RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	**2.1** ~~3.1~~
HEARING DATE:	***January 12, 2023*** **(continued from ~~November 10~~ December 15, 2022)**
CASE NUMBER:	ZAP1544MA22 – PR Partners, LLC (Representatives: Mike Naggar & Associates)
APPROVING JURISDICTION:	City of Perris
JURISDICTION CASE NO:	PLN19-00012 (Specific Plan Amendment), PLN19-05287 (Zone Change), DPR19-00012 (Development Plan Review)
LAND USE PLAN:	2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
Airport Influence Area:	March Air Reserve Base
Land Use Policy:	Zones B1-APZ-II, C1
Noise Levels:	60 - 70 CNEL from aircraft

MAJOR ISSUES: The Air Force provided comments on November 8, 2022, for the November 10 ALUC hearing (which are analyzed in this staff report). The applicant provided a response memo addressing these comments on November 9 and submitted them to the Air Force for review. The Air Force replied requesting additional time to review the applicant's response memo. 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 *February 9, 2023,* ~~*January 12,*~~ ~~December 15, 2022~~ meeting, pending completion of the Air Force review of the project.

PROJECT DESCRIPTION: A proposal to construct a mixed-use industrial/commercial development including a 304,572 square foot e-commerce warehouse building with mezzanines, a 2,010 square foot restaurant building with drive-thru, and a 4,950 square foot retail/restaurant building with drive-thru on a 16.12 acre parcel. The applicant also proposes amending the Perris Valley Commerce Specific Plan (SPA No. 13) and changing 14.1 acres of the site's zoning from Commercial to Light Industrial (with 1.99 acres of the site remaining Commercial).

The Commission previously found consistent on this site ZAP1390MA19, a proposal to construct a 347,919 square foot industrial e-commerce and warehouse building on 16.1 acres, and a proposal to amend the Perris Valley Commerce Center Specific Plan, and change the site's zoning from Commercial to Light Industrial.

PROJECT LOCATION: The site is located on the southwest corner of Perris Boulevard and Ramona Expressway, within the City of Perris, approximately 8,300 feet southeasterly of the southerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential Average-Acre Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zones B1-APZ-II and C1. Zone B1-APZ-II limits average intensity to 50 people per acre, and Zone C1 limits average intensity to 100 people per acre. Approximately 11.90 acres of the site are located within Zone B1-APZ-II and 4.22 acres are located within Zone C1.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan and the Additional Compatibility Policies included in the March ALUCP, the following rates were used to calculate the occupancy for the proposed project:

- E-Commerce – 1 person per 1,000 square feet,
- Warehouse – 1 person per 500 square feet,
- Office – 1 person per 200 square feet,
- Restaurant dining area – 1 person per 15 square feet,
- Restaurant kitchen area – 1 person per 200 square feet, and
- Retail – 1 person per 115 square feet.

The applicant proposes to construct a mixed-use industrial/commercial development including a 304,572 square foot e-commerce warehouse building with mezzanines, a 2,010 square foot restaurant building with drive-thru, and a 4,950 square foot retail/restaurant building with drive-thru on a 16.12 acre parcel, accommodating a total occupancy of 667 people, resulting in an average intensity of 41 people per acre for the entire site, which is consistent with the Zone B1-APZ-II average intensity criterion of 50 people per acre, and with the Zone C1 average intensity criterion of 100 people per acre.

A breakdown of use by Compatibility Zone includes the following:

- A portion of the project is located on 11.90 acres within Zone B1-APZ-II and includes 274,150 square feet of e-commerce warehouse area (no office area proposed), accommodating 274 people, resulting in an average intensity of 23 people per acre, which is consistent with the Zone B1-APZ-II average intensity criterion of 50 people per acre.

- The remaining portion of the project is located on 4.22 acres within Zone C1 and consists of: a portion of the main industrial building including 10,422 square feet of warehouse area,10,000 square feet of first floor office area, and 10,000 square feet of second floor office mezzanine area; a standalone 2,010 square foot restaurant building with an 8 car stack drive-thru which includes 1,206 square feet of dining area and 804 square feet of kitchen area; a 4,950 square foot mixed retail/restaurant building with 14 car stack drive-thru which includes: 1,050 square feet of dining area and 700 square feet of kitchen area (fast food restaurant), 960 square feet of dining area and 640 square feet of kitchen area (inline restaurant), and 1,600 square feet of retail area; accommodating a total occupancy of 393

people, resulting in an average intensity of 93 people per acre, which is consistent with the Zone C1 average intensity criterion of 100 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 (220 spaces) and truck trailer spaces (61 spaces) the total occupancy would be estimated at 391 people for an average intensity of 24 people per acre, which is consistent with the average intensity criterion of Zone B1-APZ-II of 50 people per acre, and with Zone C1 average intensity criterion of 100 people per acre.

Non-Residential Single-Acre Intensity: Compatibility Zone B1-APZ-II limits maximum single-acre intensity to 100 people, and Zone C1 limits 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 in each Compatibly Zone are as follows:

- The maximum single-acre intensity within Zone B1-APZ-II includes 43,560 square feet of e-commerce warehouse, accommodating an occupancy of 44 people, which is consistent with the 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.

- The maximum single-acre intensity within Zone C1 includes 4,945 square feet of warehouse area (from the main industrial building) and the 4,950 square foot mixed retail/restaurant building with 14 car stack drive-thru which includes: 1,050 square feet of dining area and 700 square feet of kitchen area (fast food restaurant), 960 square feet of dining area and 640 square feet of kitchen area (inline restaurant), and 1,600 square feet of retail area, accommodating an occupancy of 186 people, which is consistent with the Zone C1 single acre intensity criterion of 250 people.

March Air Reserve Base/United States Air Force Input: The 2018 Airport Installation Compatible Use Zones (AICUZ) study identifies most of the project site as located within Accident Potential Zone II (APZ-II). Appendix A of the AICUZ provides Land Use Compatibility Tables for the APZs, which cite "warehousing" as a permitted use in APZ-II (and prohibited use in the Clear Zone [CZ]). The proposed project complies 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 44 people in APZ-II, which would be consistent with the DoDI intensity maximum of 50 people in any given acre.

Given that the project site is located in Zones B1-APZ-II and C1 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. **The Air Force provided comments on November 8, 2022, for the November 10 ALUC hearing. The applicant provided a response memo addressing these comments on November 9 and submitted them to the Air Force for review. The Air Force**

replied requesting additional time to review the applicant's response memo. ~~(It is important to note that under the original ALUC case ZAP1390MA19, the Air Force previously concurred with staff's recommendation of consistency for the project). At the time the staff report was prepared, comments from the Air Force were still pending.~~ **The following are the Air Force's November 8 comments ([AFC]), the applicant's November 9 response memo ([ARM]), and the ALUC staff analysis ([ALUC]).**

1. **[AFC] Location of Site in Runway 14/32 Accident Potential Zone II (APZII): In accordance with the latest Air Installation Compatible Use Zone (AICUZ) Study for MARB (published in 2018), the majority of the proposed site is contained in the Runway 14/32 APZII. The APZII area is also tracked as Compatibility Zone B-1 per the 2014 ALUC Land Use Compatibility Plan. Although the proposed 40-foot maximum height of the warehouse structure is permissible as per applicable Department of Defense (DoD) standards, Base maintains an overall heightened level of concern due to the ongoing increase of large-scale warehouse-type developments proposed on sites near and or within airfield safety zones such as the APZII/Zone B-1 area.**

   [ARM] The Maximum Building Height approved in ZAP1390MA19 was 45' per the previously approved plans. The proposed Building Height in ZAP1544MA22 is 53'6". Occupancy for the Industrial building was analyzed for e-commerce in the APZII Zone and warehouse in the C1 Zone. The ALUC Staff Report determined that these occupancy thresholds meet the ALUC requirements and the 2018 AICUZ Study for the APZII Zone. Any use for the building will need to comply with these thresholds as well as conform to the Use requirements allowed in the AICUZ Tables and the City of Perris Zoning Codes

   [ALUC] The 2018 AICUZ Appendix A identifies "warehousing" as a permitted use in APZ-II. The project proposes e-commerce warehouse in the portion of the project that is located within B1-APZ-II. The proposed e-commerce intensity is also consistent with the 2014 March ALUCP intensity criteria and the DoDI criteria of a maximum 50 people in any given acre in APZ-II. The proposed 53.5-foot tall building does not exceed the FAA notification threshold for obstacle obstruction.

2. **[AFC] Potential Building and Temporary Construction Height Restrictions: U.S. Air Force Reserve Command (AFRC) and MARB Terminal Instrument Procedures (TERPS) personnel would like confirmation on the following: Documented proof as to FAA Obstruction Evaluation Service (OES) due diligence as to finding of No Hazard to Air Navigation for the proposed project; Estimated temporary construction crane heights (relative to graded surface elevation of the project site). This is likely not a TERPS concern, given the Proposed site NE corner is approximately 9,300 linear feet south-southwest of Runway 14/32 south end threshold, but Base would like the crane height data to confirm no obstruction issue; Discrepancy between provided site elevations (states a maximum 53.6 feet building height) and Word file project description (states a maximum 40-foot building height).**

   [ARM] The ALUC Staff Report analyzed Part 77 and stated that due to the project distance being 8,300 feet from the runway an FAA Review would be required for any structures with the top of roof exceeding 1,571 feet AMSL. The Site elevation is approximately 1,464 feet AMSL. With the building being 53.5' tall, the Top of Roof

would be 1,5 .5 feet AMSL and thus a review of the building by the FAA Obstruction Elevation Service is not required. (The commercial-retail buildings are shorter in height than the industrial building and therefore will not require FAA OES review). The cranes used to raise the Tilt-Up walls and roof structures for the industrial buildings are on site for a limited period of time. We will ensure the Contractor requests a temporary Determinations of No Hazard to Air Navigation from the FAA during the period of temporary crane use on the site. The Maximum Building Height approved in ZAP1390MA19 was 45' per the previously approved plans. The proposed Building Height in ZAP1544MA22 is 53'6".

[ALUC] The Part 77 analysis prepared for the project identifies the FAA OES notification threshold for the site as 1,571 feet AMSL. The project's site elevation of 1,464 feet AMSL plus the 53.5 foot tall building results in a top point elevation of 1,517 feet AMSL, which is lower than the FAA OES threshold, and therefore would not require FAA OES review. ALUC staff has added a condition requiring that proposed temporary construction crane heights require FAA OES review and approval.

3. **[AFC] Proposed Warehouse Use: No mention of proposed or intended use within the warehouse structure contained in APZII/ALUC Zone B-1. Is this not yet determined (i.e. no tenant identified for building)? The interior use needs to be cross-checked against permissible use criteria per the DoD AICUZ land use compatibility in APZs.**

   [ARM] The Industrial building is a "spec" building. However, ALUC has analyzed this building as e-commerce for the portion in the APZII Zone and warehouse for the portion in the C1 Zone and found that the Occupancy meets both the requirements of ALUC and Table A-1. Land Use Compatibility Recommendations in the 2018 AICUZ study. It is understood that the ultimate user will need to comply with the occupancy requirements per the ALUC staff report as well as the Appendix A. Land Use Compatibility Tables from the March Air Reserve Base, Riverside CA Final AICUZ Study, 2018. In addition, any use must also be approved by the City of Perris when their Tenant Improvement Plans are submitted for review and approval. The City of Perris Conditions of Approval comply the project to meet the ALUC Conditions of Approval and that in the future any proposed changes must be submitted for review and approval by ALUC (which would include March ARB if required).

   [ALUC] The proposed building is speculative i.e. no tenant is identified at this time. However, the use of the building is an e-commerce warehouse. Warehouses are a permitted use in the APZ-II per the 2018 AICUZ Appendix A. Any future uses within this building will have to be consistent with the ALUC conditions which specifically identifies e-commerce warehouse use. Any deviation from the e-commerce warehouse use will require review by ALUC in conformance with the 2014 March ALUCP as well as the 2018 AICUZ Appendix A permitted land use table.

4. **[AFC] Bird Air Strike Hazard (BASH) Risks: If the project is approved, how would on-site stormwater detention and landscaping be managed to mitigate the risk of a bird air strike incident? For example, other warehouse projects in the surrounding area and near the MARB airfield have implemented underground detention basins and landscaping that does not typically attract fowl/wildlife.**

[ARM] Per the City Requirements the basins utilized are not detention basins but vegetative filtration basins. Water filters through the media into underground storm drainpipes. ZAP1390MA19 approved the proposed storm water system for the original project. This was modified for ZAP1544MA22 by relocating the basins per the new site plan while maintaining the maximum size of any basin per the requirements detailed in "Wildlife Hazard Management at Riverside County Airports: Background and Policy, October 2018 by Mead & Hunt". Per the ALCU Conditions of Approval vegetation in and around the basins that would provide food or cover for birds shall not be utilized in the project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

[ALUC] 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 8,300 feet from the runway, and therefore would be subject to the above requirement. The project proposes 14,185 square feet of vegetative swale area. Vegetative swales are an acceptable form of stormwater management, pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, and are acceptable within the vicinity of airports as they do not usually involve ponded water, provided that the proposed vegetation/landscaping are not attractive to hazardous wildlife, and that it is adequately maintained. The project has been conditioned to be consistent with the basin criteria (as well as providing 48-hour draw down of the basin).

5. **[AFC] Site Drainage: How will the site drain? If to the north-northeast, this could increase runoff levels towards Base, as well as the proposed new Lateral B drainage canal project being managed by Riverside County Flood Control.**

   [ARM] Other than the location of the filtration basins the site drainage remains as shown and approved in ZAP1390MA19. The project will be installing underground storm drainpipes to connect to the existing underground systems in Perris Boulevard and Ramona Expressway. These existing systems currently accept all water runoff from the existing site.

   [ALUC] In addition to the applicant's response, and as already discussed in response to AFC comment #4, the proposed on-site drainage has been analyzed for hazardous wildlife attractants and is found to be acceptable per the Wildlife Hazard policy prepared by Mead & Hunt. Regional drainage issues impacting the Base is currently being analyzed in the March Compatible Use Study.

6. **[AFC] Glint/Glare Impacts from Potential Future Solar Panels: Although not currently proposed for this project, given the growing trend of installing rooftop solar panel**

arrays on warehouse facilities in the surrounding vicinity, MARB is concerned that this project shall ultimately act accordingly. The result is an operational concern in that glint/glare from the solar panels on a site near final approach patterns for Runway 32 could create a substantial operational safety hazard.

[ARM] Rooftop solar photovoltaic panels are not planned for this project. The ALUC Staff Report states that should solar rooftop panels be proposed 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.

[ALUC] The project does not propose rooftop solar panel and therefore no glare study was required at this time. The project has been conditioned that in the event solar panels are proposed, a solar glare study shall be prepared and submitted to the ALUC and Air Force for review.

7. **[AFC] Proposed Site Lighting: Can the developer confirm that the proposed building and support facility (e.g. parking lots) will use lighting that mitigates increased glare levels that could create adverse impacts on night flying operations utilizing Runway 14/32?**

   [ARM] The ALUC Staff Report has the following Condition: Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection in the sky. Outdoor lighting shall be downward facing. The City of Perris has included this language in their Conditions of Approval.

   [ALUC] In addition to the applicant's response, the project has been conditioned to ensure that any outdoor lighting that is installed shall be hooded or shielded as to prevent either the spillage of lumens or reflection into the sky, and that outdoor lighting shall be downward facing.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones B1-APZ II and C1. Warehouses are compatible within Accident Potential Zones II pursuant to the 2018 Air Installation Compatible Use Zone (AICUZ) study disseminated by the United States Air Force. Warehouses are also compatible pursuant to Department of Defense Instruction (DODI) No. 4165.57.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area between 60 - 70 CNEL range from aircraft noise. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the 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 as well as for the commercial restaurant/retail buildings.

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 8,300 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 1,571 feet AMSL. The site elevation is approximately 1,464 feet AMSL, with the

proposed industrial building height of ~~36~~ **53.5** feet, resulting in a top point elevation of ~~1,500~~ **1,517** feet AMSL. Therefore, review of buildings by the FAA Obstruction Evaluation Service is not required. (The commercial-retail buildings are shorter in height than the industrial buildings and therefore will not require FAA OES review).

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 5.97 acre building is located on 11.76 acres (in APZ-II), resulting in a 50% lot coverage.

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 8,300 feet from the runway, and therefore would be subject to the above requirement.

The project proposes 14,185 square feet of vegetative swale area. Vegetative swales are an acceptable form of stormwater management, pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, and are acceptable within the vicinity of airports as they do not usually involve ponded water, provided that the proposed vegetation/landscaping are not attractive to hazardous wildlife, and that it is adequately maintained. The project has been conditioned to be consistent with the basin criteria (as well as providing 48-hour draw down of the basin).

Specific Plan Amendment: The applicant proposes amending the Perris Valley Commerce Specific Plan (SPA No. 13) and changing 14.1 acres of the site's zoning from Commercial to Light Industrial (with 1.99 acres of the site remaining Commercial). The proposed amendments would be consistent with the Compatibility Plan as long as the underlying development's intensity is consistent with the compatibility criteria.

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 or circling climb following takeoff or toward an aircraft engaged in a straight or circling final approach toward a landing at an airport, other than a DoD or 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 or circling climb following takeoff or towards an aircraft engaged in a straight or circling 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, wastewater management facilities, artificial marshes, 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, but not limited to places of worship and theaters), buildings with more than 2 aboveground habitable floors, hazardous materials and critical community infrastructure facilities.

(f) Highly noise-sensitive outdoor nonresidential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters.

(g) Any other uses not permitted in (Accident Potential Zone I/ Accident Potential Zone II) pursuant to DoDI 4165.57 Appx.2, Tbl.1.

(h) Other Hazards to Flight.

3. Prior to issuance of building permits, the landowner shall convey an avigation easement to the March Inland Port Airport Authority or its successor in interest, or provide evidence that such easement has been previously conveyed. The Airport Authority may waive this requirement in the event that the Authority determines that pre-existing avigation easements dedicated to the United States of America are sufficient to address its needs. Contact the March Joint Powers Authority at (951) 656-7000 for additional information.

4. The attached notice shall be 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 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, retail, and restaurant areas, 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 consisting of (within Zone B1-APZ-II) 274,150 square feet of e-commerce warehouse area (no office area proposed) and (within Zone C1) a portion of the main industrial building including 10,422 square feet of warehouse area,10,000 square feet of first floor office area, and 10,000 square feet of second floor office mezzanine area; a standalone 2,010 square foot restaurant building with an 8 car stack drive-thru which includes 1,206 square feet of dining area and 804 square feet of kitchen area; a 4,950 square foot mixed retail/restaurant building with 14 car stack drive-thru which includes: 1,050 square feet of dining area and 700 square feet of kitchen area (fast food restaurant), 960 square feet of dining area and 640 square feet of kitchen area (inline restaurant), and 1,600 square feet of retail area. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria**,** at the discretion of the ALUC Director.

10. Zoned fire sprinkler systems shall be required throughout the industrial building.

11. Review and the necessary clearances from the FAA OES is required for all temporary construction cranes.

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NOTICE OF AIRPORT IN VICINITY

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

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

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____

November 9, 2022

To: Paul Rull, Riverside County ALUC

From: Lars Andersen, Pacific Development Partners, LLC

Project/Applicant: Expressway Commerce Center. PR Partners, LLC

Subject: Response to March ARB Working Comments for ALUC ZAP1544M22

Project History:

The project was originally approved by ALUC on July 9, 2020, with Case Number ZAP1390MA19. The project consisted of a 347,919 SF industrial e-commerce and warehouse building. The e-commerce use for the building is in the APZII Zone and the warehouse use is located in the C1 Zone. The project was heard by the Perris City Council in July of this year, and we were directed to modify the project to include a Retail Component at Ramona and Perris in the C1 Zone.

Vicinity Map

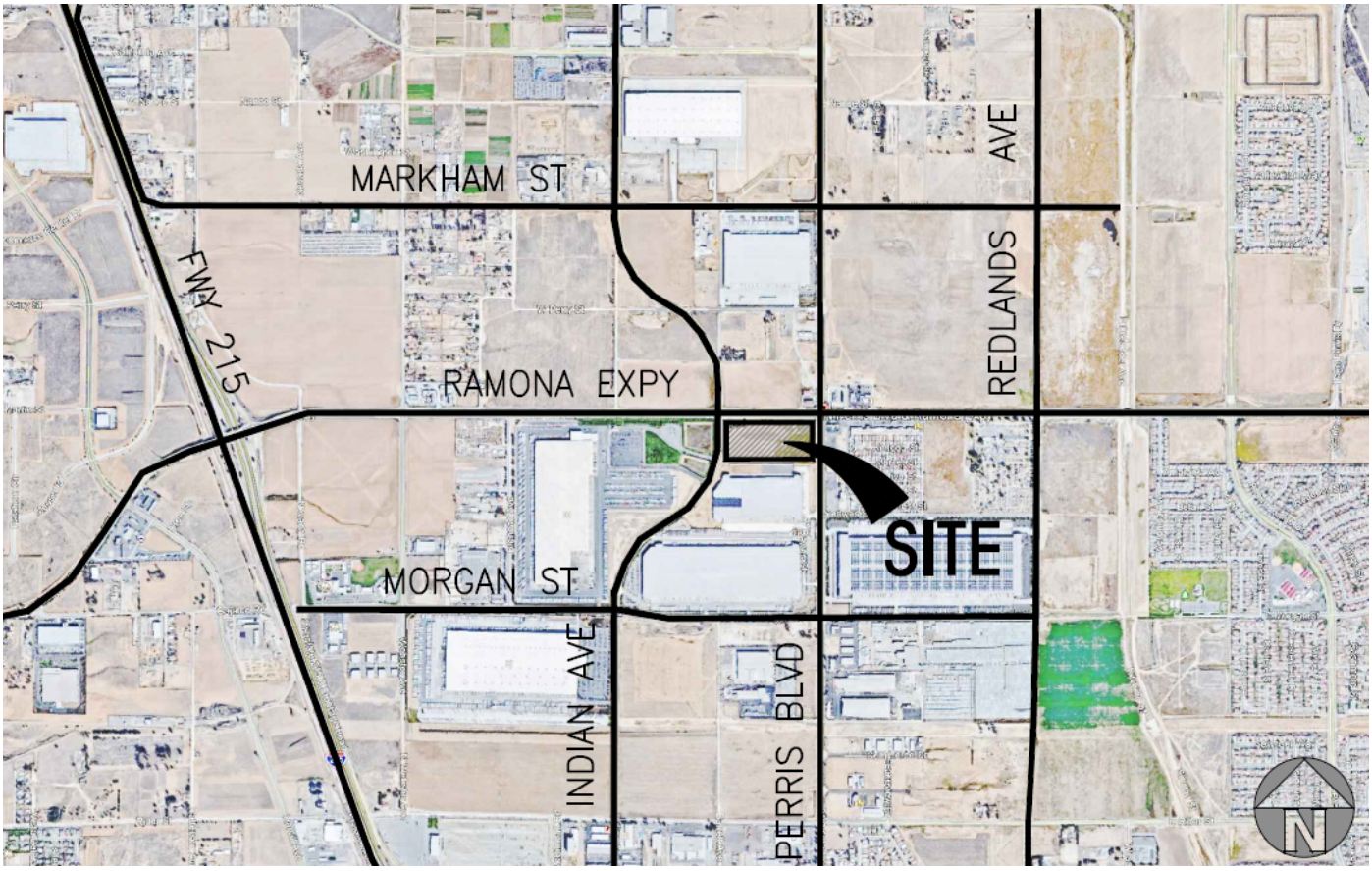
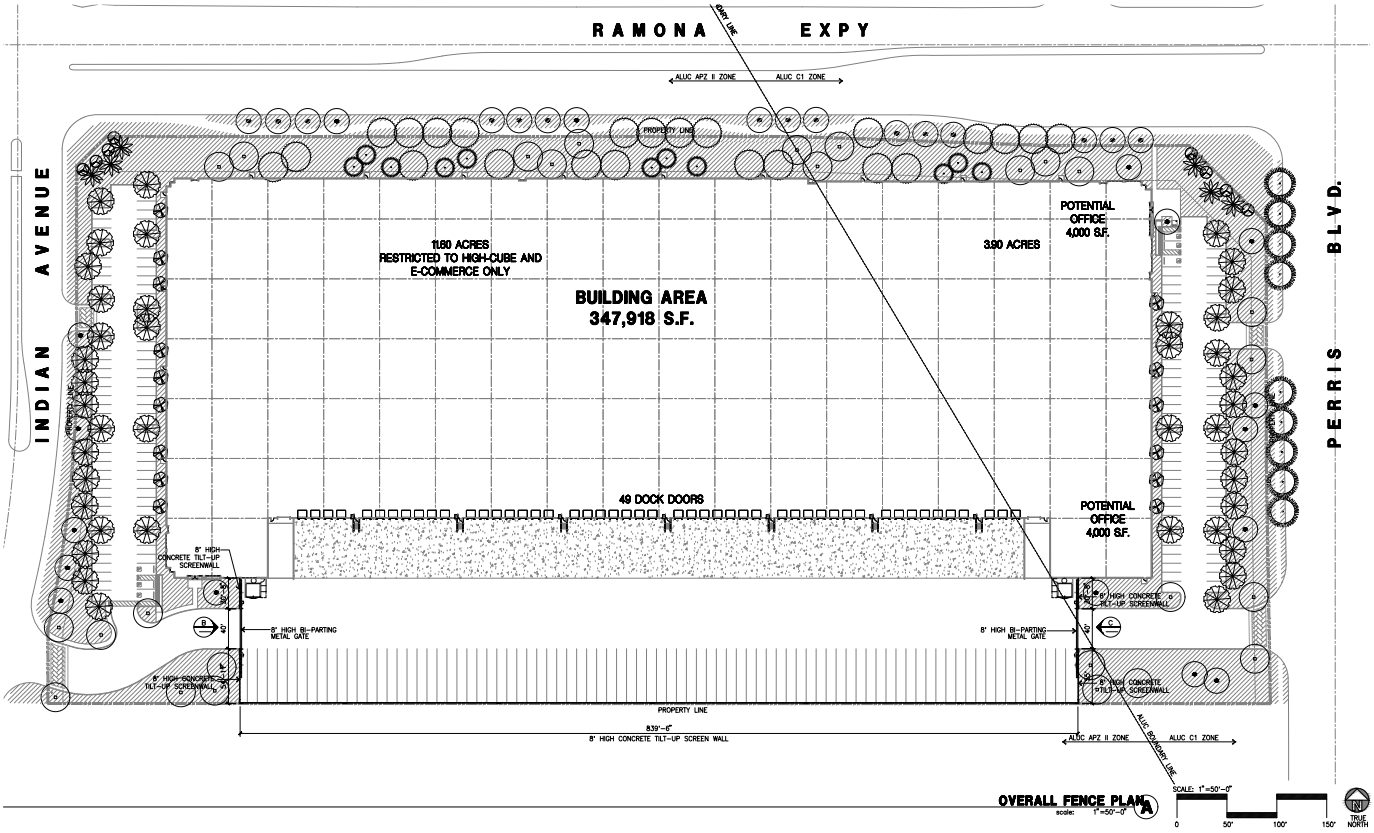
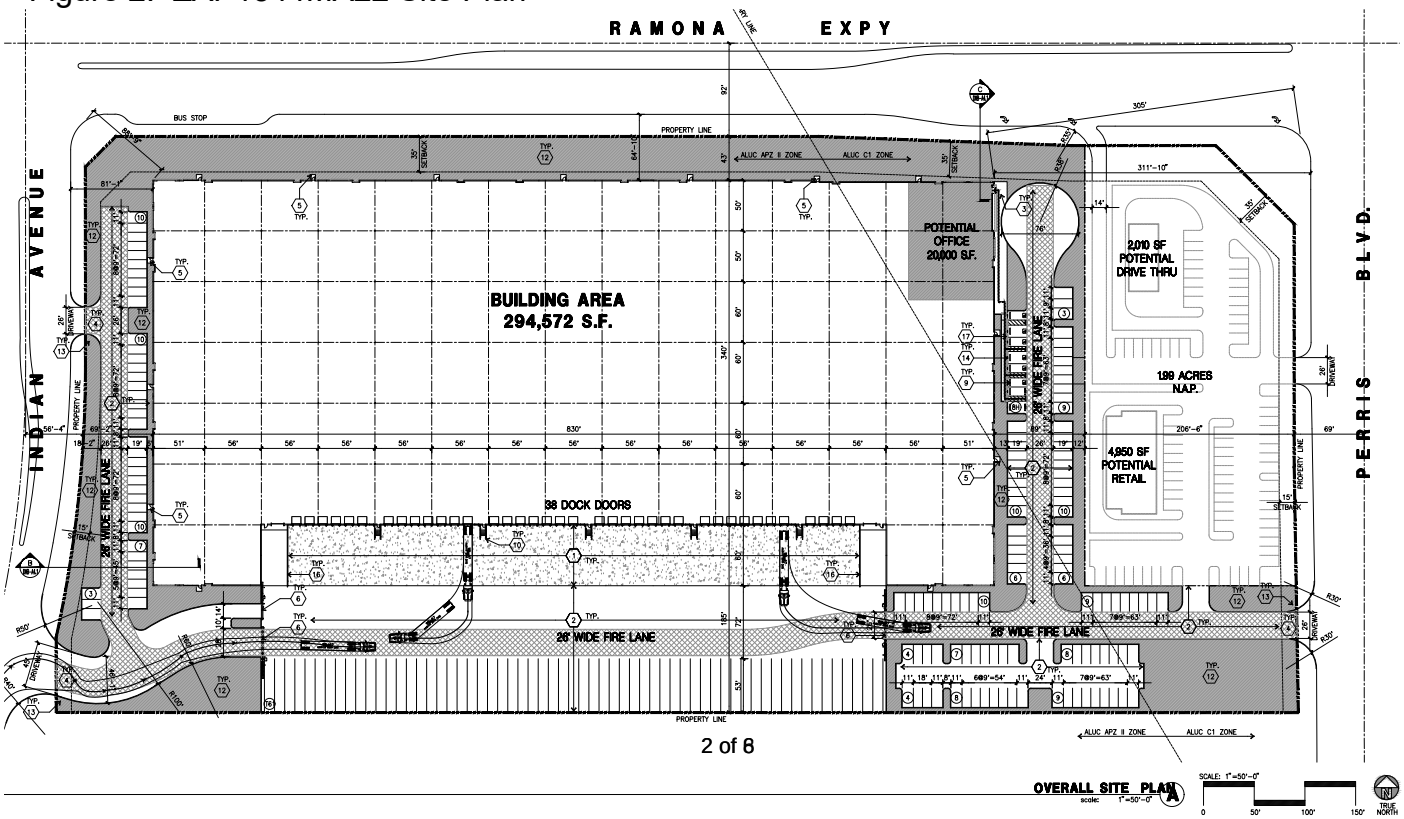


Figure 1. ZAP1390MA19 Site Plan



In response to the City Council, we submitted a revised site plan to ALUC (ZAP1544MA22) which shows 304,572 square feet (SF) of industrial warehousing of which the portion in the APZII Zone remains e-commerce and the balance warehouse in the C1 Zone. The City Council requested the project show a conceptual layout out for Commercial which now consists of two buildings totaling 6,960 SF. Should the retail component be revised in the future we will re-submit to ALUC with any proposed modifications to the Retail component.

Figure 2. ZAP1544MA22 Site Plan



The November 8, 2022, March ARB Working Comments below (in blue) have been reviewed and the response follows each comment.

1. Location of Site in Runway 14/32 Accident Potential Zone II (APZII):
In accordance with the latest Air Installation Compatible Use Zone (AICUZ) Study for MARB (published in 2018), the majority of the proposed site is contained in the Runway 14/32 APZII. The APZII area is also tracked as Compatibility Zone B-1 per the 2014 ALUC Land Use Compatibility Plan. Although the proposed 40-foot maximum height of the warehouse structure is permissible as per applicable Department of Defense (DoD) standards, Base maintains an overall heightened level of concern due to the ongoing increase of large-scale warehouse-type developments proposed on sites near and or within airfield safety zones such as the APZII/Zone B-1 area.

RESPONSE: The Maximum Building Height approved in ZAP1390MA19 was 45' per the previously approved plans. The proposed Building Height in ZAP1544MA22 is 53'6". Occupancy for the Industrial building was analyzed for e-commerce in the APZII Zone and warehouse in the C1 Zone. The ALUC Staff Report determined that these occupancy thresholds meet the ALUC requirements and the 2018 AICUZ Study for the APZII Zone. Any use for the building will need to comply with these thresholds as well as conform to the Use Requirements allowed in the AICUZ Tables and the City of Perris Zoning Codes

2. Potential Building and Temporary Construction Height Restrictions:
U.S. Air Force Reserve Command (AFRC) and MARB Terminal Instrument Procedures (TERPS) personnel would like confirmation on the following:

- Documented proof as to FAA Obstruction Evaluation Service (OES) due diligence as to finding of No Hazard to Air Navigation for the proposed project.

RESPONSE: The ALUC Staff Report analyzed Part 77 and stated that due to the project distance being 8,300 feet from the runway an FAA Review would be required for any structures with the top of roof exceeding 1,571 feet AMSL. The Site elevation is approximately 1,464 feet AMSL. With the building being 53.5' tall, the Top of Roof would be 1,517.5 feet AMSL and thus a review of the building by the FAA Obstruction Elevation Service is not required. (The commercial-retail buildings are shorter in height than the industrial building and therefore will not require FAA OES review).

- Estimated temporary construction crane heights (relative to graded surface elevation of the project site)l. This is likely not a TERPS concern, given the Proposed site NE corner is approximately 9,300 linear feet south-southwest of Runway 14/32 south end threshold, but Base would like the crane height data to confirm no obstruction issue.

RESPONSE: The cranes used to raise the Tilt-Up walls and roof structures for the industrial buildings are on site for a limited period of time. We will ensure the Contractor requests a temporary Determinations of No Hazard to Air Navigation from the FAA during the period of temporary crane use on the site.

- Discrepancy between provided site elevations (states a maximum 53.6 feet building height) and Word file project description (states a maximum 40-foot building height).

RESPONSE: The Maximum Building Height approved in ZAP1390MA19 was 45' per the previously approved plans. The proposed Building Height in ZAP1544MA22 is 53'6".

Figure 3. ZAP1390MA19 Building Elevation with Height

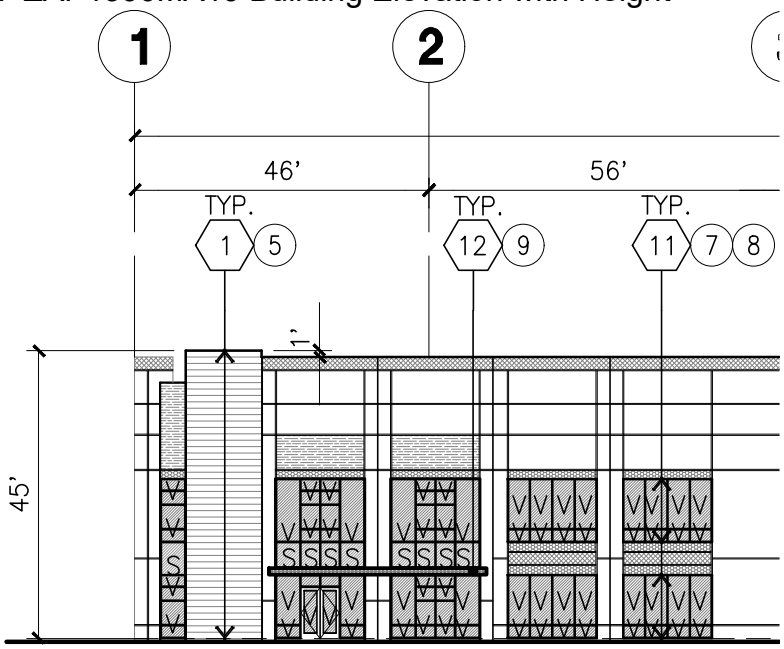
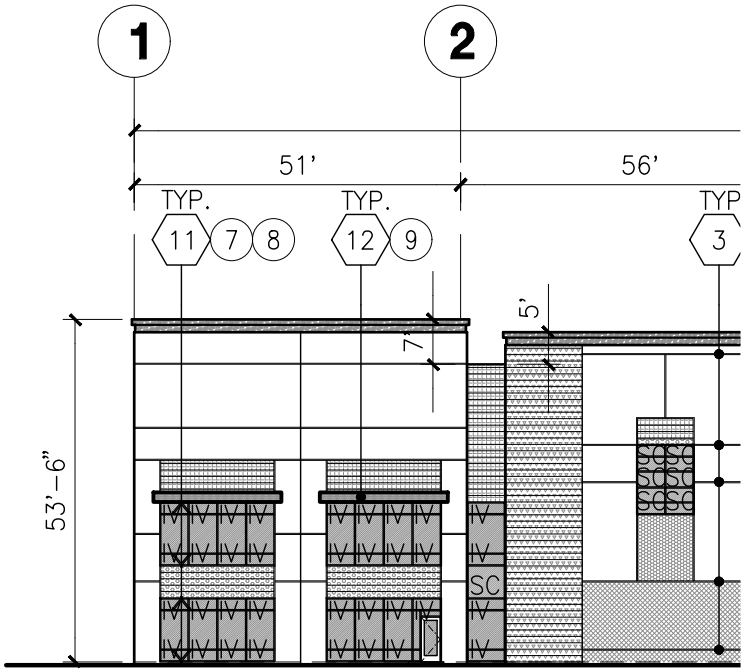


Figure 4. ZAP1544MA22 Building Elevation with Height



3. Proposed Warehouse Use: No mention of proposed or intended use within the warehouse structure contained in APZII/ALUC Zone B-1. Is this not yet determined (i.e. no tenant identified for building)? The interior use needs to be cross-checked against permissible use criteria per the DoD AICUZ land use compatibility in APZs.

RESPONSE: The Industrial building is a "spec" building. However, ALUC has analyzed this building as e-commerce for the portion in the APZII Zone and warehouse for the portion in the C1 Zone and found that the Occupancy meets both the requirements of ALUC and Table A-1. Land Use Compatibility Recommendations in the 2018 AICUZ study. It is understood that the ultimate user will need to comply with the occupancy requirements per the ALUC staff report as well as the Appendix A. Land Use Compatibility Tables from the March Air Reserve Base, Riverside CA Final AICUZ Study, 2018. In addition, any use must also be approved by the City of Perris when their Tenant Improvement Plans are submitted for review and approval. The City of Perris Conditions of Approval comply the project to meet the ALUC Conditions of Approval and that in the future any proposed changes must be submitted for review and approval by ALUC (which would include March ARB if required).

4. Bird Air Strike Hazard (BASH) Risks: If the project is approved, how would on-site stormwater detention and landscaping be managed to mitigate the risk of a bird air strike incident? For example, other warehouse projects in the surrounding area and near the MARB airfield have implemented underground detention basins and landscaping that does not typically attract fowl/wildlife.

RESPONSE: Per the City Requirements the basins utilized are not detention basins but vegetative filtration basins. Water filters through the media into underground storm drain pipes. ZAP1390MA19 approved the proposed storm water system for the original project. This was modified for ZAP1544MA22 by relocating the basins per the new site plan while maintaining the maximum size of any basin per the requirements detailed in "Wildlife Hazard Management at Riverside County Airports: Background and Policy, October 2018 by Mead & Hunt". Per the ALCU Conditions of Approval vegetation in and around the basins that would provide food or cover for birds shall not be utilized in the project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

5. Site Drainage: How will the site drain? If to the north-northeast, this could increase runoff levels towards Base, as well as the proposed new Lateral B drainage canal project being managed by Riverside County Flood Control.

RESPONSE: Other than the location of the filtration basins the site drainage remains as shown and approved in ZAP1390MA19. The project will be installing underground storm drain pipes to connect to the existing underground systems in Perris Boulevard and Ramona Expressway. These existing systems currently accept all water run off from the existing site.

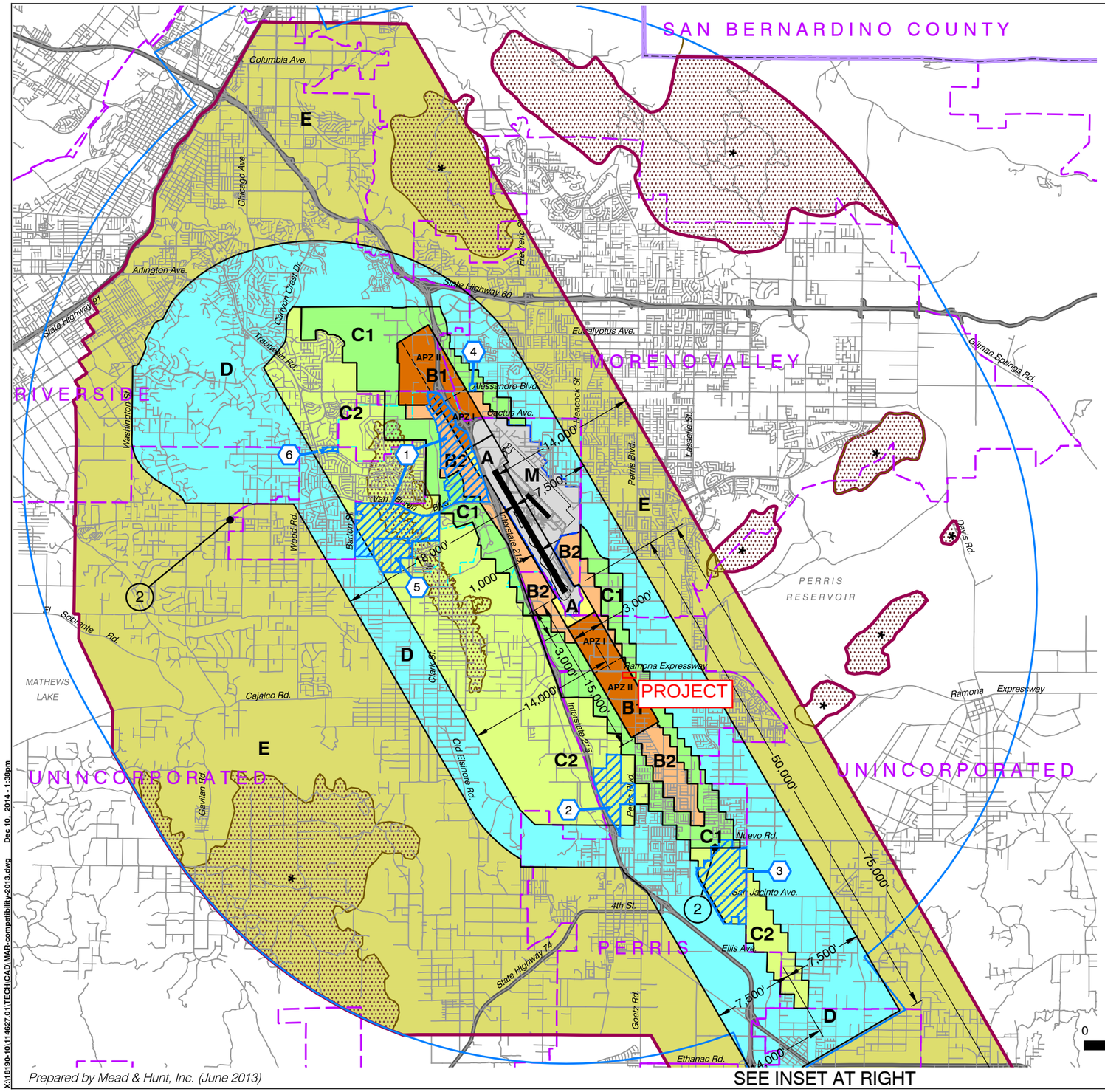
6. Glint/Glare Impacts from Potential Future Solar Panels: Although not currently proposed for this project, given the growing trend of installing rooftop solar panel arrays on warehouse facilities in the surrounding vicinity, MARB is concerned that this project shall ultimately act accordingly. The result is an operational concern in that glint/glare from the solar panels on a site near final approach patterns for Runway 32 could create a substantial operational safety hazard.

RESPONSE: Rooftop solar photovoltaic panels are not planned for this project. The ALUC Staff Report states that should solar rooftop panels be proposed 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.

7. Proposed Site Lighting: Can the developer confirm that the proposed building and support facility (e.g. parking lots) will use lighting that mitigates increased glare levels that could create adverse impacts on night flying operations utilizing Runway 14/32?

RESPONSE: The ALUC Staff Report has the following Condition: Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection in the sky. Outdoor lighting shall be downward facing. The City of Perris has included this language in their Conditions of Approval.

Thank you for the opportunity to clarify information for our project.
Please do not hesitate to contact me for any further responses.



LEGEND

Compatibility Zones

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

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

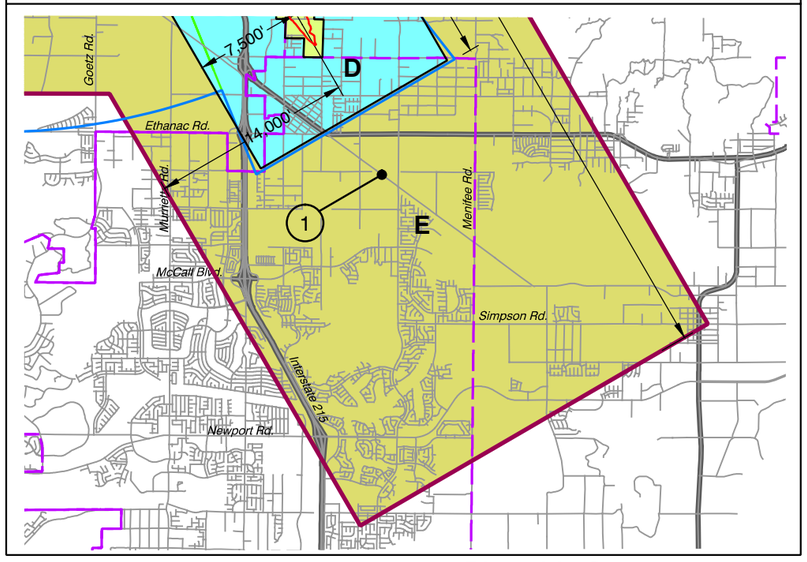
(2) Point at which departing aircraft typically reach 3,000 feet above runway end.

Boundary Lines

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

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

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.

N

0 2 4 MILES

Base map source: County of Riverside 2013

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

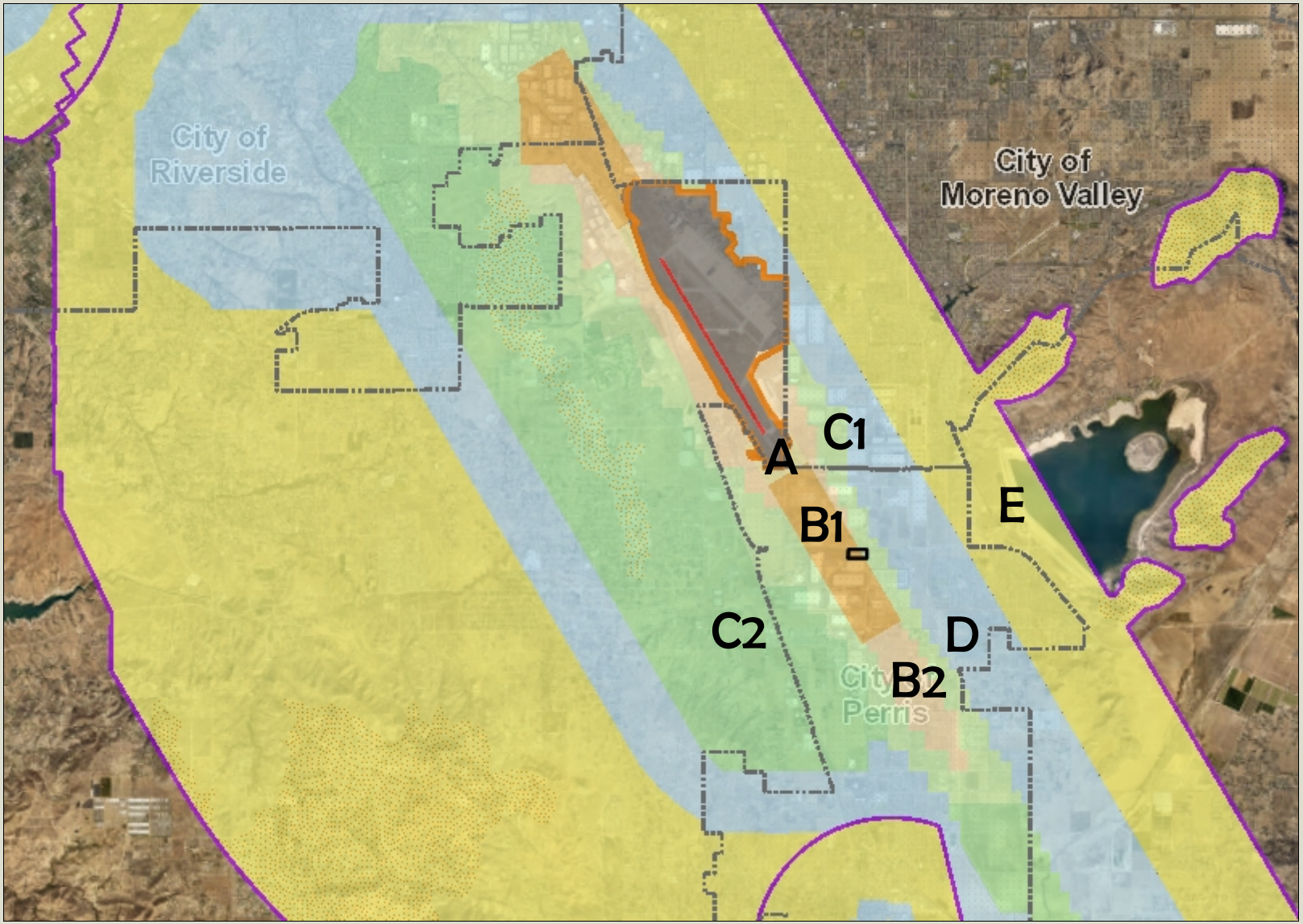
X:\18190-10\114627.01\TECH\CAD\MAR-compatibility-2013.dwg Dec 10, 2014 - 1:38pm

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

0 12,127 24,254 Feet

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Notes

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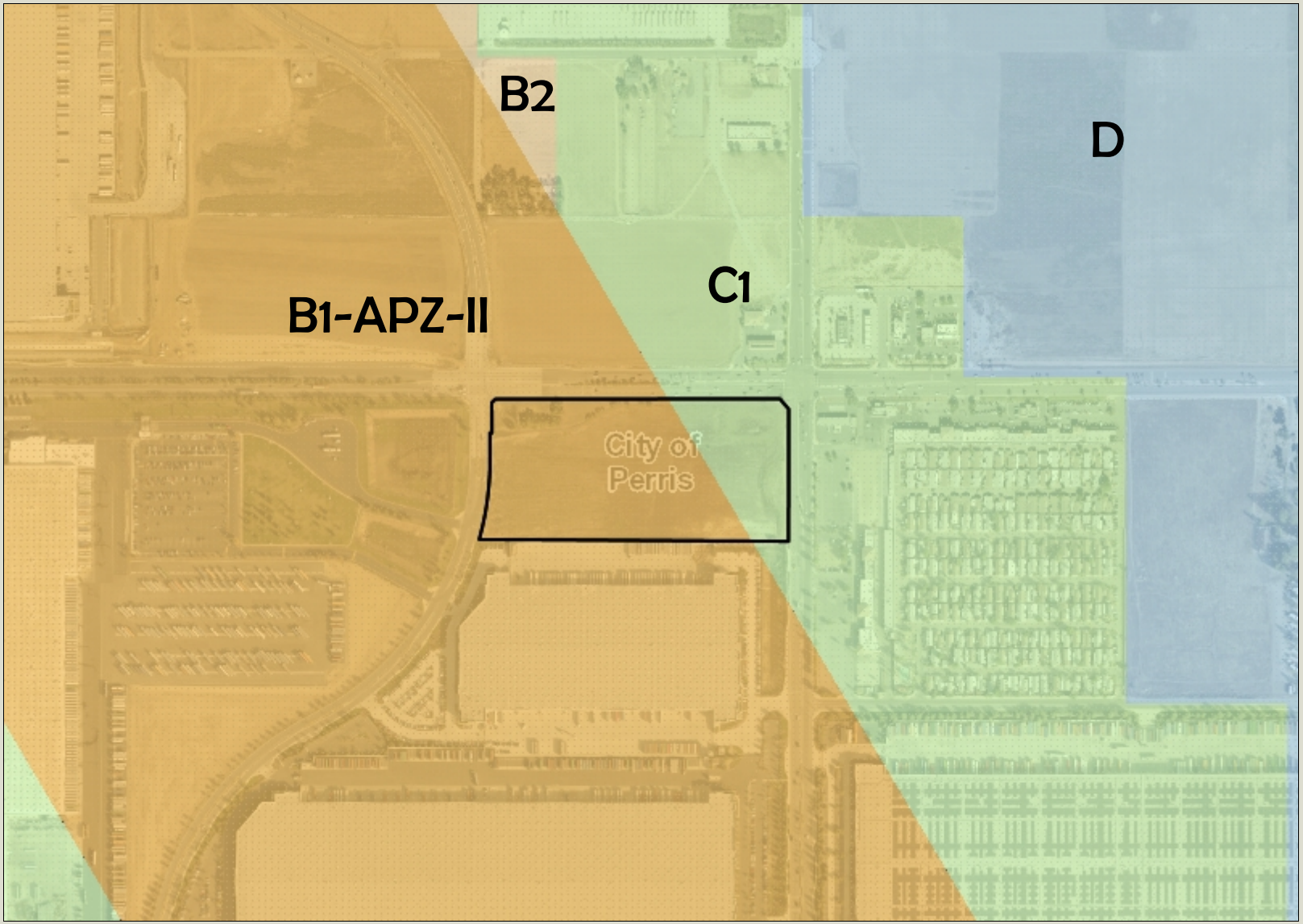

Legend

- 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
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  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
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Notes

Map My County Map

Legend

- Blueline Streams
- City Areas
- World Street Map

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Map My County Map

Legend

City Areas

World Street Map

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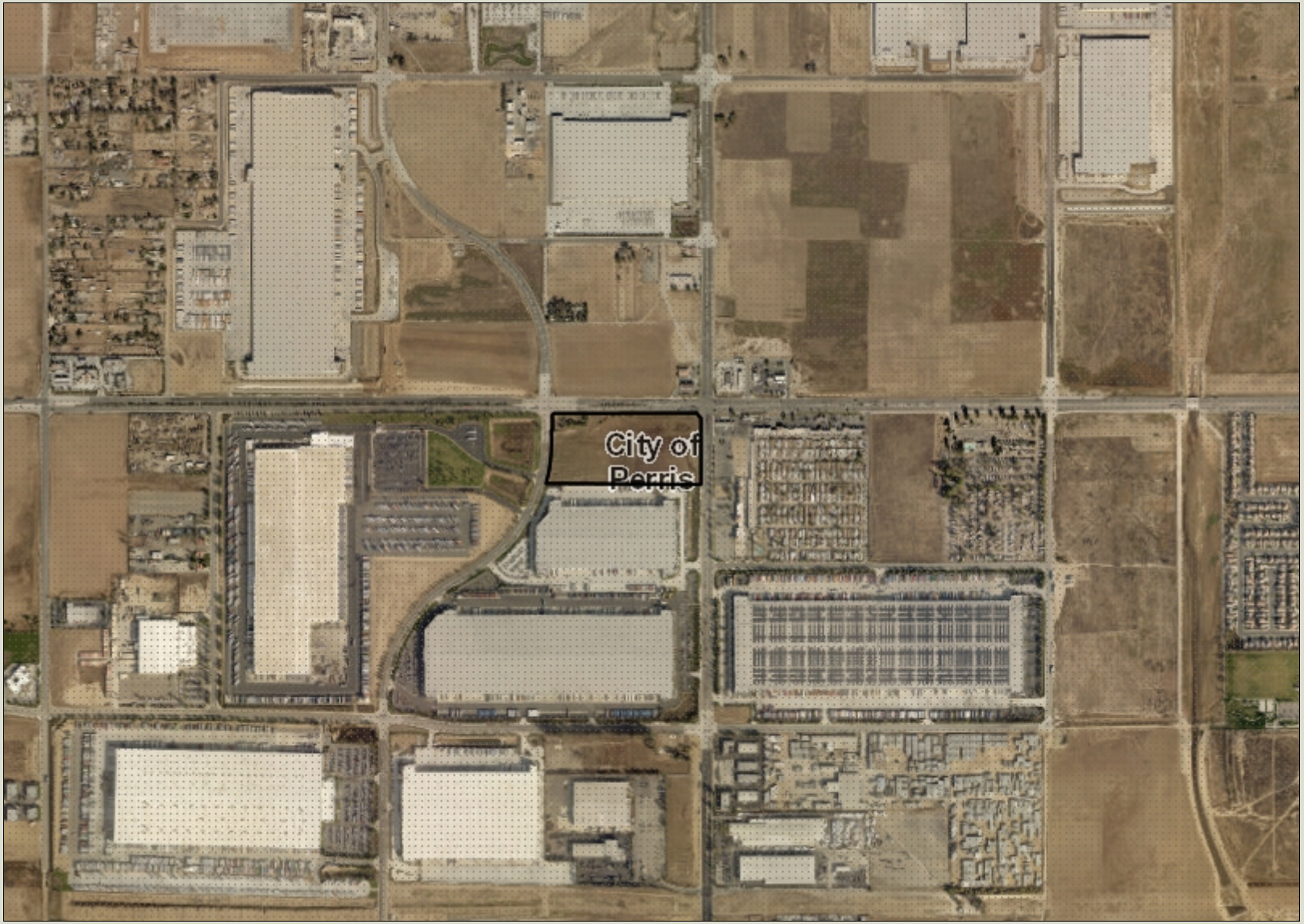

Legend

- Blueline Streams
- City Areas
- World Street Map

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Map My County Map

Legend

- Blueline Streams
- City Areas
- World Street Map

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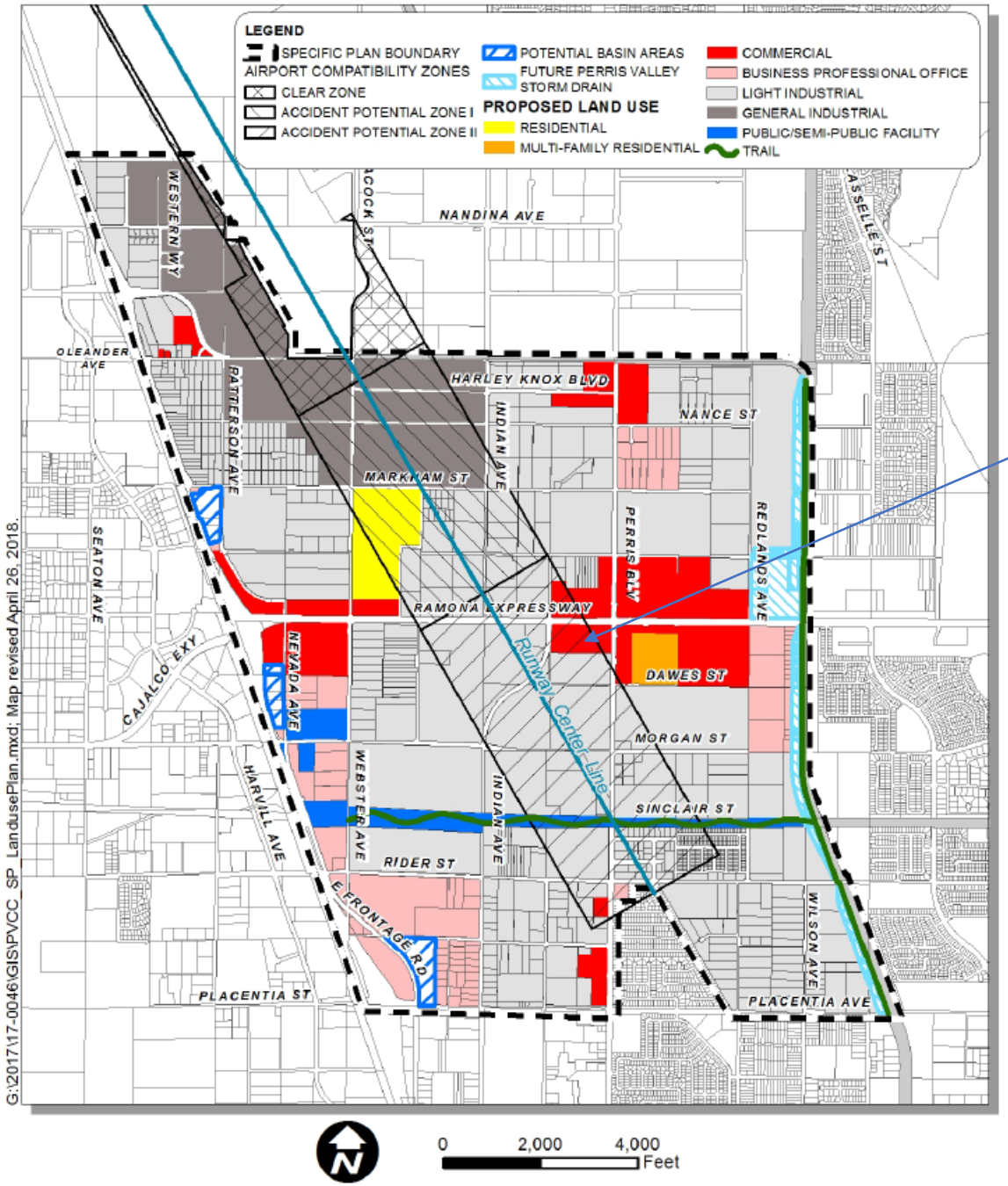
Notes

Current Specific Plan
Land Use Designation

Figure 2.0-1, Specific Plan Land Use Designation



Project Site

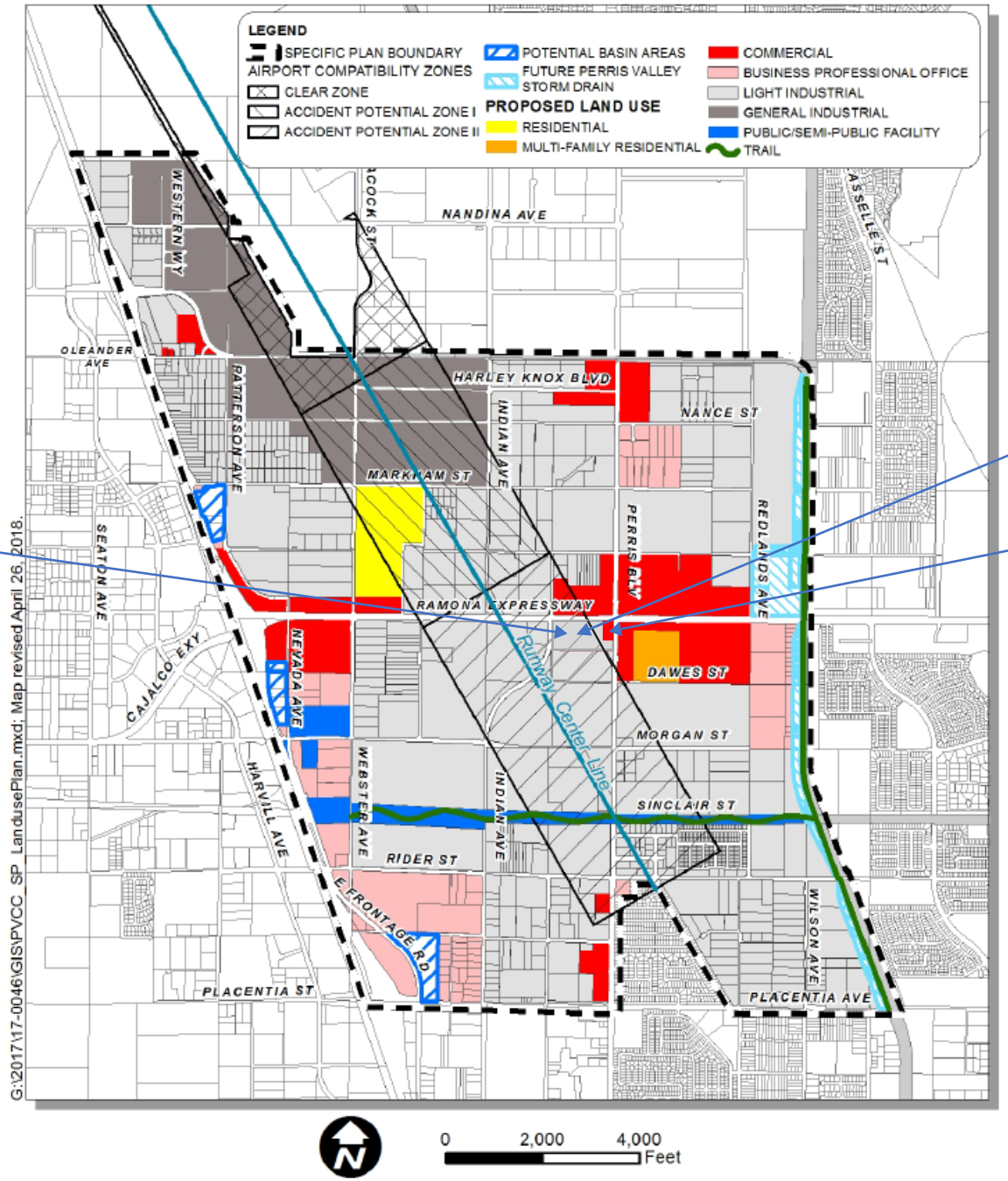
Proposed Specific Plan
Land Use Designation
1.99 Acres to remain
Commercial

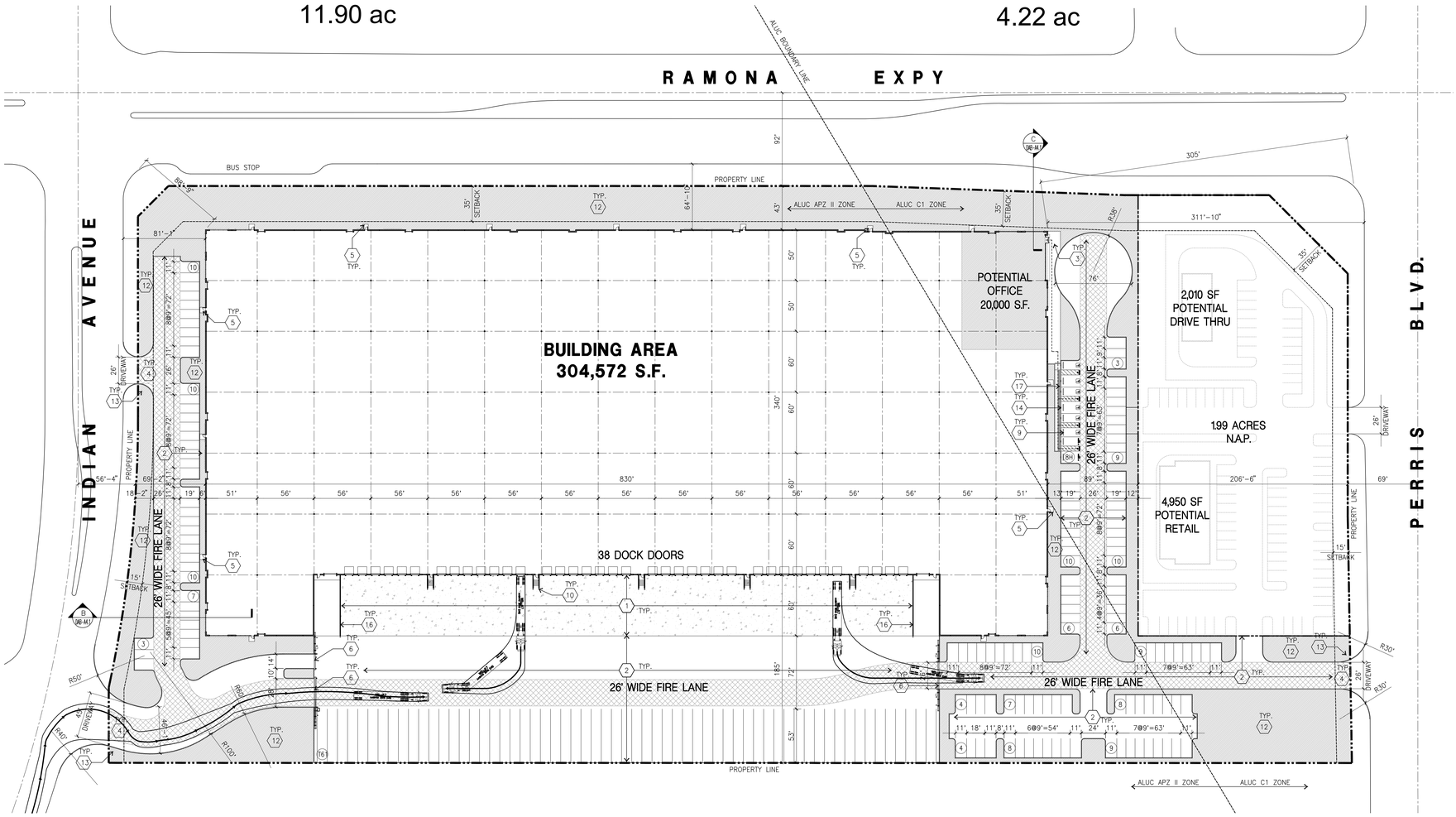
14.1 Acres to be
zoned Light
Industrial

Project Site

1.99 Acres to remain
Commercial

Figure 2.0-1, Specific Plan Land Use Designation





OVERALL SITE PLAN (A)

scale: 1"=50'-0"

SCALE: 1"=50'-0"

0 50' 100' 150'

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT.
2. ASPHALT CONCRETE (AC) PAVING.
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH.
4. DECORATIVE COLORED DRIVEWAY APRONS TO BE CONSTRUCTED.
5. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH.
6. PROVIDE 8' HIGH METAL GATES W/ KNOX-BOX PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
7. TRASH ENCLOSURE PER CITY STANDARD.
8. APPROXIMATE LOCATION OF TRANSFORMER.
9. PRE-CAST CONCRETE WHEEL STOP.
10. CONCRETE FILLED GUARD POST "6 DIA. U.N.O. 42" H.
11. DESIGNATED SMOKING AREA.
12. LANDSCAPE. ALL LANDSCAPE AREAS INDICATED BY SHADING.
13. ACCESSIBLE ENTRY SIGN.
14. ACCESSIBLE PARKING STALL SIGN.
15. 8' HIGH CONCRETE TILT-UP SCREEN WALL.
16. 42" HIGH CONCRETE GUARDWALL.
17. TRUNCATED DOME.
18. EMPLOYEE BREAK AREA.
19. EXTERIOR BIKE RACK.

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY: TBD
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
13. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
14. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.
16. ALL GROUND MOUNTED UTILITY STRUCTURES SUCH AS TRANSFORMERS, HVAC EQUIPMENT AND BACK FLOW PREVENTION VALVES SHALL BE LOCATED OUT OF VIEW FROM A PUBLIC STREET OR ADEQUATELY SCREENED THROUGH THE USE OF LANDSCAPING AND/OR MASONRY WALLS.
17. ALL LIGHTING FIXTURES TO BE FULLY SHIELDED WITH CUT-OFF FIXTURES THAT EMITS GLARE ONTO ADJACENT PROPERTIES.
18. PARKING AREA LIGHTING TO BE PROVIDED PURSUANT TO SECTION 19.02.110.a OF PVCC SPECIFIC PLAN

SITE LEGEND

- CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- ASPHALT CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (9' X 19')
- DISABLED PARKING STALL (9' X 19') + 5' W/ ACCESSIBLE AISLE
- DISABLED PARKING (VAN) STALL (12' X 19') + 5' W/ ACCESSIBLE AISLE
- LANDSCAPED AREA
- PATH OF TRAVEL
- 26' FIRE WIDE FIRELANE
- EXISTING PUBLIC FIRE HYDRANT
- F.H. PRIVATE FIRE HYDRANT-APPROXIMATE LOCATION

ALUC CALCULATION

HIGH CUBE : 1 PER 1,428 S.F.

E-COMMERCE : 1 PER 1,000 S.F.

*NOTE

ALL SIGNAGE WILL BE REVIEWED UNDER SEPARATE PERMIT

PROJECT INFORMATION

Owner/Applicant
PR PARTNERS, LLC
30220 RANCH VIEJO RD, STE B
SAN JUAN CAPISTRANO, CA 92675
TEL : (949) 481-0463
CONTACT: LARS ANDERSON

Applicant's Representative
HPA, INC.
18831 BARDEEN AVE. - SUITE 100
IRVINE, CA 92612
PHONE: (949) 862-2138
FAX: (949) 863-0851
CONTACT: NANCY PARK

Project Address
SW CORNER OF PERRIS BLVD AND RAMONA EXPY
PERRIS, CA

Zoning
PROPOSED ZONING : (LI) INDUSTRIAL

Code Analysis
2016 CALIFORNIA BUILDING CODE
2016 CALIFORNIA PLUMBING CODE
2016 CALIFORNIA MECHANICAL CODE
2016 CALIFORNIA ELECTRICAL CODE
2016 CALIFORNIA FIRE CODE
2016 CALIFORNIA ENERGY CODE
2016 CALIFORNIA GREEN BUILDING STANDARDS

Assessors Parcel Number
303-060-020

Construction Type
CONCRETE TILT-UP BUILDING

BUILDING OCCUPANCY : S-1 / B
CONSTRUCTION TYPE : III-B

ESFR SYSTEM

Legal Description

PRELIMINARY TITLE REPORT #910090999-K26

BLOCKS 9 TO 12, INCLUSIVE OF FIGADOTA FARMS NO. 17 IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA AS SHOWN BY MAP ON FILE IN BOOK 17 PAGE 32 OF MAPS, RECORDS OF SAID COUNTY;

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED OCTOBER 7, 1958 AS INSTRUMENT NO. 58-71763 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

VICINITY MAP

PROJECT DATA

SITE AREA	
In sq. ft.	589,160 s.f.
In acres	13.5 ac
BUILDING AREA	
Office 1st floor	10,000 s.f.
Office 2nd fllor	10,000 s.f.
Warehouse	284,572 s.f.
TOTAL	304,572 s.f.
F.A.R	0.52
COVERAGE	50.0%
AUTO PARKING REQUIRED	
1st 20K @ 1/1,000 sf	20 stalls
2nd 20K @ 1/2,000 sf	10 stalls
Over 40K @ 1/5,000 sf	53 stalls
TOTAL	83 stalls
AUTO PARKING PROVIDED	
standard (9'x19')	153 stalls
TRAILER PARKING PROVIDED	
Trailer (10'x53')	61 stalls

Zoning Ordinance for City

Current Zoning Designation - Perris Valley Commercial Center SP (PVCC-SP) - Commercial

Proposed Zoning Designation - (L.I) Industrial

MAXIMUM FLOOR AREA RATIO

F.A.R. - .75

MAXIMUM LOT COVERAGE

Coverage - 50%

SETBACKS

Indian Ave. - 15' *

Ramona Expy. - 20' *

Side / rear - 0'

* Front yards for structures shall be increased 5' for each 10' of structure height greater than setback from property line

LANDSCAPE REQUIRED	
Percentage	12%
LANDSCAPE PROVIDED	
Percentage	16.0%
In sq. ft.	94,036 s.f.

CAUTION : IF THIS SHEET IS NOT A 30" X 42" IT IS A REDUCED PRINT

HPA architecture

hpa, inc.
18831 bardeen avenue - ste. #100 irvine, ca 92612
tel: 949·863·1770
fax: 949·863·0851
email: hpa@hparchs.com

Owner:

PR PARTNERS. LLC
c/o
PACIFIC DEVELOPMENT PARTNERS, LLC
30220 RANCHO VIEJO RD
SAN JUAN CAPISTRANO, CA 92675
TEL : 949-481-0452

Project:

RAMONA EXPY.
&
INDIAN AVE.

PERRIS, CA

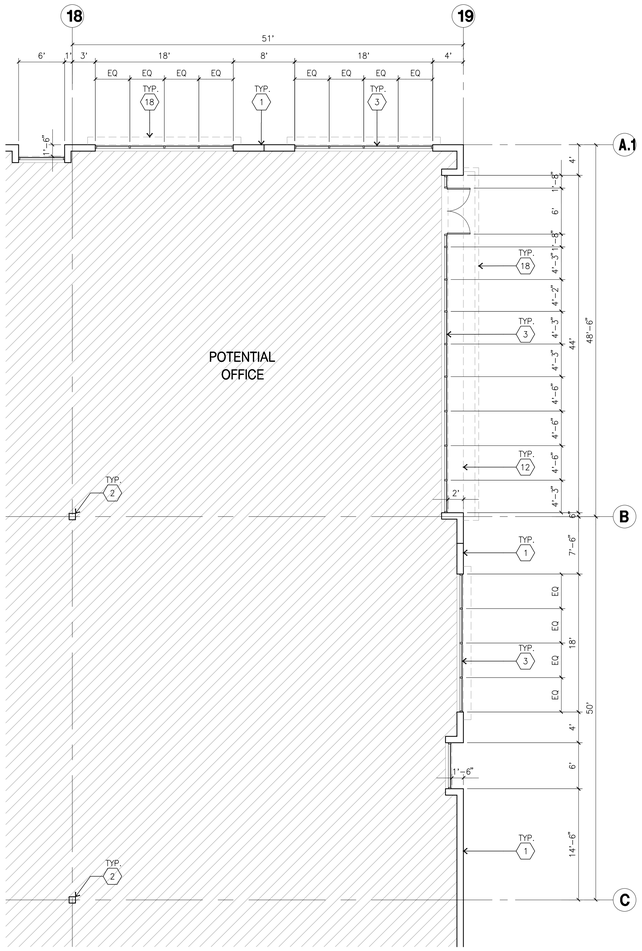
Consultants:

Civil:	UNITED ENG.
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	-
Fire Protection:	-
Soils Engineer:	-

Title:	Overall Site Plan
Project Number:	19281
Drawn by:	ML
Date:	09/08/22
Revision:	

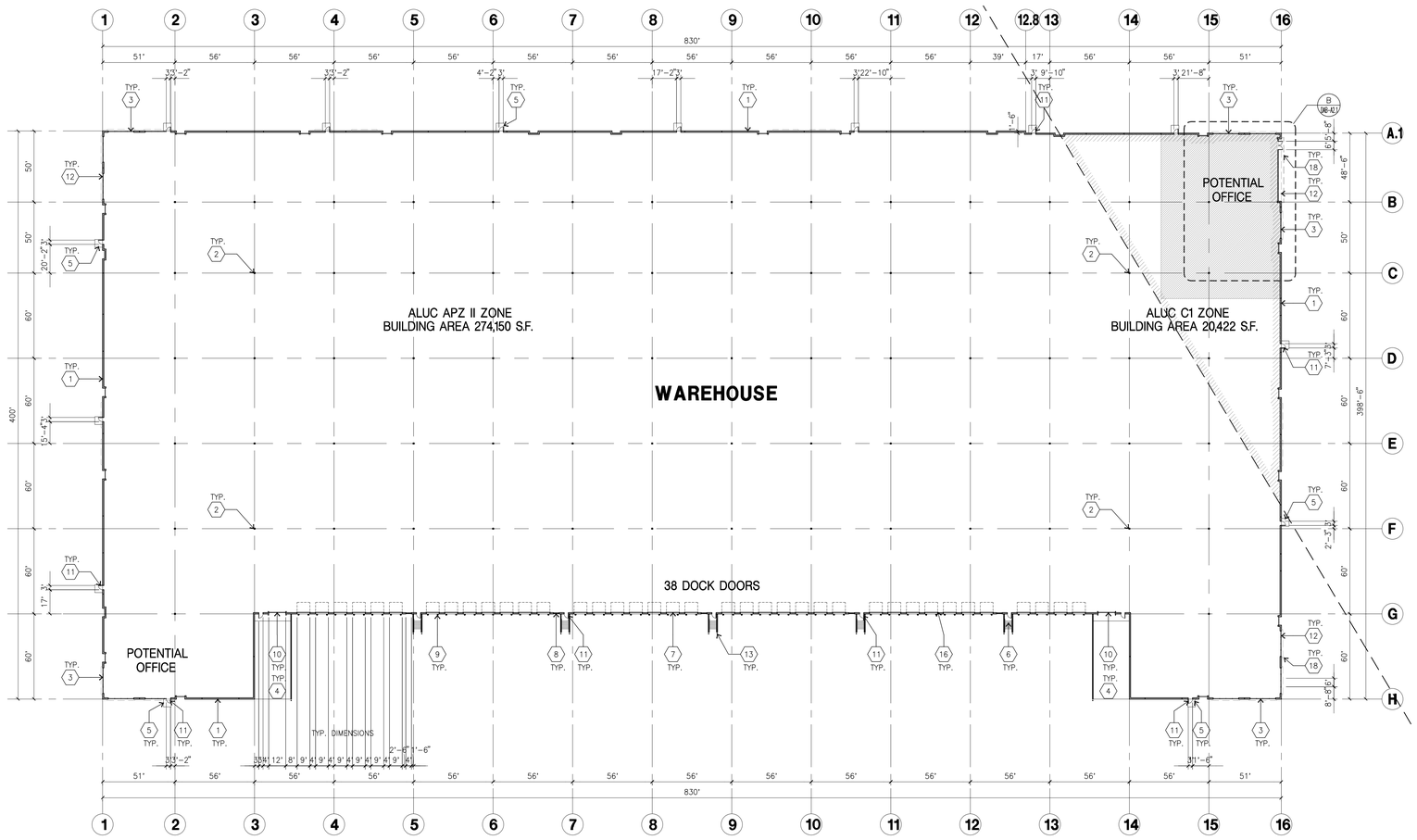
Sheet:

DAB-A1.1



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

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



OVERALL FLOOR PLAN A
scale: 1"=40'-0"

SCALE: 1" = 40'-0"

FLOOR PLAN KEYNOTES

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. CONCRETE RAMP W/ 42"HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP.
5. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY AS REQ. BY CITY INSPECTOR.
6. EXTERIOR CONCRETE STAIR W/ 42"HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP.
7. 9' X 10' TRUCK DOOR, SECTIONAL O'H., STANDARD GRADE.
8. 4' X 8' LOUVERED OPENING FOR VENTILATION.
9. DOCK DOOR BUMPER TYPICAL.
10. 12' X 14' DRIVE THRU. SECTIONAL O.H., STANDARD GRADE.
11. 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR.
12. SOFFIT LINE ABOVE
13. CONC. FILLED GUARD POST. 6" DIA. U.N.O.. 42"H.
14. EMPLOYEE BREAK/SMOKING AREA.
15. PRE-CAST CONCRETE WHEEL STOP.
16. Z GUARD
17. APPROXIMATE LOCATION OF ELECTRICAL ROOM
18. METAL CANOPY ABOVE.
19. INTERIOR BIKE RACK TYPICAL.
20. INTERIOR ROOF DRAIN W/ 2 OVERFLOW SCUPPERS.

FLOOR PLAN GENERAL NOTES

1. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT 100' MAXIMUM O.C. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS.

2. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.

3. SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.

4. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL GYP. BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.

5. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOOR EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.

6. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.

7. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.

8. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET -. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.

9. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.

10. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN HARDWARE.

11. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.

12. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.

13. NON-ACCESSIBLE DOOR. PROVIDE WARNING SIGN LOCATED IN THE INTERIOR SIDE PER CBC 1133B.1.1.1

14. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW, SEE A/A4.1 OFFICE SECTION.

FLOOR SLAB & POUR STRIPS REQ.

THESE NOTES ARE VERY MIN. REQUIREMENT. SEE "S" DWGS FOR ADDITIONAL REQUIREMENTS

1. FLOOR COMPACTION - 95%
2. TRENCH COMPACTION - 90%
3. BUILDING FLOOR SLAB:
   A. 6" THICK MIN. UN-REINFORCED CONCRETE OVER COMPACTED SOILS
   B. 3/4" - 16"LONG @ 12" O.C. DOWELS AT ALL CONSTRUCTION JOINTS
      3/4" - 16"LONG @ 24" O.C. DOWELS IN DOWEL BASKET AT ALL CONTROL JOINTS.
   C. 4,000 P.S.I. REQUIREMENT.
   D. SLUMP TO BE 4" +/- 1"
   E. JOINT SPACING PER A.C.I. 302-IR-96
   F. SAW-CUT DEPTH 1/4 T; SOFT SAW-CUTTING WITHIN 2 HRS OF FINISHING
4. CONTRACTOR TO BUILD FOR CLASS V FLOOR PER A.C.I. 302-IR-96
5. CONCRETE SLAB TO HAVE STEEL FLOAT HARD TROWEL BURNISHED FINISH.
6. CONTRACTOR TO CURE SLAB TO BE WET CURING USING BURLINE FOR 7 DAYS MIN.
7. ALL EQUIPMENT & MOVING VEHICLES SHALL BE DIAPERED.
8. NO CRANES, CONCRETE TRUCKS, OR ANYTHING HEAVIER WILL BE PLACED ON THE SLAB.
9. SLAB TO BE FF50 FL35 MEASURED WITHIN 24 HOURS.
10. NO FLY ASH IN THE CONCRETE
11. WHERE INDICATED, PROVIDE VAPOR BARRIER (15MIL STEGO OR EQUAL) UNDER THE CONCRETE SLAB. PROVIDE SAND PER SOILS ENGINEER OR MANUFACTURER'S RECOMMENDATION.

CONCRETE SLAB IN FUTURE OFFICE AREAS, WHERE SAND OVER VIQUEEN ARE REQUIRED, SHALL BE NATURALLY HYDRATED WITHOUT USE OF BURLENE, CURING COMPOUND, OR RELEASE AGENTS.
CONTROL/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH MM-80 JOINT FILLER IN FUTURE OFFICE AREAS.
12. SEAL CONCRETE SLAB W/ "LIPIDOLITH" SEALER

CAUTION : IF THIS SHEET IS NOT A 30" X 42" IT IS A REDUCED PRINT

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Project:

RAMONA EXPY.
&
INDIAN AVE.

PERRIS, CA

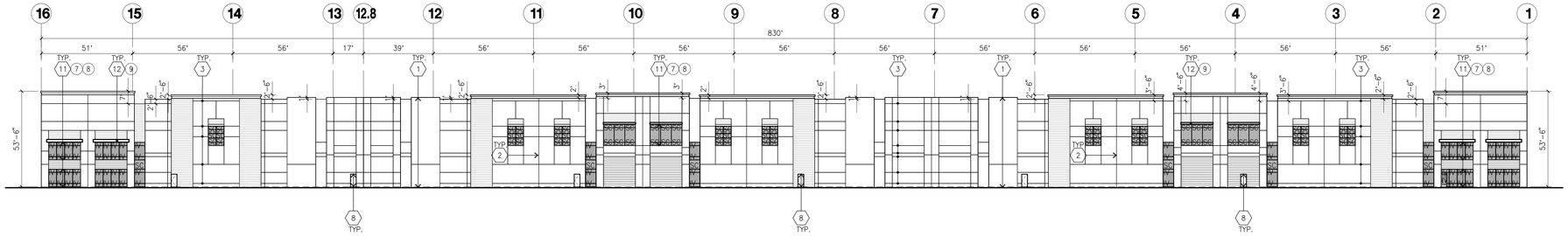
Consultants:

Civil:	UNITED ENG.
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	-
Fire Protection:	-
Soils Engineer:	-

Title:	Overall Floor Plan
Project Number:	19281
Drawn by:	ML
Date:	09/08/22
Revision:	

Sheet:

DAB-A2.1



NORTH ELEVATION (A)
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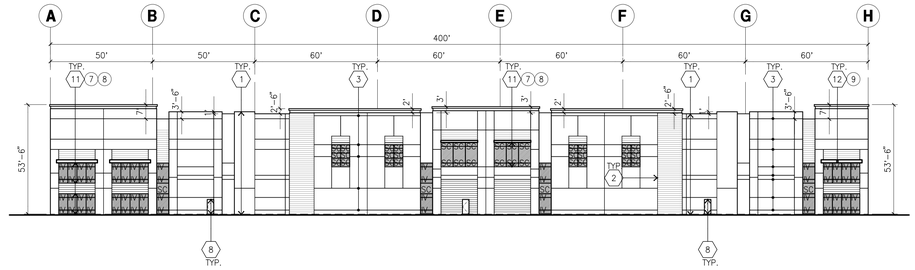

WEST ELEVATION (B)
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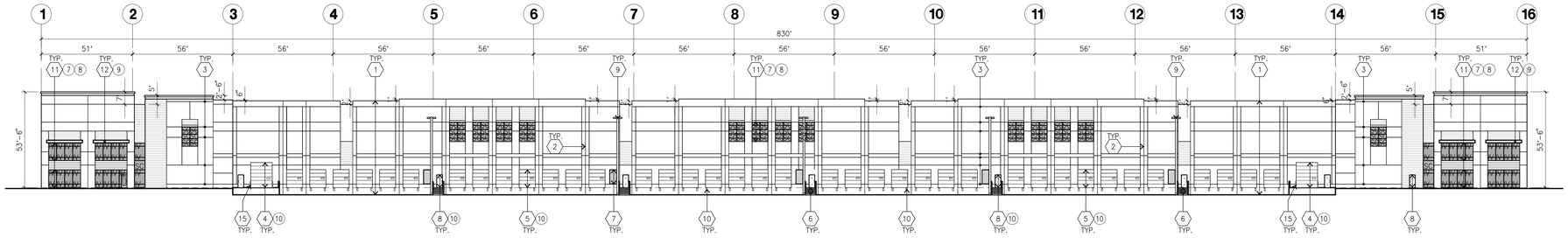

SOUTH ELEVATION (C)
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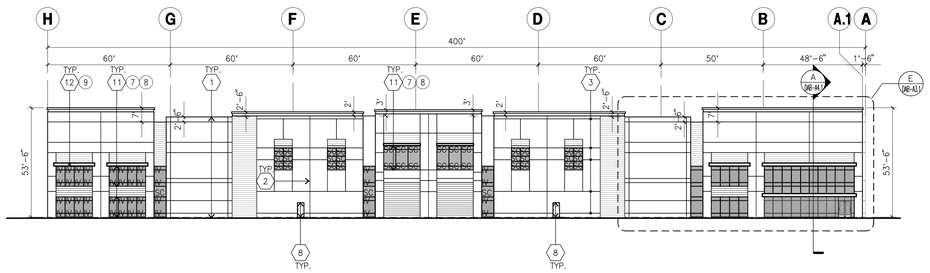

EAST ELEVATION (D)
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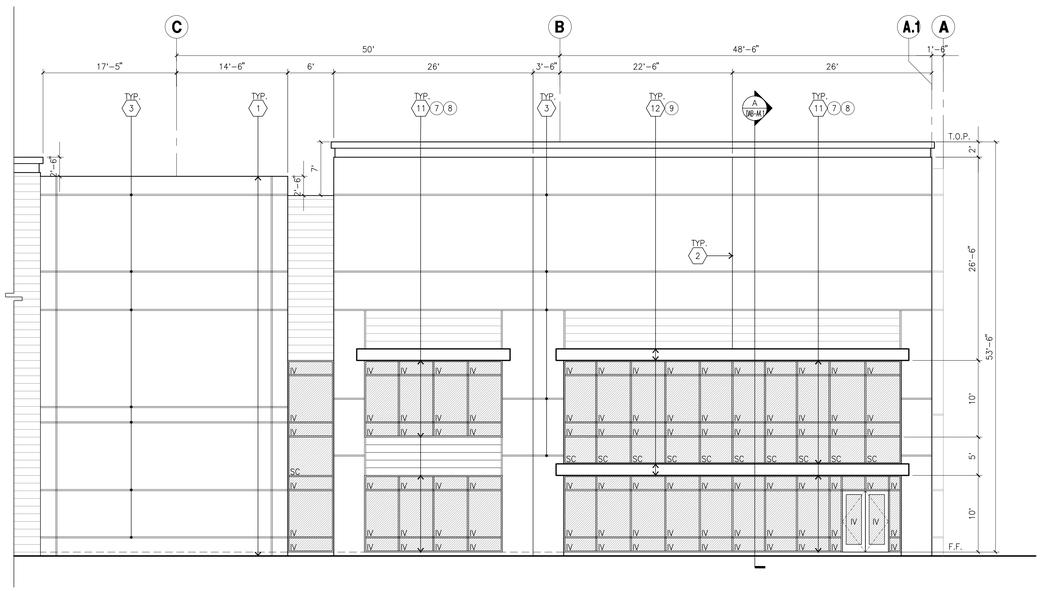

ENLARGED EAST ELEVATION (E)
scale: 1/8"=1'-0"

ELEVATION KEYNOTES

1. CONCRETE TILT-UP PANEL.
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.O.
4. 12' X 14' OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
5. 9' X 10' OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
6. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL. PROVIDE NON SKID NOSING TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 3" WIDE WARNING STRIPE INTEGRAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS.
7. 4' X 8' METAL LOUVER OPENING FOR VENTILATION. PAINT TO MATCH BUILDING COLOR.
8. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR.
9. EXTERIOR DOWN SPOUTS W/ 2 OVERFLOW SCUPPERS.
10. DOCK DOOR BUMPER TYPICAL.
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION.
12. METAL CANOPY.
13. KNOCK OUT PANEL.
14. INTERIOR ROOF DRAIN W/ 2 OVERFLOW SCUPPERS.
15. CONC. FILLED GUARD POST. 6" DIA. U.N.O.. 42"H.

ELEVATION GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. T.O.P. EL.= TOP OF PARAPET ELEVATION.
4. F.F. = FINISH FLOOR ELEVATION.
5. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST – MPH. EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
6. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
7. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
8. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
9. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
10. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON

ELEVATION COLOR LEGEND/SCHED.

1. CONCRETE TILT-UP PANEL. COLOR : SHERWIN WILLIAMS SW 7005 PURE WHITE
2. CONCRETE TILT-UP PANEL. COLOR : SHERWIN WILLIAMS SW 7071 GRAY SCREEN
3. CONCRETE TILT-UP PANEL. COLOR : SHERWIN WILLIAMS SW 7072 ONLINE
4. CONCRETE TILT-UP PANEL. COLOR : SHERWIN WILLIAMS SW 7073 NETWORK GRAY
5. CONCRETE TILT-UP PANEL. COLOR : SHERWIN WILLIAMS SW 7074 SOFTWARE
6. CONCRETE TILT-UP PANEL. COLOR : SHERWIN WILLIAMS SW 7075 WEB GRAY
7. GLAZING COLOR : BLUE REFLECTIVE GLAZING
8. MULLIONS COLOR : BLACK ANODIZED
9. METAL CANOPY : SHERWIN WILLIAMS PRO-INDUSTRIAL, WATER-BASED B53-1150 SEMI-GLOSS IN COLOR: SW 7075 WEB GRAY
10. DOOR COLORS : SHERWIN WILLIAMS SW 7005 PURE WHITE
11. CONCRETE TILT-UP PANEL. : 1X6 IPE SIDING (EASED-EDGE) LONGEST LENGTH IS 20' MINIMUM SEAMS MONOLITHIC STACKING

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

S SPANDREL GLASS V VISION GLASS

ALL GLAZING TO BE TEMPERED

GLAZING : PPG SOLARCOOL (2) GRAYLITE II + SOLARBAN 60 (3) CLEAR
U: 0.29, SHGC: 0.1, VLT: 5%
1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND (2) 1/4" LITES

SPANDREL : 1/4" SOLARCOOL GRAYLITE SPANDREL W/ HARMONY GRAY OPACICOAT PAINTED ON REFLECTIVE.

MULLIONS: ANODIZED CLEAR

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&
INDIAN AVE.

PERRIS, CA

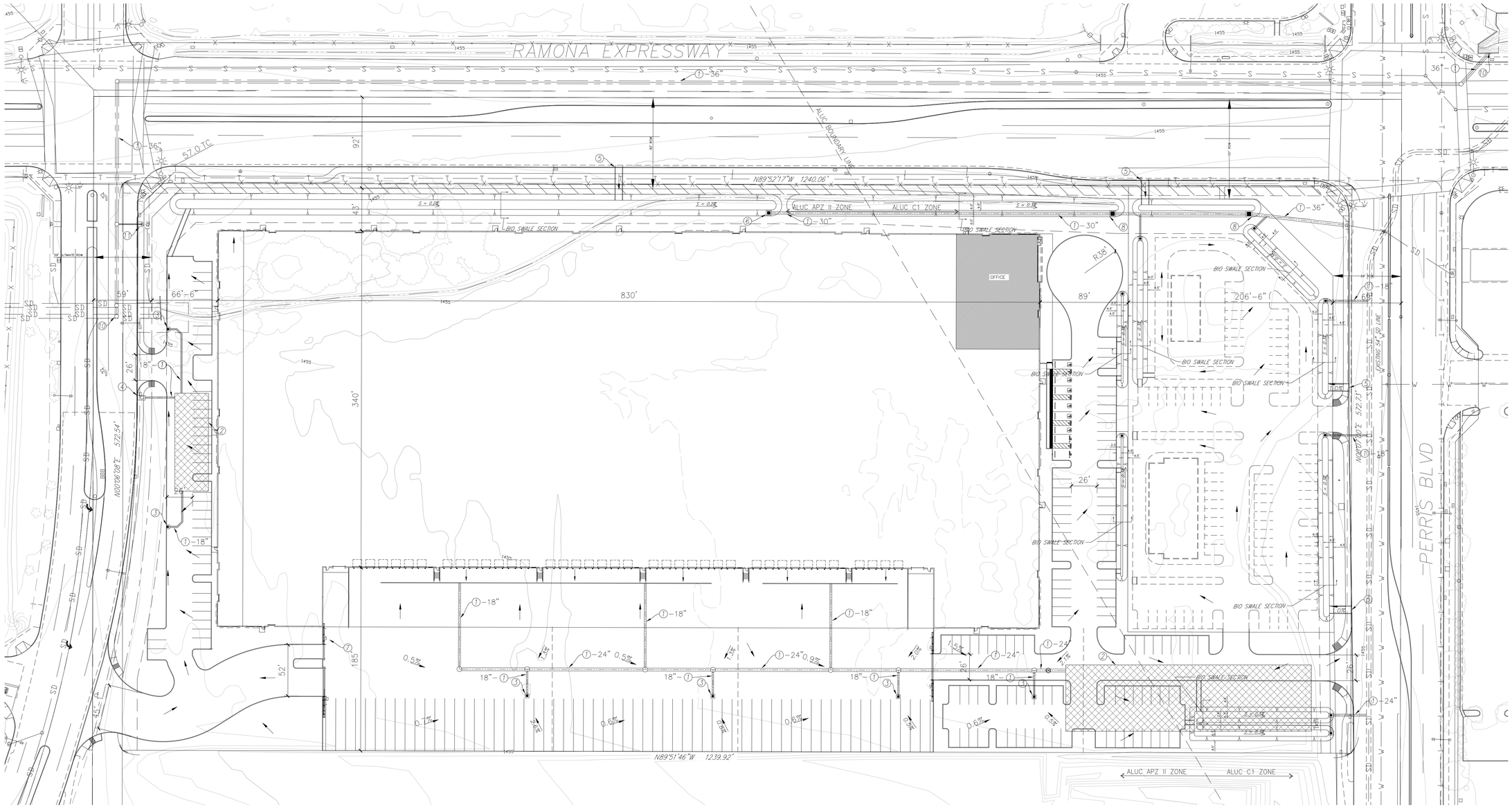
Consultants:

Civil:	UNITED ENG.
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	-
Fire Protection:	-
Soils Engineer:	-

Title:	Elevations
Project Number:	19281
Drawn by:	ML
Date:	09/08/22
Revision:	

Sheet:

DAB-A3.1



LEGEND/ABBREVIATION

CF	CURB FACE	TC	TOP OF CURB
FG	FINISH GRADE	TG	TOP OF GRATE
FF	FINISHED FLOOR	SD	STORM DRAIN
FL	FLOW LINE	℄	PROPERTY LINE
GB	GRADE BREAK	PED.	PEDESTRIAN
HP	HIGH POINT	TYP.	TYPICAL
INV	INVERT		EXISTING FIRE HYDRANT
LP	LOW POINT		WATER VALVE
R/W	RIGHT-OF-WAY	W	WATER METER
P=XX.X	PAD ELEVATION		STREET LIGHT
FF=XX.X	FINISH FLOOR ELEVATION		PROPOSED STORM DRAIN LINE
2%	DIRECTION OF DRAINAGE/GRADE	1425	EXISTING CONTOUR

CONSTRUCTION NOTES:

1. CONSTRUCT RCP STORM DRAIN AND FITTINGS AT SIZES SHOWN.
2. CONSTRUCT CONTECH TYPE OR EQUIVALENT UNDERGROUND STORAGE SYSTEM PER PLAN.
3. CONSTRUCT GRATE INLET PER PLAN SIZING AND DETAIL PER GRADING PLAN
4. CONSTRUCT CATCH BASIN (WIDTH PER PLAN) PER COUNTY OF RIVERSIDE STD.
5. CONSTRUCT INVERTED UNDER SIDEWALK DRAIN CAST IN PLACE PER COUNTY OF RIVERSIDE STD. NO. 309.
6. INSTALL JENSEN PRECAST DROP INLET DI363636, WITH PEDESTRIAN GRATE.
7. INSTALL TRASH ENCLOSURE PER LANDSCAPE ARCHITECT PLAN.
8. INSTALL JENSEN PRECAST DROP INLET DI484848, WITH PEDESTRIAN GRATE.
9. INSTALL VALLEY GUTTER AT 0.5% SLOPE PER DETAIL B.

CONSTRUCTION NOTES:

10. CONNECT EXISTING LOWES OUTLET PIPES TO A SINGLE 36" RCP STORM DRAIN LINE AS SHOWN. CONNECT TO CLOSEST EXISTING LINE E FACILITIES AT TIME OF FINAL DESIGN.
11. RECONSTRCUT OR REPLACE CATCH BASIN TO CONNECT TO 36" RCP STORM DRIAN LINE AS SHOWN.

BGR NO. _____ WDID:

DIGALERT — DIAL BEFORE YOU DIG — TWO WORKING DAYS BEFORE YOU DIG — TOLL FREE 1-800-227-2600 — A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

NOTE:
WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL ENCROACHMENT PERMIT AND/OR GRADING PERMIT HAS BEEN ISSUED.
THE PRIVATE ENGINEER SIGNING THESE PLANS IS RESPONSIBLE FOR ASSURING THE ACCURACY OF DESIGN AND ACCEPTABILITY OF THE WORK HEREON. IN THE EVENT OF DISCREPANCIES ARISING AFTER CITY APPROVAL OR DURING CONSTRUCTION, THE PRIVATE ENGINEER SHALL BE RESPONSIBLE DETERMINING AN ACCEPTABLE SOLUTION AND REVISING THE PLANS FOR APPROVAL BY CITY.

MARK	BY	DATE	REVISIONS	APPR.	DATE

ENGINEER — REVISIONS — CITY
DESIGN BY: DRAWN BY: CHECKED BY:

CITY OF PERRIS
APPROVED BY:
CITY ENGINEER DATE

SEAL-ENGINEER: REGISTERED PROFESSIONAL ENGINEER — CHRISTOPHER F. LENZ — NO. 63001 EXP. 6/30/22 — CIVIL — STATE OF CALIFORNIA

ueg united engineering group
8885 Haven Avenue - Suite 195
Rancho Cucamonga, CA 91730
Phone: 909.466.9240
www.unitedeng.com

PREPARED UNDER THE DIRECTION OF:
CHRISTOPHER F. LENZ 63001
DATE: _____ REGISTRATION EXPIRES 6-30-24

BENCH MARK:
BOLT AND WASHER, ILLEGIBLE, AT THE CENTERLINE INTERSECTION OF MARKHAM STREET AND PERRIS BOULEVARD, RIVERSIDE COUNTY BENCHMARK NUMBER BM-CSA4 AND RCM81.
ELEVATION = 1455.224'

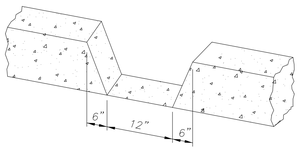
SCALE 1"=50'
FIELD BOOK
DESIGN
DRAWN
CHECKED

ZONING CASE #DPR 19-00012 I.P. No. _____
PERRIS CA, 92571
COUNTY OF RIVERSIDE

PRELIMINARY GRADING & DRAINAGE PLAN SWC RAMONA & PERRIS ALUC EXHIBIT

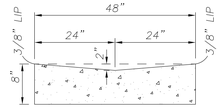
FOR: PACIFIC DEV. PARTNERS
W.O.
CITY FILE NO. DPR 19-00012

SHEET NO. 1 OF 2 SHEETS



DETAIL "A" - CURB FACE OPENING

NTS



DETAIL "B" - VALLEY GUTTER

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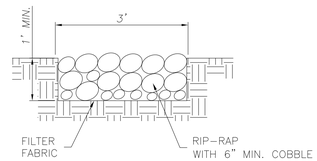

DETAIL "C" - RIP-RAP PAD

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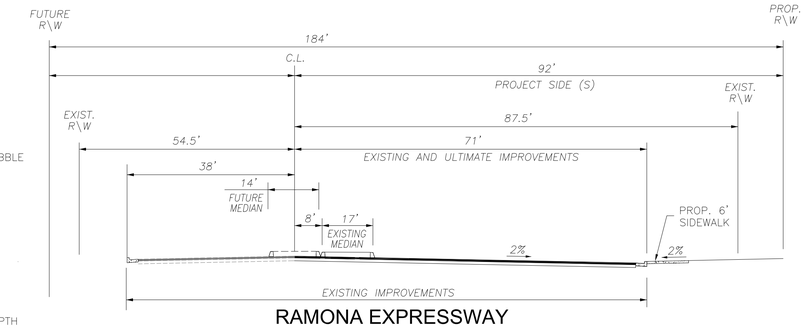
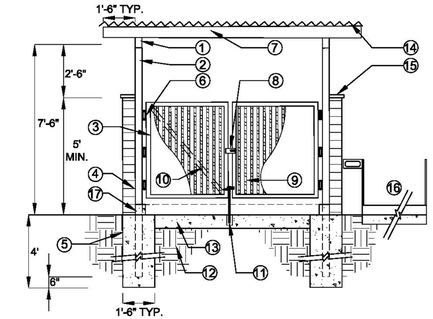


RAMONA EXPRESSWAY
STANDARD WIDTH

N.T.S.



TRASH ENCLOSURE COVER (TYP.) NOTE 7

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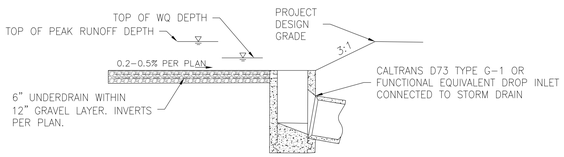
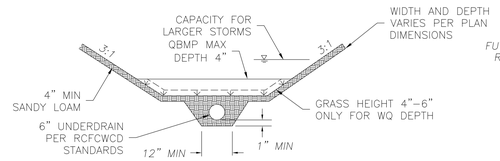


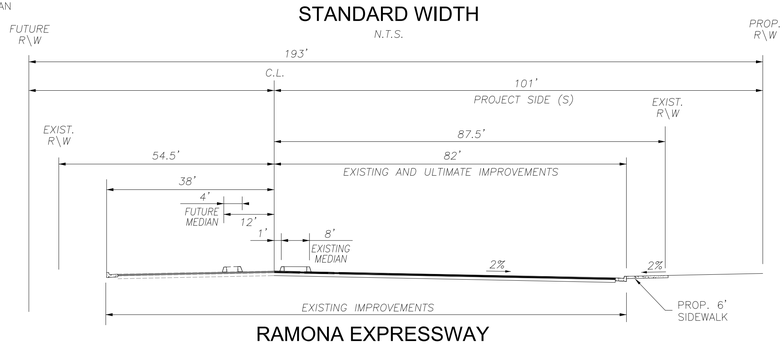
BIO-SWALE END DRAIN DETAIL

NTS



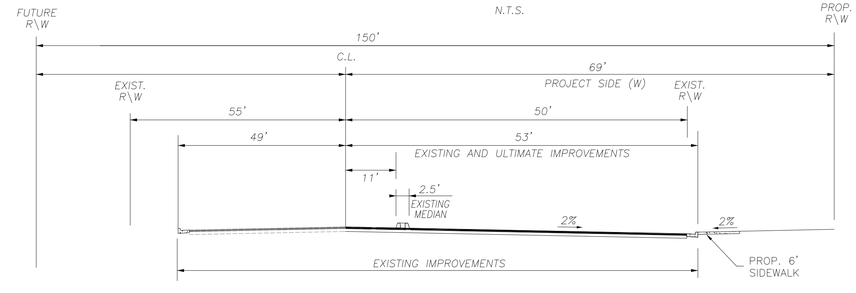
BIO-SWALE SECTION

NTS



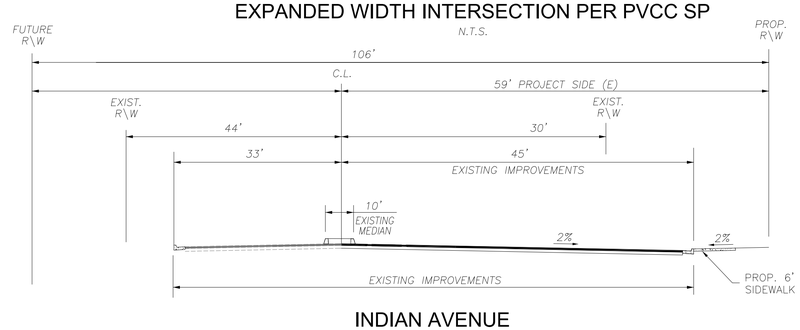
RAMONA EXPRESSWAY
EXPANDED WIDTH INTERSECTION PER PVCC SP

N.T.S.



PERRIS BOULEVARD
EXPANDED WIDTH INTERSECTION PER PVCC SP

N.T.S.



INDIAN AVENUE
EXPANDED WIDTH INTERSECTION PER PVCC SP

N.T.S.

TRASH ENCLOSRE COVER NOTES:
1. 4-INCH X 6-INCH METAL BEAM POWDER COATED
2. 4-INCH X 4-INCH TUBULAR STEEL POST. SET POST FLUSH TO WALL. GROUT FILL POST SOLID. PAINT WITH 2 COATS ZINC PRIMER & 2 COATS SATIN FINISH PAINT.
3. GATE FRAME CONTINUOUS, ATTACH GATE FRAME TO STEEL POST WITH 3 HEAVY DUTY HINGES. CONTRACTOR SHALL SUPPLY SHOP DRAWINGS FOR APPROVAL PRIOR TO CONSTRUCTION.
4. CMU WALL / REFER TO STRUCTURAL ENGINEERS SPECIFICATIONS FOR REINFORCEMENT.
5. CONCRETE FOOTING / REFER TO STRUCTURAL ENGINEERS SPECIFICATIONS FOR REINFORCEMENT.
6. HEAVY DUTY HINGES.
7. METAL TRELLIS POWDER COATED (OR 2 COATS ZINC PRIMER & 2 COATS SATIN FINISH PAINT); COLOR TO BE SELECTED /REFER TO SHOP DRAWINGS FOR ROOF FRAMING.
8. 3-INCH X 8-INCH X 1/4-INCH THICK GALVANIZED STEEL SJOP PLATE AND LOCKABLE KEEPER. WELD TO GATE FRAME - AS SHOWN / CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL.
9. MINI-V-BEAM 26 GAUGE WITH ENDURA CLAD FINISH AS MANUFACTURED BY ASC PACIFIC INC. OR APPROVED EQUAL. SPOT WELD TO ANGLE FRAME (CONTRACTOR TO SUBMIT SHOP DRAWINGS).
10. 9-INCH X 1/2-INCH GALVANIZED STEEL DIAGONAL CROSS BRACE / FILLET WELD TO FRAME AND SPOT WELD TO MINI-V-BEAM (AT BACK OF GATE).
11. HEAVY DUTY DROP CRANE BOLT. ATTACH TO GATE FRAME. SET 1-6 INCHES LONG X 1-INCH O.D. GALVANIZED PIPE SLEEVE TO ACCEPT BOLT. 'STANLY' CD 10009-18 INCHES OR APPROVED EQUAL.
12. COMPACTED SUBGRADE PER GEOTECHNICAL REPORT.
13. 6-INCH THICK PCC CONCRETE PAD WITH 6 X 6 X 10 WWM.
14. METAL ROOF; CORRUGATED STEEL - BERRIDGE LEAD-COPE STRAIGHT S-DECK / INSTALL PER MANUFACTURERS SPECIFICATIONS.
15. 8-INCH X 2-INCH X 16-INCH CMU CAP TO MATCH WALL COLOR.
16. DISABLED ACCESSIBLE RAMP AND HANDRAIL IF REQUIRED.
17. CONCRETE CURB

NOTES
A. CONCRETE FOOTING TO ACHIEVE 4300 PSI @ 28 DAYS.
B. TRASH BINS - SIZE AND NUMBER AS REQUIRED BY CITY.

CONSTRUCTION NOTES:

1. CONSTRUCT RCP STORM DRAIN AND FITTINGS PER G&D PLANS AT SIZES SHOWN.
2. CONSTRUCT CONTECH TYPE OR EQUIVALENT UNDERGROUND STORAGE SYSTEM PER PLAN.
3. CONSTRUCT GRATE INLET PER PLAN SIZING AND DETAIL PER GRADING PLAN
4. CONSTRUCT CATCH BASIN (WIDTH PER PLAN) PER COUNTY OF RIVERSIDE STD.
5. CONSTRUCT INVERTED UNDER SIDEWALK DRAIN CAST IN PLACE PER COUNTY OF RIVERSIDE STD. NO. 309.
6. INSTALL JENSEN PRECAST DROP INLET DI363636, WITH PEDESTRIAN GRATE.
7. INSTALL TRASH ENCLOSURE PER LANDSCAPE ARCHITECT PLAN.
8. INSTALL JENSEN PRECAST DROP INLET DI484848, WITH PEDESTRIAN GRATE.
9. INSTALL VALLEY GUTTER AT 0.5% SLOPE PER DETAIL B.

BGR NO. _____ WDID:

DIGALERT
DIAL BEFORE YOU DIG
TWO WORKING DAYS BEFORE YOU DIG
TOLL FREE 1-800-227-2600
A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

NOTE:
WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL ENCROACHMENT PERMIT AND/OR GRADING PERMIT HAS BEEN ISSUED.

THE PRIVATE ENGINEER SIGNING THESE PLANS IS RESPONSIBLE FOR ASSURING THE ACCURACY OF DESIGN AND ACCEPTABILITY OF THE WORK HEREON. IN THE EVENT OF DISCREPANCIES ARISING AFTER CITY APPROVAL OR DURING CONSTRUCTION, THE PRIVATE ENGINEER SHALL BE RESPONSIBLE DETERMINING AN ACCEPTABLE SOLUTION AND REVISING THE PLANS FOR APPROVAL BY CITY.

MARK	BY	DATE	REVISIONS	APPR.	DATE
			ENGINEER	CITY	

DESIGN BY: DRAWN BY: CHECKED BY:

CITY OF PERRIS

APPROVED BY:

CITY ENGINEER DATE

SEAL-ENGINEER
REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER F. LENZ NO. 63001 EXP. 6/30/22 CIVIL STATE OF CALIFORNIA

ueg united engineering group
8885 Haven Avenue - Suite 195
Rancho Cucamonga, CA 91730
Phone: 909.466.9240
www.uniteded.com

PREPARED UNDER THE DIRECTION OF:

CHRISTOPHER F. LENZ 63001

DATE: _____ REGISTRATION EXPIRES 6-30-24

BENCH MARK:
BOLT AND WASHER, ILLEGIBLE, AT THE CENTERLINE INTERSECTION OF MARKHAM STREET AND PERRIS BOULEVARD, RIVERSIDE COUNTY BENCHMARK NUMBER BM-CSA4 AND RCM81.

ELEVATION = 1455.224'

SCALE 1"=50'
FIELD BOOK
DESIGN
DRAWN
CHECKED

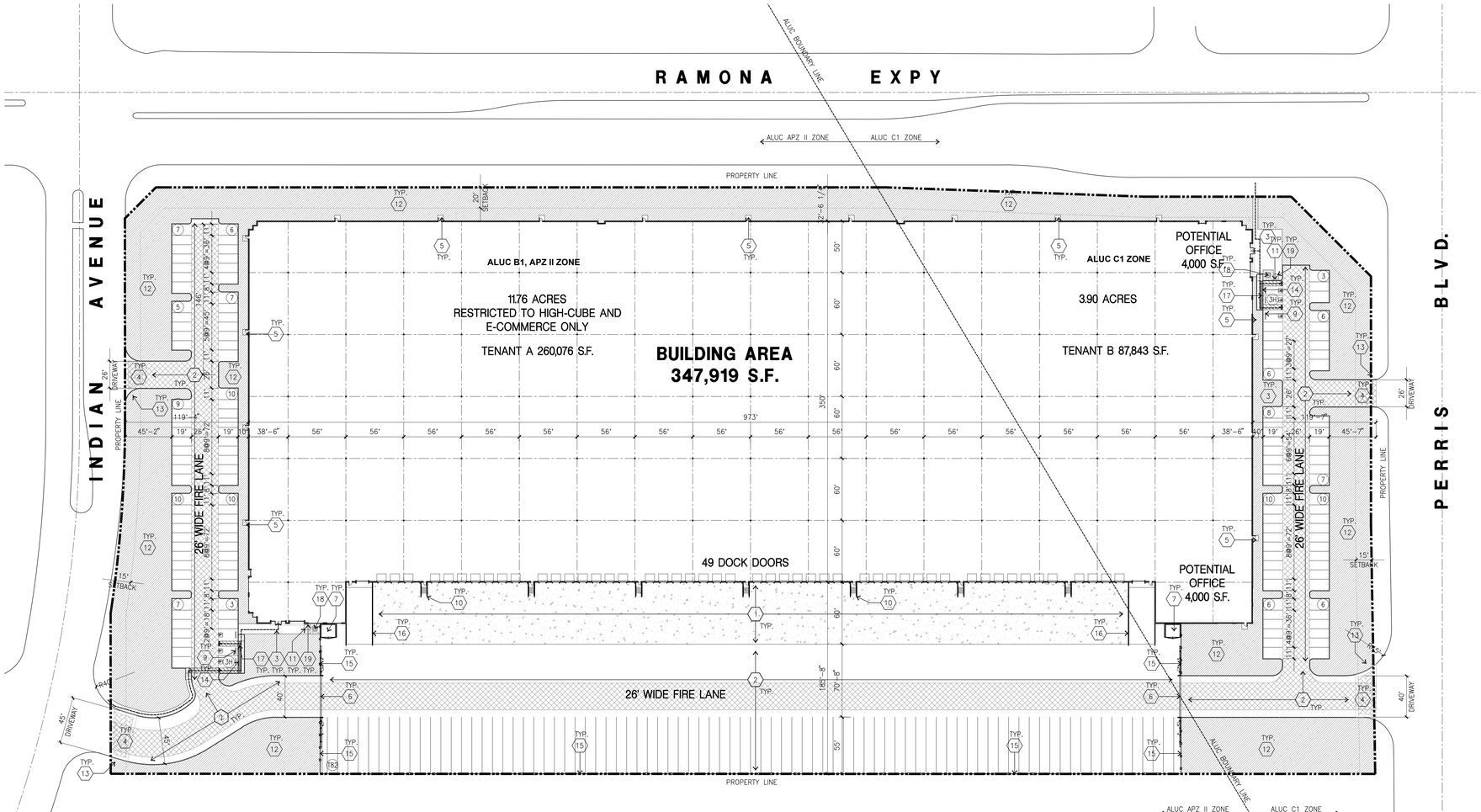
ZONING CASE #DPR 19-00012 I.P. No. _____
PERRIS CA, 92571
COUNTY OF RIVERSIDE

PRELIMINARY GRADING & DRAINAGE PLAN SWC RAMONA & PERRIS ALUC EXHIBIT DETAIL SHEET

FOR: PACIFIC DEV. PARTNERS
W.O.
CITY FILE NO. DPR 19-00012

SHEET NO. 2 OF 2 SHEETS

ZAP1390MA19 ORIGINAL PLAN



OVERALL SITE PLAN (A)

scale: 1"=50'-0"

SCALE: 1"=50'-0"

0 50' 100' 150'

TRUE NORTH

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT.
2. ASPHALT CONCRETE (AC) PAVING.
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH.
4. DRIVEWAY APRONS TO BE CONSTRUCTED.
5. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH.
6. PROVIDE 8' HIGH METAL GATES W/ KNOX-BOX PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
7. TRASH ENCLOSURE PER CITY STANDARD.
8. APPROXIMATE LOCATION OF TRANSFORMER.
9. PRE-CAST CONCRETE WHEEL STOP.
10. CONCRETE FILLED GUARD POST "6 DIA. U.N.O. 42" H.
11. DESIGNATED SMOKING AREA.
12. LANDSCAPE. ALL LANDSCAPE AREAS INDICATED BY SHADING.
13. ACCESSIBLE ENTRY SIGN.
14. ACCESSIBLE PARKING STALL SIGN.
15. 8' HIGH METAL FENCE.
16. 42" HIGH CONCRETE GUARDWALL.
17. TRUNCATED DOME.
18. EMPLOYEE BREAK AREA.
19. EXTERIOR BIKE RACK.

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY: TBD
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
13. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
14. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.
16. ALL GROUND MOUNTED UTILITY STRUCTURES SUCH AS TRANSFORMERS, HVAC EQUIPMENT AND BACK FLOW PREVENTION VALVES SHALL BE LOCATED OUT OF VIEW FROM A PUBLIC STREET OR ADEQUATELY SCREENED THROUGH THE USE OF LANDSCAPING AND/OR MASONRY WALLS.

SITE LEGEND

- CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- ASPHALT CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (9' X 19')
- DISABLED PARKING STALL (9' X 19') + 5' W/ ACCESSIBLE AISLE
- DISABLED PARKING (VAN) STALL (12' X 19') + 5' W/ ACCESSIBLE AISLE
- LANDSCAPED AREA
- PATH OF TRAVEL
- 26' FIRE WIDE FIRELANE
- EXISTING PUBLIC FIRE HYDRANT
- F.H. PRIVATE FIRE HYDRANT-APPROXIMATE LOCATION

ALUC CALCULATION

HIGH CUBE : 1 PER 1,428 S.F.

E-COMMERCE : 1 PER 1,000 S.F.

PROJECT INFORMATION

Owner/Applicant
PR PARTNERS, LLC
30220 RANCH VIEJO RD, STE B
SAN JUAN CAPISTRANO, CA 92675
TEL : (949) 481-0463
CONTACT: LARS ANDERSON

Applicant's Representative
HPA, INC.
18831 BARDEEN AVE. - SUITE 100
IRVINE, CA 92612
PHONE: (949) 862-2138
FAX: (949) 863-0851
CONTACT: NANCY PARK

Project Address
SW CORNER OF PERRIS BLVD AND RAMONA EXPY
PERRIS, CA

Zoning
PROPOSED ZONING : (LI) INDUSTRIAL

Code Analysis
2016 CALIFORNIA BUILDING CODE
2016 CALIFORNIA PLUMBING CODE
2016 CALIFORNIA MECHANICAL CODE
2016 CALIFORNIA ELECTRICAL CODE
2016 CALIFORNIA FIRE CODE
2016 CALIFORNIA ENERGY CODE
2016 CALIFORNIA GREEN BUILDING STANDARDS

Assessors Parcel Number
303-060-020

Construction Type
CONCRETE TILT-UP BUILDING

BUILDING OCCUPANCY : S-1 / B
CONSTRUCTION TYPE : III-B

ESFR SYSTEM

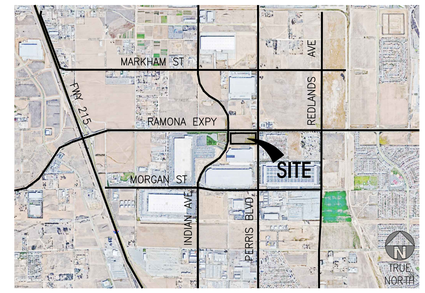
Legal Description

PRELIMINARY TITLE REPORT #910090999-K26

BLOCKS 9 TO 12, INCLUSIVE OF FIGADOTA FARMS NO. 17 IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA AS SHOWN BY MAP ON FILE IN BOOK 17 PAGE 32 OF MAPS, RECORDS OF SAID COUNTY;

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED OCTOBER 7, 1958 AS INSTRUMENT NO. 58-71763 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

VICINITY MAP



PROJECT DATA

SITE AREA	
In sq. ft.	682,778 s.f.
In acres	15.7 ac
BUILDING AREA	
Office	8,000 s.f.
Proposed : High Cube / Alternate : E-commerce	339,919 s.f.
TOTAL	347,919 s.f.
COVERAGE	51.0%
AUTO PARKING REQUIRED	
1st 20K @ 1/1,000 sf	20 stalls
2nd 20K @ 1/2,000 sf	10 stalls
Over 40K @ 1/5,000 sf	62 stalls
TOTAL	92 stalls
AUTO PARKING PROVIDED	
Standard (9'x19')*	136 stalls
Standard Accessible (9'x19')	3 stalls
Van Accessible (12'x19')	3 stalls
TOTAL	142 stalls
*End stalls 11'x19'	
TRAILER PARKING PROVIDED	
Trailer (10'x55')	82 stalls
Zoning Ordinance for City	
Current Zoning Designation - Perris Valley	
Commercial Center SP (PVCC-SP) - Commercial	
Proposed Zoning Designation - (L.I) Industrial	
MAXIMUM FLOOR AREA RATIO	
F.A.R. - .75	
MAXIMUM LOT COVERAGE	
Coverage - 50%	
SETBACKS	
Indian Ave. - 15' *	
Ramona Expy. - 20' *	
Side / rear - 0'	
* Front yards for structures shall be increased 5' for each 10' of structure height greater than setback from property line	
LANDSCAPE REQUIRED	
Percentage	12%
LANDSCAPE PROVIDED	
Percentage	15.9%
In sq. ft.	108,545 s.f.

CAUTION : IF THIS SHEET IS NOT A 30" X 42" IT IS A REDUCED PRINT

HPA architecture

hpa, inc.
18831 bardeen avenue - ste. #100 irvine, ca 92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

Owner:

PR PARTNERS. LLC
c/o
PACIFIC DEVELOPMENT PARTNERS LLC
30220 RANCHO VIEJO RD
SAN JUAN CAPISTRANO, CA 92675
TEL : 949-481-0452

Project:

RAMONA EXPY.
&
INDIAN AVE.

PERRIS, CA

Consultants:

Civil: -
Structural: -
Mechanical: -
Plumbing: -
Electrical: -
Landscape: -
Fire Protection: -
Soils Engineer: -

Title: Overall Site Plan

Project Number: 19281
Drawn by: NP
Date: 08/19/19
Revision:

Sheet:

DAB-A1.1

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

www.rcaluc.org

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. **Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org.** 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. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893**.

The City of Perris Planning Department should be contacted on non-ALUC issues. For more information please contact City of Perris Planner Kenneth Phung at (951) 943-5003.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website www.rcaluc.org. Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to prull@rivco.org. Individuals with disabilities requiring reasonable modifications or accommodations, please contact Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: **November 10, 2022**

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

CASE DESCRIPTION:

ZAP1544MA22 – PR Partners, LLC (Representative: Mike Naggar & Associates) – City of Perris Case Nos. PLN19-00012 (Specific Plan Amendment), PLN19-05287 (Zone Change), DPR19-00012 (Development Plan Review). A proposal to construct a mixed-use industrial/commercial development including a 304,572 square foot e-commerce warehouse building with mezzanines, a 2,010 square foot restaurant building with drive-thru, and a 4,950 square foot retail/restaurant building with drive-thru on a 16.12 acre parcel, located on the southwest corner of Perris Boulevard and Ramona Expressway. The applicant also proposes amending the Perris Valley Commerce Specific Plan (SPA No. 13) and changing 14.1 acres of the site's zoning from Commercial to Light Industrial (with 1.99 acres of the site remaining Commercial). (The Commission previously found consistent on this site ZAP1390MA19, a proposal to construct a 347,919 square foot industrial e-commerce and warehouse building on 16.1 acres, and a proposal to amend the Perris Valley Commerce Center Specific Plan, and change the site's zoning from Commercial to Light Industrial (Airport Compatibility Zones B1-APZ-II and C1 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 STAFF ONLY

ALUC Case Number: ZAP1544MA22 Date Submitted: 9/14/22

AIA: March Zone: B1-APZ-II/C1 Public Hearing ☑ Staff Review ☐

Applicant

Applicant Full Name: PR Partners, LLC

Applicant Address: 11601 Wilshire Blvd. #2110. Los Angeles, CA 90025

Phone: (310) 393-4141 **Email:** mtb@pdpllc.net

Representative/ Property Owner Contact Information

Representative: Lars Andersen **Email:** lars@pdpsjc.net

Phone: (949) 481-0463 E. 111

Address: 30220 Rancho Viejo Road, B. San Juan Capistrano, CA 92675

Property Owner: PR Partners, LLC **Email:** mtb@pdpllc.net

Phone: (310) 393-4141

Address: 11601 Wilshire Blvd. #2110. Los Angeles, CA 90025

Local Jurisdiction Agency

Agency Name: City of Perris Phone: (951) 943-5003

Staff Contact: Kenneth Phung **Email:** kphung@cityofperris.org

Address: 135 N. D Street. Perris, CA 92570 : :

Local Agency Case No.: PLN1900012 (SPA), PLN19-05287 (ZC), DPR19-00012 (DPR)

Project Location

Street Address: SWC of Perris Blvd and Ramona Expressway Gross Parcel Size.: 16

Assessor's Parcel No.: 303-060-020

Solar

Is the project proposing solar Panels? Yes ☐ No ☑ If yes, please provide solar glare study. (only if in Zone C or higher)

Data

Site Elevation:(above mean sea level)	1,464 feet AMSL
Height of Building or structures:	53'
What type of drainage basins are being proposed and the square footage:	Sq Ft of vegetative Swale area.

Notice

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 a complete application submittal to the next available commission hearing meeting.

C. SUBMISSION PACKAGE:

Please submit all application items DIGITALLY via USB or CD:

- Completed ALUC Application Form
- Plans Package: site plans, floor plans, building elevations, grading plans, subdivision maps
- Exhibits of change of zone, general plan amendment, specific plan amendment
- Project description of existing and proposed use

Additionally, please provide:

- ALUC fee payment (Checks made out to Riverside County ALUC)
- Gummed address labels of all surrounding property owners within a 300-foot radius of project site. (Only required if the project is scheduled for a public hearing).

Riverside County Airport Land Use Commission, County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, CA 92501, Phone: 951-955-5132 Fax: 951-955-5177 Website: www.rcaluc.org

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	3.1
HEARING DATE:	January 12, 2023
CASE NUMBER:	ZAP1550MA22 – Armstrong Brooks (Representative: Thrifty Oil Co.)
APPROVING JURISDICTION:	County of Riverside
JURISDICTION CASE NO:	PPT220047 (Plot Plan)
LAND USE PLAN:	2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
Airport Influence Area:	March Air Reserve Base
Land Use Policy:	Zones C2
Noise Levels:	Below 60 CNEL contour
MAJOR ISSUES:	None

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

PROJECT DESCRIPTION: A proposal to construct a 192,249 square foot industrial building with mezzanines on 9.14 acres.

PROJECT LOCATION: The site is located on the northeast corner of Tobacco Road and Water Street, approximately 15,968 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

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

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan and the Additional Compatibility Policies included in the March ALUCP, the following rates were used to calculate the occupancy for the proposed project:

- Manufacturing – 1 person per 200 square feet, and

- Office – 1 person per 200 square feet.

The project proposes to construct a 192,249 square foot industrial building, which includes 184,249 square feet of manufacturing area, 4,000 square feet of office area, and 4,000 square feet of second floor office mezzanines, accommodating a total occupancy of 961 people, resulting in an average intensity of 105 people per acre, which is consistent with Zone C2 average intensity criterion of 200 people per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per trailer truck space). Based on the number of parking spaces provided (125 standard vehicles) and (32 truck spaces), the total occupancy would be estimated at 220 people for an average intensity of 24 people per acre, which is consistent with the Compatibility Zone C2 average intensity criterion of 200 people per acre.

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

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would include 39,560 square feet of manufacturing area, 4,000 square feet of office area, and 4,000 square feet of second floor office mezzanines, resulting in a single acre occupancy of 238 people which is consistent with the Compatibility Zone C2 single acre criterion of 500.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones C2 (children's schools, day care centers, hospitals, nursing homes, libraries, places of assembly, highly noise-sensitive outdoor nonresidential uses and hazards to flight).

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being below the 60 CNEL range from aircraft noise. Therefore, no special measures are required to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (AMSL). At a distance of approximately 15,968 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,648 feet AMSL. The site's finished floor elevation is 1,560 feet AMSL and proposed building height is 50 feet, resulting in a top point elevation of 1,610 feet AMSL. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) was not required.

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

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA

recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The project is located 15,968 feet from the runway, and therefore would not be subject to the above requirement.

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 or circling climb following takeoff or toward an aircraft engaged in a straight or circling final approach toward a landing at an airport, other than a DoD or 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 or circling climb following takeoff or towards an aircraft engaged in a straight or circling 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, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

   (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

   (e) Highly noise-sensitive outdoor nonresidential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters.

   (f) Other Hazards to flight.

3. The attached “Notice of Airport in Vicinity” shall be provided to all prospective purchasers and occupants of the property, and be recorded as a deed notice.

4. Any proposed stormwater 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 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 basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

6. The project has been evaluated to construct a 192,249 square foot manufacturing building and 88,200 square foot truck yard with loading docks. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria**,** at the discretion of the ALUC Director.

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

X:\AIRPORT CASE FILES\March\ZAP1550MA22\ZAP1550MA22sr.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.

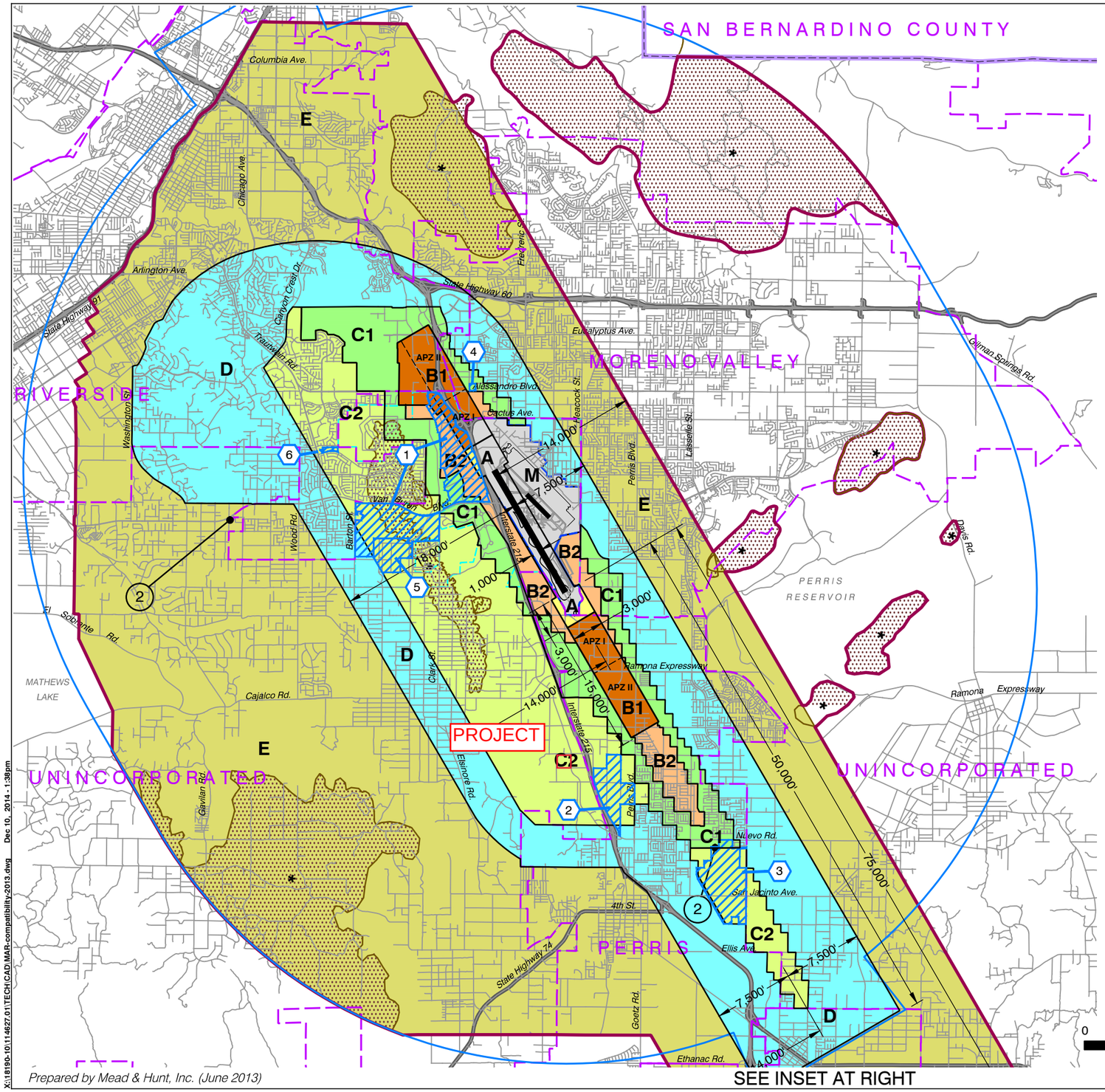
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

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

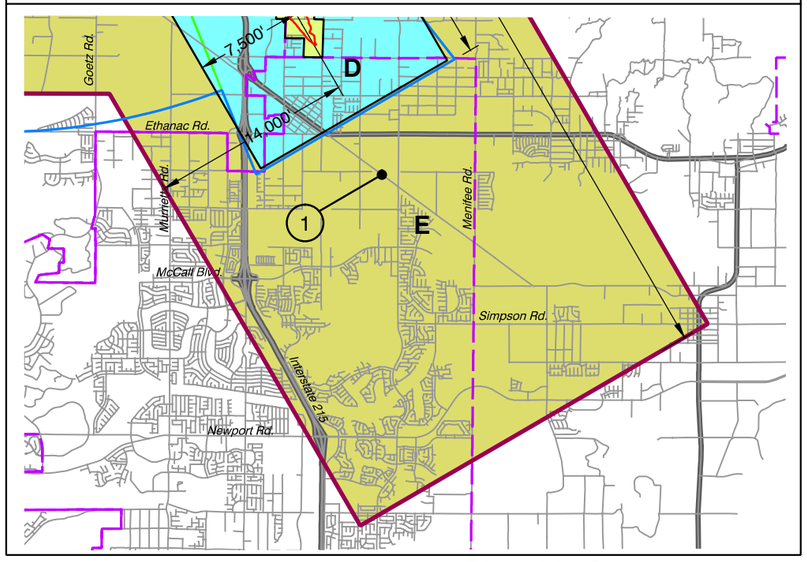
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

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.

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.

N

0 2 4 MILES

Base map source: County of Riverside 2013

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

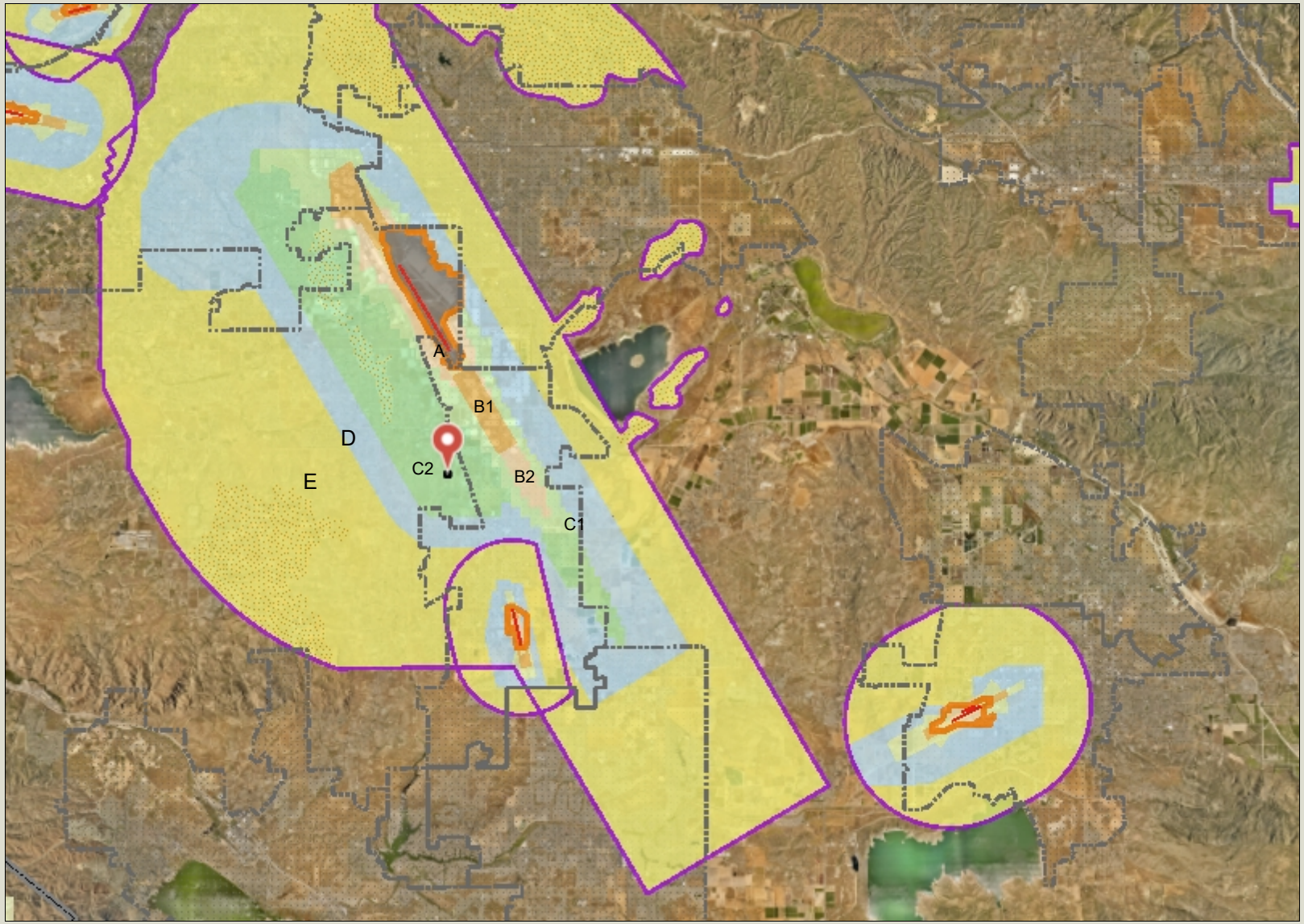
X:\18190-10\114627.01\TECH\CAD\MAR-compatibility-2013.dwg Dec 10, 2014 - 1:38pm

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

0 24,629 49,257 Feet

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

REPORT PRINTED ON... 11/28/2022 11:19:56 AM

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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

0 192 385 Feet

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Notes

Map My County Map

Legend

- Parcels
- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 192 385 Feet

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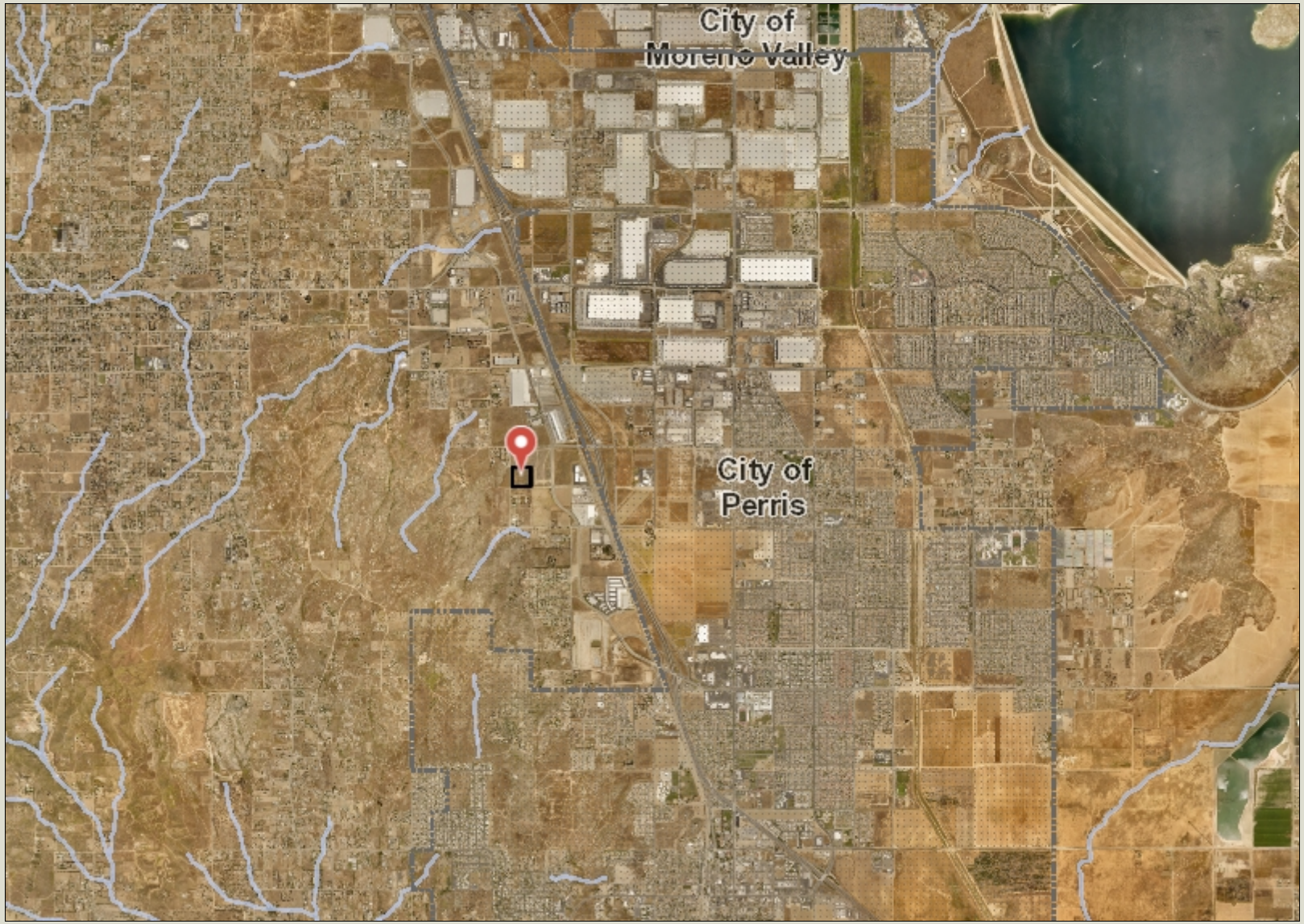
Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

0 6,157 12,314 Feet

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Notes

Map My County Map

Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

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0 1,539 3,079 Feet

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Notes

Map My County Map

Legend

City Areas

World Street Map

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0 12,314 24,629 Feet

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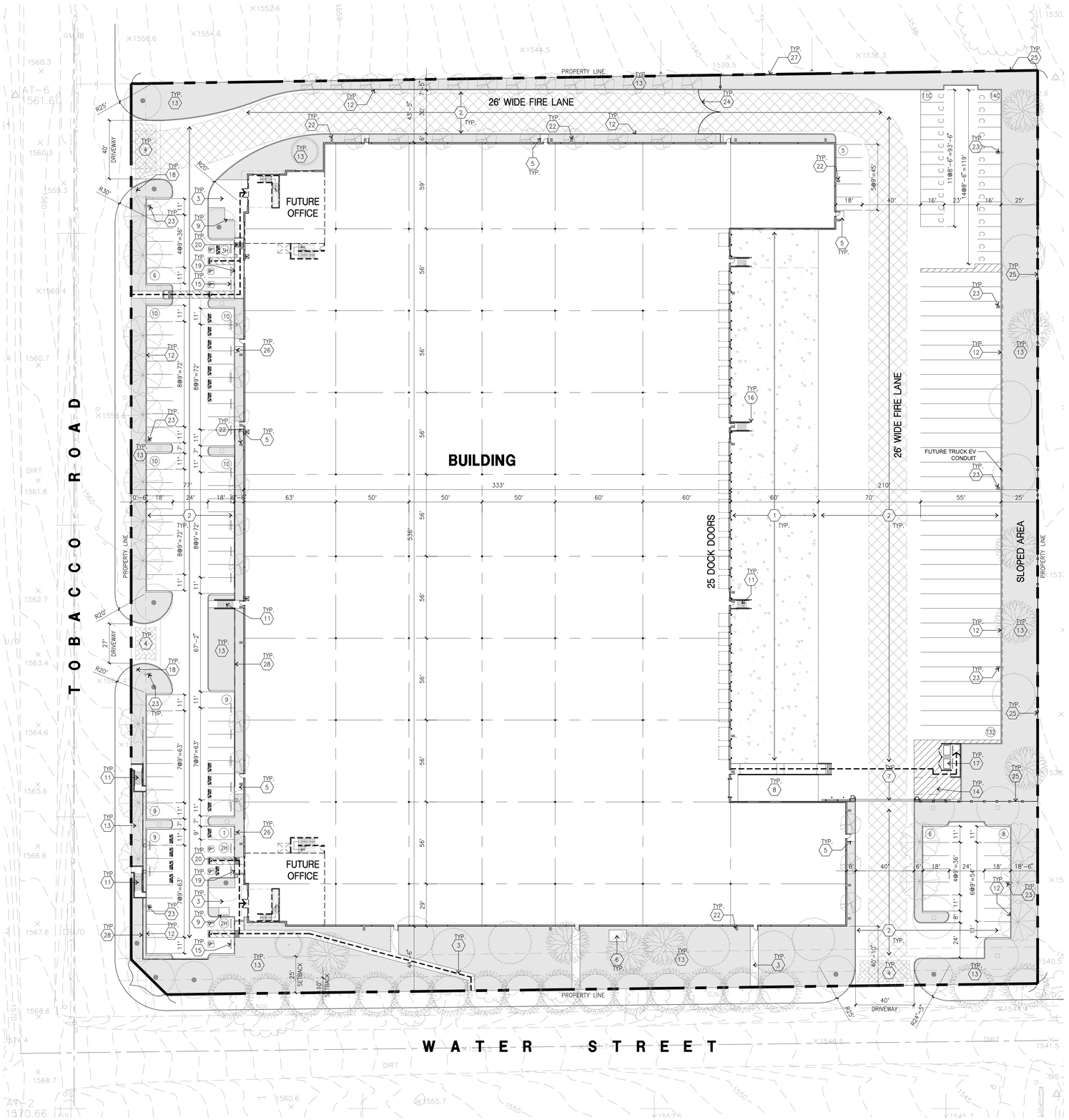
Notes



OVERALL SITE PLAN A
scale: 1" = 30'-0"

SCALE: 1" = 30'-0"
0 30' 60' 90'
TRUE NORTH

PROJECT INFORMATION

Owner / Applicant

THRIFTY OIL CO.
13116 IMPERIAL HIGHWAY
SANTA FE SPRINGS CA 90670
TEL: 562-921-3581
ATTN: STEPHANE WANDEL

Applicant Representative

HPA, INC.
18831 BARDEEN AVE. STE 100
IRVINE, CA 92612
PHONE: 949.862.2137
CONTACT: JOSEPH KIM

Project Address

T.B.D.

APN

317-260-016-379.092
317-260-015-19.004

Zoning

LIGHT INDUSTRIAL
MEAD VALLEY PLAN

Project Description

SPECULATIVE 192,249 SF WAREHOUSE BUILDING
INCLUDING 8,000 SF SUPPORT OFFICE

Construction Type

CONCRETE TILT-UP BUILDING

BUILDING OCCUPANCY:	MAIN:S-1/B (FUTURE)
CONSTRUCTION TYPE:	III-B
NUMBER OF STORIES:	1 + MEZZANINE
AUTOMATIC FIRE SPRINKLER	YES (ESFR)
ALLOWABLE HEIGHT	75' (CBC 504.3)

Code Analysis

2019 CALIFORNIA BUILDING CODE
2019 CALIFORNIA MECHANICAL CODE
2019 CALIFORNIA ELECTRICAL CODE
2019 CALIFORNIA PLUMBING CODE
2019 CALIFORNIA FIRE CODE
2019 CALIFORNIA ENERGY CODE
2019 CALIFORNIA GREEN BUILDING STANDARDS CODE

LEGAL DESCRIPTION

23682 WATER STREET, RIVERSIDE, CA

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE UNINCORPORATED AREA OF RIVERSIDE, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 6 OF OAKES AND SAWYERS SUBDIVISION, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1, PAGE 5, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THE EASTERLY 30 FEET, AND THE WESTERLY 30 FEET LYING IN TOBACCO ROAD.

APN #317-260-015, RIVERSIDE, CA

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE UNINCORPORATED AREA OF RIVERSIDE, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE EAST 30 FEET OF LOT 6 OF OAKES AND SAWYER SUBDIVISION, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 1, PAGE 5 OF MAPS, RECORDS OF SAID COUNTY.

PROJECT DATA

SITE AREA			
Gross Land Area	In acres	9.14	ac
Area Dedication	In acres	0.27	ac
Net Land Area	In acres	8.87	ac
Net Land Area	In s.f.	386,531	s.f.
BUILDING AREA			
Office - 1st floor		4,000	s.f.
Office - 2nd floor		4,000	s.f.
Warehouse		184,249	s.f.
TOTAL		192,249	s.f.
COVERAGE		49.7%	
CLEAR HEIGHT		36'	
AUTO PARKING REQUIRED			
Office:	1/250 s.f.	32	stalls
Whse:	1/2000 s.f.	93	stalls
TOTAL		125	stalls
AUTO PARKING PROVIDED			
Standard (9' x 18')		77	stalls
Compact (8.5'x16')		25	stalls
Accessible (9' x 18')		4	stalls
Van Accessible (12' x 18')		1	stalls
EV (9' x 18')		11	stalls
EV ADA (9' x 18')		1	stalls
EV VAN ADA (12' x 18')		1	stalls
Clean air/Vanpool/EV (9' x 18')		5	stalls
Total		**125**	stalls
TRAILER PARKING PROVIDED			
Trailer (10' x 53')		32	stalls
ZONING ORDINANCE FOR CITY			
Zoning Designation - I-P			
MAXIMUM BUILDING HEIGHT ALLOWED			
Height - 35' (1' additional height every 2' additional set back)			
MAXIMUM FLOOR AREA RATIO			
FAR - 0.25-0.60			
LANDSCAPE REQUIREMENT			
Percentage - 15 %			
LANDSCAPE PROVIDED			
In percentage -		15.0%	
In s.f. -		58,172	s.f.
SETBACKS			
Building		Parking/Landscape	
Front -25', 50' if abuts R zone		10'	
Side - 10' two side lot areas combined		0	
Rear - 15'		0	

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT.
2. ASPHALT CONCRETE (AC) PAVING.
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH
4. DRIVEWAY APRONS TO BE CONSTRUCTED
5. 5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY AS REQ. BY CITY INSPECTOR.
6. APPROXIMATE LOCATION OF TRANSFORMER. CONTRACTOR TO VERIFY WITH S.C.E.,
7. PROVIDE 8' HIGH METAL SLIDING GATES W/ KNOX-BOX PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
8. CONCRETE RAMP W/ 42" HIGH CONCRETE WALL.
9. EXTERIOR BIKE RACK TYPICAL.
10. 8' HIGH CONCRETE TILT-UP SCREEN WALL.
11. EXTERIOR CONCRETE STAIR.
12. CONCRETE CURB. SEE CIVIL DRAWINGS.
13. LANDSCAPE. ALL LANDSCAPE AREAS INDICATED BY SHADING.
14. FUTURE GUARD SHACK. PROVIDE CONDUIT.
15. PRE-CAST CONCRETE WHEEL STOP.
16. CONCRETE FILLED GUARD POST "6 DIA. U.N.O. 42" H,
17. TRASH ENCLOSURE PER CITY STANDARD.
18. ACCESSIBLE ENTRY SIGN.
19. ACCESSIBLE PARKING STALL SIGN.
20. TRUNCATED DOME.
21. APPROXIMATE LOCATION OF FIRE HYDRANT.
22. WALL MOUNTED LIGHTING FIXTURE.
23. SITE LIGHT POLE W/ CONCRETE BASE.
24. 8' HIGH METAL SWING GATE W/ KNOX-BOX PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
25. 8' HIGH METAL FENCE.
26. 2'X2' CONCRETE PAD FOR FUTURE EV CHARGER. PROVIDE CONDUIT.
27. 12' HIGH CONCRETE TILT-UP SCREEN WALL.
28. RETAINING WALL. SEE CIVIL DRAWINGS.

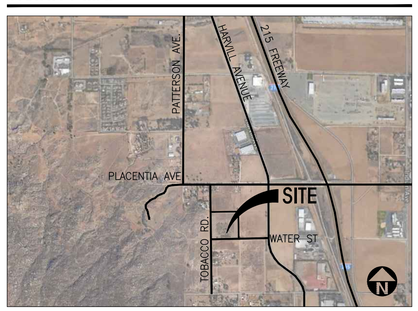
SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY: TBD
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
13. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
14. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
15. ALL VERTICAL MOUNTING POLES OF CHAIN LINK FENCING SHALL BE CAPPED.
16. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.

SITE LEGEND

- CONCRETE PAVING. SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (9' X 18')
- LANDSCAPED AREA
- 26' WIDE FIRELANE
- ACCESSIBLE PARKING STALL (9' X 18') W/ 5' ACCESSIBLE AISLE
- ACCESSIBLE PARKING STALL (VAN) (12' X 18') W/ 5' ACCESSIBLE AISLE
- PATH OF TRAVEL

VICINITY MAP



HPA architecture

hpa, inc.
18831 bardeen avenue - ste. #100 irvine, ca 92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

Owner:

THRIFTY OIL CO.

13116 Imperial Highway
Santa Fe Springs CA 90670
tel: 562-921-3581

Project:

Tobacco Rd & Water St

SWC of Tobacco and Water
Riverside County CA

Consultants:

Civil:	Armstrong & Brooks
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	-
Fire Protection:	-
Soils Engineer:	-

Title: Overall Site Plan

Project Number:	21226
Drawn by:	J.K.
Date:	3/31/2022
Revision:	

Sheet:

DAB-A1.1

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SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT.
2. ASPHALT CONCRETE (AC) PAVING.
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH
4. DRIVEWAY APRONS TO BE CONSTRUCTED
5. 5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY AS REQ. BY CITY INSPECTOR.
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27. 12' HIGH CONCRETE TILT-UP SCREEN WALL.
28. RETAINING WALL. SEE CIVIL DRAWINGS.

FENCING PLAN (A)
scale: 1"=30'-0"

SCALE: 1" = 30'-0"
0 30' 60' 90'

TRUE NORTH

HPA architecture

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18831 bardeen avenue - ste. #100 irvine, ca 92612
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fax: 949•863•0851
email: hpa@hparchs.com

Owner:

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tel: 562-921-3581

Project:

Tobacco Rd & Water St

SWC of Tobacco and Water
Riverside County CA

Consultants:

Civil:	Armstrong & Brooks
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	-
Fire Protection:	-
Soils Engineer:	-

Title:	Fencing Plan
Project Number:	21226
Drawn by:	J.K.
Date:	3/31/2022
Revision:	

Sheet:

DAB-A1.1A

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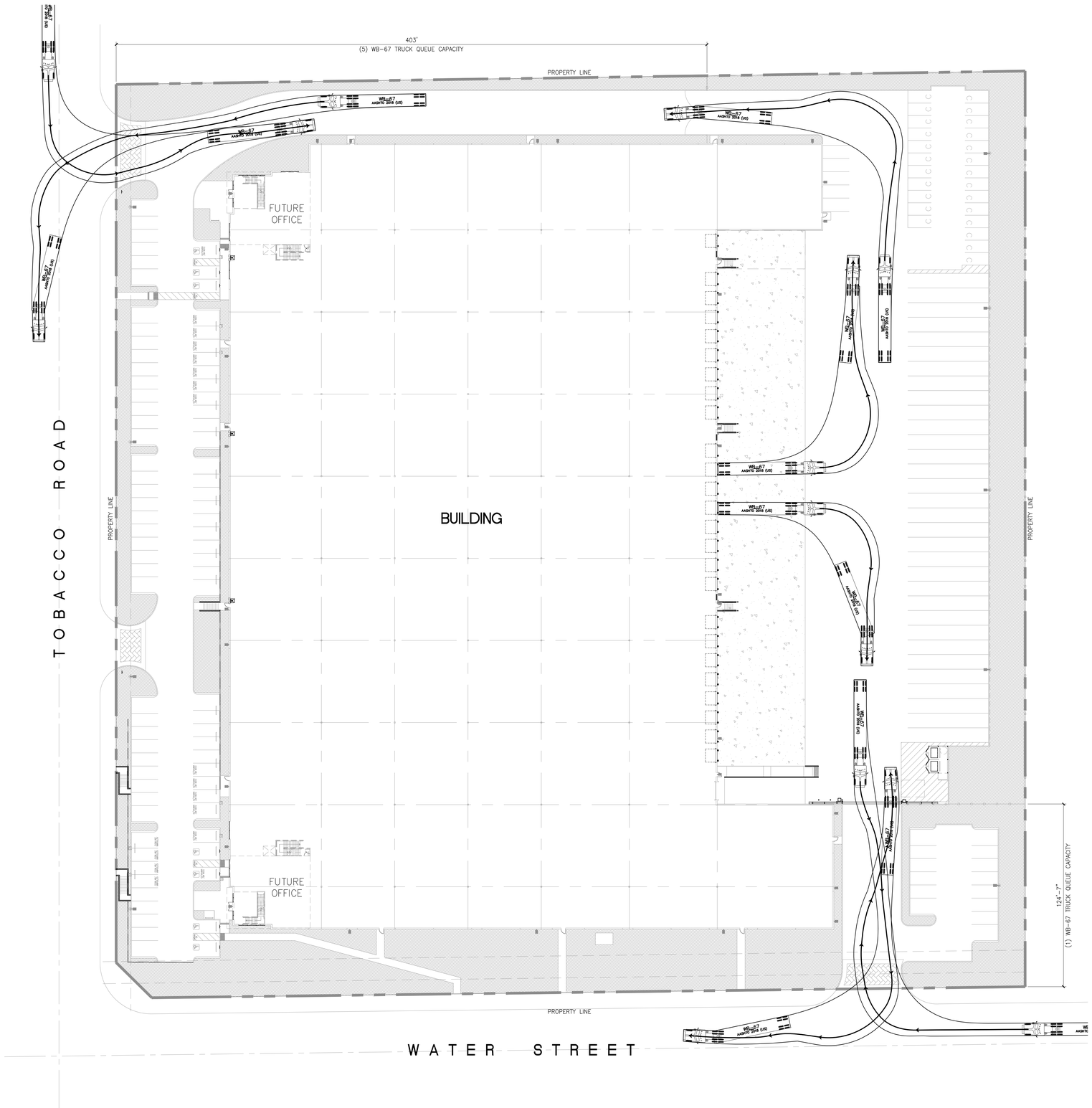

TRUCK TURN TEMPLATE (A)
scale: 1"=30'-0"

SCALE: 1" = 30'-0"
0 30' 60' 90'

TRUE NORTH

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Project:

Tobacco Rd
&
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SWC of Tobacco and Water
Riverside County CA

Consultants:

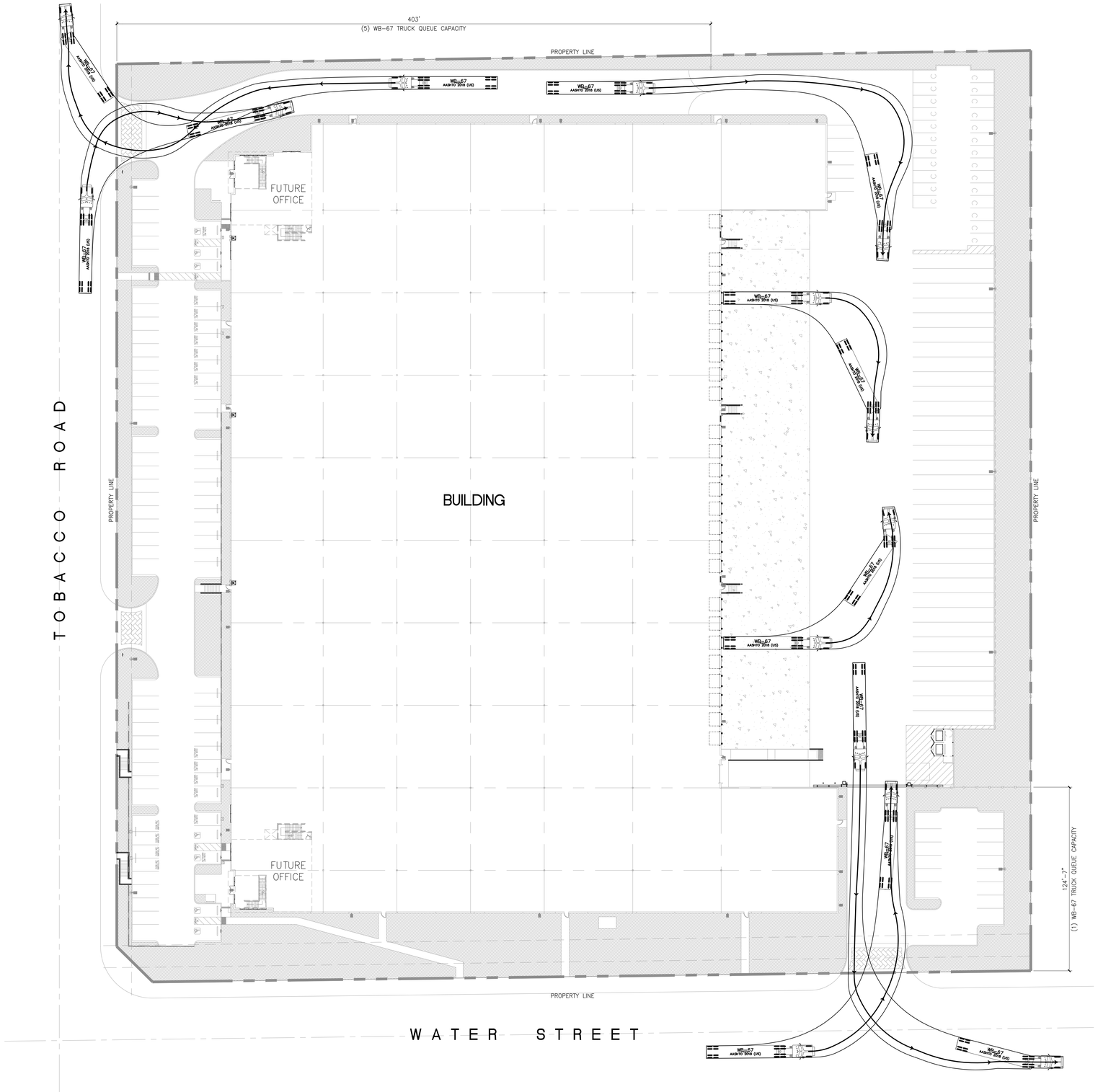
Civil:	Armstrong & Brooks
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	-
Fire Protection:	-
Soils Engineer:	-

Title: Truck Turn Template

Project Number:	21226
Drawn by:	J.K.
Date:	3/31/2022
Revision:	

Sheet:

DAB-A1.1B



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scale: 1"=30'-0"

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Civil:	Armstrong & Brooks
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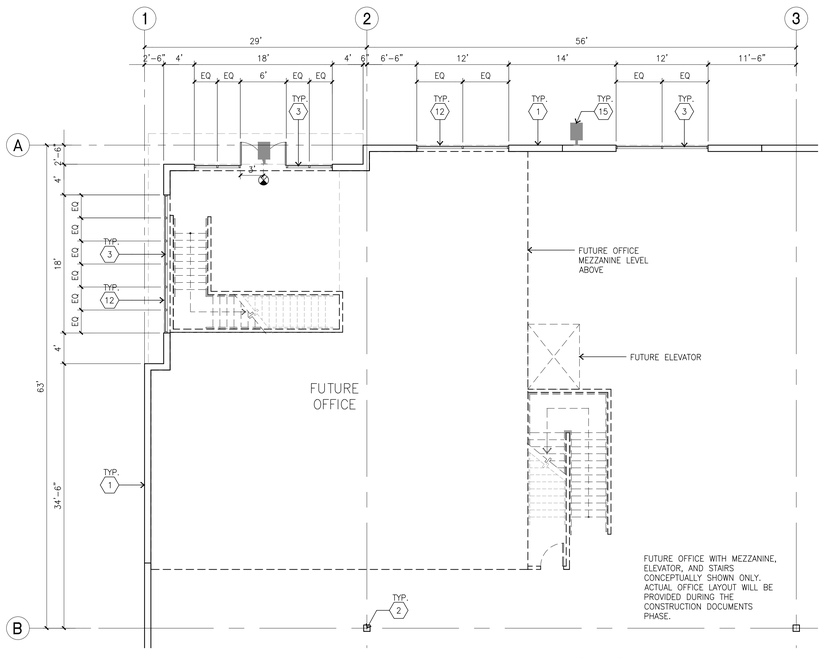
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	-
Fire Protection:	-
Soils Engineer:	-

Title: Truck Turn Template

Project Number:	21226
Drawn by:	J.K.
Date:	3/31/2022
Revision:	

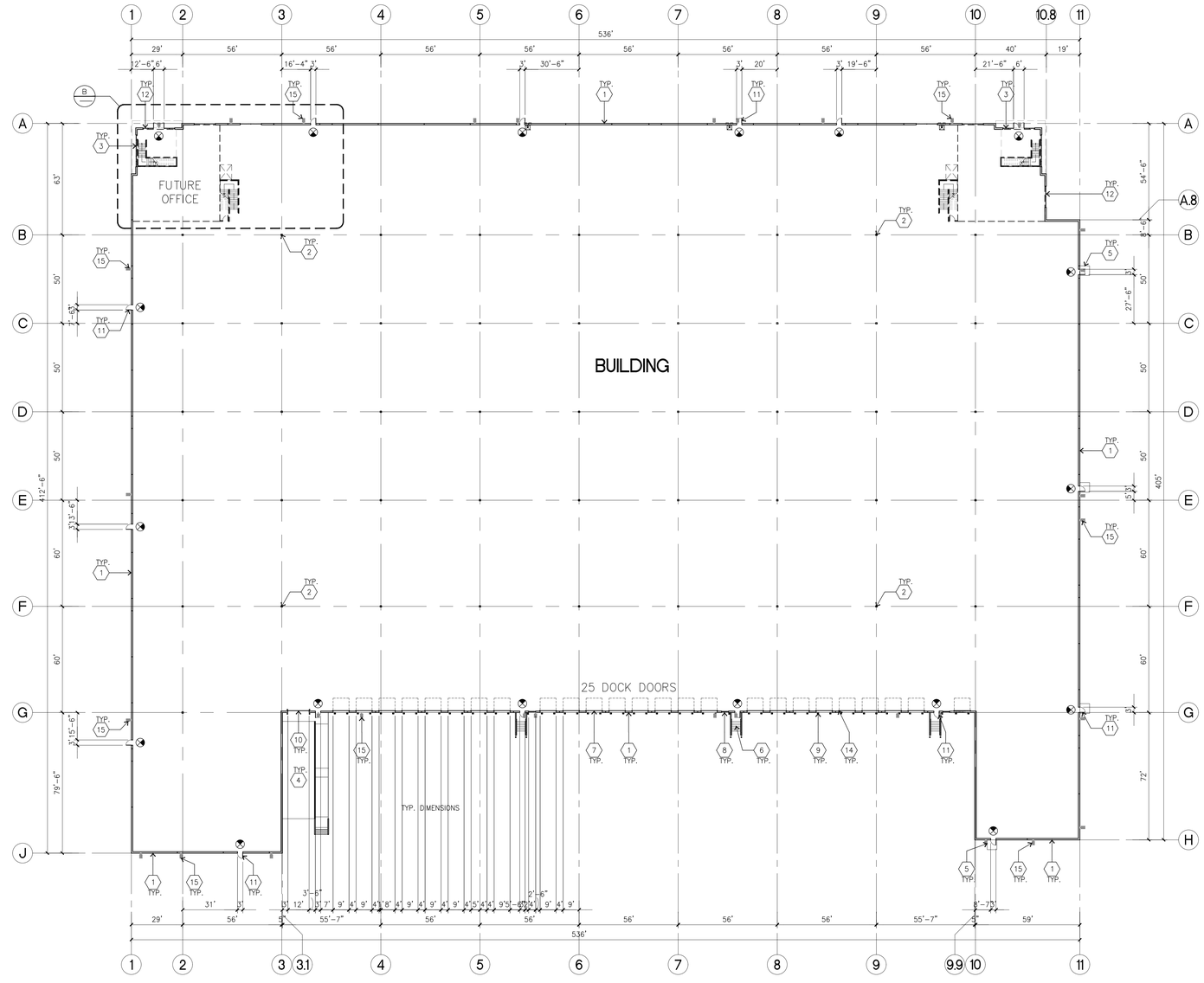
Sheet:

DAB-A1.1C



ENLARGED FLOOR PLAN (B)
scale: 1/8" = 1'-0"

SCALE: 1/8" = 1'-0"
0 8' 16' 24'
PLAN NORTH TRUE NORTH



OVERALL FLOOR PLAN (A)
scale: 1"=30'-0"

SCALE: 1" = 30'-0"
0 30' 60' 90'
PLAN NORTH TRUE NORTH

FLOOR PLAN KEYNOTES

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. CONCRETE RAMP W/ 42"HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP.
5. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY AS REQ. BY CITY INSPECTOR.
6. EXTERIOR CONCRETE STAIR W/ 42"HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL.
7. 9' X 10' TRUCK DOOR, SECTIONAL O'H., STANDARD GRADE.
8. 4' X 8' LOUVERED OPENING FOR VENTILATION.
9. DOCK DOOR BUMPER TYPICAL.
10. 12' X 14' DRIVE THRU. SECTIONAL O.H., STANDARD GRADE.
11. 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR.
12. SOFFIT LINE ABOVE
13. CONC. FILLED GUARD POST. 6" DIA. U.N.O.. 42"H.
14. Z GUARD
15. EXTERIOR LIGHTING FIXTURE.

FLOOR PLAN GENERAL NOTES

A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS APPROX. 100' MAXIMUM. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS.
B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
C. THE BUILDING FLOOR SLAB IS SLOPED, SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
D. PROVIDE 6" DIA. CONCRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF DRAIN.
E. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL GYP. BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
F. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOOR EXITS.
G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.
H. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
I. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET AD.4. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.
K. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN. HARDWARE.
L. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
M. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
N. NON-ACCESSIBLE DOOR. PROVIDE WARNING SIGN LOCATED IN THE INTERIOR SIDE PER CBC 1133B.1.1.1
O. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW.

FLOOR SLAB & POUR STRIPS REQ.

THESE NOTES ARE VERY MIN. REQUIREMENT.

1. FLOOR COMPACTION – 95%
2. TRENCH COMPACTION – 90%
3. BUILDING FLOOR SLAB:
4. CONTRACTOR TO BUILD FOR CLASS V FLOOR PER A.C.I. 302-IR-96
5. CONCRETE SLAB TO HAVE STEEL FLOAT HARD TROWEL BURNISHED FINISH.
6. CONTRACTOR TO CURE SLAB TO BE WET CURING USING BURLINE FOR 7 DAYS MIN.
7. ALL EQUIPMENT & MOVING VEHICLES SHALL BE DIAPERED.
8. NO CRANES, CONCRETE TRUCKS, OR ANYTHING HEAVIER WILL BE PLACED ON THE SLAB.
9. SLAB TO BE FF50 FL35 MEASURED WITHIN 24 HOURS.
10. NO FLY ASH IN THE CONCRETE
11. WHERE INDICATED, PROVIDE VAPOR BARRIER (15MIL STEGO OR EQUAL) UNDER THE CONCRETE SLAB. PROVIDE SAND PER SOILS ENGINEER OR MANUFACTURER'S RECOMMENDATION.

CONCRETE SLAB IN FUTURE OFFICE AREAS, WHERE SAND OVER VIQUEEN ARE REQUIRED, SHALL BE NATURALLY HYDRATED WITHOUT USE OF BURLENE, CURING COMPOUND, OR RELEASE AGENTS.
CONTROL/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH MM-80 JOINT FILLER IN FUTURE OFFICE AREAS.
12. SEAL CONCRETE SLAB W/ "LIPIDOLITH SEALER

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Project:

Tobacco Rd & Water St

SWC of Tobacco and Water
Riverside County CA

Consultants:

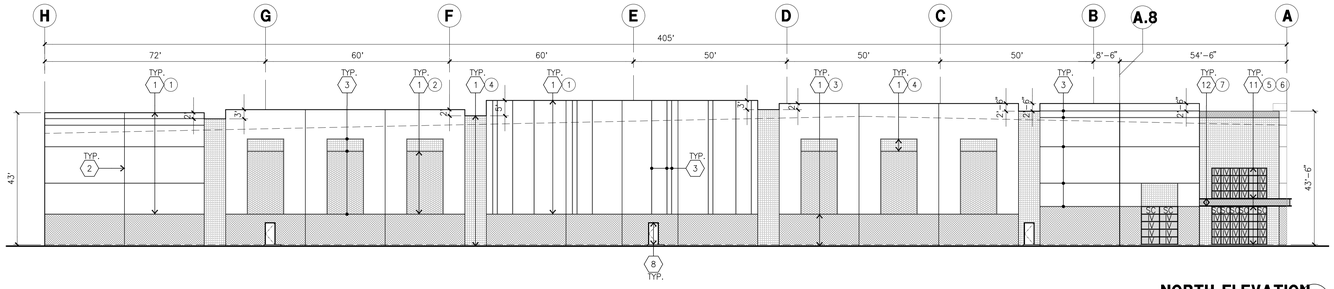
Civil:	Armstrong & Brooks
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	-
Fire Protection:	-
Soils Engineer:	-

Title: Overall Floor Plan

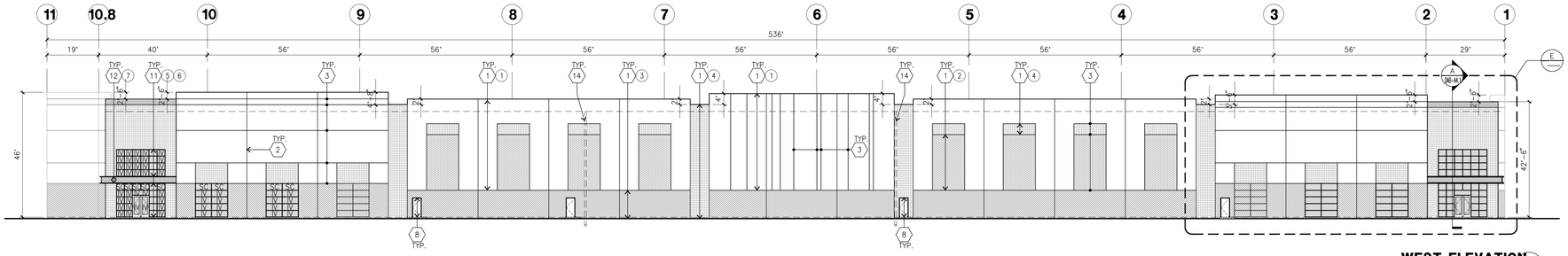
Project Number:	21226
Drawn by:	J.K.
Date:	3/31/2022
Revision:	

Sheet:

DAB-A2.1



NORTH ELEVATION A
scale: 1" = 20'-0"



WEST ELEVATION B
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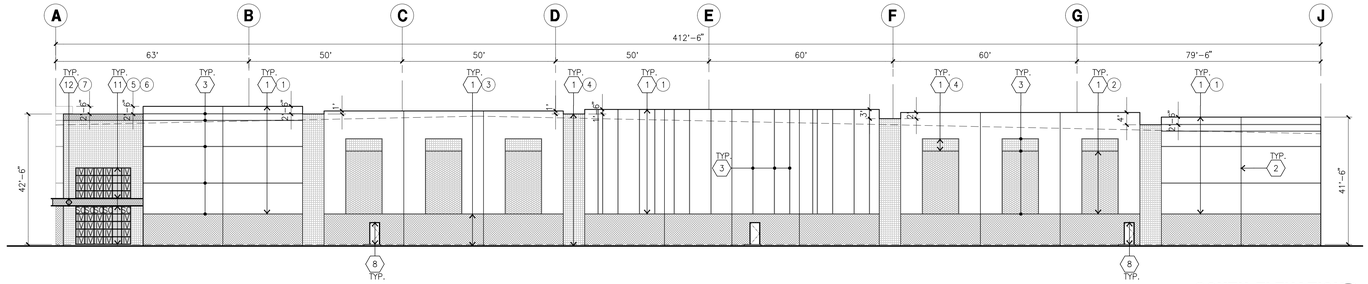

SOUTH ELEVATION C
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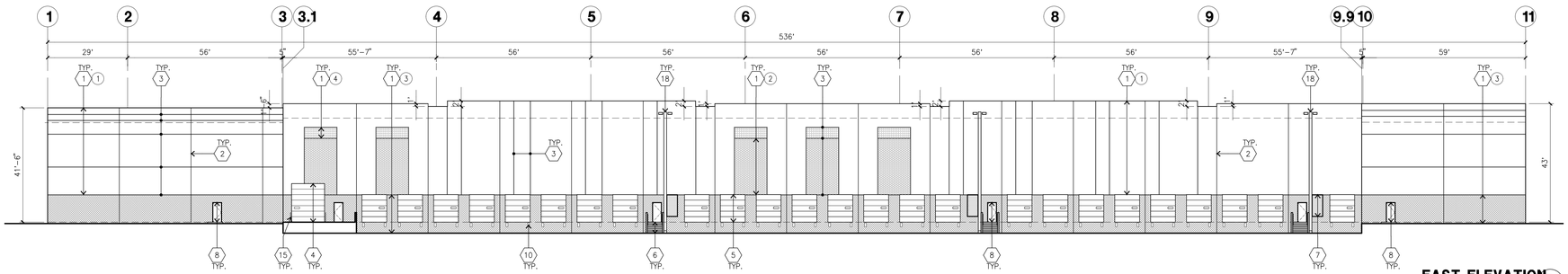

EAST ELEVATION D
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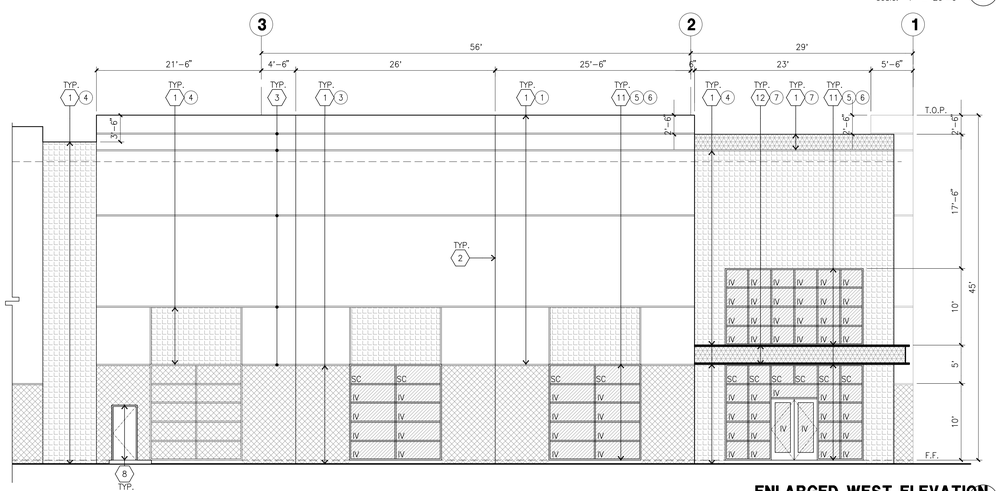

ENLARGED WEST ELEVATION E
scale: 1/8" = 1'-0"

ELEVATION KEYNOTES

1. CONCRETE TILT-UP PANEL.
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.O.
4. 12' X 14' OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
5. 9' X 10' OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
6. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL. PROVIDE NON SKID NOSING TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 3" WIDE WARNING STRIPE INTEGRAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS.
7. 4' X 8' METAL LOUVER OPENING FOR VENTILATION. PAINT TO MATCH BUILDING COLOR.
8. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR.
9. ROOF LINE BEYOND.
10. DOCK DOOR BUMPER TYPICAL.
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION.
12. METAL CANOPY.
13. KNOCK-OUT PANEL.
14. INTERIOR ROOF DRAIN W/ 2 OVERFLOW SCUPPERS.
15. CONC. FILLED GUARD POST. 6" DIA. U.N.O.. 42"H.
16. EXTERIOR LIGHTING FIXTURE.
17. APPROXIMATE LOCATION OF ADDRESS ON WALL.
18. EXTERIOR DOWN SPOUTS W/ 2 OVERFLOW SCUPPERS.

ELEVATION GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. T.O.P. EL.= TOP OF PARAPET ELEVATION.
4. F.F. = FINISH FLOOR ELEVATION.
5. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST – MPH. EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
6. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
7. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
8. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH. PROVIDE 1" DIAMETER HOLES AT CONCRETE WALL.
9. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
10. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON
11. ALL ROLL-UP DOORS AND SERVICE DOORS TO BE PAINTED TO MATCH BUILDING COLOR.

ELEVATION COLOR LEGEND/SCHED.

1	PAINT. COLOR : SW 6070 HERON PLUME (259-C1)
2	PAINT. COLOR : SW 7051 ANALYTICAL GRAY (246-C2)
3	PAINT. COLOR : SW 7640 FAWN BRINDLE (247-C5)
4	PAINT. COLOR : SW 7075 WEB GRAY (235-C6)
5	MULLIONS COLOR : BLACK MULLION
6	GLAZING COLOR : BLUE REFLECTIVE GLAZING
7	METAL CANOPY: BLACK I-BEAM

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

IV INSULATED VISION GLASS

SC SPANDREL GLASS WITH CONCRETE BEHIND

V SINGLE LITE VISION GLASS

IV : INSULATED VISION GLASS
1/4" **VISTACOOL PACIFICA** + 1/4" **SOLARBAN 60** CLEAR
1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES
U: **0.27** SHGC: **0.21** VLT: **26%**
MINIMUM VT TO BE 0.42 PER 2016 CEC TABLE 140.3-B

SC : SPANDREL WITH CONCRETE BEHIND
1/4" **VISTACOOL PACIFICA** WITH **HARMONY BLUE** OPACICOAT PAINTED ON REFLECTIVE, INSTALLED ON CONCRETE.

V : VISION GLASS
1/4" **VISTACOOL PACIFICA**

MULLIONS : **BLACK ANODIZED.**

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Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	-
Fire Protection:	-
Soils Engineer:	-

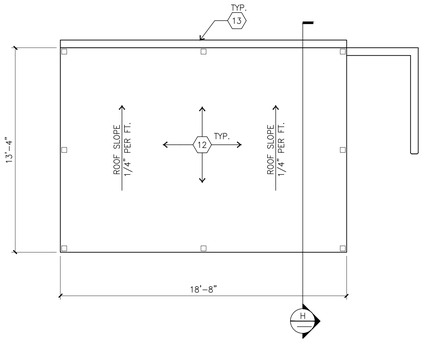
Title:	Elevations
Project Number:	21226
Drawn by:	J.K.
Date:	3/31/2022
Revision:	

Sheet:

DAB-A3.1

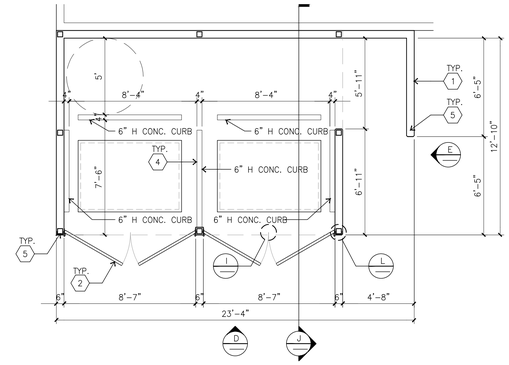
KEYNOTES - TRASH ENCLOSURE

1. CONCRETE TILT-UP WALL. EXTERIOR COLOR AND FINISH TO MATCH BUILDING
2. DOUBLE SWING METAL GATES.
3. NOT USED.
4. 4"W x 6"H WHEEL STOPS WITH 1" BEVEL TOP CUTS. SHALL BE FROM RECYCLED MATERIALS. SECURED TO SLAB W/ 1/2" DIA. ANCHOR BLOTS @ 36" O.C. MIN. TYPICAL
5. STEEL TUBE FRAME PER "S" DRAWINGS.
6. 18 GA. X 1 1/2" DEEP G.I. STEEL DECKING WELDED TO STEEL FRAME AND 1 1/2" X 1 1/2" X 1/4" STEEL ANGLE CROSS BRACE.
7. FINISH SURFACE.
8. STEEL CANE BOLT W/ SLEEVE, LOCATED ON OUTSIDE OF ONE GATE. (TYPICAL EA. SIDE)
9. HEAVY DUTY STEEL HINGE. (TYPICAL EA. GATE)
10. HEAVY DUTY SLIDE BOLT. (TYPICAL EA. GATE)
11. METAL FASCIA
12. STANDING SEAM METAL ROOF
13. GUTTER



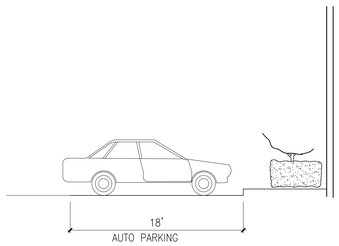
TRASH ENCLOSURE ROOF PLAN (C)
scale: 1/4"=1'-0"

SCALE: 1/4" = 1'-0"
0 4' 8' 12'
TRUE NORTH

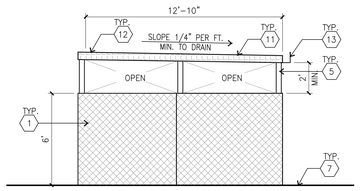


TRASH ENCLOSURE PLAN (B)
scale: 1/4"=1'-0"

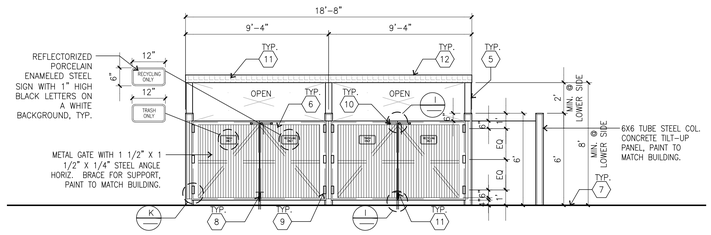
SCALE: 1/4" = 1'-0"
0 4' 8' 12'
TRUE NORTH



TYPICAL PARKING SECTION (F)
scale: N.T.S.



TRASH ENCLOSURE GATE ELEVATION (E)
scale: 1/4"=1'-0"



TRASH ENCLOSURE GATE ELEVATION (D)
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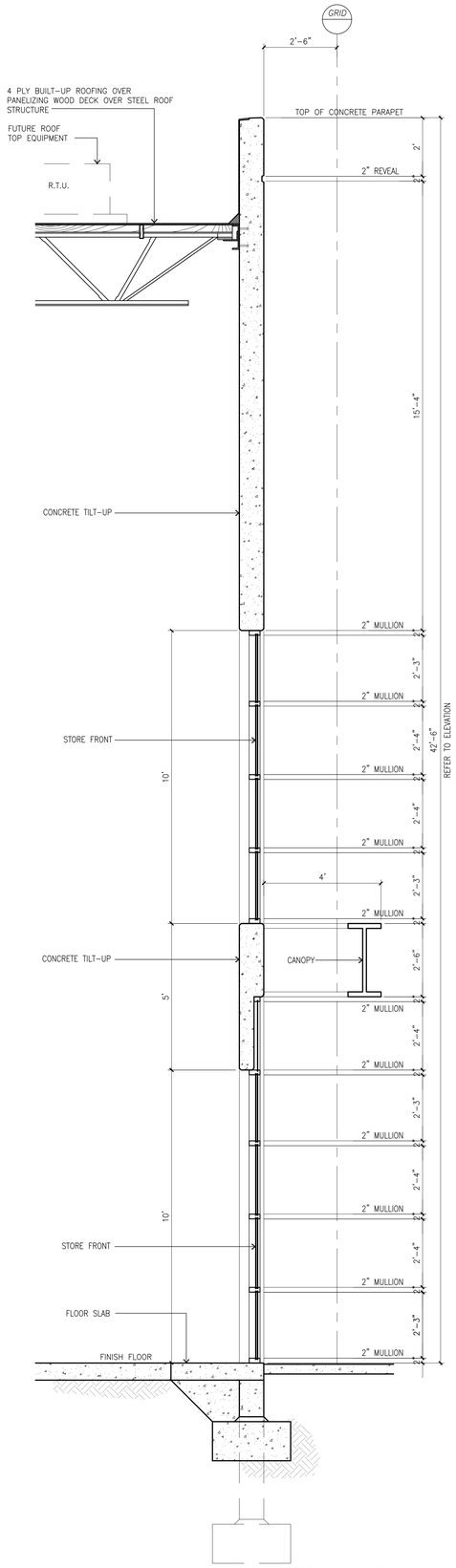

WALL SECTION @ WINDOWS (A)
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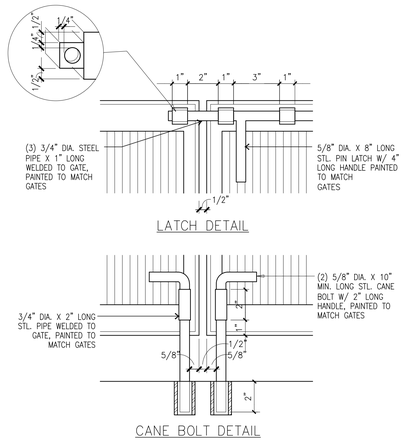

TRASH ENCLOSURE GATE LATCHES (I)
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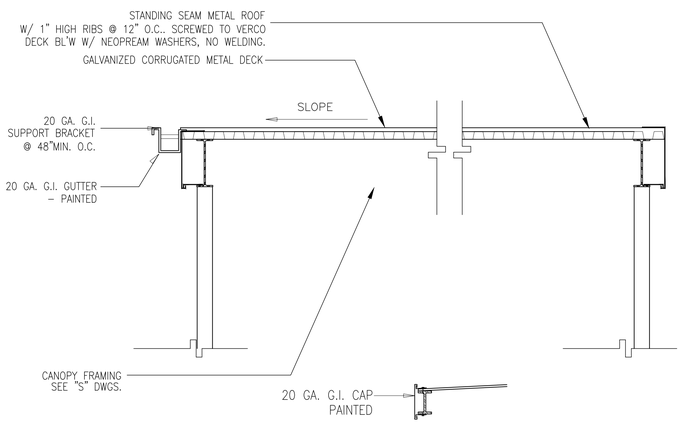
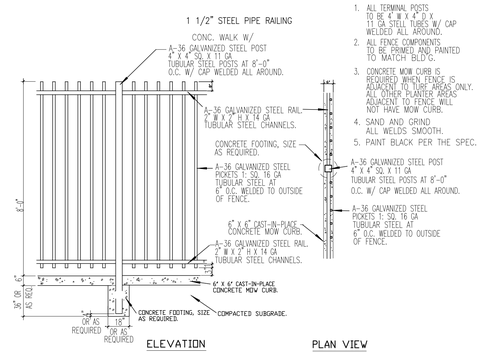


TYPICAL END CONDITION

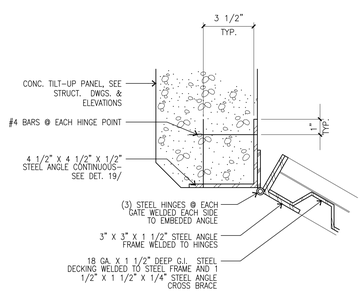
ALL EXPOSED STELL TO BE GALVANIZED, PRIMED AND PAINTED TO MATCH BUILDING WALL COLOR

TRASH ENCLOSURE/OUTDOOR STORAGE CANOPY DETAIL (H)
scale: 1/2"=1'-0"



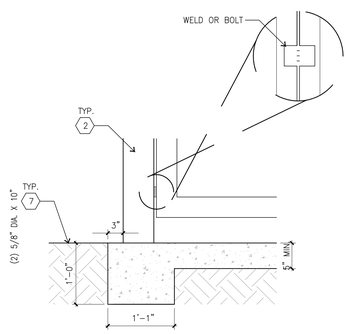
NOTES:
1. ALL TERMINAL POSTS TO BE 4" W X 4" D X 11 GA STELL TUBES W/ CAP WELDED ALL AROUND.
2. ALL FENCE COMPONENTS TO BE PRIMED AND PAINTED TO MATCH BLD'G.
3. CONCRETE MOW CURB IS REQUIRED WHEN FENCE IS ADJACENT TO TURF AREAS ONLY. ALL OTHER PLANTER AREAS ADJACENT TO FENCE WILL NOT HAVE MOW CURB.
4. SAND AND GRIND ALL WELDS SMOOTH.
5. PAINT BLACK PER THE SPEC.

METAL FENCE DETAIL (G)
scale: N.T.S



NOTES:
1. PAINT ALL METAL TO MATCH ENCLOSURE PER SPECIFICATIONS. UNLESS OTHERWISE NOTED ON ELEVATIONS

TRASH ENCLOSURE GATE AND HINGE (L)
scale: 3" = 1'-0"



WALL FOOTING (K)
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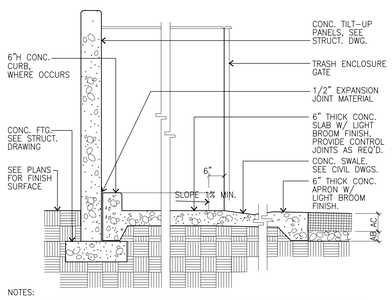

NOTES:
1. SEE SOILS REPORT FOR BELOW SLAB PREPARATIONS AND STEEL REINFORCEMENT RECOMMENDATIONS.

TRASH ENCLOSURE SECTION (J)
scale: 1/4"=1'-0"

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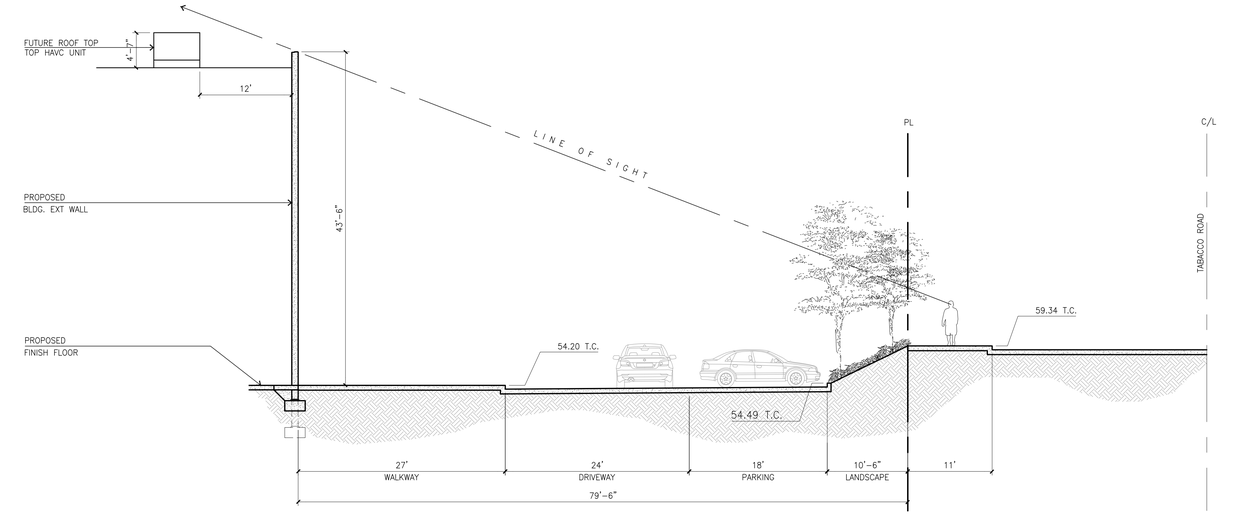
Soils Engineer:	-

Title:	Section
Project Number:	21226
Drawn by:	J.K.
Date:	3/31/2022
Revision:	

Sheet:

DAB-A4.1



SITE SECTION (A)
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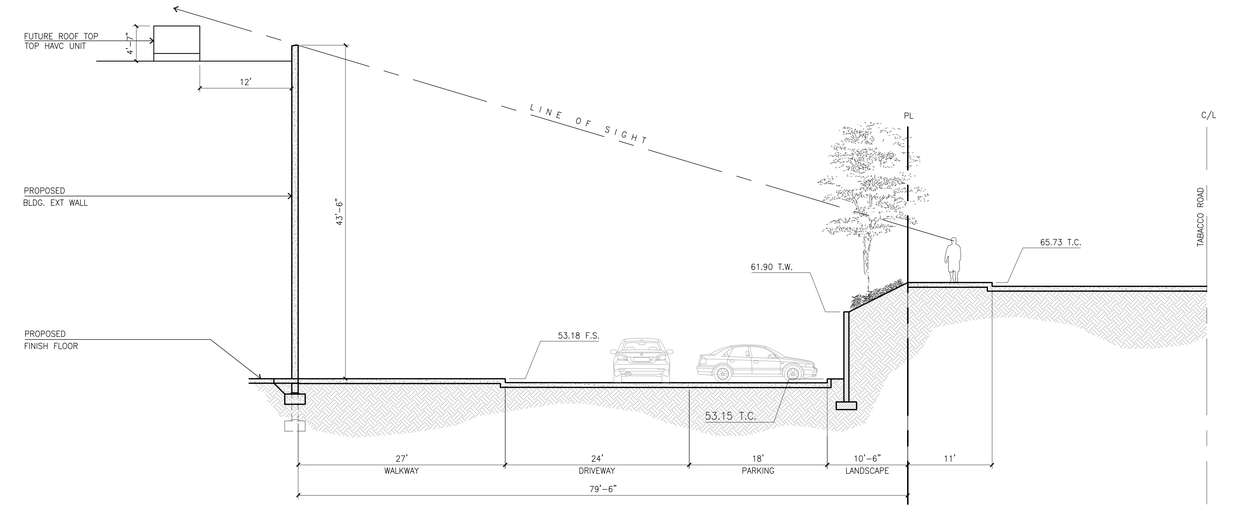

SITE SECTION (B)
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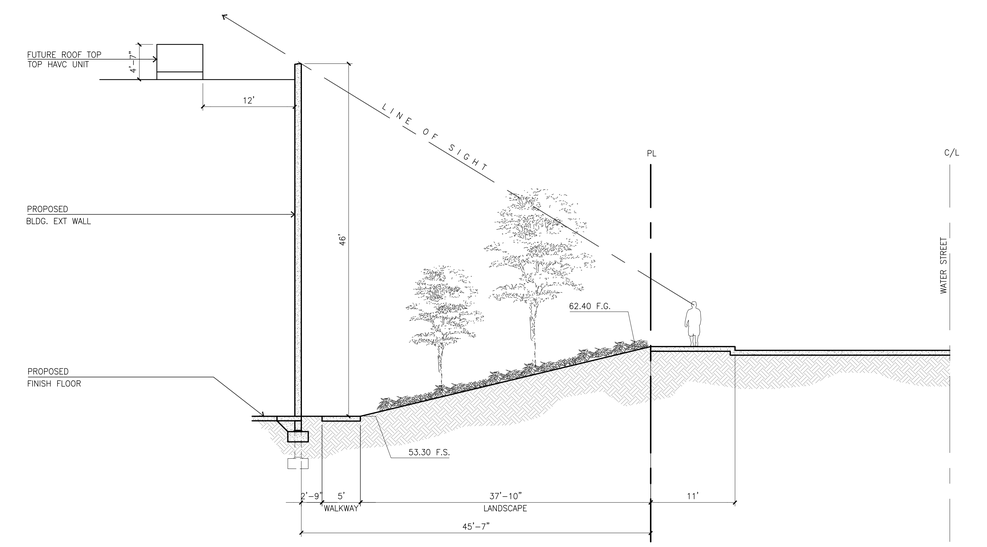
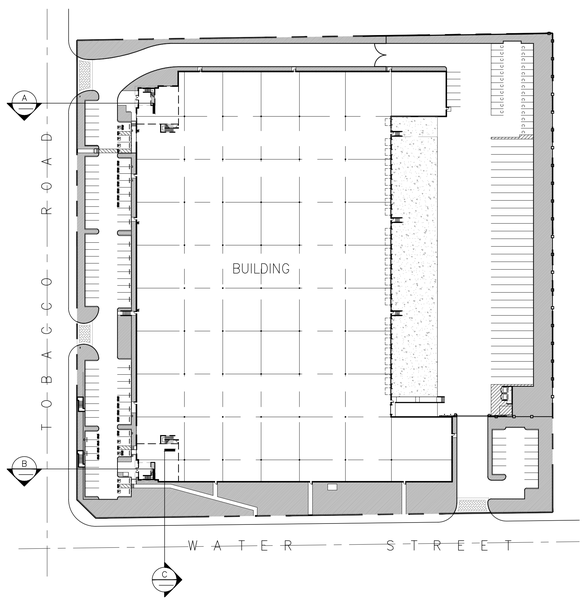


SITE SECTION (C)
scale: 1/8" = 1'-0"

KEYMAP



CAUTION : IF THIS SHEET IS NOT A 30" X 42" IT IS A REDUCED PRINT

HPA architecture

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18831 bardeen avenue - ste.
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email: hpa@hparchs.com

Owner:

THRIFTY OIL CO.

13116 Imperial Highway
Santa Fe Springs CA 90670
tel: 562-921-3581

Project:

Tobacco Rd
&
Water St

SWC of Tobacco and Water
Riverside County CA

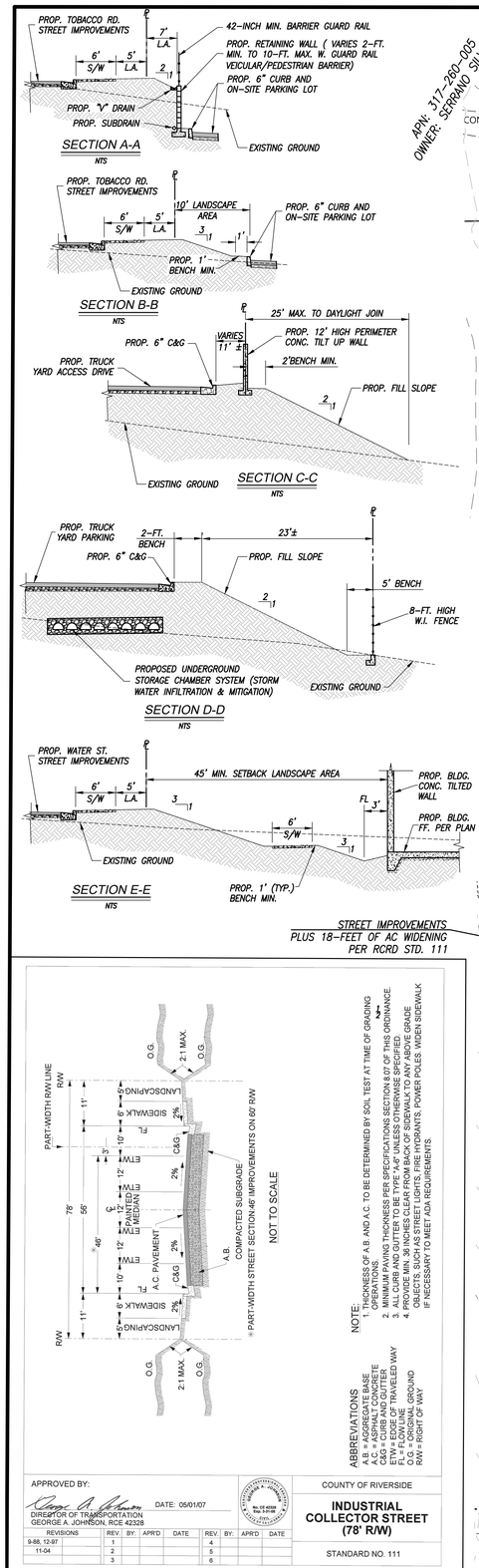
Consultants:

Civil:	Armstrong & Brooks
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	-
Fire Protection:	-
Soils Engineer:	-

Title:	Site Sections
Project Number:	21226
Drawn by:	J.K.
Date:	3/31/2022
Revision:	

Sheet:

DAB-A4.2



NOTE:
1. THICKNESS OF A.B. AND A.C. TO BE DETERMINED BY SOIL TEST AT TIME OF GRADING OPERATIONS.
2. MINIMUM AND THICKNESS PER SPECIFICATIONS SECTION 8.07 OF THIS ORDINANCE.
3. ALL CURB AND GUTTER TO BE TYPE "A-6" UNLESS OTHERWISE SPECIFIED.
4. PROVIDE MIN. 36 INCHES CLEAR FROM BACK OF SIDEWALK TO ANY ABOVE GRADE OBJECTS, SUCH AS STREET LIGHTS, FIRE HYDRANTS, POWER POLES. WIDEN SIDEWALK IF NECESSARY TO MEET ADA REQUIREMENTS.

ABBREVIATIONS
A.B. = AGGREGATE BASE
A.C. = ASPHALT CONCRETE
C&G = CURB & GUTTER
ETW = EDGE OF TRAVELED WAY
F.L. = FLOWLINE
G.B. = GRADE BREAK
R/W = RIGHT OF WAY

APPROVED BY:
DIRECTOR OF TRANSPORTATION
GEORGE A. JOHNSON, RCE 42328
DATE: 05/01/07

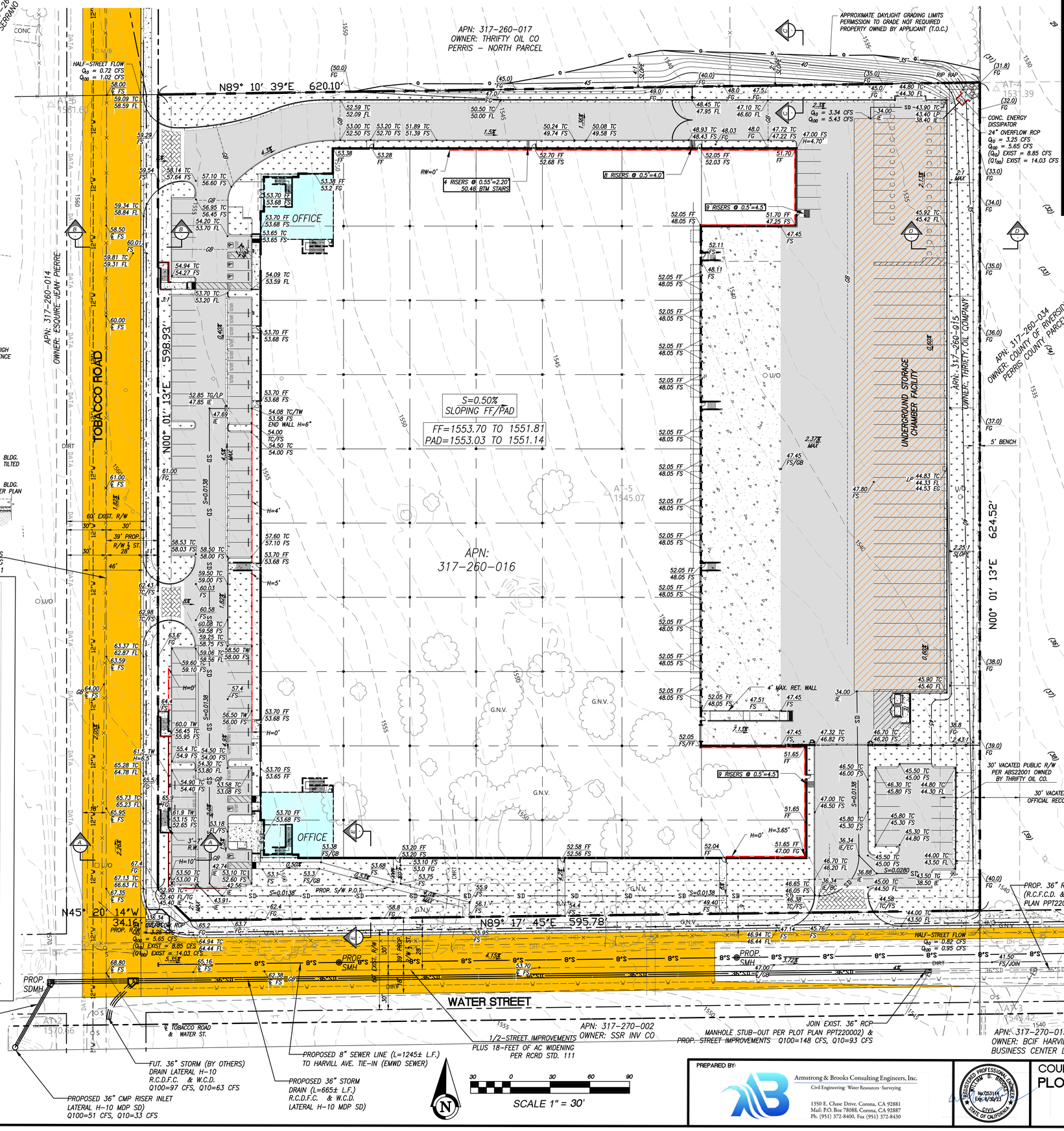
REVISIONS									
9-88, 12-97		REV.	BY:	APRD	DATE	REV.	BY:	APRD	DATE
11-04		1				4			
		2				5			
		3				6			

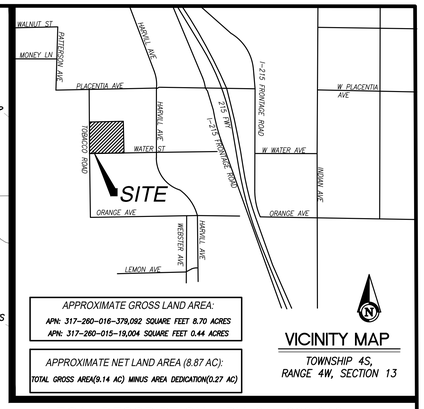
COUNTY OF RIVERSIDE

INDUSTRIAL COLLECTOR STREET (78' R/W)

STANDARD NO. 111

TOBACCO ROAD & WATER STREET IMPROVEMENTS





APPROXIMATE GROSS LAND AREA:
APN: 317-260-016–379,092 SQUARE FEET 8.70 ACRES
APN: 317-260-015–19,004 SQUARE FEET 0.44 ACRES

APPROXIMATE NET LAND AREA (8.87 AC):
TOTAL GROSS AREA(9.14 AC) MINUS AREA DEDICATION(0.27 AC)

VICINITY MAP

TOWNSHIP 4S, RANGE 4W, SECTION 13

LEGAL DESCRIPTION: APN: 317-260-016

LOT 6 OF OAKES AND SAWYERS SUBDIVISION, IN THE COUNTY OF RIVERSIDE, STAE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1, PAGE 5, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THE EASTERLY 30 FEET, AND THE WESTERLY 30 FEET LYING IN TOBACCO ROAD.

LEGAL DESCRIPTION: APN: 317-260-015

THE EAST 30 FEET OF LOT 6 OF OAKES AND SAWYERS SUBDIVISION, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 1, PAGE 5 OF MAPS, RECORDS OF SAID COUNTY.

LEGEND

CB	CATCH BASIN		BOUNDARY
FH	FIRE HYDRANT		RETAINING WALL
SMH	SEWER MANHOLE		PROPOSED UNDERGROUND STORMWATER DETENTION SYSTEM (STORM CHAMBER OR EQUAL)
SDMH	STORM DRAIN MANHOLE		PROPOSED ASPHALT CONCRETE & BASE (STREET WIDENING)
WV	WATER VALVE		PROPOSED ASPHALT CONCRETE & BASE ON-SITE PAVING
	EXISTING TREE		PROPOSED CONCRETE PAVING
—X—	CHAINLINK FENCE		PROPOSED LANDSCAPING
—COM—	COMMUNICATIONS		
—S—	SEWER		
—OH—	OVERHEAD ELECTRICAL		
—W—	WATER		
—590—	EXISTING GROUND CONTOUR		
	CENTERLINE		
	R/W LINE		

ABBREVIATIONS

AC	ASPHALT CONCRETE	N	NORTH
℄	CENTERLINE	OH-C	OVERHEAD CONDUIT
C&G	CURB & GUTTER	PCC	PORTLAND CEMENT CONCRETE
COMM.	COMMUNICATION	ℙ	PROPERTY LINE
CONC.	CONCRETE	PROP.	PROPOSED
DIA.	DIAMETER	R	RANGE
DWG.	DRAWING	RCFC&WCD	RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT
E	EAST		
EXIST.	EXISTING	R.W.	RETAINING WALL
F.F.	FINISHED FLOOR	R/W	RIGHT-OF-WAY
F.G.	FINISHED GRADE	S	SOUTH
F.H.	FIRE HYDRANT	SCE	SOUTHERN CALIFORNIA EDISON
F.L.	FLOW LINE	SD	STORM DRAIN
F.S.	FINISHED SURFACE	T	TOWNSHIP
G.B.	GRADE BREAK	TC	TOP OF CURB
G.N.V.	GROUND NOT VISIBLE	T.O.C.	THRIFTY OIL COMPANY
H	HEIGHT	TE	TRASH ENCLOSURE
L.A.	LANDSCAPE AREA/LANDSCAPE ARCH.		

General Notes

1. THERE ARE NO PERMITTED GROUNDWATER WELLS OR ACTIVE WELLS ON–SITE.
2. THERE IS NO OVERHEAD POWER RUNNING ALONG WATER ST. OR TOBACCO RD. ALONG THE PROJECT FRONTAGE.
3. A PARCEL MERGER APPLICATION WILL BE SUBMITTED CONCURRENTLY WITH GRADING PLANS SUBMITTALS. THERE ARE NO EXIST. EASEMENTS ON–SITE
4. THE ALUC APPLICATION HAS BEEN PROCESSED AND WILL BE SUBMITTED TO PLANNER JACKIE VEGA FOR PROCESSING AND PUBLIC HEARING, MARCH ARB, ZONE C2
5. THERE ARE NO EXISTING UTILITY EASEMENTS OR ENCUMBRANCES AFFECTING TITLE OR DEVELOPMENT RIGHTS ON–SUBJECT PROPERTY.
6. THE SUBJECT PROPERTY IS NOT SUBJECT TO LIQUEFACTION, OTHER GEOLOGIC HAZARDS, SUBJECT TO OVERFLOW, INUNDATION, OR FLOOD HAZARDS.
7. SAID DESCRIBED PROPERTY IS LOCATED WITHIN AN AREA HAVING A ZONE DESIGNATION "X" (AREA OF MINIMAL FLOOD HAZARD) BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, ON FLOOD INSURANCE RATE MAP, NO. 06065C1410G & 06065C1430H.
8. SEE ARCHITUECTUAL SITE PLAN SHEET DAB–A1.1 FOR DEVELOPMENT TABLE AREA SUMMARIES – BUILDING AREA, PARKING, LANDSCAPE AND CALCULATIONS
9. EX. ZONING: I–P, PROP. ZONING: I–P, EXISTING GENERAL PLAN LAND USE DESIGNATION BP, NOT IN A SPECIFIC PLAN, COMMUNITY ADVISORY COUNCIL: MEAD VALLEY MAC
10. SCHOOL DISTRICT : VAL VERDE UNIFIED
11. EXIST. LAND USE : VACANT
12. SEE PRELIMINARY HYDROLOGY AND HYDRAULICS REPORT FOR UNDERGROUND STORMWATER DISPOSAL, INFILTRATION AND ROUTING CALCULATIONS FOR S.D. SYSTEM
13. SEE PRELIMINARY WQMP REPORT FOR BMP'S, SIZING, MAINTENANCE AND CALCULATIONS

UTILITY PURVEYORS

WATER:	EASTERN MUNICIPAL WATER DISTRICT
SEWER:	EASTERN MUNICIPAL WATER DISTRICT
ELECTRIC:	SOUTHERN CALIFORNIA EDISON
GAS:	SOUTHERN CALIFORNIA GAS COMPANY
CABLE:	CHARTER
TELE:	FRONTIER

NOTE: INTERIM UNDERGROUND STORM DRAIN DETENTION STORAGE REQUIRED, EST. A $250,000 BUDGET ALLOWANCE

EARTHWORK QUANTITIES

CUT	= 12,411 CU. YD.
FILL	= 50,412 CU. YD.
NET	= 38,000 CU. YD.

DATE OF PLOT : 10-05-2022

PREPARED BY:

Armstrong & Brooks Consulting Engineers, Inc.
Civil Engineering · Water Resources · Surveying
1350 E. Chase Drive, Corona, CA 92881
Mail: P.O. Box 78088, Corona, CA 92887
Ph. (951) 372-8400, Fax (951) 372-8430

REGISTERED PROFESSIONAL ENGINEER WILLIAM D. BROOKS No. C53116 Exp. 6/30/23 CIVIL STATE OF CALIFORNIA

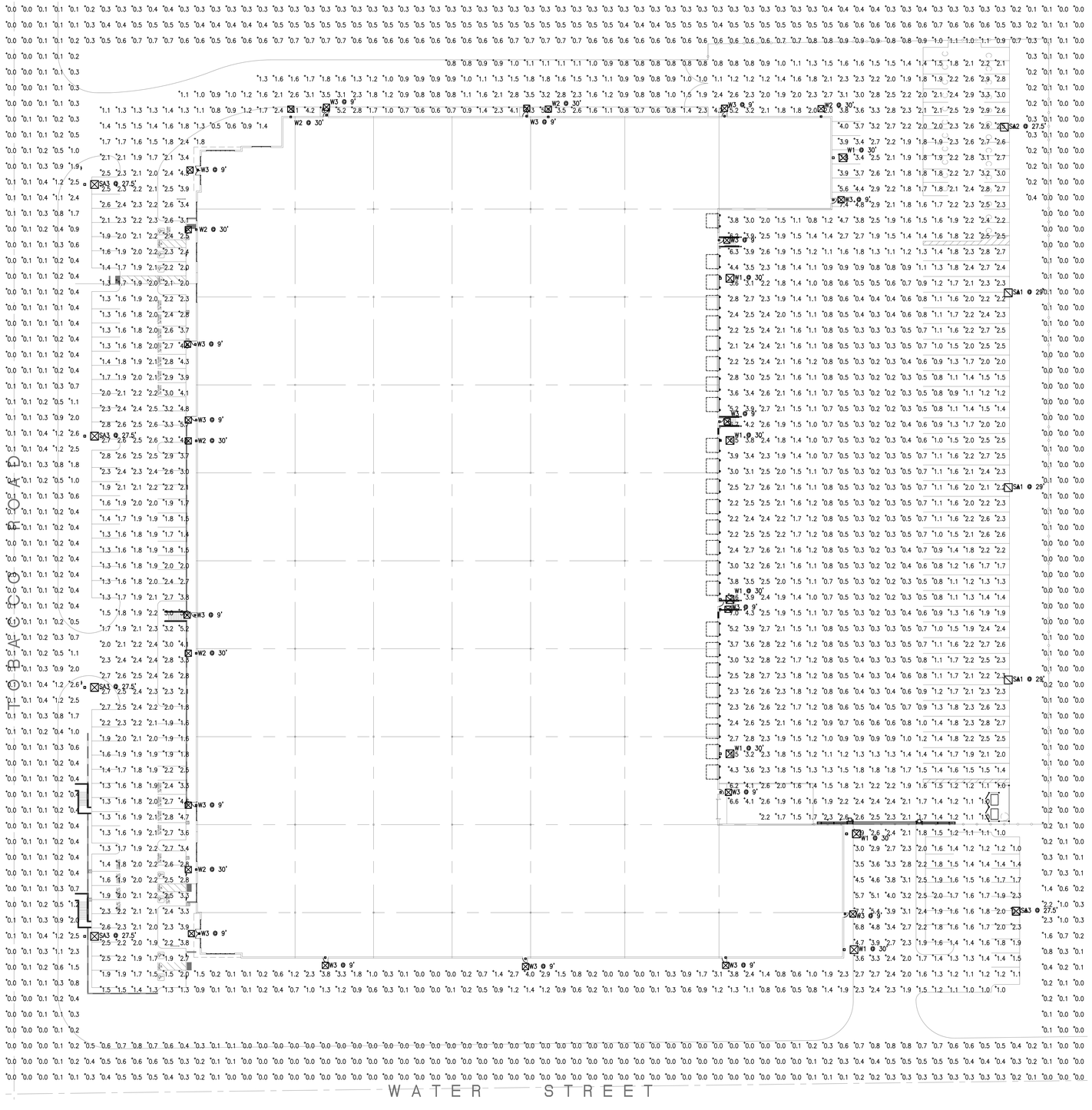
COUNTY OF RIVERSIDE – THRIFTY OIL

PLOT PLAN – CONCEPTUAL GRADING PLAN – SCHEME 13

APN'S 317-260-015 AND 317-260-016

SHEET 1 OF 1

C:\ABS\41169 THRIFTY HERSHEY TOBACCO\DACP\DACP-B_SCHEME 13.DWG 11/11/22



SITE PHOTOMETRIC STUDY (1)

SCALE: 1"=30'-0" (DO NOT SCALE DRAWINGS. VERIFY IN FIELD)

Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens Per Lamp	Wattage
	W1	7	U.S. ARCHITECTURAL LIGHTING	VLL-PLED-IV-80LED-700mA-27K MM511 WALL MT AT 30 FT AFG BUG RATING B3 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	260	173.6
	W2	7	U.S. ARCHITECTURAL LIGHTING	VLL-PLED-III-W-80LED-525mA-27K MM511 WALL MT AT 30 FT AFG BUG RATING B3 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	192	129.4
	W3	18	U.S. ARCHITECTURAL LIGHTING	RZR-WM1-PLED-III-W-20LED-525mA-27K EM1 MM511 WALL MT AT 9 FT AFG BUG RATING B1 U0 G1	CAST BLACK PAINTED FINNED METAL HOUSING.	20 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	20	192	32.4
	SA1	3	U.S. ARCHITECTURAL LIGHTING	VLL-PLED-IV-80LED-700mA-27K-HS MM511 POLE MT AT 29 FT AFG 25 FT POLE 4 FT BASE BUG RATING B1 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	197	173.6
	SA2	1	U.S. ARCHITECTURAL LIGHTING	VLL-PLED-IV-80LED-700mA-27K-HS POLE MT AT 27.5 FT AFG 25 FT POLE 30 IN BASE BUG RATING B1 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	197	173.6
	SA3	5	U.S. ARCHITECTURAL LIGHTING	VLL-PLED-III-W-80LED-525mA-27K MM511 POLE MT AT 27.5 FT AFG 25 FT POLE 30 IN BASE BUG RATING B1 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	192	129.4

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #2	+	0.2 fc	2.6 fc	0.0 fc	N/A	N/A
Calc Zone #3	+	1.8 fc	7.7 fc	0.0 fc	N/A	N/A

SOLID STATE AREA LIGHTING

VALULUME SERIES-PLED

S P E C I F I C A T I O N S

OPTICAL HOUSING
Heavy cast low copper aluminum (A356 alloy; <0.2% copper) assembly with integral cooling fins. The Optical Panel mounting surface is milled flat (surface variance <± .003" over 12") to facilitate thermal transfer of heat to housing and cooling fins. Solid barrier wall separates optical and electrical compartments. The optical and electrical compartments are integrated to create one assembly. Minimum wall thickness is .188".

ELECTRICAL HOUSING w/ INTEGRATED ARM
Heavy cast low copper aluminum (A356 alloy; <0.2% copper) assembly with integral cooling ribs surrounding the electrical compartment and a flat surface on the top of the arm to accommodate a photocell receptacle. Solid barrier wall separates optical and electrical compartments. The optical compartment and electrical compartment with the integrated support arm combine to create one assembly. Minimum wall thickness is .188". Cast and hinged rear assembly cover is integrated with wiring compartment cover.

PLED® OPTICS
Emitters (LED's) are arrayed on a metal core PCB panel with each emitter located on a copper thermal transfer pad and enclosed by an LED refractor. LED optics completely seal each individual emitter to meet an IP66 rating. In asymmetric distributions, a micro-reflector inside the refractor re-directs the house side emitter output towards the street side and functions as a house side shielding element. Refractors are injection molded H12 acrylic. Each LED refractor is sealed to the PCB over an emitter and all refractors are retained by an aluminum frame. Any one Panel, or group of Panels in a luminaire, have the same optical pattern. LED refractors produce standard site/area distributions. Panels are field replaceable and field rotatable in 90° increments.

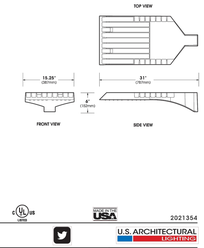
LED DRIVER(S)
Constant current electronic with a power factor of >.90 and a minimum operating temperature of -40°F/-40°C. Driver(s) is/are UL and cUL recognized and mounted directly against the Electrical Housing to facilitate thermal transfer. Electrical housing is accessed by removal of two captive screws. In-line terminal blocks facilitate wiring between the driver and optical arrays. Drivers accept an input of 120-277V, 50/60Hz or 347V-480V, 50/60Hz. (0 - 10V dimmable driver is standard. Driver has a minimum of 3KV internal surge protection. Luminaire supplied with 20KV surge protector for field accessible installation.)

LED EMITTERS
High output LED's are utilized with drive currents ranging from 350mA to 1050mA. 70CRI Minimum. LED's are available in standard Neutral White (4000K), or optional Cool White (5000K) or Warm White (3000K). Consult Factory for other LED options.

FINISH
Electrostatically applied TGIC Polyester Powder Coat on substrate prepared with 20 PSI power wash at 140°F. Four step media blast and iron phosphate pretreatment for protection and paint adhesion. 400°F bake for maximum hardness and durability.

PROJECT NAME:

FIXTURE TYPE:



U.S. Architectural Lighting
842 West Avenue O, Palmdale, CA 93551
Phone (661) 200-0084 Fax (661) 200-0851
www.usalitg.com

2021354

SOLID STATE AREA LIGHTING

RAZAR SERIES-LED

S P E C I F I C A T I O N S

OPTICAL HOUSING
Heavy cast low copper aluminum (A356 alloy; <0.2% copper) assembly with integral cooling fins. The Optical Panel mounting surface is milled flat (surface variance <± .002") to facilitate thermal transfer of heat to housing and cooling fins. Solid barrier wall separates optical and electrical compartments. The optical and electrical compartments are integrated to create one assembly. Minimum wall thickness is .188".

ELECTRICAL HOUSING w/ INTEGRATED ARM
Heavy cast low copper aluminum (A356 alloy; <0.2% copper) assembly with integral cooling ribs surrounding the electrical compartment and a flat surface on the top of the arm to accommodate a photocell receptacle. Solid barrier wall separates optical and electrical compartments. The optical compartment and electrical compartment with the integrated support arm combine to create one assembly. Minimum wall thickness is .188". Cast and hinged rear assembly cover is integrated with wiring compartment cover.

PLED® OPTICS
Emitters (LED's) are arrayed on a metal core PCB panel with each emitter located on a copper thermal transfer pad and enclosed by an LED refractor. LED optics completely seal each individual emitter to meet an IP66 rating. In asymmetric distributions, a micro-reflector inside the refractor re-directs the house side emitter output towards the street side and functions as a house side shielding element. Refractors are injection molded H12 acrylic. Each LED refractor is sealed to the PCB over an emitter and all refractors are retained by an aluminum frame. Any one Panel, or group of Panels in a luminaire, have the same optical pattern. LED refractors produce standard site/area distributions. Panels are field replaceable and field rotatable in 90° increments.

LED DRIVER(S)
Constant current electronic with a power factor of >.90 and a minimum operating temperature of -40°F/-40°C. Driver(s) is/are UL and cUL recognized and mounted directly against the Electrical Housing to facilitate thermal transfer. Electrical housing is accessed by removal of two captive screws. In-line terminal blocks facilitate wiring between the driver and optical arrays. Drivers accept an input of 120-277V, 50/60Hz or 347V-480V, 50/60Hz. (0 - 10V dimmable driver is standard. Driver has a minimum of 3KV internal surge protection. Luminaire supplied with 20KV surge protector for field accessible installation.)

LED EMITTERS
High output LED's are utilized with drive currents ranging from 350mA to 1050mA. 70CRI Minimum. LED's are available in standard Neutral White (4000K), or optional Cool White (5000K) or Warm White (3000K). Consult Factory for other LED options.

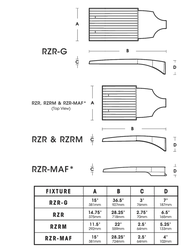
AMBER LED's
PCA (Phosphor Converted Amber) LED's utilize phosphors to create color output similar to LPS lamps and have a slight output in the blue spectral bandwidth. **TRA** (True Amber) LED's utilize phosphors that emits light in the amber spectral bandwidth only without the use of phosphors.

FINISH
Electrostatically applied TGIC Polyester Powder Coat on substrate prepared with 20 PSI power wash at 140°F. Four step media blast and iron phosphate pretreatment for protection and paint adhesion. 400°F bake for maximum hardness and durability.

MAST ARM FITTER/ELECTRICAL HOUSING
Replaces standard Electrical Housing. Fits standard 2 3/8" O.D. horizontal tenon. Two (2) straps with two (2) bolts each encircle the lower half of the tenon. Upper half of the tenon rests on self-centering steps that position the angle of the luminaire at 0°, +1.5°, +3.5 or +3° up from the horizontal. All hardware is stainless steel.

PROJECT NAME:

PROJECT TYPE:



FIXTURE	A	B	C	D
RZR-G	10" (254mm)	24.5" (622mm)	2" (51mm)	7" (178mm)
RZR	14.75" (375mm)	28.25" (718mm)	2.75" (70mm)	6.5" (165mm)
RZRM	17.5" (445mm)	29" (737mm)	2.5" (64mm)	5.25" (133mm)
RZR-MAF	18" (457mm)	28.25" (718mm)	2.5" (64mm)	4" (102mm)

*DLC PENDING AS OF 7/19

U.S. Architectural Lighting
842 West Avenue O, Palmdale, CA 93551
Phone (661) 200-0084 Fax (661) 200-0851
www.usalitg.com

2020248

RPM Engineers, Inc.
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Irvine, Ca. 92618
Tel: 949-580-2614
Fax: 949-450-1454
Contact: David Du
e-mail: davidd@rpmpe.com

REGISTERED PROFESSIONAL ENGINEER
LAN V. NGUYEN
No. 015596
Exp. 12-31-2023
ELECTRICAL
STATE OF CALIFORNIA

CAUTION : IF THIS SHEET IS NOT A 30" X 42" IT IS A REDUCED PRINT

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Owner:

THRIFTY OIL CO.

13116 Imperial Highway
Santa Fe Springs CA 90670
tel: 562-921-3581

Project:

Tobacco Rd
&
Water St

SWC of Tobacco and Water
Riverside County CA

Consultants:

Civil:	Armstrong & Brooks
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	-
Fire Protection:	-
Soils Engineer:	-

Title:

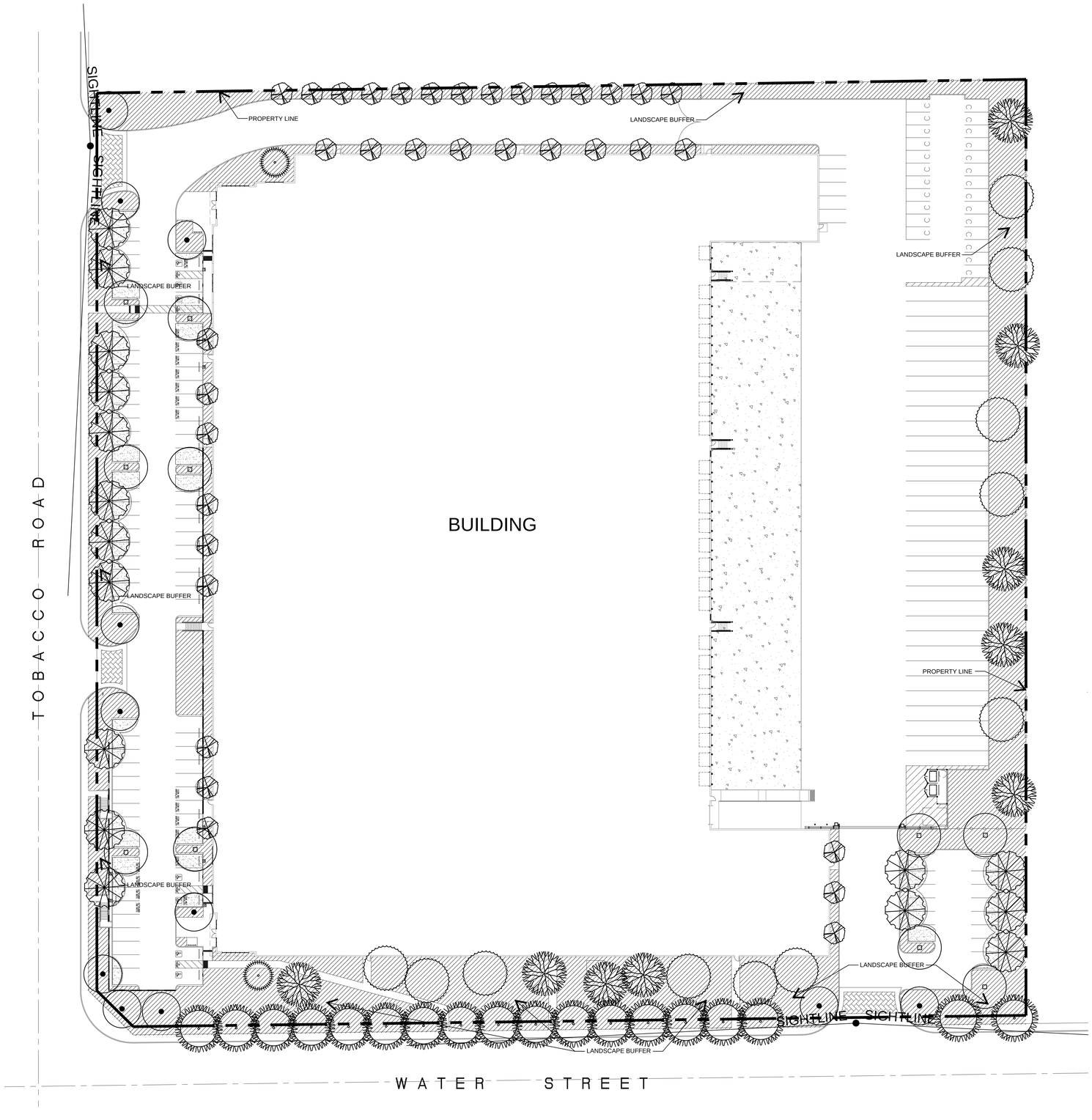
SITE PHOTOMETRIC STUDY

Project Number:	21226
Drawn by:	J.K.
Date:	3/31/2022
Revision:	

Sheet:

FC-1

RPM#22-619 09/28/2022



PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS	SPACING
	Cercidium 'Desert Museum' Blue Palo Verde	36" Box	11	L	Multi	30' O.C.
	Chilopsis linearis Desert Willow	36" Box	5	L	Multi	30' O.C.
	Chitalpa tashkentensis Chitalpa	24" Box	16	L	Standard	30' O.C.
	Platanus acerifolia London Plane	24" Box	18	M	Standard	
	Pinus eldarica Afghan Pine	24" Box	11	L	Standard	30' O.C.
	Platanus racemosa California Sycamore	24" Box	9	M	Standard	
	Rhus lancea African Sumac	24" Box	10	L	Standard	25' O.C.
	Tristania conferta Brisbane Box	15 Gal	35	M	Standard	25' O.C.

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	SPACING
	Acca sellowiana Pineapple Gauva	5 Gal	0	M	3' OC 2' from hardscape
	Baccharis p. 'Centennial' Coyote Bush	5 Gal	0	L	4' OC 2.5' from hardscape
	Buxus j. Green Beauty' Japanese Boxwood	5 Gal	0	M	3' OC 2' from hardscape
	Callistemon 'Little John' Dwarf Bottle Brush	5 Gal	0	M	3' OC 2' from hardscape
	Cassia phyllodenia Silverleaf Cassia	5 Gal	0	L	4' OC 2.5' from hardscape
	Dianella tasmanica Dianella	5 Gal	0	M	3' OC 2' from hardscape
	Dietes bicolor Fortnight Lily	5 Gal	0	M	3' OC 2' from hardscape
	Ligustrum j. Texanum Texas Privet	5 Gal	0	M	3' OC 2' from hardscape
	Muhlenbergia capillaris Pink Muhly	5 Gal	0	M	3' OC 2' from hardscape
	Muhlenbergia rigens Deer Grass	5 Gal	0	M	3' OC 2.5' from hardscape
	Pittosporum tobira 'Variegata' Variegated Mock Orange	5 Gal	0	M	3' OC 2' from hardscape
	Pittosporum t. 'Wheeleri' Wheeler's Dwarf	5 Gal	0	M	3' OC 2' from hardscape
	Rhaphiolepis i. 'Clara' Indian Hawthorn	5 Gal	0	M	3' OC 2' from hardscape
	Rhaphiolepis i. 'Springtime' Indian Hawthorn	5 Gal	0	M	3' OC 2' from hardscape
	Rhamnus californica Coffeeberry	5 Gal	0	L	4' OC 2.5' from hardscape
	Rosmarinus o. 'Tuscan Blue' Rosemary	5 Gal	0	L	3' OC 2' from hardscape
	Salvia c. 'Allen Chickering' Allen Chickering Sage	5 Gal	0	L	4' OC 2.5' from hardscape
	Salvia greggii Autumn Sage	5 Gal	0	L	3' OC 2' from hardscape
	Salvia leucantha Mexican Sage	5 Gal	0	L	3' OC 2' from hardscape
	Westringia fruticosa Coast Rosemary	5 Gal	0	L	5' OC 3' from hardscape
	Westringia f. 'Grey Box Dwarf Coast Rosemary	5 Gal	0	L	3' OC 2' from hardscape

ACCENTS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Agave americana Century Plant	5 Gal	0	L	
	Agave 'Blue Flame' Blue Flame Agave	5 Gal	0	L	
	Agave 'Blue Glow Blue Glow Agave	5 Gal	0	L	
	Agave desmeniana Smooth Agave	5 Gal	0	L	
	Aloe maculata Soap Aloe	5 Gal	0	L	
	Aloe striata Coral Aloe	1 Gal	0	L	
	Dasylerion wheeleri Desert Spoon	5 Gal	0	L	
	Hesperaloe parviflora Red Yucca	5 Gal	0	L	

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Baccharis p. 'Pigeon Point' Dwarf Coyote Bush	1 Gal	6' O.C.	L	
	Carissa m. 'Green Carpet' Prostrate Natal Plum	1 Gal	36" O.C.	M	
	Festuca mairei Atlas Fescue	1 Gal	24" O.C.	M	
	Hemerocallis hybridus-Yellow Yellow Day Lily	1 Gal	24" O.C.	M	
	Rosa 'Flower Carpet' -Red Red Flower Carpet Rose	1 Gal	30" O.C.	L	
	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L	
	Sesleria autumnalis Moor Grass	1 Gal	18" O.C.	M	Grass
	Trachelospermum jasminoides Star Jasmine	1 Gal	24" O.C.	M	
	Tulbaghia violacea Society Garlic	1 Gal	24" O.C.	M	

Prior to project construction, I agree to submit a complete Landscape Construction Document Package that complies with the the requirements of applicable ordinances, including but not necessarily limited to Ordinance No. 859.3; Ordinance 348, Ordinance 461; project Conditions of Approval; and in substantial conformance with the approved Landscape Concept Plan, Should the ordinances be revised, plans may be subject to change.

The Property owner is to assume all responsibility to maintain all on and off site landscape including plant material and irrigation for the life of the project.

Parking Lot Area including parking stalls
62,223 sf
10% landscape required 6,222 sf
35% landscape provided 21,538 sf

Parking Lot Shading
Provided: 6,747 sf.40%
Parking Lot Area = 16,614 sf

GENERAL PARKING LOT SHADING CRITERIA
ALL PARKING AREAS EXCLUDING DRIVE AISLES SHALL RECEIVE A MIN. 50% SHADING UTILIZING AN ASSORTMENT OF EVERGREEN AND DECIDUOUS TREES. (CANOPY OF TREES WITH 15 YEARS OF AGE)

CONSTRUCTION CONSERVATION STATEMENT
THE IRRIGATION SYSTEM WILL BE DESIGNED UTILIZING 'STATE OF THE ART' IRRIGATION EQUIPMENT SUCH AS SMART CONTROLLERS, RAIN SHUT OFF DEVICES, MASTER VALVES AND FLOW SENSORS AND WATER EFFICIENT IRRIGATION HEADS.

Riverside County Ordinance 859 Landscape Water Use Calculations

Project Type Commercial

(Insert Project Name, Description)

0.45 **ETo allowance**

Applicant to use drop down menus in cells that indicate a selection to describe each hydrozone.
Where "INPUT" is shown, applicant to enter project specific information.
Please note that embedded formulas will reflect as 'false' or as an error until selections are completed.

1 Maximum Annual Water Allowance **(MAWA)**

INPUT the total square footage of landscape = 62,223 S.F.
INPUT the Hist. ETo for the area = 56.40

MAWA = 130,898 cu ft / yr

2 Estimated Annual Water Use **(EAWU)**

			Plant Type	Water Use
Hydrozone # 1	Plant Factor = 0.2		*Shrubs / Groundcover*	*Low*
INPUT Square Foot Area of Hydrozone =	15,556			
Hydrozone Irrigation Efficiency = 0.90	*Point Source Drip*			
EAWU =	16,160	cu ft / yr		
			Plant Type	**Water Use**
Hydrozone # 2	Plant Factor = 0.2		*Shrubs / Groundcover*	*Low*
INPUT square footage of hydrozone =	18,667			
Hydrozone Irrigation Efficiency = 0.85	*In-line Drip-Densely Planted*			
EAWU =	20,533	cu ft / yr		
			Plant Type	**Water Use**
Hydrozone # 3	Plant Factor = 0.2		*Shrubs / Groundcover*	*Low*
INPUT square footage of hydrozone =	27,770			
Hydrozone Irrigation Efficiency = 0.75	*Rotator / Precision Spray Nozzle*			
EAWU =	34,619	cu ft / yr		
			Plant Type	**Water Use**
Hydrozone # 4	Plant Factor = 0.5		*Trees / Mulch*	*Moderate*
INPUT square footage of hydrozone =	230			
Hydrozone Irrigation Efficiency = 0.75	*Rotator / Precision Spray Nozzle*			
EAWU =	717	cu ft / yr		
			Plant Type	**Water Use**
Hydrozone # 5	Plant Factor = 0.2		*Shrubs / Groundcover*	*Low*
INPUT square footage of hydrozone =	0			
Hydrozone Irrigation Efficiency = 0.75	*Rotator / Precision Spray Nozzle*			
EAWU =	0	cu ft / yr		
			Plant Type	**Water Use**
Hydrozone # 6	Plant Factor =	FALSE	*SELECT*	*SELECT*
INPUT square footage of hydrozone =	0			
Hydrozone Irrigation Efficiency = 1	*n/a*			
EAWU =	0	cu ft / yr		

SubTotal EAWU = 72,029 cu ft / yr
Input Irrigation System Operation Factor 0.85
Total EAWU = 84,740
MAWA - EAWU = 46,158 cu ft / yr
(this number must be positive)

PERCENTAGE OF WATER SAVED RELATIVE TO MAX ALLOWED = 35%

* Trees are not required to be listed as a separate hydrozone if understory is planted with plants of an equal or higher plant factor, and foot area is already included in calculations.

NOTES:

1. ALL TREES WITHIN 6' OF HARDSCAPE SHALL LINEAR ROOT BARRIER. BE SURE TO EXTEND 5' (MIN.) ALONG HARDSCAPE IN BOTH DIRECTIONS FROM THE CENTER OF THE TREE.
2. CONTRACTOR TO INSTALL CONCRETE MOW CURB BETWEEN PLANTERS AND ROCK AREAS.
3. ALL PLANTER AREAS TO RECEIVE A 3" LAYER OF SHREDDED ORGANIC MULCH.
4. PROJECT INCLUDING ON AND OFF SITE TO BE MAINTAINED BY OWNER.
5. PER ORDINANCE NO. 348, SECTION 18.12, 50% OF PARKING AREA SHALL BE SHADED.
6. IRRIGATION AND PLANTING TO BE IN ACCORDANCE WITH RIVERSIDE COUNTY ORDINANCE NO. 859.
7. PER ORDINANCE 457, SLOPES EXCEEDING 15 FEET IN VERTICAL HEIGHT SHALL BE PLANTED WITH DROUGHT-TOLERANT SHRUBS, SPACED AT NO MORE THAN 10 FEET ON CENTER; OR TREES, SPACED NOT TO EXCEED 20 FEET ON CENTER, OR A COMBINATION OF SUCH SHRUBS AND TREES AT EQUIVALENT SPACINGS, IN ADDITION TO A DROUGHT-TOLERANT GRASS OR GROUND COVER.
8. LANDSCAPE PLAN TO CONFORM TO ORDINANCE NO. 859.3 AND COUNTY OF RIVERSIDE GUIDE TO CA FRIENDLY LANDSCAPING.
9. ALL ABOVE GROUND UTILITES TO BE SCREENED WITH PLANT MATERIAL.
10. HYDROZONES WILL BE PROPERLY DESIGNATED AND METHODS OF IRRIGATION IDENTIFIED.
11. NO OVERHEAD IRRIGATION ALLOWED WITHIN 24" OF NON-PERMEABLE SURFACES. SLOPED AREA WILL BE IRRIGATION WITH ROTARY HEADS AND PLANTING AREAS LESS THAN 10' IN WIDTH WILL BE USING SUBSURFACE DRIP IRRIGATION. DRIP IRRIGATION WILL ALSO BE UTILIZED IN PLANTING AREASUNDER THE LOW WULCOLS ZONE. PROJECT SHALL USE AT LEAST 40% POINT TO POINT DRIP METHOD.
12. SUBSURFACE OR LOW-VOLUME IRRIGATION MUST BE USED FOR IRREGULARLY SHAPED AREAS OR LESS THAN 10 FEET IN WIDTH.
13. ALL PLANTER AREAS PROTECTED BY A 6" HIGH CONCRETE CURB
14. CAR OVERHANG AREAS TO BE MULCHED. SHRUBS OR GROUNDCOVER TO BE PLANTED OUTSIDE THE OVERHANG AREA.
15. PLANT MATERIAL IS RESTRICTED TO A MAXIMUM HEIGHT OF 12" AT MATURITY WITHIN RESTRICTED SIGHTLINE AREA PER COUNTY STANDARD.
16. A 6" HIGH CURB WITH A 12" WIDE CONCRETE WALKWAY SHALL BE CONSTRUCTED ALONG PLANTERS ON END STALLS ADJACENT TO VEHICLE PARKING SPACES.
17. PLANT MATERIAL SHALL BE SEPARATED BY WATER NEEDS IN SEPARATE HYDROZONES.

Water Street and Tobacco Road

22-056
6.15.22 10.25.22
9.12.22
9.19.22

REGISTERED LANDSCAPE ARCHITECT
TIMOTHY E. HUNTER
No. 2513
REGISTRATION EXPIRATION DATE 01/31/2023
LANDSCAPE ARCHITECT
STATE OF CALIFORNIA

County of Riverside, California

HUNTER LANDSCAPE
711 FEE ANA STREET PLACENTIA, CA 92870
714.986.2400 FAX 714.986.2408

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

www.rcaluc.org

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. **Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org.** 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. For more information please contact **ALUC Planner Jackie Vega at (951) 955-0982**.

The County of Riverside Planning Department should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Krista Mason at (951) 955-6060.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website www.rcaluc.org. Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to javega@rivco.org. Individuals with disabilities requiring reasonable modifications or accommodations, please contact Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: **January 12, 2023**

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

CASE DESCRIPTION:

ZAP1550MA22 – Armstrong Brooks (Representative: Thrifty Oil Co.)– County of Riverside Case No. PPT220047 (Plot Plan). A proposal to construct a 192,249 square foot industrial building with mezzanines on 9.14 acres, located on the northeast corner of Tobacco Road and Water Street (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number: ZAP1550MA22 Date Submitted: 11/28/22

AIA: March Zone: C2 Public Hearing ☑ Staff Review ☐

Applicant

Applicant Full Name: William (Bill) Brooks

Applicant Address: 1350 E. Chase Dr. (P.O. Box 78088), Corona, CA 92877-9998

Phone: 951-372-8400 ext 114 **Email:** bill@armstrongbrooks.com

Representative/ Property Owner Contact Information

Representative: Mr. Stephane Wandel - Thrifty Oil Co. **Email:** Wandel@ThriftyOil.com

Executive Director of Acquisitions & Development Phone: 310-418-6588

Address: 13116 Imperial Hwy., Sante Fe Springs, CA 90670

Property Owner: Thrifty Oil Co. **Email:** same

Phone: same

Address: same as above

Local Jurisdiction Agency

Agency Name: County of Riverside - Planning Dept. Phone: 951-955-6060

Staff Contact: Timothy Wheeler **Email:** twheeler@rivco.org

Address: 4080 Lemon St., 12th Floor P.O. Box 1409, Riverside, CA 92502-1409

Local Agency Case No.: PPT22-0047

Project Location

Street Address: NE Corner Water St. & Tobacco Rd. Gross Parcel Size.: 9.14 ac

Assessor's Parcel No.: 317-260-015 & 317-260-016

Solar

Is the project proposing solar Panels? Yes ☐ No ☑ If yes, please provide solar glare study. (only if in Zone C or higher)

Data	
Site Elevation:(above mean sea level)	Ranges from 1560 plus or minus to 1532 (Proposed FF = 1553.7+/-)
Height of Building or structures:	Building Height: 50 feet
What type of drainage basins are being proposed and the square footage:	Underground storage chambers/dry wells/infiltration (16,000 s.f.)

Notice

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 a complete application submittal to the next available commission hearing meeting.

C. SUBMISSION PACKAGE:

Please submit all application items DIGITALLY via USB or CD:

- Completed ALUC Application Form
- Plans Package: site plans, floor plans, building elevations, grading plans, subdivision maps
- Exhibits of change of zone, general plan amendment, specific plan amendment
- Project description of existing and proposed use

Additionally, please provide:

- ALUC fee payment (Checks made out to Riverside County ALUC)
- Gummed address labels of all surrounding property owners within a 300-foot radius of project site. (Only required if the project is scheduled for a public hearing).

Riverside County Airport Land Use Commission, County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, CA 92501, Phone: 951-955-5132 Fax: 951-955-5177 Website: www.rcaluc.org

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	3.2
HEARING DATE:	January 12, 2023
CASE NUMBER:	ZAP1107RI22 – Riverside Property Owner, LLC (Representative: Jamie Chapman)
APPROVING JURISDICTION:	City of Riverside
JURISDICTION CASE NO:	PR-2022-001252 (General Plan Amendment, Rezone, Plot Plan, Tentative Parcel Map No. 38638)
LAND USE PLAN:	2005 Riverside Municipal Airport Land Use Compatibility Plan
Airport Influence Area:	Riverside Municipal Airport
Land Use Policy:	Airport Compatibility Zones B1, C, and D
Noise Levels:	Between 55 - 65 CNEL contour

MAJOR ISSUES: The proposed project is inconsistent with the following airport land use compatibility criteria:

- **The project's residential density of 28.0 dwelling units per acre in Zone B1 and 1.0 dwelling unit per acre in Zone C are inconsistent with the Zone B1 maximum residential density criteria of 0.05 dwelling units per acre and Zone C maximum residential density criteria of 0.2 dwelling units per acre.**

- **The project's non-residential intensity for the multi-family amenity facility results in an average intensity 49 people per acre and a single acre intensity of 769 people, both of which are inconsistent with Zone B1 average intensity criterion of 25 people per acre, and maximum single acre intensity of 50 people.**

- **The project's non-residential intensity for the grocery store building in Zone B1 results in an average intensity of 81 people per acre and a single acre intensity of 203 people, both of which are inconsistent with Zone B1 average intensity criterion of 25 people per acre, and maximum single acre intensity of 50 people.**

- **The project's non-residential intensity for the retail store building in Zone C results in an average intensity of 134 people per acre, which is inconsistent with Zone C average intensity criterion of 75 people per acre.**

- **The project's proposed three-story buildings are inconsistent with Zone B1 criteria prohibiting buildings with more than two aboveground habitable floors.**

- **The project does not provide the required 4.99 acres of ALUC qualified open area and is therefore inconsistent with the Zone B1, C, and D open area criteria.**

- **The project's proposed general plan amending the site's general plan land use designation from Commercial to Mixed Use Village, and rezoning the site from Commercial General Zone to Mixed Use-Village Zone, are inconsistent with the airport land use compatibility criteria for the reasons indicated above.**

RECOMMENDATION: Staff recommends that the Commission find the proposed General Plan Amendment and Rezone <u>INCONSISTENT</u> with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, and also find the proposed Plot Plan and Tentative Parcel Map <u>INCONSISTENT</u>, based on the fact that the project is inconsistent with the residential density, non-residential intensity, prohibited use, and open area criteria.

PROJECT DESCRIPTION: A proposal to construct a mixed-use multi-family/commercial development consisting of 388 multifamily residential units, a 20,320 square foot grocery store building, and a 5,000 square foot retail building on 17.37 acres, located at the formers Sears building (which will be demolished) site at 5261 Arlington Avenue. The applicant also proposes amending the site's general plan land use designation from Commercial to Mixed Use Village, and rezoning the site from Commercial General Zone to Mixed Use-Village Zone. The applicant also proposes a tentative parcel map to divide the site into two parcels.

PROJECT LOCATION: The site is located at the formers Sears building (which will be demolished) site at 5261 Arlington Avenue southerly of Sierra Street, easterly of Streeter Avenue, and westerly of Capistrano Way, approximately 5,151 feet southeasterly of the easterly terminus of Runway 9-27 at Riverside Municipal Airport.

BACKGROUND:

<u>Residential Density:</u> Pursuant to the Riverside Municipal Airport Land Use Compatibility Plan, the project is located within Zones B1 (15.76 acres), C (1.07 acres), and D (0.48 acres), which restricts maximum residential density in Compatibility Zone B1 to 0.05 dwelling units per acre, Zone C to 0.2 dwelling units per acre, and Zone D to either below 0.2 dwelling units per acre or above 4.0 dwelling units per acre, through Additional Policy #2.3a.

The residential component of the project includes:

- 382 units on 13.58 acres in Zone B1 resulting in a density of 28.0 dwelling units per acre which is inconsistent with Zone B1 maximum residential density criteria of 0.05 dwelling units per acre;

- 1 unit on 0.50 acres in Zone C resulting in a density of 2.0 dwelling units per acre which is inconsistent with Zone C maximum residential density criteria of 0.2 dwelling units per acre; and

- 5 units on 0.48 acres in Zone D resulting in a density of 10 dwelling units per acre which is consistent with Zone D maximum residential density criteria of either below 0.2 dwelling units per acre or above 4.0 dwelling units per acre, per Additional Policy #2.3a.

It is important to note that Zone B1 is identified as the inner approach/departure zone where risk level and noise impacts are considered "high" in the ALUC Countywide policies Table 3A Compatibility Zone Factors. Table 3A states that Zone B1 has a high risk level due to "encompassing areas overflown by aircraft at low altitude – typically 200 to 400 feet above the runway" and "some 10% to 20% of off-runway general aviation accidents near airports take place here". Table 3A also states that Zone B1 has a high noise impact where "single-event noise is sufficient to disrupt a wide range of land use activities including indoors if windows are open".

Based on the safety and noise factors raised above, the intent and purpose of Zone B1 is to restrict residential density in order to limit the potential risk of an off-field aircraft landing. The project's density of 28.0 dwelling units per acre significantly exceeds the maximum allowable residential density for Zone B1 of 0.05 dwelling units per acre.

Non-Residential Average-Acre Intensity: Pursuant to the Riverside Municipal Airport Land Use Compatibility Plan, the project is located within Zones B1 (15.76 acres), C (1.07 acres), and D (0.48 acres), which restricts average intensity in Compatibility Zone B1 to 25 people per acre, 75 people per acre in Zone C, and 100 people per acre in Zone D.

The project proposes non-residential intensity in two separate areas of the site: the clubhouse and pool area in the multi-family residential portion on 14.23 acres, and the grocery and retail buildings portion on 3.14 acres, both of which will be analyzed separately.

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

- Clubhouse assembly – 1 person per 15 square feet,
- Office – 1 person per 200 square feet,
- Swimming pool – 1 person per 50 square feet,
- Pool deck area – 1 person per 15 square feet,
- Retail – 1 person per 60 square feet, and
- Grocery – 1 person per 100 square feet.

The proposed 388 multifamily development (located on a separate 14.23 acre parcel) contains amenities located in Zone B1, which includes a 2,240 square foot swimming pool, a 8,069 square foot pool deck area, a 2,655 square foot clubhouse/fitness area, and a 1,748 square foot leasing office, accommodating 769 people, resulting in an average intensity of 49 people per acre, which is inconsistent with Compatibility Zone B1 average intensity criterion of 25 people per acre.

The project also proposes to construct 2 commercial buildings totaling 25,320 square feet on 3.14 acres of commercial area located in (split) Zones B1 (2.52 acres) and C (0.62 acres). Therefore, the average intensity must be considered based by each zone:

- Zone B1 on 2.52 acres includes a 20,320 square foot grocery store accommodating 203 people, resulting in an average intensity of 81 people per acre, which is inconsistent with

Compatibility Zone B1 average intensity criterion of 25 people per acre.

- Zone C on 0.62 acres includes a 5,000 square foot retail accommodating 83 people, resulting in an average intensity of 134 people per acre, which is inconsistent with Compatibility Zone C average intensity criterion of 75 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 standard vehicle). Based on the number of vehicle parking spaces provided (815), the total occupancy would be estimated at 1,223 persons, resulting in an average intensity of 70 persons per acre, which is inconsistent with the average intensity criterion for Zone B1 of 25 people per acre and Zone C of 75 people per acre.

Non-Residential Single-Acre Intensity: Pursuant to the Riverside Municipal Airport Land Use Compatibility Plan, the project is located within Zones B1 (15.76 acres), C (1.07 acres), and D (0.48 acres), which restricts single acre intensity maximum in Compatibility Zone B1 to 50 people per acre, 150 people per acre in Zone C, and 300 people per acre in Zone D.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area for the proposed 388 multifamily development amenities located in Zone B1, includes a 2,240 square foot swimming pool, a 8,069 square foot pool deck area, a 2,655 square foot clubhouse/fitness area, and a 1,748 square foot leasing office, resulting in a single acre occupancy of 769 people, which is inconsistent with Compatibility Zone B1 maximum single acre intensity criterion of 50 people.

The project also proposes to construct 2 commercial buildings on a separate a 3.14 acre commercial parcel located in Zones B1 (2.52 acres) and C (0.62 acres). Therefore, a separate single acre intensity analysis for each building in each airport zone was performed:

- Zone B1 on 2.52 acres includes a 20,320 square foot grocery store, resulting in a single acre occupancy of 203 people, which is inconsistent with Compatibility Zone B1 maximum single acre intensity criterion of 50 people.

- Zone C on 0.62 acres includes a 5,000 square foot retail, resulting in 83 people, resulting in a single acre occupancy of 83 people per acre, which is consistent with Compatibility Zone C maximum single acre intensity criterion of 150 people.

Flight Hazard Issues: Structure height, electrical interference, and reflectivity/glare are among the issues that solar panels in the airport influence area must address. The project proposes various rooftop and carport solar panel systems throughout the site, located within Compatibility Zones B1, C, and D.

Glint and Glare/Reflectivity

Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property and is the recommended standard for properties near airports. However, potential for temporary after-image" ("yellow" level) and potential

for permanent eye damage ("red" level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers.

The project proposes a variety of rooftop and carport solar panels with a fixed tilt of 10 degrees with no rotation, and an orientation of 90 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy Standards) to runways 9-27, and runways 16-34, as well as analyzing glare impacts to the air traffic control tower. All times are in standard time.

The analysis concluded that some potential glare would occur within the 2 mile approach to runways 9-27, totaling 23,165 minutes of "green" level glare, lasting up to 150 minutes a day, between May to September from 2:00 p.m. to 7:00 p.m. No glare would occur at the air traffic control tower.

The total of 23,165 minutes of "green" level glare represents less than 9 percent of total day light time.

Electrical and Communication Interference

The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site.

<u>Prohibited and Discouraged Uses:</u> The project proposes buildings with more than two aboveground habitable floors located in Compatibility Zone B1 which is identified as a 'prohibited use', which is "explicitly prohibited" in the Table 2A of the Countywide policies. The project's three-story residential buildings exceed this criterion, significantly jeopardizing the safety of the residents inside the building as well as the pilots on approach or departure from the runway, by being proposed in an area where 10% to 20% of off-runway general aviation accidents near airports occur.

<u>Noise:</u> The site is located between the Riverside Municipal Airport Compatibility Plan 55 - 65 CNEL contour relative to aircraft noise contour. Multifamily residences and Retail uses are identified as 'normally acceptable' and 'marginally acceptable' within this noise contour range. Specifically, 'marginally acceptable' is defined (in Supporting Compatibility Criteria: Noise Table 2B) as:

> "The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that window scan be kept closed). Under other circumstances, the land use should be discouraged".

The project proposes extensive as opposed to 'minimal' outdoor recreational areas like parks, dog parks, pedestrian promenades, swimming pool area, and playgrounds that would expose users to a moderate level of interference from aircraft noise. Additionally, aircraft noise would moderately impact indoor resident activities in the event windows are open (or if they or on an outdoor balcony/patio). Although standard construction is normally considered to provide for a 15 dB

reduction from exterior noise levels, it is recommended to incorporate noise attenuation measures into the design of the residences to such extent as may be required to ensure that interior noise levels from aircraft operations are at or below 45 CNEL. Table 3A of the Compatibility Zone Factors also identifies Zone B1 as a "High" Noise Impact, indicating that single-event noise from an aircraft is sufficient to disrupt a wide range of land use activities including indoor activities if the windows were open. There is concern that aircraft noise would impact the project's residents day-to-day indoor and outdoor activities.

Part 77: The elevation of Runway 9-27 at its easterly terminus is 815.8 feet above mean sea level (AMSL). At a distance of approximately 5,151 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 867 feet AMSL. The project site elevation is 791 feet AMSL. With a maximum building height of 41.5 feet, the resulting top point elevation is 832.5 feet AMSL. Therefore, review of the buildings by the FAA Obstruction Evaluation Service (FAAOES) for height/elevation reasons was not required.

Open Area: Pursuant to the Riverside Municipal Airport Land Use Compatibility Plan, the project site is located within Compatibility Zones B1 (15.76 acres), C (1.07 acres), and D (0.48 acres). The Compatibility Plan requires projects greater than 10 acres to designate 30% of project area in Zone B1, 20% in Zone C, and 10% in Zone D as ALUC qualifying open area that could potentially serve as emergency landing areas.

Based on the project areas as mentioned above, the project is required to provide a minimum 4.99 acres of open area consistent with the ALUC open area criteria, which is defined as having a minimum shape of 75 feet in width and 300 feet in length and shall contain no objects greater than 4 feet in height with a diameter of four inches.

Although the project identifies 2.14 acres of 'open space', it does not comply with the ALUC open area criteria as having a minimum shape of 75 feet in width and 300 feet in length and shall contain no objects greater than 4 feet in height with a diameter of four inches (or having the required amount). The intent of the ALUC open area is to provide a safe area for an aircraft to land in the event of an emergency. By not providing these important areas within the project boundary, it jeopardizes the safety of the pilots and the people on the ground.

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 5,151 feet from the runway, and therefore would be subject to the above requirement.

Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 5,151 feet), the project utilizes underground basins which will not contain surface water or attract wildlife and, therefore, would not constitute a hazard to flight.

General Plan Amendment/Rezone: The applicant proposes amending the site's general plan land use designation from Commercial to Mixed Use Village, and rezoning the site from Commercial General Zone to Mixed Use-Village Zone.

The City's General Plan Mixed Use Village land use designation allows for a maximum 30 to 40 dwelling units per acre and a maximum 2.5 Floor Area Ratio (FAR), and identifies village mixed use as "retail, office and residential uses in the same building; horizontal integration as appropriate; 2-3 stories in height". The Mixed Use Village designation density of 30 to 40 dwelling units per acre is inconsistent with the maximum residential density criteria for Compatibility Zone B1 of 0.05 dwelling units per acre, and Zone C of 0.2 dwelling units per acre. (The project proposes 6 two-story town homes on 0.48 acres located in Zone D, which allows for either below 0.2 dwelling units per acre or above 4.0 dwelling units per acre, through Additional Policy #2.3a, resulting in a density of 13 dwelling units per acre, which is consistent with the Zone D residential density criteria). Also, the proposed Mixed Use Village land use designation allows for 2-3 stories in building height, which is inconsistent with the Compatibility Zone B1 prohibited uses for buildings with more than two aboveground habitable floors.

The City's Mixed Use Village Zone allows for a maximum 30 dwelling units per acre, which is also inconsistent with the Zone B1 maximum residential density criteria of 0.05 dwelling units per acre, and Zone C of 0.2 dwelling units per acre.

The following sections are taken from the City's existing Zoning Ordinance with references to the airport land use compatibility plan (ALUCP):

- Section 19.149 contains an entire section dedicated to the ALUCP. Sub-section 19.149.020 identifies that: "For property located within a compatibility zone and subject to airport land use compatibility plan policies and criteria, land use, density, and intensity limitations of the ALUCP may be more restrictive than what would otherwise be allowed per City zoning designation applicable to the property. In addition to complying with the Zoning requirements of this title, proposed uses and development on property within an airport compatibility zone must be determined to be consistent with, and comply with the compatibility criteria of the applicable compatibility zone and airport land use compatibility plan".

- Section 19.149.030 provides the purpose of the ALUC "is to conduct airport land use compatibility planning. ALUCs protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports".

- Section 19.150.020 is the City's Permitted Land Uses and it states (sub-section 19.150.020.B) "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". Specifically, the permitted land use table identifies multiple-family dwellings in the Mixed Use Village zone as a permitted use by the City, but it also identifies (via footnote ***) that the uses are also subject to the ALUCP criteria "where use may be strictly prohibited".

Based on the points stated above, the proposed general plan amendment and rezone would be inconsistent with the compatibility plan criteria.

CONDITIONS (in the event of an overrule):

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, composting operations, wastewater management facilities, artificial marshes, 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, places of worship, buildings with more than two aboveground habitable floors, critical community infrastructure facilities, and aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials.

   (f) Highly noise-sensitive outdoor nonresidential uses.

   (g) Any use which results in a hazard to flight, including physical (e.g. tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

3. Prior to issuance of building permits, the landowner shall convey an avigation easement to the City of Riverside as owner of the Riverside Municipal Airport, or provide evidence that such easement has been previously conveyed. Contact the City of at (951) 351-6113 for additional information.

4. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.

5. The project has been conditioned to utilize underground detention systems, which shall not contain surface water or attract wildlife. Any proposed stormwater 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 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 basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

6. The project has been evaluated to construct a mixed-use multi-family/commercial development consisting of 388 multifamily residential units, a 20,320 square foot grocery store building, and a 5,000 square foot retail building on 17.37 acres, located at the formers Sears building (which will be demolished) site at 5261 Arlington Avenue. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria**,** at the discretion of the ALUC Director.

7. Noise attenuation measures shall be incorporated into the design of the residences, office areas, and retail areas, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

8. Buildings shall be limited to a maximum height of 41.5 feet and a maximum top point elevation of 867 feet above mean sea level unless a "Determination of No Hazard to Air Navigation" letter authorizing a higher top point elevation has been issued by the Federal Aviation Administration Obstruction Evaluation Service.

9. 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 Riverside Municipal Airport Land Use Compatibility Plan.

10. At least 4.99 acres of ALUC-eligible open areas (at least 75 feet in width and 300 feet in length) shall be kept obstacle and obstruction free per ALUC open area definition (no objects greater than four feet in height with a diameter of four inches or greater).

11. All solar arrays installed on the project site shall consist of smooth glass photovoltaic solar panels without anti-reflective coating, a fixed tilt of 10 degrees and orientation of 90 degrees. Solar panels shall be limited to the locations and coordinates as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require a new hearing by the Airport Land Use Commission.

12. In the event that any glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, 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 "event" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, changing the orientation and/or tilt of the source, covering the source at the time of day when events of glare occur, or wholly removing the source to diminish or eliminate the source of the glint, glare, or flash. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

13. In the event that any electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "event" 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 event. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

NOTICE OF AIRPORT IN VICINITY

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

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

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____

General Information

- *Airport Ownership:* City of Riverside
- *Year Opened:* c. 1930
- *Property Size*
  - Fee Title: 441 acres
  - Avigation Easements: Required for all development in airport influence area; acreage uncertain
- *Airport Classification:* General Aviation
- *Airport Elevation:* 818 feet MSL

Airport Planning Documents

- *Airport Master Plan*
  - Adopted by Riverside City Council, November 1999
- *Airport Layout Plan Drawing*
  - Last updated January 2001
- *FAR Part 150 Airport Noise Compatibility Program*
  - Approved by FAA, March 1995

Runway/Taxiway Design

Runway 9-27

- *Critical Aircraft:* Small business jet
- *Airport Reference Code:* B-II
- *Dimensions:* 5,401 ft. long, 100 ft. wide
- Pavement Strength (main landing gear configuration)
  - 48,000 lbs (single wheel)
  - 70,000 lbs (dual wheel)
  - 110,000 lbs (dual-tandem wheel)
- *Average Gradient:* 1.1% (rising to east)
- *Runway Lighting*
  - Medium-intensity edge lights (MIRL)
  - Runway 9: Approach lights (MALSR)
  - Runway 27: Runway End Identifier Lights (REILs)
- *Primary Taxiways:* Full-length parallel on south

Runway 16-34

- *Critical Aircraft:* Single-engine, piston
- *Airport Reference Code:* B-I
- *Dimensions:* 2,851 ft. long, 48 ft. wide
- *Pavement Strength (main landing gear configuration)*
  - 40,000 lbs (single wheel)
  - 50,000 lbs (dual wheel)
  - 80,000 lbs (dual-tandem wheel)
- *Average Gradient:* 0.8% (rising to north)
- *Runway Lighting*
  - Medium-intensity edge lights (MIRL)
- *Primary Taxiways:* Full-length parallel taxiway on west

Traffic Patterns and Approach Procedures

- *Airplane Traffic Patterns*
  - Runways 9, 27, 34: Left traffic
  - Runway 16: Right traffic
  - Pattern altitude: 1,000 ft. AGL light aircraft; 1,500 ft. AGL jets and others
- *Instrument Approach Procedures (lowest minimums)*
  - Runway 9 ILS:
    - Straight-in (½-mile- visibility; 200 ft. descent height)
    - Circling (1-mile visibility, 442 ft. descent height); no circling north of Runway 9-27
  - Runway 9 VOR or GPS
    - Straight-in (½-mile visibility; 466 ft. descent height)
    - Circling (1-mile visibility, 442 ft. descent height)
  - Two additional procedures provide circling only
- *Standard Inst. Departure Procedures:* None
- *Visual Approach Aids*
  - Airport: Rotating beacon
  - Runway 27: Visual Approach Slope Indicator (3.0˚)
  - Runway 34: Precision Approach Slope Indicator
- *Operational Restrictions / Noise Abatement Procedures*
  - Runway 16-34 usage limited to 12,500-lb aircraft

Approach Protection

- *Runway Protection Zones (RPZs)*
  - Runway 9: 2,500 ft. long; >¾ on airport or road r.o.w.
  - Runway 27: 1,000 ft. long; all on airport property
  - Runway 16: 1,000 ft. long; ¾ on airport property
  - Runway 34: 1,000-ft. long; <¼ on airport property
- *Approach Obstacles:* None

Building Area

- *Location:* Southeast quadrant of airport
- *Aircraft Parking Capacity*
  - Hangar spaces: 137 indiv. units; add'l in large hangars
  - Tiedowns: Uncertain
- *Other Major Facilities*
  - Air traffic control tower
  - Lighted helipad southeast of runway intersection
  - Terminal building with pilots' lounge, restaurant
- *Services*
  - Fuel: Jet A, 100LL (by truck)
  - Other: Aircraft rental & charter; flight instruction

Planned Facility Improvements

- *Airfield*
  - Extend Rwy 9-27 eastward to 6,153 ft. length
  - Establish Rwy 27 straight-in nonprecision approach
- *Building Area*
  - Increase based aircraft parking
- *Property*
  - None

Exhibit RI–1

Airport Features Summary

Riverside Municipal Airport

Based Aircraft

	Current [a] 2002 data	Future [a] 2025	Ultimate
Aircraft Type			
Single-Engine	205	250	
Twin-Engine Piston & Turboprop	24	100	data not available
Business Jets	1	50	
Helicopters / Others	10	50	
Total	*240*	*450*	

Aircraft Operations

	Current [a] 2002 data	Future [a] 2025	Ultimate [c]
Total			
Annual	114,100 [b]	160,800	220,000
Average Day	312	441	603
Distribution by Aircraft Type			
Single-Engine	84%	62%	41%
Twin-Engine Piston	10%	8%	5%
Twin-Engine, Turboprop	2%	11%	23%
Business Jet	1%	17%	20%
Helicopters / Other	3%	2%	11%
Distribution by Type of Operation [c]			
Local (incl. touch-and-goes)			
Single-Engine			45%
Twin-Engine Piston			20%
Helicopter			45%
All Others			0%
Total	43%	45%	24%
Itinerant			
Single-Engine			55%
Twin-Engine Piston			80%
Helicopter			55%
All Others			100%
Total	57%	55%	76%

Time of Day Distribution [c]

	Current	Future & Ultimate
Single-Engine		
Day	80%	no change
Evening	18%	
Night	2%	
Other Aircraft		
Day	90%	no change
Evening	9%	
Night	1%	

Runway Use Distribution [c]

	Current	Future & Ultimate
Business Jets & Turbo Props Day/Evening/Night		
Takeoffs		
Runway 9	10%	10%
Runway 27	90%	90%
Runway 16	0%	0%
Runway 34	0%	0%
Landings		
Runway 9	10%	50%
Runway 27	90%	50%
Runway 16	0%	0%
Runway 34	0%	0%
Other Airplanes – Day/Evening/Night		
Takeoffs & Landings		
Runway 9	9%	no change
Runway 27	88%	
Runway 16	1%	
Runway 34	2%	

Flight Track Usage

Data summary not available

Notes

[a] Source: *Riverside Municipal Airport Forecast Update* (2002)

[b] Source: Air Traffic Control (ATC) tower counts plus estimated night operations

[c] Source: Estimated/projected for compatibility planning purposes based on discussion with Airport Manager (February 2004)

Exhibit RI–3

Airport Activity Data Summary

Riverside Municipal Airport

Presence of Aircraft Overflight: Riverside Municipal Airport

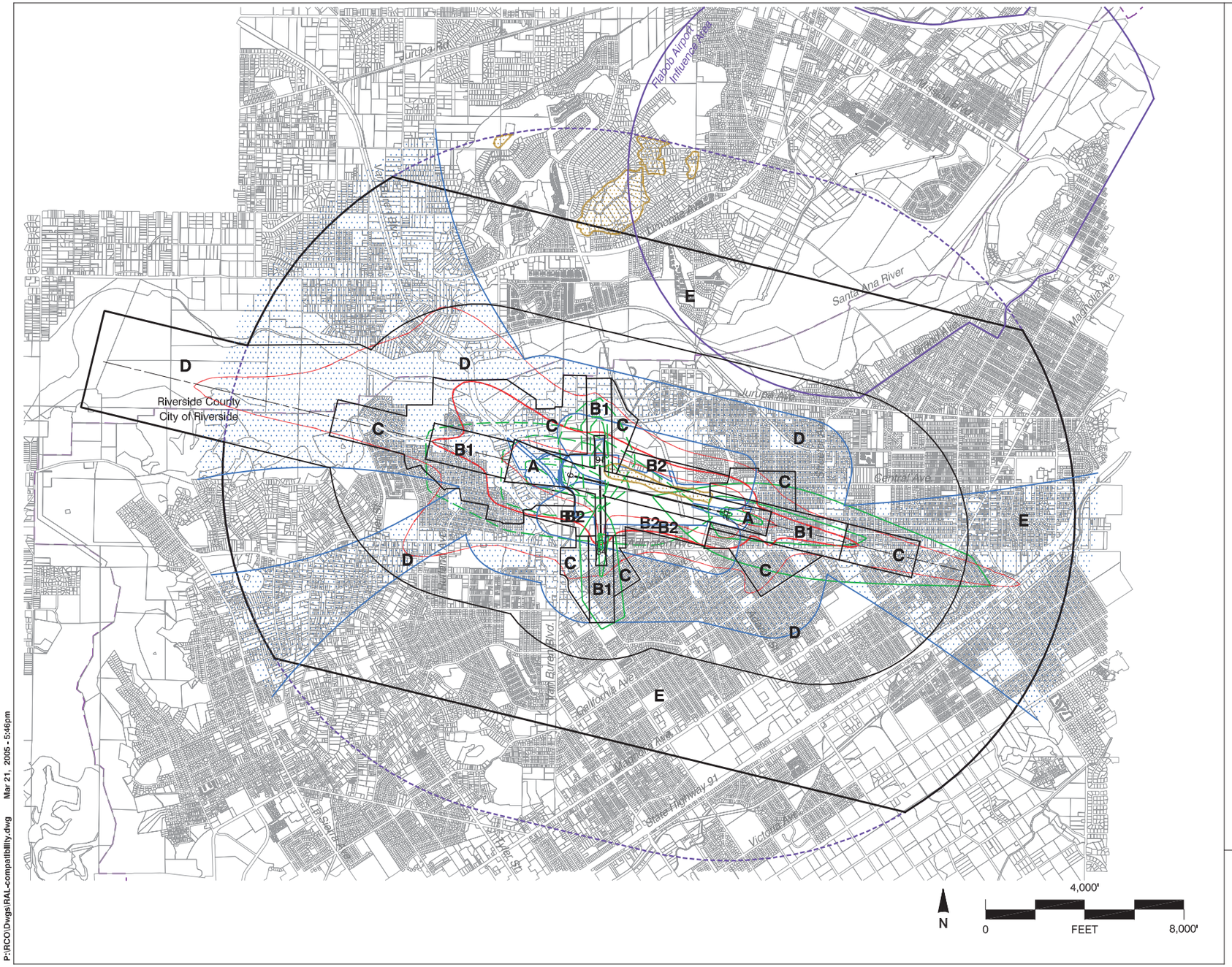
EXPANDED BUYER AWARENESS MEASURES

As stipulated in the Riverside County Airport Land Use Compatibility Plan (ALUCP) for Riverside Municipal Airport, any new single-family or multi-family residential development within the Riverside Municipal Airport Influence Area (except Compatibility Zone E) shall be provided measures intended to ensure that prospective buyers or renters are informed about the presence of aircraft overflights of the property.

This brochure provides buyers or renters with information showing the locations of aircraft flight patterns, frequency of overflights, typical altitudes of the aircraft, and range of noise levels that can be expected from individual aircraft overflight.

For more information contact us:
Airport Land Use Commission
(951) 955-5132
www.rcaluc.org

Find your Neighborhood on this Map



Legend

Compatibility Zones

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

Noise and Overflight Compatibility Factors

- 65 dB CNEL
- 60 dB CNEL
- 55 dB CNEL

} Ultimate

- General Traffic Pattern Envelope (approximately 80% of aircraft overflights estimated to occur within these limits)

Safety and Airspace Compatibility Factors

- Aircraft Departure Accident Risk Intensity Contours * (Shown Only for Takeoffs to the West and North)
- Aircraft Approach Accident Risk Intensity Contours * (Shown Only for Landings from the East and South)
- FAR Part 77 Conical Surface Limits
- FAR Part 77 Terrain Penetration

Boundary Lines

- Airport Property Line
- City Limits

* Aircraft accident risk intensity contours are derived from nationwide accident location data in California Division of Aeronautics database. The contours show relative intensities (highest concentrations) of near-airport accidents in 20 % increments. The contour shapes represent a wide range of general aviation airports and have not been modified to reflect the flight tracks for this airport.

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
West County Airports Background Data

(March 2005)

Exhibit RI-7

Compatibility Factors Map

Riverside Municipal Airport

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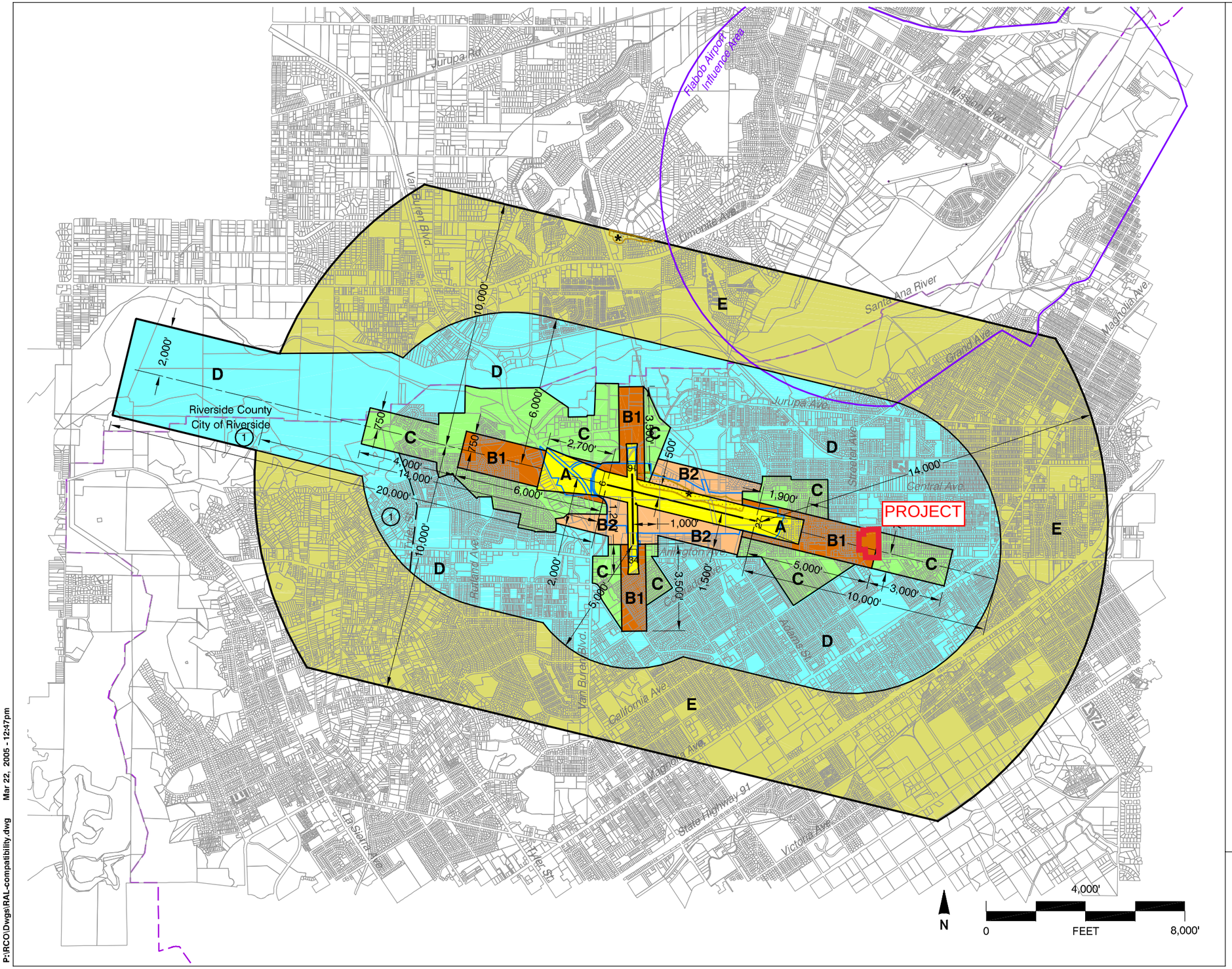

Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Note

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

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

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted March 2005)

Map RI-1

Compatibility Map

Riverside Municipal Airport

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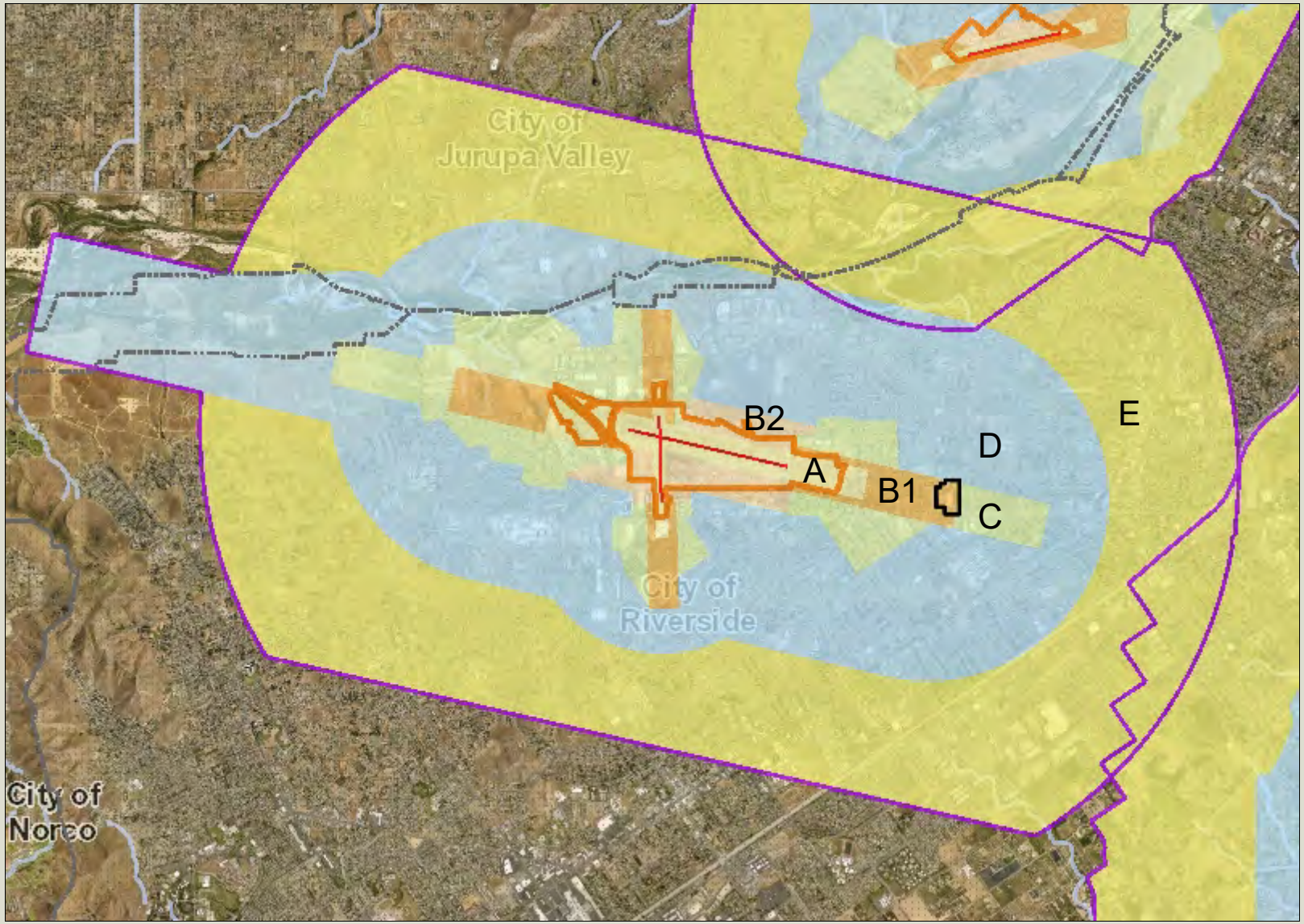
Map My County Map



Legend

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

0 6,157 12,314 Feet

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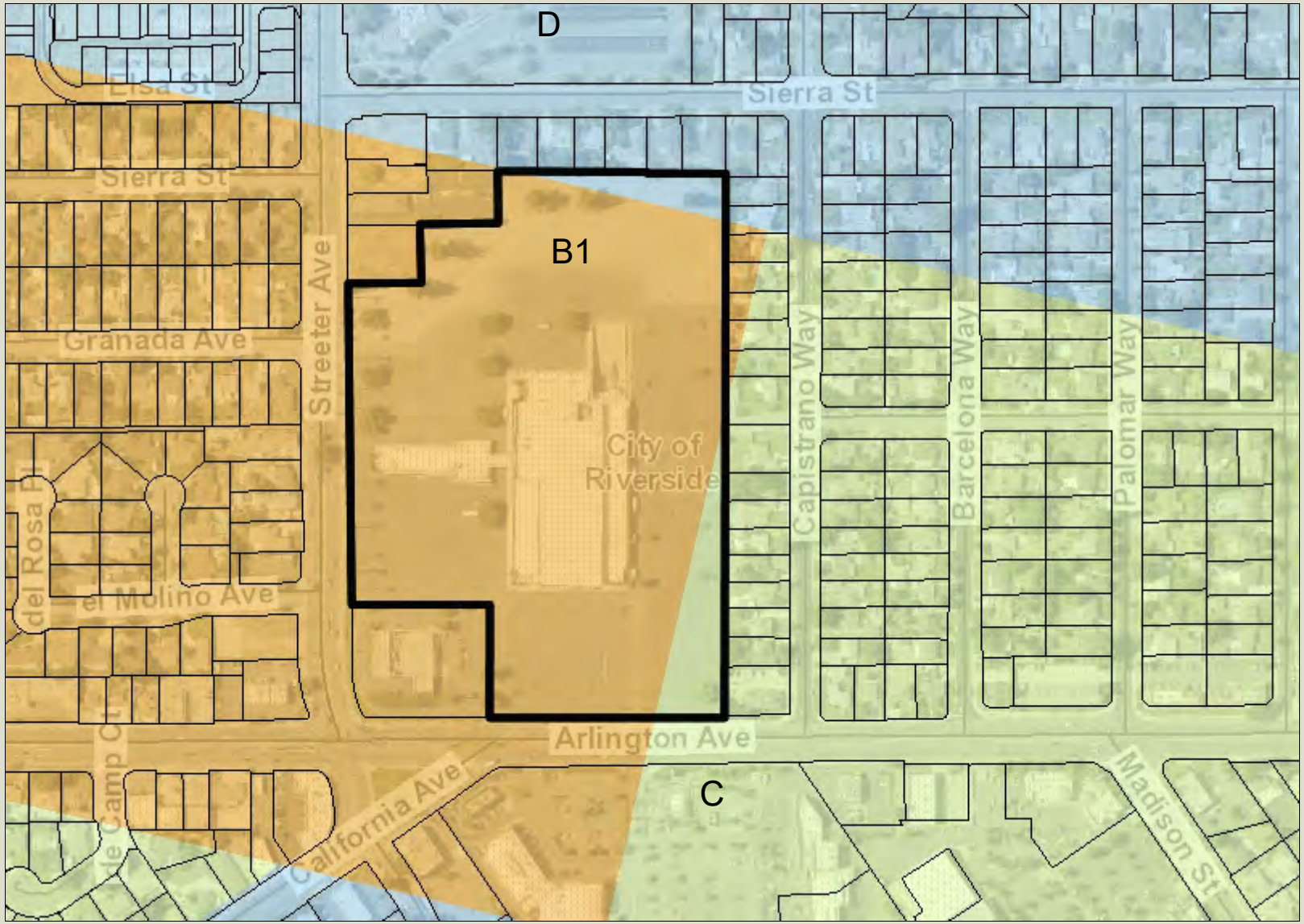

Legend

- 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
- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 385 770 Feet

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Map My County Map

Legend

City Areas

World Street Map

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Notes

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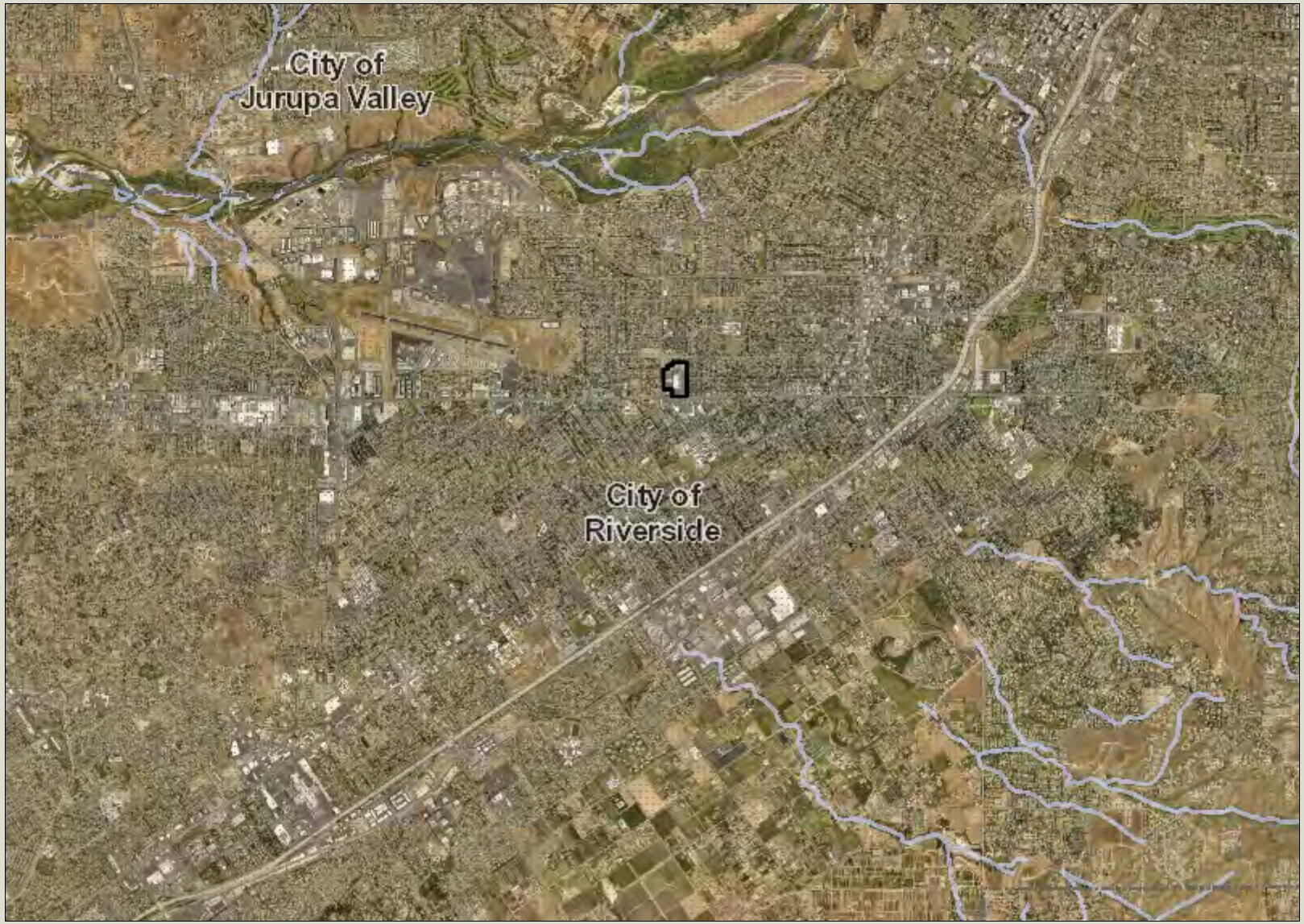

Legend

- Blueline Streams
- City Areas
- World Street Map

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Notes

Map My County Map

Legend

- Blueline Streams
- City Areas
- World Street Map

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Notes

Project Description

PROJECT TITLE: 5261 Arlington Avenue

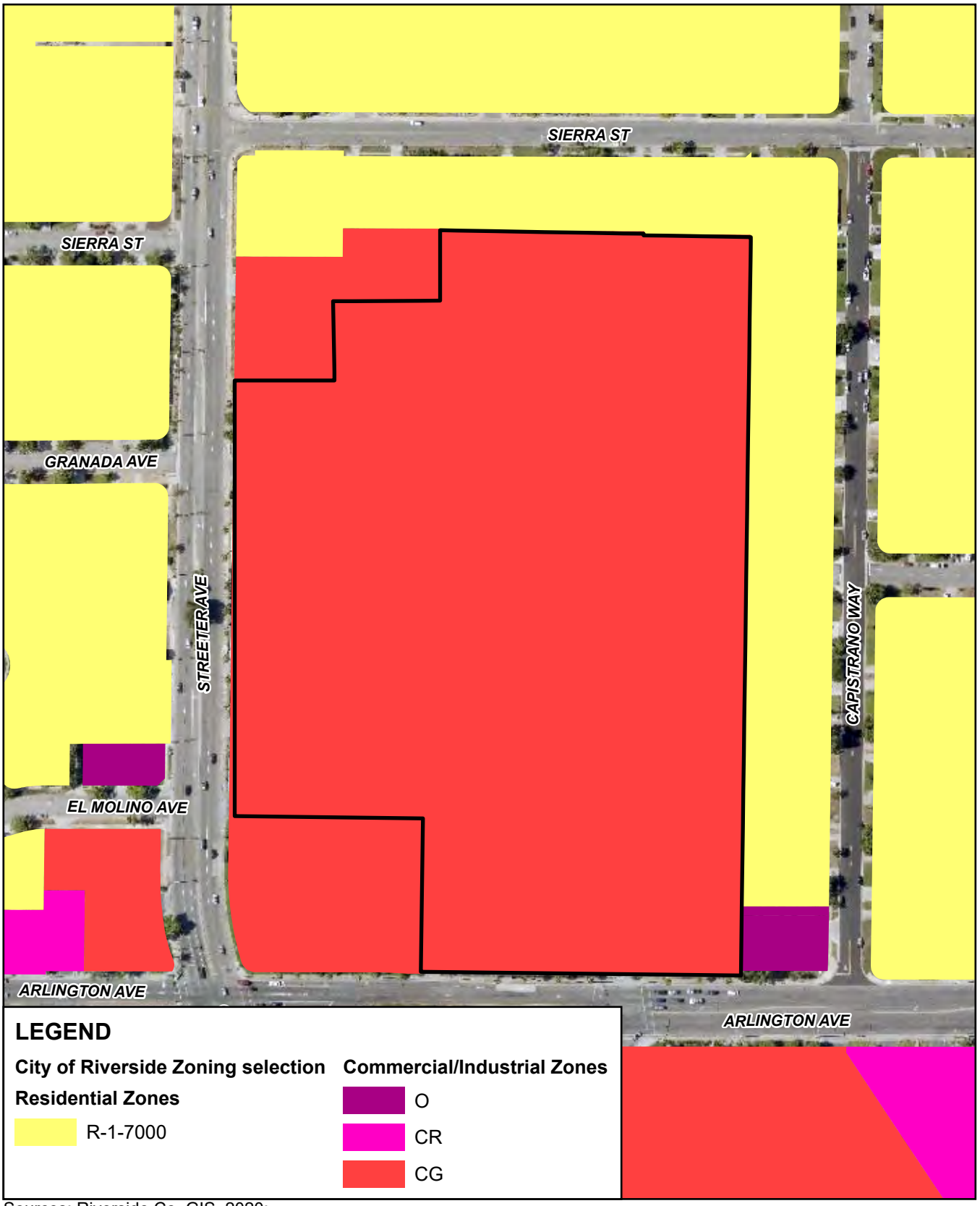
PROJECT APPLICANT: Riverside Property Owner, LLC

PROJECT LOCATION: The project site is situated at the northeast corner of Arlington Avenue and Streeter Avenue in the City of Riverside. The project site is comprised of the following single parcel: 226-180-015-1

PROJECT SETTING: The approximately 17.43-acre project site is currently vacant. The land use to the north, east, and west of the project site is single-family residential. The property to the south of the project site, across Arlington Avenue, is the Heritage Plaza shopping center.

PROJECT GENERAL PLAN AND ZONING DESIGNATIONS: The project site currently has a General Plan Land Use designation of C - Commercial. It is zoned CG – Commercial General.

PROJECT DESCRIPTION: The proposed project includes demolition of the existing 205,350 sf. building and development of a total of 388 studio, one-, two-, and three-bedroom residential apartment units in twenty-two buildings, consisting of thirteen 3-story garden-style buildings and fourteen 2-story townhome buildings. A total of 18 units are proposed to be studios, 152 are proposed to be one-bedroom, 28 are proposed to be two-bedroom, and 42 are proposed to be three-bedroom units. The proposed project also includes a 21,000 square-foot ALDI grocery store and a 5,000 square-foot retail pad. The proposed project includes the following amenities: onsite leasing office, tuck-under garages, carports, public dog park, outdoor resort style pool and spa, fitness center, clubhouse, shade structures with barbecues and tables, multi-use turf areas, outdoor gaming, and play spaces. Primary access to the site is provided from Streeter Avenue on the western boundary and secondary access to the site is provided from Arlington Avenue on the southern boundary of the site which is shared with ALDI. The driveway north of Bank of America on the western boundary of the site on Streeter Avenue will be used for egress by future residents and as an emergency access. All entrances and exits will be gate controlled. Construction is anticipated to take approximately 27 months to be completed. It will begin around June 2023 and end around September 2025. The project is anticipated to be operational in 2025.



H:\2022\22-0172\GIS\PRO\zoning.aprx; Map created 26 Sep 2022

Sources: Riverside Co. GIS, 2020;
City of Riverside General Plan
Land Use, 2021.

0 150 300 450 Feet

Figure 5 - Existing Zoning Designation

Arlington Mixed Use Project

ALBERT A. WEBB ASSOCIATES

H:\2022\22-0172\GIS\PRO\proposed_gplu\proposed_gplu.aprx Map created 27 Sep 2022

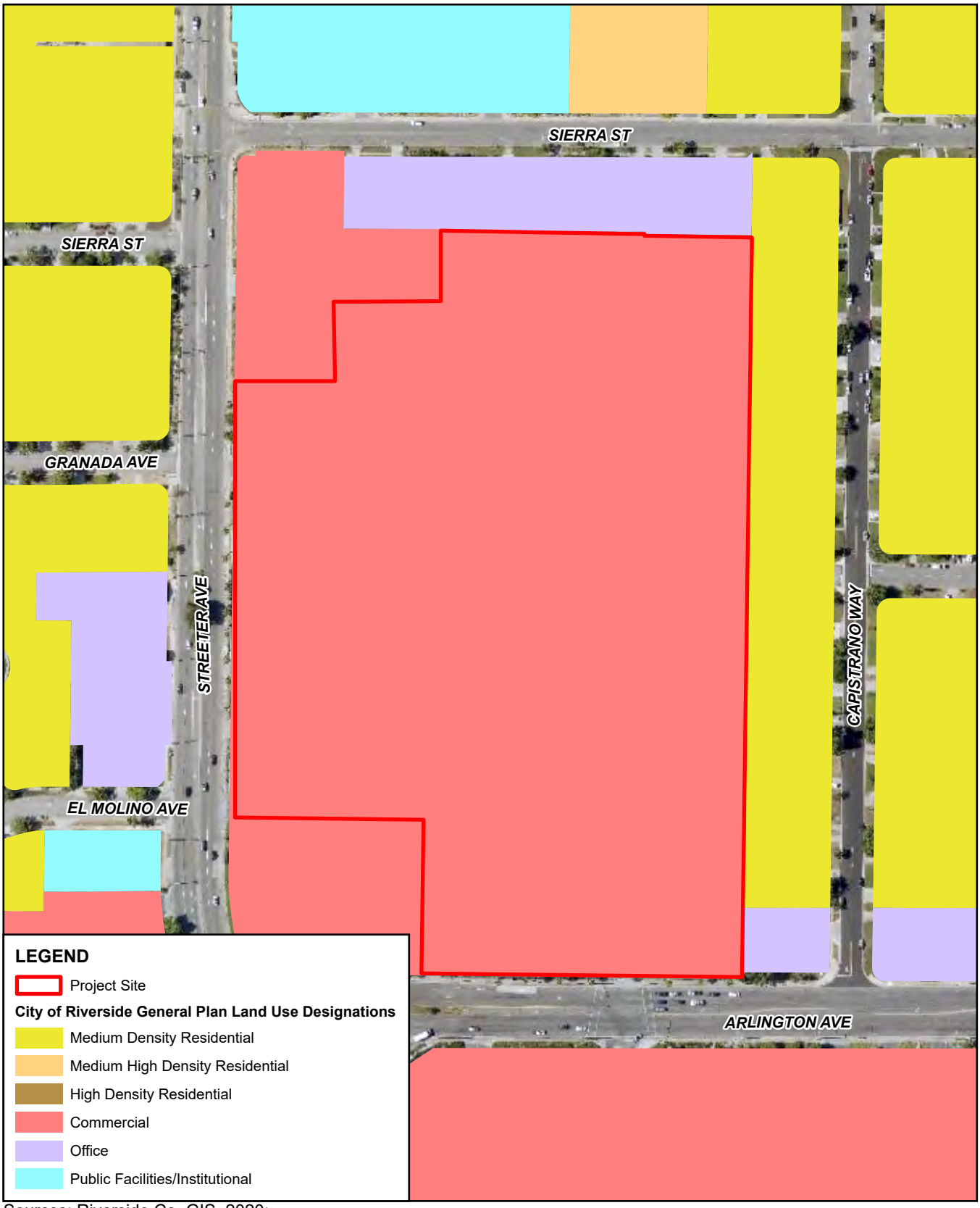
Source: City of Riverside Zoning. 2021;
Riverside Co. GIS, 2020.

0 100 200 300 Feet

Figure 9 - Proposed Zoning

Arlington Mixed Use Project

ALBERT A. WEBB ASSOCIATES



H:\2022\22-0172\GIS\PRO\gplu\gplu.aprx; Map created 30 Aug 2022

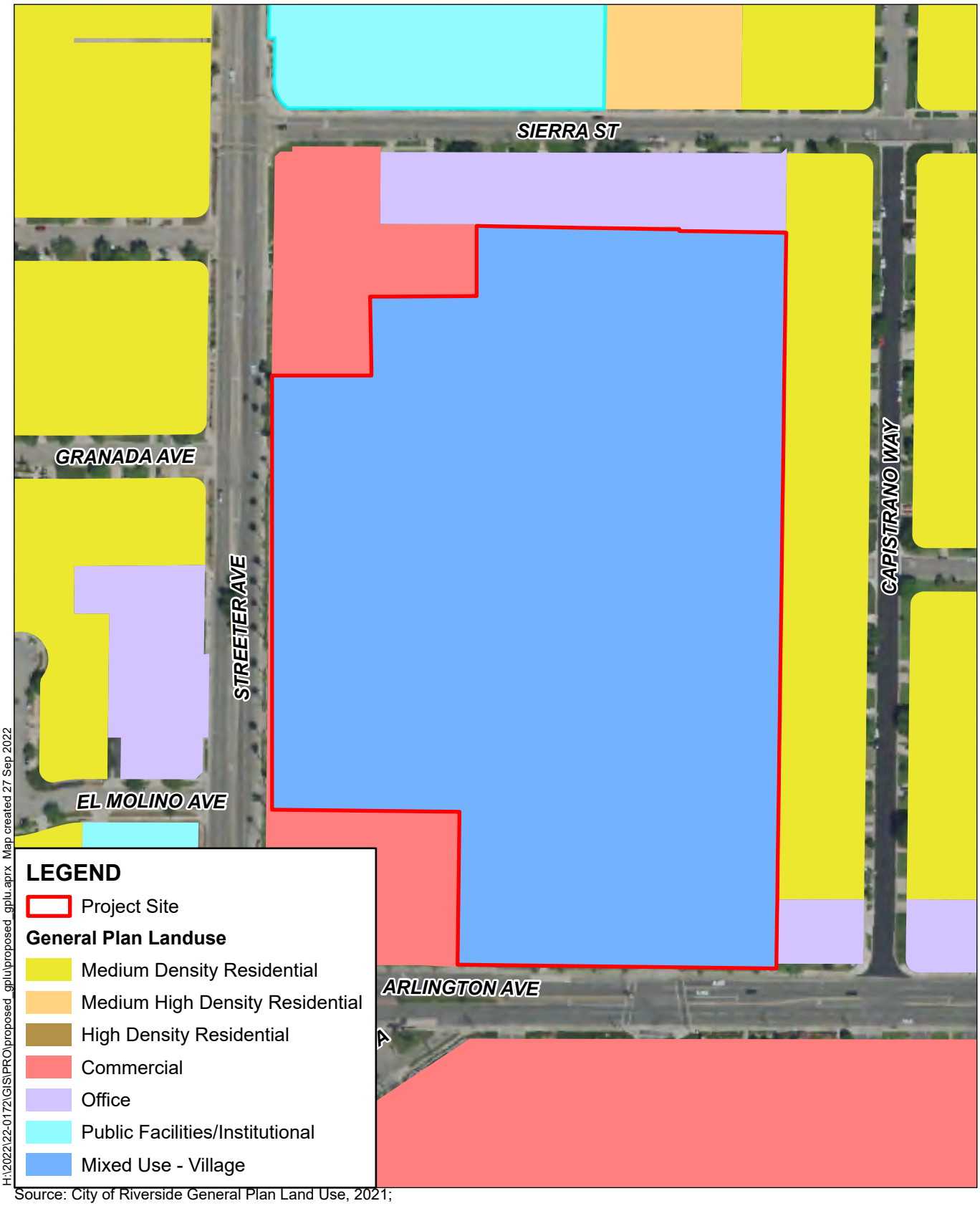
Sources: Riverside Co. GIS, 2020; City of Riverside General Plan Land Use, 2021.

Figure 4 - Existing General Plan Land Use Designation

Arlington Mixed Use Project

0 150 300 450 Feet

ALBERT A. WEBB ASSOCIATES



H:\2022\22-0172\GIS\PRO\proposed_gplu\proposed_gplu.aprx Map created 27 Sep 2022

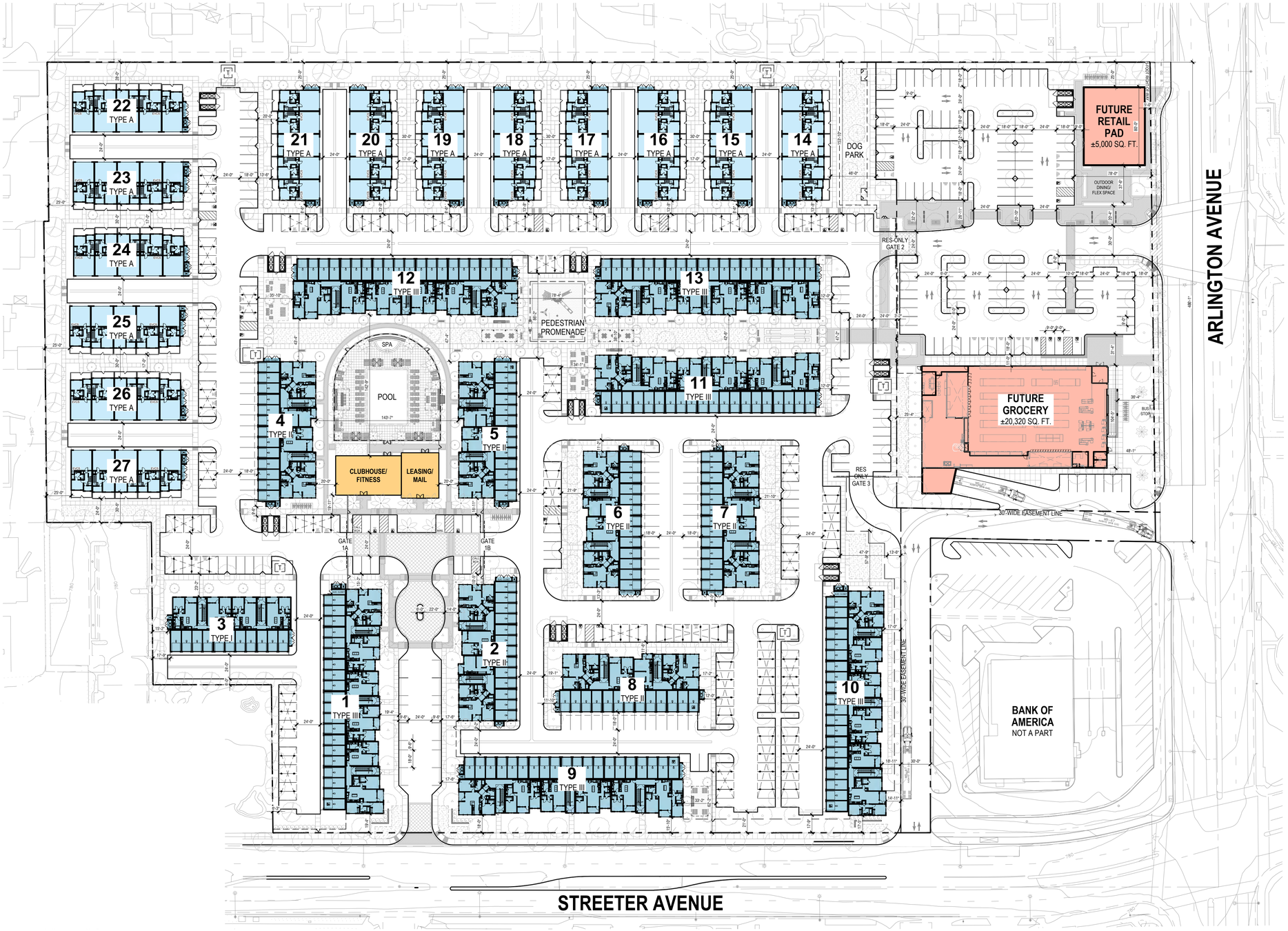
Source: City of Riverside General Plan Land Use, 2021;
Riverside Co. GIS, 2020.

Figure 8 - Proposed General Plan Land Use

Arlington Mixed Use Project

0 150 300 450 Feet

ALBERT A. WEBB ASSOCIATES



LEGEND

- RESIDENTIAL: 2-STORY TOWNHOMES
- RESIDENTIAL: 3-STORY TUCK-UNDER
- RESIDENTIAL: LEASING/AMENITY
- COMMERCIAL

NORTH

1"=50'-0" 0 25' 50' 100' 150'

SITE PLAN

A1.2

ARLINGTON MIXED USE

RIVERSIDE, CA

DATE: 08-05-2022
JOB NO.: 2020-055

FOULGER-PRATT

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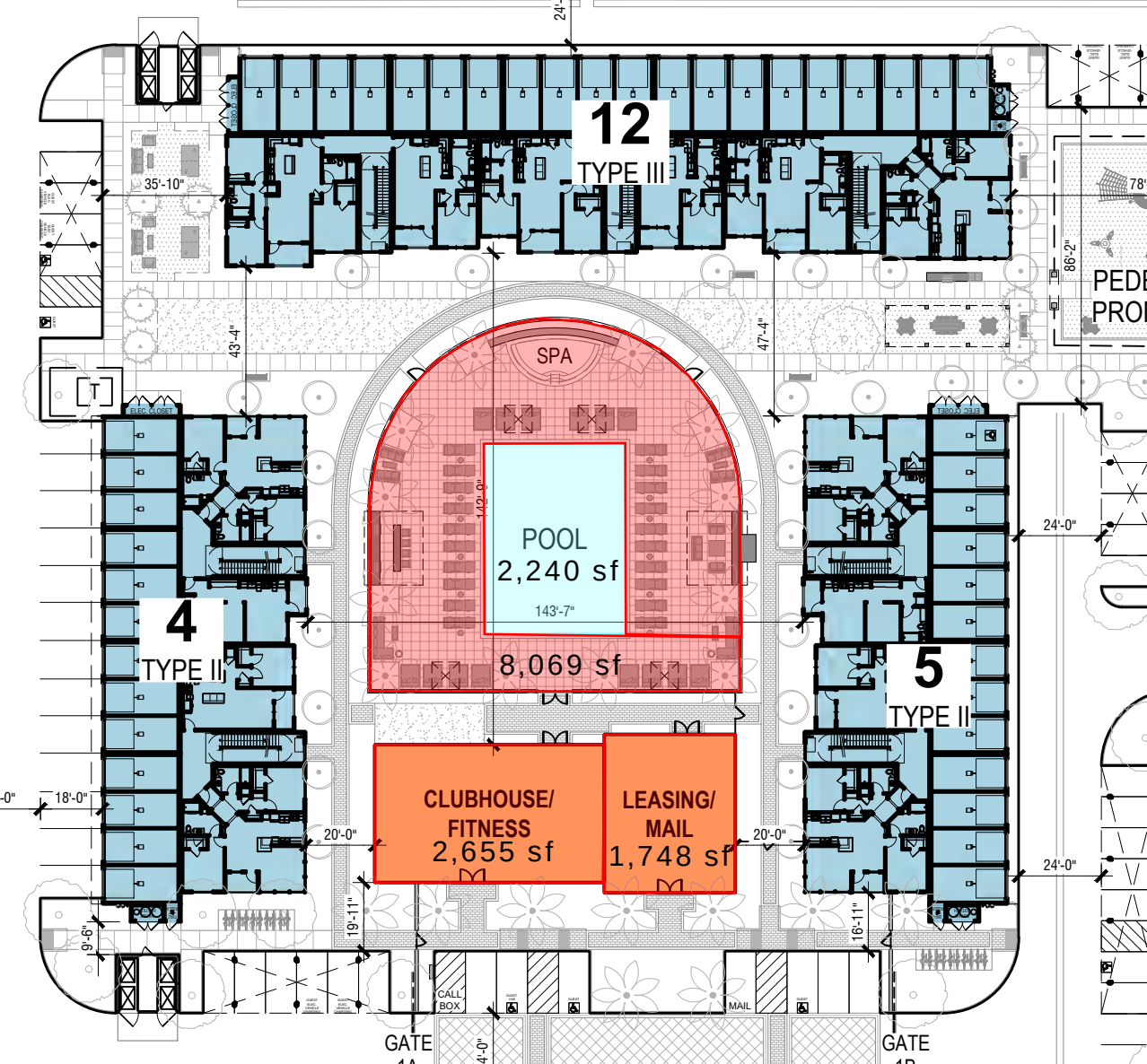
12
TYPE III
4
TYPE II
5
TYPE II
SPA
POOL
2,240 sf
8,069 sf
CLUBHOUSE/
FITNESS
2,655 sf
LEASING/
MAIL
1,748 sf
35'-10"
43'-4"
47'-4"
86'-2"
24'-0"
18'-0"
20'-0"
19'-11"
16'-11"
9'-6"
CALL
BOX
MAIL
GATE
GATE

LEGEND

COMMON OPEN SPACE

INTERIOR AMENITY SPACE

NOTE: COMMON USEABLE OPEN SPACE MAY BE DIVIDED INTO MORE THAN ONE AREA; HOWEVER, AT LEAST ONE AREA SHALL BE A MINIMUM OF 625 SQUARE FEET, WITH NO DIMENSION ON ANY SIDE OF LESS THAN 25 FEET.

TOTAL OPEN SPACE REQUIRED

TYPE	NUMBER OF UNITS	AREA PER UNIT (SQ. FT.)	TOTAL AREA REQUIRED (SQ. FT.)
PRIVATE	388	50	19,400
COMMON		50	19,400
TOTAL OPEN SPACE REQUIRED			**38,800**

PRIVATE OPEN SPACE - PROVIDED

UNIT TYPE	UNIT DECK AREA (SQ. FT.)	NUMBER OF UNITS	TOTAL AREA (SQ. FT.)
S1	51	18	918
A1	64	66	4,224
A2	64	86	5,504
B1	54	40	2,160
B2	69	36	2,484
B3	215	28	6,020
B4	50	54	2,700
C1	77	18	1,386
C2	243	42	10,206
TOTAL PRIVATE OPEN SPACE PROVIDED			**35,602**

COMMON OPEN SPACE - PROVIDED

LOCATION	TOTAL AREA (SQ. FT.)
AREA #1	3,952
AREA #2 - POOL RECREATION	20,745
AREA #3 - PROMENADE	21,933
AREA #4 - DOG PARK	4,036
AREA #5	1,604
AREA #6	2,469
AREA #7 - CLUBHOUSE/FITNESS	2,662
TOTAL COMMON OPEN SPACE PROVIDED	**57,401**

TOTAL OPEN SPACE PROVIDED

TYPE	TOTAL AREA (SQ. FT.)
PRIVATE OPEN SPACE	35,602
COMMON OPEN SPACE	57,401
TOTAL OPEN SPACE PROVIDED	**93,003**

NORTH

1"=50'-0" 0 25' 50' 100' 150'

OPEN SPACE PLAN

A1.3

ARLINGTON MIXED USE

RIVERSIDE, CA

DATE: 08-05-2022
JOB NO.: 2020-055

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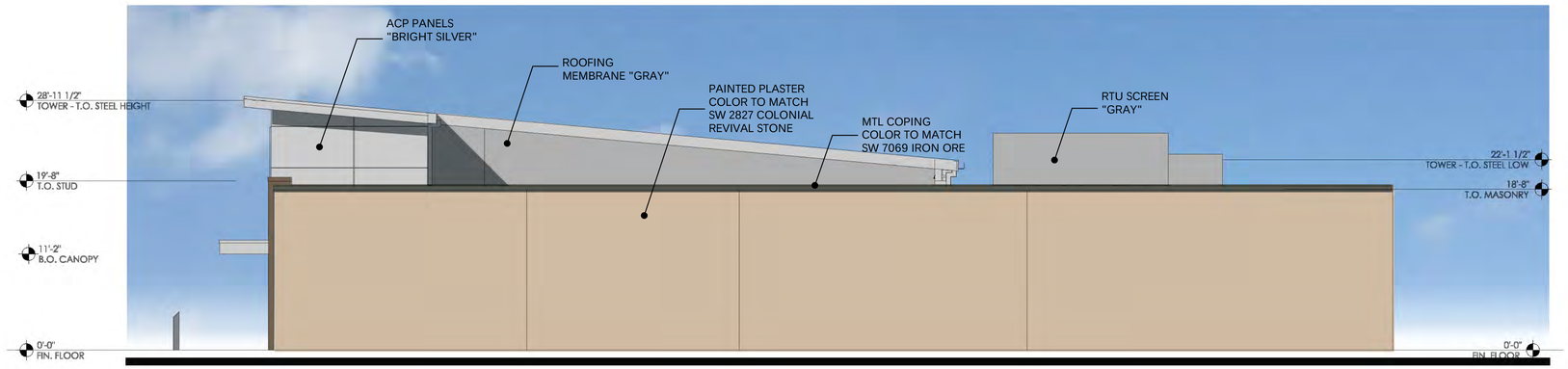
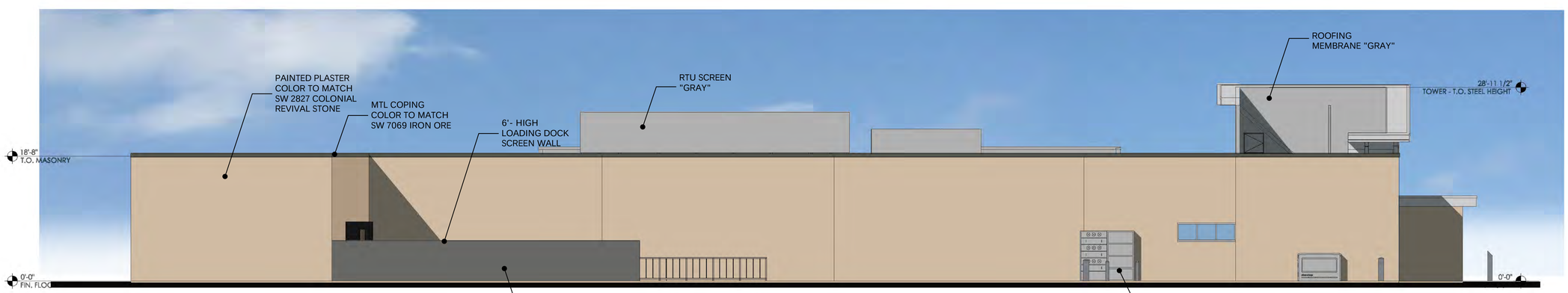


RIGHT SIDE ELEVATION (NORTH)
1/8"= 1'-0"



REAR ELEVATION (WEST)
1/8"= 1'-0"

Issued:	Date:
	06/29/22
	07/08/22

Revisions:	Date:

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Seal | Seal

Project Architect/Engineer — Date:
Architect/Engineer Name — ##/##/##

Project Lead — Date:
Lead Name — ##/##/##

Project Designer — Date:
Designer Name — ##/##/##

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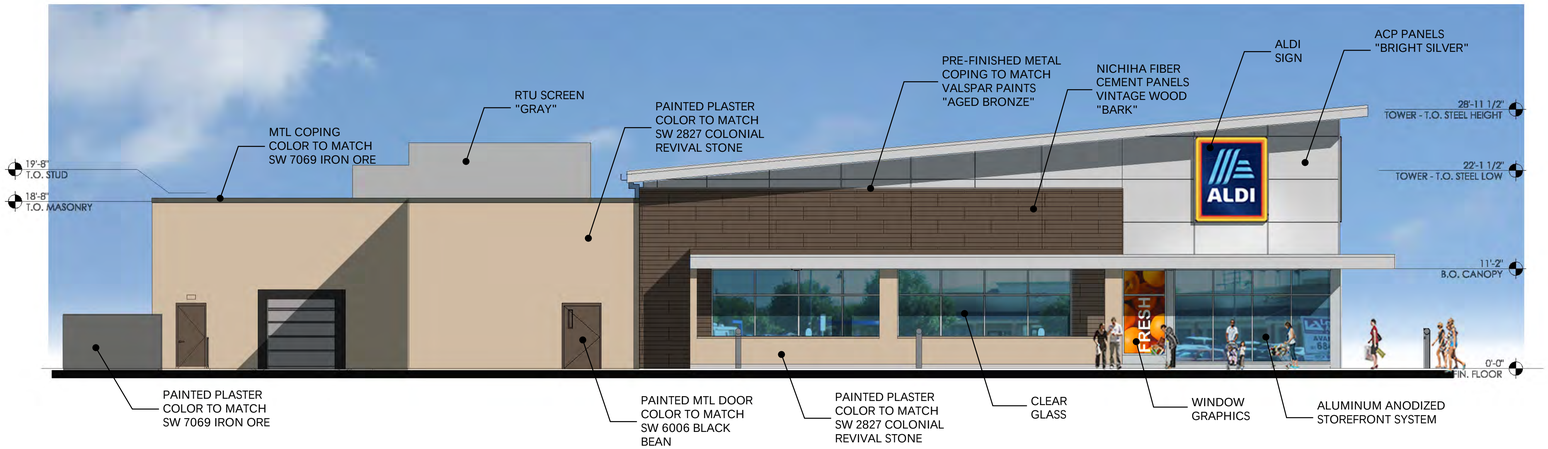
Moreno Valley, CA 92555-6703
(951) 330-5750
(951) 330-5775 fax

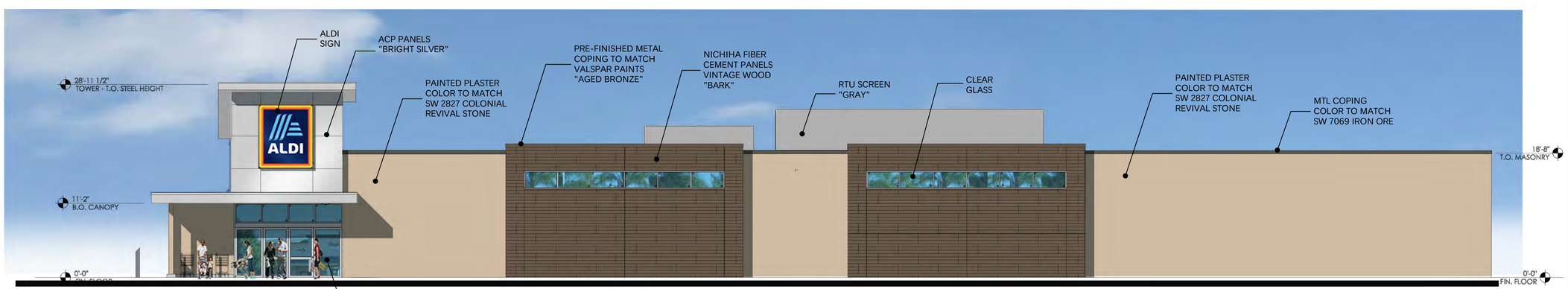
ALDI Inc. Store #: ##
Aldi Arlington
NEC Arlington & Streeter Ave.
Riverside, CA, 92504
Riverside County
Project Name & Location:

Conceptual Exterior Elevations
Drawing Name:

Date: 07/08/22	Project No.
Type:	21-001
Drawn By: RT	CEE-1.1
Scale: As Noted	Drawing No.



LEFT SIDE ELEVATION (SOUTH)
1/8"= 1'-0"



FRONT ELEVATION (EAST)
1/8"= 1'-0"

Issued:	Date:
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	07/08/22

Revisions:	Date:

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Seal | Seal

Project Architect/Engineer — Date:
Architect/Engineer Name — ##/##/##

Project Lead — Date:
Lead Name — ##/##/##

Project Designer — Date:
Designer Name — ##/##/##

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ALDI Inc. Store #: ##
Aldi Arlington
NEC Arlington & Streeter Ave.
Riverside, CA, 92504
Riverside County
Project Name & Location:

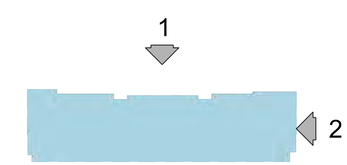
Conceptual Exterior Elevations
Drawing Name:

Date: 07/08/22	Project No. 21-001
Type:	
Drawn By: RT	CEE-1
Scale: As Noted	Drawing No.

FRONT ELEVATION 1

LEFT ELEVATION 2

KEY MAP



1"=10'-0" 0 5' 10' 20' 30'

ELEVATIONS - TYPE III

A3.1

ARLINGTON MIXED USE

RIVERSIDE, CA

DATE: 08-05-2022
JOB NO.: 2020-055

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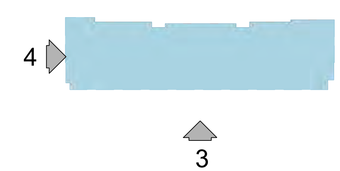
REAR ELEVATION 3

RIGHT ELEVATION 4

KEY MAP



1"=10'-0" 0 5' 10' 20' 30'

ELEVATIONS - TYPE III

A3.2

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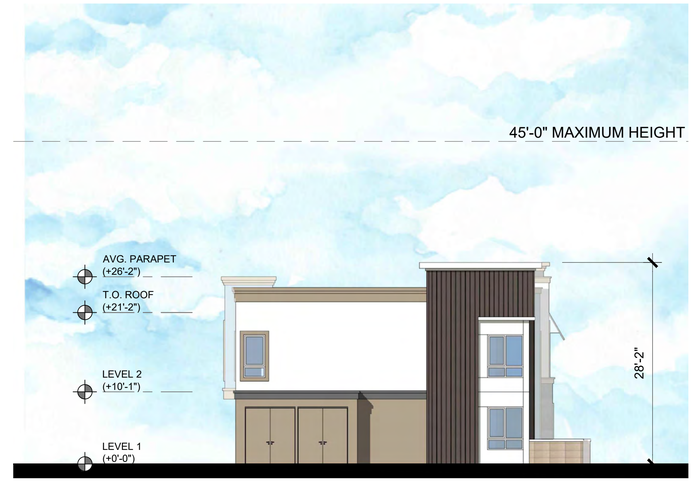
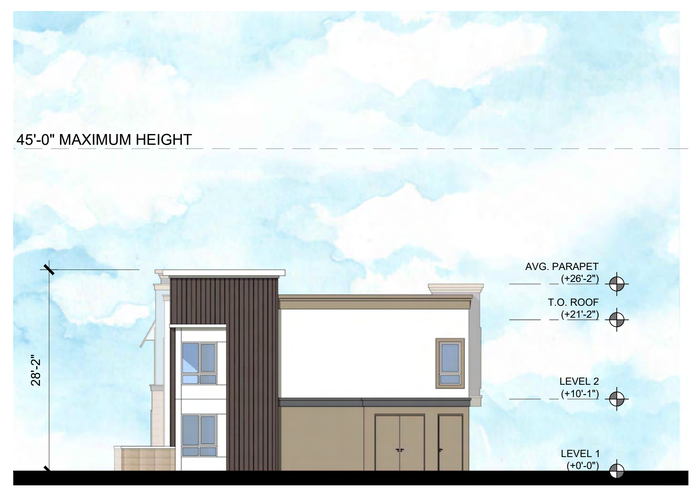
FRONT ELEVATION 1



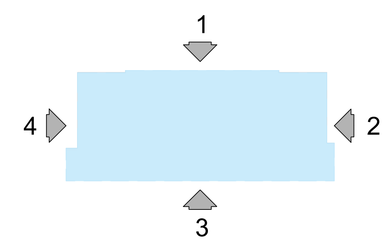
LEFT ELEVATION 2

REAR ELEVATION 2



RIGHT ELEVATION 4

KEY MAP



1"=20'-0" 0 10' 20' 40' 60'

ELEVATIONS - TYPE A

A3.3

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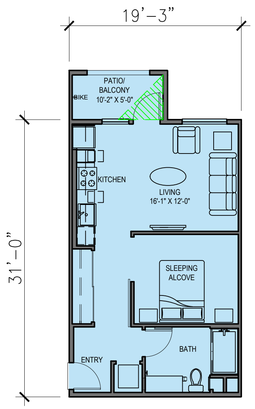
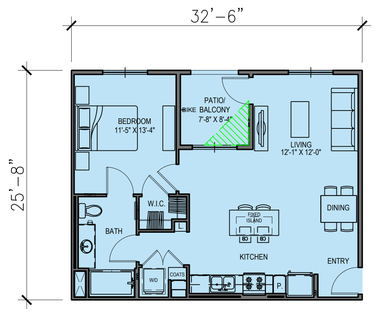
LEGEND

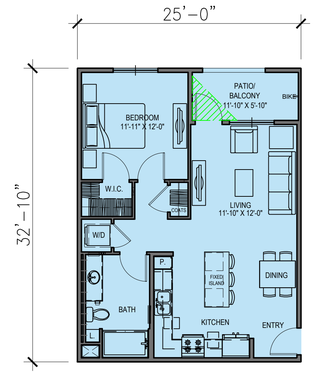
5'x5' MIN. OPEN SPACE DIMENSION



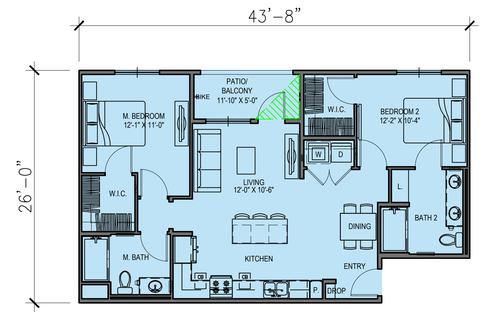
UNIT S1 - OPTION 1
STUDIO - 1 BATH
NET LIVABLE: 597 SQ. FT.
PATIO/DECK : 51 SQ. FT.



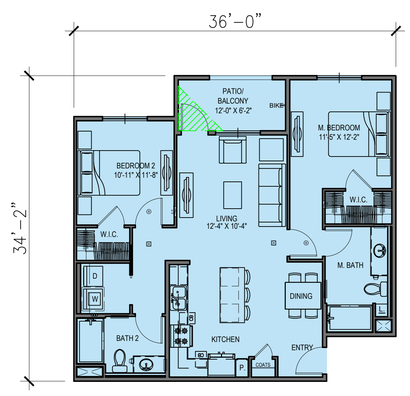
UNIT A1 - OPTION 1
1 BED - 1 BATH
NET LIVABLE: 770 SQ. FT.
PATIO/DECK : 64 SQ. FT.



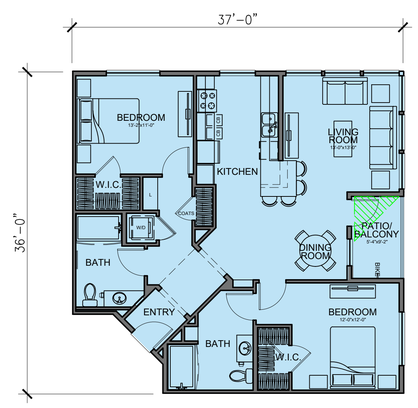
UNIT A2 - OPTION 1
1 BED - 1 BATH
NET LIVABLE: 745 SQ. FT.
PATIO/DECK : 64 SQ. FT.



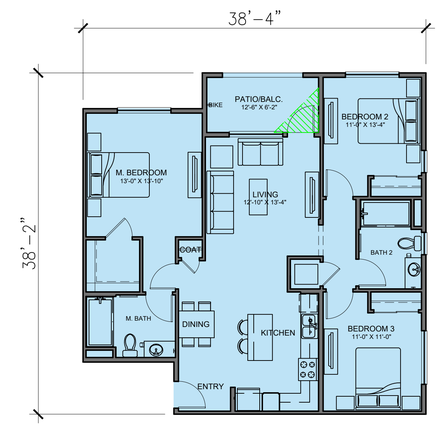
UNIT B1 - OPTION 1
2 BED - 2 BATH CARRIAGE
NET LIVABLE: 1015 SQ. FT.
PATIO/DECK : 59 SQ. FT.



UNIT B2 - OPTION 1
2 BED - 2 BATH
NET LIVABLE: 1054 SQ. FT.
PATIO/DECK : 69 SQ. FT.



UNIT B4
2 BEDROOM - 2 BATH
UNIT AREA: 1205 SQ. FT.
PATIO/ BALCONY: 50 SQ. FT.



UNIT C1 - OPTION 1
3 BED - 2 BATH
NET LIVABLE: 1265 SQ. FT.
PATIO/DECK : 77 SQ. FT.

1/8"=1'-0" 0 4' 8' 16' 24'

UNIT PLANS - TUCK-UNDER

A6.1

ARLINGTON MIXED USE

RIVERSIDE, CA

DATE: 08-05-2022
JOB NO.: 2020-055

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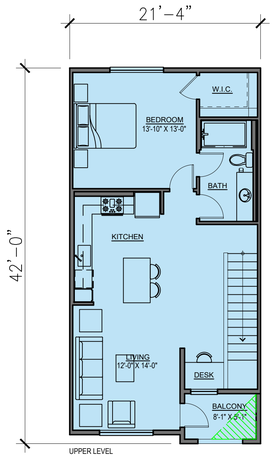
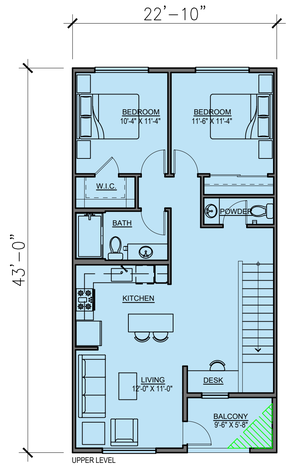
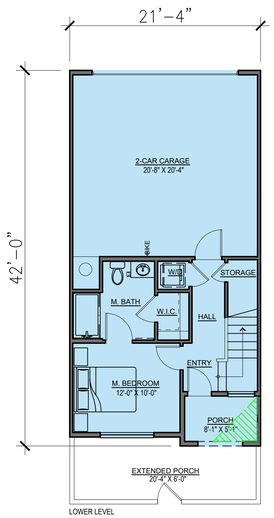
LEGEND

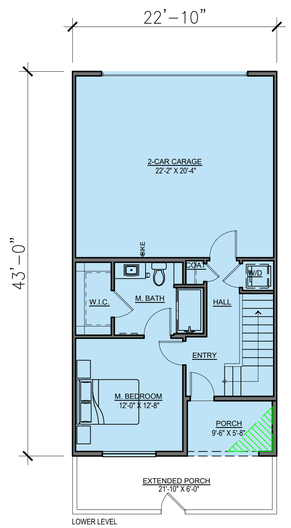
5'x5' MIN. OPEN SPACE DIMENSION







UNIT B3 -TOWNHOME
2 BED - 2 BATH
NET LIVABLE: 1162 SQ. FT.
PATIO/DECK : 215 SQ. FT.



UNIT C2
3 BED - 2.5 BATH
NET LIVABLE: 1307 SQ. FT.
PATIO/DECK : 243 SQ. FT.

1/8"=1'-0" 0 4' 8' 16' 24'

UNIT PLANS - TOWNHOMES

A6.2

ARLINGTON MIXED USE

RIVERSIDE, CA

DATE: 08-05-2022
JOB NO.: 2020-055

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FORGESOLAR GLARE ANALYSIS

Project: **Arlington Mixed-Use Riverside**
Multiple building low-rise residential plus retail and grocery buildings.

Site configuration: **2022-11-30**
Analysis conducted by Glen Folland (gfolland@vca-green.com) at 19:22 on 30 Nov, 2022.

U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration Interim Policy 78 FR 63276. This policy requires the following criteria be met for solar energy systems on airport property:

- No "yellow" glare (potential for after-image) for any flight path from threshold to 2 miles
- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics (see list below)

ForgeSolar does not represent or speak officially for the FAA and cannot approve or deny projects. Results are informational only.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
2-mile flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

FAA Policy 78 FR 63276 can be read at https://www.federalregister.gov/d/2013-24729

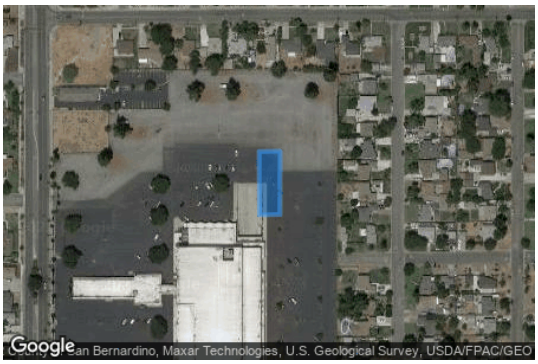
SITE CONFIGURATION

Analysis Parameters

DNI: peaks at 1,000.0 W/m^2
Time interval: 1 min
Ocular transmission coefficient: 0.5
Pupil diameter: 0.002 m
Eye focal length: 0.017 m
Sun subtended angle: 9.3 mrad
Site Config ID: 80344.14205
Methodology: V2

PV Array(s)

Name: Building 12
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 90.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.948242	-117.416610	779.30	26.20	805.50
2	33.948720	-117.416615	779.06	26.20	805.26
3	33.948723	-117.416422	779.07	26.20	805.27
4	33.948246	-117.416422	778.84	26.20	805.04

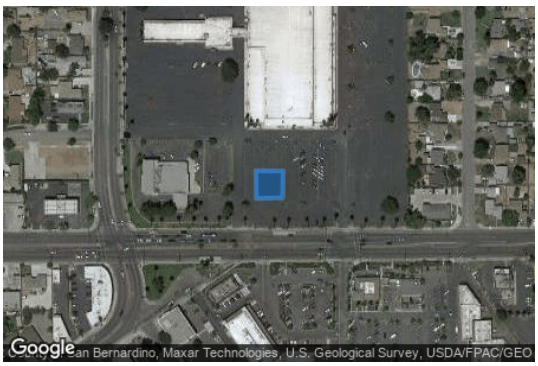
Name: Building 1 2 4 5
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 90.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.948184	-117.417157	781.57	41.30	822.87
2	33.948189	-117.417801	778.90	41.30	820.20
3	33.948438	-117.417798	776.71	41.30	818.01
4	33.948444	-117.417157	780.82	41.30	822.12

Name: East Buildings
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 90.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.947995	-117.416337	779.80	26.20	806.00
2	33.947999	-117.415900	781.78	26.20	807.98
3	33.947539	-117.415900	784.35	26.20	810.55
4	33.947543	-117.416335	780.67	26.20	806.87

Name: Grocery
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 90.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.946647	-117.417292	780.43	24.00	804.43
2	33.946644	-117.417046	780.79	24.00	804.79
3	33.946442	-117.417051	781.24	24.00	805.24
4	33.946437	-117.417290	782.35	24.00	806.35

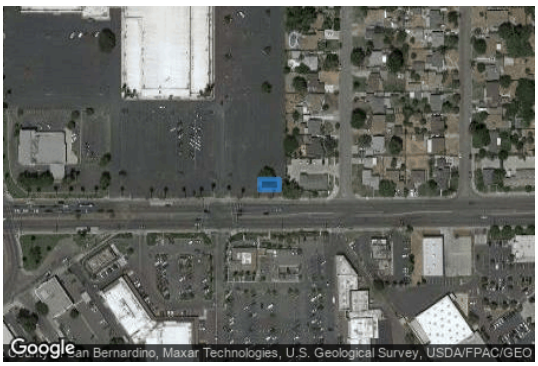
Name: North Buildings
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 90.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.949260	-117.417335	779.89	26.20	806.09
2	33.949258	-117.416922	780.18	26.20	806.38
3	33.948888	-117.416908	778.89	26.20	805.09
4	33.948888	-117.417327	777.85	26.20	804.05

Name: North Carports
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 90.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.948759	-117.417348	778.78	10.00	788.78
2	33.948831	-117.417353	778.21	10.00	788.21
3	33.948826	-117.416774	777.65	10.00	787.65
4	33.948753	-117.416771	778.96	10.00	788.96

Name: Retail
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 90.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.946277	-117.416145	789.09	24.00	813.09
2	33.946361	-117.416145	788.11	24.00	812.11
3	33.946361	-117.415964	792.33	24.00	816.33
4	33.946277	-117.415963	791.71	24.00	815.71

Flight Path Receptor(s)

Name: FP 1
Description:
Threshold height: 50 ft
Direction: 283.2°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.950530	-117.434619	815.55	50.00	865.55
Two-mile	33.943928	-117.400646	846.63	572.35	1418.98

Name: FP 2
Description:
Threshold height: 50 ft
Direction: 103.2°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.953909	-117.452006	757.46	50.00	807.46
Two-mile	33.960511	-117.485981	747.85	613.04	1360.89

Name: FP 3
Description:
Threshold height: 50 ft
Direction: 178.9°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.955169	-117.448657	771.07	50.00	821.07
Two-mile	33.984077	-117.449327	1117.22	257.29	1374.50

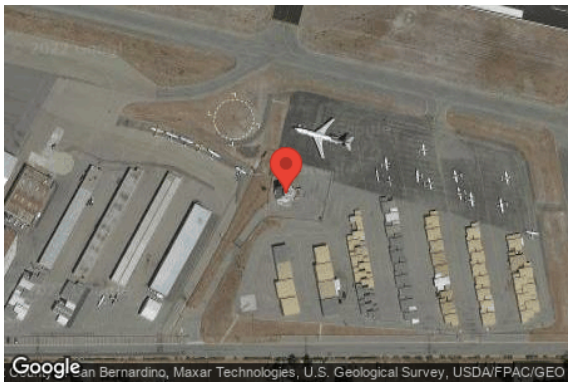
Name: FP 4
Description:
Threshold height: 50 ft
Direction: 358.3°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.947339	-117.448419	746.86	50.00	796.86
Two-mile	33.918439	-117.447383	796.44	553.84	1350.28

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.949820	-117.439978	805.12	60.00

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
Building 12	10.0	90.0	0	0	-
Building 1 2 4 5	10.0	90.0	0	0	-
East Buildings	10.0	90.0	0	0	-
Grocery	10.0	90.0	12,459	0	-
North Buildings	10.0	90.0	0	0	-
North Carports	10.0	90.0	0	0	-
Retail	10.0	90.0	10,706	0	-

Total annual glare received by each receptor

	Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
run 27	FP 1	23165	0
run 34	FP 2	0	0
run 16	FP 3	0	0
run 9	FP 4	0	0
	1-ATCT	0	0

Results for: Building 12

Receptor	Green Glare (min)	Yellow Glare (min)
FP 1	0	0
FP 2	0	0
FP 3	0	0
FP 4	0	0
1-ATCT	0	0

Flight Path: FP 1

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 2

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 3

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 4

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: Building 1 2 4 5

Receptor	Green Glare (min)	Yellow Glare (min)
FP 1	0	0
FP 2	0	0
FP 3	0	0
FP 4	0	0
1-ATCT	0	0

Flight Path: FP 1

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 2

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 3

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 4

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: East Buildings

Receptor	Green Glare (min)	Yellow Glare (min)
FP 1	0	0
FP 2	0	0
FP 3	0	0
FP 4	0	0
1-ATCT	0	0

Flight Path: FP 1

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 2

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 3

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 4

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

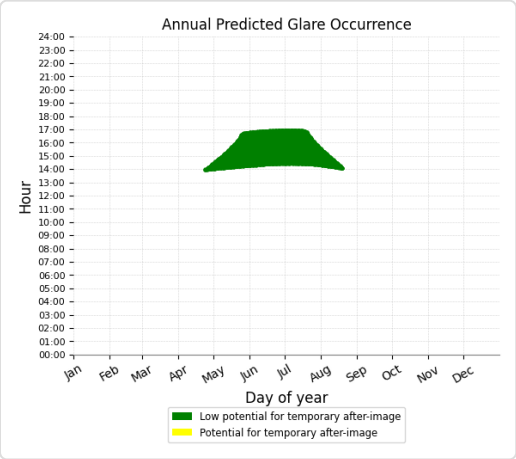
0 minutes of yellow glare
0 minutes of green glare

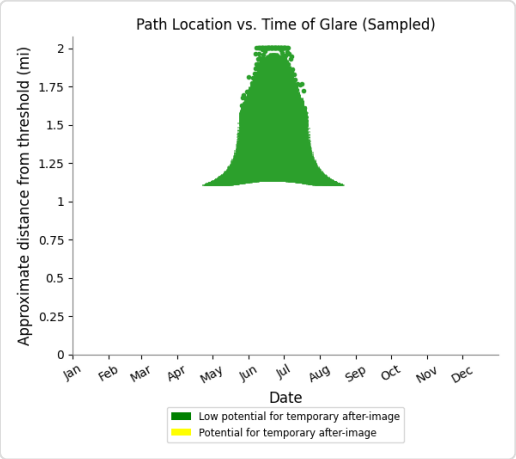
Results for: Grocery

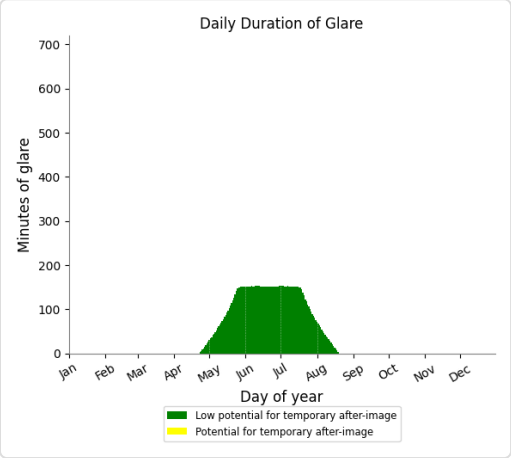
Receptor	Green Glare (min)	Yellow Glare (min)
FP 1	12459	0
FP 2	0	0
FP 3	0	0
FP 4	0	0
1-ATCT	0	0

Flight Path: FP 1

0 minutes of yellow glare
12459 minutes of green glare







Flight Path: FP 2

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 3

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 4

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: North Buildings

Receptor	Green Glare (min)	Yellow Glare (min)
FP 1	0	0
FP 2	0	0
FP 3	0	0
FP 4	0	0
1-ATCT	0	0

Flight Path: FP 1

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 2

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 3

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 4

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: North Carports

Receptor	Green Glare (min)	Yellow Glare (min)
FP 1	0	0
FP 2	0	0
FP 3	0	0
FP 4	0	0
1-ATCT	0	0

Flight Path: FP 1

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 2

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 3

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 4

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

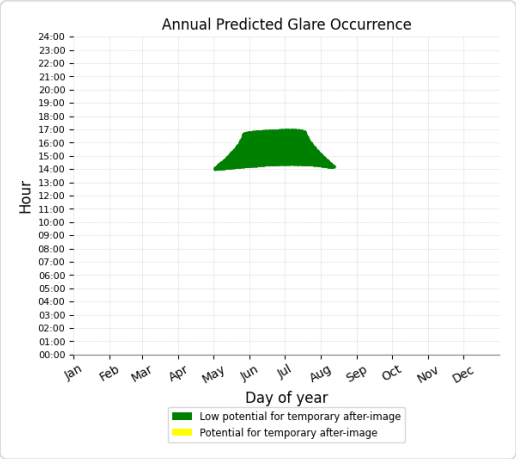
0 minutes of yellow glare
0 minutes of green glare

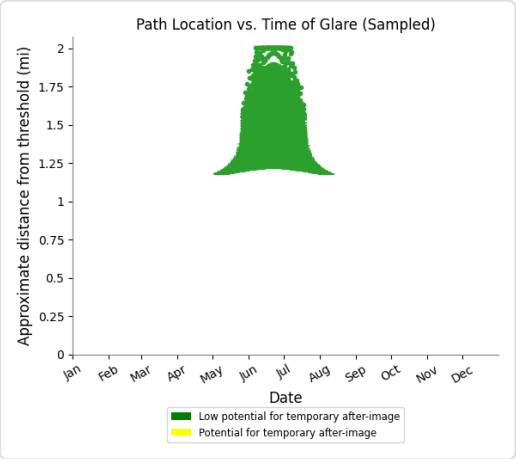
Results for: Retail

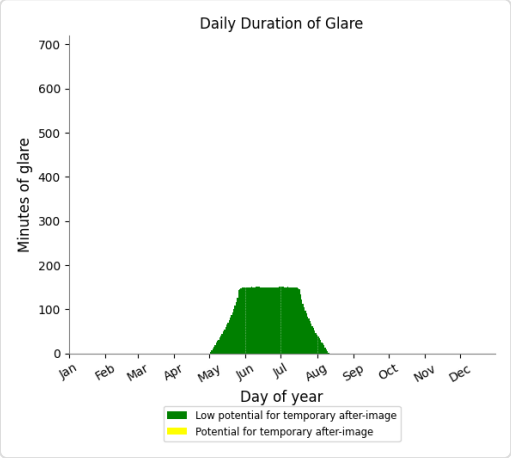
Receptor	Green Glare (min)	Yellow Glare (min)
FP 1	10706	0
FP 2	0	0
FP 3	0	0
FP 4	0	0
1-ATCT	0	0

Flight Path: FP 1

0 minutes of yellow glare
10706 minutes of green glare







Flight Path: FP 2

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 3

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 4

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.
Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.
Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to V1 algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.
The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)
Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.
Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.
The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual results and glare occurrence may differ.
Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
Refer to the Help page at **www.forgesolar.com/help/** for assumptions and limitations not listed here.

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NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

www.rcaluc.org

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. **Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org.** 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. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893**.

The City of Riverside Planning Department should be contacted on non-ALUC issues. For more information, please contact City of Riverside Planner Brian Norton at (951) 826-2308.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website www.rcaluc.org. Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to prull@rivco.org. Individuals with disabilities requiring reasonable modifications or accommodations, please contact Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: **January 12, 2023**

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

CASE DESCRIPTION:

ZAP1107RI22 – Riverside Property Owner, LLC (Representative: Jamie Chapman) City of Riverside Case Nos. PR-2022-001252 (General Plan Amendment, Rezone, Plot Plan, Tentative Parcel Map No. 38638). A proposal to construct a mixed-use multi-family/commercial development consisting of 388 multifamily residential units, a 20,320 square foot grocery store building, and a 5,000 square foot retail building on 17.37 acres, located at the formers Sears building (which will be demolished) site at 5261 Arlington Avenue southerly of Sierra Street, easterly of Streeter Avenue, and westerly of Capistrano Way. The applicant also proposes amending the site's general plan land use designation from Commercial to Mixed Use Village, and rezoning the site from Commercial General Zone to Mixed Use-Village Zone. The applicant also proposes a tentative parcel map to divide the site into two parcels (Airport Compatibility Zones B1, C, D of the Riverside Municipal Airport Influence Area).

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number: ZAP1544MA22 Date Submitted: 9/14/22

AIA: March Zone: B1-APZ-II/C1 Public Hearing ☑ Staff Review ☐

Applicant

Applicant Full Name: PR Partners, LLC

Applicant Address: 11601 Wilshire Blvd. #2110. Los Angeles, CA 90025

Phone: (310) 393-4141 **Email:** mtb@pdpllc.net

Representative/ Property Owner Contact Information

Representative: Lars Andersen **Email:** lars@pdpsjc.net

Phone: (949) 481-0463 E. 111

Address: 30220 Rancho Viejo Road, B. San Juan Capistrano, CA 92675

Property Owner: PR Partners, LLC **Email:** mtb@pdpllc.net

Phone: (310) 393-4141

Address: 11601 Wilshire Blvd. #2110. Los Angeles, CA 90025

Local Jurisdiction Agency

Agency Name: City of Perris Phone: (951) 943-5003

Staff Contact: Kenneth Phung **Email:** kphung@cityofperris.org

Address: 135 N. D Street. Perris, CA 92570 : :

Local Agency Case No.: PLN1900012 (SPA), PLN19-05287 (ZC), DPR19-00012 (DPR)

Project Location

Street Address: SWC of Perris Blvd and Ramona Expressway Gross Parcel Size.: 16

Assessor's Parcel No.: 303-060-020

Solar

Is the project proposing solar Panels? Yes ☐ No ☑ If yes, please provide solar glare study. (only if in Zone C or higher)

Data

Site Elevation:(above mean sea level) 1,464 feet AMSL

Height of Building or structures: 53'

What type of drainage basins are being proposed and the square footage: Sq Ft of vegetative Swale area.

Notice

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 a complete application submittal to the next available commission hearing meeting.

C. SUBMISSION PACKAGE:

Please submit all application items DIGITALLY via USB or CD:

- Completed ALUC Application Form
- Plans Package: site plans, floor plans, building elevations, grading plans, subdivision maps
- Exhibits of change of zone, general plan amendment, specific plan amendment
- Project description of existing and proposed use

Additionally, please provide:

- ALUC fee payment (Checks made out to Riverside County ALUC)
- Gummed address labels of all surrounding property owners within a 300-foot radius of project site. (Only required if the project is scheduled for a public hearing).

Riverside County Airport Land Use Commission, County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, CA 92501, Phone: 951-955-5132 Fax: 951-955-5177 Website: www.rcaluc.org

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	3.3
HEARING DATE:	January 12, 2023
CASE NUMBER:	ZAP1108RI22 – Gilbane Development Company (Representative: The 3-wB Group)
APPROVING JURISDICTION:	City of Riverside
JURISDICTION CASE NO:	PR-2022-001434 (General Plan Amendment, Change of Zone, Development Plan Review)
LAND USE PLAN:	2005 Riverside Municipal Airport Land Use Compatibility Plan
Airport Influence Area:	Riverside Municipal Airport
Land Use Policy:	Airport Compatibility Zones E
Noise Levels:	Below 55 CNEL contour from aircraft noise
MAJOR ISSUES:	None

RECOMMENDATION: Staff recommends that the General Plan Amendment and Change of Zone be found CONSISTENT with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, and that the Development Plan Review also be found CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to construct 121 muti-family units on 3.9 acres. The applicant also proposes to amend the General Land Use designation from MDR-Medium Density Residential and C- Commercial to HDR-High density residential, and to rezone the property from R-1-7000 Single Family Residential to R-3-200 Multiple Family Residential.

PROJECT LOCATION: The site is located southerly of Railroad Avenue, westerly of Madison Street, and northerly of Evans Street, approximately 11,091 feet southeasterly of the easterly terminus of Runway 9-27 at Riverside Municipal Airport.

BACKGROUND:

Non-Residential Intensity: Pursuant to the Riverside Municipal Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone E, where residential density is not restricted.

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

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

Part 77: The elevation of Runway 9-27 at its easterly terminus is 815.8 feet above mean sea level (AMSL). At a distance of approximately 11,091 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 926.8 feet AMSL. The site's finished floor elevation is 864 feet AMSL and building height is 40 feet, resulting in a top point elevation of 904 feet AMSL. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) is not required.

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 beyond 10,000 feet to the runway and therefore the policy does not apply.

General Plan Amendment/Change of Zone: The applicant proposes to amend the General Land Use designation from MDR-Medium Density Residential and C- Commercial to HDR-High density residential, and to rezone the property from R-1-7000 Single Family Residential to R-3-200 Multiple Family Residential. The amendments would be as, or more consistent with the Compatibility Plan as long as the underlying development is consistent with the compatibility criteria.

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 are prohibited:

   (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

   (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

   (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor

production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, 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) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.

4. Any proposed stormwater 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 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 basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

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.

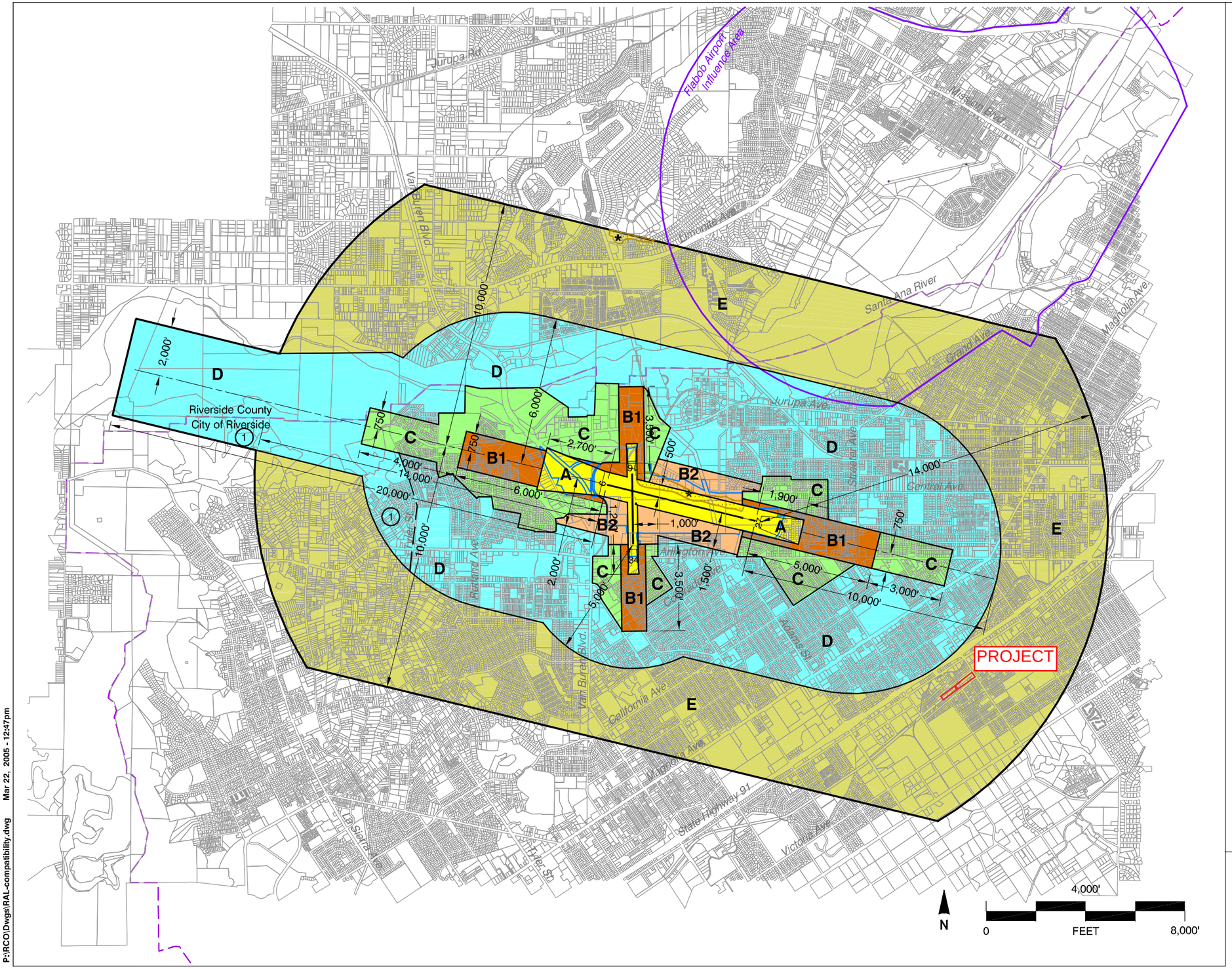
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

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

Note

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

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

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted March 2005)

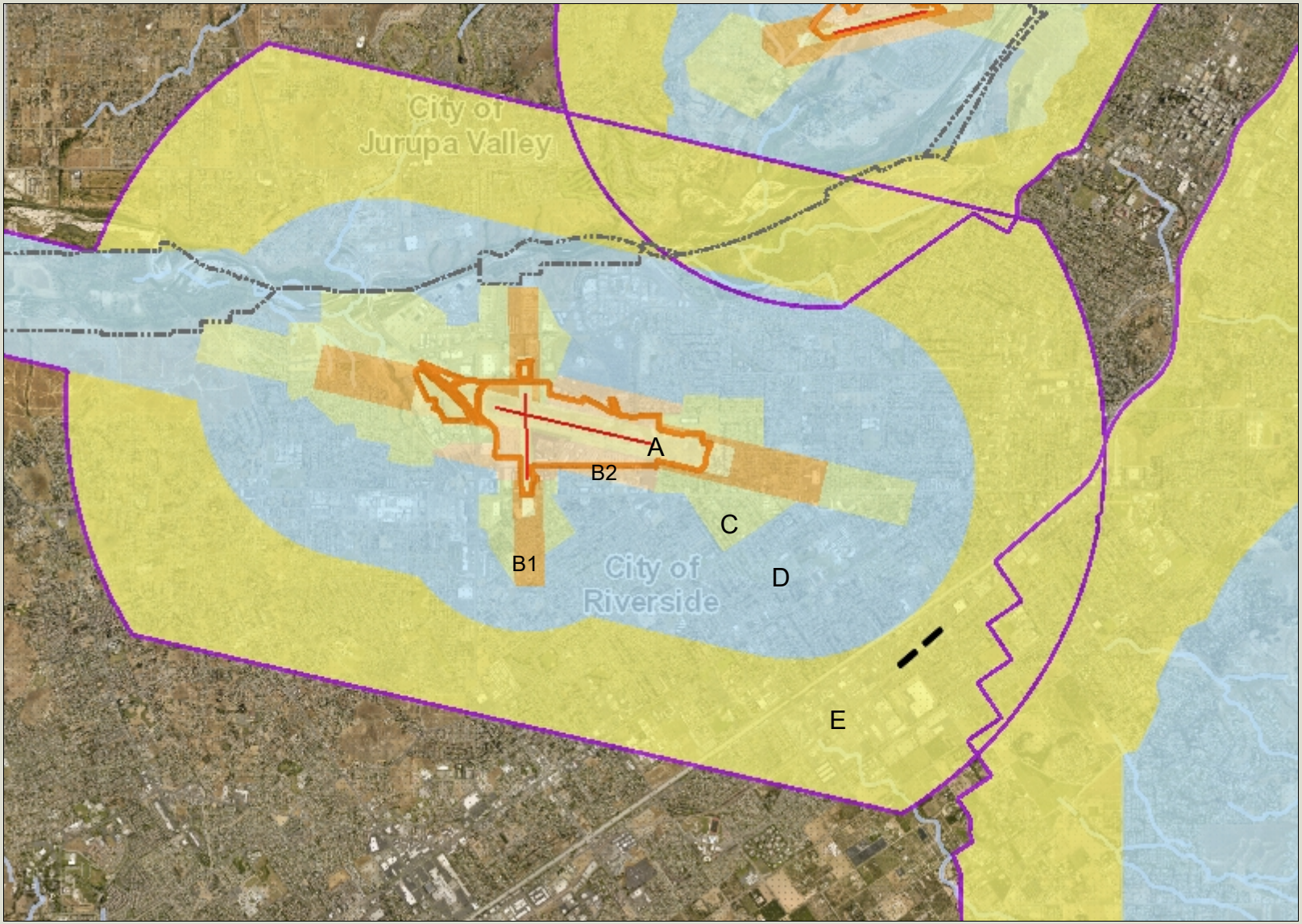
Map RI-1

Compatibility Map

Riverside Municipal Airport

P:\RCO\Dwgs\RAL-compatibility.dwg Mar 22, 2005 - 12:47pm

Map My County Map



Legend

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

0 6,157 12,314 Feet

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

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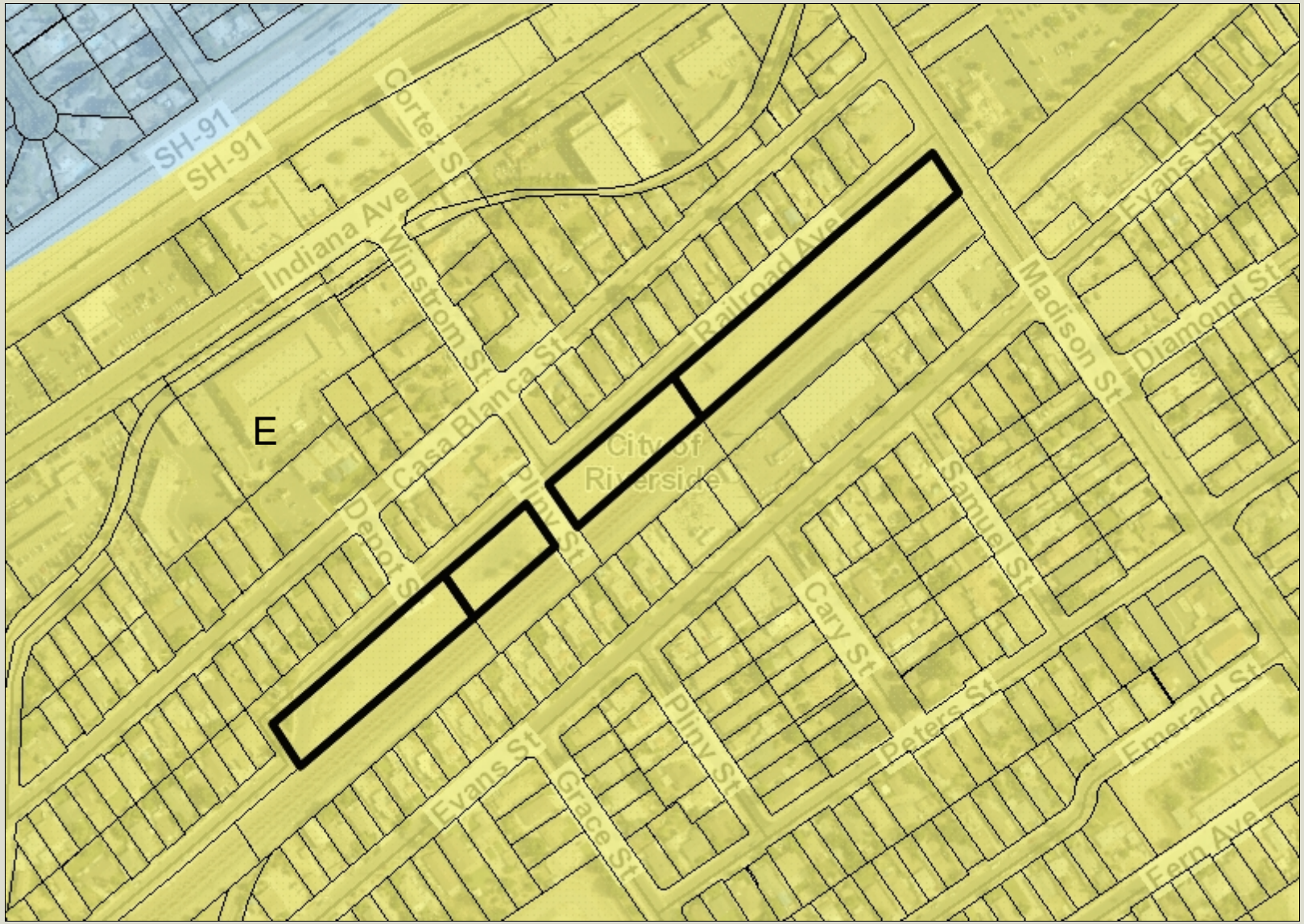
Notes

Map My County Map



Legend

- 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

0 385 770 Feet

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Notes

Map My County Map

Legend

- Parcels
- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

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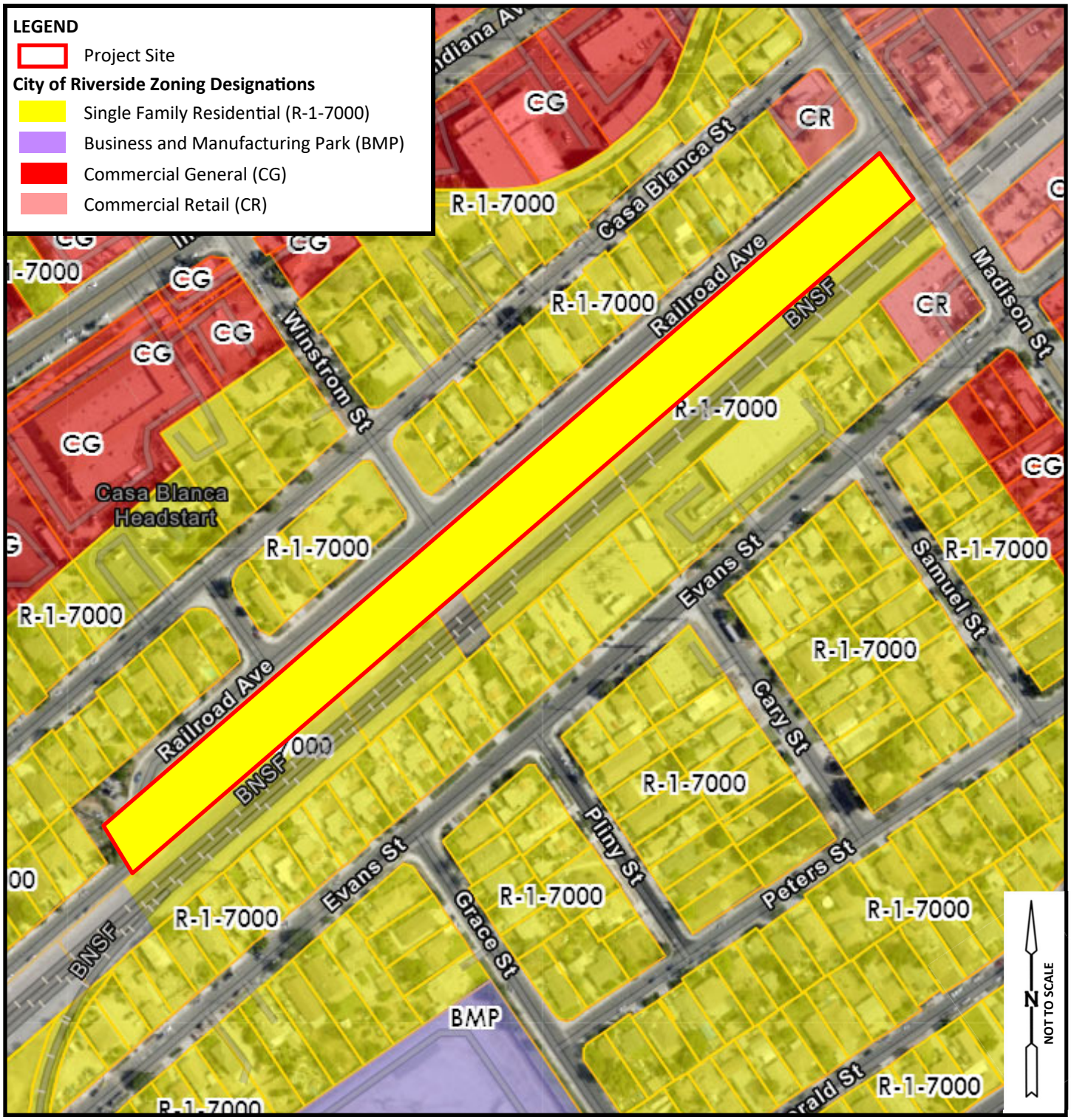
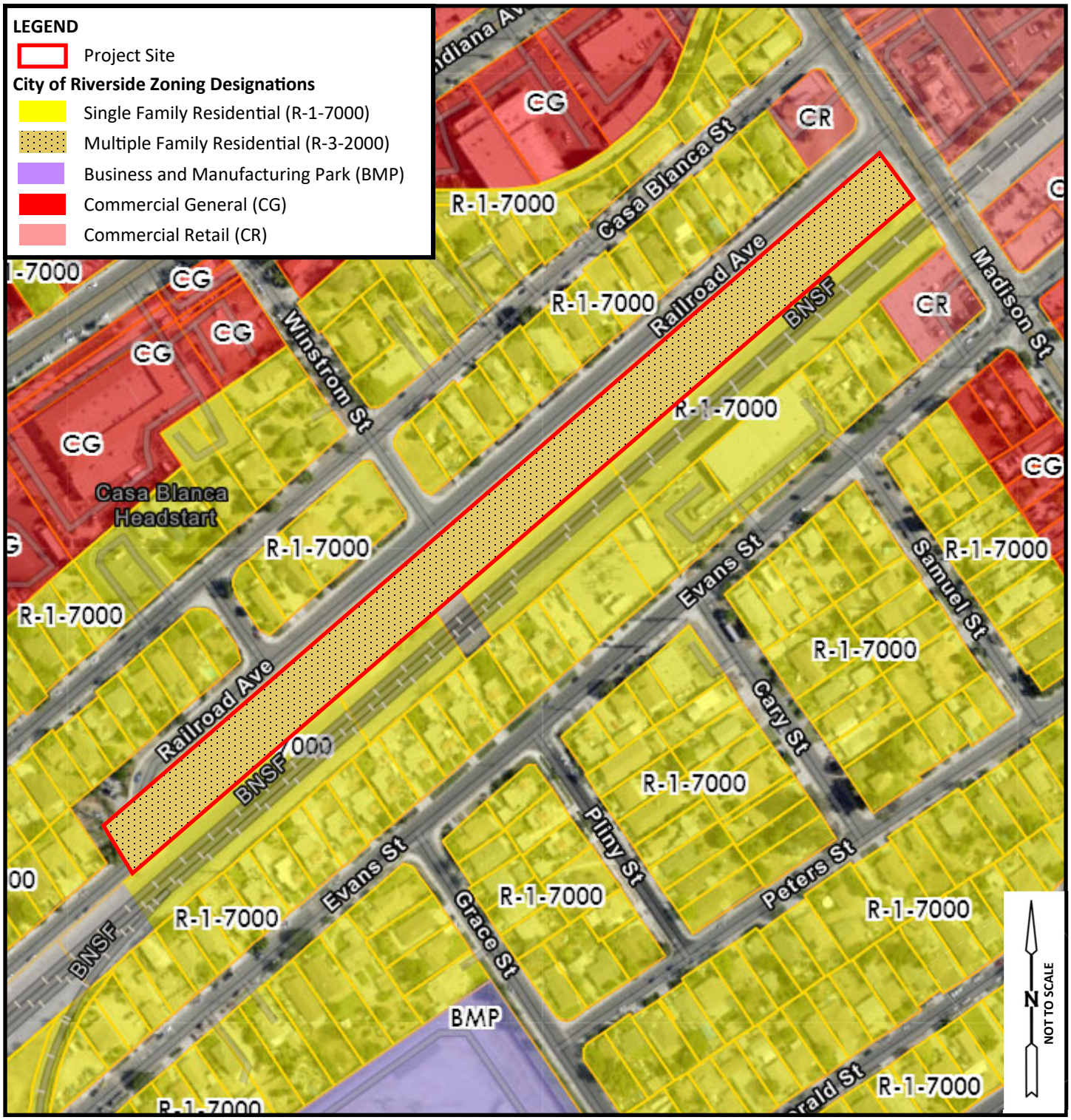
Notes



Source: City of Riverside Zoning Map, 07/01/2021;
City of Riverside ArcGIS Zoning Map

Existing Zoning Designation

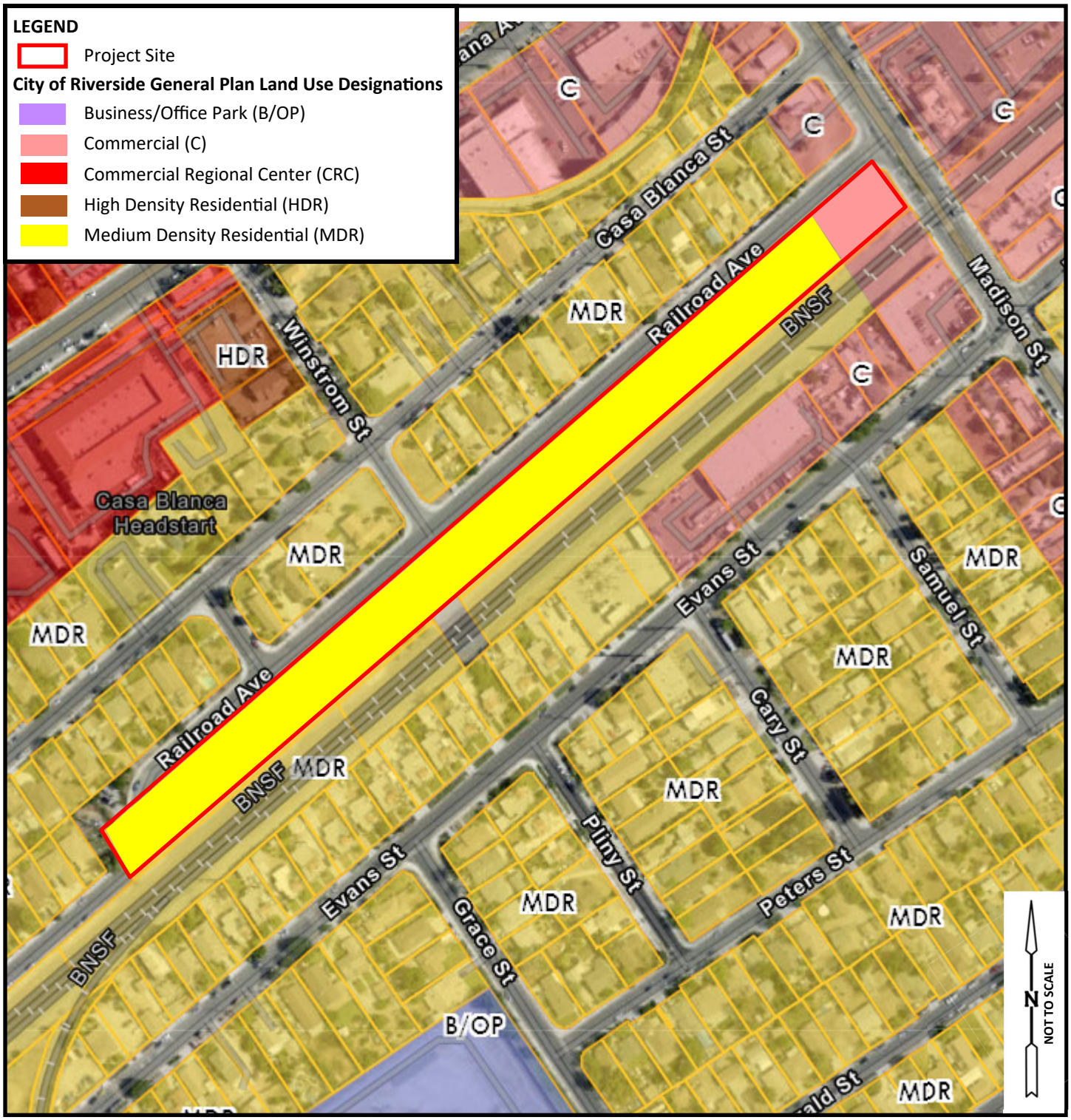
Action Surveys
SURVEYING • PLANNING • SUBDIVISIONS



Source: City of Riverside Zoning Map, 07/01/2021;
City of Riverside ArcGIS Zoning Map

Proposed Zoning Designation

Action Surveys
SURVEYING • PLANNING • SUBDIVISIONS



Source: City of Riverside Zoning Map, 07/01/2021;
City of Riverside ArcGIS Zoning Map

Existing General Plan Land Use Designation

Action Surveys
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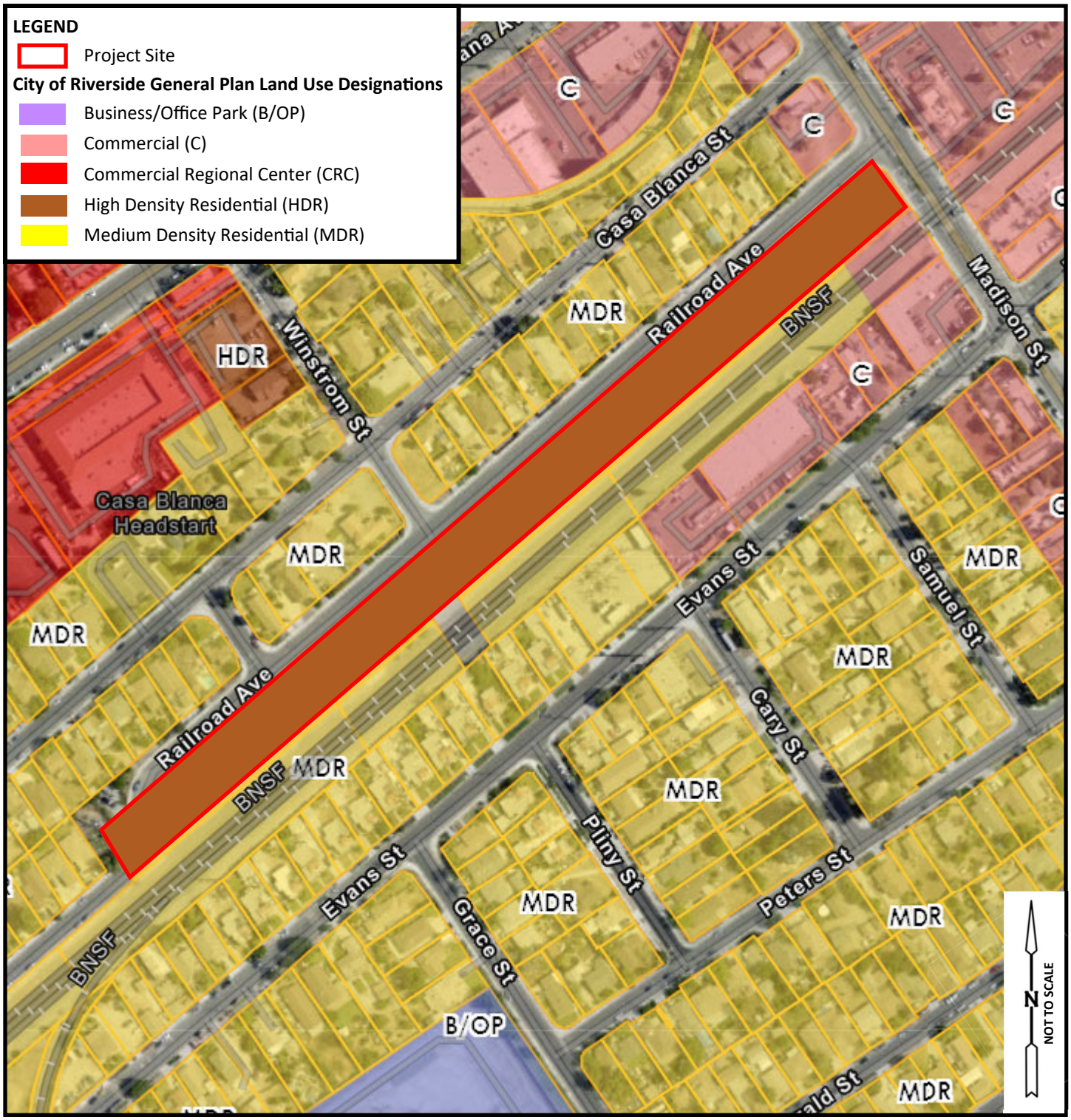
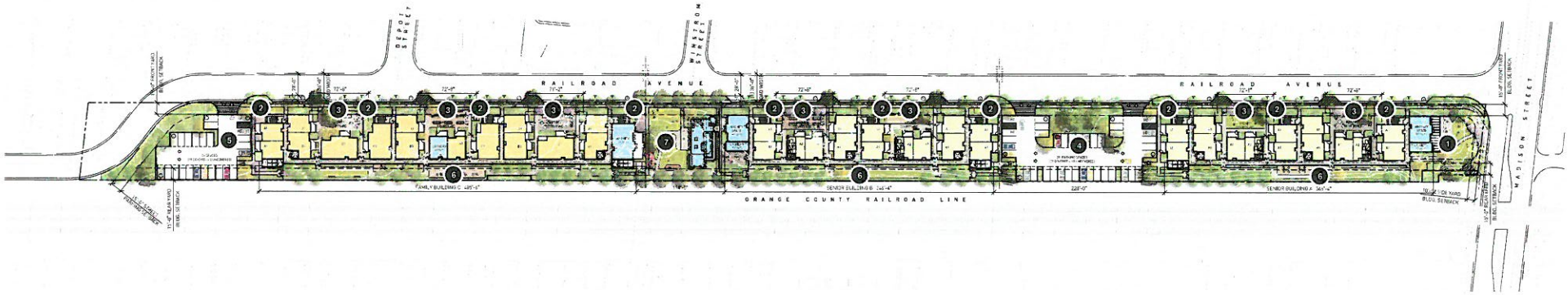


Source: City of Riverside Zoning Map, 07/01/2021;
City of Riverside ArcGIS Zoning Map

Proposed General Plan Land Use Designation

Action Surveys
SURVEYING • PLANNING • SUBDIVISIONS

DESIGN Site Plan



KEYNOTES

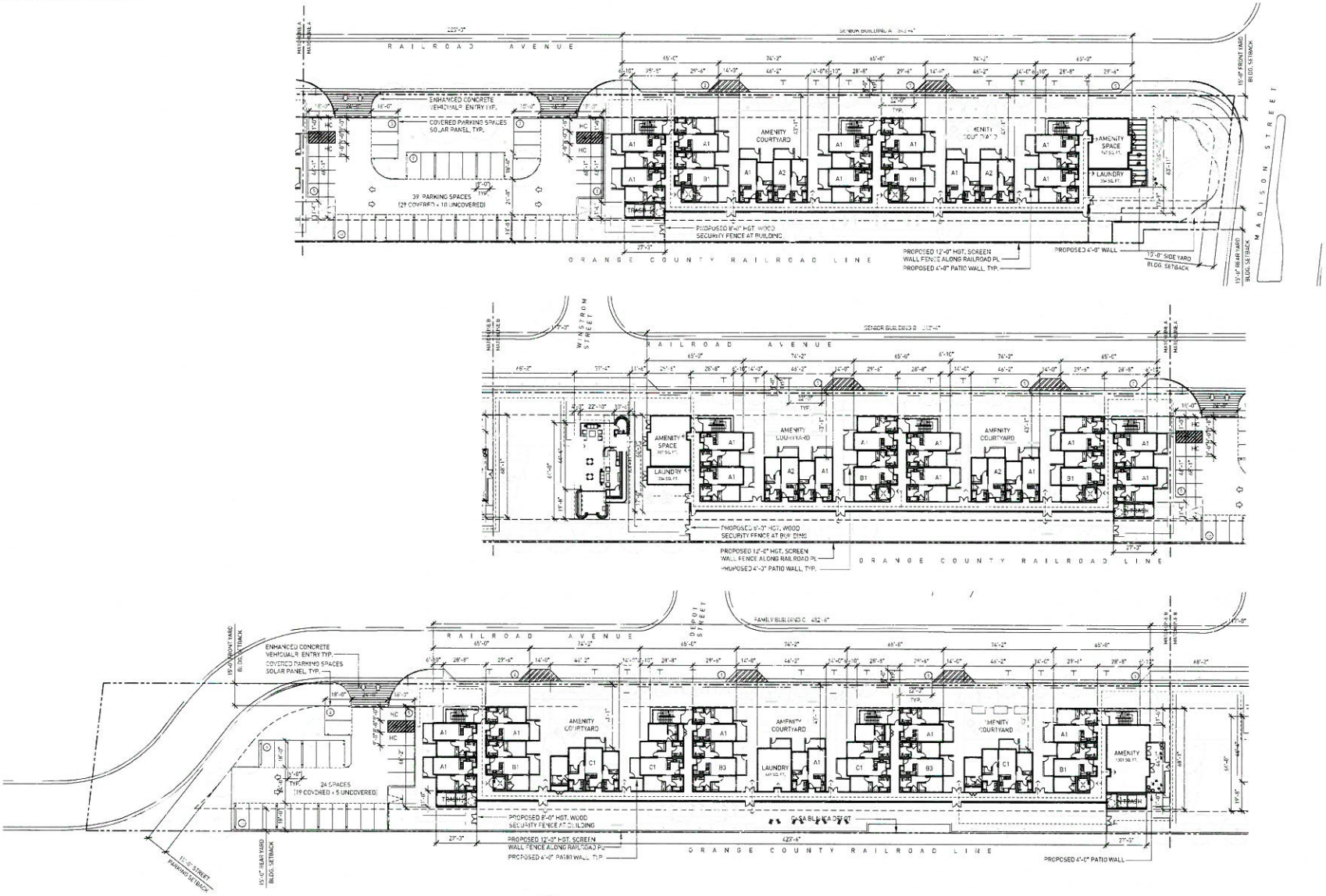
1. STREET FACING PRIVATE PATIOS
2. OPEN STAIR VERTICAL CIRCULATION
3. RESIDENTIAL COURTYARDS FACING STREET
4. CENTRALIZED SENIOR PARKING
5. FAMILY PARKING
6. CORRIDOR SOUND BUFFER
7. INTERGENERATIONAL ZONE

LEGEND

- 2/3 STORY SENIOR RESIDENTIAL BUILDINGS
- 2/3 STORY FAMILY RESIDENTIAL BUILDINGS
- AMENITIES AT GROUND FLOOR
- LANDSCAPE / COURTYARDS
- 10 MINUTE WALK

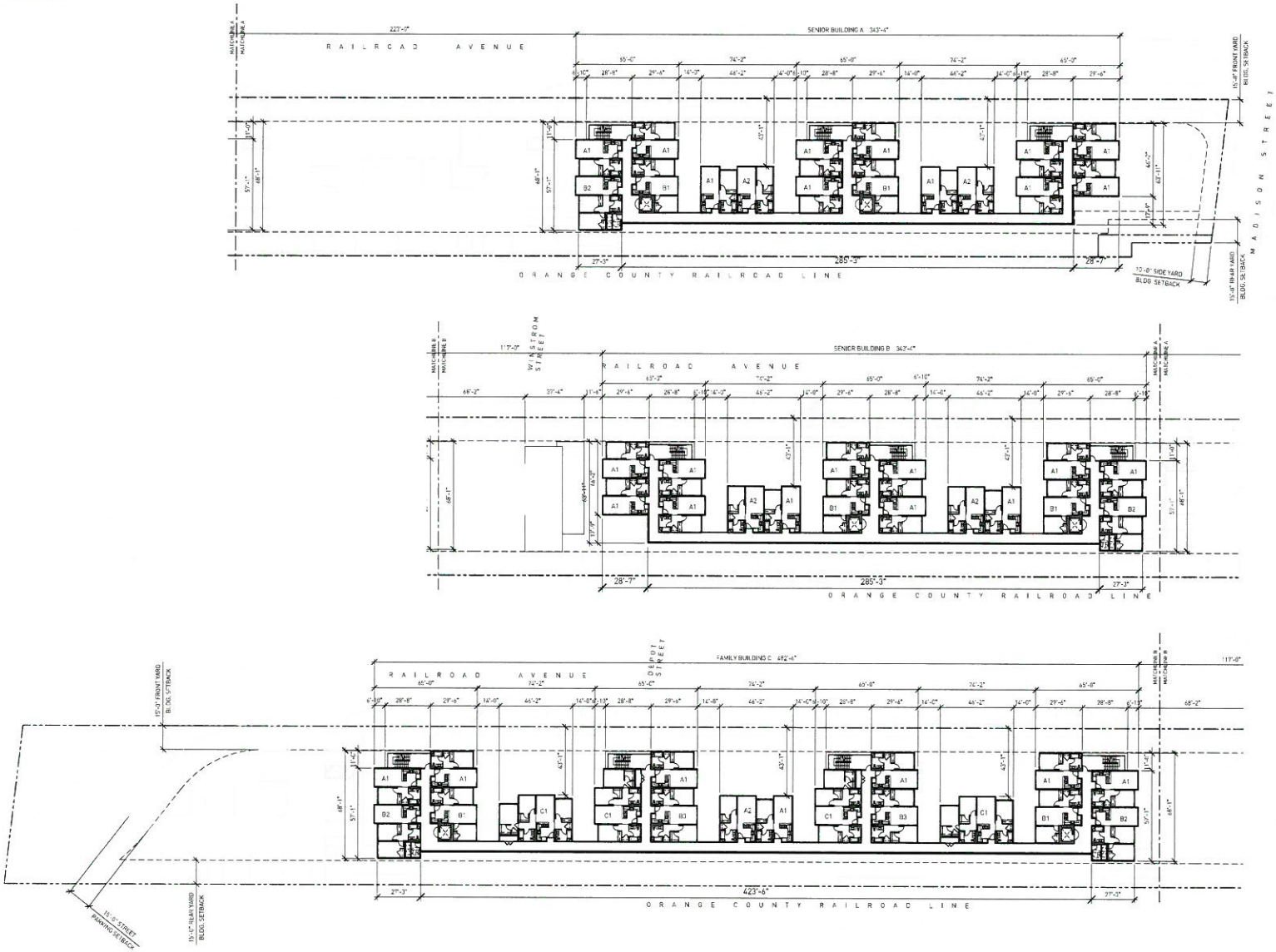
SCALE 1" = 60'

BUILDING PLAN Level 1



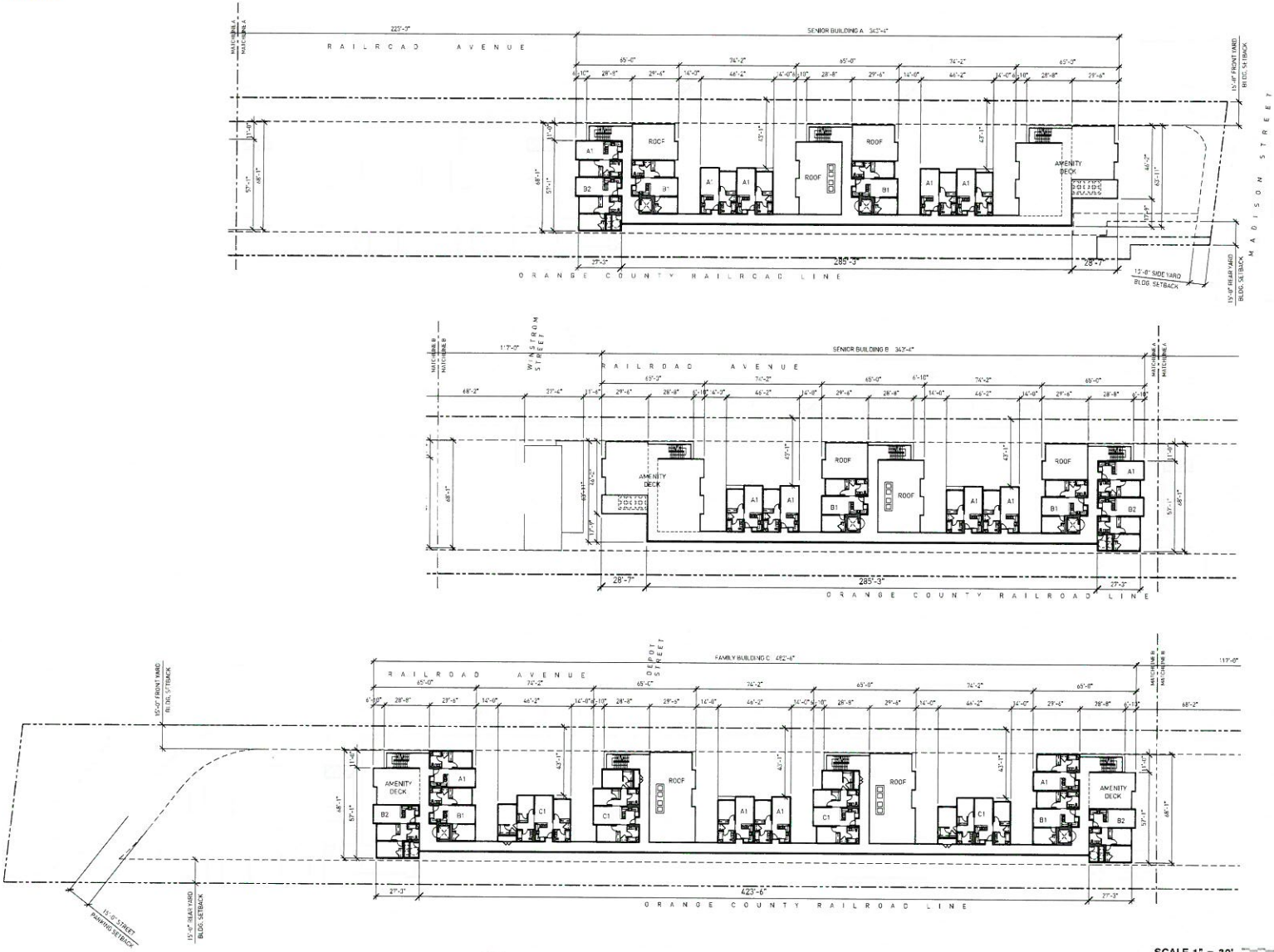
SCALE 1" = 30'

BUILDING PLAN Level 2



SCALE 1" = 30'

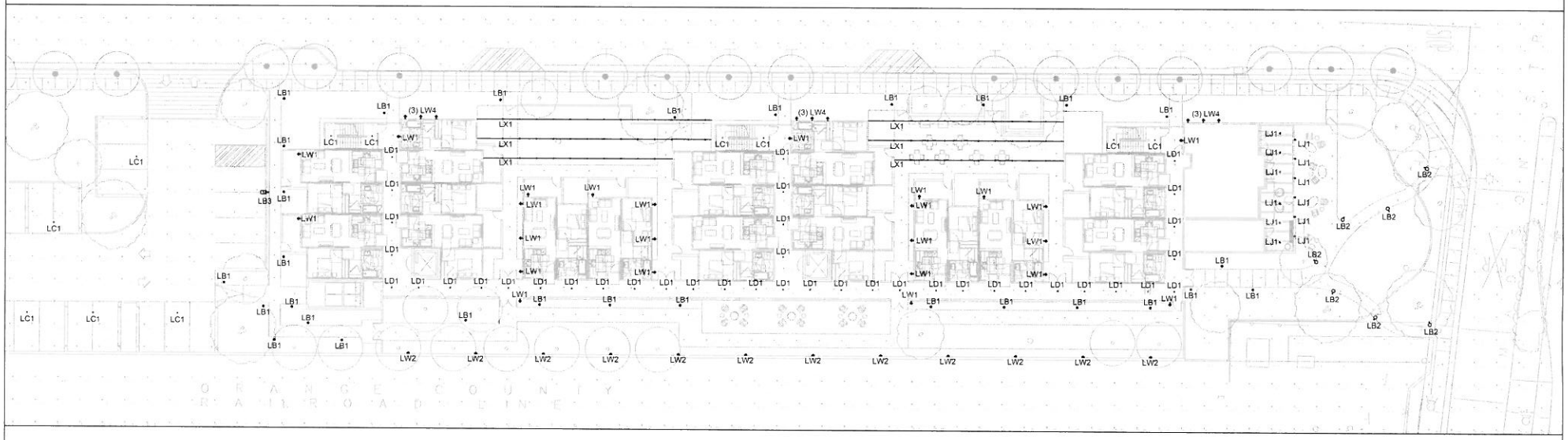
BUILDING PLAN Level 3



SCALE 1" = 30'

SCALE 1" = 30'

SITE LIGHTING PLAN | Senior Building A - Enlarged



Scale: 1/16"=1'-0"

OCULUS

LT-005

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

www.rcaluc.org

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. **Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org.** 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. For more information please contact **ALUC Planner Jackie Vega at (951) 955-0982.**

The City of Riverside Planning Department should be contacted on non-ALUC issues. For more information, please contact City of Riverside Planner Judy Eguez at (951) 826-3969.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website www.rcaluc.org. Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to Javega@rivco.org. Individuals with disabilities requiring reasonable modifications or accommodations, please contact Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: **January 12, 2023**

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

CASE DESCRIPTION:

ZAP1108RI22 – Gilbane Development Company(Representative: The 3-wB Group) City of Riverside Case No. PR-2022-001434 (General Plan Amendment, Change of Zone, Development Review). A proposal to construct 121 muti-family units on 3.9 acres, located southerly of Railroad Avenue, westerly of Madison Street, and northerly of Evans Street. The applicant also proposes to amend General Land Use designation from MDR-Medium Density Residential and C- Commercial to HDR-High density residential, and to rezone the property from R-1-7000 Single Family Residential to R-3-200 Multiple Family Residential. (Airport Compatibility Zone E of the Riverside Municipal Airport Influence Area).

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number: ZAP 1108 RI 22 Date Submitted: 11/1/22

AIA: Airport Riv. Muni Zone: E Public Hearing ☐ Staff Review ☑

Applicant

Applicant Full Name: Gilbane Development Company / Blaise Rostello

Applicant Address: 1100 North Glebe Road

Phone: 401-588-3150 **Email:** brastello@gilbaneco.com

Representative/ Property Owner Contact Information

Representative: JP Stocco **Email:** jpstocco@3-wb.com

Phone: 619-210-5753

Address: 402 Delage Drive, Encinitas, CA 92024

Property Owner: Gilbane Development Company **Email:** mlawrence@gilbaneco.com

c/o Matthew Lawrene Phone: 401-456-5605

Address: 7 Jackson Walkway Providence, RI 02903

Local Jurisdiction Agency

Agency Name: The City of Riverside Phone: 951-826-3969

Staff Contact: Judy Eguez **Email:** jeguez@riversideca.gov

Address: 3900 Main Street -3rd Floor, Riverside, CA 92522

Local Agency Case No.: PR-2022-001434

Project Location

Street Address: Madison Street and Railroad Avenue, Riverside, CA Gross Parcel Size.: 3.80 acre

Assessor's Parcel No.: 230-233-013,230-245-015,230-450-013 and 230-253-010

Solar

Is the project proposing solar Panels? Yes ☑ No ☐ If yes, please provide solar glare study. (only if in Zone C or higher)

Data

Site Elevation:(above mean sea level)	40' 0"
Height of Building or structures:	40' 0"
What type of drainage basins are being proposed and the square footage:	Infiltration Drainage Basins / 165,528

Notice

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 a complete application submittal to the next available commission hearing meeting.

C. SUBMISSION PACKAGE:

Please submit all application items DIGITALLY via USB or CD:

- Completed ALUC Application Form
- Plans Package: site plans, floor plans, building elevations, grading plans, subdivision maps
- Exhibits of change of zone, general plan amendment, specific plan amendment
- Project description of existing and proposed use

Additionally, please provide:

- ALUC fee payment (Checks made out to Riverside County ALUC)
- Gummed address labels of all surrounding property owners within a 300-foot radius of project site. (Only required if the project is scheduled for a public hearing).

Riverside County Airport Land Use Commission, County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, CA 92501, Phone: 951-955-5132 Fax: 951-955-5177 Website: www.rcaluc.org

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	3.4
HEARING DATE:	January 12, 2023
CASE NUMBER:	ZAP1073TH22 – JTM Land Company, LLC (Representative: Albert A. Webb Associates)
APPROVING JURISDICTION:	County of Riverside
JURISDICTION CASE NO:	MTE220031(Minor Temporary Event)
LAND USE PLAN:	2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan (as amended in 2006)
Airport Influence Area:	Jacqueline Cochran Regional Airport
Land Use Policy:	Airport Compatibility Zones B1, C, and D
Noise Levels:	55 - 60 CNEL from aircraft
MAJOR ISSUES:	None

RECOMMENDATION: Staff recommends that the Commission find the Minor Temporary Event CONSISTENT with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, as amended in 2006.

PROJECT DESCRIPTION: A proposal for a Minor Temporary Event to host an 'IndyCar Open Test Event' from February 1, 2023, to February 4, 2023, between the hours of 7:00 a.m. to 6:00 p.m. on the 139 acres Thermal Motorclub facility, located southerly of Avenue 60, westerly of Polk Street, northerly of Avenue 62, and easterly of Tyler Street. The event will be strictly private invitation-only event not open to the public. No tickets will be sold. Food and live bands will also be provided within the existing buildings.

PROJECT LOCATION: The site is located southerly of Avenue 60, westerly of Polk Street, northerly of Avenue 62, and easterly of Tyler Street, in the unincorporated community of Thermal, approximately 4,700 feet southeasterly of the future southerly terminus of Runway 17-35 at Jacqueline Cochran Regional Airport.

HISTORY:

History of ALUC Review of Thermal Club Plot Plan No. 24690

Plot Plan No. 24690 was originally considered by the Airport Land Use Commission at its October 14, 2010 hearing. At that time, it was described as "a proposal to construct and operate a motorsports race track facility consisting of a private (membership) auto racing track, control tower,

track-side garages/luxury suites, event tent, member car storage buildings, registration building, maintenance building, tuning shop, go-kart track, and go-kart team garages," along with 254 private/member garages, one for each "founders' lot" being established through Commercial Parcel Map No. 36293. The track was not to be open to the public and would be for daytime use only, and there was to be no overnight occupancy of the members' garages on the founders' lots.

Based on sample floor plans provided by the applicant, ALUC Planner Russell Brady estimated total planned occupancy per member garage at 19.1 persons, and that not more than 6 lots would be located within a single-acre area. As such, the single-acre intensity of the founders' lot areas was estimated at less than 120 persons per acre. The applicant team estimated the number of persons in each garage as 14.3. On an overall basis, with 195 acres in Compatibility Zone C, the average intensity allowance of 75 persons per acre results in a total allowed capacity of 14,625 persons.

Condition No. 12, as recommended in the initial staff report, stated as follows:

"Prior to building permit issuance of any of the Member Garages/Founder Lots, verification that proposed buildings do not exceed the Standard Garage plan shall be provided. The Standard Garage shall be defined as two stories, with a total square feet of 7,150, including a garage area of 2,450 square feet, storage area of 380 square feet, and office use or other undefined area of 4,320 square feet. Any building that exceeds the number of stories, total square feet of the building, or total square feet of the individual uses, shall be reviewed by ALUC for consistency."

The applicant team expressed concerns that persons purchasing lots larger than the standard size of 7,540 square feet might wish to have larger garages, and so staff prepared revised conditions that provided separate conditions for the smaller lots and a general condition. The condition for the smaller lots was revised to read as follows:

"Prior to building permit issuance on any of the Founders' Lots with a net area of 7,540 square feet or less, verification that proposed buildings do not exceed the "Standard Garage" plan shall be provided. The "Standard Garage" shall be defined as having a total square footage not exceeding 7,150 square feet, with office (and kitchen, if applicable) area not exceeding 4,320 square feet, and the remainder of the building devoted to storage, garage, and warehousing uses (Occupancy Type S uses). Any building on such lots proposing either (1) a total square footage exceeding 7,150 square feet or (2) more than 4,320 square feet of uses other than Occupancy Type S uses, or with a height exceeding two stories or 42 feet, shall be submitted to the Riverside County Airport Land Use Commission for review."

A general condition No. 13 was added that would apply to all of the Founders' Lots stating as follows:

"Development on Founders' Lots shall comply with the following standards: (1) the floor area ratio shall not exceed 0.95; (2) lot coverage shall not exceed 0.5; (3) the proportion of the building allocated to office uses or other uses whose intensity exceeds Occupancy Type S uses shall not exceed 0.6; (4) no uses more intense than office uses and no assembly uses are permitted; (5) no residential uses or overnight occupancy is permitted; (6) the building does not exceed 42 feet in height; (7) no parking spaces are provided outside of the garage; and (8) garages contain a minimum space for two automobiles. If any of these criteria are not met, the building shall be submitted to the Riverside County Airport Land Use Commission for review."

Condition No. 14 required posting of special occupancy load restrictions limiting the maximum number of persons in each of the track side garages, the registration/administration building, and the corporate tent at any given time to 150 persons, and limiting the maximum number of persons in each of the members' storage garage structures at any given time to 75 persons.

Condition No. 15 stated as follows: "Prior to map recordation of Parcel Map No. 36293, a notice to potential purchasers that no residential uses or overnight occupancy shall be permitted, shall be provided to ALUC staff for approval. Prior to sale of any individual lot, this notice shall be provided to potential purchasers."

***** ***** *****

On April 12, 2012, the Airport Land Use Commission considered Plot Plan No. 24690, Substantial Conformance No. 1. The proposal primarily affected uses that would be in the "motorsports village" and included deletion of the track-side garages/luxury suites and the event tent (a.k.a., corporate tent) and addition of team garages, day garages, and a fuel island. The control tower and registration buildings were redesigned as well.

Condition No. 14 was amended to limit the maximum number of persons in the tower building and the tuning shop building (as well as the registration/administration building) at any given time to 150 persons, and limiting the maximum number of persons permitted in each of the day garage structures at any given time to 75 persons.

The Commission modified Condition No. 15 at the hearing to read as follows: A notice to potential purchasers, indicating that no residential uses or overnight occupancy shall be permitted, shall be provided in the form of a legally recordable instrument to ALUC staff for review and approval regarding content of the notice. Said instrument shall be recorded at the time of map recordation for Parcel Map No. 36293. Prior to sale of any individual lot, this notice shall be provided to potential purchasers."

***** ***** *****

On September 12, 2013, the Airport land Use Commission considered Plot Plan No. 24690, Revised Permit No. 1. The applicant proposed addition of an on-site irrigation reservoir with aviary screen, deletion of the previously proposed, but never built, registration building, and amendments to the conditions relating to the occupancy type of the garages on the founders' lots and the prohibition of overnight stays. The applicant indicated that the assignment of a non-residential occupancy classification to the garages on the founders' lots required various "commercial/industrial improvements within the individual garage units, such as elevators and other equipment to render the garage units accessible pursuant to the Americans with Disabilities Act, unlike the requirements imposed on garages attached to single-family residences.

ALUC staff responded that the fundamental problem arises from the site's Specific Plan and zoning were for industrial use. Additionally, the lots had been approved as commercial/industrial. If the applicant had wanted to allow residential uses, the founders' lots should have been established through a tract map process, rather than a parcel map process.

The Commission did not support staff's attempt to reduce the allowable square footages and reinstated the allowance for 7,150 square feet of total floor area, including up to 4,320 square feet

of office, entertainment, and kitchen uses per building, but did add “whichever is less” in the second and third sentences following the phrase “two stories or 42 feet.”

Staff proposed to amend the text of Condition No. 13 to read as follows: “Development on Founders’ Lots shall comply with the following standards: (1) the floor area ratio shall not exceed 0.95; (2) lot coverage shall not exceed 0.5; (3) the proportion of the building allocated to uses other than storage, garage, and warehousing uses shall not exceed 0.6; (4) no uses more intense than office uses and no assembly uses are permitted; (5) no residential uses or overnight occupancy (occupancy between the hours of 10:00 P.M. and 6:00 A.M. – between 2200 hours and 600 hours military time) is permitted; (6) the building does not exceed 42 feet in height; (7) no parking spaces are provided outside of the garage; and (8) garages contain a minimum space for two automobiles. If any of these criteria are not met, the building shall be submitted to the Riverside County Airport Land Use Commission for review.

The Commission supported the amendment to section (3), did not support the amendment to section (5), and changed the word “these” to the word “those” in the final sentence.

Condition No. 14 was amended to limit the maximum number of persons in the members’ storage garage in the village area at any given time to 75 persons. References to the registration/administration building and the day garage structures were deleted, as these were no longer part of the project.

Staff proposed to amend the text of Condition No. 15 to read as follows: “A notice to potential purchasers of lots, indicating that no residential uses or overnight occupancy (between 10:00 P.M. and 6:00 A.M. – between 2200 hours and 600 hours military time) shall be permitted, shall be provided in the form of a legally recordable instrument to ALUC staff for review and approval regarding content of the notice. Said instrument shall be recorded at the time of map recordation for each unit of Parcel Map No. 36293. Prior to sale of any individual lot, this notice shall be provided to potential purchasers. This restriction shall also be included within CC&Rs. This restriction does not apply to the nonresidential use of the tuning shop and members’ storage garage in the village area for purposes of vehicle repair and maintenance during those hours, under the supervision of Club officials.”

The Commission declined to make any changes to Condition No. 15.

***** ***** *****

On January 8, 2015, the Airport Land Use Commission considered Specific Plan No. 303, Amendment No. 3, Change of Zone Case No. 7852, and Tentative Tract Map No. 36851. Although Plot Plan No. 24690 was not directly considered, its conditions became an integral part of the discussion of the proposal to change the designation of the Thermal Club from Heavy Industrial to Mixed Use, in order to provide for a maximum of 166 dwelling units (including 15 live/work units and an “amenity” area that would allow for a hotel, motel, or bed and breakfast facility with up to 32 rooms. In order to avoid increasing the allowable number of residential units in the entirety of the Kohl Ranch Specific Plan, the applicant proposed to reduce the number of dwelling units in the central portion of the Specific Plan by an equal amount. The Tentative Tract Map proposed to subdivide 20 non-contiguous Founders’ Lots parcels for condominium purposes so as to allow for each of those lots to accommodate a two-unit structure or duplex.

The applicant originally proposed to provide for 120 overnight stay units within Zone D and 39 within Zone C, plus 15 live/work units in Zone C. However, a portion of the Zone C area had been separated from the Thermal Club ownership for use as a BMW facility. This reduced the Thermal Club acreage within Zone C to 155 acres. Therefore, pursuant to Compatibility Plan criteria, only 31 dwelling units could be located in Zone C. The net density of the portion of the project in Zone D, however, would have fallen into the prohibited intermediate density range. (Ultimately, the Airport Land Use Commission utilized Policy 3.3.6 to allow up to 120 units with overnight occupancy on the original 103 lots within Zone D and adding the additional units allowed by the Tentative Tract Map, given that the inherent ambient noise from the racetrack already exposes the proposed units to considerable noise, rendering the impact from aircraft noise to those units negligible, and that the project provides 233.6 acres of open area, which greatly exceeds the minimum open area requirement, thus limiting potential safety impacts on the proposed residential area. A total of 39 units with overnight stays was allowed in Zone C, including a row of 18 lots along the southerly portion of the property and 21 lots east of the track. This was part of a trade-off in which the applicant withdrew the request for the 15 live/work units.)

A set of conditions were provided that were based on the Plot Plan conditions, with the following changes:

It was clarified that Condition Nos. 12, 13, and 15 would not apply to those Founders' Lots allowing overnight stays. A new conceptual Condition No. 33 was formulated for the units that would allow overnight stays, stating as follows:

"Prior to building permit issuance on any of the Founders' Lots allowing overnight stays within Planning Area E-5, E-6, E-7, E-8 and with a net area of 7,540 square feet or less, County Plan Check officials shall verify that either: (1) the proposed building does not exceed the "Standard Unit" plan or (2) the larger building has been submitted to the Riverside County Airport Land Use Commission staff and determined to be consistent. The "Standard Unit" shall be defined as having a total square footage not exceeding 7,150 square feet and a height not exceeding two stories or 42 feet. Any building on such lots proposing either (1) a total square footage exceeding 7,150 square feet or (2) more than a height exceeding two stories or 42 feet, shall be submitted to the Riverside County Airport Land Use Commission for review."

It should be noted that no restriction was placed on the size of units allowing overnight stays on lots with a net area larger than 7,540 square feet.

***** ***** *****

Three commercial/industrial projects were approved through separate Plot Plans, reducing the acreage of Plot Plan No. 24690 in Compatibility Zone C: Plot Plan No. 25677 for a BMW Performance Driving School facility on a 37.3-acre area that had previously been planned for a go-kart track; Plot Plan No. 26120 for development of eight industrial buildings with a cumulative gross floor area of 135,549 square feet on 4.69 acres southerly of Jasper Lane; and Plot Plan No. 26121 for development of fourteen industrial buildings with a cumulative gross floor area of 361,800 square feet on 14.16 acres westerly of Ascot Drive. Together these projects reduced the acreage of Plot Plan No. 24690 in Zone C to 134.2 acres.

***** ***** *****

On October 12, 2017, the Airport Land Use Commission considered Plot Plan No. 24690, Revised Permit No. 2, which proposed to add a members' club house facility and six commercial hotel suites on 5.39 acres in Zone D and a new 7,040 square foot trackside garage with viewing deck in Zone C. A separate set of conditions was prepared for this project.

***** ***** *****

On December 14, 2017, the Airport Land Use Commission considered Specific Plan No. 303, Amendment No. 4, along with its associated Change of Zone Case No. 7952. The Specific Plan Amendment proposed to allow overnight stays at the remaining 110 "founders' lots" in Zone C by creating a new land use category, "racetrack recreational units." The applicant contended that these "racetrack recreational units" would be distinguished from residences, and should not be counted as such, because they would be subject to limitations within the Thermal Club's covenants, conditions, and restrictions on the number of consecutive nights that they would be in use. They would be intermittently occupied overnight, but would not be available for use as permanent residences. Staff's concern was that the Zone C density limitations (one dwelling unit per five acres) would be exceeded if any additional residences were permitted in the Zone C area. The Commission found the project inconsistent. This determination was ultimately overruled by the Board of Supervisors, who allowed most, but not all, of the remaining lots to be used for overnight stays. Specifically, 36 lots (Lots 149 through 184) located westerly and northwesterly of the northerly racing circuit would continue to be prohibited from having overnight occupancy. So there are now three different levels of occupancy for the founders' lots: 159 that can be used as residences (as far as the County is concerned), 75 that are permitted overnight occupancy but are not residences, and 36 that permit neither residential use nor overnight occupancy.

It should be noted that the Plot Plan was not concurrently under consideration at that time.

***** ***** *****

On June 11, 2020, the Airport Land Use Commission considered Plot Plan No. 24690, Revised Permit No. 3, which proposed to construct a new 16,800 square foot two-story "middle paddock" garage with lounge (tables and chairs) for track viewing and dining and offices on the second floor in Zone C. A separate set of conditions was prepared for this project.

***** ***** *****

On August 11, 2022, the Airport Land Use Commission considered Plot Plan No. 24690, Revised Permit No. 4, which proposed to construct a 6,000 square foot single-story trackside commercial garage (no viewing area) on 139 acres, within the middle paddock area of the existing Thermal Motorclub.

BACKGROUND (PROPOSED PROJECT):

Operation: The Indycar Event (the Event) will utilize the Thermal Motorclub track for professional/amateur preseason testing, taking place on February 1, 2023, to February 4, 2023, from 7:00 a.m. to 6:00 p.m. Formal races will take place on February 3 from 1:00 p.m. to 3:00 p.m., with practice races occurring during the rest of the event. 26 vehicles will race on the track at one time, which is consistent with the current use at Thermal Motorclub. The Event will be televised with on-track cameras. No helicopters or drones are permitted for televised coverage. Live music and

entertainment will occur within the existing event center building during the hours of the Event. Food service will also be provided via 3 existing on-site restaurants.

There will be a maximum 1,200 people per day in attendance at any given time including staff and racers. The viewing area in the paddock will have a maximum of 825 people at any given time. The event will be strictly private invitation-only event not open to the public. No tickets will be sold. Approximately 60 trackside residential units have been built and occupied, whose members and guests will spend time watching the Event from the unit or at the paddock.

Emergency Services: The Event will have the following team of operational staff and emergency response on hand:

- 4 full-time traffic control guards
- Fire department will have AMR on site with mobile hospital
- Indycar will provide emergency response to fires on track
- Full-time 24/7 security armed and unarmed will provide security for the event, which is currently used at Thermal Motorclub (each shift has a minimum 3 security guards, with an additional 4 security officers per day to cover the Event).

The Event also has an Emergency Plan for all medical related incidents which would provide on-track extrication and rescue when needed, assist medical personnel in the care of drivers, crews, and officials, and initiate the medical aspect of accident/injury investigation and prevention. Indycar will have a Medical Director at the Event, 2 EMTs, and 1 medical liaison. Thermal Motorclub will also have 3 additional ambulances staffed with AMR personnel for non-track related medical needs, as well as 2 Riverside County Sheriff's Deputies. Medical evacuation via helicopter via REACH will also be provided for life flight.

Occupancy: Pursuant to the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, the Event is located in Compatibility Zones B1, C, and D, which would normally be subject to the underlying intensity criteria for nonresidential development. However, Policy 3.1.4(a)(2) of the Riverside County Airport Land Use Compatibility Plan provides additional guidance for special events:

3.1.4 Nonresidential Development: The compatibility of nonresidential development shall be assessed primarily with respect to its usage intensity (the number of people per acre) and the noise-sensitive of the use. Additional criteria listed in Table 2A shall also apply.

(a) The total number of people permitted on a project site at any time, except for rare special events, must not exceed the indicated usage intensity times the gross acreage of the site.

(1) Usage intensity calculations shall include all people (e.g. employees, customers/visitors, etc. who may be on the property at any single point in time, whether indoors or outside.

(2) Rare special events are ones (such as an air show at an airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.

It is indicated in subsection (a) that rare special events are not subject to the regular intensity criteria set forth in Table 2A Basic Compatibility Criteria. This is largely based on the fact that these events are temporary in nature, and will not have a significant number of people for that long of an

extended period. It is also mentioned that rare special events can have “extra safety precautions” as appropriate. This criterion has been applied to the proposed Event and analyzed for potential airport land use compatibility impacts.

The Event will have a maximum 1,200 people per day in attendance at any given time including staff and racers. The viewing area in the paddock will have a maximum of 825 people at any given time. The paddock area itself is approximately 10.5 acres which will help with the people displacement. Additionally, the racetrack itself provides suitable open area in the even of an emergency off-field landing. Lastly, the event will be strictly private invitation-only event not open to the public. No tickets will be sold. This will limit the number of people at the event, as well as satisfying one of the underlying ALUC conditions for the Thermal Motorclub (see history section as well as condition #6) which states that the racetrack shall not be used for spectator sports in which guests pay for admission or to which the general public is invited. These extra safety precautions will help protect people on the ground and in the aircraft.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones B1, C, and D. The Event:

- does not propose any new buildings or structures that would be considered an obstacle obstruction and a hazard to flight,
- does not propose any basins or water features that could attract hazardous wildlife,
- does not propose any lighting that could be associated with airport operations (also conditioned to keep any lighting downward facing and hooded/shielded), and
- will contain fuel in Zone B1 which will be kept less than 6,000 gallons aboveground storage and fueling will take place within the existing fueling island in Zone C, which is consistent with the compatibility criteria.

Noise: The Jacqueline Cochran Regional Airport Land Use Compatibility Plan depicts the Event as being located within the 55 - 60 CNEL contour range from aircraft noise. Outdoor spectator sports are identified as ‘normally acceptable’ within this contour range from aircraft noise. It is also likely that the noise generated by the race will be louder for the people on the ground than the noise generated by the aircraft (and thus masking its impacts).

Part 77: The elevation of Runway 17-35 at its southerly terminus is -137.5 feet below mean sea level (MSL]). At a distance of approximately 4,700 feet from the southerly terminus of the runway) to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding -90.5 feet MSL. The site elevation is approximately -146 feet MSL.

The Event proposes no temporary or permanent structures or buildings. All existing buildings utilized as part of the Event have already been reviewed for Part 77 obstacle obstruction. Therefore, the Event will not be a hazard to air navigation.

Open Area: The ALUC open area criterion was previously addressed with the original Thermal Motorclub project, when it was determined that the track and its surroundings provided sufficient open land to meet the requirements of all of the development northerly of 62nd Avenue.

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).

Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 4,700 feet), the site is already developed, and the Event does not propose any basins or water features that would attract hazardous wildlife.

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. Outdoor lighting plans, if any, shall be transmitted to Riverside County Transportation and Land Management Agency – Aviation Division personnel and to the Jacqueline Cochran Regional Airport for review and comment. (Failure to comment within thirty days shall be considered to constitute acceptability on the part of the airport manager.)

2. The following uses shall be prohibited:

   (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations 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, composting operations, wastewater management facilities, artificial marshes, 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, places of worship, buildings with more than two aboveground habitable floors, critical community infrastructure facilities, and aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials.

(f) Highly noise-sensitive outdoor nonresidential uses.

(g) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

2. No drones or helicopters shall be permitted (other than emergency medical helicopters).

3. All emergency services and staffing provisions as identified in the project description shall be adhered to.

4. Any proposed stormwater 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 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 basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

5. This project has been evaluated for the Indycar Event (the Event) will utilize the Thermal Motorclub track for professional/amateur preseason testing, taking place on February 1, 2023, to February 4, 2023, from 7:00 a.m. to 6:00 p.m. Formal races will take place on February 3 from 1:00 p.m. to 3:00 p.m., with practice races occurring during the rest of the event. 26 vehicles will race on the track at one time, which is consistent with the current use at Thermal Motorclub. The Event will be televised with on-track cameras. No helicopters or drones are permitted for televised coverage. Live music and entertainment will occur within the existing event center building during the hours of the Event. Food service will also be provided via 3 existing on-site restaurants. There will be a maximum 1,200 people per day in attendance at any given time including staff and racers. The viewing area in the paddock will have a maximum of 825 people at any given time. The event will be strictly private invitation-only event not open to the public. No tickets will be sold. Approximately 60 trackside residential units have been built and occupied, whose members and guests will spend time watching the Event from the unit or at the paddock. Any increase or change in use will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.

6. No use of the automobile racetrack for the purpose of spectator sports, in which guests pay for admission to an event or series of events, or to which the general public is invited, is included in this determination of consistency.

7. Occupancy of the 3rd floor of the Control Tower shall be limited to track control officials only or their designees.

8. No trees, light poles, utility poles, or any other object greater than four feet in height and thicker than four inches shall be allowed within designated open areas.

9. In the event that any glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, 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 "event" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, changing the orientation and/or tilt of the source, covering the source at the time of day when events of glare occur, or wholly removing the source to diminish or eliminate the causeof the glint, glare, or flash. For each such event 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.

10. In the event that any electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "event" 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 event. For each such event 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.

11. In the event that wildlife activity is observed as a result of the presence of the irrigation reservoir on-site, upon notification to the airport operator [currently the Riverside County Transportation and Land Management Agency], the airport operator shall notify Thermal Operating Company, LLC (or its successor(s)-in-interest) (Hereafter referred to as "Owner") in writing. Within 15 days of written notice, the Owner shall be required to promptly take all measures necessary to eliminate such wildlife activity, including, if necessary, but not limited to, the emptying of the reservoir and repair or replacement of the netting material. The Owner shall work with the airport operator to prevent recurrence of the wildlife activity. Suggested measures may include providing for scheduled joint inspections of the reservoir by representatives of the Owner and the airport operator to assure that the cables and netting material continue to prevent access to the water. For each such incidence made

known to the Owner, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

12. All conditions associated with the original Thermal Motorclub entitlements, and its subsequent revisions, are still valid.

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NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

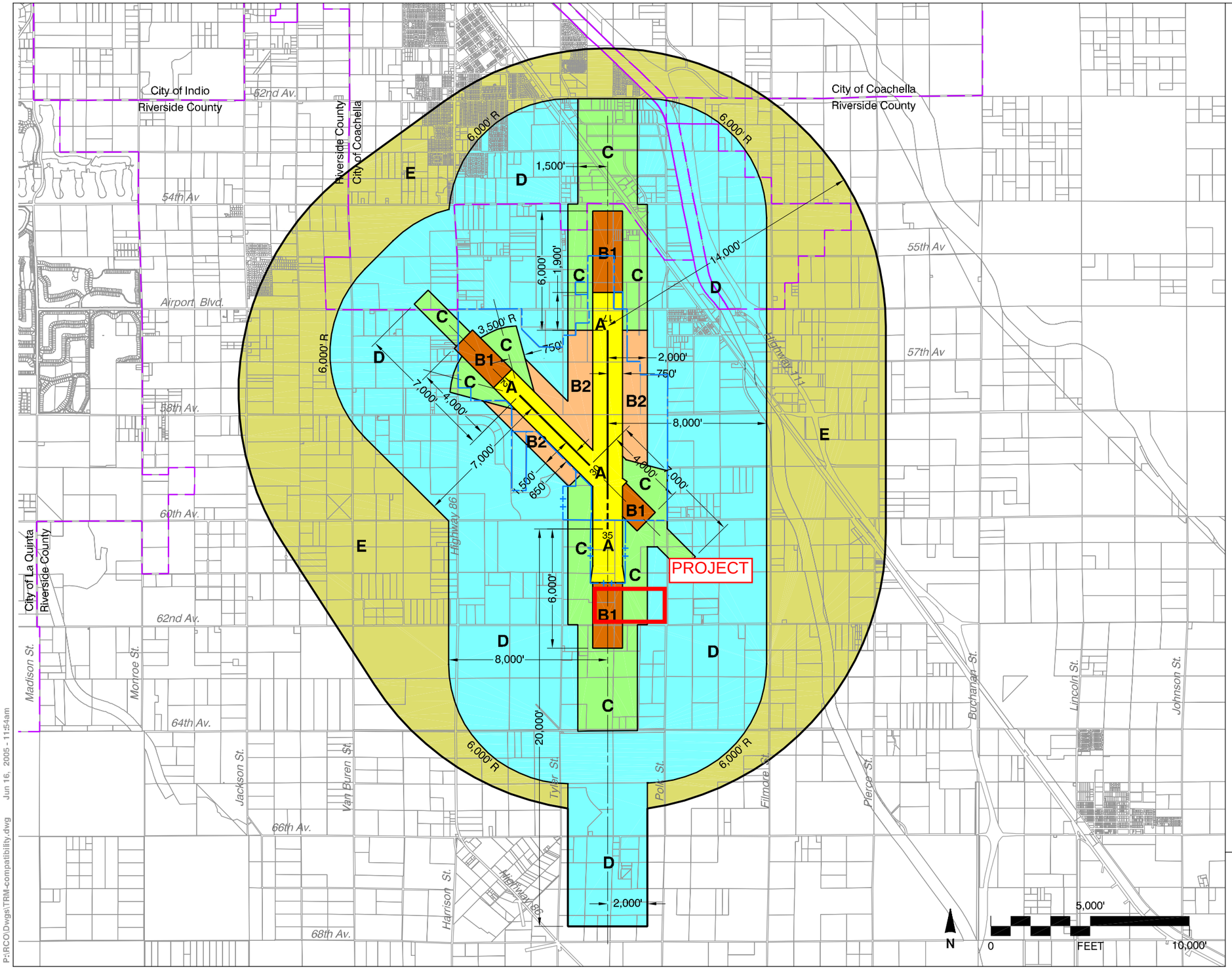
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

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 - Existing
- Airport Property Line - Planned
- City Limits

Note

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

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

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted June 2005)

Map JC-1

Compatibility Map

Jacquelline Cochran Regional Airport

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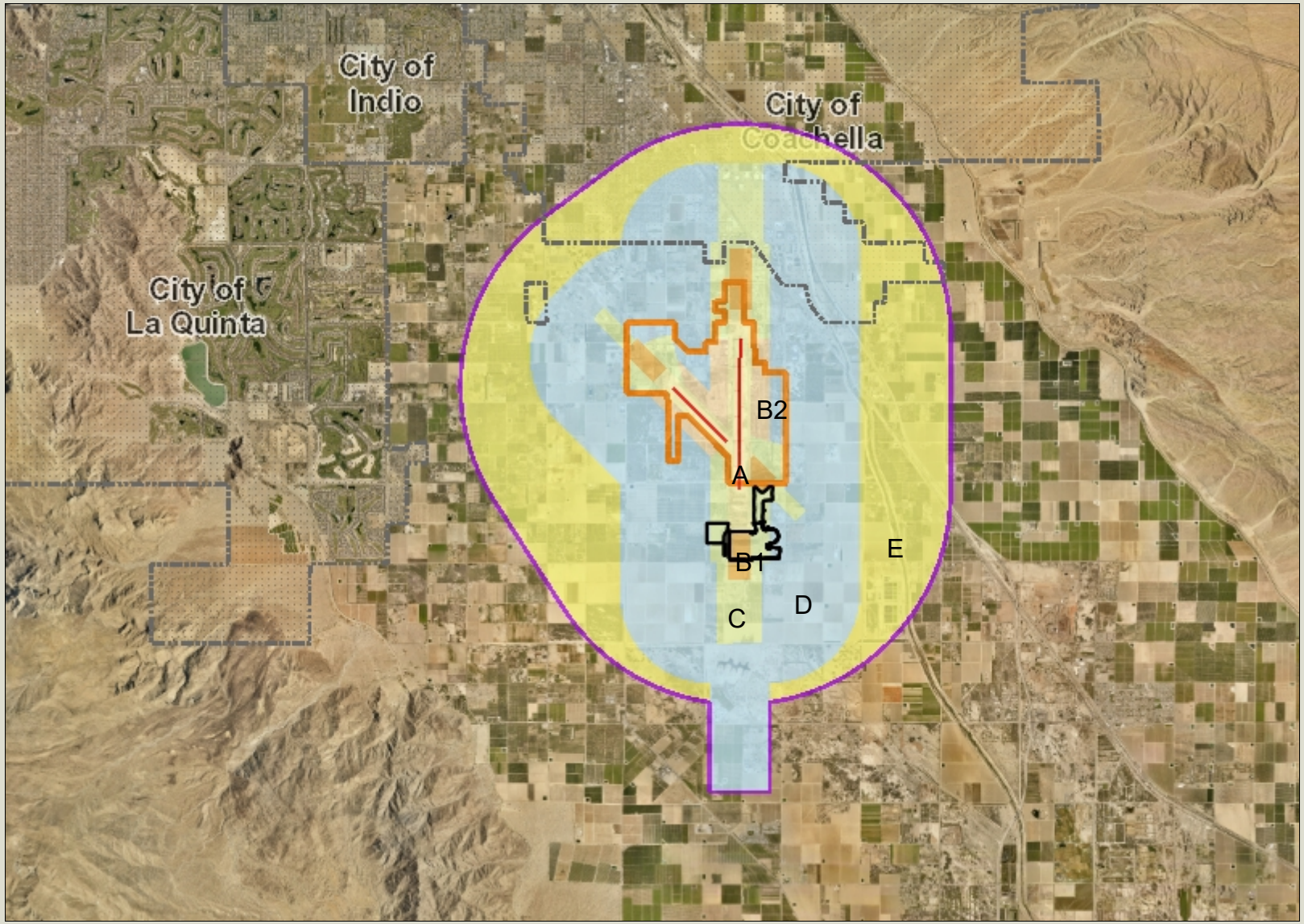
Map My County Map



Legend

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

0 12,314 24,629 Feet

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Notes

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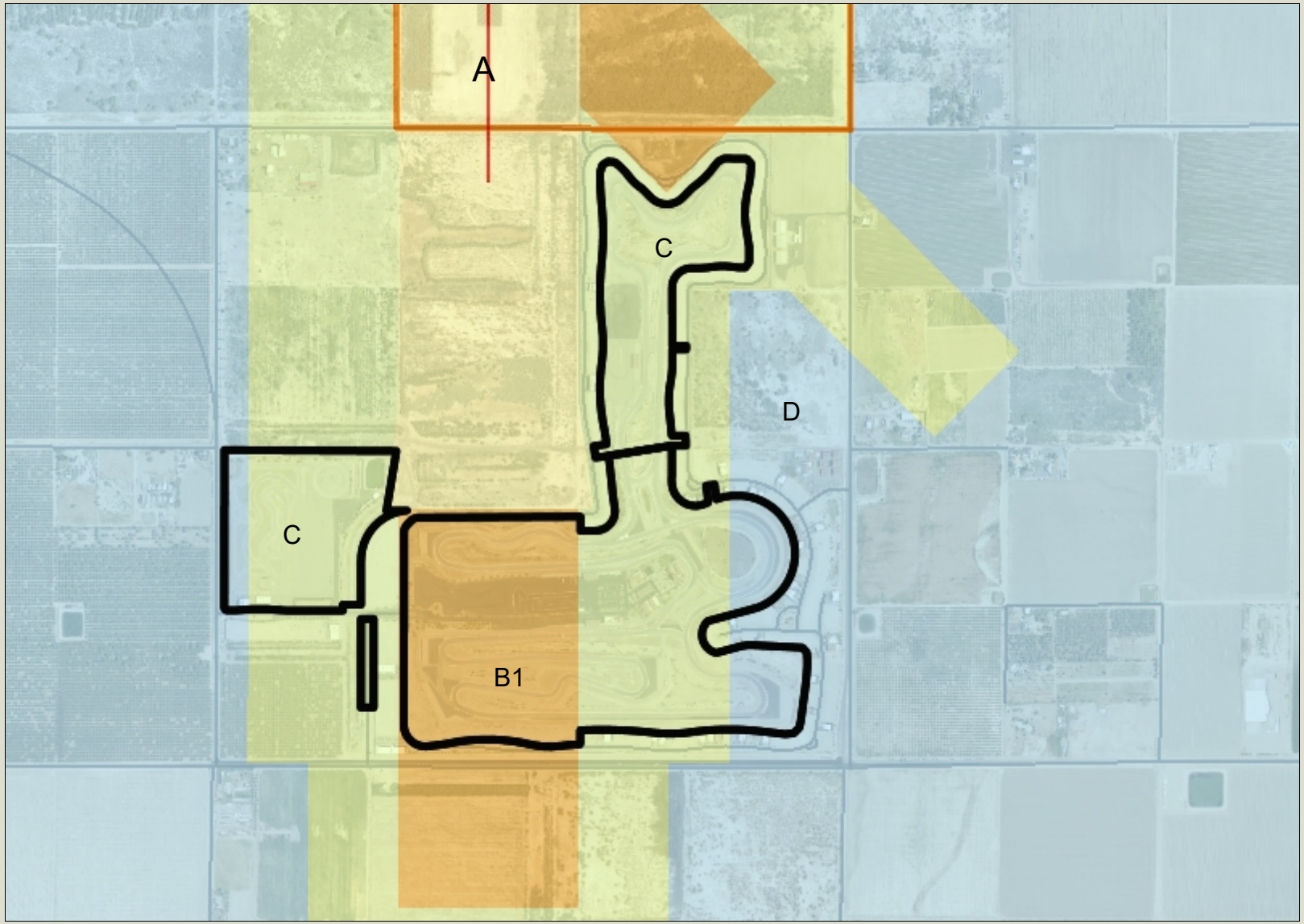

Legend

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

0 1,539 3,079 Feet

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Notes

Map My County Map

Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 1,539 3,079 Feet

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Notes

Map My County Map

Legend

City Areas

World Street Map

0 12,314 24,629 Feet

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Notes

Map My County Map

Legend

- Blueline Streams
- City Areas
- World Street Map

0 3,079 6,157 Feet

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Notes

THERMAL RACETRACK INDYCAR SPECIAL EVENT – PROJECT DESCRIPTION

THERMAL CLUB IS PROPOSING A TIER VI SPECIAL INDYCAR EVENT FOR PROFESSIONAL-AMATEUR PRE-SEASON TESTING. THE EVENT WILL TAKE PLACE ON 2/1/2023 – 2/4/2023 FROM THE HOURS OF 7AM-6PM. FORMAL RACES WITH VIEWING AREAS WILL TAKE PLACE FROM 1PM-3PM ON 2/3/23 ONLY. PRACTICE RACES WILL TAKE PLACE DURING THE REST OF THE EVENT; HOWEVER, THE VIEWING AREAS WILL HAVE LESS THAN 10 PEOPLE AT THOSE TIMES. 26 VEHICLES WILL RACE ON THE TRACK AT ONE TIME WHICH IS CONSISTENT WITH THE CURRENT USE. THERE WILL BE UP TO 1,200 PEOPLE IN ATTENDANCE, INCLUDING STAFF AND RACERS. TICKETS WILL NOT BE SOLD AS THIS IS A PRIVATE INVITATION-ONLY EVENT. THE VIEWING AREA IN THE PADDOCK WILL HAVE NO MORE THAN 825 PEOPLE AT ANY ONE TIME.

THE EVENT WILL BE TELEVISED WITH ON-TRACK CAMERAS (TO BE COORDINATED SEPARATELY BY THE NETWORK), AND LIVE MUSIC WILL PROVIDE ENTERTAINMENT IN THE EVENT CENTER DURING THE HOURS OF THE EVENT. THREE (3) EXISTING RESTAURANTS ON SITE WILL PROVIDE FOOD SERVICE FOR THE EVENT. THERE WILL BE 27 EXISTING RESTROOMS AVAILABLE (14 FOR WOMEN, 13 FOR MEN). IN ADDITION, APPROXIMATELY 60 TRACKSIDE UNITS HAVE BEEN COMPLETED AND OCCUPIED. EACH UNIT CONTAINS KITCHEN FACILITIES AND A MINIMUM OF 5 RESTROOMS. MEMBERS WHO OCCUPY THESE UNITS ALONG WITH THEIR GUESTS WILL SPEND TIME WITHIN THE UNIT OR AT THE PADDOCK AREA (MAXIMUM OF 6 PADDOCK PASSES PER OCCUPIED UNIT). MEMBERS AND GUESTS FROM THE OCCUPIED UNITS WILL PARK AT THE UNIT, REDUCING DEMAND IN DESIGNATED PARKING AREAS.

FOUR (4) 12-15 PASSENGER SPRINTER VANS WILL BE PROVIDED FOR SPECIAL EVENT TRANSPORTATION TO AND FROM HOTEL AREA, SPA AREA, PADDOCK AREA, AND PARKING LOTS. VIP PARKING WILL BE AVAILABLE WITHOUT SPRINTER VAN TRANSPORTATION REQUIRED. FOUR (4) FULL-TIME GUARDS WILL PROVIDE TRAFFIC CONTROL FOR DIRECTION IN AND OUT OF PARKING LOT DURING EVENT HOURS, FOR ENTRANCE AND EXIT AT TYLER STREET AND POLK STREET ONLY. 450 STAFF WILL ARRIVE THROUGH THE TYLER STREET ENTRANCE BETWEEN 6-7AM, WITH 400-500 STAFF BEING CREDENTIALED. BETWEEN THE HOURS OF 7AM-1PM, THE REMAINING 750 GUESTS WILL ARRIVE WITH 375 ENTERING THROUGH TYLER, AND 375 THROUGH POLK. GRAVEL WILL BE PROVIDED IN UNPAVED PARKING AREAS FOR DUST MITIGATION.

THE FIRE DEPARTMENT WILL HAVE AMR ON SITE WITH MOBILE HOSPITAL. INDYCAR WILL PROVIDE EMERGENCY RESPONSE TO FIRES ON TRACK. FULL TIME 24/7 SECURITY (ARMED AND UNARMED) WILL PROVIDE SECURITY FOR THE EVENT, CONSISTENT WITH THE CURRENT USE.

INDY CAR OFFICIAL TEST SECURITY PLAN
THERMAL SECURITY
THE THERMAL CLUB
FEBRUARY 1, 2023 – FEBRUARY 5, 2023

1. Situation: The Thermal Club will be hosting the Indy Car Official Test from February 1, 2023, through February 5, 2023. There will be multiple teams in attendance, as well as members and their guests. Thermal Security along with contracted Security Officers will be charged with maintaining a safe and secure event for all dates.

2. Threat Assessment.

The City of Thermal is an unincorporated city in the Coachella Valley within Riverside County. The crime index for Thermal is 24, with a crime rate that is 62% higher than other cities in California. Residents of Thermal have a 1 in 586 chance of being a victim of violent crime, including but not limited to, robbery, aggravated assault, or murder.

The Thermal Club is a fully enclosed, 460-square acre property. Cinderblock walls surround the property on all sides and there are two main entry/exit points. The main entry/exit point is located on Tyler Street and is open 24 hours a day. The secondary entry/exit point is located on Polk Street and is open from 6am to 4pm, Pacific Standard Time. There is an auxiliary gate that is located on Avenue 60 that can be opened as needed. Each gate is staffed with an Armed Security Officer when it is open for use.

3. Mission: Thermal Security's mission for this event is to provide a safe environment for The Thermal Club members and guests for the duration of the event. Thermal Security employs a total of 18 full-time Security Officers. Thermal Security is overseen by Jeremy Beach, Security Director and Sal Cota, Assistant Manager.

4. Execution.

a. Operational Staffing: Operations for Thermal Security are managed by Security Supervisors for each of the three shifts for the day. Each shift has a minimum staffing level of three Security Officers. For this event, Thermal Security will augment their staff with an additional four Security Officers per day to cover all areas of operation. All Security Officers will be in full compliance with the Bureau of Security and Investigative Services.

b. Concept of Operations: One Security Officer will be positioned at the Main Gate for the duration of the event. The Polk Street Gate will be staffed with one Security Officer each day from 6am to 4pm. There will also be two Security Officers patrolling the property at all times during the event. The remaining four Security Officers will be stationary in the Pit Lane, Tower Restaurant, and Aqua Member's Club. Overnight Security Officers will be dedicated to the Casitas located at the Aqua Member's Club to secure all occupants.

DO NOT COPY

c. Coordinating Instructions.

(1) Medical Emergency: Indy Car will be providing EMT personnel for track related medical emergencies. Additionally, The Thermal Club will have additional EMT personnel on standby in Pit Lane. If additional medical treatment is needed, EMTs will transport patients to the nearest trauma center, Desert Regional Medical Center (see information below for contact information). If traumatic injuries are more severe, Mercy Air will transport patients to Loma Linda Medical Center (see information below for contact information).

(a) Desert Regional Medical Center, Palm Springs, CA: This facility is a Level 2 trauma hospital. The address is 1150 North Indian Canyon Drive, Palm Springs, CA 92262. Phone number is (760) 323-6251. **This is the closest hospital to the operation.**

(b) Loma Linda Medical Center: This facility is the nearest Level 1 trauma hospital. The address is 11234 Anderson St, Loma Linda, CA 92354. Phone number is (909) 558-4444

5. Administration and Logistics.

a. Transportation. Thermal Club vehicles will be utilized by Thermal Security for the duration of this event.

b. Equipment: Thermal Security personnel assigned to this operation will ensure that they have the following required equipment:

(1) Duty Weapon

(2) Minimum of two magazines.

(3) Security badge.

(4) Handcuffs and key.

(5) Two-way radios.

(6) Cellular telephones.

c. Attire: All personnel will be wearing Thermal Security uniforms in compliance with the Bureau of Security and Investigative Services.

6. Command and Signal.

a. Command.

(1) Jeremy Beach, Security Director (619) 249-2376
(2) Sal Cota, Assistant Security Manager (760) 238-8492

DO NOT COPY

b. Signal.

(1) Primary. Primary communications will be maintained via radio. Thermal Security utilizes Channel 12 within the encrypted network at The Thermal Club.

DO NOT COPY

THE THERMAL CLUB
INDY CAR OFFICIAL TEST EMERGENCY PLAN

1. Situation: The Thermal Club will be hosting the Indy Car Official Test from February 1, 2023, through February 5, 2023. There will be multiple teams in attendance, as well as members and their guests. This document serves as the emergency plan for all medical related incidents.

2. Mission: The primary medical mission is to provide on-track extrication and rescue when needed, assist medical personnel in the care of drivers, crews, and officials, and initiate the medical aspect of accident/injury investigation and prevention. Indy Car will have a Medical Director present, two (2) EMTs, and one (1) medical liaison. Indy Car medical staff will be responsible with relaying information between on-track personnel and track emergency care center staff, provide administrative medical staff in care of drivers and crews, and document accident details.

The Thermal Club will also have three (3) additional ambulances staffed with AMR personnel for non-track related medical needs. Additional security staff will be charged with coordinating medical efforts with AMR if need be. The Thermal Club maintains three (3) vehicles in Pit Lane that are equipped to extinguish fires and extract drivers in the event of a crash. The Thermal Club will also have two (2) Riverside County Sheriffs Deputies on site for the entirety of the event to provide medical escort if needed. The Thermal Club also has a contract with REACH, who will be providing one (1) medical evacuation helicopter for incidents requiring a life flight.

3. Execution.

Medical Emergency: In the event of a medical emergency, the trauma hospitals listed below are the closest to the event. All security and medical personnel will be equipped with radios on The Thermal Club's encrypted network to communicate in the case of a medical emergency. All track operations, medical personnel, and security personnel will use Channel 13 to coordinate medical emergency evacuations and operations.

(a) Desert Regional Medical Center, Palm Springs, CA: This facility is a Level 2 trauma hospital. The address is 1150 North Indian Canyon Drive, Palm Springs, CA 92262. Phone number is (760) 323-6251. **This is the closest hospital to the event.**

(b) Loma Linda Medical Center: This facility is the nearest Level 1 Trauma Hospital. The address is 11234 Anderson St, Loma Linda, CA 92354. Phone number is (909) 558-4444 **PRESS ZERO TWICE.**

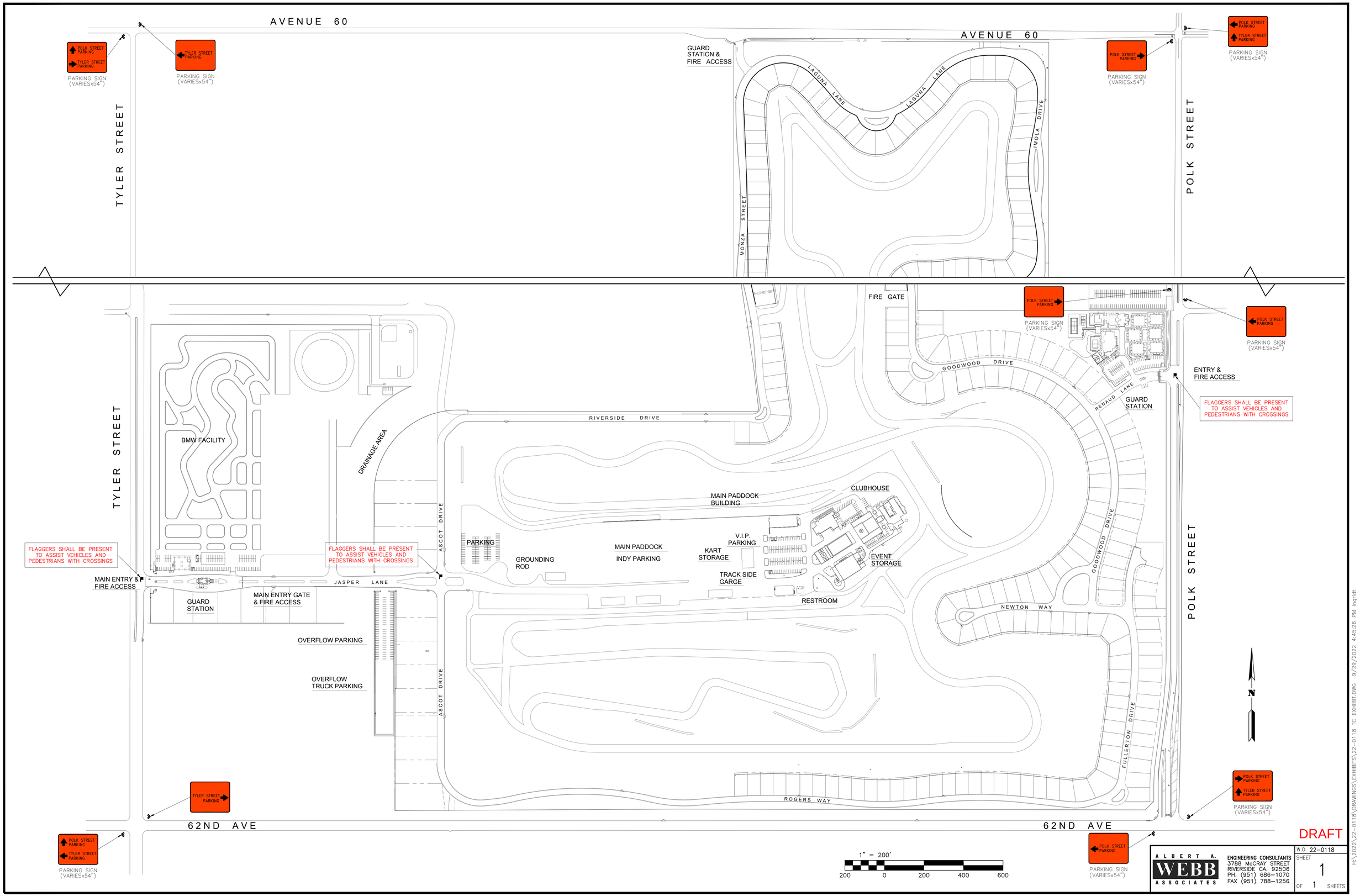
DO NOT COPY

4. Points of Contact.

(1) Thermal Club Track Operations:

Nick Rhoades – Track Operations Director	(831) 402-9798
Ruben Garcia – Pit Lane Coordinator	(760) 393-6798
Jeremy Beach – Security Director	(619) 249-2376
Sal Cota – Assistant Security Manager	(760) 238-8492
Mike English – AMR Supervisor	(760) 250-9254
Geoffrey Billows – Indy Car Medical Director	(317) 698-2124

DO NOT COPY



DRAFT

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256

W.O. 22-0118
SHEET 1 OF 1 SHEETS

H:\2022\22-0118\DRAWINGS\EXHIBITS\22-0118 TC EXHIBIT.DWG 9/29/2022 4:45:26 PM Ingridt

SPECIAL EVENT EXHIBIT

THERMAL RACETRACK
INDYCAR SPECIAL EVENT

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T1.2	TRAFFIC FLOW & EMERGENCY SERVICES
T1.2	SOUND WALL PLAN
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A1.2	TYLER STREET GUARD HOUSE – PLANS & ELEVATIONS
A1.3	POLK STREET ENTRY – SITE/FLOOR PLAN/ELEVATIONS
A1.4	AVENUE 60 ENTRY – SITE PLAN
A1.5	PERIMETER AND SITE WALLS
PADDOCK	
A2.1	PARTIAL SITE PLANS
A2.2	TRACKSIDE GARAGE FLOOR PLAN & ELEVATION
A2.3	MAIN PADDOCK GARAGE FLOOR PLAN & ELEVATION
A2.4	PARTIAL SITE PLANS
A2.5	SHADE STRUCTURES & FUEL ISLAND
A2.6	EVENT STORAGE – FLOOR PLAN & ELEVATIONS
A2.7	TOWER CLUBHOUSE – FLOOR PLANS
A2.8	TOWER CLUBHOUSE – ELEVATIONS
A2.9	TUNING SHOP – FLOOR PLANS & ELEVATIONS
A2.10	RESTROOMS – FLOOR PLAN AND ELEVATIONS
A2.11	CANVAS SHADE STRUCTURES
A2.12	KART STORAGE
PARKING	
A4.1	NOT USED
A4.2	PARKING – SITE PLAN
A4.3	GENERAL PARKING – SITE PLAN
A4.4	MEMBERS & MEMBER GUEST PARKING – SITE PLAN
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A5.1	CASITAS AT AGUA – SITE PLAN
A5.2	SUITES – FLOOR PLANS AND ELEVATIONS
A5.3	FITNESS & SPA – FLOOR PLANS & ELEVATIONS
A5.4	RESTAURANT – FLOOR PLANS & ELEVATIONS

BUILDINGS / AREAS	
A.	TOWER CLUBHOUSE
B.	TUNING SHOP
C.	EVENT GARAGE
D.	TRACK SIDE GARAGE
E.	MAIN PADDOCK BUILDING
F.	KART STORAGE
G.	FUEL ISLAND
H.	RESTROOMS
I.	TYLER STREET GUARD STATION
J.	CASITAS AT AGUA
K.	CANVAS SHADE STRUCTURE
L.	CANVAS SHADE STRUCTURE
M.	CANVAS SHADE STRUCTURE
N.	CANVAS SHADE STRUCTURE
O.	MAIN PADDOCK
P.	NORTH PADDOCK
Q.	POLK STREET GUARD STATION
R.	AVENUE 60 GUARD STATION

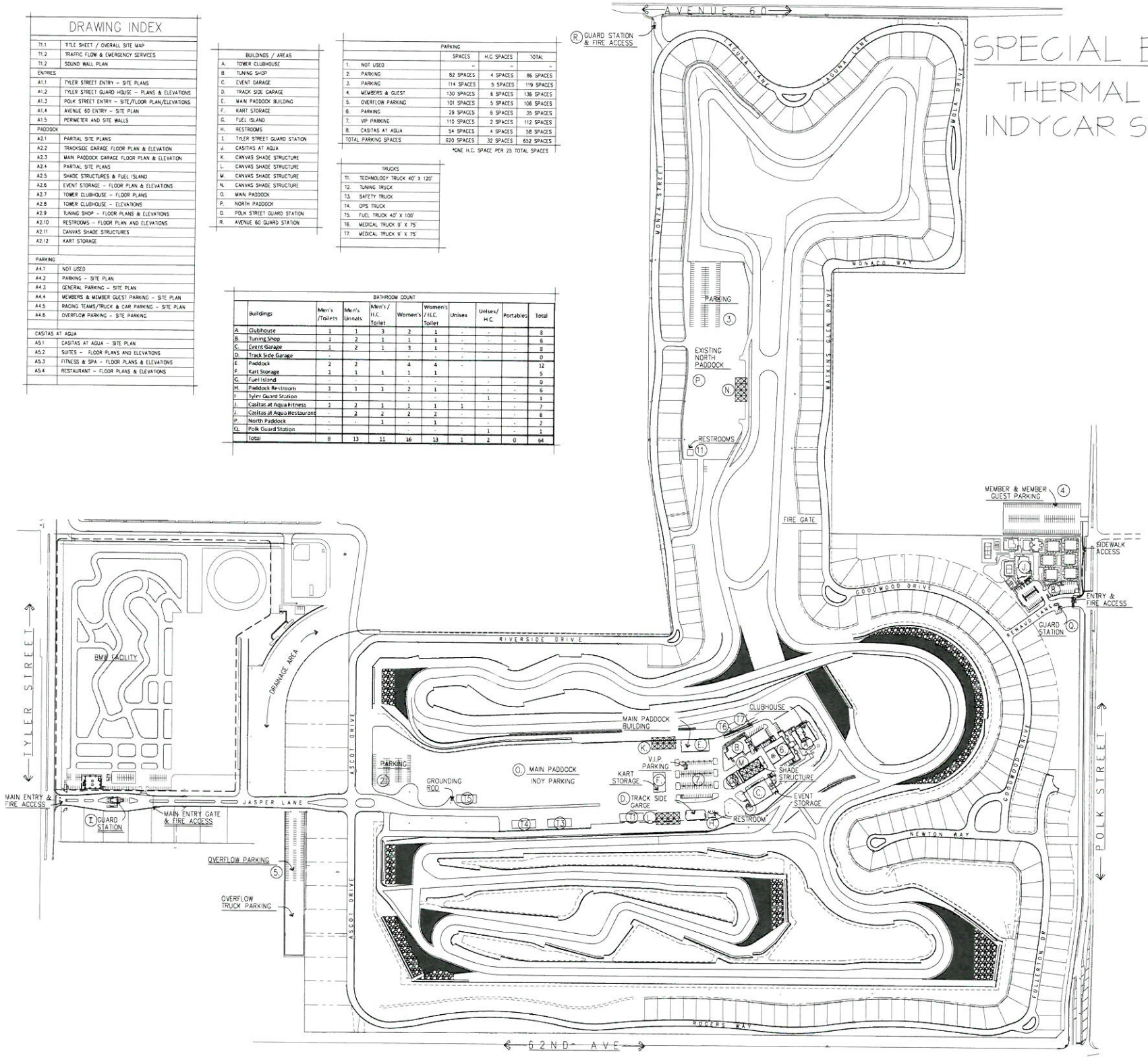
PARKING		SPACES	H.C. SPACES	TOTAL
1.	NOT USED	-	-	-
2.	PARKING	82 SPACES	4 SPACES	86 SPACES
3.	PARKING	114 SPACES	5 SPACES	119 SPACES
4.	MEMBERS & GUEST	130 SPACES	6 SPACES	136 SPACES
5.	OVERFLOW PARKING	101 SPACES	5 SPACES	106 SPACES
6.	PARKING	28 SPACES	6 SPACES	35 SPACES
7.	VIP PARKING	110 SPACES	2 SPACES	112 SPACES
8.	CASITAS AT AGUA	54 SPACES	4 SPACES	58 SPACES
TOTAL PARKING SPACES		620 SPACES	32 SPACES	652 SPACES

*ONE H.C. SPACE PER 23 TOTAL SPACES

TRUCKS	
T1.	TECHNOLOGY TRUCK 40' X 120'
T2.	TUNING TRUCK
T3.	SAFETY TRUCK
T4.	OPS TRUCK
T5.	FUEL TRUCK 40' X 100'
T6.	MEDICAL TRUCK 9' X 75'
T7.	MEDICAL TRUCK 9' X 75'

BATHROOM COUNT

	Buildings	Men's /Toilets	Men's Urinals	Men's / H.C. Toilet	Women's	Women's / H.C. Toilet	Unisex	Unisex/ H.C.	Portables	Total
A.	Clubhouse	1	1	3	2	1	-	-	-	8
B.	Tuning Shop	1	2	1	1	1	-	-	-	6
C.	Event Garage	1	2	1	3	1	-	-	-	8
D.	Track Side Garage	-	-	-	-	-	-	-	-	0
E.	Paddock	2	2		4	4	-	-	-	12
F.	Kart Storage	1	1	1	1	1				5
G.	Fuel Island	-	-	-	-	-	-	-	-	0
H.	Paddock Restroom	1	1	1	2	1	-	-	-	6
I.	Tyler Guard Station	-	-	-	-	-	-	1	-	1
J.	Casitas at Agua Fitness	1	2	1	1	1	1	-	-	7
J.	Casitas at Agua Restaurant	-	2	2	2	2	-	-	-	8
P.	North Paddock	-	-	1	-	1	-	-	-	2
Q.	Polk Guard Station	-	-	-	-	-	-	1	-	1
	Total	8	13	11	16	13	1	2	0	64



VICINITY MAP
N.T.S.

OWNER

COMPANY: 7TH LAND COMPANY, LLC
ADDRESS: 1483 W. 190TH ST., STE. 100, TORRANCE, CA 90504
PHONE: (760) 799-5106
ATT: TIM ROGERS

APPLICANT

COMPANY: THERMAL CLUB
ADDRESS: 89800 TYLER ST., THERMAL, CA 92274
PHONE: (760) 674-0088
ATT: TIM ROGERS

LEGAL DESCRIPTION

PARCEL 1 AND PARCEL 6 OF PARCEL MAP 5603, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 39, PAGES 84 THROUGH 86, INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

A.P.N.

754-180-013, 754-180-015, 754-300-004, 754-300-021

LAND USE / ZONING:

EXISTING AND PROPOSED LAND USE: MIXED USE (MU), OPEN SPACE (OS)

EXISTING AND PROPOSED ZONING: SPECIFIC PLAN NO. 325

PROJECT DESCRIPTION:

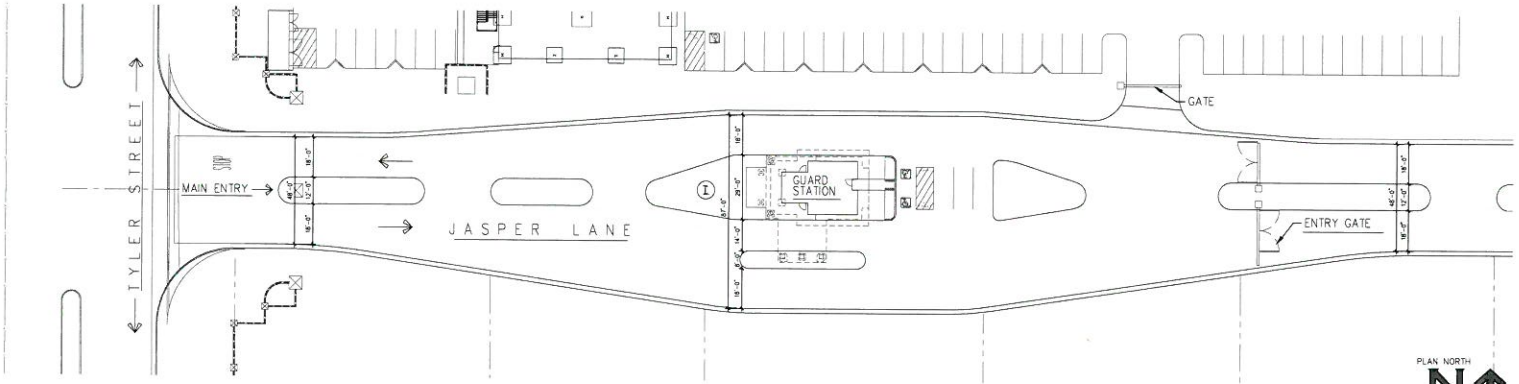
THERMAL CLUB IS PROPOSED A TIER VI SPECIAL INDYCAR EVENT FOR PROFESSIONAL-AMATEUR PRE-SEASON TESTING. THE EVENT WILL TAKE PLACE ON 2/3/2023-2/4/2023 FROM THE HOURS OF 7AM-6PM. FORMAL RACES WITH VIEWING AREAS AT CAPACITY WILL TAKE PLACE FROM 1PM-3PM ON 2/3/23 ONLY. PRACTICE RACES WILL TAKE PLACE DURING THE REST OF THE EVENT, HOWEVER THE VIEWING AREAS WILL HAVE LESS THAN 10 PEOPLE AT THOSE TIMES. 26 VEHICLES WILL RACE ON THE TRACK AT ONE TIME, CONSISTENT WITH THE CURRENT USE. THERE WILL BE UP TO 1,200 PEOPLE IN ATTENDANCE, INCLUDING STAFF AND RACERS. TICKETS WILL NOT BE SOLD, AS THIS IS A PRIVATE INVITATION-ONLY EVENT.
THE EVENT WILL BE TELEVISED WITH CAMERAS AND A POSSIBLE HELICOPTER FLIGHT PLAN TO BE PROCESSED BY NETWORK. ENTERTAINMENT VIA LIVE BANDS WILL BE PROVIDED IN THE EVENT CENTER DURING THE HOURS OF THE EVENT. THREE (3) EXISTING RESTAURANTS ON SITE WILL PROVIDE FOOD SERVICE FOR THE EVENT. THERE WILL BE 27 EXISTING RESTROOMS AVAILABLE (14 FOR WOMEN, 13 FOR MEN). IN ADDITION, APPROXIMATELY 60 TRACKSIDE UNITS HAVE BEEN COMPLETED AND OCCUPIED. EACH UNIT CONTAINS KITCHEN FACILITIES AND A MINIMUM OF 3 RESTROOMS. MEMBERS WHO OCCUPY THESE UNITS ALONG WITH THEIR GUESTS WILL SPEND TIME WITHIN THE UNIT OR AT THE PADDOCK AREA. MAXIMUM 4 PADDOCK PASSES PER OCCUPIED UNITS. MEMBERS AND GUESTS FROM THE OCCUPIED UNITS WILL PARK AT THE UNIT, REDUCING DEMAND IN DESIGNATED PARKING AREAS.
FOUR (4) 12-15 PASSENGER SPRINTER VANS WILL BE PROVIDED FOR SPECIAL EVENT TRANSPORTATION TO AND FROM BLEACHERS, HOTEL AREA, SPA AREA, PADDOCK AREA, AND PARKING LOT. VIP PARKING WILL BE AVAILABLE WITHOUT SPRINTER VAN TRANSPORTATION REQUIRED. FOUR (4) FULL-TIME GUARDS WILL PROVIDE TRAFFIC CONTROL FOR DIRECTION IN AND OUT OF PARKING LOT DURING EVENT HOURS. FOR ENTRANCE AND EXIT AT TYLER STREET AND POLK STREET ONLY, 450 STAFF WILL ARRIVE THROUGH THE TYLER STREET ENTRANCE BETWEEN 6-7AM. BETWEEN THE HOURS OF 7AM-1PM, THE REMAINING 750 GUESTS WILL ARRIVE WITH ETD ENTERING THROUGH TYLER AND ETD THROUGH POLK. GRAVEL WILL BE PROVIDED IN UNPAVED PARKING AREAS FOR DUST MITIGATION. THE FIRE DEPARTMENT WILL HAVE AMB ON SITE WITH MOBILE HOSPITAL. INDYCAR WILL PROVIDE EMERGENCY RESPONSE TO FIRES ON TRACK. FULL TIME 24/7 SECURITY (ARMED AND UNARMED) WILL PROVIDE SECURITY FOR THE EVENT, CONSISTENT WITH THE CURRENT USE.

SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT
THERMAL SITE
EVENT MAP

SCALE:	1" = 150'
DATE:	06/10/2022
DESIGNED:	XX
CHECKED:	XX
PLAN CK REF:	

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 MCKINNEY STREET
RIVERSIDE CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256

W.O.:
SHEET:
OF 77
DWG. NO.



1 SITE PLAN – TYLER STREET MAIN ENTRY GATE & GUARD STATION
SCALE: 1"=20'-0"

I. TYLER STREET ENTRY & GUARD STATION

PRELIMINARY

SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT

TYLER STREET ENTRY

SCALE: 1" = 20'	W.O. 22-0118
DATE: 09/10/2022	SHEET 2
DESIGNED: XX	OF 27 SHEETS
CHECKED: XX	DWG. NO.
PLN CK REF:	A1.1
F.B.	

ALBERT A. WEBB ASSOCIATES
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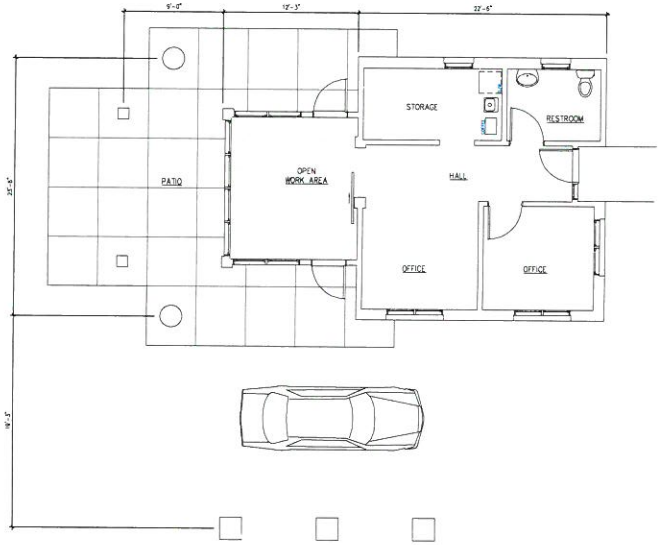
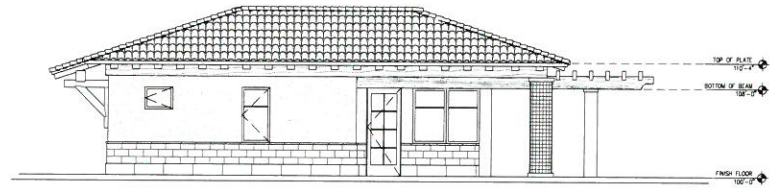
3788 LAUREL SPRINGS PARKWAY
RIVERSIDE, CA. 92504
PH. (951) 686-1070
FAX (951) 788-1256

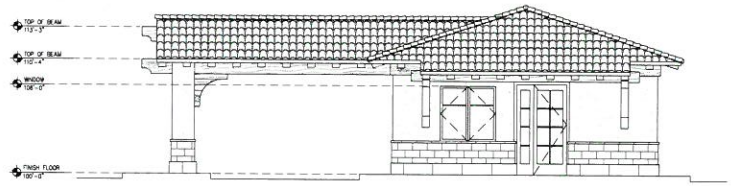
APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.



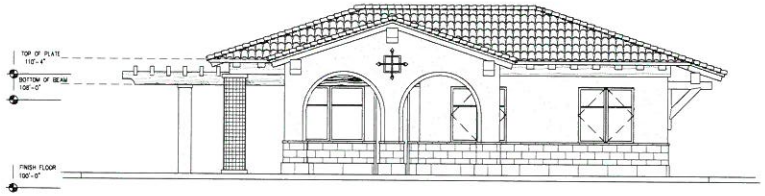
1 TYLER STREET GUARD STATION
SCALE: 1/4"=1'-0"



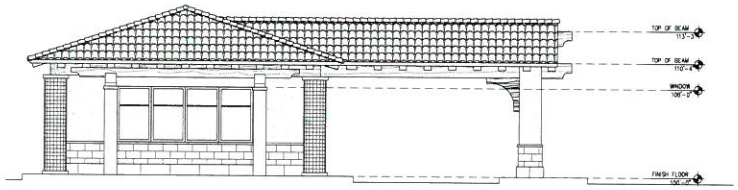
2 TYLER STREET GUARD STATION – NORTH ELEVATION
SCALE: 1/4"=1'-0"



3 TYLER STREET GUARD STATION – EAST ELEVATION
SCALE: 1/4"=1'-0"



4 TYLER STREET GUARD STATION – SOUTH ELEVATION
SCALE: 1/4"=1'-0"



5 TYLER STREET GUARD STATION – WEST ELEVATION
SCALE: 1/4"=1'-0"

I. TYLER STREET GUARD STATION

TOTAL OCCUPANCY
TOTAL: 3 OCCUPANTS

PRELIMINARY

H:\2022\22-0118\DRAWINGS\PLAN SHEETS\22-0118-C-2.DWG 8/23/2022 1:49:48 PM Thomas

APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

SPECIAL EVENT EXHIBIT
CITY OF THERMAL

THERMAL CLUB INDYCAR EVENT

TYLER STREET ENTRY
GUARD STATION

SCALE: 1/4" = 1'	W.O. 22-0118
DATE: 08/15/2022	SHEET 3
DESIGNED: XX	OF 27 SHEETS
CHECKED: XX	DWG. NO. A1.2
PLN CK REF:	
F.B.	

ALBERT A. WEBB ASSOCIATES
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RIVERSIDE, CA 92501
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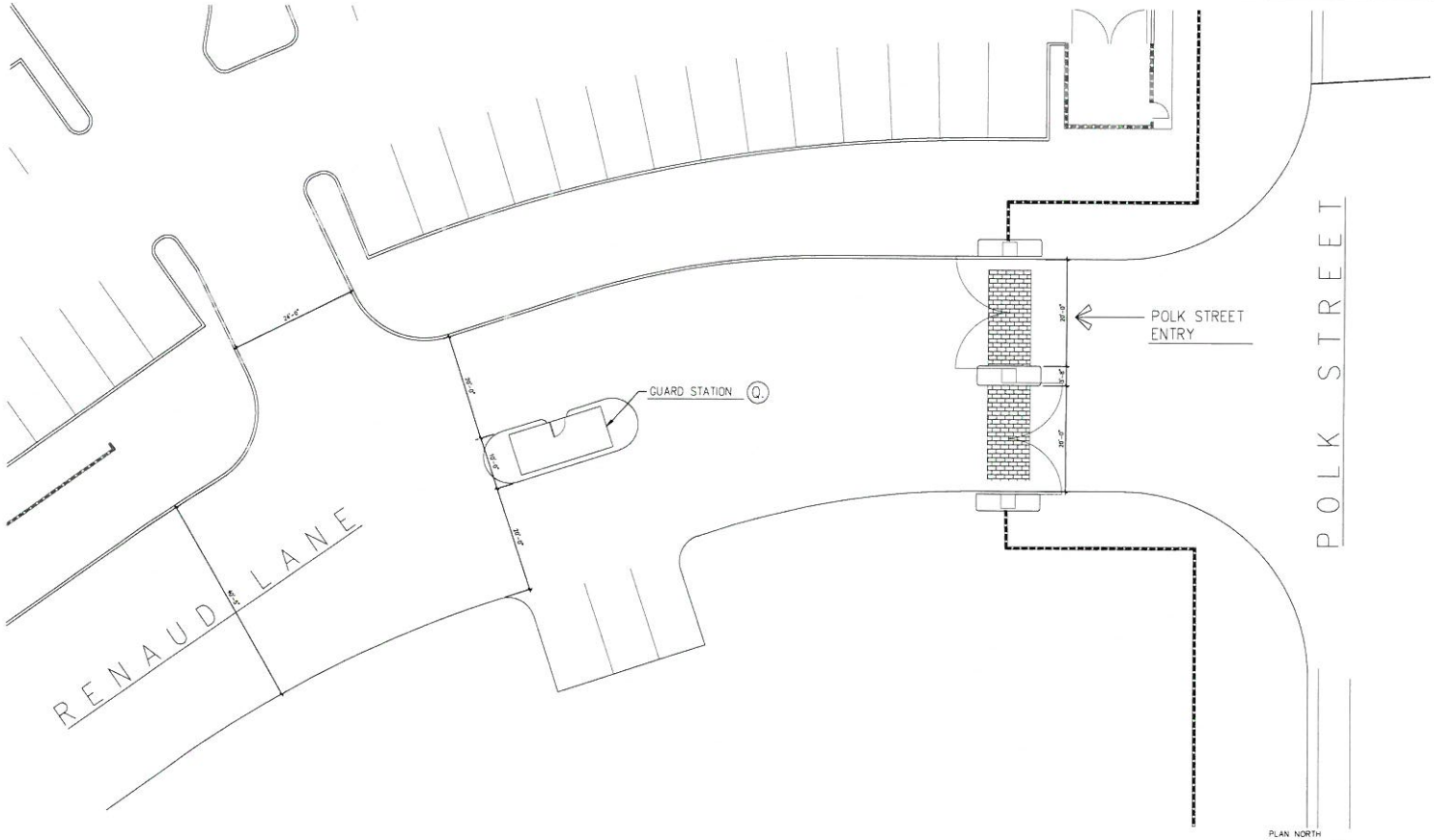
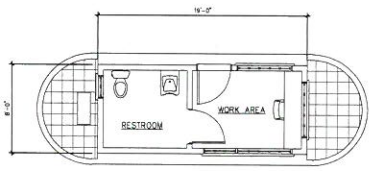
FAX (951) 788-1254



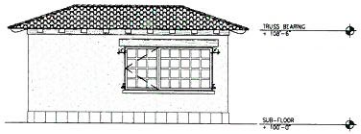
1 SITE PLAN – POLK STREET ENTRY GATE
SCALE: 1/8"=1'-0"



2 GUARD STATION – FLOOR PLAN
SCALE: 1/4"=1'-0"

3 GUARD STATION – NORTH ELEVATION
SCALE: 1/2"=1'-0"

4 GUARD STATION – EAST ELEVATION
SCALE: 1/4"=1'-0"



5 GUARD STATION – SOUTH ELEVATION
SCALE: 1/4"=1'-0"

6 GUARD STATION – WEST ELEVATION
SCALE: 1/4"=1'-0"

Q. POLK STREET ENTRY & GUARD STATION

APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

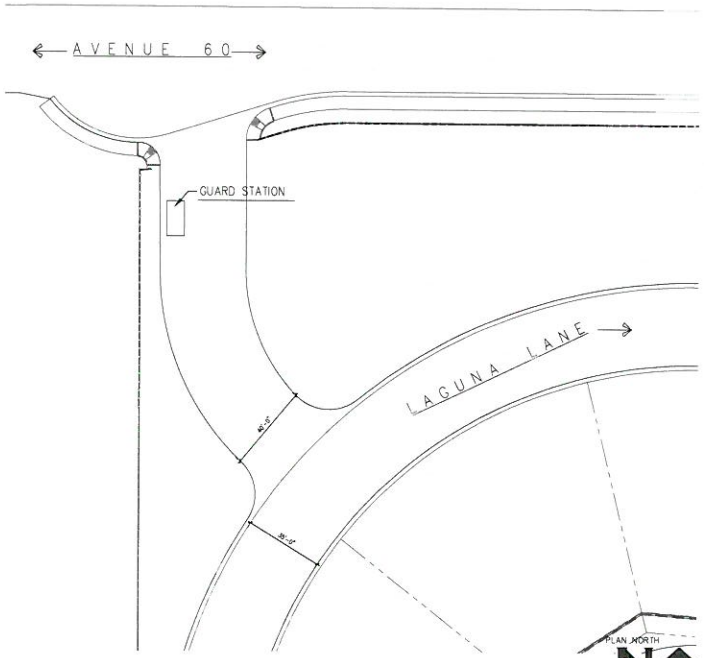
PRELIMINARY

H:\2022\22-0118\DRAWINGS\PLAN SHEETS\22-0118-C-1.DWG 10/6/2022 8:23:38 AM Jaime

SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT
POLK STREET ENTRY

SCALE: AS SHOWN	W.O. 22-0118
DATE: 08/10/2022	SHEET 4
DESIGNED: XX	OF 37 SHEETS
DRAWN: XX	DWG. NO. A1.3
PLN CK REF:	
F.B.	

ALBERT A. WEBB ASSOCIATES
CONSULTING ENGINEERS
3788 McCRAY STREET
RIVERSIDE, CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256



1 SITE PLAN – AVENUE 60 GUARD HOUSE
SCALE: 1"=20'-0"

R. AVENUE 60 GUARD STATION

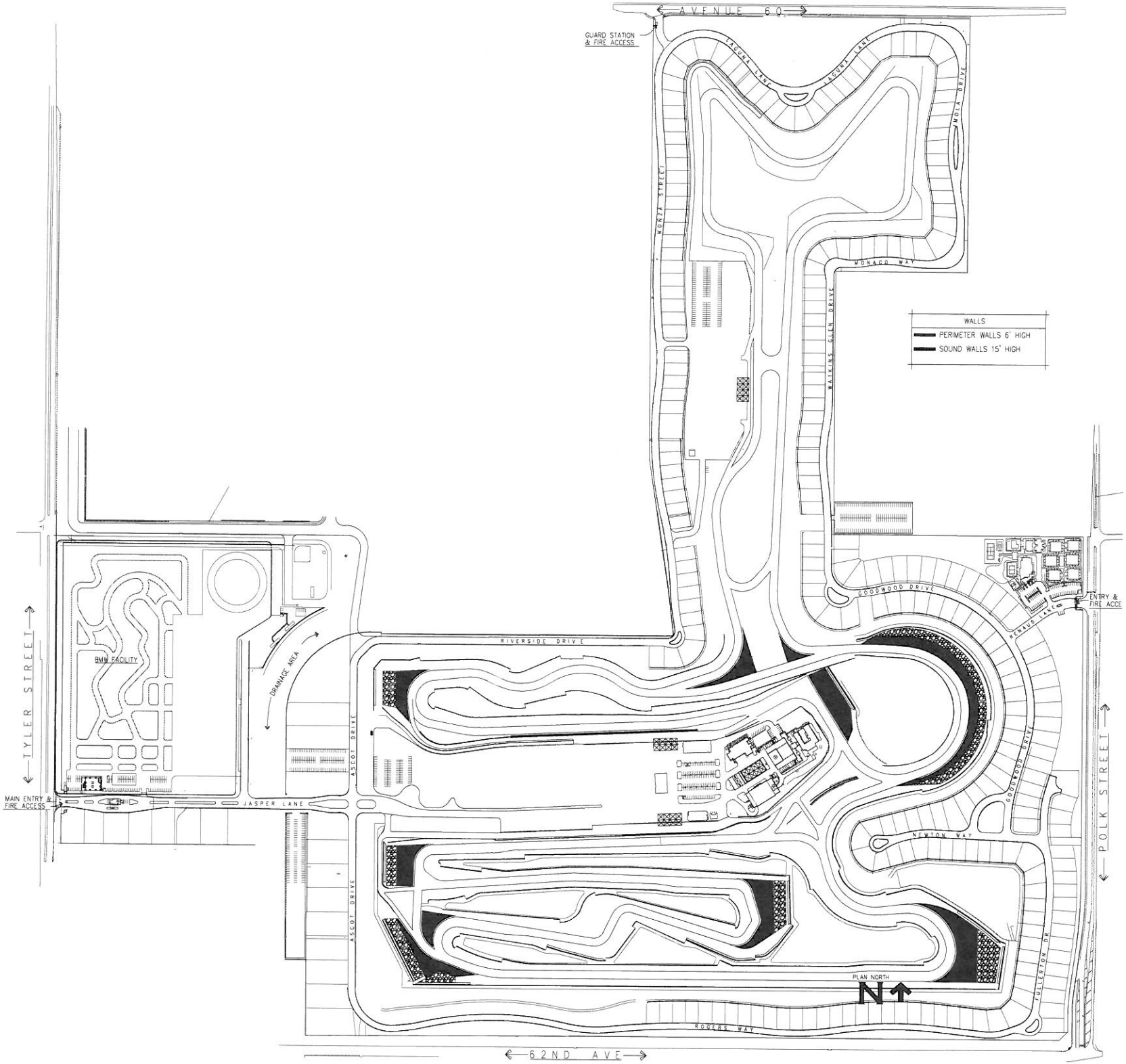
APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

PRELIMINARY

H:\2022\22-0118\DRAWINGS\PLAN SHEETS\22-0118-C-1.DWG 10/6/2023 8:23:38 AM Webb

SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT
THERMAL AVE 60 ENTRY

SCALE: 1" = 20'	ALBERT A. WEBB ASSOCIATES ENGINEERING CONSULTANTS 3788 McCRAY STREET RIVERSIDE, CA. 92506 PH. (951) 686-1070 FAX (951) 788-1256	W.O. 22-0118	
DATE: 08/15/2022		SHEET 5	
DESIGNED: XX		OF 37 SHEETS	
CHECKED: XX		DWG. NO. A1.4	
PLN CK REF:			
F.B.			



SPECIAL EVENT EXHIBIT
CITY OF THERMAL

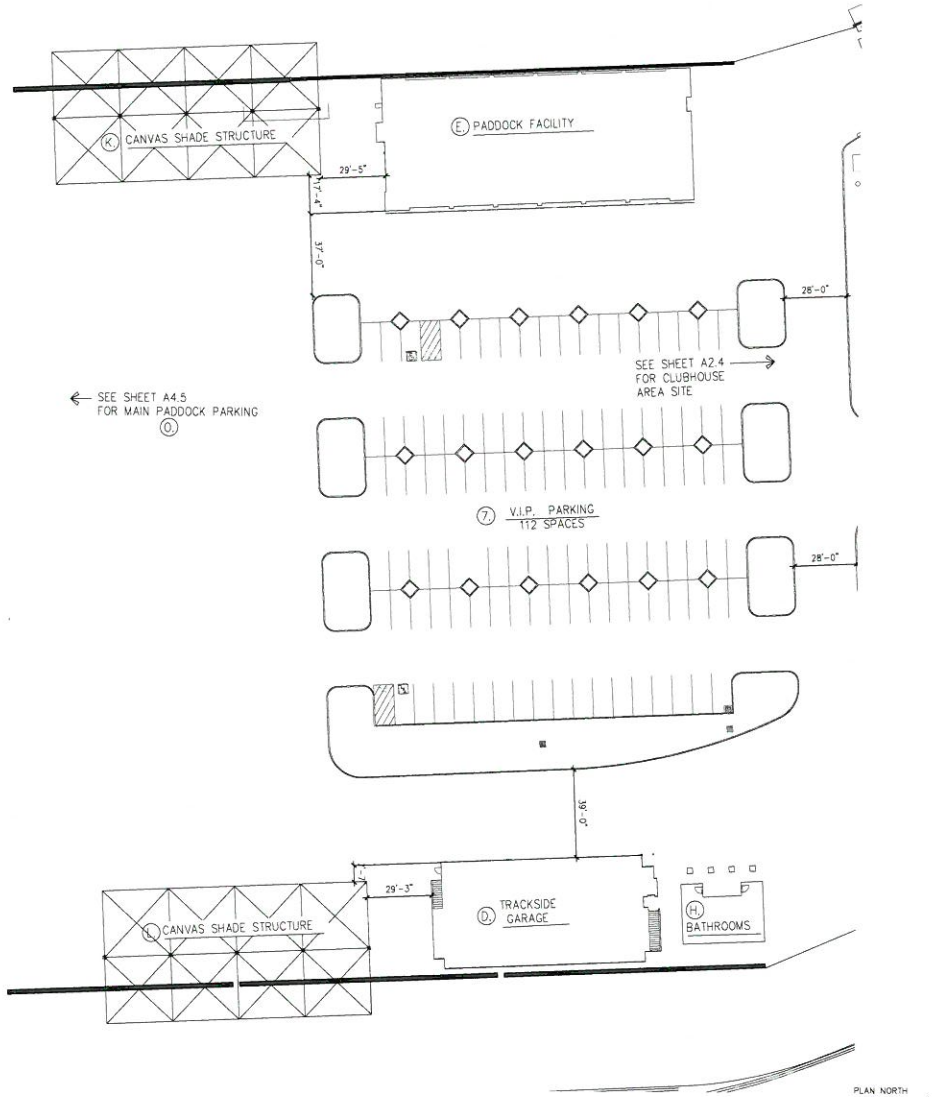
THERMAL CLUB INDYCAR EVENT

PERIMETER SITE WALLS

SCALE:	1" = 150'
DATE:	06/10/2022
DESIGNED:	KK
CHECKED:	KK
PLN CK REF:	

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE, CA. 92506
PH: (951) 686-1070
FAX: (951) 788-1256

W.O.
SHEET
OF 27
DWG. №



1 V.I.P. PARKING AND SERVICES
SCALE: 1"=20'-0"

7. D. E. K. L. PARTIAL SITE / MAIN PADDOCK

PARKING	
PARKING SPACES	106 SPACES
EMPLOYEE	5 SPACE
TOTAL PARKING SPACES	111 SPACES

PRELIMINARY

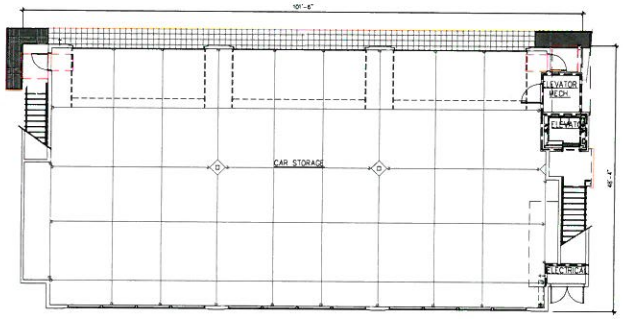
SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT
PARTIAL PADDOCK SITE PLAN

SCALE:	1" = 20'
DATE:	08/10/2022
DESIGNED:	KV
CHECKED:	KV
PLN CK REV:	
F.B.	

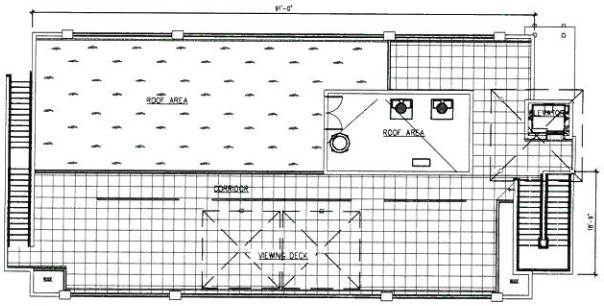
ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 MCRAY STREET
PERRIS, CA 92570
PH (951) 686-1070
FAX (951) 766-1254

W.O. 22-0118
SHEET 7 OF 27 SHEETS
DWG. NO. A2.1

APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

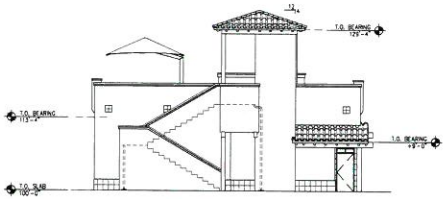


1 TRACKSIDE GARAGE – FLOOR PLAN
SCALE: 1/8"=1'-0"



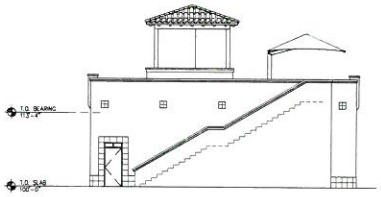
2 TRACKSIDE GARAGE – VIEWING DECK
SCALE: 1/8"=1'-0"

3 TRACKSIDE GARAGE – NORTH ELEVATION
SCALE: 1/8"=1'-0"



4 TRACKSIDE GARAGE – EAST ELEVATION
SCALE: 1/8"=1'-0"

5 TRACKSIDE GARAGE – SOUTH ELEVATION
SCALE: 1/8"=1'-0"



6 TRACKSIDE GARAGE – WEST ELEVATION
SCALE: 1/8"=1'-0"

D. TRACK SIDE GARAGE

TOTAL OCCUPANCY	
1ST LEVEL:	9 OCCUPANTS
2ND LEVEL:	140 OCCUPANTS
TOTAL:	149 OCCUPANTS

PRELIMINARY

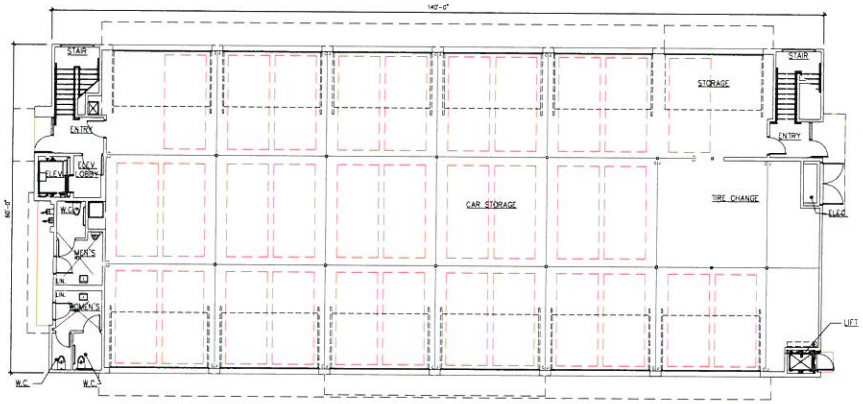
SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT
TRACKSIDE GARAGE

SCALE: 1/8" = 1'
DATE: 08/10/2022
DESIGNED: XX
CHECKED: XX
PLN CK REF:
F.B.

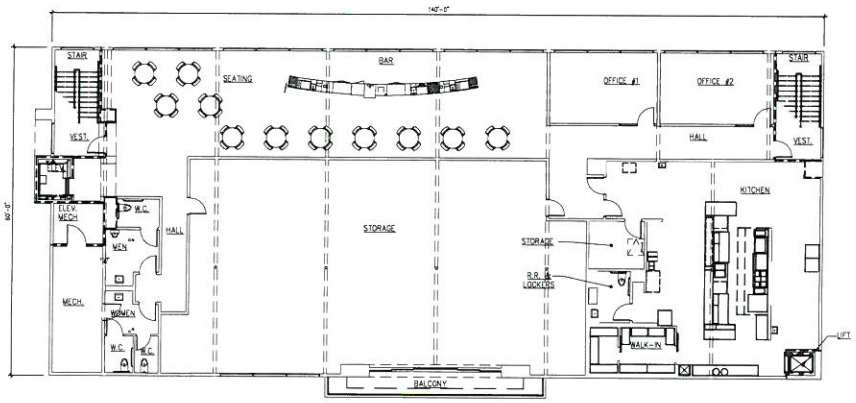
ALBERT A. WEBB ASSOCIATES
DEMONSTRATE CONSULTANTS
3788 MCKINLEY STREET
RIVERSIDE, CA. 92506
PH. (951) 686-1070
FAX. (951) 788-1256

W.O. 22-0118
SHEET 8 OF 37 SHEETS
DWG. NO. A2.2

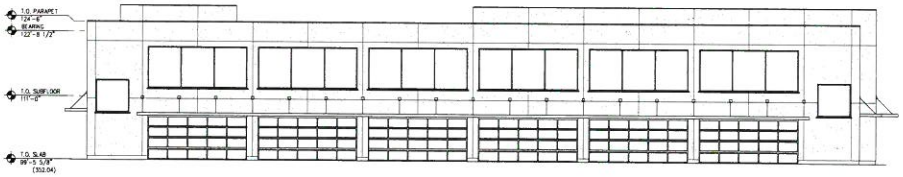
APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.



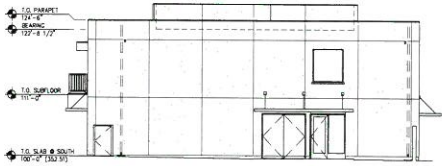
1 PADDOCK – LOWER LEVEL
SCALE: 1/8"=1'-0"



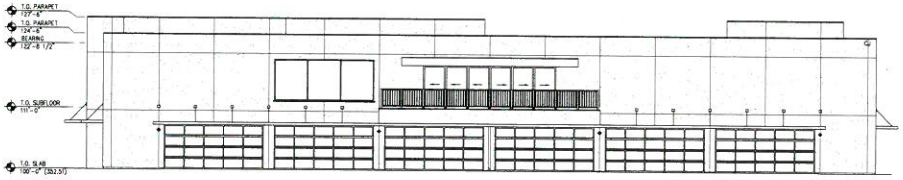
2 PADDOCK – UPPER LEVEL
SCALE: 1/8"=1'-0"



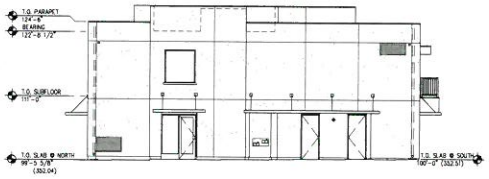
3 PADDOCK – NORTH ELEVATION / TRACK SIDE
SCALE: 1/8"=1'-0"



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



5 PADDOCK – SOUTH ELEVATION / PADDOCK SIDE
SCALE: 1/8"=1'-0"



6 PADDOCK – WEST ELEVATION
SCALE: 1/8"=1'-0"

E. MAIN PADDOCK BUILDING

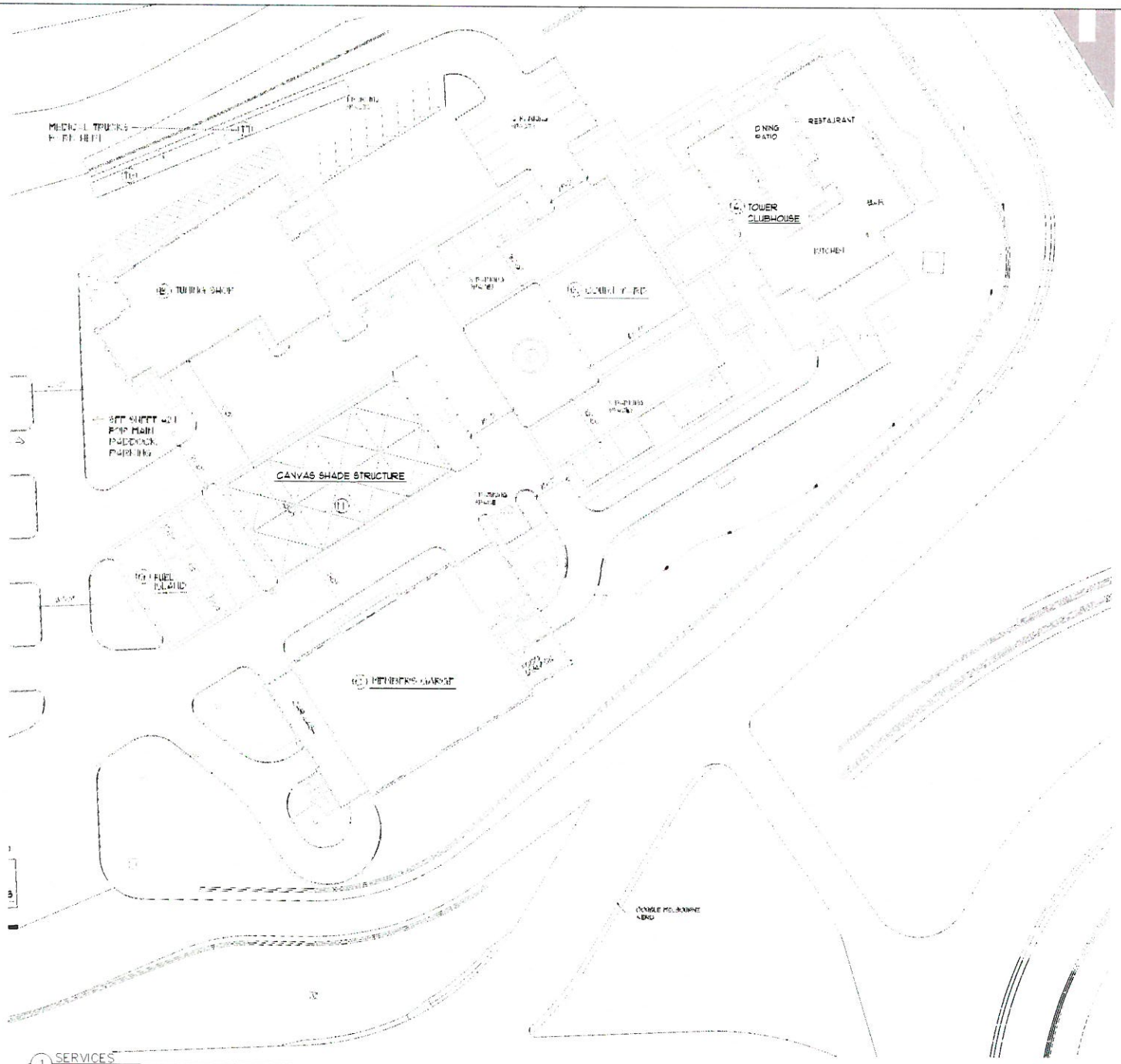
TOTAL OCCUPANCY	
1ST LEVEL:	15 OCCUPANTS
2ND LEVEL:	104 OCCUPANTS
TOTAL:	119 OCCUPANTS

PRELIMINARY

SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT
MAIN PADDOCK BUILDING

SCALE: 1/8" = 1'	ALBERT A. WEBB ASSOCIATES — CIVIL ENGINEERING CONSULTANTS, 3788 McCRAY STREET, RIVERSIDE, CA. 92506, PH. (951) 686-1070, FAX (951) 788-1256	W.O. 22-0118
DATE: 08/10/2022		SHEET 9
DESIGNED: KB		OF 27 SHEETS
CHECKED: KA		DWG. NO. A2-1
PLN CK REF:		
FB		

APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.



1 SERVICES
SCALE 1"=30'

6. A B. C. G. M. SITE / CLUBHOUSE AREA

PARKING

PARKING SPACES	29 SPACES
HANDICAP	1 SPACE
TOTAL PARKING SPACES	30 SPACES

PLAN NORTH
N

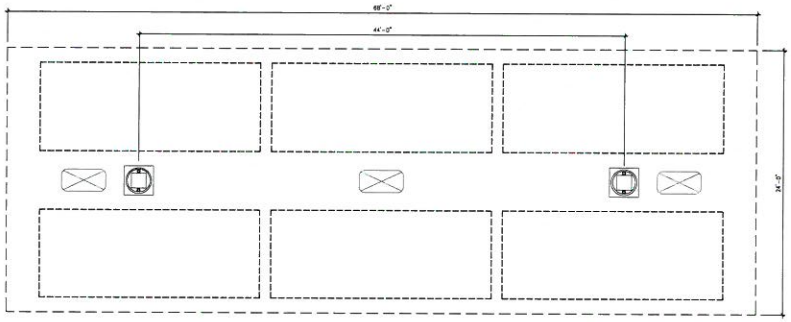
PRELIMINARY

APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES

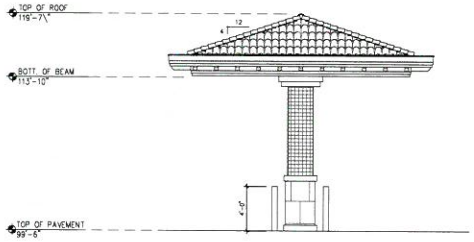
SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT
THERMAL SERVICES

SCALE 1" = 30'	W.O. 22-0118
DATE 10/10/2022	SHEET 10
DESIGNED KG	OF 23 SHEETS
CHECKED KS	DWG NO.
PLN CK REF	A24
FB	

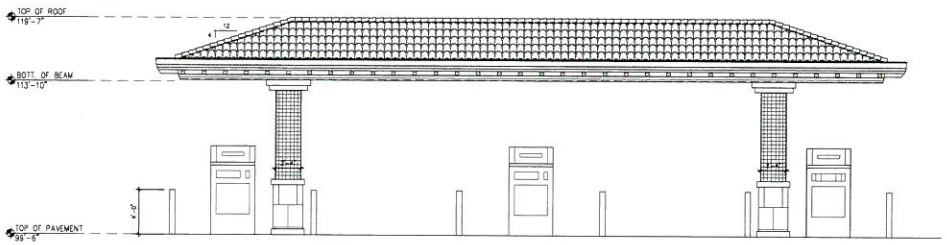
ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 MCCRAY STREET
RIVERSIDE, CA. 92506
PH (951) 686-1070
FAX (951) 788-1256



1 FUEL ISLAND – PLAN
SCALE: 1/4"=1'-0"



2 FUEL ISLAND – END ELEVATIONS
SCALE: 1/4"=1'-0"



3 FUEL ISLAND – SIDE ELEVATIONS
SCALE: 1/4"=1'-0"

G. FUEL ISLAND

PRELIMINARY

SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT

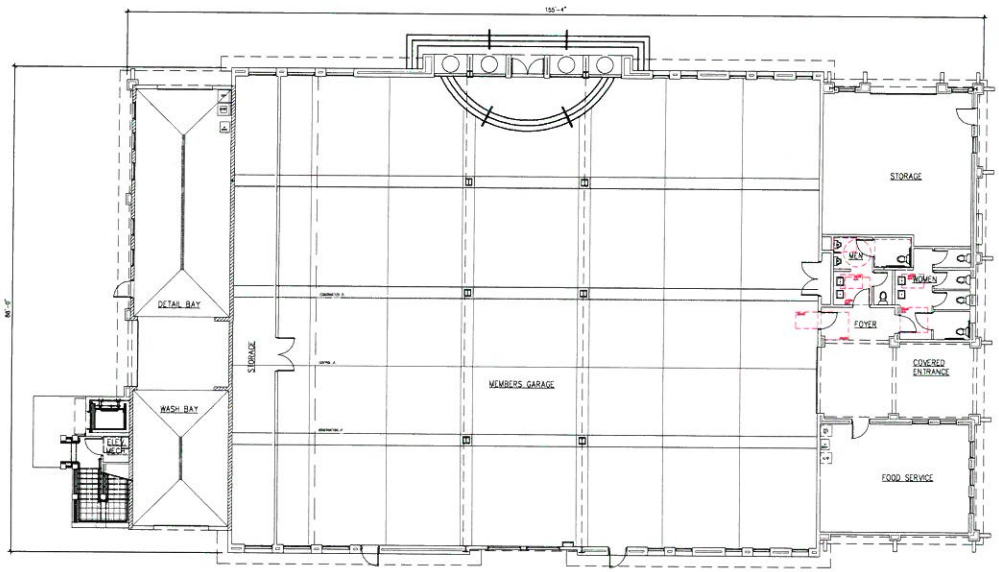
FUEL ISLAND

SCALE: 1/4" = 1'	W.O. 23-0118
DATE: 08/10/2022	SHEET 11
DESIGNED: XX	OF 23 SHEETS
CHECKED: XX	DWG. NO.
PLN CH REF:	A2.5
F.B.	

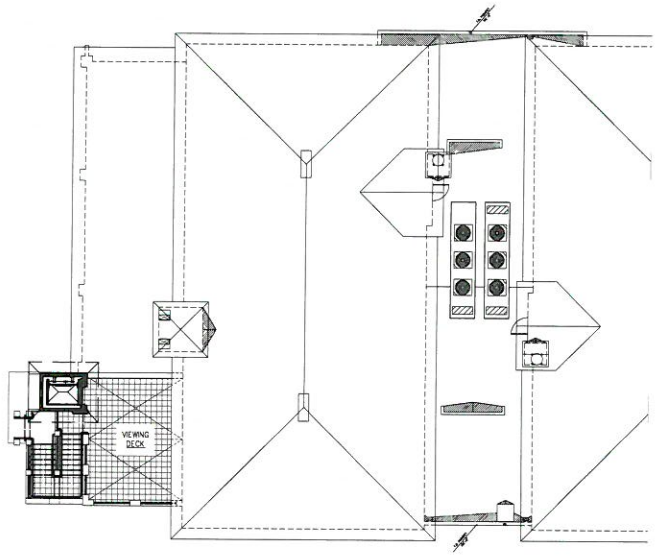
ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE, CA. 92506
PH: (951) 686-1070
FAX: (951) 788-1256

APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

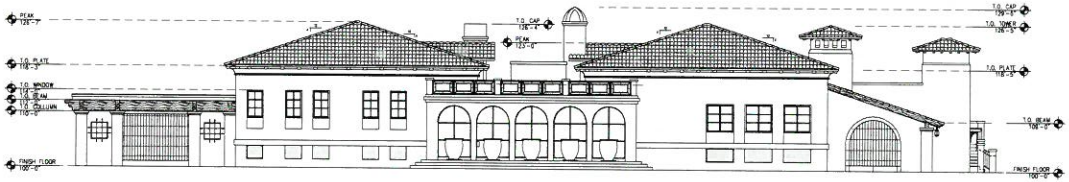
H:\2023\23-0118\DRAWINGS\PLAN SHEETS\23-0118-C-2.DWG 8/23/2023 1:49:48 PM Trinka



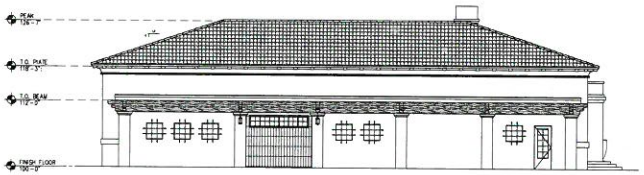
1 EVENT GARAGE – FLOOR PLAN
SCALE: 1/8"=1'-0"



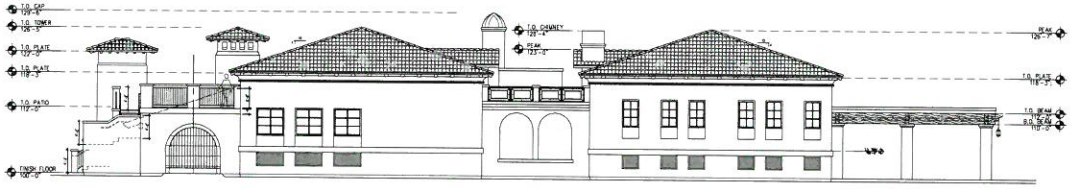
2 EVENT GARAGE – VIEWING DECK
SCALE: 1/8"=1'-0"



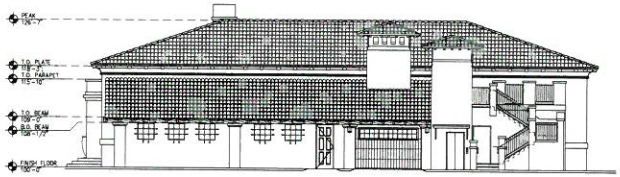
3 EVENT GARAGE – NORTH ELEVATION
SCALE: 1/8"=1'-0"



4 EVENT GARAGE – EAST ELEVATION
SCALE: 1/8"=1'-0"



5 EVENT GARAGE – SOUTH ELEVATION
SCALE: 1/8"=1'-0"



6 EVENT GARAGE – WEST ELEVATION
SCALE: 1/8"=1'-0"

C. EVENT GARAGE

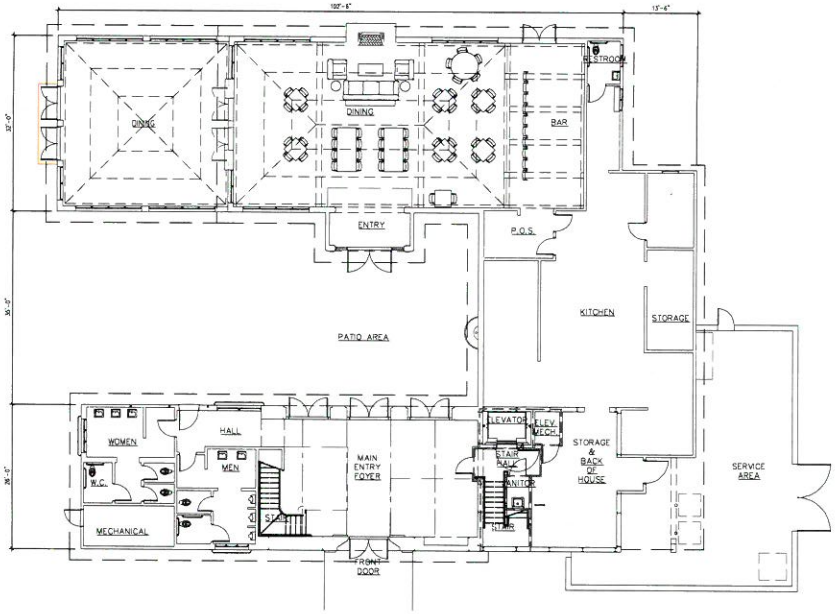
TOTAL OCCUPANCY
TOTAL: 70 OCCUPANTS

PRELIMINARY

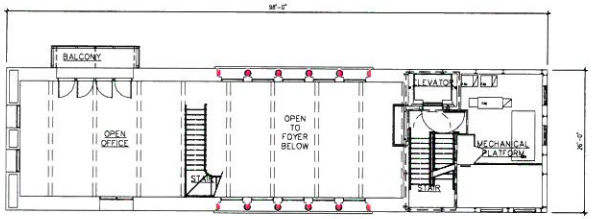
SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT
THERMAL EVENT GARAGE

SCALE: 1/8" = 1'	ALBERT A. WEBB ASSOCIATES ENGINEERING CONSULTANTS 3788 McCRAY STREET RIVERSIDE, CA. 92506 PH. (951) 686-1070 FAX (951) 788-1254	W.O. 22-0118	
DATE: 08/10/2023		SHEET 12	
DESIGNED: XX		OF 27 SHEETS	
CHECKED: XX		DWG. NO. A2.6	
PLN CK REF:			
F.B.			

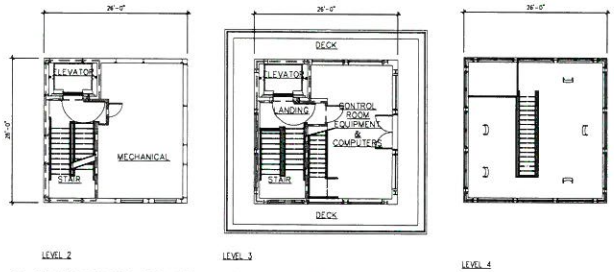
APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.



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



2 CLUBHOUSE – UPPER FLOOR PLAN
SCALE: 1/8"=1'-0"



3 CLUBHOUSE TOWER – FLOOR PLANS
SCALE: 1/8"=1'-0"

A. CLUBHOUSE

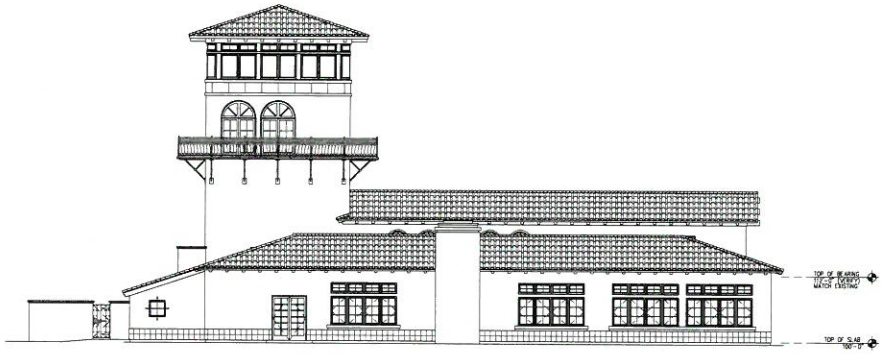
TOTAL OCCUPANCY
TOTAL: 235 OCCUPANTS

PRELIMINARY

APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES:

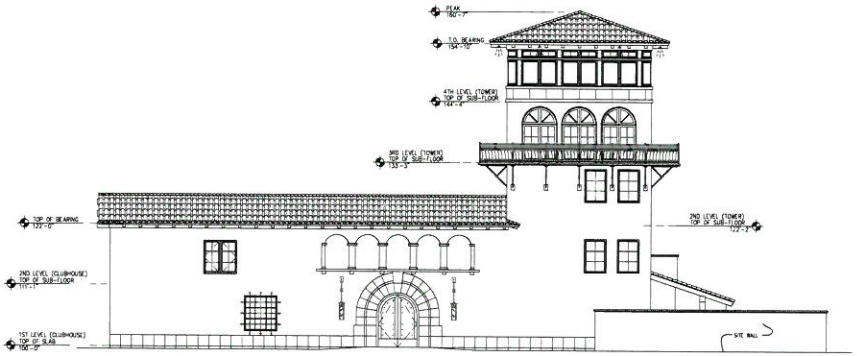
SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT
CLUBHOUSE FLOOR PLANS

SCALE: 1/8" = 1'	ALBERT A. WEBB ASSOCIATES ENGINEERING CONSULTANTS 3788 McCRAY STREET RIVERSIDE, CA. 92506 PH. (951) 686-1070 FAX. (951) 788-1254	W.O. 22-0118
DATE: 08/10/2022		SHEET 13
DESIGNED: XX		OF 27 SHEETS
CHECKED: XX		DWG. NO.
PLN CK REF:		A2.7
F.B.		

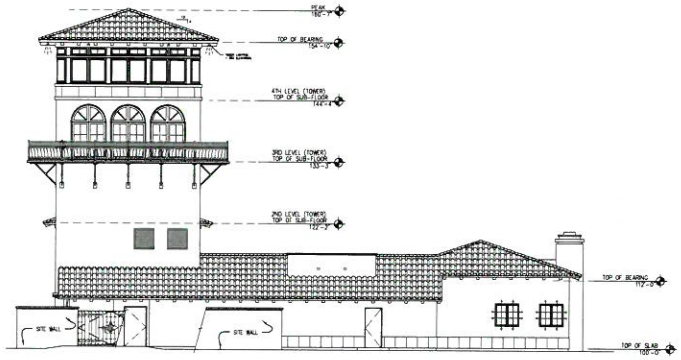


4 CLUBHOUSE – EAST ELEVATION
SCALE: 1/8"=1'-0"

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



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



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

A. CLUBHOUSE

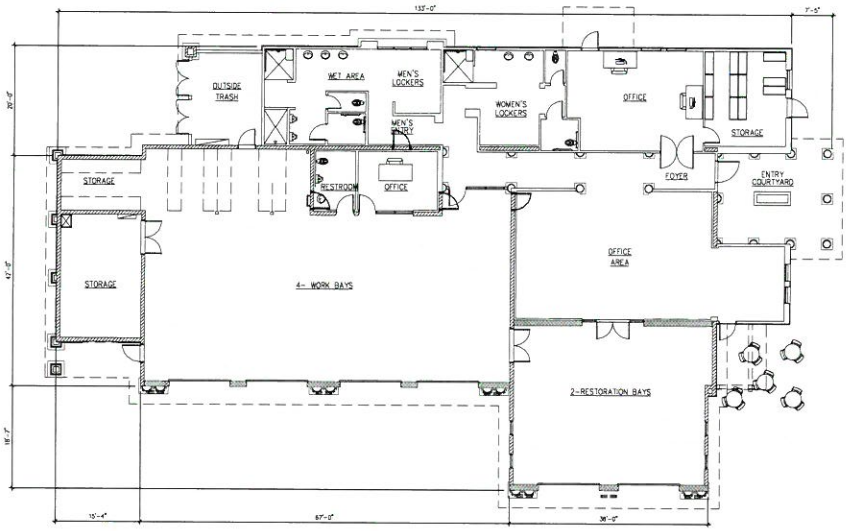
PRELIMINARY

H:\22072\22-0118\DRAWINGS\PLANS SHEETS\22-0118-C-2.DWG 8/23/2023 9:49:48 PM Donna

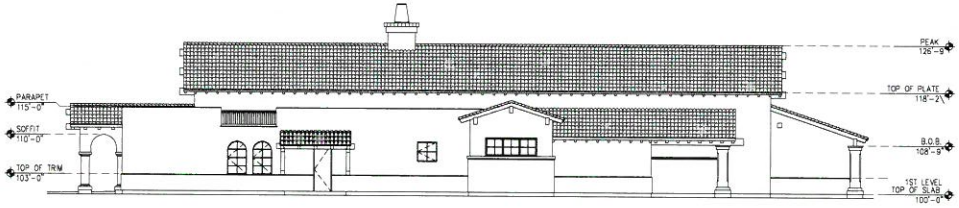
APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT
CLUBHOUSE ELEVATIONS

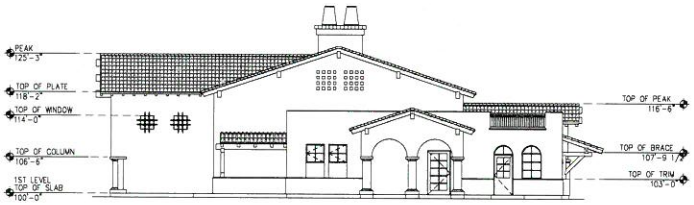
SCALE: 1/8" = 1'	ALBERT A. WEBB ASSOCIATES ENGINEERING CONSULTANTS 3788 McCRAY STREET RIVERSIDE, CA 92506 Ph: (951) 686-1070 Fax: (951) 788-1256	W.O. 22-0118
DATE: 08/10/2023		SHEET 14
DESIGNED: KA		OF 27 SHEETS
CHECKED: KA		DWG. NO. A2.6
PLN CK REF:		
F.B.		



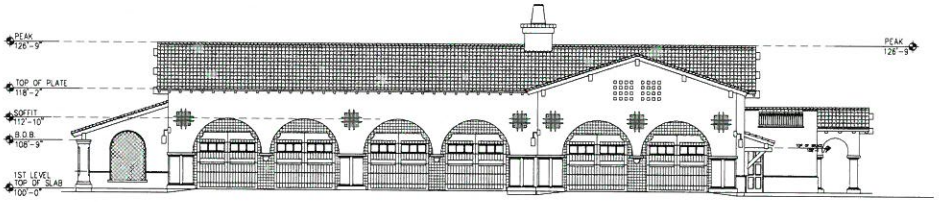
1 TUNING SHOP – FLOOR PLAN
SCALE: 1/8"=1'-0"



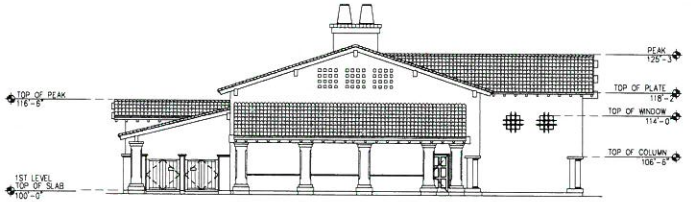
2 TUNING SHOP – NORTH ELEVATION
SCALE: 1/8"=1'-0"



3 TUNING SHOP – EAST ELEVATION
SCALE: 1/8"=1'-0"



4 TUNING SHOP – SOUTH ELEVATION
SCALE: 1/8"=1'-0"



5 TUNING SHOP – WEST ELEVATION
SCALE: 1/8"=1'-0"

B. TUNING SHOP

TOTAL OCCUPANCY
TOTAL: 93 OCCUPANTS

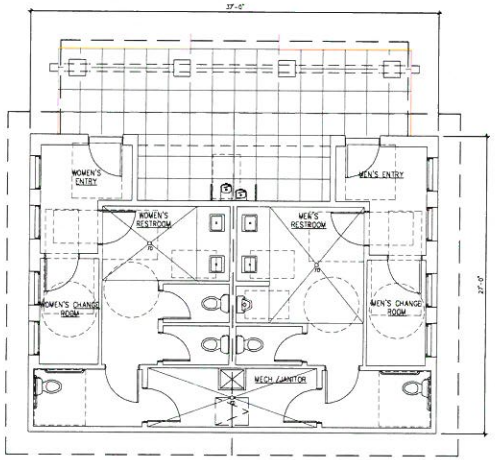
PRELIMINARY

SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT

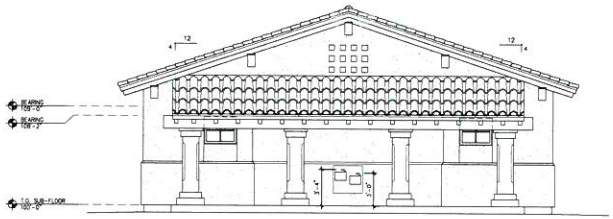
CLUBHOUSE ELEVATIONS

SCALE: 1/8" = 1'	ALBERT A. WEBB ASSOCIATES ENGINEERING CONSULTANTS 3788 McCRAY STREET RIVERSIDE, CA. 92506 PH. (951) 686-1070 FAX. (951) 788-1256	W.O. 25-0118	
DATE: 08/10/2022		SHEET 15	
DESIGNED: XX		OF 27 SHEETS	
CHECKED: XX		DWG. NO. X2.9	
PLN CK REF:			
F.B.			

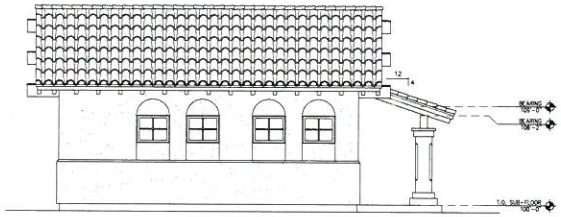
APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.



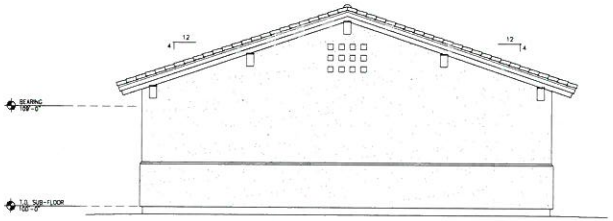
1 RESTROOM
SCALE: 1/4"=1'-0"



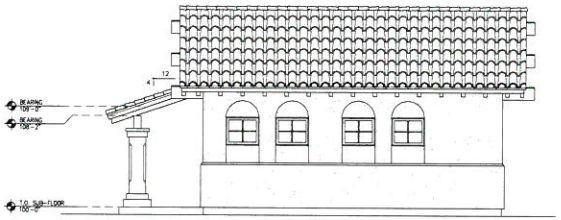
2 RESTROOM – NORTH ELEVATION
SCALE: 1/4"=1'-0"



3 RESTROOM – EAST ELEVATION
SCALE: 1/4"=1'-0"



4 RESTROOM – SOUTH ELEVATION
SCALE: 1/4"=1'-0"



5 RESTROOM – WEST ELEVATION
SCALE: 1/4"=1'-0"

H. PADDOCK RESTROOM

TOTAL OCCUPANCY
TOTAL: 12 OCCUPANTS

PRELIMINARY

SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT

PADDOCK RESTROOM

SCALE: 1/4" = 1'	ALBERT A. WEBB ASSOCIATES — ENGINEERING CONSULTANTS, 3788 McCRAY STREET, RIVERSIDE, CA. 92506, Ph. (951) 686-1070, FAX (951) 788-1254	W.O. 22-0118	
DATE: 08/10/2022		SHEET 16	
DESIGNED: XX		OF 27 SHEETS	
CHECKED: XX		DWG. NO. A2.10	
PLN CK REV:			
F.B.			

APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

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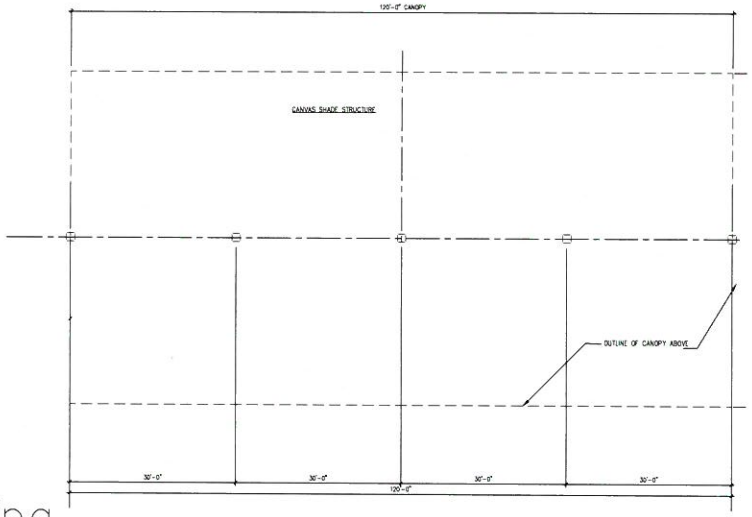
.\Images\Pages from 52099-1 0-A_Page_2.jpg



2 CANVAS SHADE STRUCTURES
SCALE: 1/4"=1'-0"

3 CANVAS SHADE STRUCTURE – PERSPECTIVE
SCALE: NTS"=

1 CANVAS SHADE STRUCTURES
SCALE: 1/4"=1'-0"

K.L.M.N. CANVAS SHADE STRUCTURES

PRELIMINARY

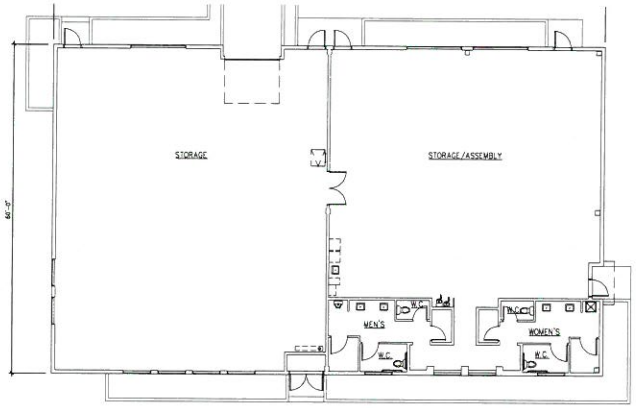
APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT

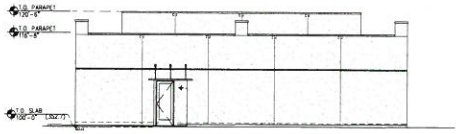
CANVAS SHADE STRUCTURES

SCALE: 1/4" =1'-0"	ALBERT A. WEBB ASSOCIATES — DESIGNING COMMUNITIES 3788 McCRAY STREET RIVERSIDE, CA. 92506 PH. (951) 686-1070 FAX (951) 788-1256	W.O. 22-0118
DATE: 08/10/2022		SHEET 17
DESIGNED: XX		OF 37 SHEETS
CHECKED: XX		DWG. NO.
PLN. CK REF:		A2.11
F.B.		

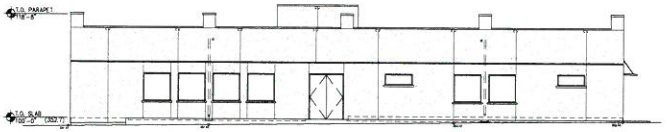
H:\52099\22-0118\DRAWINGS\PLAN SHEETS\22-0118-C-2.DWG 8/27/2022 1:49:48 PM Mike



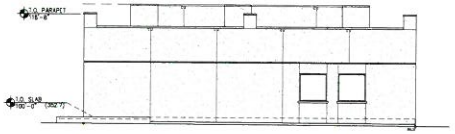
1 KART STORAGE – FLOOR PLAN
SCALE: 1/4"=1'-0"



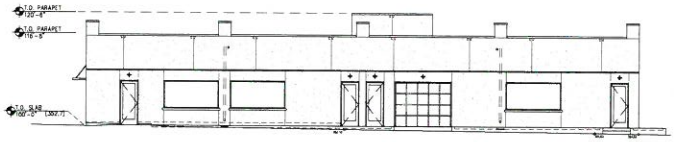
2 KART STORAGE – NORTH ELEVATION
SCALE: 1/8"=1'-0"



3 KART STORAGE – EAST ELEVATION
SCALE: 1/8"=1'-0"



4 KART STORAGE – SOUTH ELEVATION
SCALE: 1/8"=1'-0"



5 KART STORAGE – WEST ELEVATION
SCALE: 1/8"=1'-0"

F. KART STORAGE

TOTAL OCCUPANCY
TOTAL: 150 OCCUPANTS

PRELIMINARY

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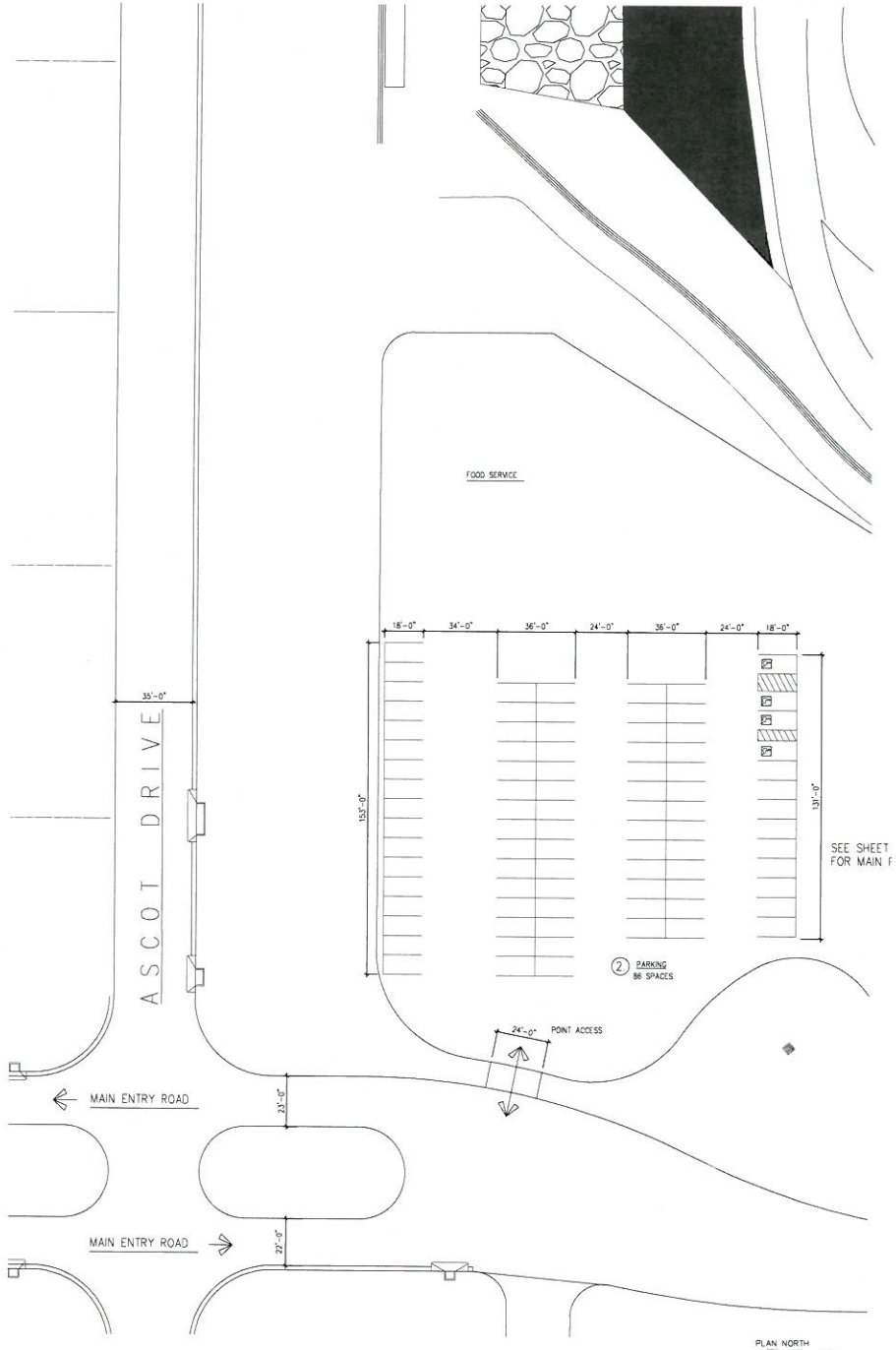
APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT

FUTURE KART STORAGE

SCALE: 1/8" = 1'	ALBERT A. WEBB ASSOCIATES — ENGINEERING CONSULTANTS, 3788 McCRAY STREET, RIVERSIDE, CA. 92506, PH. (951) 686-1070, FAX (951) 788-1256	W.O. 22-0118
DATE: 04/15/2022		SHEET 18
DESIGNED: XX		OF 37 SHEETS
CHECKED: XX		DWG. NO. A2.12
PLN CH REF:		
F.B.		



1 PARKING / FOOD SERVICE
SCALE: 1"=20'-0"

2. EMPLOYEE PARKING

PARKING	
PARKING SPACES	82 SPACES
EMPLOYEE	4 SPACES
TOTAL PARKING SPACES	86 SPACES

PRELIMINARY

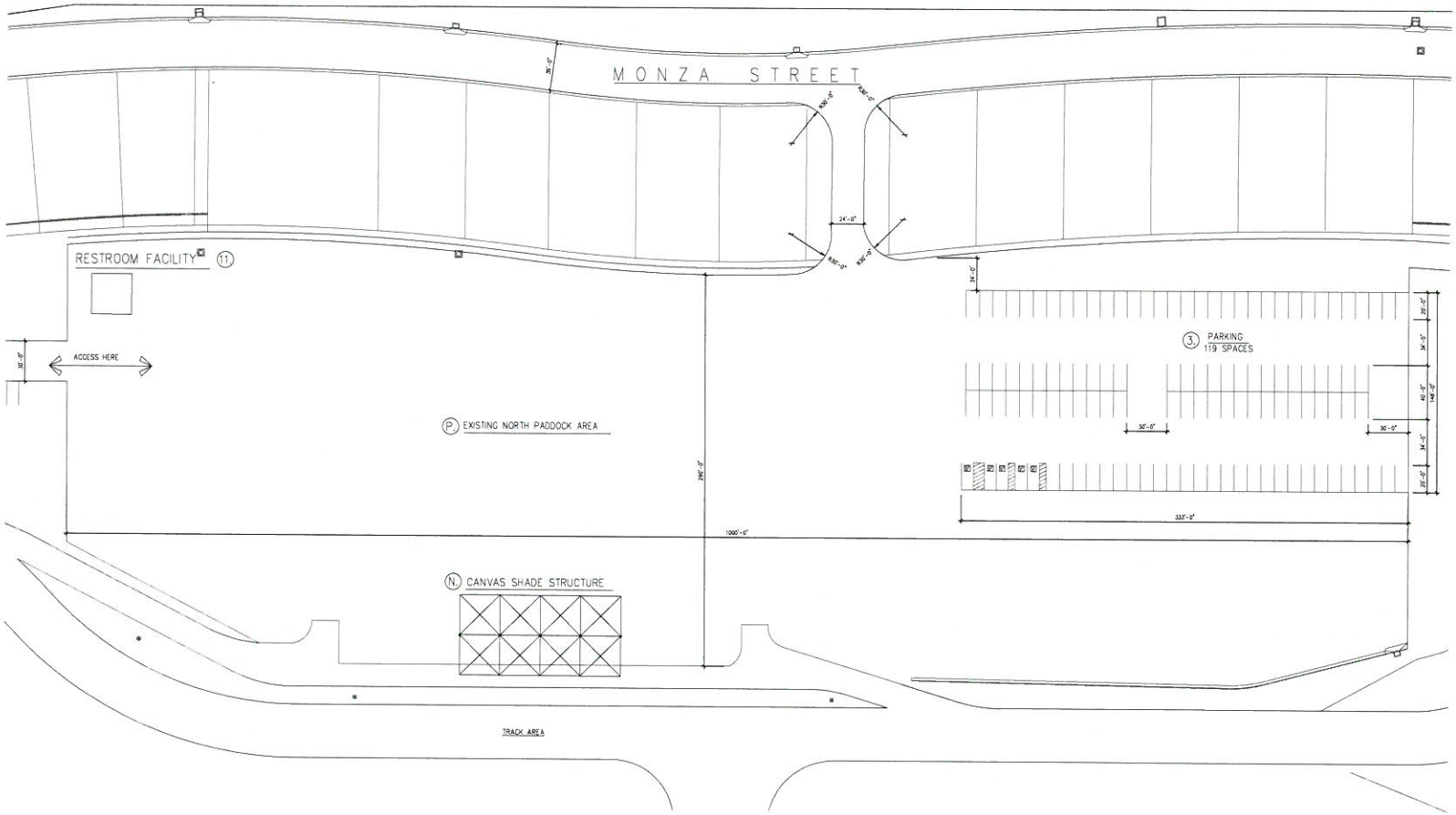
SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT

FOOD & PARKING

SCALE: 1" = 20'	W.O. 22-0118
DATE: 08/15/2022	SHEET 19
DESIGNED: XX	OF 33 SHEETS
CHECKED: XX	DWG. NO.
PLN CK REF:	A-2
F.B.	

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 LONGPRE AVENUE
RIVERSIDE, CA. 92505
PH. (951) 686-1070
FAX (951) 788-1256

APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.



(1) NORTH PADDOCK PARKING
SCALE: 1"=30'-0"

PLAN NORTH
N

(3.)(11.)(P.)(N.) EMPLOYEE PARKING

PARKING	
PARKING SPACES	114 SPACES
HANDICAP	5 SPACES
TOTAL PARKING SPACES	119 SPACES

PRELIMINARY

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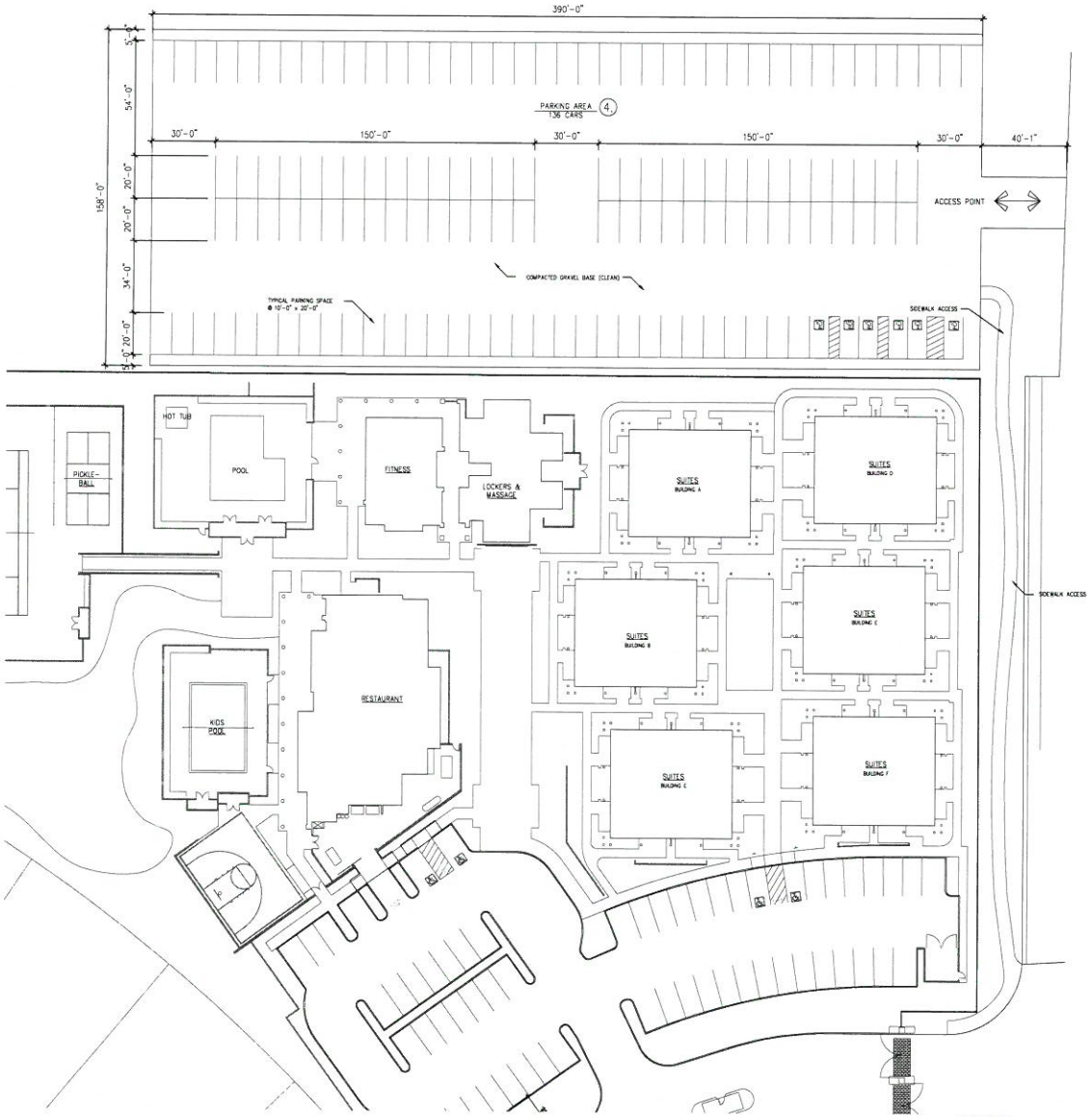
SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT
NORTH PADDOCK PARKING

SCALE: 1"=30'	W.O. 22-0118
DATE: 09/10/2022	SHEET 20
DESIGNED: XX	OF 27 SHEETS
CHECKED: XX	DWG. NO.
PLN CK REF:	AA-3
F.B.	

ALBERT A. WEBB ASSOCIATES
Independent Consultants
3788 McCrary Street
Riverside, Ca. 92506
Ph: (951) 686-1070
Fax: (951) 788-1256

APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.



1 MEMBERS AND MEMBER GUEST PARKING
SCALE: 1"=20'-0"

4. MEMBERS AND MEMBERS GUEST PARKING

PARKING	
PARKING SPACES	130 SPACES
HANDICAP	6 SPACES
TOTAL PARKING SPACES	136 SPACES

PRELIMINARY

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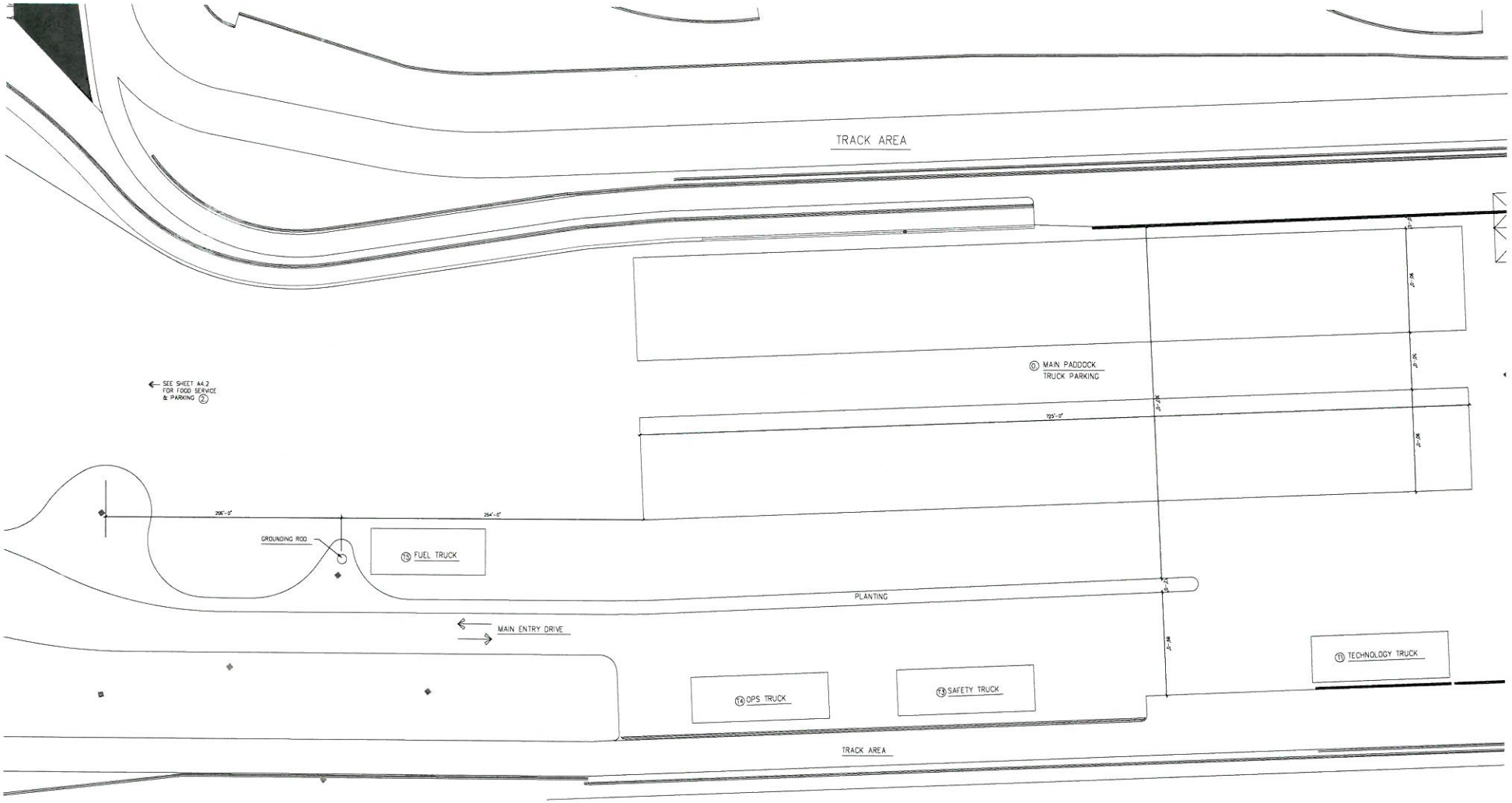
APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT
MEMBER & GUEST PARKING

SCALE: 1" = 30'	ALBERT A. WEBB ASSOCIATES CONSULTING ENGINEERS 3788 McCRAY STREET RIVERSIDE CA. 92506 PH: (951) 686-1070 FAX: (951) 788-1256	W.O. 22-0118
DATE: 08/15/2023		SHEET 21
DESIGNED: XX		OF 27 SHEETS
CHECKED: XX		DWG. NO.
PLN CK REF:		AA.1
F.B.		



① PARKING TEAMS / TRUCK AND CAR PARKING
SCALE: 1"=30'-0"

PLAN NORTH
N

PRELIMINARY

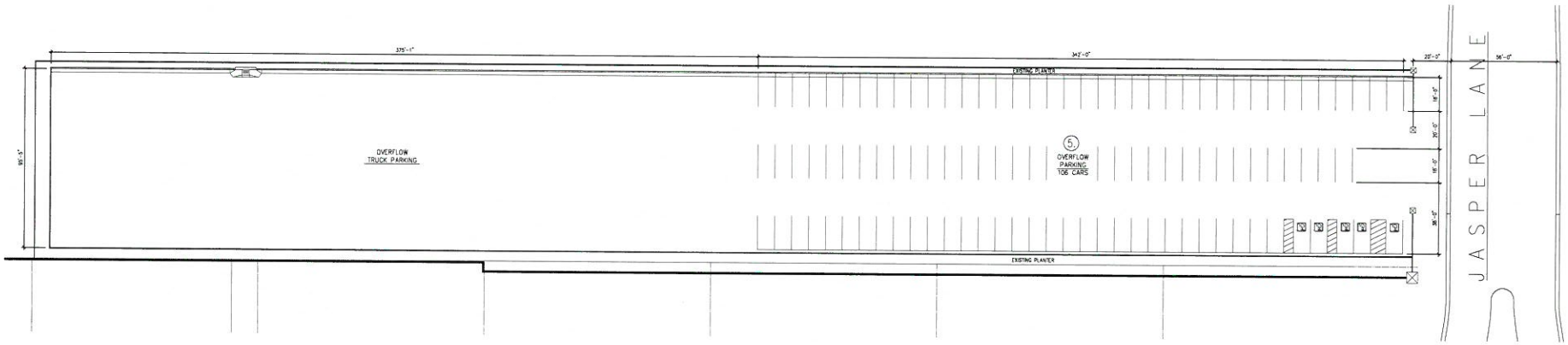
⓪ MAIN PADDOCK PARKING

APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT
MAIN PADDOCK PARKING

SCALE: 1" = 30'	W.O. 22-0118
DATE: 08/10/2022	SHEET 22
DESIGNED: XX	OF 33 SHEETS
CHECKED: XX	DWG. NO. A4.5
PLN CK REF:	
F.B.	

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE, CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256



1 OVERFLOW PARKING
SCALE: 1"=20'-0"

PLAN NORTH
N

5. OVERFLOW PARKING

PARKING	
PARKING SPACES	101 SPACES
HANDICAP	5 SPACES
TOTAL PARKING SPACES	106 SPACES

PRELIMINARY

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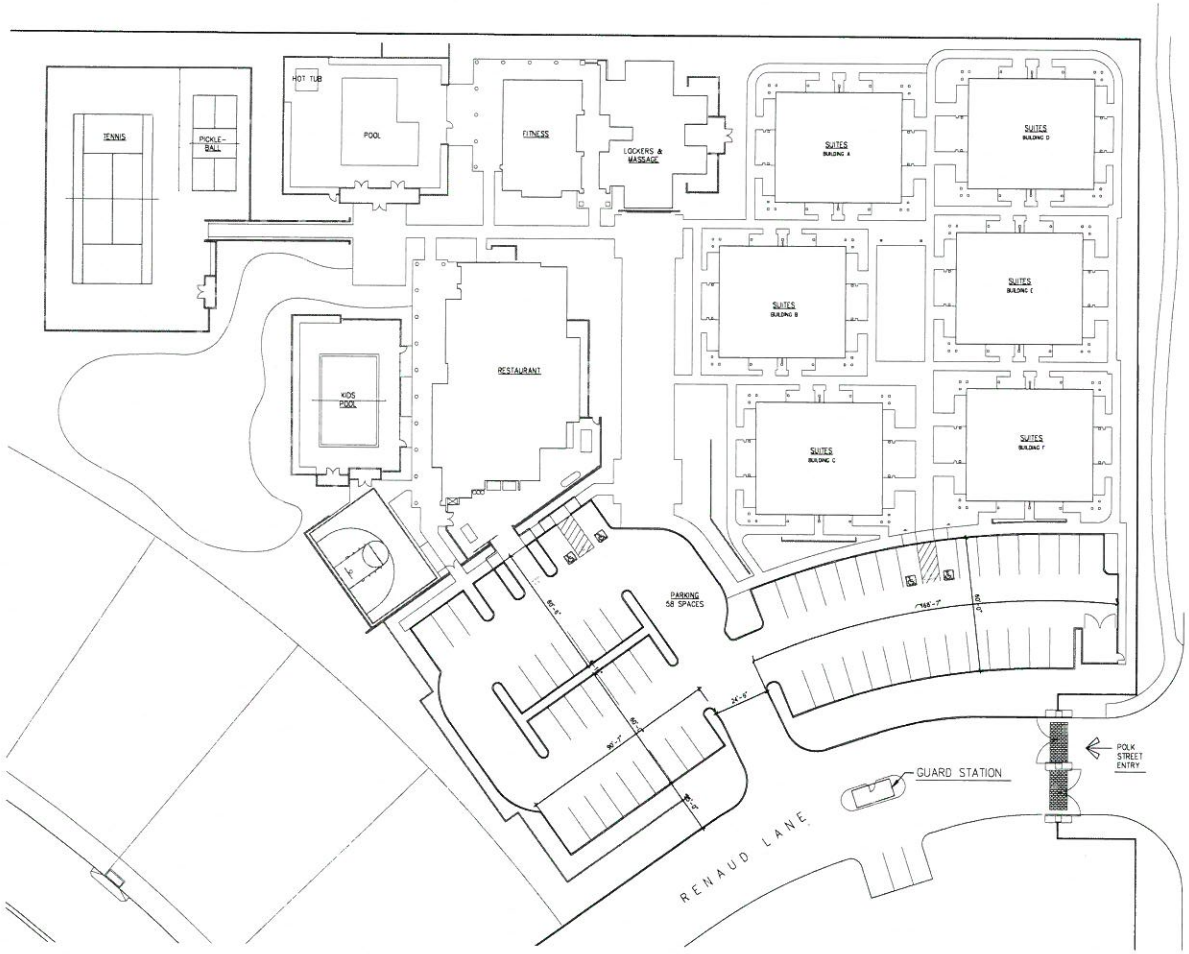
SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT
OVERFLOW CAR & TRUCK PARKING

SCALE: 1" = 20'	ALBERT A. WEBB ASSOCIATES ENGINEERING CONSULTANTS 3788 McCRAY STREET RIVERSIDE, CA. 92506 PH: (951) 686-1070 FAX: (951) 788-1256	W.O. 22-0118
DATE: 08/10/2022		SHEET 23
DESIGNED: XX		OF 27 SHEETS
CHECKED: XX		DWG. NO.
PLN CK REF:		
F.B.		

APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.



PLAN NORTH

N

1 SITE PLAN – CASITAS AT AGUA
SCALE: 1"=20'-0"

8. J. CASITAS AT AGUA

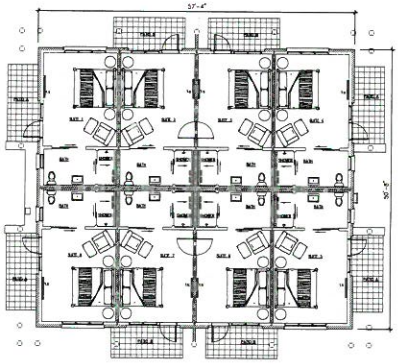
PARKING	
PARKING SPACES	54 SPACES
HANDICAP	4 SPACES
TOTAL PARKING SPACES	58 SPACES

PRELIMINARY

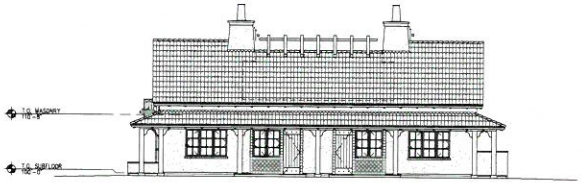
SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT
CASITAS AT AGUA

SCALE: 1" = 30'	ALBERT A. WEBB ASSOCIATES — ENGINEERING CONSULTANTS, 3788 MCKINNEY STREET, RIVERSIDE, CA. 92506, PH: (951) 686-1070, FAX: (951) 788-1256	W.O. 22-0118
DATE: 08/10/2023		SHEET 24
DESIGNED: XX		OF 37 SHEETS
CHECKED: XX		DWG. NO.
PLN CK REF:		AS-1
F.B.		

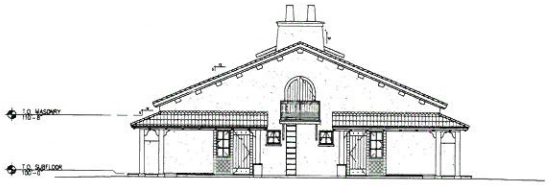
APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.



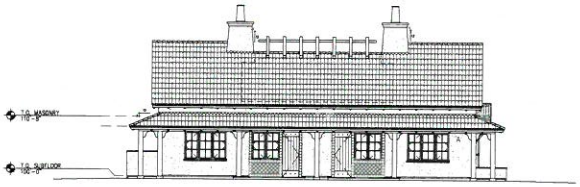
1 CASITA – SUITE UNIT
SCALE: 1/8"=1'-0"



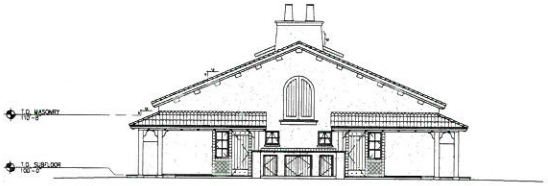
2 CASITA – NORTH ELEVATION
SCALE: 1/8"=1'-0"



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



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



5 CASITA – WEST ELEVATION
SCALE: 1/8"=1'-0"

J. CASITAS AT AGUA

PRELIMINARY

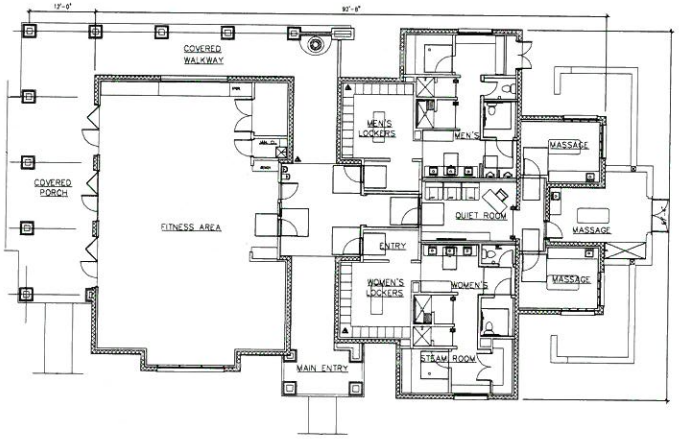
H:\2022\22-0118\DRAWINGS\PLAN SHEETS\22-0118-C-2.DWG 8/21/2022 1:49:48 PM Trotter

APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

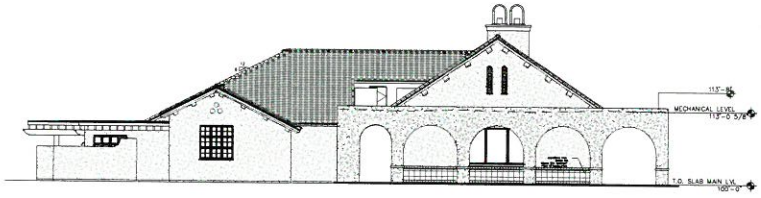
SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT

CASITAS AT AGUA UNITS

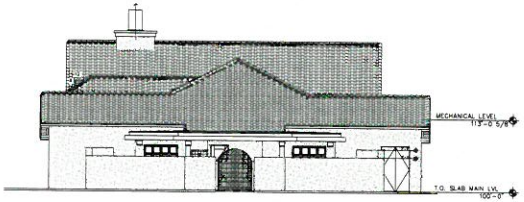
SCALE: 1/8" = 1'	ALBERT A. WEBB ASSOCIATES — ENGINEERING CONSULTANTS, 3990 VINE AVENUE, RIVERSIDE, CA. 92507, PH. (951) 686-1070, FAX (951) 788-1256	W.O. 22-0118
DATE: 08/10/2022		SHEET 25
DESIGNED: XX		OF 27 SHEETS
CHECKED: XX		DWG. NO.
PLN CK REF:		X5.2
F.B.		



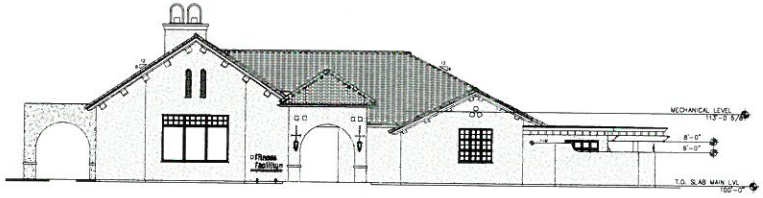
1 MEMBER'S CLUB FITNESS / SPA AREA – FLOOR PLAN
SCALE: 1/8"=1'-0"



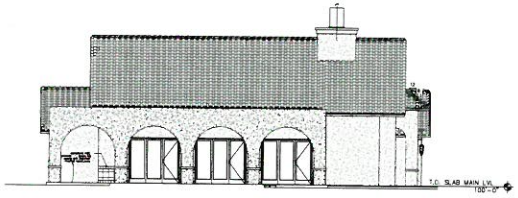
2 NORTH ELEVATION
SCALE: 1/8"=1'-0"



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



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



5 WESRT ELEVATION
SCALE: 1/8"=1'-0"

J. CASITAS AT AGUA – FITNESS / SPA AREA

TOTAL OCCUPANCY
TOTAL: 50 OCCUPANTS

PRELIMINARY

H:\2022\22-0118\DRAWINGS\PLAN SHEETS\22-0118-C-2.DWG 8/22/2022 1:49:48 PM Trimble

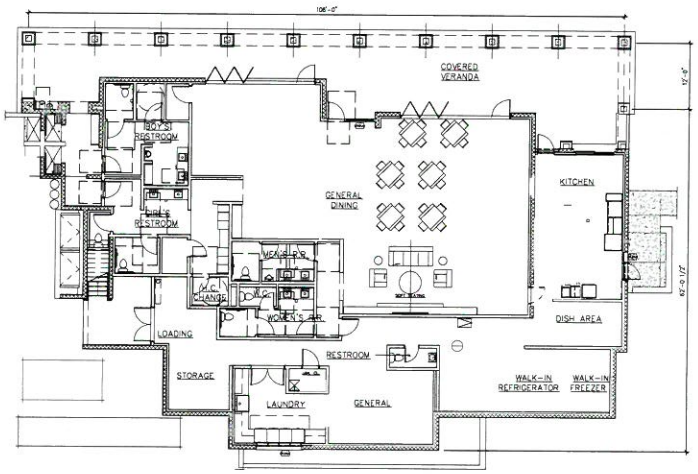
SPECIAL EVENT EXHIBIT
CITY OF THERMAL

THERMAL CLUB INDYCAR EVENT

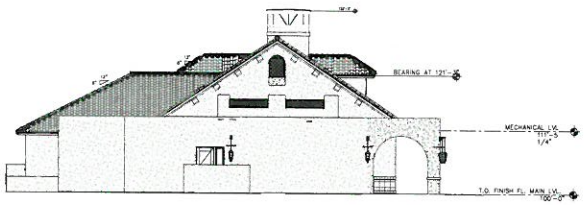
CASITAS AT AGUA
FITNESS/SPA

SCALE: 1/8" = 1'	GLOVER & WEBB ASSOCIATES	ENGINEERING CONSULTANTS 3198 MAIN STREET RIVERSIDE, CA 92501 PH: (951) 684-1515 FAX: (951) 788-1256	B.O. 22-0118
DATE: 08/10/2022			SHEET 26
DESIGNED: XX			OF 27 SHEETS
CHECKED: XX			DWG. NO. AS-3
PLN. CK REF:			
F.B.			

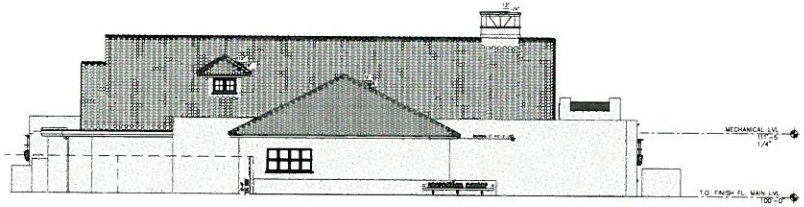
APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.



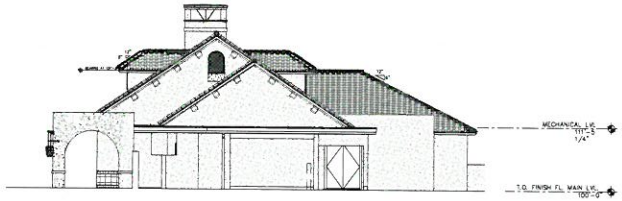
1 CASITAS AT AGUA – RESTUARANT
SCALE: 1/8"=1'-0"



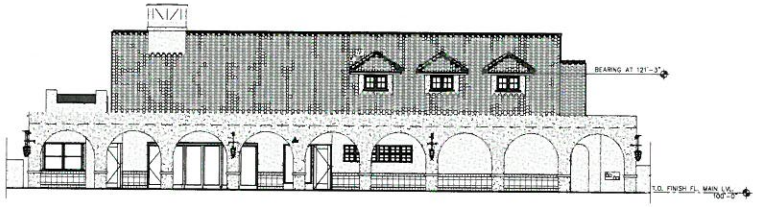
2 RESTAURANT – NORTH ELEVATION
SCALE: 1/8"=1'-0"



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



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



5 RESTAURANT – WEST ELEVATION
SCALE: 1/8"=1'-0"

J. CASITAS AT AGUA – RESTAURANT

TOTAL OCCUPANCY
TOTAL: 112 OCCUPANTS

PRELIMINARY

H:\2022\22-0118\DRAWINGS\PLAN SHEETS\22-0118-E-2.DWG 9/27/2022 1:48:46 PM Thomas

APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

SPECIAL EVENT EXHIBIT
CITY OF THERMAL
THERMAL CLUB INDYCAR EVENT

CASITAS AT AGUA
RECREATION

SCALE: 1/8" = 1'	ALBERT A. WEBB ASSOCIATES ENGINEERING CONSULTANTS 3788 McCRAY STREET RIVERSIDE CA. 92506 PH. (951) 686-1070 FAX (951) 788-1256	W.O. 22-0118	
DATE: 08/18/2022		SHEET 27	
DESIGNED: XX		OF 27 SHEETS	
CHECKED: XX		DWG. NO.	
PLN CK REF:		AS-4	
F.B.			

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

www.rcaluc.org

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. **Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org.** 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. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893**.

The County of Riverside Planning Department should be contacted on non-ALUC issues. For more information, please contact County of Riverside Planner Kathleen Mitchell at (951) 955-6836.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website www.rcaluc.org. Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to prull@rivco.org. Individuals with disabilities requiring reasonable modifications or accommodations, please contact Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: **January 12, 2023**

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

CASE DESCRIPTION:

ZAP1073TH22 – JTM Land Company, LLC (Representative: Albert A. Webb Associates) County of Riverside Case No. MTE220031 (Minor Temporary Event). A proposal for a Minor Temporary Event to host an 'IndyCar Open Test Event' from February 1, 2023, to February 4, 2023, between the hours of 7:00 a.m. to 6:00 p.m. on the 139 acres Thermal Motorclub facility, located southerly of Avenue 60, westerly of Polk Street, northerly of Avenue 62, and easterly of Tyler Street. The event will be strictly private invitation-only event not open to the public. No tickets will be sold. Food and live entertainment will also be provided within the existing buildings (Airport Compatibility Zones B1, C, and D of the Jacqueline Cochran Regional Airport Influence Area).

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number: ZAP1073TH22 Date Submitted: 12/6/22

AIA: Jackie Cochran Zone: D, B1 & C Public Hearing ☑ Staff Review ☐

Applicant

Applicant Full Name: Thermal Club

Applicant Address: 61980 Tyler Street Thermal, CA 92274

Phone: 760-674-0088 **Email:** tim@tetm.com

Representative/ Property Owner Contact Information

Representative: Albert A. Webb Associates **Email:** haley.franco@webbassociates.com

c/o Haley Franco Phone: 951-248-4244

Address: 3788 McCray St. Riverside, CA 92506

Property Owner: JTM Land Company, LLC **Email:** tim@tetm.com

c/o Tim Rogers Phone: 760-674-0088

Address: 1983 W. 190th Street Suite 100 Torrance, CA 90504

Local Jurisdiction Agency

Agency Name: County of Riverside Phone: 951-955-6836

Staff Contact: Kathleen Mitchell **Email:** kmitchell@rivco.org

Address: 4080 Lemon Street 12th Floor P.O. Box 1409 Riverside, CA 92502-1409

Local Agency Case No.: MTE220031

Project Location

Street Address: 61980 Tyler Street Thermal, CA 92274 Gross Parcel Size.: 180.41

Assessor's Parcel No.: 759-180-013, 759-190-013,759-300-009,759-300-027

Solar

Is the project proposing solar Panels? Yes ☐ No ☑ If yes, please provide solar glare study. (only if in Zone C or higher)

Data

Site Elevation:(above mean sea level) 100'

Height of Building or structures: 113' - 3"

What type of drainage basins are being proposed and the square footage: N/A

Notice

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 a complete application submittal to the next available commission hearing meeting.

C. SUBMISSION PACKAGE:

Please submit all application items DIGITALLY via USB or CD:

- Completed ALUC Application Form
- Plans Package: site plans, floor plans, building elevations, grading plans, subdivision maps
- Exhibits of change of zone, general plan amendment, specific plan amendment
- Project description of existing and proposed use

Additionally, please provide:

- ALUC fee payment (Checks made out to Riverside County ALUC)
- Gummed address labels of all surrounding property owners within a 300-foot radius of project site. (Only required if the project is scheduled for a public hearing).

Riverside County Airport Land Use Commission, County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, CA 92501, Phone: 951-955-5132 Fax: 951-955-5177 Website: www.rcaluc.org

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

5.1 Director's Approvals

A. During the period of November 16, 2022, through December 15, 2022, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Paul Rull reviewed three non-legislative cases and issued determinations of consistency.

ZAP1072TH22 (Zone C) pertains to County of Riverside Building and Safety Case No. BRS2203138 (Building Permit), a proposal to construct a 449.6 square foot rooftop solar panel system on a proposed residence located at 86684 Rogers Way within the Thermal Motorclub. The site is located within Airport Compatibility Zone C of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone C of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to 0.2 dwelling units per acre or less. The proposed rooftop solar panels will not generate any density. The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is -137.5 feet below mean sea level (MSL). At a distance of 4,721 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding –89.5 feet below MSL. The site's elevation is -149.4 feet MSL and the proposed building height (with rooftop solar panels) is 41 feet, resulting in a top point elevation of -108.4 feet AMSL. Therefore, review by the FAA OES was not required. Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property and is the recommended standard for properties near airports. However, potential for temporary after-image" ("yellow" level) and potential for permanent eye damage ("red" level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers. The project proposes 449.6 square feet of solar panels on a proposed residence rooftop with a fixed tilt of 5 degrees with no rotation, and an orientation of 180 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy Standards) to runways 17 and 35, and runways 12 and 30. Jacqueline Cochran Regional Airport does not have an air traffic control tower. All times are in standard time. The analysis concluded that some potential glare would occur within the 2 mile approach to runway 30. (No glare is expected to occur within the 2 mile approach to runway 17-35). Evaluation of the approach at Runway 30 indicates that the panels would result in low potential for temporary after-image ("green" level glare), totaling annually 29 minutes of "green" level glare, lasting up to 5 minutes a day in March and September. Overall, less than one percent of annual daylight time would be affected. Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low. The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site. Conclusion: This approval applies to the installation of solar panels as submitted. Any change to the solar array would require ALUC review. All previously applied conditions of approval from the original Thermal Motorclub project (ZAP1017TH10) remain applicable.

ALUC Director Paul Rull issued a determination of consistency for this project on December 2, 2022.

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ZAP1106RI22 (Zone E) pertains to City of Jurupa Valley Case No. MA22087 (Site Development Permit), a proposal to construct an 88,374 square foot commercial building to be used as a five tenant commercial suite building and a 2,000 square foot drive-thru pad on 7.69 acres, located southerly of Limonite Avenue, northerly of Reagan Road, easterly of El Palomino Drive, and westerly of Camino Real. The site is located within Airport Compatibility Zone E of the Riverside Municipal Airport Influence Area (AIA). Within Compatibility Zone E of the Riverside Municipal Airport Land Use Compatibility Plan, non-residential intensity is not restricted. The elevation of Runway 9-27 at its westerly terminus is 757.6 feet above mean sea level (AMSL). At a distance of approximately 8,527 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 842.6 feet AMSL. The project site elevation is 822 feet AMSL. With a maximum building height of 39 feet, the resulting top point elevation is 861 feet AMSL. Therefore, review of buildings by the FAA Obstruction Evaluation Service (FAAOES) for height/elevation reasons was required. The applicant submitted Form 7460-1 to the FAA OES. A "Determination of No Hazard to Air Navigation" letter for Aeronautical Study No. 2022-AWP-19595-OE was issued on November 28, 2022. The study revealed that the proposed facility would not exceed obstruction standards and would not be a hazard to air navigation provided conditions are met. These FAA OES conditions have been incorporated into this finding.

ALUC Director Paul Rull issued a determination of consistency for this project on November 28, 2022.

****

ZAP1048BA22 (Zone D) pertains to City of Banning Case No. DR22-7003 (Development Plan Review), TPM22-4001 (Tentative Parcel Map), a proposal to construct a 118,786 square foot manufacturing building with mezzanines on 6.45 acres, located on the northeast corner of SH-243 and Fourth Street. The site is located within Airport Compatibility Zone D of the Banning Municipal Airport Influence Area (AIA). Zone D restricts non-residential intensity to 200 people per average acre and 800 people per single acre. The project proposes 108,786 square feet of manufacturing area 5,000 square feet of office area, 5,000 square feet of second floor office mezzanine area, accommodating 594 people, resulting in an average acre intensity of 92 people and a single acre intensity of 243 people, both of which are consistent with the Zone D intensity criteria. The elevation of Runway 8-26 at its westerly terminus is 2,119 feet above mean sea level (AMSL). At a distance of approximately 6,098 feet from the runway to the site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 2,180 feet AMSL. The site's finished floor elevation is 2,328 feet AMSL and the proposed building height is 55 feet, for a top point elevation of 2,383 feet AMSL. Therefore, FAA Obstruction Evaluation Service review for height/elevation reasons was required. The applicant submitted Form 7460-1 to the FAA OES. A "Determination of No Hazard to Air Navigation" letter for Aeronautical Study No. 2022-AWP-19298-OE was issued on November 28, 2022. The study revealed that the proposed facility would not exceed obstruction standards and would not be a hazard to air navigation provided conditions are met. These FAA OES conditions have been incorporated into this finding. 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). Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 6,098 feet), the project utilizes underground detention systems which will not contain surface water or attract wildlife and, therefore, would not constitute a hazard to flight.

ALUC Director Paul Rull issued a determination of consistency for this project on November 28, 2022.

B. Additionally, as authorized pursuant to ALUC Resolution No. 2015-01, as extended by Resolution No. 2020-01, ALUC Director Paul Rull reviewed one legislative cases within Air Reserve Base/Inland Port Airport Influence Area and issued a determination of consistency.

ZAP1549MA22 (Zone E) pertains to City of Menifee Case Nos. PLN21-0336 (General Plan Amendment), PLN21-0217 (Specific Plan), PLN21-0221 (Specific Plan Amendment), PLN21-0335 (Change of Zone), PLN22-0033 (Tentative Parcel Map). The Project site is located within the approved Menifee Valley Ranch, Specific Plan No. 301 (SP 301) adopted by Riverside County Board of Supervisors on April 29, 1997. Within SP 301, property south of Matthews Road and the existing rail line has been previously developed with 1,872 residential units, two schools, and open space/park amenities. The Proposed Project (Project) would separate the 590.3 acres north of Matthews Road and the existing rail line from SP 301. The Project includes the creation of the new Menifee Valley Specific Plan (MVSP) on the property separated from SP 301 (Figure 1). **General Plan Amendment (GPA) No. PLN 21-0336** proposes an amendment to the City's General Plan. The General Plan land use map would be revised to include the proposed Menifee Valley Specific Plan (Specific Plan No. PLN 21-0217) designation and to remove the portion of Specific Plan No. 301 proposed to be removed under Specific Plan Amendment No. PLN 21-0221. In addition, the City's General Plan Circulation Element calls for McLaughlin Road to be extended east to west through the center of the Menifee Specific Plan area. The GPA would eliminate this road segment from the General Plan. In addition, the GPA proposes to amend the alignment of Briggs Road at the southern boundary of the site to avoid Granite Hill instead of constructing the road directly through Granite Hill. **Specific Plan Amendment No. PLN 21-0221** *(formerly SPA 2018-182)* proposes the fourth (4th) amendment to the Menifee Valley Ranch Specific Plan No. 301 (SP 301). The Specific Plan Amendment proposes to remove parcels located north of Matthews Road from SP 301. SP 301 is located south of Highway 74, north of Simpson Road, east of Menifee Road and west of Briggs Road; however, the portion of the plan proposed for removal is located south of Highway 74, north of Matthews Road, east of Menifee Road and west of Briggs Road (APNs for portions to be removed: same as below). The modifications to the affected Planning Areas (Planning Areas 1 through 13) will result in a decrease to the total project acreage from 1,548.3 to 942.0 acres and the total dwelling unit count would decrease from 4,352 to 2,641 dwelling units (a reduction of 1,711 units). The Specific Plan Amendment would include changes to the text of Specific Plan No. 301 and include updates to the applicable exhibits and figures to reflect the removal of Planning Areas 1 through 13. **Specific Plan No. PLN 21-0217** proposes a new Specific Plan on 590.3 acres. The proposed Specific Plan consists of 200.8 acres of Residential (R) (target dwelling units 1,711 units), 39.9 acres of Open Space-Recreation (OS-R) (including parks, open space, and greenbelts), 12.0 acres of Public Utility Corridor (PUC), 4.8 acres of Public Facilities (PF) (fire station site, transit stop, and other civic uses), 285.0 acres of Business Park, and 23.2 acres of Commercial-Business Park (C-BP) land uses spread across ten (10) Planning Areas. The project would also include 24.6 acres of public roadway. The Specific Plan allows for 5.6 million sq. ft. of business park floor space (0.6 floor area ratio [FAR] for any single lot and 0.5 FAR for all combined BP areas) and 260,000 sq. ft. of commercial-business park floor space (0.4 FAR for any single lot and 0.25 FAR for any single lot). The project site is located south of Highway 74, north of Matthews Road, east of Menifee Road and west of Briggs Road (APNs: 331-260-005 through -009, -012, 331-270-005, 331-280--005, 331-290-004, 331-300-002, -004, -005, -007, -013, and 333-170-006, -011 through -013). **Change of Zone No. PLN 21-0335** proposes revisions to the zoning ordinance text of Specific Plan No. 301 to reflect the proposed Amendment. In addition, the City Zoning Map would be revised to include the proposed Menifee Valley Specific Plan (Specific Plan No. PLN 21-0217) zone and to remove the portion of Specific Plan No. 301 proposed to be removed under Specific Plan Amendment No. PLN 21-0221. **Tentative Parcel Map No. PLN 21-0337** proposes a subdivision to establish the boundaries and dimension of lots and streets and the proposed grading for the residential and recreational areas of the Menifee Valley Specific Plan (Specific Plan No. PLN 21-0217). Following map recordation, the final map will become the legal document that identifies developable lots within the Specific Plan. The project is located within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area, where Zone E does not restrict residential density or non-residential intensity. 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 20,279 feet from 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 structures with top of roof exceeding 1,616 feet AMSL. The site elevation is 1,475 feet AMSL, and the proposed maximum building height is 60 feet, resulting in a top point elevation of 1,535 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required.

ALUC Director Paul Rull issued a determination of consistency for this project on November 16, 2022.

C. Additionally, ALUC Director Paul Rull reviewed one local jurisdiction non-impact legislative case pursuant to ALUC Resolution No. 2011-02, and issued a determination of consistency.

ZAP1124FV22 (Citywide) pertains to City of Murrieta Case No. DCA2022-2729 (Development Code Amendment), a proposal amending the City's Development Code, Chapter 16.38, to: (1) expand the definition of Billboards to include static or digital display signs that use digital message technology capable of changing the static message on the sign electronically; (2) include a definition of Relocation Agreements to describe an agreement entered between the City and a Billboard owner and/or property owner resulting in the removal, relocation, replacement and/or reconstruction of one or more lawfully existing Billboards to another parcel of property within the City, or to reconstruct a Billboard on the same property, as approved by the City Council; and (3) establish the content, requirements, and process for approval of Relocation Agreements; and the proposed Development Code Amendment will also amend the land use tables in Chapters 16.10 (Commercial Zoning Districts), 16.11 (Office Districts), 16.12 (Business Park and Industrial Districts), and 16.14 (Special Purpose Districts). These amendments will allow Billboards subject to a Relocation Agreement in those districts and require a Conditional Use Permit for those Billboards. There are no development standard changes or changes to zoning and land use that would increase residential density or non-residential intensity within the proposed amendments. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within the portions of the French Valley Airport Influence Area located within the City of Murrieta.

ALUC Director Paul Rull issued a determination of consistency for this project on November 16, 2022.

5.2 Update March Air Reserve Base Compatibility Use Study (CUS)
Presentation by Project Director Simon Housman or his designee.

X:\ALUC Administrative Items\Admin. 2023\ADmin Item 1-12-23.doc

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Michael Geller
Riverside

Vernon Poole
Murrieta

STAFF

Director
Paul Rull

Simon A. Housman
Jackie Vega
Barbara Santos

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

www.rcaluc.org

December 2, 2022

Sam Shahrouri, Deputy Director TLMA/Building Official
County of Riverside Building and Safety Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

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

File No.:	ZAP1072TH22
Related File No.:	BRS2203138 (Building Permit)
APN:	759-200-009

Dear Mr. Shahrouri:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed Riverside County Building and Safety Case No. BRS2203138 (Building Permit), a proposal to construct a 449.6 square foot rooftop solar panel system on a proposed residence located at 86684 Rogers Way within the Thermal Motorclub.

The site is located within Airport Compatibility Zone C of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone C of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to 0.2 dwelling units per acre or less. The proposed rooftop solar panels will not generate any density.

The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is -137.5 feet below mean sea level (MSL). At a distance of 4,721 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding –89.5 feet below MSL. The site's elevation is -149.4 feet MSL and the proposed building height (with rooftop solar panels) is 41 feet, resulting in a top point elevation of -108.4 feet AMSL. Therefore, review by the FAA OES was not required.

Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property and is the recommended standard for properties near airports. However, potential for temporary after-image" ("yellow" level) and potential for permanent eye damage ("red" level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers.

The project proposes 449.6 square feet of solar panels on a proposed residence rooftop with a fixed tilt of 5 degrees with no rotation, and an orientation of 180 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy Standards) to runways 17 and 35, and runways 12 and 30. Jacqueline Cochran Regional Airport does not have an air traffic control tower. All times are in standard time.

The analysis concluded that some potential glare would occur within the 2 mile approach to runway 30. (No glare is expected to occur within the 2 mile approach to runway 17-35). Evaluation of the approach at Runway 30 indicates that the panels would result in low potential for temporary after-image ("green" level glare), totaling annually 29 minutes of "green" level glare, lasting up to 5 minutes a day in March and September. Overall, less than one percent of annual daylight time would be affected. Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low.

The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site.

Conclusion: This approval applies to the installation of solar panels as submitted. Any change to the solar array would require ALUC review. All previously applied conditions of approval from the original Thermal Motorclub project (ZAP1017TH10) remain applicable.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, as amended in 2006, provided that the County of Riverside applies the following recommended conditions:

1. The following uses shall be prohibited:

    (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

    (b) Any use or activity which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

    (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

    (d) Any use or activity which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

2. All solar arrays installed on the project site shall consist of smooth glass with anti-reflective coating, a fixed tilt of 5 degrees and orientation of 180 degrees. Solar panels shall be limited to a total of 449.6 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in tilt or orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require review by the Airport Land Use Commission.

3. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

4. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Fullerton Architects, P.C. (applicant/representative)
Trojan Limited LLC. (property owner)
Angela Jamison, County Airports Manager
ALUC Case File

X:\AIRPORT CASE FILES\JCRA\ZAP1072TH22\ZAP1072TH22.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.

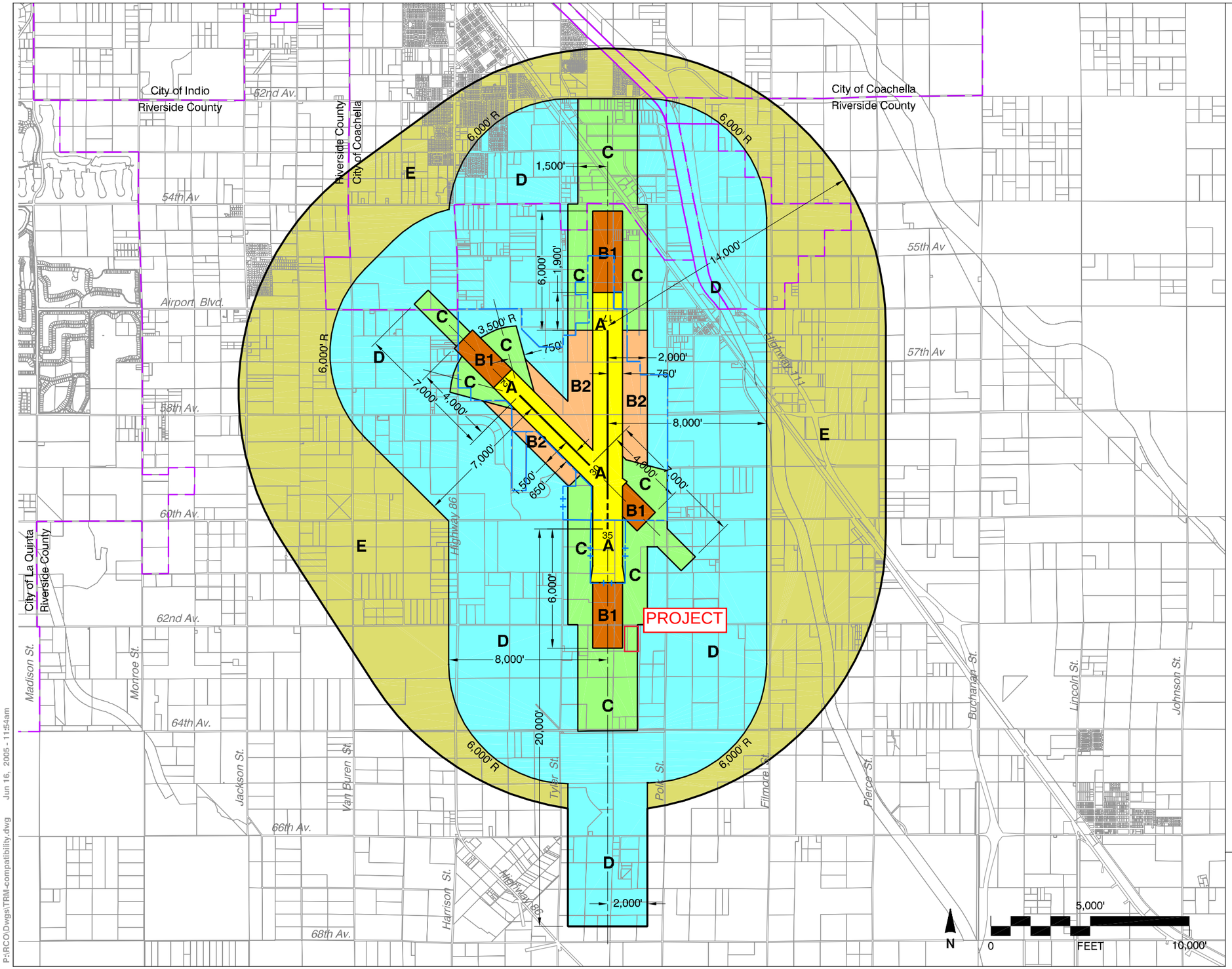
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

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 - Existing
- Airport Property Line - Planned
- City Limits

Note

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

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

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted June 2005)

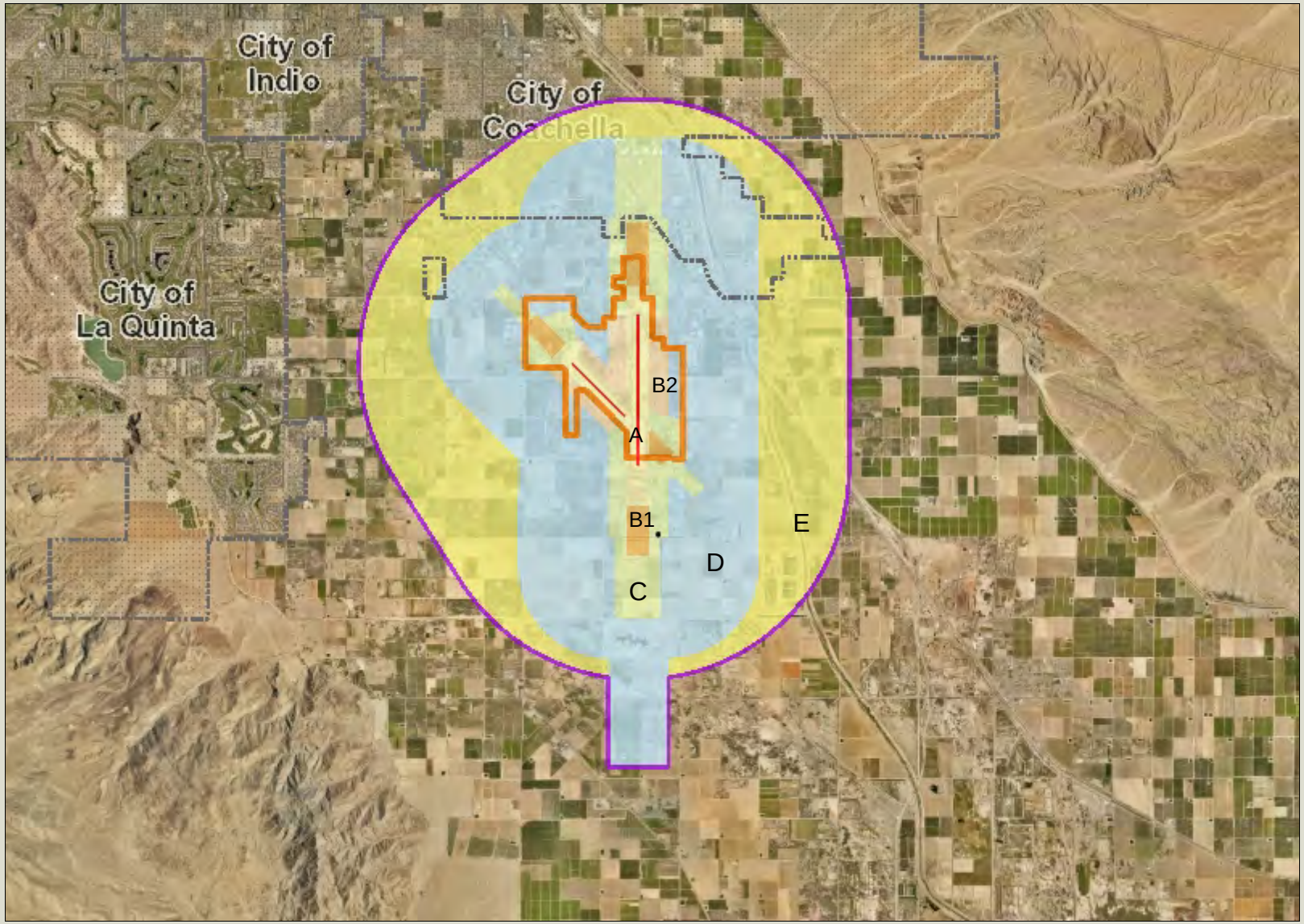
Map JC-1

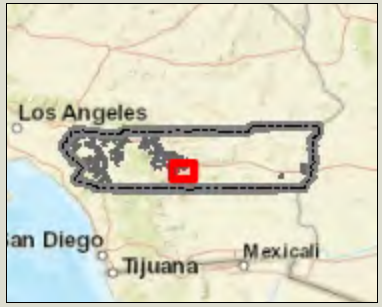
Compatibility Map

Jacquelline Cochran Regional Airport

P:\RCO\Dwgs\TRM-compatibility.dwg Jun 16, 2005 - 11:54am

Map My County Map





Legend

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

0 12,314 24,629 Feet

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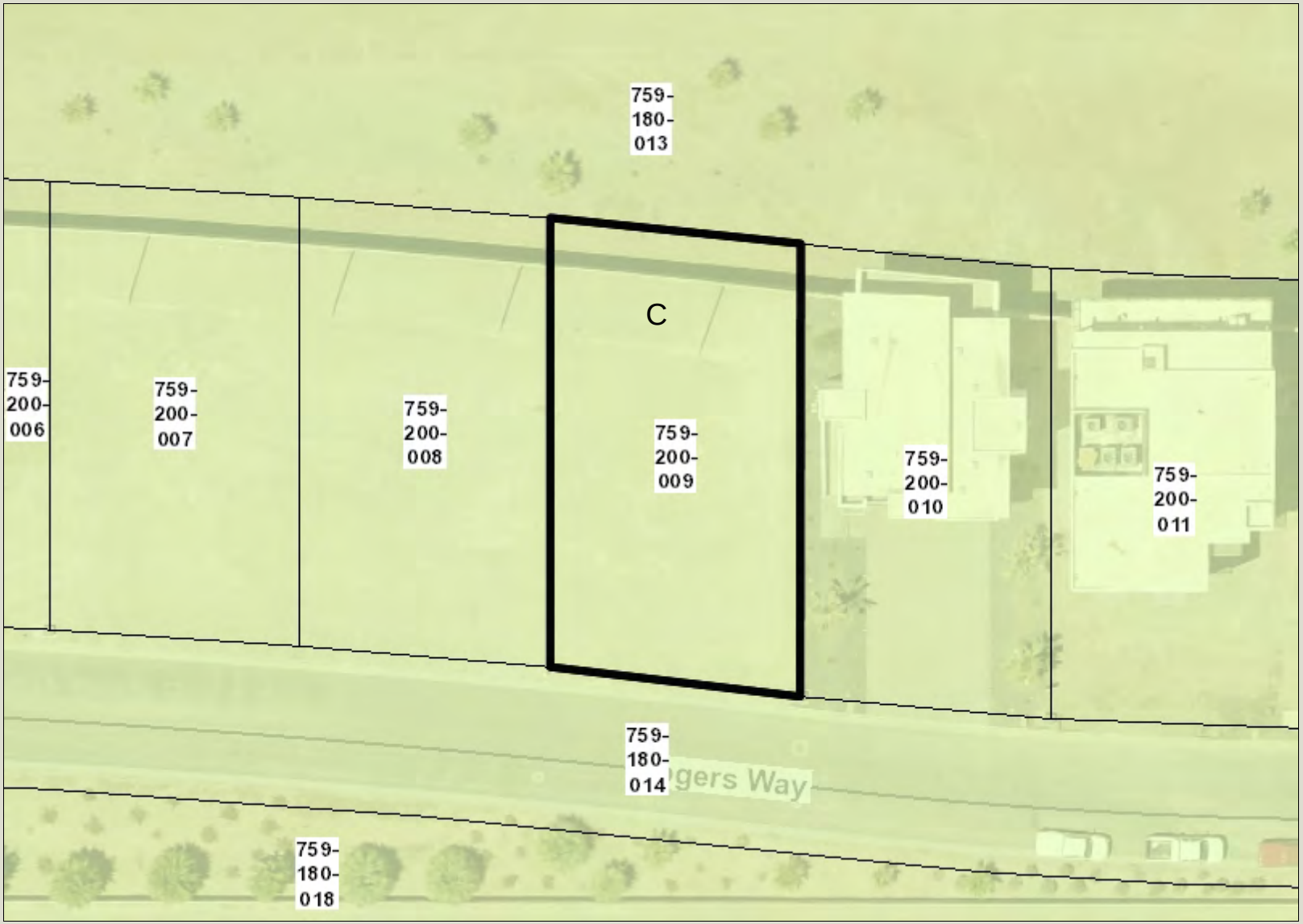
Notes

Map My County Map



Legend

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

0 48 96 Feet

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Notes

Map My County Map

Legend

- Parcel APNs
- Parcels
- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 48 96 Feet

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Notes

Map My County Map

Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

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0 1,539 3,079 Feet

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Notes

Map My County Map

Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 770 1,539 Feet

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Notes

Map My County Map

Legend

- Blueline Streams
- City Areas
- World Street Map

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0 6,157 12,314 Feet

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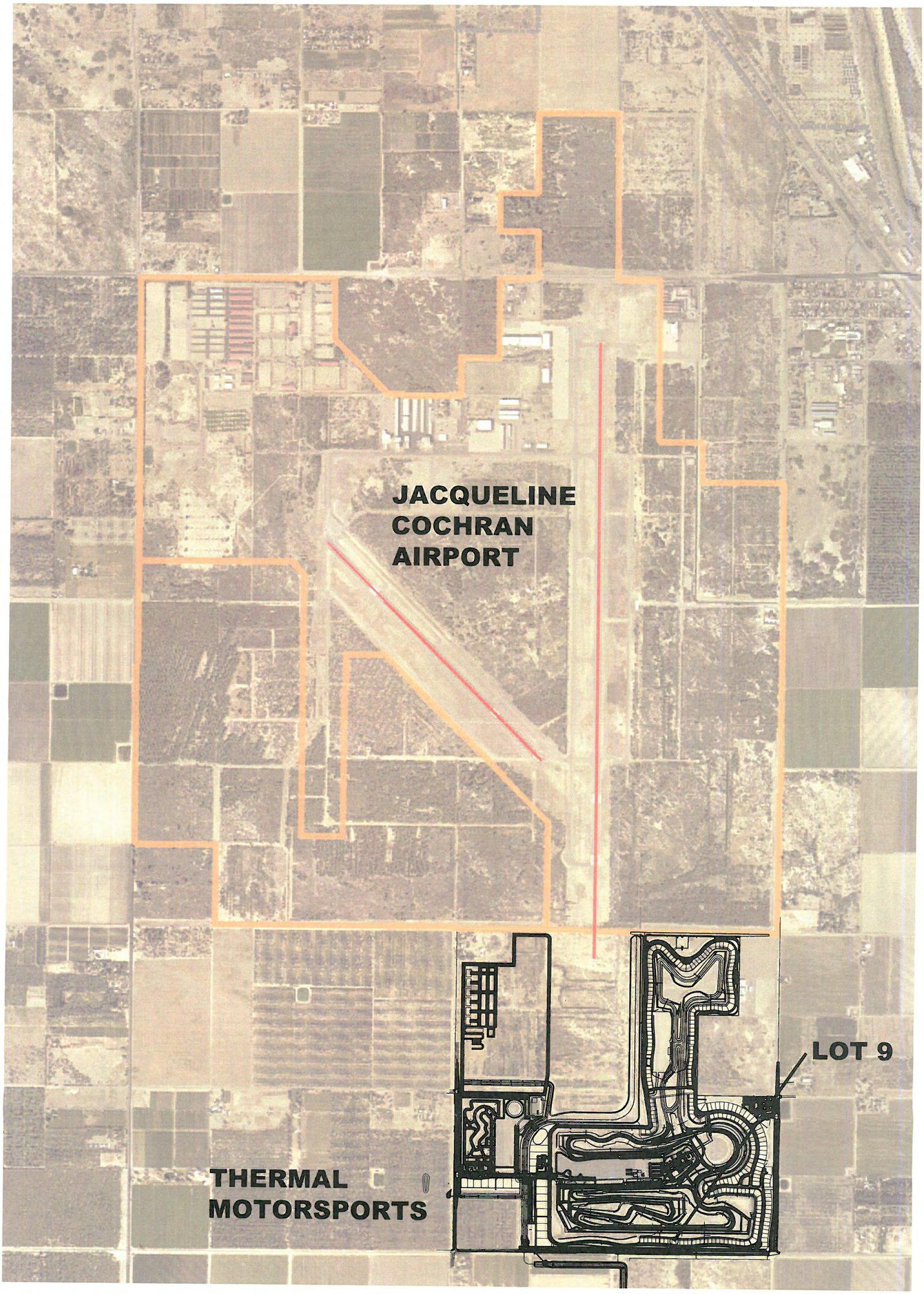
Notes



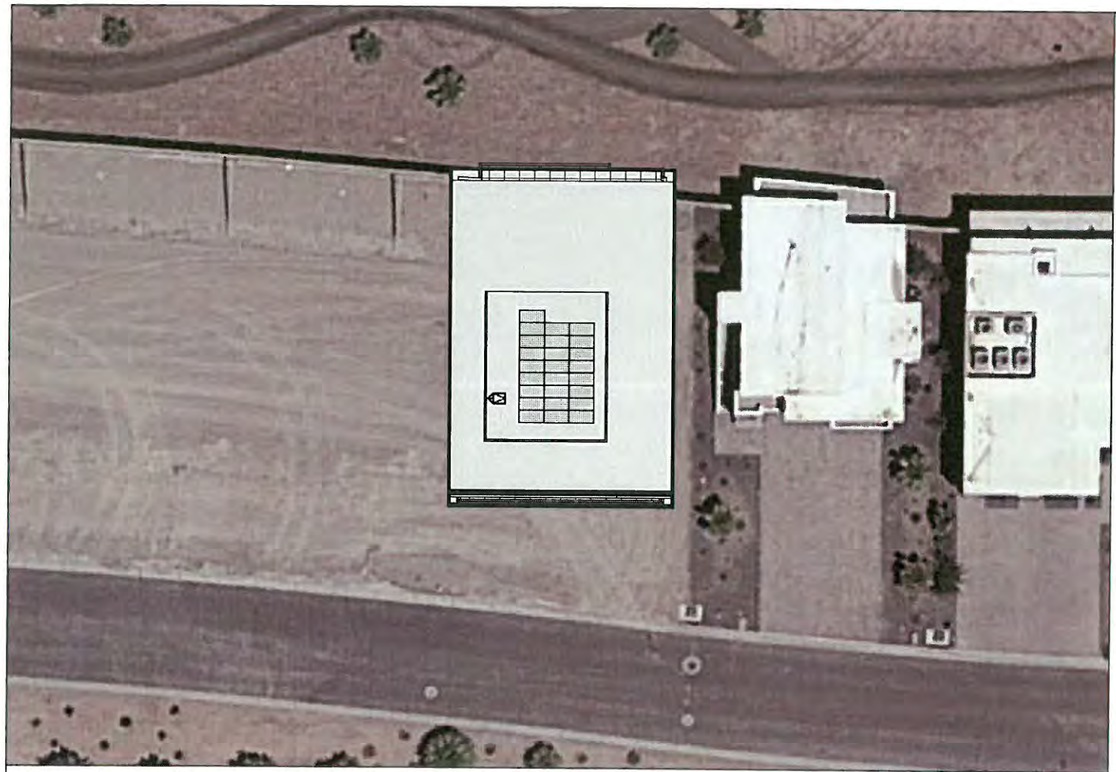
0 750 1500
FEET

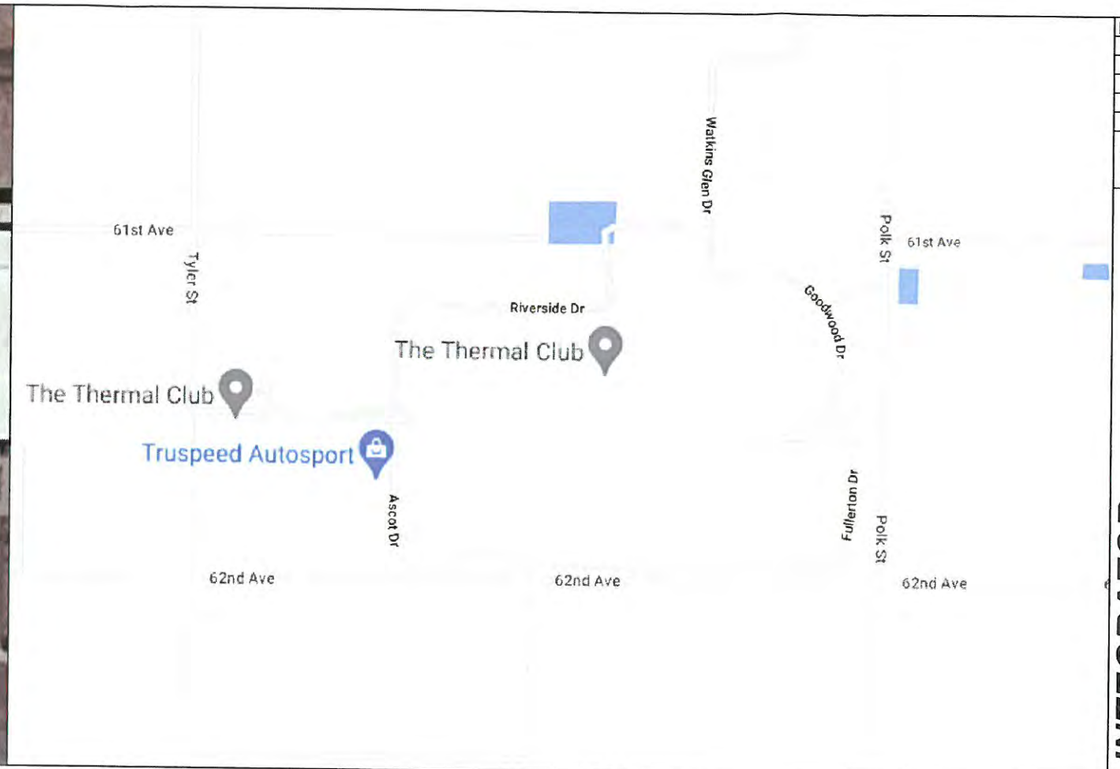
PLAN NORTH

N

1 SITE PLAN

SCALE: 1" = 1,500'





GENERAL NOTES:

1. ALL ELECTRICAL WORK TO BE INSTALLED BY A QUALIFIED LICENSED ELECTRICIAN AND APPRENTICES WORKING UNDER THE DIRECT SUPERVISION OF A LICENSED ELECTRICIAN.
2. ALL SOLAR MODULES SHALL BE UL LISTED 1703 AND CEC APPROVED. ALL INVERTERS SHALL BE UL LISTED 1741SA CERTIFIED AND CEC APPROVED. ALL ELECTRICAL COMPONENTS AND MATERIALS SHALL BE LISTED AND APPROVED FOR IT'S PURPOSE AND INSTALLED IN A WORKMAN LIKE MANNER. ALL OUTDOOR EQUIPMENT SHALL MEET APPROPRIATE NEMA STANDARDS.
3. THIS SYSTEM IS INTENDED TO BE OPERATED IN PARALLEL WITH THE UTILITY SERVICE PROVIDER. ANTI-ISLANDING PROTECTION IS A REQUIREMENT OF UL1741 AND IS INTENDED TO PREVENT THE OPERATION OF THE PHOTOVOLTAIC SYSTEM WHEN THE UTILITY GRID IS NOT IN OPERATION.
4. PERMISSION TO OPERATE THE SYSTEM IS NOT AUTHORIZED UNTIL FINAL INSPECTIONS AND APPROVALS BY THE LOCAL AUTHORITY HAVING JURISDICTION AND THE LOCAL UTILITY SERVICE PROVIDER.
5. THE METHOD OF MOUNTING SHALL BE DONE IN ACCORDANCE WITH THE RACKING MANUFACTURER TO MEET DEAD LOAD, WIND LOAD, AND SEISMIC REQUIREMENTS. PHOTOVOLTAIC MODULES WILL BE SECURED AND MOUNTED ON THE ROOF AS SPECIFIED ON THE STRUCTURAL SHEETS. EXISTING ROOF EQUIPMENT WILL NOT BE EFFECTED BY THE PHOTOVOLTAIC SYSTEM OR INSTALLATION.
6. ALL FASTENERS SHALL BE CORROSION RESISTANT APPROPRIATE FOR THE SITE CONDITIONS.
7. ALL ROOFING REPAIRS MUST MAINTAIN EXISTING CLASS AND TYPE OF ROOF AND ALL WORK SHALL BE IN ACCORDANCE WITH THE ROOFING MANUFACTURERS INSTALLATION REQUIREMENTS.
8. TO BE INSTALLED IN SUCH A MANNER THAT IS DISCREET AND DOES NOT DETRACT FROM THE HOMES ARCHITECTURE

DESCRIPTION OF WORK:

ROOF MOUNTED PHOTOVOLTAIC (SOLAR ELECTRIC) INSTALLATION FLUSH MOUNTED @ 5° FACING AN AZIMUTH OF 180° CONSISTING OF (25) REC365TP2SM72 365 WATT MODULES (9.125Kw).

RACK MOUNTING SYSTEM IS UNIRAC SOLARMOUNT ALUMINUM SUPPORT RAILS AND FAST JACK SOLAR STANCHIONS.

INSTALLATION SHALL COMPLY WITH THE FOLLOWING CODES:

CEC 2019 - ARTICLE 690, 705,706 AND OTHERS
CPC 2019
CBC 2019
CMC 2019
CFC 2019

DRAWING SHEETS:

COVER SHEET	PV-0.0
SITE PLAN	PV-1.0
ROOF PLAN	PV-2.0
SINGLE LINE DIAGRAM	PV-3.0
MOUNTING DETAIL	PV-4.0
WARNING LABELING	PV-5.0

SPECIFICATION SHEETS:

REC325NP MODULE AND ENPHASE IQ7X MICROINVERTER
UNIRAC CERTIFICATION

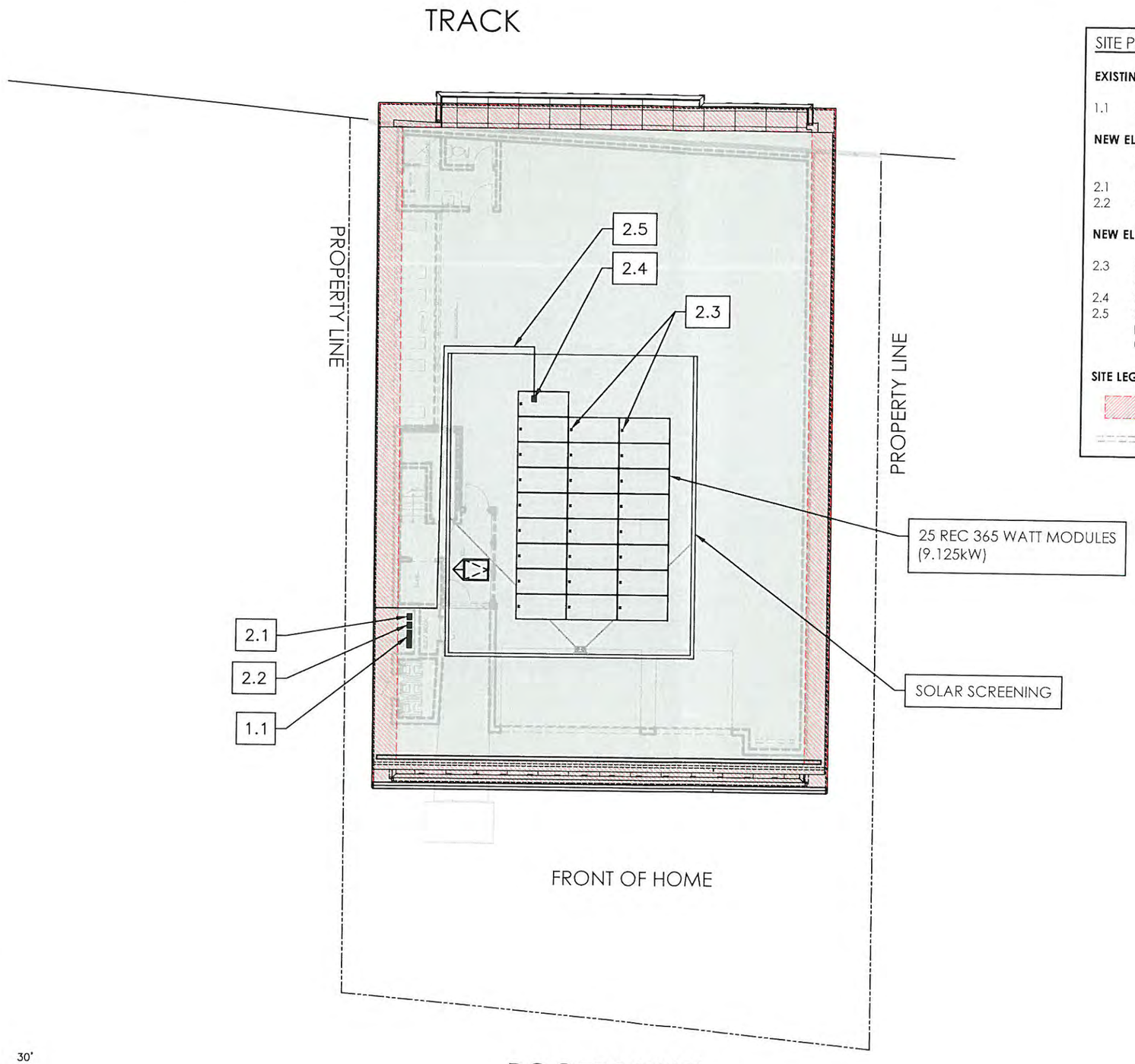
Revisions:	Date:

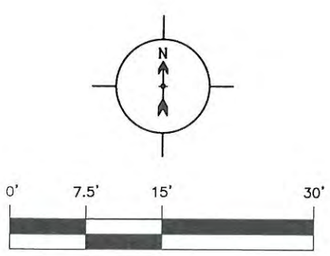
Michael Rango *Michael Rango*
760.322.4433 Lic. No. 940550

INTEGRATOR:
HPE Hot Purple Energy
810 N. Farrell Drive
Palm Springs, CA 92262
(760) 322 - 4433 office
License No. 940550
info@HotPurpleEnergy.com
www.HotPurpleEnergy.com

Title: Thermal Club Lot 9
COVER SHEET
86684 Rogers Way
Thermal, CA 92274

Drawn by: MJR
Checked by: CR
Date: 9/21/21
Scale: NTS
Job Number: 21217
Sheet Number: PV-0.0
Sheet





SITE PLAN KEYNOTE:

EXISTING ELECTRICAL

1.1 600A MAIN ELECTRICAL PANEL

NEW ELECTRICAL
(ADJACENT TO MSP)

2.1 125A PV COMBINER PANEL
2.2 60A PV AC DISCONNECT

NEW ELECTRICAL

2.3 (25) ENPHASE MICRO INVERTERS
(1 EA. RAIL MOUNTED UNDER EA. MODULE)
2.4 RAIL MOUNTED ROOF J-BOX
2.5 3/4" EMT OVER THE ROOF DOWN TO THE ELECTRICAL ROOM TO THE COMBINER
(MINIMUM 1" ABOVE THE ROOFTOP)

SITE LEGEND

FIRE EASEMENT/ACCESS

EAVE SETBACK/WALL

Revisions:	Date:

Michael Rango *Michael Rango*
760.322.4433 Lic. No. 940550

810 N. Farrell Drive
Palm Springs, CA 92262
(760) 322 - 4433 office
License No. 940550
info@HotPurpleEnergy.com
www.HotPurpleEnergy.com

INTEGRATOR:
HPE Hot Purple Energy

Title:
Thermal Club Lot 9
SITE PLAN
86684 Rogers Way
Thermal, CA 92274

Drawn by: MJR
Checked by: CR
Date: 9/21/21
Scale: 1" = 15'
Job Number: 21217
Sheet Number: PV-1.0
Sheet

1. VERIFY RAFTER SPACING IN THE FIELD BEFORE ATTACHING MOUNTS ROOF.
2. ENSURE THAT MOUNTING LAGS PENETRATE CENTER OF RAFTERS AND MAKE STRUCTURAL CONNECTION TO THE RAFTERS.
3. STRUCTURAL CONNECTION TO ENGINEERED TRUSS SHALL BE MADE BY 3-1/2" X 5/16" STAINLESS STEEL LAG SCREWS 3" MIN. EMBEDMENT.
4. PHOTOVOLTAIC MODULES SHALL HAVE 1.8 MOUNTS (LAG SCREWS) PER PANEL.
5. (E) ROOF STRUCTURE IS 5 DEGREE 2X8 ENGINEERED TRUSS 24" O.C TYP.
6. (E) ROOFING MATERIAL IS 1 LAYER OF TPO OVER 1 LAYER OF 30LB. FELT PAPER AND 1/2" OSB PLYWOOD DECKING.
7. MODULE DIMENSIONS 78.9" x 39.4"

MOUNT PLAN KEYNOTE:

RACK MOUNT COMPONENTS

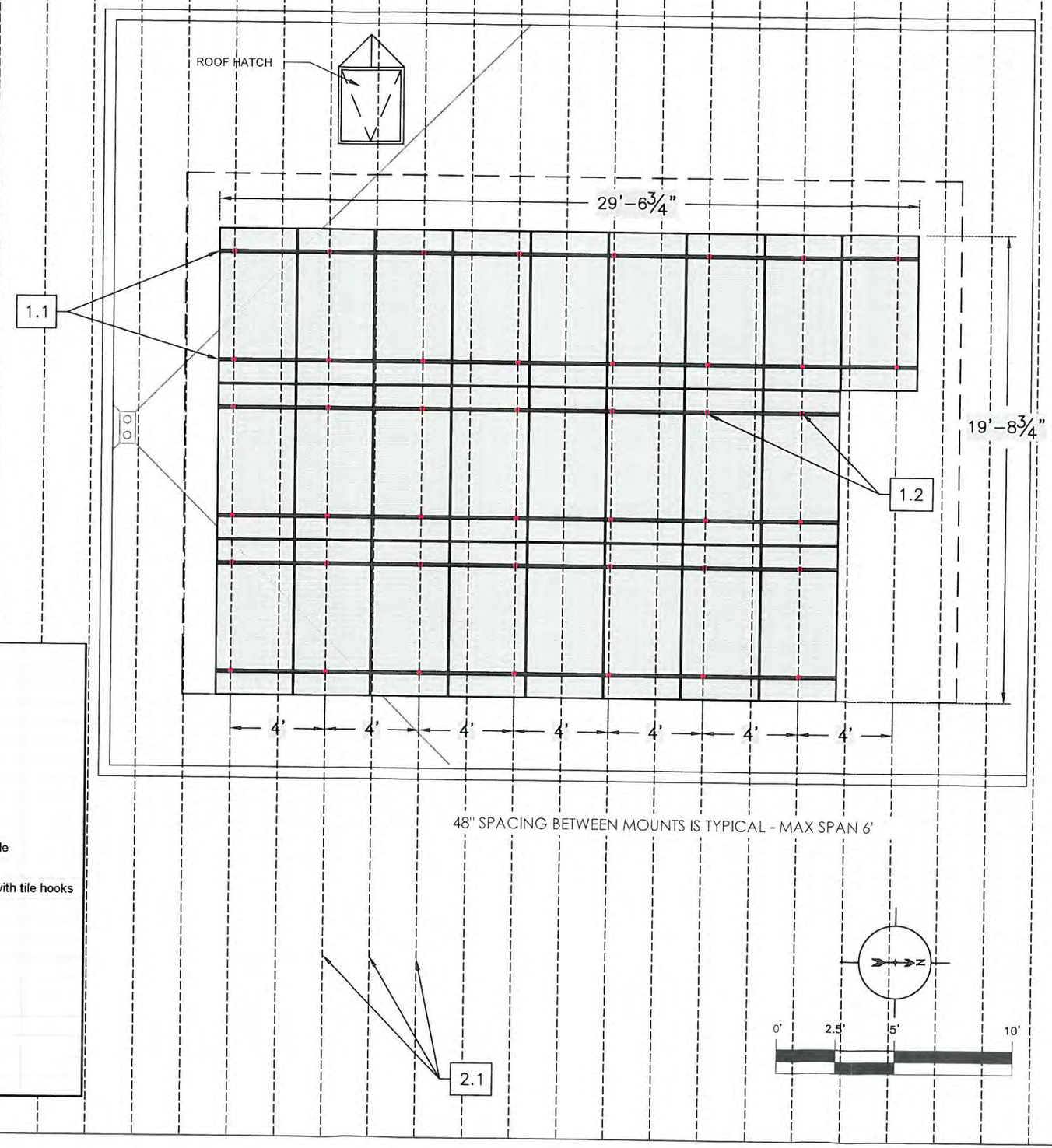
1.1 UNIRAC ALUMINUM SUPPORT RAIL
1.2 FAST JACK SOLAR STANCHIONS

STRUCTURAL

2.1 ROOF SUPPORTS 2x8 ENGINEERED TRUSS (24" O.C.)

Analysis of dead load weight added to roof by installation of solar array

REC365TP2SM72	48.50	pounds		
No. of solar modules	25			
Total weight of modules	1,213	pounds		
Weight of each Professional Solar Products "Roo	10	pounds		
No. of rack sets	25.0			
Total weight of rack sets	240	pounds		
Total weight of solar array	1,452	pounds	1.8	mounts per module
Height of each module	5.50	feet	3.5	lags per module with tile hooks
Width of each module	3.27	feet		
Area of one module	18.0	square feet		
Area of entire solar array	449.6	square feet		
Weight of solar array per unit area of roof	3.2	pounds/square foot		
No. of stanchions connected to roof joist rafters	44			
Weight loading per stanchion	33.0	pounds/connection		



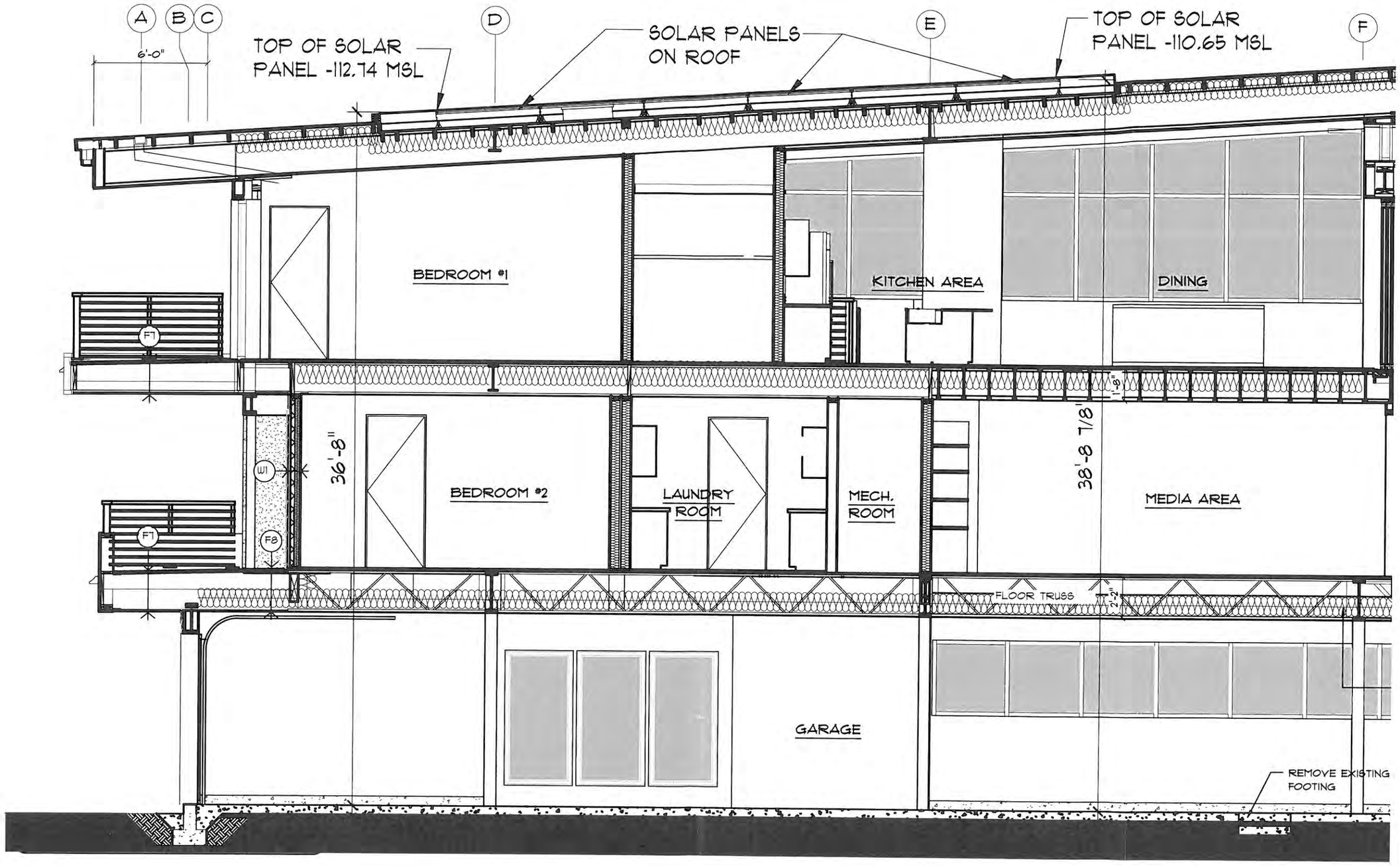
Revisions:	Date:

Michael Rango Michael Rango
760.322.4433 Lic. No. 940550

INTEGRATOR:
HPE Hot Purple Energy
810 N. Farrell Drive
Palm Springs, CA 92262
(760) 322 - 4433 office
License No. 940550
info@HotPurpleEnergy.com
www.HotPurpleEnergy.com

Title: Thermal Club Lot 9
ROOF PLAN
86684 Rogers Way
Thermal, CA 92274

Drawn by: MJR
Checked by: CR
Date: 9/21/21
Scale: 1" = 5'
Job Number: 21217
Sheet Number: PV-2.0
Sheet



1 PARTIAL BUILDING SECTION

SCALE: 3/16" = 1'-0"

THERMAL MOTORSPORTS - LOT 9

FORGESOLAR GLARE ANALYSIS

Project: **Riverside Co Residential**
rooftop PV arrays near KTRM airport, Thermal CA

Site configuration: **9 homes - incl proposed tower**
Analysis conducted by Dave Belote (dave@darestrategies.com) at 11:45 on 27 Sep, 2021.

U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration Interim Policy 78 FR 63276. This policy requires the following criteria be met for solar energy systems on airport property:

- No "yellow" glare (potential for after-image) for any flight path from threshold to 2 miles
- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics (see list below)

ForgeSolar does not represent or speak officially for the FAA and cannot approve or deny projects. Results are informational only.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
2-mile flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

FAA Policy 78 FR 63276 can be read at https://www.federalregister.gov/d/2013-24729

**Analyst's note: FAA Policy 78 FR 63276 has been revoked; the new policy , published on May 11, 2021, can be read at https://www.federalregister.gov/documents/2021/05/11/2021-09862/federal-aviation-administration-policy-review-of-solar-energy-system-projects-on-federally-obligated . The current policy removes all requirements for glint/glare studies on final approach into airports, stating "FAA has subsequently concluded that in most cases, the glint and glare from solar energy systems to pilots on final approach is similar to glint and glare pilots routinely experience from water bodies, glass-façade buildings, parking lots, and similar features."

The new policy focuses solely on glint/glare impacts to Air Traffic Control Tower (ATCT) cabs on federally obligated airports; it encourages solar project proponents "to consider ocular impact for proposed systems in proximity to airports with ATCTs. In these cases, solar energy system proponents should coordinate with the local airport sponsor." Because KTRM is considering an ATCT, this analysis includes the proposed ATCT location.

Please note the cumulative impact of all 9 Hot Purple Energy projects passes the old, more restrictive standard for final approach and provides zero glare to the presumptive ATCT. For convenience, the 3 newest proposed arrays (at 60984 Monza St, 86862 Newton Way, and 86684 Rogers Way) are highlighted below.

SITE CONFIGURATION

Analysis Parameters

DNI: peaks at 1,000.0 W/m^2
Time interval: 1 min
Ocular transmission coefficient: 0.5
Pupil diameter: 0.002 m
Eye focal length: 0.017 m
Sun subtended angle: 9.3 mrad
Site Config ID: 59077.8001

PV Array(s)

Name: 60984 Monza St
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 262.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604841	-116.153370	-147.81	36.60	-111.21
2	33.604851	-116.153270	-148.23	38.70	-109.53
3	33.604794	-116.153265	-148.22	38.70	-109.52
4	33.604786	-116.153360	-147.77	36.60	-111.17

Name: 61197 Goodwood
Axis tracking: Fixed (no rotation)
Tilt: 7.0°
Orientation: 168.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604671	-116.150223	-146.89	33.98	-112.91
2	33.604697	-116.150088	-145.49	33.98	-111.51
3	33.604640	-116.150073	-144.68	33.98	-110.70
4	33.604617	-116.150217	-146.61	33.98	-112.63

Name: 61198 Goodwood
Axis tracking: Fixed (no rotation)
Tilt: 7.0°
Orientation: 186.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.605040	-116.149252	-145.53	30.81	-114.72
2	33.605130	-116.149232	-146.16	30.81	-115.35
3	33.605116	-116.149150	-147.62	30.81	-116.81
4	33.605024	-116.149169	-146.80	30.81	-115.98

Name: 61341 Goodwood Dr
Axis tracking: Fixed (no rotation)
Tilt: 6.0°
Orientation: 209.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604604	-116.148860	-148.46	35.50	-112.96
2	33.604575	-116.148879	-148.52	35.50	-113.02
3	33.604562	-116.148843	-148.34	35.50	-112.83
4	33.604540	-116.148855	-148.32	35.50	-112.82
5	33.604531	-116.148827	-148.22	35.50	-112.72
6	33.604550	-116.148819	-148.17	35.50	-112.66
7	33.604525	-116.148756	-147.60	35.50	-112.10
8	33.604549	-116.148741	-147.46	35.50	-111.95

Name: 61921 Fullerton
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 98.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.600080	-116.147616	-150.00	37.38	-112.62
2	33.600079	-116.147596	-149.77	35.46	-114.31
3	33.600063	-116.147597	-149.65	37.38	-112.27
4	33.600062	-116.147576	-149.34	35.46	-113.88
5	33.600047	-116.147577	-149.29	37.38	-111.91
6	33.600045	-116.147557	-148.91	35.46	-113.45
7	33.599972	-116.147567	-148.83	35.46	-113.37
8	33.599979	-116.147630	-149.21	37.38	-111.83

Name: 86684 Rogers Way
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 180.0°
Rated power: 9.1 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.599045	-116.152212	-147.49	38.80	-108.69
2	33.599046	-116.152187	-147.35	38.80	-108.54
3	33.599032	-116.152187	-147.36	38.60	-108.75
4	33.599031	-116.152139	-147.47	38.60	-108.87
5	33.598970	-116.152139	-147.58	36.60	-110.98
6	33.598972	-116.152210	-147.64	36.60	-111.04

Name: 86804 Rogers Way
Axis tracking: Fixed (no rotation)
Tilt: 7.0°
Orientation: 270.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.599143	-116.150041	-146.57	36.25	-110.31
2	33.599019	-116.150041	-147.30	36.25	-111.05
3	33.599020	-116.149994	-146.97	36.25	-110.72
4	33.599049	-116.149994	-146.59	36.25	-110.33
5	33.599048	-116.150009	-146.82	36.25	-110.56
6	33.599144	-116.150010	-145.99	36.25	-109.74

Name: 86814 Newton Way
Axis tracking: Fixed (no rotation)
Tilt: 8.0°
Orientation: 165.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.601662	-116.150329	-148.16	38.65	-109.51
2	33.601700	-116.150146	-148.42	38.65	-109.77
3	33.601666	-116.150136	-149.52	38.65	-110.87
4	33.601627	-116.150317	-149.15	38.65	-110.50

Name: 86862 Newton Way
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 165.0°
Rated power: 9.1 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

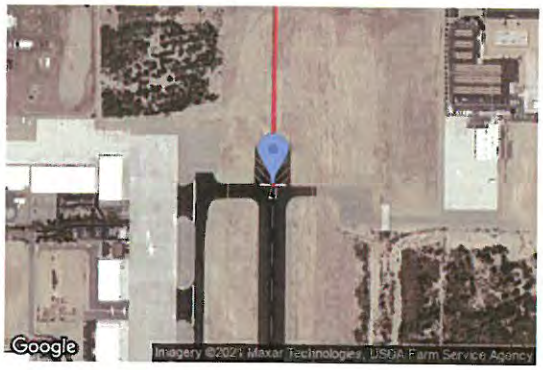
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.601783	-116.149455	-152.03	39.80	-112.23
2	33.601788	-116.149433	-152.01	39.80	-112.21
3	33.601776	-116.149429	-151.97	39.50	-112.47
4	33.601789	-116.149369	-151.80	39.50	-112.29
5	33.601725	-116.149352	-151.15	36.60	-114.54
6	33.601708	-116.149432	-151.55	36.60	-114.95

Flight Path Receptor(s)

Name: Rwy 12
Description:
Threshold height: 50 ft
Direction: 135.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.630183	-116.171005	-117.94	50.00	-67.94
Two-mile	33.650628	-116.195587	-80.78	566.30	485.52

Name: Rwy 17
Description:
Threshold height: 50 ft
Direction: 180.2°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.639142	-116.156425	-115.33	50.00	-65.33
Two-mile	33.668054	-116.156286	-91.22	579.35	488.12

Name: Rwy 30
Description:
Threshold height: 50 ft
Direction: 315.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.620459	-116.159390	-132.30	50.00	-82.29
Two-mile	33.600014	-116.134810	-157.22	628.39	471.16

Name: Rwy 35
Description:
Threshold height: 50 ft
Direction: 0.2°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.615802	-116.156431	-139.07	50.00	-89.06
Two-mile	33.586890	-116.156552	-156.01	620.40	464.39

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.627040	-116.153590	-130.00	50.00

Map image of 1-ATCT

GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt	Orient	"Green" Glare	"Yellow" Glare	Energy
	(°)	(°)	min	min	kWh
60984 Monza St	5.0	262.0	455	0	-
61197 Goodwood	7.0	168.0	1,687	0	-
61198 Goodwood	7.0	186.0	1,713	0	-
61341 Goodwood Dr	6.0	209.0	1,467	0	-
61921 Fullerton	5.0	98.0	132	0	-
86684 Rogers Way	5.0	180.0	29	0	19,640.0
86804 Rogers Way	7.0	270.0	0	0	-
86814 Newton Way	8.0	165.0	761	0	-
86862 Newton Way	5.0	165.0	421	0	19,620.0

Total annual glare received by each receptor

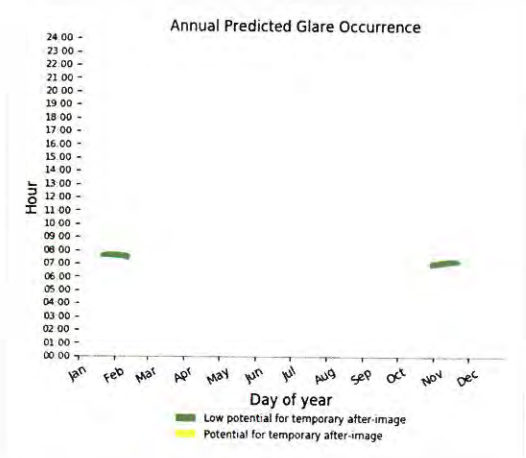
Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 12	455	0
Rwy 17	0	0
Rwy 30	6210	0
Rwy 35	0	0
1-ATCT	0	0

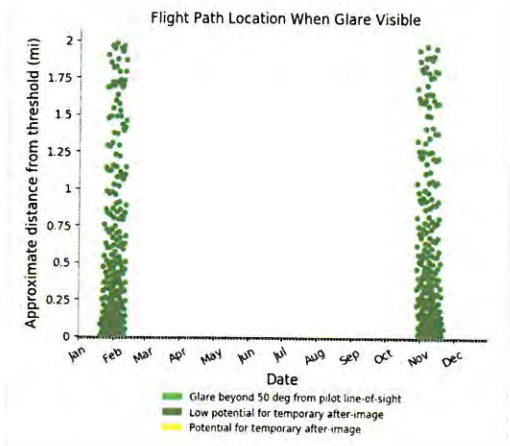
Results for: 60984 Monza St

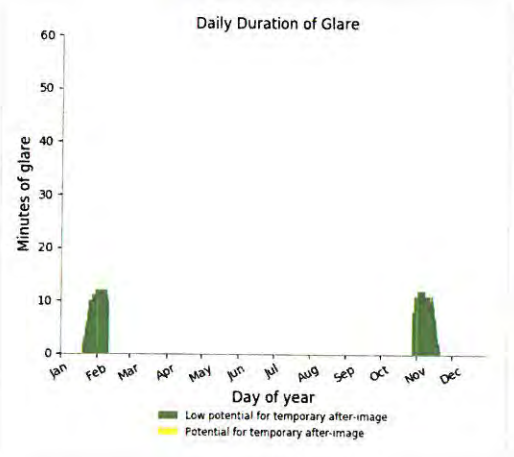
Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	455	0
Rwy 17	0	0
Rwy 30	0	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

0 minutes of yellow glare
455 minutes of green glare







Flight Path: Rwy 17

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 35

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Results for: 61197 Goodwood

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	1687	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

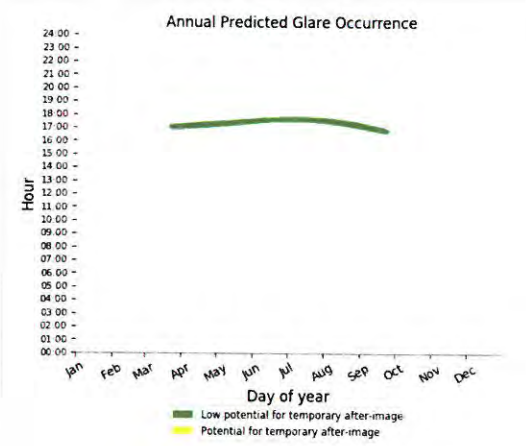
0 minutes of yellow glare
0 minutes of green glare

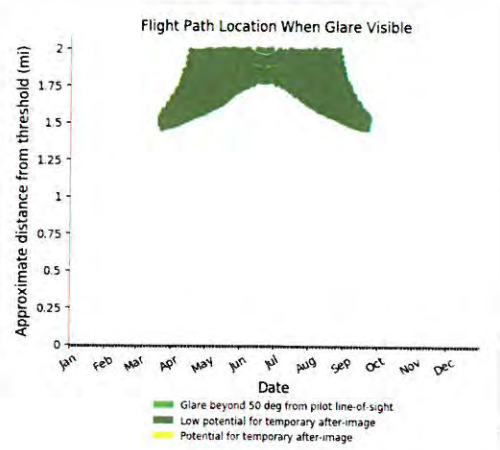
Flight Path: Rwy 17

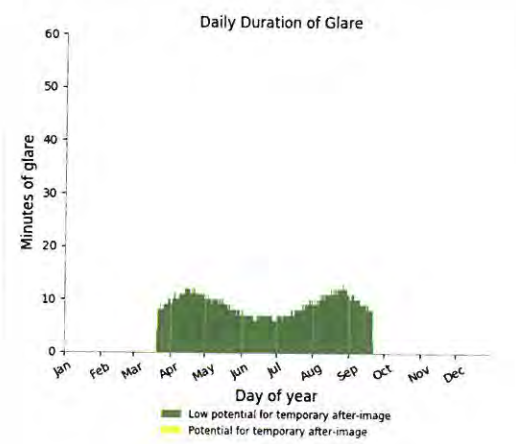
0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
1687 minutes of green glare







Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: 61198 Goodwood

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	1713	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

0 minutes of yellow glare
0 minutes of green glare

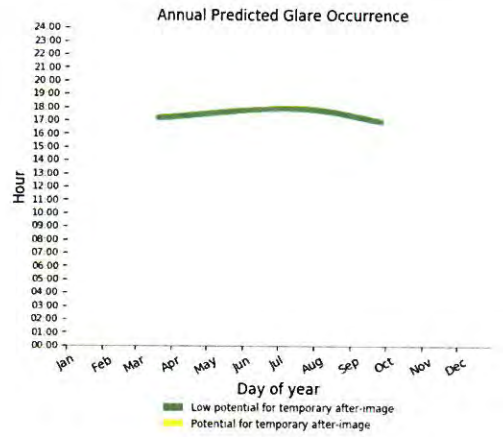
Flight Path: Rwy 17

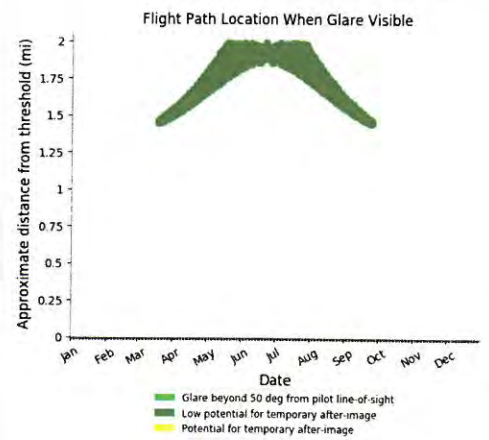
0 minutes of yellow glare
0 minutes of green glare

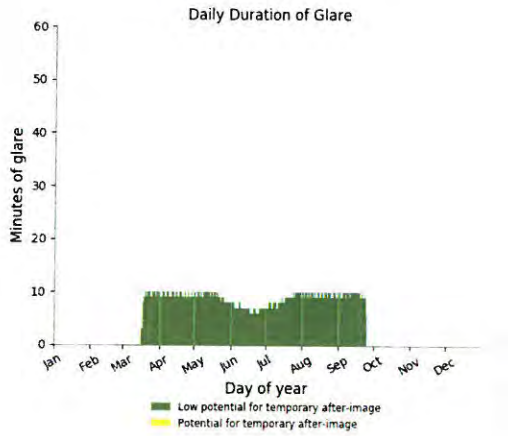
Flight Path: Rwy 30

0 minutes of yellow glare

1713 minutes of green glare







Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: 61341 Goodwood Dr

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	1467	0
Rwy 35	0	0

Receptor	Green Glare (min)	Yellow Glare (min)
1-ATCT	0	0

Flight Path: Rwy 12

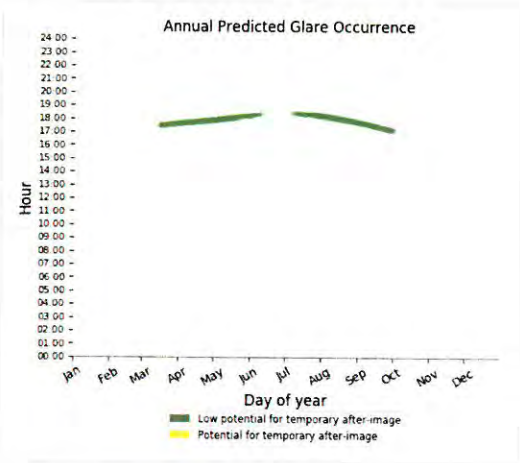
0 minutes of yellow glare
0 minutes of green glare

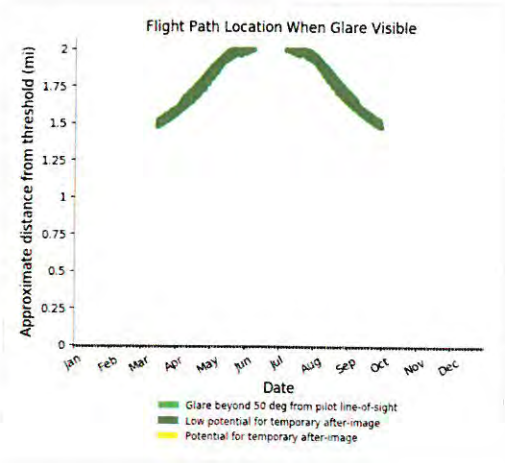
Flight Path: Rwy 17

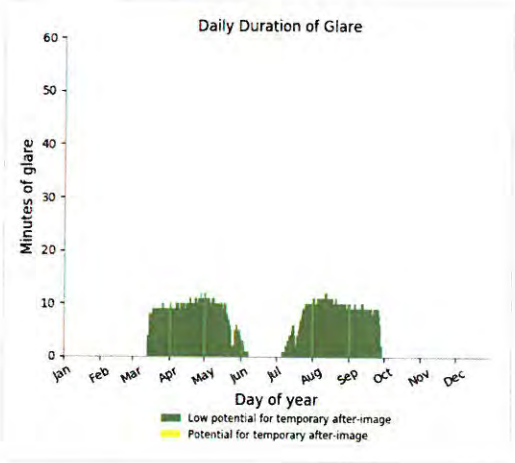
0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
1467 minutes of green glare







Flight Path: Rwy 35

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: 61921 Fullerton

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	132	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

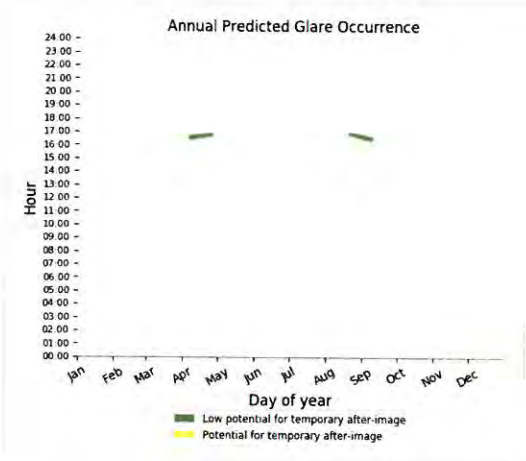
0 minutes of yellow glare
0 minutes of green glare

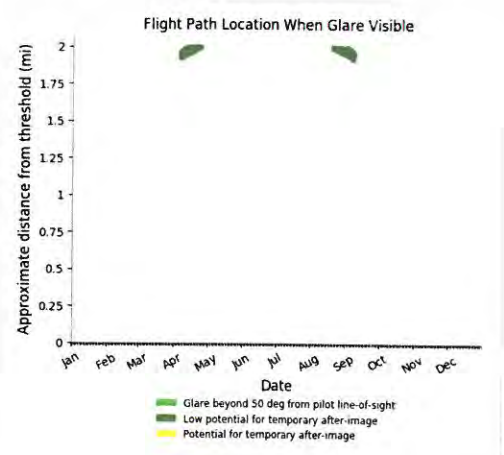
Flight Path: Rwy 17

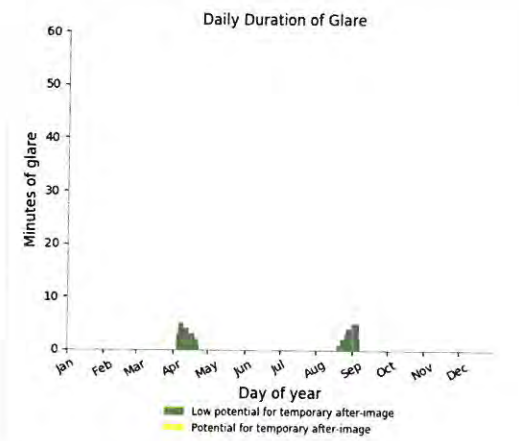
0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
132 minutes of green glare







Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: 86684 Rogers Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	29	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

0 minutes of yellow glare
0 minutes of green glare

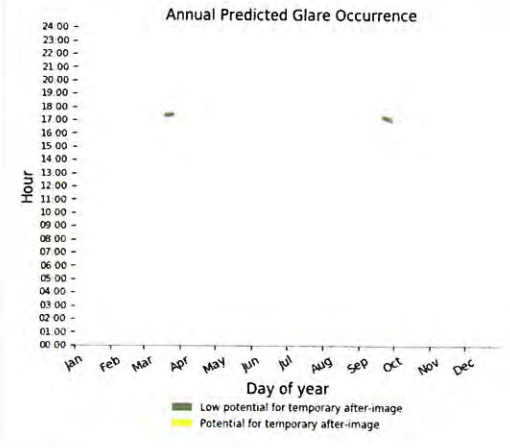
Flight Path: Rwy 17

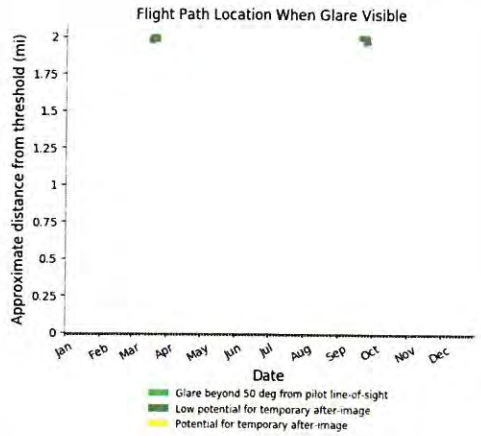
0 minutes of yellow glare
0 minutes of green glare

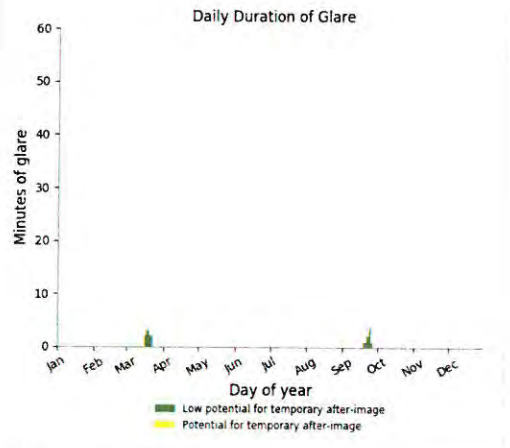
Flight Path: Rwy 30

0 minutes of yellow glare

29 minutes of green glare







Flight Path: Rwy 35

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Results for: 86804 Rogers Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	0	0
Rwy 35	0	0

Receptor	Green Glare (min)	Yellow Glare (min)
1-ATCT	0	0

Flight Path: Rwy 12

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 17

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: 86814 Newton Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	761	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 17

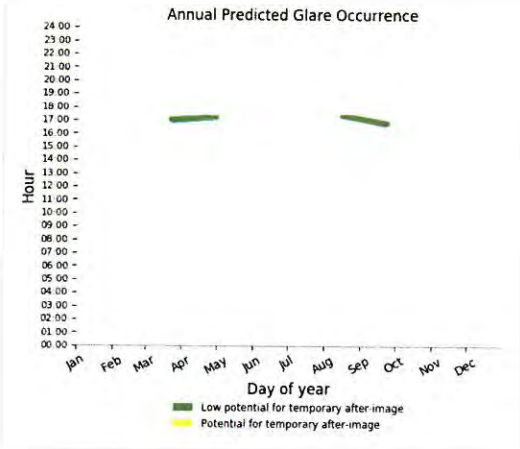
0 minutes of yellow glare

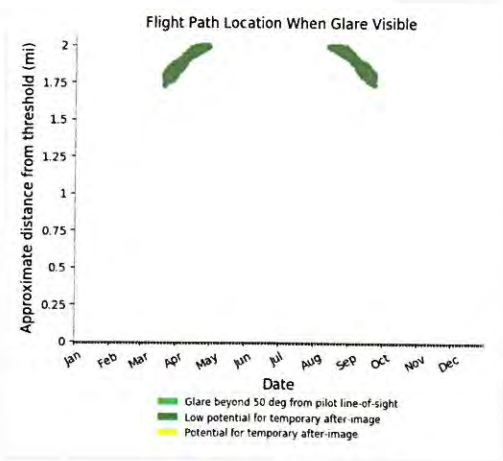
0 minutes of green glare

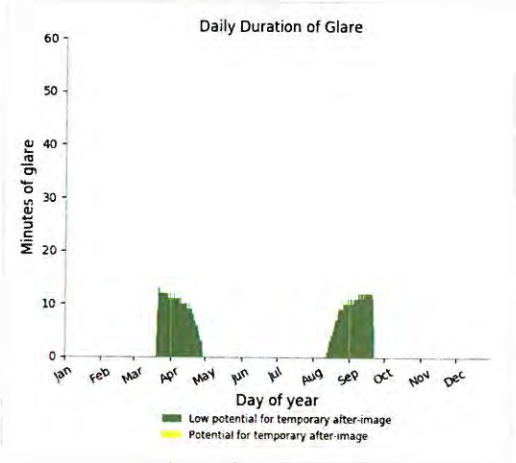
Flight Path: Rwy 30

0 minutes of yellow glare

761 minutes of green glare







Flight Path: Rwy 35

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Results for: 86862 Newton Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	421	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

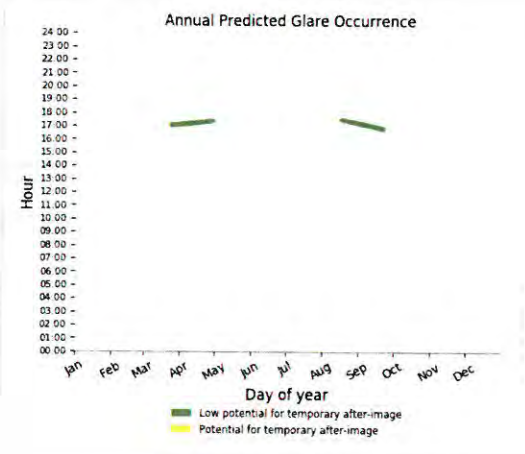
0 minutes of yellow glare
0 minutes of green glare

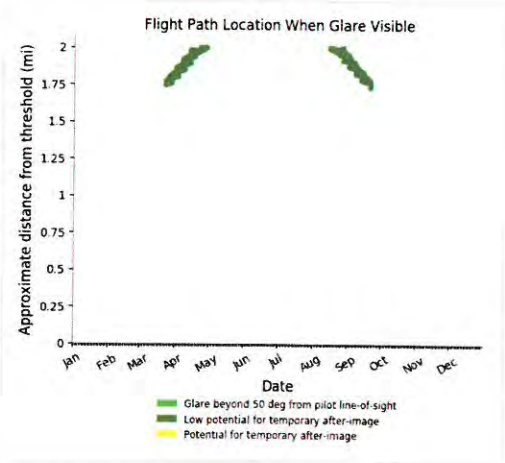
Flight Path: Rwy 17

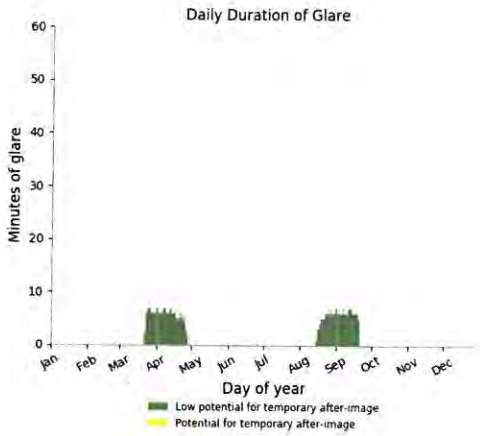
0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
421 minutes of green glare







Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.
Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.
Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to V1 algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.
The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)
Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.
Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.
The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual results and glare occurrence may differ.
Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
Refer to the Help page at **www.forgesolar.com/help/** for assumptions and limitations not listed here.

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RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

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Palm Springs

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Riverside

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Director
Paul Rull

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Jackie Vega
Barbara Santos

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

www.rcaluc.org

November 28, 2022

Miguel Del Rio, Project Planner
City of Jurupa Valley Planning Department
8930 Limonite Avenue
Jurupa Valley CA 92509

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

File No.:	ZAP1106RI22
Related File No.:	MA22087 (Site Development Permit)
APNs:	166-620-022 and 166-620-023

Dear Mr. Del Rio

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Jurupa Valley Case No. MA22087 (Site Development Permit), a proposal to construct an 88,374 square foot commercial building to be used as a five tenant commercial suite building and a 2,000 square foot drive-thru pad on 7.69 acres, located southerly of Limonite Avenue, northerly of Reagan Road, easterly of El Palomino Drive, and westerly of Camino Real.

The site is located within Airport Compatibility Zone E of the Riverside Municipal Airport Influence Area (AIA). Within Compatibility Zone E of the Riverside Municipal Airport Land Use Compatibility Plan, non-residential intensity is not restricted.

The elevation of Runway 9-27 at its westerly terminus is 757.6 feet above mean sea level (AMSL). At a distance of approximately 8,527 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 842.6 feet AMSL. The project site elevation is 822 feet AMSL. With a maximum building height of 39 feet, the resulting top point elevation is 861 feet AMSL. Therefore, review of buildings by the FAA Obstruction Evaluation Service (FAAOES) for height/elevation reasons was required. The applicant submitted Form 7460-1 to the FAA OES. A "Determination of No Hazard to Air Navigation" letter for Aeronautical Study No. 2022-AWP-19595-OE was issued on November 28, 2022. The study revealed that the proposed facility would not exceed obstruction standards and would not be a hazard to air navigation provided conditions are met. These FAA OES conditions have been incorporated into this finding.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, provided that the City of Jurupa Valley 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 are prohibited:

   (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

   (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

   (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, 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) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.

4. Any proposed stormwater 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 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 basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

5. The Federal Aviation Administration has conducted aeronautical studies of the proposed structure (Aeronautical Study No. 2022-AWP-19595-OE) and has determined that neither marking nor lighting of the structures is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.

6. The maximum height of the proposed structures to top point shall not exceed 39 feet above ground level, and the maximum elevation at the top of the structures shall not exceed 859 feet above mean sea level.

7. 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.

8. Temporary construction equipment used during actual construction of the structures shall not exceed 39 feet in height and a maximum elevation of 859 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

9. Within five (5) days after construction of each structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: LeBaron Investmentts (applicant/owner)
Cliffhaven Companies (representative)
Kim Ellis, Airport Manager, Riverside Municipal Airport
ALUC Case File

X:\AIRPORT CASE FILES\Riverside\ZAP1106RI22\ZAP1106RI22. 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

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____

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

Aeronautical Study No.
2022-AWP-19595-OE

Issued Date: 11/28/2022

Nick Honnold
1844 W. Business Center Drive
Orange, CA 92867

**** 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:	Commercial Use Building De Anza Plaza
Location:	Jurupa Valley, CA
Latitude:	33-58-36.79N NAD 83
Longitude:	117-27-19.20W
Heights:	820 feet site elevation (SE)
	39 feet above ground level (AGL)
	859 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 05/28/2024 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.

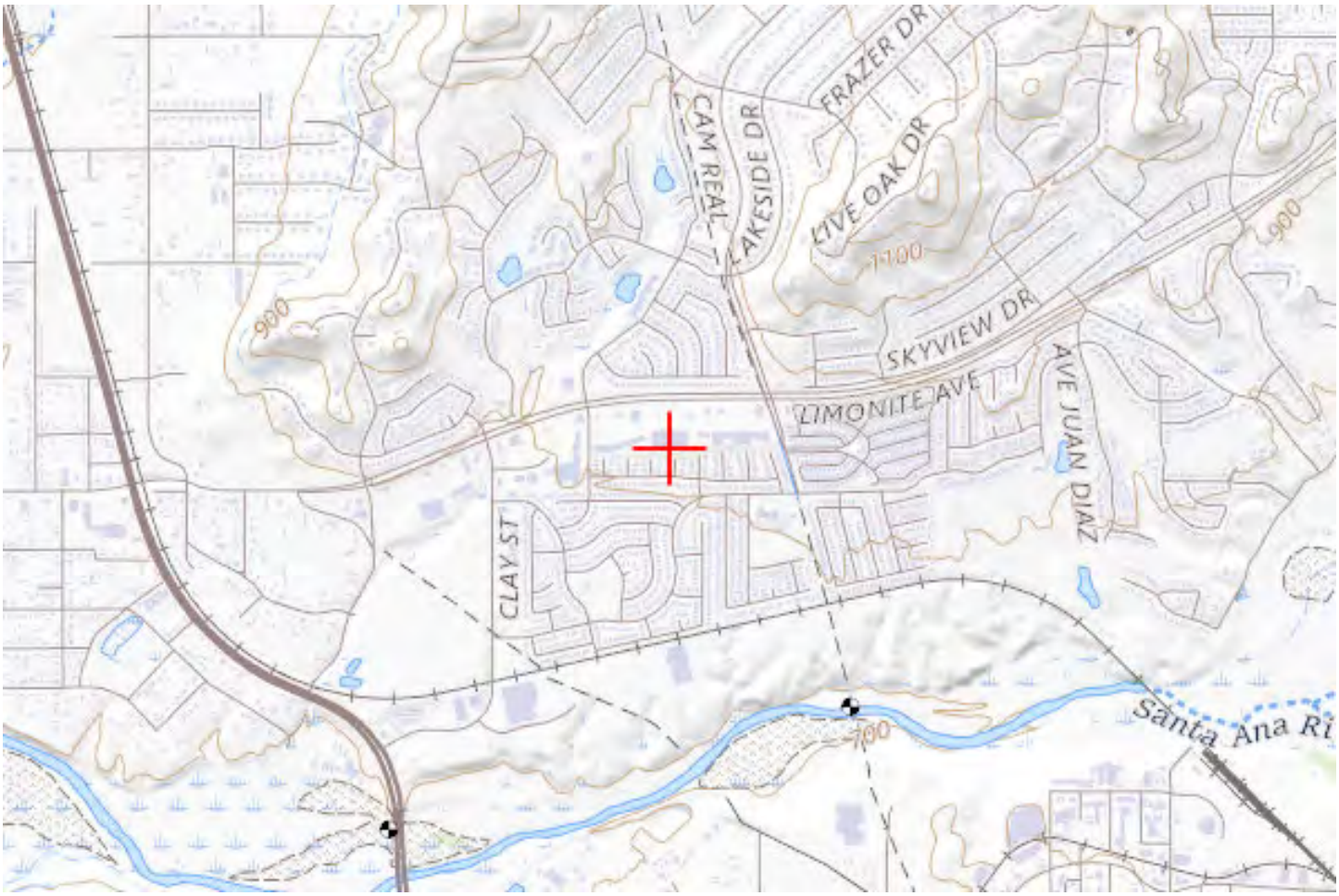
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-19595-OE.

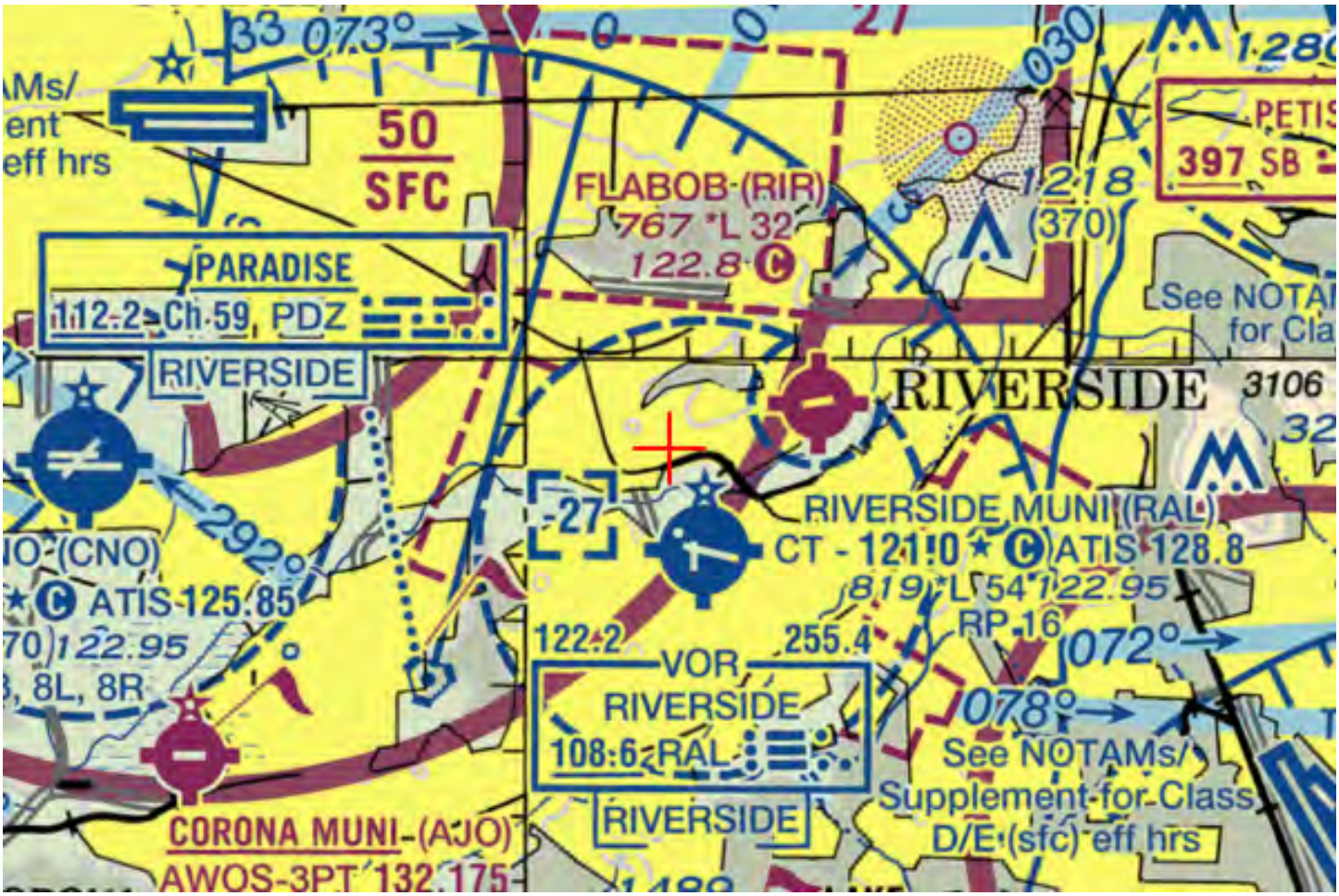
Signature Control No: 558684220-562758359 (DNE)
Vivian Vilaro
Specialist

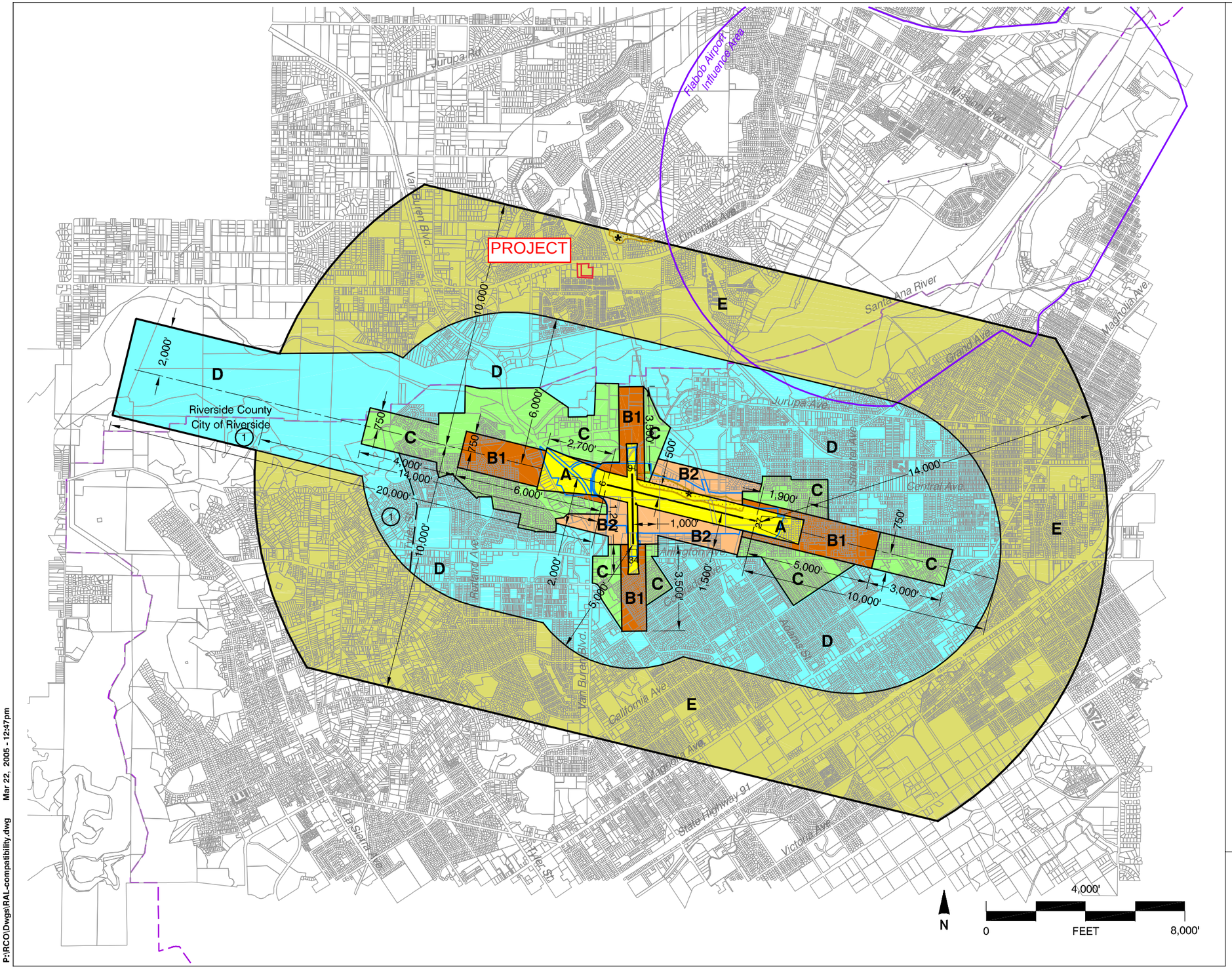
Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-19595-OE



Sectional Map for ASN 2022-AWP-19595-OE





Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Note

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

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

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted March 2005)

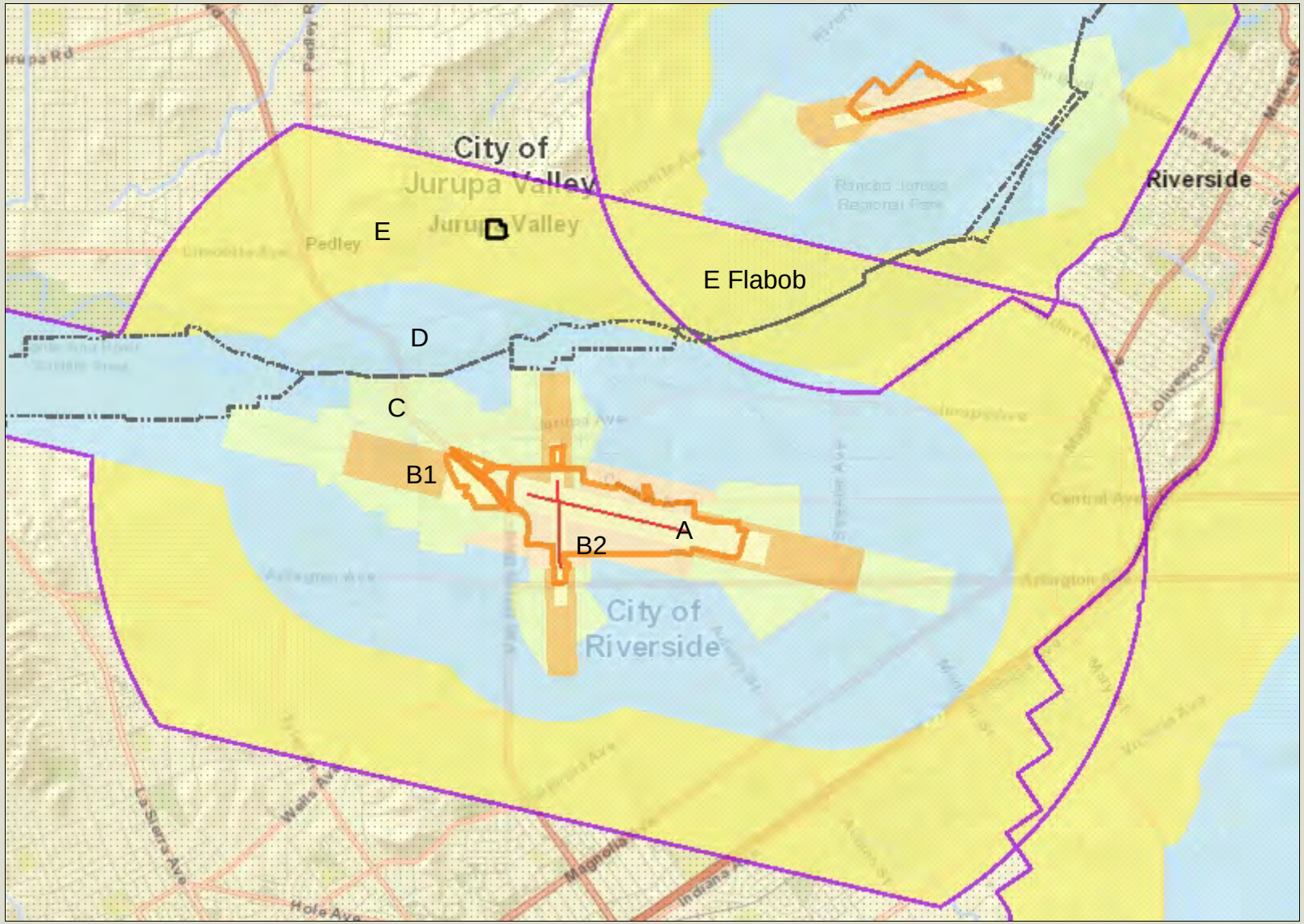
Map RI-1

Compatibility Map

Riverside Municipal Airport

P:\RCO\Dwgs\RAL-compatibility.dwg Mar 22, 2005 - 12:47pm

Map My County Map



Legend

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

0 6,060 12,120 Feet

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Notes

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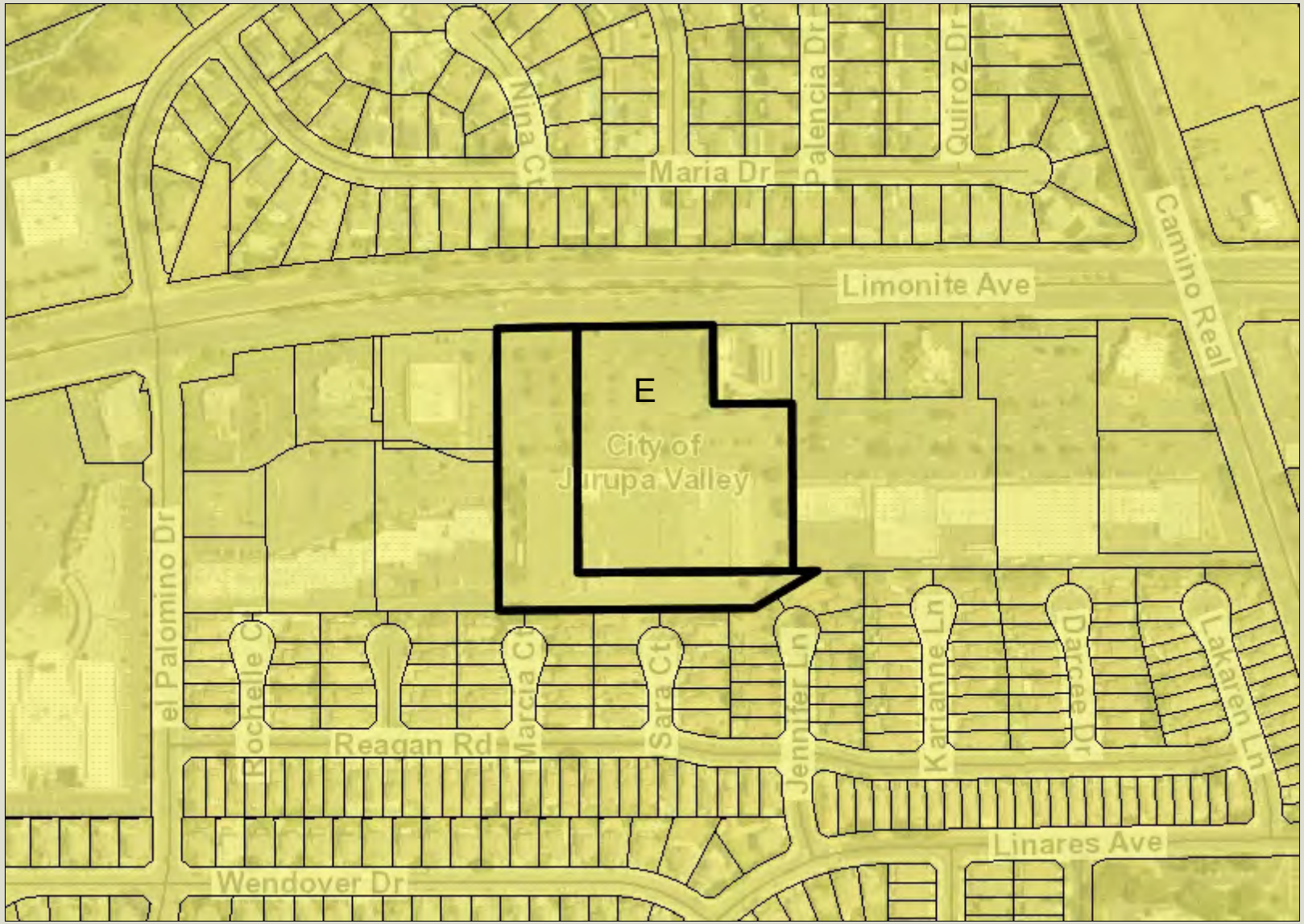

Legend

- 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

0 379 757 Feet

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Notes

Map My County Map

Legend

- Parcels
- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

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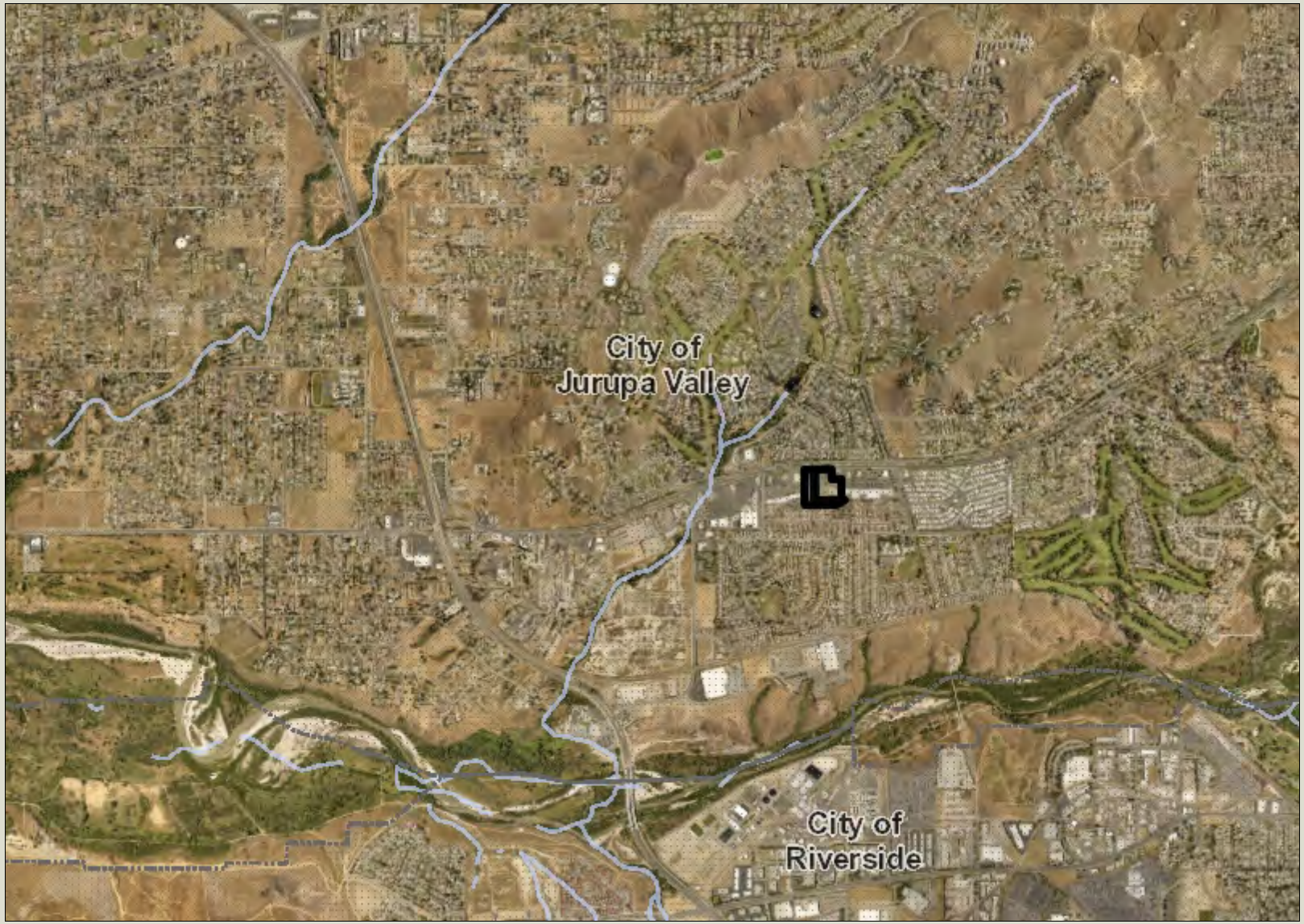
Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

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0 3,030 6,060 Feet

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Notes

Map My County Map

Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

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0 1,515 3,030 Feet

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Notes

Map My County Map

Legend

- Blueline Streams
- City Areas
- World Street Map

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0 6,060 12,120 Feet

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Notes

TABULATION

LANDSCAPE AREA (15% OF GROSS SITE AREA REQUIRED)

TOTAL SITE AREA	335, 291 S.F.	
TOTAL LANDSCAPE AREA	24,203 S.F.	= 7.2%
(N) LANDSCAPE AREA	15,771 S.F.	
(E) LANDSCAPE AREA	8,432 S.F.	

LANDSCAPE AREA IN PARKING LOT (11% REQUIRED)

PARKING AREA (STALL&AISLES)	173,606 S.F.
TOTAL LANDSCAPE AREA IN PARKING AREA	14,955 S.F.= 8.6%
(N) LANDSCAPE AREA IN PARKING AREA	9,044 S.F.
(E) LANDSCAPE AREA IN PARKING AREA	5,911 S.F.

STREET FRONTAGE PERIMETER TABULATION (1 tree/25 l.f. required):

LIMONITE FRONTAGE	404 L.F.
1 TREE/25 L.F. REQUIRED	16
PROPOSED SETBACK TREES	16

STREET TREE TABULATION:

LIMONITE AVENUE

1 TREE @ 30' O/C PROVIDED 9

PARKING SHADE (50% REQUIRED)

TOTAL PARKING AREA (418 STALLS)		72,171 S.F.
REQUIRED SHADE AREA		36,086 S.F.
PROPOSED TREE SHADE AREA (INCLUDE EXISTING TREES)	(59%)	42,697 S.F.

NOTES:

PLANT MATERIAL NOT LISTED MAY BE USED, SUBJECT TO APPROVAL BY THE CITY.

ALL LANDSCAPE PLANS AND INSTALLATIONS SHALL ADHERE TO CITY DESIGN GUIDELINES, CODES AND REGULATIONS.

ALL LANDSCAPE AREAS SHALL RECEIVE ET BASED AUTOMATIC IRRIGATION SYSTEM.

ALL LANDSCAPE INSTALLATION SHALL BE PERMANENTLY MAINTAINED BY OWNER.

ALL WALLS TO HAVE AN ANTI-GRAFFITI WALL COATING.

ALL TRASH ENCLOSURES TO HAVE (1) SELF-CLINGING VINE TRAINED TO EACH WALL FACE.

ALL PLANTING AREAS TO RECEIVE A 3" LAYER OF MULCH; 1 1/2" LAYER FOR GROUND COVER AREAS.

SITE IRRIGATION TO COMPLY WITH CURRENT WATER CONSERVATION ORDINANCE.

PERIMETER WALL TO RECEIVE AN ANTI-GRAFFITI WALL COATING, PROVIDE SELF-CLINGING VINES TO BOTH SIDES OF THE WALLS AT 15'+- O/C

24" BOX TREE SHALL HAVE MINIMUM OF 2" CALIPER AT 4' ABOVE FINISH GRADE.

Symbol	Botanical Name	Common Name	Size Form	QTY.	WUCOLS Region 4
ACCENT TREES					
	Arbutus 'Marina'	Strawberry Tree	24" BOX Standard	9	LOW
	Lagerstroemia 'Zuni'	Zuni Crape Myrtle	24" BOX	9	MOD
	Lagerstroemia indica x fauriei 'Tuscarora'	Tuscarora Crape Myrtle	24" BOX Standard	10	MOD
PARKING LOT SHADE TREES					
	Quercus virginiana	Southern Live Oak	24" BOX Standard	21	MOD
	Platanus x acerifolia 'Columbia'	Columbia London Plane Tree	24" BOX Standard	8	LOW
PERIMETER SCREEN TREES					
	Lophostemon confertus	Bisbane Box	24" BOX Standard	2	MOD
STREET PERIMETER TREES					
	Platanus x acerifolia 'Columbia'	Columbia London Plane Tree	36" BOX Standard	9	LOW
	Pyrus calleryana 'Chanticleer'	Callery Pear	24" BOX Standard	6	MOD
	Magnolia grandiflora 'Saint Mary'	Saint Mary Southern Magnolia	36" BOX Standard	10	MOD
			TOTAL	78	

EXISTING TREE LGEND

EXISTING TREE TO REMAIN, PROTECT IN PLACE (63 TOTAL)

EXISTING TREE TO BE REMOVED (15 TOTAL)

EXISTING TREE IDENTIFICATION KEY

Arb	Arbutus 'Marina'
Euc	Eucalyptus sideroxylon
Pla	Platanus x acerifolia
Sch	Schinum molle

LANDSCAPE AREAS

- PROPOSED PLANTING AREA
- EXISTING PLANTING AREA TO BE RENOVATED
- REPLACE EXISTING TURF WITH DROUGHT TOLERANT LANDSCAPE
- SCREENING

Botanical Name	Common Name	SIZE	WUCOLS Region 4
SHRUBS			
Abelia g. 'Kaleidoscope'	Variegated Abelia	5 GAL.	MOD
Agave desmattiana 'Variegata'	Variegated Smooth Agave	5 GAL.	LOW
Aloe striata	Coral Aloe	5 GAL.	LOW
Aloe 'Always Red'	Always Red Aloe	1 GAL.	LOW
Bougainvillea 'Oo La La'	Oh La La Bougainvillea	5 GAL.	LOW
Bulbine frutesens 'Orange'	Orange Stalked Bulbine	1 GAL.	LOW
Callistemon v. 'Little John'	Dwarf Bottlebush	5 GAL.	LOW
Coprosma r. 'Taupata Gold'	Gold Splash Mirror Plant	5 GAL.	MOD
Dasylirion wheelerii	Desert Spoon	5 GAL.	LOW
Dianella t. 'Variegata'	Variegated Flax Lily	5 GAL.	MOD
Elaeagnus pungens	Silverberry	5 GAL.	LOW
Grevillea ' Kings Rainbow'	Kings Rainbow Grevillea	5 GAL.	LOW
Lomandra 'Breeze'	Dwarf Mat Rush	5 GAL.	LOW
Phlomis fruticosa	Jerusalem Sage	5 GAL.	LOW
Rhamnus californica 'Eve Case'	Dwarf Coffeeberry	5 GAL.	LOW
Salvia gregii 'Furman's Red'	Furman's Red Autumn Sage	5 GAL.	LOW
Westringia 'Blue Gem'	Blue Gem Coast Rosemary	5 GAL.	LOW
Yucca filamentosa 'Color Guard'	Color Cuard Adams' Needle	5 GAL.	LOW
GROUND COVERS			
Eremophila g. 'Mingenew Gold'	Gold Emu Bush	1 GAL.	LOW
Rosmarinus o. 'Huntington Carpet'	Huntington Carpet Rosemary	1 GAL.	LOW
Sedum n. Coppertone	Coppertone Stonecrop	FLATS (12" O.C)	LOW
Westingia 'Mundi'	Dwarf Coast Rosemary	1 GAL.	LOW
VINE			
Macfadyena unguis-cati	Cat's Claw	5 GAL.	LOW

McKently Malak ARCHITECTS
35 Hugus Alley Suite 200
Pasadena California 91103-3648
TEL 626 583 8348 FAX 626 583 8387

CONCEPTUAL LANDSCAPE PLAN

KMart Jurupa Valley
7840 Limonite Avenue, Jurupa Valley, California

A PROJECT FOR
DE ANZA COUNTRY SHOPPING CENTER, LP
2020 EAST ORANGETHORPE AVENUE, SUITE 210
FULLERTON, CA 92831-5327

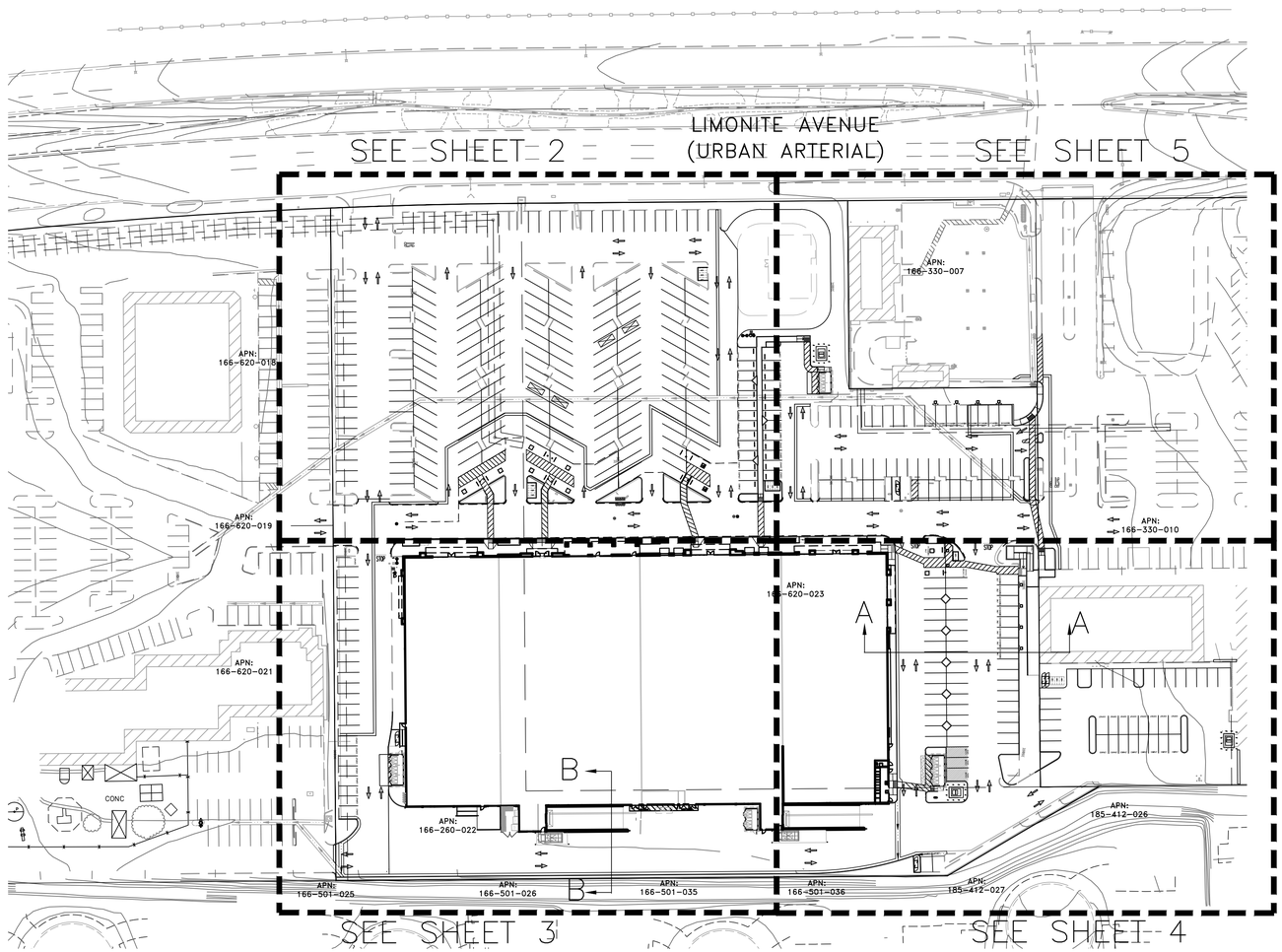
0' 15' 30' 60' 90'
SCALE: 1"=30'
CDPC PROJECT NO. 22019
JULY 15, 2022
NORTH

conceptual design & planning company
Corporate Office:
3195-C Airport Loop Drive
Studio One
Costa Mesa, CA 92626
T: 949.399.0870
www.cdpcinc.com
COSTA MESA - ATASCADERO - SAN JOSE - LAS VEGAS

L-1

Conceptual Design & Planning Company, Jul 15, 2022 10:12am P:\22\22019 KMart Jurupa Valley\Land\Plans\L-CD2-2 22019_LCTB02-2.dwg kcarlo

PRELIMINARY GRADING PLAN
JURUPA K-MART
GP22-018

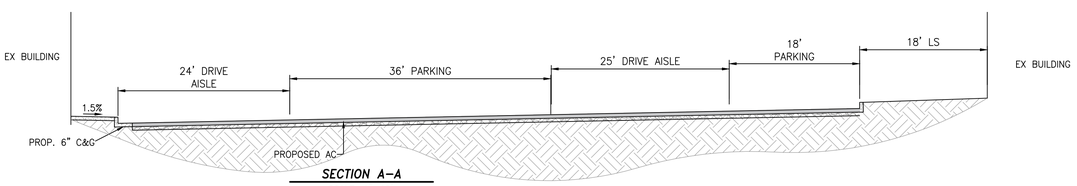


INDEX MAP

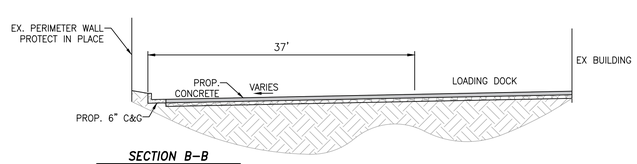
GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.



SECTION A–A
SCALE: 1"=10'



SECTION B–B
SCALE: 1"=10'

OWNER/DEVELOPER

DE ANZA COUNTRY SHOPPING CENTER, LP
2020 EAST ORANGETHORPE AVENUE, SUITE 210
FULLERTON, CA 92831
TEL: (714) 681–3812, EXT. 223

ASSESSOR'S PARCEL NUMBER

166–620–022, 166–620–023

EARTHWORK QUANTITIES

CUT: 1,903 C.Y.
FILL: 2,375 C.Y.
NET: 472 C.Y. FILL

LOT NOTES

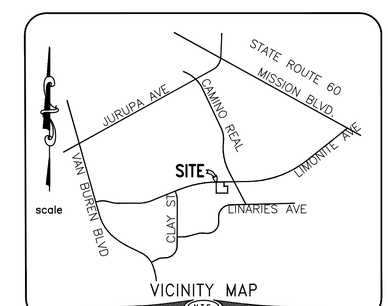
TOTAL AREA = 7.32 ACRES
NEWLY DISTURBED AREA = .12 ACRES
RE–SLURRY – RE–PAVE = 4.5 ACRES

BENCHMARK:

UF 619 (DX5477) 3–1/4" MWDSC ALUMINUM DISK STAMPED "UF 619 1992", FLUSH IN TOP CONCRETE HEADWALL. 1090 FEET NORTHWEST ALONG VAN BUREN BLVD. FROM THE INTERSECTION WITH CLAY STREET, 90 FEET NORTHEAST OF VAN BUREN BLVD., 32 FEET SOUTHWESTERLY OF THE SOUTHERLY RAIL OF THE UNION PACIFIC RAILROAD, 46 FEET NORTHWEST OF TELEPHONE POLE NUMBER E58F, AT THE NORTHWEST END OF A 22 FOOT LONG HEADWALL.
ELEV.: 723.27 (NGVD 1988)

BASIS OF BEARING:

THE CENTERLINE OF CAMINO REAL BEING NORTH 18°41'44" WEST PER TRACT MAP NO. 18389, FILED IN BOOK 128 OF MAPS, AT PAGES 39 THROUGH 44, INCLUSIVE, RECORDS OF RIVERSIDE COUNTY, WAS HELD AS THE BASIS OF BEARINGS FOR THIS MAP.



VICINITY MAP
N.T.S.

SHEET 1 OF 9

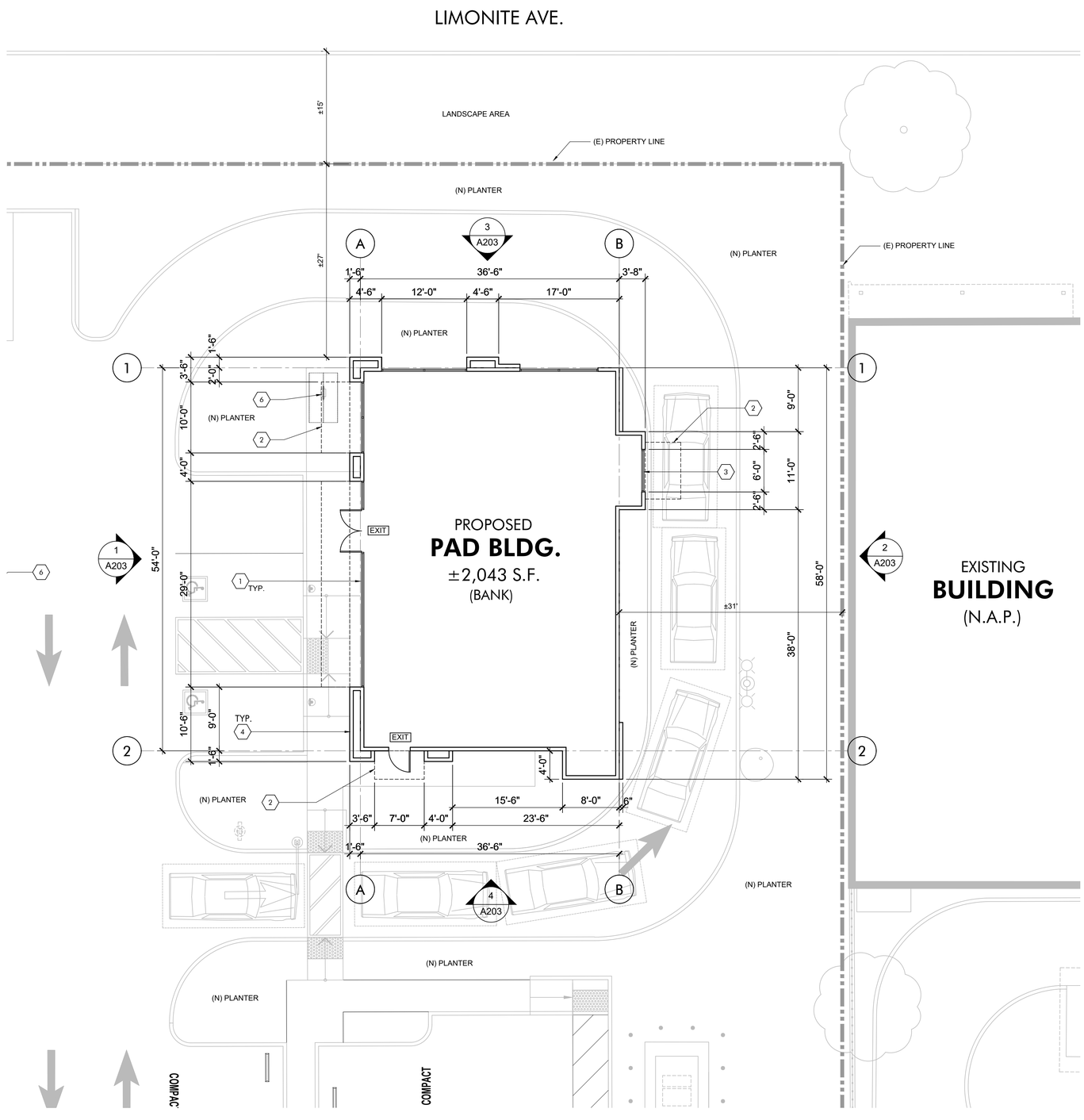
ENGINEER OF RECORD'S SEAL
REGISTERED PROFESSIONAL ENGINEER
MICHAEL R. BRENDECKE
NO. 83363
CIVIL
STATE OF CALIFORNIA

PLANS PREPARED BY:
adkan ENGINEERS
Civil Engineering · Surveying · Planning
6879 Airport Drive, Riverside, CA 92504
Tel:(951) 688–0241·Fax:(951) 688–0599

PLANS PREPARED
UNDER THE SUPERVISION OF:

MICHAEL R. BRENDECKE
R.C.E. 83363 (EXP. 03/31/2023)

DATE



FLOOR PLAN NOTES

1. ALUMINUM STOREFRONT WITH CLEAR GLAZING
2. METAL AWNING/ROOF ABOVE
3. DRIVE THROUGH WINDOW
4. FURRED TOWER FACADE FRAMING
5. NEW CONCRETE PAVING
6. NEW SHORT TERM BIKE RACKS

LEGEND

x / X-XXX	ELEVATION SHEET NUMBER ELEVATION NUMBER
EXIT	EXIT SYMBOL. ILLUMINATED EXIT SIGN WITH EMERGENCY BACK-UP POWER.
SALES FLOOR ± 0,000 11.10'	ROOM NAME AREA SQUARE FOOTAGE FINISH FLOOR ELEVATION
	MODULAR STOREFRONTS
	NEW WALL

NORTH

NOTE:

See Sheet T 100 for proposed building and parking summary.
See Sheet C-01 & C-02 for existing ALTA Survey and Topographic Exhibit.

PROPOSED FLOOR PLAN (PAD BLDG.)

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

1

McKently Malak
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35 Hugus Alley Suite 200
Pasadena California 91103-3648
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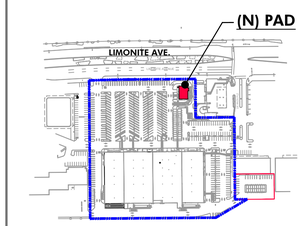
2020 EAST ORANGETHORPE AVE., STE. 210
FULLERTON, CA 92831-5327



KEY MAP

K-MART JURUPA VALLEY

7840 Limonite Avenue
Jurupa Valley, CA 92509

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	03.23.2022	MAJOR SITE DEVELOPMENT PERMIT
2	08.02.2022	MAJOR SITE DEV. PERMIT RESUBMITTAL

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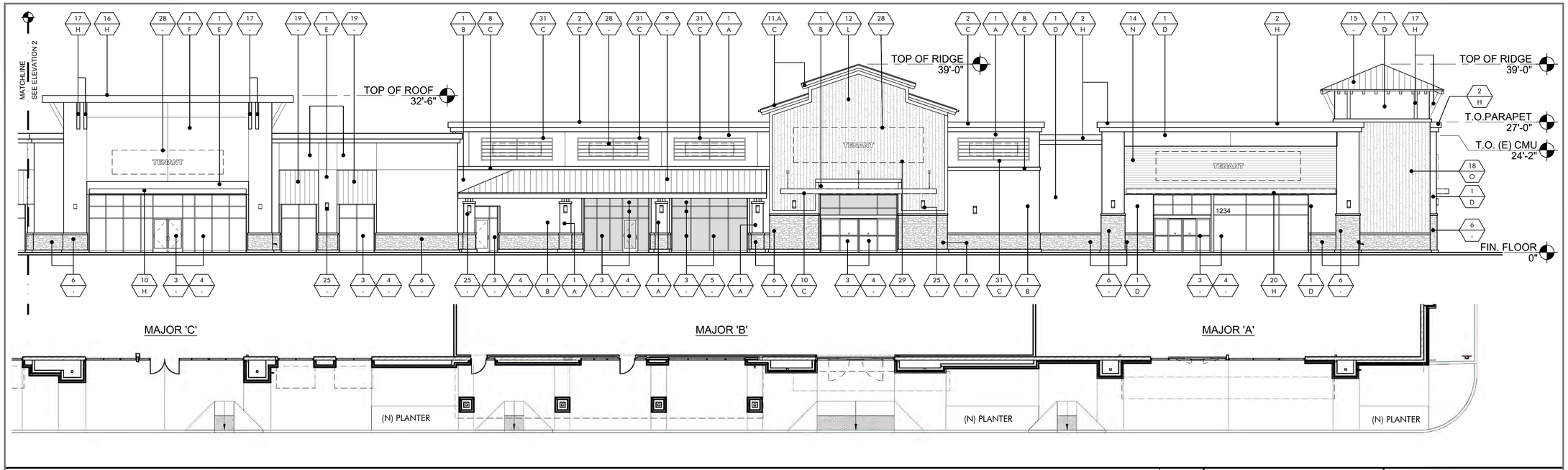
JOB NUMBER: 21201MMA
DRAWN BY: - CHECKED BY: HM
DATE: 07.07.2022
SHEET DESCRIPTION:

PROPOSED FLOOR PLAN
(PAD BUILDING)

SHEET NUMBER:

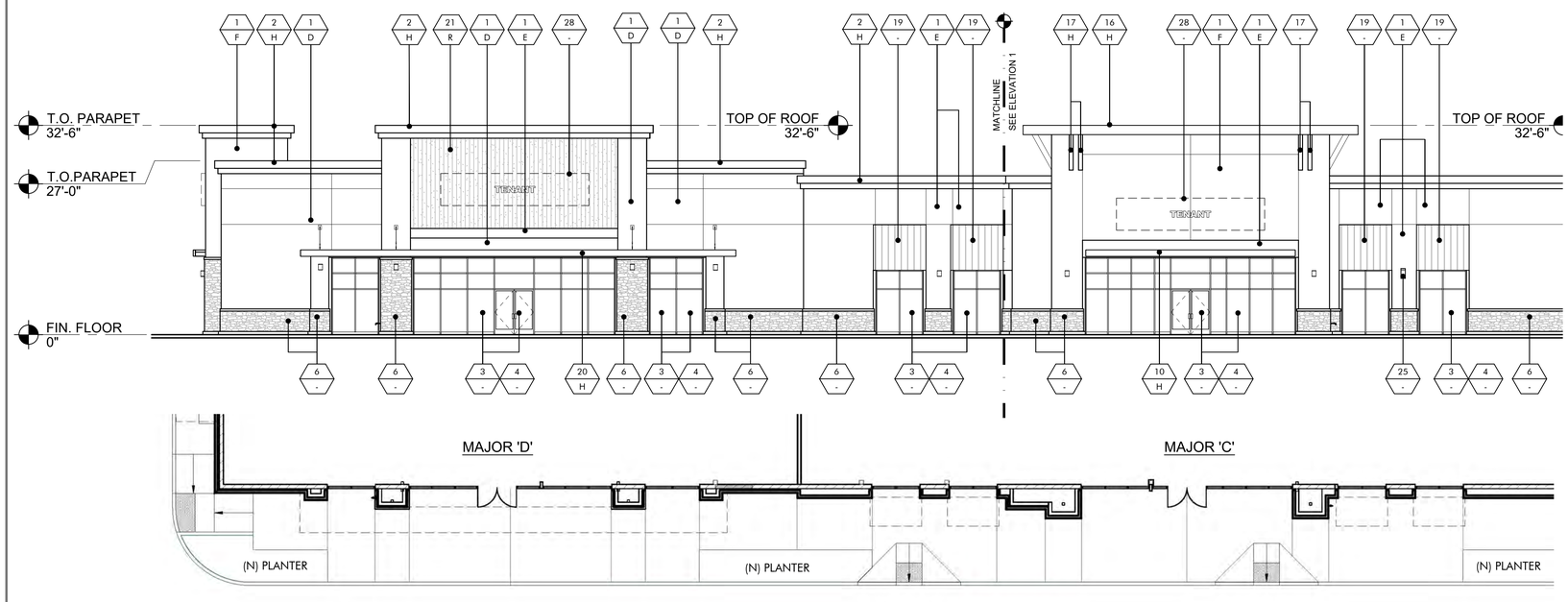
A101

Based on scheme SP-03



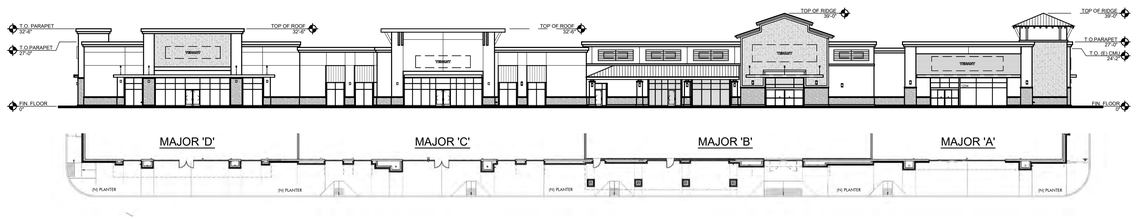
PORTION OF NORTH EXTERIOR ELEVATION (MAJOR 'A', 'B' & 'C')

SCALE: 3/32" = 1'-0" | 1



PORTION OF NORTH EXTERIOR ELEVATION (MAJOR 'C' & 'D')

SCALE: 3/32" = 1'-0" | 2



OVERALL NORTH EXTERIOR ELEVATION

SCALE: 1" = 30'-0" | 3

FINISH LEGEND

KEY	MATERIAL
1	STUCCO MANUFACTURER: HIGHLAND STUCCO PAINT COLOR BY: PPG PAINT COLOR BY: VISTA PAINT
2	EXT. CEMENT PLASTER COVERED FRAMED CORNICE MANUFACTURER: BY GENERAL CONTRACTOR FINISH: PAINTED
3	STOREFRONT MANUFACTURER: ARCADIA FINISH: CLEAR ALUMINUM
4	STOREFRONT GLASS MANUFACTURER: VITRO ARCHITECTURAL GLASS MODEL: 1" CLEAR FLOAT GLASS
5	SPANDREL GLASS MANUFACTURER: VITRO ARCHITECTURAL GLASS FINISH: OPACI-COAT 300 COLOR: WARM GRAY #30773
6	STONE VENEER MANUFACTURER: CORONADO STONE MODEL: OLD WORLD LEDGE (DRY STACK) COLOR: MONARCH SILL: 900 SERIES - GREY
7	CMU BLOCK MANUFACTURER: EXISTING FINISH: PAINTED
8	EXT. CEMENT PLASTER COVERED 2 x 8 WD. TRIM MANUFACTURER: BY GENERAL CONTRACTOR FINISH: PAINTED
9	METAL ROOF MANUFACTURER: BERRIDGE MODEL: TEE PANEL COLOR:AGED BRONZE
10	METAL CANOPY MANUFACTURER: BY GENERAL CONTRACTOR FINISH: PAINTED STEEL
11	WOOD FASCIA MANUFACTURER: NEW CONSTRUCTION FINISH: COLOR: 1005-7 DARK GRANITE BY: PPG
11 A	METAL FASCIA MANUFACTURER: BY GENERAL CONTRACTOR FINISH: PAINTED
12	COMPOSITE SIDING MANUFACTURER: HARDIE BOARD MODEL: ARTISAN - SQUARE CHANNEL SIDING COLOR: PAINTED 1142-6 JERICHO JADE BY: PPG
13	COMPOSITE SIDING MANUFACTURER: HARDIE BOARD MODEL: ARTISAN - SQUARE CHANNEL SIDING COLOR: PAINTED 1009-1 ALWAYS ALMOND BY: PPG
14	COMPOSITE SIDING MANUFACTURER: HARDIE BOARD MODEL: ARTISAN - SQUARE CHANNEL SIDING COLOR:PAINTED SW4081 SAFETY RED BY: S.W.
15	METAL ROOF MANUFACTURER: BERRIDGE MODEL: TEE PANEL COLOR: ZINC GRAY
16	WOOD EAVES MANUFACTURER: BY GENERAL CONTRACTOR FINISH: PAINTED
17	WOOD KNEE BRACE MANUFACTURER: BY GENERAL CONTRACTOR FINISH: PAINTED
18	COMPOSITE SIDING MANUFACTURER: HARDIE BOARD MODEL: ARTISAN - SQUARE CHANNEL SIDING COLOR: PAINTED 0561 IN THE HILLS BY: V.P.
19	METAL AWNING MANUFACTURER: BERRIDGE MODEL: TEE PANEL COLOR: CITYSCAPE
20	METAL CANOPY MANUFACTURER: BY GENERAL CONTRACTOR FINISH: PAINTED STEEL
21	COMPOSITE SIDING MANUFACTURER: HARDIEBOARD MODEL: ARTISAN - SQUARE CHANNEL SIDING COLOR: PAINTED 0176 COUNTRY DWELLER BY:V.P.
22	COMPOSITE SIDING MANUFACTURER: HARDIEBOARD MODEL: ARTISAN - SQUARE CHANNEL SIDING COLOR: PAINTED 0394 HIGHWAY BY:V.P.
23	GREEN SCREEN MANUFACTURER: BY GENERAL CONTRACTOR PAINTED
24	WALL SCONCE (AT SERVICE DOORS) MANUFACTURER: US ARCHITECTURAL LIGHTING MODEL: LAS5562 - LED, NF COLOR: GRAY
25	WALL SCONCE MANUFACTURER: TMS LIGHTING MODEL: ADMIRAL LED OUTDOOR COLOR: F09 PEWTER
26	CONCRETE PAVING MANUFACTURER: BY GENERAL CONTRACTOR FINISH: MED. BROOM FINISH COLOR: NATURAL GRAY
27	METAL DOORS, FRAMES, HANDRAILS, BOLLARDS, ETC. PRIME RED OXIDE AND PAINT WITH MIN. (2) COATS SEMI-GLOSS LATEX, COLOR TO MATCH ADJACENT SURFACE, U.N.O.
28	SIGNAGE (UNDER SEPARATE PERMIT) IN CONFORMANCE WITH APPROVED SIGN PROGRAM. PROVIDE BACKING OR BLOCKING AS REQUIRED. COORDINATE WITH SIGN CONTRACTOR
29	HARDIE BOARD ARTISAN FIBER CEMENT TRIM
30	WALL PACK MANUFACTURER: LITHONIA LIGHTING MODEL: WDGE2 LED
31	METAL GRILL PAINT BY: PPG

CON'T. FINISH LEGEND

PAINT COLORS	
A	PAINT COLOR: 1032-2 HURRICAN HAZE BY: PPG
B	PAINT COLOR: 1028-6 MOMENTUM BY: PPG
C	PAINT COLOR: 105-7 DARK GRANITE BY: PPG
D	PAINT COLOR: 0580 AWAKENING BY: VISTA PAINT
E	PAINT COLOR: 0204 MARSHY HABITAT BY: VISTA PAINT
F	PAINT COLOR: 0018 DOVE WHITE BY: VISTA PAINT
G	PAINT COLOR: 0267 SEASON FINALE BY: VISTA PAINT
H	PAINT COLOR: 0557 EVERMORE BY: VISTA PAINT
J	PAINT COLOR: 0553 SMOKEY WINGS BY: VISTA PAINT
L	PAINT COLOR: 1142-6 JERICHO JADE BY: PPG
M	PAINT COLOR: 1009-1 ALWAYS ALMOND BY: PPG
N	PAINT COLOR: SW 4081 SAFETY RED BY: SHERWIN WILLIAMS
O	PAINT COLOR: 0561 IN THE HILLS BY: VISTA PAINT
P	PAINT COLOR: 0535 ZEN RETREAT BY: VISTA PAINT
Q	PAINT COLOR: 0394 HIGHWAY BY: VISTA PAINT
R	PAINT COLOR: 0176 COUNTRY DWELLER BY: VISTA PAINT

McKently Malak
ARCHITECTS
35 Hugus Alley Suite 200
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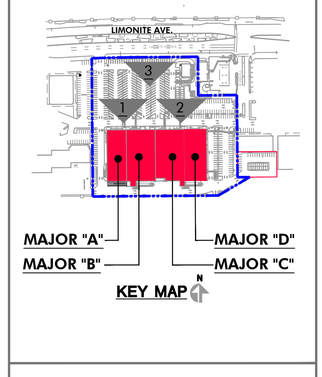
TEL 626 583 8348 FAX 626 583 8387

A PROJECT FOR:

DE ANZA COUNTRY SHOPPING CENTER, LP

2020 EAST ORANGETHORPE AVE., STE. 210
FULLERTON, CA 92831-5327



K-MART JURUPA VALLEY

7840 Limonite Avenue
Jurupa Valley, CA 92509

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	03.23.2022	MAJOR SITE DEVELOPMENT PERMIT
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JOB NUMBER: 21201MMA
DRAWN BY: CHECKED BY: HM
DATE: 07.07.2022
SHEET DESCRIPTION:

PROPOSED EXTERIOR ELEVATIONS (MAJOR 'A', 'B', 'C' & 'D')

SHEET NUMBER:

A200

Based on scheme SP-03

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Michael Geller
Riverside

Vernon Poole
Murrieta

STAFF

Director
Paul Rull

Simon A. Housman
Barbara Santos
Jackie Vega

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

www.rcaluc.org

November 28, 2022

Mark De Manincor, Project Planner
City of Banning Community Development Department – Planning Division
99 E. Ramsey Street
Banning, CA 92220

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

File No.:	ZAP1048BA22
Related File No.:	DR22-7003 (Development Plan Review), TPM22-4001 (Tentative Parcel Map)
APN:	540-210-009 & 540-210-020

Dear Mr. DeManincor,

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC's general delegation as per Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Banning Case No. DR22-7003 (Development Plan Review), TPM22-4001 (Tentative Parcel Map), a proposal to construct a 118,786 square foot manufacturing building with mezzanines on 6.45 acres, located on the northeast corner of SH-243 and Fourth Street.

The site is located within Airport Compatibility Zone D of the Banning Municipal Airport Influence Area (AIA). Zone D restricts non-residential intensity to 200 people per average acre and 800 people per single acre. The project proposes 108,786 square feet of manufacturing area 5,000 square feet of office area, 5,000 square feet of second floor office mezzanine area, accommodating 594 people, resulting in an average acre intensity of 92 people and a single acre intensity of 243 people, both of which are consistent with the Zone D intensity criteria.

The elevation of Runway 8-26 at its westerly terminus is 2,119 feet above mean sea level (AMSL). At a distance of approximately 6,098 feet from the runway to the site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 2,180 feet AMSL. The site's finished floor elevation is 2,328 feet AMSL and the proposed building height is 55 feet, for a top point elevation of 2,383 feet AMSL. Therefore, FAA Obstruction Evaluation Service review for height/elevation reasons was required. The applicant submitted Form 7460-1 to the FAA OES. A "Determination of No Hazard to Air Navigation" letter for Aeronautical Study No. 2022-AWP-19298-OE was issued on November 28, 2022. The study revealed that the proposed facility would not exceed obstruction standards and would not be a hazard to air navigation provided conditions are met. These FAA OES conditions have been incorporated into this finding.

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).

Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 6,098 feet), the project utilizes underground detention systems which will not contain surface water or attract wildlife and, therefore, would not constitute a hazard to flight.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2004 Banning Municipal Airport Land Use Compatibility Plan, as amended in 2016, provided that the City of Banning applies the following recommended conditions:

CONDITIONS:

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

2. The following uses shall be prohibited:

   (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

   (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

   (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

   (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

   (e) Highly noise-sensitive outdoor nonresidential uses.

   (f) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property and be recorded as a deed notice. In the event that the Office of the Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included on the Environmental Constraint Sheet (ECS) of the final parcel map, if an ECS is otherwise required.

4. Any proposed stormwater 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 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 basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

5. This project has been evaluated as a manufacturing building with mezzanines, consistent of 108,786 square feet of manufacturing area 5,000 square feet of office area, 5,000 square feet of second floor office mezzanine area. Any increase in building area or change in use will require an amended review by the Airport Land Use Commission.

6. The Federal Aviation Administration has conducted aeronautical studies of the proposed structure (Aeronautical Study No. 2022-AWP-19298-OE) and has determined that neither marking nor lighting of the structures is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.

8. The maximum height of the proposed structures to top point shall not exceed 55 feet above ground level, and the maximum elevation at the top of the structures shall not exceed 2,383 feet above mean sea level.

9. 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.

10. Temporary construction equipment used during actual construction of the structures shall not exceed 55 feet in height and a maximum elevation of 2,383 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

11. Within five (5) days after construction of each structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

Attachment: Notice of Airport in Vicinity

cc: First Industrial Realty Trust, Inc. (applicant/ property owner)
Stephen Crevoiserat (representative)
Art Vela, P.E., City of Banning Director of Public Works
Carl Szoyka, Manager, Banning Municipal Airport
ALUC Case File

X:\AIRPORT CASE FILES\Banning\ZAP1048BA22\ZAP1046BA22.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

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____

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

Aeronautical Study No.
2022-AWP-19298-OE

Issued Date: 11/28/2022

Paul Loubet
First Industrial Realty Trust, Inc
898 N. Pacific Coast Hwy, Suite 175
El Segundo, CA 90245

**** 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 Warehouse Distribution Building
Location:	Banning, CA
Latitude:	33-55-22.60N NAD 83
Longitude:	116-52-45.50W
Heights:	2328 feet site elevation (SE) 55 feet above ground level (AGL) 2383 feet above mean sea level (AMSL)

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

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

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

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

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 05/28/2024 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.

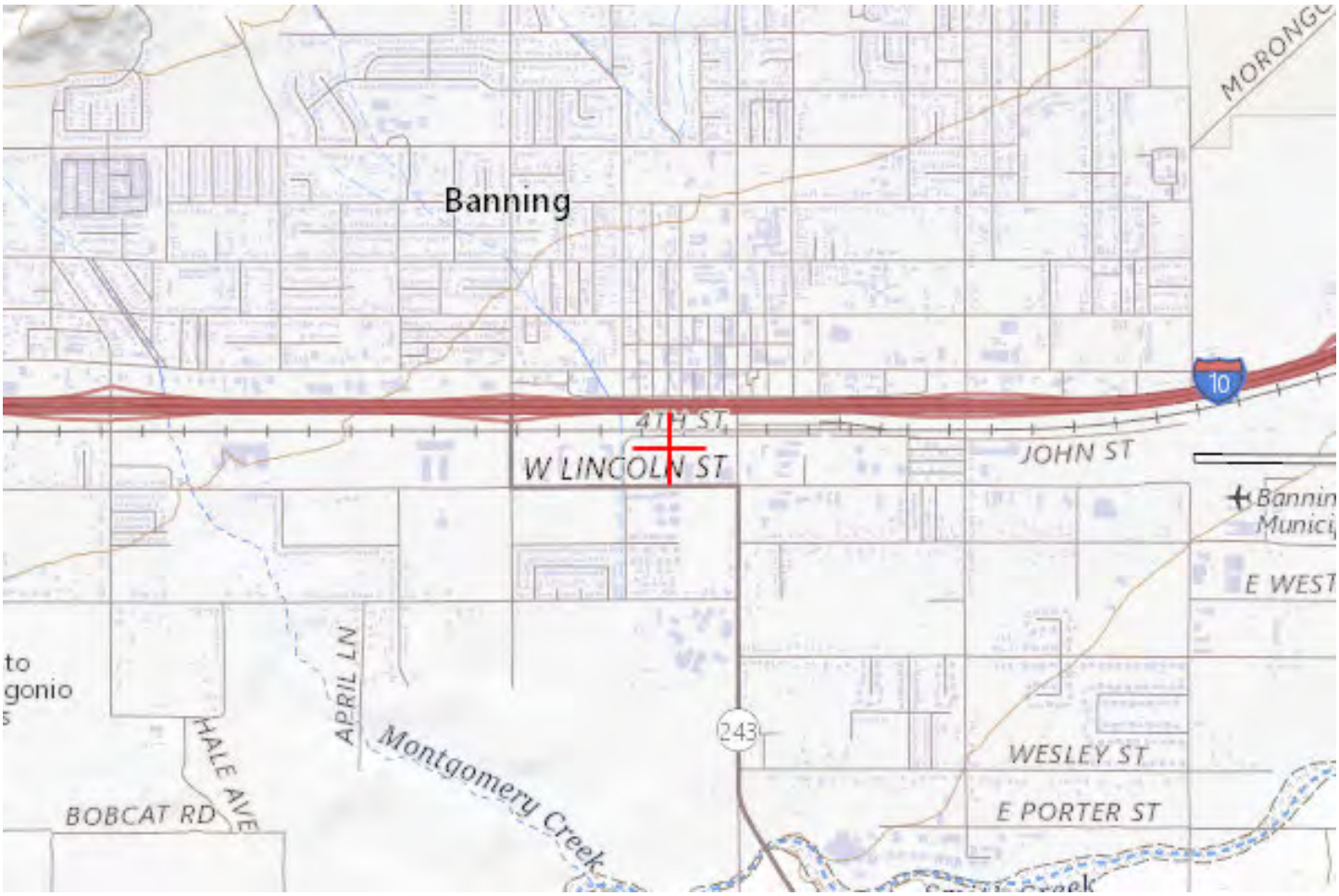
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-19298-OE.

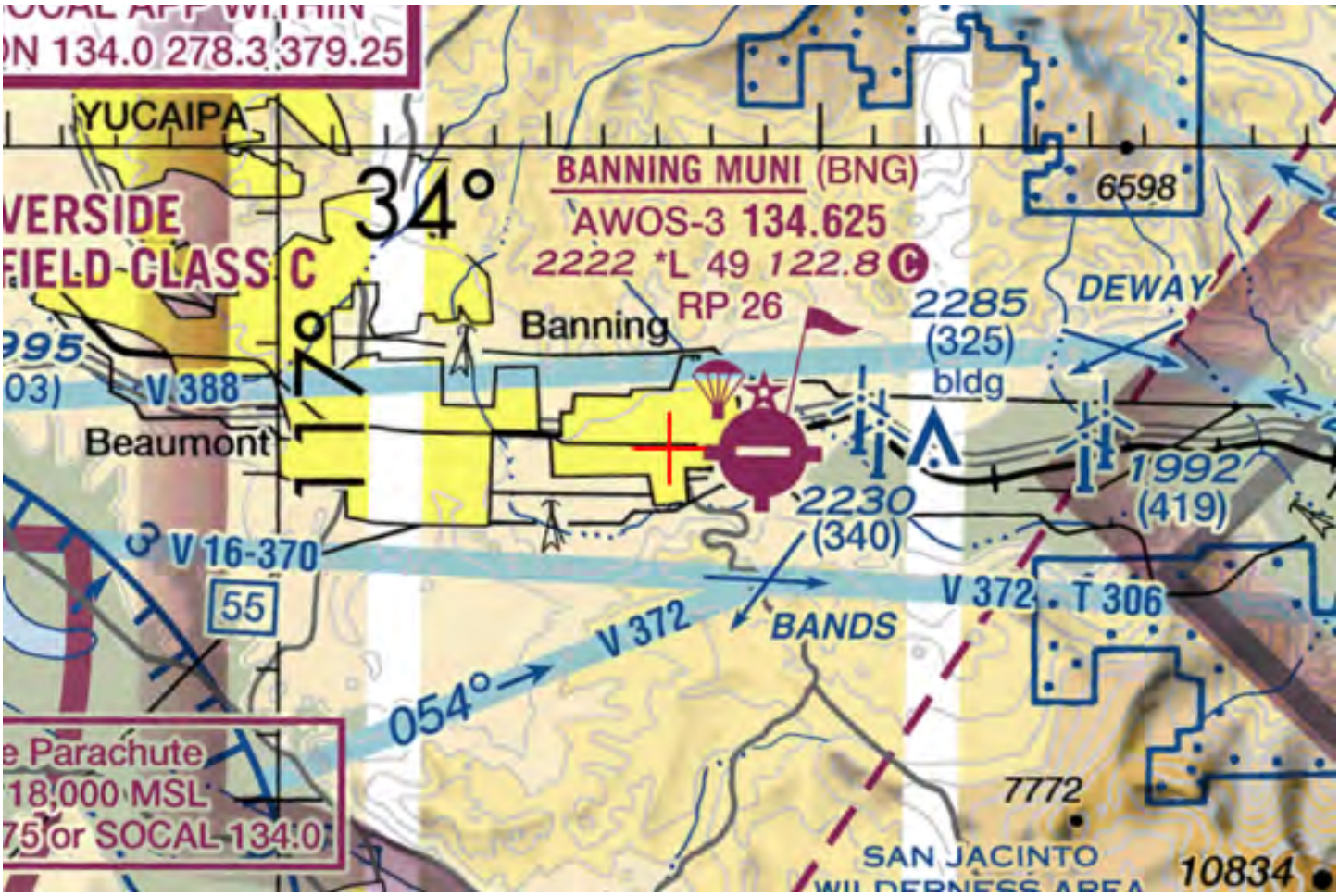
Signature Control No: 557646431-562757200 (DNE)
Vivian Vilaro
Specialist

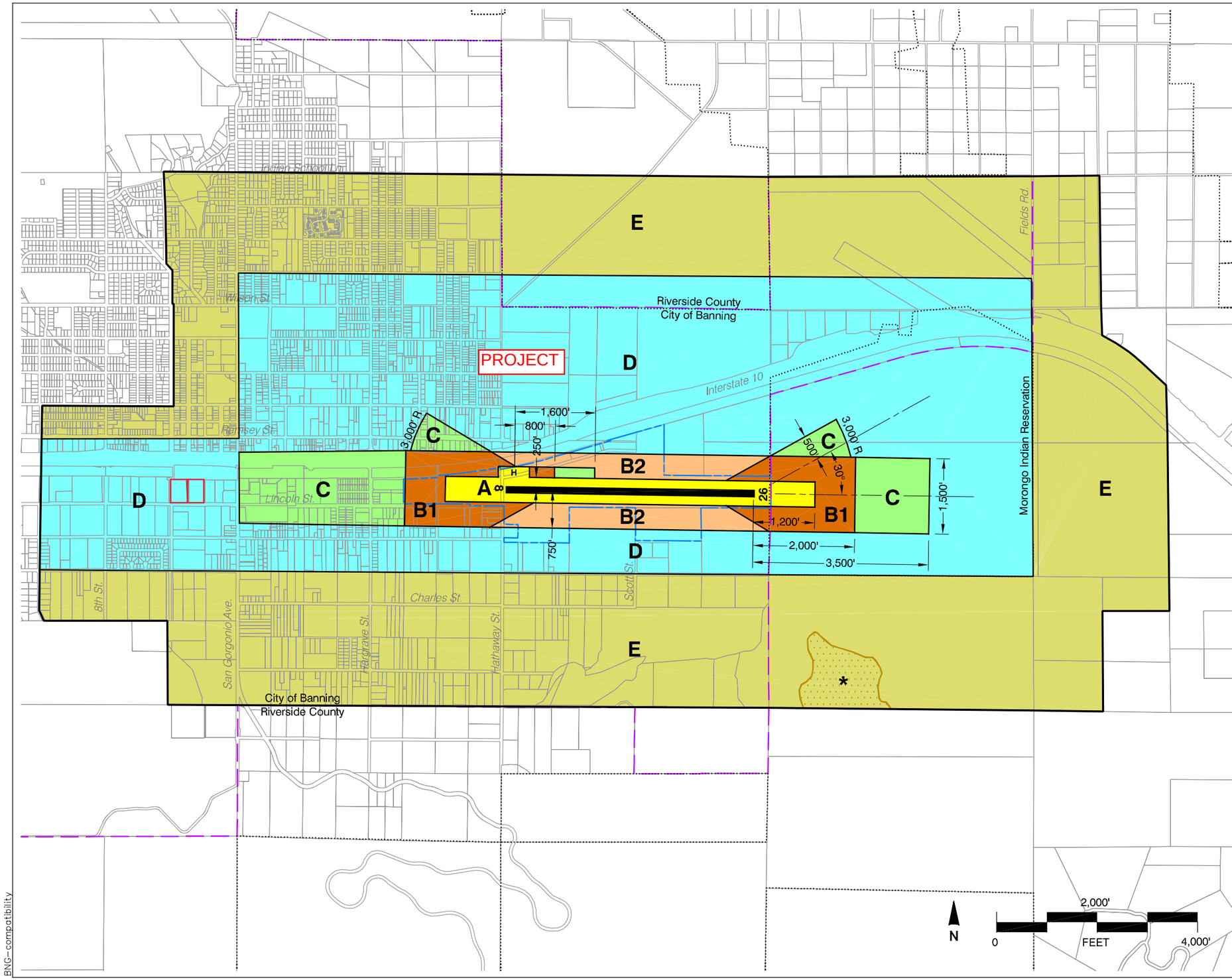
Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-19298-OE



Sectional Map for ASN 2022-AWP-19298-OE





Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits
- Morongo Indian Reservation

Note

Dimensions measured from runway ends and centerlines.

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

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted October 2004)

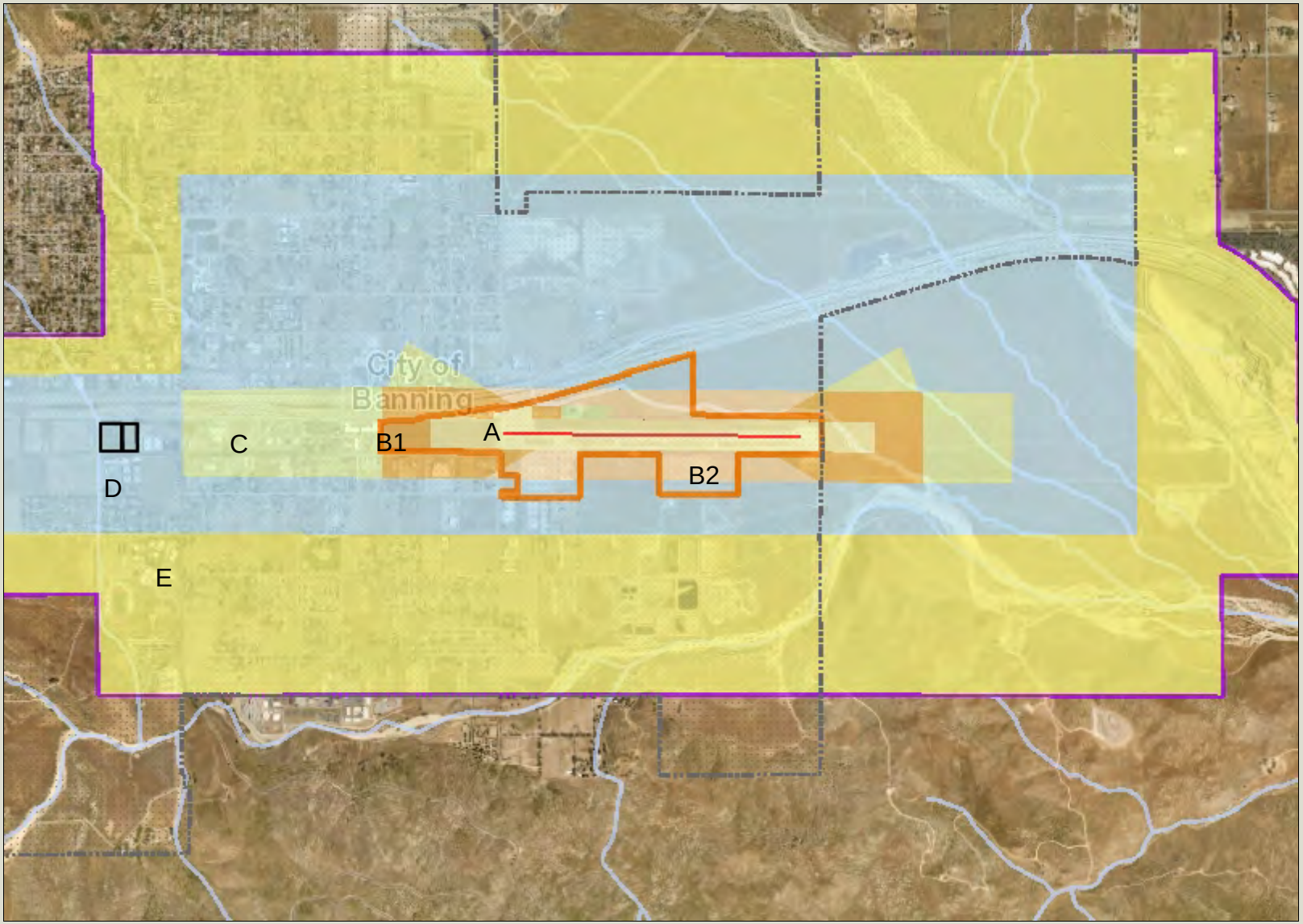
Map BN-1

Compatibility Map

Banning Municipal Airport

BNG–compatibility

Map My County Map



Legend

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

0 3,079 6,157 Feet

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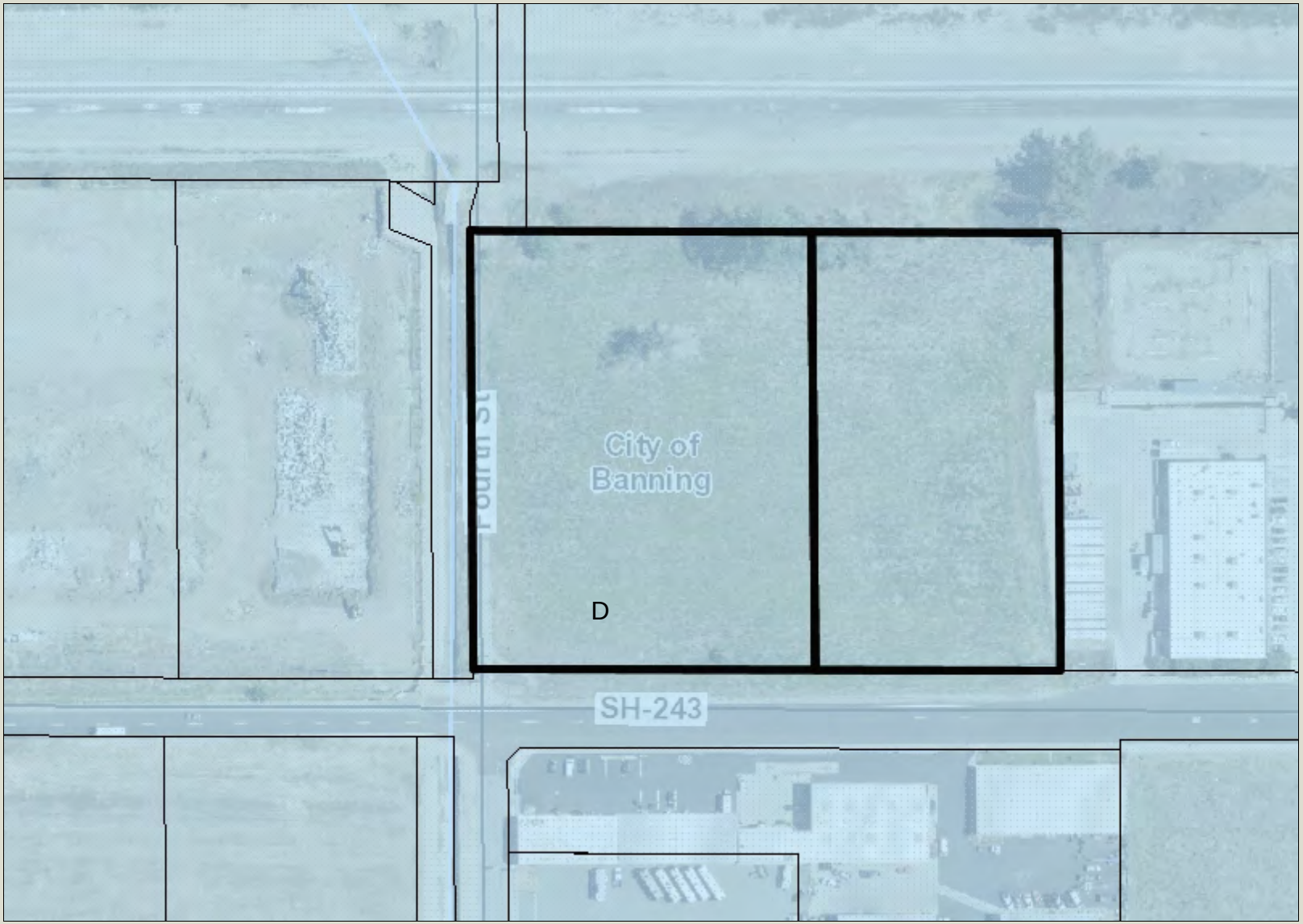
Notes

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

0 192 385 Feet

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Notes

Map My County Map

Legend

- Parcels
- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 192 385 Feet

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Notes

Map My County Map

Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

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0 1,539 3,079 Feet

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Notes

Map My County Map

Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 770 1,539 Feet

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Notes

Map My County Map

Legend

- Blueline Streams
- City Areas
- World Street Map

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0 6,157 12,314 Feet

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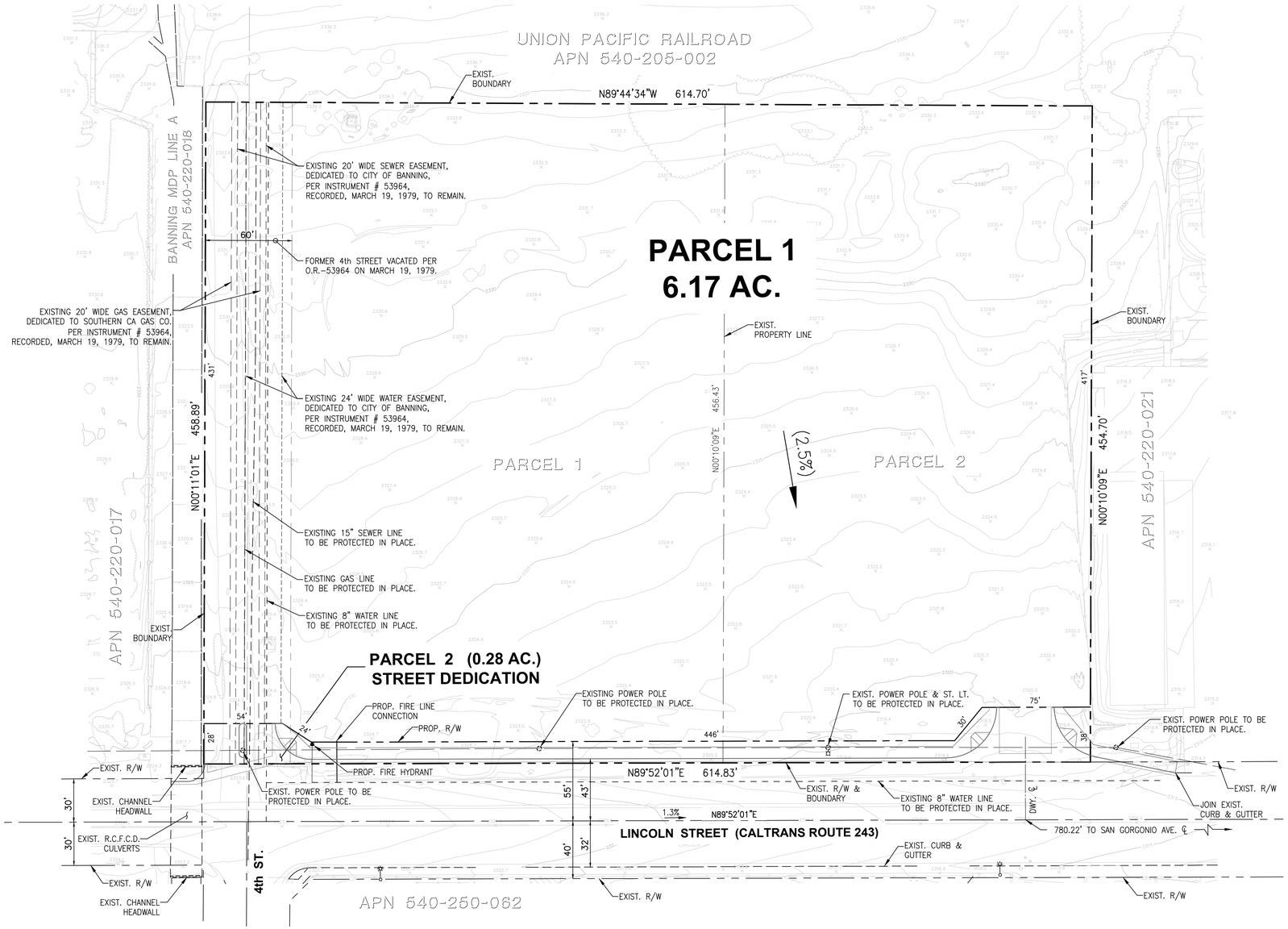
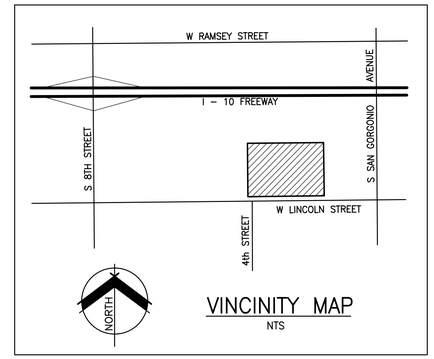
Notes

TENTATIVE PARCEL MAP NO. 38437

BLOCKS 220 & 232 OF AMENDED MAP OF THE BANNING LAND COMPANY, IN THE CITY OF BANNING, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 9, PAGE 44, OF MAPS, OF SAN BERNARDINO COUNTY, CALIFORNIA.





OWNER:
FR CA PROPERTY HOLDING, LP
898 N. SEPULVEDA BLVD., SUITE 175
EL SEGUNDO, CA 90245
(310) 606-1634

DEVELOPER:
FIRST INDUSTRIAL REALTY TRUST, INC.
898 N. SEPULVEDA BLVD., SUITE 175
EL SEGUNDO, CA 90245
(310) 606-1634

ENGINEER / REP.
STANTEC CONSULTING, INC.
735 E. CARNEGIE DRIVE, SUITE 280
SAN BERNARDINO, CA 92408
ATT: STEPHEN CREVOISERAT, PE.
R.C.E. # 78576
(949) 537-1300

ASSESSOR'S PARCEL NO:
ASSESSOR'S PARCEL NO: 540-210-009 & 540-210-020

ACREAGE:
TOTALS:
GROSS: 6.45 AC.
NET: 6.17 AC.

ZONING DATA:
EXISTING GENERAL PLAN & ZONE: INDUSTRIAL
PROPOSED GENERAL PLAN & ZONE: INDUSTRIAL

LAND USE:
EXISTING: VACANT
PROPOSED: (WAREHOUSE DISTRIBUTION, LIGHT INDUSTRIAL)
EXISTING SURROUNDING LAND USE: INDUSTRIAL & GENERAL COMMERCIAL

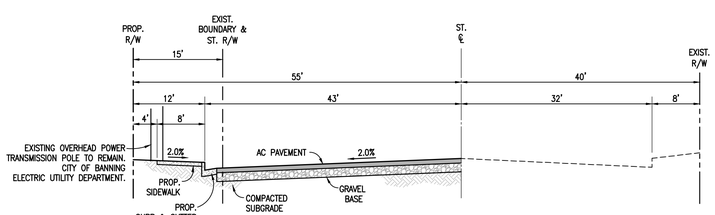
LEGAL DESCRIPTION:
BLOCKS 220 & 232 OF AMENDED MAP OF THE BANNING LAND COMPANY, IN THE CITY OF BANNING, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 9, PAGE 44, OF MAPS, OF SAN BERNARDINO COUNTY, CALIFORNIA.

BENCH MARK:
NGS BM DX3597 ELEVATION= 2364.82' NAVD88
PER NATIONAL GEODETIC SURVEY (NGS) DATA SHEET.

TOPOGRAPHY SOURCE:
ROBERT J. LUNG & ASSOCIATES, 11/10/2021

FLOOD ZONE DESIGNATION:
THE AREA OF LAND SHOWN DOES NOT LIE WITHIN A FLOOD ZONE.

GENERAL NOTES:
1. TOTAL NUMBER OF PARCELS: 2
2. THERE ARE NO KNOWN EXISTING WELLS ON THE PROPERTY OR WITHIN 200' OF THE PROJECT.
3. THERE ARE NOT EXISTING BUILDINGS ON THE PROPERTY.



LINCOLN STREET (CALTRANS ROUTE 243)
CITY OF BANNING
ARTERIAL HIGHWAY
(CITY STD. DWG. NO. 101.1)

REGISTERED PROFESSIONAL ENGINEER
STEPHEN F. CREVOISERAT
78576
CIVIL
STATE OF CALIFORNIA

EARTHWORK QUANTITIES:
CUT = 19,000 C.Y.
FILL = 19,000 C.Y.

LEGEND
- MAP BOUNDARY
- EXIST. PARCEL LINE
- PROPOSED R/W
- EXIST. OVERHEAD ELECTRIC LINE
- EXIST. WATER LINE
- PROP. WATER LATERAL
- EXIST. POWER POLE
- EXIST. STREET LIGHT
- FIRE HYDRANT

NORTH

GRAPHIC SCALE
40 0 20 40 80 160
(IN FEET)
1 inch = 40 ft.

MAY 2022

PREPARED BY:
Stantec
735 E. CARNEGIE DRIVE, SUITE 280
SAN BERNARDINO, CA 92408
909.335.6116 stantec.com

PREPARED FOR:
FIRST INDUSTRIAL REALTY·TRUST
FIRST INDUSTRIAL REALTY TRUST, INC.
898 N. PACIFIC COAST HWY., SUITE 175
EL SEGUNDO, CA 90245 PH: (310) 606-1634

MARK	REVISIONS	APPR.	DATE	APPR.	DATE
		DESIGN ENG'R.		CITY ENG'R.	

DESIGNED BY: ____ DRAWN BY: ____ CHECKED BY: ____

CITY OF BANNING
APPROVED BY: _____ DATE: _____
BENCHMARK:
BM DX3470 ELEV: 2118.09 NAVD88
PER NATIONAL GEODETIC SURVEY (NGS) DATA SHEET.

TENTATIVE PARCEL MAP NO. 38437

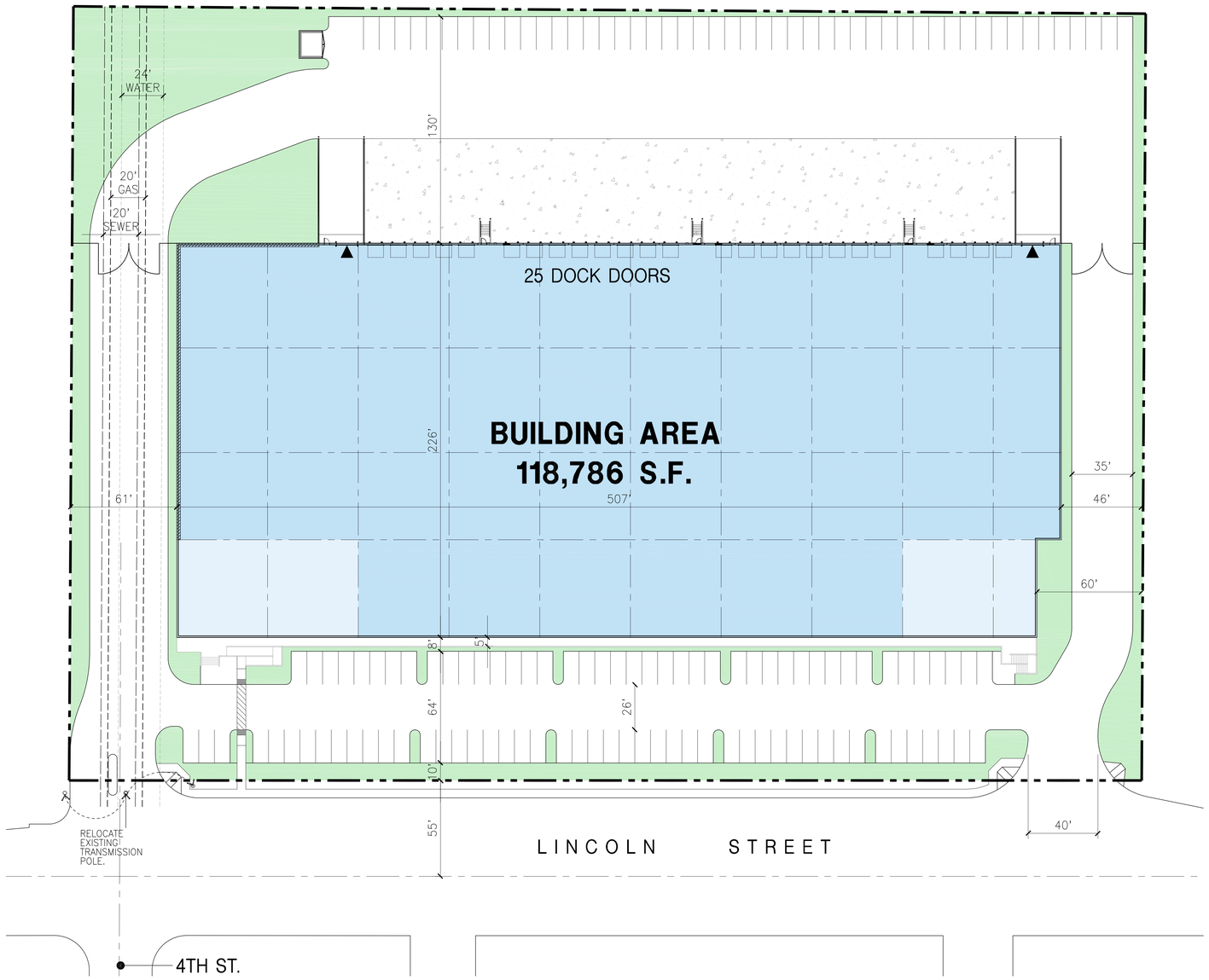
2042611702

HORIZONTAL SCALE: 1" = 40' VERTICAL SCALE: N/A

SHEET 1 OF 1

DRAWING: v:\2042\active\204261170 2\drawing\exhibit_files\611702c-ex7001.dwg PLOTTED: 5/6/2022 11:44 AM BY: Sainz, Victor

CAUTION: IF THIS SHEET IS NOT 30"X42", IT IS A REDUCED PRINT



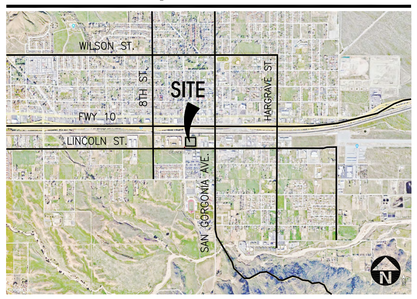
Note: This is a conceptual plan. It is based on preliminary information which is not fully verified and may be incomplete. It is meant as a comparative aid in examining alternate development strategies and any quantities indicated are subject to revision as more reliable information becomes available.

north

1" = 30'

0 30 60 90

Aerial Map



Tabulation

SITE AREA		
In s.f.	271,594	s.f.
In acres	6.23	ac
BUILDING AREA		
Office - 1st floor	5,000	s.f.
Office - 2nd floor	5,000	s.f.
Warehouse	108,786	s.f.
TOTAL	118,786	s.f.
COVERAGE	43.7%	
AUTO PARKING REQUIRED		
Office: 2,001-7,500 s.f. @ 1/250 s.f.	40	stalls
Whse: over 20K @ 22 stalls + 1/2,000 s.f.	76	stalls
TOTAL	116	stalls
AUTO PARKING PROVIDED		
Standard (9' x 19')	138	stalls
ZONING ORDINANCE FOR CITY		
Zoning Designation - Industrial		
MAXIMUM BUILDING HEIGHT ALLOWED		
Height - 50'		
MAXIMUM BUILDING COVERAGE		
Coverage - 60%		
LANDSCAPE REQUIREMENT		
Percentage - to be verified		
SETBACKS		
Front - 10'		
Interiror side - 0'		
Street side - 10'		
Rear - 0'. If adjacent to R zone - 10'		

Legend

POTENTIAL OFFICE W/ 2ND FLOOR

WAREHOUSE

▼ DRIVE THRU DOOR

HPA architecture

Conceptual Site Plan

NC Lincoln St. and 4th St.

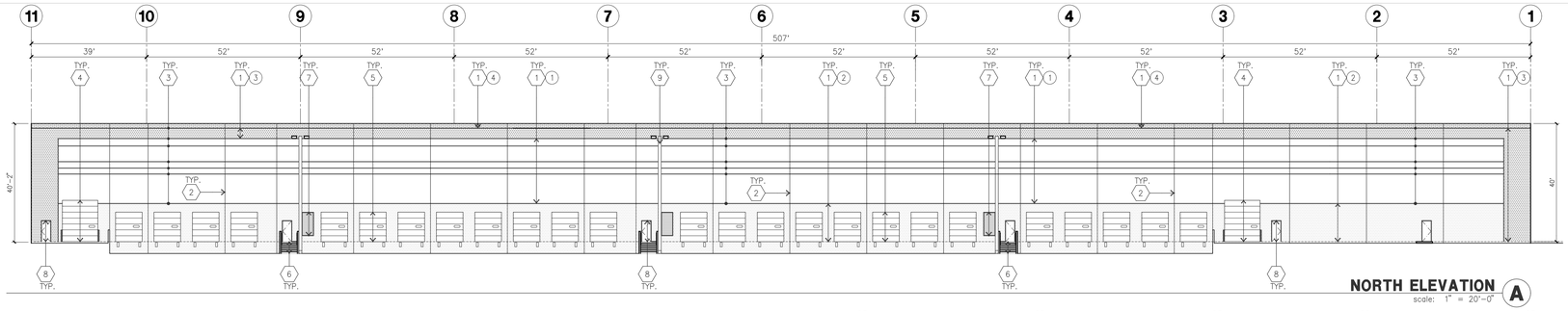
Banning, CA

FIRST INDUSTRIAL REALTY·TRUST

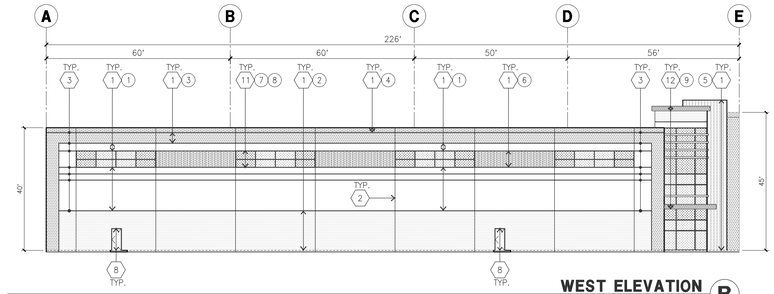
18831 Bardeen Ave. - Ste. #100
Irvine, CA 92612
(949) 863-1770
www.hparchs.com

March 22, 2022 / Job #21654

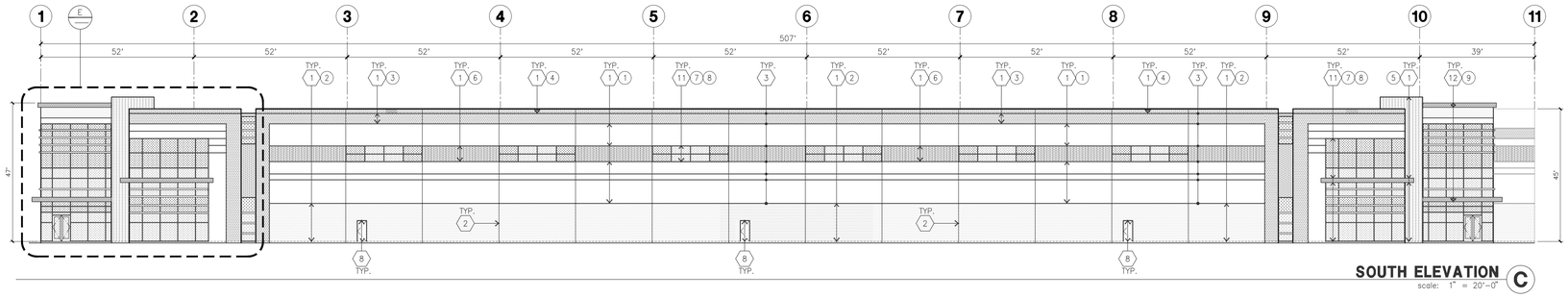
Scheme 9



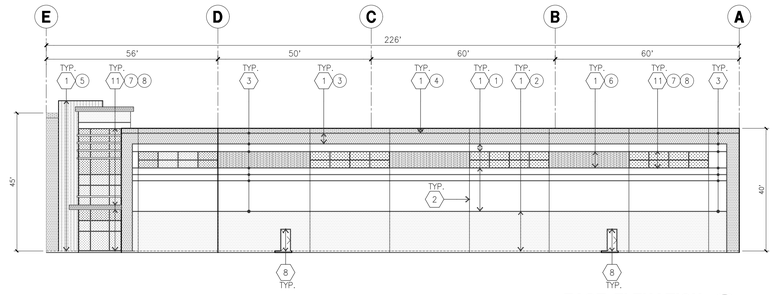
NORTH ELEVATION (A)
scale: 1" = 20'-0"



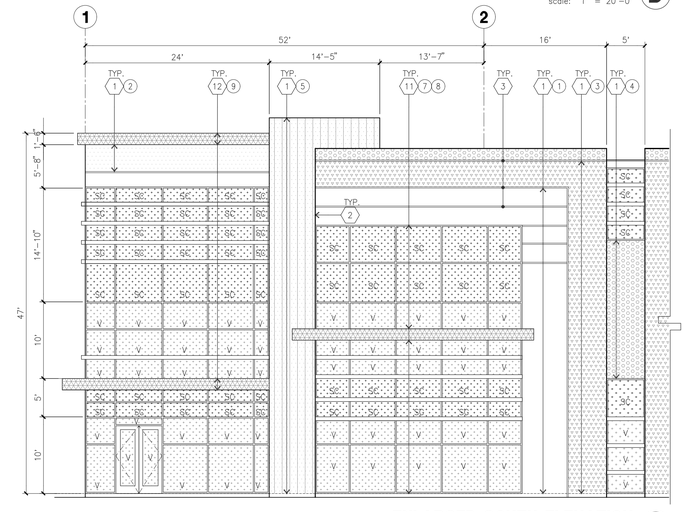
WEST ELEVATION (B)
scale: 1" = 20'-0"



SOUTH ELEVATION (C)
scale: 1" = 20'-0"



EAST ELEVATION (D)
scale: 1" = 20'-0"



ENLARGED SOUTH ELEVATION (E)
scale: 1/8" = 1'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED). FINISH GRADE VARIES. SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE GRADE IS HIGHER AND EXPOSED TO THE WEATHER ONE SIDE. WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN. NOT REQUIRED AT DOCK HIGH CONDITION OR AT RAMP WALLS.
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.O.
4. OVERHEAD DOOR @ DRIVE THRU. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
5. OVERHEAD DOOR @ DOCK HIGH. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
6. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL. PROVIDE NON SKID NOSING TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 3" WIDE WARNING STRIPE INTEGRAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS.
7. METAL LOUVER, PAINT TO MATCH BUILDING COLOR.
8. HOLLOW METAL DOORS. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR.
9. EXTERIOR DOWNSPOUT AND OVERFLOW SCUPPER
10. DOCK BUMPER
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION.
12. TUBE STEEL CANOPY WITH 3 FORM COOA XT COVER OVER ENTRANCE.
13. METAL SIDING
14. INTERIOR ROOF DRAIN AND OVERFLOW SCUPPERS

GENERAL NOTES - ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL.= TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 90 MPH. EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON

COLOR SCHEDULE - ELEVATIONS

1. CONCRETE TILT-UP PANEL PAINT BRAND SHERWIN-WILLIAMS SW7005 PURE WHITE
2. CONCRETE TILT-UP PANEL PAINT BRAND SHERWIN-WILLIAMS SW7071 GRAY SCREEN
3. CONCRETE TILT-UP PANEL PAINT BRAND SHERWIN-WILLIAMS SW7073 NETWORK GRAY
4. CONCRETE TILT-UP PANEL PAINT BRAND SHERWIN-WILLIAMS SW7075 WEB GRAY
5. CONCRETE TILT-UP PANEL FORMLINER PAINTED IN SHERWIN -WILLIAMS SW7071 GRAY SCREEN
6. CONCRETE TILT-UP PANEL FORMLINER PAINTED IN SHERWIN -WILLIAMS SW7075 WEB GRAY
7. MULLIONS COLOR CLEAR ANODIZED
8. GLAZING COLOR BLUE REFLECTIVE GLAZING
9. METAL CANOPY COLOR SW ACRYLIC LATEX SYSTEMS HIGH GLOSS /HIGH PERFORMANCE 7075 WEB GRAY

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

- IV — INSULATED VISION GLASS
- SC — SPANDREL GLASS WITH CONCRETE BEHIND
- V — SINGLE LITE VISION GLASS
- S — SPANDREL GLASS

IV : INSULATED VISION GLASS
1/4" **ATLANTICA** + 1/4" **SUNGATE 400** CLEAR
1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES
U: **0.27** SHGC: **0.35** VLT: **58%**
MINIMUM VT TO BE 0.42 PER 2016 CEC TABLE 140.3-B

SC : SPANDREL WITH CONCRETE BEHIND
1/4" **CLEAR** WITH **ATLANTIC WATERS** OPACICOAT PAINTED ON REFLECTIVE. INSTALLED ON CONCRETE.

V : VISION GLASS
1/4" **ATLANTICA**

MULLIONS : **ANODIZED CLEAR**.

HPA architecture

hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

LICENSED ARCHITECT
LONG NAM
C-29451
3-31-23
RENEWAL DATE
STATE OF CALIFORNIA

Owner:

FIRST INDUSTRIAL REALTY TRUST

898 N PACIFIC COAST HWY, Suite 750
El Segundo, CA 90245

tel: 310-414-5400

Project:

FIRST INDUSTRIAL LINCOLN

FIRST INDUSTRIAL WAY
BANNING, CA

Consultants:

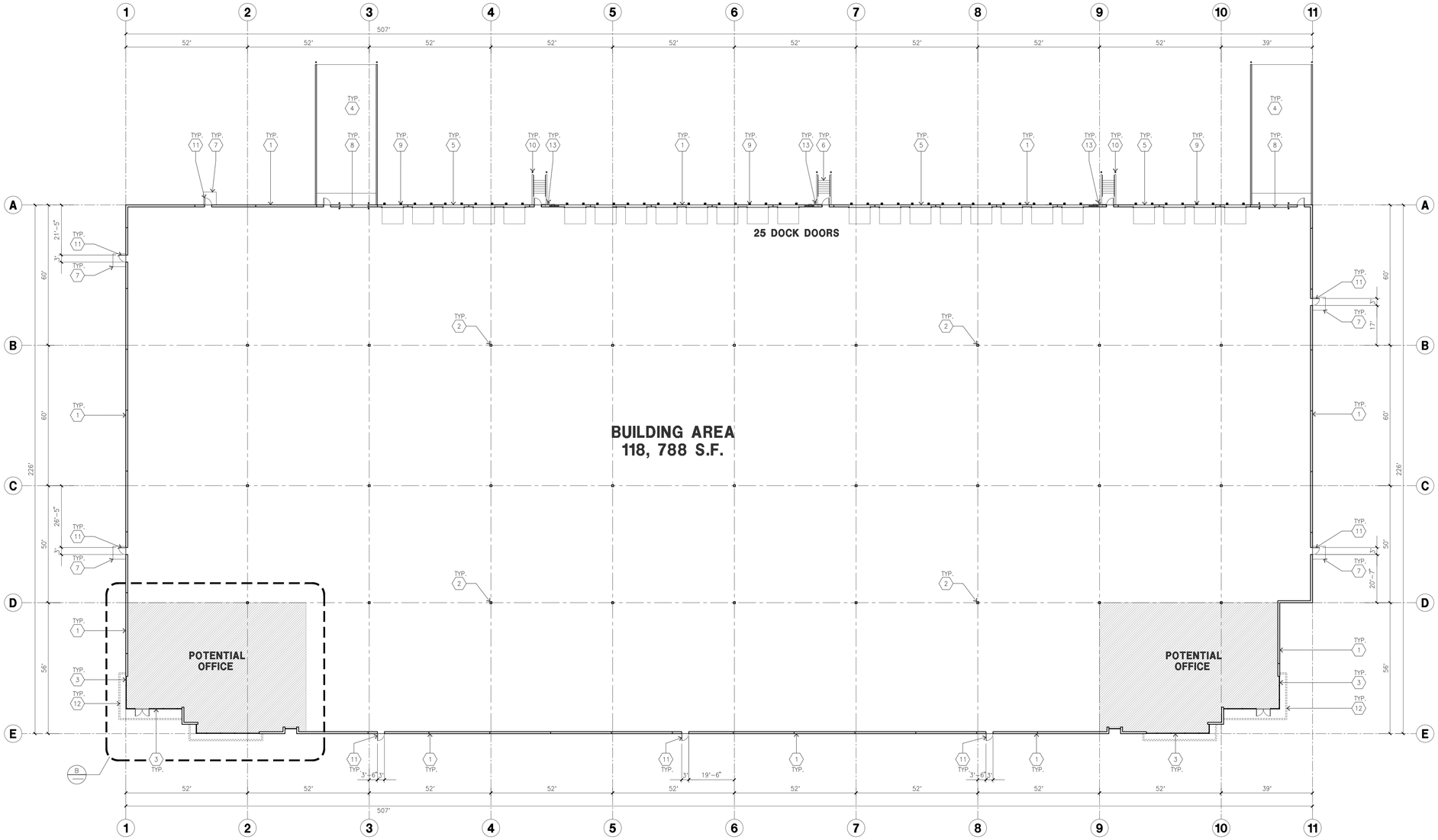
CIVIL	STANTEC
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	SPLA
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: ELEVATIONS

Project Number:	21654
Drawn by:	RC
Date:	04/27/2022
Revision:	

Sheet:

DAB-A3.1



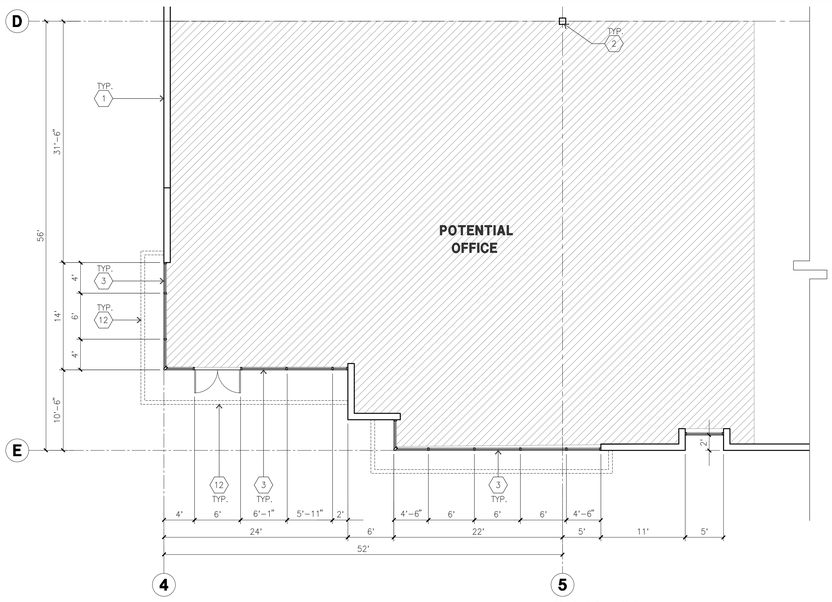
OVERALL FLOOR PLAN (A)

scale: 1" = 20'-0"

SCALE: 1" = 20'-0"

0 20' 40' 60'

TRUE NORTH



ENLARGED FLOOR PLAN (B)

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

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

0 8' 16' 24'

TRUE NORTH

KETNOTES - FLOOR PLAN

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. CONCRETE RAMP W/ 42"HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP.
5. 9'-0" X 10' TRUCK DOOR, SECTIONAL O'H., STANDARD GRADE.
6. EXTERIOR CONCRETE STAIR
7. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BLOOM FINISH. SLOPE TO BE 1/4" : 12" MAX. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
8. 12' X 14' DRIVE THRU. SECTIONAL OH., STANDARD GRADE.
9. DOCK DOOR BUMPER
10. CONC. FILLED GUARD POST. 6" DIA. U.N.O.. 42"H.
11. 3'X7' HOLLOW METAL EXTERIOR MAN DOOR.
12. SOFFIT LINE ABOVE
13. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPER,
14. TUBE STEEL CANOPY.
15. Z GUARD

GENERAL NOTES - FLOOR PLAN

A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT 100' MAXIMUM O.C. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS.

B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.

C. THE BUILDING FLOOR SLAB IS SLOPED, SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.

D. NOT USED

E. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL OYP. BO. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.

F. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOOR EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.

G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.

H. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.

I. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET AD.4. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.

J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.

K. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN. HARDWARE.

L. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.

M. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.

N. NON-ACCESSIBLE DOOR. PROVIDE WARNING SIGN LOCATED IN THE INTERIOR SIDE PER CBC 11338.1.1.1

O. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW, SEE A/A4.1 OFFICE SECTION.

HPA architecture

hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

LICENSED ARCHITECT
LORG NAM
C-29451
3-31-23
RENEWAL DATE
STATE OF CALIFORNIA

Owner:

FIRST INDUSTRIAL REALTY TRUST

898 N PACIFIC COAST HWY, Suite 750
El Segundo, CA 90245

tel: 310-414-5400

Project:

FIRST INDUSTRIAL LINCOLN

FIRST INDUSTRIAL WAY
BANNING, CA

Consultants:

CIVIL	STANTEC
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	SPLA
FIRE PROTECTION	-
SOILS ENGINEER	-

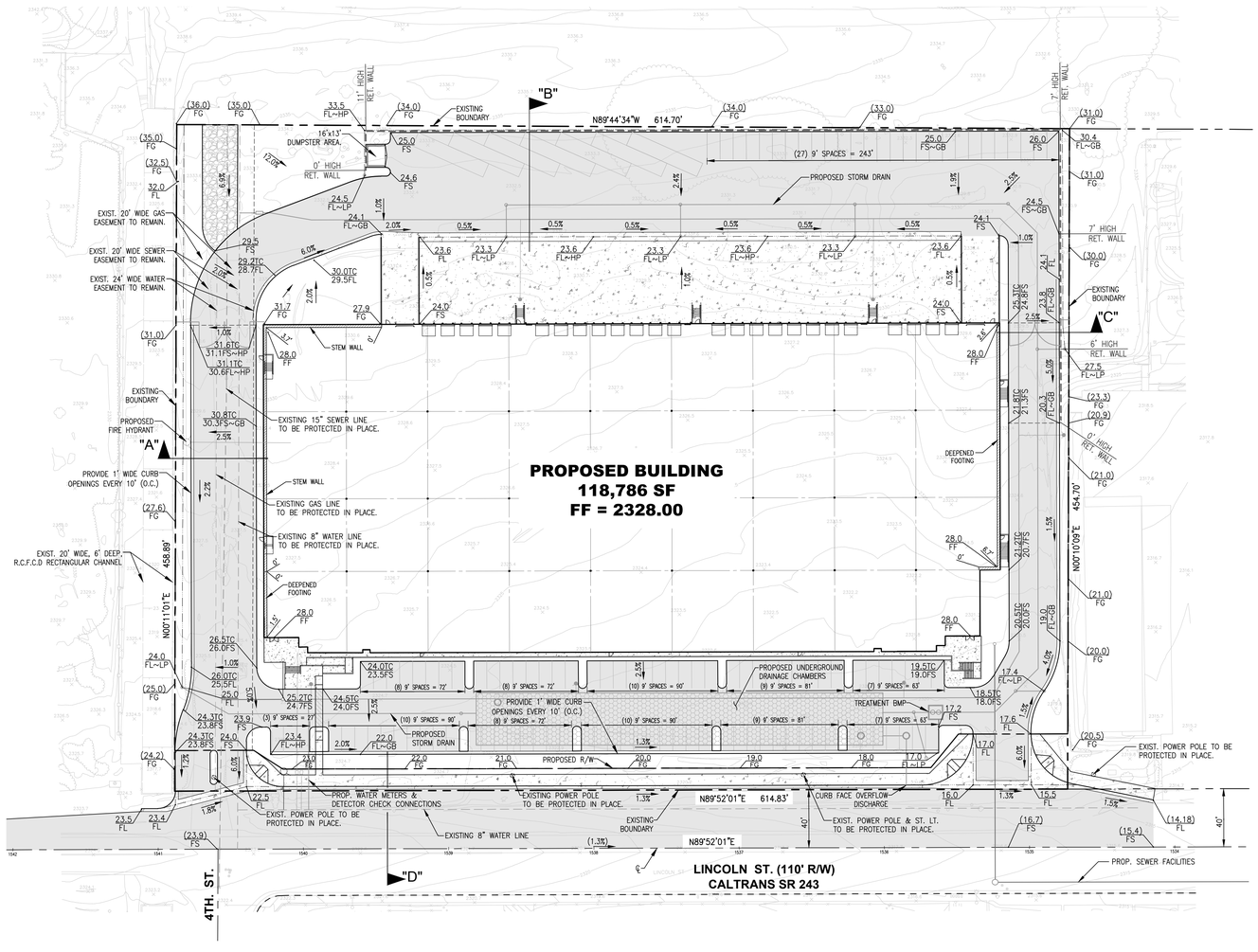
Title: OVERALL FLOOR PLAN

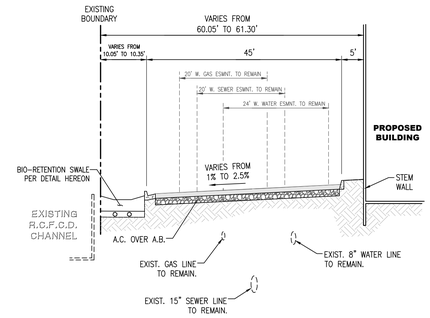
Project Number:	21654
Drawn by:	RC
Date:	04/27/2022
Revision:	

Sheet:

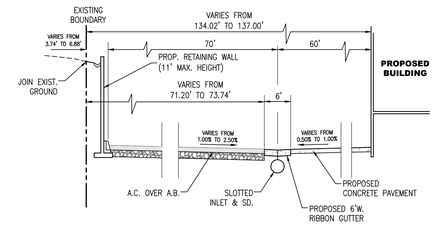
DAB-A2.1

PRELIMINARY GRADING & DRAINAGE PLAN
FOR
FIRST LINCOLN LOGISTICS





SECTION "A-A"
NTS



SECTION "B-B"
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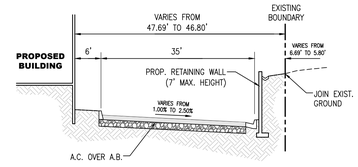

SECTION "C-C"
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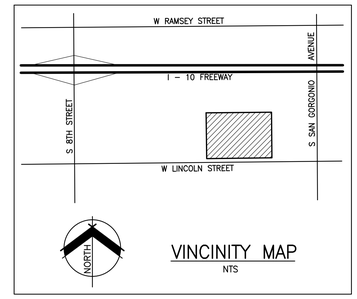


OWNER:
FR CA PROPERTY HOLDING, L.P.
898 N. PACIFIC COAST HWY., SUITE 175
EL SEGUNDO, CA 90245
(310) 606–1634

DEVELOPER:
FIRST INDUSTRIAL REALTY TRUST, INC.
898 N. PACIFIC COAST HWY., SUITE 175
EL SEGUNDO, CA 90245
(310) 606–1634

ENGINEER / REP.
STANTEC CONSULTING, INC.
735 E. CARNEGIE DRIVE, SUITE 280
SAN BERNARDINO, CA 92408
ATT: STEPHEN CREVOISERAT, PE.
R.C.E. # 78576
(949) 537–1300

LEGAL DESCRIPTION:
BLOCKS 220 & 232 OF AMENDED MAP OF THE BANNING LAND COMPANY, IN THE CITY OF BANNING, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 9, PAGE 44, OF MAPS, OF SAN BERNARDINO COUNTY, CALIFORNIA.

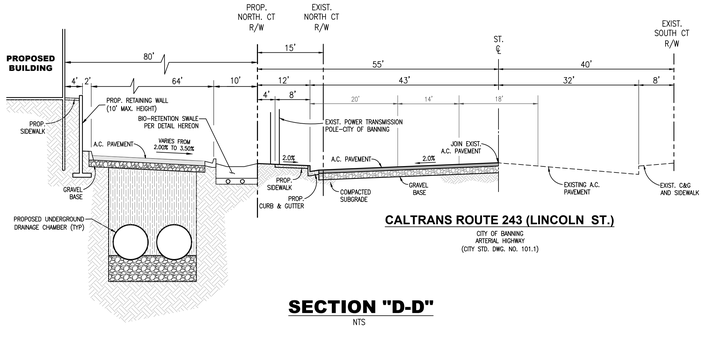
ASSESSOR'S PARCEL NO:
ASSESSOR'S PARCEL NO: 540–210–009 & 540–210–020

SOILS ENGINEER:
SO CAL GEO
22885 SAN RANCH PARKWAY, SUITE "E"
YORBA LINDA, CA 92887
(714) 685–1115

ACREAGE:
TOTALS:
GROSS: 6.45 AC.
NET: 6.17 AC.

BENCH MARK:
NGS BM DX3597 ELEVATION= 2364.82' NAVD88
PER NATIONAL GEODETIC SURVEY (NGS) DATA SHEET.

FLOOD ZONE DESIGNATION:
THE AREA OF LAND SHOWN DOES NOT LIE WITHIN A FLOOD ZONE.



SECTION "D-D"
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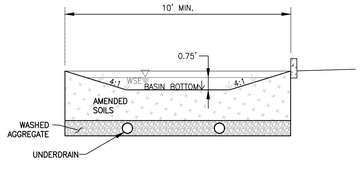


BIO-RETENTION SWALE DETAIL
NTS

LEGEND

- PROPOSED A.C. PAVEMENT
- PROPOSED P.C. CONCRETE
- PROPOSED GRAVEL
- UNDERGROUND CHAMBERS
- RETAINING WALL
- MAP BOUNDARY
- PROPOSED R/W
- EXIST. STREET ℄
- EXIST. EASEMENT
- PROPOSED STRIPING
- EXIST. POWER POLE
- EXIST. STREET LIGHT
- PROPOSED FIRE HYDRANT

NORTH

GRAPHIC SCALE
40 0 20 40 80 160
(IN FEET)
1 inch = 40 ft.

EARTHWORK QUANTITIES:
CUT = 19,000 C.Y.
FILL = 19,000 C.Y.

AUGUST 2022

PREPARED FOR:
FIRST INDUSTRIAL REALTY TRUST
FIRST INDUSTRIAL ACQUISITION II, LLC
898 N. PACIFIC COAST HWY., SUITE 175
EL SEGUNDO, CA 90245 PH: (310) 606-1634

PREPARED BY:
Stantec
735 E. CARNEGIE DRIVE, SUITE 280
SAN BERNARDINO, CA 92408
909.335.6116 stantec.com

08/31/22
REGISTERED PROFESSIONAL ENGINEER STEPHEN F. CREVOISERAT 78576 CIVIL STATE OF CALIFORNIA

CITY OF BANNING
RECOMMENDED FOR APPROVAL BY:
KEVIN D. SIN, RCE # 71299 EXP. DATE
SENIOR CIVIL ENGINEER
RECOMMENDED FOR APPROVAL BY:
NATHAN SMITH, RCE # EXP. DATE
ASST. PWD/CITY ENGINEER

PRELIMINARY GRADING & DRAINAGE PLAN
FOR
FIRST LINCOLN LOGISTICS
BANNING, CA

HORIZONTAL SCALE: 1" – 100' VERTICAL SCALE: N/A

2042611702
SHEET 1 OF 1

DRAWING: v:\2042\active\242611702\drawing\exhibit_fmp\611702c-pp700.dwg PLOTTED: 8/31/2022 8:46 AM BY: Sainz, Victor

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

John Lyon
Riverside

Richard Stewart
Moreno Valley

Steven Stewart
Palm Springs

Michael Geller
Riverside

Vernon Poole
Murrieta

STAFF

Director
Paul Rull

Simon Housman
Jackie Vega
Barbara Santos

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

www.rcaluc.org

November 16, 2022

Ryan Fowler, Project Planner
City of Menifee Community Development Department
29844 Haun Road
Menifee CA 92586

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

File No.:	ZAP1549MA22
Related File No.:	PLN21-0336 (General Plan Amendment), PLN21-0217 (Specific Plan), PLN21-0221 (Specific Plan Amendment), PLN21-0335 (Change of Zone), PLN22-0033 (Tentative Parcel Map)
APN:	331-260-005 to 012, 331-270-005, 331-280-005,331-290-004, 331-300-002,004,005,007,013, 333-170-006,011,012, and 013
Airport Zone:	Zone E

Dear Mr.Fowler:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Resolution No. 2015-01 (as extended by Resolution No. 2020-01) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Menifee Case Nos. PLN21-0336 (General Plan Amendment), PLN21-0217 (Specific Plan), PLN21-0221 (Specific Plan Amendment), PLN21-0335 (Change of Zone), PLN22-0033 (Tentative Parcel Map). The Project site is located within the approved Menifee Valley Ranch, Specific Plan No. 301 (SP 301) adopted by Riverside County Board of Supervisors on April 29, 1997. Within SP 301, property south of Matthews Road and the existing rail line has been previously developed with 1,872 residential units, two schools, and open space/park amenities. The Proposed Project (Project) would separate the 590.3 acres north of Matthews Road and the existing rail line from SP 301. The Project includes the creation of the new Menifee Valley Specific Plan (MVSP) on the property separated from SP 301 (Figure 1). **General Plan Amendment (GPA) No. PLN 21-0336** proposes an amendment to the City's General Plan. The General Plan land use map would be revised to include the proposed Menifee Valley Specific Plan (Specific Plan No. PLN 21-0217) designation and to remove the portion of Specific Plan No. 301 proposed to be removed under Specific Plan Amendment No. PLN 21-0221. In addition, the City's General Plan Circulation Element calls for McLaughlin Road to be extended east to west through the center of the Menifee Specific Plan area. The GPA would eliminate this road segment from the General Plan. In addition, the GPA proposes to amend the alignment of Briggs Road at the southern boundary of the site to avoid Granite Hill instead of constructing the road directly through Granite Hill. **Specific Plan Amendment No. PLN 21-0221** *(formerly SPA 2018-182)* proposes the fourth (4th) amendment to the Menifee Valley Ranch Specific Plan No. 301 (SP 301). The Specific Plan Amendment proposes to remove parcels located north of Matthews Road from SP 301. SP 301 is located south of Highway 74, north of Simpson Road, east of Menifee Road and west of Briggs Road; however, the portion of the plan proposed for removal is located south of Highway 74, north of Matthews Road, east of Menifee Road and west of Briggs Road (APNs for portions to be removed: same as below). The modifications to the affected Planning Areas (Planning Areas 1 through 13) will result in a decrease to the total project acreage from 1,548.3 to 942.0 acres and the total dwelling unit count would decrease from 4,352 to 2,641 dwelling units (a reduction of 1,711 units). The Specific Plan Amendment would include changes to the

text of Specific Plan No. 301 and include updates to the applicable exhibits and figures to reflect the removal of Planning Areas 1 through 13. **Specific Plan No. PLN 21-0217** proposes a new Specific Plan on 590.3 acres. The proposed Specific Plan consists of 200.8 acres of Residential (R) (target dwelling units 1,711 units), 39.9 acres of Open Space-Recreation (OS-R) (including parks, open space, and greenbelts), 12.0 acres of Public Utility Corridor (PUC), 4.8 acres of Public Facilities (PF) (fire station site, transit stop, and other civic uses), 285.0 acres of Business Park, and 23.2 acres of Commercial-Business Park (C-BP) land uses spread across ten (10) Planning Areas. The project would also include 24.6 acres of public roadway. The Specific Plan allows for 5.6 million sq. ft. of business park floor space (0.6 floor area ratio [FAR] for any single lot and 0.5 FAR for all combined BP areas) and 260,000 sq. ft. of commercial-business park floor space (0.4 FAR for any single lot and 0.25 FAR for any single lot). The project site is located south of Highway 74, north of Matthews Road, east of Menifee Road and west of Briggs Road (APNs: 331-260-005 through -009, -012, 331-270-005, 331-280-- 005, 331-290-004, 331-300-002, -004, -005, -007, -013, and 333-170-006, -011 through -013). **Change of Zone No. PLN 21-0335** proposes revisions to the zoning ordinance text of Specific Plan No. 301 to reflect the proposed Amendment. In addition, the City Zoning Map would be revised to include the proposed Menifee Valley Specific Plan (Specific Plan No. PLN 21-0217) zone and to remove the portion of Specific Plan No. 301 proposed to be removed under Specific Plan Amendment No. PLN 21-0221. **Tentative Parcel Map No. PLN 21-0337** proposes a subdivision to establish the boundaries and dimension of lots and streets and the proposed grading for the residential and recreational areas of the Menifee Valley Specific Plan (Specific Plan No. PLN 21-0217). Following map recordation, the final map will become the legal document that identifies developable lots within the Specific Plan.

The project is located within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area, where Zone E does not restrict residential density or non-residential intensity.

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 20,279 feet from 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 structures with top of roof exceeding 1,616 feet AMSL. The site elevation is 1,475 feet AMSL, and the proposed maximum building height is 60 feet, resulting in a top point elevation of 1,535 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT**, with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/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, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators

(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

(e) Highly noise-sensitive outdoor nonresidential uses.

(f) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.

4. Any proposed stormwater 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 stormwater 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 stormwater basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Minor Ranch LLC (applicant/property owner)
Brookfield Properties Development (representative)
Gary Gosliga, March Inland Port Airport Authority
Major. David Shaw, Base Civil Engineer, March Air Reserve Base
ALUC Case File

X:\AIRPORT CASE FILES\March\ZAP1549MA22\ZAP1549MA22.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.

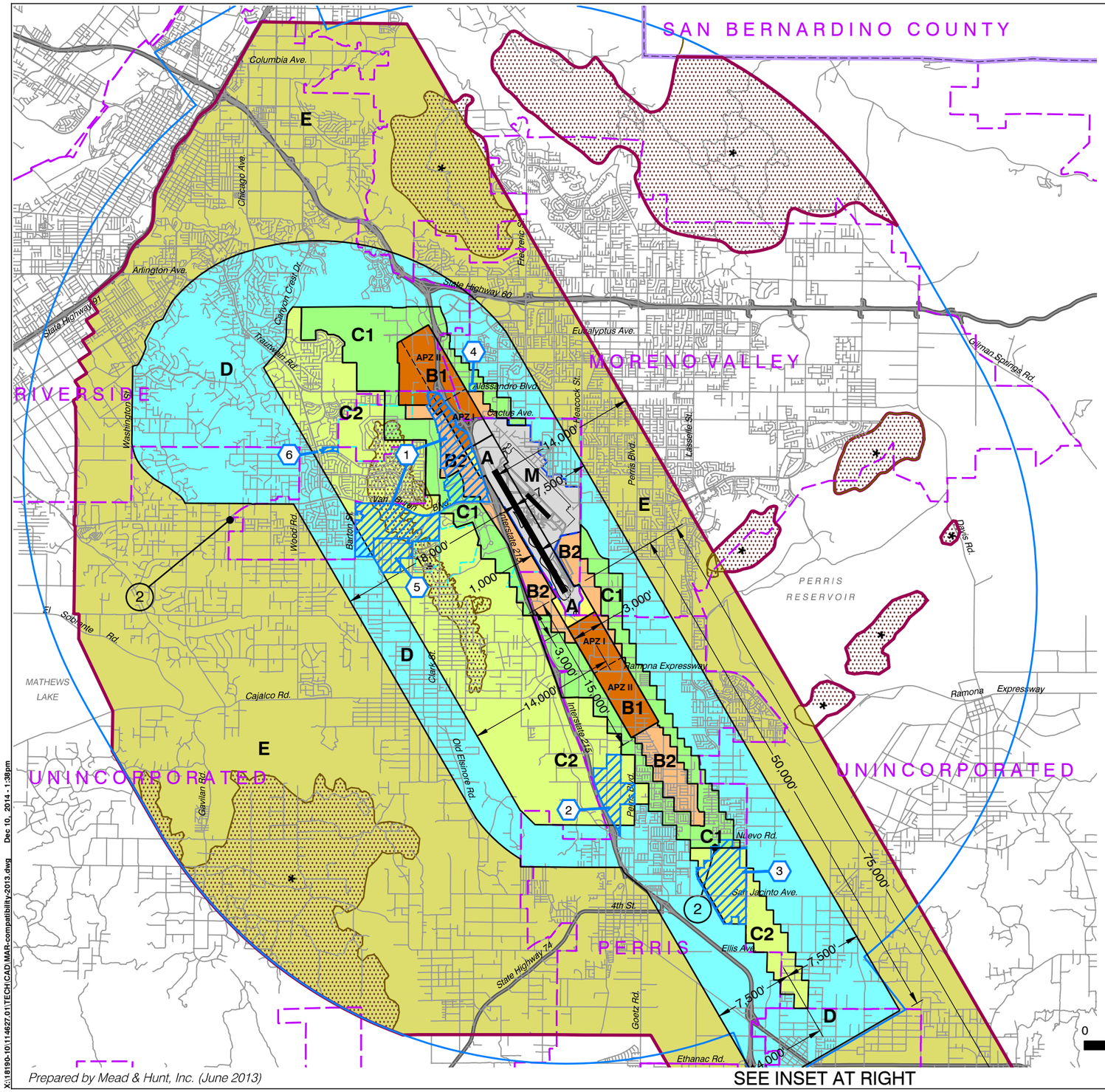
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

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

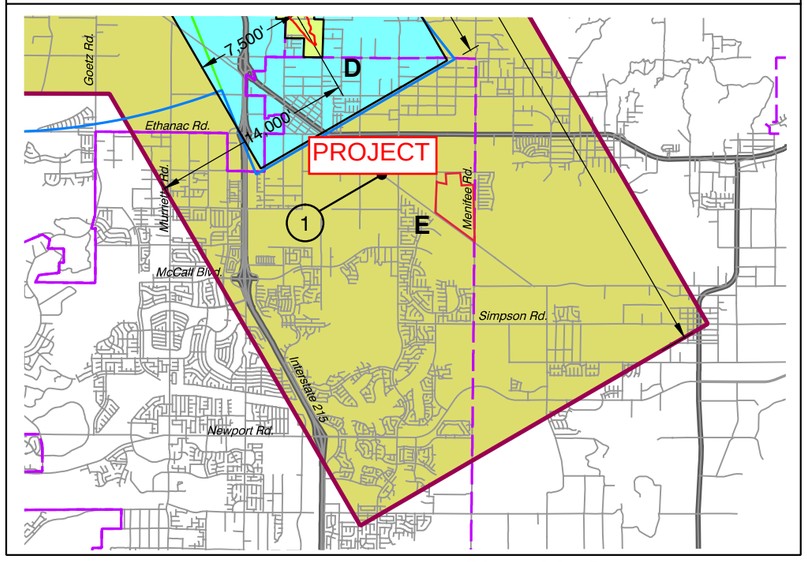
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

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.

INSET



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)

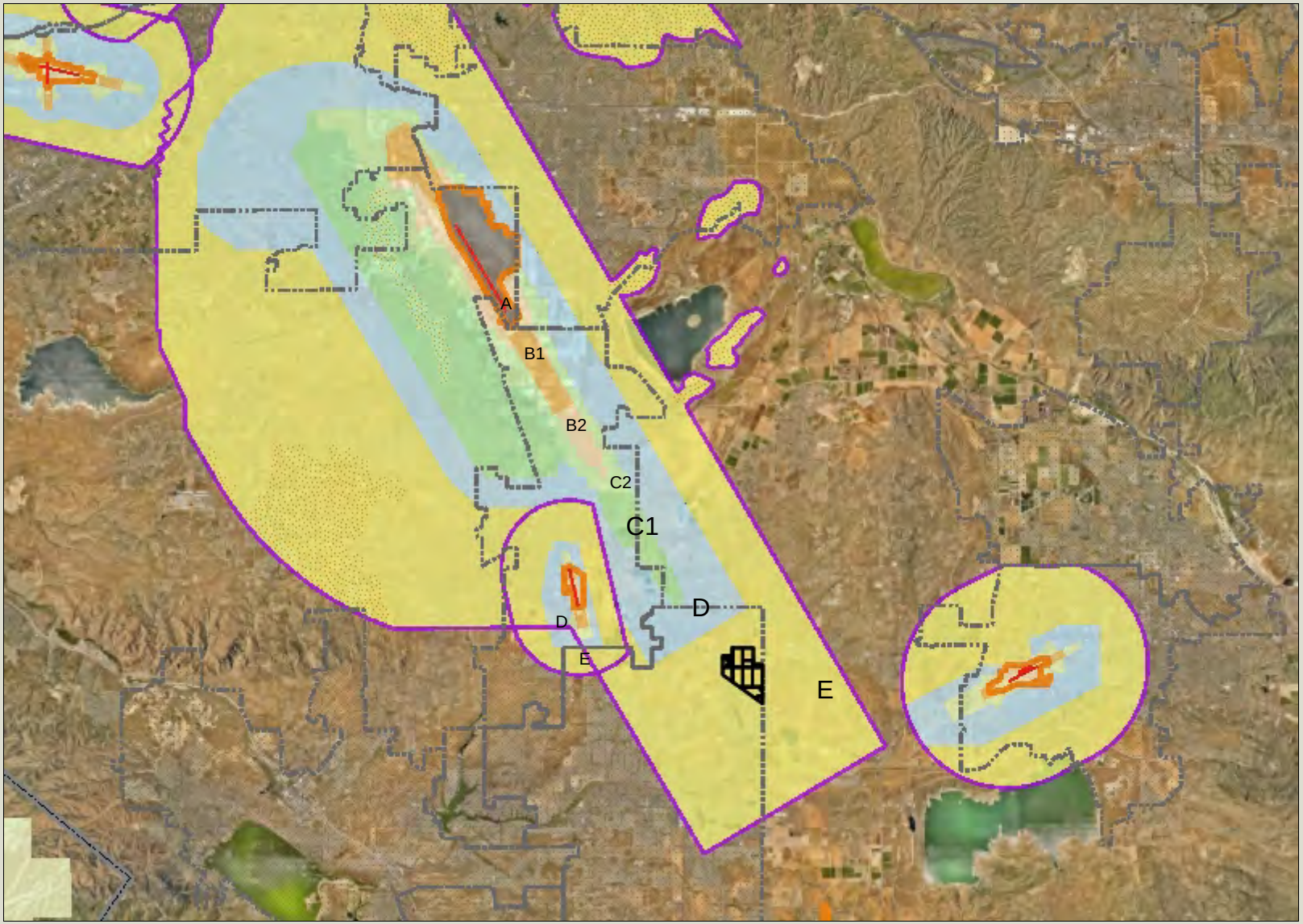
Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport

X:\18190-10\114627.01\TECH\CAD\MAR-compatibility-2013.dwg Dec 10, 2014 - 1:38pm

Map My County Map



Legend

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

0 24,629 49,257 Feet

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

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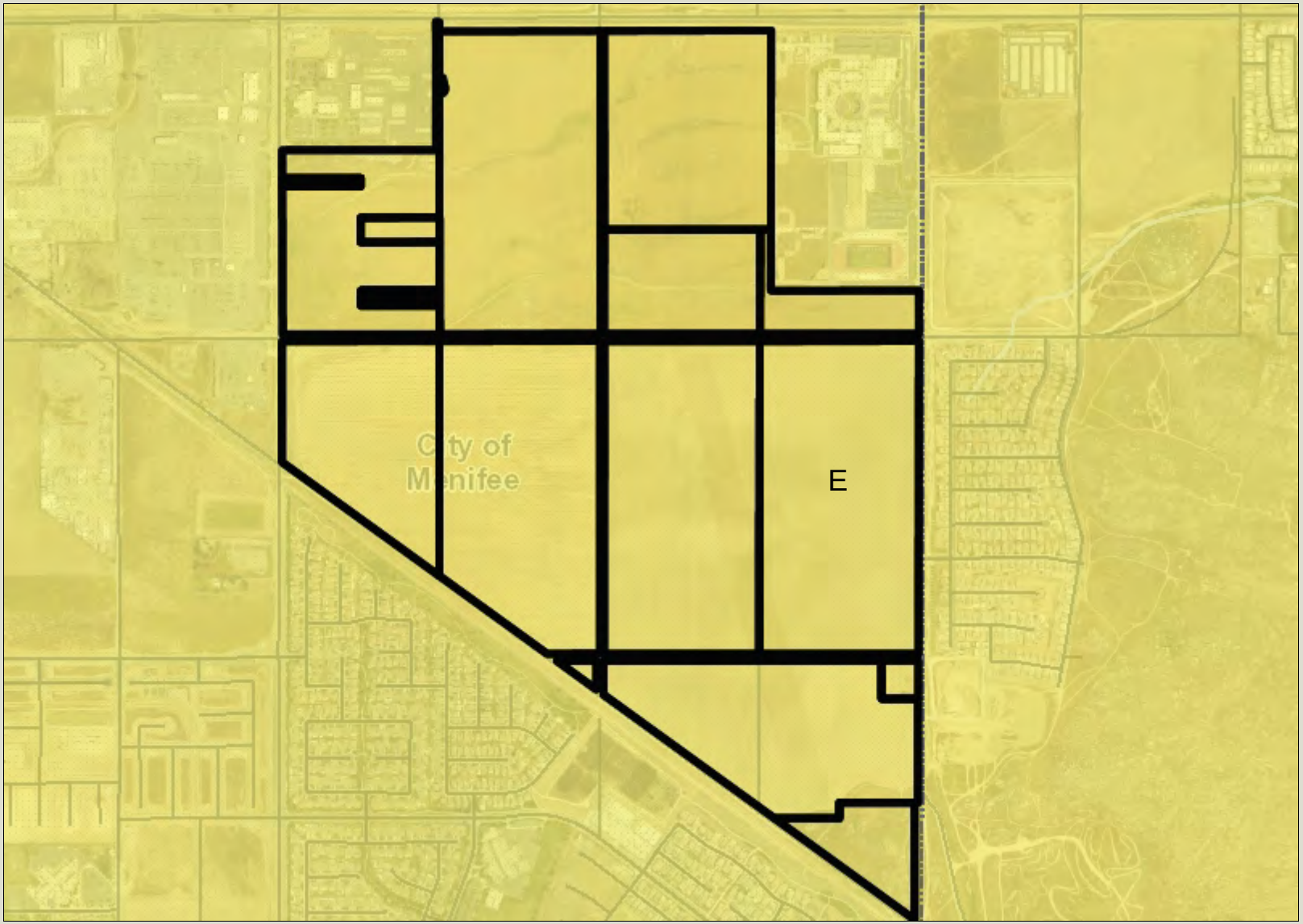
Notes

Map My County Map



Legend

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

0 1,539 3,079 Feet

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

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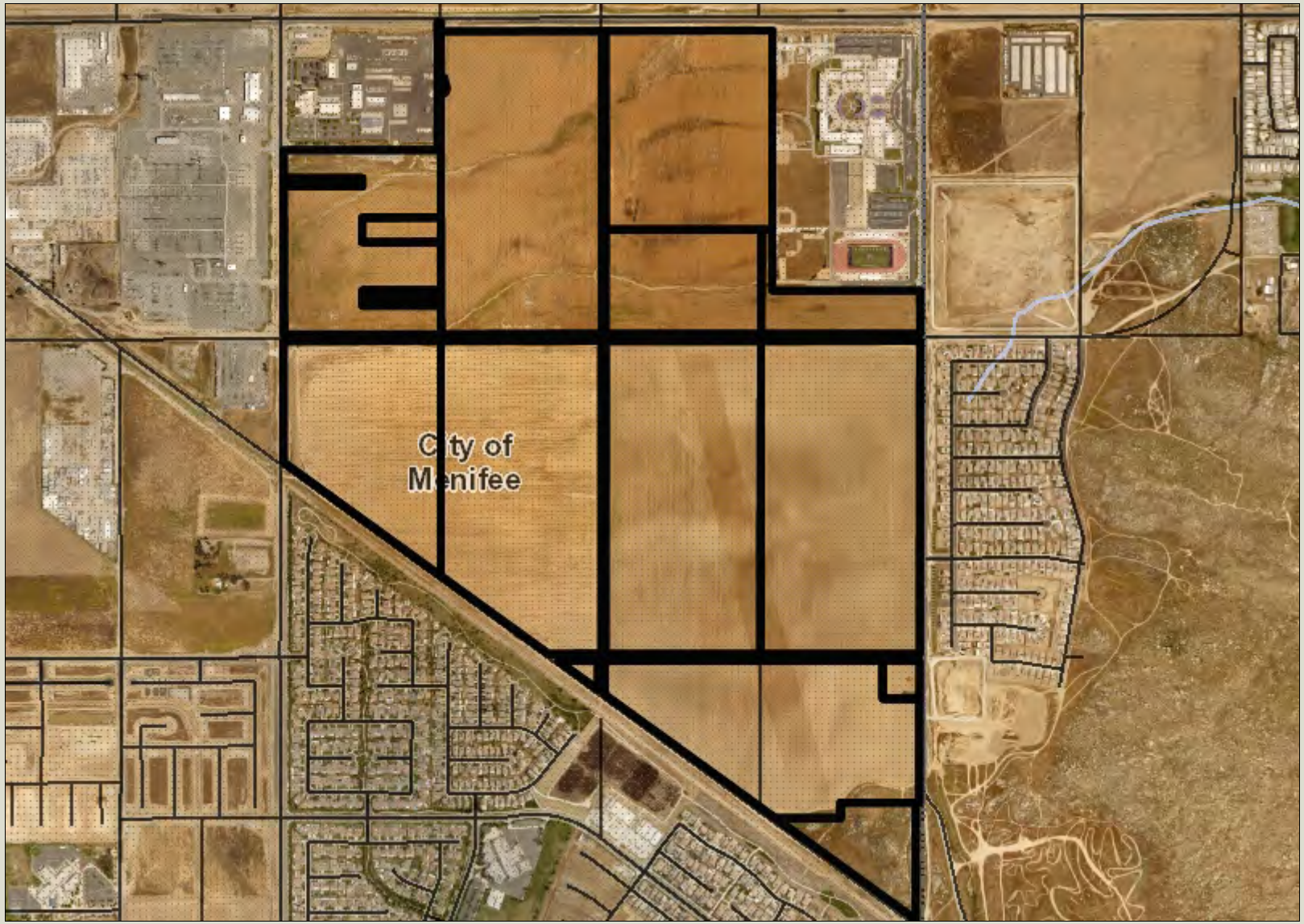
Notes

Map My County Map



Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 1,539 3,079 Feet

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

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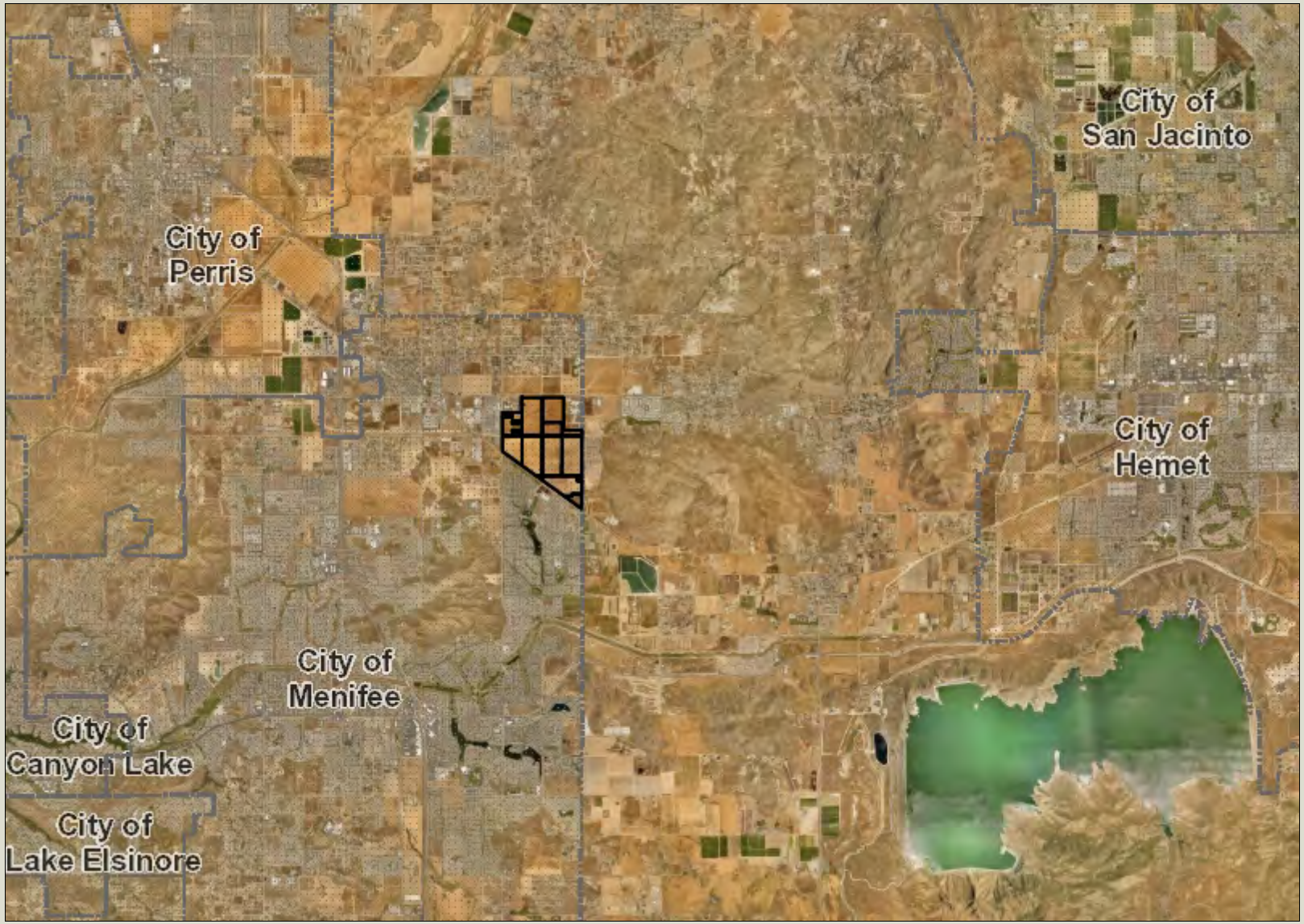
Notes

Map My County Map



Legend

City Areas

World Street Map

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

0 12,314 24,629 Feet

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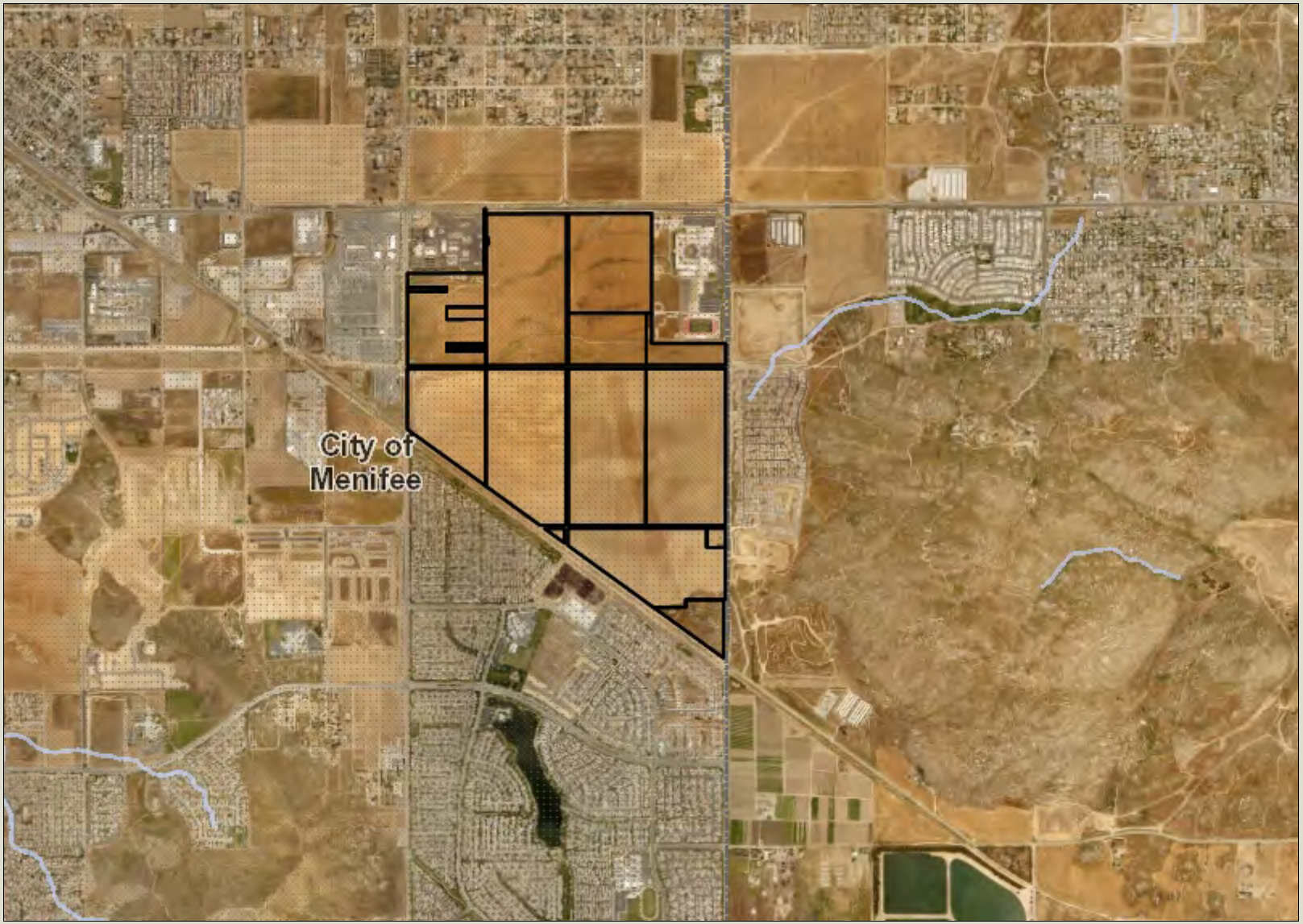
Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

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

0 3,079 6,157 Feet

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Notes

Map My County Map

Legend

City Areas

World Street Map

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

0 24,629 49,257 Feet

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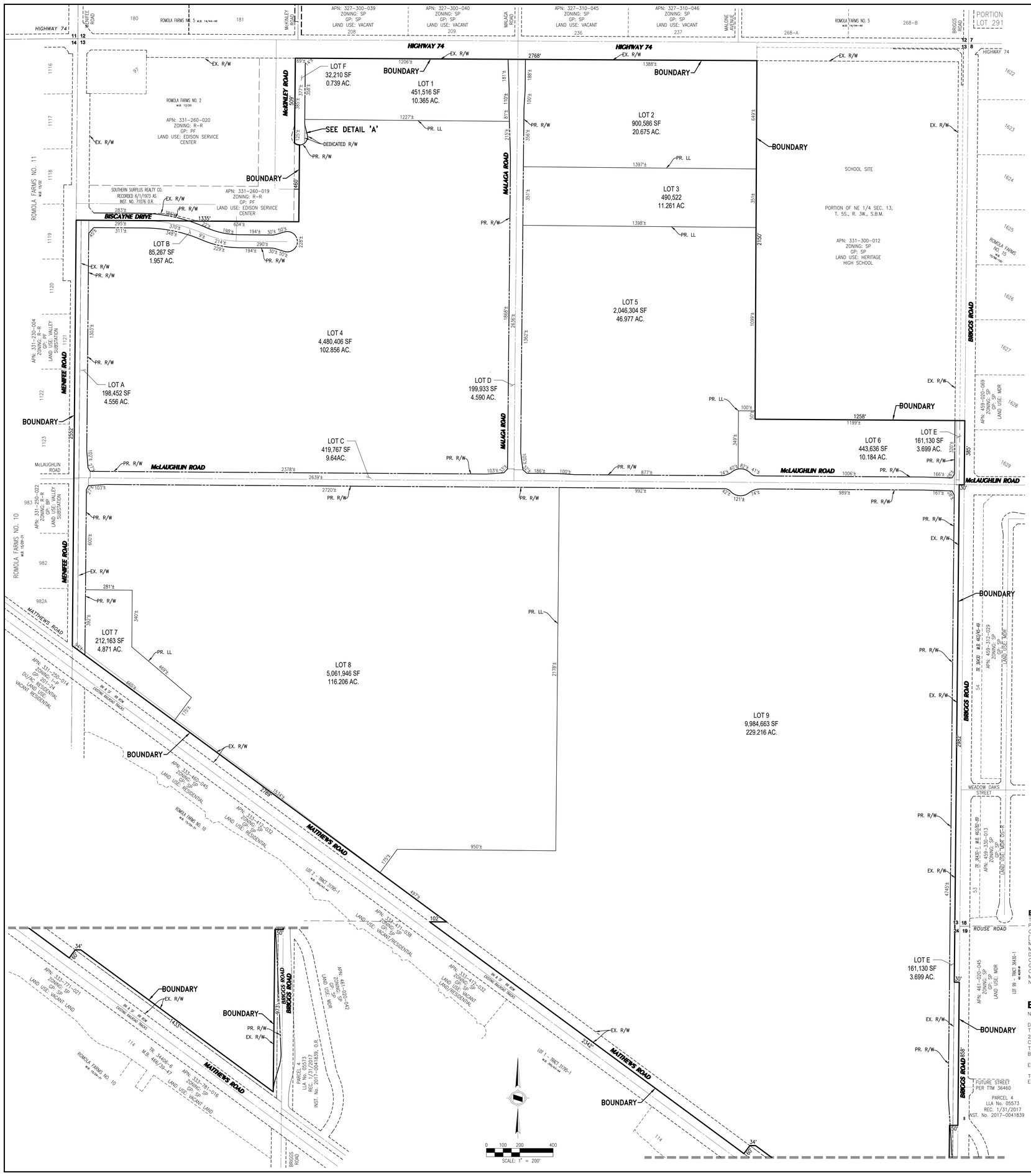
Notes



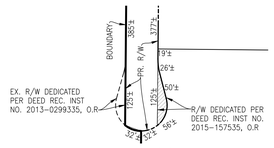
STATISTICAL SUMMARY

NUMBERED LOTS			
Lot #	S.F.	Acres	USAGE
1	451,516	10.365	COMMERCIAL
2	900,586	20.675	COMMERCIAL
3	490,522	11.261	COMMERCIAL
4	4,480,406	102.856	INDUSTRIAL
5	2,046,304	46.977	INDUSTRIAL
6	443,636	10.184	RESIDENTIAL
7	212,163	4.871	CIVIC CENTER
8	5,061,946	116.206	INDUSTRIAL
9	9,984,663	229.216	RESIDENTIAL
Total	24,071,742	552.611	

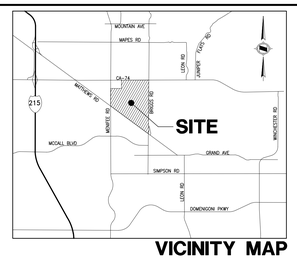
LETTERED LOTS			
Lot #	S.F.	Acres	USAGE
A	198,452	4.556	MENIFEE RD
B	85,267	1.957	BISCAYNE DRIVE
C	419,767	9.637	McLAUGHLIN RD
D	199,933	4.590	MALAGA RD
E	161,130	3.699	BRIGGS RD
F	32,210	0.739	McKINLEY RD
Total	1,096,759	25.178	

LAND USE SUMMARY

LAND USE SUMMARY			
LOT #	USAGE	ACREAGE	
1 THRU 3	COMMERICIAL	42.301	AC.
7	CIVIC CENTER	4.871	AC.
4,5 & 8	INDUSTRIAL	266.039	AC.
6 & 9	RESIDENTIAL	239.401	AC.
A THRU F	STREETS	25.178	AC.
	TOTAL	577.789	AC.



DETAIL 'A'



VICINITY MAP

NOTES

1. EXISTING ZONING: MENIFEE VALLEY RANCH SPECIFIC PLAN
2. PROPOSED ZONING: MENIFEE VALLEY SPECIFIC PLAN
3. EXISTING LAND USE: VACANT LAND
4. PROPOSED LAND USE: RESIDENTIAL, RETAIL-MIXED USE, CIVIC, & OPEN SPACE
5. GENERAL PLAN LAND USE DESIGNATION: SPECIFIC PLAN
6. APN: 331-260-005, 331-260-006, 331-260-007, 331-260-008, 331-260-009, 331-260-012, 331-270-005, 331-280-005, 331-290-004, 331-300-002, 331-300-004, 331-300-005, 331-300-007, 331-300-009, 333-170-006, 333-170-011, 333-170-012, 333-170-013
7. ADJACENT LAND USES:
   a. NORTH: VACANT
   b. SOUTH: RESIDENTIAL/VACANT
   c. EAST: RESIDENTIAL/VACANT
   d. WEST: INDUSTRIAL
8. TOTAL GROSS AREA: 577.789 AC
9. TOTAL NET AREA: 552.611 AC
10. TOTAL LOTS: 9 NUMBERED & 6 LETTERED.
11. THE PROJECT HAS LOW TO MODERATE LIQUEFACTION POTENTIAL
12. THE PROJECT IS NOT WITHIN A FAULT ZONE AND NOT WITHIN ½ MILE OF A FAULT.
13. ALL SLOPES SHALL BE CONSTRUCTED AT 2:1 UNLESS OTHERWISE NOTED.
14. DRAINAGE IMPROVEMENTS SHALL BE DESIGNED PER CITY OF MENIFEE STANDARDS AND RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT STANDARD DRAWINGS
15. STREET IMPROVEMENTS SHALL BE DESIGNED PER CITY OF MENIFEE ROAD IMPROVEMENT STANDARDS & SPECIFICATIONS AND THE RIVERSIDE COUNTY COUNTYWIDE DESIGN STANDARDS GUIDELINES.
16. THE TENTATIVE TRACT MAP BOUNDARY CONTAINS THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER
17. THOMAS BROTHERS MAP PAGE/GRID: RIVERSIDE COUNTY PAGE 838, GRID G2, G3, H2, H3, H4, J2, J3, J4
18. THE SUBJECT PROPERTY LIES WITHIN ZONE "X" PER COMMUNITY PANEL NUMBER 06065C2060H, WITH A MAP EFFECTIVE DATE OF AUGUST 18, 2014. ZONE "X" IS DESCRIBED AS "AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD".
19. THE PROJECT SITE IS WITHIN TOWNSHIP 5 SOUTH, RANGE 3 WEST, SECTIONS 13 AND 24
20. THE PROJECT SITE IS IN OR PARTIALLY WITHIN LAKEVIEW/NUEVO/ROMOLAND/HOMELAND #146 COUNTY SERVICE AREA
21. THE PROJECT SITE IS NOT IN A HIGH FIRE AREA, PER FIRE HAZARD CLASSIFICATION ORDINANCE 787.
22. THE PROJECT SITE IS WITHIN THE SAN JACINTO VALLEY WATERSHED.
23. THE PROJECT SITE IS NOT WITHIN THE COACHELLA VALLEY MSHCP PLAN AREA.
24. THE PROJECT SITE IS NOT WITHIN A WESTERN RIVERSIDE COUNTY MULTI-SPECIES HABITAT CONSERVATION PLAN CELL GROUP.

UTILITIES

ELECTRIC — SOUTHERN CALIFORNIA EDISON
26100 MENIFEE ROAD
MENIFEE, CA 92585
(800) 655-4555

TELEPHONE — VERIZON COMMUNICATIONS
1796 NORTH ST.
SAN BERNARDINO, CA 92405
(800) 483-5000

GAS — SOUTHERN CALIFORNIA GAS CO.
25620 JEFFERSON AVENUE
MURRIETA, CA. 92562
(800) 427-2200

TRASH — WASTE MANAGEMENT
800 S. TEMESCAL
CORONA, CA. 92879
(951) 476-5478

WATER & SEWER — EASTERN MUNICIPAL WATER DISTRICT
P.O. BOX 8300
PERRIS, CA 92572
(951) 928-3777

CABLE T.V. — TIME WARNER CABLE
25836 A STREET
MURRIETA, CA 92552
(877) 794-7360

SCHOOL DISTRICT — PERRIS UNION HIGH SCHOOL DISTRICT
155 E 4TH STREET
PERRIS, CA 92570
(951) 943-6369
ROMOLAND SCHOOL DISTRICT
25900 LEON ROAD
HOMELAND, CA 92548
(951) 926-9244

LEGEND & ABBREVIATIONS

℄	CENTERLINE
AC	ACRES
CB	CATCH BASIN
DI	DROP INLET
EP	EDGE OF PAVEMENT
ESMT	EASEMENT
EX	EXISTING
FG	FINISH GRADE
FL	FLOWLINE ELEV.
GB	GRADE BREAK
HP	HIGH POINT
INV	INVERT OF DRAIN
LL	LOT LINE
LP	LOW POINT
LS	LANDSCAPING
NTS	NOT TO SCALE
PR	PROPOSED
RG	ROUGH GRADE
R/W	RIGHT OF WAY
RW	RECLAIM WATER
SD	STORM DRAIN
SF	SQUARE FEET
SS	SANITARY SEWER
SW	SIDEWALK
TW	TOP OF WALL ELEV.
TF	TOP OF FOOTING ELEV.
WT	WATER LINE

TRACT BOUNDARY
RIGHT OF WAY
LOT LINE
CURB
STREET CENTERLINE
EASEMENT
(100) EXIST. CONTOUR
100 PROP. CONTOUR
DAYLIGHT LINE
GRADED SWALE/ FLOWLINE
100 SF SWALE HIGH POINT
TOP OF SLOPE
TOE OF SLOPE
2% SHEET FLOW RATE
W EXISTING WATER LINE
W PROPOSED WATER LINE
RW EXISTING RECLAIMED WATER LINE
RW PROPOSED RECLAIMED WATER LINE
S EXISTING SEWER LINE
S PROPOSED SEWER LINE
SD EXISTING STORM DRAIN LINE
SD PROPOSED STORM DRAIN LINE
G EXISTING GAS LINE
T EXISTING TELEPHONE LINE

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM, CCS83, ZONE 6, BASED LOCALLY ON CONTROL STATIONS "BILL", "PPBB" AND "MLFP" NAD 83 (NSRS2011) [2010.00 EPOCH] AS SHOWN HEREON. ALL BEARINGS SHOWN ON THIS MAP ARE GRID. QUOTED BEARINGS AND DISTANCES FROM REFERENCE MAPS OR DEEDS ARE SHOWN PER THAT RECORD REFERENCE. ALL DISTANCES SHOWN ARE GROUND DISTANCES UNLESS SPECIFIED OTHERWISE. GRID DISTANCES, MAY BE OBTAINED BY MULTIPLYING THE GROUND DISTANCE BY A COMBINATION FACTOR OF 0.99991330. CALCULATIONS ARE MADE AT THE CENTERLINE INTERSECTION OF MCLAUGHLIN ROAD AND MCKINLEY ROAD WITH THE COORDINATES OF: N: 2212569.322, E: 6288139.472, USING AN ELEVATION OF 1476.337

BENCH MARK:

NATIONAL GEODETIC SURVEY DESIGNATION "SDC 4"

DESCRIBED BY METRO WATER DISTRICT S. CALIFORNIA 1992. AT THE INTERSECTION OF WARREN ROAD AND DEVONSHIRE AVENUE, 200 FEET (61.0M) WEST OF WARRENT ROAD, AT THE SAN DIEGO CANAL STATION 381+75, ON TOP OF SOUTHEAST WINGWALL OF THE OUTLET SIPHON UNDER DEVONSHIRE AVE., A 1-3/ 8 INCH BRASS DISK SET FLUSH.

ELEVATION 1508.80' NAVD 88

TO CONVERT FROM NGVD29 TO NAV88 ADD 2.38 FEET TO ELEVATIONS.

DATE	REVISION COMMENTS	BY

STATEMENT OF OWNERSHIP

I HEREBY STATE THAT THIS MAP WAS PREPARED UNDER MY SUPERVISION AND THAT THE OWNER OF RECORD HAS KNOWLEDGE OF AND CONSENTS TO THE FILING OF THIS MAP.

DATE 10/24/22

REGISTERED PROFESSIONAL ENGINEER BRIAN R. LOWELL NO. 74550 CIVIL STATE OF CALIFORNIA

PREPARED BY:

HUNSAKER & ASSOCIATES IRVINE, INC.
INLAND EMPIRE REGION
PLANNING • ENGINEERING • SURVEYING
2900 ADAMS STREET, SUITE A-15
RIVERSIDE, CA 92590 • PH: (951)352-7200

PREPARED FOR/OWNER:
MINOR RANCH LLC
3200 Park Center Drive, Ste. 1000
Costa Mesa, CA 92626
Tel: (714) 427-6868

APPLICANT:
MINOR RANCH LLC
3200 Park Center Drive, Ste. 1000
Costa Mesa, CA 92626
Tel: (714) 427-6868

TENTATIVE TRACT MAP NO. 38303

DATE: 10/24/2022 **CITY OF MENIFEE** **SHEET 1 OF 3**

PLOTTED BY: Teresa Cohen DATE: Oct. 24, 2022 12:32:19 PM FILE: H:\00588\Planning\Maps\TTM 38303\TTM_38303_01.dwg

JOB: 0871-183

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF MENIFEE IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1 (APN: 331-260-006, 331-260-007, 331-260-008, 331-260-009, AND 331-260-012)

LOTS 100, 101, 102, 103, 104, 105, 106, 107, 108, AND 109 OF ROMOLA FARMS NO. 2, AS SHOWN BY MAP ON FILE IN BOOK 13, PAGE 20 OF MAPS, RIVERSIDE COUNTY RECORDS, TOGETHER WITH LOT "B" (MCKINLEY ROAD) ADJOINING LOTS 105 THROUGH 112 OF SAID ROMOLA FARMS NO. 2.

TOGETHER WITH LOT "A" (MENIFEE ROAD) ADJOINING LOTS 100 THROUGH 104, WHICH WOULD PASS BY OPERATION OF LAW WITH THE CONVEYANCE OF SAID LOTS.

EXCEPT THOSE PORTIONS DESCRIBED AS PARCELS 1 AND 2 IN THE DEED TO SOUTHERN SURPLUS REALTY CO., RECORDED JUNE 1, 1973, AS INSTRUMENT NO. 71076 OF OFFICIAL RECORDS OF THE COUNTY OF RIVERSIDE.

ALSO EXCEPT THAT PORTION OF SAID LOT 101, AS DESCRIBED IN JUDGMENT AND FINAL DISTRIBUTION IN SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES, CASE NO. NEP 13893, A CERTIFIED COPY OF WHICH WAS RECORDED JUNE 18, 1973, AS INSTRUMENT NO. 78707 OF OFFICIAL RECORDS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT; THENCE EAST ON THE NORTH LINE OF SAID LOT 637.40 FEET TO THE NORTHEAST CORNER THEREOF; THENCE SOUTH ON THE EAST LINE OF SAID LOT 66 FEET; THENCE WEST PARALLEL WITH THE NORTH LINE OF SAID LOT TO THE WEST LINE THEREOF; THENCE NORTH ON THE WEST LINE OF SAID LOT 66 FEET TO THE POINT OF BEGINNING.

PARCEL 2 (APN: 331-270-005):

LOTS 1542 THROUGH 1557 OF ROMOLA FARMS NO. 15, AS SHOWN BY MAP ON FILE IN BOOK 15, PAGES 98, 99, AND 100 OF MAPS, RIVERSIDE COUNTY RECORDS, TOGETHER WITH LOT "E" (MCKINLEY ROAD), ADJOINING LOTS 1542 THROUGH 1549 OF SAID ROMOLA FARMS NO. 15.

TOGETHER WITH THOSE PORTIONS OF LOT "O" (ROMOLA BOULEVARD) AND LOT "F" (MALAGA ROAD) ADJOINING LOTS 1550 THROUGH 1557, WHICH WOULD PASS BY OPERATION OF LAW WITH THE CONVEYANCE OF SAID LOTS.

ALSO TOGETHER WITH LOT "I" (MCLAUGHLIN ROAD) ADJOINING LOTS 1549 AND 1550, WHICH WOULD PASS BY OPERATION OF LAW WITH THE CONVEYANCE OF SAID LOTS.

EXCEPT THEREFROM LOT "E" THAT PORTION DESCRIBED AS PARCEL 2 IN THE DEED TO SOUTHERN SURPLUS REALTY CO., RECORDED JUNE 1, 1973, AS INSTRUMENT NO. 71076 OF OFFICIAL RECORDS OF THE COUNTY OF RIVERSIDE.

EXCEPT THEREFROM THAT PORTION CONTAINED IN ROADWAY DEDICATION RECORDED APRIL 20, 2015, AS INSTRUMENT NO. 2015-0157535 OF OFFICIAL RECORDS.

PARCEL 3 (APN: 331-300-013):

THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF EXCEPT THAT PORTION INCLUDED WITHIN THE EXTERIOR BOUNDARY LINES OF

ROMOLA FARMS NO. 15, AS SHOWN BY MAP ON FILE IN BOOK 15, PAGES 98, 99, AND 100 OF MAPS, RIVERSIDE COUNTY RECORDS.

ALSO EXCEPT ANY PORTION INCLUDED IN ROADS ALONG THE NORTH AND EAST SIDES OF SAID LAND, STATE HIGHWAY 74, ALSO KNOWN AS ROMOLA BLVD., AND BRIGGS ROAD.

ALSO EXCEPT THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED JUNE 22, 1994, AS INSTRUMENT NO. 253035 OF OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM THAT PORTION CONVEYED TO PERRIS UNION HIGH SCHOOL DISTRICT, BY A DOCUMENT RECORDED APRIL 22, 2003, AS INSTRUMENT NO. 2003-283189 OF OFFICIAL RECORDS.

ALSO EXCEPT THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA IN DEED RECORDED MARCH 6, 2018, AS INSTRUMENT NO. 2018-0084786 OF OFFICIAL RECORDS.

PARCEL 4 (APNS: 331-300-002 AND 331-300-007):

LOTS 1563, 1564, 1565, 1582, 1583, 1584, 1595, 1596, 1597, 1614, 1615, AND 1616 OF ROMOLA FARMS NO. 15, AS SHOWN BY MAP ON FILE IN BOOK 15, PAGES 98, 99, AND 100 OF MAPS, RIVERSIDE COUNTY RECORDS, TOGETHER WITH LOT H (MATEROS ROAD) OF SAID ROMOLA FARMS NO. 15.

TOGETHER WITH LOT "G", THE EAST HALF OF (MALAGA ROAD) ADJOINING LOTS 1563 THROUGH 1565, WHICH WOULD PASS BY OPERATION OF LAW WITH THE CONVEYANCE OF SAID LOTS.

ALSO TOGETHER WITH THE NORTH HALF OF LOT "R" (MCLAUGHLIN ROAD) ADJOINING LOTS 1565, 1582, 1597, AND 1614, WHICH WOULD PASS BY OPERATION OF LAW WITH THE CONVEYANCE OF SAID LOTS.

ALSO TOGETHER WITH LOT "A" (BRIGGS ROAD) LYING ADJACENT TO LOTS 1614 AND 1615 WHICH WOULD PASS BY OPERATION OF LAW WITH THE CONVEYANCE OF SAID LAND.

ALSO EXCEPT THEREFROM THAT PORTION CONVEYED TO PERRIS UNION HIGH SCHOOL DISTRICT, BY A DOCUMENT RECORDED APRIL 22, 2003, AS INSTRUMENT NO. 2003-283189 OF OFFICIAL RECORDS.

ALSO EXCEPT THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA IN DEED RECORDED MARCH 6, 2018, AS INSTRUMENT NO. 2018-0084786 OF OFFICIAL RECORDS.

PARCEL 5 (APN: 331-260-005):

THAT PORTION OF LOT 101 OF ROMOLA FARMS NO. 2, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 13, PAGE 20 OF MAPS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 101; THENCE EAST ON THE NORTH LINE OF SAID LOT 63, 7.40 FEET TO THE NORTHEAST CORNER THEREOF; THENCE SOUTH ON THE EAST LINE OF SAID LOT, 66 FEET; THENCE WEST PARALLEL WITH THE NORTH LINE OF SAID LOT TO THE WEST LINE THEREOF; THENCE NORTH ON THE WEST LINE OF SAID LOT 66 FEET TO THE POINT OF BEGINNING.

PARCEL 6 (APN: 331-280-005):

LOTS 984 TO 988, 1012 TO 1017AND THE WEST 20 FEET OF THAT PORTION OF LOT L (MCKINLEY ROAD) VACATED BY RESOLUTION RECORDED FEBRUARY 6, 1962, AS INSTRUMENT NO. 11656, OF OFFICIAL

RECORDS, ADJOINING LOTS 1012 THROUGH 1017 OF ROMOLA FARMS NO. 10, AS SHOWN BY MAP ON FILE IN BOOK 15, PAGES 29, 30, AND 31 OF MAPS, RIVERSIDE COUNTY RECORDS.

TOGETHER WITH THE EAST HALF OF LOT "K" (MENIFEE ROAD) ADJOINING LOTS 984 THROUGH 987, WHICH WOULD PASS BY OPERATION OF LAW WITH THE CONVEYANCE OF SAID LOTS.

ALSO TOGETHER WITH LOT "B" (MCLAUGHLIN ROAD) ADJOINING LOTS 984 AND 1017, WHICH WOULD PASS BY OPERATION OF LAW WITH THE CONVEYANCE OF SAID LOTS.

PARCEL 7 (APN: 331-290-004):

LOTS 1018 THROUGH 1024, LOT 1024A, LOTS 1044 THROUGH 1051, AND THE EAST 20 FEET OF THAT PORTION OF LOT L (MCKINLEY ROAD) VACATED BY RESOLUTION RECORDED FEBRUARY 6, 1962, AS INSTRUMENT NO. 11656 OF OFFICIAL RECORDS, ADJOINING LOTS 1018 THROUGH 1023, OF ROMOLA FARMS NO. 10 AS PER PLAT RECORDED IN BOOK 15, PAGES 29, 30, AND 31 OF MAPS, RECORDS OF RIVERSIDE COUNTY.

TOGETHER WITH LOT "B" (MCLAUGHLIN ROAD) ADJOINING LOTS 1018 AND 1051, WHICH WOULD PASS BY OPERATION OF LAW WITH THE CONVEYANCE OF SAID LOTS.

ALSO TOGETHER WITH LOT "G" (MALAGA ROAD) ADJOINING LOTS 1044 THROUGH 1051, WHICH WOULD PASS BY OPERATION OF LAW WITH THE CONVEYANCE OF SAID LOTS.

ALSO TOGETHER WITH THE NORTH HALF OF LOT "D" (ROUSE ROAD) ADJOINING LOT 1044, WHICH WOULD PASS BY OPERATION OF LAW WITH THE CONVEYANCE OF SAID LOT.

PARCEL 8 (APNS: 333-170-006 AND 333-170-012):

LOTS 1043, 1052, 1053, 1053A, 1066 THROUGH 1073, 1080, 1081, 1082, AND 1083 OF ROMOLA FARMS NO. 10, AS SHOWN BY MAP ON FILE IN BOOK 15, PAGES 29, 30, AND 31 OF MAPS, RIVERSIDE COUNTY RECORDS.

TOGETHER WITH THAT PORTION OF LOT "D" (ROUSE ROAD) ADJOINING LOTS 1043, 1052, 1069, 1070 AND 1083, WHICH WOULD PASS BY OPERATION OF LAW WITH THE CONVEYANCE OF SAID LOT.

ALSO TOGETHER WITH THAT PORTION OF LOT "F" (MALAGA ROAD) ADJOINING LOTS 1043 AND 1052 WHICH WOULD PASS BY OPERATION OF LAW WITH THE CONVEYANCE OF SAID LOT.

ALSO TOGETHER WITH THAT PORTION OF MATTHEWS AVENUE (FORMERLY ROMOLA AVENUE) ADJOINING LOTS 1043, 1052, 1053, 1053A, 1066, AND 1067, WHICH WOULD PASS BY OPERATION OF LAW WITH THE CONVEYANCE OF SAID LOTS.

ALSO TOGETHER WITH THE WEST HALF OF LOT "U" (BRIGGS ROAD FORMERLY ALICANTES ROAD) ADJOINING LOTS 1080 THROUGH 1082, WHICH WOULD PASS BY OPERATION OF LAW WITH THE CONVEYANCE OF SAID LOTS.

ALSO TOGETHER WITH LOT "H" (MATEROS ROAD) VACATED BY RESOLUTION RECORDED FEBRUARY 6, 1962, AS INSTRUMENT NO. 11656 OF OFFICIAL RECORDS, ADJOINING LOTS 1066 THROUGH 1070, WHICH WOULD PASS BY OPERATION OF LAW WITH THE CONVEYANCE OF SAID LOTS.

ALSO TOGETHER WITH THAT PORTION OF MATTHEWS AVENUE (FORMERLY ROMOLA AVENUE) ADJOINING LOT 1073, WHICH WOULD PASS BY OPERATION OF LAW WITH THE CONVEYANCE OF SAID LOT.

PARCEL 9 (APN: 333-170-011):

THE NORTHEAST 1/4 OF SECTION 24, TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

EXCEPTING THEREFROM THE PORTION THEREOF INCLUDED IN ROMOLA FARMS NO. 10 AS SHOWN BY MAP ON FILE IN BOOK 15, PAGES 29, 30, AND 31 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

ALSO EXCEPTING THEREFROM THE PORTION THEREOF INCLUDED IN THE RIGHT OF WAY OF CALIFORNIA SOUTHERN RAILWAY:

ALSO EXCEPTING THE PORTION THEREOF SHOWN AS "SCHOOL LOT, 2.10 ACRES" ON SAID MAP OF ROMOLA FARMS NO. 10.

ALSO EXCEPTING THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED SEPTEMBER 27, 1965, AS INSTRUMENT NO. 110651 OFFICIAL RECORDS.

PARCEL 10 (APNS: 331-300-004 AND 331-300-005):

LOTS 1566 THROUGH 1581, AND LOTS 1598 THROUGH 1613 OF ROMOLA FARMS NO. 15, AS SHOWN BY MAP ON FILE IN BOOK 15, PAGES 98, 99, AND 100 OF MAPS, RIVERSIDE COUNTY RECORDS.

TOGETHER WITH LOT "B" (MATEROS ROAD) ADJOINING LOTS 1574 THROUGH 1581 AND 1598 THROUGH 1605, WHICH WOULD PASS BY OPERATION OF LAW WITH THE CONVEYANCE OF SAID LAND.

ALSO TOGETHER WITH THE SOUTH HALF OF LOT "R" (MCLAUGHLIN ROAD) ADJOINING LOTS 1566, 1574 THROUGH 1581, 1598 THROUGH 1605, AND 1613, WHICH WOULD PASS BY OPERATION OF LAW WITH THE CONVEYANCE OF SAID LOTS.

ALSO TOGETHER WITH THE NORTH HALF OF (ROUSE ROAD) ADJOINING LOTS 1573, 1574, AND 1605, 1606, WHICH WOULD PASS BY OPERATION OF LAW WITH THE CONVEYANCE OF SAID LOTS.

PARCEL 11 (APN: 333-170-013):

THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:

BEGINNING 30 FEET WEST OF THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER OF THE NORTHEAST QUARTER; THENCE WEST 20 RODS; THENCE SOUTH 20 RODS; THENCE EAST 20 RODS; THENCE NORTH 20 RODS TO THE POINT OF BEGINNING.

EXCEPT THEREFROM ANY PORTION INCLUDED IN ROMOLA FARMS NO. 10 AS SHOWN BY MAP ON FILE IN BOOK 15, PAGE 31 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

ALSO EXCEPT THEREFROM ANY PORTION INCLUDED IN ROUSE ROAD AND ALICANTES ROAD, AS SHOWN ON ABOVE REFERRED TO MAP.

PARCEL 12

A WATER EASEMENT AND WELL SITE EASEMENT AS GRANTED IN GRANT DEED RECORDED APRIL 22, 2003 AS INSTRUMENT No. 2003-283190 OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:

WATER EASEMENT

THOSE PORTIONS OF LOTS 1615 AND 1616 OF ROMOLA FARMS NO. 15, AS SHOWN BY MAP ON FILE IN BOOK 15 OF MAPS AT PAGES 98 THROUGH 100 INCLUSIVE THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, TOGETHER WITH A PORTION OF THE NORTHEAST ONE-QUARTER OF SECTION 13, TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 13; THENCE SOUTH 00°01'59" EAST ALONG THE EAST LINE OF SAID SECTION 13, SAID LINE ALSO BEING THE CENTERLINE OF BRIGGS ROAD (FORMERLY ALICANTES ROAD) OF SAID ROMOLA FARMS NO. 15, A DISTANCE OF 105.67 FEET TO A POINT THEREON; THENCE SOUTH 89°58'01" WEST, A DISTANCE OF 39.00 FEET TO THE TRUE POINT OF BEGINNING, SAID POINT BEING ON A LINE PARALLEL WITH AND DISTANT WESTERLY 39.00 FEET, MEASURED AT RIGHT ANGLE, FROM SAID CENTERLINE OF BRIGGS ROAD; THENCE SOUTH 00°01'59" EAST ALONG SAID PARALLEL LINE, A DISTANCE OF 2158.21 FEET; THENCE SOUTH 89°58'01" WEST, A DISTANCE OF 20.00 FEET, TO A POINT ON A LINE PARALLEL WITH AND DISTANT WESTERLY 59.00 FEET, MEASURED AT A RIGHT ANGLE, FROM SAID CENTERLINE OF BRIGGS ROAD; THENCE NORTH 00°01'59" WEST ALONG SAID PARALLEL LINE, A DISTANCE OF 2158.21 FEET; THENCE NORTH 89°58'01" EAST, A DISTANCE OF 20.00 FEET TO THE TRUE POINT OF BEGINNING.

WELL SITES

PARCEL 1

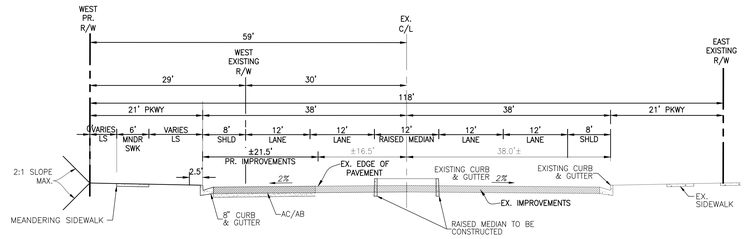
THOSE PORTIONS OF THE NORTHEAST ONE-QUARTER OF SECTION 13, TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, LOCATED IN RIVERSIDE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 13; THENCE SOUTH 00°01'59" EAST ALONG THE EAST LINE OF SAID SECTION 13, SAID LINE ALSO BEING THE CENTERLINE OF BRIGGS ROAD (FORMERLY ALICANTES ROAD) OF ROMOLA FARMS NO. 15, AS SHOWN ON MAP ON FILE IN BOOK 15 OF MAPS, AT PAGES 98 THROUGH 100, INCLUSIVE THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, A DISTANCE OF 80.21 FEET TO A POINT THEREON; THENCE SOUTH 89°58'01" WEST, A DISTANCE OF 40.00 FEET TO THE TRUE POINT OF BEGINNING, SAID POINT BEING ON THE WEST RIGHT OF WAY LINE OF SAID BRIGGS ROAD PER DOCUMENT RECORDED JUNE 24, 1994, AS INSTRUMENT NO. 253035, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, SAID POINT ALSO BEING ON A LINE PARALLEL WITH AND DISTANT WESTERLY 40.00 FEET, MEASURED AT A RIGHT ANGLE, FROM SAID CENTERLINE OF BRIGGS ROAD; THENCE SOUTH 00°01'59" EAST ALONG SAID RIGHT OF WAY LINE AND ALONG SAID PARALLEL LINE, A DISTANCE OF 48.00 FEET; THENCE SOUTH 89°58'01" WEST, A DISTANCE OF 52.00 FEET, TO A POINT ON A LINE PARALLEL WITH AND DISTANT WESTERLY 92.00 FEET, MEASURED AT A RIGHT ANGLE, FROM SAID CENTERLINE OF BRIGGS ROAD; THENCE NORTH 00°01'59" WEST ALONG SAID PARALLEL LINE, A DISTANCE OF 48.00 FEET; THENCE NORTH 89°58'01" EAST, A DISTANCE OF 52.00 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL 2

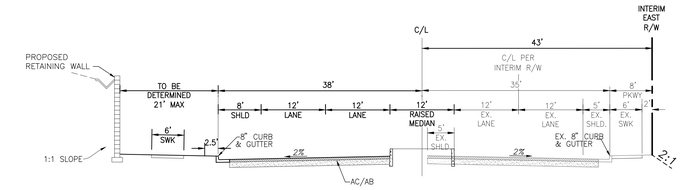
THOSE PORTIONS OF THE NORTHEAST ONE-QUARTER OF SECTION 13, TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, LOCATED IN RIVERSIDE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 13; THENCE SOUTH 00°01'59" EAST ALONG THE EAST LINE OF SAID SECTION 13, SAID LINE ALSO BEING THE CENTERLINE OF BRIGGS ROAD (FORMERLY ALICANTES ROAD) OF ROMOLA FARMS NO. 15, AS SHOWN ON A MAP ON FILE IN BOOK 15 OF MAPS, AT PAGES 98 THROUGH 100, INCLUSIVE THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, A DISTANCE OF 1491.48 FEET TO A POINT THEREON; THENCE SOUTH 89°58'01" WEST, A DISTANCE OF 30.00 FEET TO THE TRUE POINT OF BEGINNING, SAID POINT BEING ON THE WEST RIGHT OF WAY LINE OF SAID BRIGGS ROAD, SAID POINT ALSO BEING ON A LINE PARALLEL WITH AND DISTANT WESTERLY 30.00 FEET, MEASURED AT A RIGHT ANGLE, FROM SAID CENTERLINE OF BRIGGS ROAD; THENCE SOUTH 00°01'59" EAST ALONG SAID RIGHT OF WAY LINE AND ALONG SAID PARALLEL LINE, A DISTANCE OF 40.00 FEET; THENCE SOUTH 89°58'01" WEST, A DISTANCE OF 60.00 FEET, TO A POINT ON A LINE PARALLEL WITH AND DISTANT WESTERLY 90.00 FEET, MEASURED AT A RIGHT ANGLE, FROM SAID CENTERLINE OF BRIGGS ROAD; THENCE NORTH 00°01'59" WEST ALONG SAID PARALLEL LINE, A DISTANCE OF 40.00 FEET; THENCE NORTH 89°58'01" EAST, A DISTANCE OF 60.00 FEET TO THE TRUE POINT OF BEGINNING.



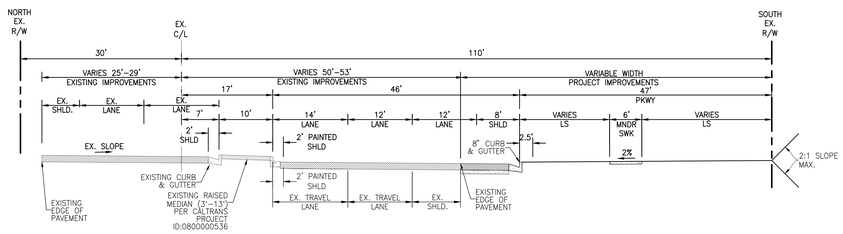
H BRIGGS RD

MAJOR HWY (4 LANES)
CITY OF MENIFEE STD, NO. 110
CLASS II BIKE LANE



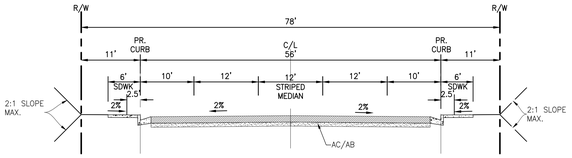
L BRIGGS RD

MODIFIED MAJOR HWY (4 LANES)
CITY OF MENIFEE, STD 110
NO PARKING, CLASS II BIKE LANES



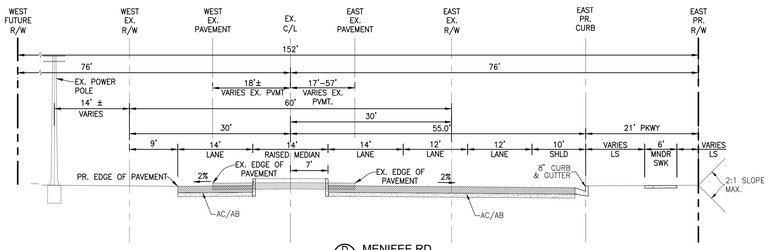
F HWY 74

MODIFIED EXPRESSWAY (6 LANES)
CITY OF MENIFEE, STD 91
MODIFICATIONS
• PARKWAY WIDTH



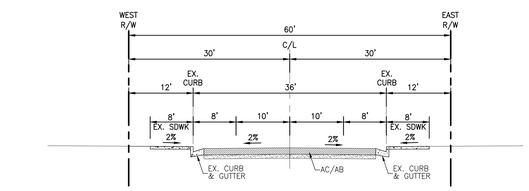
J BISCAYNE ROAD

INDUSTRIAL COLLECTOR
CITY OF MENIFEE, STD NO. 112
NO PARKING, CLASS III BIKE LANES
(PORTIONS OF ROAD ARE EXISTING)



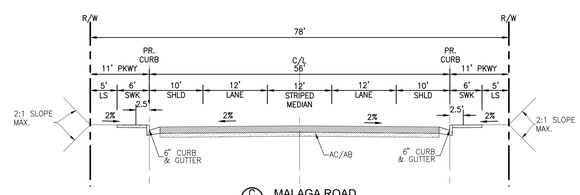
D MENIFEE RD

URBAN ARTERIAL (6 LANES)
CITY OF MENIFEE, STD 96
CLASS II BIKE LANE



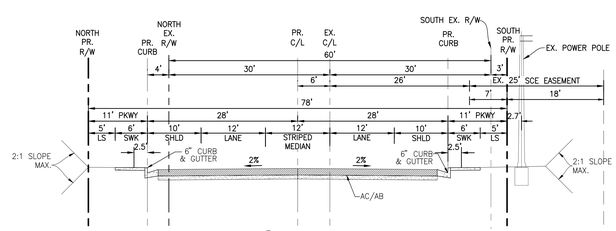
K McKINLEY ROAD

GENERAL LOCAL
CITY OF MENIFEE, STD NO. 115
NO PARKING



C MALAGA ROAD

INDUSTRIAL COLLECTOR
CITY OF MENIFEE, STD 112
NO PARKING, CLASS III BIKE LANES



A McLAUGHLIN ROAD

INDUSTRIAL COLLECTOR STREET
CITY OF MENIFEE, STD. 112
NO PARKING, CLASS III BIKE LANE

DATE	REVISION COMMENTS	BY

PREPARED FOR/OWNER:
MINOR RANCH LLC
3200 Park Center Drive, Ste. 1000
Costa Mesa, CA 92626
Tel: (714) 427-6868

APPLICANT:
MINOR RANCH LLC
3200 Park Center Drive, Ste. 1000
Costa Mesa, CA 92626
Tel: (714) 427-6868

PREPARED BY:

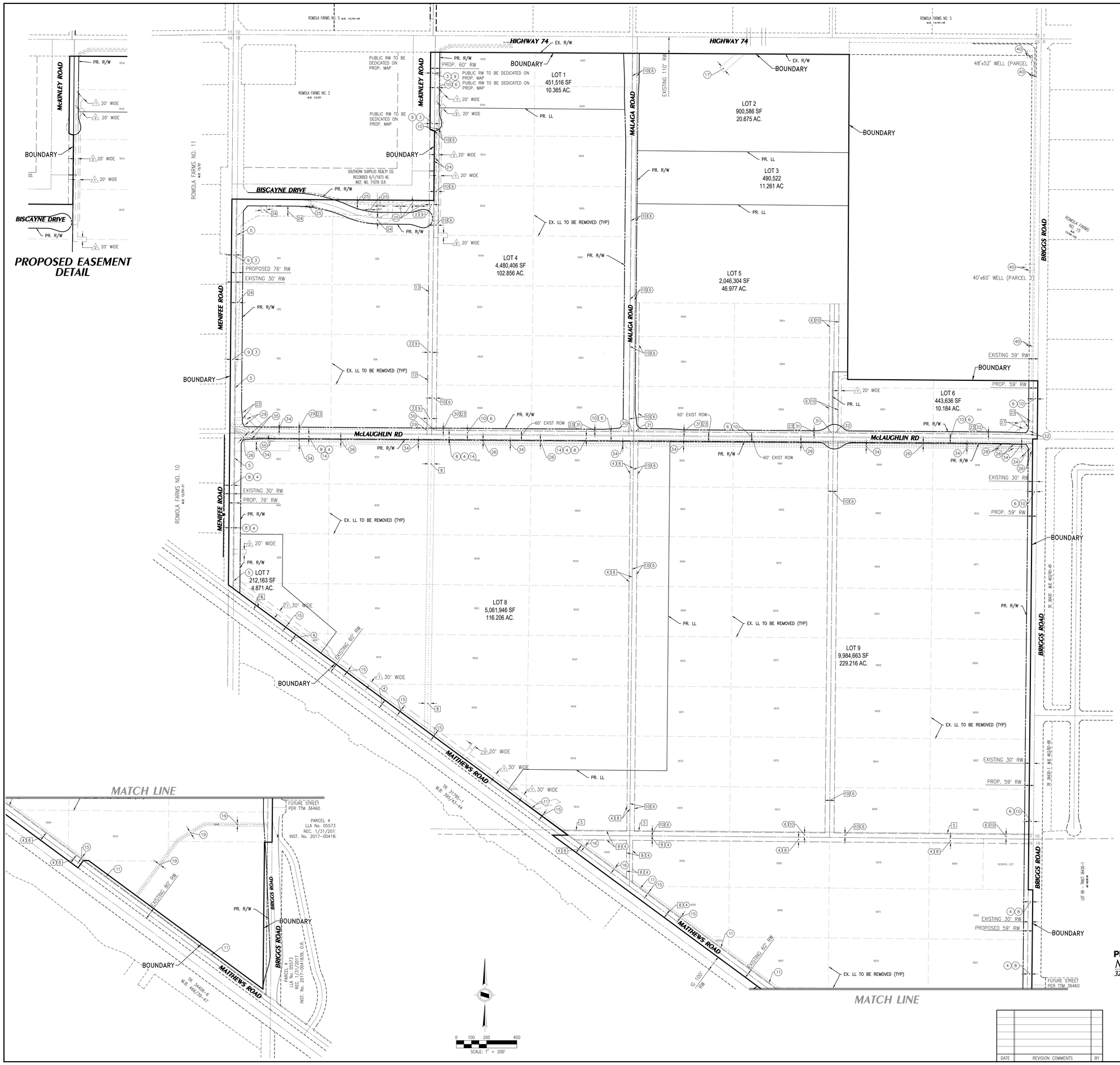
HUNSAKER & ASSOCIATES IRVINE, INC.
INLAND EMPIRE REGION
PLANNING • ENGINEERING • SURVEYING
2900 ADAMS STREET, SUITE A-15
RIVERSIDE, CA 92504 • PH: (951)352-7200

TENTATIVE TRACT MAP NO. 38303

DATE: 10/19/2022 **CITY OF MENIFEE** **SHEET 2 OF 3**

PLOTTED BY: Teresa Cohen DATE: Oct. 24, 2022 12:36:04 PM FILE: H:\00588\Planning\Maps\TTM 38303\TTM_38303_02.dwg

JOB: 1875-183



LEGEND

(#) PLOTTED ITEMS

[#] PLOTTED ITEMS TO BE QUITCLAIMED

{#} PLOTTED ITEMS TO BE ABANDONED

EXISTING EASEMENTS

INDICATES PLOTTED EASEMENT.

(3)(3) AN EASEMENT FOR PUBLIC STREET PURPOSES, IN FAVOR OF THE CITY OF MENIFEE, SUCCESSOR IN INTEREST TO THE COUNTY OF RIVERSIDE, AS OFFERED FOR DEDICATION ON THE RECORDED MAP OF ROMOLA FARMS No. 2 IN BOOK 13, PAGE 20 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

(4)(4) AN EASEMENT FOR PUBLIC STREET PURPOSES, IN FAVOR OF THE CITY OF MENIFEE, SUCCESSOR IN INTEREST TO THE COUNTY OF RIVERSIDE, AS OFFERED FOR DEDICATION ON THE RECORDED MAP OF ROMOLA FARMS No. 10 IN BOOK 15, PAGES 29 THROUGH 31, INCLUSIVE, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. A RESOLUTION OF VACATION OF JUNIPERO ROAD, McKINLEY ROAD, MATEROS ROAD AND RUSSEL ROAD LOCATED IN ROMOLA FARMS No. 10 RECORDED FEBRUARY 6, 1962 AS INST. No. 11656 OFFICIAL RECORDS, RIVERSIDE COUNTY, CALIFORNIA.

(5)(5) AN EASEMENT FOR PUBLIC UTILITIES, INGRESS AND EGRESS PURPOSES, IN FAVOR OF SOUTHERN SIERRAS POWER COMPANY, RECORDED MAY 5, 1927 IN BOOK 716, PAGE 187 OF DEEDS, RIVERSIDE COUNTY, CALIFORNIA.

(6)(6) AN EASEMENT FOR PUBLIC STREET PURPOSES, IN FAVOR OF THE CITY OF MENIFEE, SUCCESSOR IN INTEREST TO THE COUNTY OF RIVERSIDE, AS OFFERED FOR DEDICATION ON THE RECORDED MAP OF ROMOLA FARMS No. 15 IN BOOK 15, PAGES 98 THROUGH 100, INCLUSIVE, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA

(8)(8) AN EASEMENT FOR PUBLIC UTILITY PURPOSES, IN FAVOR OF SOUTHERN SIERRAS POWER COMPANY, RECORDED MAY 11, 1928 IN BOOK 765, PAGE 183 OF DEEDS, RIVERSIDE COUNTY, CALIFORNIA.

(9)(9) AN EASEMENT FOR PUBLIC UTILITIES, INGRESS AND EGRESS PURPOSES, IN FAVOR OF SOUTHERN SIERRAS POWER COMPANY, RECORDED MAY 11, 1928 IN BOOK 767, PAGE 12 OF DEEDS, RIVERSIDE COUNTY, CALIFORNIA.

(10)(10) AN EASEMENT FOR PUBLIC UTILITIES, INGRESS AND EGRESS PURPOSES, IN FAVOR OF SOUTHERN SIERRAS POWER COMPANY, RECORDED MAY 18, 1928 IN BOOK 765, PAGE 308 OF DEEDS, RIVERSIDE COUNTY, CALIFORNIA.

(11) AN EASEMENT FOR PUBLIC UTILITIES, INGRESS AND EGRESS PURPOSES, IN FAVOR OF NEVADA – CALIFORNIA ELECTRIC CORPORATION, RECORDED JULY 16, 1940 IN BOOK 467, PAGE 591 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CALIFORNIA.

(12)(12) AN EASEMENT FOR PUBLIC UTILITIES, INGRESS AND EGRESS PURPOSES, IN FAVOR OF CALIFORNIA ELECTRIC POWER COMPANY, RECORDED OCTOBER 28, 1960 AS DOCUMENT No. 93241 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CALIFORNIA.

(13) AN EASEMENT FOR PUBLIC UTILITIES, INGRESS AND EGRESS PURPOSES, IN FAVOR OF CALIFORNIA ELECTRIC POWER COMPANY, RECORDED DECEMBER 2, 1960 AS DOCUMENT No. 102488 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CALIFORNIA.

(15) AN EASEMENT FOR PIPELINE PURPOSES, IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT, RECORDED OCTOBER 4, 1967 AS INST. No. 87484 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CALIFORNIA.

(15) AN EASEMENT FOR PUBLIC UTILITIES, INGRESS AND EGRESS PURPOSES, IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED JANUARY 18, 1968 AS DOCUMENT No. 5035 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CALIFORNIA.

(16) AN EASEMENT FOR PUBLIC UTILITIES, INGRESS AND EGRESS PURPOSES, IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED MAY 2, 1968 AS DOCUMENT No. 40832 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CALIFORNIA.

(17) AN EASEMENT FOR PUBLIC DRAINAGE PURPOSES, IN FAVOR OF STATE OF CALIFORNIA, RECORDED DECEMBER 22, 1970 AS DOCUMENT No. 128117 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CALIFORNIA.

(19) AN EASEMENT FOR SEWAGE TRANSMISSION, INGRESS AND EGRESS PURPOSES, IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT, RECORDED MARCH 25, 2004 AS DOCUMENT No. 2004-0209691 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CALIFORNIA.

(23) AN EASEMENT FOR FLOOD CONTROL, DRAINAGE, INGRESS AND EGRESS PURPOSES, IN FAVOR OF RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT, RECORDED JANUARY 25, 2007 AS DOCUMENT No. 2007-0059616 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CALIFORNIA. ACCEPTED BY RESOLUTION, RECORDED NOVEMBER 14, 2014 AS INST. No. 2014-0436994 OF OFFICIAL RECORDS, RIVERSIDE COUNTY. QUITCLAIM DEEDS AFFECTING SAID EASEMENT WERE RECORDED NOVEMBER 14, 2014 AS INST. No. 2014-0436997, INST. No. 2014-0436998, INST. No. 2014-0436999 AND INST. No. 2014-0437000, ALL OF OFFICIAL RECORDS.

(24) AN EASEMENT FOR TEMPORARY DRAINAGE, STORM DRAIN AND BERM PURPOSES, IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED JULY 8, 2008 AS INST. No. 2008-0369884 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CALIFORNIA.

(25) AN EASEMENT FOR PUBLIC UTILITIES, INGRESS AND EGRESS PURPOSES, IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED OCTOBER 15, 2008 AS INST. No. 2008-0553432 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CALIFORNIA.

(26) AN EASEMENT FOR PUBLIC UTILITIES, INGRESS AND EGRESS PURPOSES, IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED NOVEMBER 10, 2008 AS INST. No. 2008-0595864 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CALIFORNIA.

(27) AN EASEMENT FOR FLOOD CONTROL PURPOSES, IN FAVOR OF RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT, RECORDED NOVEMBER 18, 2009 AS INST. No. 2009-0597449 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CALIFORNIA.

(28) AN EASEMENT FOR PUBLIC UTILITIES, INGRESS AND EGRESS PURPOSES, IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED JUNE 30, 2010 AS INST. No. 2010-0303637 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CALIFORNIA.

(29) AN EASEMENT FOR FLOOD CONTROL AND DRAINAGE PURPOSES, IN FAVOR OF RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT, RECORDED DECEMBER 3, 2014 AS INST. No. 2014-0461597 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CALIFORNIA.

(30) AN EASEMENT FOR FLOOD CONTROL AND DRAINAGE PURPOSES, IN FAVOR OF RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT, RECORDED DECEMBER 3, 2014 AS INST. No. 2014-0461598 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CALIFORNIA.

(31) AN EASEMENT FOR FLOOD CONTROL AND DRAINAGE PURPOSES, IN FAVOR OF RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT, RECORDED DECEMBER 3, 2014 AS INST. No. 2014-0461599 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CALIFORNIA.

(32) AN EASEMENT FOR FLOOD CONTROL AND DRAINAGE PURPOSES, IN FAVOR OF RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT, RECORDED DECEMBER 3, 2014 AS INST. No. 2014-0461600 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CALIFORNIA.

(34) AN EASEMENT FOR CONSTRUCTION-RELATED PURPOSES, IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED OCTOBER 4, 2019 AS INST. No. 2019-0399909 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CALIFORNIA.

(35) AN EASEMENT FOR A PERMANENT NON-EXCLUSIVE EASEMENT AND RIGHT-OF-WAY PURPOSES, IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED OCTOBER 4, 2019 AS INST. No. 2019-0399910 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CALIFORNIA.

(40) AN EASEMENT FOR WATER AND WELL SITE PURPOSES, IN FAVOR OF AGRI EMPIRE CORPORATION AND BOURIS RANCHES, RECORDED APRIL 22, 2003 AS INST. No. 2003-283190 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CALIFORNIA.

PROPOSED EASEMENTS

1 AN EASEMENT FOR STORM DRAIN PURPOSES IN FAVOR OF RIVERSIDE COUNTY FLOOD CONTROL.

2 AN EASEMENT FOR SEWER PURPOSES IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT.

DATE	REVISION COMMENTS	BY

PREPARED FOR/OWNER:
MINOR RANCH LLC
3200 Park Center Drive, Ste. 1000
Costa Mesa, CA 92626
Tel: (714) 427-6868

APPLICANT:
MINOR RANCH LLC
3200 Park Center Drive, Ste. 1000
Costa Mesa, CA 92626
Tel: (714) 427-6868

PREPARED BY:
HUNSAKER & ASSOCIATES IRVINE, INC.
INLAND EMPIRE REGION
PLANNING ▪ ENGINEERING ▪ SURVEYING
2900 ADAMS STREET, SUITE A-15
RIVERSIDE, CA 92590 ▪ PH: (951)352-7200

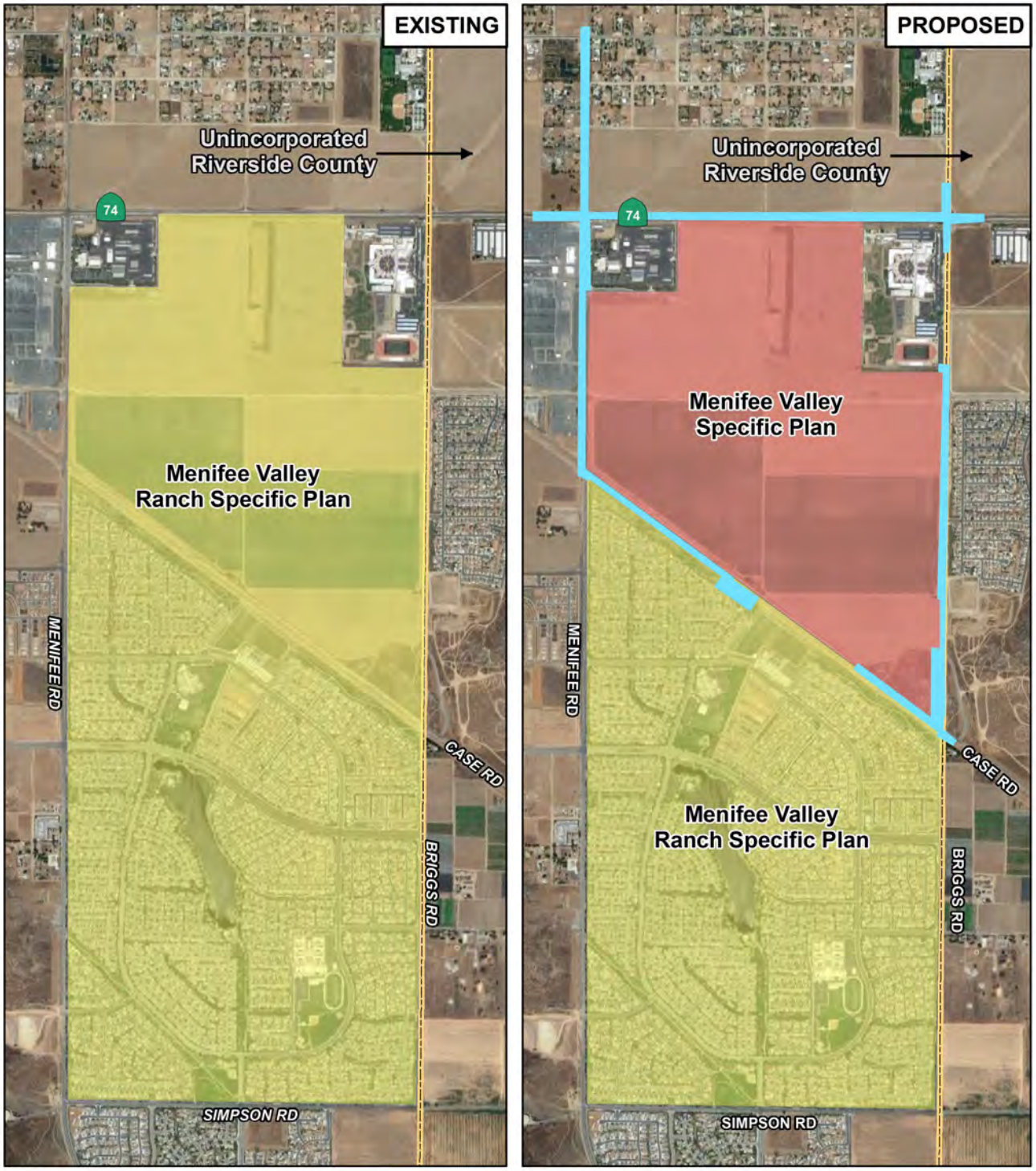
TENTATIVE TRACT MAP NO. 38303

Existing and Proposed Easement Locations

DATE: 10/24/2022 **CITY OF MENIFEE** **SHEET 3 OF 3**

PLOTTED BY: Teresa Cohen DATE: Oct. 24, 2022 12:41:26 PM FILE: H:\00588\Planning\Maps\TTM 38303\TTM_38303_03.dwg

W.O.: 10-7-143



LEGEND

- Off-site Improvement Area
- City Boundary

Existing and Proposed Zoning Districts

- Menifee Valley Ranch Specific Plan
- Menifee Valley Specific Plan

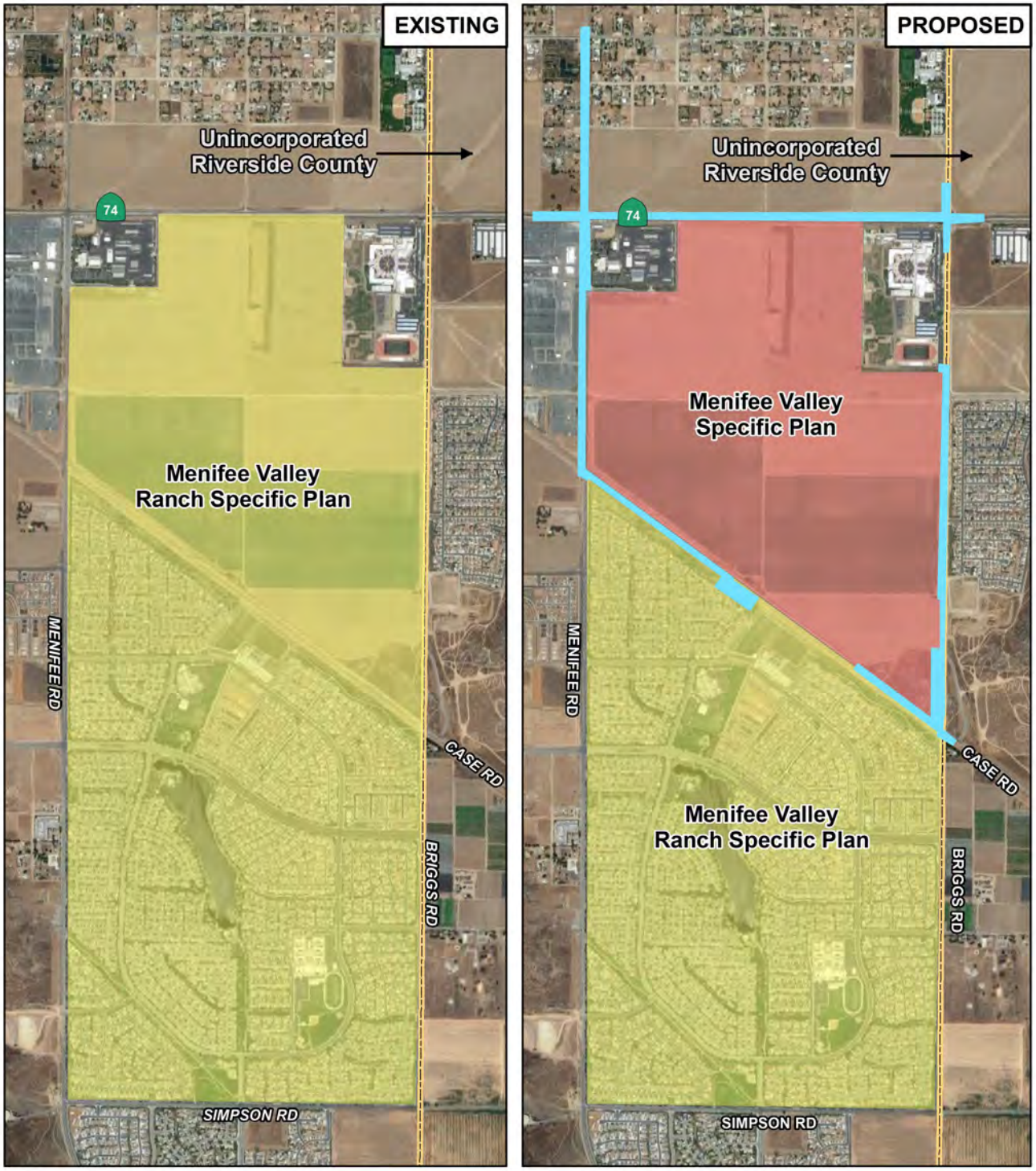
Sources: LSA Associates, Inc. (08-17-2022)

Menifee Valley Specific Plan

Change of Zone -
Existing and Proposed Zoning

Not To Scale

Job #: 292-103
Date: October 2022



LEGEND

- Off-site Improvement Area
- City Boundary

Existing and Proposed Specific Plan Designations

- Menifee Valley Ranch Specific Plan
- Menifee Valley Specific Plan

Sources: LSA Associates, Inc. (08-17-2022)

Menifee Valley Specific Plan

Specific Plan Amendment - Existing and Proposed Specific Plan Designation

Not To Scale

Job #: 292-103
Date: October 2022

Section 1
Introduction

Brookfield
Properties

1 - Introduction

1.1 Specific Plan Overview

This Menifee Valley Specific Plan (MVSP) serves as a long-range plan to guide the development of a 590.3-acre mixed-use, master-planned community in an emerging area of Menifee, California. The MVSP sets forth a guiding vision to improve the jobs-to-housing balance in northeastern Menifee, to provide the area with needed recreational amenities, and to deliver a complementary mix of land uses that incorporate regional aesthetic characteristics in a contemporary 21st century community.

The MVSP provides for eight land uses. The *Residential* area consists of neighborhoods containing single-family and multi-family homes, potential community farm, and green spaces to provide an open feel. A *School* is allocated at the center of the Residential area for the development of a K-5 school site, or residential land uses. Active and passive *Recreation* and *Conservation* uses include a public sports park and the preservation of Granite Hill complete with permanently-preserved open space and walking trails. A greenbelt with meandering trail connects the MVSP with the community of Heritage Lake to the south via a future planned pedestrian bridge. Next, a *Civic Node* is reserved in the southwest corner of the site for a fire station, a passenger rail stop, and/or other civic use. To attract employment-generating uses, offer commercial/retail opportunities, and spur economic investment in Menifee, *Business Park, Commercial Business Park, and Commercial* areas are positioned along Highway 74 and Menifee Road. The combination of these uses establishes a balanced, self-contained, lively and prosperous community where people can live, invest, work, shop, and spend leisure time within a walkable radius.

Residential

Recreation

Civic Node

Commercial

Business Park

Commercial & Commercial Business Park

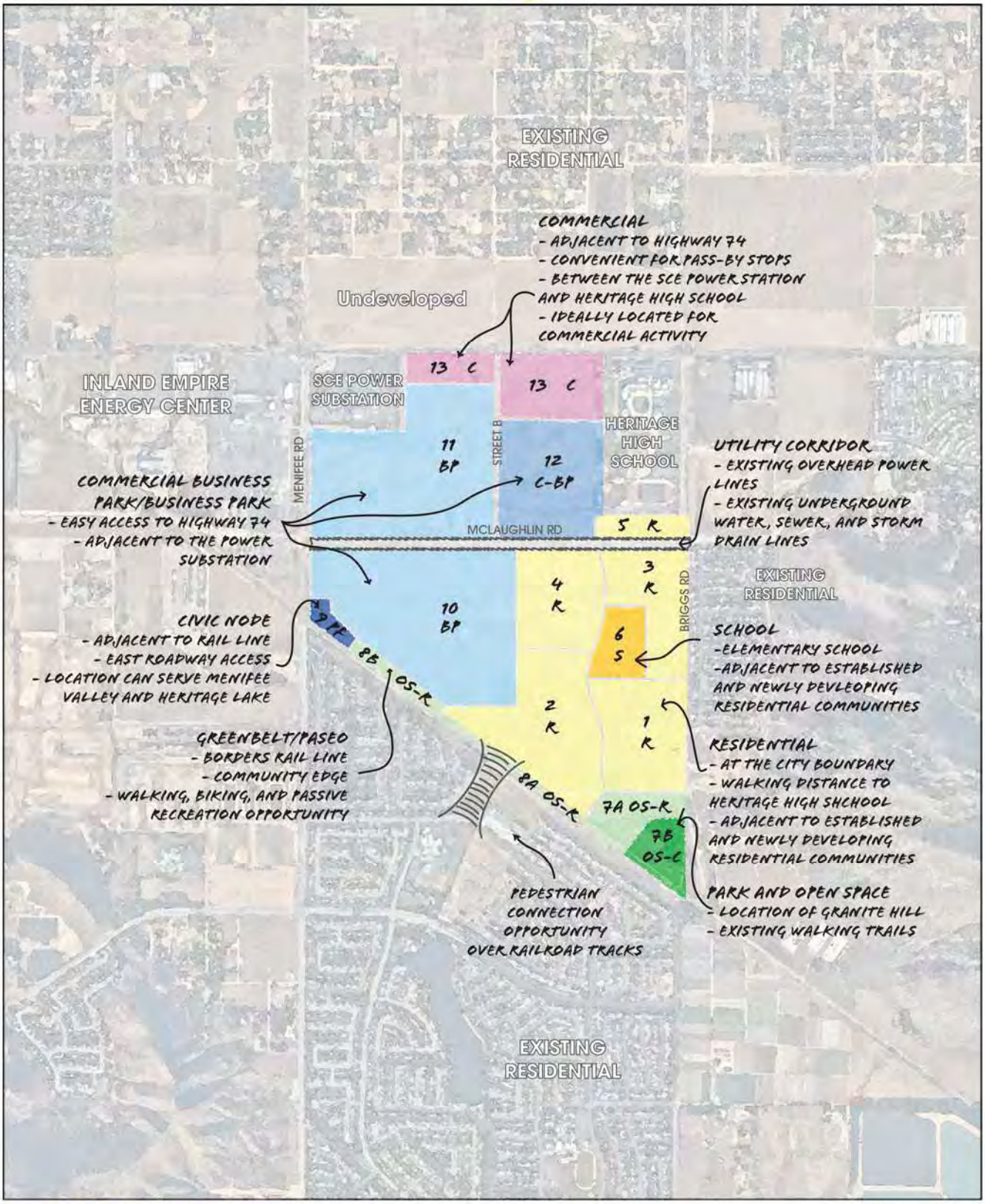
When determining the optimal mix and arrangement of land uses, the property's location was the inspiration for integrating multiple land uses into one master-planned community.

Looking northeast across Menifee Valley.

Refer to Figure 1-1, *Surrounding Land Uses and Specific Plan Vision*. The eastern portion of the site is ideal for a residential community, complete with single-family and multi-family homes, greenbelts, parks, and allowances for an elementary school site and community farm, drawing on the rural and agrarian history of the area. This Specific Plan encourages diversification among lot sizes and housing types in the Residential planning areas to provide a range of home sizes and configurations to welcome a variety of household types. To the northeast is Heritage High School, a public high school of the Perris Union High School District and within a short walking distance to the MVSP's residential areas. To the south, across the Riverside County Transportation Commission (RCTC) rail line, is the residential community of Heritage Lake and to the east, across Briggs Road, are several new residential subdivisions in unincorporated Riverside County.

To provide a balance of residential and non-residential uses, the northern and western portions of the site are ideal locations for Commercial and Business Park development. Commercial and Business Park opportunities along Highway 74 and Menifee Road serve future residents of Menifee Valley, as well as residents of the City of Menifee and the region, passers-by, and job seekers. Concentrating these uses in the northern and western portions of the MVSP takes advantage of designated truck routes for commerce vehicles and provides a compatible transition use next to the Southern California Edison's (SCE's) Valley Power Substation Plant. Further, these employment-generating uses create positive economic benefits to the City, including new net revenues to the General Fund. The flexibility of the MVSP in allowing for a variety of Commercial and Business Park uses is a critical component of the plan as it encourages ingenuity in future development/operational proposals.

In the southwestern corner of the MVSP area is a Civic Node (Planning Area 9), placed here for use by the City of Menifee as a fire station, transit stop, and/or other civic use. The location is positioned next to a RCTC rail line that may serve uses in the MSVP and nearby areas.



Source(s): ESRI, RCTLMA (2021), Nearmap (2021)

Figure 1-1

NOT TO SCALE

Surrounding Land Uses and Specific Plan Vision

Above-ground utilities serving SCE's Valley Power Substation Plant, and regional underground water, sewer, and storm drain lines are located along McLaughlin Road, and are maintained in their existing alignment.

The MVSP also features a comprehensive recreation and green space network that preserves the hillsides that comprise Granite Hill in the southeastern corner of the site within Planning Area 7B, provides a public sports park, and treats greenbelts, linear paseos, streetside green spaces as "outdoor rooms" with details as important as individual homes and businesses. Combined with a pedestrian bridge for access across the railroad tracks to the south, the parks and schools of the MVSP and Heritage Lake community are connected, enhancing walking, biking, and overall mobility between the two communities and larger region.

As summarized in Table 1A, *Land Use* Summary, the MVSP's land uses include 186.8 acres of Residential uses (with up to an allowable 1,718 dwelling units), 15.5 acres for a School site 44.5 acres of Open Space - Recreational and Conservation uses (including but not limited to a sports park, greenbelts, and a passive open space park on and around Granite Hill), 215.5 acres of Business Park uses, 47.7 acres of Commercial-Business Park uses, 42.6 acres of Commercial uses, 5.3 acres for a Civic Node/Public Facilities site, and approximately 32.4 acres for Public Roadways.

Table 1A - Land Use Summary

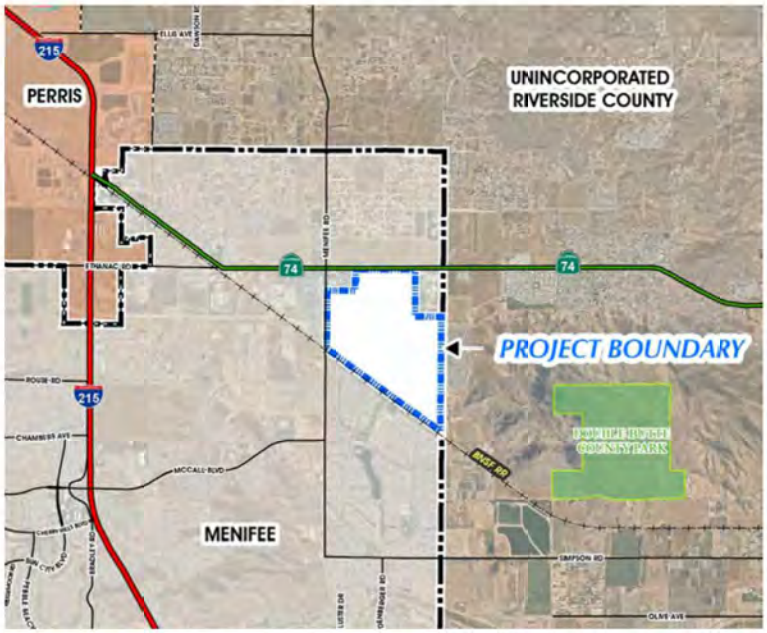
Land Use Designation	Acres	Maximum Buildout	Description
Residential (R)	186.8	1,551 units[1]	Attached and Detached Dwellings
School (S)	15.5	167 units[1]	School, Attached and Detached Dwellings
Recreation (OS-R)	29.8	--	Parks, Greenbelts, Open Space
Conservation (OS-C)	14.7	--	Hillside Conservation, Existing Trails
Public Facilities (Civic Node) (PF)	5.3	120,000 s.f.	Fire Station, Transit Stop, Other Civic Uses
Business Park (BP)	215.5	4,360,000 s.f.	Jobs, Commerce
Commercial-Business Park (C-BP)	47.7	1,150,000 s.f.	Commercial, Retail, Jobs, Commerce
Commercial (C)	42.6	560,000 s.f.	Commercial, Retail, Jobs
Public Roadways within Specific Plan	32.4	- -	Highway 74, Menifee Road, Malaga Road, McLaughlin Road, Briggs Road
Total Acreage	**590.3**	1,718 units[1]	

Note:
1. Planning Area 6 is expected to be developed as a school site. If not desired for a school site by the Romoland School District, Planning Area 6 will be developed with residential uses as described herein. Units allocated to Planning Area 6 are included in maximum buildout of residential units.

This Specific Plan guides development of the MVSP area by establishing land use designations, infrastructure plans, development standards, and design guidelines addressing building placement, architectural style, landscape, and other project elements. The design elements create visual interest, thematic coherence, and compatibility through the consistent use of complementary exterior building materials, colors, and façade treatments. A landscape program ties together the hardscape and softscape elements to create a cohesive visual character amongst the varied land uses. Implementing development projects within the boundaries of the MVSP are required to demonstrate substantial conformity with the vision and guidelines contained in this Specific Plan document as detailed in Section 7, *Administration and Implementation*.

1.2 Location

As shown on Figure 1-2, *Vicinity Map*, the MVSP is located in the northeastern portion of the City of Menifee, in Riverside County, California, which is part of a larger area of southern California known as the Inland Empire. Regional access to the MVSP area is provided from the State Highway System via Interstate 215 (I-215) located approximately two miles to the west and via State Route 74 (SR-74; locally known as "Highway 74") which forms the northern boundary of the MVSP. More specifically, the plan area is bound by SR-74 to the north, Menifee Road to the west, railroad tracks and Matthews Road (a dirt road at the time this MVSP was prepared) to the south, and Briggs Road to the east. Briggs Road also serves as the eastern boundary of the City of Menifee and abuts unincorporated Riverside County.



NORTH

Figure 1-2, Vicinity Map

1.3 Existing Site Characteristics and Topography

At the time this Specific Plan was prepared, the site was vacant and flat to gently sloping other than the presence of Granite Hill in the southeast corner of the property. As shown on Figure 1-3, *USGS Topographic Map*, the southeastern corner of the site features a sizable granite rock formation called Granite Hill, and captures the site's highest elevation. The elevations of the site average approximately 1,475 above mean sea level (amsl) across the site, with the highest point being located in the southeast corner at approximately 1,628 amsl. Figure 1-4, *Aerial Photograph 2021*, shows the vacant condition of the property at the time this MVSP was prepared.

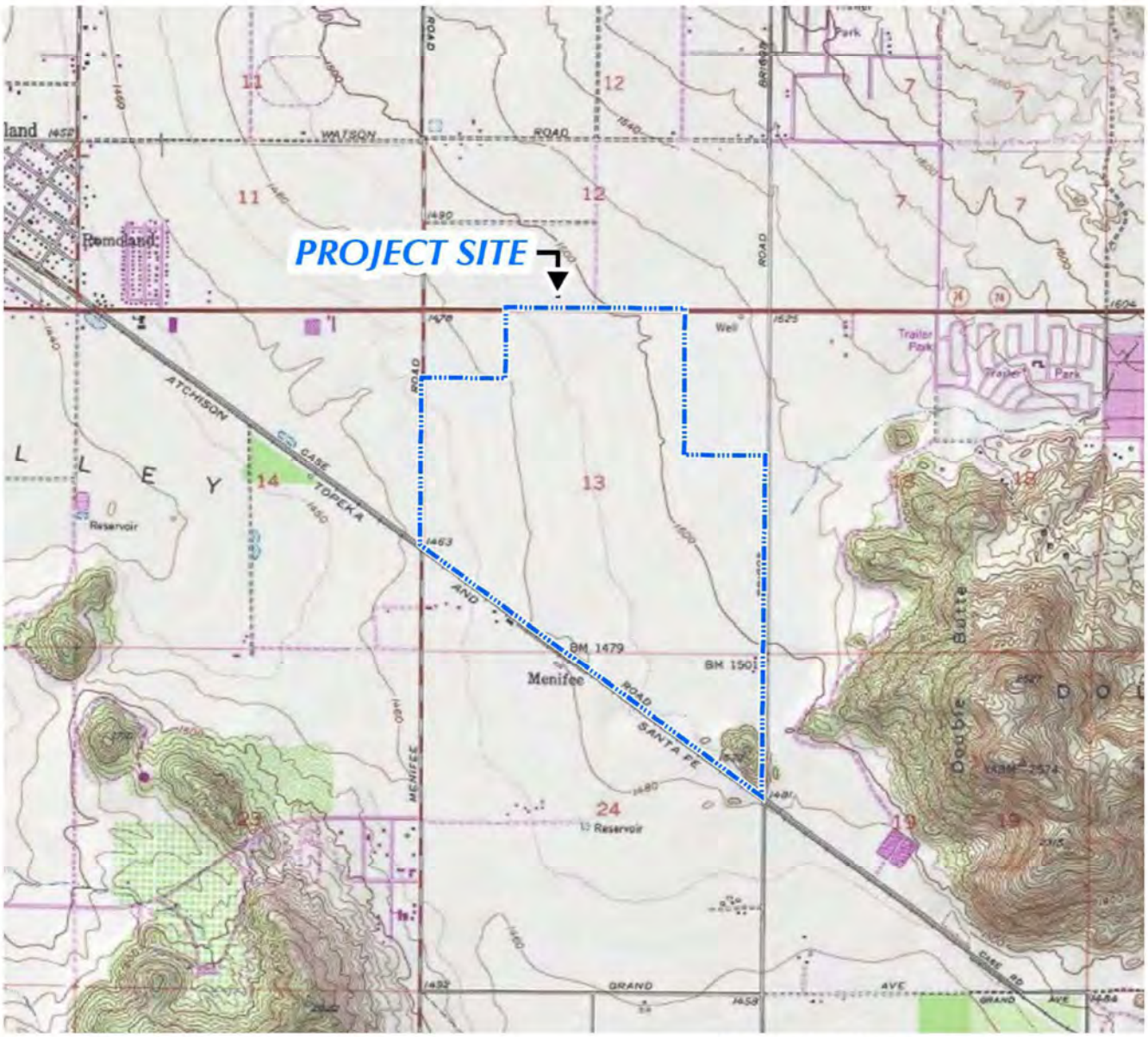


Figure 1-3, USGS Topographic Map

NORTH

Source(s): ESRI, RCTLMA (2021), Nearmap (2022)

Figure 1-4

NORTH 0 250 500 1,000 Feet

Aerial Photograph, 2022

1.4 Entitlement History

At the time this document was prepared, the 590.3-acre MVSP area was located within the approved Menifee Valley Ranch Specific Plan No. 301 (SP301) originally adopted by the Riverside County Board of Supervisors on April 29, 1997. Since its original approval and incorporation into the City of Menifee, a number of amendments to SP301 have occurred and a majority of the southern portion of SP301 (south of Matthews Road) was developed per the original SP301 and its subsequent amendments. This area south of the MVSP is known as the community of Heritage Lake. Additionally, a RCTC rail line that bisects SP301 was developed to parallel the alignment of Matthews Road, an existing dirt road. At this time this MVSP was prepared, the rail line was inactive but planned to be active in the future. The RCTC rail line acts as a distinct barrier within SP301, separating the developed Heritage Lake portion of SP301 from the MVSP area. The MVSP and concurrent amendment to SP301 will remove the MVSP area from SP301 so that the MVSP is a separate and distinct Specific Plan area.

1.5 Specific Plan Objectives

During preparation of the MVSP, many factors were considered to ensure a thoughtfully designed community that complements the physical and cultural fabric of northeastern Menifee. Using the City of Menifee's General Plan 2030 and the City's Design Guidelines (April 2020) as guidance, following are the overall objectives of the MVSP:

- Implement the City of Menifee's General Plan, which envisions that the geographic area governed by the MVSP will be developed into a high-quality master planned community that demonstrates consistency with the City's General Plan policies.

- Plan for the development of a contemporary mixed-use community that internally balances housing needs and community amenities with job-producing businesses that are economically viable in a 21st century economy.

- Locate businesses that rely on transportation efficiency along Menifee Road and Highway 74, which are established truck routes.

- Ensure that Business Park, Commercial-Business Park, and Commercial areas are designed as places where businesses can prosper, attract economic investment to the City of Menifee, and provide goods, services, and job opportunities to the surrounding community and region.

- Concentrate residential uses in the eastern portion of the property, and provide opportunities in the Residential areas for supportive uses that are important to households such as a K-5 school, green spaces, recreational amenities, and agri-commercial uses such as a community farm.

- Physically separate Residential, Commercial Business Park, and Business Park areas through traditional and creative means such that the uses are complementary and supportive while limiting real and perceived conflicts associated with the adjacency of these uses.

- Create gathering spaces and encourage outdoor movement in the form of parks, paseos, streetside green spaces, and outdoor employee amenity areas.

- Position a public facility/civic node in a convenient location that provides opportunity for a new fire station, a new rail corridor transit stop, and other public or quasi-public uses.

- Preserve Granite Hill in permanent open space, while allowing trails and other non-invasive activities that will protect the tangible and intangible assets of the landform. No development, grading, or fuel modification is permitted within Planning Area 7B.

- Provide a comprehensive circulation network with integrated mobility options by introducing traffic calming features in the Residential areas, by providing pedestrian and bicycle paths and amenities throughout the community, and by providing a non-vehicular bridge connection to the Heritage Lake community to the south.

- Identify and implement infrastructure improvements to provide adequate and reliable water, reclaimed water, sewer, and storm drain service for the community.

- Create a cohesive architectural and landscape theme that ties the various components of the community together to appear as a unified, defined and recognizable place.

1.6 Specific Plan Organization

This Specific Plan is a regulatory document. It establishes the land use designations, building intensities, development standards (zoning), design guidelines, and implementation procedures for buildout of the 590.3-acre Menifee Valley property. In addition, infrastructure improvements such as roads, water, wastewater, and storm water drainage systems are addressed by this Specific Plan to ensure their proper sizing and timely installation. This MVSP is organized into the following seven sections:

Section 1: Introduction. Provides planning context, background, location, and a brief overview of the land use plan. This section also summarizes the purpose, intent, authority, and scope of the Specific Plan.

Section 2: Land Use Plan. Establishes the land use plan for the MVSP and provides detail on each land use type and the Specific Plan's 13 planning areas. A "planning area" is a specific geographic area to which development standards and design guidelines are uniformly applied.

Section 3: Mobility and Infrastructure Plans. Describes the buildout of the Specific Plan and its supporting infrastructure systems, including but not limited to the vehicular and non-vehicular circulation plan, domestic and reclaimed water plans, sewer plan, drainage plan, open space and recreation plan, and grading plan.

Section 4: Development Standards. Establishes the standards (zoning) by which development is implemented in the Specific Plan area. Standards are established for each land use type. Standards tailored for the MVSP supersede and supplement standards contained in the City's zoning ordinance to provide context-appropriate standards that take the Specific Plan's location, surrounding land uses, and vision for buildout into account.

Section 5: Landscape Guidelines. Contains guidelines for landscape throughout the MVSP area, including plant material selection, placement, and design. The guidelines also address the design of common areas such as streetscapes, entry monuments, parks, greenbelts, streetside green spaces, and the features that serve buffering and separation purposes between the residential and non-residential uses identified in the Specific Plan. Guidelines for freestanding walls, fencing, lighting and signage also are included.

Section 6: Architectural Guidelines. Contains guidelines for the vertical architectural design of all structures in the Specific Plan area. The guidelines address overall architectural character as well as detailed architectural elements to ensure high-quality design.

Section 7: Administration and Implementation. Describes the administrative procedures required for implementation of the MVSP, including phasing, financing mechanisms, and responsibilities for perpetual maintenance of common areas. This section also specifies procedures for the review and approval of implementing development plans that substantially conform to the MVSP and summarizes the criteria by which the City may require amendments to this Specific Plan.

1.7 Regulatory Setting

1.7.1 Purpose of the Specific Plan

Authorized by the California Government Code § 65450 et seq., a Specific Plan is a planning tool that is used for the systematic implementation of the General Plan for all or part of the area covered by the General Plan. It effectively establishes a link between implementing policies of the General Plan and the individual development proposals in a defined area. As such, this document provides the City of Menifee a mechanism to ensure the efficient and orderly development of the MVSP area in ways that will also be consistent with the City's General Plan 2030.

All future implementing actions (development plans, tract maps, plot plans, conditional use permits, site plans, and other entitlements) for property located within the boundaries of this Specific Plan are required to be consistent with the standards set forth in this document and with all other applicable City of Menifee regulations, as discussed in Section 7, *Administration and Implementation*. This

Specific Plan provides text and exhibits that describe the various land uses, amenities, and infrastructure improvements envisioned to occur in the Specific Plan area.

1.7.2 Severability

This Specific Plan document enables the City of Menifee to facilitate the processing and approval of implementing permits and approvals necessary for development in the MVSP. If any regulation, condition, program, clause, phrase, or portion of this Specific Plan is held invalid or unenforceable, such portions shall be deemed separate, distinct, and independent provisions, and the invalidity of such portions or provisions shall not affect the validity and enforceability of the remaining provisions contained in this Specific Plan.

1.7.3 Authority and Scope of this Specific Plan

California Government Code §65450 through §65454 establish the authority to adopt Specific Plans, identify the required content of a Specific Plan, and mandate consistency with the applicable General Plan. According to § 65450, a Specific Plan is required to include text and a diagram or diagrams which specify all of the following details:

- The distribution, location, and extent of the uses of land, 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 in the plan.
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out items the items listed above.
- A statement of the Specific Plan's relationship to the General Plan.

California state law also provides for the inclusion of any other subject that, in the judgement of the local planning agency, is deemed necessary or desirable to implement the General Plan, such as architectural or landscaped design guidelines.

This MVSP includes all of the required elements listed above, as well as architectural and landscape guidelines. This Specific Plan also provides the essential link between the MVSP and the applicable policies of the City of Menifee General Plan 2030. All implementing development plans are required

to substantially conform to the standards and guidelines set forth in this document, as well as all other applicable City regulations.

1.7.4 Relationship to the City's Zoning Code

This Specific Plan provides development standards in Section 4 intended to serve as zoning for the MVSP area. Items on which this Specific Plan is silent, applicable provisions of the City of Menifee Zoning Code apply. Where a conflict exists between the standards contained herein and those found in the City of Menifee Zoning Code, the standards in this document apply. Refer to Section 7, *Administration and Implementation*, for more detail regarding interpretations, authority, and administration of the Specific Plan.

1.7.5 Companion Actions

Along with the consideration of this Specific Plan for approval, the City of Menifee concurrently considered the following actions,

Environmental Impact Report Certification. An Environmental Impact Report (EIR) was prepared as the California Environmental Quality Act (CEQA) compliance document for the entitlement (approval) of this Specific Plan. The EIR discusses consistency between this Specific Plan and the City of Menifee General Plan 2030, and provides mitigation measures to avoid or reduce the environmental effects resulting from the Specific Plan's implementation. Please refer to the EIR and its accompanying mitigation monitoring and reporting program (MMRP) for more information.

Amendment to SP301. In order to approve the MVSP, the property needed to be removed ("detached") from the Menifee Valley Ranch Specific Plan (SP301), which was originally adopted by the Riverside County Board of Supervisors in April 1997, before the City of Menifee incorporated as a city. A concurrent amendment to SP301 detached the MVSP area from SP301, allowing the MVSP to be a separate and distinct Specific Plan area.

Development Agreement. A Development Agreement executed between the City of Menifee and the Specific Plan sponsor. The Agreement refers to this Specific Plan for the allowable land uses in the Specific Plan area and outlines other terms and conditions of approval associated with the Specific Plan's approval and implementation. To strengthen the public planning process and reduce the economic risk of development, California Government Code sections 65864 et seq. authorizes government agencies such as the City of Menifee to enter into agreements with parties having a legal or equitable interest in real property regarding the development of the property.

Change of Zone. A Change of Zone is required to revise the City Zoning Map to include this Menifee Valley Specific Plan (Specific Plan No. PLN 21-0217) zone. Additionally, the Change of Zone is required to remove the MVSP property from the SP301 zoning ordinance text.

Tentative Parcel Map. A Tentative Parcel Map includes a subdivision to establish the boundaries and dimension of streets and the proposed mass grading for the Menifee Valley Specific Plan (Specific Plan No. PLN 21-0217). Following map recordation, the final map will become the legal document that identifies the lots and backbone infrastructure to allow for future subdivision maps to be filed.

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

November 16, 2022

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Michael Geller
Riverside

Vernon Poole
Murrieta

STAFF

Director
Paul Rull

Simon A. Housman
Jackie Vega
Barbara Santos

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

www.rcaluc.org

David Chantarangsu, Development Service Director
City of Murrieta Planning Department
1 Town Square
Murrieta CA 92562

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

File No.:	ZAP1124FV22
Related File No.:	DCA2022-2729 (Development Code Amendment)
APN:	Citywide

Dear Mr. Chantarangsu:

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 Murrieta Case No. DCA2022-2729 (Development Code Amendment), a proposal amending the City's Development Code, Chapter 16.38, to: (1) expand the definition of Billboards to include static or digital display signs that use digital message technology capable of changing the static message on the sign electronically; (2) include a definition of Relocation Agreements to describe an agreement entered between the City and a Billboard owner and/or property owner resulting in the removal, relocation, replacement and/or reconstruction of one or more lawfully existing Billboards to another parcel of property within the City, or to reconstruct a Billboard on the same property, as approved by the City Council; and (3) establish the content, requirements, and process for approval of Relocation Agreements; and the proposed Development Code Amendment will also amend the land use tables in Chapters 16.10 (Commercial Zoning Districts), 16.11 (Office Districts), 16.12 (Business Park and Industrial Districts), and 16.14 (Special Purpose Districts). These amendments will allow Billboards subject to a Relocation Agreement in those districts and require a Conditional Use Permit for those Billboards. There are no development standard changes or changes to zoning and land use that would increase residential density or non-residential intensity within the proposed amendments. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within the portions of the French Valley Airport Influence Area located within the City of Murrieta.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull

Paul Rull, ALUC Director

cc: ALUC Case File
X:\AIRPORT CASE FILES\French Valley\ZAP1124FV22\ZAP1124FV22.LTR.doc

(ATTACHMENT 1 TO PC RESOLUTION)

ORDINANCE NO. 22-__

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MURRIETA, CALIFORNIA, AMENDING CHAPTERS 16.10, 16.11, 16.12, 16.14 AND 16.38 OF THE MURRIETA MUNICIPAL CODE RELATED TO BILLBOARDS AND RELOCATION AGREEMENTS

WHEREAS, the City of Murrieta ("City") proposes an amendment to the City's Development Code to provide for the relocation of billboard signs ("Development Code Amendment"); and

WHEREAS, the Development Code Amendment will not conflict with the goals, policies, and implementation measures set forth in the General Plan and Development Code in that the proposed amendment will require a Billboard Relocation Agreement approved by City Council to allow deviation from the City's sign regulations, which constitutes a present exercise of the City's police power. The Development Code Amendment is consistent with the City's General Plan in that it achieves a number of the City objectives, including revitalizing and reutilizing the existing Billboard sites and reducing the total number of Billboards in the City to reduce visual clutter created by the proliferation of Billboards in the community and improve the appearance of the City. Therefore, the Development Code Amendment will be consistent with the General Plan and the underlying Development Code designation subject to the approval of the Development Code Amendment; and

WHEREAS, the Development Code Amendment is consistent with the California Business and Professions Code Section 5412, which encourages cities to enter into relocation agreements, and to adopt ordinances or resolutions providing for relocation of billboards. Thus, the Development Code Amendment meets the intent of this Section of state law to: (1) reduce visual clutter; (2) eliminate non-conforming signage; (3) facilitate the relocation and redistribution of existing outdoor advertising displays to more appropriate locations within the City to better serve the advertising needs of the local business community; (4) allow for incorporation of modern technology into relocated outdoor advertising displays in the form of Digital Displays; and (5) to eliminate the need for the City to pay compensation for removal of existing outdoor advertising displays to accommodate a public project; and

WHEREAS, on November 9, 2022, the Planning Commission held a duly noticed public hearing on the proposed Development Code Amendment, at which a staff report was presented regarding the proposed Development Code Amendment and evidence was submitted into the record to support the findings required by the Murrieta Development Code Section 16.58.080; and

WHEREAS, the Planning Commission, based on substantial evidence, has considered the potential for environmental effects as a result of the proposed Development Code Amendment pursuant to the California Environmental Quality Act (CEQA), and that the proposed Development Code Amendment is exempt under Sections 15302 and 15303 of the CEQA Guidelines; and

WHEREAS, the Planning Commission considered and discussed the public comments and written information provided at the public hearing and determined that the proposed Development

Code Amendment is appropriate, and adopted Resolution No. 2022-___ recommending approval to the City Council; and

WHEREAS, on _____, 2022 the City Council held a duly noticed public hearing on the proposed Development Code Amendment, at which the staff report and evidence was submitted into the record to support the findings required by the Murrieta Development Code Section 16.58.080; and

WHEREAS, following the public hearing the City Council introduced Ordinance No. (next in order).

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MURRIETA, CALIFORNIA DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. The above recitals are true and correct and are incorporated herein by reference as if set forth in full.

SECTION 2. Chapters 16.10, 16.11, 16.12, and 16.14 of the Murrieta Development Code are hereby amended to add to the land use tables in each Chapter "Billboards subject to a Relocation Agreement" as shown in Exhibit A attached hereto and incorporated herein by this reference.

SECTION 3. Chapter 16.38 (Sign Standards) of the Murrieta Development Code is hereby amended to allow Billboards subject to a Relocation Agreement as shown in Exhibit B attached hereto and incorporated herein by this reference. Only the changes to the Code are shown in Exhibit B; the remainder of Chapter 16.38 remains in full force and effect.

SECTION 4. The City Council finds the introduction and adoption of this Ordinance is exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines 15302 and 15303, because adopting the amendment will allow for the replacement or reconstruction of existing structures and new construction or conversion of small structures.

SECTION 5. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of any competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance, and each and every section, subsection, sentence, clause and phrase thereof not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

SECTION 6. This Ordinance shall become effective on the thirty-first (31st) day after its passage and adoption, and within fifteen (15) days after its final passage and the City Clerk shall cause it to be posted and published in a newspaper of general circulation, printed, published and circulated in the City in the manner required by law and shall cause a copy of this Ordinance and its certification, to be entered in the Book of Ordinances of the City.

INTRODUCED at a regular meeting of the City Council of the City of Murrieta, California, held on the _____ day of _____, 2022; and

PASSED, APPROVED AND ADOPTED at a regular meeting of the City Council of the City of Murrieta, California, held on the ___ day of _____, 202__.

_____
Mayor

ATTEST:

_____
City Clerk

APPROVED AS TO FORM:

_____
Tiffany J. Israel, City Attorney

ATTACHMENTS:

Exhibit A Additions to Land Use Tables in Chapters 16.10, 16.11, 16.12, and 16.14

Exhibit B Amendment to Sign Standards in Chapter 16.38 (changes only)

(ATTACHMENT 1 TO PC RESOLUTION)

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE)§
CITY OF MURRIETA)

I, _____, City Clerk of the City of Murrieta, California, do hereby certify that the foregoing Ordinance No. 22-_____ was duly passed and adopted by the City Council of the City of Murrieta at the regular meeting thereof, held on the ___th day of _____, 202_, and was signed by the Mayor of the said City, and that the same was passed and adopted by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
City Clerk

I, _____, City Clerk of the City of Murrieta, California further certify that Ordinance No. 22-____ was duly published according to law and the order of the City Council of said City and the same was so published in *Press Enterprise*, a newspaper of general circulation on the following date(s):

Adopted Ordinance: _____, 2022.

In witness whereof, I have hereunto subscribed my name this __ day of _____, 2022.

_____
City Clerk

EXHIBIT A

ADDITIONS TO LAND USE TABLES

TABLE 16.10-1 USE TABLE FOR COMMERCIAL ZONING DISTRICTS				
Land Use				
Billboards subject to a Relocation Agreement	C	C	C	16.38.150

TABLE 16.11-1 ALLOWABLE USES AND PERMIT REQUIREMENTS FOR OFFICE DISTRICTS			
Land Use			
Billboards subject to a Relocation Agreement	C	C	16.38.150

TABLE 16.12-1 USE TABLE FOR BUSINESS PARK AND INDUSTRIAL DISTRICTS				
Land Use				
Billboards subject to a Relocation Agreement	C	C	C	16.38.150

TABLE 16.14-1 USE TABLE FOR SPECIAL PURPOSE DISTRICTS				
Land Use				
Billboards subject to a Relocation Agreement	C	C	C	16.38.150

EXHIBIT B

AMENDMENT TO CHAPTER 16.38 SIGN STANDARDS

[Only changes to Chapter 16.38 are shown. The remainder of Chapter 16.38 remains in full force and effect.]

Murrieta, CA Municipal Code

16.38 Sign Standards

Sections:

16.38.010 Purpose.
16.38.020 Applicability.
16.38.030 Definitions.
16.38.040 Sign Permits.
16.38.050 Exemptions From Sign Permits.
16.38.055 Temporary Commercial Signs.
16.38.060 Comprehensive Sign Program.
16.38.070 Sign Design.
16.38.080 Prohibited Signs.
16.38.085 Illegal Signs.
16.38.090 Nonconforming Signs.
16.38.100 Abandoned Signs.
16.38.110 General Provisions for All Signs.
16.38.120 Standards for Specific Types of Signs.
16.38.130 Standards for Community Entry Monument Signs.
16.38.140 Sign Standards by Zoning District.
16.38.150 Billboards Pursuant to Relocation Agreement.

16.38.010 Purpose.

The purpose of this chapter is to provide minimum standards to safeguard life, health, property and public welfare, and to preserve the character of the city by regulating the size, height, design, quality of materials, construction, location, lighting and maintenance of signs and sign structures not enclosed within a building, to accomplish the following:

B. ~~Encourage~~ Promote a public benefit and encourage a desirable city character with a minimum of clutter, while recognizing the need for signs as a major form of communication;

16.38.030 Definitions.

The following are definitions of specialized terms and phrases used in this chapter. The definitions are organized in alphabetical order.

Billboard. ~~An~~ A legally constructed on-site or off-site structure of any kind or character other than the main business identification signs erected or maintained for outdoor advertising purposes, upon which any poster, bill, printing, painting, or other advertisement may be placed, including on a static or digital display using digital message technology capable of changing the static message on the sign electronically, including statuary for advertising purposes.

Relocation Agreement. An agreement between the City and a Billboard owner and/or property owner resulting in the removal, relocation, replacement and/or reconstruction of one or more lawfully existing Billboards to another parcel of property within the City, or to reconstruct a Billboard on the same property, as approved by the City Council.

16.38.080 Prohibited Signs.
The following signs are inconsistent with the purposes and standards of this chapter and are, therefore, prohibited in all zoning districts:

I. Off-site signs not specifically allowed by the provisions of this chapter-, including billboards and outdoor advertising; not specifically authorized pursuant to Section 16.38.150.

16.38.090 Nonconforming Signs.
A non-conforming sign is any permanent sign or temporary sign that was legally established and maintained in compliance with the provisions of all applicable laws in effect at the time of original installation but that does not now comply with the provisions of this development code.
It is the intent of this chapter to recognize that the eventual elimination of signs that do not comply with the provisions of this chapter is as important as the prohibition of new signs that would violate these standards. This Section shall not apply to Billboards subject to a Relocation Agreement pursuant to Section 16.38.150.

16.38.120 Standards for Specific Types of Signs.
C. Digital Display.
1. Where permitted the digital display on a sign shall be limited to twenty (20) percent of the total sign area of said sign.
2. Digital display shall be allowed only on one (1) sign per development.
3. The provisions of this Section 16.38.120(C) shall not apply to Billboards with digital displays developed pursuant to a Relocation Agreement.

16.38.140 Sign Standards by Zoning District.
The sign standards provided in this chapter are intended to apply to signs in all zoning districts. Only signs authorized by this chapter shall be allowed unless otherwise expressly provided in this chapter. The standards provided herein do not apply to Billboards approved by a Relocation Agreement.

Section 16.38.150. Billboards Pursuant to Relocation Agreement.

The City recognizes that California Business and Professions Code Section 5412 encourages cities to enter into relocation agreements, and to adopt ordinances or resolutions providing for relocation of Billboards. Thus, the intent of this Section is to reduce visual clutter; eliminate non-conforming signage; facilitate the relocation and redistribution of existing Billboards to more appropriate locations within the City to better serve the advertising needs of the local business community; to allow for incorporation of modern technology into relocated Billboards in the form of digital displays; and to eliminate payment of public funds for the removal of existing Billboards to accommodate a public project.

A. Content. Each Relocation Agreement shall contain, at a minimum, the following information:

(1). Identification of the location of the relocated Billboard(s) and the Billboard(s) being permanently removed; and
(2). Conceptual design drawings for the relocated Billboard(s), including sign area and dimensions.
(3). Description of the revenue or other consideration to be received by the City.

B. Review Process. All Relocation Agreements shall be reviewed and approved by the City Council. The following findings must be made by the City Council in order to approve a Relocation Agreement:

1. The proposed agreement is consistent with the goals, objectives, purposes and provisions of the Murrieta General Plan and the Murrieta Municipal Code;
2. The proposed relocation site is compatible with the uses and structures on the site and in the surrounding area;
3. The proposed Relocation Agreement contributes to the reduction of visual clutter in the City by proposing a net decrease in existing Billboards and promotes activities of City-wide benefit and interest and generates significant revenue for the City; or in the case of relocations to accommodate a public project, the agreement serves the public interest eliminating the need for public fund expenditure;
4. The proposed Billboard would not create a traffic or safety problem with regard to onsite access circulation or visibility;
5. The proposed Billboard would not interfere with onsite parking or landscaping required by City ordinance or permit; and
6. The proposed Billboard would not otherwise result in a threat to the general health, safety and welfare of City residents, based on factors including but not limited to such factors as distracted driving, driver safety, light and glare, or aesthetics.

C. Status of Existing Billboards. Only Billboards that comply with the Murrieta Municipal Code or that are legal non-conforming Billboards as of the date of adoption of this Section are eligible to be relocated pursuant to a Relocation Agreement.

D. Permits Required. All relocated Billboards shall require a Building Permit. Relocated Billboards on City property shall also require a lease or license and a Conditional Use Permit. Relocated Billboards on private property shall also require a Development Agreement, and a Conditional Use Permit (in addition to the Development Agreement) if required by the Relocation Agreement. Subsequent to the approval of a Relocation Agreement by the City Council, the Billboard owner and/or property owner shall file applications for the permits and agreements specified herein and in the Relocation Agreement. All of the foregoing applications submitted by the Billboard owner must include the written consent of the property owner. All Billboards, whether relocated, reconstructed, or new, require either a Conditional Use Permit or Development Agreement as determined by the City.

E. Non-Conforming Billboards. Any non-conforming Billboard relocated or reconstructed pursuant to an approved Relocation Agreement shall no longer be considered non-conforming for purposes of this Code.

PLANNING COMMISSION
RESOLUTION NO. 2022-_____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MURRIETA, RECOMMENDING THAT THE CITY COUNCIL ADOPT DEVELOPMENT CODE AMENDMENT TO PROVIDE FOR THE RELOCATION AND RECONSTRUCTION OF BILLBOARDS SUBJECT TO A RELOCATION AGREEMENT, AND FIND THE DEVELOPMENT CODE AMENDMENT IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

WHEREAS, the City of Murrieta ("City") proposes an Ordinance amending the Development Code to allow Billboards in specified zoning districts subject to a Relocation Agreement ("Development Code Amendment"); and

WHEREAS, the proposed Development Code Amendment will amend Chapter 16.38 to: (1) expand the definition of Billboards to include static or digital display signs that use digital message technology capable of changing the static message on the sign electronically; (2) include a definition of Relocation Agreements to describe an agreement entered between the City and a Billboard owner and/or property owner resulting in the removal, relocation, replacement and/or reconstruction of one or more lawfully existing Billboards to another parcel of property within the City, or to reconstruct a Billboard on the same property, as approved by the City Council; and (3) establish the content, requirements, and process for approval of Relocation Agreements; and

WHEREAS, the proposed Development Code Amendment will also amend the land use tables in Chapters 16.10 (Commercial Zoning Districts), 16.11 (Office Districts), 16.12 (Business Park and Industrial Districts), and 16.14 (Special Purpose Districts). These amendments will allow Billboards subject to a Relocation Agreement in those districts and require a Conditional Use Permit for those Billboards; and

WHEREAS, on November 9, 2022, the City of Murrieta Planning Commission held a duly noticed public hearing on the proposed Development Code Amendment, at which a staff report was presented and evidence was provided in the record to support the findings required by the Murrieta Development Code Section 16.58.080, and an opportunity was provided for public comments; and

WHEREAS, the Planning Commission considered and discussed the public comments and written information provided at the public hearing and has determined that the proposed Development Code Amendment is appropriate; and

WHEREAS, the Planning Commission has considered the potential for environmental effects as a result of the proposed Development Code Amendment pursuant to the California Environmental Quality Act (CEQA) and concurs with staff's recommendation.

NOW, THEREFORE, the Planning Commission of the City of Murrieta does resolve as follows:

A. The foregoing recitals are true and correct and are incorporated by this reference as if set forth in full.

B. The Planning Commission makes the following findings based on the following facts:

1. The proposed Development Code Amendment ensures and maintains internal consistency with all of the objectives, policies, general plan land uses, programs and actions of all elements of the general plan.

   FACTS: The proposed Development Code Amendment revises Chapter 16.38 in order to provide for the relocation and reconstruction of Billboards currently existing in the City to more appropriate locations within the City consistent with GOAL LU-11 of the General Plan, which is, "A community that is comprehensively designed to create a positive and distinctive City image by protecting historic resources, and by strengthening the positive qualities of the City's overall image and neighborhood identity." The relocation and reconstruction of Billboards subject to a relocation agreement supports POLICY LU-11.3, "to enhance the positive qualities that give residential, commercial, and industrial areas their unique identities, while also allowing flexibility for innovative design." Additionally, the Development Code Amendment will assist the City in removing existing static Billboards from unwanted locations and in some cases replacing such Billboards with digital signage that provide more timely messaging, strengthening and promoting economic development objectives.

2. The proposed Development Code Amendment would not be detrimental to the public convenience, health, safety or general welfare of the City.

   FACTS: The proposed Development Code Amendment will not have a negative effect on public convenience, health, safety or the general welfare of the City as it provides for a relocation agreement that will result in a reduction of the number of Billboards within the City.

3. The proposed Development Code Amendment is internally consistent with other applicable provisions of the Development Code.

   FACTS: The proposed Development Code Amendment is consistent with applicable provisions of the Development Code including the purpose of Chapter 16.38 (Sign Standards), which seeks to: (a) encourage a desirable city character with a minimum of clutter, while recognizing the need for signs as a major form of communication (Section 16.38.010B); (b) encourage signs that are well designed and pleasing in appearance by providing incentive and latitude for variety, good design relationship, spacing and location (Section 16.38.010D); and (c) promote public safety by providing that official traffic regulation devices be easily visible and

free from nearby visual obstructions including blinking signs, excessive number of signs, or signs resembling official traffic signs (Section 16.38.010F).

4. The proposed Development Code Amendment is in compliance with the provisions of the California Environmental Quality Act (CEQA).

   FACTS: This Development Code Amendment has been evaluated pursuant to the California Environmental Quality Act (CEQA) and it has been determined that the Development Code Amendment is exempt pursuant to CEQA Guidelines 15302 and 15303, because the Ordinance will allow for the replacement or reconstruction of existing structures, and new construction or conversion of small structures.

C. Based on the written and oral information received at the public hearing and the findings stated above, the Planning Commission recommends that the City Council adopt the environmental determination and approve the Development Code Amendment contained in the attached Ordinance.

PASSED, APPROVED AND ADOPTED at a regular meeting of the Planning Commission of the City of Murrieta, California, held on the 9th day of November, 2022.

APPROVED:

_____
Planning Commission Chairperson

ATTEST:

_____
Jarrett Ramaiya, City Planner

I, Jarrett Ramaiya, City Planner, City of Murrieta, California do hereby certify under penalty of perjury that the foregoing Resolution was duly adopted at a regular meeting of the Planning Commission on the 9th day of November, 2022 by the following roll call vote:

MOTION MADE BY COMMISSIONER _____

SECONDED BY COMMISSIONER _____

AYES: _____

NOES: _____

ABSENT: _____

ABSTAINED: _____

_____
Jarrett Ramaiya, City Planner

ATTACHMENTS:

1. Proposed ordinance showing the changes and additions to Chapter 16.38, 16.10, 16.11, 16.12, and 16.14.

AIRPORT LAND USE COMMISSION MEETING
MINUTES
December 15, 2022

DRAFT

12-19-22

COMMISSIONERS PRESENT: Russell Betts, John Lyon, Steve Manos, Steven Stewart, Richard Stewart, Vernon Poole, Martin Rossouw (alternate for Michael Geller)

COMMISSIONERS ABSENT: Michael Geller

2.0 PUBLIC HEARING: CONTINUED ITEMS

2.1 Staff report recommended:
CONTINUE to 1-12-23

Staff recommended at hearing:
CONTINUE to 1-12-23

ALUC Commission Action:
CONTINUED to 1-12-23
(Vote 7-0)

Motion: John Lyon
Second: Steven Stewart

ZAP1544MA22 – PR Partners, LLC (Representative: Mike Naggar & Associates) – City of Perris Case Nos. PLN19-00012 (Specific Plan Amendment), PLN19-05287 (Zone Change), DPR19-00012 (Development Plan Review). A proposal to construct a mixed-use industrial/commercial development including a 304,572 square foot e-commerce warehouse building with mezzanines, a 2,010 square foot restaurant building with drive-thru, and a 4,950 square foot retail/restaurant building with drive-thru on a 16.12 acre parcel, located on the southwest corner of Perris Boulevard and Ramona Expressway. The applicant also proposes amending the Perris Valley Commerce Specific Plan (SPA No. 13) and changing 14.1 acres of the site's zoning from Commercial to Light Industrial (with 1.99 acres of the site remaining Commercial). (The Commission previously found consistent on this site ZAP1390MA19, a proposal to construct a 347,919 square foot industrial e-commerce and warehouse building on 16.1 acres, and a proposal to amend the Perris Valley Commerce Center Specific Plan, and change the site's zoning from Commercial to Light Industrial (Airport Compatibility Zones B1-APZ-II and C1 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org.

3.0 PUBLIC HEARING: NEW CASES

3.1 Staff report recommended:
CONTINUE to 1-12-23

Staff recommended at hearing:
CONSISTENT, subject to the conditions included herein, including conditions set forth by the FAA OES

ALUC Commission Action:
CONSISTENT, subject to the conditions included herein, including conditions set forth by the FAA OES. (Vote 7-0)

ZAP1541MA22 – Perris Land Company, LLC (Representative: Johnson Aviation) – City of Perris Case Nos. PLN21-05218 (Specific Plan Amendment), DPR21-00013 (Development Plan Review), PLN21-05216 (Conditional Use Permit), PLN21-05219 (Tentative Parcel Map No. 38292). A proposal for a mixed-use commercial industrial development on 55.86 gross acres which includes: 8 commercial buildings totaling 37,215 square feet consisting of retail, restaurant, and gas station with convenience store and car wash; and a 950,224 square foot high-cube industrial warehouse building with mezzanines, located southerly of Ramona Expressway, westerly of Webster Avenue, easterly of Nevada Avenue, and northerly of Morgan Street. The applicant also proposes to amend the Perris Valley Commerce Center to allow a rezone of 19.44 acres of Business Park Office (BPO) and 24.25 acres of

VIDEO:
A video recording of the entire proceedings is available on the ALUC website at www.rcaluc.org. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org

Motion: Richard Stewart
Second: Martin Rossouw

Commercial (C) to Light Industrial (LI). The applicant also proposes to divide the site's 55.86 acres into 8 parcels. The applicant also proposes to construct a 550,000 square foot rooftop solar panel system on the proposed industrial building (Airport Compatibility Zone C1 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org.

3.2 Staff report recommended:
CONSISTENT

Staff recommended at hearing:
CONSISTENT

ALUC Commission Action:
CONSISTENT (Vote 7-0)

Motion: Russell Betts
Second: Richard Stewart

ZAP1547MA22 – Industrial Realty, LLC (Representative: T&B Planning, Inc.) – County of Riverside Case No. PPT220026 (Plot Plan). A proposal to construct a 100,924 square foot industrial building with mezzanines on 4.56 acres, located easterly of Patterson Avenue, westerly of Harvill Avenue, and southerly of Cajalco Road (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Jackie Vega at (951) 955-0982, or e-mail at Javega@rivco.org

4.0 PUBLIC HEARING: MISCELLANEOUS ITEMS
None

5.0 ADMINISTRATIVE ITEMS

5.1 Director's Approvals - Information Only

5.2 Update March Air Reserve Base Compatible Use Study (CUS)

On behalf on Simon Housman, John Guerin, retired ALUC Principal Planner expressed he was asked to assist on a temporary basis with regards to the March Compatible Use Study. Duties include preparing a draft amendment to the March ALUCP and cumulative glare studies.

6.0 APPROVAL OF MINUTES
Richard Stewart motioned to approve the November 10, 2022 minutes. Seconded by Steven Stewart. Abstained: John Lyon and Russell Betts; Vote 5.0

7.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA
None

8.0 COMMISSIONER'S COMMENTS
Commissioner Betts wished everyone a Happy Holiday.

9.0 ADJOURNMENT
Steve Manos, Chair closed the meeting with a request for prayers for his father-in-law who is right now going through bypass surgery. Chair Manos adjourned the meeting at 10:07 a.m.

VIDEO:
A video recording of the entire proceedings is available on the ALUC website at www.rcaluc.org. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org