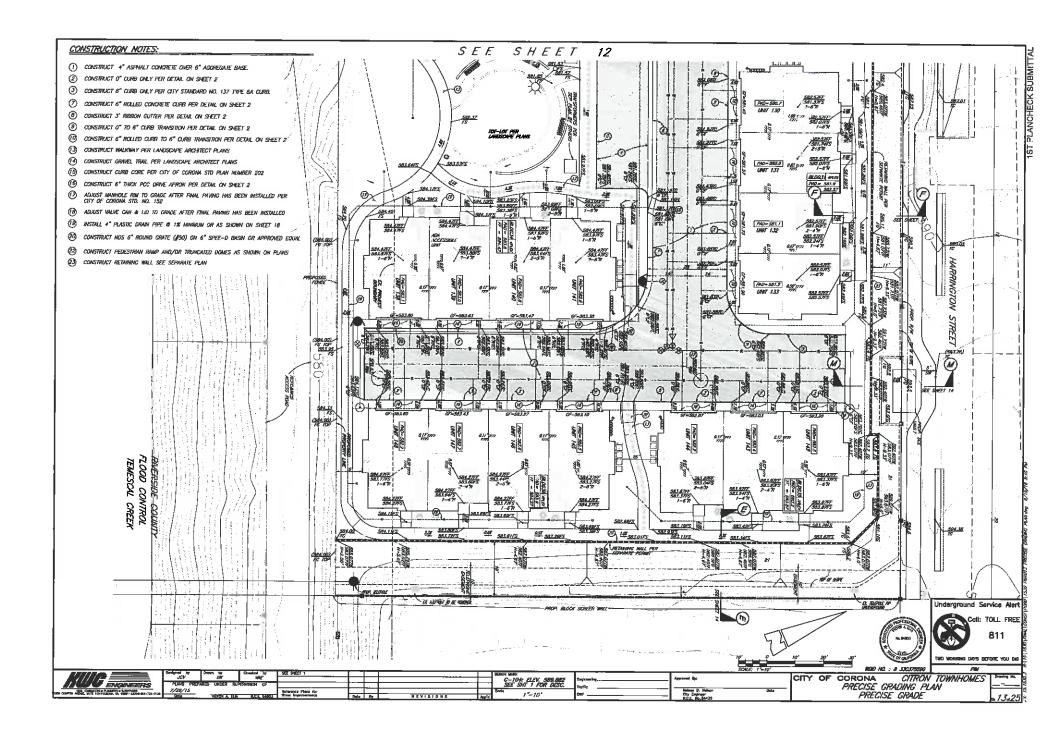


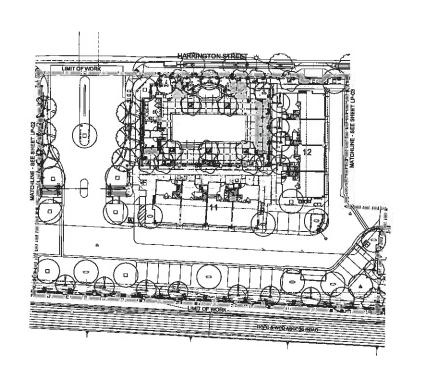


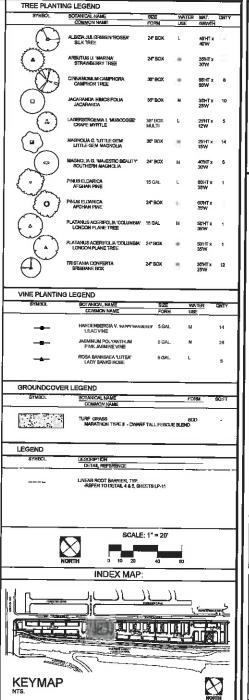


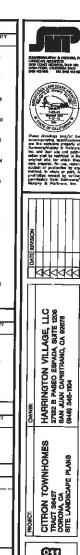














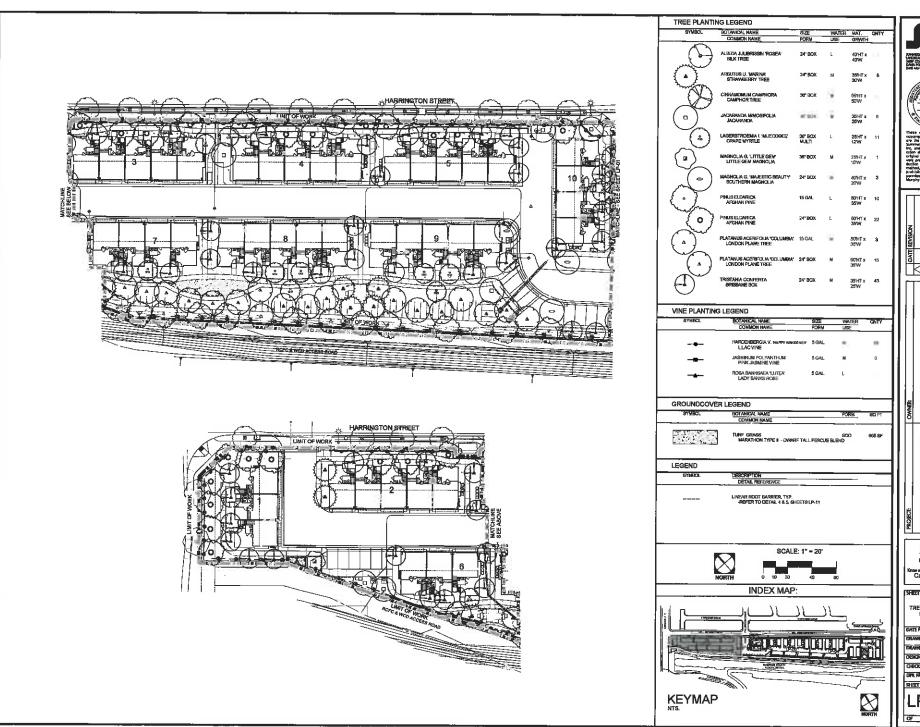
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TREE PLANTING LAYOUT

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LP-01 OF 31 SHEETS







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HARRINGTON VILLAGE, ILC 27752 B PAECO ESPADA, SUITE 1206 BAN JUAN CAPISTRANO, CA 92878 (848) 548-1704

CITRON TOWNHOMES
TRACT 36427
CORONA CA
SITE LANDSCAPE PLANS



SHET DECORPTION

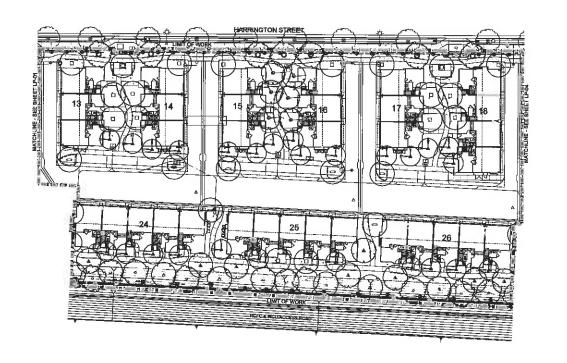
TREE PLANTING
LAYOUT

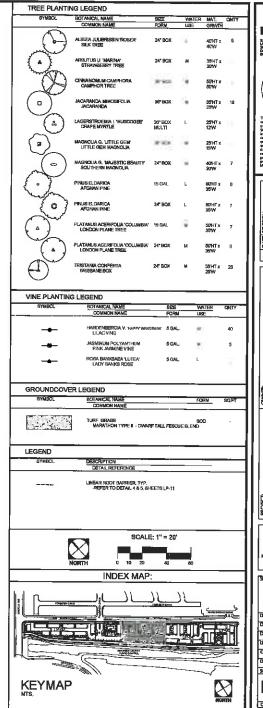
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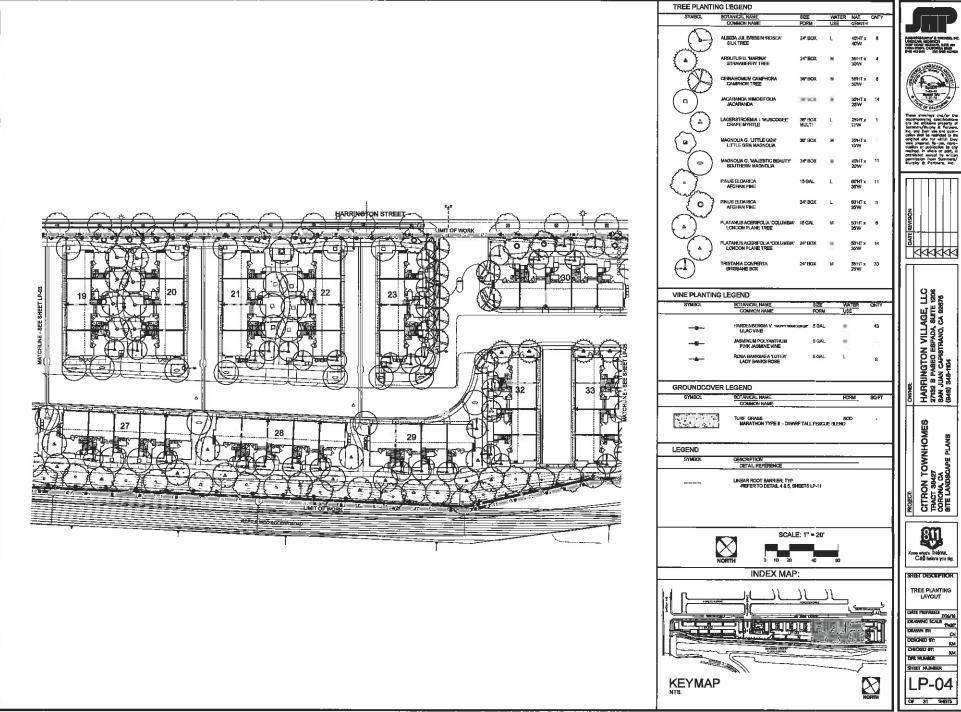




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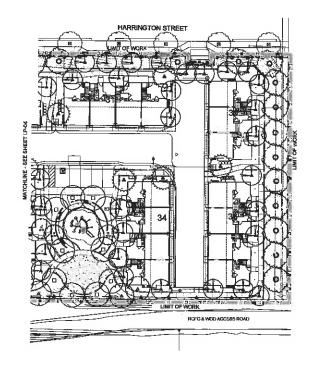
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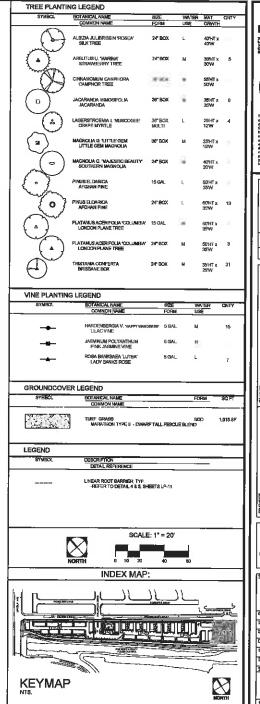
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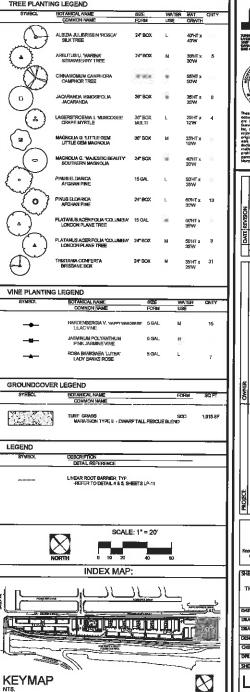


















HARRINGTON VILLAGE, LLC 27:32 B PASEO ESPADA, SUTE 1208 SAN JUAN CAPISTEANO, CA 92675 (948) 348-1104

CITRON TOWNHOMES TRACT 38427 COROUN, CA SITE LANDSCAPE PLANS



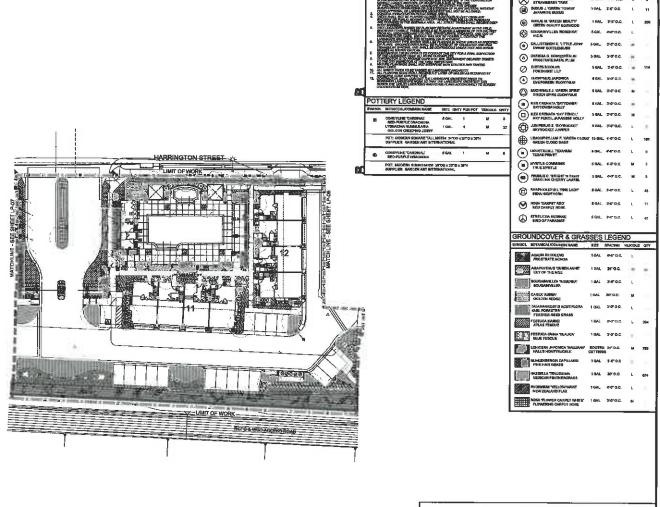
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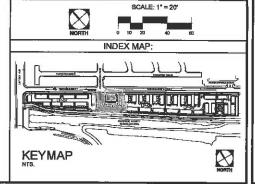
TREE PLANTING LAYOUT

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LP-05 OF 31 SHEETS







SHRUB PLANTING LEGEND



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DATE REVISION

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CITRON TOWNHOMES
TRACT 38427
CORONA, CA
SITE LANDSCAPE PLANS



SHEET DESCRIPTION
SHRUB PLANTING

SHRUB PLANTING
LAYOUT

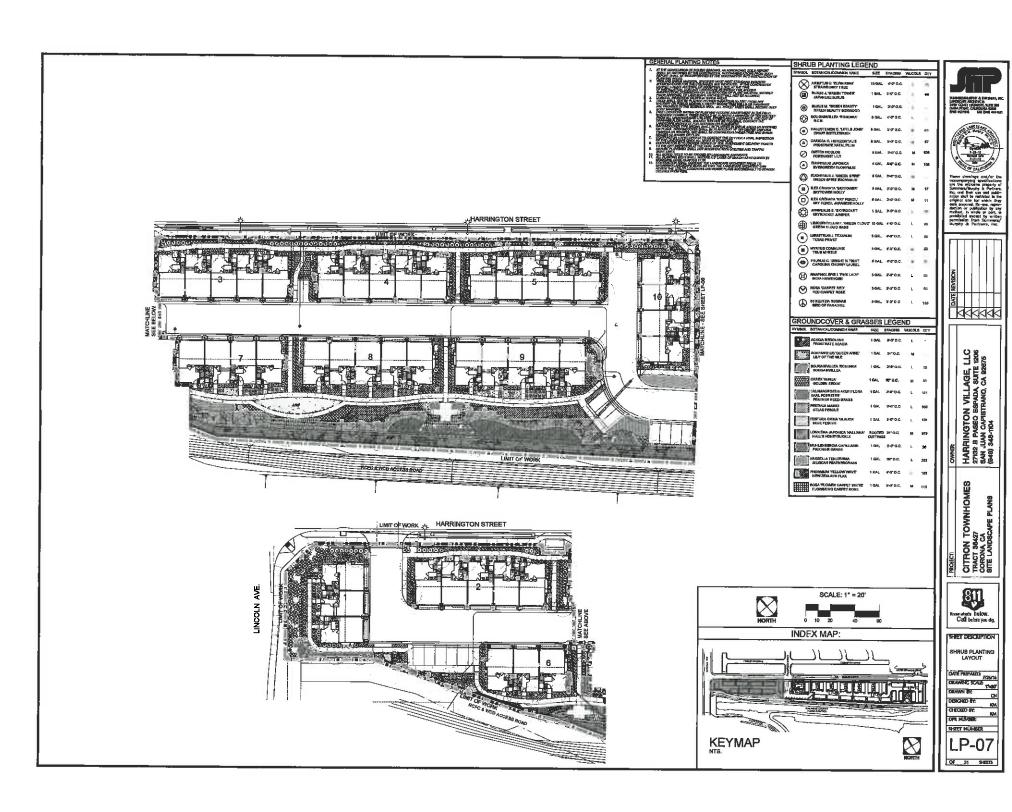
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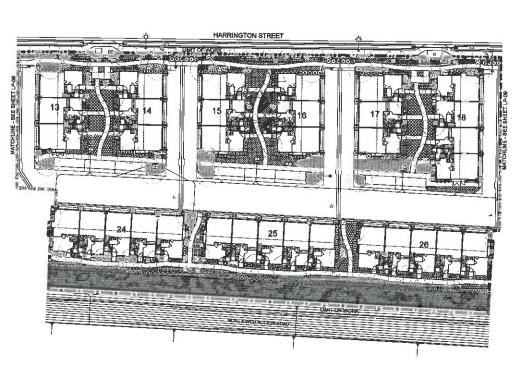
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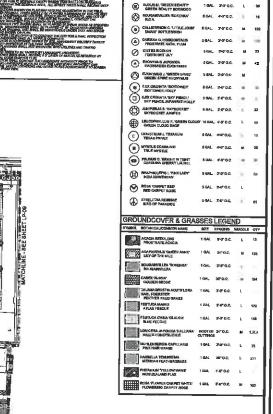
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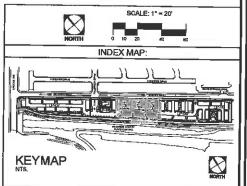
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SHRUB PLANTING LEGEND ARBUTUS U. TILPIN KING STRAMBERRY TREE







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DATE					Ī	ī	
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CITRON TOWNHOMES
TRACT 36427
CORONA, CA
SITE LANDSCAPE PLANS



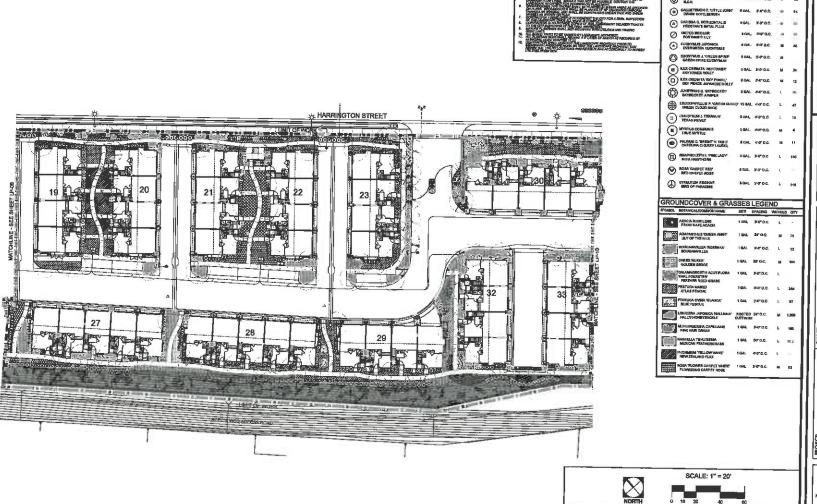
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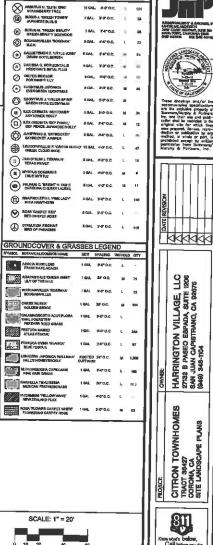
SHRUB PLANTING

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INDEX MAP:

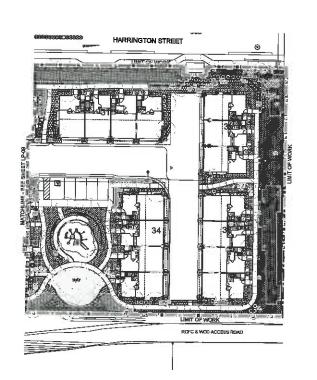
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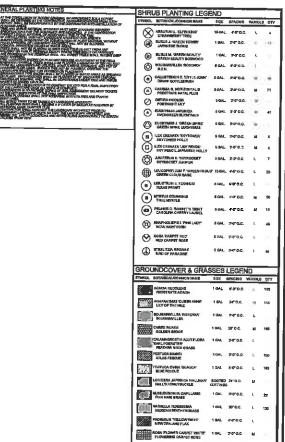
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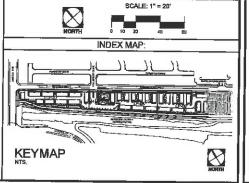


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MES HARRINGTON VILLAGE LLC 27132 B PAREO BEPADA, SUITE 2208 RAN JUAN CAPRITRANO, CA 82575 (848) 348-1704

CITHON TOWNHOMES TRACT 84/27 CORONA, CA SITE LANDSCAPE PLANS

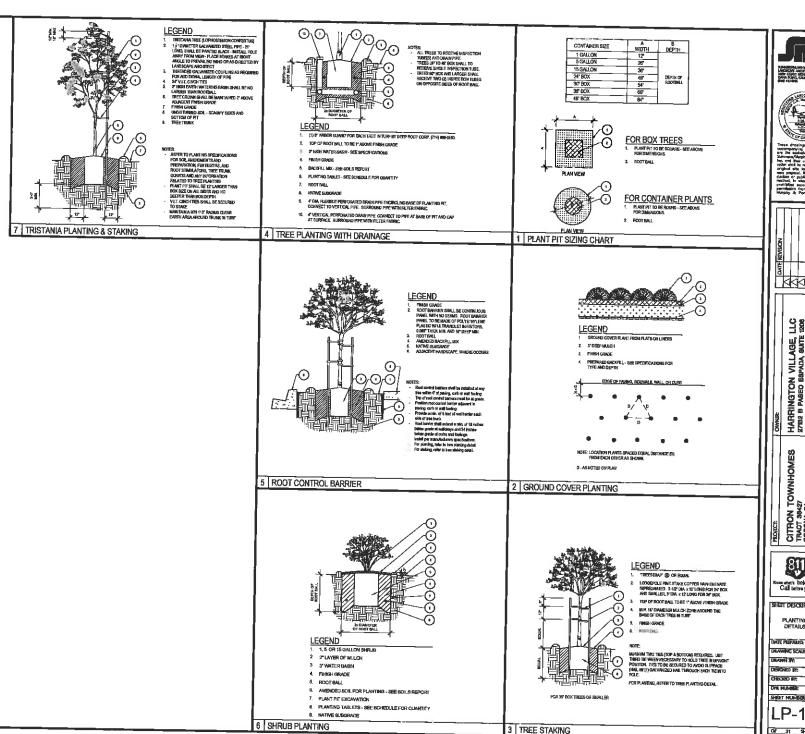


SHEET DESCRIPTION
SHRUB PLANTING

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CITRON TOWNHOMES
TRACT 36427
CORONA, GA
SITE LANDSCAPE PLANS



SHEET DESCRIPTION

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ON DESIGNED BY: CHECKED BY: OPE MUMBER

LP-11 OF 31 SHEETS

EXISTING SPECIFIC PLAN 82-1

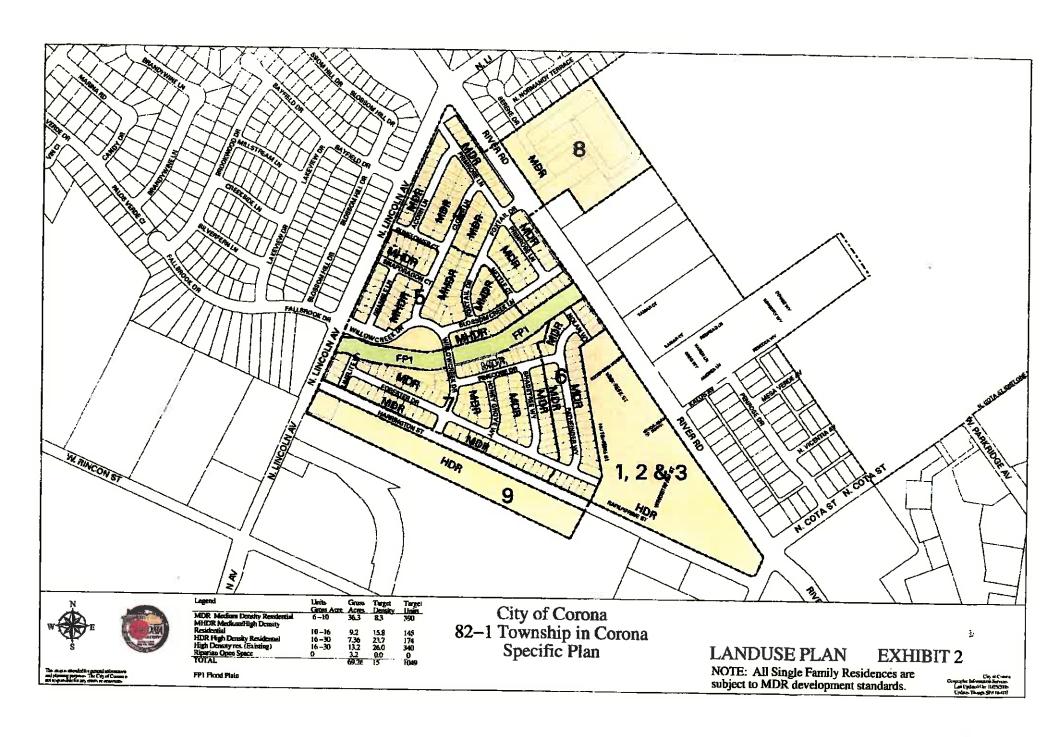
SPECIFIC PLAN 82-1 THE TOWNSHIP IN CORONA

Original Specific Plan (SP82-1) Adopted by City Council January 5, 1983

> Original Submitted by: Merickel Development 17985 F Sky Park Circle Irvine, CA 92714

Original Prepared by:

GLC Associates 17922 N Sky Park Circle Irvine, CA 92714 Hall and Foreman 3186 L Airway Avenue Costa Mesa, CA 92626



AMENDMENTS TO THE TOWNSHIP IN CORONA SPECIFIC PLAN SP82-001

CASE NO.	COUNCIL APPROVAL	DESCRIPTION/APPLICANT
SPA89-05	July 19, 1989 Resolution No. 89-86	To decrease the total number of allowable dwelling units from 920 to 825, decrease the amount of MHDR from 31.7 acres to 9.2 acres, increase the amount of MDR from 10.9 acres to 24.1 acres and increase the amount of HDR from 13 acres to 19.1 acres and to make minor changes to the development standards of Sections 4.1 and 4.2 and 4.3, to expand the Community Design Concept and establish architectural and landscape design elements, and amend the circulation element of the plan. (Applicant: The Anden Group)
SPA04-06	December 1, 2004 Ordinance No. 2742	Amendment to incorporate 6.4 acres into the specific plan as Planning Area 8, Medium Density Residential, and to establish development standards (Applicant: Valeo Companies)
SPA05-010	September 7, 2005 Ordinance 2789	Amendment to include 6.98 acres presently zoned Light Manufacturing (M-1) into the specific plan and designate such property as High Density Residential (HDR) located South of Harrington Street, east of Lincoln Avenue (Applicant: City of Corona)
SPA06-003	August 16, 2006 Ordinance 2847	Amendment to bring the land use map of SP82-01 into conformance with the City's General Plan as updated in 2004.
SPA06-007	November 1, 2006 Ordinance 2860	Amendment to add 0.46 acres to the specific plan, designate the added acreage as High Density Residential, and amend the parking standards for multi-family residential developments.
SPA12-001	June 19, 2013 Ordinance 3142	Application to amend the Township in Corona Specific Plan to increase the maximum number of allowable dwelling units in Development Area 9 of the High Density Residential (HDR) designation, to amend the development standards prescribed by the HDR designation as they pertain to off-street parking, reduce the amount of active open space from 100 square feet to 75 square feet per unit and amend the trash enclosure standards to create flexibility in its application for multi-family residential development

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Introduction

1.0 Project Description and Location

The Township Specific Plan, "SP 82-1," proposed the coordinated development of 55.6 acres of land which is under single ownership. Amendment SP 89-5 to the original Specific Plan (SP82-1) has added architectural and landscape design features. Amendment SPA04-006 to the Amended Specific Plan SP 89-5 has added 6.33 acres of land to the Specific Plan as well as architectural and landscape design features.

The proposed urban land uses and related municipal facilities are intended to be comprehensively planned to allow for up to 1,038 residential dwelling units of various types and supporting recreational facilities. A complete backbone utilities system for the Specific Plan area and other necessary public facilities such as public parks, storm drainage and arterial street improvements are to be provided as part of the implementation of this Plan. The Township Specific Plan area is situated above and below River Road, between Cota Street and Lincoln Avenue. Future Harrington Street marks the lower limit of the Specific Plan area, separating the project from City-owned property which represents the edge of Temescal Creek. Boundaries of the Specific Plan are shown in Exhibit 1.

1.1 Authority and Scope

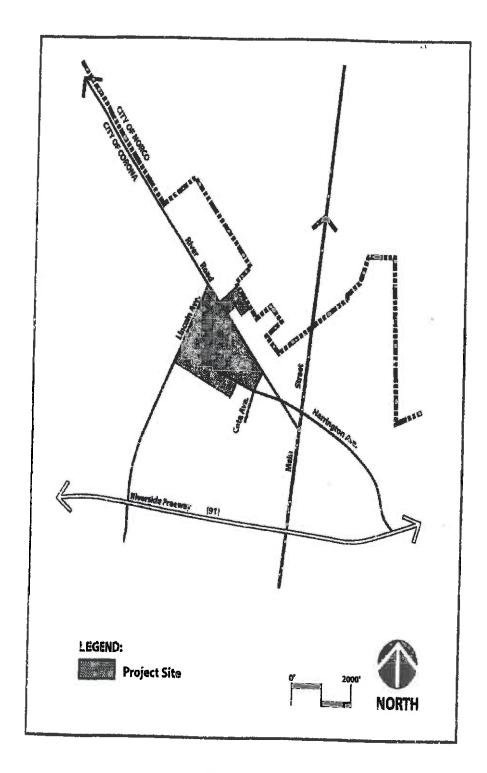
The project site is significantly impacted by major drainage systems in the area. The South Norco Channel runs through the site in a natural condition after passing under River Road. The storm waters carried by this channel subject approximately one-third of the property to periodic flooding. Additionally, the Temescal Creek is located just south of the project, and creates a floodway during a 100-year storm that could impact some of the same area. The proposed development will improve the South Norco Channel to contain the flooding within a drainage facility, freeing up the impacted land for development. Improvements proposed for the Temescal Creek in the near future will control the water within that facility to the point that this entire site will be able to be removed from the floodway by grading design.

California law requires that this Specific Plan be based on the Corona General Plan, and that it include all detailed regulations and conditions which are necessary or convenient for the systematic implementation of the Corona General Plan. Should this Specific Plan contain any regulation or condition inconsistent with any substantive provision of the Corona General Plan, the landowner will apply for, and the City will process pursuant to state and local law, one or more General Plan Amendments to conform the latter to the former. It after consideration of any such General Plan Amendment, the City Council determines not to enact such Amendment, this Specific Plan will then be amended accordingly.

Pursuant to California Government Code, Section 65451, this Specific Plan includes regulations and conditions in regard to the following:

A. The systematic implementation of the City's General Plan

- B. The regulation of land uses, establishment of dwelling unit densities, building placement and site development standards, all the provide a flexible regulatory procedure by which the basic public and private purposes of the Corona General Plan and Zoning Requirements may be accomplished, to encourage creative approaches to the use of land through variation in sitting of buildings and the appropriate mixing of several land uses, activities and dwelling types, to enhance the appearance and livability of the community through encouragement of creative approaches to the use of land and the design of facilities, to promote and create public and private open space as an integral part of land developments, to maximize choice in types of living environments available in the City of Corona
- C. Replacement of the existing City of Corona land use zone classifications and the establishment of new land use districts and development standards
- D. Procedures for administration of the Specific Plan
- E. The filing, review and approval of Precise Plans for all residential developments within the Specific Plan
- F. Establishment of the maximum number of dwelling units by development area



Regional Location Map Exhibit 1

Corona Township

Planning Goals and Objectives

2.0 General Plan Goals and Objectives

Following are selected goals and objectives from the Land Use Element considered particularly relevant to the development of properties in SP 82-1:

- A. To develop a land use pattern which meets the basic needs of Corona residents for essential services, working and living areas and areas for pursuit of leisure time activities
- B. To economize on the costs of municipal facilities and services and the extension of these services by phasing residential development in a manner consistent with availability of public improvements
- C. To encourage a cohesive pattern of growth extending outward from the developed sections of the city
- D. To encourage and promote flexibility and individuality in development
- E. To protect development that may occur in areas sensitive to development due to hillside character, geological hazard or flood hazard
- F. To maintain an economic balance among land uses

2.1 Specific Plan Concepts

The City's General Plan provides guidance and direction to establish a planned community environment. The arrangement of land uses, streets, utilities and the financing and construction of municipal facilities is designed to respond to the City of Corona General Plan, as well as to Corona's Growth Management Program. The following concepts have been utilized in the development of the Township Specific Plan, and are directly related to one or more of the goals listed above.

- A. Each individual living unit will be provided with sufficient private open space to meet the occupants' needs for exclusivity. Additionally, a significant amount of common open space will be allocated for each unit. The total amount of open space required per unit will exceed that required by any other regulations and is combined to form useful facilities. The Specific Plan will enable a relationship between private and common open spaces that would otherwise not be possible.
- B. The maximum residential density varies from approximately 10.7 dwelling units per gross acre to 25.8 dwelling units per gross acre, providing opportunities for varying residential lifestyles, including rental and ownership housing. The configuration of these densities reflects the character of the development on adjacent parcels.
- C. This Specific Plan provides for the submission of planning and engineering data through the preparation of Precise Plans by the individual owners for specific properties. The Precise Plan procedures are set forth in Section 5 and provide for submittal, review, and hearing and appeal processes. The Precise Plan process will insure acceptable development and maintenance of common areas in residential areas.

- D. The Circulation Path has been developed to provide each unit with efficient ingress and egress without encouraging through traffic. By using private street standards, a minimum amount of land will be paved over, and the configuration of the roadways will respect the basic topography of the site.
- E. Municipal service plans, including water, sewers, storm drainage and public utilities have been developed to insure an adequate water supply and waste treatment and disposal capacity for the total area, and an integration of said facilities into the City of Corona Master Plan facilities. Public utility plans have been developed in cooperation with the serving utilities of the area.
- F. The Community Design Concept of the Specific Plan identifies important planning features which by special design will improve the visual aspects of the urban setting. A pleasing appearance and aesthetic quality will be fundamental considerations for the development of the Specific Plan area.

Definitions and General Requirements

3.0 Definitions

Terms used in this text shall be defined in Section 17.04 of the Corona Municipal Code, with the exception or addition of the terms defined below.

3.0.1 Frontage, Condominium Unit

"Condominium unit frontage" refers to that portion of a condominium or apartment unit which contains the main entrance to the unit.

3.0.2 Greenbelt

"Greenbelt" means any open space owned in common or publicly owned which is landscaped and provides for pedestrian circulation.

3.0.3 Townhome

"Townhome" means an arrangement of attached or detached dwelling units, containing a minimum of nine hundred square feet, having at least one bedroom and are constructed on small lots, owned in fee in return for the restriction or dedication of the remaining acreage as permanent open space.

3.0.4 Apartment

"Apartment" means an arrangement of attached multi-family residential units containing a minimum of four hundred fifty (450) square feet, constructed on one lot, held for rent.

3.0.5 Condominium

"Condominium" means an arrangement of attached or detached residential units containing a minimum of eight hundred (800) square feet, having at least one bedroom and constructed on large lots owned in common in which eat unit is owned in fee. The underlying lot is either used and maintained in common or used exclusively by the owner(s) of the condominium units.

3.0.6 Garage

"Garage" refers to a structure to store vehicles, having a minimum of two hundred (200) square feet for a single garage, and a minimum of four hundred (400) square feet for a double. The minimum interior clear width shall be ten feet (10) for single garages and twenty feet (20) for double garages.

3.0.7 Internal Circulation

All reference to a private "loop street," collector road," and/or an "internal backbone road system" shall mean the Internal Circulation roadway system defined hereinafter as a road or series of roads that provide continuous access for the interior street systems of Planning Area 4, 5, 6, and 7 to ingress and egress points along Lincoln Avenue, River Road, and Harrington Street. The Internal Circulation shall: (1) be limited to only one crossing of the South Norco Channel, (2) be designed and developed in accordance with the City's Private Street Standards, (3) provide enriched landscape elements per Section 6 (Community Design Standards) and (4) permit direct driveway access, provided the following design standards are followed:

- Lots with direct driveway access shall be grouped in clusters with no driveways directly opposite each other on both sides of the road;
- b. Building front and rear setbacks may vary to create an attractive streetscape;
- c. Front yards shall be maintained by individual homeowners;
- d. No more than five lots in a row shall be allowed to have direct driveway access onto the road. A minimum of one hundred fifty feet (150) shall separate clusters of lots having direct driveway access.
- e. No lots having direct driveway access on the road shall have setbacks of less than eighteen feet (18).
- f. No more than three (3) percent of the total allowable project units shall have direct driveway access onto the road.

The above internal circulation requirements (3a, 3c, 3d, 3f) shall not be required in Planning Area 8 (Annexed Area), because of Area 8 is a detached condominium and these requirements do not apply.

3.1 General Requirements

The following requirements are of a general nature, applying to the entire Specific Plan area.

3.1.1 Vehicular Access

Each building or lot shall have permanent access to either a street, a private or public drive, or an alley on which the building or lot abuts.

3.1.2 Flood Control Facility

The extension of the South Norco Channel will be developed as an open, naturalized channel consistent with the operational and safety requirements of the Riverside County Flood Control District, the Federal Emergency Management Agency and the City of Corona.

3.1.3 Maintenance

The following four types of facilities will exist within the Specific Plan area. Each will require a different type of maintenance, as described below. In addition to maintenance programs for each of the facilities, it will be necessary to provide a maintenance program for the naturalized channel, which is also described below.

- A. Public Facilities: The flood control device and the public street improvements surrounding the property will be maintained by the Riverside County Flood Control District and the City of Corona respectively.
- B. Quasi-Public Facilities: Areas such as widened parkways along public streets and the riparian habitat area, will be combined into a Landscaped Maintenance District administered by the City or a Master Homeowner's Association.
- C. Community-Wide Recreation Facilities: Areas such as the open space linkages and the recreation facilities, which benefit all residents of the community, will be maintained by a master community association in which all units participate equally.
- D. Area Specific Facilities: Areas such as parking courts, alleyways and ornamental landscaping directly related to a specific product will be maintained as part of the that product type's homeowner association.

3.1.4 Conflict in Regulations

Whenever the regulations contained in this text conflict with the regulations of Title 17, Chapter 17.02-17.108 of the Corona Municipal Codes, the regulations of the Township Specific Plan will take precedence.

3.1.5 Model Complex

Within the Specific Plan area, any model complex and/or sales office designed for temporary use in such a manner shall be permitted subject to review and approval by the Board of Zoning Adjustment, according to the procedures described in Chapter 17.98 of the City of Corona Zoning Ordinance.

3.1.6 Landscape Architects

Prior to any building permit, a Master Landscape Architectural Plan, which provides plant material types, and a Phasing Plan for the entire project will be submitted. All landscape improvement plans developed pursuant to this plan will be prepared by a licensed landscape architect.

3.1.7 Homeowner's Association By-Laws

Homeowner's Association by-laws must be approved by the City Engineer and recorded prior to any building permit.

3.1.8 Phasing Plan Revisions

All public improvements and private streets shall be phased and constructed as per the phasing program in the Specific Plan, except that minor revisions may be approved by the City Engineer.

3.1.9 Density Transfer

Transfer of units from one planning area to another is permissible if the allowable density of the land use designation is not exceeded and if the total targeted units of 1,069 for all planning areas is not exceeded.

3.1.10 Aviation Easement

An aviation easement has been recorded over the entire Specific Plan area for aviation take-off, landing, and holding flight patterns which is part of future expansion development plans of the Corona Municipal Airport. Prior to the sale of any homes, potential buyers shall be notified of this easement. The manner of said notification shall be approved by the Planning Director.

Land Use

4.0 Introduction

Land Use Plan and Statistics

4.0.1 Land Use Plan

The Land Use Plan (Exhibit 2) shows the principal land use designations for the Township Specific Plan area.

Residential

6-10 dwelling units per gross acre - Medium Density

10-16 dwelling units per gross acre - Medium-High Density

16-30 dwelling units per gross acre - High Density

4.0.2 Land Use Statistics

A tabulation of the land use statistics is provided for each Development Area, illustrating the land use designations, gross area in acres, residential densities and total maximum allowable dwelling units in each area.

Gross area is defined as the total land area in acres minus all lands acquired in fee for public use, the Southern California Edison Company transmission line, public rights-of-way of major and secondary streets and public parks.

Development Area	Land Use Designation	Gross Acres	Gross Density	Max. Allow. Dwelling Units
4, 6, 7, 8	Medium D.R.	36.3	10.7	390
5	Med-High D.R.	9.2	15.8	145
9	High D.R.	7.27	26.69	194
1, 2, 3	High D.R.(existing)	13.2	25.8	340
Channel	Open Space	3.2	0.0	0
		69.17	15.45	1,069

<u>4.1</u>	Medium Density Residential Development Area (MDR
4.1.1	Purpose
4.1.2	Permitted Uses
4.1.3	Conditional Uses
4.1.4	Prohibited Uses
4.1.5	Lot Area (per dwelling unit)
4.1.6	Building Height
4.1.7	Yards
4.1.8	Distance Between Buildings
4.1.9	Coverage
4.1.10	Walls and Fences
4.1.11	Access
4.1.12	Off-street Parking
4.1.13	Minimum Dwelling Units Area
4.1.14	Open Space Requirements
4.1.15	Trash Pickup Area
4.1.16	Enclosed Storage Area
4.1.17	Maximum Number of Dwelling Units per Multiple Dwelling

4.1.1 Purpose

The medium density multiple-residential district is intended as a planned residential district of single-family or medium-density multiple-family dwellings with one or more dwellings on the same lot. Except as specifically provided elsewhere in Title 17 of the Corona Municipal Code, any and every building and premises or land in the MDR district shall be used or occupied and every building shall be erected, constructed, established, altered, enlarged, maintained, or moved into within said MDR district exclusively and only in accordance with the regulations set forth in the Specific Plan.

4.1.2 Permitted Uses

The following uses shall be permitted in the MDR, subject to property development standards outlined in the subsequent portion of this Specific Plan:

- One and two-story single-family attached and detached dwellings at the density set forth above.
 In Planning Area 8, a maximum of eight (8) dwelling units per adjusted gross acre shall be permitted.
- Animals to a maximum of three weaned cats and three weaned dogs;
- Cluster housing;
- Home occupations;
- House trailer, used as a construction project office during time of construction when a valid building permit is in force;
- Parks, playgrounds, recreation or open space areas, hiking trails and bicycle trails;
- Small family and large family daycare homes (Note: Large family daycare facilities require a Board of Zoning Adjustment approval.);

 Similar uses permitted by Commission determination (the Commission may, by resolution of record, permit any other uses which it may determine to be similar to those listed above, in conformity with the intent and purpose of this Specific Plan, and not obnoxious or detrimental to the public health, safety and welfare or to other uses permitted in this district). For procedure see Chapter 17.88 of the Corona Municipal Code.

4.1.3 Conditional Uses

Agricultural uses and day care facilities may be permitted subject to Conditional Use Permits provided for in Chapter 17.92 of the Corona Municipal Code.

4.1.4 Prohibited Uses

Commercial and manufacturing uses are prohibited in the medium density multiple residential districts.

4.1.5 Lot Area (per dwelling unit)

Except in Planning Area 8, when subdivided into fee lots, each dwelling unit in the MDR development area shall be located on a lot having a minimum area of three thousand (3000) square feet. In Planning Area 8, the Exclusive Use Area (EUA) is the land allocated to each residential unit for the building footprint and private usable open space which includes front side and rear yard areas as shown below:

Minimum Exclusive Use Area 3,000sf
 Minimum EUA Width 40 feet
 Minimum EUA Depth 75 feet

4.1.6 Building Height

Except in Planning Area 8, the height of buildings or structures shall not exceed forty (40) feet from finished grade, provided that in areas of fire department access at front and rear and to windows of living areas, the height shall not exceed thirty feet (30') from finished grade. In Planning Area 8, the height of buildings or structures shall not exceed 36 feet from finished grade and three stories.

4.1.7.1 Yards Except in Planning Area 8

- A. Front setback: The front yard shall be a minimum of fifteen feet (15'), except for the following conditions:
 - 1) where garages open directly onto an abutting street, in which case the garage setback shall be eighteen feet (18'). The garage setback may be reduced to five feet (5') where a minimum of .5 guest parking spaces per unit are provided. Automatic garage openers shall be provided when front garage setbacks are less than twenty feet (20').
 - 2) when garages are accessed from the side yard, the minimum front setback to the garage may be reduced to ten feet (10'),
 - 3) when the rear yard setback has been increased, the front setback may be reduced proportionally to a minimum of ten feet (10').
- B. Side yard setback: Lots shall have a minimum side yard of five feet (5'). Street side yards shall be a minimum of ten feet (10') on local and private streets and fifteen feet (15') on a collector, secondary or major street.

- C. Rear yard setback: Each lot shall have a rear yard of not less than ten feet (10'). Where the unit abuts an alley which provides access to that unit, the garage setback may be reduced to five feet (5') where a minimum of .5 guest spaces per unit are provided and where automatic garage openers are provided, whether the garage is attached or detached.
- D. Zero lot line conditions: Where no property line exists, or where property lines are at building edges, an imaginary property line will be established at the midpoint between buildings for the purpose of establishing setbacks.

4.1.7.2 Yards in Planning Area 8

The setbacks shall be measured from the project boundary, street right-of-way, edge of private street easements, or boundary of exclusive use area which is to include the front, rear and side yard areas associated with each dwelling unit as appropriate according to the following specifications:

A. Minimum front yard setback from garage:

20 feet

B. Minimum front yard setback from dwelling or appurtenance:

10 feet

C. Minimum rear yard setback:

10 feet

Note: Patio covers open on three sides may be set back five feet.

D. Minimum rear along westerly site boundary

Two-story structures:

20 feet

Three-story structures:

30 feet

E. Minimum interior side yard setback:

10 feet combined

- Note: One side of building requires no setbacks.
- Patio covers must be set back no less than three feet from a zero EUA (lot) line.
- F. Minimum Interior street side yard setback:

10 feet

G. Setback from River Road:

20 feet

Note: where a minimum ten foot landscape maintenance district is provided, the setback is 15 feet.

4.1.8 Distance between buildings

Except in Planning Area 8, the minimum distance between dwellings shall not be less than fifteen feet (15'). Exception: With detached zero lot or patio homes, the minimum distance along side yards may be reduced to ten feet (10!) provided there is no entrance opening to the adjoining unit, nor any window where orientation interferes with neighbor's privacy.

In Planning Area 8, ten (10) feet shall separate residential buildings. Roof overhangs, fireplaces and architectural projections may extend up to 2.5 feet into the required yard area. Privacy fence/wall lines can be at zero setback on one side with ten feet on the other or at five feet on either side.

4.1.9 Coverage

Except in Planning Area 8, coverage by buildings or structures shall not exceed fifty percent (50%) of the total area. In Planning Area 8, maximum building coverage of Exclusive Use Areas shall not exceed 45 percent including all accessory structures.

4.1.10 Landscaping, Walls and Fences

Except in Planning Area 8, the provisions of Chapter 17.70 of the Corona Municipal Code shall apply, with the exception that solid fences and walls up to six feet (6') in height may be permitted where one lot depth blocks are created adjacent to major and secondary streets, subject to design approval by the Planning Director.

In Planning Area 8, landscaping with permanent automatic irrigation shall be installed in the front yards of each Exclusive Use Area for maintenance by individual homeowners. Landscaping with automatic irrigation shall be installed in all common open space areas and greenbelts for maintenance by the homeowners association.

- A. The builder is to submit plans and specifications prepared by a licensed landscape architect to the City of Corona for approval.
- B. One 24-inch box tree is to be planted in the front yard regularly spaced and at least five feet from the back of sidewalk.
- C. The entire front yard of each EUA is to be planted with turf and shrubs. The turf shall be planted on soil prepared, irrigated and seeded in those designated turf areas. The shrubs (a minimum of ten percent of front yard landscaping) shall be planted on soil prepared and irrigated for those shrub areas.
- D. For the purposes of this section, the front yard area required to be landscaped shall exclude any courtyard or patio area adjacent to the house which is separated from the rest of the front yard by an opaque fence or wall.
- E. Decorative masonry or non-climbable wrought iron fencing, not to exceed six feet in height shall be constructed along all interior side and rear perimeters of all dwelling units (excluding front yards and sides of buildings constructed at the edge of Exclusive Use Areas). An alternative durable material (excluding wood and wood products) can be submitted to the Planning Director for consideration and approval for interior privacy separation.

4.1.11 Access

The provisions of Chapter 17.68 of the Corona Municipal Code shall apply.

4.1.12 Off-street parking

Except in Planning Area 8, the provisions of Chapter 17.76 of the Corona Municipal Code shall apply.

In Planning Area 8, two (2) off-street parking spaces per unit within an enclosed garage shall be provided and 0.25 guest spaces shall be provided. Guest parking can include street parking and parking bays subject to the approval of the Public Works Director.

4.1.13 Minimum dwelling unit area

Except in Planning Area 8, there shall be a minimum of one thousand (1000) square feet in each dwelling, exclusive of open porches, patios and garages. In Planning Area 8, there shall be a minimum of 1,200 square feet of floor area for each dwelling, exclusive of open porches, patios and garages.

4.1.14.1 Open Space Requirements Except in Planning Area 8

B. Private open space shall be established for the personal and exclusive use of the dwelling occupant it is designed to serve. A minimum of one hundred- fifty (150) square feet of private open space per dwelling unit shall be required and shall include patios, balconies, porches, decks and/or any other uses deemed appropriate by the Planning Director.

- C. Common open space shall be established for the joint use of this general purpose land, to be shared equally by the dwelling occupants it is intended to serve. The common open space shall be of two categories, active and passive.
 - Active: A minimum of fifty (50) square feet per dwelling unit of active open space shall be provided, and may include swimming pools, tennis courts, tot lots, mini-parks, recreation rooms, child care centers (CUP required) and/or similar uses deemed appropriate by the Planning Director.
 - Upon Planning Commission consideration of evidence supporting a reduced active recreational need, the Planning Commission may decrease the required active open space area if the private and/or passive open space recreational area is increased in a corresponding area.
 - 2) Passive: A minimum of one hundred (100) square feet per dwelling unit of passive open space shall be provided and may include bicycle paths, jogging trails, picnic areas, walkways, areas set aside for the preservation of environmentally significant features, such as viewpoints, slopes, riparian corridors or sensitive nature areas and/or similar uses deemed appropriate by the Planning Director.

4.1.14.2 Open Space Requirements in Planning Area 8

- A. A combination of usable private and common open space shall be provided in the minimum amount of 1,700 square feet per dwelling unit. Usable private open space includes landscaped yard areas at grades of less than ten percent. Private space associated with each unit on the front, side or rear yards may be counted as open space.
- B. Common open space includes community recreation facilities, pedestrian walkways, greenbelts and other open space. A minimum of 275 square feet per unit shall be provided in common open space that serves as an amenity for the development. Areas over ten percent grade or areas within a landscape maintenance district or landscape areas accenting interior streets cannot be counted toward usable common open space requirements.
- C. Open space associated with each dwelling unit including front, rear and side yards shall be maintained by the individual homeowner. All common areas such as greenbelts, parkways or median landscaping and parks shall be the responsibility of the homeowners association.

4.1.15 Trash Pickup Area

If an attached or detached garage is not provided, trash pickup areas shall be provided at a ration of one (1) trash enclosure for each ten (ten) dwelling units. The trash enclosure shall conform to City standards.

4.1.16 Enclosed Storage Area

If an attached or detached garage is not provided, an enclosed storage area of not less than one hundred (100) cubic feet shall be provided for each dwelling unit. The minimum dimension shall be three (3) feet. The location of the storage area shall be shown on the precise site plan.

4.1.17 Maximum number of dwelling units per multiple dwelling

No multiple dwelling shall have more than two (2) dwelling units.

<u>4.2</u>	Medium High Density Residential Development Area (MHDR
4.2.1	Purpose
4.2.2	Permitted Uses
4.2.3	Conditional Uses
4.2.4	Prohibited Uses
4.2.5	Town home Minimum Lot Area
4.2.6	Building Height
4.2.7	Yards
4.2.8	Distance Between Buildings
4.2.9	Coverage
4.2.10	Walls and Fences
4.2.11	Access
4.2.12	Off-street Parking
4.2.13	Minimum Dwelling Units Area
4.2.14	Open Space Requirements
4.2.15	Trash Pickup Area
4.2.16	Enclosed Storage Area
4.2.17	Maximum Horizontal Dimension of a Dwelling
4.2.18	Maximum Number of Dwelling Units per Multiple Dwelling

4.2.1 Purpose

The medium high density multiple-residential district is intended as a planned residential district of single or medium-density multiple-family dwellings with one or more dwellings on the same lot. Except as specifically provided elsewhere in this title, any and every building and premises or land in the MHDR district shall be used or occupied and every building shall be erected, constructed, established, altered, enlarged, maintained, or moved into within said MHDR district exclusively and only in accordance with the regulations set forth in this Specific Plan.

4.2.2 Permitted Uses

The following uses shall be permitted in the medium high density residential district, subject to property development standards outlined in the subsequent portion of this Specific Plan:

Any use permitted in the MDR development area subject to property development standards in Section 4.1 of this Specific Plan

- One and two-story single-family attached dwellings, single-family; attached town homes and multi-story condominium dwellings at the density set forth above;
- Apartments or condominiums located over garages or adjacent units;
- Animals to a maximum of two weaned cats and two weaned dogs;
- Cluster housing;
- Home occupations;
- House trailer, used as a construction project office during time of construction when a valid building permit is in force;
- Parks, playgrounds, recreation or open space areas, hiking trails and bicycle trails;

- Small family and large family daycare homes (Note: Large family daycare facilities require a Board of Zoning Adjustment approval.);
- Similar uses permitted by Commission determination (The Commission may, by resolution of record, permit any other uses which it may determine to be similar to those listed above, in conformity with the intent and purpose of this Specific Plan, and not obnoxious or detrimental to the public health, safety and welfare or to other uses permitted in this district. For procedure see Chapter 17.88 of the Corona Municipal Code.

4.2.3 Conditional Uses

Agricultural uses and day car facilities may be permitted subject to Conditional Use Permits provided for in Chapter 17.92 of the Corona Municipal Code.

4.2.4 Prohibited Uses

Commercial and manufacturing uses are prohibited in the medium high density multiple residential districts.

4.2.5 Town home Minimum Lot Area

When subdivided into fee lot, each town home dwelling unit in the MHDR district shall be located on a lot having a minimum area of fourteen hundred (1400) square feet.

4.2.6 Building Height

The height of buildings or structures shall not exceed forty (40) feet from finished grade, provided that in areas of fire department access at front and rear and to windows of living areas, the height shall not exceed thirty feet (30') from finished grade.

4.2.7 Yards

- A. Front setback: The front yard shall be a minimum of fifteen feet (15 except j the following conditions:
 - 1) where garages open directly onto an abutting street, in which case the garage setback shall be eighteen feet (18') The garage setback may be reduced to five feet (5') where a minimum of .5 guest parking spaces per unit are provided. Automatic garage openers shall be provided when front garage setbacks are less than twenty feet (20').
 - 2) when garages are accessed from the side yard, the minimum front setback to the garage may be reduced to ten feet (10'),
 - 3) when the rear yard setback has been increased, the front setback may be reduced proportionally to a minimum of ten feet (10').
- B. Side yard setback: Lots shall have a minimum side yard of five feet (5'). Street side yards shall be a minimum of ten feet (10') on local and private streets and fifteen feet (15') on a collector, secondary or major street.
- C. Rear yard setback: Each lot shall have a rear yard of not less than ten feet (10'). Where the unit abuts an alley or parking court which provides access to that unit, the garage setback may be reduced to five feet (5') where automatic garage openers are provided, whether the garage is attached or detached.

4.2.8 Distance between buildings

The minimum distance between single-story dwellings, neither one of which has an entrance opening upon the intervening space, shall not be less than ten feet (10'), and the minimum distance between two-story buildings in all other cases shall not be less than fifteen feet (15'). Projections without openings may be separated a distance often feet (10') above the first floor.

4.2.9 Coverage

Coverage by buildings or structures shall not exceed fifty percent (50%) of the total lot area, except for town home lots where the total lot area coverage by buildings or structures shall not exceed sixty percent (60%) of the sum of each lot and the related open space lot or lots.

4.2.10 Walls and fences

The provisions of Chapter 17.70 of the Corona Municipal Code shall apply, with the exception that solid fences and walls up to six feet (6') in height may be permitted where one lot depth blocks are created adjacent to major and secondary streets, subject to design approval by the Planning Director.

4.2.11 Access

The provisions of Chapter 17.68 of the Corona Municipal Code shall apply.

4.2.12 Off-street parking

The provisions of Chapter 17.76 of the Corona Municipal Code shall apply, with the exception that for studio and one bedroom units, 1.5 spaces per unit shall be provided.

4.2.13 Minimum dwelling unit area

The minimum dwelling unit size in the MHRD area is eight hundred (800) square feet in each unit, exclusive of open porches, patios and garages.

4.2.14 Open Space Requirements

- A. Private open space shall be established for the personal and exclusive use of the dwelling occupant it is designed to serve. A minimum of one hundred (100) square feet of private open space per dwelling unit shall be required and shall include patios, balconies, porches, decks and/or any other uses deemed appropriate by the Planning Director.
- B. Common open space shall be established for the joint use of this general purpose land, to be shared equally by the dwelling occupants it is intended to serve. The common open space shall be of two categories, active and passive.
 - 1) Active: A minimum of one hundred (100) square feet of active open space shall be provided, and may include swimming pools, tennis courts, tot lots, mini-parks, recreation rooms, child care centers (CUP required) and/or similar uses deemed appropriate by the Planning Director.

Upon Planning Commission consideration of evidence supporting a reduced active recreational need, the Planning Commission may decrease the required active open space area if the private and/or passive open space recreational area is increased in a corresponding area.

2) Passive: A minimum of one hundred (100) square feet per dwelling unit of passive open space shall be provided and may include bicycle paths, jogging trails, picnic areas, walkways, areas set aside for the preservation of environmentally significant features, such as viewpoints, slopes, riparian corridors or sensitive nature areas and/or similar uses deemed appropriate by the Planning Director.

4.2.15 Trash Pickup Area

If an attached or detached garage is not provided, trash pickup areas shall be provided at a ration of one (1) trash enclosure for each ten (ten) dwelling units. The trash enclosure shall conform to City standards.

4.2.16 Enclosed Storage Area

If an attached or detached garage is not provided, an enclosed storage area of not less than one hundred (100) cubic feet shall be provided for each dwelling unit. The minimum dimension shall be three (3) feet. The location of the storage area shall be shown on the precise site plan.

4.2.17 Maximum horizontal dimension of a dwelling

No dwelling erected or constructed in the MHDR district shall have a horizontal dimension exceeding one hundred seventy-five (175) lineal feet.

4.2.18 Maximum number of dwelling units per multiple dwelling

No multiple dwelling shall have more than twelve (12) dwelling units.

4.3 High Density Residential Development Area (IIDR

4.3.1	Purpose
4.3.2	Permitted Uses
4.3.3	Conditional Uses
4.3.4	Prohibited Uses
4.3.5	Building Height
4.3.6	Yards
4.3.7	Distance Between Buildings
4.3.8	Coverage
4.3.9	Walls and Fences
4.3.10	Access
4.3.11	Off-street Parking
4,3.12	Minimum Dwelling Units Area
4.3.13	Open Space Requirements
4.3.14	Trash Pickup Area
4.3.15	Enclosed Storage Area
4.3.16	Maximum Horizontal Dimension of a Dwelling
4.3.17	Maximum Number of Dwelling Units per Multiple Dwelling

4.3.1 Purpose

The high density multiple-residential district is intended as a planned residential district of single or multiple-family dwellings with one or more dwellings on the same lot. Except as specifically provided elsewhere in this title, any and every building and premises or land in the HDR district shall be used or occupied and every building shall be erected, constructed, established, altered, enlarged, maintained, or moved into within said HDR district exclusively and only in accordance with the regulations set forth in this Specific Plan.

4.3.2 Permitted Uses

The following uses shall be permitted in the high density residential districts, subject to property development standards outlined in the subsequent portion of this Specific Plan:

- Any use permitted in the MDR and MHDR districts subject to the property development standards outlines in Sections 4.1 and 4.2;
- Multi-story condominium and apartment dwellings at the density set forth above;
- Animals to a maximum of one weaned cat and one weaned dog
- Cluster housing;
- Home occupations;
- House trailer, used as a construction project office during time of construction when a valid building permit is in force;
- Parks, playgrounds, recreation or open space areas, hiking trails and bicycle trails;
- Small family and large family daycare homes (Note: Large family daycare facilities require a Board of Zoning Adjustment approval.);

Similar uses permitted by Commission determination (The Commission may, by resolution of record, permit any other uses which it may determine to be similar to those listed above, in conformity with the intent and purpose of this Specific Plan, and not obnoxious or detrimental to the public health, safety and welfare or to other uses permitted in this district. For procedure see Chapter 17.88 of the Corona Municipal Code.

4.3.3 Conditional Uses

Agricultural uses and day care facilities may be permitted subject to Conditional Use Permits provided for in Chapter 17.92 of the Corona Municipal Code.

4.3.4 Prohibited Uses

Commercial and manufacturing uses are prohibited in the high density multiple residential districts.

4.3.5 Building Height

The height of buildings or structures shall not exceed forty (40) feet from finished grade, provided that in areas of fire department access at front and rear and to windows of living areas, the height shall not exceed thirty feet (30') from finished grade.

4.3.6 Yards

- A. Front setback: The front yard shall be a minimum of fifteen feet (15'), except for the following conditions:
 - 1) where garages open directly onto an abutting street, in which case the garage setback shall be eighteen feet (18'), the garage setback may be reduced to five feet (5') where a minimum of .5 guest parking spaces per unit are provided. Automatic garage openers shall be provided when front garage setbacks are less than twenty feet (20').
 - 2) when garages are accessed from the side yard, the minimum front setback to the garage may be reduced to ten feet (10'),
 - 3) when the rear yard setback has been increased, the front setback may be reduced proportionally to a minimum often feet (10').
- B. Side yard setback: Lots shall have a minimum side yard of five feet (5'). Street side yards shall be a minimum of ten feet (10') on local and private streets and fifteen feet (15') on a collector, secondary or major street.
- C. Rear yard setback: Each lot shall have a rear yard of not less than ten feet (10'). Where the unit abuts an alley or parking court which provides access to that unit, the garage setback may be reduced to five feet (5') where automatic garage openers are provided, whether the garage is attached or detached.

4.3.7 Distance between buildings

The minimum distance between single-story dwellings, neither one of which has an entrance opening upon the intervening space, shall not be less than ten feet (10'), and the minimum distance between buildings in all other cases shall not be less than fifteen feet (15').

4.3.8 Coverage

Coverage by buildings or structures shall not exceed sixty percent (60%) of the total lot area.

4.3.9 Walls and fences

The provisions of Chapter 17.70 of the Corona Municipal Code shall apply, with the exception that solid fences and walls up to six feet (6) in height may be permitted where one lot depth blocks are created adjacent to major and secondary streets, subject to design approval by the Planning Director.

4.3.10 Access

The provisions of Chapter 17.68 of the Corona Municipal Code shall apply.

4.3.11 Off-street parking

The provisions of Chapter 17.76 of the Corona Municipal Code shall apply. However, for multi-family residential developments located in the HDR designation, units containing two or more bedrooms shall be provided with parking at a ratio of two (2) covered spaces for each unit, plus one (1) uncovered guest space for every three units.

4.3.12 Minimum dwelling unit area

A maximum of ten percent (10%) of the total number of dwelling units allowed in the HRD area may be studio apartments or condominiums having a minimum of four hundred fifty (450) square feet in each unit, exclusive of open porches, patios and garages. The minimum of all other units is six hundred (600) square feet.

4.3.13 Open Space Requirements

- A. Private open space shall be established for the personal and exclusive use of the dwelling occupant it is designed to serve. A minimum of fifty (50) square feet of private open space per dwelling unit shall be required and shall include patios, balconies, porches, decks and/or any other uses deemed appropriate by the Planning Director.
- B. Common open space shall be established for the joint use of this general purpose land, to be shared equally by the dwelling occupants it is intended to serve. The common open space shall be of two categories active and passive.
 - Active: A minimum of seventy-five (75) square feet per dwelling unit of active open space shall be provided, and may include swimming pools, tennis courts, tot lots, mini-parks, recreation rooms, child care centers (CUP required) and/or similar uses deemed appropriate by the Planning Director.
 - Upon Planning Commission consideration of evidence supporting a reduced active recreational need, the Planning Commission may decrease the required active open space area if the private and/or passive open space recreational area is increased in a corresponding area.
 - 2) Passive: A minimum of one hundred (100) square feet per dwelling unit of passive open space shall be provided and may include bicycle paths, jogging, trails, picnic areas, walkways, areas set aside for the preservation of environmentally significant features, such as viewpoints, slopes, riparian corridors or sensitive nature areas and/or similar uses deemed appropriate by the Planning Director.

4.3.14 Trash Pickup Area

Trash enclosures shall be provided per the trash enclosure requirements established under Chapter 17.79 of the Corona Municipal Code, or as otherwise approved by the Community Development Director.

4.3.15 Enclosed Storage Area

If an attached garage is not provided, an enclosed storage area of not less than one hundred (100) cubic feet shall be provided for each dwelling unit. The minimum dimension shall be three (3) feet. The location of the storage area shall be shown on the precise site plan.

4.3.16 Maximum horizontal dimension of a dwelling

No dwelling erected or constructed in the HDR district shall have a horizontal dimension exceeding one hundred-fifty (150) lineal feet.

4.3.17 Maximum number of dwelling units per multiple dwelling

No multiple dwelling shall have more than sixteen (16) dwelling units.

Processing Precise Plans

5.0 Purpose

The provisions of this section are intended to establish reasonable standards and procedures which are necessary to insure acceptable development and maintenance of condominiums, town homes and/or row houses. The provisions of this section replace and supersede Chapter 17.82, Planned Unit and Condominium Development, of the Corona Municipal Code.

5.1 Processing Precise Plan Required

A Precise Plan shall be prepared, submitted and approved for all residential land uses. Tentative tract maps may be processed independent of the Precise Plan approval process.

5.2 Eligibility

Any project developed pursuant to this section shall meet the following requirements, and any such approvals shall be subject to conditions established under this section.

- A. The land area and dimensions of the project shall not be less than the lot area requirements established by the Specific Plan district designation.
- B. Maximum allowable residential units shall be in accordance with the statistical tabulation tables contained within SP 82-1.
- C. Cluster units in MDR, MHDR AND HDR residential districts may be constructed to permit variety in the location of dwelling units and variety in lot sizes, providing exemplary livability and amenities are insured, and the appearance of the residential neighborhood and street are thereby substantially improved.
- D. All open spaces shall be provided with all required on-site and off-site improvements, in accordance with the current City policy.
- E. Approval of a Precise Plan shall include conditions to assure maintenance of the common areas.

5.3 Conditions of Approval

- A. The proposed Precise Plan development shall conform to the Specific Plan in terms of land use, location, density and standards of development.
- B. All private common access streets, driveways, alleys and other access ways provided for vehicular access and serving cluster units within the project shall be developed in accordance to the private street standards and shall be perpetually maintained by a homeowners association established for that purpose, as well as others.
- C. The Commission or Council may require changes in the design of these common elements as a condition of approval if in their judgment such changes are justified to improve access for fire, police and other emergency vehicles.
- D. The Commission or Council may require and accept dedication of public easements for utilities along or across the common areas of the project.
- E. If in the judgment of the Commission or Council there exists in the project open areas which might at a future time be developed in a manner conflicting with the intent of the district or the objectives of this chapter, the Commission or Council may require as a condition of approval the dedication of a development on these open areas, which shall then be clearly shown on maps of record.

F. The Commission or Council may require other reasonable conditions which relate to the physical development of the project or to the methods of managing the common elements and providing for perpetual maintenance of these elements.

5.4. Application Requirements

- A. The application for Precise Plan approval under this chapter shall include:
 - 1) A Site Plan with at least the following details shown to scale and dimensioned:
 - a. Location and proposed use of each existing and proposed structure, number of stories, height of structures, gross floor area and location of entrances;
 - b. Location and width of all existing and proposed curb cuts, drive lanes, streets, alleys and parking, loading storage areas and refuse pickup areas;
 - c. Location and width of all pedestrian walks and open areas for common use;
 - d. Types of surfacing treatment proposed for all walks and driveways;
 - e. Location of preliminary landscaping elements proposed for the project, including fences, screen planting and walls;
 - f. Location of all existing and proposed physical features, such as hydrants, utility facilities, drainage facilities and recreational facilities.
 - 2) A map showing existing topography of the project area with contours and direction of drainage and grading plans if proposed earth movement is contemplated
 - 3) Preliminary statements describing the Conditions, Covenants and Restrictions (CC&R's) to be enforced to maintain the project, shall be provided at the time of the Precise Plan or tentative tract map approval as required by the City. CC&R's that are to be recorded shall be submitted to the Public Works Director for review and approval prior to recordation.
- B. Prior to the filing of an application for Precise Plan approval, the developer shall submit plans for staff review following the provisions of Corona Municipal Code, Chapter 17.102.

5.5 Administrative Procedures - General

- A. The Planning Commission shall review all plans and proposals within forty-five (45) days after filing. A public hearing on the application shall be held in accordance with the provisions of Chapter 17.92, Conditional Use Permit, of the City of Corona Municipal Code. The Commission may approve, modify, conditionally approve or deny the Precise Plan application.
- B. Any Precise Plan project shall be developed subject to all conditions imposed as part of approval of the Precise Plan. The Planning Director may approve or conditionally approve minor adjustments, provided such adjustments are in substantial compliance with Planning Commission approval.

C. Effective Date

- Precise Plan approval granted or authorized by the Commission, as provided in this section, shall become effective the day after the next regular City Council meeting after the date of the resolution granting approval, unless the Council takes further action on the application.
- 2) All decisions of the Commission concerning the merits of the application shall be final unless appealed within the time period prescribed in Section 17.92.130 of the Corona Municipal Code, or unless the Council initiates a review thereof.

- D. Where use is made of the Precise Plan procedure as provided in this Specific Plan, no building permits shall be issued for any development on the subject property or any part thereof until the Planning Commission and/or City Council has approved the Precise Plan.
- E. In any case in which the Precise Plan approval has been granted and a building permit issued within eighteen (18) months after the date of granting thereof, then without further action the approval shall be null and void.
- F. Extensions of time in this section may be granted by the Commission upon showing of good faith effort by the permit tee to comply therewith and failure to so comply by reason of conditions beyond the control of the permit tee.
- G. If, in the opinion of the Planning Director, a proposed revision to an approved Precise Plan is not in substantial compliance with that Plan, then the revision will be submitted to the Planning Commission for approval according to the procedures used for the original Precise Plan, which are contained in Section 5 of the Township Specific Plan.

5.6 Amendments to the Plan

A. The Commission may recommend approval, denial or modification to a Specific Plan by an affirmative vote of not less than a majority of the total voting members. A copy of any Specific Plan amendment recommended pursuant to this chapter shall be submitted to the City Council accompanied by a statement of the Commission's reasons for such a recommendation.

A Specific Plan shall not be approved or amended unless the following findings are made by the Planning Commission:

- 1) The Plan systematically implements and is consistent with the General Plan.
- 2) The Plan provides for the development of a comprehensively planned project that is superior to development otherwise allowed under the conventional zoning classifications.
- 3) The Plan provides for the construction, improvement, or extension of transportation facilities, public utilities and public services required by the long term needs of the project and/or other area residents, and complements the orderly development of the City beyond the project's boundaries.
- B. A Specific Plan text and map may be amended as often as deemed necessary by the City Council. Amendment of a Specific Plan text shall be subject to the same findings as prescribed for initial enactment of a Specific Plan, pursuant to Section 17.53.080 of the Code.
- C. An amendment to a Specific Plan text and map may be initiated by the City Planning Commission or the Council, or may be initiated by the original applicant for the Specific Plan, or a successor thereto, provided such applicant or successor has, at the time of application for an amendment, a continuing controlling interest in development or management of uses within the are subject to the amendment.
- D. The City Council may require the person or organization that requests amendments or repeal of a Specific Plan to deposit with the Planning Director, an amount equal to the estimated cost of preparing the amendment or repeal prior to its preparation by the Planning Director.

Community Design Concept

6.0 Introduction

The Township Specific Plan contemplates a pleasing appearance and aesthetic quality as fundamental considerations for development. This objective will be achieved by identifying important physical elements of the development which by special design improve the visual aspects of the urban setting.

6.1 Circulation and Streetscape Features

The Township is surrounded by three public arterial and collector roads--River Road, Lincoln Avenue and Harrington Street. The interior private streets will be served by an interior private road through the community and joins the public arterials at primary and secondary access points. The precise location and alignment of this road and the access points will be determined at the time of Precise Plan approval based upon a traffic analysis prepared by a Registered Traffic Engineer and approved by the City Engineer. The primary access into the community shall be from either River Road or Lincoln Avenue. The exact location and alignment shall be determined by a traffic analysis prepared by a Registered Traffic Engineer and approved by the City Engineer. The width of these improvements shall be consistent with the Street Section, Exhibit 3.

All streetscapes for the public roads and internal loop street shall be consistent with the Master Landscape Plan. Street Section Exhibit, Entry Concepts and Street Accent Concept (Exhibits 3 through 7). Where applicable, the minimum parkway right-of-way has been widened to provide additional landscape buffering, and building setbacks have been increased to attenuate noise. The following is a summary of these dimensions.

	Streetscape Widths (from curb)		Building Setbacks (from curb)	
	min.	av.	min.	avg.
River Road	22'	25'	38'	42'
Lincoln Avenue	12'	12'	27'	27'
Harrington (North Side)	17'	20'	30'	30'
Harrington (South Side)	12'	20'	22'	22'
Primary Entry Road	22'	25'	30'	30'
Collector Road	10'	12'	15'	17'

The "streetscape widths" are the distances from the face of curb to the perimeter fence or screen wall. Walls and fences along the interior and primary entry road may be omitted when not required for sound attenuation or privacy.

The primary entry road from the arterial roadways shall also have a six foot (6') wide landscaped median and entry monuments at each corner. The secondary entries of the loop street from arterial roads shall also have entry monuments at each corner; however, medians will not be required. Entrances from the collector loop street into the development areas will be accepted with decorative stone payers. All landscape materials shall comply with the Master Landscape Plan.

6.2 The Riparian Open Space and Drainage Facility

The focal point of the Township will be the Riparian Open Space. The existing habitat conditions will be replaced with a naturalized channel and a replanted habitat preserve totaling 3.27 acres. The bottom and 2:1 side slopes of the channel will first be covered with "Armorflex"--high tensile-strength concrete blocks tied together with cable to create a flexible mat. The bottom will be seeded with native grasses and bushes, while the middle and lower portions of the side slopes will be hand-planted with mule fat. The upper portion of the slope will be hand-planted with one-gallon willows. Adjoining the channel is a series of flat areas that will be planted with clumps of wetland trees, consisting of various willow specimens, native sycamores and cottonwood. In lieu of chain-link fencing, the tree thickets will be heavily planted with blackberry bushes. No walkways or trails will exist within the greenbelt area, but there will be walkways at the edge and to one side. However, one vehicular and one pedestrian bridge will cross the area, but suitable fencing or landscape barriers will be constructed to discourage the public from entering.

6.2.1 Channel Construction Phasing

There are four steps required to complete the channel and mitigation work:

- 1) Grading for the alignment of the new channel;
- 2) Placing the concrete mats;
- 3) Transplanting the .75 acres of willows; then
- 4) Landscaping the channel and greenbelt.

The initial process will take ninety (90) days to construct, with an additional ninety (90) days to assure that the landscaping has rooted. Furthermore, the grading will require removal of the mule fat plus .75 acres of willows leaving 1.23 acres of willows intact. The removal of the remaining willows will not take place until the U S Department of the Interior, Federal Fish and Wildlife Service is satisfied that the landscaping within the 3.27 acres has been installed, the plant materials have adequately rooted and that the maintenance program is finalized and funded or bonded.

6.2.2 Channel and Riparian Maintenance

Two maintenance problems arise with the naturalized channel and riparian habitat-- maintenance of landscaping and repairs due to major storms. The landscape maintenance program will include irrigation, fertilization, trimming, clearing, replanting when necessary and vector and insect control. Once established, the tree thickets will require very little maintenance other than the annual removal of dead materials that create a fire hazard.

The slope areas and channel bottom will require annual, possibly semi-annual, trimming to reduce the quantity of debris that could clog the drainage system during a major storm. This trimming program would be monitored by the U.S. Department of the Interior, Federal Fish and Wildlife Service to assure rapid re-growth.

legend

PRIMARY ACCENT TREATMENTS

These accent treatment areas serve as the main people monumentation sites. The design treatments shall consist of interlocking povers with concrete bands. Project more signage shall have river rock accents.

SECONDARY ACCENT TREATMENTS

These accent mentment areas serve as local entry statements for individual planning areas or communities. The treatments shall consist of interlocking powers with concerte bands. Community signage shall have river rock accents.

PRIMARY PARKWAY LANDSCAPE:

The primary partneys are Lincoln Avenue & Blier Road. The design theme for the streetscapes shall include meandering turf across and informal plantings that will visually connect the packways to the native/ riparter plantings used throughout the project. The designated street tree shall be installed at a maximum spacing of staty feet on certain we in addition on a maximum spacing of staty feet on certain within the public Right of Way. Where walls or fencing is required, large skrubs and vines shall be installed to reclare the visual impact of the screen. A six (6) foot wide concrete sidewalk shall be installed at the back of

SECONDARY PARKWAY LANDSCAPE:

The secondary parketsy is Harrington Street. Like the primary parkways, the design theme is to be informal with an emphasis on discussing the partners, second of the width of the partners, the plantings will not include the use of meendesing run areas. The designated street tree drall be installed at a maximum spacing of sixty feet on center within the public sight of Way. Where required a masonry wall will be constructed at the property line to serve as a buffer. Large slerubs and vines will be installed in addition to the trees to reduce the visua: impact of the screen. A six (6) (oot wide concrete sidewalk shall be installed at the back

NEIGHBORHOOD PARKWAY LANDSCAPE:

The Neighborhood parkways are Annabelle Way & Township Drive. Like the primary parkways, the design theme is to be informal with an emphasis on thought tolerance. These streets will serves as the backbone to the project connecting the entry accents to the weighborhoods and the riparian insbitat. The designated sizes. tree shall be installed at a maximum spacing of sixty feet on center within hate public Right of Way. Where walls or fencing is required for buffers, large shrubs and vines will be installed to reduce the visual impact of the screen. A five (5) foot wide concrete sidewalls shall be installed at the back of the curb on one

50UTH NORCO DRAINAGE CHARRIEL LANDSCAPE:

The landscape treatment for this area shall consist of a combination of native plant material to provide for the development of a wildlife habitat within the channel Right of Way. For additional information see the Wetlands Mitigation Plan.

notes

GENERAL LANDSCAPE STATEMENT: The landscape development for this project shall be based on water conservation designs and systems with an emphasis on the use of drought tolerand nather plant material. The plant palente shall funduce but be limited to the following.

Almas Rhombilotis- White Adder Brachychino populmeum- Golfeli Tree CupressOcgopist leyhandis- Leyland Cypress Cucalystis Rivide- Desert Came Glandis- Triacani hos- Shademaster- Honey Locust Lageristoemis Indice- Crepe Hypide Lagristoemis Indice- Crepe Hypide Lagristoemis Prigorie- Tup in Ladodendom Villipider- Tup in Prasums Exercuspe- Caffornia Sycanore Pasamus Exercuspe- Caffornia Sycanore Classif Antaertica Districtis- Bipand Christia Gelsemium Sempervirers Hibbertis Volubilis Mandevilla Alice Dupont MASTER LANDSCAPE DEVELOPMENT PROGRAM Corona Township

Streetscape Exhibit 3

Corona Township

PANKWAY PLANT PALETTE:

SHRURS: Abelia grandillora- Glossy Abelia Calitandra haematocephala- Pinx Powder Pull Eleagrus Pungers- Silverberry Escallonia Rubea

Excalinia Rubos

Examplian Januaria Star Flower

Examplian Januaria Star Flower

Rec comuza Burindei Suprior Hampinia

Lamana Sellowaina- Foraling Lamana
Lagistiam Reason- Rease Privet

Worses Inflicite- For Inspirit Lip

Phitospowan Tobbia Fobia:

Asphislipsis Spackes Indian Hampinia

Recomaia Caparis- Cape Hopes Sudile

Nylosma Congettam- Shiny Xylodma

TREES

TREES
Acacia Balleyana-Bally Acacia
Albiela Julibrissin-Sila Tree
Almis Rinombilolia-Vimila Adder
Jacaranda Minombilolia-Jacaranda
Pinus Halepensis-Aleppo Pine
Pitatans Racemosa-California Sycamore
Populus Framonci-Framore Cationwood

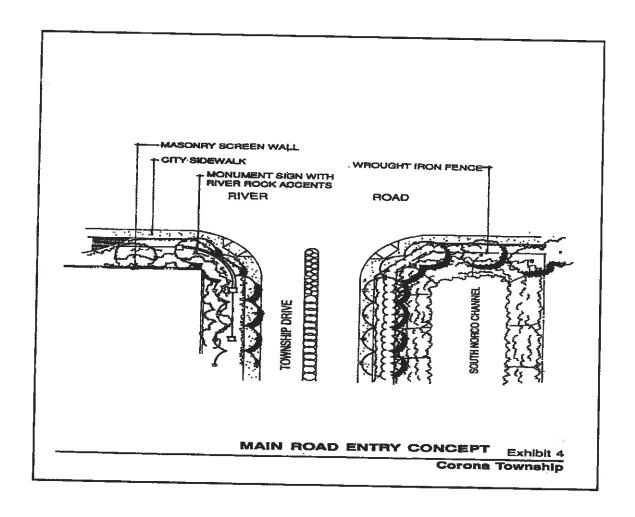
Populus Fremanci-Fremant Cuttonwood
BECIESTICON AREA PLANT PALETTE:
SHMIBLE
SH

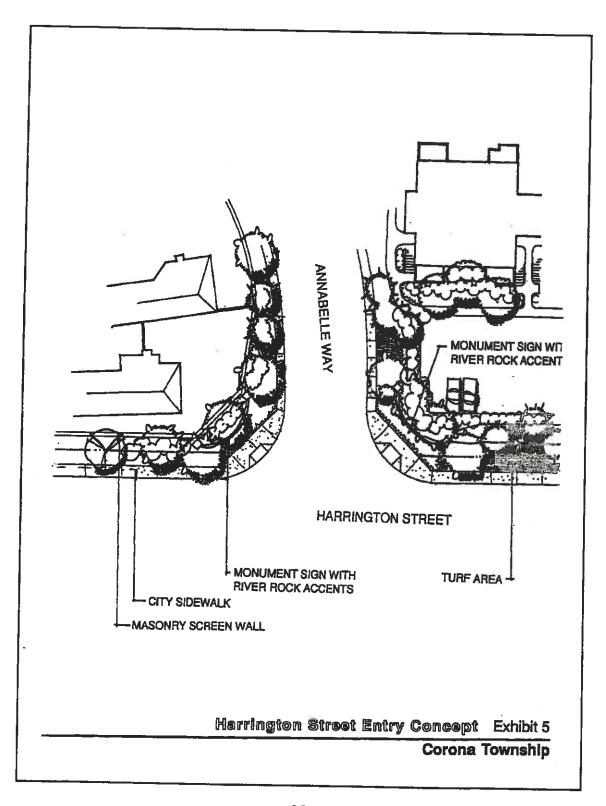
Eminarya usinga-sporte Loquat Lagerstroemin Indice-Crape Mynile Laguidambar Syracilku- Amarican Swerigum Fyrus Calleryana- Aristocent Pear RESIDENTIAL AREA PLANT PALETTE: SHRUBS

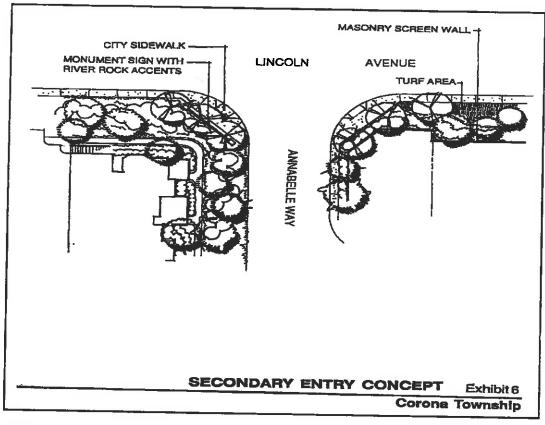
INC. SUPERTIAL AMER PLANT PALETTE:
SHRUBS.
Agaparitus Species-Lüy of the Nile
Agaparitus Species-Lüy of the Nile
Califlatoria haemastocophisid-Pink Paurder Puff
Chrol Riffinian-Rolfic (Tay
Excisional Rusi)
Excisional Rusional Rusional Pink Paurder Puff
Excisional Rusional Rusional Pink Period
Excisional Rusional Rusional Pink Period
Excisional Rusional Rusional Pink Period
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Excisional Rusional Rusional Rusional
Ligistizum Explantar-Teua Privot
Morael Iniciolales-Portiaght Agricum
Explantaria Period
Pittosporum Species-Mock Orange
Raphiologis Spacies-Indian Hawshorn
Kylosma Congistum-Shiny Mydorna
TREES
Almus Richardischi-White Adder

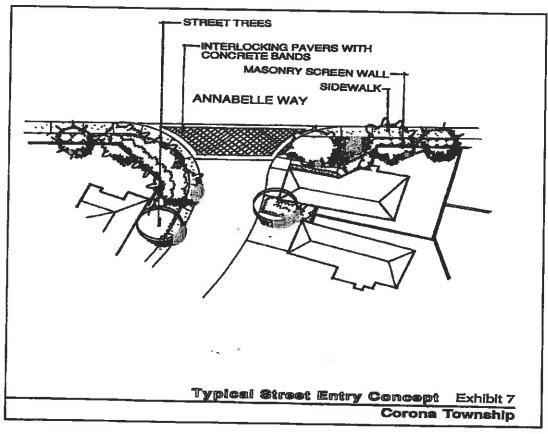
Alicus Rhumbilotia-White Alder

Emobotrya deffera - Recruse Loguar









The landscape maintenance program will either be a part of a Master Association or a City-controlled Maintenance District which shall be reviewed and approved by the Directors of Planning, Engineering, and Parks and Recreation. Funding will be assessed to each homeowner. The repair of the channel will be the responsibility of the maintenance entity. A reserve fund will be established and assessment will be collected either monthly, through an association fee, or annually, through a tax assessment. The fund will be established in such a manner that the responsibility can be returned to the Riverside Flood Control District.

The maintenance program shall include a plan to monitor the re-establishment and maintenance of the riparian willow habitat and shall include a schedule of future review, developer responsibilities, maintenance authority and other information necessary to confirm the re-establishment and maintenance of the riparian willow habitat.

6.3 Active and Passive Recreation

Active and passive recreational opportunities will be an extension of the riparian open space. Amenity requirements shall be in accordance with Sections 4.1.14, 4.2.14 and 4.3.13. In the event adjoining development areas are combined and developed as one, then recreational amenities may also be combined.

6.3.1 Pedestrian Greenbelts

Pedestrian greenbelts will be a minimum of twenty feet (20') wide. Walkways will connect activity areas in various neighborhoods. Pedestrian walkways will be a minimum of six feet (6') wide. Residential units will be screened from walkways with plant material. Activity zones will be provided along routes that are both active and passive Winding streambeds and naturalistic plantings will be used as a design theme where appropriate.

6.4 Walls and Fences

6.4.1 Rear and side yard fences

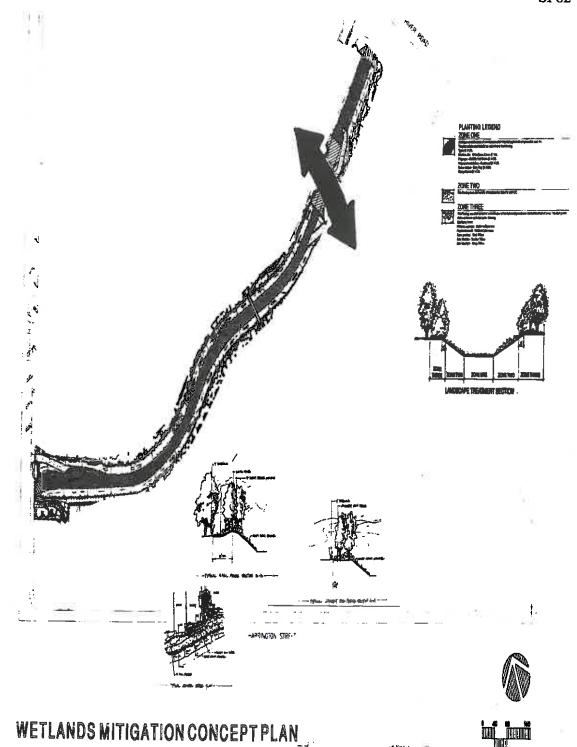
All future tract fencing shall be provided for all rear and side yards with material, location and height to be approved by the Planning Director.

6.4.2 Flood Control Fencing

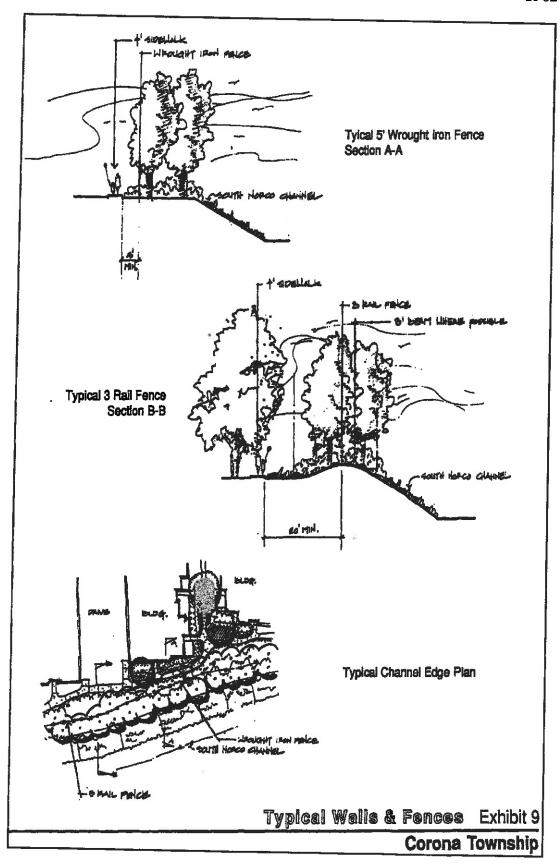
Wrought iron fencing of 6 feet in height shall be utilized for security purposes along the open space corridor adjacent to the South Norco Flood Control Channel.

6.4.3 Perimeter Fencing

Perimeter Fencing along arterial roads shall be masonry It is intended that the wall have a decorative design, providing clustered landscaping, as shown on the Master Landscape Plan. Precise design shall be reviewed and approved by the Planning Director so as to be decorative and have some measure of articulation.



Landscape Concept for Riparlan Habitat Exhibit 8



Subdivision Design Standards

7.0 General Application

The provisions of these sections shall be the standards for subdivisions in the Township Specific Plan.

7.1. Effect on Conflicting Provisions

Whenever the provisions of this section permit greater flexibility and establish regulations that are imposed or required by Title 16, the provisions of this section shall govern. In all other cases, refer to Title 16, Subdivision Ordinance, and City of Corona.

7.2. Street Design Standards

All streets shall be designed in accordance with the City of Corona private street standards, as established by the Director of Public Works and in effect at the time of filing of the tentative map.

7.3 Lots and Blocks

Lots and blocks shall have dimensions suitable to the land uses proposed:

- 1) Residential blocks shall be two lots deep in width, with two exceptions. Residential blocks along major and secondary highways may be one lot deep.
- 2) For condominium purposes, residential blocks may be one lot deep when individual dwelling unit access is provided internally.

7.4 Architectural Design Elements

The architecture throughout the Township will provide a sense of uniformity. The exterior features will have a contemporary ranch look with traditional styling or multi-story with an influence of Victorian features.. These features are exemplified in the roof, window, door and facing elements as illustrated in Exhibits 10 through 13.

Roofs are distinguished by their pitch and materials. No roof shall have a pitch less than 4:12, but not greater than 7:12. Gabled roofs with dormer windows will dominate the roof architecture. Materials will assimilate wood shake, with either heavy asphalt or lightweight concrete shingles.

Windows and doors shall have wood or simulated wood accents to set off their character, typical of French windows. All front and rear windows and doors shall have wood treatment surrounding the openings.

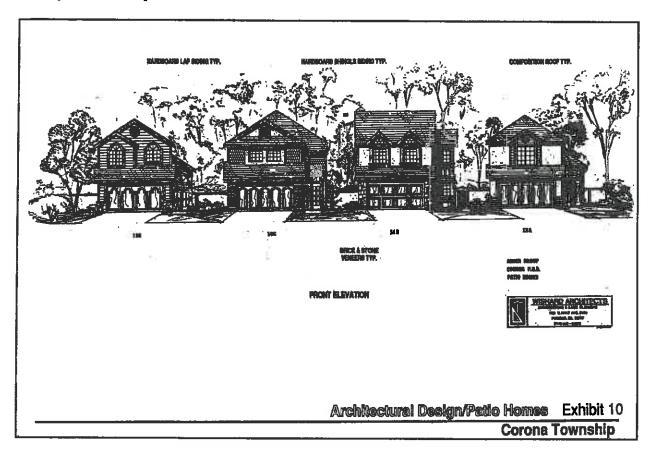
Facing materials are intended to break up stucco massing in those portions of the building visible from the street. Typical materials are those with the appearance of stone, brick, wood siding wood shingles and heavy timber.

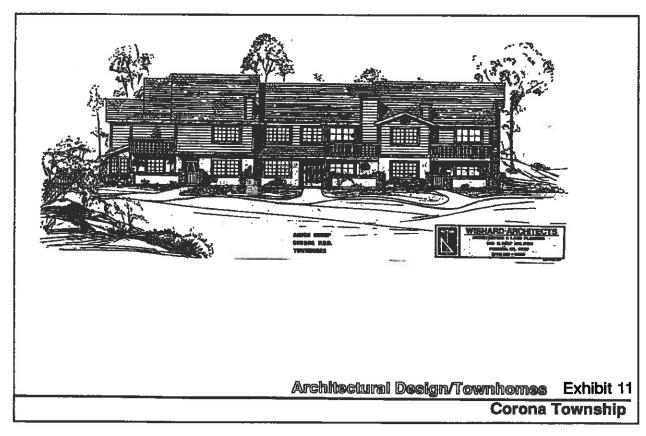
These architectural elements shall be utilized in all areas of the Township.

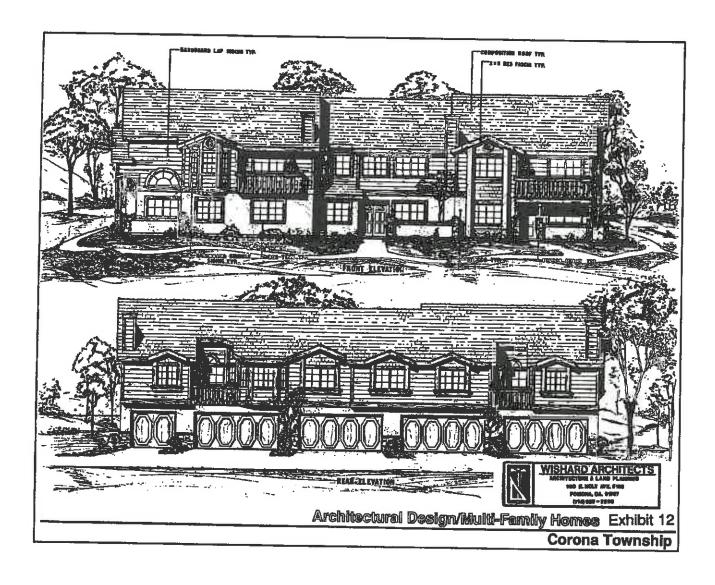
7.5 <u>Landscape Design Elements</u>

The Township will be unified through the landscape design elements. The overall character will be a rustic, "woodsy" environment, with the central riparian open space as the focal point. California sycamores and cottonwoods will be the primary trees used throughout the community, with riparian groundcovers and bushes used as backdrops around active areas and buildings. Hardscape accents will utilize stone, brick, wood siding and heavy timber, particularly in the fencing and entry monument elements.

Tables I through 3 list other plant materials that can be added to the riparian plant palette. They are intended to accent and enhance the "woodsy" character of the Township.







Phasing

8.0 Introduction

The implementation of the Township Specific Program requires the coordination of many capital improvements with the construction of the housing units. The phasing program described here assures such coordination will take place at the appropriate point in the developmental evolution of the project without requiring premature improvements.

8.1 Phasing Program

The following is a list of the improvements necessary to provide adequate services to each phase of development. These improvements will be constructed prior to the occupancy of any residential units in the phase to which they are related

Phase IA/IB - Development Areas 1, 2 and 3 (South Meadow), consisting of three (3) units (Note: All Phase 1 work has been completed.)

Circulation: The street improvements will be completed, together with all utilities, median landscaping, widened parking landscaping, perimeter walls and entry features for:

- River Road from Cota Street, westerly 1,680 feet
- Harrington Street from Cola Street, westerly 1,050 feet
- Cota Street from River Road, southerly to Harrington

Sewer: The sewer main within Annabelle Way and Lincoln Avenue (from Annabelle to Harrington), necessary to serve Development Areas 4 and 5 will be constructed).

Water: A cross-loop connection within Township Drive and Annabelle Way from the existing water mains within River Road and Lincoln Road will be constructed...

Drainage: An onsite sub-surface conduit systems within Annabelle Way and along the South Norco Channel, necessary to serve Development Areas 4 and 5 will be constructed. The box culverts to widen River Road and Lincoln Avenue at the South Norco Channel crossings will also be constructed. In addition, the grading and temporary channel protection to realign the South Norco Channel, plus transplanting of existing trees will be permitted during this phase of construction. At the time of development of Phase 2 improvements, the design for the ultimate improvements of the South Norco Channel shall have been completed. A parcel of land necessary for the ultimate construction and improvement of the channel shall be reserved in favor of the City or County Flood Control District plus security to assure its construction shall be provided with an amount and form approved by the City Engineer.

Phase 2 - Development Areas 4 and 5 (North Meadow), consisting of approximately 235 units

Circulation: The street improvements, together with all utilities, median landscaping, widened parkway landscaping, perimeter walls and entry features for the following will be completed:

- River Road completion from Lincoln Avenue, easterly to Phase I
- Lincoln Avenue from River Road, southerly to Harrington Street
- Annabelle Way North (internal loop street), from Lincoln Avenue to Township Drive
- Township Drive (main entry from River Road)

Sewer: The sewer main within Annabelle Way and Lincoln Avenues (from Annabelle to Harrington), necessary to serve Development Areas 4 and 5 will be constructed.

Water: A cross-loop connection within Township Drive and Annabelle Way from the existing water mains within River Road and Lincoln Road will be constructed.

Drainage: An on-site sub-surface conduit systems within Annabelle Way and along the South Norco Channel, necessary to serve Development Areas 4 and 5 will be constructed. The box culverts to widen River Road and Lincoln Avenue at the South Norco Channel crossings will also be constructed. In addition, the grading and temporary channel protection to realign the South Norco Channel, plus transplanting of existing trees will be permitted during this phase of construction. At the time of development of Phase 2 improvements, the design for the ultimate improvements of the South Norco channel shall have been completed. A parcel of land necessary for the ultimate construction and improvement of the channel shall be reserved in favor of the City or County Flood Control District plus security to assure it co shall be provided with an amount and form approved by the City Engineer.

Phase 3- Development Areas 6 and 7 (Central Meadow), consisting of approximately 225 units

Circulation; Street improvements, together with all utilities, median landscaping, widened parkway landscaping, perimeter walls and entry features for the following will be completed.

- Harrington Street from Phase I, westerly to Lincoln Avenue
- Annabelle Way South (internal loop street) from Township Drive to Harrington

Sewer: The sewer main within Annabelle Way, necessary to serve Development Areas 6 and 7 will be constructed.

Drainage: The on-site sub-surface conduit system within Annabelle Way and along the South Norco Channel, necessary to serve Development Areas 6 and 7 will be constructed. In addition, all permanent channel improvements, including landscape and hardscape improvements, within the South Norco Channel shall be completed as a part of this phase of development together with all final dedications, drainage easements, and maintenance easements completed.

Phase 4 - Development Area 8, consisting of approximately 50 units.

Circulation: Street improvements, together with all utilities, median landscaping, widened parkway landscaping, perimeter walls and entry features for the following will be completed.

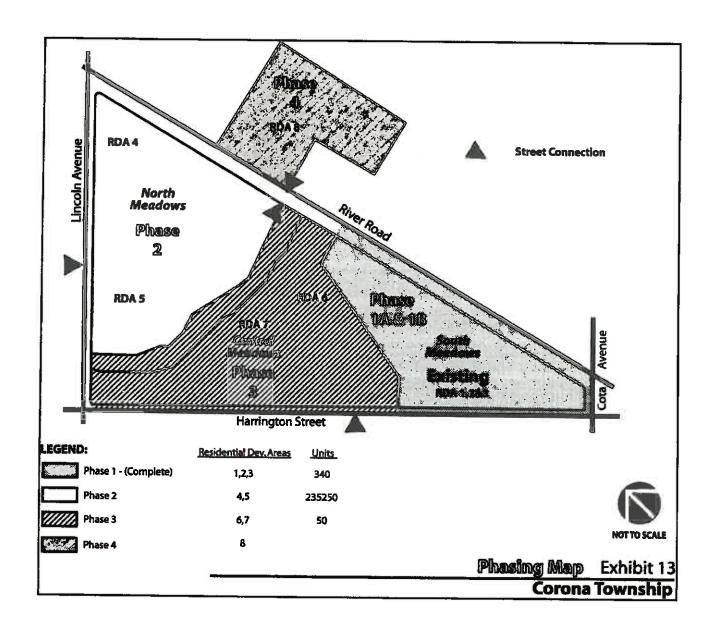
- River Road along Area 8 property frontage
- Project entrance road (shared with Church Property.

Sewer: The sewer within Area 8 and connection to sewer within River Road will be constructed.

Drainage: The onsite sub-surface conduit system within interior roads of Area 8 and connecting to Storm Sewer line in River Road necessary to serve Development Area 8.

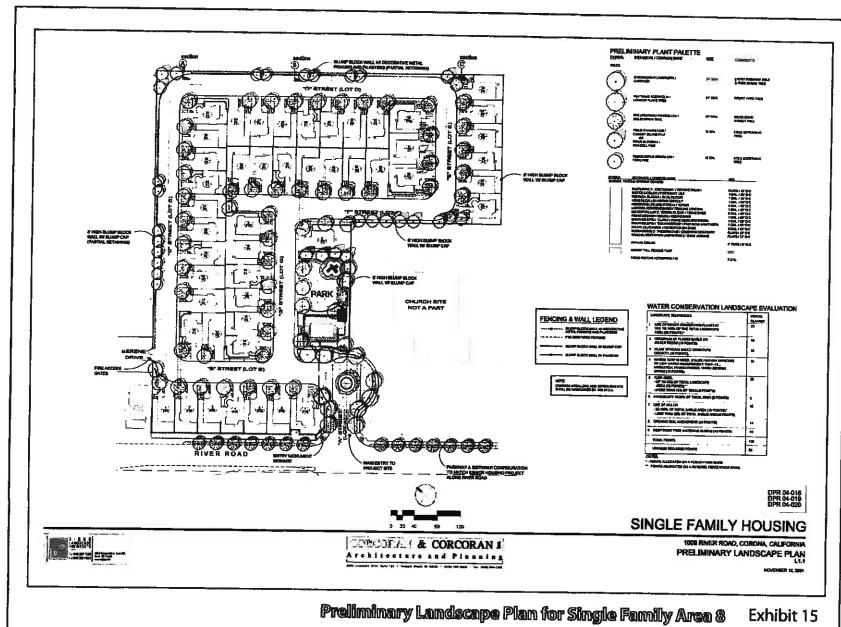
8.2 Construction of Public Facilities

The construction and maintenance of River Road, Lincoln Avenue, Harrington Street and the Riparian Open Space and Drainage Facility may be financed through public bonds resulting from the formation of a Mello Roos or Assessment District. If any or all of these improve have not been completed as provided for under Section 8, Phasing, then the City of Corona may precede with the formation of a Mello Roos or Assessment District to assure their completion.



Following are exhibits that refer exclusively to Area 8:







Project Entry Enlargement

Proliminary Landscape Plan Exhibit 16



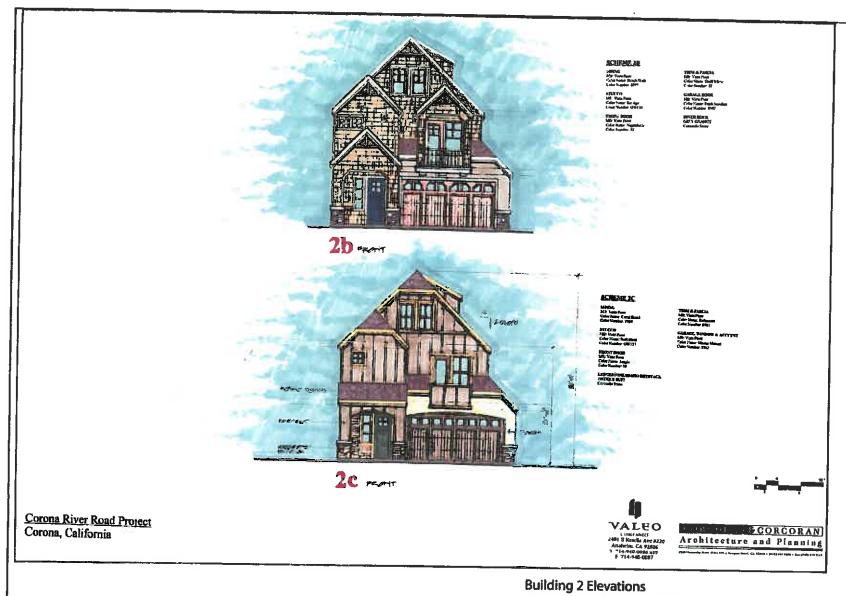
Project Park Enlargement
Preliminary Landscape Plan Exhibit 17



51

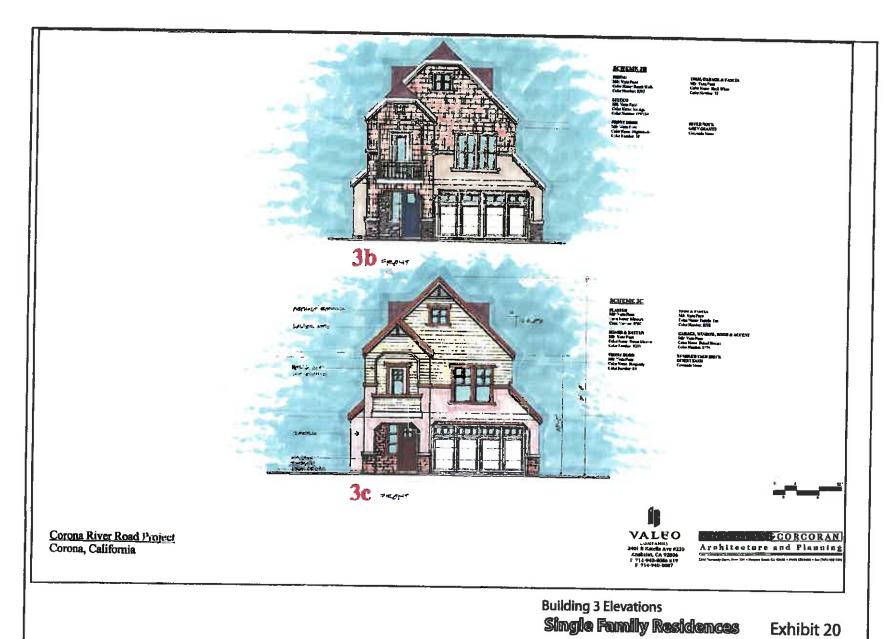
Building 1 Elevations
Single Family Residences

Exhibit 18

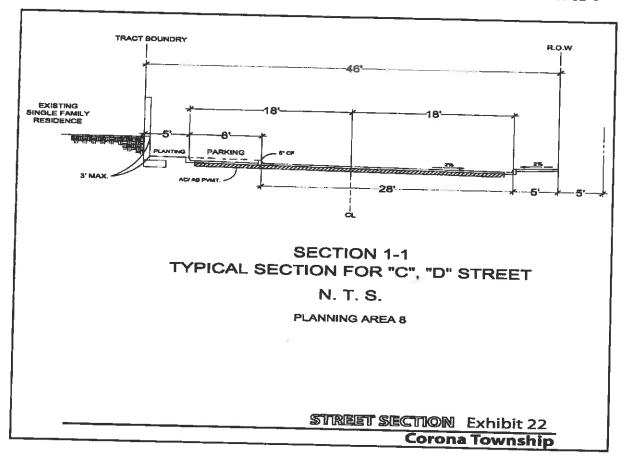


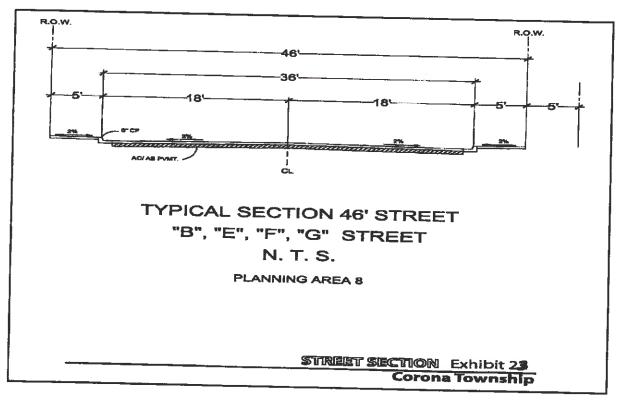
Single Family Residences

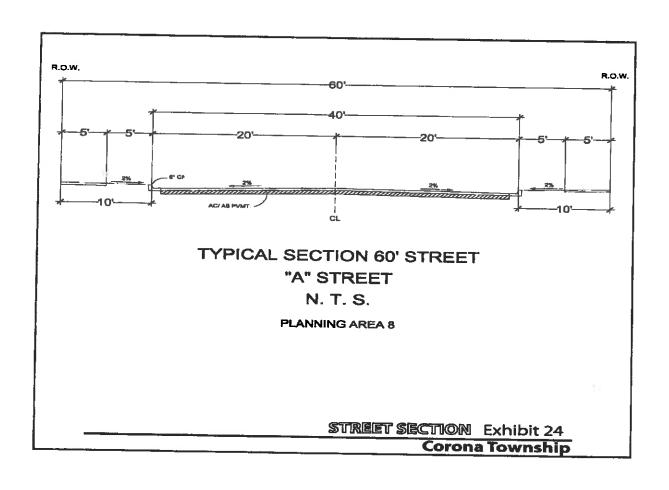
Exhibit 19











Administration and Implementation

9.0 Introduction

The following administrative procedures are incorporated into the Township Specific Plan so that implementation of the Plan will be as consistent with existing City regulations as possible.

9.1. Performance Standards

All development within the Township Specific Plan area shall comply with Section 17.84 of the Corona Municipal Code.

9.2 Development Plan Review

Within the Township Specific Plan area, no building or structure shall be constructed until the plans for the building or structure have been submitted to and approved by the Planning Director according to Section 17.102 of the Corona Municipal Code.

9.3. Administration and Enforcement

The Township Specific Plan shall be administered and enforced according to Section 17.108 of the Corona Municipal Code.

9.4. Variances

The provisions of Chapter 17.96 of the Corona Municipal ode shall be followed for any variance requested to the Township Specific Plan.

Residential Areas Plant Material List

Shrubs

Agapanthus Species Lily of the Nile
Calliandra Insequilatera Pink Powder Puff

Clivia Miniata Kaffir Lily

Escallonia Rubra

Euonymus Japonica Evergreen Euonymus

Grevillea Noelli

Grewia Caffra Lavender Star Flower

Ilex Cornuta BurfordiBurford HollyJuniperus ConfertaShore Juniper

Juniperus Sea Green Sea Green Juniper

Ligustrum Texanum Texas Privet
Moraea Iridioides Fortnight Lily

Nerium Oleander Oleander

Pittosporum Species Mock Orange
Raphiolepis Species India Hawthorn

Hebe Species Veronica

Xylosma Congestum Shinney Xylosmia

Trees

Alnus Rhombifólia White Alder Brachhychiton Populneum Bottle Tree

Cupressocyparis Leylandi Leyland Cypress

Eucalyptus Rudis Desert Gum
Gleditsia Tria Shademaster Honey Locust
Lagerstroemia Indica Crape Myrtle

Liquidambar Stryaciflua American Sweet gum

Liriodendron Tulipferum Tulip Tree

Pinus Canariensis Canary Island Pine
Platanus Racemosa California Sycamore

Parkway Plant Material List

Shrubs

Abelia Grandiflora Glossy Abelia

Calliandra Inaequilatera Pink Powder Puff

Eleagnus Pungens Silverberry

Escallonia Rubra

Euonymus Japonica Evergreen Euonymus

Grewia Caffra Lavender Star Flower

Ilex Cornuta Burfordi Burford Holly

Lantana Sellowiana Trailing Lantana

Ligustrum Texanum Texas Privet

Moraea Iridioides Fortnight Lily

Pittosporum Tobira Tobira

Raphiolepis Species India Hawthorn

Tecomaria Capensis Cape Honey Suckle

Xylosma Congestum Shiny Xylosmia

Trees

Acacia Baileyana Bailey Acacia

Albizia Julibrissin Silk Tree

Alnus Rhombifolia White Alder

Jacaranda Mimosifolia Jacaranda

Pinus Halepensis Alleppo Pine

Platanus Racemosa California Sycamore

Recreation Areas Plant Material List

Shrubs

Agapanthus Species Lily of the Nile
Aspidistra Elatior Cast Iron Plant
Calliandra Inaequilatera Pink Powder Puff

Clivia Miniata Kaffir Lily

Euonymus Japonica Evergreen Euonymus

Euryopus Pectinatus

Grewia Caffra Lavender Star Flower

Hemerocallis Hybrids Day Lily
Liriope Muscari Lily Turf

Moraea Iridioides Fortnight Lily

Nandina DomesticaHeavenly BambooRaphiolepis SpeciesIndia HawthornRhynchospermum JasminioidesStar Jasmine

Trees

Eriobotrya Deflexa Bronze Loquate
Lagerstroemia Indica Crape Myrtle

Liquidambar Stryaciflua American Sweet gum

Pyrus "Aristocrat" Aristocrat Pear

Riparian Habitat Plant Material List

ZONE ONE - Channel Bottom and Lower Channel Side Slopes

Material include herbaceous plants applied with a hydro mulch seed mix including, but not limited to:

Typhu		175%
Melilotus Alba	White Sweet Clover	10.0%
Polypogon	Rabbits Foot Grass	17.5%
Polyonum Iapathium	Knottweed	17.5%
Rumex Crispus	Curly Dog	17.5%
Mons Peliensis	- -	17.5%

ZONE TWO - Channel Side Slope

This planting area shall consist of hand planted Mule Fat at 6' O.C.

ZONE THREE - Upper Channel Side Slope and Flat Areas above 50 year Storm Level

This planting area shall consist of a combination of hand planted groundcover, barrier shrubs, and trees including, but not limited to, the following:

Trees

Platenus Racemosa California Sycamore
Populus Fremonti Fremont Cottonwood

Saxix Goodingii Black Willow

Salix Hinsiana Sandbar Willow

Salix Iasiolepis Arroyo Willow

Barrier Shrubs

Blackberry Briars

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 4:30 p.m., except Monday, September 5 (Labor Day), and on Friday, August 26, from 8:00 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 Corona 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: September 8, 2016

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1007CO16 - Harrington Village, LLC (Representative: KWC Engineers) - City of Corona Planning Case Nos.: GPA 15-003 (General Plan Amendment); SPA 15-005 [DPR 15-019] (Specific Plan Amendment); TTM36427 [DPR 15-018] (Tentative Tract Map); PP 06-009M2 [DPR 15-020] (Modification to Precise Plan). The applicant proposes to develop a residential condominium project consisting of 36 buildings accommodating 148 dwelling units (townhomes) on 8.48 acres (Assessor's Parcel Numbers 119-190-022, 119-190-025, and 119-190-029) located along the southerly side of Harrington Street, easterly of Lincoln Avenue (PP 06-009M2). Tentative Tract Map No. 36427 proposes to include the 8.48-acre site in one lot for residential condominium purposes. The General Plan designation of the easterly 1.1 acres (Assessor's Parcel No. 119-190-029) located approximately 1,000 feet easterly of Lincoln Avenue is proposed to be amended from Light Industrial (LI) to High Density Residential (HDR) (GPA 15-003). Additionally, this area is proposed to be annexed into the Township in Corona Specific Plan within Planning Area 9, with a Specific Plan designation of HDR (a change from its present zoning of M-1 (Light Manufacturing)), and the allowable number of dwelling units in Planning Area 9 would be reduced to 148. (SPA 15-005). (Airport Compatibility Zone D of the Corona 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. Sandra Yang of the City of Corona Planning Division at (951) 279-3553.

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

ALUC Identification No.

ZAP1007C016

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			γ.	1 100 1001
PROJECT PRO	PONENT (TO BE COMPLETED BY APPLICANT)			
Date of Applicatio	n _3(1 (b			
Property Owner	Harrington Village, LLC			
Mailing Address	27132 "B" Paseo Espada, Ste	Phone	Number	949-348-110
	San Juan Capistrano, CA 92675	1206		
		<u> </u>		
Agent (if any)	KWC ENGINEERS	Phone	Number	451.720 0
Mailing Address	1880 COMPTON AVENUE, SUITE !	Do.	MONIDE	951-734-21
	CORONA CA 92881			
PROJECT LOCAT	TON (TO BE COMPLETED BY APPLICANT)			
Attach an accurately s	caled map showing the relationship of the project site to the airport bounds	RIV and conveys		
Street Address	608 Harrington St	ary and runways	, Tr	
ļ	Corona, CA	7020	!	
Assessor's Parcel N	0.1 <u>19-190-022, 119-190-025, 119</u> -	100 000		
Subdivision Name		: <u>190 - Q≥R</u> b Parcel §	Size .	.40,6.98,1.1
Lot Number		Zoning Classific	cation	SP 82-1
PROJECT DESCRI	PTION GO OF COURSE			
If applicable, attach a d	PTION (TO BE COMPLETED BY APPLICANT)			
include additional proje	etailed site plan showing ground elevations, the location of structures, ope of description data as needed	in spaces and water bodies	s, and the he	eights of structures and trees;
Existing Land Use (describe)	vacant			
(describe)				
Proposed Land Use	148 unit - 3 story townhome d			
(describe)	148 unit - 3 story townhome docar garage and common recreat	evelopment v	with .	attached 2
		10n racilit.	ies.	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	1.0		
For Other Land Uses	Hours of Use	14	8	
(See Appendix C)	Number of People on Site Maximum Number			
	Method of Calculation			
Height Data	Height above Ground or Tallest Object (including antennas and	d transi		
	Highest Elevation (above sea level) of Any Object or Terrain or	d trees) ${}$	23	
Flight Hazards	Does the project involve any characteristics which could create confusing lights, glare, smoke, or other electrical or visual haza		Y	es ft.
	If yes, describe	ius to aircraft flight?	D N	lo
_				
<u></u>				

Date Received Agency Name City of Corona Staff Contact Phone Number Agency's Project No. DPR 15-018, 019, 020- + GPAIS-03(TTM3b42) SPAIS-05	Type of Project General Plan Amendment Zoning Amendment or Variance Subdivision Approval Ver Permit Public Facility Other
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- 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 1/2 x 11 reduced copy of the above 1..... 8 1/2 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 prestamped 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

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

4.1 <u>Director's Approvals.</u> During the period of July 26, 2016 through August 21, 2016, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Ed Cooper reviewed two ALUC cases within western Riverside County and issued determinations of consistency.

ZAP1207MA16 (March, Zone E) pertains to City of Riverside Case No. P16-0436 (Design Review), a proposal to construct an 8,300 square foot office and research building (22 feet in height) with a 680 square foot greenhouse and 1,720 square foot future expansion area on a 1.04 acre site located on the southerly side of Marlborough Avenue, westerly of its intersection with Northgate Street and easterly of its intersection with Rustin Avenue. (The applicant is also proposing a Variance – City Case No. P16-0482 – to allow for a reduction in the number of parking stalls and for the use of barbed wire fencing, but that variance is not subject to ALUC review, as it does not relate to height.) The elevation of the site is more than 500 feet lower than the elevation of March's Runway 14-32 at its northerly terminus and is more than 20,000 feet from the runways at Riverside Municipal Airport and Flabob Airport. Therefore, FAA review for height/elevation reasons was not required. ALUC Director Ed Cooper issued a determination of consistency for this project on August 3, 2016.

ZAP1027FL16 (Flabob AIA, Zone D) pertains to City of Jurupa Valley Case No. MA14176 (Site Development Plan), a proposal to construct a 60 foot high wireless communication facility with a 537 square foot equipment shelter on a 0.17-acre site located westerly of Daly Avenue, southerly of 37th Street, northerly of Mission Boulevard, and easterly of Wallace Street. The elevation at the top of the structure would exceed the elevation of the easterly terminus of the runway at Flabob Airport by 67 feet at a distance of only 2,250 feet from the runway. Therefore, Verizon submitted Form 7460-1 to the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) in 2014. A "Determination of No Hazard to Air Navigation" letter for Aeronautical Study No. 2014-AWP-5716-OE was issued on October 22, 2014, with an extension granted on May 27, 2016. The FAA OES conditions were incorporated into the determination of consistency issued by ALUC Director Ed Cooper for this project on August 4, 2016.

Copies of these consistency letters and background documents are attached, for the Commission's information.

4.2 Resolution No. 2016-02 Extending the Authorization of the ALUC Director to Take Action on Legislative Items in Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area.

On August 13, 2015, ALUC adopted its Resolution No. 2015-01 authorizing the ALUC Director to review general plan amendments, specific plan amendments, zone changes, and variance applications submitted to ALUC for land use development located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area and to render a consistency determination as to any such application that is not inconsistent nor has the possibility to be inconsistent with the land use planning guidelines

contained in the Airport Land Use Compatibility Plan applicable to the area therein. This authorization was granted for a one-year period ending August 31, 2016. At ALUC's August 11, 2016 meeting, Commissioners asked staff to prepare a resolution providing for continued delegation of this authority for an additional two years. Resolution No. 2016-02 would extend this authority to August 31, 2018. ALUC would continue to be advised of all proposals reviewed by the ALUC Director.

Y:\ALUC\ALUC Administrative Items\Admin. 2016\ADmin Item 09-08-16.doc



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

CHAIR

Simon Housman Rancho Mirage August 3, 2016

VICE CHAIRMAN Rod Ballance Riverside

Mr. Brian Norton, Project Planner

City of Riverside Community and Economic Development Department/Planning Division 3900 Main Street, Third Floor

Riverside, CA 92522

COMMISSIONERS

Arthur Butler Riverside

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW -DIRECTOR'S DETERMINATION

Gien Holmes

Hemet

File No.:

ZAP1207MA16

Related File No.: John Lyon Riverside

P16-0436 (Design Review), P16-0482 (Variance)

APN:

249-130-022

Steve Manos Lake Elsinore

Russell Betts

Dear Mr. Norton:

Desert Hot Springs

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Riverside Case Nos. P16-0436 and P16-0482, a Design Review to construct an 8,300 square foot office and research building with a 680 square foot greenhouse and 1,720 square foot future expansion area on a 1.04 acre site located on the southerly side of Marlborough Avenue, westerly of its intersection with Northgate Street and easterly of its intersection with Rustin Avenue. The building height is 22 feet. The applicant is also proposing a variance for a reduction in parking stalls and for the use of barbed wire fencing.

STAFF

Director **Ed Cooper**

John Guerin Paul Rull Barbara Santos

County Administrative Center 4080 Lemon St., 14th Floor. Riverside, CA92501 (951) 955-5132

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.

WWW.ICELC.ORG

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), and the site is located more than 20,000 feet from runways at Riverside Municipal Airport and Flabob Airport. Therefore, FAA Obstruction Evaluation Service review for height/elevation reasons was not required.

As ALUC Director, I hereby find the above-referenced Design Review 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 landowner shall provide the attached notice to all potential purchasers of the property and to tenants/lessees of the building(s) thereon.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Edward C. Cooper, Director

Attachments: Notice of Airport in Vicinity

cc: The Wonderful Company (applicant/property owner)
Shlemmer Algaze & Associates (representative/payee)

Gary Gosliga, Airport Manager, March Inland Port Airport Authority

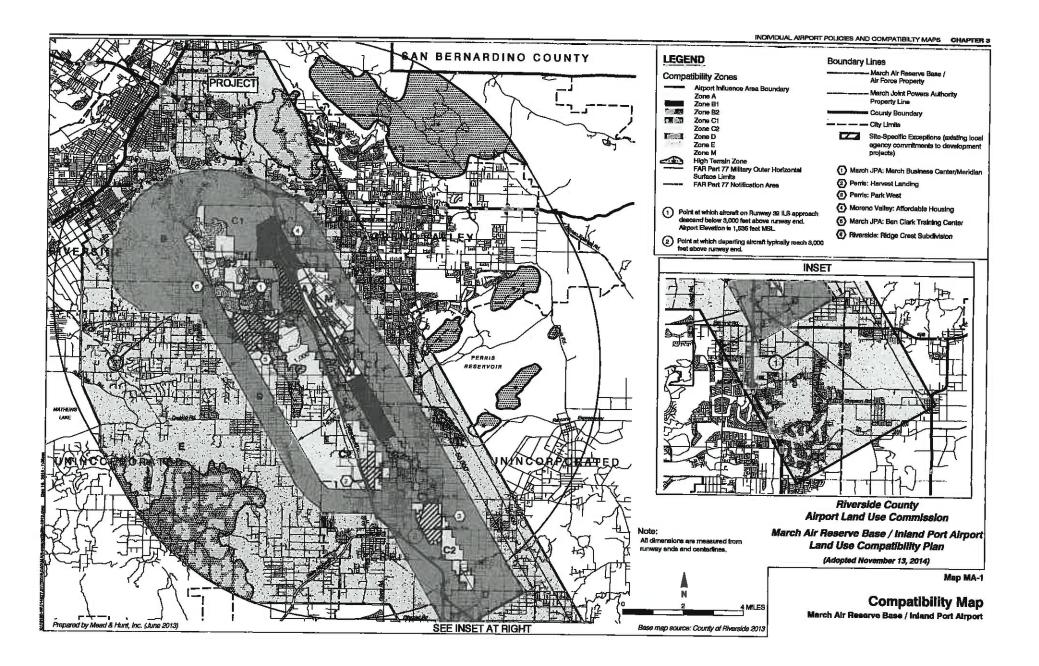
Denise Hauser, March Air Reserve Base

ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1207MA16\ZAP1207MA16.LTR.doc

NOTICE OF AIRPORT IN VICINITY

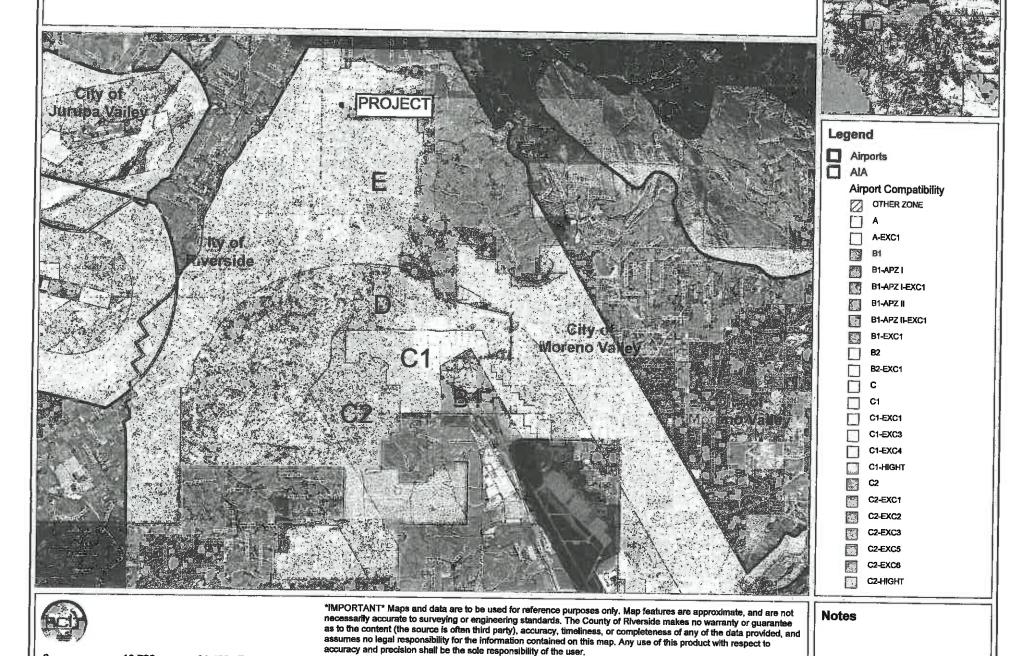
This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual 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)



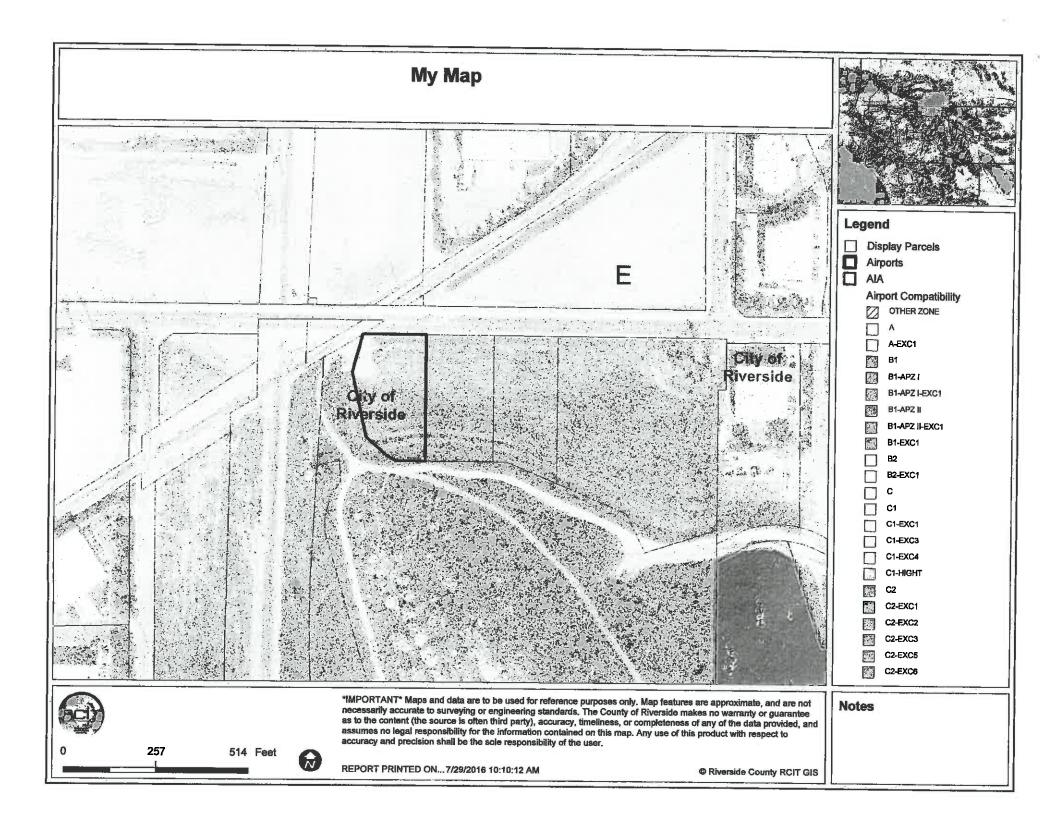
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21,459 Feet

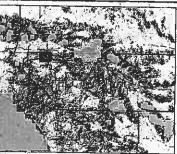
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© Riverside County RCIT GIS







Legend

City Boundaries Cities

highways_large

HWY

INTERCHANGE

INTERSTATE

USHWY

majorroads

counties

cities

hydrographylines waterbodies

Lakes

5,365

10,730 Feet

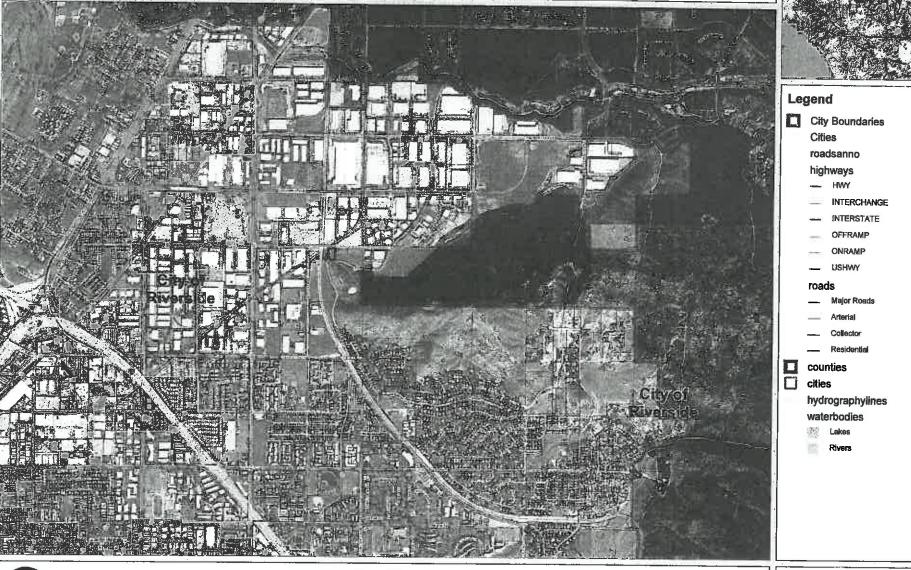


IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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C Riverside County RCIT GIS

Notes



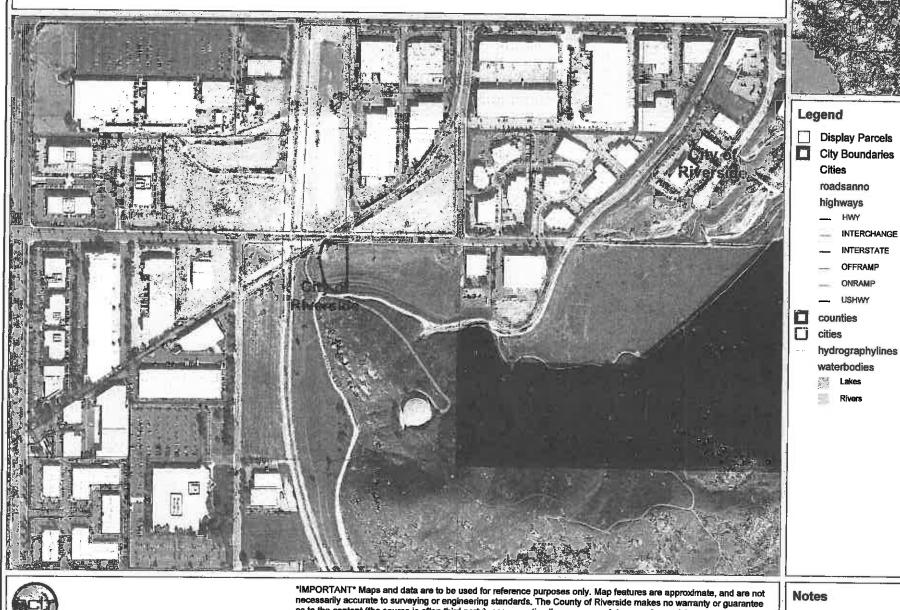
2,682

5,365 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



Notes

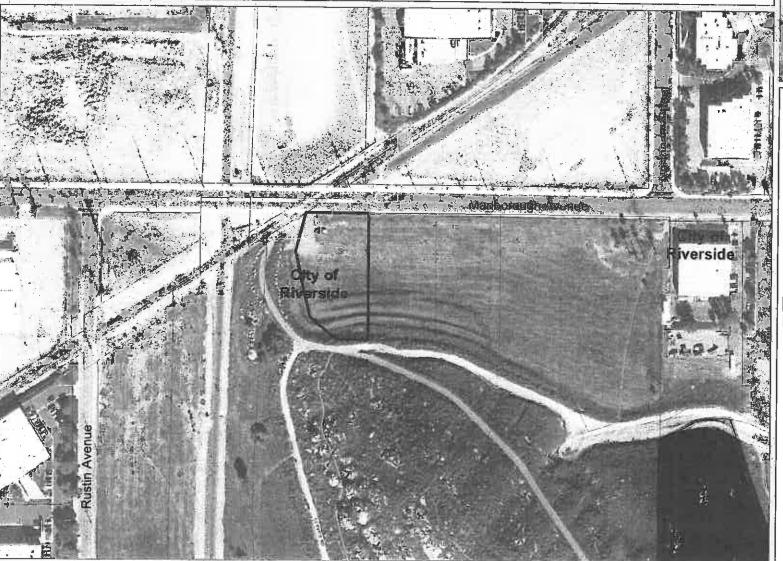
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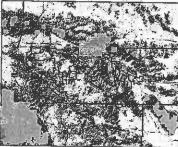
671

1,341 Feet

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.

C Riverside County RCIT GIS





Legend

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

Lakes

Rivers

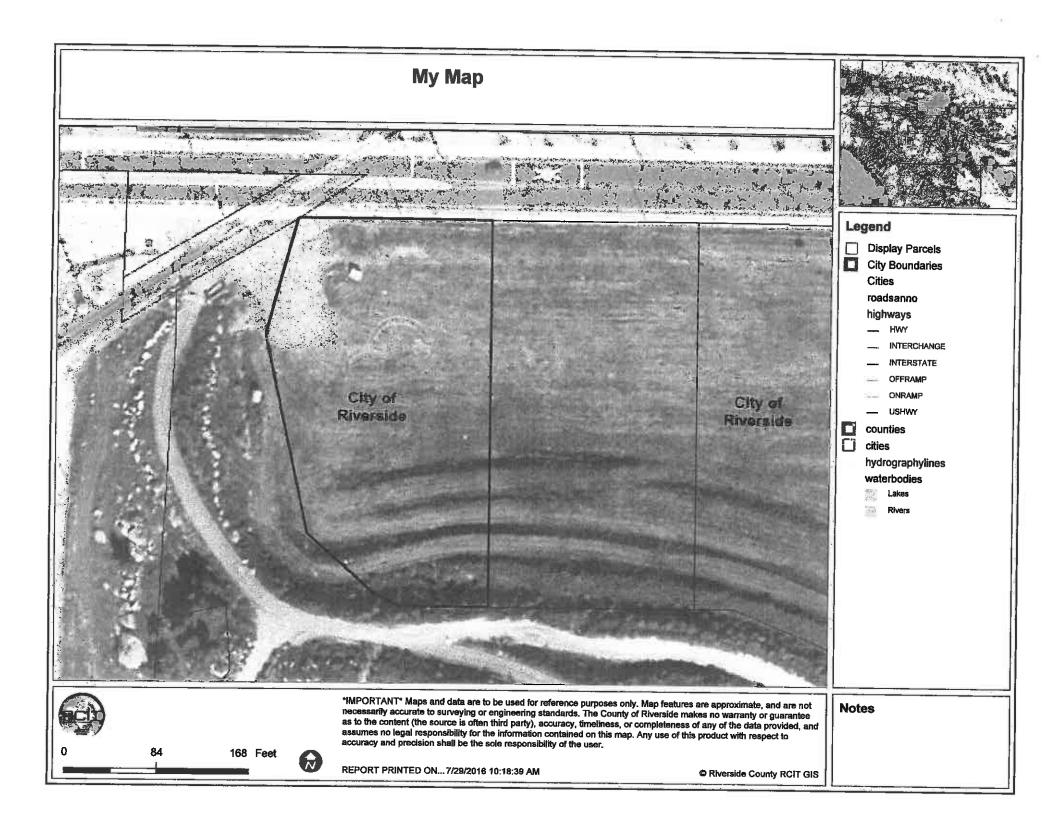
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

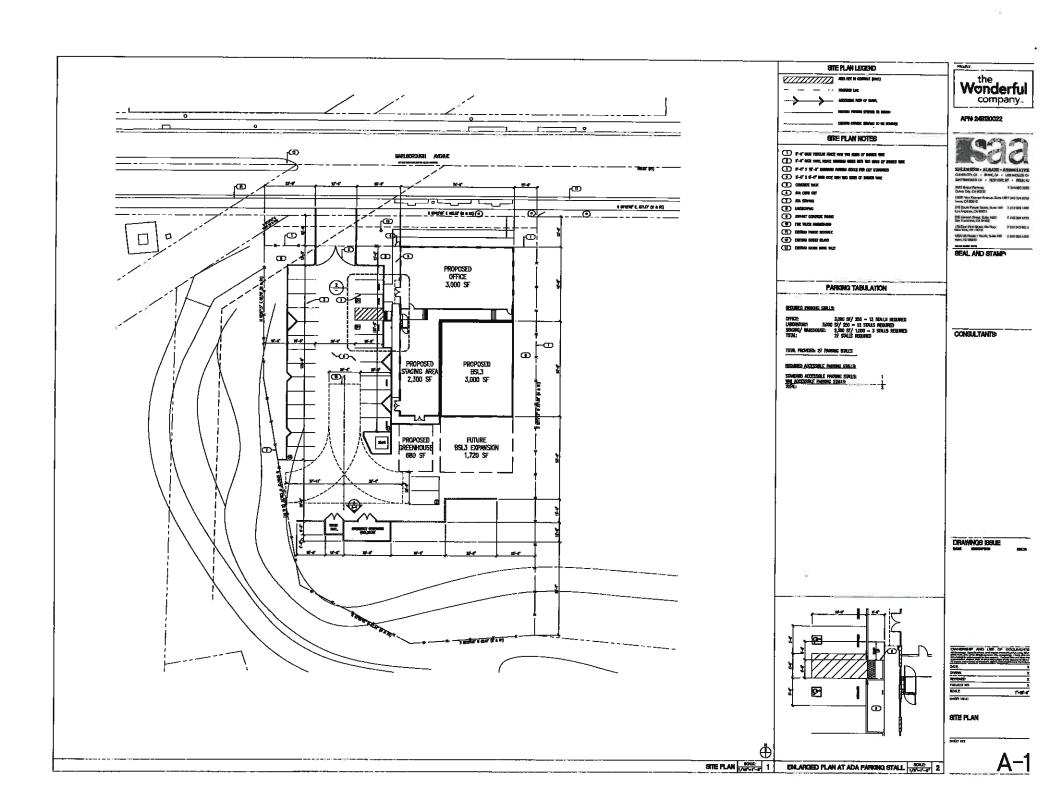
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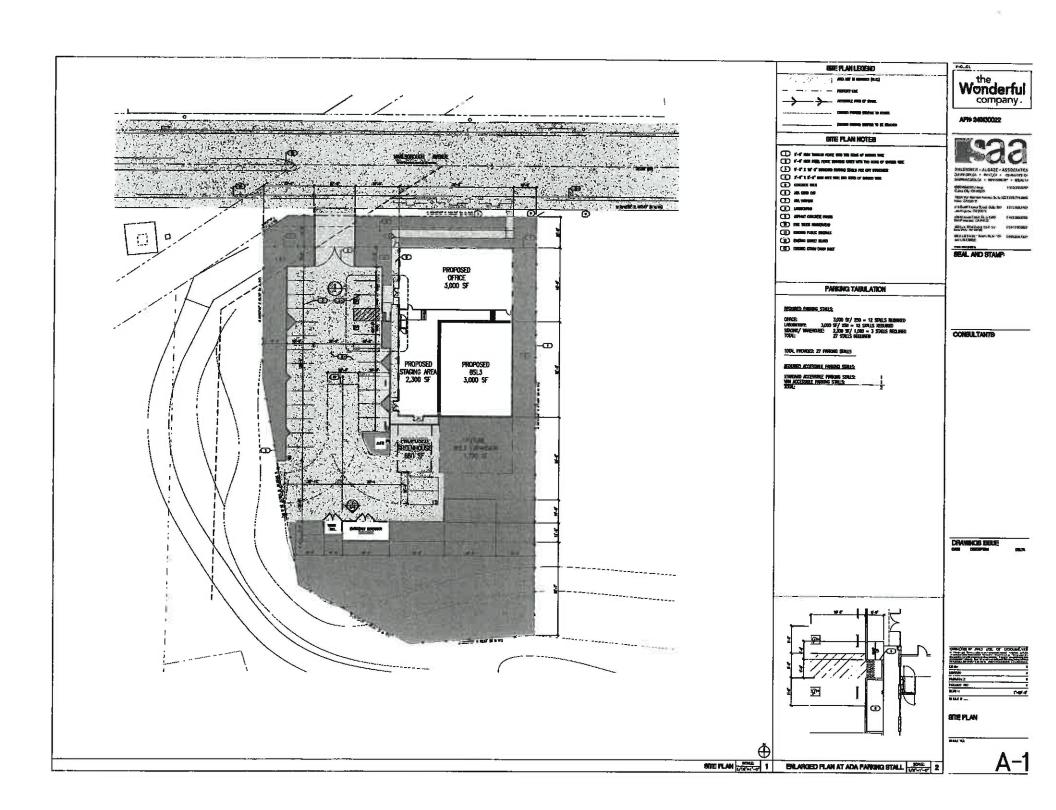
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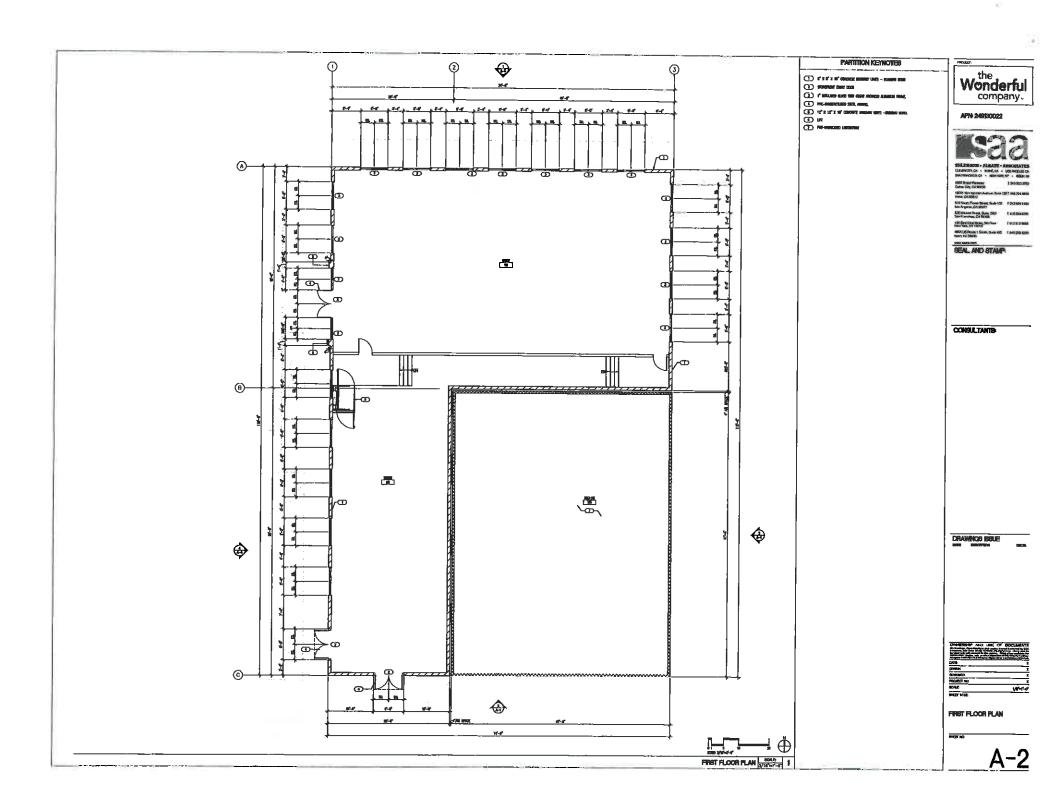
514 Feet

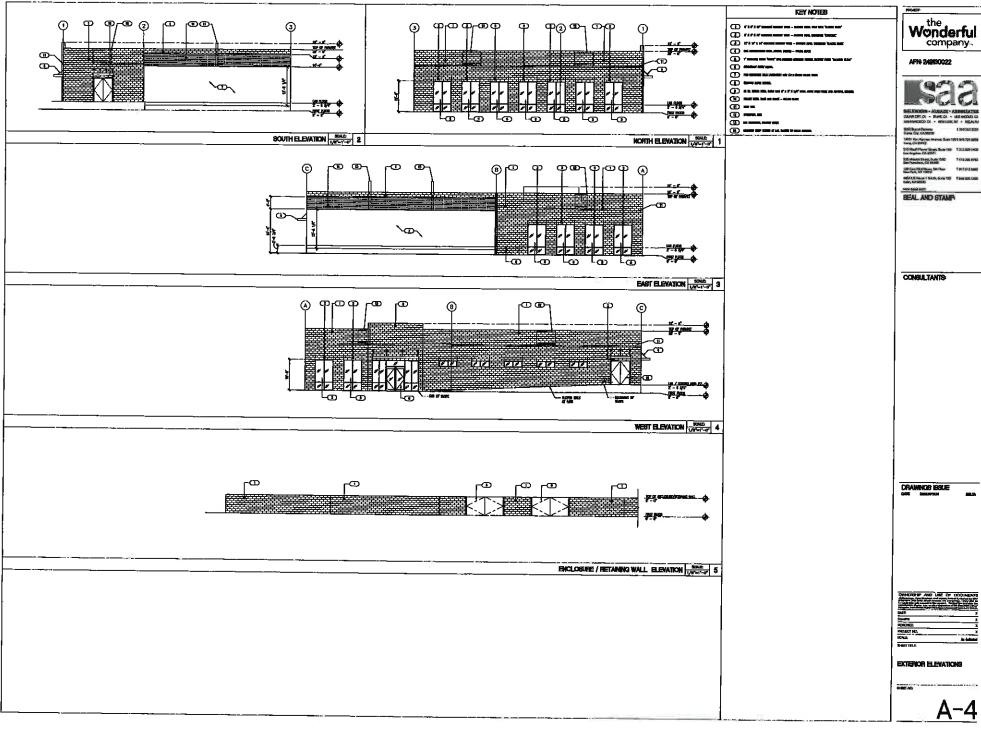


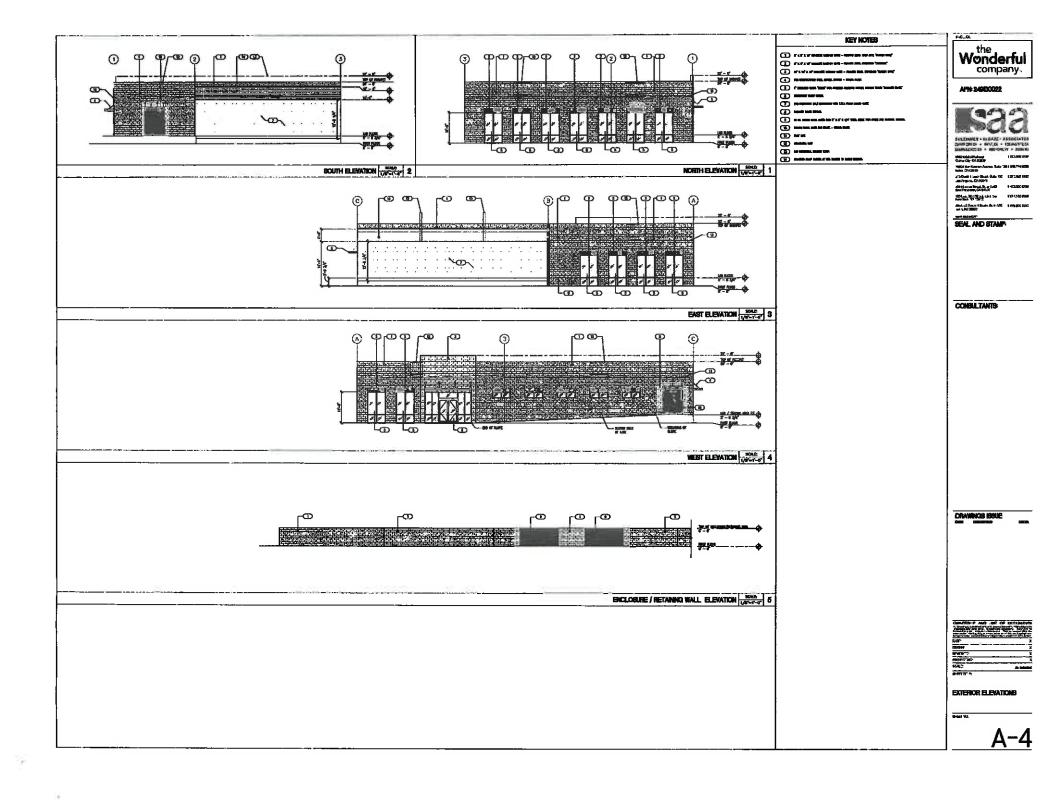


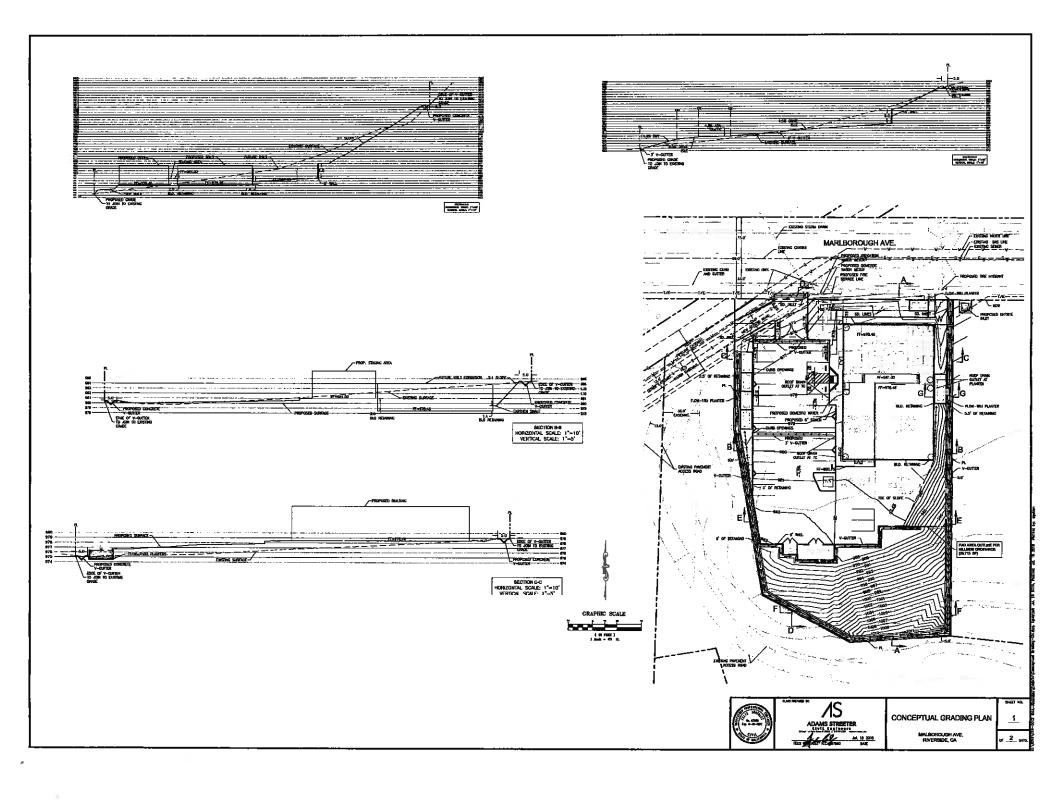


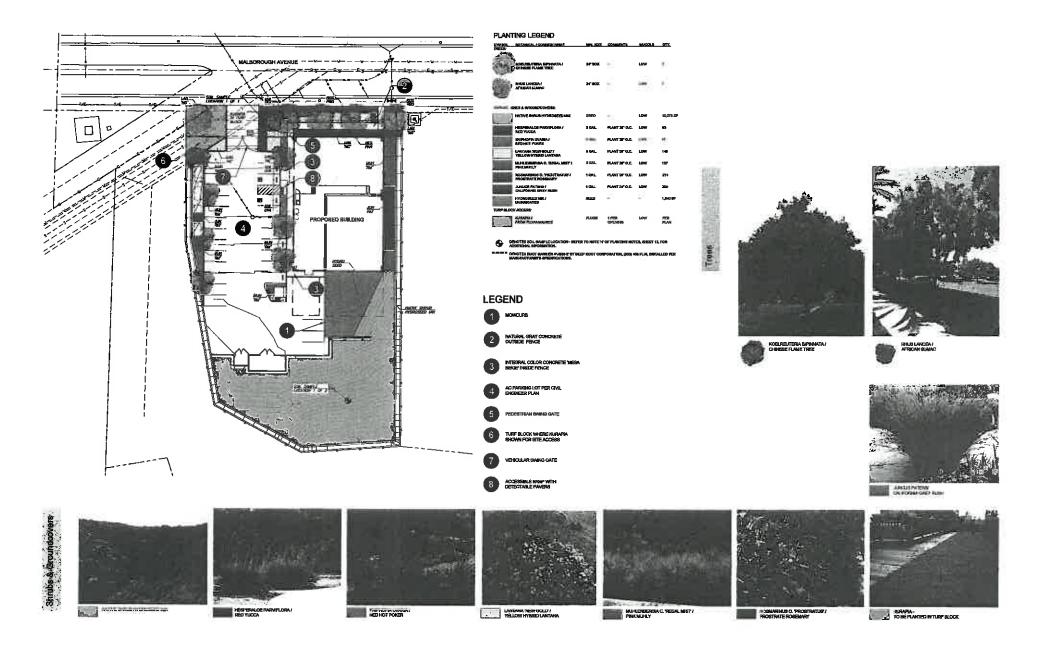












The Wonderful Company - PRELIMINARY LANDSCAPE PLAN

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

CHAIR

August 4, 2016

Simon Housman Rancho Mirage

Mr. Brett Hamilton

VICE CHAIRMAN Rod Ballance Riverside City of Jurupa Valley Planning Department

8930 Limonite Avenue Jurupa Valley CA 92509

COMMISSIONERS

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

Arthur Butler Riverside

Glen Holmes

File No.:

ZAP1027FL16

Related File No.:

MA14176 (Site Development Plan)

APN;

179-260-027

John Lyon Riverside

Hemet

Dear Mr. Hamilton:

Russell Betts Desert Hot Springs

Steve Manos

Lake Elsinore

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Jurupa Valley Case No. MA14176 (Site Development Plan), a proposal to construct a 60 foot high wireless communication facility with a 537 square foot equipment shelter on a 0.17 acre parcel located westerly of Daly Avenue, southerly of 37th Street, northerly of Mission Boulevard, and easterly of Wallace Street, within the City of Jurupa Valley.

STAFF

Director Ed Cooper The site is located in Airport Compatibility Zone D of the 2004 Flabob Airport Land Use Compatibility Plan (Flabob ALUCP). Zone D restricts nonresidential intensity to 100 people per average acre, and 300 people per single acre. The proposed wireless facility will not result in any occupancy, and is therefore consistent with Compatibility Zone D intensity requirements.

John Guerin Paul Rull Barbara Santos

County Administrative Center 4080 Lerron St., 14th Floor. Riverside, CA 92501 (951) 955-5132 The elevation of the Flabob Airport runway at its easterly most point is 768 feet above mean sea level (AMSL). Due to the runway length (3,200 feet), the relevant slope for notice purposes is a 50:1 surface. At a distance of approximately 2,250 feet from the runway, structures with a top point elevation of 813 feet AMSL would not require notification to the Federal Aviation Administration Obstruction Evaluation Service (FAA OES). The ground elevation of the site is 775 feet AMSL, and the plans indicate a maximum structure height of 60 feet, resulting in a maximum elevation at top point of 835 feet AMSL. Therefore, FAA OES review for height/elevation reasons was required. Verizon submitted Form 7460-1 to the FAA OES in 2014. A "Determination of No Hazard to Air Navigation" letter for Aeronautical Study No. 2014-AWP-5716-OE was issued on October 22, 2014, with an extension granted on May 27, 2016. The study revealed that the proposed structure does exceed obstruction standards, but would not be a hazard to air navigation provided conditions are met, including lighting. These FAA OES conditions have been incorporated into this finding.

www.rcaluc.org

As ALUC Director, I hereby find the above-referenced Site Development Plan CONSISTENT with the 2004 Flabob Airport Land Use Compatibility Plan, subject to the following conditions:

AIRPORT LAND USE COMMISSION

CONDITIONS:

- Any new outdoor lighting that is installed other than FAA required lighting shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
- 2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than a FAA-approved navigational signal light or visual approach slope indicator or other FAA required lighting.
 - (b) Any use which cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at and airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris centers, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- The landowner shall provide the attached notice to all potential purchasers of the property.
- 4. The Federal Aviation Administration has conducted an aeronautical study of the proposed structure (Aeronautical Study No. 2014-AWP-5716-OE) and has determined that lighting of the structure in accordance with FAA Advisory Circular 70/7460-1 K, Change 2, Obstruction Marking and Lighting, red lights Chapters 4, 5, (Red), and 12 will be necessary for aviation safety, such lighting shall be installed and maintained in accordance therewith for the life of the project.
- 5. The maximum height of the proposed structure to top point shall not exceed 60 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 835 feet above mean sea level.
- 6. The specific coordinates, height, top point elevation, frequencies, and power of the proposed structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
- 7. Temporary construction equipment used during actual construction of the structure shall not exceed the height of the structure, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

AIRPORT LAND USE COMMISSION

- 8. At least ten (10) days prior to start of construction, FAA Form 7460-2 (Part I), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration, (go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure.
- 9. Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure.
- 10. Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, shall be reported immediate to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Edward C. Cooper, Director

cc: Verizon Wireless (applicant)

Jamie and Sofia Guiterrez (property owner)

Core Communications Group LLC, Maree Hoeger (representative/payee)

Beth LaRock, Manager, Flabob Airport

ALUC file

Y:\AIRPORT CASE FILES\Flabob\ZAP1027FL16\ZAP1027FL16LTR.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 annovances [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 vou. Business & Professions Code Section 11010 (b)



Mail Processing Center Federal Aviation Administration Southwest Regional Office Obstruction Evaluation Group 2601 Meacham Boulevard Fort Worth, TX 76193

Issued Date: 10/22/2014

Jim O'Dowd Verizon Wireless 180 Washington Valley Rd Bedminster, NJ 07921

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

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

Structure:

Monopole Odell

Location:

Riverside, CA

Latitude: Longitude:

33-59-37.73N NAD 83

117-23-56.68W

Heights:

775 feet site elevation (SE)

60 feet above ground level (AGL)

835 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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

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

See attachment for additional condition(s) or information.

Any height exceeding 60 feet above ground level (835 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/22/2016 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 November 21, 2014. 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 Regulations & ATC Procedures Group, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on December 01, 2014 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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

This 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).

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact Karen McDonald, at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AWP-5716-OE.

Signature Control No: 226251120-232452891

(DNH)

John Page

Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Case Description
Frequency Data
Map(s)

cc: FCC

Additional information for ASN 2014-AWP-5716-OE

The proposal, submitted by Verizon Wireless, will construct a Monopole Antenna Tower 60 feet above ground level (agl) in Riverside, California.

This site is approximately 0.62 nautical miles northeast of the Flabob Airport (RIR) airport reference point; 2,267 feet direct distance from the Runway 24 physical approach end, the closest civilian public-use landing area.

The RIR Field Elevation (FE) is 767 feet above mean sea level (amsl); Runway 24 physical approach end elevation is 767 feet amsl. The site elevation of this proposed structure is 775 feet amsl.

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

Section 77.17(a)(3) - (TERPS criteria); would penetrate the RIR RWY 06 40:1 departure obstacle clearance surface (OCS) in the Initial Climb Area (ICA) by 17 feet (less than 35 feet.) Mitigation: The proposed structure height would not require an increase in the existing published departure climb gradient (cg), nor would it require an increase in departure weather minimums. It qualifies as a 'low close-in' obstacle penetration with climb gradient termination altitude 200 feet or less above DER, and upon receipt from the sponsor of the 7460-2 Part 1, a note will be added to the 'Take-off Minimums and (Obstacle) Departure Procedures in the U.S. Terminal Procedures publication.

Details of this proposal were not distributed for public aeronautical comment because current internal FAA Obstruction Evaluation policy exempts structures that would exceed only the above-cited Section 77.17(a)(3) standard by 35 feet or less.

FAA airspace evaluation has found that the adverse effect of this structure is known. The structure height does not require a change to any existing instrument published climb gradient or departure weather minimums and would not have a significant adverse effect on the TERPS criteria. FAA evaluation finds that the proposal would not create substantial adverse effect on visual aeronautical operations or lessen the utility of the navigable airspace overlying the site.

Existing obstacles and terrain control the development of future approach and departure Terminal Instrument Procedures for RIR landing area. 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 civilian public use or military airports.
- The proposal would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- The structure shall be appropriately red obstruction lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

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 civilian 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, avigation easements, or ordinances, or local zoning maximum heights.

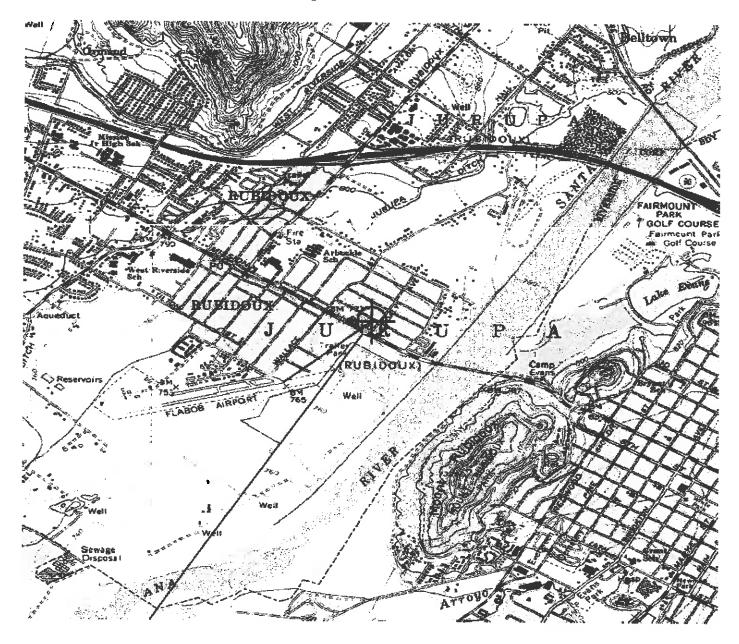
Case Description for ASN 2014-AWP-5716-OE

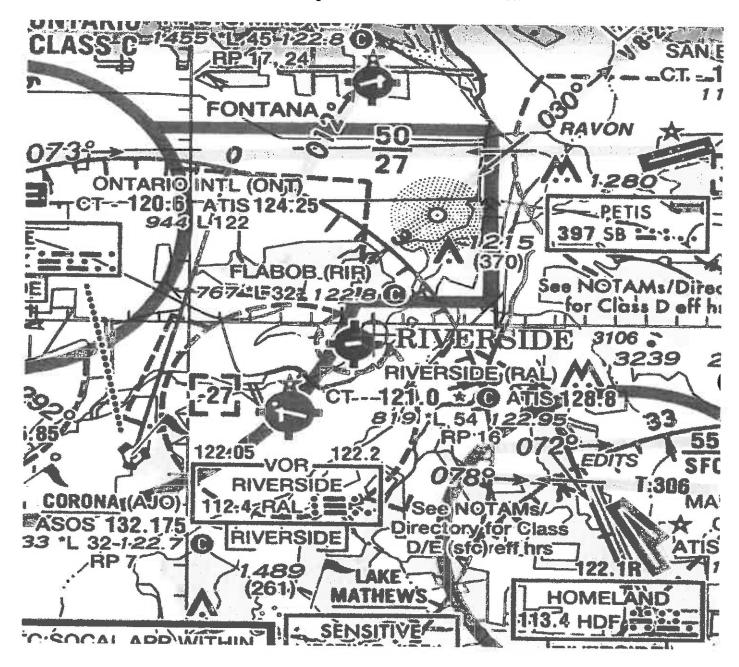
Proposed 60' agl monopole tower. Jim O'Dowd/Verizon Wireless/908-306-7439

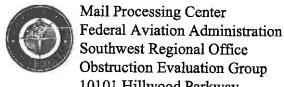
Frequency Data for ASN 2014-AWP-5716-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
-				
698	806	MHz	1000	W
806	824	MHz	500	W
824	849	MHz	500	W
851	866	MHz	500	W
869	894	MHz	500	W
896	901	MHz	500	W
901	902	MHz	7	W
930	931	MHz	3500	W
931	932	MHz	3500	W
932	932.5	MHz	17	dBW
935	940	MHz	1000	W
940	941	MHz	3500	w
1850	1910	MHz	1640	w
1930	1990	MHz	1640	W
2305	2310	MHz	2000	w
2345	2360	MHz	2000	w

Verified Map for ASN 2014-AWP-5716-OE







10101 Hillwood Parkway Fort Worth, TX 76177

Issued Date: 05/27/2016

Jim O'Dowd Verizon Wireless 180 Washington Valley Rd Bedminster, NJ 07921

** Extension **

A Determination was issued by the Federal Aviation Administration (FAA) concerning:

Structure:

Monopole Odell

Location:

Riverside, CA

Latitude:

33-59-37.73N NAD 83

Longitude:

117-23-56.68W

Heights:

775 feet site elevation (SE)

60 feet above ground level (AGL)

835 feet above mean sea level (AMSL)

In response to your request for an extension of the effective period of the determination, the FAA has reviewed the aeronautical study in light of current aeronautical operations in the area of the structure and finds that no significant aeronautical changes have occurred which would alter the determination issued for this structure.

This extension is subject to review if an interested party files a petition that is received by the FAA on or before June 26, 2016. 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 extension becomes final on July 06, 2016 unless a petition is timely filed. If so, this extension will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review.

Accordingly, pursuant to the authority delegated to me, the effective period of the determination issued under the above cited aeronautical study number is hereby extended and will expire on 11/27/2017 unless otherwise extended, revised, or terminated by this office. You must adhere to all conditions identified in the original determination.

This extension issued in accordance with 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, part 77, concerns the effect of the structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this extension will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AWP-5716-OE.

Signature Control No: 226251120-293776309

(EXT)

Karen McDonald

Specialist

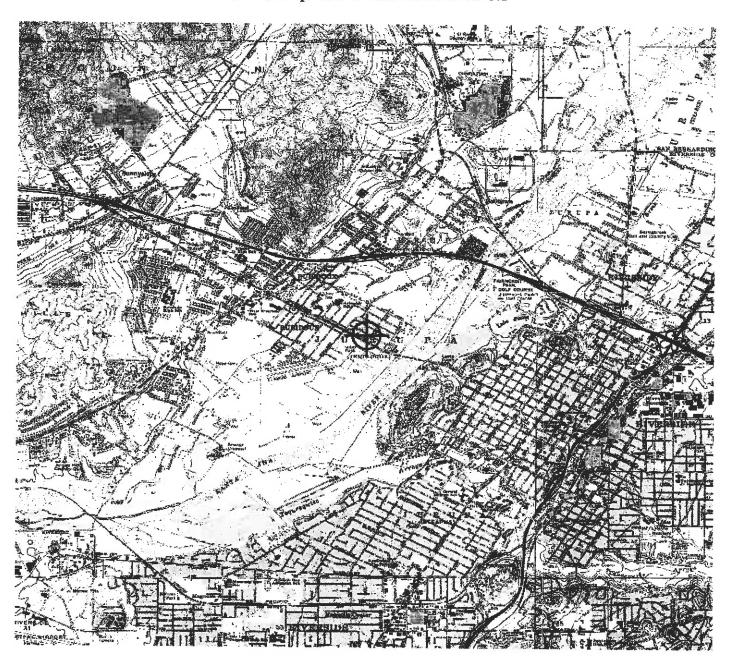
Attachment(s)
Additional Information
Map(s)

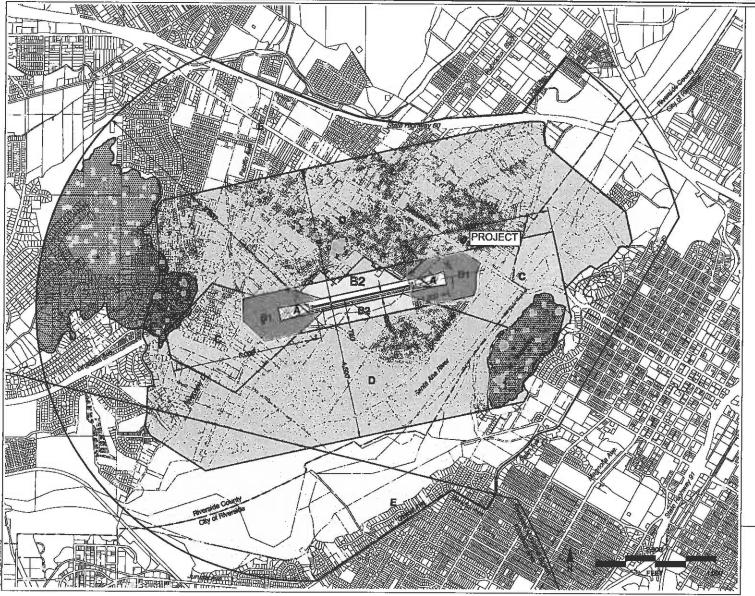
cc: FCC

Additional information for ASN 2014-AWP-5716-OE

ALL REQUIREMENTS AND CONDITIONS ON ORIGINAL AIRSPACE DETERMINATION REMAIN IN EFFECT.

TOPO Map for ASN 2014-AWP-5716-OE





Legend

Compatibility Zones

Airport Influence Area Boundary

Zone A Zone B1 Zone 82 Zone C

Zone D

Zone E Height Review Overlay Zone

Boundary Lines

- Airport Property Line — — City Limits

Alroot 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 centerfines.

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

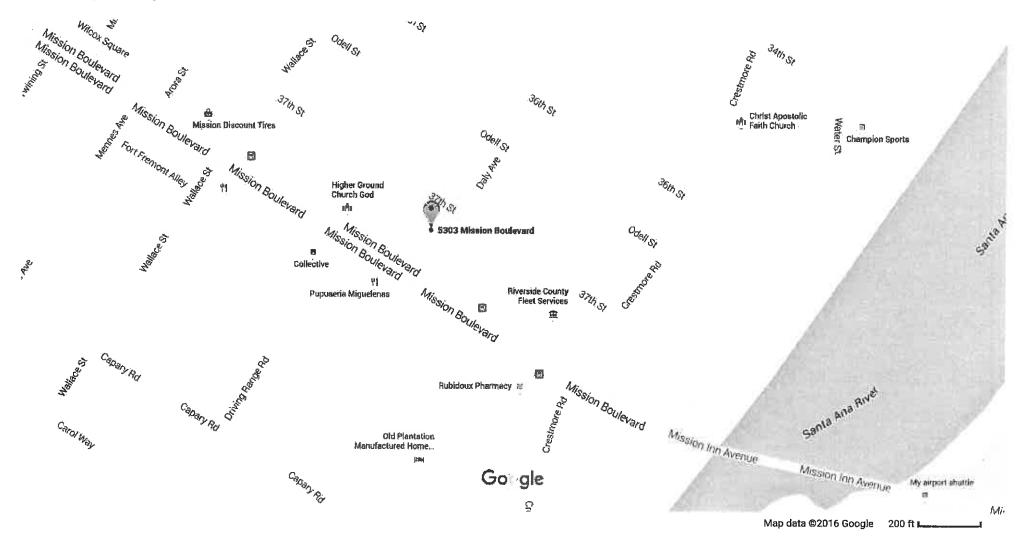
Riverside County
Airport Land Use Commission Riverside County Airport Land Use Compatibility Plan Policy Document

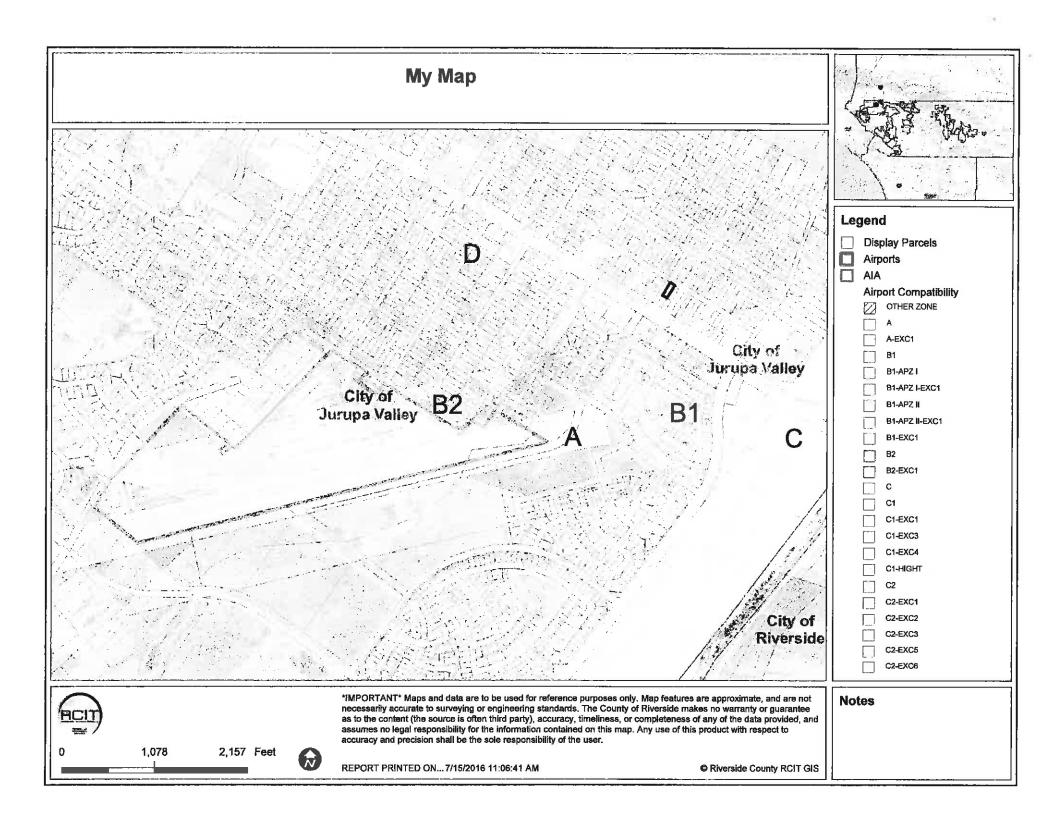
(Adopted December 2004)

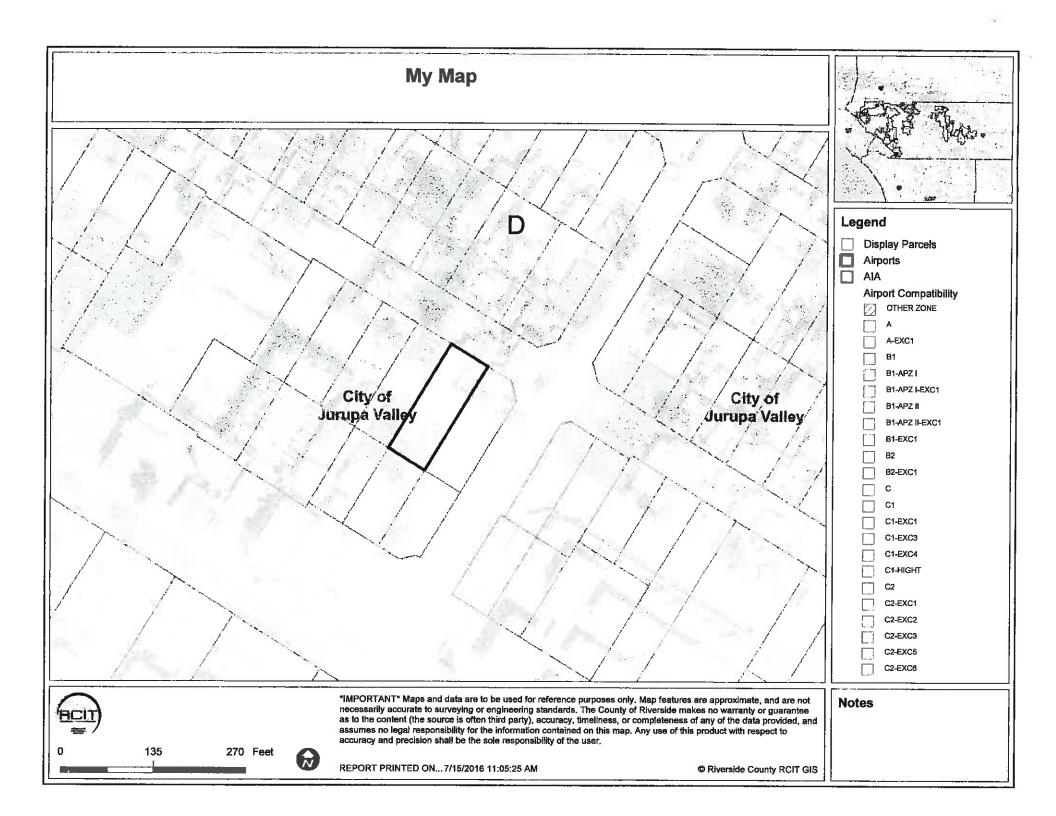
Map FL-1

Compatibility Map Flabob Airport

Go gle Maps 5303 Mission Boulevard





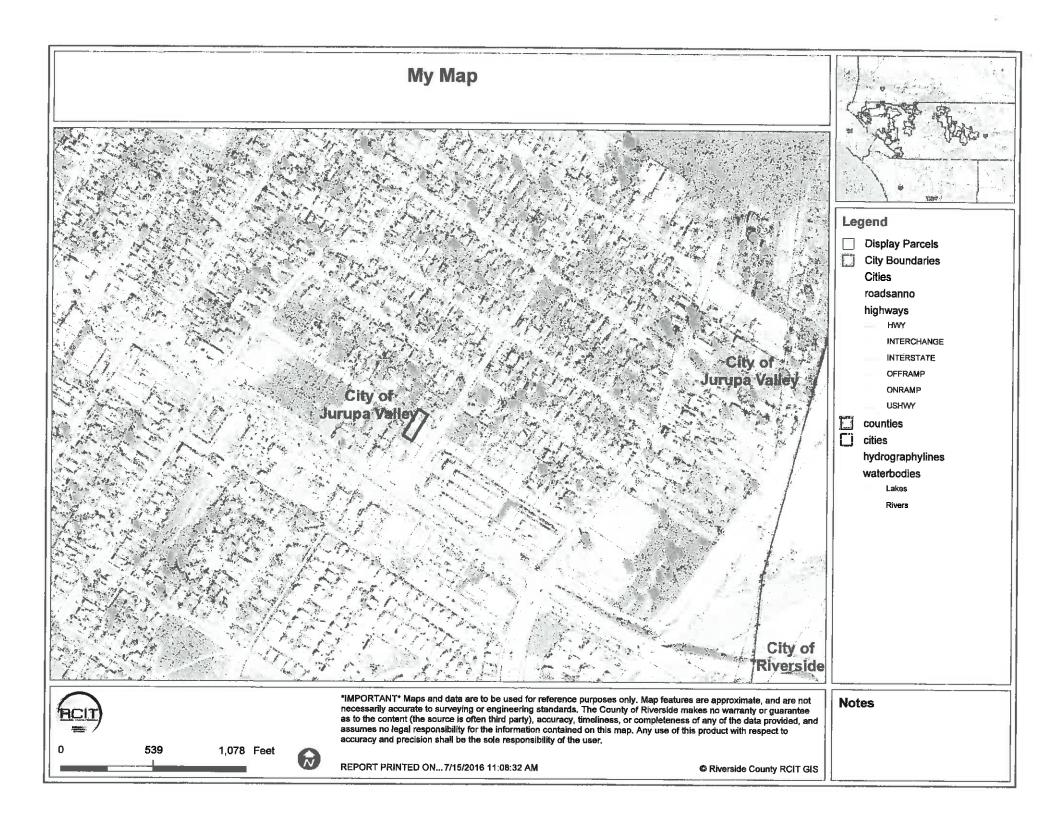


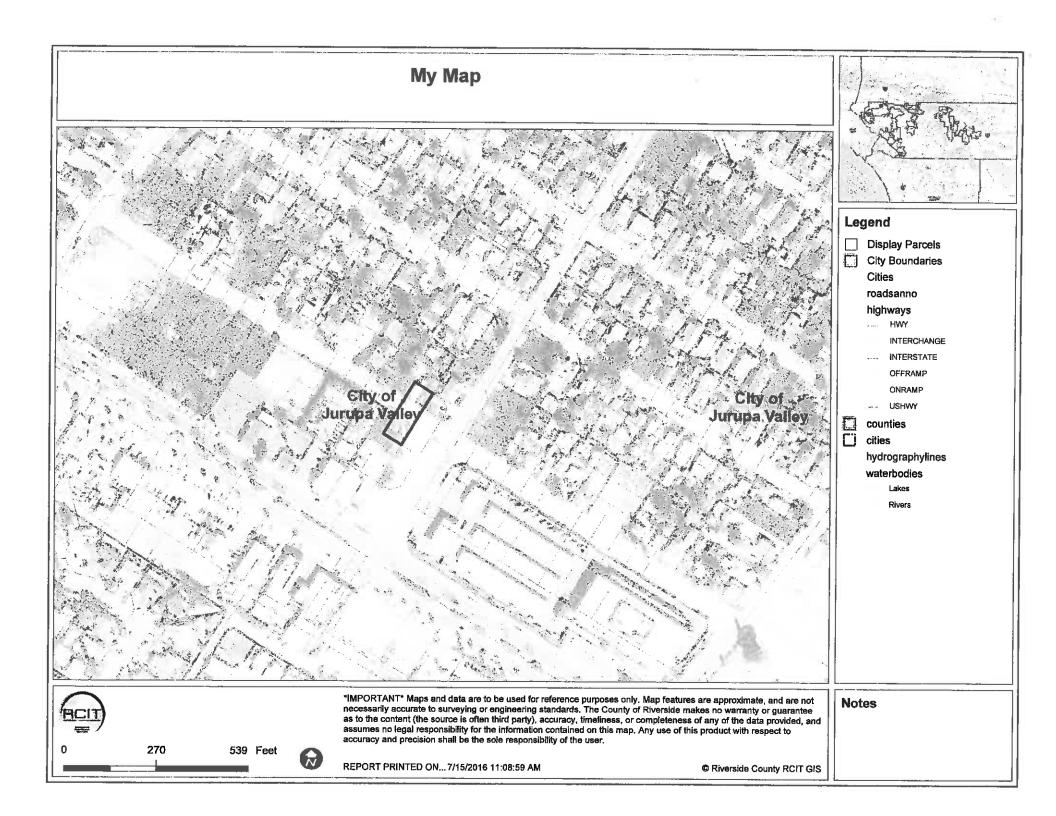
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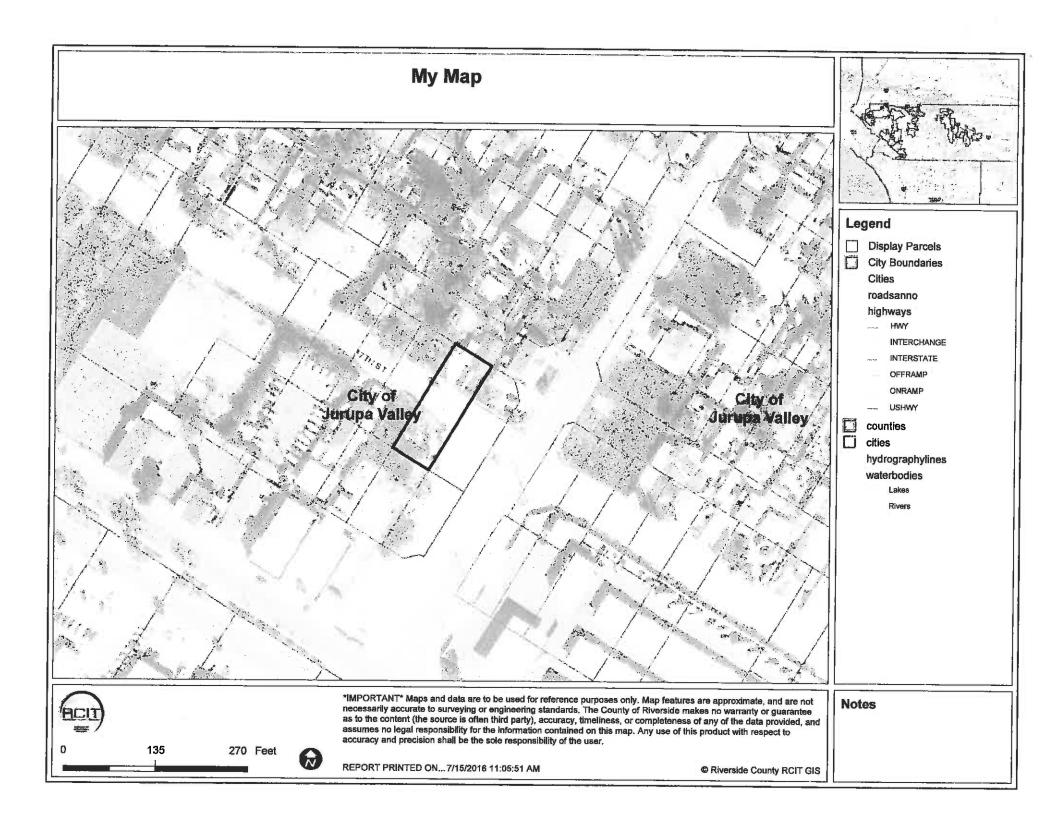
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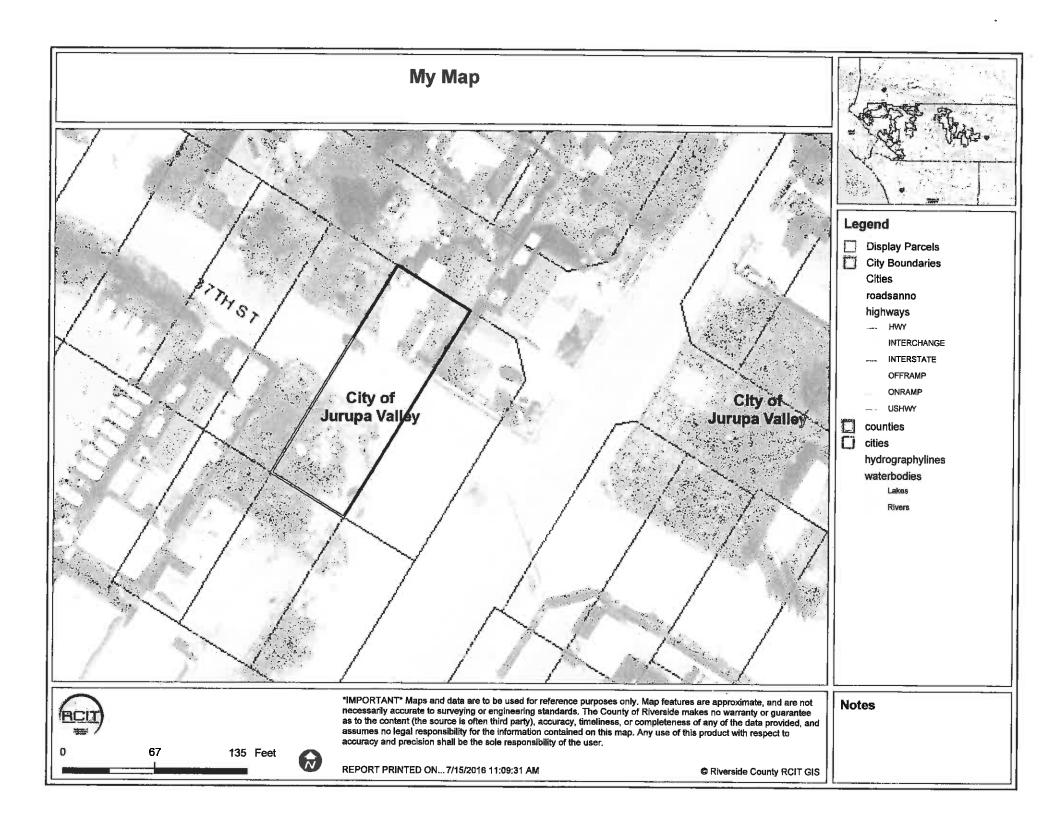
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Му Мар Jurupa Valley Legend Display Parcels City Boundaries Cities roadsanno highways HWY INTERCHANGE INTERSTATE OFFRAMP ONRAMP Jurupa Valle USHWY counties City of cities hydrographylines waterbodies Lakes Rivers City of Riversid *IMPORTANT* Maps and data are to be used for reference purposes only. Map features are approximate, and are not **Notes** 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. 1,078 2,157 Feet W REPORT PRINTED ON...7/15/2016 11:07:59 AM © Riverside County RCIT GIS









verizon

ODEL I

MTX 44/ BSC 13 MCE 5303 MISSION BLVD. RIVERSIDE, CA 92509

NCD PROJECT

CHERALL HEIGHT: 60'-0"

PROJECT TEAM

SITE ACQUISITION:

CORE DEVELOPMENT SERVICES
3350 E. HROH ST. #230
BREA, CA 9/2621
CONTACT: PARCH SALAZAR
PHONE: 714.493.0545

PLANNING: COME DEVELOPMENT STRACES
JUSTO E. BARCH ST. \$250
SREA, CA 97821
CONTACT: WAREE MCECES
PHONE: 949,280,2531

ARCHITECT:

CORE DEVELOPMENT SERVICES
3350 E. BIRCH ST. #250
BRIA. CA 92921
CONTROL: STEVEN M. RANON
PHONE: 714.729.8404

SURVEYOR: CALMADA SURVICINE, INC. 431 LENKS CIR., SUITE 209 CORDNA CA 92880 CONTACT: RAMON GONZALEZ PHOME: 951,281,2960

LITTLITY COORDINATOR:

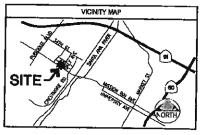
PROFESSIONAL ENGINEERS

CORE DEVELOPMENT SERMICES 3350 E. BRCH ST. #250 BREA, CA 92821 CONTACT: JOSHUA YJ KANG PHONE: 949,351 5020

VERIZON WIRELESS SIGNATURE BLOCK DISCIPLINE: DATE: HE VENDOR: AME VENDOR AGE DOORDWATOR UTILITY VENDOR: DESIGN BASED ON RFDS 05-D1-2014 Œ TRANSPORT:

PROJECT DESCRIPTION

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RFCOMFS MISSION BOULEWARD 5303 MISSION BLVD, WILL BE ON THE RIGHT SIDE

PROJECT SUMMARY

APPLICANT/LESSEE Vertzon*

15505 SAND CANYON AVERUE, DI JAMME, CA 92918 DEFICE: 949.286.7800

PROPERTY OWNER:

JAMIE AND SCHA GUTTERREZ 5316 37TH STREET RAFRS DF. CA 92579 CONTACT: JAMIE GUTTERREZ PHOME 592.755.0304

PROPERTY INTORNATION:

APPLICANT REPRESENTATION CORE DEVELOPMENT SERVICES
335C F. RECH ST. #250
RECA. CA 92821
CONTACT: MCNAEL WATSON
PHONE: 714,323,2612

STIF NAME: OBEL
STIE ACDRESS: 5303 MISSION B.VD.
REVERSOR, CA 92530
LIRISDCYON: DTY D JURGA
VALLEY

ASSESSOR'S PARCEL NUMBER

APN: 179-260-325, 027, 035, 038, 037 & 045

CONSTRUCTION INFORMATION:

AREA OF CONSTRUCTION: (537.03 St. FT.) U (UPSIANNED TELECOMPUMENTIONS FACILITY) TYPE OF CONSTRUCTION:

CURRENT ZONING: ABA COMPLIANCE:

FACILITY IS LIBRARIED AND NOT FOR HUMAN HAPTATION MACHINERY SPACES ARE EXEMPLED FROM ACCOUNT FROM ARCHIVE THE RECURPLENG AND THE CORE SECTION 118—203.5.

GENERAL CONTRACTOR NOTES

DO NOT SCALE DRAWINGS

CODE COMPLIANCE

2013 CALF. ADMINISTRATIVE CODE

2013 CALT, ASMINISTRATOR CODE
(INCL. TILES 74 & 23)
2013 CALFORNA BUILDING CODES
2013 CALFORNA RICCARCAL CODES
2013 CALFORNA RICCARCAL CODES
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ISSUE STATUS						
REV.	DATE	DESCRIPTION	9			
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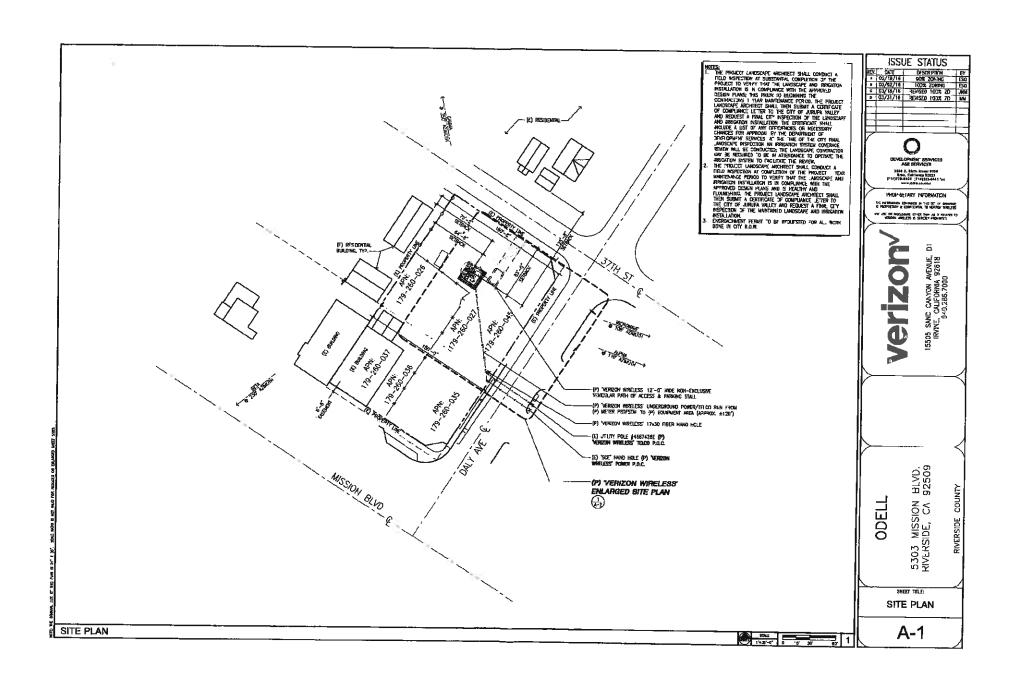
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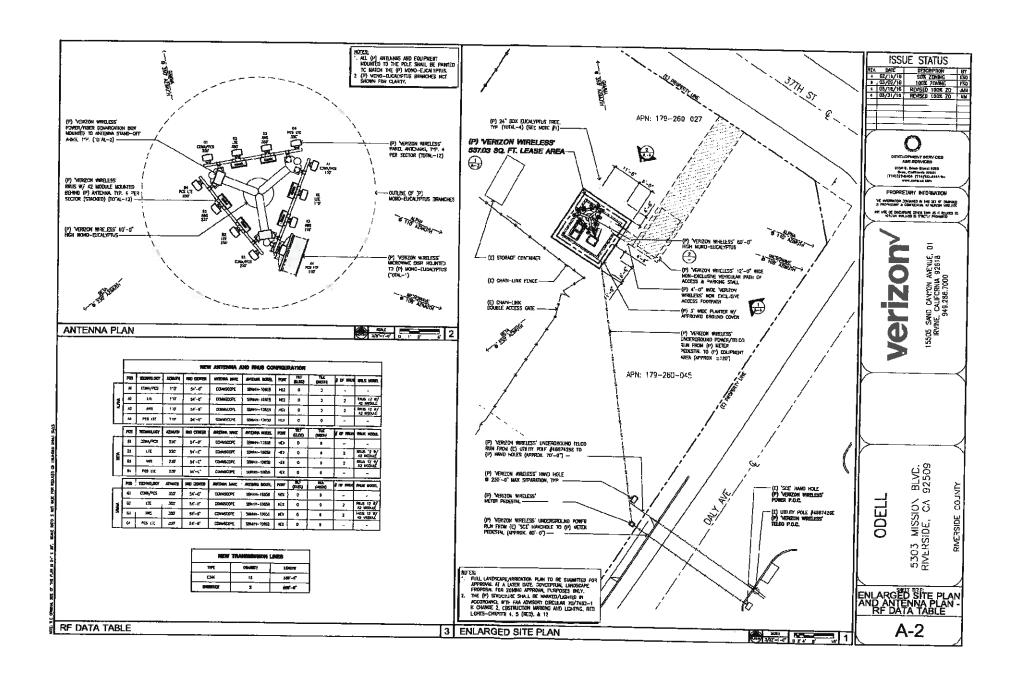
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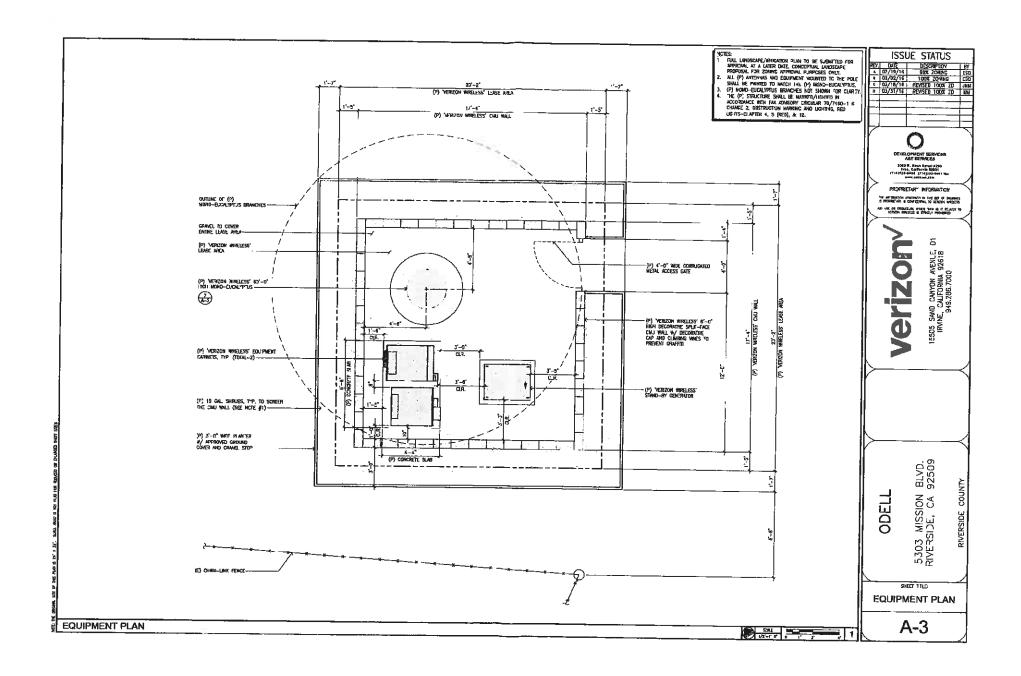
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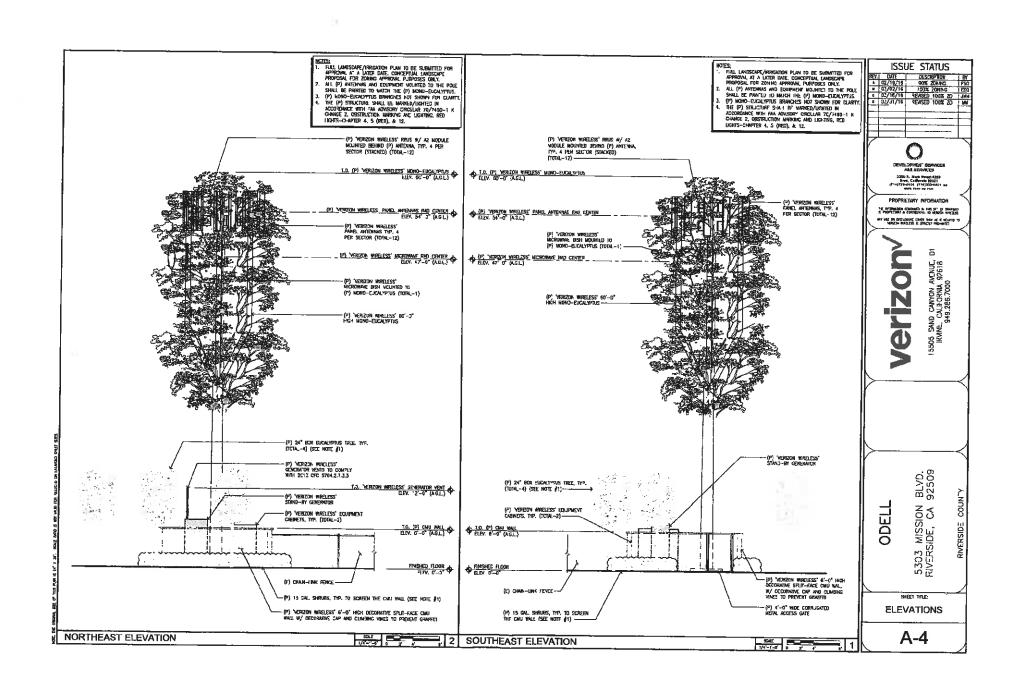
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RESOLUTION NO. 2016-02

A RESOLUTION OF THE RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION (ALUC) EXTENDING THE AUTHORIZATION OF THE ALUC DIRECTOR TO TAKE ACTION ON LEGISLATIVE ITEMS IN AIRPORT COMPATIBILITY ZONE E OF THE MARCH AIR RESERVE BASE/INLAND PORT AIRPORT INFLUENCE AREA

WHEREAS, on August 13, 2015, the Riverside County Airport Land Use Commission (ALUC) adopted ALUC Resolution No. 2015-01 authorizing the ALUC Director to review general plan amendments, specific plan amendments, zone changes, and variance applications submitted to the ALUC for land use development located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area pursuant to Public Utilities Code section 21676 and to render a consistency determination as to any such application that is not inconsistent nor has the possibility to be inconsistent with the land use planning guidelines contained therein; and,

WHEREAS, this authorization was granted for a one-year period ending August 31, 2016; and,

WHEREAS, the ALUC has decided that this authorization should be extended for a period of two additional years; therefore,

BE IT RESOLVED, FOUND and DETERMINED that the ALUC, by the adoption of this resolution, hereby extends the ALUC Director's authority granted pursuant to Resolution No. 2015-01 for two years to expire on August 31, 2018, unless renewed.

BE IT FURTHER RESOLVED, FOUND and DETERMINED that the ALUC will continue to be advised of all proposals reviewed by the ALUC Director.

NOW, THEREFORE, the ALUC adopts by the following vote:

AYES:		
NOES:		
ABSENT:		

Simon Housman	
Chairman	
Riverside County ALUC	

WITNESS, my hand this 8th day of September, 2016.

Barbara Santos ALUC Secretary

A regular scheduled meeting of the Airport Land Use Commission was held on August 11, 2016 at the Eastern Municipal Water District (EMWD) Board Chambers in Perris, CA.

COMMISSIONERS PRESENT: Simon Housman, Chairman

Rod Ballance, Vice Chairman

Russell Betts Arthur Butler Glen Holmes John Lyon Steve Manos

COMMISSIONERS ABSENT:

STAFF PRESENT: Ed Cooper, ALUC Director

John Guerin, Principal Planner

Paul Rull, Urban Regional Planner IV

Barbara Santos, ALUC Commission Secretary

Raymond Mistica, ALUC Counsel

OTHERS PRESENT: James Bach, MDMG Inc.

Gary Hamro, Optimus

I. AGENDA ITEM 2.1: ZAP1070FV16 – RTN Development Inc. (Representative: Rick Neugebauer) – County of Riverside Planning Case Nos. CUP03744 (Conditional Use Permit) and CZ07909 (Change of Zone). The applicant is proposing a microbrewery and a warehouse facility (primarily for storage of wine) on 3.68 acres (2.1 acres net) (Assessor's Parcel Numbers: 963-070-002, 963-070-003, 963-070-004), located westerly of Briggs Road, easterly of Winchester Road (Highway 79), southerly of the westerly extension of Magdas Coloradas Street, and northerly of the westerly extension of Cochise Circle. The project proposes a 36,278 square foot building which includes: 3,246 square foot microbrewery production area, 28,995 square foot warehouse/storage area, 2,713 square foot office area, and 699 square foot tasting and bar area. The project also has a 1,420 square foot outdoor seating and gaming area attached to the building. The building will be two stories and have a maximum height of 35 feet. The applicant also proposes to change the zoning of the proposed 3.68 acre parcel from Industrial Park (I-P) to Manufacturing-Service Commercial (M-SC). (Airport Compatibility Zones B1 and C of French Valley Airport Influence Area).

II. MAJOR ISSUES

The project was originally submitted as a 36,278 square foot building which included: 3,246 square foot microbrewery production area, 28,995 square foot warehouse/storage area, 2,713 square foot office area, and 699 square foot tasting and bar area, in addition to a 1,420 square foot outdoor seating and gaming area attached to the building. Using the Building Code method, staff determined that the project's single-acre intensity would exceed allowable levels within Compatibility Zone B1. The item was continued from ALUC's June meeting per the applicant's request so they could work on the project to be more consistent with the compatibility plan. The applicant has further requested a continuance to the August commission meeting in order to allow more time for them to make the project more consistent with the compatibility plan. The applicant has provided additional supporting documentation such as a request for an intensity bonus through risk reduction measures, a statement of project operations, and observations regarding occupancy numbers at similar established businesses, and requests that the Commission accept these documents as evidence supporting the proposition that the proposed use would result in a much lower occupancy level than what was previously calculated by staff using the Building Code method.

III. STAFF RECOMMENDATION

Staff recommends a finding of CONSISTENCY for the Change of Zone and INCONSISTENCY for the Conditional Use Permit, based on the proposed project exceeding the single acre intensity criteria of Compatibility Zone B1 (using the Building Code method); however, in the event that the Commission, upon review of the applicant's supporting documents, agrees that the project would result in a much lower occupancy level than calculated using the Building Code method, it may find the Conditional Use Permit CONSISTENT, subject to the conditions included herein.

IV. PROJECT DESCRIPTION

The applicant proposes a microbrewery facility on 3.68 acres. The project proposes a 36,278 square foot building which includes: 3,246 square foot microbrewery production area, 28,995 square foot warehouse/storage area, 2,713 square foot office area, and 699 square foot tasting and bar area. The project also has a 1,420 square foot outdoor seating and gaming area attached to the building. The building will be two stories and have a maximum height of 35 feet. The applicant also proposes to change the zoning of the property from Industrial Park (I-P) to Manufacturing-Service Commercial (M-SC).

CONDITIONS (applicable to the proposed Conditional Use Permit):

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.

- 2. The review of this Conditional Use Permit is based on the proposed uses and activities noted in the project description. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Southwest Area Plan.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 3. Prior to issuance of building permits, the landowner shall convey an avigation easement to the County of Riverside as owner of French Valley Airport, or provide evidence that such easement (applicable to all of the properties in the project) has been previously conveyed. Contact the Riverside County Economic Development Agency Aviation Division at (951) 955-9722 for additional information.
- 4. The attached notice shall be provided to all prospective purchasers of the property and future tenants of the building.
- The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; children's schools; day care centers; libraries; hospitals; nursing homes and other skilled nursing and care facilities; places of worship or assemblies of people; noise-sensitive outdoor nonresidential uses; and hazards to flight.
- 6. No detention basins are shown on the site plan. Any proposed detention basins or facilities shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees that produce seeds, fruits, or berries.
- 7. The proposed structures shall not exceed a height of 35 feet above ground level and a maximum elevation at top point (including all roof-mounted equipment, if any) of 1,381 feet above mean sea level.

- 8. Noise attenuation measures shall be incorporated into the design of the office and tasting areas of the building, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
- 9. The proposed building and floorplan includes 28,995 square foot warehouse storage area, 2713 square foot office area, 3,246 square foot brewery production area, 393 square foot tasting area, and 1,420 square foot outdoor seating (80 square foot) and floor gaming area (1,340 square foot). Any changes to these areas will require ALUC review and determination. The outdoor "gaming area" shall be restricted to floor games only.
- 10. The analysis of the project's parking was based on the applicant providing a total of 72 parking spaces. Any additional parking spaces would increase the total occupancy and potentially exceed Compatibility Zone B1 average acre threshold of 40 people. Any increase in parking spaces or reconfiguration in floor layout will require ALUC review and determination.
- 11. The applicant is required to provide the following building design features in order to be eligible for an intensity bonus of twenty-five percent (25%), resulting in a single acre intensity allowance of 100 104 people: use of concrete walls, limiting number and size of windows, upgrading strength of building roof, avoiding skylights, enhancing fire sprinkler system, increase number of emergency exits. Any changes to these features will require ALUC review and determination.
- 12. The warehouse area is limited to cold storage use. Not more than five persons shall be regularly assigned to work in the warehouse area for the majority of their work shifts. Any use other than cold storage shall be subject to subsequent ALUC review and determination.
- 13. The Federal Aviation Administration has conducted aeronautical studies of the proposed structure (Aeronautical Study Nos. 2015-AWP-11504-OE, 2015-AWP-11671-OE, 2015-AWP-11672-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L and shall be maintained in accordance therewith for the life of the project.
- 14. The specific coordinates, height, and top point elevation of the proposed structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
- 15. Temporary construction equipment used during actual construction of the structure shall not exceed the height of the structure, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
- 16. Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure.

V. MEETING SUMMARY

The following staff presented the subject proposal: ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

No one spoke in favor, neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 adopted staff recommendation for the intensity bonus based on the structure of the building; and accept the applicants calculations of occupancy finding the Change of Zone and CUP **CONSISTENT** subject to the conditions in the staff report.

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org.

ITEM 2.1: TIME: 9:00 A.M.

I. AGENDA ITEM 3.1: ZAP1058FV14 – Justice Insurance Services c/o Melissa Lippert (Representative: MDMG, Inc. Larry Markham) – County of Riverside Planning Case No. PP26047 (Plot Plan). The applicant proposes to develop a one-story office building with 2,880 square feet of leasable space on a 0.71-acre site located at the southeasterly corner of Auld Road and Sky Canyon Drive in the unincorporated community of French Valley (Airport Compatibility Zone B2 of the French Valley Airport Influence Area).

II. MAJOR ISSUES

None

III. STAFF RECOMMENDATION

Staff recommends a finding of <u>CONSISTENCY</u> for the Plot Plan, subject to the conditions included herein.

IV PROJECT DESCRIPTION

The applicant proposes to develop a one-story office building with 2,880 square feet of leasable space on a 0.71-acre site. The building will have a maximum height of 15 feet.

CONDITIONS:

- Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
- The review of this Plot Plan is based on the proposed uses and activities noted in the project description. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Southwest Area Plan.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 3. Prior to issuance of building permits, the landowner shall convey an avigation easement to the County of Riverside as owner of French Valley Airport, or provide evidence that such easement has been previously conveyed. Contact the Riverside County Economic Development Agency Aviation Division at (951) 955-9722 for additional information.
- 4. The attached notice shall be provided to all prospective purchasers of the property and future tenants of the building.

- 5. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; children's schools; day care centers; libraries; hospitals; nursing homes and other skilled nursing and care facilities; places of worship or assemblies of people; noise-sensitive outdoor nonresidential uses; and hazards to flight.
- 6. No detention basins are shown on the site plan. Any proposed detention basins or facilities shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees that produce seeds, fruits, or berries.
- 7. The proposed structure shall not exceed a maximum elevation at top point (including all roof-mounted equipment, if any) of 1,339 feet above mean sea level.
- 8. Noise attenuation measures shall be incorporated into the design of the building to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

The following spoke in favor of the project:

James Bach, MDMG Inc., 41635 Enterprise Circle N, Temecula, CA 92590

No one spoke in neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 found the project CONSISTENT.

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org.

ITEM 3.1: TIME: 9:20 A.M.

I. AGENDA ITEM 3.2: ZAP1206MA16 – Optimus Building Corporation (Representative: Gary Hamro) – City of Perris Case No. DPR 14-01-0015 (Development Plan Review). The applicant is proposing a revision to plans for a two-building warehousing project previously determined to be consistent pursuant to ALUC Case No. ZAP1102MA14, specifically to increase the office area in Building A (which is not located in an Accident Potential Zone) from 15,000 square feet to 45,000 square feet. As amended, Building A would provide 45,000 square feet of office area and 867,338 square feet of warehouse area. No changes are proposed for Building B. The overall floor areas of Buildings A (912,338 square feet) and B (125,437 square feet) would remain the same as originally proposed. The 53.56-acre (gross) project site is located easterly of Patterson Avenue, northerly of Markham Street, westerly of Webster Avenue, and southerly of Nance Street (Airport Compatibility Zones B1-APZ I, B2, and C1 of the March Air Reserve Base/Inland Port Airport Influence Area).

II. MAJOR ISSUES

None

III. STAFF RECOMMENDATION

Staff recommends that the revisions to the Development Plan Review be found <u>CONSISTENT</u>, subject to the revised conditions included herein.

STAFF RECOMMENDED AT HEARING:

CONTINUE to 9-8-16 per applicant's request at the meeting

IV. PROJECT DESCRIPTION

The applicant is proposing a revision to plans for a two-building warehousing project previously determined to be consistent pursuant to ALUC Case No. ZAP1102MA14, specifically to increase the office area in Building A (which is not located in an Accident Potential Zone) from 15,000 square feet to 45,000 square feet. As amended, Building A would provide 45,000 square feet of office area and 867,338 square feet of warehouse area. No changes are proposed for Building B. The overall floor areas of Buildings A (912,338 square feet) and B (125,437 square feet) would remain the same as originally proposed.

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

The following spoke in favor of the project:

Gary Hamro, Optimus, 5318 E. 2nd Street #677, Long Beach, CA 90803

No one spoke in neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC Commission by a vote of 6-0 **CONTINUED** the project to September 8, 2016 with the consent of the applicant. Absent: Commissioner Manos

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org.

ITEM 3.2: TIME: 9: 00 A.M.

I. AGENDA ITEM 3.3: ZAP1204MA16 – Duke Realty, Adam Schmid (Representative: Albert A. Webb Associates, Nicole Torstvet) – City of Perris Case No. PLN 16-00008 (Development Plan Review). The applicant is proposing to develop a 668,381 square foot warehouse/distribution center on 30.7 acres. The building floor plan consists of 649,481 square feet of warehouse area and 19,200 square feet of office area. The project site is located southerly of Markham Street, westerly of Indian Avenue, easterly of Barrett Avenue and northerly of Perry Street. (Airport Compatibility Zones B1-APZ I, B2, and C1 of the March Air Reserve Base/Inland Port Airport Influence Area).

II. MAJOR ISSUES

The applicant is proposing to construct a warehouse/distribution center on a site located predominately within the portion of Airport Compatibility Zone B1 that lies within Accident Potential Zone I (APZ I), as delineated by the United States Air Force in the 2005 Air Installation Compatible Use Zone (AICUZ) study. March Air Reserve Base officials contend that the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan is not consistent with current Air Force guidance found in Air Force Instruction 32-7063 dated December 18, 2015, which addresses Air Force policies on Land Use Compatibility in accordance with Department of Defense Instruction (DoDI) No. 4165.57. These inconsistencies include conflicts with regard to lot coverage, intensity, and permitted use definitions. The Air Force understands the DoDI as limiting intensity in APZ I to 25 people per acre (in any given acre), rather than an average intensity of 25 persons per acre of land area. The project results in a single-acre intensity of 56 or 66 people in Zone B1-APZ I, which is consistent with the ALUCP, but not with the Air Force DoDI interpretation.

III. STAFF RECOMMENDATION

The applicant is requesting additional time to address issues raised by the Air Force with City staff, therefore staff recommends that the Commission <u>CONTINUE</u> consideration of the matter to its September 8, 2016, public hearing agenda.

STAFF RECOMMENDED AT HEARING:

CONTINUE to 9-8-16 per applicant's request

IV. PROJECT DESCRIPTION

The Development Plan Review is a proposal to develop a 668,681 square foot warehouse/distribution center on 30.7 net acres. The building floor plan consists of 649,481 square feet of warehouse area and 19,200 square feet of office area.

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

No one spoke in favor, neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 **CONTINUED** the project to September 8, 2016.

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org.

ITEM 3.3: TIME: 9:20 A.M.

I. 4.0 ADMINISTRATIVE ITEMS

4.1 Director's Approvals - Information Only

4.2 Election of Commission Officers

The ALUC Commission by a vote of 5-0 re-elected the current officers, Chairman Simon Housman and Vice Chairman Rod Ballance, for the Chair and Vice Chairman. Abstained: Chairman Housman and Vice Chairman Ballance

II. 5.0 APPROVAL OF MINUTES

The ALUC Commission by a vote of 5-0 approved the <u>July 1, 2016</u> minutes. Abstained: Commissioner Ballance and Lyon

The ALUC Commission by a vote of 7-0 approved the July 14, 2016 minutes.

III. 6.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

John Guerin, ALUC staff advised the Commission that Paul Rull, ALUC Planner will be directing the Commission meeting on September 8, 2016, due to the absence of staff John Guerin and Ed Cooper, ALUC Director that day.

IV. 7.0 COMMISSIONER'S COMMENTS

Chairman Housman informed the Commission that the current Resolution 2015-01 of the ALUC authorizing the ALUC Director to take action on legislative items in Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area is expiring at the end of August 2016. For next month's ALUC meeting, the Commission agreed to extend the Resolution timeframe of the Sunset Provision to two years (instead of one year).

Commissioner Lyon informed the Commission that the City of Jurupa Valley and Flabob Airport have once again applied to the FAA for grant of funds under the FAA's pilot program for purchase of airport development rights. Commissioner Lyon expressed that this could have an effect on airport funding.

V. 8.0 ADJOURNMENT

Chairman Housman adjourned the meeting at 9:40 a.m.

VI. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org.

ITEM 4.0: TIME IS: 9:20 A.M.