

# COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

## STAFF REPORT

**AGENDA ITEM:** 2.1 2.2 4.6

**HEARING DATE:** September 10, 2020 (continued from August, 13, 2020, July 9, 2020, June 11, 2020, May 14, 2020)

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

**APPROVING JURISDICTION:** March Joint Powers Authority (MJPA)

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

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

**Airport Influence Area:** March Air Reserve Base

**Land Use Policy:** Zone B2

**Noise Levels:** 65 – 75 range CNEL from aircraft

**MAJOR ISSUES:** Security, drainage, potential for glare and storage of hazardous materials in close proximity to the military runway were previous concerns identified by the Air Force in the original project, and had requested that these concerns be addressed in the project EIR. ~~which has not yet been released. The proposal has been redesigned from a two-building to a single building project. At the time this staff report was written, the Air Force has not completed its review of the new proposed project. The Air Force provided comments that were submitted to the Commission at the May 14, 2020 meeting. These comments included the following:~~

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

*solution.*

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

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

*A public comment email was submitted by Richard Glaser on August 6, 2020, detailing his opposition to the project, citing the size of the building being inappropriate for an active airport which could jeopardize the importance of the airport.*

*The Air Force submitted additional comments in the form of a letter dated August 12, 2020, which reiterated their position that they cannot concur with the issuance of a grading permit or with approval of the project. However, the Air Force letter does point out that progress is being made, and support the recommendation of a continuance to the September 10, 2020, meeting, to allow time for parties to work on the agreement.*

*Based on the fact that the Air Force has significant concerns with the proposed drainage plan and the extent of regional stormwater flooding issues at the Base, these unresolved issues could potentially result in wildlife attractant and a hazard to flight. Therefore, until the Air Force has been satisfied that their concerns have been addressed, ALUC staff is recommending continuance off-calendar. ~~The applicant had requested at the July 9 June 11, 2020 meeting that the item be continued to the date specific meeting of August 13 July 9, 2020,~~ The applicant accepted the Commission's decision to continue the project to the September 10, 2020, meeting in order to address the concerns of the Air Force (and by doing so waive the 60-day hearing policy).*

**The project includes 6.5 acres of bio-retention and bio-swale areas. Bioretention areas are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife causing a Bird Aircraft Strike Hazard (BASH). A study of the site was performed by an FAA-qualified airport wildlife biologist and a wildlife hazard review study was prepared. The study identifies that March Air Reserve Base has historically experienced wildlife strikes, with ninety-two (92) strikes occurring between 2007 and 2019. The study analyzed the proposed bioretention basin and landscaping design, and recommends that the basin be constructed with 4:1 slopes (which will help prevent entry and nesting by potentially hazardous wildlife), and that the basin's sides and bottom will use hardscapes like rock scape (in lieu of plantings), which will remove food sources, cover, and**



nesting cover, making the basin less attractive to wildlife. The study also recommends the incorporation of landscape design policies that *are* is consistent with the ALUC wildlife/landscaping brochures in the underlying specific plan. These policies are included in the updated Specific Plan. The study concludes that the project would be able to achieve consistency with the airport land use compatibility plan regarding wildlife attractants and hazards to flight.

*At the August 13, 2020 meeting, the applicant indicated it would accept any conditions required by the Air Force, but was unable to accept the Air Force condition to cover or underground the basins at that time. The applicant and the Air Force representative indicated that they would continue working towards an agreement. As of the date of this report, ALUC staff has not received any notice of an agreement being reached.*

**RECOMMENDATION:** Staff recommends that the Commission CONTINUE the matter to the ~~October 8 September 10 August 13 June 11~~ 2020, meeting, pending completion of the Air Force review of the project ~~off-calendar~~, and until such time that the Air Force is satisfied that their concerns have been addressed. **ALTERNATIVE RECOMMENDATION:** *If the applicant will not consent to the continuance, staff must recommend a finding of INCONSISTENT, based on the cumulative impact of this large scale development in its entirety.*

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

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

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

#### **BACKGROUND:**

Original Determined Consistent Project ZAP1274MA17:

The Commission found the original project on this site consistent by a 4-3 vote on October 11, 2018.

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

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

### **CURRENT PROPOSED PROJECT:**

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

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone B2, which limits average intensity to 100 people per acre.

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

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

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

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

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone B2 limits maximum single-acre intensity to 250 people. There are no risk-reduction design bonuses available, as March Air

Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

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

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

The MARB staff previously reviewed the original project and provided comment letters dated September 2016 and September 2018, which identified several concerns including security, drainage, glare, and safety. These issues, and comments from ALUC staff and the applicant were discussed in the following table. *(This table has been updated to include the latest comments from the Air Force).*

Issues	Air Force	ALUC	Applicant
Security	Cameras shall not face or record any actions or portion of the base operations. Perimeter fencing shall be constructed out of block.	In addition to the Air Force comment regarding security, ALUC staff raised the concern of the project's size and proximity to the runway with regards to the Base's Anti-Terrorism Force Protection and their ability to carry out its mission of protecting the base. Specifically, since the project expands the use of the site to include non-aviation use, ALUC staff is concerned with the ability of Base security personnel to immediately respond to a threat at the project facility. Therefore it is recommended that the master lease and sublease include provisions that enable Base	No cameras will be oriented towards the runway and cameras will not record base operations. Fencing along the project-airport boundary shall be minimum 8 feet in height with three strands of barbed wire, and shall be of a durable material subject to the MJPA and Base review. This type of fencing was requested by the Base Security Forces. The project will not impede Base's mission to carry out Anti-Terrorism Force Protection procedures. The applicant will work with their legal counsel to craft the appropriate commercially reasonable language for lease agreements regarding Base security forces to access the property during an imminent threat (same access as provided to law enforcement and emergency response teams) while

		<p>security personnel to respond immediately to what they perceive as a possible risk at the project facility.</p> <p><b><u>Approved ALUC condition #11 states that the lease between the MJPA and the applicant or future tenants shall include that the Air Force has the right and authority to inspect the premises without prior notice as needed for security of its operations.</u></b></p>	<p>providing reasonable notice to tenants absent an imminent threat.</p>
<p>Drainage</p>	<p>Rising groundwater table at the base is an on-going concern, specifically, the ability of a project to drain water detention basins within 48 hours. Base staff shall review basin design. These basins shall address Bird Wildlife Aircraft Strike Hazard concerns.</p> <p><i>Air Force reiterates its previous concerns</i></p>	<p>In addition to the Air Force comment regarding drainage, ALUC staff supports the Base's request to review all drainage plans prior to approval.</p> <p><b><i>No resolution on the drainage channel solution could result in a bird wildlife hazard.</i></b></p>	<p>The Specific Plan identifies how the project will address storm water drainage to be consistent with NPDES and WQMP requirements. The applicant has met with MJPA and Base staff in discussing proposed drainage solutions. Applicant's drainage studies indicates the downstream floodplain limits are less (than historical flow and current condition) due to the project's improvements.</p> <p>No drainage solution has been agreed upon yet (however, this will most likely occur during the Base's review of the project's EIR).</p> <p><b><i>The applicant is still in the process of satisfying the Air Force comment regarding drainage, possibly in the form of an agreement that identifies funding and implementation of the interim drainage solution.</i></b></p>

	<i>regarding rising groundwater table and the need for an interim drainage channel solution.</i>		
Glare	Solar panels or any reflective materials on the rooftop are prohibited. Construction material shall be non-reflective including outside ductwork, windows, and roofs.	<p>In addition to the Air Force comment regarding glare, ALUC staff notes that the project does not propose solar panels at this time. Any future solar panels could potentially result in significant glare impacts, and therefore, a solar glare hazard analysis would be required to analyze the impacts.</p> <p>In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by MARB.</p> <p><b><u>Approved ALUC condition #10 states no solar panels are proposed as part of the project. If solar panels are proposed, a solar glare hazard study and additional ALUC review would be required.</u></b></p>	The Specific Plan indicates that materials shall be of a non-reflective material, and that highly reflective materials on elevations facing the runway or aircraft approach path are prohibited. Solar panels are prohibited.
Safety	No hazardous materials shall be stored within the facility.	<p>No additional comments to the Air Force Comment regarding safety.</p> <p><b><u>Approved ALUC condition #8 prohibits the storage, process, or manufacture of hazardous</u></b></p>	The Specific Plan prohibits above ground petroleum storage containers and below ground storage containers in excess of 10,000 gallons.

		<b><u>materials without ALUC approval.</u></b>	
Aviation Land Use	Not identified.	<p>The project expands the permissible use of the property from aviation only to include non-aviation uses. The applicant shall agree to conditions being placed on the project that will preserve the ability for subsequent aviation use and to construct taxiways and access to the runways.</p> <p>Recommended condition is included that states “the project shall not pre-empt future opportunities for the extension of taxiway access to the runway from the site”.</p> <p><b><u>Approved ALUC condition #12 states that the project shall not pre-empt future opportunities for the extension of taxiway access to the runway from the site.</u></b></p>	<p>The Specific Plan identifies the site as un-zoned. The establishment of the Specific Plan will provide a designation on the MIPA zoning map with an underlying Aviation Designation. Under the Specific Plan, light manufacturing and assembly uses including aviation related manufacturing is a permitted use. One of the key project objectives identified in the Specific Plan is to “facilitate the development of underutilized land currently planned for aviation-related uses that maximize the use of the site and responds to market demand within the Specific Plan area and surrounding region for a large format logistics center.”</p> <p>The project will not obstruct future aviation use or the right to obtain taxiway access to the runway from the project.</p>
<b><i>Natural Resource</i></b>	<b><i>New comments have been provided regarding burrowing owl populations and habitats being displaced from the project site and onto the Base. Additional resources</i></b>	<b><i>Although ALUC does not review natural resources as a source of environmental protection, it does have concerns if these biological resources result in an increase in bird/wildlife hazards.</i></b>	

<i>should be analyzed are Stephens Kangaroo Rat and vernal pools fairy shrimp.</i>		
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It should be noted that the above issues, among others, will be considered in the upcoming **Joint Land Compatible Use Study (JLUS CUS)** requested by the Air Force and supported by the March JPA and other local jurisdictions.

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

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

- **Concur with April 9, 2020 ALUC staff report findings (received via e-mail on 3/20/20) citing previous MARB concerns (via AF letters in Sept. 2016 and 2018) raised for security, drainage, glare, safety/HAZMAT storage, and Aviation land use/zoning.**
- **Concur with latest redlined Specific Plan report (received via e-mail on 4/23/20) that developer shall comply with previously identified BASH concerns.**
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**It was the nature and extent of the last Air Force bullet comment that prompted ALUC staff to recommend a continuance from the May 14 meeting to June 11. ALUC staff wanted time to clarify Air Force's concerns with the proposed project's interim drainage channel solution and the underlying National Environmental Policy Act requirement.**

**The Air Force also provided to ALUC their comment letter dated May 11, 2020, in response to the project's underlying Environmental Impact Report (EIR) that is being processed by the March Joint Powers Authority (MJPA). The comment letter expresses concerns with the project's short-term and long-term solutions to the stormwater flooding issues impacting the Base, thus needing a National Environmental Policy Act environmental assessment. The Air Force indicates that a regional storm water project is the main solution to the flooding problems (caused by adjacent developments) affecting the Base. As of this time, no plans for**

**funding or implementation of the regional storm water project has been presented to the Base. The letter also includes comments regarding burrowing owl (an endangered species of special/concern) populations and habitat on the project site, and raising concerns that development of the site could push these populations onto the Base, creating a potential hazard to flight.**

*The Air Force submitted additional comments in the form of a letter dated August 12, 2020, which reiterated their position that they cannot concur with the issuance of a grading permit or with approval of the project. However, the Air Force letter does point out that progress is being made, and support the recommendation of a continuance to the September 10, 2020, meeting, to allow time for parties to work on the agreement.*

**Based on the fact that the Air Force has significant concerns with the proposed drainage plan and the extent of regional stormwater flooding issues at the Base, these unresolved issues could potentially result in wildlife attractant and a hazard to flight. Therefore, until the Air Force has been satisfied that their concerns have been addressed, ALUC staff recommends continuance off-calendar. ~~The applicant had requested at the July 9 June 11, 2020 meeting that the item be continued to the date specific meeting of August 13 July 9, 2020, in order to address the concerns of the Air Force. The applicant accepted the Commission's decision to continue the project to the September 10, 2020, meeting in order to address the concerns of the Air Force (and by doing so waive the 60-day hearing policy).~~**

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

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area within the 65-75 CNEL range from aircraft noise. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the warehouse area would not require special measures to mitigate aircraft-generated noise. However, a condition is included to provide for adequate noise attenuation within office areas of the building.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 950 feet from the runway to the closest parcel within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,497.5 feet AMSL.

The original proposal for a 48 foot tall building was reviewed by the FAA Obstruction Evaluation Service (FAA OES), and Determination of No Hazard to Air Navigation letters (Aeronautical Study Numbers 2016-AWP-12028 thru 2016-AWP-12036-OE) were issued on January 26, 2017, revealing that the project's structures would not exceed obstruction standards and would not be a hazard to air



navigation provided conditions are met. Due to the close proximity of the buildings to the runway, marking and lighting of the northeast and southeast corners of each building were required by the FAA OES.

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

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

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

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

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

The Study analyzed the proposed bioretention basin located adjacent to the eastern project boundary and parallel to the runway. The basin will be constructed with 4:1 slopes (which will help prevent entry and nesting by potentially hazardous wildlife) and is sized to collect and convey 100-year storm

event, discharging within 48 hours after the end of a storm event. The basin's sides and bottom will use hardscapes like rock scape (in lieu of plantings) which will remove food sources, cover, and nesting cover, making the basin less attractive to wildlife.

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

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

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

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

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

#### **CONDITIONS:**

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight

final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly (including churches and theaters), buildings with more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, critical community infrastructure facilities and hazards to flight.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an aviation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
  4. The attached notice shall be provided to all prospective purchasers of the property and tenants or lessees of the building.
  5. Any ground-level or aboveground water detention basin or facilities, including water quality management basins, shall be designed and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced to prevent contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries.

Landscaping in the detention basin, if not rip-rap, shall be in accordance with the guidance provided in ALUC's "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at [WWW.RCALUC.ORG](http://WWW.RCALUC.ORG) which list acceptable plants from Riverside County Landscaping Guide, or other alternative landscaping as may be recommended by a qualified wildlife

hazard biologist.

6. March Air Reserve Base (MARB) personnel must be transmitted for their review and approval details of the storm water conveyance system and landscaping plans.
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. This project has been evaluated for 1,962,221 square feet of warehouse area, 46,637 square feet of first floor office area, and 13,506 square feet of second floor office mezzanine area. Any proposals for manufacturing uses, showrooms, retail trade, and/or employee support uses such as cafeterias, training facilities, exercise rooms, or conference rooms, or any changes to the interior floor layout plan shall require subsequent review by the Airport Land Use Commission. In addition, this project shall not store, process or manufacture hazardous materials without review and approval by the Airport Land Use Commission.
9. Noise attenuation measures shall be incorporated into the design of the office areas of the proposed building, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
10. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base. In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by MARB.
11. The lease between the March Joint Powers Authority and the applicant (or any future tenants) shall include that the U.S. Air Force has the right and authority to inspect the premises without prior notice as needed for security of its operations and personnel in its sole discretion.
12. The project shall not pre-empt future opportunities for the extension of taxiway access to the runway from the site.
13. Any roof-top equipment or change in height that exceeds a total height of 54 feet will require Form 7460-1 submittal, review, and issuance of a "Determination of No Hazard to Air Navigation" by the Federal Aviation Administration Obstruction Evaluation Service.
14. The Federal Aviation Administration has conducted aeronautical studies of the proposed

project (Aeronautical Study Nos. 2020-AWP-644 through 2020-AWP-649-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.

15. The proposed building shall not exceed a height of 54 feet above ground level and a maximum elevation at top point of 1,578 feet above mean sea level.
16. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
17. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 54 feet in height and a maximum elevation of 1,578 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
18. Within five (5) days after construction of the proposed building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oaaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.
19. ***In the event that any incidence of glint, glare, or flash affecting the safety of air navigation or interfering with March Air Reserve Base air training operations, occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.***



DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

12 August 2020

Colonel William R. Martin II  
Vice Commander  
452d Air Mobility Wing  
2145 Graeber Street  
March Air Reserve Base CA 92518

Mr. Simon Housman  
Director  
Riverside County Airport Land Use Commission  
Riverside County Administrative Center  
4080 Lemon Street, 14th Floor  
Riverside CA 92501

Dear Mr. Housman,

In response to Case Number ZAPI405MA20 – Riverside Inland Development, LLC/Hillwood Investment Properties (Developer), we previously provided comments on May 14, 2020. In those comments we indicated that, prior to March Air Reserve Base (MARB) concurrence to this project, it is required that analysis in accordance with the National Environmental Policy Act (NEPA) be completed for the Developer's proposed interim drainage channel solution and for the proposed long-term drainage channel solution (Perris Valley Channel Lateral "A") of Riverside County Flood Control. Our comments also indicated our desire that a signed agreement concerning the Perris Valley Channel Lateral "A" be completed.

MARB's primary concern regarding the VIP 215 development is storm water runoff affecting Runway 14-32. A NEPA survey is needed to ensure that both the interim and long-term drainage solutions address this concern. Both the prior Installation Commander, Brig Gen Burger, and the current Installation Commander, Brig Gen Coburn, have stated in letters to the March Joint Powers Authority (MJPA) and the Riverside County Flood Control District that a signed agreement codifying a long-term solution must be completed prior to our concurrence in the project.

There has been much progress in arriving at a solution to the long-term storm water problem, but as of this date there is no signed agreement among the parties as to a schedule and funding. Our understanding from MJPA is that the Developer has agreed to construct Segment 2 of the Perris Valley Channel Lateral "A" and provide funding for Segment 3. This certainly helps to move the project forward. However, the present plan for Segment 3, provided to MARB on August 7, 2020 and is needed to make the long-term solution complete, proposes to

use MARB real property for the Perris Valley Channel Lateral "A," Segment 3. This course of action will require higher headquarters coordination and/or approval for the use of Air Force real property, delaying MARB concurrence of the proposed long-term drainage solution.

MARB also requested additional conditions of approval prior to the Developer receiving a grading permit. On August 11, 2020 we met to discuss these conditions of approval. Among other issues, our request includes a requirement to provide grading plans to MARB as well as covering the proposed retaining basin due to BASH concerns. We were not able to reach an agreement on the conditions during the teleconference, but each party intends to further pursue engineering solutions to ensure grading activities do not negatively impact MARB's drainage flow.

At this time, it is MARB's view that we cannot concur with the issuance of a grading permit or with approval of the project. We do believe all parties are diligently working towards a resolution and believe that a continuance by the Riverside Airport Land Use Commission until the September 10, 2020 meeting would allow valuable time for the parties work towards an agreement.

To-date MARB is plagued with flooding problems and often deeply influenced by drainage factors outside our fence line, which affect both base infrastructure and military operations. These factors have the potential to become further aggravated without a deliberate, pragmatic approach to encroaching external developments. This perspective is encapsulated in not only MARB's position towards the VIP 215 development, but all adjacent developments as well. These efforts require extensive environmental review, land acquisition, and the securing of easements, etc., and can take substantial time to accomplish. The MARB team looks forward to continuing to work towards an interim and long-term solution as it pertains to VIP 215.

Should you have any questions or would like to discuss this further, please feel free to contact our primary POCs Major David Shaw, Base Civil Engineer, at (951) 655-4851 or Mr. Douglas Waters, Chief Engineering & Environmental Flight, at (951) 655-2197.

Sincerely

**MARTIN.WILLIAM** Digitally signed by  
**.R.II.1125611660** MARTIN.WILLIAM.R.II.112561166  
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 Date: 2020.08.12 16:39:19 -07'00'  
**WILLIAM R. MARTIN II, Colonel, USAF**  
 Vice Commander

cc:  
 452 AMW/CC

Rull, Paul

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**From:** Santos, Barbara  
**Sent:** Thursday, August 6, 2020 10:56 AM  
**To:** Rull, Paul  
**Subject:** FW: New Form Content Email Subject By DNNSmart Super Form

Please advise.

**From:** updates@co.riverside.ca.us [mailto:updates@co.riverside.ca.us]  
**Sent:** Thursday, August 6, 2020 10:30 AM  
**To:** Santos, Barbara <BASANTOS@RIVCO.ORG>  
**Subject:** New Form Content Email Subject By DNNSmart Super Form

#### ALUC : Comment/Question

**Name** Richard Glaser  
**Email** [glaser67@gmail.com](mailto:glaser67@gmail.com)  
**Subject** March ARB warehouse project  
**Message** Regarding your case number: ZAP1405MA20, the proposal for a LARGE warehouse to be built on March field near the end of runway 32: As a citizen of the county, a veteran, an active member of the Air Force Association, and a Civil Air Patrol pilot who uses the airport both for training and as a possible emergency landing field, I must protest.  
To suggest that 2,022,364 square feet of warehouse, with trucks coming and going at all hours, won't be distraction to aircraft is specious - of course it will be. Ask a few pilots, not the FAA!  
This project seems to me to be entirely inappropriate for an active airport - and it looks to me like just another step in the long process of turning this precious property into another giant 18 wheeler truck base. Geographically and operationally, I believe the airport is too important to all the citizens of Riverside County, California, and the USA to let this happen. Please reconsider!  
Thank you.



**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**DIRECTORS SUPPLEMENT TO THE STAFF REPORT.**

AGENDA ITEM: 2.2  
HEARING DATE: July 9, 2020 (Continued from June 11, 2020, May 14, 2020)  
CASE NUMBER: ZAP1405MA20 - Riverside Inland Development, LLC/Hillwood Investment Properties (Representative: Kathy Hoffer)  
APPROVING JURISDICTION: March Joint Powers Authority (MJPA)  
LAND USE PLAN: 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. (MARCH ALUCP)  
Airport Influence Area: March Air Reserve Base  
Land Use Policy: Zone B2  
Noise Levels: 65-75 range CNEL from aircraft.  
PROPERTY LOCATION: 950 FEET WEST OF RUNWAY 14-32, Main Runway, 13,302 long, 200 feet wide.

To the Chairman and Members of the Riverside County Airport Land Use commission: The Staff Report submitted to the RCALUC, of even date, is incorporated in full by this reference. The Staff Report includes the customary detailed analysis and comments by the March ARB raising issues impacting the viability of operations on a military installation. The purpose of this Directors Supplement to the Staff Report is to provide background and context.

1. **SUMMARY CONCLUSION, EXECUTIVE SUMMARY AND STAFF RECOMMENDATION.**

Staff recommends that the Commission CONTINUE the matter to the August 13, 2020 meeting pending completion of the Air Force review of the project *and that the Air Force is satisfied that their concerns have been addressed. If the applicant will not consent to the continuance the Staff must recommend a finding of INCONSISTENT based on the cumulative impacts of this large scale development in its entirety.*

- A. Two Million Square Foot warehouse plus additional hard surfaced parking impacts.
- B. Drainage retention basins attracting Bird Aircraft Strike Hazard (BASH).
- C. Visual roof glare only 950 feet from the runway impairing pilot vision.
- D. Light emissions interfering with pilot Night Vision Goggle training.
- E. Security risk - loaded tractor trailers 950 feet from the runway but outside the AOA.
- F. Circumventing the Compatible Use Study (formerly JIUS).
- G. Not protecting the long term viability of March ARB from future BRAC.

**1. THE POWERS AND DUTIES OF THE RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION ARE BROADER THAN JUST THE MATHEMATICAL CALCULATION OF INTENSITY OF USE.**

“The commission has the following powers and duties, subject to the limitations upon its jurisdiction set forth in Section 27676:(a)...(b) To coordinate planning at the state regional, and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety and welfare...” California Public Utilities Code Sec. 21674.

**A. THE INTENSITY NUMBERS ARE CONSISTENT WITH THE MATHEMATICAL TOOL. BUT USING THE PROPERTY FOR THE LARGEST POSSIBLE LOW INTENSITY BUILDING IS ITSELF INCONSISTENT WITH THE GOALS AND STATUTORY AUTHORITY OF THE RCALUC.**

The mathematical calculation of the building intensity based on the stated use and square footage of the building is only one tool used by the staff to evaluate the overall compatibility of projects at all airports in Riverside County. A warehouse is a low intensity use and using that standard alone the proposed two million square foot warehouse/e-commerce building is consistent with permissible intensity in Zone B-2 of the March ALUCP. If the analysis required only a mathematical calculation all matters could be determined mathematically by staff without need for a Commission.

**The role of the RCALUC is broader: “to provide for the orderly development of air transportation, while at the same time protecting the public health, safety and welfare...”**  
California Public Utilities Code Sec. 21674.

It is not a mistake that the PUC has aviation as the focus of this sentence! The MARCH ALUCP imposes compatibility criteria beyond the intensity mathematical calculation to prohibit uses that increase the risk to aviation operations.

**B. REVIEWING THE TWO MILLION SQUARE FOOT BUILDING SURROUNDED BY A HARD SURFACE PARKING AND TRUCK LOADING ZONE LOCATED 950 FEET FROM THE MAIN RUNWAY AT THE JOINT USE MILITARY-CIVILIAN AIRPORT RAISES MANY SITE SPECIFIC ISSUES. THE DEVELOPMENT MUST SATISFY THE MARCH ALUCP AND THE MILITARY REQUIREMENTS IN THE AICUZ.**

The SPECIFIC PLAN AMENDMENT (SP-8) raises many issues and impacts on the “Orderly development of Air Transportation” and “Protecting the health safety and welfare of the public” which may or may not be adequately resolved or mitigated. ALL OF THOSE ISSUES AND IMPACTS ARE WITHIN THE STATUTORY POWERS AND DUTIES OF THE ALUC.

The MARCH ALUCP provides for these impacts.

*“2.5 Supporting Compatibility Criteria fo Airspace Protection:*

....

(d) Countywide Policy 4.3.7: Additional hazards to flight as listed in Table MA-2 are to be avoided in the vicinity of March ARB/IPA” (MARCH ALUCP, Page 5)

Table MA-2 of the MARCH ALUCP, lists the compatibility policies for Zone B2, including the VIP 215 property. Table MA-2 has a column of Prohibited Uses and the column title refers to Table note 3. “The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria.” (Emphasis added.)

Among the Prohibited Uses are “Hazards to Flight” referring to Table note 8. “**Hazards to flight include physical (e.g. tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1 and B2, flood control facilities should be designed to hold water for no more that 48 hours following a storm and be completely dry between storms. (see FAA Advisory Circular 150/5200-33B). ... See also Countywide Policy 4.3.7.**” (Emphasis Added.)

Countywide Policy 4.3.7 states:

**“Other Flight Hazards: New land uses that may cause visual, electronic, or increased bird strike hazards to aircraft in flight shall not be permitted within any airport’s influence area. Specific characteristics to be avoided include: (a) Glare or distracting lights which could be mistaken for airport lights; (b) Sources of dust, steam, or smoke which may impair pilot visibility; (c) Sources of electrical interference with aircraft communications or navigation; and (d) Any proposed use, especially landfills and certain agricultural uses, that creates an increased attraction for large flocks of birds. (Refer to FAA Order 5200.5A, *Waste Disposal Sites on or Near Airports* and Advisory Circular 150/5200-33A, *Hazardous Wildlife Attractants On or Near Airports.*) (Superseded by Advisory Circular 150/5200-33C, 2/21/2020, Sec. 2.3.2.)** (Emphasis added.)

- C. NEW DEVELOPMENT THAT ATTRACTS BIRDS IS PROHIBITED BY THE MARCH ALUCP AND CONTRARY TO THE RECOMMENDATION OF THE AIR FORCE IN THE AICUZ.

Bird Aircraft Strike Hazard (BASH) study was requested and two version provided.

The MARCH ALUCP classifies anything, such as a retention basin, that may cause the attraction of birds as “Prohibited.” The BASH arises from approximately 6 acres of retention basins located along the March ARB fence line, at the point closest to the runway.

The SPA explains the Retention Basins at page 2-15 (pg. 33 of the SPA pdf file).

“The soil is impermeable and infiltration rates have been determined to be less than 1.6 inches/hour. Harvest and Use is not utilized because the anticipated demands for irrigation and toilet use are less than their respective required amounts. Therefore, bio-retention BMPs are considered for this site.”

“Thus the primary BMP’s to be implemented will be to construct three bio-retention/bio-treatment basins.”

The SPA explains that “Hydro-modification refers to changes in the runoff characteristics caused by altered land use and increase in impervious areas.” SPA Section 2.3.4 Grading, states: “The grading plan for the site creates building pads, parking area and bio-retention basins.” Page 2-17,(Page 34 of the SPA pdf file.)

The size of the retention basins is controlled by the size of the impervious areas required by the specific design of the project, a two million square foot building and surrounding parking areas.

**2. THE AIRPORT LAND USE COMPATIBILITY PLAN FOR MARCH AIR RESERVE BASE (MARCH ALUCP) IS REQUIRED TO BE CONSISTENT WITH THE SAFETY AND NOISE STANDARDS OF THE AIR INSTALLATION COMPATIBLE USE ZONE (AICUZ).**

“The commission shall include, within its airport land use compatibility plan formulated pursuant to subdivision (a), the area within the jurisdiction of the commission surrounding any military airport for all of the purposes specified in subdivision (a). The airport land use compatibility plan shall be consistent with the safety and noise standards in the Air Installation Compatible Use Zone (AICUZ) prepared for the military airport. This subdivision does not give the commission any jurisdiction or authority over the territory or operations of any military airport. California Public Utilities Code Sec. 21675(b).”

**A. THE BASH CHARACTERISTICS OF THE PROPOSED PROJECT IS INCONSISTENT WITH THE 2018 AICUZ.**

The 2018 MARCH ARB AICUZ states in part:

“To reduce the potential of a BASH, the Air Force recommends that land uses that attract birds not be located near installations with an active air operations mission. These land uses include but are not limited to:....Retention Basins.” Section 5.3 HAZARDS TO AIRCRAFT FLIGHT ZONES (HAFZ), PAGE 5-13.

Appendix B of the SPA is the chart listing the General Plan/Policy and the argument for Consistency of this land use with the goals and policy.

Goal 6, on page vi (page 73 of the SPA pdf file) reads; “Support the continued Military Mission of March Air Reserve Base, and preservation of the airfield from incompatible land use encroachment.” The response is that the design incorporates uses defined in the AICUZ, ALP and DoDI. **However, the 2018 AICUZ specifically recommends against development that requires retention basins.** The March ALUCP incorporates the policies of the AICUZ.

**B. LIGHT EMISSIONS FROM THE PROPOSED PROJECT CREATE A HAZARD TO AIRCRAFT FLIGHT ZONES (HAFZ)**

**“Light Emissions: Bright lights, either direct or reflected, in the airfield vicinity can impair a pilot’s vision, especially at night....Specific examples of light emissions that can interfere with the safety of nearby aviation operations include:**

**....**

**The increasing use of energy efficient LED lights also poses potential conflicts in areas where pilots use Night Vision Goggles (NVGs), NVGs can exaggerate the brightness of these lights, interfering with pilot vision. (2018 AICUZ Sec. 5.3, Page5-12, 5-13.)**

**“The primary mission of the U.S. Air Force Reserve Command (AFRC) 452 AMW is to provide airlift support for the USAF and to train in tactical airlift and airdrop of personnel and supplies in combat, air refueling, and aeromedical evacuations.” (2018 AICUZ Sec., 2.3, page 2-6, emphasis added.)**

The lighting plan for VIP 215 states **“Lighting shall consist of High Pressure Sodium or LED fixtures (below 2500 Kelvin). (Kelvin is a measure of the color of the light.) (SPA Sec. 3.1.9, Page 3-3, (page 40 of the SPA pdf file.)**

**Lighting and Security** is also explained in Sec. 3.3.2, the SPA General Design Standards.

**“1. Site lighting shall be low or high-pressure sodium, maximum 750-watt, full cut-off fixtures, with the maximum light fixture height of 25 feet above finished grade, and a maximum lighting level of 0.5 foot candles at the property line. For LED lighting an equivalent level shall be provided.” (SPA Page 3-7. Page 44 of the SPA pdf file.)**

The primary mission at MARCH ARB includes training pilots to take off and land with NVGs. The VIP 215 site will be located 950 feet from the landing threshold of the main runway with rows of bright lights on an around the building. Light reflecting off the building walls and concrete parking area which may impair the pilots vision at night when training with NVGs is inconsistent with the AICUZ and the MARCH ALUCP.



**C. THE RCALUC SHOULD ANALYZE IF THE SECURITY MEASURES PROPOSED FOR THE VIP 215 PROJECT MEET THE NEEDS OF CIVIL AND MILITARY AVIATION AT MARCH ARB/ILP.**

The VIP 215 SPA includes section 4.2.5 Security Elements states in part:

**“Cameras ...**

No Cameras may be oriented towards the runway and cameras must not record base airfield operations.”

**“Fencing**

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

**“Gating...**

Pedestrian and vehicular access gates visible from public areas (i.e. parking lots, streets, sidewalks, etc.) shall be constructed of a durable material, such as tubular steel.”  
(SPA page 4-5, page 50 of the SPA pdf file.)

**The SPA overlay adding the warehouse/logistics use has the effect of moving the VIP 215 property outside the Airport Operation Area (AOA). Anyone who has flown since September 2001 has experienced the difference in security outside the AOA from being in the “Secured Area” inside the AOA. Moving the property outside the AOA will impact the “orderly development of air transportation” by the military and civilian aviation at the joint use airport. Carrying on the military mission also includes supporting the Anti-terrorism, Force Protection needs of March ARB.**

Loaded tractor trailers moving into the VIP 215 warehouse area will be within 950 feet of the main runway but outside the AOA secured area. They will not be inspected or questioned by Air Force Security Forces or the Transportation Security Administration (TSA) personnel. (The condition that the tenant lease simply allows U.S. Air Force Security Forces to inspect the property is not a substitute for being inside the AOA and may not be enforceable without a search warrant.)

The RCALUC staff do not think a chain link fence is a sufficient security measure for this Two Million Square Foot warehouse/logistics project. A Level I threat is typically an enemy agent or terrorist seeking to conduct espionage, sabotage or subversion. A Level II threat could include small-scale, irregular forces conducting unconventional warfare. Tractor trailers are much larger than the Ryder rental truck used to bomb the Alfred P. Murrah Federal Building in Oklahoma City on April 19, 1995. The close proximity to the main runway of such a large project makes the added security risk prohibitive to the safe operation of March.

**D. THE RCALUC, MJPA AND SURROUNDING JURISDICTIONS HAVE IMPLEMENTED THE MARCH ALUCP HARMONIOUSLY WITH THE AICUZ.**

In 2017, technical inconsistencies between the 2014 MARCH ALUCP and the Department of Defense Instructions (DoDI) became apparent.

An unrelated project was proposed in the Airport Protection Zone 1 for a textile manufacturing facility. The ALUC interpreting MARCH ALUCP Appendix 4, a list of non-recommended activities, held this textile manufacturing facility was consistent with the March ALUCP. But Textile Manufacturing is prohibited in APZ 1 by DoDI 4165.57 (Table 1) highlighting an inconsistency between the MARCH ALUCP and military operating requirements of the joint use airport. The RCALUC now uses the DoDI list of prohibited uses for projects in the APZs.

The ALUCP method of calculating intensity of use in the APZ1 and APZ 2 in table MA-2 is inconsistent with DoDI 4165.57 Table 1, Note 1. The RCALUC, local communities and the MJPA have used interim measures to harmonize their development standards with the DoDI, pending an update to the MARCH ALUCP.

The MARCH ALUCP does not specifically provide for the Clear Zone, APZ 1 and APZ 2 of Runway 12-30. These areas are almost entirely on the March ARB property. These issues will be studied in the pending Compatible Use Study (CUS).

**3. SUMMARY OF THE FACTS REGARDING THE HISTORY AND CURRENT STUDIES, MARCH ARB/INLAND PORT ALUCP AND THE VIP 215 PROJECT:**

This Supplement to the Staff Report is intended to add context to facts relevant to the history of the MARCH ALUCP and the VIP 15 PROJECT.

**A. The FAA March Airport Layout Plan- includes a west side taxiway which could be connected to provide access to the runway from the subject property.**

The VIP 215 property General Plan designation was Aviation (AV): "Through joint use of the aviation field, the unique opportunity to develop civilian aviation is presented. Land uses under this designation include flightline, hangers, aviation support services, inclusive of fuel systems and dispensing, air cargo storage, passenger and air cargo terminals, fixed base operations, aircraft maintenance and aviation operation. ..."

2005 March ARB completed an AICUZ Study.

2010 March ARB and the local communities completed a Joint Land Use Study (JLUS). The subject property is within the B2 Zone described in the JLUS as:

"Beneath or adjacent to final approach and initial departure flight corridors or

**adjacent to the runway. Not within Accident Potential Zones.” JLUS Exhibit 3-2. (Emphasis added.)**

The JLUS became the draft basis for the 2014 March ARB/Inland Port Airport Land Use Compatibility Plan (MARCH ALUCP)

2014 March Air Reserve Base/ Inland Port Airport Land Use Compatibility Plan (MARCH ALUCP) was adopted by the RCALUC.

**“The MARCH ARB/IPA ALUCP maintains the established format (from other Riverside County ALUCP’s). Thus, only the policies and maps specific to March ARB/IPA for insertion into Chapter 3 and the background data to be added to Volume 2 are presented here. All the countywide policies in Chapter 2 of Volume 1 are considered to be part of the March ALUCP unless explicitly modified or supplemented by the March Specific policies.” (MARCH ALUCP, Overview.)**

MARCH ALUCP “is primarily based” upon the U.S. Air Force AICUZ 2005. (2014 MARCH ALUCP, Sec. MA.1,1.1). “The airfield consists of two runways. The primary runway (14-3) - oriented north-northwest/south-southwest- is 13,300 feet in length and is the longest runway open to civilian use in the state. The second smaller runway, Runway 12-30, is just over 3000 feet...” (2014 MARCH ALUCP, Sec. MA.1,2)

December 2016 the MJPA submitted plans and documents to the RCALUC for the proposed warehouse/logistics center, Veterans Industrial Park 215 (VIP215) on the subject property. The Applicant, Riverside Inland Development, LLC, worked with MJPA Staff to revise the project for over a year and a half. (8/8/2018 Revised Project Submittal to RCALUC file No. ZAP1274MA17).

February 2018 the March ARB issued an updated AICUZ.

June 2018 Matthew J. Burger, Col. USAF, Commander March ARB supported a Joint Land Use Study (JLUS).

**“2. A JLUS is a tool used to analyze impacts by operations of a military installation on local jurisdictions as well as land use impacts to operations on a military installation. ”**

**“3. Certain land uses and conditions, as well as operations by the United States Air Force (USAF) and Air Force Reserve Command (AFRC) in the vicinity of MARB should be studied to help safeguard the military mission and protect the health, safety and welfare of the public.”**

**“4. Areas of study that are of interest to the USAF and AFRC mission include, but are not limited to: 1.) population densities in the vicinity of MARB; 2.) rising**



ground water conditions; 3.) storm water and flooding potential caused by development around the installation; 4.) study of clear zones/accident potential zones for Runway 12-30; 5.) landscaping potential to attract wildlife causing flight safety impacts; 6.) increased glare from passive reflective roof surfaces and solar panel/photovoltaic development; and 7.) mitigating land use and traffic impacts within clear zones.”

A copy of Col. Burger’s letter is attached as Exhibit 1 to this Staff Report Supplement.

August 2018 the MIPA revised its submission of the VIP 215 for the Specific Plan Overlay, the Plot Plan and Tentative Parcel Map for Two approximately One Million Square Foot Warehouse/Logistics buildings. The U.S. Air Force raised many concerns about that project.

October 11, 2018 the RCALUC by a rare 4-3 vote found the VIP 215 project, with the AV(SP-8) Specific Plan Overlay, allowing general warehousing/logistics uses and a plot plan for two one million square foot warehouses on the subject property **CONSISTENT** with the MARCH ALUCP. That form of the VIP 215 project has not been adopted by the March Joint Powers Commission.

December 2019 representatives of the local jurisdictions, the March Joint Powers Authority, March ARB and other locally impacted agencies met with a representative of the Federal Office of Economic Assistance (OEA) to apply for a grant to assist with the cost of the JLUS, now called a Compatible Use Study (CUS).

February 2020 the current VIP 215 project to revise the Plot Plan and Tentative Parcel Map for the into a single Two Million Square Foot Building was submitted to RCALUC. In keeping with the RCALUC current policy, the staff requested a Bird Aircraft Strike Hazard study (BASH). The BASH study suggested changes to the Specific Plan. The application was revised to include amendments to the Specific Plan SP-8 overlay. The BASH study initially submitted suggested considering moving the retention basins from the east side of the project to the west side as one method to mitigate the BASH impact. The applicant submitted a revised BASH Study removing that possible mitigation measure.

The U.S. Air Force has renewed its many concerns about impacts of the VIP 215 Project on the military operation. The Air Force provided RCALUC Staff with its comments on the VIP 215 proposed EIR. In addition to other issues it raised the need to comply with the National Environmental Protection Act (NEPA) because the Specific Plan storm water interim proposal includes directing water onto the Base.

In June 2020 the Office of Economic Assistance approved a grant for 90% of the \$630,000 cost of conducting the Compatible Use Study (CUS) of the impacts of development around March ARB, including but not limited to the impacts raised by Col. Burger, many of which manifested themselves after the 2010 JLUS and the 2014 MARCH ALUCP.

The issues raised by the VIP 215 project, such as security, drainage and glare, among others will be considered in the upcoming Compatible Use Study (CUS) requested by the Air Force and supported by the March JPA, the RCALUC and other local jurisdictions. The CUS will study issues to protect the long term viability of March ARB. Due to the VIP 215 project's size and close proximity to the runway, it could impact the CUS review process or ability to implement its conclusions. As an example the CUS will look at the impact on military operations of increased glare from passive reflective roof surfaces, such as the two million square feet of roof surface on this proposed project.

4. **TO COORDINATE PLANNING SO AS TO PROVIDE FOR THE ORDERLY DEVELOPMENT OF AIR TRANSPORTATION INCLUDES ADVANCING AND PROTECTING THE LONG TERM VIABILITY OF THE MARCH AIR RESERVE BASE AND ITS PUBLIC AND PRIVATE SECTOR USES.**

The mission of the RCALUC is sometimes summarized as protecting people from airports and airports from people. Protecting the long term viability of March ARB requires understanding the Base Realignment and Closure (BRAC) process. This issue was included in a MJPA Technical Advisory Committee agenda item on August 22, 2016. Attached is a portion of the staff report prepared August 18, 2016 discussing the BRAC process.

As of 2016 the Department of Defense and the President had taken all necessary actions to precipitate the next BRAC round. However, after five repeated requests, Congress has not authorized a new BRAC round. (August 18, 2016 Memo, page number 190)

The memo offers insight into the BRAC Selection Criteria and the needs at March ARB. Stormwater is specifically identified as a continuing concern and references the VIP 215 property identified as Parcel D-2.

“Directly west of the main MARB runway is an undersized natural-lined drainage channel known as the “little Suez”. The little Suez currently collects tributary flows from approximately 3,000 acres west of the main runway as it traverses through March Inland Port's parcel D-2, crosses MARB boundaries and runs parallel along the main runway before it terminates at the Riverside County Flood Control District's Lateral B south of MARB. Due to the facility's proximity to the main artery of MARB's operations, the strategic planning and coordination of drainage improvements for properties west of the I-215 freeway and parcel D-2 are of utmost importance.” (August 18, 2016 staff memo, page 192.)

Stormwater continues to be a concern and is included in the CUS. Concerns raised by the U.S. Air Force with ALUC staff and comments on the EIR for the VIP 215 project on parcel D-2 are detailed in the Staff report. The U.S. Air Force has indicated that this project is critical to resolve this long standing stormwater concerns. The U.S. Air Force has requested that the interested parties and jurisdictions reach a final agreement to an acceptable solution to the stormwater

impact on the Base, including a written agreement committing funding its implementation. As part of that the U.S. Air Force has also requested a written agreement for implementation and funding of the interim solution which will flow the storm water over the base until the final solution is constructed.

1

Another need of the March ARB referenced in this 2016 memo which continued to today are Utilities: Water and Gas, which are included in the Compatible Use Study.

In 2016 another current need was to upgrade Runway 14/32 to support very large military aircraft. "MARB's Runway 14/32 is measured at 13,300 feet in length, one of the longest airport runways west of the Mississippi, making MARB an attractive asset for aircraft operations." Rising ground water and storm water impacts, including from the VIP 215 project may jeopardize the basing of MAC aircraft at March. These issues are included in the CUS.

##### 5. CONCLUSION:

The RCALUS should consider if the necessary agreements, commitments land rights have been obtained to carry out the necessary conditions to meet the impacts and provide for the orderly development of military and civilian air transportation at this airport.

Staff recommends that the Commission CONTINUE the matter to the August 13, 2020 meeting pending completion of the Air Force review of the project *and that the Air Force is satisfied that their concerns have been addressed. If the applicant will not consent to the continuance the Staff must recommend a finding of INCONSISTENT based on the cumulative impacts of this large scale development in its entirety.*

- A. Two Million Square Foot warehouse plus additional hard surfaced parking impacts.
- B. Drainage retention basins attracting Bird Aircraft Strike Hazard (BASH).
- C. Visual roof glare only 950 feet from the runway impairing pilot vision.
- D. Light emissions interfering with pilot Night Vision Goggle training.
- E. Security risk - loaded tractor trailers 950 feet from the runway but outside the AOA.
- F. Circumventing the Compatible Use Study (formerly JLUS).
- G. Not protecting the long term viability of March ARB from future BRAC.

Respectfully submitted:

July 1, 2020



Simon A. Housman, Director  
Riverside County Airport Land Use Commission.



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



**1 June 2018**

**MEMORANDUM FOR LOCAL GOVERNMENTS IN THE VICINITY OF MARCH ARB**

**FROM: 452 AMW/CC  
2145 Graeber Street, Suite 117  
March ARB CA 92518-1667**

**SUBJECT: Position on Joint Land Use Study by RCALUC**

- 1. March Air Reserve Base (MARB) personnel are supportive of the Riverside County Airport Land Use Commission (RCALUC) pursuing and undertaking a Joint Land Use Study (JLUS).**
- 2. A JLUS is a tool used to analyze impacts by operations of a military installation on local jurisdictions as well as land use impacts to operations on a military installation. It is a cooperative study to help provide a policy framework to support adoption and implementation of compatible development regulations near a military base.**
- 3. Certain land uses and conditions, as well as operations by the United States Air Force (USAF) and Air Force Reserve Command (AFRC) in the vicinity of MARB, should be studied to help safeguard the military mission and protect the health, safety and welfare of the public.**
- 4. Areas of study that are of interest to the USAF and AFRC mission include, but are not limited to: 1.) population densities in the vicinity of MARB; 2.) rising ground water conditions; 3.) storm water and flooding potential caused by development around the installation; 4.) study of clear zones/accident potential zones for Runway 12-30; 5.) landscaping potential to attract wildlife causing flight safety impacts; 6.) increased glare from passive reflective roof surfaces and solar panel/photovoltaic development; and 7.) mitigating land use and traffic impacts within clear zones.**
- 5. The MARB Final Air Installation Compatibility Use Zone Study (AICUZ) was released to the public on February 21, 2018 to all surrounding jurisdictions, to include the Cities of Riverside, Moreno Valley, Perris; County of Riverside; and March Joint Powers Authority. The last time this document was updated was in 2005, which was used in part as the basis of the Riverside County's Airport Land Use Commission's March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP). Any JLUS effort going forward should use the AICUZ as a launching-off point for continued discussion and collaboration, and updating of the ALUCP.**

6. Updating the ALUCP without conducting a JLUS could potentially cause key impacts to not be analyzed and studied. It is MARB personnel's desire to have as much cooperation and collaboration with local land use authorities to ensure the health, safety and welfare of the public and USAF members alike, as well as help sustain the military mission.

7. Based on the above-stated conditions we recommend that a JLUS study be conducted prior to the adoption of an updated ALUCP.

**BURGER.MATTH** Digitally signed by  
**EW.J.1139535797** BURGER.MATTHEW.J.1139535  
787  
Date: 2018.06.13 08:48:06 -0700  
**MATTHEW J BURGER, Col, USAF**  
**Commander**



## EXECUTIVE SUMMARY

In this report, we discuss some of the current and future needs of the March Air Reserve Base. RAND Corporation has developed a framework for creating and managing public-private partnerships for protecting and advancing military bases. Staff recommends using this framework for addressing the Base's needs. In order to perform these functions without subsidies from its member agencies, the Authority will need an independent source of operating revenue. Operating an airport is also a resource-intensive enterprise, which requires collaboration among many stakeholders, including the elected leaders of the Authority's member agencies. A divestment of the Authority's land use authority, which is currently its main source of operating revenue, before the Airport can sustain itself and support the Base, will require a commensurate increase in financial resources.

However, if the Airport development projects are completed, staff estimates that the Authority would have the resources to refocus its mission on protecting and advancing the base, and overseeing the public and private sector airport uses at the March Inland Port. Staff's analysis of the March Inland Port's sustainability is contained under Tab (2).

In order to transfer territories to the member cities, the Riverside Local Agency Formation Commission ("LAFCo") must perform a municipal services review ("MSR") and sphere of influence amendments. Staff recommends starting this process around the time the Authority executes individual leases for newly developed parcels at Veterans Industrial Park 215 ("VIP 215"). Once completed, VIP 215 and the general aviation facilities at Parcel D-1 have the potential to generate enough revenue for the Authority to protect and advance the March Air Reserve Base, and oversee the public and private sector airport uses at the March Inland Port.

### SECTION 1.

#### PROTECTING AND ADVANCING THE MARCH AIR RESERVE BASE.

The March Joint Powers Authority's mission is to bring good jobs to Riverside County. In order to do this, the Authority must protect and advance the March Air Reserve Base. The Base and the civilian side of the Airport have key roles in the Inland Empire's long-term economic development. By developing a civilian air cargo center and developing complementary employment opportunities in the neighboring areas, the Authority has the potential to create an industrial center for more than 32,000 jobs. Staff estimates that the active development projects currently subject to the Authority's land use authority will yield more than 26,000 jobs by 2040.

Pursuant to the Authority's acquisition agreement with the United States Government, all revenue derived from airport properties must be reinvested into the airport. An independent airport authority would fund government affairs and public engagement if the airport is to operate effectively. This would include educating the public on uses for the base, buying property around the airport periphery to prevent encroachment, processing claims, handling accidents and collisions, and negotiating with neighboring property owners and jurisdictions regarding compatible property uses.

BRAC

The long term viability of March Air Reserve Base is predicated on its ability to survive the next BRAC round. The DoD and the President may request a BRAC round; however, if Congress does not fund the action, a BRAC round will not commence. Figure 1 is a flowchart depicting the steps necessary to lay the foundation *before* a BRAC round may be convened. To date, the Department of Defense and the President have taken all necessary actions to precipitate the next BRAC round. However, after five repeated requests, Congress has not authorized a new BRAC round. Due to budget constraints, it is anticipated the Department of Defense will continue to request a BRAC round authorization.

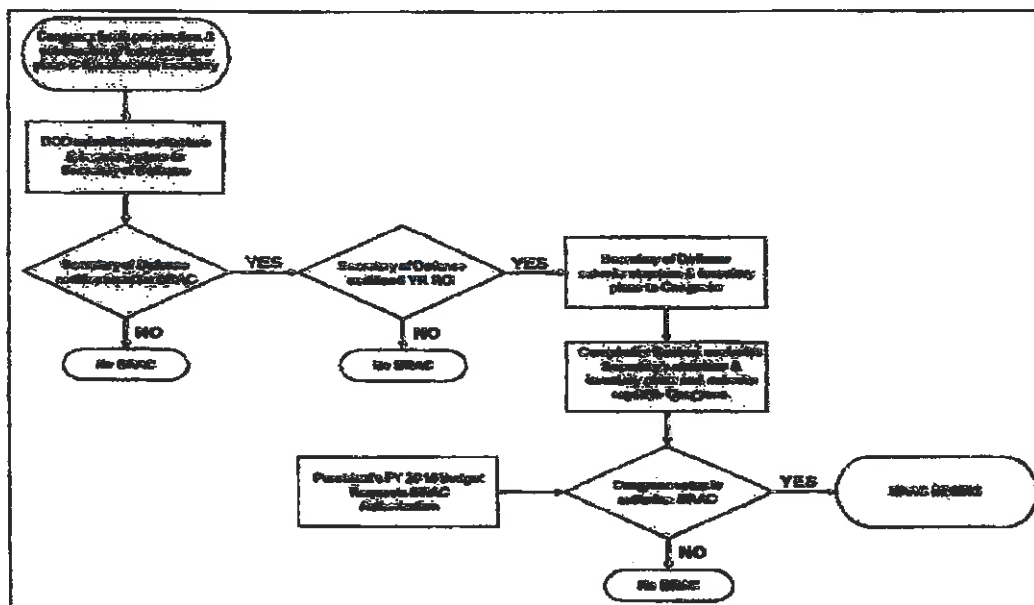


Figure 1. Pre-BRAC authorization approval flowchart. Adapted from National Defense Authorization Act for Fiscal Year 2015, H.R. 4435, 113th Cong., 2014.

### 1. BRAC Selection Criteria

Any discussion about refining the Authority's mission to protect the long term viability of MARB should focus on mitigating risks associated with BRAC selection criteria. Enabling legislation for each BRAC round identified three distinct selection categories: (a) military value, (b) return on investment, and (c) impacts to the economy, infrastructure, and environment. These three broad categories were the basis of selection for the Secretary of Defense's list of recommendations to the BRAC Commission. Of these selection criteria, military value has consistently been the driving factor for determining whether a military installation will be selected for closure or realignment. Each of the five BRAC rounds identified military value as the highest priority for considering whether to close or realign an installation.

The 1988 BRAC round's definition of military value is identified in Table 1 below.

Table 1  
*Military Value Factors and Attributes*

Factor	Attributes
Mission suitability	Site-specific mission Deployment means Relationship to other activities Weather/terrain/land use Survivability Maneuver space
Availability of facilities	Operations Support Infrastructure Administration
Quality of facilities	Condition Technology Configuration
Quality of life	Family housing Bachelor housing Recreation/amenities Medical
Community support	Workforce Commercial transport Infrastructure Complementary industry

For the 1991, 1993, and 1995 BRAC rounds, the military value definition was further refined resulting in the following four elements:

1. **Current and future mission requirements:** The force structure report identified current and future staffing levels for all military branches. Based on these requirements, military bases were evaluated to determine their impact on the operational readiness of the total force structure.
2. **Infrastructure:** Land, buildings, and airspace were assessed to ascertain their condition and availability to support the DoD's projected force structure. Both existing installations and potential receiving installations were assessed.
3. **Responsiveness:** Consideration for responsiveness to force structure contingencies was a factor in selecting military installations for realignment or closure. Additionally, the ability to respond to mobilization efforts at existing and potential receiving military bases was considered in the selection process.



4. **Costs:** The costs associated with implementing these changes and the manpower associated with the proposed force structure were considered in assessing the military value of installations.

For the 2005 BRAC round, the selection criteria were modified to emphasize the DoD's desire to transform the military and foster a concept of "jointness." In modifying the criteria, an emphasis was placed on creating or maintaining joint training and joint command facilities. For example, current and future mission requirements were modified to include the impact "on joint war fighting, training and readiness." The definition of infrastructure was expanded to include "training areas suitable for maneuver by ground, naval, or air forces throughout a diversity of climate and terrain areas and staging areas for the use of the Armed Forces in homeland defense missions." Lastly, the 2005 BRAC round military value selection criteria were modified to ensure that any shift in the need for additional staffing levels could be accommodated quickly. The DoD's ability to respond to shifts in staffing necessitated revising the responsiveness criterion to identify surge capabilities as an important factor comprising military value.

## *2. Current Needs at March Air Reserve Base*

In light of the previous BRAC rounds selection criteria's emphasis on military value, any refinement of the Authority's mission should include an emphasis on mitigating the following threats to MARB's military value.

### *a. Stormwater*

Over the past eight years MARB has expressed continued concerns regarding stormwater impacts on existing Base operations. The natural lined Heacock and Cactus Channels are an immediate threat to MARB security measures. A partnership effort between local jurisdictions and MARB resulted in the scheduled construction of Heacock Channel Fall 2016. A similar effort will need to be replicated on the Cactus Channel, which currently sits under the flight path and directly impacts the main entrance to MARB during storm events.

Directly west of the main MARB runway is an undersized natural-lined drainage channel known as the "little Suez". The little Suez currently collects tributary flows from approximately 3,000 acres west of the main runway as it traverses through March Inland Port's parcel D-2, crosses MARB boundaries and runs parallel along the main runway before it terminates at the Riverside County Flood Control District's Lateral B south of MARB. Due to the facility's proximity to the main artery of MARB's operations, the strategic planning and coordination of drainage improvements for properties west of the I-215 freeway and parcel D-2 are of utmost importance.

### *b. Utilities: Water and Gas*

MARB currently operates on water and gas infrastructure that date back to the 1940's. While MARB operations were minimized under the 1993 BRAC round, upgrades to systems within surrounding communities expanded as vacant properties were occupied by new developments that installed water and gas infrastructure that met incumbent utility codes. In recent years, MARB's mission evolved as DoD's efforts on homeland security and defense

evolved, resulting in the need to have reliable backbone infrastructure that will support MARB's ability to quickly respond to the DoD's mission-based needs. This means that water and gas utilities that directly tie into MARB's infrastructure must be upgraded to meet incumbent utility codes, and to ensure that developments around MARB are not undermining the MARB's ability to maintain adequate fire and gas flow onsite.

*c. Airport Runway 14/32*

MARB's Runway 14/32 is measured at 13,300 feet in length, one of the longest airport runways west of the Mississippi making MARB an attractive asset for aircraft operations. The runway, however, requires upgrades in certain areas that will allow MARB to support very large military aircraft. March Inland Port Airport (MIP) has access to MARB's runway through a Joint Use Agreement, and currently contributes to the overall function of the flying facilities by improving and maintaining those runway extensions and taxiways that are within the MIP Authority's control. Continued, and enhanced, advocacy efforts are needed in order to attract federal funds to MARB and MIP.

*3. March Inland Port Airport*

Pursuant to the Authority's Public Benefit Conveyance from the United States Government, all revenue derived from airport properties must be reinvested into the airport. An independent airport authority would have to fund government affairs and public engagement if the airport is to operate effectively. This would include educating the public on uses for the base, buying property around the airport periphery to prevent encroachment, processing claims, handling accidents and collisions, and negotiating with neighboring property owners and jurisdictions regarding compatible property uses.

A divestment of the Authority's land use authority, which is currently the Airport Authority's main source of operating revenue, will require a commensurate increase in financial resources. The Green Acres housing community currently generates approximately \$300,000 in rent revenue per year, and could help sustain the Airport Authority.

*a. Personnel*

As land use compatibility becomes an ongoing matter of concern for MARB and surrounding communities, it has become increasingly important for local planners to obtain feedback on development issues from MARB Civil Engineering (CE) staff. However, as MARB's staffing needs are dependent upon the availability of federal funds, maintaining a single point of contact within MARB CE for community planning purposes can be a challenge. The Authority can assist with MARB's community planning needs, by expanding current interactions with the Base CE's office on proposed developments not only within the Authority's jurisdiction, but developments within neighboring jurisdictions that are within the airport's influence area.

*b. RAND Study*

In addition to aforementioned support actions by the Authority, the following discussion offers additional strategies that would contribute to the advancement of March ARB's viability in the region. RAND Corporation (2016) issued a study *Military Installation Public-to-Public*

*Partnerships Lessons from Past and Current Experiences* that outlined the value, barriers and cost-effectiveness of public-public partnerships. The study found these partnerships offer military bases and their host communities with a wide range of benefits, including reducing or avoiding costs, improving services, accessing specialized equipment and capabilities and improving community-installation cooperation. The study further identified ten possible benefits that can be achieved through public-public partnerships:

1. Improved military mission.
2. Economic benefits, including cost savings, earnings and cost avoidance.
3. Improved installation and community operations, facilities, infrastructure, workforce and services.
4. Access to additional capacity in resources, skills, expertise, facilities, and infrastructure.
5. Improved strategic regional collaboration.
6. Improved government and community relationships.
7. Enhanced outreach to military personnel and their families and communities.
8. Energy and environmental benefits.
9. Facilitator and political help with federal, state, and local governments and other organizations.
10. Helping maintain community character and way of life.

Currently, the Authority participates with MARB to: secure additional missions and enhance existing missions; improve the installations infrastructure; facilitate regional collaboration; and facilitate political objectives. Any reorganization of the Authority would need to continue and expand upon current partnerships with MARB.

#### *c. Community Centric Public-Public Partnerships*

Creating strategic public-public partnerships is an opportunity for the Airport Authority to protect the long term viability March Air Reserve Base. Numerous examples of public-public partnerships dedicated to advancing the interests of military installations exist across the United States. For example:

- **Travis Community Consortium:** Comprised of member agencies that include Solano County, Solano Community College, Travis Credit Union, Solano EDC, Travis Regional Armed Forces Committee, and the cities of Fairfield, Suisun, and Dixie. Each agency shares in the cost of advocacy services for Travis Air Force Base. The Consortium adopted a 4 year 8-point Strategic Plan to: strengthen and enhance

partnerships and joint ventures; implement policy that will ensure continued compatible regional development; and seek to preserve other existing missions and enhance the potential to assume additional missions. The entire Strategic Plan is an attachment to this report. The Travis Community Consortium 2014-2018 Strategy is included under Tab (3).

- **Fort Leonard Wood Community Partnership:** Provides a forum for local leaders to pursue ideas and concepts for new partnerships. Members include the garrison commander, neighboring communities and civic organizations. The group's members advise on organization policies and capabilities, as well as provide insight into how their organization could support a partnership opportunity. The partnership committee's efforts have resulted in successful repair work on a state road that runs through the installation and a memorandum of agreement that assigned maintenance responsibilities for said road. Other initiatives in the works include partnerships to provide animal control, visitor center support, landscaping services and renewable energy.
- **Greater Oklahoma City Chamber Coalition:** State and local officials along with Air Force leaders broke ground last month on the new KC-46A Tanker Sustainment Campus at Tinker Air Force Base, a community-led initiative that will allow a key economic engine for the region to expand. The 158-acre facility will be the home of maintenance, repair and overhaul operations for the new serial refueling tanker and be part of the Oklahoma City Air Logistics Complex. The land, formerly owned by the Burlington Northern and Santa Fe Railway Co. was purchased in February 2015 through a public-public partnership. The Air Force contributed \$8 million toward the purchase price, Oklahoma City contributed \$23.5 million and Oklahoma County provided \$12.5 million.

#### *4. Summary*

As previously discussed, the advancement and protection of the long term viability of March Air Reserve Base and its public and private sector uses, must consider existing threats related to a BRAC round. Supporting MARB's needs for infrastructure, airfield improvements and personnel is of utmost importance.

**Decision Point:**      *How will the Airport Authority be funded to undertake the mandate of advancing and protecting the long term viability of March Air Reserve Base and its public and private sector uses?*

## Rull, Paul

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

Raul,

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

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

The March ARB position on the VI 215 development remains, as stated by Brig Gen Coburn, that a signed agreement as to funding and schedule by all parties is required before March ARB can concur with the VIP 215 development. In fact at the last meeting on this topic both Brig Gen Coburn and my notes indicate that the Riverside County Flood Control District (RCFLCD) would come back to us with a detailed plan on the underground option for the long term Lateral 8 project. We also wrote that we could expect an MOU in the next 30-60 days to be signed by all parties to document an agreement and at that time the TAC would also approve the project.

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

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

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

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

Good Afternoon Brian,





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

**March 11, 2020**

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

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

**Dear Mr. Smith,**

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

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

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

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

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

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

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

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

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

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

**draft VETERANS INDUSTRIAL PARK 215 PROJECT EIR**

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

**WATERS.DOUGLA** Digitally signed by  
**S.STUART.JR.1261**  
**478148** WATERS.DOUGLAS.STUART.J  
R.1261-478148  
Date: 2020.08.11 16:08:22 -0700

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

**CC:**

**David Shaw, Base Civil Engineer**

**Attachment:**

**JPA VIP 215 DEIR Comments**



**ATTACHMENT 1  
JPA VIP 215 DEIR  
Comments**

**Natural Resources**

**ES-17 and**

**ES-19, Impact 3.3-4**

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

**ES-19, Impact 3.3-4**

**ES-19, Impact 3.3-5**

The document claims there will be no Cumulative effects.

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

**2-20, 2.3.10 Landscaping**

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

**3.3-29, SKR HCP,**

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

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

### **3.3-31 Literature Review.**

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

## **Cultural Resources**

### **3.4-8**

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

### **3.4-11**

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

### **3.4-12**

1. **Where is this 1966 aerial?**

### **3.4-15**

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

### **3.4-22**

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

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

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

**3.4-23**

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

**3.4-25**

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

Rull, Paul

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

Paul,

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

Let us know if you have any questions otherwise.

V/r,

Brian  
CTR, 452 MSG/CE

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

**FOR OFFICIAL USE ONLY:**

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

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

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

**Brian J. Pacino, AICP | Jacobs | Buildings, Infrastructure & Advanced Facilities |**  
 949.224.7635 office | 703.627.3010 mobile | [brian.pacino@jacobs.com](mailto:brian.pacino@jacobs.com) | [www.jacobs.com](http://www.jacobs.com)

# NOTICE

**THERE IS AN AIRPORT NEARBY.**

**THIS STORM WATER BASIN IS DESIGNED TO HOLD  
STORM WATER FOR ONLY 48 HOURS AND  
NOT TO ATTRACT BIRDS**

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



**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

**Name:** \_\_\_\_\_

**Phone:** \_\_\_\_\_



# NOTICE OF AIRPORT IN VICINITY

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



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

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

Issued Date: 02/27/2020

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

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

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

Structure: Building Vetrans Industrial Park I-215  
Location: Ferris, CA  
Latitude: 33-52-47.00N NAD 83  
Longitude: 117-15-50.81W  
Heights: 1521 feet site elevation (SE)  
49 feet above ground level (AGL)  
1570 feet above mean sea level (AMSL)

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

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

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

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 08/27/2021 unless:

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

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

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

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

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

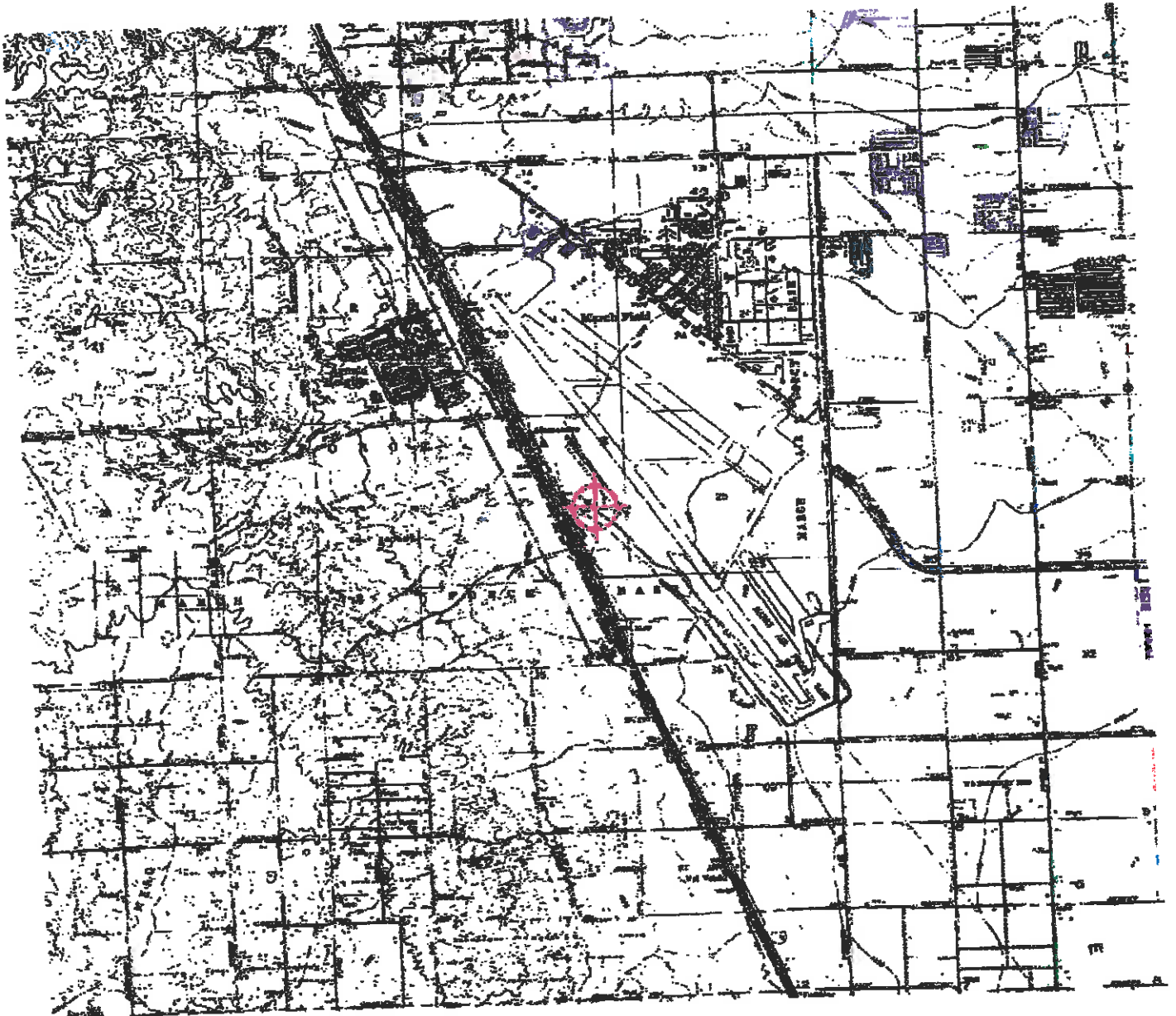
**This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.**

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

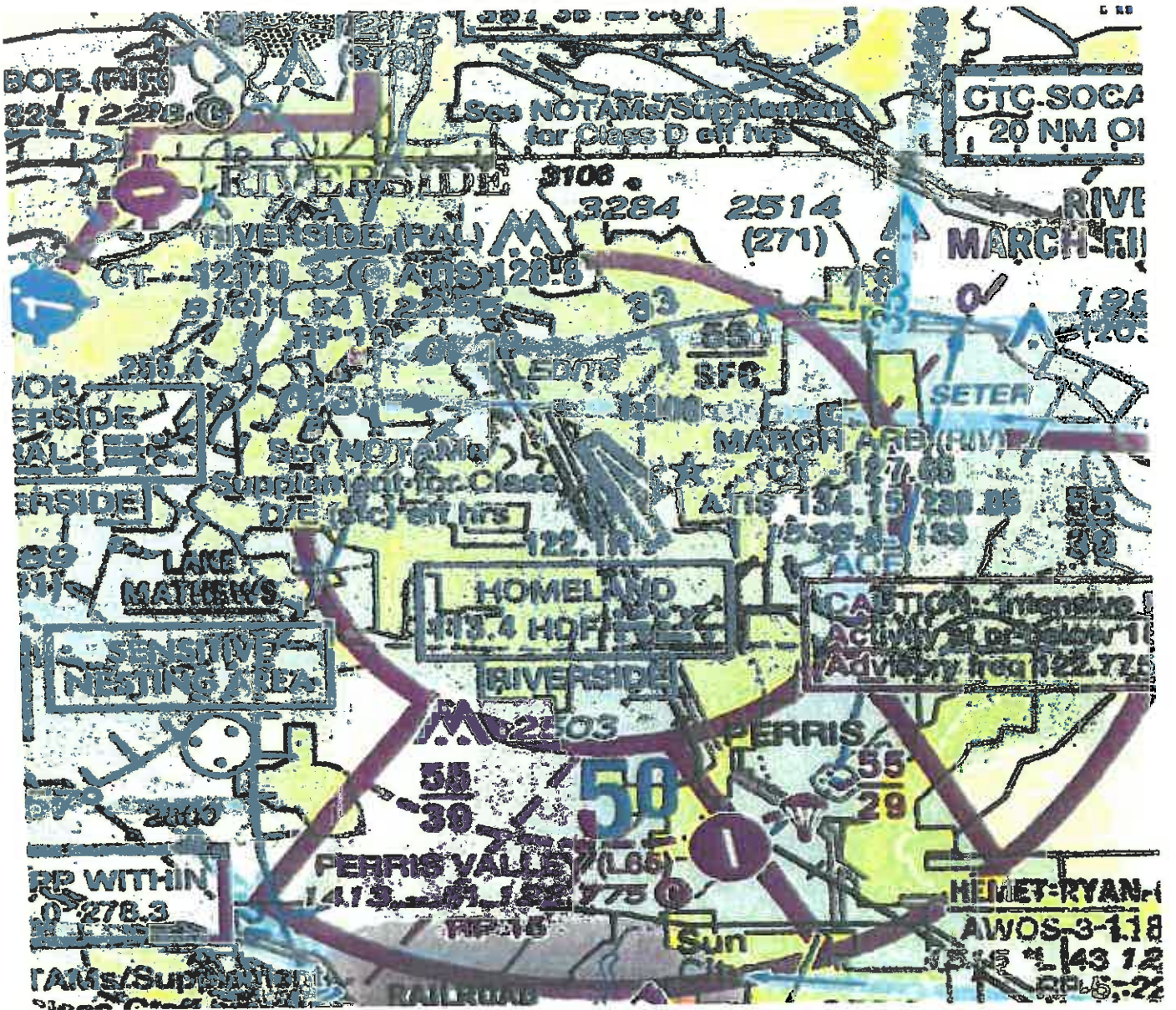
**Signature Control No: 428280706-432020104  
Paul Holmquist  
Specialist**

**(DNE)**

**Attachment(s)  
Map(s)**









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Fort Worth, TX 76177

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

Issued Date: 02/27/2020

Kathy Hoffer  
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901 Via Piemonte  
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Ontario, CA 91764

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

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

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

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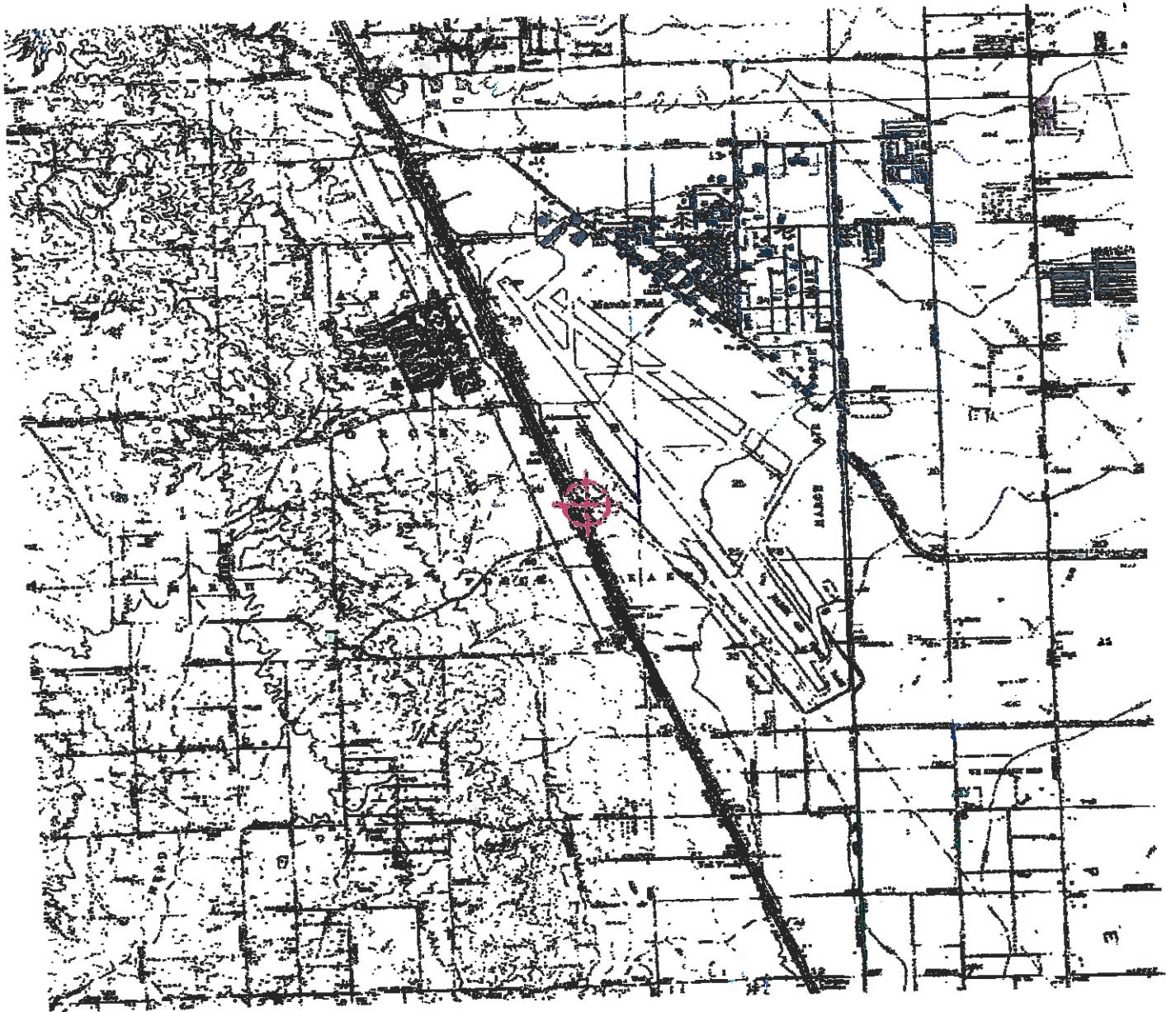
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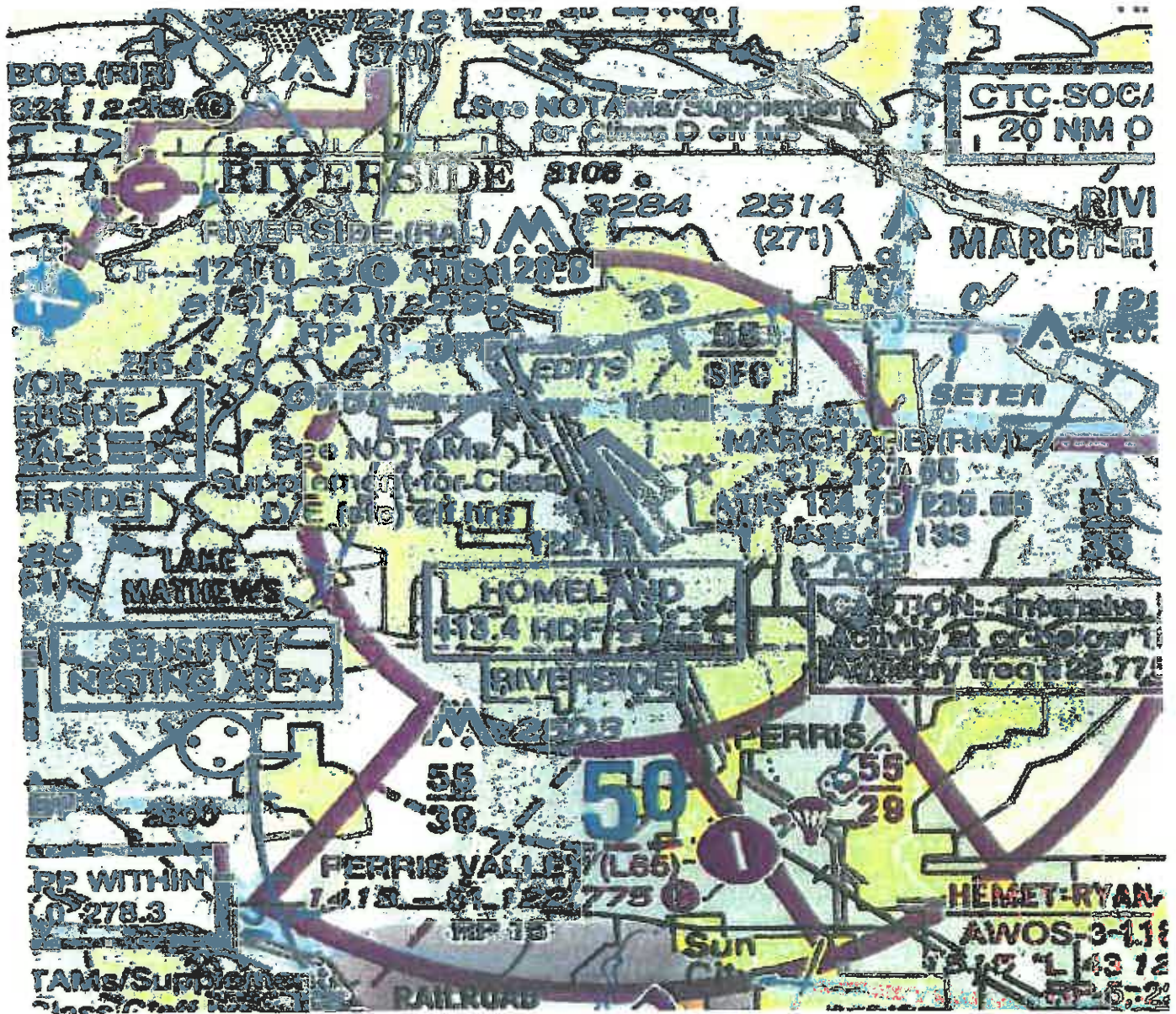
**Signature Control No: 428280708-432020108**  
**Paul Holmquist**  
**Specialist**

**( DNE )**

**Attachment(s)**  
**Map(s)**











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Issued Date: 02/27/2020

Kathy Hoffer  
Riverside Inland Development, LLC  
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Ontario, CA 91764

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

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

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

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

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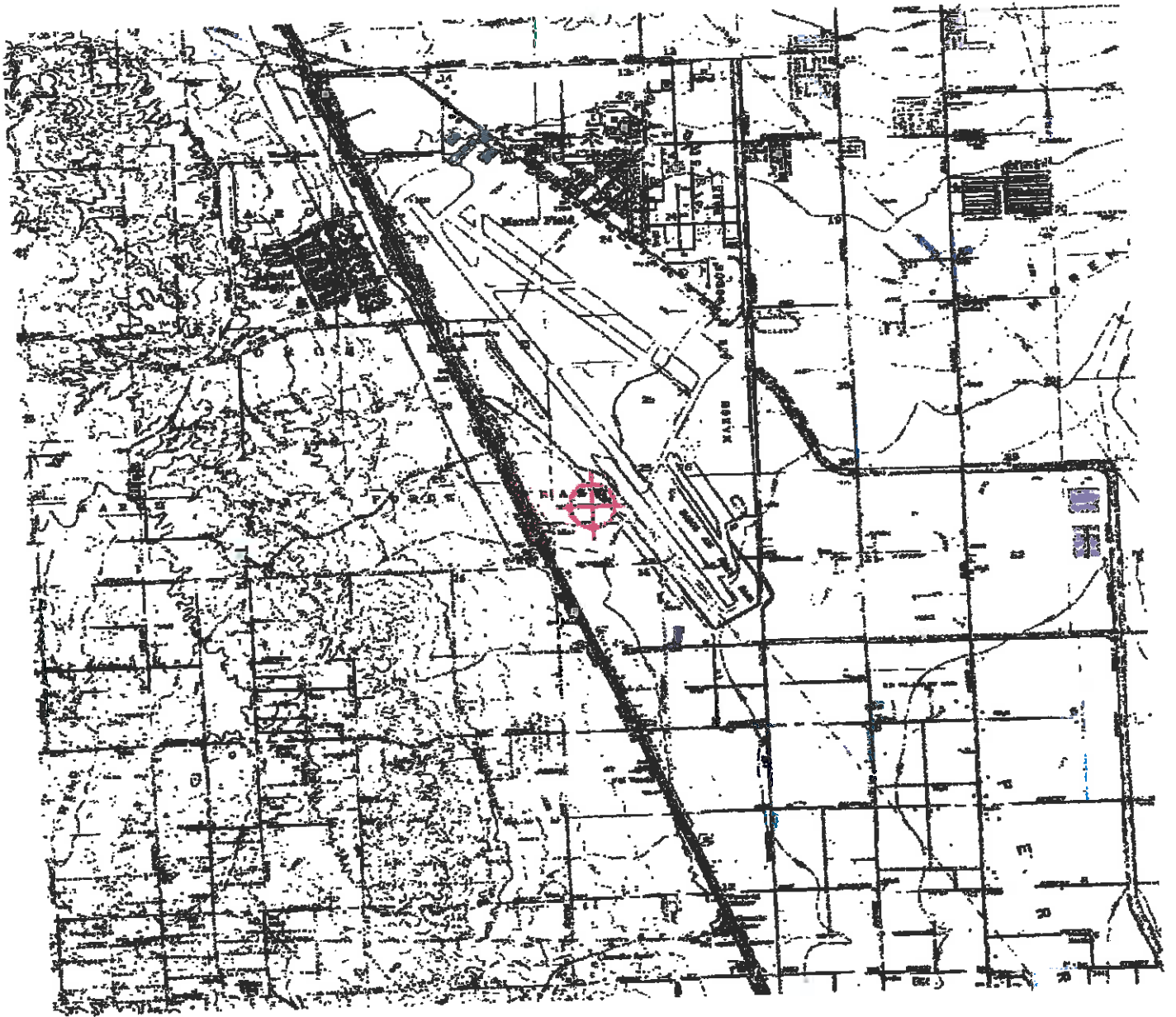
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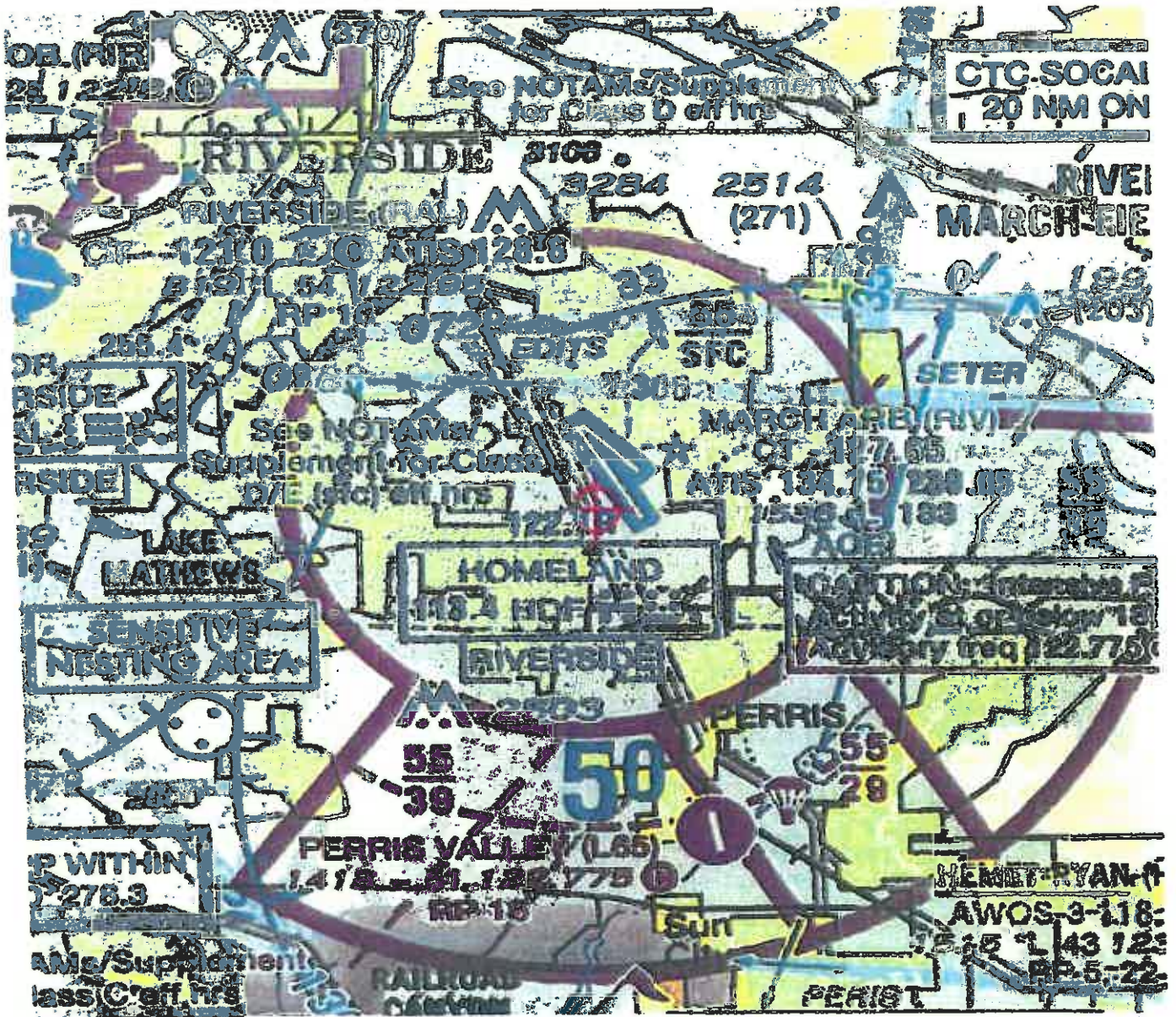
**Signature Control No: 428280710-432020169**  
Paul Holmquist  
Specialist

( DNE )

Attachment(s)  
Map(s)









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Issued Date: 02/27/2020

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

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

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

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

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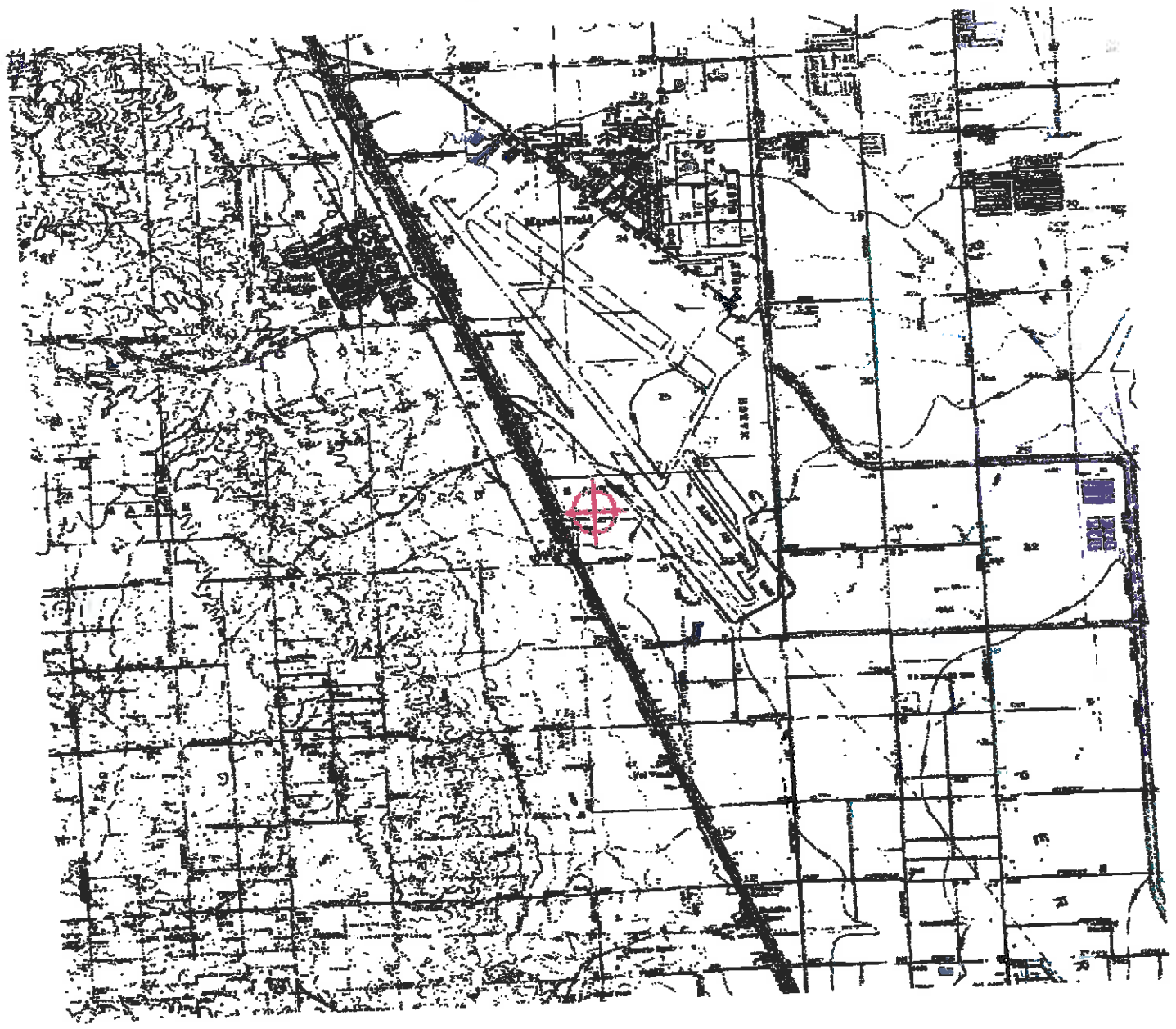
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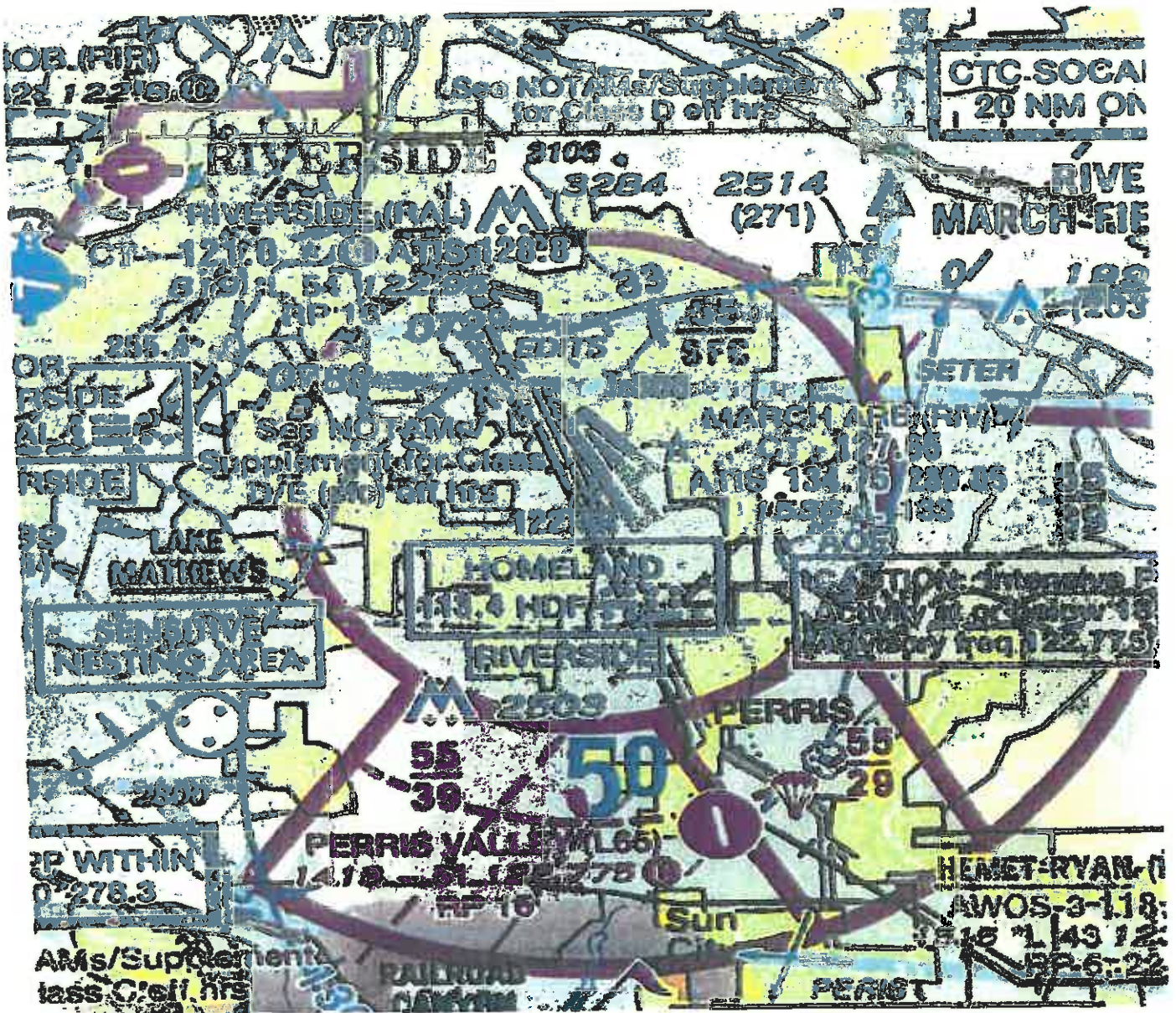
**Signature Control No: 428286712-432020107**  
**Paul Holmquist**  
**Specialist**

( DNE )

**Attachment(s)**  
**Map(s)**









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

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

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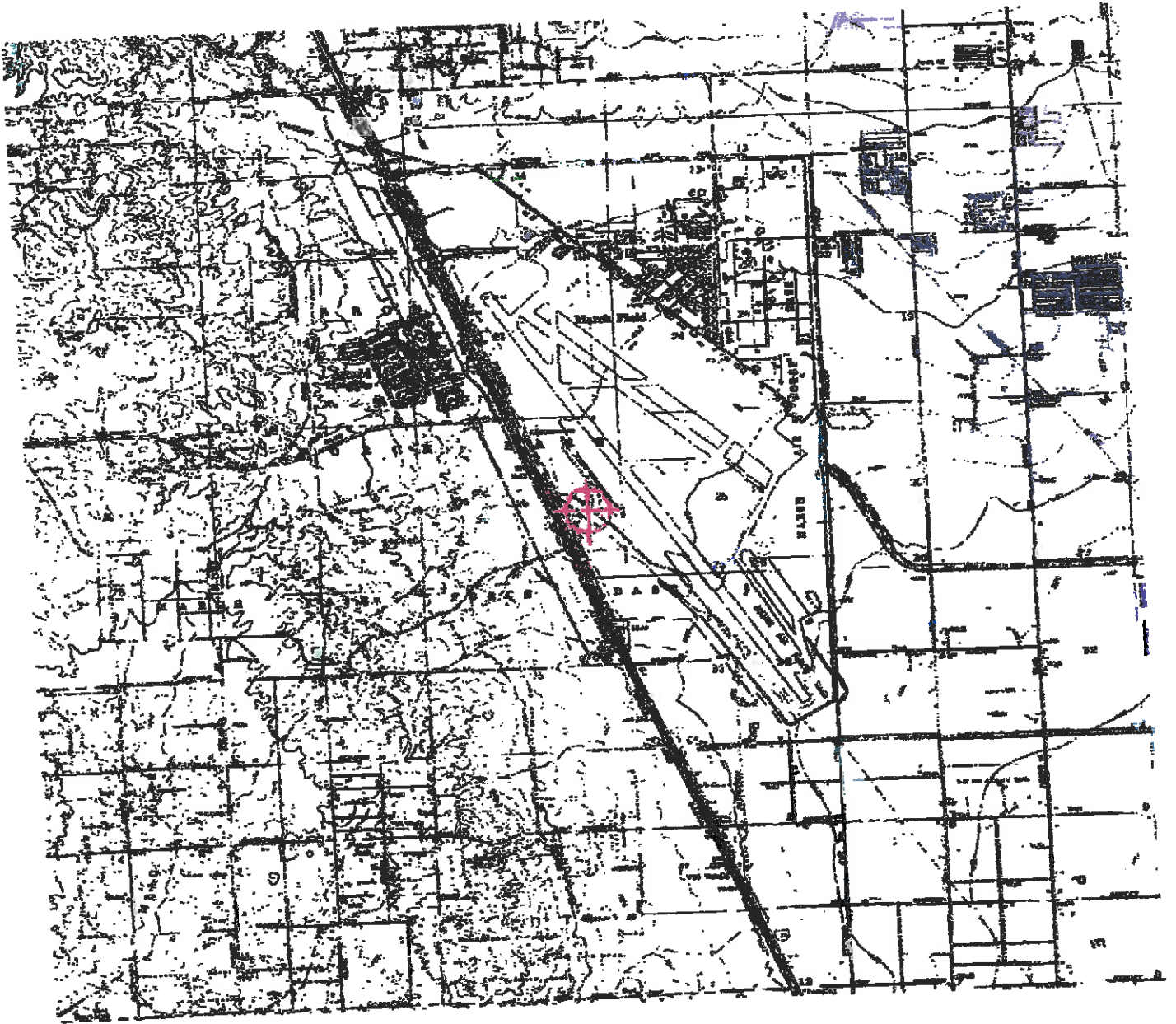
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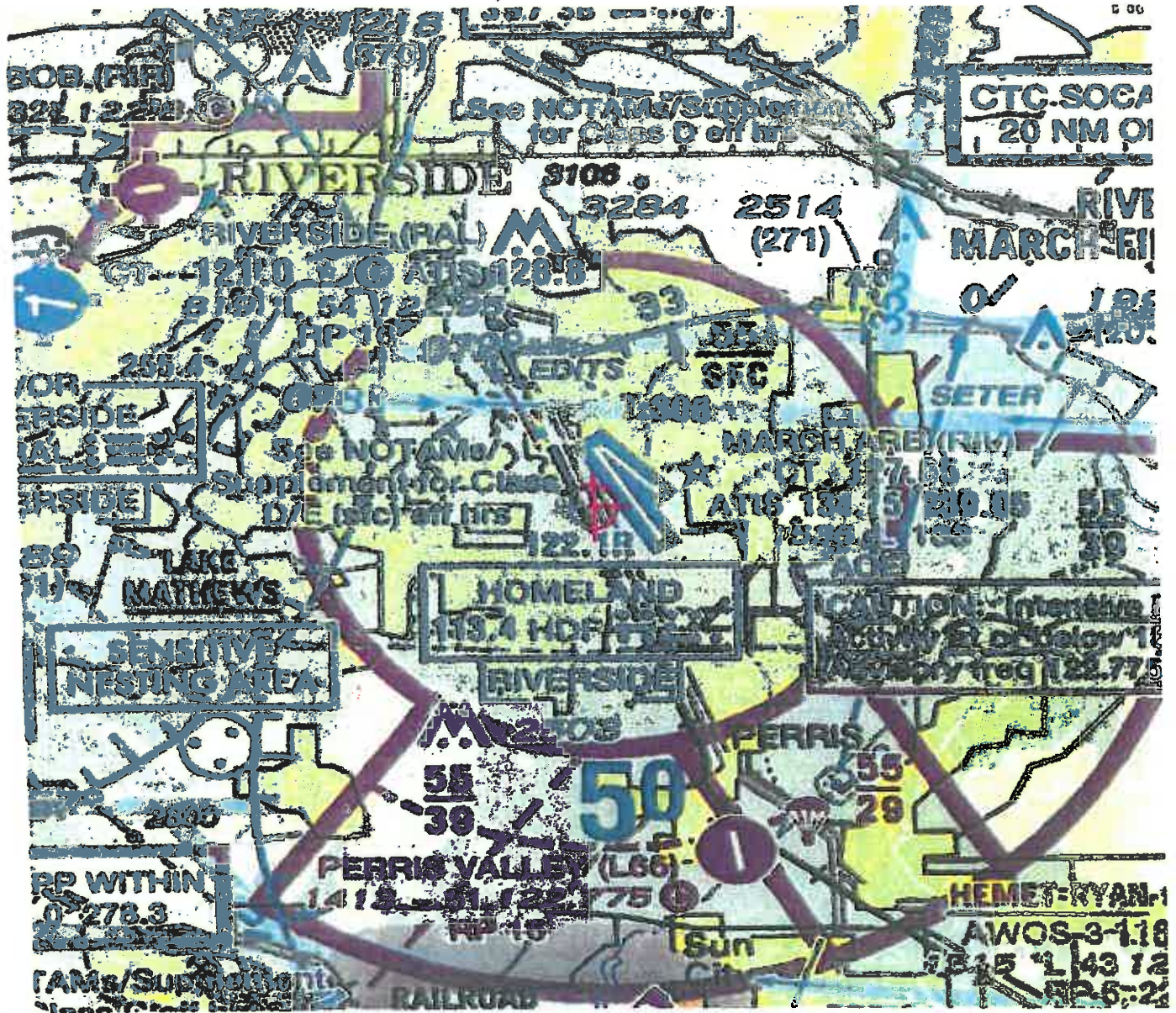
**Signature Control No: 428280714-432020105**  
**Paul Holmquist**  
**Specialist**

**( DNE )**

**Attachment(s)**  
**Map(s)**











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

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

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

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

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 08/27/2021 unless:

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

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

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

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

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

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

**If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-649-OE.**

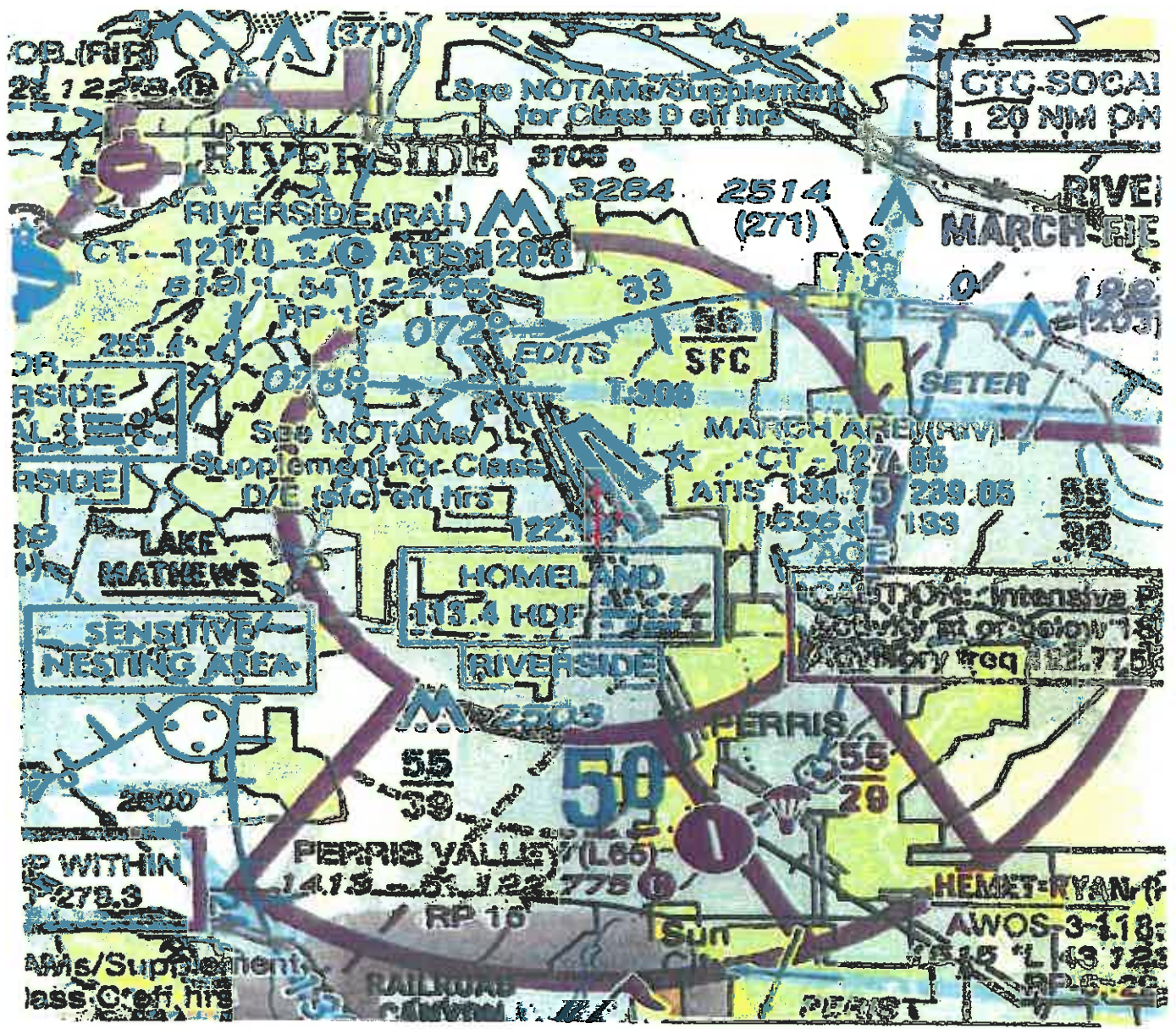
**Signature Control No: 428280715-432020106**  
**Paul Holmquist**  
**Specialist**

**( DNE )**

**Attachment(s)**  
**Map(s)**









March 27, 2020

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

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

Ms. Hoffer,

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

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

## 1. REGULATORY COMPLIANCE

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

## **ALUC Review and Determination**

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

- The proposed amendment to the March JPA's General Plan land use designation is consistent with the ALUCP;
- The proposed adoption of the VIP 215 Specific Plan is consistent with the ALUCP; and
- The proposed construction of two industrial buildings totaling 2,185,618 square feet was consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to nineteen specific conditions. Three of the nineteen conditions cited by the ALUC, conditions nos. 2c, 5 and 6, were associated with the creation of potential wildlife hazards as a result of project development and serve as the focus of the following review:

2. The following uses/activities are not included in the project and shall be prohibited at the site, including:
  - c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
5. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced to avoid creation of a continuous canopy. Landscaping in and around the detention basin shall not include vegetation that produce seeds, fruits, or berries.
6. March Air Reserve Base personnel must be transmitted for their review and approval details of the storm water conveyance system and landscaping plans.

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

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



## Department of the Air Force Review

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

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

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

## 2. WILDLIFE HAZARDS TO AIRCRAFT

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

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

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



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

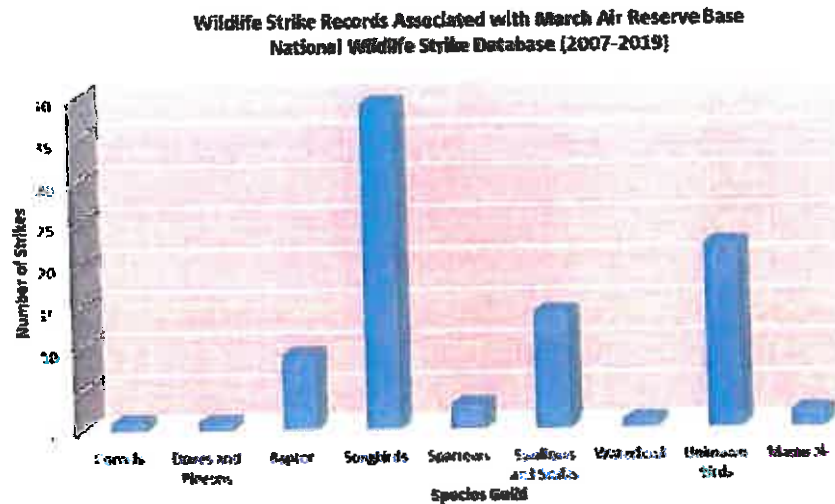
### Wildlife Strike Record for March Air Reserve Base

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

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

Table 1: Wildlife Strikes at March Air Reserve Base: 2007 to 2019				
Guild or Species	Species	Scientific Name	Number of Strikes	FAA Composite Hazard Ranking
Songbirds	American pipit	<i>Amphispiza bilineata</i>	1	—
	American robin	<i>Turdus migratorius</i>	1	—
	Horned lark	<i>Eremophila alpestris</i>	31	15
	Perching birds spp.	<i>Passeriformes</i>	3	—
	Western meadowlark	<i>Sturnella neglecta</i>	2	22
	Western tanager	<i>Piranga ludoviciana</i>	1	—
Swallows and Swifts	Cliff swallow	<i>Petrochelidon pyrrhonota</i>	11	23
	Swallows (unidentified)	<i>Hirundinidae</i>	1	23
	White-throated swift	<i>Aeronautes saxatalis</i>	2	23
Raptor	American kestrel	<i>Falco sparverius</i>	3	21
	Barn Owl	<i>Tyto alba</i>	2	14
	Ferruginous hawk	<i>Buteo regalis</i>	1	11
	Peregrine falcon	<i>Falco peregrinus</i>	1	—
	Red-tailed hawk	<i>Buteo jamaicensis</i>	2	11
Sparrows	Fox sparrow	<i>Passerella iliaca</i>	1	24
	Savannah sparrow	<i>Passerculus sandwichensis</i>	1	24
	Sparrow	<i>Passeridae</i>	1	24
Corvids	Common raven	<i>Corvus corax</i>	1	16
Doves and Pigeons	Mourning dove	<i>Zenaidura macroura</i>	1	16
Waterfowl	Northern pintail	<i>Anas acuta</i>	1	7
Unidentified birds	Not applicable		22	—
Mammals	Brazilian free-tailed bat	<i>Tadarida brasiliensis</i>	1	—
	Coyote	<i>Canis latrans</i>	1	17
<b>Total Strikes</b>			<b>92</b>	

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



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

### Site-Specific Biological Assessment

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

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

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

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

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

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

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

### Wildlife Summary and Conclusions

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

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

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

### 3. PROPOSED STORMWATER MANAGEMENT DESIGN

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

#### Agency Guidance

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

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

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

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

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

## Design Review and Considerations

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

#### 4. PROPOSED LANDSCAPE DESIGN

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

##### Regulatory Background

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

FAA Advisory Circular 150/5200-33C, Section 2B2, offers the following recommendations to airport operators regarding landscaping and landscape maintenance:

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

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

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

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

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

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

### **Design Review and Considerations**

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

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

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

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

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

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

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

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

## 5. CONCLUSIONS AND RECOMMENDATIONS

### Project-Related Recommendations

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

Such measures include:

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

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

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

### Subsequent Site Development

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

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

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

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



Kathy Hoffer  
March 27, 2020  
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Thank you for this opportunity to review the site plans and planning documents for the VIP 2015 development. Should you have any questions, please reach out to me or Lisa Harmon.

Sincerely,  
MEAD & HUNT, INC.



Rick Jones, FAA-Qualified Airport Wildlife Biologist

**Attachments:**

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

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## **Attachments**

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

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

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

### ADAPTIVE MEASURES

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



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

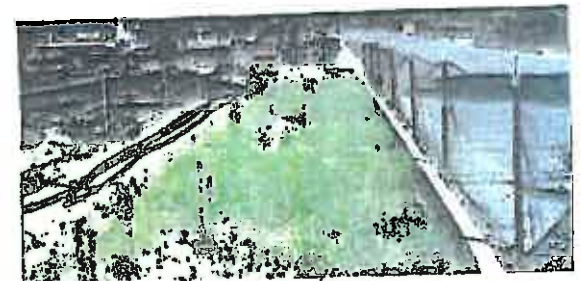


Bioretention facilities can provide food and shelter for potentially hazardous wildlife, but may be suitable with modification.

BMP	Compatibility with the AIA
Infiltration Trenches Recommended	<ul style="list-style-type: none"> <li>• Suitable because water infiltrates below ground surface.</li> <li>• Vegetation used to be selected and reviewed by a FAA-qualified Airport Wildlife Hazard Detection Qualified biologist to discourage wildlife.</li> </ul>
Permeable Pavement Recommended	<ul style="list-style-type: none"> <li>• Does not include water storage. Associated landscaping and other ground surface can act as hydrophobic areas.</li> </ul>
Storage and Use (Pond) Recommended	<ul style="list-style-type: none"> <li>• Suitable as long as water is stored in contained areas.</li> </ul>
Storm Water Filtered Recommended	<ul style="list-style-type: none"> <li>• Unusable because stormwater is stored through an underdrain system.</li> </ul>
Vegetated Filter Strips and Vegetated Swales Recommended	<ul style="list-style-type: none"> <li>• Desirable because wildlife BMP includes stored water. However, vegetation must be selected to discourage hazardous wildlife and reviewed by a qualified biologist.</li> </ul>
Water Quality Walls Recommended	<ul style="list-style-type: none"> <li>• Desirable because they do not include stored water. Associated vegetation may be selected to discourage hazardous wildlife and reviewed by a qualified biologist.</li> </ul>

<p><b>Infiltration Basins</b> Not recommended without Modification Suitable only if design addresses wildlife hazards</p>	<ul style="list-style-type: none"> <li>■ Unusable in AIUCP Compatibility Zone A.</li> <li>■ Suitable in Zones B and C with appropriate modifications, such as: Drawdown within 48 hours or manufactured cover to prevent view and availability of open water; and absence of landscape or landscaping approved by a qualified biologist.</li> <li>■ Steep slopes (steeper than 3:1).</li> </ul>
<p><b>Bioretention Facilities</b> Not Recommended without Modification (also known as rain gardens bioretention basins, infiltration basins, landscaped filter basins)</p>	<p>Although bioretention can mask open water, BMP is not recommended for airports based on its potential to provide food, water, and shelter for hazardous wildlife.</p> <ul style="list-style-type: none"> <li>■ Unusable in Compatibility Zone A.</li> <li>■ Potentially suitable in Zones B and C only when small in size (e.g., parking islands, site entrances, planter boxes, etc.) and when vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.</li> <li>■ Potentially suitable in Zones D and E when basin is less than 30 feet in length/width; and vegetation is selected to discourage hazardous wildlife and reviewed by a qualified biologist.</li> </ul>



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



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



Sand filter at the base of the bioswale promotes infiltration.



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





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



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



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



### STORMWATER BEST MANAGEMENT PRACTICES

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

### ADDITIONAL RESOURCES/MORE INFORMATION:

- Riverside County Flood Control and Water Conservation District, Water Quality Management Webpage. Available at: <http://rcflood.org/wqm/>
- FAA Advisory Circular 150/5200-33, "Wildlife Hazard Attractants On and Near Airports": <http://www.faa.gov/airports/operations/airportservices/media/150-5200-33.pdf>
- Airport Cooperative Research Program, Balancing Airport Stormwater and Bird Hazard Management: <https://www.nap.edu/report/4743/summary/4743.aspx?cid=22216>.

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

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

### WHAT YOU CAN DO:

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

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



## AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

### GUIDANCE FOR PROPOSED PROJECTS IN AN AIRPORT INFLUENCE AREA

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

The County is also the home to Palm Springs International Airport, 12 public use general aviation airports, and the March Air Reserve Base, whose operations can be challenged by the presence of hazardous wildlife such as raptors, water-fowl, doves/pigeons, gulls, fowl birds, and mammals (coyote and deer). Since 1990, more than 100 wildlife strikes with aircraft have occurred in Riverside County, some of which have led to substantial aircraft damage. Most strikes occur at low altitude (less than 3,500 feet above runway height). Much of the geographic area associated with these altitudes coincides with an Airport Influence Area (AIA) as defined in the Riverside County Airport Land Use Compatibility Plan (ALUCP).

### AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT

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



Remains of an owl ingested by an aircraft engine.

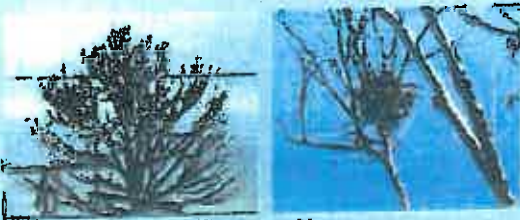




**Riverside County ALUC  
Landscaping Management Guidance:  
Landscaping Near Airports**



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



**Not acceptable.**  
Examples of trees that are attractive to birds because of horizontal branching structure.



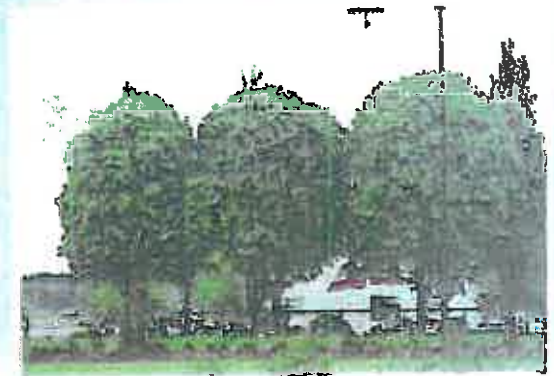
**Not acceptable.**  
Trees, shrubs and plants that produce visible edible fruit and seeds should be avoided.



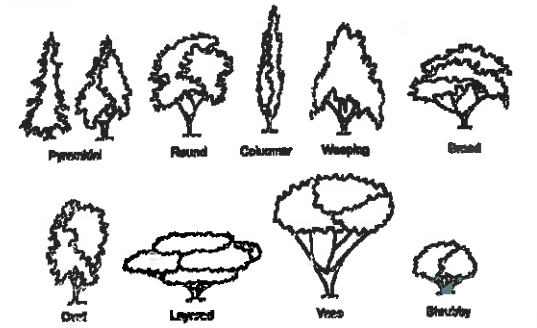
Landscaping needs to be aesthetically pleasing, but it must coincide with the responsibility for aviation safety.

**TABLE 2. ACCEPTABLE PLANTS FROM DIVERSITY COUNTY LANDSCAPING GUIDE**

PLANT	COMMON NAME	HEIGHT	AVIATION CONCERN
<i>Jurk occidentalis</i>	Western Redbud	VL: 1, 2, L: 3-4	2-24
<i>Olea europaea</i> 'Swan Hill'	Fruitless Olive	GL: 1, 2; L: 3, 4, M: 5, 6	4-8, 11-24
<i>Pinus</i> spp.	Pine, various species	Varies by species	Varies by species
<i>Rhus lancea</i>	African Sumac	L: 1-4; M: 5-6	0-8; 12-24
<i>Robinia neomexicana</i> *	Desert Locust	L: 1-4; M: 5-6	2-3, 7-11, 14, 18-24
<i>Robinia molle</i>	Locust	L: 1-4; M: 5-6	2-24
<i>Ulmus parvifolia</i>	Chinese Elm	M: 1-6	2-24
<i>Alysicarpus triphylla</i>	Lemon Verbena	L: 1-6	0-10; 12-21
<i>Cotus</i> spp.	Rockrose	L: 1-4	0-8, 14-20
<i>Dalmanella</i>	Bush Delica	L: 6	12-13
<i>Baccharis viridula</i>	Brittlenbush	VL: 1; L: 3-6	
<i>Geacilia Nutt.</i>	Nutt's Grevillea	L: 1-4; M: 6	
<i>Justicia californica</i>	Chuparosa	M: 1, 4; VL: 3; L: 4-5	
<i>Lantana camara</i>	Burnt Tanager	L: 1-4; M: 6	
<i>Lavandula</i> spp.	Lavender	L: 10; M: 5-6	2-24; varies
<i>Heavenly Bamboo</i>	Heavenly Bamboo	L: 1-4; M: 5-6	
<i>Prostratus officinalis</i> 'Tuscan Blue'	Tuscan Blue Rosemary	L: 1-4; M: 5-6	
<i>Salvia greggia</i>	Autumn sage	L: 1-4; M: 5-6	
<i>Artemisia tridentata</i>	Sandhill Sage	VL: 1	
<i>Oenothera caespitosa</i>	White Evening Primrose	L: 1-2, 3-5	10, 7-14, 18-21
<i>Oenothera scaberrima</i>	Beja Evening Primrose	L: 1-6	10-13
<i>Penstemon brevidentatus</i>	Del Rio	L: 4-6	10-13
<i>Trachelium sp.</i>	Star Jasmine	M: 1-6	0-24
<i>Encelia californica</i>	California Fuchsia	L: 1, 2, 4; VL: 3; M: 5-6	20-11, 14-24
<i>Cortaderia dielsii</i> (syn. <i>C. schneberi</i> )	Pampass Grass	NR	NR
<i>Festuca</i> spp.	Fescue	Varies by Species	Varies by Species
<i>Zoysia 'Victoria'</i>	Zoysia Grass	60% of EID	0-8, 12-24
<i>Agave</i> species	Agave	L: 1-4, 6	10, 12-24 (Varies)
<i>Aloe</i> species	Aloe	L: 1-4, 6	0-8, 12-24
<i>Chaetochloa hectorum</i>	Cape Rush	M: 1; M: 3	0-8, 12-24
<i>Dasycten species</i>	Desert Spoon	VL: 1, 4-4	10-24
<i>Dactylocten species</i>	Rufted Hair Grass	L: 1-4	2-24
<i>Festuca (ovina) glauca</i>	Blue Fescue	L: 1-2; M: 3-6	1-24
<i>Nitex bicolor</i>	Fortnight Lily		VL: 1, L: 3-6
<i>Echinocactus grusonii</i>	Golden Barrel Cactus	VL: 1-2, L: 3-4, 6	12-24
<i>Fouquieria splendens</i>	Occillo	L: 1, 4-6; VL: 3	10-13, 18-20
<i>Hesperaloe parviflora</i>	Red / Yellow Yucca	VL: 3, L: 4-6	24, 3, 7-16, 18-24
<i>Muhlenbergia rigens</i>	Deer Grass	L: 1, 3; M: 2, 4-6	0-24
<i>Opuntia</i> species	Prickly Pear, Cholla	VL: 0-3; L: 4-6	Varies by Species
<i>Penstemon parryi</i>	Parry's Beardtongue	L: 1-6	10-13
<i>Penstemon superbus</i>	Superb Beardtongue	L: 1-6	10-13
<i>Tillandsia violacea</i>	Society Garlic	M: 1-4, 6	13-24
<i>Yucca</i> species	Yucca	L: 1-6	Varies by Species



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



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



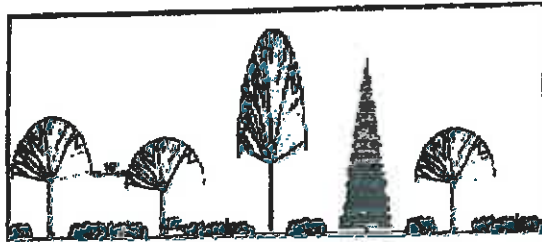


Figure 1. Selection of shrubs should be a mix of deciduous and coniferous species with no more than 30 percent evergreen species.

**Plant Selection, Irrigation, and Wildlife Management.** Riverside County requires landscaping for proposed development and redevelopment projects, and it is also committed to the use of native and drought-tolerant plants to reduce landscape-related water use. The County of Riverside Guide to California Friendly provides a lengthy plant palette to help landscape architects, planners, and the public select plant materials that will reduce water use in accordance with local and state goals. [http://www.riverside.ca.gov/Planning/Development/landscaping\\_guidelines/CaFriendly\\_California\\_Friendly\\_Landscaping.pdf](http://www.riverside.ca.gov/Planning/Development/landscaping_guidelines/CaFriendly_California_Friendly_Landscaping.pdf)

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

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

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

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

Table 1. Design Guidance for Plant Materials

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

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

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

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

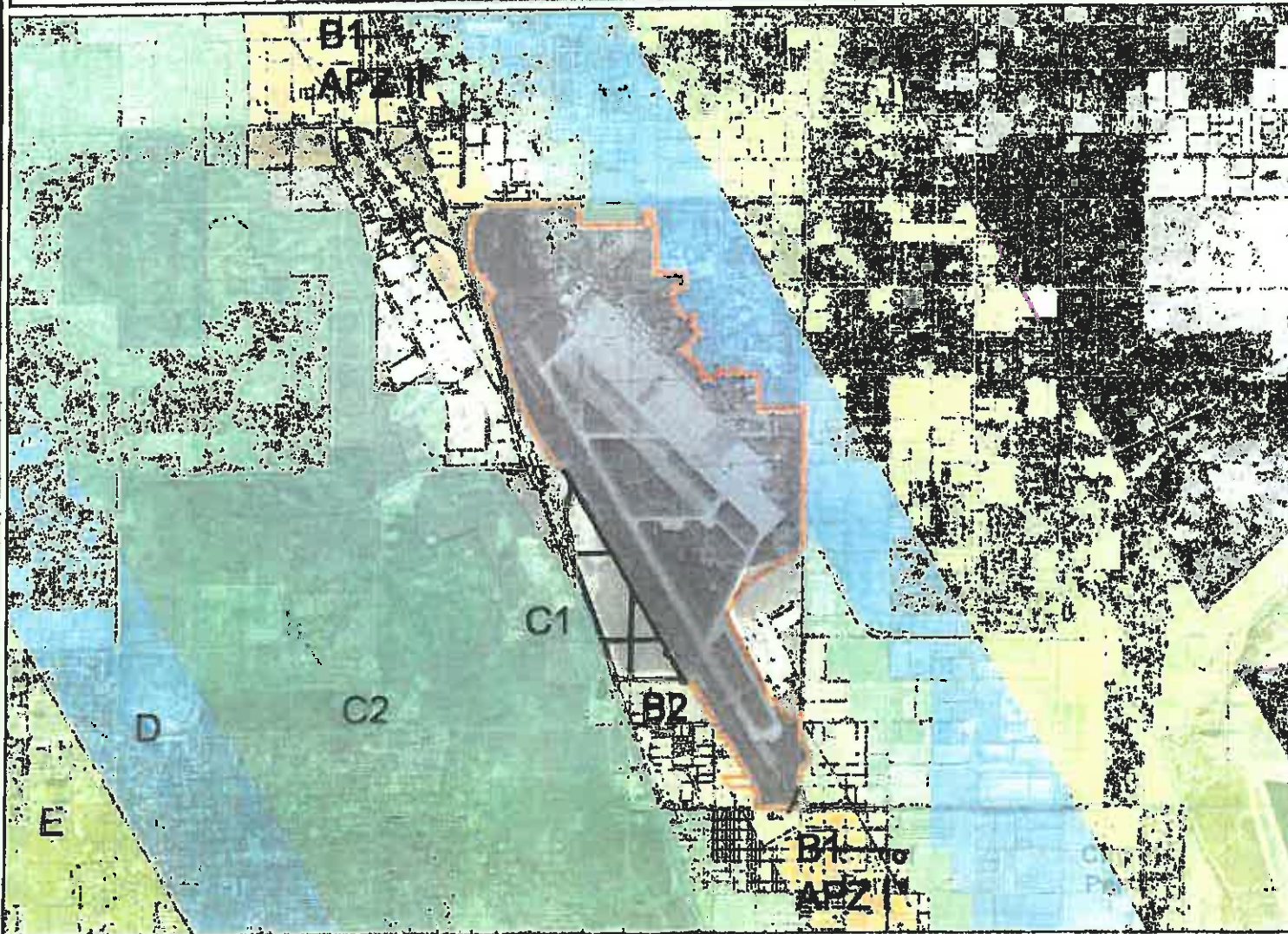
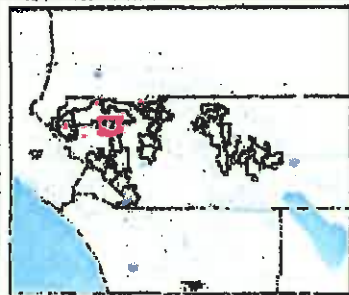


Figure 2. Alternative groundcover options: (A) Artificial turf, (B) Porous concrete, (C) Permeable pavers.





# My Map



**Legend**

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



0 5,755 11,510 Feet



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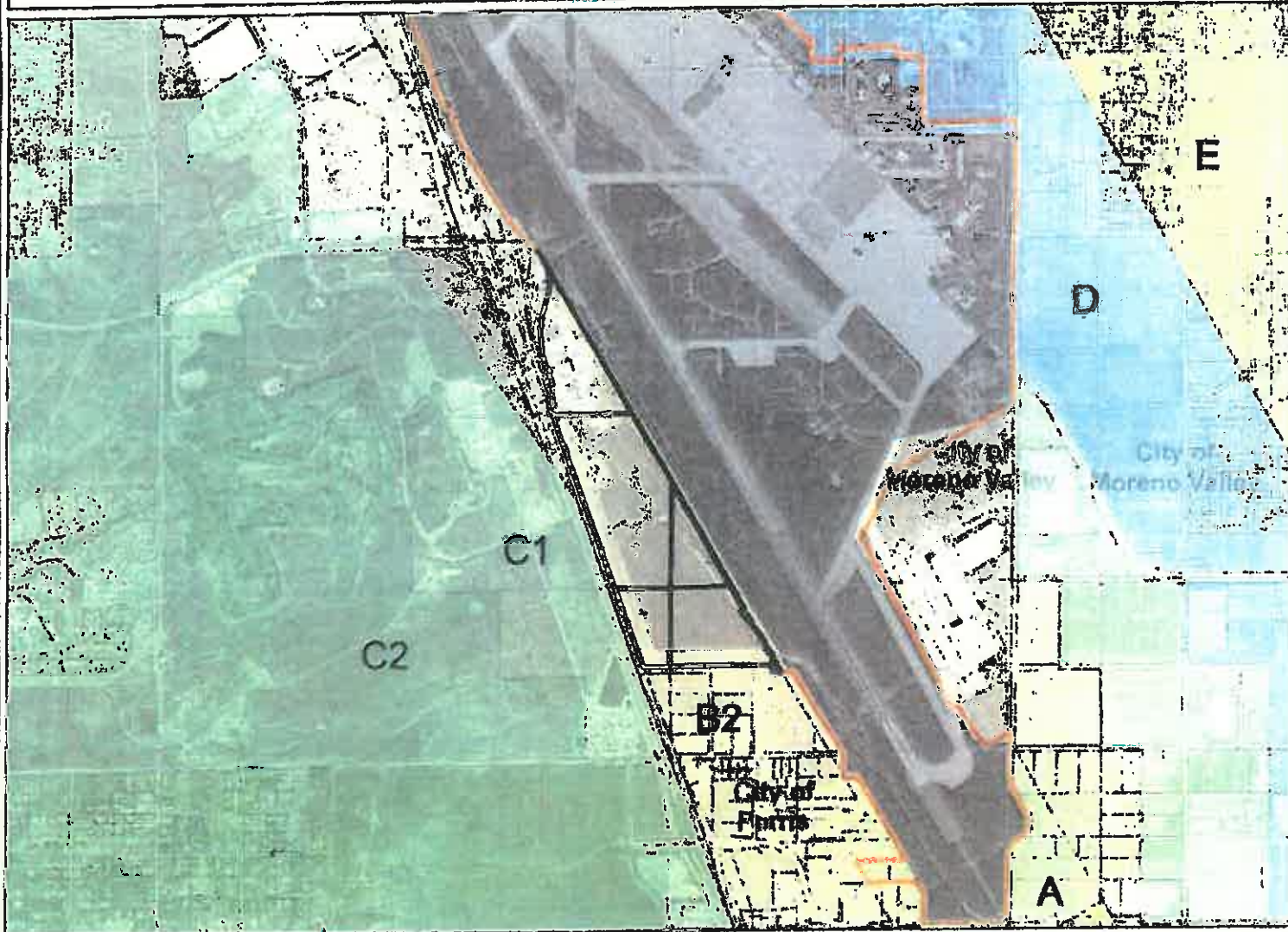
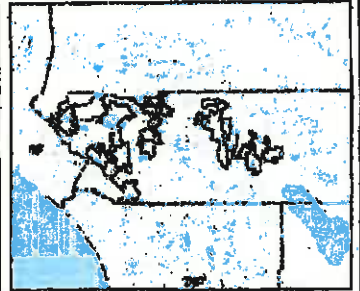
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**Notes**

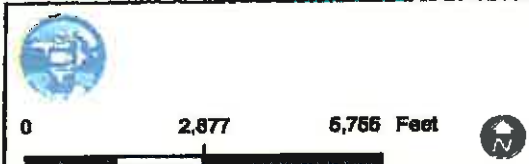


# My Map



**Legend**

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



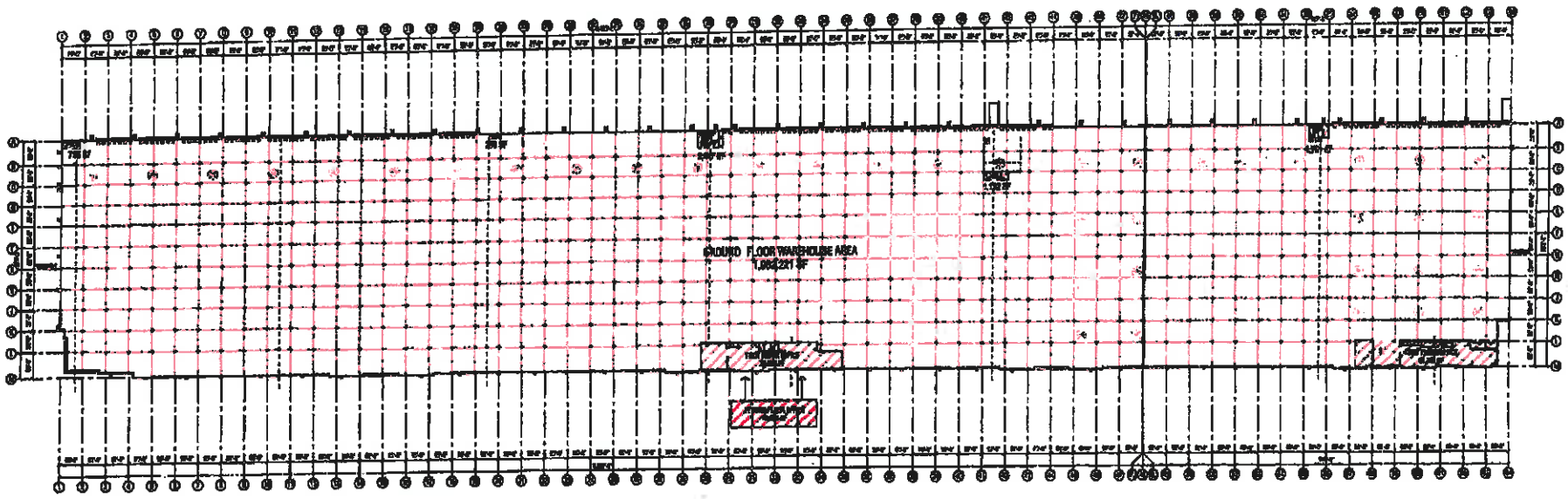
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**Notes**





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

BUILDING PLAN



































# Veterans Industrial Park 215

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SPECIFIC PLAN

January 2020

**DRAFT**

# Veterans Industrial Park 215 Specific Plan (SP-8)

January 2020

**DRAFT**



**Prepared For:**

March JPA

**Applicant:**

Riverside Inland Development, LLC

**Kimley»Horn**

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# **1** INTRODUCTION

**This section explains the purpose of the specific plan; local and regional context and setting; background; planning process and entitlements; authority to prepare; relationship to existing plans and policies; and organization of the specific plan.**



## 1.1 LOCATION AND ACCESS

The Veterans Industrial Park 215 Specific Plan area encompasses approximately 142.5 acres of airport property consisting of Parcel D2 within the boundaries of the March Inland Port Airport, located in Riverside County, California. It is located in the East March Planning Subarea. Parcel D2 is located directly east of the I-215 off-ramp at Van Buren Boulevard, south of the existing March Field Air Museum and west of an existing airport runway; but, provides no access to the runway or any taxiways (flying facilities).

Access to Parcel D2 is provided via the I-215 freeway and Van Buren Boulevard. A southern extension of Van Buren Boulevard is anticipated as a part of this Specific Plan. Figure 1-1, *Location*, shows the regional location of the Specific Plan area.

## 1.2 BACKGROUND AND HISTORY

March Air Force Base (MAFB) was first established as a military installation in 1918 and has been in near continuous operation between 1918 and 1993. In 1993 the federal government called for the realignment of MAFB and a substantial reduction in its military use. In April 1996, March Air Force Base was redesignated as an Air Reserve Base (ARB). The conversion of MAFB to an air reserve base resulted in the need to dispose of and reuse approximately 4,400 acres of land. In order to limit the economic disruption caused by base closures, the California State Legislature authorized the formation of joint powers authorities to regulate the redevelopment of closed/realigned military installations. The cities of Moreno Valley, Perris, the City of Riverside, and the County of Riverside formed the March Joint Powers Authority (MJPA) pursuant to Article 1, Chapter 5, Division 7, Title 1 (commencing with Section 6500 et seq.). The March JPA was delegated the authority to manage the use, reuse, and joint use of the realigned base.

Since 1996, the MJPA has prepared a number of planning, policy and regulatory documents to guide the redevelopment of the former MAFB. These documents, that impact the Specific Plan area include:

- Final Environmental Impact Statement: Disposal of Portions of March Air Force Base (February 1996)
- Final Environmental Impact Report for the March Air Force Base Redevelopment Project (June 1996)
- Department of Defense Instructions
- Air Force Instructions
- General Plan of the March Joint Powers Authority (September 1999)
- March Joint Powers Authority Development Code (July 1997)
- Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September 1999)
- Air Installation Compatible Use Zone Study for March Air Reserve Base (2018)
- March Air Reserve Base/Inland Port Airport Joint Land Use Study (December 2010)
- March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (November 2014)
- Airport Layout Plan (September 2013)

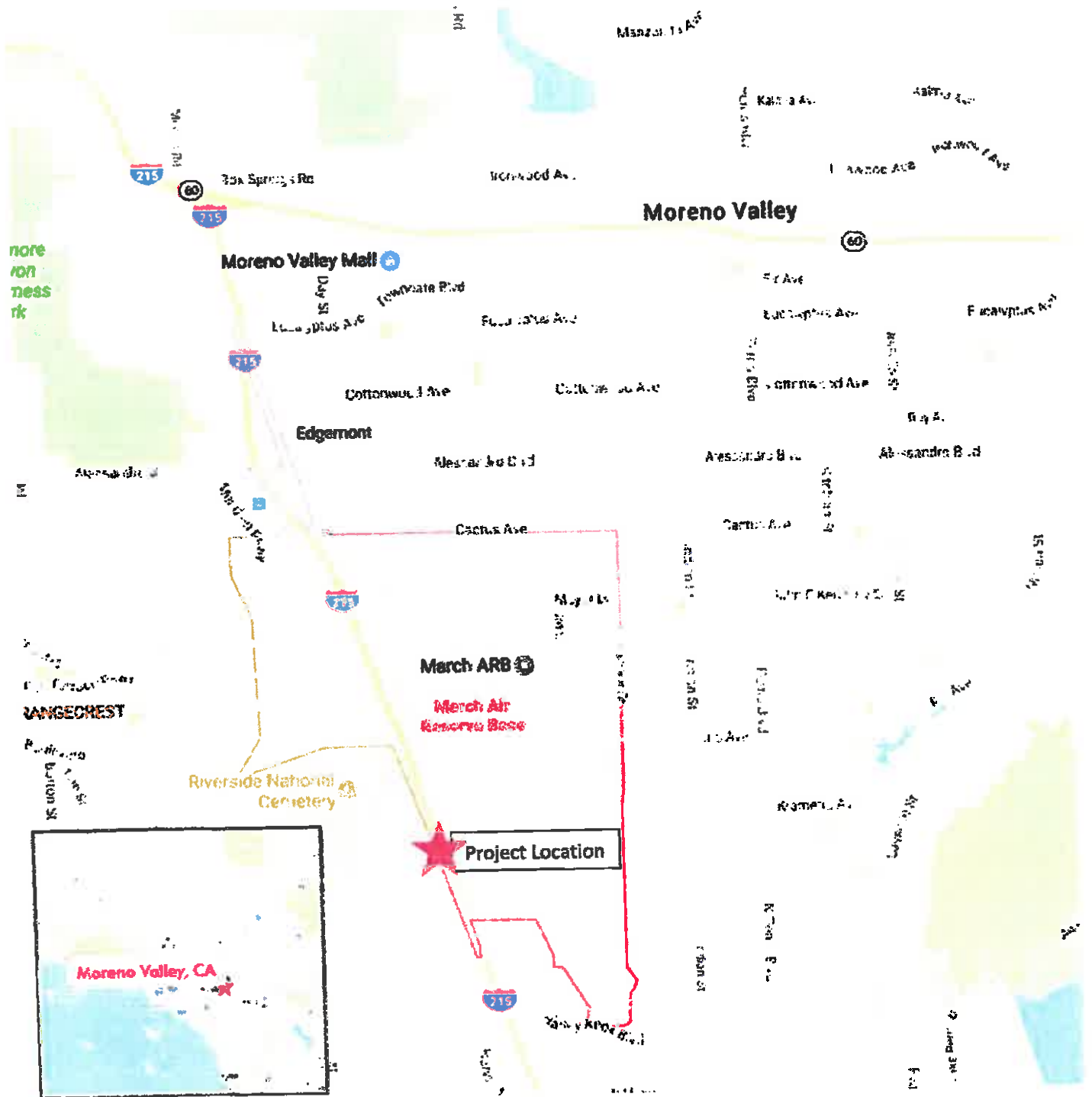


Figure 1-1 Regional Location

In addition to these documents related to development within the airport area, the Perris Valley Commerce Center Specific Plan (PVCCSP) was adopted by the City of Perris in January 2012. The PVCCSP consists of approximately 3,500 acres located immediately south of the Veterans Industrial Park 215 Specific Plan area. Western Avenue, an arterial roadway within the PVCCSP, will be extended to the southern edge of the Specific Plan area as a secondary point of access.

Riverside Inland Development, LLC is the Master Developer for the remaining MIPA owned properties at the March Inland Port. Hillwood entered into an Exclusive Negotiating Agreement (ENA) in December 2015 in response to a Request for Proposal and subsequently entered into a Memorandum of Agreement. The development program addressed by this Specific Plan is the first implementing step of these agreements.

### **1.3 CONTEXT AND LOCAL SETTING**

#### **1.3.1 Specific Plan Area and Ownership**

The Specific Plan area is comprised of approximately 142.5 gross acres of vacant land. The project site is composed of five tax parcels, Assessor Parcel Numbers (APNs) 294-150-009, 294-170-005, 295-300-008, 294-140-13 and 294-180-038. The property is presently owned by the March Joint Powers Authority. Figure 1-2 illustrates the Specific Plan area.

#### **1.3.2 Existing General Plan and Zoning**

The Specific Plan area consists of approximately 142.5 acres of land that is not currently zoned. Its General Plan designation is Aviation, with an allowable Floor Area Ratio (FAR) of 0.4. This property is expected to be developed under a long-term ground lease.

As part of project entitlements, the property would be subject to a General Plan Amendment that would add a Specific Plan overlay ("SP") to the existing Aviation designation. In addition, the Veterans Industrial Park 215 Specific Plan would be adopted as the zoning for the property. An analysis of compliance with General Plan goals and policies may be found in the Appendix of this Specific Plan document.

#### **1.3.3 Existing and Surrounding Uses**

The property is presently vacant. The 142.5-acre Specific Plan area is surrounded by the following uses:

**North:** Immediately to the north of the development parcel is the existing March Field Air Museum, zoned for Public Facilities uses.

**East:** Property to the east consists of the existing runways of March Air Reserve Base.

**South:** Immediately south of the parcel is the corporate boundary of the City of Perris, and the Perris Valley Commerce Center Specific Plan, zoned for Business Park and Light Industrial uses.

**West:** West of the parcel is I-215, with the Riverside National Cemetery and Meridian Specific Plan area beyond.



Project Boundaries 

Figure 1-2 Specific Plan Area



### 1.3.4 Existing Infrastructure

#### Existing Roadways

There is currently no improved roadway access to the Specific Plan area.

Regional access to the Specific Plan area is provided by Interstate 215 (I-215). Interstate 215 runs north/south and is immediately to the west of the Specific Plan area. The nearest freeway ramps are approximately ¼ mile north of the Specific Plan area at Van Buren Boulevard.

Van Buren Boulevard is a primary east/west corridor. It provides access to I-215, and is currently designated as an Arterial Highway to the west of I-215. On the east side of I-215 Van Buren Boulevard is currently planned as a Major Arterial with two northbound lanes, two southbound lanes and a raised landscaped median. It is constructed consistent with this standard for approximately 1,400 feet along the frontage of the March Field Air Museum, although the street's median is painted rather than raised. Van Buren Boulevard currently terminates approximately 300 feet to the north of the Specific Plan area.

#### Existing Infrastructure

- **Water.** The Specific Plan Area is located within the Riverside retail service area of the Western Municipal Water District (WMWD). Existing Eastern Municipal Water District (EMWD) 8-inch water lines are present in Nandina Avenue and Western Way and a 36-inch water line is located in Harley Knox to the south of the Specific Plan Area in the City of Perris. In addition, an existing 12-inch WMWD water line is present near the northern edge of the Specific Plan Area, within the March Air Museum property.

The U. S. Air Force maintains an existing 354-foot deep groundwater monitoring well, located within the property near the northern boundary with the Air Museum.

- **Sewer Service.** Sewer service in the Specific Plan area is provided by Western Municipal Water District (WMWD). Existing EMWD 10- and 12-inch sewer lines are present to the south of the project in Nandina Avenue in the City of Perris however these lines will not be utilized by the project. In addition, a 10-inch WMWD sewer force main crosses the site's southern edge, continuing west across the I-215 freeway.
- **Drainage.** An existing earthen channel runs from the site's northwest corner to its southeast corner, and a second drainage course is present which runs in an east-west direction, connecting with the earthen channel. This channel collects off-site storm water from four culverts beneath I-215 and conveys it south through the airport property. This earthen channel conveys runoff southerly towards Heacock Street and discharges into Perris Valley Channel in the City of Perris, ultimately discharging to the San Jacinto River, Canyon Lake, and Lake Elsinore.

### 1.3.5 Airport Constraints

The March JPA has full land use authority over portions of the former base under its direct control. In order to address airport land use compatibility issues around the March Air Reserve Base/Inland Port, the Riverside County Airport Land Use Commission prepared and adopted a Land Use Compatibility Plan (March ARB/IPA ALUCP) which serves as the JPA's land use compatibility planning recommendations. In

addition, the Department of Defense Instructions (DDI) and the Air Force Instructions (AFI) apply. The runway system and military areas of the airport are under the control of the U.S. Air Force. There are two active runways at March ARB/IP, Runway 14-32, and Runway 12-30. Runway 14-32, the airport's primary runway, is 13,300 feet long and 200 feet wide. Runway 14-32 has a standard left traffic pattern which means all turns in the traffic pattern departing north are made to the west. The primary runway (Runway 14-32) is located immediately east of the D2 parcel and the Specific Plan area.

The Land Use Compatibility Plan (RCALUP) establishes a boundary for the influence area of March ARB/IPA, related to noise, overflight, safety, and airspace protection. The Specific Plan Area:

- Falls between the 65 and 75 CNEL noise contours of the airport.
- Does not fall within any of the accident zones of the JLUS (Clear Zone or Accident Potential Zones I or II).

A number of regulations and land use/height restrictions affect the Specific Plan area. The property is located within the 7:1 Transitional Surface area of the March Air Reserve Base, and a 35-foot building height limitation line extends along the runway edge as identified on the Airport Layout Plan.

### 1.3.6 Legal Context

A "Specific Plan" is a planning and regulatory tool made available to local governments by the State of California. Specific plans implement an agency's General Plan through the development of policies, programs, and regulations that provide an intermediate level of detail between General Plans and individual development projects. State law stipulates that specific plans can only be adopted or amended if they are consistent with an adopted General Plan.

The Veterans Industrial Park 215 Specific Plan implements the goals and policies of the General Plan, serves as an extension of the General Plan, and can be used as both a policy and a regulatory document. The purpose of this Specific Plan is to implement the vision by providing goals, policies, programs, development standards, and design guidelines to direct future development within the Specific Plan Area.

The authority to prepare and adopt a Specific Plan and the requirements for its contents are set forth in California Government Code Sections 65450 through 65457. Section 65451 states:

*A Specific Plan shall include a text and a diagram or diagrams which specify all of the following in detail:*

- *The distribution, location and intent of the uses, including open space, within the area covered by the plan.*
- *The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described by the plan.*
- *Standards and criteria by which the development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.*

- *A program of implementation measures including programs, public works projects, and financing measures.*
- *The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.*

#### 1.4 DISCRETIONARY ACTIONS

The following discretionary actions will be required in conjunction with the proposed Veterans Industrial Park 215 Specific Plan:

**California Environmental Quality Act.** This Specific Plan is considered a Project under the California Environmental Quality Act (CEQA). CEQA is a statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. To document the potential significant impacts an Environmental Impact Report (EIR) will be prepared for this Specific Plan and must be certified by the Commission prior to adoption of this Specific Plan or any other project entitlements. Subsequent development within the Veterans Industrial Park 215 Specific Plan boundaries deemed consistent with said Specific Plan standards will not require further environmental review except as specified in the Development Regulations section of this document (Section 3). March JPA will be the lead agency responsible for certification of the Project's EIR.

**General Plan Amendment.** A General Plan Amendment to attach a Specific Plan overlay to the Specific Plan Area. The General Plan Amendment will be adopted by resolution. ~~The existing General Plan land use designation of Aviation would be expanded to include general warehousing and logistic uses.~~

**Specific Plan/Zone Change.** The Specific Plan Area is presently un-zoned. The establishment of the Specific Plan for the proposed project will provide for an SP-8 designation on the March JPA Zoning Map ~~with an underlying Aviation Designation.~~ Adoption of this Specific Plan as part of a zone change is a discretionary action subject to March JPA approval. Adopted by Ordinance, the Specific Plan document will serve both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes.

**Tentative Parcel Map.** The Specific Plan Area is comprised of five assessor parcels for taxation purposes but is not presently a legal development parcel. The proposed project will include a Tentative Parcel Map to create two legal development parcels, dedicate rights-of-way for the extension of Van Buren and Western Avenues and identify required utility easements.

**Plot Plan.** A site development plan for the project, consisting of an industrial/logistics project with proposed structures, parking, landscaping, drainage facilities, and new streets and driveways.

**Development Agreement (DA) and Disposition and Development Agreement (DDA).** A statutory development agreement, authorized pursuant to California Government Code Section 65864 et seq., will be processed as part of the approval of this Specific Plan. The development agreement of this Specific Plan will include, among other items, methods for financing acquisition and construction of infrastructure,

and phasing, including future phasing. Such development agreement shall be fully approved before the issuance of the first building permit for this project.

**Avigation Easement.** Development projects must provide an executed easement to the MIPA prior to a final map or building permit.

Requested Permit/Approval	Approving Agency
Final EIR Certification	March JPA
Specific Plan Adoption	March JPA
General Plan Amendment	March JPA
Development Agreement	March JPA
Tentative Parcel Map Approval	March JPA
Plot Plan Approval	March JPA
Water Supply Assessment	Western Municipal Water District
Encroachment Permit (Drainage)	Caltrans
Encroachment Permit (Western Way)	City of Perris
1602 Permit	California Department of Fish and <del>Wildlife</del> Game
404 Permit <del>and associated EA</del>	U.S. Army Corps of Engineers
401 Permit	Regional Water Quality Control Board
NPDES	Regional Water Quality Control Board

## 1.5 PLAN ORGANIZATION

### Section 1 – Introduction

This section explains the purpose of the Specific Plan; local and regional context and setting; background; planning process and entitlements; guiding principles; authority to prepare; relationship to existing plans and policies; and organization of the Specific Plan.

### Section 2 – Development Plan

This section explains the conceptual land use plan for the Specific Plan Area; identifies land use policies, and defines the land use designations unique to the Specific Plan. The circulation, drainage, water and sewer, grading, and public services plans are also described.

### Section 3 – Development Regulations

This section explains the development standards for the land use designations established in the Development Plan, including the standards for allowable uses, setbacks, parking, and signage.

### Section 4 – Design Guidelines

This section explains design concepts and establishes design guidelines for development in the Specific Plan Area.



**Section 5 – Administration and Implementation**

This section discusses the development review procedures by the JPA and other relevant permitting agencies, applicable to the Specific Plan Area. Implementation of the proposed land uses, including Specific Plan adoption, subsequent approvals and plans, substantial conformance findings, and phasing are outlined in this chapter. Additionally, financing sources and maintenance responsibilities are identified.

## 2 DEVELOPMENT PLAN

**This chapter explains the various elements of the Veterans Industrial Park 215 Specific Plan, including Land Use, Circulation, Public Services, and Infrastructure.**

## 2.1 LAND USE

This section of the Veterans Industrial Park 215 Specific Plan discusses the components of the Specific Plan such as land use, circulation, grading, drainage, water and sewer utilities, and public services.

Each of these components is discussed in further detail in the sections below.

### 2.1.1 Project Objectives

The proposed Veterans Industrial Park 215 Specific Plan is intended to achieve the following objectives:

- Develop and operate a state-of-the-art logistics center that takes advantage of existing and planned March JPA infrastructure, is feasible to construct, and is economically competitive with, and in the general vicinity of similar industrial logistics and distribution center uses.
- Develop and operate a large format logistics center that is in close proximity to the former March Air Reserve Base and I-215/State Route 60 to support the distribution of goods throughout the region and that also limits truck traffic disruption to sensitive receptors within the surrounding region.
- Develop and operate a large format logistics center that will enhance e-commerce opportunities, and attract quality tenants and will be competitive with other similar facilities in the region.
- Maximize efficient goods movement throughout the region by locating a large format logistics center in close proximity to the Ports of Los Angeles and Long Beach thereby enabling trucks servicing the site to achieve a minimum of two roundtrips per day.
- Develop and operate a large format logistics center that maximizes the use of a large industrial site in the region that is in close proximity to the Ports of Los Angeles and Long Beach, to realize substantial unmet demand in the region, allowing the region to compete on a domestic and international scale through the efficient and cost-effective movement of goods.
- Develop and operate a large format logistics center that meets and/or exceeds industry standards for operational criteria, including energy efficiency.
- Facilitate the development of underutilized land currently planned for aviation-related uses with uses that maximize the use of the site as a large format logistics center consisting of one or more buildings with total building space in excess of 2,000,000 square feet in size and responds to market demand within the Veterans Industrial Park 215 Specific Plan and surrounding area.
- Facilitate the establishment of design guidelines and development standards consistent with the March JPA Development Code and that create a unique, well-defined identity for the proposed project.
- Positively contribute to the economy of the region through new capital investment, creation of new employment opportunities, including opportunities for highly-trained workers and replacement jobs for those lost due to military base closures, and expansion of the tax base.
- Provide for the extension of planned roadways consistent with the March JPA Circulation Element.
- Establish landscape guidelines that emphasize the use of drought-tolerant and water-efficient plant materials.

- Establish guidelines for energy efficiency that promote the conservation of energy resources in the construction and operation of the proposed large format logistics center use.
- Provide for off-site realignment of existing drainage channels in order to minimize potential drainage and related impacts associated with the proposed large format logistics center, including impacts to aviation uses at the adjacent runway.
- Identify and provide for water, sewer, drainage, and road facility infrastructure that is required to adequately serve the proposed large format logistics center.
- ~~Develop and operate a state-of-the-art logistics center that takes advantage of existing and planned March Joint Powers Authority ("MIPA") infrastructure, is feasible to construct, and is economically competitive with, and in the general vicinity of, similar industrial, logistics and distribution center uses.~~
- ~~Develop and operate a large format logistics center that is in close proximity to the former March Air Reserve Base and I-215/State Route 60 to support the distribution of goods throughout the region and that also limits truck traffic disruption to sensitive receptors within the surrounding region.~~
- ~~Develop and operate a large format logistics center that may accommodate e-commerce opportunities, attract quality tenants and will be competitive with other similar facilities in the region.~~
- ~~Maximize efficient goods movement throughout the region by locating a large format logistics center in close proximity to the Ports of Los Angeles and Long Beach thereby enabling trucks servicing the site to achieve a minimum of two roundtrips per day.~~
- ~~Develop and operate a large format logistics center that maximizes the use of a large industrial site in the region that is in close proximity to the Ports of Los Angeles and Long Beach, to realize substantial unmet demand in the region, allowing the region to compete on a domestic and international scale through the efficient and cost-effective movement of goods.~~
- ~~Develop and operate a large format logistics center that meets and/or exceeds industry standards for operational criteria, including energy efficiency.~~
- ~~Implement the Veterans Industrial Park 215 Specific Plan through development of an airport land use program that is consistent with the proposed development standards and criteria relevant to the site and proposed large format logistics center use.~~
- ~~Facilitate the development of underutilized land currently planned for aviation-related uses that maximizes the use of the site and responds to market demand within the Veterans Industrial Park 215 Specific Plan area and surrounding region for a large format logistics center.~~
- ~~Facilitate the establishment of design guidelines and development standards consistent with the MIPA Development Code and that create a unique, well-defined identity for the Veterans Industrial Park 215 Specific Plan.~~
- ~~Positively contribute to the economy of the region through new capital investment, creation of new employment opportunities, including opportunities for highly trained workers and replacement jobs for those lost due to military base closures, and expansion of the tax base.~~



- ~~• Provide for off-site realignment of existing drainage channels in order to minimize potential drainage and related impacts associated with the proposed large-format logistics center, including impacts to aviation uses at the adjacent runway.~~
- ~~• Provide for the extension of planned roadways consistent with the MIPA Circulation Element.~~
- ~~• Identify and provide for water, sewer, drainage, and road facility infrastructure that is required to adequately service the Veterans Industrial Park 215 Specific Plan area for the intended uses.~~
- ~~• Establish landscape guidelines that emphasize the use of drought-tolerant and water-efficient plant materials.~~
- ~~• Establish guidelines for energy efficiency that promote the conservation of energy resources in the construction and operation of the proposed large-format logistics center use.~~

### 2.1.2 Land Use Plan

The Veterans Industrial Park 215 Specific Plan envisions ~~two~~ logistics structures totaling up to 2,185,618 square feet, with loading docks, truck trailer parking, and associated infrastructure improvements. The primary logistics use would include typical ancillary uses as outlined in the project's Development Regulations, including warehouse, office, and employee support areas such as meeting rooms and break rooms.

The plan, shown in Figure 2-1 *Conceptual Land Use Plan* and Figure 2-2, *Conceptual Site Plan*, provides the overall vision and guide for the development of the site for logistics uses. Table 2-1, *Land Use*, outlines the maximum-anticipated build-out for each planning area.

Although the land use plan identifies two planning areas, if a single user is identified who wishes a single building, buildings may be constructed across planning area boundaries so long as the maximum Floor Area Ratio across the entire area does not exceed the maximum Floor Area Ratio (FAR) for the project as a whole. Individual Planning Area square footages and layout may vary as part of plot plan review so long as the FAR for the Specific Plan Area as a whole does not exceed the maximum allowable FAR of 0.4. In the event that a single user and/or building are proposed at the plot plan level of review and entitlement, final engineering layouts for water, sewer, dry utilities, and on-site drainage would be expected to be modified to accommodate this scenario.

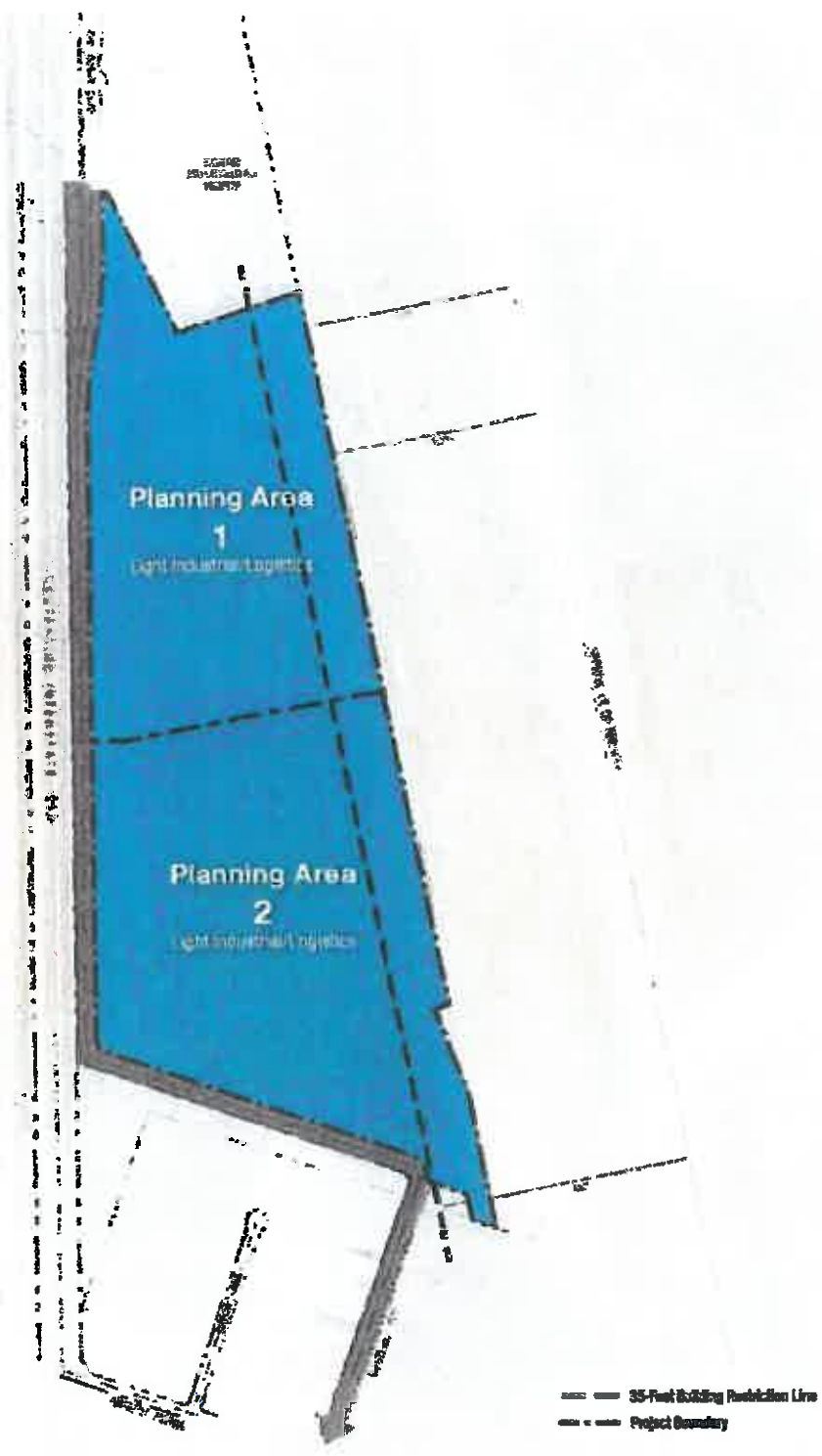
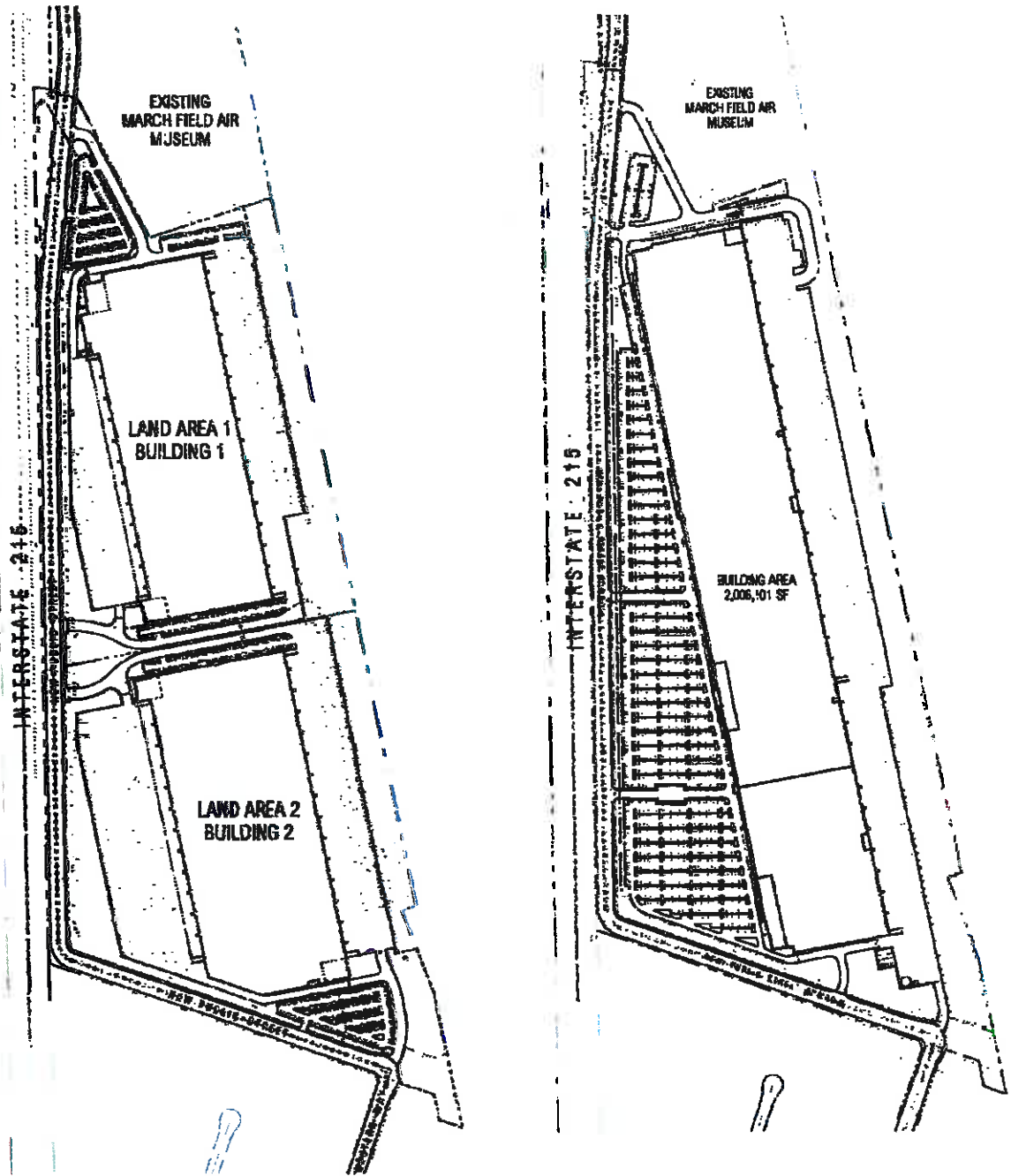


Figure 2-1 Conceptual Land Use



**Two Building Concept**

**Single Building Concept**

Site plan is conceptual only. The ultimate site plan will be subject to site plan review and may differ from this concept.

**Figure 2-2 Conceptual Site Plans**

For purposes of this Specific Plan, if mezzanines are provided as part of a building, only mezzanines providing occupancy (i.e., second floor enclosed office area if provided) are counted in the square footage identified in the land use table or included in the maximum FAR.

Planning Area	Land Use	Acres	Building Area (Sq. Ft.)	Floor Area Ratio (FAR)
Planning Area 1/ <del>Building-1</del>	Logistics/Light Industrial	57.47 ac.	<del>1,014,822</del> <u>1,002,601</u>	0.3 <del>992</del>
Planning Area 2/ <del>Building-2</del>	Logistics/Light Industrial	70.38 ac.	<del>1,170,796</del> <u>1,087,917</u>	
Road Dedication	—	14.61 ac.	—	—
Total		142.46 ac.	<del>2,090,518</del> 2,185,618 <u>maximum</u> ( <del>2,227,660 maximum</del> )	0.35 <del>34</del> (gross) 0.38 <del>38</del> (net) 0.4 (maximum)

### 2.1.3 Land Use Compatibility

This Specific Plan is subject to the development restrictions of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (RCALUP), Department of Defense Instructions (DODI) and Air Force Instructions (AFI). The RCALUP includes nine land use compatibility zones. The aeronautical factors used to establish the compatibility zone boundaries are described below and summarized in Exhibit 3-2, Compatibility Zone Factors (see Appendix B). The Compatibility Map (Exhibit 3-3 in Appendix B) depicts the compatibility zones for March ARB and Inland Port Airport (IPA). These compatibility zones and the factors upon which they are based are similar in concept to the compatibility zones adopted by the Riverside County ALUC for other airports in the county. However, the characteristics of aircraft activity at March ARB/IPA compared to primarily general aviation activity at the other airports in the county required the development of zones based upon somewhat different factors.

The site is located within Zone B2. Zone B2 encompasses areas of high noise, but is subject to less risk. The projected 65 decibel noise contour forms the basis for the zone boundary. The actual boundary follows roads, parcel lines or other geographic features that lie generally just beyond the contour line. Lands within the APZs are excluded from Zone B2. Most of the zone lies adjacent to the runway.

Lying just beyond the Air Force defined Accident Potential Zone (APZs), the areas within this zone are subject to sufficient risk to warrant restrictions on the intensity of nonresidential development. Specifically, nonresidential uses would be limited to maximums of 100 people per acre average over a site and 250 people in any single acre. These limits are designed to preclude intensive uses such as major shopping centers and large restaurants. Light industrial uses and office buildings up to three stories are typically consistent with the criteria.

The Specific Plan Area's location adjacent to the runway area subjects the site to a number of unique conditions which are reflected in the project's development regulations and site design, including:



- Height limitations in the 7:1 surface and a building restriction line for structures of over 35 feet;
- Security fencing along the runway property and a clear area beyond;
- Limitations on standing water; and
- Limitations on reflective surfaces facing the runway.

## 2.2 CIRCULATION PLAN

### 2.2.1 Regional

Regional access to the Specific Plan area is provided by Interstate 215 Freeway (I-215). I-215 runs north/south and is immediately to the west of the Specific Plan area. The nearest freeway ramps are approximately  $\frac{1}{4}$  mile north of the Specific Plan area at Van Buren Boulevard. Interstate 215 is currently constructed with three lanes in each direction. Ultimate buildout for Interstate 215 is 10 lanes; 4 mixed-flow lanes and one high occupancy vehicle lane in each direction. The nearest on-ramps are present at Van Buren Boulevard. Van Buren Boulevard also provides regional connections to State Route 91 and 60 Freeways.

Figure 2-5, *Circulation Plan*, identifies the planned roadway system serving the Specific Plan area.

### 2.2.2 Arterial Highways

#### *Van Buren Boulevard Extension*

Van Buren Boulevard is a primary east/west corridor. It provides access to I-215, and is currently designated as an Augmented Urban Arterial to the west of I-215.

On the east side of I-215, Van Buren Boulevard is currently planned as a Major Arterial with two northbound lanes, two southbound lanes and a raised landscaped median. It is constructed consistent with this standard for approximately 1,400 feet along the frontage of the March Field Air Museum, although the street's median is painted rather than raised. Van Buren Boulevard currently terminates approximately 300 feet to the north of the Specific Plan area.

Project-related improvements would include the extension of Van Buren between its existing terminus and the project site, constructed as a divided Modified Secondary Highway, with two northbound and two southbound lanes with a center turn median design, and an on-street bicycle lane. The Modified Secondary Highway street section would include a 97-foot right-of-way (see Figure 2-3, *Van Buren Extension Typical Cross Section*) along the frontage with I-215 and along the site's southern edge, connecting with Western Way. The proposed Van Buren extension improvements would occur within the property boundaries and would be dedicated to the JPA. The Van Buren Boulevard extension by definition (JPA General Plan) is a designated truck route.

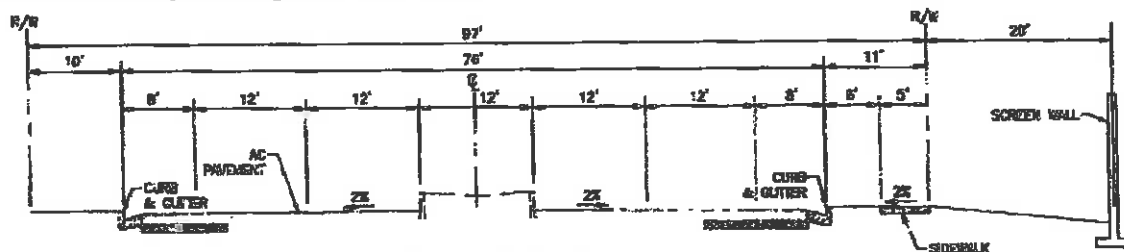


Figure 2-3 Van Buren Extension Typical Cross Section

### Western Way Extension

Secondary access to the Specific Plan area would be provided through the construction of a new roadway extending south from the site's southeastern border to Nandina Avenue, as an extension of existing Western Way.

The Western Way extension would **ultimately** be constructed as a Secondary Arterial as defined in the Perris Commerce Center Specific Plan, with an **ultimate** right-of-way of approximately 94 feet (see Figure 2-4, *Western Way Typical Cross Section*). This road would be an off-site infrastructure improvement encompassing approximately three acres. Western Way is a secondary arterial in the City of Perris Commerce Center Specific Plan originally planned to extend to the March JPA boundary. It is a designated truck route.

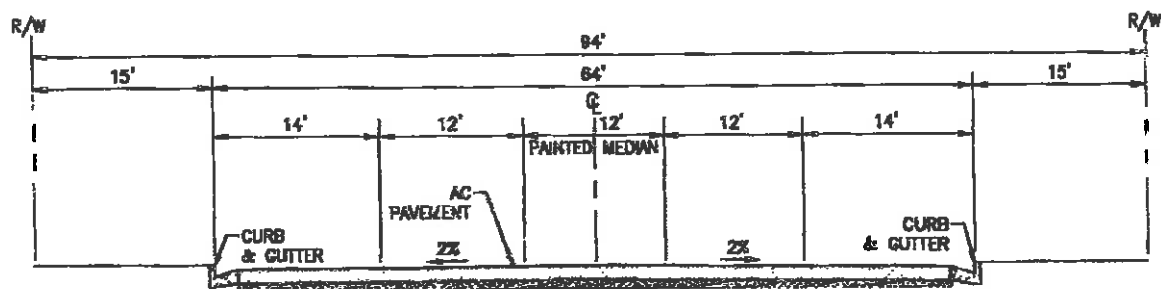


Figure 2-4 Western Way Typical Cross Section (Ultimate)

### 2.2.3 Site Access

The Specific Plan incorporates **six-multiple** driveways to provide direct access from the planned Van Buren Avenue and Western Way extensions. Site access may be controlled by security gates within the interior of the site, subject to review by the Fire Department for stacking and emergency access. Additional site access points may be provided subject to plot plan review for conformance with JPA requirements limiting driveways to one for every 300 feet of frontage.

### 2.2.4 Parking

Parking within the Specific Plan area will be in several locations. Employee and visitor parking will be provided in parking areas separated from the truck docks and service areas as shown on the Conceptual Site Plan, Figure 2-2. These parking areas will be landscaped, with parking lot trees shading parking spaces. Truck docks and trailer parking stalls **are-may be** located on the front and rear of each building. Truck docks and parking on the front of the project facing Van Buren Boulevard will be screened with a screen wall. Bicycle parking will be provided. Parking standards for the Specific Plan area are outlined in the Development Regulations section of this document (See Section 3, *Development Regulations*).

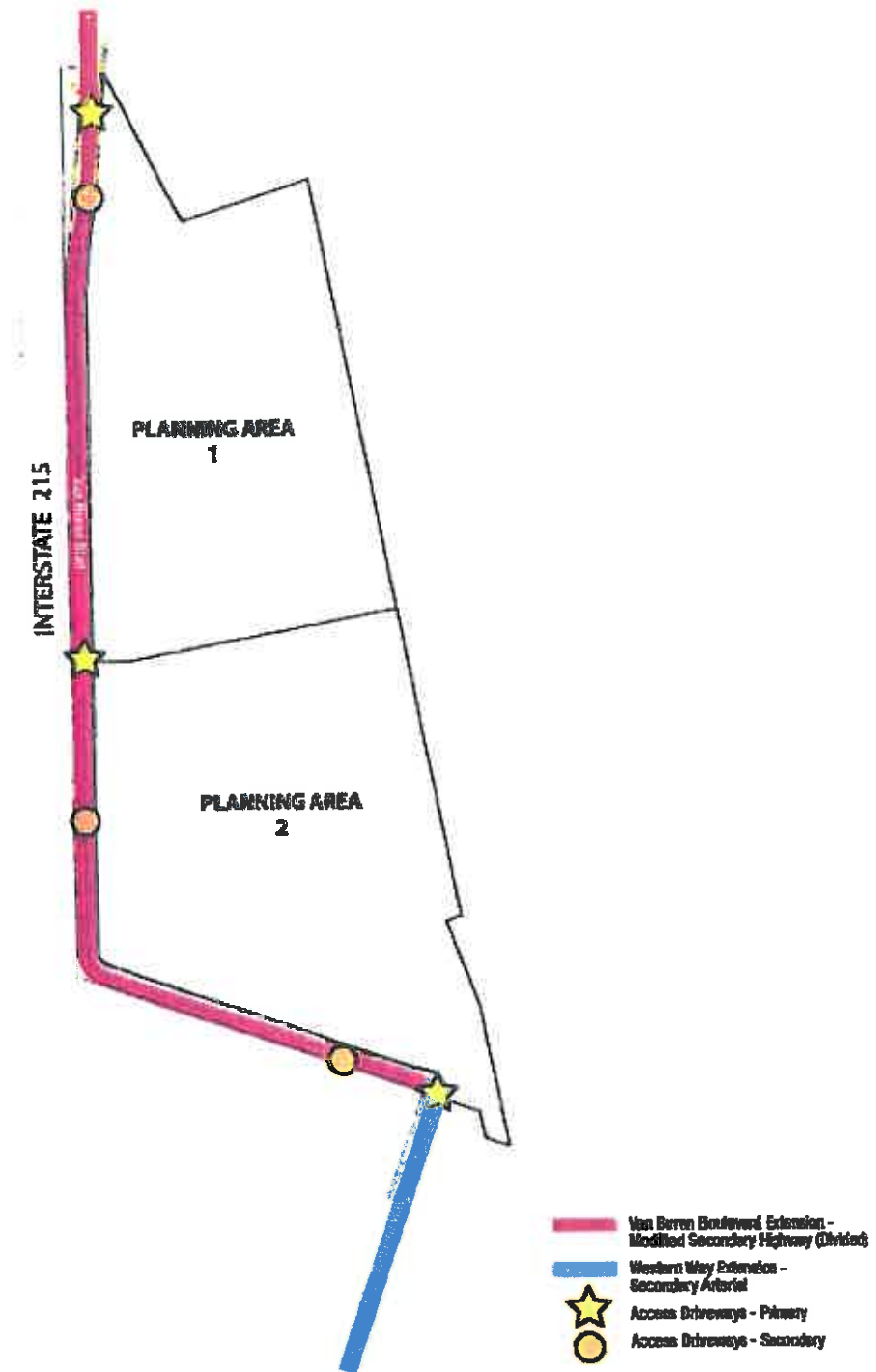


Figure 2-5 Circulation Plan

## 2.3 INFRASTRUCTURE AND SERVICES

The Veterans Industrial Park 215 Specific Plan will require a variety of public facilities and services to support and serve the needs of its businesses. The infrastructure system will seek to incorporate the highest level of sustainability achievable for a project of its kind and in its specific geographic location.

The various public facilities will be designed to enhance and complement the vision and design objectives of the Project and all facilities will be developed to meet or exceed the required industry standards of the respective service providers and as required by the applicable government standards

Services include: water, sewer, storm drainage, solid waste disposal, fire and police protection services. Table 2-2, *Service Providers*, lists the various service providers for the Project.

Service	Provider
Water	Western Municipal Water District (potable) Eastern Municipal Water District (Fire Flow)
Wastewater	Western Municipal Water District
Drainage	Riverside County Flood Control District
Electric Service	Southern California Edison
Gas Service	Southern California Gas Company
Communications	Frontier/Spectrum
Fire Protection	Riverside County Fire Department
Police Protection	Riverside County Sheriff
Solid Waste Disposal/Recycling	Waste Management Inland Empire

### 2.3.1 Water Service

The Specific Plan Area is located within the Riverside retail service area of the Western Municipal Water District (WMWD). WMWD is a member agency of the Metropolitan Water District (MWD), purchasing water from MWD and providing wholesale and retail water within its district boundaries. Water sources from WMWD primarily depend on imported water resources. WMWD purchases both Colorado River and State Water Project water from Metropolitan Water District of Southern California (MWD). Fire water will be provided by Eastern Municipal Water District (EMWD) through an Inter-Agency Agreement between EMWD and WMWD. A Plan of Services will be prepared to identify construction of new facilities and required easements.

#### *Existing Facilities*

Existing EMWD 8-inch water lines are present in Nandina Avenue and Western Way to the south of the Specific Plan Area in the City of Perris. According to EMWD, fire flow supply is available from EMWD's 1705 pressure zone. In addition, an existing 12-inch WMWD water line is present near the northern edge of the Specific Plan Area, within the March Air Museum property.



MWD maintains a currently unused 97-inch transmission main in an easement that follows the proposed alignment of the Western Way extension and the Van Buren Boulevard extension. This line will be protected in place.

The U. S. Air Force maintains an existing 354-foot deep groundwater monitoring well, located within the property near the northern boundary with the March Airfield Museum. This well will be protected in place within the truck loading area on the runway side of Building 1/Planning Area 1. An easement will-would be recorded providing for access to the well. Alternatively, the Air Force may opt to relocate the well at their discretion.

#### ***Proposed Facilities***

***Domestic Water.*** The proposed domestic water would be provided by WMWD. Water for the project would be extended from the existing 12-inch WMWD water line within the March Air Museum property to Van Buren Boulevard then southwards along the extension of Van Buren Boulevard. Water laterals would extend from the 12-inch lines to service the buildings.

***Water for Fire Suppression.*** Water for fire suppression systems will be provided to the buildings through extension of an 18-inch EMWD line located in Western Way. The 18-inch fire service line will extend northwards within the Van Buren extension right-of-way. A new 1210-inch fire water line loop will be provided within the Specific Plan area to each building to provide for on-site fire water supply. Fire flow of 4,000 gpm at 20 PSI is required by the Fire Department.

Due to the size of the proposed industrial/logistics uses, a Water Supply Assessment will be was required, required and has been prepared and adopted provided by WMWD.

Figure 2-6a, *Conceptual Water Plan*, illustrates the existing and proposed water infrastructure to serve the site. Changes in water and sewer line size and alignment may occur as part of final engineering.

The Project would be required to plan and install water-efficient devices and landscaping in accordance with applicable ordinances, including use of drought tolerant species appropriate to the climate and region. Although the Project is not located near any existing recycled water distribution infrastructure, should such facilities be constructed in the future, the Project would be required to use non-potable recycled water for irrigation to the extent permitted by law.

### **2.3.2 Wastewater Service**

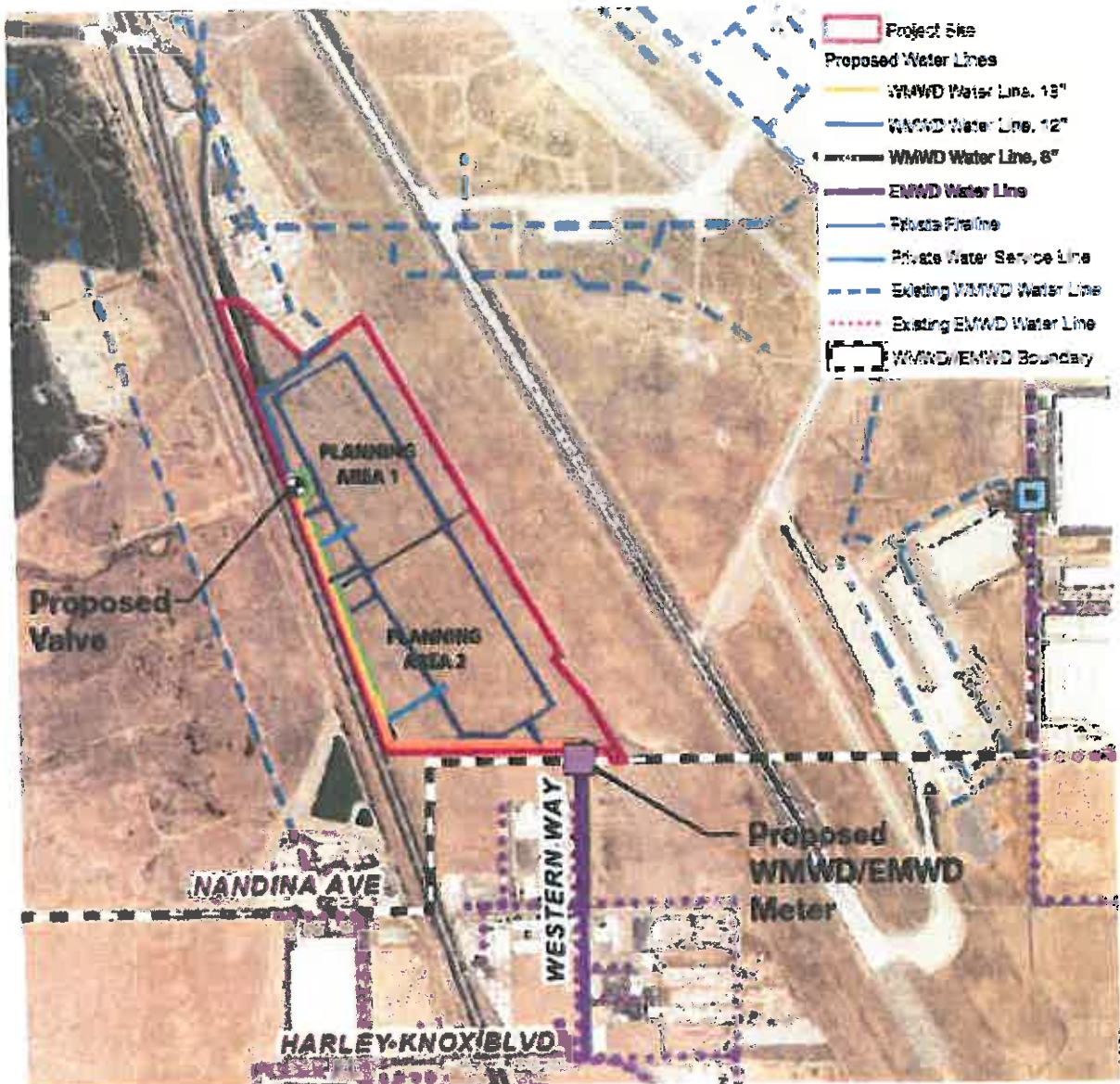
Sewer service in the Specific Plan area is provided by Western Municipal Water District (WMWD).

#### ***Existing Facilities***

Existing 10- and 12-inch sewer lines are present to the south of the project in Nandina Avenue in the City of Perris, however these lines are within EMWD and will not serve the project. In addition, a 10-inch WMWD sewer force main crosses the site's southern edge, continuing west across the I-215 freeway.

#### ***Proposed Facilities***

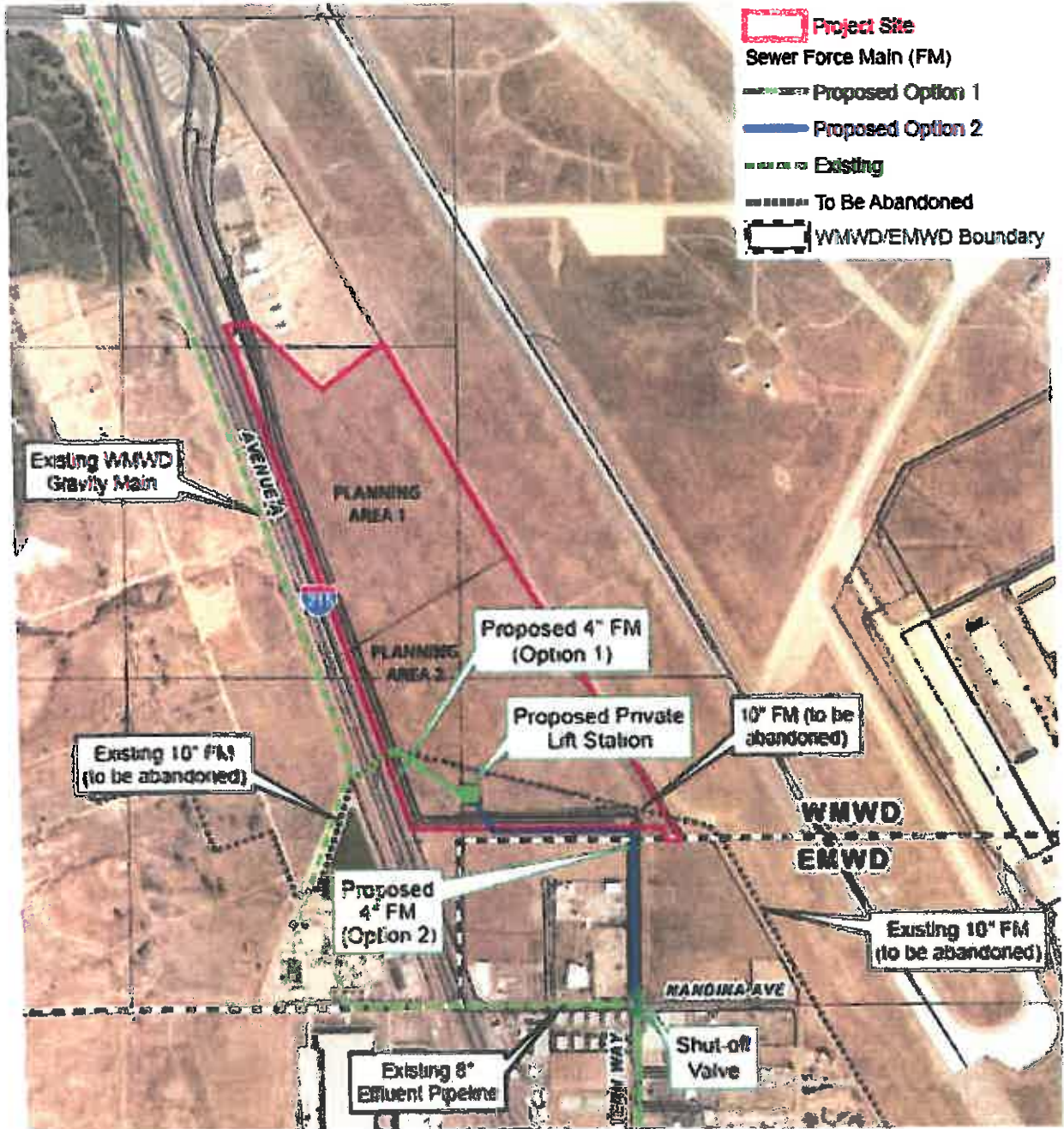
The proposed project would relocate the existing WMWD sewer force main within the proposed alignment of Van Buren Boulevard along the Specific Plan area's southern edge. Wastewater from the Specific Plan area would be conveyed via on-site private sewers to a proposed sewer sump and pump system, connect to a new force main, and then connect with a relocated force main. Figure 2-6b, *Conceptual Sewer Plan*, illustrates the existing and proposed wastewater infrastructure to serve the site. Changes in water and sewer line size and alignment may occur as part of final engineering.



Source: Webb & Associates

Figure 2-6a Conceptual Water Plan





Source: Webb & Associates

Figure 2-6b Conceptual Sewer Plan

### 2.3.3 Storm Water Management

The project site slopes gently from northwest-to-southeast, with elevations ranging from approximately 1,525 feet to 1,500 feet above mean sea level. An existing earthen channel runs from the site's northwest corner to its southeast corner, and a second drainage course is present which runs in an east-west direction, connecting with the earthen channel. This channel collects off-site storm water from culverts beneath I-215 and conveys it south through the airport property. This earthen channel conveys runoff southerly towards Heacock Street and discharges into Perris Valley Channel in the City of Perris, ultimately discharging to the San Jacinto River, Canyon Lake, and Lake Elsinore. The Specific Plan Area is located in the Riverside County Flood Control District's Perris Valley Area Drainage Plan.

#### *Off-Site Drainage*

Off-site drainage from upstream properties to the west of the Specific Plan Area is discharged onto the site and into the existing earthen channels from four Caltrans culverts under I-215. To develop the site, this off-site water will be conveyed directly to a proposed ~~concrete-lined trapezoidal channel~~ 14' x 7' to 10' x 10' reinforced concrete box storm drain system on the Specific Plan Area's eastern edge-western edge adjacent to ~~the runway~~ Van Buren Boulevard, ultimately discharging to the existing earthen drainage swale at the site's southeastern corner to an interim off-site outlet (see Figure 2-7, Drainage Plan). This off-site water will not be comingled with untreated on-site flows.

#### *Project Drainage*

The site was divided into two parcels/drainage areas with stand-alone drainage facilities, consistent with the two Specific Plan Planning Areas. As noted above, the existing earthen channel will be realigned to the property's eastern-western edge along the east and north sides of Van Buren, and a reinforced concrete box storm drain system will be constructed to collect and convey the off-site flows around the subject property. ~~a concrete trapezoidal channel constructed~~. On-site storm water will be collected, either by surface flow or storm drains, and directed to ~~two~~ three bio-retention/detention basins. Each basin is sized to have storage capacity ~~above for~~ the water quality treatment volume as well as to detain and mitigate higher storm events. ~~A pump system will be used to convey water from the basins to the proposed trapezoidal channel since the bottom of the basin is lower than the proposed channel. These pumps will regulate the rate of discharge to mimic pre-development flow rates. Water from the basins will be conveyed to an on-site overflow drain which will convey the runoff to the south and ultimately connect to the new reinforced concrete box storm drain along the south side of the project, north of Van Buren Avenue.~~

All drainage facilities ~~are will be~~ sized to collect and convey for the 100-year storm event flows. All observable water in both basins will be pumped-discharged out within 24 hours of the end of a storm event. This is a betterment from MIPA's standard criteria of within 48 hours after the end of a storm event. Figure 2-87, *Drainage Plan*, illustrates the drainage concept for the project.

#### *Water Quality*

The site is subject to water quality requirements of March Joint Powers Authority (MIPA) and complies with the 2010 Santa Ana MS4 permit. These require that Low Impact Development (LID) Best Management practices (BMPs) are limited to *Infiltration* or *Harvest* and/or bio-retention unless proven infeasible. A WQMP was prepared for the project by Huitt-Zollars (Revised December 2019). The WQMP concludes that both *Infiltration* and *Harvest* and Reuse are infeasible and other treatment control BMPs must be considered. *Infiltration* was deemed infeasible because the Geotechnical Engineer has

determined that the project site soils have no infiltration capacity and recommended that infiltration BMPs should not be used. The soil is impermeable and infiltration rates have been determined to be less than 1.6 inches/hour. Harvest and Use is not utilized because the anticipated demands for irrigation and toilet use are less than their respective required amounts. Therefore, bio-retention BMPs are considered for this site.

Thus, the primary BMPs to be implemented will be construction of ~~two-three~~ bio-retention/bio-treatment basins (refer to Figure 2-7, *Drainage Plan*). Catch basin filters will be provided in all on-site catch basins as pre-treatment control prior to water being conveyed to the basins. The water collected into each basin is then discharged to an on-site storm drain pipe which will convey the runoff to the south and ultimately connect to the new reinforced concrete box storm drain along the south side of the project, north of Van Buren Avenue. The runoff collected in the Reinforced Concrete Box storm drain system will then be conveyed to the east and discharge to the existing channel on March Air Reserve Base Property which ultimately flows to the south end of the Base and then to the Perris Valley Channel. The water collected into each basin is then pumped to a storm drain channel to the East and ultimately conveyed to the existing earthen channel which flows towards the Perris Valley Channel.

The site is located within an area identified by the Riverside County Flood Control District as being within an area susceptible to streambed erosion (aka Hydrologic Conditions of Concern, or HCOC). Even though the LID design (bio-retention basins) adequately addresses the water quality requirements for the project, this design could still create streambed erosion; ~~The~~ the project site is subject to hydromodification and thus source-control BMPs must also be used for the project to reduce flows to reduce the potential for erosion. The on-site bio-retention basins will also serve as detention basins to mitigate post-development storm water runoff rates down to levels equivalent to the pre-developed condition, thus addressing the HCOC.

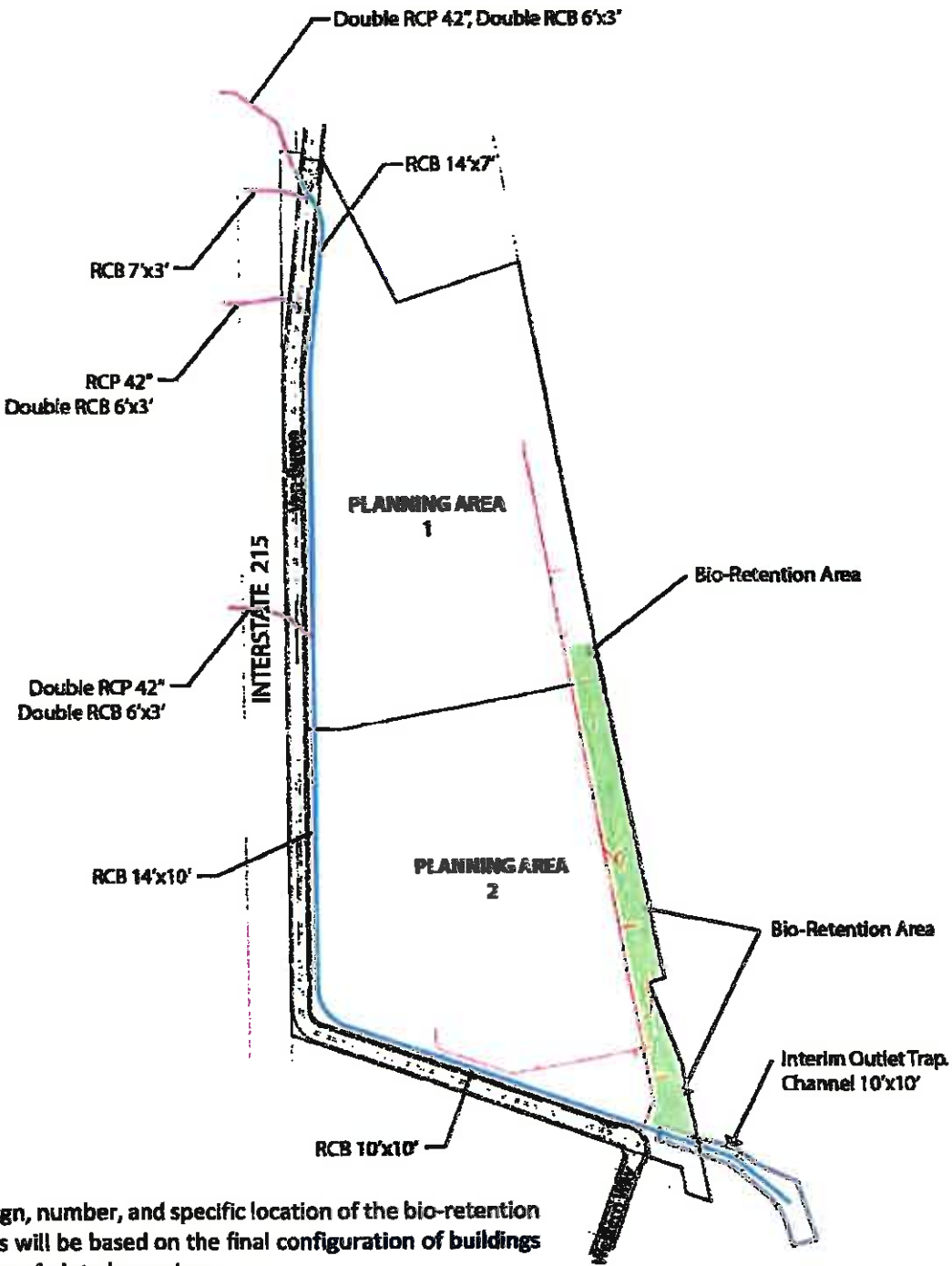
Additionally, source control BMPs will be used within the project, including permanent structural features with ongoing operations and maintenance. Some of the source control BMPs used include, "Only Rain Down the Storm Drain" stenciling on catch basins, litter control at truck docks, underground fire protection service and fire sprinkler tests, storm drain filters, landscape and irrigation, and sweeping in plaza/parking areas.

*Hydromodification refers to changes in runoff characteristics caused by altered land use and increase of impervious areas*

*Too much hydromodification can cause erosion of stream banks and beds. BMPs can include structural BMPs to reduce flows or volumes thus reducing impacts to downstream channels.*







\*Design, number, and specific location of the bio-retention basins will be based on the final configuration of buildings as part of plot plan review.

Source: Webb Associates/Huitt-Zollars

Figure 2-7 Drainage Plan

### 2.3.4 Grading

The grading plan for the site creates building pads ~~for two buildings, parking area and, two bio-retention basins, and a trapezoidal channel on the site's eastern edge.~~ The grading plan includes approximately ~~562,116 cubic yards of cut, and 433,974 cubic yards of fill, inclusive of remedial grading (over excavation).~~

Figure 2-8, *Conceptual Grading Plan*, illustrates the conceptual grading for the site. Final grading design and quantities will be based on final engineering ~~and a final plot plan.~~ Any import or export of soil will be detailed on the Tentative Parcel Map for the project and in the final grading plans.

### 2.3.5 Dry Utilities

#### *Natural Gas Service*

The Southern California Gas Company provides natural gas service to the Specific Plan Area.

#### *Electrical Service*

Southern California Edison provides electrical service to the Specific Plan Area. Electrical service lines are present adjacent to the site to the north, associated with the March Air Museum. Electrical service will be extended to the Specific Plan Area along the Van Buren Boulevard extension to the proposed buildings.

### 2.3.6 Solid Waste

Solid waste generated on the Specific Plan area is currently collected by Waste Management Inc. (WMI).

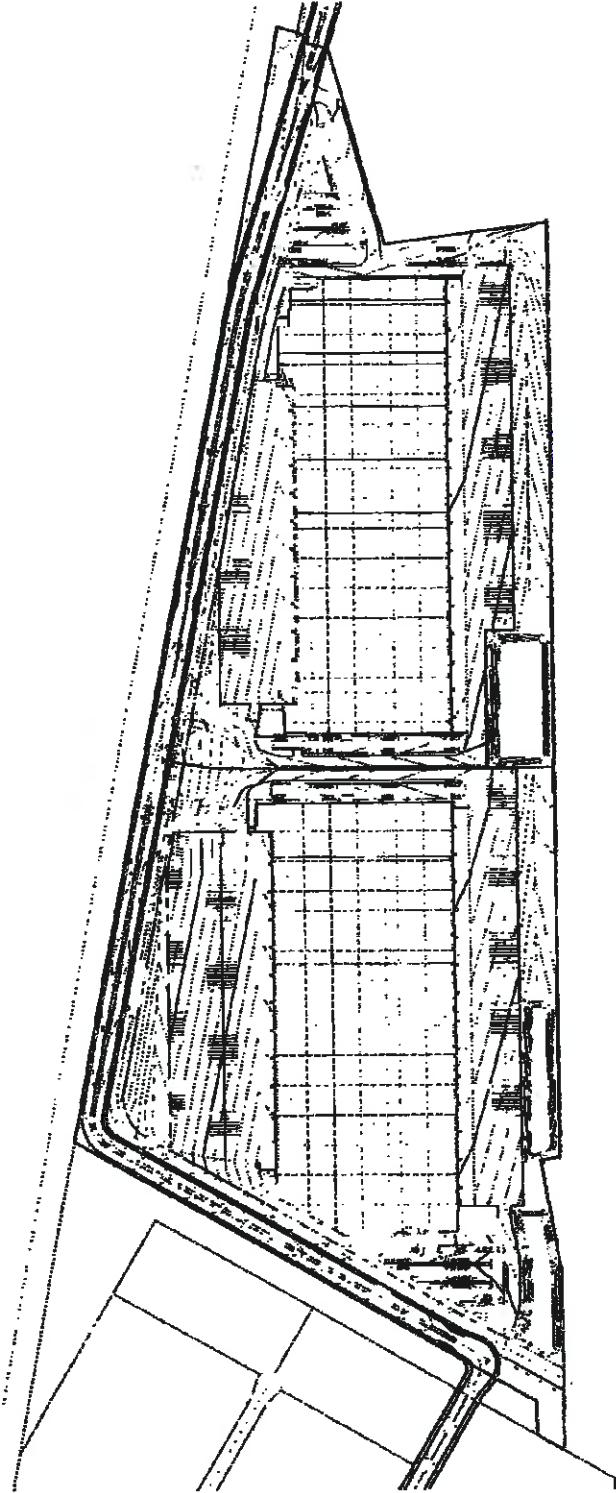
Solid waste in western Riverside County is disposed of at the El Sobrante, Lambs Canyon, and Badlands landfills. The majority of waste from the Specific Plan Area would be sent to the Badlands Landfill, located at 31125 Ironwood Avenue in Moreno Valley, with residual waste sent to the Lamb Canyon Landfill, located at 16411 Lamb Canyon Road in the unincorporated County of Riverside. Both landfills are owned and operated by Riverside County.

In order to reduce the amount of material generated by the Specific Plan's planned future development to meet the State's mandate of 50% solid waste diversion, the Specific Plan will comply with the requirements of the County of Riverside's Source Reduction and Recycling Element (SRRE) and the provisions of AB 341, which focuses on increased commercial waste recycling. Typical of large logistics uses, the logistics buildings will incorporate trash compacting areas.

### 2.3.7 Police and Fire Service

Law enforcement services in the March JPA planning area fall under the Riverside County Sheriff's Department. Sheriff substations are located within the cities of Moreno Valley, Riverside, and Perris.

Fire Services fall under the jurisdiction of the Riverside County Fire Department. Fire protection services are provided by existing County fire stations in Moreno Valley and non-County fire stations from the March Air Reserve Base and neighboring City of Riverside through mutual aid agreements. Existing County Station 6, located at 22250 Eucalyptus Avenue in Moreno Valley would provide fire response to the Specific Plan Area. Station 6 is located approximately six miles from the Specific Plan Area.



Source: Huitt-Zollars

Figure 2-8 Conceptual Grading Plan

# 3

## DEVELOPMENT REGULATIONS

**This chapter discusses the general provisions and specific development standards for uses within the Specific Plan area, including setbacks, height, and parking requirements.**



### 3.1 GENERAL PROVISIONS

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to cities and agencies to utilize Specific Plans for purposes of implementing the goals and policies of the agency's General Plan.

This Specific Plan establishes a set of regulations, standards, guidelines, and processes for the proposed development, and shall constitute the zoning for development within the Specific Plan area.

This section has been prepared in accordance with California Government Code Section 65450, et seq. and the March JPA Development Code (Section 9.13). Regulations are included for the proposed logistics land use.

Application of these regulations is specifically intended to provide the most appropriate use of the land, create a harmonious relationship among land uses and protect the health, safety and welfare of the community.

The following General Development Standards apply to all uses within the Specific Plan Area.

#### 3.1.1 Applicability

The Veterans Industrial Park 215 Specific Plan has been developed as both a regulatory and a land use policy document, which, upon adoption by ordinance will constitute the zoning for the property. Development plans or agreements, tract or parcel maps, plot plans or any other action requiring ministerial or discretionary approval of the subject property must be consistent with the Specific Plan. California Government Code, Section 65454 requires that a Specific Plan be consistent with the General Plan. Upon adoption, actions deemed to be consistent with the Veterans Industrial Park 215 Specific Plan shall be judged to be consistent with the March JPA General Plan.

Where conflicts exist between the standards contained in this Specific Plan and those found in the March JPA General Plan or Development Code, the regulations and standards in this Specific Plan shall take precedence. Any area of site development, administration, review procedures, environmental review, landscaping requirements, and regulations not expressly addressed by this Specific Plan document shall be subject to the provisions of the March JPA Development Code, using the context and objectives of this Specific Plan as a guide.

#### 3.1.2 Severability

In the event that any regulation, condition, program, portion or policy of this Specific Plan or the application thereof to any person or circumstance is held to be invalid or unconstitutional by any court of competent jurisdiction, such portions shall be deemed separate, distinct and independent provisions and shall not affect the validity of the remaining provisions of this Specific Plan or applications thereof which can be implemented without the invalid provision or application.

#### 3.1.3 Consistency with Specific Plan

Properties within the Veterans Industrial Park 215 Specific Plan shall be developed in general conformance with the Land Use Plan (Figure 2-1, *Land Use Plan*). Development of properties governed by the Specific Plan shall be in accordance with the mandatory requirements of all March JPA ordinances (unless specifically revised herein) and state laws, and shall conform substantially to the Veterans Industrial Park 215 Specific Plan, as filed in the office of the March JPA Development Services Department, unless otherwise amended.

Except for the Specific Plan Development Standards/Design Guidelines and Substantial Conformance procedures adopted with the Veterans Industrial Park 215 Specific Plan, no portion of the Specific Plan which purports or proposes to change, waive, or modify any ordinance or other legal requirement for development shall be considered to be part of the adopted Specific Plan.

### 3.1.4 Subdivision Map Act

Lots created pursuant to the Veterans Industrial Park 215 Specific Plan and the concurrently processed tentative parcel map, shall be in conformance with the development standards of the zoning applied to the property and all other applicable JPA standards, as well as the Subdivision Map Act.

### 3.1.5 Determination of Unlisted Use

Any land use proposal not specifically covered by the provisions contained herein shall be subject to determination by the Community Development Director in accordance with Section 9.01.060 of the March JPA Development Code.

### 3.1.6 Interpretation

The development standards and regulations contained in this Specific Plan shall supersede the standards contained in the March JPA Development Code, except where specifically provided in this Specific Plan. Whenever the provisions contained in this Specific Plan conflict with the Development Code, the provisions of this Specific Plan shall take precedence. Any ambiguity concerning the content or application of the Specific Plan shall be resolved by the JPA's Planning Director or their designee in accordance with Development Code Section 9.01.060. Such interpretations shall take into account the stated goals and intent of this Specific Plan. If requested or appealed, the Commission may review any administrative interpretation.

### 3.1.7 Definitions

Unless otherwise specified below, terms used in this document shall have the same definitions provided in the JPA's Development Code. If a word is not defined in this section or in any provision of the Development Code, the Planning Director shall determine the correct definition.

- **E-Commerce.** E-Commerce is the buying and selling of goods and services over an electronic network, primarily the internet. This use includes internet fulfillment centers, in which orders are received from affiliated stores or other locations, processed, and filled. The number of employees, and therefore amount of employee parking, is higher than a high cube distribution center.
- **Mezzanine.** As defined herein, a mezzanine is an elevated, occupied floor above the ground floor of a larger industrial space used for office or other enclosed work space. For purposes of this Specific Plan, mechanical mezzanine platforms (typically relocatable, freestanding steel structures) used for logistics/high cube purposes are not counted in the square footage allocated to mezzanines in the land use table nor counted towards the maximum Floor Area Ratio (FAR) or parking counts.
- **High Cube Warehouse/Distribution Center.** High-cube warehouses or distribution centers are primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses but may also accommodate minor assembly as an ancillary use. These facilities are generally very large buildings characterized by a small employment count due to a high level of automation/mechanization, and truck activities are frequently outside of the peak hours of the adjacent street system.
- **Warehousing, with Distribution** means the use of a building or buildings primarily for the interim (short-term) internal storage of goods of any type, which may include sales of goods (e.g. retail sales

or wholesaling). This use is generally engaged in receipt and distribution of goods, products, supplies, etc., with incidental storage and is typically identified with a quick turnaround of such goods.

### 3.1.8 Design Guidelines

Development shall be designed and built in substantial conformance with the Design Guidelines contained in this document (Refer to Section 4, *Design Guidelines*).

### 3.1.9 March Air Reserve Base Performance Standards

The Veterans Industrial Park is located in MARB Airport Influence Zone, therefore, all development within the plan shall comply with the following measures:

- **Avigation Easements.** Prior to recordation of a final map, issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, an avigation easement shall be conveyed to March Air Reserve Base/March Global Port through the March JPA and will provide and disclose a "Notice of Airport in Vicinity" to building tenants.
- **Noise Standard.** All building office areas shall be constructed with appropriate sound mitigation measures as determined by an acoustical engineer or architect to insure appropriate interior sound levels. This standard will be confirmed as part of building permit plan check.
- **Retention and Water Quality Basins.** All retention and water quality basins shall be designed to de-water within 48 hours of a rainfall event.
- **Lighting Plans.** Prior to issuance of building permit, lighting plans shall be submitted to an airport lighting consultant or March Air Reserve Base/March Inland Port (MARB/MIP), for review and comment prior to issuance of building permits. Lighting shall consist of High Pressure Sodium or LED fixtures (below 2500 Kelvin).
- **Height Restrictions per Federal Aviation Regulations Part 77.** The Federal government has developed standards for determining obstructions in navigable airspace. Federal Aviation Regulations Part 77 defines a variety of imaginary surfaces at certain altitudes around airports. The Part 77 surfaces include the primary surface, approach surface, transitional surface, horizontal surface and conical surface. Collectively, the Part 77 surfaces around an airport define a bowl-shaped area with ramps sloping up from each runway end. The Part 77 standards are not absolute height restrictions, but instead identify elevations at which structures may present a potential safety problem. Penetrations of the Part 77 surface generally are reviewed on a case by case basis. The project area is located within the Inner Horizontal Surface (Surface E).

The Inner Horizontal Surface is a plane, oval in shape at a height of 150 feet above the established airfield elevation (i.e. 1,685 feet above MSL at the northern end of the runway and 1,638 feet above MSL at the southern end of the runway) extending 7,500 feet around the centerline of the runway. Therefore, structures would need to exceed an elevation of 1,685 feet MSL at the northern end of the runway and 1,638 feet at the southern end before they encroached into this Part 77 surface for the March Air Reserve Base runways. For the Project, FAA review would be required for any structure with a top of roof exceeding 1,497.5 feet above MSL<sup>1</sup>.

<sup>1</sup> Airport Land Use Commission staff analysis

### 3.2 PERMITTED USES

#### 3.2.1 Permitted Uses

- a) Heavy and Light Logistics/distribution and warehousing, including high-cube warehousing (including uses requiring refrigeration of up to 10,000 square feet)
- b) E-Commerce, including fulfillment centers
- c) Research and Development
- d) Light Manufacturing and Assembly including aviation-related manufacturing

#### 3.2.2 Ancillary Uses

An ancillary use is a permitted use which is subordinate to the primary permitted use. The following are uses which are permitted within the Specific Plan area as ancillary uses in support of and subordinate to the primary permitted uses.

- a) Cellular transition facilities and structures.
- b) Offices, including corporate, subsidiary and regional management offices.
- c) Maintenance facilities (internal) associated with a permitted use.
- d) Showrooms and retail uses not to exceed 5% of the gross building area.
- e) Outdoor vehicle, equipment and container storage ancillary to an approved use accommodated within an approved building (outdoor storage shall be screened when facing the public right-of-way).
- f) Short-term construction yards.
- g) Public utility uses and structures.
- h) Employee support uses including cafeteria/café and training facilities as an ancillary use.
- i) Uses determined by the Planning Director to be similar and not more intensive than other allowed ancillary uses.

#### 3.2.3 Conditional Uses subject to further Environmental Review

- a) Aviation Related Facilities
- b) Facilities incorporating greater than 5% total building area in showroom/retail space.
- c) Cold Storage facilities larger than 10,000 S/F incorporating ammonia refrigeration or other refrigerants which are combustible or toxic.

#### 3.2.4 Prohibited Uses

The following uses shall be prohibited within the Specific Plan:

- a) Outdoor new or used car, truck, trailer and equipment sales.
- b) Public Assembly facilities, inclusive of churches, assembly halls, schools, and libraries.
- c) Retail/Restaurant as a primary use.
- d) Above ground Petroleum Storage containers and below ground storage containers in excess of 10,000 gallons.

### 3 | DEVELOPMENT REGULATIONS

- e) Uses inconsistent with the B2 Airport Land Use Compatibility Zone as identified in the current March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.
- f) Child care.
- g) Medical related facilities involving the treatment of patients.
- h) Solar panels: For projects that consider a roof or ground mounted solar photovoltaic system, a glare/glint study must be submitted to March ARB to examine the potential impacts on flight operations.
- i) Temporary Uses except for construction trailers and security offices.

### 3.3 DEVELOPMENT STANDARDS

No building or portion thereof shall be erected, constructed, converted, established, altered, enlarged, nor shall any legal lot or premises be used unless the legal lot or premises and building comply with the following regulations and standards. The following development standards are minimums unless otherwise stated.

Items	Dimension/Standard
Floor Area Ratio (maximum):	0.4 <sup>2</sup>
Front Setback	20 feet
Side Setback	5 feet
Rear Setback (at Property Line)	25 feet minimum
Buildings over 35 feet in height	1,224' feet minimum <sup>3</sup> , subject to compliance with the 7:1 slope.
Building Separation	100 feet
Site Landscaping	10%
Building Height (maximum)	<del>48-55</del> feet <sup>4</sup>

<sup>2</sup> Floor Area Ratio (FAR) shall be averaged - calculated across the entire Specific Plan Area. FAR shall not include mechanical mezzanines.

<sup>3</sup> Measured from runway centerline.

<sup>4</sup> Inclusive of rooftop equipment.



**3.3.1 Parking**

Parking within the Veterans Industrial Park 215 Specific Plan area shall be provided in accordance with the ratios in Table 3-2, *Parking*:

Uses	Parking Ratio
Office/Ancillary Retail	1 space/300 sf
Logistics <sup>5</sup>	
0-50,000 sf	1 space/1,000 sf
50,000 – 200,000 sf	1 space/3,000 sf
200,000 + sf	1 space/ 5,000 sf
Bicycle Parking	1 /20 auto stalls/5%
Carpool Stalls	5% of auto stalls
Electric Vehicle Charging Stations	2.5% of auto stalls or per CAL Green requirements

**3.3.2 General Design Standards**

This section is intended to provide the general development regulations and standards for land uses located within the Specific Plan area. The following standards shall apply:

1. Buildings containing the land uses shall consist of quality architectural features.
2. Architectural elements such as pilasters, columns, canopies, porticos, colonnades, arcades, and other architectural elements may be incorporated.
3. In addition to the architectural elements standards expressed in this subsection, color changes, texture changes, and material changes shall be used.
4. Methods to reduce the likelihood of graffiti, such as creeping vines or other methods shall be incorporated, as appropriate.
5. Building entryways shall be clearly defined and incorporate architectural details.

***Trash, Service, and Delivery Areas***

1. Service areas and loading docks shall be screened from view from adjacent streets.
2. All outdoor storage areas for equipment shall be fully screened from view.
3. When appropriate, a landscape buffer may be provided along service/delivery areas.
4. Trash enclosures shall be a minimum six (6) feet in height and should be architecturally compatible with the main building.

***Mechanical Equipment***

1. Rooftop mechanical equipment shall be securely fastened to the roof and fully screened with architectural elements consistent with the overall design of the primary structure.
2. Exterior ventilating and mechanical equipment shall not disturb neighboring occupants and shall be screened, shielded, and/or buffered from sound from adjacent properties.

<sup>5</sup> Mechanical mezzanines shall not require additional parking.

3. All mechanical equipment, including aboveground utility boxes, telephone boxes, back flow preventers, cable boxes, or similar structures shall be fully screened from view from the closest adjacent public street. Screening shall not obstruct required equipment access required by the relevant utility provider.
4. Satellite dishes shall be roof-mounted and screened from view.

#### ***Lighting and Security***

1. Site lighting shall be low or high-pressure sodium, maximum 750-watt, full cut-off fixtures, with the maximum light fixture height of 25 feet above finished grade, and a maximum lighting level of 0.5 foot candles at the property line. For LED lighting an equivalent wattage level shall be provided.
2. All freestanding light poles shall be located within landscaped areas. Concrete light pole bases shall be painted to match the primary building color or finished to match parking screening walls and shall not exceed 24' above finished grade.
3. No cameras may be oriented towards the runway and cameras must not record base airfield operations.
4. Perimeter fencing adjacent to airport runway must be a minimum of eight feet in height with three strands of barbed wire.

# 4 DESIGN GUIDELINES

**This chapter explains design concepts and establishes design policies and design guidelines for development within the Specific Plan area. These guidelines address the built form as well as general guidelines related to mobility and parking, landscaping and signage.**

The guidelines within this chapter describe and illustrate building designs, concepts, and features that will promote the high-quality development that is envisioned for the Specific Plan area. The design guidelines should be used in conjunction with the development standards described in Chapter 3: Development Regulations.

These design guidelines will serve to promote cohesive design and community identity. Graphics and photographic images are included as a visual reference and should not be interpreted as the only design solution. Creative approaches are encouraged.

These Design Guidelines serve the following functions:

- To provide the March JPA with assurance that the Veterans Industrial Park will be developed in accordance with the quality and character described within this Specific Plan.
- To establish design guidelines for site design, architecture, circulation, parking, lighting, and other distinguishing features.
- To provide guidance to JPA staff, and the Commission in the review of future implementing projects within the Specific Plan area
- To provide developers, builders, planners, architects, landscape architects and property owners with guidelines and recommendations, to aid in maintaining the high level of community cohesiveness and unity, while still allowing for a degree of personal expression.
- Encourage sustainable design solutions that reduce energy consumption, use water efficiently, and minimize waste.
- Create simple building designs that result in efficient use of space, materials, and resources while maintaining a high level of design integrity and authentic architectural style.

The terms “shall”, “should”, and “may” are used within the Design Guidelines. The term “shall” is used to denote a design standard where compliance is required. The term “should” is used to denote a guideline that is recommended, but not required in all circumstances. The term “may” is used to denote a design treatment that is allowed or optional.

These guidelines may be subject to modification over time to respond to unanticipated conditions, such as changes in the real estate market, specific needs of buildings users, technology advancements, and economic fluctuations.

### 4.1 INTRODUCTION

These Design Guidelines are intended to create quality development while allowing flexibility. Projects implementing this Specific Plan will depict detailed building footprints, parking lot layouts, internal circulation flow patterns, and landscaping, and should be in substantial conformance with the goal of these Design Guidelines. However, the Design Guidelines in this Section are not intended to be interpreted in a way that would unnecessarily burden the Developer(s) and their design professionals with the need to exactly replicate the exhibits included in these guidelines.

These Design Guidelines consist of two principal elements: Architecture and Landscape. These elements define the design concept, physical character, and overall theme of the Veterans Industrial Park. Text descriptions and graphic exhibits are used to convey the overall theme of the project.

The Architectural Design Guidelines address the industrial themed architecture for buildings permitted within the Veterans Industrial Plan and are intended to provide a basis for decisions regarding the

structural environment. A high-quality industrial project is defined by the guidelines provided for architectural design and details, building mass and scale, materials and exterior colors, and articulation.

The Landscape Guidelines present general landscaping requirements, including streetscape design, entry treatments, signage, water quality features, walls and fencing, and lighting. Plant material guidelines provide direction regarding the use of plant materials that complement the overall theme. The Landscape Design Guidelines also provide general requirements relating to water conservation.

### 4.2 ARCHITECTURE GUIDELINES AND STANDARDS

#### 4.2.1 Building Form and Orientation

Building form is a defining feature of architecture. Shape, massing, scale, proportion, and articulation are all components of a building's form. The proposed architecture for the Veterans Industrial Park is a contemporary design appropriate to the proposed industrial use. Building Corners facing Van Buren Boulevard will be utilized for offices and show a higher level of articulation and fenestration than the logistics/warehouse components of the plan.

Figure 4-1, *Example Architecture*, illustrate elevations that comply with these design guidelines. Future building designs may vary from this example. Buildings within the Veterans Industrial Park 215 Specific Plan shall comply with the following guidelines:

- Buildings should be oriented so that loading areas are screened from view from streets and public areas.
- Buildings should be arranged to provide convenient access to entrances and efficient internal circulation for vehicles and pedestrians.
- Visitor parking should be located with convenient access to public building entries
- Indoor or outdoor break areas shall be provided.
- Architectural style should be of a classic, contemporary technical/industrial style with clean efficient lines. Simple geometric forms shall constitute the overall building form. Rectangular forms are encouraged to promote balance and visual interest. Arbitrary, complicated building forms and rooflines should be avoided.
- Building planes visible from Van Buren Boulevard should be articulated using changes in building materials, color, and/or decorative accents/scoring.
- Modulation and variation of building masses between adjacent buildings visible from Van Buren Boulevard or Western Way is encouraged.
- Materials applied to any elevations shall turn the corner of the building to a logical termination point in relation to architectural features or massing.
- Pedestrian entrances to buildings accessible to visitors should be identifiable through changes in massing, color, and/or building materials.
- Primary building entries shall be easily identified through the use of prominent architectural elements, signage, landscaping, lighting, canopies, roof form, hardscape, architectural projections, columns, vertical elements, or other design features that help emphasize the building's entry.







Source: RGA

Figure 4-1 Example Architecture

### 4.2.2 Materials and Colors

Complementary materials and colors play a key role in developing a pleasing visual environment. Slight variations from building to building are permitted within the Specific Plan area to provide visual interest.

- Materials shall be of a non-reflective material when facing the runway, including exterior ductwork, windows, and roofs.
- Appropriate primary exterior building materials within the Specific Plan area may include tilt-up concrete panels, stucco, and concrete.
- Primary materials may be accented by secondary materials on elevations visible from public streets such as Van Buren Boulevard and Western Way. Appropriate secondary materials may include glass, natural or fabricated stone, metal, and tile or tile panel systems. Highly reflective materials on elevations facing the runway or the aircraft approach path are prohibited.
- Building materials shall be durable and able to withstand long-term exposure to the elements.
- Trim details may include metal finished in a consistent color, plaster, or concrete elements finished consistently with the building treatment. Foam cornice caps or moldings are discouraged.
- Colors and materials for all structures onsite should consist of earth tones. Use of at least two to three different colors, materials or textures is encouraged. Bright, primary colors are discouraged, except in tenant signage logos.
- Large expanses of smooth material (e.g., concrete) shall be broken up with expansion joints, reveals, or changes in texture and color.
- The color of exposed downspouts, service doors and mechanical screens should complement the color of the structure.

### 4.2.3 Windows and Doors

Windows and doors should be defined by function, consistent in form, pattern, and color. Appropriate treatments consist of functional glass use, a balance of glazing and wall surfaces, with no highly reflective surfaces facing the runway.

- Window layout should be in a repetitive pattern for visual continuity.
- Window and door styles and trims should be consistent within a building and among multiple buildings.
- Mirrored or highly reflective glass is not permitted.
- Pedestrian entries should be clearly defined.

### 4.2.4 Loading Docks and Service Doors

- Service doors, loading docks, and truck courts should be screened so they are not easily visible from public roads, unless the public road is substantially higher in elevation than the loading areas. Screening may be accomplished with solid walls compatible with the architectural style of the building or by a combination of screen walls, landscaping, and berms. Screen walls may be located at the foot or top of slopes to effectively screen loading areas.
- Docks and truck courts should be separated from visitor and customer parking areas and pedestrian walkways through the use of walls, fences and/or landscaping.

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

### 4.2.5 Security Elements

#### *Cameras*

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

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

#### *Inappropriate Treatment*

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

#### *Fencing*

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

#### *Gating*

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

### 4.2.6 Trash Enclosures

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

## 4.3 LANDSCAPE GUIDELINES

### 4.3.1 Landscape Master Plan

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

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

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

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



Figure 4-2 Van Buren Boulevard Streetscape Edge

### 4.3.2 Water Quality

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



Infiltration Basin (Source: SoCal LID Manual)

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

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

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



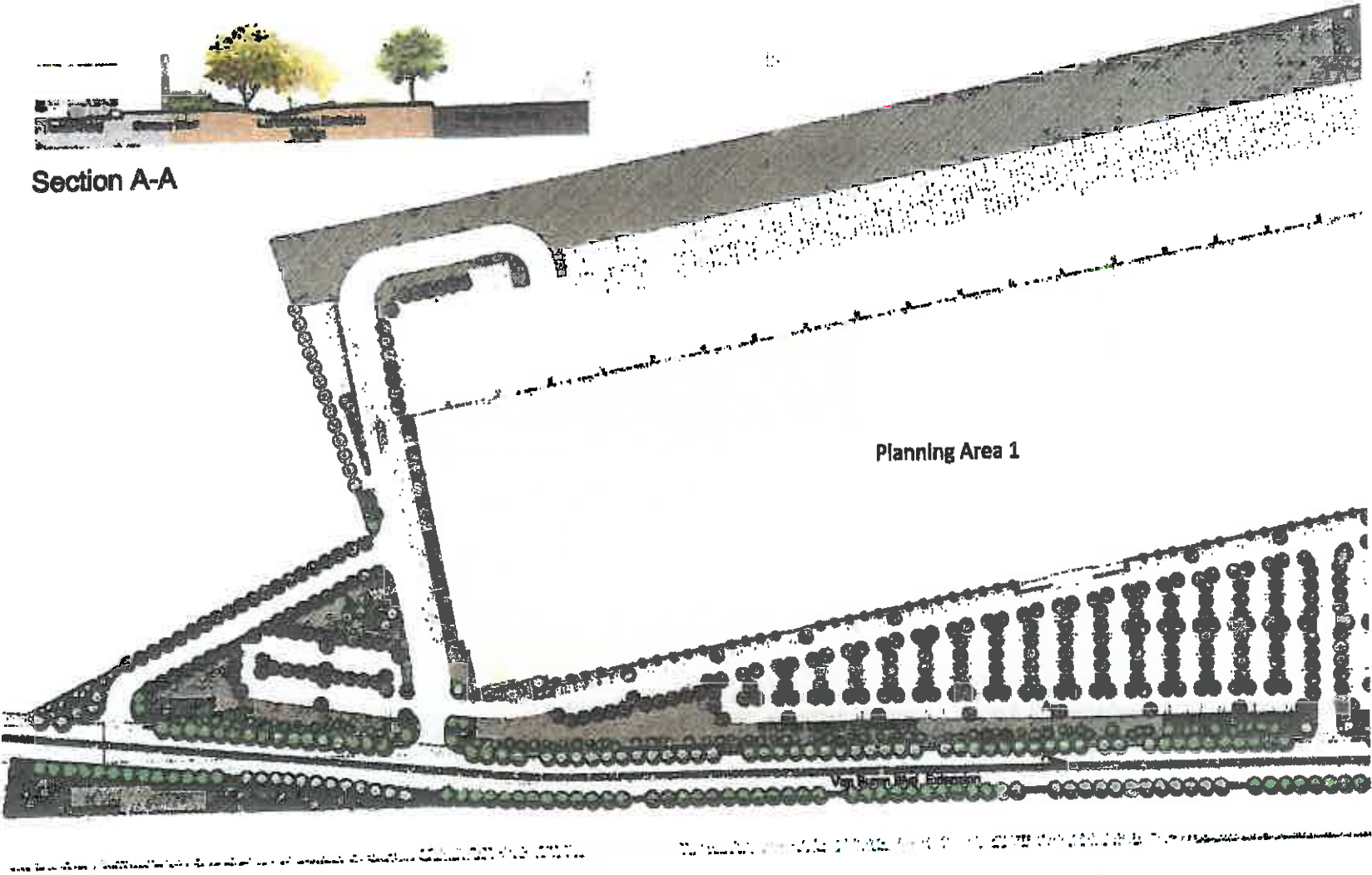
The following guidelines should be followed:

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

Table 4-1 Plant Materials - Trees				
Botanical Name	Common Name	Size	WUCOLS	Remarks
<i>Cercidium 'Desert Museum'</i>	Blue Palo Verde	24" Box	L	Multi
<i>Cercis occidentalis</i>	Western Redbud	24" box	M	
<i>Chilopsis lineans</i>	Desert Willow	24" Box	L	Multi
<i>Chitalpa tashkentensis</i>	Chitalpa	24" Box	L	Standard
<i>Prosopis ssp.</i>	Mesquite Tree	24" Box	M	Standard
<i>Acacia smallii</i>	Acacia	24" Box	L	Multi
<i>Acacia stanophylla</i>	Shoestring Acacia	24" Box	L	Multi
<i>Lagerstroemia indica</i>	Grape Myrtle	24" Box	M	
<i>Pinus canariensis</i>	Canary Island Pine	24" Box	M	Standard
<i>Pinus eldarica</i>	Afghan Pine	24" Box	L	Standard
<i>Rhus lancea</i>	African Sumac	24" Box	L	Standard
<i>Tristania conferta</i>	Brisbane Box	24" Box	M	Standard
<i>Washingtonia robusta</i>	Mexican Fan Palm	10' ht	L	Skinned
<i>Borhanis armata</i>	Blue Fan Palm	15 Gal	M	Standard
Plant Materials - Shrubs				
Botanical Name	Common Name	Size	WUCOLS	Remarks
<i>Cistus 'Sunset Pink'</i>	Sunset Pink Rockrose	5 Gal	M	
<i>Callistemon "Little John"</i>	Dwarf Bottle Brush	5 Gal	M	
<i>Dietes bicolor</i>	Fortnight Lily	5 Gal	M	
<i>Leucophyllum ssp.</i>	Texas Ranger	5 Gal	L	
<i>Ligustrum j. Texanum</i>	Texas Privet	5 Gal	M	
<i>Salvia c. 'Allen Chickering'</i>	Allen Chickering Sage	5 Gal	L	
<i>Salvia greggii</i>	Autumn Sage	5 Gal	L	
<i>Salvia leucantha</i>	Mexican Sage	5 Gal	L	
<i>Westringia f. "Grey Box"</i>	Coast Rosemary	5 Gal	L	
<i>Senna artemisioides</i>	Feathery Cassia	5 Gal	L	

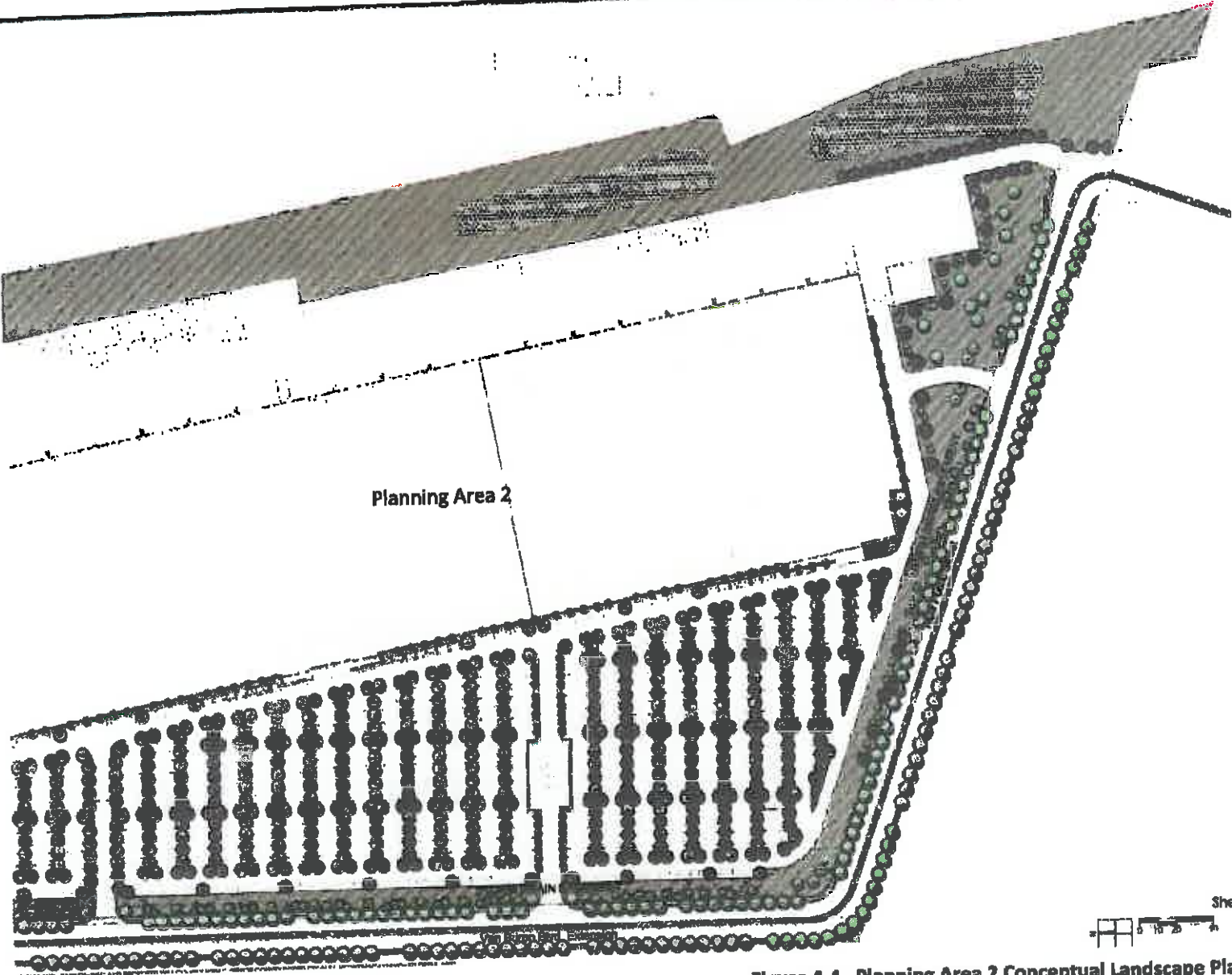
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<u>Caesalpinia pulcherrima</u>	<u>Red Bird-of-Paradise</u>	<u>5 Gal</u>	<u>L</u>		
<u>Tecoma stans</u>	<u>Yellow Bells</u>	<u>5 Gal</u>	<u>L</u>		
<u>Artemisia spp.</u>	<u>Wormwood</u>	<u>5 Gal</u>	<u>L</u>		
<u>Rhamnus spp.</u>	<u>Coffeeberry</u>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



Source: Hunter Landscape

Figure 4-3 Planning Area 1 Conceptual Landscape Plan



Source: Hunter Landscape

Figure 4-4 Planning Area 2 Conceptual Landscape Plan

Latin Name	Common Name
<i>Achillea millefolium</i>	Yarrow
<i>Eschscholzia caespitosa</i>	Foothill Poppy
<i>Juncus bufonius</i>	Foam-Rush
<i>Leymus triticoides-Rio</i>	Wild-Rye
<i>Deschampsia caespitosa</i>	Tufted-hairgrass
<i>Festuca rubra "Moiate"</i>	Red-Fescue
<i>Hordeum brachyantherum</i>	Meadow-Barley
<i>Muhlenbergia rigens</i>	Deergrass

### 4.3.3 Utility Placement and Screening

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



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

#### *Inappropriate Screening Treatments*

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

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

### 4.3.4 Walls and Fences

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

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



- **Six-Foot Tubular Steel Fences** are provided around the Water Quality Basins to provide safety and security for pedestrians walking near the Basins. The Tubular Steel Fence is constructed from steel pickets painted black.
- Screening walls for trucks shall be 12' high (minimum).

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

Plot Plans must include all site fencing, truck screening wall, and gate details.

### ***Materials***

Walls are to be constructed of materials compatible with the overall design character of the building. Walls shall be poured-in-place concrete or painted tilt-up screen walls. Fences shall be wrought iron or tubular steel. Chain link fencing is not permitted except for security fencing along the runway.

Design elements may include:

- Varied heights
- wall plane offsets
- Scoring or other decorative elements
- Pilasters or distinctive elements.
- Minor changes of material and finishes where appropriate.
- Trellis/vine panels or landscape pockets.



### **4.3.5 Exterior Lighting**

Lighting will utilize high efficiency technologies, dark-sky cutoffs, strategic orientation to avoid spillover into adjacent properties, the adjacent runway, and open space areas, and appropriate shielding or recesses to minimize glare and reflections.

Street and parking lot lighting will meet JPA standards.

- Exterior lighting should be unobtrusive and not cause glare or spillover into neighboring properties, especially when within 100 feet of open space or adjacent runways. Lighting fixtures must be fully shielded to direct illumination downward to minimize light pollution impacts.
- Adequate lighting should be provided throughout the site to create an inviting and non-threatening environment. Night lighting of public spaces should be kept to the minimum necessary for safety and security purposes.
- The scale, materials, colors, and design detail of on-site light posts and fixtures should reflect the desired character of the Specific Plan area and the architectural style of the surrounding buildings. Light posts should be appropriately scaled to pedestrians near sidewalks and other areas of pedestrian circulation. Extremely tall light posts and fixtures should be avoided – maximum height is 25 feet. Bollard lighting is encouraged to illuminate walkways without providing spillover.
- Lighting fixtures should be compatible with the architectural style and character of the building. The color, size, placement, and number of fixtures should enhance the overall design and character of the building and site.
- Energy efficient, low voltage lighting is strongly encouraged. Decorative lighting should be low intensity. LED lighting below 2500 Kelvin is also allowed.
- If security lighting is required, fixtures should be hooded, recessed, and/or located in such a manner to only illuminate the intended area.
- Addresses should be visible from streets and illuminated at night.

### **4.3.6 Signage**

Signage will be provided in accordance with a Sign Program prepared prior to building permit issuance. The Signage will conform to M.JPA Development Code requirements.

# 5 ADMINISTRATION AND IMPLEMENTATION

This chapter discusses the development review procedures by the March JPA and other relevant permitting agencies applicable to the Specific Plan. A process for amendments to the Specific Plan is discussed as well as a process for ~~substantial conformance~~ Administrative Amendment determinations.

The purpose of this chapter is to provide an outline of the steps necessary to implement the Veterans Industrial Park 215 Specific Plan and applicable regulations in coordination with the March JPA and other governing public agencies. This chapter is intended to address each of these elements for the benefit of the development team, the MIPA and other relevant agencies, and interested citizens.

The approval of this Specific Plan, certification of an Environmental Impact Report, and adoption of conditions of approval and a Mitigation Monitoring and Reporting Program (MMRP) will assure that timely mitigation of project impacts takes place at the appropriate milestones and in accordance with project implementation.

### 5.1 ADMINISTRATION

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to agencies to utilize Specific Plans for purposes of implementing the goals and policies of the General Plan.

This Specific Plan establishes a set of regulations, standards, guidelines, and processes for the proposed development, and shall constitute the zoning for development within the Specific Plan area.

#### 5.1.1 Responsibility

The March JPA's Planning Department, its Director or their designee shall be responsible for administering the Veterans Industrial Park 215 Specific Plan in accordance with the provisions of this Specific Plan document, all governing and applicable state and federal laws, the March JPA General Plan, and the March JPA Development Code.

#### 5.1.2 Applicability

The Veterans Industrial Park 215 Specific Plan serves as the implementation tool for the zoning for the Specific Plan Area. The Specific Plan addresses permitted uses, development standards, and design guidelines.

#### 5.1.3 Enforcement and Interpretation

The JPA shall enforce the provisions of the Specific Plan in the same manner that it enforces the provisions of the General Plan and Development Code.

Whenever the provisions contained in the Specific Plan conflict with the Development Code, the provisions of the Specific Plan shall take precedence. Any ambiguity concerning the content or application of the Veterans Industrial Park 215 Specific Plan shall be resolved by the Planning Director, or their designee. Such interpretations shall take into account the stated goals and intent of the Specific Plan.

#### 5.1.4 Severability

If any portion of this Specific Plan and its regulations are declared to be invalid or ineffective in whole or in part by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

#### 5.1.5 Initial Entitlements

Initial entitlements required for development of the Specific Plan area include the following actions to be taken by the JPA:

- Environmental Impact Report ("EIR") – The Veterans Industrial Park 215 Specific Plan is a discretionary project and is subject to the requirements of the California Environmental Quality

Act ("CEQA"). As part of the approval process for the Specific Plan, an Environmental Impact Report must be considered and certified by the JPA prior to approval of any of the project-related entitlements.

- **General Plan Amendment** – The Project site is presently identified as "Aviation" by the General Plan. An amendment of the General Plan Land Use map will be required to add a "Specific Plan" designation (SP-8) to the underlying Aviation designation. ~~In addition, an amendment to the list of uses within the designation would include the addition of general warehousing/logistics.~~
- **Specific Plan** – The Project site is presently un-zoned. The Veterans Industrial Park 215 Specific Plan is a regulatory document that establishes the zoning, land use designations, development standards, and design guidelines for the entire Specific Plan project area. The Specific Plan will implement the JPA's General Plan. The Specific Plan will be considered by the Joint Powers Commission (JPC) and will be adopted by Ordinance. Tract/parcel maps or plot plans must be in substantial compliance with the adopted Specific Plan.
- **Plot Plan** – ~~The A~~ site development plan for the project, consisting of ~~two buildings of approximately 2,185,618 square feet~~ an industrial/logistics project with proposed structures, parking, landscaping, drainage facilities, and new streets and driveways. If the project changes due to specific tenants after approval, a new or revised plot plan would be processed with MJPA.
- **Subdivision Map** – The Subdivision Map is a basic tool for Implementation of a Specific Plan. The project's Tentative Parcel Map will create either the individual one or two legal lots for project development, formalize the parcel boundaries, and provide for public rights-of-way for Project access. A Tentative Parcel Map has been prepared (TMP 37220) and will be considered by the JPA concurrently with the review of this Specific Plan. The Parcel Map creates the backbone road rights-of-way, and ~~two either one or two~~ development parcels.
- **Development Agreement/Disposition and Development Agreement** – A statutory development agreement, authorized pursuant to California Government Code Section 65864 et seq., will be processed as part of the approval of this Specific Plan. The development agreement of this Specific Plan will include, among other items, methods for financing acquisition and construction of infrastructure. Such development agreement shall be fully approved before the issuance of the first building permit for this project. In addition, and Disposition and Development Agreement (DDA) will be executed to formalize the land transaction.

### 5.1.6 ~~Substantial Conformance~~ Administrative Amendments

Final development plans for the project may be adjusted or modified based on final design and engineering and the precise development plans of the builder. ~~Substantial Conformance~~ Administrative Amendment is a mechanism to allow the approval of minor modifications for development under the Specific Plan.

Upon the request of Developer for an amendment or modification of any Project Approval, the JPA Planning Director or his/her designee shall determine: (a) whether the requested amendment or modification is minor when considered in light of the Project as a whole; and (b) whether the requested amendment or modification substantially conforms with the material terms of the Specific Plan and the Applicable Law and may be processed administratively. If the JPA Planning Director or his/her designee finds that the requested amendment or modification is both minor and substantially conforms with the material terms of the Specific Plan and the Applicable Law, the amendment or modification shall be determined to be an "Administrative Amendment" and the JPA Planning Director or his/her designee may approve the Administrative Amendment, without public notice or a public hearing.



Written documentation requesting a proposed minor modification/~~substantial conformance~~ **administrative amendment** finding to support an implementing map, site plan, or use permit or modification of conditions of approval must be submitted for the review and approval of the Planning Director or their designee in accordance with Section 9.02.280 and Section 9.02.290 of the March JPA Development Code or as otherwise outlined in the project's Development Agreement.

~~A Substantial Conformance application shall be subject to minor development review procedures. A substantial conformance application may be filed in lieu of an applicable minor development review application, provided that the proposal complies with the limitations described below:~~

- ~~\* That the proposal is not inconsistent with the expressed intent of the original project approval;~~
- ~~▪ That the proposal qualifies as a categorical exemption under the California Environmental Quality Act and/or the proposal is consistent with the environmental determination for the original project and where no further environmental determination is necessary; and~~
- ~~\* That the proposed modifications do not have the potential to adversely affect surrounding land uses or improvements.~~

### 5.1.7 Amendments

Substantial modifications to the Specific Plan would require an Amendment. A minor modification or adjustment to the Specific Plan listed in the section above would not require a Specific Plan Amendment.

An amendment to the Specific Plan is required if the following occur:

- Changes to the overall Specific Plan boundaries to include ownerships or properties not included in the Specific Plan at the time of approval (changes to planning area boundaries within the Specific Plan boundaries are deemed minor as noted above and would not require an amendment);
- Any increase in the overall development intensity thresholds within the Specific Plan; or
- Any addition of new land uses not contemplated by the Specific Plan's Development Regulations.

### 5.1.8 Appeals

An appeal of any determination, decision, or requirement of the March JPA Planning Director shall be made in conformance with the appeal procedures established by the Development Code Section 9.02.240.

## 5.2 IMPLEMENTATION

### 5.2.1 Adoption

The Veterans Industrial Park 215 Specific Plan will be prepared, submitted, and approved in a manner consistent with California Government Section 65451, as well as Chapter 9.13 of the JPA's Development Code. The Specific Plan will be adopted by Ordinance and shall serve as the zoning for the Veterans Industrial Park 215 project area. The approved Specific Plan project site will be designated on the JPA's General Plan Land Use Diagram and Zoning Map as the Veterans Industrial Park 215 Specific Plan. The land use and development standards identified in this Specific Plan document supersede all zoning regulations to the extent that they would be in conflict with the sections of this Specific Plan.

**5.2.2 Phasing**

Construction of the proposed project, including recordation of final subdivision map(s), and plot plan review may be progressively implemented in stages, provided that vehicular access, public facilities, and infrastructure are constructed to adequately service the development, or as needed for public health and safety.

Any project phasing would:

- Provide for the orderly build-out based upon market demand;
- Provide adequate infrastructure to service the project;
- Phases may occur concurrently so long as the associated infrastructure is provided.

**5.2.3 Maintenance and Ownership**

Maintenance of facilities within the Veterans Industrial Park 215 Specific Plan will be accomplished through a combination of public and private mechanisms. Generally, facilities dedicated to public agencies will be maintained by that agency, while private facilities will be maintained by a private maintenance mechanism. Table 5-1, *Financing, Ownership, and Maintenance* outlines the anticipated program.

A Business Association and/or multiple associations may be formed to address the maintenance of private drives, shared driveways, landscaping, signage, water quality features, and private infrastructure within the Specific Plan.

Improvement	Financing	Ownership	Maintenance
Water System (off-site)	Developer	Public	Public
Water System (on-site)	Developer	Private	Private
Sewer System (off-site)	Developer	Public	Public
Sewer System (on-site)	Developer	Private	Private
Drainage System On-site Regional	Developer Developer	Private Public	Private Public
Public Street Improvements (Van Buren)	Developer	MJPA	MJPA
Public Street Improvements (Western Way)	<del>Developer</del> City of Perris with developer mitigation fee	City of Perris	City of Perris
Private Internal Streets and driveways	Developer/Builder	Private	Private
Landscaping within Public Right-of-Way	Developer	MJPA	MJPA/Private

### 5.2.4 Relationship to CEQA

The California Environmental Quality Act (CEQA) classifies a specific plan as a “project” which is subject to environmental review. An Environmental Impact Report (EIR) is required prior to adoption of this Specific Plan to analyze potentially significant environmental impacts of the project, discuss feasible alternatives, and recommend feasible mitigation measures in compliance with the provision of CEQA. This EIR will analyze the Specific Plan and address potential impacts associated with the development of the Specific Plan area. The EIR will include recommended mitigation measures and analyzes implementing actions for the development. The EIR will fulfill the requirements for environmental documentation for most subsequent discretionary and ministerial applications for development within the Specific Plan area.

An approved Mitigation Monitoring Program will insure that the Specific Plan complies with all applicable environmental mitigation and permit requirements. The final approved Mitigation Monitoring program shall be established upon EIR certification by the MIPA.

# 6

## APPENDICES

- A Legal Description
- B General Plan Conformance
- C Land Use Compatibility Plan
- D Landscaping for Airports

**APPENDIX A  
LEGAL DESCRIPTION**

THE LEGAL DESCRIPTION SHOWN HEREON HAS BEEN PREPARED BY THE SURVEYOR OF RECORD FOR THE PURPOSE OF DEPICTING THE AREA TO BE INCLUDED IN THIS SURVEY ONLY. SAID DESCRIPTION IS NOT TO BE USED FOR CONVEYANCE OF TITLE OF ANY NATURE.

THAT PORTION SECTIONS 25, 26, 35 AND 36, TOWNSHIP 3 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, SHOWN AS PARCEL 11 ON MAP FILED IN BOOK 110 PAGES 30 TO 40 INCLUSIVE, OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER, OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHERLY TERMINUS OF THAT CERTAIN COURSE SHOWN AS HAVING A BEARING AND DISTANCE OF NORTH 30°06'59" WEST 670.29 FEET IN THE EASTERLY BOUNDARY OF SAID PARCEL 11, SAID SOUTHERLY TERMINUS ALSO BEING A POINT ON THE NORTHERLY LINE OF PARCEL MAP NO. 8698, AS PER MAP FILED IN BOOK 37 PAGE 90, OF PARCEL MAPS IN THE OFFICE OF SAID RECORDER; THENCE ALONG SAID NORTHERLY LINE SOUTH 89°53'52" WEST 117.66 FEET; THENCE LEAVING SAID NORTHERLY LINE NORTH 30°09'25" WEST 124.78 FEET TO A LINE PARALLEL WITH 108.00 FEET NORTHERLY, MEASURED AT RIGHT ANGLES, FROM SAID NORTHERLY LINE; THENCE ALONG SAID PARALLEL LINE SOUTH 89°53'52" WEST 1955.75 FEET TO THE EASTERLY BOUNDARY OF CALIFORNIA STATE ROUTE 215, AS SHOWN ON CALIFORNIA DEPARTMENT OF TRANSPORTATION MONUMENTATION MAP 45680 ON FILE IN THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION; THENCE ALONG SAID EASTERLY BOUNDARY NORTH 19°22'43" WEST 4259.32 FEET; THENCE LEAVING SAID EASTERLY BOUNDARY NORTH 77°53'09" EAST 120.23 FEET; THENCE SOUTH 17°20'02" EAST 24.72 FEET; THENCE NORTH 75°40'21" EAST 81.83 FEET; THENCE SOUTH 45°37'50" EAST 766.67 FEET; THENCE NORTH 52°14'06" EAST 614.61 FEET TO THE NORTHWESTERLY TERMINUS OF THAT CERTAIN COURSE SHOWN AS HAVING A BEARING AND DISTANCE OF NORTH 30°07'27" WEST 3507.80 FEET IN THE BOUNDARY OF THE "MARCH AIR RESERVE BASE" AS SHOWN ON MAP FILED IN BOOK 124 PAGES 69 TO 81 INCLUSIVE OF SAID RECORDS OF SURVEY; THENCE ALONG SAID LAST MENTIONED BOUNDARY AS FOLLOWS: SOUTH 30°07'25" EAST 3507.87 FEET; THENCE SOUTH 49°46'59" WEST 73.50 FEET; THENCE SOUTH 39°57'49" EAST 421.43 FEET; THENCE SOUTH 30°06'29" EAST 670.22 FEET TO THE POINT OF BEGINNING.



**APPENDIX B**

**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Land Use</b>		
<b>Goal 1</b>	<i>Land Use Plan provides for a balanced mix of land uses that contribute to the regional setting, can capitalize on the assets of the Planning Area, while insuring compatibility throughout the Planning Area and with regional plans.</i>	The project provides for logistics/industrial uses. These uses are compatible with the General Plan and the adjacent Perris Valley Commerce Center Specific Plan. The project will include a General Plan Amendment adding a Specific Plan Overlay designation to the Site. Consistent with the Reuse Plan and General Plan, the project will continue to improve the balance of population and employment in the project vicinity, providing an opportunity for residents to work locally, rather than commute to surrounding areas throughout the region.
<b>Policy 1.1</b>	<i>Provide for a mix of land uses which implement the Base Master Reuse Plan for March AFB; offer a variety of employment opportunities; and capitalizes, enhances and expands upon existing physical and economic assets of the Planning Area.</i>	See response to Land Use Goal 1.
<b>Policy 1.2</b>	<i>Develop and maintain a system of land use designations and zoning districts which will provide locations for commercial, business park, manufacturing, aviation, public, and open space uses, and which actuates compatible and synergistic land uses.</i>	See response to Land Use Goal 1.

**APPENDIX B  
 Veteran's Industrial Park 2.15 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
Land Use		
<b>Policy 1.3</b>	<i>Provide for patterns of land use which can be supported by existing and planned circulation, public facilities, and infrastructure system improvements in a manner that will preserve the March JPA's fiscal capacity.</i>	<p>The project is consistent with the approved General Plan circulation plan. The project will extend Van Buren Boulevard south of the March Air Field Museum. The General Plan designates the Van Buren Boulevard extension as a Major Arterial. This segment of Van Buren Boulevard will be designed as a Modified Secondary Highway, which while providing two traffic lanes, provides 97-feet of right-of-way instead of 100-feet of right-of-way the General Plan assigned to a Major Arterial. An additional 20-foot separation between the edge of sidewalk and screen walls associated with the Veterans Park Specific Plan.</p> <p>In addition, the project EIR will evaluate the utility providers' ability to serve the project. Any significant impacts to public services or utilities will be mitigated through the environmental review process and prior to development.</p>
<b>Policy 1.4</b>	<i>Use specific and/or master plan processes for the coordinated development of large properties to ensure cohesive, comprehensive development.</i>	The property does not currently have a zoning designation. The General Plan land use is Aviation, which would allow for a variety of uses including hangars, aviation support services, air cargo storage, fixed based operations, and aviation operations services. The Site does not have direct access to flying facilities. As such, industrial facilities described in the Specific Plan will allow for a mix of logistics center uses that could support e-commerce, wholesale, storage, distribution, manufacturing and/or assembly centers. It is anticipated that these uses would support airport-related businesses in the future.
<b>Policy 1.5</b>	<i>Provide for a variety of industrial uses, including heavy manufacturing, light manufacturing, warehousing and distribution, transportation-related, and research and development.</i>	The project will provide a mix of logistics center uses that could support e-commerce, wholesale, storage, distribution, manufacturing and/or assembly centers.
<b>Policy 1.6</b>	<i>Locate and group commercial and industrial uses which are oriented toward regional service/market areas to promote utilization of regional transportation facilities and development-supporting infrastructure.</i>	See response to Land Use Goal 1.

**APPENDIX B  
Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
Land Use		
<b>Policy 1.9</b>	<i>Plan for compatible land uses within the aircraft noise impact contours depicted in the Air Installation Compatible Use Zones (AICUZ) Report for the airfield use.</i>	The project does not include specific aviation-related facilities, however, the development concept could support airport related businesses. Building height and uses described within the Specific Plan are consistent with the AICUZ guidelines and requirements.
<b>Goal 2</b>	<i>Locate land uses to minimize land use conflict or creating competing land uses, and achieve maximum land use compatibility while improving or maintaining the desired integrity of the Planning Area and subregion.</i>	The project provides the same types of land uses as designated in the General Plan. These land uses are compatible with the surrounding land uses. Incompatible or competing land uses will not be allowed in the project area.
<b>Policy 2.1</b>	<i>Avoid conflicts and incompatibilities between land uses through the use of landscaped setbacks and buffers, site design, site orientation, architectural features, walls or fences, density/intensity reductions, reduced hours of operation for commercial and industrial uses, shielding of lighting, and the like.</i>	The Specific Plan Design Guidelines provide the architectural, signage, walls and fences, lighting, and landscaping standards to help alleviate any land use incompatibilities with the surrounding areas.
<b>Policy 2.3</b>	<i>Support land uses that provide a balanced land use pattern of the Planning Area, and discourage land uses that conflict or compete with the services and/or plans of adjoining jurisdictions.</i>	See response to Land Use Goal 2.
<b>Policy 2.4</b>	<i>Protect the interests of, and existing commitments to adjacent residents, property owners, and local jurisdictions in planning land uses.</i>	See response to Land Use Goal 2.

**APPENDIX B**

**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
Land Use		
<b>Goal 3</b>	<i>Manage growth and development to avoid adverse environmental and fiscal effects.</i>	Development of the project is bound by the terms and conditions of the Development Agreement between the Master Developer and the March JPA. The project will be required to implement the applicable infrastructure and services per the Development Agreement. The Development Agreement accommodates a number of financing strategies to fund public improvements and minimize fiscal impacts.
<b>Policy 3.1</b>	<i>Manage growth so that its rate does not exceed the ability of March JP A or service districts to provide for an acceptable level of public facilities and services.</i>	The project EIR will evaluate the utility providers' ability to serve the project. Any significant impacts to public services or utilities will be mitigated through the environmental review process and prior to development.
<b>Goal 4</b>	<i>Develop an identity and foster quality development within the Planning Area.</i>	The Specific Plan Design Guidelines will provide the architectural, signage, parking, and landscaping standards to achieve the goals of both project identity and quality development.
<b>Policy 4.1</b>	<i>Develop and maintain a land use plan for the Planning Area which proposes compatible land uses to create distinct, identifiable historic, commercial, industrial, public, and aviation areas.</i>	See Response to Land Use Goal 1.
<b>Policy 4.4</b>	<i>Develop a distinctive community identity for commercial , business park and industrial developments that reflect the character and atmosphere of March JPA Planning Area through the use of good planning and design principals , and sound development practices which serve as guidelines for building materials, colors, site design and orientation, and landscaping.</i>	See responses to Land Use Goals 1 and 4.

**APPENDIX B**

**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
Land Use		
<b>Policy 4.7</b>	<i>Develop and enhance the economic climate and create a balanced business community to serve the work force, commerce and industry of the region.</i>	See response to Land Use Goal 1.
<b>Goal 5</b>	<i>Maximize and enhance the tax base and generation of jobs through new, reuse and joint use opportunities.</i>	The project will expand on the large employment center concept started by the adjacent Meridian Specific Plan and Perris Valley Commerce Center Specific Plan. As such, it will provide a substantial enhancement to the tax base.
<b>Policy 5.1</b>	<i>Support the development and establishment of new employment centers and economic development activities that contribute to an improved tax base.</i>	See response to Land Use Goal 5.
<b>Policy 5.2</b>	<i>Encourage and facilitate the creation of public/private partnerships that will invest in, and further the implementation of the March AFB Master Reuse Plan.</i>	Riverside Inland Development, LLC, has entered into a Memorandum of Understanding with March JPA related to development of the property within the Specific Plan area. The applicant, Riverside Inland Development, LLC, has assumed the responsibilities and obligations of the Master Developer for the remaining areas of the former March Air Force Base (which includes this project area) in a Disposition and Development Agreement which will be processed concurrently with the Veterans Industrial Park 215 Specific Plan.
<b>Policy 5.5</b>	<i>Encourage the development of commercial, business park and industrial centers to expand the employment and fiscal base of the March JPA Planning Area and the western Riverside County Subregion.</i>	See response to Land Use Goal 1.



**APPENDIX B**

**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
Land Use		
<b>Goal 6</b>	<i>Support the continued Military Mission of March Air Reserve Base, and preservation of the airfield from incompatible land use encroachment.</i>	The project is designed to incorporate appropriate uses as defined in the Air Installation Compatible Use Zone (AICUZ) Study, Airport Layout Plan, Department of Defense Instructions and Air Force Instructions.
<b>Policy 6.3</b>	<i>Ensure that plans and development do not interfere, conflict or degrade the military mission of March ARB.</i>	See response to Land Use Goal 6.
<b>Policy 6.4</b>	<i>Ensure that plans and development do not conflict with the long-term needs of the Air Force Reserve in terms of encroachment, noise, accident zone, constraints, etc.</i>	See response to Land Use Goal 6.
<b>Policy 6.5</b>	<i>Ensure that plans and development conform to the draft Comprehensive Land Use Plan for March AFB/March Inland Port.</i>	See response to Land Use Goal 6.
<b>Policy 6.8</b>	<i>Ensure that land uses adhere to both military and civilian Part 77 conical surface criteria, relative to height restrictions.</i>	The project will obtain concurrence letters from the FAA stating, "no hazard to air navigation" for the proposed buildings within the development.
<b>Goal 7</b>	<i>Maximize the development potential as a regional Intermodal Transportation facility to support both passenger and freight related air services</i>	The Veterans Industrial Park 215 Specific Plan includes industrial land uses compatible with the adjacent aviation uses through compliance with runway height limitations, provision of security fencing, and provision of warehousing, and logistics, which could support aviation-related business.
<b>Policy 7.6</b>	<i>Plan for compatible land uses within the aviation area.</i>	See response to Land Use Goal 7.

**APPENDIX B**  
**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Land Use</b>		
<b>Goal 8</b>	<i>Preserve the natural beauty, minimize degradation of the March JPA Planning Area, and provide enhancement of environmental resources and scenic vistas.</i>	There are no known sensitive environmental areas near the site. A jurisdictional drainage channel is present, crossing the project site; impacts to this drainage will be addressed through a permitting process with appropriate agencies. Design features and mitigation measures to minimize the impacts to potential sensitive land uses from the project will be evaluated during the environmental review process.
<b>Policy 8.1</b>	<i>Where practical, revegetate graded area with native plants compatible to the area to prevent erosion.</i>	The project will comply with the requirements of the California Construction General Permit (SWRCB Orders No. 2009-009-DWQ as amended by Order 2010-0014-DWQ and Order 2012-006-DWQ) and employ Best Management Practices (BMPs) to minimize erosion for graded areas.
<b>Goal 10</b>	<i>Avoid undue burdening of infrastructure, public facilities, and services by requiring new development to contribute to the improvement and development of the March JPA Planning Area.</i>	See response to Land Use Goal 3.
<b>Policy 10.1</b>	<i>Require new construction to pay its "fair share" of the cost of providing adequate public services, infrastructure, and facilities for the development.</i>	See response to Land Use Goal 3. The project sponsors will finance the public service extensions to water and sewer lines to serve the project, as well as extending Van Buren Boulevard adjacent to the site. In addition, the project EIR will evaluate traffic and transportation impacts. Any significant impacts to traffic will be mitigated through the environmental review process and prior to development. Further, the project will pay its fair share of the cost of providing services and infrastructure through payment of the development impact fees assessed by the JPA.
<b>Policy 10.2</b>	<i>Require new construction to provide adequate infrastructure to serve the development (i.e., curbs and gutters, sidewalks, street lights, water service, sewer service or septic systems, etc.) prior to initiation of use.</i>	See response to Land Use Goal 3.

**APPENDIX B**

**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Land Use</b>		
<b>Policy 10.3</b>	<i>Locate commercial and industrial development in areas where street rights-of-way and capacity are available, as well as sufficient infrastructure and public services.</i>	See response to Land Use Goal 3.
<b>Goal 12</b>	<i>Ensure, plan, and provide adequate infrastructure for all facility reuse and new development, including but not limited to, integrated infrastructure planning, financing and implementation.</i>	See response to Land Use Goal 3.
<b>Policy 12.3</b>	<i>Require new development projects to provide for the extension of infrastructure to serve the development, including over-sizing facilities for future needs.</i>	See responses to Land Use Policy 1.3 and Goal 3.
<b>Goal 13</b>	<i>Secure adequate water supply system capable of meeting normal and emergency demands for existing and future land uses</i>	The project EIR will evaluate the utility providers' ability to serve the project. Any significant impacts to public services or utilities will be mitigated through the environmental review process and prior to development. A Water Supply Assessment was prepared as part of project entitlement by Western Municipal Water District to evaluate the required water supply for the subject logistics project.
<b>Policy 13.2</b>	<i>Enhance local groundwater supplies through development designs which promote an on-site recharge and minimize impermeable ground coverage with landscaped areas, open space or recreation areas.</i>	See response to Land Use Goal 17. Note that due to the close proximity to the airport runways the project must minimize standing water while addressing water quality requirements for the site. On-site bio-retention basins will treat on-site runoff while minimizing standing water.

**APPENDIX B**

**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
		<b>Land Use</b>
<b>Goal 14</b>	<i>Establish, extend, maintain and finance a safe and efficient wastewater collection, treatment and disposal system, which maximizes treatment and water recharges, minimizes water use, and prevents groundwater contamination.</i>	The project will provide the necessary conveyance facilities to achieve this goal. The project EIR will evaluate infrastructure requirements, including conveyance and treatment of wastewater.
<b>Policy 14.1</b>	<i>Require all development to adequately collect, treat, and dispose of wastewater in accordance with the Santa Ana Regional Water Quality Control Board requirements.</i>	The project will comply with the March JPA's NPDES New Development and Redevelopment Guidelines for projects Under the March Joint Powers Authority and the Santa Ana Regional Water Quality Control Board Order No. R8-2002-0011.
<b>Policy 14.2</b>	<i>Require connection to the sewer system for any development occurring on land formerly part of March AFB.</i>	See response to Goal 14 and Land Use Policy 14.1. As shown in Figure 3-6 of the Specific Plan, the project will extend sewer lines to service the project, connecting to the existing sewer lines adjacent to the Specific Plan area.
<b>Policy 14.3</b>	<i>Encourage reuse of reclaimed and treated non-potable water for irrigation and maintenance of recreation areas, landscaping and /open space preservation.</i>	Reclaimed water is not available for use within the project.
<b>Goal 16</b>	<i>Adequate supplies of natural gas and electricity from utility purveyors and the availability of communications services shall be provided within the March JPA Planning Area.</i>	The project EIR will evaluate the utility providers' ability to serve the project. Any significant impacts to public services or utilities will be mitigated through the environmental review process and prior to development.
<b>Policy 16.1</b>	<i>Where feasible, require new development to underground on-site telecommunication connections.</i>	The project will underground on-site telecommunication connections.

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**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
Land Use		
<b>Goal 17</b>	<i>Adequate flood control facilities shall be provided prior to, and concurrent with, development in order to protect the lives and property within the March JPA Planning Area.</i>	The project will comply with the March JPA's NPDES New Development and Redevelopment Guidelines for projects Under the March Joint Powers Authority and the Santa Ana Regional Water Quality Control Board Order No. R8-2002-0011. A hydrology study and water quality management plan (WQMP) will be prepared for the project. It is not presumed that project implementation would have a substantial impact on water quality standards or waste discharge requirements. The project will provide for a drainage plan to convey on-site flows to the existing drainage areas downstream of the project. Any significant impacts to hydrology and water quality will be mitigated through the environmental review process and prior to development.
<b>Policy 17.1</b>	<i>Provide for the adequate drainage of storm runoff to protect the lives and property within the Planning Area.</i>	See response to Land Use Goal 17.
<b>Policy 17.2</b>	<i>Monitor and maintain drainage and flood control facilities to ensure adequate capacity to support the land use plan.</i>	See response to Land Use Goal 17.
<b>Policy 17.3</b>	<i>Require new development to construct new or upgrade existing drainage facilities to accommodate the additional storm runoff caused by the development.</i>	The project's hydrology study evaluates the system required to capture and convey on-site runoff. Site runoff will be captured and detained in three on-site basins, located in each of the two planning areas within the Specific Plan area. Water will be detained, treated, and released at a rate consistent with the existing condition.



**APPENDIX B**

**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Transportation</b>		
<b>Goal 1</b>	<i>Establish and provide for a comprehensive transportation system that captures the assets and opportunities of the planning area, existing transportation facilities, and planned transportation facilities for the future growth and development of the planning area and sub-region.</i>	The project is located to the east of the Meridian Specific Plan area. The existing infrastructure for the Meridian development will be extended to the east to support the project, including extension of Van Buren Boulevard from its existing terminus to the extension of Western Way on the Specific Plan's southern edge. This road extension is consistent with the planned roadway network in the General Plan Circulation Element.
<b>Policy 1.1</b>	<i>Plan for a mix of transportation modes aimed at effective use of resources, both physical infrastructure and natural energy resources.</i>	See responses to Transportation Goals 1 and 2.
<b>Policy 1.2</b>	<i>Design transportation improvements which are compatible with the natural environment. Xeriscape and drought tolerant landscaping techniques should be used for all parkway and median plantings. Where feasible non-potable water should be used for irrigation purposes.</i>	See responses to Land Use Policy 14.3 and Resource Management Policy 1.5.  The Specific Plan's landscape plan illustrates the proposed landscaping within the Specific Plan Area and in the proposed roadways supporting the project. The plant palette outlined in Table 4-1 of the Specific Plan is comprised of drought tolerant landscape materials.
<b>Policy 1.4</b>	<i>Roadway system shall inter-relate with the components of the multi-faceted transportation system that will assist with the synergistic value of each element's effectiveness (i.e., bike lockers at the Metrolink station, with bike lanes emanating there from).</i>	See responses to Transportation Goals 1 and 2.  No bikeways are identified in the General Plan as part of the extension of Van Buren Boulevard east of I-215. The proposed Van Buren extension includes an on-street bicycle lane as part of the project improvements, and on-site bicycle parking is provided.

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**Veteran's Industrial Park 21.5 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Transportation</b>		
<b>Goal 2</b>	<i>Build and maintain a transportation system which capitalizes on the multi-faceted elements of transportation planning and systems, designed to meet the needs of the planning area, while minimizing negative effects on air quality, the environment and adjacent land uses and jurisdictions.</i>	No bikeways are identified in the General Plan as part of the extension of Van Buren Boulevard east of I-215. The proposed Van Buren extension includes an on-street bicycle lane as part of the project improvements, and on-site bicycle parking is provided.
<b>Policy 2.6</b>	<i>FAA Standards, military AICUZ, and appropriate Comprehensive Land Use Plan for March Airfield shall be upheld and supported to encourage and realize a safe environment in and around the aviation field.</i>	FAA standards and AICUZ requirements, as well as Department of Defense Instructions and Air Force Instructions, will be complied with. The project's land use plan and development regulations include height limitations associated with the 35-foot building restriction line and the 7:1 height requirements. In addition, the proposed uses comply with the Zone B2 occupancy and use restrictions. Security fencing will be provided adjacent to the runway. In addition, no standing water exceeding the airport's 48 hour criteria will be allowed as part of the project's drainage plans.
<b>Policy 2.7</b>	<i>On-street parking shall be de-emphasized throughout the planning area to permit maximum capacity of roadways to be actuated by vehicular and bicycle transportation modes.</i>	The project will provide adequate off-street parking to limit the potential for on-street parking. This will allow for more capacity on the roadways for sidewalks and landscaping.
<b>Policy 2.8</b>	<i>Street improvements shall be designed in a comprehensive manner to include parkway facilities, pedestrian walkways, commuter bike lanes, signing, lighting noise and air quality factors, as applicable.</i>	The project will comply with the roadway standards within the Circulation Plan associated with this Specific Plan and its associated Design Guidelines. The Specific Plan specifies the cross-sections for public roadways which include sidewalks, medians, and landscaping. The Design Guidelines provide the architectural, signage, parking, and landscaping standards to achieve the goals of both project identity and quality development. For the Van Buren Boulevard extension to the east of I-215, the General Plan does not include on-street bike lanes.

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**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Transportation</b>		
<b>Goal 3</b>	<i>Develop a transportation system that is safe, convenient, efficient and provides adequate capacity to meet local and regional demands.</i>	This project will construct an internal driveway/private drive network and provide for the extension of Van Buren Boulevard from its existing terminus to a planned extension of Western Way on the Specific Plan's southern edge, based on future demand and the General Plan circulation element. Transportation improvements will be constructed and phased as determined by the project EIR's traffic analysis. The project EIR will evaluate traffic and transportation impacts. Any significant impacts to traffic will be mitigated through the environmental review process and prior to development.
<b>Policy 3.1</b>	<i>Follow standards for transportation element roadways in designing and constructing street improvements.</i>	See response to Transportation Policy 2.8.
<b>Goal 4</b>	<i>Provide a balanced transportation system that ensures the safe and efficient movement of people and goods throughout the planning area, while minimizing the use of land for transportation facilities.</i>	project internal drives and adjacent public roadways (Van Buren Boulevard and Western Way extensions) will be sized to accommodate projected future traffic in an efficient manner.
<b>Policy 4.2</b>	<i>All streets shall be constructed in accordance with planning area's standard street classifications. Modifications within the Northeast Planning Subarea to the standard street classifications may be allowed on a limited basis to preserve the integrity of the area and facilities.</i>	See response to Transportation Policy 2.8.

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**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Transportation</b>		
<b>Policy 4.10</b>	<i>Work with the City of Perris to plan for an arterial roadway on the east frontage of I-215 between Van Buren Boulevard and Oleander Avenue, in order to preserve future options for developing a passenger or air cargo terminal on the west side of the runway.</i>	The proposed extension of Van Buren Boulevard on the eastern edge of I-215, connecting with a proposed extension of Western Way in the City of Perris, implements this requirement.
<b>Goal 6</b>	<i>Establish vehicular access control policies in order to maintain and insure the effectiveness and capacity of arterial roadways.</i>	project internal roadways will be designed in accordance with the "County Road Improvement Standards and Specifications," published by the County of Riverside, and take into account additional landscaping requirements established in the Riverside County Integrated Plan County standards, and implement appropriate intersection and driveways intervals on arterial roadways.
<b>Policy 6.2</b>	<i>Access to an arterial road shall be limited to one point for every 300 feet of frontage or one point for parcels with less than 300 feet of frontage.</i>	The Specific Plan area includes approximately 5,500 linear feet of frontage on the proposed extension of Van Buren Boulevard, allowing for approximately 18 access points. The Specific Plan land use includes six points of access and is thus consistent with this requirement.
<b>Goal 7</b>	<i>Facilitate and develop transportation demand management and transportation systems management programs, and use of alternate transportation modes.</i>	Transportation Demand Management (TDM) strategies will be implemented to shift trips outside the standard commuting hours and/or to non-"drive alone" modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel.
<b>Policy 7.5</b>	<i>Provide a system of bicycle facilities (paths, lanes and routes) in conjunction with circulation system roadway improvements.</i>	No bikeways are identified in the General Plan as part of the extension of Van Buren Boulevard east of I-215. The proposed Van Buren extension includes an on-street bicycle lane as part of the project improvements, and on-site bicycle parking is provided.

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**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Transportation</b>		
<b>Goal 8</b>	<i>Adequate, affordable, equitably distributed and energy efficient public and mass transit services which promote the mobility to, from, and within the planning area shall be provided.</i>	See response to Transportation Goal 2. The local transit system of bus stops and bus shelters will be approved by the Riverside Transit Agency (RTA) as appropriate along the proposed extension of Van Buren Boulevard and Western Way.
<b>Policy 8.1</b>	<i>Evaluate transportation alternatives with project design, development and implementation.</i>	See responses to Transportation Goals 1 and 2.
<b>Goal 9</b>	<i>Develop measures which will reduce the number of vehicle-miles traveled during peak travel periods.</i>	See response to Land Use Goal 1. The project will provide a large employment base, which will provide an opportunity for residents in the vicinity to work locally, rather than commute to Los Angeles or Orange Counties. This Improved Jobs/housing balance will help reduce vehicle miles traveled.
<b>Policy 9.1</b>	<i>Provide incentives to employers who encourage carpooling and vanpooling for employees.</i>	See response to Transportation Goal 7.
<b>Policy 9.2</b>	<i>Provide preferential parking for carpools and vanpools, where appropriate.</i>	The Specific Plan development regulations require a minimum of 5% carpool/vanpool parking spaces within the Specific Plan area.
<b>Goal 10</b>	<i>Regulate the travel of trucks on March JPA Planning Area streets.</i>	The project is designed to accommodate truck traffic. Western Way is a designated truck route in the City of Perris, and Van Buren Boulevard is a truck route as designated in the General Plan.



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**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Transportation</b>		
<b>Policy 10.1</b>	<i>Establish a truck route system which designates truck and commercial vehicle routes and provides adequately sized and designed roadways to meet the needs of trucks and commercial vehicles. This will eliminate truck and commercial vehicle traffic through inappropriate areas of the March JPA Planning Area.</i>	See response to Transportation Goal 10.
<b>Policy 10.2</b>	<i>Clearly sign designated truck routes and identify maximum weight limitations on these routes.</i>	See response to Transportation Goal 10. This requirement would be implemented as part of construction plans for the public roadways developed as part of the project (Van Buren Boulevard and Western Way).
<b>Goal 11</b>	<i>Adequate off-street parking for all land uses shall be provided which requires adequate on-site parking to prevent spill over on the adjacent street system.</i>	The project will provide adequate parking to limit the potential for parking spillover on to streets. Parking will be provided in accordance with the Development Regulations established by the Specific Plan. Parking ratios have been provided based on square footage. Parking ratios for car/vanpools, bicycle parking, and charging stations have also been provided in the Specific Plan development regulations.
<b>Policy 11.1</b>	<i>Provide for adequate parking facilities for all uses.</i>	See response to Transportation Goal 11.
<b>Policy 11.4</b>	<i>Require all new development to provide adequate off-street parking based on expected parking needs</i>	See response to Transportation Goal 11.
<b>Policy 11.5</b>	<i>Provide adequate loading areas within off-street parking areas for all commercial and manufacturing land uses.</i>	The project will provide adequate loading areas associated with the proposed logistics/industrial buildings.

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**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Transportation</b>		
<b>Goal 12</b>	<i>Plan for and seek to establish an area-wide system of bicycling trails, with linkages within the planning area and with adjacent jurisdictions, and in compliance with sub-regional plans.</i>	No bikeways are identified in the General Plan as part of the extension of Van Buren Boulevard east of I-215. The proposed Van Buren extension includes an on-street bicycle lane as part of the project improvements, and on-site bicycle parking is provided.
<b>Policy 12.7</b>	<i>Require sidewalks on both sides of all streets. The March JPA encourages alternate designs including parkways and meandering and enhanced paving.</i>	As shown in the street cross sections of the Specific Plan's Circulation Plan, sidewalks are provided on the project-frontage of Van Buren Boulevard, and right of way accommodating sidewalks is provided on both Van Buren Boulevard and Western Way extensions.
<b>Goal 13</b>	<i>Promote, preserve, and protect the joint use of the aviation field by the Air Force Reserves and civilian aviation.</i>	The project will not impact the use of the air field in any way.
<b>Policy 13.6</b>	<i>Protect flight paths from inappropriate development encroachment.</i>	The project is designed to incorporate appropriate uses as defined in the Air Installation Compatible Use Zone (AICUZ) Study, Airport Layout Plan, Department of Defense Instructions and Air Force Instructions
<b>Policy 13.8</b>	<i>Adhere to approved airport layout plans approved by the Joint Powers Commissions and recognized by the FAA.</i>	See response to Policy 13.6 above.
<b>Goal 15</b>	<i>In accordance with state and federal law, promote and provide mobility for the disabled.</i>	Development plans shall take into account the accessibility requirements of the Americans with Disability Act (ADA).
<b>Policy 15.1</b>	<i>Require that all development comply with the requirements of the state and federal law for the disabled. Requirements may include ramps at street corners, access to public buildings, traffic signal timing and the like.</i>	See response to Transportation Goal 15.

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**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Goal 1</b>	<i>Ensure that land uses are protected from excessive and unwanted noise.</i>	project development shall be consistent with the land use and noise limitations established in the AICUZ study and the Riverside County Airport Land Use Plan and MJPA Development Code. Industrial uses are consistent with the noise limitations of the AICUZ study.
<b>Policy 1.1</b>	<i>Establish acceptable limits of noise for various land uses throughout the March JPA Planning Area. Future development that could increase ambient noise levels shall be required to mitigate the anticipated noise increase, to the extent possible.</i>	The project EIR will evaluate noise impacts. The Specific Plan area is located adjacent to the airport runway, an inherently noisy environment. Any significant impacts from project noise will be mitigated through the environmental review process and prior to development. Industrial uses are consistent with the noise limitations of the AICUZ study.
<b>Policy 1.3</b>	<i>Encourage good acoustical design in new construction.</i>	See response to Noise Policy 1.1.
<b>Goal 2</b>	<i>Minimize incompatible noise level exposures throughout the Planning Area, and where possible, mitigate the effect of noise incompatibilities to provide a safe and healthy environment.</i>	No sensitive uses are located in proximity to the proposed Specific Plan area. Design features and mitigation measures to minimize noise impacts from the project will be evaluated during the environmental review process. Incompatible land uses will not be allowed in the project area.
<b>Policy 2.4</b>	<i>March JPA shall evaluate noise sensitivity and noise generation when considering land use projects and transportation improvement projects, and where appropriate mitigation measures shall be employed.</i>	See response to Noise Goal 2.

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**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Noise</b>		
<b>Goal 3</b>	<i>Work toward the reduction of noise impacts from vehicular traffic, and aviation and rail operations.</i>	See response to Noise Goal 2.
<b>Policy 3.4</b>	<i>Where appropriate, noise mitigation measures shall be incorporated in the design and approval of development property located adjacent to aviation and rail facilities.</i>	Noise mitigation, if required, will be incorporated into the project based on the noise studies prepared as part of the project's Environmental Impact Report.
<b>Policy 3.7</b>	<i>Limit trucking operations to appropriate routes, times and speeds.</i>	The project is designed to accommodate truck traffic. Western Way is a designated truck route in the City of Perris, and Van Buren Boulevard is a truck route as designated in the General Plan. Standard speeds would apply on public truck routes.
<b>Policy 3.8</b>	<i>Appropriate muffling systems for construction equipment and operations shall be required, as necessary.</i>	The project EIR will evaluate noise impacts associated with construction. Any significant impacts from project construction noise will be mitigated through the environmental review process and prior to development.

General Plan Goal/Policy		Consistency
<b>Air Quality</b>		
<b>Goal 1</b>	<i>Promote alternative modes of travel.</i>	See response to Transportation Goal 2.
<b>Policy 1.3</b>	<i>Support trip-reduction programs, such as longer work days, shorter week work schedules.</i>	See response to Transportation Goal 7.

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**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Air Quality</b>		
<b>Goal 2</b>	<i>Reduce emissions associated with vehicle miles traveled by enhancing the jobs/housing balance of the subregion of western Riverside County.</i>	The project will provide an employment base, which will provide an opportunity for residents in the vicinity to work locally, rather than commute to Los Angeles or Orange Counties. This improved Jobs/housing balance will help reduce vehicle miles traveled.
<b>Policy 2.1</b>	<i>Create an employment center within the housing rich environment of the subregion.</i>	See responses to Air Quality Goal 1 and Transportation Goal 9.
<b>Goal 3</b>	<i>Reduce air pollution through proper land use, transportation and energy use planning.</i>	See responses to Transportation Goals 2 and 7.
<b>Policy 3.1</b>	<i>Locate ancillary uses within business and employment centers to reduce the number of vehicle trips and lessen the vehicle miles traveled.</i>	The Specific Plan development regulations allow for ancillary office and retail uses in association with the proposed logistics uses. Inclusion of these ancillary uses will reduce the need for outside vehicular trips.
<b>Policy 3.2</b>	<i>Locate service uses and facilities in convenient proximity to employment and business center areas to encourage pedestrian or alternative transit to reduce the number of vehicle trips.</i>	See responses to Land Use Goal 1 and Transportation Goal 9.
<b>Policy 3.3</b>	<i>Develop a bike lane network that will link the bike lanes to residential areas adjacent to the Planning Area and Metrolink Stations to encourage non-motorized travel within the planning area.</i>	No bikeways are identified in the General Plan as part of the extension of Van Buren Boulevard east of I-215. The proposed Van Buren extension includes an on-street bicycle lane as part of the project improvements, and on-site bicycle parking is provided.
<b>Policy 3.4</b>	<i>Encourage ride share programs.</i>	See response to Transportation Goal 7.



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**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Air Quality</b>		
<b>Policy 3.5</b>	<i>Parking facilities shall be designed to safely accommodate and support alternative modes of transportation and preferential location of alternative fuel vehicles and mass transit services.</i>	See response to Transportation Goal 2. In addition, the project will include charging stations for electric vehicles within the parking areas of the plan consistent with CAL Green standards.
<b>Goal 5</b>	<i>Maximize the effectiveness of air quality control programs through coordination with other governmental entities.</i>	The project will comply with South Coast Air Quality Management District rules and regulations.
<b>Policy 5.5</b>	<i>Review development projects to determine the potential air quality impacts and provide appropriate mitigation, where necessary.</i>	The project EIR will evaluate air quality impacts. Any significant impacts to air quality from the project will be mitigated through the environmental review process and prior to development.
<b>Goal 6</b>	<i>Reduce emissions associated with vehicle/engine use.</i>	See responses to Land Use Goal 1 and Transportation Goal 9.
<b>Policy 6.3</b>	<i>Encourage diversion of peak hour truck traffic, whenever feasible, to off-peak periods to reduce roadway congestion and associated emissions.</i>	See response to Transportation Goal 10.
<b>Policy 6.5</b>	<i>Encourage trucks operating within March JPA Planning Area to maintain safety equipment and operate at safe speeds so as to reduce the potential for accidents which create congestion and related emissions.</i>	The project EIR will evaluate air quality impacts. Any significant impacts to air quality from the project will be mitigated through the environmental review process and prior to development.

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**Veteran's Industrial Park 21.5 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Air Quality</b>		
<b>Goal 7</b>	<i>Reduce emissions associated with energy consumption.</i>	Buildings shall be designed to reduce energy usage through various measures (such as energy efficient lighting and glazing, using lighter colored roofing materials, orienting buildings north and increasing wall insulation above Title 24 requirements, etc.) The project's EIR will analyze the impacts associated with energy consumption and proposed mitigation measures to reduce impacts.
<b>Policy 7.1</b>	<i>Support the use of energy-efficient equipment and design in the March JPA Planning Area for facilities and infrastructure.</i>	See response to Air Quality Goal 7.
<b>Policy 7.3</b>	<i>Support passive solar design in new construction.</i>	See response to Air Quality Goal 7.
<b>Policy 7.4</b>	<i>Support recycling programs which reduce emissions associated with manufacturing and waste disposal.</i>	Recycling of materials will be a component of the waste management program of uses within the Specific Plan area.
<b>Policy 7.5</b>	<i>Support drought-resistant vegetation in landscaping areas to reduce energy needed to pump water.</i>	The specific Plan includes a landscape plan and plant palette for development within the Specific Plan area. The project's plant materials include predominantly drought tolerant vegetation.
<b>Goal 8</b>	<i>Reduce air pollution emissions and impacts through siting and building design.</i>	See response to Air Quality Goal 7. Design features and mitigation measures to minimize the impacts to air quality from the project will be evaluated during the environmental review process.
<b>Policy 8.1</b>	<i>Support the use of low polluting construction materials and coatings.</i>	The project EIR will evaluate air quality impacts from construction. Any significant impacts to air quality from the project will be mitigated through the environmental review process and prior to development.

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**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Air Quality</b>		
<b>Goal 9</b>	<i>Reduce fugitive dust and particulate matter emissions.</i>	Trucks hauling dirt, sand, gravel or soil are to be covered or should maintain at least two feet of freeboard in accordance with Section 23114 of the California Vehicle Code. Where feasible, construction access roads to the main roads should be paved to avoid dirt being carried on to the roadway or track-out devices should be installed. In addition, the project EIR will evaluate impacts associated with fugitive dust and particulate matter during construction and proposed mitigation measures to reduce or eliminate impacts.
<b>Policy 9.1</b>	<i>Require all feasible fugitive dust reduction techniques to be utilized during construction activities.</i>	See response to Air Quality Goal 9.

General Plan Goal/Policy		Consistency
<b>Housing</b>		
The General Plan does not allow for housing opportunities within the March JPA Planning Area due to incompatible uses with the airfield, the need to focus on the reestablishment of the numerous jobs lost due to base realignment, and the housing rich environment of Western Riverside County. The project maintains consistency with the General Plan's absence of a residential land use designation within the Specific Plan area.		

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**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Resource Management</b>		
<b>Goal 1</b>	<i>Conserve and protect surface water, groundwater, and imported water resources.</i>	The project will be constructed to mitigate impacts to the existing drainage channel. Furthermore, the project EIR will evaluate impacts to hydrology and water supply from the project. Any significant impacts to hydrology or water supply from the project will be mitigated through the environmental review process and prior to development.
<b>Policy 1.1</b>	<i>Where possible, retain local drainage courses, channels and creeks in their natural condition.</i>	See response to Resource Management Goal 1. The on-site drainage is related to regional water flows across the site and is not a natural stream course. The proposed grading plan impacts this drainage to facilitate development of the site and to provide an alternative drainage conveyance plan for regional flows. Impacts will be mitigated in accordance with agency permitting requirements.
<b>Policy 1.2</b>	<i>Protect groundwater and surface water resources from depletion and sources of pollution.</i>	See responses to Land Use Goal 17 and Resource Management Goal 1.
<b>Policy 1.4</b>	<i>Require development to conserve water resources, including the use of water-efficient plumbing fixtures and irrigation systems.</i>	See response to Air Quality Goal 7.
<b>Policy 1.5</b>	<i>Conserve imported water by requiring water conservation techniques, water-conserving and recycling processes, drought-resistant landscaping, and reclaimed water for irrigation, when available and appropriate.</i>	The project will comply with the Specific Plan's Design Guidelines. The Design Guidelines require the use of drought-resistant landscaping by the project. Reclaimed water will be used if available.
<b>Policy 1.6</b>	<i>Promote the use of drought tolerant landscaping in development, and encourage the use of reclaimed water for irrigation in parks, golf courses, and industrial uses, as well as for other urban uses, whenever feasible and where legally permitted.</i>	See response to Resource Management Policy 1.5. The Specific Plan includes a landscape plan and plant palette for development within the Specific Plan area. The project's plant materials include predominantly drought tolerant vegetation. The project does not contain parks.

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**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Resource Management</b>		
<b>Policy 1.8</b>	<i>Assure that development projects comply with regulatory agency requirements, including federal, state and regional regulations.</i>	The project shall be required to obtain a Clean Water Act (CWA) Section 404 permit (regulated by the U.S Army Corps of Engineers), a Streambed Alteration Agreement (regulated by the California Department of Fish and Wildlife), a CWA Section 401 Water Quality Certification (regulated by the Regional Water Quality Control Board) to impact waters of the U.S/State.
<b>Goal 2</b>	<i>Control flooding to reduce major losses of life and property.</i>	See response to Land Use Goal 17.
<b>Policy 2.3</b>	<i>Ensure that development does not divert storm water run off onto adjacent properties, or cause alterations of natural drainage courses that cannot be adequately handled by flood control improvements installed coincident with the development.</i>	See response to Land Use Goal 17.
<b>Policy 2.5</b>	<i>To the greatest extent possible, require development to use master flood control facilities and limit use of interim drainage facilities or open channels.</i>	The drainage plan for the project will utilize the existing off-site open channel as a downstream conveyance system as well as a box culvert system on the project's western edge along Van Buren Boulevard. See response to Land Use Goal 17.
<b>Goal 3</b>	<i>Conserve and protect significant land forms, important watershed areas, mineral resources and soil conditions.</i>	The project will not impact any significant landforms or mineral resources. The project EIR will evaluate impacts to hydrology, geology and soils from the project. Any significant impacts to hydrology, geology and soils from the project will be mitigated through the environmental review process and prior to development.



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**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Resource Management</b>		
<b>Policy 3.1</b>	<i>Conserve hillsides and rock outcroppings in the planning area through the use of master-planned developments which create a "Campus-like" setting, and encourage the creative siting of building areas as a means of retaining natural areas and open space.</i>	The project will be constructed in a flat area with no rock outcroppings and will not impact any of the area's hillsides.
<b>Policy 3.5</b>	<i>Require and practice proper soil management techniques to reduce erosion, sedimentation and other soil-related problems.</i>	See response to Land Use Policy 8.1. A SWPPP and Erosion Control Plan will be required for the project to reduce erosion and other soil related problems. In addition, all grading will be reviewed by a soils consultant as part of grading permit preparation.
<b>Policy 3.6</b>	<i>Control erosion during and following construction through proper grading techniques, vegetation replanting, and the installation of proper drainage control improvements.</i>	See response to Land Use Policy 8.1 and Resource Management Policy 3.5
<b>Policy 3.7</b>	<i>Require erosion control measures such as binders, revegetation, slope covers, and other practices which reduce soil erosion due to wind and water.</i>	See response to Land Use Policy 8.1 and Resource Management Policy 3.5
<b>Goal 4</b>	<i>Conserve energy resources through use of available energy technology and conservation practices.</i>	See response to Air Quality Goal 7.
<b>Policy 4.1</b>	<i>Implement energy performance requirements established under the California Administration Code Title 24 Energy Conservation and Insulation Regulations.</i>	See response to Air Quality Goal 7.

**APPENDIX B**

**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Resource Management</b>		
<b>Policy 4.2</b>	<i>Encourage innovative building, site design and orientation techniques which minimize energy use by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials available to control energy usage.</i>	See response to Air Quality Goal 7.
<b>Policy 4.3</b>	<i>Encourage the use and development of alternative and innovative energy resources and energy conservation techniques, where practical.</i>	See response to Air Quality Goal 7.
<b>Goal 5</b>	<i>Conserve and protect significant stands of mature trees, native vegetation, and habitat within the planning area.</i>	The project EIR will evaluate impacts to biological resources from the project. Any significant impacts to biological resources from the project will be mitigated through the environmental review process and prior to development. The project would comply with the federal, state and local regulations regarding impacts to sensitive biological resources.
<b>Policy 5.1</b>	<i>Where practical, conserve important plant communities and habitats such as riparian areas, wetlands, significant tree stands, and species by using buffers, creative site planning, revegetation and open space easements/dedications.</i>	See responses to Resource Management Goals 1 and 5.
<b>Policy 5.2</b>	<i>Encourage the planting of native species of trees and other drought-tolerant vegetation.</i>	See response to Resource Management Policy 1.5.

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**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Resource Management</b>		
<b>Policy 5.4</b>	<i>In areas that may contain important plant and animal communities, require development to prepare biological assessments identifying species types and locations and develop measures to preserve recognized sensitive species, as appropriate.</i>	See responses to Resource Management Policy 1.8 and Goal 5. The site is not located in an area with Important plan and animal communities.
<b>Policy 5.6</b>	<i>Work with state, federal and local agencies in the preservation and/or mitigation of recognized sensitive vegetation and wildlife in March IPA Planning Area.</i>	See response to Resource Management Policy 1.8.
<b>Goal 6</b>	<i>Provide an effective and efficient waste management system for solid and hazardous wastes that is financially and environmentally responsible.</i>	The project shall comply with appropriate and applicable regulations and standards with respect to the management of solid and hazardous wastes.
<b>Policy 6.4</b>	<i>Coordinate with regulatory agencies in assuring that future development handles and disposes of hazardous materials in compliance with applicable regulations.</i>	See response to Safety Risk/Management Goal 4.
<b>Goal 7</b>	<i>Promote cultural awareness through preservation of the planning area's historic, archaeological and paleontological resources.</i>	The project is not anticipated to impact significant historic, archaeological or paleontological resources. The project EIR will comply with the requirements of AB52 and SB18 related to Tribal consultation.

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**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Resource Management</b>		
<b>Policy 7.5</b>	<i>Require development proposals that are located on or near archaeological or paleontological resources to provide a cultural resources study that assesses potential impacts to the resource as a result of the proposed development. The report will include measures to avoid destruction of any significant cultural resources.</i>	See response to Resource Management Goal 7, above
<b>Policy 7.6</b>	<i>Require the preservation of identified cultural resources to the extent possible, prior to development, through dedication, removal, transfer, reuse, or other means.</i>	See response to Resource Management Goal 7, above
<b>Goal 9</b>	<i>Create a network of open space areas and linkages throughout the Planning Area that serves to preserve natural resources, protect health and safety, contributes to the character of the community, provide active and passive recreational use, as well as visual and physical relief from urban development.</i>	This goal is not applicable to the project, as the site is located between the airport runway and the freeway (I-215) and lacks the potential for significant open space linkages.
<b>Policy 9.8</b>	<i>Enforce the standards of the military and FAA relative to aviation hazard areas to protect the use of the aviation field, and use of property within its vicinity.</i>	The project is designed to incorporate appropriate uses as defined in the Air Installation Compatible Use Zone (AICUZ) Study, Airport Layout Plan, Department of Defense Instructions and Air Force Instructions. The project's land use plan and development regulations include height limitations associated with the 35-foot building restriction line and the 7:1 height requirements. In addition, the proposed uses comply with the Zone B occupancy and use restrictions. Security fencing will be provided adjacent to the runway. In addition, no standing water exceeding the airport's criteria will be allowed as part of the project's drainage plans.

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**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Resource Management</b>		
<b>Goal 10</b>	<i>Establish standards for scenic corridors, trails and vistas that contribute to the quality of the planning area.</i>	Not applicable. No established scenic corridors or planned trails are present adjacent to the Specific Plan area.
<b>Policy 10.4</b>	<i>Use design standards for transportation facilities that include street trees, pedestrian walkways, bicycle lanes, signing, lighting and setbacks to complement and enhance the character of the planning area.</i>	The Specific Plan includes landscape sections and a landscape plan that includes street trees and pedestrian walkways as well as landscaped setbacks.

General Plan Goal/Policy		Consistency
<b>Safety/Risk Management</b>		
<b>Goal 1</b>	<i>Minimize injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, and landslides.</i>	No Fault Rupture Hazard Zone or Alquist-Priolo Earthquake Fault Zone, as designated by the Department of Conservation (DOC), exist within the project site based on the projects soils report and the General Plan. Construction of the project would be required to meet California Building Code (CBC) standards. Additionally, the March JPA would review and approve the plans and specifications of the project to ensure compliance with the provisions of the CBC and Title 24, which regulates building standards, Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards.
<b>Policy 1.1</b>	<i>Require geological and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and development review process. Require mitigation of seismic or geologic hazards to the satisfaction of the responsible agencies.</i>	Construction of the project would be required to meet California Building Code (CBC) standards. Additionally, the March JPA would review and approve the plans and specifications of the project to ensure compliance with the provisions of the CBC and Title 24, which regulates building standards, Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards.



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**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Safety/Risk Management</b>		
<b>Policy 1.2</b>	<i>Ensure all grading plans comply with the Uniform Building Code (UBC) and California Building Code including, if necessary, requiring preliminary investigations of development sites by a State-registered geotechnical engineers and certified engineering geologists.</i>	Construction of the project would be required to meet California Building Code (CBC) standards. Additionally, the March JPA would review and approve the plans and specifications of the project to ensure compliance with the provisions of the CBC and Title 24, which regulates building standards, Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards.
<b>Goal 2</b>	<i>Minimize grading and otherwise changing the natural topography, while protecting the public safety and property from geologic hazards.</i>	The project will be constructed in a relatively flat area and will not impact the hillsides or rock outcroppings. The project will incorporate grading development standards and recommendations, which will minimize any potential geotechnical and site development constraints that occur on-site.
<b>Policy 2.1</b>	<i>Discourage any grading beyond that which is necessary to create adequate building pads area.</i>	See response to Safety Risk/Management Goal 2.
<b>Goal 3</b>	<i>Minimize injury, loss of life, property damage, and economic and social disruption caused by flood hazards.</i>	See response to Land Use Goal 17.
<b>Policy 3.4</b>	<i>Ensure that development does not divert storm water run off onto adjacent properties, or cause alterations of natural drainage courses that cannot be adequately handled by existing drainage facilities or the flood control improvements proposed with the development.</i>	The project will implement a drainage system that will convey existing storm water around the development footprint and will be consistent with existing drainage patterns. Further, the project will mitigate storm water runoff to a flow rate equivalent to the pre-developed condition. See response to Land Use Goal 17.
<b>Policy 3.5</b>	<i>Require the installation and maintenance of storm drains by property owners.</i>	See response to Land Use Goal 17.

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**Veteran’s Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Safety/Risk Management</b>		
<b>Goal 4</b>	<i>Reduce threats to public safety and protect property from wildland and urban fire hazards.</i>	According to the Map My County – Riverside County database (County of Riverside 2015), the project is not within a designated fire hazard area.
<b>Policy 4.5</b>	<i>Ensure that new access roads have adequate widths and turning radius for fire and emergency vehicles.</i>	project roadways meet fire and emergency vehicle standards.
<b>Policy 4.7</b>	<i>Encourage the planting and maintenance of drought-resistant, fire-retardant species on slopes to reduce the risk of brush fire and soil erosion in areas adjacent to hillsides; and develop stringent site design and maintenance standards for areas with high fire hazard.</i>	According to the Map My County – Riverside County database (County of Riverside 2015), the project is not within a designated fire hazard area. In addition, the project will be constructed in a relatively flat area and will not impact hillsides. Furthermore, the project will comply with the Specific Plan Design Guidelines, which require the use of drought-resistant landscaping by the project.
<b>Goal 5</b>	<i>Reduce the potential for hazardous material exposure or contamination in the Planning Area.</i>	The transport of all hazardous materials, is regulated by the U.S. Department of Transportation (Title 49 of the Code of Federal Regulations), the California Highway Patrol (Title 13 of the California Code of Regulations), and the California State Fire Marshall (Title 19 of the California Code of Regulations). In addition, in order to operate in the State of California, all hazardous materials transporters must be registered with the California Department of Toxic Substances Control (DTSC). These regulations minimize the potential for incidents involving hazardous materials.
<b>Policy 5.1</b>	<i>Comply with the enforcement of disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify such materials at the site, and to notify the appropriate County, State and/or Federal agencies in the event of a violation.</i>	See response to Safety Risk/Management Goal 5.

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**Veteran's Industrial Park 215 Specific Plan - General Plan Consistency Table**

General Plan Goal/Policy		Consistency
<b>Safety/Risk Management</b>		
<b>Policy 5.3</b>	<i>Require land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials are located a safe distance from land uses that may be adversely impacted by such activities.</i>	See response to Safety Risk/Management Goal 5.
<b>Policy 5.4</b>	<i>Ensure the storage, use and transportation of any hazardous materials complies with the standards set forth within the errata sheets published for each substance.</i>	See response to Safety Risk/Management Goal 5.
<b>Goal 7</b>	<i>Reduce the possible risk of upset, injury, and loss of life, property damage and other impacts associated with an aviation facility.</i>	The project is designed to incorporate appropriate uses as defined in the Air Installation Compatible Use Zone (AICUZ) Study, Airport Layout Plan, Department of Defense Instructions and Air Force Instructions. The project's land use plan and development regulations include height limitations associated with the 35-foot building restriction line and the 7:1 height requirements. In addition, the proposed uses comply with the Zone B occupancy and use restrictions. Security fencing will be provided adjacent to the runway. In addition, no standing water exceeding the airport's criteria will be allowed as part of the project's drainage plans.
<b>Policy 7.1</b>	<i>Ensure development and use of property within the vicinity of airfield complies with appropriate building standards and codes including height restrictions, restrictions on use, setbacks, population densities, insulation and materials, as contained within an approved Comprehensive Land Use Plan (CLUP) and appropriate AICUZ.</i>	See response to Safety Risk/Management Goal 7.

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

**Adopted by**

**Riverside County Airport Land Use Commission**

**November 13, 2014**

**Prepared by**



**Santa Rosa, California**

# MARCH AIR RESERVE BASE / INLAND PORT AIRPORT LAND USE COMPATIBILITY PLAN

Adopted November 13, 2014

## OVERVIEW

This *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan (March ARB/IPA ALUCP)* was prepared for and adopted by the Riverside County Airport Land Use Commission (RCALUC). In accordance with provisions of the California State Aeronautics Act (Public Utilities Code Section 21670 *et seq.*), the RCALUC has been assigned the lead responsibility for airport land use compatibility planning around each of the public-use and military airports in Riverside County, including the preparation of an ALUCP for each airport.

Beginning in 2004, the RCALUC began adopting new versions of the ALUCPs for most of these airports. Each of these individual ALUCPs is contained within a single, countywide document entitled *Riverside County Airport Land Use Compatibility Plan*. The ALUCP for each airport consists of the policies in Chapter 2 of that document that are applicable to all of the airports in the county together with airport-specific policies and maps in Chapter 3. This material plus an introductory chapter (Chapter 1) and a set of appendices comprise Volume I. Background data regarding each airport and its environs is included in Volumes 2 and 3.

This *March ARB/IPA ALUCP* maintains this established format. Thus, only the policies and maps specific to March ARB/IPA for insertion into Chapter 3 and the background data to be added to Volume 2 are presented here. All of the countywide policies in Chapter 2 of Volume 1 are considered to be part of the *March ARB/IPA ALUCP* unless explicitly modified or supplemented by the March-specific policies. The introductory and appendix content is also applicable although no ALUC policy is included therein.



*Insert for Riverside County ALUCP, Volume 1, Chapter 3, Individual Airport Policies and Compatibility Maps*

## MA. MARCH AIR RESERVE BASE/INLAND PORT AIRPORT

### MA.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* The *Compatibility Plan* for March ARB/IPA is primarily based upon the U.S. Air Force's *Air Installation Compatibility Use Zones Study* for March Air Reserve Base (AICUZ) dated August 2005. Noise contours included in the AICUZ have been supplemented by more recent contours prepared for the Air Force and March Joint Powers Authority. These contours reflect current and projected fleet mix changes as indicated in Policy MA.1.3 below. The compatibility zones and associated criteria set forth in the *March ARB/IPA Compatibility Plan* provide noise and safety compatibility protection equivalent to or greater than the Air Force recommended criteria presented in the AICUZ.
- 1.2 *Airfield Configuration:* The airfield consists of two runways. The primary runway (Runway 14-32)—oriented north-northwest/south-southwest—is 13,300 feet in length and is the longest runway open to civilian use in the state. The second smaller runway, Runway 12-30, is just over 3,000 feet; its use is and will continue to be restricted to military-related light aircraft (primarily Aero Club activity). The airport has straight-in instrument approach capabilities to Runway 32 and a non-precision approach to Runway 14. No changes in the existing configuration of the airport runways and approaches are anticipated.
- 1.3 *Airport Activity:* The *Compatibility Plan* reflects a composite of potential future military and civilian aircraft activity scenarios (see discussion in Chapter W7). The data primarily relied upon for future mission military activity is as indicated in the 2013 environmental study analyzing the impacts of a fleet mix conversion from F-16 to F-15 fighter aircraft [*F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport* (National Guard Bureau, March 2013)]. This study indicates potential maximum mission activity as 54,104 annual operations by military transport, tanker, fighter, and helicopter aircraft, together with military contract air carrier and military Aero Club aircraft. Additionally, for the purposes of assessing land use noise compatibility, noise impacts reflected in three other studies are taken into account in the compatibility zones shown on Map MA-1, Compatibility Map, of this chapter: the 2005 AICUZ Study [*Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)* (Department of the Air Force, August 2005)]; the Total Force Integration study [*Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base* (Air Force Reserve Command, June 2010)]; and a study of general aviation facility needs done for the March Joint Powers Authority [*Environmental Impact Report for March Inland Port General Aviation Facilities Development* (March Joint Powers Authority, August 2012)]. Future maximum civilian aircraft activity is limited by the joint use agreement and related air quality conformity determination to 21,000 annual operations. While the number of future aircraft operations indicated in each of these studies is similar, the mix of aircraft types and other factors that affect noise impacts differ.
- 1.4 *Airport Influence Area:* The factors used in defining the airport influence area for March ARB/IP and the individual compatibility zones within the airport influence area are

indicated in Table MA-1. Table 3A which is applicable to other airports in the county does not apply to March ARB/IPA. Table MA-1 makes adjustments to Table 3A that take into account the comparatively large geographic extent of the airport's impacts. Also, Compatibility Zone C is divided into two separate zones, C1 and C2.

The outer limits of *Zone E* and the areas within the *High Terrain Zone* define the airport influence area for March ARB/IPA. On the east side of the airfield, Zone E is established at 14,000 feet from the runway centerline. This distance is equivalent to the outer limits of the civilian airport conical surface, as established by FAR Part 77. The compatibility zones on the west side of the airport are more extensive because those areas are routinely overflown by both military and civilian aircraft.

## MA.2 Additional/Specific Compatibility Policies

Policies set forth in Chapter 2, Countywide Policies, shall be modified or supplemented for the *March ARB/IPA ALUCP* as follows.

### 2.1 *Basic Land Use Compatibility Criteria:*

- (a) Countywide Table 2A: The basic compatibility criteria listed in Table 2A do not apply to the environs of March ARB/IPA. The compatibility criteria that shall be applicable to the March ARB/IPA influence area are set forth in Table MA-2. For the purposes of land use compatibility matters involving the March ARB/IPA influence area, any reference to Table 2A in the policies of Chapter 2 shall instead be taken as a reference to Table MA-2.
- (b) Countywide Policy 3.1.3(b): The policy concerning residential densities in Compatibility Zone D is not applicable to March ARB/IPA.
- (c) Countywide Policy 3.1.4(b): The reference to special risk-reduction building design measures is not applicable to March ARB/IPA.

2.2 *Infill:* Countywide Policy 3.3.1(a)(2) notwithstanding, infill residential development in the vicinity of March ARB/IPA need only be 50% bounded by similar uses to qualify as infill. All other provisions of Countywide Policy 3.3.1 apply.

### 2.3 *Supporting Compatibility Criteria for Noise:*

- (a) Countywide Policy 4.1.5: The CNEL considered normally acceptable for new residential land uses in the vicinity of March ARB/IPA is 65 dB. Table 2B is not applicable.
- (b) Countywide Policy 4.1.6: Single-event noise levels from aircraft operations can be particularly intrusive at night. Compared to other airports in the county, current and projected nighttime activity by large aircraft at March ARB/IPA warrants a greater degree of sound attenuation for the interiors of buildings housing certain uses as cited below.
  - (1) The maximum, aircraft-related, interior noise level that shall be considered acceptable shall be CNEL 40 dB for all new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses. For office uses, the interior standard shall be CNEL 45 dB, the same as the countywide criterion.

Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
<b>M</b> <b>(Military)</b>	<b>Federal Lands</b> <ul style="list-style-type: none"> <li>▶ No ALLUC authority</li> </ul>	<b>Federal Lands</b> <ul style="list-style-type: none"> <li>▶ No ALLUC authority</li> </ul>
<b>A</b> <b>Clear Zone</b> <b>(if not on base)</b>	<b>Noise Impact: Very High</b> <ul style="list-style-type: none"> <li>▶ High CNEL and single-event noise levels</li> </ul>	<b>Risk Level: Very High</b> <ul style="list-style-type: none"> <li>▶ Dimensions set to include Clear Zone as indicated in Air Installation Compatible Use Zone (AICUZ) study for airport</li> <li>▶ Generally on air base property or controlled by easements</li> </ul>
<b>B1</b> <b>Initial Approach/Departure Zone</b>	<b>Noise Impact: High</b> <ul style="list-style-type: none"> <li>▶ Within or near 65-CNEL contour</li> <li>▶ Single-event noise sufficient to disrupt many land use activities including indoors if windows open</li> </ul>	<b>Risk Level: High</b> <ul style="list-style-type: none"> <li>▶ Within Accident Potential Zone I or II</li> <li>▶ Additionally, zone boundary to north reflects turning flight tracks</li> </ul>
<b>B2</b> <b>High Noise Zone</b>	<b>Noise Impact: High</b> <ul style="list-style-type: none"> <li>▶ Within or near 65-CNEL contour</li> <li>▶ Single-event noise sufficient to disrupt many land use activities including indoors if windows open</li> </ul>	<b>Risk Level: Moderate</b> <ul style="list-style-type: none"> <li>▶ Beneath or adjacent to final approach and initial departure flight corridors or adjacent to runway</li> <li>▶ Not within Accident Potential Zones</li> </ul>
<b>C1</b> <b>Primary Approach/Departure Zone</b>	<b>Noise Impact: Moderate to High</b> <ul style="list-style-type: none"> <li>▶ Within or near 60-CNEL contour</li> <li>▶ Single-event noise may be disruptive to noise-sensitive land use activities; aircraft &lt;2,000 feet above runway elevation on arrival and generally &lt;3,000 feet above runway elevation on departure</li> </ul>	<b>Risk Level: Moderate</b> <ul style="list-style-type: none"> <li>▶ Beneath or adjacent to low altitude overflight corridors</li> </ul>
<b>C2</b> <b>Flight Corridor Zone</b>	<b>Noise Impact: Moderate</b> <ul style="list-style-type: none"> <li>▶ Within 60 CNEL contour, but more than 5 miles from runway end; or</li> <li>▶ Outside 60-CNEL contour, but regularly overflow in mostly daytime flight training</li> <li>▶ Single-event noise may be disruptive to noise-sensitive land use activities; aircraft &lt;3,000 feet above runway elevation on arrival</li> </ul>	<b>Risk Level: Moderate to Low</b> <ul style="list-style-type: none"> <li>▶ Distant (beyond 5 miles) portion of instrument arrival corridor; or</li> <li>▶ Closed-circuit flight training activity corridors</li> </ul>
<b>D</b> <b>Flight Corridor Buffer</b>	<b>Noise Impact: Moderate to Low</b> <ul style="list-style-type: none"> <li>▶ Mostly within 55-CNEL contour</li> <li>▶ More concern with respect to individual loud events than with cumulative noise contours</li> </ul>	<b>Risk Level: Low</b> <ul style="list-style-type: none"> <li>▶ On periphery of flight corridors</li> <li>▶ Risk concern primarily with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area)</li> </ul>
<b>E</b> <b>Other Airport Environs</b>	<b>Noise Impact: Low</b> <ul style="list-style-type: none"> <li>▶ Beyond 55-CNEL contour</li> <li>▶ Occasional overflights intrusive to some outdoor activities</li> </ul>	<b>Risk Level: Low</b> <ul style="list-style-type: none"> <li>▶ Within outer or occasionally used portions of flight corridors</li> </ul>
<b>*</b> <b>High Terrain Zone</b>	<b>Noise Impact: Low</b> <ul style="list-style-type: none"> <li>▶ Individual noise events slightly louder because high terrain reduces altitude of overflights</li> </ul>	<b>Risk Level: Moderate</b> <ul style="list-style-type: none"> <li>▶ Moderate risk because high terrain constitutes airspace obstruction</li> <li>▶ Concern is tall single objects (e.g., antennas)</li> </ul>

Table MA-1

## Compatibility Zone Factors

### March Air Reserve Base / Inland Port Airport

- (2) To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.

#### 2.4 *Supporting Compatibility Criteria for Safety:*

- (a) Countywide Policy 4.2.3: The acceptability of land uses of special concern within certain compatibility zones around March ARB/IPA shall be evaluated in accordance with the criteria indicated in Table MA-2. The criteria listed in Countywide Policy 4.2.3 do not apply.
- (b) Countywide Policy 4.2.4: The requirements for open land do not apply to the vicinity of March ARB/IPA except with regard to Compatibility Zones A and B1.
- (c) Countywide Policy 4.2.5: For the vicinity of March ARB/IPA, new nonresidential development shall not be clustered in a manner that would result in a usage intensity within any one acre (the number of people per single acre) exceeding the limits specified in Table MA-2. Clustering of residential development is encouraged, but the density within any one acre shall be limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed.
- (d) Countywide Policy 4.2.6: The policy concerning risk reduction through building design is not applicable to the March ARB/IPA influence area.
- (e) Calculation of Usage Intensities for Retail Uses: Notwithstanding the provisions of Appendix C and Table C1 of the *Riverside County Airport Land Use Compatibility Plan*, the usage intensities of retail sales and display areas (a.k.a. mercantile areas) or “showrooms” (excluding restaurants and other uses specifically identified separately from retail/mercantile in Table C1) shall be evaluated as having an occupancy level of 115 gross square feet per person without eligibility for the 50 percent reduction in the resulting usage intensity (people per acre) as described in the appendix.
- (f) Calculation of Usage Intensities for Warehouse Uses: Notwithstanding the provisions of Appendix C and Table C1 of the *Riverside County Airport Land Use Compatibility Plan*, the usage intensities of warehouses, distribution centers, e-commerce centers, fulfillment centers, and similar uses in buildings larger than 200,000 gross square feet, exclusive of offices, conference rooms, break rooms and other uses identified separately from warehouses in Table C1, shall be calculated as follows:
  - (1) High-cube warehouses and distribution centers, other than e-commerce centers and fulfillment centers, shall be evaluated on the basis of 35% of the usage intensity that results from the occupancy level indicated in Table C1.
  - (2) E-commerce centers, fulfillment centers, and other similar uses shall be evaluated on the basis of 50% of the usage intensity that results from the occupancy level indicated in Table C1.



- (3) Office space in these buildings shall be evaluated on the basis of 50% of the usage intensity that results from the occupancy level indicated in Table C1. All other separately identified uses shall be evaluated on the basis of the occupancy level listed for the respective use in Table C1.

2.5 *Supporting Compatibility Criteria for Airspace Protection:*

- (a) *Countywide Policy 4.3.3:* For proposed objects in the March ARB/IPA vicinity, the heights requiring ALUC review shall be as specified in Table MA-2.
- (b) *Countywide Policy 4.3.4:* Heights of objects shall be restricted in accordance with the airspace protection surfaces depicted in Table MA-2.
- (c) *Countywide Policy 4.3.5:* The compatibility zones within which dedication of an aviation easement shall be required as a condition of development is as indicated in Table MA-2. Except within Compatibility Zone A, aviation easements shall be dedicated to the March Inland Port Airport Authority or other civilian agency that may supersede it (successor-in-interest). Any aviation easements required within Zone A shall be dedicated to the United States of America.
- (d) *Countywide Policy 4.3.7:* Additional hazards to flight as listed in Table MA-2 are to be avoided in the vicinity of March ARB/IPA.

2.6 *Supporting Compatibility Criteria for Overflight:*

- (a) *Countywide Policy 4.4.3:* The compatibility zones within which a deed notice shall be required as a condition of development are as indicated in Table MA-2.

2.7 *Site-Specific Exceptions:*

Four development projects near March ARB have received entitlements in the form of Development Agreements or Disposition and Development Agreements from the respective jurisdictions prior to adoption of the *ALUCP* by the Riverside County ALUC. As such, exceptions to the compatibility criteria outlined in the preceding subsections are granted for these projects provided that they meet the conditions indicated below. (The locations of these exceptions are shown on Map MA-1 and the numbers below correspond to the numbering on that map.)

Exceptions for Sites 1 through 4 are valid only as long as the indicated specific plans and associated development agreements remain in effect. Any changes to the specific plans must be reviewed by the ALUC to ensure that increases in intensity of the proposed development would not result from the changes. Further, if the development agreements should expire, the criteria applicable to the property for which these exceptions apply shall revert to the underlying compatibility criteria indicated in this *ALUCP*.

- (a) *(Exception Site 1) March Business Center Specific Plan (SP-1) and Meridian (SP-5), March Joint Powers Authority*
- (1) Situated in Compatibility Zones B1, B2, C1, C2 and D.
- (2) **March Business Center**, a 1,032-acre, non-residential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions



(Ord. #JPA 03-01, SP-1), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.

- (3) Meridian, a 258-acre portion of the original March Business Center, consisting of a nonresidential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord. #JPA 10-02, SP-5), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.
  - (4) For the purpose of this *Compatibility Plan*, the Meridian exception area specifically allows development of a hotel or hotels on the 13-acre site situated within Compatibility Zone B2 and bordered by Interstate 215 on the east and Van Buren Boulevard on the south. Any such hotel or hotels shall be limited as follows: maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 above-ground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50 people is (are) acceptable). Sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided.
  - (5) The Development Agreement referenced in Paragraphs (2) and (3) above expires on December 27, 2016. After that, the agreement provides for two more 5-year automatic extensions. The developer must request the Development Agreement extensions and the Authority must make findings that the development is still in substantial conformance.
- (b) *(Exception Site 2) Harvest Landing Specific Plan, City of Perris*
- (1) Situated in Compatibility Zone C2.
  - (2) A 341-acre mixed-use Specific Plan located south of Placentia Avenue and east of Interstate 215 within the City of Perris and authorizing 1,860 residential units and 1,306,582 square feet of business/commercial uses. The Specific Plan and associated Development Agreement were adopted in May 2011.
  - (3) Agreement will expire 15 years from the approval date plus extensions in 5-year increments subject to City Council approval.
- (c) *(Exception Site 3) Park West Specific Plan, City of Perris*
- (1) Situated in Compatibility Zones C1 and C2.
  - (2) A 534.3-acre residential Specific Plan located south of Nuevo Rd and east of the Perris Valley Storm Channel within the City of Perris and authorized for a maximum of 2,027 residential units as identified in the Specific Plan and Development Agreement approved by Council on January 30, 2007.
  - (3) Agreement for Phase I expires 10 years from the approval date. Phases II and III extend the agreement to 2027 or 10 years after the developer submits an application for approval of a tentative tract map for any portion of these phases.

(d) *(Exception Site 4) Day/Alessandro Affordable Housing Site, City of Moreno Valley*

- (1) Situated in Compatibility Zone C1.
- (2) A planned 8.43-acre multifamily site located at the northeast corner of Day Street and Alessandro Boulevard within the City of Moreno Valley approved as a maximum 225 unit multifamily development through an existing Disposition and Development Agreement approved on May 26, 2009.
- (3) The city owns the site, thus an expiration date is not applicable.

(e) *(Exception Site 5) Ben Clark Training Center*

- (1) Situated in Compatibility Zones C2 and D. This site specific exception is applicable to the portion of the property located within Zone C2.
- (2) An approximately 375-acre property located within unincorporated Riverside County deeded to the County by the U.S. Department of Defense as part of the 1996 instrument of transfer. Provisions of the transfer explicitly restrict use of the property to training of law enforcement and public safety personnel.
- (3) Notwithstanding the criteria set forth in Table MA-2, the following provisions shall apply to future development of the portions of Ben Clark Training Center situated within Compatibility Zone C2:
  - Future development of the property shall be consistent with the deed restrictions.
  - Any overnight occupancy of facilities must pertain to and be in furtherance of the function and purpose of the property as dictated by the property's deed restrictions.
  - Use of part of the property as an educational facility operated by the Riverside Community College District, Moreno Valley College, is permitted and not considered to be a "general college" provided that this use continues to be related to law enforcement and public safety training purposes.
  - Use of the property shall adhere to the average-acre intensity limit of 200 people per acre as established in Table MA-2. However, the single-acre intensity limit of Table MA-2 shall not apply.
  - New buildings shall be restricted to three (3) floors except that training towers or similar structures used specifically for the purpose of training law enforcement and public safety personnel may exceed this limit.
  - All other requirements applicable to Zone C2 as set forth in Table MA-2 shall continue to apply, including those pertaining to airspace review, electromagnetic radiation notification, and deed notice and disclosure.

(f) *(Exception Site 6) Ridge Crest Cardinal Subdivision, City of Riverside*

- (1) Situated in Compatibility Zone C2.

- (2) A 13.54-acre proposed single-family residential subdivision located east of Trautwein Road and north of Grove Community Avenue within the City of Riverside.
- (3) Notwithstanding the criteria set forth in Table MA-2, the following provisions shall apply to future development of this property:
  - An average-acre density of up to 6.5 dwelling units per acre (a maximum of 87 dwelling units) shall be allowed in lieu of the 6.0 dwelling units per acre set by Table MA-2.
  - Exception Site 6 is a portion of an area covered by a Development Agreement between the City of Riverside and The Grove Community Church recorded on November 26, 2003 as Instrument No. 2003-934365. The Development Agreement provided for a senior housing facility, elementary school, and preschool within the area where the Ridge Crest Cardinal subdivision is now proposed. Development of the proposed single-family residential subdivision would utilize the area previously proposed for these facilities and thereby reduce the potential number of vulnerable occupants at this location, in comparison to these entitled but unbuilt uses. The above allowance for up to 6.5 dwelling units per acre on the property is only applicable if these previously entitled uses are not constructed within the boundaries of Exception Site 6.

Zone	Locations	Density / Intensity Standards			Additional Criteria		
		Residential (d.u./ac) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup> Average <sup>3</sup> Single Acre <sup>4</sup>	Req'd Open Land	Prohibited Uses <sup>5</sup>	Other Development Conditions <sup>4</sup>	
<b>M</b>	Military				> No ALUC authority		
<b>A</b>	Clear Zone <sup>7</sup>	No new dwellings allowed	0	0	All Remaining	<ul style="list-style-type: none"> <li>&gt; All non-aeronautical structures</li> <li>&gt; Assemblages of people</li> <li>&gt; Objects exceeding FAR Part 77 height limits</li> <li>&gt; Air storage of hazardous materials</li> <li>&gt; Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>&gt; Electromagnetic radiation notification <sup>9</sup></li> <li>&gt; Aviation easement dedication and disclosure <sup>4,7</sup></li> </ul>
<b>B1</b>	Inner Approach/Departure Zone	No new dwellings allowed <sup>10</sup>	25 (APZ I) 50 (APZ II and outside APZs) <sup>11</sup>	100 100	Max. 50% lot coverage within APZs <sup>12</sup>	<ul style="list-style-type: none"> <li>&gt; Children's schools, day care centers, libraries</li> <li>&gt; Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly</li> <li>&gt; Bldgs with &gt; 1 aboveground habitable floor in APZ I or &gt; 2 floors in APZ II and outside of APZs <sup>13</sup></li> <li>&gt; Hazardous materials manufacture/storage <sup>14</sup></li> <li>&gt; Noise sensitive outdoor nonresidential uses <sup>15</sup></li> <li>&gt; Critical community infrastructure facilities <sup>16</sup></li> <li>&gt; Hazards to flight <sup>8</sup></li> <li>&gt; Uses listed in AICUZ as not compatible in APZ I or APZ II <sup>17</sup></li> </ul>	<ul style="list-style-type: none"> <li>&gt; Locate structures maximum distance from extended runway centerline</li> <li>&gt; Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup></li> <li>&gt; Zoned fire sprinkler systems required</li> <li>&gt; Airspace review req'd for objects &gt; 35 ft. tall <sup>19</sup></li> <li>&gt; Electromagnetic radiation notification <sup>9</sup></li> <li>&gt; Aviation easement dedication and disclosure <sup>4</sup></li> </ul>
<b>B2</b>	High Noise Zone	No new dwellings allowed <sup>10</sup>	100	250	No Req't	<ul style="list-style-type: none"> <li>&gt; Children's schools, day care centers, libraries</li> <li>&gt; Hospitals, congregate care facilities, hotels/motels, places of assembly</li> <li>&gt; Bldgs with &gt; 3 aboveground habitable floors</li> <li>&gt; Noise-sensitive outdoor nonresidential uses <sup>15</sup></li> <li>&gt; Critical community infrastructure facilities <sup>16</sup></li> <li>&gt; Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>&gt; Locate structures max. distance from runway</li> <li>&gt; Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup></li> <li>&gt; Aboveground bulk storage of hazardous materials discouraged <sup>14,20</sup></li> <li>&gt; Airspace review req'd for objects &gt; 35 ft. tall <sup>19</sup></li> <li>&gt; Electromagnetic radiation notification <sup>9</sup></li> <li>&gt; Aviation easement dedication and disclosure <sup>4</sup></li> </ul>
<b>C1</b>	Primary Approach/Departure Zone	≤ 3.0	100	250	No Req't	<ul style="list-style-type: none"> <li>&gt; Children's schools, day care centers, libraries</li> <li>&gt; Hospitals, congregate care facilities, places of assembly</li> <li>&gt; Noise-sensitive outdoor nonresidential uses <sup>15</sup></li> <li>&gt; Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>&gt; Critical community infrastructure facilities discouraged <sup>14,20</sup></li> <li>&gt; Aboveground bulk storage of hazardous materials discouraged <sup>14,20</sup></li> <li>&gt; Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup></li> <li>&gt; Airspace review req'd for objects &gt; 70 ft. tall <sup>19</sup></li> <li>&gt; Electromagnetic radiation notification <sup>9</sup></li> <li>&gt; Deed notice and disclosure <sup>4</sup></li> </ul>
<b>C2</b>	Flight Corridor Zone	≤ 6.0	200	500	No Req't	<ul style="list-style-type: none"> <li>&gt; Highly noise-sensitive outdoor nonresidential uses <sup>15</sup></li> <li>&gt; Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>&gt; Children's schools discouraged <sup>20</sup></li> <li>&gt; Airspace review req'd for objects &gt; 70 ft. tall <sup>19</sup></li> <li>&gt; Electromagnetic radiation notification <sup>9</sup></li> <li>&gt; Deed notice and disclosure <sup>4</sup></li> </ul>
<b>D</b>	Flight Corridor Buffer	No Limit	No restriction <sup>21</sup>	No	No Req't	<ul style="list-style-type: none"> <li>&gt; Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>&gt; Major spectator-oriented sports stadium, amphitheaters, concert halls discouraged <sup>21</sup></li> <li>&gt; Electromagnetic radiation notification <sup>9</sup></li> <li>&gt; Deed notice and disclosure <sup>4</sup></li> </ul>
<b>E</b>	Other Airport Environs	No Limit	No Restriction <sup>21</sup>	No	No Req't	<ul style="list-style-type: none"> <li>&gt; Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>&gt; Disclosure only <sup>4</sup></li> </ul>
<b>H</b>	High Terrain	Same as Underlying Compatibility Zone			Not Applicable	<ul style="list-style-type: none"> <li>&gt; Hazards to flight <sup>8</sup></li> <li>&gt; Other uses restricted in accordance with criteria for underlying zone</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Airspace review req'd for objects &gt; 35 ft. tall <sup>19</sup></li> <li>&gt; Aviation easement dedication and disclosure <sup>4</sup></li> </ul>

Table MA-2

## Basic Compatibility Criteria

### March Air Reserve Base / Inland Port Airport

## NOTES:

Policies referenced here are from the *Riverside County Airport Land Use Compatibility Plan* adopted by the Riverside County ALUC for other airports beginning in October 2004. The countywide policies are hereby incorporated into the *March ARB/IPA ALUCP* except as modified or supplemented by the policies in Section MA.2 of this chapter. A complete copy of the *Riverside County Airport Land Use Compatibility Plan* is available on the Riverside County Airport Land Use Commission website at [www.rcaluc.org](http://www.rcaluc.org).

- <sup>1</sup> Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.
- <sup>2</sup> Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- <sup>3</sup> The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See *Riverside County Airport Land Use Compatibility Plan*, Volume 1, Appendix D for a full list of compatibility designations for specific land uses.
- <sup>4</sup> As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Except within Zone A (Clear Zone), aviation easements are to be dedicated to the March Inland Port Airport Authority. See sample language in [www.marchipa.com/docs\\_forms/aviationeasement.pdf](http://www.marchipa.com/docs_forms/aviationeasement.pdf). Any aviation easements required within Zone A shall be dedicated to the United States of America.
- <sup>5</sup> The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- <sup>6</sup> Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.
- <sup>7</sup> Clear zone (equivalent to runway protection zone at civilian airports) limits that delineate Zone A are derived from locations indicated in the March Air Reserve Base AICUZ study. See Note 4 for aviation easement dedication requirements in this zone.
- <sup>8</sup> Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction. Also see Countywide Policy 4.3.7.
- <sup>9</sup> March ARB 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 microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.
- <sup>10</sup> Other than in Zone A, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record is exempted from this restriction where such use is permitted by local land use regulations. Interior noise level standards and aviation easement requirements for the compatibility zone in which the dwelling is to be located are to be applied.
- <sup>11</sup> Non-residential uses are limited to 25 people per gross acre in Accident Potential Zone (APZ) I and 50 people per acre in APZ II and elsewhere in Zone B1. Single-acre intensity limits are 100 people/acre throughout Zone B1.
- <sup>12</sup> In APZ I, any proposed development having more than 20% lot coverage must not provide on-site services to the public. Zoned fire sprinklers are required. Also, in APZ I, site design of proposed development should to the extent possible avoid placement of buildings within 100 feet of the ex-

Table MA-2, continued

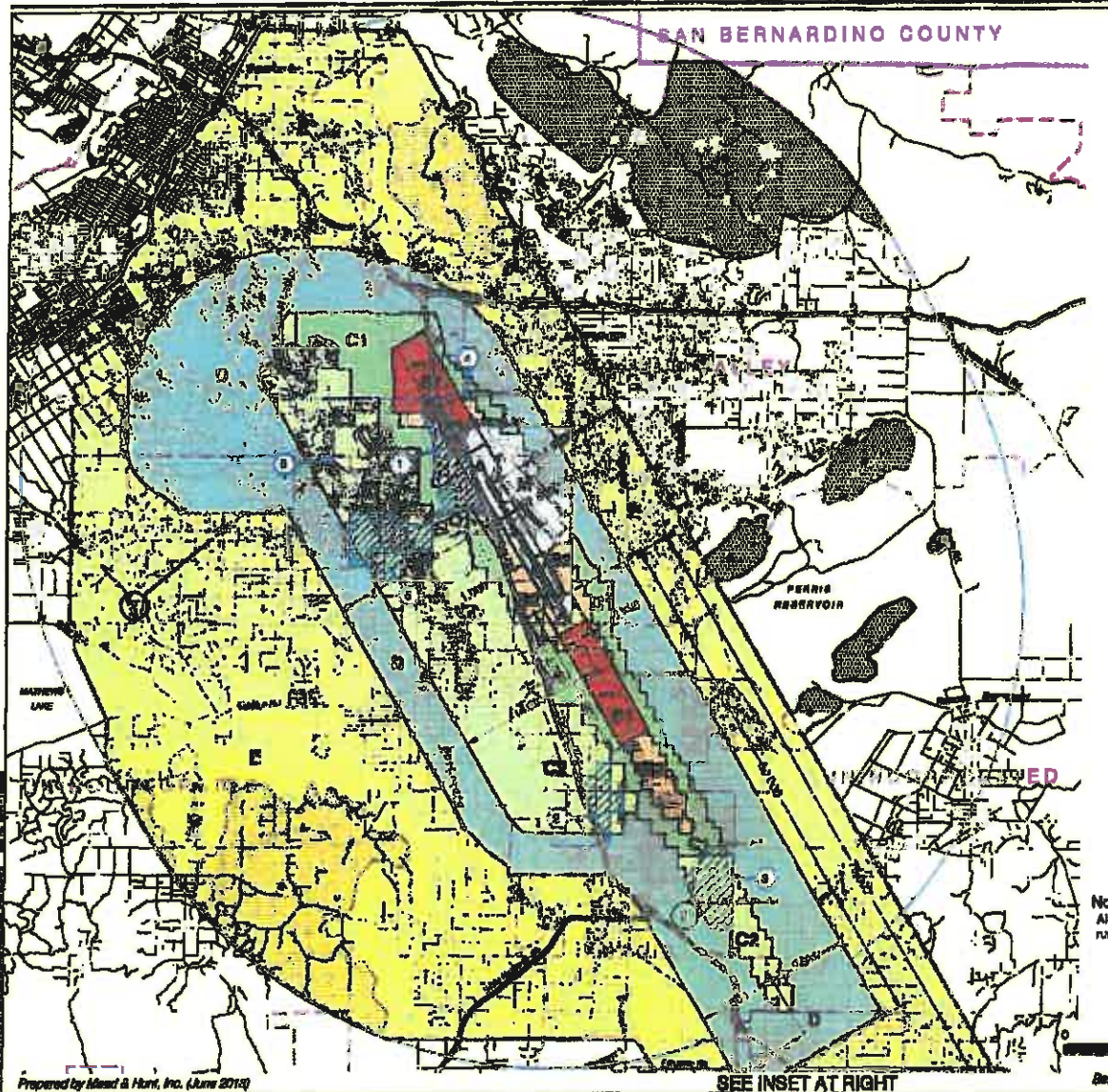


tended runway centerline; this center strip should be devoted to parking, landscaping, and outdoor storage. Maximum lot coverage is not limited outside the APZs.

- <sup>13</sup> Within APZ II and outside APZs, two-story buildings are allowed.
- <sup>14</sup> Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. In APZ I, manufacture or bulk storage of hazardous materials (toxic, explosive, corrosive) is prohibited unless storage is underground; small quantities of materials may be stored for use on site. In APZ II and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited. In Zones B2 and C1, aboveground storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged.
- <sup>15</sup> Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheatres, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- <sup>16</sup> Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).
- <sup>17</sup> For properties in either APZ I or II, any use listed as "N – not compatible" for that particular APZ in Table 3-1 of the 2005 *Air Installation Compatible Use Zone Study for March Air Reserve Base*. Beyond the boundaries of the APZs in Zone B1, such uses are discouraged, but not necessarily prohibited unless otherwise specified herein.
- <sup>18</sup> All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALLUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.
- <sup>19</sup> This height criterion is for general guidance. Airspace review requirements are determined on a site-specific basis in accordance with Part 77 of the Federal Aviation Regulations. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. The Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and/or lighting of certain objects. See Countywide Policies 4.3.4 and 4.3.6 for additional information.
- <sup>20</sup> Discouraged uses should generally not be permitted unless no feasible alternative is available.
- <sup>21</sup> Although no explicit upper limit on usage intensity is defined for *Zone D and E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks.

Table MA-2, continued

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**LEGEND**

**Compatibility Zones**

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

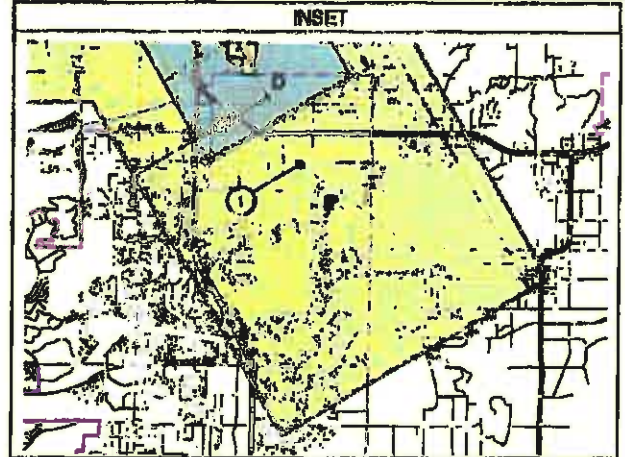
**Boundary Lines**

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

① Point at which aircraft on Runway 32 ILS approach descend below 8,000 feet above runway end. Airport Elevation is 1,838 feet MSL.

② Point at which departing aircraft typically reach 8,000 feet above runway end.

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



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



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

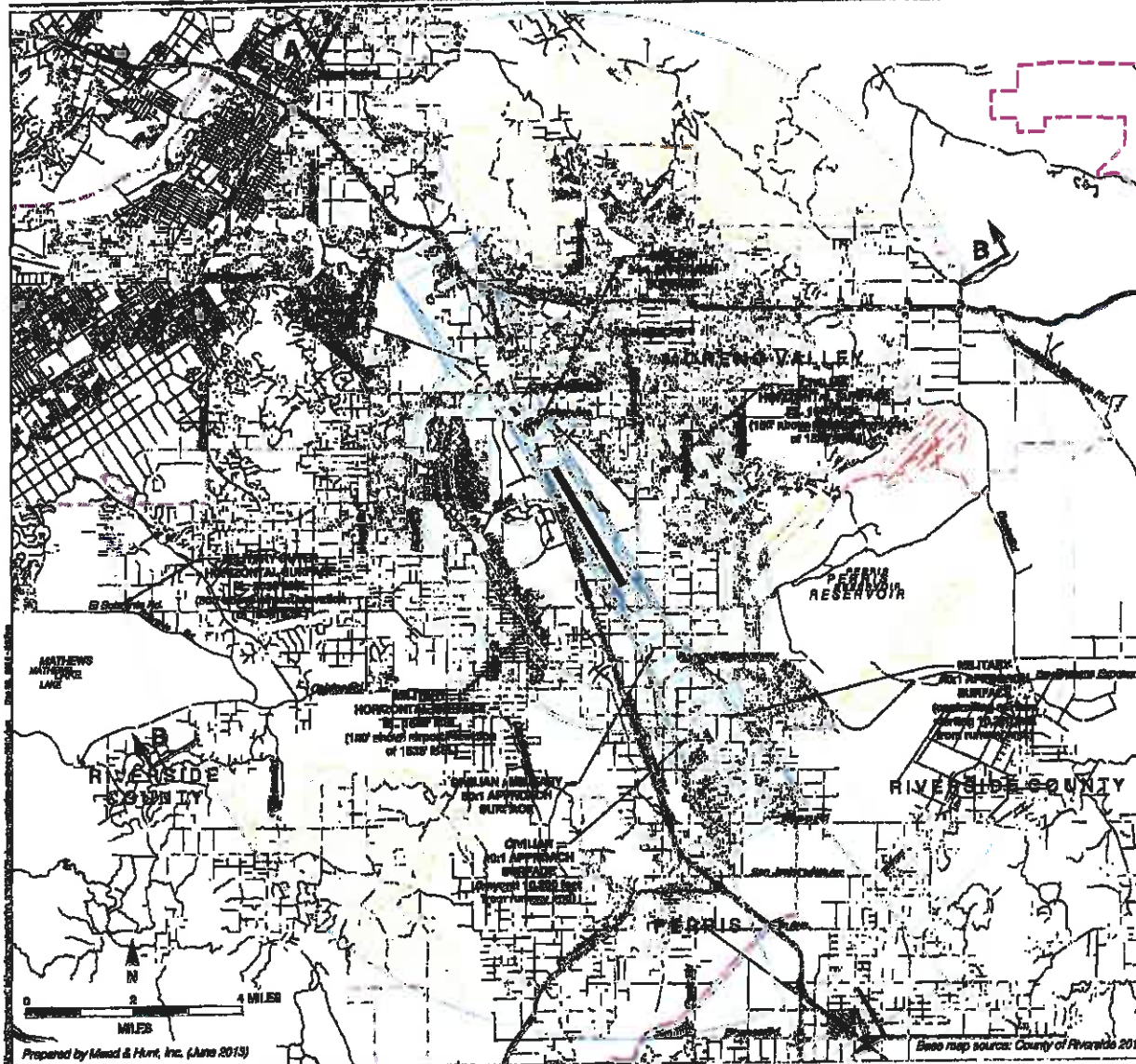
Map MA-1

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

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

Base map source: County of Riverside 8013



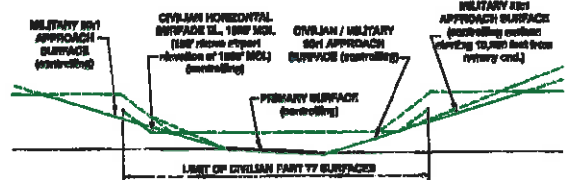


**LEGEND**

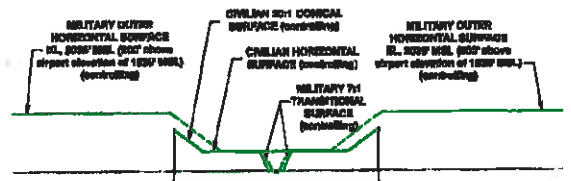
FAR Part 77  
 Military Surfaces } Dashed line indicates  
 Civilian Surfaces } other set of surfaces  
 is controlling

Terrain Penetration of FAR Part 77 Surfaces  
 Military  
 Civilian

Boundary Lines  
 March Air Reserve Base /  
 Inland Port Airport  
 March Joint Powers Authority Property Line  
 City Limits



Profile A



Profile B

Source:  
 Civilian airspace protection surfaces from March Air Force Base Joint Use  
 Feasibility Study (January 1997). Military airspace protection surfaces from  
 Air Installation Compatible Use Zone Study for March Air Reserve Base  
 (August 2005).

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

Map MA-2

**Airspace Protection Surfaces  
 March Air Reserve Base / Inland Port Airport**

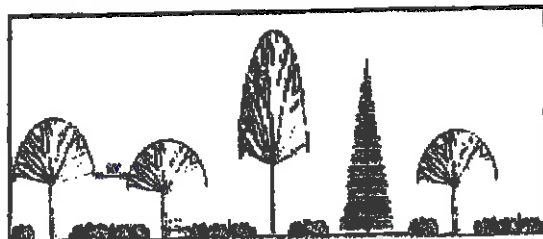


Figure 1. Selection of shrubs should be a mix of deciduous and coniferous species with no more than 50 percent evergreen species.

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

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

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

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

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



Table 1. Design Guidance for Plant Materials

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



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

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

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

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







Acceptable

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



Not acceptable

Examples of trees that are attractive to birds due to use of horizontal branching structure



Not acceptable

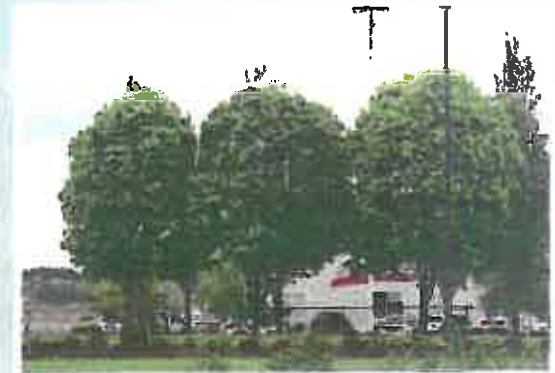
Trees, shrubs and plants that produce wildlife edible fruit and seeds should be avoided



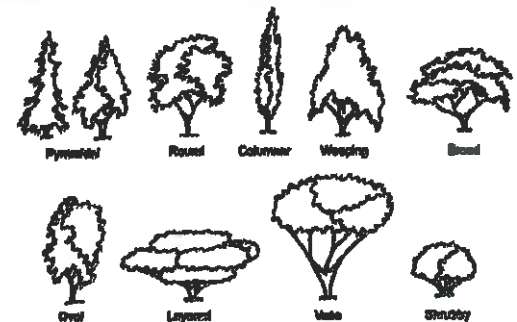
Landscaping needs to be an active strategy, but it must coincide with the responsibility for avian safety.

TABLE 2: Acceptable Plants from Riverside County Landscaping Guide

Plant Category	Plant Name	Plant Characteristics	Notes
TREES	<i>Larix occidentalis</i>	Western Redbud	VL: 1, 2, L: 3, 4; 2-24
	<i>Olea europaea</i> 'Swan Hill'	Fruitless Olive	GL: 1, 2; L: 3, 4, H: 5, 6; 8, 9; 11-24
	<i>Pinus</i> spp.	Pine, various species	Varies by species; Varies by species
	<i>Rhus lycococ</i>	African Sumac	L: 1-6; H: 5-6; 8-9; 12-24
	<i>Robinia neomexicana</i> *	Desert Locust	L: 1-4; H: 5-6; 2-3, 7-11, 14, 18-24
	<i>Robinia x ambigua</i>	Locust	L: 1-6; H: 5-6; 2-24
	<i>Ulmus parvifolia</i>	Chinese Elm	H: 1-6; 3-24
	<i>Aloysia triphylla</i>	Lemon Verbena	L: 1-6; 9-18; 12-21
	<i>Cotinus</i> spp.	Rockrose	L: 1-6; 6-9, 14-25
	<i>Dalea pulchra</i>	Bush Dalea	L: 6; 12, 13
SHRUBS	<i>Baccharis fortunei</i>	Bottlebrush	VL: 3; L: 3-6
	<i>Gravillea Noellii</i>	Noel's Gravillea	L: 1-6; H: 6
	<i>Justicia californica</i>	Chuparosa	H: 1, 6; VL: 3; L: 4-5
	<i>Lycopersicon</i>	Bush Lantana	L: 1-4; H: 6
	<i>Lavandula</i> spp.	Lavender	L: 105; H: 5-6; 2-24; varies
	<i>Mandarin domestica</i> species	Heavenly Bamboo	L: 1-6; H: 5-6
	<i>Rosmarinus officinalis</i> 'Tuscan Blue'	Tuscan Blue Rosemary	L: 1-4; H: 5-6
	<i>Salvia greggii</i>	Autumn sage	L: 1-6; H: 5-6
	<i>Artemisia pygmaea</i>	Sandhill Sage	VL: 1
	<i>Oenothera caespitosa</i>	White Evening Primrose	L: 1-2, 3-5; 103, 7-14, 18-21
GROUND COVERS	<i>Oenothera stubbil</i>	Beja Evening Primrose	L: 1-6; 10-13
	<i>Parthenocissus</i>	Del Rio	L: 4-6; 10-13
	<i>Trachelospermum jasminoides</i>	Star Jasmine	H: 1-6; 8-24
	<i>Besleria californica</i>	California Fuchsia	L: 1, 2, 4; VL: 3; H: 5-6; 2011, 14-24
	<i>Cortaderia dioica</i> [syn. <i>C. setacea</i> ]	Pampass Grass	N/A; N/A
	<i>Festuca</i> spp.	Fescue	Varies by Species; Varies by Species
	<i>Boysie 'Victor'</i>	Zoysia Grass	60% of ETO; 8-9, 12-24
	<i>Agave</i> species	Agave	L: 1-6, 8; 10, 12-24 (Notes)
	<i>Aloe</i> species	Aloe	L: 1-4, 6; 8-9, 12-24
	<i>Chondropetalum fasciolarum</i>	Cape Rush	H: 1; H: 3; 8-9, 12-24
GRASSES	<i>Dasylirion</i> species	Desert Spoon	VL: 1, 4-6; 18-24
	<i>Deschampsia caespitosa</i>	Tufted Hair Grass	L: 1-4; 2-24
	<i>Festuca (ovina) glauca</i>	Blue Fescue	L: 1-2; H: 3-6; 7-24
	<i>Dietsia bicolor</i>	Fernlight Lily	VL: 1, L: 3-6
	<i>Echinocactus grusonii</i>	Golden Barrel Cactus	VL: 1-2, L: 3-4, 6; 12-24
	<i>Fouquieria splendens</i>	Occilbo	L: 1, 4-6; VL: 3; 10-13, 18-20
	<i>Hesperaloe parviflora</i>	Red / Yellow Yucca	VL: 3, L: 4-6; 25, 3, 7-14, 18-24
	<i>Muhlenbergia rigens</i>	Deer Grass	L: 1, 3; H: 2, 4-6; 4-24
	<i>Opuntia</i> species	Prickly Pear, Cholla	VL: 1-3; L: 4-6; Varies by Species
	<i>Parthenocissus parryi</i>	Parry's Beardtongue	L: 1-6; 10-13
ACCENT GRASSES	<i>Parthenocissus superbus</i>	Superb Beardtongue	L: 1-6; 10-13
	<i>Tillandsia violacea</i>	Society garlic	H: 1-4, 5; 13-24
	<i>Yucca</i> species	Yucca	L: 1-6; Varies by Species

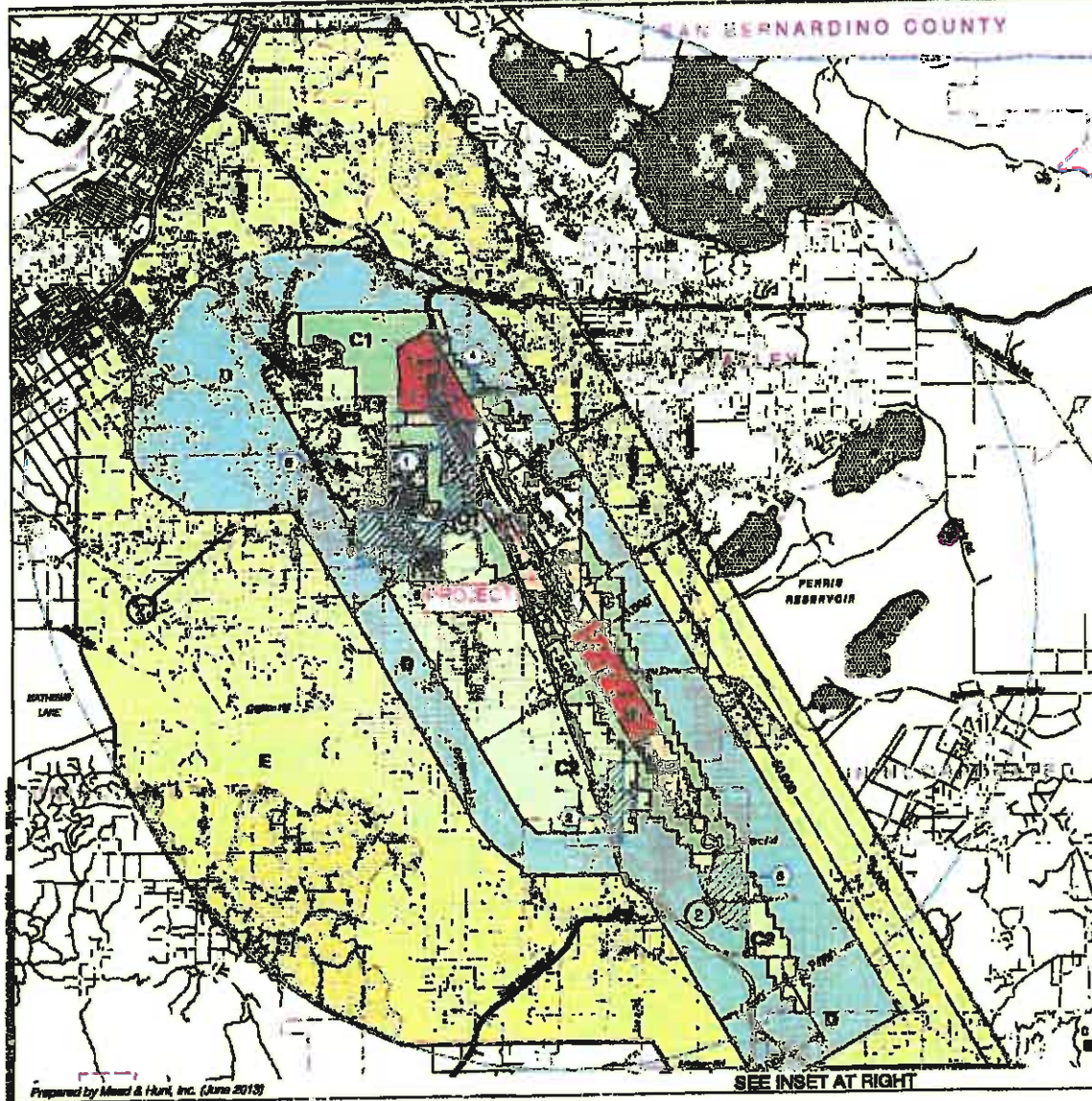


Not recommended are trees that overlap, allowing birds to move safely from tree to tree without exposure to the weather or predators.



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





**LEGEND**

**Compatibility Zones**

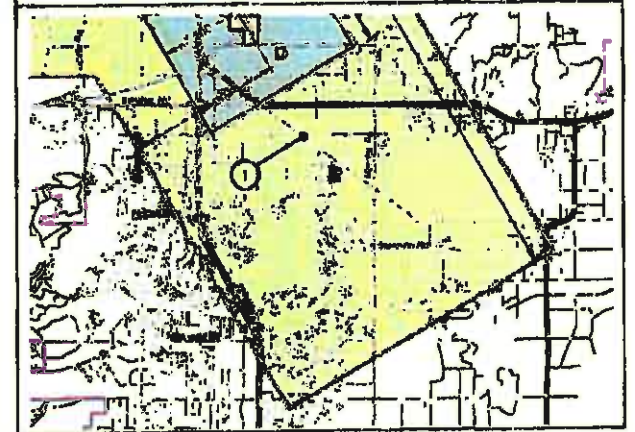
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

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

- Point at which aircraft on Runway 08 ILS approach descend below 8,000 feet above runway end. Airport Elevation is 1,385 feet MSL.
- Point at which departing aircraft typically reach 8,000 feet above runway end.

**INSET**



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

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



Base map source: County of Riverside 2013

Map MA-1

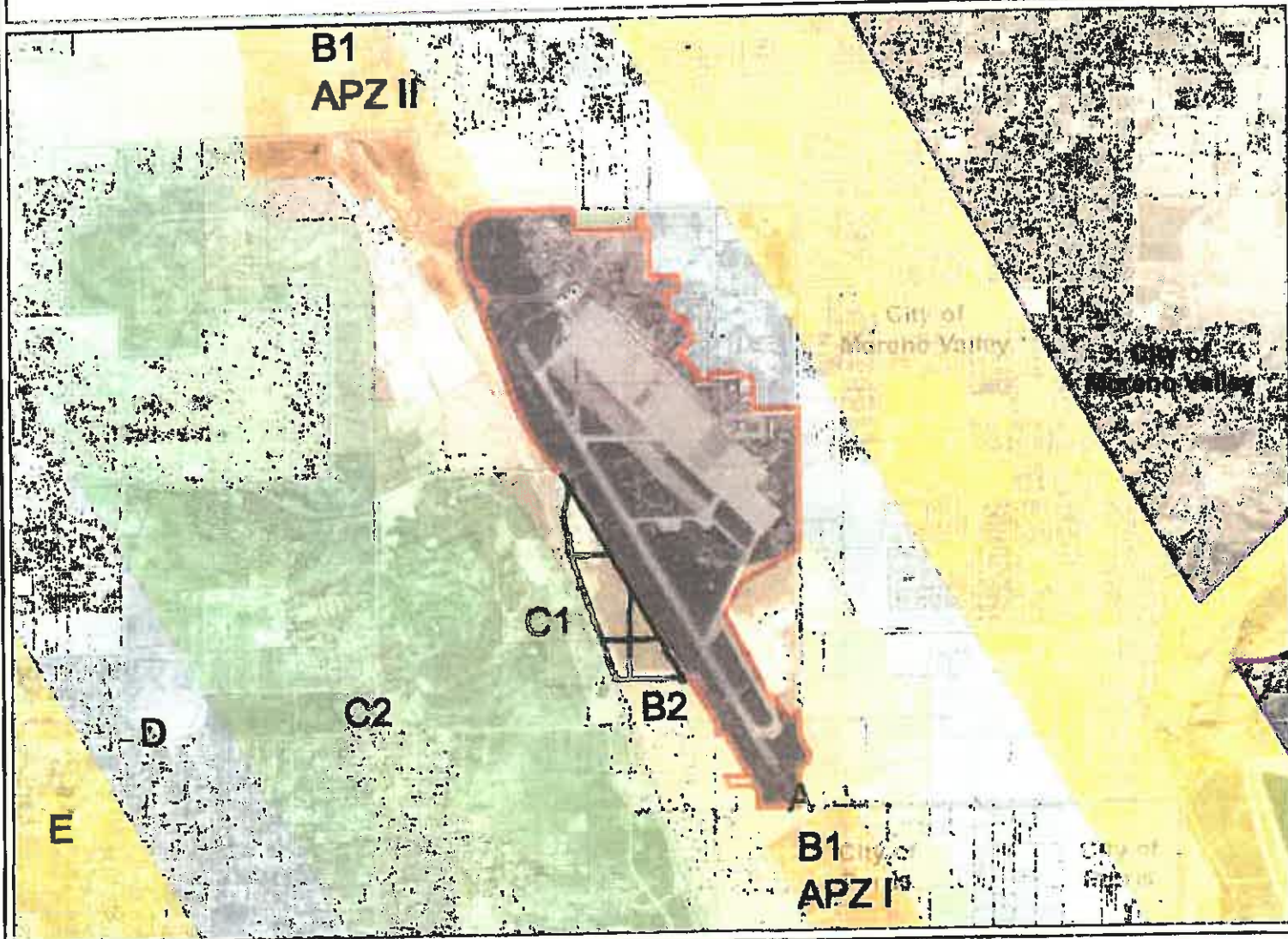
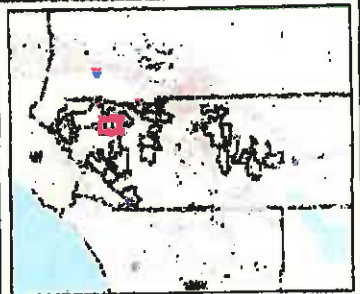
**Compatibility Map**  
March Air Reserve Base / Inland Port Airport

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

SEE INSET AT RIGHT



# My Map



**Legend**

- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ II-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC6
- C2-EXC8
- C2-HIGHT



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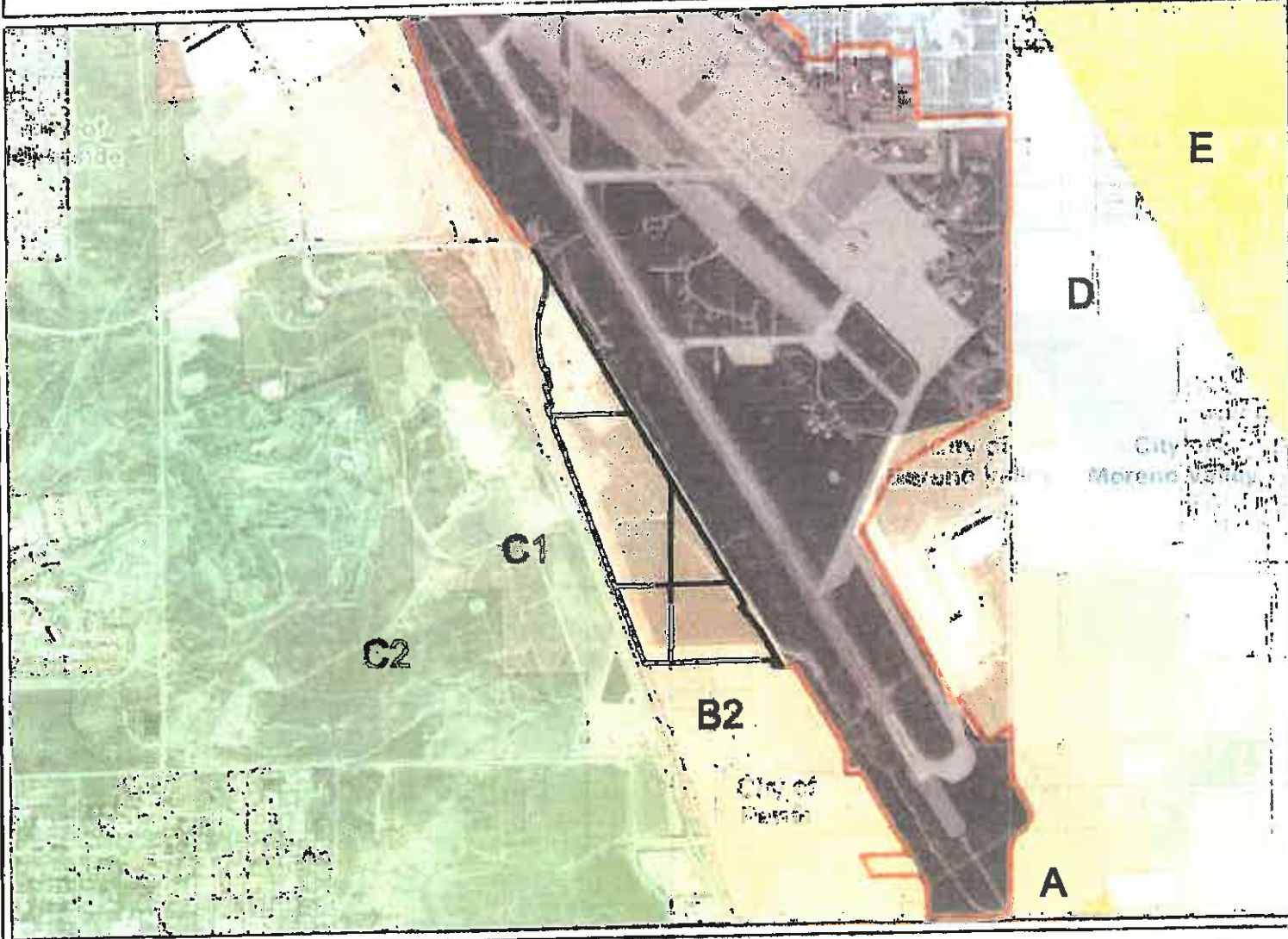
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**Notes**

# My Map



**Legend**

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



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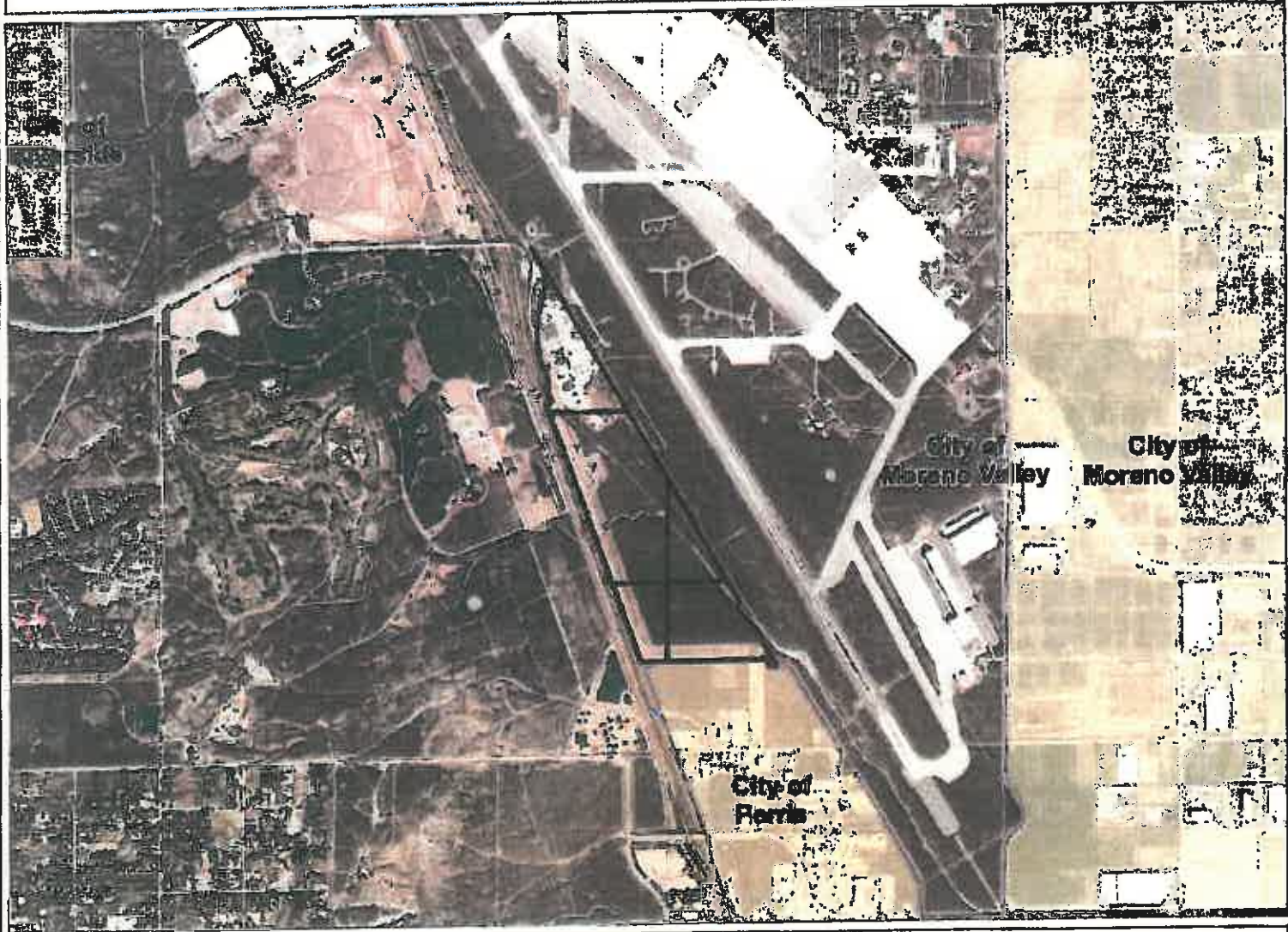
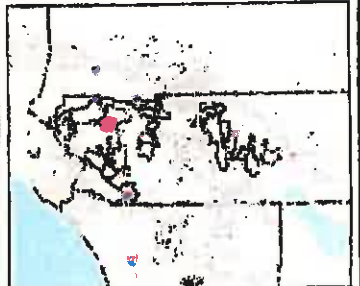
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**Notes**



# My Map



### Legend

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



0 2,877 5,755 Feet



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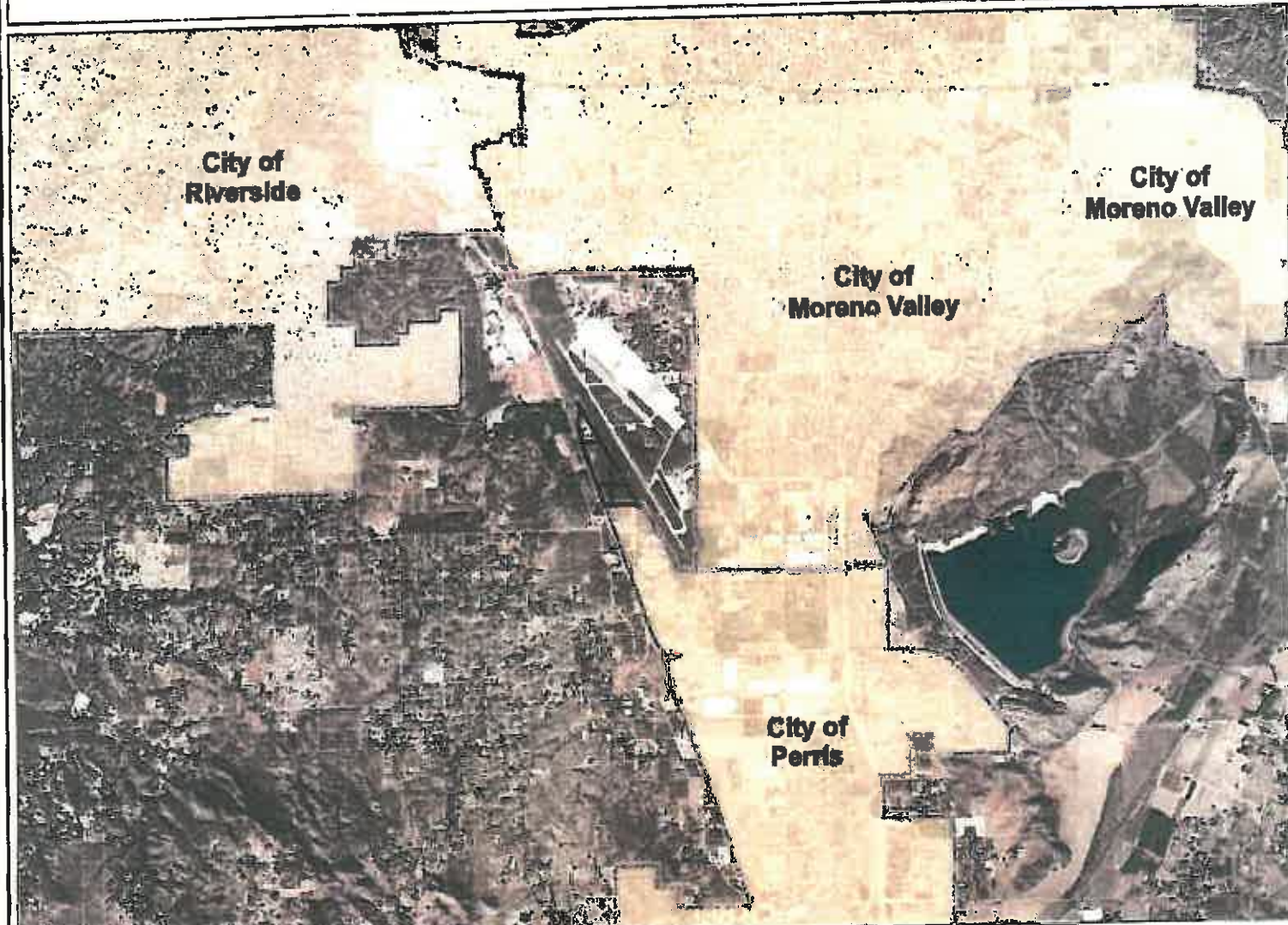
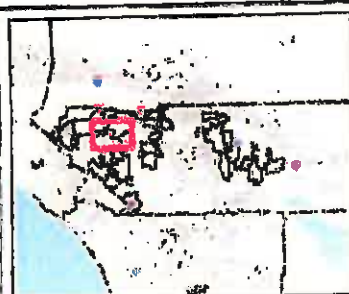
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### Notes



# My Map



## Legend

- City Boundaries
- Cities**
- adjacent\_highways
  - Interstate
  - Interstate 3
  - State Highways; 60
  - State Highways 3
  - US HWY
  - OUT
- highways\_large
  - HWY
  - INTERCHANGE
  - INTERSTATE
  - USHWY
- counties
- cities

## Notes

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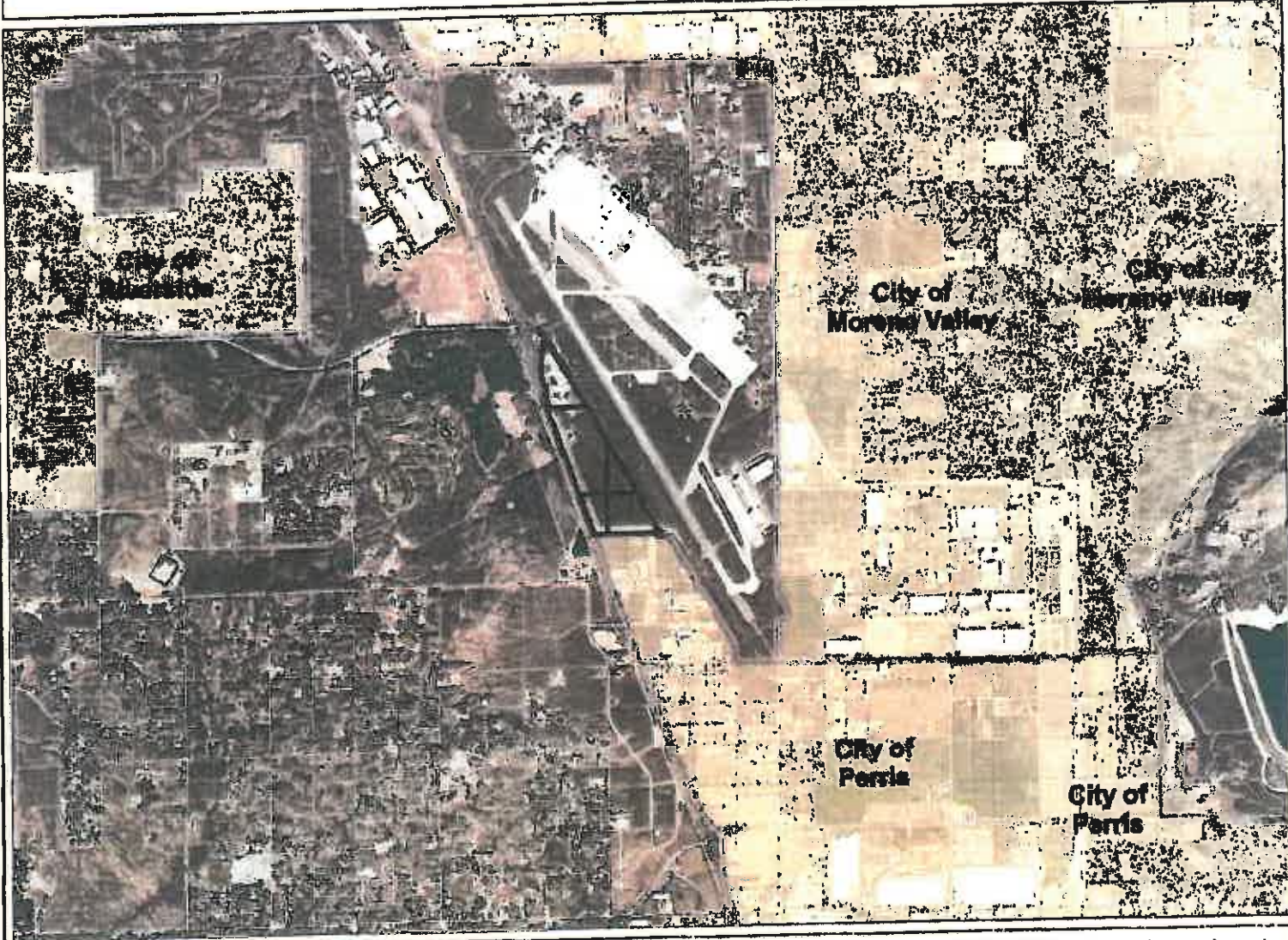
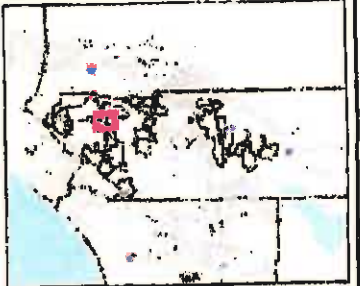


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# My Map



**Legend**

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



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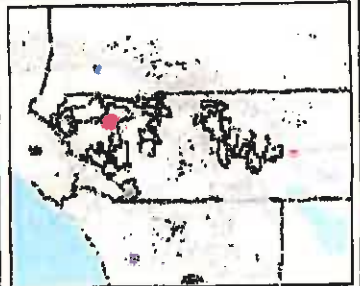
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**Notes**



# My Map



### Legend

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



0 2,877 5,755 Feet



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### Notes

**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact ALUC Planner Paul Rull at (951) 955-5883. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

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

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

**PLACE OF HEARING:** Riverside County Administration Center  
4080 Lemon Street, 14<sup>th</sup> Floor Board Chambers  
Riverside California

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

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

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Residents are encouraged to view the Airport Land Use Commission meeting via Livestream on our website at [www.rcaluc.org](http://www.rcaluc.org) or on channels Frontier Fics channel 36 and AT&T U-Verse channel 99. The public may join and speak by telephone conference. Toll free number at (866) 900-6833, Zoom Meeting ID. 948 2720 1722. Passcode 011630. Zoom participants are requested to log-in 30 minutes before the meeting. Further information on how to participate in the hearing will be available on the ALUC website listed above.

**CASE DESCRIPTION:**

**ZAP1405MA20 – Riverside Inland Development, LLC/Hillwood Investment Properties (Representative: Kathy Hoffer) – March Joint Powers Authority Case No. PP20-02 (Plot Plan), TPM20-02 (Tentative Parcel Map No. 37220).** The applicant proposes to construct a 2,022,364 square foot industrial warehouse building (maximum 54 feet in height) with mezzanines on 142.5 acres located easterly of Interstate 215, southerly of March Field Air Museum and the easterly terminus of Van Buren Boulevard, northerly of Nandina Avenue, and westerly of the runways at March Air Reserve Base. The applicant also proposes to change the Veterans Industrial Park 215 Specific Plan (SP16-02), updating Section 4.3 Landscaping Guidelines to reflect ALUC wildlife hazard goals and policies. The applicant also proposes to merge the project's five parcels into one parcel. (A previous proposal to establish two industrial buildings (maximum 45 feet in height) totaling 2,185,616 square feet on this site had been found consistent by the ALUC, but no action was taken by the March Joint Powers Authority Commission) (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area).

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





# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

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

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Riverside Inland Development, LLC	Phone Number	909-382-0033
Mailing Address	901 Via Piacente Suite 176 Ontario, CA 91784	Email	
Representative	Kathy Hoffer - Hillwood	Phone Number	909-382-0033
Mailing Address	901 Via Piacente Suite 176 Ontario, CA 91784	Email	Kathy.hoffer@hillwood.com
Property Owner	March Joint Powers Authority	Phone Number	951-856-7000
Mailing Address	14206 Meridian Parkway Suite 146 Riverside, CA 92518	Email	

March  
B2

### LOCAL JURISDICTION AGENCY

Local Agency Name	March Joint Powers Authority	Phone Number	951-856-7000
Staff Contact	Jeff Smith	Email	smith@marchoa.com
Mailing Address	14206 Meridian Parkway Suite 146 Riverside, CA 92518	Case Type	Plot Plan Review
Local Agency Project No.		<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input checked="" type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other	

### PROJECT LOCATION

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

Street Address	Van Buren and I-215 at March Inland Port Airport		
Assessor's Parcel No.	284-160-008, 284-170-005, 285-500-008, 294-140-013, 294-180-038	Gross Parcel Size	142.5 acres
Subdivision Name		Nearest Airport and distance from Airport	Un-Zoned
Lot Number			

### PROJECT DESCRIPTION

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

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

Proposed Land Use (describe)	The existing General Plan land use designation of aviation would be expanded to include general warehousing and logistic uses.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	N/A	
For Other Land Uses (See Appendix C)	Hours of Operation	24/7-Operation	
	Number of People on Site	Maximum Number Per Specific Plan	100 people per acre, average onsite
	Method of Calculation		
Height Data	Site Elevation (above mean sea level)	Please see attached Exhibit A ft.	
	Height of buildings or structures (from the ground)	55 ft.	
Flight Hazards	Does this project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, describe		

**A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65840 to 65848 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

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

**C. SUBMISSION PACKAGE:**

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

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**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 2.2 3-5

**HEARING DATE:** September 10, 2020 (continued from August 13, 2020)

**CASE NUMBER:** ZAP1086PS20 – Desert Aids Project (Representative: Terra Nova Planning & Research)

**APPROVING JURISDICTION:** City of Palm Springs

**JURISDICTION CASE NO:** 5.0934 (PD 281 **Planned Development District** Amendment, General Plan Amendment), 3.1047 (Major Architectural)

**LAND USE PLAN:** 2005 Palm Springs International Airport Land Use Compatibility Plan

Airport Influence Area: Palm Springs International Airport

Land Use Policy: Compatibility Zones C, E

Noise Levels: Below 60 CNEL from aircraft noise

**MAJOR ISSUES:** The project proposes residential density, non-residential intensity (both average and single acre), and infiltration basins (wildlife hazards) that are all incompatible with Compatibility Zone C criteria. The apartment complex proposes 61 units on 1.14 acres, resulting in an overall density of 54 dwelling units per acre, which is inconsistent with Zone C Additional Compatibility Policy #2.2 residential density criteria. The Pavilion proposes an 18,500 square foot building, accommodating 588 people, resulting in an average intensity of 151 people per acre, and a single acre intensity of 588 people, both of which are inconsistent with Zone C intensity criteria. The proposed 17,700 square foot infiltration basin-dog park, specifically the use of landscaping on its side slopes, the basin drawdown time of 72 hours, and the non-qualification of the study preparer are all inconsistent with the goals and policies of the ALUC wildlife hazard study and FAA circular.

*A public comment was received on July 30, 2020, from Robbin Elliff Howard who opposed the project due to the height of the building being three stories and was inconsistent with the neighborhood. ALUC staff replied to these comments, informing her that the comments would be included into the public recorded and provided to the Commissioners. ALUC staff also pointed out that the building height, from an ALUC position, was already reviewed by the FAA OES and determined to be no hazard to air navigation.*

*Two additional public comments were submitted by the applicant's team/affiliates: Desert Aids Project on August 7, 2020, and Coachella Valley Housing Coalition (CVHC) on August 10, 2020. These comment letters reiterated the importance of the existing DAP facility, and the need for additional facilities such as the Pavilion and affordable housing units. These comment letters were included in the record and provided to the Commissioners. One comment in particular made by the DAP identified the potential alternative of reviewing the project as a singular campus, as opposed to individual projects on separate parcels, which is how ALUC staff normally analyzes projects.*

*At the August 13, 2020, meeting, ALUC staff, with the consent of the applicant, recommended a continuance to the September 10, 2020, meeting, to allow time for ALUC staff to reanalyze the project as a singular medical campus.*

*ALUC staff has completed its reanalysis with the applicant's concept of the project being a singular medical campus, which resulted in consistency for the apartment's residential density, consistency for the Pavilion's non-residential intensity, and consistency for the infiltration basins (wildlife hazards), pursuant to applying Countywide Policy 3.3.6 and adopting findings.*

**RECOMMENDATION:** Staff recommends that the Commission find the proposed General Plan Amendment and Planned Development District Amendment INCONSISTENT with the 2005 Palm Springs International Airport Land Use Compatibility Plan, and find the proposed Major Architectural INCONSISTENT, based on the fact that the project's proposed residential density, non-residential average and single acre intensity, and detention basins are inconsistent with the Compatibility Zone C criteria, *through normal ALUC calculations. However, if the Commission considers the applicant's request of reviewing the project as a singular medical campus and ALUC staff's reanalysis, the resulting density, intensity, and infiltration basins (wildlife hazards) may be consistent with the airport land use compatibility criteria. Therefore, the Commission may choose to find this project CONSISTENT, pursuant to Policy 3.3.6 of the Riverside County Airport Land Use Compatibility Plan, and subject to the conditions included herein.*

**PROJECT DESCRIPTION:** The applicant proposes to expand the existing Desert AIDS Project Campus by constructing a new 18,500 square foot medical 'Pavilion' building which includes a lobby, information desk, registration, nurse station, medical administration rooms, conference meeting rooms, consultation offices, and café on 3.89 acres, a 61 unit affordable housing apartment complex on 1.14 acres, and a 17,700 square foot dog park-infiltration basin on 3.09 acres, for a total of 8.12 acres (of a larger existing 13.02 acre site). The applicant also proposes amending the General Plan land use designation of the site from Medium Density Residential and Public/Quasi Public to Mixed Use/Multi-Use. The applicant also proposes to amend the Planned Development District 281, by expanding the project boundary to include all aspects of the project and to allow implementation of the Mixed Use land use designation

**PROJECT LOCATION:** The site is located on the southwest corner of Vista Chino and Sunrise Way, within the City of Palm Springs, approximately 3,140 feet northwesterly of the northerly end of

Runway 13L-31R at Palm Springs International Airport.

## **BACKGROUND:**

Residential Density: Pursuant to the Palm Springs International Airport Land Use Compatibility Plan, the proposed apartment complex is entirely located within Compatibility Zone C, where Additional Compatibility Policy #2.2 restricts residential densities to either a maximum 0.2 dwelling units per acre, or between 3.0 to 15.0 dwelling units per acre.

The project proposes 61 units on 1.14 acres, resulting in an overall density of 54 dwelling units per acre, which is inconsistent with Zone C Additional Compatibility Policy #2.2 residential density criteria to either a maximum 0.2 dwelling units per acre, or between 3.0 to 15.0 dwelling units per acre.

Policy #3.1.3.d in the Riverside County Airport Land Use Compatibility Plan allows for mixed use projects to calculate its residential component (which would have normally been calculated as density) as non-residential intensity. The project proposes 42,609 square feet of apartment building area, which includes 29,405 square feet of apartment unit area (147 people), and community facilities which includes 365 square feet of manager office area (2 people), 110 square feet of lobby area (7 people), 555 square feet of multi-purpose room area (37 people), 255 square feet of maintenance area (1 person), and 270 square feet of laundry room area (1 person), accommodating an occupancy of 195 people, resulting in an average intensity of 171 people per acre, and a single acre intensity of 195 people, both of which are inconsistent with Compatibility Zone C average intensity criteria of 75 people per acre, and single acre intensity criteria of 150 people in any given single acre.

**The applicant has provided additional information which reinforces that the proposed project is in fact linked together on a 13.02 acre medical campus. This includes the history of the existing DAP buildings, reciprocal access easements, cross access easements, and the proposed apartments linking up to the medical buildings. The applicant contends that these provisions clearly identify that the existing buildings and proposed buildings and are interlinked and functions as a single campus regardless of parcel lines.**

**Using the applicant's proposed concept of a single medical campus on 13.02 acres, the project would include the existing 80 Vista Sunrise apartment units, as well as the proposed 61 (CVHC) apartment units, resulting in a density of 11 dwelling units per acre, which is consistent with Zone C Additional Compatibility Policy #2.2 residential density criteria to either a maximum 0.2 dwelling units per acre, or between 3.0 to 15.0 dwelling units per acre.**

County Wide Policy 3.3.1 Infill: Countywide Policy 3.3.1 (Infill) allows for greater densities than would otherwise be permitted in Compatibility Zone C, but caps densities at double the allowable density of the zone. As the maximum density of the zone is 15 dwelling units per acre (Additional Compatibility Policy #2.2), doubling the density increases the limit from 15 to 30 dwelling units per acre, which would still not be close to the project's density of 54 dwelling units per acre.



Non-Residential Average Intensity: Pursuant to the Airport Land Use Compatibility Plan for Palm Springs International Airport, the proposed project development scope is located within Compatibility Zones C (7.02 acres) and E (1.10 acres). Non-residential intensity in Compatibility Zone C is restricted to an average intensity of 75 people per acre (Zone E does not restrict intensity). The proposed Pavilion building is located entirely within the Zone C portion of the property (3.89 acres). The dog park-infiltration basin is located in Zones C (0.6 acre) and E (2.5 acres) and does not propose any buildings.

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

- nurse, office, administration, consultation – 1 person per 200 square feet, and
- conference room, lobby area, cafe – 1 person per 15 square feet.

The proposed 18,500 square foot Pavilion building includes 475 square foot consultation area, 3,182 square foot lobby area, 210 square foot nurses area, 290 square foot information area, 535 square foot registration area, 1,115 square foot medical administration area, 4,145 square foot meeting conference room area, 610 square foot consulting offices, 1,100 square foot café restaurant area, and 2,010 square foot office area, accommodating 588 people, resulting in an average intensity of 151 people per acre, which is inconsistent with the Compatibility Zone C average acre criterion of 75.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle). Based on the number of provided parking spaces for the apartments (31 spaces) and Pavilion (261 shared spaces), the total occupancy would be estimated at 438 people, resulting in an average intensity of 87 people per acre (based on the 3.89 acre Pavilion parcel and 1.14 acre apartment parcel), which is inconsistent with the Compatibility Zone C average acre criterion of 75.

If we considered the occupancies at the existing 39,923 square foot DAP building and 22,000 square foot DAP annex building, all located on the same 3.89 acre parcel as the proposed Pavilion building, the total occupancy would accommodate 928 people, resulting in an average intensity of 239 people per acre, which is inconsistent with the Compatibility Zone C average acre criterion of 75.

**Using the applicant’s proposed concept of a single medical campus on 13.02 acres, the project would include the existing 39,923 square foot DAP building (230 people), the existing 22,000 square foot Riverside County Medical Center (110 people), and the new 18,500 square foot Pavilion expansion (588 people), accommodating 928 people, resulting in average intensity of 71 people per acre, which is consistent with the Compatibility Zone C average acre criterion of 75.**

Non-Residential Single-Acre Intensity: As previously noted, the proposed Pavilion building is located within Compatibility Zone C, which restricts non-residential intensity to 150 people in any given single acre.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre intensity occurs around the Pavilion building, and includes 475 square foot consultation area, 3,182 square foot lobby area, 210 square foot nurses area, 290 square foot information area, 535 square foot registration area, 1,115 square foot medical administration area, 4,145 square foot meeting conference room area, 610 square foot consulting offices, and 1,100 square foot café restaurant area, accommodating a total occupancy of 588 people, which is inconsistent with the Compatibility Zone C single acre intensity criterion of 150 people.

If we considered the occupancies at the existing 39,923 square foot DAP building and 22,000 square foot DAP annex building, and factored them into the calculation, the maximum single-acre intensity would include the entire 18,500 square foot Pavilion building (588 people), 10,200 square feet of medical rooms in the DAP building (51 people), and 7,000 square feet of medical rooms in the DAP annex building (35 people), accommodating a total occupancy of 674 people, which is inconsistent with the Compatibility Zone C single acre intensity criterion of 150 people.

**Using the applicant's proposed concept of a single medical campus on 13.02 acres, implementing a Health-Care Facilities occupancy ratio of 1 person per 80 square feet, and utilizing the applicant's single acre calculation square footage areas, the maximum single-acre intensity would include 8,220 square feet of new Pavilion building area, and 10,385 square feet of existing DAP and DAP annex building areas (these are based on net area square footage excluding non-occupiable areas like hallways, restrooms, and also excluding areas within the single-acre but are outside the building), resulting in a total of 233 people, which is inconsistent with the Compatibility Zone C single acre intensity criterion of 150 people.**

**The applicant has requested the use of Special Policy 3.3.6 that other extraordinary factors or circumstances exist for this project that would otherwise find this project consistent with the compatibility criteria.**

Prohibited and Discouraged Uses: The applicant does not propose any new use specifically prohibited or discouraged in Compatibility Zones C (children's schools, day care centers, libraries, hospitals, nursing homes, buildings with 3 aboveground habitable floors, highly noise-sensitive outdoor nonresidential uses) and E of the Palm Springs International Airport Influence Area. (The proposed Pavilion does not contain any critical medical uses within its footprint, as it contains more ancillary uses servicing the existing medical clinics.) However, the project does propose detention basins that could be a hazard to flight, apartment density, and Pavilion non-residential intensity that are inconsistent with Zone C criteria.

Noise: The Palm Springs Airport Land Use Compatibility Plan depicts the site as being in an area below 60 CNEL from aircraft. Therefore, special measures to mitigate aircraft-generated noise would

not be required.

Part 77: The elevation of Runway 13L-31R at its northerly terminus is 474.4 feet above mean sea level (AMSL). At a distance of approximately 3,138 feet from the runway to the project, Federal Aviation Administration (FAA) review would be required for any structures with a top point elevation exceeding 505.8 feet AMSL. The site's elevation is 509 feet AMSL and the proposed tallest structure height (apartments) is 34 feet, for a top point elevation of 543 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service for height/elevation reasons was required. Submittal to the FAAOES was made and Aeronautical Study Numbers 2020-AWP-6798-OE and 2020-AWP-6815-OE were assigned to the project. Determination of No Hazard to Air Navigation letters were issued on July 1, 2020. The FAA OES determined that the project would not result in an impact to air navigation, provided that the project complies with the conditions in that letter (which have been included in staff's recommended conditions).

Open Area: Compatibility Zone C requires 20% of the land area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas (Zone E does not require any open area). Since the proposed new development is less than 10 acres (8.12 acres), the open area requirement is not applicable to this project.

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The project is located 3,140 feet from the runway, and therefore would be subject to the above requirement.

The project includes approximately 17,700 square feet of infiltration basin area to be incorporated within the dog park. Infiltration basin areas are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, which is the basis of the brochure titled "Airports, Wildlife and Stormwater Management", such basins are potentially suitable within 10,000 feet of the airport only with appropriate modifications such as: 48 hours drawdown, steep slopes (steeper than 3:1), avoid landscaping or provide appropriate landscaping reviewed by a qualified biologist that will not be attractive to hazardous wildlife and adequately maintained, and consider the use of covers.

In order to evaluate this potential impact, a qualified FAA wildlife hazard biologist is required. The applicant has chosen not to commission a wildlife hazard study from a qualified FAA wildlife hazard biologist. Instead, a (non-qualified) wildlife hazard report was prepared by the applicant's team, Terra Nova Planning & Research, dated June 18, 2020. The report indicates that the proposed basin

will contain landscaping on its side slopes and decomposed granite on the bottom, and will be required to drain within 72 hours of any storm event. The report also gives testimony that “no incident of flocks of birds” or “bird strikes” have been identified at the site for the past 11 years. It concludes that the propose basin will not result in any hazard to the Palm Springs International Airport from increased bird activity.

The design of the proposed basin, specifically, the use of landscaping on its side slopes, the basin drawdown time of 72 hours, and the non-qualification of the study preparer are all inconsistent with the goals and policies of the ALUC wildlife hazard study and FAA circular.

**The applicant has provided further details regarding their proposed dog park-detention basin in their letter to staff dated August 19, 2020. They indicate that the basin is 17,000 square feet in size, and approximately 75% or 12,750 square feet of the basin is located within Zone E, which has less of a concern regarding wildlife attractants. Also, according to the grading plan, the actual bottom of the basin is located on the westerly side of the park, which is entirely within the Zone E portion of the site and will most likely experience the most amount of pooling water.**

**The remainder 4,250 square feet of basin area is located within Zone C on the easterly side of the park, which contains seating area, landscape area, and dog park area. According to the grading plan, this area is of a higher topography than the rest of the park, and will slope downwards towards the basin. Due to the nature of the grading, water will flow from east to west towards the basin, limiting the pooling of water in Zone C to a very minimal. In addition, the very nature of a dog park with humans and pets will be very active, making the site less attractive to wildlife hazards.**

General Plan Amendment/Planned Development District Amendment Rezone: The proposed General Plan Amendment (changing land use designation from Medium Density Residential and Public/Quasi Public to Mixed Use/Multi-Use) and Planned Development District 281 amendment (expanding the project boundary to include all aspects of the project and to allow implementation of the Mixed Use land use designation) would allow for the proposed development.

However, given the location of the site within Compatibility Zone C, the apartment’s proposed density of 54 dwelling units per acre, the Pavilion’s average intensity of 151 people per acre and single acre intensity of 588 people, and the dog park-infiltration basin’s potential wildlife hazard, are all incompatibility with the Compatibility Zone C criteria, and therefore prohibited at this location. Therefore, the proposed General Plan Amendment and Planned Development District 281 amendment are inconsistent with the 2005 Palm Springs International Airport Land Use Compatibility Plan.

**Using the applicant’s proposed concept of a single medical campus on 13.02 acres, the resulting density, intensity, and infiltration basins (wildlife hazards) would be consistent with the 2005 Palm Springs International Airport Land Use Compatibility Plan pursuant to Special Policy**

**3.3.6, and therefore, the proposed General Plan Amendment and Planned Development District Amendment would also be consistent, as long as the underlying project meets the compatibility criteria.**

**Countywide Policy 3.3.6: While the project does not strictly comply with the Compatibility Zone C non-residential single acre intensity criterion for the Palm Springs International Airport Land Use Compatibility Plan, the Commission may choose to consider whether to find the normally incompatible single acre intensity compatible pursuant to Countywide Policy 3.3.6 if the combination of the following facts are determined to represent “other extraordinary factors or circumstances” based on the following findings:**

- **The existing DAP facility has operated at this location since 1984. As a non-profit organization, it is neither practical nor financially feasible for the campus to relocate to a more favorable airport compatibility zone.**
- **The project should be considered a singular medical campus as there are existing cross access easements and reciprocal access easements that connect the parcels together. The proposed Pavilion building area serves the two existing DAP buildings. The proposed apartment complex will have direct access to the existing DAP annex building. Lastly, the proposed General Plan Amendment and Planned Development District Amendment describes the project, although occurring on multiple parcels, is operating and will operate as a unified whole, under the Multi-Use/Mixed Use General Plan and Zoning designation.**
- **The FAA OES has issued Determinations of No Hazards to Air Navigation letters for the proposed buildings. The letters indicate that the building heights will not be an impact to air navigation safety.**
- **Although the project’s single acre intensity calculation (233 people) exceeds the Zone C criterion (maximum 150 people), if the single acre intensity calculation only calculated the proposed Pavilion building area, the resulting occupancy would be 103 people, and consistent.**
- **It is reasonable to assume that there may be some overlap of people utilizing the new Pavilion area (103 people) and the people utilizing the existing DAP building or DAP annex building (130 people) within this single-acre area, based on the applicant’s concept of a single medical campus. So the actual maximum number of people within the single acre area may be significantly lower than the total 233 people, and closer to achieving consistency with the Zone C single acre intensity criterion of 150 people.**
- **The project is below the 60 CNEL contour range from aircraft noise, thus limiting noise impacts and potential nuisance complaints.**
- **The multiple use of the basin as a Dog Park will make it less attractive to wildlife hazards (BASH).**

**CONDITIONS:**

1. Any new outdoor lighting installed shall be hooded or shielded to prevent either the spillage



of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/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, noise sensitive outdoor nonresidential uses and hazards to flight.
3. The attached notice shall be given to all prospective purchasers, lessees, and/or tenants of the property, and shall be recorded as a deed notice.
4. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at

[RCALUC.ORG](http://RCALUC.ORG) which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

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

5. The ALUC Presence of Aircraft Overflight informational brochure shall be provided to prospective renters showing the locations of aircraft flight patterns, frequency of overflights, typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights.
6. An informational sign shall be posted in the leasing/rental office clearly depicting the proximity of the project to Palm Springs International Airport and aircraft traffic patterns as identified in the ALUC Presence of Aircraft Overflight informational brochure.
7. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission.
8. The Federal Aviation Administration has conducted aeronautical studies of the proposed project (Aeronautical Study Nos. 2020-AWP-6798-OE and 2020-AWP-6815-OE) and has determined that neither marking nor lighting of the buildings are necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.
9. The proposed building shall not exceed a height of 34 feet above ground level and a maximum elevation at top point of 543 feet above mean sea level.
10. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
11. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 34 feet in height and a maximum elevation of 543 feet above mean sea level,

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

12. Within five (5) days after construction of the proposed building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://ocaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.
13. **This project has been evaluated for a 18,500 square foot medical ‘Pavilion’, building which includes lobby, information desk, registration, nurse station, medical administration rooms, conference meeting rooms, consultation offices, and café on 3.89 acres, a 61 unit affordable housing apartment complex on 1.14 acres, and a 17,700 square foot dog park-infiltration basin on 3.09 acres. Any increase in building area or change in use will require an amended review to evaluate consistency with the ALUCP compatibility criteria.**
14. **The detention basin must be a multiple use area built, maintained and used as a Dog Park to reduce its attractiveness to wildlife.**

# **NOTICE OF AIRPORT IN VICINITY**

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

# NOTICE

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

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



**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

**Name:** \_\_\_\_\_

**Phone:** \_\_\_\_\_



Rull, Paul

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**From:** Robbin Elliff Howard <elliffhoward@hotmail.com>  
**Sent:** Thursday, July 30, 2020 11:00 AM  
**To:** Rull, Paul  
**Subject:** Comment ZAP1086PS20

ZAP1086PS20 Desert Aids Project

I understand that the Desert Aids Project is needed by the community. I have lived in the area for 8 years and they have been good neighbors. The project esthetics are very good.

However, no matter how needed or great looking the project there is one problem. **A three-story complex is an unacceptable height for my neighborhood.** There is nothing that will change my mind on the issue. I do not want you live next to a three-story building.

Thank you,  
Robbin Elliff Howard  
1415 N Sunrise Wy  
#47  
Palm Springs, Ca 92262



1695 North Sunrise Way  
Palm Springs, CA 92262

August 7, 2020

Honorable Chairman and Commissioners  
Riverside County Airport Land Use Commission  
4080 Lemon Street, 14<sup>th</sup> Floor  
Riverside, CA 92501

RE: ALUC Case No. ZAP1086PS20, Desert AIDS Project Expansion

Honorable Chairman and Commissioners:

Desert AIDS Project has been providing community medical and social services to the Coachella Valley since 1984, when a committed group of volunteers came together to fight the AIDS crisis. Since that time, we have stayed true to our mission of providing a broad range of care to patients with HIV and AIDS, and an expanding base of patients in the broader community. To provide additional support to those living with HIV and AIDS, we also developed, adjacent to our medical campus, the Vista Sunrise Apartments, which provide 80 affordable housing units for low income households and individuals.

To meet the ever-growing need in the Coachella Valley, we are now planning an expansion of both our medical facilities and our housing opportunities. Our planned Pavilion will add 18,500 square feet of space to our medical campus, connect our existing buildings, and provide a more accessible and welcoming environment for our patients. In addition, in partnership with the Coachella Valley Housing Coalition (CVHC), we plan to develop Vista Sunrise II Apartments, to add 61 units of additional housing for very-low and low income special needs individuals and households. CVHC has a long history of providing safe, well managed homes and support services for thousands of families in the Coachella Valley, and will be a valued partner in this project.

This expansion project will be presented to you on August 13<sup>th</sup>. This letter is written to ask for your favorable consideration of the project in light of the community benefit it will bring to Palm Springs and the Coachella Valley.



### Analysis of the Staff Report

As it relates to safety hazards, ALUC staff has determined that the project is inconsistent with the Palm Springs International Airport land use plan on the basis of residential density, non-residential average and single acre intensity, and a retention basin which poses a wildlife safety hazard. We believe that the determination, however, is based on faulty base assumptions, as detailed below.

#### *Density*

The proposed project includes a General Plan Amendment and Planned Development District Amendment in lieu of Change of Zone. Both requested amendments incorporate a total of 13.2 acres, or all of the land involved in Desert AIDS Project's campus. The City's Mixed Use/Multi Use General Plan designation allows for residential densities of **"15 dwelling units per acre for residential uses and a maximum 0.50 FAR for nonresidential uses"** (emphasis added). As such, the 61 units proposed and the existing 80 units currently existing at the Vista Sunrise Apartments, a total of 141 units, represent a density of 11 units per acre over the entire 13.2 acre project area, and are consistent with the City's Mixed Use/Multi-Use land use designation. The PDD Amendment will also result in a consistent Zoning designation under Mixed Use standards.

#### **The Palm Springs International Airport's land use compatibility plan, Policy 2.2, states:**

"Zone C Residential Densities: The criteria set forth in Countywide Policy 3.1.3(a) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, residential densities in Zone C northwest of the airport shall either be kept to a very low density of no more than 0.2 dwelling units per acre as indicated in the table or be in the range of 3.0 to 15.0 dwelling units per acre. The choice between these two options is at the discretion of the City of Palm Springs, the only affected land use jurisdictions. (Criteria for Zone C southeast of the airport remain as indicated in Table 2A.)" (emphasis added)

Therefore, the project is consistent with the Policy, insofar as the General Plan designation and PDD Amendment will result in a density of 11 units per acre, which is within "the range of 3.0 to 15.0 dwelling units per acre" stated in the Policy.



*Land Use Intensity*

We believe that Land Use Intensity is also incorrectly calculated. According to the ALUC County-wide Policies:

“Mixed use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. “ (Policy 3.1.3)

In addition, Table 2A of the County-wide policies, on which calculations are to be based, requires that persons per acre be calculated based on “gross acres of the site.” Finally, according to Appendix C of the County Land Use Compatibility Plan, the apartments should have been calculated at 300 square feet per person, and the balance of the project should have been calculated uniformly as a Health Care Facility, using the 80 square feet per person criteria contained in Appendix C of the county-wide plan. This miscalculation is particularly evident when one considers that according to ALUC staff, the existing 62,000 square foot DAP building and annex generate an occupancy of 86 people (1 person per 720 square feet), while the proposed 18,500 square foot Pavilion generates an occupancy of 588 (1 person per 31 square feet). Given that the new Pavilion will serve primarily as lobby, triage and circulation to better direct clients to treatment facilities in the existing buildings, this miscalculation results in an over-counting of intensity.

If, as directed by the County-wide policies, the entire development is calculated correctly, the following intensity results:

Apartment square footage: 84,381 SF  
Persons @ 300 SF/person: 281

Health Care Facility square footage: 68,077 SF  
Persons @ 80 SF/person: 851

Gross Acreage: 13.2 acres

Persons per acre: 99



Based on this analysis, the proposed project does not exceed the single acre maximum persons of 150, and is compatible with the county-wide policies.


*Retention Basin as a Wildlife Attractant*

Finally, as it relates to the potential for the retention basin to create a wildlife attraction hazard, ALUC staff's determination is incorrect. Staff's assumption is based on a presumption that the retention basin will attract flocks of birds because a pond will occur, which will create a favorable environment for geese and other large birds that can cause damage to planes. In the Coachella Valley, such an assumption is not based in fact. Retention basins hold water for short periods, and are dry most of the year. This retention basin will also be used as a dog and community park, which will result in high use and activity. Birds will occupy the space in the same manner, and with the same intensity as any other landscaped area in the City, including existing landscaping on and near the airport. At a distance of three-quarters of a mile, the landscaping and retention basin have no potential to create a wildlife hazard.

Conclusion

On the basis of the analysis we have provided, and in consideration of the importance of continuing to provide community-based medical care and housing to a growing population, we respectfully request that the Commission consider our analysis and determine our expansion project consistent with the Palm Springs International Airport land use plan.

Sincerely,

DocuSigned by:  
  
D258C2F7BA5547C...  
David Brinkman  
Chief Executive Officer  
Desert AIDS Project  
Coalition





August 10, 2020

Honorable Chairman and Commissioners  
Riverside County Airport Land Use Commission  
4080 Lemon Street, 14th Floor  
Riverside, CA 92501

RE: ALUC Case No. ZAP1086PS20, CVHC Special Needs Housing on Desert AIDS Project Campus

Honorable Chairman and Commissioners:

For nearly forty years, the Coachella Valley Housing Coalition (CVHC) has built and operated income-contingent housing throughout the Inland Empire. With more than 4,000 multi-family and single-family homes constructed, CVHC is the largest developer of low-income and affordable housing in Riverside County and one of the largest residential developers of any kind in the Coachella Valley.

Constructing quality affordable housing is not only beneficial for the families that we have the pleasure to build for and work with but also for the communities who benefit from the diverse neighbors and families who contribute to the overall value of those communities. As housing needs continue to grow in the state and locally, CVHC remains prepared to secure resources that will reduce the financial burdens on families and provide stability for those who worry about the potential of becoming homeless.

In collaboration with the Desert AIDS Project (DAP), CVHC seeks to address the local need for housing individuals who have chronic health conditions and are at risk of becoming homeless. This effort is being met through the development of 61-units of apartment homes on the DAP Campus for individuals with physical or mental disabilities.

Permanent supportive housing in Palm Springs is critical to reducing homelessness, increasing access to vital healthcare services, and giving individuals a sense of constancy. We believe that the literal foundation of a housing development is only a part of the figurative foundation of a strong well-being. While the units we build will allow individuals to find comfort, protection, and peace-of-mind, we also believe that the myriad of resources at the property and on the campus can be transformative for residents. CVHC provides common space for activities of daily living and support services and with DAP as the lead service provider, residents will enjoy a smorgasbord of life-skills and health-wellness services.

In both support of and in partnership with DAP, CVHC ask the Commission to consider the community needs of our developments and recognize the developments are consistent with the land use policy.

Sincerely,

*A Salinas*

Alice Salinas  
Executive Director  
Coachella Valley Housing Coalition



## TERRA NOVA PLANNING & RESEARCH, INC.®

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August 19, 2020

Mr. Simon Housman  
Director  
Riverside County Airport Land Use Commission  
4080 Lemon Street, 14<sup>th</sup> Floor  
Riverside, CA 92501

RE: ALUC Case No. ZAP1086PS20, Desert AIDS Project Expansion

Dear Ms. Housman:

Following our telephone conversation of August 14<sup>th</sup>, this letter is submitted on behalf of the Desert AIDS Project (DAP) to request that the Commission consider the special conditions associated with this proposed project. We therefore request that the Commission consider finding the DAP expansion project compatible as described below.

### DAP History and Location

DAP was created in 1984 to combat the AIDS crisis, and has been the source of primary care for HIV and AIDS patients in the Coachella Valley since that time. Its campus has been designed and tailored to the medical, social, dental and mental health services that they provide. The campus currently includes a food pantry, pharmacy and housing. The Vista Sunrise Apartments were built to provide persons living with AIDS a safe and centrally located home environment in an era when discrimination and unemployment due to illness made it impossible for many to find a home. The services provided by DAP, across the driveway from the apartments, have been central to this healthy living environment. There has always been a waiting list for these units, and the need continues to be great. DAP therefore partnered with the Coachella Valley Housing Coalition (CVHC) to build and operate additional units for very low and low income households and individuals. These units are the subject of the residential part of the application. They will almost double the housing stock for at-risk households on the site, and continue DAP's tradition of community health and support. CVHC has a long history of providing safe, well managed homes and support services for thousands of families in the Coachella Valley, and will be a valued partner in this project.

As a non-profit organization, it is neither practical nor financially feasible for the campus to be relocated to another site after more than 35 years of operation.

### Retention Basin

Countywide Policy 3.3.5 allows for a use which occurs within two compatibility zones to be considered under the standards of the less stringent compatibility zone. In this case, the proposed retention basin occurs in both zones C and E. The retention basin is

approximately 17,000 square feet in size, and approximately 75%, or 12,750 square feet, occurs within Zone E. We believe that the retention basin should be considered to occur in Zone E, and that the wildlife hazard management area should not apply. We believe that this is consistent with the Commission's "Wildlife Hazard Management and Land Use Compatibility Planning" manual, which states, at page 27:

"More than 90% of wildlife strikes occur within 1,000 feet above ground level, which is encompassed by compatibility Zones A through D."

On that basis, the retention basin is outside the compatibility zones in which 90% of all wildlife strikes occur, and does not pose a hazard to the Palm Springs International Airport.

Countywide Policy 3.3.6 – Other Special Conditions

As detailed in DAP's letter to the Commission, we believe that there are several reasons why Special Conditions exist for this project.

One Project, Not One Parcel

First, we would request that the Commission consider the DAP expansion as one project, not as separate parcels. The proposed project includes a General Plan Amendment and Planned Development District Amendment in lieu of Change of Zone. Please see Attachment 1, the application justification letter, and General Plan Amendment and PDD Amendment exhibits submitted to the City of Palm Springs for this project. As described in these materials, the project, although occurring on multiple parcels, is operating and will operate as a unified whole, and will have a Multi-Use/Mixed Use General Plan and Zoning designation if approved by the City Council. In addition, there are existing cross access easements that connect the existing Vista Sunrise Apartments and the DAP campus, and a reciprocal access easement will be created for the new apartments, whose primary access will be from the DAP campus access way on North Sunrise Way. Finally, the apartments are proposed to be Special Needs housing units for persons who will be provided medical, social and mental health services at DAP. The campus, therefore, will function as a single unit as it does now, and should be considered a single project, regardless of parcel lines.

In addition, DAP and CVHC have partnered to provide not only affordable housing, but medical, social, food bank and mental health services to the residents of the new project, much as they do for the residents of the Vista Sunrise Apartments currently. Please see Attachment 3.

Residential Density

The project encompasses a total of 13.2 acres. The City's Mixed Use/Multi Use General Plan designation allows for residential densities of "15 dwelling units per acre for residential uses and a maximum 0.50 FAR for nonresidential uses" (emphasis added). As such, the 61 units proposed and the existing 80 units currently existing at the Vista Sunrise Apartments, a total of 141 units, represent a density of 11 units per acre over the

entire 13.2 acre project area, and are consistent with the City's Mixed Use/Multi-Use land use designation.

The Palm Springs International Airport's land use compatibility plan, Policy 2.2 allows, for lands occurring northwest of the airport, that density "shall either be kept to a very low density of no more than 0.2 dwelling units per acre as indicated in the table or be in the range of 3.0 to 15.0 dwelling units per acre" (emphasis added). The residential portion of the project, therefore, is consistent with the airport's land use compatibility plan in terms of residential density.

#### Non-residential Intensity

As described in DAP's letter to the Board, we also believe that because of the interconnected nature of the project, non-residential intensity should be calculated for the entire 13.2 acre site, not for only the new Pavilion. Based on Appendix C of the Compatibility Plan, we believe that the apartments should be calculated at 300 square feet per person, and the balance of the project should be calculated uniformly as a Health Care Facility, using the 80 square feet per person criteria. Our proposed calculations are provided below.

Apartment square footage: 84,381 SF  
Persons @ 300 SF/person: 281

Health Care Facility square footage: 68,077 SF  
Persons @ 80 SF/person: 851

Gross Acreage: 13.2 acres

Persons per acre: 99

Based on this analysis, the proposed project does not exceed the single acre maximum persons of 150, and is compatible with the county-wide policies.

Finally, we ask that the Commission consider that the FAA has found that the project will not pose a hazard to air navigation, as provided in their July 1, 2020 determination (please see Attachment 2).

#### Findings

Countywide Policy 3.3.6 requires that the Commission make findings if considering exceptions to the Land Use Compatibility Plan. We offer the following justification for these findings.

1. Special conditions exist that make it impossible for this project to occur at any other location in Palm Springs, insofar as the interrelatedness of the services and housing provided by Desert AIDS Project (DAP) are long-established, and the relocation of these services and this housing would not be financially possible for a non-profit community health organization such as DAP.

2. The project has operated, and will continue to operate as a single mixed use project, and has applied for a Mixed-Use/Multi Use land use designation with the City of Palm Springs to apply to all of the property associated with all of the components of the DAP campus.
3. The project will not create a safety hazard to people on the ground or aircraft in flight, insofar as its residential density and non-residential intensity can be found to be consistent with the Palm Springs International Airport Land Use Compatibility Plan; and the FAA has determined that the project does not pose a hazard to air navigation.
4. The proposed project is outside the 65 dBA noise contour of the Palm Springs International Airport, and will not result in exposure of patients or residents to elevated noise levels.

We thank you for reconsidering the compatibility of the Desert AIDS Project expansion under the Airport Land Use Commission's authority.

I am happy to answer any questions that may arise from this letter, and look forward to the Board's consideration on September 10<sup>th</sup>.

Sincerely,



Nicole Sauviat Criste  
Principal

- Attachment 1: Justification Letter, General Plan Amendment and PDD Amendment Exhibits submitted to the City of Palm Springs
- Attachment 2: FAA Determinations, dated July 1, 2020
- Attachment 3: Excerpt, MOU between DAP and CVHC





TERRA NOVA PLANNING & RESEARCH, INC.®

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May 18, 2020

Mr. Glenn Mlaker, AICP  
Associate Planner  
City of Palm Springs  
3200 East Tahquitz Canyon Way  
Palm Springs, CA 92262

RE: Justification and Supportive Information for the General Plan Amendment  
Planned Development District 281 Amendment  
Desert AIDS Project Expansion Project, Case No. 5.0934

Dear Mr. Mlaker:

This letter is written on behalf of our clients, Desert AIDS Project and the Coachella Valley Housing Coalition, to provide justification and supportive information for the proposed General Plan Amendment (GPA) and Planned Development District 281 (PDD) Amendment which are components of Case No. 5.0634. This letter updates the letter provided by Desert AIDS Project in July of 2019, brings current the facts of the case and provides the required analysis of findings and justification for the GPA and PDD Amendment.

**Project Description**

Desert AIDS Project (DAP), in partnership with the Coachella Valley Housing Coalition (CVHC), proposes an expansion of the current DAP campus. The project includes an 18,500± square foot Pavilion which will be an addition to the medical services buildings, and comprehensive access, site and landscaping improvements on the existing DAP campus; and the construction of 61 special needs affordable housing units immediately south of the campus in partnership with CVHC.

The Pavilion will provide a new single point entrance to all clients of DAP. The new uses within the Pavilion will include a lobby, information desk, registration, triage nurse, computer lab, consultation, gallery, café, new food depot, new pharmacy and safe passage to medical, dental, behavioral health, social wellness, and physical wellness services. The site improvements will also include a façade update to the existing building, realignment of the existing driveways, parking enhancements and improvements, new monument signage and comprehensive landscape improvements across the entire campus.

Special needs housing will be provided for DAP clients in partnership with CVHC. In addition to the 60 very-low and low income household units and one manager's unit proposed, the site program includes counseling, on-site management, social gathering

spaces, a community room, and common area courtyards. The apartments will be studio and one-bedroom units on three stories. The layout of the units strongly encourages socialization, and the use of natural light and mountain views for a healthy living environment.

The project area encompasses a total of 13.2 acres, and all of this land is proposed to be included within the PDD boundary, to assure a cohesive and unified project now and in the future. The land includes the recently acquired office building at 1495 North Sunrise. No alterations are being proposed for this site at this time, but the building will eventually be occupied by DAP administrative offices, and will be connected to the rest of the campus via an integrated walkway which extends along the entire north-south axis of the site, along the project's main roadway.

### DAP Community Services

The services provided by DAP are those most in-demand by the residents of the existing Vista Sunrise Apartments as well as a vast number of under-served residents throughout the Valley.

This project represents both an expansion of the special needs housing currently provided at Vista Sunrise Apartments, and of the services provided by DAP. DAP's location, combined with surrounding commercial and institutional uses and convenient access to transit are ideal for community service. This proposal is based upon the following compelling factors:

- The need for housing individuals with chronic illness will continue to grow.
- The need for health care, dental care, and social services for the low-income population in the Valley will continue to grow.
- The services provided by Desert AIDS Project complement the services provided by Riverside County Family Health Center.
- The three existing entities (DAP, County Health and special needs housing) have an on-going cooperative and collaborative relationship which will be enhanced by the Campus expansion.
- The integration of special needs housing and the services provided by DAP has been recognized nationally as model of broad-band service for this population.
- DAP itself has been nationally recognized as a leader in non-profits serving this population.
- This project is a preventive approach to homelessness. Social/Health support services and housing create a solid foundation to build a stable life.

### **Planned Development District Amendment**

This project includes a request to amend PDD 281 by expanding the project boundary to include all DAP related properties (please see Exhibit 1), and to allow the implementation of the Mixed Use designation. The project will provide additional medical, social and community services, and adds 60 very-low and low income housing units (and one manager's unit) to the City's inventory. The project, when completed, will be a public

benefit, providing enhanced community and medical services, and affordable housing in the City's core.

The site is self-contained and integrated, allowing residents access to services, the food depot and pharmacy within the campus. In addition, shopping and employment opportunities are available immediately across both Sunrise and Vista Chino, or can be easily accessed from SunLine bus stops.

Pursuant to Section 94.03.00 of the Municipal Code, the following provides justification for the amendment of Planned Development District 281.

1. How is the proposed development superior to that which is permitted by right-of-zone?

The expansion of the PDD allows for a cohesive, interconnected master plan for all of DAP's properties. The proposed plans include pedestrian, bicycle and golf cart pathways that will link all parts of the project, including the southerly office building.

Under the current Public/Quasi-Public and Medium Density Residential zones, development of the site could be disjointed and inconsistent. By unifying the entire site into one project, all properties can be considered as part of the whole. In addition, with the implementation of Mixed Use standards across the entire site, increased density to allow the construction of housing units for very-low and low income households and individuals can be achieved; the continuum of care that chronically ill residents at both Vista Sunrise and the new apartments require can be expanded and enhanced; and shared parking programs can be established that take advantage of excess parking that currently exists within the project.

2. How does the proposed application conform to the purpose of a planned development district as identified in Section 94.03.00(A)?

The amendment of PDD 281 will allow for the cohesive development of 5 existing parcels. It will also result in a compatible mix of affordable housing, community and medical services, and retail commercial uses within a master planned campus.

The implementation of the amended PDD will promote an inter- and intra-connected project that is urban in scale, and allows easy access for residents to services, shopping and job opportunities. In addition, the Pavilion addition will unify the currently disjointed DAP services, and provide clients with a centralized lobby and better internal flow to access services. The addition also allows for the expansion of DAP's Food Depot, which provides much-needed nutritional support to its clients.

The unification of the site also allows for the improvement of what is now an under-utilized retention basin into a campus-wide recreational amenity. Whether used by residents as a dog park or gathering place, or by staff for an outdoor break or lunch spot, providing a park for the campus will greatly enhance the livability of the campus.

As stated elsewhere in this document, the interconnection of all of the buildings with a system of continuous pathways substantially improves pedestrian and bicycle circulation, particularly because now, most pedestrian travel is within driveways and parking areas.

3. Which exceptions to the underlying zoning regulations are being requested and why are those departures necessary?

The proposed project conforms with development standards, with the exception of the front yard setback for the new apartment project, which is proposed to be reduced from 30 feet to 25 feet. This reduction helps to connect to the existing DAP buildings, which were approved with a 13 foot setback. The intent is to create articulation at the main frontage of the entire campus and engage with the street. Additionally, this reduction allows courtyard spaces on the interior of the site to be more gracious.

4. What recreational or open space amenities are being provided for residents of the development?

The project will include a substantial park within the improved retention area. This amenity will be a significant improvement to the living environment of the campus, and will be available to residents of the existing and new residents, as well as staff and clients of DAP. The park will include shaded seating, gathering spaces, and pet facilities.

5. How are the architectural form and site planning superior to that which would otherwise result from conformance to the standard zoning district requirements.

The DAP Campus architecture style continually evolves with the times and its growing programmatic needs. The style of the campus is and will continue to be eclectic. The clinic and social services building has evolved stylistically over 60 years with several expansions. With a simple modern style, Vista Sunrise I Apartments was designed in 2006 to respect the surrounding condominium housing style. The professional building style in the back of the campus is modern Santa Fe / Mission style. The architecture style for the new housing is International Style with a slight Art Deco influence. Different architectural designs weave the fabric of a varied campus style reflecting the neighborhood's diverse designs. Celebrating these different styles together brings to light the truth that we are unique, we rub shoulders from time to time, and coexist in harmony—sharing the goal to help those in need by opening our community and providing a place to call home.

### **General Plan Amendment**

The project site is currently designated Medium Density Residential and Public/Quasi Public on the General Plan Land Use Map. This application requests that the Land Use designation for the entire campus and PDD boundary be changed to Mixed Use/Multi-Use (please see Exhibit 2). This project embodies the definition of Mixed Use/Multi Use:

*“Specific uses intended in these areas include community-serving retail commercial, professional offices, service businesses, restaurants, daycare centers, public and quasi-public uses. Residential development at a maximum density of 15 units per acre is permitted...”*

In addition, the project is consistent with the following Land Use Element policies, because the project has integrated internal connectivity, and adds to the services provided at this important intersection, strengthening the mixed use nature of this area.

- LU8.5 Provide pedestrian links from the commercial, office, and retail uses within mixed/multi-use areas to minimize vehicular traffic.
- LU8.6 Allow for and encourage the development of facilities and gathering places that provide for the social and health needs (daycare centers, social-service providers, medical facilities, etc.) of the residents within mixed/multi-use areas.

The intent Mixed-Use/Multi-Use development is to optimize the resources of land, amenities and services to provide an integrated pedestrian-oriented complex that reduces traffic and parking and maximizes interaction and interdependency. In this case, the connection to the existing Vista Sunrise Apartments, whose residents are DAP clients, will be improved, and a central, shaded pedestrian and golf cart pathways has been integrated into the project to facilitate this interconnection.

**Conclusion**

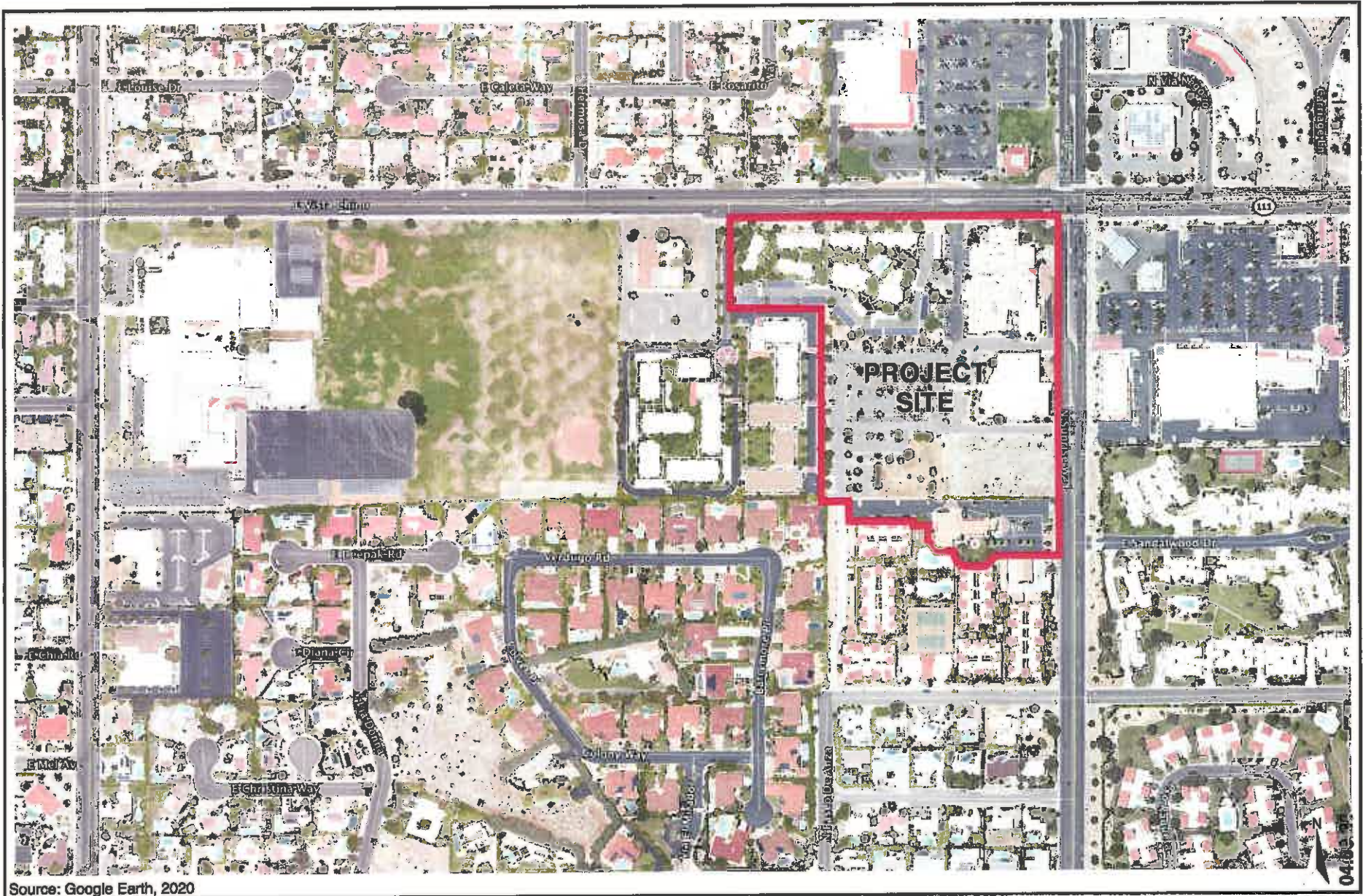
DAP and CVHC look forward to discussing this exciting project with you, the Planning Commission and the City Council. As you review the application materials, please feel free to contact me if you have questions or need additional materials.

Sincerely,



Nicole Sauviat Criste  
Principal





Source: Google Earth, 2020



**Desert AIDS Project  
Proposed Amended Planned Development District Boundary  
Palm Springs, California**

**Exhibit**

**1**



### Existing Land Use Map



### Proposed Land Use Map



	Estate Residential (up to 2.0 du/ac)		Mixed Use/Multi-Use
	Very Low Density Residential (up to 4.0 du/ac)		Office
	Low Density Residential (up to 6.0 du/ac)		Industrial
	Medium Density Residential (up to 15.0 du/ac)		School
	Neighborhood/Community Commercial		Airport
	Open Space - Water		Public/Quasi-Public

Source: Palm Springs General Plan, 2014; Terra Nova Planning, 2020

N  
04.09.20



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

Aeronautical Study No.  
 2020-AWP-6798-OE

**ATTACHMENT 2**

Issued Date: 07/01/2020

David Brinkman  
 Desert AIDS Project  
 1695 North Sunrise Way  
 Palm Springs, CA 92262

**\*\* 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 DAP Expansion Project  
 Location: Palm Springs, CA  
 Latitude: 33-50-34.44N NAD 83  
 Longitude: 116-31-43.59W  
 Heights: 509 feet site elevation (SE)  
 34 feet above ground level (AGL)  
 543 feet above mean sea level (AMSL)

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

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

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

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

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

This determination expires on 01/01/2022 unless:

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

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

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

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

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

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

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

If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-6798-OE.

**Signature Control No: 442964191-444334338**

( DNE )

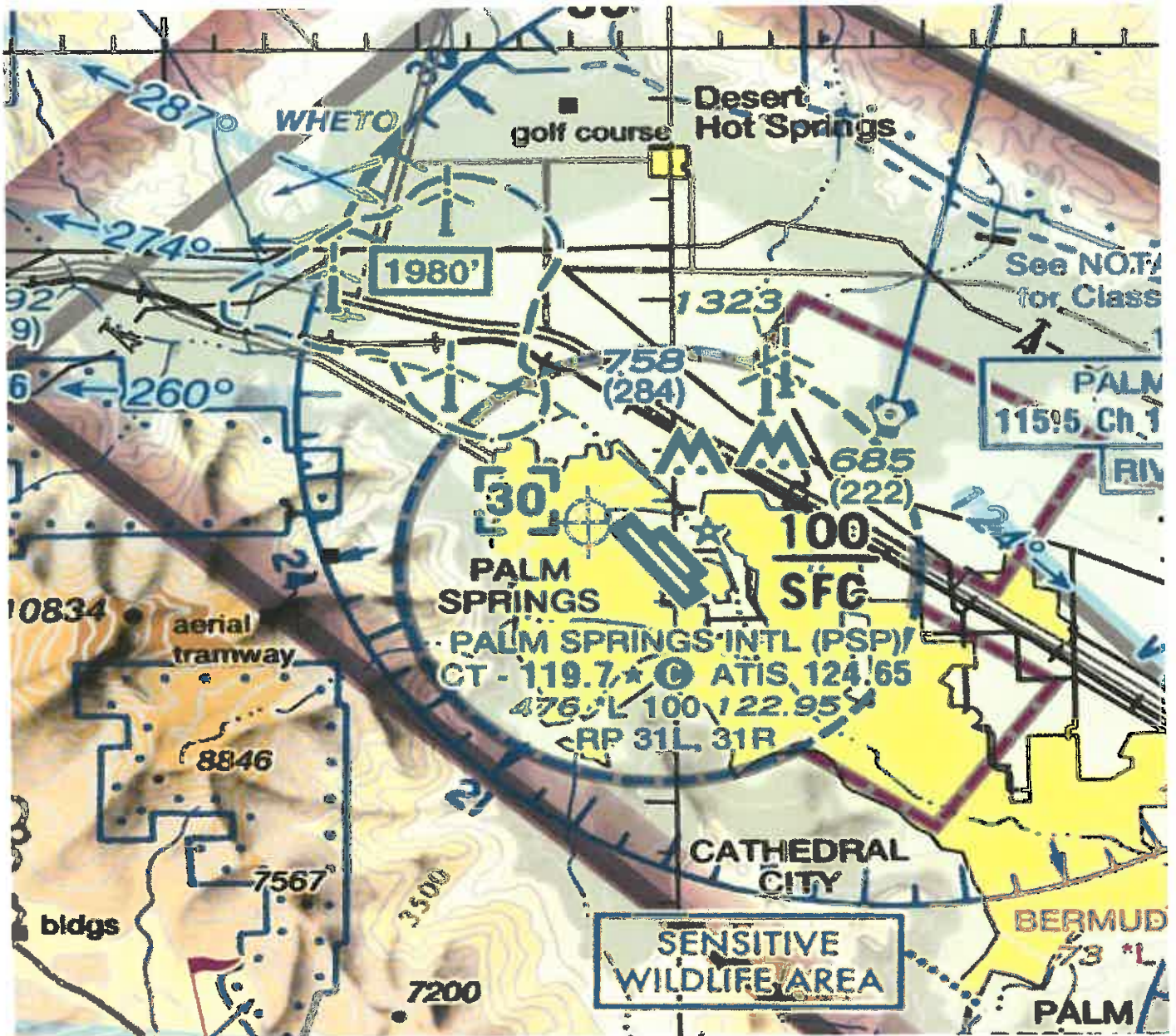
Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)





Sectional Map for ASN 2020-AWP-6798-OE





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

Aeronautical Study No.  
 2020-AWP-6815-OE

Issued Date: 07/01/2020

David Brinkman  
 Desert AIDS Project  
 1695 North Sunrise Way  
 Palm Springs, CA 92262

**\*\* 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 DAP Pavilion
Location:	Palm Springs, CA
Latitude:	33-50-37.12N NAD 83
Longitude:	116-31-44.57W
Heights:	512 feet site elevation (SE)
	24 feet above ground level (AGL)
	536 feet above mean sea level (AMSL)

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

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

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

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

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

This determination expires on 01/01/2022 unless:

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

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

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

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

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

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

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

If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-6815-OE.

**Signature Control No: 443020261-444334339**

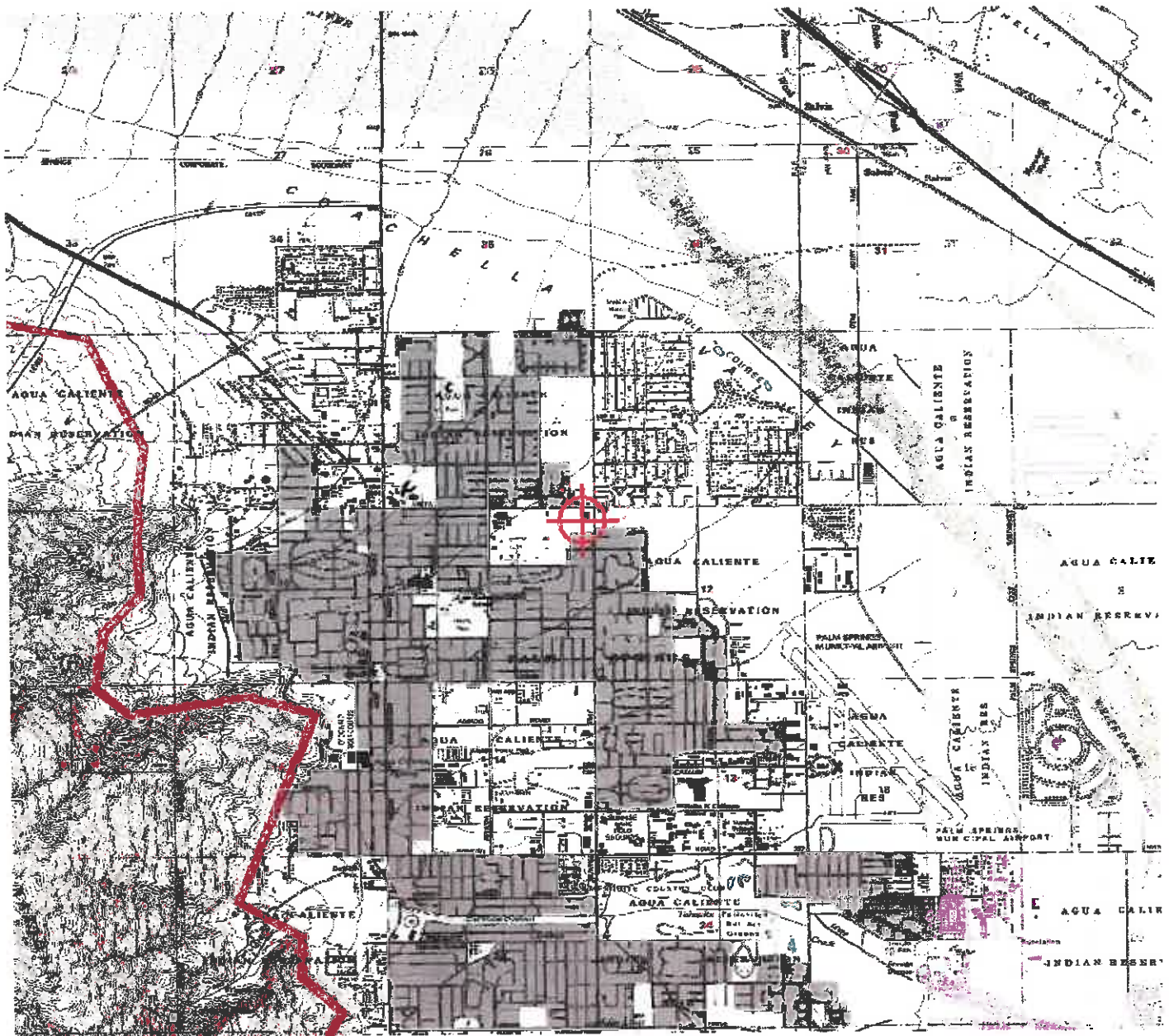
( DNE )

Vivian Vilaro  
Specialist

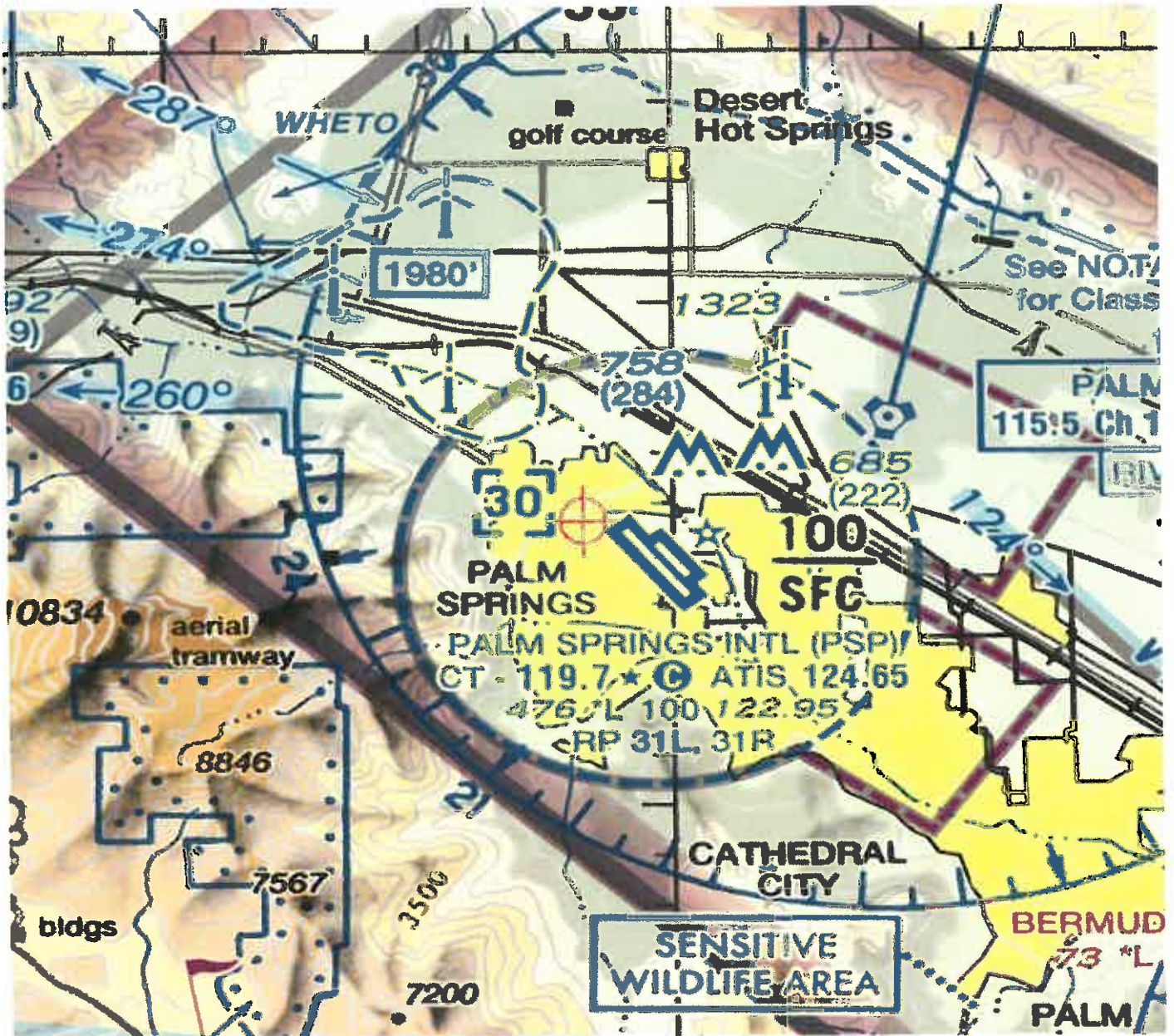
Attachment(s)  
Map(s)



TOPO Map for ASN 2020-AWP-6815-OE



Sectional Map for ASN 2020-AWP-6815-OE





**FULLY EXECUTED**

**MEMORANDUM OF UNDERSTANDING**  
([PROJECT NAME]) *VISTA SUNRISE 2*

This Memorandum of Understanding ("**MOU**") is entered into as of *December 20*, 2018, by and between The Coachella Valley Housing Coalition, a California nonprofit public benefit corporation ("**CVHC**"), and Desert AIDS Project, a California nonprofit public benefit corporation ("**DAP**"), collectively, the "**Parties**," in connection with the following facts and understandings:

A. **DAP** owns the undeveloped real property located at designated as APN 507-100-041 located on Sunrise Way, Palm Springs, California, (the "**DAP Property**"). Additionally, **DAP** is in the process of acquiring additional undeveloped real property that is currently a Riverside County owned parking lot situated within the **DAP** campus (the "**County Property**" together with the **DAP Property**, the "**Property**").

B. **DAP** desires to develop the **Property** as an affordable housing development (the "**Project**") and has selected **CVHC** as its development partner for the **Project**. **CVHC** will secure financing from private and public sources, including, but not limited to, Low Income Housing Tax Credits, a conventional lender construction loan, and long-term financing. The Parties will investigate securing long term rental or operating subsidies for the **Project**, which would improve its financial feasibility and benefit its residents. Collectively, this financing will fund the acquisition and construction of the **Project**.

C. To secure investor and lender participation, the **Project** will require a guarantor. **CVHC** has the resources and the necessary experience in developing and managing affordable tax credit housing and shall act as guarantor for the **Project** (the "**Guarantor**").

D. **DAP** and **CVHC** are entering into this **MOU** for the purpose of specifying how they will cooperate in carrying out their respective financial and operational responsibilities in developing the **Project**, subject to the conditions and terms provided in this **MOU**. The Parties intend to enter into one or more detailed agreements governing the acquisition and construction of the **Project** once the Parties have more clearly defined financing for the **Project** (the "**Joint Development Documents**").

NOW, THEREFORE, in consideration of the mutual covenants set forth below, and for other good and valuable consideration, the receipt and sufficiency of which consideration is hereby acknowledged, the Parties agree as follows:

**1. Partnership.**

The Parties intend that **CVHC**, or a limited liability company of which **CVHC** is the sole member, will serve as the managing general partner and **DAP** will serve as the administrative general partner (together, the "**General Partners**") of a limited partnership (the "**Partnership**") which will be formed to construct, own, and operate the **Project**. **DAP** or its LLC

(19) Asset management, as described in Section 6 below; and

(20) Working closely with DAP on all the activities for which DAP has lead responsibility.

B. DAP's Responsibilities. With input and feedback from CVHC, DAP shall have lead responsibility for the following activities:

(1) Participating in community outreach as necessary;

(2) Identify and apply for grant financing from donors, to that end researching the possibility of securing long-term rental or operating subsidies for the Project;

(3) Reviewing and providing input, as described further in Section 4(c) below, on a timely basis;

(4) Applying for and securing all necessary entitlement approvals and/or permits for the Project;

(5) Providing resident services, including but not limited to: client wellness services, social services and any services required by TCAC, etc.; and

(6) Working closely with CVHC on all the activities for which CVHC has lead responsibility.

C. Items Requiring Consent of Both Parties: Notwithstanding the provisions of Section 4 above, the consent of both DAP and CVHC shall be obtained for all of the following matters.

(1) Approval of predevelopment and development budgets and financial projections for the Project;

(2) Entering into a contract with the architect to prepare preliminary and final plans and specifications, although CVHC will provide architectural supervision during construction;

(3) Approval of the design and the materials to be used;

(4) Selection of a qualified general contractor and entering into a guaranteed maximum price ("GMP") construction contract, which will incorporate the plans and specifications approved by the lenders and investors for the Project;

(5) Approval of any additions to or changes in the development team including: attorney, accountant, financial consultant, general contractor, engineer, architect, and/or consultants;



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

Aeronautical Study No.  
 2020-AWP-6798-OE

Issued Date: 07/01/2020

David Brinkman  
 Desert AIDS Project  
 1695 North Sunrise Way  
 Palm Springs, CA 92262

**\*\* 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 DAP Expansion Project  
 Location: Palm Springs, CA  
 Latitude: 33-50-34.44N NAD 83  
 Longitude: 116-31-43.59W  
 Heights: 509 feet site elevation (SE)  
 34 feet above ground level (AGL)  
 543 feet above mean sea level (AMSL)

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

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

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

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

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

This determination expires on 01/01/2022 unless:

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

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

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

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

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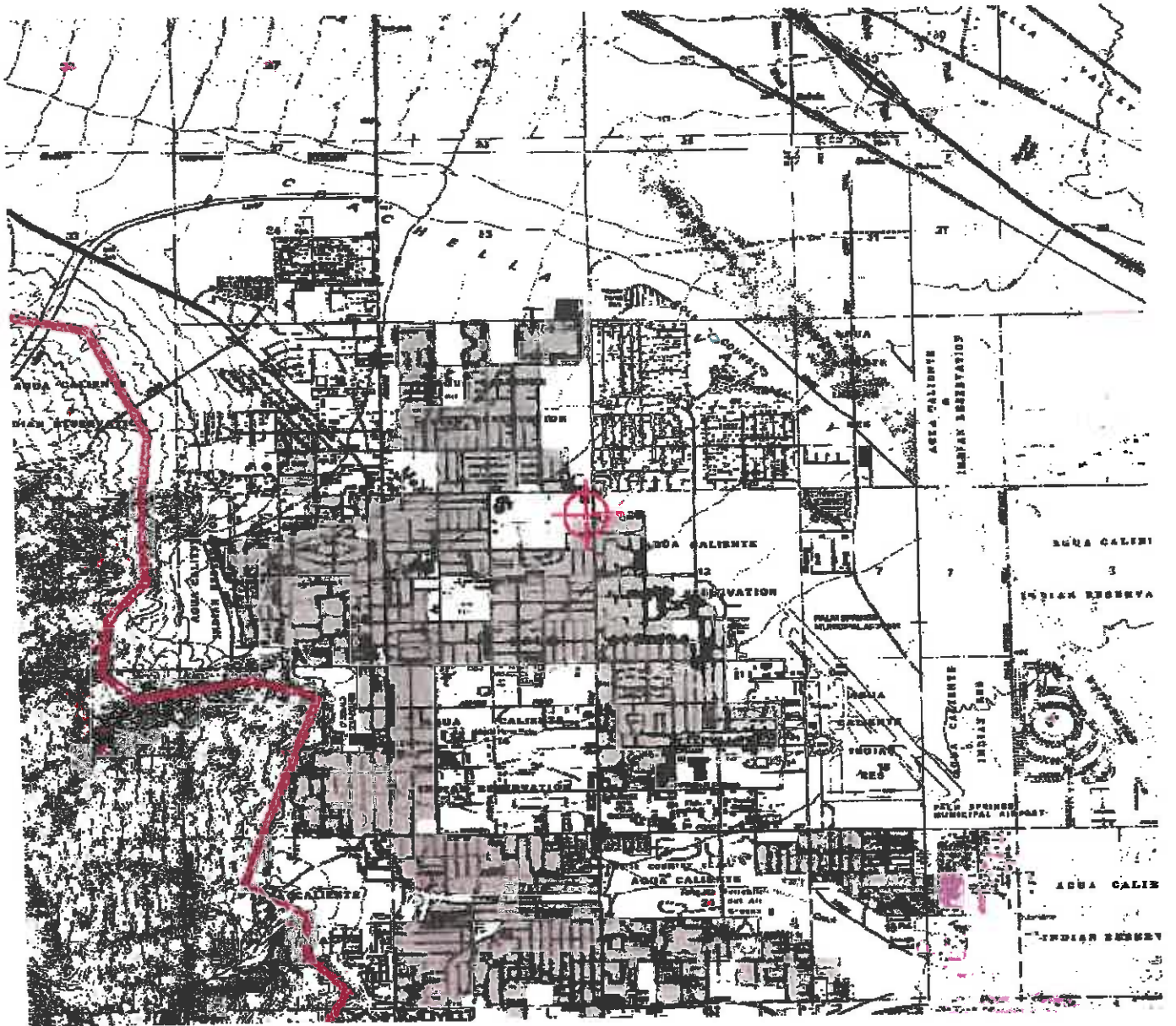
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**Signature Control No: 442964191-444334338**  
Vivian Vilaro  
Specialist

( DNE )

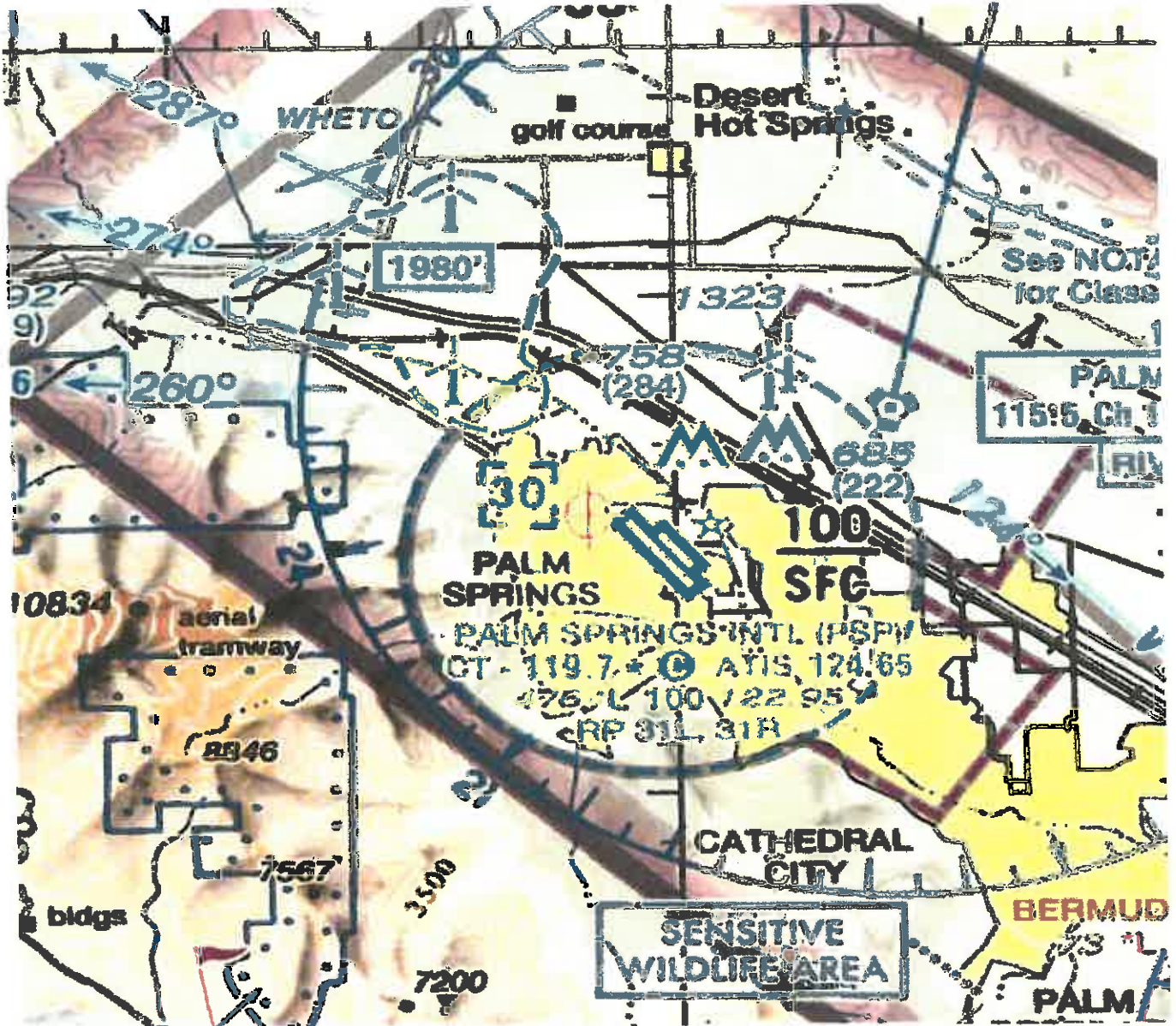
Attachment(s)  
Map(s)

**TOPO Map for ASN 2020-AWP-6798-OE**





Sectional Map for ASN 2020-AWP-6798-OE





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Aeronautical Study No.  
 2020-AWP-6815-OE

Issued Date: 07/01/2020

David Brinkman  
 Desert AIDS Project  
 1695 North Sunrise Way  
 Palm Springs, CA 92262

**\*\* 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 DAP Pavilion
Location:	Palm Springs, CA
Latitude:	33-50-37.12N NAD 83
Longitude:	116-31-44.57W
Heights:	512 feet site elevation (SE)
	24 feet above ground level (AGL)
	536 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)
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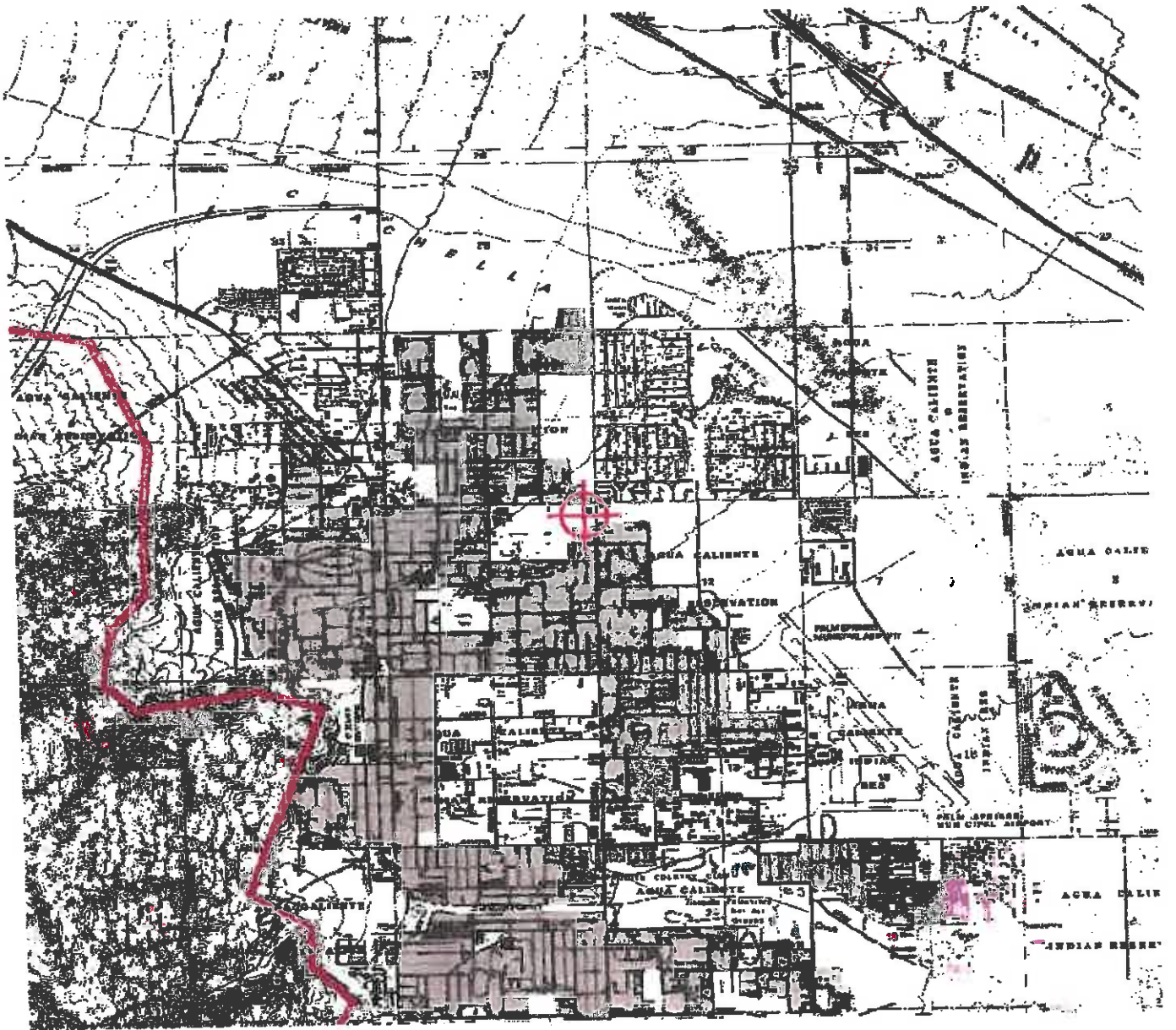
**Signature Control No: 443020261-444334339**  
Vivian Vilaro  
Specialist

( DNE )

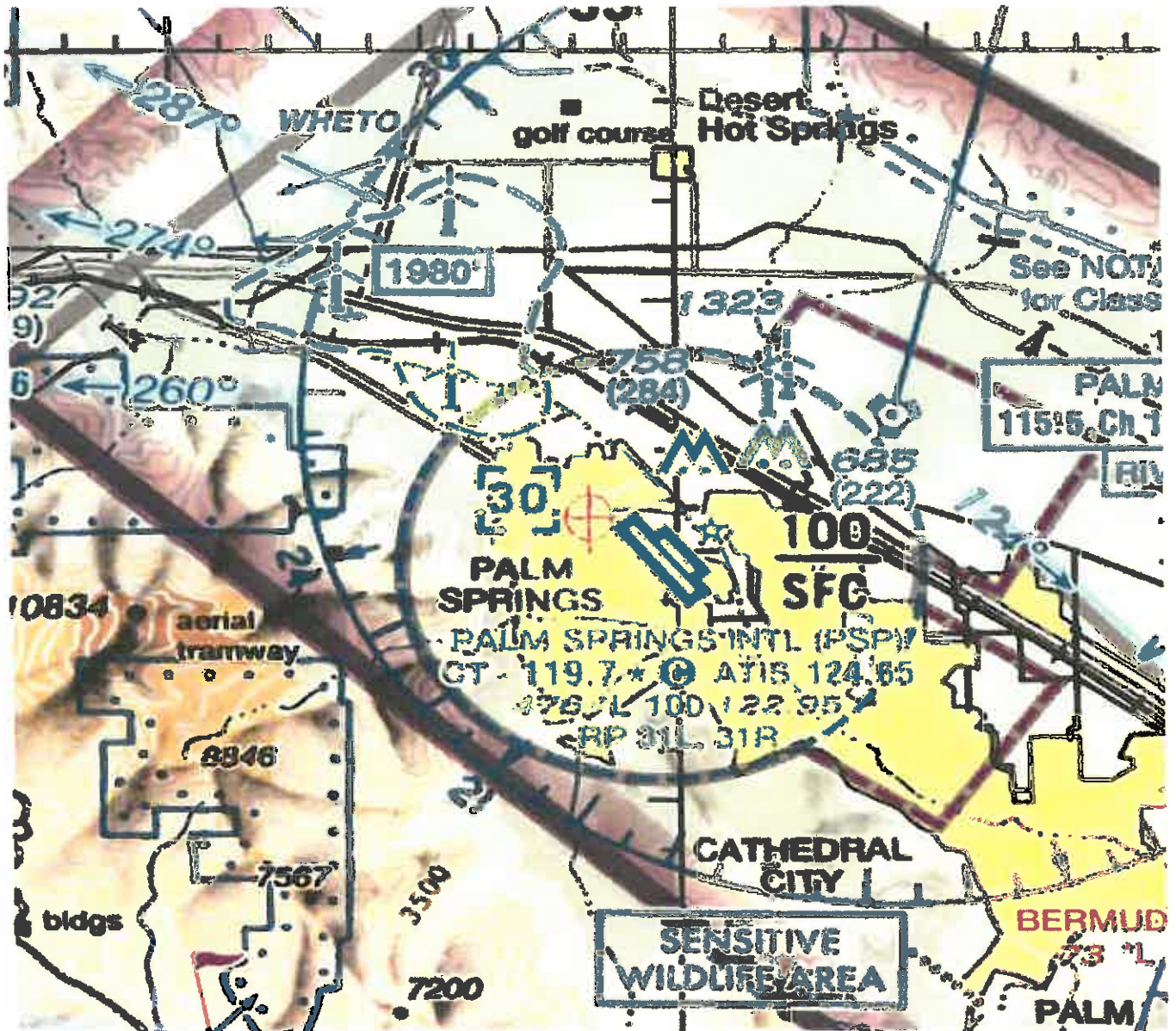
Attachment(s)  
Map(s)



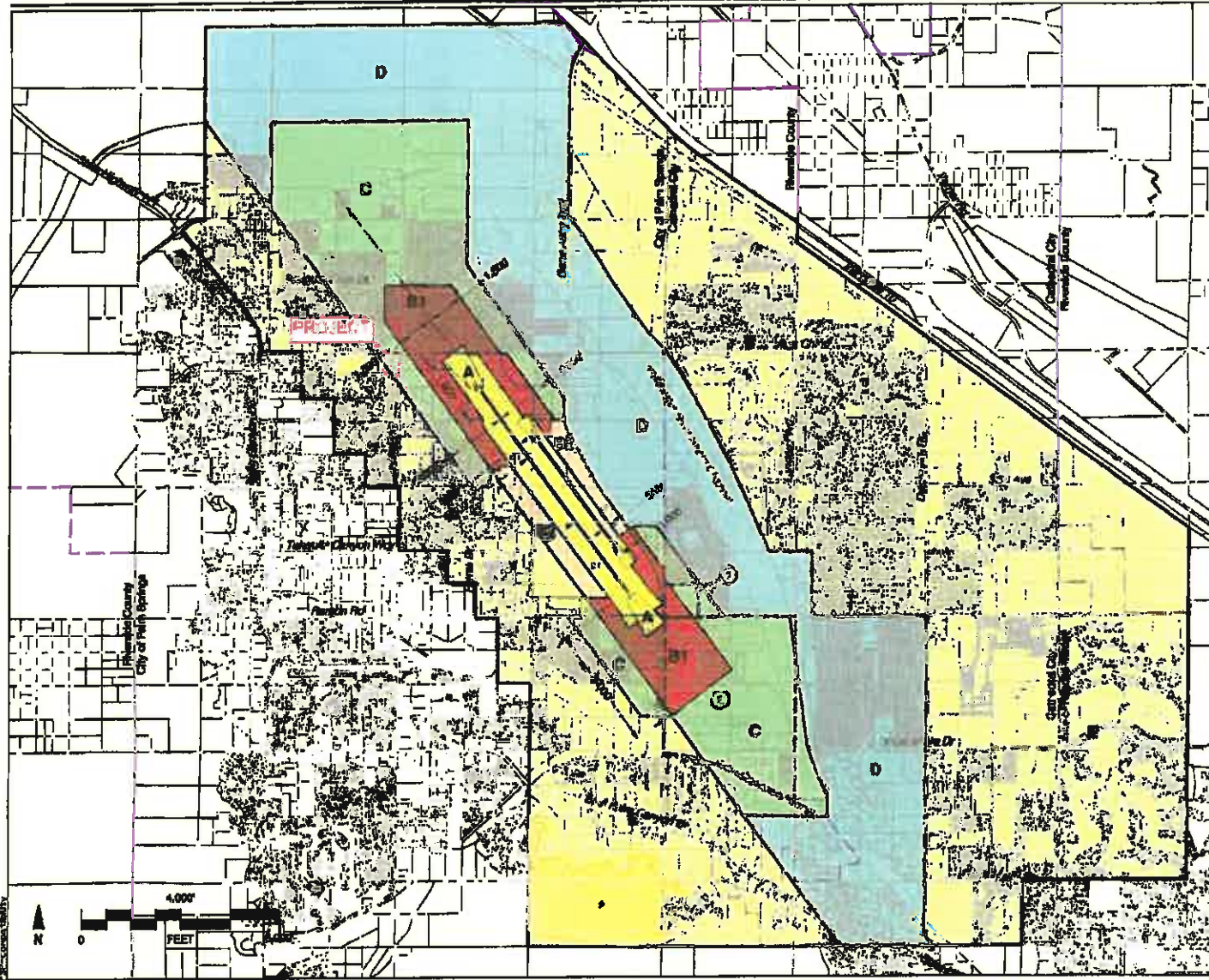
TOPO Map for ASN 2020-AWP-6815-OE



Sectional Map for ASN 2020-AWP-6815-OE







- Legend**
- Compatibility Zones**
- Airport Influence Area Boundary
  - Zone A
  - Zone B1
  - Zone B2
  - Zone C
  - Zone D
  - Zone E
  - Height Review Overlay Zone
- Boundary Lines**
- Airport Property Line
  - City Limits

**Notes**

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

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

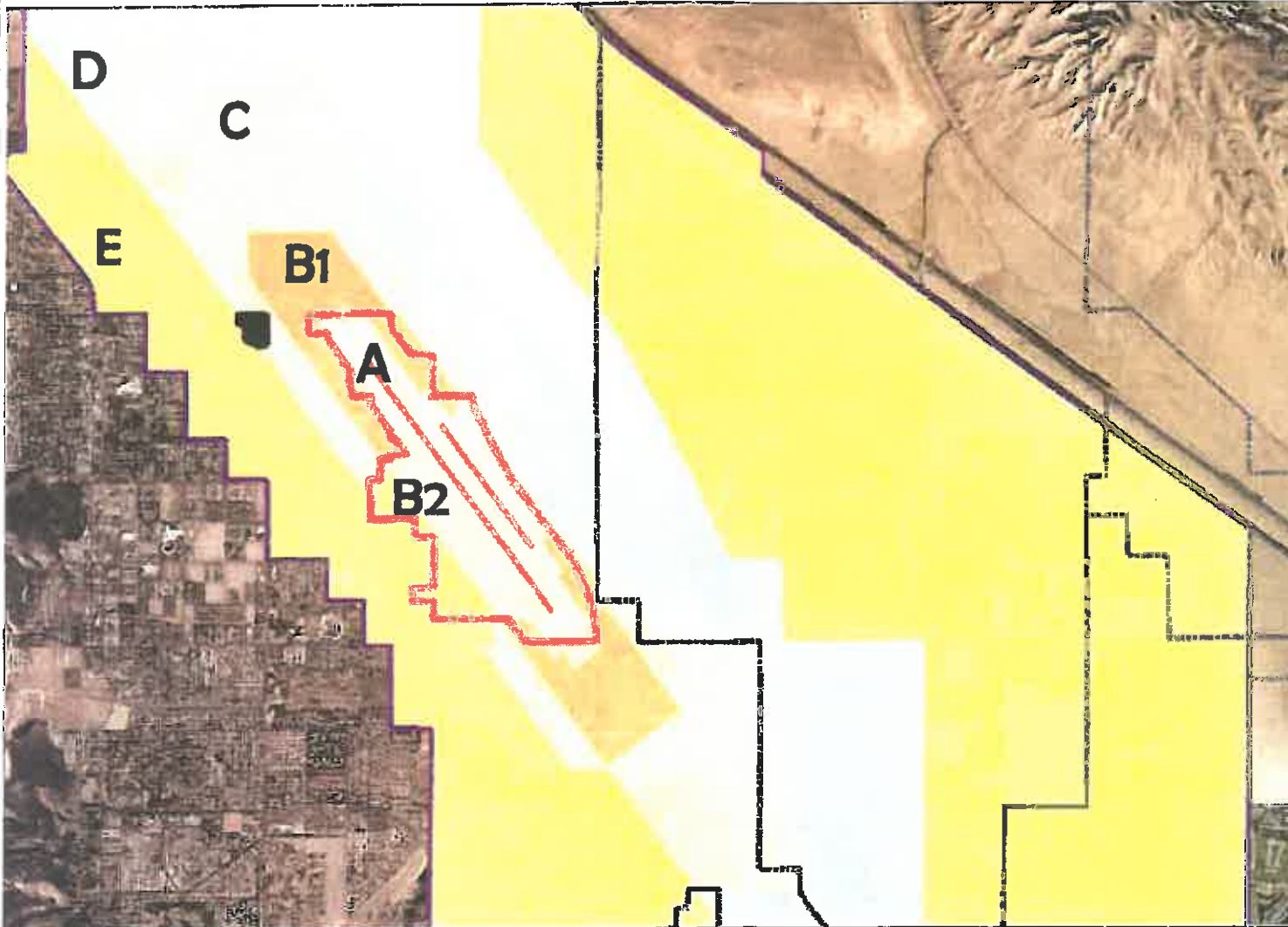
See Policy PB.2.1.

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

Map PB-1

**Compatibility Map**  
 Palm Springs International Airport

# Map My County Map



**Legend**

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



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**Notes**



# Map My County Map



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



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**Notes**

# Map My County Map



## Legend

- Parcels
- World Street Map



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## Notes

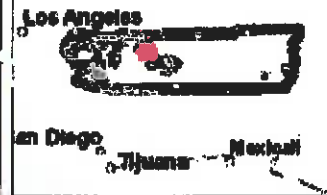
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# Map My County Map




**Legend**

-  Blue Line Streams
-  City Areas
-  World Street Map

**Notes**

0 6 12,037 Feet



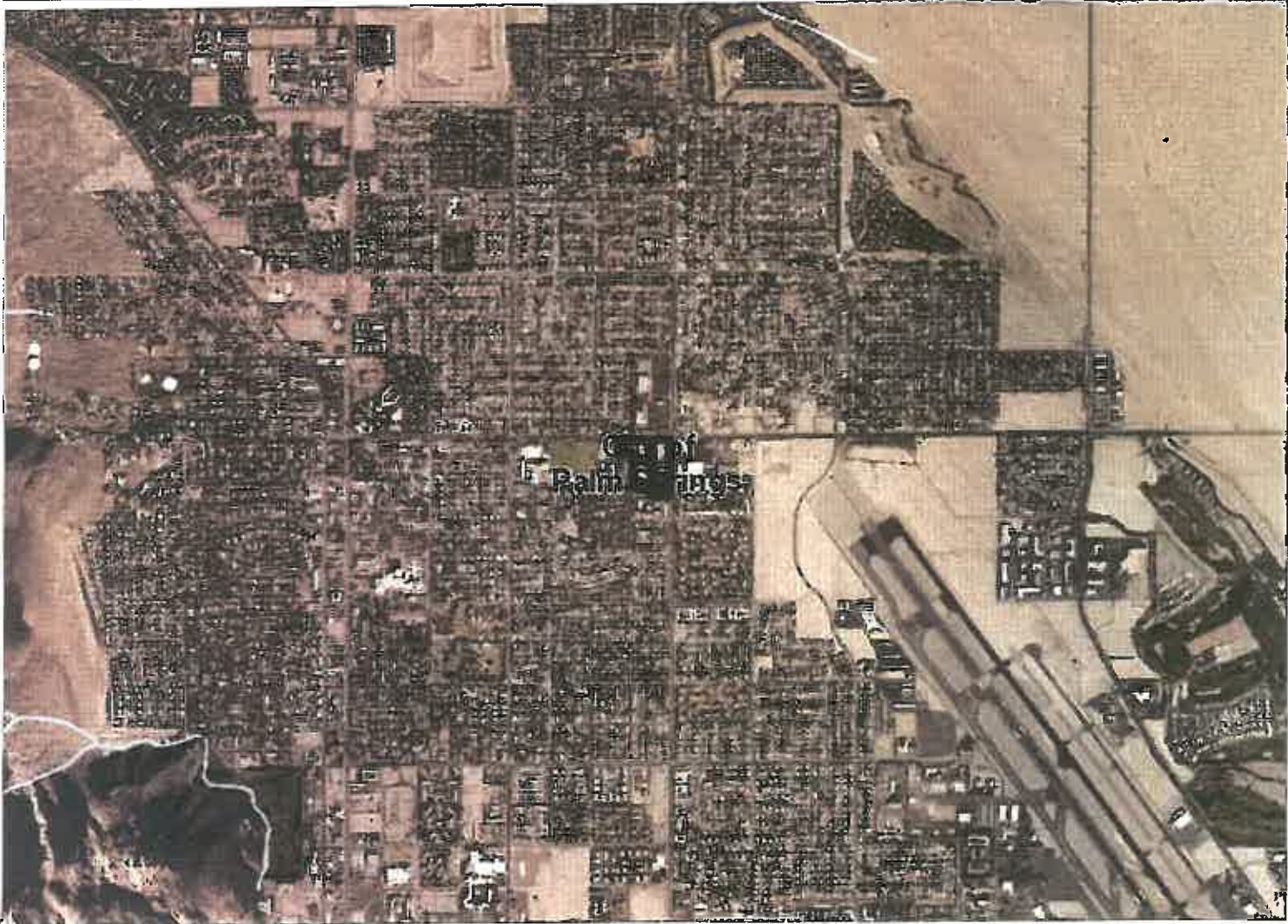
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# Map My County Map



### Legend

- Blue line symbol: Blueline Streams
- Grid symbol: City Areas
- Street symbol: World Street Map



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### Notes

0 3 6,019 Feet

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# Map My County Map



## Legend

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



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## Notes

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## **Desert AIDS Project Campus Expansion Project Description**

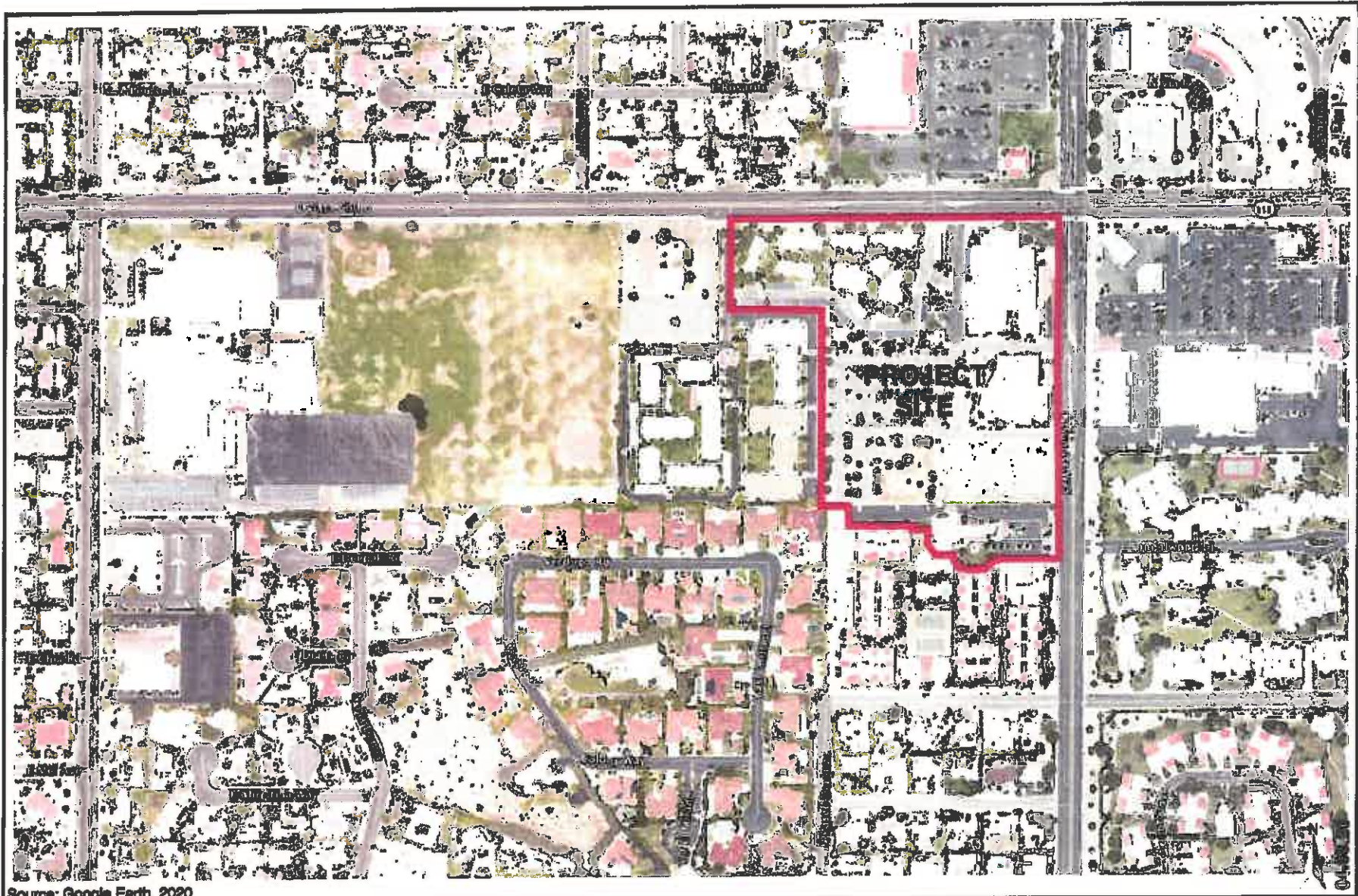
**Desert AIDS Project (DAP), in partnership with the Coachella Valley Housing Coalition (CVHC), proposes an expansion of the current DAP campus. The project includes an 18,500± square foot Pavilion which will be an addition to the medical services buildings, and comprehensive access, site and landscaping improvements on the existing DAP campus; and the construction of 61 special needs affordable housing units immediately south of the campus in partnership with CVHC.**

**The Pavilion will provide a new single point entrance to all clients of DAP. The new uses within the Pavilion will include a lobby, information desk, registration, triage nurse, computer lab, consultation, gallery, café, new food depot, new pharmacy and safe passage to medical, dental, behavioral health, social wellness, and physical wellness services. The site improvements will also include a façade update to the existing building, realignment of the existing driveways, parking enhancements and improvements, new monument signage and comprehensive landscape improvements across the entire campus.**

**Special needs housing will be provided for DAP clients in partnership with CVHC. In addition to the 60 very-low and low income household units and one manager's unit proposed, the site program includes counseling, on-site management, social gathering spaces, a community room, and common area courtyards. The apartments will be studio and one-bedroom units on three stories. The layout of the units strongly encourages socialization, and the use of natural light and mountain views for a healthy living environment.**

**The project area encompasses a total of 13.2 acres, and all of this land is proposed to be included within the PDD boundary, to assure a cohesive and unified project now and in the future. The land includes the recently acquired office building at 1495 North Sunrise. No alterations are being proposed for this site at this time, but the building will eventually be occupied by DAP administrative offices, and will be connected to the rest of the campus via an integrated walkway which extends along the entire north-south axis of the site, along the project's main roadway.**





Source: Google Earth, 2020



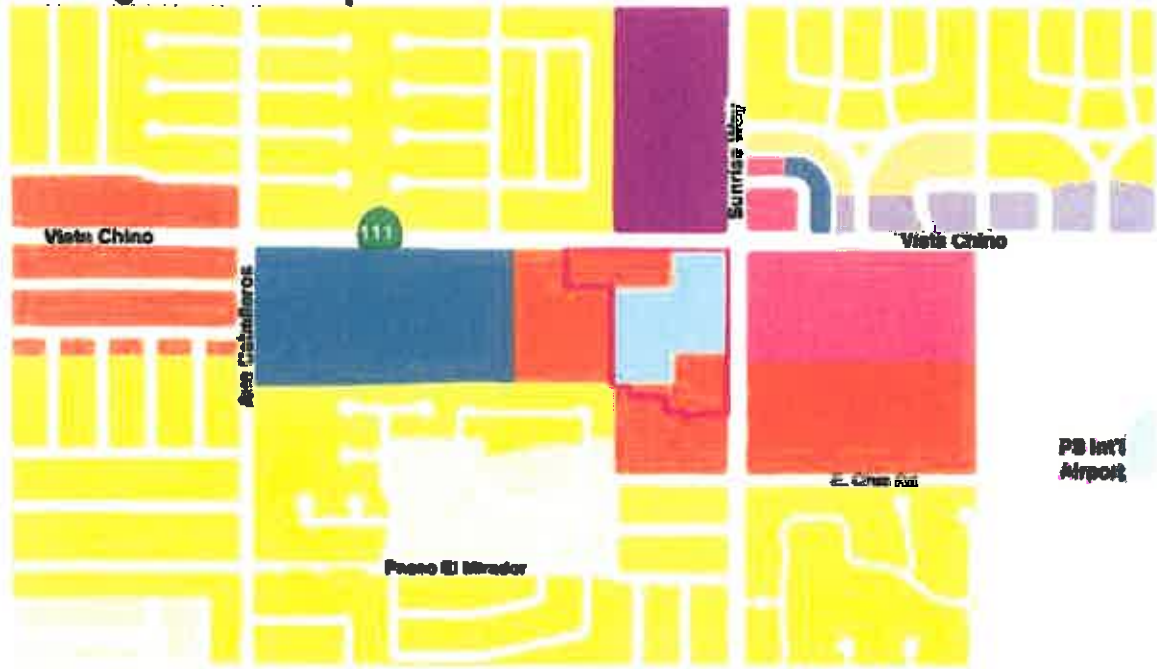
**Desert AIDS Project  
Proposed Amended Planned Development District Boundary  
Palm Springs, California**

**Exhibit**

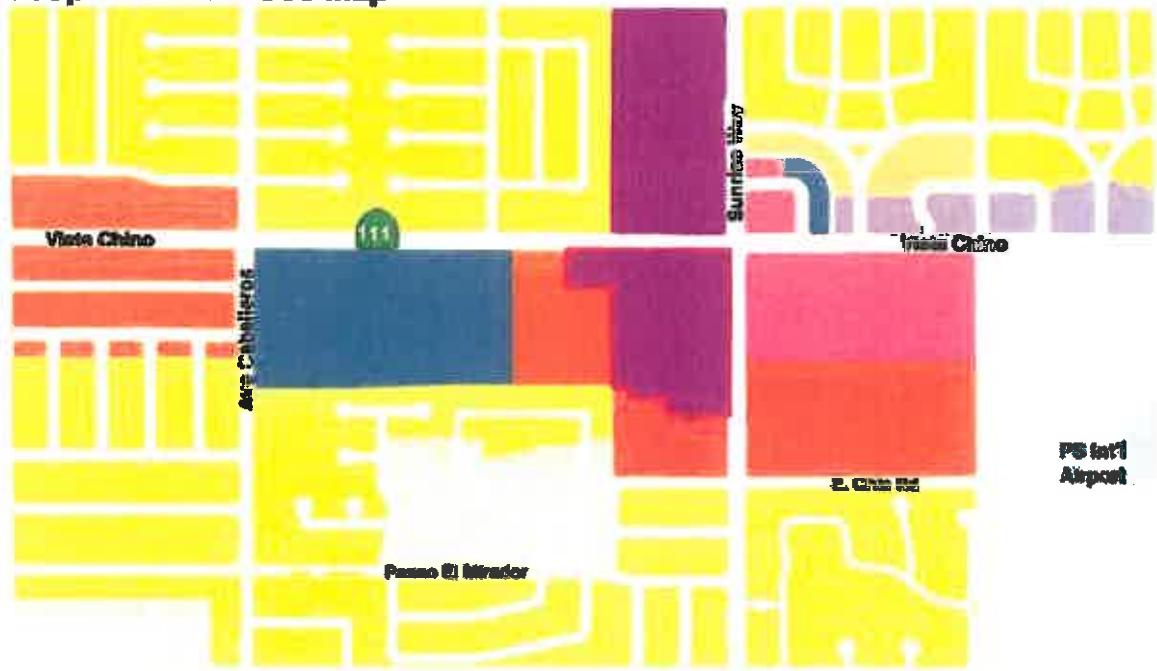
**1**



### Existing Land Use Map



### Proposed Land Use Map



Estate Residential (up to 2.0 du/ac)	Mixed Use/Multi-Use
Very Low Density Residential (up to 4.0 du/ac)	Office
Low Density Residential (up to 6.0 du/ac)	Industrial
Medium Density Residential (up to 15.0 du/ac)	School
Neighborhood/Community Commercial	Airport
Open Space - Water	Public/Quasi-Public

Source: Palm Springs General Plan, 2014; Terra Nova Planning, 2020

N  
04.09.20



## Desert AIDS Project Proposed General Plan Amendment Palm Springs, California



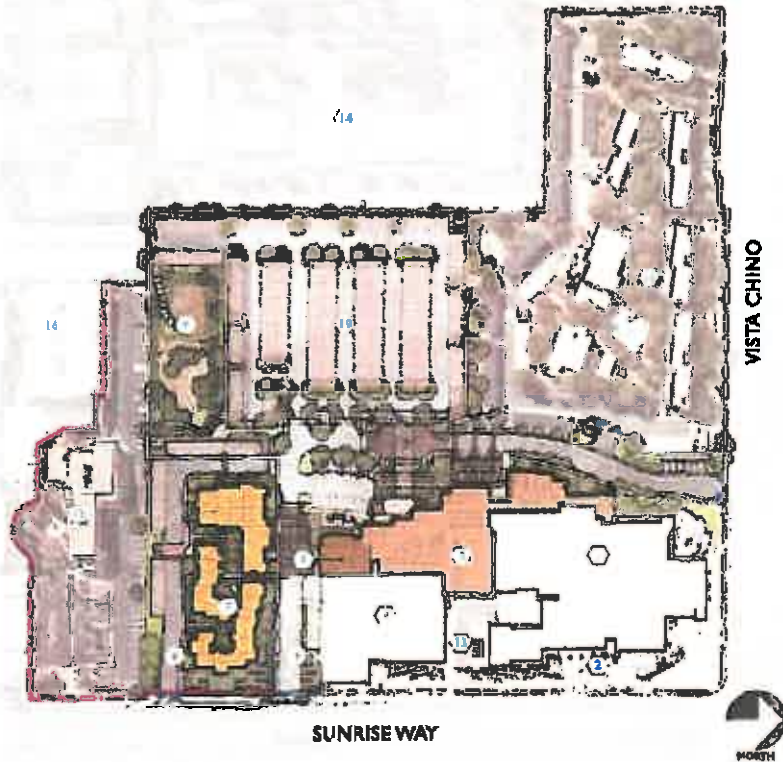


CAMPUS AERIAL

SCALE 1" = 70'-0"

LEGEND

- 1. DESERT AIDS PROJECT APN 507-100-042
- 2. DESERT AIDS PROJECT EXISTING CAMPUS ENTRANCE
- 3. DESERT AIDS PROJECT NEW PAVILION
- 4. DESERT AIDS PROJECT EXISTING ANNEX
- 5. DESERT AIDS PROJECT NEW FOOD DEPOT
- 6. DESERT AIDS PROJECT WIDENED DRIVEWAY
- 7. VISTA SUNRISE II APARTMENTS (NEW SNH) APN 507-100-041
- 8. VISTA SUNRISE II APARTMENTS (NEW SNH) SITE ENTRY / EXIT
- 9. RECONFIGURED & IMPROVED RETENTION BASIN APN 507-100-044
- 10. SHARED PARKING HOUSING AUTHORITY OF THE COUNTY OF RIVERSIDE - APN 507-100-044
- 11. EXISTING VISTA SUNRISE I APARTMENTS APN 507-100-045
- 12. DESERT AIDS PROJECT NEW REALIGNED DRIVEWAY & ARRIVAL COURT
- 13. DESERT AIDS PROJECT - SERVICE DRIVEWAY ACCESS SHORTENED FOR NEW PAVILION
- 14. VISTA DEL MONTE CO-OP APARTMENTS
- 15. DAP SUNRISE BUSINESS CENTER APN 507-100-026
- 16. RANCH CLUB CONDOMINIUM
- 17. SITE ENTRY / EXIT
- EXISTING PDD NO. 281 BOUNDARY
- - - PROPOSED PDD BOUNDARY TO BE INCLUDED AS PART OF PDD NO. 281



PROPOSED CAMPUS CHANGES			
LAND USE RE PARCELS (87-183-041, -042, -044, -045, -050) 1:223PG			
PDD - 281			
GENERAL PLAN	MIXED USE / MULTI USE		
ZONING	PDD 281		
<b>DEVELOPMENT STANDARDS</b>			
SETBACKS	F-25'	S-15' / S - 20'	(B) ANNEX F-12.5'
BUILDING HEIGHT (allowed)	30'	3-STORIES	
BUILDING HEIGHT (proposed)	30'	3 STORIES	
DENSITY (allowed)	15 DUA		
DENSITY (proposed)	12 DUA	(BASED ON 1.22 AC)	
BUILDING COVERAGE (allowed)			
BUILDING COVERAGE (proposed)	21%		
FLOOR AREA RATIO (allowed)	0.50		
FLOOR AREA RATIO (proposed)	0.32		
<b>PROJECT DATA</b>			
LOT AREA	1,322	SQ FT	
<b>BUILDINGS (coverage / footprint)</b>			
VISTA SUNRISE I APARTMENTS		19,584	
DESERT AIDS PROJECT		35,923	
DESERT AIDS PROJECT PAVILION		18,200	
SHARED PARKING PAVILION		23,000	
VISTA SUNRISE II APARTMENTS (NEW SNH)		14,000	
DAP BUSINESS CENTER		8,000	
	Total building coverage	123,007	21%
<b>BUILDINGS (net floor area)</b>			
VISTA SUNRISE I APARTMENTS		45,872	
DESERT AIDS PROJECT & PAVILION		46,077	
DESERT AIDS PROJECT ANNEX		22,000	
VISTA SUNRISE II APARTMENTS (NEW SNH)		41,500	
DAP BUSINESS CENTER		11,148	
	Total building area F.A.R.	163,623	0.32
<b>PARKING</b>			
		PSI	Design
PARKING LANE (800 / SF = 20,000 SF)		268	261
VISTA SUNRISE I APARTMENTS (0.5 STALL / BED) 80 UNITS		40	107
VISTA SUNRISE II APARTMENTS (NEW SNH) (0.5 STALL / BED) 61 UNITS		31	31
DAP BUSINESS CENTER (BASED ON TOTAL BUILDING AREA)		27	38
	Total parking	376	437
<b>BUILDINGS</b>			
	NO	HGT / STY	TOT SF
	10	26' / 2.8	163,623
		30' / 3	
<b>UNITS</b>			
	STUDIO	1 BDRM	2 BDRM
VISTA SUNRISE I APARTMENTS	48	32	0
	48	12	1
	Total units		141

# CAMPUS AERIAL & PROJECT INFORMATION

## DESERT AIDS PROJECT CAMPUS EXPANSION

16.5 N. SUNRISE WAY, RIVERSIDE, CA 92202

INTERACTIVE DESIGN CORPORATION  
 100 SOUTH CHINO DRIVE, SUITE 10, PALM SPRINGS, CA 92262  
 7748 224-9798 P: 764@INTERACTIVEDESIGN.COM

1805.2  
 MAY 15, 2023 / 224



SITE PLAN

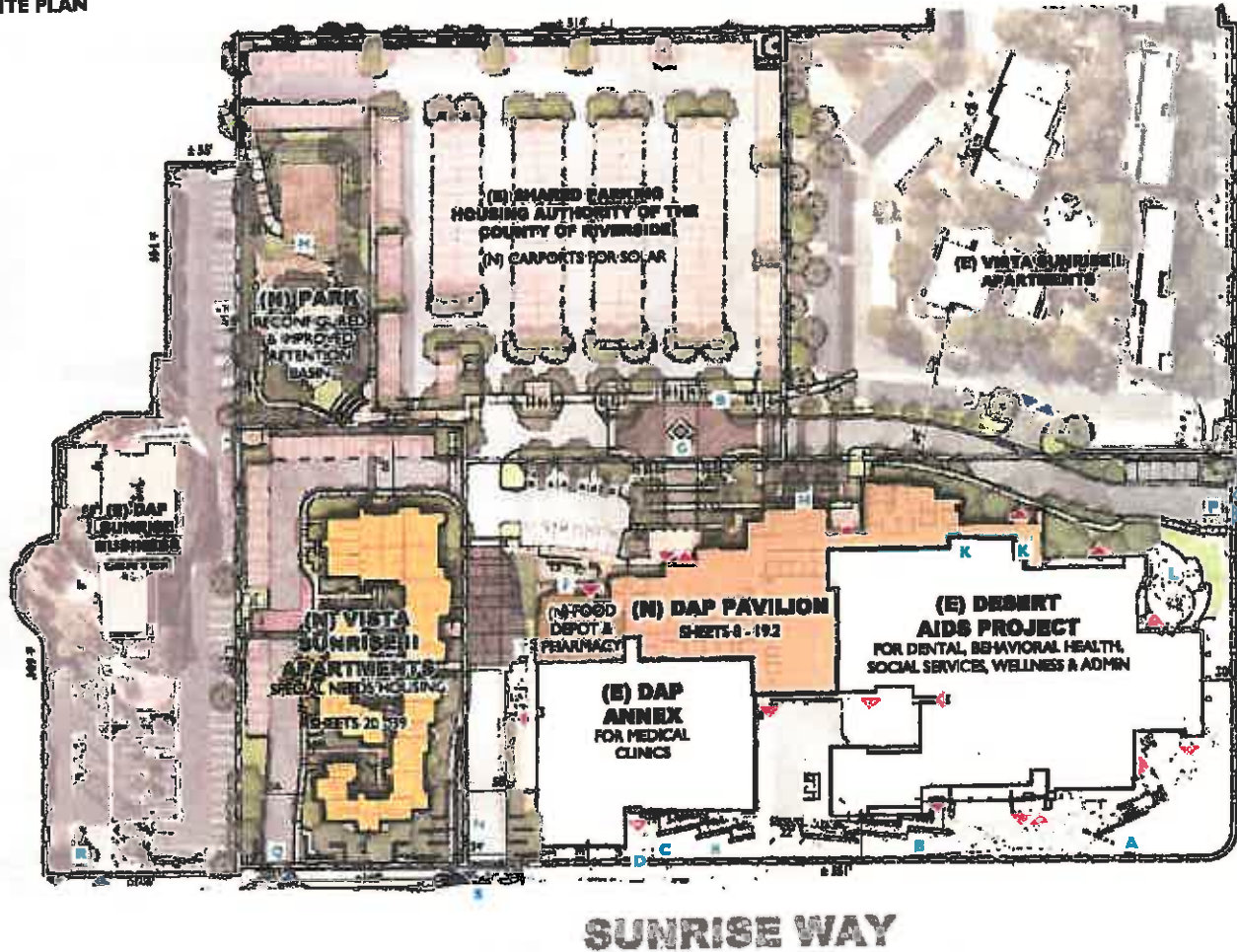
SCALE 1" = 40'-0"

LEGEND

- (E) EXISTING TO REMAIN
- (N) NEW
- - - PROPERTY LINE
- ▲ SITE ENTRY / EXIT
- ▲ BUILDING ENTRY / EXIT
- ▼ BUILDING EXIT ONLY

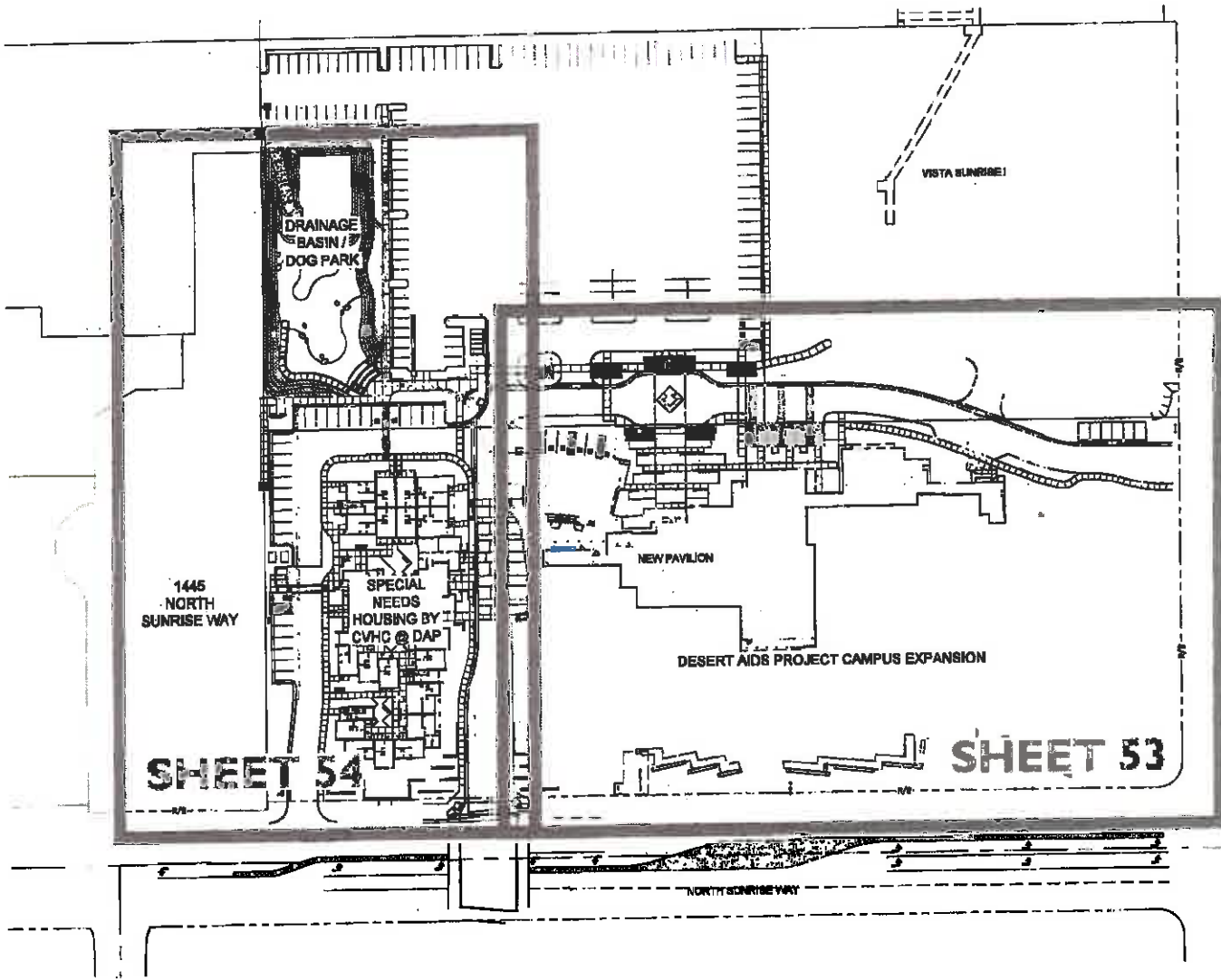
SITE AREAS

- (A) (N) MONUMENT SIGNAGE W/ RETAINING CONCRETE SITE WALL
- (B) (N) CANOPY SHADING STRUCTURES AT WALKWAYS TO BUILDINGS
- (C) (E) STANDING SEAM METAL HIGH ROOF TO REMAIN
- (D) (N) METAL LOW ROOF FOR UPGRADED ENTRANCE TO DAP ANNEX
- (E) (N) ADDITION W/ RAISED PLAZA FOR FOOD DISTRIBUTION
- (G) (N) ARRIVAL COURT / DROP-OFF
- (H) (N) CAFE PLAZA
- (K) (N) GALLERY / HALLWAY CONNECTION TO (E) CORRIDOR / HALLWAY
- (L) (E) SERENITY GARDEN
- (M) (N) RECONFIGURED & IMPROVED RETENTION BASIN AS PUBLIC PARK
- (N) IMPROVED PROJECT ENTRY FROM SUNRISE WAY
- (O) IMPROVED PROJECT ENTRY FROM VISTA CHINO
- (P) NEW DRIVEWAY EXIT
- (Q) (E) DRIVEWAY ENTRY / EXIT @ DAP SUNRISE BUSINESS CENTER
- (S) (N) TRAFFIC LIGHT
- (T) (N) LOADING DOCK



VISTA CHINO



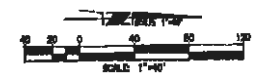


**PROJECT**  
SPECIAL NEEDS HOUSING BY CVHC @ DAP

**OWNER/DEVELOPER**  
DORVILLE VALLEY HOUSING COALITION  
14011 MARINE STREET  
INDIA CA 92031  
CONTACT:  
MERRYL YEMPA / DEBBY FERRER  
(760) 347-2187

**PROJECT**  
DESERT AIDS PROJECT CAMPUS EXPANSION

**OWNER/DEVELOPER**  
DESERT AIDS PROJECT  
390 N. SUNRISE WAY  
PALM SPRINGS, CA 92262  
CONTACT:  
DAVID BRIDGMAN, CEO  
(760) 323-2170



**CONCEPTUAL GRADING PLANS - INDEX SHEET**

DESERT AIDS PROJECT CAMPUS EXPANSION /  
SPECIAL NEEDS HOUSING BY CVHC @ DAP  
1695 N. SUNRISE WAY, PALM SPRINGS, CA 92262

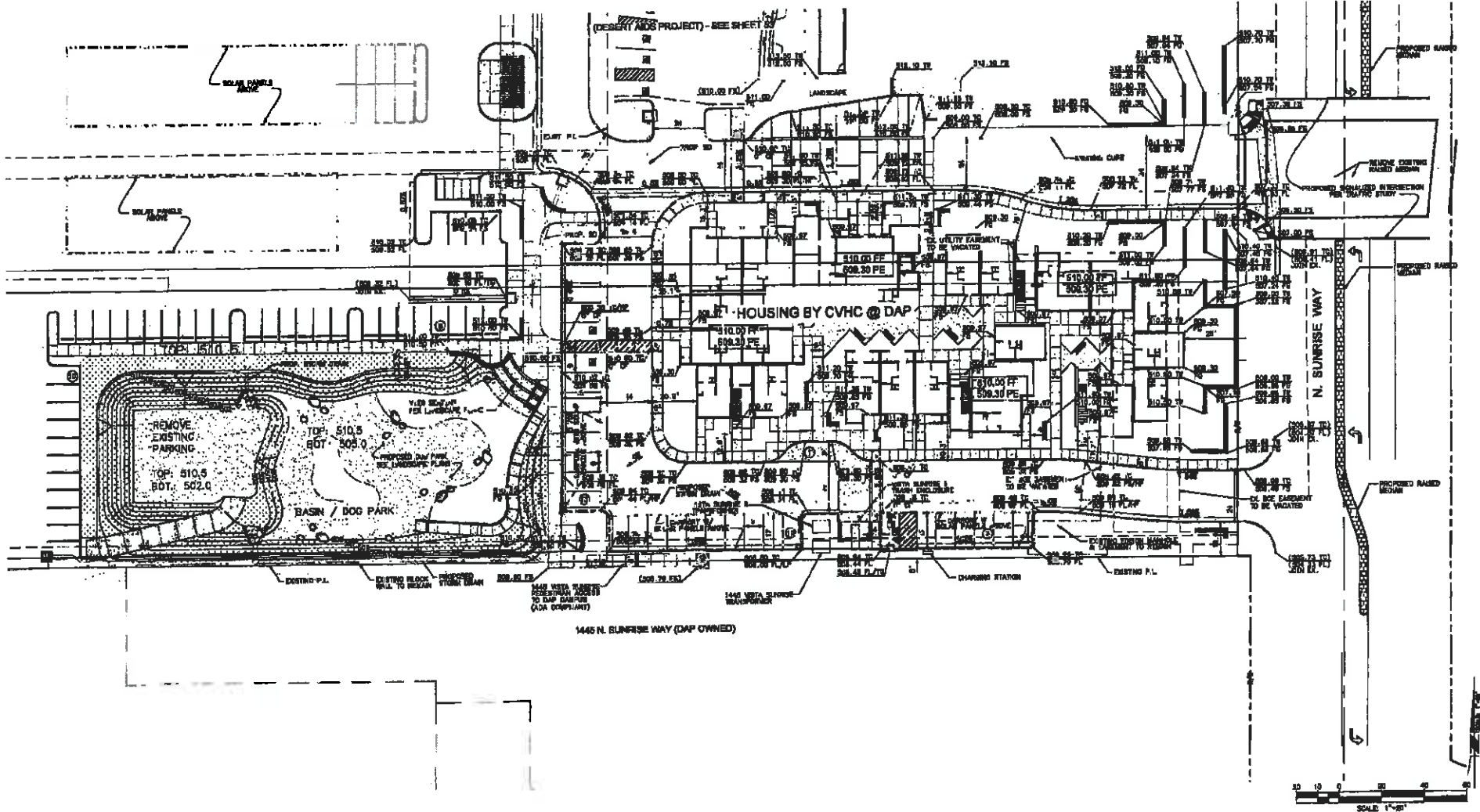


75-410 Grand Ford Drive, Suite 100  
Palm Desert, CA 92211  
Phone (760) 946-7481 - MBAKERINTL.COM

JN 175438  
APRIL 2022







# CONCEPTUAL GRADING PLAN

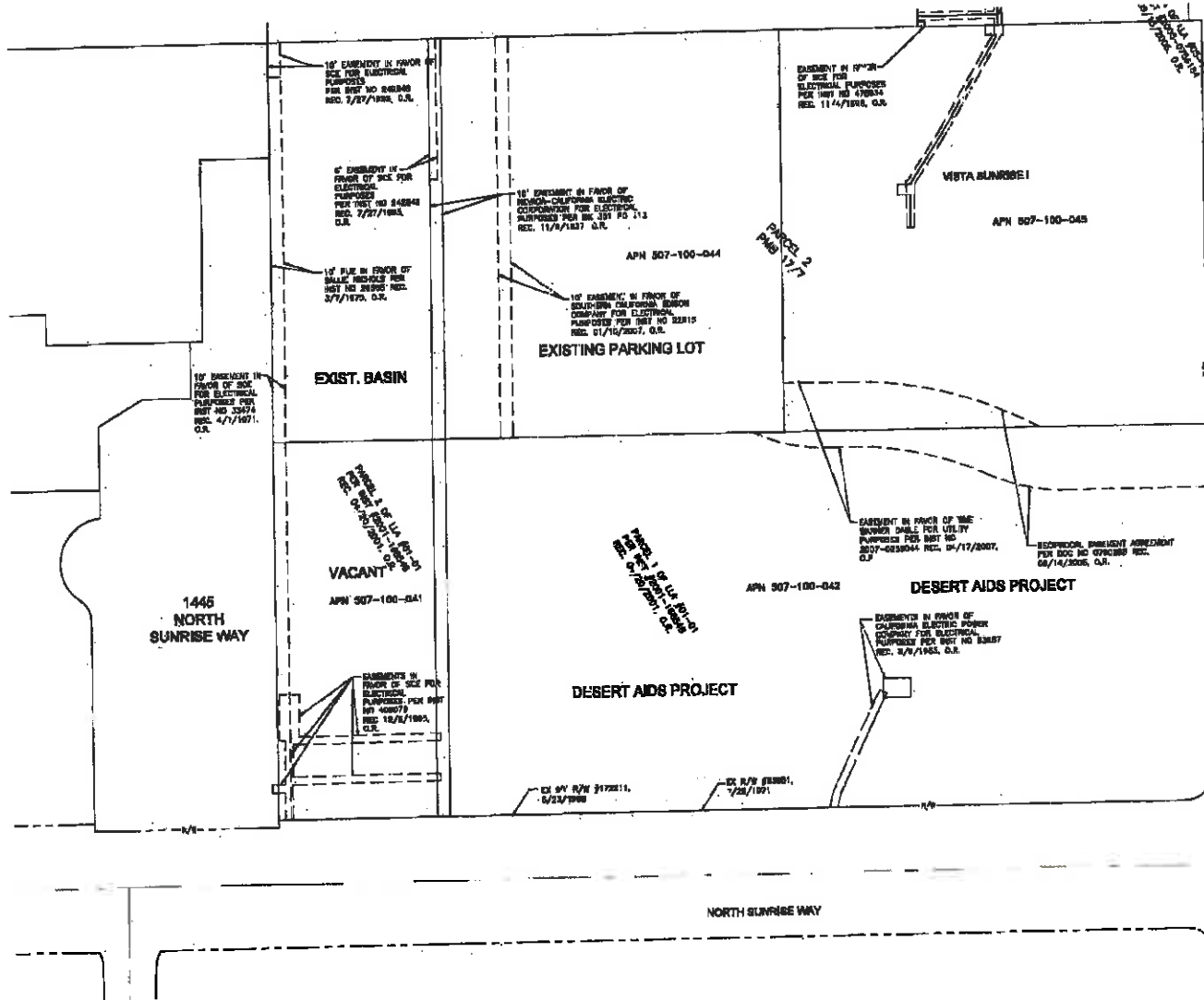
## SPECIAL NEEDS HOUSING BY CVHC @ DAP

1695 N. SUNRISE WAY, PALM SPRINGS, CA 92262



75-416 Oswald Ford Drive, Suite 100  
 Palm Desert, CA 92211  
 Phone (760) 348-7481 - M&BENGINEERS.COM

JOB NO. 175261  
 APRIL 2018



**PROJECT**  
SPECIAL NEEDS HOUSING BY CHC @ DAP

**OWNER/DEVELOPER**  
DESERT VALLEY HOUSING COALITION  
4824 MONTE STREET  
19025, CA 92271  
CONTACT:  
MARTIN TAMBA / HEAVY INDUSTRIES  
(760) 347-8187

**PROJECT**  
DESERT AIDS PROJECT CAMPUS EXPANSION

**OWNER/DEVELOPER**  
DESERT AIDS PROJECT  
1695 N. SUNRISE WAY  
PALM SPRINGS, CA 92262  
CONTACT:  
DWAYNE BRADMAN, CDR  
(760) 352-2110



# EXISTING CONDITIONS PLAN

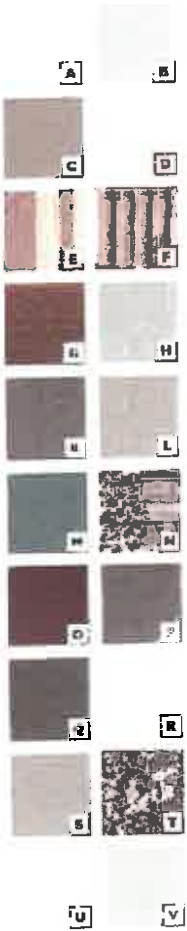
DESERT AIDS PROJECT CAMPUS EXPANSION /  
SPECIAL NEEDS HOUSING BY CVHC @ DAP

1695 N. SUNRISE WAY, PALM SPRINGS, CA 92262



75-410 Grand Ford Drive, Suite 100  
Palm Desert, CA 92211  
Phone (760) 946-7481 - MBAKER@MTEL.COM

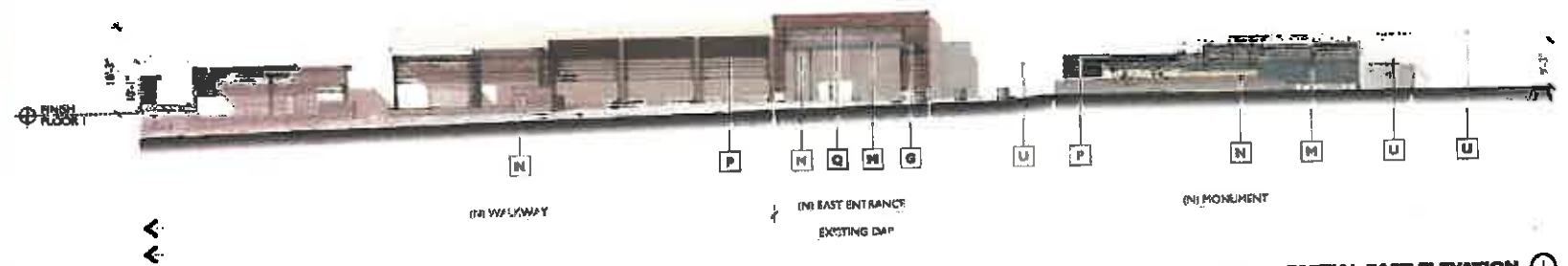
JN | 75438  
APRIL 2020



**MATERIAL LEGEND**  
REFER TO MATERIAL BOARD ON  
SHEET 16 FOR MORE INFORMATION.



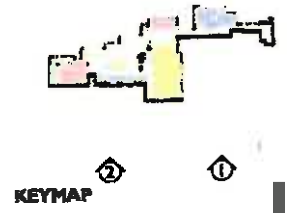
SCALE 1" = 20'-0" PARTIAL EAST ELEVATION ②



SCALE 1" = 20'-0" PARTIAL EAST ELEVATION ①



EAST ELEVATION



# DAP EXTERIOR ELEVATION: EAST

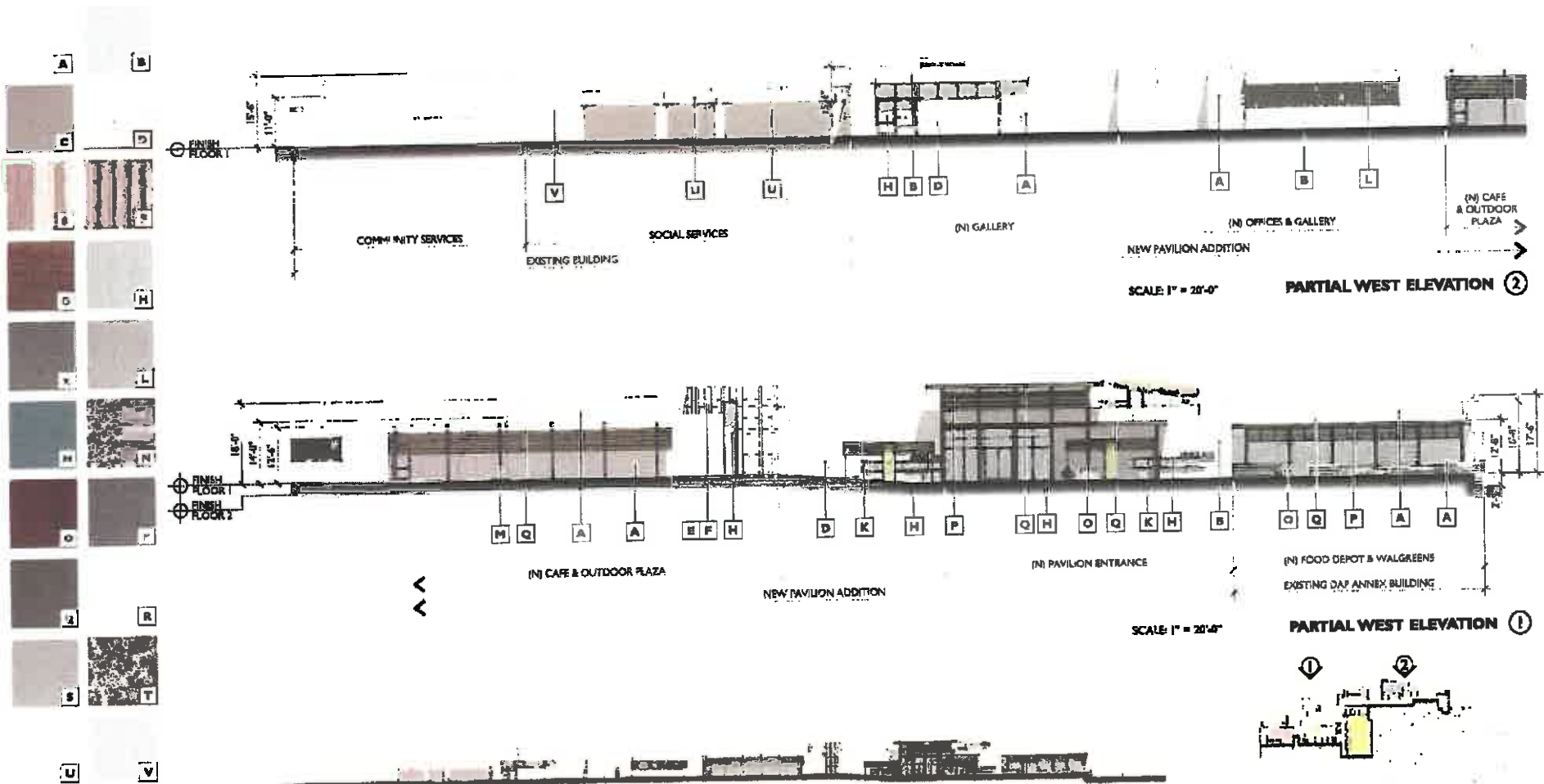
## DESERT AIDS PROJECT CAMPUS EXPANSION

1655 N. GARDEN WAY, PALM SPRINGS, CA 92262

**INTERACTIVE DESIGN CORPORATION**  
111 HOLLY CIRC ORANGE, CA 92668  
714 253-8990 C.PALM@INTERACTIVEDESIGNCORP.COM

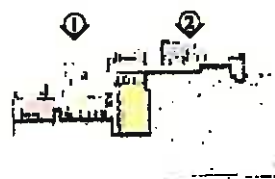
1805.2  
MAY 11, 2019 / 201





**MATERIAL LEGEND**  
 REFER TO MATERIAL BOARD ON  
 SHEET 16 FOR MORE INFORMATION.

**WEST ELEVATION**



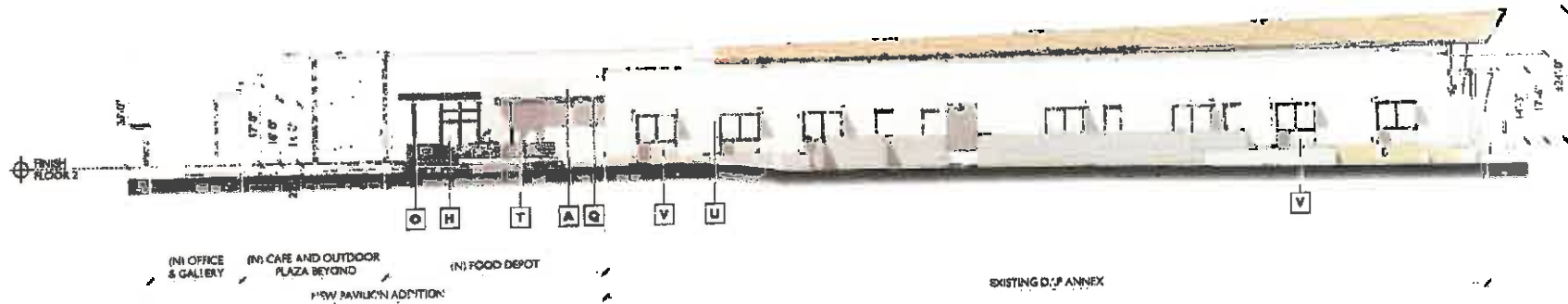
# DAP EXTERIOR ELEVATION: WEST

## DESERT AIDS PROJECT CAMPUS EXPANSION

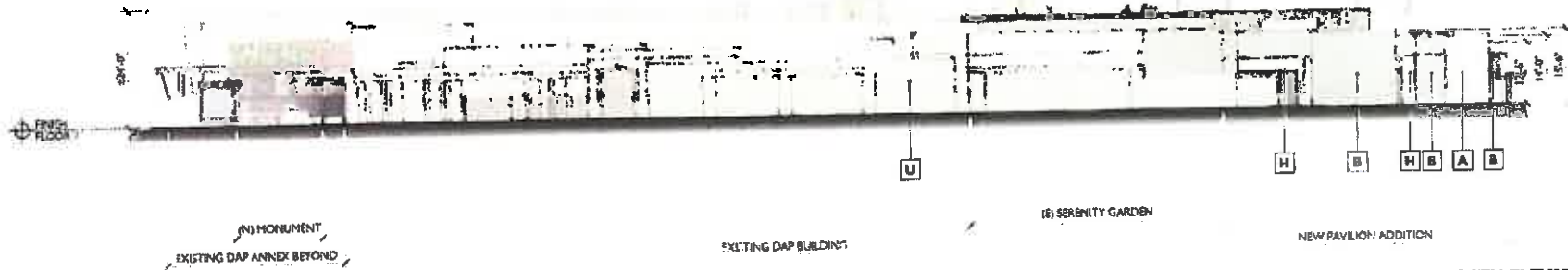
1695 N. SUNRISE WAY, FALN, SPRINGS, CA 95762

**INTERACTIVE DESIGN CORPORATION**  
 199 SOUTH GARCIA DRIVE, SUITE 100, PALM SPRINGS, CA 92262  
 760.323.6994 E-MAIL: @INTERACTIVEDSIGN.COM

1805.2  
 MAY 13, 2020 / 251



SCALE 1" = 20'-0" SOUTH ELEVATION ②



SCALE 1" = 20'-0" NORTH ELEVATION ①



**MATERIAL LEGEND**  
REFER TO MATERIAL BOARD ON SHEET 16 FOR MORE INFORMATION.



KEYMAP

16 of 55

# DAP EXTERIOR ELEVATIONS: NORTH & SOUTH

## DESERT AIDS PROJECT CAMPUS EXPANSION

1092 N. SUNRISE WAY, PALM SPRINGS, CA 92261

INTERACTIVE DESIGN CORPORATION  
18052 CHOC DRIVE SUITE 100 PALM SPRINGS, CA 92262  
760.337.6766 E: I.D.C. @ INTERACTIVEDSIGN.COM

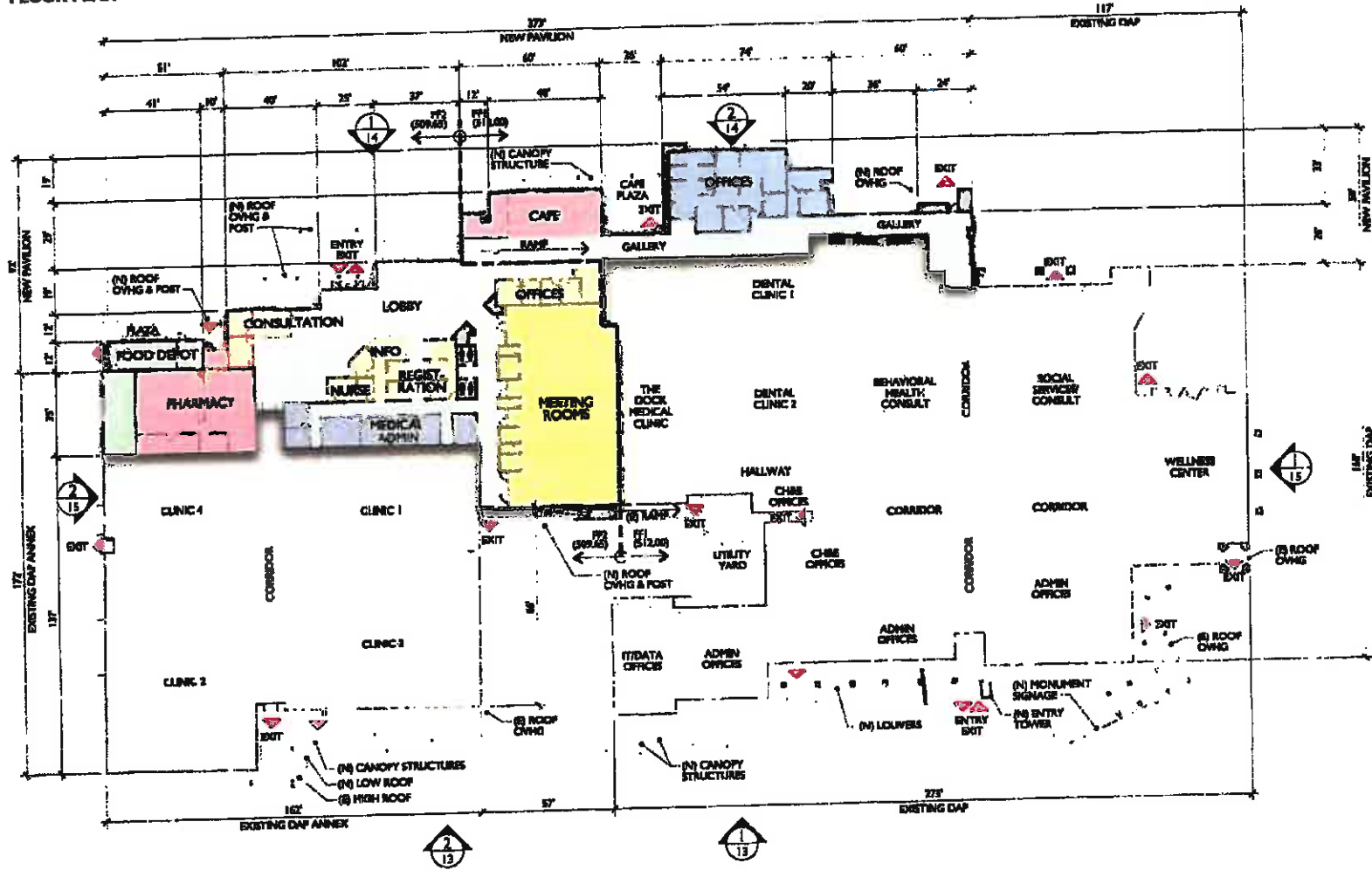
1805.2  
MAY 18, 2024 / 2024

## DAP CAMPUS EXPANSION BUILDING INFORMATION

### PAVILION AREAS SQUARE FOOTAGE

	AREA	SQUARE FOOTAGE
1	<i>Consultation</i>	475
2	<i>Lobby &amp; Circulation</i>	3,560
3	<i>Nurse</i>	210
4	<i>Info</i>	290
5	<i>Registration</i>	535
6	<i>Medical Admin</i>	1,115
7	<i>Meeting Rooms</i>	4,145
8	<i>Consulting Offices</i>	610
9	<i>Café</i>	1,100
10	<i>Offices</i>	2,010
11	<i>Gallery, Circulation, &amp; Restrooms</i>	4,450
<b>TOTAL AREA</b>		<b>18,500</b>

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



LEGEND

- OFFICE
- CONSULTATION
- RESTROOM
- RETAIL
- MEETING ROOM
- FOOD DEPOT
- CIRCULATION
- OVER-HANGES / CANOPIES
- NOT IN CONTRACT (NIC)
- CIRCULATION (NIC)
- BUILDING ENTRY / EXIT
- BUILDING EXIT ONLY

# DAP BUILDING: FLOOR PLAN

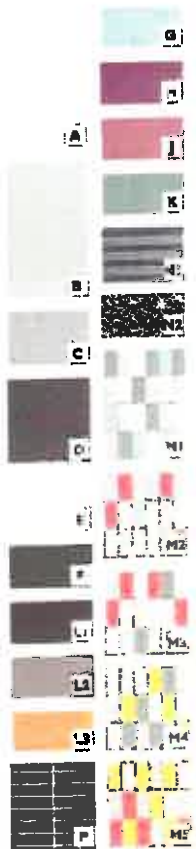
## DESERT AIDS PROJECT CAMPUS EXPANSION

1695 N. SUNSHINE WAY, PALM SPRINGS, CA 92262

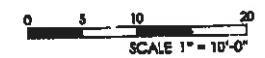
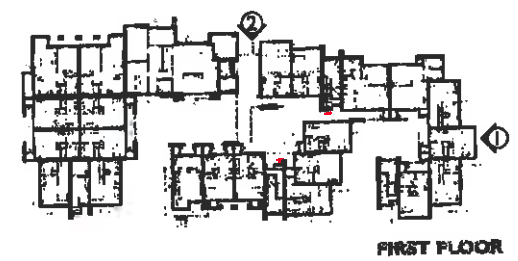
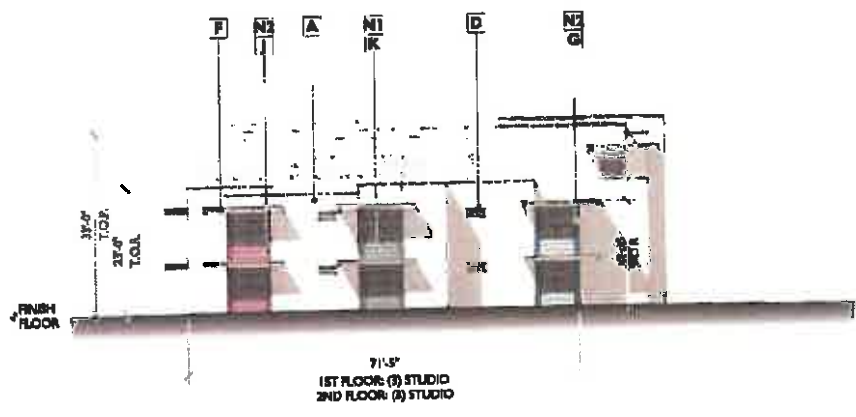
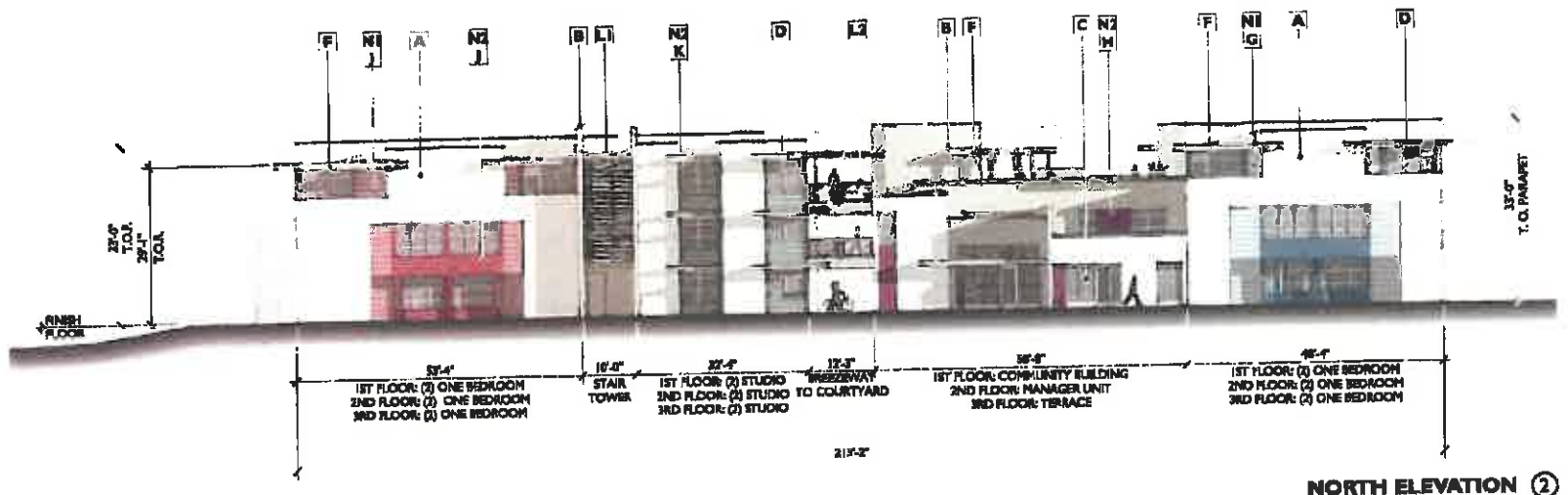
INTERACTIVE DESIGN CORPORATION  
 130 SOUTH CINC DRIVE, SUITE 100, PALM SPRINGS, CA 92262  
 T 760 233-4998 E IHC@INTERACTIVEDESIGNCORP.COM

1805.2  
 MAY 15, 2020 / 234





**MATERIAL LEGEND**  
 REFER TO MATERIAL BOARD  
 ON SHEET 32 FOR MORE  
 INFORMATION.



**30** of **55**

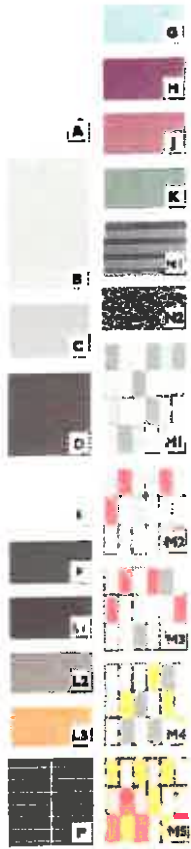
**NORTH & EAST EXTERIOR ELEVATIONS / MATERIAL CALLOUT**

**COACHELLA VALLEY HOUSING COALITION**  
**VISTA SUNRISE II APARTMENTS at DAP CAMPUS**

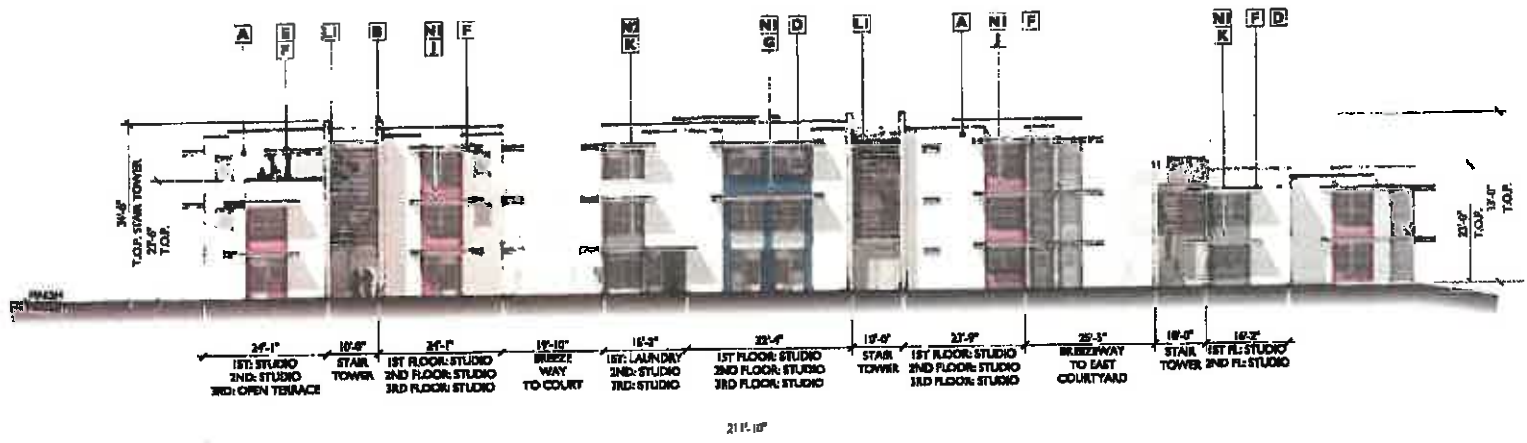
1595 N. SUNRISE WAY, PALM SPRINGS, CA 92272

**INTERACTIVE DESIGN CORPORATION**  
 170 SOUTH CHINA DRIVE, SUITE 18, PALM SPRINGS, CA 92262  
 760.325.4799 P: 760.325.4799 I: 760.325.4799

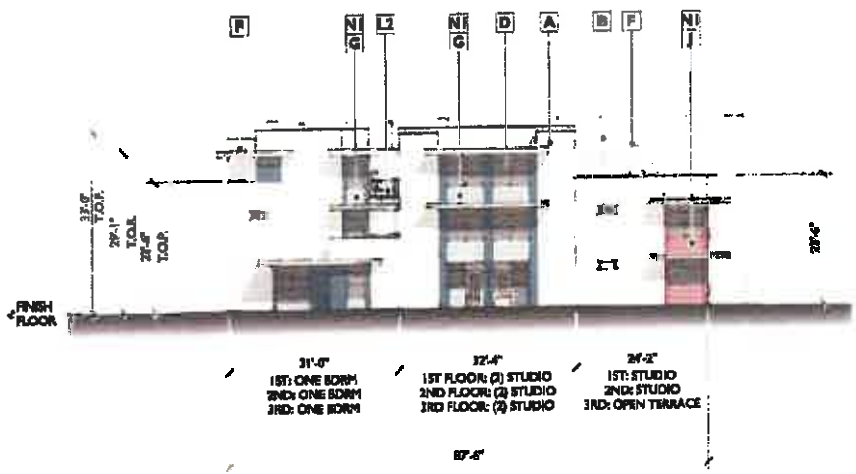
1903  
 MAY 15, 2023 / 31



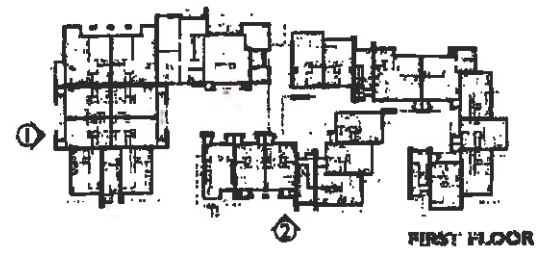
**MATERIAL LEGEND**  
 REFER TO MATERIAL BOARD  
 ON SHEET 32 FOR MORE  
 INFORMATION.



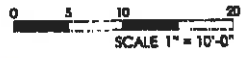
**SOUTH ELEVATION ②**



**WEST ELEVATION ①**



**FIRST FLOOR**



**31** of **55**

**SOUTH & WEST EXTERIOR ELEVATIONS / MATERIAL CALLOUT**

**COACHELLA VALLEY HOUSING COALITION**  
**VISTA SUNRISE II APARTMENTS at DAP CAMPUS**

1355 N. SUNRISE WAY, PALM SPRINGS, CA 92262

**INTERACTIVE DESIGN CORPORATION**  
 197 SOUTH CIVIC DRIVE, SUITE 10, PALM SPRINGS, CA 92262  
 T: 760.322.4966 E: INFO@INTERACTIVEDSIGN.COM

1903  
 09/11/2020/21

## SPECIAL NEEDS HOUSING @ DAP BY CVHC - BUILDING & UNIT DATA






### APARTMENT UNITS

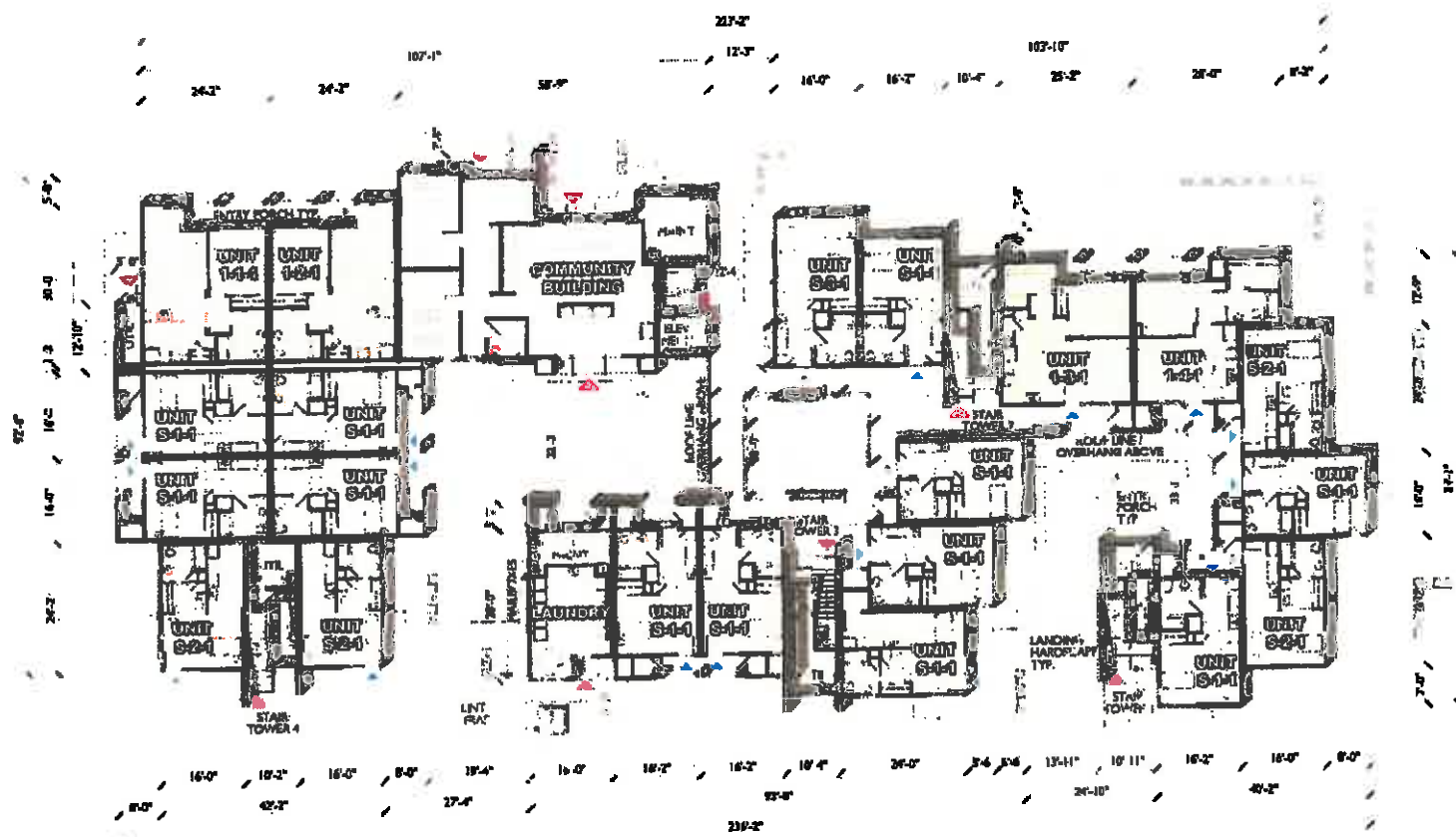
	STUDIOS (sf)				ONE BED (sf)			TWO BED (sf)	UNIT SUBTOTAL	BLDG AREA (sf)
	400	425	460	480	635	705	730	750		
<i>1st Floor</i>	6	5	2	4		1	2	1	21	10,280
<i>2nd Floor</i>	15		3		2	2			23	11,020
<i>3rd Floor</i>	10		3		2	1		1	17	8,105
<b>Total units</b>		48				12		1	61	29,405

### COMMON AREAS & SUPPORT ROOMS

	COMMUNITY BUILDING (sf)	LAUNDRY (sf)	ELEVATOR & EQUIPMENT ROOM (sf)	TERRACES (sf)	CIRCULATION (CORRIDOR BALCONIES / STAIRS) & UTIL ROOMS (sf)	BLDG AREA (sf)
<i>1st Floor</i>	1,600	530	150		1,500	3,780
<i>office mgr</i>	(190)					
<i>lobby</i>	(110)					
<i>multi-purpose rm</i>	(555)					
<i>unisex restroom</i>	(45)					
<i>case mgr</i>	(175)					
<i>2nd Floor</i>			200		4,098	4,298
<i>3rd Floor</i>			450	1,100	3,576	5,126
	1,600	530	800	1,100	9,174	13,204
<b>TOTAL AREA</b>						<b>42,609</b>

**LEGEND**

-  COMMON ACCESS
-  UNIT ACCESS
- STUDIO UNIT
- ONE BEDROOM UNIT
- TWO BEDROOM MANAGER UNIT
- COMMUNITY AREA
- ENTRY PORCH / RATIO / CIRCULATION
- UTILITY / MAINTENANCE
- ROOF
- ROOF LINE / CORRIDOR BALCONY ABOVE
-  # OF ROOMS IN UNIT
-  STORY ID
-  UNIT TYPE



**FIRST FLOOR PLAN**

**COACHELLA VALLEY HOUSING COALITION**  
**VISTA SUNRISE II APARTMENTS at DAP CAMPUS**

1693 N. SUNRISE VAL, PALM SPRINGS, CA 92262

INTERACTIVE DESIGN CORPORATION  
 170 SOUTH CINCINNATI BLVD SUITE 100 PALM SPRINGS, CA 92262  
 760.820.4998 8@IAD@INTERACTIVEDESIGNCORP.COM







0 5 10 20  
 SCALE 1" = 10'-0"

**22** of **35**

1903  
 PART 15, 2020/11



**LEGEND**

-  COMMON ACCESS
-  UNIT ACCESS
- STUDIO UNIT
- ONE BEDROOM UNIT
- TWO BEDROOM MANAGER UNIT
- COMMUNITY AREA
- ENTRY POACH / PATIO / CIRCULATION
- UTILITY / MAINTENANCE
- ROOF
- ROOF LINE / CORRIDOR BALCONY ABOVE
- # OF ROOMS IN UNIT
-  STORY ID
-  UNIT TYPE



**23** of 55

**SECOND FLOOR PLAN**



**COACHELLA VALLEY HOUSING COALITION**  
**VISTA SUNRISE II APARTMENTS at DAP CAMPUS**

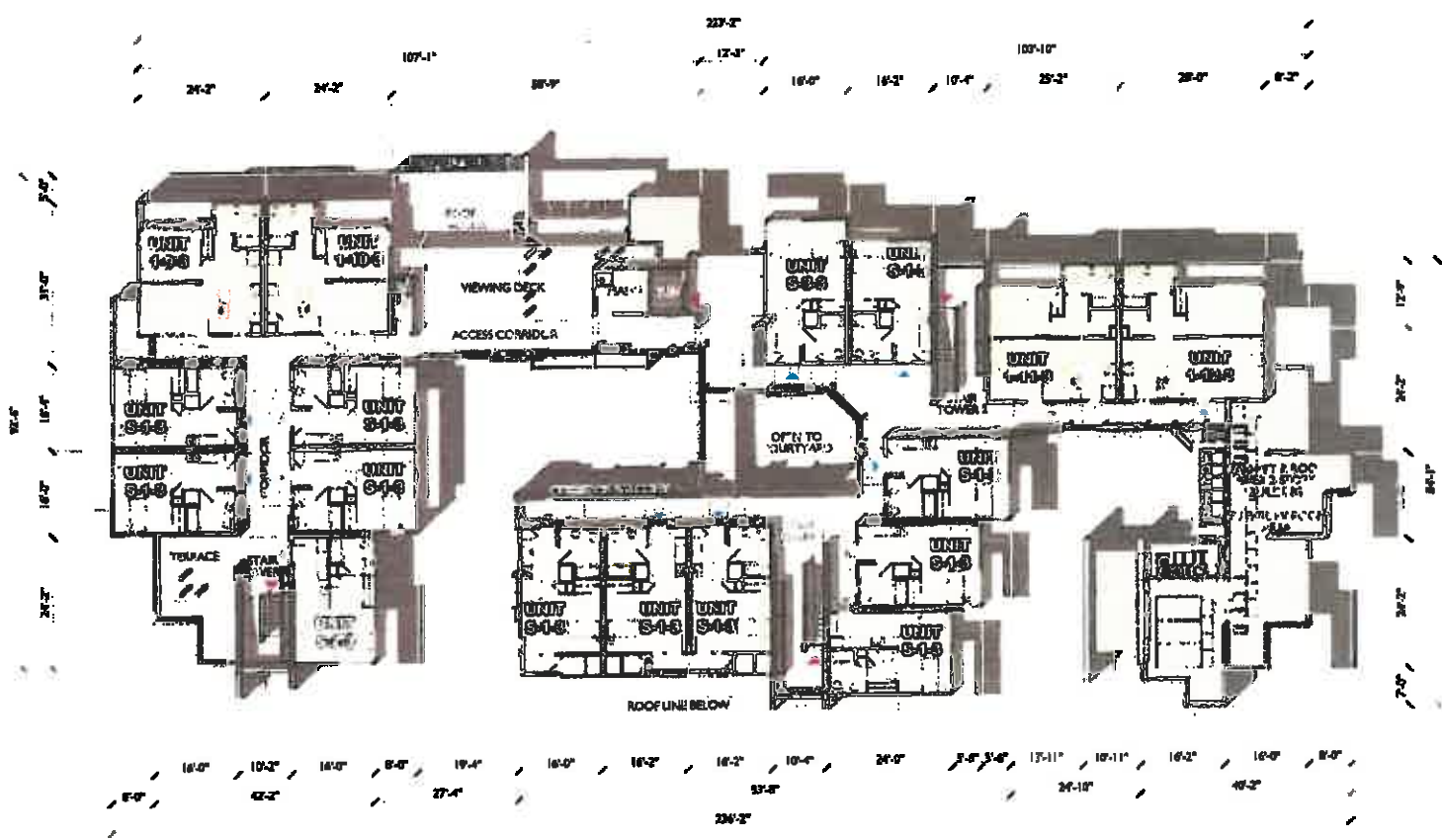
1595 N. SUNRISE WAY, PALM SPRINGS, CA 92272

INTERACTIVE DESIGN CORPORATION  
 199 SOUTH CHINA DRIVE, SUITE 10, PALM SPRINGS, CA 92262  
 760.321.4999    [info@interactivedesigncorporation.com](mailto:info@interactivedesigncorporation.com)

1903  
 MAY 11, 2022/131

**LEGEND**

-  COMMON ACCESS
-  UNIT ACCESS
- STUDIO UNIT
- ONE BEDROOM UNIT
- TWO BEDROOM MANAGER UNIT
- COMMUNITY AREA
- ENTRY PORCH / PATIO / CIRCULATION
- UTILITY / MAINTENANCE
- ROOF
- ROOF LINE / EXPOSED ROOF & RAFTER ABOVE
- # OF ROOMS IN UNIT
- S-1-1 STORY ID
- UNIT TYPE



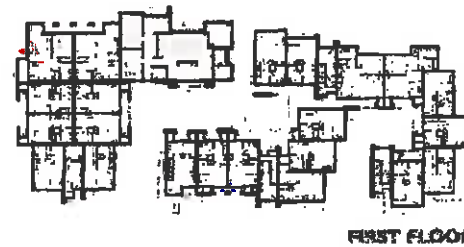
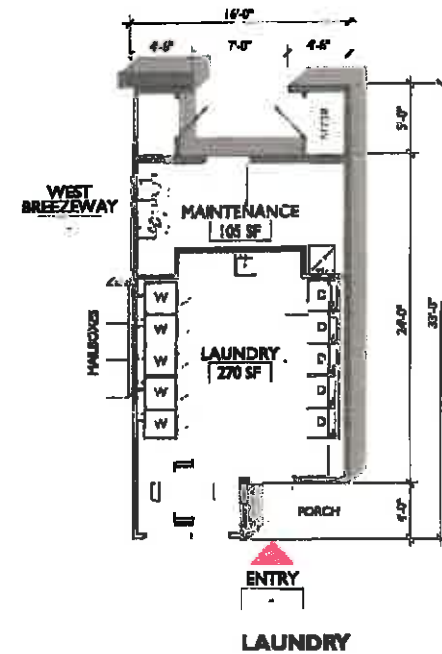
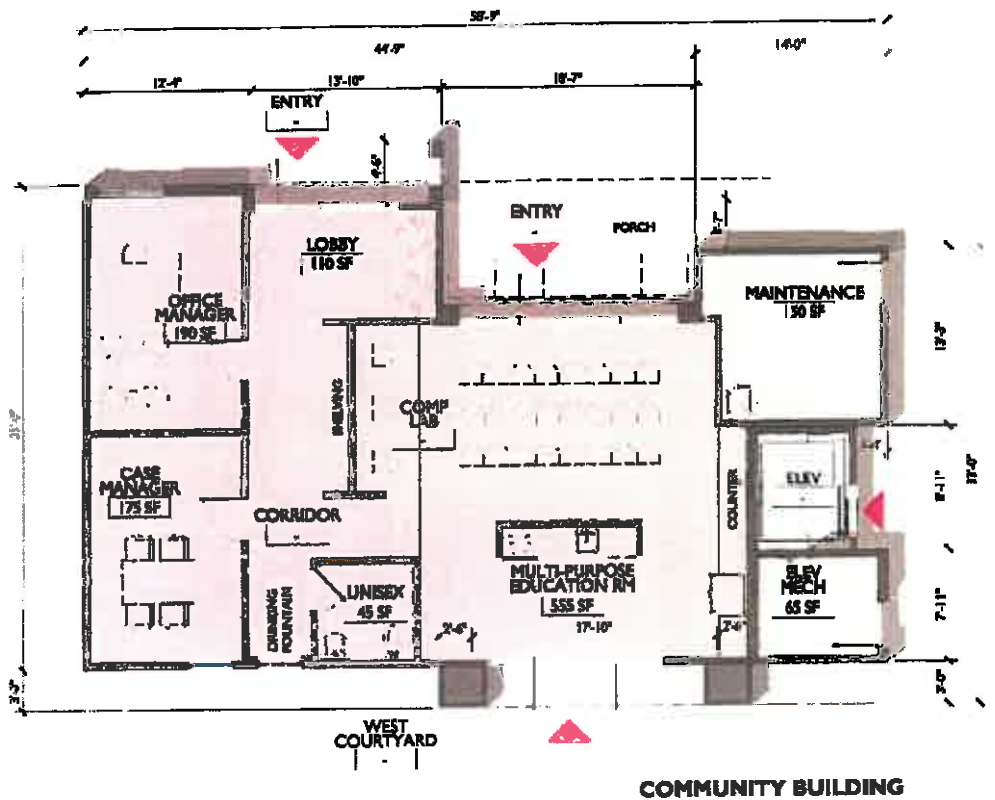
**THIRD FLOOR PLAN**

**COACHELLA VALLEY HOUSING COALITION**  
**VISTA SUNRISE II APARTMENTS at DAP CAMPUS**

1695 N. SUNNYSIDE WAY, PALM SPRINGS, CA 92262

**INTERACTIVE DESIGN CORPORATION**  
 110 SOUTH CIVIC DRIVE, SUITE 101 PALM SPRINGS, CA 92262  
 760.323.4930 EMAIL@INTERACTIVEDESIGNCORP.COM

1903  
 HWY 15, 2008/13



**29** of 55

**FLOOR PLANS - COMMUNITY BUILDING & LAUNDRY**

**COACHELLA VALLEY HOUSING COALITION**  
**VISTA SUNRISE II APARTMENTS at DAP CAMPUS**

1555 N. SUNRISE WAY, VISTA, CALIFORNIA 92083

**INTERACTIVE DESIGN CORPORATION**  
 119 SOUTH CMC DRIVE, SUITE 118, RAINBOW SPRING, CA 92322  
 T 760.225.4940 F 760.225.4941 E MAIL@INTERACTIVEDSIGNCORP.COM

1903  
 MAY 15, 2011



June 18, 2020

Mr. Paul Rull  
Riverside County Airport Land Use Commission  
4080 Lemon Street, 14<sup>th</sup> Floor  
Riverside, CA 92501

**RE: Desert AIDS Project Campus Expansion Project, Wildlife Hazards**

Dear Paul:

This letter has been prepared in response to your questions regarding the retention basin planned for the above-referenced project, and its potential to attract large flocks of birds which would pose a hazard to airport operations at Palm Springs International Airport.

#### **Project Description and Existing Conditions**

The proposed Project includes the addition of an 18,500 square foot medical office building which will connect the two existing Desert AIDS Project (DAP) buildings, and a 61 unit special needs housing project. A 12,000± square foot retention basin which has existed since at least 2009 (Google Earth image shown here, 6/2009) when the second DAP building was constructed currently occurs on the site. As part of the proposed Project, it will be enlarged to 17,700 square feet, and re-landscaped as a dog park for the residents of the special needs housing, and the existing Vista Sunrise Apartment residents west of the DAP buildings (please refer to the project plan set we provided under separate cover). There has been no incident of flocks of birds being attracted to the existing basin since its construction 11 years ago, nor has the basin's existence contributed to bird strikes at the Palm Springs International Airport.





---

## **Relationship to Airport Land Use Commission Wildlife Hazard Management Planning**

First and foremost, it is important to note that the expanded basin is designed for retention, not detention. The former, by definition, gathers storm flows from a site, concentrates them in a basin, and allows them to immediately drain through the proposed decomposed granite, into the subsoil. A detention basin, on the other hand, is designed to hold stormwater for undetermined periods of time, until the storm drain to which it is connected has capacity to accommodate the flow.

The existing basin is currently landscaped, and L-shaped. The reconfigured basin will be rectangular, and will contain landscaping on its side slopes, and decomposed granite on the bottom. The primary use will be as a dog park, as the Coachella Valley experiences less than 5 inches of rain a year, on average. Further, the retention basin is required by the City's standards and requirements to drain within 72 hours of any storm event. It will never have long-term standing water.

Further, the basin is being designed as a dog park, not as passive open space. As a result, there will be regular human activity within it, which will discourage its use by wildlife for nesting and foraging.

Table 5-2 of *Wildlife Hazard Management at Riverside County Airports: Background and Policy* identifies "Policy Recommendation(s)" for residential subdivisions. The proposed project does not include or involve a residential subdivision, but rather an urban apartment project at a density of more than 40 units per acre. Neither the apartments nor the retention basin will include "picnic areas, extended detention ponds, (or) fountains," and are therefore consistent with that recommendation. We have attached the project's preliminary hydrology study for your review, to demonstrate that the basin will be designed to drain the 100 year storm, not to create a pond, to address the second policy recommendation. We will agree to a "No Feeding" policy to be promulgated and posted at the basin's entry, to address the third policy recommendation.

According to Table 5-4, the proposed basin is an "Infiltration Basin." It will drain in 72 hours, consistent with City and County standards, when a 100-year storm event occurs. For most storms, which are far smaller than the 100-year storm in both intensity and volume, the basin will drain in less than 72 hours. Given that the Coachella Valley experiences storm events once or twice a year, the basin will not contain water for any length of time that would result in its being an attractant to hazardous bird species, including geese. As previously described, the existing basin has existed for 11 years, and has never resulted in a population of resident or migratory birds nesting or foraging in flocks.

In summary, the existing retention basin has not been an attractant for birds in the last 11 years, and the enlarged basin, which will be identical in function, will not change that condition. The local environment does not generate sufficient rain to create standing

water conditions, nor do storm events occur regularly to create the potential for ponding in the desert environment. The proposed expansion of the existing retention basin will not result in any hazard to the Palm Springs International Airport from increased bird activity.

Please feel free to contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Nicole Sauviat Criste". The signature is fluid and cursive, with the first name "Nicole" being the most prominent.

Nicole Sauviat Criste  
Principal

**PRELIMINARY DRAINAGE STUDY  
FOR  
DESERT AIDS CAMPUS EXPANSION**

Date: April 27, 2020

*Prepared for:*  
Coachella Valley Housing Coalition  
45701 Monroe Street #G  
Indio CA 92201  
Phone: 760-347-3157

And

Desert AIDS Project  
1695 N Sunrise Way  
Palm Springs, CA 92262  
Phone: 760-323-2118

<i>Revision History</i>	
Date	Comment

*Report Prepared By:*

Michael Baker International  
75-410 Gerald Ford Drive, Suite 100  
Palm Desert, CA. 92211  
Phone: 760-346-7481  
Fax: 760-346-8315

MBI JN 175261



*Engineer of Work/ Contact Person:*  
Prasad Kasturi, P.E.

## **SECTION 1 – INTRODUCTION**

### **1.1 BACKGROUND**

Michael Baker International has been retained by Coachella Valley Housing Coalition and Desert AIDS Project to prepare Preliminary Engineering Design for expansion of Desert AIDS medical facility and an apartment complex and a drainage report to show how storm water runoff from the 100-year storm event shall be handled on-site for proper storm water handling and safety to the public.

The project site is in the City of Palm Springs, California at the southwest corner of Vista Chino Road and Sunrise Way. Figure 1 shows the general vicinity of the project location.

The approximately 5.5-acre site has an existing medical building and associated parking lot and currently lies within a FEMA mapped flood plain Zone X, Areas determined to be outside the 0.2% annual chance floodplain. The site has an existing retention basin near the southwest corner to retain and infiltrate storm water. Vacant lot about 1-acre to the east of the basin is part of the site and will be converted into apartments. Due to the increase in impervious area, the retention basin will be increased in size to accept addition flows from the site. New inlets and storm drain are proposed to safely discharge the runoff to the retention basin.

### **1.2 OBJECTIVE**

1.) The objective of this drainage study is to determine the 100-year onsite discharges in accordance with the criteria and procedures described in accordance with Riverside County Flood Control & Water Conservation District (RCFCD&WCD) Hydrology Manual. The included calculations have been prepared to show the required storage volume for on-site retention.

2.) As of June 15, 2009, developers must comply with the Colorado River Basin Regional Water Quality Control Board (CRBRWCB) requiring the preparation, approval, and implementation of a project-specific WQMP for discretionary New Developments and Redevelopment projects that fall into one (1) of the eight (8) Priority Development Project categories. This project falls into category 7; "Home subdivisions with 10 or more housing units". A separate submittal will be made for the Final project-specific WQMP.

## **SECTION 2 – HYDROLOGY**

### **2.1 APPROACH AND METHODOLOGY**

The hydrologic analysis described in this report was performed in accordance with the criteria and procedures outlined in the Riverside County Flood Control and Water Conservation District Hydrology Manual dated April 1978, referred to hereafter as "Hydrology Manual".

The Hydrology Manual Soil Map, Plate C-1.35 shows the site lies entirely within hydrologic soil type "A". A copy of said Plate is included herewith.



Precipitation data used in this study was taken from NOAA Atlas 14 website at the project site and included in Appendix A.

The developed site consists more than 90% impervious cover and is considered commercial land use. See RCFC&WCD Plate D-5.6 included in Appendix A.

## **2.2 RATIONAL METHOD HYDROLOGY RESULTS**

The peak 100-year discharges were calculated using the rational method, as prescribed by the RCFC&WCD Hydrology Manual. Detailed calculations are included herewith under Rational Method Calculations in Appendix A. Catch basin inlet and storm drain pipe size calculations (Hydraulics) will be provided at final hydrology and hydraulics report. A summary can be found on proposed condition hydrology map (Exhibit A).

## **2.3 STORAGE VOLUMES**

The project is required to retain 100% of the 100-year storm event onsite. A spreadsheet based on the Shortcut Method Synthetic Unit Hydrograph approach as prescribed by the RCFC&WCD Hydrology Manual has been utilized to perform the calculations. Basin storage capacity is modeled based on manual integration of the basin area at 1-foot contour intervals. Rainfall input data for the 100-year, 3-hour, 6-hour, and 24-hour storms is input per said Hydrology Manual. Basin Inflow is modeled in 5-minute intervals for the 3-hour and 6-hour storms, and 15-minute intervals for the 24-hour storm, based on the design storm unit hydrographs presented in the manual.

The full calculations can be found in the Synthetic Unit Hydrograph Calculations Section of this Report. A summary is provided below:

Basin Name:	Basin "A"		
Top (WSE):	510.0		
Depth:	8 Feet		
Area @ top:	17,197 sq. ft.		
Required Flood Volume:	60,675 Cu Ft (1.39 Ac-Ft)		
Provided Flood Volume:	61,181 Cu Ft (1.40 Ac-Ft)		
100 Year Water Surface:	3 Hour: 507.31	6 Hour: 507.63	24 Hour: 509.07

## **2.4 DEVELOPMENT TYPE**

The proposed development is based upon commercial land use with medical facility and high-density apartment homes.

## **2.5 DRAINAGE AREA AND FLOW PATTERNS**

The proposed development provides for one retention basin on the southwest corner of the site. Therefore, the proposed site grading and drainage areas drain towards the retention basin. The collection locations and catch basin sizes carefully planned to proportionately collect and convey runoff for retention and eventual drawdown of the storm water volume generated from the site. Exhibit "A" (Hydrology map) in the appendix clearly

details the various subareas and collection systems to be employed.

### **2.5.1 OFF-SITE DRAINAGE AREA AND FLOW PATTERNS**

There are no offsite drainage areas that drain towards the site and therefore the impact to the site from offsite areas is non-existent.

### **2.6 MANNING'S EQUATION "N" VALUES**

Manning's "N" values for asphalt with a smooth texture are typically taken as 0.015. N values for troweled finished Concrete Gutter are typically taken as 0.015. It was considered appropriate to utilize a manning's value of 0.015 for all curb/gutter/pavement cross sections.

## **SECTION 3 – CONCLUSION**

The methodologies used in this study follow the City of Palm Springs and Riverside County Flood Control and Water Conservation District Criteria.

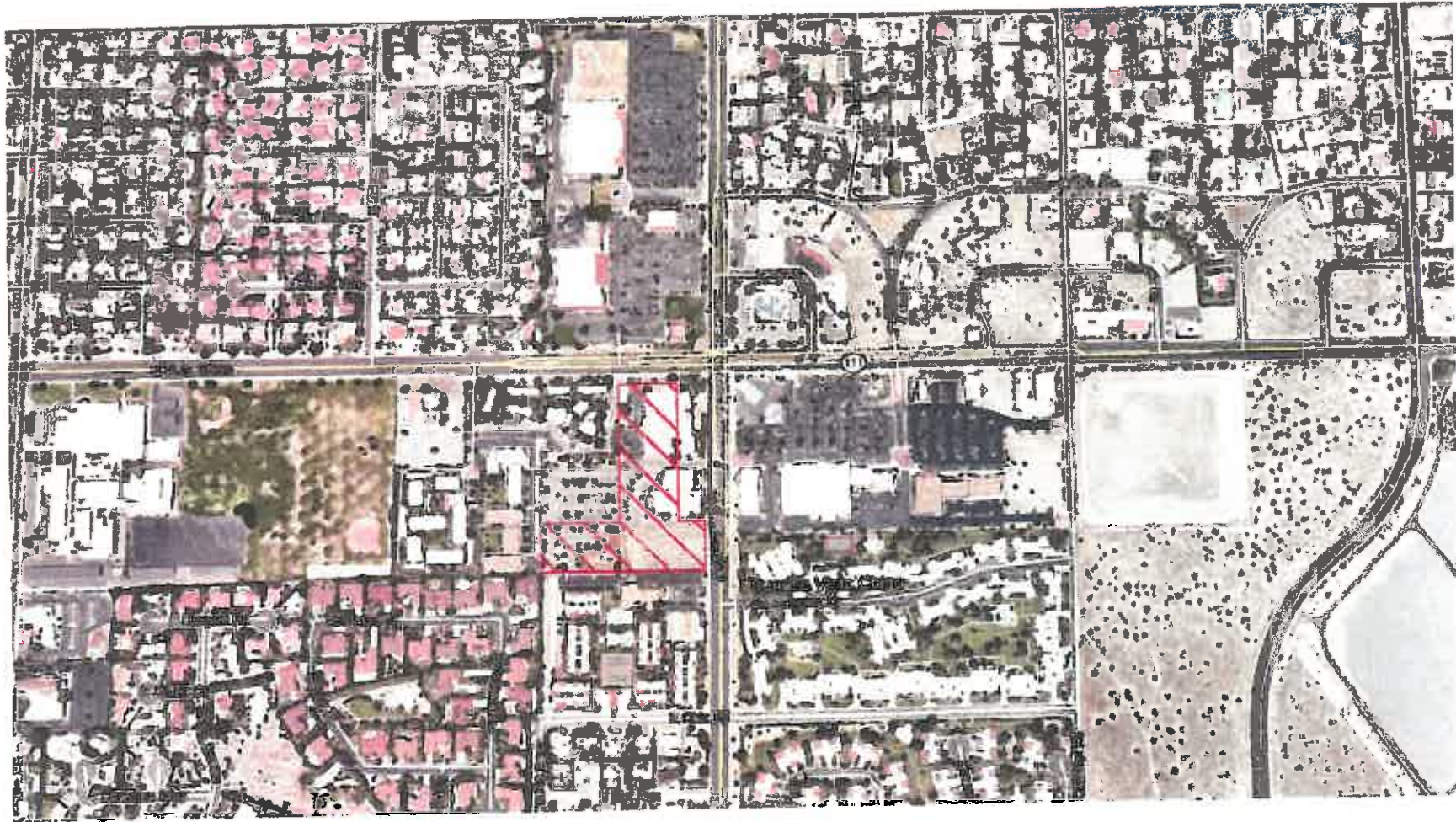
The project site lies within FEMA designated Zone X, Areas determined to be outside the 0.2% annual chance floodplain. There are no anticipated negative downstream or upstream impacts.

## **SECTION 4 – REFERENCES**

1. Riverside County Flood Control and Water Conservation District Hydrology Manual, 1978.
2. CIVILDesign – Rational Method calculation software
3. Hydraflow Express Extension for Civil 3D, Hydraulic sizing/calculation program

# VICINITY MAP

**Figure 1. Vicinity Map**



**Legend**

 **Project Location**



# **RATIONAL METHOD CALCULATIONS**

Riverside County Rational Hydrology Program

CIVILCADD/CIVILDESIGN Engineering Software, (c) 1989 - 2014 Version 9.0  
Rational Hydrology Study Date: 04/24/20 File: DAP10YR.out

-----  
DESERT AIDS/CVHC HYDROLOGY CALCULATIONS  
10-YR RATIONAL METHOD ANALYSIS  
PROPOSED CONDITION HYDROLOGY  
BY PKASTURI APRIL 2020  
-----

\*\*\*\*\* Hydrology Study Control Information \*\*\*\*\*

English (in-lb) Units used in input data file  
-----

Program License Serial Number 6388  
-----

Rational Method Hydrology Program based on  
Riverside County Flood Control & Water Conservation District  
1978 hydrology manual

Storm event (year) = 10.00 Antecedent Moisture Condition = 2

Standard intensity-duration curves data (Plate D-4.1)

For the [ Palm Springs ] area used.

10 year storm 10 minute intensity = 2.830 (In/Hr)

10 year storm 60 minute intensity = 1.000 (In/Hr)

100 year storm 10 minute intensity = 4.520 (In/Hr)

100 year storm 60 minute intensity = 1.600 (In/Hr)

Storm event year = 10.0

Calculated rainfall intensity data:

1 hour intensity = 1.000 (In/Hr)

Slope of intensity duration curve = 0.5800

-----  
+++++  
Process from Point/Station 10.000 to Point/Station 20.000  
\*\*\*\* INITIAL AREA EVALUATION \*\*\*\*  
-----

Initial area flow distance = 575.000 (Ft.)  
Top (of initial area) elevation = 514.240 (Ft.)  
Bottom (of initial area) elevation = 508.660 (Ft.)  
Difference in elevation = 5.580 (Ft.)  
Slope = 0.00970 s (percent) = 0.97  
TC =  $k(0.300) * [(length^3) / (elevation\ change)]^{0.2}$   
Initial area time of concentration = 9.629 min.  
Rainfall intensity = 2.890 (In/Hr) for a 10.0 year storm  
COMMERCIAL subarea type  
Runoff Coefficient = 0.855  
Decimal fraction soil group A = 1.000  
Decimal fraction soil group B = 0.000  
Decimal fraction soil group C = 0.000  
Decimal fraction soil group D = 0.000  
RI index for soil (AMC 2) = 32.00  
Pervious area fraction = 0.100; Impervious fraction = 0.900  
Initial subarea runoff = 7.218 (CFS)  
Total initial stream area = 2.920 (Ac.)  
Pervious area fraction = 0.100

+++++  
Process from Point/Station 20.000 to Point/Station 20.000  
\*\*\*\* SUBAREA FLOW ADDITION \*\*\*\*  
-----

COMMERCIAL subarea type  
Runoff Coefficient = 0.855  
Decimal fraction soil group A = 1.000  
Decimal fraction soil group B = 0.000  
Decimal fraction soil group C = 0.000  
Decimal fraction soil group D = 0.000  
RI index for soil (AMC 2) = 32.00

Pervious area fraction = 0.100; Impervious fraction = 0.900  
Time of concentration = 9.63 min.  
Rainfall intensity = 2.890(In/Hr) for a 10.0 year storm  
Subarea runoff = 0.964(CFS) for 0.390(Ac.)  
Total runoff = 8.182(CFS) Total area = 3.310(Ac.)

\*\*\*\*\*  
Process from Point/Station 20.000 to Point/Station 30.000  
\*\*\*\* PIPEFLOW TRAVEL TIME (Program estimated size) \*\*\*\*

---

Upstream point/station elevation = 506.000(Ft.)  
Downstream point/station elevation = 505.000(Ft.)  
Pipe length = 50.00(Ft.) Manning's N = 0.013  
No. of pipes = 1 Required pipe flow = 8.182(CFS)  
Nearest computed pipe diameter = 15.00(In.)  
Calculated individual pipe flow = 8.182(CFS)  
Normal flow depth in pipe = 11.09(In.)  
Flow top width inside pipe = 13.17(In.)  
Critical Depth = 13.49(In.)  
Pipe flow velocity = 8.42(Ft/s)  
Travel time through pipe = 0.10 min.  
Time of concentration (TC) = 9.73 min.

\*\*\*\*\*  
Process from Point/Station 30.000 to Point/Station 30.000  
\*\*\*\* SUBAREA FLOW ADDITION \*\*\*\*

---

COMMERCIAL subarea type  
Runoff Coefficient = 0.855  
Decimal fraction soil group A = 1.000  
Decimal fraction soil group B = 0.000  
Decimal fraction soil group C = 0.000  
Decimal fraction soil group D = 0.000  
RI index for soil(AMC 2) = 32.00  
Pervious area fraction = 0.100; Impervious fraction = 0.900  
Time of concentration = 9.73 min.  
Rainfall intensity = 2.873(In/Hr) for a 10.0 year storm  
Subarea runoff = 1.081(CFS) for 0.440(Ac.)  
Total runoff = 9.263(CFS) Total area = 3.750(Ac.)

\*\*\*\*\*  
Process from Point/Station 30.000 to Point/Station 30.000  
\*\*\*\* SUBAREA FLOW ADDITION \*\*\*\*

---

COMMERCIAL subarea type  
Runoff Coefficient = 0.855  
Decimal fraction soil group A = 1.000  
Decimal fraction soil group B = 0.000  
Decimal fraction soil group C = 0.000  
Decimal fraction soil group D = 0.000  
RI index for soil(AMC 2) = 32.00  
Pervious area fraction = 0.100; Impervious fraction = 0.900  
Time of concentration = 9.73 min.  
Rainfall intensity = 2.873(In/Hr) for a 10.0 year storm  
Subarea runoff = 1.081(CFS) for 0.440(Ac.)  
Total runoff = 10.344(CFS) Total area = 4.190(Ac.)

\*\*\*\*\*  
Process from Point/Station 30.000 to Point/Station 40.000  
\*\*\*\* PIPEFLOW TRAVEL TIME (Program estimated size) \*\*\*\*

---

Upstream point/station elevation = 505.000(Ft.)  
Downstream point/station elevation = 502.000(Ft.)  
Pipe length = 150.00(Ft.) Manning's N = 0.013  
No. of pipes = 1 Required pipe flow = 10.344(CFS)  
Nearest computed pipe diameter = 18.00(In.)  
Calculated individual pipe flow = 10.344(CFS)  
Normal flow depth in pipe = 11.06(In.)  
Flow top width inside pipe = 17.52(In.)  
Critical Depth = 14.84(In.)  
Pipe flow velocity = 9.09(Ft/s)  
Travel time through pipe = 0.28 min.  
Time of concentration (TC) = 10.00 min.

\*\*\*\*\*  
Process from Point/Station 50.000 to Point/Station 60.000  
\*\*\*\* INITIAL AREA EVALUATION \*\*\*\*

Initial area flow distance = 412.000(Ft.)  
Top (of initial area) elevation = 514.000(Ft.)  
Bottom (of initial area) elevation = 509.500(Ft.)  
Difference in elevation = 4.500(Ft.)  
Slope = 0.01092 s(percent)= 1.09  
TC =  $k(0.300)*[(length^3)/(elevation\ change)]^{0.2}$   
Initial area time of concentration = 8.230 min.  
Rainfall intensity = 3.165(In/Hr) for a 10.0 year storm  
COMMERCIAL subarea type  
Runoff Coefficient = 0.857  
Decimal fraction soil group A = 1.000  
Decimal fraction soil group B = 0.000  
Decimal fraction soil group C = 0.000  
Decimal fraction soil group D = 0.000  
RI index for soil(AMC 2) = 32.00  
Pervious area fraction = 0.100; Impervious fraction = 0.900  
Initial subarea runoff = 1.438(CFS)  
Total initial stream area = 0.530(Ac.)  
Pervious area fraction = 0.100

\*\*\*\*\*  
Process from Point/Station 60.000 to Point/Station 100.000  
\*\*\*\* PIPEFLOW TRAVEL TIME (Program estimated size) \*\*\*\*

Upstream point/station elevation = 507.000(Ft.)  
Downstream point/station elevation = 502.000(Ft.)  
Pipe length = 105.00(Ft.) Manning's N = 0.013  
No. of pipes = 1 Required pipe flow = 1.438(CFS)  
Nearest computed pipe diameter = 9.00(In.)  
Calculated individual pipe flow = 1.438(CFS)  
Normal flow depth in pipe = 3.95(In.)  
Flow top width inside pipe = 8.93(In.)  
Critical Depth = 6.63(In.)  
Pipe flow velocity = 7.71(Ft/s)  
Travel time through pipe = 0.23 min.  
Time of concentration (TC) = 8.46 min.

\*\*\*\*\*  
Process from Point/Station 70.000 to Point/Station 80.000  
\*\*\*\* INITIAL AREA EVALUATION \*\*\*\*

Initial area flow distance = 150.000(Ft.)  
Top (of initial area) elevation = 509.500(Ft.)  
Bottom (of initial area) elevation = 508.440(Ft.)  
Difference in elevation = 1.060(Ft.)  
Slope = 0.00707 s(percent)= 0.71  
TC =  $k(0.323)*[(length^3)/(elevation\ change)]^{0.2}$   
Initial area time of concentration = 6.454 min.  
Rainfall intensity = 3.645(In/Hr) for a 10.0 year storm  
APARTMENT subarea type  
Runoff Coefficient = 0.821  
Decimal fraction soil group A = 1.000  
Decimal fraction soil group B = 0.000  
Decimal fraction soil group C = 0.000  
Decimal fraction soil group D = 0.000  
RI index for soil(AMC 2) = 32.00  
Pervious area fraction = 0.200; Impervious fraction = 0.800  
Initial subarea runoff = 1.646(CFS)  
Total initial stream area = 0.550(Ac.)  
Pervious area fraction = 0.200

\*\*\*\*\*  
Process from Point/Station 80.000 to Point/Station 90.000  
\*\*\*\* PIPEFLOW TRAVEL TIME (Program estimated size) \*\*\*\*

Upstream point/station elevation = 506.000(Ft.)  
Downstream point/station elevation = 505.000(Ft.)  
Pipe length = 170.00(Ft.) Manning's N = 0.013  
No. of pipes = 1 Required pipe flow = 1.646(CFS)  
Nearest computed pipe diameter = 12.00(In.)  
Calculated individual pipe flow = 1.646(CFS)  
Normal flow depth in pipe = 6.71(In.)



Flow top width inside pipe = 11.91(In.)  
Critical Depth = 6.53(In.)  
Pipe flow velocity = 3.64(Ft/s)  
Travel time through pipe = 0.78 min.  
Time of concentration (TC) = 7.23 min.

+++++  
Process from Point/Station 90.000 to Point/Station 90.000  
\*\*\*\* SUBAREA FLOW ADDITION \*\*\*\*

APARTMENT subarea type  
Runoff Coefficient = 0.818  
Decimal fraction soil group A = 1.000  
Decimal fraction soil group B = 0.000  
Decimal fraction soil group C = 0.000  
Decimal fraction soil group D = 0.000  
RI index for soil(AMC 2) = 32.00  
Pervious area fraction = 0.200; Impervious fraction = 0.800  
Time of concentration = 7.23 min.  
Rainfall intensity = 3.412(In/Hr) for a 10.0 year storm  
Subarea runoff = 0.279(CFS) for 0.100(Ac.)  
Total runoff = 1.925(CFS) Total area = 0.650(Ac.)

+++++  
Process from Point/Station 90.000 to Point/Station 90.000  
\*\*\*\* SUBAREA FLOW ADDITION \*\*\*\*

APARTMENT subarea type  
Runoff Coefficient = 0.818  
Decimal fraction soil group A = 1.000  
Decimal fraction soil group B = 0.000  
Decimal fraction soil group C = 0.000  
Decimal fraction soil group D = 0.000  
RI index for soil(AMC 2) = 32.00  
Pervious area fraction = 0.200; Impervious fraction = 0.800  
Time of concentration = 7.23 min.  
Rainfall intensity = 3.412(In/Hr) for a 10.0 year storm  
Subarea runoff = 0.558(CFS) for 0.200(Ac.)  
Total runoff = 2.484(CFS) Total area = 0.850(Ac.)

+++++  
Process from Point/Station 90.000 to Point/Station 100.000  
\*\*\*\* PIPEFLOW TRAVEL TIME (Program estimated size) \*\*\*\*

Upstream point/station elevation = 505.000(Ft.)  
Downstream point/station elevation = 502.000(Ft.)  
Pipe length = 155.00(Ft.) Manning's N = 0.013  
No. of pipes = 1 Required pipe flow = 2.484(CFS)  
Nearest computed pipe diameter = 12.00(In.)  
Calculated individual pipe flow = 2.484(CFS)  
Normal flow depth in pipe = 6.01(In.)  
Flow top width inside pipe = 12.00(In.)  
Critical Depth = 8.16(In.)  
Pipe flow velocity = 6.31(Ft/s)  
Travel time through pipe = 0.41 min.  
Time of concentration (TC) = 7.64 min.  
End of computations, total study area = 5.57 (Ac.)  
The following figures may  
be used for a unit hydrograph study of the same area.

Area averaged pervious area fraction(Ap) = 0.115  
Area averaged RI index number = 32.0

Riverside County Rational Hydrology Program

CIVILCADD/CIVILDESIGN Engineering Software, (c) 1989 - 2014 Version 9.0  
Rational Hydrology Study Date: 04/24/20 File: DAP100YR.out

DESERT AIDS/CVHC HYDROLOGY CALCULATIONS  
100-YR RATIONAL METHOD ANALYSIS  
PROPOSED CONDITION HYDROLOGY  
BY EKASTURI APRIL 2020

\*\*\*\*\* Hydrology Study Control Information \*\*\*\*\*

English (in-lb) Units used in input data file

Program License Serial Number 6388

Rational Method Hydrology Program based on  
Riverside County Flood Control & Water Conservation District  
1978 hydrology manual

Storm event (year) = 100.00 Antecedent Moisture Condition = 2

Standard intensity-duration curves data (Plate D-4.1)

For the [ Palm Springs ] area used.

10 year storm 10 minute intensity = 2.830(In/Hr)

10 year storm 60 minute intensity = 1.000(In/Hr)

100 year storm 10 minute intensity = 4.520(In/Hr)

100 year storm 60 minute intensity = 1.600(In/Hr)

Storm event year = 100.0

Calculated rainfall intensity data:

1 hour intensity = 1.600(In/Hr)

Slope of intensity duration curve = 0.5800

\*\*\*\*\*  
Process from Point/Station 10.000 to Point/Station 20.000  
\*\*\*\* INITIAL AREA EVALUATION \*\*\*\*

Initial area flow distance = 575.000(Ft.)  
Top (of initial area) elevation = 514.240(Ft.)  
Bottom (of initial area) elevation = 508.660(Ft.)  
Difference in elevation = 5.580(Ft.)  
Slope = 0.00970 s(percent) = 0.97  
TC =  $k(0.300)*[(length^3)/(elevation\ change)]^{0.2}$   
Initial area time of concentration = 9.629 min.  
Rainfall intensity = 4.623(In/Hr) for a 100.0 year storm  
COMMERCIAL subarea type  
Runoff Coefficient = 0.866  
Decimal fraction soil group A = 1.000  
Decimal fraction soil group B = 0.000  
Decimal fraction soil group C = 0.000  
Decimal fraction soil group D = 0.000  
RI index for soil(AMC 2) = 32.00  
Pervious area fraction = 0.100; Impervious fraction = 0.900  
Initial subarea runoff = 11.689(CFS)  
Total initial stream area = 2.920(Ac.)  
Pervious area fraction = 0.100

\*\*\*\*\*  
Process from Point/Station 20.000 to Point/Station 20.000  
\*\*\*\* SUBAREA FLOW ADDITION \*\*\*\*

COMMERCIAL subarea type  
Runoff Coefficient = 0.866  
Decimal fraction soil group A = 1.000  
Decimal fraction soil group B = 0.000  
Decimal fraction soil group C = 0.000  
Decimal fraction soil group D = 0.000  
RI index for soil(AMC 2) = 32.00

Pervious area fraction = 0.100; Impervious fraction = 0.900  
Time of concentration = 9.63 min.  
Rainfall intensity = 4.623(In/Hr) for a 100.0 year storm  
Subarea runoff = 1.561(CFS) for 0.390(Ac.)  
Total runoff = 13.250(CFS) Total area = 3.310(Ac.)

\*\*\*\*\*  
Process from Point/Station 20.000 to Point/Station 30.000  
\*\*\*\* PIPEFLOW TRAVEL TIME (Program estimated size) \*\*\*\*

Upstream point/station elevation = 506.000(Ft.)  
Downstream point/station elevation = 505.000(Ft.)  
Pipe length = 50.00(Ft.) Manning's N = 0.013  
No. of pipes = 1 Required pipe flow = 13.250(CFS)  
Nearest computed pipe diameter = 18.00(In.)  
Calculated individual pipe flow = 13.250(CFS)  
Normal flow depth in pipe = 13.24(In.)  
Flow top width inside pipe = 15.87(In.)  
Critical Depth = 16.31(In.)  
Pipe flow velocity = 9.50(Ft/s)  
Travel time through pipe = 0.09 min.  
Time of concentration (TC) = 9.72 min.

\*\*\*\*\*  
Process from Point/Station 30.000 to Point/Station 30.000  
\*\*\*\* SUBAREA FLOW ADDITION \*\*\*\*

COMMERCIAL subarea type  
Runoff Coefficient = 0.866  
Decimal fraction soil group A = 1.000  
Decimal fraction soil group B = 0.000  
Decimal fraction soil group C = 0.000  
Decimal fraction soil group D = 0.000  
RI index for soil(AMC 2) = 32.00  
Pervious area fraction = 0.100; Impervious fraction = 0.900  
Time of concentration = 9.72 min.  
Rainfall intensity = 4.599(In/Hr) for a 100.0 year storm  
Subarea runoff = 1.752(CFS) for 0.440(Ac.)  
Total runoff = 15.002(CFS) Total area = 3.750(Ac.)

\*\*\*\*\*  
Process from Point/Station 30.000 to Point/Station 30.000  
\*\*\*\* SUBAREA FLOW ADDITION \*\*\*\*

COMMERCIAL subarea type  
Runoff Coefficient = 0.866  
Decimal fraction soil group A = 1.000  
Decimal fraction soil group B = 0.000  
Decimal fraction soil group C = 0.000  
Decimal fraction soil group D = 0.000  
RI index for soil(AMC 2) = 32.00  
Pervious area fraction = 0.100; Impervious fraction = 0.900  
Time of concentration = 9.72 min.  
Rainfall intensity = 4.599(In/Hr) for a 100.0 year storm  
Subarea runoff = 1.752(CFS) for 0.440(Ac.)  
Total runoff = 16.753(CFS) Total area = 4.190(Ac.)

\*\*\*\*\*  
Process from Point/Station 30.000 to Point/Station 40.000  
\*\*\*\* PIPEFLOW TRAVEL TIME (Program estimated size) \*\*\*\*

Upstream point/station elevation = 505.000(Ft.)  
Downstream point/station elevation = 502.000(Ft.)  
Pipe length = 150.00(Ft.) Manning's N = 0.013  
No. of pipes = 1 Required pipe flow = 16.753(CFS)  
Nearest computed pipe diameter = 21.00(In.)  
Calculated individual pipe flow = 16.753(CFS)  
Normal flow depth in pipe = 13.55(In.)  
Flow top width inside pipe = 20.10(In.)  
Critical Depth = 18.03(In.)  
Pipe flow velocity = 10.22(Ft/s)  
Travel time through pipe = 0.24 min.  
Time of concentration (TC) = 9.96 min.

\*\*\*\*\*  
Process from Point/Station 50.000 to Point/Station 60.000  
\*\*\*\* INITIAL AREA EVALUATION \*\*\*\*

Initial area flow distance = 412.000(Ft.)  
Top (of initial area) elevation = 514.000(Ft.)  
Bottom (of initial area) elevation = 509.500(Ft.)  
Difference in elevation = 4.500(Ft.)  
Slope = 0.01092 s(percent) = 1.09  
TC =  $k(0.300)*[(length^3)/(elevation\ change)]^{0.2}$   
Initial area time of concentration = 8.230 min.  
Rainfall intensity = 5.064(In/Hr) for a 100.0 year storm  
COMMERCIAL subarea type  
Runoff Coefficient = 0.868  
Decimal fraction soil group A = 1.000  
Decimal fraction soil group B = 0.000  
Decimal fraction soil group C = 0.000  
Decimal fraction soil group D = 0.000  
RI index for soil(AMC 2) = 32.00  
Pervious area fraction = 0.100; Impervious fraction = 0.900  
Initial subarea runoff = 2.329(CFS)  
Total initial stream area = 0.530(Ac.)  
Pervious area fraction = 0.100

\*\*\*\*\*  
Process from Point/Station 60.000 to Point/Station 100.000  
\*\*\*\* PIPEFLOW TRAVEL TIME (Program estimated size) \*\*\*\*

Upstream point/station elevation = 507.000(Ft.)  
Downstream point/station elevation = 502.000(Ft.)  
Pipe length = 105.00(Ft.) Manning's N = 0.013  
No. of pipes = 1 Required pipe flow = 2.329(CFS)  
Nearest computed pipe diameter = 9.00(In.)  
Calculated individual pipe flow = 2.329(CFS)  
Normal flow depth in pipe = 5.26(In.)  
Flow top width inside pipe = 8.87(In.)  
Critical Depth = 8.14(In.)  
Pipe flow velocity = 8.69(Ft/s)  
Travel time through pipe = 0.20 min.  
Time of concentration (TC) = 8.43 min.

\*\*\*\*\*  
Process from Point/Station 70.000 to Point/Station 80.000  
\*\*\*\* INITIAL AREA EVALUATION \*\*\*\*

Initial area flow distance = 150.000(Ft.)  
Top (of initial area) elevation = 509.500(Ft.)  
Bottom (of initial area) elevation = 508.440(Ft.)  
Difference in elevation = 1.060(Ft.)  
Slope = 0.00707 s(percent) = 0.71  
TC =  $k(0.323)*[(length^3)/(elevation\ change)]^{0.2}$   
Initial area time of concentration = 6.454 min.  
Rainfall intensity = 5.831(In/Hr) for a 100.0 year storm  
APARTMENT subarea type  
Runoff Coefficient = 0.841  
Decimal fraction soil group A = 1.000  
Decimal fraction soil group B = 0.000  
Decimal fraction soil group C = 0.000  
Decimal fraction soil group D = 0.000  
RI index for soil(AMC 2) = 32.00  
Pervious area fraction = 0.200; Impervious fraction = 0.800  
Initial subarea runoff = 2.698(CFS)  
Total initial stream area = 0.550(Ac.)  
Pervious area fraction = 0.200

\*\*\*\*\*  
Process from Point/Station 80.000 to Point/Station 90.000  
\*\*\*\* PIPEFLOW TRAVEL TIME (Program estimated size) \*\*\*\*

Upstream point/station elevation = 506.000(Ft.)  
Downstream point/station elevation = 505.000(Ft.)  
Pipe length = 170.00(Ft.) Manning's N = 0.013  
No. of pipes = 1 Required pipe flow = 2.698(CFS)  
Nearest computed pipe diameter = 12.00(In.)  
Calculated individual pipe flow = 2.698(CFS)  
Normal flow depth in pipe = 9.70(In.)



Flow top width inside pipe = 9.44(In.)  
Critical Depth = 8.45(In.)  
Pipe flow velocity = 3.97(Ft/s)  
Travel time through pipe = 0.71 min.  
Time of concentration (TC) = 7.17 min.

\*\*\*\*\*  
Process from Point/Station 90.000 to Point/Station 90.000  
\*\*\*\* SUBAREA FLOW ADDITION \*\*\*\*

APARTMENT subarea type  
Runoff Coefficient = 0.839  
Decimal fraction soil group A = 1.000  
Decimal fraction soil group B = 0.000  
Decimal fraction soil group C = 0.000  
Decimal fraction soil group D = 0.000  
RI index for soil(AMC 2) = 32.00  
Pervious area fraction = 0.200; Impervious fraction = 0.800  
Time of concentration = 7.17 min.  
Rainfall intensity = 5.487(In/Hr) for a 100.0 year storm  
Subarea runoff = 0.460(CFS) for 0.100(Ac.)  
Total runoff = 3.158(CFS) Total area = 0.650(Ac.)

\*\*\*\*\*  
Process from Point/Station 90.000 to Point/Station 90.000  
\*\*\*\* SUBAREA FLOW ADDITION \*\*\*\*

APARTMENT subarea type  
Runoff Coefficient = 0.839  
Decimal fraction soil group A = 1.000  
Decimal fraction soil group B = 0.000  
Decimal fraction soil group C = 0.000  
Decimal fraction soil group D = 0.000  
RI index for soil(AMC 2) = 32.00  
Pervious area fraction = 0.200; Impervious fraction = 0.800  
Time of concentration = 7.17 min.  
Rainfall intensity = 5.487(In/Hr) for a 100.0 year storm  
Subarea runoff = 0.920(CFS) for 0.200(Ac.)  
Total runoff = 4.078(CFS) Total area = 0.850(Ac.)

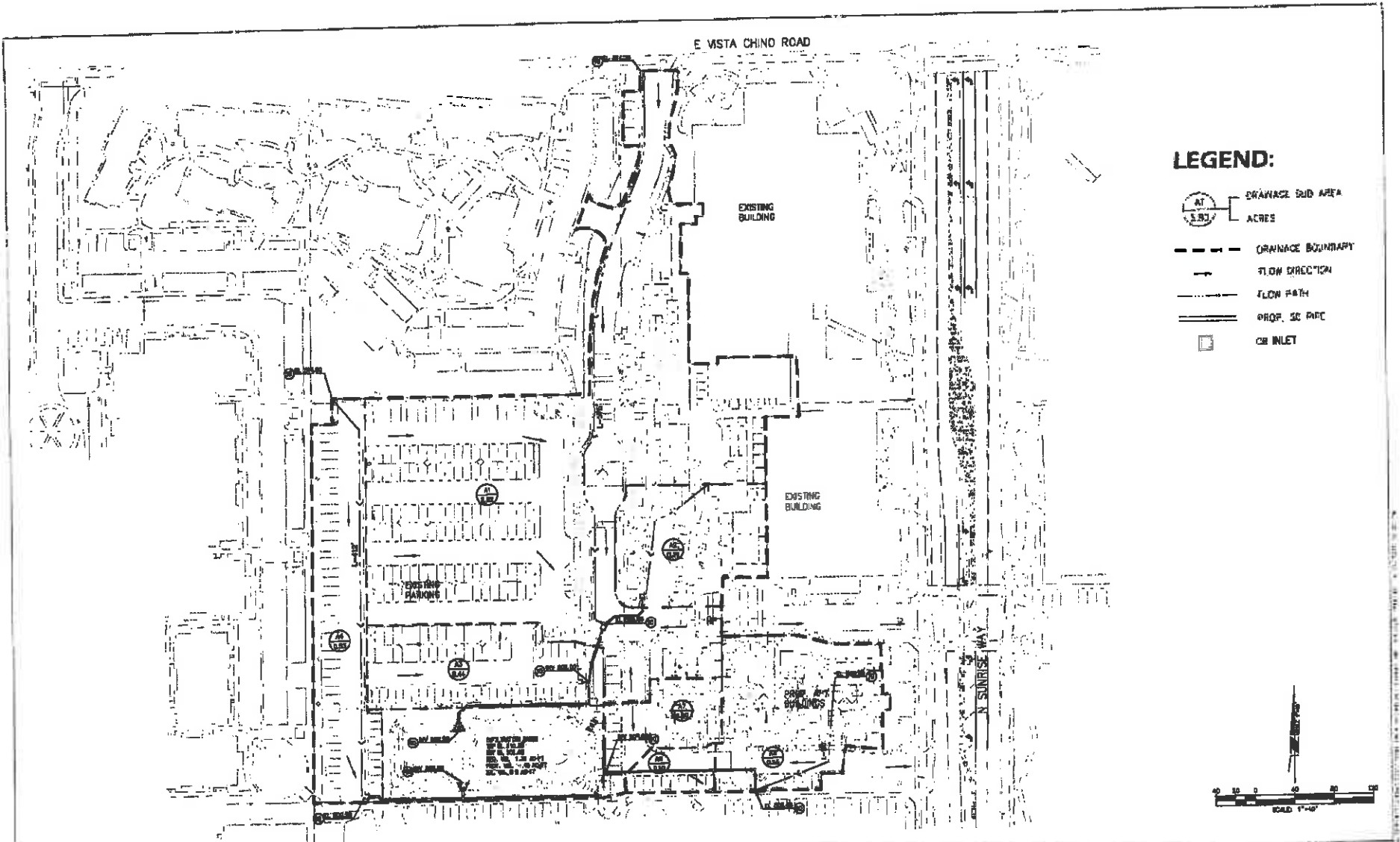
\*\*\*\*\*  
Process from Point/Station 90.000 to Point/Station 100.000  
\*\*\*\* PIPEFLOW TRAVEL TIME (Program estimated size) \*\*\*\*

Upstream point/station elevation = 505.000(Ft.)  
Downstream point/station elevation = 502.000(Ft.)  
Pipe length = 155.00(Ft.) Manning's N = 0.013  
No. of pipes = 1 Required pipe flow = 4.078(CFS)  
Nearest computed pipe diameter = 12.00(In.)  
Calculated individual pipe flow = 4.078(CFS)  
Normal flow depth in pipe = 8.29(In.)  
Flow top width inside pipe = 11.10(In.)  
Critical Depth = 10.25(In.)  
Pipe flow velocity = 7.05(Ft/s)  
Travel time through pipe = 0.37 min.  
Time of concentration (TC) = 7.53 min.  
End of computations, total study area = 5.57 (Ac.)  
The following figures may  
be used for a unit hydrograph study of the same area.







Area averaged pervious area fraction(Ap) = 0.115  
Area averaged RI index number = 32.0

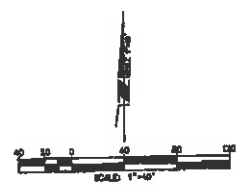
**EXHIBIT “A”**

**PROPOSED CONDITION  
HYDROLOGY MAP**



**LEGEND:**

-  DRAINAGE GRID AREA  
ACRES
-  DRAINAGE BOUNDARY
-  FLOW DIRECTION
-  FLOW PATH
-  PROP. SC PIPE
-  CB INLET



<p>REVISIONS</p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DESCRIPTION	DATE										<p>DESIGNER</p> <p><b>INTERNATIONAL</b></p>	<p><b>PROPOSED HYDROLOGY EXHIBIT</b></p> <p><b>DESERT AIDS PROJECT &amp; VISTA SUNRISE II</b></p>	<p>1</p> <p>14/25/20</p>
NO.	DESCRIPTION	DATE													

# **SYNTHETIC UNIT HYDROGRAPH CALCULATIONS**



	A	B	C	D
1	<b>RCFCD SYNTHETIC UNIT HYDROGRAPH</b>			
2	DATA INPUT SHEET			
3				
4	WORKSHEET PREPARED BY:	PK		
5				
6	PROJECT NAME	DAP AND VISTA SUNRISE II		
7	MICHAEL BAKER INTL. JOB#	175261		
8				
9	CONCENTRATION POINT DESIGNATION	PROPOSED RETENTION BASIN A		
10	AREA DESIGNATION	SUBAREAS A-1 THRU A-7		
11				
12	TRIBUTARY AREAS	ACRES		
13				
14	COMMERCIAL	4.57		
15	PAVING/HARDSCAPE			
16	SF - 1 ACRE			
17	SF - 1/2 ACRE			
18	SF - 1/4 ACRE			
19	MF - CONDOMINIUMS			
20	MF - APARTMENTS			
21	MOBILE HOME PARK			
22	LANDSCAPING			
23	RETENTION BASIN	0.50		
24	GOLF COURSE			
25	MOUNTAINOUS			
26	LOW LOSS RATE (PERCENT)	25%		
27				
28	LENGTH OF WATERCOURSE (L)	640		
29	LENGTH TO POINT OPPOSITE CENTROID (Lca)	273		
30				
31	ELEVATION OF HEADWATER	514.5		
32	ELEVATION OF CONCENTRATION POINT	510.5		
33				
34	AVERAGE MANNINGS 'N' VALUE	0.015		
35				
36	STORM FREQUENCY (YEAR)	100		
37				
38	POINT RAIN			
39	3-HOUR	2.47		
40	6-HOUR	3.26		
41	24-HOUR	5.27		
42				
43	BASIN CHARACTERISTICS:	ELEVATION	AREA	
44		502	2471	
45		503	3084	
46		504	3838	
47		505	4208	
48		506	11927	
49		507	13171	
50		508	14452	
51		509	15686	
52		510	17197	
53		510.5	18107	
54				
55				
56				
57				
58				
59				
60				
61	PERCOLATION RATE (in/hr)	0		
62				
63	DRYWELL DATA			
64	NUMBER USED	0		
65	PERCOLATION RATE (cfs)	0.000000		

RCFCD SYNTHETIC UNIT HYDROGRAPH METHOD PROJECT: DAP AND VISTA SUNRISE II  
 BASIC DATA CALCULATION FORM MBI JOB# 175281  
 SHORTCUT METHOD BY PK DATE 4/25/2020

**PHYSICAL DATA**

	PROPOSED RETENTION BASIN A SUBAREAS A-1 THRU A-7
[1] CONCENTRATION POINT	
[2] AREA DESIGNATION	
[3] AREA - ACRES	5.070
[4] L- FEET	840
[5] L- MILES	0.121
[6] L <sub>a</sub> - FEET	273
[7] L <sub>a</sub> - MILES	0.052
[8] ELEVATION OF HEADWATER	514.5
[9] ELEVATION OF CONCENTRATION POINT	510.5
[10] H- FEET	4
[11] S- FEET/MILE	33.0
[12] S <sup>0.5</sup>	5.74
[13] L <sup>0.5</sup> /LCA/S <sup>0.5</sup>	0.00108
[14] AVERAGE MANNINGS 'N'	0.015
[15] LAG TIME-HOURS	0.027
[16] LAG TIME-MINUTES	1.62
[17] 25% OF LAG-MINUTES	0.40
[18] 40% OF LAG-MINUTES	0.65
[19] UNIT TIME-MINUTES (25%-40% OF LAG)	5
[24] TOTAL PERCOLATION RATE (cfs)	0.00

**RAINFALL DATA**

[1] SOURCE  
 [2] FREQUENCY-YEARS 100  
 [3] DURATION:

3-HOURS				6-HOURS				24-HOURS			
[4] POINT RAIN INCHES (Plate E-5.2)	[5] AREA	[6]	[7] AVERAGE POINT RAIN INCHES	[8] POINT RAIN INCHES (Plate E-5.4)	[9] AREA	[10]	[11] AVERAGE POINT RAIN INCHES	[12] POINT RAIN INCHES (Plate E-5.6)	[13] AREA	[14]	[15] AVERAGE POINT RAIN INCHES
2.47	5.070	1.00	2.47	3.26	5.070	1.00	3.26	5.27	5.070	1.00	5.27
		0.00	0.00			0.00	0.00			0.00	0.00
		0.00	0.00			0.00	0.00			0.00	0.00
		0.00	0.00			0.00	0.00			0.00	0.00
SUM [5]	5.07	SUM [7]	2.47	SUM [9]	5.07	SUM [11]	3.26	SUM [13]	5.07	SUM [15]	5.27
[16] AREA ADJ FACTOR			1.000				1.000				1.000
[17] ADJ AVG POINT RAIN			2.47				3.26				5.27

**STORM EVENT SUMMARY**

DURATION		3-HOUR	6-HOUR	24-HOUR
EFFECTIVE RAIN	(in)	1.82	2.15	3.32
FLOOD VOLUME	(cu-ft) (acre-ft)	35,252 0.81	39,846 0.91	61,181 1.40
REQUIRED STORAGE	(cu-ft) (acre-ft)	34,980 0.80	38,318 0.80	60,675 1.38
PEAK FLOW	(cfs)	11.36	10.15	2.81
MAXIMUM WSEL	(ft)	507.31	507.63	508.07



RCFCD SYNTHETIC UNIT HYDROGRAPH METHOD 100 YEAR - 3 HOUR STORM EVENT	PROJECT: DAF AND VISTA SUNRISE II CONCENTRATION POINT: PROPOSED RETENTION BASIN A  BY: PK DATE 4/25/2020
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**EFFECTIVE RAIN CALCULATION FORM**

DRAINAGE AREA-ACRES	5.07	TOTAL PERCOLATION RATE (cfs)	0.00 cfs
UNIT TIME-MINUTES	5		
LAG TIME - MINUTES	1.62		
UNIT TIME-PERCENT OF LAG	309.1		
TOTAL ADJUSTED STORM RAIN-INCHES	2.47		
CONSTANT LOSS RATE-in/hr	0.19		
LOW LOSS RATE - PERCENT	25%		

Unit Time Period	Time		Pattern Percent  (Plate E-5.9)	Storm Rain in/hr	Loss Rate		Effective Rain in/hr	Flood Hydrograph Flow cfs	Required Storage cf
	Minutes	Hours			In/hr				
					Max	Low			
1	5	0.08	1.3	0.385	0.19	0.10	0.186	1.00	288.81
2	10	0.17	1.3	0.385	0.19	0.10	0.196	1.00	288.81
3	15	0.25	1.1	0.328	0.19	0.08	0.137	0.70	208.64
4	20	0.33	1.5	0.445	0.19	0.11	0.256	1.30	388.97
5	25	0.42	1.5	0.445	0.19	0.11	0.256	1.30	388.97
6	30	0.50	1.8	0.534	0.19	0.13	0.345	1.75	524.22
7	35	0.58	1.5	0.445	0.19	0.11	0.256	1.30	388.97
8	40	0.67	1.8	0.534	0.19	0.13	0.345	1.75	524.22
9	45	0.75	1.8	0.534	0.19	0.13	0.345	1.75	524.22
10	50	0.83	1.5	0.445	0.19	0.11	0.256	1.30	388.97
11	55	0.92	1.8	0.474	0.19	0.12	0.285	1.45	434.08
12	60	1.00	1.8	0.534	0.19	0.13	0.345	1.75	524.22
13	65	1.08	2.2	0.652	0.19	0.16	0.463	2.35	704.55
14	70	1.17	2.2	0.652	0.19	0.16	0.463	2.35	704.55
15	75	1.25	2.2	0.652	0.19	0.16	0.463	2.35	704.55
16	80	1.33	2.0	0.593	0.19	0.15	0.404	2.05	614.39
17	85	1.42	2.8	0.771	0.19	0.19	0.582	2.95	864.88
18	90	1.50	2.7	0.800	0.19	0.20	0.611	3.10	928.96
19	95	1.58	2.4	0.711	0.19	0.18	0.522	2.85	794.72
20	100	1.67	2.7	0.800	0.19	0.20	0.611	3.10	928.96
21	105	1.75	3.3	0.978	0.19	0.25	0.789	4.00	1200.48
22	110	1.83	3.1	0.919	0.19	0.23	0.730	3.70	1110.29
23	115	1.92	2.9	0.860	0.19	0.22	0.671	3.40	1020.13
24	120	2.00	3.0	0.889	0.19	0.22	0.700	3.55	1065.21
25	125	2.08	3.1	0.919	0.19	0.23	0.730	3.70	1110.29
26	130	2.17	4.2	1.245	0.19	0.31	1.056	5.35	1608.20
27	135	2.25	5.0	1.482	0.19	0.37	1.293	6.50	1966.89
28	140	2.33	3.5	1.037	0.19	0.26	0.849	4.30	1280.82
29	145	2.42	8.8	2.016	0.19	0.51	1.827	9.28	2778.34
30	150	2.50	7.3	2.164	0.19	0.54	1.975	10.01	3003.76
31	155	2.58	8.2	2.430	0.19	0.61	2.242	11.36	3409.50
32	160	2.67	5.9	1.748	0.19	0.44	1.580	7.91	2372.60
33	165	2.75	2.0	0.593	0.19	0.15	0.404	2.05	614.39
34	170	2.83	1.8	0.534	0.19	0.13	0.345	1.75	524.22
35	175	2.92	1.8	0.534	0.19	0.13	0.345	1.75	524.22
36	180	3.00	0.6	0.178	0.19	0.04	0.133	0.68	202.80
								22.985	34980.35

EFFECTIVE RAIN & FLOOD VOLUMES SUMMARY	
EFFECTIVE RAIN (in)	1.92
FLOOD VOLUME (acft)	0.81
FLOOD VOLUME (cuft)	35251.83
REQUIRED STORAGE (acft)	0.80
REQUIRED STORAGE (cuft)	34980.35
PEAK FLOW RATE (cfs)	11.36



RCFCD SYNTHETIC UNIT HYDROGRAPH METHOD  
 100 YEAR - 8 HOUR STORM EVENT

PROJECT: DAP AND VISTA SUNRISE II  
 CONCENTRATION POINT: PROPOSED RETENTION BASIN A

BY: PK DATE: 4/25/2020

**EFFECTIVE RAIN CALCULATION FORM**

DRAINAGE AREA-ACRES 5.07  
 UNIT TIME-MINUTES 5  
 LAG TIME - MINUTES 1.82  
 UNIT TIME-PERCENT OF LAG 309.1  
 TOTAL ADJUSTED STORM RAIN-INCHES 3.28  
 CONSTANT LOSS RATE-in/hr 0.188  
 LOW LOSS RATE - PERCENT 25%

TOTAL PERCOLATION RATE (cfs) 0.00 cfs

Unit Time Period	Time		Pattern Percent (Plate E-5.9)	Storm Rain in/hr	Loss Rate in/hr		Effective Rain in/hr	Flood Hydrograph Flow cfs	Required Storage cf
	Minutes	Hours			Max	Low			
1	5	0.08	0.5	0.188	0.18	0.05	0.01	0.03	10.25
2	10	0.17	0.6	0.235	0.19	0.06	0.05	0.23	69.75
3	15	0.25	0.6	0.235	0.19	0.06	0.05	0.23	69.75
4	20	0.33	0.6	0.235	0.19	0.06	0.05	0.23	69.75
5	25	0.42	0.6	0.235	0.19	0.06	0.05	0.23	69.75
6	30	0.50	0.7	0.274	0.19	0.07	0.06	0.43	128.25
7	35	0.58	0.7	0.274	0.19	0.07	0.06	0.43	128.25
8	40	0.67	0.7	0.274	0.19	0.07	0.06	0.43	128.25
9	45	0.75	0.7	0.274	0.19	0.07	0.06	0.43	128.25
10	50	0.83	0.7	0.274	0.19	0.07	0.06	0.43	128.25
11	55	0.92	0.7	0.274	0.19	0.07	0.06	0.43	128.25
12	60	1.00	0.8	0.313	0.19	0.08	0.12	0.63	188.75
13	65	1.08	0.8	0.313	0.19	0.08	0.12	0.63	188.75
14	70	1.17	0.8	0.313	0.19	0.08	0.12	0.63	188.75
15	75	1.25	0.8	0.313	0.19	0.08	0.12	0.63	188.75
16	80	1.33	0.8	0.313	0.19	0.08	0.12	0.63	188.75
17	85	1.42	0.8	0.313	0.19	0.08	0.12	0.63	188.75
18	90	1.50	0.8	0.313	0.19	0.08	0.12	0.63	188.75
19	95	1.58	0.8	0.313	0.19	0.08	0.12	0.63	188.75
20	100	1.67	0.8	0.313	0.19	0.08	0.12	0.63	188.75
21	105	1.75	0.8	0.313	0.19	0.08	0.12	0.63	188.75
22	110	1.83	0.8	0.313	0.19	0.08	0.12	0.63	188.75
23	115	1.92	0.8	0.313	0.19	0.08	0.12	0.63	188.75
24	120	2.00	0.9	0.352	0.19	0.09	0.16	0.83	248.25
25	125	2.08	0.9	0.352	0.19	0.09	0.16	0.83	248.25
26	130	2.17	0.9	0.352	0.19	0.09	0.16	0.83	248.25
27	135	2.25	0.9	0.352	0.19	0.09	0.16	0.83	248.25
28	140	2.33	0.9	0.352	0.19	0.09	0.16	0.83	248.25
29	145	2.42	0.9	0.352	0.19	0.09	0.16	0.83	248.25
30	150	2.50	0.9	0.352	0.19	0.09	0.16	0.83	248.25
31	155	2.58	0.9	0.352	0.19	0.09	0.16	0.83	248.25
32	160	2.67	0.9	0.352	0.19	0.09	0.16	0.83	248.25
33	165	2.75	1.0	0.391	0.19	0.10	0.20	1.03	307.75
34	170	2.83	1.0	0.391	0.19	0.10	0.20	1.03	307.75
35	175	2.92	1.0	0.391	0.19	0.10	0.20	1.03	307.75
36	180	3.00	1.0	0.391	0.19	0.10	0.20	1.03	307.75
37	185	3.08	1.0	0.391	0.19	0.10	0.20	1.03	307.75
38	190	3.17	1.1	0.430	0.19	0.11	0.24	1.22	367.25
39	195	3.25	1.1	0.430	0.19	0.11	0.24	1.22	367.25
40	200	3.33	1.1	0.430	0.19	0.11	0.24	1.22	367.25
41	205	3.42	1.2	0.469	0.19	0.12	0.28	1.42	426.76
42	210	3.50	1.3	0.508	0.19	0.13	0.32	1.62	486.26
43	215	3.58	1.4	0.548	0.19	0.14	0.36	1.82	545.76
44	220	3.67	1.4	0.548	0.19	0.14	0.36	1.82	545.76
45	225	3.75	1.5	0.587	0.19	0.15	0.40	2.02	605.26
46	230	3.83	1.5	0.587	0.19	0.15	0.40	2.02	605.26
47	235	3.92	1.6	0.626	0.19	0.16	0.44	2.22	664.76
48	240	4.00	1.6	0.626	0.19	0.16	0.44	2.22	664.76
49	245	4.08	1.7	0.665	0.19	0.17	0.48	2.41	724.26
50	250	4.17	1.8	0.704	0.19	0.18	0.52	2.61	783.76
51	255	4.25	1.9	0.743	0.19	0.19	0.55	2.81	843.27
52	260	4.33	2.0	0.782	0.19	0.20	0.59	3.01	902.77
53	265	4.42	2.1	0.822	0.19	0.21	0.63	3.21	962.27
54	270	4.50	2.1	0.822	0.19	0.21	0.63	3.21	962.27
55	275	4.58	2.2	0.861	0.19	0.22	0.67	3.41	1021.77
56	280	4.67	2.3	0.900	0.19	0.23	0.71	3.60	1081.27

RCFCD SYNTHETIC UNIT HYDROGRAPH METHOD 100 YEAR - 6 HOUR STORM EVENT	PROJECT:	DAP AND VISTA SUNRISE II
	CONCENTRATION POINT:	PROPOSED RETENTION BASIN A
	BY: PK	DATE: 4/25/2020

**EFFECTIVE RAIN CALCULATION FORM**

DRAINAGE AREA-ACRES	5.07	TOTAL PERCOLATION RATE (cfs)	0.00 cfs
UNIT TIME-MINUTES	5		
LAG TIME - MINUTES	1.02		
UNIT TIME-PERCENT OF LAG	308.1		
TOTAL ADJUSTED STORM RAIN-INCHES	3.26		
CONSTANT LOSS RATE-in/hr	0.189		
LOW LOSS RATE - PERCENT	25%		

Unit Time Period	Time		Pattern Percent (Plate E-5.9)	Storm Rain in/hr	Loss Rate in/hr		Effective Rain in/hr	Flood Hydrograph Flow cfs	Required Storage cf
	Minutes	Hours			Max	Low			
57	285	4.75	2.4	0.939	0.19	0.24	0.75	3.80	1140.77
58	280	4.83	2.4	0.939	0.19	0.24	0.75	3.80	1140.77
59	285	4.92	2.5	0.978	0.19	0.25	0.79	4.00	1200.28
60	300	5.00	2.6	1.017	0.19	0.26	0.83	4.20	1259.78
61	305	5.08	3.1	1.213	0.19	0.30	1.02	5.19	1557.28
62	310	5.17	3.6	1.408	0.19	0.35	1.22	6.18	1854.79
63	315	5.25	3.9	1.526	0.19	0.38	1.34	6.78	2033.30
64	320	5.33	4.2	1.643	0.19	0.41	1.45	7.37	2211.80
65	325	5.42	4.7	1.839	0.19	0.46	1.65	8.36	2509.31
66	330	5.50	5.6	2.181	0.19	0.55	2.00	10.15	3044.82
67	335	5.58	1.9	0.743	0.19	0.19	0.55	2.81	843.27
68	340	5.67	0.8	0.352	0.19	0.09	0.16	0.83	248.25
69	345	5.75	0.6	0.235	0.19	0.08	0.05	0.23	89.75
70	350	5.83	0.5	0.196	0.19	0.05	0.01	0.03	10.25
71	355	5.92	0.3	0.117	0.19	0.03	0.09	0.45	133.70
72	360	6.00	0.2	0.078	0.19	0.02	0.06	0.30	88.13

EFFECTIVE RAIN & FLOOD VOLUMES SUMMARY	
EFFECTIVE RAIN (in)	2.15
FLOOD VOLUME (acft)	0.91
FLOOD VOLUME (cuft)	38848.27
REQUIRED STORAGE (acft)	0.80
REQUIRED STORAGE (cuft)	33318.46
PEAK FLOW RATE (cfs)	10.15

RCFCD SYNTHETIC UNIT HYDROGRAPH METHOD  
 100 YEAR - 24 HOUR STORM EVENT

PROJECT: DAP AND VISTA SUNRISE II  
 CONCENTRATION POINT: PROPOSED RETENTION BASIN A

BY: PK DATE: 4/25/2020

**EFFECTIVE RAIN CALCULATION FORM**

DRAINAGE AREA-ACRES 5.070  
 UNIT TIME-MINUTES 15  
 LAG TIME - MINUTES 1.82  
 UNIT TIME-PERCENT OF LAG 927.4  
 TOTAL ADJUSTED STORM RAIN-INCHES 5.27

CONSTANT LOSS RATE-in/hr n/a  
 VARIABLE LOSS RATE (AVG) in/hr 0.1889  
 MINIMUM LOSS RATE (for var. loss) - in/hr 0.064  
 LOW LOSS RATE - DECIMAL 0.25  
 C 0.00175  
 PERCOLATION RATE (cfs) 0.00

Unit Time Period	Time		Pattern Percent (Plate E-5.8)	Storm Rain in/hr	Loss Rate		Effective Rain in/hr	Flood Hydrograph Flow cfs	Required Storage cf
	Minutes	Hours			Max in/hr	Low			
1	15	0.25	0.2	0.042	0.334	0.011	0.032	0.16	144.09
2	30	0.50	0.3	0.063	0.330	0.016	0.047	0.24	216.13
3	45	0.75	0.3	0.063	0.326	0.016	0.047	0.24	216.13
4	60	1.00	0.4	0.084	0.322	0.021	0.063	0.32	288.18
5	75	1.25	0.3	0.063	0.318	0.016	0.047	0.24	216.13
6	90	1.50	0.3	0.063	0.314	0.016	0.047	0.24	216.13
7	105	1.75	0.3	0.063	0.311	0.016	0.047	0.24	216.13
8	120	2.00	0.4	0.084	0.307	0.021	0.063	0.32	288.18
9	135	2.25	0.4	0.084	0.303	0.021	0.063	0.32	288.18
10	150	2.50	0.4	0.084	0.300	0.021	0.063	0.32	288.18
11	165	2.75	0.5	0.105	0.296	0.026	0.079	0.40	360.22
12	180	3.00	0.5	0.105	0.292	0.026	0.079	0.40	360.22
13	195	3.25	0.5	0.105	0.289	0.026	0.079	0.40	360.22
14	210	3.50	0.5	0.105	0.285	0.026	0.079	0.40	360.22
15	225	3.75	0.5	0.105	0.281	0.032	0.095	0.48	432.27
16	240	4.00	0.6	0.126	0.278	0.032	0.095	0.48	432.27
17	255	4.25	0.6	0.126	0.274	0.032	0.095	0.48	432.27
18	270	4.50	0.7	0.148	0.271	0.037	0.111	0.56	504.31
19	285	4.75	0.7	0.148	0.267	0.037	0.111	0.56	504.31
20	300	5.00	0.8	0.169	0.264	0.042	0.126	0.64	576.35
21	315	5.25	0.6	0.126	0.261	0.032	0.095	0.48	432.27
22	330	5.50	0.7	0.148	0.257	0.037	0.111	0.56	504.31
23	345	5.75	0.8	0.189	0.254	0.042	0.126	0.64	576.35
24	360	6.00	0.8	0.189	0.250	0.042	0.126	0.64	576.35
25	375	6.25	0.9	0.190	0.247	0.048	0.142	0.72	648.40
26	390	6.50	0.9	0.190	0.244	0.048	0.142	0.72	648.40
27	405	6.75	1.0	0.211	0.241	0.053	0.158	0.80	720.44
28	420	7.00	1.0	0.211	0.237	0.053	0.158	0.80	720.44
29	435	7.25	1.0	0.211	0.234	0.053	0.158	0.80	720.44
30	450	7.50	1.1	0.232	0.231	0.058	0.001	0.01	4.65
31	465	7.75	1.2	0.253	0.228	0.063	0.025	0.13	115.29
32	480	8.00	1.3	0.274	0.225	0.068	0.049	0.25	225.80
33	495	8.25	1.5	0.316	0.221	0.079	0.095	0.48	432.39
34	510	8.50	1.5	0.316	0.218	0.079	0.098	0.50	446.47
35	525	8.75	1.6	0.337	0.215	0.085	0.122	0.62	556.62
36	540	9.00	1.7	0.358	0.212	0.090	0.148	0.74	666.66
37	555	9.25	1.9	0.401	0.209	0.101	0.191	0.97	872.73
38	570	9.50	2.0	0.422	0.206	0.106	0.215	1.09	982.51
39	585	9.75	2.1	0.443	0.203	0.111	0.239	1.21	1092.16
40	600	10.00	2.2	0.464	0.200	0.116	0.263	1.34	1201.67
41	615	10.25	1.5	0.316	0.198	0.079	0.119	0.60	541.56
42	630	10.50	1.5	0.316	0.195	0.079	0.122	0.62	554.63
43	645	10.75	2.0	0.422	0.192	0.106	0.230	1.17	1048.51
44	660	11.00	2.0	0.422	0.189	0.106	0.233	1.18	1061.32
45	675	11.25	1.9	0.401	0.186	0.101	0.214	1.08	977.80
46	690	11.50	1.9	0.401	0.183	0.101	0.217	1.10	990.34
47	705	11.75	1.7	0.358	0.181	0.090	0.178	0.90	810.37
48	720	12.00	1.8	0.379	0.178	0.095	0.201	1.02	918.82
49	735	12.25	2.5	0.527	0.175	0.132	0.352	1.78	1604.27
50	750	12.50	2.6	0.548	0.173	0.138	0.375	1.90	1712.46
51	765	12.75	2.8	0.590	0.170	0.148	0.420	2.13	1916.67
52	780	13.00	2.9	0.611	0.168	0.153	0.444	2.25	2024.56
53	795	13.25	3.4	0.717	0.165	0.180	0.552	2.80	2517.06
54	810	13.50	3.4	0.717	0.163	0.180	0.554	2.81	2528.48
55	825	13.75	2.3	0.485	0.160	0.122	0.325	1.65	1481.88
56	840	14.00	2.3	0.485	0.158	0.122	0.327	1.66	1492.89
57	855	14.25	2.7	0.569	0.155	0.143	0.414	2.10	1888.53
58	870	14.50	2.6	0.548	0.153	0.138	0.395	2.00	1803.18
59	885	14.75	2.6	0.548	0.151	0.138	0.398	2.02	1813.82
60	900	15.00	2.5	0.527	0.148	0.132	0.379	1.92	1728.15

RCFCD SYNTHETIC UNIT HYDROGRAPH METHOD 100 YEAR - 24 HOUR STORM EVENT	PROJECT: CONCENTRATION POINT:	DAP AND VISTA SUNRISE II PROPOSED RETENTION BASIN A
	BY: PK	DATE: 4/25/2020

**EFFECTIVE RAIN CALCULATION FORM**

DRAINAGE AREA-ACRES	5.070	CONSTANT LOSS RATE-In/hr	n/a
UNIT TIME-MINUTES	15	VARIABLE LOSS RATE (AVG) In/hr	0.1889
LAG TIME - MINUTES	1.82	MINIMUM LOSS RATE (for var. loss) - In/hr	0.094
UNIT TIME-PERCENT OF LAG	927.4	LOW LOSS RATE - DECIMAL	0.25
TOTAL ADJUSTED STORM RAIN-INCHES	5.27	PERCOLATION RATE (cfs)	0.00

Unit Time Period	Time		Pattern Percent (Plate E-5.9)	Storm Rain In/hr	Loss Rate In/hr		Effective Rain In/hr	Flood Hydrograph Flow cfs	Required Storage cf
	Minutes	Hours			Max	Low			
61	915	15.25	2.4	0.508	0.148	0.127	0.360	1.82	1642.31
62	930	15.60	2.3	0.485	0.144	0.122	0.341	1.73	1556.32
63	945	15.75	1.9	0.401	0.142	0.101	0.258	1.31	1181.80
64	960	16.00	1.9	0.401	0.139	0.101	0.281	1.32	1191.47
65	975	16.25	0.4	0.084	0.137	0.021	0.063	0.32	288.18
66	990	16.50	0.4	0.084	0.135	0.021	0.063	0.32	288.18
67	1005	16.75	0.3	0.063	0.133	0.016	0.047	0.24	216.13
68	1020	17.00	0.3	0.063	0.131	0.016	0.047	0.24	216.13
69	1035	17.25	0.5	0.105	0.129	0.028	0.079	0.40	360.22
70	1050	17.50	0.5	0.105	0.127	0.028	0.079	0.40	360.22
71	1065	17.75	0.5	0.105	0.125	0.026	0.079	0.40	360.22
72	1080	18.00	0.4	0.084	0.123	0.021	0.063	0.32	288.18
73	1095	18.25	0.4	0.084	0.122	0.021	0.063	0.32	288.18
74	1110	18.50	0.4	0.084	0.120	0.021	0.063	0.32	288.18
75	1125	18.75	0.3	0.063	0.118	0.016	0.047	0.24	216.13
76	1140	19.00	0.2	0.042	0.116	0.011	0.032	0.16	144.09
77	1155	19.25	0.3	0.063	0.115	0.016	0.047	0.24	216.13
78	1170	19.50	0.4	0.084	0.113	0.021	0.063	0.32	288.18
79	1185	19.75	0.3	0.063	0.112	0.016	0.047	0.24	216.13
80	1200	20.00	0.2	0.042	0.110	0.011	0.032	0.16	144.09
81	1215	20.25	0.3	0.063	0.109	0.016	0.047	0.24	216.13
82	1230	20.50	0.3	0.063	0.107	0.016	0.047	0.24	216.13
83	1245	20.75	0.3	0.063	0.106	0.016	0.047	0.24	216.13
84	1260	21.00	0.2	0.042	0.105	0.011	0.032	0.16	144.09
85	1275	21.25	0.3	0.063	0.103	0.018	0.047	0.24	216.13
86	1290	21.50	0.2	0.042	0.102	0.011	0.032	0.16	144.09
87	1305	21.75	0.3	0.063	0.101	0.016	0.047	0.24	216.13
88	1320	22.00	0.2	0.042	0.100	0.011	0.032	0.16	144.09
89	1335	22.25	0.3	0.063	0.099	0.016	0.047	0.24	216.13
90	1350	22.50	0.2	0.042	0.098	0.011	0.032	0.16	144.09
91	1365	22.75	0.2	0.042	0.097	0.011	0.032	0.16	144.09
92	1380	23.00	0.2	0.042	0.097	0.011	0.032	0.16	144.09
93	1395	23.25	0.2	0.042	0.096	0.011	0.032	0.16	144.09
94	1410	23.50	0.2	0.042	0.095	0.011	0.032	0.16	144.09
95	1425	23.75	0.2	0.042	0.095	0.011	0.032	0.16	144.09
96	1440	24.00	0.2	0.042	0.095	0.011	0.032	0.16	144.09

EFFECTIVE RAIN & FLOOD VOLUMES SUMMARY	
EFFECTIVE RAIN (In)	3.32
FLOOD VOLUME (acft)	1.40
FLOOD VOLUME (cuft)	61181.22
REQUIRED STORAGE (acft)	1.39
REQUIRED STORAGE (cuft)	60675.36
PEAK FLOW (cfs)	2.81





PROPOSED RETENTION BASIN A

MBI JOB # 175261

100 YEAR - 3 HOUR STORM EVENT

UNIT PERIOD	TIME (min)	FLOW IN (cfs)	VOLUME IN (cuft)	TOTAL IN BASIN (cuft)	PERC OUT (cuft)	TOTAL IN BASIN (cuft)	BASIN DEPTH (ft)	BALANCE IN BASIN	
								(cuft)	(acre-ft)
1	5	1.00	299	299	0	299	502.11	299	0.01
2	10	1.00	299	598	0	598	502.22	598	0.01
3	15	0.70	209	806	0	806	502.29	806	0.02
4	20	1.30	389	1,195	0	1,195	502.43	1,195	0.03
5	25	1.30	389	1,584	0	1,584	502.57	1,584	0.04
6	30	1.75	524	2,108	0	2,108	502.76	2,108	0.05
7	35	1.30	389	2,497	0	2,497	502.90	2,497	0.06
8	40	1.75	524	3,022	0	3,022	503.07	3,022	0.07
9	45	1.75	524	3,546	0	3,546	503.23	3,546	0.08
10	50	1.30	389	3,935	0	3,935	503.34	3,935	0.09
11	55	1.45	434	4,369	0	4,369	503.47	4,369	0.10
12	60	1.75	524	4,893	0	4,893	503.63	4,893	0.11
13	65	2.35	705	5,598	0	5,598	503.84	5,598	0.13
14	70	2.35	705	6,302	0	6,302	504.04	6,302	0.14
15	75	2.35	705	7,007	0	7,007	504.22	7,007	0.16
16	80	2.05	614	7,621	0	7,621	504.38	7,621	0.17
17	85	2.95	885	8,506	0	8,506	504.60	8,506	0.20
18	90	3.10	930	9,436	0	9,436	504.84	9,436	0.22
19	95	2.65	795	10,231	0	10,231	505.02	10,231	0.23
20	100	3.10	930	11,161	0	11,161	505.14	11,161	0.28
21	105	4.00	1,200	12,361	0	12,361	505.29	12,361	0.28
22	110	3.70	1,110	13,471	0	13,471	505.42	13,471	0.31
23	115	3.40	1,020	14,492	0	14,492	505.55	14,492	0.33
24	120	3.55	1,065	15,557	0	15,557	505.68	15,557	0.36
25	125	3.70	1,110	16,667	0	16,667	505.82	16,667	0.38
26	130	5.35	1,606	18,273	0	18,273	506.01	18,273	0.42
27	135	6.58	1,987	20,240	0	20,240	506.17	20,240	0.48
28	140	4.30	1,291	21,531	0	21,531	506.27	21,531	0.49
29	145	9.26	2,778	24,309	0	24,309	506.48	24,309	0.56
30	150	10.01	3,004	27,313	0	27,313	506.73	27,313	0.63
31	155	11.36	3,409	30,722	0	30,722	507.00	30,722	0.71
32	160	7.91	2,373	33,095	0	33,095	507.18	33,095	0.76
33	165	2.05	614	33,709	0	33,709	507.22	33,709	0.77
34	170	1.75	524	34,234	0	34,234	507.26	34,234	0.79
35	175	1.75	524	34,758	0	34,758	507.30	34,758	0.80
36	180	0.68	203	34,960	0	34,960	507.31	34,960	0.80

PROPOSED RETENTION BASIN A

MBI JOB # 175261

100 YEAR - 6 HOUR STORM EVENT

UNIT PERIOD	TIME (min)	FLOW IN (cfs)	VOLUME IN (cuft)	TOTAL IN BASIN (cuft)	PERC OUT (cuft)	TOTAL IN BASIN (cuft)	BASIN DEPTH (ft)	BALANCE IN BASIN	
								(cuft)	(acre-ft)
1	5	0.03	10	10	0	10	502.00	10	0.00
2	10	0.23	70	80	0	80	502.03	80	0.00
3	15	0.23	70	150	0	150	502.05	150	0.00
4	20	0.23	70	219	0	219	502.08	219	0.01
5	25	0.23	70	289	0	289	502.10	289	0.01
6	30	0.43	129	418	0	418	502.15	418	0.01
7	35	0.43	129	548	0	548	502.20	548	0.01
8	40	0.43	129	677	0	677	502.24	677	0.02
9	45	0.43	129	806	0	806	502.29	806	0.02
10	50	0.43	129	935	0	935	502.34	935	0.02
11	55	0.43	129	1,065	0	1,065	502.38	1,065	0.02
12	60	0.63	189	1,253	0	1,253	502.45	1,253	0.03
13	65	0.63	189	1,442	0	1,442	502.52	1,442	0.03
14	70	0.63	189	1,631	0	1,631	502.59	1,631	0.04
15	75	0.63	189	1,820	0	1,820	502.66	1,820	0.04
16	80	0.63	189	2,008	0	2,008	502.72	2,008	0.05
17	85	0.63	189	2,197	0	2,197	502.79	2,197	0.05
18	90	0.63	189	2,386	0	2,386	502.86	2,386	0.05
19	95	0.63	189	2,575	0	2,575	502.93	2,575	0.06
20	100	0.63	189	2,763	0	2,763	502.99	2,763	0.06
21	105	0.63	189	2,952	0	2,952	503.05	2,952	0.07
22	110	0.63	189	3,141	0	3,141	503.11	3,141	0.07
23	115	0.63	189	3,330	0	3,330	503.16	3,330	0.08
24	120	0.83	248	3,578	0	3,578	503.24	3,578	0.08
25	125	0.63	189	3,767	0	3,767	503.29	3,767	0.09
26	130	0.83	248	4,015	0	4,015	503.37	4,015	0.09
27	135	0.83	248	4,263	0	4,263	503.44	4,263	0.10
28	140	0.83	248	4,511	0	4,511	503.52	4,511	0.10
29	145	0.83	248	4,760	0	4,760	503.59	4,760	0.11
30	150	0.83	248	5,008	0	5,008	503.66	5,008	0.11
31	155	0.83	248	5,256	0	5,256	503.74	5,256	0.12
32	160	0.83	248	5,504	0	5,504	503.81	5,504	0.13
33	165	1.03	308	5,812	0	5,812	503.90	5,812	0.13
34	170	1.03	308	6,120	0	6,120	503.99	6,120	0.14
35	175	1.03	308	6,428	0	6,428	504.07	6,428	0.15
36	180	1.03	308	6,735	0	6,735	504.15	6,735	0.15
37	185	1.03	308	7,043	0	7,043	504.23	7,043	0.16
38	190	1.22	367	7,410	0	7,410	504.32	7,410	0.17
39	195	1.22	367	7,778	0	7,778	504.42	7,778	0.18
40	200	1.22	367	8,145	0	8,145	504.51	8,145	0.19
41	205	1.42	427	8,572	0	8,572	504.62	8,572	0.20
42	210	1.62	486	9,058	0	9,058	504.74	9,058	0.21
43	215	1.82	546	9,604	0	9,604	504.88	9,604	0.22
44	220	1.82	546	10,150	0	10,150	505.01	10,150	0.23
45	225	2.02	605	10,755	0	10,755	505.09	10,755	0.25
46	230	2.02	605	11,360	0	11,360	505.16	11,360	0.26
47	235	2.22	665	12,025	0	12,025	505.24	12,025	0.28
48	240	2.22	665	12,690	0	12,690	505.33	12,690	0.29
49	245	2.41	724	13,414	0	13,414	505.42	13,414	0.31
50	250	2.61	784	14,198	0	14,198	505.51	14,198	0.33
51	255	2.81	843	15,041	0	15,041	505.62	15,041	0.35
52	260	3.01	903	15,944	0	15,944	505.73	15,944	0.37
53	265	3.21	962	16,908	0	16,908	505.85	16,908	0.39
54	270	3.21	962	17,868	0	17,868	505.97	17,868	0.41
55	275	3.41	1,022	18,890	0	18,890	506.06	18,890	0.43

PROPOSED RETENTION BASIN A

MBI JOB # 175261

100 YEAR - 6 HOUR STORM EVENT

UNIT PERIOD	TIME (min)	FLOW IN (cfs)	VOLUME IN (cuft)	TOTAL IN BASIN (cuft)	PERC OUT (cuft)	TOTAL IN BASIN (cuft)	BASIN DEPTH (ft)	BALANCE IN BASIN (cuft)	BALANCE IN BASIN (acre-ft)
56	280	3.80	1,081	19,971	0	19,971	506.15	19,971	0.46
57	285	3.80	1,141	21,112	0	21,112	506.24	21,112	0.48
58	290	3.80	1,141	22,253	0	22,253	506.33	22,253	0.51
59	295	4.00	1,200	23,453	0	23,453	506.42	23,453	0.54
60	300	4.20	1,260	24,713	0	24,713	506.52	24,713	0.57
61	305	5.19	1,557	26,270	0	26,270	506.65	26,270	0.60
62	310	6.18	1,855	28,125	0	28,125	506.80	28,125	0.65
63	315	6.78	2,033	30,158	0	30,158	506.96	30,158	0.69
64	320	7.37	2,212	32,370	0	32,370	507.12	32,370	0.74
65	325	8.36	2,509	34,879	0	34,879	507.30	34,879	0.80
66	330	10.15	3,045	37,924	0	37,924	507.52	37,924	0.87
67	335	2.81	843	38,767	0	38,767	507.59	38,767	0.89
68	340	0.83	248	39,016	0	39,016	507.60	39,016	0.90
69	345	0.23	70	39,085	0	39,085	507.61	39,085	0.90
70	350	0.03	10	39,096	0	39,096	507.61	39,096	0.90
71	355	0.45	134	39,229	0	39,229	507.62	39,229	0.90
72	360	0.30	89	39,318	0	39,318	507.63	39,318	0.90



PROPOSED RETENTION BASIN A

MBI JOB # 175261

100 YEAR - 24 HOUR STORM EVENT

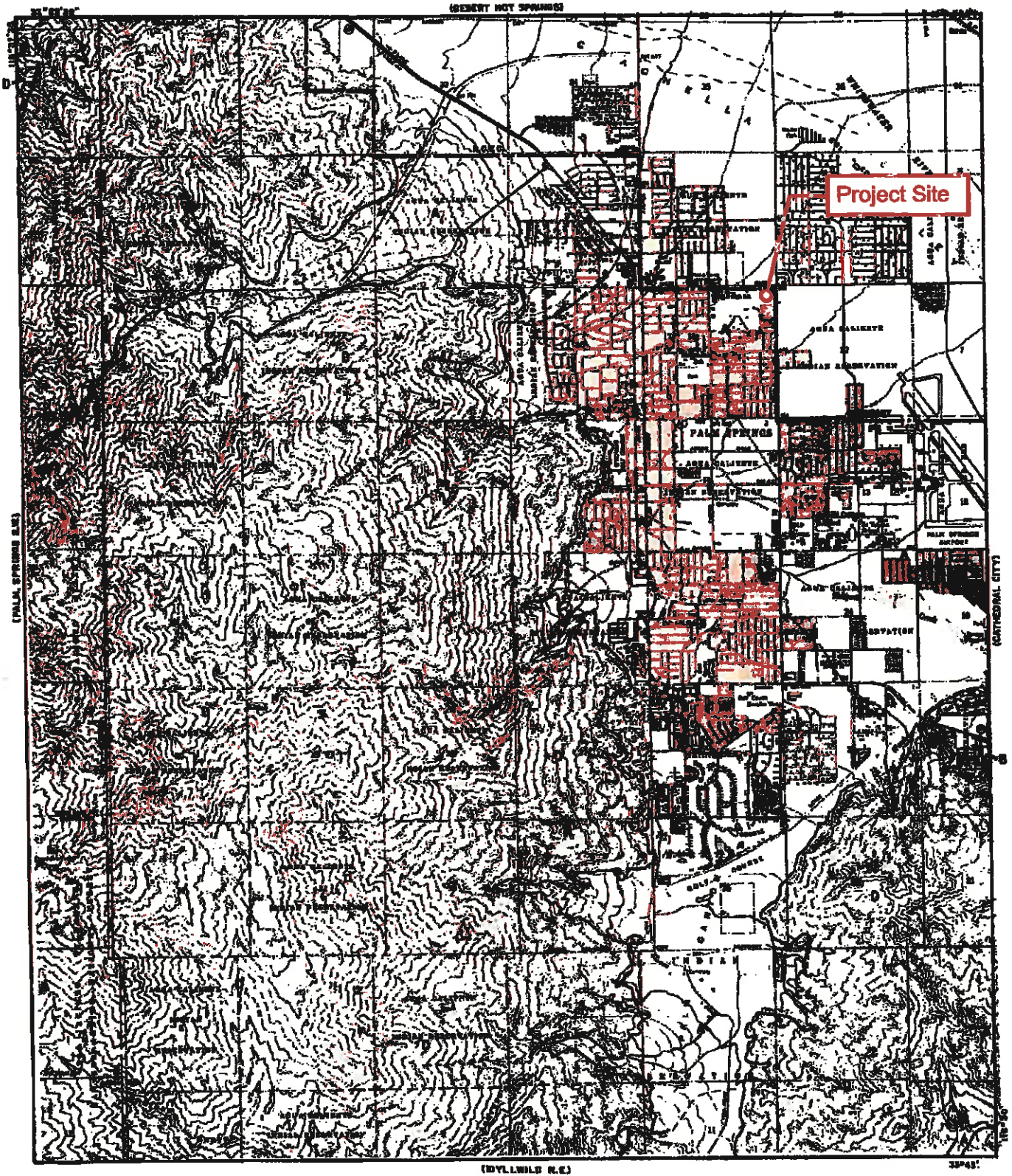
UNIT PERIOD	TIME (min)	FLOW IN (cfs)	VOLUME IN (cuft)	TOTAL IN BASIN (cuft)	PERC OUT (cuft)	TOTAL IN BASIN (cuft)	BASIN DEPTH (ft)	BALANCE IN BASIN (cuft) (acre-ft)	
1	15	0.18	144	144	0	144	502.05	144	0.00
2	30	0.24	216	360	0	360	502.13	360	0.01
3	45	0.24	216	576	0	576	502.21	576	0.01
4	60	0.32	288	865	0	865	502.31	865	0.02
5	75	0.24	216	1,081	0	1,081	502.39	1,081	0.02
6	90	0.24	216	1,297	0	1,297	502.47	1,297	0.03
7	105	0.24	216	1,513	0	1,513	502.54	1,513	0.03
8	120	0.32	288	1,801	0	1,801	502.65	1,801	0.04
9	135	0.32	288	2,089	0	2,089	502.75	2,089	0.05
10	150	0.32	288	2,377	0	2,377	502.86	2,377	0.05
11	165	0.40	360	2,738	0	2,738	502.99	2,738	0.08
12	180	0.40	360	3,098	0	3,098	503.10	3,098	0.07
13	195	0.40	360	3,458	0	3,458	503.20	3,458	0.08
14	210	0.40	360	3,818	0	3,818	503.31	3,818	0.09
15	225	0.40	360	4,179	0	4,179	503.42	4,179	0.10
16	240	0.48	432	4,611	0	4,611	503.55	4,611	0.11
17	255	0.48	432	5,043	0	5,043	503.67	5,043	0.12
18	270	0.56	504	5,547	0	5,547	503.82	5,547	0.13
19	285	0.56	504	6,052	0	6,052	503.97	6,052	0.14
20	300	0.64	576	6,628	0	6,628	504.12	6,628	0.15
21	315	0.48	432	7,060	0	7,060	504.24	7,060	0.16
22	330	0.56	504	7,565	0	7,565	504.36	7,565	0.17
23	345	0.64	576	8,141	0	8,141	504.51	8,141	0.18
24	360	0.64	576	8,717	0	8,717	504.66	8,717	0.20
25	375	0.72	648	9,366	0	9,366	504.82	9,366	0.22
26	390	0.72	648	10,014	0	10,014	504.99	10,014	0.23
27	405	0.80	720	10,735	0	10,735	505.08	10,735	0.25
28	420	0.80	720	11,455	0	11,455	505.17	11,455	0.26
29	435	0.80	720	12,175	0	12,175	505.26	12,175	0.28
30	450	0.01	5	12,180	0	12,180	505.26	12,180	0.28
31	465	0.13	115	12,295	0	12,295	505.28	12,295	0.28
32	480	0.25	226	12,521	0	12,521	505.31	12,521	0.29
33	495	0.48	432	12,954	0	12,954	505.36	12,954	0.30
34	510	0.50	446	13,400	0	13,400	505.41	13,400	0.31
35	525	0.62	557	13,957	0	13,957	505.48	13,957	0.32
36	540	0.74	667	14,623	0	14,623	505.57	14,623	0.34
37	555	0.97	873	15,496	0	15,496	505.67	15,496	0.38
38	570	1.09	983	16,479	0	16,479	505.80	16,479	0.38
39	585	1.21	1,092	17,571	0	17,571	505.93	17,571	0.40
40	600	1.34	1,202	18,772	0	18,772	506.05	18,772	0.43
41	615	0.60	542	19,314	0	19,314	506.09	19,314	0.44
42	630	0.62	555	19,869	0	19,869	506.14	19,869	0.46
43	645	1.17	1,049	20,917	0	20,917	506.22	20,917	0.48
44	660	1.18	1,061	21,978	0	21,978	506.31	21,978	0.50
45	675	1.09	978	22,956	0	22,956	506.38	22,956	0.53
46	690	1.10	990	23,947	0	23,947	506.46	23,947	0.55
47	705	0.90	810	24,757	0	24,757	506.53	24,757	0.57
48	720	1.02	919	25,676	0	25,676	506.60	25,676	0.59
49	735	1.78	1,804	27,280	0	27,280	506.73	27,280	0.63
50	750	1.90	1,712	28,992	0	28,992	506.87	28,992	0.67
51	765	2.13	1,917	30,909	0	30,909	507.02	30,909	0.71
52	780	2.25	2,025	32,934	0	32,934	507.16	32,934	0.76
53	795	2.80	2,517	35,451	0	35,451	507.35	35,451	0.81
54	810	2.81	2,528	37,979	0	37,979	507.53	37,979	0.87
55	825	1.65	1,482	39,461	0	39,461	507.64	39,461	0.91
56	840	1.86	1,493	40,954	0	40,954	507.74	40,954	0.94
57	855	2.10	1,889	42,842	0	42,842	507.88	42,842	0.98
58	870	2.00	1,803	44,645	0	44,645	508.01	44,645	1.02

PROPOSED RETENTION BASIN A  
 MBI JOB # 175281  
 100 YEAR - 24 HOUR STORM EVENT

UNIT PERIOD	TIME (min)	FLOW IN (cfs)	VOLUME IN (cuft)	TOTAL IN BASIN (cuft)	PERC OUT (cuft)	TOTAL IN BASIN (cuft)	BASIN DEPTH (ft)	BALANCE IN BASIN (cuft)	BALANCE IN BASIN (acre-ft)
59	885	2.02	1,814	46,459	0	46,459	508.13	46,459	1.07
60	900	1.92	1,728	48,187	0	48,187	508.25	48,187	1.11
61	915	1.82	1,642	49,830	0	49,830	508.35	49,830	1.14
62	930	1.73	1,556	51,388	0	51,388	508.46	51,388	1.18
63	945	1.31	1,182	52,568	0	52,568	508.54	52,568	1.21
64	960	1.32	1,191	53,759	0	53,759	508.62	53,759	1.23
65	975	0.32	288	54,047	0	54,047	508.63	54,047	1.24
66	990	0.32	288	54,335	0	54,335	508.65	54,335	1.25
67	1005	0.24	216	54,552	0	54,552	508.67	54,552	1.25
68	1020	0.24	216	54,768	0	54,768	508.68	54,768	1.26
69	1035	0.40	360	55,128	0	55,128	508.71	55,128	1.27
70	1050	0.40	360	55,488	0	55,488	508.73	55,488	1.27
71	1065	0.40	360	55,848	0	55,848	508.75	55,848	1.28
72	1080	0.32	288	56,137	0	56,137	508.77	56,137	1.29
73	1095	0.32	288	56,425	0	56,425	508.79	56,425	1.30
74	1110	0.32	288	56,713	0	56,713	508.81	56,713	1.30
75	1125	0.24	216	56,929	0	56,929	508.83	56,929	1.31
76	1140	0.16	144	57,073	0	57,073	508.84	57,073	1.31
77	1155	0.24	216	57,289	0	57,289	508.85	57,289	1.32
78	1170	0.32	288	57,577	0	57,577	508.87	57,577	1.32
79	1185	0.24	216	57,794	0	57,794	508.88	57,794	1.33
80	1200	0.16	144	57,938	0	57,938	508.89	57,938	1.33
81	1215	0.24	216	58,154	0	58,154	508.91	58,154	1.34
82	1230	0.24	216	58,370	0	58,370	508.92	58,370	1.34
83	1245	0.24	216	58,586	0	58,586	508.94	58,586	1.34
84	1260	0.16	144	58,730	0	58,730	508.95	58,730	1.35
85	1275	0.24	216	58,946	0	58,946	508.96	58,946	1.35
86	1290	0.16	144	59,090	0	59,090	508.97	59,090	1.36
87	1305	0.24	216	59,307	0	59,307	508.98	59,307	1.36
88	1320	0.16	144	59,451	0	59,451	508.99	59,451	1.36
89	1335	0.24	216	59,667	0	59,667	509.01	59,667	1.37
90	1350	0.16	144	59,811	0	59,811	509.02	59,811	1.37
91	1365	0.16	144	59,955	0	59,955	509.02	59,955	1.38
92	1380	0.16	144	60,099	0	60,099	509.03	60,099	1.38
93	1395	0.16	144	60,243	0	60,243	509.04	60,243	1.38
94	1410	0.16	144	60,387	0	60,387	509.05	60,387	1.39
95	1425	0.16	144	60,531	0	60,531	509.06	60,531	1.39
96	1440	0.16	144	60,675	0	60,675	509.07	60,675	1.39

# **APPENDIX A**

## **RCFCD & WCD Plate C1.35 D-5.6 NOAA Precipitation Data**



**LEGEND**

— SOILS GROUP BOUNDARY  
 A SOILS GROUP DESIGNATION

**RCFC & WCD**  
 HYDROLOGY MANUAL

0 FEET 5000

**HYDROLOGIC SOILS GROUP MAP  
 FOR  
 PALM SPRINGS**



ACTUAL IMPERVIOUS COVER

Land Use (1)	Range-Percent	Recommended Value For Average Conditions-Percent(2)
Natural or Agriculture	0 - 10	0
Single Family Residential: (3)		
40,000 S. F. (1 Acre) Lots	10 - 25	20
20,000 S. F. (½ Acre) Lots	30 - 45	40
7,200 - 10,000 S. F. Lots	45 - 55	50
Multiple Family Residential:		
Condominiums	45 - 70	65
Apartments	65 - 90	80
Mobile Home Park	60 - 85	75
Commercial, Downtown Business or Industrial	80 -100	90

**Notes:**

1. Land use should be based on ultimate development of the watershed. Long range master plans for the County and incorporated cities should be reviewed to insure reasonable land use assumptions.
2. Recommended values are based on average conditions which may not apply to a particular study area. The percentage impervious may vary greatly even on comparable sized lots due to differences in dwelling size, improvements, etc. Landscape practices should also be considered as it is common in some areas to use ornamental gravels underlain by impervious plastic materials in place of lawns and shrubs. A field investigation of a study area should always be made, and a review of aerial photos, where available may assist in estimating the percentage of impervious cover in developed areas.
3. For typical horse ranch subdivisions increase impervious area 5 percent over the values recommended in the table above.

**RCFC & WCD**  
HYDROLOGY MANUAL

**IMPERVIOUS COVER  
FOR  
DEVELOPED AREAS**



NOAA Atlas 14, Volume 8, Version 2  
 Location name: Palm Springs, California, USA\*  
 Latitude: 33.8429°, Longitude: -116.5293°  
 Elevation: 507.87 ft\*\*  
 \* source: ESRI Maps  
 \*\* source: USGS



**POINT PRECIPITATION FREQUENCY ESTIMATES**

Sanja Perica, Sarah Dietz, Sarah Helm, Lillian Hiner, Kazungu Maitirira, Deborah Martin, Sandra Pavlovic, Ishtani Roy, Carl Trygubek, Dale Urruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchon

NOAA, National Weather Service, Silver Spring, Maryland

[PF tabular](#) | [PF graphical](#) | [Maps & aeriels](#)

**PF tabular**

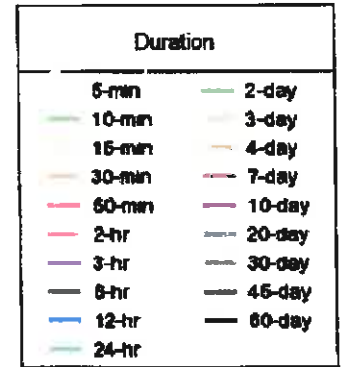
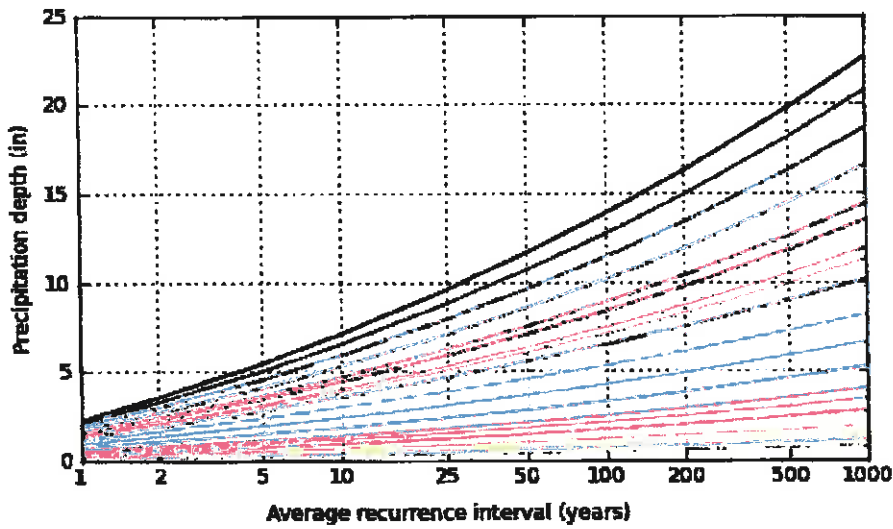
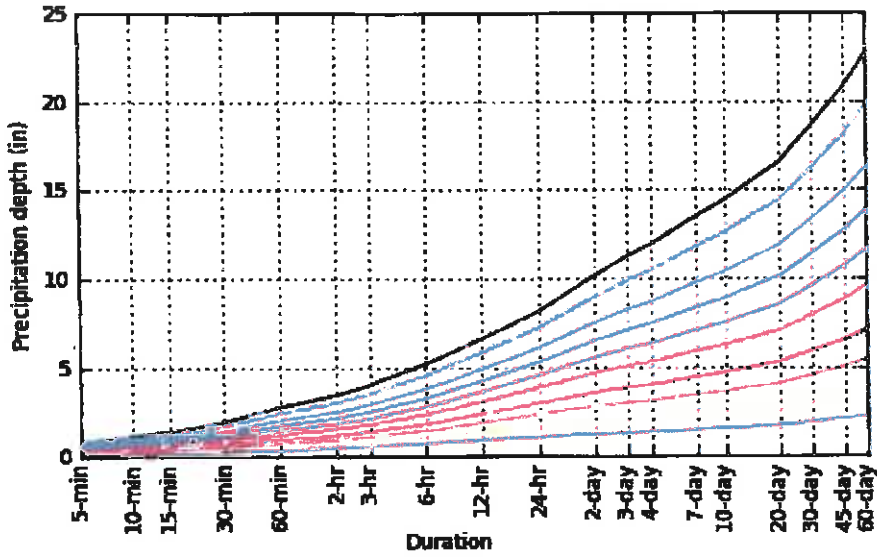
PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches) <sup>1</sup>										
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	0.090 (0.075-0.109)	0.135 (0.112-0.164)	0.198 (0.166-0.242)	0.255 (0.210-0.313)	0.337 (0.268-0.428)	0.404 (0.315-0.525)	0.478 (0.363-0.636)	0.559 (0.412-0.765)	0.677 (0.478-0.967)	0.777 (0.530-1.15)
10-min	0.128 (0.107-0.158)	0.194 (0.161-0.235)	0.285 (0.237-0.347)	0.365 (0.301-0.449)	0.483 (0.384-0.613)	0.580 (0.451-0.752)	0.685 (0.520-0.912)	0.801 (0.591-1.10)	0.870 (0.686-1.39)	1.11 (0.760-1.65)
15-min	0.155 (0.129-0.188)	0.234 (0.195-0.284)	0.345 (0.286-0.420)	0.442 (0.364-0.542)	0.584 (0.484-0.741)	0.701 (0.546-0.910)	0.829 (0.629-1.10)	0.968 (0.715-1.33)	1.17 (0.830-1.68)	1.35 (0.919-1.96)
30-min	0.221 (0.184-0.268)	0.333 (0.277-0.404)	0.491 (0.407-0.597)	0.628 (0.517-0.771)	0.830 (0.660-1.05)	0.997 (0.776-1.29)	1.18 (0.894-1.57)	1.38 (1.02-1.89)	1.67 (1.18-2.38)	1.91 (1.31-2.83)
60-min	0.318 (0.265-0.386)	0.480 (0.399-0.583)	0.708 (0.587-0.862)	0.906 (0.745-1.11)	1.20 (0.952-1.52)	1.44 (1.12-1.87)	1.70 (1.29-2.26)	1.99 (1.47-2.72)	2.41 (1.70-3.44)	2.76 (1.89-4.08)
2-hr	0.441 (0.368-0.535)	0.633 (0.527-0.769)	0.907 (0.762-1.10)	1.15 (0.944-1.41)	1.50 (1.19-1.91)	1.80 (1.40-2.33)	2.12 (1.61-2.82)	2.47 (1.82-3.38)	2.99 (2.11-4.27)	3.42 (2.34-5.06)
3-hr	0.533 (0.444-0.646)	0.755 (0.628-0.917)	1.07 (0.889-1.30)	1.35 (1.11-1.66)	1.76 (1.40-2.23)	2.10 (1.63-2.72)	2.47 (1.88-3.29)	2.88 (2.13-3.94)	3.48 (2.48-4.97)	3.98 (2.72-5.89)
6-hr	0.718 (0.598-0.870)	1.01 (0.843-1.23)	1.43 (1.19-1.74)	1.80 (1.48-2.21)	2.33 (1.86-2.96)	2.78 (2.16-3.61)	3.25 (2.48-4.34)	3.79 (2.80-5.19)	4.57 (3.23-6.52)	5.21 (3.58-7.71)
12-hr	0.896 (0.746-1.09)	1.30 (1.08-1.58)	1.87 (1.55-2.27)	2.35 (1.93-2.88)	3.05 (2.42-3.87)	3.62 (2.81-4.69)	4.22 (3.21-5.62)	4.88 (3.60-6.68)	5.82 (4.12-8.31)	6.59 (4.50-9.75)
24-hr	1.05 (0.933-1.21)	1.59 (1.40-1.83)	2.32 (2.05-2.68)	2.94 (2.57-3.43)	3.82 (3.24-4.60)	4.53 (3.76-5.56)	5.27 (4.28-6.64)	6.07 (4.79-7.85)	7.21 (5.46-9.70)	8.13 (5.98-11.3)
2-day	1.22 (1.08-1.40)	1.87 (1.66-2.16)	2.78 (2.45-3.21)	3.55 (3.10-4.14)	4.65 (3.94-5.60)	5.54 (4.60-6.81)	6.48 (5.28-8.16)	7.50 (6.02-9.70)	8.95 (6.79-12.1)	10.1 (7.43-14.1)
3-day	1.29 (1.14-1.48)	1.99 (1.76-2.30)	2.98 (2.63-3.45)	3.83 (3.35-4.46)	5.04 (4.27-6.07)	6.03 (5.01-7.42)	7.09 (5.75-8.93)	8.24 (6.50-10.7)	9.89 (7.50-13.3)	11.2 (8.25-15.7)
4-day	1.33 (1.17-1.53)	2.06 (1.82-2.38)	3.09 (2.73-3.58)	3.98 (3.48-4.64)	5.27 (4.46-6.34)	6.32 (5.24-7.76)	7.44 (6.04-9.37)	8.67 (6.84-11.2)	10.4 (7.91-14.0)	11.9 (8.72-16.6)
7-day	1.48 (1.29-1.68)	2.27 (2.01-2.62)	3.42 (3.02-3.96)	4.42 (3.87-5.15)	5.87 (4.97-7.07)	7.06 (5.86-8.68)	8.35 (6.77-10.5)	9.75 (7.69-12.6)	11.8 (8.93-15.9)	13.5 (9.87-18.7)
10-day	1.54 (1.36-1.77)	2.39 (2.11-2.76)	3.61 (3.18-4.17)	4.66 (4.08-5.44)	6.21 (5.26-7.48)	7.49 (6.22-9.20)	8.87 (7.19-11.2)	10.4 (8.19-13.4)	12.6 (9.53-16.9)	14.4 (10.8-20.0)
20-day	1.70 (1.51-1.96)	2.67 (2.36-3.08)	4.05 (3.57-4.69)	5.28 (4.60-6.14)	7.04 (5.97-8.48)	8.52 (7.08-10.5)	10.1 (8.21-12.7)	11.9 (9.37-15.4)	14.4 (10.9-19.4)	16.5 (12.1-23.0)
30-day	1.89 (1.67-2.18)	2.97 (2.63-3.43)	4.52 (3.99-5.23)	5.89 (5.15-6.87)	7.91 (6.70-9.52)	9.59 (7.95-11.8)	11.4 (9.23-14.3)	13.4 (10.8-17.3)	16.2 (12.3-21.9)	18.6 (13.7-25.9)
45-day	2.08 (1.84-2.39)	3.27 (2.89-3.78)	5.00 (4.41-5.78)	6.52 (5.70-7.60)	8.78 (7.44-10.6)	10.7 (8.85-13.1)	12.7 (10.3-16.0)	14.9 (11.8-19.3)	18.1 (13.7-24.4)	20.8 (15.2-28.9)
60-day	2.26 (1.99-2.59)	3.55 (3.13-4.09)	5.43 (4.79-6.28)	7.09 (6.20-8.27)	9.56 (8.10-11.5)	11.6 (9.64-14.3)	13.8 (11.2-17.4)	16.3 (12.8-21.0)	19.8 (15.0-26.8)	22.6 (16.8-31.5)

<sup>1</sup> Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS). Numbers in parentheses are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values. Please refer to NOAA Atlas 14 document for more information.

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**PF graphical**

**PDS-based depth-duration-frequency (DDF) curves**  
 Latitude: 33.8429°, Longitude: -116.5293°



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**Maps & aeriels**

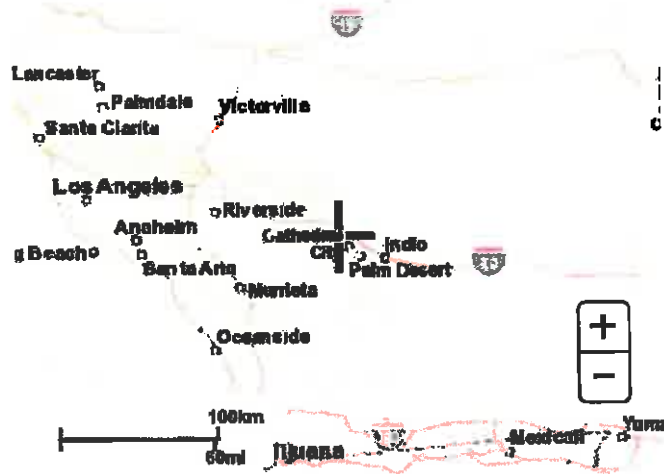
Small scale terrain



Large scale terrain



Large scale map



Large scale aerial





[Back to Top](#)

[US Department of Commerce](#)  
[National Oceanic and Atmospheric Administration](#)  
[National Weather Service](#)  
[National Water Center](#)  
1325 East West Highway  
Silver Spring, MD 20910  
Questions?: [HDSC.Questions@noaa.gov](mailto:HDSC.Questions@noaa.gov)

[Disclaimer](#)

**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

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

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

The City of Palm Springs may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact City of Palm Springs Planner Mr. Glenn Miaker at (760) 323-8245.

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

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

**DATE OF HEARING:** August 13, 2020

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

Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference only. Information on how to participate in the hearing will be available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org)

**CASE DESCRIPTION:**

ZAP1086PS20 – Desert Aids Project (Representative: Terra Nova Planning & Research) –  
Related Case: City of Palm Springs Case Nos. 5.0934 (PD 281 Amendment, General Plan Amendment), 3.1047 (Major Architectural). The applicant proposes to expand the existing Desert AIDS Project Campus by constructing a new 18,500 square foot medical 'Pavillon' building which includes a lobby, information desk, registration, nurse station, medical administration rooms, conference meeting rooms, consultation offices, and café on 3.89 acres, a 61 unit affordable housing apartment complex on 1.14 acres, and a 17,700 square foot dog park-infiltration basin on 3.09 acres, for a total of 8.12 acres (of a larger existing 13.02 acre site) located on the southwest corner of Vista Chino and Sunrise Way. The applicant also proposes amending the General Plan land use designation of the site from Medium Density Residential and Public/Quasi Public to Mixed Use/Multi-Use. The applicant also proposes to amend the Planned Development District 281, by expanding the project boundary to include all aspects of the project and to allow implementation of the Mixed Use land use designation (Airport Compatibility Zones C and E of the Palm Springs International Airport Influence Area).



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP 1086 PS 20      DATE SUBMITTED: JUNE 2, 2020

PS  
C/E

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

<b>Applicant</b>	Ms. Sandra Bresson, Mr. David Brinkman	Phone Number	760-323-2118
<b>Mailing Address</b>	Desert AIDS Project 1695 North Sunrise Way Palm Springs, CA 92262	Email	sbresson@desertaidproject.org
<b>Representative</b>	Nicole Sauviat Criste	Phone Number	760-341-4800
<b>Mailing Address</b>	Terra Nova Planning & Research 42635 Melanie Place, Suite 101 Palm Desert, CA 92211	Email	ncriste@terranovaplanning.com
<b>Property Owner</b>	Desert AIDS Project	Phone Number	760-323-2118
<b>Mailing Address</b>	1695 North Sunrise Way Palm Springs, CA 92262	Email	sbresson@desertaidproject.org

### LOCAL JURISDICTION AGENCY

<b>Local Agency Name</b>	City of Palm Springs	Phone Number	760-323-8245
<b>Staff Contact</b>	Glenn Mlaker	Email	Glenn.Mlaker@palmsspringsca.gov
<b>Mailing Address</b>	3200 East Tahquitz Canyon Wa Palm Springs, CA 92262	Case Type	<input checked="" type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input checked="" type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other
<b>Local Agency Project No</b>	Case No. 5.0934 <span style="color: blue; font-weight: bold;">FD 281 GFA, Attachment 3.1043 MAS</span>		

### PROJECT LOCATION

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

<b>Street Address</b>	1695 North Sunrise Way Palm Springs, CA 92262	<b>Gross Parcel Size</b>	13.2 acres
<b>Assessor's Parcel No.</b>	507-100-026, -041, -042, -044, -045	<b>Nearest Airport and distance from Airport</b>	PSP, 3200 ft from end of runway
<b>Subdivision Name</b>	N/A		
<b>Lot Number</b>	N/A		

### PROJECT DESCRIPTION

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

<b>Existing Land Use (describe)</b>	The Desert AIDS Project campus currently consists of 44,000± square feet of medical clinic and office space, an 80 unit affordable housing project (Vista Sunrise Apartments) and an 8,000 square foot office building. A vacant 1.7 acre parcel occurs between the medical clinic and office building.
-------------------------------------	---

<b>Proposed Land Use (describe)</b>	The proposed project includes a General Plan Amendment to Mixed Use/Multi-Use, an amendment to the existing Planned Development District #281, and a Major Architectural Review. The project will include the addition of an 18,500 square foot pavilion in the center of, and linking the existing medical clinic and offices, and 61 units of special needs housing on the vacant 1.7 acre parcel.		
<b>For Residential Uses</b>	<b>Number of Parcels or Units on Site (exclude secondary units)</b>	1 parcel, 61 units	
<b>For Other Land Uses (See Appendix C)</b>	<b>Hours of Operation</b>		
	<b>Number of People on Site</b>	<b>Maximum Number</b>	630
	<b>Method of Calculation</b>	See Table 1, attached.	
<b>Height Data</b>	<b>Site Elevation (above mean sea level)</b>	Medical: 512', Apartments: 510' ft.	
	<b>Height of buildings or structures (from the ground)</b>	Medical: 18', Apartments: 33' ft.	
<b>Flight Hazards</b>	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, describe _____ _____ _____		

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



**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.1

**HEARING DATE:** September 10, 2020

**CASE NUMBER:** ZAP1088PS20 – Destination Ramon, LLC (Representative: Rothbart Development Corp.)

**APPROVING JURISDICTION:** City of Palm Springs

**JURISDICTION CASE NO:** 3.4179MAJ (Major Architectural), 5.1413CUP (Conditional Use Permit), 5.1513 (Tentative Parcel Map No. 30745)

**LAND USE PLAN:** 2005 Palm Springs International Airport Land Use Compatibility Plan

Airport Influence Area: Palm Springs International Airport

Land Use Policy: Compatibility Zone C

Noise Levels: Between 60-65 CNEL from aircraft noise

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the Commission find the Major Architectural, Conditional Use Permit, and Tentative Parcel Map CONSISTENT, subject to the conditions included herein.

**PROJECT DESCRIPTION:** The applicant proposes to demolish an existing Office Depot building located at 5601 E. Ramon Road, and construct a 3,198 square foot Raising Cane’s restaurant building with drive-thru, and a 2,200 square foot Starbucks restaurant building with drive-thru on a 2.31 acre parcel. The applicant also proposes to divide the site into two commercial parcels.

**PROJECT LOCATION:** The site is located on the southeast corner of Ramon Road and San Luis Rey Drive, within the City of Palm Springs, approximately 2,780 feet southeasterly of the southerly end of Runway 13L-31R at Palm Springs International Airport.

**BACKGROUND:**

Non-Residential Average Intensity: Pursuant to the Airport Land Use Compatibility Plan for Palm Springs International Airport, the site is located within Compatibility Zone C. Non-residential

intensity in Compatibility Zone C is restricted to an average intensity of 80 people per acre through Palm Springs International Airport Compatibility Plan Additional Policy 2.4.b.1.

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

- Office area – 1 person per 200 square feet,
- Retail area – 1 person per 60 square feet,
- Storage area – 1 person per 300 square feet,
- Restaurant dining area – 1 person per 15 square feet, and
- Restaurant kitchen area – 1 person per 200 square feet.

The project proposes to construct a 3,198 square foot Raising Cane’s restaurant building with drive-thru and a 2,200 square foot Starbucks restaurant building with drive-thru on a 2.31 acre parcel, which would accommodate 165 people resulting in an average intensity of 71 people per acre, which is consistent with the Zone C criterion of 80.

The applicant proposes to divide the site’s 2.31 acres into two parcels (one for each building) and therefore the average intensity on a lot-by-lot basis (based on the applicant’s proposed lot lines as indicated on the parcel map and site plan) has to be considered:

- Parcel A (Raising Cane) located on 1.37 acres proposes 490 square feet of indoor dining area, 291 square feet of outdoor dining area, 1,225 square feet of kitchen area, 373 square feet of storage area, 42 square feet of office area, and 24 vehicle stack drive-thru, accommodating 96 people, resulting in an average intensity of 70 people per acre.
- Parcel B (Starbucks) located on 0.94 acres proposes 606 square feet of indoor dining area, 186 square feet of outdoor dining area, 86 square feet of retail area, 450 square feet of kitchen area, 382 square feet of storage area, 42 square feet of office area, and 8 vehicle stack drive-thru, accommodating 69 people, resulting in an average intensity of 73 people per acre.

Both lots are consistent with the Zone C average intensity criterion of 80 people per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle in the absence of more precise data). Based on the number of parking spaces provided of 75, the total occupancy would be 113 people for an average intensity of 49 persons per acre, which would also be consistent with the Zone C average intensity criterion of 80 people per acre.

Non-Residential Single-Acre Intensity: As previously noted, the proposed building is located within Compatibility Zone C, which restricts non-residential intensity to 160 people in any given single acre

through Palm Springs International Airport Compatibility Plan Additional Policy 2.4.b.1.

Based on the site plan provided, each building would be within its own single-acre area. Parcel A Raising Cane includes 490 square feet of indoor dining area, 291 square feet of outdoor dining area, 1,225 square feet of kitchen area, 373 square feet of storage area, 42 square feet of office area, and 24 vehicle stack drive-thru, accommodating 96 people. Parcel B Starbucks includes 606 square feet of indoor dining area, 186 square feet of outdoor dining area, 86 square feet of retail area, 450 square feet of kitchen area, 382 square feet of storage area, 42 square feet of office area, and 8 vehicle stack drive-thru, accommodating 69 people. Both single acre occupancies are consistent with Zone C single acre criterion of 160 people.

Prohibited and Discouraged Uses: The applicant does not propose any new use specifically prohibited or discouraged in Compatibility Zone C of the Palm Springs International Airport Influence Area.

Noise: The Palm Springs Airport Land Use Compatibility Plan depicts the site as being in an area between 60-65 CNEL from aircraft. Commercial retail uses are identified as marginally acceptable within this range; however, staff is recommending a condition to incorporate noise attenuation measures into the design of the proposed buildings to such extent as may be required to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

Part 77: The elevation of Runway 13L-31R at its southerly terminus is 395.5 feet above mean sea level (AMSL). At a distance of approximately 2,780 feet from the runway to the project, Federal Aviation Administration (FAA) review would be required for any structures with a top point elevation exceeding 423 feet AMSL. The site's elevation is 370 feet AMSL and the proposed structure height is 21 feet, for a top point elevation of 391 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service for height/elevation reasons is not required.

Open Area: Compatibility Zone C requires 20% of the land area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas. The proposed project is 2.31 acres in area, and therefore open area is not required.

**CONDITIONS:**

1. Any new outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/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, nursing homes, and highly noise-sensitive outdoor nonresidential uses, and hazards to flight.
3. The attached notice shall be given to all prospective purchasers and/or tenants of the property, and shall be recorded as a deed notice.
  4. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

5. This project has been evaluated as consisting of Raising Cane restaurant building including 490 square feet of indoor dining area, 291 square feet of outdoor dining area, 1,225 square feet of kitchen area, 373 square feet of storage area, 42 square feet of office area, and 24 vehicle stack drive-thru, and Starbucks restaurant building including 606 square feet of indoor dining area, 186 square feet of outdoor dining area, 86 square feet of retail area, 450 square feet of kitchen area, 382 square feet of storage area, 42 square feet of office area, and 8 vehicle stack drive-thru. Any increase in building area, change in use to any use, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria.
6. Noise attenuation measures shall be incorporated into the design of the buildings, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
7. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and Palm Springs International Airport Manager. In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by Palm Springs International Airport Manager.



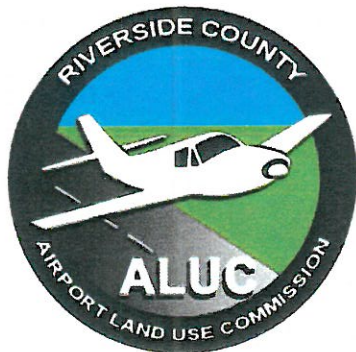
# NOTICE OF AIRPORT IN VICINITY

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

# NOTICE

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

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

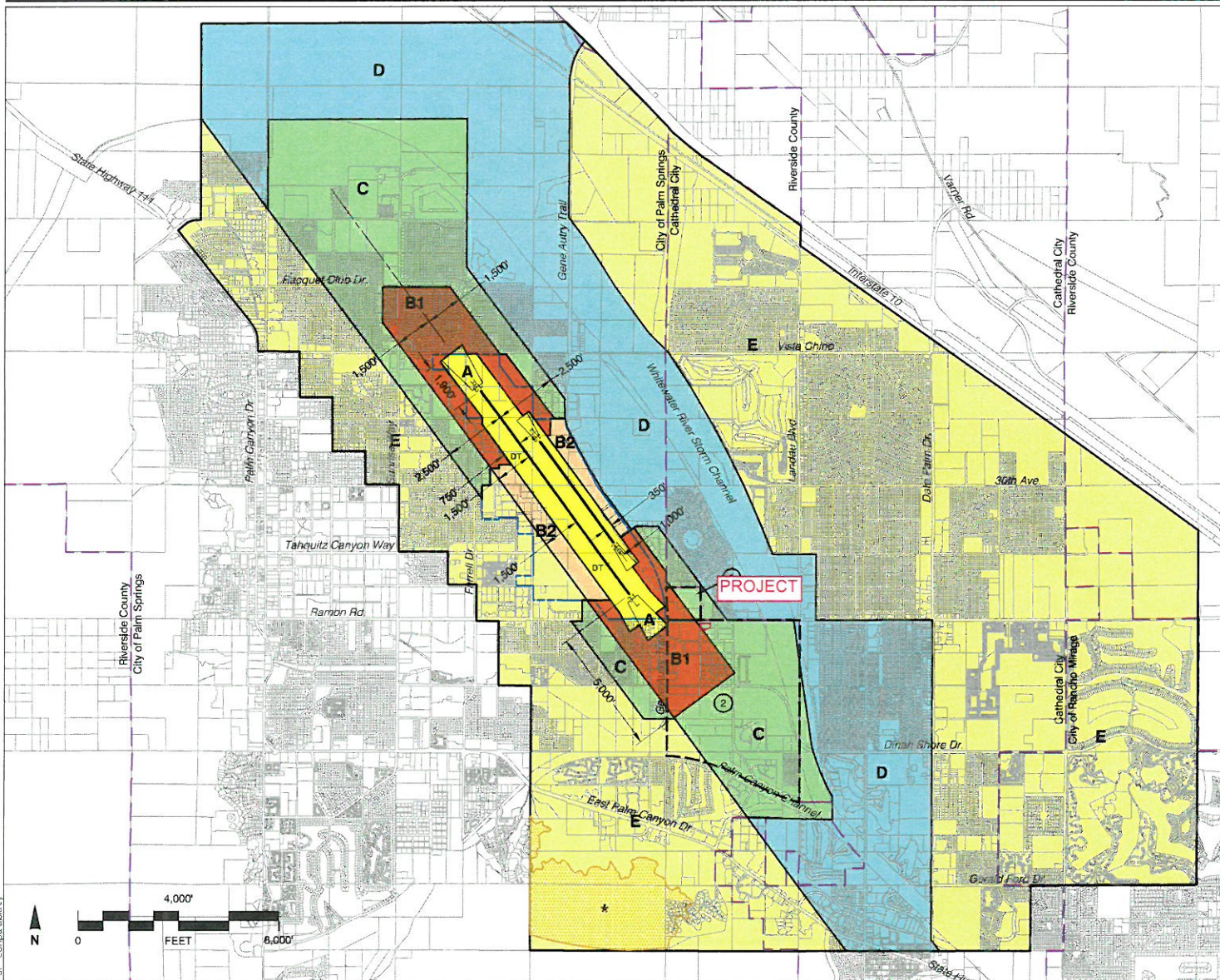


IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: \_\_\_\_\_

Phone: \_\_\_\_\_





**Legend**

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

**Boundary Lines**

- Airport Property Line
- City Limits

**Notes**

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

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

Ⓢ See Policy PS.2.1.

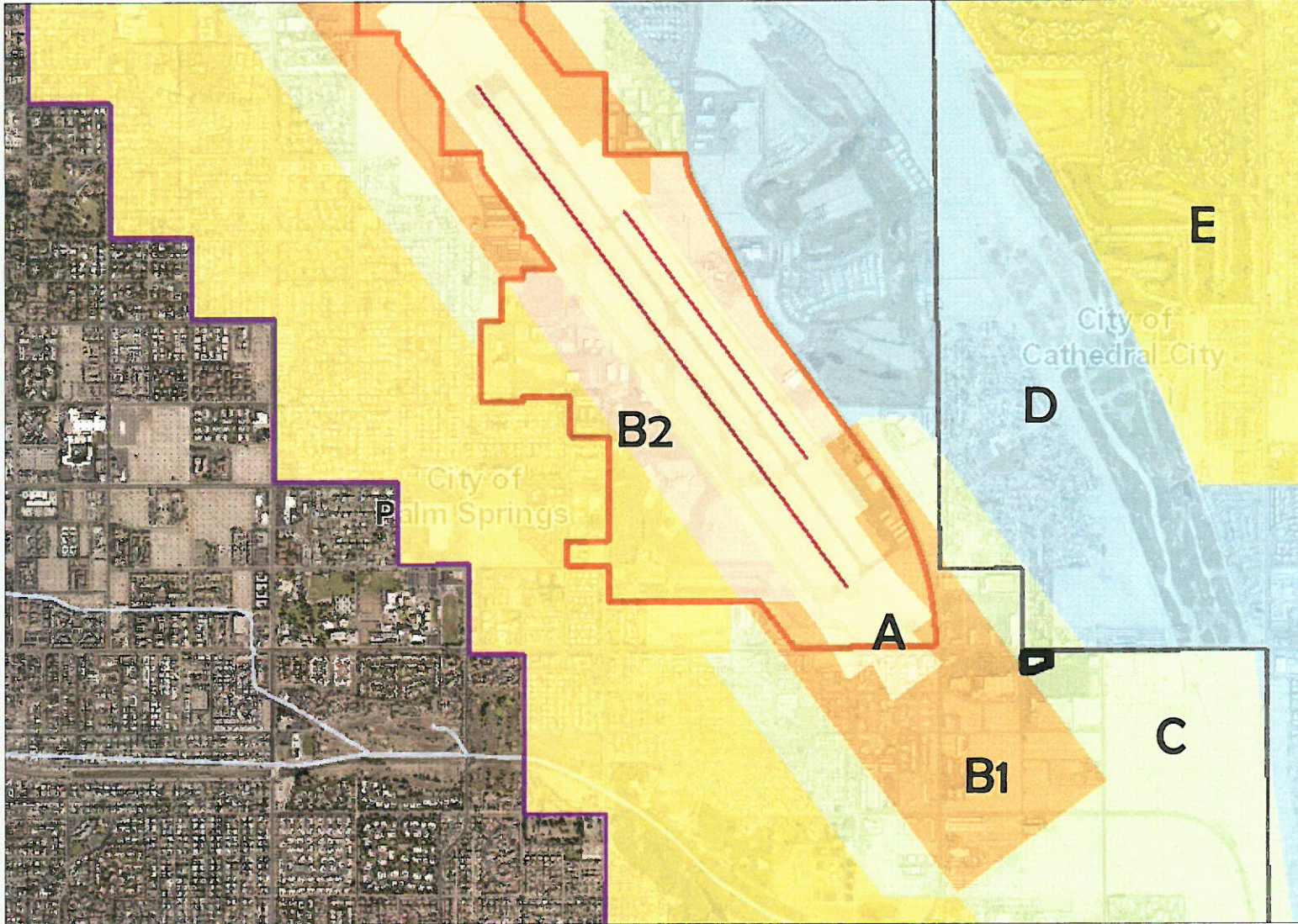
Riverside County  
 Airport Land Use Commission  
**Riverside County**  
**Airport Land Use Compatibility Plan**  
**Policy Document**  
 (Adopted March 2005)

Map PS-1

**Compatibility Map**  
 Palm Springs International Airport



# Map My County Map



**Legend**

- Runways
- Airports
- Airport Influence Areas

**Airport Compatibility Zones**

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



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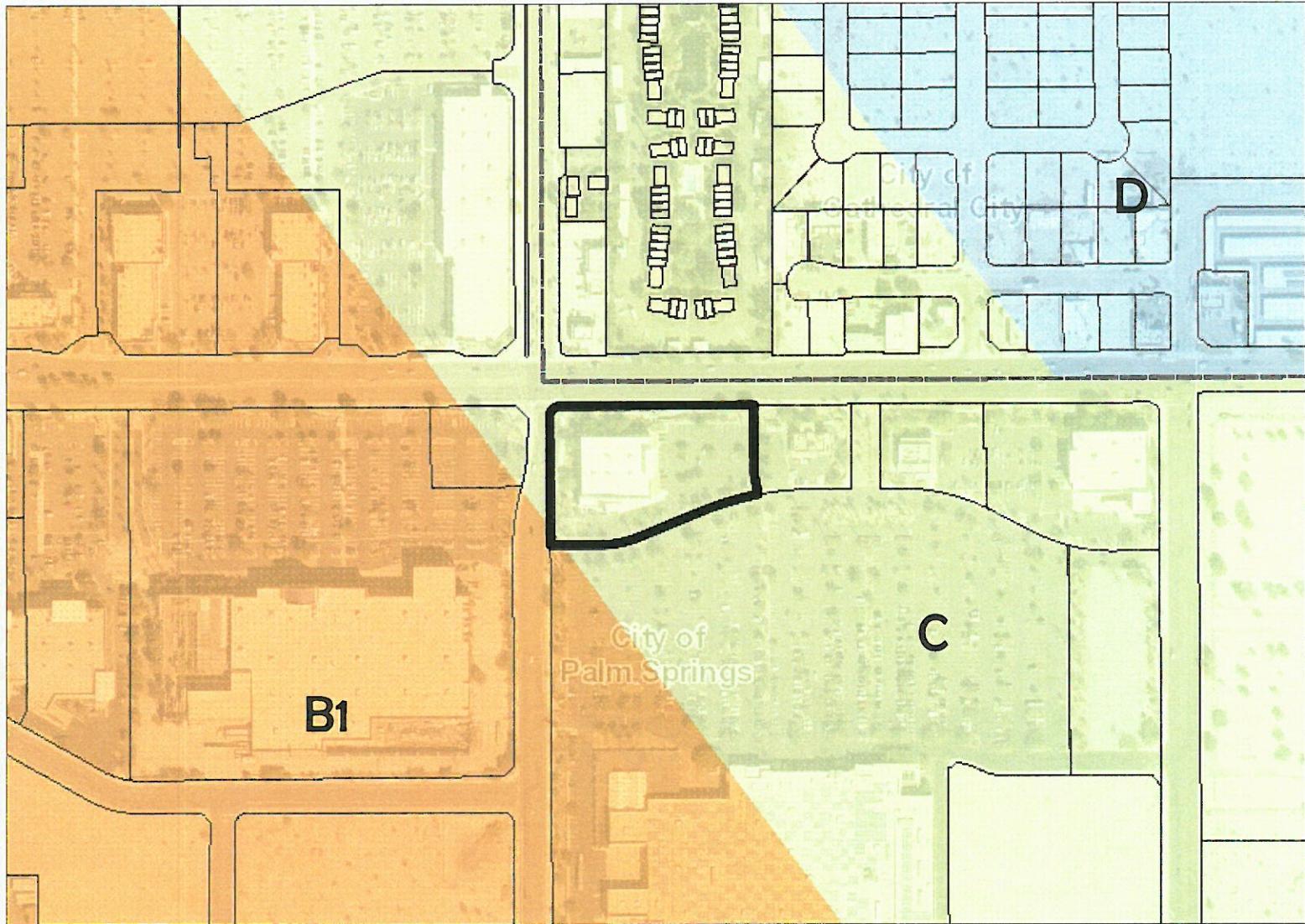
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**Notes**



# Map My County Map



## Legend

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



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## Notes

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# Map My County Map



## Legend

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



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## Notes

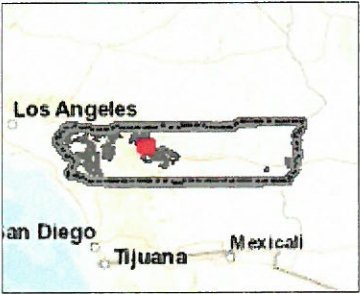
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# Map My County Map



### Legend

- Blue line symbol: Blueline Streams
- Grid pattern symbol: City Areas
- World Street Map symbol: World Street Map



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### Notes

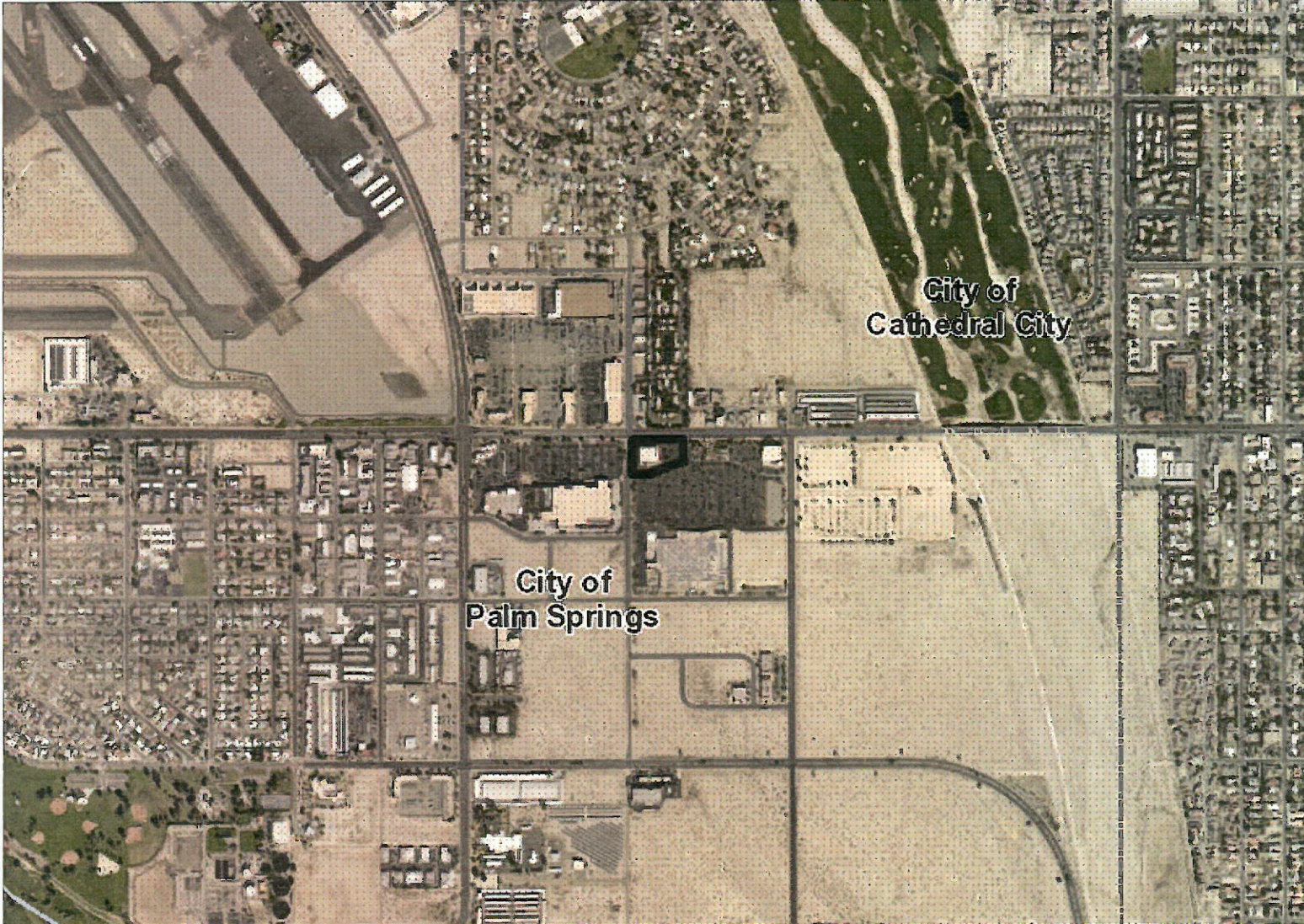


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# Map My County Map



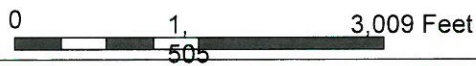
### Legend

- Blueline Streams
- City Areas
- World Street Map

### Notes



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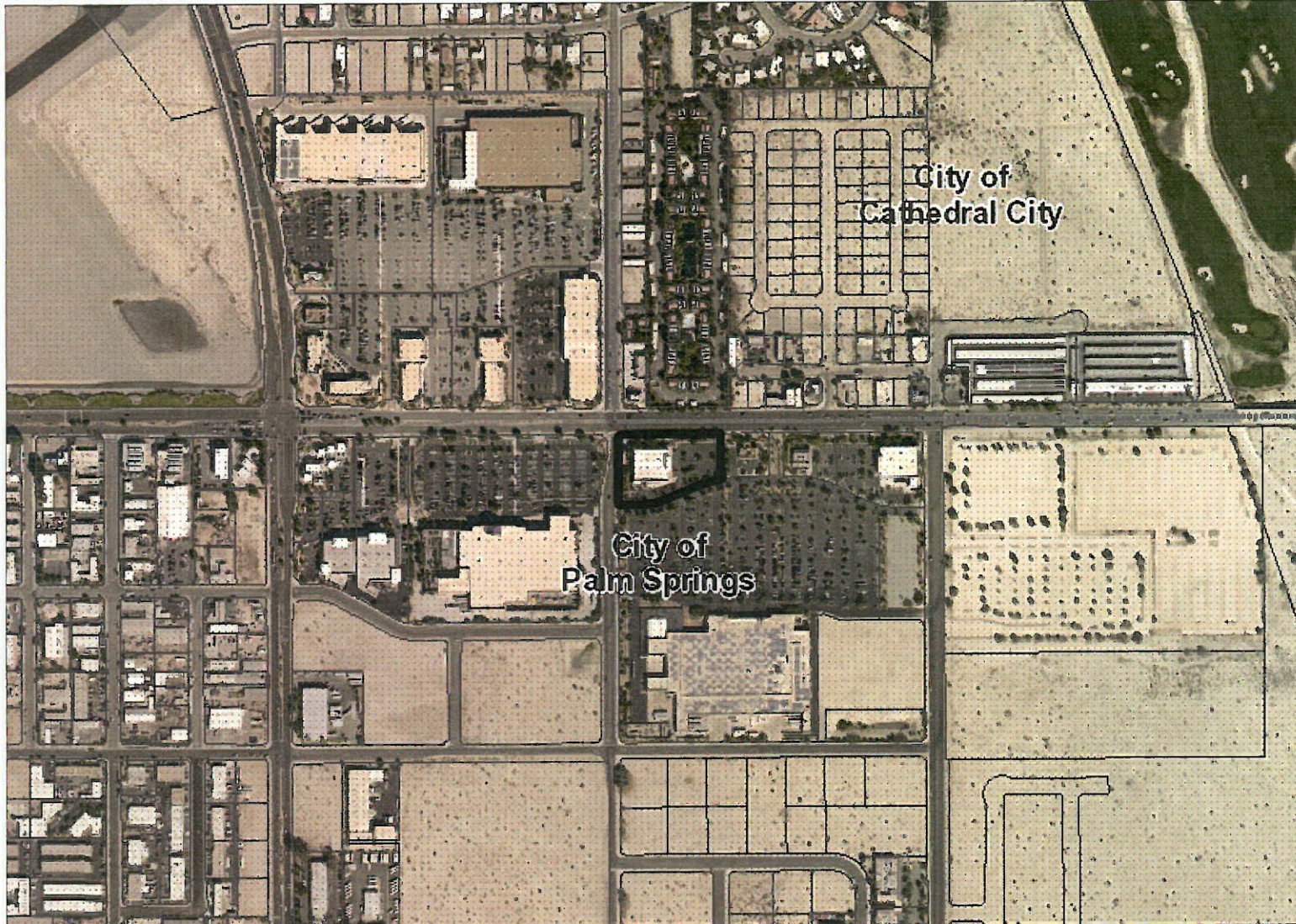


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# Map My County Map



## Legend

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



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## Notes

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# TITLE REPORT EXCEPTIONS

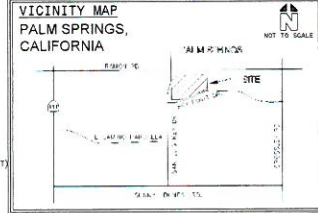
- A PERPETUAL AIR OR FLIGHT EASEMENT, SOMETIMES REFERRED TO AS AVIATION RIGHTS IN AND TO THE AIR SPACE ABOVE THOSE PORTIONS OF PARTICULAR PLANES OR IMAGINARY SURFACES THAT OVERLIE SAID LAND AND OTHER LAND, AS PROVIDED IN AN INSTRUMENT RECORDED DECEMBER 10, 1974 AS INSTRUMENT 159011 OF OFFICIAL RECORDS, BLANKET IN NATURE, NOT PLOTTED HEREON.
- THE FACT THAT SAID LAND IS INCLUDED WITHIN A PROJECT AREA OF THE CITY OF PALM SPRINGS REDEVELOPMENT PROJECT AND THAT PROCEEDINGS FOR THE REDEVELOPMENT OF SAID PROJECT HAVE BEEN INSTITUTED UNDER THE REDEVELOPMENT LAW (SUCH REDEVELOPMENT TO PROCEED ONLY AFTER THE ADOPTION OF THE REDEVELOPMENT PLAN) AS DISCLOSED BY A DOCUMENT RECORDED DECEMBER 1, 1983 AS INSTRUMENT NO. 244707 OF OFFICIAL RECORDS, BLANKET IN NATURE, NOT PLOTTED HEREON.
- AN EASEMENT FOR STREET RIGHT OF WAY AND PUBLIC UTILITY RIGHTS INCIDENTAL THERETO IN FAVOR OF THE CITY OF PALM SPRINGS AS SET FORTH IN A DOCUMENT RECORDED MARCH 25, 1984 AS INSTRUMENT NO. 3844 OF OFFICIAL RECORDS, PORTIONS OF WHICH WERE ABANDONED ON PARCEL MAP 30745, RECORDED HEREON.
- AN EASEMENT FOR RIGHT-OF-WAY FOR PUBLIC ROAD AND BUS TURN-OUT, STREET, SEWER, AND PUBLIC UTILITIES EASEMENT AND RIGHTS INCIDENTAL THERETO IN FAVOR OF THE CITY OF PALM SPRINGS AS SET FORTH IN A DOCUMENT RECORDED SEPTEMBER 24, 2004 AS INSTRUMENT NO. 04-760876 OF OFFICIAL RECORDS, PLOTTED HEREON.
- MATTERS CONTAINED IN AN INSTRUMENT ENTITLED "GRANT OF RIGHT-OF-WAY DATED SEPTEMBER 24, 2004 BY AND BETWEEN COUNTY OF RIVERSIDE, THE UNITED STATES OF AMERICA AND THE CITY OF PALM SPRINGS UPON THE TERMS THEREIN PROVIDED RECORDED SEPTEMBER 24, 2004 AS INSTRUMENT NO. 04-760879 OF OFFICIAL RECORDS, PLOTTED HEREON.
- AN EASEMENT FOR AIRCRAFT OPERATION, AIRCRAFT SOUND AND NOISE, AIRCRAFT AVIATION AND FLIGHT HAZARDS AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT RECORDED NOVEMBER 19, 2004 AS INSTRUMENT NO. 04-928776 OF OFFICIAL RECORDS, BLANKET IN NATURE, NOT PLOTTED HEREON.
- COVENANTS, CONDITIONS, AND RESTRICTIONS AS SET FORTH IN AN INSTRUMENT EUT OMITTING, EXCEPT TO THE EXTENT PERMITTED BY ANY APPLICABLE FEDERAL OR STATE LAW, COVENANTS OR RESTRICTIONS, IF ANY, BASED ON RACE, COLOR, RELIGION, SEX, FAMILIAL STATUS, NATIONAL ORIGIN, HANDICAP, SEXUAL ORIENTATION, MARITAL STATUS, ANCESTRY, SOURCE OF INCOME, DISABILITY, MEDICAL CONDITION, OR OTHER UNLAWFUL BASIS, RECORDED FEBRUARY 14, 2005 AS INSTRUMENT NO. 05-120582 OF OFFICIAL RECORDS, BLANKET IN NATURE, NOT PLOTTED HEREON.
- AN EASEMENT FOR A 10' WIDE RIGHT OF WAY FOR THE PURPOSES OF TRANSMISSION OF ELECTRIC ENERGY FOR COMMUNICATIONS AND RIGHTS INCIDENTAL THERETO IN FAVOR OF VERIZON CALIFORNIA, INC. AS SET FORTH IN A DOCUMENT RECORDED SEPTEMBER 8, 2005 AS INSTRUMENT NO. 05-740529 OF OFFICIAL RECORDS, PLOTTED HEREON.
- A NON-EXCLUSIVE EASEMENT IN FAVOR OF THE CITY OF PALM SPRINGS, A MUNICIPAL CORPORATION, AND RIGHTS INCIDENTAL THERETO, AS SET FORTH IN A DOCUMENT RECORDED APRIL 17, 2007 AS INSTRUMENT NO. 07-256795 OF OFFICIAL RECORDS, BLANKET IN NATURE, NOT PLOTTED HEREON.
- EASEMENTS AS SHOWN AND/OR DEDICATED UPON THE RECORDED MAP REFERENCED IN THE LEGAL DESCRIPTION IN SCHEDULE A, TOGETHER WITH ANY PROVISIONS AND REGALS CONTAINED THEREIN, REFERENCE IS HEREBY MADE TO THE RECORD FOR FULL AND FURTHER PARTICULARS, PLOTTED HEREON.

# CONSTRUCTION NOTES:

- CONCRETE CURB
- ACCESSIBLE PARKING STALL SIGN
- DIRECTIONAL PARKING PLAN
- ACCESSIBLE RAMP WITH DETECTABLE WARNING (TRUNCATED DOMES)
- JOIN EXISTING CURB, CURB & GUTTER, SIDEWALK
- "CLEAN AIR/VAN POOL" IN 12" HIGH WHITE LETTERS AT THE END OF PARKING STALL
- FUTURE E.V. CHARGING STATION CONDUIT TO BE RAN TO STALL FOR FUTURE CONNECTION
- ADA PATH OF TRAVEL SIGN
- COVERED TRASH ENCLOSURE AND RECYCLING BIN STORAGE
- STANDARD 30" PARKING STALL STRIPING
- SHORT TERM BIKE RACK
- LONG TERM BIKE RACK
- PREVIEW BOARD
- ORDER BOARD
- HEADACHE BAR
- INSTALL WHEELSTOPS FOR PARKING SPACES ADJACENT TO WALKWAYS
- SITE LIGHTING
- ACCESSIBLE PATH OF TRAVEL STRIPING (SHALL BE ENHANCED PAVING)
- 18" WALK-OFF CURB
- PROPOSED DRIVEWAY
- CMU BLOCK WALL CONSTRUCTED OF DECORATIVE MASONRY
- PROPOSED PROPERTY LINE
- EXISTING CATCH BASIN

# LEGEND:

- CENTER LINE
- PROPERTY LINE
- RIGHT-OF-WAY LINE
- EASEMENT LINE
- APPROXIMATE LIMIT OF WORK LINE
- CMU BLOCK WALL
- ACCESSIBLE ROUTE (LOCATION PURPOSES ONLY, DO NOT PAINT)
- SIGN POST
- ACCESSIBLE PARKING SPACE
- NUMBER OF PARKING SPACES
- STANDARD DUTY CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE PAVEMENT
- LANDSCAPE/PLANTER AREA
- STANDARD DUTY ASPHALT PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- DETECTABLE WARNING SYSTEM
- COLORLED CONCRETE/ENHANCED PAVING



# LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF RIVERSIDE, CITY OF PALM SPRINGS AND DESCRIBED AS FOLLOWS:

**PARCEL A:** PARCEL 2 OF PARCEL MAP NO. 30745, IN THE CITY OF PALM SPRINGS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 210, PAGE(S) 31 AND 32 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

**PARCEL B:** A NON-EXCLUSIVE EASEMENT RIGHT OF WAY FOR FREE ACCESS, VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS AS CREATED BY THAT CERTAIN "GRANT OF RIGHT OF WAY" RECORDED DECEMBER 30, 2004 AS INSTRUMENT NO. 041034352 OF OFFICIAL RECORDS, DOES NOT AFFECT SURVEYED PROPERTY.

**PARCEL C:** A NON-EXCLUSIVE EASEMENT TO CONSTRUCT, OPERATE, MAINTAIN, REPAIR AND REPLACE UTILITIES, PIPES AND CONDUITS, INCLUDING WITHOUT LIMITATION, UNDERGROUND STORM DRAIN PIPES AS CREATED BY THAT CERTAIN "GRANT OF UTILITY FACILITIES" RECORDED DECEMBER 30, 2004 AS INSTRUMENT NO. 04-1034353 OF OFFICIAL RECORDS, DOES NOT AFFECT SURVEYED PROPERTY.

**PARCEL D:** NON-EXCLUSIVE EASEMENTS CREATED BY AND MORE PARTICULARLY DESCRIBED AND SET FORTH IN THAT CERTAIN DECLARATION OF COVENANTS, CONDITIONS, AND RESTRICTIONS AND REMEDIAL EASEMENTS RECORDED FEBRUARY 14, 2005 AS INSTRUMENT NO. 05-120582 OF OFFICIAL RECORDS, BLANKET IN NATURE, NOT PLOTTED HEREON.

# SIGN INFORMATION

- CMUTD SIGN R5-1 - "DO NOT ENTER"

# SITE DATA

**PROJECT DESCRIPTION:** DEMOLITION OF EXISTING PARKING LOT AND BUILDING; NEW CONSTRUCTION OF A RAISING CANE'S DRIVE THRU RESTAURANT AND PARKING LOT.

**ADDRESS:** 5601 E RAMON RD, PALM SPRINGS, CA

**APN:** 009-817-856

**ZONING DISTRICT:** M1/L - SERVICE/MANUFACTURING ZONE ON INDIAN LAND (60 CNEL OVERLAY)

**ADJACENT ZONING DISTRICTS:** W: M1/L - SERVICE/MANUFACTURING ZONE ON INDIAN LAND (N OVERLAY)  
S: PD/L - PLANNED DEVELOPMENT ON INDIAN LAND  
E: M1/L - SERVICE/MANUFACTURING ZONE ON INDIAN LAND (60 CNEL OVERLAY)

**LAND USE:** REGIONAL COMMERCIAL

**ADJACENT LAND USE:** W: REGIONAL COMMERCIAL  
S: REGIONAL COMMERCIAL  
E: REGIONAL COMMERCIAL

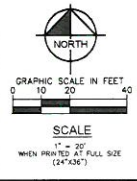
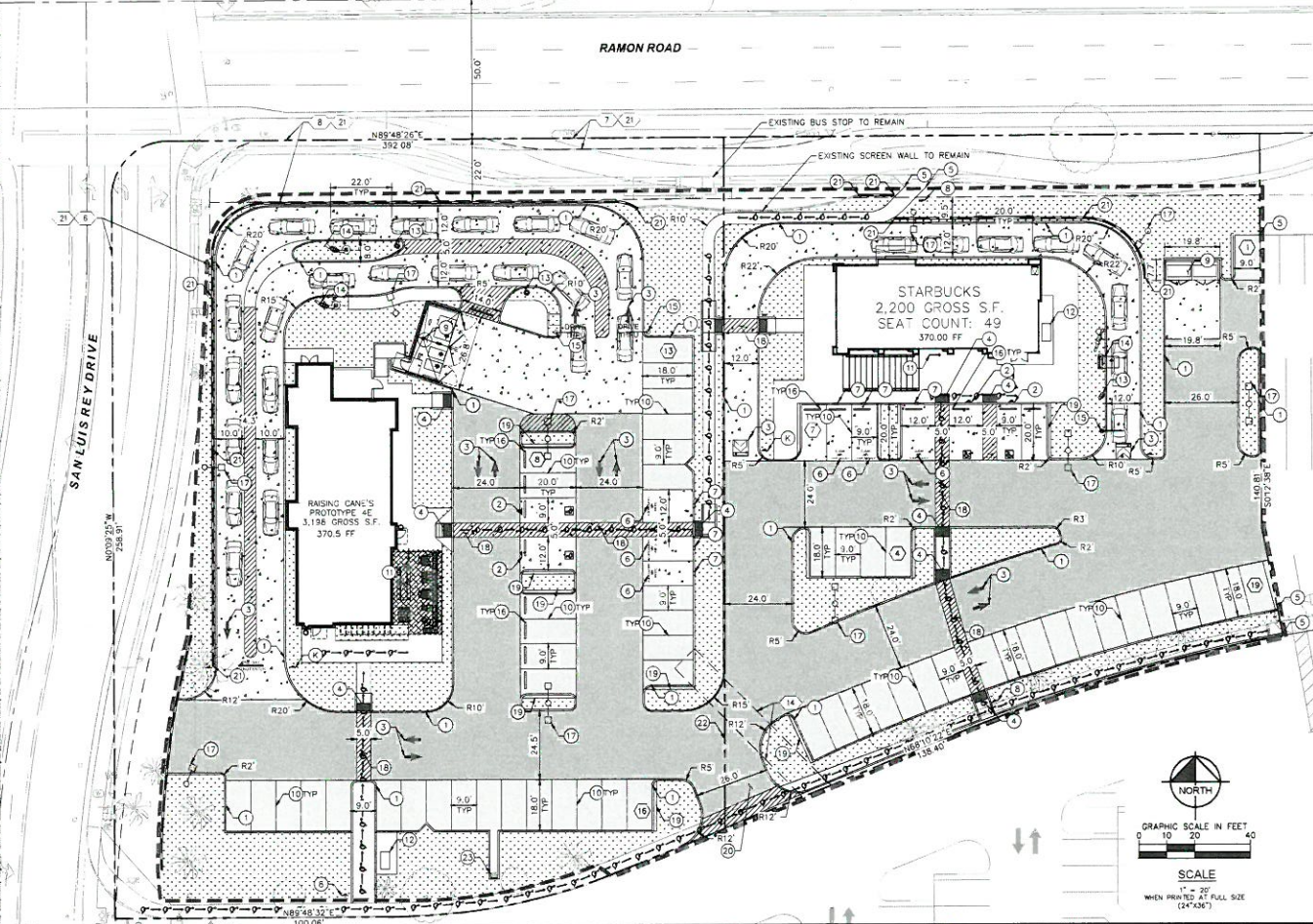
**GENERAL PLAN DISTRICT:** REGIONAL COMMERCIAL

**FLOOD ZONE:** ZONE X - AREAS DETERMINED TO BE OUTSIDE THE 0.02% ANNUAL CHANCE FLOODPLAIN.

	RAISING CANE'S	STARBUCKS			
TOTAL DISTURBED AREA:	47,345 S.F. (1.08 AC)	37,026 S.F. (0.85 AC)			
TOTAL PAD AREA:	3,198 S.F. (0.07 AC)	2,200 S.F. (0.05 AC)			
TOTAL LOT AREA:	59,790 S.F. (1.37 AC)	40,907 S.F. (0.94 AC)			
LOT COVERAGE:	47,345 S.F. (1.08 AC) 100%	37,026 S.F. (0.85 AC) 100%			
TOTAL SITE AREA:	3,198 S.F. (0.07 AC) 6.7%	2,200 S.F. (0.05 AC) 5.9%			
IMPERVIOUS AREA:	33,532 S.F. (0.77 AC) 22.5%	28,926 S.F. (0.66 AC) 77.1%			
LANDSCAPE AREA:	10,615 S.F. (0.25 AC)	6,300 S.F. (0.15 AC) 17.0%			
PARKING/LANDSCAPE:					
FRONT:	0.0'				
REAR:	0.0'				
SIDE (N):	0.0'				
SIDE (S):	0.0'				
PARKING SUMMARY:					
RAISING CANE'S SEATCOUNT:	3,198 S.F.	2,200 S.F.			
SEATCOUNT:					
(1) SPACE FOR EVERY (3) SEATS PER PALM SPRINGS MUNICIPAL CODE 93.06.11 NO. D32					
(4) ADA PARKING FOR 26-50 PARKING STALLS = 2 ADA PARKING STALLS REQUIRED, PER 2016 CBC					
(5) FUTURE EV FOR 26-50 PARKING STALLS = 1 FUTURE EV STALL REQUIRED PER 2020 CALGREEN					
(6) FUTURE EV STALL MUST BE VAN ACCESSIBLE					
(7) NUMBER OF REQUIRED DESIGNATED STALLS FOR LOW-EMITTING, FUEL-EFFICIENT, CARPOOL/VANPOOL, AND ELECTRIC VEHICLES (PER 2020 CALIFORNIA GREEN BUILDING STANDARDS) = 3.					
TOTAL NUMBER OF PARKING SPACES PROVIDED = 75 TOTAL					

	RAISING CANE'S SEAT COUNT: 91	STARBUCKS SEAT COUNT: 49
STANDARD	28	12
COMPACT (C)	32	2
MOTORCYCLE	1	1
DESIGNATED	1	1
E.V. CHARGING	1	3
ACCESSIBLE TOTAL:	64	77

(REQUIREMENTS FOR EV/DESIGNATED STALLS ARE BASED ON PROPOSED PARKING COUNTS)



**DIGIART**  
DIAL BEFORE YOU DIG  
TOLL FREE 1-800-227-2000  
A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

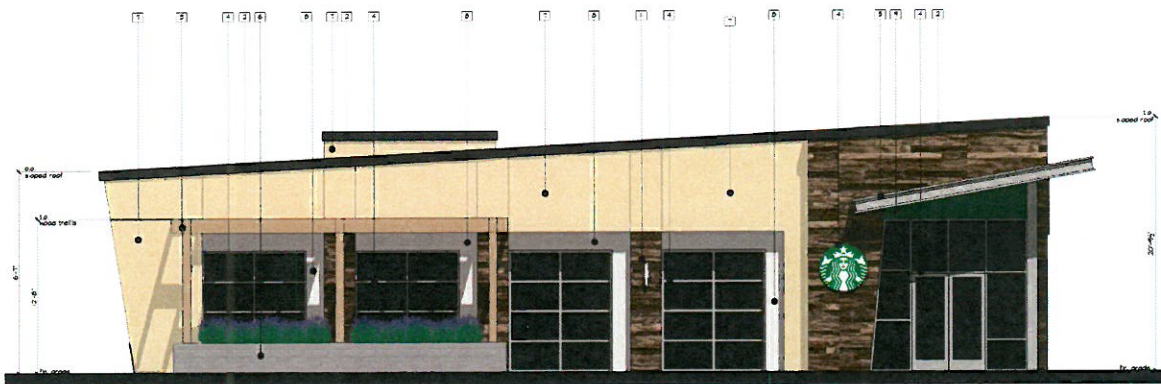
DATE	DESCRIPTION

**Kimley Horn**  
765 THE CITY DRIVE, SUITE 200  
ORANGE CA 92665  
714.838.1000  
PREPARED UNDER THE DIRECT SUPERVISION OF:  
JOHN POZDOL, P.E. NO. BE60  
DATE: 6/9/2020  
EXP: 12/31/22

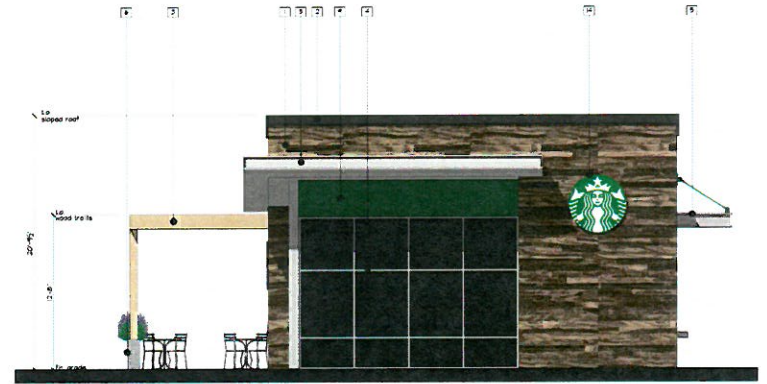
CITY OF PALM SPRINGS  
APPROVED BY: \_\_\_\_\_  
CITY ENGINEER  
REC # \_\_\_\_\_ EXP \_\_\_\_\_ DATE \_\_\_\_\_

CITY OF PALM SPRINGS  
**PRELIMINARY SITE PLAN**  
1 OF 1

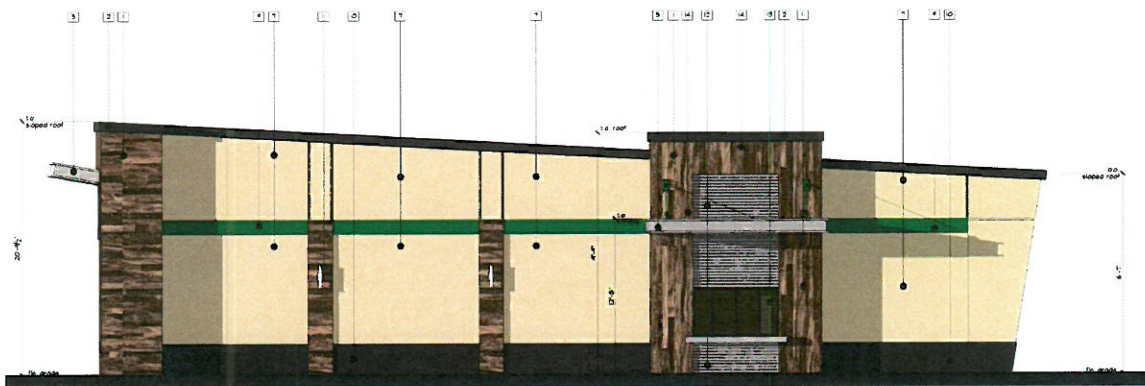




south elevation - 1



east elevation - 2



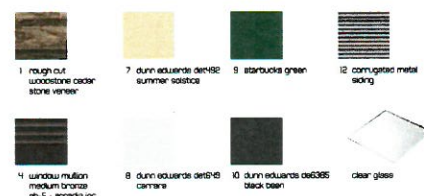
north elevation - 3

schedule of materials

keynote	materials	manufacturer	model no.	color	finish	description
1	stone veneer	coronado stone	-	rough cut woodstone cedar	stone veneer	submit samples for selection & owners approval
2	metal cap flashing	barroge manuf. company	-	matte black	-	-
3	wood trims	-	-	der561 - equestrian	weather treated	-
4	stormfront & glass door system	arcade	standard medium ab-5	anodized bronze	anodized aluminum	out pane low-e energy efficient clear glass
5	metal canopy	-	-	anodized gray	aluminum cladding	-
6	exposed planter walls	-	-	natural concrete color	-	8" board form pattern
7	hard trowel smooth stucco plaster: painted	dunn Edwards	-	der192 - summer solstice	-	-
8	hard trowel smooth stucco plaster: painted	dunn Edwards	-	der548 - camera	-	-
9	hard trowel smooth stucco plaster: painted	dunn Edwards	-	starbucks green	-	-
10	hard trowel smooth stucco plaster: painted	dunn Edwards	-	der381 - black bean	-	-
11	decorative light fixture	trouces lighting	beam led ace #777	35k	bronze	size to be LxR
12	corrugated metal siding	atac	mp-120	60-chromal gray	aluminum	-
13	drive through window & counter	ready access	275 (inter.)	anodized bronze	anodized aluminum	per separate permit
14	mechanical areas	-	-	-	-	-
15	new roofing system	-	-	-	-	-
17	new roof access ladder	-	-	-	-	-
18	new roof hatch	-	-	-	-	-
19	decorative trims string lights	ivoll adapt commercial	total-6-b-24-120	black chord	-	44' 120v commercial strand black cord 24" o.c. spacing
20	decorative trims flood lights	b-k lighting	denal senesho2	black	-	-



west elevation - 4



building elevations

1/4"=1'-0"

Case#: preparation date: 06-08-20



starbucks site development

5601 east ramon road palm springs, california apr # 690-170-056

ep-2

environmental 20-0008







INDOOR SEATING CALCULATIONS			
DESCRIPTION	NUMBER OF ITEMS	SEATS	PER ITEM
TABLE TOP ROUND	06	12 SEATS	02
TABLE TOPS AT BANQUETTE 1	01	10 SEATS	10
TABLE TOPS AT BANQUETTE 2	01	07 SEATS	07
BT HERE	01	06 SEATS	06
SOFT SEATING	03	06 SEATS	02
<b>TOTAL ACCESSIBLE SEATS (2.9%)</b>		<b>61</b>	
<b>TOTAL</b>		<b>43</b>	

OUTDOOR SEATING CALCULATIONS			
DESCRIPTION	NUMBER OF ITEMS	SEATS	PER ITEM
TABLE TOP SQUARE	02	06 SEATS	03
ADA	01	02 SEATS	02
LOUNGE SEATING	02	06 SEATS	03
<b>TOTAL ACCESSIBLE SEATS (2.9%)</b>		<b>14</b>	
<b>TOTAL</b>		<b>14</b>	

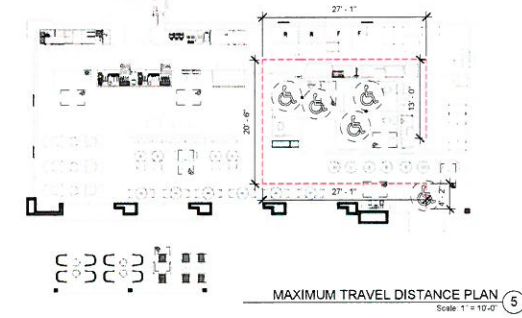
EGRESS CALCULATIONS	
EXIT WIDTH REQUIRED - 54 OCC x 0.2	= 10.8 IN
EXIT WIDTH PROVIDED	= 72 IN
EXITS = 72 IN. PRIMARY ENTRY/EXIT	
NUMBER OF EXITS REQUIRED	= 01
NUMBER OF EXITS PROVIDED	= 01
MAXIMUM ALLOWABLE TRAVEL DISTANCE = XX' - XX"	
MAXIMUM TRAVEL DISTANCE PROVIDED	= 89' - 0"

OCCUPANCY CALCULATIONS	
CAFE SEATING 606 SQ FT / 115 SQ FT / OCC	41 OCC
RETAIL AREA 416 SQ FT / 80 SQ FT / OCC	7 OCC
BEVERAGE PREP 450 SQ FT / 200 SQ FT / OCC	3 OCC
WORKROOM 382 SQ FT / 100 SQ FT / OCC	2 OCC
OFFICE 42 SQ FT / 100 SQ FT / OCC	1 OCC
<b>TOTAL OCC. LOAD:</b>	<b>54 OCC.</b>

ROOM SCHEDULE	
NAME	AREA
CAFE SEATING AREA	606 SF
RETAIL AREA	416 SF
BEVERAGE PREP	450 SF
WORKROOM	382 SF
OFFICE	42 SF
VESTIBULE	27 SF
OUTDOOR SEATING	186 SF
ADA	0 SF
SEATING	27 SF
GRAND TOTAL	1747 SF

PLUMBING FIXTURE CALCULATIONS			
CHAPTER 29-2019 IBC TABLE 2902.1			
OCCUPANCY	MALE	FEMALE	TOTAL
20 OCC	20 OCC	20 OCC	40 OCC
WATER CLOSETS			
2 PER 100			
REQUIRED	1 M	1 F	0 M 1 M 1 F
PROVIDED	1 M	1 F	1 M 1 M 1 F
LAVATORY			
1 PER 200			
REQUIRED	1 M	1 F	0 M 1 M 1 F
PROVIDED	1 M	1 F	1 M 1 M 1 F

\*IN EACH BATHROOM OR TOILET ROOM, URINALS SHALL NOT BE SUBSTITUTED FOR MORE THAN 67% OF THE REQUIRED WATER CLOSETS IN ASSEMBLY OCCUPANCIES.  
 \*\*RETAIL ESTABLISHMENT SERVES WATER UPON REQUEST



### HEALTH DEPT. PLAN NOTES

- GENERAL CONTRACTOR TO SCHEDULE WITH REFRIGERATION CONTRACTOR TO CONDUCT INITIAL FOOD CASE START-UP AND TESTING. FOR APPROVED CONTRACTOR, CONTACT THE VENDOR.
- THE SPACE IS SERVED BY THE MUNICIPAL WATER AND SEWER SYSTEM UNLESS OTHERWISE NOTED.
- ALL EQUIPMENT AND INSTALLATION WILL MEET NATIONAL SANITATION FOUNDATION STANDARDS OR EQUIVALENT.
- EQUIPMENT UNITS SHALL CONTAIN NO EXPOSED THREADS, EMBELLISHMENTS OR OVERHANGING EDGES THAT SERVE AS PLACES FOR ACCUMULATION OF DUST, DIRT AND DEBRIS.
- WARMING OVENS SHOWN FOR PERMITTING PURPOSES. INSTALLATION AT STORE OPENING TO BE VERIFIED BY STARBUCKS CONSTRUCTION REPRESENTATIVE.
- EACH HAND WASHING SINK SHALL HAVE A SINGLE SERVICE TOWEL AND SOAP DISPENSER AND ALL HAND SINKS TO HAVE A COMBINATION FAUCET OR PREMIX FAUCET.
- REFERENCE INTERIOR SCHEDULE SHEETS (9000 SERIES) FOR ADDITIONAL INFORMATION.
- PROVIDE SNEEZE GUARDS WHERE REQUIRED BY JURISDICTION.
- ALL FOOD STORAGE AND DISPLAY SHELVING SHALL BE A MINIMUM 9" (150MM) ABOVE FINISH FLOOR.

### PLUMBING FIXTURE OCCUPANT LOAD CALCULATION (TABLE A - 2019 CPC):

INTERIOR OCC.	
SEATING AREA	606/30 = 21 OCC
RETAIL AREA	416/60 = 7 OCC
BEVERAGE PREP	450/200 = 3 OCC
WORKROOM	382/200 = 2 OCC
<b>TOTAL INTERIOR OCC. = 33 OCC</b>	
EXTERIOR OCC.	
OUTDOOR SEATING AREA	186/50 = 4 OCC
<b>GRAND TOTAL = 48 OCC</b>	

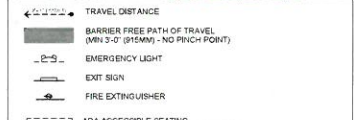
### MEANS OF EGRESS NOTES

- EVERY ROOM OR SPACE THAT IS ASSEMBLY OCCUPANCY SHALL HAVE THE OCCUPANT LOAD OF THE ROOM OR SPACE POSTED IN A CONSPICUOUS PLACE NEAR THE MAIN EXIT ACCESS DOORWAY. POSTED SIGNS SHALL BE OF AN APPROVED LEGIBLE PERMANENT DESIGN AND SHALL BE MAINTAINED BY THE OWNER AUTHORIZED AGENT. (1004.3)
- EGRESS SHALL NOT PASS THROUGH KITCHENS, STORAGE ROOMS, CLOSETS OR SIMILAR SPACES. (1014.2)
- PANIC AND FIRE EXIT HARDWARE WHERE INSTALLED ON DOORS IN THIS BUILDING SHALL SATISFY THE FOLLOWING: (1008.1.10)
  - THE ACTUATION PORTION OF THE RELEASING DEVICE SHALL EXTEND AT LEAST ONE-HALF OF THE DOOR LEAF WIDTH.
  - THE MAXIMUM UNLATCHING FORCE DOES NOT EXCEED 15 POUNDS (6.8 KG).
  - PIVOTED OR BALANCED DOORS SHALL BE OF THE PUSH-PAD TYPE WHERE PANIC HARDWARE IS REQUIRED AND THE PAD SHALL NOT EXTEND ACROSS MORE THAN ONE-HALF OF THE DOOR WIDTH, MEASURED FROM THE LATCH SIDE.
  - PANIC HARDWARE LISTED IN ACCORDANCE WITH UL 305.
  - FIRE EXIT HARDWARE LISTED IN ACCORDANCE WITH UL 10C AND UL 305.
- STRUCTURAL ELEMENTS, FIXTURES OR FURNISHINGS SHALL NOT PROJECT HORIZONTALLY FROM EITHER SIDE MORE THAN 4 INCHES (100 MM) OVER ANY WALKING SURFACE BETWEEN 27 INCHES (693 MM) AND 80 INCHES (2030 MM) ABOVE THE WALKING SURFACE. EXCEPTION: HANDRAILS SERVING STAIRS AND RAMPS ARE PERMITTED TO PROJECT 1 1/2 INCHES (38 MM) FROM THE WALL. (1003.3.3)
- THE PATH OF EGRESS TRAVEL, EXITS AND WITHIN EXITS IN THIS BUILDING SHALL BE IDENTIFIED BY EXIT SIGNS CONFORMING TO THE REQUIREMENTS OF SECTION 1011 AND AS NOTED BELOW:
  - EXIT SIGNS SHALL BE READILY VISIBLE FROM ANY DIRECTION OF EGRESS TRAVEL.
  - EXIT SIGNS SHALL BE LOCATED AS NECESSARY TO CLEARLY INDICATE THE DIRECTION OF EGRESS TRAVEL.
  - NO POINT IN A CORRIDOR SHALL BE MORE THAN 100 FT (30.5 M), OR THE LISTED VIEWING DISTANCE FOR THE SIGN, WHICHEVER IS LESS FROM THE NEAREST VISIBLE EXIT SIGN.
- WHERE KEY OPERATED LOCKING DEVICES ARE USED, POST A SIGN ON OR ADJACENT TO THE REQUIRED MAIN EXIT DOOR WITH 1 INCH (25 MM) LETTERING STATING THAT THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED. (1008.1.9.3)
- EGRESS DOORS OR GATES SHALL BE OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY, SPECIAL KNOWLEDGE OR EFFORT. DOOR HANDLES, PULL LATCHES, LOCKS AND OTHER OPERATING DEVICES SHALL BE INSTALLED 34 INCHES (863 MM) TO 48 INCHES (1220 MM) ABOVE FINISHED FLOOR. MANUALLY OPERATED PUSH-BOLTS OR SURFACE BOLTS ARE NOT PERMITTED. THE UNLATCHING OF ANY DOOR OR LEAF SHALL NOT REQUIRE MORE THAN ONE OPERATION. (1008.1.9)
- LANDINGS SHALL BE PROVIDED ON EACH SIDE OF DOORS AND SUCH LANDINGS SHALL BE AT THE SAME ELEVATION ON EACH SIDE OF THE DOOR. LANDINGS SHALL HAVE A WIDTH NOT LESS THAN THE WIDTH OF THE DOOR AND LENGTH MEASURED IN THE DIRECTION OF TRAVEL OF NOT LESS THAN 44 INCHES (1118 MM). (1008.1.5, 1008.1.9)

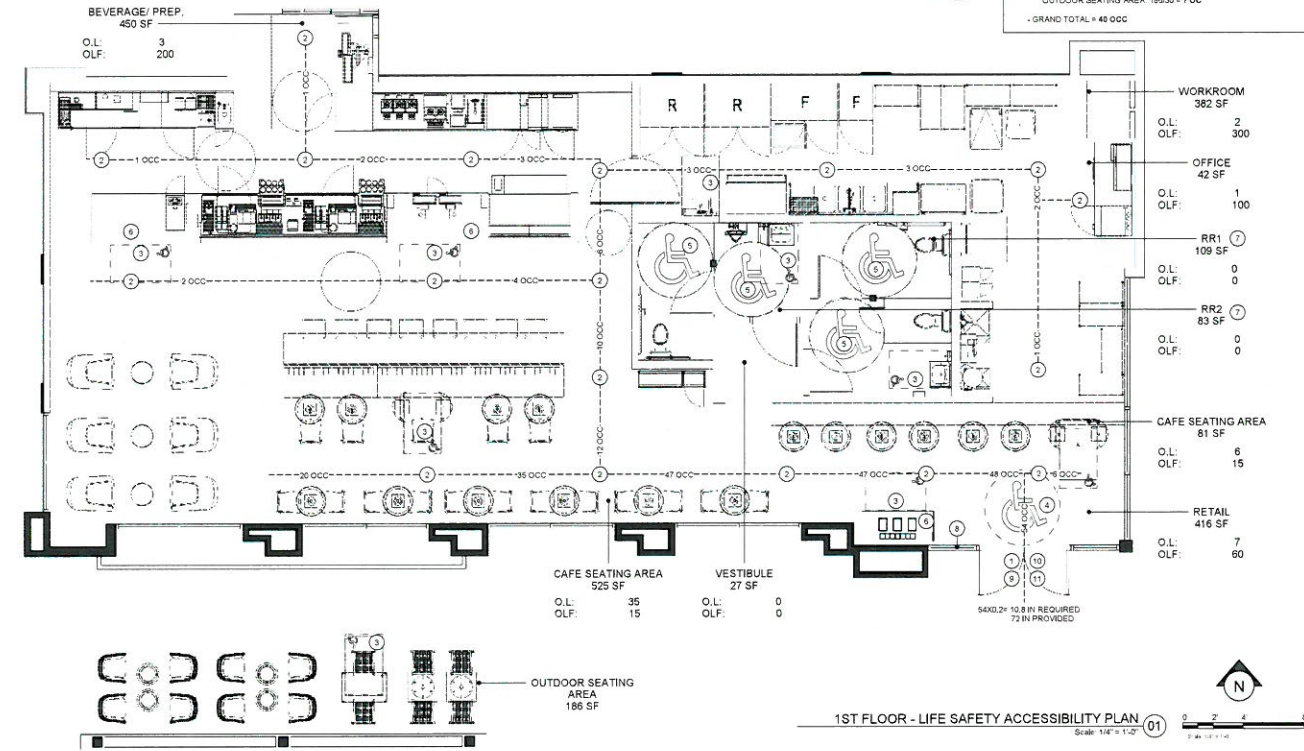
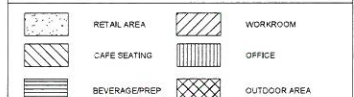
### KEYNOTES

- THRESHOLDS TO BE BARRIER FREE COMPLIANT PER ALL APPLICABLE CODES.
- BARRIER-FREE PATH OF TRAVEL.
- 30" (762 MM) X 48" (1220 MM) CLEAR FOR WHEELCHAIR ACCESS.
- 60" (1525 MM) DIAMETER MINIMUM TURN RADIUS FOR WHEELCHAIR ACCESS.
- 32" (813 MM) MINIMUM CLEAR AT RESTROOM DOOR.
- POS TRANSECTION PLANE, COMMENT CART TOP AND HAND-OFF PLANE ARE 4 INCHES (100 MM) ABOVE THE FINISHED FLOOR FOR WHEELCHAIR ACCESSIBILITY.
- PROVIDE BARRIER-FREE SIGNAGE AT ACCESSIBLE RESTROOMS PER ALL APPLICABLE CODES.
- PROVIDE TACTILE 'EXIT' SIGNAGE.
- PROVIDE INTERNATIONAL SYMBOL OF ACCESSIBILITY SIGN WHERE REQUIRED BY APPLICABLE LAWS OR CODES.
- PROVIDE PANIC AND FIRE EXIT HARDWARE FOR EGRESS DOORS.
- GO TO POST A SIGN SPECIFYING OCCUPANT LOAD (54).

### LEGEND



### OCCUPANCY LOAD LEGEND



**STARBUCKS**  
 2401 UTAH AVENUE SOUTH  
 SEATTLE, WASHINGTON 98134  
 (206) 318-1575

THESE DRAWINGS AND THE PROJECT MANUAL ARE CONFIDENTIAL AND SHALL REMAIN THE SOLE PROPERTY OF STARBUCKS CORPORATION, WHICH IS THE OWNER OF THE COPYRIGHT IN THIS WORK. THEY SHALL NOT BE REPRODUCED, IN WHOLE OR IN PART, SHARED WITH THIRD PARTIES OR USED IN ANY MANNER ON OTHER PROJECTS OR EXTENSIONS TO THIS PROJECT WITHOUT THE PRIOR WRITTEN CONSENT OF STARBUCKS CORPORATION. THESE DRAWINGS AND SPECIFICATIONS ARE INTENDED TO EXPRESS DESIGN INTENT FOR A PHOTOGRAPHICAL STARBUCKS STORE (WHICH IS SUBJECT TO CHANGE AT ANYTIME) AND DO NOT REFLECT ACTUAL SITE CONDITIONS. NEITHER PARTY SHALL HAVE ANY OBLIGATION OR LIABILITY TO THE OTHER, EXCEPT AS STATED ABOVE, UNLESS A WRITTEN AGREEMENT IS FULLY EXECUTED BY BOTH PARTIES.

STARBUCKS TEMPLATE VERSION: 02/20/2019-31.1

**UDA**  
 URBAN DWELL ARCHITECTS  
 ADDRESS: 43180 BUSINESS PARK DR., SUITE 200  
 TEMECULA, CA 92590  
 PHONE: (714) 313-6114  
 EMAIL: info@urbandwellarchitects.com

PROJECT NAME: **RAMON ROAD & SAN LUIS RAY**  
 PROJECT ADDRESS: **SFC Ramon & San Luis Ray**  
 Palm Springs, CA 92262

STORE #: 00000  
 PROJECT #: 87860-001  
 ISSUE DATE: 01-23-2020  
 DESIGN MANAGER: STEVEN POON  
 PRODUCTION DESIGNER: DESIGNER  
 CHECKED BY: MAKEL PARAGALLA

Revision Schedule			
Rev	Date	By	Description

SHEET TITLE: **LIFE SAFETY PLAN AND ACCESSIBILITY PLAN**  
 SCALE: AS SHOWN  
 SHEET NUMBER: **G002**







**THE LAND REFERRED TO HEREIN IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF RIVERSIDE, CITY OF PALM SPRINGS AND DESCRIBED AS FOLLOWS:**

**PARCEL A:**

THAT PORTION OF PARCEL 2 OF PARCEL MAP NO. 30745, IN THE CITY OF PALM SPRINGS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 210, PAGE(S) 31 AND 32 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID PARCEL 2; THENCE ALONG THE EAST LINE OF SAID PARCEL 2, SOUTH 00°12'38" EAST 140.81 FEET (NORTH 00°11'34" WEST 140.78 FEET – RECORD) TO AN ANGLE POINT IN SAID EAST LINE; THENCE CONTINUING ALONG SAID EAST LINE, SOUTH 10°42'38" EAST 40.30 FEET (NORTH 10°47'00" WEST 40.30 FEET – RECORD) TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, SAID CURVE HAS A RADIUS OF 606.00 FEET, TO WHICH A RADIAL LINE BEARS NORTH 10°47'08" WEST; ALSO BEING THE SOUTHEAST CORNER OF SAID PARCEL 2; THENCE ALONG THE SOUTHERLY LINE OF SAID PARCEL 2, AND WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 11°02'30" (11°02'34" - RECORD) AN ARC DISTANCE OF 116.78 FEET (116.80 FEET – RECORD); THENCE SOUTH 68°10'22" WEST (NORTH 68°10'16" EAST – RECORD) 95.16 FEET TO THE **TRUE POINT OF BEGINNING**; THENCE CONTINUING ALONG SAID SOUTHERLY LINE, SOUTH 68°10'22" WEST, 43.24 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHERLY, SAID CURVE HAS A RADIUS OF 214.00 FEET; THENCE WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 21°38'10" AN ARC DISTANCE OF 80.81 FEET; THENCE SOUTH 89°48'32" WEST (NORTH 89°48'26" EAST – RECORD) 100.06 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL 2; THENCE ALONG THE WEST LINE OF SAID PARCEL 2, NORTH 0°09'25" WEST 258.91 FEET (NORTH 00°10'30" WEST 258.87 FEET – RECORD) TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHEASTERLY, SAID CURVE HAS A RADIUS OF 20.00 FEET; THENCE NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 89°57'51" (89°58'56" – RECORD) AN ARC DISTANCE OF 31.40 FEET (31.41 FEET – RECORD) TO THE NORTH LINE OF SAID PARCEL 2; THENCE ALONG SAID NORTH LINE, NORTH 89°48'26" EAST 199.00 FEET; THENCE LEAVING SAID NORTH LINE, SOUTH 0°11'34" EAST, 247.89 FEET TO THE **TRUE POINT OF BEGINNING**.

CONTAINING 59,697 SQUARE FEET, (1.37 ACRES), MORE OR LESS.

**PARCEL "B"**

THAT PORTION OF PARCEL 2 OF PARCEL MAP NO. 30745, IN THE CITY OF PALM SPRINGS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 210, PAGE(S) 31 AND 32 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE NORTHEAST CORNER OF SAID PARCEL 2; THENCE ALONG THE EAST LINE OF SAID PARCEL 2, SOUTH 00°12'38" EAST 140.81 FEET (NORTH 00°11'34" WEST 140.78 FEET – RECORD) TO AN ANGLE POINT IN SAID EAST LINE; THENCE CONTINUING ALONG SAID EAST LINE, SOUTH 10°42'38" EAST 40.30 FEET (NORTH 10°47'00" WEST 40.30 FEET – RECORD) TO THE BEGINNING OF A NON-TANGENT

CURVE CONCAVE SOUTHERLY, SAID CURVE HAS A RADIUS OF 606.00 FEET, TO WHICH A RADIAL LINE BEARS NORTH 10°47'08" WEST; ALSO BEING THE SOUTHEAST CORNER OF SAID PARCEL 2; THENCE ALONG THE SOUTHERLY LINE OF SAID PARCEL 2, AND WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 11°02'30" (11°02'34" - RECORD) AN ARC DISTANCE OF 116.78 FEET (116.80 FEET – RECORD); THENCE SOUTH 68°10'22" WEST (NORTH 68°10'16" EAST – RECORD) 95.16 FEET; THENCE LEAVING SAID SOUTHERLY LINE, NORTH 0°11'34" WEST, 247.89 FEET TO THE NORTH LINE OF SAID PARCEL 2; THENCE ALONG THE NORTH LINE OF SAID PARCEL 2, NORTH 89°48'26" EAST 193.08 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 40,998 SQUARE FEET, (0.94 ACRES), MORE OR LESS.

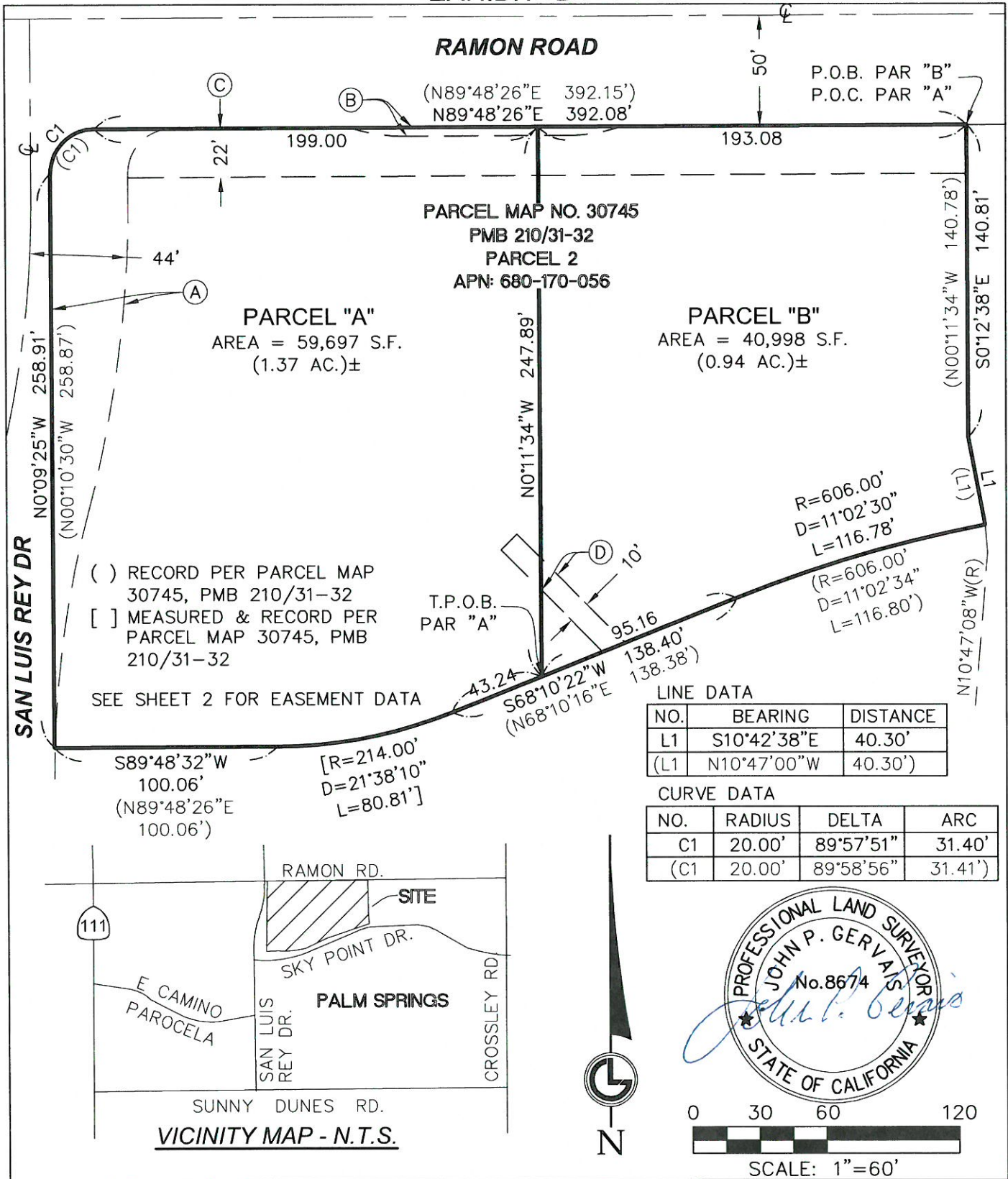
THIS LEGAL DESCRIPTION WAS PREPARED BY ME OR UNDER MY DIRECTION.

  
\_\_\_\_\_  
JOHN P. GERVAIS, PLS 8674

07/31/2020

DATE

EXHIBIT "B"



CITY OF PALM SPRINGS ENGINEERING SERVICES

LEGAL DESCRIPTION: SEE EXHIBIT "A"

APPROVED:	DATE	
_____	_____	
_____	P.L.S.	
DRAWN BY: JPG	SCALE: 1"=60'	CPS FILE NO. R XX-XX
CHECKED BY: JPG	DATE: 07/31/20	SHEET NO. 1 OF 2

## EXHIBIT "B"

**EXISTING EASEMENTS:**

A PERPETUAL AIR OR FLIGHT EASEMENT SOMETIMES REFERRED TO AS AVIGATION RIGHTS IN AND TO THE AIR SPACE ABOVE THOSE PORTIONS OF PARTICULAR PLANES OR IMAGINARY SURFACES THAT OVERLIE SAID LAND AND OTHER LAND, AS PROVIDED IN AN INSTRUMENT RECORDED DECEMBER 10, 1973 AS INSTRUMENT 159013 OF OFFICIAL RECORDS. BLANKET IN NATURE. NOT PLOTTED HEREON.

- (A) AN EASEMENT FOR STREET RIGHT OF WAY AND PUBLIC UTILITY AND RIGHTS INCIDENTAL THERETO IN FAVOR OF THE CITY OF PALM SPRINGS AS SET FORTH IN A DOCUMENT RECORDED MARCH 22, 1984 AS INSTRUMENT NO. 58494 OF OFFICIAL RECORDS, PORTIONS OF WHICH WERE ABANDONED ON PARCEL MAP 30745. PLOTTED HEREON.
- (B) AN EASEMENT FOR RIGHT-OF-WAY FOR PUBLIC ROAD AND BUS TURN-OUT, STREET, SEWER, AND PUBLIC UTILITIES EASEMENT AND RIGHTS INCIDENTAL THERETO IN FAVOR OF THE CITY OF PALM SPRINGS AS SET FORTH IN A DOCUMENT RECORDED SEPTEMBER 24, 2004 AS INSTRUMENT NO. 04-760878 OF OFFICIAL RECORDS. PLOTTED HEREON.
- (C) MATTERS CONTAINED IN AN INSTRUMENT ENTITLED "GRANT OF RIGHT-OF-WAY" DATED SEPTEMBER 24, 2004, BY AND BETWEEN COUNTY OF RIVERSIDE, THE UNITED STATES OF AMERICA AND THE CITY OF PALM SPRINGS UPON THE TERMS THEREIN PROVIDED RECORDED SEPTEMBER 24, 2004 AS INSTRUMENT NO. 04-760879 OF OFFICIAL RECORDS. PLOTTED HEREON.

AN EASEMENT FOR AIRCRAFT OPERATION, AIRCRAFT SOUND AND NOISE, AIRCRAFT AVIGATION AND FLIGHT HAZARDS AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT RECORDED NOVEMBER 19, 2004 AS INSTRUMENT NO. 04- 926776 OF OFFICIAL RECORDS. BLANKET IN NATURE, NOT PLOTTED HEREON.

COVENANTS, CONDITIONS, AND RESTRICTIONS AS SET FORTH IN AN INSTRUMENT, RECORDED FEBRUARY 14, 2005 AS INSTRUMENT NO. 05-120582 OF OFFICIAL RECORDS. BLANKET IN NATURE, NOT PLOTTED HEREON.

- (D) AN EASEMENT FOR A 10' WIDE RIGHT OF WAY FOR THE PURPOSES OF TRANSMISSION OF ELECTRIC ENERGY FOR COMMUNICATIONS AND RIGHTS INCIDENTAL THERETO IN FAVOR OF VERIZON CALIFORNIA INC., AS SET FORTH IN A DOCUMENT RECORDED SEPTEMBER 8, 2005 AS INSTRUMENT NO. 05-740528 OF OFFICIAL RECORDS. PLOTTED HEREON.

AN NON-EXCLUSIVE EASEMENT IN FAVOR OF THE CITY OF PALM SPRINGS, A MUNICIPAL CORPORATION, AND RIGHTS INCIDENTAL THERETO, AS SET FORTH IN A DOCUMENT RECORDED APRIL 17, 2007 AS INSTRUMENT NO. 07-256795 OF OFFICIAL RECORDS. BLANKET IN NATURE, NOT PLOTTED HEREON.

<p><b>CITY OF PALM SPRINGS ENGINEERING SERVICES</b></p>	<p>APPROVED: _____</p> <p style="text-align: right;">DATE _____</p> <p style="text-align: right;">P.L.S. _____</p>								
<p>LEGAL DESCRIPTION: SEE EXHIBIT "A"</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">DRAWN BY: JPG</td> <td style="width: 25%;">SCALE: 1"=60'</td> <td style="width: 25%;">CPS FILE NO. R XX-XX</td> <td style="width: 25%;"></td> </tr> <tr> <td>CHECKED BY: JPG</td> <td>DATE: 07/31/20</td> <td>SHEET NO. 2 OF 2</td> <td></td> </tr> </table>	DRAWN BY: JPG	SCALE: 1"=60'	CPS FILE NO. R XX-XX		CHECKED BY: JPG	DATE: 07/31/20	SHEET NO. 2 OF 2	
DRAWN BY: JPG	SCALE: 1"=60'	CPS FILE NO. R XX-XX							
CHECKED BY: JPG	DATE: 07/31/20	SHEET NO. 2 OF 2							

**LGLS PN:19-217**

**Parcel Map Waiver**

**PARCEL 2, PARCEL MAP NO. 30745 (PMB 210/31-32)**

**APN: 680-170-056**

**Ramon Road, Palm Springs**

**PARCEL "A"**

North: 2316.6910' East: 1752.8038'

Segment #1 : Line

Course: S68° 10' 22"W Length: 43.24'

North: 2300.6140' East: 1712.6637'

Segment #2 : Curve

Length: 80.81' Radius: 214.00'

Delta: 021° 38' 10" Tangent: 40.89'

Chord: 80.33' Course: S78° 59' 27"W

Course In: N21° 49' 38"W Course Out: S00° 11' 28"E

RP North: 2499.2722' East: 1633.0966'

End North: 2285.2734' East: 1633.8104'

Segment #3 : Line

Course: S89° 48' 32"W Length: 100.06'

North: 2284.9397' East: 1533.7509'

Segment #4 : Line

Course: N00° 09' 25"W Length: 258.91'

North: 2543.8487' East: 1533.0417'

Segment #5 : Curve

Length: 31.40' Radius: 20.00'

Delta: 089° 57' 51" Tangent: 19.99'

Chord: 28.28' Course: N44° 49' 31"E

Course In: N89° 50' 35"E Course Out: N00° 11' 34"W

RP North: 2543.9035' East: 1553.0417'

End North: 2563.9033' East: 1552.9744'

Segment #6 : Line

Course: N89° 48' 26"E Length: 199.00'

North: 2564.5729' East: 1751.9732'

Segment #7 : Line

Course: S00° 11' 34"E Length: 247.89'

North: 2316.6843' East: 1752.8073'

Perimeter: 961.31' Area: 59697.03 Sq. Ft. (1.37 Ac.)



Error Closure: 0.0076 Course: S27° 29' 03"E  
Error North: -0.00674 East: 0.00350  
Precision 1: 126488.16

**PARCEL "B"**

North: 2565.2255' East: 1945.0480'  
Segment #1 : Line  
Course: S00° 12' 38"E Length: 140.81'  
North: 2424.4164' East: 1945.5655'

Segment #2 : Line  
Course: S10° 42' 38"E Length: 40.30'  
North: 2384.8185' East: 1953.0552'

Segment #3 : Curve  
Length: 116.78' Radius: 606.00'  
Delta: 011° 02' 30" Tangent: 58.57'  
Chord: 116.60' Course: S73° 41' 37"W  
Course In: S10° 47' 08"E Course Out: N21° 49' 38"W  
RP North: 1789.5238' East: 2066.4582'  
End North: 2352.0792' East: 1841.1419'

Segment #4 : Line  
Course: S68° 10' 22"W Length: 95.16'  
North: 2316.6979' East: 1752.8040'

Segment #5 : Line  
Course: N00° 11' 34"W Length: 247.89'  
North: 2564.5865' East: 1751.9700'

Segment #6 : Line  
Course: N89° 48' 26"E Length: 193.08'  
North: 2565.2361' East: 1945.0489'

Perimeter: 834.03' Area: 40998.20 Sq. Ft. (0.94 Ac.)  
Error Closure: 0.0107 Course: N04° 35' 08"E  
Error North: 0.01067 East: 0.00086  
Precision 1: 77945.79

2004-0923197 ORIGINAL

IN THE CITY OF PALM SPRINGS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

SHEET 1 OF 2

# PARCEL MAP NO. 30745

BEING A SUBDIVISION OF LOTS 1 THROUGH 10, INCLUSIVE, AND LETTERED LOTS A THROUGH E, INCLUSIVE, OF TRACT NO. 19544, AS SHOWN BY MAP ON FILE IN BOOK 142, PAGES 79 AND 80, OF MAPS, RECORDS OF SAID COUNTY, SAID STATE, AS AMENDED BY CERTIFICATION OF CORRECTION RECORDED JANUARY 23, 1986 AS INSTRUMENT NO. 16924 OF OFFICIAL RECORDS.

WARREN W. WILLIAMS, JR. L.S. 7038  
DEVELOPMENT RESOURCE CONSULTANTS, INC.  
DATE OF SURVEY JANUARY, 2003

## RECORDERS CERTIFICATE

FILED THIS 19<sup>th</sup> DAY OF Oct 2004.  
AT 8A M IN BOOK 310 OF PARCEL MAPS,  
AT PAGES 31-32. AT THE REQUEST OF THE  
CITY CLERK, CITY OF PALM SPRINGS.  
NO. 2004-0923197  
FEE \$900  
GARY L. ORSO, COUNTY RECORDER-ASSESSOR CLERK  
BY: [Signature] DEPUTY  
SUBDIVISION GUARANTEE BY:  
FIDELITY NATIONAL TITLE COMPANY

### OWNER'S STATEMENT

THE UNITED STATES OF AMERICA, AS OWNER IN FEE OF THE LAND SHOWN ON THE MAP, IN ACCORDANCE WITH THE CODE OF FEDERAL REGULATIONS, TITLE 25-INDIAN AND LEASE PSL-244, HEREBY CONSENTS TO THE RECORDATION OF THIS MAP AND SUBDIVISION AS SHOWN WITHIN THE DISTINCTIVE BORDER LINE PURSUANT TO PROVISIONS OF CHAPTER 1, TITLE 6, PART 4, DIVISION SECOND OF THE CIVIL CODE.

THE UNITED STATES OF AMERICA DEPARTMENT OF THE INTERIOR BUREAU OF INDIAN AFFAIRS, OWNER IN FEE AND HOLDER IN TRUST

BY: [Signature]  
KIM SNYDER, SUPERINTENDENT  
PALM SPRINGS AGENCY  
BUREAU OF INDIAN AFFAIRS

PURSUANT TO THE AUTHORITY DELEGATED BY 209 DM 8, 230 DM 1, AND 3 IAM 4, AND SACRAMENTO REDELEGATION ORDER NO. 1 (43 F.R. 30131, DATED JULY 13, 1978)

### SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME, OR UNDER MY DIRECTION, AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCES AT THE REQUEST OF DESTINATION RAMON LLC IN JANUARY 2003.

I HEREBY STATE THAT ALL MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED, OR WILL BE IN ACCORDANCE WITH THE TERMS OF THE MONUMENT AGREEMENT FOR THE MAP AND THAT SAID MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. I HEREBY STATE THAT THIS PARCEL MAP SUBSTANTIALLY CONFORMS TO THE APPROVED OR COMMERCIALLY APPROVED TENTATIVE MAP, IF ANY.

[Signature]  
WARREN W. WILLIAMS, JR.  
P.L.S. 7038  
EXP. 08/30/2008  
DATED: 8/11/04



### CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THE WITHIN MAP OF PARCEL MAP NO. 30745 CONSISTING OF TWO (2) SHEETS, THAT THE SUBDIVISION SHOWN HEREON IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE MAP AND ANY APPROVED ALTERATIONS THEREOF; THAT ALL PROVISIONS OF THE STATE SUBDIVISION MAP ACT AND ANY LOCAL ORDINANCES APPLICABLE AT THE TIME OF APPROVAL OF THE TENTATIVE MAP HAVE BEEN COMPLIED WITH; AND THAT I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

[Signature]  
DAVID J. BARAKAN  
RCE 28931  
LICENSE EXPIRES 03/31/2007  
DATED: Oct 11 2004

### CITY CLERK'S STATEMENT

I, PATRICIA A. SANDERS, CITY CLERK AND EX-OFFICIO ASSESSOR OF THE CITY COUNCIL OF THE CITY OF PALM SPRINGS, STATE OF CALIFORNIA, DO HEREBY STATE THAT SAID CITY COUNCIL AT ITS REGULAR MEETING HELD ON THE 28<sup>th</sup> DAY OF October 2004 DULY APPROVED THE WITHIN MAP OF PARCEL MAP NO. 30745.

SAID COUNCIL DID ACCEPT THE ABANDONMENT OF ALL PUBLIC LANDSCAPE EASEMENTS WITHIN THE BOUNDARY OF THIS MAP WHICH WERE ACQUIRED BY THE CITY OF PALM SPRINGS (LOT A AND LOT B) PER THE MAP OF TRACT NO. 19544 IN BOOK 142, PAGES 79 AND 80 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

SAID COUNCIL DID ALSO ACCEPT THE ABANDONMENT OF THE PUBLIC EASEMENTS FOR STREET RIGHT OF WAY AND PUBLIC UTILITIES (LOT D AND LOT E AS SHOWN ON TRACT NO. 19544 IN BOOK 142, PAGES 79 AND 80, OF MAPS) RECORDED MARCH 22, 1984 AS INSTRUMENT NO. 58494 OF OFFICIAL RECORDS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

THE TENTATIVE MAP FOR SAID PARCEL MAP 30745 WAS APPROVED BY THE CITY COUNCIL AT ITS REGULAR MEETING HELD ON THE 28TH DAY OF APRIL, 2004.

DATED: October 11 2004

[Signature]  
CITY CLERK AND EX-OFFICIO ASSESSOR OF THE CITY COUNCIL OF THE CITY OF PALM SPRINGS

### LESSEE'S STATEMENT

WE HEREBY CERTIFY THAT WE ARE THE LESSEE OF OR HAVE THE RIGHT, TITLE OR INTEREST IN THE LAND INCLUDING WITHIN THE SUBDIVISION SHOWN HEREON, THAT WE CONSENT TO THE MAKING AND RECORDING OF THIS PARCEL MAP AS SHOWN WITHIN THE DISTINCTIVE BORDERLINE UNDER INDIAN LAND LEASE NO. PLS - 244 RECORDED BY THE UNITED STATES DEPARTMENT OF INTERIOR, BUREAU OF INDIAN AFFAIRS ON MARCH 11, 1980 AS INSTRUMENT NO. 46936 AND AS ASSIGNED TO AMERICAN REALTY TRUST, INC., A GEORGIA CORPORATION, RECORDED MARCH 3, 2000 AS INSTRUMENT NO. 2000-079765 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY.

AMERICAN REALTY TRUST, INC., A GEORGIA CORPORATION

BY: [Signature]  
DAN ALLRED, VICE PRESIDENT

### NOTARY ACKNOWLEDGMENT

STATE OF CALIFORNIA  
COUNTY OF Riverside ss

ON September 13, 2004 BEFORE ME, Patti R. Kent  
PERSONALLY APPEARED KIM SNYDER, PERSONALLY KNOWN TO ME (OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE) TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME IN HIS AUTHORIZED CAPACITY, AND THAT BY HIS SIGNATURE ON THE INSTRUMENT THE PERSON, OR THE ENTITY UPON BEHALF OF WHICH THE PERSON ACTED, EXECUTED THE INSTRUMENT.

WITNESS MY HAND AND OFFICIAL SEAL

SIGNATURE: [Signature]  
MY COMMISSION EXPIRES: October 7, 2007  
MY PRINCIPAL PLACE OF BUSINESS IS: Riverside County

### NOTARY ACKNOWLEDGMENT

STATE OF CALIFORNIA  
COUNTY OF San Bernardino ss

ON September 2, 2004 BEFORE ME, Jacqueline Rosuel, Notary Public  
PERSONALLY APPEARED DAN ALLRED, PERSONALLY KNOWN TO ME (OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE) TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME IN HIS AUTHORIZED CAPACITY, AND THAT BY HIS SIGNATURE ON THE INSTRUMENT THE PERSON, OR THE ENTITY UPON BEHALF OF WHICH THE PERSON ACTED, EXECUTED THE INSTRUMENT.

WITNESS MY HAND AND OFFICIAL SEAL

SIGNATURE: [Signature]  
MY COMMISSION EXPIRES: Mar 3, 2006  
MY PRINCIPAL PLACE OF BUSINESS IS: Corona, California

### TAX BOND CERTIFICATE

I HEREBY CERTIFY THAT A BOND IN THE SUM OF \$ \_\_\_\_\_ HAS BEEN EXECUTED AND FILED WITH THE BOARD OF SUPERVISORS OF THE COUNTY OF RIVERSIDE, CALIFORNIA, CONDITIONED UPON THE PAYMENT OF ALL TAXES, STATE, COUNTY, MUNICIPAL OR LOCAL, AND ALL SPECIAL ASSESSMENTS COLLECTED AS TAXES, WHICH AT THE TIME OF FILING OF THIS MAP WITH THE COUNTY RECORDER ARE A LIEN AGAINST SAID PROPERTY BUT NOT YET PAYABLE AND SAID BOND HAS BEEN DULY APPROVED BY SAID BOARD OF SUPERVISORS.

DATE: \_\_\_\_\_ 2004  
NANCY ROMERO  
CLERK TO THE BOARD OF SUPERVISORS  
BY: \_\_\_\_\_ DEPUTY

CASH BOND  
PAUL McDONNELL  
COUNTY TAX COLLECTOR  
BY: \_\_\_\_\_ DEPUTY

### TAX COLLECTORS CERTIFICATE

I HEREBY CERTIFY THAT ACCORDING TO THE RECORDS OF THIS OFFICE, AS OF THIS DATE THERE ARE NO LIENS AGAINST THE PROPERTY SHOWN ON THE WITHIN MAP FOR UNPAID STATE, COUNTY, MUNICIPAL OR LOCAL TAXES OR SPECIAL ASSESSMENTS COLLECTED AS TAXES, SAID SALES-TAXES OR SPECIAL ASSESSMENTS COLLECTED AS TAXES NOW A LIEN BUT NOT YET PAYABLE, WHICH ARE ESTIMATED TO BE \$ \_\_\_\_\_.

PAUL McDONNELL  
COUNTY TAX COLLECTOR

BY: [Signature] DEPUTY  
DATED: October 14 2004

### ABANDONMENT NOTE

WE HEREBY ABANDON, PURSUANT TO SECTION 66449(d) OF THE SUBDIVISION MAP ACT, ALL PUBLIC LANDSCAPE EASEMENTS WITHIN THE BOUNDARY OF THIS MAP WHICH WERE ACQUIRED BY THE CITY OF PALM SPRINGS (LOT A AND LOT B) PER THE MAP OF TRACT NO. 19544 IN BOOK 142, PAGES 79 AND 80 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

WE ALSO HEREBY ABANDON, PURSUANT TO SECTION 66060(d) OF THE SUBDIVISION MAP ACT, THE PUBLIC EASEMENTS FOR STREET RIGHT OF WAY AND PUBLIC UTILITIES (LOT D AND LOT E AS SHOWN ON TRACT NO. 19544 IN BOOK 142, PAGES 79 AND 80, OF MAPS) RECORDED MARCH 22, 1984 AS INSTRUMENT NO. 58494 OF OFFICIAL RECORDS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

### SOILS REPORT NOTE

IN ACCORDANCE WITH THE PROVISION OF SECTION 66434.5 OF THE SUBDIVISION MAP ACT, A SOILS REPORT WAS PREPARED BY KHANZAN & ASSOCIATES, INC. DATED FEBRUARY 26, 2002 AND IS ON FILE IN THE OFFICE OF THE CITY ENGINEER.



SCALE 1" = 100'

IN THE CITY OF PALM SPRINGS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

SHEET 2 OF 2

# PARCEL MAP NO. 30745

BEING A SUBDIVISION OF LOTS 1 THROUGH 10, INCLUSIVE, AND LETTERED LOTS A THROUGH E, INCLUSIVE, OF TRACT NO. 19544, AS SHOWN BY MAP ON FILE IN BOOK 142, PAGES 79 AND 80, OF MAPS, RECORDS OF SAID COUNTY, SAID STATE, AS AMENDED BY CERTIFICATION OF CORRECTION RECORDED JANUARY 23, 1986 AS INSTRUMENT NO. 16924 OF OFFICIAL RECORDS.

WARREN W. WILLIAMS, JR. L.S. 7038  
DEVELOPMENT RESOURCE CONSULTANTS  
DATE OF SURVEY JANUARY, 2003

### BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF CROSSLEY ROAD PER TRACT NO. 19544 FILED IN BOOK 142, PAGES 79 AND 80, OF MAPS, BEING N00°10'34"W.

### SURVEYOR'S NOTES

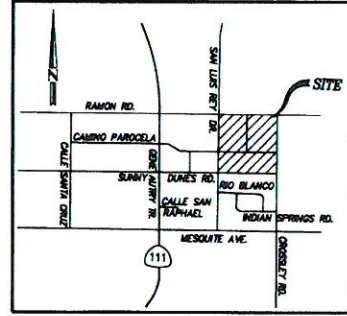
THIS PARCEL MAP CONTAINS 34.87 ACRES GROSS WITHIN THE DISTINCTIVE BORDERS.

- INDICATES FOUND MONUMENT AS NOTED
- ① 2" I.P. TAGGED "LS 7038", OR LEAD AND TAG STAMPED "LS 7038" SET IN CONCRETE TO BE SET AT ALL BOUNDARY CORNERS.
- ② 1" I.P. TAGGED "LS 7038", OR LEAD AND TAG STAMPED "LS 7038" SET IN CONCRETE TO BE SET AT ALL PARCEL CORNERS.
- ③ FOUND BRASS DISK STAMPED "1/4, SEC. 20" PER R1.
- ④ FOUND 1" I.P. TAGGED "LS 4146" PER R1.
- ⑤ FOUND 1/2" I.P. TAGGED "LS 4146" PER R1.
- ⑥ FOUND 1" I.P. WITH NAIL, NO REF., IN LIEU OF 1" I.P. TAGGED "LS 4146" PER R1. N88°54'51"E 0.11' FROM ESTABLISHED CENTERLINE INTERSECTION OF SUNNY DUNES ROAD AND SAN LUIS REY DRIVE. HELD FOR LINE EAST/WEST DIRECTION. SET BY SPIKE AND WASHED STAMPED "LS 7038".
- ⑦ FOUND 1" I.P. NO TAG, NO REF., ACCEPTED AS CENTERLINE B.C. OF SAN LUIS REY DRIVE. SET TAG "LS 7038".
- ⑧ FOUND 1" I.P. NO TAG, NO REF., ACCEPTED AS CENTERLINE P.R.C. OF SAN LUIS REY DRIVE. SET TAG "LS 7038".
- ⑨ FOUND 1" I.P. NO TAG, NO REF., ACCEPTED AS CENTERLINE E.C. OF SAN LUIS REY DRIVE. SET TAG "LS 7038".
- ⑩ SEARCHED FOUND NOTHING. SET 1" I.P. TAGGED "LS 7038".

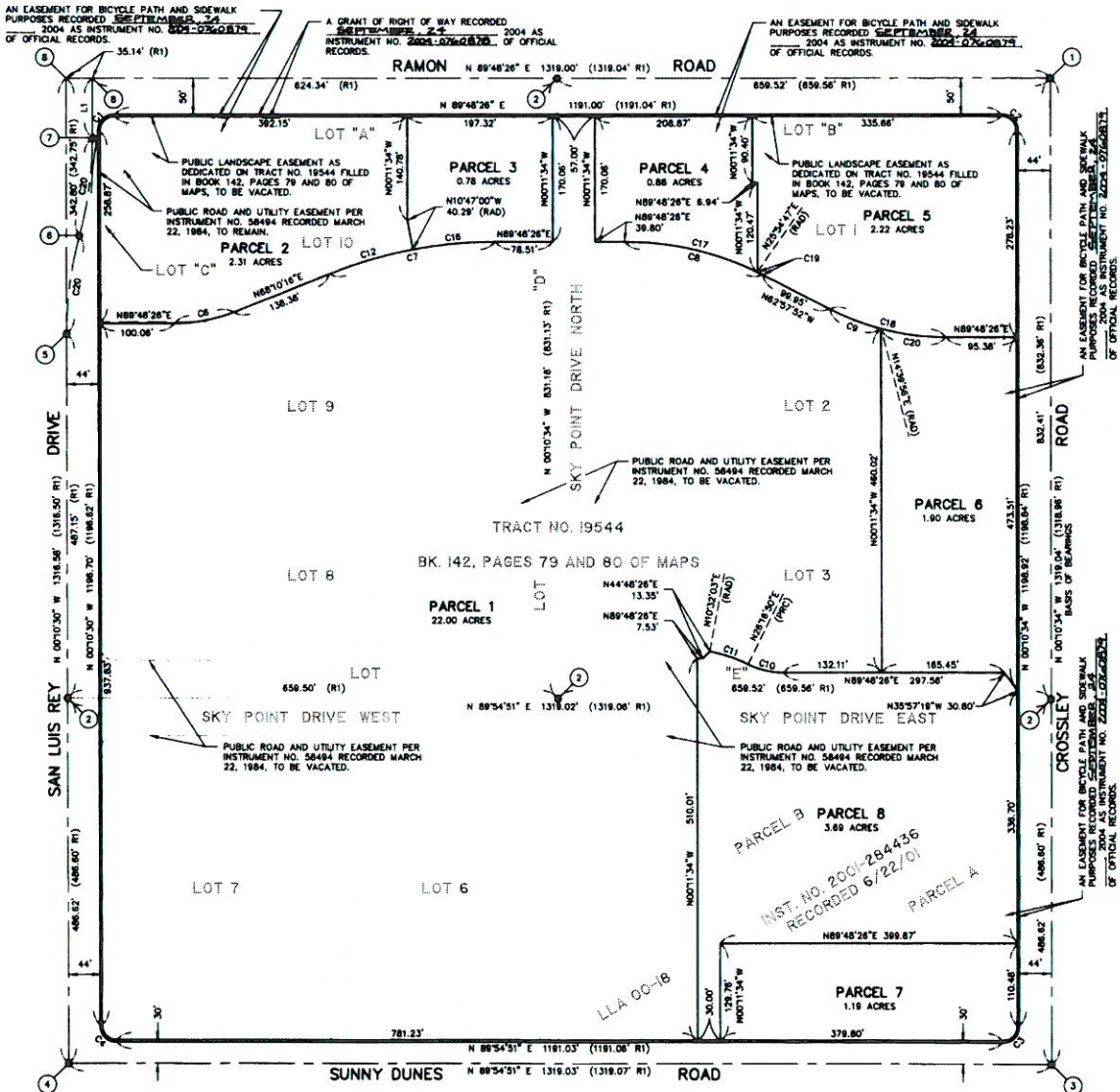
R1 = TRACT NO. 19544 FILED IN BOOK 142, PAGES 79 AND 80, OF MAPS.

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N00°10'30"W	80.05' (80.00' R1)

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	89°58'56"	20.00'	31.41' (R1)
C2	89°01'00"	20.00'	31.42' (R1)
C3	89°59'22"	20.00'	31.45' (R1)
C4	88°54'36"	20.00'	31.38' (R1)
C5	07°48'13"	456.00'	13.86'
C6	21°38'10"	214.00'	80.81'
C7	21°38'10"	606.00'	228.84'
C8	27°13'42"	400.00'	190.09'
C9	12°22'12"	344.00'	74.27'
C10	28°28'21"	105.00'	46.51'
C11	15°24'42"	183.00'	53.58'
C12	11°32'34"	608.00'	118.80'
C13	13°28'50"	456.00'	107.28'
C14	15°14'03"	544.00'	144.64'
C15	88°58'56"	20.00'	31.41' (R1)
C16	10°35'36"	606.00'	112.04'
C17	28°08'21"	400.00'	182.25'
C18	27°13'42"	344.00'	163.48'
C19	10°37'21"	400.00'	7.84'
C20	15°14'03"	500.00'	132.84' (R1)



VICINITY MAP  
NOT TO SCALE



INST. NO. 2001-284436  
RECORDED 6/22/01

LLA 00-18

**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

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

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

The City of Palm Springs may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact City of Palm Springs Planner Mr. Glenn Mlaker at (760) 323-8245.

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

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

**DATE OF HEARING:**                    **September 10, 2020**

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

**Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference only. Information on how to participate in the hearing will be available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org)**

**CASE DESCRIPTION:**

ZAP1088PS20 – Destination Ramon, LLC (Representative: Rothbart Development Corp.) – Related Case: City of Palm Springs Case Nos. 3.4179MAJ (Major Architectural), 5.1413CUP (Conditional Use Permit), 5.1513 (Tentative Parcel Map No. 30745). The applicant proposes to demolish an existing Office Depot building located at 5601 E. Ramon Road, and construct a 3,198 square foot Raising Cane’s restaurant building with drive-thru, and a 2,200 square foot Starbucks restaurant building with drive-thru on a 2.31 acre parcel located on the southeast corner of Ramon Road and San Luis Rey Drive. The applicant also proposes to divide the site into two commercial parcels (Airport Compatibility Zone C of the Palm Springs International Airport Influence Area).





# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1088 PS20 DATE SUBMITTED: 7-6-20

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Destination Ramon, LLC	Phone Number	(310) 277-6288
Mailing Address	c/o Rothbart Development Corp. 10990 Wilshire Boulevard, Suite 1000 Los Angeles, CA 90024	Email	stan@rothbartdev.com
Representative	Rothbart Development Corp.	Phone Number	(310) 277-6288
Mailing Address	c/o Stanley Rothbart 10990 Wilshire Boulevard, Suite 1000 Los Angeles, CA 90024	Email	stan@rothbartdev.com
Property Owner	Destination Ramon, LLC	Phone Number	(310) 277-6288
Mailing Address	c/o Rothbart Development Corp. 10990 Wilshire Boulevard, Suite 1000 Los Angeles, CA 90024	Email	stan@rothbartdev.com

P.S  
BI

### LOCAL JURISDICTION AGENCY

Local Agency Name	City of Palm Springs	Phone Number	(760) 323-8245
Staff Contact	Glenn Mlaker	Email	Glenn.Mlaker@palmsspringsca.gov
Mailing Address	3200 East Tahquitz Canyon Way Palm Spring, CA 92262	Case Type	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input checked="" type="checkbox"/> Use Permit <input type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other
Local Agency Project No	<u>3.417 MJ, 5.1413 CUP, 5.1513 PM</u>		

### PROJECT LOCATION

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

Street Address	5601 E. Ramon Road Palm Springs, CA	Gross Parcel Size	2.31 acres
Assessor's Parcel No.	680-170-056	Nearest Airport and distance from Airport	Palm Springs Airport
Subdivision Name			
Lot Number			

### PROJECT DESCRIPTION

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

Existing Land Use (describe)	Within the existing Destination Ramon shopping center, the vacant building formally occupied by Office Depot.

Proposed Land Use (describe)	Applicant proposes to remove the former Office Depot building and replace it with a Raising Cane's at 3,198 sqft & a Starbucks Coffee at 2,200 sqft.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)		
For Other Land Uses	Hours of Operation	Raising Cane's: 9:00am - 3:30am / Starbucks: 5:00am - 12:00am	
(See Appendix C)	Number of People on Site	NTE: Maximum Number	Raising Cane's: 110 / Starbucks: 75
	Method of Calculation	Number of People on Site calculated per CA Building Occupancy Code	
		Maximum Number of people calculated based on 80 people per 1 acre	
Height Data	Site Elevation (above mean sea level)	370	ft.
	Height of buildings or structures (from the ground)	Raising Cane's: 20 ft / Starbucks: 21 ft.	
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes
	If yes, describe		<input checked="" type="checkbox"/> No

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

/

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.2

**HEARING DATE:** September 10, 2020

**CASE NUMBER:** ZAP1083BD20 – Sean St. Peter

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** CUP200015 (Conditional Use Permit)

**LAND USE PLAN:** 2004 Bermuda Dunes Airport Land Use Compatibility Plan

Airport Influence Area: Bermuda Dunes Airport

Land Use Policy: Compatibility Zones C and D

Noise Levels: 55 - 60 CNEL contour

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the Conditional Use Permit be found **CONSISTENT**, subject to the conditions included herein.

**PROJECT DESCRIPTION:** The applicant proposes to establish a cannabis distribution and retail dispensary facility within an existing 13,969 square foot building on 1.78 acres.

**PROJECT LOCATION:** The site is located easterly of Berkey Drive, westerly of Washington Street, and northerly of Varner Road, approximately 7,198 feet northwesterly of Runway 10-28 at Bermuda Dunes Airport.

**BACKGROUND:**

Non-Residential Average Intensity: Pursuant to the 2004 Bermuda Dunes Airport Land Use Compatibility Plan, the project site is located within Compatibility Zones C (0.53 acres) and D (1.25 acres) which restricts average intensity to 75 people per acre and 100 people per acre respectively.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following rate could potentially be used to calculate the occupancy for the proposed building in Compatibility Zones C and D:

## Staff Report

Page 2 of 5

- Retail – 1 person per 60 square feet,
- Office – 1 person per 200 square feet,
- Storage – 1 person per 300 square feet,
- Warehouse – 1 person per 500 square feet, and
- Break Room – 1 person per 15 square feet.

The project proposes to establish a cannabis dispensary within the existing 13,969 square foot building, which includes 5,907 square feet of retail area, 1,623 square feet of office area, 645 square feet of storage area, 4,834 square feet of warehouse area, and 125 square feet of break room area, accommodating 126 people, resulting in an average intensity of 71 people per acre, which is consistent with both Compatibility Zones C and D average criterion of 75 and 100 people per acre respectively.

A breakdown of use by Compatibility Zone indicates 1,327 square feet of retail area, 888 square feet of office area, 353 square feet of storage area, and 4,834 square feet of warehouse area is located within Zone C, accommodating 37 people, resulting in an average intensity of 70 people per acre for the portion of the site located in Zone C, which is consistent with the Compatibility Zone C average criterion of 75.

Approximately 4,580 square feet of retail area, 735 square feet of office area, 292 square feet of storage area, and 125 square feet of breakroom area is located within Zone D, accommodating 89 people, resulting in an average intensity of 71 people per acre for the portion of the site located in Zone D, which is consistent with the Compatibility Zone D average criterion of 100.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle). Based on the number of parking spaces (60 spaces) required, the total occupancy would be estimated at 90 people for an average intensity of 51 persons per acre, which is consistent with both Compatibility Zones C and D average criterion of 75 and 100 people per acre respectively.

Non-Residential Single-Acre Intensity: As previously noted, the proposed project is located within Compatibility Zones C and D which restricts non-residential intensity to 150 and 300 people in any given single acre respectively.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre intensity are as follows. The portion of the single-acre area located within Compatibility Zone C includes 1,327 square feet of retail area, 888 square feet of office area, 353 square feet of storage area, and 4,834 square feet of warehouse area, resulting in 37 people, which is consistent with the Compatibility Zone C single acre criterion of 150.

The portion of the single-acre located within Compatibility Zone D includes 4,580 square feet of retail area, 735 square feet of office area, 292 square feet of storage area, and 125 square feet of breakroom area, resulting in 89 people, which is consistent with the Compatibility Zone C single



acre criterion of 300.

Prohibited and Discouraged Uses: The applicant does not propose any uses specifically prohibited or discouraged in Compatibility Zones C and D of the Bermuda Dunes Airport Influence Area.

Noise: The site is located within the 55-60 CNEL contour range from aircraft noise. Office and retail uses are identified as normally acceptable within this range; however, staff is recommending a condition to incorporate noise attenuation measures into the design of the proposed buildings to such extent as may be required to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

Part 77: The elevation of Runway 10-28 at its westerly terminus is approximately 73 feet above mean sea level (AMSL). At a distance of approximately 7,198 feet from the runway, FAA review would be required for any structures with top of roof exceeding 145 feet AMSL. The project's finished floor elevation is 110 feet AMSL, and the maximum height of the existing building is 30 feet, for a maximum top point elevation of 140 feet AMSL. The project does not propose to increase the height of the existing building. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is not required.

Open Area: The site is located within Compatibility Zones C and D of the Bermuda Dunes Airport Influence Area, which requires projects 10 acres or larger to designate 20% and 10% respectively of project area as ALUC qualifying open area that could potentially serve as emergency landing areas. Since the overall project size is less than 10 acres, the open area requirement is not applicable to this project.

#### **CONDITIONS:**

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
  - (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use or activity which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

- (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Highly noise-sensitive outdoor nonresidential uses.
3. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; children's schools; daycare centers; libraries; hospitals; nursing homes, buildings with 3 aboveground habitable floors, and hazards to flight.
  4. The attached notice shall be given to all prospective purchasers and/or tenants of the property, and shall be recorded as a deed notice.
  5. Any new detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

6. Noise attenuation measures shall be incorporated into the design of the buildings, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

7. The project has been evaluated for 5,907 square feet of retail area, 1,623 square feet of office area, 645 square feet of storage area, 4,834 square feet of warehouse area, and 125 square feet of break room area. Any increase in building area, change or intensification of floor area usage will require review by the Airport Land Use Commission.

Y:\AIRPORT CASE FILES\Bermuda Dunes\ZAP1083BD20\ZAP1083BD20sr.doc

# NOTICE OF AIRPORT IN VICINITY

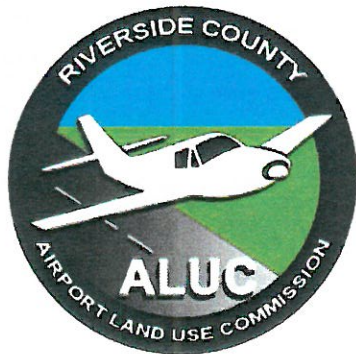
This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual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



# NOTICE

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

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

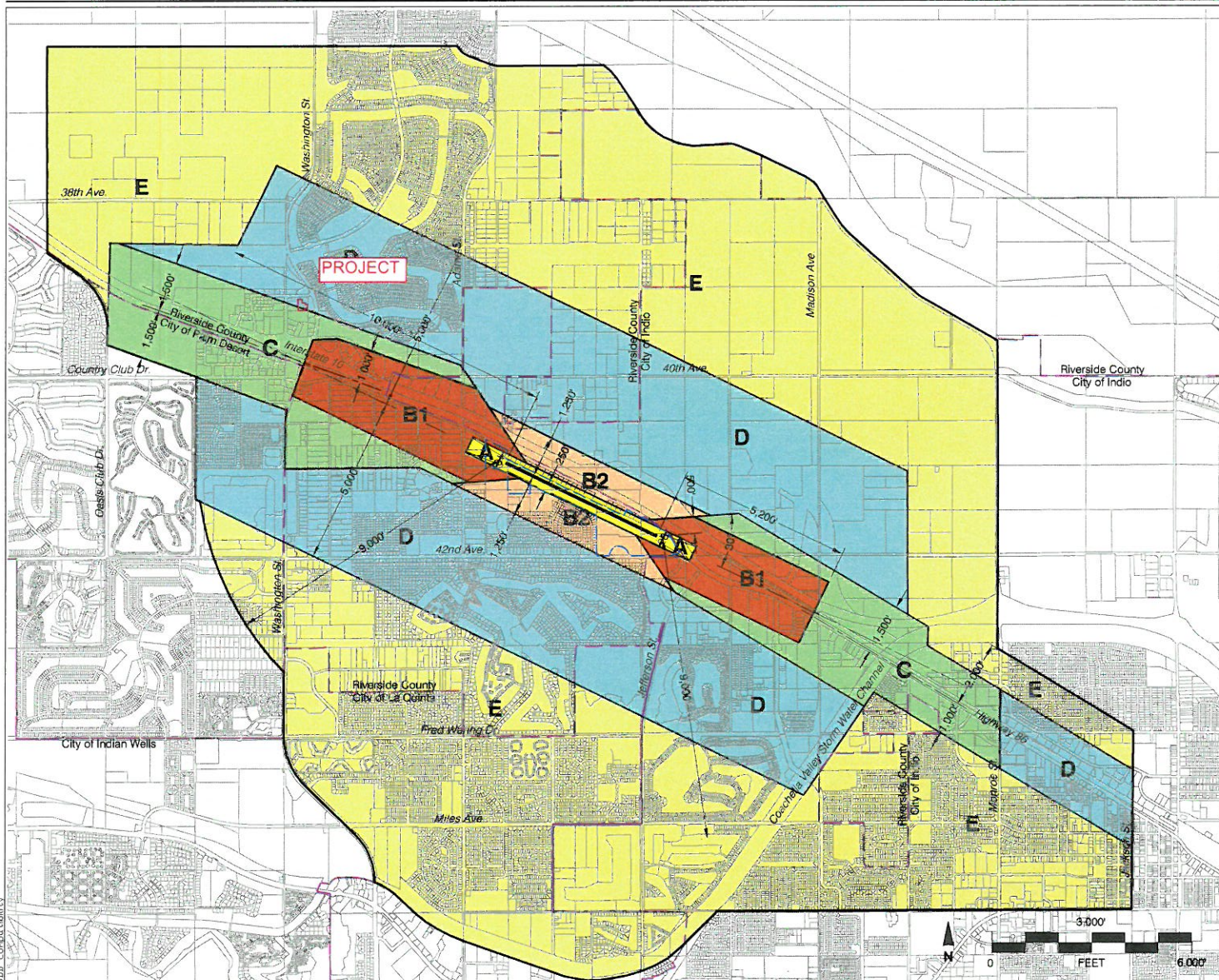


IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: \_\_\_\_\_

Phone: \_\_\_\_\_





**Legend**

**Compatibility Zones**

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

**Boundary Lines**

- Airport Property Line
- City Limits

**Note**

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

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

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

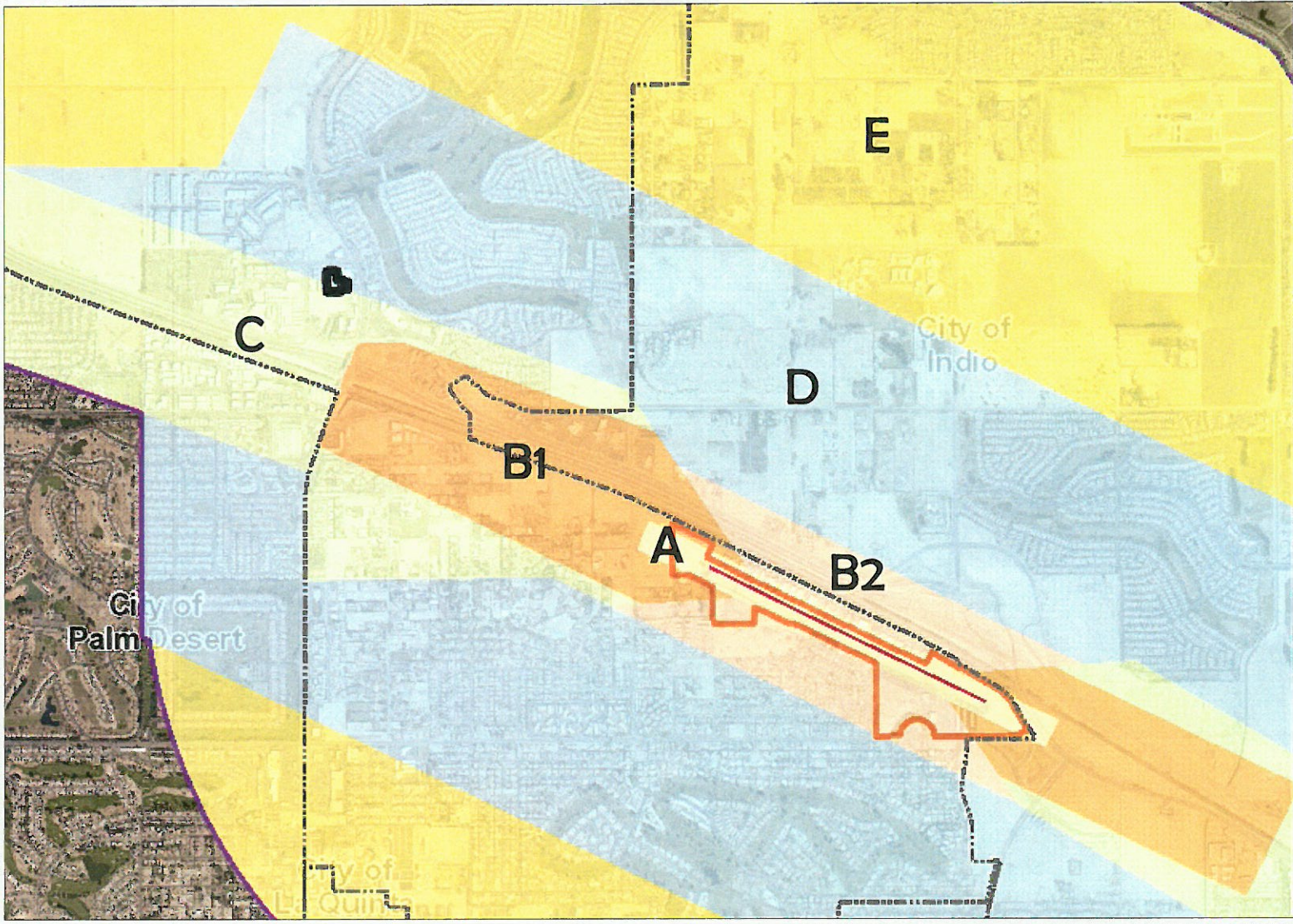
Map BD-1

**Compatibility Map**  
 Bermuda Dunes Airport

BD-1-compatibility



# Map My County Map



## Legend

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



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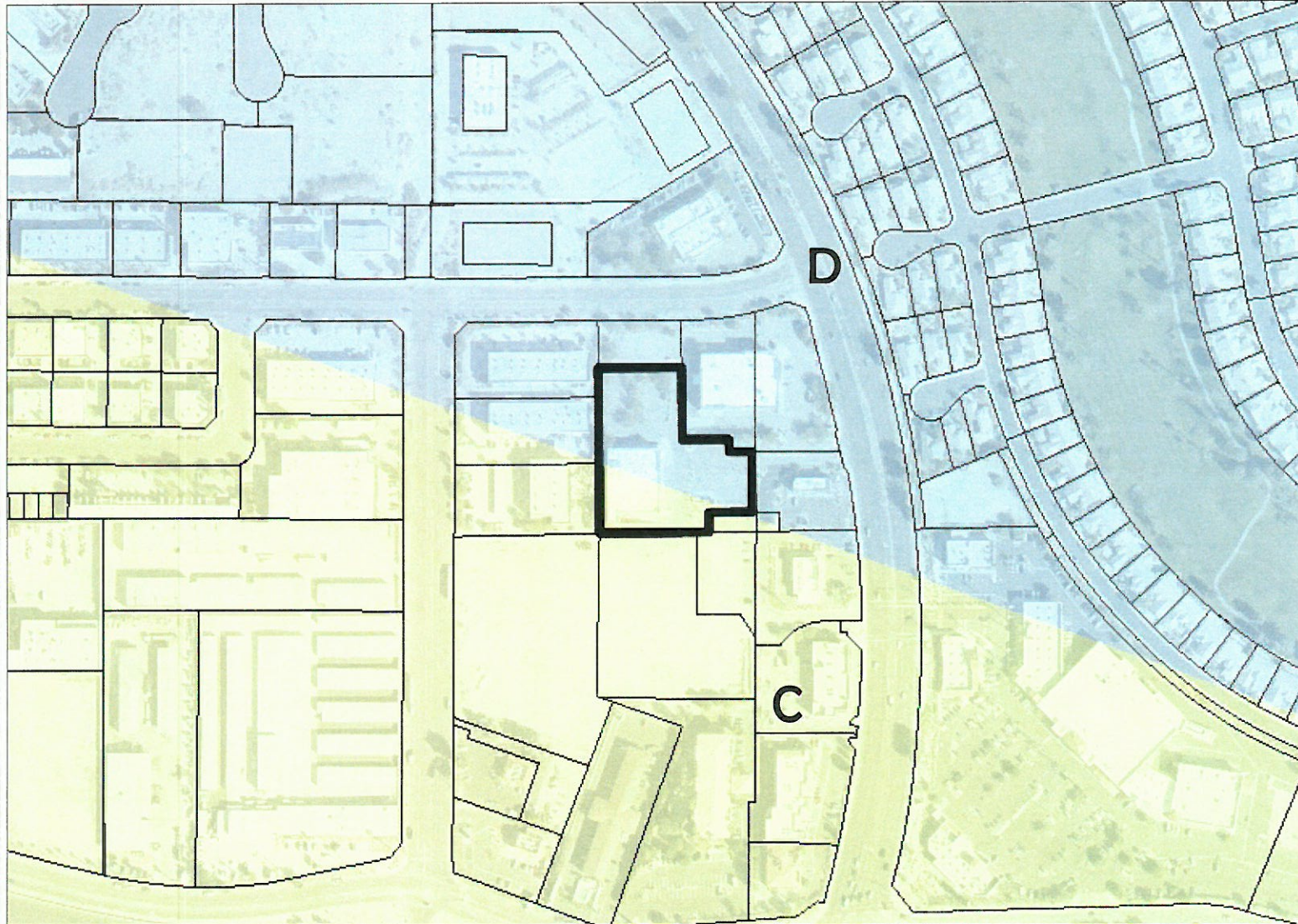
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## Notes



# Map My County Map



**Legend**

- Parcels
- Runways
- Airports
- Airport Influence Areas

**Airport Compatibility Zones**

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



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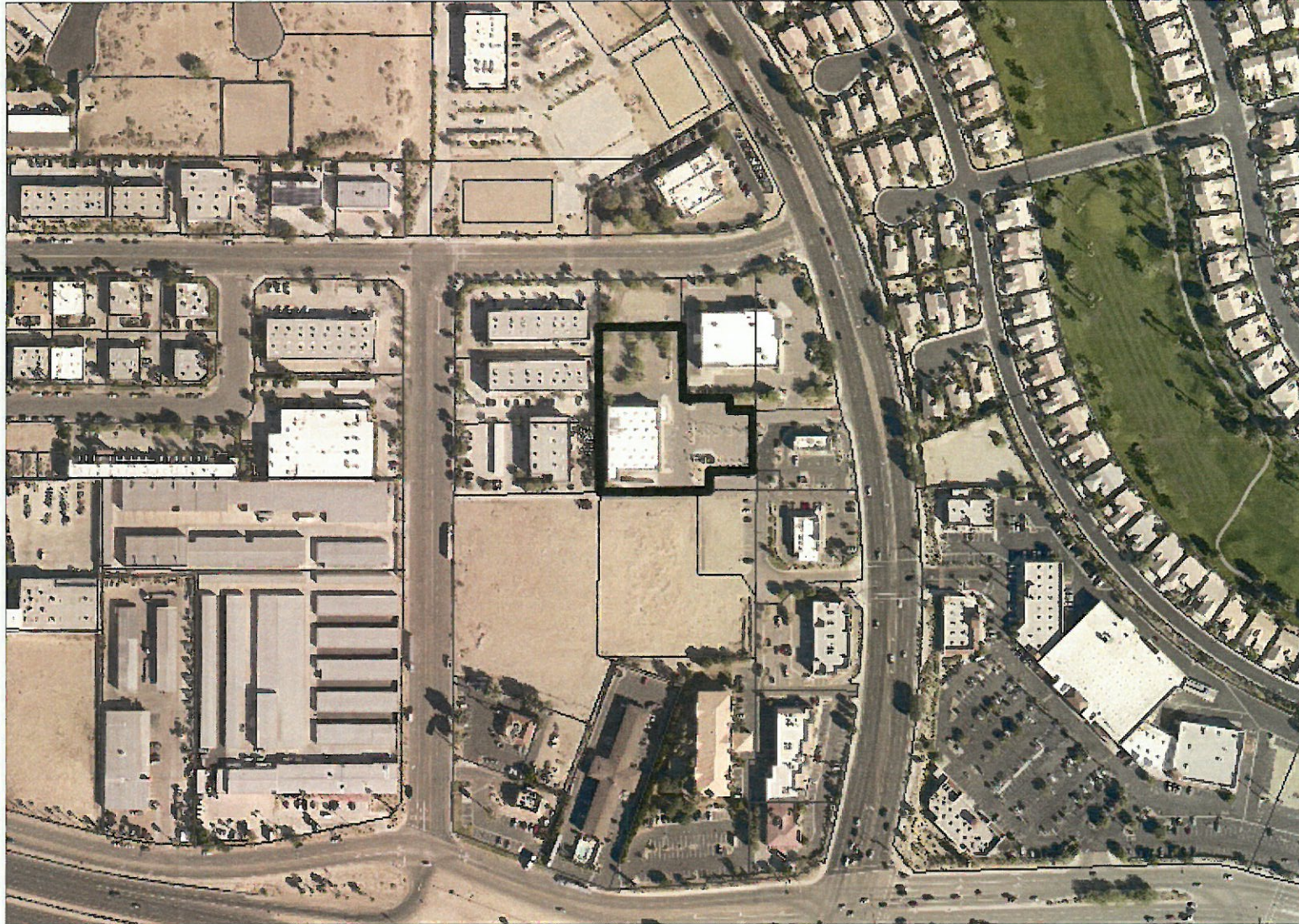
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**Notes**



# Map My County Map



## Legend

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



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## Notes

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# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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## Notes



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# Map My County Map



## Legend

- Blueline Streams
- ▨ City Areas
- World Street Map



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## Notes

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505

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# Map My County Map



## Legend

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



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## Notes



# Map My County Map



## Legend

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



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## Notes

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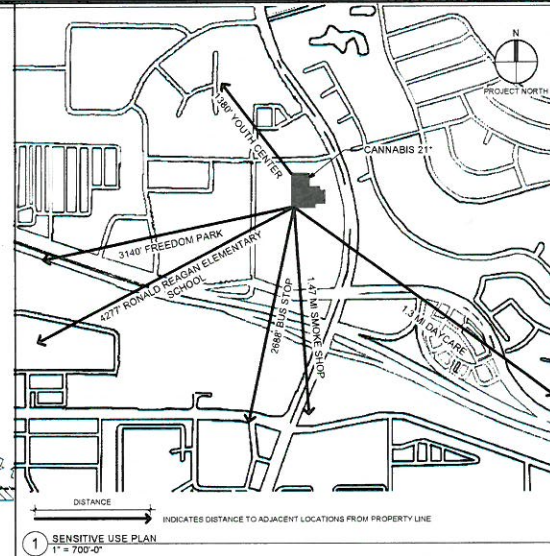
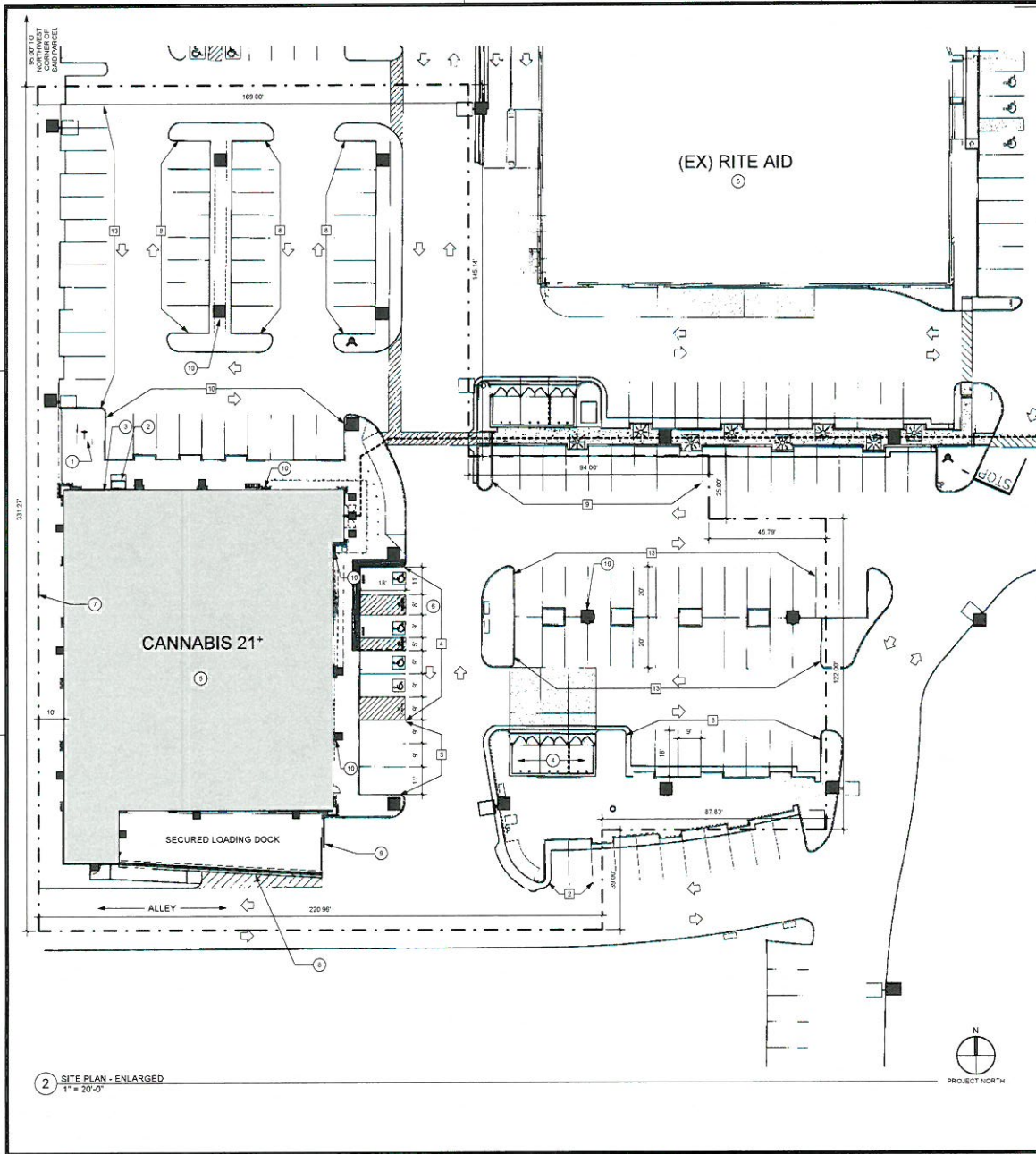
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1 SENSITIVE USE PLAN  
1" = 700'-0"

**ENLARGED SITE PLAN KEYNOTES**

1	(E) BUILDING ELECTRICAL TRANSFORMER
2	(E) BUILDING ELECTRICAL SWITCHGEAR
3	(E) GAS METER
4	(E) TRASH/COMPOSTER ENCLOSURE
5	(E) BUILDING TO REMAIN
6	(E) HANDICAP PARKING STALLS
7	(E) HIGH CMU THROUGHOUT HIGH FENCING
8	(E) HIGH CMU WALL
9	(N) SECURITY FENCING AND GATE
10	(N) NO LINGERING OUTRIGS STORAGE - OBTAIN SIGNAGE FROM THE SHERIFF'S DEPARTMENT
11	(N) SECURITY BARS WILL BE INSTALLED ON ANY WINDOWS.

NOTE: NO SECURITY BARS WILL BE INSTALLED ON ANY WINDOWS.

**PARKING COUNT**

<b>COMMERCIAL CANNABIS FACILITY</b>	
RETAIL SALES 1 SPACE FOR 200 SF @ 9,292 SF	47 SPACES REQUIRED
DISTRIBUTION 2 SPACES FOR 3 EMPLOYEES @ 4,877 SF	9 SPACES FOR UP TO 13 EMPLOYEES (LARGEST SHIFT)
HANDICAP STALLS	4 SPACES
TOTAL PARKING	60 SPACES
TOTAL PARKING SPACES PROVIDED	99 SPACES

**SITE PLAN LEGEND**

	CANNABIS 21+		(E) BUILDING LIGHT
	(E) CONCRETE SIDEWALK		(E) SITE POLE LIGHT
	EXITING / PATH OF TRAVEL		(E) FIRE HYDRANT
	PROPERTY LINE		PARKING STALLS

2 SITE PLAN - ENLARGED  
1" = 20'-0"

DATE: 06.11.20  
DRAWN: STAFF  
CHECKED: CB

**rad ARCHITECTS**  
Members of the American Institute of Architects  
rad Architects, Inc.  
1380 Grand Ave., #110  
San Diego, CA 92103  
TEL: 619.795.6522  
FAX: 619.795.6522

ASSESSOR'S PARCEL NUMBER: 748-370-082  
LAND OWNER: SAUER FAMILY TRUST  
3025 WASHINGTON ST  
PALM DESERT, CA 92211  
PHONE: 619.793.7000  
EMAIL: sauerfamily@aol.com

APPLICANT / TENANT: CANNABIS 21+  
4211 BALBOA AVE #162  
SAN DIEGO, CA 92117  
CONTACT: SEAN ST. PETER  
PHONE: 619.618.8139  
EMAIL: sean\_stpeter@yahoo.com

EXHIBIT PREPARED BY ARCHITECT:  
RAD ARCHITECTS INC.  
1380 UNIVERSITY AVENUE #137  
SAN DIEGO, CA 92103  
TEL: 619.795.6522  
CONTACT: CARYN BARLEY  
EMAIL: cbarley@rad-architects.com

**CANNABIS 21+  
COMMERCIAL CANNABIS  
CONDITIONAL USE PERMIT  
39225 WASHINGTON ST.  
PALM DESERT, CA 92211**

CONTRACTOR SHALL BUILD ONLY FROM SETS  
STAMPED 'CONSTRUCTION SET' HEREIN

**CUP SUBMITTAL**  
ISSUE DATE: 06.11.20



EXHIBIT AMENDMENT BLOCK

08.11.20	1	1ST CITY COMMENTS

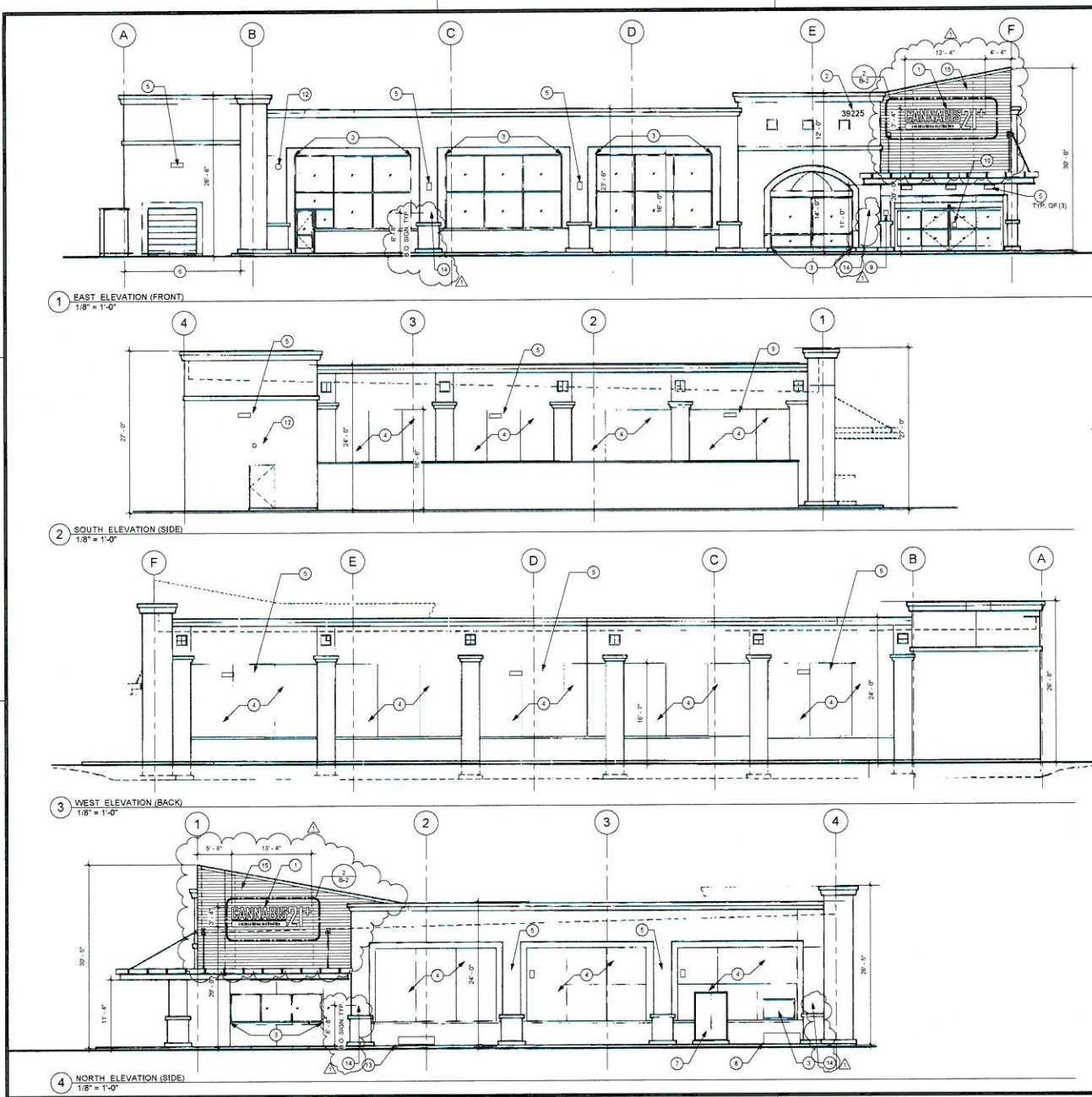
SHEET TITLE  
**EXHIBIT A:  
ENLARGED SITE PLAN &  
SENSITIVE USE PLAN**

SHEET NO  
**A-2**









**EXTERIOR ELEVATION GENERAL NOTES**

A. EXTERIOR FACADE IS EXISTING TO REMAIN FOR THIS PROJECT

**EXTERIOR ELEVATION KEYNOTES ①**

- 1 (SI) EXTERIOR SIGNAGE - REFER TO DETAIL A1/B1
- 2 (SI) SITE ADDRESSING SIGNAGE PER RIVERSIDE COUNTY CODE REQUIREMENTS PROVIDE NUMBERS IN CONTRASTING COLOR
- 3 (SI) ALUMINUM STOREFRONT SYSTEM TO REMAIN
- 4 (SI) CMU BLOCKS WITH STUCCO FINISH REMAIN
- 5 (SI) EXTERIOR LIGHTING TO REMAIN - PROTECT DURING CONSTRUCTION
- 6. LOADING DOCK
- 7 (E) ELECTRICAL AND DATA EQUIPMENT TO REMAIN - PROTECT DURING CONSTRUCTION
- 8 (E) GAS METER TO REMAIN - PROTECT DURING CONSTRUCTION
- 9 (E) KITCHEN ISLAND TO REMAIN - PROTECT DURING CONSTRUCTION
- 10 VERIFY INSTALLATION OF CODE REQUIRED ACCESS STICKER - PROVIDE IF NECESSARY
- 11 (E) FINE BACK TO REMAIN - PROTECT DURING CONSTRUCTION
- 12 (E) SECURITY CAMERA
- 13 (E) STOREFRONT DOOR SYSTEM TO REMAIN - PROTECT DURING CONSTRUCTION
- 14 (N) F COMPOSITE WOOD PANEL SYSTEM - ATTACH TO EXISTING STUCCO WALL PER MANUFACTURER'S CRITERIA
- 15 (N) F UNDERBELL TO REMAIN - OBTAIN SIGNAGE FROM THE SHERIFF'S DEPARTMENT

**EXTERIOR LIGHTING REGULATIONS**

NOTE: ALL EXTERIOR LIGHTING (EXISTING AND NEW) SHALL COMPLY WITH THE COUNTY OF RIVERSIDE ORDINANCE 915.  
 EXTERIOR LIGHTING SHALL HAVE THE FOLLOWING:  
 1) ADEQUATE SHIELDING  
 2) NON-GLARE PROPERTIES IN COMPLIANCE WITH ORDINANCE  
 3) PROPER LIGHT SOURCE - OUTDOOR LUMINAIRES SHALL NOT BLINK, FLASH OR ROTATE.  
 4) LIGHT TRESPASS - NO DIRECT LIGHT SHALL FALL OUTSIDE THE PARCEL OF ORIGIN OR ONTO THE PUBLIC RIGHT-OF-WAY.  
 5) OUTDOOR LUMINAIRES - OUTDOOR LUMINAIRES SHALL NOT BLINK, FLASH OR ROTATE.

DATE: 06.11.20  
 DRAWN: STAFF  
 CHECKED: CB



Members of the American Institute of Architects  
 rad Architects, Inc.  
 1386 University Avenue #137  
 San Diego, CA 92103  
 Tel: 619.516.6522  
 Fax: 619.516.6522

ASSESSOR'S PARCEL NUMBER: 748-370-052

LAND OWNER:	APPLICANT / TENANT:
BAER FAMILY TRUST 3025 WASHINGTON ST. PALM DESERT, CA 92211	CANNABIS 21+ 4231 BALBOA AVE #102 SAN DIEGO, CA 92117
CONTACT: SHELDON BAER PHONE: 619.618.8136 EMAIL: sbaer@shebaer.com	CONTACT: SEAN ST. PETER PHONE: 619.618.8136 EMAIL: sean_stpeter@yppco.com

EXHIBIT PREPARED ARCHITECT:  
 RAD ARCHITECTS INC.  
 1386 UNIVERSITY AVENUE #137  
 SAN DIEGO, CA 92103  
 TEL: 619.516.6522  
 CONTACT: CARYN BAILEY  
 EMAIL: cbailey@rad-architects.com

**CANNABIS 21+  
 COMMERCIAL CANNABIS  
 CONDITIONAL USE PERMIT  
 39225 WASHINGTON ST.  
 PALM DESERT, CA 92211**

CONTRACTOR SHALL BUILD ONLY FROM SETS  
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 ISSUE DATE: 06.11.20



EXHIBIT AMENDMENT BLOCK

DATE	REVISION	1ST CITY COMMENTS
06.11.20	1	

SHEET TITLE  
**EXHIBIT B:  
 EXTERIOR ELEVATIONS**

SHEET NO.  
**B-1**

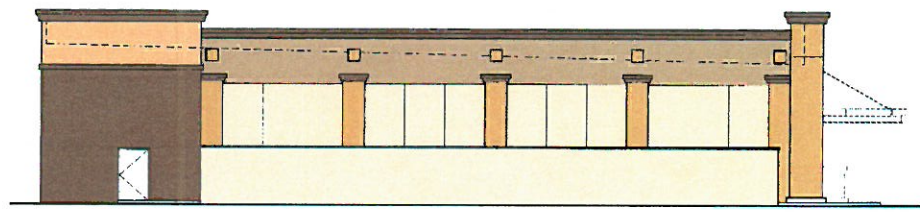




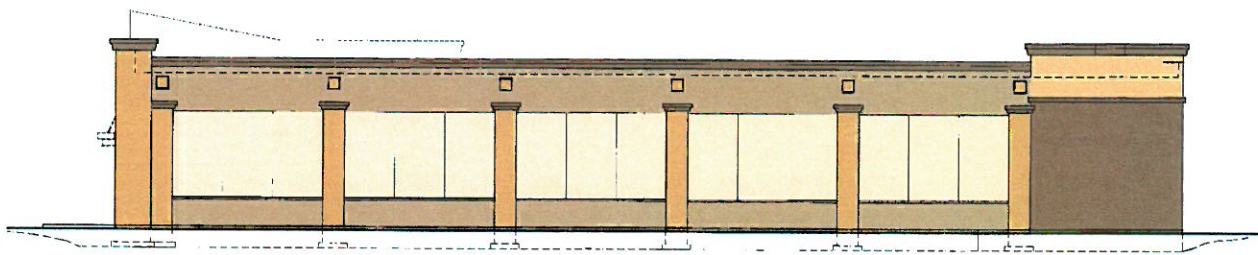
EXTERIOR FINISH LEGEND



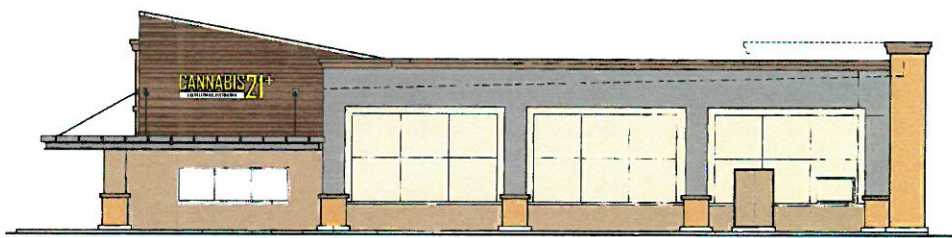
1 EAST ELEVATION (FRONT)  
1/8" = 1'-0"



2 SOUTH ELEVATION (SIDE)  
1/8" = 1'-0"



3 WEST ELEVATION (BACK)  
1/8" = 1'-0"



4 NORTH ELEVATION (SIDE)  
1/8" = 1'-0"

DATE 06.11.20  
DRAWN STAFF  
CHECKED CB



rad Architects, Inc.  
138 University Avenue #137  
San Diego, CA 92103  
Tel: 619.796.0222  
Contact: Caryn Bailey

ASSESSOR'S PARCEL NUMBER 748-370-062

<b>LAND OWNER</b>	<b>APPLICANT/TENANT</b>
BAER FAMILY TRUST	CANNABIS 21+
3925 WASHINGTON ST.	4331 BALBOA AVE #182
PALM DESERT, CA 92211	SAN DIEGO, CA 92117
CONTACT: SHELDON BAER	CONTACT: SEAN ST. PETER
PHONE: 713.713.7000	PHONE: 619.516.8155
EMAIL: shbaer21@aol.com	EMAIL: sean_stpeter@yahoo.com

**EXHIBIT PREPARER ARCHITECT:**  
RAD ARCHITECTS INC  
138 UNIVERSITY AVENUE #137  
SAN DIEGO, CA 92103  
TEL: 619.796.0222  
CONTACT: CARYN BAILEY  
EMAIL: cbailey@rad-architects.com

**CANNABIS 21+  
COMMERCIAL CANNABIS  
CONDITIONAL USE PERMIT  
3925 WASHINGTON ST.  
PALM DESERT, CA 92211**

CONTRACTOR SHALL BUILD ONLY FROM SETS  
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**CUP SUBMITTAL**  
ISSUE DATE 08.11.20



EXHIBIT AMENDMENT BLOCK

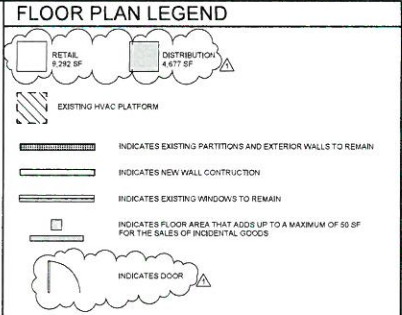
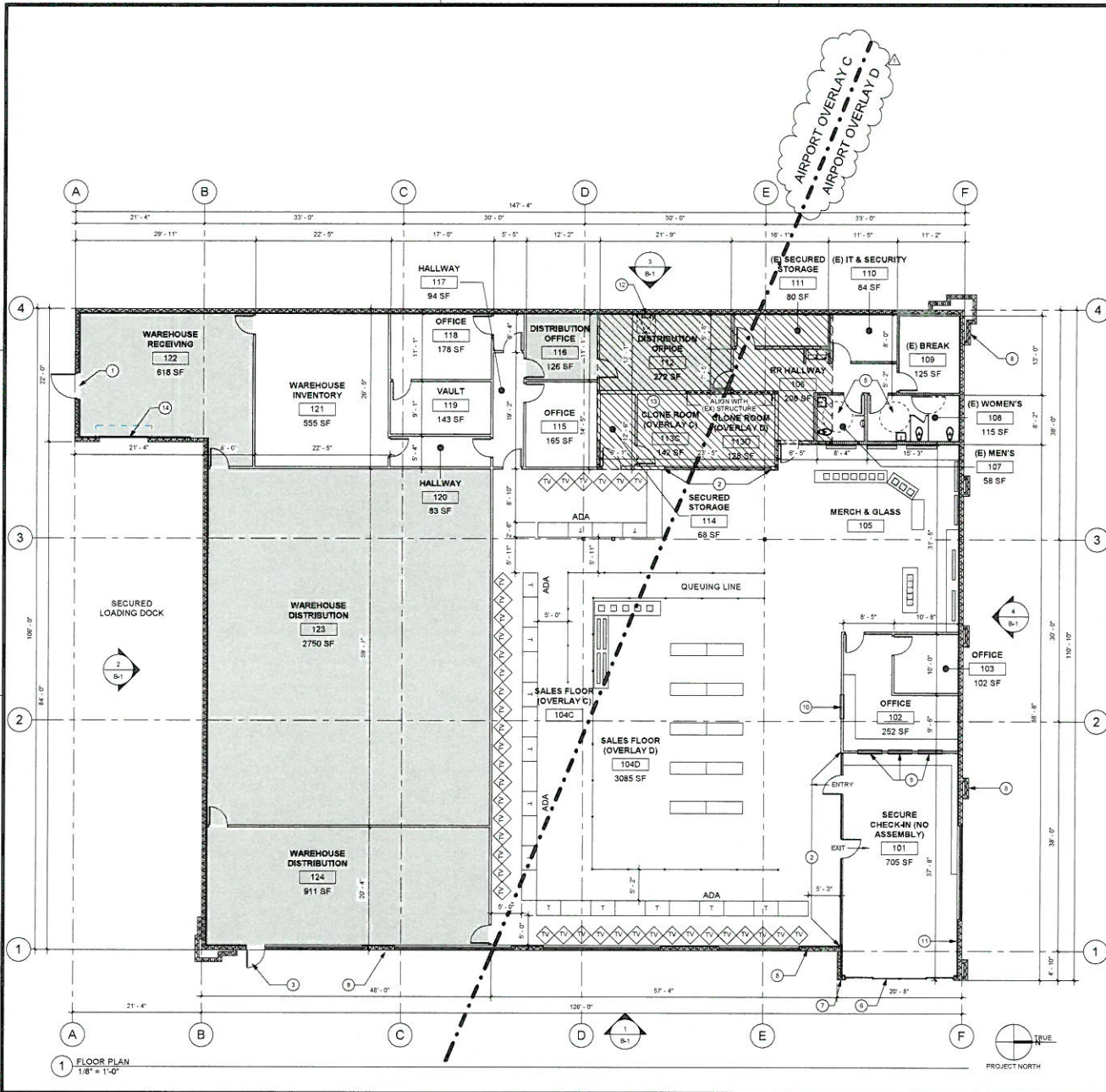
08.11.20	1	1ST CITY COMMENTS

SHEET TITLE  
**EXHIBIT B:  
EXTERIOR COLOR  
ELEVATIONS**

SHEET NO

**B-3**





### FLOOR PLAN GENERAL NOTES

- BUILDING EXTERIOR FOOTPRINT IS EXISTING TO REMAIN.
- SEE SECURITY PLAN FOR ADDITIONAL SECURITY INFORMATION.
- EACH ENTRANCE TO A COMMERCIAL CANNABIS ACTIVITY SHALL BE VISIBLY POSTED WITH A CLEAR AND LEGIBLE NOTICE INDICATING THAT SMOKING, INGESTING OR OTHERWISE CONSUMING CANNABIS ON THE LOT OF THE COMMERCIAL CANNABIS ACTIVITY IS PROHIBITED.

### FLOOR PLAN KEYNOTES

1	1E1 DOOR SECURE ENTRY DOOR
2	2F1 INTERIOR STONEFRONT GAZING SYSTEM
3	3E1 DOOR EMERGENCY EXIT ONLY
4	4 NOT USED
5	5E1 ADA COMPLIANT RESTROOMS
6	6E1 DOOR ENTRY EXIT
7	7 KNOX BOX, COORDINATE WITH FIRE DEPARTMENT
8	8E1 NO LINGERING LOITERING SIGNAGE - OBTAIN SIGNAGE FROM THE SHERIFF'S DEPARTMENT
9	9E1 SECURE CHECK IN WINDOW
10	10E1 CUSTOMER SERVICE
11	11 REQUIRED LICENSING POSTING
12	12E1 MECHANICAL PLATFORM ACCESS
13	13E1 CLONE ROOM IS EXCLUSIVELY FOR STORAGE OF VEGETATIVE PLANTS FOR RESALE NOT FLOWERING STAGE - NO CULTIVATION
14	14 AIRPORT OVERLAY ZONE BOUNDARY LINE THROUGH BUILDING SEE SHEET C-3 FOR OCCUPANCY BREAKDOWN

### ODOR CONTROL SYSTEM (INTERIOR & EXTERIOR)

**ODOR SUPPRESSION SYSTEM**  
 TITAN 4000 GENERATOR  
 TITAN 4000 OR EQUAL  
 COVERAGE: 40,000 CU.FT. / 15,000 SF



**Titan 4000 Hydroxyl Generator**  
 \$1,899.00  
 VOLTAGE: 115V  
 CYCLES: 1800 HERTZ  
 AMPERAGE: 4 AMPS  
 FAN OUTPUT: 3,000 CFM MAX  
 MAX. TREATMENT AREA: 40,000 CUBIC FT.

**PRODUCT INFORMATION**  
 THE TITAN 4000 HYDROXYL GENERATOR IS PERFECT FOR USE ON BIG RESTORATION JOBS AFFECTED BY SEVERE ODORS. IT PRODUCES NO OZONE, AND IS SAFE FOR USE IN OCCUPIED AREAS. THE TITAN 4000 TREATS UP TO 40,000 CUBIC FEET.

DATE: 08.11.20  
 DRAWN: STAFF  
 CHECKED: CB



ASSESSOR'S PARCEL NUMBER: 748-370-092

LAND OWNER: BAER FAMILY TRUST 3925 WASHINGTON ST. PALM DESERT, CA 92211 CONTACT: SHELDON BAER PHONE: 760.713.7000 EMAIL: kbaer@sheldonbaer.com	ADJACENT TENANT: CANNABIS 21+ 4231 BALBOA AVE #152 SAN DIEGO, CA 92117 CONTACT: SEAN ST. PETER PHONE: 619.618.8139 EMAIL: seanstpeter@yahoo.com
--	---

EXHIBIT PREPARED BY ARCHITECT:  
 RAD ARCHITECTS INC  
 120 UNIVERSITY AVENUE #157  
 SAN DIEGO, CA 92103  
 TEL: 619.792.8222  
 CONTACT: CARYN BAILEY  
 EMAIL: cbailey@rad-architects.com

**CANNABIS 21+  
 COMMERCIAL CANNABIS  
 CONSTRUCTION USE PERMIT  
 3925 WASHINGTON ST.  
 PALM DESERT, CA 92211**

CONTRACTOR SHALL BUILD ONLY FROM SETS  
 STAMPED "CONSTRUCTION SET" HEREIN



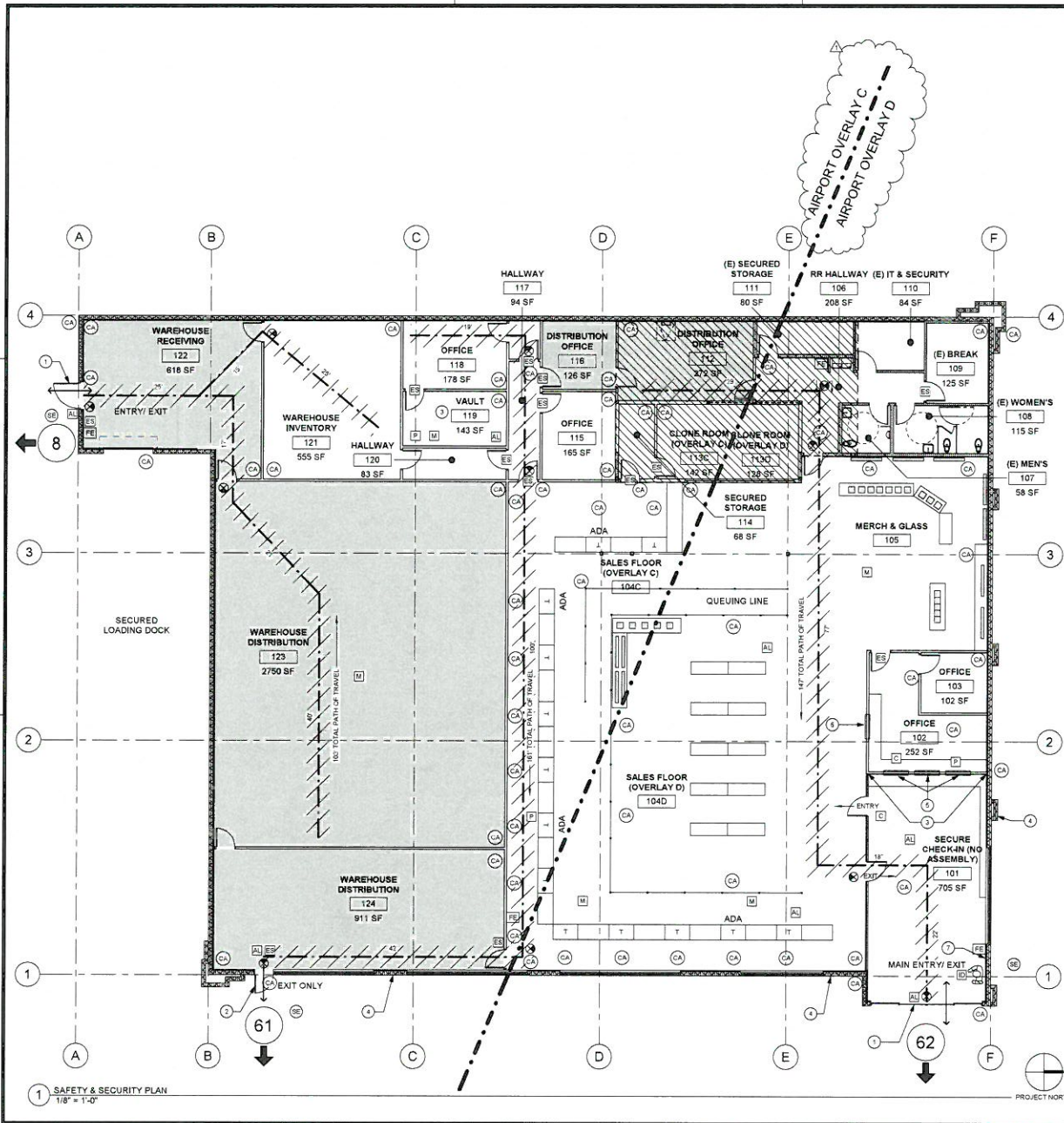
**CUP SUBMITTAL**  
 ISSUE DATE: 08.11.20

EXHIBIT AMENDMENT BLOCK

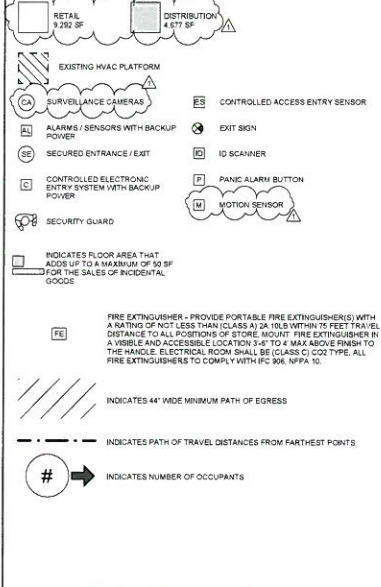
08.11.20 1 1ST CITY COMMENTS

SHEET TITLE  
**EXHIBIT C:  
 FLOOR PLAN**

SHEET NO  
**C-1**



### SAFETY & SECURITY LEGEND



### SECURITY PLAN GENERAL NOTES

- THE RESTROOM FACILITIES SHALL BE LOCKED AND UNDER THE CONTROL OF THE CANNABIS RETAILER.
- ENTRANCES INTO THE RETAIL LOCATION SHALL BE SEPARATE FROM THE RECEPTION AREA AND LOCKED AT ALL TIMES WITH ENTRY STRICTLY CONTROLLED.
- EACH ENTRANCE TO A COMMERCIAL CANNABIS ACTIVITY SHALL BE VISIBLY POSTED WITH A CLEAR AND LEGIBLE NOTICE INDICATING THAT SMOKING, INGESTING OR OTHERWISE CONSUMING CANNABIS ON THE LOT OF THE COMMERCIAL CANNABIS ACTIVITY IS PROHIBITED.
- FIRE PREVENTION: FIRE ALARM SYSTEM IN PLACE, NO HAZARDOUS MATERIALS OR HIGH PILE STORAGE. CURRENT LAYOUT MEETS EMERGENCY EXITING CODE REQUIREMENTS.
- EXISTING SYSTEM TO REMAIN, SUFFICIENT FOR USE / LAYOUT. MINOR MODIFICATIONS TO DUCT LAYOUT WILL BE REQUIRED IN NEW OFFICE AREAS. SEE SHEET C-1 FOR DOOR CONTROL SYSTEMS TO BE ADDED TO CURRENT HVAC SYSTEMS.
- SECURITY ALARM SYSTEMS WILL BE PROFESSIONAL MONITORED AND WILL HAVE A BACK UP POWER SYSTEM.

### SECURITY PLAN KEYNOTES

- (E) MAIN ENTRY DOOR
- (E) EMERGENCY EXIT ONLY
- WALKOFF COIL @ WALL
- (N) NO LINGERING / LOTTERING SIGNAGE - OBTAIN SIGNAGE FROM THE SHERIFF'S DEPARTMENT
- (S) SECURE CHECK IN WINDOW
- (S) CUSTOMER SERVICE
- REQUIRED LICENSING POSTING

DATE 06.11.20  
DRAWN STAFF  
CHECKED CB



ASSESSOR'S PARCEL NUMBER: 748-370-092

**LAND OWNER:** BAER FAMILY TRUST, 39225 WASHINGTON ST., PALM DESERT, CA 92211, EMAIL: baerfamily@aol.com  
**APPLICANT / TENANT:** CANNABIS 21+, 4371 BALBOA AVE #102, SAN DIEGO, CA 92117, CONTACT: SEAN ST. PETER, PHONE: 619.618.8155, EMAIL: sean\_stpeter@ps900.com

**EXHIBIT PREPARER ARCHITECT:** RAD ARCHITECTS INC, 1480 BROADWAY AVENUE #107, SAN DIEGO, CA 92101, TEL: 619.792.6622, CONTACT: CARYN BAILEY, EMAIL: cbailey@radarchitects.com

**CANNABIS 21+ COMMERCIAL CANNABIS CONDITIONAL USE PERMIT 39225 WASHINGTON ST. PALM DESERT, CA 92211**

CONTRACTOR SHALL BUILD ONLY FROM SETS STAMPED "CONSTRUCTION SET" HEREIN  
**CUP SUBMITTAL**  
ISSUE DATE: 08.11.20



EXHIBIT AMENDMENT BLOCK

08.11.20	1	1ST CITY COMMENTS

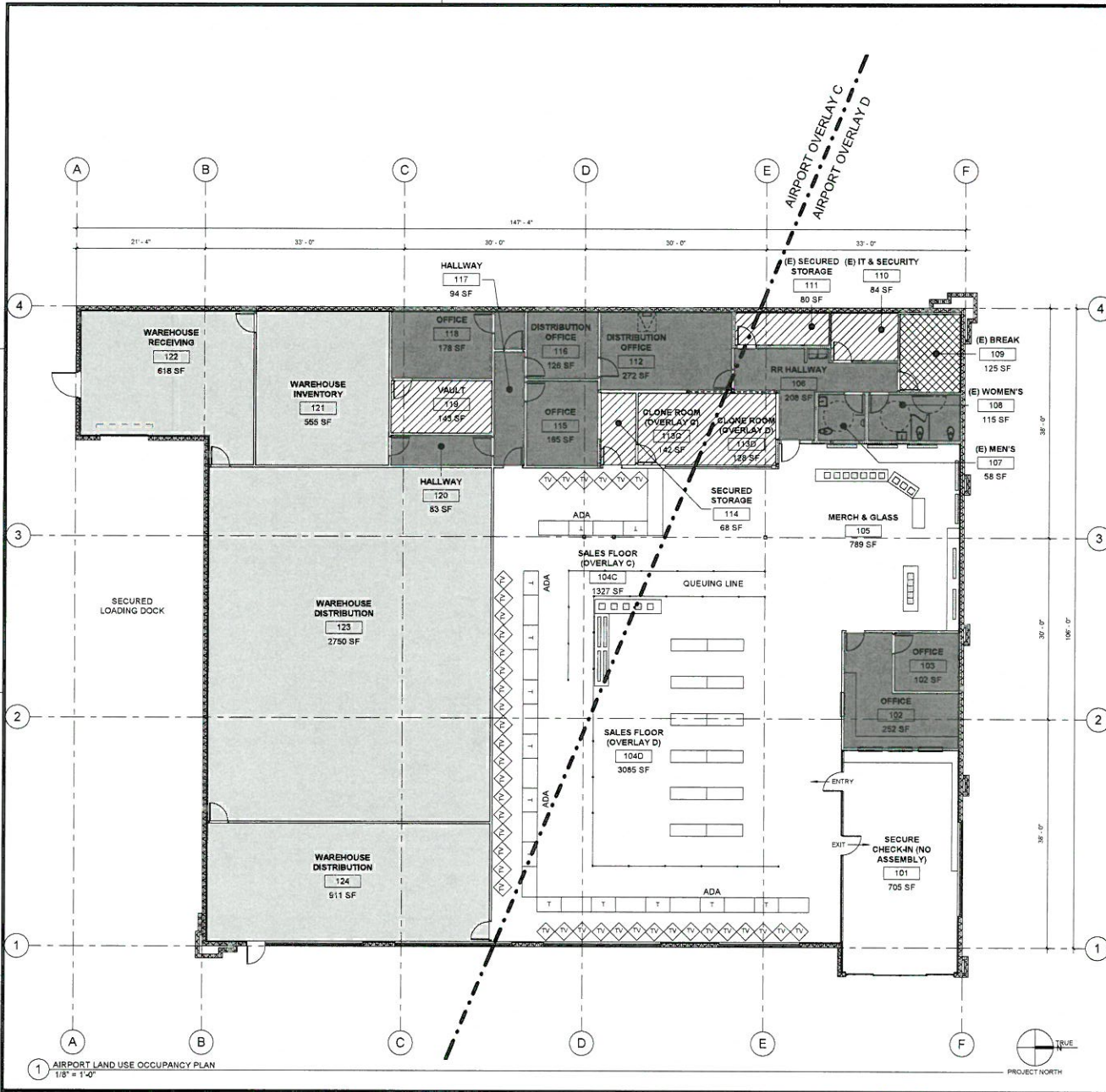
SHEET TITLE: **EXHIBIT C: EGRESS, SAFETY & SECURITY PLAN**

SHEET NO: **C-2**

1 SAFETY & SECURITY PLAN  
1/8" = 1'-0"







**OCCUPANCY LOAD AREA LEGEND**

- MAIN SALES AREA / SECURE CHECKIN
- OFFICES / HALLWAY / RESTROOMS
- STORAGE / VAULT / CLONE / IT
- BREAK / ASSEMBLY
- WAREHOUSE

OCCUPANT LOAD CALCS			
OCCUPANCY	OCCUPANCY LOAD FACTOR	AREA	LOAD
AIRPORT OVERLAY C			
MAIN SALES AREA	60	1327	23
OFFICES / HALLWAY	200	288	5
STORAGE / VAULT / CLONE	300	353	2
WAREHOUSE	500	4824	10
TOTAL OCCUPANTS (OVERLAY C)			40
AIRPORT OVERLAY D			
SECURE CHECKIN	60	705	12
MAIN SALES AREA	60	3575	65
OFFICES / HALLWAY / RESTROOMS	200	735	4
STORAGE / CLONE / IT	300	292	1
BREAK ROOM	15	125	3
TOTAL OCCUPANTS (OVERLAY D)			91
TOTAL			131
REQUIRED EXITS			3

DATE 06.11.20  
DRAWN STAFF  
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**rad.**  
ARCHITECTS

Members of the American Institute of Architects

rad Architects, Inc.  
120 University Ave. #137  
San Diego, CA 92117  
(619) 594-0100

ASSESSOR'S PARCEL NUMBER: 748-370-092

LAND OWNER: SAER FAMILY TRUST  
39225 WASHINGTON ST.  
PALM DESERT, CA 92211  
CONTACT: SHELDON BAER  
PHONE: 619.618.8109  
EMAIL: sh2@saerfamily.com

ADJACENT TENANT: CANNABIS 21+  
4331 BALBOA AVE #182  
SAN DIEGO, CA 92117  
CONTACT: SEAN G. PETER  
PHONE: 619.618.8109  
EMAIL: sean\_peter@psosco.com

EXHIBIT PREPARED BY ARCHITECT: RAD ARCHITECTS INC.  
120 UNIVERSITY AVENUE #137  
SAN DIEGO, CA 92117  
TEL: 619.594.0100  
CONTACT: CARIN BAILEY  
EMAIL: cbailey@rad-architects.com

**CANNABIS 21+  
COMMERCIAL CANNABIS  
CONDITIONAL USE PERMIT  
39225 WASHINGTON ST.  
PALM DESERT, CA 92211**

CONTRACTOR SHALL BUILD ONLY FROM SETS  
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**CUP SUBMITTAL**  
ISSUE DATE 08.11.20

LICENSED ARCHITECT  
CARIN BAILEY  
No. C29353  
39211  
CITY OF CALIFORNIA

EXHIBIT AMENDMENT BLOCK:

08.11.20 1 1ST CITY COMMENTS

SHEET TITLE: **EXHIBIT C:  
AIRPORT LAND USE  
OCCUPANCY ANALYSIS**

SHEET NO. **C-3**

1 AIRPORT LAND USE OCCUPANCY PLAN  
1/8" = 1'-0"



**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

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

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

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

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

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

**DATE OF HEARING:**                 **September 10, 2020**

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

**Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference only. Information on how to participate in the hearing will be available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org)**

**CASE DESCRIPTION:**

ZAP1083BD20 – Sean St. Peter – Related Case: County of Riverside Case No. CUP200015 (Conditional Use Permit). The applicant proposes to establish a cannabis distribution and retail dispensary facility within an existing 13,969 square foot building on 1.78 acres located easterly of Berkey Drive, westerly of Washington Street, and northerly of Varner Road (Airport Compatibility Zones C and D of the Bermuda Dunes Airport Influence Area).





# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1083BD20 DATE SUBMITTED: 7/16/20

### APPLICANT REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	<u>Sean St.Peter</u>	Phone Number	<u>619-618-8139</u>
Mailing Address	<u>4231 Balboa Ave #162</u>	Email	<u>sean_stpeter@yahoo.com</u>
	<u>San Diego, CA 92117</u>		

Representative	<u>Sean St.Peter</u>	Phone Number	<u>619-618-8139</u>
Mailing Address	<u>4231 Balboa Ave #162</u>	Email	<u>sean_stpeter@yahoo.com</u>
	<u>San Diego, CA 92117</u>		

Property Owner	<u>Sheldon Baer - Baer Family Trust</u>	Phone Number	<u>213-713-7000</u>
Mailing Address	<u>12404 Ridge Rd</u>	Email	<u>stages2shoot@aol.com</u>
	<u>Los Angeles, CA 90049</u>		

B. Dimes  
D.C.

### LOCAL JURISDICTION AGENCY

Local Agency Name	<u>Riverside County Planning</u>	Phone Number	<u>760-863-7050</u>
Staff Contact	<u>GABRIEL VILLALOBOS</u>	Email	<u>jolivas@rivco.org</u>
Mailing Address	<u>4000 Lemon Street</u>	Case Type	<u>CUP</u>
	<u>Riverside, CA 92501</u>	<input type="checkbox"/>	General Plan / Specific Plan Amendment
		<input type="checkbox"/>	Zoning Ordinance Amendment
		<input type="checkbox"/>	Subdivision Parcel Map / Tentative Tract
Local Agency Project No	<u>CUP200015</u>	<input checked="" type="checkbox"/>	Use Permit
		<input type="checkbox"/>	Site Plan Review/Plot Plan
		<input type="checkbox"/>	Other

### PROJECT LOCATION

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

Street Address	<u>39225 Washington Street</u>		
	<u>Palm Dessert, CA 92211</u>		
Assessor's Parcel No.	<u>748-370-062</u>	Gross Parcel Size	<u>1.78 AC</u>
Subdivision Name		Nearest Airport and distance from Airport	<u>Bramuda Dunes -2.5 MI</u>
Lot Number	<u>Lot 3 Map 34168</u>		

### PROJECT DESCRIPTION

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

Existing Land Use (describe)	<u>Commercial- Vacant</u>

Proposed Land Use (describe)	Commercial Cannabis Retail Storefront		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)		
For Other Land Uses (See Appendix C)	Hours of Operation	7am-10pm	
	Number of People on Site	30	Maximum Number 154
	Method of Calculation		
Height Data	Site Elevation (above mean sea level)	109.6	ft.
	Height of buildings or structures (from the ground)	30'	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, describe		

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

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.3

**HEARING DATE:** September 10, 2020

**CASE NUMBER:** ZAP1428MA19 – Tait & Associates (Representative: Larry Roberts)

**APPROVING JURISDICTION:** City of Perris

**JURISDICTION CASE NO:** SPA19-05282 (Specific Plan Amendment), CUP19-05281 (Conditional Use Permit)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zone B1-APZ-II

Noise Levels: 65-70 CNEL from aircraft

**MAJOR ISSUES:** At the time this staff report was written, the Air Force has not completed its review of the project.

**RECOMMENDATION:** Staff recommends that the Commission CONTINUE the matter to the October 8, 2020 meeting, pending completion of the Air Force review of the project.

**PROJECT DESCRIPTION:** A proposal to construct a 3,227 square foot gas station convenience store with 12 fuel pump stations and a 1,150 square foot automated car wash drive thru on 2.06 acres. The applicant also proposes to amend the Perris Valley Commerce Center Specific Plan land use designation of the site from Business Professional Office to Commercial.

**PROJECT LOCATION:** The site is located on the southeast corner of Perris Boulevard and Rider Street, within the City of Perris, approximately 13,400 feet southeasterly of the southerly end of Runway 14-32 at March Air Reserve Base.

**BACKGROUND:**

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone B1-APZ-II. Zone B1-APZ-II limits average intensity to 50 people per acre.

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

- Convenience store – 1 person per 115 square feet

The applicant proposes a 3,227 square foot gas station convenience store building, 12 fuel pump stations, and a 1,150 square foot automated car wash drive thru, accommodating 49 people, resulting in an average intensity of 24 people per acre, which is consistent with the Compatibility Zone B1-APZ-II average criterion of 50 people per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle in the absence of more precise data). Based on the number of parking spaces (35 spaces) provided, the total occupancy would be estimated at 53 people for an average intensity of 26 people per acre, which is consistent with the Zone B1-APZ-II average acre intensity criterion of 50 people per acre.

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

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre intensity includes the 3,227 square foot gas station convenience store building, 12 fuel pump stations, and the 1,150 square foot automated car wash drive thru, accommodating a total occupancy of 49 people, which would be consistent with the Compatibility Zone B1-APZ-II single acre intensity criterion of 100 people, as well as being consistent with the Air Force's Department of Defense Instruction No. 4165.57 with regard to intensity, which is limited to a maximum of 50 people in any given acre in APZ-II. A more detailed analysis is provided below in the March Air Reserve Base section of the staff report.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zones B1-APZ-II of the primary runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the project and sent a package of plans for their review. As of the time this staff report was prepared, we were still awaiting comments from the Air Force regarding this project.

The 2018 Airport Installation Compatible Use Zones (AICUZ) study identifies the project site as located within Accident Potential Zone II (APZ-I). Appendix A of the AICUZ provides Land Use Compatibility Tables for the APZs, which cite "Retail Trade - Automotive" and "Repair Services" as a permitted use in APZ-II (and prohibited use in the Clear Zone [CZ]). The AICUZ table does not specifically identify gas stations as a land use.



The proposed project appears to comply with the restrictions on permitted uses and lot coverage, and intensity limits. The Air Force understands the DoDI criteria as limiting intensity to a maximum of 50 people in any given acre of APZ-II. As noted above, the project would be expected to result in a single acre occupancy of 49 people in APZ-II.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone B1-APZ II. Gas stations and its associated use of hazardous materials are permitted in Compatibility Zone B1-APZ-II, as long as the hazardous materials are either underground, or its limited to 6,000 gallons maximum aboveground. Being that the project is a gas station, all of the gasoline (hazardous materials) are stored underground.

Appendix A of the 2018 AICUZ does not specifically identify gas stations as a land use. The closest similar use would be “Retail Trade - Automotive” and “Repair Services”, both of which are permitted uses in APZ-II. It is important to note that the March Compatibility Plan does prohibit “Uses listed in the AICUZ as not compatible in APZ-I or APZ-II”. ALUC staff is currently waiting for the Air Force to complete its review of the project, and at such time provide additional clarification on the potential use of a gas station use in APZ-II.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area between 65- 70 CNEL range from aircraft noise. Retail and office uses are identified as marginally acceptable within this range; however, staff is recommending a condition to incorporate noise attenuation measures into the design of the proposed buildings to such extent as may be required to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (AMSL). At a distance of approximately 13,400 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,622 feet AMSL. The site elevation is approximately 1,456 feet AMSL, with a proposed building height of 30 feet, resulting in a top point elevation of 1,486 feet AMSL. Therefore, review of buildings by the FAA Obstruction Evaluation Service is not required.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically. However, new development within Compatibility Zone B1-APZ-II is limited to a maximum lot coverage of 50%. The proposed 0.10 acre building area is located on 2.06 acres in B1-APZ-II, resulting in a 5% lot coverage.

Specific Plan Amendment: The applicant proposes amending the Perris Valley Commerce Center Specific Plan land use designation of the site from Business Professional Office to Commercial. The proposed amendment would be as, or more, consistent with the Compatibility Plan as long as the underlying development’s intensity and use are consistent with the compatibility criteria.

**CONDITIONS:**

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, restaurants, places of assembly (including churches and theaters), buildings with more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, hazardous materials, critical community infrastructure facilities and hazards to flight.
  - (f) Any other uses not permitted in Accident Potential Zone II pursuant to DoDI 4165.57.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an aviation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.

4. The attached notice shall be given to all prospective purchasers of the property and tenants of the buildings.
5. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
7. 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. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.
9. This project has been evaluated as a proposal for A 3,227 square foot gas station convenience store with 12 fuel pump stations and a 1,150 square foot automated car wash drive thru. Any increase in building area or change in use will require review by the Airport Land Use

Commission. In addition, this project shall not store, process or manufacture hazardous materials without review and approval by the Airport Land Use Commission.

Y:\AIRPORT CASE FILES\March\ZAP1428MA20\ZAP1428MA20sr.doc



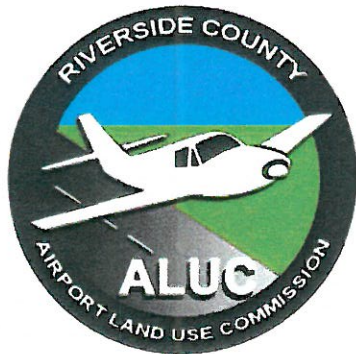
# NOTICE OF AIRPORT IN VICINITY

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

# NOTICE

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

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

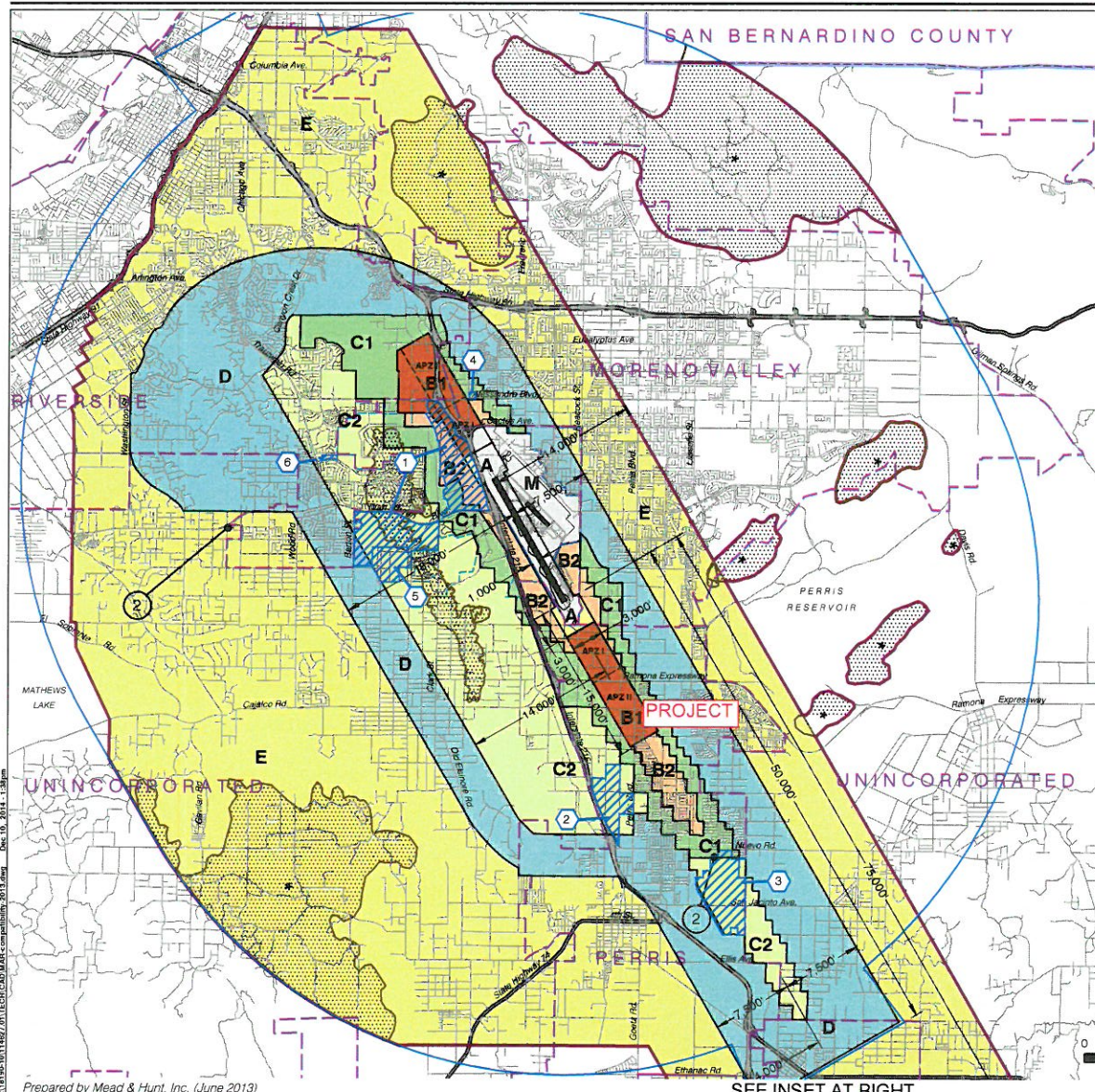


IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: \_\_\_\_\_

Phone: \_\_\_\_\_





**LEGEND**

**Compatibility Zones**

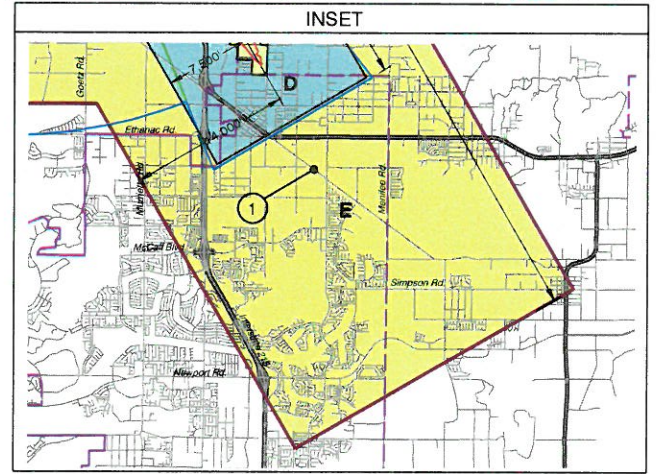
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

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

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

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



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

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



Base map source: County of Riverside 2013

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

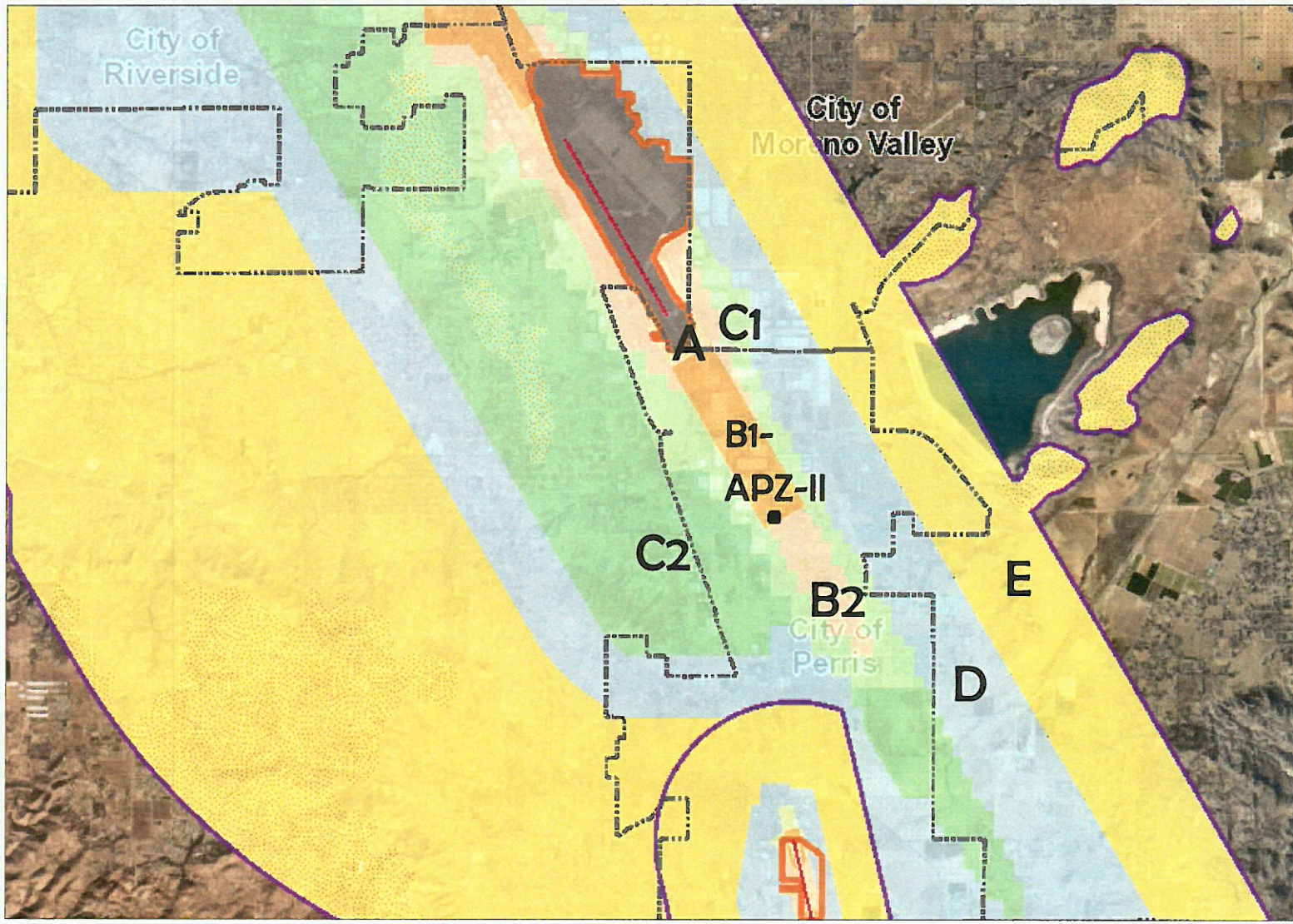
X:\18180-00\114827.01\TECH\CAD\MAR.compatibility-2013.dwg Dec 10, 2014 1:38pm

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

SEE INSET AT RIGHT



# Map My County Map



**Legend**

- Runways
- Airports
- Airport Influence Areas

**Airport Compatibility Zones**

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



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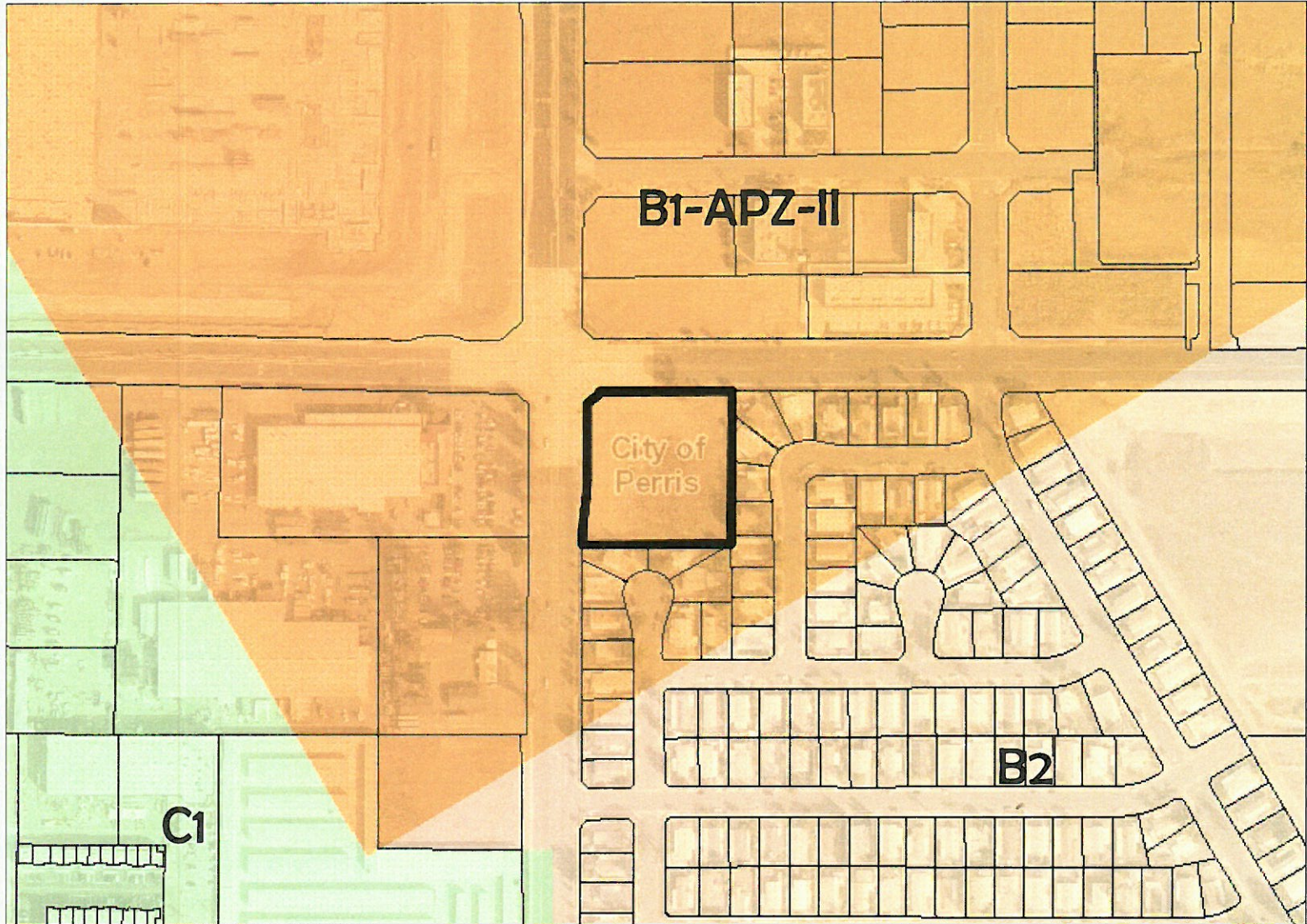
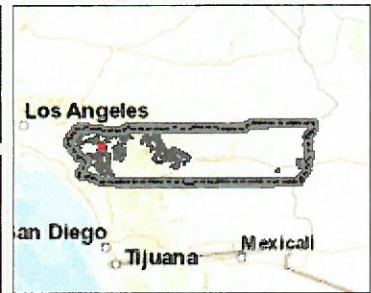
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**Notes**



# Map My County Map



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



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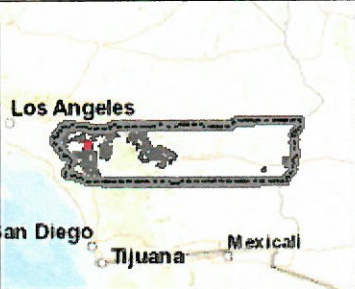
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### Notes

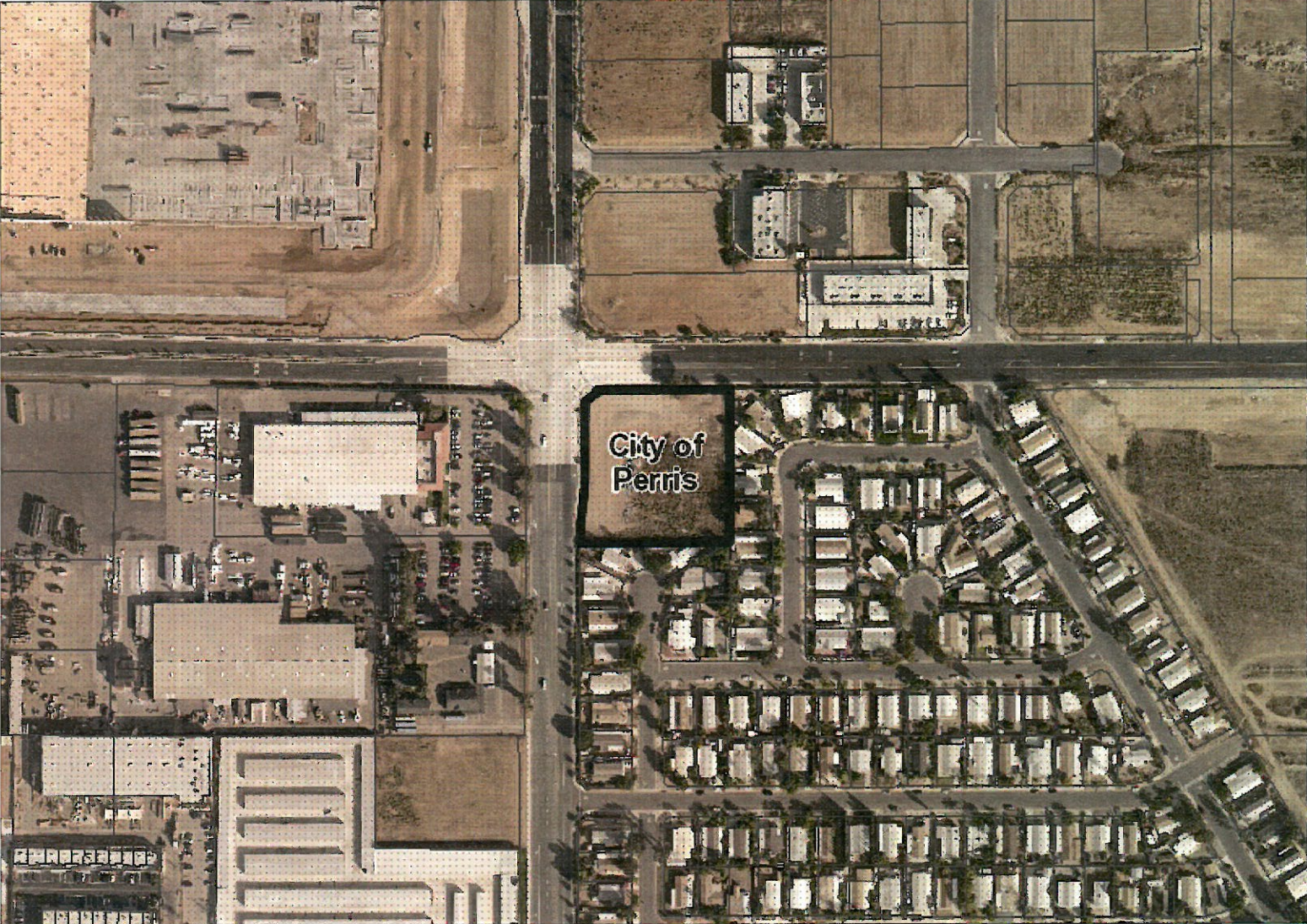


# Map My County Map



### Legend

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



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### Notes

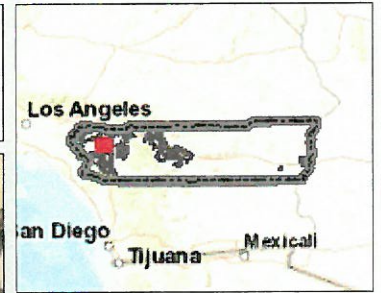
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REPORT PRINTED ON... 8/5/2020 8:27:21 AM

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# Map My County Map



## Legend

- Blue Line Streams
- City Areas
- World Street Map



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## Notes

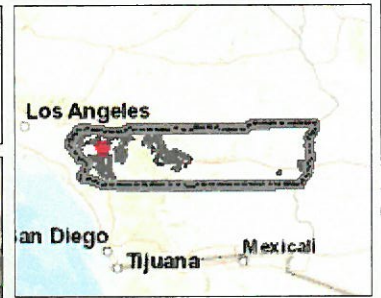


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# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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## Notes

0 3,009 6,019 Feet

REPORT PRINTED ON... 8/5/2020 8:30:11 AM

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# Map My County Map



## Legend

- Blueline Streams
- ▤ City Areas
- World Street Map



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## Notes



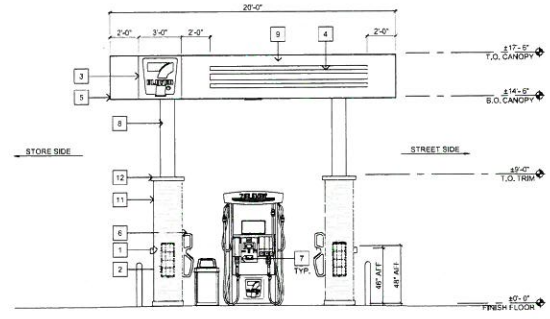
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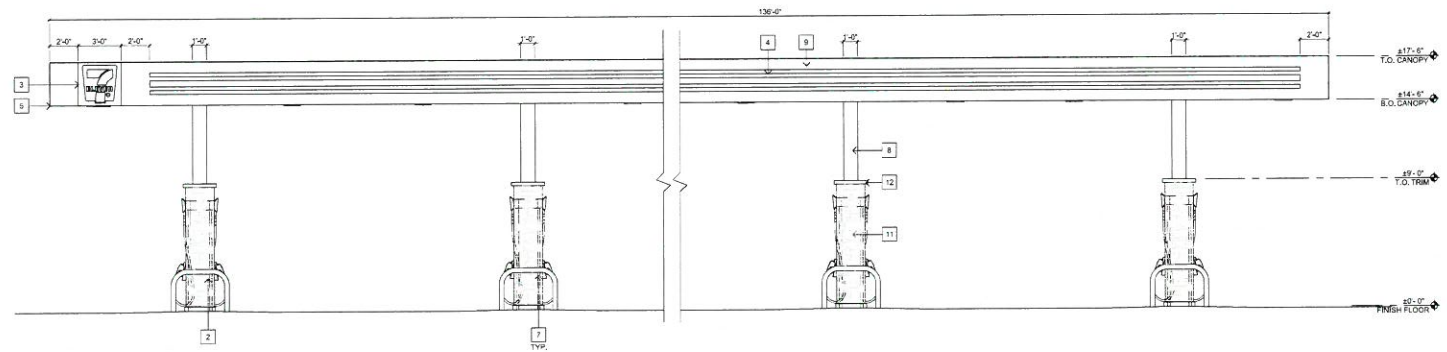




DRAWN BY: GJKS  
 PROJECT: 7-ELEVEN, INC. - A32 EXTERIOR ELEVATIONS - THE LINE  
 PROJECT DATE: MAR 05, 2020 - 11:56am



EXTERIOR ELEVATION - NORTH (FACING RIDER ST.) SCALE: 1/4" = 1'-0" 2



EXTERIOR ELEVATION - WEST (FACING N. PERRIS BLVD.) SCALE: 1/4" = 1'-0" 1

KEYNOTES

- 1 INTERCOM CALL BOX - MECHANICALLY FASTENED TO COLUMN. MOUNT AT 48-INCHES MAX. ABOVE SLAB TO BUTTON
- 2 FIRE EXTINGUISHER - ADA MOUNTING HEIGHT TO BE MAX. 48-INCHES FROM GRADE TO PAPER TOWEL OPENING
- 3 3-FEET X 3-4-FEET ILLUMINATED LOGO SIGN (UNDER SEPARATE PERMIT)
- 4 TATEYAMA IMAGE TRI-STRIPE (NON-ILLUMINATED)
- 5 OVERFLOW PROTECTION AS REQUIRED. SEE CANOPY DRAWINGS AND SPECIFICATIONS
- 6 WASH BUCKET - ADA MOUNTING HEIGHT TO BE MAX. 48-INCHES FROM GRADE TO PAPER TOWEL OPENING
- 7 GAS DISPENSER
- 8 CANOPY COLUMN
- 9 ACM CANOPY FASCIA
- 10 CANOPY CORNICE
- 11 STONE VENEER
- 12 EIFS DECORATIVE TRIM WITH FLASHING

Rev. #	Date	Description

PROTO 4-30-2018

7-ELEVEN, INC.  
 3200 HACKBERRY RD., IRVING, TEXAS 75063  
 7-11 #1045028  
 RIDGER ST. & PERRIS BLVD.  
 PERRIS, CA 92571  
 EXTERIOR ELEVATIONS - FUEL



TAIT  
 3010 W. PULVERHOFF DRIVE  
 SUITE 100, CA 92506  
 TEL: 951-714-0001  
 WWW.TAIT.COM  
 © TAIT & ASSOCIATES 2018 ALL RIGHTS RESERVED

JOB#: SEM167	Scale: AS NOTED	Date: 03/09/2020	Drawn By: KU	Checked By: MM
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THE CLIENT HAS PROVIDED THE BASIS OF DESIGN AND THE LOCATION OF THE EXISTING STRUCTURE. THE CONTRACTOR SHALL VERIFY THE BASIS OF DESIGN AND THE LOCATION OF THE EXISTING STRUCTURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.

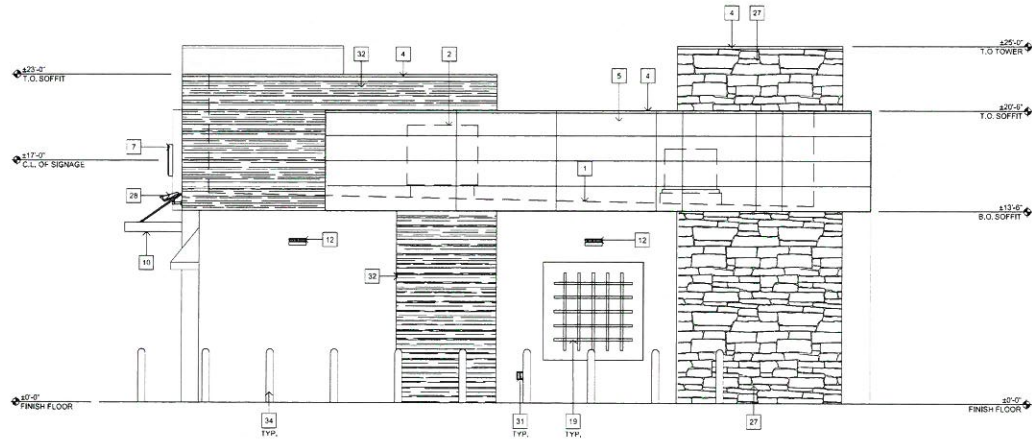
SHEET: A3.2



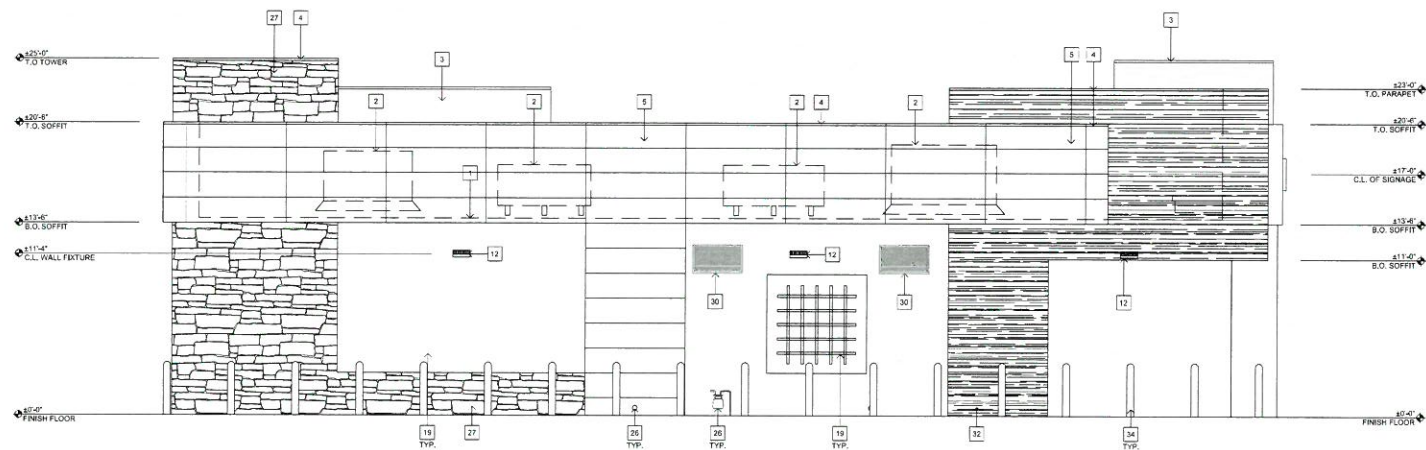




7-ELEVEN STORES  
 DRAWING DATE: 03/11/17 - ALL EXTERIOR ELEVATIONS  
 1998 DATE: MAR 08, 2005 - 6:00am



EXTERIOR ELEVATION - SOUTH SCALE: 1/4" = 1'-0" 2



EXTERIOR ELEVATION - EAST SCALE: 1/4" = 1'-0" 1

KEYNOTES

- 1 ROOF LINE
- 2 MECHANICAL UNIT BEYOND ELEVATION BEYOND
- 3 ELEVATION BEYOND
- 4 29 GA. PREFINISHED METAL PARAPET CAP
- 5 STUCCO WITH FLASHING
- 6 ALUMINUM STOREFRONT SYSTEM
- 7 INTERNALLY ILLUMINATED FASCIA SIGN (UNDER SEPARATE PERMIT)
- 8 6" WHITE VINYL STREET ADDRESS
- 9 7-ELEVEN FILM STRIPING, APPLY PER SIGNAGE DRAWINGS (UNDER SEPARATE PERMIT)
- 10 PREFABRICATED METAL CANOPY
- 11 EMERGENCY EGRESS LIGHT
- 12 WALL PACK FIXTURE
- 13 GAS METER
- 14 ELECTRICAL SERVICE METER CABINET
- 15 EMERGENCY SHUT OFF FOR FUEL DISPS MTD AT 48-INCHES AFF
- 16 ALTERNATE LOCATION FOR EMERGENCY SHUT OFF FOR FUEL
- 17 EXTERIOR OUTLET MTD AT 24-INCHES AFF
- 18 EXTERIOR OUTLET AT 24-INCHES AFF
- 19 METAL WALL TRELLE
- 20 CO2 TANK CAGE
- 21 N2 TANK CAGE
- 22 EMERGENCY EGRESS DOOR
- 23 ELECTRICAL ROOM DOOR
- 24 KNOX BOX
- 25 ELECTRICAL SERVICE METER CABINET
- 26 OVERFLOW ROOF DRAIN SPOUT: SET BOTTOM AT 6-INCHES AFS
- 27 STONE VENEER
- 28 SECURITY CAMERA
- 29 PROPANE EXCHANGE
- 30 PREFINISHED DARK BRONZE LOUVER
- 31 WALL HYDRANT
- 32 FIBER COMPOSITE SIDING
- 33 METAL ANNING
- 34 PARKING BOLLARD

Rev. #	Date	Description

PROTO 4-30-2018

**7-ELEVEN, INC.**  
 3200 HACKBERRY RD., IRVING, TEXAS 75063  
**7-11 #1045028**  
 RIDER ST. & PERRIS BLVD.  
 PERRIS, CA 92571  
 EXTERIOR ELEVATIONS



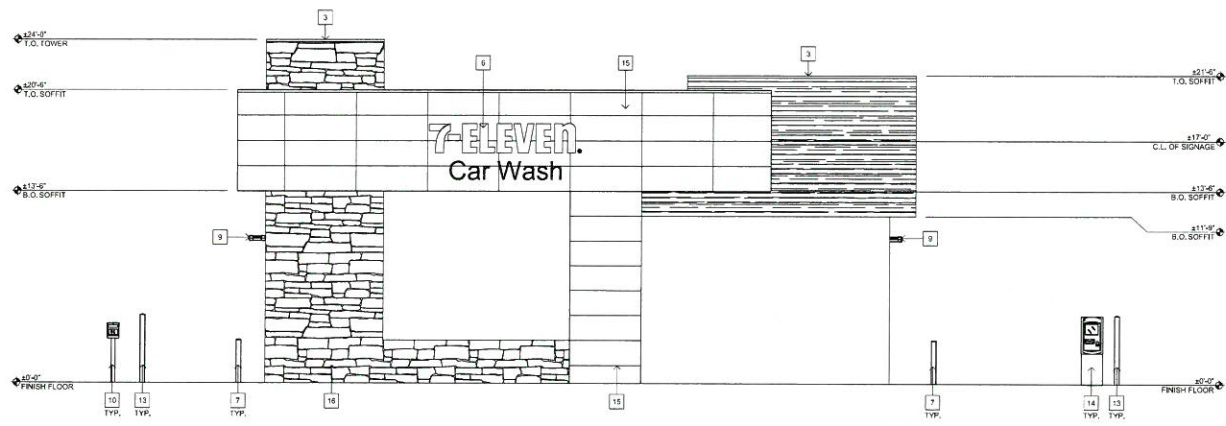
TAIT  
 ARCHITECTS  
 1111 N. GARDNER ST., SUITE 100  
 ANAHEIM, CA 92815  
 TEL: 714.771.1111  
 WWW.TAITARCHITECTS.COM

Job#: SE1167  
 Scale: AS NOTED  
 Date: 03/09/20  
 Drawn By: KJ  
 Checked By: PM

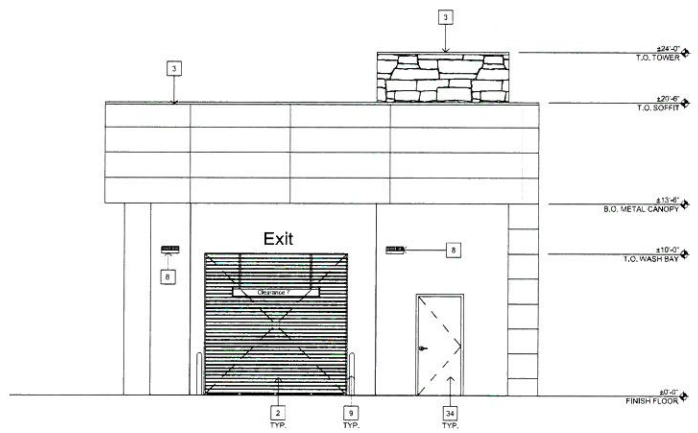
THIS DRAWING IS THE PROPERTY OF TAIT ARCHITECTS AND IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF TAIT ARCHITECTS.

SHEET: A3.1

DRAWN BY: JAMES DUNN DATE: 03/17/20 PERM DATE: MAY 20, 2020 1:00PM  
 CAD FILE: C:\PROJECTS\CWA20\CWA20.dwg



EXTERIOR ELEVATION - NORTH (FACING RIDER ST.) SCALE: 1/4" = 1'-0" 2



EXTERIOR ELEVATION - WEST (STOREFRONT FACING N. PERRIS BLVD.) SCALE: 1/4" = 1'-0" 1

KEYNOTES

- 1 ROOF LINE
- 2 WASH BAY ROLL UP DOORS (MANUAL OR ELECTRIC DOORS DEPENDING ON SITE LOCATION, T.B.D.)
- 3 20 G.A. PRE-FINISHED METAL PARAPET CAP FLASHING DARK BRONZE TO MATCH STORE
- 4 36X64 EQUIPMENT ROOM SECURITY DOOR WITH HOLLOW METAL FRAME
- 5 48X64 EQUIPMENT ROOM SECURITY DOOR WITH HOLLOW METAL FRAME Q: 24'X64" VENT LOUVER
- 6 INTERNALLY ILLUMINATED FASCIA SIGN (UNDER SEPARATE PERMIT)
- 7 4" PIPE BOLLARD
- 8 WALL PACK FIXTURE
- 9 6MMLED WALL PACK EXTERIOR LIGHTS @ 10'-4" TO CENTER (TYP.)
- 10 DRYER TIMER W/ STAND
- 11 PREFINISHED DARK BRONZE OVERFLOW SCUPPER, TYP.
- 12 FAUX WINDOW W/ BLOCK OUT FILM BY 3M OR APPROVED EQUAL; RE: A6.1
- 13 4" BOLLARD SAME HEIGHT AS COIN BOX
- 14 UNITEC C-START COIN BOX
- 15 STUCCO WITH FLASHING
- 16 STONE VENEER

Rev. #	Date	Description

PROTO 4-30-2018

**7-ELEVEN, INC.**  
 3200 HAGBERRY RD., IRVING, TEXAS 75063  
**7-11 #1045028**  
 RIDER ST. & PERRIS BLVD.  
 PERRIS, CA 92571  
 EXTERIOR ELEVATIONS



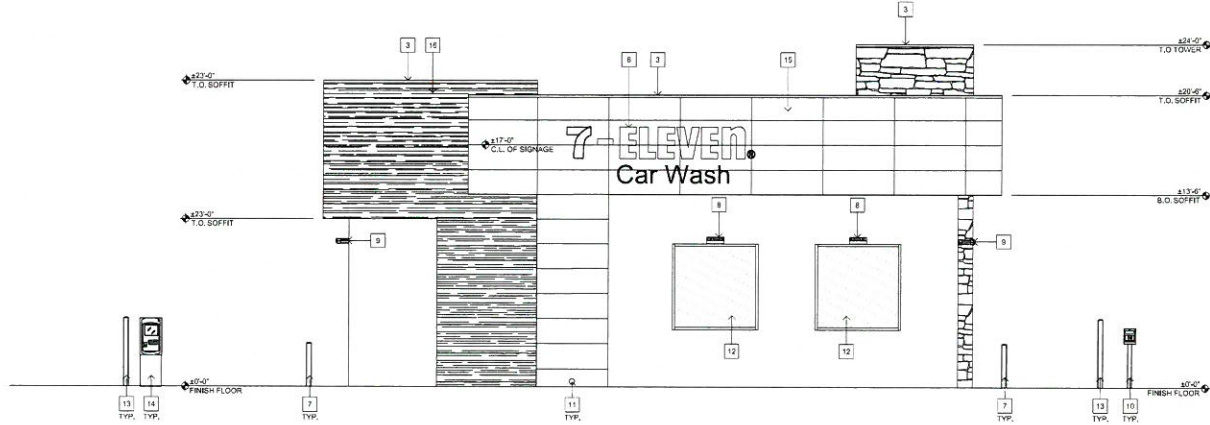
TAIT  
 ARCHITECTS  
 11111 RIVERVIEW BLVD.  
 SUITE 100  
 DALLAS, TX 75244  
 TEL: 972.412.1000  
 WWW.TAITARCHITECTS.COM

Job#: SE1167  
 Scale: AS NOTED  
 Date: 03/09/20  
 Drawn By: KJ  
 Checked By: PM

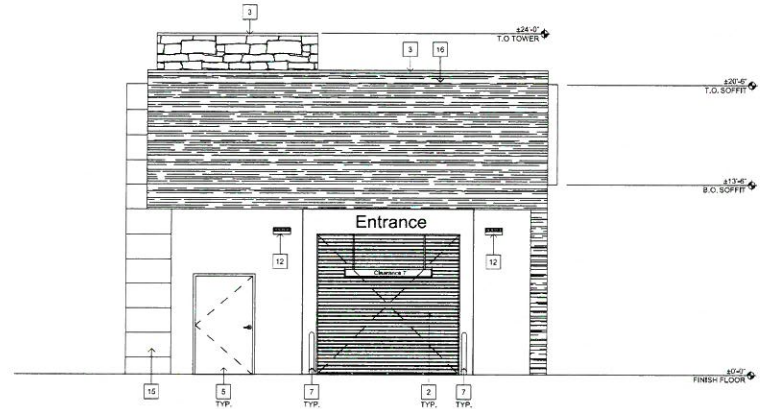
THIS SETTING AND PREPARATION OF THE ELEVATIONS OF THIS WORK ARE THE SOLE RESPONSIBILITY OF THE ARCHITECT. THE ARCHITECT HAS REVIEWED THE WORK FOR CONFORMANCE WITH THE REQUIREMENTS OF THE PERMITS AND REGULATIONS. THE ARCHITECT HAS REVIEWED THE WORK FOR CONFORMANCE WITH THE REQUIREMENTS OF THE PERMITS AND REGULATIONS. THE ARCHITECT HAS REVIEWED THE WORK FOR CONFORMANCE WITH THE REQUIREMENTS OF THE PERMITS AND REGULATIONS.

SHEET: CWA2.0

DRAWN BY: J. W. WILSON  
 DRAWING NO.: 1101 - CWA1 EXTERIOR ELEVATIONS  
 PROJ. DATE: MAY 01, 2018 - 15:45



EXTERIOR ELEVATION - SOUTH SCALE: 1/4" = 1'-0" 2



EXTERIOR ELEVATION - EAST SCALE: 1/4" = 1'-0" 1

KEYNOTES

- 1 ROOF LINE
- 2 WASH BAY ROLL UP DOORS (MANUAL OR ELECTRIC DOORS DEPENDING ON SITE LOCATION, T.B.D.)
- 3 20 G.A. PRE-FINISHED METAL PARAPET CAP FLASHING DARK BRONZE TO MATCH STORE
- 4 36X84 EQUIPMENT ROOM SECURITY DOOR WITH HOLLOW METAL FRAME
- 5 36X84 EQUIPMENT ROOM SECURITY DOOR WITH HOLLOW METAL FRAME @ 24"X42" VENT LOUVER
- 6 INTERNALLY ILLUMINATED FASCIA SIGN (UNDER SEPARATE PERMIT)
- 7 4" PIPE BOLLARD
- 8 EMERGENCY EGRESS LIGHT
- 9 BRAILED WALL PACK EXTERIOR LIGHTS @ 10'-4" TO CENTER (TYP.)
- 10 DRYER TIMER W/ STAND
- 11 PREFINISHED DARK BRONZE OVERFLOW SCUPPER, TYP.
- 12 FAUX WINDOW W/ BLOCK OUT FILM BY 3M OR APPROVED EQUAL RE: A6.1
- 13 4" BOLLARD SAME HEIGHT AS CON BOX
- 14 UNITEC G-START CON BOX
- 15 STUCCO WITH FLASHING
- 16 STONE VENEER

Rev. #	Date	Description

PROTO 4-30-2018

**7-ELEVEN, INC.**  
 3200 HACKBERRY RD., IRVING, TEXAS 75063  
 7-11 #1045028  
 RIDER ST. & PERRIS BLVD.  
 PERRIS, CA 92571  
 EXTERIOR ELEVATIONS



TAIT  
 ARCHITECTS  
 1000 W. 10TH ST., SUITE 100  
 DENVER, CO 80202  
 TEL: 303.733.1111  
 WWW.TAITARCHITECTS.COM

JOB#: SET167  
 Scale: AS NOTED  
 Date: 03/09/20  
 Drawn By: KJ  
 Checked By: PM

THESE NOTATIONS APPLY TO ALL DRAWINGS FOR THIS PROJECT. THE USER SHALL VERIFY THE ACCURACY OF THE INFORMATION PROVIDED HEREIN. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.

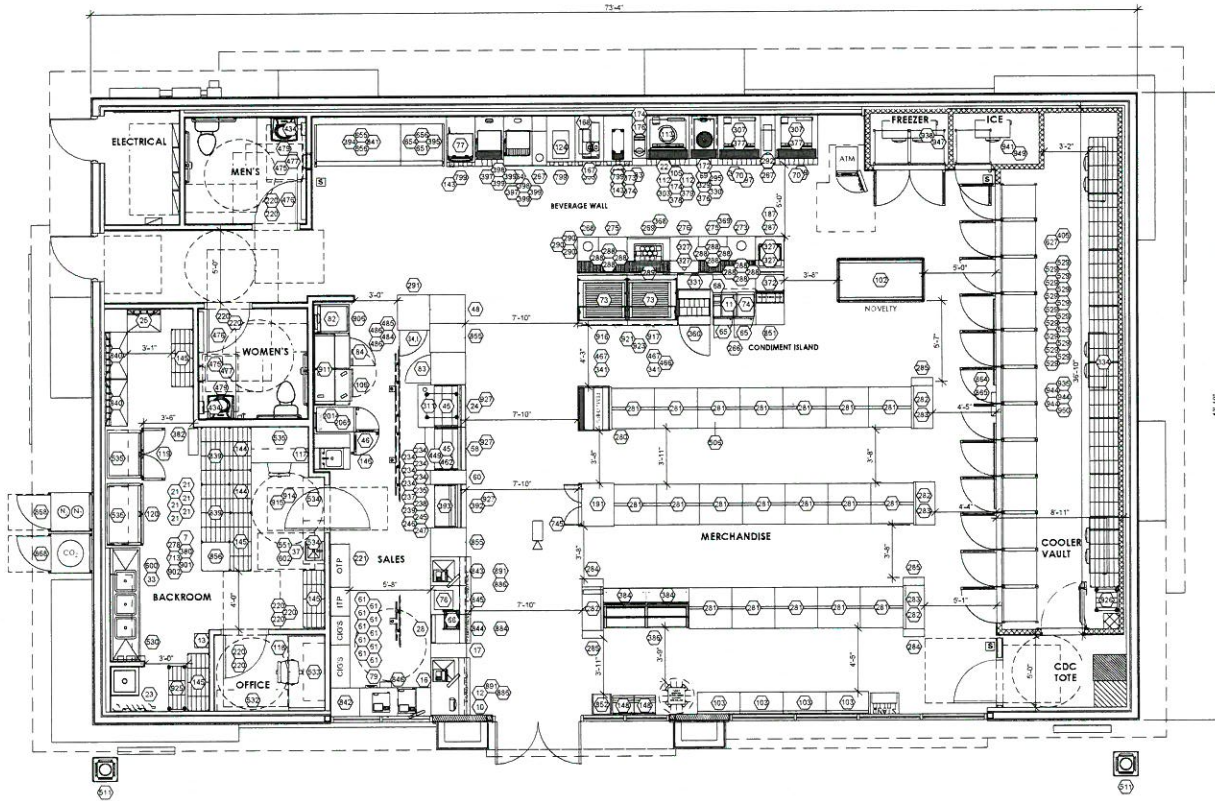
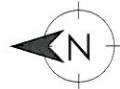
SHEET: CWA2.1



# 1045092 PERRIS, CA - GROUND UP

APPROVED  
 XX.XX.20XX

NOT APPROVED



## LAYOUT INFORMATION

### GENERAL

• ROLLER GRILLS	02
• SANDWICH CASE	9 OAC
• VAULT DOORS	12
• LOW TEMP DOORS	02
• ICE MERCH DOORS	01
• NOVELTY CASE	01
• BAKERY CASE	01
• SLURPEE BARRELS	08
• FUELING	Y
• BEER	Y
• WINE	Y
• LIQUOR	N
• FOOD PROGRAM	N
• COUNTY	RIVERSIDE

### MERCHANDISE

• GONDOLA UNITS	38
• END CAPS	09
• LOW WALLS	04
• HIGH WALLS	00
• TOTAL	51
• POWER WINGS	05

### BACKROOM

• OVERHEAD SHELVING	33
• FLOOR SHELVING	32

### BUILDING

• TOTAL AREA	3,227 SQFT
• SALES FLOOR	294 SQFT = 02 PERSONS
• MERCHANDISE	1,715 SQFT = 29 PERSONS
• BACKROOM	300 SQFT = 01 PERSONS
• OFFICE	41 SQFT = 01 PERSONS
• RESTROOM	121 SQFT = 00 PERSONS
• COOLER VAULT	369 SQFT = 00 PERSONS
• STORAGE	43 SQFT = 01 PERSONS
• OCCUPANCY LOAD	34 PERSONS
• TRAVEL DISTANCE (<200)	99'-3"
• COMMON PATH (<75)	65'-11"
• RESTROOMS REQ'D	01
• EXITS REQ'D	02
• DRINKING FOUNTAINS	N

### DEVIATIONS

- ALTO SHAAAM PER RIVERSIDE COUNTY HEALTH CODE
- COOLER VAULT LESS THAN 400 SF PER RIVERSIDE COUNTY HEALTH CODE

### WALL TYPES

- NEW INTERIOR WALL CONSTRUCTION
- COOLER VAULT WALL
- NEW EXTERIOR WALL (NICHHA & SIPS)

**DISCLAIMER**  
 THIS FLOOR PLAN HAS BEEN PREPARED WITH THE ASSUMPTION THAT ALL REFRIGERATED EQUIPMENT IS REMOTE-COOLED PER 7-ELEVEN PROTO. THE ADR ARCHITECT OF RECORD / EOR / ENGINEER OF RECORD IS RESPONSIBLE FOR NOTIFYING THE CONCEIT PLAN COMPANY (CORE STATES GROUP) IF REFRIGERATION DESIGN WILL BE NON-TYPICAL SO THAT FLOOR PLAN MAY BE REVISED ACCORDINGLY.

Rev. #	Date	Description

**7-ELEVEN, INC.**  
 3200 HACKBERRY ROAD, IRVING, TEXAS 75063  
**7-11 # 1045028**  
 RIDER ST. & PERRIS BLVD.  
 PERRIS, CA 92571  
 FLOOR PLAN LAYOUT



JOB #: SEI29023  
 SCALE: 1/4" = 1'-0"  
 DATE: 03/17/2020  
 DRAWN BY: K. YERBY  
 CHECKED BY: J. TOOME

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LAYOUT # **1**



CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA  
**CONCEPTUAL GRADING PLAN**

PREPARED FOR:  
 HONG LING LEE & TSU HO LEE - C/O JACK LEE  
 6761 SOLTERRA VISTA PARKWAY  
 SAN DIEGO, CA 92130

**ASSESSOR'S PARCEL NUMBER**

COUNTY OF RIVERSIDE  
 APRN 300-500-029

**AREA SUMMARY**

89,847 S.F. / 2.096 ACRES

**ZONING & SITE DEVELOPMENT STANDARDS**

PER SITE INVESTIGATION REPORT FOR SITE # 1045028 (SE1147) PREPARED BY  
 TAIT & ASSOCIATES DATED 03-27-2019

ZONE: COMMERCIAL (C) - SPECIFIC PLAN BUSINESS PARK OFFICE (BPO)

MINIMUM SETBACKS FOR BUILDINGS/PARKING:

FRONT	10'	25' IF LOADING AND UNLOADING ARE PROVIDED
SIDE (INTERIOR)	10'	15' IF ADJOINING A RESIDENTIAL ZONE.
SIDE (STREET)	10'	
REAR	NONE	10' IF ADJOINING A RESIDENTIAL ZONE.

OVERHANG ALLOWED IN SETBACK: NO

CANOPY SETBACK:

FRONT	10'
SIDE 1	10'
SIDE 2	10'
REAR	NONE

MAX HT. ABOVE FINISH GRADE: 35'

PARKING REQUIREMENTS: 1/250 S.F. FOR GENERAL RETAIL

**UTILITY PURVEYORS:**

<b>STORM DRAIN</b> CITY OF PERRIS - TRI LAKE CONSULTANTS 24 S D ST #100 PERRIS, CA 92570 TEL: 951-945-5654	<b>GAS</b> SOCAL GAS TEL: 800-427-2200
<b>SEWER/WATER</b> PERRIS MUNICIPAL WATER DISTRICT 2270 TRUMBULE RD PERRIS, CA 92570 TEL: 951-928-3777	<b>TELEPHONE/CABLE</b> AT&T TEL: 800-310-2355
<b>ELECTRIC</b> SOUTHERN CALIFORNIA EDISON 2610 MENEFEE RD ROMOLAND, CA 92585 TEL: 805-884-8123	<b>SPECTRUM</b> TEL: 855-543-8892
	<b>VERIZON</b> TEL: 800-493-4000
	<b>FRONTIER</b> TEL: 855-887-5509

**BASIS OF BEARINGS:**

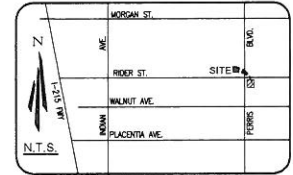
THE BEARINGS SHOWN HEREON ARE BASED ON FOUND MONUMENTS ON THE CENTERLINE OF PERRIS BLVD, AS SHOWN ON PARCEL MAP NO. 4417 RECORDED IN BOOK 72 PAGES 10-13 D.R. BEARING: CENTERLINE NORTH 06°07'34" WEST

**BENCH MARK:**

THE ELEVATIONS SHOWN HEREON ARE BASED ON FOUND NG'S MONUMENT '432' ADJUSTED ORTHOMETRIC HEIGHT = 1455.11 FEET NAVD 88 DESCRIBED: 3-1/4" STANDARD MWDSC ALUMINUM DISK SET ON THE EAST SIDE OF A 3-3/4" X 7-1/2" STEEL TRAFFIC SIGNAL LIGHT POLE CONCRETE FOOTING.

**ABBREVIATIONS:**

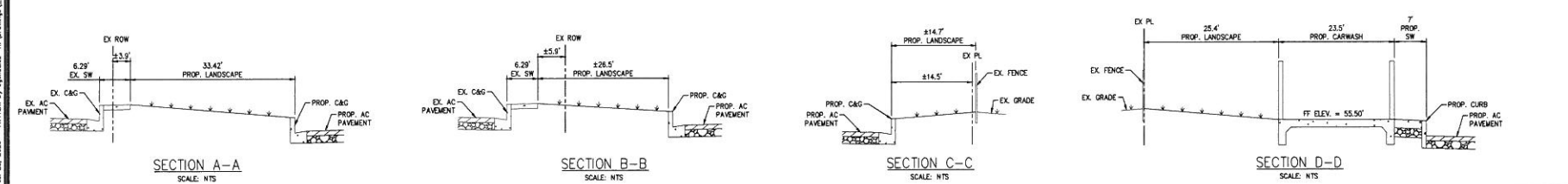
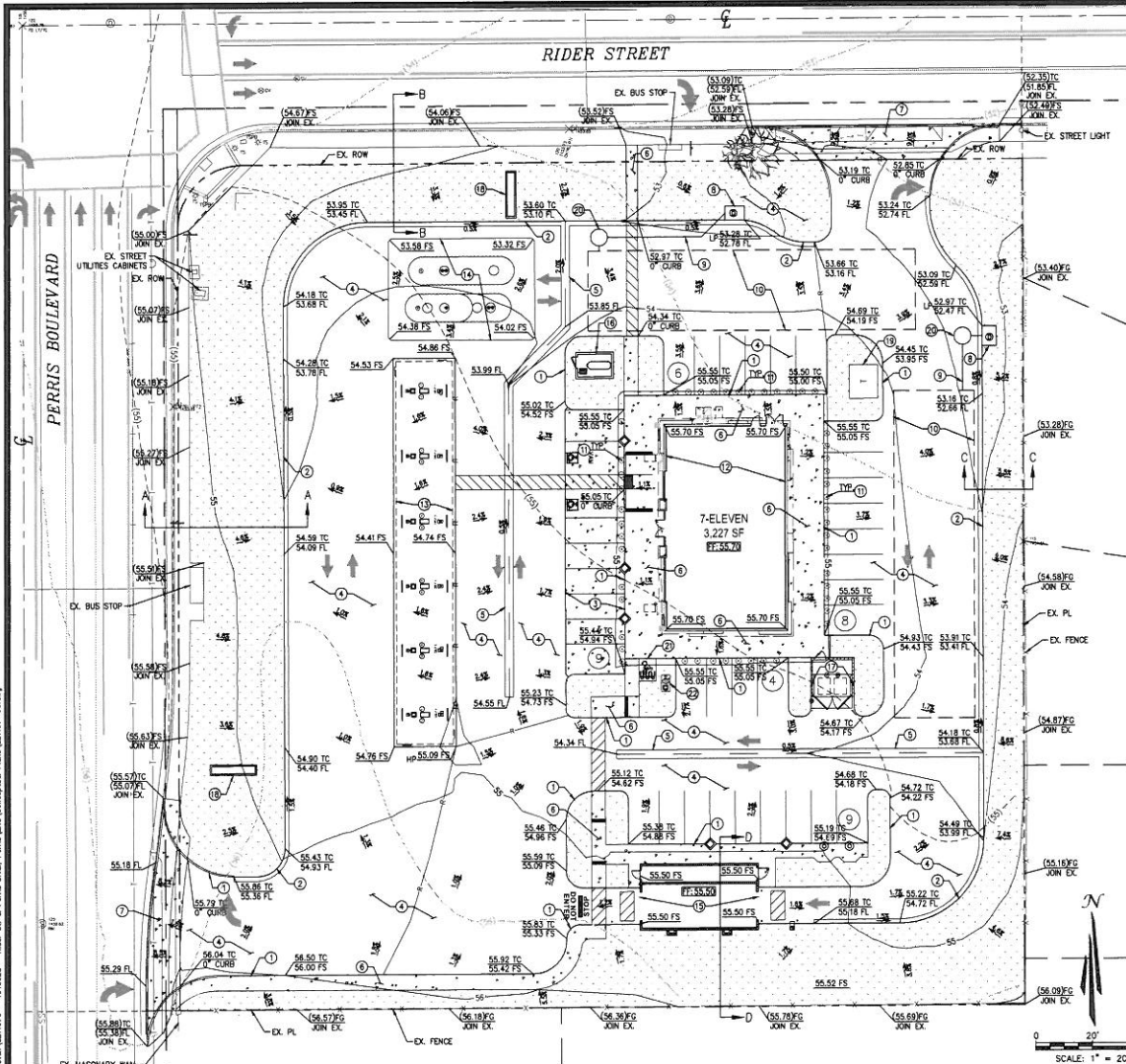
AC	ASPHALT CONCRETE
C&G	CURB AND GUTTER
CL	CENTERLINE
EX	EXISTING
FF	FINISH FLOOR
FG	FINISH GRADE
FL	FLOWLINE
FS	FINISH SURFACE
HP	HIGH POINT
LP	LOW POINT
PL	PROPERTY LINE
PROP	PROPOSED
ROW	RIGHT OF WAY
SD	STORM DRAIN
SF	SQUARE FEET
SW	SIDEWALK
TC	TOP OF CURB
TYP	TYRICAL



**GRADING KEYNOTES**

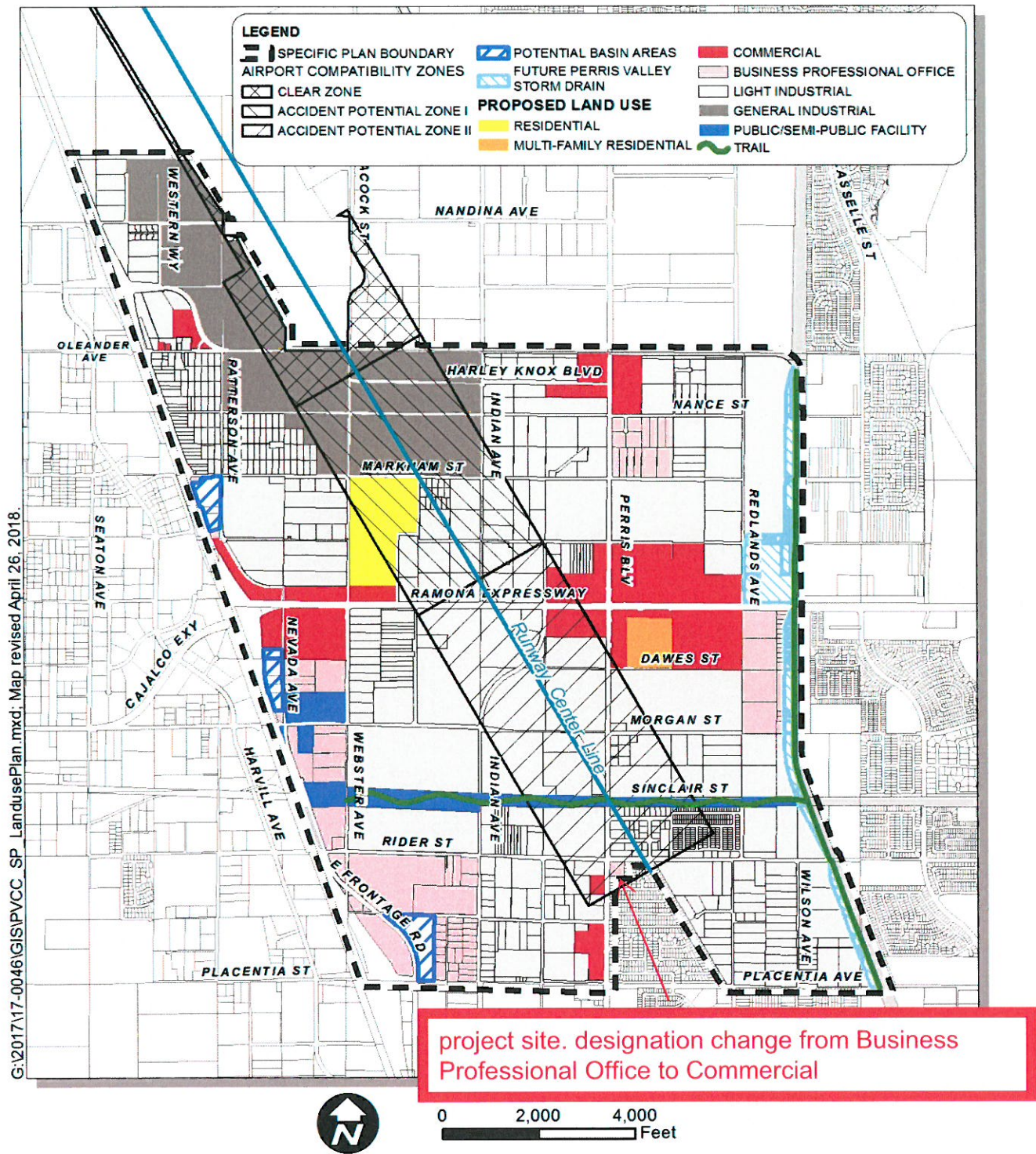
- ① CURB
- ② CURB & GUTTER
- ③ CONCRETE PAVEMENT
- ④ ASPHALT PAVEMENT
- ⑤ "Y"-GUTTER
- ⑥ CONCRETE SIDEWALK
- ⑦ DRIVEWAY APPROACH W/PEDESTRIAN PATH
- ⑧ CATCH BASIN W/W/WHOLE AND FULL TRASH CAPTURE DEVICE
- ⑨ STORM DRAIN PIPE
- ⑩ UNDERGROUND INFILTRATION CHAMBERS
- ⑪ BOLLARD
- ⑫ CONVENIENCE STORE
- ⑬ FUEL CANOPY
- ⑭ UNDERGROUND STORAGE TANKS
- ⑮ CAR WASH
- ⑯ HEAVY TANK ENCLOSURE
- ⑰ TRASH ENCLOSURE
- ⑱ MONUMENT SIGN
- ⑲ TRANSFORMER
- ⑳ PRETREATMENT DEVICE
- ㉑ BKX RACK
- ㉒ AIR & WATER STATION

CONCEPTUAL GRADING PLAN  
 7-ELEVEN C-STORE WITH FUELING AND CAR WASH - SITE NO. 1045028  
 SEC RIDER STREET & PERRIS BOULEVARD  
 PERRIS, CA 92571



Jul 28, 2020 - 11:11am by epp@taic A:\Drawings\7\_Eleven\SET1870 - 1045028 - Rider St. & Perris Blvd. Perris\ENR\Conceptual Grading\SET1870-02.dwg

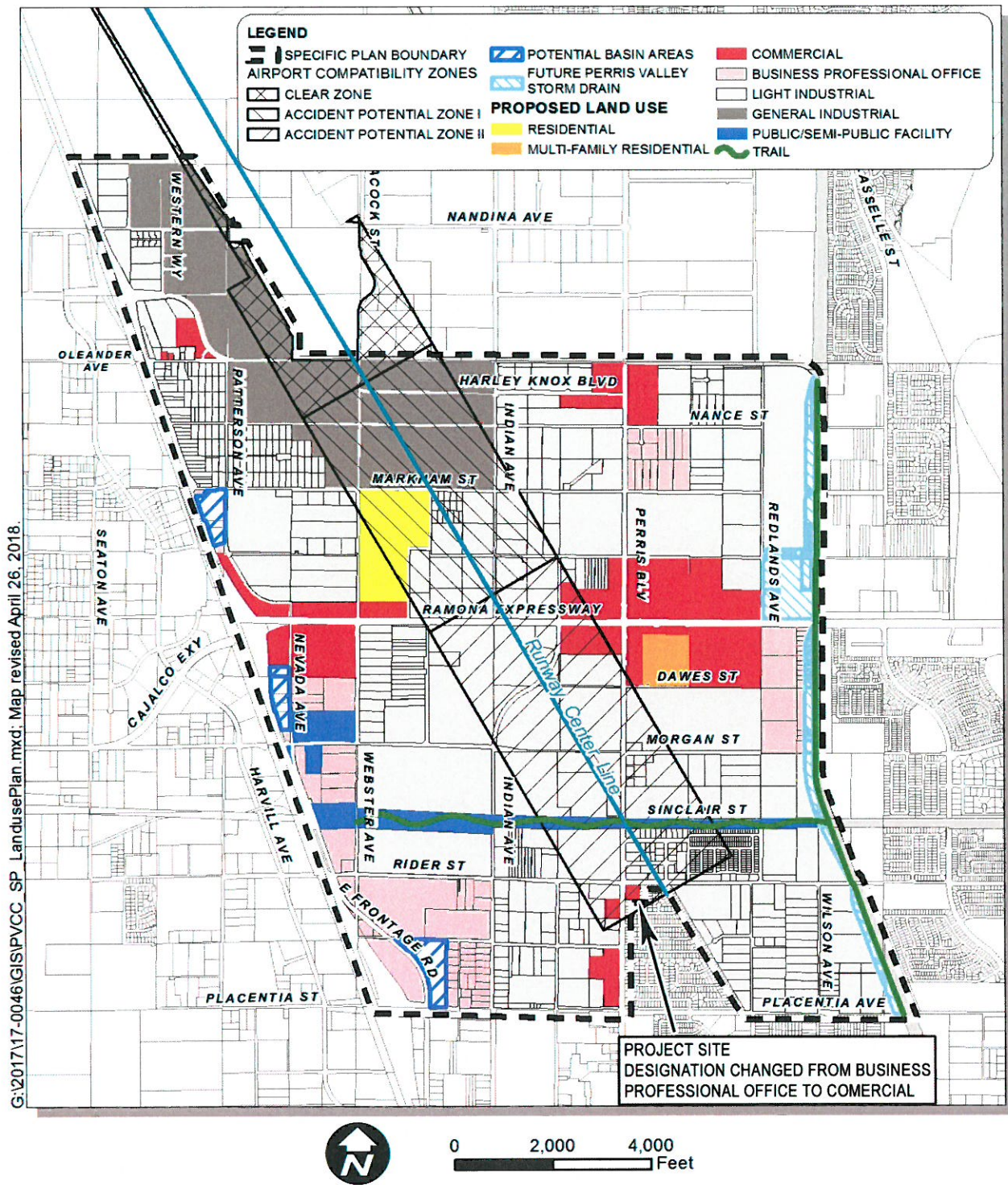
Figure 2.0-1, Specific Plan Land Use Designation



G:\2017\17-0046\GIS\IPVCC\_SP\_LandusePlan.mxd; Map revised April 26, 2018.



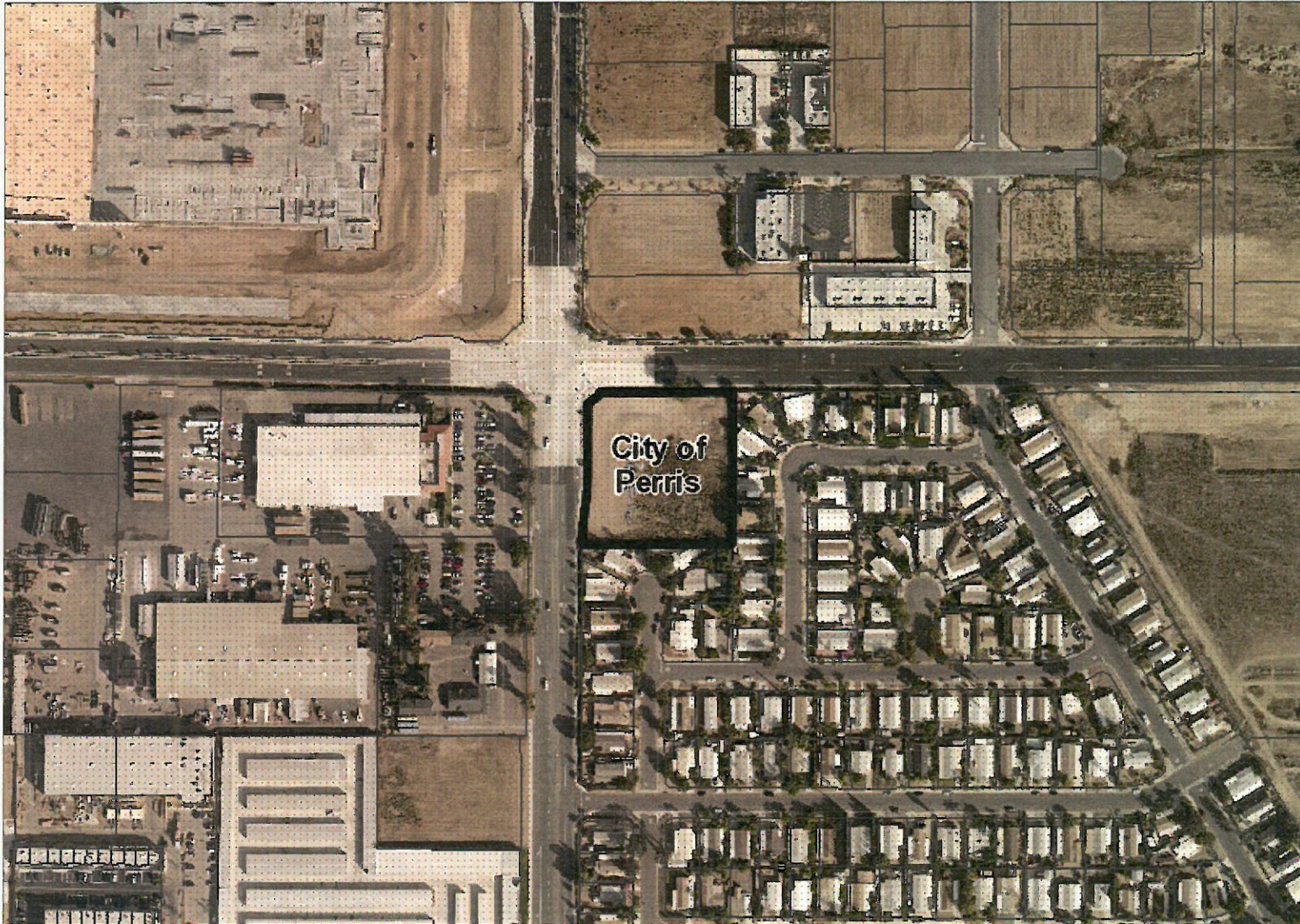
Figure 2.0-1, Specific Plan Land Use Designation



G:\2017\17-0046\GIS\IPVCC\_SP\_LandusePlan.mxd: Map revised April 26, 2018.



# Map My County Map



## Legend

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



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

## Notes

0 376 752 Feet

REPORT PRINTED ON... 8/5/2020 8:27:21 AM

© Riverside County GIS



**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

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

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

The City of Perris Planning Department should be contacted on non-ALUC issues. For more information please contact City of Perris Planner Mr. Nathan Perez at (951) 955-5003.

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

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

**DATE OF HEARING:**                    **September 10, 2020**

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

**Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference only. Information on how to participate in the hearing will be available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org)**

**CASE DESCRIPTION:**

ZAP1428MA20 – Tait & Associates, Larry Roberts – City of Perris Case Nos. CUP19-05281 (Conditional Use Permit), SPA19-05282 (Specific Plan Amendment). A proposal to construct a 3,227 square foot gas station convenience store with 12 fuel pump stations and a 1,150 square foot automated car wash drive thru on 2.06 acres, located on the southeast corner of Perris Boulevard and Rider Street. The applicant also proposes to amend the Perris Valley Commerce Center Specific Plan land use designation of the site from Business Professional Office to Commercial (Airport Compatibility Zone B1-APZ-II of the March Air Reserve Base/Inland Port Airport Influence Area).



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAPI428MA20 DATE SUBMITTED: 7-30-20

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Tait & Associates	Phone Number	714-560-8609
Mailing Address	701 N. Parkcenter Drive Santa Ana, CA 92705	Email	lroberts@tait.com
Representative	Larry Roberts	Phone Number	714-560-8609
Mailing Address	701 N. Parkcenter Drive Santa Ana, CA 92705	Email	lroberts@tait.com
Property Owner	Hong Ling Lee and Tsu Ho Lee C/O Jack Lee	Phone Number	858-299-9103
Mailing Address	6761 Solterra Vista Parkway San Diego, CA 92130	Email	jackminglee@gmail.com

March  
B1  
APZ II

### LOCAL JURISDICTION AGENCY

Local Agency Name	City of Perris	Phone Number	951-943-5003
Staff Contact	Nathan Perez	Email	NPerez@cityofperris.org
Mailing Address	135 N. "D" Street Perris, CA 92570	Case Type	<input checked="" type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input checked="" type="checkbox"/> Use Permit <input type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other
Local Agency Project No	CUP19-05281  19-05282		

### PROJECT LOCATION

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

Street Address	Southwest Corner of North Perris Boulevard & West Rider Street Perris, CA 92751	Gross Parcel Size	+/- 89,733 SF
Assessor's Parcel No.	300-300-026	Nearest Airport and distance from Airport	+/- 5 miles
Subdivision Name	NA		
Lot Number	NA		

### PROJECT DESCRIPTION

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

Existing Land Use (describe)	The existing lot is currently undeveloped and vacant; it is approximately 2.06 acres in size.

Proposed Land Use (describe)	Proposed 7-Eleven fuel facility which consists of a 3,227 SF convenience store, fuel canopy with 8 MPD (16 fueling positions) in a line and a 983 SF drive-thru car wash.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	NA	
For Other Land Uses (See Appendix C)	Hours of Operation	24/7	
	Number of People on Site	Maximum Number	
	Method of Calculation		
Height Data	Site Elevation (above mean sea level)	1,456	ft.
	Height of buildings or structures (from the ground)	30	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes
	If yes, describe		<input checked="" type="checkbox"/> No

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



**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.4

**HEARING DATE:** September 10, 2020

**CASE NUMBER:** ZAP1019PV20 – Raintree Investment Corporation  
(Representative: Johnson Aviation, Inc.)

**APPROVING JURISDICTION:** City of Perris

**JURISDICTION CASE NO:** SPA18-05292 (Specific Plan Amendment), TTM19-05233 (Tentative Tract Map No. 37722), TTM18-05000 (Tentative Tract Map No. 37262), TTM17-05251 (Tentative Tract Map No. 37223), TTM20-05090 (Tentative Tract Map No. 37817), TTM20-05089 (Tentative Tract Map No. 37816), TTM20-00006 (Tentative Tract Map No. 37818)

**LAND USE PLAN:** 2010/2011 Perris Valley Land Use Compatibility Plan, 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

**Airport Influence Area:** Perris Valley Airport, March Air Reserve Base/Inland Port Airport

**Land Use Policy:** Perris Valley Airport Compatibility Zones D and E, March Air Reserve Base/Inland Port Airport Compatibility Zone E

**Noise Levels:** 55-60 CNEL from Perris Valley Airport from aircraft, below 60 CNEL from March Air Reserve Base/Inland Port from aircraft

**MAJOR ISSUES:** The proposed project densities for TTM37722 and TTM37262 are in the prohibited intermediate density range of 4.0 and 2.9 dwelling units per acre respectively, which are inconsistent with the Compatibility Zone D minimum density criteria of less than 0.2 dwelling units per acre or greater than 5.0 dwelling units per acre.

**Compatibility Zone D also requires 10% of the project area be set aside for open land that could potentially serve as emergency landing areas. The project requires 10.12 acres of ALUC qualified open area, however does not provide any within the boundaries of the tentative tract maps. Instead, the applicant proposes to provide the ALUC open area within a proposed 35 acre park (outside of the tentative tract map boundaries) as part of the Green Valley Specific**



**Plan.**

**The applicant requests that the Commission considers implementing Policy 3.3.6 to find the project consistent with the Compatibility Zone D density and open space criteria, as it did ZAP1010PV16 and ZAP1011PV16 involving the same issues. As a trade-off, the applicant will dedicate 35 acres of land in the Specific Plan that had been allocated to residential use to the City of Perris for use as a park and to restrict use of an additional 155 acres to nonresidential uses.**

**RECOMMENDATION:** Staff recommends that the Commission find the Specific Plan Amendment and Tentative Tract Maps **INCONSISTENT**, based on the density being within the prohibited intermediate density range, and a lack of ALUC open area provided.

**However, consideration should be given to the landowner's offer to dedicate parkland and restrict residential uses through a large portion of the Specific Plan. In light of the fact that the management of Perris Valley Airport previously did not support an increase in the density of this project to a density greater than five dwelling units per acre (although such an increase would lead to a finding of consistency), the proposed trade-off could prove to be a win-win outcome.**

**The Commission may consider applying policy 3.3.6 of the Riverside County Airport Land Use Compatibility Plan (ALUCP). The 3.3.6 analysis and proposed findings are referenced at the beginning on page 6. If the Commission approves applying 3.3.6 and adopting its associated findings, then staff would recommend the project as **CONDITIONALLY CONSISTENT**, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.**

**PROJECT DESCRIPTION:** The applicant proposes 6 tentative tract maps within the Green Valley Specific Plan. TTM37722 proposes to divide 25.61 acres into 104 single family residential lots. TTM37262 proposes to divide 65.01 acres into 191 single family residential lots. TTM37223 proposes to divide 55.58 acres into 235 single family residential lots. TTM37817 proposes to divide 25.50 acres into 228 multi-family dwelling units. TTM37816 proposes to divide 10.61 acres into 97 multi-family dwelling units. TTM37818 proposes to divide 23.82 acres into 156 multi-family dwelling units. The applicant proposes amending the underlying Green Valley Specific Plan land use designations for these 6 tentative tract map sites: TTM37722 from 6000-7200 to R-5500 – R-6000; TTM37262 from 5500-6000 to R-5500 – R-6000; TTM37223 from 5500-6000 to R-5500 – R-6000, and Open Space; TTM37817 from Multi-Family, Park, School to Multi Family; TTM37818 from Multi-Family, 5500-6000 to Multi Family; TTM37816 from Multi-Family to Multi Family. The applicant also proposes amending the Green Valley Specific Plan, changing land uses in response to 1) the adoption of California Education Code Section 17215, 2) the adoption of the Western Riverside County Multiple Species Habitat Conservation Plan, and 3) the adoption of the Perris Valley Airport Land Use Compatibility Plan, San Jacinto River Study, and location of the adjacent Metrolink Station.

Two similar nearby tentative tracts maps were found consistent by the Commission on June 9, 2016, via ZAP1010PV16 and ZAP1011PV16, pursuant to Policy 3.3.6 of the Countywide Policies based on special findings.

**PROJECT LOCATION:** The project is generally located westerly of Case Road, northerly of Ethanac Road, and easterly of Goetz Road, in the City of Perris, with the closest TTM 37262 approximately 3,050 feet southwesterly of the southerly terminus of Perris Valley Runway 15-33, and approximately 41,350 feet southeasterly of the southerly terminus of March Air Reserve Base 14-32.

**BACKGROUND:**

Residential Density: The project proposes 6 tentative tract maps; all of which are located within Zone E of the March Air Reserve Base/Inland Port Airport Influence Area, which does not restrict residential density.

The 6 tentative tract maps are also located within the Perris Valley Airport Influence Area; 3 of which are located within Zone D (TTM37722 [partially split between Zones D and E], TTM37262, TTM37816), and 3 are located within Zone E (TTM37223, TTM37817, TTM37818). Zone D restricts residential density to either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre. Zone E does not restrict residential density. Therefore, for the purposes of this analysis, we will only be analyzing tentative tract maps TTM37722, TTM37262, TTM37816 that are located within Zone D that could potentially be incompatible with the residential density criteria.

Project Number	Perris Valley Airport Zone	March Airport Zone	Parcel Size (acres)	Proposed Dwelling Units/Lots	Density (dwelling units per acre)
TTM 37722	D, E	E	25.61	104	4.0
TTM 37262	D	E	65.01	191	2.93
TTM 37223	E	E	55.58	235	4.23
TTM 37817	E	E	25.50	228	8.94
TTM 37816	D	E	10.61	97	9.14
TTM 37818	E	E	23.82	156	6.55

TTM37722 is located within split Compatibility Zones D and E and is proposing 104 single family residential lots on 25.61 acres. This results in a density of 4.0 dwelling units per acre, which is inconsistent with the Zone D residential density criteria of either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre.

TTM37262 is located entirely within Compatibility Zone D and is proposing 191 single family residential lots on 65.01 acres. This results in a density of 2.93 dwelling units per acre, which is inconsistent with the Zone D residential density criteria of either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre.

TTM37816 is located entirely within Compatibility Zone D and is proposing 97 multi-family dwelling units on 10.61 acres. This results in a density of 9.14 dwelling units per acre, which is consistent with the Zone D residential density criteria of either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre.

The proposed residential densities for TTM37722 and TTM37262 are in the prohibited intermediate density range, which is largely a noise consideration more so than a safety consideration. As a trade-off, the landowner has accepted a condition to dedicate 35 acres of land in the Specific Plan that had been allocated to residential use to the City of Perris for use as a park and to restrict use of an additional 155 acres to nonresidential uses in perpetuity unless activity at Perris Valley Airport ceases (this condition was also applied previously to ZAP1010PV16 and ZAP1011PV16, and was also one of the findings for Special Policy 3.3.6).

Prohibited and Discouraged Uses: The applicant does not propose any uses specifically prohibited or discouraged in Compatibility Zone D and E of Perris Valley Airport (highly noise-sensitive outdoor nonresidential uses and hazards to flight) or Zone E of March Air Reserve Base/Inland Port Airport, other than the proposed prohibited intermediate residential density range.

Noise: The site is located well outside the March Air Reserve Base/Inland Port Airport 60 CNEL contour relative to aircraft noise. The project's nearest tentative tract map (TTM37262) is located within the 55-60 CNEL contour for Perris Valley Airport (all other tentative tract maps are below the 55 CNEL contour). Single family residences are marginally acceptable within this contour range. The single family residences would be affected by aircraft generated noise. However, standard construction is normally considered to provide for a 15 dB reduction from exterior noise levels. A condition is recommended to incorporate noise attenuation measures into the design of the single family residences to such extent as may be required to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

Part 77: Although the project is located within the March Air Reserve Base/Inland Port Airport Influence Area, the nearest tentative tract map (TTM37262) is 41,350 feet southeasterly of the southerly terminus of March Air Reserve Base 14-32.

The actual nearest runway to the nearest tentative tract map (TTM37262) is 15-33 at Perris Valley Airport, and is approximately 3,050 feet, thus making 15-33 the applicable runway for determination of Part 77 noticing requirements. Runway 15-33 has an elevation of 1,413 feet above mean sea level.

The following is an analysis of the proposed tentative tract maps top point elevations and the underlying Part 77 Federal Aviation Administration noticing thresholds.

Project Number	Distance (feet)	FAA Threshold (feet AMSL)	Pad Elevation (feet AMSL)	Building Height (feet)*	Top Point Elevation (feet AMSL)	FAA OES review required
----------------	-----------------	---------------------------	---------------------------	-------------------------	---------------------------------	-------------------------



TTM 37722	3,670	1,449	1,427	35	1,462	Yes
TTM 37262	3,050	1,444	1,428	35	1,463	Yes
TTM 37223	4,310	1,456	1,428	35	1,463	Yes
TTM 37817	6,220	1,475	1,428	35	1,463	No
TTM 37816	4,500	1,458	1,429	35	1,464	Yes
TTM 37818	6,870	1,481	1,428	35	1,463	No

\* A 35 foot tall building height was assumed based on the average height of a two-story single family dwelling unit, in the absence of project data.

Therefore, review of buildings by the FAA Obstruction Evaluation Service (FAAOES) is required for TTM37722, TTM37262, TTM37223, and TTM37816. Submittal to FAAOES was made, and the project has been assigned Aeronautical Study Numbers 2020-AWP-9651-OE, 2020-AWP-9652-OE, 2020-AWP-9653-OE, 2020-AWP-9654-OE, 2020-AWP-9655-OE, and 2020-AWP-9656-OE. At the time this staff report was prepared, no determinations have been made, but the studies are in a “Work in Progress” status.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port Airport Influence Area require open area specifically. Zone D of Perris Valley Airport Influence requires 10% of open area within major projects (10 acres or larger) be set aside as open land that could potentially serve as emergency landing areas (Zone E does not require open area to be set aside).

All 6 proposed tentative tract maps are larger than 10 acres, however, only 3 are located within (and partially within) Zone D; TTM37722 (25.61 acres), TTM37262 (65.01 acres), TTM37816 (10.61 acres), resulting in a total required 10.12 acres of ALUC qualified open area.

Open area has not been provided for within the boundaries of these tracts. Instead, the applicant proposes to provide the required ALUC open area within a proposed 35-acre park as part of the Green Valley Specific Plan, an action that was proposed and approved by the Commission for the two previous similar cases ZAP1010PV16 and ZAP1011PV16 (and is also one of the findings for Special Policy 3.3.6).

The applicant proposes to provide Green Valley Specific Plan provides for a 35-acre park. Although specific facilities and amenities to be located within the park are presently unknown, a conceptual park plan based on the City of Perris’ park development standards would yield approximately 16.3 acres of qualified open space (concentrated primarily within the baseball/soccer area and other open grass areas within the park) that would be clear of obstructions to aircraft. This area is under the applicant’s ownership and could potentially be credited to provide for the required 10.12 acres. It is anticipated that the proposed park would be dedicated by the applicant to the City of Perris. The applicant proposes to dedicate this 35-acre area to the City of Perris and is included in ALUC’s conditions (like it was for previous similar cases ZAP1010PV16 and ZAP1011PV16).

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or

near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The nearest portion of the project is located 3,050 feet from the runway, and therefore would be subject to the above requirement.

The project will include several bioretention basins throughout all 6 tentative tract maps. Bioretention basins are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study “Wildlife Hazard Management at Riverside County Airports: Background and Policy”, October 2018, by Mead & Hunt, which is the basis of the brochure titled “Airports, Wildlife and Stormwater Management”, such basins are to be avoided in Zones D and E, unless they provide for a 48-hour drawdown and propose landscaping that is not attractive to hazardous wildlife.

The project has been conditioned to be consistent with these standards in order to reduce bird attractant: 1) new basins are to be designed so as to provide for a maximum 48-hour detention period following the conclusion of a storm event, and to remain totally dry between rainfalls, and 2) any landscaping proposed in the detention basin shall be in accordance with the ALUC “Landscaping Near Airports” and “Airports, Wildlife and Stormwater Management” brochures.

**Specific Plan Amendment:** The applicant proposes amending the underlying Green Valley Specific Plan land use designations for these 6 tentative tract map sites: TTM37722 from 6000-7200 to R-5500 – R-6000; TTM37262 from 5500-6000 to R-5500 – R-6000; TTM37223 from 5500-6000 to R-5500 – R-6000, and Open Space; TTM37817 from Multi-Family, Park, School to Multi Family; TTM37818 from Multi-Family, 5500-6000 to Multi Family; TTM37816 from Multi-Family to Multi Family. The applicant also proposes amending the Green Valley Specific Plan, changing land uses in response to 1) the adoption of California Education Code Section 17215, 2) the adoption of the Western Riverside County Multiple Species Habitat Conservation Plan, and 3) the adoption of the Perris Valley Airport Land Use Compatibility Plan, San Jacinto River Study, and location of the adjacent Metrolink Station.

The proposed amendments to the Specific Plan also contains language that require all development within its boundaries to be consistent with the airport land use compatibility plan, and therefore would be as, or more, consistent with the Compatibility Plan as long as the underlying developments are consistent with the compatibility criteria.

### **Countywide Policy 3.3.6:**

While the project does not strictly comply with the Compatibility Zone D density criteria and open space requirements for Perris Valley Airport Land Use Compatibility Plan, the Commission may

choose to consider whether to find the normally incompatible density and provision of open space within a 35-acre off-site park compatible pursuant to Countywide Policy 3.3.6 if the combination of the following facts are determined to represent “other extraordinary factors or circumstances” based on the following findings:

- The project proposes to dedicate 35 acres within the Specific Plan (although not within the proposed tract map) to the City of Perris for use as a park, for which the required ALUC open area will be situated. ALUC open area for emergency landings are better suited when they are provided for in one singular location, like the 35 acre park, as opposed to scattered in multiple locations within a tract map.
- Use of an additional 155 acres within the Green Valley Specific Plan (as shown in the Ultimate Land Use Plan dated May 20, 2015) would be limited to nonresidential uses in perpetuity unless activity at Perris Valley Airport ceases.
- The San Jacinto River runs along the northwest portion of the Specific Plan and is designated as Open Space totaling 69.9 acres. This area will remain Open Space and will be undevelopable for residential or commercial/industrial.
- The majority of the tract maps are located outside the 55 CNEL contour for Perris Valley Airport, thus limiting noise impacts and potential nuisance complaints, except for TTM37262 which is located within the 55-60 CNEL. However, single family residences are marginally acceptable within this contour range, and a 15dB reduction from exterior noise levels can be provided for in the standard construction methods, and therefore these noise attenuation measures will ensure that interior noise levels from aircraft operations will be at or below 45 CNEL.

**CONDITIONS (applicable to the proposed Tentative Tract Maps in event of a 3.3.6 finding):**

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 transfers stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Highly noise-sensitive outdoor nonresidential uses. Hazards to flight.
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. Detention basin(s) shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin 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 or shrubs that produce seeds, fruits, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at [RCALUC.ORG](http://RCALUC.ORG) which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist. The infiltration basin shall be designed in accordance with all parameters identified in the Wildlife Hazard Management at Riverside County Airports: Background and Policy.

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

5. Noise attenuation measures shall be incorporated into the design of the single family residences, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

6. During initial sales of properties, informational signs shall be posted in conspicuous locations within the project clearly depicting the proximity of the project to the airport and aircraft traffic patterns.
7. The ALUC overflight informational brochure shall be provided to prospective purchasers showing the locations of aircraft flight patterns, the frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights, as well as Compatibility Factors exhibit from the Perris Valley Airport Land Use Compatibility Plan.
8. A 35-acre area (also known as Planning Areas 22 and 24B of the Green Valley Specific Plan) shall be dedicated in its entirety by the developer to the City of Perris as outlined in the City of Perris memorandum dated December 9, 2015 in conjunction with the recordation of this map or, at the latest, prior to the issuance of building permits on any of the lots within either Tentative Tract Map No. 36988 or Tentative Tract Map No. 36989. At least 7.6 acres within the park shall meet the open area criteria specified in the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan. Additional areas meeting the open area criteria as shown on the exhibit prepared by FORMA and dated April 2016 may be credited toward meeting the open area requirements of other developments under the ownership of Raintree or its successors-in-interest located within those portions of the Green Valley Specific Plan subject to open area requirements.
9. Prior to recordation of the final map, a document shall be recorded restricting the use of the areas depicted as "Park\*" on the attached exhibit entitled "Ultimate Land Use Plan May 20, 2015" in perpetuity to nonresidential uses unless the State of California Department of Transportation, Aeronautics Division no longer recognizes Perris Valley Airport as a public use airport and there is no longer a skydiving business using the runway. Should the runway cease to exist for a period of one year or more, this shall be considered prima facie evidence that Perris Valley Airport would no longer be a public use airport.

# NOTICE OF AIRPORT IN VICINITY

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



# NOTICE

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

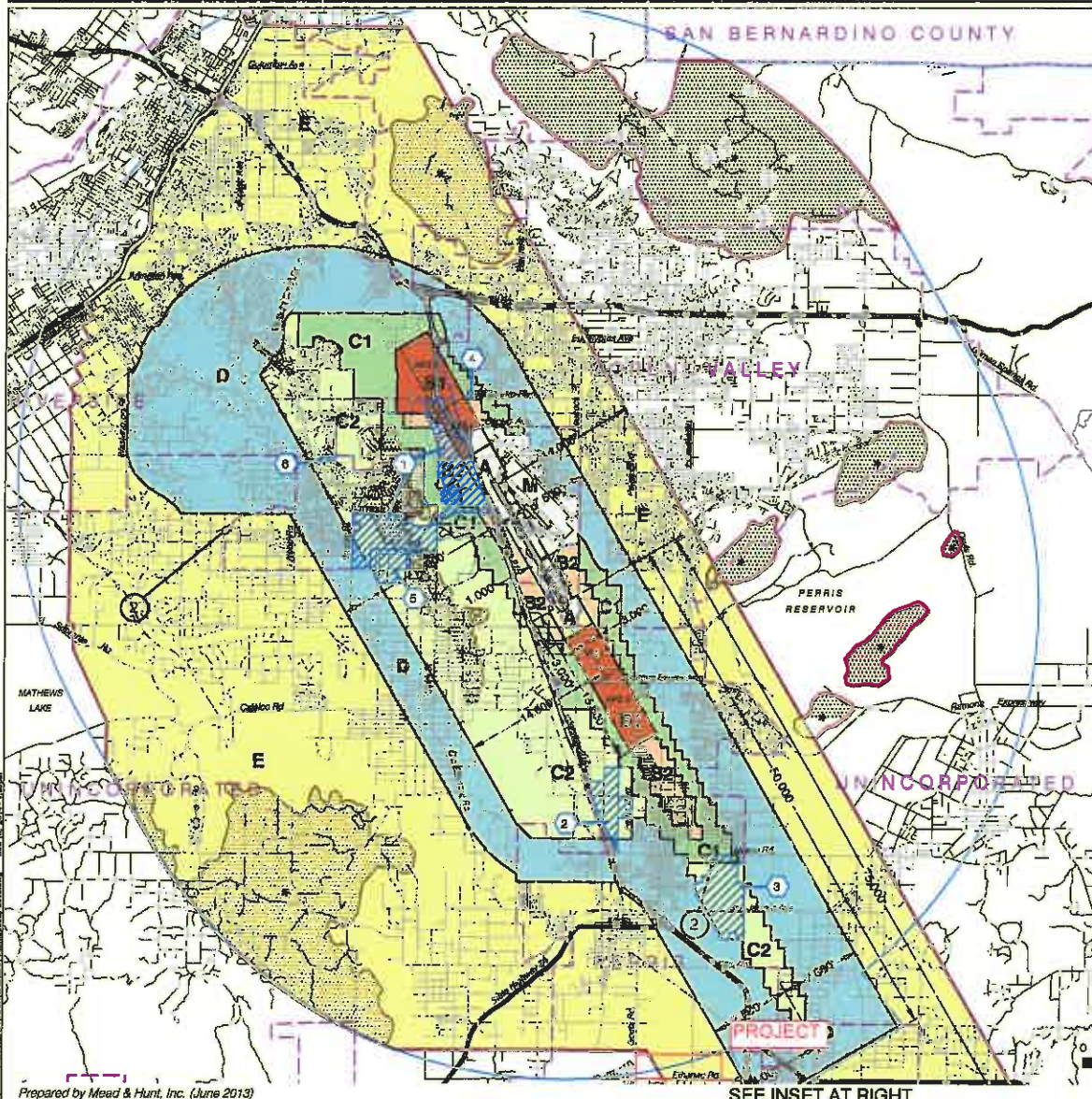
**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**



**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

**Name:** \_\_\_\_\_

**Phone:** \_\_\_\_\_



**LEGEND**

**Compatibility Zones**

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

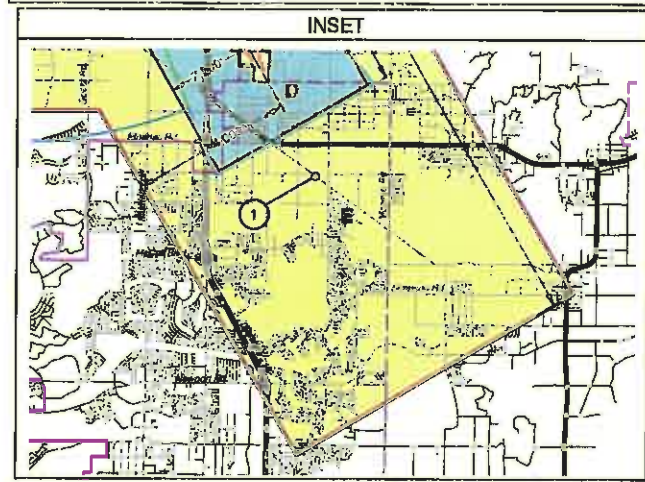
**Boundary Lines**

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

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

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

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



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

Map MA-1

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

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

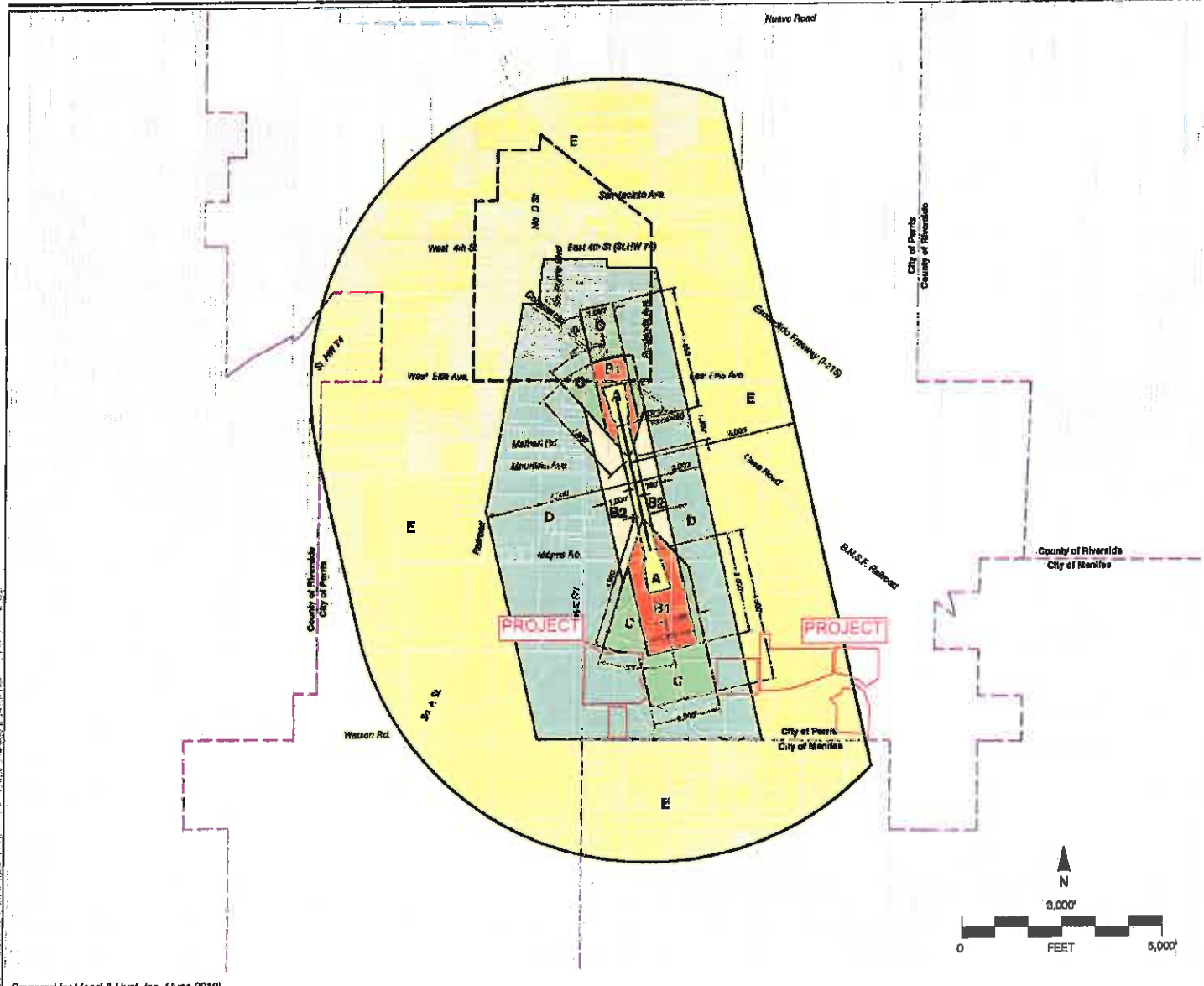


Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT

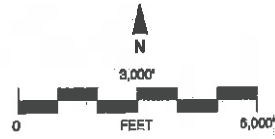




**Legend**

- Compatibility Zones**
- Airport Influence Area Boundary
  - Zone A
  - Zone B1
  - Zone B2
  - Zone C
  - Zone D
  - Zone E
- Boundary Lines**
- Airport Property Line
  - City Limits
  - Downtown Specific Plan

Riverside County  
 Airport Land Use Commission  
**Riverside County**  
**Airport Land Use Compatibility Plan**  
**Policy Document**  
 (July 2010 Draft)

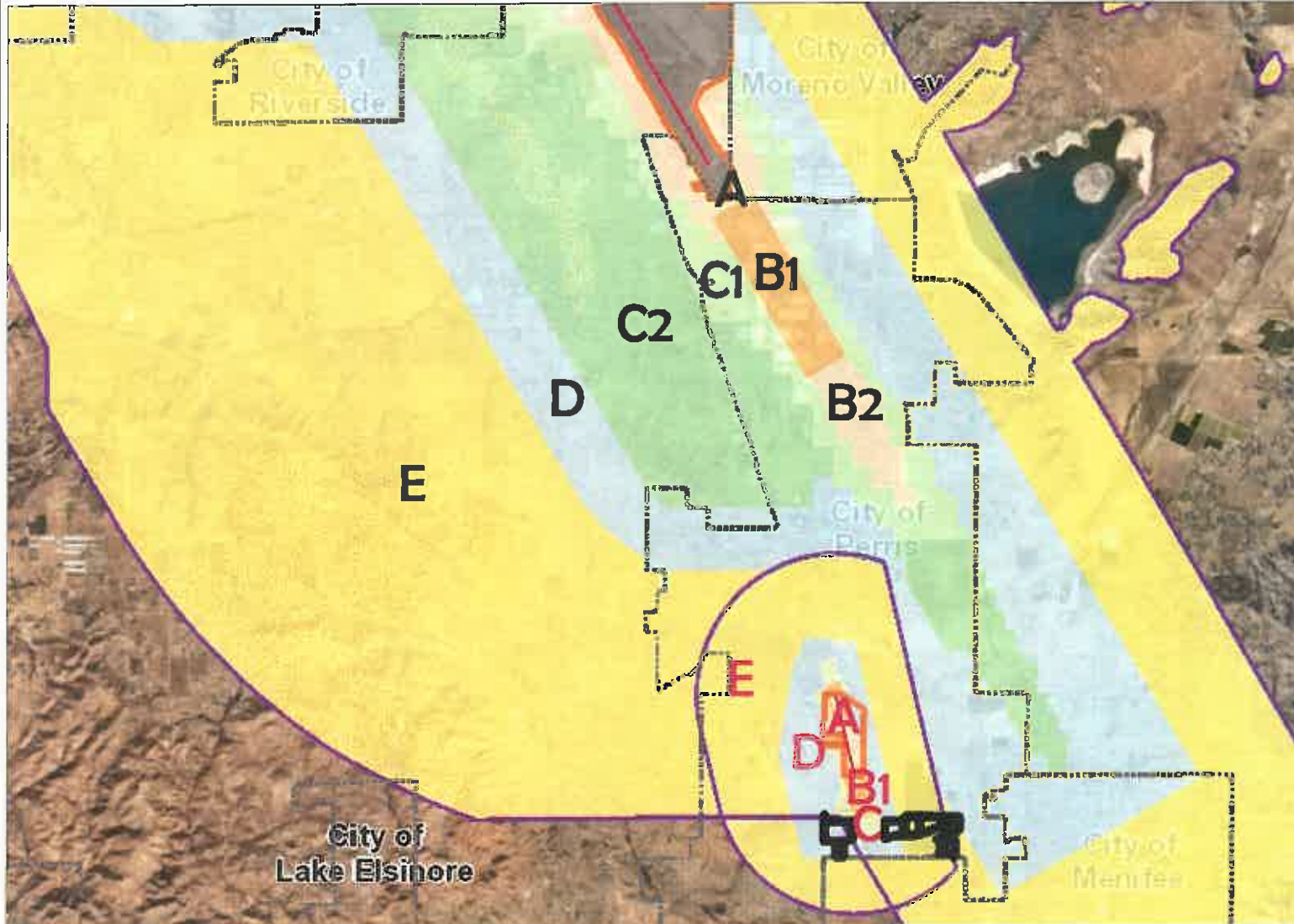


Prepared by Mead & Hunt, Inc. (June 2010)

**Compatibility Map**  
 Perris Valley Airport

Map PV-1

# Map My County Map



### Legend

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



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



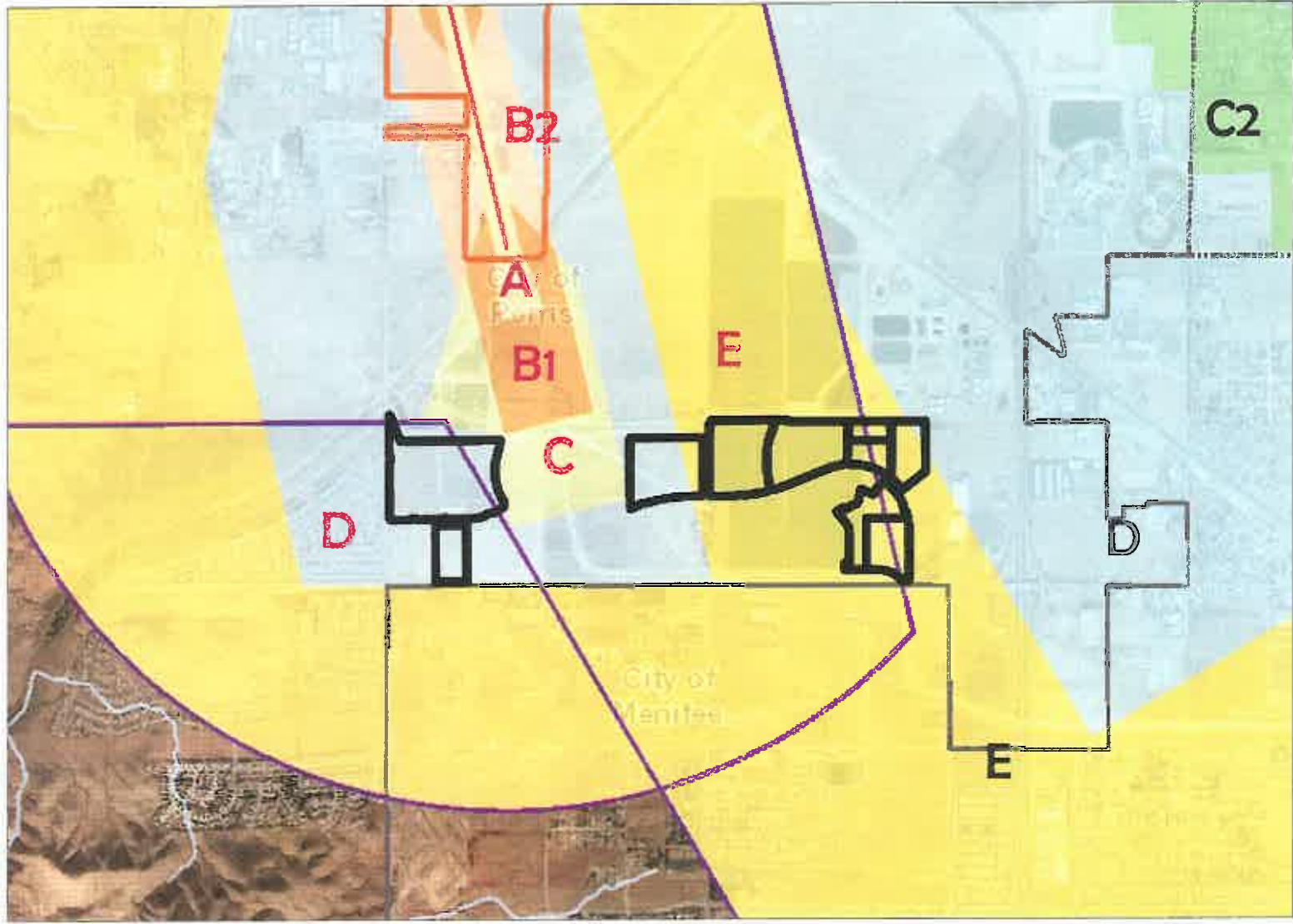
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### Notes



# Map My County Map



**Legend**

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



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**Notes**

# Map My County Map



### Legend

- Blue Line Streams
- City Areas
- World Street Map

### Notes



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# Map My County Map



## Legend

-  City Areas
-  World Street Map



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## Notes



# Map My County Map



## Legend

- Blue Line Streams
- City Areas
- World Street Map



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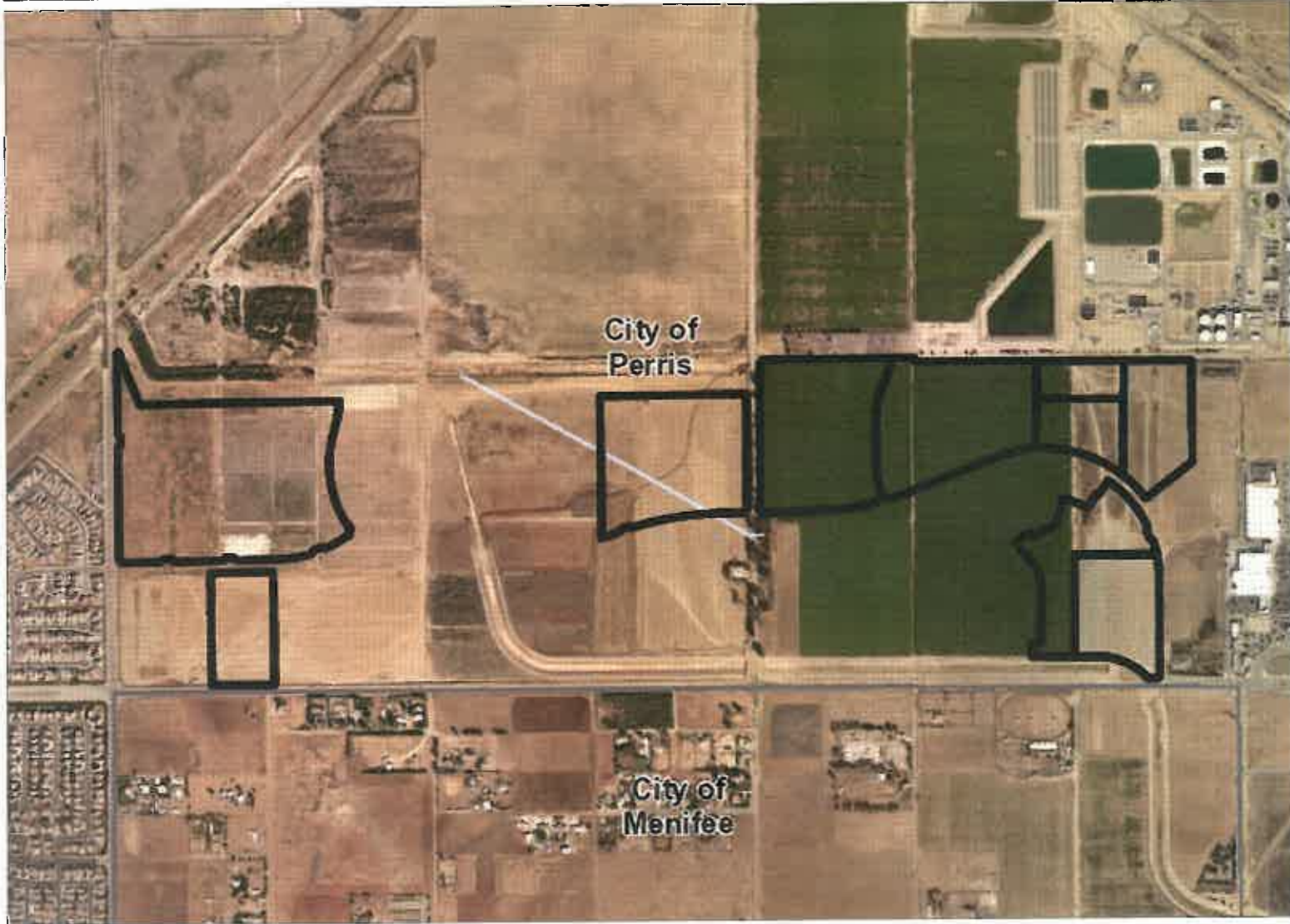
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## Notes



# Map My County Map



- Legend**
- Blue Line Streams
  - City Areas
  - World Street Map



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**Notes**

# Technical Memorandum



To: Paul Rull, Riverside County Airport Land Use Commission  
 From: Nick Johnson, Johnson Aviation, Inc.  
 Date: July 1, 2020

Subject: Green Valley Specific Plan Amendment and Tentative Tract Maps ALUC Application  
 Information near Perris Valley Airport, Perris, CA

## Purpose

The purpose of this Airport Land Use Commission (ALUC) submittal is to process the Green Valley Specific Plan Amendment (SPA) and six Tentative Tract Maps (TTM) within the Green Valley SPA area. The project is located southwest of Case Road, North of Ethanac Road, east of Goetz Road and west of I-215 in the City of Perris. The San Jacinto River runs along the northwest portion of the property. The Perris Valley Airport is located directly north of the property.

The Project Applicant, RainTree Investment Corporation, owns a portion of the Green Valley SP area as Green Valley Recovery Acquisition, LLC. Other owners control parcels within the SP area that are labeled herein as "Not A Part" or "NAP." While this submittal includes the entire Green Valley SPA on behalf of the City of Perris, the associated Land Use Plan only covers those properties owned by the Applicant.

## Additional ALUC Application Information

The following information is provided to summarize information for the Subject ALUC Application for Major Land Use Action Review. Table 1 identifies key information about each Project element.

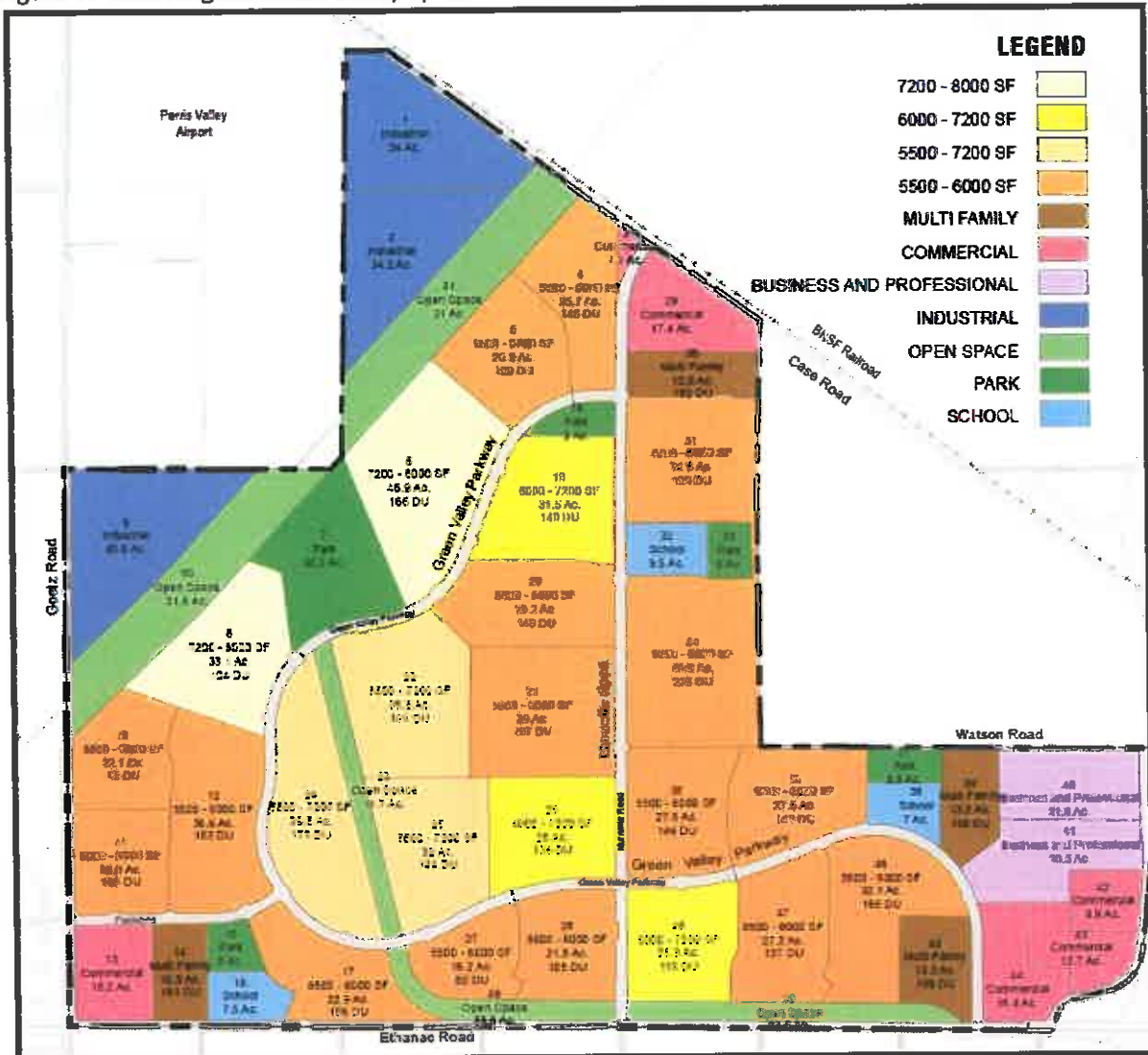
Table 1 Green Valley Specific Plan Amendment & TTM Submittal Riverside County ALUC Application for Major Land Use Action Review						
City of Perris Project Number	Case Type	Assessor's Parcel No.	Gross Parcel Size			
18-05292	Specific Plan Amendment	Multiple (See Attached List)	1,267.00			
19-05233	TTM 37722 <b>D&amp;E</b>	330-150-017 <b>SFR</b>	104	25.61		4.0 du/ac
18-05000	TTM 37262 <b>D</b>	330-150-006 <b>SFR</b> 330-150-007 <b>SFR</b> 330-150-008 <b>SFR</b>	191	65.01		2.93 du/ac
17-05251	TTM 37223 <b>E</b>	327-220-007 <b>SFR</b> 327-220-008 <b>SFR</b> 327-220-009 <b>SFR</b> 327-220-010 <b>SFR</b>	235	55.58		4.23 du/ac
20-05090	TM 37817 <b>E</b>	327-220-009 <b>MFR</b> 327-220-010 <b>MFR</b> 327-220-011 <b>MFR</b>	228	25.50		8.94 du/ac
20-05089	TM 37816 <b>D</b>	330-150-010 <b>MFR</b>	97	10.61		9.14 du/ac
20-00006	TM 37818 <b>E</b>	327-220-027 <b>MFR</b> 327-220-017 <b>MFR</b>	156	23.82		6.55 du/ac



## Background

The Green Valley SP was originally adopted in 1990 but never developed. Figure 1 shows the originally adopted 1990 Land Use Plan (LUP).

Figure 1: 1990 Original Green Valley Specific Plan Land Use Plan

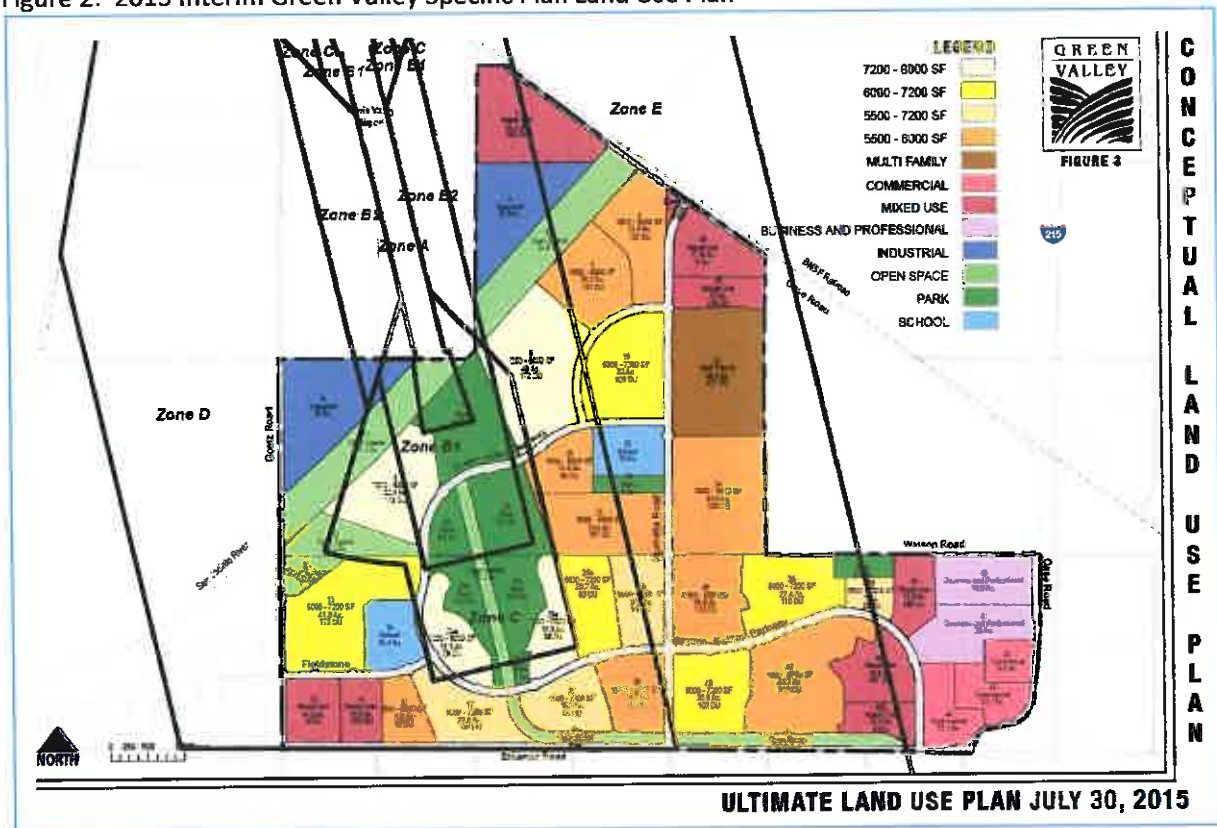


## 1990 APPROVED LAND USE PLAN

The Riverside County ALUC, the City of Perris and the Conatser Family (owners of the Perris Valley Airport) developed an Airport Land Use Comprehensive Plan (ALUCP) for Perris Valley Airport that was adopted by the ALUC in 2011 to preserve and protect the ongoing Perris Valley operation. This ALUCP acknowledged the Green Valley SP but also raised issues with the proposed land uses.

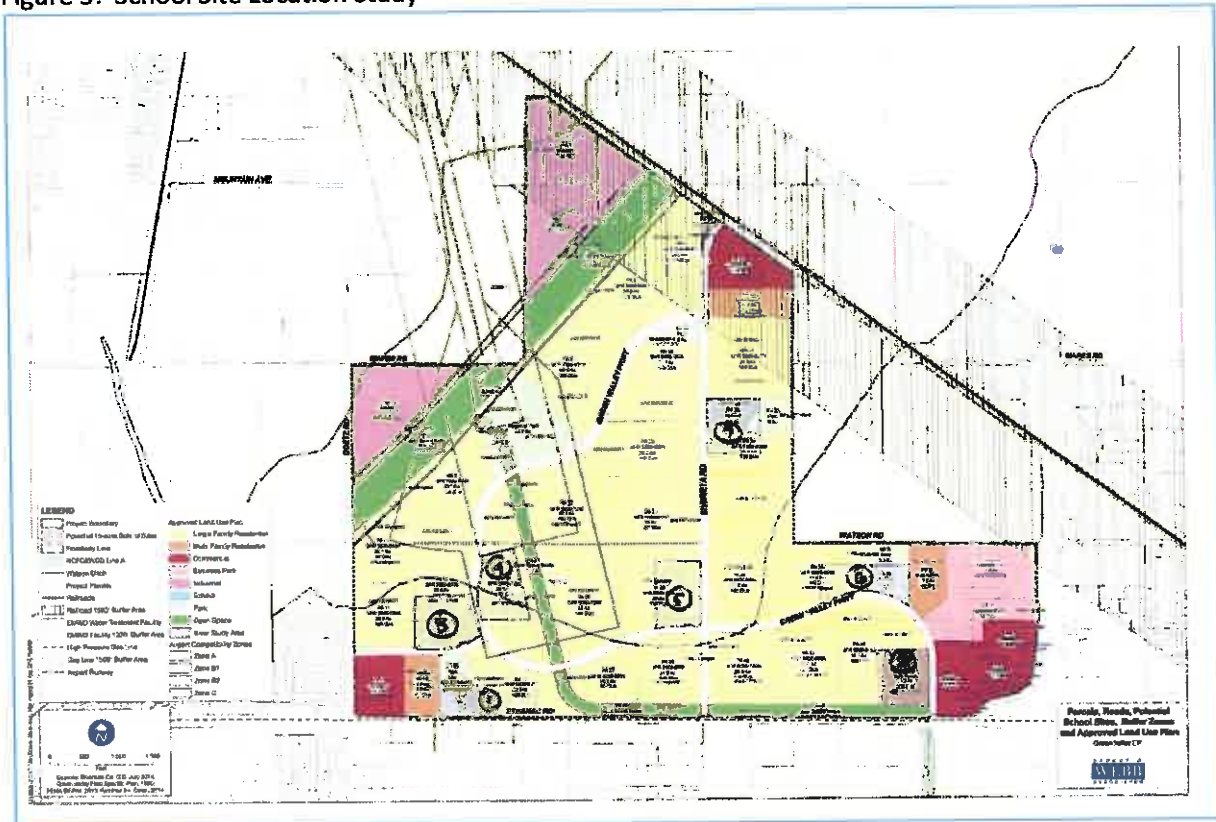
In 2015, an interim LUP was adopted to allow initial development planning to start on the site. Figure 2 depicts this interim approved LUP.

Figure 2: 2015 Interim Green Valley Specific Plan Land Use Plan



Before further development could continue, an extensive school site study was performed in conjunction with Romoland School District to identify the best location for a consolidated school site within the SP area. The study assessed airport operations, high pressure gas line locations, existing and planned road locations. Seven sites were assessed. One school site was selected east of Murrieta Road, north of Watson Road.

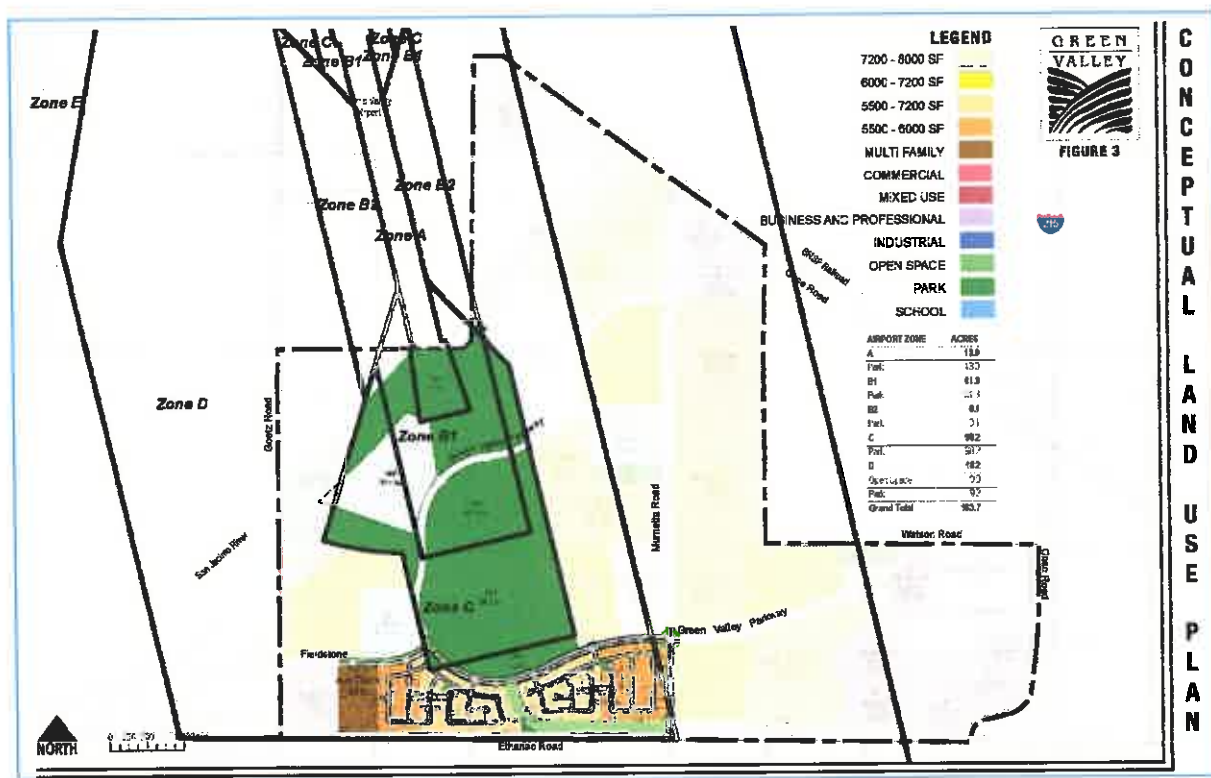
Figure 3: School Site Location Study





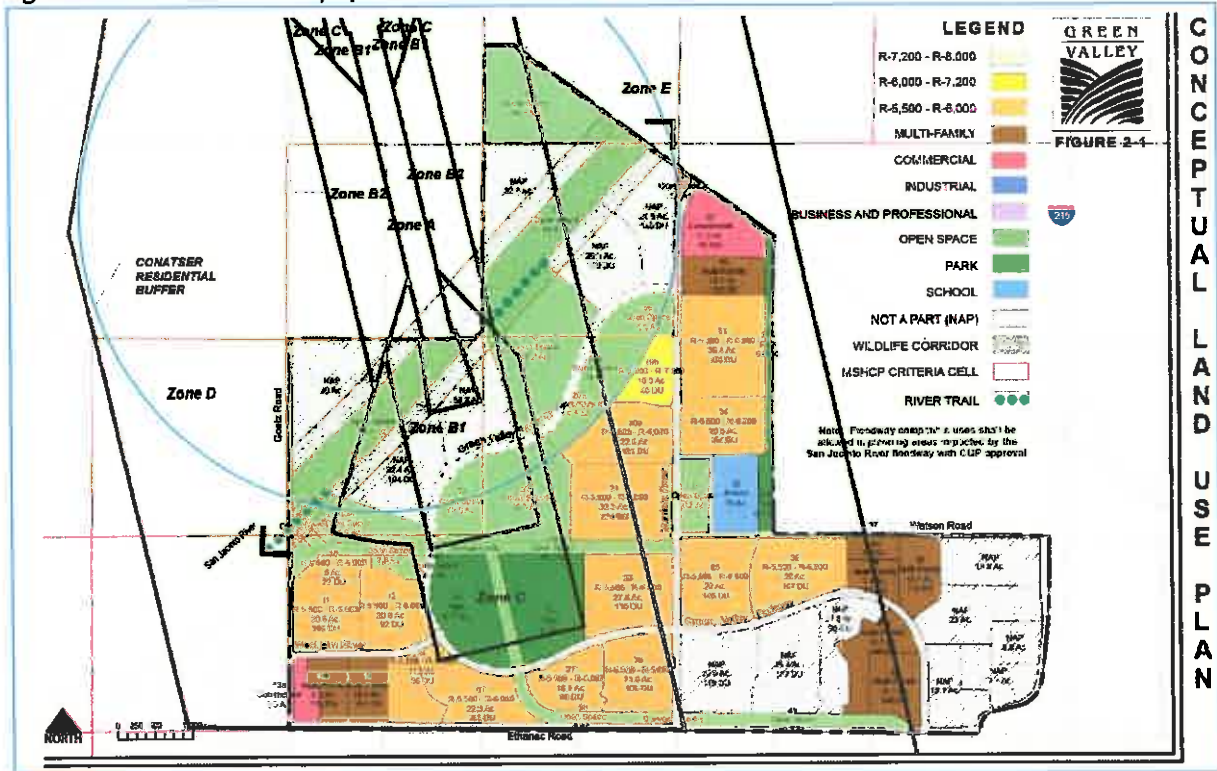
In 2016, two TTMs (TTM 36989 and TTM 36988) and Design Guidelines were found Conditional Consistent with the Perris Valley Airport ALUCP by the ALUC and Approved by the City of Perris Planning Commission and City Council in 2017. Development of these two tracts are currently in development with finished lots being sold (See Figure 4).

Figure 4: Green Valley Initial Development Plan



The current proposed Green Valley Specific Plan Amendment encompasses extensive coordination with the City of Perris to complete design standards and accommodate the full entitlements for the site (See Figure 5). Planning and development of park and open land amenities have begun. It involves stakeholder coordination with the Romoland School District to approve the selected school site through the Caltrans Division of Aeronautics and State Education Code process. It also includes continued coordination with the Conatser Family, owners of the Perris Valley Airport and incorporates an associated residential development buffer radius. Altogether, the Green Valley Plan goes beyond being consistent with the Perris Valley Airport ALUCP; it ensures the compatible land use viability of the privately-owned airport and the SkyDive Perris operation.

Figure 5: Draft Green Valley Specific Plan Amendment Land Use Plan



The following land use table provides the land use by ALUC Zone. Zones D, E and outside of the ALUCP area are the only ALUC Zones that have habitable development. Each zone is consistent with the land use safety standards for that zone following the ALUC Countywide Standards.

ZONE/USE	AC	Sum of UNITS
<b>= Zone A</b>		
NAP	7.6	0
Open Space	5.5	0
<b>Zone A Total</b>	<b>13.1</b>	<b>0</b>
<b>= Zone B1</b>		
NAP	37.4	0
NAP-ROAD	5.5	0
Open Space	39.1	0
<b>Zone B1 Total</b>	<b>82.0</b>	<b>0</b>
<b>= Zone B2</b>		
NAP	2.9	0
Open Space	0.8	0
<b>Zone B2 Total</b>	<b>3.8</b>	<b>0</b>
<b>= Zone C</b>		
NAP	20.6	0
NAP-ROAD	3.1	0
Open Space	49.9	0
Park	47.1	0
R-5,500 - R-6,000	0.7	0
Road	1.3	0
<b>Zone C Total</b>	<b>122.6</b>	<b>0</b>
<b>= Zone D</b>		
Commercial	5.5	0
Multi-Family	19.8	296
NAP	63.1	0
NAP-ROAD	4.6	0
Open Space	140.3	0
Park	10.6	0
R-5,500 - R-6,000	165.1	863
Road	30.4	0
<b>Zone D Total</b>	<b>439.5</b>	<b>1,159</b>
<b>= Zone E</b>		
Commercial	18.7	98
Multi-Family	38.0	489
NAP	122.8	0
NAP-ROAD	3.6	0
Open Space	77.0	0
Park	13.1	0
R-5,500 - R-6,000	144.2	824
R-6,000 - R-7,200	10.9	48
Road	39.9	0
School	15.0	0
<b>Zone E Total</b>	<b>483.4</b>	<b>1,459</b>
<b>= (blank)</b>		
Multi-Family	29.0	313
NAP	79.7	0
Open Space	0.0	0
Road	13.9	0
<b>(blank) Total</b>	<b>122.7</b>	<b>313</b>
<b>Grand Total</b>	<b>1,267.0</b>	<b>2,931</b>



Figure 6 depicts the location of each attached TTM for ALUC consistency determination. Each TTM closely follows and complies with the Green Valley Land Use Plan.

Figure 6: Green Valley Tentative Tract Map Overview

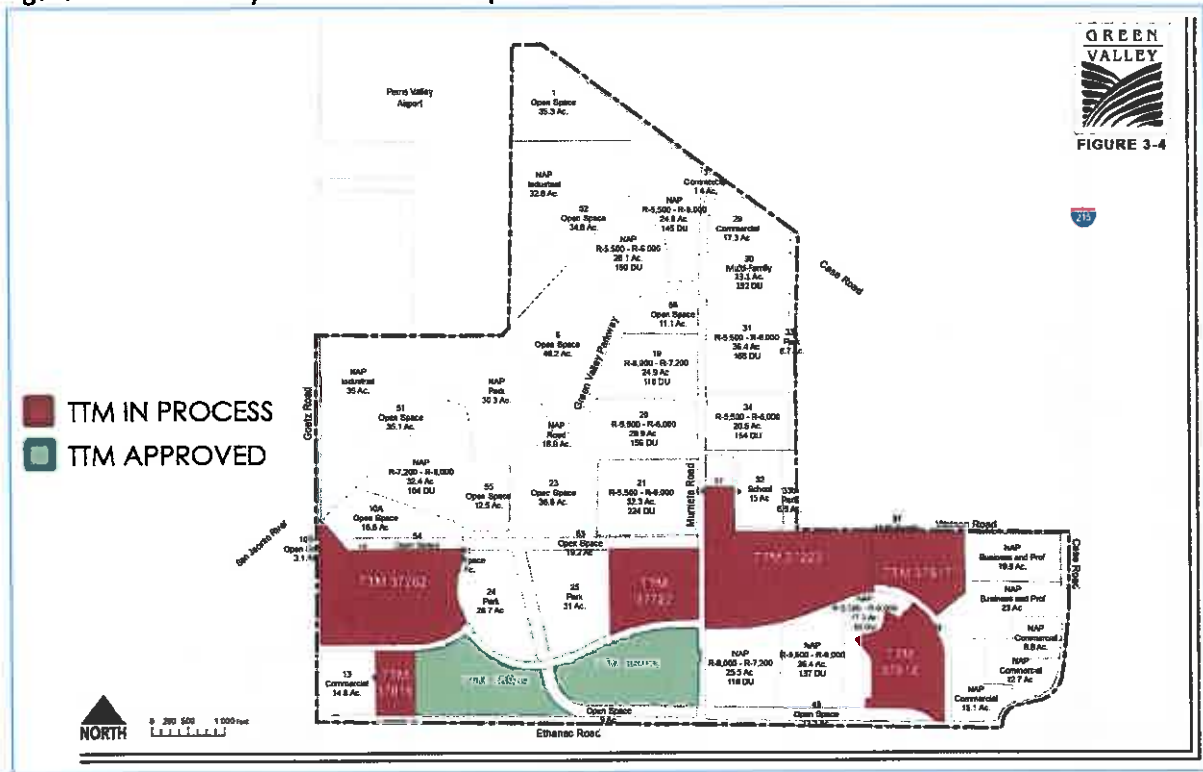
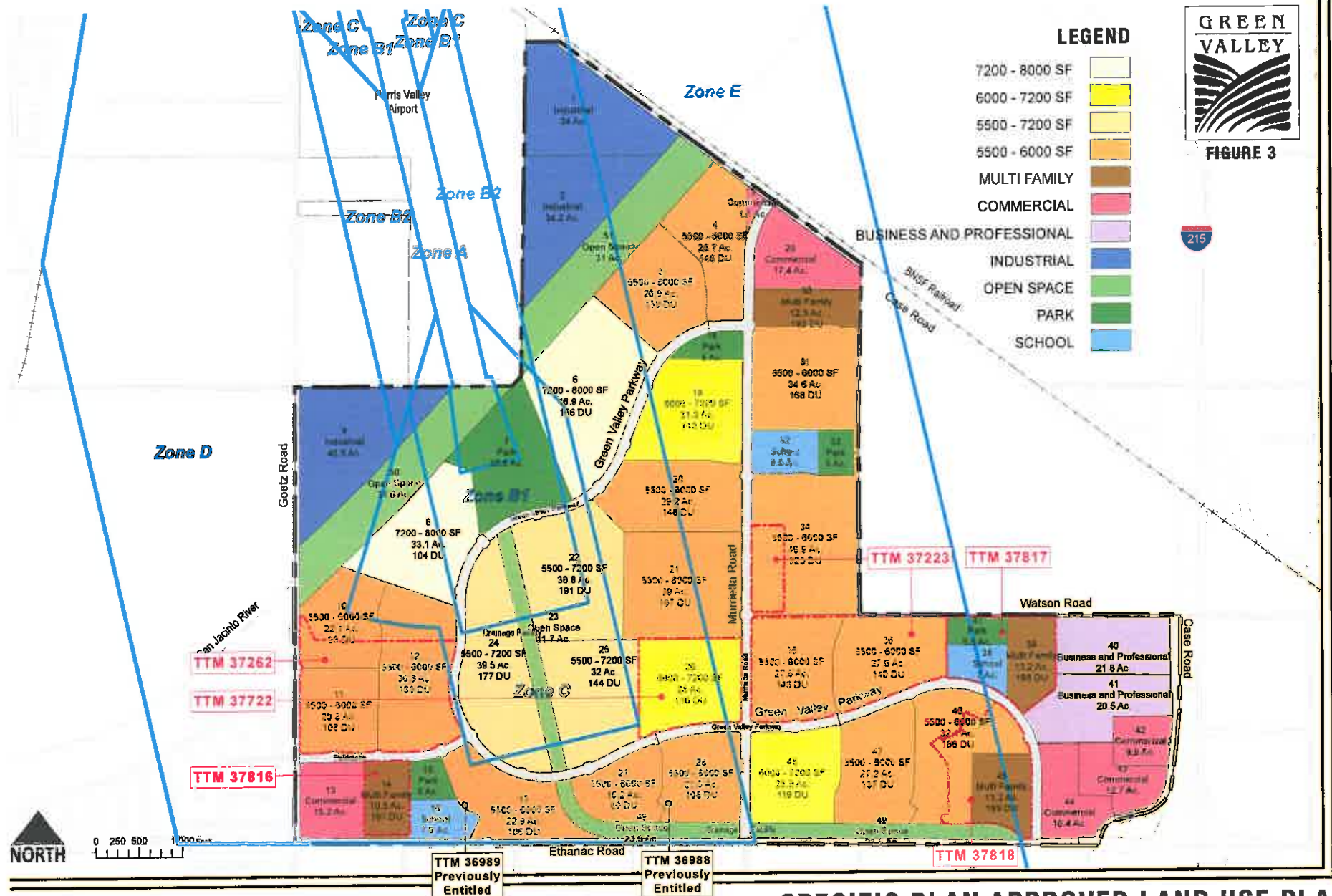




FIGURE 3

**LEGEND**

- 7200 - 8000 SF
- 6000 - 7200 SF
- 5500 - 7200 SF
- 5500 - 6000 SF
- MULTI FAMILY
- COMMERCIAL
- BUSINESS AND PROFESSIONAL
- INDUSTRIAL
- OPEN SPACE
- PARK
- SCHOOL



**SPECIFIC PLAN APPROVED LAND USE PLAN**

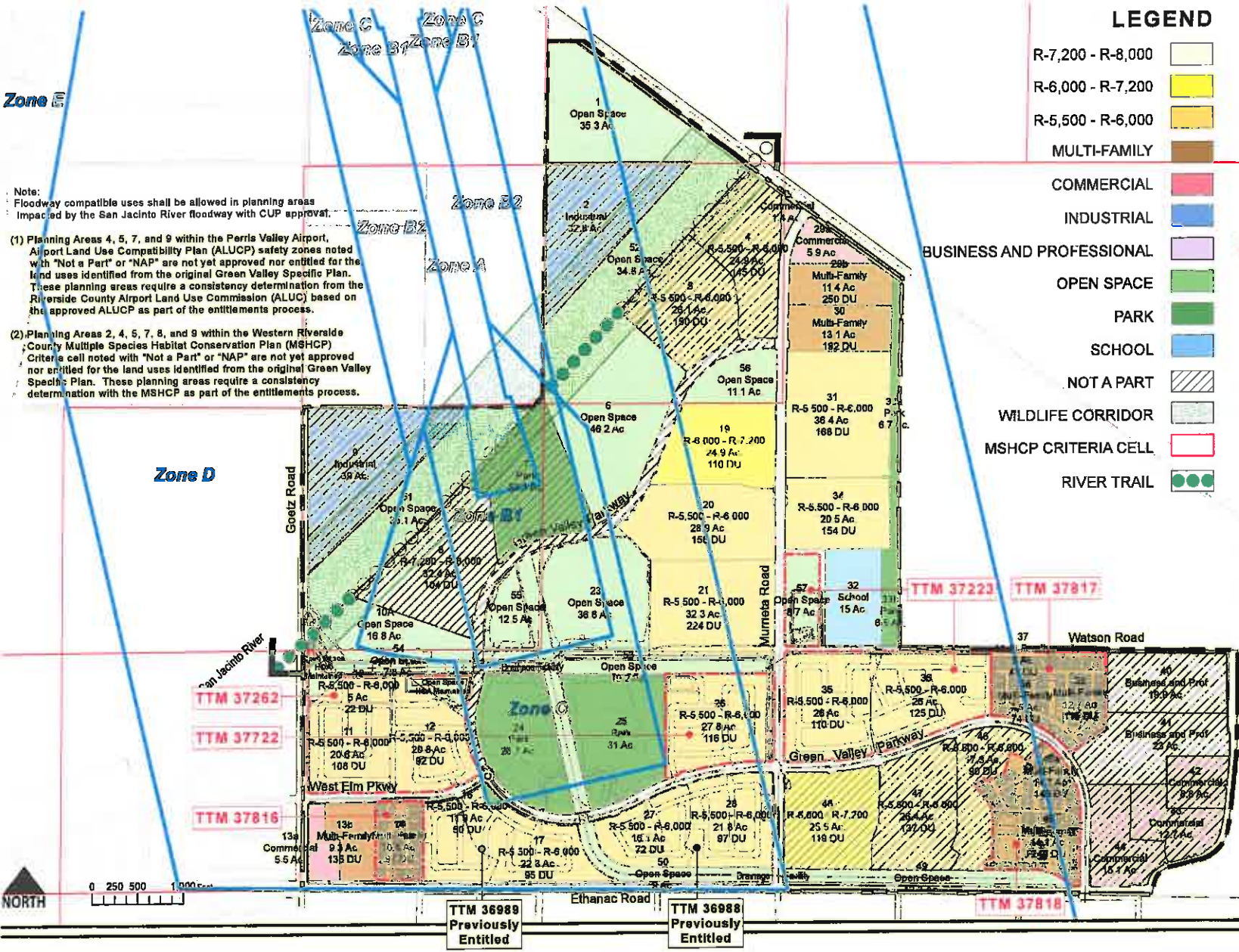


CONCEPTUAL LAND USE PLAN



**LEGEND**

R-7,200 - R-8,000	
R-6,000 - R-7,200	
R-5,500 - R-6,000	
MULTI-FAMILY	
COMMERCIAL	
INDUSTRIAL	
BUSINESS AND PROFESSIONAL	
OPEN SPACE	
PARK	
SCHOOL	
NOT A PART	
WILDLIFE CORRIDOR	
MSHCP CRITERIA CELL	
RIVER TRAIL	



Note:  
Floodway compatible uses shall be allowed in planning areas impacted by the San Jacinto River floodway with CUP approval.

(1) Planning Areas 4, 5, 7, and 9 within the Perris Valley Airport, Airport Land Use Compatibility Plan (ALUCP) safety zones noted with "Not a Part" or "NAP" are not yet approved nor entitled for the land uses identified from the original Green Valley Specific Plan. These planning areas require a consistency determination from the Riverside County Airport Land Use Commission (ALUC) based on the approved ALUCP as part of the entitlements process.

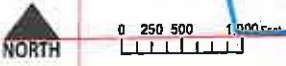
(2) Planning Areas 2, 4, 5, 7, 8, and 9 within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Criteria cell noted with "Not a Part" or "NAP" are not yet approved nor entitled for the land uses identified from the original Green Valley Specific Plan. These planning areas require a consistency determination with the MSHCP as part of the entitlements process.

TTM 37262  
TTM 37722  
TTM 37816

TTM 37223 TTM 37817

TTM 36989 Previously Entitled  
TTM 36988 Previously Entitled

TTM 37818



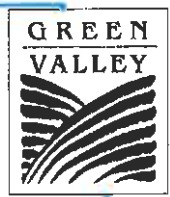
NORTH



TTM 37223  
AIRPORT ZONES



0 100 200 Feet



57  
Open Space  
8.7 Ac.  
0 DU

33b  
Park  
1.3 Ac.  
0 DU

Zone E

35  
R-5,500 - R-6,000  
26 Ac.  
110 DU

36  
R-5,500 - R-6,000  
26 Ac.  
125 DU

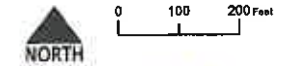
Murrieta Road

Green Valley Parkway

Zone D

C  
O  
N  
C  
E  
P  
T  
U  
A  
L  
L  
A  
N  
D  
U  
S  
E  
P  
L  
A  
N

TTM 37262  
AIRPORT ZONES



Zone B1

Open Space  
HOA Maintained

10  
R-5,500 - R-6,000  
5 Ac.  
22 DU

Open Space  
HOA Maintained

Green Valley Parkway

Zone C

Zone D

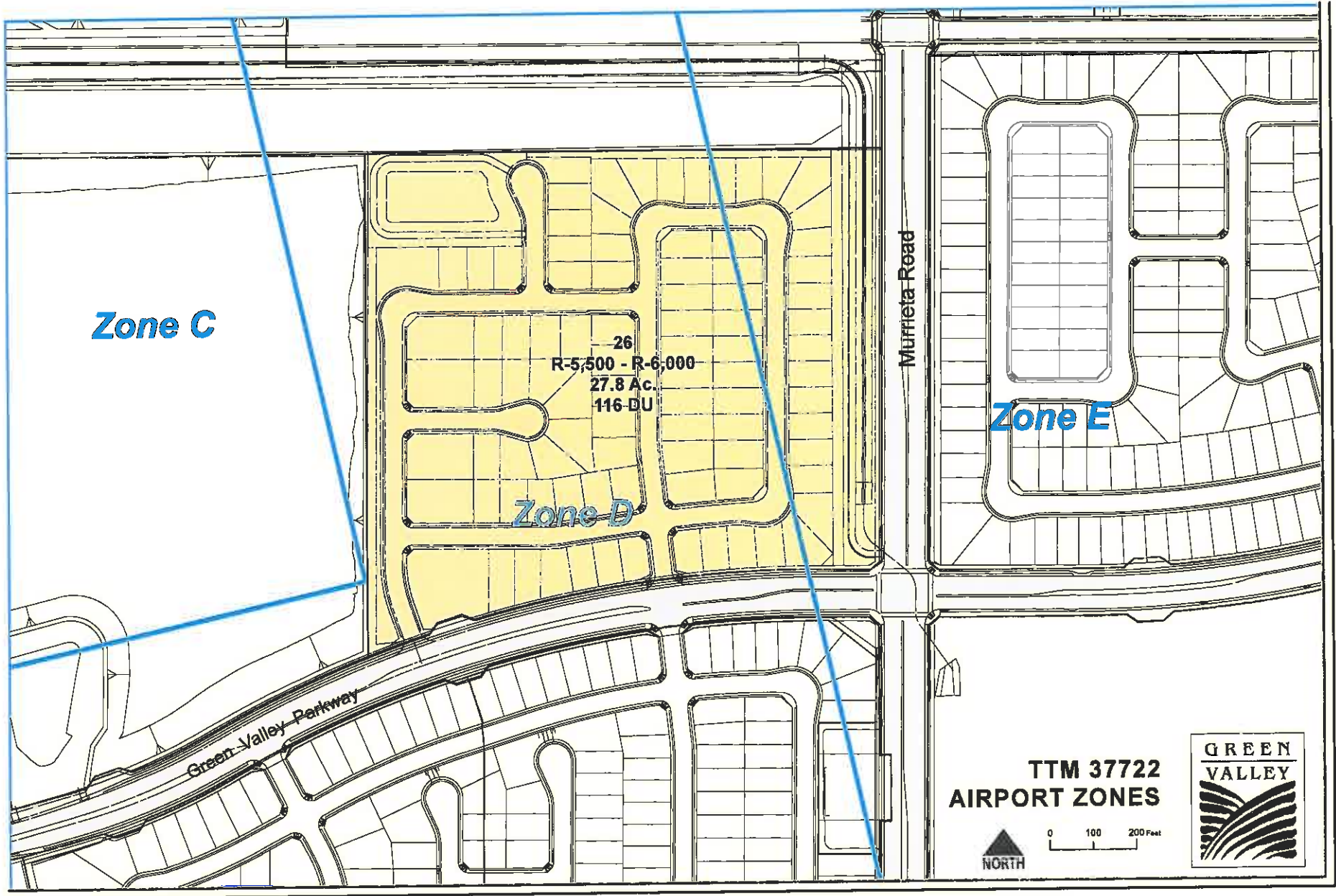
11  
R-5,500 - R-6,000  
20.6 Ac.  
108 DU

12  
R-5,500 - R-6,000  
20.8 Ac.  
92 DU

Goetz Road

West Elm Parkway

CONCEPTUAL  
LAND  
USE  
PLAN



Zone C

26  
R-5,500 - R-6,000  
27.8 Ac.  
116 DU

Zone D

Zone E

Green Valley Parkway

Murrieta Road

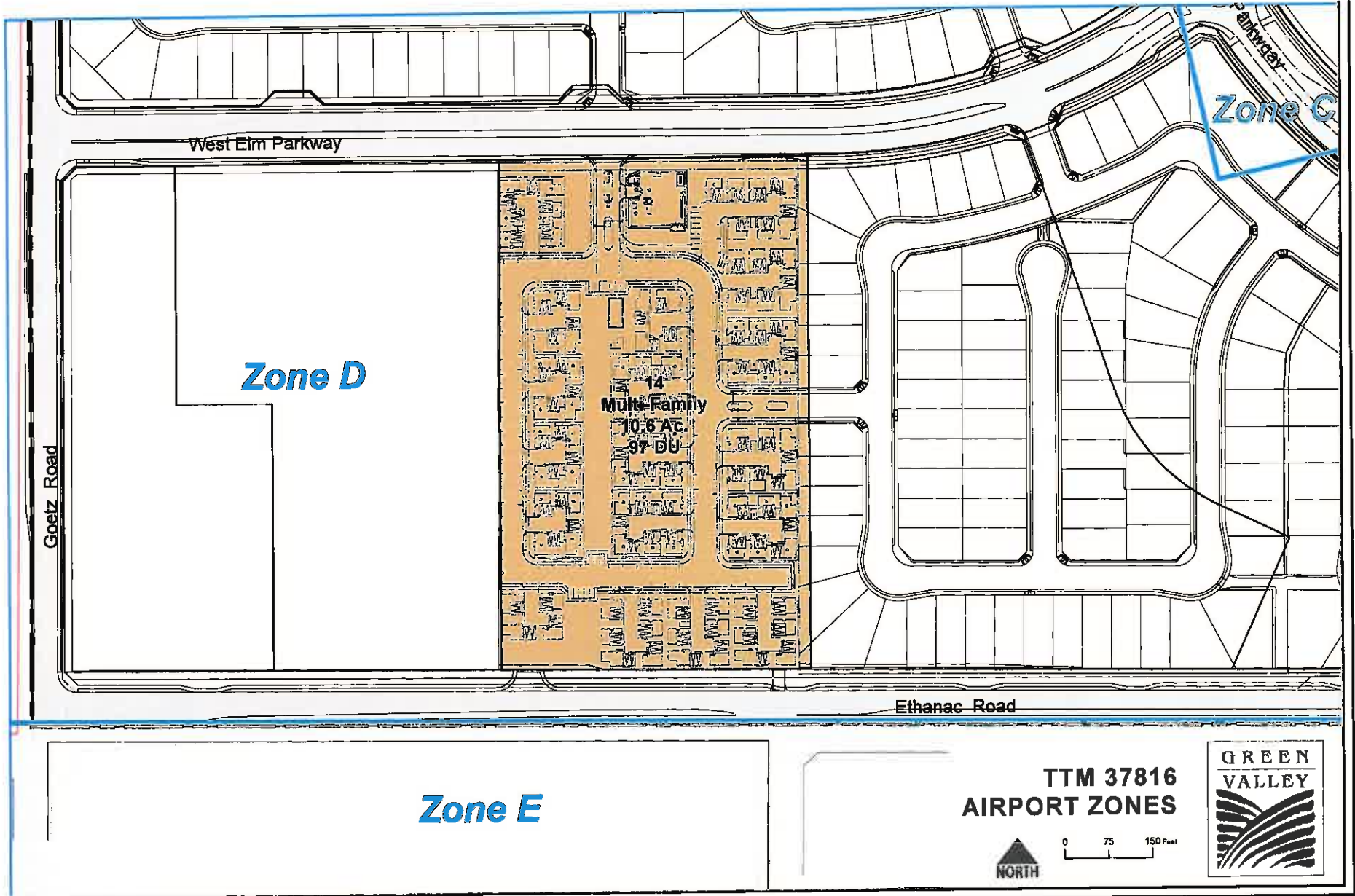
TTM 37722  
AIRPORT ZONES



0 100 200 Feet







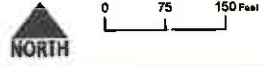
Zone D

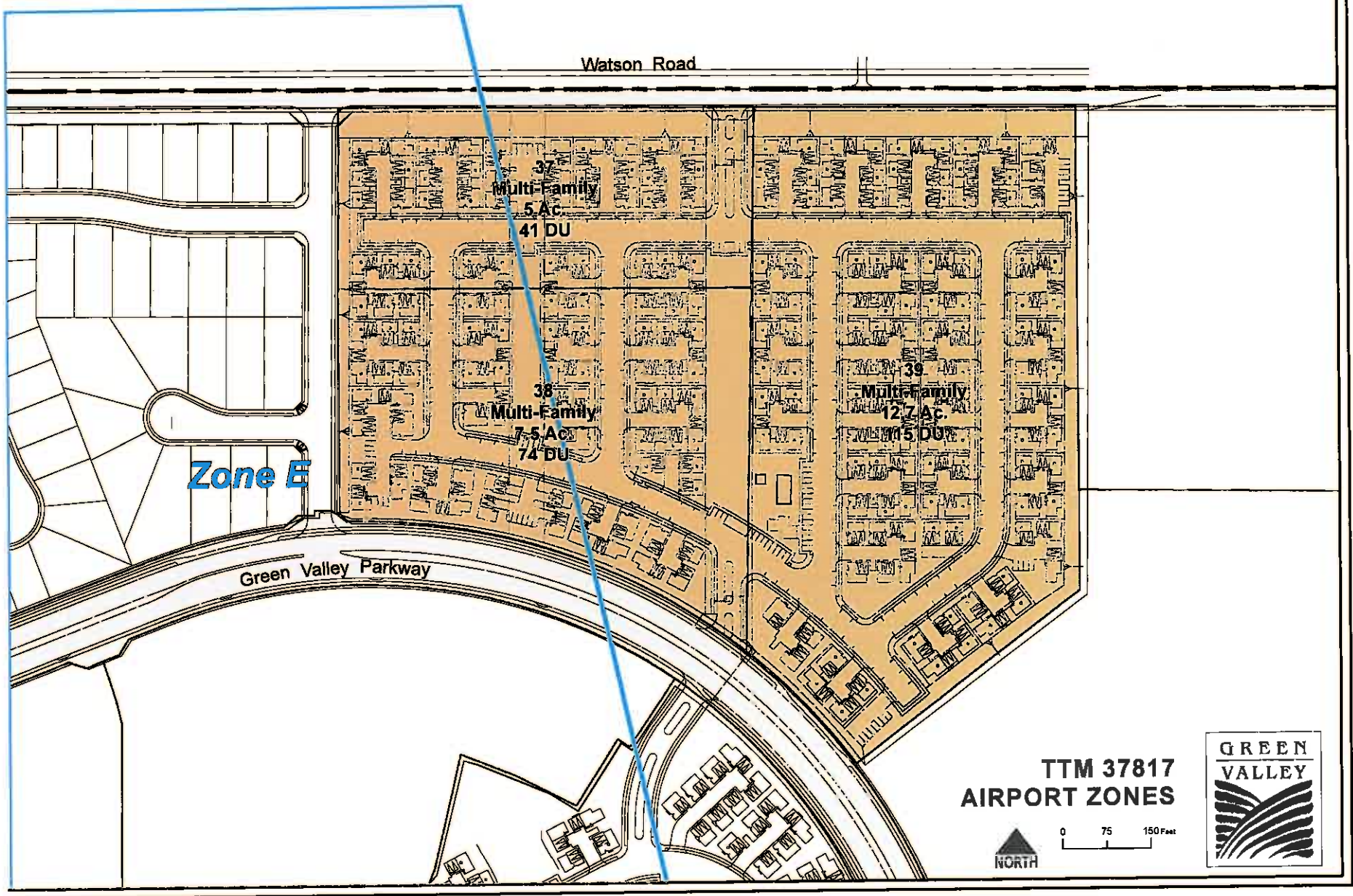
Zone G

Zone E

14  
Multi-Family  
10.6 AC.  
97 DU

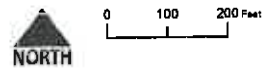
TTM 37816  
AIRPORT ZONES







TTM 37818  
AIRPORT ZONES



**Zone E**

46a  
Multi-Family  
14.7 Ac.  
140 DU

45  
Multi-Family  
14.1 Ac.  
240 DU

Green Valley Parkway

Ethanac Road

C  
O  
N  
C  
E  
P  
T  
U  
A  
L  
L  
A  
N  
D  
U  
S  
E  
P  
L  
A  
N



**TTM 36988  
(PREVIOUSLY ENTITLED)  
AIRPORT ZONES**



0 100 200 Feet



**Zone C**

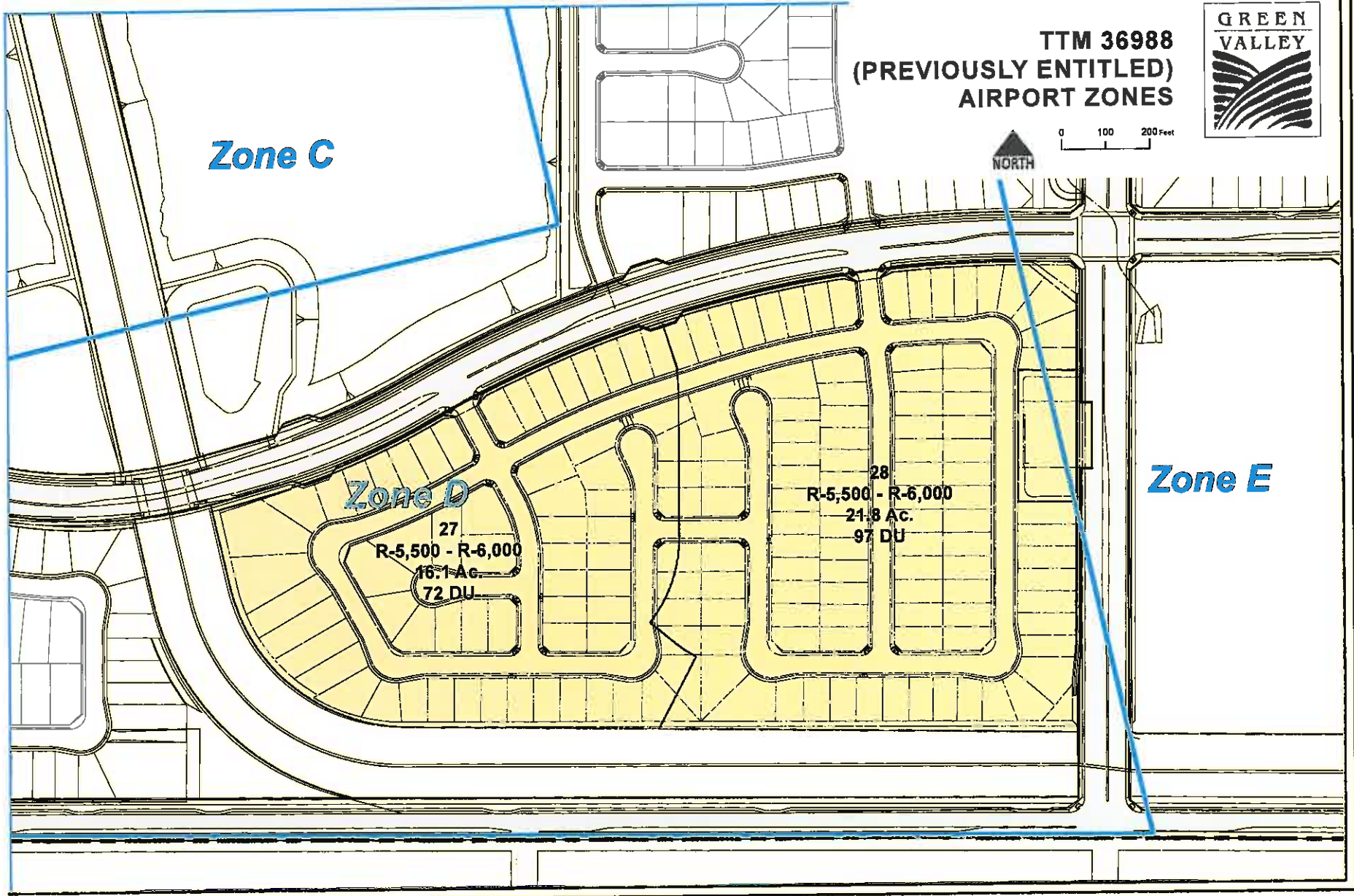
**Zone D**

27  
R-5,500 - R-6,000  
16.1 Ac.  
72 DU

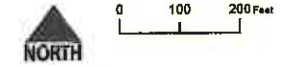
28  
R-5,500 - R-6,000  
21.8 Ac.  
97 DU

**Zone E**

C  
O  
N  
C  
E  
P  
T  
U  
A  
L  
L  
A  
N  
D  
U  
S  
E  
P  
L  
A  
N



**TTM 36989  
(PREVIOUSLY ENTITLED)  
AIRPORT ZONES**



Zone C

Green Valley Parkway

Zone D

16  
R-5,500 - R-6,000  
11.9 Ac.  
50 DU

17  
R-5,500 - R-6,000  
22.3 Ac.  
95 DU

Ethanac Road

Zone E

C  
O  
N  
C  
E  
P  
T  
U  
A  
L  
L  
A  
N  
D  
U  
S  
E  
P  
L  
A  
N



**GENERAL NOTES**

**GENERAL/LEGAL:**  
 KANTIRRE INVESTMENT CORPORATION  
 (ATTN: HAITI VILLALOBOS)  
 5710 ARCADE DRIVE, SUITE 378  
 CARLSBAD, CALIFORNIA 92008  
 PH: (260) 500-6782

**PLANNERS:**  
 ALBERT A. HEDD ASSOCIATES  
 (ATTN: JENNIFER GILLIN)  
 5700 MCGRAW STREET  
 RIVERSIDE, CA 92506  
 PH: (951) 846-4070  
 FAX: (951) 768-1294

**SOILS ENGINEER:**  
 EARTH SYSTEMS SOUTH-EAST  
 (ATTN: ANTHONY COLANINNO)  
 1650 ELLING AVENUE, SUITE 20  
 FERRIS, CALIFORNIA 92571  
 PH: (951) 838-9791  
 FAX: (951) 428-9448

**TOPOGRAPHY SOURCE:**  
 TOPOGRAPHY FROM INLAND AERIAL SURVEYS, INC.  
 04/17/2008

**A.P.N.:**  
 950-150-071  
**ACRES:**  
 20.51 AC. 0.0088 / 1430 AC. NET

**LAND USE:**  
 EXISTING LAND USE: SINGLE FAMILY RESIDENTIAL  
 PROPOSED LAND USE: SINGLE FAMILY RESIDENTIAL (R60000)  
 EXISTING ZONING: GREEN VALLEY SPECIFIC PLAN  
 PROPOSED ZONING: GREEN VALLEY SPECIFIC PLAN  
 EXISTING GENERAL PLAN: GREEN VALLEY SPECIFIC PLAN  
 PROPOSED GENERAL PLAN: GREEN VALLEY SPECIFIC PLAN

**SCHOOL DISTRICT:**  
 HIGHLAND AND FERRIS UNION HIGH

**LEGAL DESCRIPTION:**  
 2176 ACRES NET IN LOT 26 MS 2264006 TR 24648 LOT 26  
 SUBDIVISION MAP NO. 13 26648 ACRES 02/16 NET LOT TYPE  
 LOT REC. MAP TYPE MAP BOOK MAP PLAT B 226 MAP PLAT  
 P 026.

**UTILITIES:**  
 WATER - EASTERN MUNICIPAL WATER DISTRICT  
 SEWER - EASTERN MUNICIPAL WATER DISTRICT  
 GAS - SOUTHERN CALIFORNIA GAS COMPANY  
 ELECTRIC - SOUTHERN CALIFORNIA Edison COMPANY  
 TELEPHONE - AT&T  
 TELEVISION - VERIZON/WIRE HARBER

**MARKETWORK:**  
 CUT: 5100 CYTR4+9  
 FILL: 348,000 CYTR46

**NOTES**

- 2010 THOMAS BROS. MAP BOOK PAGES 837, 820 TH AND E.
- THIS MAP DOES NOT INCLUDE THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
- EXEMPTS OF RECORD ARE SHOWN.
- THERE ARE NO EXISTING WELLS ON THE PROPERTY.
- ALL SLOPES ARE 2:1 RATIO, UNLESS OTHERWISE NOTED.
- NO SURFACE SEPTIC SEWAGE DISPOSAL IS INTENDED.
- THERE WILL NOT BE ANY FLAMMABLE/COMBUSTIBLE LIQUIDS OR WASTE OIL ABOVE OR BELOW GROUND.
- LAND IS SUBJECT TO MODERATE TO VERY LOW LIQUEFACTURE.
- LAND IS SUBJECT TO HIGH PALEONTOLOGICAL SENSITIVITY.
- LAND IS WITHIN A SPECIFIC PLAN.
- LAND IS SUBJECT TO OVERFLOW, INUNDATION, OR FLOOD HAZARD.
- THIS MAP IS IN FLOODED ZONE AS FOR AREAS OF FLOODING PER FEMA PANEL NO. 0606852285H DATED AUGUST 15, 2004.
- NO EXISTING WELLS OR STRUCTURES ON SITE.
- THERE IS AN OPEN CHANNEL ON SITE.
- EXISTING POWER POLES ARE TO REMAIN IN PLACE.
- ALL IMPROVEMENTS SHALL BE PER SCHEDULE "A" SUBDIVISION ORDINANCE 460, UNLESS OTHERWISE NOTED.
- ENTRANCES OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE 457 REQUIREMENTS.
- PROJECT IS WITHIN THE EASTERN MUNICIPAL WATER DISTRICT SERVICE AREA.
- THERE ARE COMMON AREAS AND RECREATIONAL AREAS WITHIN THIS PROJECT.
- PROJECT IS NOT ZONED R-2, RESTRICTED SINGLE-FAMILY RESIDENTIAL.
- THE PROJECT WILL COMPLY WITH NPDES REQUIREMENTS.
- ENTRY MONUMENTATION PER GREEN VALLEY SPECIFIC PLAN DESIGN STANDARDS AND GUIDELINES.

**Avg. DENSITY CALCULATION:**  
 RESIDENTIAL LOT AREA = 20,51 ACRES  
 DENSITY = 104 LOTS/ACRES = 41 LOTS/ACRE

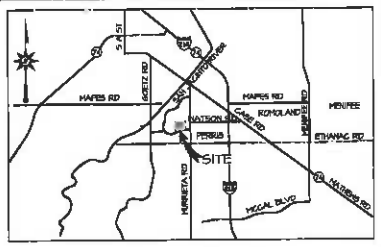
NOTE: REFER TO PROJECT DESIGN GUIDELINES FOR OPEN SPACE LANDSCAPE CONCEPTS, MONUMENTATION AND CONCEPTUAL LANDSCAPE OF LOTS.

NOTE: OPEN SPACE LOTS 3 SIDE YARD PARKWAYS SHALL BE MAINTAINED BY HOA.

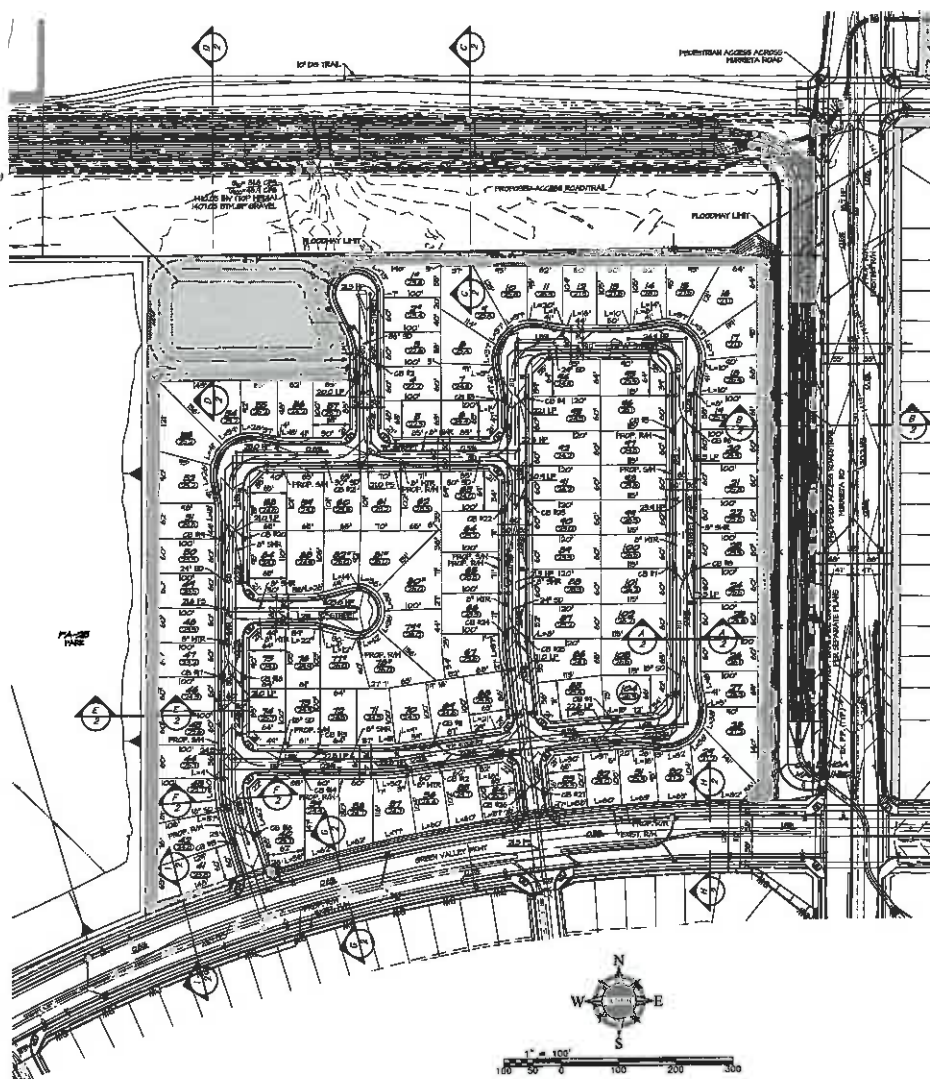
**SPRINKLER REQUIREMENT:**  
 ALL HOMES FRONTING A CAL-DB-SAC BUILD (DENOTED IN THE PLAN VIEW WITH AN 'N') SHALL COMPLY WITH THE IBCA 10-0 STANDARD. THIS INCLUDES AN AUTOMATIC SPRINKLER SYSTEM AND FULL PROTECTION OF THE ATTIC SPACE.

NOTE: REFER TO SPECIFIC PLAN FOR MINIMUM LOT WIDTH AND SQUARE FOOTAGE.

CITY OF FERRIS, CALIFORNIA  
**TENTATIVE TRACT MAP NO. 37722**  
 LOCATED IN SECTION 8, T. 5 S., R. 3 W.



VICINITY MAP  
 NOT TO SCALE  
 SEC. 8, T. 5 S., R. 3 W.

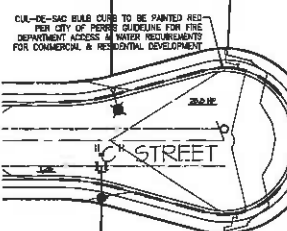


**LOT SIDE TABLES**

LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
1	8163	80	100-148
2	6000	80	100
3	6000	80	100
4	6000	80	100
5	6000	80	100
6	6000	80	100
7	6000	80	100
8	6000	80	100
9	6000	80	100
10	6000	80	100
11	6000	80	100
12	6000	80	100
13	6000	80	100
14	6000	80	100
15	6000	80	100
16	6000	80	100
17	6000	80	100
18	6000	80	100
19	6000	80	100
20	6000	80	100
21	6000	80	100
22	6000	80	100
23	6000	80	100
24	6000	80	100
25	6000	80	100
26	6000	80	100
27	6000	80	100
28	6000	80	100
29	6000	80	100
30	6000	80	100
31	6000	80	100
32	6000	80	100
33	6000	80	100
34	6000	80	100
35	6000	80	100
36	6000	80	100
37	6000	80	100
38	6000	80	100
39	6000	80	100
40	6000	80	100

LOT #	LOT AREA	USE
0.5 A	7491	CH-5M
0.5 B	2081	SLOPE
0.5 C	80-81	SLOPE
0.5 D	258-81	SLOPE
0.5 E	521	100% PAVEMENT

AVERAGE RESIDENTIAL LOT AREA  
 6,110 SF  
 MINIMUM ALLOWABLE LOT AREA  
 6,000 SF



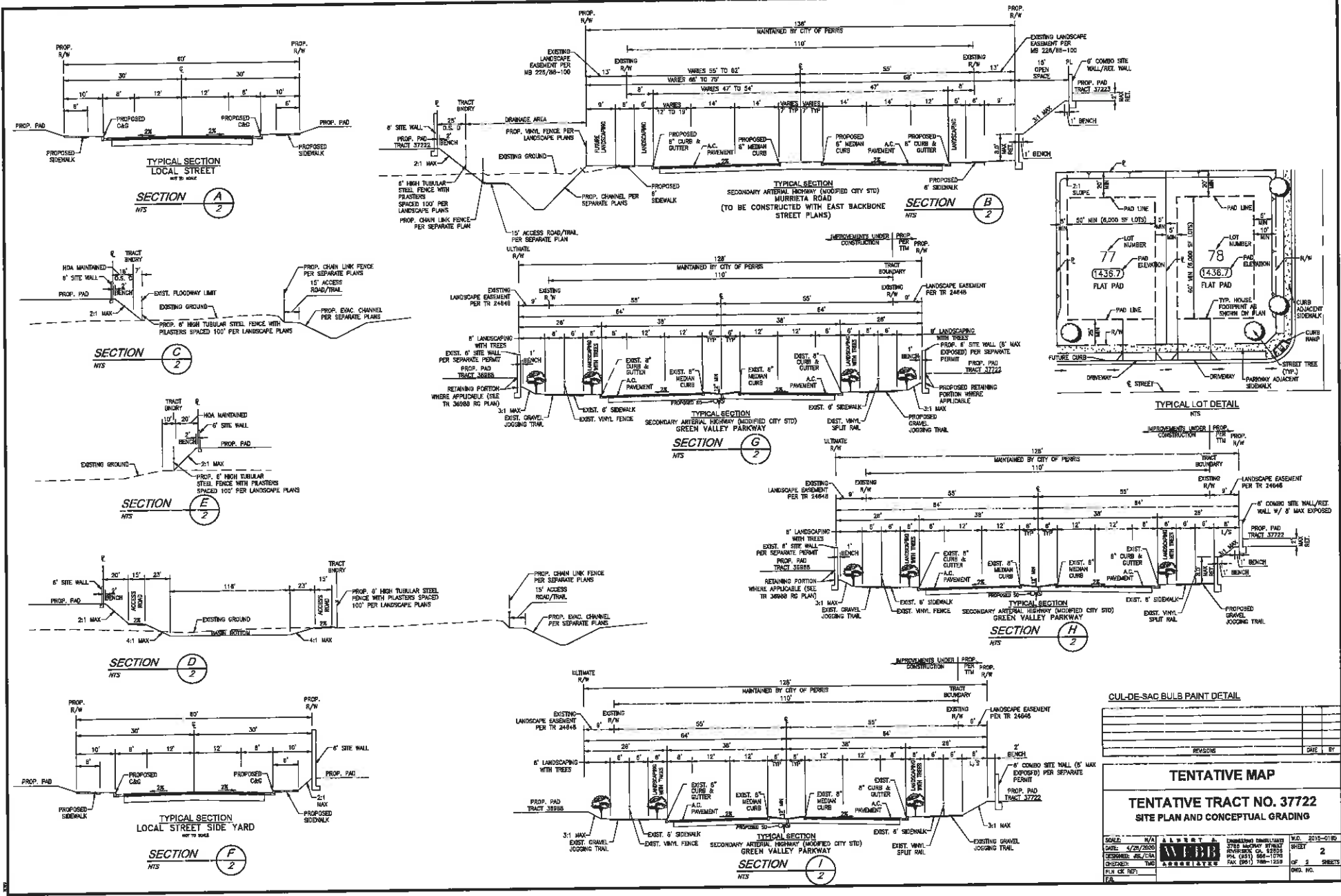
**TENTATIVE MAP**  
**TENTATIVE TRACT NO. 37722**  
 SITE PLAN AND CONCEPTUAL GRADING

SCALE: 1/4" = 1'-0"  
 DATE: 4/29/2020  
 PREPARED BY: CDA  
 CHECKED BY: TMO  
 DATE OF REV.:

REVISIONS: 01  
 1. 4/29/2020: PREPARED BY CDA

PROJECT: 2218-0189  
 SHEET: 1 OF 1  
 DATE: 4/29/2020





REVISIONS		DATE BY

<b>TENTATIVE MAP</b>	
<b>TENTATIVE TRACT NO. 37722</b>	
<b>SITE PLAN AND CONCEPTUAL GRADING</b>	
SCALE: 1/4" = 1'-0" DATE: 4/28/2020 DESIGNED: JBL/CRN CHECKED: TMO P.L.N. OR SET:	ENGINEERING FIRM: <b>AVIAR</b> 3725 HUNTER STREET BIRMINGHAM, AL 35205 PH: (205) 956-1776 FAX: (205) 788-1259
NO. 2015-0165 SHEET 2 OF 3 SHEETS DWG. NO.	1/2" = 1'-0"

1/2" = 1'-0" (SEE SHEET 1) 1/2" = 1'-0" (SEE SHEET 2) 1/2" = 1'-0" (SEE SHEET 3)

**GENERAL NOTES**

**OWNER/APPPLICANT**  
RAINFREE INVESTMENT CORPORATION  
(ATTN: HAITI VILLALBA)  
5750 ARMADA DRIVE, SUITE 575  
CARLSBAD, CALIFORNIA 92008  
PH: (619) 433-6182

**ENGINEER**  
ALBERT A. HESS ASSOCIATES  
(ATTN: JENNIFER O'LEARY)  
2750 MCGRAW STREET  
RIVERSIDE, CA 92506  
PH: (951) 686-3070  
FAX: (951) 786-1256

**SOILS ENGINEER**  
EARTH SYSTEMS SOUTHWEST  
(ATTN: ANTHONY COLAROSSO)  
650 ILLINOIS AVENUE, SUITE 20  
PERRIS, CALIFORNIA 92571  
PH: (951) 928-4781  
FAX: (951) 928-4148

**TOPOGRAPHY SOURCE**  
TOPOGRAFY FLORIS ET ALAND AERIAL SURVEYS, INC.  
08/17/2015

**ALN**  
REC'D 10-008, -007, -000  
**ACRES**  
65.01 ACRES GROSS

**LAND USE**  
EXISTING LAND USE: SINGLE FAMILY RESIDENTIAL  
PROPOSED LAND USE: SINGLE FAMILY RESIDENTIAL (R4000)  
EXISTING ZONING: GREEN VALLEY SPECIFIC PLAN  
PROPOSED ZONING: GREEN VALLEY SPECIFIC PLAN  
EXISTING GENERAL PLAN: GREEN VALLEY SPECIFIC PLAN  
PROPOSED GENERAL PLAN: GREEN VALLEY SPECIFIC PLAN

**SCHOOL DISTRICT**  
ROSELAND AND PERRIS UNION HIGH  
**LEGAL DESCRIPTION**  
LOTS 15 THROUGH 17, INCLUSIVE, OF TRACT NO. 24649, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS FILED IN BOOK 226 PAGES 83 THROUGH 80, INCLUSIVE, OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. ALSO EXCEPTING & INTEREST IN ALL OIL, GAS, AND/OR MINERALS AS RESERVED IN THE DEED FROM THE FIRST NATIONAL BANK IN CORCORAN RECORDED NOVEMBER 20, 1941 AS INSTRUMENT NO. 1706 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

**UTILITIES**  
WATER - EASTERN MUNICIPAL WATER DISTRICT  
SEWER - EASTERN MUNICIPAL WATER DISTRICT  
GAS - SOUTHERN CALIFORNIA GAS COMPANY  
ELECTRIC - SOUTHERN CALIFORNIA Edison COMPANY  
TELEPHONE - AT&T  
TELEVISION - VERIZON WIRELESS

**GRADES**  
GTT: 124700 CYTRAM  
FILL: 384500 CYTRAM

**NOTES**

- 2010 THOMAS BROS. MAP BOOK, PAGES 267, 268, 269 AND 270.
- THIS MAP DOES NOT INCLUDE THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVISION.
- EXHIBITS OF RECORDS AND USE SHALL BE MAINTAINED.
- THERE ARE NO EXISTING WELLS ON THE PROJECT.
- ALL SLOPES ARE 2:1 RATIO, UNLESS OTHERWISE NOTED.
- NO SURFACE SEPTIC TANK DISPOSAL IS INTENDED.
- THERE WILL NOT BE ANY FLAMMABLE/COMBUSTIBLE LIQUIDS OR WASTE OIL ABOVE OR BELOW GROUND.
- LAND IS SUBJECT TO MODERATE TO VERY LOW LIQUEFACTION.
- LAND IS SUBJECT TO HIGH PALEONTOLOGICAL SENSITIVITY.
- LAND IS WITHIN A SPECIFIC PLAN.
- THIS MAP IS IN FLOOD ZONE AE FOR AREAS OF FLOODING PER FEMA PANEL NO. 06065C2005H DATED AUGUST 15, 2014.
- NO EXISTING BUILDINGS OR STRUCTURES ON SITE.
- THERE IS AN OPEN CHANNEL ON SITE.
- EXISTING POWER POLES ARE TO REMAIN IN PLACE.
- ALL INTERMENTS SHALL BE PER SCHEDULE "A" SUBDIVISION ORDINANCE 940, UNLESS OTHERWISE NOTED.
- REQUIREMENTS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE 497 REQUIREMENTS.
- PROJECT IS WITHIN THE EASTERN MUNICIPAL WATER DISTRICT SERVICE AREA.
- THERE ARE NO OPEN AREAS AND RECREATIONAL AREAS WITHIN THIS PROJECT.
- PROJECT IS NOT ZONED R-2, RESTRICTED SINGLE-FAMILY RESIDENTIAL.
- THE PROJECT WILL COMPLY WITH NPDES REQUIREMENTS.
- ENTRY MONUMENTATION PER GREEN VALLEY SPECIFIC PLAN DESIGN STANDARDS AND GUIDELINES.

**ALUE DENSITY CALCULATION**  
RESIDENTIAL LOT AREA = 65.01 ACRES  
DENSITY = 16 LOTS/ACRE = 3.0 LOTS/ACRE

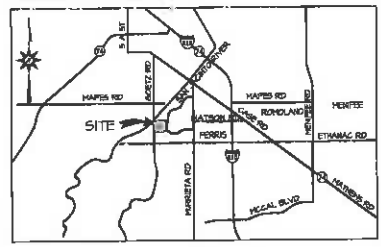
NOTE: REFER TO PROJECT DESIGN GUIDELINES FOR OPEN SPACE LANDSCAPE CONCEPTS, MONUMENTATION AND CONCEPTUAL LANDSCAPING OF LOTS.

NOTE: OPEN SPACE LOTS & SIDE YARD PARKWAYS SHALL BE MAINTAINED BY HOA.

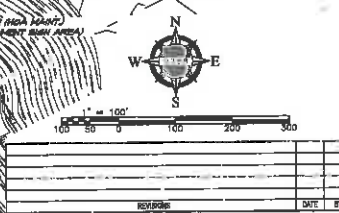
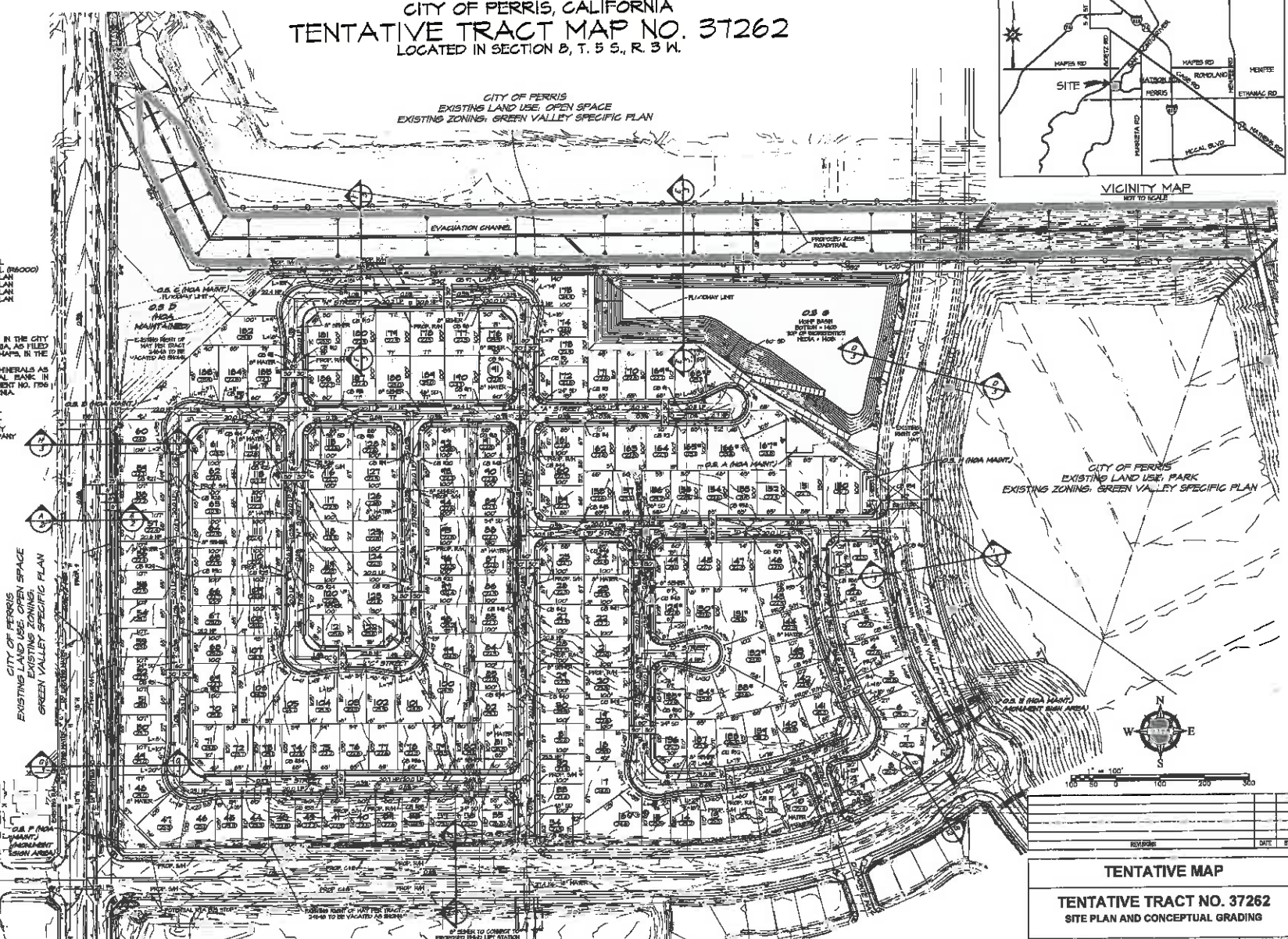
**SPRINKLER REQUIREMENTS**  
ALL NEWER FRONTSING A-CR-500 SAC BUILD (IDENTIFIED IN THE PLAN VIEW WITH AN 'S') SHALL CONFORM WITH THE IBCA 15.0 STANDARD. THIS INCLUDES AN AUTOMATIC SPRINKLER SYSTEM AND FULL PROTECTION OF THE ATTIC SPACE.

# CITY OF PERRIS, CALIFORNIA TENTATIVE TRACT MAP NO. 37262 LOCATED IN SECTION 8, T. 5 S., R. 3 W.

CITY OF PERRIS  
EXISTING LAND USE: OPEN SPACE  
EXISTING ZONING: GREEN VALLEY SPECIFIC PLAN



VICINITY MAP  
NOT TO SCALE



<b>TENTATIVE MAP</b>	
<b>TENTATIVE TRACT NO. 37262</b>	
<b>SITE PLAN AND CONCEPTUAL GRADING</b>	
SCALE: 1" = 100'	DATE: 4/18/2020
DESIGNED: TMO	CHECKED: TMO
FILED BY: TMO	DATE: 4/18/2020
PROJECT: 37262	SHEET: 1
OF 4 SHEETS	

DATE PLOTTED: 4/18/2020 11:58:00 AM







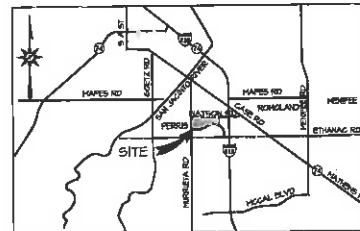
LOT SIZE TABLES

LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
1	7843	10-19	108-18
2	8418	09-19	118-130
3	8108	09-20	120
4	8200	09-20	120
5	7822	09	120-88
6	8200	08-10-14	103-04
7	7414	10-10-14	122-12
8	7998	11-10-14	103-12
9	7982	12-02	09-80
10	8880	09-10	120
11	7016	02-08	120
12	7058	02-08	120
13	7018	02-08	120
14	7880	08-04	108-110
15	6644	05	108-107
16	12184	08-122	107-188
17	8728	07-128	123-128
18	1007	10	120-100
19	1000	10	120
20	1000	10	120
21	1000	10	120
22	1000	10	120
23	1000	10	120
24	6887	10	120
25	6888	10	120
26	6700	07	120
27	6700	07	120
28	6700	07	120
29	6700	07	120
30	6700	07	120
31	6700	07	120
32	6700	07	120
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94	6700	07	120
95	6700	07	120
96	6700	07	120
97	6700	07	120
98	6700	07	120
99	6700	07	120
100	6700	07	120

LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
68	8500	09	120
69	8500	09	120
70	728	12	120
71	3291	12	120
72	6928	09	120
73	6928	09	120
74	6928	09	120
75	6928	09	120
76	6928	09	120
77	6928	09	120
78	6928	09	120
79	6928	09	120
80	6928	09	120
81	6928	09	120
82	1308	12	120
83	6801	09	120
84	6801	09	120
85	6801	09	120
86	6801	09	120
87	6801	09	120
88	6801	09	120
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197	6801	09	120
198	6801	09	120
199	6801	09	120
200	6801	09	120

LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
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182	722	07	120
183	722	07	120
184	722	07	120
185	722	07	120
186	722	07	120
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274	722	07	120
275	722	07	120
276	722	07	120
277	722	07	120

CITY OF PERRIS, CALIFORNIA  
**TENTATIVE TRACT MAP NO. 37223**  
 LOCATED IN SECTION 8, T. 5 S., R. 3 W.



VICINITY MAP  
 NOT TO SCALE

**GENERAL NOTES**

**GENERAL/PLANNING**  
 RAINBOW INVESTMENT CORPORATION  
 CATHY HATT VILLALBA/RS  
 5750 ARDEN DRIVE, SUITE 105  
 CARLSBAD, CALIFORNIA 92009  
 PH: (619) 500-8182

**ENGINEER**  
 ALBERT A. HESSE ASSOCIATES  
 CATHY HATT VILLALBA/RS  
 3708 HAZARD STREET  
 RIVERSIDE, CA 92506  
 PH: (951) 866-4070  
 FAX: (951) 788-5258

**SOILS ENGINEER**  
 EARTH SYSTEMS SOUTHWEST  
 CATHY HATT VILLALBA/RS  
 12100 LINCOLN AVENUE, SUITE 20  
 PERRIS, CALIFORNIA 92571  
 PH: (951) 832-4744  
 FAX: (951) 832-4446

**TOPOGRAPHY SOURCE**  
 TERRACONTOUR, A DIVISION OF  
 INLAND AERIAL SURVEYS, INC.  
 08/12/2008

**AZIMUTH**  
 327-220-001, 327-220-000,  
 327-220-004, 327-220-000

**CONTRACT**  
 10/10/08, 08/2008

**EASTING/GRADING**  
 BANK WITH 30000 CY  
 BANK FILL: 608500 CY

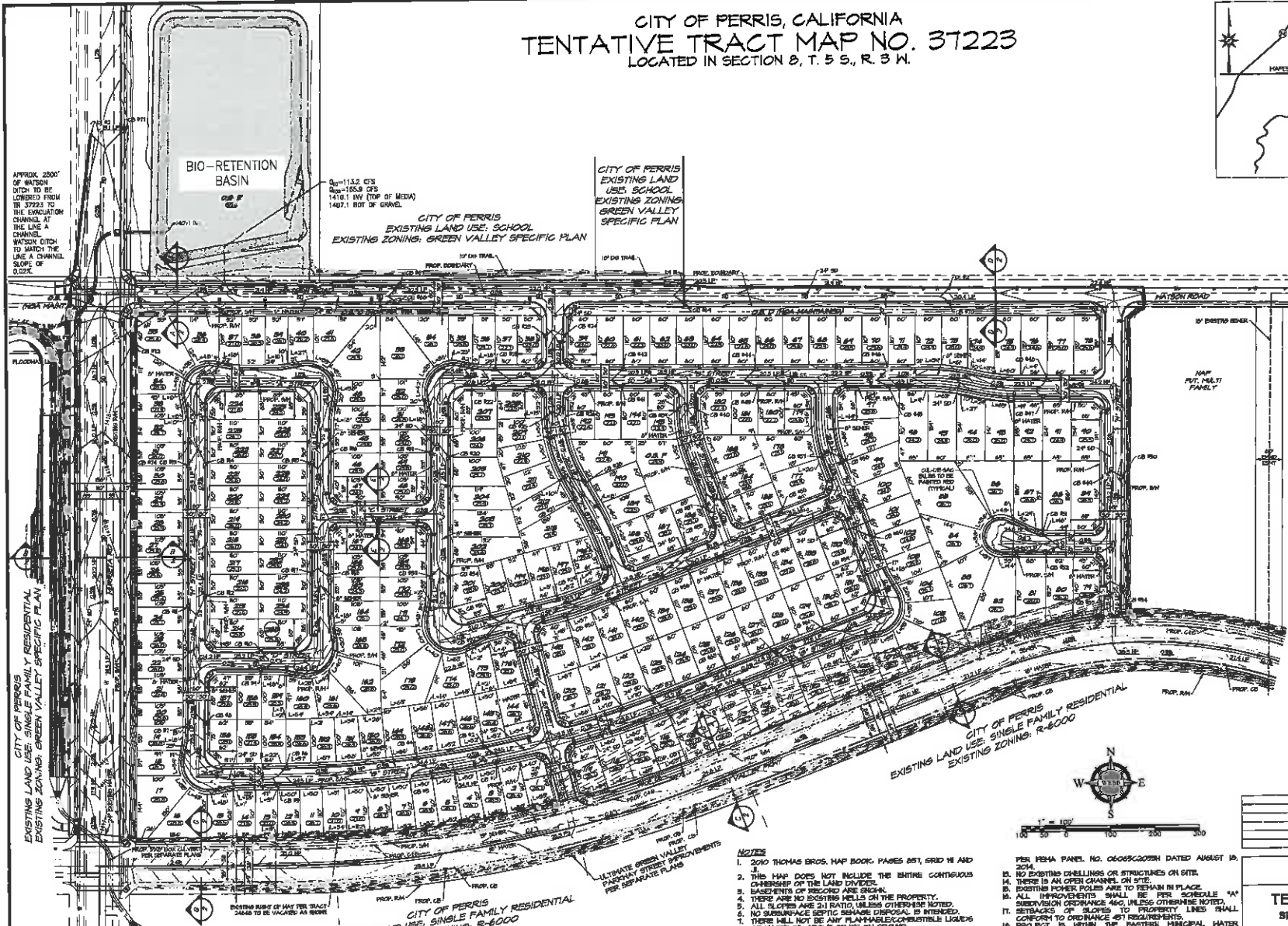
**SCHOOL DISTRICT**  
 HONOLAND AND PERRIS UNION HIGH

**ALIC DENSITY CALCULATION**  
 RESIDENTIAL LOT AREA = 683 ACRES  
 DENSITY = 200 LOTS/ACRES = 53 LOTS/ACRE

**SPRINKLER/IRRIGATION**  
 ALL LOTS PROVIDING A GOLF-BAG BUILD  
 (IDENTIFIED IN THE PLAN WITH AN 'I' SHALL  
 COMPLY WITH THE IRRIGA L20 STANDARD. THIS  
 INCLUDES AN AUTOMATIC SPRINKLER SYSTEM AND  
 FULL PROTECTION OF THE ATTIC SPACE.

**LEGAL DESCRIPTION**  
 LOTS 180 AND 50, INCLUSIVE, OF TRACT NO. 24648,  
 IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE,  
 STATE OF CALIFORNIA, AS FILED IN BOOK 228  
 PAGES 89 THROUGH 100, INCLUSIVE, OF MAPS, IN  
 THE OFFICE OF THE COUNTY RECORDER OF SAID  
 COUNTY,  
 ALSO EXCEPTING & INTEREST IN ALL OIL, GAS,  
 AND/OR MINERALS AS RESERVED IN THE DEED  
 FROM THE FIRST NATIONAL BANK IN CORCORAN  
 REGISTERED NOVEMBER 28, 1941 AS INSTRUMENT  
 NO. 126 OF OFFICIAL RECORDS OF RIVERSIDE  
 COUNTY, CALIFORNIA.

**NOTE:**  
 REFER TO SPECIFIC PLAN FOR MINIMUM LOT WIDTH  
 AND SQUARE FOOTAGE.



APPROX. 2200' OF WATER OUCH TO BE LOBBED FROM TR. 37223 TO THE EVACUATION CHANNEL AT THE LINE A CHANNEL WATCH OUCH TO MATCH THE LINE A CHANNEL SLOPE OF 0.2%.

BIO-RETENTION BASIN

Q<sub>10</sub>=113.2 CFS  
 Q<sub>24</sub>=165.9 CFS  
 1418.1 IN (TOP OF MEDA)  
 1407.1 BOT OF GRAVEL

CITY OF PERRIS  
 EXISTING LAND USE, SCHOOL  
 EXISTING ZONING: GREEN VALLEY SPECIFIC PLAN

CITY OF PERRIS  
 EXISTING LAND USE, SCHOOL  
 EXISTING ZONING: GREEN VALLEY SPECIFIC PLAN

CITY OF PERRIS  
 EXISTING LAND USE, SINGLE FAMILY RESIDENTIAL  
 EXISTING ZONING: GREEN VALLEY SPECIFIC PLAN

CITY OF PERRIS  
 EXISTING LAND USE, SINGLE FAMILY RESIDENTIAL  
 EXISTING ZONING: R-6000

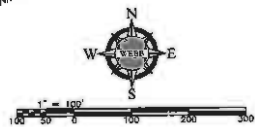
**LAND USE**  
 EXISTING LAND USE: SINGLE FAMILY RESIDENTIAL (R6000-R6000)  
 PROPOSED LAND USE: SINGLE FAMILY RESIDENTIAL (R6000-R6000)  
 EXISTING ZONING: GREEN VALLEY SPECIFIC PLAN  
 PROPOSED ZONING: GREEN VALLEY SPECIFIC PLAN  
 EXISTING GENERAL PLAN: GREEN VALLEY SPECIFIC PLAN  
 PROPOSED GENERAL PLAN: GREEN VALLEY SPECIFIC PLAN

**NOTES**  
 REFER TO PROJECT DESIGN GUIDELINES FOR OPEN SPACE LANDSCAPE CONCEPTS, MONUMENTATION AND CONCEPTUAL LANDSCAPING OF LOTS  
 NOTE: OPEN SPACE LOTS & SIDE YARD PARKWAYS SHALL BE MAINTAINED BY MOA.

**UTILITIES**  
 WATER - EASTERN MUNICIPAL WATER DISTRICT  
 SEWER - EASTERN MUNICIPAL WATER DISTRICT  
 GAS - SOUTHERN CALIFORNIA GAS COMPANY  
 ELECTRIC - SOUTHERN CALIFORNIA EDISON COMPANY  
 TELEPHONE - AT&T  
 TELEVISION - VERIZON/THE CARRIER

- NOTES**
- 2010 THOMAS BROS. MAP BOOK, PAGES 651, GRID 18 AND 19
  - THIS MAP DOES NOT INCLUDE THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVISION.
  - BASEMENTS OF RECORD ARE SHOWN.
  - THERE ARE NO EXISTING WELLS ON THE PROPERTY.
  - ALL SLOPES ARE 2:1 RATIO, UNLESS OTHERWISE NOTED.
  - NO SURFACE SEPTIC DEWATER DISPOSAL IS INTENDED.
  - THERE WILL NOT BE ANY FLAMMABLE/COMBUSTIBLE LIQUIDS OR WASTE OIL ABOVE OR BELOW GROUND.
  - LAND IS SUBJECT TO MODERATE TO VERY HIGH LIQUEFACTION.
  - LAND IS SUBJECT TO HIGH PALEONTOLOGICAL SENSITIVITY.
  - LAND IS WITHIN A SPECIFIC PLAN.
  - LAND IS SUBJECT TO OVERFLOW INUNDATION OR FLOOD HAZARD.
  - THIS MAP IS IN FLOOD ZONE AE FOR AREAS OF FLOODING

PER PERHA PANEL NO. 0606920288 DATED AUGUST 19, 2004  
 15. NO EXISTING DWELLINGS OR STRUCTURES ON SITE.  
 16. THERE IS AN OPEN CHANNEL ON SITE.  
 17. EXISTING POWER POLES ARE TO REMAIN IN PLACE.  
 18. ALL IMPROVEMENTS SHALL BE PER SCHEDULE 'A' SUBDIVISION ORDINANCE 462, UNLESS OTHERWISE NOTED.  
 19. SETBACKS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE 457 REQUIREMENTS.  
 20. PROJECT IS WITHIN THE EASTERN MUNICIPAL WATER DISTRICT SERVICE AREA.  
 21. THERE ARE COMMON AREAS AND RESTRICTIONED AREAS WITHIN THIS PROJECT.  
 22. PROJECT IS NOT ZONED R-2, RESTRICTED SINGLE-FAMILY RESIDENTIAL.  
 23. THE PROJECT WILL COMPLY WITH NEPPS REQUIREMENTS.  
 24. ENTRY MONUMENTATION PER GREEN VALLEY SPECIFIC PLAN DESIGN STANDARDS AND GUIDELINES.



REVISION	DATE	BY

**TENTATIVE MAP**  
**TENTATIVE TRACT NO. 37223**  
**SITE PLAN AND CONCEPTUAL GRADING**

SCALE: 1" = 100'  
 DATE: 1/28/2009  
 SHEET NO. 1 OF 3 SHEETS  
 DRAWN BY: [Signature]  
 CHECKED BY: [Signature]  
 DESIGNED BY: [Signature]  
 DATE: 1/28/2009  
 SHEET NO. 1 OF 3 SHEETS





LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
1	8954	40-81	86-10
2	8822	30-32	80
3	8822	30-32	80
4	8822	30-32	80
5	8822	30-32	80
6	8822	30-32	80
7	8822	30-32	80
8	8822	30-32	80
9	8822	30-32	80
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11	8822	30-32	80
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14	8822	30-32	80
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56	8822	30-32	80
57	8822	30-32	80
58	8822	30-32	80
59	8822	30-32	80
60	8822	30-32	80

LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
61	8822	30-32	80
62	8822	30-32	80
63	8822	30-32	80
64	8822	30-32	80
65	8822	30-32	80
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72	8822	30-32	80
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99	8822	30-32	80
100	8822	30-32	80

LOT SIZE TABLES

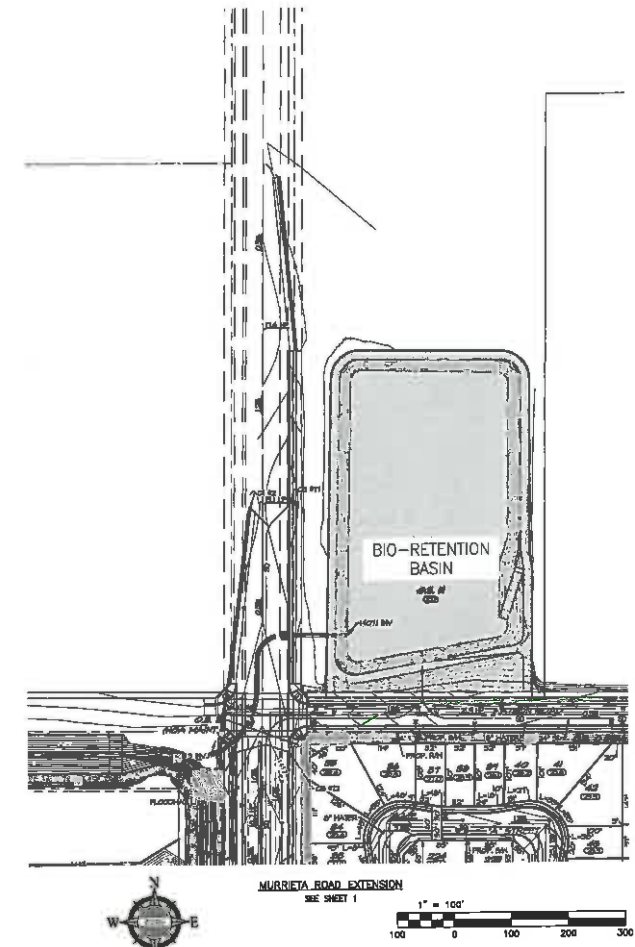
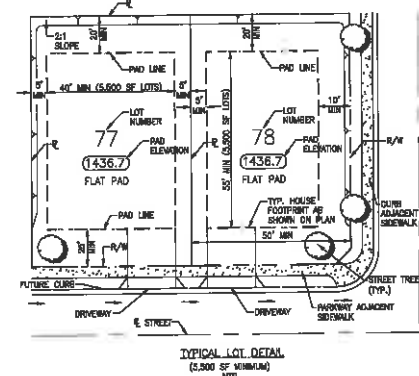
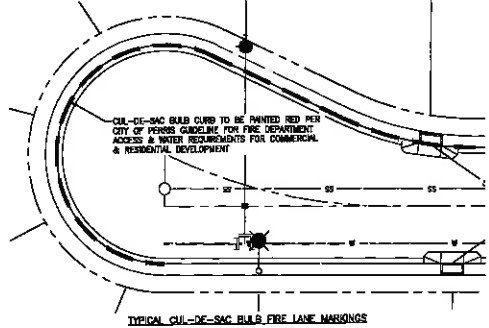
LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
101	8822	30-32	80
102	8822	30-32	80
103	8822	30-32	80
104	8822	30-32	80
105	8822	30-32	80
106	8822	30-32	80
107	8822	30-32	80
108	8822	30-32	80
109	8822	30-32	80
110	8822	30-32	80
111	8822	30-32	80
112	8822	30-32	80
113	8822	30-32	80
114	8822	30-32	80
115	8822	30-32	80
116	8822	30-32	80
117	8822	30-32	80
118	8822	30-32	80
119	8822	30-32	80
120	8822	30-32	80
121	8822	30-32	80
122	8822	30-32	80
123	8822	30-32	80
124	8822	30-32	80
125	8822	30-32	80
126	8822	30-32	80
127	8822	30-32	80
128	8822	30-32	80
129	8822	30-32	80
130	8822	30-32	80

LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
131	8822	30-32	80
132	8822	30-32	80
133	8822	30-32	80
134	8822	30-32	80
135	8822	30-32	80
136	8822	30-32	80
137	8822	30-32	80
138	8822	30-32	80
139	8822	30-32	80
140	8822	30-32	80
141	8822	30-32	80
142	8822	30-32	80
143	8822	30-32	80
144	8822	30-32	80
145	8822	30-32	80
146	8822	30-32	80
147	8822	30-32	80
148	8822	30-32	80
149	8822	30-32	80
150	8822	30-32	80
151	8822	30-32	80
152	8822	30-32	80
153	8822	30-32	80
154	8822	30-32	80
155	8822	30-32	80
156	8822	30-32	80
157	8822	30-32	80
158	8822	30-32	80
159	8822	30-32	80
160	8822	30-32	80

LOT #	LOT AREA	USE
O.A. A	1814	SLOPE
O.A. B	481	MORNING
O.A. C	8884	SLOPE
O.A. D	22841	SLOPE
O.A. E	24627	BLVD
O.A. F	1488	PASC.

AVERAGE RESIDENTIAL LOT AREA

LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
161	8822	30-32	80
162	8822	30-32	80
163	8822	30-32	80
164	8822	30-32	80
165	8822	30-32	80
166	8822	30-32	80
167	8822	30-32	80
168	8822	30-32	80
169	8822	30-32	80
170	8822	30-32	80
171	8822	30-32	80
172	8822	30-32	80
173	8822	30-32	80
174	8822	30-32	80
175	8822	30-32	80
176	8822	30-32	80
177	8822	30-32	80
178	8822	30-32	80
179	8822	30-32	80
180	8822	30-32	80



NO.	REVISIONS	DATE	BY

**TENTATIVE MAP**

**TENTATIVE TRACT NO. 37223**

**SITE PLAN AND CONCEPTUAL GRADING**

**LOT TABLES & DETAILS**

SOLD:	NTS	ALBERT	REGISTERED CONSULTANT	STATE LICENSE #00023	P.A. 2015-0165
DRAWN:	4/25/2020	NTS	REGISTERED CONSULTANT	STATE LICENSE #00023	SHEET 3
DESIGNED:	1/10/20	NTS	REGISTERED CONSULTANT	STATE LICENSE #00023	OF 3 SHEETS
CHECKED:	JRS	NTS	REGISTERED CONSULTANT	STATE LICENSE #00023	DATE: 4/25/2020
PLN. CK. REF:	REF	NTS	REGISTERED CONSULTANT	STATE LICENSE #00023	DWG. NO.
DATE:	4/25/2020	NTS	REGISTERED CONSULTANT	STATE LICENSE #00023	









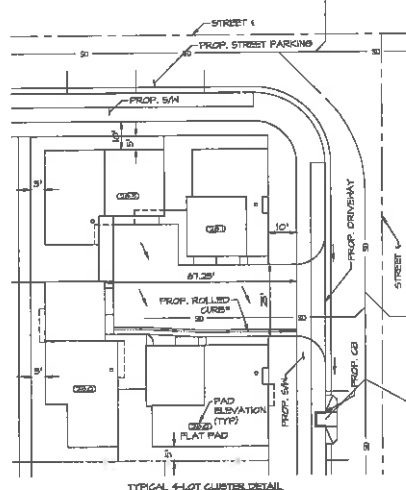
TENTATIVE MAP																			
TENTATIVE TRACT NO. 37817																			
SITE PLAN AND CONCEPTUAL GRADING																			
LOT DIMENSIONS																			
<table border="1"> <tr> <td>DATE</td> <td>11/11/11</td> </tr> <tr> <td>BY</td> <td>W. J. [unreadable]</td> </tr> <tr> <td>CHECKED BY</td> <td>[unreadable]</td> </tr> <tr> <td>SCALE</td> <td>AS SHOWN</td> </tr> </table>	DATE	11/11/11	BY	W. J. [unreadable]	CHECKED BY	[unreadable]	SCALE	AS SHOWN	<table border="1"> <tr> <td>PROJECT NO.</td> <td>11111</td> </tr> <tr> <td>DATE</td> <td>11/11/11</td> </tr> <tr> <td>BY</td> <td>W. J. [unreadable]</td> </tr> <tr> <td>CHECKED BY</td> <td>[unreadable]</td> </tr> <tr> <td>SCALE</td> <td>AS SHOWN</td> </tr> </table>	PROJECT NO.	11111	DATE	11/11/11	BY	W. J. [unreadable]	CHECKED BY	[unreadable]	SCALE	AS SHOWN
DATE	11/11/11																		
BY	W. J. [unreadable]																		
CHECKED BY	[unreadable]																		
SCALE	AS SHOWN																		
PROJECT NO.	11111																		
DATE	11/11/11																		
BY	W. J. [unreadable]																		
CHECKED BY	[unreadable]																		
SCALE	AS SHOWN																		
5																			

ALL RIGHTS RESERVED. NO PART OF THIS MAP MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT PERMISSION IN WRITING FROM THE AUTHOR.

LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
1	2635	16-47	22-51
2	1935	31-36	14-46
3	1868	16-63	28-40
4	2319	52-54	43-44
5	2241	21-46	43-44
6	1979	31-36	14-46
7	2305	52-53	43-44
8	2035	16-47	22-51
9	1595	31-37	14-46
10	1908	16-63	28-40
11	2498	52-54	46-48
12	1968	16-63	28-40
13	2467	53-54	44-48
14	1967	25-51	26-47
15	1965	31-36	14-46
16	2050	16-47	32-51
17	1755	21-36	32-50
18	2225	16-46	28-56
19	1824	28-37	16-49
20	1852	16-63	26-30
21	2422	53-54	44-48
22	1857	16-47	25-51
23	1955	31-36	14-46
24	2621	83	27-38
25	1740	17-47	15-43
26	1866	33-39	14-46
27	1595	32-37	28-45
28	1967	16-47	28-51
29	1898	61-63	24-30
30	2314	51-53	42-43
31	1935	45	43
32	1745	32-45	15-43
33	2052	16-63	24-40
34	2041	22-51	28-46
35	1568	31-36	31-48
36	1651	36-37	46
37	1938	45	43
38	1758	34-44	18-43
39	2072	16-63	28-40
40	2041	26-47	22-51
41	1581	31-37	31-46
42	1860	37	46
43	1665	36-37	45
44	1585	32-36	28-46
45	2035	16-47	28-51
46	2072	16-63	26-40
47	1748	21-48	18-43
48	1783	39-42	18-43
49	1891	36-47	43-46
50	1565	21-36	14-46
51	1958	46-49	28-51
52	2072	16-63	26-40
53	1748	31-46	18-43
54	1783	39-42	18-43
55	1661	36-37	46
56	1595	31-36	28-46
57	1825	18-46	28-46
58	1963	16-47	28-49
59	1595	31-37	28-46
60	1873	28-37	35-45
61	1691	36-37	46
62	1595	32-37	28-46
63	2036	16-47	28-51
64	2071	16-63	26-40
65	1745	31-46	18-43
66	1783	39-42	25-43
67	1691	36-47	43-46
68	1565	21-36	28-43
69	2035	16-46	28-51
70	2072	16-63	26-40
71	1745	31-47	18-43
72	1783	39-43	25-43
73	1783	39-43	25-43
74	1749	31-47	25-44
75	2079	16-63	29-40
76	2058	20-51	28-46
77	1595	31-36	28-46

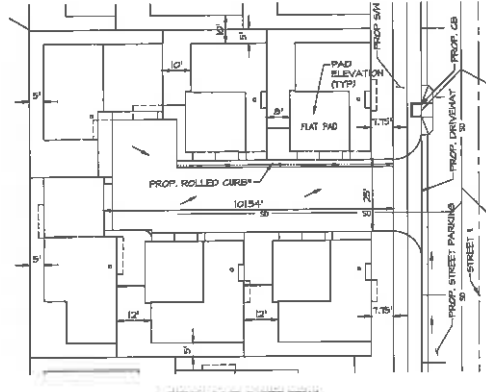
LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
78	1661	37	46
79	1783	39-43	18-43
80	1748	31-46	18-44
81	2072	16-63	28-40
82	2035	22-51	26-46
83	1595	31-38	14-46
84	1661	36-37	46
85	1783	39-42	18-43
86	1748	31-46	18-43
87	2072	16-63	28-40
88	1957	16-46	25-51
89	1595	31-36	14-46
90	1661	36-37	46
91	1783	39-43	18-43
92	1746	31-46	18-44
93	2072	16-63	28-50
94	2035	16-46	28-51
95	1585	31-36	14-43
96	1691	36-47	43-46
97	1745	32-44	18-43
98	1912	37-44	15-43
99	2079	16-63	29-40
100	2035	16-47	28-51
101	1595	31-37	14-46
102	2118	42-53	43-44
103	2072	16-63	28-40
104	2035	16-48	28-51
105	1585	31-37	28-46
106	2111	43-52	43-44
107	2072	16-63	25-40
108	2035	16-46	28-51
109	1595	31-36	28-48
110	2118	44-53	43-44
111	2072	16-63	28-40
112	2035	16-46	28-51
113	1585	31-37	28-48
114	2111	42-53	18-43
115	2072	16-63	28-40
116	2035	16-48	28-51
117	1585	31-37	28-46
118	2322	16-63	26-40
119	2035	16-47	28-51
120	1595	31-37	28-46
121	2116	42-53	25-43
122	2072	16-63	28-40
123	2035	16-46	28-51
124	1595	32-37	28-46
125	2111	42-53	25-43
126	2072	16-63	28-40
127	2014	16-60	18-40
128	1746	31-47	15-43
129	1783	39-43	25-43
130	1661	37	46
131	1595	31-36	28-46
132	2036	16-46	28-51
133	1945	43	46
134	1824	34	46
135	2111	43-53	19-43
136	2339	16-63	30-45
137	2072	16-63	26-40
138	1748	31-46	18-44
139	1783	39-43	25-43
140	1661	36-37	46
141	1595	31-36	14-46
142	2035	16-46	28-51
143	2252	16-51	28-51
144	1595	32-38	28-46
145	2116	42-52	43-44
146	2339	16-63	30-35
147	2072	16-63	26-40
148	1748	31-46	18-44
149	1783	39-42	28-43
150	1861	36-37	46
151	1555	21-36	28-46
152	2035	16-48	28-51
153	2252	16-51	28-51
154	1595	31-37	28-46

LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
155	2111	43-53	18-43
156	2339	16-63	30-41
157	2072	16-63	28-40
158	1748	31-46	18-44
159	1783	39-42	18-43
160	1661	36-37	46
161	1595	31-36	14-46
162	2035	16-48	28-51
163	2252	16-51	28-51
164	1595	32-36	14-46
165	2116	42-52	18-43
166	2338	16-63	30-41
167	2072	16-63	28-40
168	1748	31-46	18-44
169	1783	39-42	18-43
170	1661	36-37	46
171	1595	31-37	14-46
172	2035	16-47	28-51
173	2252	16-51	22-51
174	1595	32-38	14-46
175	1595	32-36	14-46
176	2035	15-47	22-51
177	2072	26-40	16-63
178	2111	42-53	15-43
179	1595	32-37	14-46
180	2035	16-46	22-51
181	2072	16-63	28-40
182	2111	43-53	18-43
183	1595	32-37	14-46
184	2035	16-46	22-51
185	2072	16-63	26-40
186	2116	42-53	43-44
187	1854	31-54	45-51
188	1783	36-38	46-58
189	2072	16-63	28-40
190	1748	31-47	18-44
191	1783	39-43	18-43
192	1824	36-37	45-52
193	1661	37	46
194	1595	31-36	14-46
195	2035	16-46	26-21
196	1783	39-43	15-43
197	1745	31-46	18-44
198	2072	16-63	26-40
199	2035	16-46	22-51
200	1595	31-36	14-45
201	1661	37	46
202	1783	39-43	18-43
203	1745	31-46	18-44
204	2072	16-63	25-40
205	2035	16-47	22-51
206	1595	31-36	14-46
207	1661	37	46
208	1595	31-36	14-46
209	2035	16-47	22-51
210	2072	16-63	28-40
211	2111	43-52	43-44
212	1595	32-36	28-46
213	2035	16-46	22-51
214	2072	16-63	26-40
215	2111	43-52	43-44
216	1595	32-36	14-46
217	1915	16-46	23-51
218	1821	42	37-48
219	2736	27-58	28-41
220	2448	43-48	45-59
221	2111	43-53	43-44
222	2072	16-63	26-40
223	2035	16-46	28-51
224	1594	32-35	28-46
225	2110	43-52	18-43
226	2072	16-63	26-40
227	2038	16-47	22-51
228	1595	32-36	14-46



TYPICAL 4-LOT CLUSTER DETAIL  
1" = 20'

LOT #	LOT AREA (SF)
O.S. A	28562
O.S. B	28187
O.S. C	18457
O.S. D	46174
O.C. E	28129
O.C. F	53884



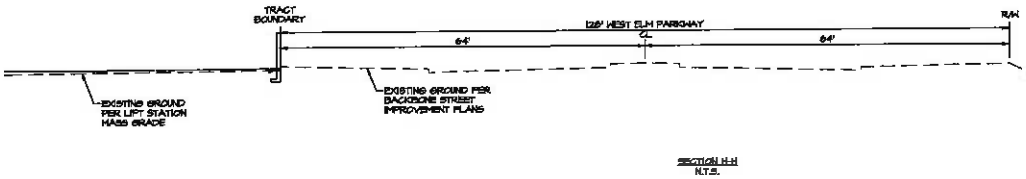
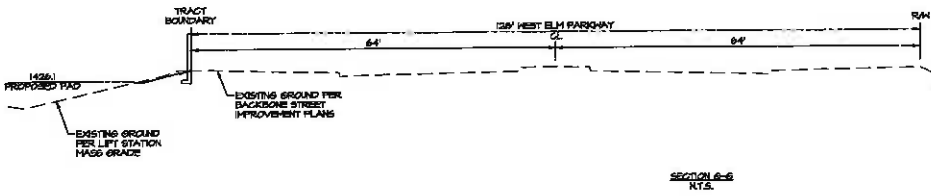
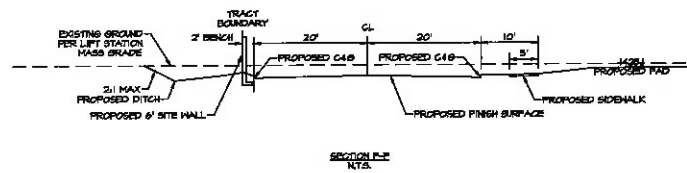
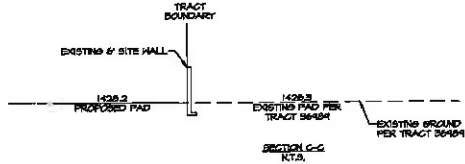
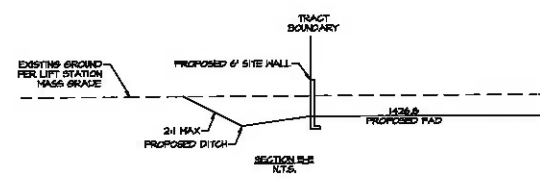
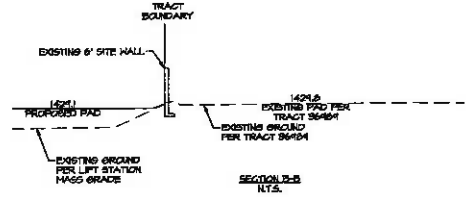
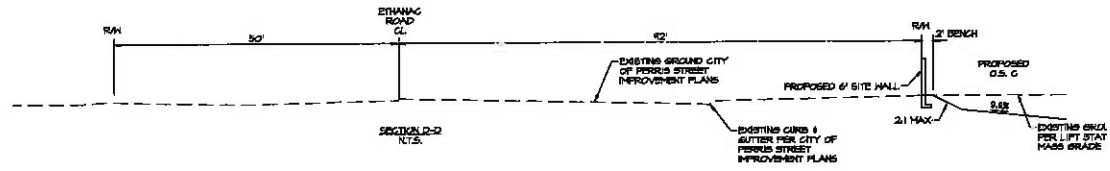
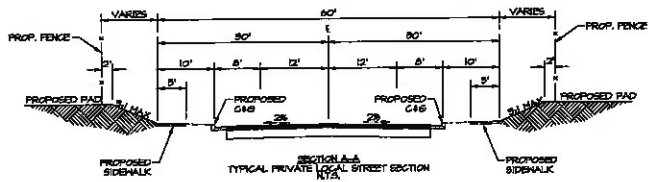
TYPICAL 6-LOT CLUSTER DETAIL  
1" = 20'

ROLLED CURB NOTE  
ROLLED CURB TO BE PLACED IN  
ALLEY ON THE LOW SIDE OF THE  
STREET

TENTATIVE MAP	
TENTATIVE TRACT NO. 37817	
SITE PLAN AND CONCEPTUAL GRADING	
LOT TABLES AND DETAILS	
SCALE	DATE
PROJECT NO.	4
DESIGNED BY	
CHECKED BY	
APPROVED BY	

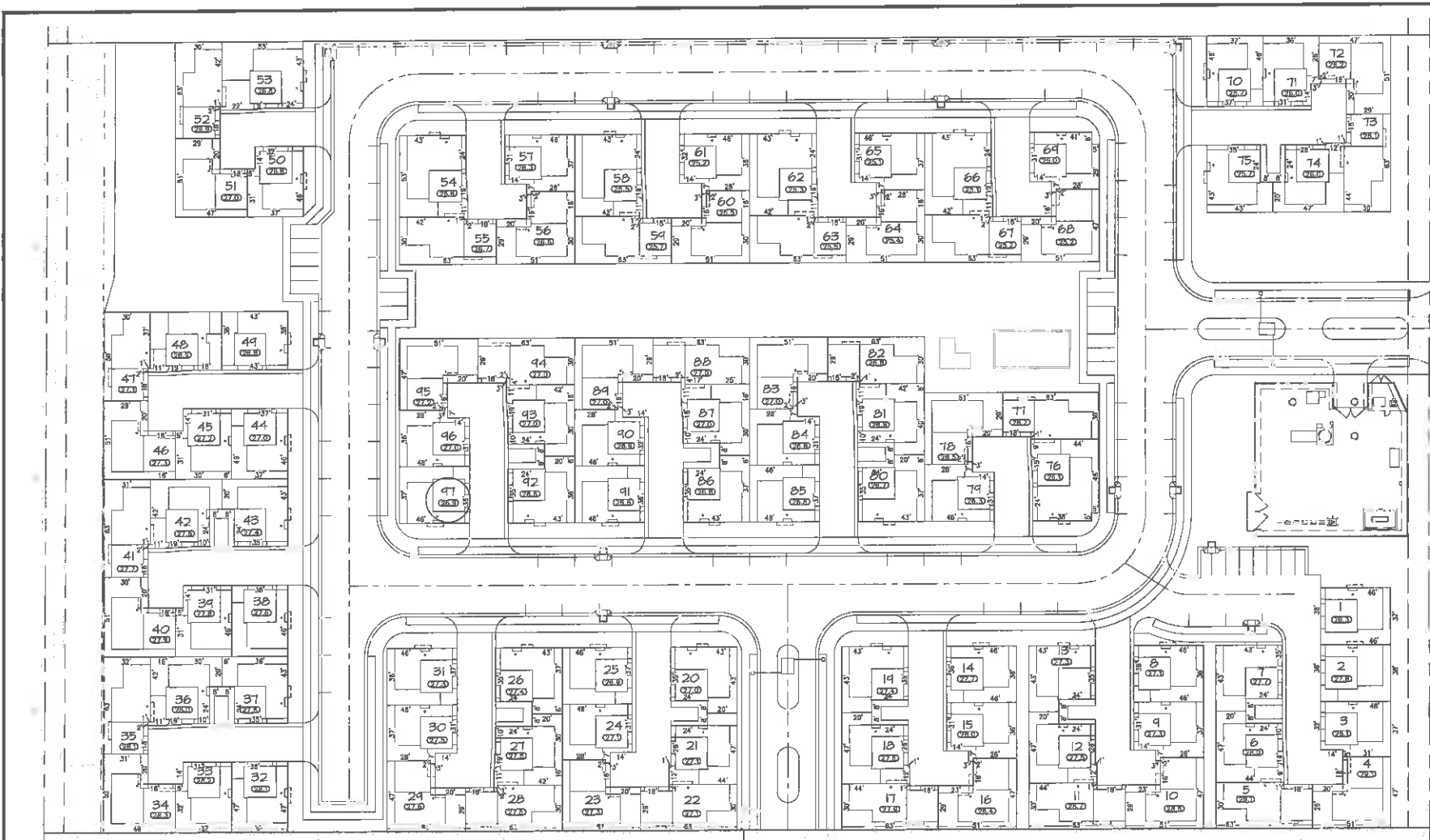






REVISIONS				DATE	BY
TENTATIVE MAP				SHEET 2	
TENTATIVE TRACT MAP NO. 37186				OF 4 SHEETS	
SITE PLAN AND CONCEPTUAL GRADING SECTIONS					
SCALE: N.T.S.	DATE: 8/24/2020	DESIGNER: J.E.	CHECKED: T.W.	PLN. CL. REP. BY: J.E.	DATE: 8/24/2020
PROJECT: 3789 MacKEY STREET		PROJECT: 06-14700		PROJECT: 06-14700	
FIRM: ALBERT A. BARRON & ASSOCIATES		FIRM: ALBERT A. BARRON & ASSOCIATES		FIRM: ALBERT A. BARRON & ASSOCIATES	
				DWG. NO.	

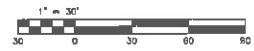
PROJECT: 3789 MACKEY STREET, PERRIS, CA 92506  
 DATE: 8/24/2020 4:17:58 PM



REVISIONS	DATE	BY

TENTATIVE MAP  
 TENTATIVE TRACT MAP NO. 37186  
 SITE PLAN AND CONCEPTUAL GRADING  
 LOT DIMENSIONS

SCALE: 1" = 30'  
 DATE: 6/26/2020  
 DESIGNED BY: [Signature]  
 CHECKED BY: [Signature]  
 PLAN CHECKER: [Signature]  
 ENGINEERING CONSULTANTS  
 3700 LINDSEY STREET  
 RIVERSIDE, CA 92503  
 TEL: (951) 504-1000  
 FAX: (951) 798-1258  
 W.G. 15-0253  
 SHEET 3  
 OF 4 SHEETS  
 DWG. NO.

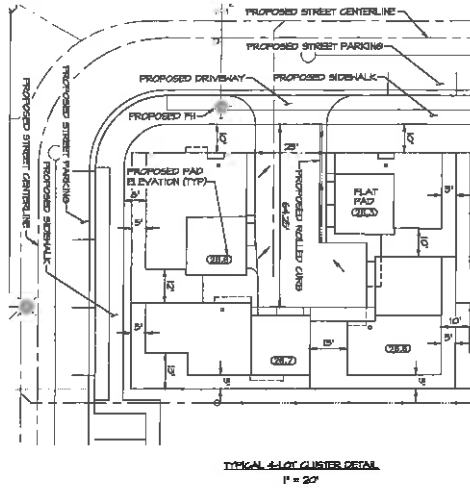
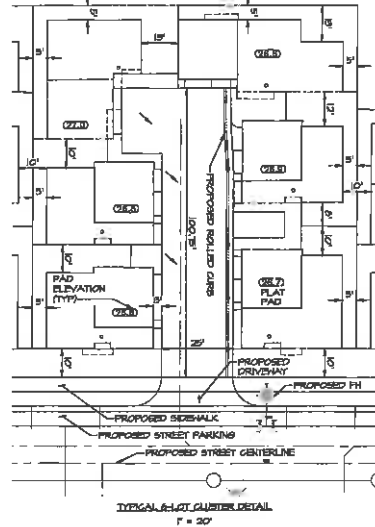


PLAN CHECKER: [Signature] DATE: 6/26/2020 SHEET 3 OF 4 SHEETS DWG. NO.



LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
1	1891	36-37	46
2	1861	36	46
3	1590	32-37	14-46
4	2034	18-47	20-51
5	1886	18-63	29-30
6	1845	38-47	20-44
7	1661	35-43	20-43
8	1661	36	46
9	1595	31-37	28-46
10	1961	29-47	23-51
11	1886	18-63	29-30
12	1838	38-47	20-44
13	1661	35-43	20-44
14	1661	36	46
15	1595	31-36	28-46
16	1961	18-47	28-51
17	1886	18-63	29-30
18	1838	38-47	20-44
19	1661	35-43	20-43
20	1661	35-43	20-43
21	1837	38-47	20-44
22	1886	18-63	29-30
23	2028	16-46	20-51
24	1595	31-36	14-46
25	1661	37	46
26	1661	35-43	20-43
27	1847	40-46	20-44
28	1882	18-63	29-30
29	2028	29-47	20-51
30	1595	31-37	14-46
31	1661	36-37	46
32	1765	36-37	47
33	1634	31-37	14-47
34	2179	18-46	32-52
35	1889	18-63	31-32
36	1847	40-46	20-42
37	1661	35-42	20-43
38	1661	36	46
39	1590	31-36	14-46
40	2058	16-46	20-51
41	1830	18-63	30-31
42	1847	40-46	20-44
43	1661	35-43	20-43
44	1661	37	46
45	1590	31-36	14-46
46	2057	18-47	20-51
47	1739	20-58	28-30
48	1806	47-48	37-38

LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
49	1840	43	38
50	1590	32-37	14-46
51	2034	18-47	20-51
52	1883	20-63	29-30
53	2311	53-54	42-43
54	2312	53-54	42-43
55	1862	18-63	29-30
56	2028	18-46	28-51
57	1565	31-37	28-46
58	2312	53-54	42-43
59	1862	18-63	29-30
60	2028	29-46	28-51
61	1595	32-36	14-46
62	2312	52-54	42-43
63	1862	18-63	29-30
64	2028	29-46	28-51
65	1565	31-37	28-46
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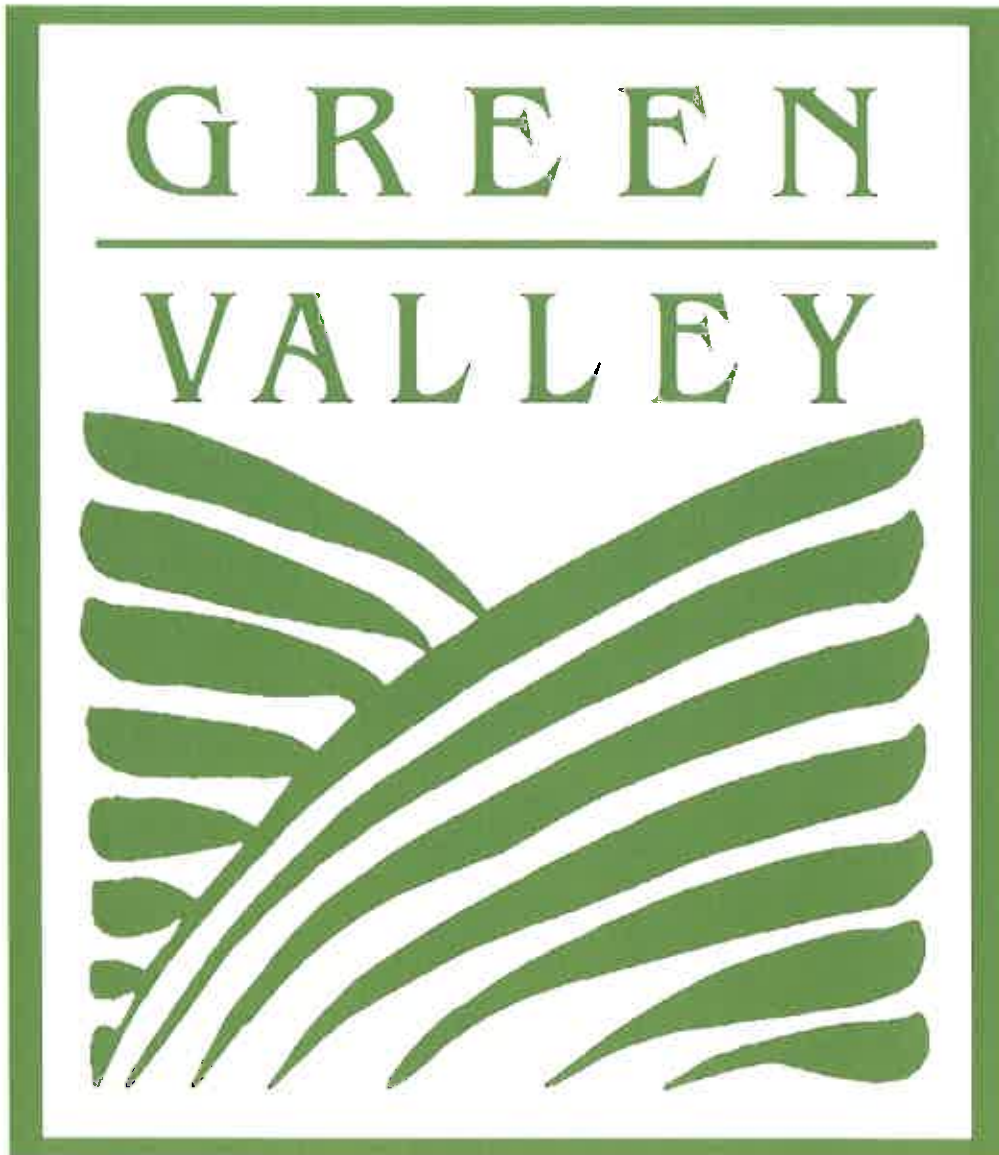




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SPECIFIC PLAN AMENDMENT

[18-05292](#)



**GREEN VALLEY**  
**SPECIFIC PLAN**  
**AMENDMENT 18-05292**

**SPECIFIC PLAN**

**89-25**

**"GREEN VALLEY"**

**ADOPTED BY THE PERRIS**

**CITY COUNCIL**

**MARCH 5, 1990**

**RESOLUTION NO. 1781**

**SPECIFIC PLAN AMENDMENT**

**ADOPTED BY**

**THE PERRIS CITY COUNCIL**

**[DATE]\_\_\_\_\_**

**RESOLUTION NO. \_\_\_\_\_**

*Final Certified: March 5, 1990*

*Amendment Certified: \_\_\_\_\_*

# **GREEN VALLEY SPECIFIC PLAN AMENDMENT**

*Lead Agency:*

**City of Perris**

Planning ~~Department~~ [Division](#)

101 North "D" Street

Perris, California 92370

*Project Developer:*

**Green Valley Recovery Acquisition LLC**

5796 Armada Drive, Suite 375

Carlsbad, CA 92008

*Prepared By:*

**FORMA**

3050 Pullman Street

Costa Mesa, California 92626

Contact Person: Gene Hsieh

Document Updates

This document reflects all amendments to July 2020

<u>Amendment No.</u>	<u>Case No.</u>	<u>Details of Amendment</u>	<u>Approval Date</u>
<u>1</u>	<u>18-05292</u>	<u>The purpose of Amendment No. 1 is to consolidate school sites to respond to changes in the education code, respond to the adoption of the Western Riverside County Multiple Species Habitat Conservation Plan, and adoption of the Perris Valley Airport Plan which were approved after the 1990 adoption of the Specific Plan.</u>	





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## 1 SPECIFIC PLAN SUMMARY

### 1.1 SPECIFIC PLAN AMENDMENT OBJECTIVE

The primary objective of this Specific Plan Amendment ([Case Number 18-05292](#)) is to propose land use changes to respond to the adoption of California Education Code Section 17215 governing requirements for school siting near an airport, the adoption of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), and the adoption of the Perris Valley Airport Plan, [San Jacinto River Study, and location of the adjacent Metrolink Station](#), all of which were approved after the 1990 adoption of the Green Valley Specific Plan. [In response to these constraints, the Specific Plan Amendment meets the following objectives:](#)

[1.1.1 Adhere to strict development restrictions to the Airport ALUC.](#)

[1.1.2 No development in Riverside Conservation Critical Habitat Zones.](#)

[1.1.3 Development setback as defined by the San Jacinto River Study.](#)

[1.1.4 Provision for Regional River Trail.](#)

[1.1.5 Meet School District site requirement for the consolidation of one school respecting the Airport ALUC and the Riverside County Critical Habitat Zones.](#)

[1.1.6 Retention of Commercial Planning Area and Multi-family Residential across Case Road to the Metro Station.](#)

[1.1.7 Reduction of 437 dwelling units.](#)

[1.1.8 Increase of Park exceeding current park requirements.](#)

[1.1.9 Increase of Open Space.](#)

[1.1.10 Enhanced Comprehensive Design Guidelines.](#)

[1.1.11 Exceed City Zoning Standards.](#)

[1.1.12 Comprehensive Review process.](#)

~~In order to meet the requirements of Education Code Section 17215 and Romoland School District criteria the three original school sites have been consolidated to a single location outside of any airport or MSHCP restrictions.~~

~~The Specific Plan Amendment removes residential uses that were near the Perris Valley Airport and MSHCP Criteria Areas along the San Jacinto River. Open Space uses have been increased in these areas to be consistent with the MSHCP. Park and Open Space acreages have increased in the airport approach zones to be consistent with the Perris Valley Airport Plan and airport operations.~~

### 1.2 PROJECT SUMMARY

The Green Valley Specific Plan (GVSP) and EIR SCH # 8903207 were approved in 1990 for a planned community situated on approximately 1,269.2 acres with a total of 4,210 dwelling units within the City of Perris. The San Jacinto River crosses the northwest corner of the property. Interstate 215 is immediately adjacent to the property on its eastern boundary. The northeast boundary is formed by Case Road and the Metrolink ~~commuter~~-91/Perris Valley rail line, while the south and west boundaries are common to Ethanac Road and Goetz Road, respectfully.



Since the original approval, Perris Crossings has been built within the Green Valley Specific Plan (Home Depot, WinCo Foods, Starbucks, ~~etc~~ and additional restaurant and commercial uses.), and 314 single family residential dwelling units were approved entitled as part of Tract Maps 36988 (recorded October 4, 2019) and 36989 (recorded September 26, 2018).

The Green Valley Specific Plan Amendment (GVSPA) includes the portion of the GVSP under the control of Green Valley Recovery Acquisition LLC. The remaining portion of the GVSP not within the control of Green Valley Recovery Acquisition LLC is designated as Not A Part (NAP) and retains the land use designations and regulations as originally approved and adopted by the City Council in March 1990 (Resolution No. 1781).

The proposed community plan for the areas owned by Green Valley Recovery Acquisition LLC includes ~~1,676~~2,577 single-family detached homes and ~~771~~1,098 multi-family units, for a total of ~~2,447~~3,675 dwelling units. An additional 1,01898 multi-family units are held in reserve for the planned for Commercial Land Use ~~zone~~Planning Area 29. These units allow Specific Plan flexibility to respond to market demand and provide for additional housing near the Metrolink Train Station, or may be transferred to Residential Planning Areas.

The overall Specific Plan contains ~~2,421~~2,577 single-family detached homes and ~~1,789~~1,196 multi-family units (including the ~~1,018~~98 reserve units in Planning Area 29) for a total of ~~4,210~~3,773 dwelling units with an overall project density of ~~3.3~~3.0 dwelling units per gross acre and a residential net density of ~~6.16~~3. The residential component will occupy ~~522.0~~580.8 acres of the 1,267-acre community. The Land Use Plan provides for more multi-family residential units than the 1990 approved plan in order to respond to site constraints, with an overall reduction of 437 dwelling units, an increase of 50 acres of park and 195 additional acres of open space. Other land uses proposed for the property include ~~open space~~, business, commercial, industrial, and school, and recreational. Table 1-1 summarizes the planned land uses and distributions for both the approved 1990 plan and the Specific Plan Amendment side by side on a planning area basis.

### 1.3 COMMUNITY LOCATION

The Green Valley site is situated south of Case Road and north of Ethanac Road, between Goetz Road and Interstate 215. It is located approximately four miles southeast of the Perris City Hall. The property is illustrated on Figure 1-1, Regional Setting, and Figure 1-2, Local Setting.

### 1.4 MARKET CHARACTERISTICS

The Green Valley planned community will be completed in four phases over an estimated thirty-year buildout period, with multiple residential products and related uses comprising each phase. The diversity of product types is intended to stimulate the creation of a planned community for singles and families, both first-time homeowners and, more predominantly, move-up buyers. There is also a local demand for a smaller increment of attached and apartments.

The inclusion of schools, parks and open space within the planned community is considered desirable within the Perris area market. Such common areas, along with streetscapes and drainage swales, are proposed to be dedicated to the City of Perris, but maintained through Landscape Maintenance Districts (LMDs), for the use by Green Valley and other City of Perris residents, alike.

The development of residential units on the site will generate a need for community level commercial shopping centers. In addition, the exposure of the site to the Interstate 215 freeway corridor will generate demand for sub-regional commercial and business park land uses. The portion of the site located adjacent to the San Jacinto River and the Perris Valley Airport offers an opportunity for industrial development, which will benefit from the availability of a local labor force.







**Figure 1-1 Regional Setting**



**Figure 1-2 Local Setting**



## **1.5 GENERAL PLAN CONSISTENCY**

Green Valley Specific Plan is located in Planning Area 8 in the General Plan. As characterized in the General Plan there are key elements in PA 8 that affect the planning of Green Valley: Perris Airport, San Jacinto River and the Riverside County MSHCP.

### **1.5.1 Balanced Land Uses**

In responding to the constraints and restriction of the Airport, San Jacinto River and the Riverside County MSHCP, the project has reduced the acres previously designated residential and industrial. This has greatly increased the amount of open space and parks. The residential density has increased to take advantage of the proximity to park and open space, while the overall project density has decreased. Still providing a range of housing types from traditional single family, single family cluster, townhomes, and apartments. The amount of park provided is greatly in excess of the amount of park required. In the General Plan, there are three designated school sites in the Green Valley Specific Plan area. Due to the constraints of the Perris Airport and Riverside County MSHCP, only one school location is feasible. With the approval of the Romoland School District, this site has been expanded to accommodate both elementary and intermediate students.

### **1.5.2 Regional Circulation**

Green Valley Specific Plan implements the General Plan Circulation with the extension of Murrieta Road from Ethanac Road to Case Road, the alignment of Green Valley Parkway and the extension of Watson Road thru the Green Valley Specific Plan area.

### **1.5.3 Open Space and Park**

The General Plan does not designate any park and open space for PA 8. The Green Valley Specific Plan adds regional open space along the San Jacinto River and provides for regional trail connection. The plan provides 292.3 acres of Open Space and 101 acres of parks including a 31 acre regional park that will not only serve the Community of Green Valley, but the entire City of Perris.

### **1.5.4 Conservation and Sustainability**

Within the Green Valley Specific Plan boundary, the project applicant has designed property under his ownership as open space within the areas designated as MSHCP Criteria Cells consistent with the Western Riverside County Multiple Species Habitat Conservation Plan. Planning Areas 2, 4, 5, 7, 8, and 9 within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Criteria cell noted with "Not a Part" or "NAP" are not yet approved nor entitled for the land uses identified from the original Green Valley Specific Plan. These planning areas require a consistency determination with the MSHCP as part of the entitlements process.

To conserve water, Green Valley will have a dual system to provide potable water and reclaimed water for landscaping. In addition, the landscape palette is designed to be low water use or drought tolerant to reduce water usage. Location of neighborhood commercial and extensive parks, trails and recreational system within the Green Valley Residential Community will help reduce vehicle miles travelled, therefore reducing greenhouse gas emissions. Located next to the Metrolink Station provides an opportunity to further reduce greenhouse gas emission by providing convenient public regional transit.

### **1.5.5 Complete Community**

In meeting the Goals and Objectives of the City of Perris General Plan, Green Valley is a complete community providing a variety of homes responding to different lifestyles, providing new commercial and employment areas, in addition to the existing commercial and business centers. The plan provides a full array of private recreation facilities, neighborhood parks, a regional park, community and regional





[trails, and community and regional open space. A comprehensive Design Guidelines Chapter is provided in the Specific Plan to ensure that Green Valley Community a quality place to live, work and play.](#)

#### **1-51.6 DESIGN OBJECTIVES**

The Green Valley Specific Plan has been designed to respond to the demand for a mixed residential, commercial and research and development/industrial theme oriented planned community. The objectives of design include the exclusive use of public streets, public parks of size, area and development consistent with the State of California Quimby Act (five acres per 1,000 population) [and City of Perris Resolution 5141](#), a diverse but fiscally responsive distribution of land uses, and the provision of public school sites consistent with local public school planning standards. (For a discussion of school requirements, please refer to Section 3.8.) Other design features of note include:

- The creation of a regional park on ~~57.731~~ acres.
- The use of thematic entryways and streetscapes for community image along the backbone roadway and loop roads in addition to giving identity at neighborhood and secondary entries.
- The placement of a local public park adjacent to the elementary school site.
- The use of wide grassy swales for seasonal drainage during wet periods and landscape swales during dry seasons.
- The creation of a Landscape Maintenance District (LMD) to finance the maintenance of public parks and improvements without using general fund tax sources.
- [The creation of a curvilinear collector circulation system to assist in reducing through traffic speeds, create a hierarchy of function and design, and to create a continually varying streetscape.](#)
- [The provision of 3,773 dwelling units of a variety of densities and product type to help meet the residential demand of Perris and the Inland Empire.](#)
- ~~A Reserve of~~ [The provision of 1,01898 dwelling units within the Commercial Land Use Planning Area 29 to provide additional flexibility to respond to future market demands and proximity to the adjacent Metrolink Station.](#)

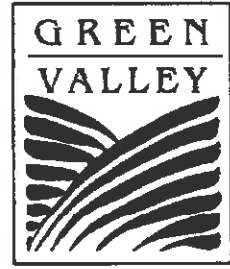
The residential component is designed to establish small enclaves, or planning areas, each serving as a separate neighborhood unit. Each planning area is intended to be built around cohesive design treatments giving identity and providing for architectural unity.

#### **1-61.7 PLAN PROCESSING**

The Specific Plan Amendment must be reviewed and acted upon in advertised public hearings before both the City of Perris Planning Commission and City Council. [The Planning Commission makes recommendations to the City Council, who is the formal approving body.](#) The Specific Plan complies with the provisions of the California Environmental Quality Act (CEQA). An Environmental Impact Report ([State Clearinghouse Number 1989032707](#)) ~~(DEIR)~~ under the direction of the City of Perris Planning Department was prepared and certified in 1990. [An addendum is appropriate where a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent with CEQA Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164, and 15168. The addendum is intended to evaluate and confirm CEQA compliance for proposed amendments to the GVSP, which would be a](#)



[change relative to what is described and evaluated in the 1990 GVSP Final EIR and 2017 GVSP Addendum.](#)



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## 2 SPECIFIC PLAN

### 2.1 COMPREHENSIVE LAND USE PLAN

#### 2.1.1 Planned Community Synopsis

The Green Valley Specific Plan provides for development of the 1,267-acres consisting of 580.8 acres of site-in-residential, 60.8 acres of commercial, 43.0 acres of business and professional, 71.8 acres of industrial, 101.0 acres of public parks, a 15.0 acre public school site, and 292.3 acres of open space land uses. The mix of land uses proposed in the Green Valley community will serve to create a dynamic full-service community with residents, employment opportunities, shopping and recreation areas closely linked together, thereby reducing the need to commute out of the area, with all the inherent environmental and safety implications. The planned community approach to development assures the project will function properly in respect to land use, circulation, drainage, and water and sewer issues. A comprehensive master plan, such as proposed in the Green Valley Specific Plan, provides the opportunity to create unifying design themes in the land use distribution through implementation of common streetscape and landscape elements, fencing and wall designs, colors and textures, cohesive signage, common architectural objectives and appropriately scaled street furnishings.

The community has been designed to ~~comply~~ be consistent with local and state plans, policies and programs. Public parks and the school site are proposed in quantity, location, and configuration that meet or exceed requirements ~~required~~ by the respective agencies. Similarly, all streets are proposed to be publicly dedicated and maintained by the City of Perris. LMDs will be responsible for maintenance of the public parks, the parkways and medians, the greenbelt swales, and the special entry landscape features.

The Green Valley Specific Plan proposed distribution of land uses. These are summarized by use and planning area on Table 2-1, Green Valley Statistical Summary. This Statistical Summary contains the proposed uses, acres, residential densities, and dwelling units for each Planning Area. Primary changes to the plan include a reduction of 437 dwelling units, and an increase in 194.5 acres of Open Space from the approved 1990 Specific Plan.

It is the intent of this Specific Plan that all areas designated for residential use may be developed at a lower number of dwelling units without necessitating a change in the Specific Plan zoning. The tabulations on Table 2-1 and on the Conceptual Land Use Plan, Figure 2-1, reflect the total average density of each ~~product type by zone~~ residential planning area. NAP (Not a Part) designations on the Conceptual Land Use Plan indicate property outside of the control of Green Valley Recovery Acquisition LLC, or property already developed (Perris Crossing retail center). Actual densities in each planning area may vary above or below the average and are transferable between like land use planning areas, provided the total allowable dwelling unit tabulation of 3,773 dwelling units is not exceeded. Residential densities shall not exceed ~~16-22~~ dwelling units per acre.





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2. Specific Plan

[Table 2-1 Green Valley Statistical Summary]

LAND USE	PLANNING AREA NO.	ACRES	DUs	DU/AC	% OF TOTAL
<b>Residential</b>					
7,200 - 8,000 S.F.	8	32.4	104	3.2	2.5
Subtotal		32.4	104	3.2	2.5
6,000 - 7,200 S.F.	19	24.9	110	4.4	2.0
-	<del>26</del>	<del>27.8</del>	<del>147</del>	<del>5.3</del>	<del>2.2</del>
	48	25.5	119	4.6	2.0
Subtotal		<del>78.2</del> <u>50.4</u>	<del>376</del> <u>229</u>		<del>6.2</del> <u>4.0</u>
5,500 - 6,000 S.F.	4	24.9	145	5.8	2.0
	5	26.1	150	5.7	2.1
	10	5.0	22	4.4	0.4
	11	20.6	108	5.2	1.6
	12	20.8	92	4.4	1.6
	16	12.2	56	4.6	1.0
	17	22.3	106	4.7	1.8
	20	28.9	156	5.4	2.3
	21	32.3	224	6.9	2.5
	<u>26</u>	<u>27.8</u>	<u>135</u>	<u>4.9</u>	<u>2.2</u>
	27	16.1	80	5.0	1.3
	28	21.8	108	5.0	1.7
	<u>31</u>	<u>36.4</u>	<u>168</u>	<u>4.6</u>	<u>2.9</u>
	34	20.5	154	7.5	1.6
	35	26.0	146	5.6	2.0
	36	26.0	167	6.4	2.0
	46	17.3	90	5.2	1.4
	47	26.4	137	5.2	2.1
Subtotal		<del>347.2</del> <u>411.1</u>	<del>1,941</del> <u>2,244</u>	<u>5.5</u>	<del>27.4</del> <u>32.4</u>
<b>Multi-family</b>	<u>13b</u>	<u>9.3</u>	<u>135</u>	<u>14.5</u>	<u>0.7</u>
	14	<del>10.3</del> <u>10.6</u>	161	<del>15.6</del> <u>15.2</u>	0.8
	<u>30</u>	<u>13.1</u>	<u>192</u>	<u>14.7</u>	<u>1.0</u>
	37	5.0	41	8.2	0.4
	38	7.6	74	9.7	0.6
	39	12.7	115	9.1	1.0
	45	14.1	240	17.0	1.1
	46a	14.7	140	9.5	1.1
Subtotal		<del>64.2</del> <u>86.9</u>	<del>771</del> <u>1,098</u>		<del>5.1</del> <u>6.9</u>
Residential Subtotal		<del>522.0</del> <u>580.8</u>	<del>3,192</del> <u>3,675</u>		<del>41.2</del> <u>45.8</u>
<b>Parks</b>	7	30.3			2.4
	24	26.7			2.1
	25	31.0			2.4



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2. Specific Plan

LAND USE	PLANNING AREA NO.	ACRES	DUs	DU/AC	% OF TOTAL
	33a	6.7			0.5
	33b	6.5			0.5
<b>Subtotal</b>		<del>101.1</del> 101.0			8.0
<b>Open Space</b>	1	35.3			2.9
	6	46.2			3.6
	10A	16.8			1.3
	10B	3.1			0.2
	10C	4.1			0.3
	23	36.6			2.7
	49	12.3			1.0
	50	9.0			0.7
	51	35.1			2.8
	52	34.8			2.7
	53	19.2			1.5
	54	7.8			0.6
	55	12.5			1.0
	56	11.1			0.9
	57	8.7			0.7
<b>Subtotal</b>		292.3			23.0
<b>Schools</b>					
	32	15.0			1.2
<b>Subtotal</b>		15.0			1.2
<b>Business and Professional</b>	40	20.0			1.6
	41	23.0			1.8
<b>Subtotal</b>		43.0			3.4
<b>Commercial<sup>±</sup></b>	3	1.4			0.1
	13a	<del>14.8</del> 5.5			1.2
	29	17.3	98		1.4
	<del>30</del>	<del>13.1</del>			<del>1.0</del>
	<del>31</del>	<del>36.4</del>			<del>2.9</del>
	42	8.8			0.7
	43	12.7			1.0
	44	15.1			1.2
<b>Subtotal</b>		<del>119.5</del> 60.8	98		<del>9.4</del> 4.8
<b>Industrial</b>					
	2	32.8			2.6
	9	39.0			3.1
<b>Subtotal</b>		71.8			5.7
<b>Circulation</b>		102.3			8.1



Green Valley Specific Plan – Final Certified

2. Specific Plan

LAND USE	PLANNING AREA NO.	ACRES	DUs	DU/AC	% OF TOTAL
*Up to 1,018 residential units may be developed in Commercial			1,018		
PROJECT TOTAL		1,267.0	4,2103,773		100%



Figure 2-1 Conceptual Land Use Plan





~~Planning area boundaries shown on the Conceptual Land Use Plan may be modified with the approval of the City of Perris, Director of Community Development. Such approval may be granted administratively upon review of a written request accompanying a tentative tract map submittal. The total number of dwelling units allowed within each planning area can exceed that allowed by the Specific Plan Statistical Summary up to ten percent (10%) provided the cumulative total of 3,192 dwellings is not exceeded. This policy allows the transfer of dwelling units among planning areas while maintaining control of the maximum dwellings permitted in the planned community. Area modifications and density transfers are contingent upon the master developer providing data to verify, prior to tentative tract map approval, that the infrastructure capacity will be adequate to support the development proposal.~~

The project lies within the boundaries of two school districts, Romoland [School District](#) and ~~the~~ Perris [Union High School District](#). One school has been planned for the Green Valley Specific Plan based on the student generation factors of the two school districts. After discussion with the Romoland School District, school site acreage has been increased to a minimum of 15 acres. This new site is acceptable by the District and the school is adjacent to a ~~five-acre~~ [6.5 acre](#) active park. ~~A more in-depth discussion is contained within the Environmental Impact Report.~~

The ~~101.1~~ [101.0](#) acres of public parks range in size from 6.5 acres, located adjacent to the school, to [the 31 acres as part of the proposed](#) Regional Park. The smaller local parks are intended for improvement as general-purpose park and playground facilities for the broad community interest and use. The Regional Park is intended to contain, as a minimum, ~~four~~ [eight](#) soccer fields, ~~three ball fields,~~ a concession facility, [a picnic shelter, trails, tot lot, restrooms,](#) and off-street parking. The regional park is also adjacent to the proposed San Jacinto River trail system linking it to more distant portions of the community.

The active park component of the plan has been designed to exceed the State standard (Quimby Act) of five (5) acres per 1,000 population [and consistent to City of Perris Resolution 5141](#). Given an average population of ~~3.5~~ [4.1](#) persons per household, the Quimby Act would require a dedication of ~~73.7~~ [77.3](#) acres; the Green Valley plan provides for a total dedication of ~~101.1~~ [101.0](#) acres, or ~~6.9~~ [6.5](#) acres per 1,000 population. Only improved parkland is included in the above calculations. Other recreational areas, such as drainage swales and the San Jacinto River basin, are not included in the ~~101.1~~ [101.0](#) acres of dedicated parks.

In addition, the San Jacinto River right-of-way will be utilized similarly. Per the City of Perris Trail Master Plan, the east side of the San Jacinto River right-right-of-way will be used as a Class I trail for hiking and biking. This segment is part of the proposed citywide San Jacinto River Trail, providing local and regional hiking and biking [trail](#) facilities.

Commercial uses are existing at the intersection of Ethanac Road and Interstate 215 (Perris Crossing, [which includes Home Depot, WinCo Foods, Starbucks, and additional restaurant and commercial uses](#)) and proposed at the northeasterly intersection of Murrieta Road at Case Road. The commercially designated parcels in these locations account for ~~54~~ [53.9](#) acres of mixed commercial shopping and take advantage of their arterial roadway locations, accessibility to the freeway, and high visibility settings. A ~~15.5~~ acre local commercial enclave is also proposed at the intersection of Ethanac and Goetz Roads to serve neighborhood shopping needs.

A 43-acre business, professional, and office park is proposed on Case Road, north of Ethanac, with exposure to the 1-215 freeway. As an employment center, the site has regional vehicular access from the proposed Ethanac/I-215 interchange and local access from Case Road and Green Valley Parkway, via Ethanac Road.

That portion of the Specific Plan sited to the northwest of the San Jacinto River, adjacent to the Perris Valley Airport is designated for industrial use. Low density, low profile, research and development/industrial and office uses are compatible with the airfield use and the arterial circulation



provided by existing Case Road and Goetz Road, both local arterials. The inclusion of commercial, industrial and business park uses will help in creating employment opportunities and balance for the Green Valley Project.



**2.2 PHASING PLAN**

**2.2.1 Approach Introduction**

Due to the cost of constructing public improvements and the realities of land use absorption rates of the market plan, phasing of development is a practical necessity. The approach to phasing employed for the Green Valley Specific Plan is to create a distribution of land uses in each phase served by an appropriate infrastructure network and public improvements in reasonable balance to the population of the respective phase. Phases may run concurrently and overlap. The overall phasing program is illustrated on Figure 2-2. ~~The number, if any, of Reserve dwelling units within the Commercial Planning Areas will be determined at the time of development of the Commercial Planning Area.~~

**2.2.2 Plan-Phase One Description**

Phase One is located between Goetz Road and Case Road with the southern boundary being Ethanac Road and the norther boundary Watson Road and the drainage channel west of Murrieta Road. Currently built within this phase is Perris Crossing commercial center at Ethanac Road and Case Road. Additionally, 314 single family residential dwelling units were entitled as part of Tract Maps 36988 (recorded October 4., 2019) and 36989 (recorded September 26, 2018). Additional proposed uses within Phase One include Business and Professional, single family and multi-family residential, the Regional Park, and a community commercial site at Goetz Road and Ethanac Road as detailed in Table 2-2. The Green Valley Specific Plan is being built out with the backbone drainage component and all the Ethanac Road half-street improvements in the first phase. This phase also includes the full half-street improvements for Goetz Road from Ethanac Road to the San Jacinto River and for the full width of Murrieta Road. ~~The first phase will include three public park sites, and a distribution of each residential type and commercial sites as detailed in Table 2-2.~~ The improvements of the San Jacinto River right-of-way will coincide with the phasing plan of County Flood Control. ~~Final conditions for road improvements will be determined by the City Engineer and will be part of the Conditions of Approval.~~ All infrastructure improvements (roadway, water, sewer, and drainage) within Phase One will be completed during Phase One.

**[Table 2-2 Phase One Development Plan]**

Land Use	DUs	Acres
R-7,200-8,000 Residential	-	-
R-6,000-7,200 Residential	<del>266</del> <u>119</u>	<del>53.3</del> <u>25.5</u>
R-5,500-6,000 Residential	<del>1,112</del> <u>1,247</u>	<del>214.5</del> <u>242.0</u>
Multi-family Residential	<del>771</del> <u>906</u>	<del>64.2</del> <u>73.9</u>
School		-
Parks		57.7
Commercial	<del>(to be determined)</del>	<del>51.3</del> <u>42.1</u>
Business and Professional		42.9
Industrial		-
Open Space		55.3
<u>Roads/Infrastructure</u>		<u>64.5</u>
<b>TOTAL</b>	<del>2,149</del> <u>2,272</u>	<del>539.2</del> <u>603.7</u>



**Figure 2-2 Phasing Plan**





**2.2.3 Phase Two**

Phase Two is generally located north of Watson Road, east of Murrieta Road, south of Case Road and west of the EMWD Perris Valley Regional Water Reclamation Facility. Planning Area 3 is also in Phase Two and it is located west of Murrieta Road at Case Road. The second phase of development includes a distribution of single family and multi-family residential, commercial uses at Case Road and Murrieta, the school site, and park and open space uses. The distribution of uses for Phase Two are summarized in Table 2-3, public, and open space uses similar to that proposed in the first phase. Phase Two requires less infrastructure and perimeter circulation improvements in support of development than installed in Phase One. Such improvements are limited to the half-street improvement of Murrieta Road. The distribution of uses for Phase Two are summarized in Table 2-3. All infrastructure improvements (roadway, water, sewer, and drainage) within Phase Two will be completed during Phase Two. Final conditions for road improvements will be determined by the City Engineer and become part of the Conditions of Approval.

**[Table 2-3 Phase Two Development Plan]**

Land Use	DUs	Acres
R-7,200-8,000 Residential	-	-
R-6,000-7,200 Residential	-	-
R-5,500-6,000 Residential	154,322	20,556.9
Multi-family Residential	192	13.1
Schools (1 site)	-	15.0
Parks	-	13.2
Commercial	(to be determined) 98	-68.2 18.7
Industrial	-	-
Open Space	-	8.7
<b>Roads/Infrastructure</b>		<b>21.1</b>
<b>TOTAL</b>	<b>154,612</b>	<b>125.6 146.7</b>

**2.2.4 Phase Three**

Phase Three is bounded by Murrieta to the east, Green Valley Parkway to the north and west and the EVAC Channel west of Watson Road to the south. The third phase includes three single family planning areas and three open space planning areas. The phase is summarized in Table 2-4. The third phase of development provides for the completion of half street improvements of Murrieta Road. All infrastructure improvements (roadway, water, sewer, and drainage) within Phase Three will be completed during Phase Three. Again, a distribution of varying land uses is provided. The improvements of the San Jacinto crossings will coincide with the phasing plan of the County Flood Control. The phase is summarized in Table 2-4.

Final conditions for road improvements will be determined by the City Engineer and become part of the Conditions of Approval.



**[Table 2-4 Phase Three Development Plan]**

Land Use	DUs	Acres
R-7,200-8,000 Residential	-	-
R-6,000-7,200 Residential	110	24.9
R-5,500-6,000 Residential	380	61.2
Multi-family Residential	-	-
School	-	-
Parks	-	-
Commercial	<del>(to be determined)</del>	-
Industrial	-	-
Open Space	-	60.2
<u>Roads/Infrastructure</u>		
<b>TOTAL</b>	<b>490</b>	<b>146.3</b>

**2.2.5 Phase Four**

The fourth phase is the conclusion of the Specific Plan. [This phase is the northwest portion of the Specific Plan area and is bounded by Case Road to the north, Murrieta Road and Green Valley Parkway to the east and south, the EVAC Channel west of Watson Road to the south, and Perris Valley Airport and Goetz Road to the west. Phase Four is bisected by the San Jacinto River, is adjacent to the Perris Valley Airport, contains two MSHCP Criterial Cells, and is located in a flood plain. Proposed land uses include single family residential, industrial, and parks and open space. This phase is detailed in Table 2-5.](#) Implementation of the fourth phase occurs with the completion of the remaining off-site improvements. Additional improvements will be made to Goetz Road in this phase. ~~This phase is detailed in Table 2-5.~~

Final conditions for road improvement shall be determined by the City Engineer and part of the Specific Plan Conditions of Development Standards

**[Table 2-5 Phase Four Development Plan]**

Land Use	DUs	Acres
R-7,200-8,000 Residential	104	32.4
R-6,000-7,200 Residential	-	-
R-5,500-6,000 Residential	295	51.0
Multi-family Residential	-	-
Schools	-	-
Parks	-	30.3
Commercial	<del>(to be determined)</del>	-
Industrial	-	71.8
Open Space	-	168.2
<u>Roads/Structure</u>		<u>16.8</u>
<b>TOTAL</b>	<b>399</b>	<del>353.7</del> <u>370.6</u>



### 2.2.32.2.6 Development Standards Milestones

It is customary to establish development ~~standards~~ milestones for phasing in concert with the review and conditions establishment for the master tentative tract maps.

Ensuing planning may dictate the need for alternative development phasing scenarios [for infrastructure construction and associated development phasing](#). This may result from changes in regional and local plans, [including but not limited to airport operations, changes to the MSHCP, changes to regional water and reclaimed water master plans, and regional sewer plans](#). Should this occur, an alternative phasing plan would be filed for ~~administrative review and approval by the Director of Community Development a~~ [Minor Modification pursuant to the requirements in P.M.C. 19.54 \(Authority and Review Procedures\)](#).

## 2.3 COMPREHENSIVE GRADING PLAN

### 2.3.1 Grading Plan

Green Valley is located on a relatively flat area. Grading for the proposed site is designed to provide a balanced cut and fill situation to prevent the need for import or export of dirt while allowing adequate drainage of the site. Please refer to the Environmental Impact Report for cut/fill cubic yardage calculations.

### 2.3.2 Plan Description

Grading as proposed will result in a balanced earthwork situation, and is designed to facilitate drainage from the site into the planned storm facilities, refer to Figure 2-3, Grading Plan. Grading will be phased to coincide with each phase of development. It may be necessary, however, to "borrow" or "loan" dirt from one phase to another within the project as construction proceeds. The grading contours on Figure 2-3 are based on the approved 1990 Grading Plan [and recorded Tentative Tract Maps](#). More precise grading to be provided by the Tentative Tract maps.

### 2.3.3 Development Standards

~~All Ggrading will be performed in accordance with appropriate~~ [is subject to the](#) City of Perris policies and guidelines.

## 2.4 DRAINAGE PLAN

### 2.4.1 Approach

In the undeveloped state, the Green Valley site is subject to inundation by the 100-year storm runoff from two drainage areas: the San Jacinto River Basin and the Romoland Wash. The Riverside County Flood Control and Water Conservation District discusses plans for channeling storm flow for the San Jacinto River Basin in its *Master Drainage Plan for the San Jacinto River*<sup>1</sup>. These plans include the San Jacinto Storm Drain Channel, which transects the northwestern portion of the project site.

Improvements to the San Jacinto River will be capable of containing the anticipated peak storm flow of approximately 11,000 [cubic feet per second \(cfs\)](#). Improvements necessary to protect lands within the Romoland Wash are discussed in the *Homeland/Romoland Area Drainage Plan*<sup>2</sup>. One of these improvements, Romoland Line 'A', is located along the southerly boundary of the project site and is designed to contain anticipated peak flows of approximately 5,250 cfs.

<sup>1</sup> Riverside County Flood Control and Water Conservation District, 1974.

<sup>2</sup> Riverside County Flood Control and Water Conservation District, 1988.







**Figure 2-3 Grading Plan**



The Green Valley project also proposes the construction of several secondary open drainage swales which will carry storm surface water on-site both to the Romoland Line 'A' and the San Jacinto River channel.

It is important to note that the Romoland Line 'A' and all proposed secondary swales will be improved with appropriate landscape treatments which will allow limited recreational use during non-storm periods. Improvements such as turf, plants and concrete nuisance flow ribbons will be constructed in a manner which does not interfere with storm drainage functions, but which offers some aesthetic and recreational value.

Green Valley is within the San Jacinto River Improvement District 4-2, and has been assessed a fee by the County for the design and construction of the San Jacinto Storm Drain Channel. Construction of the channel by the District, anticipated to begin in 1990, will remove the project site from the 100-year floodplain of the San Jacinto River. At this time, the design of the San Jacinto River Channel anticipates that, of the total flood control right-of-way, approximately 100 feet will contain an enhanced riparian /wildlife corridor, which will run the length of the channel. The property owner is also a participant in the pending Assessment District No. 4-4, which will provide the funding necessary for the construction of Romoland Line 'A'.

During the review process, a study moratorium area was established temporarily prohibiting development within a 750-foot wide cross-section of the San Jacinto River. This 750-foot wide corridor has been respected during the design process. The specific plan designates the area of this zone outside the 450' R.C.F.C.D. R.O.W. as a study area. Tentative maps denote this area as reserved for future development, with the concurrence of the City of Perris.

#### **2.4.2 Plan Description**

The drainage plan for Green Valley (Figure 2-4) presents the storm drain improvements necessary for flood control on the project site. Elements of the drainage system include:

- The project proponent is proposing to finance and construct the San Jacinto Channel and Romoland Line 'A' by the Riverside County Flood Control and Water Conservation District. The Green Valley drainage plan proposes to relocate a portion of Line 'A'. This realignment would allow runoff water to be channelized along greenbelt swales rather than across proposed private lots. Cross sections of these swales are illustrated on Figure 2-5.
- Construction of approximately 17,900 lineal feet of secondary swales which will have a capacity of approximately 50 to 150 cubic feet per second (cfs) at a slope of 0.2 percent. These secondary swales are needed to channel runoff from the project site, due to the topography of the site.

#### **2.4.3 Development Standards**

- The project proponent will cooperate with the Riverside County Flood Control District and the City of Perris to have Flood Insurance Maps amended to reflect the improved condition of channels.
- The Green Valley project will be consistent with all approved County Drainage Master Plans.



**Figure 2-4 Drainage Plan**



**Figure 2-5 Swale Cross Sections**





Standards will be used in the detailed engineering design of the Green Valley storm drain system so that proposed facilities will protect the homes, schools, commercial, and industrial areas of the community while meeting the requirements of the City of Perris and the Riverside County Flood Control and Water Conservation District.

No improvements to any drainage facility will be made by the project proponent which serve to alter or restrict the drainage functions of drainage facilities.

Maintenance of the EVAC Channel will be by Riverside County Flood Control through a Landscape Maintenance District (LMD) by the City of Perris Public Works. Maintenance of all other drainage facilities, except the San Jacinto River channel, will be the responsibility of ~~the City of Perris Maintenance District~~ Riverside County Flood Control.

All drainage swales will be bordered by appropriate walls or fences. In areas where views are to be accentuated, view fencing will be used. In areas where views are to be screened, theme walls will be used.

## 2.5 WATER AND SEWER PLAN

### 2.5.1 Approach

~~Green Valley is within the~~ Eastern Municipal Water District (EMWD) ~~which~~ is the public agency responsible for the provision of purveyor for both water and sewer service ~~to the site~~ for the Green Valley Specific Plan Area.

**Water:** Figure 2-6 illustrates the water plan for Green Valley. The project site is within the 1627 service zone of EMWD. Waterlines exist in the vicinity of the property as follows:

- Murrieta Road 8-18-inch diameter line
- Goetz Road (southern portion) 12-inch diameter line
- Goetz Road (northern portion) 8-inch diameter line

In addition, a booster station currently exists just west of Murrieta Road, south of Green Valley Parkway ~~in the southern portion of the project.~~ This booster station is being phased out and replaced with a new station west of Murrieta Road and north of Watson Road.

**Sewer:** Figure 2-7 illustrates the sewer plan for Green Valley. EMWD's Perris Valley Treatment Plant is located northeast of the project site between the project boundary and Case Road. A 24-inch diameter sewer line is located in Case Road adjacent to the northern boundary of the project site, and an 18-inch diameter sewer line runs through the site in Evans Road. An EMWD lift station is proposed south of West Elm Parkway, approximately 400 feet west of Goetz Road.

**Reclaimed Wastewater:** Figure 2-8 illustrates the reclaimed wastewater plan for Green Valley. The sources of supply shall be obtained from Eastern Municipal Water District's Perris Valley Treatment Plant, which is located northeast of the project site. Residential development adjacent to this Treatment Plan shall provide disclosures to future homeowners of the proximity to the facility and potential odors.



### 2.5.2 Plan Description

**Water:** The Green Valley community will connect with the existing waterlines at the project site. An internal loop system of 8-24-inch waterlines is proposed for the majority of the site. The industrial area in the northern portion of the site will be served via an 8-inch diameter line.

Eastern Municipal Water District has approved a master water plan.

**Sewer:** Facilities to serve the project include:

- A lift station and a force main which will serve the industrial area (Planning Area Number 1) northwest of the San Jacinto Channel;
- A lift station to a force main for areas in the southwest portion of Green Valley; and,
- A system of 8-inch, 10-inch, 12-inch, 15-inch, 21-inch and 24-inch diameter sewer lines throughout the Green Valley project.

The proposed sewer lines will connect to the existing sewer lines at the project site. The wastewater collected on the project site will be discharged into the Perris Valley Treatment Plant. Eastern Municipal Water District is currently in the process of preparing a master sewer plan.

**Reclaimed Wastewater:** It is anticipated that reclaimed wastewater will be used for the maintenance of parks, medians, schools and open space areas within the project area. Facilities to serve the project include the installation of approximately 46,000 linear feet of 12-inch and 16-inch pipeline. The source of supply will originate from a proposed 1,627-foot Eastern Municipal Water District wastewater service zone. This service zone has not been established by EMWD as of this date. Therefore, the installation of a ground storage reservoir and booster pump facilities may be required to provide the necessary operating pressure to irrigate the project site. The Reclaimed Water Plan is illustrated on Figure 2-8.

### 2.5.3 Development Standards

The water distribution, wastewater collection, and reclaimed wastewater distribution systems will be designed so that the proposed facilities will be adequately sized to meet the requirements of Green Valley development, while meeting the requirements of the Eastern Municipal Water District and the City of Perris. These facilities will be installed in accordance with the requirements and specifications of the Riverside County Health Department. Cost for the capital facilities will be financed ~~through Mello-Roos assessment districts or through the~~ with private financing by the developer.



Figure 2-6 Water Plan



Figure 2-7 Sewer Plan





Figure 2-8 Reclaimed Waterline Plan



## 2.6 CIRCULATION PLAN

### 2.6.1 Approach

The approach to design of the circulation component has been to provide for safety and efficiency through the use of public streets arranged in a hierarchy of function. The design approach also recognizes that the circulation system also serves as visual corridors and creates the basis upon which the image of the community will be largely judged. Thus, medians and enhanced parkways have been encouraged.

The Green Valley circulation plan took in consideration the importance of the existing roadway system to the regional circulation network. The site is bordered by major thoroughfares, Case Road, Ethanac Road and Goetz Road. The existing Interstate 215 interchange at Ethanac increases the importance of this road. Additionally, the site is bisected by Murrieta Road, which is a vital north-south corridor for the area. The Green Valley circulation plan incorporates these roadways in the design in order to preserve the critical transportation links they provide, while ensuring the safety and efficiency of the Green Valley community.

### 2.6.2 Plan Description

The Circulation Plan, Figure 2-9, illustrates the backbone circulation design for Green Valley. All roads within the development will be public streets and will conform to City standards while still providing aesthetic project statements. This system is designed to move traffic efficiently with little disturbance to the residential neighborhoods. Additionally, rapid ingress and egress into the various commercial, business/professional and industrial centers is provided. These goals are accomplished by restricting vehicular access onto arterial roadways to controlled points. No direct access to or between individual dwelling unit lots and arterial roadways will be permitted. Commercial and business developments will have their own internal circulation system, connected to the backbone roadways at restricted points. Conceptual access points to each individual planning area are illustrated on Figure 2-10. Final access locations to each planning area will be identified at the time of final tract submittal.

Non-vehicular circulation is an important component of the Circulation Plan. Green Valley will be linked with the regional trail system by a trailhead located in the regional park along the San Jacinto River. Green Valley pedestrian and bicycle traffic will access this trailhead via local trails which will utilize the greenbelt swales and generous right-of-way along Green Valley Parkway. (See Figure 2-11.)

### 2.6.3 Development Standards

The proposed circulation plan will provide efficient traffic design that meets the needs of the project and is consistent with the demands of regional transportation. Through-traffic within residential neighborhoods is discouraged. Controlled access onto arterial roadways is to be restricted to specific and limited points. Vehicle access to land use areas shall be limited and subject to appropriate restrictions to be determined at the time of tentative tract map approval. Such access points will be determined in conjunction with the review of future final tract maps.



**Figure 2-9 Circulation Plan**



**Figure 2-10 Potential Access Points**





**Figure 2-11 Pedestrian Circulation**



Major roadway improvements will be financed through an assessment district or similar financing mechanisms. All roads will be constructed to City of Perris standards, and will comply with the conditions and requirements set forth by the City Engineer. Upon completion of construction, the roadway right-of-ways will be dedicated to the City of Perris and maintained by the City through the assessments of a Community Service Agency.

The proposed circulation plan shall provide for a bicycle and pedestrian circulation system that encourages non-vehicular movement and which connects with the County of Riverside regional trail system.

The backbone road system will consist of the following major roadways:

Green Valley Parkway	100' <u>128'</u> R.O.W.	<del>Internal Collector</del> <u>Secondary Arterial</u>
Murrieta Road	100' <u>128'</u> R.O.W.	<del>Internal Collector</del> <u>Secondary Arterial</u>
Case Road	110' <u>136'</u> R.O.W.	<del>Perimeter Arterial</del> <u>Major Arterial</u>
Ethanac Road	110' <u>136'</u> R.O.W.	<del>Perimeter Arterial</del> <u>Major Arterial</u>
Goetz Road	110' <u>136'</u> R.O.W.	<del>Perimeter Arterial</del> <u>Major Arterial</u>
<u>Watson Road</u>	<u>60'</u>	<u>Local</u>

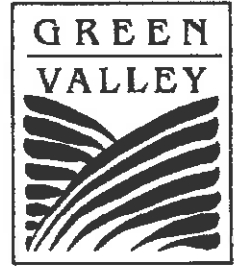
Roadway cross-sections are shown on Figure 2-12, Street Cross Sections.

The design of the 100-foot-wide internal collectors will allow for two travel lanes and one bicycle lane in each direction. A 12-foot wide median will allow for left-hand turn lanes and center landscaping. Additionally, there will be 12 feet of sidewalks and landscaping on both sides of the roadway. The full right-of-ways of Green Valley Parkway and Murrieta Road will be developed. Case, Ethanac and Goetz Roads will be fully developed at from centerline toward the site as determined by the City Engineer. The north ends of Goetz and Case will be improved to provide a transition to the existing roads. The intersection of Murrieta and Case will be designed to reflect a 90-degree configuration.

Watson Road is a two-lane roadway and full street improvements will be made where both sides of Watson Road is within the Specific Plan Area and half-street improvements will be made by Green Valley Recovery Acquisition LLC from Murrieta Road east to Case Road. ~~the western boundary of Planning Area 40.~~ The owner/developer of Business and Professional Planning Area 40 will be responsible for the additional half-street improvements of Watson Road to Case Road, which was included as a part of the Engineering conditions of approval of the Perris Crossings Shopping Center. Eastern Municipal Water District is responsible for the north side half-street improvements of Watson Road adjacent to the Perris Valley Regional Water Reclamation Facility.



**Figure 2-12 Street Cross Sections**



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### 3 SPECIFIC PLAN ZONING

#### 3.1 R-7,200 – R-8,000 RESIDENTIAL STANDARDS

Planning Area 8

(Figure 3-1)

**3.1.1 Permitted Uses:** The uses permitted in the R-7,200 – R-8,000 Residential Zone shall be as follows (Uses are defined per Section 3.10 and P.M.C. 19.08 (Definitions)):

1. One (1) family residential dwelling of a permanent character placed in a permanent location ~~(including mobile homes), and used by only one (1) family.~~
2. The following accessory buildings and uses customarily incidental to each one (1) family dwelling and not used or operated commercially shall be permitted in the rear yard area, including:
  - a. A private garage for the accommodation of not less than two automobiles;
  - b. Arbors, trellises, gazebos, and similar shade structures of open construction;
  - ~~c. Fences and walls;~~
  - ~~c.~~ Patio covers;
  - ~~d.~~ Swimming pools and spas;
  - ~~e.~~ Pedestrian and bicycle trails;
  - Tennis and racquet courts;
  - Other accessory buildings per P.M.C. 19.29 (Accessory Buildings).
3. Accessory Dwelling Units in conformance with the provisions of ~~Section 3.10, Accessory Dwelling Units~~ P.M.C. 19.1 (Second Dwelling Units).
4. Childcare Facilities. All childcare facilities are subject to P.M.C. 19.83
- 3-5. Residential Care Facilities. All residential care facilities are subject to P.M.C. 19.84.
- ~~4.~~ Home occupations. All home occupations are subject to P.M.C. 19.02, including any vocation, trade, professions or child care operation as permitted in subsection 3 of this section carried on solely by the occupant of the premise shall be permitted, provided that:
  - ~~a.~~ There is no alteration in the residential character of the premises in connection with such vocation or trade;
  - ~~b.~~ All operations are carried on within the dwelling;
  - ~~c.~~ Not more than twenty-five percent of the ground floor area of the dwelling shall be occupied or used;
  - ~~d.~~ No motor other than electrically driven motors shall be used in connection therewith;
  - ~~e.~~ No merchandise or articles shall be displayed
  - ~~f.~~ No merchandise or articles pertaining to such home occupation shall be stored other than in the dwelling;
  - ~~g.~~ No assistants shall be employed in connection therewith;



- ~~h. The premises shall not be used as a place of business or point of sale of the products of such home occupation; and,~~
- ~~i.6. All operations in connection with such home occupation shall be conducted so as to prevent the emanation of any dust, gas, smoke, noise, fumes, odors, vibrations, or electrical disturbances, which are or may be detrimental to the interests or welfare of the occupants of surrounding properties.~~
- ~~5. Professional offices of a physician, dentist, optometrist, lawyer, music teacher, art teacher, engineer, architect, or related profession, when situated within a dwelling; provided that not more than twenty five percent (25%) of the ground floor area of such dwelling shall be so occupied.~~
- 7. The following conditional uses are permitted subject to approval of a Conditional Use Permit (CUP) application per P.M.C. 19.61 (Conditional Use Permits)
  - a. Churches, synagogues and other places of worship and religious institutions.
  - b. Convalescent and senior home facilities.
  - c. Mobile home parks.
  - d. Public and semi-public institutions and facilities.
  - e. School and educational institutions.
  - ~~6-f. Other similar uses as approved by the Director of Development Services, as provided in P.M.C. 19.54 (Authority and Review Procedures).~~
- ~~7.8. The following temporary uses are permitted subject to approval of a Temporary Use Permit (TUP) application:~~
  - a. Temporary construction facility during construction;
  - b. Temporary real estate offices and model homes located within a subdivision, to be used only for and during the original sale of the subdivision;
  - c. Other uses not mentioned shall be subject to P.M.C. 19.60 (Temporary Uses).
- 9. The following uses are prohibited
  - a. Commercial Uses.
  - b. Industrial Uses.
  - c. Large Animals
  - d. Monopoles or similar wireless communications towers or facilities.
  - ~~b.e. Storage Structures greater than 120 square feet in size.~~

### 3.1.2 Development Standards

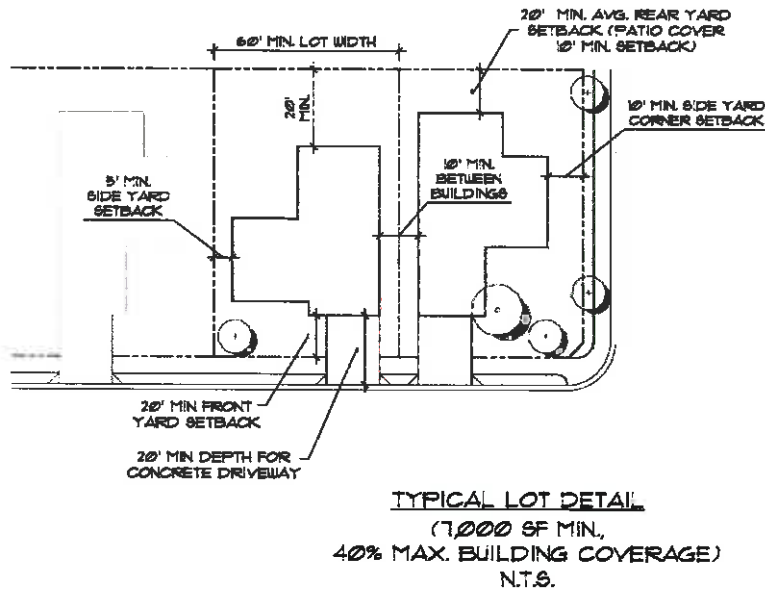
**Building Height Limit:** Building height limitations in the R-7,200 – R-8,000 Residential Zone shall be thirty-five (35) feet or two (2) stories.

**~~Building Site Area Requirement~~ Minimum Lot Size:** The minimum ~~building site area~~ lot size in the R-7,200 – R-8,000 Residential Zone shall be ~~a lot of~~ seven thousand (7,000) square feet for each single-family dwelling.

**Width of Lot:** The minimum width of that portion lot used as a building site in the R-7,200 – R-8,000 Residential Zone shall be sixty (60) feet.



**Street Frontage Required:** The minimum frontage of a lot shall be sixty (60) feet. On cul-de-sacs and knuckles the minimum frontage at the right-of-way, shall be thirty-five (35) feet.



**Dwelling Area Required:** The minimum living floor area requirement in the R-7,200 – R-8,000 Residential Zone shall be one thousand two hundred and fifty (1,250) square feet, including walls and excluding the garage and accessory uses.

**Front Yard Required:** The front yard requirement in the R-7,200 – R-8,000 Residential Zone shall be not less than ~~twenty-five (25)~~ twenty (20) feet in depth. Concrete driveways are also a minimum of twenty (20) feet in depth.

**Side Yard Required:** The side yard requirement in the R-7,200 – R-8,000 Residential Zone shall be not less than five (5) feet from the nearest property line on interior and through lots; for side yards on corner and reverse corner lots side yards shall not be less than ten (10) feet, excluding architectural projections of two (2) feet maximum, from the existing street right-of-way line or any future street line as shown per any approved tract map.

**Rear Yard Required:** The rear yard requirement in the R-7,200 – R-8,000 Residential Zone shall be not less than twenty (20) feet average. Patio covers may extend to within ten (10) feet of the rear property line.

**Distance Between Buildings:** The minimum distance between buildings on two adjoining lots with a common side lot line in the R-7,200 – R-8,000 Residential Zone shall be no less than ten (10) feet, excluding architectural projections such as fireplace boxes and bay windows.

**Lot Coverage:** Maximum lot coverage in the R-7,200 – R-8,000 Residential Zone shall be forty percent (40%), including accessory structures.



**Fences, Walls or Screening:** Fencing, walls or screening requirements in the R-7,200 – R-8,000 Residential Zone shall be as follows:

1. Fences, walls or screening may be erected, constructed or positioned upon any lot parcel of land. Fences shall not exceed six (6) feet in height, measured from the highest adjacent elevation along the side and rear lot line, nor three (3) feet in height along the front yard lot line and that portion of the side yard lot line from the front lot line to the front setback distance:
2. Walls shall not exceed six (6) feet in height measured from the highest adjacent elevation along the side and rear yard lot lines nor three (3) feet in height along front yard lot lines and that portion of the side yard line from the front lot line to the front setback distance;
3. There shall be no height limitation upon screening through the use of natural vegetation, and all such screening shall be positioned as to ensure a minimum open visibility of fifty percent (50%) along the front yard line and the portion of the side yard line from the front yard line to the front setback distance as per City of Perris Zoning Ordinance Chapter 19-20. In no case shall natural vegetation employed provide less than fifty percent (50%) open visibility along the side and front yard lines for a distance of fifty (50) feet on any corner lot or parcel of land closest to a public street or thoroughfare. Trees shall be planted a minimum of five (5) feet distant from any property line;
4. In no case shall fences, walls or screening employed provide less than fifty percent (50%) open visibility along the side and front yard lines for a distance of fifty (50) feet on any corner lot or parcel of land closest to a public street or thoroughfare ;
5. Nothing contained herein shall preclude the owner of single-family residential property from constructing internal fences which meet height and other requirements.
6. All fencing/walls facing a public right of way, easement, trail, private alley way, or internal streets shall provide a decorative block wall with a wrought iron or vinyl gate.
- 5-7. All other wall and fencing requirements not mentioned are subject to P.M.C. 19.02 (General Provisions).

**Advertising Structures:** The advertising structures permitted in the R-7,200 – R-8,000 Residential Zone shall be as follows:

1. One (1) temporary unlighted sign, not exceeding four (4) square feet in area, pertaining only to the sale, or lease of only the particular building, property or premises upon which displayed;
2. Name plates not exceeding two (2) square feet in area, containing the name and occupation of occupant of premises;
3. One (1) subdivision sign not exceeding one hundred (100) square feet in area, displayed upon the subdivision property;
4. One (1) temporary contractor sign not exceeding thirty-two (32) square feet in area, displayed upon the property on which construction is being performed;
5. One (1) temporary realty sign not to exceed four (4) square feet.





5-6. All other advertising temporary signage are subject to P.M.C. 19.75, specifically P.M.C. 19.75.140.

**Parking Requirements:** The parking requirements in the R-7,200 – R-8,000 Residential Zone shall be as follows:

1. A minimum of two (2) parking spaces for each dwelling unit, in an enclosed garage; and
2. Vehicles parked at other locations of the lot shall be screened from adjacent property views without disruption to the view from those properties.

2-3. All other parking regulations are subject to P.M.C. 19.69.

~~Solid Waste Disposal: Trash compactors shall be installed in all residential units in order to help mitigate the impacts on local landfills.~~

Architectural and Landscape Design Standards: All new construction and additions are subject to Chapter 4, Design Guidelines and P.M.C. 19.70 (Landscaping).

Authority and Review: Authority and review procedures are subject to P.M.C. 19.54 (Authority and Review Procedures).



Figure 3-1 R-7,200 Residential



### 3.2 R-6,000 – R-7,200 RESIDENTIAL STANDARDS

Planning Areas 19, 26, and 48

(Figure 3-2)

**3.2.1 Permitted Uses:** The uses permitted in the R-6,000 – R-7,200 Residential Zone shall be as follows (Uses are defined per Section 3.10 and P.M.C. 19.08 (Definitions)):

1. One (1) family residential dwelling of a permanent character placed in a permanent location ~~(including mobile homes), and used by only one (1) family.~~
2. The following accessory buildings and uses customarily incidental to each one family dwelling and not used or operated commercially shall be permitted, including:
  - a. A private garage for the accommodation of not less than two automobiles;
  - b. Arbors, trellises, gazebos, and similar shade structures of open construction;
  - ~~e.~~ ~~Fences and walls;~~
  - ~~d.~~ ~~c.~~ Patio covers;
  - ~~e.~~ ~~d.~~ Swimming pools and spas;
  - ~~f.~~ ~~e.~~ Pedestrian and bicycle trails;
  - ~~g.~~ ~~f.~~ Tennis and racquet courts.
3. Accessory Dwelling Units in conformance with the provisions of Section 3.10, Accessory Dwelling Units, P.M.C. 19.29 (Second Dwelling Unit).
4. Childcare Facilities. All childcare facilities are subject to P.M.C. 19.83.
- 3.5. Residential Care Facilities. All residential care facilities are subject to P.M.C. 19.84.
4. ~~Home occupations. All home occupations are subject to P.M.C. 19.02, including any vocation, trade, or professions, or child care operations, as permitted in subsection 3 of this section carried on solely by the occupant of the premises shall be permitted, provided that:~~
  - ~~a.~~ ~~There is no alteration in the residential character of the premises in connection with such vocation or trade;~~
  - ~~b.~~ ~~All operations are carried on within the dwelling;~~
  - ~~c.~~ ~~Not more than twenty-five percent of the ground floor area of the dwelling shall be occupied or used;~~
  - ~~d.~~ ~~No motor other than electrically driven motors shall be used in connection therewith;~~
  - ~~e.~~ ~~No merchandise or articles shall be displayed;~~
  - ~~f.~~ ~~No merchandise or articles pertaining to such home occupation shall be stored other than in the dwelling;~~
  - ~~g.~~ ~~No assistants shall be employed in connection therewith;~~
  - ~~h.~~ ~~The premises shall not be used as a place of business or point of sale of the products of such home occupation; and,~~



- ~~i.6. All operations in connection with such home occupation shall be conducted so as to prevent the emanation of any dust, gas, smoke, noise, fumes, odors, vibrations, or electrical disturbances, which are or may be detrimental to the interests or welfare of the occupants of surrounding properties.~~
- ~~5. Professional offices of a physician, dentist, optometrist, lawyer, music teacher, art teacher, engineer, architect, or related profession, when situated within a dwelling, provided that not more than twenty-five percent (25%) of the ground floor area of such dwelling shall be so occupied.~~
7. The following conditional uses are permitted subject to approval of a Conditional Use Permit (CUP) application per P.M.C. 19.61 (Conditional Use Permits)
- a. Churches and religious institutions.
  - b. Convalescent and senior home facilities.
  - c. Mobile home parks.
  - d. Public and semi-public institutions and facilities.
  - e. School and educational institutions.
  - f. Other similar uses as approved by the Director of Development Services, as provided in P.M.C. 19.54 (Authority and Review Procedures).
- ~~6.8. The following temporary uses are permitted subject to approval of a Temporary Use Permit (TUP) application:~~
- ~~a. Temporary construction facility during construction;~~
  - ~~b. Temporary real estate offices and model homes located within a subdivision, to be used only for and during the original sale of the subdivision;~~
  - ~~c. Other uses not mentioned shall be subject to P.M.C. 19.60 (Temporary Uses).~~
9. The following uses are prohibited
- a. Commercial Uses.
  - b. Industrial Uses.
  - c. Large Animals
  - d. Monopoles or similar wireless communications towers or facilities.
  - ~~b.e. Storage Structures greater than 120 square feet in size.~~

### 3.2.2 Development Standards

**Building Height Limit:** Building height limitations in the R-6,000 – R-7,200 Residential Zone shall be thirty-five (35) feet or two (2) stories.

**Building Site Area Requirement**~~Minimum Lot Size:~~ The minimum ~~building site area~~lot size in the R-6,000 – R-7,200 Residential Zone shall be ~~a lot of~~ six thousand (6,000) square feet for each single family dwelling with a planning area average not less than six thousand (6,000) square feet.

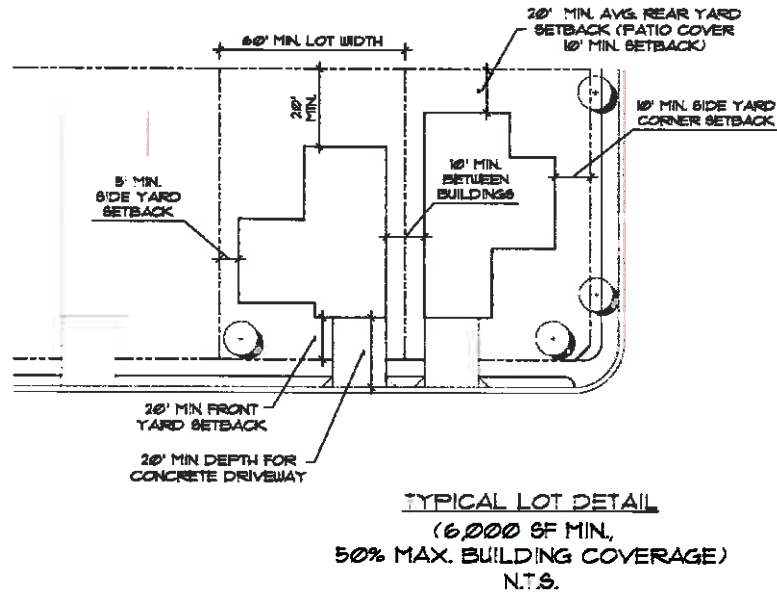
**Width of Lot:** The minimum width of that portion lot used as a building site in the R-6,000 – R-7,200 Residential Zone shall be sixty (60) feet.

**Dwelling Area Required:** The minimum living floor area requirement in the R-6,000 – R-7,200 Residential Zone shall be ~~one thousand (1,000)~~ one thousand two hundred (1,200) square feet,





including walls and excluding the garage and accessory uses. Architecture and general appearance shall be in keeping with the character of the neighborhood and such as not to be detrimental to the general welfare of the community in which it is located.



**Street Frontage Required:** The minimum frontage of a lot shall be sixty (60) feet. On cul-de-sacs or knuckles, the minimum front shall be thirty-five (35) feet at the right-of-way line.

**Front Yard Required:** The front yard requirement in the R-6,000 – R-7,200 Residential Zone shall be not less than ~~twenty-five (25)~~ twenty (20) feet in depth. Concrete driveways are also a minimum of twenty (20) feet in depth.

**Side Yard Required:** The side yard requirement in the R-6,000 – R-7,200 Residential Zone shall be not less than five (5) feet from the nearest property line on interior and through lots; for side yards on corner and reverse corner lots side yards shall not be less than ten (10) feet, excluding architectural projections of two (2) feet maximum, from the existing street right-of-way line or any future street line as shown per any approved tract map.

**Rear Yard Required:** The rear yard requirement in the R-6,000 – R-7,200 Residential Zone shall be not less than twenty (20) feet average. Patio covers may extend to within ten (10) feet of the rear property line.

**Distance Between Buildings:** The minimum distance between buildings on two adjoining lots with a common side lot line in R-6,000 – R-7,200 Residential Zone shall be no less than ten (10) feet, excluding architectural projections such as fireplace boxes and bay windows.

**Lot Coverage:** Maximum lot coverage in the R-6,000 – R-7,200 Residential Zone shall be fifty percent (50%), including accessory structures.

**Fences, Walls or Screening:** Fencing, walls or screening requirements in the R-6,000 – R-7,200 Residential Zone shall be as follows:



1. Fences, walls or screening may be erected, constructed or positioned upon any lot parcel of land. Fences shall not exceed six (6) feet in height, measured from the highest adjacent elevation along the side and rear lot line, nor three (3) feet in height along the front yard lot line and that portion of the side yard lot line from the front lot line to the front setback distance;
2. Walls shall not exceed six (6) feet in height measured from the highest adjacent elevation along the side and rear yard lot lines nor three (3) feet in height along front yard lot lines and that portion of the side yard line from the front lot line to the front setback distance;
3. There shall be no height limitation upon screening through the use of natural vegetation, and all such screening shall be positioned as to ensure a minimum open visibility of fifty percent (50%) along the front yard line and the portion of the side yard line from the front yard line to the front setback distance as per the City of Perris Zoning Ordinance Chapter 19-20. In no case shall natural vegetation employed provide less than fifty percent (50%) open visibility along the side and front yard lines for a distance of fifty (50) feet on any corner lot or parcel of land closest to a public street or thoroughfare. Trees shall be planted a minimum of five (5) feet distant from any property line;
4. In no case shall fences, walls or screening employed provide less than fifty percent (50%) open visibility along the side and front yard lines for a distance of fifty (50) feet on any corner lot or parcel of land closest to a public street or thoroughfare as per the City of Perris Zoning Ordinance Chapter 19-20;
5. Nothing contained herein shall preclude the owner of single-family residential property from constructing internal fences which meet height and other requirements.
6. All fencing/walls facing a public right of way, easement, trail, private alley way, or internal streets shall provide a decorative block wall with a wrought iron or vinyl gate.
- 5-7. All other wall and fencing requirements not mentioned are subject to P.M.C. 19.02 (General Provisions).

**Advertising Structures:** The advertising structures permitted in the R-6,000 – R-7,200 Residential Zone shall be as follows:

1. One (1) temporary unlighted sign, not exceeding four (4) square feet in area, pertaining only to the sale, or lease of only the particular building, property or premises upon which displayed;
2. Name plates not exceeding two (2) square feet in area, containing the name and occupation of occupant of premises;
3. One (1) subdivision sign not exceeding one hundred (100) square feet in area, displayed upon the subdivision property;
4. One (1) temporary contractor sign not exceeding thirty-two (32) square feet in area, displayed upon the property on which construction is being performed;
5. One (1) temporary realty sign not to exceed four (4) square feet.



5-6. All other advertising temporary signage are subject to P.M.C. 19.75, specifically P.M.C. 19.75.140.

**Parking Requirements:** The parking requirements in the R-6,000 – R-7,200 Residential Zone shall be as follows:

1. A minimum of two (2) parking spaces for each dwelling unit, in an enclosed garage; and
2. Vehicles parked at other locations on the lot shall be screened from adjacent properties without disrupting views from those properties.
- ~~2- All other parking regulations are subject to P.M.C. 19.69.~~

~~**Solid Waste Disposal:** Trash compactors shall be installed in all residential units in order to help mitigate the impacts on local landfills.~~

**Architectural and Landscape Design Standards:** All new construction and additions are subject to Chapter 4, Design Guidelines and P.M.C. 19.70 (Landscaping).

**Authority and Review:** Authority and review procedures are subject to P.M.C. 19.54 (Authority and Review Procedures).







Figure 3-2 R-6,000 Residential



**3.3 R-5,500 – R-6,000 RESIDENTIAL ZONE**

Planning Areas 4, 5, 10, 11, 12, 16, 17, 20, 21, 26, 27, 28, 31, 34, 35, 36, 46, and 47.

**3.3.1 (Figure 3-3) Permitted Uses:** The uses permitted in the R-5,500 – R-6,000 Residential Zone shall be as follows (Uses are defined per Section 3.10 and P.M.C. 19.08 (Definitions)):

1. One (1) family dwelling of a permanent character placed in a permanent location ~~(including mobile homes), and used by only one (1) family.~~
2. Accessory buildings and uses customarily incidental to each one (1) family dwelling and not used or operated commercially shall be permitted in the rear area, including:
  - a. A private garage for the accommodations of not more than three (3) nor less than two automobiles;
  - b. Arbors, trellises, gazebos, and similar shade structures of open construction;
  - ~~c. Fences and walls;~~
  - ~~d. c.~~  Patio covers;
  - ~~e. d.~~  Swimming pools and spas;
  - ~~f. e.~~  Pedestrian and bicycle trails;
  - ~~f.~~  Tennis and racquet courts;
  - g. Other accessory buildings per P.M.C. 19.29 (Accessory Buildings).
3. Accessory Dwelling Units in conformance with the provisions of P.M.C. 19.81 (Second Dwelling Units) Section 3.10, Accessory Dwelling Units.
4. Childcare Facilities. All childcare facilities are subject to P.M.C. 19.83.
- 3-5. Residential Care Facilities. All residential care facilities are subject to P.M.C. 19.84.
- ~~4. Home occupations. All home occupations are subject to P.M.C. 19.02, including any vocation, trade, or professions, or child care operations as permitted in Subsection 3 of this section carried on solely by the occupant of the premises shall be permitted, provided that:~~
  - ~~a. There is no alteration in the residential character of the premises in connection with such vocation or trade;~~
  - ~~b. All operations are carried on within the dwelling;~~
  - ~~c. Not more than twenty five percent (25%) of the ground floor area of the dwelling shall be occupied or used;~~
  - ~~d. No motor other than electrically driven motors shall be used in connection therewith;~~
  - ~~e. No merchandise or articles shall be displayed;~~
  - ~~f. No merchandise or articles pertaining to such home occupation shall be stored other than in the dwelling;~~
  - ~~g. No assistants shall be employed in connection therewith;~~
  - ~~h. The premises shall not be used as a place of business or point of sale of the products of such home occupation; and,~~



- ~~i. All operations in connection with such home occupation shall be conducted so as to prevent the emanation of any dust, gas, smoke, noise, fumes, odors, vibrations, or electrical disturbances, which are or may be detrimental to the interests or welfare of the occupants of surrounding properties;~~
- ~~5.6. Professional offices of a physician, dentist, optometrist, lawyer, music teacher, art teacher, engineer, architect, or related profession, when situated within a dwelling; provided that not more than twenty five percent (25%) of the ground floor area of such dwelling shall be so occupied;~~
- 7. The following conditional uses are permitted subject to approval of a Conditional Use Permit (CUP) application per P.M.C. 19.61 (Conditional Use Permits)
  - a. Churches and religious institutions.
  - b. Convalescent and senior home facilities.
  - c. Mobile home parks.
  - d. Public and semi-public institutions and facilities.
  - e. School and educational institutions.
  - f. Other similar uses as approved by the Director of Development Services, as provided in P.M.C. 19.54 (Authority and Review Procedures).
- ~~6.8. The following temporary uses are permitted subject to a Temporary Use Permit (TUP) application:~~
  - ~~a. Temporary construction facility during construction;~~
  - ~~b. Temporary real estate offices and model homes located within a subdivision, to be used only for and during the original sale of the subdivision;~~
  - ~~c. Other temporary uses not mentioned shall be subject to P.M.C. 19.60 (Temporary Uses).~~
- 9. The following uses are prohibited
  - a. Commercial Uses.
  - b. Industrial Uses.
  - c. Large Animals
  - d. Monopoles or similar wireless communications towers or facilities.
  - ~~b-e. Storage Structures greater than 120 square feet in size.~~

### 3.3.2 Development Standards

**Building Height Limit:** Building height limitations in the R-5,500 ~~– R-6,000~~ Residential Zone shall be thirty-five (35) feet or two (2) stories.

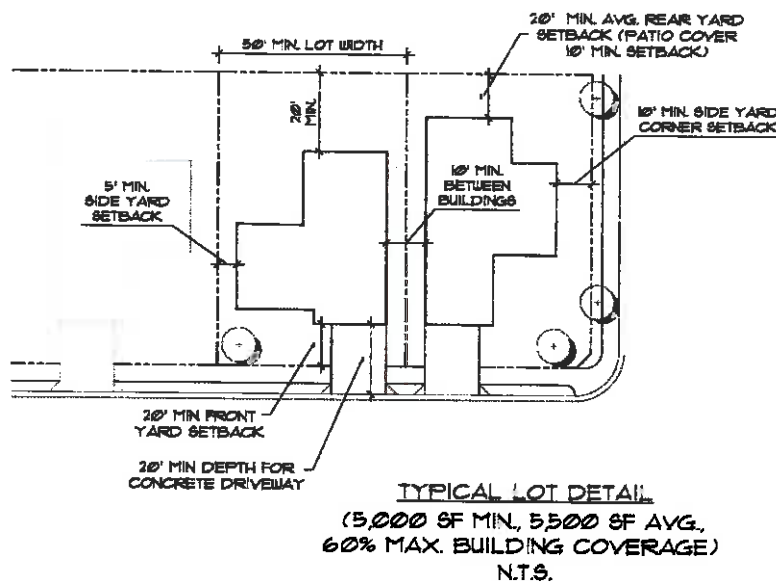
**Building Site Area Requirement** ~~Minimum Lot Size:~~ The minimum ~~building site area~~ lot size for the R-5,500 ~~– R-6,000~~ Residential Zone shall be ~~a lot of~~ five thousand (5,000) square feet for each single family dwelling with a planning area average not less than five thousand five hundred (5,500) square feet.

**Width of Lot:** The minimum width of that portion lot used as a building site in the R-5,500 ~~– R-6,000~~ Residential Zone shall be fifty (50) feet.



**Dwelling Area Required:** The minimum living floor area requirement in the R-5,500 – R-6,000 Residential Zone shall be ~~nine hundred (900)~~ one thousand two hundred (1,200) square feet, including walls and excluding the garage and accessory uses. Architecture and general appearance shall be in keeping with the character of the neighborhood and such as not to be detrimental to the general welfare of the community in which it is located.

**Street Frontage Required:** The minimum street frontage of a lot shall be fifty (50) feet. On cul-de-sacs or knuckles the minimum frontage shall be thirty-five (35) feet measured at the right-of-way.



**Front Yard Required:** The front yard requirement in the R-5,500 – R-6,000 Residential Zone shall be not less than ~~twenty-five (25)~~ twenty (20) feet in depth measured from the back of the sidewalk. Concrete driveways are also a minimum of twenty (20) feet in depth.

**Side Yard Required:** The side yard requirement in the R-5,500 – R-6,000 Residential Zone shall be not less than five (5) feet from the nearest property line on interior and through lots; for side yards on corner and reverse corner lots side yards shall not be less than ten (10) feet, excluding architectural projections of two (2) feet maximum, from the existing street right-of-way line or any future street line as shown per any approved tract map.

**Rear Yard Required:** The rear yard requirement in the R-5,500 – R-6,000 Residential Zone shall be not less than twenty (20) feet average. Patio covers may extend to within ten (10) feet of the rear property line.

**Distance Between Buildings:** The minimum distance between buildings on two adjoining lots with a common side lot line in the R-5,500 – R-6,000 Residential Zone shall be no less than ten (10) feet, excluding architectural projections such as fireplace boxes and bay windows.

**Lot Coverage:** Maximum lot coverage in the R-5,500 – R-6,000 Residential Zone shall be sixty percent (60%), including accessory structures.





**Fences, Walls or Screening:** Fencing, walls or screening requirements in the R-5,500 – R-6,000 Residential Zone shall be as follows:

1. Fences, walls or screening may be erected, constructed or positioned upon any lot parcel of land. Fences shall not exceed six (6) feet in height, measured from the highest adjacent elevation along the side and rear lot line, nor three (3) feet in height along the front yard lot line and that portion of the side yard lot line from the front lot line to the front setback distance, and shall be so constructed as to ensure a minimum open visibility of fifty percent (50%) along that portion of the front yard line and that portion of the side yard line from the front yard line to the front setback distance;
2. Walls shall not exceed six (6) feet in height measured from the highest adjacent elevation along the side and rear yard lot lines nor three (3) feet in height along front yard lot lines and that portion of the side yard line from the front lot line to the front setback distance;
3. There shall be no height limitation upon screening through the use of natural vegetation, and all such screening shall be positioned as to ensure a minimum open visibility of fifty percent (50%) along the front yard line and the portion of the side yard line from the front yard line to the front setback distance as per the City of Perris Zoning Ordinance Chapter 19-20. In no case shall natural vegetation employed provide less than fifty percent (50%) open visibility along the side and front yard lines for a distance of fifty (50) feet on any corner lot or parcel of land closest to a public street or thoroughfare. Trees shall be planted a minimum of five (5) feet distant from any property line;
4. In no case shall fences, walls or screening employed provide less than fifty percent (50%) open visibility along the side and front yard lines for a distance of fifty (50) feet on any corner lot or parcel of land closest to a public street or thoroughfare;
5. Nothing contained herein shall preclude the owner of single-family residential property from constructing internal fences which meet height and other requirements.
6. All fencing/walls facing a public right of way, easement, trail, private alley way, or internal streets shall provide a decorative block wall with a wrought iron or vinyl gate.
- 5-7. All other wall and fencing requirements not mentioned are subject to P.M.C. 19.02 (General Provisions).

**Advertising Structures:** The advertising structures permitted in the R-5,500 – R-6,000 Residential Zone shall be as follows:

1. One (1) temporary unlighted sign, no exceeding four (4) square feet in area, pertaining only to the sale, or hire of only the particular building, property or premises upon which displayed;
2. Name plates not exceeding two (2) square feet in area, containing the name and occupation of occupant of premises;
3. One (1) subdivision sign not exceeding one hundred (100) square feet in area, displayed upon the subdivision property;



4. One (1) temporary contractor sign not exceeding thirty-two (32) square feet in area, displayed upon the property on which construction is being performed;

5. One (1) temporary realty sign not to exceed four (4) square feet.

5-6. All other advertising temporary signage are subject to P.M.C. 19.75, specifically P.M.C. 19.75.140.

**Parking Requirements:** The parking requirements in the R-5,500 – R-6,000 Residential Zone shall be as follows:

1. A minimum of two (2) parking spaces for each dwelling unit, in an enclosed garage; and

2. Vehicles parked at other locations on the lot shall be screened from adjacent properties without disrupting views from those properties.

2-3. All other parking regulations subject to P.M.C. 19.69 (Parking standards).

~~Solid Waste Disposal: Trash compactors shall be installed in all residential units in order to help mitigate the impacts on local landfills.~~

Architectural and Landscape Design Standards: All new construction and additions are subject to Chapter 4, Design Guidelines and P.M.C. 19.70 (Landscaping).

Authority and Review: Authority and review procedures are subject to P.M.C. 19.54 (Authority and Review Procedures).



Figure 3-3 R-5,500



### 3.4 MULTI-FAMILY RESIDENTIAL STANDARDS

Planning Areas [13b](#), [14](#), [30](#), [37](#), [38](#), [39](#), [45](#), and [46a](#).

(Figure 3-4)

#### 3.4.1 Permitted Uses: The uses permitted in the Multi-Family Residential Zone shall be as follows ([Uses are defined per Section 3.10 and P.M.C. 19.08 \(Definitions\)](#)):

1. Multiple dwellings, including cooperative apartment houses, condominium dwellings, townhomes, cluster small lot detached under a PUD, ~~and mobile homes~~;
2. Zero lot line development, including twin homes and other homes.
- ~~3. Accessory Dwelling Units in conformance with the provisions of Section 3.10, Accessory Dwelling Units.~~
- ~~4.3.~~ The following accessory buildings and uses customarily incidental to multi-family residences and not used or operated commercially shall be permitted [in the rear yard area subject to required setback and lot coverage requirements](#), including:
  - a. A private garage or carport for the accommodation of not more than three (3) automobiles per residential unit;
  - b. Arbors, trellises, gazebos, and similar shade structures of open construction;
  - ~~e.~~ ~~Fences and walls~~;
  - ~~d.c.~~ Swimming pools and spas, tennis and racquet courts, and other recreational facilities, provided that these facilities are enclosed to prevent access by children no accompanied by an adult;
  - ~~e.d.~~ Offices, laundry room facilities, maintenance buildings, and other uses customarily incidental and subordinated with the primary uses;
  - ~~f.e.~~ Patio covers;
  - f. Pedestrian and bicycle trails; [and](#)
  - g. [All other accessory buildings per P.M.C. 19.29 \(Accessory Buildings\)](#).
- ~~5.4.~~ Home occupations, ~~including any vocation, trade, or professions as permitted in subsection 6 of this section carried on solely by the occupant of the premises; provided that~~ [All home occupations are subject to P.M.C. 19.02](#).
  - ~~a.~~ ~~There is no alteration in the residential character of the premises in connection with such vocation or trade;~~
  - ~~b.~~ ~~All operations are carried on within the dwelling;~~
  - ~~c.~~ ~~Not more than twenty five percent (25%) of the ground floor area of the dwelling shall be occupied or used;~~
  - ~~d.~~ ~~No motor other than electrically driven motors shall be used in connection therewith;~~
  - ~~e.~~ ~~No merchandise or articles shall be displayed;~~
  - ~~f.~~ ~~No merchandise or articles pertaining to such home occupation shall be stored other than in the dwelling;~~
  - ~~g.~~ ~~No assistants shall be employed in connection therewith;~~





- ~~h. The premises shall not be used as a place of business or point of sale of the products of such home occupation; and,~~
- ~~i. All operations in connection with such home occupation shall be conducted so as to prevent the emanation of any dust, gas, smoke, noise, fumes, odors, vibrations, or electrical disturbances, which are or may be detrimental to the welfare of the occupants of surrounding properties.~~

- 5. The following conditional uses are permitted subject to approval of a Conditional Use Permit (CUP) application per P.M.C. 19.61 (Conditional Use Permits)
  - a. Churches and religious institutions.
  - b. Convalescent and senior home facilities.
  - c. Mobile home parks.
  - d. Public and semi-public institutions and facilities.
  - e. School and educational institutions.
  - f. Other similar uses as approved by the Director of Development Services, as provided in P.M.C. 19.54 (Authority and Review Procedures).
- 6. The following temporary uses are permitted subject to approval of a Temporary Use Permit (TUP) application:
  - a. Temporary construction facility during construction;
  - b. Temporary homefinders information center;
  - c. Temporary real estate offices and model homes located within a subdivision, to be used only for and during the original sale of the subdivision.
  - d. Other uses not mentioned shall be subject to P.M.C. 19.29 (Temporary Uses).
- 7. The following uses are prohibited
  - a. Commercial Uses.
  - b. Industrial Uses.
  - c. Large Animals
  - d. Monopoles or similar wireless communications towers or facilities.
  - e. Storage Structures greater than 120 square feet in size.

**3.4.2 Development Standards**

Table 3-1 depicts the Multi-Family Development Standards

**[Table 3-1 Multi-Family Development Standards]**

<u>Development Standard</u>	<b>Apartments</b>	<b>Townhomes</b>	<b>Small Lot Detached Single Family</b>
Maximum Building Height	45 feet or 3 Stories	35 feet or 2 Stories	35 feet or 2 Stories
Minimum Building Site Area	3,000 square feet	2,000 square feet	2,000 square feet
Minimum Dwelling Area Required <u>(livable area)</u>	<del>500-800</del> square feet	<del>700-1,200</del> square feet	<del>800-1,500</del> square feet
Minimum Lot Width	35 feet	20 feet	20 feet
Minimum Front Yard Setback	<del>20-10</del> feet	10 feet	5 feet



3. Specific Plan Zoning

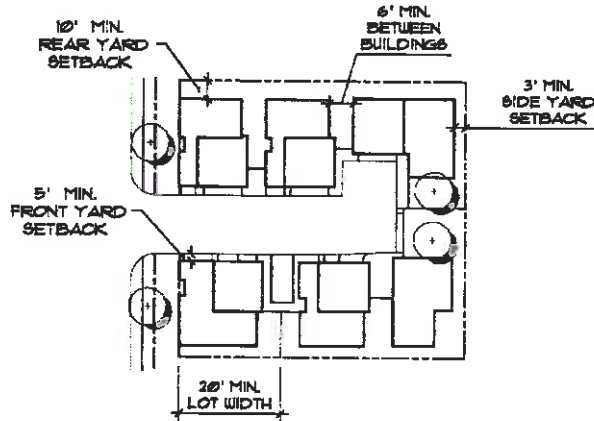
<u>Development Standard</u>	Apartments	Townhomes	Small Lot Detached Single Family
Minimum Side Yard Setback	10 feet <sup>3</sup>	n/a	3 feet
Minimum Rear Yard Setback	10 feet <sup>4</sup>	<del>5-10</del> feet	<del>5-10</del> feet
Minimum Distance Between Buildings	10 feet	10 feet	6 feet
<u>Minimum Usable Open Space</u>		<u>10'x15'</u>	<u>10'x15'</u>
<u>Maximum Floor Area Ratio</u>	<u>2.0</u>	<u>1.5</u>	<u>1.5</u>
Maximum Lot Coverage	60%	n/a	60%

~~Dwelling Area Required: Every dwelling hereafter erected in the Multi-Family Residential Zone shall have a minimum floor area of not less than six hundred (600) square feet, exclusive of unroofed porches and garages. Architecture and general appearance shall be in keeping with the character of the neighborhood and such as not to be detrimental to the general welfare of the community in which it is located.~~

<sup>3</sup> The side yard requirement in the Multi-Family Residential Zone shall not be less than ten (10) feet, except that where a lot is adjacent to a different zone there shall be a side building setback on the side adjacent to such zone having a width of not less than thirty (30) feet of which a minimum of twelve (12) feet shall be fully landscaped and not otherwise utilized. No parking or building intrusions shall be permitted. Where a side building setback is adjacent to a public street (corner lot) the side building setback adjacent to said street shall be fifty (50) feet of which a minimum of fifteen (15) feet shall be fully landscaped and not otherwise utilized. No parking or building intrusion shall be permitted.

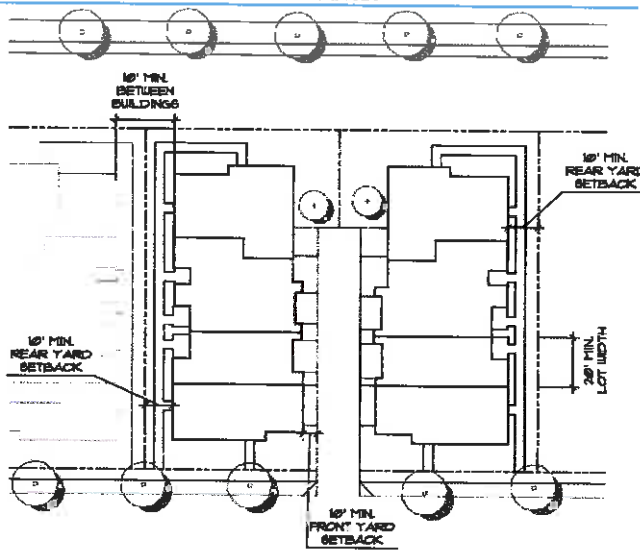
<sup>4</sup> The rear yard requirement in the Multi-Family Residential Zone shall be not less than ten (10) feet, except that:

- Where a lot is adjacent to a different zone there shall be a rear building setback on the side adjacent to such a zone having a width of not less than twenty (20) feet, and fully landscaped and not otherwise utilized.
- Where a rear building setback is adjacent to a public street (through lot), the rear building setback on the side adjacent to said street shall be fifty (50) feet of which a minimum of fifteen (15) adjacent to the property line shall be fully landscaped and not otherwise utilized. No parking or other encroachments shall be permitted.



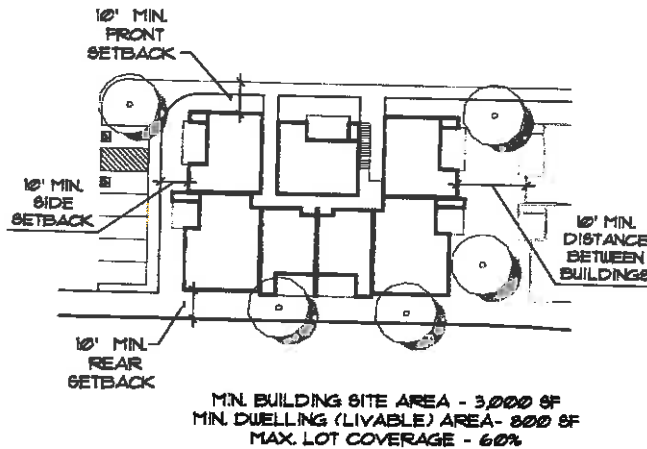
MAX LOT COVERAGE - 60%  
MIN. BUILDING SITE AREA - 2,000 SF  
MIN. DWELLING (LIVABLE) AREA - 1,500 SF

**TYPICAL LOT DETAIL**  
**(SMALL LOT SFD)**  
N.T.S.



MIN. BUILDING SITE AREA - 2,000 SF  
MIN. DWELLING (LIVABLE) AREA - 1,200 SF

**TYPICAL LOT DETAIL**  
**(TOWNHOMES)**  
N.T.S.



TYPICAL LOT DETAIL  
(APARTMENTS)  
N.T.S.

**Open Space Requirements:** All multiple-family dwelling units constructed in the Multi-Family Residential Zone shall provide private and common open space for the enjoyment of their residents in accordance with the following requirements:

1. Private Open Space:

- a. Each individual ground floor unit shall be provided with a minimum of one hundred fifty (150) square feet of contiguous and usable outdoor living space, exclusive of any front yard, which shall be enclosed by a solid fence, wall or other approved screening, six (6) feet in height and the rectangle inscribed within such private open space shall not have a dimension less than ten (10) feet. Not more than seventy-five (75) square feet of private open space for ground floor dwelling units shall be covered by an overhanging balcony or patio roof. Patios and balconies may be included in the calculation of private open space.
- b. Each individual dwelling unit of a multi-family dwelling having no ground floor living area shall be provided with a minimum of seventy-five (75) square feet of aboveground private open space and the rectangle inscribed therein shall have no dimension less than five (5) feet. All aboveground private open space shall have at least one (1) exterior side open above the railing height.
- c. Each square foot of private usable open space provided beyond the minimum requirements of this section shall be considered equivalent to one and one-half (1 1/2) square feet of the required common open space provided in the multiple-family dwelling project other than in the common pool area. In no case shall private open space constitute more than forty percent (40%) of the total required common open space of the project.
- d. ~~Private open space shall be adjacent to the residential unit and not more than four (4) feet above or below the floor level of the dwelling unit served.~~





2. Common Open Space: Each unit of a multiple-family dwelling shall be provided with a minimum of one hundred fifty (150) square feet of common open space, exclusive of driveways, sidewalks and parking areas. Portions of yards (excluding the front yard and private open spaces) which are contiguous to all units in a multiple-family complex, pools, paved recreation areas and indoor recreational facilities may be included in the calculation of common open space. Not less than thirty percent (30%) of the required open space shall be in permanent landscaping. Such landscaping shall be comprised of live plant materials with permanent irrigation facilities and automatic timers installed.

~~Solid Waste Disposal: Trash compactors shall be installed in all residential units in order to help mitigate the impacts on local landfills.~~

**Fences, Walls and Screening:** Fencing, walls or screening requirements in the Multi-Family Residential Zone shall be as follows:

1. Fences, walls or screening may be erected, constructed or positioned upon any lot parcel of land. Fences shall not exceed six (6) feet in height, measured from the highest adjacent elevation along the side and rear lot line, nor three (3) feet in height along the front yard lot line and that portion of the side yard lot line from the front lot line to the front setback distance;
2. Walls shall not exceed six (6) feet in height measured from the highest adjacent elevation along the side and rear yard lot lines nor three (3) feet in height along front yard lot lines and that portion of the side yard line from the front lot line to the front setback distance.
3. There shall be no height limitation upon screening through the use of natural vegetation, and all such screening shall be positioned as to ensure a minimum open visibility of fifty percent (50%) along the portion of the front yard line and the portion of the side yard line from the front yard line to the front setback distance. In no case shall natural vegetation employed provide less than fifty percent (50%) open visibility along the side and front yard lines for a distance of fifty (50) feet on any corner lot or parcel of land closest to a public street or thoroughfare. Trees shall be planted a minimum of five (5) feet distant from any property line.
4. In no case shall fences, walls or screening employed provide less than fifty percent (50%) open visibility along the side and front yard lines for a distance of fifty (50) feet on any corner lot or parcel of land closest to a public street or thoroughfare.
5. Nothing contained herein shall preclude the owner of multi-family residential property from constructing internal fences which meet height and other requirements.
6. All fencing/walls facing a public right of way, easement, trail, private alley way, or internal streets shall provide a decorative block wall with a wrought iron or vinyl gate.
- 5-7. All other wall and fencing requirements not mentioned are subject to P.M.C. 19.02 (General Provisions).

**Advertising Structures:** The advertising structures permitted in the Multi-Family Residential Zone shall be as follows:



1. One (1) temporary unlighted sign, not exceeding six (6) square feet in area, pertaining only to the sale, lease or hire of only the particular building, property or premises upon which displayed.
2. Name plates not exceeding two (2) square feet in size, containing name and occupation of occupant of premises.
3. One (1) subdivision sign not exceeding one hundred (100) square feet in area, displayed upon the subdivision property.
4. One (1) temporary contractor sign not exceeding thirty-two (32) square feet in area, displayed upon the property on which construction is being performed.
5. Banners and flags not exceeding thirty-five (35) feet in height and limited to one (1) flag or banner for every thirty (30) feet of street frontage.
6. One (1) directional sign not exceeding two (2) square feet shall be permitted at each intersection within the complex.
- 6-7. All other advertising temporary signage are subject to P.M.C. 19.75, specifically P.M.C. 19.75.140.

**Parking Requirements:** The parking requirements in Multi-Family Residential Zone shall be as follows, and shall conform to the City of Perris parking requirements:

1. Parking shall be screened from street view and adjacent developments by a berm and/or wall (minimum of three [3] feet in height), or with landscaping.
2. Lights illuminating a parking space shall be arranged and screened to reflect light away from adjoining residences and streets. Lights shall be a maximum height of sixteen (16) feet.
3. Off-street parking areas shall be surfaced with permanent paving per soil engineer recommendations.
4. Parking spaces and driveways shall be arranged to require ingress and egress from the lot to a street by forward motion of the vehicle.
5. Off-street parking spaces shall be connected with a public street by a paved driveway which affords safe and convenient ingress and egress. A minimum width of driveways shall be ~~twenty-four (24)~~ twenty-six (26) feet if ingress and egress are the same. If ingress and egress are separate drives, then the minimum width shall be ~~twelve (12)~~ thirteen (13) feet.
6. All required parking spaces shall be located on a lot, or on a contiguous lot, upon which the use is located. Required parking spaces shall not be located on an adjacent lot in another zone.
- 6-7. Tandem parking spaces are permitted for three-car garages.
8. Attached Residential Spaces Required: Two (2) spaces per unit, one (1) within a garage.
- 7-9. Apartments Spaces Required: One (1) space per unit shall be within a carport or an enclosed garage (per P.M.C. 19.69 Parking and Loading Standards); ~~There shall be covered or enclosed parking spaces provided for each of the following:~~



One bedroom or studio <u>unit</u>	<del>2</del> 1.5 spaces
Two bedroom <u>unit</u>	2 spaces
Three bedroom <u>or more unit</u>	<del>2</del> 2.5 spaces

~~8. Of the total required parking spaces, one (1) parking space for recreational vehicles for every ten (10) units shall be provided. Screening is required only from adjacent land uses.~~

9. 10. Additionally, off-street parking shall be provided at a rate of one (1) space for every ~~three (3)~~ five (5) units in the development to accommodate visitor parking.

11. There shall be handicapped parking spaces provided at a rate of one (1) space for each forty (40) required spaces.

10.12. Parking for recreational amenities shall be in addition to that required for residential units. One space per two hundred fifty (250) square feet of recreational building amenity shall be provided in addition to the required residential and visitor spaces.

13. All landscaping within the parking areas shall conform with the standards and requirements of the City Perris Zoning Ordinance.

11.14. All other parking regulations are subject to P.M.C. 19.69 (Parking and Loading Standards)

~~Multi-Family Project Processing: Multi-family projects without an accompanying Subdivision Map may be processed administratively with the approval of an Administrative Development Plan Review pursuant to Chapter 19.54 – Authority and Review Procedures, of the Perris Municipal Code.~~ Architectural and Landscape Design Standards: All new construction and additions are subject to Chapter 4, Design Guidelines and P.M.C. 19.70 (Landscaping).

Standards not Addressed: Standards not addressed shall in the Green Valley Specific Plan shall be pursuant to MFR-14 standards (P.M.C. 19.26).

Authority and Review: Authority and review procedures are subject to P.M.C. 19.54 (Authority and Review Procedures).



Figure 3-4 Multi-Family Residential





### 3.5 RETAIL COMMERCIAL STANDARDS

Planning Areas 3, 13a, 29, ~~30, 31~~, 42, 43, and 44.

(Figure 3-5)

#### 3.5.1 Permitted Uses: The uses permitted in the Retail Commercial shall be as follows (Uses are defined per Section 3.10 and P.M.C. 19.08 (Definitions)):

1. Retail businesses or service establishments including, but not limited to, the following:
  - a. Automobile sales, new and used;
  - ~~b.a. Automobile storage;~~
  - ~~e.b.~~ Bakeries, not including the wholesale baking or bakery goods to be sold off the premises;
  - ~~d.c.~~ Banks and other financial institutions;
  - ~~e.d.~~ Barbers and/or beauty shops;
  - ~~f.e.~~ Bookstores and newsstands;
  - ~~g.a.~~ Car washes;
  - f. Childcare Facilities. All childcare facilities are subject to P.M.C. 19.83.
  - ~~h.g.~~ Confectionery stores;
  - ~~i.h.~~ Conservatories for instruction in music and the arts;
  - ~~j.~~ Day nurseries;
  - ~~k.i.~~ Delicatessens, or meat, fish or poultry stores;
  - ~~t.j.~~ Department stores;
  - ~~m.k.~~ Drugstores, dry goods or notion stores;
  - ~~n.l.~~ Florist and gift shops;
  - ~~o.m.~~ Fruit, vegetable and fruit juice stores;
  - ~~p.n.~~ Grocery stores;
  - ~~q.o.~~ Hardware and electric appliance stores;
  - ~~r.p.~~ Health food stores;
  - ~~s.q.~~ Hotels and motels;
  - ~~t.r.~~ Jewelry stores and watch repair shops;
  - ~~u.s.~~ Patio and garden supply sales;
  - ~~v.t.~~ Pet stores, clinics and grooming shops;
  - ~~w.u.~~ Philanthropic and charitable institutions;
  - ~~x.v.~~ Photographic or camera stores;
  - ~~y.w.~~ Printing and copying establishments;
  - ~~z.x.~~ Private postal and package delivery service facilities;
  - ~~aa.a.~~ Publicly owned museums, libraries, community centers, governmental offices and recreation areas; institutions of religious, educational or philanthropic nature; private clubs, lodges, or veterans organization;
  - ~~bb.y.~~ Radio and television sales and repair;



- ~~ee-2.~~ Residential per Section 3.4, Multi-Family Residential Development Standards for Planning Area 29 only;
  - ~~dd-aa.~~ Restaurants, cafes, cocktail lounges, fast food establishments, and bars, without drive-through services ;
  - ~~bb.~~ Retail dry cleaning establishments;
  - ~~ee-cc.~~ Self-service laundries;
  - ~~ff-dd.~~ Shoe stores and shoe repair shops;
  - ~~gg-ee.~~ Sporting goods stores and sporting goods repair shops;
  - ~~hh-ff.~~ Sports facilities, including bowling alleys, golf training facilities, video game centers, amusement parlors and related activities;
  - ~~ii-gg.~~ Stationery stores;
  - ~~jj-hh.~~ Tailors, dressmakers and wearing apparel stores;
  - ~~kk-ii.~~ Theaters;
  - ~~ll-ji.~~ Vehicle sales, new and used;
  - ~~mm-a.~~ Vehicle storage; and,
  - ~~nn-kk.~~ Other uses deemed to be similar and compatible by the City of Perris Planning Director.
2. Offices for administrative, business professional or design professional offices.
3. The following conditional uses are permitted subject to approval of a Conditional Use Permit (CUP) application per P.M.C. 19.61 (Conditional Use Permits)~~The following uses shall be permitted as conditional uses only after a conditional use permit has been obtained:~~
- ~~a.~~ Automobile service stations and automobile repair facilities;
  - ~~b.~~ Automobile storage;
  - ~~c.~~ Car washes;
  - ~~a-d.~~ Hospitals, rest homes, sanitariums, clinics, and related uses;
  - ~~e.~~ Liquor and convenience stores;
  - ~~b-f.~~ Restaurants with drive-through services;
  - ~~g.~~ Publicly owned museums, libraries, community centers, governmental offices and recreation areas; institutions of religious, educational or philanthropic nature; private clubs, lodges, or veterans organization;
  - ~~e-h.~~ Recycling centers pursuant to P.M.C. 19.76; and
  - ~~Vehicle storage; and,~~
  - ~~i.~~ Retail dry cleaning establishments;
4. The following temporary uses are permitted subject to approval of a Temporary Use Permit (TUP) application:
- ~~a.~~ Solar farm;
  - ~~b.~~ Other uses not mentioned shall be subject to P.M.C. 19.29 (Temporary Uses).
  - ~~c-a.~~



4.5. In addition the following accessory uses customarily incident to any of the above uses shall be permitted:

- a. Flags, pennants or insignia of a nation, state, county, city, political unit, church or religious organization;
- b. Works of fine art not displayed in conjunction with a commercial enterprise deriving commercial gain from such display.

3.5.2 **Prohibited Uses:** No enterprise is permitted in the Retail Commercial Zone which produces or causes any dust, smoke, gas, noise, fumes, odors, or vibrations which are or may be detrimental to other property in the neighborhood or to the welfare of the occupants thereof.

3.5.3 **Development Standards**

**Building Height Unit:** The maximum building height limit in the Retail Commercial Zone shall be ~~seventy-five (75)~~ fifty (50) feet or ~~six (6)~~ two (2) stories.

**Building Site Area Requirement:** There shall be no minimum building size requirement in the Retail Commercial Zone. Commercial building sites will be master planned, and no building site shall be less than ten thousand (10,000) square feet.

**Width or Lot:** There shall be no minimum lot width requirement in Retail Commercial Zone.

**Front Yard Setback Required:** The requirement for front yards in the Retail Commercial Zone shall be not less than twenty-five (25) feet in depth, measured from the curb line, which is to be fully landscaped and not otherwise utilized.

**Side Yard Required:** There shall be a fifteen (15) foot minimum requirement for side yards in the Retail Commercial Zone. Where adjoining a street, this requirement shall be twenty-five (25) feet, as measured from the curb line, with no intrusions and shall be fully landscaped.

**Rear Yard Required:** The requirements for rear yards in the Retail Commercial Zone shall be not less than eighteen (18) feet in depth, or for each building a yard:

1. Which is adjacent to and extends the full length of all rear sides thereof;
2. Which is not less than ten (10) feet in depth; and
3. Which is accessible to an alley, street, or public thoroughfare.

Where the site adjoins land which is residentially zoned or used, a fifty (50) foot building setback is required. This setback shall be fully landscaped to a depth of twenty and one half (20.5) feet.

Where the rear yard adjoins a street, the minimum setback shall be twenty-five (25) feet as measured from the curb line with no intrusion. Said area shall be fully landscaped.

**Distance Between Buildings:** There shall be no minimum requirement in the Retail Commercial Zone except that no detached dwelling shall be less than fifty (50) feet from any dwelling;

**Lot Coverage:** The maximum permissible building coverage by any structure in the retail Commercial Zone shall be fifty percent (50%) of the lot or lots.

**Fences, Walls or Screening:** The requirement for fences, walls or screening in the Retail Commercial Zone shall be as follows:



1. Fences, walls or screening providing a minimum six (6) feet of height may be erected along the property boundaries of lots or parcels of land whose use is retail commercial on all such properties or portions thereof, where such construction is feasible due to visibility restrictions for motorists.
2. Solid fencing, wall or screening shall be required whenever a Retail Commercial property abuts any residential-zoned property.
3. Screening through natural vegetation may be provided; however, vegetation used shall achieve mature growth equal to the required six (6) foot minimum and shall have a permanent irrigation system installed.
4. All fencing/walls facing a public right of way, easement, trail, private alley way, or internal streets shall provide a decorative block wall with a wrought iron or vinyl gate.
- 3-5. All other wall and fencing requirements not mentioned are subject to P.M.C. 19.02 (General Provisions).

**Advertising Structures:** The advertising structures permitted in the Retail Commercial Zone shall be as follows:

1. For each commercial unit face provided, one (1) exterior sign attached to the building be installed. (The City Planning Department shall review plans submitted to determine and designate commercial unit faces.) The area of each sign shall not exceed a ratio of one (1) square foot of sign to one (1) linear foot of commercial unit face to a maximum sign size of one hundred fifty (150) square feet. Each sign shall be of the variety hereafter described:
  - a. Lighted or electrical sign pertaining to product and establishment of identification;
  - b. Projecting sign; provided, that projection shall not exceed one (1) inch projection per each inch of ground clearance above eight (8) feet;
  - c. Marquee/canopy signs shall be limited to identifying the use of the premises and address only;
  - d. Painted or wall signs;
  - e. Temporary banners not to exceed one hundred (100) square feet in area and to be displayed for only thirty (30) consecutive days within a twelve (12) month period;
  - f. Signs shall be placed on the building in which the uses referred to take place, or placed on canopies attached to the building in which the uses referred to take place;
  - g. Signs attached to and parallel with the walls of the building shall not extend above the roof of the building.
2. Necessary hazard, direction sign or regulatory signs within the complex area.
3. Signs posted to indicate handicapped parking and loading spaces.





3.

4. Signs posting the periphery of the complex provided such signs shall not exceed ten (10) square feet in area for each sign and shall be limited to one (1) sign for each two hundred (200) feet of lot line.



~~5. In lieu of the requirements above, a Comprehensive Planned Sign Program shall be submitted for public hearing consideration by the City of Perris Planning Commission. All signage not mentioned is subject to P.M.C. 19.75 (Sign Regulations) and all temporary signage is subject to P.M.C. 19.60 (Temporary Activities and Uses).~~

~~5-6. No cabinet or pole signs are permitted.~~

**Parking Requirements:** Parking within the Retail Commercial Zone shall be consistent with the Non-residential regulations of Chapter 19.69, Parking and Loading Standards of the Perris Municipal Code.

**Landscaping of Parking Areas:** The requirement for landscaping in parking areas in the Retail Commercial Zone shall be [consistent with Chapter 4, Design Guidelines, P.M.C. 19.70 \(Landscaping\), and](#) as follows:

1. A minimum of fifteen percent (15%) of the parking area shall be landscaped with live plant material, including but not limited to, trees, shrubs and ground cover. All trees planted shall be fifteen (15) gallon in size or larger, with a caliber of at least two (2) inches.
2. The landscaping shall be evenly distributed throughout the parking area with at least one (1) shade tree for every six (6) parking spaces.
3. All landscaped areas shall be provided with permanent, automatic irrigation facilities.
4. All landscaping plans shall be prepared by a registered landscape architect.

**Landscaping of Setbacks:** The requirement for landscaping in front, side and rear yards required in Retail Commercial Zone shall be [consistent with Chapter 4, Design Guidelines, P.M.C. 19.70 \(Landscaping\), and](#) as follows:

1. All front, side and rear yards required shall be landscaped with live plant material including, but not limited to, trees, shrubs and ground cover. All landscaped areas shall be provided with permanent, automatic irrigation facilities. All landscaping plans shall be prepared by a registered landscape architect
2. Notwithstanding the requirements of Subsection 1, above, the landscaping requirements of this Section may be waived by the City in the event the proposed development is located on a rear or side yard lot line.

**Authority and Review:** [Authority and review procedures are subject to P.M.C. 19.54 \(Authority and Review Procedures\).](#)



**Figure 3-5 Commercial**



### 3.6 BUSINESS/PROFESSIONAL STANDARDS

Planning Areas 40 and 41.

(Figure 3-6)

#### 3.6.1 Permitted Uses: All uses in Section 3.5.1, in addition to the uses permitted in Business/Professional shall be as follows:

1. Advertising agencies;
2. Arts and crafts studios, subject to the following conditions:
  - a. That the major character of such studios be that of providing a service;
  - b. That any equipment or apparatus used on the premises be of a scale and construction that facilitate easy handling and operation by nonprofessionals.
3. Banks, savings and loans, and other financial institutions.
4. Barber shops and beauty salons.
5. Coin, stamp, and other hobby shops.
6. Employment agencies.
7. Escrow offices.
8. Hospitals, including day treatment hospitals and psychiatric hospitals.
- ~~8-9.~~ Libraries.
- ~~9-10.~~ Medical and dental buildings; prescription pharmacies; dental, biochemical and x-ray laboratories; and related facilities.
11. Post offices, and package shipment centers.
- ~~10-12.~~ Professional offices for accountants; attorneys; doctors, dentists, optometrists, oculists, chiropractors, and others licensed by the state to practice the healing arts; planners, engineers and architects.
- ~~11-13.~~ Public utility commercial offices.
- ~~12-14.~~ Real estate, insurance and stockbrokers.
- ~~13-15.~~ Studios: interior decorating, photographer, couturier, artist, and music.
- ~~14-16.~~ Telephone answering and secretarial services.
- ~~15-17.~~ Travel agencies.
- ~~16-18.~~ Similar business and professional offices and related services when interpreted by the Planning Director as consistent with the purpose and intent of the Business/Professional zoning classification.
- ~~17-19.~~ In addition, the following uses shall be permitted provided that a conditional use permit is first obtained:
  - a. Churches, and other places of worship.
  - b. Day care centers.
  - c. Fire and police stations.





~~d.c. Hospitals, including day treatment hospitals and psychiatric hospitals.~~

~~e.d. Private clubs, fraternities, sororities, lodges, and non-profit organizations.~~

~~f.a. Post offices, and package shipment centers.~~

~~g.e. Public parking areas, subject to the following conditions:~~

- i. That such area shall be for the temporary parking of automobiles without monetary charge except when operated by, or for, a public parking authority;
- ii. That such lot shall abut a lot zoned for commercial uses or an intervening alley, and that it shall be shown that such parking is to be used to provide the parking needs of such abutting commercially zoned lot;
- iii. That no such parking area shall be used for a used car sales area or for the accessory storage of cars;
- iv. That a minimum fifteen percent of the parking lot area shall be landscaped.

~~h.f. Reducing, exercising, or tanning salons.~~

~~i.g. Sanitarium, convalescent homes, and nursing homes.~~

~~j.h. Surgical supply sales.~~

### 3.6.2 Prohibited Uses: The following uses are prohibited in Business/Professional:

1. Any enterprise which produces or causes any dust, smoke, gas, noise, fumes, odors, or vibrations which are or may be detrimental to other property in the neighborhood or to the welfare of the occupants thereof.
2. Any use, except parking, which is not conducted wholly within an enclosed building.
3. Storage, except that which is wholly within an enclosed building.
4. The manufacture of any product for sale at off-premises, except as permitted by conditional use permit.

### 3.6.3 Development Standards

~~Building Site Area Requirement: There shall be no minimum building size requirement in the Business/Professional Zone. Building sites will be master planned, and no building site shall be less than ten thousand (10,000) square feet.~~ Minimum Lot Size: The minimum lot size shall be twenty thousand (20,000 square feet).

~~Building Height Limit: The maximum building height limit in the Business/Professional Zone shall be seventy five (75) feet or six (6) stories.~~

~~Width of Lot: There shall be no minimum lot width requirement~~ The minimum lot width in the Business/Professional Zone shall be one hundred (100) feet.

~~Front Yard Required: The requirement for front yards in the Business/Professional Zone shall be not less than fifteen (15) feet in depth as measured from the right-of-way, and fully landscaped with no intrusion~~ five (5) feet from local/collector streets, ten (10) feet from arterials, and fifteen (15) feet from expressways and freeways.

~~Side Yard Required: There shall be no minimum requirement for side yards in the Business/Professional Zone~~ adjoining non-residential land uses. Where the side yard adjoins a street, the minimum setback shall be ~~twenty five (25) feet as measured from the curb line and~~



~~fully landscaped except for the public sidewalk~~ five (5) feet from local/collector streets, ten (10) feet from arterials, and fifteen (15) feet from expressways and freeways.

~~Where the side yard adjoins residential uses or residentially zoned land, the setback shall be fifty (50) feet~~ minimum of ten (10) feet, unless adjacent to loading or unloading areas, in which case it shall be a minimum of fifty (50) feet ~~of which a minimum of twenty (20) feet shall be fully landscaped with no building or parking encroachment.~~

**Rear Yard Required:** ~~The requirements for rear yards in Business/Professional Zone shall be the same as side yards. not less than eighteen (18) feet in depth, or for each building a yard:~~

- ~~1. Which is adjacent to and extends the full length of all rear sides thereof;~~
- ~~2. Which is not less than ten (10) feet in depth; and~~
- ~~3. Which is accessible to an alley, street, or public thoroughfare.~~

~~Where the rear yard is also adjacent to a street, the minimum setback, as measured from the curb line, shall be twenty five (25) feet and fully landscaped except for the public sidewalk.~~

~~Where the rear yard adjoins residential uses or zoned land, the setback shall be fifty (50) feet of which a minimum of twenty (20) feet shall be fully landscaped with no building or parking encroachment.~~

**Distance Between Buildings:** There shall be no minimum requirement in the Business/Professional Zone.

**Fences, Walls or Screening:** The requirement for fences, walls or screening in the Business/Professional Zone shall be as follows:

1. Fences, walls or screening providing a minimum six (6) feet of height may be erected along the property boundaries of lots or parcels of land whose use is retail commercial on all such properties or portions thereof, where such construction is feasible.
2. Solid walls shall be required whenever a Business/Professional property abuts any residential-zoned property. Where property adjoins residential uses the minimum setback shall be fifty (50) feet of which a minimum of twenty (20) feet shall be landscaped adjacent to the property line with no building encroachments.
3. Screening through natural vegetation may be provided; however, vegetation used shall achieve mature growth equal to the required six (6) foot minimum and shall have a permanent irrigation system installed to ensure growth.

**Sign Regulations:** Signage within the Business/Professional Zone shall be pursuant to P.M.C. 19.75 (Sign Regulations). ~~Advertising Structures: The advertising structures permitted in the Business/Professional Zone shall be as follows:~~

- ~~1. For each commercial unit face provided, one (1) exterior sign attached to the building may be installed. (The city planning department shall review plans submitted to determine and designate business unit faces.) The area of each sign shall not exceed a ratio of one (1) square feet of sign to one (1) linear foot of business unit face to a maximum sign size of one hundred fifty (150) square feet. Each sign shall be of the variety hereafter described:~~
  - ~~a. Lighted or electrical sign pertaining to product and establishment of identification;~~



- ~~b. — Projecting sign; provided, that projection shall not exceed one (1) inch projection per each inch of ground clearance above eight (8) feet;~~
- ~~c. — Marquee/canopy signs shall be limited to identifying the use of the premises and address only;~~
- ~~d. — Painted or wall signs;~~
- ~~e. — Temporary banners not to exceed one hundred (100) square feet in area and to be displayed for only ninety (90) consecutive days within a twelve (12) month period;~~
- ~~f. — Signs shall be placed on the building in which the uses referred to take place, or placed on canopies attached to the building in which the uses referred to take place;~~
- ~~g. — Signs attached to and parallel with the walls of the building shall not extend above the roof of the building.~~
- ~~2. — Necessary hazard, direction sign or regulatory signs within the complex area.~~
- ~~3. — Signs posting the periphery of the complex provided such signs shall not exceed ten (10) square feet in area for each sign and shall be limited to one (1) sign for each two hundred (200) feet of lot line.~~
- ~~4. — In lieu of the requirements above, a Comprehensive Planned Sign Program shall be submitted for public hearing consideration by the City of Perris Planning Commission.~~

**Parking Requirements:** [Parking requirements for the Business/Professional Zone shall be pursuant to P.M.C. 19.69 \(Parking and Loading Standards\).](#) The following parking requirements shall apply to the Business/Professional Zone:

- ~~1. — No building permit shall be issued until the applicant has presented satisfactory evidence to the building inspector that he owns or has otherwise available for his use, sufficient property to provide required parking.~~
- ~~2. — No additions to or enlargement of an existing building or use shall be permitted unless parking requirements are met for the entire building or use.~~
- ~~3. — For new buildings, building expansion or conversions, plans must be submitted to the building inspector showing the arrangement and dimensions of required parking spaces, and indicate sufficient space for turning maneuvers and adequate ingress and egress to the parking area before a permit is granted.~~
- ~~4. — Permanent use of off-street parking areas for other than said purpose shall not be permitted.~~
- ~~5. — In case of mixed uses, the total requirements for off-street parking space shall be the sum of the requirements of the various uses computed separately.~~
- ~~6. — Parking shall be screened from street view and residential development by a berm and/or wall (minimum of three (3) feet in height), with landscaping.~~
- ~~7. — Lights illuminating a parking space shall be arranged and screened to reflect light away from adjoining residences and streets. Lights shall be a maximum height of sixteen (16) feet.~~
- ~~8. — Parking spaces and driveways shall be arranged to require safe ingress and egress from the lot to a street by forward motion of the vehicle.~~



9. All off-street parking spaces, and the ingress and egress shall be paved.
10. The minimum width of driveways shall be twenty-four (24) feet where ingress and egress are the same. If ingress and egress are separate drives, then the minimum width shall be twelve (12) feet.
11. All required parking spaces shall be located on a lot, or on a contiguous lot, upon which the use is located. Required parking shall not be provided on an adjacent lot in another zone.
12. Minimum off-street parking requirements shall be as follows:
  - a. Public buildings, such as libraries, museums, community or recreation buildings, and similar uses: One (1) parking space for each two hundred (200) square feet of gross floor area in the building;
  - b. Adult schools: One (1) parking space for each two (2) students which the facility is designed to accommodate, plus one (1) space per employee;
  - c. Day nurseries: One (1) parking space for each two hundred (200) square feet of floor area in the building, plus one (1) space per employee;
  - d. Hotels and motels: One (1) parking space for each one (1) guest room, plus one (1) parking space for every fifty (50) square feet of usable public floor area of restaurants, dining rooms, bars and dancing areas and places where the public is served; plus one (1) parking space for every two hundred and fifty (250) square feet of usable floor area in commercial accessory uses; plus one (1) space for every five (5) seats, if seats are fixed or one (1) space for every one hundred (100) square feet of area if seats are not fixed, in any places of public assembly.
  - e. Private postal and parcel delivery facilities: One (1) parking space for each two hundred (200) square feet of floor area.
  - f. Hospitals, and other medical facilities with overnight accommodations: One (1) parking space for each bed, plus one (1) space per employee on the largest shift.
  - g. Clinics and other medical facilities without overnight accommodations: one (1) parking space for every one hundred fifty (150) square feet of office area.
  - h. Restaurants, cafes, bars, cocktail lounges, and similar uses: One (1) parking space for each fifty (50) square feet of indoor public area, and one (1) parking space for each two hundred (200) square feet of outdoor patio area.
  - i. Theaters, auditoriums, gymnasiums and similar places of public assembly: One (1) parking space for every four (4) persons for which seating is provided, plus one (1) space per five hundred (500) square feet of gross floor area.
  - j. Office, administrative, business, or design professional: One (1) parking space for each two hundred fifty (250) square feet of floor space excluding corridor and stairways.
  - k. For any uses not specifically listed above, the planning department shall determine the parking space required.
13. One (1) loading space shall be provided on the lot for buildings having a floor area of twenty five thousand (25,000) square feet devoted to business uses. Buildings having in excess of twenty five thousand (25,000) square feet devoted to commercial uses shall provide one (1)





~~loading space for each twenty-five thousand (25,000) square feet of floor area or fraction thereof on the lot.~~

~~14. Handicapped parking shall be provided at a rate of one (1) space for every forty (40) required spaces.~~

**Landscaping of Parking Areas:** The requirement for landscaping in parking areas in the Business/Professional Zone shall be as follows:

1. A minimum of fifteen percent (15%) of the parking area shall be landscaped with live plant material, including but not limited to, trees, shrubs and ground cover. All trees planted shall be 15 gallon in size or larger with a caliber of at least two (2) inches.
2. The landscaping shall be evenly distributed throughout the parking area with at least one (1) shade tree for every six (6) parking spaces.
3. All landscaped areas shall be provided with permanent, automatic irrigation facilities.
4. All landscaping plans shall be prepared by a registered landscape architect.

4.5. Per the requirements of P.M.C. 19.70 (Landscaping).

**Landscaping of Setbacks:** The requirement for landscaping in front, side and rear yards required in Business/Professional Zone shall be as follows:

1. All front, side and rear yards required shall be landscaped with live plant material including, but not limited to, trees, shrubs and ground cover. All landscaped areas shall be provided with permanent, automatic irrigation facilities. All landscaping plans shall be prepared by a registered landscape architect.
2. Notwithstanding the requirements of Subsection 1, above, the landscaping requirements of this Section may be waived by the City in the event the proposed development is located on a rear or side yard lot line.

Authority and Review: Authority and review procedures are subject to P.M.C. 19.54 (Authority and Review Procedures).



Figure 3-6 Business Professional



### 3.7 LIGHT INDUSTRIAL STANDARDS

Planning Areas 2 and 9.

(Figure 3-7)

#### 3.7.1 Permitted Uses: The uses permitted in the Light Industrial Zone shall be the same as follows:

1. Animal grazing, Wholesale business, fruit packing plants, sales and salvage yards, but not including auto wrecking or the sale of used or secondhand goods or merchandise; and including light indoor manufacturing, light industries, cabinet and wood working shops and metal working and light machine shops, but not including ferrous metal forging works.
2. Subject to conditional permit, open storage, landscape nurseries, swap meets (indoor or outdoor), and outdoor industrial manufacturing.

#### 3.7.2 Prohibited Uses: Uses prohibited in the Light Industrial Zone shall be any which cause or emit any dust, gas, smoke, odors, or vibrations which are or may be detrimental to other properties in the neighborhood or to the welfare of the occupants thereof Also, schools, hospitals, residential uses.

#### 3.7.3 Development Standards

Minimum Lot Size: The minimum lot size shall be fifteen thousand (15,000 square feet). ~~Building Site Area Requirement: There shall be no minimum building size requirement in the Light Industrial Zone. Building sites will be master planned, and the minimum building site area shall be twenty thousand (20,000) square feet.~~

**Building Height:** Building heights in the Light Industrial Zone shall not exceed twenty-four (24) feet.

~~Width of Lot: There shall be no~~ The minimum lot width requirement in the Light Industrial Zone shall be seventy-five (75) feet.

~~Front Yard Required: There shall be a minimum front setback of twenty five (25) feet as measured from the curb line. Said setback shall be fully landscaped and no parking or building structure encroachment shall be permitted except for the public sidewalk. The requirements for front yards in the Light Industrial Zone shall be not less than ten (10) feet from local/collector streets and fifteen (15) feet from arterials.~~

#### **Side Yard Required:**

1. There shall be no minimum side yard requirement in the Light Industrial Zone adjoining non-residential zones.
2. ~~Where the site adjoins property similarly used, no side yard setback is required~~ a street, the minimum setback shall be not less than ten (10) feet from local/collector streets and fifteen (15) feet from arterials.
3. ~~Where the site adjoins residentially zoned property which is commercially zoned, the side yard setback shall be a minimum of thirty twenty (3020) feet, unless adjacent to loading or unloading areas, in which case it shall be a minimum of thirty (30) feet. which shall be landscaped to a depth of at least twelve (12) feet measured from the property line. Where the adjoining site is residentially zoned, the minimum side yard setback shall~~



be fifty (50) feet, of which a minimum average of forty-one percent (41%) or twenty and one-half (20.5) feet shall be landscaped adjacent to the property line. An encroachment into the landscaped buffer area is permissible to allow for a curvilinear or undulating landscape edge. The landscape edge may vary from a minimum of fifteen (15) feet to twenty-six (26) feet adjacent to the property line. No building/structure or parking encroachment shall be permitted.

- 4.3. ~~Where the site adjoins a street, the minimum side setback shall be twenty-five (25) feet as measured from the curb line and fully landscaped except for the public sidewalk. No building/structure or parking encroachment shall be permitted.~~

**Rear Yard Required:** The requirements for rear yards in the Light Industrial Zone shall be the same as side yards.

1. ~~The rear yard requirement in the Light Industrial Zone shall be not less than ten (10) feet. The rear yard shall be adjacent to and extend the full length of all rear sides of each building.~~
2. ~~Where the rear yard adjoins a property zoned other than manufacturing/ industrial/commercial, the rear yard setback shall be a minimum of fifty (50) feet, of which a minimum average of 41% (20.5 feet) shall be landscaped adjacent to the property line. An encroachment into the landscaped buffer area is permissible to allow for a curvilinear or undulating landscape edge. The landscape edge may vary from a minimum of fifteen (15) feet to twenty-six (26) feet adjacent to the property line. No building/structure or parking encroachment shall be permitted. Where the adjoining property is similarly used the rear setback shall be a minimum of eighteen (18) feet.~~
3. ~~Where the site is also bounded on the rear by a street, the minimum building setback and landscape requirements shall be the same as the front. Where the site is bounded on the rear by a highway/freeway the minimum building setback shall be thirty-five (35) feet as measured from the property line (wall). A minimum of fifteen (15) feet shall be landscaped adjacent to the property line.~~

**Distance Between Buildings:** There shall be no minimum requirements for distance between buildings in the Light Industrial Zone ~~except that no detached dwelling shall be less than ten (10) feet from any other dwelling or main building on the same building site; provided however, that such distance may be less than ten (10) feet and not less than five (5) feet if either such dwelling or main building has no opening on the side between the buildings.~~

**Fences, Walls or Screening:** ~~Fences, walls or screens shall be required Light Industrial Zone as follows:~~

1. Truck Courts: Industrial operations and truck courts shall be screened from public view and adjacent residential uses ~~Any lot or parcel of land which is developed shall be effectively enclosed on all sides by a wall or screening a minimum of six (6) feet in height, or in the case of screening through the use of natural vegetation, that vegetation achieving a minimum matured height of six (6) feet within three (3) years and shall have a permanent irrigation system installed to insure its growth.~~
2. Outdoor Storage Permitted: Outdoor storage is permitted as an accessory use in Light Industrial Zone (limited to 10% of the site or less). ~~All stockpiles, materials, storage yards, and all unroofed operations, except at loading and unloading points, shall be adequately~~





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~~screened from view from any adjoining residence district, and from all streets by a solid wall or landscaped buffer, or by both a solid wall and landscaped buffer, of a design and character approved by the Planning Director.~~

3. Outdoor Display Areas: Outdoor display area of products covering less than 5% of the lot area is allowed upon approval of a Minor Development Plan Review by the Planning Department pursuant to Chapter 19.54. Outdoor display area of products covering more than 5% of the lot area is allowed upon approval of a Conditional Use Permit. Whenever the use existing is other than Light Industrial the standard applicable to that incidental use shall apply.

~~Sidewalks: The requirement for sidewalks on public streets in the Light Industrial Zone shall be determined by the Planning and Community Development Department based on the following criteria. Sidewalks are required if the industrial development is located adjacent to or near residential areas, or along arterial or secondary streets where pedestrian traffic is likely to use them.~~

**Landscaping of Parking Areas:** The requirement for landscaping in parking areas in Light Industrial Zone shall be as follows:

1. A minimum of fifteen percent (15%) of the parking area shall be landscaped with live plant material, including but not limited to, trees, shrubs and ground cover. All trees planted shall be fifteen (15) gallon size or larger, with a trunk caliber of at least two (2) inches.
2. The landscaping shall be evenly distributed throughout the parking area with at least one (1) shade tree for every six (6) parking spaces.
3. All landscaped areas shall be provided with permanent, automatic irrigation facilities.
4. All landscaping plans shall be prepared by a registered landscape architect.

4.5. Per the requirements of P.M.C. 19.70 (Landscaping).

**Landscaping of Setbacks:** The requirement for landscaping in front, side and rear yards required in the Light Industrial Zone shall be as follows:

1. All front, side and rear yards required shall be landscaped with live plant material including, but not limited to, trees, shrubs and ground cover. All landscaped areas shall be provided with permanent, automatic irrigation facilities. All landscaping plans shall be prepared by a registered landscape architect.
2. Notwithstanding the requirements of Subsection 1, above, the landscaping requirements of this Section may be waived by the Planning Director in the event the proposed development is located on a rear or side yard lot line.

Sign Regulations: Signage within the Business/Professional Zone shall be pursuant to P.M.C. 19.75 (Sign Regulations).

~~Advertising Structures: The advertising structures permitted in the Light Industrial Zone shall be as follows:~~

~~For each industrial unit face provided, one (1) exterior sign attached to the building may be installed. (The City of Perris Planning Department shall review plans submitted to determine~~



**3. Specific Plan Zoning**

~~and designate industrial unit faces.) The area of each sign shall not exceed a ratio of two (2) square feet of sign to one linear foot of industrial unit face to a maximum sign size of one hundred fifty (150) square feet. Each sign shall be of the variety hereafter described:~~

~~Lighted or electrical sign pertaining to product and establishment of identification;~~

~~Projecting sign; provided, that projection shall not exceed one (1) inch projection per each inch of ground clearance above eight (8) feet;~~

~~Marquee/canopy signs shall be limited to identifying the use of the premises and address only;~~

~~Painted or wall signs;~~

~~Temporary banners not to exceed one hundred (100) square feet in area and to be displayed for only ninety (90) consecutive days within a twelve (12) month period;~~

~~Signs shall be placed on the building in which the uses referred to take place, or placed on canopies attached to the building in which the uses referred to take place;~~

~~Signs attached to and parallel with the walls of the building shall not extend above the roof of the building.~~

~~Necessary hazard, direction sign or regulatory signs within the complex area.~~

~~Signs posting the periphery of the complex provided such signs shall not exceed ten (10) square feet in area for each sign and shall be limited to one (1) sign for each two hundred (200) feet of lot line.~~

3. In lieu of the requirements above, a Comprehensive Planned Sign Program shall be submitted for public hearing consideration by the City of Perris Planning Commission. [Authority and Review: Authority and review procedures are subject to P.M.C. 19.54 \(Authority and Review Procedures\).](#)



Figure 3-7 Light Industrial



### 3.8 PUBLIC FACILITIES STANDARDS

Planning Areas 7, 24, 25, 32, 33a, and 33b

(Figure 3-8)

**3.8.1 Permitted Uses:** The uses permitted in the Public Facilities Zone shall be the same as follows:

1. Public parks.
2. Public school.
3. Public trails.
4. Other non-development uses in support of urban lifestyle which the ~~planning commission~~ [Director of Development Services or designee](#) interprets to be consistent with the purpose and intent of the Public Facilities zoning classification.

#### 3.8.2 Development Standards

**Building Site Area Requirement:** There shall be no minimum building site area requirement in the Public Facilities Zone.

**Width of Lot:** There shall be no minimum lot width requirement in the Public Facilities Zone.

~~**Front Yard Required:** There shall be no minimum front yard requirement in the Public Facilities Zone.~~

~~**Side Yard Required:** There shall be no minimum side yard requirement in the Public Facilities Zone.~~

~~**Rear Yard Required:** There shall be no minimum rear yard requirement in the Public Facilities Zone.~~

**Building Setback from Public Street:** [Minimum of ten \(10\) feet.](#)

**Building setback from Residential Property Line:** [Minimum of ten \(10\) feet.](#)

**Distance Between Buildings:** There shall be no minimum requirements for distance between buildings in the Public Facilities Zone.

**Landscaping of Parking Areas:** The requirement for landscaping in parking areas in the Public Facilities Zone shall be [consistent with Chapter 4, Design Guidelines, P.M.C. 19.70 \(Landscaping\)](#), and as follows:

1. A minimum of fifteen percent (15%) of the parking area shall be landscaped with live plant material, including but not limited to, trees, shrubs and ground cover. All trees planted shall be fifteen (15) gallon size or larger, with a trunk caliber of at least two (2) inches.
2. The landscaping shall be evenly distributed throughout the parking area with at least one (1) shade tree for every six (6) spaces.
3. All landscaped areas shall be provided with permanent, automatic irrigation facilities.
4. All landscaping plans shall be prepared by a registered landscape architect.

**Landscaping of Setbacks:** The requirement for landscaping in front, side and rear yards required in the Public Facilities Zone shall be [consistent with Chapter 4, Design Guidelines, P.M.C. 19.70 \(Landscaping\)](#), and as follows:





3. Specific Plan Zoning

1. All front, side and rear yards required shall be landscaped with live plant material including, but not limited to, trees, shrubs and ground cover. All landscaped areas shall be provided with permanent, automatic irrigation facilities. All landscaping plans shall be prepared by a registered landscape architect
2. Notwithstanding the requirements of Subsection 1, above, the landscaping requirements of this Section may be waived by the City in the event the proposed development is located on a rear or side yard lot line.

Parking: Parking within the Public Facilities Zone shall be consistent with the non-residential regulations of Chapter 19.69, Parking and Loading Standards of the Perris Municipal Code.

Authority and Review: Authority and review procedures are subject to P.M.C. 19.54 (Authority and Review Procedures).



### 3.9 OPEN SPACE STANDARDS

Planning Areas 1, 6, 10A, 10B, 10C, 23, 49, 50, 51, 52, 53, 54, 55, 56, and 57.

(Figure 3-8)

#### 3.9.1 Permitted Uses: The uses permitted in the Open Space shall be as follows:

1. Open space.
2. Recreational uses.
3. Flood control structures.
4. Recreational trails.

#### 3.9.2 Prohibited Uses: Uses prohibited in the Open Space shall be any building, structure or sign, excepting those necessary for flood control or public safety in connection with the above permitted uses.



**Figure 3-8 Public Facilities and Open Space**



**3.10 ACCESSORY DWELLING UNITS**

Planning Areas 4, 5, 8, 10, 11, 12, 14, 16, 17, 19, 20, 21, 26, 27, 28, 34, 35, 36, 37, 38, 39, 45, 46a, 47, and 48.

**3.10.1 Purpose:**

The purpose of this Section is to provide for the creation of accessory dwelling units in a manner that is consistent with requirements identified in Government Code Section 65852.2, as amended from time to time. Implementation of this Section is meant to expand housing opportunities by increasing the number of smaller units available within existing and proposed neighborhoods.

**3.10.2 Definitions**

1. **Standard Accessory Dwelling Units (SADUs).** Standard Accessory Dwelling Units may be detached structures, or can be attached to the primary residence, and must provide complete independent living facilities including permanent provisions for living, sleeping, eating, cooking, and sanitation. SADUs can either be converted out of existing space or add new floor area to a property.
2. **Junior Accessory Dwelling Units (JADUs).** Junior Accessory Dwelling Units are created entirely from existing space within the walls of the residence, are smaller than 500 square feet, and may include separate sanitation facilities or may share sanitation facilities with the primary residence.

**3.10.3 General Requirements for Accessory Dwelling Units on Single Family Lots.**

1. **Areas Where Accessory Dwelling Units Are Allowed:**
  - a. On lots with one single family residence, one junior accessory dwelling unit (JADU) and one standard accessory dwelling unit (SADU) are permitted.
  - b. JADUs must be located within the primary residence. SADUs may be located entirely within the existing residence, attached to the existing residence, or detached in a separate structure.
  - c. Attached and detached SADUs can be located as close as four feet from the rear and interior side property lines. SADUs must follow the front yard and exterior side yard setbacks as provided in the applicable zoning ordinance.
  - d. The separation between a detached SADU and another structure on the same lot is as required by Building and Fire code.
  - e. There is no minimum lot size for SADU.
  - f. Attached SADUs may not exceed the building height limits applicable to the primary residence. Detached SADUs are limited to 16 feet in height.
2. **No Subdivision of Property.** No subdivision of property shall be allowed where an accessory dwelling unit has been established.
3. **Occupancy.** A property owner may rent out both a SADU and the primary residence if the SADU was permitted prior to December 31, 2024. Owner occupancy is required for all JADUs regardless of permitting date. An ADU may not be rented for a term of less than 30 days.





4. ~~**Building Safety.** A smoke alarm and carbon monoxide detector is required, as well as a permanent foundation. Fire sprinklers shall only be required if they would be required for an equivalent addition or modification of space on a residential property that was not associated with a SADU.~~

**3.10.4 General Requirements for Accessory Dwelling Units on Multi-Family Lots**

~~Standard accessory dwelling units can be created on Multi-Family lots through the conversion of existing space not used as living area (e.g. closets, attics, utility rooms, storage rooms, etc.) provided that the space can meet building code requirements for a dwelling unit. The number of SADUs permitted through the conversion of existing floor area is limited to 25% of the number of existing dwelling units. Additionally, up to two detached SADUs can be constructed on a lot with a multi-family residence. The maximum size of a detached SADU on a multi-family property is 850 square feet for a studio or one bedroom unit, and 1000 square feet for a two or more bedroom unit. A detached SADU on a multifamily property can be located as close to four feet from the side and rear property lines and must be less than 16 feet in height.~~

**3.10.5 Development Standards for Standard Accessory Dwelling Units**

1. ~~**Standard Accessory Dwelling Units (SADUs) may be attached or detached from the primary home and must contain the following facilities:**~~
  - a. ~~An exterior entrance on the side or rear of the house separate from the entrance to the primary residence. An outside stairway to a SADU shall not be located in the front of the primary residence;~~
  - b. ~~A fire-rated wall between the unit and the primary residence (if attached);~~
  - c. ~~A bathroom; and~~
  - d. ~~A kitchen with cooking facilities, appliances, a sink, and a food preparation counter.~~
2. ~~**Size of Standard Accessory Dwelling Units.**~~
  - a. ~~The total floor area of a SADU shall be no less than 150 square feet.~~
  - b. ~~Attached SADUs are limited in size to 50% of the floor area of the primary residence or 800 square feet, whichever is greater.~~
  - c. ~~Detached SADUs are limited to 1,200 square feet in size.~~
  - d. ~~For SADUs 800 square feet or less, any underlying first floor lot coverage, floor area ratio, or open space requirement may be modified to the extent necessary to allow for the construction of the SADU. Any second story area limitations are still applicable.~~
3. ~~**Parking for Standard Accessory Dwelling Units.**~~
  - a. ~~One parking space is required for a SADU, except that no parking is required where the ADU meets any of the following criteria:~~
    - i. ~~The SADU is a studio (no bedrooms);~~
    - ii. ~~The SADU is located within ¼ mile (measured by actual walking distance) of public transit; or~~



iii. The SADU is located entirely within the existing primary residence and adds no habitable floor space to the property.

Note: If requesting a waiver from parking requirements, the applicant must submit evidence that the property meets one of the criteria above.

b. Where a parking space is required, it may be provided through any of the following methods:

i. Conventional garages or carports;

ii. Uncovered paved areas such as extended driveways;

iii. Tandem parking in a garage or driveway; or

iv. Parking on other locations on the property (including within the setbacks), unless specific findings are made that parking in these areas is not feasible based on life safety conditions.

#### 4. Garage Conversions

a. A garage or accessory structure can be converted into an ADU without regard to setbacks, provided that the setbacks are sufficient for fire and life safety.

b. Replacement parking is not required if the ADU involves the demolition, conversion, or partial conversion of a garage or carport.

c. A SADU may be converted out of a legally constructed existing structure regardless of setback requirements. A SADU may be constructed in the same place and with the same footprint as a legally built existing structure regardless of setback requirements.

#### 3.10.6 General Requirements for Junior Accessory Dwelling Units (JADUs)

Junior accessory dwelling units (JADUs) are located entirely within the existing walls of an existing single family home and are less than 500 square feet in size. A private bathroom is not required, provided that the JADU has full access to a bathroom in the primary residence. JADUs are not considered separate dwelling units for fire protection purposes. A fire wall is not required between the unit and the primary residence. No noise attenuation measures are required. No off-street parking is required. In addition, the JADU must include:

1. An exterior entrance on the side or rear of the house separate from the entrance to the primary residence. An outside stairway to a JADU shall not be located in the front of the primary residence.

2. An interior connection (e.g., an interior door) to the primary residence.

3. An efficiency kitchen, including a cooking facility with appliances and a food preparation counter that is a reasonable size in relation to the size of the JADU.

#### 3.10.7 Permitting Procedures

1. Both SADUs and JADUs require a building permit.

2. An application for an ADU that meets the applicable standards can be approved by staff and no public hearing is required. The City of Perris will act on an application for an ADU on a lot with an existing residence within 60 days of receiving a complete application.

3. There will be no Impact Fees required for ADUs under 750 square feet.



### **3.10 DEFINITIONS**

The following definitions shall apply to uses and accessory uses within in Green Valley Specific Plan. Uses not defined herein shall be as defined by P.M.C. 19.08 (Definitions).

**3.10.1 Apartments** – means a building containing separate dwelling units for three or more families.

**3.10.2 Business/Professional Uses** – This zone provides for business and office uses where professional or clerical duties are performed such as business support services, legal services, collection agencies, development services office and property management services.

**3.10.3 Childcare Facilities** – means any child care facility of 13 or more children (other than a family child care home), and includes infant centers, preschool and extended child care facilities. Such a facility shall provide nonmedical services to children under 18 years of age in need of personal services, supervision or assistance essential for sustaining the activities of daily living or for the protection of the individual on less than a 24-hour basis.

**3.10.4 Churches, Synagogues, and other Religious Places of Worship** – means an establishment, the principal purpose which is religious worship and including accessory uses in the principal structure or in separate buildings, including Sunday school rooms, assembly rooms, kitchen, library room, one-family dwelling unit and day nurseries operated by and on the church site, but excluding facilities for residence of or training of religious orders.

**3.10.5 Commercial** – This zoning designation provides for retail, professional office, and service oriented business activities which serve the entire City, as well as the surrounding neighborhoods. This zone shall be applicable to and correlate with the General Plan Land Use designations of Community Commercial and Commercial Neighborhood.

**3.10.6 Enclosed Patios** – An enclosed patio is an extension of a house that usually consists of some type of patio area closed off in some way from outdoor elements. It is often used for lounging, dining, and entertaining.

**3.10.7 Light Industrial** – This zone provides for light industrial uses and related activities including manufacturing, research, warehouse and distribution, outdoor storage, assembly of non-hazardous products/materials, and retail related to manufacturing. This zone correlates with the Light Industrial General Plan Land Use designation.

**3.10.8 Multi-family Residential** – A structure composed of attached dwelling units which share any common building components, including, but not limited to, foundations, roofing and structural systems in accordance with City of Perris Zoning Ordinance, Chapter 19.26, such as condo, townhomes, single family cluster, and apartments.

**3.10.9 Patio Covers** – Patio covers are one-story structures used for recreational and outdoor living spaces, not as carports, garages, storage rooms, or habitable rooms.

**3.10.10 Residential Care Facilities** – means a facility which provides for the care of more than 12 persons with special needs who reside at the facility. The use of a residential care center shall be considered a non-residential use of property for all zone districts.

**3.10.11 Single family Residential** - A free-standing unattached building for dwelling or residential use by one family unit which does not share any common building components such as foundations, roofing and structural systems, with any other structure or dwelling in accordance with City of Perris Zoning Ordinance, Chapter 19.25.



**3. Specific Plan Zoning**

**3.10.12 Small Lot Detached Single Family** – A single family residential structure on a lot less than five thousand (5,000) square feet.

**3.10.13 Townhomes** – A townhome is a single family home that shares one or more walls with other independently-owned units.





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## 4 DESIGN GUIDELINES

### 4.1 VISION AND INTRODUCTION

#### 4.1.1 Purpose and Objective

The purpose of the Green Valley Design Guidelines is to work in concert with the Green Valley Specific Plan to guide the planning and design of the neighborhoods within the Green Valley project. The underlying design philosophy is to create a community character and quality that reflects the context of the region. This master planned community emphasizes a variety of residential housing types and reflects the aesthetic charm and neighborhood structure reminiscent of “early 20th century California” towns. By designing to a particular heritage, an architectural tradition for neighborhoods and individual residences shall be established.

These guidelines provide a comprehensive overview of the design criteria and development standards required to implement the desired physical form of the community and its key features. The Guidelines address land use, site design, circulation, landscaping and streetscapes, architectural character, and other components to create a high quality and cohesive community with interconnected open spaces.

While these guidelines establish the quality of architectural and landscape development for the Green Valley project, they are not intended to prevent alternative designs, new technologies, and/or concepts that are compatible with the overall project theme. This document is intended to promote and direct a high level of design quality to the project site while permitting flexibility for creative expression and innovative design solutions.

As a regulatory tool, this guideline document will assist applicants in creating residential neighborhoods and commercial developments that reflect the City’s history, reinforce the sense of community, and utilize sustainable best practices. This document also provides the framework for design review approval of Green Valley’s residential and commercial projects.

Projects must comply with the design principles as stated in the Guidelines. However, the design solutions, schematic drawings, and programming included within this document are intended to illustrate the design intent and are not examples expected to be copied or imitated. There may be other design solutions not shown in the Guidelines that will also result in a successful project.

This document is intended to be used by builders and developers when designing their Master Plot Plans. Any project that is submitted to the Green Valley Design Review Committee and the City of Perris must be reviewed for consistency with these design guidelines. The Green Valley Design Review Committee and the City will review all designs, plans, and construction to ensure compliance with this document and City standards. (Refer to Section 4.4.) The project must then obtain Planning Commission approval under a design review approval process.

#### **Guiding Principles**

The following guiding principles will direct the design of the Green Valley project to ensure quality development:

- Create a community that encourages interaction and evokes a “pride of place” where people want to live.
- Promote linkages and connectivity through land use adjacencies, trails, and open space.
- Create a variety of walkable neighborhoods to further a lifestyle of health, wellness, fitness, activity, and outdoor living in a family-oriented environment.



- Encourage physical, social, and economic diversity.
- Integrate environmentally responsible practices.

These Design Guidelines are interpretational and are, therefore, conceptual in nature. Any changes or deviations from these Design Guidelines can be discussed and negotiated with City staff. As a living document, the Guidelines can, over time, accommodate changes in lifestyles, consumer preferences, economic conditions, community desires, the marketplace, and new technologies.

The architectural and landscape guidelines complement each other. Together they combine to form a distinctive master plan offering a high quality, sustainable environment, and a sense of identity.

#### History

~~The Perris Valley was actively settled in the 1880s and was named after Fred T. Perris, a chief engineer of the California Southern railroad, which connected the cities of Barstow and San Diego. The City of Perris was incorporated in 1911.~~

#### Location and Setting

~~Green Valley is located in the city of Perris, approximately 17.5 miles southeast of Riverside. The San Jacinto River crosses the northwest corner of the property. Interstate 215 is near the property on its eastern boundary. The northern boundary is bordered by Perris Valley Airport, while the south and west boundaries are common to Ethanac Road and Goetz Road, respectfully. The project site is approximately four miles southeast of the Perris City Hall.~~

## 4.2 RESIDENTIAL ARCHITECTURE ~~AL GUIDING PRINCIPLES~~

### 4.2.1 Residential Architectural Guiding Principles

Within the Green Valley community, the architecture theming is built upon the heritage of the communities of early 20th century California. The early 20th century eclectic and well- composed architecture created rich and complex neighborhood environments.

The master developer is to review and approve all tentative and final tract maps, including an overall Master Tentative Parcel Map, site plans, landscape plans, plant material palettes, architectural plans, and architectural material palettes prior to submittal of plans by the merchant builders to the City of Perris. All projects and future developments, whether or not expressly approved by the master developer, shall conform to the architectural and landscape design standards and guidelines as set forth herein.

The following residential ~~guiding principles~~ requirements will guide the architecture to ensure quality development:

- All projects and future developments, whether or not expressly approved by master developer, shall conform to the architectural and landscape design standards and guidelines set forth herein.
- Projects shall provide a range of dwelling unit sizes and floor plans consistent with the scale of the project. Standards for dwelling unit sizes and floor plans will be established by the master developer in negotiation with future tract builders, to assure a diversity of product types consistent with the intent of the subject Specific Plan and criteria established in the development standards.
- All recreational areas, recreational improvements, and open spaces within Green Valley are intended for use and enjoyment by the general public. Recreation and open spaces additionally



contained within multi-family developments, within attached products, or identified within future tentative tract maps may be for the exclusive use and benefit of those future residents.

- The minimum lot width requirement for single-family dwellings on cul-de-sac bulbs or street knuckles shall be met at the front setback line provided that the minimum width at the right-of-way line is not less than twenty-five (25) feet.
- Provide a varied and interesting streetscene.
- Focus of the home is the front elevation, not the garage.
- Provide a variety of garage placements.
- All residential (multi-family and single family) garages are required to provide ~~must be~~ sectional garage panels with windows on top garage panel.
- Provide detail on rear elevations where visible from the public streets or open space areas.
- Choose appropriate massing and roof forms to define the architectural styles.
- Ensure that plans and styles provide a degree of individuality.
- Use architectural elements and details to reinforce individual architectural styles.
- All four sides of residential structures (single family and multi-family shall have architectural elements.

#### 4.2.2 General Architectural Guidelines

##### 1. Single Family Detached

It is anticipated that several areas of detached single-family residences shall be built in Green Valley. These are intended to be neighborhoods of varying lot size and architectural treatment to minimize marketing overlap.

For single-family developments, the following design criteria shall be applied:

- Local curvilinear arterial and collector street layouts shall be encouraged to enhance the streetscape visual character.
- Use of unbroken or geometric “grid” layouts shall be discouraged.
- Designs shall emphasize the idea of a cohesive community, and therefore, abrupt tract-to-tract transitions shall be avoided.
- Direct interface between Green Valley and adjacent land uses, utilizing buffer zones shall be employed to enhance value and strengthen the community image.
- The construction of single story homes at corner locations shall be encouraged to provide aesthetic visual relief from building mass along the street.
- Garages are required to be setback from the livable portion of the single family home.
- All residential (multi-family and single family) garages are required to provide sectional garage panels with windows on top garage panel.
- Composition shingles are prohibited.
- All four sides of residential structures (multi-family and single family) shall have architectural elements.





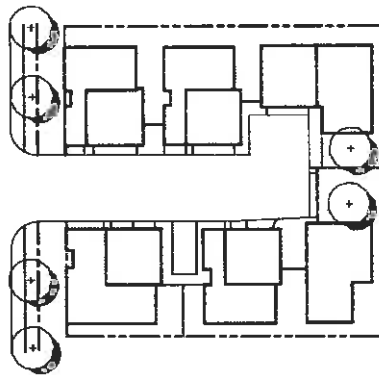
2. Multi-Family

The Multi-Family designation allows for Single Family Clustered, Single Family Attached, Apartments, and Condominium dwelling units.

a. Single Family Clustered

Single Family Clustered homes provide for the privacy of a traditional single family, with less maintenance and a more affordable product. They are typically orientated to a private drive, private alley or a private courtyard. Lots sizes are less than 5,000 square feet.

- Guest parking will be provided along the street or in parking bays.
- Maximum homes on a court will be ten.
- Single Family Clustered will have the same Architectural style and quality as traditional single family homes.
- Variety in elevations is encouraged within a court or along a street.



TYPICAL LOT DETAIL  
(SMALL LOT SFD)  
N.T.S.

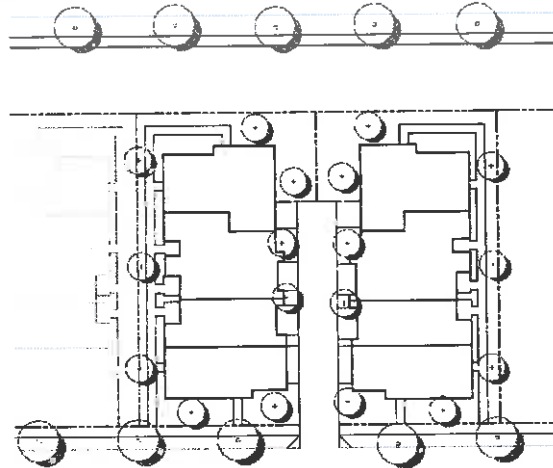
b. Single Family Attached

Includes paired homes and townhomes. Paired homes are two single family home which are attached and townhomes are three or more single family homes which are attached. In any case, you would not have any homes over another home.

- Attached housing and facades shall be articulated to appear as a cluster of individual homes attached rather than one, lone, continuous building.
- Individual buildings should be turned and oriented in a variety of ways to avoid monotony. "Garage door" corridors shall especially be avoided. Buildings shall be articulated in a configuration that adds interest, allows for quality private outdoor areas, and reduces the length of street and utility runs.

4. Design Guidelines

- Each unit shall have its own entry and identity. This shall be accomplished by offsetting and staggering each separate unit and by combining one- and two-story building forms to separate massing. This will also provide a varied streetscape.



TYPICAL LOT DETAIL  
(TOWNHOMES)  
N.T.S.

- The maximum number of attached residences shall be 6.
- Attached residences will exhibit the same high quality in construction and design as other housing types. Buildings will be sited to assure compatibility and variety in community-wide building form.
- Attached Single Family project shall have decorative street lighting and street signage.



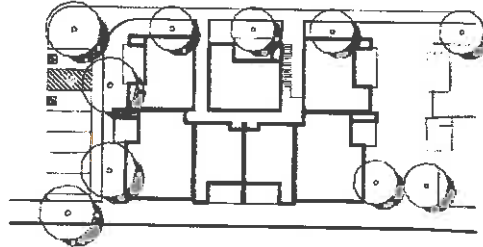
c. Apartments and Condominiums

The maximum number of stories is three and units may be stacked.

- Maximization of the open space is an important element within a multi-family project. Curving streets and orienting road axes toward open areas and views shall be used to take full advantage of these areas. Open parking areas shall be treated as landscaped plazas and courts. All landscape areas shall meet the City of Perris landscape requirements.
- Open parking and carports shall be clustered in parking courts and along internal private drives to enhance security. Pedestrian and automobile circulation shall be clearly defined and separated whenever possible. Special paving at parking court entries and landscape nodes between parking stalls shall be encouraged to soften the streetscape.



- Support facilities within multi-family areas such as recreation buildings, laundry facilities, and manager offices shall be consistent in architectural design and form as previously illustrated for the residences. Recreation areas shall be placed in centrally located areas such as project entries or adjacent to the model complex within each complex.
- Multi-family projects shall have decorative street lighting and street signage.
- Rooftop and ground-mounted mechanical equipment shall be located and screened to minimize the visual intrusion of the equipment into the public view. Rooftop equipment may be clustered and shall be painted to match the roof, and shall be located below the ridge of pitched roofs or the parapet of flat roofs. As an alternative for flat roofs, mechanical equipment may be clustered or located behind a screen wall that architecturally complements the building elevation. Such screen walls shall be set back from the building edge at a ratio of two (2) feet horizontal for one (1) foot vertical screen. The screens shall be considered as part of the maximum height limitations.
- Ground-mounted equipment shall be screened from public view with building walls, free-standing solid wall and gates, and overhead trellises complementary with the project's architectural theme. The use of planting in connection with the above architectural elements is required.
- All outdoor storage shall be prohibited with the exception of the trash enclosures and dumpsters. The location and architectural design of trash enclosures shall be unobtrusive in view and use, as well as complementary to the approved architectural style of the development. The enclosure shall be properly maintained and kept free of debris in all areas outside the enclosure. Visual access into any storage areas shall be screened and filtered by concrete with plaster finish or masonry block walls, with solid gates, baffle pedestrian entries, and trellises (if enclosure is within view of second story buildings). The use of shrubs, vines, and trees to screen the overall appearance is encouraged.
- Trash collection areas shall be located where convenient, inconspicuous, and serviceable. Preferred locations are at the far end of a parking bay or the midpoint of a parking area. The trash area should be enclosed and softened with landscaping, trellis work, or other screening techniques. The placement of said trash enclosures shall be such that the service vehicles will not be required to perform a backing maneuver to approach the bins.
- All projects require Development Plan Approval by the City of Perris. Non-subdivision applications may be approved administratively.



TYPICAL LOT DETAIL  
(APARTMENTS)  
N.T.S.

### 3. Edge Conditions

Rear elevations visible from open spaces and major roadways shall incorporate enhanced details used on the front elevation of the home. Rear elevations observable from open spaces and major roadways shall be visually aesthetically pleasing from surrounding viewpoints and adjacencies. Silhouettes and massing of homes along edges require design sensitivity. A row of homes with a single front or rear facing gable are prohibited. The following should be considered, and at least one element incorporated, in the design of the side and rear elevations along edge conditions:

- A balance of hip and gable roof forms;
- Single-story plan;
- Single-story elements on two-story homes;
- Offset massing or wall planes (on individual plans or between plans);
- Roof plane breaks (on individual plans or between plans);
- Detail elements on the front elevation shall be applied to the side and rear elevations along edge conditions.

### 4. Roof Forms

Rows of homes seen along major community roadways are perceived by their contrast against the skyline or background. The dominant impact is the shape of the building and roofline. To minimize the visual impact of repetitious flat planes, similar building silhouettes and similar ridge heights, discernibly different roof plans for each home plan shall be designed. Individual roof plans may be simple but, between different plans, should exhibit variety by using front to rear, side-to-side, gables, hipped roofs, and/or the introduction of single story elements.





4. Design Guidelines



The following roof design guidelines should also be considered:

- Provide a mix of gable and hip roofs along the streetscene.
- Design roofs for maximum solar exposure for the potential installation of solar features.
- Consider deep overhangs where appropriate to the style to provide additional shade and interior cooling.

- Offset roof planes, eave heights, and ridgelines.
- Composition shingles are prohibited.

5. Corner Buildings

Buildings located on corners often times function as neighborhood entries and highlight the architecture for the overall Green Valley community. Buildings located on corners shall include one of the following:

- Front and side facade articulation using materials that wrap around the corner-side of the building;
- Awning on corner side;
- Home entry on corner side;



- Corner facing garage;
- A pop-outside hip, gable, or shed form roof;
- An added single-story element, such as a wrap-around porch or balcony;
- Recessed second- or third-story (up to 35' max.); or
- Balcony on corner side.

6. Front Elevations

Front elevations shall be detailed to achieve a variety along the streetscene. Each front elevation shall

incorporate a Feature Window treatment [\(see Feature Window requirements below\)](#). [In addition, each front elevation shall incorporate one or more of the following techniques:](#)

- [Provide enhanced style-appropriate details on the front elevation.](#)
- [Offset the second story from the first level for a portion of the second story.](#)
- [Vary the wall plane by providing projections of elements such as bay windows, porches, and similar architectural features.](#)
- [Create recessed alcoves and/or bump-out portions of the building.](#)
- [Incorporate second-story balconies.](#)



- [Create interesting entries that integrate features such as porches, courtyards, large recessed entry alcoves, or projecting covered entries with columns.](#)

[Use a minimum of two building materials or colors on the front elevation.](#)

#### 7. Multi-family Entries



Entries for multi-family homes should create an initial impression, locate and frame the doorway, act as a link between public and private spaces, and further identify individual unit entries.

- Wherever possible, orient the front door and principal access towards the roadway, paseo, or common open space.
- Incorporate appropriate roof elements, columns, Feature Windows and/or architectural forms in the entry statement to emphasize the building character and the location of individual doorways.
- If due to building configuration, the front entry location is not immediately apparent, direct and draw the observer to it with added elements such as signs, lighting, and landscape.

#### 8. Feature Windows

All front and visible edge elevations shall incorporate one Feature Window treatment that articulates the elevation. [Feature Window options include:](#)

- [A window of unique size or shape.](#)
- [Picture window.](#)
- [A bay window projecting a minimum of 24 inches, or a 12 inch pop-out surround.](#)
- [A window with a substantial surround matching or contrasting the primary color of the home.](#)
- [A window recess a minimum of 2 inches.](#)
- [Decorative iron window grilles.](#)
- [Decorative window shelves or sill treatments.](#)
- [Grouped or ganged windows with complete trim surrounds or unifying head and/or trim.](#)
- [A Juliet balcony with architectural style appropriate materials.](#)
- [Window shutters.](#)
- [Trellis protruding a minimum of 12 inches from the wall plane of the window.](#)



9. Windows

Windows on south-facing exposures should be designed, to the greatest extent possible, to maximize light and heat entering the home in the winter, and to minimize light and heat entering in the summer.

West-facing windows should be shaded where feasible to avoid prolonged sun exposure/overheating of the homes.



[For additional window requirements addressing Sound Attenuation requirements refer to the Noise Assessment Report. The city will require a N.A.R. for projects that border major external and internal streets.](#)

10. Garage Door Treatments

Garages must be sectional with windows on top. Appropriate treatment of garage doors will further enhance the building elevation and decrease the utilitarian appearance of the garage door. Various garage door patterns, windows, and/or color schemes should be applied as appropriate to individual architectural styles, where feasible.



- [Garage doors shall be consistent with the architecture of the building to reduce the overall visual mass of the garage.](#)
- [Garage doors shall be recessed 8 inches from the wall plane.](#)
- [All garage doors shall be automatic section roll-up doors.](#)
- [When appropriate, single garage doors are encouraged.](#)
- [Carriage-style garage doors of upgraded design are encouraged.](#)

Street Facing Garages

All street facing garages should vary the garage door appearance along the streetscene. [Below are options for the door variety:](#)

- [Vary the garage door pattern, windows, and/or color as appropriate to individual architectural styles.](#)

- Use an attached overhead trellis installed beneath the garage roof fascia and/or above garage door header trim.
- Span the driveway with a gated element or overhead trellis.
- Provide a porte cochere.
- Street facing garages on corner lots at neighborhood entries shall be located on the side of the house furthest away from the corner.



#### 11. Alley Treatments

The use of alleys should be elevated from purely functional, simple garage access to an enjoyable space that residents experience and utilize daily. Design of alleys shall address the functional and aesthetic features of the space to create a positive experience for the residents. At least one of the following shall be implemented along the alley:

- Building size and shape shall have stepped massing (recessed or cantilevered, i.e., stepping back upper floors or protruding forward upper floors) of at least two feet.
- Window trim, color, and appropriate details from the front elevation.
- Rear privacy walls and pedestrian gates designed and located for ease of unit access.
- Enhanced garage door patterns or finishes; garage doors shall complement the design intent of the home and neighborhood.
- Provide sufficient planting areas between garages to soften the vertical architectural planes at alleys.

#### 12. Building Forms

Building form, detail, and placement greatly influences how a structure is perceived based on how light strikes and frames the building. The effect of sunlight is a strong design consideration, as shadow and shade can lend a sense of substance and depth to a building. The following elements and considerations can be used to facilitate the dynamic of light and depth perception of the building.

##### Architectural Projections

Projections can create shadow and provide strong visual focal points. This can be used to emphasize design features such as entries, major windows, or outdoor spaces. Projections are encouraged on residential building forms. Projections may include, but are not limited to:

- Awnings (wood, metal, cloth)
- Balconies





- Shutters
- Eave overhangs
- Projecting second- or third-story elements
- Window/door surrounds
- Tower elements
- Trellis elements
- Recessed windows
- Porch elements
- Bay windows or dormers

- Shed roof elements

#### Offset Massing Forms

Front and street-facing elevations may have offset masses or wall planes (vertically or horizontally) to help break up the overall mass of a building.



- Offset forms are effective in creating a transition:
  - Vertically between stories, or
  - Horizontally between spaces, such as recessed entries.
- Offset massing features are appropriate for changes in materials and colors.

- Offsets should be incorporated as a functional element or detail enhancement.
- Over-complicated streetscenes and elevations should be avoided.
- Streetscenes should provide a mix of simple massing elevation with offset massing elements to compose an aesthetic and understandable streetscape.

#### Floor Plan Plotting

In each single-family detached neighborhood with ~~150~~-65 homes or more, provide:

- Six floor plans.
- Four elevations for each floor plan using a minimum of three architectural styles. If only two styles are selected, elevations shall be significantly different in appearance.
- Four different color schemes for each floor plan.

In each single-family detached neighborhood with ~~150~~-65 homes or less, provide:

- Three floor plans.
- Three elevations for each floor plan using a minimum of three architectural styles. If only three styles per floor plan are selected, elevations shall be significantly different in appearance.
- Four different color schemes for each floor plan.



In each single-family detached neighborhood, street facing garages on corner lots at neighborhood entries shall be located on the side of the house furthest away from entry corner.

#### Style Plotting

To ensure that architectural variety occurs, similar elevations cannot be plotted adjacent to or immediately across the street from one another. No more than two of the same floor plan/elevations shall be plotted next to each other or directly across the street from one another. The following describes the minimum criteria for style plotting:

- For a home on a selected lot, the same floor plan and elevation is not permitted on the lot most directly across from it and the one lot on either side of it.
- Identical floor plans may be plotted on adjacent lots, provided a different elevation style is selected for each floor plan.
- Identical floor plans may be plotted on lots across the street from each other provided a different elevation style is selected for each floor plan.

#### Color Criteria

To ensure variety of color schemes, like color schemes cannot be plotted adjacent to or immediately across the street from one another. Color and material sample boards shall be submitted for review along with the Master Plot Plan. (Refer to Section 4.4.)

A color scheme for a home on a selected lot may not be repeated (even if on a different floor plan) on the three lots most directly across from it and on the single lot to each side of it.

Extensively bold, bright, fluorescent, and neon colors should be avoided. If used, bold, bright, fluorescent, and neon colors should only be used as accent colors on window and door frames, building trim, and details.

#### Lower Height Elements

Lower height elements are important to streetscene variety, especially for larger buildings or masses, as they articulate massing to avoid monotonous single planes. These elements also provide a transition from the higher story vertical planes to the horizontal planes of sidewalk and street, and help to transition between public and private spaces. Lower height elements are encouraged to establish pedestrian scale and add variety to the streetscene. Lower height elements may include, but are not limited to:



- Porches
- Entry features
- Interior living spaces
- Courtyards
- Bay windows
- Trellises

Balconies

Balconies break up large wall planes, offset floors, create visual interest to the facade, provide outdoor living opportunities, and adds human scale to a building. Scaled second- or third-story balconies can have as much impact on stepped massing and building articulation as a front porch or lower height elements. [Balcony elements:](#)



- [May be covered or open, recessed into or projecting from the building mass.](#)

- [Shall be an integral element of, and in scale with, the building mass, where appropriate.](#)

[Are discouraged from being plotted side-by-side at the same massing level \(i.e. mirrored second-story balconies\).](#)

Roof Considerations

Composition and balance of roof forms are as definitive of a streetscape as the street trees, active architecture, or architectural character.



- [Rooflines and pitches, ridgelines and ridge heights should create a balanced form to the architecture and elevation.](#)

- [Direction of ridgelines and/or ridge heights should vary along a streetscene.](#)

- [Roof overhangs \(eaves and rakes\) may be used as projections to define design vocabulary, create light, and shade patterns.](#)

- [Hip, gable, shed, and conical roof forms may be used separately or together on the same roof or streetscene composition.](#)

- [Roof form and pitch shall be appropriate to the massing and design vocabulary of the home.](#)

~~12.~~ 13. Outdoor Living Spaces

Outdoor living spaces, including porches, balconies, and courtyards, activate the streetscene and promote interaction among neighbors. Outdoor living spaces can also create indoor/outdoor environments opening up the home to enhance indoor environmental quality. Wherever possible, outdoor living space is encouraged.



#### ~~13.~~14. Materials

The selection and use of materials has an important impact on the character of each neighborhood and the community as a whole. Wood is a natural material reflective of many architectural styles; however, maintenance concerns, a design for long-term architectural quality and new high-quality manufactured alternative wood materials make the use of real wood elements less desirable. Where “wood” is referred to in these guidelines, it can also be interpreted as simulated wood trim with style-appropriate wood texture. Additionally, some styles can be appropriately expressed without the wood elements, in which case stucco-wrapped, high-density foam trim (with style-appropriate stucco finish) is acceptable. Precast elements can also be satisfied by high-density foam or other similar materials in a style-appropriate finish.

- Brick, wood, and stone cladding shall appear as structural materials, not as applied veneers.
- Material changes should occur at logical break points.
- Columns, tower elements, and pilasters should be wrapped in its entirety.
- Materials and colors should be varied to add texture and depth to the overall character of the neighborhood.
- The use of flashy or non-traditional materials or colors that will not integrate with the overall character of the community is prohibited.
- Material breaks at garage corners shall have a return dimension equal to or greater than the width of the materials on the garage plane elevation.
- Use durable roofing and siding materials to reduce the need for replacement.
- Use local, recycled and/or rapidly renewable materials to conserve resources and reduce energy consumption associated with the manufacturing and transport of the materials. (Refer to Section 4.4 for Design Review process.)

#### ~~14.~~15. Exterior Structures

Exterior structures, including but not limited to, porches, patio covers, and trellises shall reflect the character, color, and materials of the building to which they are related.

- Columns and posts should project a substantial and durable image.



- Stairs should be compatible in type and material to the deck and landing.



- Railings shall be appropriately scaled, consistent with the design vernacular of the building, and constructed of durable materials.
- Exposed gutters and downspouts shall be colored to complement or match the fascia material or surface to which they are attached.

~~15-~~16. Accessory Structures

Accessory structures should conform to the design standards, setbacks, and height requirements of the primary structure. If visible from the front or side lot line, the visible elevation should be considered a front elevation and should meet the design criteria of the applicable architectural style.

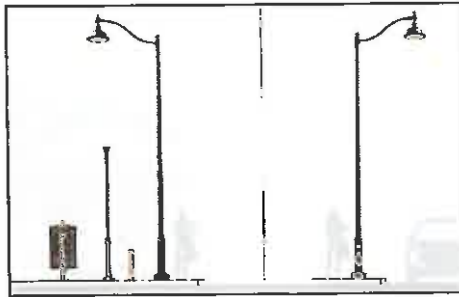
~~16-~~17. Lighting

Appropriate lighting is essential in creating a welcoming evening atmosphere for the Green Valley community. As a forward-thinking community, The Green Valley development will institute dark sky recommendations to mitigate light pollution, cut energy waste, and protect wildlife. All lighting shall be aesthetically pleasing and non-obtrusive, and meet the dark sky recommendations.

Lighting shall incorporate meet the following written guidelines and design imagery:

- All exterior light fixtures and fixture placement shall comply to the standards specified in the City's design documents. Use of LED technology where possible and feasible is recommended.
- Streets and intersections should be well lit in accordance with the City standard illumination levels. Low-level lighting for pedestrian safety should be installed where appropriate. Intersections should have increased light levels for definition and to mitigate automobile/ pedestrian conflicts.
- Accent lights should be installed at all primary entry monuments, secondary monuments, and park/ trail monuments.
- Streetlights shall conform to the overall project theme and city standards.
- All exterior lighting for identification, pools, water features, and landscaping should be subdued and indirect to prevent spill over onto adjacent lots and streets.
- The type and location of building lighting should preclude direct glare onto adjacent property, streets and skyward by the use and application of shields
- Pedestrian scale fixtures are encouraged over "high mast" poles.
- Consistent lighting fixtures shall be used throughout the Green Valley development to enhance community character.

- Light rays shall be confined on-site through orientation, the use of shading/directional controls, and/or landscape treatment.
- Minimum illumination requirements are one-foot candle across parking areas and sidewalks.
- Each residence shall have an exterior porch light at its entry that complements the architectural style of the building.
- Where feasible, lighting should be on a photocell or timer.



Lighting within development areas adjacent to Open Space Districts shall comply with the following “dark sky” lighting regulations:

1. Flood lamp shielding and/or City-approved “dark sky” light fixtures/bulbs shall be used in developed areas to reduce the amount of stray lighting into natural resource areas.
2. Direct lighting rays shall be confined to the respective residential, resort, commercial, or common area lots upon which the exterior lights are to be installed so that adjacent Open Space Districts are protected from any significant light spillage, intrusion, and glare.
3. No skyward casting lighting shall be allowed in development areas adjacent to Open Space Districts
  - ~~All exterior lighting shall be limited to the minimum necessary for public safety.~~
  - ~~All exterior lighting shall be shielded to conceal the light source, lamp, or bulb. Fixtures with frosted or heavy seeded glass are permitted.~~
  - ~~Each residence shall have an exterior porch light at its entry that complements the architectural style of the building.~~
  - ~~Where feasible, lighting should be on a photocell or timer.~~
  - ~~Low voltage lighting shall be used whenever possible.~~

#### 17.4. Address Numbers

To ensure public safety and ease of identifying residences by the Fire and Police Departments, address numbers shall be lighted and easily visible from the street.



#### 4.2.3 Residential Architectural Styles

Green Valley is envisioned as a sustainable, contemporary community where architectural massing, roof forms, detailing, walls, and landscape collaborate to reflect historic, regional, and climate-appropriate styles.

The design criteria established in this section encourages a minimum quality design and a level of style with appropriate elements. Although the details are important elements that convey the style, the massing and roof forms are essential to establishing a recognizable style. The appropriate scale and proportion of architectural elements and the proper choice of details are all factors in achieving the architectural style.

##### Architectural Theme

The styles selected for Green Valley have been built upon the heritage of the communities of early 20th century California, a majority of which have been influenced by the Spanish Mission and Mexican Rancho eras. Over the years, architectural styles in California became reinterpreted traditional styles that reflect the indoor-outdoor lifestyle choices available in the Mediterranean climate. These styles included the addition of western materials while retaining the decorative detailing of exposed woodwork, wrought iron hardware, and shaped stucco of the original Spanish styles. Mixing of style attributes occurs in both directions, such as adapting Spanish detailing to colonial style form, or introducing colonial materials and details to the Hacienda form and function. The landscape and climate of California have also generated styles that acknowledge and blend with its unique setting.

The following styles can be used within Green Valley:

- Spanish Colonial
- Monterey
- Craftsman
- California Wine Country
- California Prairie

Additional architectural styles compatible with the intent of these guidelines may be added when it can be demonstrated that they are regionally appropriate.

The following pages provide images and individual “style elements” that best illustrate and describe the key elements of each style. They are not all mandatory elements, nor are they a comprehensive list of possibilities. The degree of detailing and/or finish expressed in these guidelines should be relative to the size and type of building upon which they are applied.

These images in the pages that follow are for concept and inspiration only and should not be exactly replicated.

1. Spanish Colonial

This style evolved in California and the southwest as an adaptation of Mission Revival infused with additional elements and details from Latin America. The style attained widespread popularity after its use in the Panama-California Exposition of 1915.

Key features of this style were adapted to the California lifestyle. Plans were informally organized around a courtyard with the front elevation very simply articulated and detailed. The charm of this style lies in the directness, adaptability, and contrasts of materials and textures. Figure 4-1 depicts examples of Spanish Colonial architectural styles.

Spanish Colonial Style Elements:

- Plan form is typically rectangular or “L”- shaped.
- Roofs are typically of shallower pitch with “S” or barrel tiles and typical overhangs.
- Roof forms are typically comprised of a main front-to-back gable with front-facing gables.
- Wall materials are typically stucco.
- Decorative “wood” beams or trim or typical.
- Segmented or full-arch elements are typical in conjunction with windows, entry, or the porch.
- Round or half-round tile profiles are typical at front-facing gable ends.
- Arcades are sometimes utilized.
- Windows may be recessed, have projecting head or sill trim, or be flanked by plank-style shutters.
- Decorative wrought-iron accents, grille work, post or balcony railing may be used.







Figure 4-1, Architectural Style – Spanish Colonial

2. Monterey

The Monterey style is a combination of the original Spanish Colonial adobe construction methods with the basic two-story New England colonial house. Prior to this innovation in Monterey, all Spanish colonial houses were of single story construction.

First built in Monterey by Thomas Larkin in 1835, this style introduced two story residential construction and shingle roofs to California. This Monterey style and its single story counterpart eventually had a major influence on the development of modern architecture in the 1930's.

The style was popularized by the used of simple building forms. Roofs featured gables or hips with broad overhangs, often with exposed rafter tails. Shutters, balconies, verandas, and porches are integral to the Monterey character. Traditionally, the first and second stories had distinctly different cladding material; respectively siding above with stucco and brick veneer base below.

The introduction of siding and manufactured materials to the home building scene allowed for the evolution of the Monterey home from strictly Spanish Adobe construction to a hybrid of local form and contemporary materials. Siding, steeper pitched flat tile roofing, and the cantilevered balcony elements on the Monterey house define this native California style. Figure 4-2 depicts examples of Monterey architectural styles.

Monterey Style Elements:

- Plan form is typically a simple two-story box.
- Roofs are typically shallow to moderately pitched with flat concrete tile or equal; “S” tile or barrel tile are also appropriate.
- Roof forms are typically a front-to-back gable with typical overhangs.
- Wall materials are typically comprised of stucco, brick, or siding.
- Materials may contrast between first and second floors.
- A prominent second-story cantilevered balcony is typically the main feature of the elevation; two-story balconies with simple posts are also appropriate.
- Simple Colonial corbels and beams typically detail roof overhangs and cantilevers.
- Balcony or porch is typically detailed by simple columns without cap or base trim.
- Front entry is typically traditionally pedimented by a surround, porch, or portico.
- Windows are typically accented with window head or sill trim of colonial-style and louvered shutters.
- Corbel and post sometimes lean toward more “rustic” details and sometimes toward more “Colonial” details.





Figure 4-2, Architectural Style – Monterey



### 3. Craftsman

Influenced by the English Arts and Crafts movement of the late 19th century and stylized by California architects like Bernard Maybeck in Berkeley and the Greene brothers in Pasadena, the style focused on exterior elements with tasteful and artful attention. Originating in California, Craftsman architecture relied on the simple house tradition, combining hip and gable roof forms with wide, livable porches, and broad overhanging eaves. The style was quickly spread across the state and across the country by pattern books, mail-order catalogs, and popular magazines.

Extensive built-in elements define this style, treating details such as windows and porches as if they were furniture. The horizontal nature is emphasized by exposed rafter tails and knee braces below broad overhanging eaves constructed in rustic-textured building materials. The overall effect was the creation of a natural, warm, and livable home of artful and expressive character. Substantial, tapered porch columns with stone piers lend a Greene character, while simpler double posts on square brick piers and larger knee braces indicate a direct Craftsman reference to the style of California architect Bernard Maybeck, who was greatly influenced by the English Arts and Crafts Movement of the late 19th Century. Figure 4-3 depicts examples of Craftsman architectural styles.

#### Craftsman Style Elements:

- Plan form is typically a simple box.
- Roofs are typically of shallower pitch with flat concrete tile or equal, and exaggerated eaves.
- Roof forms are typically a side-to-side gable with cross gables.
- Roof pitch ranges from 3:12 to 5:12 typically with flat concrete tile or equal.
- Wall materials may include stucco, horizontal or shingle siding, and stone.
- Siding accents at gable ends are typical.
- A front porch typically shelters the main entry.
- Exposed rafter tails are common under eaves.
- Porch column options are typical of the Craftsman style.
- Windows are typically fully trimmed.
- Window accents commonly include dormers or ganged windows with continuous head or sill trim.







Figure 4-3, Architectural Style – Craftsman



#### 4. California Wine Country

California Wine Country architecture is typically a simple structure that takes advantage of 360-degree views while staying true to the nature of the land. This rustic and sophisticated style is appreciative of the surrounding topography and softens the lines between indoor and outdoor living. The California Wine Country style is diverse and borrows details from Tuscan and European architecture and reworks them into something that is particularly California. This casual and sophisticated style incorporates the agricultural vernacular into the structure and creates a form that is luxurious yet approachable. Figure 4-4 depicts examples of California Wine Country architectural examples.

##### California Wine Country Style Elements:

- Simple rectangular form may be layered to create casual massing, often asymmetrical.
- Low-pitched gabled primary roofs (3:12 to 5:12) are common.
- Shed porches are typical.
- Roofs are typically barrel tile or “S”-tile.
- Exposed rafter tails enhance an elevation.
- Stucco can be the primary wall material, but over grouted stone or brick is also common.
- Windows with head and sill trim or full surrounds are typical.
- Rustic column posts and wood railings are typical.
- A massive chimney (battered or tapered) clad in stucco, stone, or brick is common.
- Wood trellises, shutters, and/or applied sheds over windows are typical details.





Figure 4-4, Architectural Style - California Wine Country



#### 5. California Prairie

The Prairie style, generated by the Chicago Prairie School movement, is organic in nature and integrated with the land, and uses natural materials and abstracted natural forms. Its strong horizontal lines, low-pitched roof with large overhanging eaves, and windows assembled in horizontal bands are indicative of this style. The Prairie style is also known for incorporating open floor plans within the home. The California Prairie style will add a strong horizontal aspect within Green Valley. Figure 4-5 depicts examples of California Prairie architectural styles.

##### California Prairie Style Elements:

- Form is one or two-story with strong horizontal massing.
- Secondary masses are perpendicular to the primary forms.
- Roofs are long horizontal low-pitched hip roofs with large overhanging eaves that emphasize the horizontal planes.
- Roof overhangs are 36" minimum.
- Roof pitch ranges from 3.5:12 to 4:12 typically with flat concrete tile or equal.
- Stucco walls with ledge stone or masonry is typical.
- Extensive use of ledge stone or brick to emphasize the horizontal planes is indicative of the Prairie style.
- Square or rectangular windows with wood trim may be grouped to emphasize the geometry of the building form.
- Ribbons of windows arranged in horizontal bands is common.
- Massive chimney forms wrapped in stone or brick is an enhanced detail of this style.
- Terraces covered by the primary roof form with large rectilinear stone piers for roof support is typical.







Figure 4-5, Architectural Style – California Prairie



#### 4.2.44.3 ~~NON-RESIDENTIAL~~ COMMERCIAL, BUSINESS AND PROFESSIONAL, AND LIGHT INDUSTRIAL GUIDELINES

This section intends to provide general design guidance for the ~~non-residential~~ Commercial, Business and Professional, and Light Industrial uses at Green Valley. The guidelines are intended to:

- Define the quality and character of non- residential uses.
- Promote the pedestrian and human scale to ensure compatibility between non- residential and residential uses.
- Minimize negative impacts to adjoining uses through the use of setbacks and/or landscaping.
- Enhance the pedestrian environment and strengthen overall community connectivity.
- Lessen potential negative visual impacts from the scale, bulk, and mass inherent in large non-residential buildings.
- ~~Allow flexibility to respond to market conditions.~~
- Promote site building and landscape design that are consistent with Green Valley’s commitment to sustainability (see section 1.5.4).



##### 1. Site Planning

The following site planning elements advance aesthetic quality, efficient use of the land, public safety, and environmental responsibility.

##### Connectivity

The non-residential planning areas should be designed to allow for the safe and convenient movement of pedestrians, bicycles, and vehicles:

- Provide clearly delineated pedestrian paths from perimeter sidewalks or trails to the building’s primary entrance.
- Encourage individual parcels to make internal connections to adjoining mixed-use parcels to inspire walking instead of driving to the same destination.
- Locate accessible bicycle parking near the building’s main entrance.

##### Building Placement/Orientation

Special attention should be paid to the impacts of visibility, massing, and the height of the building. The following elements should be considered during site design:

- Orient buildings to establish positive relationships with the adjacent streets.
- Use building location to frame and enclose interesting outdoor gathering spaces.



- Face primary entrances to off-street parking areas.
- Screen service and loading areas from the street where feasible.
- Make building entrances clearly visible and easily identifiable as visitors access the site.
- Provide well-defined pedestrian connections from the parking areas to the building entrances.

Site Amenities/Public Gathering Spaces

Public gathering spaces are encouraged to promote a vibrant and interactive environment for residents, employees, and visitors. Common use areas may include, but are not limited to: plazas, al fresco dining areas, building entry forecourts, and courtyards. These places provide opportunities for activities such as casual meetings, outdoor eating, and small group gatherings.



- Locate buildings to create and enclose a mix of outdoor people gathering spaces.
- Exterior design of buildings shall accommodate signage for future tenants.
- All signage shall conform to the City of Perris sign ordinance.
- Design public gathering spaces large enough to be usable, but not so large as to appear empty or inhospitable.
- Accommodate solar orientation for public gathering spaces to allow sunny outdoor spaces in winter and shade in the summer.
- Furnish public gathering spaces with appropriate site amenities such as benches, low walls, shade trees, shade structures, water elements, and bollards to facilitate pedestrian uses.
- Activate the pedestrian environment by interactive architecture and landscape including:
  - Architecturally vibrant storefronts
  - Benches and planter walls for seating opportunities
  - Water features, murals, or public art
  - Accent or festive lighting to enhance nighttime ambiance

Access and Site Circulation

Driveway access to parcels should provide safe vehicular movement and prevent traffic congestion as follows:



- Design driveways and parking areas to provide sufficient vehicular stacking during peak usage.
- Provide a setback of fifty feet from the street curb to the first parking stall perpendicular to a driveway or to the first drive aisle intersection.



- Service entries and loading docks shall be placed towards the rear and non-public view sides of buildings.



#### Parking

Sufficient visitor and employee parking shall be provided [pursuant to the requirements of P.M.C 19.69 \(Parking and Loading Standards\)](#). Individual developments, however, are encouraged to seek opportunities, incorporate design features, or utilize transportation management strategies that include shared parking to reduce automobile use.

- Provide convenient locations for handicap, carpool, and bicycle parking.
- Screen parking areas from view of public streets through the use of plant material, low walls, and/or berms.
- Reduce the heat island effect by providing shade canopies and shade trees.

#### Utilities, Services, and Trash Collection

Utilities, services, and loading areas should be provided on each non-residential development to service the business and activities conducted on the parcel.



- Locate above-ground utility features so they are not highly visible from the street or pedestrian routes.
- All utilities shall be placed underground, including existing lines along Murrieta Road. Placement of underground utilities shall not interfere with landscape planting.
- Cluster the utility infrastructure where feasible, and screen with landscape materials, berms, walls, and/or other architectural features.
- Screen utility cabinets and pedestals within parking lot landscape islands or parkways.
- Screen service and loading areas from the street where feasible.
- Screen all rooftop equipment and communication equipment from abutting roadways by parapet walls or roof structures.
- Locate service and refuse collection areas within interior, side, or rear yards oriented away from public view.





- Screen service loading areas and refuse enclosures by a solid wall with materials of appropriate color and texture compatible to the adjoining building. Soften with landscape foundation planting.
- Trash enclosures shall include an overhead trellis for screening and shade.

#### 4.2.54.3.2 ~~Non-Residential~~ Commercial Architectural Guidelines

~~Non-residential~~ Commercial areas are to be visually attractive and cohesive with the surrounding residential and natural environment. The successful creation of pedestrian-friendly, non-intrusive development within Green Valley can be achieved by applying the following:

- Present a unified development character without creating repetitious or redundant forms or design.
- Buildings shall be scaled appropriately and shall be genuine to the location and use of the building.
- Buildings shall be complementary to the design vocabulary of Green Valley.



##### 1. Building Form

Building placement, form, and detail should complement each other to create an aesthetically interesting streetscape practical for pedestrians and business activity. The following design elements should be considered:

- Provide well-proportioned building forms that result in a balanced composition of elements.
- Modify and vary building masses between adjacent buildings.
- Layer wall planes and volumes to provide a rhythm of dynamic building forms and shadows.
- Provide building massing that consist of a mix of heights, both within and between buildings.

##### 2. Roof Considerations

Roofs should be designed for functionality and complement/elevate the overall architectural design of the building. The following design elements should be considered:



- Encourage vertical roof plane breaks, changes in building/ridge height or other accent roof forms.
- Integrate materials and form with the overall design vernacular of the development.
- Utilize fascia and/or cornice elements that are consistent with the primary design.
- When used, parapets should be contiguous and incorporate side/rear elevation returns to eliminate false fronts or unfinished appearances.

### 3. Facade Treatments

Buildings should have articulation along auto and pedestrian corridors to generate pedestrian scaling and visual interest along the streetscape.



- Avoid blank walls, especially along the primary pedestrian walkway and street frontages.
- Detail buildings that use only one building material with banding, architectural details, textures, color variation, and/or offset massing.
- Unify architectural design for all pedestrian or major roadway elevations.
- Provide shadow articulation and scale to building elevation through overhangs, projections, and recesses.

#### 4.2.64.3.3 Commercial / Mixed- Use Design Criteria



The daily needs of residents and visitors of Green Valley and business employees may be met in well-designed commercial retail development. These commercial retail spaces shall be of a pedestrian-scale and may include such diverse businesses like pharmacies, food services, independent businesses or offices, financial services, florists, or personal services. Accessibility, pedestrian scale, and site/ building design are of great importance to the success and suitability of the commercial developments.

- Where practical and reasonable, buildings should appear as a collection of smaller individual buildings rather than a single uninterrupted large building, including:



- Building forms that appear to be on a tenant-by-tenant basis, having mixed either facade treatments or facades with unified design, materials, and color palettes with a varied massing.
  - Varied massing with unified design, materials, and color palettes.
  - Articulate building/tenant entries.
  - Provide glazing on elevation with tenant/visitor entries.
- Incorporate pedestrian-scale windows, architectural features, and massing.
  - Rear elevations, when visible to adjacent residential development or where fronting major roadways, should be articulated.

#### 4.2.74.3.4 Lot Coverage Guidelines

##### 1. Scale

Scale refers to the massing and form of a building and includes elements such as building height and footprint. Depending on how a building is designed, it can either positively or negatively affect the character of a neighborhood and quality of the streetscape experience.

The guidelines that follow provide for the ability to create an inviting environment that considers the pedestrian and motorist experience throughout the neighborhood as it relates to visual interest and comfort in a space.

##### 2. Massing and Building Form

- In general, building form and mass shall derive from the building footprint and will be compatible with the overall neighborhood context.
- In general, building form shall allow for the creation of multiple usable zones that offer private and public spaces for residents.
- Maximum height limits of buildings will help maintain an appropriate human scale relationship that assists in making the public realm more pedestrian friendly.
- To create interest along the streetscape, building massing shall be variegated through the staggering of horizontal and vertical planes. To this end, no building wall shall extend more than 25' vertically or horizontally with a visual break created by a 2' minimum offset or architectural detail.
- Maximum building heights shall be pursuant to Chapter 3, Specific Plan Zoning.

#### 4.3.5 Business and Professional Architectural Guidelines

##### 1. Access and Circulation

- Enhanced paving should be used on internal walkways providing connections between entries and public rights of way.
- Pedestrian walkways should be embellished and defined by landscaping, trees, lighting, and textured paving.
- Pedestrian walkways through parking lots should be accented with special design features such as raised, colored and/or textured pavement, a widened roadway, or a combination of the former.



## 2. Plaza Elements

Enhanced visitor area(s) (i.e., a plaza, patio, courtyard, linear promenade, terrace, or usable landscaped area) should be scaled accordingly to the size and demands of the particular user or facility and that exhibit a higher level of design treatments by incorporating seating, sculpture, trash receptacles, ash urns, pedestrian scaled lighting enhancements and other furnishings as appropriate for the specific user. Plazas and open space areas provide both a friendly and inviting vision and environment by incorporating some of the following elements:

- Architectural features and furnishings adhering to a consistent theme.
- Seating, such as benches, tables and chairs, and/or low seating walls.
- Enhanced paving using a combination of textures and patterns, site walls including tree grates.
- Decorative light fixtures. Pedestrian scale, bollard, or other accent lighting.
- Landscaping of special interest, landscape buffering, screen walls, trellises, pergola structures and large scale canopy trees.
- Public art or other focal point amenity.

Plazas should be oriented toward the public view whenever possible. Special opportunities for plazas adjacent to building entrances, in food service areas, or between building clusters should be provided.

### 4.3.6 Light Industrial Architectural Guidelines

1. Industrial operations should be screened from the public view and oriented away from residential uses, according to required setbacks
2. Truck driveways should be separated from passenger traffic to the greatest extent possible and provide for 50-foot turning radii.
3. Truck drive aisles shall be a minimum 40 feet wide.





#### 4.34.4 LANDSCAPE PLAN

##### 4.3.14.4.1 Landscape Design Guiding Principles

###### Sustainable Landscape Design

Through thoughtful, sensitive design, Green Valley can be developed to conserve valuable resources and create a noteworthy community within the City of Perris. Sustainable landscape design links natural and built systems to achieve balanced environmental, social, and economic outcomes and improves quality of life, and the long-term health of communities and the environment. Sustainable landscape balance the needs of people and the environment and benefit both. Landscape Architects are encouraged to research alternative possibilities and incorporate them into the Model Home and community common area landscape design. The following is a list of various ‘sustainable’ features and practices to be used and/or considered for the Green Valley Development at the improvement plan phase/ level.

- Incorporate a water management system utilizing up-to-date best management practices that allows groundwater to recharge.
- Encourage the use of low toxic wood preservatives (no CCA), or naturally rot-resistant wood for landscaping.
- Due to drought situations, be mindful to choose low water, drought tolerant, and/or native plants that match the microclimate, and soil conditions. (Refer to Plant Matrix herein)
- Select plants that are “non-invasive” according to the current California Invasive Plant
- Inventory, published by the California Invasive Plant Council.
- Design landscape and plant spacing to allow for plants to reach mature size. Using appropriate sizes and the thoughtful placing of plants prevents overgrowth and future thinning, reducing the amount of material sent to the landfill.
- Locate plants to ensure proper drainage and to reduce potential damage to buildings.
- Reuse soils from the site, if appropriate, as horticultural soils.





- Maintain and/or improve soil health through responsible management including nurturing soil with organic matter, reducing synthetic fertilizer use, and restoration to sustain protected and future ecosystems.
- Use integrated pest management to control or eliminate pesticide and toxic chemical use.
- Create and/or maintain wildlife habitat.
- Increase tree cover to provide shade in developed areas to reduce energy demand, mitigate solar heat gain into buildings, and to reduce the amount of heat absorbed by paved areas.
- Plant deciduous trees on the south side of buildings to allow for increased solar heat gain in winter months (thereby reducing energy needed for heating interiors) and shading in summer months (thereby reducing energy needed for cooling interiors).
- The use of turf within common area landscape and front yards is prohibited and is respectful of the AB1881 Water Use Analysis. Turf will be permitted only within Active Park Areas. Single-family residential front yards and neighborhood parkways shall be turf-free zones.
- Utilize weather and climate-smart irrigation controllers.
- Design irrigation zones to suit plant requirements and incorporate high-efficiency nozzles.
- Use sustainable materials in landscape construction and site furnishing selections including, but not limited to, recycled materials, environmentally preferable/ responsible products, materials that can be recycled, certified “green” products, and locally available or locally manufactured products.
- Use nitrogen-fixing plants to reduce fertilizer use.
- Create natural looking designs to reduce maintenance required.
- Incorporate water conservation measures (xeriscape, rain gardens, grouping plants with similar requirements).
- Control water runoff (bioswales, rain gardens, green roofs).
- Shrub placement in medians shall be designed to form natural groupings with varying heights to create a multi-tiered effect that will not require excessive pruning or hedging.
- No turf shall be used within medians.
- Shrubs within medians shall not exceed 36 inches in height. Within 50 feet of the end of the median, plant materials shall not exceed 24 inches in height.
- Irrigation systems shall be compliant with current the AB 1881 Model Water Efficiency Landscape Ordinance and any current water efficiency measures.
- Natural clustering of tree species is encouraged.

In addition to incorporating the measures listed above, all landscape improvements shall comply will the City of Perris’ Landscape Design Guidelines, Section 19.70.060 of the Perris Zoning Code. Additional requirements may be deemed appropriate by the City of Perris’ Director of Development Services.



**4.3.24.4.2 Community Design Theme/ Landscape Character**

Landscaping plays an important role in establishing the visual identity and character of the Green Valley community. Consistency in theme and the application of major community-level design elements, such as enhanced entry with dynamic monumentation, upgraded hardscape and master landscape, arterial street parkways, thoughtful specifications of walls, fences and pilasters, adjacent community interface with improved edge conditions, and site-specific plant materials, is designed to be maintained throughout the Green Valley development to communicate and enhance the community's identity.

Green Valley embraces the Early California Heritage theme. Careful thought has been given to integrate the structural and aesthetic elements of a balanced, cohesive community. To ensure that these design guidelines are implemented in a manner that will provide a sense of the City of Perris' character and ambiance, a central theme embracing Early California Heritage has been developed. This theme is appropriate to the community's locale and history, and is sympathetic to the current drought California is facing. It will tie the community together while enabling neighborhoods and mixed-use areas to further develop their individual character through their own unique elements.

Several identifying design and landscape elements will be incorporated throughout the community and will generally include:

- Timeless stone, poured-in-place or pre-cast concrete, and wood beams are incorporated into monumentation, way-finding, and accessory structures.
- Natural landscaped areas blended with manicured landscaping.
- Low water, drought-tolerant and native tree and shrub materials.
- Natural materials such as stone, wood, and boulders, complemented by an earth-tone color palette.
- Varied paving materials, including stone, concrete, wood, decomposed granite, and concrete pavers.



Green Valley is a planned community that is inspired by the rural style of Perris and recognizes the historical character of the Perris Valley. Like California itself, the design intent and architecture is an eclectic and colorful mix of various influences from across the United States. This community offers its residents an environment in which pedestrian connectivity, recreational activity, and social interaction are fostered. The residential neighborhoods within Green Valley focus on these aspects by providing residences oriented to the street, widened pathways/trails throughout the development, public gathering areas, and several community parks with recreational amenities.





Thematic elements are major project improvements that occur at the community or neighborhood level, and assist in establishing the overall design theme for the Green Valley community. These major thematic elements will be reinforced within the following:

- Monumentation/ Signage
- Streetscape Landscape
- Enhanced Masonry Vertical Elements
- Enhanced Hardscape
- Enhanced Community Edge Conditions
- Open Space, Parks and Recreation Facilities
- Lighting/ Street Furniture Family
- Walls and Fences
- Landscaping/Plant Palette

These thematic elements will commonly occur throughout the community and will Green Valley under a common design vocabulary. General design guidelines and design criteria for the community theme elements are contained in the sections that follow. Figure 4-6 illustrates the Landscape Plan.







Figure 4-6, Landscape Plan



**4.3.34.4.3 Community Identity Plan/Monumentation**

Appropriate community, mixed-use areas and residential neighborhood thematic identification is important in establishing a new community and maintaining the overall Green Valley theme, as well as providing a system for identifying community development and giving directional information to residents and visitors. A general conceptual Community Identity Signage/ Monumentation Program has been provided herein.

Entry monument signage, through decorative typefaces and symbolic graphics, will inform the visitor that they are entering a planned community. Project and neighborhood signage will direct visitors who have entered Green Valley towards the distinct community components and amenities. Monument signage will be consistent with the character of the project, but flexible enough to respond to individual project contexts. Logos, type styles, color schemes, and architectural features should be consistent throughout the area being identified. Monument signs may vary in size and detail in a manner that reflects their relative importance within the signage hierarchy, but will incorporate all the materials proposed within the major community monumentation.

**Materials:**

- Mix of stone on monuments
- Brass-looking and/or concrete cast signage
- Natural large timber wood trellis components
- Poured-in-place concrete components
- Specimen Trees with complementary plant material selections

Figure 4-7 depicts the overall Monumentation Plan, and Figure 4-8 depicts the location of the Phase I monuments.



*Examples of Proposed Stone Mix:  
60% Italian Villa, color Verona  
40% Tuscan Villa, color Florentine  
Manufacturer: Coronado Stone*



Figure 4-7 - Monumentation Plan



Figure 4-8 - Monumentation Key Map Phase I





**Primary Entry Identification Signage:** Primary Entry Identification Signage will be located at the main entrances to the Green Valley development, at access points at the intersection Goetz Road and West Elm Parkway, at the intersection of Murrieta Road and Green Valley Parkway, and at Murrieta Road and the Romoland Channel. These community monuments will be the largest of the signage program and will be a timeless mix of stone, brass-looking and/or cast concrete signage panel, and natural large timber wood components. Figures 4-9 and 4-10 illustrate the Primary Entry Monumentation, Elevation and Plan Views.

**Neighborhood Entry Signage:** Neighborhood Entry Signage will be used to identify the various residential neighborhood entry points within the Green Valley community and be visually identifiable within each District. The entry signage monumentation for each district incorporates the design elements of a mix of stone and brass-looking and/or cast concrete signage panels inset into the stone. Figures 4-11 and 4-12 depict Neighborhood Entry Monumentation and Options.

**Park Signage:** Park Signage will identify park and recreation spaces throughout the Green Valley development. The design of the signage is similar to the Neighborhood residential neighborhood for ease of district identification, but will be constructed at a smaller scale. Community park signage will adhere to the City standards for park monumentation. See Figure 4-13, Community Public Park Monumentation.

**Trailhead Marker:** Trailhead Markers are located at any points where a trail connects to a roadway or intersection. These trail wayfinding indicators have accent design elements that match the community monumentation. The Trailhead Markers are a simpler design at a smaller scale. They are compatible with their surroundings and aesthetically pleasing. See Figure 4-14, HOA Park and Trailhead Monumentation.



Figure 4-9, Primary Entry Monumentation – Elevation



**Figure 4-10, Primary Entry Monumentation – Plan View**



**Figure 4-11, Neighborhood Entry Monumentation**





Figure 4-12, Neighborhood Entry Monumentation Options



**Figure 4-13, Community Public Park Monumentation**



Figure 4-14, HOA Park and Trailhead Monumentation



#### 4.3.44.4.4 Parks

Per the City of Perris’ Parks and Recreation Master Plan, community parks are intended to provide community-wide recreational facilities and a greater variety of recreation opportunities than a neighborhood park. Community parks can provide a wide variety of uses and can also serve neighborhood park needs for the immediate neighborhood. The usable size of a community park is between fifteen to forty acres - the size of the park site is subject to final review and approval by the City Council. A community park usually serves several neighborhoods within one to two miles. Figure 4-15 depicts the location of Parks and Open Space within Green Valley.

Neighborhood parks are intended to provide for the daily recreation needs of residents in the immediate vicinity of the park. Primary uses can include passive, open space, active play area, picnic areas, and practice play fields with limited lighted facilities. The usable size of a neighborhood park is between five to fourteen acres.

Park design shall incorporate the following principles:

- Landscape buffers will be located adjacent to streets to provide visual relief.
- Play apparatus will be utilized to provide creative recreational situations.
- Detailed programs for landscaping and play apparatus will be prepared by a qualified landscape architect. The City of Perris staff and decision-making agencies will review the designs at the time of final tract map approval.
- Adult supervision of play areas will be facilitated through the development of viewing areas.
- Pathways will be designed for access by strollers and children’s play vehicles.
- There should be a minimum of two access points into each tot lot/playground area, if possible.
- An area of turf will be provided for creative play.
- An engineered wood fiber (ADA Accessible), sand base, or rubberized play surfacing shall be provided under all play apparatus in the interest of public safety.

Refer to the City of Perris Parks and Recreation Master Plan for additional park development standards.

Three-Ten HOA pocket parks that vary in size are located within Phase 1 of the Green Valley project. Future phases will likely have HOA pocket parks within neighborhoods. In addition, the drainage channel open space corridor will provide passive open space opportunities with a trail system that connects the adjacent communities to the open space. The HOA pocket parks within Phase 1 may include program elements such as informal seating areas, trails and pathways, bike parking, picnic areas, [pool area](#), [bocce ball courts](#), [dog park](#), and age-separated playgrounds. The park facilities and structures should be aesthetically tied to the “Early California” community design theme. The facilities should adopt and consider the architectural styles (including use of color and materials) defined in these design guidelines. Phase 1 HOA pocket parks locations are illustrated on Figure 4-16. Figures 4-17 through ~~4-22~~ [26](#) depict illustrations of the HOA pocket parks.





Figure 4-15, Parks and Open Space Key Map



Figure 4-16, Phase I LMD & HOA Areas



Figure 4-17, HOA Park 1 - Tract 36989



Figure 4-18, HOA Park 2 - Tract 36989





Figure 4-19, HOA Park 3 - Tract 36989



Figure 4-20, HOA Park 1 – Tract 37262



Figure 4-21, HOA Park 2 – Tract 37262



Figure 4-22, HOA Park-3 – Tract ~~37262~~[37223](#)





[Figure 4-23, HOA Park – Tract 37816](#)



[Figure 4-24, HOA Park – Tract 3781](#)



[Figure 4-25, HOA Park 1 – Tract 37818](#)



[Figure 4-26, HOA Park 2 – Tract 37818](#)





**4.3.54.4.5 TOT LOTS/PLAYGROUNDS**

The purpose of these guidelines is to develop unique, open-space play areas within the fabric of the community. These tot lot/playgrounds will enhance the neighborhood image by providing convenient locations for families to enjoy the atmosphere of a creatively designed space.

- Landscape buffers will be located adjacent to streets to provide visual relief.
- Play apparatus will be utilized to provide creative recreational situations.
- Detailed programs for landscaping and play apparatus will be prepared by a qualified landscape architect. The City of Perris staff and decision making agencies will review the designs at the time of final tract map approval.
- Adult supervision of play areas will be facilitated through the development of viewing areas.
- Pathways will be designed for access by strollers and children’s play vehicles.
- There should be a minimum of two access points into each tot lot/playground area, if possible.
- An area of turf will be provided for creative play.
- Rubberized play surfacing or engineered wood fiber (approved for ADA access) shall be provided under all play apparatus in the interest of public safety.



**4.3.64.4.6 Streetscape/Circulation Plan and Sections**

A few streetscape applications are proposed within the Green Valley development, as shown within this section. As illustrated in the following exhibits, a hierarchy of streetscapes within Green Valley is provided and distinctive landscape treatments are planned for each roadway. Landscape and hardscape treatments include elements such as landscaped medians, sidewalks, enhanced paving at pedestrian crossings and primary/secondary entries, bike trails, and parkway trees to enhance roadways. The main road will feature such landscape elements as signage, street furniture, and a predominant plant palette consisting of canopy trees on corner treatments and parkways, center medians where space allows, and vertical trees as backdrops within landscape lots. The use of enhanced paving is strongly encouraged. Figure 4-23 depicts the Streetscape Section Key Map, and Figures 4-24 through 4-34 illustrate the street sections throughout Green Valley.



Figure 4-23, Streetscape Section Key Map



Figure 4-24, Section A - Green Valley Parkway





Figure 4-25, Section B - West Elm Parkway



Figure 4-26, Section C - Local Street (40' Curb to Curb)



Figure 4-27, Section D - Local Street (Side-on Lots)



Figure 4-28, Section E - Neighborhood Entry





Figure 4-29, Section A-C-E - Transition of Walks



Figure 4-30, Section F - Murrieta Road



Figure 4-31, Section G - Goetz Road



Figure 4-32, Bus Shelters





**Figure 4-33, Section H - Channel at Ethanac Road**



Figure 4-34, Section I - EMWD Landscape Buffer



**4.3.74.4.7 Pedestrian Circulation and Trails**

The trail system will wind its way throughout the Green Valley development in several forms. A 6-foot-wide pedestrian sidewalk and a 6-foot-wide decomposed granite trail occur on either side of Green Valley Parkway, along West Elm Parkway, and along Goetz Road. A 5' wide pedestrian sidewalk occurs on both sides of Murrieta Road. A 15' wide multi-use trail flanks the Romoland Channel on both sides. Another 15' wide multi-use trail is located within the 60' landscape buffer at the easterly edge of the project. Along the trail system within the landscape buffer, new technology par course/exercise stations will be intermittently located along the defined trail for circuit training and active exercise. This trail will contain gently undulating pathways and interesting plant material throughout the landscape treatment.

Figure 4-35 depicts the cross-section of the San Jacinto River Trail that will be located along the east side of the San Jacinto River. A Class I bike path will be provided, and an unpaved DG multi-purpose trail adjacent to the bike path will be provided where feasible.



Examples of Par Course Exercise Stations



Figure 4-35 San Jacinto River Trail Cross-Section





#### 4.3.8 Lighting Guidelines

The site furnishings and lighting will be used to enhance, unify and reinforce the character of the overall site design. The site furnishings and lighting shall be made of natural materials/elements that can be tied to the color and texture of the proposed monuments, walls/fences, and architecture.

Lighting shall incorporate the following written guidelines and design imagery:

- All exterior light fixtures and fixture placement shall comply to the standards specified in the City's design documents. Use of LED technology where possible and feasible is recommended.
- Streets and intersections should be well lit in accordance with the City standard illumination levels. Low level lighting for pedestrian safety should be installed where appropriate. Intersections should have increased light levels for definition and to mitigate automobile/pedestrian conflicts.
- Accent lights should be installed at all primary entry monuments, secondary monuments, and park/trail monuments.
- Streetlights shall conform to the overall project theme and city standards.
- All exterior lighting for identification, pools, water features, and landscaping should be subdued and indirect to prevent spill over onto adjacent lots and streets.
- The type and location of building lighting should preclude direct glare onto adjacent property, streets and skyward by the use and application of shields.
- Pedestrian scale fixtures are encouraged over "high mast" poles.
- Consistent lighting fixtures shall be used throughout the Green Valley development to enhance community character.
- Light rays shall be confined on site through orientation, the use of shading/directional controls, and/or landscape treatment.

Lighting within development areas adjacent to Open Space Districts shall comply with the following "dark sky" lighting regulations:

1. Flood lamp shielding and/or City approved "dark sky" light fixtures/bulbs shall be used in developed areas to reduce the amount of stray lighting into natural resource areas.
- 2.1. Direct lighting rays shall be confined to the respective residential, resort, commercial, or common area lots upon which the exterior lights are to be installed so that adjacent Open Space Districts are protected from any significant light spillage, intrusion, and glare.
- 3.1. No skyward casting lighting shall be allowed in development areas adjacent to Open Space Districts.



4.3.94.4.8 Street Furniture Guidelines

Site furnishings (required in all commercial areas) including, but not limited to, tables, benches, and trash receptacles will be wood, metal and/or concrete. The wood shall be stained to maintain a natural appearance. Images of custom and standard site furnishings have been provided as a basis of reference for design intent.

Materials: (Custom)

- Seat walls with stone and wood slats
- Varied paving materials, including stone, concrete, wood, decomposed granite, and concrete pavers.
- Wood Structures and picnic tables



Example of Seat Wall with Stone and Wood Slats

Materials: (Design Standards)

- Trash receptacles with wood slats or steel slats. Steel Trash Receptacle shall be a Black or Dark Bronze color.
- Realistic wood, faux wood, or steel picnic tables, Benches with wood and metal accents, or all steel.
- Most shown are steel with rust proof coating and IPE hardwood or recycled plastic wood-like product.
- Mailboxes- powder coated steel, cluster box unit (CBU) with decorative lid. [Decorative trellis required for all Cluster Box Unit Mailboxes.](#)



Example of Wood and Steel Bench



Example of Steel Bench



Example of Cluster Box Unit Mailboxes



Example of Trash Receptacle with Wood Slats and Steel



**4.3.104.4.9 Wall and Fence Guidelines**

Maintaining quality and character of all aspects of the public realm is a key placemaking principle. The wall and fence design criteria is intended to provide variety and privacy for each lot while providing continuity and unity within the community.

Walls and fencing will be used throughout the community to complement the overall design theme, establish community identity, provide protection from roadway and other noise, and allow privacy and security in residential areas. The use of walls and fences can also serve to accentuate neighborhood features in addition to screening streets and adjacent uses.

The following types of walls (solid and opaque) and fences (open and largely transparent) have been selected for possible use within different areas of the project site. All wall and fence heights are measured from the highest grade elevation on either side of the wall or fence. An overall community wall program is provided to help unify and reinforce community character.

- All multi-family developments shall be gated to include a solid decorative block wall with pilasters every seventy-five (75) feet with decorative wrought iron gates to all access points.
- Decorative walls and/or screen walls shall be integrated with the architecture of community buildings, as well as the overall landscape design.
- All community theme walls and fences shall be consistent in design.
- For most products, the community wall will be colored split face block with a precision block cap. Pilasters will be a stone veneer with a precast colored concrete cap. Pilasters will occur at changes in wall direction or change in materials visible to the public realm.
- Walls adjoining a public street or any wall publicly visible or adjacent to the public realm shall be split face block with a precision block cap.
- Interior/side yard or any wall not visible to the public realm shall be precision block with precision cap, or vinyl fencing based on builder's preference and product price point.
- Use tubular steel view fence when fence is not visible from the Public Realm; i.e., from the major/primary external (perimeter) streets and internal streets. It can also be used at the drainage channel and park. No precision block wall shall be visible/exposed to the public realm; block wall will be used strictly for interior side yards.
- Vines and/or shrubs should be planted along community walls to soften the visual character. An extensive use of vines is encouraged.
- The maximum wall or fence height shall be six (6) feet within any required rear, or side setback area, and along the project perimeter unless a need for an 8'-0" high wall or higher is determined necessary to act as a "sound wall" and approved by the City. Wall/fence heights are measured from the base of the wall/ fence to the top of the interior or exterior side, always providing a minimum six (6) feet barrier from either side. The maximum height of any wall should not exceed ten (10) feet (in combination with a retaining wall) without a variance.
- Combination retaining wall and privacy walls at block ends may be used.
- Rear yard fencing adjacent to park areas or open space edges shall be view fencing, where applicable, considering grade differentials, etc.
- Where appropriate, view fencing may be less than 6' high to provide an enhanced view shed. In cases where pools or spas are located in rear yards, a minimum 5' high perimeter fence is required per CA Code Section 115920. Continuous view fencing or block walls shall have pilasters



located at corners, at changes in wall/fencing materials, and significant redirection in the fence line.

- Wall sections greater than 100' in length should incorporate at least one of the following design features which are proportionate to the wall length:
  - A minimum of two feet change in plane for at least two feet.
  - A minimum of 18-inch change in height for at least ten feet.
  - Use of pilasters at regular intervals of approximately 100' at changes in wall planes, wall materials, and at wall terminus.
  - A minimum of four feet high view fencing section for at least ten feet.
- Solid decorative block walls ~~shall be used~~ are required for property line fencing and gate returns between housing lots and those areas in public view. Fence returns located on the garage side of each home shall include a three-foot (3') wide minimum gate (vinyl or other durable material).
- All retaining walls, courtyard walls, gates, and fences shall be compatible with the architecture of each neighborhood/ district.
- Precision block walls are prohibited from being visible from ~~the public realm~~ view (trail, open channel, street, etc).
- For residential side yard gates, vinyl gates with split face block walls are ~~encouraged~~ required; color to match and complement adjacent wall or architecture.
- Gates should be provided in walls or fences to allow emergency access and to facilitate convenient pedestrian access to activity areas and adjacent uses.
- Walls should be eliminated or sited to provide additional setback areas at project entries to accommodate distinctive landscaping, ornamental gateways, signage, and street furniture.
- Wall should be curved or angled at corner locations along street frontages to preserve sight lines.
- ~~Be mindful of s~~ ight lines shall be taken into account when laying out lots and perimeter walls.
- For any retaining walls along the right of way, a cross section will be provided and included on the conceptual fencing plan.
- Wood fencing is not permitted.
- Fencing for any proposed bioswales or detention basins shall be tubular steel (to resemble wrought iron) with pilasters spaced at approximately 50 feet apart.
- All wall and fence areas accessible to the public shall be treated with "graffiti" resistant coating.

Figure 4-36 depicts the Green Valley Wall and Fence Plan, and Figure 4-37 depicts the Phase I Wall and Fence Plan.





Figure 4-36, Wall and Fence Plan

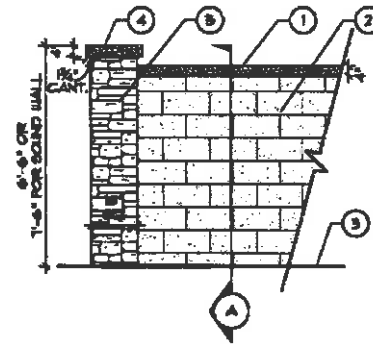


Figure 4-37, Phase I Wall and Fence Plan

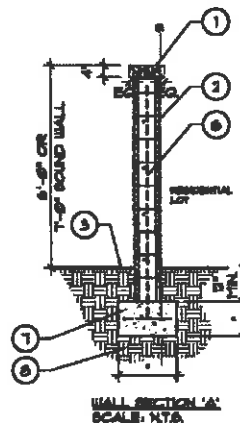


4. Design Guidelines

The following photos should not be construed as the exact wall and fence height, color and material, but should be used as preferred examples. The sketches and graphic representations contained within these Design Guidelines are for conceptual purposes and are provided as visual aids in understanding the basic intent of the Guidelines and to present examples of their potential implementation. The block/color specification can be substituted with a different manufacturer as long as colors and textures match.

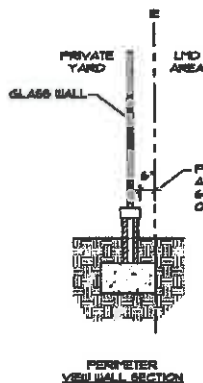


Community Wall and Pilaster (Solid Fence)	
Pilaster Veneer:	60% Italian Villa, color: Verona 40% Tuscan Villa, color: Florentine Manufacturer: Coronado Stone
Stone Grout:	New Taupe #185 - Custom Bldg. Prod.
Wall:	Split face block wall-Angelus Block
Wall Color:	Harvest - Angelus Block
Pilaster & Wall Cap Color:	Harvest -Angelus Block
Pilaster Cap:	Precision Pilaster Cap - Angelus Block
Wall Cap:	Precision Wall Cap - Angelus Block
Grout:	Summer Wheat #45-Custom Building Products

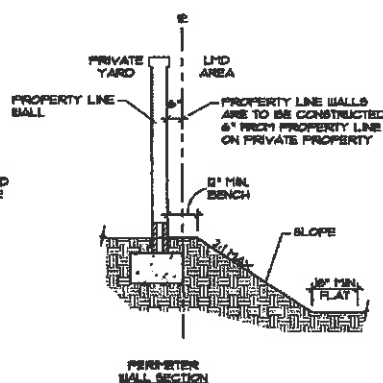


- ① PRECISION WALL CAP
- ② 6X6X8 SPLIT FACE BLOCK GROUT ALL CELLS SOLID.
- ③ FINISH GRADE
- ④ PRECISION PILASTER CAP.
- ⑤ 6X6X8 SQ. COLUMN WITH STONE VENEER
- ⑥ REINFORCEMENT PER STRUCTURAL ENGINEER PLANS
- ⑦ CONCRETE FOOTING - PER STRUCTURAL ENGINEER PLANS
- ⑧ COMPACTED SUBGRADE PER GEOTECHNICAL REPORT

NOTE:  
1. GROUT TO MATCH BLOCK COLOR  
2. MASONRY AND COLORS AVAILABLE THROUGH ANGELUS BLOCK OR EQUIVALENT



PERIMETER WALL SECTION

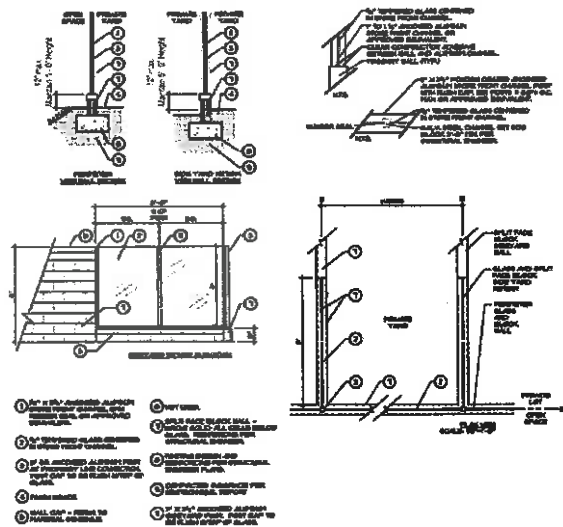


PERIMETER WALL SECTION

NOTE:  
IT IS THE INTENT THAT ALL PERIMETER AND PROPERTY LINE WALLS ADJACENT LMD AREAS ARE TO BE LOCATED ON PRIVATE PROPERTY AND MAINTAINED BY THE PROPERTY OWNER.



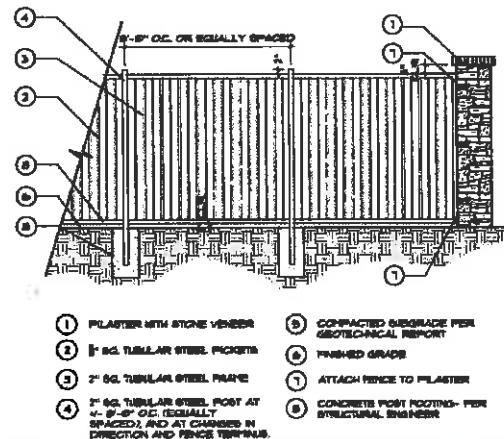
Community Glass View Fence	
Metal Color:	Spraylac Regal Brown
Pilaster Veneer:	60% Italian Villa, color: Verona 40% Tuscan Villa, color: Florentine
Stone Grout:	New Taupe # 185-Custom Bldg. Prod.
Low-Wall:	Split face block wall-Angelus Block
Wall Color:	Harvest - Angelus Block
Pilaster & Wall Cap Color:	Harvest - Angelus Block
Pilaster Cap:	Precision Pilaster Cap
Wall Cap:	Precision Wall Cap
Grout:	Summer Wheat #45-Custom Building Products



Use when glass view fence is visible from the Public Realm from the major/primary external (perimeter) streets and internal streets.



Community Prefabricated Tubular Steel View Fence	
Metal Color:	Powder Coated- Sherwin Williams SW7020 Black Fox *All Fencing connections are to be field welded and painted.



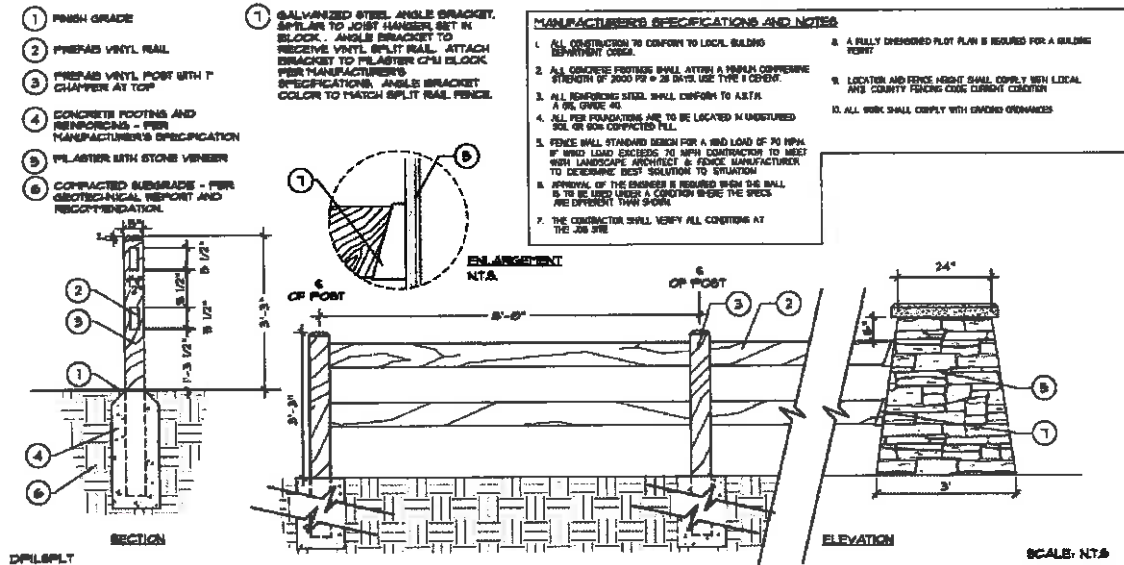
Use when tubular view fence is not visible from the Public Realm from the major/primary external (perimeter) streets and internal streets. Can be used at drainage channel and park with exception as noted. Refer to Wall & Fence Plan herein.







Split Rail Fence with Stone Pilasters	
Fence:	Wood Grain Vinyl Split Rail, color: Natural Gray
Pilaster Stone Veneer:	60% Italian Villa, color: Verona 40% Tuscan Villa, color: Florentine Manufacturer: Coronado Stone
Stone Grout:	New Taupe #185-Custom Bldg. Prod.



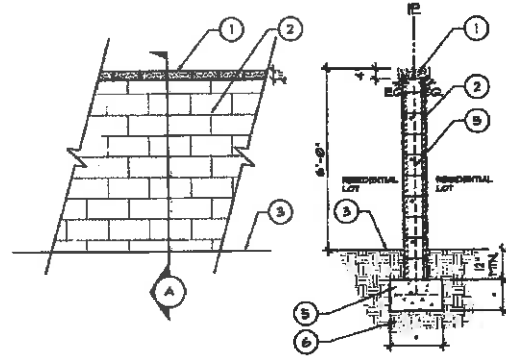


4. Design Guidelines



**Precision Block Wall Option at Side Yard Conditions**  
 (No Precision Block Wall shall be visible/exposed to the public realm. Strictly for interior sideyards only.)

Wall:	Precision Block wall and Precision Block cap through Angelus Block
Wall and Cap Color:	Harvest-Angelus Block
Grout:	Summer Wheat #45-Custom Building Products



- ① PRECISION BLOCK WALL CAP
- ② 6X6X6 PRECISION BLOCK. GROUT ALL CELLS SOLID.
- ③ FINISH GRADE
- ④ REINFORCEMENT PER STRUCTURAL ENGINEER PLANS
- ⑤ CONCRETE FOOTING - PER STRUCTURAL ENGINEER PLANS
- ⑥ COMPACTED SUBGRADE PER GEOTECHNICAL REPORT

NOTE:  
 1. GROUT TO MATCH BLOCK COLOR  
 2. MASONRY AND COLORS AVAILABLE THROUGH ANGELUS BLOCK OR EQUIVALENT



**Vinyl Fence Option at Side Yard Conditions**

Color:	Natural Cedar - available through Kroy Vinyl Fencing
--------	--



**Vinyl Gate Option at Side Yard Conditions**

Color:	Natural Cedar - available through Kroy Vinyl Fencing
--------	--

Gate shown for material only



**4.3.114.4.10 Utility and Equipment Screening**

All utilities above/below ground and other equipment providing service to the Green Valley residential neighborhoods and the commercial and mixed-use areas shall be screened accordingly to prevent unsightly conditions that distract from the overall aesthetics.

- Above-ground utility equipment should be screened from view by the use of hedges, trees, or larger screening plant material and or vines where feasible, subject to utility provider requirements or restrictions.
- Above-ground utility equipment, vents, and access doors to underground utilities shall be located with sufficient space to allow clearance between the screening for the utility equipment and any paved surface including streets, driveways, and walkways.



**4.3.124.4.11 Landscape Irrigation Note**

All landscaped areas will be permanently irrigated using an automatic, underground irrigation system or drip system. The irrigation system will be separated into several systems based on water requirements of each hydrozone. Hydrozone separations will be based on sun orientation and water requirements of the plant material.

Irrigation of required landscaped areas shall be by either automatic overhead high efficiency spray nozzle or drip irrigation and matched precipitation rate, low-gallon sprinkler heads, bubblers, and timing devices. Landscape areas less than 8' wide shall be irrigated with drip irrigation. Timing devices shall include soil moisture sensors and rain sensing override devices. Sprinkler pop-up heights shall range from 6" high in turf areas and 12" high in shrub/groundcover beds where a drip system may not be applicable. The irrigation system shall be capable of operating automatically by incorporating an electric weather-based and climate-smart irrigation controller or advanced solar technology components and low voltage electric remote control valves. Quick coupling valves, as required, shall be strategically located to provide supplemental water to plant material and for wash down purposes. All remote control and quick coupling valves shall be located and installed within the shrub beds wherever possible.



The irrigation system will be compliant with the City Water Efficient Ordinance and the most current version of AB 1881 or current new ordinances, the State Model Water Efficient Landscape Ordinance. Irrigation water use will comply with water allotments defined in the Ordinance.



A backbone “purple pipe” non-potable water system shall be designed and installed to supply non-potable water to park sites, landscape corridors, natural parkways, and other public landscaped areas within the community.

#### ~~4.3.13~~4.4.12 Landscape Master Community Plant Matrix

The plant list for this project was developed to reinforce the community theme and to create some seasonal change with a mixture of low water use, drought-tolerant, deciduous, and evergreen plants while maintaining a well-balanced landscape. Many plants on this list are considered low water using, are drought-tolerant species, and were chosen based on their specific growth characteristics, including flowering and foliage color, texture and form.

The following items should be considered in the community landscape design process:

- Consistent street tree themes should be related to the hierarchy of the street system.
- Street trees are required to be spaced a maximum of 30' on center and shall be minimum 24" box size.
- Extensive use of trees, vines and shrubs to soften community theme wall and fencing.
- Recognition of existing natural conditions and situations.
- Use of both “formal” and “informal” planting arrangements, depending upon the particular condition.
- Layering of the shrub understory to create depth, variety and interest.
- Refer to local codes for spacing distance from utilities, light poles, etc.
- All slopes shall be indicated on the tract map, including slope ratio.
- ~~Slopes are not permitted within the public right of way, and a 4:1 slope may be permitted in a landscape easement area.~~ The maximum slope area within the public right of way is 3:1.
- All slopes three (3) feet or higher anywhere on the site are required to be landscaped, and slope cross sections shall be included on the conceptual landscape plans.
- Trees planted in 3'-6" wide parkways and 4'-0" wide landscape areas shall be selected with careful consideration for growth habit, canopy spread, and mature tree size.





**LANDSCAPE MASTER COMMUNITY PLANT MATRIX**

\*Indicates drought-tolerant or low-water use species

\*\*Indicates that designer must select a low water or drought-tolerant variety only

‡ Indicates Tree Species appropriate for 3'-6" min. width parkway or 4'-0" min. width landscape area

Botanical Name	Common Name	Project Entrées	Signature Corridors: Green Valley Parkway West Elm Parkway Murrero Road Goetz Road	Perms Approved Street Tree List	Single Family Detached & Multi-Family Private Yards/In-tract Parkway	Multi-Family Common Aparts	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin	Slopes
<b>TREES</b>											
<i>Abies concolor</i>	White Fir			•	•						
<i>Abies koreana</i>	Korean Fir				•						
<i>Abies pinsapo</i>	Spanish Fir				•						
<i>Acacia spp.*</i>	Acacia	•	•		•	•	•		•		
<i>Acacia aneura *</i>	Mulga			•	•						
<i>Acacia baileyana *</i>	Bailey Acacia				•						
<i>Acacia farnesiana *</i>	Sweet Acacia			•	•	•					
<i>Acacia salicina *</i>	Willow Acacia			•	•	•					
<i>Acacia stenophylla *</i>	Shoestring Acacia			•	•	•					
<i>Acer spp.</i>	Maple				•	•			•		•
<i>Aesculus californica *</i>	California Buckeye			•	•			•			•
<i>Albizia distachya</i>	Plume Albizia				•						
<i>Albizia julibrissin *</i>	Silk Tree	•	•	•	•	•	•		•		
<i>Alnus cordata</i>	Italian Alder				•						•
<i>Alnus glutinosa</i>	European Alder				•						•
<i>Alnus rhombifolia</i>	White Alder				•						•
<i>Araucaria araucana</i>	Monkey Puzzle Tree				•			•			
<i>Araucaria bidwillii</i>	Bunya-Bunya				•						
<i>Arbutus andrachne *</i>	Arbutus	•	•		•	•		•	•		
<i>Arbutus menziesii</i>	Madrone	•	•		•	•	•	•	•		•
<i>Arbutus unedo *</i>	Strawberry Tree	•	•	•	•	•	•	•	•		•
<i>Arbutus unedo 'Marina'</i>	Marina Strawberry Tree	•	•		•	•	•	•	•		•
<i>Bauhinia forficata</i>	Brazilian Butterfly Tree			•	•	•					
<i>Bauhinia lunariodes *</i>	Anacacho Orchid Tree				•	•					
<i>Bauhinia mexicana</i>	White Orchid Tree	•	•		•	•					
<i>Bauhinia purpurea</i>	Purple Orchid Tree	•	•	•	•	•			•		
<i>Betula nigra</i>	River Birch	•	•		•		•		•	•	•
<i>Betula pendula</i>	White Birch	•	•		•		•		•	•	•
<i>Brachychiton acerifolius</i>	Flame Tree	•	•		•	•	•		•		
<i>Brachychiton populneus *</i>	Bottle Tree	•	•	•	•	•	•		•		•
<i>Brachychiton x Majestic Beauty</i>	Majestic Beauty Flame Tree	•	•		•	•	•		•		•



**LANDSCAPE MASTER COMMUNITY PLANT MATRIX**

\*Indicates drought-tolerant or low-water use species

\*\*Indicates that designer must select a low water or drought-tolerant variety only

<sup>1</sup> Indicates Tree Species appropriate for 3'-6" min. width parkway or 4'-0" min. width landscape area

Botanical Name	Common Name	Project Entries	Signature Corridors: Green Valley Parkway West Elm Parkway Murieta Road Goetz Road	Perris Approved Street Tree List	Single Family Detached & Multi-Family Private Yards/In-tract Parkway	Multi-Family Common Areas	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin	Slopes
<i>Callistemon citrinus</i> *	Lemon Bottlebrush			•	•						
<i>Callistemon viminalis</i>	Weeping Bottlebrush			•	•						
<i>Calocedrus decurrens</i>	Incense Cedar			•	•						
<i>Carya illinoensis</i>	Pecan				•						
<i>Castanospermum australe</i>	Moreton Bay Chestnut				•						
<i>Casuarina cunninghamiana</i> *	River She-Oak				•						
<i>Casuarina equisetifolia</i>	Horsetail Tree				•						
<i>Casuarina stricta</i> *	Mountain She-Oak				•						
<i>Castanea dentate</i>	American Chestnut				•						
<i>Castanea mollissima</i>	Chinese Chestnut				•						
<i>Catalpa speciosa</i>	Western Catalpa				•			•			•
<i>Cedrus spp.</i>	Cedar	•	•		•		•		•		
<i>Cedrus atlantica</i> ('Glauca')	Atlas (Blue) Cedar	•	•		•		•		•		
<i>Cedrus deodara</i>	Deodar Cedar	•	•	•	•		•	•	•		•
<i>Celtis occidentalis</i>	Common Hackberry				•						
<i>Ceratonia siliqua</i> *	Carob Tree	•	•		•	•	•		•		•
<i>Cercidium 'Desert Museum'</i> *	Desert Museum Palo Verde	•	•		•	•	•	•	•		•
<i>Cercidium floridum</i> *	Blue Palo Verde	•	•	•	•	•	•	•	•		•
<i>Cercidium microphyllum</i> *	Little Leaf Palo Verde			•	•			•			•
<i>Cercidium praecox</i> *	Sonoran Palo Verde			•	•			•			•
<i>Cercis canadensis</i>	Eastern Redbud				•	•	•		•	•	•
<i>Cercis canadensis 'Forest Pansy'</i>	Forest Pansy Redbud				•	•	•		•	•	•
<i>Cercis occidentalis</i> *	Western Redbud	•	•	•	•	•	•	•	•	•	•
<i>Chilopsis linearis</i> *	Desert Willow	•	•	•	•	•	•	•	•	•	•
<i>Chilopsis linearis 'Burgundy Lace'</i> *	Burgundy Desert Willow	•	•	•	•	•	•	•	•	•	•
<i>Chilopsis linearis 'Lucretia Hamilton'</i> *	Lucretia Hamilton Desert Willow	•	•	•	•	•	•	•	•	•	•
<i>Chilopsis linearis 'Warren Jones'</i> *	Warren Jones Desert Willow	•	•		•	•	•	•	•	•	•
<i>Chionanthus retusus</i> <sup>1</sup>	Chinese Fringe Tree	•	•		•	•	•		•		
<i>Chitalpa tashkentensis</i> * <sup>1</sup>	Chitalpa			•	•						•
<i>Chitalpa tashkentensis 'Pink Dawn'</i> * <sup>1</sup>	Pink Dawn Chitalpa				•			•			•



**LANDSCAPE MASTER COMMUNITY PLANT MATRIX**

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<sup>1</sup>Indicates Tree Species appropriate for 3'-6" min. width parkway or 4'-0" min. width landscape area

Botanical Name	Common Name	Project Entries	Signature Corridors: Green Valley Parkway West Elm Parkway Murneta Road Gatz Road	Perris Approved Street Tree List	Single Family Detached & Multi-Family Private Yards/In-back Parkway	Multi-Family Common Areas	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin	Slopes
<i>Chorisia speciosa</i> *	Floss Silk Tree	•	•	•	•	•		•	•		
<i>Cinnamomum camphora</i>	Camphor Tree	•	•	•	•	•	•		•		
<i>Citrus spp.</i>	Citrus	•	•		•	•	•		•		
<i>Cocculus laurifolius</i>	Laurel Leaf Snail Seed				•						
<i>Cordia boissieri</i> *	Texas Olive				•						
<i>Cordyline australis</i>	Dracaena	•	•		•	•	•		•		
<i>Cornus alba 'Argento Marginata'</i>	Variegated Dogwood				•					•	
<i>Cotinus coggyria</i> *	Smoke Tree			•	•						
<i>Cryptomeria japonica</i>	Japanese Cryptomeria				•						
<i>Cupaniopsis anacardioides</i>	Carrot Wood	•	•	•	•	•	•		•		
<i>Cupressocyparis leylandii</i>	Leyland Cypress				•	•					
<i>Cupressus spp.</i>	Cypress	•	•		•	•	•		•		
<i>Cupressus arizonica</i> *	Arizona Cypress				•	•					
<i>Cupressus sempervirens</i> *	Italian Cypress	•	•	•	•	•	•		•		
<i>Dalbergia sissoo</i> *	Sissoo Tree			•	•						
<i>Diospyros kaki</i>	Fuyu Persimmon				•						
<i>Diospyros virginiana</i>	American Persimmon				•						•
<i>Elaeocarpus decipiens</i>	Japanese Blueberry Tree	•	•	•	•	•	•	•	•	•	•
<i>Eriobotrya deflexa</i> <sup>1</sup>	Bronze Loquat	•	•	•	•	•	•	•	•	•	•
<i>Eriobotrya japonica</i>	Loquat	•	•		•	•	•	•	•	•	•
<i>Erythrina x bidwillii</i>	Coral Tree	•	•	•	•	•	•		•		
<i>Eucalyptus spp.** (Exclude all invasive species or those species susceptible to Thrips)</i>	Gum	•	•	•	•	•	•	•	•	•	•
<i>Eucalyptus citriodora</i>	Lemon Scented Gum			•							
<i>Eucalyptus microtheca</i> *	Coolibah Tree			•							
<i>Eucalyptus papuana</i> *	Ghost Gum			•							
<i>Eucalyptus polyanthemus</i> *	Silver Dollar Gum			•							
<i>Eucalyptus torquata</i>	Coral Gum			•							
<i>Fagus grandifolia</i>	American Beech				•						
<i>Fagus sylvatica</i>	European Beech				•						
<i>Fagus sylvatica 'Atropunicea'</i>	Copper Beech				•						
<i>Fagus sylvatica 'Pendula'</i>	Weeping European Beech				•						



**LANDSCAPE MASTER COMMUNITY PLANT MATRIX**

\*Indicates drought-tolerant or low-water use species

\*\*Indicates that designer must select a low water or drought-tolerant variety only

<sup>1</sup> Indicates Tree Species appropriate for 3'-6" min. width parkway or 4'-0" min. width landscape area

Botanical Name	Common Name	Project Entrances	Signature Corridors: Green Valley Parkway West Elm Parkway Murrelets Road Goetz Road	Parris Approved Street Tree List	Single Family Detached & Multi-Family Private Yards/In-tract Parkway	Multi-Family Common Areas	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin	Slopes
<i>Fagus sylvatica</i> 'Purpurea Pendula'	Weeping Purple Beech				•						
<i>Feijoa sellowiana</i>	Pineapple Guava	•	•		•	•	•		•		•
<i>Ficus microcarpa</i>	Indian Laurel Fig	•	•	•	•	•	•		•		
<i>Ficus rubiginosa</i>	Rustyleaf Fig	•	•		•	•	•		•		
<i>Ficus rubiginosa</i> 'Florida'	Florida Rustyleaf Fig	•	•		•	•	•		•		
<i>Firmiana simplex</i>	Parasol Tree				•						
<i>Forestiera neomexicana</i>	New Mexican Privet				•						•
<i>Fraxinus</i> spp.	Ash	•	•		•	•	•	•	•		•
<i>Fraxinus angustifolia</i> 'Raywood'	Raywood Ash	•	•		•	•	•	•	•		•
<i>Fraxinus greggii</i>	Little Leaf Ash	•	•	•	•	•	•	•	•		
<i>Fraxinus uhdei</i>	Shamel Ash	•	•	•	•	•	•	•	•		
<i>Fraxinus velutina</i>	Arizona Ash	•	•	•	•	•	•	•	•		•
<i>Fraxinus velutina</i> 'Modesto's	Modesto Ash	•	•		•	•	•	•	•		•
<i>Garrya elliptica</i>	Coast Silk Tassel				•						
<i>Geijera parviflora</i>	Australian Willow	•	•	•	•	•			•		•
<i>Ginkgo biloba</i>	Ginkgo, Maidenhair Tree	•	•	•	•	•	•		•		•
<i>Ginkgo biloba</i> 'Autumn Gold'	Autumn Gold Maidenhair Tree	•	•		•	•	•		•		•
<i>Ginkgo biloba</i> 'Saratoga'	Saratoga Maidenhair Tree	•	•		•	•	•		•		
<i>Gleditsia triacanthos</i> *	Honey Locust			•	•	•		•			
<i>Gleditsia triacanthos</i> 'Shademaster' *	Shademaster Locust				•	•		•			
<i>Gleditsia triacanthos</i> 'Sunburst'*	Sunburst Locust				•	•		•			
<i>Grevillea robusta</i> *	Silk Oak				•	•		•			
<i>Hakea laurina</i> *	Sea Urchin Hakea				•	•					
<i>Halesia carolina</i>	Carolina Silver Bell				•						
<i>Halesia monticolas</i>	Mountain Silver Bell				•						
<i>Heteromeles arbutifolia</i> *	Toyon	•	•		•	•	•	•	•	•	•
<i>Hymenosporum flavum</i> <sup>1</sup>	Sweetshade	•	•		•	•	•		•	•	
<i>Ilex</i> x 'Nellie R. Stevens'	Nellie Stevens Holly				•						
<i>Ilex</i> x <i>altaclarensis</i> 'Wilsonii'	Wilson Altaclara Holly				•						
<i>Ilex aquifolium</i>	English Holly				•						





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Botanical Name	Common Name	Project Entries	Signature Corridors Green Valley Parkway West Elm Parkway Murrieta Road Goetz Road	Perris Approved Street Tree List	Single Family Detached & Multi-Family Private Yards/In-tract Parkway	Multi-Family Common Areas	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin	Slopes
<i>Ilex cornuta</i> 'Burfordii'	Burford Chinese Holly				•						
<i>Jacaranda mimosifolia</i>	Jacaranda	•	•	•	•	•	•		•		
<i>Juglans californica</i> *	California Black Walnut			•	•			•			
<i>Juglans regia</i>	English Walnut				•						
<i>Juniperus californica</i>	California Juniper			•	•	•	•		•		
<i>Juniperus conferta</i>	Shore Juniper				•	•	•		•		
<i>Juniperus occidentalis</i>	Western Juniper				•	•	•		•		
<i>Juniperus scopulorum</i>	Rocky Mountain Juniper	•	•	•	•	•	•		•	•	•
<i>Juniperus scopulorum</i> 'Blue Haven'	Blue Haven Juniper	•	•		•	•	•		•		•
<i>Juniperus scopulorum</i> 'Skyrocket'	Skyrocket Juniper	•	•		•	•	•		•		•
<i>Koelreuteria bipinnata</i>	Chinese Flame Tree	•	•	•	•	•	•	•	•		•
<i>Koelreuteria paniculata</i> *	Goldenrain Tree	•	•	•	•	•	•	•	•		•
<i>Lagerstroemia</i> spp. <sup>1</sup>	Crape Myrtle	•	•	•	•	•	•	•	•	•	•
<i>Lagerstroemia</i> hybrid 'Arapaho' <sup>1</sup>	Arapaho Crape Myrtle	•	•		•	•	•	•	•	•	•
<i>Lagerstroemia</i> hybrid 'Muskogee' <sup>1</sup>	Muskogee Crape Myrtle	•	•		•	•	•	•	•	•	•
<i>Lagerstroemia</i> hybrid 'Natchez' <sup>1</sup>	Natchez Crape Myrtle	•	•		•	•	•	•	•	•	•
<i>Lagerstroemia</i> hybrid 'Tonto' <sup>1</sup>	Tonto Crape Myrtle	•	•		•	•	•	•	•	•	•
<i>Lagerstroemia</i> hybrid 'Tuscarora' <sup>1</sup>	Tuscarora Crape Myrtle	•	•		•	•	•	•	•	•	•
<i>Lagunaria patersonii</i>	Primrose Tree			•	•		•		•		
<i>Laurus nobilis</i> *	Sweet Bay	•	•	•	•	•	•		•		
<i>Leptospermum laevigatum</i> *	Australian Tea Tree	•	•		•	•	•		•		
<i>Liquidambar styraciflua</i> (seedless var.)	Sweet Gum	•	•	•	•	•	•	•	•		•
<i>Liriodendron tulipifera</i>	Tulip Tree	•	•		•	•	•		•		
<i>Lithocarpus densiflorus</i> *	Tanbark Oak			•	•						
<i>Luma apiculata</i>	Luma				•						
<i>Lyonthalmus floribundus asplenifolius</i> *	Catalina Ironwood				•			•			•
<i>Lysiloma microphylla thornberi</i> *	Feather Bush			•	•						
<i>Magnolia</i> spp.	Magnolia	•	•		•	•	•	•	•		
<i>Magnolia grandiflora</i>	Southern Magnolia	•	•	•	•	•	•		•		
<i>Magnolia grandiflora</i> 'St. Mary'	St. Mary Southern Magnolia	•	•		•	•	•		•		
<i>Magnolia x soulangeana</i>	Saucer Magnolia	•	•		•	•	•		•		



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Botanical Name	Common Name	Project Entries	Signature Corridors: Green Valley Parkway West Elm Parkway Murneta Road Great Road	Perris Approved Street Tree List	Single Family Detached & Multi-Family Private Yards/In-tract Parkway	Multi-Family Commun Areas	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin	Slopes
<i>Magnolia stellata</i>	Star Magnolia	•	•		•	•	•		•		
<i>Malus spp.</i>	Crabapple				•						•
<i>Maytenus boaria</i>	Mayten Tree				•						
<i>Melaleuca linariifolia</i>	Flaxleaf Paperbark	•	•	•	•	•	•		•		
<i>Melaleuca nesophila</i> *	Pink Melaleuca	•	•	•	•	•	•	•	•		•
<i>Melaleuca quinquenervia</i>	Cajeput Tree	•	•	•	•	•	•	•	•		
<i>Metasequoia glyptostroboides</i>	Dawn Redwood				•			•			
<i>Michelia doltsopa</i>	Michelia				•						
<i>Morus alba</i>	White Mulberry				•						
<i>Nerium oleander</i> *	Oleander			•	•						
<i>Nyssa sylvatica</i>	Sour Gum				•					•	
<i>Olea europaea 'Fruitless'</i> *	Fruitless Olive	•	•		•	•	•	•	•		•
<i>Olea europaea Majestic Beauty TM</i> *	Majestic Beauty TM Olive	•	•		•	•	•		•		•
<i>Olea europaea 'Swan Hill'</i> *	Swan Hill Olive	•	•	•	•	•	•		•		•
<i>Olneya tesota</i> *	Desert Ironwood			•	•			•			
<i>Parkinsonia aculeata</i> *	Mexican Palo Verde	•	•		•	•	•	•	•		
<i>Parkinsonia floridum</i> *	Blue Palo Verde	•	•		•	•	•	•	•		
<i>Parkinsonia microphylla</i> *	Littleleaf Palo Verde	•	•		•	•	•	•	•		
<i>Parkinsonia praecox</i> *	Palo Brea	•	•		•	•	•	•	•		
<i>Parkinsonia x 'Desert Museum'</i> *	Mexican Palo Verde	•	•		•	•	•	•	•		•
<i>Pinus attenuata</i> *	Knobcone Pine			•	•						•
<i>Pinus brutia</i> *	Calabrian Pine			•	•						•
<i>Pinus canariensis</i>	Canary Island Pine	•	•	•	•	•	•	•	•		•
<i>Pinus coulteri</i> *	Coulter Pine			•	•						•
<i>Pinus densiflora</i>	Japanese Red Pine				•						•
<i>Pinus edulis</i> *	Pinon Pine			•	•						•
<i>Pinus eldarica</i> *	Afghan Pine	•	•		•	•	•	•	•		•
<i>Pinus flexilis</i>	Limber Pine				•						•
<i>Pinus halepensis</i> *	Allepo Pine	•	•	•	•	•	•	•	•		•
<i>Pinus monophylla</i> *	Single Leaf Pinyon Pine			•	•						•
<i>Pinus nigra</i>	Austrian Black Pine				•						•
<i>Pinus pinea</i> *	Italian Stone Pine	•	•	•	•		•	•	•	•	•



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Botanical Name	Common Name	Project Frames	Signature Corridors: Green Valley Parkway West Elm Parkway Murrieta Road Gault Road	Parks Approved Street Tree List	Single Family Detached & Multi-Family Private Yards/In-tract Parkway	Multi-Family Common Areas	Parks/Schools	Open Space	Commercial/Mixed Use	Drainage Basin	Slopes
<i>Pinus ponderosa</i> *	Ponderosa Pine				•						•
<i>Pinus radiata</i>	Monterey Pine				•						•
<i>Pinus sabiniana</i> *	Gray Pine			•	•						•
<i>Pinus sylvestris</i>	Scotch Pine				•						•
<i>Pinus thunbergii</i>	Japanese Black Pine				•						•
<i>Pinus torreyana</i>	Torrey Pine				•			•	•		•
<i>Pistacia chinensis</i>	Chinese Pistache	•	•	•	•	•	•	•	•		•
<i>Pistacia chinensis</i> 'Keith Davey'	Keith Davey Chinese Pistache	•	•		•	•	•		•		
<i>Pistacia chinensis</i> 'Red Push'	Red Push Chinese Pistache	•	•		•	•	•		•		•
<i>Pittosporum phillyraeoides</i> * <sup>1</sup>	Willow Pittosporum			•	•						
<i>Pittosporum tenuifolium</i>	Blackstem Pittosporum	•	•		•	•	•		•		
<i>Platanus x acerifolia</i>	London Planetree	•	•	•	•	•	•	•	•	•	•
<i>Platanus x acerifolia</i> 'Bloodgood'	Bloodgood Planetree	•	•		•	•	•	•	•		•
<i>Platanus x acerifolia</i> 'Columbia'	Columbia London Planetree	•	•		•	•	•	•	•		•
<i>Platanus x acerifolia</i> 'Yarwood'	Yarwood London Planetree	•	•		•	•	•	•	•		
<i>Platanus occidentalis</i>	American Sycamore							•			
<i>Platanus racemosa</i>	California Sycamore	•	•	•	•	•	•	•	•	•	•
<i>Podocarpus gracilior</i>	Fern Pine	•	•		•	•	•	•	•		
<i>Podocarpus henkelii</i>	Long-leafed Yellowwood	•	•	•	•	•	•	•	•		
<i>Podocarpus macrophyllus</i>	Yew Pine	•	•	•	•	•			•		
<i>Podocarpus macrophyllus</i> 'Maki'	Shrubby Yew Pine	•	•		•	•			•		
<i>Populus canadensis</i>	Carolina Poplar									•	•
<i>Populus fremontii</i>	Fremont or Western Cottonwood	•	•	•				•		•	•
<i>Populus nigra</i> 'Italica'	Lombardy Poplar	•						•		•	•
<i>Prosopis alba</i> *	Argentine Mesquite	•	•	•	•	•	•	•	•		
<i>Prosopis chilensis</i> *	Chilean Mesquite	•	•	•	•	•	•	•	•		•
<i>Prosopis glandulosa</i> *	Honey Mesquite	•	•	•	•	•	•	•	•		
<i>Prosopis glandulosa</i> 'Maverick'*	Maverick Texas Honey Mesquite	•	•		•	•	•	•	•		



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Botanical Name	Common Name	Project Entrances	Signature Corridors: Green Valley Parkway West Elm Parkway Murrieta Road Goetz Road	Perris Approved Street Tree List	Single Family Detached & Multi-Family Private Yards/In-tract Parkway	Multi-Family Common Roads	Parks/Schools	Open Space	Commercial/Mixed Use <sup>1</sup>	Drainage Basin	Stops
<i>Prosopis hybrid</i> 'Phoenix' *	Phoenix Thornless Mesquite	•	•		•	•	•	•	•		•
<i>Prosopis juliflora</i> *	Arizona Mesquite	•	•	•	•	•	•	•	•		•
<i>Prosopis pubescens</i> *	Screwbean Mesquite	•	•	•	•	•	•	•	•		•
<i>Prosopis velutina</i> *	Arizona Mesquite	•	•	•	•	•	•	•	•		
<i>Prunus spp.</i>	Flowering Cherry	•	•		•	•	•		•		•
<i>Prunus caroliniana</i>	Carolina Laurel Cherry	•	•	•	•	•	•		•		•
<i>Prunus cerasifera</i> var.	Cherry Plum	•	•	•	•	•	•		•		•
<i>Prunus cerasifera</i> 'Krauter Vesuvius'	Purple Leaf Plum	•	•		•	•	•		•		•
<i>Prunus cerasifera</i> 'Thundercloud'	Purple Leaf Plum	•	•		•	•	•		•		•
<i>Prunus ilicifolia</i> *	Hollyleaf Cherry	•	•	•	•	•	•		•		•
<i>Prunus ilicifolia lyonii</i> *	Catalina Cherry	•	•	•	•	•		•			•
<i>Psidium cattleianum</i>	Strawberry Guava	•	•		•	•	•		•		•
<i>Punica granatum</i> *	Pomegranate	•	•	•	•						
<i>Pyrus calleryana</i>	Ornamental Pear	•	•		•	•	•		•		•
<i>Pyrus calleryana</i> 'Aristocrat'	Aristocrat Pear	•	•		•	•	•		•		•
<i>Pyrus calleryana</i> 'Bradford'	Bradford Pear	•	•		•	•	•		•		•
<i>Pyrus calleryana</i> 'Chanticleer'	Chanticleer Pear	•	•		•	•	•		•		•
<i>Pyrus kawakamii</i>	Evergreen Pear	•	•		•	•	•		•		
<i>Quercus agrifolia</i> *	Coast Live Oak	•	•	•	•	•	•	•	•	•	•
<i>Quercus chrysolepis</i> *	Canyon Live Oak			•					•		•
<i>Quercus coccinea</i>	Scarlet Oak								•		•
<i>Quercus engelmannii</i> *	Mesa Oak	•	•	•	•	•	•	•	•	•	•
<i>Quercus ilex</i> *	Holly Oak	•	•	•	•	•	•	•	•	•	•
<i>Quercus kelloggii</i>	California Black Oak			•	•	•	•	•	•	•	•
<i>Quercus lobata</i>	Valley Oak	•	•	•	•	•	•	•	•	•	•
<i>Quercus suber</i> *	Cork Oak	•	•	•	•	•	•	•	•	•	•
<i>Quercus virginiana</i>	Southern Live Oak	•	•	•	•	•	•	•	•	•	
<i>Quercus wislizeii</i> *	Interior Live Oak	•	•		•	•	•		•		•
<i>Rhaphiolepis indica</i> 'Majestic Beauty' <sup>1</sup>	Majestic Beauty Indian Hawthorn	•	•	•	•	•	•		•		•
<i>Rhus lancea</i> *	African Sumac	•	•	•	•	•	•		•		•
<i>Robinia neomexicana</i> *	Desert Locust	•	•	•	•	•					





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Botanical Name	Common Name	Project Entrances	Signature Corridors: Green Valley Parkway West Elm Parkway Murrleta Road Goetz Road	Perris Approved Street Tree List	Single Family Detached & Multi-Family Private Yards/In-truck Parkway	Multi-Family Common Areas	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin	Slopes
<i>Robinia X ambigua 'Idahoensis'</i> <sup>1*</sup>	Idaho Locust	•	•		•	•					
<i>Robinia X ambigua 'Purple Robe'</i> *	Purple Robe Locust	•	•		•	•					
<i>Salix babylonica</i>	Weeping Willow				•	•				•	
<i>Salix gooddingii</i>	Black Willow				•	•				•	
<i>Sambucus mexicana</i> *	Blue Elderberry			•	•	•		•			
<i>Sophora japonica</i>	Japanese Pagoda Tree				•	•					•
<i>Sophora secundiflora</i> *	Mescal Bean Tree				•	•					•
<i>Sophora secundiflora 'Silver Sierra'</i> <sup>1*</sup>	Silver Sierra, Texas Mountain Laurel				•	•					•
<i>Taxodium distichum</i>	Bald Cypress				•			•			
<i>Taxodium mucronatum</i>	Montezuma Cypress				•			•			
<i>Taxus baccata</i>	English Yew				•						
<i>Thuja plicata</i>	Western Red Cedar				•						•
<i>Tipuana tipu</i>	Tipu Tree	•	•	•	•	•	•	•	•	•	•
<i>Tristaniopsis laurina</i> <sup>1</sup>	Water Gum	•	•	•	•	•	•	•	•	•	
<i>Ulmus parvifolia</i> *	Chinese or Evergreen Elm	•	•	•	•	•	•	•	•	•	•
<i>Ulmus parvifolia 'Allee'</i> *	Chinese Lacebark Elm	•	•		•	•	•		•	•	•
<i>Ulmus wilsonii 'True Green'</i>	True Green Chinese Elm				•	•	•		•	•	•
<i>Ulmus pumila</i> *	Siberian Elm				•	•	•		•	•	•
<i>Umbellularia californica</i>	California Bay	•	•	•	•	•	•	•	•	•	•
<i>Vitex agnus-castus</i> *	Chaste Tree			•	•	•	•		•	•	•
<i>Yucca spp.</i> *	Yucca	•	•		•	•	•		•	•	•
<i>Zelkova serrata</i>	Sawleaf Zelkova	•	•		•	•	•		•	•	•
<i>Zelkova serrata 'Village Green'</i>	Village Green Zelkova	•	•		•	•	•		•	•	•
<i>Ziziphus jujuba</i>	Jujube, Chinese Date				•	•	•		•	•	•
<b>PALMS</b>											
<i>Brahea edulis</i> *	Guadalupe Palm	•	•	•	•	•			•		
<i>Butia capitata</i> *	Pindo Palm	•	•	•	•	•			•		•
<i>Chamaerops humilis</i> *	Mediterranean Fan Palm	•	•		•	•	•		•		
<i>Cycas revoluta</i>	Sago Palm	•	•		•	•	•		•		
<i>Phoenix canariensis</i>	Canary Island Date Palm	•	•	•		•			•		
<i>Phoenix dactylifera</i> *	Edible Date Palm	•	•	•		•			•		



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<i>Trachycarpus fortunei</i> *	Windmill Palm	•	•	•	•	•	•	•	•		
<i>Washingtonia filifera</i> *	California Fan Palm	•	•	•	•	•	•	•	•		
<i>Washingtonia robusta</i> * <sup>1</sup>	Mexican Fan Palm	•	•	•	•	•	•	•	•		
<b>SHRUBS</b>											
<i>Abelia x grandiflora</i>	Glossy Abelia	•	•		•	•	•		•		
<i>Abelia x grandiflora</i> 'Edward Goucher'	Edward Goucher Abelia	•	•		•	•	•		•		
<i>Abutilon spp.</i>	Flowering Maple				•						
<i>Acacia spp.</i> **	Acacia	•	•		•	•	•		•		•
<i>Acacia ongerup</i>	NCN	•	•		•	•	•	•	•		
<i>Acanthus mollis</i>	Bear's Breech	•	•		•	•	•		•		
<i>Achillea millefolium</i> *	Yarrow	•	•		•	•	•	•	•	•	•
<i>Acer spp.</i>	Maple	•	•		•	•	•		•		•
<i>Adenostoma fasciculatum</i> *	Chamise					•		•	•		•
<i>Aesculus californica</i> *	California Buckeye				•	•		•	•		•
<i>Agapanthus spp.</i>	Lily of the Nile	•	•		•	•	•		•		
<i>Alyogyne huegelii</i> *	Blue Hibiscus	•	•		•	•	•	•	•	•	•
<i>Amorpha fruticosa</i> *	False Indigobush								•	•	
<i>Anigozanthos spp.</i> *	Kangaroo Paw	•	•		•	•	•		•		
<i>Anisodontea x hypomandarum</i>	Cape Mallow				•	•		•	•		
<i>Arbutus unedo</i> 'Compacta' *	Dwarf Strawberry Tree	•	•		•	•	•	•	•		•
<i>Arctostaphylos spp.</i> **	Manzanita	•	•		•	•	•	•	•		•
<i>Artemisia spp.</i>	Artemisia				•	•	•	•	•		•
<i>Artemisia douglasiana</i> *	Mugwort				•	•	•	•	•	•	•
<i>Asclepia curvassavica</i> *	Blood Flower Milkweed				•	•	•		•		
<i>Asparagus spp.</i>	Ornamental Asparagus	•	•		•	•	•		•		
<i>Aspidistra elatior</i>	Cast Iron Plant	•	•		•	•	•		•		
<i>Asteriscus maritimus</i>	NCN				•	•					
<i>Athrium nipponicum</i> 'Pictum' *	Japanese Painted Fern	•	•		•	•	•		•		
<i>Atriplex canescens</i> *	Four Wing Saltbush				•	•		•	•		•
<i>Atriplex hymenelytra</i> *	Desert Holly				•	•		•	•		•
<i>Atriplex lentiformis</i> *	Quail Bush				•	•		•	•		•
<i>Atriplex nummularia</i> *	Old Man Saltbush				•	•			•		



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Botanical Name	Common Name	Project Entries	Signature Corridors: Green Valley Parkway West Elm Parkway Muirhead Road Goetz Road	Pennis Approved Street Tree List	Single Family Detached & Multi-Family Private Yards/In-tract Parkway	Multi-Family Common Areas	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin	Slopes
<i>Aucuba japonica</i>	Japanese Aucuba	•	•		•	•	•		•		
<i>Aucuba japonica</i> 'Crotonifolia'	Croton Leaf Aucuba	•	•		•	•	•		•		
<i>Aucuba japonica</i> 'Variegata'	Gold Dust Plant	•	•		•	•	•		•		
<i>Azalea</i> spp.	Azalea	•	•		•	•	•		•		
<i>Baccharis pilularis</i> var. *	Coyote Bush	•	•		•	•	•	•	•	•	•
<i>Baileyania multiradiata</i> *	Desert Marigold				•	•		•	•		
<i>Bambusa</i> spp.	Bamboo				•				•		
<i>Beaucarnia recurvata</i> *	Pony Tail Palm	•	•		•	•	•		•		
<i>Berberis</i> spp.	Barberry				•	•		•	•		•
<i>Berberis thunbergii</i> var.	Japanese Barberry				•	•		•	•		•
<i>Bergenia cordifolia</i>	Heartleaf Bergenia				•				•		
<i>Bougainvillea</i> spp. *	Bougainvillea	•	•		•	•	•		•		•
<i>Brugmansia x candida</i>	Angel's Trumpet				•	•			•		
<i>Buddleja davidii</i> var.	Butterfly Bush	•	•		•	•	•	•	•		•
<i>Buxus</i> spp.	Boxwood	•	•		•	•	•		•		
<i>Caesalpinia gilliesii</i> *	Yellow Bird of Paradise	•	•		•	•	•	•	•		•
<i>Caesalpinia mexicana</i> *	Mexican Bird of Paradise	•	•		•	•	•	•	•		•
<i>Caesalpinia pulcherrima</i>	Red Bird of Paradise	•	•		•	•	•	•	•		•
<i>Calliandra californica</i> *	Baja Fairy Duster				•	•		•	•		•
<i>Calliandra eriophylla</i> *	Fairy Duster				•	•		•	•		•
<i>Calliandra tweedii</i> *	Brazilian Flame Bush				•	•		•	•		•
<i>Callistemon</i> spp.	Bottlebrush	•	•		•	•	•		•		•
<i>Calocephalus brownii</i> *	Cushion Bush				•	•		•	•		•
<i>Calycanthus occidentalis</i>	Spicebush				•	•		•	•	•	•
<i>Calylophus drummondii</i> *	Sundrops				•	•		•	•	•	•
<i>Camellia</i> spp.	Camellia	•	•		•	•	•		•		
<i>Capparis spinosa</i> *	Caper Bush				•	•			•		
<i>Carpenteria californica</i>	Bush Anemone				•	•			•		
<i>Ceanothus</i> spp.**	Lilac	•	•		•	•	•	•	•	•	•
<i>Centaurea cineraria</i>	Dusty Miller				•	•	•		•		
<i>Centranthus ruber</i> *	Jupiter's Beard				•	•			•		
<i>Cephalanthus occidentalis</i>	Button Bush				•	•			•		



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<sup>1</sup>Indicates Tree Species appropriate for 3'-6" min. width parkway or 4'-0" min. width landscape area

Botanical Name	Common Name	Project Entries	Signature Corridors Green Valley Parkway West Elm Parkway Murricea Road Gardz Road	Permis Approved Street Tree List	Single Family Detached & Multi-Family Private Yards/In-tract Parkway	Multi-Family Common Apart Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin	Slopes
<i>Cerocarpus betuloides</i> *	Mountain Mahogany				•	•		•		•
<i>Cerocarpus ledifolius</i> *	Curl-leaf Mountain Mahogany				•	•		•		•
<i>Chamelaucium uncinatum</i> *	Geraldton Wax Flower				•	•		•		
<i>Chondropetalum tectorum</i>	Cape Rush				•	•	•	•	•	
<i>Chrysactinia mexicana</i> *	Damianita				•	•		•		
<i>Cistus spp.</i> **	Rockrose	•	•		•	•	•	•	•	•
<i>Clivia miniata</i>	NCN	•	•		•	•		•		
<i>Cocculus laurifolius</i>	Laurelleaf Snail Seed				•	•	•	•		
<i>Coleonema spp.</i>	Breath Of Heaven	•	•		•	•		•		
<i>Convolvulus cneorum</i> *	Bush Morning Glory	•	•		•	•	•	•		
<i>Coprosma spp.</i>	Mirror Plant	•	•		•	•		•		•
<i>Cordia boissieri</i> *	Texas Olive				•	•		•		•
<i>Cordia parvifolia</i> *	Little Leaf Cordia				•	•		•		•
<i>Cordyline australis var.</i>	Australian Dracaena	•	•		•	•		•		•
<i>Coreopsis spp.</i>	Coreopsis				•	•		•		•
<i>Cornus alba</i>	Tatarian Dogwood				•	•		•	•	•
<i>Cornus sericea</i>	Red Twig Dogwood				•	•		•	•	•
<i>Correa alba</i>	White Australian Fuchsia				•	•		•		•
<i>Correa pulchella</i> *	Australian Fuchsia				•	•		•		•
<i>Cotinus coggygria</i> *	Smoke Tree				•	•		•		•
<i>Cotoneaster spp.</i>	Cotoneaster	•	•		•	•	•	•		
<i>Cuphea ignea</i>	Cigar Plant				•	•		•		
<i>Cryptomeria japonica 'Pygmaea'</i>	Dwarf Cryptomeria				•	•		•		•
<i>Cyathea cooperi</i>	Australian Tree Fern	•	•		•	•	•	•		
<i>Cyperus alternifolius</i>	Umbrella Plant	•	•		•	•	•	•	•	
<i>Cyperus papyrus</i>	Papyrus	•	•		•	•		•	•	
<i>Dendromecon hartfordii</i> *	Island Bush Poppy				•	•	•	•		•
<i>Dendromecon rigida</i> *	Bush Poppy				•	•	•	•		•
<i>Dianella tasmanica</i>	NCN	•	•		•	•		•		
<i>Dicksonia antarctica</i>	Tasmanian Tree Fern	•	•		•	•		•		
<i>Dietes bicolor</i>	Fortnight Lily	•	•		•	•		•		





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Botanical Name	Common Name	Project Entries	Signature Corridors: Green Valley Parkway West Elm Parkway Murricea Road Guest Road	Parris Approved Street Tree List	Single Family Detached & Multi-Family Private Yards/In-tract Parkway	Multi-Family Common Apart.	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage basin	Slope <sup>2</sup>
<i>Dietes vegeta</i>	Fortnight Lily	•	•		•	•	•		•		
<i>Dodonaea viscosa</i>	Hopseed Bush	•	•		•	•	•	•	•		•
<i>Dodonaea viscosa</i> 'Purpurea'	Purple-leafed Hopseed Bush	•	•		•	•	•	•	•		•
<i>Dryopteris arguta</i> *	California Wood Fern				•	•			•		•
<i>Duranta erecta</i>	Sky Flower				•	•					
<i>Echinacea purpurea</i>	Purple Cornflower				•	•		•			
<i>Echium fastuosum</i> *	Pride of Madeira	•	•		•	•	•		•		•
<i>Eleagnus pungens</i> var. *	Silverberry				•	•					
<i>Encelia</i> spp. *	Brittlebush				•	•		•	•		•
<i>Equisetum hyemale</i>	Horsetail Reed				•	•			•	•	
<i>Eremophila maculata</i> *	Spotted Emu Bush				•	•					•
<i>Erigeron karvinskianus</i>	Santa Barbara Daisy				•	•			•		
<i>Eriogonum</i> spp. *	Buckwheat				•	•		•	•		•
<i>Erysimum</i> 'Bowles Mauve'	Bowles Mauve Wallflower				•	•					
<i>Escallonia fradesii</i>	NCN	•	•		•	•	•		•		
<i>Escholscholia californica</i> *	California Poppy	•	•		•	•	•	•		•	•
<i>Euonymus</i> spp.	Euonymus	•	•		•	•	•		•		
<i>Euonymus fortunei</i>	NCN	•	•		•	•	•		•		
<i>Euonymus japonicus</i>	Evergreen Euonymus	•	•		•	•	•		•		
<i>Euphorbia pulcherrima</i>	Poinsettia	•	•		•	•	•		•		
<i>Euphorbia rigida</i> *	Yellow Spurge	•	•		•	•	•		•		
<i>Fatsyhedera lizei</i>	Botanical Wonder	•	•		•	•	•		•		
<i>Fatsia japonica</i>	Japanese Aralia	•	•		•	•	•		•		
<i>Feijoa sellowiana</i>	Pineapple Guava	•	•		•	•	•		•		
<i>Forestiera neomexicana</i> *	New Mexican Privet				•	•			•		•
<i>Fremontodendron</i> spp. *	Flannel Bush				•	•		•	•		
<i>Gaillardia x grandiflora</i>	Blanketflower				•	•		•			
<i>Galvezia speciosa</i> *	Island Bush Snapdragon				•	•		•	•		•
<i>Gardenia</i> spp.	Gardenia	•	•		•	•	•		•		•
<i>Gaura lindheimeri</i>	NCN				•	•					
<i>Geranium incanum</i>	Crane's Bill	•	•		•	•					



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Botanical Name	Common Name	Project Entries	Signature Corridors: Green Valley Parkway West Elm Parkway Murneeta Road Spetz Road	Perris Approved Street Tree List	Single Family Detached & Multi-Family Private Yards/In-tract Parkway	Multi-Family Common Areas	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin	Slopes
<i>Grevillea</i> spp. *	Grevillea	•	•		•	•	•		•		•
<i>Grewia occidentalis</i>	Lavender Starflower	•	•		•	•	•		•		•
<i>Hebe</i> spp.	Veronica	•	•		•	•	•		•		
<i>Helianthemum nummularium</i> *	Sunrose				•	•					
<i>Helichrysum petiolare</i>	Licorice Plant				•	•					
<i>Hemerocallis</i> spp.**	Daylily	•	•		•	•	•		•		
<i>Heteromeles arbutifolia</i> *	Toyon	•	•		•	•	•	•	•		•
<i>Heuchera hybrids</i>	Hybrid Coral Bells	•	•		•	•	•	•	•		•
<i>Heuchera maxima</i>	Island Alum Root	•	•		•	•	•	•	•	•	•
<i>Heuchera micrantha</i>	Coral Bells	•	•		•	•	•	•	•		•
<i>Heuchera sanguinea</i>	Coral Bells	•	•		•	•	•	•	•		•
<i>Hibiscus</i> spp.	Hibiscus	•	•		•	•	•		•		
<i>Hydrangea</i> spp.	Hydrangea	•	•		•	•	•		•		
<i>Hypericum</i> spp.	St. Johnswort, Goldflower	•	•		•	•	•		•		
<i>Hyptis emoryi</i> *	Desert Lavender				•	•		•			
<i>Ilex</i> spp.	Holly	•	•		•	•			•		
<i>Iris douglasiana</i>	Douglas Iris				•	•		•	•	•	•
<i>Isocoma menziesii</i> *	Goldenbush	•	•		•	•		•	•	•	•
<i>Isomeris arborea</i> *	Bladderpod	•	•		•	•	•	•	•		•
<i>Iva hayesiana</i> *	Hayes Iva									•	•
<i>Juniperus</i> spp.**	Juniper	•	•		•	•	•		•		•
<i>Justicia brandegeana</i>	Shrimp Plant				•	•			•		
<i>Justicia californica</i> *	Chuparosa				•	•			•	•	
<i>Kniphofia uvaria</i> *	Red Hot Poker	•	•		•	•			•		
<i>Lantana</i> spp.*	Lantana	•	•		•	•	•		•		•
<i>Lavandula</i> spp.*	Lavender	•	•		•	•	•		•		•
<i>Lavandula angustifolia</i> *	English Lavender	•	•		•	•	•		•		•
<i>Lavatera assurgentifolia</i> *	Tree Mallow				•	•			•		•
<i>Lavatera maritima</i>	Tree Mallow				•	•					
<i>Leonotis leonorus</i> *	Lion's Tail				•	•					
<i>Leptospermum scoparium</i> var.	New Zealand Tea Tree	•	•		•	•	•		•		
<i>Leucophyllum</i> spp. *	Texas Ranger	•	•		•	•	•	•	•		•



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Botanical Name	Common Name	Project Entries	Signature Corridors	Green Valley Parkway	West Elm Parkway	Murieta Road	Goetz Road	Perris Approved Street Tree List	Single Family Detached & Multi-Family Private Yards/In-Driveway Parkway	Multi-Family Common Areas	Parks/Schools	Open Space	Commercial/Mixed Use	Drainage Basin	Slopes
<i>Ligustrum japonicum</i>	Japanese Privet	•	•						•	•	•		•		
<i>Ligustrum japonicum 'Texanum'</i>	Wax Leaf Privet	•	•						•	•	•		•		
<i>Ligustrum lucidum</i>	Glossy Privet, White Wax Tree	•	•						•	•	•		•		
<i>Limonium peresii</i>	Sea Lavender	•	•						•	•	•		•		
<i>Liriope muscari</i>	Big Blue Lily Turf	•	•						•	•	•		•		
<i>Lobelia laxiflora</i> *	Red Mexican Lobelia	•	•						•	•	•		•	•	
<i>Lonicera spp.</i>	Honeysuckle	•	•						•	•	•		•	•	
<i>Loropetalum chinense</i>	Fringe Flower	•	•						•	•	•		•		
<i>Mahonia spp.</i>	Oregon Grape								•	•				•	•
<i>Malacothamnus fasciculatus</i> *	Chaparral Mallow								•	•		•			•
<i>Melianthus major</i>	Honey Bush								•	•					
<i>Michelia figo</i>	Banana Shrub								•	•					
<i>Mimulus aurantiacus</i> *	Sticky Monkey Flower								•	•		•			•
<i>Mimulus bifidus</i>	Santa Lucia Monkey Flower								•	•		•			•
<i>Mimulus cardinalis</i>	Monkey Flower								•	•		•		•	•
<i>Mimulus multiflora</i>	Colorado Four O' Clock								•	•		•			•
<i>Mimulus puniceus</i>	Red Monkey Flower								•	•					•
<i>Myoporum laetum</i>	Myoporum	•	•						•	•	•		•		•
<i>Myrsine africana</i>	African Boxwood	•	•						•	•	•		•		
<i>Myrtus spp.</i>	Myrtle	•	•						•	•	•		•		•
<i>Nandina domestica</i>	Heavenly Bamboo	•	•						•	•	•		•		
<i>Nephrolepis cordifolia</i>	Sword Fern	•	•						•	•	•		•		
<i>Nerium oleander</i> *	Oleander	•	•						•	•		•			
<i>Oenothera caespitosa</i> *	Tufted Evening Primrose								•	•					•
<i>Oenothera speciosa</i> *	Showy Evening Primrose								•	•					•
<i>Oenothera stubbei</i> *	Saltillo Evening Primrose								•	•					•
<i>Ophiopogon japonicus</i>	Mondo Grass	•	•						•	•	•		•		
<i>Ophiopogon planiscapus 'Nigrescens'</i>	Black Mondo Grass	•	•						•	•	•		•		
<i>Osmanthus fragrans</i>	Sweet Olive	•	•						•	•	•		•		
<i>Pelargonium x hortorum</i>	Garden Geranium	•	•						•	•	•		•		



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Botanical Name	Common Name	Project Entries	Signature Corridors: Green Valley Parkway West Elm Parkway Marrieta Road Goetz Road	Perris Approved Street Tree List	Single Family Detached & Multi-Family Private Yards/In-tract Parkway	Multi-Family Common Areas	Parks/Schools	Open Space	Commercial/Mixed Use	Drainage Basin	Slopes
<i>Penstemon spp.</i>	Penstemon				•	•		•			
<i>Perovskia atriplicifolia</i>	Russian Sage				•	•					
<i>Philodendron bipinnatifolium</i>	Split Leaf Philodendron	•	•		•	•	•		•		
<i>Phlomis fruticosa</i> *	Jerusalem Sage				•	•					•
<i>Phormium spp.</i>	Flax	•	•		•	•	•		•		
<i>Photinia x fraseri</i>	Fraser's Photinia	•	•		•	•	•		•		
<i>Phyllostachys aurea</i>	Golden Bamboo				•	•			•		
<i>Phyllostachys bambusoides</i>	Giant Timber Bamboo				•	•			•		
<i>Pittosporum spp.</i>	Pittosporum	•	•		•	•	•		•		•
<i>Pittosporum tobira</i> 'Wheeler's Dwarf'	Wheeler's Dwarf Tobira	•	•		•	•	•		•		
<i>Plumbago auriculata</i>	Cape Plumbago	•	•		•	•	•		•		•
<i>Polygala dalmaisiana</i>	Sweet Pea Shrub				•	•					
<i>Polypodium californicum</i> *	California Polypody				•	•				•	
<i>Polystichum munitum</i>	California Sword Fern				•	•				•	
<i>Portulacaria afra</i> *	Elephant's Food	•	•		•	•	•		•		
<i>Prunus caroliniana</i> 'Compacta'	Dwarf Carolina Laurel Cherry	•	•		•	•	•		•		•
<i>Psidium cattleianum</i>	Strawberry Guava	•	•		•	•	•		•		•
<i>Punica granatum</i> *	Pomegranate	•	•		•	•			•		
<i>Pyracantha spp.</i>	Pyracantha	•	•		•	•	•		•		
<i>Rhamnus alaternus variegata</i>	Italian Buckthorn				•	•			•		•
<i>Rhamnus californica var.</i> *	California Coffeeberry	•	•		•	•		•	•		•
<i>Rhaphiolepis spp.</i>	Indian Hawthorn	•	•		•	•	•		•		
<i>Rhaphiolepis indica</i> 'Springtime'	Pink Indian Hawthorn	•	•		•	•	•		•		
<i>Rhus ovata</i> *	Sugar Bush	•	•		•	•	•	•	•		•
<i>Rhus trilobata</i> *	Three Leaf Sumac				•	•			•		•
<i>Ribes spp.</i>	Currant				•	•			•		•
<i>Ribes malvaceum</i> *	Chaparral Currant				•	•		•	•		•
<i>Ribes sanguineum</i>	Pink Winter Currant				•	•			•		•
<i>Ribes speciosum</i>	Fuschia-flowering Gooseberry				•	•			•	•	•
<i>Romneya coulteri</i> *	Matilija Poppy	•	•		•	•	•	•	•		•





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Botanical Name	Common Name	Project Entrances	Signature Corridors: Green Valley Parkway West Elm Parkway Marrieta Road Goetz Road	Permit Approved Street Tree List	Single Family Detached & Multi-Family Private Yards/In-tract Parkway	Multi-Family Common Aparts	Parks/Schools	Open Space	Commercial/Mixed Use	Drainage easement	Slopes
<i>Romneya 'White Cloud'</i> *	White Cloud Matilija Poppy	•	•		•	•	•	•	•		•
<i>Rosa spp.</i>	Rose	•	•		•	•	•		•		•
<i>Rosa californica</i> *	Wild Rose	•	•		•	•	•		•	•	•
<i>Rosmarinus spp.</i> **	Rosemary	•	•		•	•	•		•		•
<i>Ruellia brittoniana</i>	British Ruellia	•	•		•	•			•		
<i>Salvia spp.</i> **	Sage	•	•		•	•	•		•		•
<i>Sambucus mexicana</i> *	Mexican Elderberry				•	•		•		•	•
<i>Santolina chamaecyparissus</i> *	Lavender Cotton	•	•		•	•	•		•		•
<i>Satureja douglasii</i> *	Yerba Buena				•	•				•	
<i>Senna artemisioides</i> *	Feathery Cassia				•	•					
<i>Senna nemophylla</i> *	Desert Cassia				•	•					•
<i>Senna phyllodinea</i> *	Silver Leaf Cassia				•	•					•
<i>Simmondsia chinensis</i> *	Jojoba				•	•					
<i>Solanum rantonnetii</i>	Paraguay Nightshade	•	•		•	•	•		•		
<i>Sophora secundiflora</i> *	Texas Mountain Laurel				•	•			•		
<i>Sphaeralcea ambigua</i> *	Apricot Mallow				•	•					
<i>Spirea spp.</i>	NCN				•	•			•		
<i>Spirea bumalda 'Froebelii'</i>	Froebeli Spirea				•	•					
<i>Stachys byzantine</i>	Lamb's Ears	•	•		•	•	•		•		
<i>Strelitzia reginae</i>	Bird of Paradise	•	•		•	•	•		•		
<i>Symphoricarpos spp.</i> *	Snowberry				•	•			•		•
<i>Syzygium paniculatum</i>	Australian Brush Cherry				•	•					
<i>Tagetes lemmonii</i> *	Copper Canyon Daisy				•	•					
<i>Tagetes lucida</i>	Mexican Marigold				•	•					•
<i>Taxus baccata</i>	English Yew	•	•		•	•					
<i>Tecoma capensis</i>	Cape Honeysuckle	•	•		•	•	•		•		
<i>Ternstroemia gymnanthera</i>	Ternstroemia				•	•					
<i>Teucrium spp.</i>	Germander	•	•		•	•	•		•		
<i>Thuja orientalis</i>	Oriental Arborvitae	•	•		•	•	•		•		
<i>Trachelospermum jasminoides</i>	Star Jasmine	•	•		•	•	•		•		
<i>Tricostema lanatum</i> *	Woolly Blue Curly				•	•			•		
<i>Tulbaghia violacea</i>	Society Garlic	•	•		•	•	•		•		



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Botanical Name	Common Name	Project Entries	Signature Corridors: Green Valley Parkway West Elm Parkway Murieta Road Geoff. Road	Perris Approved Street Tree List	Single Family Detached & Multi-Family Private Yards/In-trace parkway	Multi-Family Common Areas	Parks/Schools	Open Space	Commercial/Mixed Used	Drainage Basin	Slopes
<i>Venegasia carpesioides</i> *	Canyon Sunflower										
<i>Viburnum spp.</i>	Viburnum	•	•		•	•	•		•		•
<i>Viburnum tinus</i> 'Spring Bouquet'	Laurustinus	•	•		•	•	•		•		•
<i>Westringia fruticosa</i> *	Coast Rosemary	•	•		•	•	•		•		•
<i>Xylosma congestum</i>	Xylosma, Glossy Xylosma	•	•		•	•	•		•		•
<i>Xylosma congestum</i> 'Compacta'	Compact Xylosma	•	•		•	•	•		•		•
<i>Yucca spp.</i> **	Yucca	•	•		•	•	•		•		•
<i>Zauschneria californica</i> *	California Fuschia	•	•		•	•	•		•		•
<b>SUCCULENTS</b>											
<i>Agave spp.</i> *	Agave	•	•		•	•	•		•		•
<i>Aloe spp.</i> *	Aloe	•	•		•	•	•		•		•
<i>Bulbine frutescens</i> *	Yellow Stalked Bulbine	•	•		•	•	•		•		•
<i>Bulbine frutescens</i> 'Hallmark' *	Orange Hallmark Bulbine	•	•		•	•	•		•		•
<i>Bulbine frutescens</i> 'Yellow' *	Yellow Bulbine	•	•		•	•	•		•		•
<i>Dasyliirion wheeleri</i> *	Desert Spoon	•	•		•	•	•		•		•
<i>Echeveria spp.</i> *	Hen and Chicks	•	•		•	•	•		•		•
<i>Echinocactus grusonii</i> *	Golden Barrel Cactus	•	•		•						•
<i>Euphorbia rigida</i> *	Blue Euphorbia	•	•		•	•			•		
<i>Euphorbia spp.</i> *	Euphorbia	•	•		•	•			•		
<i>Ferocactus cylindraceus</i> *	Compass Barrel Cactus	•	•		•						•
<i>Ferocactus wislizenii</i> *	Fish Hook Barrel Cactus	•	•		•						•
<i>Fouquieria splendens</i> *	Ocotillo	•	•		•	•			•		•
<i>Hesperaloe funifera</i> *	Giant Hesperaloe	•	•		•	•	•		•		•
<i>Hesperaloe parviflora</i> *	Red Yucca	•	•		•	•	•		•		•
<i>Herperaloe parviflora</i> 'Yellow' *	Yellow Hesperaloe	•	•		•	•	•		•		•
<i>Nolina bigloveii</i> *	Desert Nolina	•	•		•	•	•		•		•
<i>Opuntia spp.</i> *	Prickly Pear	•	•		•	•	•		•		•
<i>Pachypodium lamerei</i>	Madagascar Palm	•	•		•	•	•		•		
<i>Portulacaria afra</i> *	Elephant's Food, Elephant Bush	•	•		•	•	•		•		
<i>Sedum spp.</i> *	Sedum	•	•		•	•	•	•	•		•
<i>Yucca spp.</i> *	Yucca	•	•		•	•	•	•	•		•



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<b>GROUNDCOVER</b>											
<i>Acacia redolens</i> *	Spreading Acacia	•	•		•	•	•	•	•		•
<i>Achillea</i> spp.**	Yarrow	•	•		•	•	•	•	•		•
<i>Ajuga reptans</i> var.	Carpet Bugle	•	•		•	•	•	•	•		
<i>Anemopsis californica</i>	Yerba mansa	•	•		•	•	•	•	•	•	
<i>Arctostaphylos</i> spp.	Manzanita	•	•		•	•	•	•	•		•
<i>Arctostaphylos</i> 'Pacific Mist' *	Pacific Mist Manzanita	•	•		•	•	•	•	•		•
<i>Armeria maritima</i>	Sea Pink	•	•		•	•	•	•	•		
<i>Baccharis pilularis</i> *	Dwarf Coyote Brush	•	•		•	•	•	•	•		•
<i>Baccharis pilularis</i> 'Twin Peaks'*	Twin Peaks Coyote Brush	•	•		•	•	•	•	•		•
<i>Baccharis</i> 'Centennial' *	Centennial Coyote Brush	•	•		•	•	•	•	•	•	•
<i>Bergenia cordifolia</i>	Heartleaf Bergenia	•	•		•	•	•	•	•		
<i>Campanula poscharskyana</i>	Serbian Bellflower	•	•		•	•	•	•	•		
<i>Ceanothus griseus</i> var.	Carmel Creeper	•	•		•	•	•	•	•		•
<i>Centranthus ruber</i> *	Jupiter's Beard	•	•		•	•	•	•	•		•
<i>Cerastium tomentosum</i>	Snow-in-Summer	•	•		•	•	•	•	•		
<i>Coprosma repens</i>	Mirror Plant	•	•		•	•	•	•	•		•
<i>Cotoneaster dammeri</i>	Bearberry Cotoneaster	•	•		•	•	•	•	•		
<i>Cyclamen persicum</i> *	Cyclamen	•	•		•	•	•	•	•		
<i>Dianthus</i> spp.	Carnation	•	•		•	•	•	•	•		
<i>Dichondra micrantha</i>	Dichondra	•	•		•	•	•	•	•		
<i>Duchesnea indica</i>	Indian Mock Strawberry	•	•		•	•	•	•	•		
<i>Dymondia margaretae</i> *	NCN	•	•		•	•	•	•	•		•
<i>Festuca glauca</i>	Blue Fescue	•	•		•	•	•	•	•		•
<i>Fragaria chiloensis</i>	Ornamental Strawberry	•	•		•	•	•	•	•		•
<i>Fragaria</i> 'Pink Panda'	Pink Panda Ornamental Strawberry	•	•		•	•	•	•	•		•
<i>Gazania hybrids</i>	Hybrid Gazania	•	•		•	•	•	•	•		•
<i>Gazania</i> spp.	Gazania	•	•		•	•	•	•	•		
<i>Gazania splendens</i> 'Mitsuwa Yellow'	Mitsuwa Yellow Gazania	•	•		•	•	•	•	•		
<i>Geranium</i> spp.	Cranesbill	•	•		•	•	•	•	•		•
<i>Hedera canariensis</i>	Algerian Ivy	•	•		•	•	•	•	•		•



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<i>Hedera helix</i>	English Ivy	•	•		•	•	•		•		•
<i>Herniaria glabra</i>	Green Carpet	•	•		•	•	•		•		
<i>Heuchera spp.**</i>	Coral Bells	•	•		•	•	•		•		•
<i>Hypericum spp.</i>	St. John's Wort	•	•		•	•	•		•		
<i>Hypericum calycinum</i>	Aaron's Beard	•	•		•	•	•		•		
<i>Iberis sempervirens</i>	Evergreen Candytuft	•	•		•	•	•		•		
<i>Impatiens wallerana</i>	Impatiens	•	•		•	•	•		•		
<i>Juniperus spp.</i>	Juniper	•	•		•	•	•		•		•
<i>Lantana spp.*</i>	Lantana	•	•		•	•	•		•		•
<i>Lobelia erinus</i>	Lobelia	•	•		•	•	•		•		
<i>Lonicera japonica 'Halliana' *</i>	Hall's Honeysuckle	•	•		•	•	•		•		•
<i>Mahonia repens *</i>	Creeping Mahonia	•	•		•	•	•		•		
<i>Muehlenbeckia axillaris</i>	Creeping Wire Vine	•	•		•	•	•		•		•
<i>Myoporum parvifolium *</i>	Ground Cover Myoporum	•	•		•	•	•	•	•		•
<i>Myoporum parvifolium 'Putah Creek' *</i>	Putah Creek Myoporum	•	•		•	•	•	•	•		•
<i>Ophiopogon spp.</i>	Mondo Grass	•	•		•	•	•		•		
<i>Osteospermum spp.*</i>	Freeway Daisy	•	•		•	•	•		•		•
<i>Osteospermum fruticosum var.*</i>	Trailing African Daisy	•	•		•	•	•		•		•
<i>Pelargonium peltatum</i>	Ivy Geranium	•	•		•	•	•		•		•
<i>Potentilla species</i>	Cinquefoil	•	•		•	•	•		•		•
<i>Rosa Ground Cover varieties</i>	Ground Cover Rose	•	•		•	•	•		•		•
<i>Rosmarinus o. 'Prostratus' *</i>	Prostrate Rosemary	•	•		•	•	•		•		
<i>Santolina chamaecyparissus *</i>	Lavender Cotton	•	•		•	•	•		•		
<i>Scaevola 'Mauve Clusters'</i>	Fairy Fan Flower	•	•		•	•	•		•		
<i>Sedum morganianum *</i>	Donkey Tail	•	•		•	•	•		•		•
<i>Sedum rubrotinctum *</i>	Pork and Beans	•	•		•	•	•		•		•
<i>Soleirolia soleirolli</i>	Baby's Tears	•	•		•	•	•		•		
<i>Thymus spp.**</i>	Thyme	•	•		•	•	•		•		•
<i>Trachelospermum asiaticum</i>	Yellow Star Jasmine	•	•		•	•	•		•		•
<i>Verbena spp.**</i>	Verbena	•	•		•	•	•		•		
<i>Vinca minor*</i>	Dwarf Periwinkle	•	•		•	•	•		•		•





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<i>Vinca minor</i> 'Sterling Silver' <sup>*</sup>	Sterling Silver Periwinkle	•	•		•	•	•		•		•
<i>Zauschneria californica</i> *	California Fuchsia	•	•		•	•	•		•		
<i>Zinnia angustifolia</i>	Zinnia	•	•		•	•	•		•		
<i>Zoysia tenuifolia</i>	Korean Grass	•	•		•	•	•		•		
<b>VINES</b>											
<i>Antigonon leptopus</i> *	Coral Vine	•	•		•	•	•		•		•
<i>Bougainvillea spp.</i> *	Bougainvillea	•	•		•	•	•		•		•
<i>Bougainvillea spectabilis</i> *	Bougainvillea	•	•		•	•	•		•		•
<i>Cissus antartica</i>	Kangaroo Treevine	•	•		•	•	•		•		•
<i>Cissus hypoglauca</i>	NCN	•	•		•	•	•		•		•
<i>Clematis armandii</i>	Evergreen Clematis	•	•		•	•	•		•		•
<i>Clytostoma callistegioides</i>	Lavender Trumpet Vine	•	•		•	•	•		•		•
<i>Distictus buccinatoria</i>	Scarlet Trumpet Vine	•	•		•	•	•		•		•
<i>Gelsemium sempervirens</i>	Carolina Jessamine	•	•		•	•	•		•		•
<i>Hardenbergia violacea</i>	Lilac Vine	•	•		•	•	•		•		•
<i>Hardenbergia violacea</i> 'Rosea'	Pink Lilac Vine	•	•		•	•	•		•		•
<i>Hedera spp.</i>	Ivy	•	•		•	•	•		•		•
<i>Jasminum mesnyi</i>	Primrose Jasmine	•	•		•	•	•		•		•
<i>Jasminum polyanthum</i>	Pink Jasmine	•	•		•	•	•		•		•
<i>Lonicera hildebrandeana</i>	Giant Burmese Honeysuckle	•	•		•	•	•		•		•
<i>Lonicera japonica</i> *	Japanese Honeysuckle	•	•		•	•	•		•		•
<i>Lonicera japonica</i> 'Halliana' *	Hall's Honeysuckle	•	•		•	•	•		•		•
<i>Macfadyena unguis-cati</i> *s	Cat's Claw Vine	•	•		•	•	•		•		•
<i>Parthenocissus</i> 'Hacienda Creeper'	Hacienda Creeper	•	•		•	•	•		•		•
<i>Parthenocissus quinquefolia</i>	Virginia Creeper	•	•		•	•	•		•		•
<i>Parthenocissus tricuspidata</i>	Boston Ivy	•	•		•	•	•		•		•
<i>Parthenocissus tricuspidata</i> 'Veitchi'	Boston Ivy	•	•		•	•	•		•		•
<i>Passiflora jamesonii</i>	NCN	•	•		•	•	•		•		•
<i>Rosa</i> 'Cecile Brunner'	Cecile Brunner Rose	•	•		•	•	•		•		•
<i>Rosa banksiae</i> 'Alba Plena'	dbl. White Lady Banks' Rose	•	•		•	•	•		•		•
<i>Rosa banksiae</i> 'Lutea'	Yellow Lady Banks' Rose	•	•		•	•	•		•		•



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<i>Rosa spp.</i>	Climbing Rose	•	•		•	•	•		•		•
<i>Solandra maxima</i>	Cup of Gold Vine	•	•		•	•	•		•		•
<i>Solanum jasminoides</i>	Potato Vine	•	•		•	•	•		•		•
<i>Thunbergia alata</i>	Black-eyed Susan Vine	•	•		•	•	•		•		•
<i>Trachelospermum asiaticum</i>	Asian Jasmine	•	•		•	•	•		•		•
<i>Trachelospermum jasminoides</i>	Star Jasmine	•	•		•	•	•		•		•
<i>Vigna caraccalla</i>	Snail Vine	•	•		•	•	•		•		•
<i>Vitis californica</i> *	California Wild Grape	•	•		•	•	•		•	•	•
<i>Vitis californica</i> 'Roger's Red' *	Roger's Red California Grape	•	•		•	•	•		•	•	•
<i>Wisteria spp.</i>	Wisteria	•	•		•	•	•		•		•
<b>GRASSES/WILDFLOWER</b>											
<i>Acorus gramineus</i> 'Ogon'	Japanese Sweet Flag	•	•		•	•	•		•	•	
<i>Acorus gramineus</i> 'Variegata'	Variegated Japanese Sweet Flag	•	•		•	•	•		•	•	
<i>Agrostis stolonifera</i>	Creeping Bent	•	•		•	•	•		•		
<i>Aristida purpurea</i> *	Purple Three-Awn	•	•		•	•	•		•	•	
<i>Bouteloua curtipendula</i> *	Sideoats Grama Grass	•	•		•	•	•		•		•
<i>Bouteloua gracilis</i> *	Blue Grama Grass	•	•		•	•	•		•		•
<i>Calamagrostis acutiflora</i>	Feather Reed Grass	•	•		•	•	•		•	•	
<i>Carex barbara</i>	Santa Barbara Sedge	•	•		•	•	•		•		•
<i>Carex buchananii</i>	Leather Leaf Sedge	•	•		•	•	•		•	•	•
<i>Carex elata</i> *	Golden Variegated Sedge	•	•		•	•	•		•	•	•
<i>Carex flacca</i>	Blue Sedge	•	•		•	•	•		•	•	•
<i>Carex flagellifera</i>	Weeping Brown Sedge	•	•		•	•	•		•	•	•
<i>Carex pansa</i>	California Meadow Sedge	•	•		•	•	•		•	•	•
<i>Carex praegracillis</i>	California Field Sedge	•	•		•	•	•		•		•
<i>Carex spp.</i>	Sedge	•	•		•	•	•		•		•
<i>Carex spissa</i> *	San Diego Sedge	•	•		•	•	•		•	•	•
<i>Carex testacea</i>	Brown Sedge	•	•		•	•	•		•	•	•
<i>Carex tumulicola</i> *	Berkeley Sedge	•	•		•	•	•		•	•	•
<i>Deschampsia flexuosa</i>	Crinkled Hair Grass	•	•		•	•	•		•	•	



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<i>Dichelostemma capitatum</i> *	Bluedicks	•	•		•	•	•	•		
<i>Distichlis spicata</i> *	Salt Grass	•	•		•	•	•	•	•	
<i>Eleocharis montevidensis</i>	Spike Rush	•	•		•	•	•	•	•	
<i>Elymus glaucus</i>	Blue Wildrye	•	•		•	•	•	•		
<i>Elymus magellanicus</i>	Magellan Whaetgrass	•	•		•	•	•	•	•	
<i>Epilobium canum</i> *	California Fuchsia	•	•		•	•	•	•		
<i>Eschscholzia californica</i> *	California Poppy	•	•		•	•	•	•		
<i>Festuca glauca</i>	Blue Fescue	•	•		•	•	•	•		•
<i>Festuca idahoensis</i>	Fescue	•	•		•	•	•	•	•	•
<i>Festuca rubra</i> 'Molate'	Pt. Molate Fescue	•	•		•	•	•	•		
<i>Gilia tricolor</i>	Bird's Eyes	•	•		•	•	•	•		
<i>Helictotrichon sempervirens</i>	Blue Oat Grass	•	•		•	•	•	•		
<i>Imperata cylindrica</i> 'Red Baron'	Red Baron Japanese Blood Grass	•	•		•	•	•	•	•	
<i>Imperata cylindrica</i> 'Rubra'	Japanese Blood Grass	•	•		•	•	•	•		
<i>Juncus acutus</i>	Spiny Rush	•	•		•	•	•	•		•
<i>Juncus balticus</i>	Rush	•	•		•	•	•	•		•
<i>Juncus effusus</i>	Common Rush	•	•		•	•	•	•		•
<i>Juncus effusus pacificus</i> 'Quartz Creek'	Quartz Creek Soft Rush	•	•		•	•	•	•		•
<i>Juncus patens</i> *	Spreading Rush	•	•		•	•	•	•	•	•
<i>Lasthenia californica</i>	Goldfields	•	•		•	•	•	•		
<i>Layia fremontii</i>	Tidy Tips	•	•		•	•	•	•		
<i>Leymus condensatus</i>	Wild Rye	•	•		•	•	•	•	•	
<i>Leymus condensatus</i> 'Canyon Prince'	Canyon Prince Wild Rye	•	•		•	•	•	•	•	
<i>Leymus triticoides</i> 'Grey Dawn'	Creeping Wild Rye	•	•		•	•	•	•	•	
<i>Lomandra longifolia</i> 'Breeze'	Dwarf Mat Rush	•	•		•	•	•	•	•	
<i>Lupinus microcarpus</i>	White-Whorled Lupine	•	•		•	•	•	•		
<i>Lupinus microcarpus</i> var. <i>densiflorus</i>	Golden Lupine	•	•		•	•	•	•		
<i>Lupinus nanus</i>	Sky Lupine	•	•		•	•	•	•		
<i>Lupinus succulentus</i>	Arroyo Lupine	•	•		•	•	•	•	•	
<i>Milium effusum aureum</i>	Bowles Golden Grass	•	•		•	•	•	•	•	



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Botanical Name	Common Name	Project Entrances	Signature Corridors: Green Valley Parkway West Elm Parkway Munneba Road Goetz Road	Perris Approved Street Tree List	Single Family Detached & Multi-Family Private Yards/In-tract Parkway	Multi-Family Common Areas	Parks/Schools	Open Space	Commercial/Mixed Use	Drainage Basin	Slopes
<i>Miscanthus spp.</i>	Miscanthus	•	•		•	•	•		•	•	
<i>Molina caerulea variegata</i>	Moor Grass	•	•		•	•	•	•	•	•	
<i>Muhlenbergia spp.</i>	Muhlenbergia	•	•		•	•	•		•		•
<i>Muhlenbergia capillaris</i> *	Hairy Awn Muhly	•	•		•	•	•		•	•	•
<i>Muhlenbergia rigens</i>	Deergrass	•	•		•	•	•		•	•	•
<i>Nassella lepida</i> *	Foothill Needlegrass	•	•		•	•	•		•		•
<i>Nassella pulchra</i> *	Purple Needlegrass	•	•		•	•	•		•		•
<i>Nassella tenuissima</i> *	Mexican Feather Grass	•	•		•	•	•		•		•
<i>Nolina bigelovii</i> *	Nolina	•	•		•	•	•		•		
<i>Ophiopogon jaburan vittatus</i>	Snakebeard	•	•		•	•	•		•		
<i>Ophiopogon japonicus</i>	Mondo Grass	•	•		•	•	•		•		
<i>Panicum virgatum 'Heavy Metal'</i>	Switch Grass	•	•		•	•	•		•	•	
<i>Pennisetum spp.</i> *	Fountain Grass	•	•		•	•	•		•		
<i>Pennisetum 'Eaton Canyon'</i> *	Dwarf Red Fountain Grass	•	•		•	•	•		•	•	
<i>Penstemon heterophyllus</i> *	Foothill Penstemon	•	•		•	•	•		•		
<i>Phalaris arundinacea 'Picta'</i>	Variegated Ribbon Grass	•	•		•	•	•		•		
<i>Phalaris arundinacea 'Rosea'</i>	Ribbon Grass	•	•		•	•	•		•		
<i>Scirpus cernuus</i>	Fiber Optics Plant	•	•		•	•	•	•	•	•	
<i>Scirpus tabernaemontani</i>	Soft-stem Bulrush	•	•		•	•	•		•		
<i>Sesleria autumnalis</i>	Autumn Moor Grass	•	•		•	•	•		•	•	
<i>Sisyrinchium bellum</i> *	Blue-Eyed Grass	•	•		•	•	•		•	•	
<i>Solidago californica</i>	California Goldenrod	•	•		•	•	•	•	•		
<i>Sporobolus airoides</i> *	Alkali Sacaton	•	•		•	•	•		•	•	•
<i>Sporobolus wrightii</i> *	Giant Dropseed	•	•		•	•	•		•		
<i>Stipa pulchra</i> *	Needle Grass	•	•		•	•	•		•		
<i>Triteleia laxa</i> *	Ithurie's Spear	•	•		•	•	•		•		
<i>Zoysia 'De Anza'</i>	Turf Zoysia De Anza	•	•		•	•	•		•		





## **4.5 DESIGN REVIEW PROCESS**

### **4.5.1 Introduction**

The Green Valley Design Guidelines have been created to provide property owners, architects, home builders, and contractors with a set of parameters for the preparation of their drawings and specifications. Adherence to these Guidelines will assure builders that a consistent level of quality will be maintained. The Green Valley Architectural Review Committee (or the “Committee”) and the City will review all designs, plans, and construction to ensure:

- Primary site design issues have been adequately considered,
- Excellence in architectural design,
- The unique landscape potential of the homesite is addressed, and
- Compatibility and integration with surrounding land uses.

### **4.5.2 Design Review Committee**

The Green Valley development is designed to be a unique community of high-quality homes. The future community’s Covenants, Conditions, and Restrictions (CC&R’s) may not list specific design items necessary for plan approval. Rather, the authority to approve or disapprove individual building and landscaping plans is given to the Green Valley Design Review Committee. The Committee does not seek to restrict individual creativity or preferences, but rather maintain within the overall community the aesthetic relationship between homes, natural amenities, and surrounding neighbors. As the community matures, these key relationships will become increasingly important, requiring coordination through the design process.

The Committee is composed of three members or more, as decided upon by the Project Master Developer, who are intricately involved in the development of the community. Additionally, an architect or other design professional, who is a non-owner, may serve on or act as a consultant to the Committee.

The Committee will use the Design Guidelines for the purpose of review, but may individually consider the merits of any design due to special conditions that, in the opinion of the Committee, provide benefits to the adjacent areas, the specific site, or to the community as a whole. Alternate materials/ architectural styles that are deemed equivalent may be permitted, subject to Planning Commission approval.

### **4.5.3 Compliance**

The Green Valley Specific Plan and the Design Review Committee Planned Development Permit provides zoning and development standards for this project, with further project-level refinements included in these Design Guidelines. The City Planning staff, Planning Commission, and City Council will use these Design Guidelines as a vehicle to review specific development proposals and to implement the project’s vision and regulations. Future development proposals and plans, whether individual buildings or collectively phased projects, must comply with these Guidelines, as well as the General Plan, Green Valley Specific Plan, and Zoning Code, where applicable. These Design Guidelines are intended to be used by City staff, property owners, architects, landscape architects, designers, builders, and developers in the planning and design of individual projects within the Plan Area.

### **4.5.4 Conflicts with City Code and other Approved Entitlements or Policies**

Design components within the “Public Realm” (as defined in the Community Design Guidelines) cannot be amended without the consent of all “Participating Landowners” (as defined in development



agreements between the landowners and the City). Therefore, the Community Design Guidelines will prevail in the event of any inconsistencies between these Design Guidelines, Guidelines of the City of Perris, and the Green Valley Specific Plan. Where these Design Guidelines provide greater specificity on design detail for components of projects within the Public Realm, the Community Development Director shall determine that the project level design detail of components is consistent with, and does not purport to amend, the requirements set forth in the Design Guidelines.

Conversely, any particular element or provision not specifically covered in these Design Guidelines shall be subject to the provisions of the GVSP and/or the local Municipal Code as applicable. As provided for in the GVSP, in any instances where the Design Guidelines conflict with the requirements of the local Municipal Code, the Design Guidelines will take precedence. If none of these entitlements or policy documents addresses a specific provision, the local Municipal Code requirements remain in force.

#### **4.5.5 Modifications and Amendments**

The Design Guidelines are intended to encourage and direct a high level of design quality to the project site while permitting flexibility for creative expression and innovative design solutions. However, deviations to these guidelines may be considered for projects with special and unique design characteristics during the Green Valley Design Review Committee (GVDR) and the City's Design Review process and are categorized as either minor administrative modifications or amendments. Amendments to these Design Guidelines shall be reviewed as require by the Green Valley Specific Plan, the local Municipal Code, and/or California Government Code Section 65453.

Minor administrative modifications shall also include, but are not limited to, architectural style design modifications and architectural material substitutions that are consistent with and do not substantially change the overall intent of these Design Guidelines. Review and approval of minor administrative modifications shall be conducted by the Community Development Director.

The Community Development Director may, at its discretion, defer to review and action of any item where it has decision making authority to the City Planning Commission and/or City Council; however, unless subject to an appeal, minor administrative modifications do not require review by either of these legislative bodies. Decisions of the Community Development Director are subject to appeal to the Planning Commission, and decisions of the Planning Commission are subject to appeal to the City Council.

#### **4.5.6 Residential Design Review Process**

The design review process described in this section is intended to ensure that residential villages within Green Valley contribute to the character and quality envisioned for the neighborhood. This four step process is intended to be efficient, without compromising the quality of design solutions. The Green Valley Design Review Committee (GVDR), comprised of representatives of the master developer and design professionals appointed by the master developer, will review all designs developed for the Green Valley neighborhoods prior to submittal to the City.

##### Step One: Project Application

The design review process will commence upon receipt of the Builder's application form and review fee. At the applicant's request, a kick-off and orientation meeting with the GVDR during the phase may be scheduled.

##### Submittal Requirements:

Completed application form and fee.



Step Two: Preliminary Design Review

This step is intended to establish and define the project's preliminary architectural and landscape character and concepts. Upon review and approval of the Builder's submittal package, the GVDRC will schedule a Preliminary Design Review Session, during which the GVDRC will meet with the builder to review and discuss the submittal.

The Preliminary Design Review Session is an opportunity to review the following design criteria:

- Selected architectural styles from the Green Valley Design Guidelines. Applicant may propose additional architectural styles that are consistent with the neighborhood vision for the GVDRC's review and approval.
- Architectural form, massing, roofs, and details, which establish character.
- Preliminary concepts for colors and materials.
- Landscape concepts identifying major tree and shrub massing, hardscape areas, and proposed character.
- Wall and fencing.

Following the Preliminary Design Review, the GVDRC shall prepare and submit to the applicant, within 15 business days of plan submittal, a written memorandum outlining the agreed-upon direction of the GVDRC and the applicant.

Submittal Requirements:

Civil / Planning

1. Location map showing project location within the overall neighborhood.

Landscape

1. Landscape concept plans, identifying the general planting scheme, street tree program, typical front, side, and rear yards. Plans shall be prepared at a minimum scale of 1"=20'.
2. Color illustrative depicting typical landscape treatment for the last three contiguous lots, including one corner lot. The typical plan shall include at least one of each floor plan proposed for the project. The plan shall include a description of the landscape concept.

Architecture

1. Preliminary building floor plans and front elevations for all proposed plans. These shall be prepared at a minimum scale of 1/4"=1'-0".
2. Building coverage or floor area ratio calculations.
3. Consistency with project development standards and architectural guidelines.
4. Architectural color and material sample boards (or equivalent information as approved by the GVDRC) for every color scheme by architectural style intended. These should be noted by elevation style for each product.

The GVDRC will issue a Preliminary Design Review Memorandum (PDRM) detailing the results of the Preliminary Design Review. The PDRM will state one of the following:

1. Approved to move forward to Final Design Review
2. Approved to move forward to Final Design Review with Comments & Conditions



3. Denied with Comments; resubmittal of Preliminary Design Review is required.

Step Three: Final Design Review

This step is intended to review the specific designs for the architecture and landscape elements of the project.

Upon receipt of an approved PDRM, more detailed project plans shall be prepared and submitted to the GVDRC for design review. Plans shall be a progression of the approved plan and direction established during Preliminary Design Review.

Professionals licensed to practice in the State of California shall prepare all Architecture, Civil Engineering, and Landscape Architecture plans. No non-licensed design work shall be permitted.

Submittal Requirements:

Civil / Planning

1. Dimensioned site plan showing
  - a. Building footprints
  - b. Porches and patios
  - c. Garages
  - d. Street curbs and rights-of-way
  - e. Easements
  - f. Driveways and walkways
  - g. Dimensioned building setbacks
  - h. Compliance with project development standards
  - i. Garbage locations

Landscape

1. Landscape Plans (minimum scale 1"=20") including:
  - a. Cover sheet with sheet index
  - b. Plant material and hardscape list and key, including finishes and colors of hardscape and fencing
  - c. Typical landscape planting and irrigation plans for each unique footprint type and each lot type (i.e., corner lot, loop lot, or other non-standard lot)
  - d. Fencing, hardscape, and planting details
  - e. Fencing site plan
  - f. Plant lists should include species diversity identified with WUCOLS ratings, relating to water efficient landscape ordinance AB 1881
2. Site Plan/Landscape Concept for Model Home Complex, Sales Office and Temporary Marketing Facility (minimum scale 1"=20").

Architecture

1. Colored street scene showing at least three contiguous lots, actually occurring within the subject site, including one corner lot. Each plan type and an example of each





**4. Design Guidelines**

selected architectural style must be depicted. The lot number, plan type, and architectural style shall be identified for each lot.

2. Architectural construction drawings, including floor plans, roof plans, secondary unit plans, alternatives or options, all exterior elevations (including interior courts), sections, and key details, prepared at a minimum scale of 1/4"=1'-0".
3. Architectural color and material sample boards (or equivalent information as approved by the GVDRC) for every color scheme by architectural style intended. These should be noted by elevation style for each product.
4. The builder shall submit to the GVDRC plotting for each phase of construction to ensure that housing diversity is delivered for each neighborhood.

**Miscellaneous**

1. Comment response memo identifying the steps taken to address GVDRC comments from Step 2: Preliminary Design Review.
2. Estimated Construction Schedule for completion of the project, including improvements, model home complex site improvements, and phasing.

**Step Four: City Design Review Submittal**

After final approval by the GVDRC, applicant shall submit for Design Review by the City of Perris. The Community Development Department will evaluate and determine the proposed project's consistency with the Green Valley Design Guidelines and the City's other applicable requirements as set forth in the subsection "Conflicts with City Code and other Approved Entitlements or Policies" of these Design Guidelines (and in the order of priority established in that subsection).

**Step Five: Construction Document Review**

After Design Review approval by the City of Perris, applicant shall submit completed construction documents to the GVDRC to review for consistency of designs with approvals through the design review process.

Within 15 days of construction document submittal, the GVDRC will submit to the applicant a memorandum indicating one of the following:

1. Approved to move forward for building permit submittal to the City of Perris.
2. Denied with comments; resubmittal of construction documents is required.

The GVDRC reserves the right to inspect plans and conduct field investigations.



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**5 Appendix**



Figure 5-1, Encumbrance Map





Figure 5-2, Boundary Survey



**Figure 5-3, Specific Plan Zoning Exhibit**



**Approved Master Plan of Service and Phase 1A**

**Prepared by Webb Associates**

**October 2017**

(under separate cover)

**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

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

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

The City of Perris may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact City of Perris Planner Mr. Nathan Perez at (951) 943-5003

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

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

**DATE OF HEARING:** September 10, 2020

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

**Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference only. Information on how to participate in the hearing will be available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org)**

**CASE DESCRIPTION:**

ZAP1019PV20 – Rain Tree Investment Corporation (Representative: Johnson Aviation, Inc.) – Related Case: City of Perris Case Nos. SPA18-05292 (Specific Plan Amendment), TTM19-05233 (Tentative Tract Map No. 37722), TTM18-05000 (Tentative Tract Map No. 37262), TTM17-05251 (Tentative Tract Map No. 37223), TTM20-05090 (Tentative Tract Map No. 37817), TTM20-05089 (Tentative Tract Map No. 37816), TTM20-00006 (Tentative Tract Map No. 37818). The applicant proposes 6 tentative tract maps within the Green Valley Specific Plan, generally located westerly of Case Road, northerly of Ethanac Road, easterly of Goetz Road. TTM37722 proposes to divide 25.61 acres into 104 single family residential lots. TTM37262 proposes to divide 65.01 acres into 191 single family residential lots. TTM37223 proposes to divide 55.58 acres into 235 single family residential lots. TTM37817 proposes to divide 25.50 acres into 228 multi-family dwelling units. TTM37816 proposes to divide 10.61 acres into 97 multi-family dwelling units. TTM37818 proposes to divide 23.82 acres into 156 multi-family dwelling units. The applicant proposes amending the underlying Green Valley Specific Plan land use designations for these 6 tentative tract map sites: TTM37722 from 6000-7200 to R-5500 – R-6000; TTM37262 from 5500-6000 to R-5500 – R-6000; TTM37223 from 5500-6000 to R-5500 – R-6000, and Open Space; TTM37817 from Multi-Family, Park, School to Multi Family; TTM37818 from Multi-Family, 5500-6000 to Multi Family; TTM37816 from Multi-Family to Multi Family. The applicant also proposes amending the



Green Valley Specific Plan, changing land uses in response to 1) the adoption of California Education Code Section 17215, 2) the adoption of the Western Riverside County Multiple Species Habitat Conservation Plan, and 3) the adoption of the Perris Valley Airport Land Use Compatibility Plan, San Jacinto River Study, and location of the adjacent Metrolink Station (Airport Compatibility Zones D and E of the Perris Valley Airport Influence Area and Zone E of the March Air Reserve Base/Inland Port Airport Influence Area).



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1019PVZO DATE SUBMITTED: 7/1/2020

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Matthew Villalobos	Phone Number	(858) 500-6782
Mailing Address	RainTree Investment Corporation 2753 Camino Capistrano, Suite A-201 San Clemente, CA 92672	Email	mvillalobos@raintree.us.com
Representative	Nick Johnson	Phone Number	(818) 606-3560
Mailing Address	Johnson Aviation, Inc. 6524 Deerbrook Road Oak Park, CA 91377	Email	nick@jacair.com
Property Owner	Green Valley Recovery Acquisition, LLC	Phone Number	
Mailing Address	c/o RainTree Investment Corporation	Email	

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### LOCAL JURISDICTION AGENCY

Local Agency Name	City of Perris	Phone Number	(951) 943-5003
Staff Contact	Nathan Perez	Email	NPerez@cityofperris.org
Mailing Address	Department of Development Services - Planning Division 135 N. "D" Street Perris, CA 92570	Case Type	SPA and six TTM Reviews
Local Agency Project No	See Attachment A for List of Related Project Numbers	<input checked="" type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input checked="" type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other	

### PROJECT LOCATION

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

Street Address			
Assessor's Parcel No.	See Attachment A	Gross Parcel Size	1,267.0 acres
Subdivision Name		Nearest Airport and distance from Airport	Perris Valley - 1 mile
Lot Number			

### PROJECT DESCRIPTION

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

Existing Land Use (describe)	Approved Green Valley Specific Plan, City of Perris CA

Proposed Land Use (describe)	Green Valley Specific Plan Amendment, City of Perris	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	_____
For Other Land Uses (See Appendix C)	Hours of Operation	_____
	Number of People on Site	Maximum Number _____
	Method of Calculation	_____
Height Data	Site Elevation (above mean sea level)	_____ ft.
	Height of buildings or structures (from the ground)	_____ ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, describe	not applicable
		_____
		_____

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

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.5

**HEARING DATE:** September 10, 2020

**CASE NUMBER:** ZAP1053RG20 - County of Riverside (Representative: Peter Hersh)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** CZ1900012 (Change of Zone/Ordinance Amendment)

**MAJOR ISSUES:** Like the previous review of ALUC case ZAP1039RG19, this ordinance amendment would provide for ‘employee housing’ and ‘supportive housing’ as a “by-right” permitted land use to comply with State law. This presents a concern with parcels that are in close proximity to airports, where Compatibility Plan criteria may prohibit housing or restrict densities. However, this concern has been addressed through coordination between ALUC and Planning staff, that any applications for employee housing and supportive housing in Airport Influence Areas are referred to ALUC staff for statements as to consistency or inconsistency with applicable Compatibility Plans prior to acceptance of building plans. This should identify any potential for establishing inconsistent residential densities incompatible with applicable airport land use zones.

**RECOMMENDATIONS:** Staff recommends that the Commission find the proposed County Change of Zone/Ordinance Amendment CONSISTENT with the 2004 Riverside County Airport Land Use Compatibility Plan and all other Compatibility Plans applicable to unincorporated areas within the County of Riverside, PROVIDED that proposals for employee housing and supportive housing in Airport Influence Areas are referred to ALUC staff for statements as to consistency or inconsistency with applicable Compatibility Plans prior to acceptance of building plans.

**PROJECT DESCRIPTION:** The County of Riverside proposes to amend Riverside County Ordinance No. 348 (Zoning) to 1) add a new article to address Single-Room Occupancy units, 2) add a new article to address Tiny Homes and Container Housing, 3) add sections that address Supportive and Transitional Housing, Density Bonus, and Employee Housing, 4) modify existing articles and sections that include the R-3 Zone (General Residential), the R-6 Zone (Residential Incentive), the R-7 Zone (Highest Density Residential), the MU Zone (Mixed Use), and Family Day Care Homes, 5) add new definitions that include “Supportive Housing”, “Transitional Housing”, and “Employee Housing”, and 6) make global changes for consistency of the ordinance, in order to be consistent with state law and Riverside County’s General Plan’s Housing Element (Countywide except as indicated).



The Commission previously found CZ1900012 consistent at its July 11, 2019, meeting (ZAP1039RG19), with the provision that employee housing in Airport Influence Areas are referred to ALUC staff for statements as to consistency or inconsistency with applicable compatibility plans prior to acceptance of building plans. Final action by the Planning Department never occurred pending further changes to Ordinance No. 348, such as:

- updates to the Ordinance regarding Employee Housing, and Supportive and Transitional Housing section,
- updates to the Family Day Care Homes section,
- inclusion of tiny homes and container housing, along with changes to the R-3 and R-6 zones, and
- the exclusion of Accessory Dwelling Units section.

These changes are the main updates to the proposed Ordinance No. 348 amendment identified in ZAP1053RG20.

#### **BACKGROUND:**

The County Board of Supervisors has initiated an order and directed the Planning Department to implement amendments to zoning for employee housing, and transitional and supporting housing and adopting a density bonus ordinance to be consistent with state housing law (Article 10.6 Government Code) through the State Department of Housing and Community Development (HCD).

ALUC's previous analysis in ZAP1039RG19 still applies to the following sections of the proposed ordinance amendment which has not changed (this analysis is provided at the end of this staff report):

- Single Room Occupancy Units (SROs)
- Density Bonus
- Highest Density Residential (R-7) and Mixed (MU) Zoning
- Family Day Care Homes
- ~~Accessory Dwelling Units~~ **(was reviewed by ALUC, but is now being excluded as part of the proposed ordinance amendment )**

Two new sections and an update to previous sections are included in the ordinance amendment that ALUC did not review during ZAP1039RG19, thus requiring a review and analysis:

- Employee Housing (update)
- Supportive and Transitional Housing (update)
- Family Day Care Homes (new)

- Tiny Homes and Container Housing (new)
- General Residential (R-3) and Planned Residential (R-6) Zoning (new)

#### Employee Housing (update)

The most significant change to the employee housing section is that employee housing consisting of more than 36 beds in a group quarters or 12 units or space designed for use by a single family or household up to 36 spaces/units are permitted by-right through a ministerial process per state law (where in the previous ordinance review, these types of housing required approval of a conditional use permit).

Like in the previous ALUC review, this presents a concern with parcels that are in close proximity to airports, where Compatibility Plan criteria may prohibit housing or restrict densities. However, this concern has been addressed through coordination between ALUC and Planning staff, that any applications for employee housing (and supportive housing) in Airport Influence Areas are referred to ALUC staff for statements as to consistency or inconsistency with applicable Compatibility Plans prior to acceptance of building plans. This should address any potential for establishing inconsistent densities in incompatible airport zones.

#### Supportive and Transitional Housing (update)

The most significant change to the supportive and transitional housing section is that “supportive” housing is now permitted by-right in all zone classifications where multiple family and mixed uses are permitted per state law (where in the previous ordinance review, these types of housing were subject to the permit process).

Transitional housing applications remains unchanged and would still be subject to the permit process, which in turn would require ALUC review if proposed within an airport influence area.

Like the procedures set in place for employee housing (above), County Planning has agreed to add supportive housing to the checklist so that any applications of this type in an Airport Influence Area are referred to ALUC staff for statements as to consistency or inconsistency with applicable Compatibility Plans prior to acceptance of building plans.

#### Family Day Care Homes (new)

Pursuant to recent state law enactments, the ordinance amendment proposes refinements to the existing section of Family Day Care Homes to allow both small family day care homes and large family day care homes, with the latter allowing up to 14 children, including children under 10 years of age in a lawfully occupied detached single-family dwelling, a townhouse, a dwelling unit within a dwelling, or a dwelling unit within a covered multifamily dwelling as a use by right without requiring any approval permit. The intent of the state law is to increase allowances for such licensed

facilities to make daycare opportunities more available, cost less, and easier to establish.

Small and large family day care homes would occupy a dwelling unit by-right. ALUC does not review building permits for such dwelling units and the number of occupants within such structure.

#### Tiny Homes and Container Housing (new)

In order to increase the availability of a greater variety of potentially affordable housing products in the unincorporated areas, the construction and installation of tiny homes (500 sq. feet or less) or the placement of shipping containers adapted for residential would be proposed to be allowed on all lots that permit the construction of a conventional single family dwelling and accessory dwelling unit (ADU), or have an R-7 or MU Zone classification and can compatibly accommodate the installation of either an on-site constructed or off-site constructed tiny home or a shipping container adapted as a residential structure. When a tiny home or a shipping container residential structure is provided in lieu of a single family dwelling or accessory dwelling unit, it would be permitted by right. These “housing units” would also be allowed to be clustered as part of a residential subdivision, a condominium product, clustered like a mobile home park, or clustered to be used as rental units subject to plot plan approval.

The usage of a tiny home or a shipping container in lieu of a traditional single family structures or accessory dwelling unit structures does not increase the overall density of the site, and therefore would not impact airport land use compatibility issues.

#### General Residential (R-3) and Planned Residential (R-6) Zoning (new)

To further affordable housing opportunities, the proposed ordinance amendments proposes refinements to the existing R-3 and R-6 Zone classifications. A plot plan approval for a one-family dwelling would no longer be required and thereby considered a “by-right” use. Development standards for the R-6 Zone regarding minimum lot areas for single family detached developments would be reduced to 3,000 square feet from the existing 5,000 square feet.

Single-family dwelling units are not reviewed by ALUC, and the minimum lot areas for single family homes do not impact airport land use compatibility issues.

### **PREVIOUS ANALYSIS UNDER ZAP1039RG19**

#### Employee Housing (original)

Pursuant to State law, this amendment would add a definition of “employee housing” as including “housing accommodations provided by an employer for five or more employees that are maintained or connected with any work or place where work is performed” and “housing accommodations or property located in a rural area provided by someone other than an agricultural employer for five or

more agricultural employees that are not maintained or connected with work or workplace.” The “housing accommodations” may consist of any living quarters, dwelling, boardinghouse, tent, bunkhouse, maintenance of way car, mobilehome, manufactured home, recreational vehicle, travel trailer, or other accommodations maintained in one or more buildings or one or more sites.”

The intent of the State law is to provide for adequate and safe housing for farm workers. However, the aspect of this proposed amendment that is of greatest concern to ALUC staff is the provision that would allow up to 12 units or spaces for use by a single family or household unit or a group quarters with up to 36 beds as a “by-right” permitted use on any lot zoned R-R, R-A, A-1, A-2, A-P, A-D, C-V, WC-W, WC-WE, WC-E, or WC-R. This provision is considered to be mandatory in that the California Government Code requires that such housing be treated like any other agricultural use, and these zones allow agricultural uses “by-right.” There is no concern with regard to the latter five zones, which are geographically concentrated in the Southwest Riverside County “Wine Country” located outside all Airport Influence Areas. However, the A-1, A-2, and R-A zones are found in close proximity to runways at all four of the County-owned airports in Compatibility Zones with density limitations.

The R-A zone applies to land within Compatibility Zones C and D of the Blythe Airport Influence Area and Compatibility Zone D of the Jacqueline Cochran Regional Airport Influence Area. The A-1 zone applies to land within Compatibility Zones A, B1, B2, C, and D of the French Valley Airport Influence Area (historically land in agricultural preserves), Compatibility Zones B1, C, and D of the Jacqueline Cochran Regional Airport Influence Area, Compatibility Zones C and D of the Blythe Airport Influence Area, and Compatibility Zone D of the Hemet-Ryan Airport Influence Area. The A-2 zone applies to land in Compatibility Zones C and D of the Hemet-Ryan Airport Influence Area and the Jacqueline Cochran Regional Airport Influence Area, and Compatibility Zone D of the Blythe Airport Influence Area.

The R-R, A-1, and R-A zones also apply to most of the residential areas of Mead Valley within Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area.

ALUC staff and Planning Department representatives have met with County Counsel to discuss this matter. At this time, the potential mitigation consists of amending the County’s building permit application to include questions to be answered by Land Use staff as to whether the application is for employee housing and whether the project is located in an Airport Influence Area. If the answer to both questions is “yes,” the potential applicant would be referred to ALUC staff for a determination as to whether the project is or is not consistent with applicable Compatibility Plan criteria.

The amendment would also allow for more than 12 units or spaces and group quarters with more than 36 beds, subject to approval of a conditional use permit, in replacement of the term “farm labor camp.” ALUC staff does not find a consistency concern with that change, in that the conditional use permit requirement provides an opportunity for ALUC staff or Planning staff to assess ALUCP compatibility in conjunction with the conditional use permit process for proposed projects within



Airport Influence Areas.

#### Supportive and Transitional Housing (original)

Two new housing types would be defined and recognized through this amendment. In accordance with Section 50675.14 of the California Health and Safety Code, “supportive housing” consists of housing with no limit on length of stay that is occupied by persons with disabilities, homeless families, or homeless youth that is connected to onsite or offsite services related to obtaining housing, improving health, or obtaining work. In accordance with Section 50675.2 of the California Health and Safety Code, “transitional housing” consists of rental housing provided to eligible recipients on an interim basis not less than six months. Supportive and transitional housing would be allowed in all zone classifications where one family dwellings or multiple family dwellings are allowed, subject to the permit process and development standards applicable to that zoning classification.

This is similar to proposals that have been considered with other jurisdictions, and ALUC staff finds no aviation-related reason for these dwellings to be treated differently than any other dwelling units.

#### Highest Density Residential (R-7) and Mixed Use (MU) Zoning

The proposed ordinance amendment would also amend the permitted uses and development standards of the Highest Density Residential (R-7) and Mixed Use (MU) zones. These zones were added to Ordinance No. 348 in 2016.

The amendment changes the preamble of the R-7 zone to remove the restriction to parcels zoned R-7 pursuant to Change of Zone Case No. 7902, thereby opening up the possibility of future changes to R-7 zoning on additional properties. “Apartment houses” are deleted as a permitted use (“multiple family dwellings” are retained), while “one family dwellings on an existing legal lot,” “home occupations,” and “community gardens” are added. The impetus for this amendment was actually the need to allow for one-family dwellings on existing legal lots within this zone, which was applied to a large number of properties through County-initiated Change of Zone Case No. 7902. Presently, the R-7 zone provides separate standards for non-residential development, attached residential development, and detached residential development. The proposed amendment eliminates this distinction and provides for a uniform set of development standards. One standard of particular interest is height. The present ordinance limits height of detached residential development to 40 feet. Attached residential development is limited to a height of 50 feet on properties adjacent to existing single-family residences or property zoned R-1, and is otherwise limited to 75 feet, unless a height up to 100 feet is approved pursuant to a plot plan. Nonresidential development is limited to a height of 50 feet, unless a height up to 75 feet is approved pursuant to a plot plan. The proposed amendment provides for a 75-foot height limit across-the-board within the R-7 zone.

The amendment also changes the preamble of the MU zone, adds playgrounds and community

gardens as permitted uses, adds “churches, temples, and other places of religious worship” and “health and fitness facility, indoor” as permissible uses subject to plot plan approval, and adds veterinary offices, catering services, “film, dental, medical, research, and testing laboratories”, indoor recreation facilities, mobilehome parks, and (possibly) special occasion facilities as permissible uses, subject to approval of a conditional use permit, while eliminating motor vehicle fuel service stations. Multiple family dwellings that do not include a non-residential use would still be a “by-right” permitted use, while those combined with a non-residential use would be subject to either plot plan or conditional use permit requirements, depending on whether the specific non-residential use would require a plot plan or a conditional use permit. The development standards for this zone would also be comprehensively revised. The present ordinance limits height for buildings or structures adjacent to existing single-family residences or property zoned R-1 to 50 feet, but otherwise allows heights up to 75 feet, unless a height up to 100 feet is approved pursuant to a plot plan. The proposed amendment provides for a 75-foot height limit across-the-board in the MU zone.

The R-7 and MU zones are not applied at this time to any properties in Compatibility Zones A, B1, B2, C, C1, or C2, where residential densities are restricted. In Compatibility Zone D, these amendments would not result in an impermissible density reduction. Plot plans and conditional use permits in Airport Influence Areas would be subject to ALUC staff or Planning Department staff review for compatibility with the applicable Airport Land Use Compatibility Plan. Therefore, ALUC staff does not have consistency concerns with this aspect of the proposed amendment.

**Detached Accessory Structures and Accessory Dwelling Units (which has now been removed per ZAP1053RG20)**

The amendment clarifies that detached accessory buildings and structures, including guest quarters, are allowed on lots where the principal use of the lot is a one family dwelling, although a plot plan and environmental assessment may be required for a proposed detached accessory building or structure that is 5,000 square feet or greater in size, or if the total square footage of all detached accessory buildings and structures on the lot would equal or exceed 5,000 square feet. The amendment does change the height restrictions. The current ordinance limits the height of detached accessory buildings to 20 feet on lots one acre or less and 30 feet on lots larger than one acre. The amendment changes the height limit to 30 feet or the height of the principal dwelling, whichever is less. The amendment also revises front yard setback requirements. Reference to side and rear yard setbacks is deleted from this section. (As a result, the side and rear yard setback requirements would be as specified in the zone in which the property is located.)

Section 18.18 also addresses second units, and this amendment changes all references from “second units” to “accessory dwelling units,” in accordance with State law. A new definition would be added reading as follows:

“An attached or detached residential dwelling unit which provides complete independent living facilities for one or more persons that includes permanent provisions for living, sleeping, eating,

cooking, and sanitation on the same lot as the one family dwelling is located. Accessory Dwelling Units include efficiency units as defined in Section 17958.1 of the Health and Safety Code and manufactured homes as defined in Section 18007 of the Health and Safety Code.”

The amendment clarifies that accessory dwelling units are allowed on lots zoned for one family dwellings that are not part of a planned residential development and are not within a prohibited area as a result of water or sewer moratoria. Proposed accessory dwelling units must comply with the development standards of the property zone and the special provisions in this section. The development standards are revised to comply with recent changes to State law. (Those provisions were previously reviewed by this Commission through its consideration of the City of Riverside ordinance amendment earlier this year.) The allowable living area of accessory dwelling units remains unchanged, and is tied to lot size. (For lots smaller than four acres in size, the limits range from a maximum of 1,200 square feet up to a maximum of 2,500 square feet.)

Second units are exempt from ALUC review, pursuant to our Countywide Policies. The change in name to “accessory dwelling units” would not negate the basis for this exception.

### Density Bonuses

State law has provided for density bonuses for many years, but Riverside County has not until now integrated this provision into its zoning ordinance. This amendment would add a section addressing density bonuses, affordable housing, and incentives. A density bonus is proposed to be defined as an “increase over the maximum allowable residential density set forth in the Riverside County General Plan land use designation for a Housing Development...” The bonus could be applied to any project of five or more dwelling units. Senior citizen housing developments and mobilehome parks limiting residency based on age requirements for housing for older persons would be eligible for density bonuses regardless of income levels of the proposed purchasers or tenants. Other “Housing Developments” would need to meet at least one of the following requirements: 5% of the dwelling units affordable to very low income households; 10% of the dwelling units affordable to “lower income households”; 10% of the dwelling units for transitional foster youth, disabled veterans, or homeless persons, affordable to very low income households; if a “student housing development,” 20% of the dwelling units for “lower income students”; if a common interest development, 10% of the dwelling units affordable to persons and families of moderate income. The allowable bonuses are as specified in State law and could be up to 35% above the maximum General Plan density on a site. So if the General Plan allows up to 20 dwelling units per acre on a site, with a density bonus, the site could potentially be developed at a density of 27 dwelling units per acre. Applicants meeting the requirements for the density bonus may also request incentives, such as modifications to site development standards and architectural design requirements, if such modifications would result in identifiable enumerated cost reductions that would increase housing affordability or if the development standard has the effect of physically precluding the construction of the affordable Housing Development. The applicant may also request a reduction in parking ratios to the minimum set in State law. An additional bonus or incentive is available if the applicant includes a child care

facility as part of the project.

While, in many cases, a density bonus would make a project in Compatibility Zone D more likely to be consistent, staff would have major concerns about approval of density bonuses for projects in Compatibility Zones B1, B2, and C, and in Compatibility Zones C1 and C2 of the March Air Reserve Base/Inland Port Airport Influence Area. Fortunately, the proposed amendment includes a provision allowing the County to decline granting a Density Bonus request if it makes a written finding, based on substantial evidence, that the Density Bonus “would have a specific, adverse impact upon public health and safety... as provided in Government Code section 65915(d)(1)(B).” Inconsistency with the applicable Airport Land Use Compatibility Plan would be such a finding.

#### Single Room Occupancy Units (SROs)

State law encourages jurisdictions to allow for Single Room Occupancy Units (“SROs”) - a form of housing in which one or two individuals are housed in individual permanent resident rooms within a multiple tenant building – to assist in providing affordable housing to extremely low, very low, lower, and low income households. Older hotels and motels are prime candidates for conversion into SRO complexes. In order to allow for, and to appropriately regulate SROs to ensure compatibility with surrounding uses and properties and to minimize impacts associated with such uses, this amendment proposes to allow for SROs in the C-1/C-P and MU zones with a Conditional Use Permit and to establish development standards for these uses. To avoid over-concentration of SROs, a 300-foot separation, as measured from the nearest outside building walls, would be required between a proposed SRO and any other SRO. Except for the unit for the 24-hour, on-site manager, all of the units would have to be deed restricted to extremely low, very low, lower, and low income households, with income levels to be verified in writing and provided to the County by a third party.

As SRO projects would require Conditional Use Permits, ALUC would be able to evaluate airport land use compatibility for such projects within Airport Influence Areas where the County has not obtained a finding of consistency with the applicable Compatibility Plan. County Planning staff would be required to assess compatibility for such projects within Airport Influence Areas for which the County has obtained a finding of consistency. Therefore, adding these provisions does not present a consistency concern.



**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

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

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

The Riverside County Planning Department may hold hearings on this item and should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Mr. Peter Hersh at (951) 955-1195.

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

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

**DATE OF HEARING:**                **September 10, 2020**

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

**Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference only. Information on how to participate in the hearing will be available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org)**

**CASE DESCRIPTION:**

ZAP1053RG20 – County of Riverside (Representative: Peter Hersh) – County of Riverside Case No. CZ1900012 (Change of Zone/Ordinance Amendment). A proposal to amend Riverside County Ordinance No. 348 (Zoning) to 1) add new article to address Single-Room Occupancy units, 2) add a new article to address Tiny Homes and Container Housing, 3) add sections that address Supportive and Transitional Housing, Density Bonus, and Employee Housing, 4) modify existing articles and sections that include the R-3 Zone (General Residential), the R-6 Zone (Residential Incentive), the R-7 Zone (Highest Density Residential), the MU Zone (Mixed Use), and Family Day Care Homes, 5) add new definitions that include “Supportive Housing”, “Transitional Housing”, and “Employee Housing”, and 6) make global changes for consistency of the ordinance, in order to be consistent with state law and Riverside County’s General Plan’s Housing Element (Countywide except as indicated).



1 The purpose of this article is to establish the Highest Density Residential (R-7) Zone. The  
2 intent of the R-7 Zone is to implement the Highest Density Residential land use  
3 designation of the General Plan in an effort to accommodate the County's Regional  
4 Housing Needs Assessment (RHNA) allocation.

5 SECTION 8.302. PERMITTED USES.

6 A. The following uses shall be permitted in the R-7 Zone:

- 7 1. One family dwelling on an existing legal lot
- 8 2. Home occupations
- 9 3. Multiple family dwellings
- 10 4. Community gardens

11 B. The following uses shall be permitted provided a plot plan has been approved  
12 pursuant to the provisions of Section 18.30 of this ordinance:

- 13 1. Boarding, rooming and lodging houses
- 14 2. Child day care centers
- 15 3. Churches, temples and other places of religious worship
- 16 4. Libraries, museums and art galleries
- 17 5. Public and private parks and playgrounds

18 C. The following uses shall be permitted provided a conditional use permit has been  
19 approved pursuant to the provisions of Section 18.28 of this ordinance:

- 20 1. Mobile home parks

21 D. Any use not specifically listed in subsections B. or C. may be considered a  
22 permitted or conditionally permitted use provided that the Planning Director finds  
23 that the proposed use is substantially the same in character and intensity as those  
24 listed in the designates subsections. Such a use is subject to the permit process  
25 which governs the category in which it falls.

26 SECTION 8.303. DEVELOPMENT STANDARDS IN THE R-7 ZONE.

27 A. LOT SIZE. There is no minimum lot size.

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- 1 B. LOT WIDTH. There is no minimum lot width.
- 2 C. LOT DEPTH. There is no minimum lot depth.
- 3 D. FRONTAGE. There is no minimum frontage.
- 4 E. HEIGHT. The maximum height of any buildings or structures shall be no greater  
5 than seventy-five (75) feet.
- 6 F. SCREENING. All roof-mounted equipment, excluding solar panels, shall be  
7 screened from the ground elevation view to a minimum sight distance of six  
8 hundred sixty (660) feet for residential buildings and one thousand three hundred  
9 twenty (1,320) feet for non-residential buildings.
- 10 F. LOT COVERAGE. There is no maximum lot coverage.
- 11 G. FRONT SETBACK. There is no front setback requirement, except for one family  
12 dwelling building(s) or associated structure(s), which shall have a minimum front  
13 setback of no less than twenty-five (25) feet.
- 14 H. SIDE SETBACK. There is no side setback requirement, except for the following:
- 15 1. One family dwelling building(s) or associated structure(s) shall have a  
16 minimum side setback of no less than five (5) feet.
- 17 2. For lots zoned R-7 that abut lots zoned R-R, R-A, R-1 and R-1-A, the  
18 minimum side setback shall be no less than five (5) feet.
- 19 I. REAR SETBACK. There is no rear setback requirement, except for the following:
- 20 1. One family dwelling building(s) or associated structure(s) shall have a  
21 minimum rear setback of no less than fifteen (15) feet.
- 22 2. For lots zoned R-7 that abut lots zoned R-R, R-A, R-1 and R-1-A, the  
23 minimum rear setback shall be no less than fifteen (15) feet.
- 24 J. OPEN SPACE.
- 25 1. There is no minimum landscape area requirement.
- 26 2. Any development with more than ten (10) multiple family dwelling units  
27 shall provide at least one hundred square feet (100 ft<sup>2</sup>) of common use area  
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1 (CUA) for each unit above ten (10) units. A CUA is a recreational open  
2 space area, such as a park, sport field, pool, gym, or passive recreational  
3 area, associated with and located on the same lot or lots as the primary use.

4 A reduction in this requirement may be applied pursuant to the following:

5 a. A five percent (5%) reduction for developments that provide more  
6 than two hundred (200) dwelling units.

7 b. A five percent (5%) reduction for developments that provide  
8 housing for very low, low or moderate income households, as  
9 defined in the Riverside County's General Plan Housing Element,  
10 with applicable affordability restrictions.

11 3. Any development with multiple family dwelling units shall provide at least  
12 fifty square feet (50 ft<sup>2</sup>) of private open space (POA) per unit. A POA is a  
13 private usable open space area, such as a patio or balcony, which is not  
14 encumbered with structures and is attached to the primary dwelling unit.

15 K. SITE REQUIREMENTS.

16 1. REFUSE AND RECYCLABLE MATERIAL STORAGE AREA. A refuse  
17 and recyclable material storage area shall be provided for any new  
18 development, or existing development that will add thirty percent (30%) or  
19 more units or floor area. This area must be fully enclosed and have  
20 adequate separation from any habitable areas. This area shall be screened  
21 using landscape or architectural features.

22 2. ENCROACHMENTS. No setback or yard encroachments are permitted,  
23 except as provided in Section 18.19 of this ordinance.

24 3. LIGHTING. All onsite lighting shall be focused, directed, or arranged to  
25 prevent glare or direct illumination on adjacent residential uses.

26 4. PARKING. Off-street parking shall be provided pursuant to Section 18.12  
27 of this ordinance.  
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1 SECTION 8.304. DEVELOPMENT DESIGN AND PHASING.

2 A. PHASING PLAN. For phased developments, a site development phasing plan  
3 shall be submitted with the land use application or design review application and  
4 include maps, exhibits and a description of the following: phasing for development  
5 and infrastructure, and the development of multi-modal transportation connectivity  
6 with the neighborhood and adjoining community areas.

7 B. DESIGN REVIEW. For multiple family dwellings, a site design plan shall be  
8 submitted to the Planning Director for review and shall include the following:

- 9 1. Site plan with building footprint
- 10 2. Floor plans
- 11 3. Landscape plan
- 12 4. Wall and fencing plan
- 13 5. Elevation plan
- 14 6. Architectural design
- 15 7. Photometric plan, as necessary
- 16 8. Traffic analysis

17 C. PUBLIC REVIEW PERIOD. A thirty (30) day public review period shall be  
18 provided prior to the Planning Director considering the site design plan submitted  
19 for multiple family dwellings. Notice of the public review period shall be given in  
20 the same manner as provided in Section 18.26.c. subsections (2),(4), (5),(6) and (7)  
21 of this ordinance. The notice shall include the mailing address to send comments  
22 to, the dates for the public review period, location where the site design plan may  
23 be reviewed, and explain that the public may comment on the site design plan for  
24 the multiple family dwellings. The Planning Director shall consider any public  
25 comments received on the site design plan.  
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1 D. DESIGN APPROVAL. The above referenced site design plan shall be approved  
2 by the Planning Director if the site design plan is consistent with all of the  
3 following:

- 4 1. The Riverside County General Plan;
- 5 2. This ordinance;
- 6 3. The Countywide Design Guidelines;
- 7 4. There is no specific, adverse impact upon the public health or safety. A  
8 specific adverse impact means a significant, quantifiable, direct, and  
9 unavoidable impact, based on objective, identified written public health or  
10 safety standards, policies or conditions as they existed on the date the  
11 application was deemed complete; or
- 12 5. If there is a specific adverse impact upon the public health or safety, the  
13 development has been conditioned to develop at a lower density which  
14 removes the specific adverse impact.”

15 E. APPROVAL PERIOD. An applicant of a Design Review shall obtain construction  
16 (building) permits within two (2) years of the approval of any multiple family  
17 dwelling, pursuant to this section. The Planning Director may grant a one-year  
18 extension of time of this requirement, if a request from the applicant of the  
19 approved Design Review, accompanied by the appropriate fee for an extension of  
20 time, is received by the Planning Director at least six (6) months prior to the  
21 expiration of the original time limit. The maximum length a Design Review  
22 approval is three (3) years, with an approved extension of time.

23 Section 6. Article IXf of Ordinance No. 348 is amended in its entirety to read as follows:

24 “ARTICLE IXf MU ZONE (MIXED USE)

25 SECTION 9.85. PURPOSE AND INTENT.

26 The purpose of this article is to establish the Mixed Use (MU) Zone to promote a mix of  
27 land uses and to facilitate development that offers a combination of housing, employment,  
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1 and commercial opportunities, which encourages “active transportation,” such as walking,  
2 biking, use of transit, while still allowing for other modes of transportation. The intent of  
3 the MU Zone is to implement the Mixed-Use Area (MUA) land use designation of the  
4 General Plan, which assists the County in accommodating its share of the regional housing  
5 needs assessment (RHNA) allocation pursuant to the Riverside County Housing Element.  
6 The MU Zone shall apply to land designated MUA in the General Plan and may apply to  
7 land within an approved Specific Plan.

8 SECTION 9.86. USES PERMITTED.

9 A. The following uses shall be permitted in the MU Zone:

- 10 1. One family dwelling on an existing legal lot
- 11 2. Multiple family dwellings that only include a residential use
- 12 3. Home occupations
- 13 5. Public parks, playgrounds, and plazas
- 14 6. Community gardens

15 B. The following uses shall be permitted provided a plot plan has been approved  
16 pursuant to provisions of Section 18.30 of this ordinance. In the event a  
17 development includes a combination of uses that are permitted with a plot plan and  
18 conditional use permit, the development shall be processed in accordance with  
19 Section 9.86.C. of this Article.

- 20 1. Animal hospitals, not including any outdoor facilities
- 21 2. Antique shops
- 22 3. Art supply shops and studios
- 23 4. Artisan or novelty stores
- 24 5. Bakery shops, including baking only when incidental to retail sales on the  
25 premises
- 26 6. Banks and financial institutions
- 27 7. Barber and beauty shops



- 1 8. Book stores
- 2 9. Business and Professional Schools
- 3 10. Cellular telephone sales and service
- 4 11. Check Cashing Business
- 5 12. Churches, temples, and other places of religious worship
- 6 13. Clothing Dry Cleaners
- 7 14. Clothing stores
- 8 15. Community and Civic Centers
- 9 16. Computer sales and service
- 10 17. Day care centers
- 11 18. Delicatessens
- 12 19. Drug stores
- 13 20. Florist shops
- 14 21. Gift shops
- 15 22. Grocery stores
- 16 23. Hardware stores
- 17 24. Health and fitness facility, indoor
- 18 25. Household furniture and appliance stores
- 19 26. Internet cafes and internet gaming facilities
- 20 27. Jewelry stores with incidental repairs
- 21 28. Laundries and laundromats
- 22 29. Medical offices
- 23 30. Multiple family dwellings with non-residential uses listed in this subsection
- 24 B
- 25 31. Museums and libraries
- 26 32. Nurseries and garden supply stores
- 27 33. Paint and wall paper stores
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- 34. Pet shops ad pet supply shops
- 35. Photography shops and studios and photo engraving
- 36. Plumbing shops, not including plumbing contractors
- 37. Post services
- 38. Restaurant and other eating establishments
- 39. Shoe stores and repair shops
- 40. Sporting goods stores
- 41. Tailor shops
- 42. Tobacco or Hookah shops; but not lounges
- 43. Tourist information centers
- 44. Toy stores

C. The following uses shall be permitted provided a conditional use permit has been approved pursuant to the provisions of Section 18.28 of this ordinance:

- 1. Animal hospitals and veterinary office, with outdoor facilities
- 2. Bars and cocktail lounges
- 3. Billiard and pool halls
- 4. Catering services
- 5. Convenience stores
- 6. Film, dental medical, research, and testing laboratories
- 7. Hotels, resort hotels and motels
- 8. Indoor entertainment and recreation facility
- 9. Liquor stores pursuant to the provisions of Section 18.48 (Alcoholic Beverage Sales) of this Ordinance.
- 10. Mobilehome parks pursuant to Section 19.91 of this ordinance.
- 11. Multiple family dwellings combined with non-residential uses listed in this subsection C.
- 12. Private Academic Facility

1                   13.     Theaters and Auditoriums

- 2                   D.     SAME CHARACTER AND INTENSITY. Any use that is not specifically listed in  
3                   subsections B. or C. may be considered a permitted or conditionally permitted use  
4                   provided that the Planning Director finds that the proposed use is substantially the  
5                   same in character and intensity as those listed in the designated subsections. Such a  
6                   use is subject to the permit process which governs the category in which it falls.

7                   SECTION 9.87. DEVELOPMENT STANDARDS IN THE MU ZONE.

- 8                   A.     LOT SIZE. There is no minimum lot size.
- 9                   B.     LOT WIDTH. There is no minimum lot width.
- 10                  C.     LOT DEPTH. There is no minimum lot depth.
- 11                  D.     FRONTAGE. There is no minimum frontage.
- 12                  E.     HEIGHT. The maximum height of any buildings or structures shall be no greater  
13                  than seventy-five (75) feet. Ground floor commercial retail shall have a minimum  
14                  ceiling height of eleven (11) feet, measured from foundation to finished ceiling.
- 15                  F.     SCREENING. All roof-mounted equipment, excluding solar panels, shall be  
16                  screened from the ground elevation view to a minimum sight distance of six  
17                  hundred sixty (660) feet for residential building and one thousand three hundred  
18                  twenty (1,320) feet for non-residential buildings, including mixed-use buildings.
- 19                  F.     LOT COVERAGE. There is no minimum lot coverage.
- 20                  G.     FRONT SETBACKS. There is no front setback requirement, except for one family  
21                  dwelling building(s) or associated structure(s), which shall have a minimum front  
22                  setback of no less than twenty-five (25) feet.
- 23                  H.     SIDE SETBACKS. There is no side setback requirement, except for the following:
- 24                    1.     One family dwelling building(s) or associated structure(s) shall have a  
25                    minimum side setback of no less than five (5) feet.
- 26                    2.     For lots zoned MU that abut lots zoned R-R, R-A, R-1, R-1-A, the  
27                    minimum side setback shall be no less than five (5) feet.
- 28

1 I. REAR SETBACKS. There is no rear setback requirement, except for the  
2 following:

3 1. One family dwelling building(s) or associated structure(s) shall have a  
4 minimum side setback of no less than fifteen (15) feet.

5 2. For lots zoned MU that abut a lots zoned R-R, R-A, R-1, R-1-A, the  
6 minimum rear setback shall be no less than fifteen (15) feet.

7 J. OPEN SPACE.

8 1. There is no minimum landscape area requirement

9 2. Any development with one or more non-residential building(s) with thirty  
10 thousand square feet (30,000 ft<sup>2</sup>) or greater of floor area each shall provide  
11 at least one (1) public use area (PUA) that is adjacent to public streets or  
12 ground floor retail or ground floor commercial uses. A PUA is an urban and  
13 public open space area, such as a plaza, square or court, located on the same  
14 lot(s) as the primary use and used as a gathering place or a pedestrian  
15 linkage between buildings.

16 3. Any development with more than ten (10) multiple family dwelling units  
17 shall provide at least one hundred square feet (100 ft<sup>2</sup>) of common use area  
18 (COUA) for each unit above ten (10) units. A CUA is a recreational open  
19 space area, such as a park, sport field, pool, gym, or passive recreational  
20 area, associated with and located on the same lot or lots as the primary use.  
21 A PUA, pursuant to subsection J.2, may be used to fulfill the CUA  
22 requirement. A reduction in this requirement may be applied pursuant to  
23 the following:

24 a. A five percent (5%) reduction for developments that provide more  
25 than two hundred (200) dwelling units.

26 b. A five percent (5%) reduction for developments that provide  
27 housing for very low, low or moderate income households as  
28



1 defined in the Riverside County Housing Element with applicable  
2 affordability restrictions.

- 3 3. PRIVATE OPEN AREA. A private open area (POA) is a private usable  
4 open area, such as a patio or balcony, which is not encumbered with  
5 structures and is attached to the primary dwelling unit. A development with  
6 multiple family units shall provide at least fifty square feet (50 ft<sup>2</sup>) of POA  
7 per unit.

8 K. SITE REQUIREMENTS.

- 9 1. Any mixed-use buildings shall provide ground floor retail or commercial  
10 uses for at least fifty percent (50%) of ground floor units that front a public  
11 street, sidewalk, or public use area at the time of developed.
- 12 2. Any ground floor retail or commercial units shall have transparent walls on  
13 at least fifty percent (50%) of the wall area that fronts a public street,  
14 sidewalk, or public use area.
- 15 3. REFUSE AND RECYCLABLE STORAGE AREA. A refuse and  
16 recyclable material storage area shall be provided for any new multiple  
17 family, mixed-use, or commercial development, or existing multiple family  
18 mixed-use, or commercial development that will add thirty percent (30%) or  
19 more units or floor area. This area must be fully enclosed and have  
20 adequate separation from any habitable areas. This area shall be screened  
21 using landscape or architectural features.
- 22 4. ENCROACHMENTS. No setbacks or yard encroachments are permitted,  
23 except as provided in Section 18.19 of this ordinance.
- 24 5. LIGHTING. All onsite lighting shall be focused, directed or arranged to  
25 prevent glare or direct illumination on adjacent residential uses.
- 26 6. PARKING. Off-street parking shall be provided pursuant to Section 18.12  
27 of this Ordinance.  
28

1 SECTION 9.88. DEVELOPMENT DESIGN AND PHASING.

2 A. PHASING PLAN. For phased developments, a site development phasing plan  
3 shall be submitted with the land use application or design review application and  
4 include maps, exhibits and a description of the following: phasing for development  
5 and infrastructure, and the development of multi-modal transportation connectivity  
6 with the neighborhood and adjoining community areas.

7 B. DESIGN REVIEW. For multiple family dwelling developments that only include  
8 a residential use, a site design plan shall be submitted to the Planning Director for  
9 review and shall include the following:

- 10 1. Site plan with building footprint
- 11 2. Floor plans
- 12 3. Landscape plan
- 13 4. Wall and fencing plan
- 14 5. Elevation plan
- 15 6. Architectural design
- 16 7. Photometric plan, as necessary
- 17 8. Traffic analysis

18 C. PUBLIC REVIEW PERIOD. A thirty (30) day public review period shall be  
19 provided prior to the Planning Director considering the site design plan submitted  
20 for multiple family dwelling developments that only include residential use. Notice  
21 of the public review period shall be given in the same manner as provided in  
22 Section 18.26.c. subsections (2),(4), (5),(6) and (7) of this ordinance. The notice  
23 shall include the mailing address to send comments to, the dates for the public  
24 review period, location where the site design plan may be reviewed, and explain  
25 that the public may comment on the site design plan for the multiple family  
26 dwelling development. The Planning Director shall consider any public comments  
27 received on the site design plan.  
28

1 D. DESIGN APPROVAL. The site design plan referenced above shall be approved if  
2 the Planning Director finds the site design plan conforms or is consistent with all of  
3 the following:

- 4 1. The Riverside County General Plan;
- 5 2. This ordinance;
- 6 3. The Countywide Design Guidelines;
- 7 4. There is no specific, adverse impact upon the public health or safety. A  
8 specific adverse impact means a significant, quantifiable, direct, and  
9 unavoidable impact, based on objective, identified written public health or  
10 safety standards, policies or conditions as they existed on the date the  
11 application was deemed complete; or
- 12 5. If there is a specific adverse impact upon the public health or safety, the  
13 development has been conditioned to develop at a lower density which  
14 removes the specific adverse impact.”

15 E. APPROVAL PERIOD. An applicant of a Design Review shall obtain construction  
16 (building) permits within two (2) years of the approval of any multiple family  
17 dwellings, pursuant to this section. The Planning Director may grant a one-year  
18 extension of time of this requirement, if a request from the applicant of the  
19 approved Design Review, accompanied by the appropriate fee for an extension of  
20 time, is received by the Planning Director at least six (6) months prior to the  
21 expiration of this time limit. The maximum length a Design Review approval is  
22 three (3) years, with an approved extension of time.

23 Section 7. A new Subsection A.18. is added to Section 13.1 of Ordinance No. 348 to read as

24 follows:

25 “18. Employee housing consisting of no more than 36 beds in a group quarters or 12  
26 units or spaces designed for use by single family or household.”

1           Section 8.     Subsection C.3. of Section 13.1 of Ordinance No. 348 is amended to read as  
2 follows:

3                   “3.     Employee housing consisting of more than 36 beds in a group quarters or 12 units  
4                   or spaces for use by single family or household.”

5           Section 9.     A new subsection K. is added to Section 13.51 of Ordinance No. 348 to read as  
6 follows:

7                   “18.    Employee housing consisting of no more than 36 beds in a group quarters or 12  
8                   units or spaces for use by single family or household.”

9           Section 10.    A new subsection L. is added to Section 13.51 of Ordinance No. 348 to read as  
10 follows:

11                   “L.     Employee housing consisting of more than 36 beds in group quarters or 12 units or  
12                   spaces designed for use by single family or household.”

13           Section 11.    A new subsection A.23. is added to Section 14.1 of Ordinance No. 348 to read as  
14 follows:

15                   “23.    Employee housing consisting of no more than 36 beds in a group quarters or 12  
16                   units or spaces designed for use by single family or household.”

17           Section 12.    Subsection C.3. of Section 14.1 of Ordinance No. 348 is amended to read as  
18 follows:

19                   “3.     Employee housing consisting of more than 36 beds in a groups quarters or 12 units  
20                   or spaces designed for use by single family or household.”

21           Section 13.    A new subsection A.12. is added to Section 14.52 of Ordinance No. 348 to read as  
22 follows:

23                   “12.    Employee housing consisting of no more than 36 beds in a group quarters or 12  
24                   units or spaces designed for use by single family or household.”

25           Section 14.    A new subsection C.3. is added to Section 14.52 of Ordinance No. 348 to read as  
26 follows:



1           “3.     Employee housing consisting of more than 36 beds in a group quarters or 12 units  
2           or spaces designed for use by single family or household.”

3           Section 15.    A new subsection A.6. is added to Section 14.73 of Ordinance No. 348 to read as  
4 follows:

5           “6.     Employee housing consisting of no more than 36 beds in a group quarters or 12  
6           units or spaces designed for use by single family or household.”

7           Section 16.    Subsection C.3. of Section 14.73 of Ordinance No. 348 is amended to read as  
8 follows:

9           “3.     Employee housing consisting of more than 36 beds in a group quarters or 12 units  
10          or spaces designed for use by single family or household.”

11          Section 17.    A new subsection A.8. is added to Section 14.92 of Ordinance No. 348 to read as  
12 follows:

13          “8.     Employee housing consisting of no more than 36 beds in a group quarters or 12  
14          units or spaces designed for use by single family or household.”

15          Section 18.    Subsection C.1. of Section 14.92 of Ordinance No. 348 is amended to read as  
16 follows:

17          “1.     Employee housing consisting of more than 36 beds in group quarters or 12 units or  
18          spaces designed for use by single family or household.”

19          Section 19.    A new subsection A.8. is added to Section 14.94 of Ordinance No. 348 to read as  
20 follows:

21          “8.     Employee housing consisting of no more than 36 beds in a group quarters or 12  
22          units or spaces designed for use by single family or household.”

23          Section 20.    Subsection C.1. of Section 14.94 of Ordinance No. 348 is amended to read as  
24 follows:

25          “1.     Employee housing consisting of more than 36 beds in a group quarters or 12 units  
26          or spaces designed for use by single family or household.”

1           Section 21.   A new subsection A.14. is added to Section 14.96 of Ordinance No. 348 to read as  
2 follows:

3                   “14.   Employee housing consisting of no more than 36 beds in a group quarters or 12  
4                   units or spaces designed for use by single family or household.”

5           Section 22.   Subsection C.1. of Section 14.96 of Ordinance No. 348 is amended to read as  
6 follows:

7                   “1.    Employee housing consisting of more than 36 beds in a group quarters or 12 units  
8                   or spaces designed for use by single family or household.”

9           Section 23.   A new subsection A.9. is added to Section 14.98 of Ordinance No. 348 to read as  
10 follows:

11                   “9.    Employee housing consisting of no more than 36 beds in a group quarters or 12  
12                   units or spaces designed for use by single family or household.”

13           Section 24.   Section 18.18 of Article XVIII of Ordinance No. 348 is amended in its entirety to  
14 read as follows:

15                   “SECTION 18.18. DETACHED ACCESSORY BUILDINGS AND STRUCTURES.

16           A.    PURPOSE AND INTENT.   The Board of Supervisors has adopted the following  
17                   provisions to establish minimum development requirements for the erection of  
18                   detached accessory buildings and structures in the unincorporated areas of  
19                   Riverside County.  These requirements are intended to provide for the appropriate  
20                   construction of detached accessory buildings and structures, to enhance the  
21                   aesthetic appearance of the community, preserve property values, and protect the  
22                   public health, safety and welfare.

23           B.    DETACHED ACCESSORY BUILDINGS AND STRUCTURES.

24                   1.    ALLOWED USE.   Subject to the provisions provided in this Section,  
25                   detached accessory buildings and structures are allowed on lots where the  
26                   principal use of the lot is a one family dwelling.

27                   2.    PLOT PLAN REQUIREMENT.

1 a. Notwithstanding the above Section 18.18.B.1., the Planning Director  
2 may, based on a determination of potential environmental concerns,  
3 require the submittal of a plot plan including the preparation of an  
4 environmental assessment pursuant to Section 18.30 of this  
5 ordinance if either:

6 i. A detached accessory building or structure on a lot equals or  
7 exceeds five thousand square feet (5,000 ~~s.f.ft<sup>2</sup>~~) in size; or,

8 ii. The total square footage of all detached accessory buildings  
9 or structures on a lot equal or exceed five thousand square  
10 feet (5,000 ~~s.f.ft<sup>2</sup>~~). Said determination of potential  
11 environmental concerns shall be made by the Planning  
12 Director and is within his or her sole discretion.

13 b. If a plot plan is required for a detached accessory building or  
14 structure, a public hearing shall be held in accordance with Section  
15 18.30 of this ordinance and the plot plan shall only be approved if it  
16 complies with the requirements of this Section and the requirements  
17 of Section 18.30 of this ordinance.

18 3. DEVELOPMENT STANDARDS. In addition to the development  
19 standards of the applicable zone, a detached accessory building or structure  
20 shall comply with the following:

21 a. Where a rear yard is required by this ordinance, a detached  
22 accessory building or structure may occupy not more than fifty  
23 percent (50%) of the required rear yard.

24 c. In areas ~~of at~~ altitudes above four thousand (4,000) feet, a detached  
25 accessory building or structure may be constructed in accordance  
26 with the same building setback line as is required for a one family  
27 dwelling on the same lot.  
28

- 1 d. Detached accessory buildings or structures shall be located in the  
2 rear portion of a lot and shall not be nearer to the street line than the  
3 principle dwelling on the lot.
- 4 e. No detached accessory building shall be nearer to the one family  
5 dwelling, or other building or structure than that permitted by  
6 Ordinance No. 457 and Ordinance No. 787.
- 7 f. Notwithstanding the height limitations of any zone, the height limit  
8 shall be thirty (30) feet or the height of the principle dwelling,  
9 whichever is less.
- 10 g. Bare metal buildings and structures (metal buildings and structures  
11 without paint or exterior architectural coatings or treatments), shall  
12 not be located on a lot one (1) acre or smaller.
- 13 h. No final inspection shall be performed for the detached accessory  
14 building or structure until a final inspection has been performed for  
15 the one family dwelling on the same lot.
- 16 i. No detached accessory building or structure shall be rented or  
17 leased, or offered for rent or lease, unless the one family dwelling on  
18 the lot is also being rented or leased, or offered for rent or lease, to  
19 the same renter or lessee.
- 20 j. No detached accessory building or structure shall be used for  
21 overnight accommodations.
- 22 k. No detached accessory building or structure shall contain a kitchen.
- 23 l. Any detached accessory building or structure must have the same lot  
24 access as the one family dwelling on the lot. No additional curb  
25 cuts, rear access or any other type of access is allowed to the  
26 detached accessory building or structure except as may be  
27  
28



1 authorized by the Transportation Department through the issuance  
2 of an encroachment permit.

3 m. A detached accessory building or structure shall be compatible with  
4 the architecture of the one family dwelling and consistent with the  
5 character of the surrounding neighborhood.

6 n. Notwithstanding the above, in areas ~~at~~of altitudes below four ~~(4,000)~~  
7 thousand feet and where the slope of the front twenty (20) feet of the  
8 lot is greater than one-~~(1)~~ foot (1 ft.) rise or fall in a seven-~~(7)~~ foot  
9 (7 ft.) run from the established street elevation, or where the  
10 frontage of the lot is more than four (4) feet above or below such  
11 established street elevation, a private garage may be built to the  
12 front or side lot lines if the placement of the building or structure or  
13 the design of the building or structure prevents vehicles directly  
14 exiting or entering onto the adjacent roadway; however, in areas ~~at~~of  
15 altitudes above four thousand (4,000) feet and where the slope of the  
16 front twenty (20) feet of a lot is greater than one-~~(1)~~ foot (1 ft.) rise  
17 or fall in a seven-~~(7)~~ foot (7 ft.) run from the established street  
18 elevation, or where the frontage of the lot is more than four (4) feet  
19 above or below such established street elevation, a private garage or  
20 carport may be built to the front or side lot lines.

21 C. EXCEPTIONS.

22 1. This section shall not apply to agricultural structures in the A-1, A-P, A-2 or  
23 A-D zones.

24 Section 25. A new Section 18.54 is added to Article XVIII of Ordinance No. 348 to read as  
25 follows:

26 “SECTION 18.54. DENSITY BONUSSES.  
27  
28

1 A. PURPOSE AND INTENT. The Board of Supervisors finds that certain incentives  
2 are appropriate and necessary to help increase opportunities for affordable housing  
3 in the County and to achieve the goals and policies of the General Plan Housing  
4 Element. The purpose of this Section is to facilitate the development of affordable  
5 rental and for-sale housing, including inclusionary housing, in accordance with  
6 California Government Code sections 65915 through 65918, as may be amended  
7 from time to time.

8 B. DEFINITIONS. As used in this Section, the following terms shall have the  
9 following meanings:

10 1. Density Bonus. An increase over the otherwise maximum allowable  
11 residential density set forth in the Riverside County General Plan land use  
12 designation for a Housing Development, as defined in this Section.

13 2. Housing Development. As provided in section 65915(i) of the Government  
14 Code, a development project for five (5) or more dwelling units that may  
15 include a subdivision or common interest development consisting of one  
16 family or multiple family dwellings or unimproved residential lots. A  
17 Housing Development can also include either a project to substantially  
18 rehabilitate and convert an existing commercial building to residential use,  
19 or the substantial rehabilitation of an existing multiple family dwelling,  
20 where the result of the rehabilitation would be a net increase in available  
21 dwelling units.

22 3. Target Units. Dwelling units with affordability restrictions for the  
23 following:

24 a. Very low, low and moderate income households as defined in  
25 sections 50105, 50079.5, and 50093, respectively, of the Health and  
26 Safety Code;

- b. Transitional foster youth, as defined in section 66025.9 of the Education Code;
- c. Disabled veterans, as defined in section 18541 of the Government Code;
- d. Senior citizens as defined in sections 51.3 and 51.12 of the Civil Code; or
- e. Homeless persons as defined in section 11302 of title 42 of the United States Code, also known as the McKinney-Vento Homeless Assistance Act.

C. ELIGIBILITY. A Housing Development is eligible for a Density Bonus when the Housing Development meets at least one of the following requirements:

- 1. Ten (10%) percent of the total dwelling units of a Housing Development are for lower income households, as defined in section 50079.5 of the Health and Safety Code;
- 2. Five (5%) percent of the total dwelling units of a Housing Development are for very low income households, as defined in section 50105 of the Health and Safety Code;
- 3. The Housing Development includes a senior citizen housing development, as defined in sections 51.3 and 51.12 of the Civil Code, or a mobilehome park that limits residency based on age requirements for housing for older persons pursuant to section 798.76 and 799.5 of the Civil Code;
- 4. Ten (10%) percent of the total dwelling units in a common interest development, as defined in section 4100 of the Civil Code, are for persons and families of moderate income, as defined in section 50093 of the Health and Safety Code, provided that all dwelling units are offered to the public for purchase; or

1 5. Ten (10%) percent of the total dwelling units of a Housing Development are  
2 for transitional foster youth, as defined in section 66025.9 of the Education  
3 Code, disabled veterans, as defined in section 18541 of the Government  
4 Code, or homeless persons, as defined in section 11302 of title 42 of the  
5 United States Code, also known as the McKinney-Vento Homeless  
6 Assistance Act. The dwelling units described in this subparagraph shall be  
7 subject to a recorded affordability period of 55 years and shall be provided  
8 at the same affordability level as very low income dwelling units, as defined  
9 in section 50105 of the Health and Safety Code.

10 6. Twenty (20%) percent of the total units for lower income students in a  
11 student housing development that meets the requirements as provided in  
12 section 65915(b)(1)(F) of the Government Code.

13 7. One hundred percent (100%) of the total units, exclusive of a manager's  
14 unit or units, are for lower income households, as defined by Section  
15 50079.5 of the Health and Safety Code, except that up to 20 percent of the  
16 total units in the development may be for moderate-income households, as  
17 defined in Section 50053 of the Health and Safety Code. (AB1763)  
18

19 D. APPLICATION PROCEDURE.

20 1. An applicant proposing a Housing Development pursuant to this Section  
21 that also requires an approved land use permit may submit a Density Bonus  
22 request to the Planning Director or designee in conjunction with the  
23 application for the Housing Development project. The request shall be  
24 processed concurrently with the Housing Development project application,  
25 and heard by the appropriate hearing body for the Housing Development.

26 2. An applicant proposing a Housing Development pursuant to this Section  
27 that does not require an approved land use permit may submit a Density  
28



1 Bonus request to the Planning Director. The request shall be considered by  
2 the Planning Director in accordance with subsection F. below and in  
3 compliance with the California Environmental Quality Act. The Planning  
4 Director shall provide the determination in writing to the applicant.

5 E. DENSITY BONUS CALCULATIONS. The Density Bonus shall be calculated in  
6 accordance with Government Code Section 65915(f) as may be amended from  
7 time to time or in accordance with Government Code Section 65917.2 as may be  
8 amended from time to time. NOTE: THIS IS A "SHORTHAND ORDINANCE"  
9 REFERRING BACK A NEW GC SECTION'S REQUIREMENTS ALLOWING  
10 FOR A DENSITY BONUS BASED ON SQUARE FOOTAGE INSTEAD OF  
11 DWELLING UNITS. IT'S A "PERMISSIVE ORDINANCE" PER AB2372  
12 (2018)-

13 F. DENSITY BONUS APPROVAL. The County shall grant the Density Bonus  
14 request for an eligible Housing Development unless the County makes a written  
15 finding, based upon substantial evidence, of any of the following:

- 16 1. The Density Bonus would have a specific, adverse impact upon public  
17 health and safety, or the physical environment or on any historical property  
18 as provided in Government Code section 65915(d)(1)(B) as may be  
19 amended from time to time.
- 20 2. The Density Bonus would be contrary to state or federal law.

21 G. DENSITY BONUS AGREEMENT. The applicant shall enter into a Density Bonus  
22 agreement with the County in a form consistent with Government Code Section  
23 65915, as may be amended from time to time, and approved by the Office of  
24 County Counsel. The Density Bonus agreement shall include the applicable  
25 affordability period and be recorded on the lot or lots designated for the  
26 construction of the Target Units prior to final map approval, or, where a map is not  
27 being processed, prior to the issuance of the first building permit.  
28

1 H. INCENTIVES. In addition to the Density Bonus, an applicant who meets the  
2 requirements of this Section may request incentives that result in identifiable and  
3 actual cost reductions to provide affordable housing, as provided in section  
4 65915(d) and section 65915(k) of the Government Code, as may be amended from  
5 time to time. Incentive examples include, but are not limited to, modifications to  
6 site development standards and architectural design requirements.

7 I. INCENTIVE APPROVAL. The County shall grant incentives pursuant to the  
8 provisions of this Section unless the County makes a written finding, based upon  
9 substantial evidence, of any of the following:

10 1. The incentive does not result in identifiable and actual cost reductions to  
11 provide for affordable housing or for the setting of rents for Target Units as  
12 provided in section 65915(d)(1)(A) of the Government Code, as may be  
13 amended from time to time.

14 2. The incentive would have a specific, adverse impact upon public health and  
15 safety, or the physical environment or on any historical property as provided  
16 in section 65915(d)(1)(B) of the Government Code, as may be amended  
17 from time to time.

18 3. The incentive would be contrary to state or federal law.

19 J. PROJECT DESIGN. Target Units shall be constructed concurrently with market-  
20 rate dwelling units, integrated into the Housing Development and include  
21 comparable infrastructure, construction quality and exterior design to the market-  
22 rate dwelling units.

23 K. DEVELOPMENT STANDARDS. The Housing Development shall comply with  
24 the development standards of its zoning classification. If a development standard  
25 has the effect of physically precluding the construction of a Housing Development  
26 meeting the criteria for a Density Bonus or incentive, an applicant may request a  
27  
28

1 development standard modification as provided in section 65915(e) of the  
2 Government Code, as may be amended from time to time.

3 L. PARKING RATIOS. In addition to the Density Bonus, an applicant who meets  
4 the requirements of this Section may request parking ratios as provided in section  
5 65915(p) of the Government Code, as may be amended from time to time.

6 M. ADDITIONAL DENSITY BONUS CREDITS.

7 1. An applicant who meets the requirements of this Section and includes a  
8 child care facility that will be located on the premises of, as part of, or  
9 adjacent to the Housing Development may be eligible for an additional  
10 Density Bonus or incentive as provided in Government Code section  
11 65915(h) as may be amended from time to time. The County shall not  
12 be required to provide a Density Bonus or incentive for a child care facility  
13 if it finds, based upon substantial evidence, that the community has  
14 adequate child care facilities. No additional Density Bonus or incentive  
15 shall be granted unless the following requirements are met:

16 a. The child care facility shall remain in operation for a period of time  
17 that is as long as or longer than the period of time during which the  
18 Target Units are required to remain affordable pursuant to  
19 Government Code section 65915(c) as may be amended from time  
20 to time; and

21 b. Of the children who attend the child care facility, the children of  
22 very low income households, lower income households, or families  
23 of moderate income shall equal a percentage that is equal to or  
24 greater than the percentage of dwelling units that are required for  
25 very low income households, lower income households, or families  
26 of moderate income pursuant to Government Code section 65915(h)  
27 as may be amended from time to time.  
28



- 1                   2.     An applicant for approval to convert apartments to a condominium project  
2                   in accordance with Government Code section 65915.5, as may be amended  
3                   from time to time, may be eligible for a Density Bonus or other incentive as  
4                   provided in Government Code section 65915.5(a), as may be amended  
5                   from time to time.
- 6                   3.     An applicant for approval of a commercial development that has entered  
7                   into an agreement for partnered housing as provided in Government Code  
8                   section 65915.7, as may be amended from time to time, may be eligible for  
9                   a development incentive as provided in Government Code section 65915.7,  
10                  as may amended from time to time.”

11                  Section 26.    A new Section 18.55 is added to Article XVIII of Ordinance No. 348 to read as  
12 follows:

13                   “SECTION 18.55.   SUPPORTIVE AND TRANSITIONAL HOUSING.

14                   A. \_\_\_\_\_—Supportive ~~and transitional~~ housing as defined in this ordinance ~~is~~ are  
15                   allowed in all zone classifications where one family ~~or multiple family~~ dwellings  
16                   are allowed, and shall be subject to the General Plan density, and the zoning permit  
17                   process and development standards listed in the zone classification which governs  
18                   the classification in which supportive housing falls. Supportive housing as defined  
19                   in this ordinance is allowed by right pursuant to Government Code Section  
20                   65583.2(i), as may be amended from time to time, in all zone classifications where  
21                   multiple family and mixed uses are permitted, subject to the General Plan density  
22                   and provided that the supportive housing meets the requirements of Government  
23                   Code Section 65651 through Government Code Section 65655, as may be  
24                   amended from time to time which governs the category in which the supportive or  
25                   transitional housing falls. AB2162 (2018) and SB744 (2019)

26                   B. \_\_\_\_\_ Transitional housing as defined in this ordinance is allowed in all zone  
27                   classifications where one family or multiple family dwellings are allowed, and  
28



1                   shall be subject to the General Plan density, and the zoning permit process and  
2                   development standards listed in the zone classification which governs the  
3                   classification in which the transitional housing falls.”

4       Section 27.     A new Article XIXI is added to Ordinance No. 348 to read as follows:

5                   “ARTICLE XIXI SINGLE ROOM OCCUPANCY UNITS

6                   SECTION 19.1000.   PURPOSE AND INTENT.

7                   The purpose of this Article is to allow for Single Room Occupancy Units (SROs)  
8                   ~~consistent with Government Code Section 65583(e)(2)~~ to assist in providing affordable  
9                   housing to extremely low, very low, lower, and low income households consistent with  
10                  Government Code Section 65583(c)(2) and to appropriately regulate SRO’s to ensure  
11                  compatibility with surrounding uses and properties, and as well as to minimize impacts  
12                  associated with such uses.

13                  SECTION 19.1001.   APPLICABILITY AND PERMIT REQUIREMENTS.

- 14                  A.     SROs are a form of housing in which one or two individuals are housed in  
15                  individual permanent resident rooms within a multiple tenant building.
- 16                  B.     SROs are allowed in the following zone classifications with an approved  
17                  conditional use permit subject to the requirements of this Article and in accordance  
18                  with Section 18.28 of this ordinance: C-1/C-P and MU.

19                  SECTION 19.1002.   SITE   LOCATION,   OPERATION   AND   DEVELOPMENT  
20                  STANDARDS.

21                  The standards set forth below and the standards in Article IX and Article IXf of this  
22                  ordinance shall apply to the development of SROs. In the event of a conflict between  
23                  standards, the standards set forth below shall apply.

- 24                  A.     SEPARATION. To avoid over-concentration of SROs, there shall be a 300-foot  
25                  separation requirement as measured from the nearest outside building walls  
26                  between a proposed SRO and any other SRO.
- 27                  B.     COMPATIBILITY. The design of the SRO shall be compatible with the character  
28

1 of the surrounding neighborhood and consistent with any applicable County design  
2 guidelines.

3 C. PARKING AND BICYCLE STORAGE. On-site parking shall be provided as  
4 required for studio dwelling units pursuant to Section 18.12. of this ordinance.  
5 Bicycle stalls shall be provided at a minimum of one ~~(1) Class I bicycle parking~~  
6 ~~facilitystall, as described in Section 18.12.D.1.a. of this ordinance,~~ per 5 SRO units  
7 ~~in a secured and enclosed and covered area.~~

8 D. COMMON SPACE. A minimum of ~~ten+0~~ square feet (10 s.f.) per unit, or 250  
9 square feet total, whichever is greater, shall be provided for interior common  
10 space. Dining rooms, meeting rooms, recreational rooms and other similar areas  
11 may be considered common areas. Shared bathrooms kitchens, storage, laundry  
12 facilities and common hallways shall not be considered common areas.

13 E. FLOOR AREA. An SRO unit shall be a minimum of one hundred fifty ~~(+50)~~  
14 square feet (150 s.f.) in floor area and up to a maximum of four hundred ~~(400)~~  
15 square feet (s.f.) in floor area, including bathroom and kitchen facilities.

16 F. LAUNDRY FACILITIES. Laundry facilities shall be provided in a separate area  
17 within the SRO project at the ratio of one (1) washer and one (1) dryer for every  
18 twenty (20) SRO units or fractional number thereof.

19 G. KITCHEN FACILITIES. Each unit shall include a kitchen sink serviced with hot  
20 and cold water, a garbage disposal, and a counter top measuring a minimum of 18  
21 inches wide by 24 inches deep. A complete kitchen facility available for all  
22 residents shall be provided on each floor of the structure, if all individual SRO  
23 units is are not provided with a minimum of a refrigerator and a microwave oven.

24 H. BATHROOM FACILITIES. For each SRO unit, a private toilet shall be provided  
25 in an enclosed room with a door having a minimum of 15 square feet (15 s.f.) in  
26 floor area. If private bathing facilities are not provided for each SRO unit, shared  
27 shower or bathtub facilities shall be provided at a ratio of one (1) such facility for  
28



1 every seven (7) SRO units or fraction thereof. The shared shower or bathtub  
2 facility shall be on the same floor as the SRO units it is intended to serve and shall  
3 be accessible from a common area or hallway. Each shared shower or bathtub  
4 facility shall be provided with an interior lockable door.

5 I. MANAGEMENT PLAN. An SRO project shall submit a management plan, along  
6 with the appropriate review fee as set forth in Ordinance No. 671, for review and  
7 approval by the County prior to issuance of the first building permit. The  
8 management plan shall contain management policies, operations, emergency  
9 procedures, number of residents per SRO unit permitted, overnight guest policy,  
10 security program including video cameras monitoring building access points at  
11 every floor, rental procedures that allow for monthly tenancies and proposed rates,  
12 maintenance plans, staffing needs, tenant mix, selection and regulations. Income  
13 levels shall be verified in writing and provided to the County by a third party.

14 J. SRO MANAGER. An on-site 24-hour manager is required for a SRO project.  
15 The manager's unit shall be at least 300 square feet with its own kitchen and bath  
16 facilities.

17 K. INCOME RESTRICTED UNITS. All units in an SRO project shall be deed  
18 restricted to extremely low, very low, lower and low income households as such  
19 income restrictions are defined in the Riverside County's General Plan Housing  
20 Element and Health and Safety Code Sections 50079.5, 50093, 50105 and 50106,  
21 as may be amended from time to time, with the only exception being the 24-hour  
22 on-site manager. When accompanied by the appropriate review fee as set forth in  
23 Ordinance No. 671, such deed restriction shall be reviewed and approved by the  
24 Office of County Counsel and recorded prior to issuance of a building permit for  
25 the construction of the SRO project.

26 L. ANNUAL REVIEW OF MANAGEMENT PLAN. Each SRO project shall  
27 annually provide a report of Compliance with its management plan to be prepared  
28

1 by a qualified third party who is approved by the County. Such report shall be  
2 accompanied by the appropriate review fee as set forth in Ordinance No. 671.

3 M. DISABILITY ACCESS. Disability access facilities shall be provided as may be  
4 required pursuant to federal, state and county laws and regulations. At a  
5 minimum, one (1) disabled accessible SRO unit shall be required for every twenty  
6 (20) SRO units.

7 N. RESTRICTION ON NUMBER OF RESIDENTS. No more than two (2) residents  
8 shall be permitted to reside in each SRO unit.”

9 Section 28. A new Section 21.32c. is added to Article XXI of Ordinance No. 348 to read as  
10 follows:

11 “SECTION 21.32c. EMPLOYEE HOUSING

12 As defined in Health and Safety Code section 17008, housing accommodations provided  
13 by an employer for five or more employees that are maintained or connected with any  
14 work or place where work is performed. Employee housing also includes housing  
15 accommodations or property located in a rural area, as defined by Health and Safety Code  
16 section 50101, provided by someone other than agricultural employer for five or more  
17 agricultural employees that are not maintained or connected with work or workplace.  
18 Housing accommodations may consist of any living quarters, dwelling, boardinghouse,  
19 tent, bunkhouse, maintenance of way car, mobilehome, manufactured home, recreational  
20 vehicle, travel trailer, or other accommodations maintained in one or more buildings or  
21 one or more sites.”

22 Section 29. A new Section 21.70b. is added to Article XXI of Ordinance No. 348 to read as  
23 follows:

24 “SECTION 21.70b. SUPPORTIVE HOUSING.

25 As defined by Health and Safety Code Section 50675.14, as may be amended from time to  
26 time, housing with no limit on length of stay that is occupied by persons with disabilities,  
27 families who are homeless as defined by Title 42 of the United States Code or homeless  
28



1 youth as defined by Section 11139.3 of the California Government Code that is connected  
2 to onsite or offsite services related to obtaining housing, improving health, or obtaining  
3 work consistent with Government Code Section 65582(g) and Section 65582(h), as may  
4 be amended from time to time. Supportive housing is not a Community Care Facility as  
5 defined by Article XIXe of this ordinance.”

6 Section 30. A new Section 21.71a. is added to Article XXI of Ordinance No. 348 to read as  
7 follows:

8 “SECTION 21.71a. TRANSITIONAL HOUSING.

9 As defined by Health and Safety Code Section 50675.2, as may be amended from time to  
10 time, rental housing provided to eligible recipients on an interim basis not less than six  
11 months.”

12 Section 31. If any provision, clause, sentence or paragraph of this ordinance or the application  
13 thereof to any person or circumstances shall be held invalid, such invalidity shall not affect the other  
14 provisions of this ordinance which can be given effect without the invalid provision or application, and to  
15 this end, the provisions of this ordinance are hereby declared to be severable.

16 Section 32. This Ordinance shall take effect thirty (30) days after its adoption.

17  
18 BOARD OF SUPERVISORS OF THE COUNTY  
19 OF RIVERSIDE, STATE OF CALIFORNIA

20 By: \_\_\_\_\_  
21 Chairman, Board of Supervisors

22 ATTEST:  
23 CLERK OF THE BOARD

24 By: \_\_\_\_\_  
25 Deputy

26  
27 (SEAL)

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APPROVED AS TO FORM  
May \_\_\_\_, 2019

By: \_\_\_\_\_  
Michelle Clack  
Chief Deputy County Counsel

G:\Property\MClack\Planning and Land Use\Housing Element\Clean Final Draft Housing Element Ordinance.doc

## ARTICLE I

## R-3 ZONE (GENERAL RESIDENTIAL)

The following regulations shall apply in all R-3 Zones:

### **SECTION 8.1. USES PERMITTED.**

A. The following use shall be permitted in the R-3 zone:

1. One-family dwelling.

A.B. The following uses are allowed providing a plot plan shall first have been obtained pursuant to the provisions of [Section 18.30](#) of Ordinance No. 348 is approved:

~~1.~~ ~~One-family dwelling.~~

~~2.1.~~ Field crops, flower and vegetable gardening, tree crops, and greenhouses used only for purposes of propagation and culture, including the sale thereof from the premises and one unlighted sign that does not exceed two square feet in size pertaining to the sale of products.

~~3.2.~~ The noncommercial keeping of horses on lots not less than 20,000 square feet in area and 100 feet in width, provided they are kept not less than 100 feet from any street and 20 feet from any property line. A maximum of two horses per 20,000 square feet and, in any event, not more than four horses on a lot will be permitted. If a lot is one acre or more in area, poultry, crowing fowl (chickens only), rabbits, chinchillas, guinea pigs, parakeets and small fowl may be kept for the use of the occupants of the premises only. The poultry, crowing fowl, rabbits, chinchillas, guinea pigs, parakeets and small fowl shall be kept in an enclosed area located not less than 20 feet from any property line and not less than 50 feet from any residence and shall be maintained on the rear portion of the lot in conjunction with a residential use. If a lot is two acres or more in area, two sheep or goats or combination thereof may be kept in addition thereto provided they are kept not less than 100 feet from any street, 20 feet from any property line and 50 feet from any residence.

Amended Effective:  
02-12-99 (Ord. 348.3857)

09-15-00 (Ord. 348.3954)

~~4.3.~~ Public parks and public playgrounds, golf courses with standard length fairways, and country clubs.

~~5.4.~~ Home occupations.

~~6.5.~~ On-site signs, affixed to building walls, stating the name of the structure, use, or institution, not to exceed five percent of the surface area of the exterior face of the wall upon which the sign is located.

~~7.6.~~ One-family dwellings developed as restricted single-family residential subdivisions, subject to the development standards of [Section 7.11](#) of this ordinance. The provisions of [Section- 8.2](#) of this ordinance shall not be applicable to developments under this permitted use.

~~8.7.~~ Accessory buildings, to a specific permitted use, provided that the accessory building is established as an incident to a principal use and does not change the character of that use.

~~9.8.~~ On-site signs, affixed to building walls, stating the name of the structure, use, or institution, not to exceed five percent of the surface area of the exterior face of the wall upon which the sign is located.

~~10.9.~~ Planned residential developments, provided a land division is approved pursuant to the provisions of County Ordinance No 460 and the development standards in [Section 18.5](#) or [18.6](#) of this ordinance.

~~11.10.~~ (Deleted)

Amended Effective:  
Ordinance No. 348.4911 Item 21.1 of 09.10.19 (Effective  
Date: 10.10.19)

~~12.11.~~ Two family dwellings, multiple family dwellings, bungalow courts and apartment houses.

~~13.12.~~ Boarding, rooming and lodging houses.

~~14.13.~~ Churches, educational institutions, public libraries, museum and art galleries not operated for compensation or profit.

~~15.14.~~ Temporary real estate tract offices located within a subdivision, to be used only for and during the original sale of the subdivision, but not to exceed a period of two years in any event.

~~16.15.~~ Congregate care residential facilities.

~~17.16.~~ Beauty shops operated from a home by its inhabitants where no assistants are employed and the on-site sign is unlighted and does not exceed two square feet in area.

~~18.17.~~ Nurseries, horticultural.

~~19.18.~~ Nonprofit clubs and lodge halls.

~~20.19.~~ Fraternity and sorority houses.

~~21.20.~~ Hotels, resort hotels, and motels.

~~22.21.~~ Child Day Care Center.

Amended Effective:  
03-12-09 (Ord. 348.4596)

~~23.22.~~ Institutions for the aged licensed by the California State Department of Social Welfare or the County Department of Public Welfare.



24-23. Offices, including medical, dental, chiropractic law offices, architectural, engineering, community planning and real estate; provided there is no outdoor storage of materials, equipment, or vehicles, other than passenger cars.

25-24. The noncommercial raising of not more than one (1) miniature pig on lots from 7,200 to 19,999 square feet or not more than two (2) miniature pigs on lots of not less than 20,000 square feet, subject to the following conditions:

- a. Any person owning or having custody or control of a miniature pig over the age of four (4) months shall pay for and obtain a license from the Animal Control Department.
- b. Any miniature pig kept or maintained on a lot with a use permitted under [Section 8.1.A.1](#) shall be spayed or neutered as a condition of being licensed. No license shall be issued unless the owner or custodian of the miniature pig presents a valid certificate from a veterinarian. All unaltered miniature pigs shall be subject to immediate impoundment.
- c. No miniature pig may weigh more than two hundred (200) pounds.
- d. Any person owning or having charge, care, custody or control of any miniature pig shall keep such pig exclusively upon his or her own premises, provided, however, such pig may be off such premises if under restraint of a competent person.
- e. The miniature pig must be kept in an enclosure that is no closer than thirty (30) feet from the front property line, fifteen (15) feet from any side or rear property line and no closer than thirty-five (35) feet of any dwelling unit other than the dwelling unit on the subject lot.

26-25. Churches, temples, and other places of religious worship.

Added Effective:  
02-12-99 (Ord. 348.3857)

09-10-99 (Ord. 348.3883)

27-26. The keeping or raising of not more than four (4) mature female crowing fowl (chickens only) on single family residential lots or parcels between 7,200 square feet and 39,999 square feet or not more than 12 mature female crowing fowl (chickens only) on single family residential lots of 40,000 square feet or more for the use of the occupants of the premises. The crowing fowl shall be kept in an enclosed area located not less than 20 feet from any property line and not less than 50 feet from any residence and shall be maintained on the rear portion of the lot in conjunction with a residential use.

Amended Effective:  
09-15-00 (Ord. 348.3954)

28-27. Future Farmers of America (FFA) or 4-H projects conducted by the occupants of the premises. Provided, however, if the project involves crowing fowl, an unexpired crowing fowl affidavit form describing the project must be on file with the Planning

Director. Affidavit forms are available at the Planning Department and may be filed free of charge.

Amended Effective:  
09-15-00 (Ord. 348.3954)

12-21-00 (Ord. 348.3966)

**B.C.** The following uses shall be permitted provided a conditional use permit is obtained pursuant to this ordinance:

1. Mobilehome parks, developed pursuant to [Section 19.92](#) of this ordinance.
2. Parking area for commercial uses.
3. Congregate care residential facilities, developed pursuant to [Section 19.103](#) of this ordinance.

Amended Effective:  
Ord. 348.4596 Item 16.2 of 02/10/09 (Effective Date: 03/12/09)

**C.D.** The outside storage of materials on improved lots or parcels of one-half acre to one acre provided the amount is limited to one hundred (100) square feet with a maximum height of three (3) feet and on improved lots or parcels of one acre or more provided the amount is limited to two hundred (200) square feet with a maximum height of three (3) feet.

Amended Effective:  
07-16-98 (Ord. 348.3828)  
12-23-82 (Ord. 348.2140)  
06-28-84 (Ord. 348.2341)  
04-04-87 (Ord. 348.2669)  
01-15-87 (Ord. 348.2543)

07-16-98 (Ord. 348.3828)  
02-12-99 (Ord. 348.3857)  
12-21-00 (Ord. 348.3966)  
02-24-04 (Ord. 348-4087)

## **SECTION 8.2. DEVELOPMENT STANDARDS.**

The following standards of development shall apply in the R-3 Zone, except that planned residential developments shall comply with the development standards contained in [Section 18.5](#) of this ordinance.

- A. The minimum lot area shall be 7,200 square feet with a minimum average width of 60 feet and a minimum average depth of 100 feet, unless different minimums are specifically required in a particular area.
- B. The minimum front and rear yards shall be ten feet for buildings that do not exceed 35 feet in height. Any portion of a building which exceeds 35 feet in height shall be set back from the front and rear lot lines no less than ten feet plus two feet for each foot by which the height exceeds 35 feet. The front setback shall be measured from any existing or future street line as shown on any specific street plan of the County. The rear setback shall be measured from the existing rear lot line or from any recorded alley or easement; if the rear line adjoins a street, the rear setback requirement shall be the same as required for a front setback.
- C. The minimum side yard shall be five feet for buildings that do not exceed 35 feet in height. Any portion of a building which exceeds 35 feet in height shall be set back from each side

lot line five feet plus two feet for each foot by which the height exceeds 35 feet; if the side yard adjoins a street, the side setback requirement shall be the same as required for a front setback. No structural encroachments shall be permitted in the front, side, or rear yard except as provided in [Section 18.19](#) of this ordinance.

- D. No lot shall have more than 50 percent of its net area covered with buildings or structures.
- E. The maximum ratio of floor area to lot area shall not be greater than two to one, not including basement floor area.
- F. All buildings and structures shall not exceed 50 feet in height, unless a height up to 75 feet is specifically permitted under the provisions of [Section 18.34](#) of this ordinance.
- G. (Deleted)
- H. Automobile storage space shall be provided as required by [Section 18.12](#) of this ordinance.

Amended Effective:

01-15-64 (Ord. 348.251)	04-12-79 (Ord. 348.1688)
01-19-66 (Ord. 348.422)	03-16-82 (Ord. 348.2074)
06-07-67 (Ord. 348.507)	12-23-82 (Ord. 348.2140)
09-23-70 (Ord. 348.777)	08-29-85 (Ord. 348.2510)
09-16-71 (Ord. 348.920)	07-16-98 (Ord. 348.3828)
05-04-72 (Ord. 348.1023)	02-12-99 (Ord. 348.3857)
06-21-73 (Ord. 348.1180)	09-10-99 (Ord. 348.3883)
09-13-73 (Ord. 348.1201)	10-21-99 (Ord. 348.3888)
05-30-74 (Ord. 348.1327)	09-15-00 (Ord. 348.3954)
12-10-75 (Ord. 348.1481)	12-21-00 (Ord. 348.3966)



## ARTICLE VIII f R-6 ZONE (RESIDENTIAL INCENTIVE)

### SECTION 8.201. INTENT.

The Housing Element of the Riverside County General Plan has identified the need for affordable housing as one of the most significant housing problems in the County of Riverside. It is the intent of the Board of Supervisors in enacting the R-6 Zone to establish a specialized zone that will, through incentives and consideration of a specific housing proposal in connection with a proposed zone change, facilitate construction of affordable housing. Pursuant to the Housing Element, the density of a project shall be determined by the physical and service constraints of the parcel being considered, during the hearing process, and may exceed the density permitted for standard projects by the Land Use Element.

The Board finds and determines and declares that it is its intent that the R-6 Zone be used and applied in areas where basic services such as water, sewer, other utilities and adequate road circulation already exist or can be reasonably extended. The Board further determines that the R-6 Zone shall be applied to a specific geographic area only in conjunction with an approved plan for development, including any necessary land division maps, plot plans or other approvals, as required by the County, and that applications for the R-6 Zone and related projects are to receive priority processing by all County departments involved in the review and issuance of permits for the development.

The Board further determines that when the R-6 Zone is applied to a specific area, it shall be used only for the construction of the project approved in connection with the granting of the zone classification, or for a project that is thereafter specifically approved by the Board as an affordable housing project to replace the previously approved project. This requirement shall not prohibit the County from allowing non-substantial changes in an approved development plan that become necessary in the actual engineering of a project, provided that such changes shall not increase the density of an approved project.

### SECTION 8.202. USES PERMITTED.

The following use shall be permitted in the R-6 zone:

A. One family dwellings, including mobilehomes on permanent foundations.

The following uses are permitted upon approval of a plot plan in accordance with the provisions of this article:

~~A. One family dwellings, including mobilehomes on permanent foundations.~~

A. Two-family dwellings and multiple family dwellings.

B. Planned residential developments.

C. Apartment houses.

D. Accessory buildings, provided there is a main building on the lot.



- E. Home occupations.
- F. Temporary real estate offices located within a subdivision, to be used only for and during the original sale of the subdivision.
- G. Community recreation facilities as a part of a development.
- H. Child Day Care Center.
- I. The following uses are permitted provided a public use permit has been granted pursuant to the provisions of [Section 18.29](#) of this ordinance:
  - 1. Churches, temples and other places of religious worship.
- J. The following uses are permitted provided a conditional use permit is granted pursuant to [Section 18.28](#) of this ordinance:
  - 1. Mobilehome parks, developed pursuant to [Section 19.92](#) of this ordinance.

Amended Effective:  
 12-23-82 (Ord. 348.2140)  
 09-10-99 (Ord. 348.3883)

10-21-99 (Ord. 348.3888)  
 03-12-09 (Ord. 348.4596)

**SECTION 8.203. BASIC REQUIREMENTS FOR SALES UNITS.**

All developments shall comply with one of the following requirements in Subsections A., B., or C. and with Subsection D.:

- A. The average selling price of the dwelling units shall not exceed 80 percent of the average home sales price in a market area. The market area and average home sales price shall be determined by the Board of Supervisors; or,
- B. The selling price of 25 percent of the dwelling units shall be at an amount affordable to families earning no greater than 120 percent of the County median income, as determined by the board of Supervisors; or,
- C. The selling price of 15 percent of the dwelling units shall be at an amount affordable to families earning no greater than 80 percent of the County median income, as determined by the Board of Supervisors.
- D. If a development is benefitted, directly or indirectly, through the use of governmental funds for site acquisition, extension of basic services or roads, or other expenditures that assist the development, the sales price determined pursuant to Subsections A., B., or C. of this section may be reduced by the Board of Supervisors.

Amended Effective:  
 12-23-82 (Ord. 348.2140)

**SECTION 8.204. DEVELOPMENT STANDARDS.**

The following standards of development shall apply in the R-6 Zone.

- A. The allowable density of a project will be determined by the physical and service constraints of the property and the area in which the property is located; however, the density of each approved development must exceed four units per gross acre.
- B. The minimum lot area for single family detached developments shall be ~~3,000~~ 5,000 square feet.
- C. Lots shall have a minimum frontage of 30 feet except that minimum frontage may be reduced on knuckles and cul-de-sacs or as part of an approved zero lot line attached unit housing project.
- D. A minimum of 30 percent of each lot's net area in a single-family development shall be designed for usable open space. Usable open space shall be defined as those portions of the site not encumbered by a structure. The net lot area is defined as the total area contained within the property lines. Side yard setbacks shall be approved as part of the design of the project. Setbacks for garages that open parallel with the access way shall not be less than 20 feet.
- E. A minimum of 20 percent of the net lot area for apartment developments shall be in usable open space. Minimum front and rear yard setbacks shall be ten feet. Additional setbacks, including side yards, may be required depending on the height of the structure and adjacent land uses. All apartment projects shall contain at least four dwelling units. No application for conversion of an apartment building to condominiums or any other form of cooperative or units that may be sold individually, shall be accepted by the Planning Director, unless the matter has first been presented to and approved by the Board of Supervisors as being consistent with the intent and purpose of the original approval of the project to provide affordable housing.
- F. One-family residences shall not exceed 35 feet in height. All other uses shall not exceed 50 feet in height.
- G. One off-street parking space shall be required for each dwelling unit, notwithstanding the apartment building parking standards contained in [Section 18.12](#) of this ordinance. All single-family homes shall have two-car garages.
- H. Open space or recreational facilities proposed in a project shall be subject to approval of the County.
- I. Streets providing circulation within a development shall be constructed to a minimum width of 36 feet within a 56 foot right-of-way for major interior streets and a minimum width of 32 feet of improvements within a 50 foot right-of-way for minor interior streets and cul-de-sac streets. All improvements to be in accordance with the improvement standards of County Ordinance No. 461.
- J. Design standards, dedications, and improvements will be in conformance with the requirements of County Ordinance Nos. 460 and 461, and as approved by the County Road Commissioner, for all streets other than interior streets.

### **SECTION 8.205. APPLICATIONS.**

- A. Applications for the R-6 Zone shall be filed only in conjunction with an application for a land division pursuant to County Ordinance No. 460, or an application for a plot plan pursuant to the provisions of this ordinance. Notwithstanding the provisions of State law or County ordinance providing for different processing or time requirements for processing the various applications, an applicant, by filing an application for the R-6 Zone, shall agree that the two or more applications shall be considered together and that approval of a land division or plot plan shall not be final until the zone change has been granted and shall not be used until the zone change has gone into effect.
- B. All applications shall include floor plans and elevations for each type of unit that is proposed to be constructed and such additional information related to design or market area as may be required by the Planning Director.

### **SECTION 8.206. SPECIAL PROVISIONS**

- A. The market area for a project and a tentative sales price or median income determination shall be made by the Board of Supervisors during the processing of the applications for the project.
- B. The County, from time to time, by resolution of the Board of Supervisors, shall publish information relating to home sales price, market areas and median income in the County of Riverside, which information shall be available to prospective applicants prior to filing an application for a project.
- C. The final determination of the home sales price or median income for a specific project shall be made at the time of issuance of building permits for the project, provided, however, that amount shall not be less than the tentative amount determined during the processing of the applications. The determination shall be made by the Board of Supervisors upon the recommendation of the Planning Director, which shall be initiated by application of the developer coordinated with the request for building permits.
- D. At the time of recordation of the final map, a Declaration of Covenants, Conditions and Restrictions, approved by the County, shall be recorded that establish the affordability criteria for the development, including, but not limited to, structure size, type and reference to the method for fixing the sales price for units in the development.
- E. In the furtherance of the intent that the R-6 Zone be used only for the construction of affordable housing, the Declaration of Covenants, Conditions and Restrictions shall prohibit the sale of lots without dwelling units sold on or constructed there on in conjunction with the sale of the lot; provided; however, this shall not prohibit the sale of an entire tract, or an approved unit thereof, for construction of the units by the purchaser thereof.

Amended Effective:  
12-23-82 (Ord. 348.2140)  
09-10-99 (Ord. 348.3883)



## **ARTICLE XIXm HOUSING ALTERNATIVES**

### **SECTION 19.1100. PURPOSE AND INTENT.**

In adopting this article, it is the intent of the Board of Supervisors to enact provisions that allow for the construction and installation of tiny homes or the placement of shipping containers adapted for residential use in order to increase the variety and supply of housing products permitted in the unincorporated area and thereby potentially increase housing affordability by allowing for a smaller housing product while at the same time considering an enhancement or maintenance of community aesthetics, preserving property values, and protecting the public health, safety and welfare.

A tiny home can be conventionally constructed on a residential site in which case it must comply with the provisions of the California Building Standards Code (CBSC), Title 24, California Code of Regulations (CCR), as may amended from time to time and as may be adapted by the County. Or a tiny home can be factory-built off-site and transported to a residential site. In this latter case, a tiny home must comply with Health and Safety Code sections 19960, et seq, and Title 25, CCR sections 3000, et seq. as may be amended from time to time, and as may be adapted by the County.

A shipping container can be adapted off-site or on-site for residential use and moved to a residential site, as applicable. It is constructed of steel for the enclosed transportation of cargo, or has been used for the transportation of cargo. Adaptation of shipping containers to a residential use is limited to empty and brand new containers which have not been used to transport cargo, or to single use containers which were used for one way transportation only, after which they were deemed expendable and available for an alternate use. In either case, the shipping container must meet structural integrity and compliance standards established by the International Standards Organization (ISO) including certification that the containers are wind and water tight before adaptation to a residential use.

### **SECTION 19.1110. FINDING AND DEFINITIONS.**

In order to increase the variety and supply of housing, the Board of Supervisors determines that all lots zoned to permit the construction of conventional single family dwellings and accessory dwelling units, or are located within the R7 and MU zones, are compatible for the installation of either an on-site constructed or off-site constructed tiny home or a shipping container adapted as a residential structure. When a tiny home or a shipping container residential structure is provided in lieu of a single family dwelling or accessory dwelling unit, it shall be permitted by right.

A tiny home is a detached structure built and designed to resemble a single family home with analogous architectural features which cannot exceed 500 square feet in size (excluding patios, porches, garages, and similar structures), with a first floor living space of at least 150 square feet for split level structures, for permanent year round occupancy by one household with functional areas that support normal daily routines including cooking, sleeping and sanitation.

A shipping container residential structure is a dwelling made from a steel shipping container. The shipping container residential structure is adapted from a either a 20 foot by 8 foot or 40 foot by 8 foot container with a height of either 8.5 feet or 9.5 feet for permanent year round occupancy by one household with functional areas that support normal daily routines including cooking,

sleeping and sanitation. A shipping container residential structure can consist of multiple shipping containers, but cannot exceed 1200 square feet in size (excluding patios, porches, garages, and similar structures) and is for permanent year round occupancy by one household with functional areas that support normal daily routines including cooking, sleeping and sanitation.

**SECTION 19.1120. FOUNDATION REQUIREMENTS.**

A tiny home shall be installed on a concrete slab foundation on any lot in the unincorporated area of the County of Riverside within the affected zone.

A shipping container residential structure is limited to either a pier foundation, concrete slab foundation, or a piling/platform foundation on any lot in the unincorporated area of the County of Riverside within the affected zone.

For either type of housing alternative, when the subject lot is adjacent to property containing a place, building, structure, or other object listed on the National Register of Historic Places, it shall be permitted provided approval of a plot plan shall first have been obtained at a public hearing pursuant to the provisions of [Section 18.30](#) of this ordinance.

**SECTION 19.1130. CLUSTERING.**

Tiny homes or shipping container residential structures (“housing units”) can be clustered (1) in a residential subdivision where the underlying lot and housing unit are purchased in fee; (2) as a condominium product where the housing unit is owned; and the underlying property is owned as an undivided interest derived from the number of housing units provided; (3) where the housing unit is owned, but the underlying space or site is leased, not unlike that of a mobile home park; or (4) where the underlying property and housing units are both in the possession of an owner or entity and the homes on the designated space or site are rented. Clustering is permitted in the R7 zone (Highest Density Residential) or MU zone (Mixed Use) provided approval of a plot plan shall first have been obtained at a public hearing pursuant to the provisions of [Section 18.30](#) of this ordinance.

**SECTION 19.1140. STANDARDS.**

Site development standards shall be provided pursuant to the underlying zone, except as modified by Section 19.1110 and the standards below.

**A. SITE SIZE.**

The minimum site size or lot shall be 1500 square feet.

**B. HEIGHT**

The maximum housing unit height shall not exceed twenty five (25) feet.

**C. DENSITY.**

The average density shall be in conformance with the densities permitted by the underlying zone classifications, provided that the density can be increased to a minimum site or lot size of 1500 square feet if it is determined that the higher density is compatible with the area in which the development is proposed to be located.

D. SETBACK.

Side and rear setbacks shall be a minimum of five (5) feet. No front setback is required except as may be needed to accommodate off-street parking pursuant to [Subsection E](#), below.

E. WALL.

For clustering of housing units, a masonry wall six feet in height shall be erected along the perimeter of the property.

F. VEHICLE PARKING.

One (1) off-street automobile parking space shall be provided as required by [Section 18.12](#), of this ordinance, with one (1) handicapped and van accessible space per fifteen (15) automobile parking spaces. For the clustering of housing units, parking spaces shall be delineated on the plot plan, or separately, constituting a parking plan attachment to the plot plan.

**SECTION 19.1150. RECREATION AND OPEN SPACE.**

Open space or recreation facilities are not required for housing unit clusters.

**SECTION 19.1160. GENERAL REQUIREMENTS.**

A. WATER AND SEWAGE DISPOSAL.

Housing units not be permitted in a location that is constrained by water availability, water quality, sewage disposal or other health and safety concerns.

B. DEVELOPMENT MORATORIUM

Housing units shall be prohibited in locations where a development moratorium is imposed by the County or another public agency with authority to impose such a development moratorium due to a deficient water supply, inadequate sewer capacity. Or septic capacity, as applicable.

C. SHIPPING CONTAINER SAFETY

Before a shipping container is considered for adaptation for use as a residential structure, certification must be provided to document its construction pursuant to ISO standards, documentation in the form of a manifest or other form that the container was new or single use, and documentation that its use as a residential structure is not compromised in any way including but not limited to because of physical or structural integrity, use of hazardous material for coating or fumigating, or having been used to transport hazardous material.



Determinations by the Department of Environmental Health and the Fire Department in regarding these criteria are absolute.

D. BUILDING CODES AND FEE SCHEDULE

Applications for housing units shall be processed in accordance with this ordinance, Ordinance No. 457 (building codes) and Ordinance No. 671 (fees), as applicable.

E. EVALUATION CRITERIA

Before housing units can be permitted at a given location, compliance shall be demonstrated for the following evaluation criteria:

1. The requirements and development standards set forth in this Article.
2. All applicable laws and regulations related to health and safety including, but not limited to, fire, flood control and seismic safety regulations.
3. All required approvals are obtained from the Riverside County Department of Environmental Health and Fire Department.
4. Written confirmation has been provided from the Department of Environmental Health for the use of an existing or new septic system for any additional residential accommodation.
5. If applicable, a percolation test is completed and certified within the last year or recertified by the Department of Environmental Health.
6. All required approvals are obtained from the applicable water and sewer purveyor(s).
7. If applicable because of geographic location and constraints, all required approvals from the Fire Department, Riverside County Flood Control and Water Conservation District,



Coachella Valley Water District, or the Environmental Programs Division of the Planning Department.

8. Housing units shall not be subject to Section 18.11 (Size of Dwellings) of this ordinance.

ADD TINY HOMES AND SHIPPING CONTAINER RESIDENTIAL STRUCTURE CLUSTERS TO R7 AND MU ZONES WITH PLOT PLAN APPROVAL

**SECTION 18.29a. FAMILY DAY CARE HOMES.**

- A. STATE PREEMPTION. Pursuant to the California Child Day Care Facilities Act (Chapters 3.4, 3.5 and 3.6) of the Health and Safety Code, the California Legislature has declared that it is the public policy of the State of California to locate family day care homes for children in normal residential surroundings so as to give children a home environment which is conducive to healthy and safe development. It is the declared public policy of the State to provide children the same environment as would be found in a dwelling unit traditional home. The Legislature has further declared that this policy is a matter of statewide concern with the purpose of occupying the field to the exclusion of local zoning, building and fire codes and regulations governing the use or occupancy of dwelling units single-family dwellings for family day care homes for children except as provided in Chapter 3.6 of the Health and Safety Code.
- B. SMALL FAMILY DAY CARE HOMES. In accordance with the above-referenced State policies, the use of a lawfully occupied dwelling unit in the form of a detached single-family dwelling, a townhouse, a dwelling unit within a dwelling, or a dwelling unit within a covered multifamily dwelling as a small family day care home for up to eight (8) children, including children under ten (10) years of age who reside at the home, shall be a permitted use in all zones where such dwelling unit types are permitted, and shall not require any permit pursuant to this ordinance.
- C. LARGE FAMILY DAY CARE HOMES. In accordance with the above-referenced State policies, the use of a lawfully occupied dwelling unit in the form of a detached single-family dwelling, a townhouse, a dwelling unit within a dwelling, or a dwelling unit within a covered multifamily dwelling for as a large family day care home for up to fourteen (14) children, including children under ten (10) years of age who reside at the home shall be a is permitted use in all zones where such dwelling unit types any zone where single-family dwellings are permitted or conditionally permitted, and shall not require any permit pursuant to this ordinance. provided a large family day care home permit has been granted pursuant to the provisions of this Section.
- D. SECOND UNITS/GUEST DWELLING. No second unit or guest dwelling may be used as a family day care home.
- ~~E. LARGE FAMILY DAY CARE HOME PERMIT PROCEDURE. Enacted as part of the above-referenced State policies, Section 1597.46 of the Health and Safety Code provides that cities and counties shall not prohibit large family day care centers on lots zoned for single-family dwellings, but may require a nondiscretionary permit which shall be granted provided compliance with certain standards, restrictions and requirements is demonstrated. In accordance with Section 1597.46 of the Health and Safety Code, the following procedures shall apply to large family day care home permits~~
- ~~1. Application. Every application for a large family day care home permit shall be made in writing to the Planning Department on the forms provided by the Planning Department, shall be accompanied by the filing fee set forth in County Ordinance No. 671, and shall include the following information:~~
    - ~~a. Name and address of the applicant and a statement that the applicant resides in the home where the day care will be conducted.~~



- b. ~~The assessor's parcel number assigned to the property on which the home is situated (hereinafter, "the site").~~
- c. ~~A plot plan drawn to scale and in sufficient detail to clearly describe the following:~~
  - 1) ~~The boundary and physical dimensions of the site. This may be hand drawn provided it is legible.~~
  - 2) ~~The location and dimensions of all existing and proposed buildings, structures, walkways, yards, drive ways and parking areas on the site and on the street in front of the site.~~
- 3) ~~A drawing with accurate dimensions of the sign proposed on the site, if any.~~
- 4) ~~Such additional information as shall be required by the application form.~~

2. ~~Decision on Permit. The Planning Director shall, within forty-five (45) days of the filing of a complete permit application, approve a large family day care home permit if the approval standards of this ordinance have been met; otherwise, the permit shall be denied. The decision of the Planning Director shall be final. Pursuant to Section 1597.46(c) of the Health and Safety Code, the approval of a large family day care home permit shall not be subject to the California Environmental Quality Act, Public Resources Code, Section 21000 et seq.~~

A.E. LARGE FAMILY DAY CARE OPERATIONAL REQUIREMENTS. HOME PERMIT PROCEDURE A day care operator shall obtain a valid state license within 180 days of commencing day care operation and shall provide a certified copy of the state license to the Planning Director within fourteen (14) days of issuance and shall comply with the following operational standards: No application for a large family day care home permit shall be approved unless it complies with the following standards, restrictions and requirements:

- 1. ~~The applicant shall obtain a valid state license to operate a large family day care home on the site within 180 days of the date of approval of a large family day care home permit. Within fourteen (14) days of issuance of the state license, the applicant shall provide a certified copy of the license to the Planning Director. The Planning Director shall insure that the applicant has obtained a state license in a timely manner. If the applicant fails to obtain a valid state license to operate a large family day care home on the site or fails to provide a certified copy of the license to Planning Director as provided above, the large family day care home permit shall not become effective and shall be void for all purposes.~~
- 2. ~~The site shall be zoned for single family dwellings.~~
- 3.1. A large family day care business ~~The site~~ shall provide at least two off-street parking spaces, no more than one of which may be provided in a garage or carport. These parking spaces may include spaces provided to meet residential parking requirements.
- 4.2. ~~The unloading and loading of vehicle occupants shall only be permitted on the driveway, approved parking area, or directly in front of the~~ day care business site and

shall not unduly restrict traffic flow. Residences located on arterial streets shall provide a drop-off and pickup area designed to prevent vehicles from backing into the roadway.

~~5.3.~~ The day care business applicant shall comply with all applicable State Fire Marshall regulations.

~~6.4.~~ The day care business site shall not be located within 300 feet of any other existing or approved large family day care home, small family day care home, board and care home, group home or halfway house measured property line to property line.

~~7.5.~~ To ensure the health and safety of children in family day care homes as specified within Sections 1597.30 and 1597.46 of the Health and Safety Code, if the day care business has an site onsite ~~has a~~ swimming pool or spa, the pool or spa shall meet all current code regulations for fencing, gate latches, and alarms.

~~8.~~ ~~No more than fourteen children, including children under age ten who reside at the home, may be cared for at any large family day care home.~~

~~9.~~ ~~Only one large family day care home may be located on any lot.~~

~~10.6.~~ An on-site identification sign may be placed permitted in accordance with the provisions of this ordinance, ~~or may be approved with the large family day care home permit if submitted concurrently.~~

~~B.~~ SUSPENSION OF OPERATION REVOCATION. If the day care operator applicant fails to comply with any requirement of this section, the day care business shall be suspended until corrective action(s) are taken. ~~or if the applicant ceases or suspends operation of the large family day care home for one year or more, the permit may be revoked in accordance with the provisions of Section 18.31, of this ordinance.~~

F.



**RIVERSIDE COUNTY  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**ADMINISTRATIVE ITEMS**

**4.1 Director's Approvals.**

**(CONTINUED FROM THE AUGUST 13, 2020 MEETING)**

- A. During the period of June 16 through July 15, 2020, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Simon Housman reviewed one non-legislative case within Zone D of the Bermuda Dunes Airport Influence Area and issued a determination of consistency.

ZAP1082BD20 (Bermuda Dunes Airport Influence Area, Zone D) pertains to the County of Riverside Case No. CUP190040 (Conditional Use Permit), a proposal to establish a cannabis retail facility/dispensary with distribution and cultivation/manufacturing areas within an existing 6,000 square foot building on a 0.71 acre parcel located at 77704 Flora Road. The site is located within Airport Compatibility Zone D of the Bermuda Dunes Airport Influence Area ("March AIA"), where non-residential intensity is restricted to an average of 100 people per acre and a maximum of 300 people in any given single acre area. The proposed project, with 2,380 square feet of retail space, 1,435 square feet of storage/distribution area, and 1,400 square feet of manufacturing area, accommodates a total of 51 people, resulting in an average intensity of 72 persons per acre, which is consistent with the Zone D intensity criterion.

The elevation of Runway 10-28 at its westerly terminus is approximately 73 feet above mean sea level (AMSL). At a distance of approximately 9,700 feet from the runway, FAA review would be required for any structures with top of roof exceeding 170 feet AMSL. The site elevation is approximately 116 feet AMSL, with an existing building height of 28 feet, resulting in a top point elevation of 144 feet AMSL. No new buildings or structures are proposed. Therefore, review of buildings by the FAA Obstruction Evaluation Service is not required.

ALUC Director Simon Housman issued a determination of consistency for this project on June 29, 2020.

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- B. Additionally, ALUC Director Simon Housman reviewed one Citywide non-impact legislative case (ordinance amendments) pursuant to ALUC Resolution No. 2011-02 and issued a determination of consistency.

ZAP1052RG20 (City of Riverside – Citywide) pertains to City of Riverside Case Nos. P20-0179 (Zoning Ordinance Amendment), P20-0190 (Specific Plan Amendment), P20-0191 (Specific Plan Amendment). P20-0179 is a proposal to amend the City's Zoning Code (Title 19) implementing the policies of the revised Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities. Specifically, the amendment will incorporate these policies in the following sections: Base Zones and Related Use Development Provisions, Specific Land Use Provisions, Site Planning and General Development Provisions, and Definitions. The amendment includes the addition of a new chapter (19.435) providing updated development

criteria for warehousing and distribution facilities. There are no additions to the permitted land use tables and no development standards that would increase residential density or non-residential intensity.

ALUC Director Simon Housman issued a determination of consistency for this project on June 18, 2020

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**(NEW ITEMS FOR THE SEPTEMBER 10, 2020 MEETING)**

- C. During the period of July 16 through August 15, 2020, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Simon Housman reviewed one non-legislative case within Zone E of the Palm Springs International Airport Influence Area, one non-legislative case within Zone D of the Perris Valley Airport Influence Area, and one non-legislative case within Zone E of the March Air Reserve Base/Inland Port Airport Influence, and issued determination of consistencies.

ZAP1087PS20 (Palm Springs International Airport Influence Area Zone E) pertains to the City of Cathedral City Case No. CUP20-007 (Conditional Use Permit), a proposal to establish a fast food restaurant totaling 2,915 square feet on 0.66 acres, located southerly of McCallum Way, easterly of San Aliso Road, westerly of Date Palm Drive, and northerly of Ramon Road.

The site is located within Airport Compatibility Zone E of the Palm Springs International Airport Influence, where non-residential intensity is not restricted.

The elevation of Runway 13R-31L at Palm Springs International Airport at its southerly terminus is approximately 395.5 feet above mean sea level (AMSL). At a distance of approximately 11,793 feet from the runway to the project property line, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 513.5 feet AMSL. The site's finished floor elevation is 366 feet AMSL, and the proposed building height is 29.5 feet, resulting in a maximum top point elevation of 395.5 feet AMSL. Therefore, review by the FAA OES was not required.

ALUC Director Simon Housman issued a determination of consistency for this project on July 16, 2020.

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ZAP1018PV20 (Perris Valley Airport Influence Area Zone D, March Air Reserve Base/Inland Port Airport Influence Area Zone E) pertains to the City of Perris Case No. DPR17-00008 (Development Plan Review), a proposal to establish a 33,000 square foot cannabis cultivation and dispensary facility with a retail office component on 2.61 acres located northerly of Malbert Road, westerly of Goetz Road, and southerly of Ellis Avenue.

The site is located within Airport Compatibility Zone D of the Perris Valley Airport Influence Area, where non-residential intensity is restricted to an average of 100 people per acre and a maximum of 300 people in any given single acre area (and Zone E of March Air Reserve Base/Inland Port Airport Influence Area where non-residential intensity is not restricted). The proposed project would cumulatively accommodate a total of 191 people, resulting in an average intensity of 73 persons per acre, and a single acre intensity of 79 persons, both of which are consistent with Zone D intensity criteria.

The nearest runway to the site is Runway 15-33 at Perris Valley Airport. The northerly terminus of this

runway is located approximately 2,750 feet easterly of the project site. At this distance, given the runway elevation of 1,413 feet above mean sea level (AMSL), Federal Aviation Administration (FAA) review would be required for any new structures with top of roof exceeding 1,440 feet AMSL. The project's finished floor elevation is 1,434 feet above mean sea level, and a proposed building height of 24 feet, which results in a top point elevation of 1,458 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons was required. The project applicant submitted Form 7460-1 to the FAA OES, and FAA OES assigned Aeronautical Study Number 2020-AWP-7058-OE to this proposal. The aeronautical study revealed that the proposed structure would not exceed obstruction standards and would not be a hazard to air navigation, provided conditions are met. Therefore, FAA OES issued a "Determination of No Hazard to Air Navigation" letter on July 17, 2020. The FAA OES conditions have been incorporated into ALUC's conditions listed below.

ALUC Director Simon Housman issued a determination of consistency for this project on July 23, 2020.

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ZAP1427MA20 (March Air Reserve Base/Inland Port Airport Influence Area Zone E) pertains to the County of Riverside Case No. CUP200009 (Conditional Use Permit), a proposal to permit a 11.49 acre landscape mulch material storage yard consisting of an existing mobile office, two fueling stations, parking area, three existing sea crate storage vault units, and mulch storage areas on 32.68 acres located northerly of Simpson Road, westerly of Leon Road, southerly of Grand Avenue, and easterly of Briggs Road. (A proposal to establish a Recreational Vehicle (RV) storage yard including 135 RV stalls on 2.9 acres of the 32.68-acre parcel via ZAP1413MA20 was found consistent by the ALUC Director on April 2, 2020).

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence, where non-residential intensity is not restricted.

Although the project is located within the March Air Reserve Base/Inland Port AIA, the actual nearest runway is Runway 15-33 at Perris Valley Airport. The southerly terminus of this runway is located approximately 29,100 feet from the project site. As the site is more than 20,000 feet from the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review for height/elevation reasons is not required.

ALUC Director Simon Housman issued a determination of consistency for this project on August 6, 2020.

4.2 Update March ARB CUS

**(CONTINUED FROM THE AUGUST 13, 2020 MEETING)**

Presentation by ALUC Director Simon Housman or his designee.

4.3 ALUC Website Update

**(CONTINUED FROM THE AUGUST 13, 2020 MEETING)**

Presentation by ALUC Director Simon Housman or his designee.

Y:\ALUC Administrative Items\Admin. 2020\ADmin Item 09-10-20.doc





**AIRPORT LAND USE COMMISSION  
RIVERSIDE COUNTY**

4.1

June 29, 2020

**CHAIR**  
Russell Betts  
Desert Hot Springs

**VICE CHAIR**  
Steven Stewart  
Palm Springs

**COMMISSIONERS**

Arthur Butler  
Riverside

John Lyon  
Riverside

Steve Miano  
Lake Elsinore

Richard Stewart  
Moreno Valley

Gary Youmans  
Temecula

**STAFF**

Director  
Simon A. Houman

John Guerin  
Paul Rull  
Barbara Sanico

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

[www.aluc.org](http://www.aluc.org)

Mr. Gabriel Villalobos, Project Planner  
Riverside County Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside CA 92501  
(VIA HAND DELIVERY)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR’S DETERMINATION**

File No.: ZAP1082BD20  
Related File No.: CUP190040 (Conditional Use Permit)  
APN: 626-420-025

Dear Mr. Villalobos:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC), staff reviewed Riverside County Case No. CUP190040 (Conditional Use Permit), a proposal to establish a cannabis retail facility/dispensary with distribution and cultivation/manufacturing areas within an existing 6,000 square foot building on a 0.71 acre parcel located at 77704 Flora Road (on the northerly side of Flora Road, easterly of El Viento Road, and westerly of Las Montanas Road and Washington Street) in the unincorporated area northwesterly of Bermuda Dunes Airport.

The site is located within Airport Compatibility Zone D of the Bermuda Dunes Airport Influence Area (AIA), which restricts non-residential intensity to an average of 100 people per acre and a maximum of 300 people in any given single-acre area (for properties of three or more acres). The proposed project, with 2,380 square feet of retail space, 1,435 square feet of storage/distribution area, and 1,400 square feet of manufacturing area, accommodates a total of 51 people, resulting in an average intensity of 72 persons per acre, which is consistent with the Zone D intensity criterion.

The elevation of Runway 10-28 at its westerly terminus is approximately 73 feet above mean sea level (AMSL). At a distance of approximately 9,700 feet from the runway, FAA review would be required for any structures with top of roof exceeding 170 feet AMSL. The site elevation is approximately 116 feet AMSL, with an existing building height of 28 feet, resulting in a top point elevation of 144 feet AMSL. No new buildings or structures are proposed. Therefore, review of buildings by the FAA Obstruction Evaluation Service is not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

**CONDITIONS:**

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky, and shall comply with the requirements of Riverside County Ordinance No. 655, as applicable.
2. The following uses are not included in the project and shall be prohibited on this site:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Highly noise-sensitive outdoor nonresidential uses.
3. The attached notice shall be given to all prospective purchasers and/or tenants of the property, and shall be recorded as a deed notice.
4. Any 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 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. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



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Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity

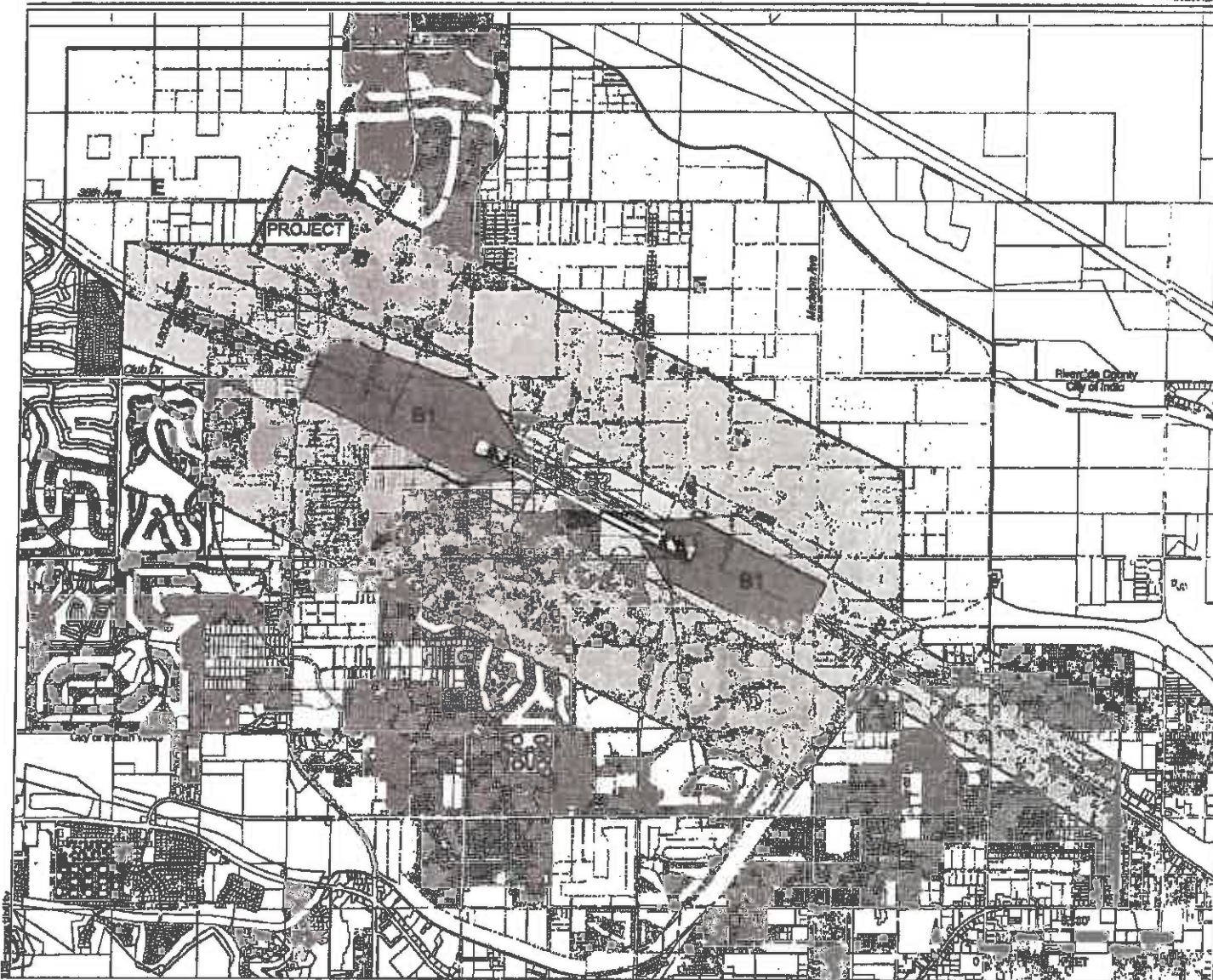
**cc: DJK Group, Joe Lizarraga (applicant/representative)**  
**Dave Boggs (property owner)**  
**Ann Goodwyn, Airport Manager, Bermuda Dunes Executive Airport**  
**ALUC Case File**

**Y:\AIRPORT CASE FILES\Bermuda Dunes\ZAP1082BD20\ZAP1082BD20.LTR.doc**

# NOTICE OF AIRPORT IN VICINITY

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





**Legend**

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

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

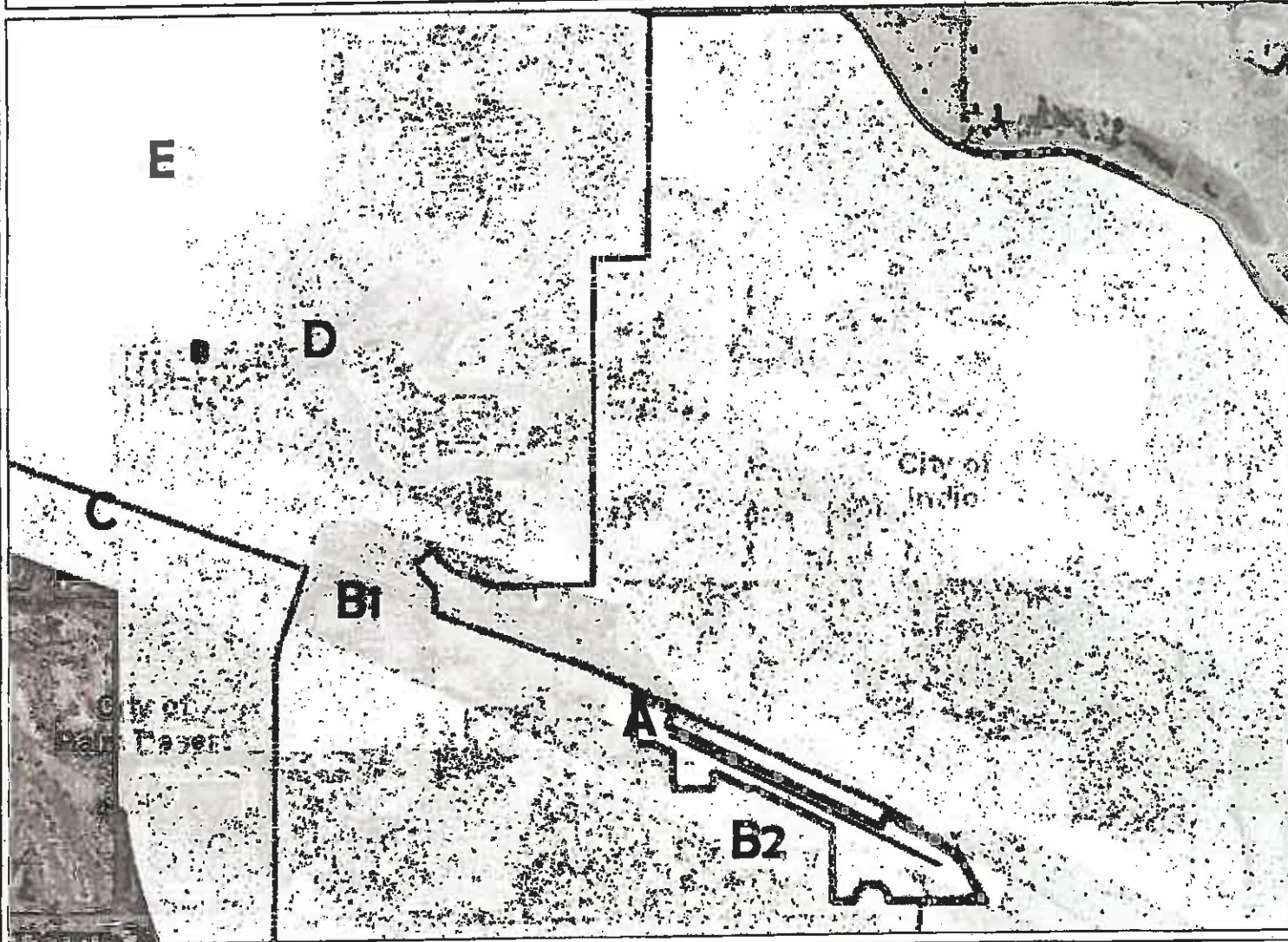
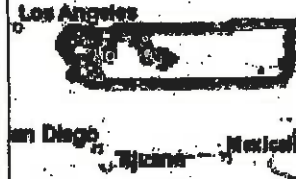
**Note**  
 Southwestern edge of Airport Influence Area boundary measured from a point 500 feet beyond runway ends in accordance with FAA airplane protection criteria (FAA Part 77). All other dimensions measured from runway ends and centerlines.  
 See Chapter 2, Table 2A for compatibility criteria associated with this map.

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

Map BD-1

**Compatibility Map**  
 Bermuda Dunes Airport

# Map My County Map



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



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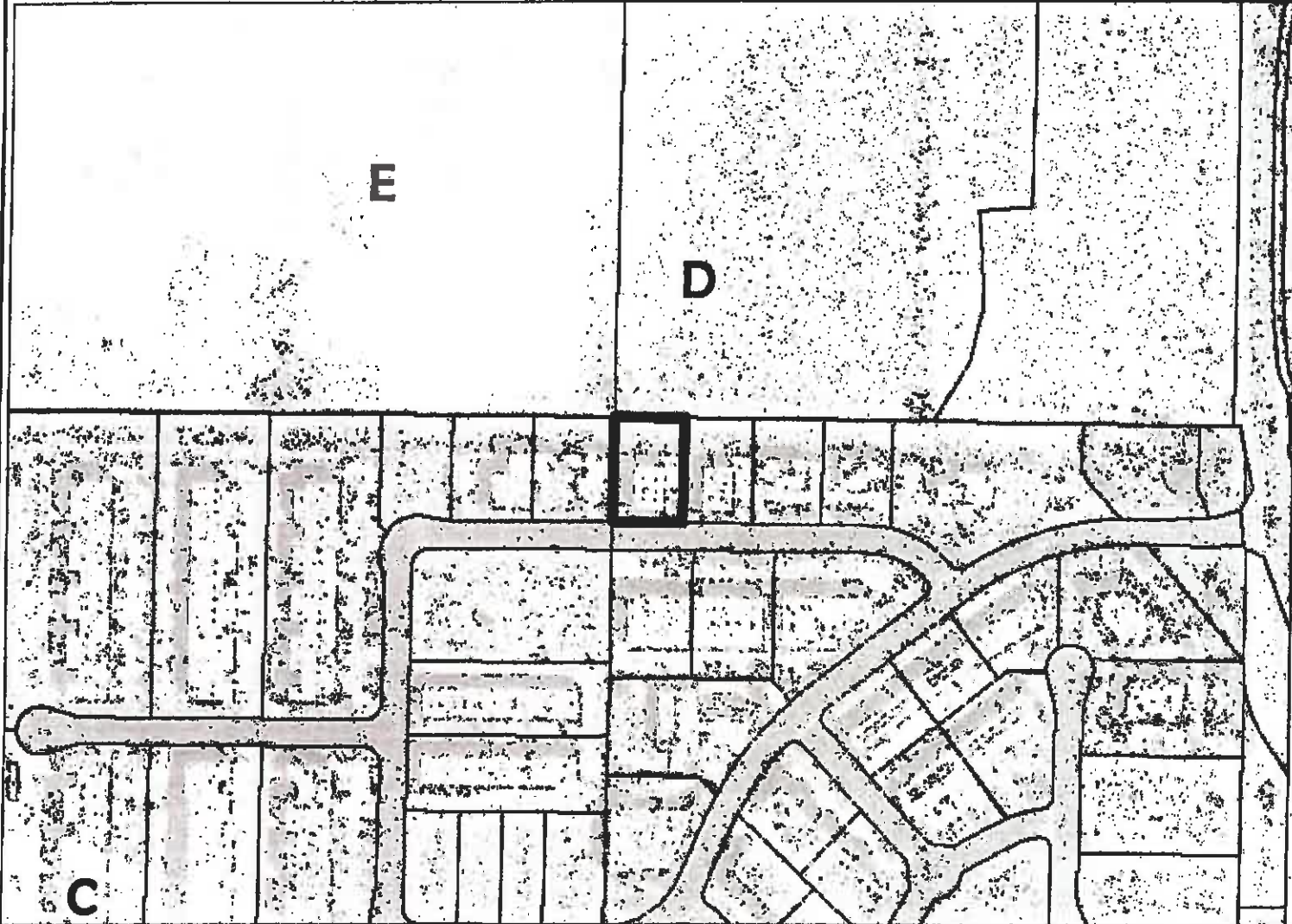
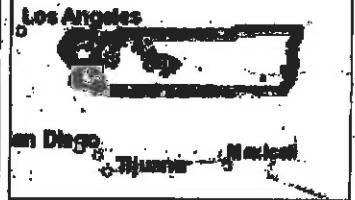
REPORT PRINTED ON... 6/17/2020 2:02:30 PM

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**Notes**



# Map My County Map



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



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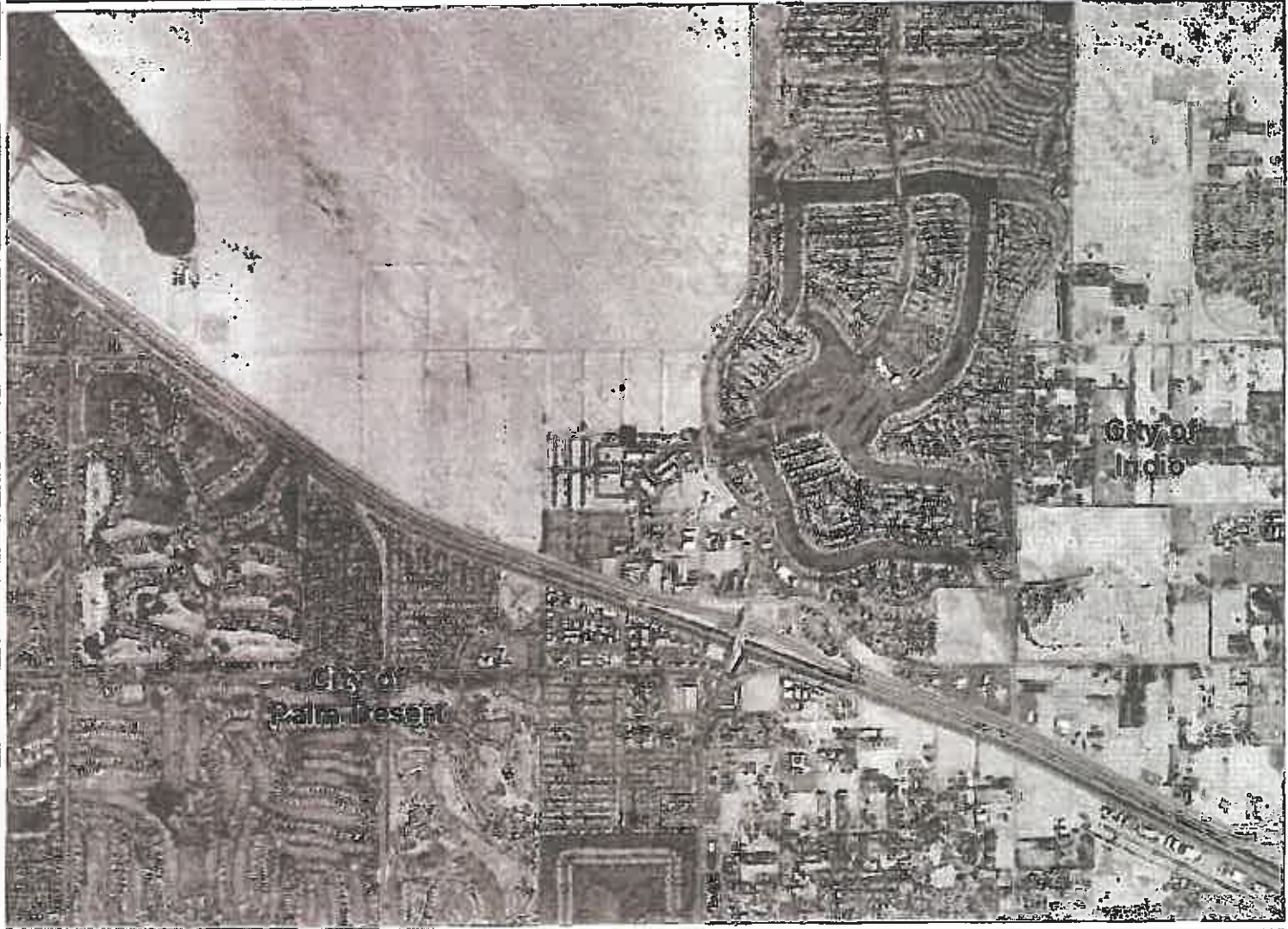
0 385 770 Feet

REPORT PRINTED ON... 8/17/2020 2:00:24 PM

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**Notes**

# Map My County Map



- Legend**
- Blueline Streams
  - City Areas
  - World Street Map

## Notes



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# Map My County Map



- Legend**
- Blue line Streams
  - City Area
  - World Street Map



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## Notes

0 770 1,539 Feet

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# Map My County Map



## Legend

- Parcels
- Blue line Streams
- City Areas
- World Street Map



## Notes



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0 385 770 Feet

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# Map My County Map



## Legend

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



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## Notes



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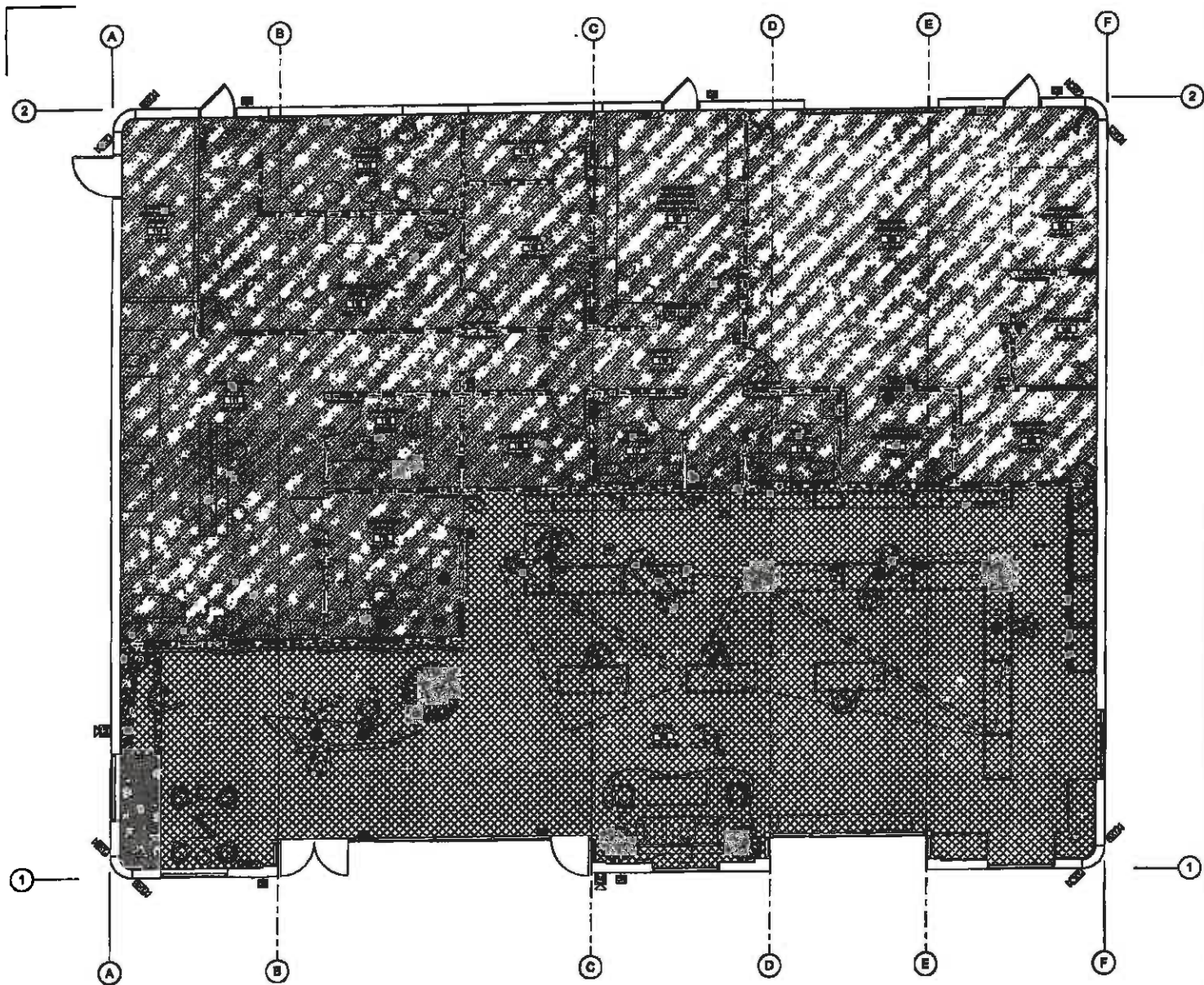






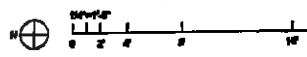






**LEGEND**

	EXTERIOR WALL
	EXTERIOR WINDOW
	EXTERIOR DOOR
	INTERIOR WALL
	INTERIOR WINDOW
	INTERIOR DOOR
	STRUCTURAL COLUMN
	FIRE EXIT
	ALARM POINT



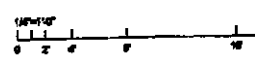
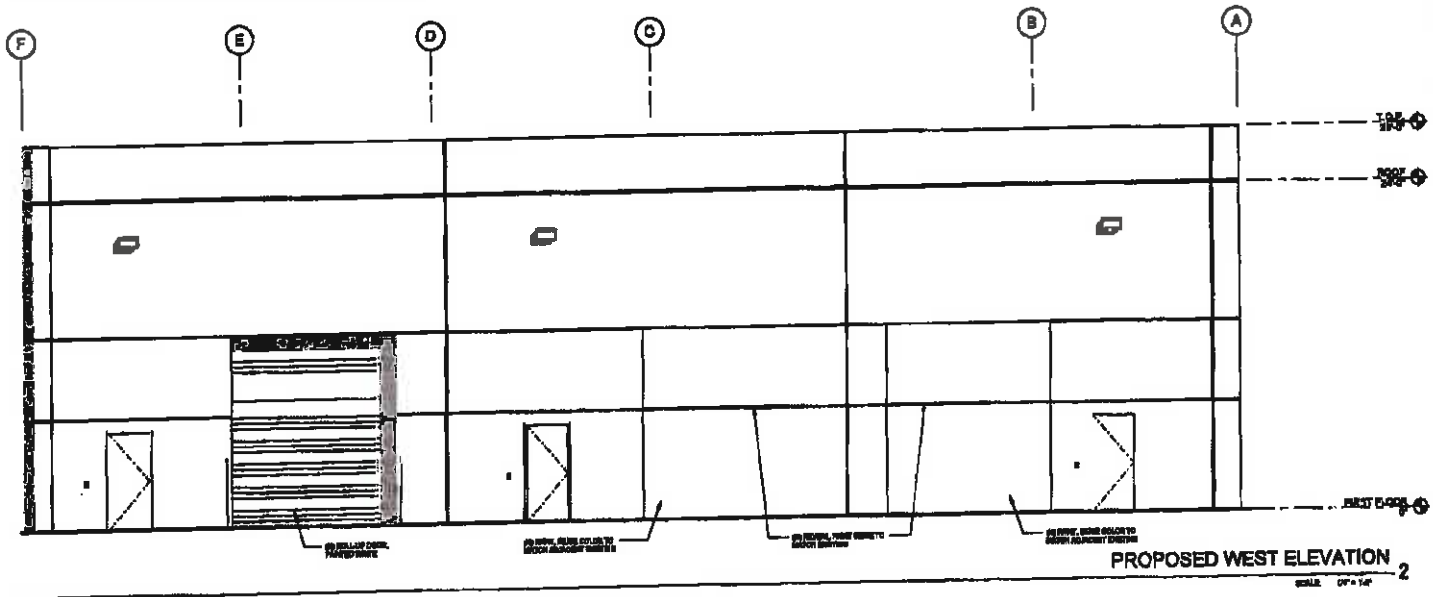
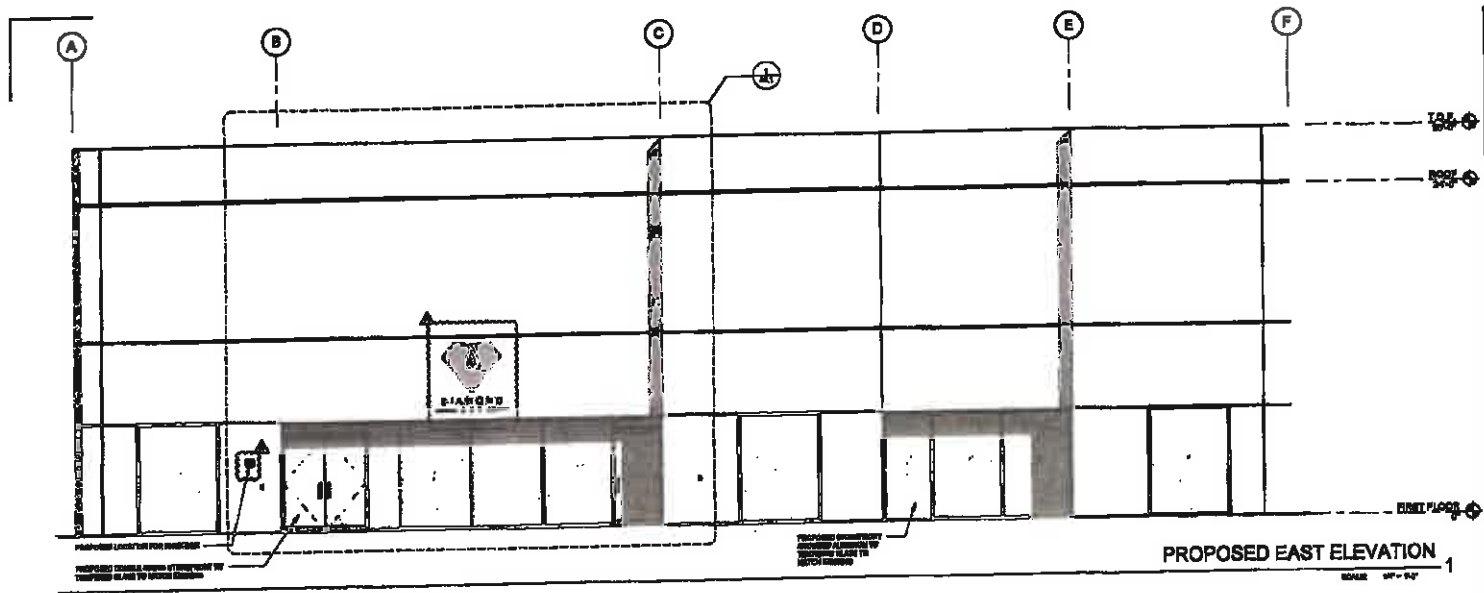
**SECURITY PLAN**  
 EXPANDED MAP  
 7720A FLORIDA INC.  
 PALM DESERT, GA 32211

CONDITIONAL USE PERMIT

	PROJECT NUMBER: 09A-01	SHEET
	DATE: November 08, 2014 09:11:11 AM	A3.0







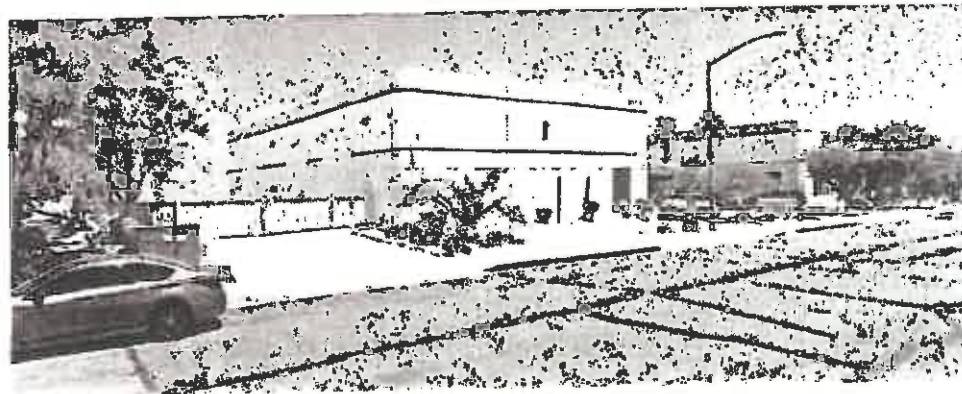
**PROPOSED EXTERIOR ELEVATIONS**  
 CONDITIONAL USE PERMIT  
 DIAMOND GAP  
 7704 FLORA BLVD.  
 PALM BEACH, FL 33411

		PALM BEACH COUNTY PLANNING AND ZONING DEPARTMENT 1000 S. PALM BEACH BLVD. PALM BEACH, FL 33480	SHEET <b>AA.2</b>
--	--	---	----------------------





-1-



-2-

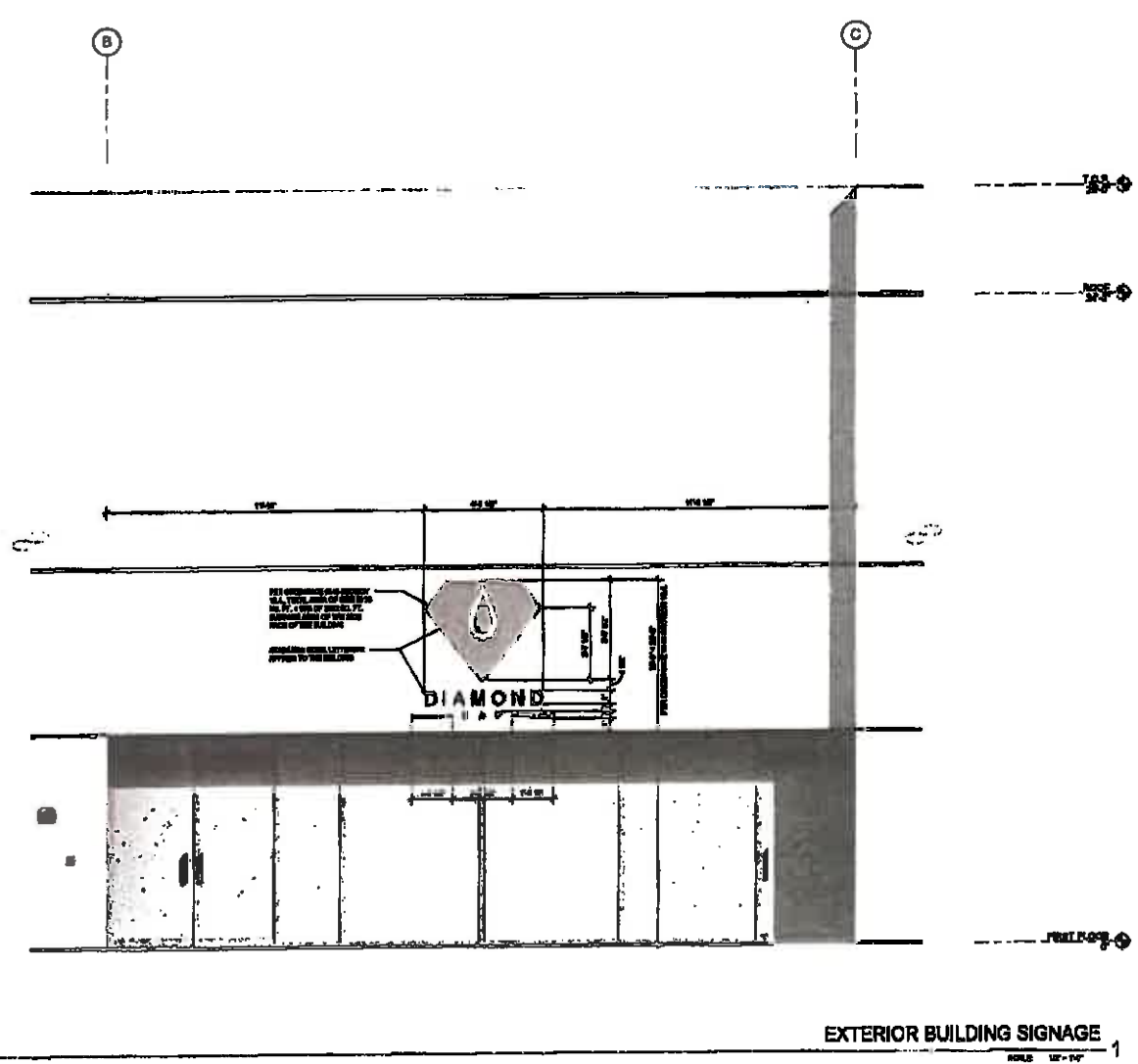
**EXISTING CONDITIONS & ADJACENT SITES**

DIAMOND MAP  
 77704 FLORA BL.  
 PALM DESERT, CA 92251  
 CONDITIONAL USE PERMIT



PREPARED BY: JAC/LET  
 DATE: 08/20/2010 (DATE OF INITIAL)

SHEET  
 AS.0

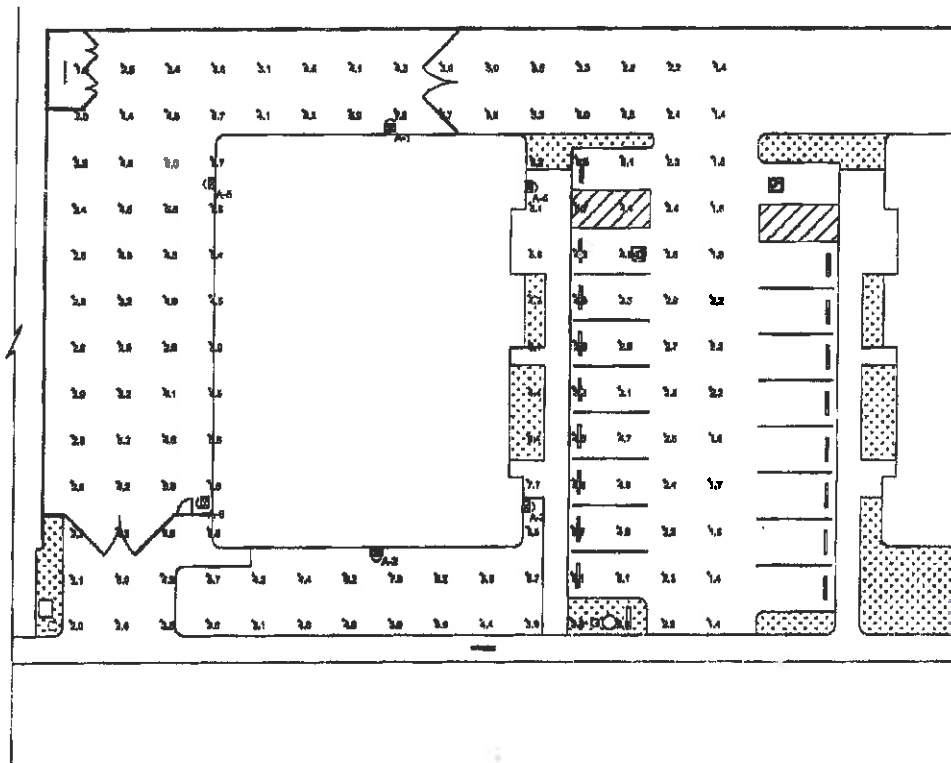


EXTERIOR BUILDING SIGNAGE  
SCALE 1/2" = 1'

EXTERIOR BUILDING SIGNAGE  
SOMERVO BAY  
7700 FLORA RD.  
PALM DESERT, CA 92251

CONDITIONAL USE PERMIT

	PROJECT NUMBER: 2008-11 DATE: 08/11/08	SHEET 28 T
	PROJECT: 7700 FLORA RD. PALM DESERT, CA	



Plan View  
 1/8" = 1' = 0"

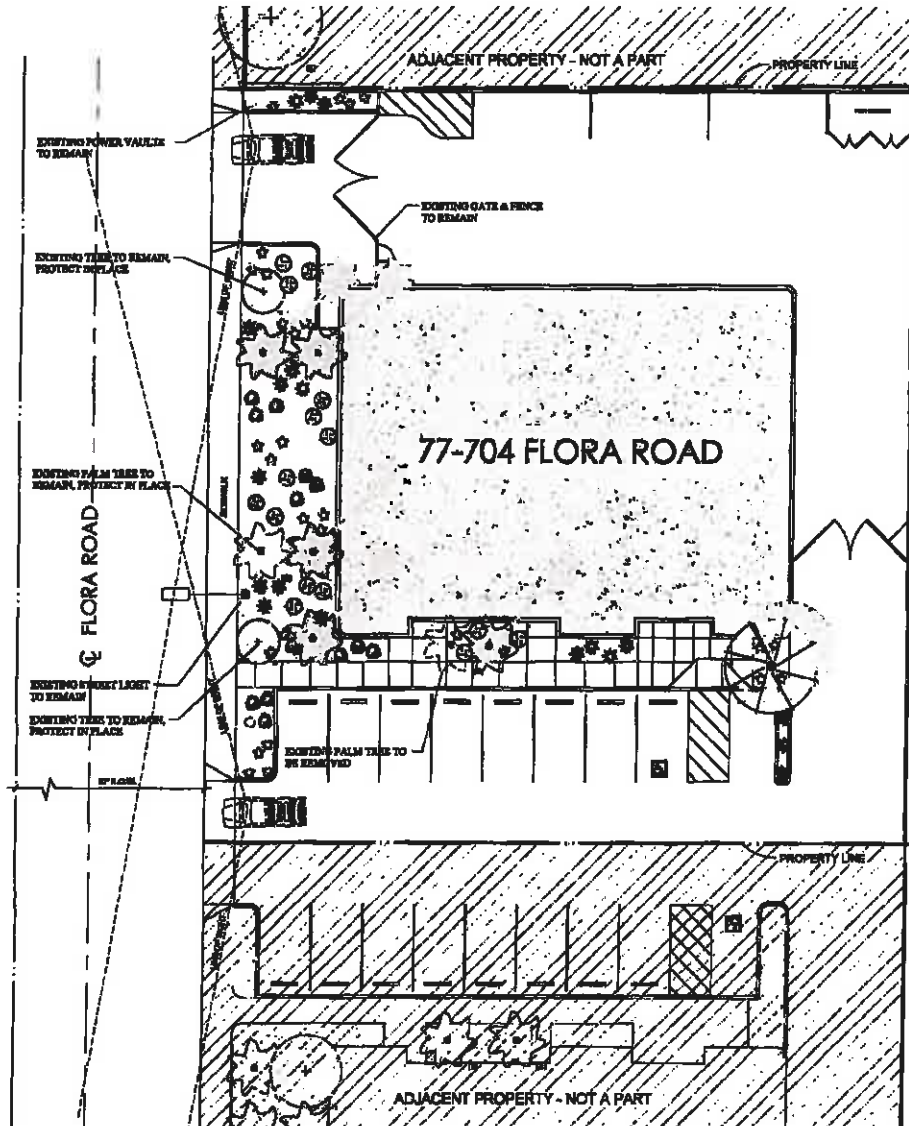
Symbol	Label	QTY	Quantity Number	Description	Notes	Model Layer	LP	Volume
	A	1	1	SPOT	SPOT	1	6.00	1.00

Description	Symbol	Qty	Min	Max	Avg	Height
SPOT		1	6.00	6.00	6.00	1.00

DIAMOND SAP  
 77704 FLORA RD.  
 PALM DESERT, CA 92211



PROJECT NUMBER: 2018-01  
 DATE: 10/26/2018 - 01/15/2019  
 SHEET: E-1.0  
 PANTOMING STUDY



ADJACENT PROPERTY - NOT A PART PROPERTY LINE

EXISTING POWER VAULT TO REMAIN

EXISTING GATE & FENCE TO REMAIN

EXISTING TREES TO REMAIN, PROTECT BY PLANT

EXISTING BLACK WALL TO REMAIN

EXISTING PALM TREES TO REMAIN, PROTECT BY PLANT

EXISTING GATE & FENCE TO REMAIN

EXISTING STREET LIGHT TO REMAIN

EXISTING TREES TO REMAIN, PROTECT BY PLANT

EXISTING PALM TREES TO BE REPLACED

ADJACENT PROPERTY - NOT A PART PROPERTY LINE

77-704 FLORA ROAD

PRIOR TO PROJECT CONSTRUCTION, I AGREE TO SUBMIT A COMPLETE LANDSCAPE CONSTRUCTION DOCUMENT PACKAGE THAT COMPLES WITH THE REQUIREMENTS OF APPLICABLE ORDINANCES, INCLUDING BUT NOT NECESSARILY LIMITED TO ORDINANCE MCL 98.25 ORDINANCE 340, ORDINANCE 404, PROJECT CONDITIONS OF APPROVAL AND IN SUBSTANTIAL COMPLIANCE WITH THE APPROVED LANDSCAPE CONCEPT PLAN. SHOULD THE ORDINANCES BE REVISED, PLANS MAY BE SUBJECT TO CHANGE.

**NOTES:**  
ON-SITE PLANTING IS NOT A PART OF THE SCOPE OF WORK.  
ON-SITE MAINTENANCE OF THE LANDSCAPE SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR UNTIL THE END OF THE 90-DAY MAINTENANCE PERIOD AFTER CONSTRUCTION. AT THE END OF CONSTRUCTION, THE OWNER SHALL ASSUME FULL RESPONSIBILITY OF LANDSCAPE MAINTENANCE OF THE PROJECT SITE.

**LANDSCAPE CONCEPT DOCUMENT:**  
WATER CONSERVATION IS AN ESSENTIAL CONSIDERATION IN THE DESIGN AND MANAGEMENT OF CALIFORNIA LANDSCAPE. MATCHING WATER SUPPLY TO PLANT NEEDS BY SUPPLYING ONLY THE AMOUNT OF WATER NEEDED TO MAINTAIN LANDSCAPE HEALTH AND APPEARANCE IS THE BEST APPROACH.

THE PLANT LIST HAS BEEN DEVELOPED TO BE SUITABLE FOR THE SPECIFIC CLIMATE OF THE PROJECT SITE. PLANT MATERIAL WITHIN THE LOW TO MODERATE WATER REQUIREMENT RANGES HAVE BEEN SELECTED. ADDITIONAL PLANT MATERIAL SHALL BE GROUPED BASED UPON ECOTYPICAL BOUNDARIES ALONG WITH FORM AND FUNCTION IN ORDER TO MAXIMIZE EFFICIENCY.

THE IRRIGATION SYSTEM SHALL BE DESIGNED WITH WATER CONSERVATION IN MIND WHILE ACHIEVING THE GOAL OF EFFECTIVELY AND EFFICIENTLY PROVIDING THE LANDSCAPE WITH WATER BY MEANS OF SUBSURFACE IRRIGATION TO THE ROOTS AND GROWTH ZONE AREAS. A STATE OF THE ART IRRIGATION CONTROLLER SHALL BE SPECIFIED TO CONTROL THE WATER ALLOCATED TO EACH VALVE GROUPED PER INDIVIDUAL HYDROZONE (BASED ON PLANT TYPE AND EXPOSURE).

**PRELIMINARY PLANTING LEGEND**

SYMBOL	BOTANICAL COMMON NAME	SIZE	PLANTING FREQUENCY
	SPREADER PLANTING / PALM PLANTING	30" DIA. / 10' DIA.	LOW
	SPREADER PLANTING / MEDICINAL PLANT	30" DIA. / 10' DIA.	LOW

SYMBOL	BOTANICAL COMMON NAME	SIZE	PLANTING FREQUENCY
	SPREADER PLANTING / PALM PLANTING	4" DIA. / 30" DIA.	LOW
	SPREADER PLANTING / MEDICINAL PLANT	4" DIA. / 30" DIA.	LOW
	SPREADER PLANTING / PALM PLANTING	1" DIA. / 4" DIA.	LOW
	SPREADER PLANTING / MEDICINAL PLANT	1" DIA. / 4" DIA.	LOW
	SPREADER PLANTING / PALM PLANTING	1" DIA. / 4" DIA.	LOW
	SPREADER PLANTING / MEDICINAL PLANT	1" DIA. / 4" DIA.	LOW
	SPREADER PLANTING / PALM PLANTING	1" DIA. / 4" DIA.	LOW
	SPREADER PLANTING / MEDICINAL PLANT	1" DIA. / 4" DIA.	LOW

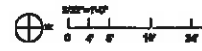
SYMBOL	BOTANICAL COMMON NAME	SIZE	PLANTING FREQUENCY
	SPREADER PLANTING / PALM PLANTING	30" DIA. / 10' DIA.	LOW
	SPREADER PLANTING / MEDICINAL PLANT	30" DIA. / 10' DIA.	LOW
	SPREADER PLANTING / PALM PLANTING	30" DIA. / 10' DIA.	LOW
	SPREADER PLANTING / MEDICINAL PLANT	30" DIA. / 10' DIA.	LOW

**PLANTING LIST:**  
LIST OF PLANTING MATERIALS TO BE USED IN THE LANDSCAPE. THIS LIST IS SUBJECT TO CHANGE BASED UPON THE RESULTS OF THE SOIL TESTS AND THE RESULTS OF THE PLANTING TRIALS.



Colleen M. Nolan  
Landscape Architect #67089  
colleen@cmnolan.com  
714.953.7913 cell

APN# 124-420-026



DESIGNED BY  
LANDSCAPE ARCHITECT  
714.953.7913 cell

CONDITIONAL USE PERMIT

**PRELIMINARY LANDSCAPE PLAN**

DIAMOND SAP  
77-704 FLORA RD.  
PALM DESERT, CA 92211

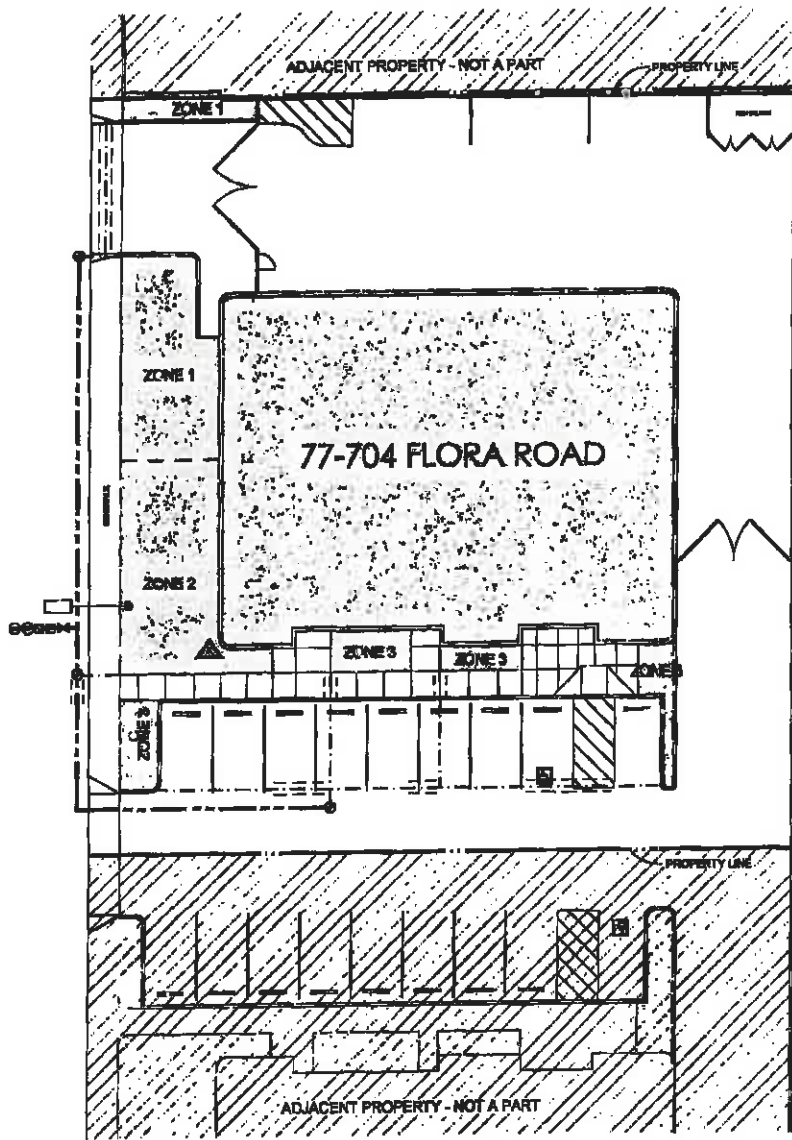


PROJECT NUMBER: 2014.01  
DATE: 08/20/2014 - 01P  
RESUBMITTAL 1

SHEET  
L1.1



FLORA ROAD



**NET GROSS WATER SUPPLY CALCULATIONS**

Per Property Schedule Applied Water Allowance and Distribution using the number

APPLICANT: 77-704 FLORA RD - 1.00 - 17.4 AG's IRRIG

Net (Gross) Irrigation Allowance for Land = 45.00

Water Supply Capacity Adjustment (1.00 - 1.4) = 0.60

Net Irrigation Allowance (Net Allowance) = 45.60

Net (Gross) Demand = 45.60

Net (Gross) Demand = 45.60

Zone	Area	Allowance	Adjusted	Capacity	Net Demand
Zone 1	1.00	17.4	17.4	17.4	17.4
Zone 2	1.00	17.4	17.4	17.4	17.4
Zone 3	1.00	17.4	17.4	17.4	17.4
<b>Total</b>	<b>3.00</b>	<b>52.2</b>	<b>52.2</b>	<b>52.2</b>	<b>52.2</b>

**Net (Gross) Demand (Net Demand)**

Per Property Schedule Applied Water Allowance and Distribution using the number

Net (Gross) Demand (Net Demand) = 45.60

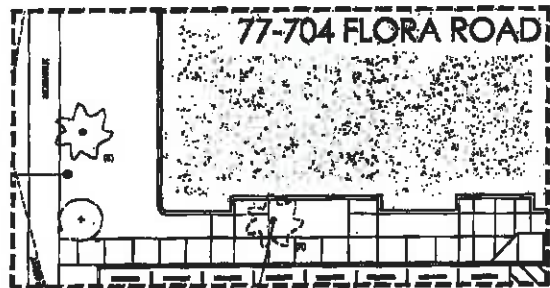
Water Supply Capacity Adjustment (1.00 - 1.4) = 0.60

Net (Gross) Demand (Net Demand) = 45.60

Zone	Area	Allowance	Adjusted	Capacity	Net Demand
Zone 1	1.00	17.4	17.4	17.4	17.4
Zone 2	1.00	17.4	17.4	17.4	17.4
Zone 3	1.00	17.4	17.4	17.4	17.4
<b>Total</b>	<b>3.00</b>	<b>52.2</b>	<b>52.2</b>	<b>52.2</b>	<b>52.2</b>

**PRELIMINARY IRRIGATION MATERIAL LEGEND**

- PIG** - 2" SCH 40 BLACK IRON PIPE WITH A 2" BRASS END NUT AND 2" BRASS END LOCKWASHER AND 2" BRASS END WRENCH FLARE NUT
- MANHOLE** - 18" DIA. CONCRETE MANHOLE WITH 18" DIA. CAST IRON COVER AND 18" DIA. CAST IRON RINGS
- VALVE** - 1/2" NPT BRASS BALL VALVE WITH 1/2" NPT BRASS END NUT AND 1/2" NPT BRASS END LOCKWASHER AND 1/2" NPT BRASS END WRENCH FLARE NUT
- WRENCH** - 1/2" NPT BRASS BALL VALVE WITH 1/2" NPT BRASS END NUT AND 1/2" NPT BRASS END LOCKWASHER AND 1/2" NPT BRASS END WRENCH FLARE NUT
- WRENCH** - 1/2" NPT BRASS BALL VALVE WITH 1/2" NPT BRASS END NUT AND 1/2" NPT BRASS END LOCKWASHER AND 1/2" NPT BRASS END WRENCH FLARE NUT
- WRENCH** - 1/2" NPT BRASS BALL VALVE WITH 1/2" NPT BRASS END NUT AND 1/2" NPT BRASS END LOCKWASHER AND 1/2" NPT BRASS END WRENCH FLARE NUT
- AS APPROVED** - 1/2" NPT BRASS BALL VALVE WITH 1/2" NPT BRASS END NUT AND 1/2" NPT BRASS END LOCKWASHER AND 1/2" NPT BRASS END WRENCH FLARE NUT
- MANHOLE** - 18" DIA. CONCRETE MANHOLE WITH 18" DIA. CAST IRON COVER AND 18" DIA. CAST IRON RINGS



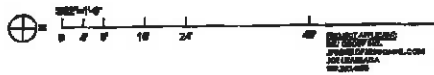
**TREE REMOVAL**

EXISTING TREES TO BE REMOVED. THE EXISTING PALM TREES AT THE EXISTING BUILDING SHALL BE REMOVED. THE TREES IN PREVENTING ADA ACCESS TO THE BUILDING.

NO.	DATE	DESCRIPTION
1	01/15/2024	PRELIMINARY IRRIGATION & DEMOLITION PLAN
2	01/15/2024	REVISION 1
3	01/15/2024	REVISION 2
4	01/15/2024	REVISION 3
5	01/15/2024	REVISION 4
6	01/15/2024	REVISION 5
7	01/15/2024	REVISION 6
8	01/15/2024	REVISION 7
9	01/15/2024	REVISION 8
10	01/15/2024	REVISION 9
11	01/15/2024	REVISION 10

**Colleen M. Nolan**  
 Landscape Architect, #49989  
 colleen@colleen.com  
 774.900.7915 cell

AP#49: 696-490-085

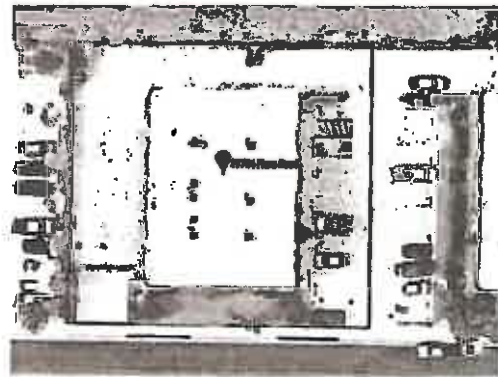


**PRELIMINARY IRRIGATION & DEMOLITION PLAN**  
 DIAMOND SAP  
 77-704 FLORA RD.  
 PALM DESERT, CA 92211

**ENGINEERS**

PROJECT NUMBER: 2044.01  
 DATE: 01/15/2024 - 01/15/2024  
 REGULATORY 1

**SHEET L1.2**

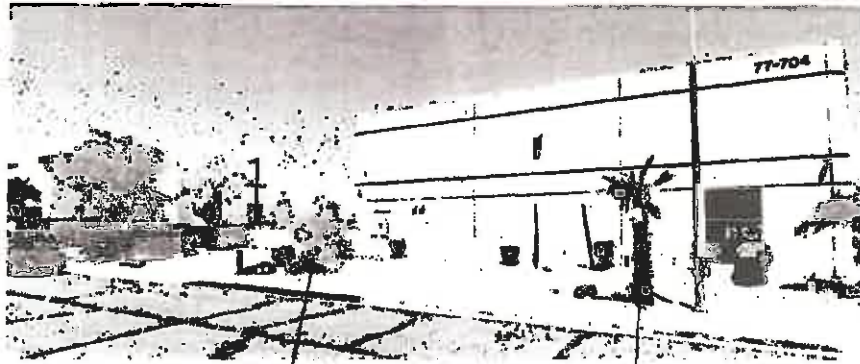


EXISTING PROJECT SITE



EXISTING PROJECT SITE

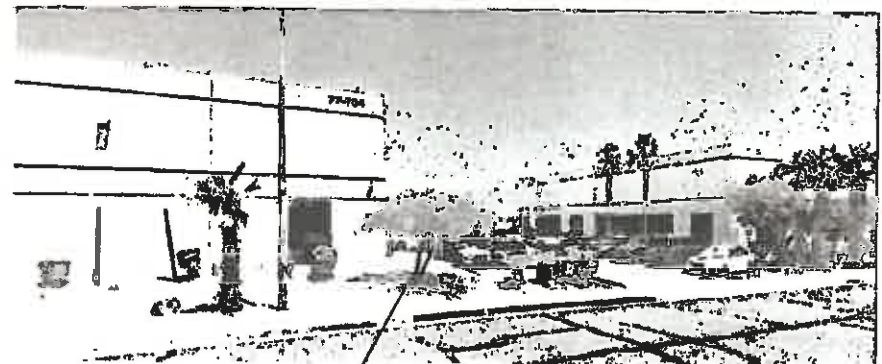
ADJACENT BUSINESS PROPERTIES



STREET VIEW OF PROJECT SITE

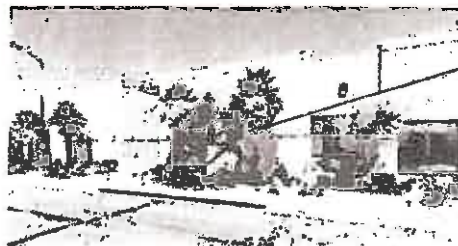
EXISTING TREE TO REMAIN, PROJECT IN PLACE

EXISTING PALM TREE TO REMAIN, PROJECT IN PLACE



STREET VIEW OF PROJECT SITE

EXISTING TREE TO REMAIN, PROJECT IN PLACE



THE PROPOSED PLANTING SHALL MIMIC THE EXISTING LANDSCAPE AT THE ADJACENT PROPERTIES

DATE: 08/11/2011  
 DRAWN BY: J. WILSON  
 CHECKED BY: J. WILSON  
 PROJECT: 20110801

CONDITIONAL USE PERMIT

EXISTING SITE PHOTOS  
 DIAMOND SAP  
 77-704 FLORA RD.  
 PALM DESERT, CA 92211

NO.	DESCRIPTION
1	EXISTING SITE PHOTOS



Colleen M. Nolan  
 Landscape Architect #44661  
 716.763.7923 ext 1

APN# : 024-420-026



PROJECT NUMBER: 20110801  
 DATE: 08/11/2011 - CWP  
 REVISION: 1

SHEET  
 L1.3



# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

June 18, 2020

Mr. Matthew Taylor, Senior Planner  
City of Riverside Community Development Department Planning Division  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside CA 92522

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Russell Betts  
Desert Hot Springs

**VICE CHAIR**  
Steven Stewart  
Palm Springs

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Riverside

John Lyon  
Riverside

Steve Manos  
Lake Elsinore

Richard Stewart  
Moreno Valley

Gary Youmans  
Temecula

**STAFF**

Director  
Simon A. Housman

John Guerin  
Paul Rull  
Barbara Santos

County Administrative Center  
4080 Lerma St, 14<sup>th</sup> Floor  
Riverside, CA 92501  
(951) 955-5132

[www.aluc.org](http://www.aluc.org)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR’S DETERMINATION**

File No.: ZAP1052RG20  
Related File No.: P20-0179 (Zoning Ordinance Amendment), P20-0190 (Specific Plan Amendment), P20-0191 (Specific Plan Amendment)  
APN: Citywide

Dear Mr. Taylor:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed City of Riverside Case Nos. P20-0179 (Zoning Ordinance Amendment), P20-0190 (Specific Plan Amendment), and P20-0191 (Specific Plan Amendment), all of which are City-initiated legislative amendments. P20-0179 is a proposal to amend the City’s Zoning Code (Title 19) implementing the policies of the revised Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities. Specifically, the amendment will incorporate these policies in the following sections: Base Zones and Related Use Development Provisions, Specific Land Use Provisions, Site Planning and General Development Provisions, and Definitions. The amendment includes the addition of a new chapter (19.435) providing updated development criteria for warehousing and distribution facilities.

The proposed amendment limits the maximum gross floor area, excluding mezzanines, of buildings in the BMP, I, and AIR industrial zones within 200 feet of residential zones or uses to 10,000 square feet and limits building height in those areas to 35 feet. The maximum gross floor area, excluding mezzanines, of buildings in the BMP, I, and AIR industrial zones that are at least 200 feet from, but within 800 feet of, residential zones or uses is limited to 100,000 square feet. Side and rear yard setbacks adjacent to residential zones or uses are increased to 60 feet. New development or substantial enlargement of industrial uses within 1,000 feet of a residential zone or use will require preparation of a Health Risk Assessment prepared in accordance with South Coast Air Quality Management District guidelines.

P20-0190 is a proposal to amend the Hunter Business Park Specific Plan to incorporate the policies of the Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities, while P20-0191 is a proposal to similarly amend the Sycamore Canyon Business Park Specific Plan. These Specific Plans are located within the March Air Reserve Base/Inland Port Airport Influence Area. The proposed amendments include revisions to the Industrial Zones chapter modifying building setback and height requirements and establishing maximum building size within certain proximities to residential land uses, revisions to Base Zones Permitted Land Uses Permitted Use Table to modify required entitlements, addition of a new chapter establishing

## AIRPORT LAND USE COMMISSION

specific use regulations including site location, development, and operational standards, modifications to outdoor storage and truck yard screening, addition of warehouse definitions, amending the following sections: Development Standards and Criteria, Development Standards and Design Guidelines, and other minor non-substantive changes and technical corrections.

There are no additions to the permitted land use tables and no development standard changes that would increase residential density or non-residential intensity proposed through these amendments. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within airport influence areas located within the City of Riverside.

As ALUC Director, I hereby find the above-referenced projects **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port, 2005 Riverside Municipal, and 2004 Flabob Airport Land Use Compatibility Plans.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



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Simon A. Housman, ALUC Director

Attachments for Airport Managers: Proposed Zoning Ordinance Amendment  
Proposed Specific Plan Amendments

cc: Kim Ellis, Manager, Riverside Municipal Airport  
Gary Gosliga, March Inland Port Airport Authority  
Doug Waters, Deputy Base Civil Engineer, March Air Reserve Base  
Beth LaRock, Flabob Airport

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**P20-0179**

**Zoning Code Amendment**

## Chapter 19.130 - INDUSTRIAL ZONES (BMP, I, AI AND AIR)

### 19.130.010 - Purpose.

The industrial zones are established to implement the Business/Office Park and Industrial land use categories of the General Plan. The purpose of the industrial zones is to provide areas appropriate for a wide variety of industrial, manufacturing, and support uses that have the potential to provide jobs and generate tax revenue in Riverside, while protecting residential neighborhoods, schools, parks, playgrounds, day care centers, nursing homes, hospitals and other public places from nuisances or hazards associated with such activities. Commercial uses allowed in the industrial zones are intended to serve the needs of the industrial and surrounding uses and their employees, and generally are not intended to draw customers from a larger region. The purpose of each of the industrial zones is as follows:

- A. **Business and Manufacturing Park Zone (BMP).** The Business and Manufacturing Park Zone (BMP) is established to provide a district for low-intensity and low-impact industrial, office, and related uses. Typical uses include research and development facilities and laboratories; administrative, executive and professional offices; small-scale warehouses, light manufacturing; and support commercial.
- B. **General Industrial Zone (I).** The General Industrial Zone (I) is established to provide a district for general manufacturing and wholesaling, limited warehousing and distribution facilities, and support commercial.
- C. **Air Industrial Zone (AI).** The Air Industrial Zone (AI) is established to help protect the health, safety and general welfare of the Riverside Municipal Airport and its environs, including provisions for sensible growth and high-quality development tailored to the varied development needs of the airport area. The AI Zone consists of four subzones - AI-1, AI-2, AI-3, and AI-4 - with the following primary purposes:
  1. AI-1: To establish areas for businesses needing large-scale, high-visibility locations.
  2. AI-2: To establish areas for airport industrial, office and limited commercial uses needing moderate scale sites at or adjacent to the Riverside Municipal Airport.
  3. AI-3: To establish areas for moderate-size uses with varying locations and site size needs.
  4. AI-4: To establish areas for small-size uses with limited visibility and site size needs.
- D. **Airport Zone (AIR).** The Airport Zone (AIR) is established in recognition of the importance of airport and aviation-related uses to the City's economy, and to allow for aviation, industrial, service and commercial uses related to or compatible with or convenient for airport operations.

(Ord. 7331 §7, 2016; Ord. 6966 §1, 2007)

### 19.130.020 - Permitted land uses.

- A. Table 19.150.020.A (Permitted Uses Table), Table 19.150.020.B (Incidental Uses Table and Table 19.150.020.C (Temporary Uses Table) in Chapter 19.150 (Base Zones Permitted land uses) identify permitted uses, permitted accessory uses, permitted temporary uses, and uses permitted subject to the approval of a minor conditional use permit (Chapter 19.730 - Minor Conditional Use Permit), or conditional use permit (Chapter 19.760 - Conditional Use Permit), or uses requiring some other permit. Table 19.150.020.A also identifies those uses that are specifically prohibited. Uses not listed in the tables or in Section 19.130.025 (Uses Specifically Prohibited) are prohibited unless, the Community & Economic Development Director or his/her designee, pursuant to Chapter 19.060 (Interpretation of Code), determines that the use is similar to and no more detrimental than a listed permitted or conditional use. Any use which is prohibited by state and/or federal law is also strictly prohibited.

**B. Chapter 19.149 - Airport Land Use Compatibility Includes Airport Land Use Compatibility Plan requirements for discretionary actions proposed on property located within an Airport Compatibility Zone.**

(Ord. 7413, § 1(Exh. A), 2-20-2018; Ord. 7331 §7, 2016; Ord. 7064 §4, 2010; Ord. 6966 §1, 2007)

**19.130.025 - Uses specifically prohibited.**

**A. The following uses are specifically prohibited in any industrial zone:**

1. Any residential use other than permitted caretaker housing
2. Ammonia, chlorine or bleaching powder manufacture
3. Animal slaughtering
4. Asphalt batching plant and rock, sand and gravel pit crushing and screening plant
5. Automobile wrecking, dismantling, and salvage yards
6. Bone, coal or wood distillation
7. Brick, tile or clay products manufacture
8. Cement, lime, gypsum or plaster of Paris manufacture, except that the manufacture of cement products shall be permitted
9. Explosive manufacture or storage
10. Fat rendering
11. Fertilizer manufacture
12. Foundry or smelting of ferrous metals, steel mill or boiler works
13. Garbage, offal, dead animal or refuse incineration, reduction or dumping
14. Glue manufacture
15. Hydrochloric, nitric or sulfuric acid manufacture
16. Junk, rag or scrap iron storage yards or bailing
17. Petroleum refining or petroleum products manufacture
18. Rock, sand or gravel excavating
19. Rubber or gutta-percha manufacture
20. Soap manufacture
21. Stockyard, cattle-feeding yard or hog ranch
22. Tallow, grease or lard manufacture or refining
23. Tanning, curing or storing of raw hides or skins
24. Other uses that, by written decision of the Community & Economic Development Director or his/her designee, are determined to be detrimental to the public welfare by reason of the emission of odor, dust, smoke, gas, noise, vibration or other causes.

(Ord. 7331 §7, 2016; Ord. 6966 §1, 2007)

**19.130.030 - Development standards for Industrial Zones.**

Table 19.130.030.A (BMP, I and AIR Industrial Zones Development Standards) sets forth the minimum development standards for all development in the BMP, I, and AIR Zones. Table 19.130.030.B (AI Industrial Zones Development Standards) sets forth the minimum development standards for all development in the AI Zones.

(Ord. 7331 §7, 2016; Ord. 6966 §1, 2007)

**Table 19.130.030.A  
BMP, I and AIR Industrial Zones Development Standards**

Development Standards	BMP	I	AIR	Notes, Exceptions & Special Provisions
Floor-Area-Ratio (FAR) - Maximum <sup>1,3</sup>	1.50	0.60	0.60	See Chapter 19.149-Airport Land Use Compatibility
Lot Area - Minimum	40,000 sq. ft. <sup>2</sup>	10,000 sq. ft.	8,000 sq. ft.	
Lot Width - Minimum	140 ft.	60 ft.	60 ft.	
Lot Depth - Minimum	100 ft.	100 ft.	100 ft.	
Building Height - Maximum <sup>3</sup>	45 ft.	45 ft.	45 ft.	See Chapter 19.149-Airport Land Use Compatibility
a. Within 200 feet of a Residential Zone or use	35 ft.	35 ft.	35 ft.	
b. All other locations	45 ft.	45 ft.	45 ft.	
Building Size - Maximum				Gross floor area, exclusive of mezzanine. Multiple buildings allowed provided the maximum FAR is not exceeded.
a. Within 200 feet of a Residential Zone or use	10,000 sq. ft.	10,000 sq. ft.	10,000 sq. ft.	
b. 200-800 feet of a Residential Zone or use	100,000 sq. ft.	100,000 sq. ft.	100,000 sq. ft.	
c. All other locations	Per FAR	Per FAR	Per FAR	
Front Yard Setback - Minimum <sup>5,6</sup>	—	20 ft.	15 ft.	In the BMP Zone, 20-feet of the required 50-foot front yard setback shall be landscaped. However, a 40-foot front yard setback shall be permitted if it is landscaped in its entirety.
a. Buildings over 30 ft. in height or on an arterial street	50 or 40 ft. <sup>4</sup> (See Notes)	—	—	
b. Buildings 30 ft. or less in height and not on an arterial street	20 ft. (See Notes)	—	—	In the BMP zone, the 20-foot front yard setback required for buildings 30-feet or less in



				height shall be landscaped in its entirety.
<b>Side Yard setbacks - Minimum<sup>85</sup></b>				
a. Interior Side-side	0 ft.	0 ft.	0 ft.	
b. Adjacent to Residential Zone or use	60	60	60	Not less than 15 feet of the minimum side yard setback area directly adjacent to a Residential Zone or use shall be fully landscaped.
b.c.b. Adjacent to Street or Alley Street side	Same as Front Yard	20 ft. <sup>7</sup>	15 ft. <sup>7</sup>	
<b>Rear Yard Setback - Minimum<sup>9</sup></b>	0 ft.	0 ft.	15 ft.	
a. Rear yard	0 ft.	0 ft.	15 ft.	
b. Adjacent to Residential Zone or use	60 ft.	60 ft.	60 ft.	Not less than 15 feet of the minimum rear yard setback area directly adjacent to a Residential Zone or use shall be fully landscaped.
a.c. Adjacent to Streets	Same as Front Yard	20 ft. <sup>7</sup>	20 ft. <sup>7</sup>	

**Notes:**

1. The Approving or Appeal Authority may allow a development project to exceed a maximum FAR when findings can be made that such project (a) will not have a detrimental effect on infrastructure and municipal services, (b) will not adversely impact the surrounding neighborhood, and c) will not likely set a precedent for additional development that would adversely affect infrastructure, service or surrounding land uses.
2. Smaller minimum lot areas may be established by a specific plan or master plan in the BMP Zone. A master plan must include provisions for common access, parking and maintenance. A total master plan area of five acres is required. Site plan review approval by the Community & Economic Development Director or his/her designee is required for any master plan.
3. See Chapter 19.149 - Airport Land Use Compatibility to determine if a project site is subject to Airport Land Use Compatibility Plan requirements.
4. In the BMP Zone, off-street parking, gate or guard houses, roofs or canopies covering unenclosed pedestrian walks and walls or fences not more than six feet in height shall be permitted in the rear 30 feet of the required 50-foot front yard setback.
5. ~~Sidewalks, vehicular access drives and railroad tracks that are perpendicular to the front property line shall be permitted in the front setback of the BMP, I and AIR Zones.~~
6. ~~Meter pits, and utility manholes extending not more than six inches above the finished grade, light fixtures and any recording instruments required by this chapter shall be permitted in the front yard of any industrial zone.~~
75. A minimum ten-foot on-site landscape planter shall be required along the street side and rear yards of the I and AIR Zones.
85. A minimum side-front yard setback of 50 feet shall be required and maintained wherever a lot or parcel in any industrial zone abuts or is adjacent to a lot or parcel in any residential zone or use.
9. ~~A minimum rear yard of 60 feet shall be required and maintained wherever a lot or parcel in any industrial zone abuts a lot or parcel in any residential zone or use.~~

**Table 19.130.030.B  
AI Industrial Zones Development Standards**

Development Standards	Zones			
	AI-1	AI-2	AI-3	AI-4
Floor Area Ratio (FAR) - Maximum <sup>3,5</sup>	1.50	1.50	1.50	1.50
Lot Area - Minimum <sup>2</sup>	5 acres			
Major Arterial Frontage		40,000 sq. ft.	40,000 sq. ft.	40,000 sq. ft.
All other streets		20,000 sq. ft.	20,000 sq. ft.	14,000 sq. ft.
Lot Width - Minimum	300 ft.			
40,000 sq. ft. Lot (Major Arterial Frontage)		140 ft.	140 ft.	140 ft.
20,000 sq. ft. Lot		100 ft.	100 ft.	
14,000 sq. ft. Lot				100 ft.
Building Height - Maximum <sup>3,4</sup>	45 ft.	45 ft.	45 ft.	45 ft.
Front Yard Setback - Minimum	50 ft. (front 20 ft. landscaped)			
40,000 sq. ft. Lot (Major Arterial Frontage)		50 ft. (front 20 ft. landscaped)	50 ft. (front 20 ft. landscaped)	50 ft. (front 20 ft. landscaped)
20,000 sq. ft. Lot		20 ft. (all landscaped)	20 ft. (all landscaped)	
14,000 sq. ft. Lot				15 ft. (all landscaped)
Side Yard Setback - Minimum 1	20 ft.			
40,000 sq. ft. Lot (Major Arterial Frontage)		20 ft.	20 ft.	20 ft.
20,000 sq. ft. Lot		None	None	

14,000 sq. ft. Lot	20 ft.			None
Rear Yard Setback - Minimum 1	20 ft.			
40,000 sq. ft. Lot (Major Arterial Frontage)		20 ft.	20 ft.	20 ft.
20,000 sq. ft. Lot		None	None	
14,000 sq. ft. Lot				None

1. **Notes:** The side or rear yard setback shall be the same as the required front yard setback wherever a side or rear yard abuts any lot zoned for residential use.
2. Smaller minimum lot areas may be established by a specific plan or airport master plan. A master plan must include provisions for common access, parking and maintenance. A total master plan area of five acres is required. Site plan approval by the Community & Economic Development Director or his/her designee is required for any master plan.
3. See Chapter 19.149 - Airport Land Use Compatibility to determine if a project site is subject to Airport Land Use Compatibility Plan requirements.
4. No building, structure or trees may penetrate the flight zone of an airport per the "Imaginary surfaces" established by Federal Aviation Regulations FAR Part 77.25. Any height variance will be subject to the approval of the Community & Economic Development Director or his/her designee and Airport Director.
5. The Approving or Appeal Authority may allow a development project to exceed a maximum FAR when findings can be made that such project (a) will not have a detrimental effect on infrastructure and municipal services, (b) will not adversely impact the surrounding neighborhood, and (c) will not likely set precedent for additional development that would adversely affect infrastructure, service or surrounding land uses.

(Ord. 7413 , § 1(Exh. A) 2-2016)

**19.130.040 - Additional standards, regulations and requirements for the BMP, I, AIR and AI Zones.**

- A. **Health Risk Assessment.** A Health Risk Assessment (HRA) shall be prepared in accordance with South Coast Air Quality Management District (SCAQMD) Guideline for the new development or substantial enlargement of industrial uses within 1,000 feet of a Residential Zone or use.
- B. **Walls.** Wherever a lot or parcel in any industrial zone sides on or backs onto a lot or parcel in any zone that allows residential uses abuts a Residential Zone or use, or to abuts an alley that separates an industrial zone from any zone that allows residential uses the industrial zone from a Residential Zone or use, a minimum six-foot high solid masonry wall shall be constructed along the property line or alley right-of-way line separating the industrial zone from the zone that allows residential uses, or along the alley right-of-way line on the industrial side of the alley Residential Zone or use. Wall height shall be measured from the finished grade of the adjacent Residential Zone or use.
  1. However, such wall shall be limited in height to three feet in any required front yard or street side yard setback area.
  - 1-2. Such wall shall not be required until the Industrial lot or parcel is occupied by developed with a permitted use.

**B.C. Outdoor display and storage.** Except for the outdoor storage and display of aircraft, outdoor display and storage shall not be permitted except as specified in 19.285 (Outdoor Storage Yard), 19.500 (Outdoor Display of Incidental Plant Materials), 19.505 (Outdoor Display and Sales - Incidental) and 19.510 (Outdoor Storage - Incidental).

**G.D. Use of Interior Rear and Side Yards for Off-street Parking and Loading.** Except for required landscape areas, required interior rear yards and side yards may be used for off-street parking, off-street loading, outdoor storage incidental to a permitted use, and any use permitted in the required front yard area; provided such loading, parking and storage areas are acoustically shielded and screened from public view adjacent Residential Zones or uses and the public right-of-way, to the satisfaction of the Community & Economic Development Director or his/her designee.

**D.E. Lighting.** Lighting for signs, structures, landscaping, parking areas, loading areas and the like, shall comply with the regulations set forth in Section 19.590.070 (Light and Glare) and the provisions of Chapter 19.556 (Outdoor Lighting).

**E.F. Screening of mechanical equipment.** All roof-supported or ground-supported mechanical equipment and utility equipment shall comply with the regulations set forth in Chapter 19.555 (Outdoor Equipment Screening).

**F.G. Landscaping.** Front and side yard areas adjacent to streets and interior perimeter landscape planters adjacent to Residential Zones or uses shall be suitably landscaped and continuously maintained as set forth in Chapter 19.570 (Water Efficient Landscaping and Irrigation). Such setbacks shall not be used for off-street parking, loading, storage or accessory buildings.

**G.H. Performance standards.** All uses shall comply with the performance standards set forth in Chapter 19.590 (Performance Standards) for industrial uses, except that the noise associated with aircraft operations shall be exempt from noise standards but shall comply with any applicable Federal Aviation Administration regulations regarding noise.

**H.I. Parking and loading requirements.** Parking areas shall be provided as set forth in Chapter 19.580 (Parking and Loading).

**I.J. Trash receptacles and enclosures.**

1. 4.—All trash storage areas shall be located so as to be convenient to the users and where associated odors and noise will not adversely impact the users.
2. 2.—The provisions of Chapter 19.554 (Trash/Recyclable Materials Collection Area Enclosures) regarding requirements for the screening of trash receptacles shall apply.

(Ord. 7331 §7, 2016; Ord. 6966 §1, 2007)

**19.130.050 - Design review required.**

No new building, structure or sign or exterior alteration or enlargement of an existing building, structure or sign shall be commenced in any industrial zone until design review approval has been granted pursuant to Chapter 19.710 (Design Review).

(Ord. 7331 §7, 2016; Ord. 6966 §1, 2007)

**19.130.060 - Other regulations applicable to Industrial Zones.**



In addition to the requirements contained in this chapter, regulations contained in the following titles of the Riverside Municipal Code and other chapters of the Zoning Code may apply.

**Title 5: Business Taxes, Licenses and Regulations**

**Chapter 5.04: Taxes, Licenses and Regulations**

**Chapter 5.16: Close-Out Sales**

~~**Chapter 5.24: Dance Halls and Public Dances**~~

**Chapter 5.28: Poolrooms**

**Chapter 5.32: Transient Occupancy Tax**

**Chapter 5.38: Pedestrian Food Vendors**

**Chapter 5.48: Swap Meet**

**Chapter 5.52: Massage**

**Chapter 5.60: Bingo**

**Chapter 5.64: Motor Vehicle Fuel Price Posting**

~~**Chapter 5.65: Convalescent Transport Vehicles**~~

**Chapter 5.66: Ambulances**

**Title 6: Health and Sanitation**

~~**Chapter 6.08: Regulation of Food Establishments and Food Facilities**~~

~~**Chapter 6.09: Regulation of Food Handling**~~

~~**Chapter 6.13: Exterior Structure Maintenance**~~

~~**Chapter 6.14: Landscape Maintenance**~~

~~**Chapter 6.15: Abatement of Public Nuisances**~~

~~**Chapter 6.16: Fly Producing Conditions**~~

**Title 7: Noise Control**

**Title 8: Animals**

**Chapter 8.18: Commercial Kennels**

**Title 9: Peace, Safety and Morals**

~~**Chapter 9.07: Charge for Police Response to Loud or Large Parties**~~ **Social Host of Minors Accountability**

**Chapter 9.09: Public Pay Telephone Regulations**

**Chapter 9.16: Litter and Littering**

**Chapter 9.40: Adult-Oriented Businesses**

**Chapter 9.42: Fortune-telling and Occult Arts**

~~**Chapter 9.48: Disclosure of Unified Hazardous Materials Programs**~~

**Title 12: Airport and Aircraft**

**Title 16: Building and Construction**

**Title 17: Grading**

**Title 18: Subdivision**

**Title 20: Cultural Resources**

(Ord. 7331 §7, 2016; Ord. 6966 §1, 2007)

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**Chapter 19.150 - BASE ZONES PERMITTED LAND USES**

**19.150.010 - Purpose.**

This section establishes land use regulations for all base zones listed in this article consistent with the stated intent and purpose of each zone.

(Ord. 7331 §12, 2016; Ord. 6986 §1, 2007)

**19.150.020 - Permitted land uses.**

A. Table 19.150.020.A (Permitted Uses Table), Table 19.150.020.B (Incidental Uses Table) and Table 19.150.020.C (Temporary Uses Table) in Chapter 19.150 (Base Zones Permitted land uses) identify permitted uses, permitted accessory uses, permitted temporary uses, and uses permitted subject to the approval of a minor conditional use permit (Chapter 19.730 - Minor Conditional Use Permit), or conditional use permit (Chapter 19.760 - Conditional Use Permit), or uses requiring some other permit. Table 19.150.020.A also identifies those uses that are specifically prohibited. Uses not listed in tables are prohibited unless the Community & Economic Development Director or his/her designee, pursuant to Chapter 19.060 (Interpretation of Code), determines that the use is similar and no more detrimental than a listed permitted or conditional use. Any use which is prohibited by state and/or federal law is also strictly prohibited.

B. Chapter 19.149 - Airport Land Use Compatibility includes additional Airport Land Use Compatibility Plan requirements for discretionary actions proposed on property located within an Airport Compatibility Zone. When located within an Airport Land Use Compatibility Zone, greater land use, restrictions for airport compatibility may apply per the applicable Airport Land Use Compatibility Plan.

(Ord. 7431 , § 1(Exh. A), 2-20-2018; Ord. 7331 §12, 2016; Ord. 7273 §1, 2015; Ord. 7222 § 3, 2013; Ord. 7110 §§2, 3, 4, 2011; Ord. 7109 §§4, 5, 2010; Ord. 7072 §1, 2010; Ord. 7064 §9, 2010; Ord. 6986 §1, 2007)

**19.150.020.A Permitted Uses Table**

This table identifies permitted uses and uses requiring approval of other permits by zoning designation. In addition to these uses, other incidental and temporary uses may also be permitted as noted in the Incidental Uses Table and the Temporary Uses Table.

Use	Zones												Other Zones (Public Facilities, Railroad, Neighborhood Commercial Overlays)	Location of Required Standards in the Municipal Code				
	Residential Zones (Residential Conservation (RC), Residential Agricultural (RA- S), Rural Residential (RR), Residential Estate (RE), Single- Family Residential (R-1), Multiple Family Residential (R-3 and R-4))							Office & Commercial Zones (Office, Commercial Retail, Commercial General, Commercial Regional Center)				Mixed Use Zones (Neighborhood, Village, Urban)						
	RC**	RA-S**	RR	RE	R-1	R-3	R-4	O	CR	CS	CRC*	MU- N			MU- V	MU- U		
<b>Warehousing and Wholesale Distribution Centers/Facilities:</b>																		
a. — less than 400,000 sq. ft. or less	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
b. Greater than 10,000 sq. ft. and less than 100,000 sq. ft.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
c. — Greater than 100,000 sq. ft.-100,000 sq. ft. or more	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

19.135 - Warehousing & Wholesale Distribution Centers

* = For CRC, MU-U and MU-V Zones a Site Plan Review Permit (Chapter 18.770) is required for any new or additions/changes to existing buildings or structures.			
** = For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 18.100.050.A (RA-5 Zone Permitted Uses) and 18.100.050.B (RC Zone Permitted Uses). If any conflict between this Table and Sections 18.100.050.A and 18.100.050.B exists, the provisions of Sections 18.100.050.A and 18.100.050.B shall apply.			
*** = Refer to Chapter 18.140 - Airport Land Use Compatibility and applicable Airport Land Use Compatibility Plan for airport land use compatibility zones where use may be strictly prohibited.			
C = Subject to the granting of a conditional use permit (CUP), Chapter 18.760	DCP = Day Care Permit—Large Family, Chapter 18.960	MC = Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 18.730	P = Permitted
PRD = Planned Residential Development Permit, Chapter 18.780	RCP = Recycling Center Permit, Chapter 18.870	SP = Site Plan Review Permit, Chapter 18.770	sq. ft. = Square Feet
X = Prohibited			

<sup>1</sup> Commercial Storage Facilities are permitted in all zones with the Commercial Storage Overlay Zone (Chapter 18.180).

<sup>2</sup> Legal, existing duplexes built prior to the adoption of this Zoning Code are permitted in the R-1-7000 Zone see 18.100.000 D.

<sup>3</sup> Allowed with a Planned Residential Development (PRD) Permit, Chapter 18.780.

<sup>4</sup> One single-family detached dwelling allowed on one legal lot 0.25 acres in size or less in existence prior to January 1, 2018 subject to the development standards of the R-1-7000 Zone.

<sup>5</sup> Permitted or conditionally permitted on sites that do not include a residential use.

(Ord. 7482 , § 2(Exh. A), 2018; Ord. 7491 § 3(Exh. A), 2018)

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## Chapter 19.285 - OUTDOOR STORAGE YARD

### 19.285.010 - Purpose.

The purpose of regulating outdoor storage yards is to ensure compatibility of such uses with surrounding uses and properties and to avoid any impacts associated with such uses.

(Ord. 7331 §36, 2016; Ord. 6966 §1, 2007)

### 19.285.020 - Applicability and permit requirements.

Contractor storage yards, as defined in Article X (Definitions), are permitted as set forth in Article V, Base Zones and Related Use and Development Provisions subject to the requirements contained in this chapter.

(Ord. 7331 §36, 2016; Ord. 6966 §1, 2007)

### 19.285.030 - Site location, operation and development standards.

#### A. *Vehicles, equipment and other items customarily stored in outdoor areas.*

1. The storage area and drive aisles shall be paved with not less than two and one-half inches of asphaltic concrete or an equivalent surfacing meeting the established standards and specifications of the Public Works Department, except for any required landscape setback areas as stipulated in item 5 below.
2. All such areas shall be graded and drained so as to dispose of all surface water in a manner consistent with water quality control standards enforced by the Public Works Department.
3. All such areas shall be maintained in good repair in a clean, neat and orderly condition.
4. All such areas shall be provided with internal circulation, safe entrances and exits meeting the established standards and specifications of the Planning Division and Public Works Department.

All such areas shall have a landscaped area not less than ten feet in depth, the depth of the required yard area or the depth as required for specific uses, whichever is the greatest, maintained along the street side of the lot.

(Ord. 7331 §36, 2016; Ord. 6966 §1, 2007)

### 19.285.040 - Screening of outdoor storage.

Screening of outdoor storage shall comply with the following:

- A. Storage shall be visually screened from all adjacent building sites and public streets and alleys by a solid masonry wall of a height sufficient to screen all materials stored outdoors, as determined on a case-by-case basis, or by a building. Such walls shall be limited in height to three feet within the required front or street side yard area, or, where no front or street side yard area is required, such wall shall be limited in height to three feet within ten feet of the street property line. Alternative screening methods including but not limited to fences, landscaping, earthen berms or some combination thereof may be approved by the Community & Economic Development Director or his/her designee provided that the required visual screening is achieved.
- B. The screening herein required shall be established at or before the time any area is used for outdoor storage.

**C. Where topographical conditions or existing structures are such that strict compliance with the requirements of this section would not be necessary to accomplish the purposes of this section, the Approving Authority may waive compliance with all or part of such requirements.**

**(Ord. 7331 §36, 2016)**

**19.285.050 - Modifications.**

**Modifications to the above site location, operation and development standards and screening requirements may be considered in conjunction with a Minor Conditional Use Permit or Conditional Use Permit, as applicable.**

**(Ord. 7331 §36, 2016)**

**DRAFT**

## **Chapter 19.436 – WAREHOUSING AND DISTRIBUTION FACILITIES**

### **19.436.010 - Purpose.**

The purpose of regulating warehousing and distribution facilities is to ensure compatibility of such uses with surrounding uses and properties and to avoid any impacts associated with such uses. It is the intent of these regulations to implement the *Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities* adopted by the City Council MONTH DAY, 2020.

(Ord. XXXX, 2020)

### **19.436.020 – Applicability and permit requirement.**

Warehousing and distribution facilities, as defined in Article X (Definitions), are permitted as set forth in Article V, Base Zones and Related Use and Development Provision, subject to the requirements contained in this chapter.

(Ord. XXXX, 2020)

### **19.436.030 – Site location, operation and development standards.**

The standards set forth in Article V, Base Zones and Related Use and Development Provisions, shall apply to warehousing and distribution facilities, unless otherwise specified here.

#### **A. Warehousing and distribution facilities 10,000 square feet or less.**

- 1. Driveways, loading areas, docks, truck wells and internal circulation routes shall be oriented away from residential neighborhoods, schools parks, playgrounds, day care centers, nursing homes, hospitals or other public places to the maximum extent feasible.**
- 2. Loading areas, docks, truck wells and outdoor storage areas shall be fully screened from view of residential neighborhoods, schools parks, playgrounds, day care centers, nursing homes, hospitals or other public places and from public rights-of-way with buildings, freestanding walls and fences, landscaping or other means to the satisfaction of the Approving Authority.**

Where loading areas, docks, truck wells and outdoor storage areas are located adjacent to a Residential Zone or use, they shall be fully screened from view of the adjacent Residential Zone or use by means of a solid wall with a minimum height of eight feet as measured from the finished grade of the adjacent Residential Zone or use.

- 3. Operations, including loading, unloading, staging and storage of trucks and trailers, shall comply with Title 7 (Noise) of this Code.**

#### **B. Warehousing and distribution facilities larger than 10,000 square feet and less than 100,000 square feet.**

- 1. Driveways, loading areas, docks, truck wells and internal circulation routes shall be oriented away from residential neighborhoods, schools parks, playgrounds, day care centers, nursing homes, hospitals or other public places to the maximum extent feasible.**
- 2. Loading areas, docks, truck wells and outdoor storage areas shall be fully screened from view of residential neighborhoods, schools parks, playgrounds, day care centers, nursing homes, hospitals or other public places and from public rights-of-way with buildings, freestanding walls and fences, landscaping or other means to the satisfaction of the Approving Authority.**

- a. Where loading areas, docks, truck wells and outdoor storage areas are located adjacent to a Residential Zone or use, they shall be screened from view of the adjacent Residential Zone or use by means of a solid wall with a minimum height of eight feet as measured from the finished grade of the adjacent Residential Zone or use.
  3. Within 800 feet of a Residential Zone or use, operations, including loading, unloading, staging and storage of trucks and trailers, shall be limited to between the hours of 7:00 A.M. and 7:00 P.M. Monday through Friday, between the hours of 8:00 A.M. and 5:00 P.M. Saturdays, and shall be prohibited on Sundays and State and Federal holidays unless a Noise Study prepared by a qualified professional can demonstrate that noise related to operations outside these hours will not exceed thresholds established in Title 7 (Noise) as measured from the Residential Zone or use.
  4. Idling of trucks queued or operated on site shall not exceed 5 minutes.
  5. Warehousing and distribution facilities generating more than 50 truck trips per day, as determined by the most recent Institute of Transportation Engineers (ITE) Trip Generation Rate for the specific proposed land use, shall prepare a truck route plan indicating the proposed route to be used by trucks originating from or serving the facility to access the State Highway System. Routes that use local streets or traverse areas zoned or developed with Residential uses should be avoided to the satisfaction of the Traffic Engineering Division of the Public Works Department.
  6. Where transport by temperature-controlled trucks or trailers is proposed, on-site electrical hookups shall be provided at loading docks. Idling or use of auxiliary truck engine power to power climate-control equipment shall be prohibited.
- C. Warehousing and distribution facilities 100,000 square feet and larger.
1. Driveways, loading areas, docks, truck wells and internal circulation routes shall be oriented away from residential neighborhoods, schools parks, playgrounds, day care centers, nursing homes, hospitals or other public places.
  2. Loading areas, docks, truck wells and outdoor storage areas shall be screened from view of residential neighborhoods, schools parks, playgrounds, day care centers, nursing homes, hospitals or other public places and from public rights-of-way with buildings, freestanding walls and fences, landscaping or other means to the satisfaction of the Approving Authority.
    - a. Where loading areas, docks, truck wells and outdoor storage areas are located adjacent to a Residential Zone or use, they shall be screened from view of the adjacent Residential Zone or use by means of a solid wall with a minimum height of eight feet as measured from the finished grade of the adjacent Residential Zone or use.
  3. Sufficient aisle space shall be provided on-site to accommodate the on-site the queuing of trucks as determined by a Traffic Impact Analysis, if required. Queuing lanes or aisles shall not obstruct regular vehicular or pedestrian circulation or emergency equipment access.
  4. Operations, including loading, unloading, staging and storage of trucks and trailers, shall be limited to between the hours of 7:00 A.M. and 7:00 P.M. Monday through Friday, between the hours of 8:00 A.M. and 5:00 P.M. Saturdays, and shall be prohibited on Sundays and State and Federal holidays unless a Noise Study prepared by a qualified



professional can demonstrate that noise related to operations outside these hours will not exceed thresholds established in Title 7 (Noise).

5. Idling of trucks queued or operated on site shall not exceed 5 minutes.
6. A truck and haul route plan shall be prepared indicating the proposed route to be used by trucks originating from or serving the facility to access the State Highway System. Routes that use local streets or traverse areas zoned or developed with Residential uses should be avoided to the satisfaction of the Traffic Engineering Division of the Public Works Department.
7. On-site electrical hookups shall be provided at loading docks. Idling or use of auxiliary truck engine power to power climate-control equipment shall be prohibited.
8. Warehousing and distribution facilities generating 150 or more truck trips per day, as determined by the most recent Institute of Transportation Engineers (ITE) Trip Generation Rate for the specific proposed land use, shall prepare a Health Risk Assessment in accordance with South Coast Air Quality Management District (SCAQMD) Guidelines.

(Ord. XXXX, 2020)

**19.435.040 – Modifications.**

Modifications to the above site location, operation and development standards may be considered in conjunction with the required Minor Conditional use Permit or Conditional Use Permit, as applicable.

(Ord. XXXX, 2020)

**Chapter 19.510 - OUTDOOR STORAGE - INCIDENTAL**

**19.510.010 - Purpose.**

This purpose of regulating outdoor storage is to ensure compatibility of such uses with surrounding uses and properties and to avoid any impacts associated with such uses.

(Ord. 7331 §81, 2016; Ord. 6966 §1, 2007)

**19.510.020 - Applicability and permit requirements.**

Outdoor storage - incidental, as defined in Article X (Definitions), is permitted as set forth in Article V, Base Zones and Related Use and Development Provisions subject to the requirements contained in this chapter and the Municipal Code, Title 6.

(Ord. 7331 §81, 2016; Ord. 6966 §1, 2007)

**19.510.030 - Site location, operation and development standards.**

**A. Vehicles, equipment and other items customarily stored in outdoor areas.**

1. The lot shall be paved with not less than two and one-half inches of asphaltic concrete or an equivalent surfacing meeting the established standards and specifications of the Public Works Department for a minimum depth measured from all abutting existing or street rights-of-way as follows:
  - a. For the BMP Zone where such activity occurs 100 feet of combined paving and landscaping, with a minimum of ten feet of landscaping or more as may be required by the zone, and 90 feet of paving.
  - b. For the I Zone where such activity occurs 100 feet of paving, with no required landscaping, unless required by the zone.
2. Any outdoor storage area described in Paragraph 1 above shall be paved as provided above or overlaid with a dust-free surface such as decomposed granite, oiled native soil, or a suitable substitute approved by the Public Works Department.
3. All such areas shall be graded and drained so as to dispose of all surface water in a manner consistent with water quality control standards enforced by the Public Works Department.
4. All such areas shall be maintained in good repair, in a clean, neat and orderly condition.
5. All such areas shall be provided with internal circulation, safe entrances and exits meeting the established standards and specifications of the Planning Division and Public Works Department.
6. Where any such area adjoins or is across an alley from property in a zone that permits residential uses, a minimum six-foot high solid decorative masonry wall shall be constructed so as to physically separate the storage area from the residential property. However, such wall shall be limited in height to three feet within the required front or street side yard area, or, where no front or street side yard area is required, such wall shall be limited in height to three feet within ten-10 feet of the street property line.
7. All such areas shall have a landscaped area not less than ten feet in depth, or the depth of the required yard area or the depth as required for specific uses, whichever is the greatest, maintained along the street side of the lot.

(Ord. 7331 §81, 2016; Ord. 6966 §1, 2007)

**19.510.040 - Screening of outdoor storage.**

Screening of outdoor storage shall comply with the following:

- A. ~~When permissible outdoor storage is utilized, such~~ Outdoor storage shall be visually screened from all adjacent building sites, public streets and alleys by a minimum six-foot high solid decorative masonry wall, ~~an alternative decorative screening as defined in Chapter 19.550 (Fences, Walls and Landscape Materials)~~ sufficient to screen all materials stored outdoors, or by a building. Such walls shall be limited in height to three feet within the required front or street side yard area, or, where no front or street side yard area is required, such wall shall be limited in height to three feet within ten feet of the street property line. Alternative screening methods including but not limited to fences, landscaping, earthen berms or some combination thereof may be approved by the Community & Economic Development Director or his/her designee provided that the required visual screening is achieved. ~~However, the wall shall be limited in height to three feet within the required front or street side yard area, or, where no front or street side yard area is required, such wall shall be limited in height to three feet within ten feet of the street property line.~~
- B. The screening herein required shall be established at or before the time any area is used for outdoor storage.
- C. Where topographical conditions or existing structures are such that strict compliance with the requirements of this section would not be necessary to accomplish the purposes of this section, the Approving Authority may waive compliance with all or part of such requirements.

(Ord. 7331 §81, 2016; Ord. ~~6966~~ §1, 2007)

**19.510.050 - Modifications.**

Modifications to the above site location, operation and development standards and screening of outdoor storage standards shall require consideration of a Minor Conditional Use Permit.

(Ord. 7331 §81, 2016)

**Chapter 19.550 - FENCES, WALLS AND LANDSCAPE MATERIALS**

**19.550.010 - Purpose.**

This chapter sets forth standards for the construction and maintenance of fences, walls, and landscape materials to ensure that such features are aesthetically pleasing and can provide for privacy and safety without obstructing views and without creating a public safety hazard or nuisance.

(Ord. 7331 §88, 2016; Ord. 6966 §1, 2007)

**19.550.020 - Prohibited materials.**

Fences or walls containing razor wire (visible to a public right-of-way, alley or parking lot), barbed wire or electrified wire shall be prohibited unless a variance is granted pursuant to Chapter 19.720 (Variance).

(Ord. 7331 §88, 2016; Ord. 6966 §1, 2007)

**19.550.030 - Height and location provisions.**

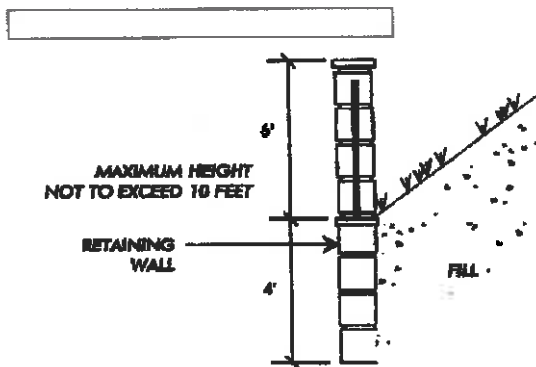
Fences, walls, and hedges shall be allowed in conformance with the following provisions:

**A. Front yards.**

1. In the RA-5, RC, RR and RE Zones, any fence or wall in the required front yard setback may be up to six feet in height, provided that the openwork portion of the fence or wall above a height of three feet shall be no more than one part solid to three parts open with no portion of the solid wall, excluding pilasters, extending above three feet.
2. In all other zones, front yard fences or walls shall not exceed four feet in height provided that the openwork portion of the fence or wall above a height of three feet shall be no more than one part solid to three parts open with no portion of the solid wall, excluding pilasters, extending above three feet.
3. The height of fences or walls in front yard areas shall be measured inclusive of retaining wall portion.

**B. Side and rear yards.**

1. A fence or wall along a side or rear property line may be up to six feet in height provided it does not extend into a front yard. Higher fences or walls in commercial or industrial zones may be required by other provisions of the Zoning Code.





**19.550.030.B.2 Height of Retaining Walls**

2. In side and rear yard areas, the height of fences or walls may be increased in height by up to a maximum of four feet by retaining wall portions.
3. The fencing around tennis courts along rear and interior side yards shall not exceed 12 feet in height and must be partially open above six feet in height subject to approval of the Community & Economic Development Director or his/her designee.

**C. All yards.**

1. All height restrictions applying to fences and wall shall apply equally to hedges planted within required yards forming a barrier serving the same visual purpose as a fence or wall.
2. Notwithstanding A and B above, any minimum required height of walls established by the Zoning Code for screening or safety purposes shall be measured from the highest grade, not including retaining wall portion.

**D. Exceptions.**

1. Alternative decorative screening constructed of a material other than solid decorative masonry may be permitted where not visible from the public right-of-way subject to the approval of the Community & Economic Development Director or his/her designee.
- 1-2. Fences or walls around a public utility building or structure may exceed the provisions of this section as needed for security or public safety, subject to approval of the Community & Economic Development Director or his/her designee.
- 2-3. Outdoor storage yards and incidental outdoor storage shall be subject to the location and design regulations of Chapter 19.285 (Outdoor Storage Yard) and Chapter 19.510 (Outdoor Storage - Incidental).

(Ord. 7331 §88, 2016; Ord. 6966 §1, 2007)

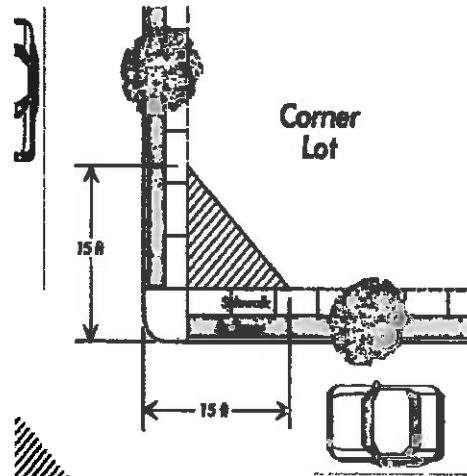
**19.550.040 - Fences, walls and hedges not in compliance.**

Any fence, wall or hedge that does not comply with this chapter is not permitted unless a variance is granted pursuant to Chapter 19.720 (Variance).

(Ord. 7331 §88, 2016; Ord. 6966 §1, 2007)

**19.550.050 - Sight clearance requirements.**

To safeguard against vehicle, bicycle, and pedestrian collisions caused by visual obstructions at street and/or alley intersections, a clear cross-visibility area shall be maintained at the intersection of the public rights-of-way, unobstructed by any fence or wall taller than three feet above the street grade. At any corner formed by the intersection of two streets and/or alleys, the required clear cross-visibility area shall be a triangle with two street sides 15 feet long extending along the curb line of each street and/or alley.



Nothing shall be placed here above a maximum 42' height.

**19.550.050 Clear Visibility Triangle**

(Ord. 7331 §88, 2016; Ord. 7235 §10, 2013; Ord. 6966 §1, 2007)

**19.550.060 - New residential construction**

For any new construction of a single-family residence, any wall along a street rear yard, street side yard or front yard between the house and the side yard shall be constructed with of a decorative masonry or a similar material subject to the approval of the Community & Economic Development Director or his/her designee. Other type fencing is not permitted in these areas. This provision does not apply to interior rear or interior side yard fences and walls.

(Ord. 7331 §88, 2016; Ord. 6966 §1, 2007)

**19.550.070 - Historic properties and cultural resources.**

Fences, walls, and landscape materials for cultural resources shall be designed to comply with Title 20 (Cultural Resources) of the Riverside Municipal Code, the Cultural Heritage Board's Design Guidelines, and district-specific guidelines.

(Ord. 7331 §88, 2016; Ord. 7109 §10, 2010)

## ARTICLE X: DEFINITIONS

### Chapter 19.910 - DEFINITIONS

#### 19.910.240 - "W" Definitions.

**Wall** means a physical barrier constructed largely of masonry, brick, concrete, stucco, concrete block or any combination thereof and intended to mark a boundary and/or enclose an area.

**Wall, building.** See "building wall."

**Wall, parapet.** See "parapet wall."

**Warehouse** means a building or portion thereof used for the storage, receiving, shipping, or wholesaling of goods and merchandise, and any incidental or accessory activities. A warehouse is not "commercial storage" as defined in this title.

**Warehousing and distribution facility** means a building, structure or other facility primarily used for the warehousing, storage, sorting, packing, staging, shipping, receiving, distributing or holding of goods and merchandise of any kind, typically which are not manufactured, processed or otherwise produced in the same facility, for any length of time. Warehousing and distribution facilities include but are not limited to wholesale distribution, distribution centers, moving and transfer storage, cross-dock facilities, package handling centers, order fulfillment centers, or logistics centers and facilities.

**Wet bar** means any room or area of a room used, intended or designed to be used, for the occasional preparation of food. A wet bar may include a single sink or basin, bar height refrigerator, bar height cabinets and hookups for cold water. This definition does not include amenities such as multiple basin sinks, full height refrigerators, hot water hookups, 220 amp electrical service, above counter cabinets, cooking apparatus including, but not limited to, stoves, ranges, hot tops, and microwaves, or any other amenities that would comprise a kitchen.

**Wholesale** means the sale of goods by bulk for resale purposes and not for direct use or consumption.

**Wine.** See "brewery, wine."

**Winery.** See "brewery, winery."

**Worm farm** means the growing of earthworms for commercial or noncommercial purposes in worm beds or other delineated areas or structures, and the use of certain appurtenant structures such as sunshades and packing shades that are utilized in the operation of a worm farm.

(Ord. 7331 §128, 2016; Ord. 7235 §26, 2013; Ord. 7185 §8, 2012; Ord. 7105 §10, 2010; Ord. 6966 §1, 2007)

**P20-0190**

**Hunter Business Park Specific Plan Amdt.**



### **III. DEVELOPMENT STANDARDS AND DESIGN GUIDELINES**

The Development Standards and Design Guidelines for the Hunter Business Park Specific Plan consist of two sub-sections:

1. Permitted Uses—; an outline of typical uses permitted in each land use district. These uses are consistent with the existing zoning of each area.
2. Development Standards and Design Guidelines—; special design considerations which are not addressed in the Riverside Municipal Code.

The standards and guidelines have evolved from consideration of goals and objectives for Hunter Business Park, analysis of existing conditions, and consideration of the Industrial Market Analysis and Economic Development Strategy for Riverside prepared by Williams Kuebelbeck & Associates.

These standards, together with current city zoning standards set forth in Title 19 of the Riverside Municipal Code (Title 19), are intended to implement the Hunter Business Park Specific Plan. They are intended to be utilized by the City, developer and builder to ~~insure~~ensure that proposed development will proceed in an efficient and coordinated manner, to create a ~~high-high~~ high-quality industrial area. The standards and guidelines are designed to be compatible with the three major land use districts in the area.

#### **A. PERMITTED USES**

The proposed Land Use Districts discussed in Chapter II define a generalized land use character for each of the three districts in the Hunter Business Park area. These three districts are the General Industrial District, the Garden Industrial District and the Industrial Park District.

Within each of the three land use districts, Title 19 ~~of the Riverside Municipal Code~~ permits or prohibits certain uses in certain zones. Exhibit III-1: Existing Zoning illustrates the existing zoning in the area at the time this Specific Plan was adopted. The zones which exist ~~existed at the time of Plan adoption~~ in each district ~~are were~~ as follows:

##### **General Industrial District**

The General Industrial District ~~is was~~ primarily zoned for Manufacturing Park (MP), Light Manufacturing (M-1), and General Manufacturing (M-2) uses. There ~~are were~~ several small areas zoned for Restricted commercial (C-2), General Commercial (C- 3), Restricted Office (R-O) and Residential (R-1). In addition, a Business Park (BP) combining zones ~~existed~~ in certain parts of this district. In the case of this district, this zone ~~combines combined~~ with an MP zone to permit a limited range of retail commercial uses having a close association with, providing convenience to, or which are compatible with office, wholesale, warehousing and manufacturing uses permitted in these zones.

##### **Garden Industrial District**

The Garden Industrial District ~~is was~~ zoned only for Manufacturing Park (MP) uses. A total

of about 71 acres were zoned RA -Residential Agricultural pursuant to Measure C, however, their zoning was changed to MP under the adoption of Case R-20-890/SPA-3-890 in 1990.

#### **Industrial Park District**

The Industrial Park District ~~is~~ was zoned for Manufacturing Park (MP) uses with a residential (R-1) infill area north of the Springbrook arroyo.

The uses which are permitted within the zones of the district establish the land use character of the district. Because there are a number of different zones in the General Industrial District, this district will be characterized by a wide variety of uses and use types. Both the Garden Industrial and Industrial Park Districts have the same zoning, Manufacturing Park (MP), thus their uses will be ~~similar~~ similar, and character of these areas will be determined by factors other than land use. For example, utilization of the ~~5-5~~ 5-5-acre minimum parcel size for initial planning and development purposes in the Industrial Park district will enhance internal project consistency from a planning, circulation and site design perspective.

Title 19 ~~of the Riverside Municipal Code~~ prevails in all land use decisions for the Hunter Business Park Specific Plan area. The Specific Plan cannot permit any uses in the area which are prohibited by Title 19. The Specific Plan can, however, be more restrictive than Title 19 and prohibit uses which would normally be permitted under the existing zoning. Thus, the Specific Plan is a tool for establishing the desired land use and development character for each district.

Table ~~2~~ III-1, the Land Use Matrix uses the three land use districts and the existing district zoning to identify the uses which are permitted within the Specific Plan area.

#### **B PERMITTED USES**

Uses permitted within each district are those permitted by Title 19 ~~of the Riverside Municipal Code with some limitations and restrictions as provided for in this Specific Plan document. These uses are indicated by a "P" in~~ except as modified by Table III-1: Land Use Matrix.

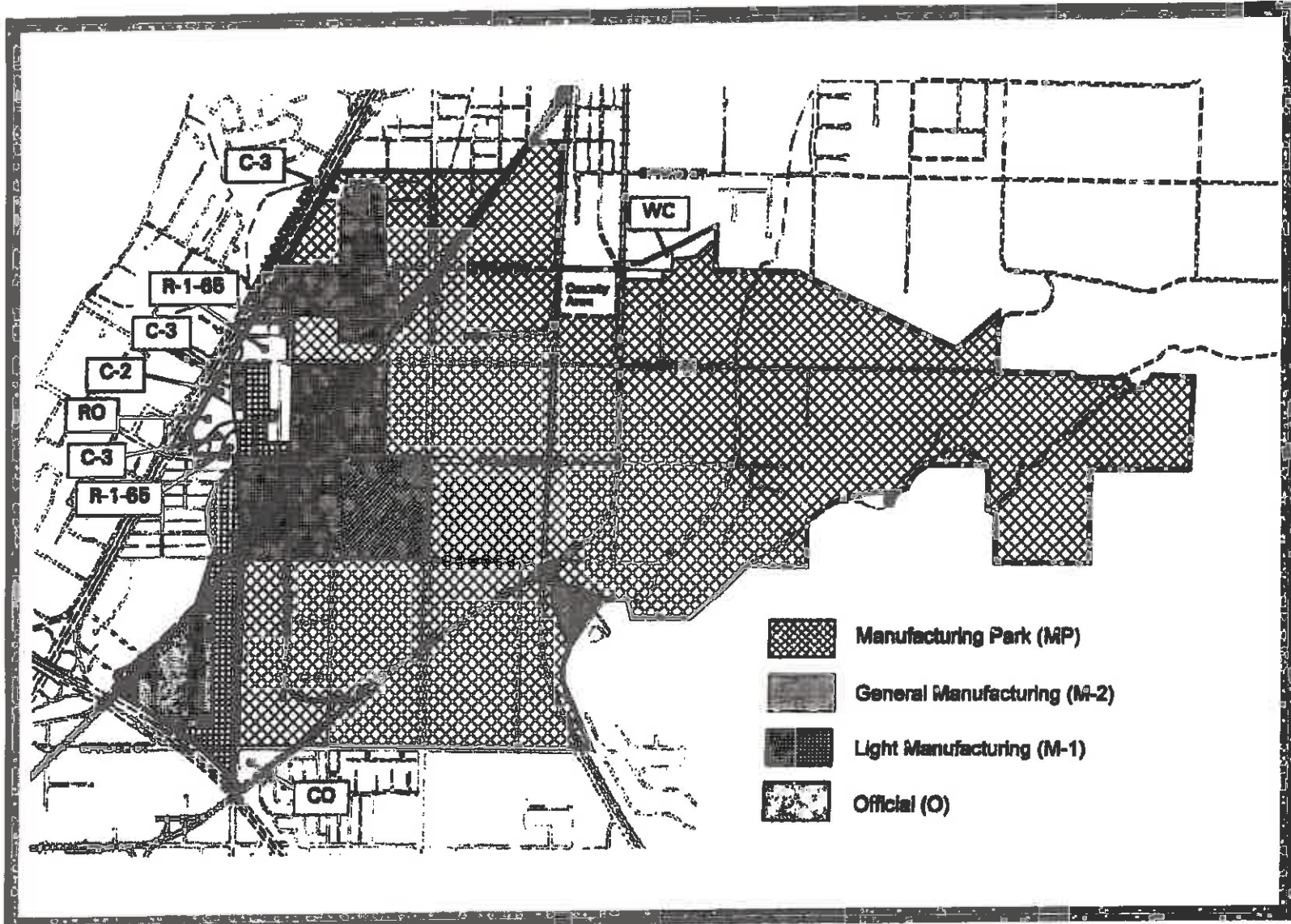


Figure III — 1 Existing Zoning (Plan Adoption)

ORIGINAL ZONING	General Municipal District										MP
	MP-EP	MP	M-1	M-2	C-2	C-3	RO	R1	MP	MP	
<b>INDUSTRIAL/MANUFACTURING</b>											
Wholesale Distribution	P/CUP	P/CUP	P/CUP	P/CUP						P/CUP	P/CUP
Warehousing/Storage	P/CUP	P/CUP	P/CUP	P/CUP						P/CUP	P/CUP
Manufacturing	P	P	P	P						P	P
Research and Development	P	P	P	P						P	P
Publishing and Printing	P	P	P	P						P	P
Ancillary Retail Sales On-Site	P	P	P	P						P	P
Off-Site Retail Sales	P	P	P	P						P	P
Wholesale Showrooms	P	P	P	P						P	P
<b>OFFICE</b>											
Office and Administrative	P	P	P	P	P	P	P	P		P	P
<b>RETAIL</b>											
Convenience Sales					P	P					
Eating and Drinking (part of a multi-tenor)	P	P	P	P	P	P	P			P	P
Eating and Drinking (freestanding building)				P	P	P					
Business Supply Retail	P			P	P	P					
Building Supplies and Sales				P	P	P					
<b>SERVICES</b>											
Automotive Rental					P	P					
Automotive Service Station	CUP	CUP	CUP	CUP	CUP	CUP					
Building Maintenance Services			P	P		P					
Business Support Services	P				P	P	P				
Heavy Equipment Sales and Rental						P					
Medical/Health Care Services	P	P	P	P	P	P				P	P
Personal Services	P					P					
Recreational Facilities	CUP	CUP			CUP	P				CUP	CUP
Repair Services	P		P	P		CUP**				CUP	CUP
<b>DESIGN STANDARDS FOR SPECIFIC PLAN AREA</b>											
Minimum Parcel Size ****	Per Underlying Zone								One Acre	Five Acres (One Acre after Approved Master Plan)	
Minimum Lot Width ****	Per Underlying Zone								140 Feet	300 Feet (140 Feet after Approved Master Plan)	
Building Setback Coverage	Not Greater than 50%								Not Greater than 50%	Not Greater than 50%	
Building Height	As Defined for Each Parcel per the Existing Zoning								45 Feet	45 Feet	
Building Setbacks from Major Freeway Street	Average 50 Feet; Minimum 40 Feet								Average 50 Feet; Minimum 40 Feet	Average 50 Feet; Minimum 40 Feet	
Building Setbacks from Local Street	Per Underlying Zone								Per Underlying Zone	Per Underlying Zone	
Interior Building Setbacks	Side and Rear Minimum 20 Feet								Side and Rear Minimum 20 Feet	Side and Rear Minimum 20 Feet	
Building Setbacks ***	20 Feet All Zones								20 Feet	20 Feet	
Building Footprints	To Be Determined by the Width Structure (Per Title 19)								To Be Determined by the Width Structure (Per Title 19)	To Be Determined by the Width Structure (Per Title 19)	
Accessory	Multiple Tenant Parcels Permitted								Multiple Tenant Parcels Permitted	Multiple Tenant Parcels Permitted	
<b>NOTES</b>											
P = Permitted Use with District Review Approval CUP = Conditional Use Permit with Approval by Planning Commission or Minor Conditional Use Permit with approval by Development Review Committee, per Title 19 Sign per Title 19											
P/CUP = Permitted Use, Minor Conditional Use Permit or Conditional Use Permit based on specific criteria, per Title 19											
Certain Uses Notably Allowed in the Zoning Classification above are Prohibited in this Specific Plan Area Business Support Retail Overlay Zone may be applied to a specific property subject to the approval of a Planning request, in accordance with Chapter 19.810 of the Riverside Municipal Code. See Section III-F of the Specific Plan for a list of Permitted and Conditionally Permitted uses in the BSR Overlay Zone.											
*** - Permitted Within a Completely Enclosed Building **** - Columbia, Metropolitan, Rowan, York, Glendale and Columbia Local Setbacks Apply											



\*\*\*\* - Parcels zoned under a master plan and associated design guidelines as outlined in 1.1 may be less than one acre with widths less than 140 feet per City Planning Commission approval. In addition, a front yard setback of twenty feet is required and limited.

**Table III -- 1: Land Use Matrix**

### C. CONDITIONAL USES

All uses permitted within Hunter Business Park are uses permitted in the area by Title 19 of the ~~Riverside Municipal Code~~. The Specific Plan shall not permit any uses in the Hunter Business Park area which are not presently permitted under Title 19. The Hunter Business Park Specific Plan may, however, be more restrictive in these districts and prohibit uses which are permitted by Title 19.

Conditional uses are those land uses which are deemed to possess location, use, building, or traffic characteristics of such unique and special form as to make impractical or undesirable their automatic inclusion as permitted uses in certain zones. Development projects requiring a Conditional Use Permit or Minor Conditional Use Permit shall be required to comply with the regulations of ~~Section 19.64.010 of Title 19 of the Riverside Municipal Code~~. The ~~Planning Commission~~ Approving Authority shall make the following findings before the granting a Conditional Use Permit or Minor Conditional Use Permit:

1. That the proposed use will comply with the purposes of the General Land Use designation in which it is located including all provisions of the General Plan and Specific Plan, if applicable.
2. That the proposed use, together with conditions applicable thereto, will not be detrimental to the public health, safety and welfare or injurious to properties or improvements in the area.

These uses are indicated by a "CUP" in Table III-1: Land Use Matrix.

### D. USE RESTRICTIONS

The following restriction shall apply to all properties in the Specific Plan area:

1. No uses shall be permitted which will emit any offensive odor, dust, noxious gas, noise, vibration, smoke, heat, or glare beyond the parcel wherein such use is located. All uses shall comply with standards of performance, ~~Section 19.46.120 a-n of Title 19 Riverside Municipal Code~~.

### E. DEFINITIONS

The permitted uses Shown in Table III-1 are defined as set forth in Article X (Definitions) of the Zoning Code, except as modified as follows:

#### **Industrial/Manufacturing/Wholesale**

Industrial uses include the manufacture, assembly, fabrication, warehousing and wholesale distribution of goods.

~~Wholesale distribution~~ Activities include, but are not limited to, the distribution of goods in large quantities for resale.

~~Warehousing/Storage — Activities include the storage of goods in a space specifically intended for this purpose.~~

Manufacturing — Activities typically include, but are not limited to, the assembly fabrication or manufacturing of furniture, food products, garments, signage, electrical appliances and toys. (The manufacturing of fish, meat, sauerkraut, and vinegar products and the rendering or refining of fats and oils is prohibited.) Prior to approval of the manufacturing of any product using yeast the applicant shall provide documentation, from an individual qualified in odor control and measurement, that the process proposed does not produce odors that will be noticeable beyond the subject property boundaries and the Best Available Control Technology (BACT) shall be used to reduce the Volatile Organic Compound (VOC) emissions to a level acceptable by the South Coast Air Quality Management District (SCAQMD).

Showrooms — Display of goods/merchandise in conjunction with a permitted wholesale, distribution or industrial business and limited to products and services associated with the permitted land use.

Research and Development — Activities typically include, but are not limited to, scientific research and theoretical studies and investigations, including the fabrication and testing of prototypes, and the performance of environmental tests, and related activities, by or under the supervision of professional scientists and highly trained specialists in the field of physical, economic, or social research.

Incubator Industry — Business enterprise characterized by minimal building space needs and employees.

### **Publishing and Printing**

### **Office**

Administrative and Office: Activities typically include, but are not limited to, professional, executive, management, or administrative uses of private, profit-oriented firms others than public utility firms. Uses typically include, but are not limited to, administrative, legal, medical, financial and insurance offices, and architectural firms. Any drive-up service is specifically excluded.

### **Retail**

Ancillary Retail Sales On-Site: Activities include direct retail sales to the public on-site of goods or services that are ancillary to the primary use and operation of the facility. Ancillary retail uses shall include the sale of products manufactured, assembled, fabricated or processed in whole or major part on premises. Floor area allocated for retail sales shall not exceed more than fifteen percent of the total building(s) gross floor area, up to a maximum of 7,500-square-feet. Off-street parking requirements for commercial uses shall be applied

to the portion of the facility dedicated for on-site retail sales in compliance with the Zoning Code (19.74580).

**Off-Site Retail Sales:** Activities include direct retail sales that require no general public retail sales on-site (e.g., direct mail merchants, mail order catalog houses, wholesale distributors, sales of service, products and material to service customers off-site, and direct retail sales of merchandise and products that occur off-site.)

**Building Supplies and Sales:** Activities typically include, but are not limited to, the retail sale or rental, from the premises, of goods and equipment, including paint, glass, hardware, fixtures, electrical supplies and lumber, and hardware stores and may have outdoor storage where allowed.

**Business Supply Retail:** Activities typically include, but are not limited to, retail sales, rental, or repair from the premises, of office equipment, office supplies and similar office goods, primarily to firms and other organizations utilizing the goods, rather than to individuals. They exclude the sale or rental of motor vehicles and the sale of materials used in construction of buildings or other structures.

**Convenience Sales:** Activities typically include, but are not limited to, the retail sales from the establishments or places of business primarily engaged in the provision of frequently or recurrently needed small personal convenience items. These include various general retail sales and personal service of an appropriate size and scale to meet the above criteria. Uses typically includes, but are not limited to, beauty and barber shops, apparel laundering and dry-cleaning establishments, and neighborhood grocery stores.

**Eating and Drinking Establishments:** Activities typically include, but are not limited to, establishments or places of business primarily engaged in the sale of foods and beverages.

**Eating and Drinking (part of a multi-tenant industrial park):** Restaurants, cafes and cafeterias, including those with outdoor dining ~~as defined in Section 19.04.394 of Title 19,~~ operated in conjunction with and incidental to a single permitted use for the convenience of persons employed upon the premises or operated within a multi-tenant industrial park for the convenience of persons employed within the same industrial park, each established and operated in accordance with the following criteria:

- A. A permitted restaurant, cafe or cafeteria shall be located within the building of a single permitted use to serve the employees of that use only, or shall be located in a tenant or owner space in a multitenant industrial park developed with attached tenant or owner spaces to primarily serve the employees of that multitenant industrial park. This use shall not be permitted as the sole or primary use in a separate freestanding building;
- B. A permitted restaurant, cafe or cafeteria located in a tenant or owner space in a multitenant industrial park shall not exceed one thousand five hundred square feet in total area including kitchen, storage, restroom and outdoor dining areas. A permitted



restaurant, cafe or cafeteria located within the building of a single permitted use is not restricted to a maximum size;

- C. The menu shall be limited to breakfast, lunch and snack items only;
- D. The hours of operation shall be limited to six a.m. to six p.m., Monday through Friday; and
- E. Parking shall be established and maintained in accordance with ~~subsection O of Section 19.74.010~~ Chapter 19.580 of Title 19.

Eating and Drinking (Freestanding, Sit-down, Building): Restaurants, cafes and cafeterias, including those with outdoor dining and food preparation ~~as defined in Section 19.04.394 of Title 19.~~ Outdoor dining and/or food preparation shall be subject to the requirements, as applicable, ~~of Section 19.26.020, subsections (G) and~~

~~(I)~~ of Title 19. Alcoholic beverage sales shall be limited to the incidental sale of beer and wine only, subject to the granting of a minor conditional use permit and the site location criteria, operation standards, development standards and exemptions of ~~Section 19.26.020, subsection J of Title 19.~~

#### **Service**

Automotive Rental: Activities typically include, but are not limited to, the rental, from the premise, of motor vehicles. Uses typically include, ~~but include~~ but are not limited to car rental agencies.

Automotive Service Station: Activities typically include, but are not limited to, the sale from the premises of goods and the provision of services normally required in the day-to-day operation of motor vehicles, including the principal sale of petroleum products, the incidental sale of tires, batteries, replacement items, lubricating services, and the performance of minor repairs, such as tune-ups, tire changes and brake work, as well as convenience markets in conjunction with the service station all subject to a conditional use permit.

Building Maintenance Services: Activities typically include, but are not limited to, maintenance and custodial services, window cleaning services, disinfecting and exterminating services, and janitorial services.

Business Support Services: Activities typically include, but are not limited to, firms rather than individuals engaged in the provision of services of a clerical, employ-ment, protective, or minor processing nature, including multi-copy and blue-print services. They exclude the printing of books, other than pamphlets and small reports for another firm, and where the storage of goods other than samples is prohibited.

Typical uses include secretarial services, telephone answering services, and blueprint services.

Heavy Equipment Sales and Rental: Activities include, but are not limited to, the sale or

rental from the premises of heavy construction equipment, trucks, and farm equipment together with maintenance. Uses typically include, but are not limited to, heavy trucks and construction equipment dealers.

**Medical/Health Care Services:** Activities typically include, but are not limited to, establishments primarily engaged in the provision of personal health services including prevention, diagnosis and treatment or rehabilitation services provided by physicians, dentists, nurses and other health personnel as well as the provision of medical testing and analysis services, but excludes those classified as any public use type. Typical uses include medical offices, dental laboratories and fitness or wellness clinics.

**Personal Services:** Activities typically include, but are not limited to, information, instruction and similar services of a personal nature. Uses typically include, but are not limited to, driving schools, day care facilities, travel bureaus, and photography studios.

**Recreational Facilities:** Activities typically include, but are not limited to, sports performed, either indoor or outdoor, which require a facility for conducting the recreational activity. Uses typically include, but are not limited to, tennis courts, sports fields, and golf courses.

**Repair Services:** Activities typically include, but are not limited to, repair services involving articles such as upholstery, furniture, and large electrical appliance.

#### **City/Public Use**

Public use types include the performance of utility, educational, recreational, cultural, medical protective, government, and other uses which are strongly vested with public or social importance.

**Civic Services** - Activities typically include, but are not limited to, management or administrative services performed by public, quasi-public, and public, governmental or utility administrative offices. Uses typically include, but are not limited to, public parks, and open space areas of an active or passive character, playgrounds, playing fields, and community halls.

**Utility Facilities/Services** - Activities typically include, but are not limited to, those performed by public agencies which are strongly vested in the public interest.

#### **Prohibited Uses**

Uses prohibited within Hunter Business Park are: automobile impound yards (M-1); feed and fuel yards (M-1), and poultry and rabbit killing (M-1).

#### **Hunter Business Park Business Support Retail "BSR" Overlay District**

The Business Support Retail Overlay District (BSR Overlay) is primarily intended to allow for support retail uses in areas generally located along arterial streets within ~~centralized~~centralized locations accessible to the industrial business and visitors doing

business in the Hunter Park. The application of the BSR Overlay shall require a Rezoning request, in accordance with Chapter 19.810 of the Municipal Code.

The following uses shall be allowed in addition to all other uses permitted by the underlying land use district within the Hunter Business Park Specific Plan:

1. Office Supply Retail
2. Cell Phone Retailers
3. Computer Sales/Repair
4. Banks and Financial institutions
5. Dry Cleaning
6. Shoe Repair
7. Florist
8. Postal Services
9. Bakery
10. Beauty/Barber Shop
11. Day Spa
12. Medical Supplies
13. Photographic/Camera Store
14. Nail and Tanning Salons
15. Small fitness facilities, not more than 4,000 square feet in size
16. Blueprint Store
17. Tailor Shop
18. Weight Loss Centers
19. Restaurants, excluding drive-thru
- ~~20. Medical Supply Sales~~
- ~~21. Photographic/Camera Shops~~
- ~~22. Other similar uses, subject to the approval of the Planning Director~~

(Resolution No. 21797, 2009)

The following uses shall be Conditionally Permitted:

1. Drive-thru restaurants

(Resolution No. 23009, 2016)

## **F. DEVELOPMENT STANDARDS**

Development Standards for Hunter Business Park are intended to define and emphasize the uniqueness of the project area and to establish a ~~high-high~~ quality level of development. This will be accomplished by providing a framework of continuity and consistency through development.

The development of each parcel within Hunter Business Park is controlled and restricted by these Development Standards and Design Guidelines and must also meet all requirements of the City of Riverside as well as applicable governmental codes and regulations.

The development standards for the Hunter Business Park area address general provisions which include:

- Lot standards
- Utility service
- Building Material Requirements
- Signs
- Circulation
- Design Review

#### 1.0 General Provisions

The purpose of standards within General Provisions is to establish minimum standards regulating specific details in the development of any project within the Hunter Business Park area. Development standards not specifically prescribed by the Specific Plan shall be governed by the appropriate provisions of Title 19 (~~Zoning~~) of the Municipal Code according to the underlying Zoning designation of the site.

#### 1.1 Lot Standards

The purpose of lot standards is to establish adequate development sites so that appropriate site planning criteria (i.e., parking, ingress and egress) can be accommodated. Table III-1: Land Use Matrix, summarizes the lot standards for the three land use districts.

Minimum parcel size shall be one (1) acre in the ~~General Industrial and Garden Industrial~~ Districts.

Minimum parcel size shall be five (5) acres or the existing legally established lot size in the Industrial Park District for planning approval and overall development purposes. The overall development requirement is based on the concept of a unified architectural theme along with mutual parking and access agreements. Following approval of an overall development plan these parcels could be divided into parcels as small as ~~one (1) acre~~ 40,000 square feet ~~parcels~~ for sales or leasing purposes. The standards of the BMP — Business and Manufacturing Park Zone shall apply for land division and development purposes unless specifically modified by this Specific Plan. Industrial condominiums shall be permitted to accommodate leases or sales within the framework of an approved overall development



plan.

Except along designated major arterials, the above minimum parcel size in the Industrial Park District may be reduced to a minimum of 0.5 acre if a master plot-plan and design guidelines are submitted and approved by the ~~Planning Commission~~ Approving Authority in conjunction with a subdivision map. The master plot plan shall clearly indicate all site elements, including building locations, access, circulation, parking, landscaped areas, fences/walls, walkways, loading zones, storage areas, trash enclosures, lighting, and the like. The design guidelines shall address architecture, signage, screening, landscaping, fences/walls, and lighting as required for all other development proposals by this chapter. In addition, CC&Rs, to establish the design guidelines and other appropriate development criteria, shall be required for all projects approved under this provision. ~~Additional Planning Commission approval is not required for development on individual parcels as long as the development is in substantial compliance with the approved master plot plan and design guidelines.~~

#### Minimum Lot Width

Minimum lot width shall be 140 feet in the ~~General Industrial and Garden Industrial~~ Districts, and 300 feet in the Industrial Park District unless otherwise approved by the Planning Commission as part of a master plan.

#### Building Site Coverage

~~Building site coverage shall not exceed fifty (50) percent in all districts.~~ Building Height

Maximum building heights shall be as defined for each parcel in the ~~General Industrial District per the existing zoning district. (set forth in Title 19) of Riverside Municipal Code.~~ Maximum building heights shall be 45' in the ~~Garden Industrial and Industrial Park~~ for all Districts.

#### Building Setbacks

##### Front Yards

For arterial streets and buildings over 30 feet in height: A front yard having an average depth of 50 feet but in no case less than 40 feet except as indicated below. The front 20 feet of such front yard shall be suitably landscaped with plant materials and adequately maintained.

Notwithstanding any other provision of this Title to the contrary, pedestrian walks, vehicular access drives and railroad tracks which are perpendicular to the front property line in the front twenty feet, meter pits and utility manholes extending not more than six inches



above finished grade, light fixtures and any recording instruments required by this Chapter shall be permitted in any front yard. Off-street parking, gate or guard houses, roofs or canopies covering unenclosed pedestrian walks and walls or fences not more than six feet in height shall be permitted in the rear 30 feet of any required front yard. A front yard having a minimum depth of forty feet shall be permitted when such yard is landscaped in its entirety, except that a driveway parallel to the front property line a maximum of 12 feet in width may be located within this landscaped front yard;

For all other streets where the building is less than 30 feet in height: A front yard having a depth of 20 feet. The entirety of which shall be suitably landscaped with plant materials and adequately maintained. Notwithstanding any other provision of this Title to the contrary, pedestrian walks, vehicular access drives and railroad tracks which are perpendicular to the front property line in the front 20 feet, meter pits and utility manholes extending not more than six inches above finished grade, light fixtures and any recording instruments required by this Chapter shall be permitted in any front yard.

Parcels containing less than one acre as approved under a master plan and associated design guidelines as outlined under 1.1 above shall have a minimum front yard setback of twenty feet.

~~Side yards shall not be required, except that minimum side yards of 50 feet shall be required wherever a lot or parcel in the MP zone abuts a lot or parcel in any R zone. In the event a side yard abuts a street, such side yard shall meet all of the minimum requirements for a front yard and may be used in accordance with the front yard provisions pertaining to permitted uses.~~

~~Rear yards shall not be required, except that a minimum rear yard of 50 feet shall be required wherever a lot or parcel in the MP zone abuts a lot or parcel in any R zone. In the event a rear yard abuts a street, such rear yard shall meet all of the minimum requirements for a front yard and may be used in accordance with the front yard provisions pertaining to~~  
Side Yards

~~permitted uses.~~Side and rear yard setbacks shall be required as set forth in Title 19 of the Riverside Municipal Code based on the underlying zoning designation and the intended use or development of the site.

~~Parcels containing less than one acre as approved under a master plan and associated design guidelines as outlined under 1.1 above shall have a minimum setback of twenty feet.~~

#### Parking Setbacks

Parking setbacks from major arterials shall be 20 feet from the right-of-way. All other minimum requirements for parking and landscaping setbacks shall be consistent with standards required in the Zoning Code (19.74) for the underlying zone. The parking setback shall be considered part of the total building setback-provided that the average building setback is

maintained according to the street classification.

(Resolution No. 20436, 2003)

~~Tenancy~~

~~Multiple tenant parcels shall be permitted in the General Industrial and Garden Industrial Districts. Large single tenant users shall be encouraged in the Industrial Park District, but not required.~~

**12 Building Materials**

Except within the areas northerly of Columbia Avenue and westerly of Iowa Avenue, the use of prefab metal, such as roll formed metal siding or corrugated metal, shall be prohibited from use within the Hunter Business Park Specific Plan boundaries. This does not preclude the use of metal detail as part of architecturally designed buildings. (An example of this would "Corten" steel, a steel which is designed so the outside surface oxidizes.) Where permitted, metal buildings (northerly of Columbia and westerly of Iowa Avenue) are subject to the following:

- Metal buildings shall be permitted as accessory buildings and not as a primary building;
- The new metal building shall be of a high quality appearance;
- The new metal building shall be located no closer than 50 feet to the primary street frontage and no closer than the existing primary building; and
- Landscaping or other screening may be required.

**13 Signs**

Signage shall follow the requirements set forth in Chapter 19.76 of Title 19 of the Riverside Municipal Code.

**14 Utilities**

The purpose of the utility service standard is for the efficient distribution of utilities designed to be compatible with the surrounding environment. The following shall apply to the Hunter Business Park Specific Plan area:

- All existing and new utilities 12kv or less within the project area along adjacent major arterials (Columbia, Iowa, Marlborough and Spruce Avenues) shall be installed underground. Funding for the undergrounding of these lines shall be accomplished by means of an assessment district as provided for in Chapter IV: Implementation. All 69kv lines are required to remain above ground. Other lines on the 69kv poles shall be undergrounded.
- For subdivision approvals the installation of cable conduits in the public right-of-way is required to the Public Works and Public Utilities Departments.

## 1.5 Circulation

### G. ACCESS

Circulation standards are intended to assure the effectiveness, capacity and safety of the roadways.

- Access to arterials shall be granted to ~~parcels, but~~ **parcels but** will be limited to one access point per 300 feet of frontage for parcels with greater than 300 feet of frontage, or one access point per parcel with less than 300 feet of frontage. For example, for 250 feet of frontage, one access point shall be permitted; for 750 feet of frontage, two access points shall be permitted.
- No development shall be permitted on parcels without improved street access. For purposes of this standard, a street is a maintained public street or alley. A private street is subject to the approval of the City Planning and Public Works Department.
- Access points, wherever possible, shall be located a minimum of 200 feet from the back of curb returns at intersections, on four (4) lane or wider roads (88' and 110' streets).

### H. RIGHT-OF-WAY

- Dedication of the right-of-way, as shown on the City's Circulation/Transportation Planned Street Lines or in this Specific Plan, shall be required as a condition of approval for all development.

### I. LOCAL STREETS

Local streets, within the project area, shall connect planning areas with the arterial roadways. Local streets within the project area shall have a sixty-six (66) foot (secondary) right-of-way. Planned local streets shall provide a minimum of two 14 foot travel lanes (one each direction) and on-street parking opportunities. The required local street pattern shall allow the maximum flexibility to each arterial traffic flow. The pattern of local streets developed for the project area shall recognize the following:

- Streets shall be provided along property lines where possible.
- Local streets shall be planned to relieve traffic demand of arterials either by providing parallel routes or by local streets only feeding arterial streets.

The need for precise location, design, and the geometrics of local streets shall be submitted for approval at the time development is proposed. Such review shall be based upon the adopted Public Works Engineering/Design Standards.

### J. PRIVATE STREETS

Private streets may be desirable in new developments where they would enhance property identification, provide for control of access and where special overall design concepts may be involved. To ~~insure~~ **ensure** that private streets are constructed in a manner which will not



create emergency access to hazards or future maintenance problems, the following shall be applied to approvals:

- Private streets shall be limited to cul-de-sacs and to minor local streets not carrying through traffic.
- Private streets shall be permitted only when access is provided from a public right-of-way.
- An irrevocable offer of dedication may be required of the developer at his expense prior to recordation.
- Private streets shall be constructed to the same standards as comparable local public streets in industrial areas to include a minimum of 44' of paving between curbs adopted to the City Engineering Design Standards. The construction of private streets will require a permit for encroachment onto a public right-of-way.
- All other provisions of Resolution 12220 dealing with private streets and drives shall also prevail.

Pedestrian access within Hunter Business Park shall be constructed in accordance with the following policies:

- Walkways within public street ~~right-of-ways~~rights-of-way shall be City Engineering's standards and shall be located as provided for in the typical street cross sections (refer to Exhibit II-5: Roadway Sections).
- Internal walkways shall be separated from vehicular drives with a curb, berm or other appropriate means, and shall connect at safe and convenient points with sidewalks and street crossings with public rights-of-way.
- Pedestrian walkways shall directly link each building in the development project with parking areas, other buildings, and off-site areas.

### 1.3 Design Review

The design review procedures set forth in Title 19 ~~of the Riverside Municipal Code (Chapter 19.62)~~ shall apply to all commercial, office, and industrial properties in the Hunter Business Park Specific Plan Area.

## K DESIGN GUIDELINES

The Design Guidelines for Hunter Business Park and individual parcels will help ~~insure~~ ensure the implementation of a quality development and maintain the concept of a strong master-planned industrial community.

### 1.0 Architectural Concept

The architecture of Hunter Business Park shall possess an underlying compatibility among the various buildings through the use of harmonious materials, finishes, and colors while promoting individual expression and identity. The architectural style shall be in the

contemporary vocabulary. All buildings shall project simplicity while contrasting the solid mass elements with the elements of the glazing and openings. These comprise minimum architectural standards. Innovative design and the use of higher quality materials are encouraged.

## 2.0 Landscape Concept

The basic objective of the Landscape Concept is to create a strong sense of project identity throughout the Hunter Business Park Plan Area.

The intent of the Landscape Concept is to establish a park-like setting which creates not only a strong landscape framework for the buildings, but also provides a pleasant pedestrian circulation system along the major Gateway Streets. The Hunter Business Landscape Concept separates and defines three basic landscape zones:

1. Monument Entrances/Gateway Streets
2. Hierarchy of Streetscape Treatment
3. Individual Interior Parcels.

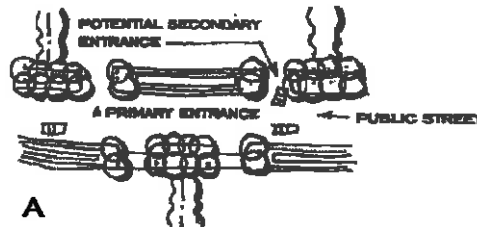
The selection of plant materials shall be made with water conservation and low maintenance characteristics as considerations. The aesthetic qualities of landscaping and plant material shall blend with the native plant material in the area especially at the edges of the project to Box Springs Mountain Regional Park.

Specific Landscape Design Criteria are presented in Section 4.0.

## 3.0 Site Planning Concepts

### 3.1 Entry Drives

1. Each parcel shall have at least one primary entry drive. The concept of this primary entrance point is to provide consistent formal plantings for trees of an evergreen variety. (See Diagram A).



2. Most parcels will have an opportunity for a secondary entry. Secondary entries are subject to approval by the City of Riverside Public Works Department and shall be

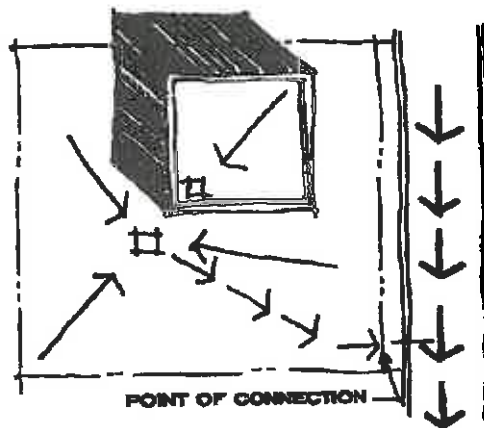
reviewed on an individual basis at the time of site design. This additional entrance shall include plantings of deciduous trees.

3.2 Parking

~~23.~~—Parking requirements for layouts, sizes, and ratios shall comply with ~~Chapter 2421, 19.74 Title 19 Zoning, of the Riverside Municipal Code.~~

3.3 Grading and Drainage

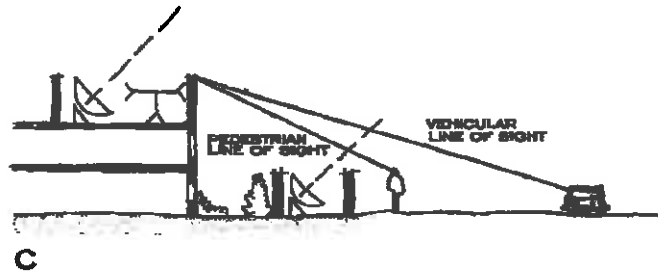
1. Drainage: Drainage of surface parking parcels and roof areas shall terminate at an underground storm drain system or approved street flow system. (See Diagram B).



B

3.4 Utilities and Communications Devices

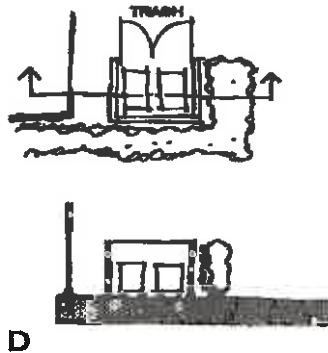
1. All new utilities, including those for rehabilitation building construction, shall be installed and maintained underground.
  2. Utilities shall be designed and installed to minimize disruption of off-site activity during construction.
  3. Temporary overhead power and telephone facilities shall be permitted only during construction.
  4. Any device for transmission or reception of communication signals shall be screened with compatible material and finishes as utilized in the building.
- A. Rooftop devices may not extend above the building's highest architectural element and shall not be visible within a horizontal line of sight from any major arterial or secondary collector. (See Diagram C.)



Ground-mounted devices shall be screened from view from adjacent streets and property with the same material and finishes as the adjacent buildings.

### 3.5 Trash and Transformers

1. Outdoor trash areas shall be visually screened by a minimum ~~6-foot-high~~six-foot-high, noncombustible enclosure constructed of the same materials and finishes as the adjacent building. (See Diagram D).

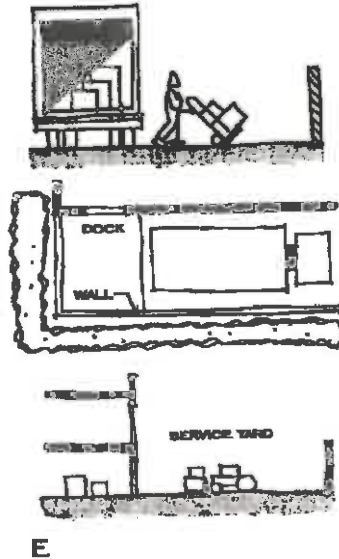


2. Trash enclosures shall be designed and located so as not to be highly visible from adjacent streets and property.
3. Transformers and emergency generators, where required, shall be screened by walls or dense landscaping.
4. Above ground transformers and trash enclosures shall not be permitted within the "front" street side building setback. Transformers located in the "front" street side setback shall be underground.
5. Above-ground switching devices, installed as a part of the backbone utility system, shall be screened from view from adjacent streets by shrub elements as provided for in the streetscape design and shall not be permitted in the "front" street side setback.

### 3.6 Service and Delivery Areas



1. Loading docks and service delivery areas, where provided, shall be screened, recessed, and/or enclosed so as not to be visible from adjacent streets. (See Diagram E).

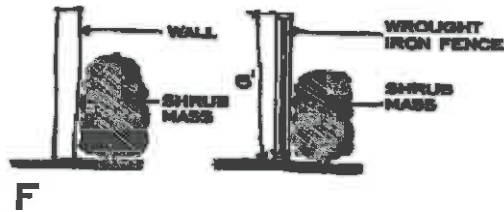


2. Service and delivery enclosures shall be a minimum of 8 feet high, noncombustible, and constructed of the same materials and finishes as the adjacent building.
3. The use of additional landscape materials to augment the enclosure walls shall be strongly encouraged.
4. No materials, supplies, or equipment, including company owned or operated trucks, shall be stored in any area on a site except inside a closed building or behind a visual barrier.

### 3.7 Wall/Fences

Walls/fences are to be utilized for either landscape design elements or to create visual barriers for screening purposes as outlined in 3.6 above.

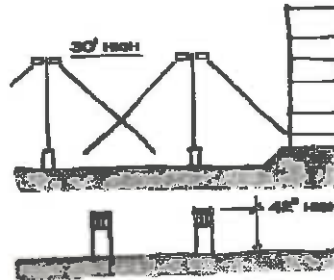
1. Walls or fences shall be required as a means of screening when landscaping materials alone are insufficient. (See Diagram F).



2. Solid walls and fences required for screening, loading and outdoor storage areas shall be at least six (6) feet high.
3. Walls separating properties within the Specific Plan and residentially zoned or used properties shall comply with the requirements of Title 19 of the Riverside Municipal Code.
- ~~25.~~ —A wall up to a maximum of twelve
- ~~26.22.~~ (12) feet high may be permitted subject to the granting of a variance to achieve screening requirements of this Chapter.
- ~~3.4.~~ Walls constructed within the required front setback areas shall not exceed three (3) feet in height.
- ~~4.5.~~ Walls shall be constructed of ~~masonry or concrete materials~~ consistent with, and complementary to, the building architecture.
- ~~5.6.~~ Landscaped block walls with suitable returns are required for screening purposes along the front yard setbacks. Maximum 8-foot high chain link fencing with adequate landscape screening shall be allowed along the side and rear property lines of interior lots where not visible from the public right-of-way. It is the applicant's responsibility to demonstrate that chain link fencing is not visible from the public right-of-way. Walls, fencing and landscape screening shall be subject to Design Review Board Community & Economic Development Department Director or designee approval.
- ~~6.7.~~ Walls or fences shall not be required between separate lots unless deemed necessary for security or screening purposes. Such walls located on property lines between lots shall not exceed six (6) feet in height.

### 3.8 Lighting

1. Lighting shall be used to provide illumination for security and safety of parking, loading, and access areas.
2. All lighting shall be shielded (cut off) to keep light spread within the site boundaries.
3. Pole light fixtures in parking areas shall not exceed thirty (30) feet in height. (See



G

Diagram G).

4. Security light fixtures shall not project above the fascia or roofline of the building.

### 3.9 Rail Service

Rail service is an important asset of the industrial park. Therefore, uses which are dependent upon such rail service shall comply with the following standards:

1. Spur trackage shall not be permitted along any building frontage and shall be confined to the rear and sides of any buildings served.
2. At grade spur trackage, crossings shall be avoided, if possible.
3. All rail crossings and any spur construction must be approved by the affected railroad and the Public Utilities Commission.

### 4.0 Landscape Design Criteria

The landscape concept establishes three basic landscape zones:

- Monument Entry/Gateway Streets
- Streetscape Zone
- Individual Interior Parcel Zone

The following landscape design criteria define the overall planting, paving, (hardscape), lighting, and graphic concepts. Individual owners are allowed the flexibility to express their own design within the framework of these criteria.

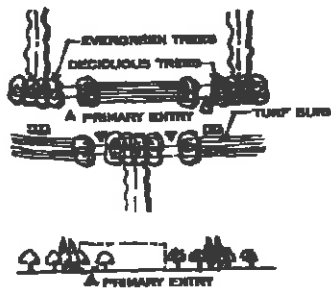
#### 4.1 Monument Entry/Gateway Streets Zone

The Entry Zone sets the image for Hunter Business Park and occurs at the major entrances off Columbia Avenue and Spruce Street. The landscape character shall consist primarily of turf, a backdrop of evergreen trees, and an accent element consisting of deciduous trees. Entry Zone design elements and materials are subject to Design Review Board review and approval.

## 4.2 Streetscape Zone

The Streetscape Zone is the primary landscape framework of the project and is intended to visually bind the project together. This zone consists of three components: Streetscape, Primary Driveway, and Secondary Driveway.

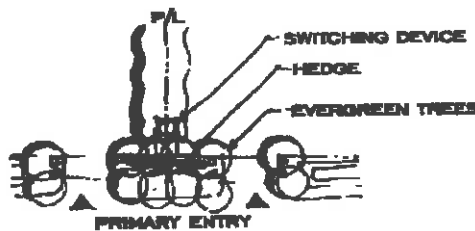
1. The Streetscape component consists of a continuous turf-bermed edge (along Columbia Avenue) and a consistent tree pattern of palms with alternating evergreen trees. It is intended that visual corridors are kept open at the central portion of each parcel to maximize the view of each building with concentration of formal tree statements identifying the entry points to each parcel near the side parcel lines. A continuous 6-foot walkway at the curb shall



H

be constructed on both sides of Iowa Avenue. (See Diagram H).

2. The Primary Driveway location shall be identified by a geometric tree pattern of an evergreen variety. The entry shall also incorporate the parcel address

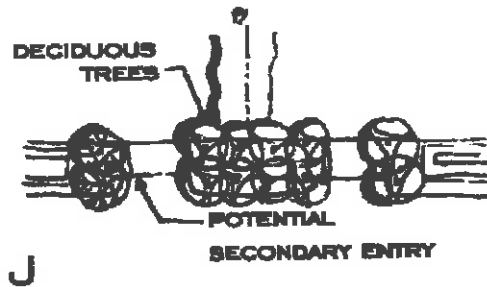


I

number. (See Diagram I).

3. The Secondary Driveway location shall be identified by similar elements with the exception of the tree species, which shall be of a deciduous variety. (See Diagram J).





#### 43 On-Site Landscaping

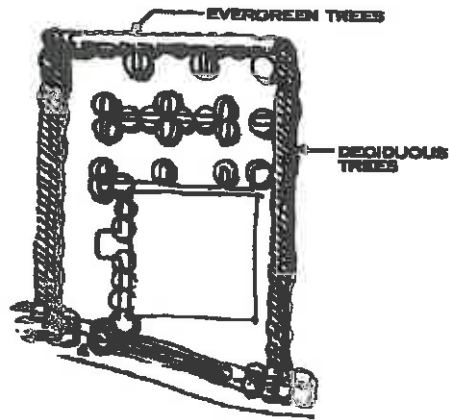
On-Site Landscaping consists of three primary components:

- Property Line Planting
- Parking Lot Planting
- Building Perimeter Planting

It is intended that individual owners have the flexibility to express their own landscape design concepts by being consistent with the overall landscape concept.

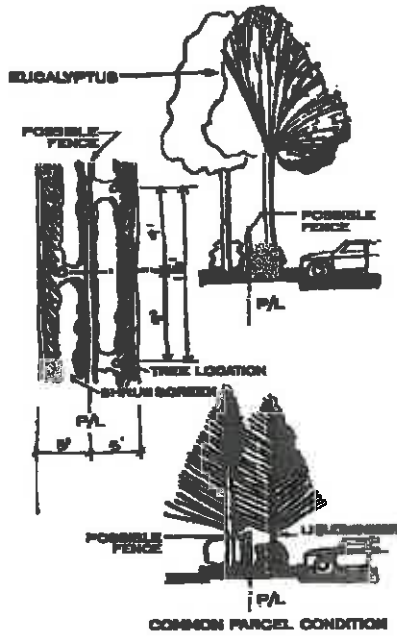
##### 1. Property line planting:

Property line trees are intended to work as "hedgerow" framing elements and shall be evergreen flowering varieties with an optimum, non-trimmed height for the shrubs of 6 to 7 feet. Shrubs shall be a maximum of 3 feet high within 25 feet of driveways for safe visibility. Special consideration shall be given to screening parked automobiles from adjacent properties. (See Diagram K).



## 2. Parking lot planting:

Parking lot trees shall shade the parking area, ~~and area~~ and break up the visual mass of the parking lot. These trees shall be located predominantly in islands and planters and shall have low ground cover throughout with shrub screening at the end bays of each island (See Diagram L).



L

### 3. Building Perimeter Planting:

Planting around building perimeters is intended to be colorful and more highly accented. Trees and shrubs shall have either colorful foliage or flowering characteristics except where restrictive areas require a more vertical species. Major building features shall utilize more intense plantings of colored ground cover and shrubs. Vines shall be encouraged at larger wall massings and at loading and trash screen walls. (See Diagram M).

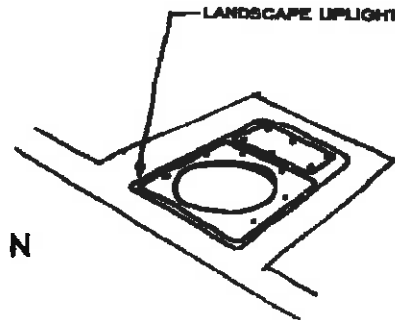


M

### 4. Landscape Lighting:

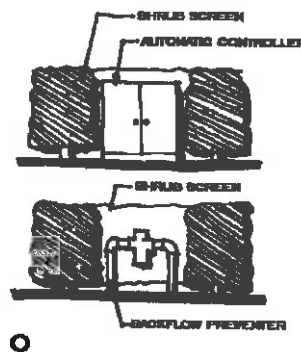
Landscape lighting, with no visible light source may be used for accenting the following conditions:

- Shrub masses
- Focal elements
- Trees (up-lights) (See Diagram N).



## 5. Irrigation

- A. All irrigation systems shall be fully automatic.
- B. Low-volume irrigation equipment shall be required for all planted areas within the individual sites.
- C. Irrigation water shall not overthrow onto walks, common areas, or onto any architectural walls.
- D. Utility cabinets and irrigation hardware shall be screened by evergreen shrubs. (See Diagram O).



## 5.0 Architectural Design Criteria

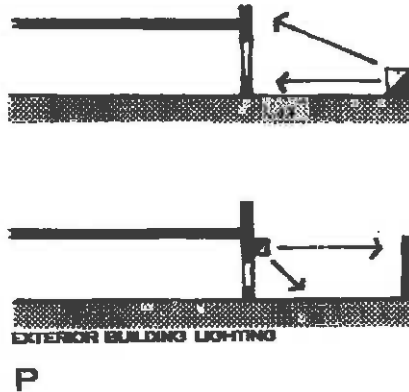
### 5.1 Roofs



1. All rooftop equipment or devices including vents, louvers, hoods, and mechanical equipment shall be painted to match the building color.
2. Roof-mounted mechanical equipment shall not exceed above the highest architectural element or be mounted on any exterior building elevation. No such equipment shall be visible from the public right-of-way.
3. Any screening device shall be constructed of the same materials as the supporting building or closely matching materials.

**52 Exterior Building Lighting**

1. Exterior building lighting shall be used to reinforce the architectural design. Emphasis shall be placed on entries, landscaping elements, architectural features, etc.
2. Lighting shall be directed toward the building (wall wash), not adjacent

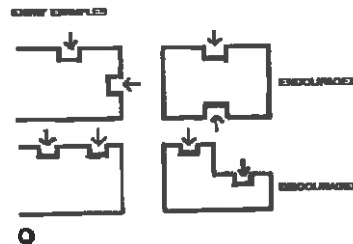


properties. (See Diagram P).

3. Service area lighting, if any shall be contained within the service area and shall be a 90 degree cutoff-type fixture.

**53 Building Entries**

1. A minimum number of entry points shall be encouraged for each building. (See Diagram Q).



**P20-0191 Sycamore Canyon Business Park Specific Plan Amdt.**

### 3.0 DEVELOPMENT STANDARDS AND CRITERIA

The following regulations are stipulated to implement the Sycamore Canyon Business Plan. As such, they will be utilized by the City of Riverside to ensure that future development proceeds in a consistent manner.

Development standards not specifically prescribed by the Specific Plan shall be governed by the appropriate provisions of Title 19- Zoning of the Riverside Municipal Code (Zoning Code) according to the underlying zoning designation of the site.

They have evolved from the analysis of local environmental opportunities and constraints as well as development needs. Based upon current City zoning standards set forth in the Business & Manufacturing Park (BMP) Zone, as described by Chapter 19.46-130 of the Zoning Ordinance Code, and the General Commercial Zone, as described by Chapter 19.36-110 of the Zoning Ordinance Code these standards have been modified where appropriate to achieve the goal and objectives of this Plan.

Standards have been organized into seven classifications, following a listing of typical permitted uses (Subsection 3.1), these include:

Subsection 3.2 - Lot Standards which define building site coverage, building heights, setbacks and lot sizes;

Subsection 3.3 - Parking Standards describing the basic design criteria for parking areas, a schedule of off-street parking requirements, and other related items;

Subsection 3.4 - Outdoor Storage and Loading Areas requirements design criteria;

Subsection 3.5 - Utilities and Lighting, requirements;

Subsection 3.6 - Sign Standards;

Subsection 3.7 - Screening of Mechanical Equipment criteria;

Subsection 3.8 - Trash Collection Areas requirements; and

Subsection 3.9 - Walls/Fence Standards defining locational and height requirements.

### 3.1 PERMITTED USES

This Specific Plan controls development by zoning properties to the BMP (Business & Manufacturing Park Zone), ~~MP-BP (Manufacturing Park with Business Park Combining Zone District~~ and G-3CG (General Commercial Zone), as defined in Chapters 19.46.020130 and 19.36.20110 and 19.44 of the City Code. The Plan further defines specific limitations and regulations as adjustments to this base zone.

Permitted uses are those land uses allowed in a given subarea (as shown in Exhibit 5).

"Industrial" subarea permitted uses are:

- "(1) Administrative or executive offices of a business or industrial establishment;"
- "(2) Manufacture, assembly, fabrication, warehousing, and wholesale distribution of goods, wares, merchandise, articles, or substances pursuant to the requirements of the Permitted Uses Table of Chapter 19.150 of the Zoning Code; provided, that goods, wares, merchandise, articles, or substances which are combustible, inflammable, explosive, or likely to create fire, radiation or explosive hazards to surrounding property may be stored and used in reasonable quantities as an incident to any permitted use only if such storage and use are allowed in the certificate of occupancy under such reasonable conditions as may be deemed necessary in the interests of public safety; and further provided that any use prohibited in the "M-1" and "M-211" zones shall also be prohibited in the "MI" zone;"
- "(3) Publishing and printing"
- "(4) Research offices and laboratories for the conduct of scientific research and theoretical studies and investigations, including the fabrication and testing of prototypes, and the performance of environmental tests, and related activities, by or under the supervision of professional scientists and highly trained specialists in the fields of physical, economic or social research;" .

The following uses shall be permitted in the "Industrial" subarea subject to a conditional use permit:

- "(A) Automobile service station, including indoor facilities for lubrication, battery and brake service, tire repair, minor adjustments and repair, but excluding painting, body work,



steam cleaning, major repairs, mechanical washing facilities, utility truck or trailer rental, and packaged ice sales, and in accordance with the provision of Section 19.28.020(35)410."

- "(B) Restaurant, cafe, or cafeteria".
- "(C) Any use appurtenant to and compatible with restricted industrial development which is consistent with the objectives of the planned industrial park concept."

~~Portions of the "Industrial" subarea are zoned "MP-BP" Manufacturing Park with a Business Park Combining Zone. The Combining Zone permits a limited range of retail commercial uses having a close association with, providing convenience to or which are compatible with the office, wholesale, warehousing and manufacturing uses permitted. For further details regarding the "BP" Combining Zone see Chapter 19.44 of the Zoning Code.~~

Permitted uses for the "Industrial Support" subarea are limited by special constraints - the noise and accident potential impacts caused by flight operation at March Air Force Base directly to the south. High noise levels and accident risks require that development of this area be limited to low-density, low-concentration uses which will minimize the exposure to the public and employees to such impacts.

Accordingly, the Plan permits the following uses for "Industrial Support":

- Financial, insurance and real estate services;
- Professional services - typically, attorneys, architects, engineers, accountants;
- Automotive service stations- including minor repair of autos within enclosed buildings;
- Automotive rental agencies and related auto storage; and
- Business support uses involving clerical, employment, protective or similar services, including multi-copy and blueprint services.

Other compatible and related uses may be permitted subject to a conditional use permit where the following conditions apply:

- Use intensity no greater than one full time employee per 500 sq. ft. of building floor area, and
- No occupancy by the public of more than ten persons.

The "Industrial Support" subarea of the Plan is described in the March Air Force Base AICUZ study as "Compatible Use District 8" which involves a combination of "Accident Potential Zone II" and a noise level of Ldn 80-85. This combination of impacts requires that all uses include insulation of office areas and public reception areas to achieve a noise level reduction of 35 decibels.

The Plan permits the following uses for "Retail Business and Office" subarea:

- Retail shops, services and other similar commercial development. It also provides for low to moderate intensity office uses and for some visitor-serving commercial development. The typical development intensity for this category is a 0.25 Floor Area Ratio (FAR); the maximum development intensity is a 0.35 Floor Area Ratio (FAR).
- All uses permitted within the ~~G-3CG~~ General Commercial Zone per the ~~City's zoning ordinance~~ Zoning Code. For further information regarding the ~~G-3CG~~ zone see Chapter 19.36.020110 of the Zoning Code.
- "Open Space" is proposed for the portions of the Sycamore Canyon area with prevailing slope gradients of 15% or greater, (not isolated pockets over 15%); as well as areas with prime wildlife habitat and areas within manageable park boundaries. This term includes most of the "Natural Arroyo" as described in earlier plans for the Southeast Study Area.
- No metal curtain wall structures shall be permitted within any portion of the Plan Area.

### 3.2 LOT STANDARDS

The purpose of lot standards is to assure adequate development sites so that appropriate design measures (parking, ingress/ egress, building coverage) are feasible.

The minimum lot size shall be five acres; provided however, (1) that 30% of the area of each parcel of land of record existing as of the date this Specific Plan is adopted by the City Council may be subdivided to minimum one acre lots and developed in accordance with the BMP Development Standards defined in Chapter 19.46130; or 30% of the area of any combination of such parcels held under common ownership within the same Specific Plan designation, may, at the discretion of the Planning

Commission, be subdivided to minimum one acre lots; ~~Exempt from these lot size standards are those lots within the Motorfair Project of 136.9 vacant acres of land. Here, the minimum lot size shall be one acre, except the property fronting on Sycamore Canyon Boulevard shall be two acres;~~ (2) that a condominium-style industrial development may be permitted in such areas provided that such development contains one total acre or more; and (3) that such lots do not have frontage on thruways or collector streets.

Minimum lot widths shall be 300 feet for five acre and larger lots, and 140 feet for one acre lots.

### 3.2.1 SETBACK STANDARDS

The following setbacks shall be required within the Plan Area:

- Front Yards -

- A. For arterial streets and buildings over thirty feet in height: A front yard having an average depth of 50 feet but in no case less than 40 feet except as indicated below. The front 20 feet of such front yard shall be suitable landscaped with plant materials and adequately maintained. Notwithstanding any other provision of this Title to the contrary, pedestrian walks, vehicular access drives and railroad tracks which are perpendicular to the front property line in the front twenty feet, meter pits and utility manholes extending not more than six inches above finished grade, light fixtures and any recording instruments required by this Chapter shall be permitted in any front yard. Off-street parking, gate or guard houses, roofs or canopies covering unenclosed pedestrian walks and walls or fences not more than six feet in height shall be permitted in the rear 30 feet of any required front yard. A front yard having a minimum depth of forty feet shall be permitted when such yard is landscaped in its entirety, except that a driveway parallel to the front property line a maximum of 12 feet in width may be located within this landscaped front yard;
- B. For all other streets where the building is less than 30 feet in height: A front yard having a depth of 20 feet. The entirety of which shall be suitably landscaped with plant materials and adequately maintained. Notwithstanding any other provision of this Title to the contrary, pedestrian

walks, vehicular access drives and railroad tracks which are perpendicular to the front property line in the front twenty feet, meter pits and utility manholes extending not more than six inches above finished grade, light fixtures and any recording instruments required by this Chapter shall be permitted in any front yard.

~~Side and rear yard setbacks shall be required as set forth in the Title 19 of the Riverside Municipal Code Zoning Code based on the underlying zoning designation and the intended use or development of the site. Side Yard shall not be required, except that minimum side yards of fifty feet shall be required wherever a lot or parcel in the MP zone abuts a lot or parcel in any R zone. In the event a side yard abuts a street, such side yard shall meet all of the minimum requirements for a front yard and may be used in accordance with the front yard provisions pertaining to permitted uses;~~

~~Rear Yard shall not be required, except that a minimum rear yard of fifty feet shall be required wherever a lot or parcel in the MP zone abuts a lot or parcel in any R zone. In the event a rear yard abuts a street, such rear yard shall meet all of the minimum requirements for a front yard and may be used in accordance with the front yard provisions pertaining to permitted uses, with the exception of all lots adjacent to Sycamore Canyon Park which shall have a 20 foot landscaped building setback.~~

(Resolution No. 20347, 2003)

### 3.3 PARKING STANDARDS

Parking Standards are necessary to assure public safety and convenience, prevent congestion and increase site efficiency.

The following requirements for off-street parking and loading facilities apply to all development within the Plan.

The basic design requirements of all onsite parking areas shall conform to Chapter 19.74580 of the City Code unless specifically amended by details of this Plan.

All required parking shall be provided onsite.

Setbacks for parking shall be 20 feet from the right-of-way.

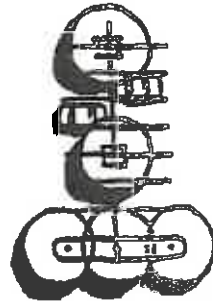
Parking space shall be required as follows:



- Warehousing or building for storage:
  - A. One space per 1,000 sq. ft.;
- Manufacturing:
  - A. One space per 350 sq. ft.;
- Administrative/ Office:
  - A. One space per 250 sq. ft.;
- Mixed-use tenancy (storage/distribution/manufacturing with limited space devoted to exclusive office space) with less than 25% administrative/office use:
  - A. One space per 300 sq. ft.;

No required parking shall be provided within the required front setback area.

Landscaping within parking lots shall be reviewed and approved by the Design Review Board and conformance to standards of this Plan and the City Code. Such landscaping should include use of tree wells or planters at the end of parking bays.



Parking shall be screened from public view by means of landscaping, berms, and low masonry walls. However, vehicle display parking shall be exempt from this requirement in the retail portion of the Plan.

(Resolution No. 20437, 2003)

### 3.4 OUTDOOR STORAGE AND LOADING AREAS

All uses, except storage and unloading shall be conducted entirely within an enclosed building. Outdoor storage of material and equipment is permitted, provided the storage area is completely enclosed by walls and

the combined gross area of such area does not exceed ten (10) percent of the gross floor area of the building, no impinge upon any required parking or access ways.

No stored material may exceed the height of required walls.

All loading facilities and maneuvering areas must be on site with the use served.

Aisle width to loading docks shall be a minimum of fifty (50) feet exclusive of truck parking area.

All loading areas shall be screened from public view by landscaping or walls.

Loading facilities shall be prohibited in required front or side setback areas.

### **3.5 LIGHTING AND UTILITIES**

Lighting shall be used to provide illumination for security and safety of parking, loading, and access areas.

All lighting shall be shielded to keep light spread within the site boundaries.

Light fixtures in parking areas shall not exceed twenty-five (25) feet in height. Security light fixtures shall not project above the fascia or roofline of the building.

Streetlight fixtures shall not exceed thirty-five (35) feet in height.

All ground-mounted utility facilities such as transformers, back-flow preventors shall be adequately screened from public view.

All electrical lines less than 12KV and telephone lines within the Plan area shall be installed underground.

### **3.6 SIGN STANDARDS**

The Specific Plan recognizes that signs are not only a means of identifying businesses but are also an important design element. Sign provisions consistent with the Plan's objectives to ensure visually attractive, quality development is necessary.

The following standards apply to all signs within the Plan area:

All signs not expressly permitted are prohibited, including but not limited to the following:

- Roof signs;
- Flashing signs, except in time and temperature signs;
- Animated signs;
- Revolving signs;
- Vehicle signs, when used on property to identify a business;
- Portable signs;
- Off-site signs, except temporary subdivision directional signs;
- Signs on the public right-of-way, except where required by a governmental agency;
- Signs blocking doors or fire escapes;
- Light bulb strings and exposed tubing;
- Banners, flags, pennants and balloons; and Advertising structures.

Business identification wall-mounted and monument signs shall be permitted subject to the following provisions:

- Maximum number - one per street frontage, not to exceed two per lot for both wall mounted and monument signs;
- Maximum size - Ten (10) percent of the building face, not to exceed 150 square feet for wall signs and 24 square feet for monument signs;
- Maximum height - not to project above the roofline or parapet of the roof, and in no case be higher than 20 feet above finished grade for wall mount signs; and up to five feet for monument signs;

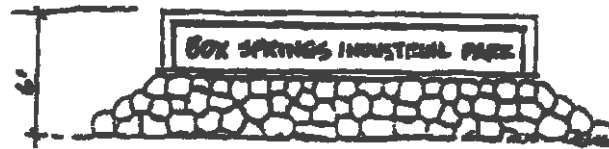
Each permitted monument sign shall be located in a planted landscaped area which is of a shape, design and size that will provide a compatible setting and ground definition to the sign. The planted landscaped area shall be maintained on a reasonable and regular basis.

Sign copy shall include minimal information only. The use of subordinate information such as a telephone number, lists of products, pictures of products, etc. is discouraged. The name of the business shall be the dominant message on the sign.

Monument signs shall be illuminated from an external light source. Wall signs may be illuminated either internally or externally.

All signs shall be designed to be architecturally compatible with the building.

- Signing for the Park is proposed as entry monuments at the major points of ingress. A wood sign with recessed lettering atop a native rock masonry base is suggested as shown.



- A similar design for Park directory signs is also shown.

### **3.7 DISPLAY MEDIANS DELETED.**

~~In the Motofair project (RBO land use designation) display medians within the right of way will be permitted provided that a covenant and agreement subject to approval by the City Attorney shall be recorded prior to adoption of zoning case R 48-878 that the adjacent property owners will maintain the display nodes and hold the City harmless if any traffic accidents occur involving the display nodes.~~

### **3.8 SCREENING OF MECHANICAL EQUIPMENT**

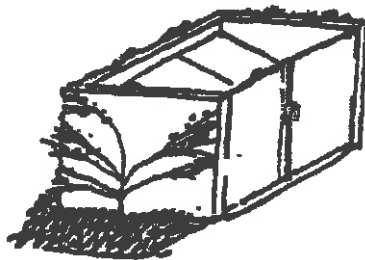
To the maximum extent possible, all utility and operational equipment located on the exterior of the building shall be screened from public view through the use of walls or landscaping.



### 3.9 TRASH COLLECTION AREAS

Storage and trash collection areas will be permitted in rear and interior side setback areas provided that trash containers are enclosed within a masonry wall with a metal gate.

Such container enclosures shall have a concrete base and have walls with a minimum height of six (6) feet.



### 3.10 WALLS/FENCE STANDARDS

Walls and fences will be required as a means of screening when landscaping materials alone would prove insufficient as determined by the Design Review Board.

Solid walls and fences required as a means of screening, loading and outdoor storage areas shall be at least six (6) feet high with a maximum of twelve (12) feet and will be constructed in accordance with the design criteria of this Plan.

Walls constructed within required front setback areas shall not exceed three (3) feet in height.

Walls shall be constructed of ~~masonry or concrete~~ materials consistent with, and complementary to, building architecture.

Walls or fences are not required between separate lots unless deemed necessary for security or screening purposes. Such walls located on property lines between lots shall not exceed six (6) feet in height.

Walls separating properties within the Specific Plan and residentially zoned or used properties shall comply with the requirements of Title 19 of the Riverside Municipal Code/the Zoning Code.

Chain-link fencing shall be prohibited where it is visible from the public right-of-way.

### **3.11 RAIL SERVICE STANDARDS**

Rail service is an important asset of the industrial park. Therefore, uses which are dependent upon such rail service shall comply with the following standards:

- Easement width for a lead line single rail track= 26 feet; for a double rail track= 41 feet;
- Rail lead track and nearby street elevation shall have approximately the same elevation;
- Minimum radius of curvature for track shall be 180 feet;
- Maximum permissible gradient along spur track shall be 1 1 to 2 %;
- Dock height shall be set between 4 1 to 5 feet above top of rail of the spur track;
- Spur trackage is not permitted along any building frontage and must be confined to the rear and sides of any buildings served; and
- At-grade crossings shall be avoided. All rail crossings and any spur construction must be approved by the AT&SF Railway Co. and the PUC.

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# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

July 16, 2020

Ms. Melody Segura, Project Planner  
City of Cathedral City Planning Department  
68-700 Avenida Lalo Guerrero  
Cathedral City, CA 92234

**CHAIR**  
Russell Betts  
Desert Hot Springs

**VICE CHAIR**  
Steven Stewart  
Palm Springs

**COMMISSIONERS**

Arthur Butler  
Riverside

John Lyon  
Riverside

Steve Manos  
Lake Elsinore

Richard Stewart  
Moreno Valley

Gary Youmans  
Temecula

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

File No.: ZAP1087PS20  
Related File No.: CUP20-007 (Conditional Use Permit)  
APNs: 678-330-010

Dear Mr. Segura:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC's general delegation as per Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Cathedral City Case Nos. CUP20-007 (Conditional Use Permit) a proposal to establish a fast food restaurant totaling 2,915 square feet on 0.66 acres, located southerly of McCallum Way, easterly of San Aliso Road, westerly of Date Palm Drive, and northerly of Ramon Road.

**STAFF**

Director  
Simon A. Housman

Paul Rull  
Barbara Santos

The site is located within Airport Compatibility Zone E of the Palm Springs International Airport Influence Area (AIA). Within Compatibility Zone E of the Palm Springs International Airport Land Use Compatibility Plan, non-residential intensity is not restricted.

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

The elevation of Runway 13R-31L at Palm Springs International Airport at its southerly terminus is approximately 395.5 feet above mean sea level (AMSL). At a distance of approximately 11,793 feet from the runway to the project property line, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 513.5 feet AMSL. The site's finished floor elevation is 366 feet AMSL, and the proposed building height is 29.5 feet, resulting in a maximum top point elevation of 395.5 feet AMSL. Therefore, review by the FAA OES was not required.

[www.rcaluc.org](http://www.rcaluc.org)

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Palm Springs Airport Land Use Compatibility Plan, provided that the City of Cathedral City applies the following recommended conditions:

**CONDITIONS:**

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:



- (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, and construction and demolition debris facilities.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached "Notice of Airport in Vicinity" shall be provided to all potential purchasers of the property and to the tenants of the buildings.
4. Any new detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

Attachment: Notice of Airport in Vicinity

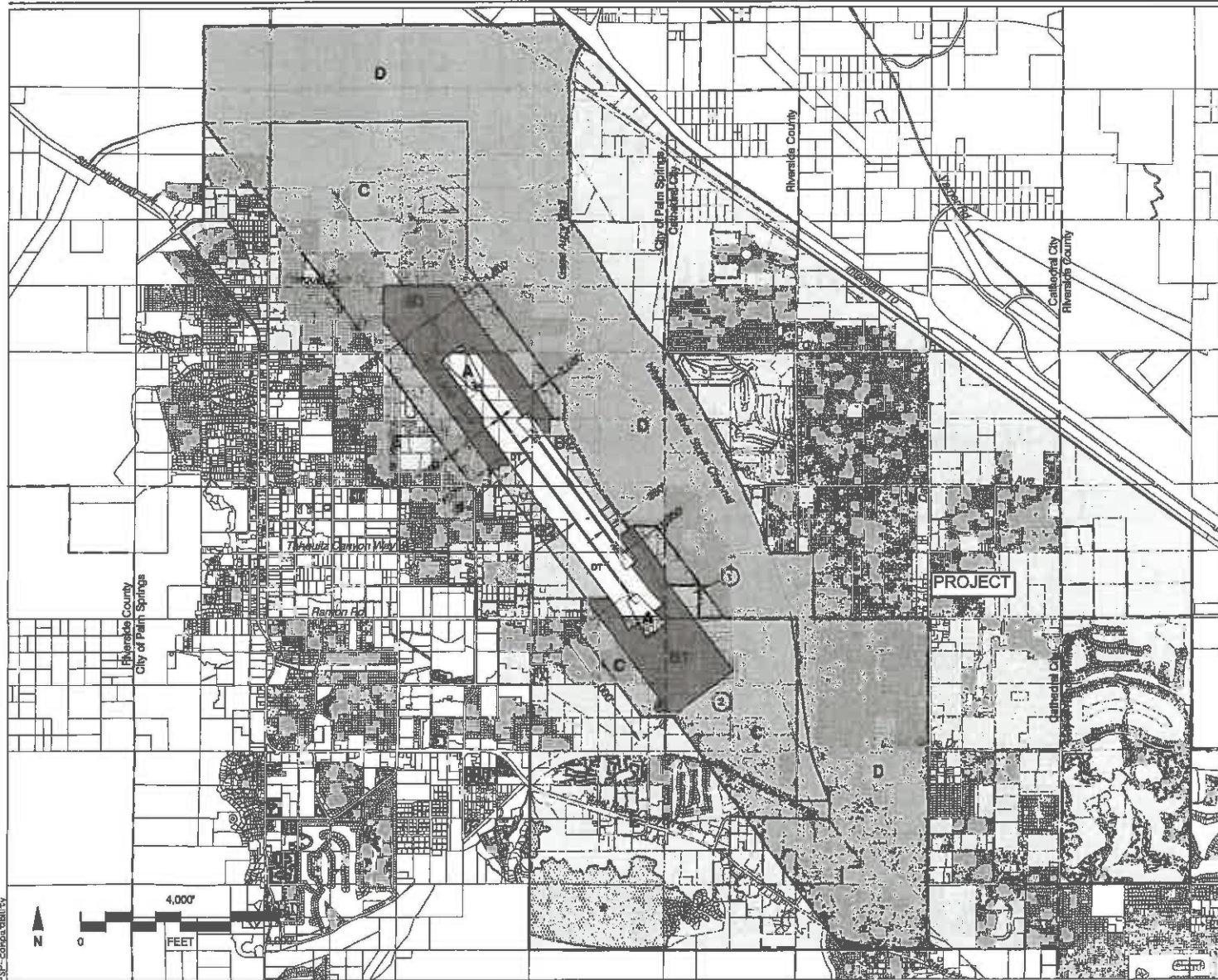
cc: Sage Investco Deux, LLC (applicant)  
Blaine A Womer, Civil Engineer (representative)  
Golden Mile Investment Co. (property owner)  
Thomas Nolan, Executive Director, Palm Springs International Airport  
ALUC Case File

Y:\AIRPORT CASE FILES\Palm Springs\ZAP1087PS20\ZAP1087PS20.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)

(1.3)(A)



- Legend**
- Compatibility Zones**
- Airport Influence Area Boundary
  - Zone A
  - Zone B1
  - Zone B2
  - Zone C
  - Zone D
  - Zone E
  - Height Review Overlay Zone
- Boundary Lines**
- Airport Property Line
  - City Limits

**Notes**

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

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

See Policy PS.2.1.

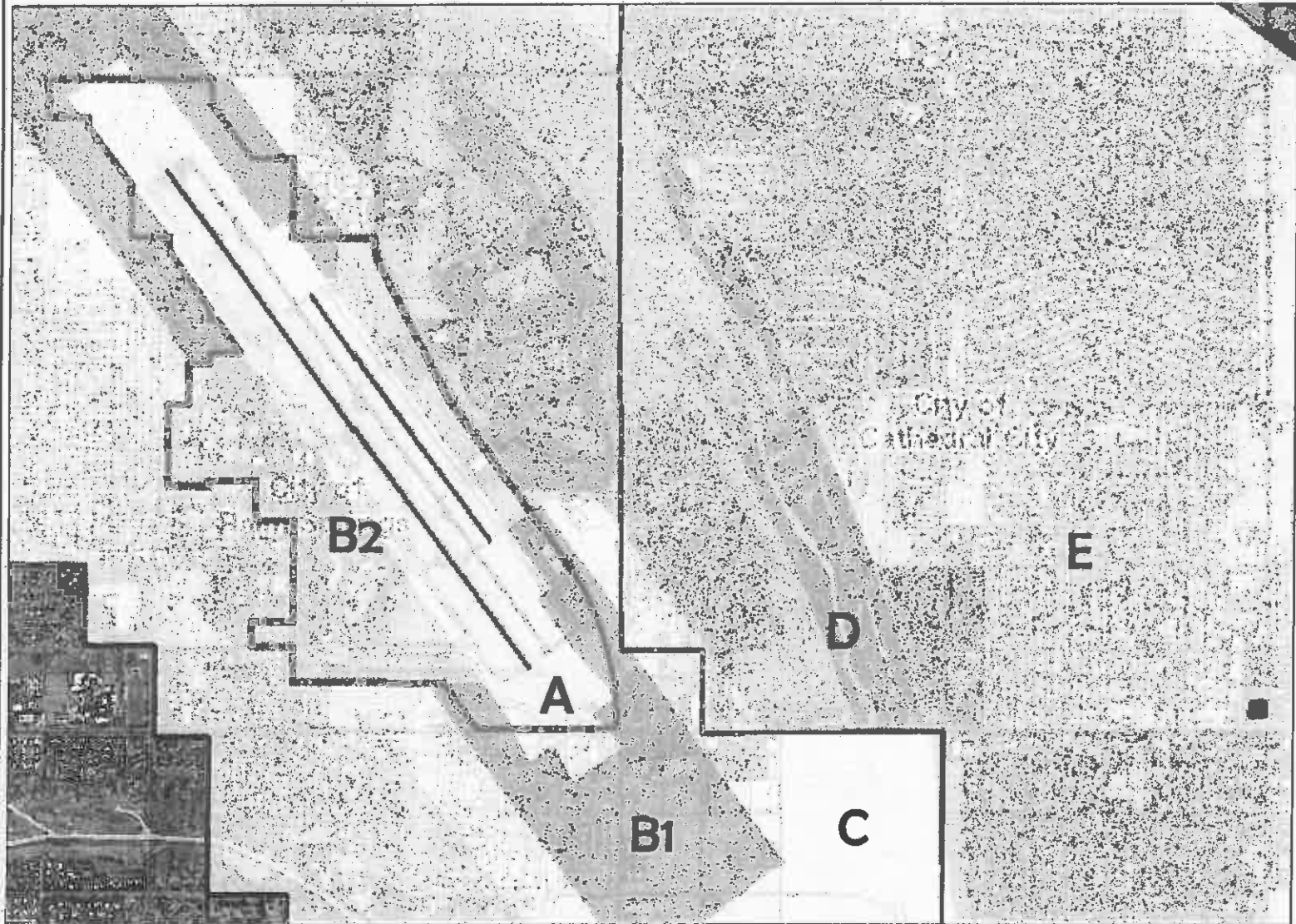
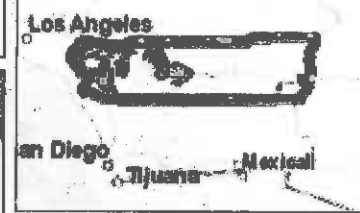
Riverside County  
 Airport Land Use Commission  
 Riverside County  
 Airport Land Use Compatibility Plan  
 Policy Document  
 (Adopted March 2005)

Map PS-1

**Compatibility Map**  
 Palm Springs International Airport

PS-1-compatibll.tty

# Map My County Map



**Legend**

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



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



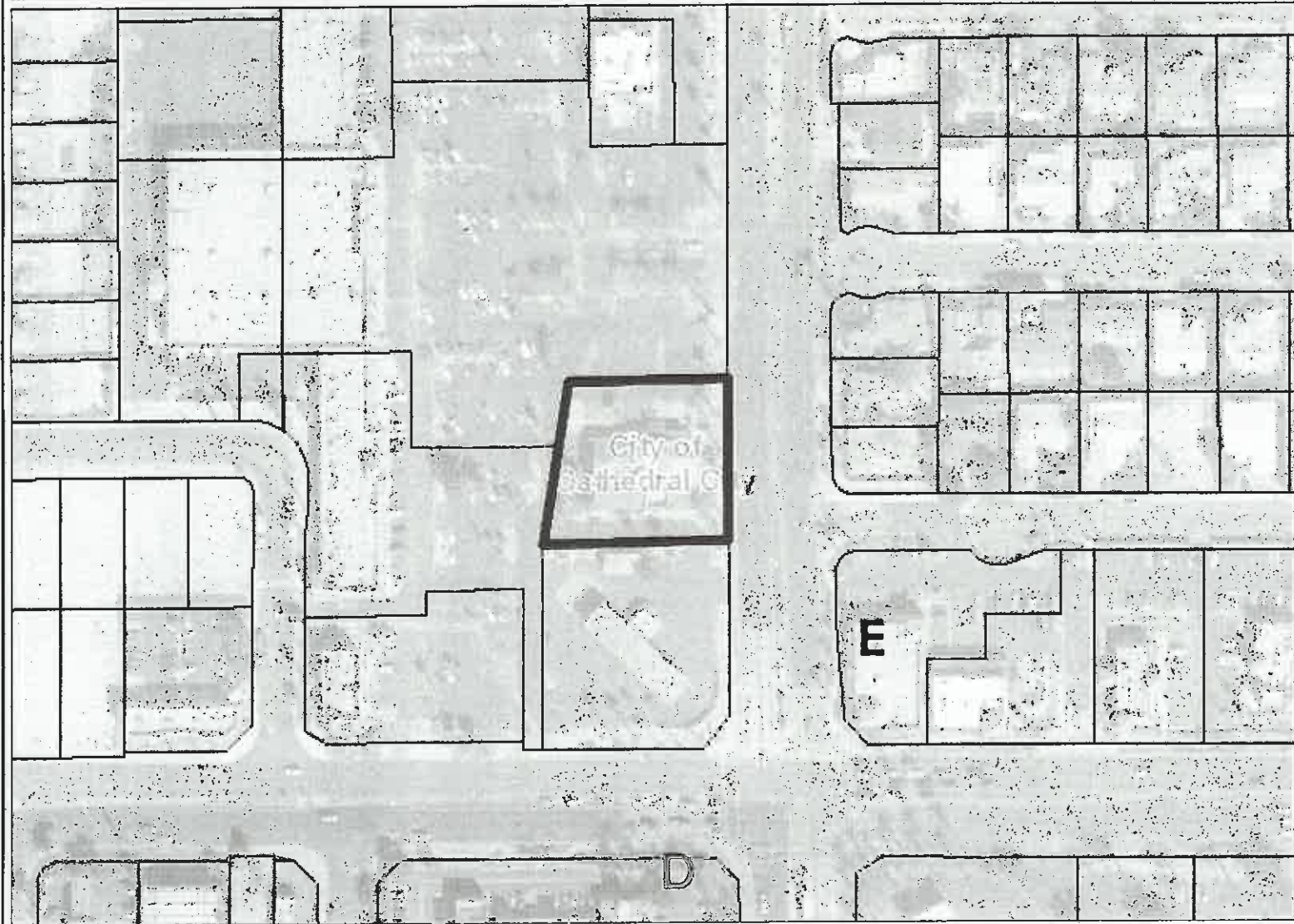
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**Notes**



# Map My County Map



**Legend**

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



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**Notes**



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# Map My County Map



## Legend

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



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## Notes

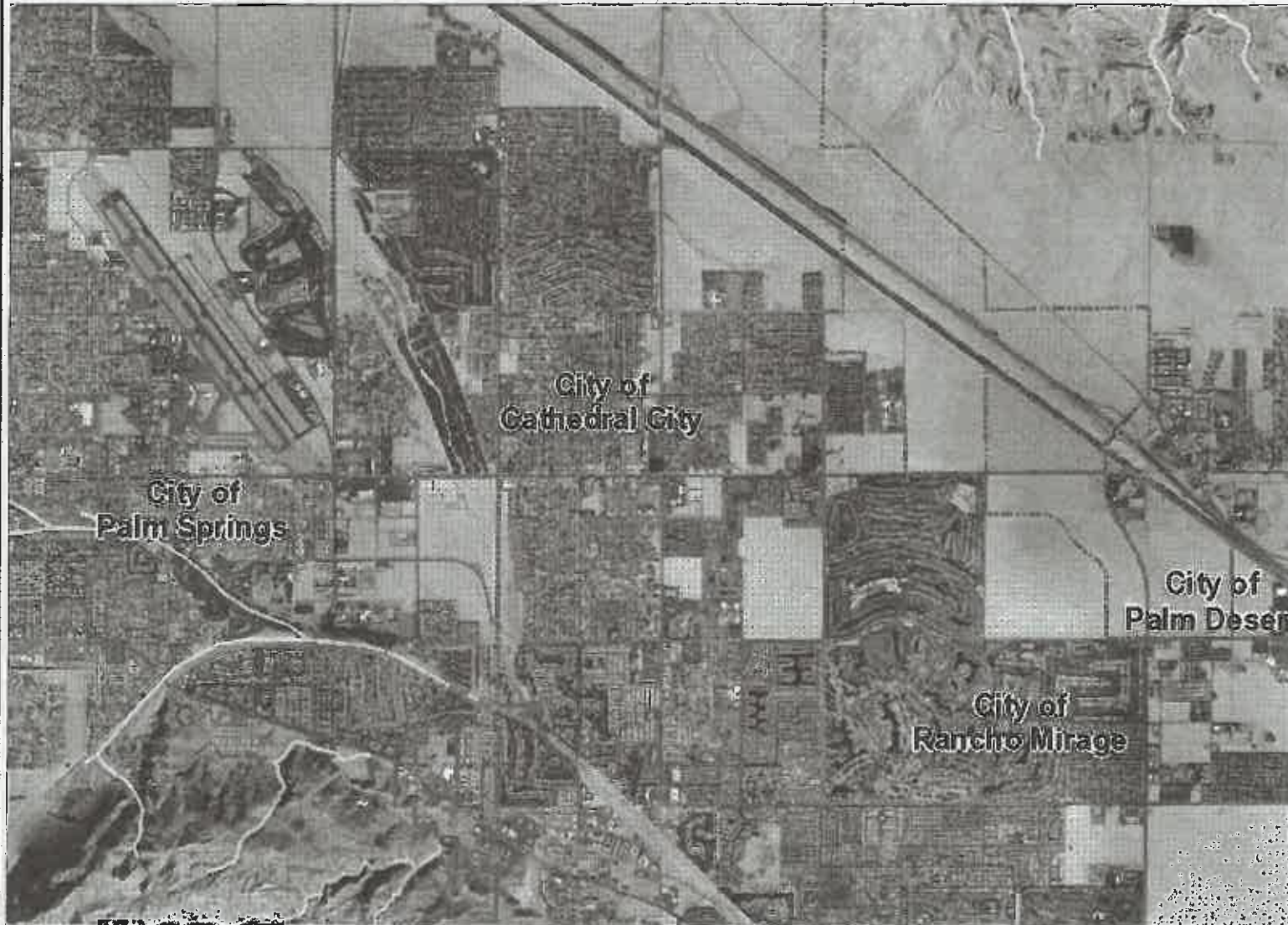
0 188 376 Feet

REPORT PRINTED ON... 7/2/2020 3:43:46 PM

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# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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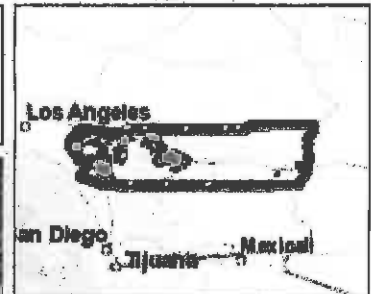
## Notes



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# Map My County Map



### Legend

- Blue line Streams
- City Areas
- World Street Map

### Notes

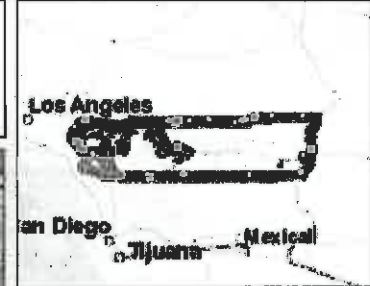


0 1 50 3,009 Feet

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# Map My County Map



## Legend

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



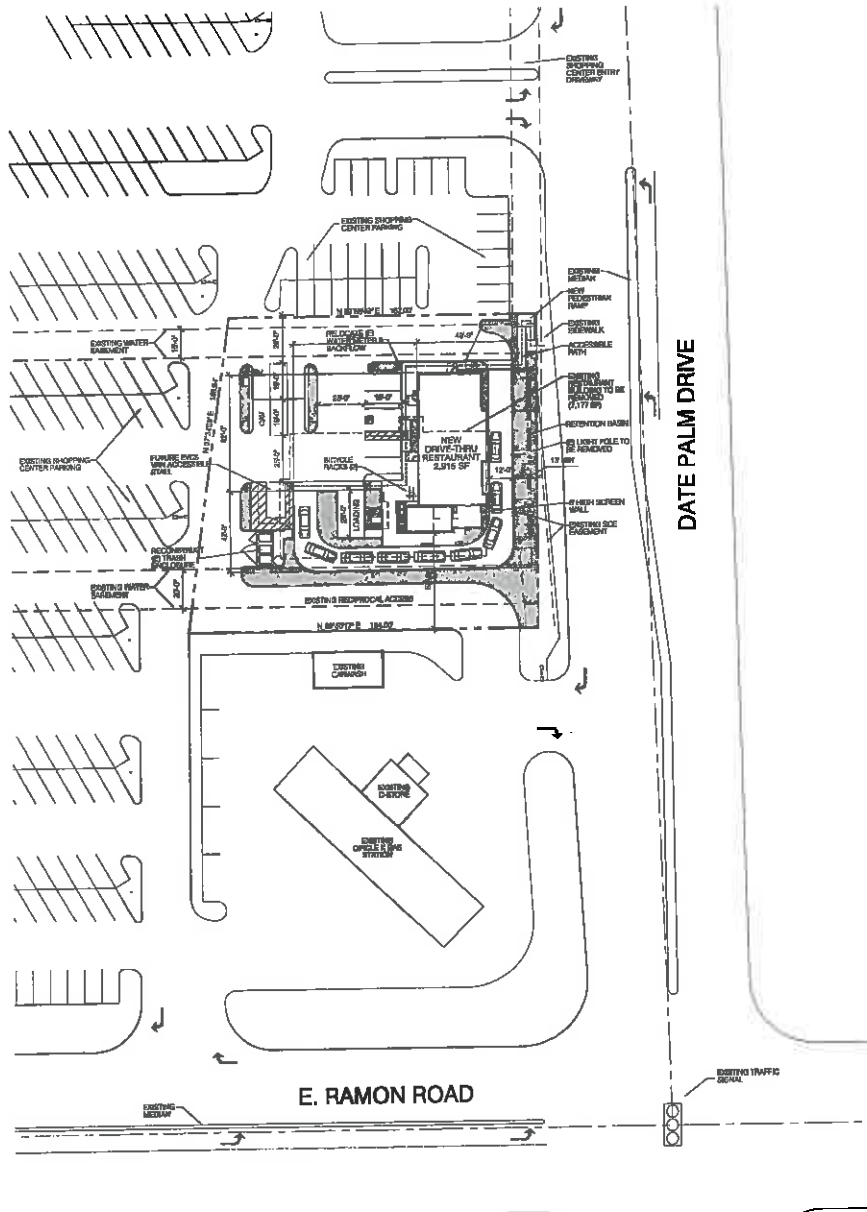
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

## Notes



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**PARKING** COAC 5.8.2.20

RESTAURANT WITH IN A SHOPPING CENTER (20%) 12 STALLS  
 TOTAL PARKING PROVIDED: 12 STALLS  
 TOTAL PARKING PROVIDED: 12 STALLS  
 NET PARKING LOSS: 2 STALLS

**ACCESSIBLE PARKING**

TABLE 115-26.8

TOTAL NUMBER OF PARKING SPACES PROVIDED	TOTAL NUMBER OF ACCESSIBLE SPACES
1-25	1
26-50	2
51-75	3
76-100	4
101-125	5
126-150	6
151-200	7
201-300	8
301-500	9
501-1,000	2 PERCENT OF TOTAL
1,001 AND OVER	20 PLUS 1 PERCENT OVER 1,000

TOTAL PARKING PROVIDED: 12 STALLS  
 TOTAL ACCESSIBLE SPACES PROVIDED: 1 OF TOTAL STALLS  
 1.00 ACCESSIBLE PERCENT (100%)  
 ACCESSIBLE SPACES PROVIDED: 0 STALLS  
 0.00 ACCESSIBLE PERCENT  
 TOTAL ACCESSIBLE SPACES PROVIDED: 1 STALL

**CLEAN AIR VEHICLE PARKING**

80% CAL. SYSTEM TABLE 5.10.2.3.2

TOTAL NUMBER OF PARKING SPACES	TOTAL NUMBER OF CLEAN AIR SPACES
0-9	0
10-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201 AND OVER	8 PERCENT OF TOTAL

TOTAL PARKING PROVIDED: 12 STALLS  
 TOTAL CLEAN AIR SPACES PROVIDED: 1 STALL  
 TOTAL CAL. SYSTEM PROVIDED: 1 STALL

**FUTURE ELECTRICAL VEHICLE CHARGING STATIONS**

80% CAL. SYSTEM TABLE 5.10.2.3.3

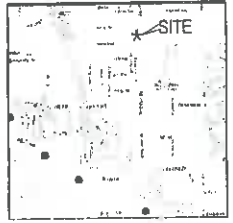
TOTAL NUMBER OF PARKING SPACES	TOTAL NUMBER OF EVCS SPACES
0-9	0
10-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201 AND OVER	8 PERCENT OF TOTAL

EVCS CIG TABLE 115-26.11.1

TOTAL NUMBER OF CHARGING STATIONS	100% ACCESSIBLE	STANDARD ACCESSIBLE	ANGLE/LATCH
0-4	1	0	0
5-9	1	1	0
10-25	1	1	1
26-50	1	2	2
51-75	1	3	3
76-100	1	4	4
101-150	1	5	5
151-200	1	6	6
201 AND OVER	1 + 100% OVER 100	3 + 100% OVER 100	1 + 100% OVER 100

TOTAL PARKING PROVIDED: 12 STALLS  
 FUTURE EVCS SPACES PROVIDED: 10 STALLS  
 FUTURE ACCESSIBLE SPACES PROVIDED: 1 STALL  
 FUTURE STANDARD ACCESSIBLE SPACES PROVIDED: 1 STALL  
 FUTURE ANGLE/LATCH SPACES PROVIDED: 0 STALLS  
 FUTURE 100% ACCESSIBLE SPACES PROVIDED: 0 STALLS  
 FUTURE STANDARD ACCESSIBLE SPACES PROVIDED: 0 STALLS  
 FUTURE ANGLE/LATCH SPACES PROVIDED: 0 STALLS  
 TOTAL FUTURE EVCS SPACES PROVIDED: 1 STALL

**VICINITY**



**LEGAL**

ASSASSIN'S BROTHERS  
 THOMAS J. & ELAINE ANN CALLAN  
 2700 RAMON DRIVE, SUITE 100  
 CATHEDRAL CITY, CA 92234  
 PROJECT ADDRESS: 31875 DATE PALM DRIVE

**ZONING**

GENERAL PLAN: CD-COMMERCIAL GENERAL  
 ZONING: PCO PLANNED COMMUNITY COMMERCIAL (SPECIAL PLAN NO. 20-04)

SETBACKS:  
 FRONT: 5 FT.  
 SIDE/REAR (NO OTHERS): 5 FT. OR 10 FT. TO RESIDENTIAL ZONES  
 MAXIMUM BUILDING HEIGHT: 5 FT.  
 MAXIMUM BUILDING COVERAGE: 50%

**PROJECT SUMMARY**

LAND AREA: 0.81 AC (35,841 SF)  
 EXISTING RESTAURANT TO BE REMOVED: 1,177 SF  
 PROPOSED DRIVE-THRU RESTAURANT: 2,916 SF  
 NET BUILDING AREA REDUCTION: 1,739 SF  
 BUILDING COVERAGE (P.A.C.): 8.8%

**UTILITY PURVEYORS**

ELECTRICAL: SOUTHERN CALIFORNIA Edison  
 GAS: SOUTHERN CALIFORNIA GAS COMPANY  
 WATER: COACHELLA VALLEY WATER DISTRICT  
 SEWER: COACHELLA VALLEY WATER DISTRICT  
 TELEPHONE: FRONTIER COMMUNICATIONS  
 CABLE: CHARTER COMMUNICATIONS  
 SOLID WASTE: BURRIS

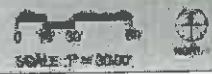
**SHEET INDEX**

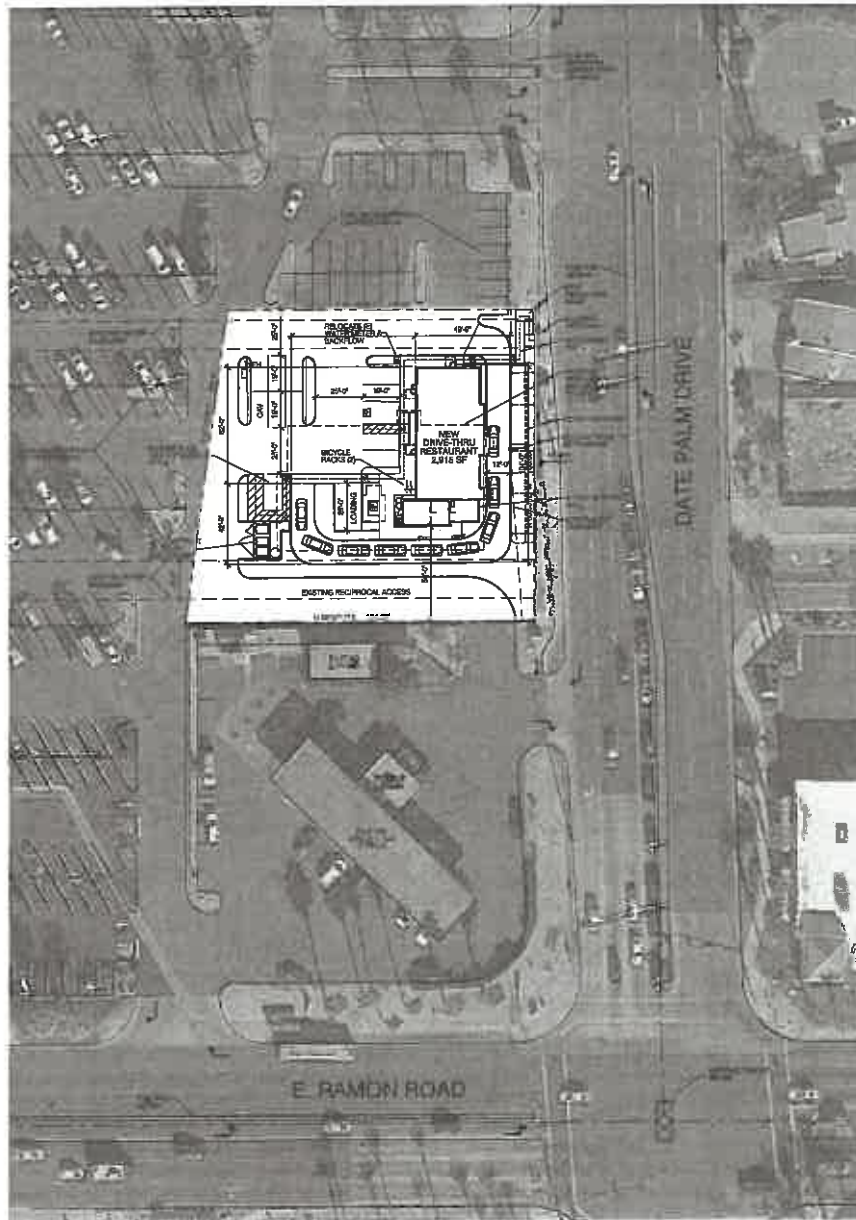
- 01 ARCHITECTURAL SITE PLAN TITLE SHEET
- 02 ARCHITECTURAL SITE PLAN W/ADDITIONAL
- 03 CONCEPTUAL GRADING PLAN
- 04 CONCEPTUAL LANDSCAPE PLAN
- 05 BUILDING FOOTPRINT
- 06 EXISTING UTILITIES
- 07 PROPOSED UTILITIES
- 08 NORTH ARROW
- 09 SOUTH ELEVATION RELATIONS SIGN
- 10 SOUTH ELEVATION RELATIONS SIGN
- 11 NORTH ELEVATION RELATIONS SIGN
- 12 NORTH ELEVATION RELATIONS SIGN

BUILDING AREAS AND LAND COVERAGES ARE PRELIMINARY AND SUBJECT TO REQUIREMENT AND PROPOSED DEVELOPMENT BE SUBJECT TO APPROVAL OF GOVERNMENT OR OTHER AGENCIES HAVING JURISDICTION. ALL DIMENSIONS AND SETBACKS ARE SUBJECT TO VERIFICATION.

**CONCEPTUAL SITE PLAN SCHEME D/7**  
 WWW.CORPARCHITECTS.COM ©PIERCE ARCHITECTS 2018

**31875 DATE PALM DRIVE**  
**CATHEDRAL CITY, CALIFORNIA**





**PARKING** CONC 8.5A 820

RESTAURANT MINIMUM SHOPPING CENTER/1.000	12 STALLS
TOTAL PARKING EXISTING	18 STALLS
TOTAL PARKING PROVIDED	18 STALLS
NET PARKING LOSS:	3 STALLS

**ACCESSIBLE PARKING**

2018 CAL GREEN TABLE 118-028.2

TOTAL NUMBER OF PARKING SPACES PROVIDED	TOTAL NUMBER OF ACCESSIBLE SPACES
1-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201-300	7
301-500	8
501-1,000	9
1,001-2,000	10
2,001-5,000	12
5,001 AND OVER	2 PERCENT OF TOTAL
1,001 AND OVER	30 FLUOR 1100 OVER 1,000

TOTAL PARKING PROVIDED: 12 STALLS  
 TOTAL ACCESSIBLE SPACES PROVIDED: 12 STALLS  
 MIN ACCESSIBLE PERCENT: 100% (100% OF TOTAL PROVIDED)

ACCESSIBLE SPACES PROVIDED: 0 STALLS  
 MIN ACCESSIBLE STALLS: 1 STALL  
 TOTAL ACCESSIBLE SPACES PROVIDED: 1 STALL

**CLEAN AIR VEHICLE PARKING**

2018 CAL GREEN TABLE 8.10.2C.2

TOTAL NUMBER OF PARKING SPACES	TOTAL NUMBER OF PARKING SPACES
0-9	0
10-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201 AND OVER	8 PERCENT OF TOTAL

TOTAL PARKING PROVIDED: 12 STALLS  
 TOTAL CLEAN AIR VEHICLES PROVIDED: 1 STALL  
 TOTAL CAL PARKING PROVIDED: 13 STALLS

**FUTURE ELECTRICAL VEHICLE CHARGING STATIONS**

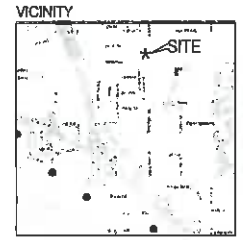
2018 CAL GREEN TABLE 8.02.8.3.3

TOTAL NUMBER OF PARKING SPACES	TOTAL NUMBER OF EVCS SPACES
0-9	0
10-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201 AND OVER	8 PERCENT OF TOTAL

2018 CAL GREEN TABLE 118-028.2.1

TOTAL NUMBER OF SPACES AT A FACILITY	MIN ACCESSIBLE	STANDARD ACCESSIBLE	AMBULATORY ACCESSIBLE
1-4	1	0	0
5-9	1	1	0
10-25	1	1	1
26-50	1	2	2
51-100	1	3	3
101 AND OVER	1 + 1/100 OF TOTAL	3 + 1/100 OF TOTAL	1 + 1/100 OF TOTAL

TOTAL PARKING PROVIDED: 12 STALLS  
 FUTURE EVCS SPACES PROVIDED: 1 STALL  
 FUTURE STANDARD ACCESSIBLE SPACES PROVIDED: 1 STALL  
 FUTURE AMBULATORY ACCESSIBLE SPACES PROVIDED: 0 STALLS  
 TOTAL FUTURE EVCS SPACES PROVIDED: 1 STALL



**LEGAL**

ASSESSORS PARCEL NUMBERS:  
 876-250-071 AND ADDRESS: 31875 DATE PALM DRIVE  
 876-250-072 AND ADDRESS: 31875 DATE PALM DRIVE  
 876-250-073 AND ADDRESS: 31875 DATE PALM DRIVE  
 876-250-074 AND ADDRESS: 31875 DATE PALM DRIVE  
 876-250-075 AND ADDRESS: 31875 DATE PALM DRIVE  
 876-250-076 AND ADDRESS: 31875 DATE PALM DRIVE  
 876-250-077 AND ADDRESS: 31875 DATE PALM DRIVE  
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 876-250-100 AND ADDRESS: 31875 DATE PALM DRIVE

**ZONING**

GENERAL PLAN: CD-COMMERCIAL GENERAL  
 ZONING: PCC-PLANNED COMMUNITY COMMERCIAL  
 SPECIFIC PLAN NO. 80-08

STRENGTHS:  
 PROPOSED: SEE PLAN TO STREET  
 FROM PAUL TO RESTORANT ZONE: 37  
 MAXIMUM BUILDING HEIGHT: 9  
 MAXIMUM BUILDING COVERAGE:

**PROJECT SUMMARY**

LAND AREA: 0.05 AC (22,564 sq ft)  
 EXISTING RESTAURANT TO BE RELOCATED: 7,177 sq ft  
 PROPOSED DINETTE/RESTAURANT: 2,816 sq ft  
 NET BUILDING AREA REDUCTION: 4,361 sq ft  
 BUILDING COVERAGE (P.L.A.N.): 6.81%

**UTILITY PURVEYORS**

ELECTRICAL: SOUTHERN CALIFORNIA Edison  
 GAS: SOUTHERN CALIFORNIA GAS COMPANY  
 WATER: COACHELLA VALLEY WATER DISTRICT  
 SEWER: COACHELLA VALLEY WATER DISTRICT  
 TELEPHONE: FRONTIER COMMUNICATIONS  
 CABLE: CHARTER COMMUNICATIONS

**SHEET INDEX**

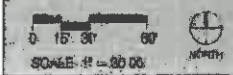
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02	ARCHITECTURAL SITE PLAN (GENERAL)
03	CONCEPTUAL GRADING PLAN
04	CONCEPTUAL SITE PLAN
05	PLANNING PLAN
06	BUILDING FOOTPRINT PLAN
07	GENERAL NOTES
08	PLANNING PLAN
09	PLANNING PLAN
10	NORTH & EAST EXTERIOR ELEVATIONS (ROOM)
11	NORTH & EAST EXTERIOR ELEVATIONS (ROOM)
12	NORTH & EAST EXTERIOR ELEVATIONS (ROOM)
13	NORTH & WEST EXTERIOR ELEVATIONS (ROOM)
14	SOUTH & WEST EXTERIOR ELEVATIONS (ROOM)

**NOTE**

IF ANY PART OF THE LAND OR GRADE ARE PRELIMINARY AND SUBJECT TO ACQUISITION, ANY PROPOSED DEVELOPMENT IS SUBJECT TO APPROVAL OF GOVERNMENT OR OTHER AGENCIES HAVING JURISDICTION. ALL DIMENSIONS AND SITE CONDITIONS ARE SUBJECT TO VERIFICATION.



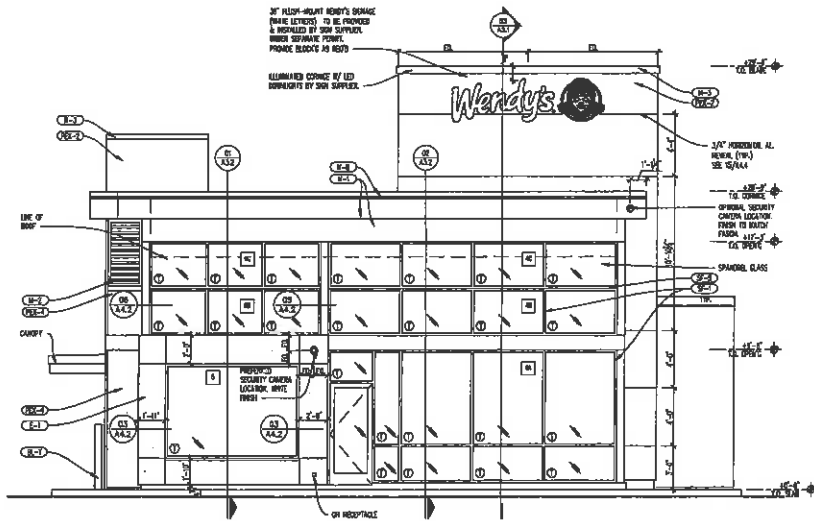
31875 DATE PALM DRIVE  
 CATHEDRAL CITY, CALIFORNIA



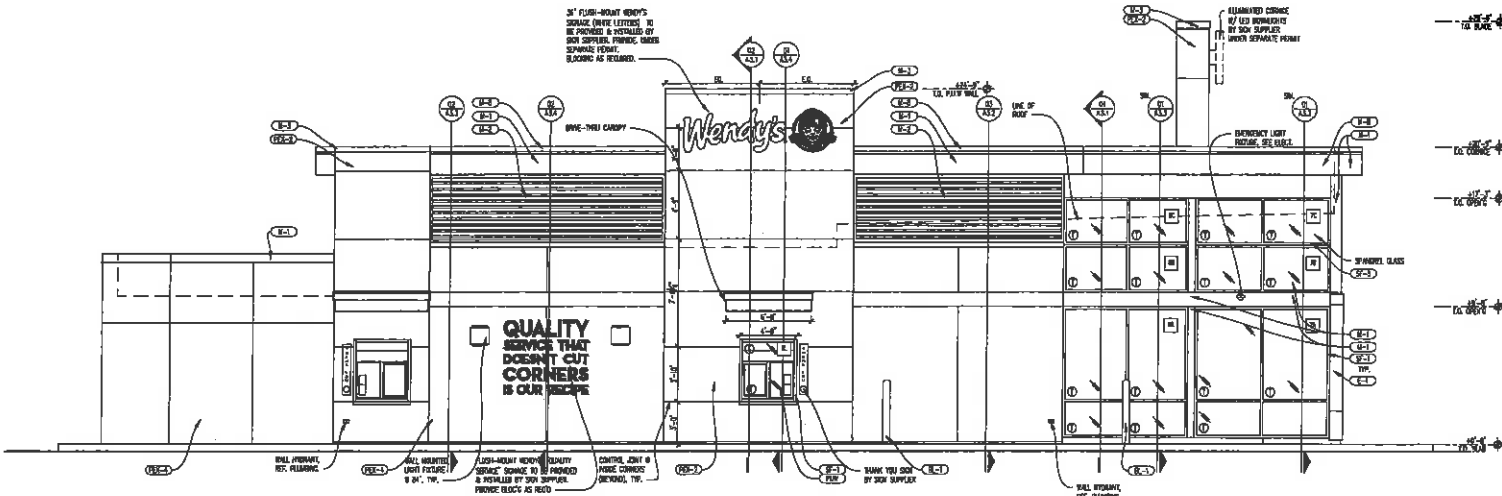








**01 NORTH ELEVATION**  
SCALE: 1/4"=1'-0"



**02 EAST ELEVATION**  
SCALE: 1/4"=1'-0"

**EXT. FINISHES LEGEND**

ST-1	STOREFRONT - "DARK BRONZE"
FWF	FIXED WINDOW TO MATCH STOREFRONT
ST-1	FRAMING GLAZING METAL - "DARK BRONZE"
ST-4	EXCEPTIONAL METAL - "CLASSIC BRONZE"
ST-6	EXCEPTIONAL METAL - "MIDNIGHT ICE"
ST-2	EXCEPTIONAL METAL - "TROPIC BRONZE"
ST-3	FRAMING - "SILVER"
ST-4	FRAMING - "DARK BRONZE"
ST-5	FRAMING - "SILVER"
ST-6	FRAMING - "DARK BRONZE"
ST-7	FRAMING - "SILVER"
ST-8	FRAMING - "DARK BRONZE"
ST-9	FRAMING - "SILVER"
ST-10	FRAMING - "DARK BRONZE"
ST-11	FRAMING - "SILVER"
ST-12	FRAMING - "DARK BRONZE"
ST-13	FRAMING - "SILVER"
ST-14	FRAMING - "DARK BRONZE"
ST-15	FRAMING - "SILVER"
ST-16	FRAMING - "DARK BRONZE"
ST-17	FRAMING - "SILVER"
ST-18	FRAMING - "DARK BRONZE"
ST-19	FRAMING - "SILVER"
ST-20	FRAMING - "DARK BRONZE"
ST-21	FRAMING - "SILVER"
ST-22	FRAMING - "DARK BRONZE"
ST-23	FRAMING - "SILVER"
ST-24	FRAMING - "DARK BRONZE"
ST-25	FRAMING - "SILVER"
ST-26	FRAMING - "DARK BRONZE"
ST-27	FRAMING - "SILVER"
ST-28	FRAMING - "DARK BRONZE"
ST-29	FRAMING - "SILVER"
ST-30	FRAMING - "DARK BRONZE"
ST-31	FRAMING - "SILVER"
ST-32	FRAMING - "DARK BRONZE"
ST-33	FRAMING - "SILVER"
ST-34	FRAMING - "DARK BRONZE"
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ST-62	FRAMING - "DARK BRONZE"
ST-63	FRAMING - "SILVER"
ST-64	FRAMING - "DARK BRONZE"
ST-65	FRAMING - "SILVER"
ST-66	FRAMING - "DARK BRONZE"
ST-67	FRAMING - "SILVER"
ST-68	FRAMING - "DARK BRONZE"
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ST-94	FRAMING - "DARK BRONZE"
ST-95	FRAMING - "SILVER"
ST-96	FRAMING - "DARK BRONZE"
ST-97	FRAMING - "SILVER"
ST-98	FRAMING - "DARK BRONZE"
ST-99	FRAMING - "SILVER"
ST-100	FRAMING - "DARK BRONZE"

DATE MAJOR: JANUARY 2020  
 BASE MODEL: 1.0 SMART 65 - 2019  
 ASSET TYPE: COMMERCIAL  
 CLASSIFICATION: NEW  
 COMPANY: COTTI FOODS  
 BASE VERSION: 2017  
 UPGRADE CLASSIFICATION:  
 NEW BUILD  
 PROJECT YEAR: 2020  
 FURNITURE PACKAGE: 2017  
 DRAWING RELEASE: FALL 2019



PROJECT TYPE: NEW  
 SMART 65 - NARROW

**Wendy's**  
 #13289  
 31875 DATE PALM DR.  
 CATHEDRAL CITY, 92234 CA.

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EXTERIOR ELEVATIONS

**A2.1**

EXT. FINISHES LEGEND	
EF4	STOREFRONT - "DARK BRICKLE"
EF5	POCKY WINDOW TO MATCH EXISTING
EF6	PAVANE CAP/BRICKLE/AL - "DARK BRICKLE"
EF7	COLOR-BLENDED METAL PANEL - "GLASS BRICKLE"
EF8	EX-CENTRIC METALS - "TRIP/TIP MET"
EF9	EX-CENTRIC METALS - "TRIP/TIP MET"
EF10	EX-CENTRIC METALS - "TRIP/TIP MET"
EF11	EX-CENTRIC METALS - "TRIP/TIP MET"
EF12	EX-CENTRIC METALS - "TRIP/TIP MET"
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EF99	EX-CENTRIC METALS - "TRIP/TIP MET"
EF100	EX-CENTRIC METALS - "TRIP/TIP MET"

SITE NUMBER:	JANUARY 2020
BASE MODEL:	1.0 SMART 65 - 28 1/2
ASSET TYPE:	COMM/FRONT
CLASSIFICATION:	NEW
OWNER:	COTTI FOODS
BASE VERSION:	2017
UPGRADE CLASSIFICATION:	
PROJECT YEAR:	2020
FURNITURE PACKAGE:	2017
DRAWING RELEASE:	FALL 20 19



PROJECT TYPE: NEW  
SMART 65 - NARROW

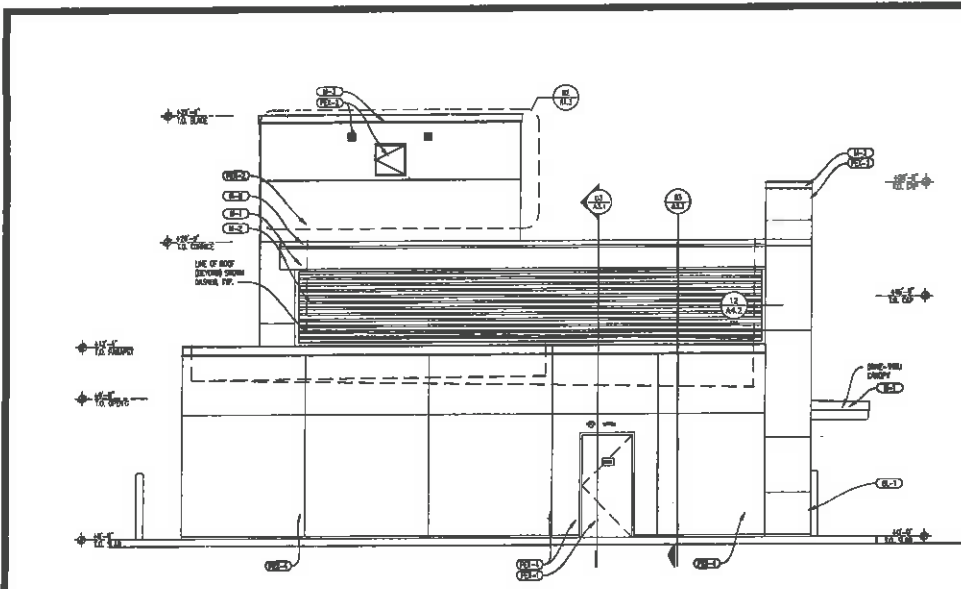
**stendys**  
#13269  
31875 DATE PALM DR.  
CATHEDRAL CITY, 92234 CA.

REV	DATE	DESCRIPTION

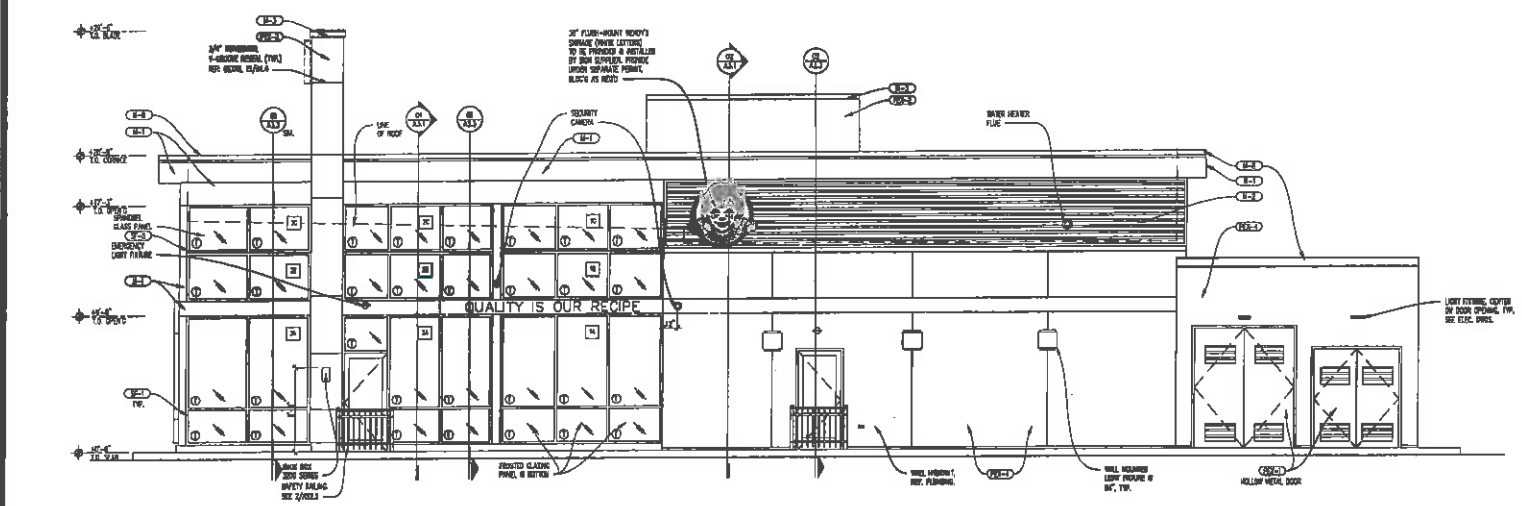


EXTERIOR ELEVATIONS

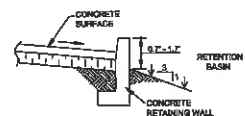
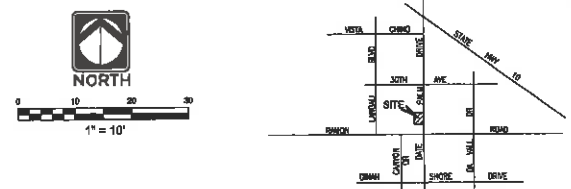
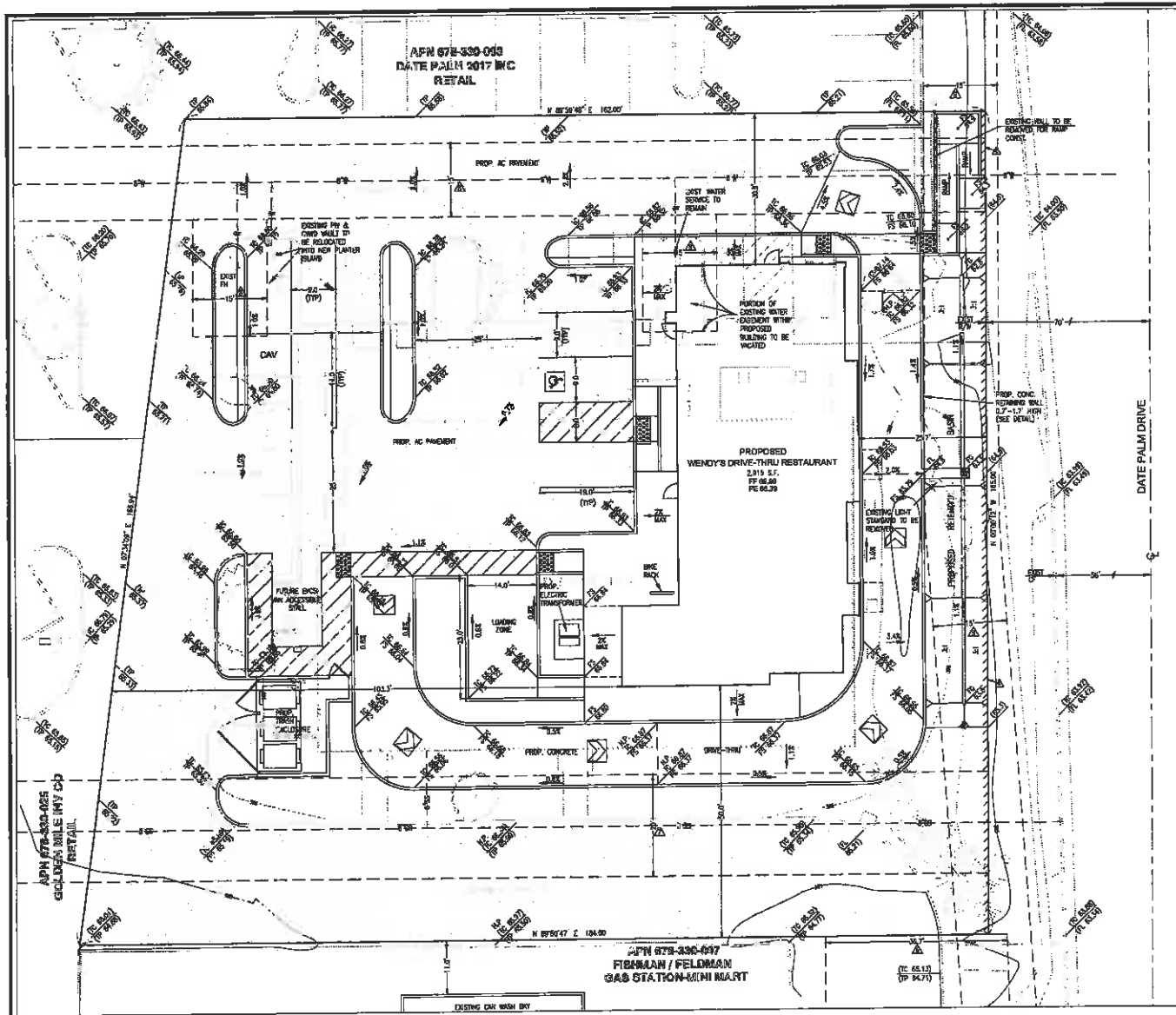
A2.2



01 SOUTH ELEVATION  
SCALE: 1/4" = 1'-0"



02 WEST ELEVATION  
SCALE: 1/4" = 1'-0"



ASSESSOR'S PARCEL No.  
078-030-010  
PROJECT ADDRESS  
3478 DATE PALM DRIVE

- LEGEND**
- EXISTING TRAFFIC SIGNAL BOX
  - EXISTING ROAD SIGN, UNLESS NOTED OTHERWISE
  - EXISTING POWER POLE
  - EXISTING LIGHT STANDPIP
  - EXISTING IRRIGATION BOX
  - EXISTING METER
  - EXISTING F.W. & T.O.
  - EXISTING CONC. FILLED STREET PIPE SQUARE
  - EXISTING FIRE HYDRANT
  - EXISTING CURB THIN WALL
  - EXISTING WATER VALVE
  - EXISTING PALM TREE, SIZE VARIES
  - EXISTING EVERGREEN TYPE TREE, SIZE VARIES
  - EXISTING CONCRETE SURFACE TO REMAIN
  - EXISTING CONCRETE SURFACE TO REMOVE
  - PROPOSED CONCRETE SURFACE
  - PROPOSED AC SURFACE

- EASEMENT NOTES**
1. AN EASEMENT IN FAVOR OF TITLE INSURANCE AND TRUST COMPANY FOR PIPELINES, CONDUITS AND INCIDENTALS, RECORDED DECEMBER 4, 1954 IN BOOK 1636, PAGE 439 OF OFFICIAL RECORDS, AND CANNOT BE LOCATED FROM RECORDS.
  2. AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA Edison COMPANY AND GENERAL TELEPHONE COMPANY OF CALIFORNIA FOR POLE LINES, CONDUITS AND INCIDENTALS, RECORDED MARCH 13, 1939 AS INSTRUMENT No. 21322 OF OFFICIAL RECORDS, AND DOES NOT AFFECT SAID PARCEL OF LAND.
  3. AN EASEMENT FOR INTERLOCK, INGRESS AND EGRESS AND INCIDENTALS PURPOSES IN FAVOR OF SECURITY TITLE INSURANCE COMPANY, RECORDED JUNE 4, 1959 AS INSTRUMENT No. 40534, MAY 2, 1962 AS INSTRUMENT No. 40675, MAY 9, 1962 AS INSTRUMENT No. 42222 AND MAY 5, 1962 AS INSTRUMENT No. 42324, ALL OF OFFICIAL RECORDS, AND CANNOT BE LOCATED FROM RECORDS.
  4. OWNER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM DATE PALM DRIVE HAVE BEEN DEDICATED OR RELINQUISHED ON THE MAP OF PARCEL MAP No. 21902 AS SHOWN BY MAP ON FILE IN BOOK 142, PAGES 71 AND 72 OF OFFICIAL MAPS.
  5. AN EASEMENT FOR INGRESS, EGRESS, WATER DRAINAGE SYSTEMS OR STRUCTURES, WATER MAINS, SEWERS, WATER SPRINKLER SYSTEM LINES, TELEPHONE OR ELECTRICAL CONDUITS OR SYSTEMS, GAS MAINS AND OTHER PUBLIC UTILITIES, WHICH ARE BLAMED IN FAILURE, AS DECLARED IN DOCUMENTS OF COVENANTS, CONDITIONS, RESTRICTIONS AND ASSIGNMENTS RECORDED MAY 1, 1967 AS INSTRUMENT No. 121840 OF OFFICIAL RECORDS AND INCORPORATED IN DOCUMENTS RECORDED FEBRUARY 21, 1963 AS INSTR. No. 53243, OCTOBER 23, 1969 AS INSTR. No. 371346, DECEMBER 18, 1970 AS INSTR. No. 498284, FEBRUARY 24, 1972 AS INSTR. No. 078430, DECEMBER 21, 1982 AS INSTR. No. 483251 AND JANUARY 15, 1982 AS INSTR. No. 017174, ALL OF OFFICIAL RECORDS.
  6. A RECIPROCAL EASEMENT AGREEMENT BETWEEN MOEL OIL CORPORATION, A NEW YORK CORPORATION AND OGDEN OIL INVESTMENT COMPANY, A GENERAL PARTNERSHIP, FOR A NONEXCLUSIVE RIGHT-OF-WAY EASEMENT FOR INGRESS AND EGRESS PURPOSES, RECORDED SEPTEMBER 17, 1967 AS INSTRUMENT No. 267708 OF OFFICIAL RECORDS.
  7. AN EASEMENT IN FAVOR OF COACHELLA VALLEY WATER DISTRICT, FOR PIPELINE AND INCIDENTALS, RECORDED DECEMBER 23, 1967 AS INSTRUMENT No. 381101 OF OFFICIAL RECORDS.
  8. AN EASEMENT IN FAVOR OF COACHELLA VALLEY WATER DISTRICT, A PUBLIC AGENCY OF THE STATE OF CALIFORNIA, FOR PIPELINE AND INCIDENTALS PURPOSES, RECORDED DECEMBER 23, 1967 AS INSTRUMENT No. 383001 OF OFFICIAL RECORDS.
  9. AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA Edison COMPANY, A CORPORATION, FOR OTHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 25, 1956 AS INSTRUMENT No. 19244 OF OFFICIAL RECORDS.



DATE	BY	MARK	REVISIONS	APPR. DATE
DESIGNED BY:	ENGINEER		DRAWN BY:	CITY
			CHECKED BY:	



APPROVED FOR PERMITTING PURPOSES ONLY  
CITY OF CATHEDRAL CITY DATE \_\_\_\_\_  
PREPARED BY: DATE \_\_\_\_\_  
R.C.E. NO. EXP. DATE \_\_\_\_\_

**B A W** BLAINE A. WOMER CIVIL ENGINEERING  
SCALE \_\_\_\_\_ BENCHMARK \_\_\_\_\_  
DATE \_\_\_\_\_

CITY OF CATHEDRAL CITY  
CONCEPTUAL GRADING PLAN  
WENDY'S DRIVE-THRU RESTAURANT  
FOR \_\_\_\_\_ W.D. \_\_\_\_\_

SHEET NO. **1**  
OF 1 SHEETS  
FILE NO.





**PAGE BREAK**





# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

July 23, 2020

Ms. Mary Blais, Project Planner  
City of Perris Planning Division  
101 N. D Street  
Perris CA 92570-2200

**CHAIR**  
Russell Balta  
Desert Hot Springs

**VICE CHAIR**  
Steven Stewart  
Palm Springs

**COMMISSIONERS**

Arthur Butler  
Riverside

John Lyon  
Riverside

Steve Minos  
Lake Elsinore

Richard Stewart  
Moreno Valley

Gary Youmans  
Ternucula

**STAFF**

Director  
Simon A. Housman

Paul Rull  
Barbara Santos

County Administrative Center  
4080 Lerran St., 14<sup>th</sup> Floor  
Riverside, CA 92501  
(951) 965-5132

[www.rcaluc.org](http://www.rcaluc.org)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR’S DETERMINATION**

File No.: ZAP1018PV20  
Related File No.: DPR17-00008 (Development Plan Review)  
APN: 330-040-062

Dear Ms. Blais:

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 Perris Case No. DPR17-00008 (Development Plan Review), a proposal to establish a 33,000 square foot cannabis cultivation and dispensary facility with a retail office component on 2.61 acres located northerly of Malbert Road, westerly of Goetz Road, and southerly of Ellis Avenue.

The site is located within Compatibility Zone D of the Perris Valley Airport Influence Area and also within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area. Within the portions of Compatibility Zone D southerly of Ellis Avenue in the Perris Valley Airport Influence Area, non-residential intensity is restricted to an average of 100 people per acre and a maximum of 300 people in any given single-acre area. Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area does not restrict non-residential intensity. The proposed buildings would cumulatively accommodate a total of 191 people (150 people for the cannabis distribution buildings, and 41 people for the retail office building), resulting in an average intensity of 73 persons per acre, and a single-acre intensity of 79 persons, both of which are consistent with Zone D intensity criteria.

Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33B). Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 2,750 feet), the project utilizes 5,500 square feet of underground detention systems which will not contain surface water or attract wildlife and, therefore, would not constitute a hazard to flight.

## **AIRPORT LAND USE COMMISSION**

The nearest runway to the site is Runway 15-33 at Perris Valley Airport. The northerly terminus of this runway is located approximately 2,750 feet easterly of the project site. At this distance, given the runway elevation of 1,413 feet above mean sea level (AMSL), Federal Aviation Administration (FAA) review would be required for any new structures with top of roof exceeding 1,440 feet AMSL. The project's finished floor elevation is 1,434 feet above mean sea level, and a proposed building height of 24 feet, which results in a top point elevation of 1,458 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons was required. The project applicant submitted Form 7460-1 to the FAA OES, and FAA OES assigned Aeronautical Study Number 2020-AWP-7058-OE to this proposal. The aeronautical study revealed that the proposed structure would not exceed obstruction standards and would not be a hazard to air navigation, provided conditions are met. Therefore, FAA OES issued a "Determination of No Hazard to Air Navigation" letter on July 17, 2020. The FAA OES conditions have been incorporated into ALUC's conditions listed below.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2010/2011 Perris Valley Airport Land Use Compatibility Plan, and the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the City of Perris applies the following recommended conditions:

### **CONDITIONS:**

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

## **AIRPORT LAND USE COMMISSION**

- (e) **Highly noise-sensitive outdoor nonresidential uses and hazards to flight.**
4. **The attached disclosure notice shall be provided to all potential purchasers, lessees, and/or tenants of the property, and shall be recorded as a deed notice.**
  5. **The proposed underground detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries. Any change to the underground facility which uncovers the surface water will require ALUC review.**

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

6. **The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2020-AWP-7058-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.**
7. **The proposed buildings shall not exceed a height of 24 feet above ground level and a maximum elevation at top point of 1459 feet above mean sea level.**
8. **The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.**
9. **Temporary construction equipment used during actual construction of the structure(s) shall not exceed 24 feet in height and a maximum elevation of 1,459 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.**



## **AIRPORT LAND USE COMMISSION**

10. Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure(s).

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

**Attachments:** Notice of Airport in Vicinity  
Aeronautical Study No. 2020-AWP-7058-OE

**cc:** Rob Fox (applicant)  
Gulsum Rustemoglu (representative)  
Jeff Corcoran (property owner)  
Pat Conatser, Airport Manager, Perris Valley Airport  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Doug Waters, Deputy Base Civil Engineer, March Air Reserve Base  
ALUC Case File

Y:\AIRPORT CASE FILES\Perris Valley\ZAP1018PV20\ZAP1018PV20.LTR.doc

# **NOTICE OF AIRPORT IN VICINITY**

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



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

Aeronautical Study No.  
2020-AWP-7058-OE

Issued Date: 07/17/2020

Window Visions, Inc  
Jeff Corcoran  
777 S. Hwy 101 Ste 100  
Solana Beach, CA 92075

**\*\* 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 PERRIS REGIONAL COMPASSIONATE CENTER  
Location: Perris, CA  
Latitude: 33-46-05.75N NAD 83  
Longitude: 117-13-44.24W  
Heights: 1435 feet site elevation (SE)  
24 feet above ground level (AGL)  
1459 feet above mean sea level (AMSL)

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

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

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

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 01/17/2022 unless:

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

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

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

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

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

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

**If we can be of further assistance, please contact our office at (206) 231-2877, or [Nicholas.Sanders@faa.gov](mailto:Nicholas.Sanders@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-7058-OE.**

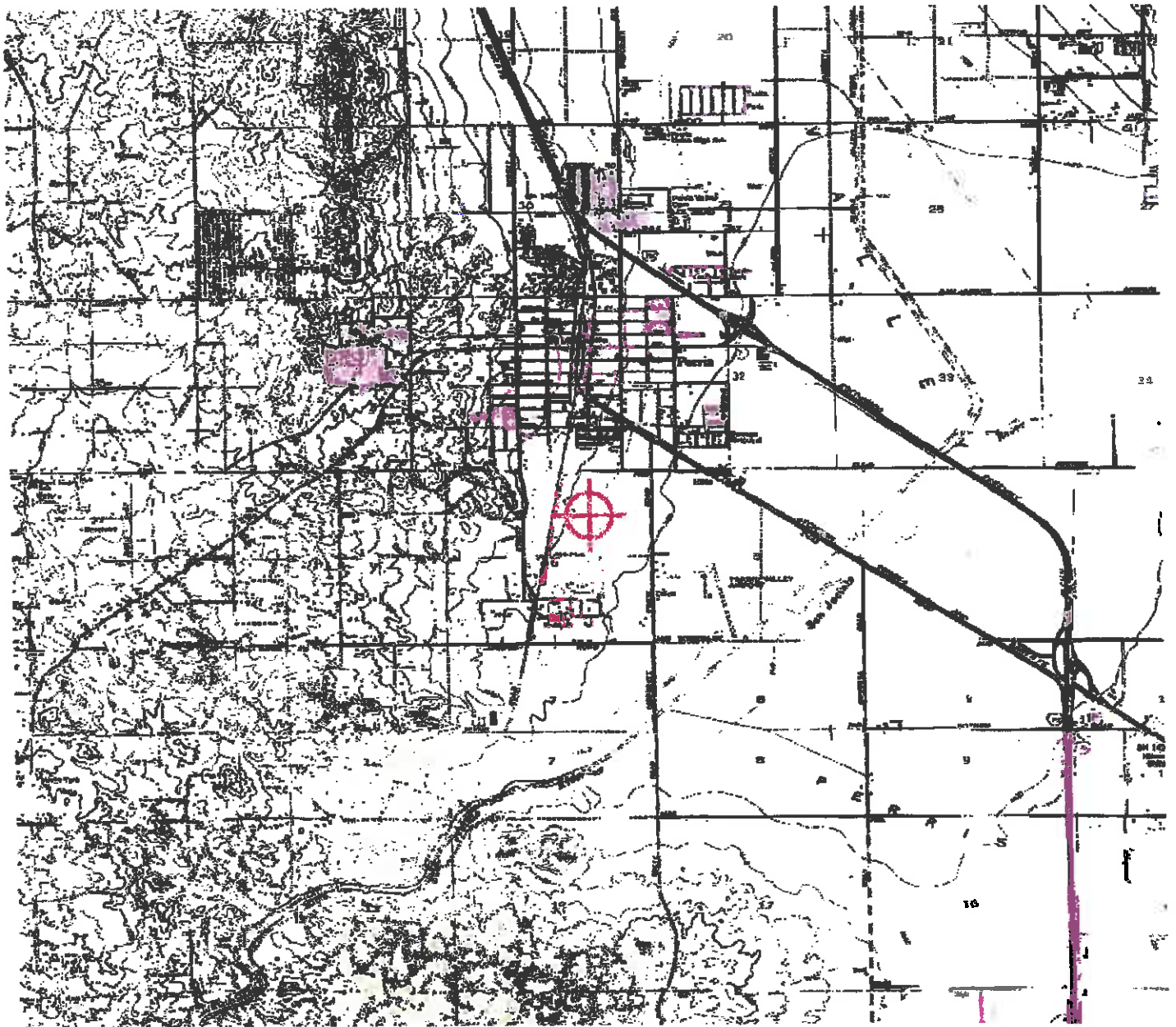
**Signature Control No: 443586780-445773625**  
Nicholas Sanders  
Technician

**( DNE )**

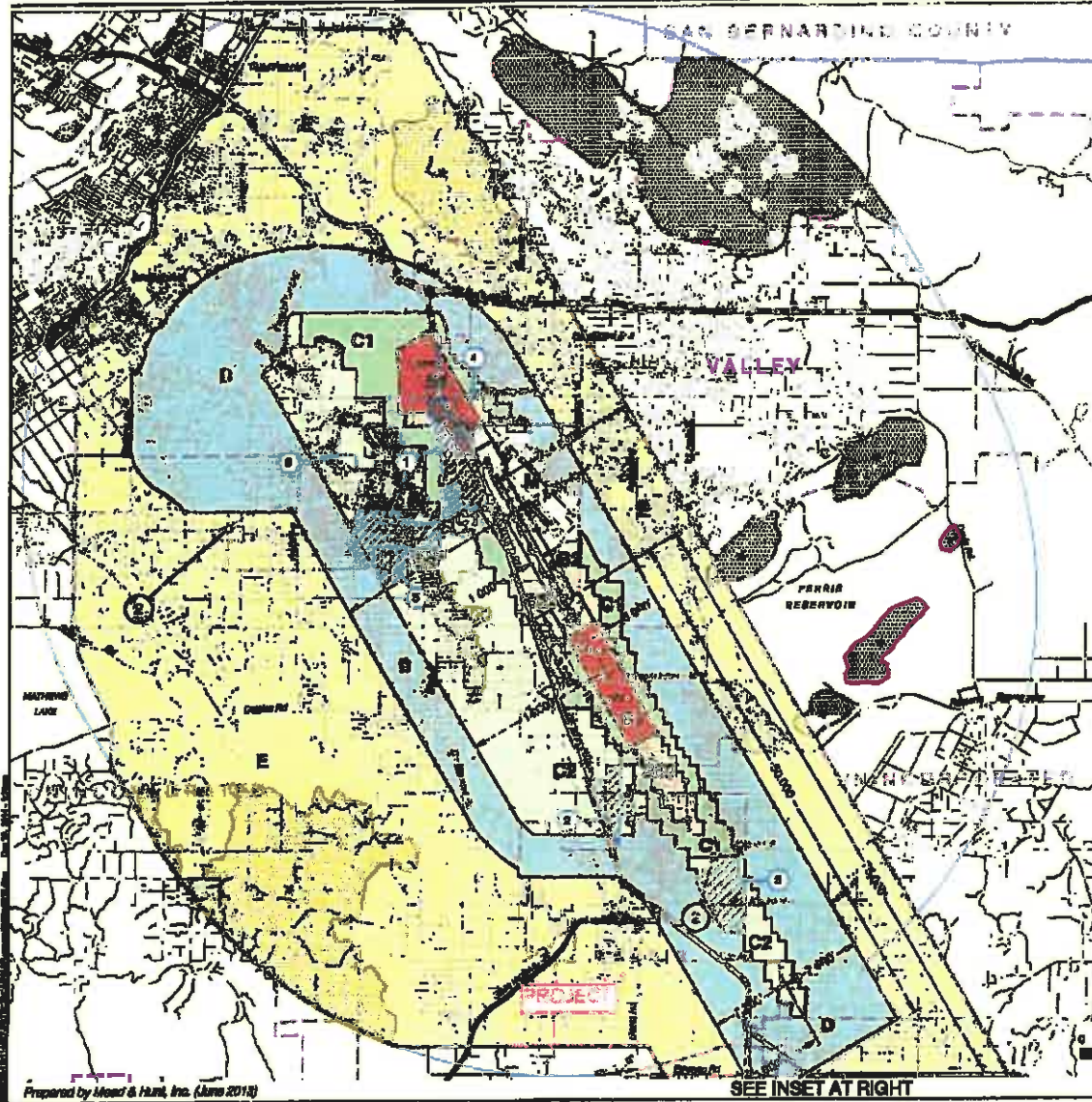
**Attachment(s)**  
**Map(s)**



**TOPO Map for ASN 2020-AWP-7058-OE**







**LEGEND**

**Compatibility Zones**

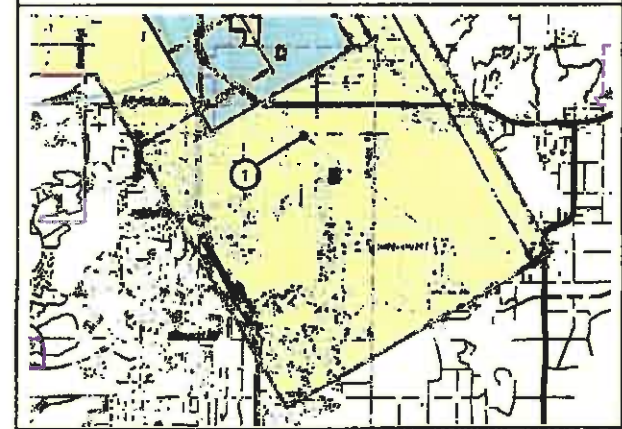
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

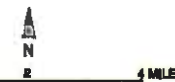
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)
  - March JPA: March Business Center/Meridian
  - Perris: Harvest Landing
  - Perris: Park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

- ① Point at which aircraft on Runway 92 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,835 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

**INSET**



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



Base map source: County of Riverside 2010

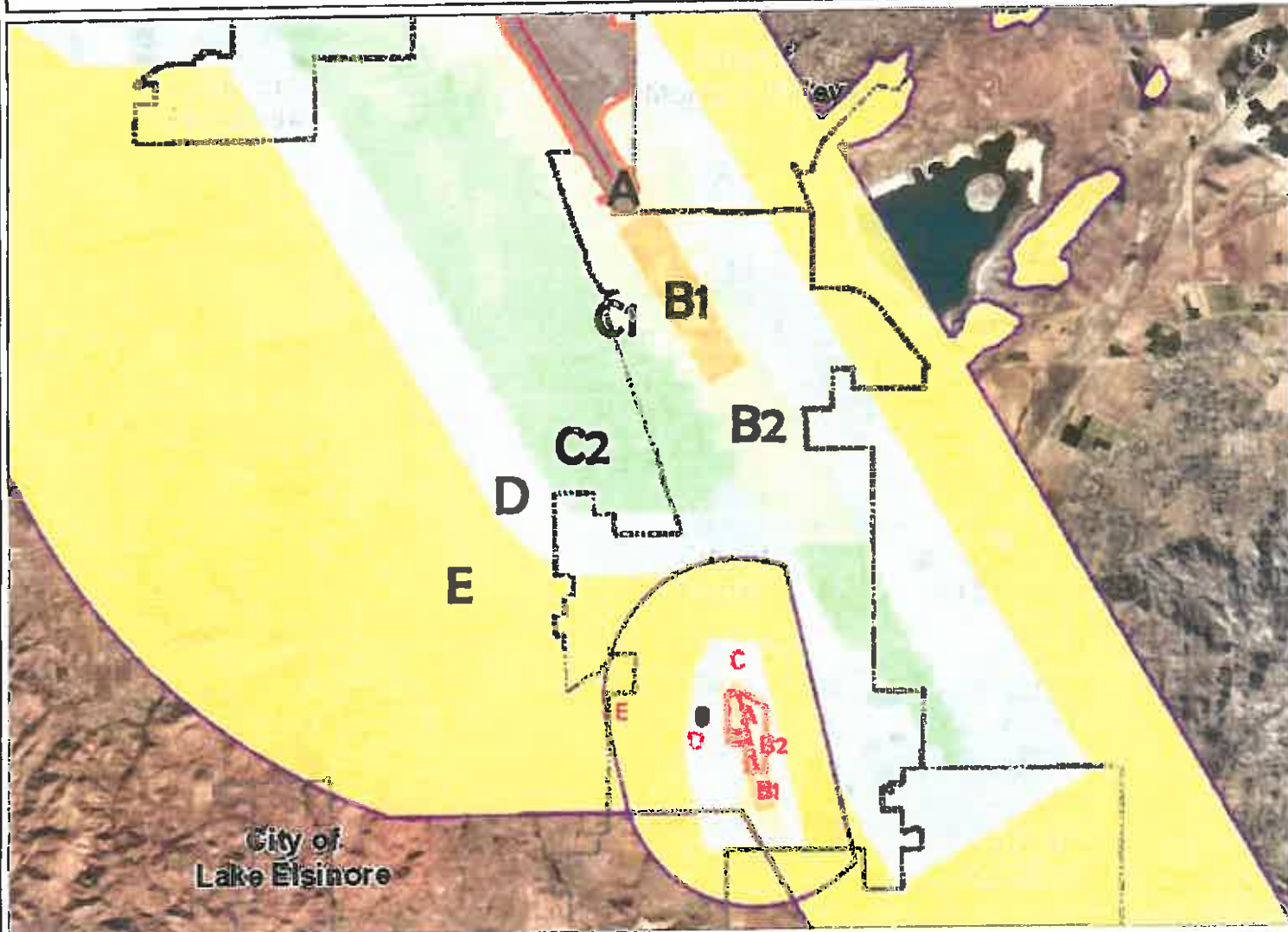
Riverside County  
Airport Land Use Commission  
March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan  
(Adopted November 13, 2014)

Map MA-1

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



# Map My County Map



City of Lake Elsinore

## Legend

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



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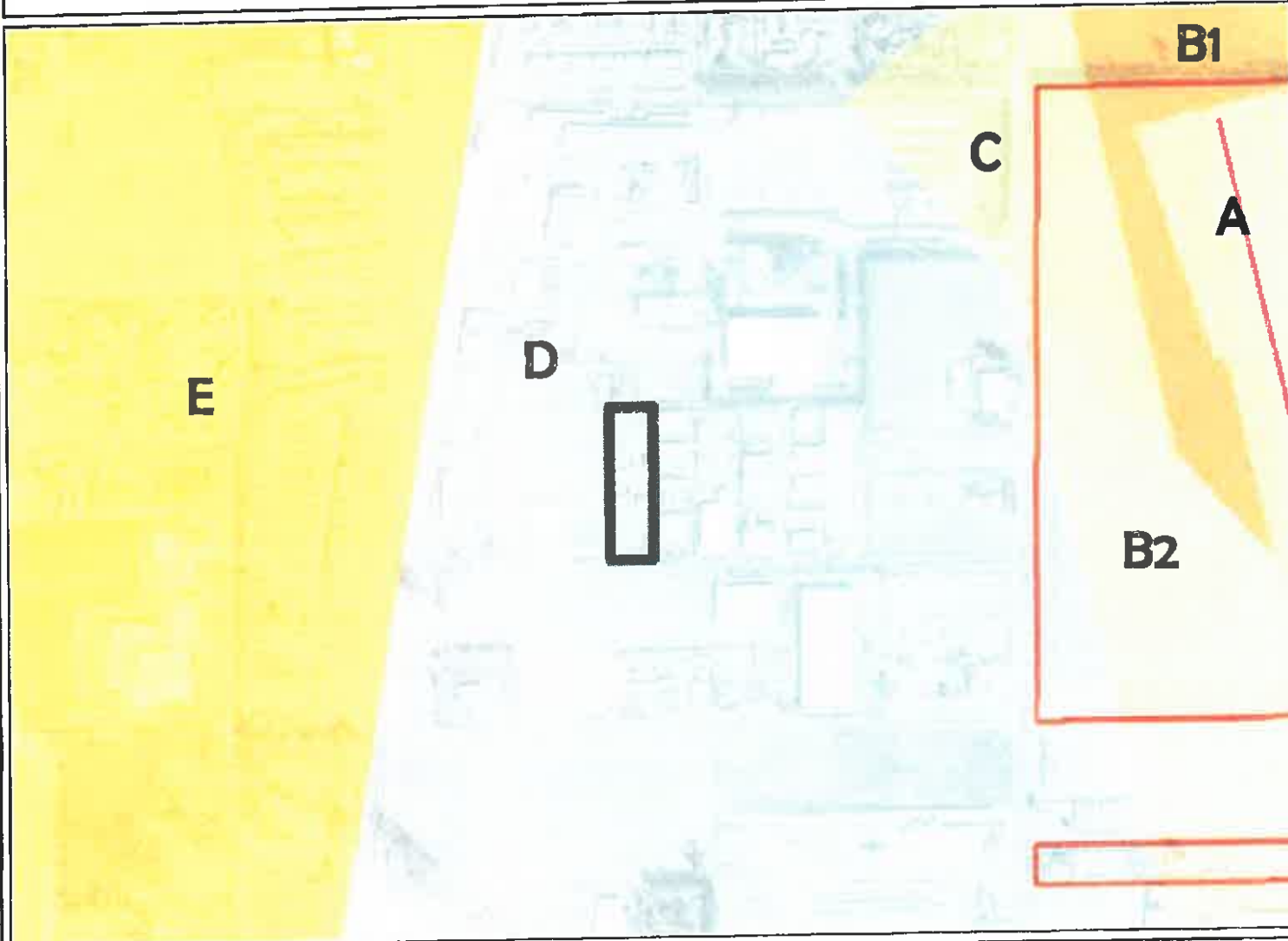
REPORT PRINTED ON... 6/17/2020 9:27:28 AM

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## Notes



# Map My County Map



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

**Notes**



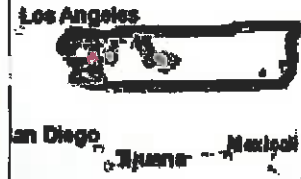
**\*IMPORTANT\*** Maps and data are to be used for reference purpose only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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



## Legend

- Blue line Streams
- City Area
- World Street Map



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0 770 1,539 Feet

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## Notes



# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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## Notes



# Map My County Map



## Legend

- Blue line Streams
- City Areas
- World Street Map



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0 770 1,539 Feet

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## Notes



# Map My County Map

Los Angeles



San Diego

Tijuana

Mexico

## Legend

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



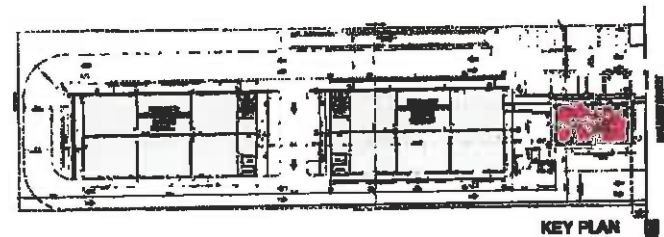
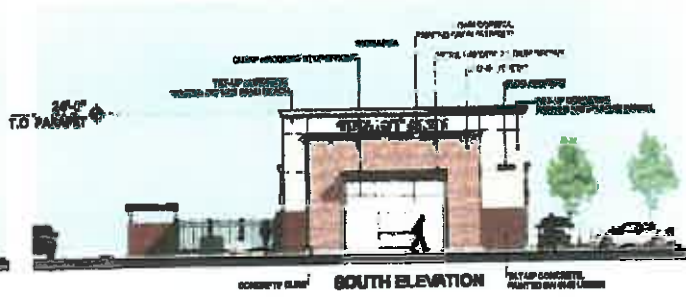
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

## Notes

0 385 770 Feet

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APN# 330-040-062  
24 MALBERT STREET | PERRIS, CA

BUILDING 'A' CONCEPTUAL ELEVATIONS

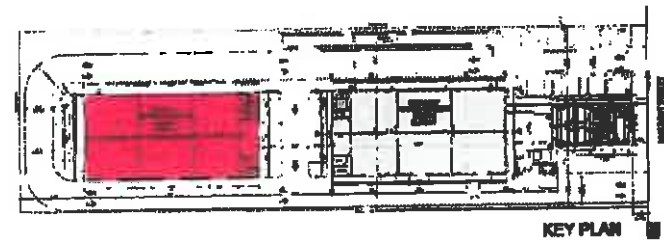
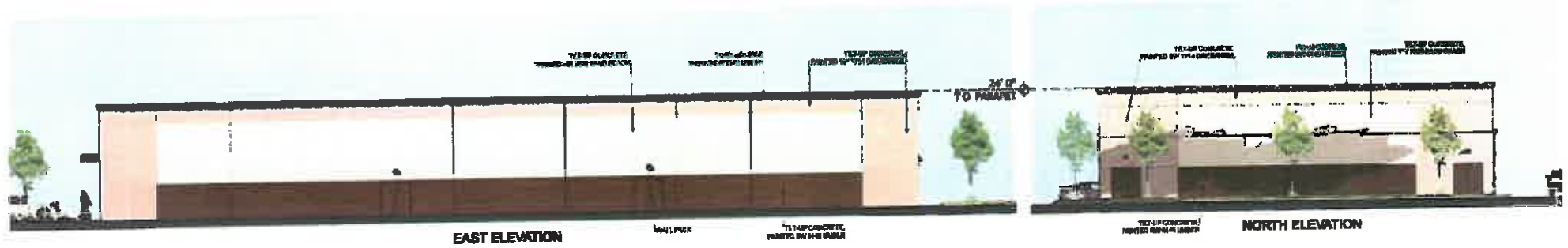
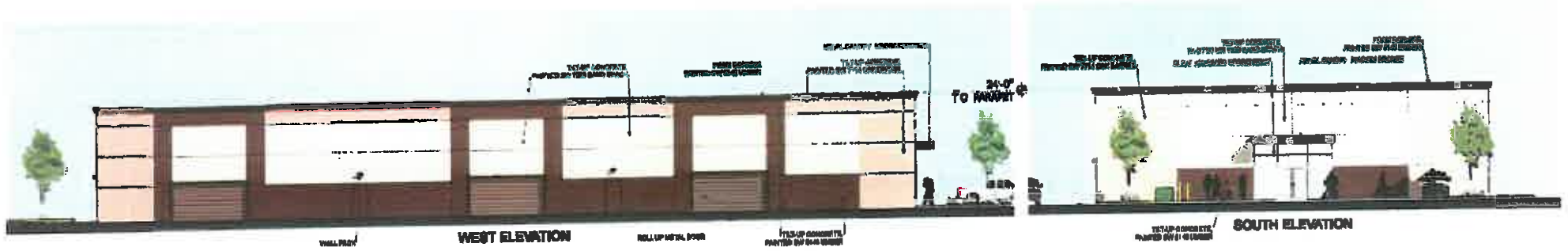
03.21.20

KSP PROJECT NO. 20170









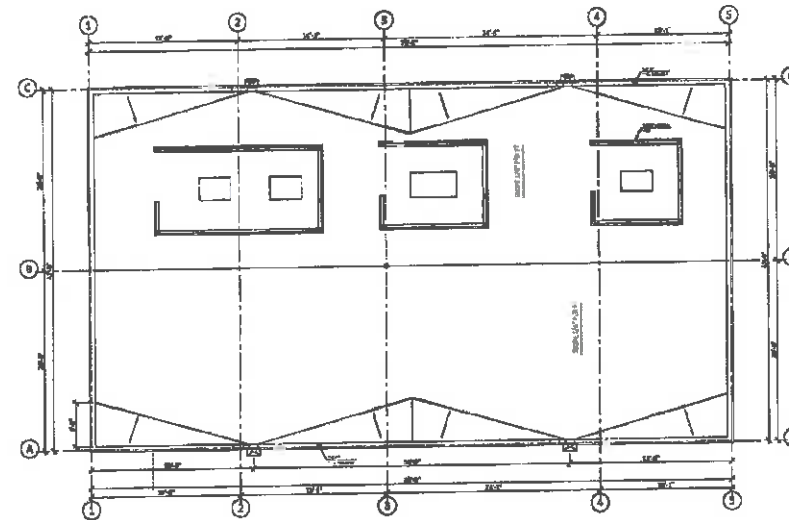
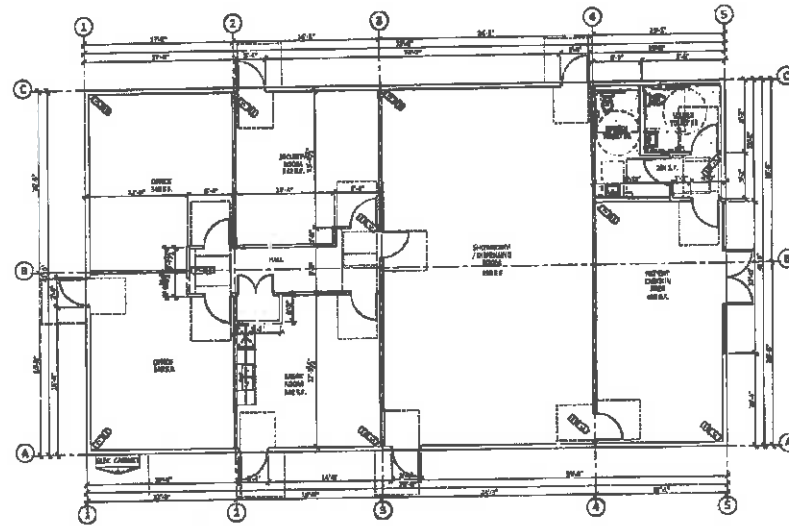
APN# 330-040-062 BUILDING C' CONCEPTUAL ELEVATIONS  
 24 MALBERT STREET | PERRIS, CA USE: 01 200

**SHEET 8**  
**KSP**  
 KSP PROJECT NO 2020



**BUILDING AREA BREAKDOWN**

PRELIM CHECK-IN AREA	418 S.F.
RESTROOM	304 S.F.
MECHANICAL EQUIPMENT ROOM	218 S.F.
SECURITY ROOM	284 S.F.
STORAGE ROOM	242 S.F.
OFFICE	812 S.F.
<b>TOTAL BLDG AREA</b>	<b>2,278 S.F.</b>



APN# 330-040-062  
24 MALBERT STREET | PERRIS, CA

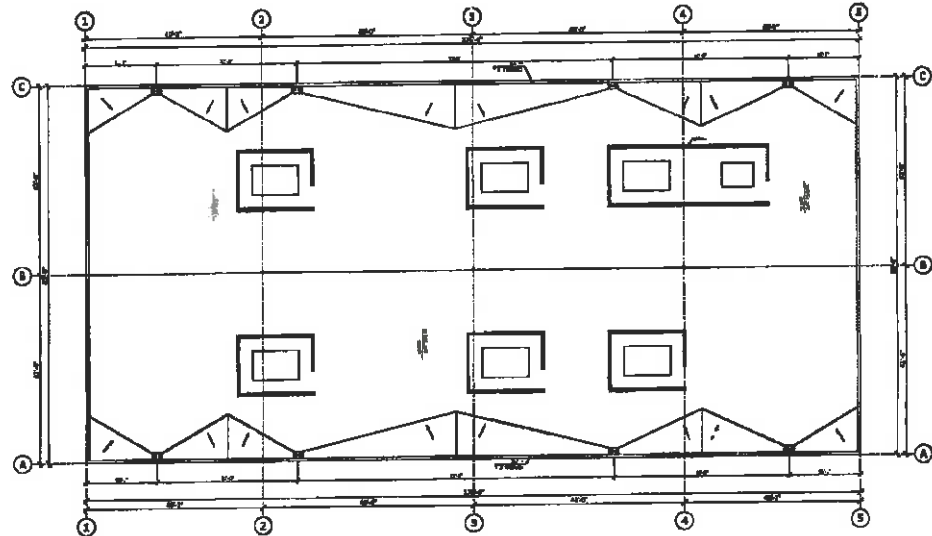
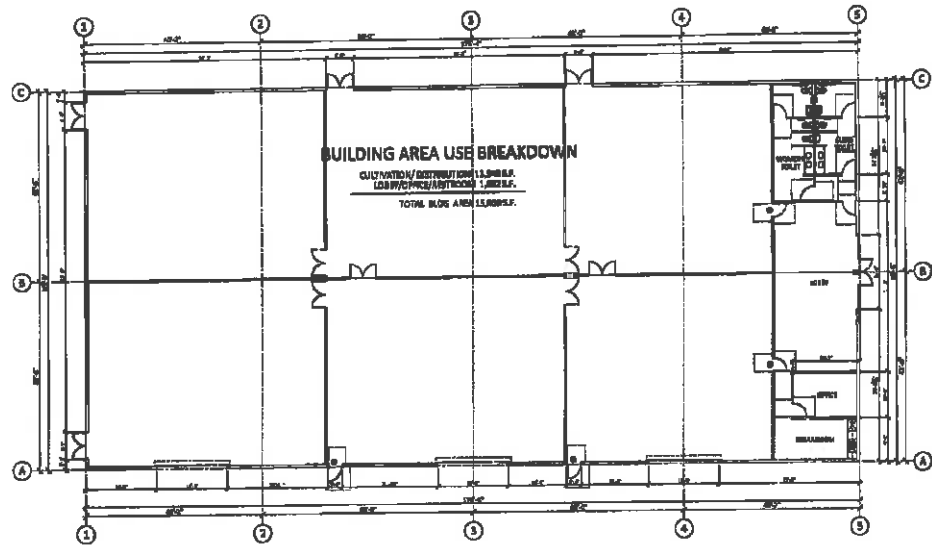
**BUILDING A - CONCEPTUAL FLOOR & ROOF PLAN**  
03.22.20



**SHEET 3**  
**KSP**  
STUDIO  
6140 WILSON AVENUE, SUITE 200  
PERRIS, CA 92571  
TEL: 951.221.1111  
WWW.KSPSTUDIO.COM

HEP PROJECT NO. 2019





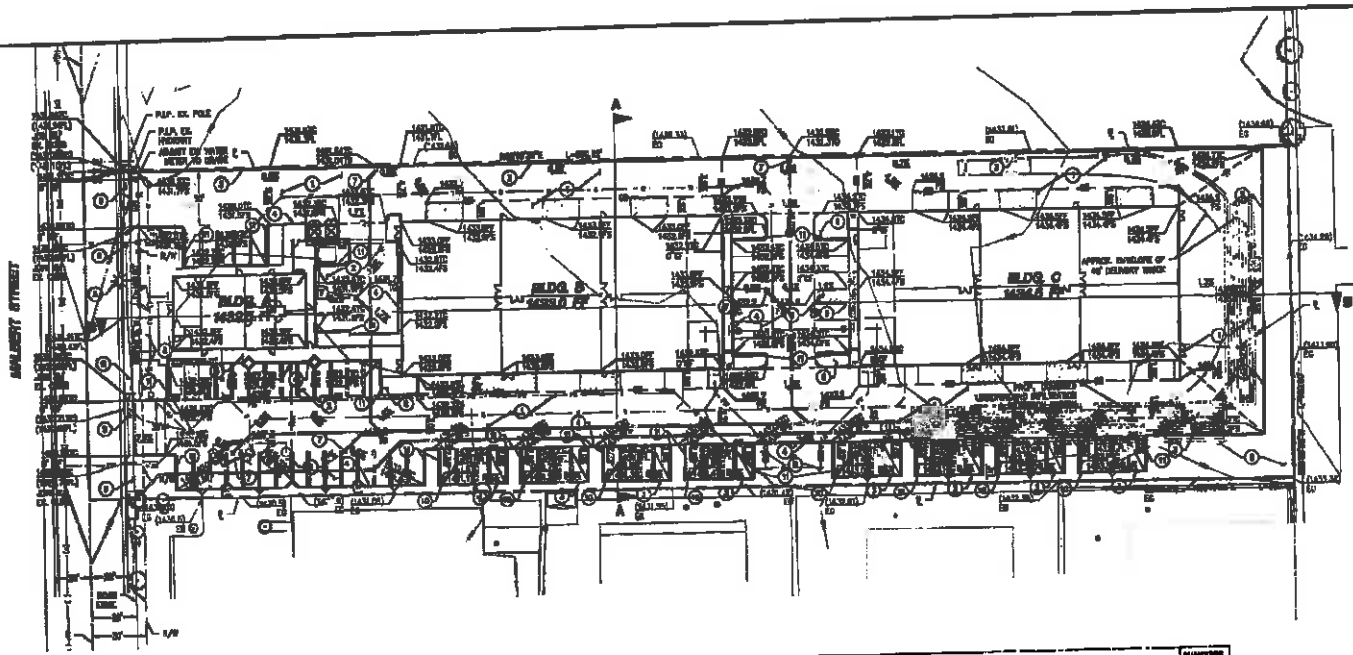
APN# 330-040-062  
24 MALBERT STREET | PERRIS, CA

BUILDING D - CONCEPTUAL FLOOR & ROOF PLAN  
01.22.20



**SHEET 5**  
**KSP**  
STUDIO  
ARCHITECTURE  
ENGINEERING  
PLANNING  
LANDSCAPE ARCHITECTURE  
INTERIOR DESIGN

KSP PROJECT NO 25478



GRADE CONSTRUCTION NOTES	REFERENCE
1. CONSTRUCT HEAVY-DUTY APPROVAL FURNISH PER GEOTECHNICAL RECOMMENDATIONS	200 EA.
2. CONSTRUCT LIGHT-DUTY APPROVAL FURNISH PER GEOTECHNICAL RECOMMENDATIONS	200 L.F.
3. CONSTRUCT 1" CURB & GUTTER PER SPEC. CO. STD. NO. 200	200 L.F.
4. CONSTRUCT 1" CURB PER SPEC. CO. STD. NO. 19-A	200 L.F.
5. INSTALL STREET LIGHT PER CDD STANDARD	200 L.F.
6. CONSTRUCT METEORIC SHADING TO CURB PER SPEC. CO. STD. NO. 400	200 L.F.
7. CONSTRUCT 24" DIA. CONC. SIDE WALK PER SPEC. VERNO OR OTHER PRECAST CONCRETE	200 L.F.
8. SEE LANDSCAPE PLAN FOR PLANTING AND PRODUCTS	
9. CONSTRUCT CONCRETE DRIVEWAY PER SPEC. CO. STD. NO. 500A	
10. CONSTRUCT 12" DIA. CONC. SIDE WALK PER SPEC. VERNO OR OTHER PRECAST CONCRETE	
11. CONSTRUCT 6" SIDE WALK ASP.	



**SECTION A-A**  
HORIZONTAL: 1"=40'  
VERTICAL: 1"=4'

**LEGAL DESCRIPTION**

THE LAND REFERRED TO HEREIN IS SITUATED IN THE CITY OF FERRIS, COUNTY OF FERRIS, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:  
 PARCEL 04 IN THE CITY OF FERRIS, COUNTY OF FERRIS, STATE OF CALIFORNIA, AS SHOWN BY RECORDS OF SURVEY OR FILED IN BOOK 14, PAGE 14, OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.  
 EXCEPT WHEREIN THE NUMBER OF FEET AS SHOWN TO THE CITY OF FERRIS BY SAID RECORDS EXCEEDED 54, 1977 AND THEREAFTER SAID NUMBER OF FEET APPROXIMATE.  
 APR. 233-040-0002

**BENCHMARK**

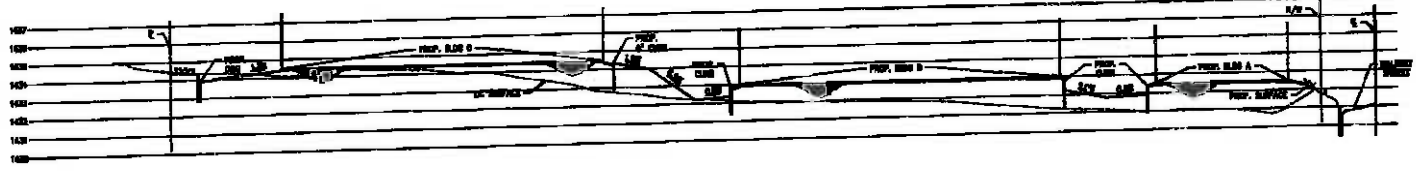
COUNTY OF FERRIS IN 14-20  
 ELEVATION: 143.240  
 ESTABLISHED: 1963  
 LOCAL NOTES:

**EARTHWORK QUANTITY ESTIMATE**

	EST. CU YD	FILL (CU YD)
GRAV. (1" THICK) AGGREG. BITE:	1.200	0.00
CONCRETE FOR UTILITIES	0.00	0.00
CONCRETE FOR SIDEWALK	1.200	0.00
TOTAL	2.400	0.00

NET = 750 CU YD EXPORT

THE ABOVE QUANTITIES DO NOT REFLECT ANY SPECIAL CONDITIONS THAT MAY BE SPECIFIED IN THE PRELIMINARY SOILS REPORT AND ARE FOR INFORMATION ONLY.



**SECTION B-B**  
HORIZONTAL: 1"=40'  
VERTICAL: 1"=4'

**SITE AREA**  
15,366.6 SF  
0.351 AC



100 S. ON Springs Road  
 Suite 210  
 Anaheim, CA 92808  
 714-952-8800

**CONCEPTUAL GRADING**  
 DATE: 04/15/2011  
 DRAWN BY: J. [Name]  
 CHECKED BY: [Name]

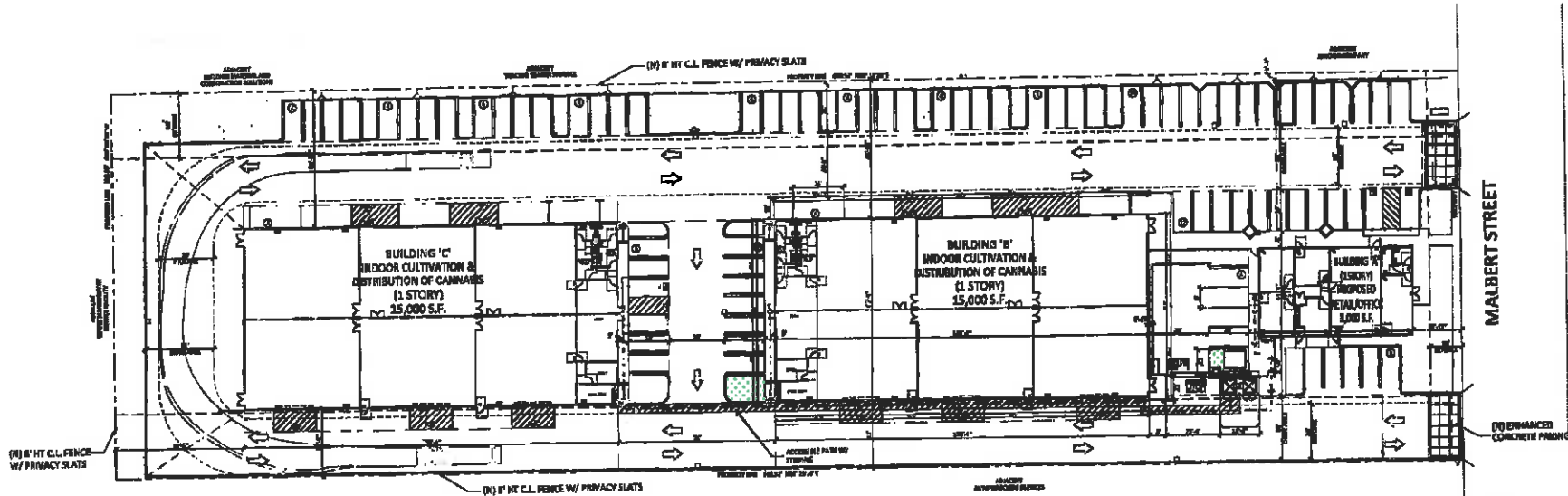
NO.	REVISION

**MALBERT WAREHOUSE**  
 24 MALBERT STREET  
 FERRIS, CALIFORNIA  
 PROJECT NO. 243-040-0002

DATE: 04/15/2011  
 DRAWN BY: J. [Name]  
 CHECKED BY: [Name]  
 PROJECT NO. 243-040-0002  
 SHEET NUMBER: 1  
 TOTAL SHEETS: 1

NOT FOR CONSTRUCTION





**PROJECT DESCRIPTION**  
 CONSTRUCT TWO WAREHOUSES AND AN OFFICE/RETAIL BUILDING FOR THE CULTIVATION AND DISPENSING OF MARIJUANA.

**PROJECT INFORMATION**  
 PROJECT ADDRESS: 24 MALBERT STREET, PERRIS, CA 92570  
 SET BACK: S89-040-062  
 NET SITE AREA: 118,492 SQ. FT. OR 2.68 ACRES  
 ZONE: M-HEAVY INDUSTRIAL  
 USE: INDOOR CANNABIS CULTIVATION, DISTRIBUTION, & RETAIL DISPENSARY  
 F.A.R. MAX: 0.75  
 F.A.R. PROPOSED: 0.75  
 COVERING MAX: 28.0%  
 COVERING PROPOSED: 28.0%  
 SETBACKS REQUIRED:  
 FRONT: 15'-0"  
 SIDE: 0'-0"  
 REAR: 30'-0"  
 ADDITIONAL NON-RESIDENTIAL IF LOADING/UNLOADING PROVIDED  
 ADDITIONAL NON-RESIDENTIAL IF LOADING/UNLOADING PROVIDED  
 SETBACKS PROVIDED:  
 FRONT: 22'-11"  
 SIDE: 51'-2" & 63'-41"  
 REAR:  
 HEIGHT MAXIMUM: 30'-0"  
 HEIGHT PROPOSED: 24'-0"

**LANDSCAPE**  
 REQUIRED LANDSCAPE: 11,389 S.F.  
 PROVIDED LANDSCAPE: 11,785 S.F.  
 (EXCESS PROVIDED: 396 SQUARE FEET)

**BUILDING AREA**  
 PROPOSED BUILDING: 4,367 S.F.  
 BUILDING W/ OFFICE: 1,033 S.F.  
 BUILDING W/ RETAIL (SHOWROOM/ DISPENSARY): 15,000 S.F.  
 BUILDING W/ OFFICE: 15,000 S.F.  
 BUILDING C: 15,000 S.F.  
 TOTAL: 50,400 S.F.

**PARKING ANALYSIS**  
 PARKING REQUIREMENTS:  
 CULTIVATION (PARKING STUDY TO BE PROVIDED): 0 SP  
 MEDICAL MARIJUANA DISPENSARY: 8 SP  
 COMMERCIAL RETAIL 1 SP FOR EVERY 200 S.F. (1,033 S.F./200 S.F. = 5 SP)  
 WAREHOUSING: 20 SP FOR 1ST 20,000 S.F., 12 SP FOR THE REMAINING (10,000 S.F./2,000 S.F. = 5 SP)  
 OFFICE: 1 SP FOR 200 S.F. (1,033 S.F./200 = 5 SP)  
 TOTAL REQUIRED: 38 SP  
 CALIFORNIA VEHICLE REGISTRY: 4 SP  
 ADA PARKING SPACES: 2 SP  
 PARKING PROVIDED:  
 ADA VAN: 1 SP  
 ADA STANDARD: 1 SP  
 PV VAN PERM (PLATE): 1 SP  
 PV ADA STANDARD PERM: 1 SP  
 PARKING PERM (PLATE): 1 SP  
 STANDARD PARKING (PLATE): 9 SP  
 TOTAL: 20 SP  
 LOADING SPACES (10000): 1 LOADING SPACE  
 RATIO FOR COMMERCIAL 1/20,000-20,000: 1 LOADING SPACE  
 RATIO FOR INDUSTRIAL 1/20,000-20,000: 2 LOADING SPACES  
 TOTAL NEEDED: 6 LOADING SPACES  
 TOTAL LOADING PROVIDED: 6 LOADING SPACES

**BUILDING CODE ANALYSIS**  
 BUILDING CLASSIFICATION: F-3  
 OCCUPANCY GROUP: F-3  
 ACCESSORY: B  
 CONSTRUCTION TYPE: III-B  
 FIRE SPRINKLING: YES  
 SMOKE CLASSIFICATION: CLASS A  
 ALLOWABLE HEIGHT: 75' FULLY SPRINKLED (TABLE 504.4)  
 ALLOWABLE BUILDING HT.: 24'-0"  
 ALLOWABLE # OF STORIES ABOVE GRADE: 3 STORIES ALLOWED (TABLE 504.4)  
 BUILDING QUALIFICATION: WAREHOUSE  
 F-1, II-4, II (ONE STORY ABOVE GRADE & FULLY SPRINKLED) = 40,000 S.F. ALLOWED  
 OFFICE:  
 II, III-4, III (ONE STORY ABOVE GRADE & FULLY SPRINKLED) = 75,000 S.F.

**UTILITY PURVEYORS**  
 WATER: EASTERN MUNICIPAL WATER DISTRICT  
 SEWER: EASTERN MUNICIPAL WATER DISTRICT  
 GAS: SO CAL GAS  
 POWER: SOUTHERN CALIFORNIA Edison

**DOOR EGRESS REQUIREMENTS**  
 THE FACILITY WILL BE REQUIRED TO PROVIDE EGRESS FROM ALL AREAS OF THE FACILITY TO THE STREET TO THE OUTSIDE AND FROM INSIDE THE FACILITY.  
 THE PROPOSED FACILITY WILL UTILIZE CAR OR TUBES CARRIED OUTSIDE FOR THE REMOVAL OF THE CANNABIS GROW TO REMOVE THE GROW, THE FACILITY WILL HAVE A CONSTANT SUPPLY OF OUTSIDE VENTILATION FRESH AIR TO BE UTILIZED AS COMMERCIAL CHANGE FILTERS UP THE COMMERCIAL SET UP CONTAINING MULTIPLE CARBON FILTERS ON THE EXHAUST AIR WHICH WILL INCREASE THE EFFICIENCY OF THE CANNABIS GROWER'S ENVIRONMENT.



APN# 330-040-062  
 24 MALBERT STREET | PERRIS, CA 92570

CONCEPTUAL SITE PLAN

**SHEET 2**  
 KSP  
 10/10/2024  
 10/10/2024  
 10/10/2024

PROJECT NO. 202401

**PAGE BREAK**





# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

August 6, 2020

Ms. Deborah Bradford, Project Planner  
Riverside County Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside CA 92501

**CHAIR**  
Russell Betts  
Desert Hot Springs

**VICE CHAIR**  
Steven Stewart  
Palm Springs

**COMMISSIONERS**

Arthur Butler  
Riverside

John Lyon  
Riverside

Steve Manos  
Lake Elsinore

Richard Stewart  
Moreno Valley

Gary Youmans  
Temecula

**STAFF**

Director  
Simon A. Housman

Paul Rull  
Barbara Santos

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

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

File No.: ZAP1427MA20  
Related File No.: CUP 200009 (Conditional Use Permit)  
APN: 461-140-050  
Airport Zone: Compatibility Zone E

Dear Ms. Bradford:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC Resolution No.15-01 (as adopted on August 13, 2015), staff reviewed County of Riverside Case No. CUP 200009 (Conditional Use Permit), a proposal to permit a 11.49 acre landscape mulch material storage yard consisting of an existing mobile office, two fueling stations, parking area, three existing sea crate storage vault units, and mulch storage areas on 32.68 acres located northerly of Simpson Road, westerly of Leon Road, southerly of Grand Avenue, and easterly of Briggs Road.

(A proposal to establish a Recreational Vehicle (RV) storage yard including 135 RV stalls on 2.9 acres of the 32.68-acre parcel via ZAP1413MA20 was found consistent by the ALUC Director on April 2, 2020).

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity is not restricted.

Although the project is located within the March Air Reserve Base/Inland Port AIA, the actual nearest runway is Runway 15-33 at Perris Valley Airport. The southerly terminus of this runway is located approximately 29,100 feet from the project site. As the site is more than 20,000 feet from the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review for height/elevation reasons is not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

**CONDITIONS:**

[www.aluc.org](http://www.aluc.org)

## **AIRPORT LAND USE COMMISSION**

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
  - (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 following uses/activities are specifically prohibited: wastewater management facilities; trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; incinerators.
4. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building.
5. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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



## AIRPORT LAND USE COMMISSION

hazard biologist.

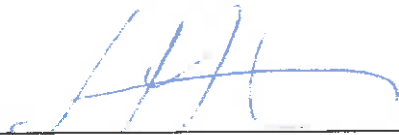
A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid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

6. In the event that any incidence of bird aircraft strike hazards occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measure necessary to eliminate such bird attraction. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: SoCal Mulch Inc. (applicant)  
Rich Soltysiak (representative)  
Thomas Williams (property owner)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Doug Waters, Deputy Base Civil Engineer, March Air Reserve Base  
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1427MA20\ZAP1427MA20.LTR.doc

# NOTICE OF AIRPORT IN VICINITY

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

# NOTICE

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

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

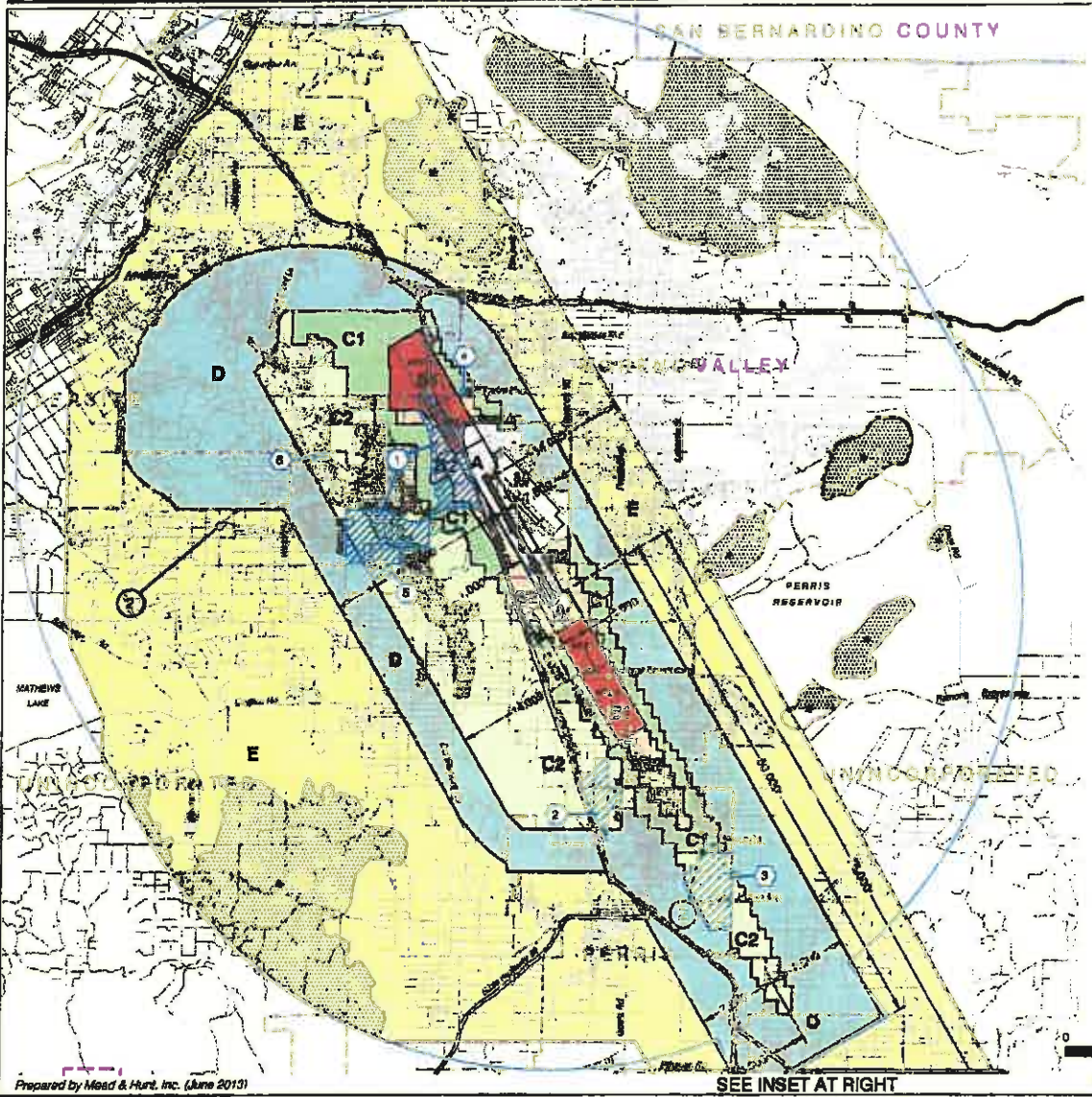


IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: \_\_\_\_\_

Phone: \_\_\_\_\_





**LEGEND**

**Compatibility Zones**

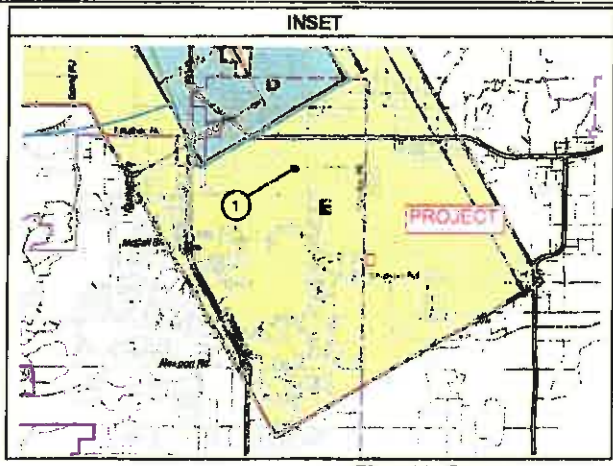
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

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

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

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



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

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



Base map source: County of Riverside 2013

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

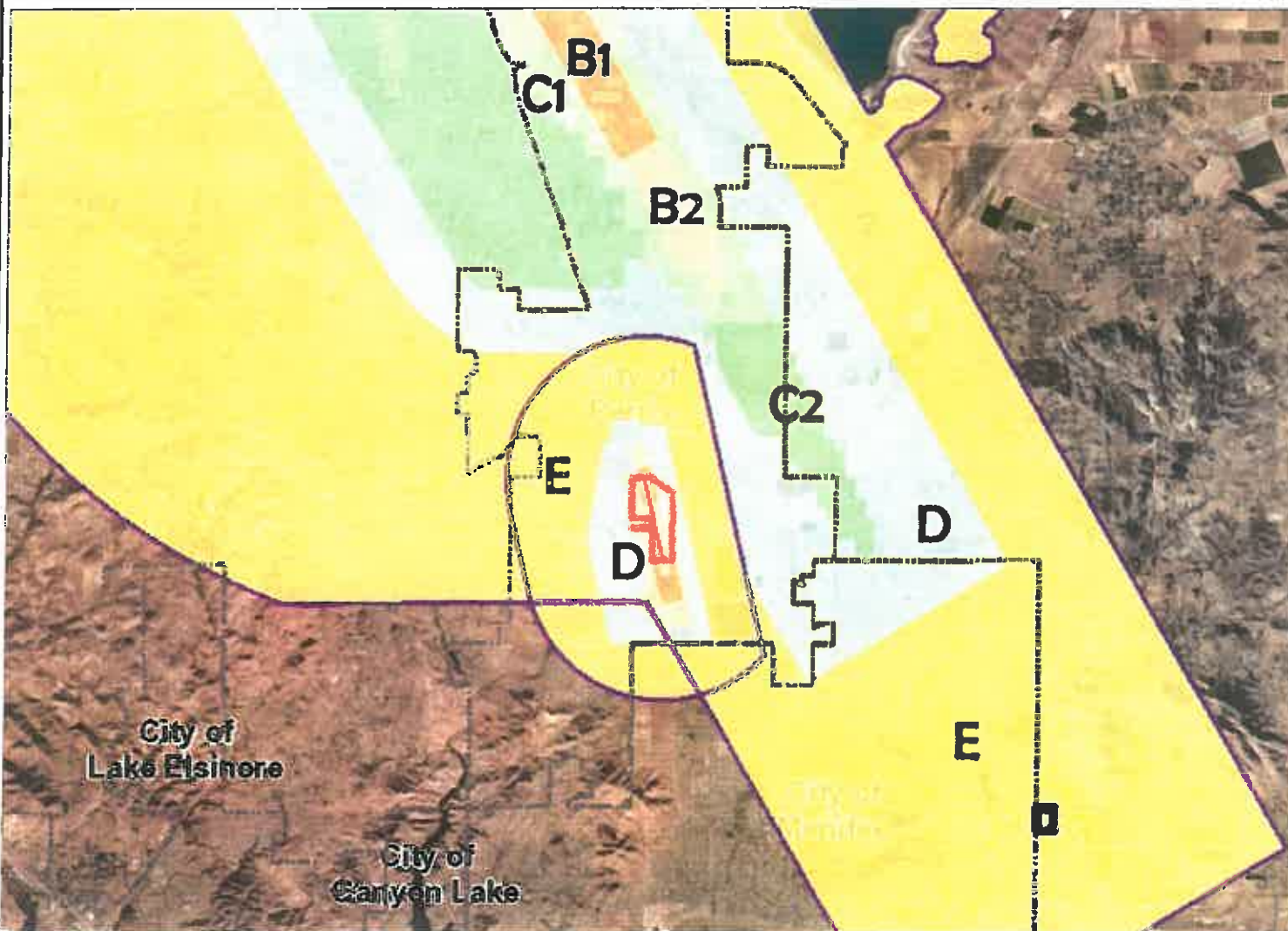
SEE INSET AT RIGHT

Map MA-1

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



# Map My County Map



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



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

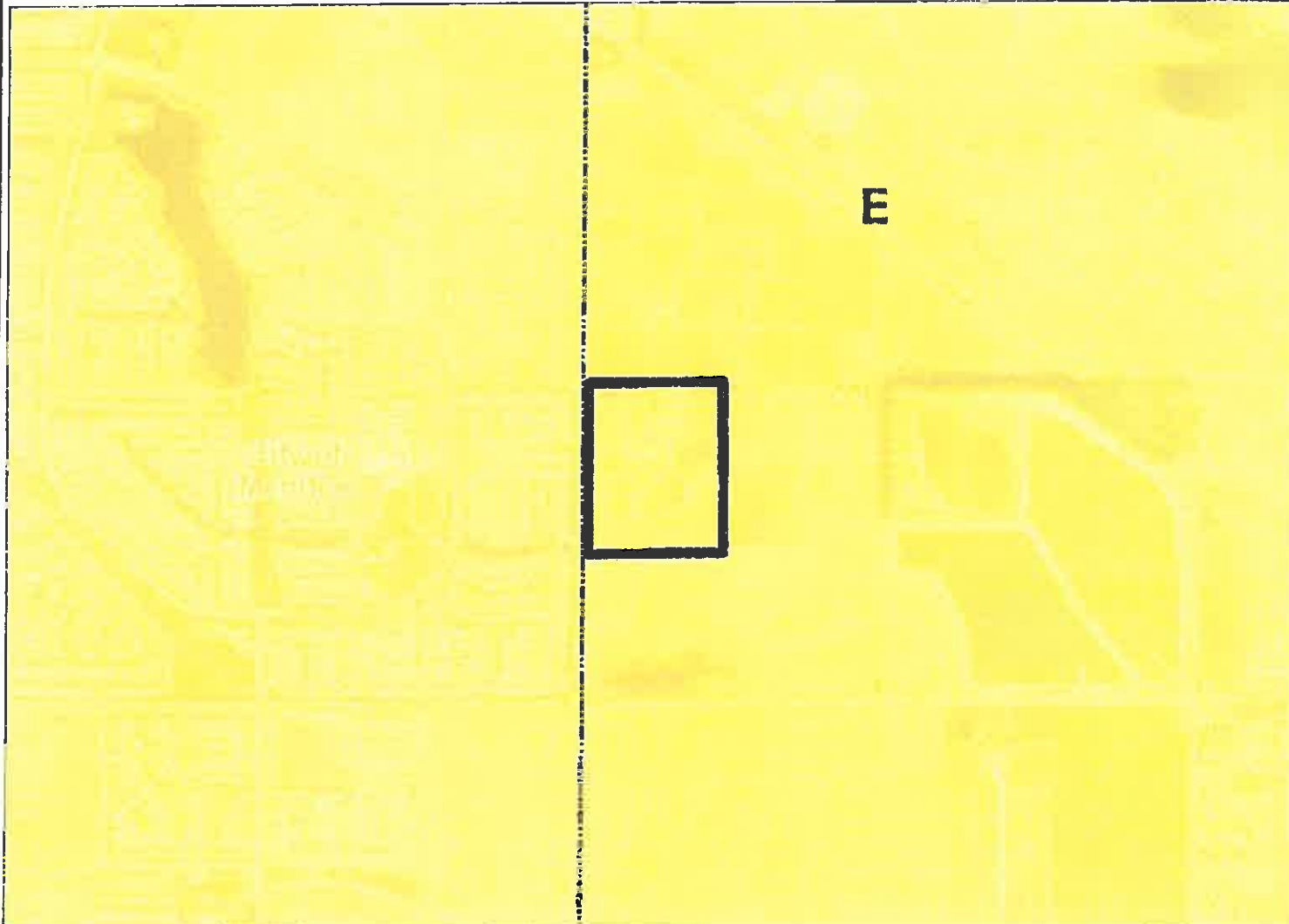
**Notes**



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# Map My County Map



## Legend

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



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## Notes



# Map My County Map



### Legend

- BlueLine Streams
- City Areas
- World Street Map

### Notes



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0 1 3,079 Feet  
539

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# Map My County Map



## Legend

- BlueLine Streams
- City Areas
- World Street Map



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## Notes



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# Map My County Map



### Legend

- Blueline Streams
- City Areas
- World Street Map



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### Notes



# Map My County Map



- Legend**
- Parcels
  - BlueLine Streams
  - City Areas
  - World Street Map

## Notes



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0 752 1,505 Feet

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## **PROJECT DESCRIPTION**

**Southern California Mulch, Inc. (SCM) supplies landscape companies, nurseries, contractors, and homeowners with their products. The Winchester facility off Grand Avenue receives and stockpiles finished products to create their own custom blends into a usable product for agricultural, nursery, and landscaping customers. The Winchester facility is not a composting yard.**

**The Winchester facility consists of a mobile office, dg parking area, two truck fuel dispensers, three sea crate type storage vaults, and material stockpile area. All activities are conducted at existing grades and therefore no grading or paving is proposed.**

**SCM stocks the following products at the Winchester yard: 6 different colored wood chips, certified Playsafe Playground Chips, Forest Blend and Douglas Fir Bark products, decorative rock, light aggregates, custom soils, and light aggregates for installing artificial turf.**

**SCM custom blends are mixed at the Winchester yard and delivered to their nursery and garden center in Menifee for retail sales. The Menifee retail facility has been in business since 2001.**

**The Winchester yard consists of three full time employees. The average daily activity consists of 4 Walking Floors, 10 retail customers, and our own delivery trucks. We also operate 1 - 2014 John Deere Loader, 1 – 2001 Volvo loader, and 1 – Case skid steer. Operation hours are from 7 a.m. to 3 p.m. Monday through Saturday.**

**Delivery trucks from the Winchester yard also service Caltrans in multiple districts with mulch for erosion control and water retention and supply numerous school districts and cities with certified playground chips.**

**Southern California Mulch, Inc. (SCM) was formed in 1998 to sell bulk landscape supply products, mix custom soils, and sell nursery stock. It is a woman owned, California Certified Small Business. SCM is also active in the local community in offering college scholarships to local FFA students, donating products to FFA and 4-H students, and assisting Veterans with installation of their products, and supporting Boy Scout Eagle Scout applicants.**



**Bulk Nursery and Landscape Products  
“Quality and Service”**

**Statement of Operations**

Southern California Mulch, Inc. (SCM) was formed in 1998 to sell bulk landscape supply products, mix custom soils, and sell nursery stock. In 2008, Elisabeth Brownnton became the sole corporate owner, making it a woman owned business. It is also a California Certified Small Business. We supply landscape companies, nurseries, contractors, and homeowners with our products. We offer delivery to all five counties of Southern California. We are open to the public at our nursery in Menifee on Briggs and Scott Road, as well as our yard in Winchester. Our operation hours are 7 a.m. to 3 p.m. Monday through Saturday.

Southern California Mulch, Inc. brings in finished products to create our own custom blends into a usable product for agricultural, nursery, and landscaping customers. In addition, homeowners use our custom mixes for their raised vegetable gardens and general planting needs. We are not a composting yard or a tipping fee company. We are passionate about helping homeowners grow their own food with our soils.

SCM sells the following products; 6 different colored wood chips, Certified Playsafe Playground Chips, Forest Blend, Douglas Fir Bark products, decorative rock, and custom soils. Our custom blends are mixed at the Winchester yard and delivered to our nursery and garden center in Menifee, which has been in business since 2001.

We have three employees at our Winchester yard. The average daily activity consists of 4 Walking Floors, 10 retail customers, and our own delivery trucks. We also operate 1 - 2014 John Deere Loader, 1 - 2001 Volvo loader, and 1 - Case skid steer.

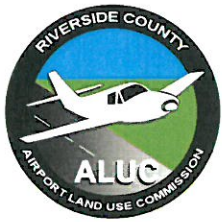
We supply Caltrans in multiple districts with mulch for erosion control and water retention and supply numerous school districts and cities with certified playground chips. We also sell light aggregates for homeowners and contractors installing artificial turf.

SCM is very active in the local community, offering scholarships to local FFA students for college. We donate products to all FFA and 4-H students for local projects and the Southern California Fair. We provide material for Veterans and also help them install their products. We are also involved with the local Boy Scouts with a focus on Eagle Scout applicants.

30115 Scott Road, Menifee, CA 92584

Phone No.: (951) 325-5355 • Facsimile No.: (951) 325-5855 • [www.SoCalMulch.com](http://www.SoCalMulch.com)

Yard Hours: Monday – Saturday 7:00 a.m. to 5:00 p.m. • Sunday 8:00 a.m. to 3:00 p.m.



AIRPORT LAND USE COMMISSION MEETING  
MINUTES  
AUGUST 13, 2020

**DRAFT**

VIRTUAL MEETING

8-26-20

COMMISSIONERS PRESENT: Russell Betts, Steven Stewart, John Lyon, Steve Manos, Gary Youmans, Richard Stewart (did not respond verbally to the roll call at 9:30 am, but at 11:00 am stated that he had been present since the beginning of the meeting.)

COMMISSIONERS ABSENT: Arthur Butler (attended meeting until 11:30 am)

**2.0 PUBLIC HEARING: CONTINUED ITEMS**

- 2.1 Staff report recommended: **CONTINUE to 9-10-20**
- Staff recommended at hearing: **CONTINUE to 9-10-20**
- ALUC Commission Action: **CONTINUE to 9-10-20; (Vote 5-1, Youmans dissenting; Absent: Butler)**
- Motion: Steven Stewart**  
**Second: Richard Stewart**
- ZAP1405MA20 – Riverside Inland Development, LLC/Hillwood Investment Properties (Representative: Kathy Hoffer)** – March Joint Powers Authority Case Nos. PP20-02 (Plot Plan), TPM20-02 (Tentative Parcel Map No. 37220). The applicant proposes to construct a 2,022,364 square foot industrial warehouse building (maximum 54 feet in height) with mezzanines on 142.5 acres located easterly of Interstate 215, southerly of March Field Air Museum and the easterly terminus of Van Buren Boulevard, northerly of Nandina Avenue, and westerly of the runways at March Air Reserve Base. The applicant also proposes to change the Veterans Industrial Park 215 Specific Plan (SP16-02), updating Section 4.3 Landscaping Guidelines to reflect ALUC wildlife hazard goals and policies. The applicant also proposes to merge the project's five parcels into one parcel. (A previous proposal to establish two industrial buildings (maximum 48 feet in height) totaling 2,185,618 square feet on this site had been found consistent by the ALUC, but no action was taken by the March Joint Powers Authority Commission) (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area). Continued from May 14, June 11, and July 9, 2020. Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

**3.0 PUBLIC HEARING: NEW CASES**

- 3.1 Staff report recommended: **CONSISTENT**
- Staff recommended at hearing: **CONSISTENT**
- ALUC Commission Action: **CONSISTENT (Vote 6-0; Absent Butler)**
- Motion: Gary Youmans**  
**Second: Richard Stewart**
- ZAP1393MA19 – Innovation Industrial Partners, LLC, Vincent Von Der Ahe (Representative: Kent Norton, MIG. Inc.)** – March Joint Powers Authority Case No. PP19-03 (Plot Plan). The applicant proposes to construct a 48,830 square foot industrial warehouse building with second floor mezzanines on 3.22 acres located on the southeast corner of Cactus Avenue and Innovation Drive (Airport Compatibility Zones B1-APZ-I and B2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

**VIDEO:**

1

A video recording of the entire proceedings is available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org). If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at [basantos@rivco.org](mailto:basantos@rivco.org)



**AIRPORT LAND USE COMMISSION MEETING  
MINUTES  
AUGUST 13, 2020**

3.2 Staff report recommended:  
**GPA, SPA, CHANGE OF ZONE  
(CONSISTENT); DESIGN  
REVIEW (CONDITIONALLY  
CONSISTENT)**

Staff recommended at hearing:  
**GPA, SPA, CHANGE OF ZONE  
(CONSISTENT); DESIGN  
REVIEW (CONSISTENT) subject  
to the FAA OES letter and  
updated condition list  
submitted at the meeting which  
incorporates the FAA OES  
conditions.**

ALUC Commission Action:  
**GPA, SPA, CHANGE OF ZONE  
(CONSISTENT); DESIGN  
REVIEW (CONSISTENT) subject  
to the FAA OES letter and  
updated condition list  
submitted at the meeting which  
incorporates the FAA OES  
conditions. (Vote 6-0; Absent:  
Butler)**

**Motion: Steven Stewart  
Second: Richard Stewart**

**ZAP1099RI20 – The Motorcycle Company (Representative: Adkan Engineers)** – Related Case: City of Riverside Case Nos. P20-0214 (General Plan Amendment), P20-0215 (Specific Plan Amendment), P20-0216 (Rezone), P20-0217 (Design Review). The applicant proposes to expand the existing Harley Davidson facility for motorcycle storage increasing the total building area from 35,794 square feet to 48,194 square feet (an increase of 12,400 square feet), to be constructed on new parcels increasing the total site acreage from 2.2 acres to 2.47 acres (an increase of 0.27 acres), located southerly of Indiana Avenue, westerly of Winstrom Street, northerly of Casablanca Street, and easterly of Jefferson Street. The applicant also proposes to amend the newly added parcel's General Plan land use designation from Medium Density Residential to Commercial Regional Center, as well as a rezone from Residential R-1-7000 to Commercial General. The applicant also proposes to amend the Riverside Auto Center Specific Plan to include the new parcels into the specific plan boundaries (Airport Compatibility Zone E of the Riverside Municipal Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

3.3 Staff report recommended:  
**CONSISTENT**

Staff recommended at hearing:  
**CONSISTENT**

ALUC Commission Action:  
**CONSISTENT (Vote 6-0;  
Absent: Butler)**

**Motion: Steven Stewart  
Second: Russell Betts**

**ZAP1102FV20 – Platinum Collision (Representative: Jim Roachelle)** – County of Riverside Case No. CUP200008 (Conditional Use Permit). A proposal to establish an auto collision repair facility within a 22,925 square foot commercial building (approved building B1) and construct a 560 square foot wash bay on a 1.62 acre parcel. Also proposed is a 122 parking stall vehicle storage yard on an adjoining 1.28 acre parcel (replacing approved 13,917 square foot commercial building B3) located northerly of Benton Road, easterly of its intersections with Winchester Road and Penfield Lane, and westerly of a northerly straight line extension of Leon Road (The previous proposal to construct fifteen commercial buildings with a combined gross floor area of 138,495 square feet at this site had been found consistent by the ALUC) (Airport Compatibility Zones B1 and C of the French Valley Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

**VIDEO:**

A video recording of the entire proceedings is available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org). If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at [basantos@rivco.org](mailto:basantos@rivco.org)



**AIRPORT LAND USE COMMISSION MEETING  
MINUTES  
AUGUST 13, 2020**

- 3.4 Staff report recommended: **CONSISTENT**  
Staff recommended at hearing: **CONSISTENT**  
ALUC Commission Action: **CONSISTENT (Vote 5-0; Recuse: Youmans; Absent Butler)**  
Motion: **Steven Stewart**  
Second: **Steve Manos**
- ZAP1081BD20 – F2 Palm Desert LLC (Representative: Alberto Marciano)** – Related Case: County of Riverside Case No. CUP190031 (Conditional Use Permit). The applicant proposes to establish a cannabis retail dispensary facility within an existing 2,572 square foot building on 0.94 acres located easterly of Berkey Drive, westerly of Washington Street, and northerly of Varner Road (Airport Compatibility Zone C of the Bermuda Dunes Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)
- 3.5 Staff report recommended: **INCONSISTENT**  
Staff recommended at hearing: **CONTINUE to 9-10-20 per staffs request and agreed to by applicant**  
ALUC Commission Action: **CONTINUE to 9-10-20 per staffs request and agreed to by applicant (Vote 6-0; Absent: Butler)**  
Motion: **Richard Stewart**  
Second: **Steven Stewart**
- ZAP1086PS20 – Desert Aids Project (Representative: Terra Nova Planning & Research)** – Related Case: City of Palm Springs Case Nos. 5.0934 (PD 281 Amendment, General Plan Amendment), 3.1047 (Major Architectural). The applicant proposes to expand the existing Desert AIDS Project Campus by constructing a new 18,500 square foot medical ‘Pavillon’ building which includes a lobby, information desk, registration, nurse station, medical administration rooms, conference meeting rooms, consultation offices, and café on 3.89 acres, a 61 unit affordable housing apartment complex on 1.14 acres, and a 17,700 square foot dog park-infiltration basin on 3.09 acres, for a total of 8.12 acres (of a larger existing 13.02 acre site) located on the southwest corner of Vista Chino and Sunrise Way. The applicant also proposes amending the General Plan land use designation of the site from Medium Density Residential and Public/Quasi Public to Mixed Use/Multi-Use. The applicant also proposes to amend the Planned Development District 281, by expanding the project boundary to include all aspects of the project and to allow implementation of the Mixed Use land use designation (Airport Compatibility Zones C and E of the Palm Springs International Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)
- 3.6 Staff report recommended: **CONSISTENT**  
Staff recommended at hearing: **CONSISTENT**  
ALUC Commission Action: **CONSISTENT (Vote 6-0; Absent: Butler)**  
Motion: **Steven Stewart**  
Second: **Gary Youmans**
- ZAP1050TH20 – Empire Airport, LLC/Hagen Company, LLC (Representative: The Altum Group)** – City of Coachella Planning Case Nos. GPA20-01 (General Plan Amendment), CZ20-01 (Change of Zone), CUP324 CUP325 CUP326 (Conditional Use Permits), AR20-04 (Architectural Review), PM39721 (Tentative Parcel Map). The applicant proposes to develop a 629,450 square foot mixed-use business park center on 42.36 acres including 233,100 square feet of large warehouse buildings, 96,000 square feet of small warehouse buildings, 81,000 square feet of small business buildings, 133,900 square foot self-storage facility, 76,800 square foot personal vehicle storage garage, a 4,000 square foot gas station convenience store with 10 fueling stations, and a 4,650 square foot restaurant with 9 car stack drive-thru, located northerly of Airport Boulevard, southerly of 55th Avenue, westerly of State Route 86, and easterly of the

**VIDEO:**

3

A video recording of the entire proceedings is available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org). If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at [basantos@rivco.org](mailto:basantos@rivco.org)



**AIRPORT LAND USE COMMISSION MEETING  
MINUTES  
AUGUST 13, 2020**

Coachella Valley Water District Storm Water Channel. The applicant also proposes amending the site's General Plan land use designation from Sub-Area 8 into Sub-Area 7, to allow for commercial cannabis-related uses, and changing the site's zoning from Heavy Industrial (M-H) to Manufacturing Service (M-S). A tentative parcel map is also proposed to divide the site into seven commercial parcels (Airport Compatibility Zone D of the Jacqueline Cochran Regional Airport Influence Area) Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

**4.0 ADMINISTRATIVE ITEMS**

**4.1 Director's Approvals**

In light of the time of meeting, Russell Betts, Chair requested to move the Director's Approvals to the next ALUC hearing on September 10th. ALUC staff agreed.

**4.2 Resolution No. 2020-01 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**

Commissioner Manos motioned to approve Resolution No. 2020-01, seconded by Steven Stewart. (Vote 6-0; Absent Butler)

**4.3 Update March Air Reserve Base Compatibility Use Study (CUS)**

In light of the time of meeting, Russell Betts, Chair requested to move the update to the March Air Reserve Base Compatibility Use Study (CUS) to the next ALUC hearing on September 10th. ALUC staff agreed.

**4.4 ALUC Website Update**

In light of the time of meeting, Russell Betts, Chair requested to move the ALUC website update to the next ALUC hearing on September 10th. ALUC staff agreed.

**5.0 APPROVAL OF MINUTES**

Steven Stewart, Vice Chair motioned to approve the July 9, 2020 minutes, seconded by Gary Youmans. (Vote 6-0; Absent: Butler)

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

None

**7.0 COMMISSIONER'S COMMENTS**

Commissioner Youmans requested to talk with the ALUC Director and ALUC Counsel after the meeting (off agenda).

**8.0 ADJOURNMENT**

Chair Betts adjourned by meeting at 12:51 pm.

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**VIDEO:**

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A video recording of the entire proceedings is available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org). If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at [basantos@rivco.org](mailto:basantos@rivco.org)