RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	3.1
HEARING DATE:	November 10, 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: 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 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: 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. At the time the staff report was prepared, comments from the Air Force were still pending. (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).

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.

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 feet, resulting in a top point elevation of 1,500 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.

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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 AIRPORT LAND USE COMMISSION ALUC

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

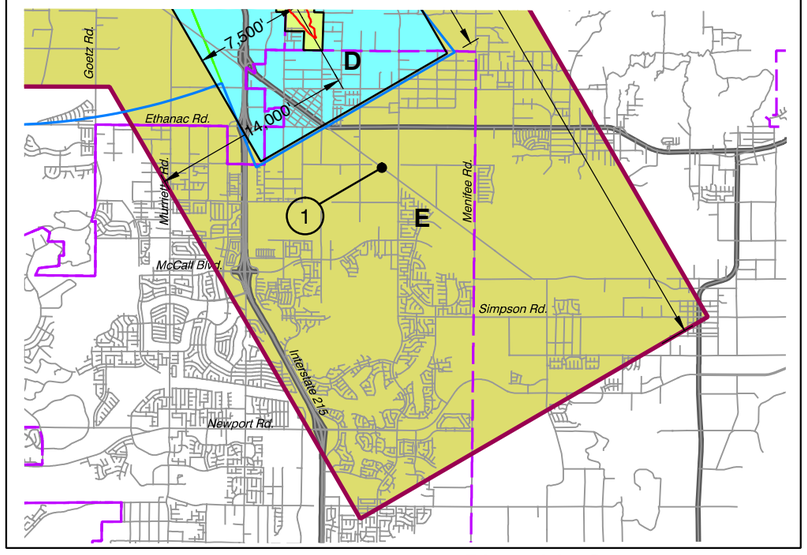
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

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



SEE INSET AT RIGHT

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)

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Riverside County
Airport Land Use Commission

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

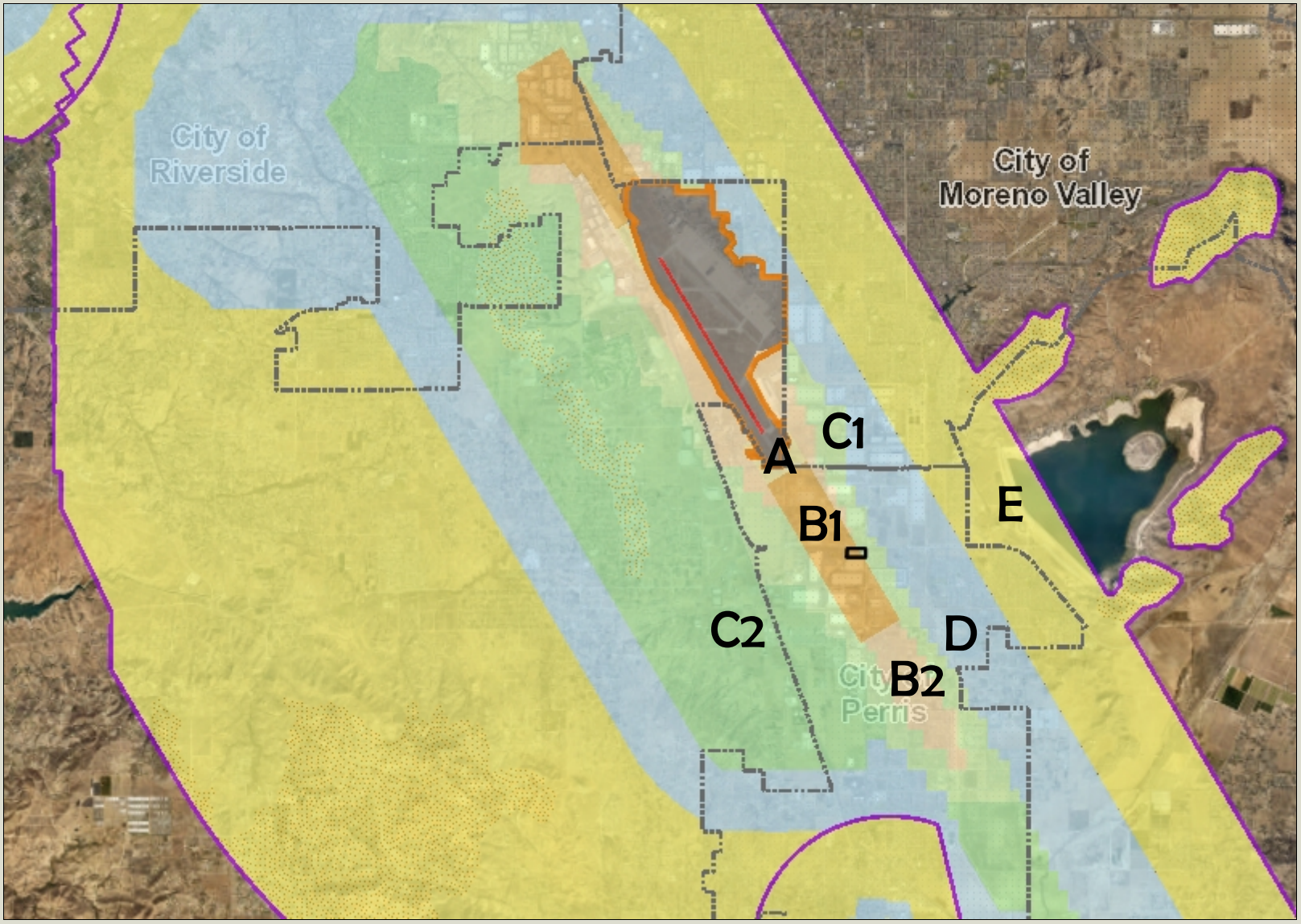
(Adopted November 13, 2014)

Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport

Map My County Map



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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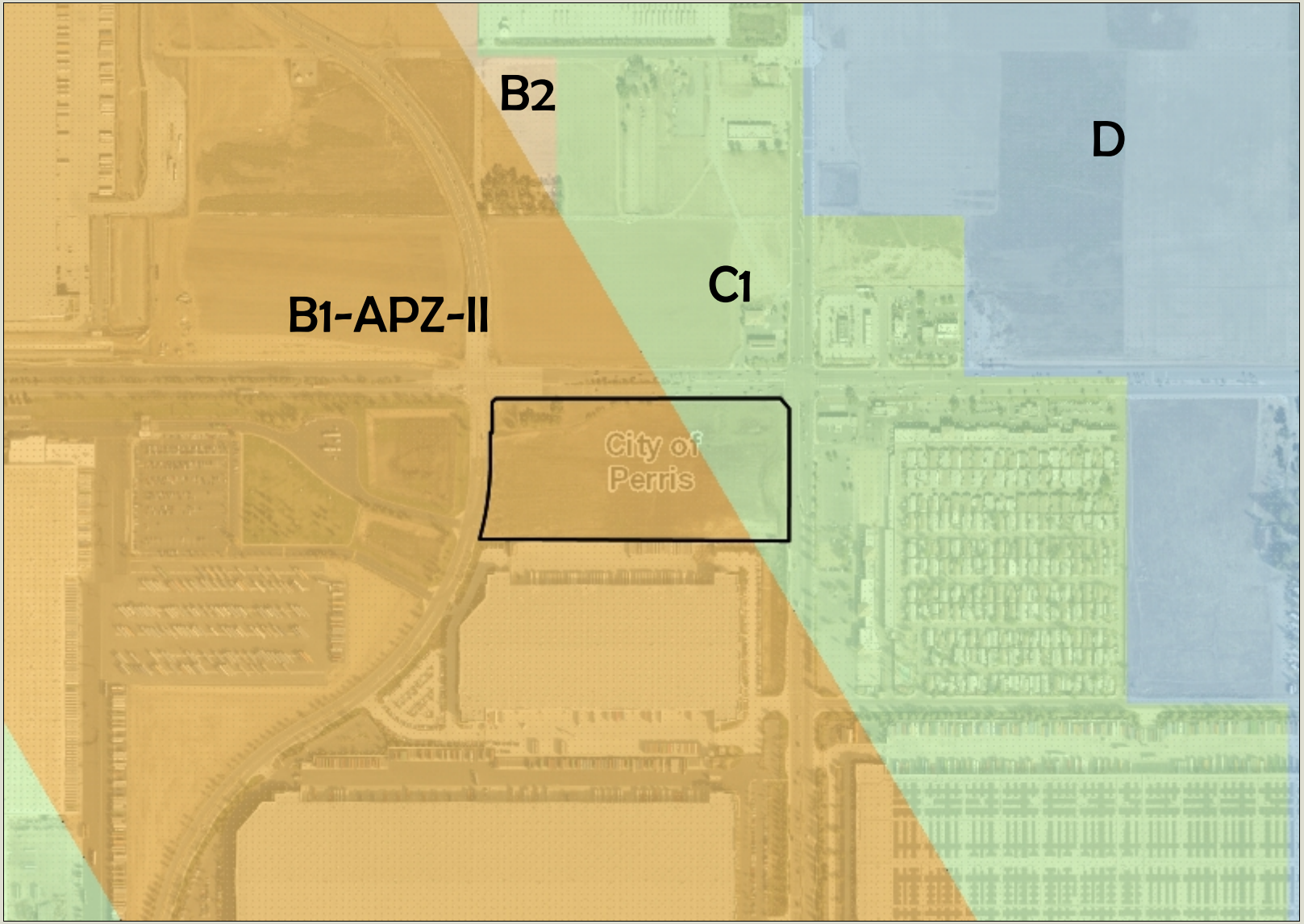
Notes

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
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  - C2-EXC2
  - C2-EXC3
  - C2-EXC5
  - C2-EXC6

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Notes

Map My County Map

Legend

- Blueline Streams
- City Areas
- World Street Map

0 758 1,516 Feet

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Notes

Map My County Map

Legend

City Areas

World Street Map

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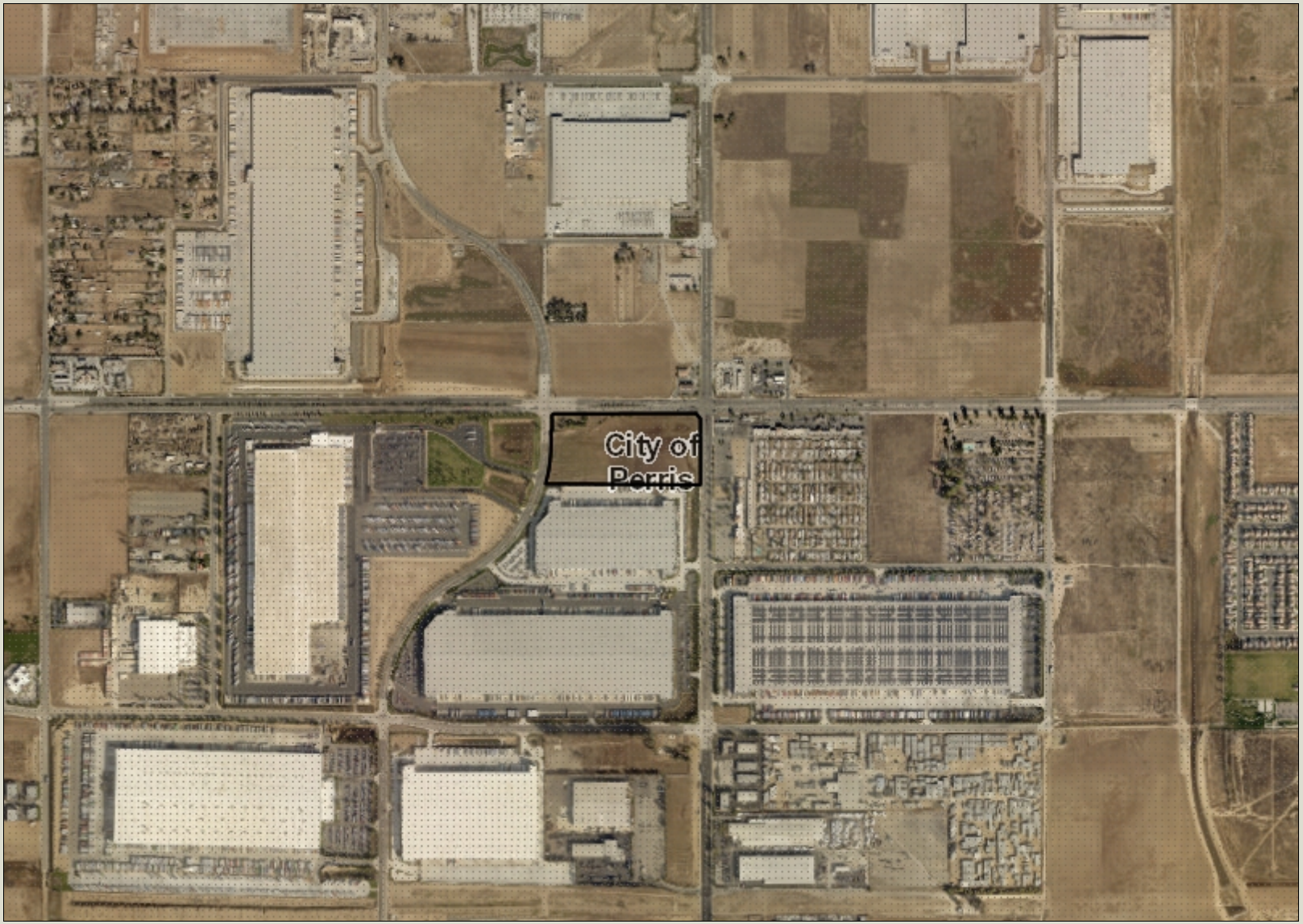
Notes

Map My County Map



Legend

- 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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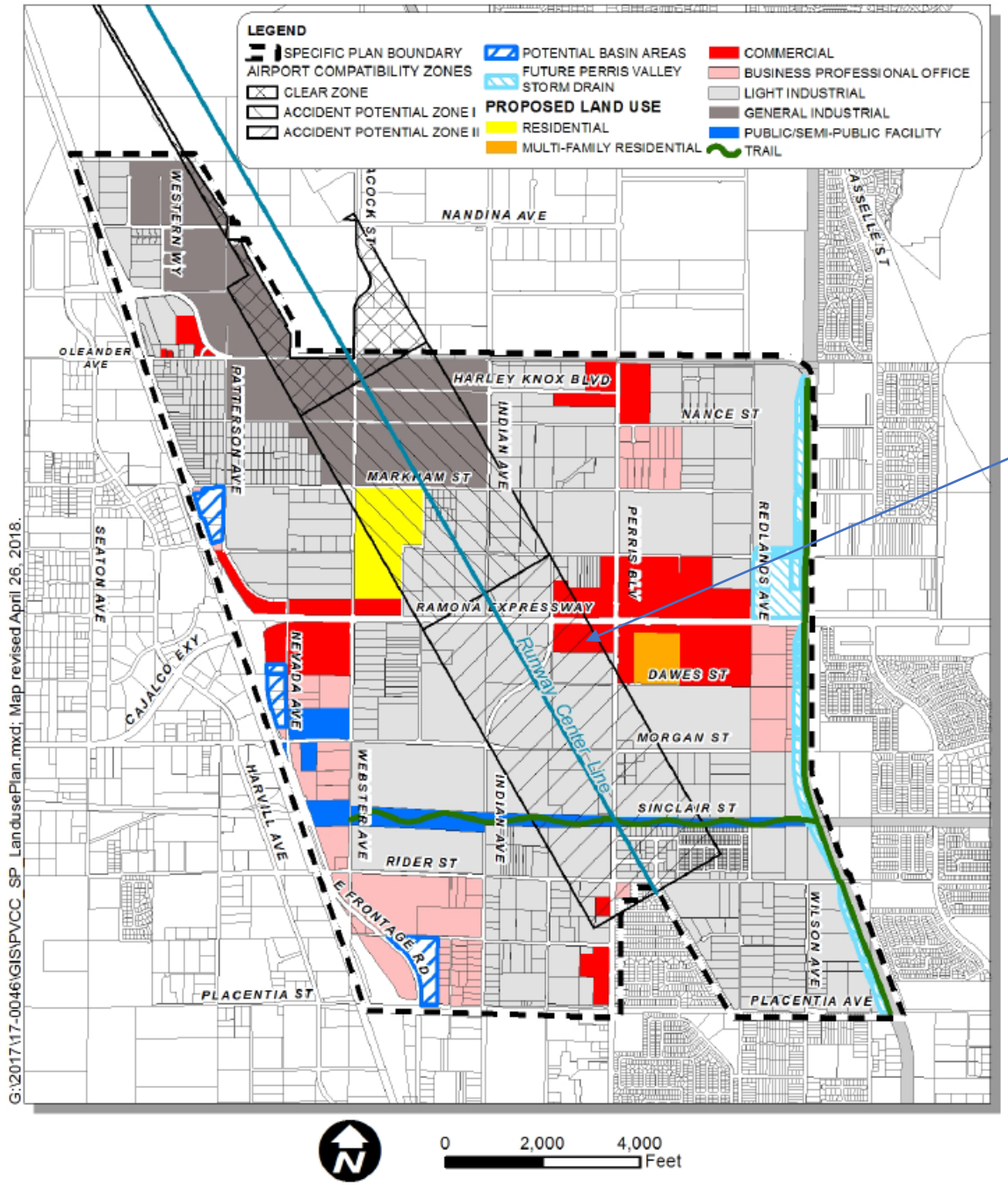
Notes

Current Specific Plan
Land Use Designation

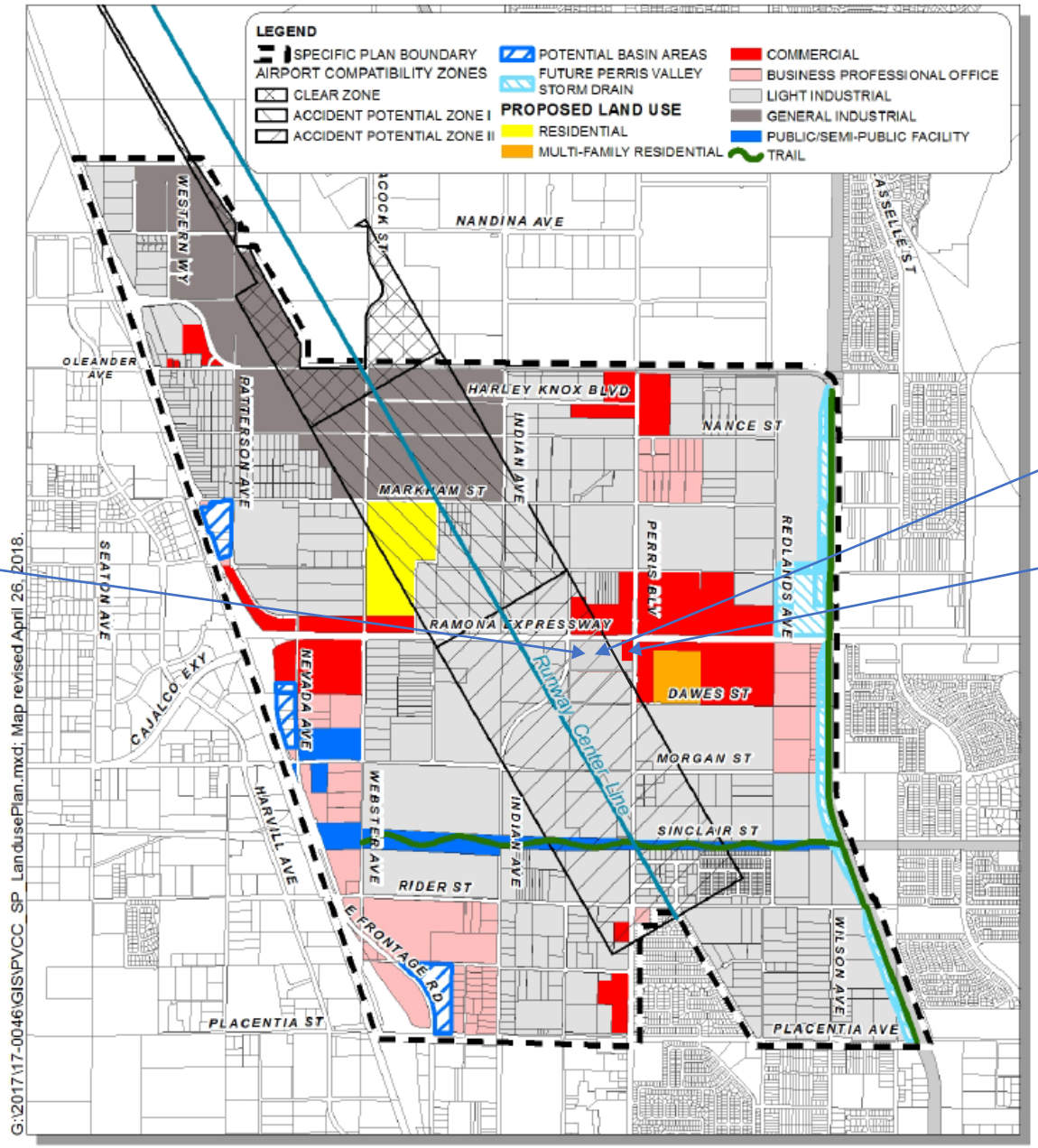
Figure 2.0-1, Specific Plan Land Use Designation



Project Site

Proposed Specific Plan
Land Use Designation
1.99 Acres to remain
Commercial

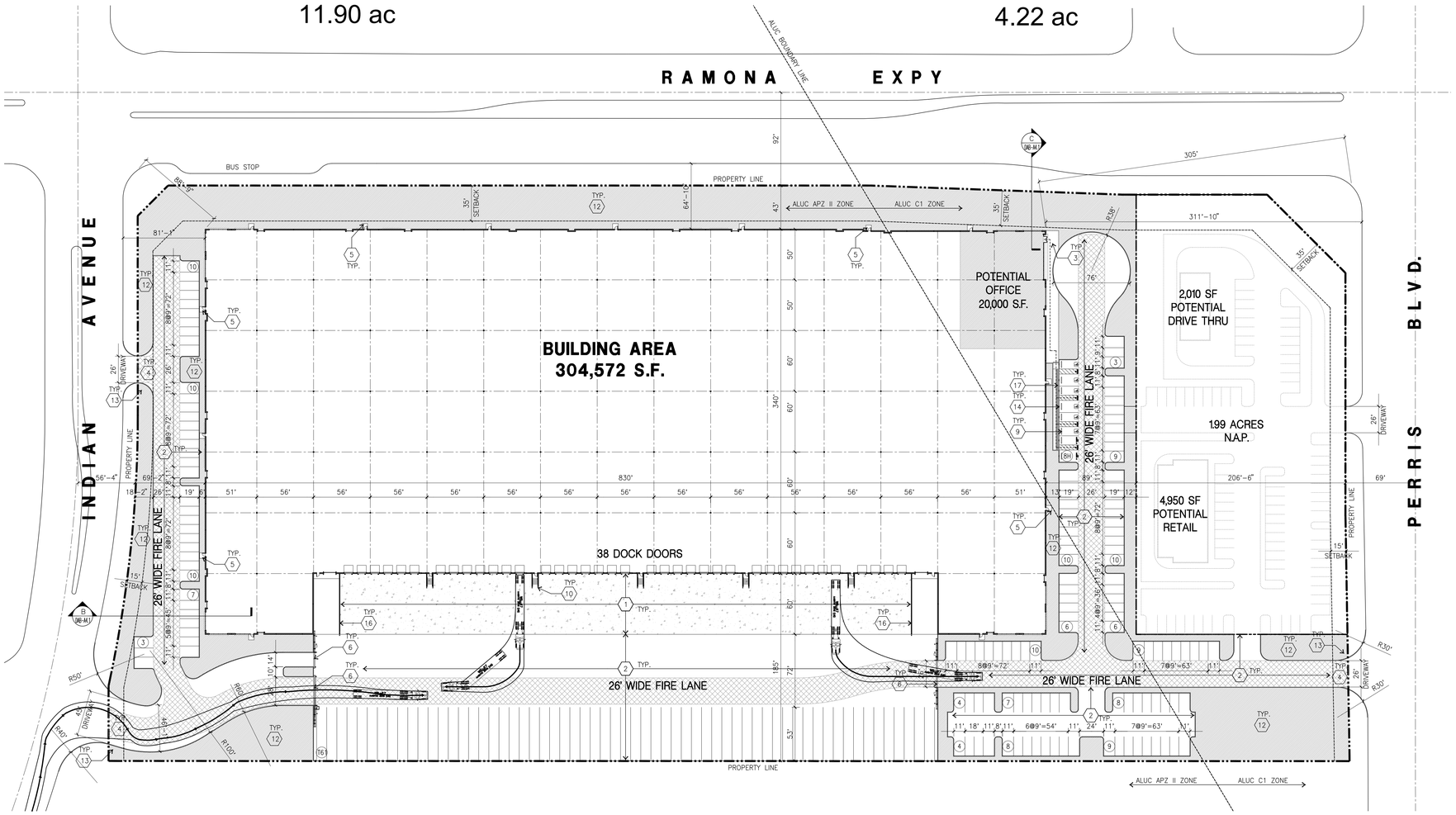
Figure 2.0-1, Specific Plan Land Use Designation



14.1 Acres to be zoned Light Industrial

Project Site

1.99 Acres to remain Commercial



OVERALL SITE PLAN A
scale: 1"=50'-0"

SCALE: 1"=50'-0"
0 50' 100' 150'
N TRUE NORTH

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
- 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

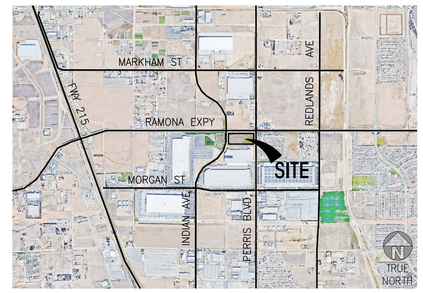
Legal Description

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

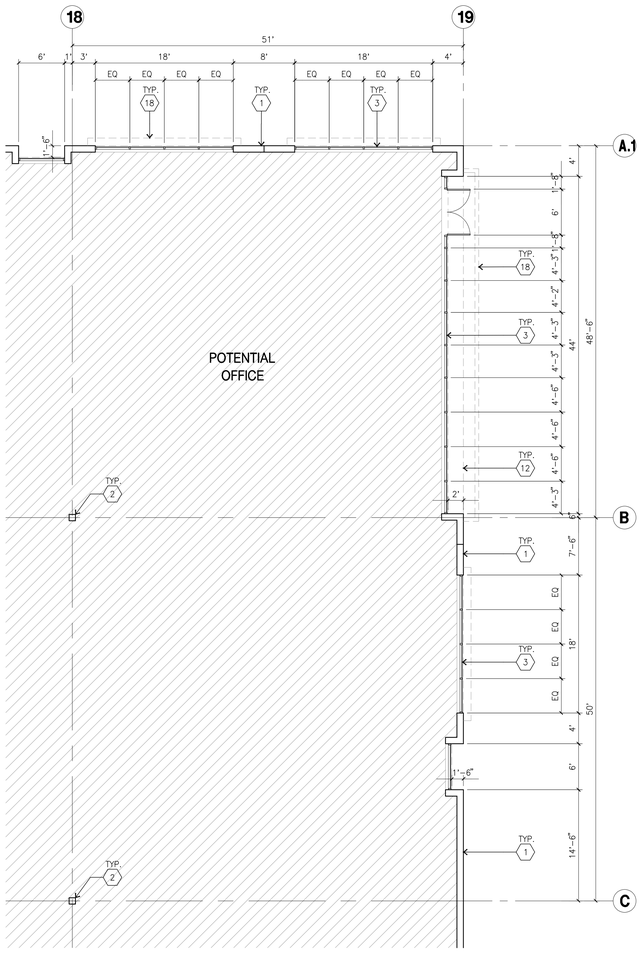
Project:
RAMONA EXPY.
&
INDIAN AVE.
PERRIS, CA

Consultants:

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

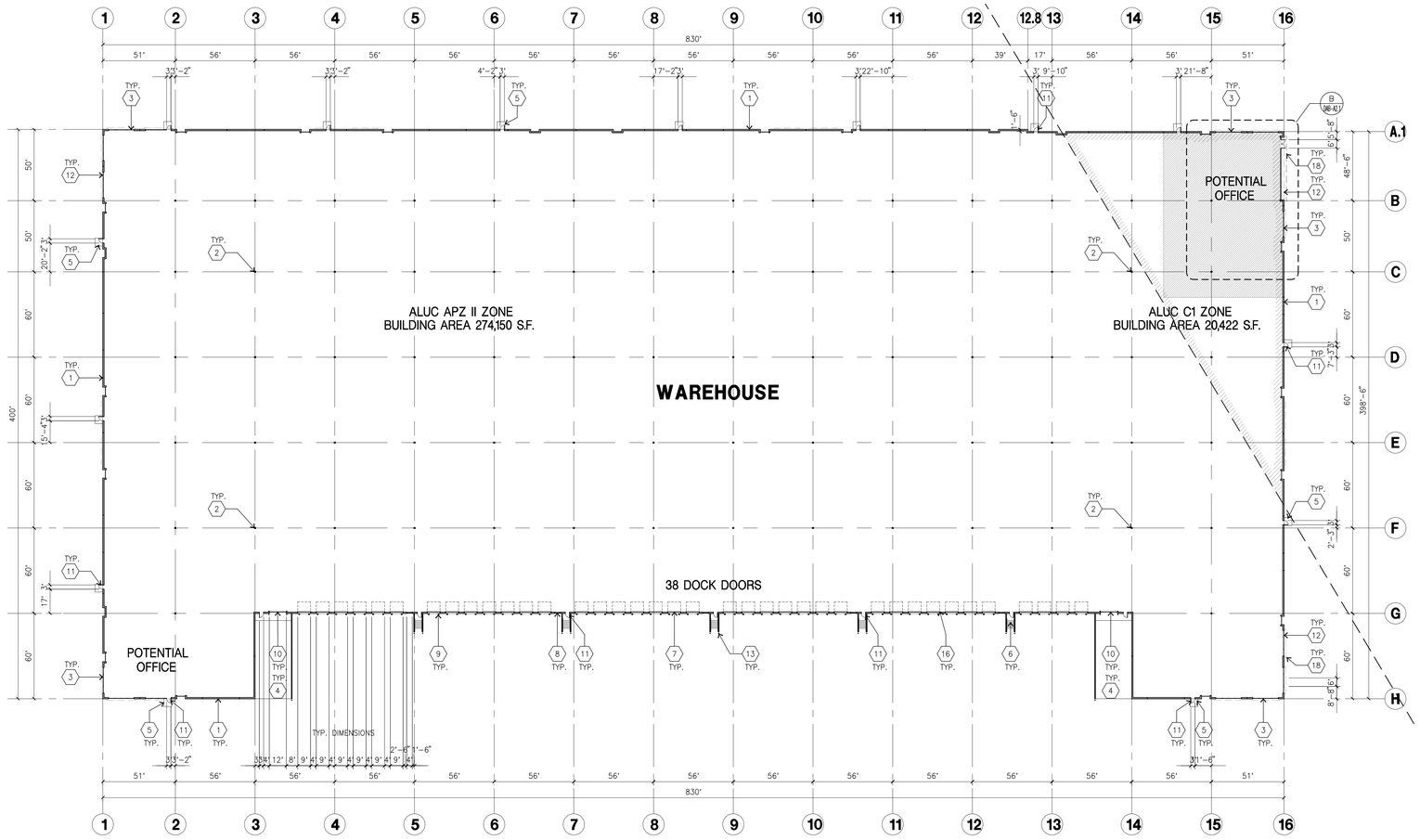
Title:	Overall Site Plan
Project Number:	19281
Drawn by:	ML
Date:	09/08/22
Revision:	

Sheet:
DAB-A1.1



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

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



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

SCALE: 1" = 40'-0"
0 40' 80' 120'
N 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 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. 302-1R-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. 302-1R-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 [hatched] 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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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:

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c/o

30220 RANCHO VIEJO RD
SAN JUAN CAPISTRANO, CA 92675
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&
INDIAN AVE.

PERRIS, CA

Consultants:

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

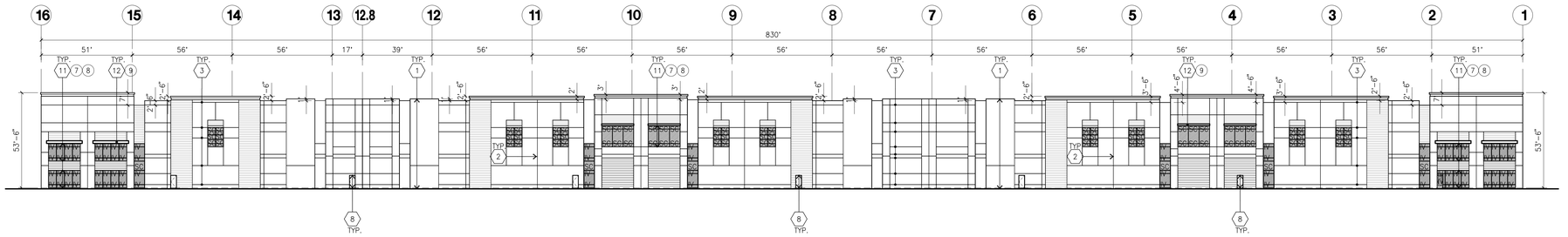
Title: Overall Floor Plan

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

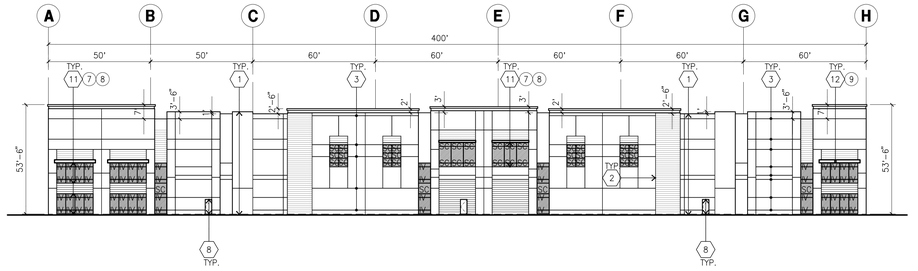
Revision:

Sheet:

DAB-A2.1



NORTH ELEVATION A
scale: 1"=30'-0"



WEST ELEVATION B
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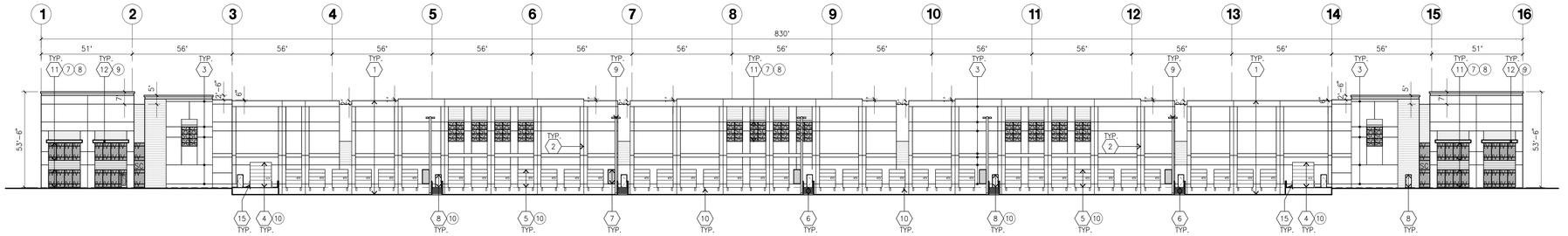
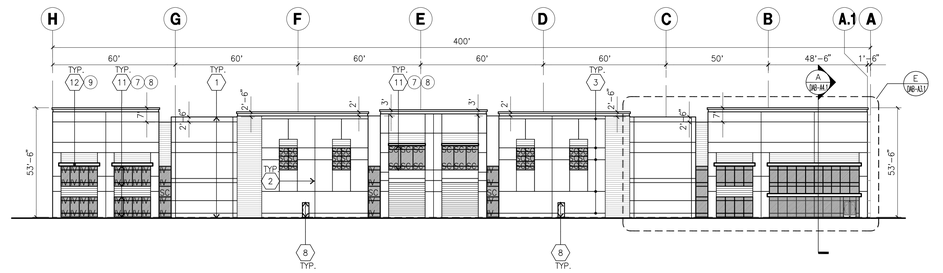
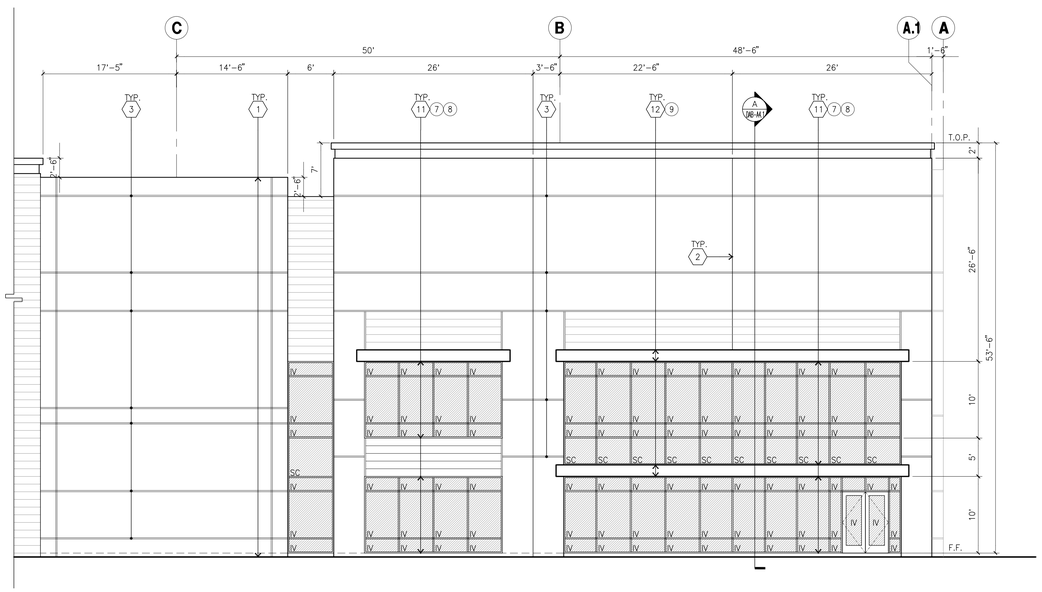


SOUTH ELEVATION C
scale: 1"=30'-0"



EAST ELEVATION D
scale: 1"=30'-0"



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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HPA architecture

hpa, inc.
18831 bardeen avenue - ste.
#100 irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
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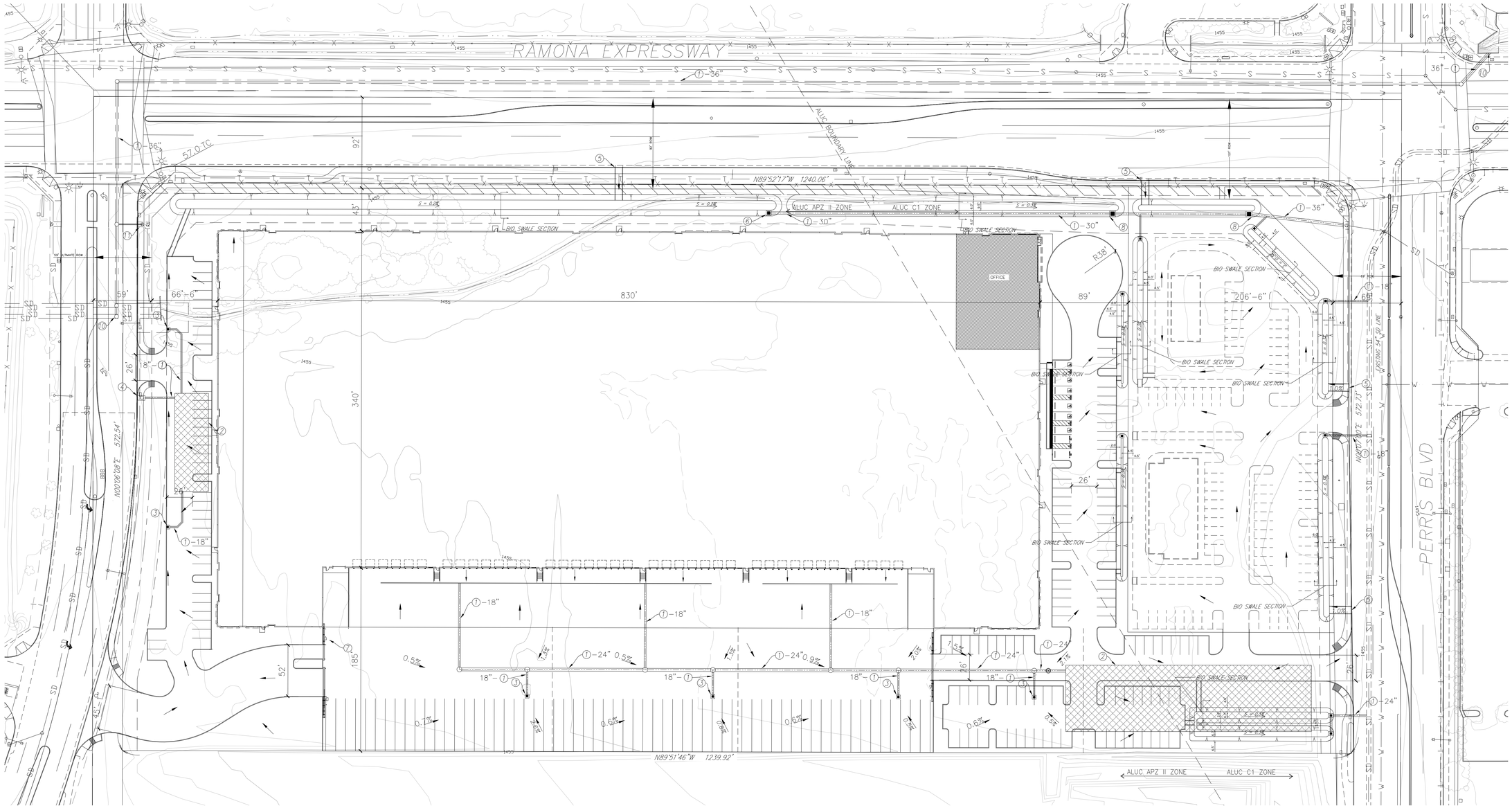
Electrical:	-
Landscape:	-
Fire Protection:	-
Soils Engineer:	-

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 DI3636636, WITH PEDESTRIAN GRATE.
7. INSTALL TRASH ENCLOSURE PER LANDSCAPE ARCHITECT PLAN.
8. INSTALL JENSEN PRECAST DROP INLET DI4848848, 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 — 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'

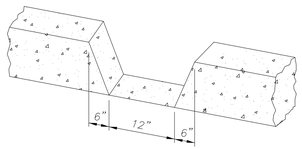
SCALE 1"=50'
FIELD BOOK
DESIGN
DRAWN
CHECKED

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

PRELIMINARY GRADING & DRAINAGE PLAN SWC RAMONA & PERRIS ALUC EXHIBIT

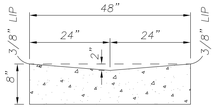
FOR: PACIFIC DEV. PARTNERS W.O. CITY FILE NO. DPR 19-00012

SHEET NO. 1 OF 2 SHEETS



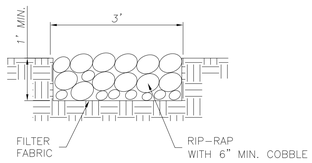
DETAIL "A" - CURB FACE OPENING

NTS



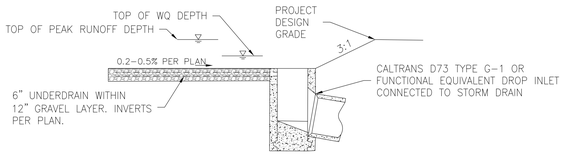
DETAIL "B" - VALLEY GUTTER

NTS



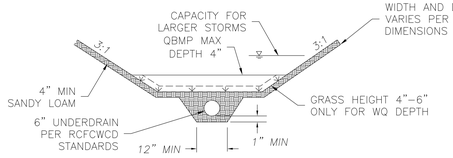
DETAIL "C" - RIP-RAP PAD

NTS



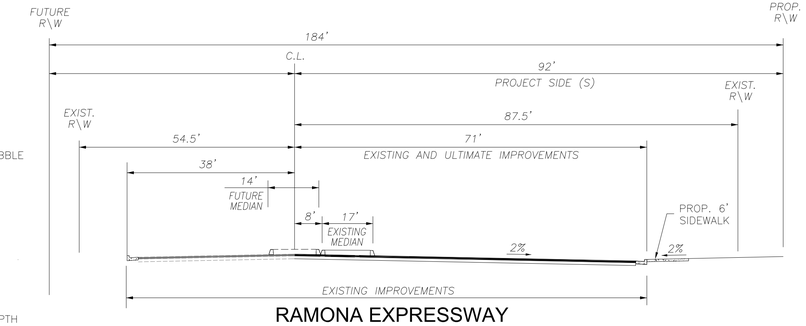
BIO-SWALE END DRAIN DETAIL

NTS



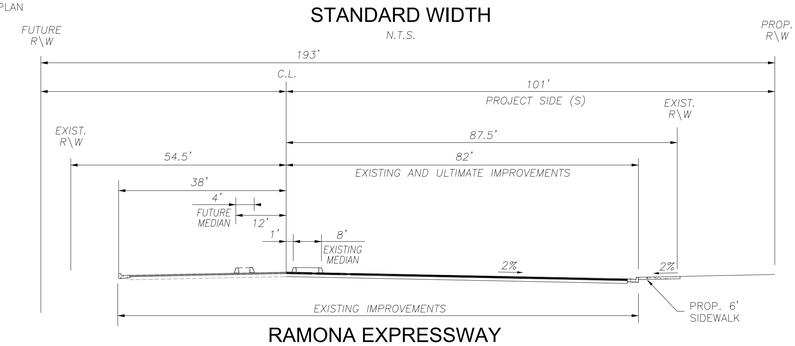
BIO-SWALE SECTION

NTS



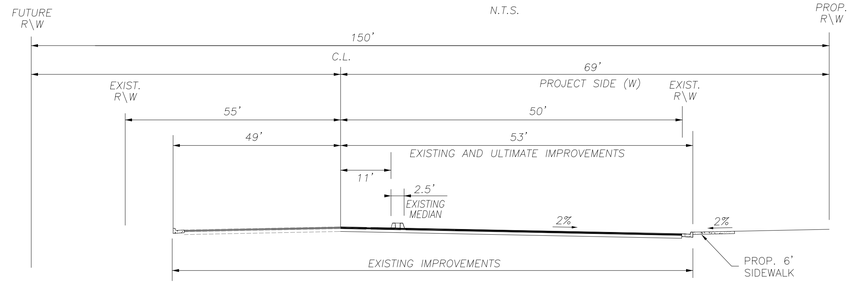
RAMONA EXPRESSWAY
STANDARD WIDTH

N.T.S.



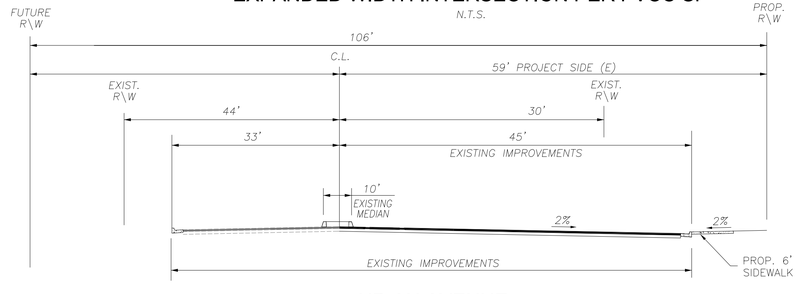
RAMONA EXPRESSWAY
EXPANDED WIDTH INTERSECTION PER PVCC SP

N.T.S.



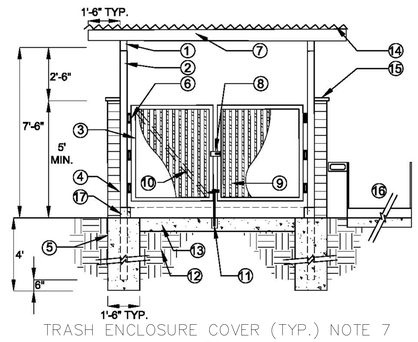
PERRIS BOULEVARD
EXPANDED WIDTH INTERSECTION PER PVCC SP

N.T.S.



INDIAN AVENUE
EXPANDED WIDTH INTERSECTION PER PVCC SP

N.T.S.



TRASH ENCLOSURE COVER (TYP.) NOTE 7

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 FOTING / 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.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

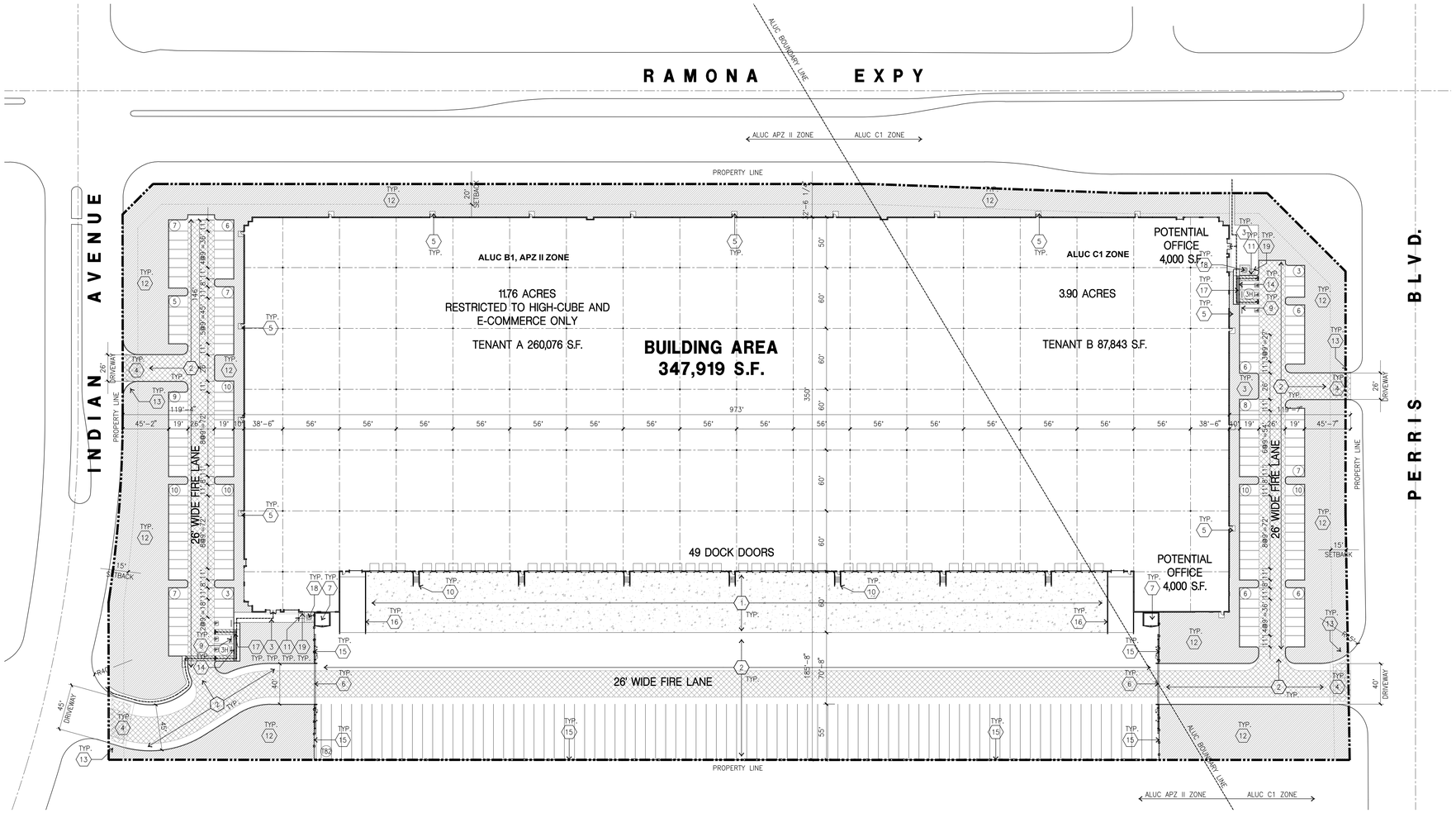
ZONING CASE #DPR 19-00012 I.P. No. _____
PERRIS CA, 92571
COUNTY OF RIVERSIDE

PRELIMINARY GRADING & DRAINAGE PLAN SWC RAMONA & PERRIS ALUC EXHIBIT 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
- 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

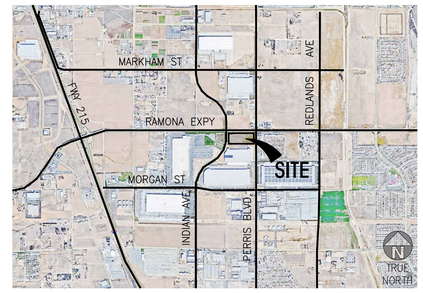
Legal Description

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

P:\2019\Pacific Development Perris SEC of Ramona & Indian Ave 19281\Design\DAB\DAB-A1.1.dwg, 5/12/2020 3:50:39 PM, DWG To PDF.pc3

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:	3.2
HEARING DATE:	November 10, 2022
CASE NUMBER:	ZAP1545MA22 – Lake Creek Industrial LLC (Representative: Sagecrest Planning Environmental)
APPROVING JURISDICTION:	City of Perris
JURISDICTION CASE NO:	SPA22-05053 (Specific Plan Amendment), DPR20-00021 (Development Plan Review), TPM38385 (Tentative Parcel Map
LAND USE PLAN:	2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
Airport Influence Area:	March Air Reserve Base
Land Use Policy:	Zone B2
Noise Levels:	Between 65 - 75 CNEL contour from aircraft
MAJOR ISSUES:	**None**

RECOMMENDATION: Staff recommends that the Commission find the Specific Plan Amendment CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and also find the Development Plan Review and Tentative Parcel Map CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to construct a 254,211 square foot warehouse building with mezzanines on 12.59 acres. The applicant also proposes to amend the Perris Valley Commerce Center Specific Plan to vacate Walnut Street from the Circulation Plan. The applicant also proposes merging the existing six parcels into one parcel.

PROJECT LOCATION: The project is located southerly of Rider Street, northerly of Placentia Avenue, easterly of Redlands Avenue, and westerly of Wilson Avenue, approximately 16,707 feet south 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 Zone B2 which limits average intensity to 100 people per acre.

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

- Warehouse – 1 person per 500 square feet, and
- Office – 1 person per 200 square feet.

The project proposes to construct a 254,511 square foot warehouse building with mezzanines, which includes 246,511 square feet of warehouse area, 4,000 square feet of first floor office area, and 4,000 square feet of second floor office mezzanine area, accommodating a total occupancy of 533 people, resulting in an average intensity of 42 people per acre, which is consistent with Zone B2 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). Based on the number of parking spaces provided (106 standard vehicles, 31 truck trailer), the total occupancy would be estimated at 190 people, resulting in an average intensity of 15 people per acre, which is consistent with the Compatibility Zone B2 average intensity criterion of 100 people per acre.

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

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would include 39,560 square feet of warehouse area, 4,000 square feet of first floor office area, and 4,000 square feet of second floor office mezzanine area, resulting in a single acre occupancy of 120 people, which is consistent with the Compatibility Zone B2 single acre criterion of 250.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone B2.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area between 65 - 75 CNEL range from aircraft noise. While the proposed industrial areas are not a noise-sensitive use and would not require special measures to mitigate aircraft-generated noise, such measures may be required to achieve reduced interior noise levels of 45 dBA CNEL in office areas as required pursuant to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

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 16,707 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 1,655 feet AMSL. The site's elevation is 1,446 feet AMSL and the proposed building height is 48 feet, resulting in a top point elevation of 1,494 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 nearest portion of the project is located 16,707 feet from the runway, and therefore would not be subject to the above requirement.

Specific Plan Amendment: The applicant also proposes to amend the Perris Valley Commerce Center Specific Plan for the removal of existing road, Walnut Street, from the existing circulation plan. The proposed amendments are consistent with the Compatibility Plan.

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 3

aboveground habitable floors, 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) 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 of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.

5. 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.

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

7. Noise attenuation measures shall be incorporated into the design of the office areas of the building, 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 has been evaluated as 246,511 square feet of warehouse area, 4,000 square feet of first floor office area, and 4,000 square feet of second floor office mezzanine 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.

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

X:\AIRPORT CASE FILES\March\ZAP1545MA22\ZAP1545MA22sr.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 AIRPORT LAND USE COMMISSION ALUC

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

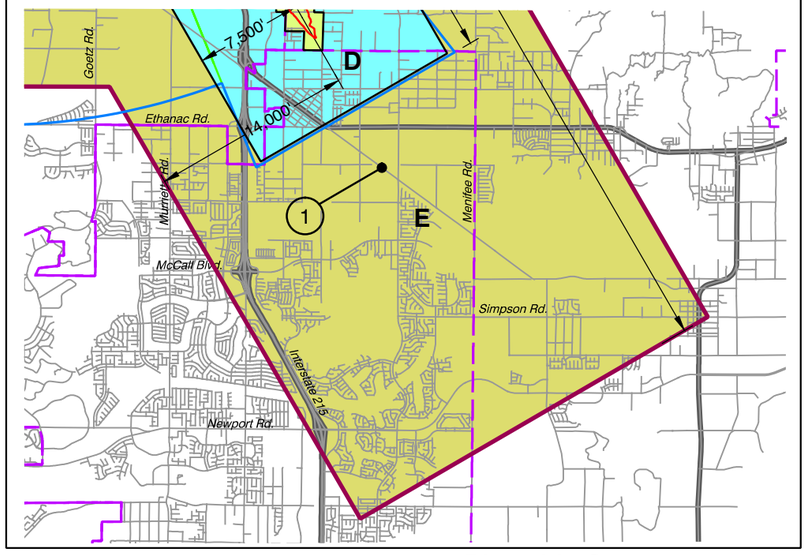
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

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.

N

0 2 4 MILES

Base map source: County of Riverside 2013

SEE INSET AT RIGHT

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

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

Riverside County
Airport Land Use Commission

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

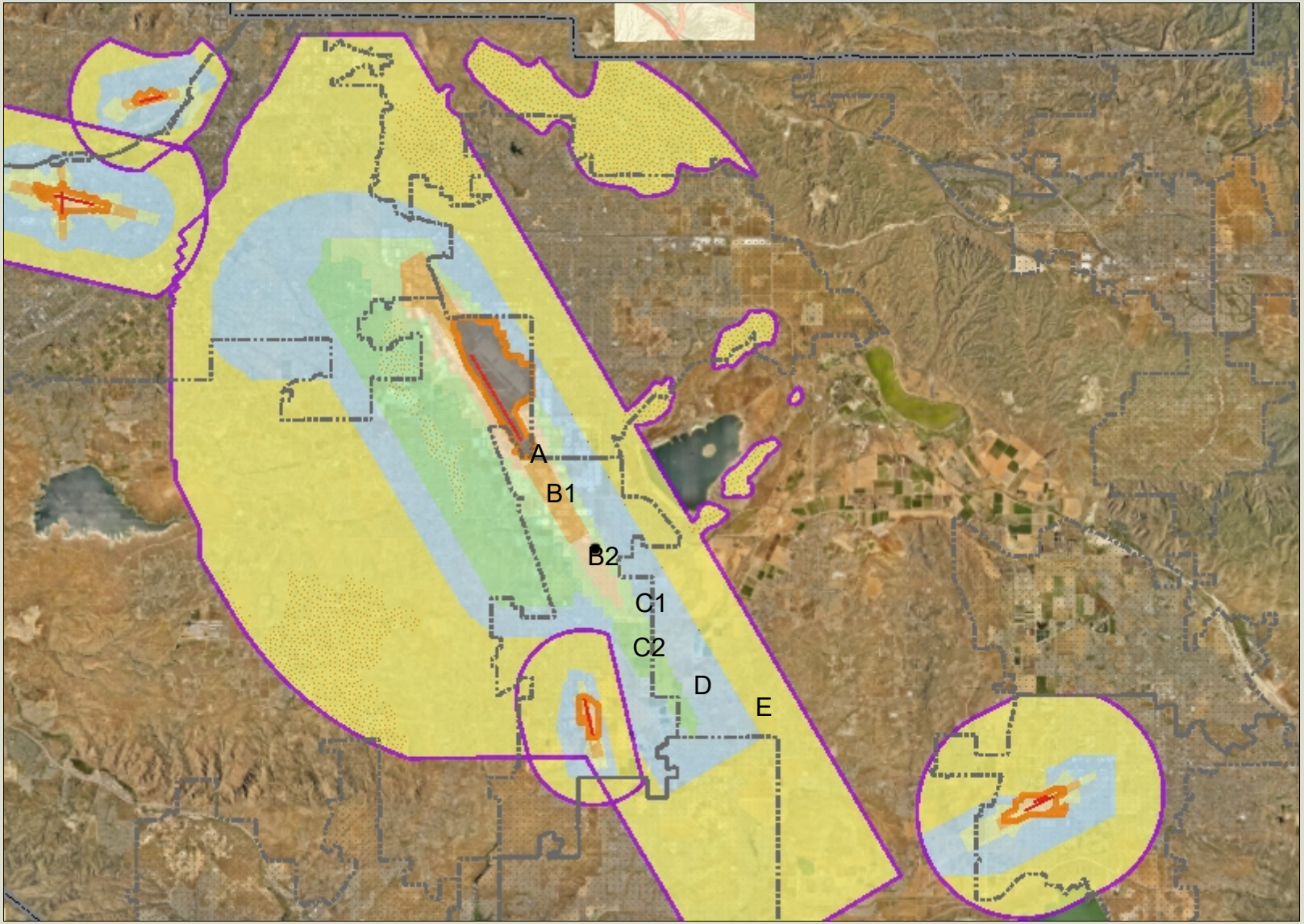
(Adopted November 13, 2014)

Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport

Map My County Map



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

RCIT

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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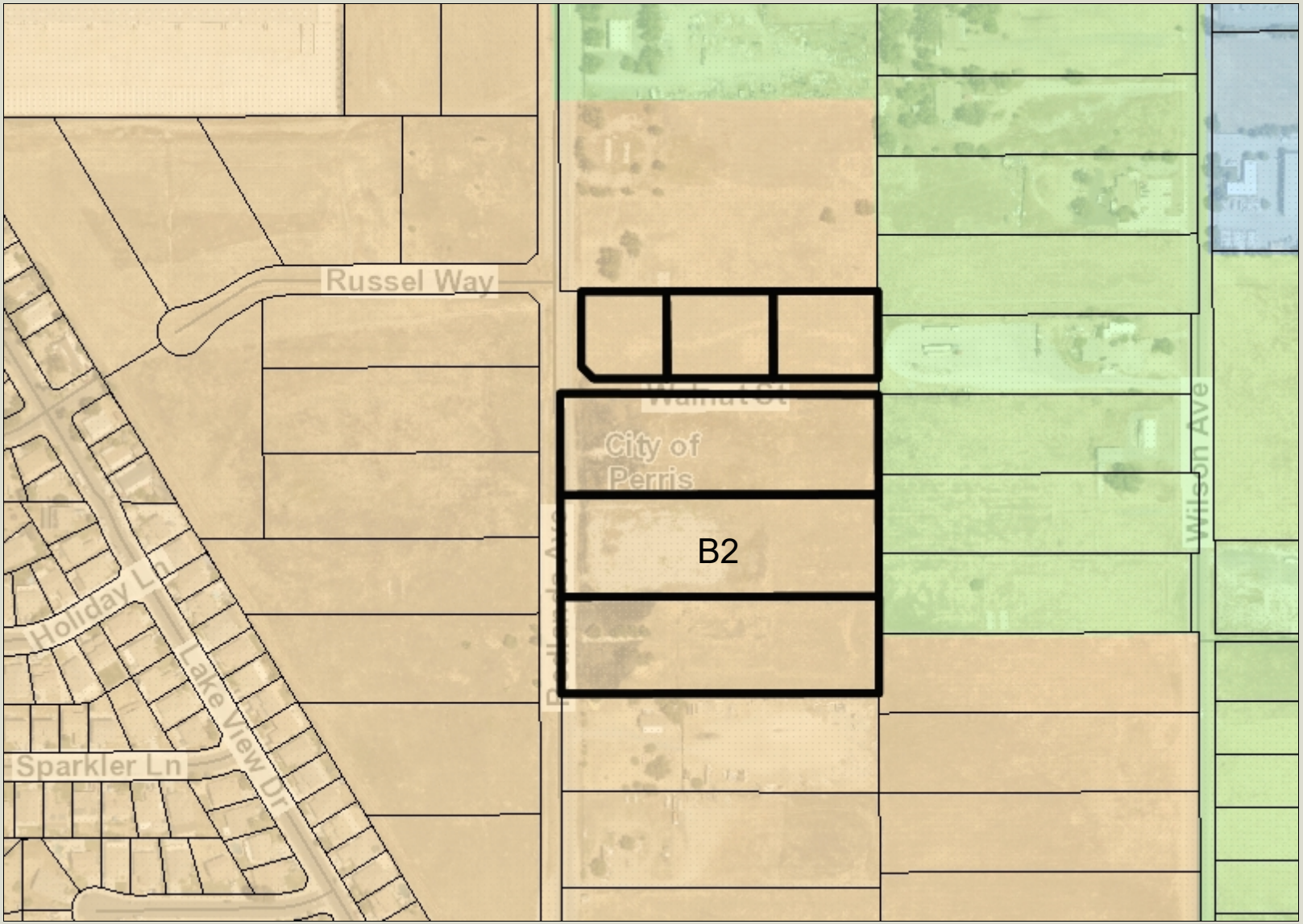
Notes

Map My County Map



Legend

- 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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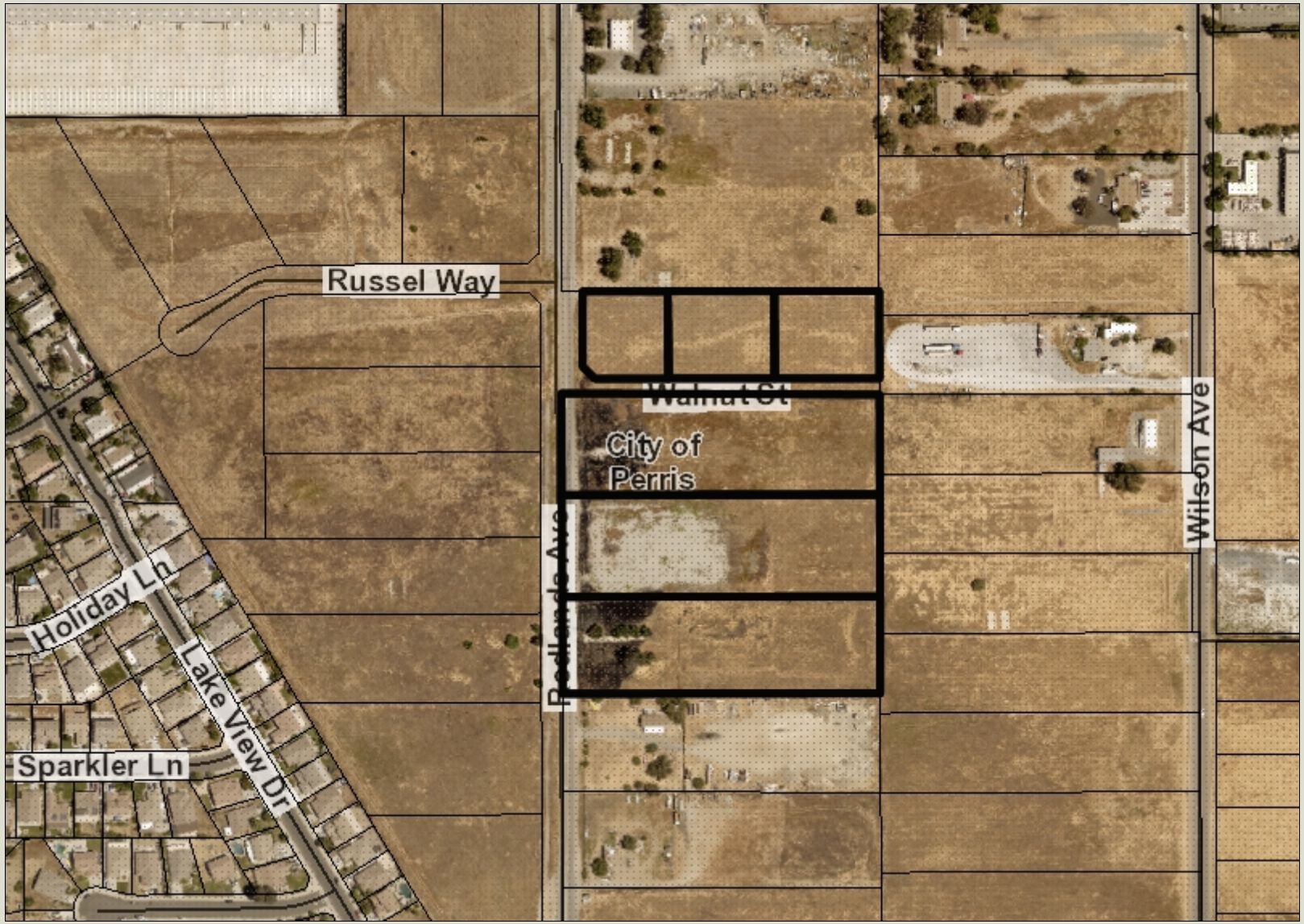
Notes

Map My County Map



Legend

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

RCIT

0 385 770 Feet

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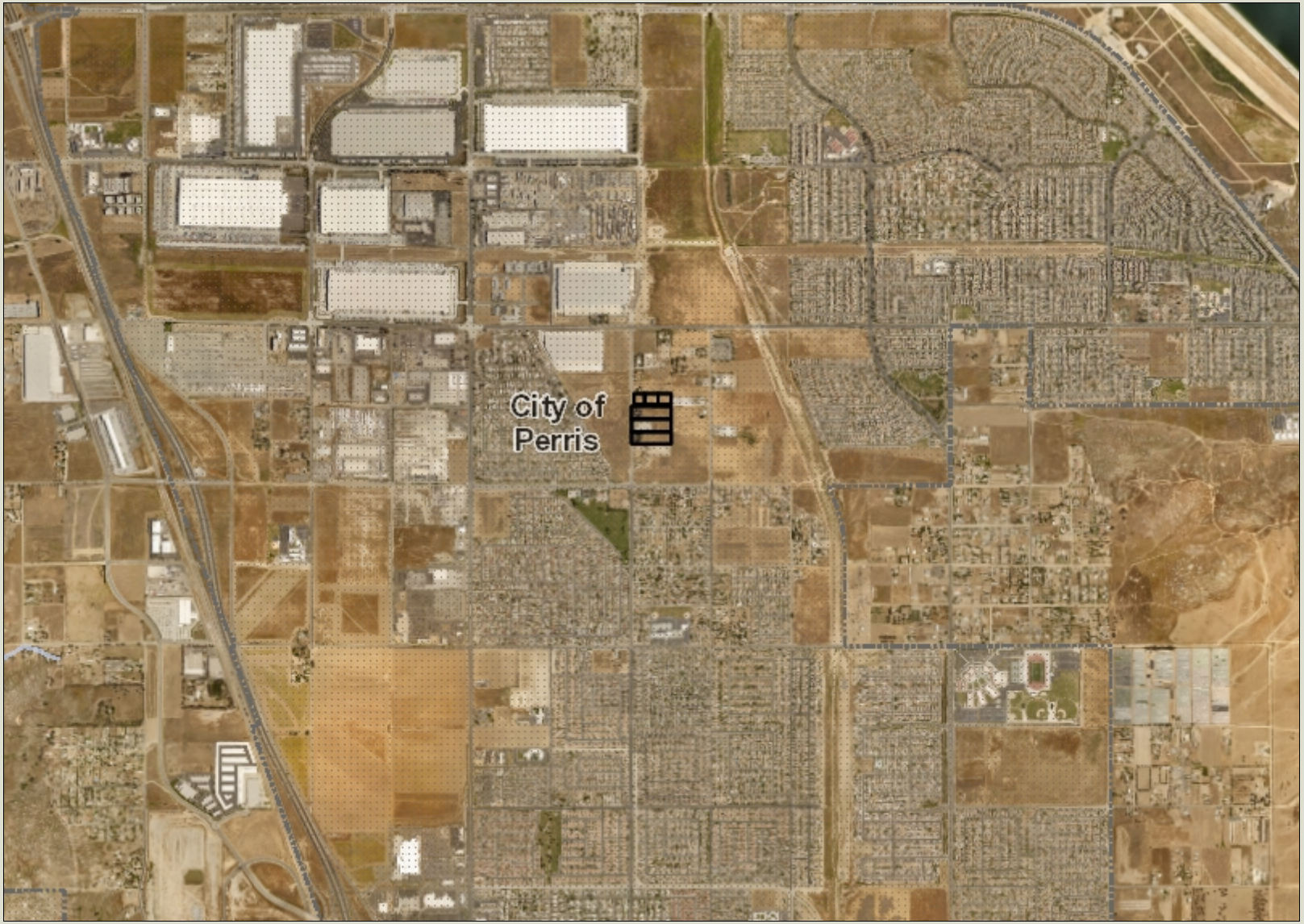
Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

0 3,079 6,157 Feet

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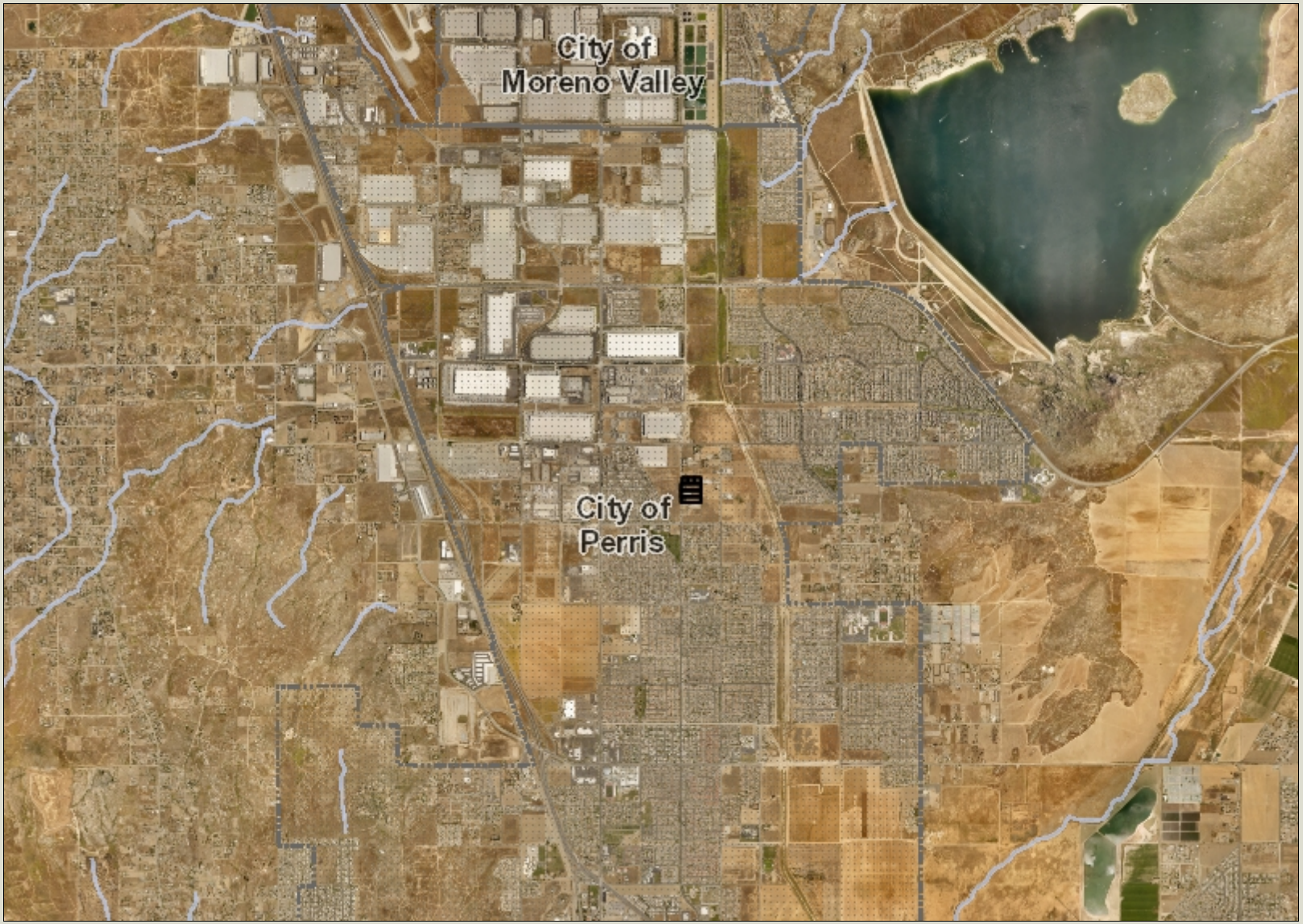
Map My County Map



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

0 1,539 3,079 Feet

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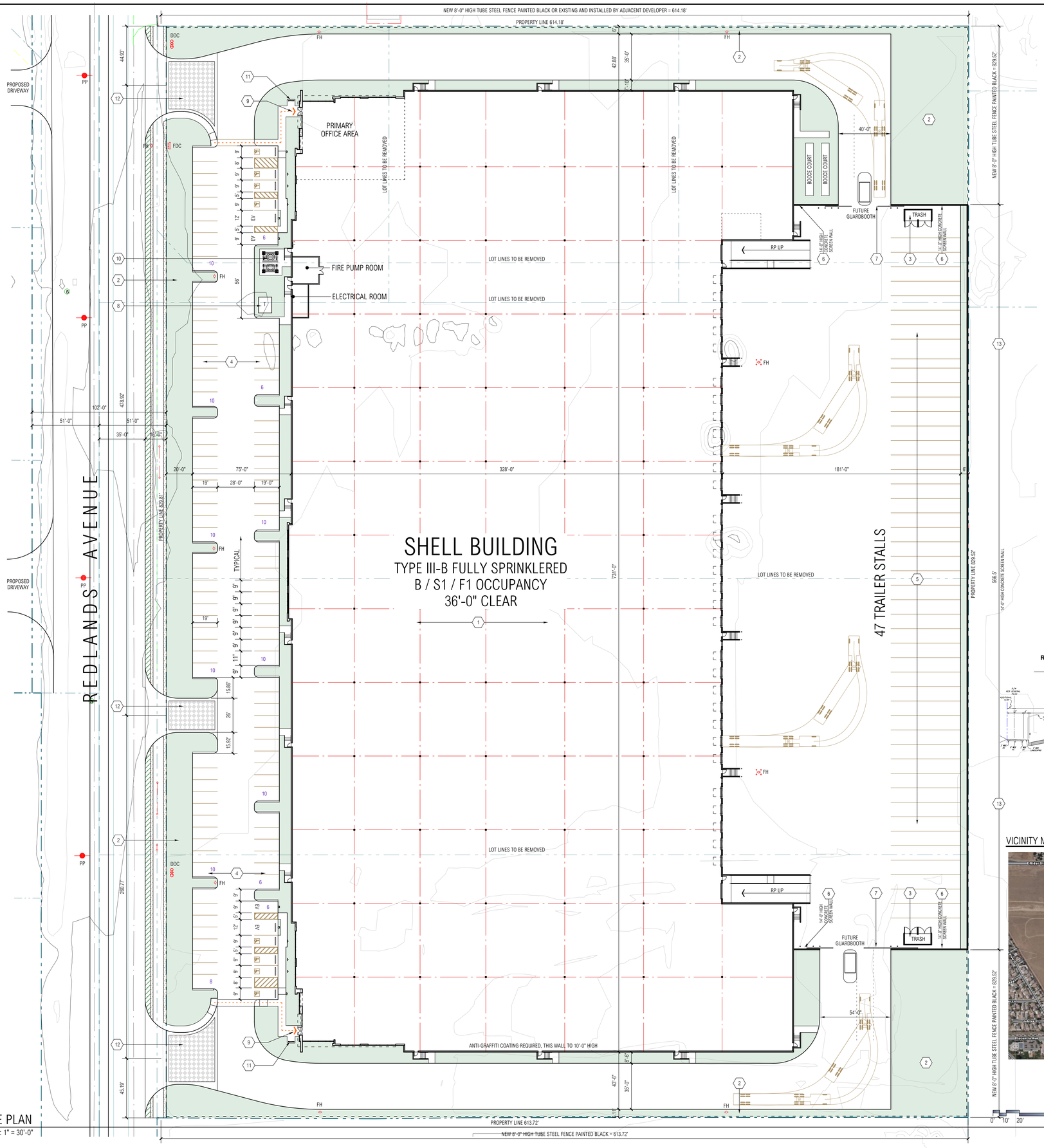


SITE PLAN
SCALE: 1" = 30'-0"

SITE LEGEND:

- ON-SITE LANDSCAPED AREA
- OFF-SITE LANDSCAPED AREA
- DECORATIVE AUTO / TRUCK DRIVEWAYS
- SITE PROPERTY LINES
- CITY CURB AND GUTTER LINES
- STREET CENTERLINES
- ON-SITE CURB LINES
- ON-SITE PARKING AND TRAILER STRIPPING

PROJECT DATA

SITE AREA:

GROSS SITE AREA:	548,475 SF / 12.59 AC
STREET DEDICATION:	42,352 SF / 0.98 AC
NET SITE AREA:	506,123 SF / 11.61 AC

BUILDING AREA:

FOOTPRINT	250,511 SF
FIRE PUMP HOUSE	00 SF
MEZZANINE	4,000 SF
GUARD HOUSE	00 SF
TOTAL	254,511 SF

TOTAL INCLUDED PLANNED OFFICE AREA	8,000 SF
LOT COVERAGE: (50% MAX)	49.49 %
FAR COVERAGE:	50.28 %

AUTO PARKING REQUIRED: (HIGH CUBE PARKING STANDARDS)

8,000 OFFICE PARKING (LESS THAN 10%)	00 STALLS
WAREHOUSE	
0-20,000 SF (1/1000 SF)	20 STALLS
20K + 40K (1/2000 SF)	10 STALLS
ABOVE 40K (1/5000 SF)	43 STALLS
TOTAL	73 STALLS

AUTO PARKING PROVIDED

ACCESSIBLE STALLS	8 STALLS
STANDARD STALLS	98 STALLS
FUTURE STALLS	00 STALLS
TOTAL PROVIDED	106 STALLS

REQUIRED BICYCLE PARKING (6% OF REQUIRED AUTO PARKING)	4 BIKE LOCATIONS
TRUCK DOCK POSITIONS	31 DOCKS
GRADE DOORS PROVIDED	2 DOOR
LANDSCAPE AREA PROVIDED ON DEVELOPED SITE	61,752 SF / 12.20 %

ASSESSOR'S PARCEL NUMBERS
300-210-026, 027, 028, 006, 007, 008 AND 009

APPLICATION TYPE
DEVELOPMENT PLN REVIEW 00-00-0000
ZONING: LIGHT INDUSTRIAL - PVCC SP - PERRIS VALLEY COMMERCE CENTER
PERMITTED LAND USE: WAREHOUSE, OFFICE AS PERMITTED

PROJECT DESCRIPTION
NEW INDUSTRIAL WAREHOUSE BUILDING WITH AUTO AND TRAILER PARKING AREAS.
PROVIDING FUTURE GUARD SHACK LOCATION ON BOTH TRUCK COURT ENTRIES.

LAND OWNER
LAKE CREEK INDUSTRIAL LLC
1302 BRITTANY CROSS ROAD
SANTA ANA, CA 92705

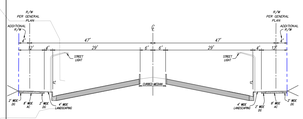
APPLICANT
LAKE CREEK INDUSTRIAL LLC
1302 BRITTANY CROSS ROAD
SANTA ANA, CA 92705
786-200-9681 CONTACT: MICHAEL JOHNSON

PLAN PREPARER
RGA, OFFICE OF ARCHITECTURAL DESIGN, INC.
15231 ALTON PARKWAY, SUITE 100
IRVINE, CA 92618
CONTACT: MIKE GILL

UTILITIES & SERVICES
SEE CIVIL DRAWINGS

LEGAL DESCRIPTION
THE LAND REFERRED TO HEREIN IS SITUATED IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
PARCEL 4, AS SHOWN BY PARCEL MAP NO. 10002, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 42 PAGE 23 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY

P8-000
REDLANDS AVE. CROSS SECTION
RIDER ST. TO PLACENTIA AVE.



KEYNOTES (000)

1. PAINTED CONCRETE TILT-UP WAREHOUSE / OFFICE / MANUFACTURING FACILITY.
2. SHADED AREA: PROPOSED IRRIGATED LANDSCAPING PER CC&R GUIDELINES WITH MIN 6" CONCRETE CURBS AT ALL PERIMETERS.
3. PAINTED CONCRETE TRASH ENCLOSURE. SCREEN WALLS SHALL BE MIN. 6'-0" HIGH WITH CANOPY TOP. SEE SHEET A2-1P FOR ELEVATIONS AND SECTIONS
4. TYPICAL STANDARD PARKING STALL MIN. 9' X 19' - STRIPE PER CITY STANDARDS.
5. TRUCK TRAILER PARKING
6. NEW 14'-0" CONCRETE TILT-UP SCREEN WALLS AT TRUCK YARD. SEE PLAN FOR MINIMUM HEIGHTS AS MEASURED FROM INSIDE THE TRUCK YARD.
7. ROLLING 8'-0" HIGH WROUGHT IRON FENCE INTO THE TRUCK COURT.
8. TRANSFORMER PAD LOCATION.
9. ACCESSIBLE PRIMARY ENTRANCE TO THE BUILDING WITH BIKE RACKS.
10. CONCRETE COVERED LUNCH PATIO WITH LANDSCAPE FURNITURE, SEE SHEET A3-1P
11. CALGREEN REQUIRED BIKE RACKS, SEE TABULATIONS FOR NUMBER OF BIKE RACKS
12. DECORATIVE PAVING AT ENTRY DRIVEWAY.
13. NEW 14'-0" HIGH CONCRETE SCREENWALL PAINT TO MATCH BUILDING.

VICINITY MAP

GENERAL NOTES

1. THE PROPOSED PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE COUNTY RIVERSIDE, CITY OF PERRIS PLANNING PLAN
2. A LANDSCAPING PLAN SHALL BE SUBMITTED TO THE PLANNING DEPARTMENT FOR APPROVAL PRIOR TO ISSUANCE OF BUILDING PERMITS AND SHALL BE IMPLEMENTED PRIOR TO OCCUPANCY.
3. THE PROJECT DOES NOT PROPOSE ANY TENANT SIGNAGE AT THIS TIME.
4. THERE ARE NO PROTECTED PLANTS ON SITE.
5. ALL ROOF DRAINS AT STREET FRONTAGES SHALL BE IN THE INTERIOR OF THE BUILDING ENVELOPE.
6. ALL LANDSCAPE SHALL BE BOUND BY A 6" HIGH CONCRETE CURB.
7. A LIGHT PLAN SHALL BE SUBMITTED SHOWING CONFORMANCE WITH MINIMUM FOOTCANDLE LEVELS AND MARCH AIR BASE STANDARDS. FIXTURES SHALL BE SHIELDED HIGH PRESSURE SODIUM.
8. A SIGN PROGRAM SHALL BE DEVELOPED IN ACCORDANCE WITH MUNICIPAL CODE 19.75.190 FOR APPROVAL BY THE PLANNING DIVISION. THE SIGN PROGRAM SHALL BE INCLUDED AS PART OF THE CC&R'S.
9. FUTURE TENANT OFFICE BUILD-OUTS TO INCLUDE INDOOR EMPLOYEE AMENITY AREAS PER CITY GUIDELINES.
10. PROJECT WILL BE DESIGNED WITH LEED IN MIND, BUT WILL NOT REQUIRED CERTIFICATION.

SUBSTAINABILITY FEATURES

11. PROVIDE LIGHT COLORED ROOFING OVER THE OFFICE AREAS.
12. BUILDING WILL BE DESIGN TO ACHIEVE LEED POTENTIAL CERTIFICATION.
13. PROVIDE UP TO (2) ELECTRIC VEHICLE CHARGING FACILITIES
14. PROVIDE "TURN-OFF ENGINE" SIGNS WITHIN THE TRUCK COURT.
15. FORKLIFTS WITHIN THE BUILDING SHALL BE ELECTRIC OR COMPRESSED NATURAL GAS-POWERED.

RGA
Office of Architectural Design
15231 Alton Parkway, Suite 100
Irvine, CA 92618
T 949-341-0920
FX 949-341-0922

CONSULTANT

PROFESSIONAL SEALS

REDLANDS EAST / RIDER AVENUE DEVELOPMENT

00000 REDLANDS AVENUE
CITY OF PERRIS, CA

LAKE CREEK INDUSTRIAL LLC
1302 BRITTANY CROSS ROAD
SANTA ANA, CA 92705
OWNER PHONE: 786-200-9681
OWNER: MICHAEL JOHNSON
EMAIL: mj@lakecreekindustrial.com

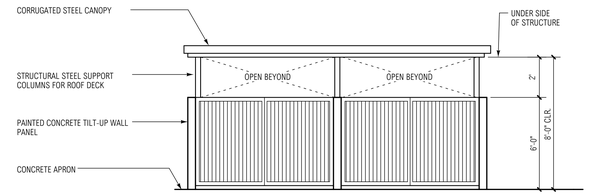
MARK	DATE	DESCRIPTION
CD		
BID		
PC		
DD		
SD	6/22/22	SCHEMATIC DESIGN

RGA PROJECT NO:	20056.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	20056-00-A1-1P
DRAWN BY:	MG
CHK'D BY:	CS

SHEET TITLE

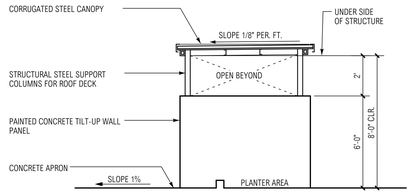
SITE PLAN

SHEET: A1-1P



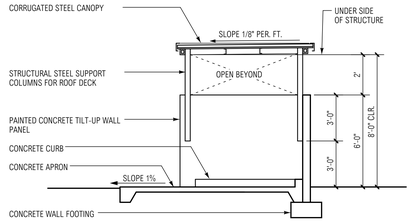
TRASH ENCLOSURE FRONT ELEVATIONS

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



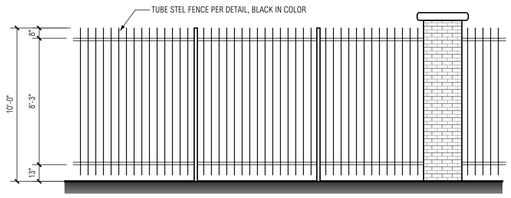
TRASH ENCLOSURE SIDE ELEVATIONS

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



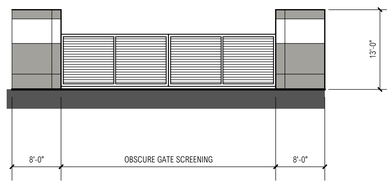
TYPICAL TRASH ENCLOSURE SECTION

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



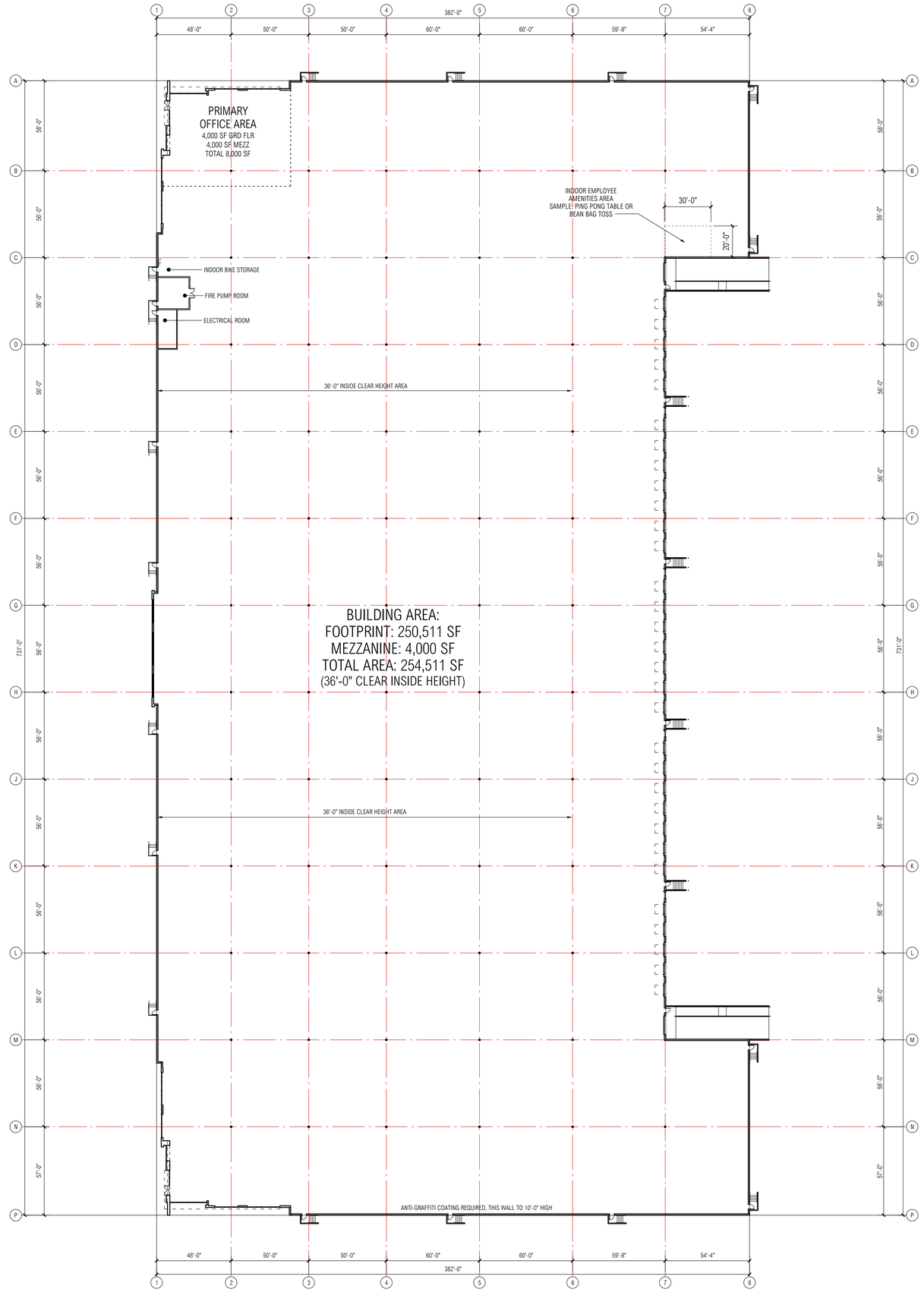
TYPICAL TUBE STEEL FENCE ELEVATION

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



TRUCK COURT ENTRY GATE

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



BUILDING OVERALL FLOOR PLAN

SCALE: 1" = 30'-0"

RGA
Office of Architectural Design
15231 Alton Parkway, Suite 100
Irvine, CA 92618
T 949-341-0920
FX 949-341-0922

CONSULTANT

PROFESSIONAL SEALS

REDLANDS EAST / RIDER AVENUE DEVELOPMENT

00000 REDLANDS AVENUE
CITY OF PERRIS, CA

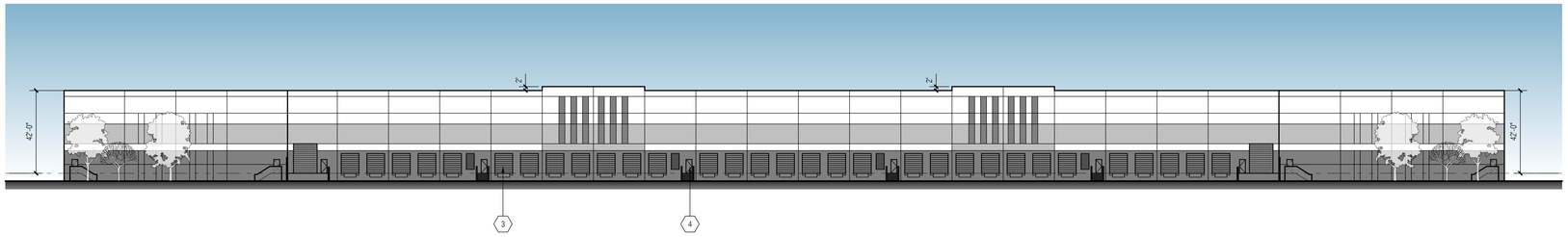
LAKE CREEK INDUSTRIAL LLC
1302 BRITTANY CROSS ROAD
SANTA ANA, CA 92705
OWNER PHONE: 786-200-9681
OWNER: MICHAEL JOHNSON
EMAIL: mj@lakecreekindustrial.com

MARK	DATE	DESCRIPTION
SD	9/27/21	SCHEMATIC DESIGN
DD		
PC		
BID		
CD		

RGA PROJECT NO:	20056.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	20056-00-A2-1P
DRAWN BY:	MG
CHK'D BY:	CS

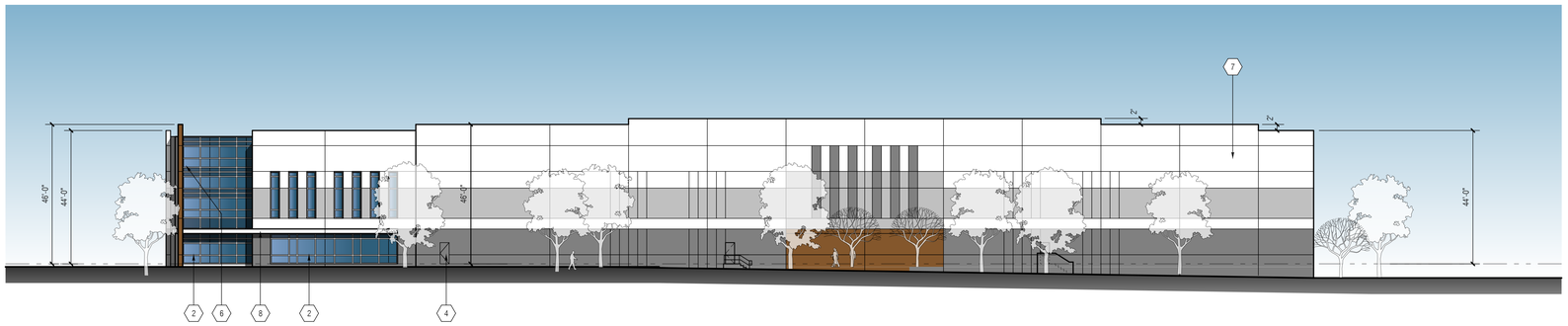
SHEET TITLE
OVERALL FLOOR PLAN

SHEET: A2-1P



EAST ELEVATION

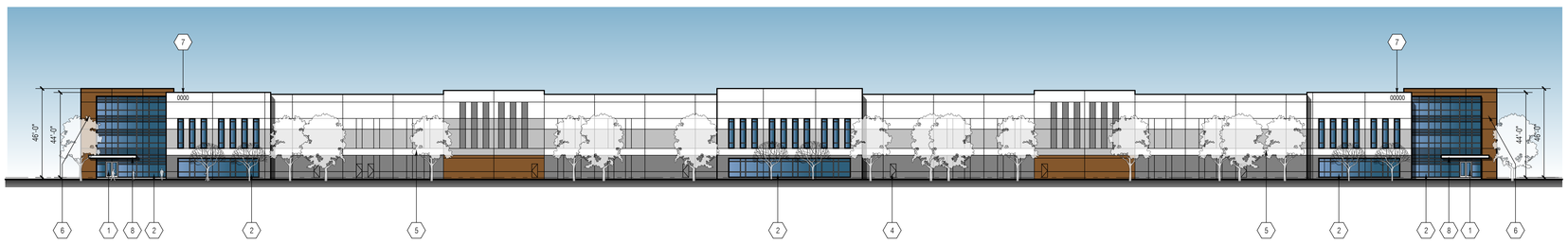
SCALE: 1" = 30'-0"



SOUTH ELEVATION

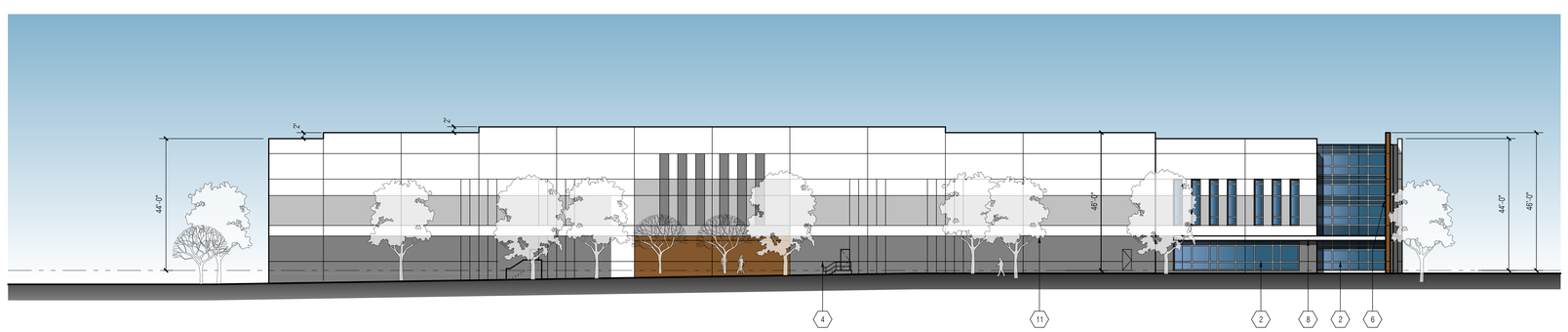
SCALE: 1" = 20'-0"

ANTI-GRAFFITI COATING REQUIRED, THIS WALL TO 10'-0" HIGH



WEST ELEVATION

SCALE: 1" = 30'-0"



NORTH ELEVATION

SCALE: 1" = 20'-0"

KEYNOTES

1. PRIMARY ACCESSIBLE BUILDING ENTRY

2. BLUE GLAZING IN CLEAR ANODIZED ALUMINIUM STOREFRONT. ALL GLASS TO BE AS NON-REFLECTIVE AS POSSIBLE TO ALLOW FOR INTERIOR NATURAL LIGHT. THE BUILDING ENVELOPE WITH CONFORM TO CALGREEN AND TITLE 24 REQUIREMENTS.

3. PAINTED DOCK HIGH TRUCK LOADING DOOR.

4. 3' X 7' PAINTED METAL MAN DOOR.

5. DOWNSPOUTS ON WEST ELEVATION SHALL BE EXTERNAL PAINTED TO MATCH BUILDING. PAINTED OVERFLOW SCUPPERS ARE ACCEPTABLE

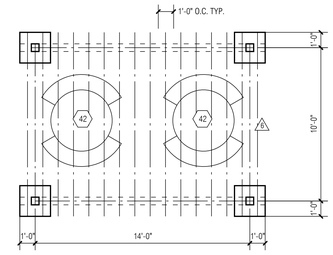
6. ROOF DRAINS AT THE OFFICE CORNERS SHALL BE INTERNAL, BOTH ROOF AND OVERFLOW DRAINS.

7. BUILDING ADDRESS: 18" HIGH ADDRESS NUMBERS FIXED TO FACE OF CONCRETE WALL PANEL. MANUF: SIGNATURE SIGNS, PLASTIC FACE NUMBERS WITH CONTINUOUS ALUMINUM RETAINER. SIGN TO BE EXTERNALLY ILLUMINATED DURING THE HOURS OF DARKNESS.

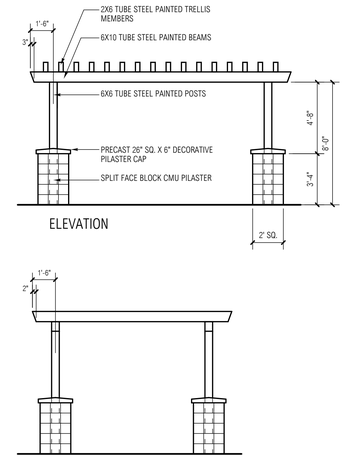
8. PROVIDE 36" X 18'-0" ALUM CANOPY OVER PRIMARY ENTRY DOORS.

FINISH SCHEDULE

1. FIELD COLOR - SHERWIN WILLIAMS SW 7063 NEBULOUS WHITE
2. ACCENT COLOR - SHERWIN WILLIAMS SW 7650 ELLIE GRAY
3. ACCENT COLOR - RUST COLOR
4. BASE ACCENT COLOR - SHERWIN WILLIAMS SW 7067 CITYSCAPE
5. GLAZING - SEE KEYNOTE 5 - PPG VISTACOOL PACIFICA REFLECTIVE #2.



PLAN

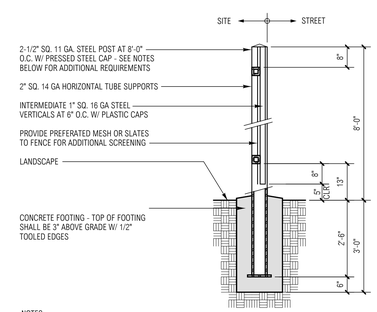


ELEVATION

ELEVATION

TYPICAL LUNCH PATIO TRELLIS

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



NOTES:
1. SEE SITE PLAN FOR LOCATION.
2. GRIND ALL WELDS SMOOTH.
3. ALL STEEL WORK TO BE A-434 & SHOP PRIMED. PAINT FLAT BLACK TWO COATS.
4. CONTRACTOR TO SUBMIT DETAILED SHOP DWGS. FOR APPROVAL PRIOR TO FABRICATION.
5. PROVIDE CONT. 6" X 6" CONC. MOW STRIP UNDER FENCE ONLY WHEN FENCE IS ADJACENT TO TURF AREAS.
6. USE 4" SQ. 11 GA. STEEL POST W/ PRESSED STEEL CAP AT ALL END AND CORNER CONDITIONS OF THE FENCE PATH.

STEEL FENCE

SCALE: 1/2" = 1'-0"

RGA
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15231 Alton Parkway, Suite 100
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T 949-341-0920
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CONSULTANT

PROFESSIONAL SEALS

REDLANDS EAST / RIDER AVENUE DEVELOPMENT

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CITY OF PERRIS, CA

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1302 BRITTANY CROSS ROAD
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OWNER PHONE: 786-200-9681
OWNER: MICHAEL JOHNSON
EMAIL: mj@lakecreekindustrial.com

CD		
BID		
PC		
DD		
SD	9/27/21	SCHEMATIC DESIGN
MARK	DATE	DESCRIPTION

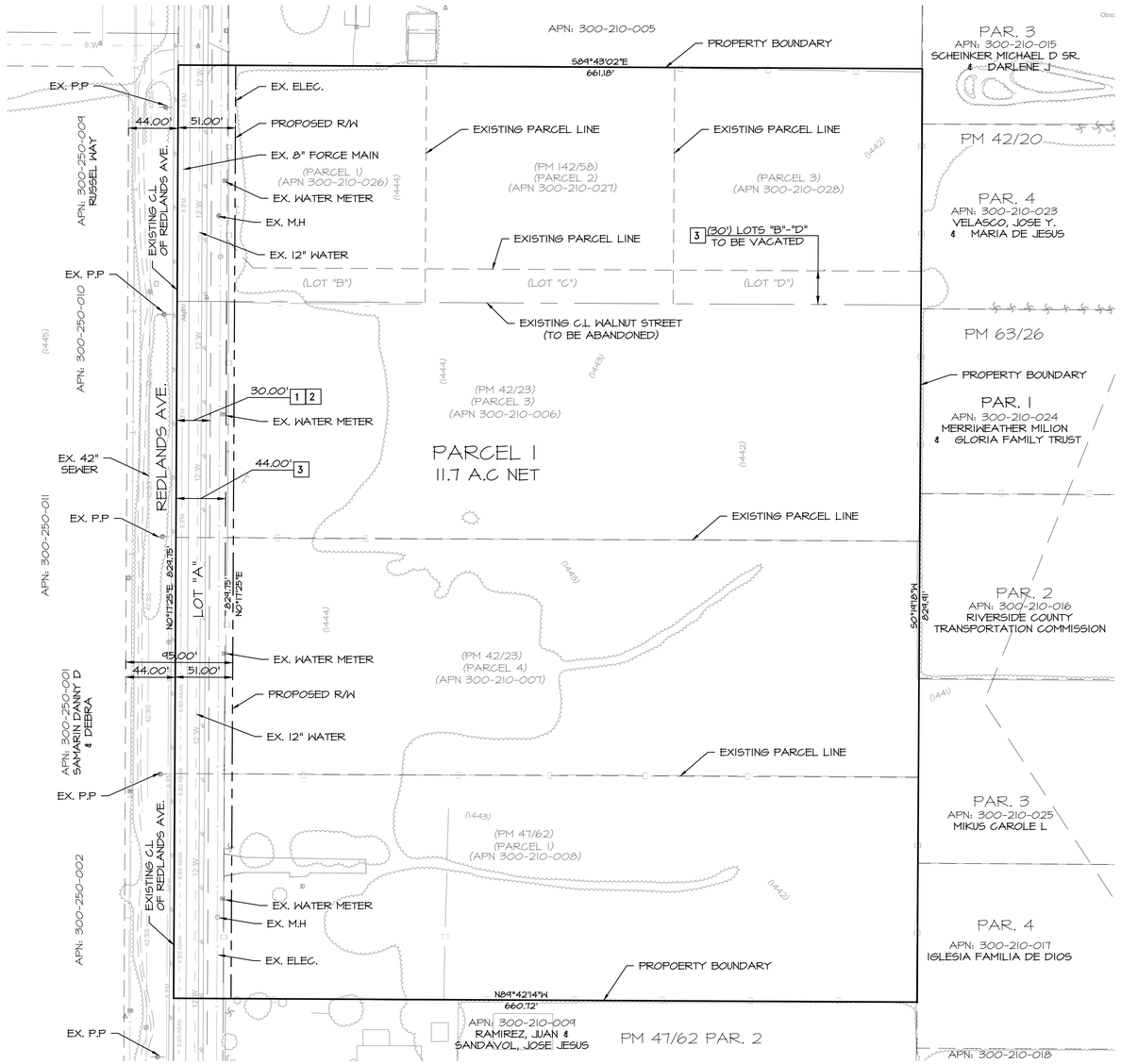
RGA PROJECT NO:	20056.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	20056-00-A3-1P
DRAWN BY:	MG
CHK'D BY:	CS
COPYRIGHT	
RGA, OFFICE OF ARCHITECTURAL DESIGN	
SHEET TITLE	
EXTERIOR ELEVATIONS	

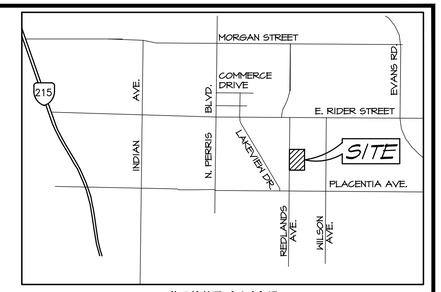
SHEET: A3-1P

IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TENTATIVE PARCEL MAP 38385

LOCATED IN SECTION 17, T. 4 S., R. 3 W., S.B.M.





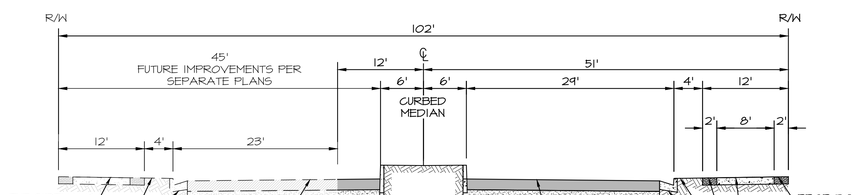
VICINITY MAP
N.T.S.

LEGEND

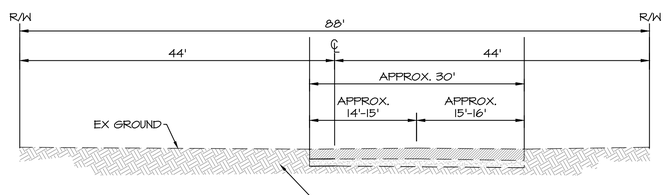
———	PROPERTY LINE
— — — — — —	EXISTING PARCEL LINE
— — — — — —	EXISTING EASEMENT
——— — — ———	PROPOSED RIGHT-OF-WAY
— — — — EX W — —	EXISTING WATER LINE
— EX SS — — — —	EXISTING SEWER LINE
R/W	RIGHT-OF-WAY
PROP.	PROPOSED
EX.	EXISTING
P.P	POWER POLE
M.H	MAN HOLE

1" = 60'

60 0 60 120 180



TYPICAL SECTION REDLANDS AVE.
(ALONG PROJECT FRONTAGE)
SECONDARY ARTERIAL
NTS



EXISTING TYPICAL SECTION REDLANDS AVE.
(OUTSIDE PROJECT FRONTAGE)
SECONDARY ARTERIAL
NTS

OWNER

LAKE CREEK INDUSTRIAL LLC
1302 BRITTANY CROSS ROAD
SANTA ANA, CA 92705

APPLICANT

LAKE CREEK INDUSTRIAL LLC
1302 BRITTANY CROSS ROAD
SANTA ANA, CA 92705
CONTACT: MICHAEL JOHNSON
TEL: 786-200-4681

ENGINEER

ALBERT A. WEBB ASSOCIATES
3788 MCCRAY STREET
RIVERSIDE, CA 92506
CONTACT: JENNIFER GILLEN
PHONE: 951-320-6041
FAX: 951-788-1256

APN

300-210-006	300-210-026
300-210-007	300-210-027
300-210-008	300-210-028

SITE AREA

12.8 ACRES GROSS
11.7 ACRES NET

TOPOGRAPHY

INLAND AERIAL SURVEYS, INC.
AUGUST 10, 2020

LAND USE/ZONING

EX LAND USE:	LIGHT INDUSTRIAL
PROPOSED LAND USE:	LIGHT INDUSTRIAL
EX ZONING:	LIGHT INDUSTRIAL
PROPOSED ZONING:	LIGHT INDUSTRIAL
EX GENERAL PLAN:	PVCC SP
PROPOSED GENERAL PLAN:	PVCC SP

UTILITIES

WATER	- EASTERN MUNICIPAL WATER DISTRICT
SEWER	- EASTERN MUNICIPAL WATER DISTRICT
GAS	- SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC	- SOUTHERN CALIFORNIA EDISON
TELEPHONE	- SPECTRUM
SCHOOL DIST.	- VAL VERDE SCHOOL DISTRICT

NOTES

1. 2010 THOMAS BROS. MAP - PAGE 777, GRID H-4
2. THIS AREA IS NOT SUBJECT TO LIQUEFACTION OR OTHER GEOLOGIC HAZARDS WITHIN A SPECIAL STUDIES ZONE.
3. FEMA COMMUNITY PANEL NO. 06065C1430H ZONE X (AREA OF MINIMAL FLOOD HAZARD), CITY OF PERRIS.
4. CONTOUR INTERVAL, ONE FOOT.
5. THIS AREA IS WITHIN THE PERRIS VALLEY COMMERCE CENTER SPECIFIC PLAN.
6. THIS PROJECT IS NOT WITHIN A COMMUNITY SERVICES DISTRICT.
7. THIS PROPERTY IS NOT SUBJECT TO OVERFLOW, INUNDATION, OR FLOOD HAZARD.
8. SUBSURFACE SEPTIC SEWAGE IS NOT INTENDED FOR THIS SITE.
9. ALL GATES ARE AT LEAST 24' IN WIDTH, AUTOMATIC WITH THE KNOX RAPID ENTRY SYSTEM.

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN IS SITUATED IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
PARCEL 4, AS SHOWN BY PARCEL MAP NO. 10002, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 42 PAGE 23 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY

PARCEL 1 OF PARCEL MAP NO. 11104, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 47, PAGE 62 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3 AS SHOWN ON PARCEL MAP 10002, RECORDED NOVEMBER 17, 1977 IN BOOK 42 PAGE 23 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

PARCEL 1 TO PARCEL 3, INCLUSIVE TOGETHER WITH LETTERED LOTS "B", "C" AND "D" OF PARCEL MAP NO. 16395 AS SHOWN BY MAP ON FILE IN BOOK 142 OF PARCEL MAPS, AT PAGE 58 RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, THE EXTERIOR BOUNDARY OF WHICH IS DESCRIBED BY METES AND BOUNDS AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF LOT "B" AS SHOWN ON SAID MAP;

THENCE NORTH 0° 24' 07" WEST, ALONG THE WEST LINES OF SAID LOT "B" AND PARCEL 1 AS SHOWN ON SAID MAP, A DISTANCE 210.00 FEET TO THE NORTHWEST CORNER OF SAID PARCEL 1;

THENCE NORTH 89° 30' 53" EAST, ALONG THE NORTH LINES OF PARCEL 1, PARCEL 2 AND PARCEL 3 AS SHOWN ON SAID MAP, A DISTANCE OF 617.02 FEET TO THE NORTHEAST CORNER OF SAID PARCEL 3;

THENCE SOUTH 0° 27' 00" WEST, ALONG THE EAST LINES OF PARCEL 3 AND LOT "D" AS SHOWN ON SAID MAP, A DISTANCE OF 210.00 FEET TO THE SOUTHEAST CORNER OF SAID LOT "D";

THENCE SOUTH 89° 30' 53" WEST, ALONG THE SOUTH LINES OF LOT "D", LOT "C" AND LOT "B", A DISTANCE OF 616.89 FEET TO THE POINT OF BEGINNING.

THIS LEGAL IS PURSUANT TO "CERTIFICATE OF COMPLIANCE PARCEL MERGER NO. 01-0106" RECORDED SEPTEMBER 11, 2002 AS INSTRUMENT NO. 2002-503549 OF OFFICIAL RECORDS.

EASEMENT NOTES:

1. AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 12, 1963 AS INSTRUMENT NOS. 1963-119558 AND 1963-119559 BOTH OF OFFICIAL RECORDS, IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT.
2. AN EASEMENT FOR SEWAGE LINES AND INCIDENTAL PURPOSES, RECORDED AUGUST 22, 1972 AS INSTRUMENT NO. 1972-112209 OF OFFICIAL RECORDS, IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT.
3. AN EASEMENT FOR STREET AND HIGHWAY PURPOSES AND INCIDENTAL PURPOSES, RECORDED JUNE 12, 1975 AS INSTRUMENT NO. 1975-68935 OF OFFICIAL RECORDS, IN FAVOR OF THE CITY OF PERRIS.
4. AN EASEMENT SHOWN OR DEDICATED ON THE MAP OF PARCEL MAP NO. 16395 RECORDED APRIL 15, 1987 AND ON FILE IN BOOK 142, PAGE 58, OF PARCEL MAPS. STREET AND INCIDENTAL PURPOSES. SAID OFFER OF DEDICATION HAS NOT BEEN ACCEPTED/OR REJECTED BY THE CITY COUNCIL OF THE CITY OF PERRIS. [LOTS "B" THRU "D" OF PM 142/58] (TO BE VACATED)

PRELIMINARY

REVISIONS	DATE	BY

SCALE:	1"=60'
DATE:	5/14/21
DESIGNED:	KY
CHECKED:	JRG
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

PLOT DATE: 5/14/21

TENTATIVE PARCEL MAP 38385
CITY OF PERRIS CA.

REDLANDS AVE.

W.O.	5/14/21
SHEET	
OF	1 SHEETS
DWG. NO.	

H:\2020\20-0181\DRAWINGS\ENTITLEMENT\TPM\20-181-TTM.DWG 5/14/2021 3:55:52 PM

Perris Valley Commerce Center

Amendment No. 13

SPECIFIC PLAN

City of Perris, California
2022

ACKNOWLEDGEMENTS

Perris Valley Commerce Center Specific Plan Amendment No. 13

City of Perris

Prepared by:
TAIT & Associates, Inc.
701 N. Parkcenter Drive,
Santa Ana, CA 92705

Approved: January 10, 2012, Ordinance No. 1284
Amendment No. 1 Approved: September 25, 2012, Ordinance No. 1288
Amendment No. 2 Approved: November 27, 2012, Resolution No. 4538
Amendment No. 3 Approved: February 9, 2016, Ordinance No. 1324
Amendment No. 4 Approved: February 9, 2016, Ordinance No. 1323
Amendment No. 5 Approved: September 13,2016, Ordinance No. 1331
Amendment No. 6 Approved: February 14, 2017, Ordinance No. 1337
Amendment No. 7 Approved: June 13, 2017, Ordinance No. 1346
Amendment No. 8 Approved: April 10, 2018, Ordinance No. 1361
Amendment No. 9 Approved: August 28, 2018, Ordinance No. 1361
Amendment No. 10 Approved: August 31, 2021, Ordinance No. 1405
Amendment No. 11 Approved: October 26, 2021, Ordinance No. 1410
Amendment No. 12 Approved: January 11, 2022, Ordinance No. 1414
Amendment No. 13 Approved: xxxxx, 2022, Ordinance No. xxxxxx

Document Updates

Amendment No.	Case No.	Details of Amendment	Approval Date
12.	SPA21-05225	SPA to modify Circulation Plan Map pg.3.0-1, Truck Route Plan map pg. 3.0-7, and last sentence of pg 3.0-6 to update the PVCC SP truck routes.	12/14/2021 Ordinance #1414
13.	SPA22-05053	The purpose of Amendment 13 is to modify Figure 2.0-1 Specific Plan Land Use Map, Figure 3.0-1 Circulation Plan Map, Figure 3.0-4 Mass Transit Routes, Figure 3.0-5 Trails System Map, Figure 3.0-7 Existing EMWD Water Map, Figure 3.0-8 Existing EMWD Sewer Map, Figure 3.0-9 Existing EMWD Recycled Water Map, Figure 3.0-12 Existing Natural Gas Map, Figure 3.0-13 Existing Electrical Map, Figure 3.0-14 Existing Telephone Map, Figure 3.0-15 Electrical Cable TV Map, and Figure 4.0-16 Residential Buffer Map to remove Walnut Street from the PVCC.	

Figure 2.0-1, Specific Plan Land Use Designation

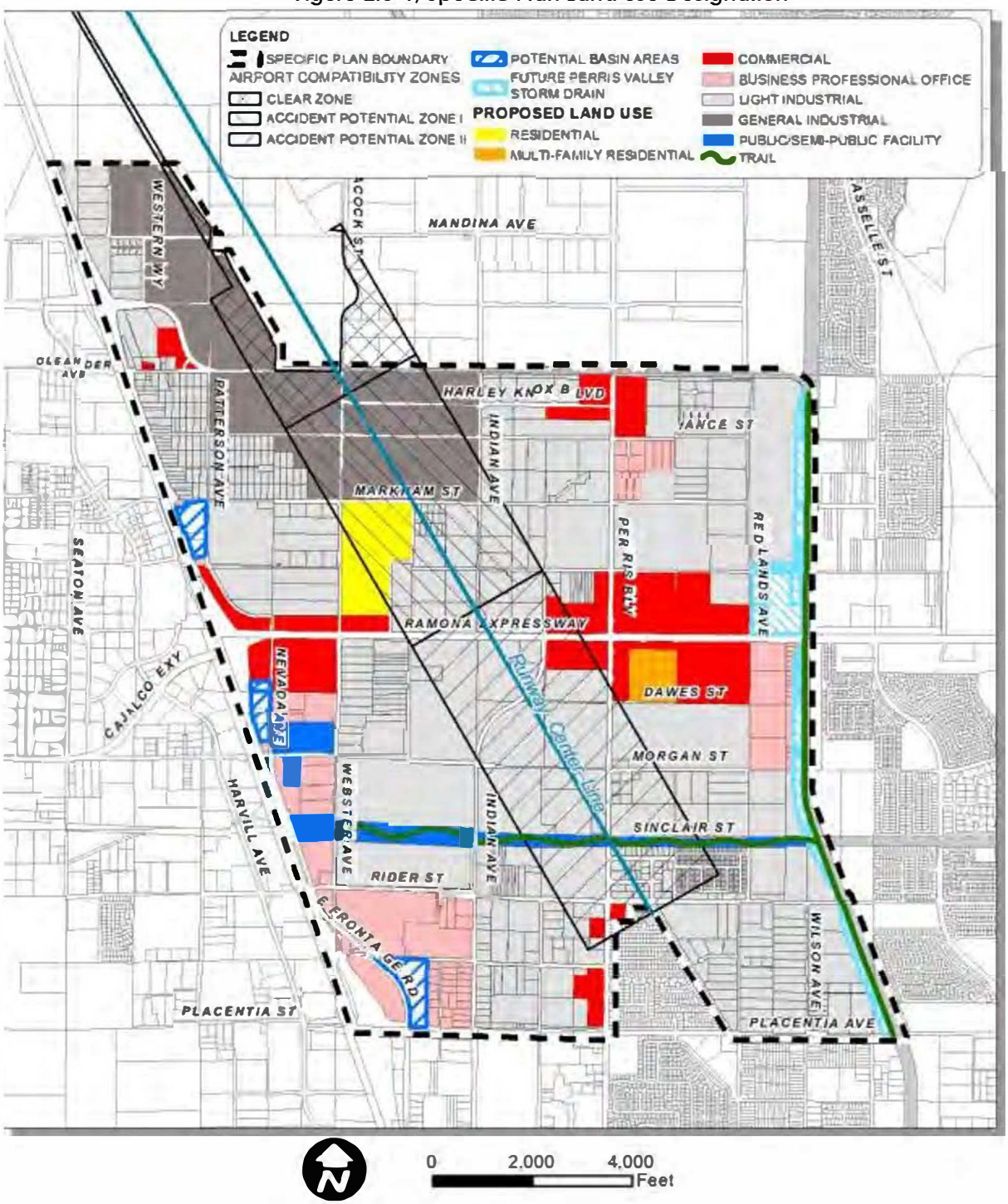


Figure 3.0-1, Circulation Plan

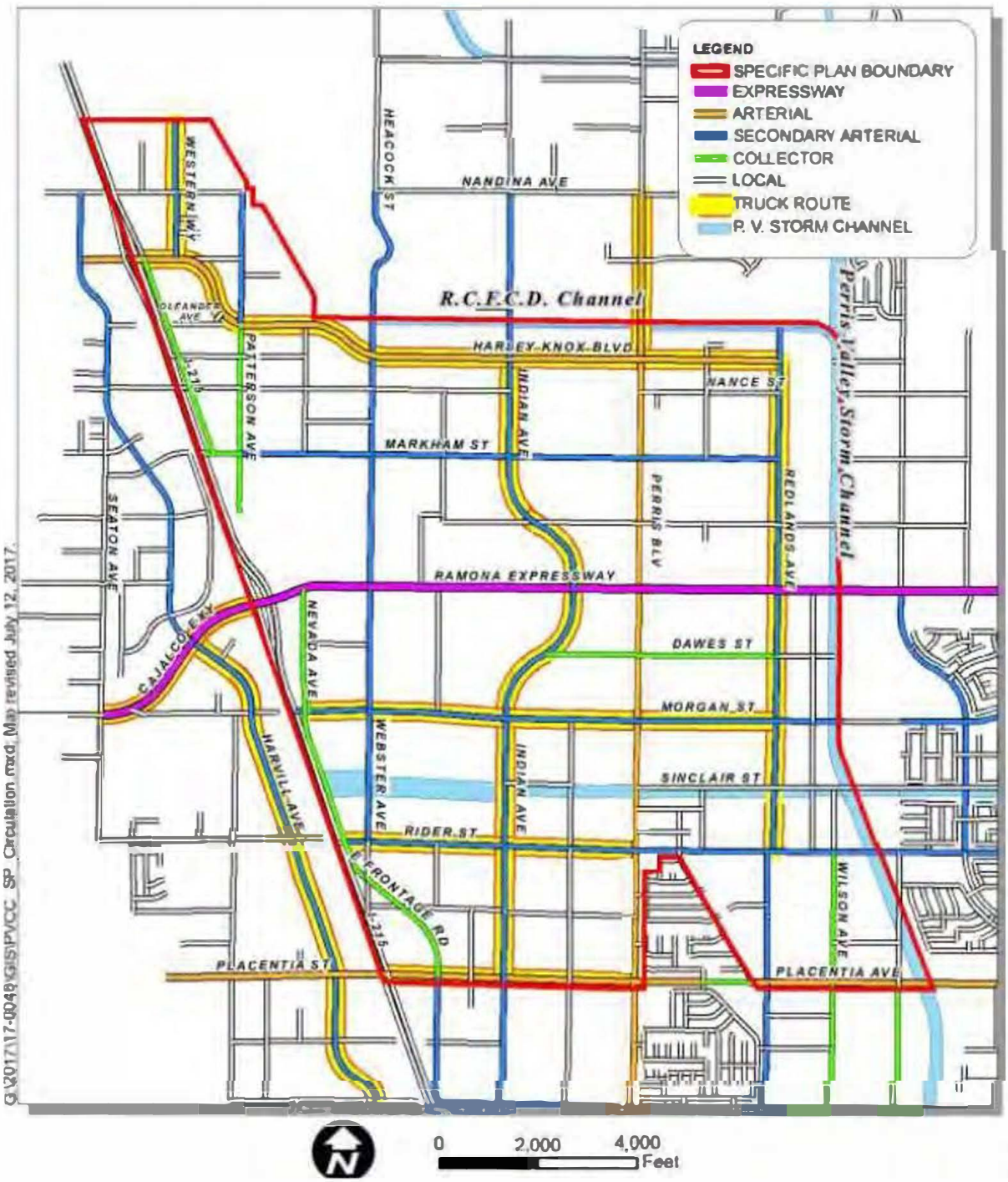


Figure 3.0-4, Mass Transit Routes

3.3 Non Vehicular Circulation

The City of Perris has designated a community trail system of existing and proposed pedestrian trails and bike paths as shown on Figure 3.0-5. The Perris Valley Commerce Center Specific Plan is generally consistent with the City's Park and Trails with the exception of expansions to some of the bike trails.

Figure 3.0-5, Trails System

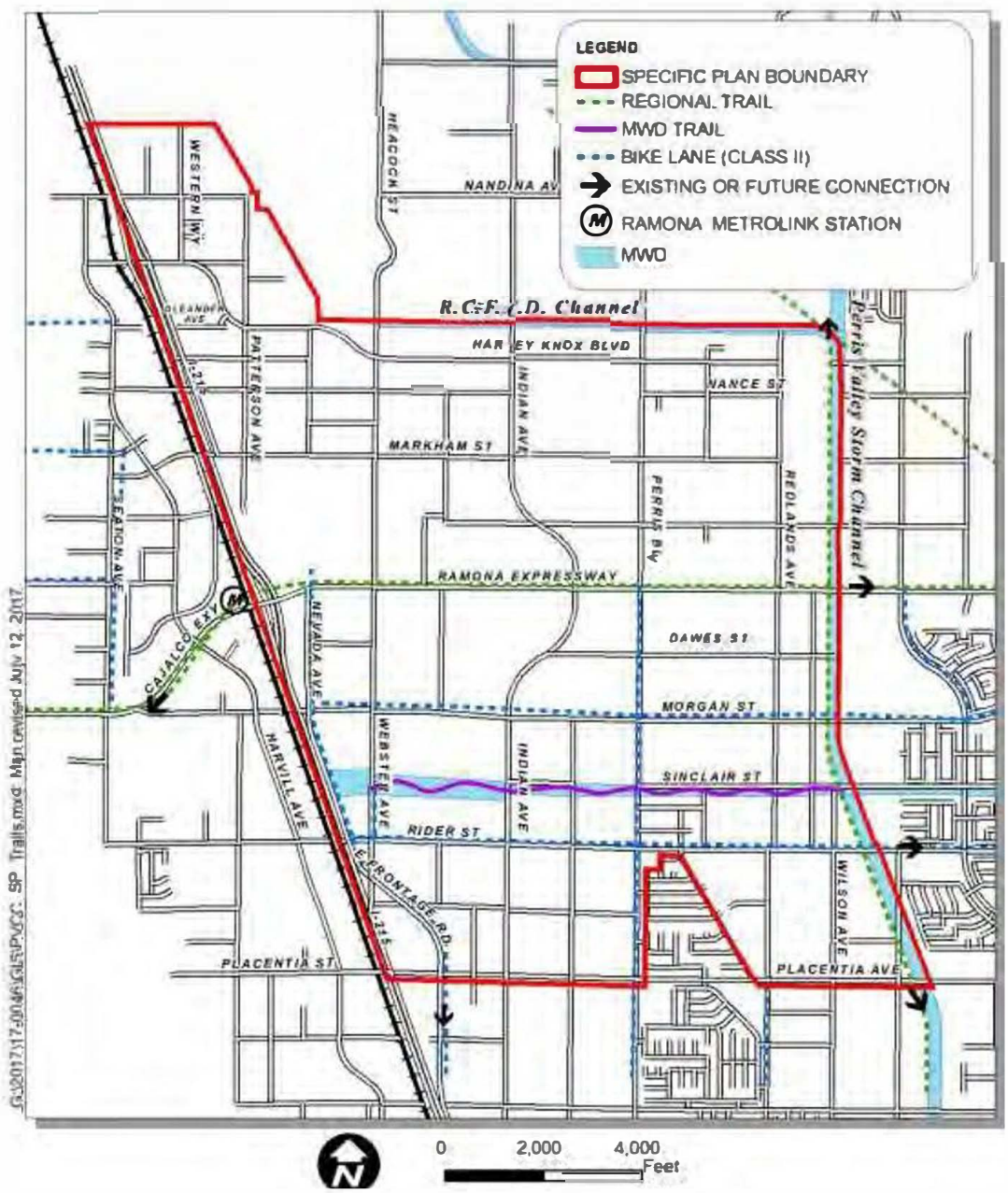


Figure 3.0-7, Existing EMWD Water

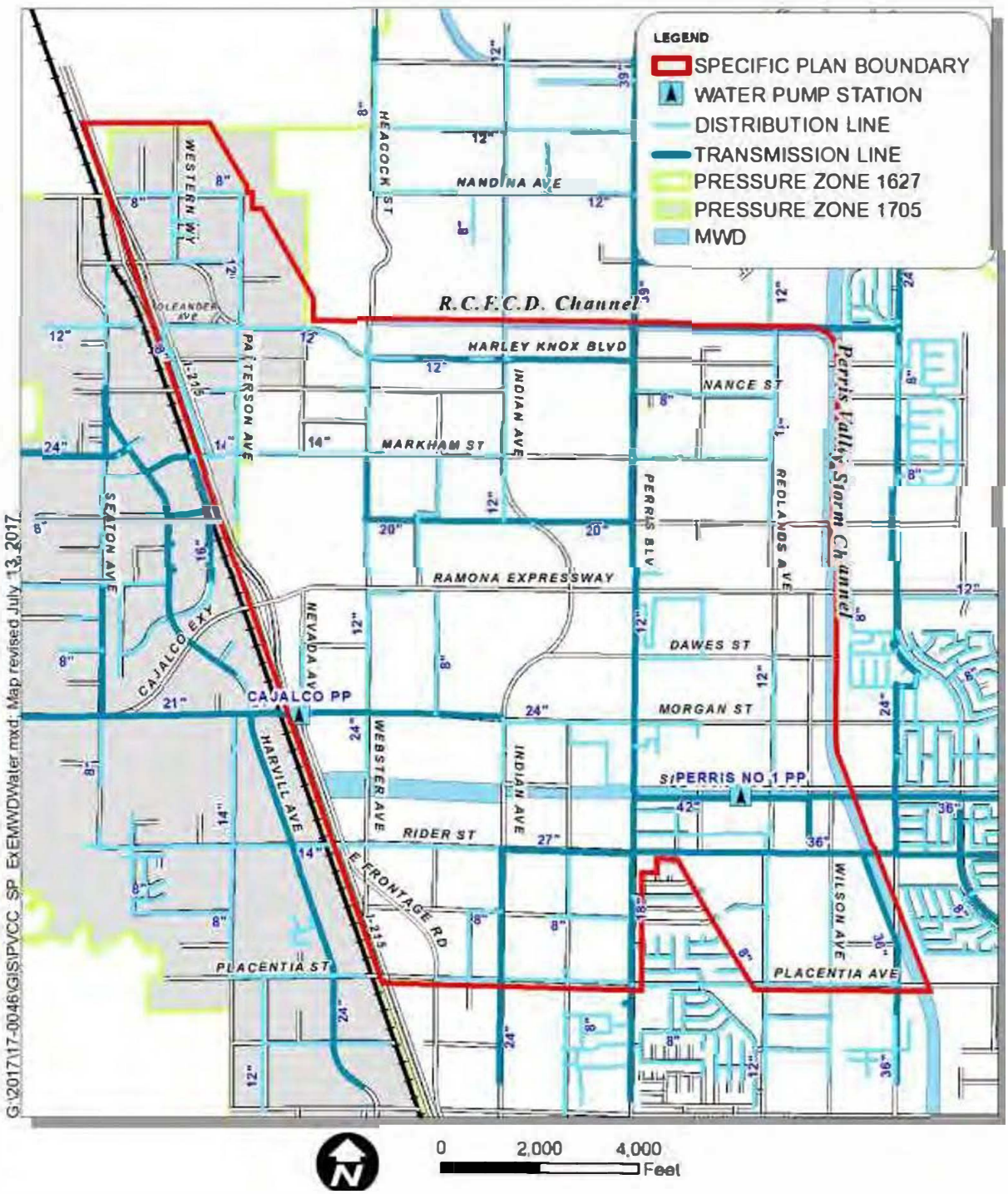


Figure 3.0-8, Existing EMWD Sewer

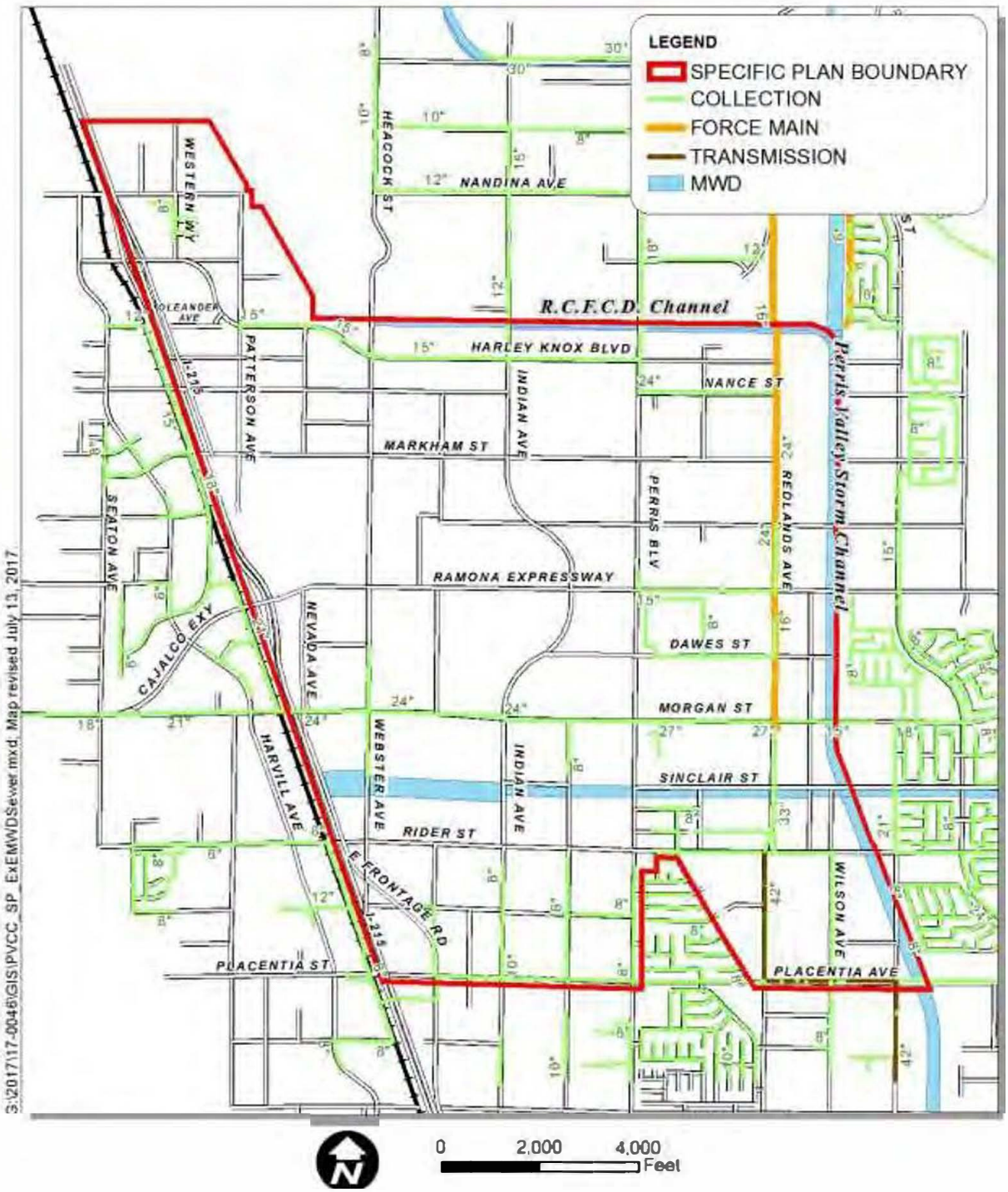


Figure 3.0-9, Existing EMWD Recycled Water

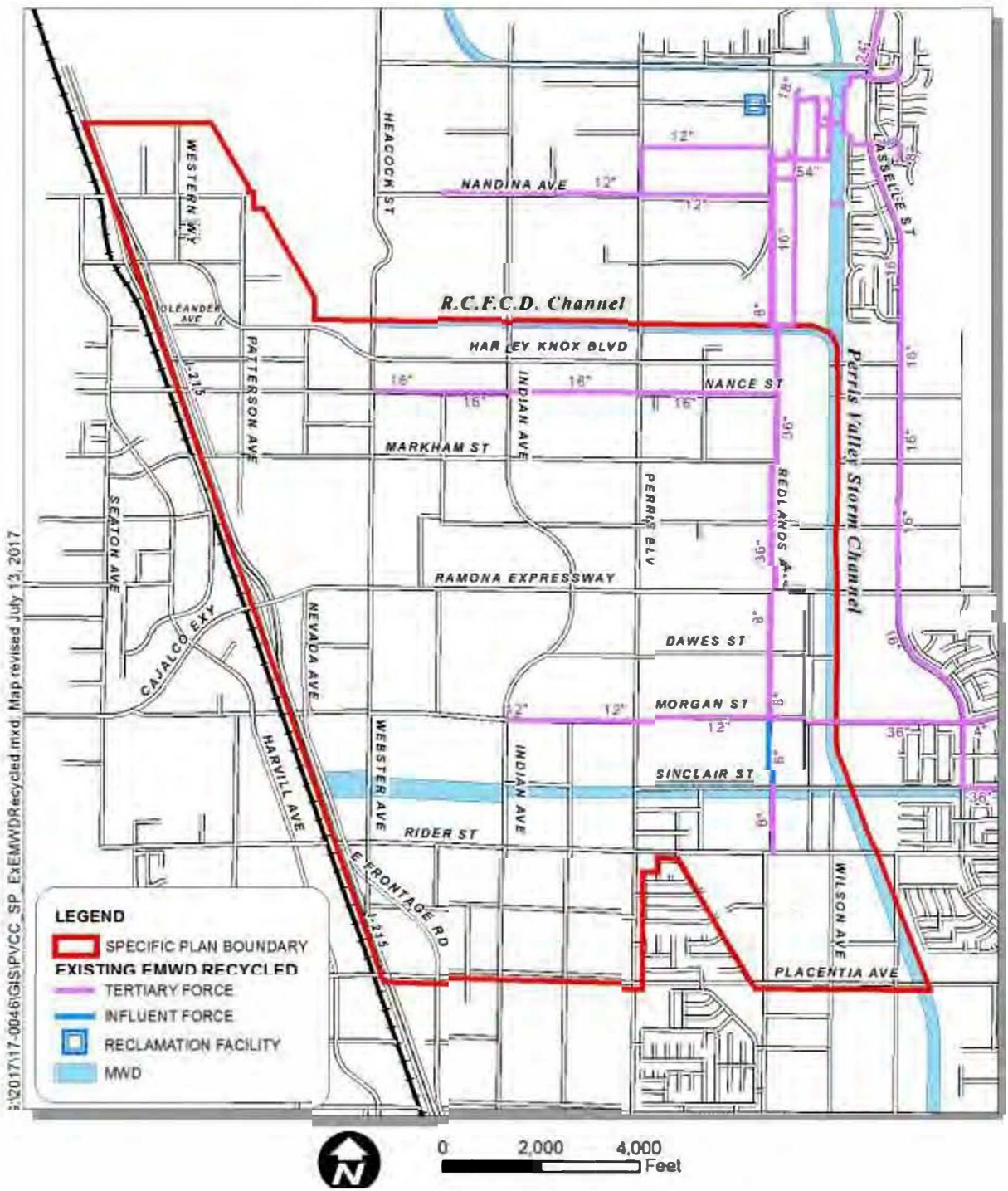


Figure 3.0-12, Existing Natural Gas

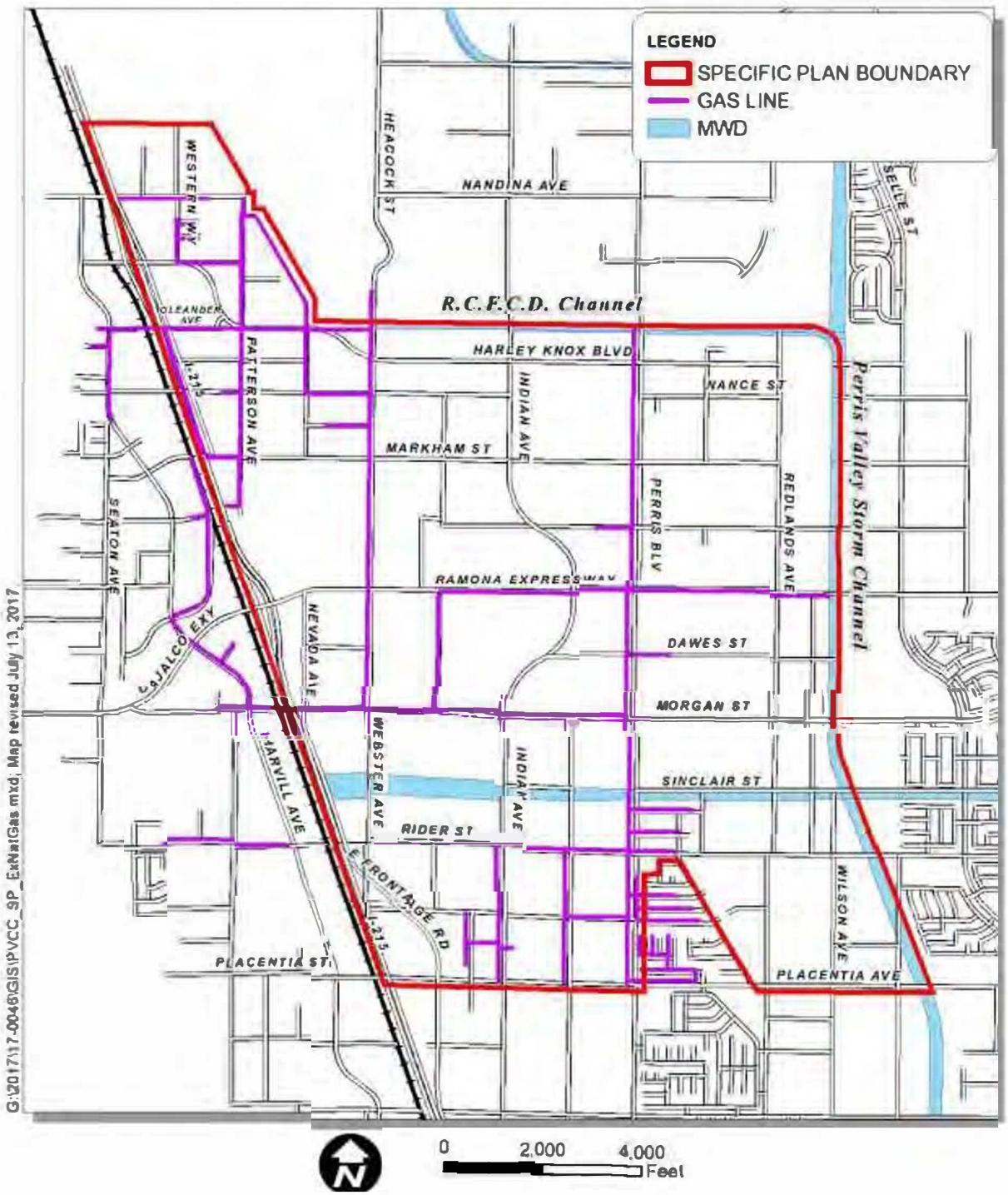


FIGURE 3.0-13, Existing Electric

Figure 3.0-14, Existing Telephone

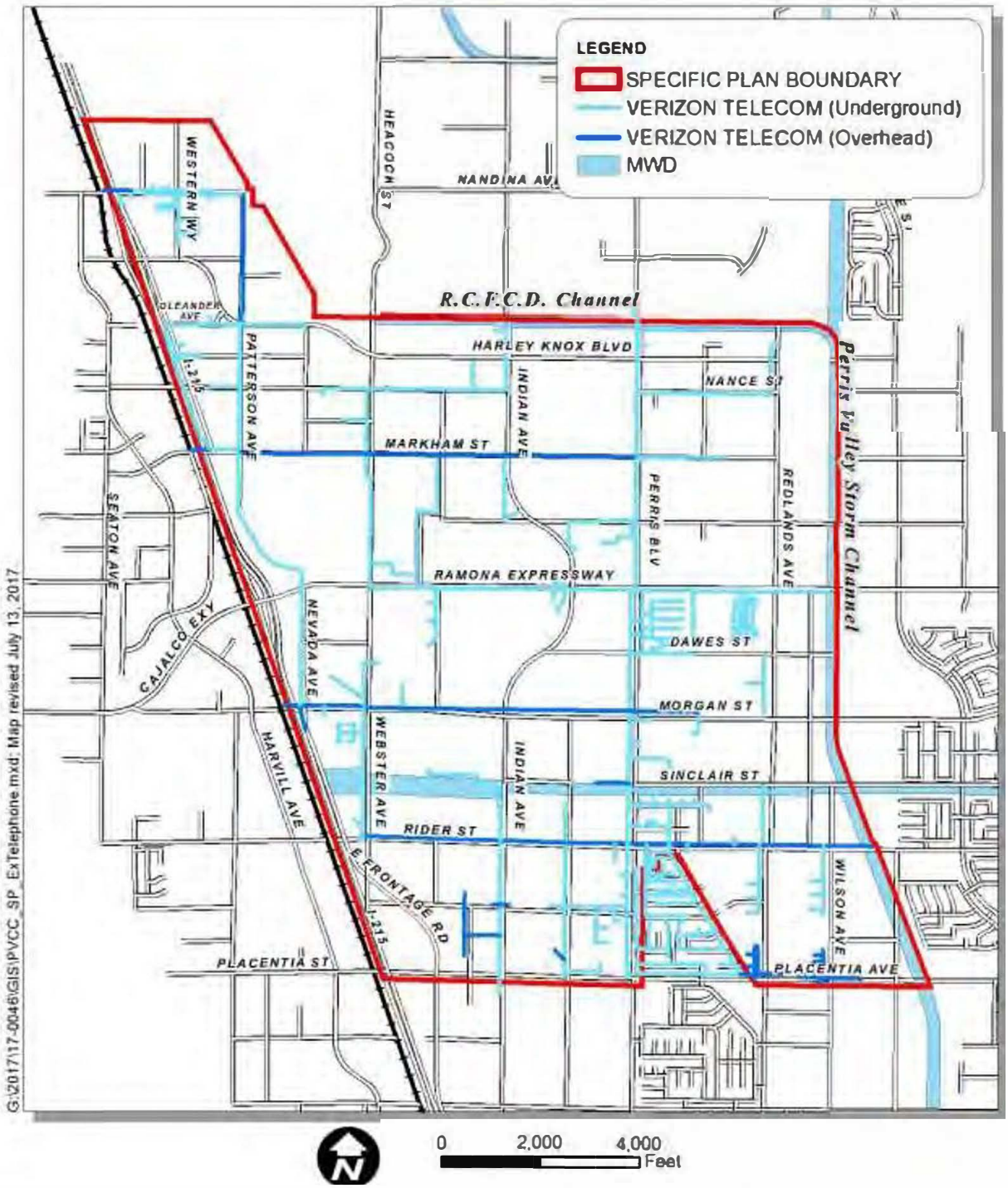


Figure 3.0-15, Existing Cable TV

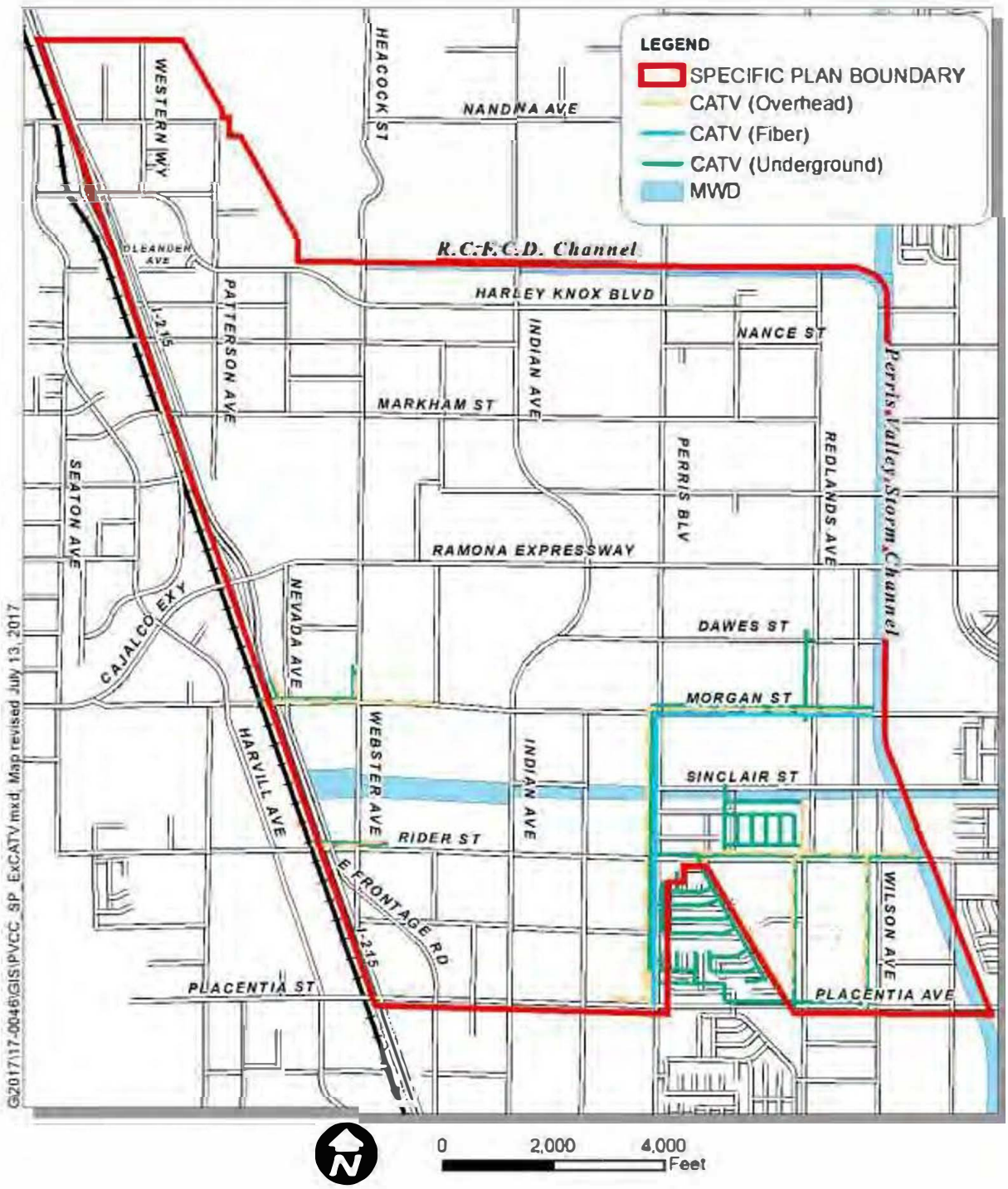
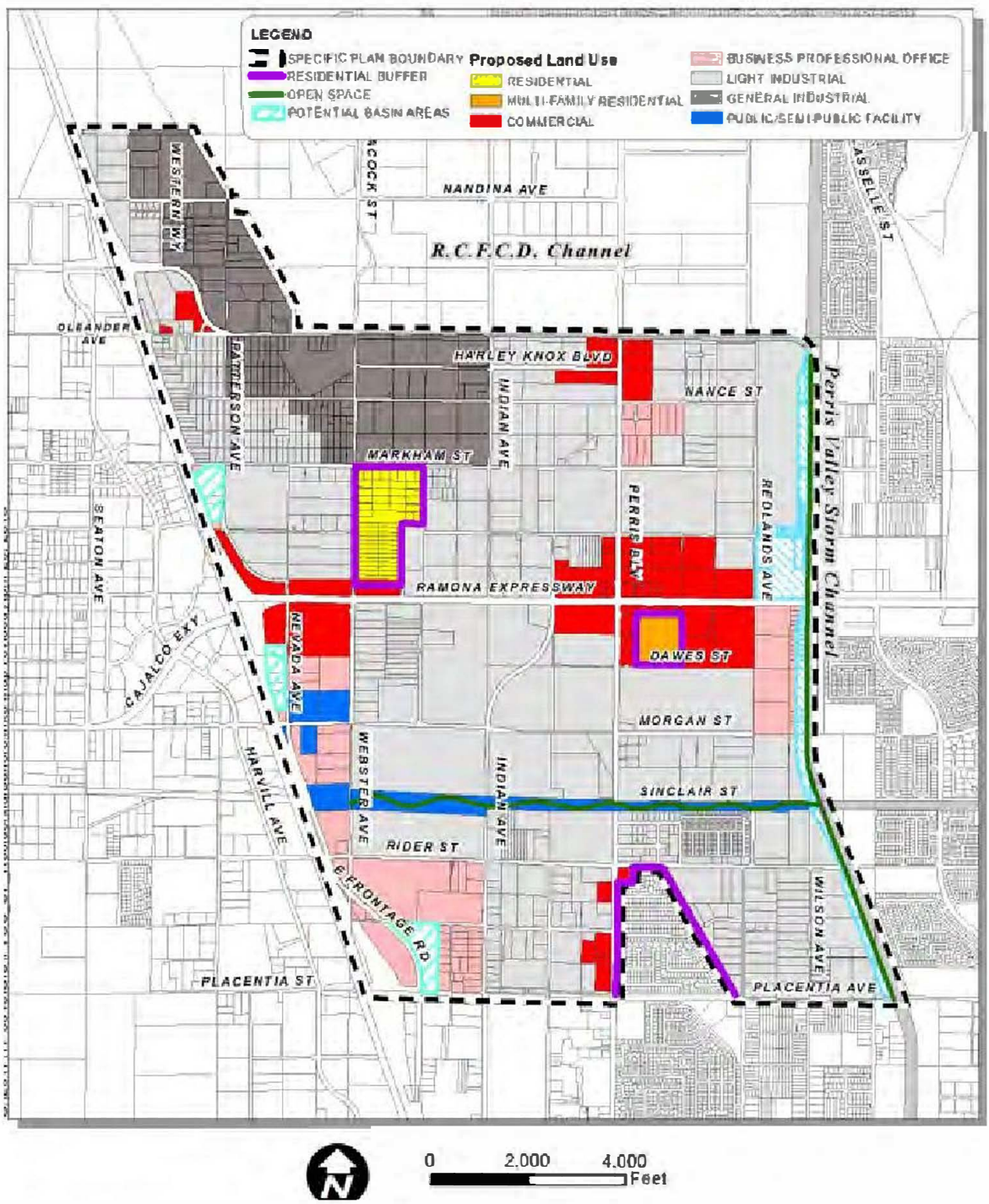


Figure 4.0-16, Residential Buffer



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 Perris Planning Department should be contacted on non-ALUC issues. For more information please contact City of Perris Planner Chantal Powers at (909) 754-1653.

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: **November 10, 2022**

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

CASE DESCRIPTION:

ZAP1545MA22 – Lake Creek Industrial LLC (Representative: Sagecrest Planning Environmental) – City of Perris Case Nos. SPA22-05053 (Specific Plan Amendment), DPR20-00021(Development Plan Review), TPM38385 (Tentative Parcel Map). A proposal to construct a 254,211 square foot warehouse building with mezzanines on 12.59 acres located southerly of Rider Street, northerly of Placentia Avenue, easterly of Redlands Avenue, and westerly of Wilson Avenue. The applicant also proposes to amend the Perris Valley Commerce Center Specific Plan to vacate Walnut Street from the Circulation Plan. The applicant also proposes merging the existing six parcels into one parcel (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area)

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number: ZAP1545MA22 Date Submitted: 9/23/22

AIA: March Zone: B2 Public Hearing ☑ Staff Review ☐

Applicant

Applicant Full Name: Lake Creek Industrial LLC - Michael Johnson

Applicant Address: 1302 Brittany Cross Road, Santa Ana, CA 92705

Phone: 786-200-9681 **Email:** MJ@lakecreekindustrial.com

Representative/ Property Owner Contact Information

Representative: Sagecrest Planning+Environmental **Email:** csaunders@sagecrestplanning.com

Christine Saunders Phone: 714-488-1529

Address: 27128 Paseo Espada, Suite 1524, San Juan Capistrano, CA 92675

Property Owner: Lake Creek Industrial LLC - Michael Johnson **Email:** MJ@lakecreekindustrial.com

Phone: 786-200-9681

Address: 1302 Brittany Cross Road, Santa Ana, CA 92705

Local Jurisdiction Agency

Agency Name: City of Perris Phone: 909-754-1653

Staff Contact: Chantal Power **Email:** cpower@interwestgrp.com

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

Local Agency Case No.: ~~DPR 20-0002,SPA22-05053,TPM38385~~

Project Location

Street Address: East side of Redlands Ave, north of Placentia Ave, south of Rider St. Gross Parcel Size.: 12.59

Assessor's Parcel No.: 300-210-026; -027; -028; -006; -007; -008

Solar

Is the project proposing solar Panels? Yes ☐ No ☑ If yes, please provide solar glare study. (Only for zone C or higher.)

Data

Site Elevation:(above mean sea level) 1446

Height of Building or structures: 48 feet

What type of drainage basins are being proposed and the square footage: underground storage chambers

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 current 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:	November 10, 2022
CASE NUMBER:	ZAP1546MA22 – Lake Creek Industrial LLC (Representative: Sagecrest Planning Environmental)
APPROVING JURISDICTION:	City of Perris
JURISDICTION CASE NO:	SPA22-05052 (Specific Plan Amendment), DPR20-00020 (Development Plan Review), TPM38386 (Tentative Parcel Map)
LAND USE PLAN:	2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
Airport Influence Area:	March Air Reserve Base
Land Use Policy:	Zone B2
Noise Levels:	Between 65 - 75 CNEL contour from aircraft
MAJOR ISSUES:	**None**

RECOMMENDATION: Staff recommends that the Commission find the Specific Plan Amendment CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and also find the Development Plan Review and Tentative Parcel Map CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to construct a 334,040 square foot warehouse building with mezzanines on 20.14 acres. The applicant also proposes to amend the Perris Valley Commerce Center Specific Plan to vacate Russell Way from the Circulation Plan. The applicant also proposes merging the existing eight parcels into one parcel.

PROJECT LOCATION: The project is located westerly of Redlands Avenue, northerly of Placentia Avenue, southerly of Rider Street, approximately 15,817 feet south 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 Zone B2 which limits average intensity to 100 people per acre.

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

- Warehouse – 1 person per 500 square feet, and
- Office – 1 person per 200 square feet.

The project proposes to construct a 334,040 square foot warehouse building with mezzanines, which includes 326,040 square feet of warehouse area, 4,000 square feet of first floor office area, and 4,000 square feet of second floor office mezzanine area, accommodating a total occupancy of 692 people, resulting in an average intensity of 34 people per acre, which is consistent with Zone B2 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). Based on the number of parking spaces provided (109 standard vehicles, 68 truck trailer), the total occupancy would be estimated at 232 people, resulting in an average intensity of 12 people per acre, which is consistent with the Compatibility Zone B2 average intensity criterion of 100 people per acre.

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

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would include 39,560 square feet of warehouse area, 4,000 square feet of first floor office area, and 4,000 square feet of second floor office mezzanine area, resulting in a single acre occupancy of 119 people, which is consistent with the Compatibility Zone B2 single acre criterion of 250.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone B2.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area between 65 - 75 CNEL range from aircraft noise. While the proposed industrial areas are not a noise-sensitive use and would not require special measures to mitigate aircraft-generated noise, such measures may be required to achieve reduced interior noise levels of 45 dBA CNEL in office areas as required pursuant to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

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 15,817 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 1,646 feet AMSL. The site's elevation is 1,452 feet AMSL and the proposed building height is 48 feet, resulting in a top point elevation of 1,500 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 nearest portion of the project is located 15,817 feet from the runway, and therefore would not be subject to the above requirement.

Specific Plan Amendment: The applicant also proposes to amend the Perris Valley Commerce Center Specific Plan to vacate Russell Way from the Circulation Plan. The proposed amendments are consistent with the Compatibility Plan.

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 3

aboveground habitable floors, 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) 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 of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.

5. 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.

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

7. Noise attenuation measures shall be incorporated into the design of the office areas of the building, 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 has been evaluated as 326,040 square feet of warehouse area, 4,000 square feet of first floor office area, and 4,000 square feet of second floor office mezzanine 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.

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

X:\AIRPORT CASE FILES\March\ZAP1546MA22\ZAP1546MA22sr.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 AIRPORT LAND USE COMMISSION ALUC

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

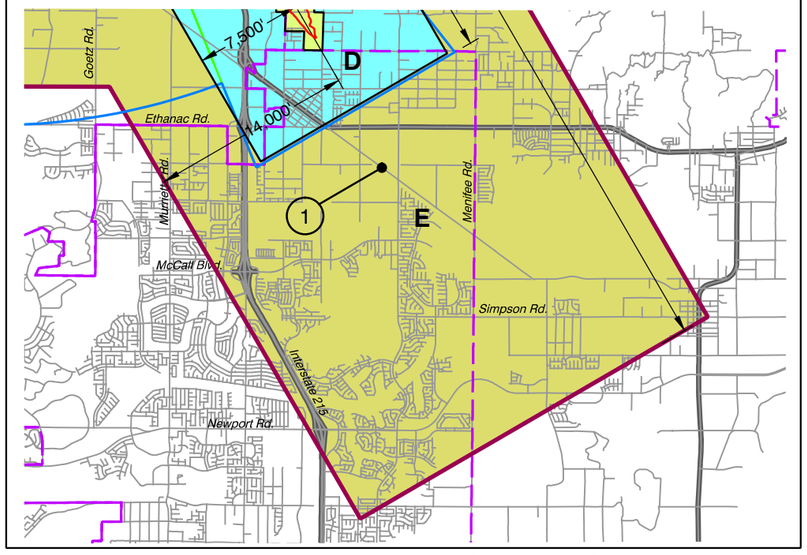
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

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



SEE INSET AT RIGHT

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

N

0 2 4 MILES

Base map source: County of Riverside 2013

Riverside County
Airport Land Use Commission

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

(Adopted November 13, 2014)

Map MA-1

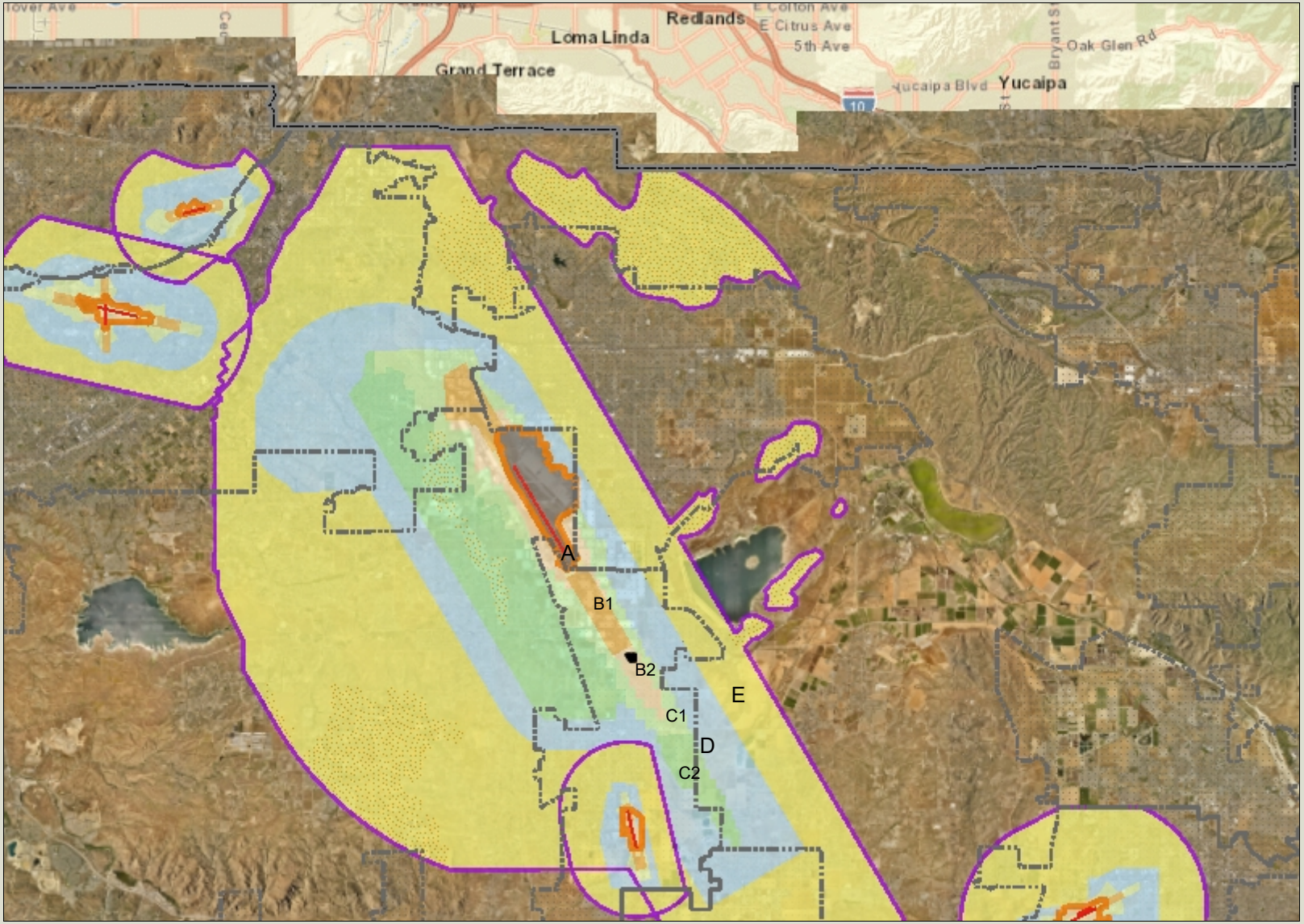
Compatibility Map

March Air Reserve Base / Inland Port Airport

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

X:\18190-10\114627.01\TECH\CAD\MAR-compatibility2013.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

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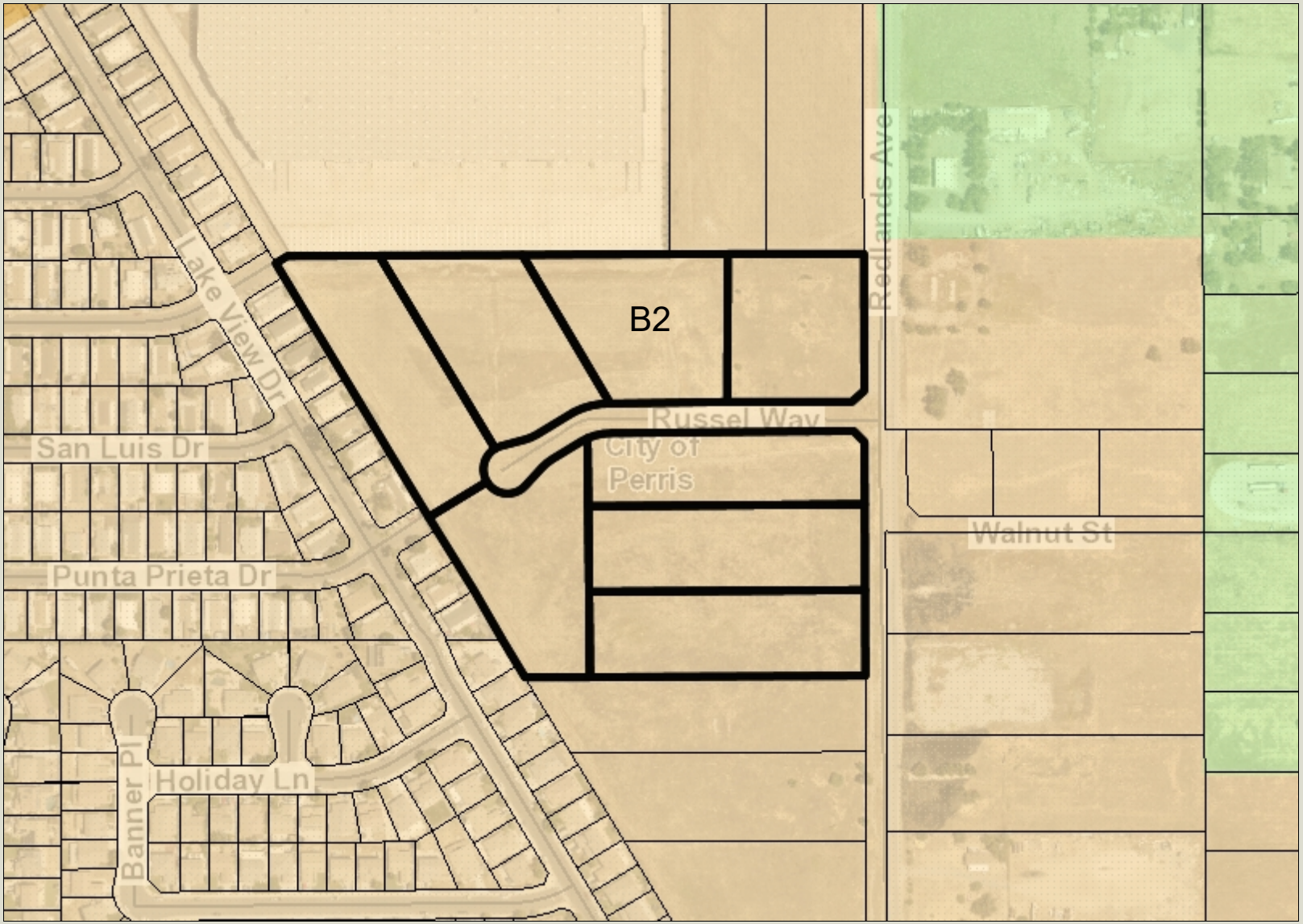
Notes

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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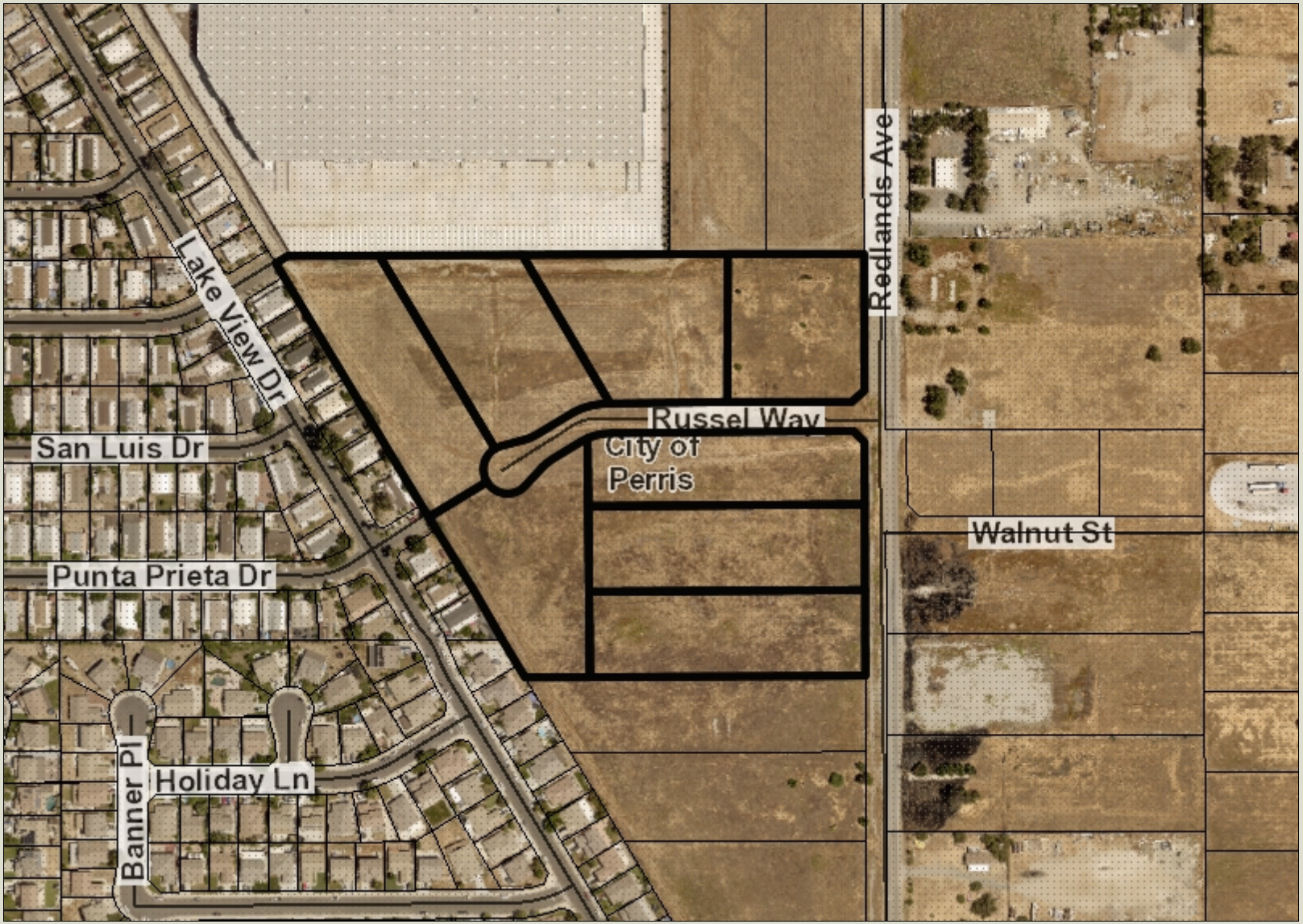
Notes

Map My County Map



Legend

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

0 385 770 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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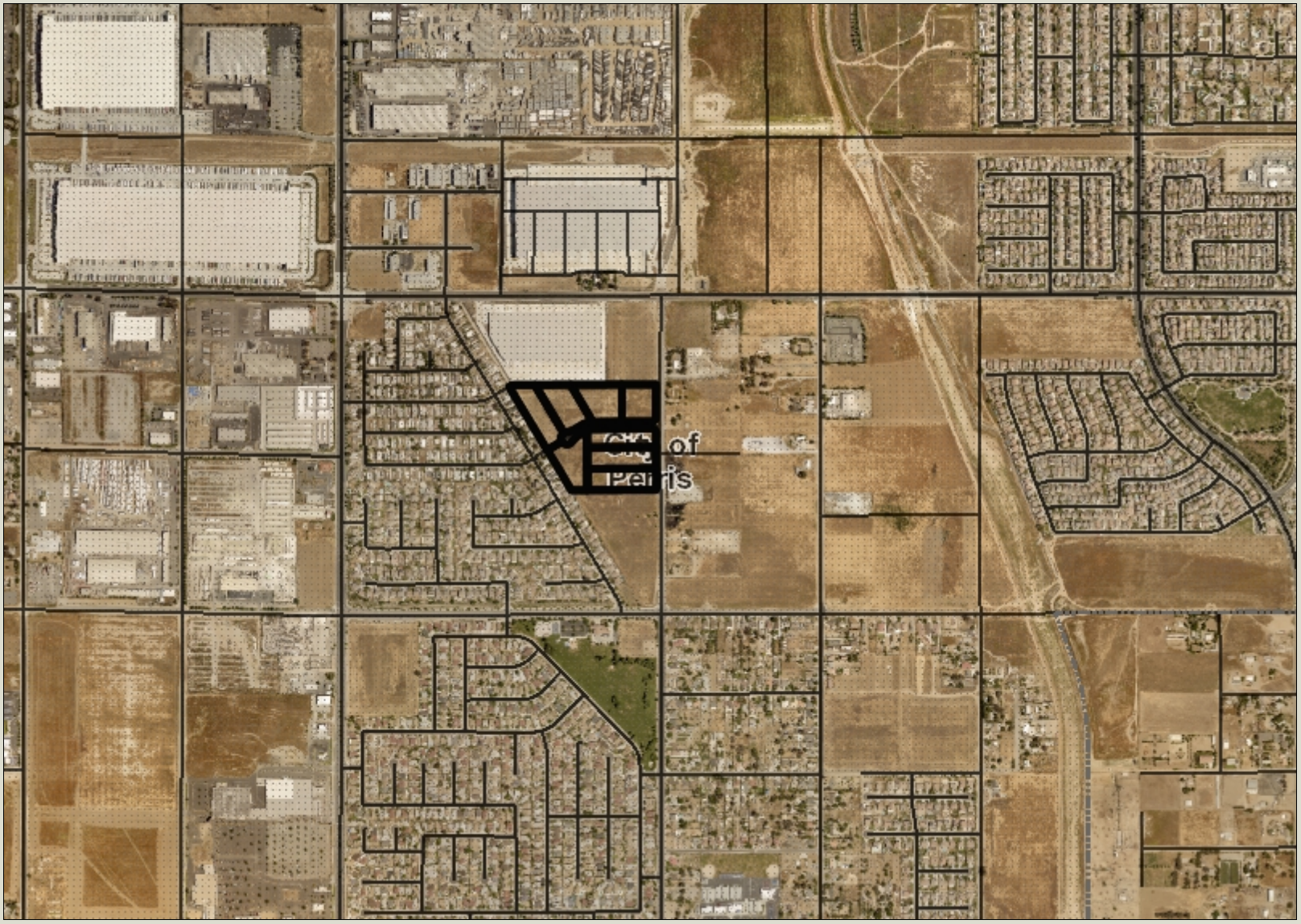
Notes

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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REPORT PRINTED ON... 10/3/2022 10:29:43 AM

Notes

Map My County Map

Legend

City Areas

World Street Map

0 12,314 24,629 Feet

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REPORT PRINTED ON... 10/3/2022 10:28:51 AM

Notes

VICINITY MAP

GENERAL NOTES

1. THE PROPOSED PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE COUNTY RIVERSIDE, CITY OF PERRIS PLANNING PLAN

2. A LANDSCAPING PLAN SHALL BE SUBMITTED TO THE PLANNING DEPARTMENT FOR APPROVAL PRIOR TO ISSUANCE OF BUILDING PERMITS AND SHALL BE IMPLEMENTED PRIOR TO OCCUPANCY.

3. THE PROJECT DOES NOT PROPOSE ANY TENANT SIGNAGE AT THIS TIME.

4. THERE ARE NO PROTECTED PLANTS ON SITE.

5. ALL ROOF DRAINS AT STREET FRONTAGES SHALL BE IN THE INTERIOR OF THE BUILDING ENVELOPE.

6. ALL LANDSCAPE SHALL BE BOUND BY A 6" HIGH CONCRETE CURB.

7. A LIGHT PLAN SHALL BE SUBMITTED SHOWING CONFORMANCE WITH MINIMUM FOOTCANDLE LEVELS AND MARCH AIR BASE STANDARDS. FIXTURES SHALL BE SHIELDED HIGH PRESSURE SODIUM.

8. A SIGN PROGRAM SHALL BE DEVELOPED IN ACCORDANCE WITH MUNICIPAL CODE 19.75.190 FOR APPROVAL BY THE PLANNING DIVISION. THE SIGN PROGRAM SHALL BE INCLUDED AS PART OF THE CC&R'S.

9. FUTURE TENANT OFFICE BUILD-OUTS TO INCLUDE INDOOR EMPLOYEE AMENITY AREAS PER CITY GUIDELINES.

10. PROJECT WILL BE DESIGNED WITH LEED IN MIND, BUT WILL NOT REQUIRED CERTIFICATION.

SUBSTAINABILITY FEATURES

11. PROVIDE LIGHT COLORED ROOFING OVER THE OFFICE AREAS.

12. BUILDING WILL BE DESIGN TO ACHIEVE LEED POTENTIAL CERTIFICATION.

13. PROVIDE UP TO (2) ELECTRIC VEHICLE CHARGING FACILITIES

14. PROVIDE "TURN-OFF ENGINE" SIGNS WITHIN THE TRUCK COURT.

15. FORKLIFTS WITHIN THE BUILDING SHALL BE ELECTRIC OR COMPRESSED NATURAL GAS-POWERED.

SITE LEGEND:

- ON-SITE LANDSCAPED AREA
- OFF-SITE LANDSCAPED AREA
- DECORATIVE AUTO / TRUCK DRIVEWAYS
- SITE PROPERTY LINES
- CITY CURB AND GUTTER LINES
- STREET CENTERLINES
- ON-SITE CURB LINES
- ON-SITE PARKING AND TRAILER STRIPPING

ASSESSOR'S PARCEL NUMBERS

300-210-011, 012, 013, 015 AND 016

APPLICATION TYPE

DEVELOPMENT PLN REVIEW 00-00-0000
ZONING: LIGHT INDUSTRIAL - PVCC SP - PERRIS VALLEY COMMERCE CENTER
PERMITTED LAND USE: WAREHOUSE, OFFICE AS PERMITTED

PROJECT DESCRIPTION

NEW INDUSTRIAL WAREHOUSE BUILDING WITH AUTO AND TRAILER PARKING AREAS. PROVIDING FUTURE GUARD SHACK LOCATION ON BOTH TRUCK COURT ENTRIES.

LAND OWNER

LAKE CREEK INDUSTRIAL LLC
1302 BRITTANY CROSS ROAD
SANTA ANA, CA 92705

APPLICANT

LAKE CREEK INDUSTRIAL LLC
1302 BRITTANY CROSS ROAD
SANTA ANA, CA 92705
786-200-9681 CONTACT: MICHAEL JOHNSON

PLAN PREPARER

RGA, OFFICE OF ARCHITECTURAL DESIGN, INC.
15231 ALTON PARKWAY, SUITE 100
IRVINE, CA 92618
CONTACT: MIKE GILL

UTILITIES & SERVICES

SEE CIVIL DRAWINGS

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN IS SITUATED IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
PARCEL 3, AS SHOWN BY PARCEL MAP NO. 12914, ON FILE IN BOOK 80 PAGE 63 OF PARCEL MAPS, RECORDS OF COUNTY RECORDER
PARCEL 1, AS SHOWN BY PARCEL MAP NO. 12917, ON FILE IN BOOK 80 PAGE 62 OF PARCEL MAPS, RECORDS OF COUNTY RECORDER
PARCEL 4, AS SHOWN BY PARCEL MAP NO. 12917, ON FILE IN BOOK 80 PAGE 63 OF PARCEL MAPS, RECORDS OF COUNTY RECORDER
PARCEL 1, AS SHOWN BY PARCEL MAP NO. 12914, ON FILE IN BOOK 80 PAGE 63 OF PARCEL MAPS, RECORDS OF COUNTY RECORDER
PARCEL 2 AND 3, AS SHOWN BY PARCEL MAP NO. 12917, ON FILE IN BOOK 80 PAGE 62 OF PARCEL MAPS, RECORDS OF COUNTY RECORDER
PARCEL 2 AND 4, AS SHOWN BY PARCEL MAP NO. 12914, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 80 PAGE 63 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY

KEYNOTES (XXX)

1. PAINTED CONCRETE TILT-UP WAREHOUSE / OFFICE / MANUFACTURING FACILITY.

2. SHADED AREA: PROPOSED IRRIGATED LANDSCAPING PER CC&R GUIDELINES WITH MIN 6" CONCRETE CURBS AT ALL PERIMETERS.

3. PAINTED CONCRETE TRASH ENCLOSURE. SCREEN WALLS SHALL BE MIN. 6'-0" HIGH WITH CANOPY TOP. SEE SHEET A2-1P FOR ELEVATIONS AND SECTIONS

4. TYPICAL STANDARD PARKING STALL MIN. 9' X 19' - STRIPE PER CITY STANDARDS.

5. TRUCK TRAILER PARKING

6. NEW 14'-0" CONCRETE TILT-UP SCREEN WALLS AT TRUCK YARD. SEE PLAN FOR MINIMUM HEIGHTS AS MEASURED FROM INSIDE THE TRUCK YARD.

7. ROLLING 8'-0" HIGH WROUGHT IRON FENCE INTO THE TRUCK COURT.

8. TRANSFORMER PAD LOCATION.

9. ACCESSIBLE PRIMARY ENTRANCE TO THE BUILDING WITH BIKE RACKS.

10. CONCRETE COVERED LUNCH PATIO WITH LANDSCAPE FURNITURE, SEE SHEET A3-1P

11. CALGREEN REQUIRED BIKE RACKS, SEE TABULATIONS FOR NUMBER OF BIKE RACKS

12. DECORATIVE PAVING AT ENTRY DRIVEWAY.

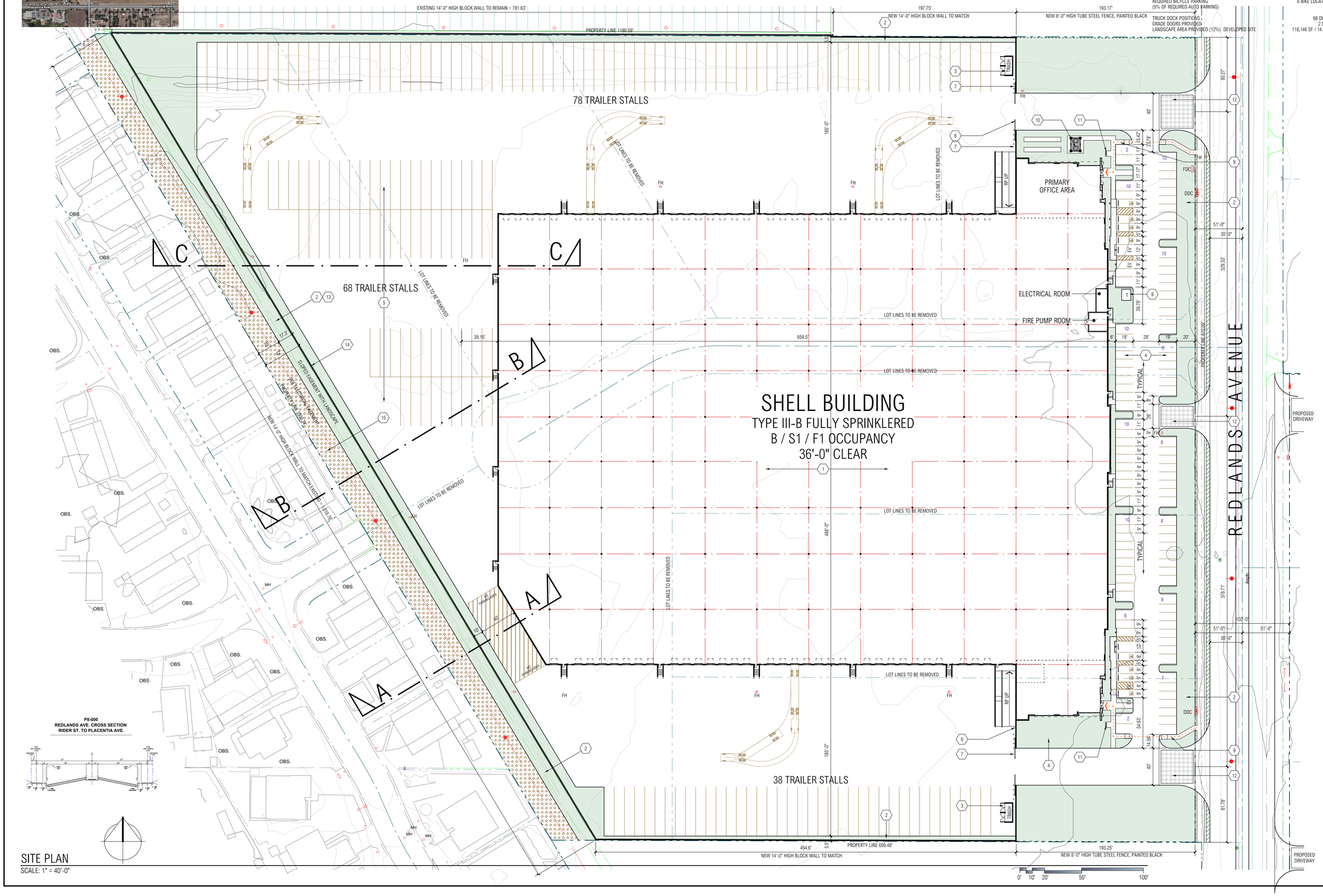
13. LANDSCAPE SLOPED EASEMENT

14. 14'-0" HIGH BLOCK WALL TO MATCH EXISTING ADJACENT WALL

15. DG WALKING PATH WITH LANDSCAPE WITHIN THE SCE EASEMENT

PROJECT DATA

SITE AREA:	
GROSS SITE AREA:	877,309 SF / 20.14 AC
STREET DEDICATION:	44,371 SF / 1.02 AC
NET SITE AREA:	832,938 SF / 19.12 AC
BUILDING AREA:	
FOOTPRINT	330,040 SF
FIRE PUMP HOUSE	00 SF
MEZZANINE	4,000 SF
GUARD HOUSE	00 SF
TOTAL	334,040 SF
TOTAL INCLUDED PLANNED OFFICE AREA	8,000 SF
LOT COVERAGE: (50% MAX)	39.67 %
FAR COVERAGE:	40.15 %
AUTO PARKING REQUIRED: (HIGH CUBE PARKING STANDARDS)	
8,000 OFFICE PARKING (LESS THAN 10%)	00 STALLS
WAREHOUSE	
0-20,000 SF (1/1000 SF)	20 STALLS
20K + 40K (1/2000 SF)	10 STALLS
ABOVE 40K (1/5000 SF)	59 STALLS
TOTAL	89 STALLS
AUTO PARKING PROVIDED	
ACCESSIBLE STALLS	8 STALLS
STANDARD STALLS	101 STALLS
TOTAL PROVIDED	109 STALLS
REQUIRED BICYCLE PARKING (5% OF REQUIRED AUTO PARKING)	6 BIKE LOCATIONS
TRUCK DOCK POSITIONS	68 DOCKS
GRADE DOORS PROVIDED	2 DOOR
LANDSCAPE AREA PROVIDED (12%) DEVELOPED SITE	118,146 SF / 14.18 %



P8-000
REDLANDS AVE. CROSS SECTION
RIDER ST. TO PLACENTIA AVE.

SITE PLAN
SCALE: 1" = 40'-0"

RGA
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15231 Alton Parkway, Suite 100
Irvine, CA 92618
T 949-341-0920
FX 949-341-0922

CONSULTANT

PROFESSIONAL SEALS

REDLANDS WEST / RIDER AVENUE DEVELOPMENT

00000 REDLANDS AVENUE
CITY OF PERRIS, CA

LAKE CREEK INDUSTRIAL LLC
1302 BRITTANY CROSS ROAD
SANTA ANA, CA 92705
OWNER PHONE: 786-200-9681
OWNER: MICHAEL JOHNSON
EMAIL: mj@lakecreekindustrial.com

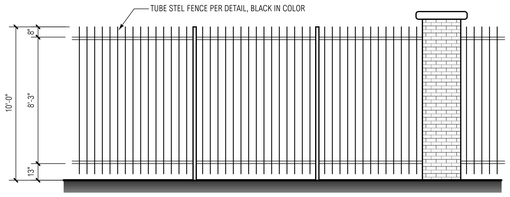
CD		
BID		
PC		
DD		
SD	11/16/21	SCHEMATIC DESIGN
MARK	DATE	DESCRIPTION

RGA PROJECT NO:	20086.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	20086-00-A1-1P
DRAWN BY:	MG
CHK'D BY:	CS

SHEET TITLE

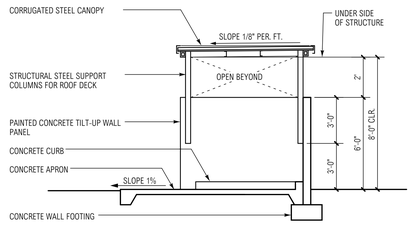
SITE PLAN

SHEET: A1-1P



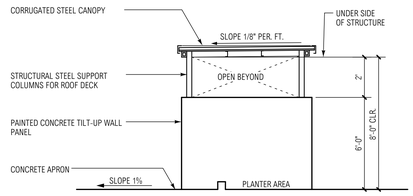
TYPICAL TUBE STEEL FENCE ELEVATION

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



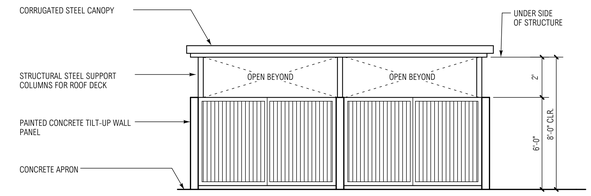
TYPICAL TRASH ENCLOSURE SECTION

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



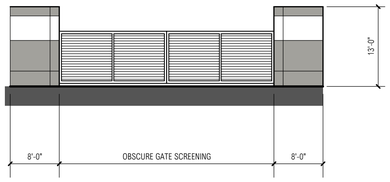
TRASH ENCLOSURE SIDE ELEVATIONS

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



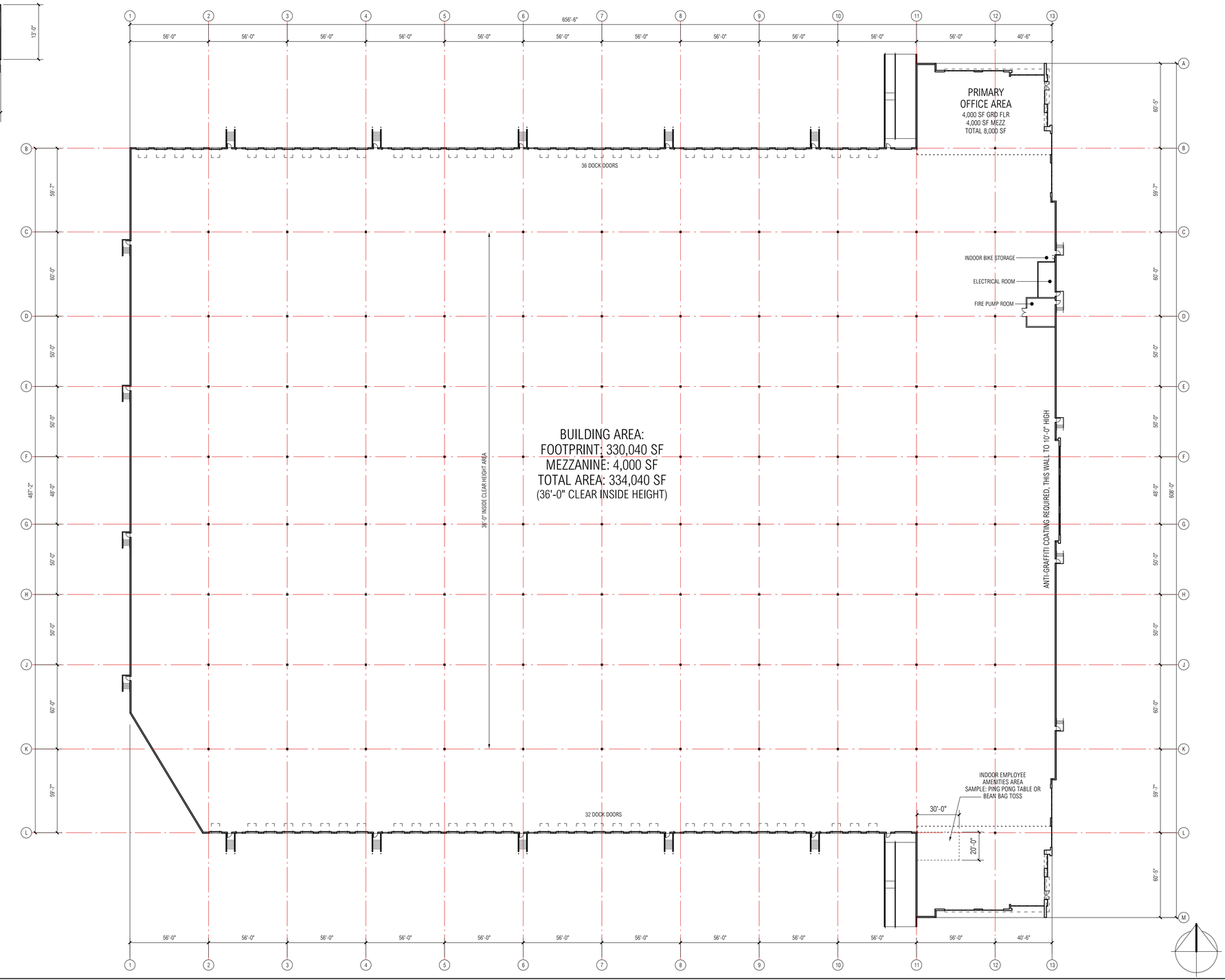
TRASH ENCLOSURE FRONT ELEVATIONS

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



TRUCK COURT ENTRY GATE

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



BUILDING PLAN

SCALE: 1" = 30'-0"

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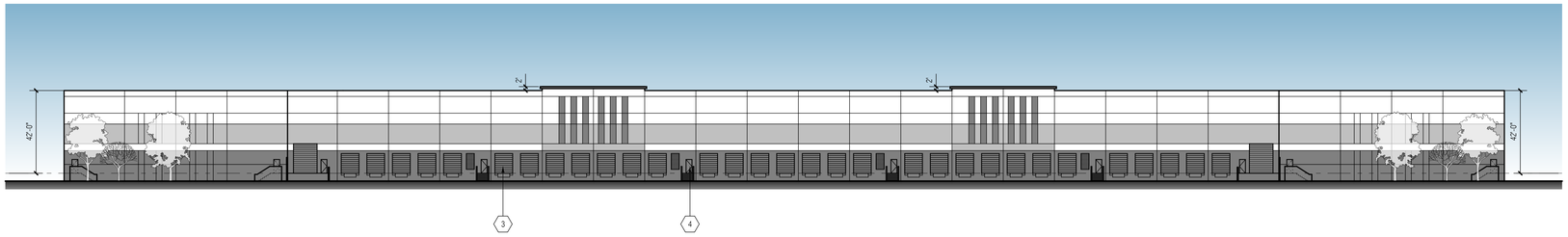
MARK	DATE	DESCRIPTION
CD		
BID		
PC		
DD		
SD	11/16/21	SCHEMATIC DESIGN

RGA PROJECT NO:	20086.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	20086-00-A2-1P
DRAWN BY:	MG
CHK'D BY:	CS

SHEET TITLE

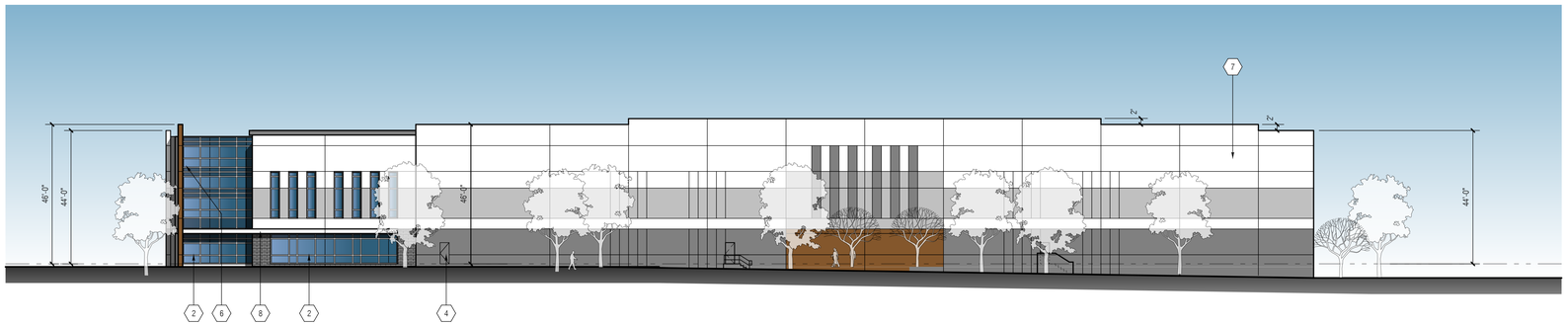
FLOOR PLAN

SHEET: A2-1P



EAST ELEVATION

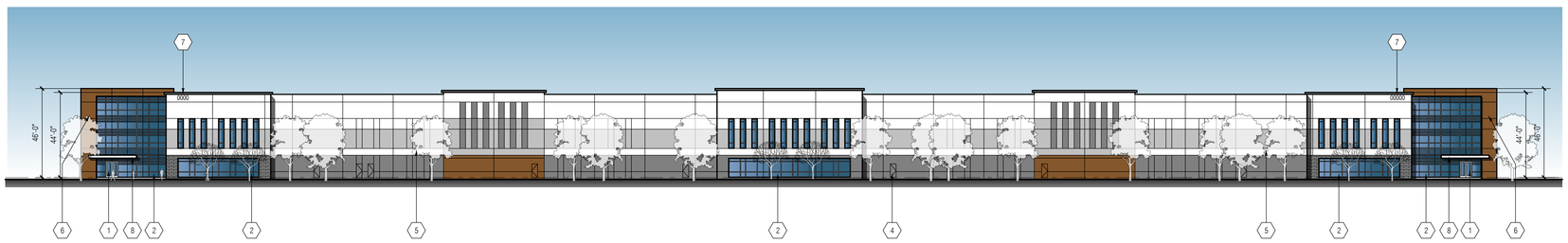
SCALE: 1" = 30'-0"



SOUTH ELEVATION

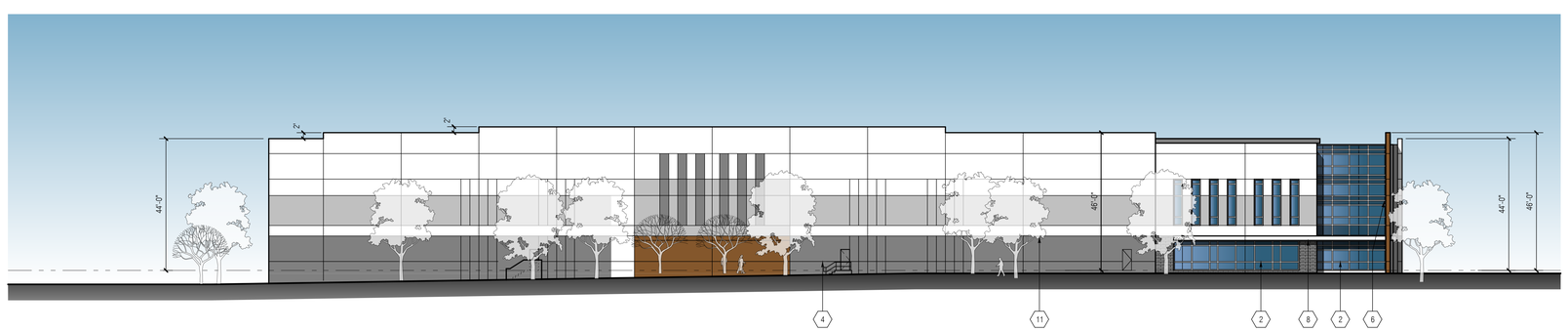
SCALE: 1" = 20'-0"

ANTI-GRAFFITI COATING REQUIRED, THIS WALL TO 10'-0" HIGH



WEST ELEVATION

SCALE: 1" = 30'-0"



NORTH ELEVATION

SCALE: 1" = 20'-0"

KEYNOTES

1. PRIMARY ACCESSIBLE BUILDING ENTRY

2. BLUE GLAZING IN CLEAR ANODIZED ALUMINUM STOREFRONT. ALL GLASS TO BE AS NON-REFLECTIVE AS POSSIBLE TO ALLOW FOR INTERIOR NATURAL LIGHT. THE BUILDING ENVELOPE WITH CONFORM TO CALGREEN AND TITLE 24 REQUIREMENTS.

3. PAINTED DOCK HIGH TRUCK LOADING DOOR.

4. 3' X 7' PAINTED METAL MAN DOOR.

5. DOWNSPOUTS ON WEST ELEVATION SHALL BE EXTERNAL PAINTED TO MATCH BUILDING. PAINTED OVERFLOW SCUPPERS ARE ACCEPTABLE

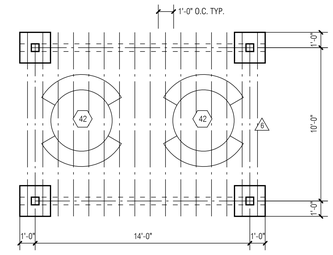
6. ROOF DRAINS AT THE OFFICE CORNERS SHALL BE INTERNAL, BOTH ROOF AND OVERFLOW DRAINS.

7. BUILDING ADDRESS: 18" HIGH ADDRESS NUMBERS FIXED TO FACE OF CONCRETE WALL PANEL. MANUF: SIGNATURE SIGNS. PLASTIC FACE NUMBERS WITH CONTINUOUS ALUMINUM RETAINER. SIGN TO BE EXTERNALLY ILLUMINATED DURING THE HOURS OF DARKNESS.

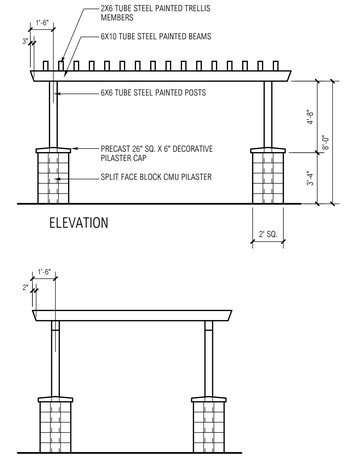
8. PROVIDE 36" X 18'-0" ALUM CANOPY OVER PRIMARY ENTRY DOORS.

FINISH SCHEDULE

1. FIELD COLOR - SHERWIN WILLIAMS SW 7063 NEBULOUS WHITE
2. ACCENT COLOR - SHERWIN WILLIAMS SW 7650 ELLIE GRAY
3. ACCENT COLOR - RUST COLOR
4. BASE ACCENT COLOR - SHERWIN WILLIAMS SW 7067 CITYSCAPE
5. GLAZING - SEE KEYNOTE 5 - PPG VISTACOOL PACIFICA REFLECTIVE #2.



PLAN

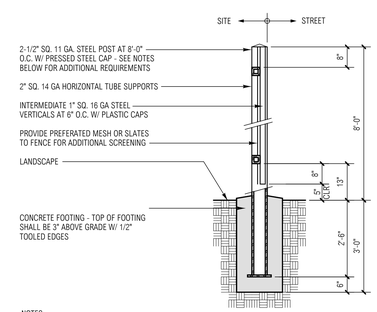


ELEVATION

ELEVATION

TYPICAL LUNCH PATIO TRELLIS

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



NOTES:
1. SEE SITE PLAN FOR LOCATION.
2. GRIND ALL WELDS SMOOTH.
3. ALL STEEL WORK TO BE A-434 & SHOP PRIMED. PAINT FLAT BLACK TWO COATS.
4. CONTRACTOR TO SUBMIT DETAILED SHOP DWGS. FOR APPROVAL PRIOR TO FABRICATION.
5. PROVIDE CONT. 6" X 6" CONC. MOW STRIP UNDER FENCE ONLY WHEN FENCE IS ADJACENT TO TURF AREAS.
6. USE 4" SQ. 11 GA. STEEL POST W/ PRESSED STEEL CAP AT ALL END AND CORNER CONDITIONS OF THE FENCE PATH.

STEEL FENCE

SCALE: 1/2" = 1'-0"

RGA
Office of Architectural Design
15231 Alton Parkway, Suite 100
Irvine, CA 92618
T 949-341-0920
FX 949-341-0922

CONSULTANT

PROFESSIONAL SEALS

REDLANDS EAST / RIDER AVENUE DEVELOPMENT

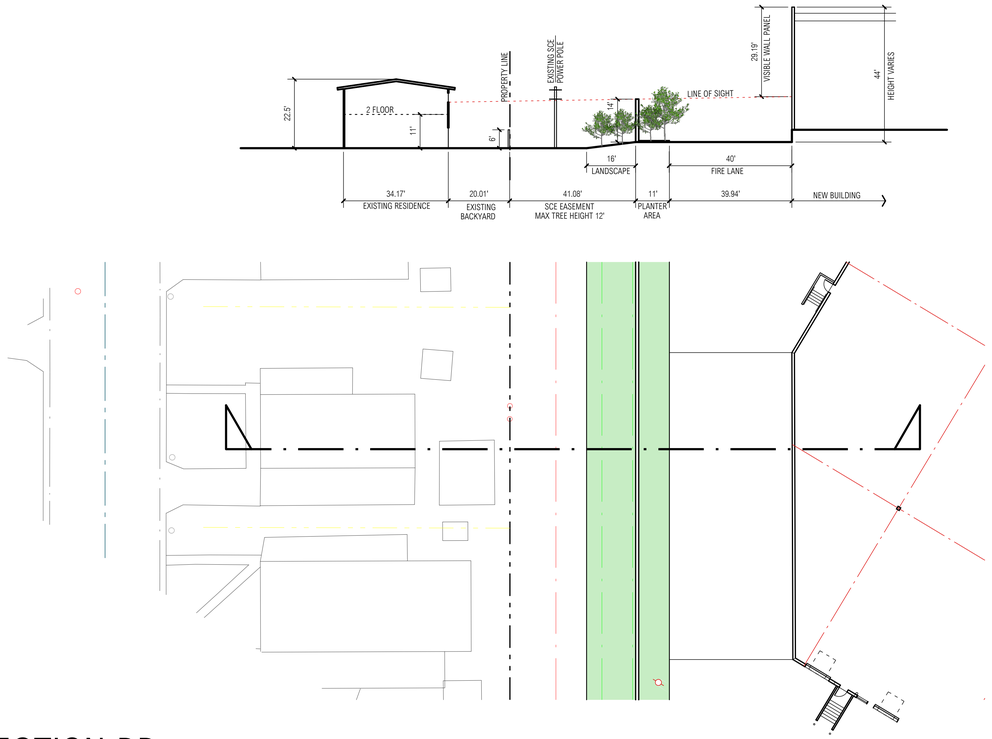
00000 REDLANDS AVENUE
CITY OF PERRIS, CA

LAKE CREEK INDUSTRIAL LLC
1302 BRITTANY CROSS ROAD
SANTA ANA, CA 92705
OWNER PHONE: 786-200-9681
OWNER: MICHAEL JOHNSON
EMAIL: mj@lakecreekindustrial.com

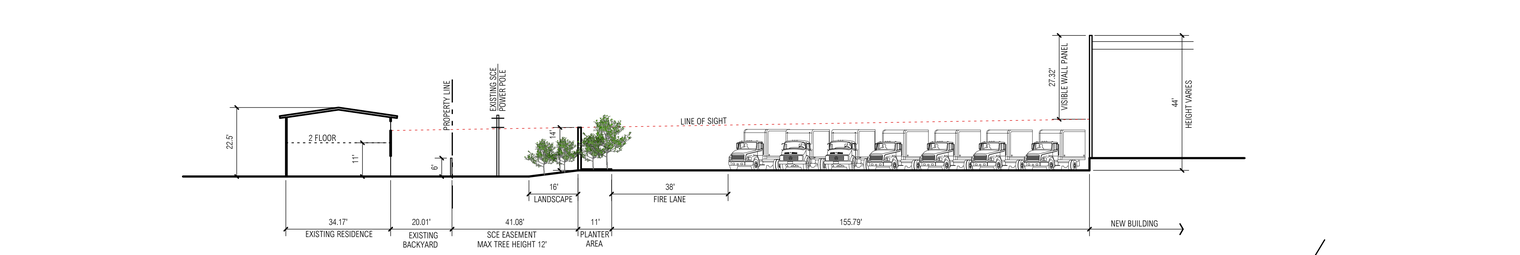
CD		
BID		
PC		
DD		
SD	9/27/21	SCHEMATIC DESIGN
MARK	DATE	DESCRIPTION

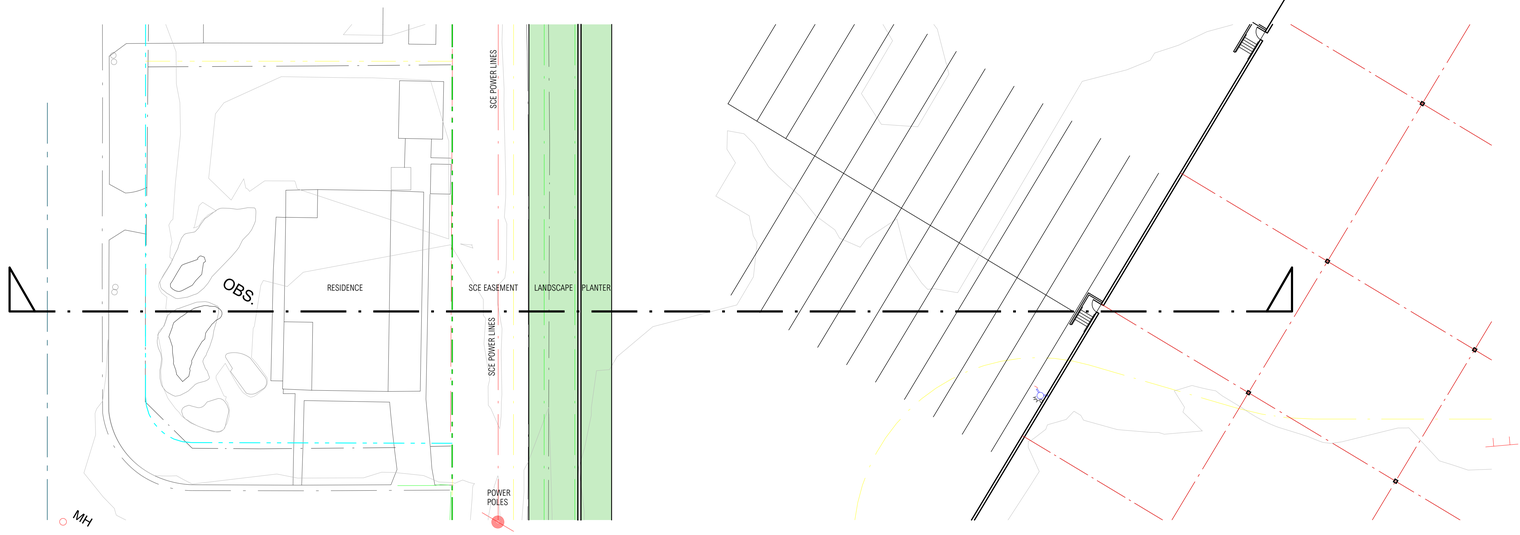
RGA PROJECT NO:	20056.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	20056-00-A3-1P
DRAWN BY:	MG
CHK'D BY:	CS
COPYRIGHT	
RGA, OFFICE OF ARCHITECTURAL DESIGN	
SHEET TITLE	
EXTERIOR ELEVATIONS	

SHEET: A3-1P



SITE SECTION BB





SITE SECTION AA

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Office of Architectural Design
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T 949-341-0920
FX 949-341-0922

CONSULTANT

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REDLANDS WEST / RIDER AVENUE DEVELOPMENT

00000 REDLANDS AVENUE
CITY OF PERRIS, CA

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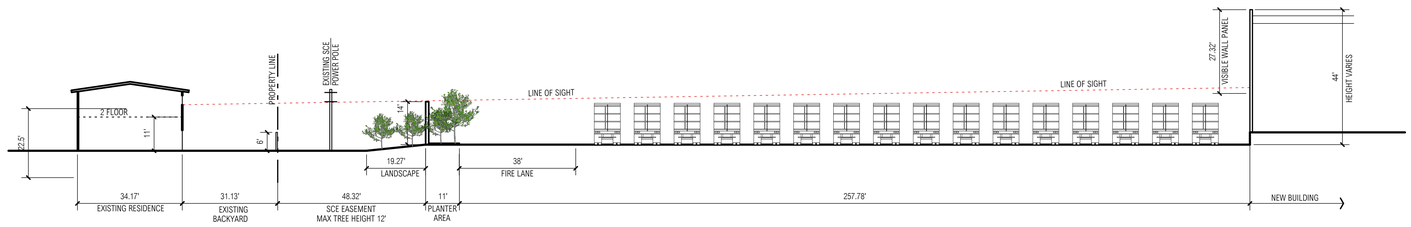
1302 BRITTANY CROSS ROAD
SANTA ANA, CA 92705
OWNER PHONE: 786-200-9681
OWNER: MICHAEL JOHNSON
EMAIL: mj@lakecreekindustrial.com

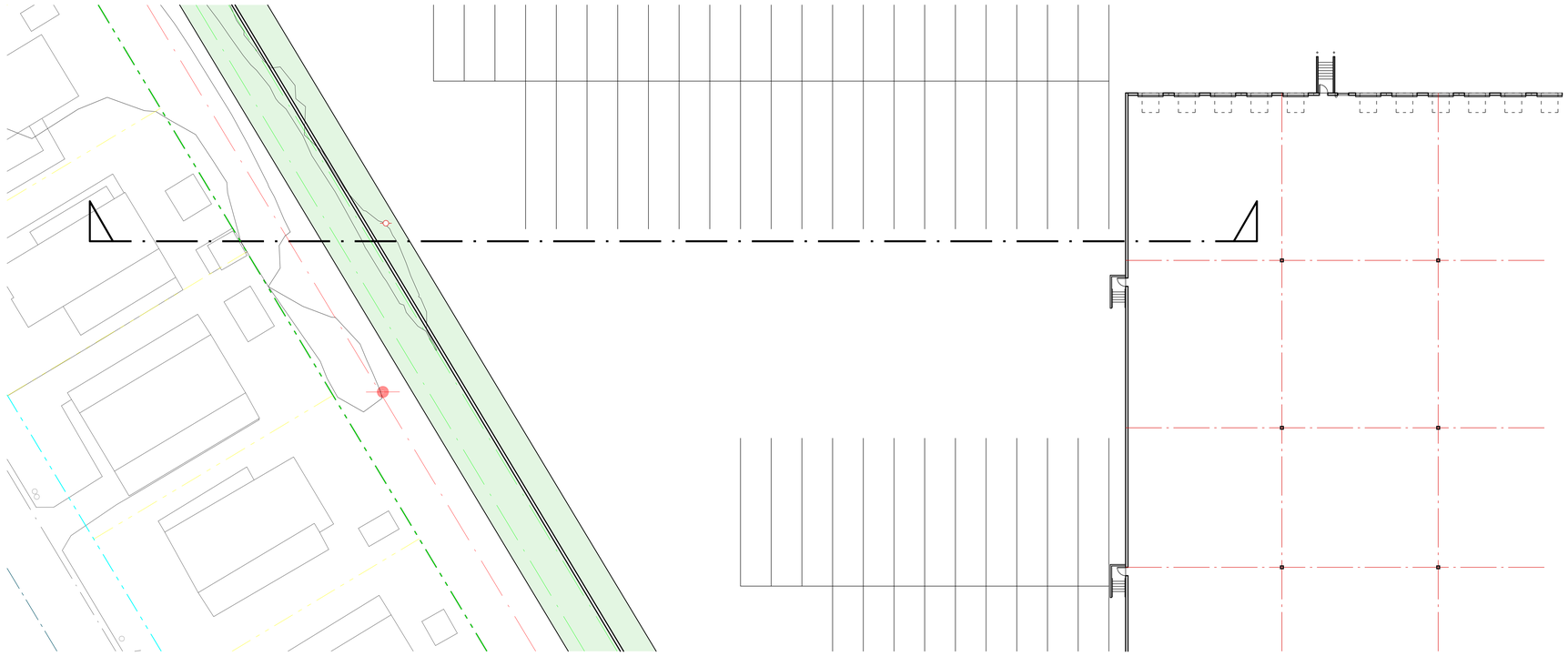
CD		
BID		
PC		
DD		
SD	11/16/21	SCHEMATIC DESIGN
MARK	DATE	DESCRIPTION

RGA PROJECT NO:	20086.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	20086-00-A3-2P
DRAWN BY:	MG
CHK'D BY:	CS

SHEET TITLE
SITE SECTION

SHEET: A3-2P





SITE SECTION CC

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Office of Architectural Design
15231 Alton Parkway, Suite 100
Irvine, CA 92618
T 949-341-0920
FX 949-341-0922

CONSULTANT

PROFESSIONAL SEALS

REDLANDS WEST / RIDER AVENUE DEVELOPMENT

00000 REDLANDS AVENUE
CITY OF PERRIS, CA

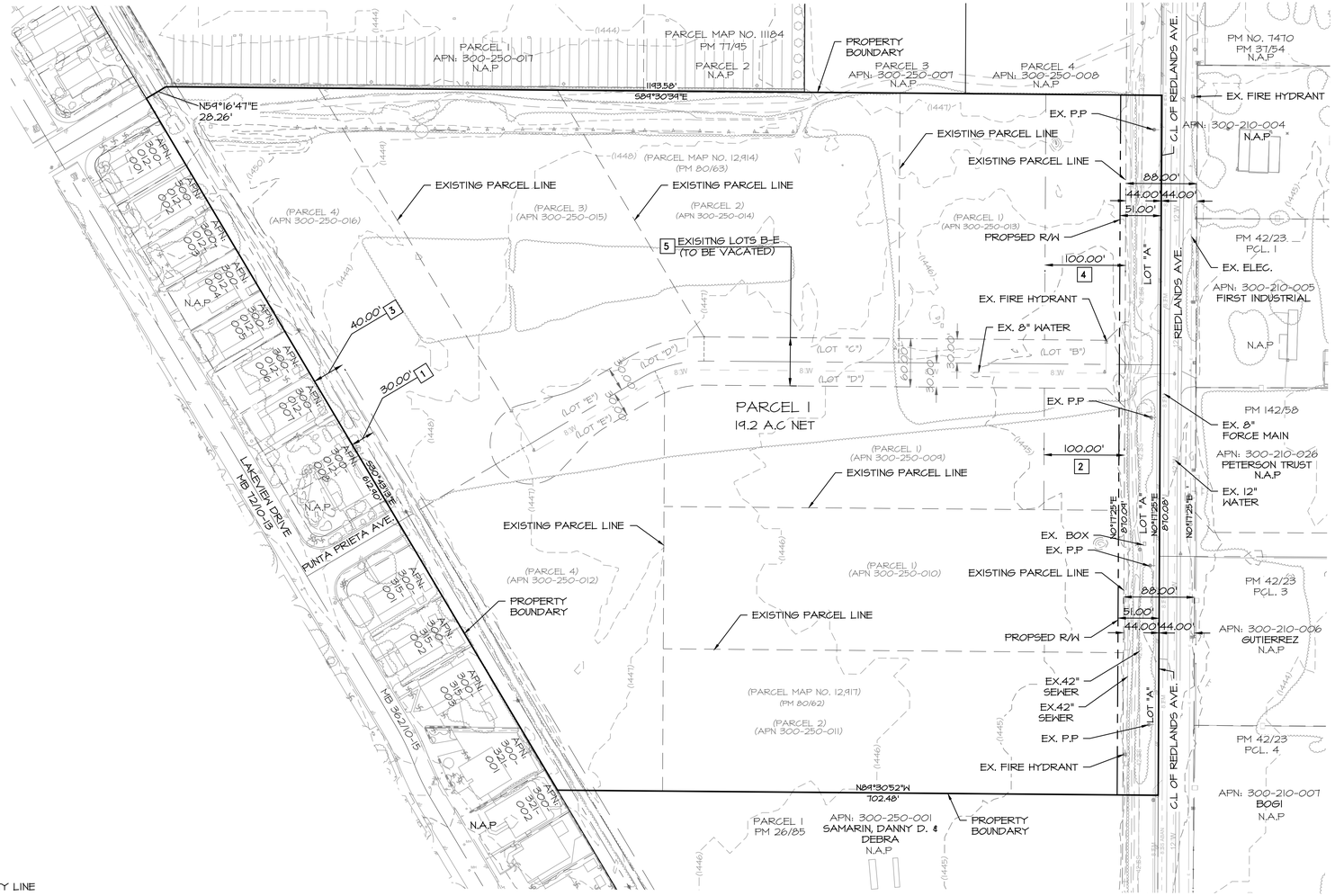
LAKE CREEK INDUSTRIAL LLC
1302 BRITTANY CROSS ROAD
SANTA ANA, CA 92705
OWNER PHONE: 786-200-9681
OWNER: MICHAEL JOHNSON
EMAIL: mj@lakecreekindustrial.com

MARK	DATE	DESCRIPTION
SD	11/13/21	SCHEMATIC DESIGN
DD		
PC		
BID		
CD		

RGA PROJECT NO:	20086.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	20086-00-A3-3P
DRAWN BY:	MG
CHK'D BY:	CS

SHEET TITLE
SITE SECTION

SHEET: A3-3P



IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TENTATIVE PARCEL MAP 38386

LOCATED IN SECTION 17, T. 4 S., R. 3 W., S.B.M.

VICINITY MAP

N.T.S.

APPLICANT

LAKE CREEK INDUSTRIAL LLC
1302 BRITTANY CROSS ROAD
SANTA ANA, CA 92705
CONTACT: MICHAEL JOHNSON
TEL:786-200-9681

OWNER

LAKE CREEK INDUSTRIAL LLC
1302 BRITTANY CROSS ROAD
SANTA ANA, CA 92705

ENGINEER

ALBERT A. WEBB ASSOCIATES
3788 MCCRAY STREET
RIVERSIDE, CA 92506
CONTACT: JENNIFER GILLEN
PHONE: 951-320-6041
FAX: 951-788-1256

APN

300-250-009
300-250-010
300-250-011
300-250-012
300-250-013
300-250-014
300-250-015
300-250-016

LAND USE/ZONING

EX LAND USE:	LIGHT INDUSTRIAL
PROPOSED LAND USE:	LIGHT INDUSTRIAL
EX ZONING:	LIGHT INDUSTRIAL
PROPOSED ZONING:	LIGHT INDUSTRIAL
EX GENERAL PLAN:	PVCC SP
PROPOSED GENERAL PLAN:	PVCC SP

SITE AREA

20.1 ACRES GROSS AREA
19.2 ACRES NET AREA

UTILITIES

WATER	- EASTERN MUNICIPAL WATER DISTRICT
SEWER	- EASTERN MUNICIPAL WATER DISTRICT
GAS	- SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC	- SOUTHERN CALIFORNIA EDISON
TELEPHONE	- SPECTRUM
SCHOOL DIST.	- VAL VERDE SCHOOL DISTRICT

TOPOGRAPHY

INLAND AERIAL SURVEYS, INC.
AUGUST 10, 2020

NOTES

1. 2010 THOMAS BROS. MAP - PAGE 777, GRID H-4
2. THIS AREA IS NOT SUBJECT TO LIQUEFACTION OR OTHER GEOLOGIC HAZARDS WITHIN A SPECIAL STUDIES ZONE.
3. FEMA COMMUNITY PANEL NO. 06065C1430H ZONE X (AREA OF MINIMAL FLOOD HAZARD), CITY OF PERRIS.
4. CONTOUR INTERVAL, ONE FOOT.
5. THIS AREA IS WITHIN THE PERRIS VALLEY COMMERCE CENTER SPECIFIC PLAN.
6. THIS PROJECT IS NOT WITHIN A COMMUNITY SERVICES DISTRICT.
7. THIS PROPERTY IS NOT SUBJECT TO OVERFLOW, INUNDATION, OR FLOOD HAZARD.
8. SUBSURFACE SEPTIC SEWAGE IS NOT INTENDED FOR THIS SITE.
9. ALL GATES ARE AT LEAST 24' IN WIDTH, AUTOMATIC WITH THE KNOX RAPID ENTRY SYSTEM.

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN IS SITUATED IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
PARCEL 3, AS SHOWN BY PARCEL MAP NO. 12914, ON FILE IN BOOK 80 PAGE 63 OF PARCEL MAPS, RECORDS OF COUNTY RECORDER
PARCEL 1, AS SHOWN BY PARCEL MAP NO. 12917, ON FILE IN BOOK 80 PAGE 62 OF PARCEL MAPS, RECORDS OF COUNTY RECORDER
PARCEL 4, AS SHOWN BY PARCEL MAP NO. 12917, ON FILE IN BOOK 80 PAGE 63 OF PARCEL MAPS, RECORDS OF COUNTY RECORDER
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PARCEL 2 AND 4 AS SHOWN BY PARCEL MAP NO. 12914, IN THE CITY OF PERRIS, COPUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 80 PAGE 63 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY

EXISTING EASEMENT NOTES:

1. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 20, 1967 AS INSTRUMENT NO. 82476 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY.
2. AN EASEMENT FOR PIPELINE OR PIPELINES AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 07, 1993 AS INSTRUMENT NO. 349756 OF OFFICIAL RECORDS, IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT, A MUNICIPAL WATER DISTRICT ITS SUCCESSORS AND ASSIGNS.
3. ANY EASEMENT FOR EXISTING AND FUTURE PUBLIC UTILITY AND DRAINAGE FACILITIES OVER THAT PORTION OF THE HEREIN DESCRIBED PROPERTY CONTAINED WITHIN ABANDONED STREETS AS SET OUT IN DOCUMENT RECORDED SEPTEMBER 25, 1957 IN BOOK 2153 PAGE 10 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
4. AN EASEMENT FOR TEMPORARY NON-EXCLUSIVE EASEMENTS AND RIGHTS-OF-WAY TO CONSTRUCT SEWAGE TRANSMISSION AND PRESSURE PIPELINES AND INCIDENTAL PURPOSES, RECORDED JULY 22, 1994 AS INSTRUMENT NO. 94-291795 OF OFFICIAL RECORDS, IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT, A PUBLIC AGENCY OF THE STATE OF CALIFORNIA.
5. AN EASEMENT SHOWN OR DEDICATED ON THE MAP OF PARCEL MAP 12,914 RECORDED AND ON FILE IN BOOK 80, PAGE 63, OF PARCEL MAPS, FOR PUBLIC USE FOR STREET AND PUBLIC UTILITY AND INCIDENTAL PURPOSES. LOTS "B" THRU "E" OF PM 80/63 (TO BE VACATED)

LEGEND

———————	PROPERTY LINE
— — — — —	EXISTING PARCEL LINE
—— —— ——	EXISTING EASEMENT
——— — — ———	PROPOSED RIGHT-OF-WAY
—— —— EX W ——	EXISTING WATER LINE
—— EX SS —— ——	EXISTING SEWER LINE
R/W	RIGHT-OF-WAY
PROP.	PROPOSED
EX.	EXISTING
P.P	POWER POLE
M.H	MAN HOLE

TYPICAL SECTION REDLANDS AVE.

(ALONG PROJECT FRONTAGE)

SECONDARY ARTERIAL
NTS

EXISTING TYPICAL SECTION REDLANDS AVE.

(OUTSIDE PROJECT FRONTAGE)

SECONDARY ARTERIAL
NTS

N
W WEBB E
S

1" = 80'
80 0 80 160 240

			SCALE: 1"=80'	
			DATE: 5/12/21	
			DESIGNED: KY	
			CHECKED: JRG	
			PLN CK REF:	
REVISIONS	DATE	BY	F.B.	

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256

PLOT DATE: 8-Feb-22

TENTATIVE PARCEL MAP 38386
CITY OF PERRIS CA.

REDLANDS AVE.

W.O. WO
SHEET 1
OF 1 SHEETS
DWG. NO.

PRELIMINARY

H:\2020\20-0186\DRAWINGS\ENTITLEMENT\TPM\20-186-TTM.DWG 5/14/2021 3:55:58 PM

Perris Valley Commerce Center

Amendment No. 13

SPECIFIC PLAN

City of Perris, California
2022

ACKNOWLEDGEMENTS

Perris Valley Commerce Center Specific Plan Amendment No. 13

City of Perris

Prepared by:
TAIT & Associates, Inc.
701 N. Parkcenter Drive,
Santa Ana, CA 92705

Approved: January 10, 2012, Ordinance No. 1284
Amendment No. 1 Approved: September 25, 2012, Ordinance No. 1288
Amendment No. 2 Approved: November 27, 2012, Resolution No. 4538
Amendment No. 3 Approved: February 9, 2016, Ordinance No. 1324
Amendment No. 4 Approved: February 9, 2016, Ordinance No. 1323
Amendment No. 5 Approved: September 13,2016, Ordinance No. 1331
Amendment No. 6 Approved: February 14, 2017, Ordinance No. 1337
Amendment No. 7 Approved: June 13, 2017, Ordinance No. 1346
Amendment No. 8 Approved: April 10, 2018, Ordinance No. 1361
Amendment No. 9 Approved: August 28, 2018, Ordinance No. 1361
Amendment No. 10 Approved: August 31, 2021, Ordinance No. 1405
Amendment No. 11 Approved: October 26, 2021, Ordinance No. 1410
Amendment No. 12 Approved: January 11, 2022, Ordinance No. 1414
Amendment No. 13 Approved: xxxxx, 2022, Ordinance No. xxxxxx

Document Updates

Amendment No.	Case No.	Details of Amendment	Approval Date
12.	SPA21-05225	SPA to modify Circulation Plan Map pg.3.0-1, Truck Route Plan map pg. 3.0-7, and last sentence of pg 3.0-6 to update the PVCC SP truck routes.	12/14/2021 Ordinance #1414
13.	SPA22-05053	The purpose of Amendment 13 is to modify Figure 2.0-1 Specific Plan Land Use Map, Figure 3.0-1 Circulation Plan Map, Figure 3.0-4 Mass Transit Routes, Figure 3.0-5 Trails System Map, Figure 3.0-7 Existing EMWD Water Map, Figure 3.0-8 Existing EMWD Sewer Map, Figure 3.0-9 Existing EMWD Recycled Water Map, Figure 3.0-12 Existing Natural Gas Map, Figure 3.0-13 Existing Electrical Map, Figure 3.0-14 Existing Telephone Map, Figure 3.0-15 Electrical Cable TV Map, and Figure 4.0-16 Residential Buffer Map to remove Walnut Street from the PVCC.	

Figure 2.0-1, Specific Plan Land Use Designation

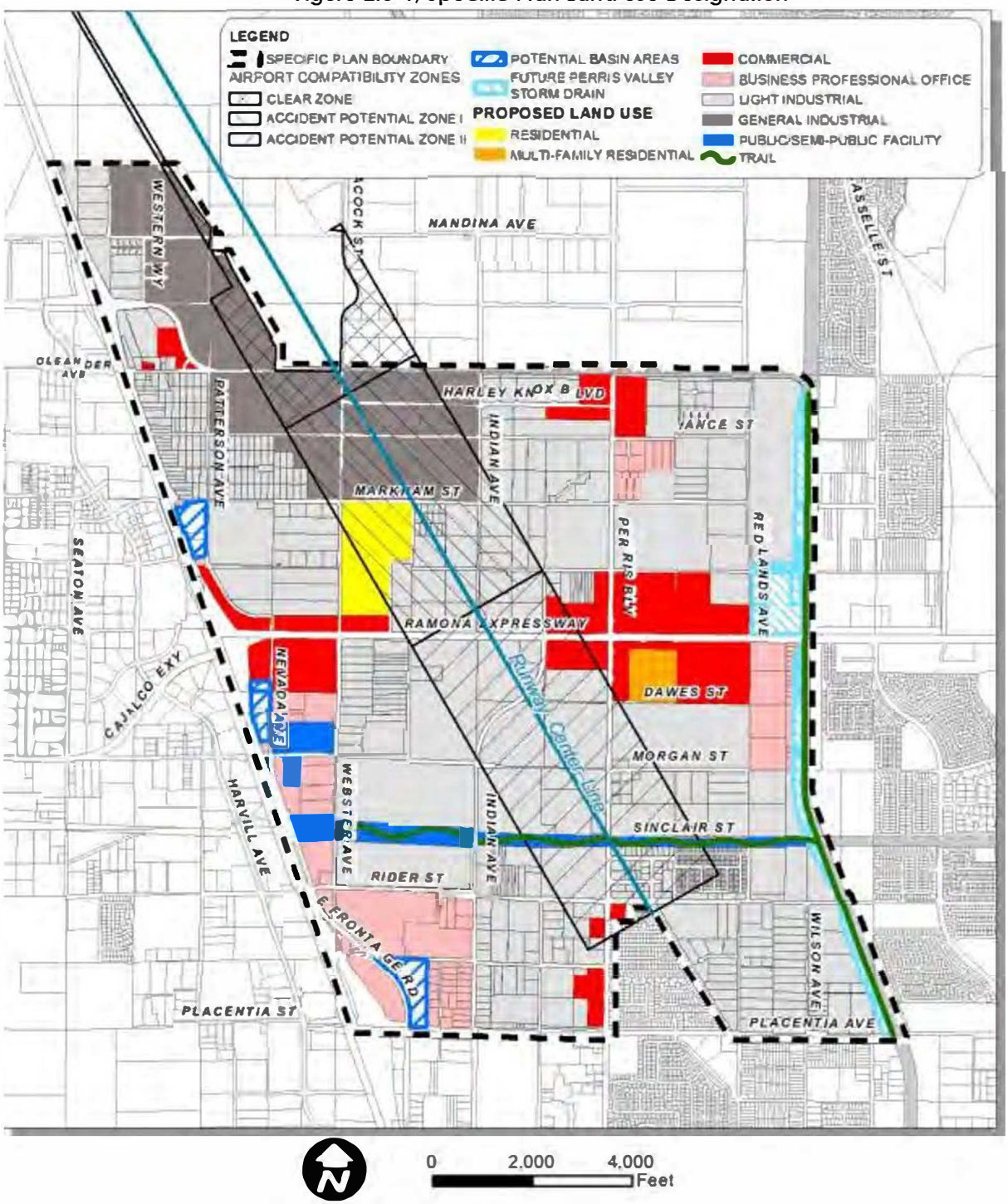


Figure 3.0-1, Circulation Plan

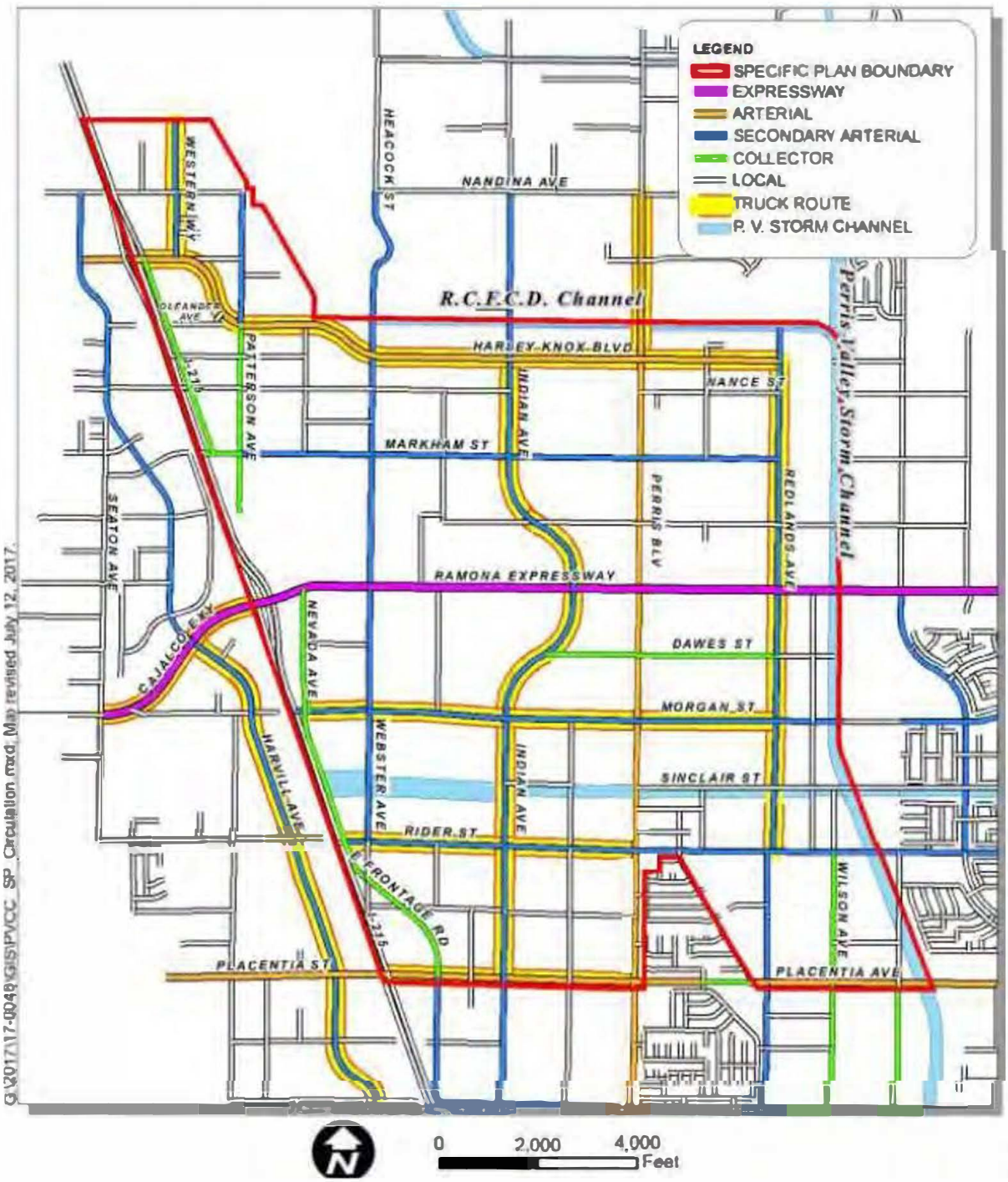


Figure 3.0-4, Mass Transit Routes

3.3 Non Vehicular Circulation

The City of Perris has designated a community trail system of existing and proposed pedestrian trails and bike paths as shown on Figure 3.0-5. The Perris Valley Commerce Center Specific Plan is generally consistent with the City's Park and Trails with the exception of expansions to some of the bike trails.

Figure 3.0-5, Trails System

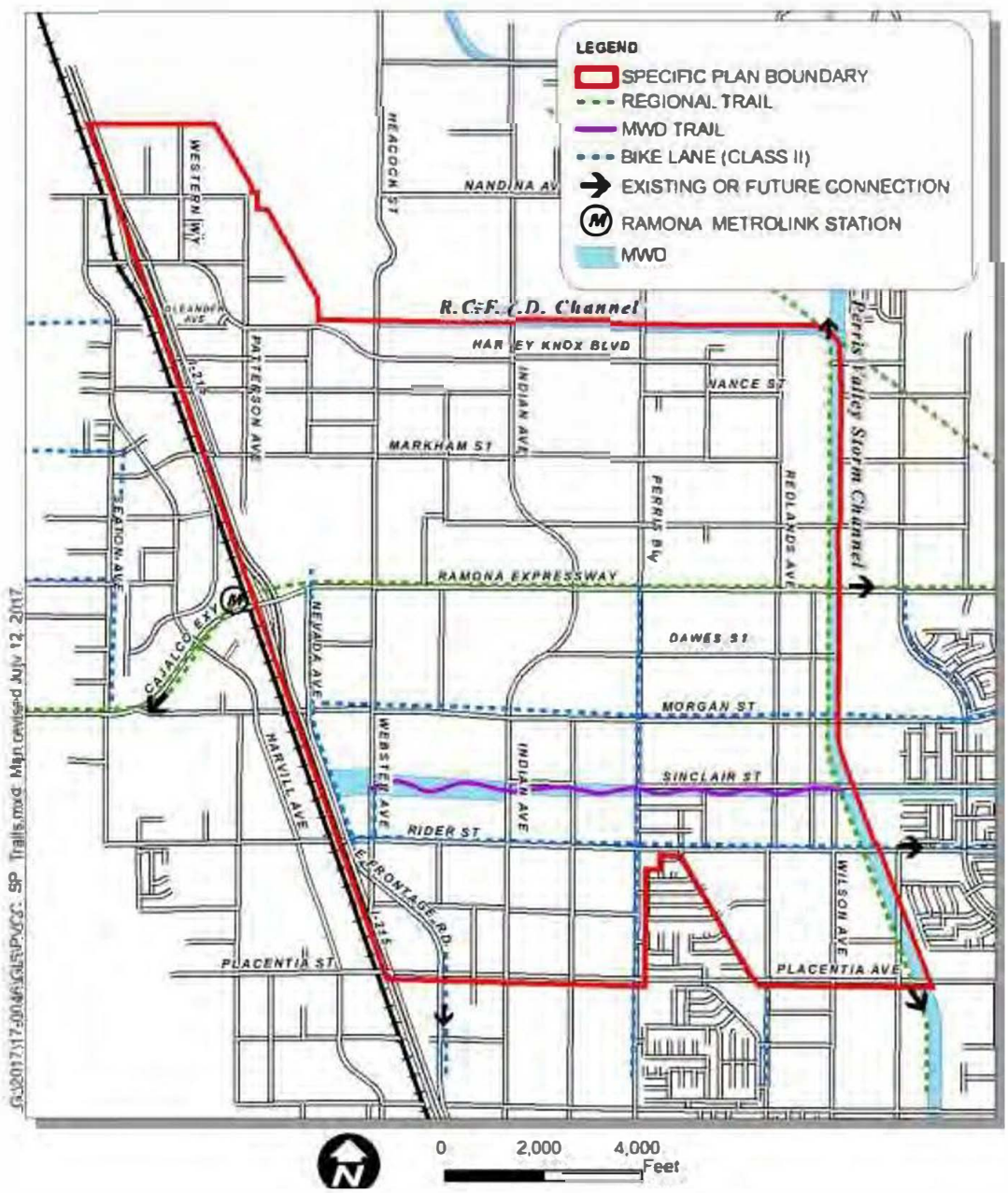


Figure 3.0-7, Existing EMWD Water

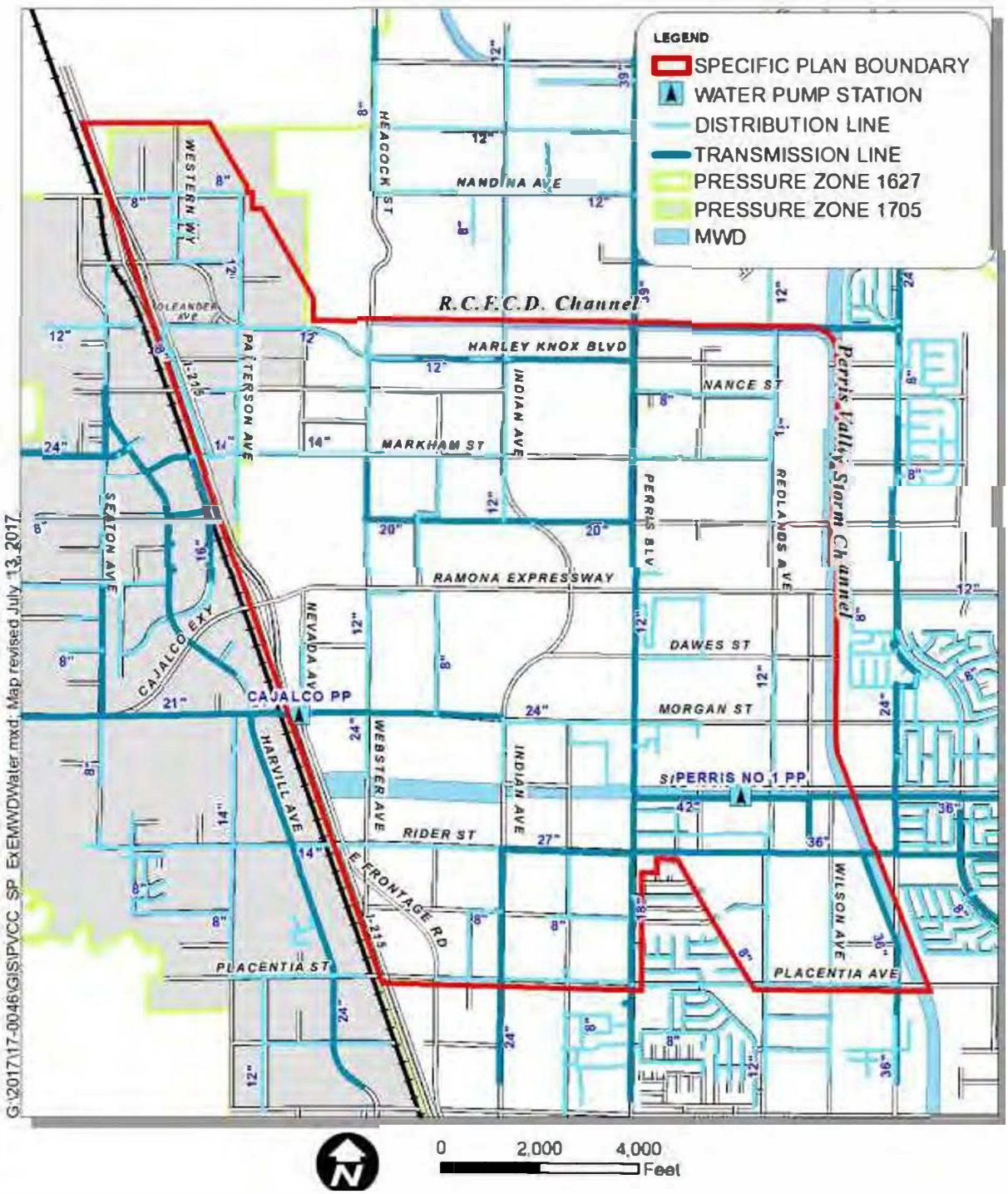


Figure 3.0-8, Existing EMWD Sewer

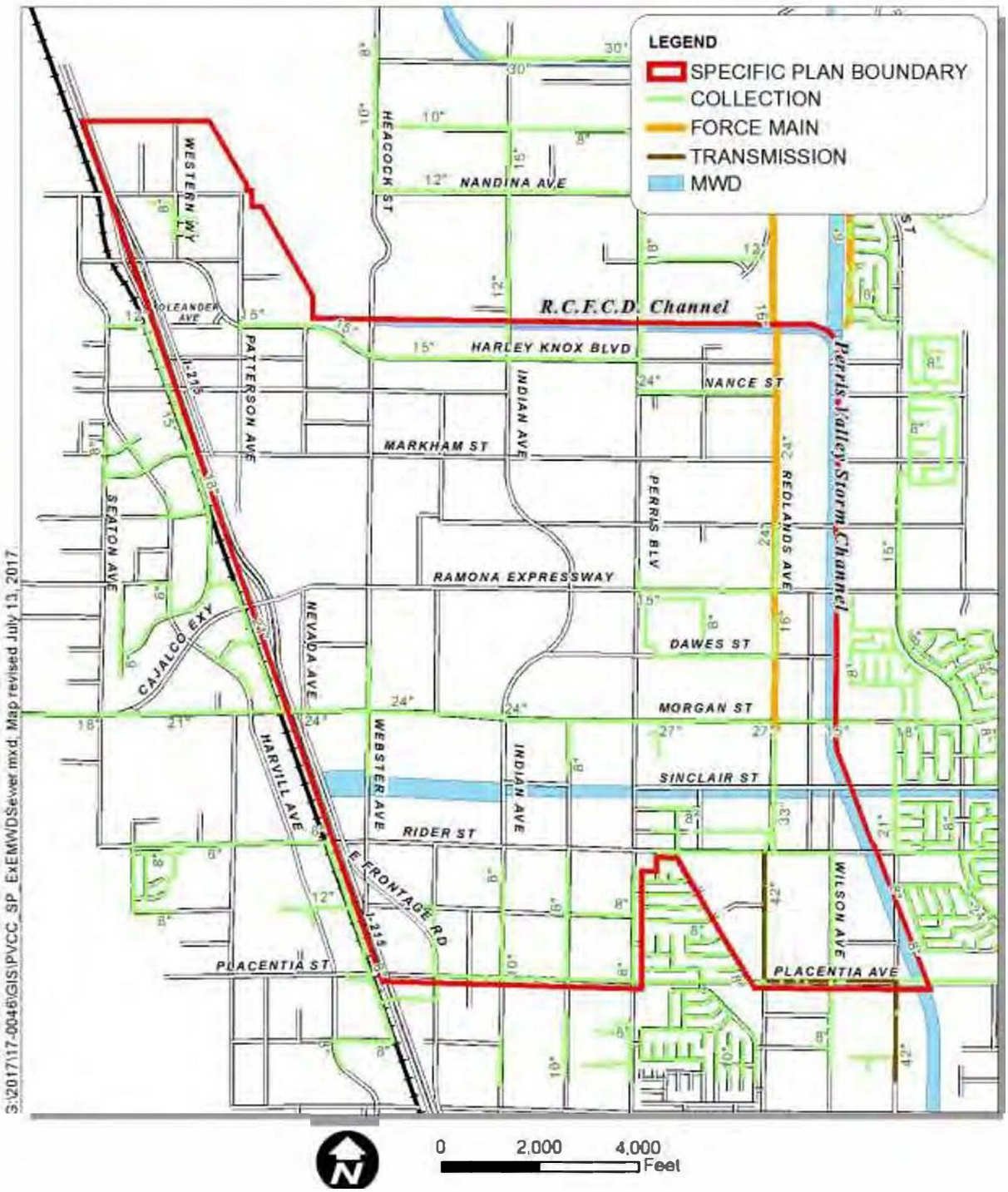


Figure 3.0-9, Existing EMWD Recycled Water

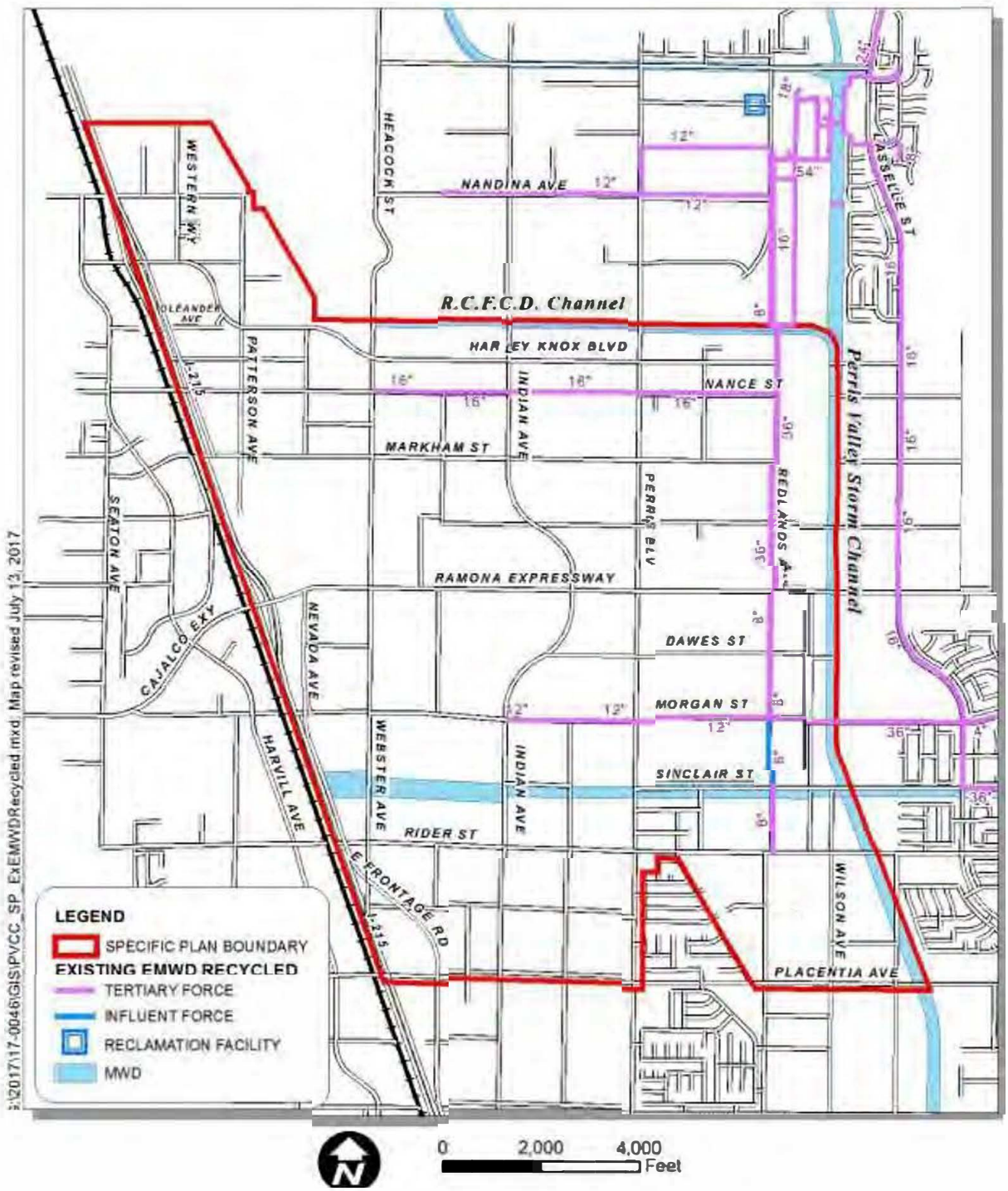


Figure 3.0-12, Existing Natural Gas

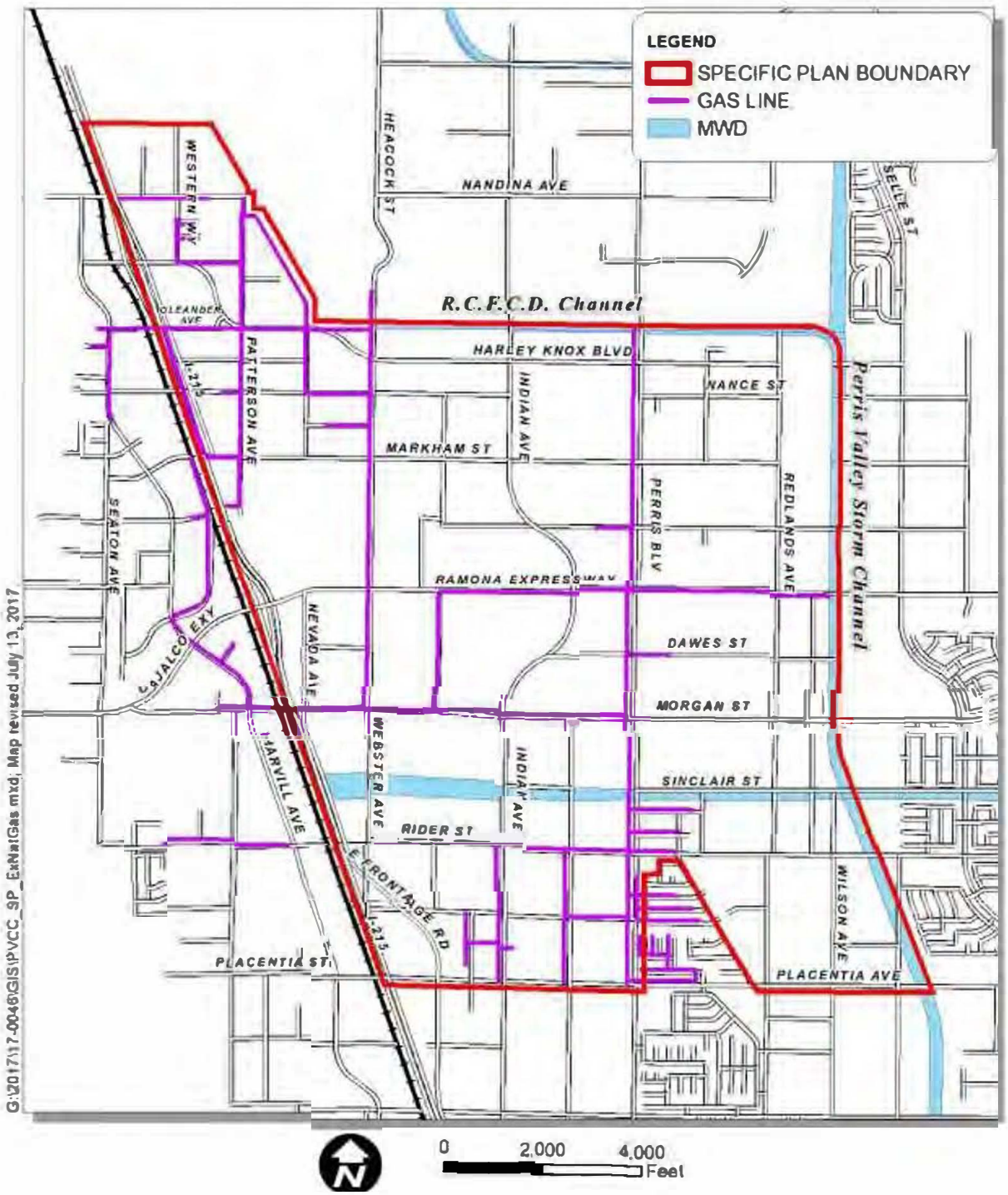


FIGURE 3.0-13, Existing Electric

Figure 3.0-14, Existing Telephone

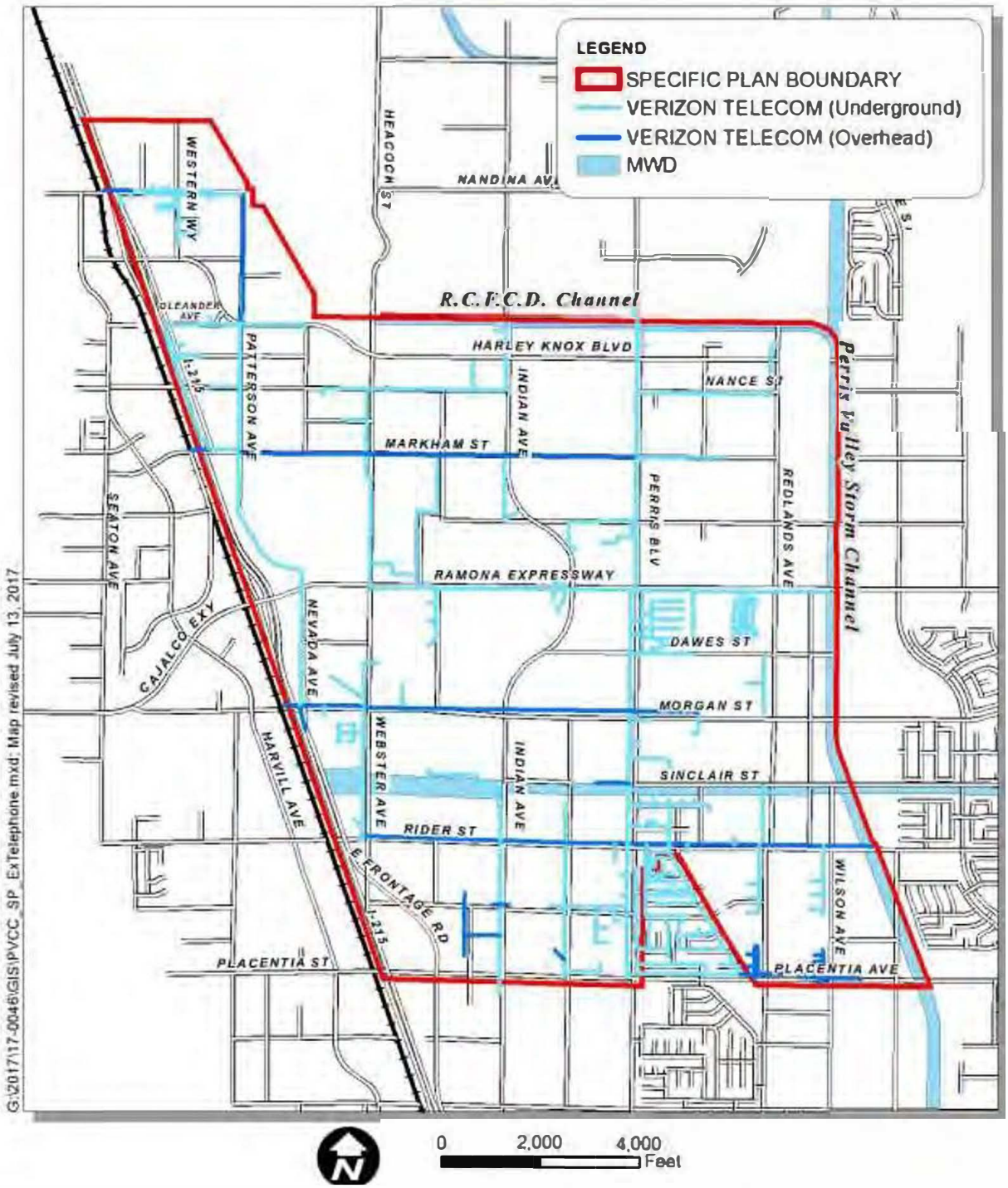


Figure 3.0-15, Existing Cable TV

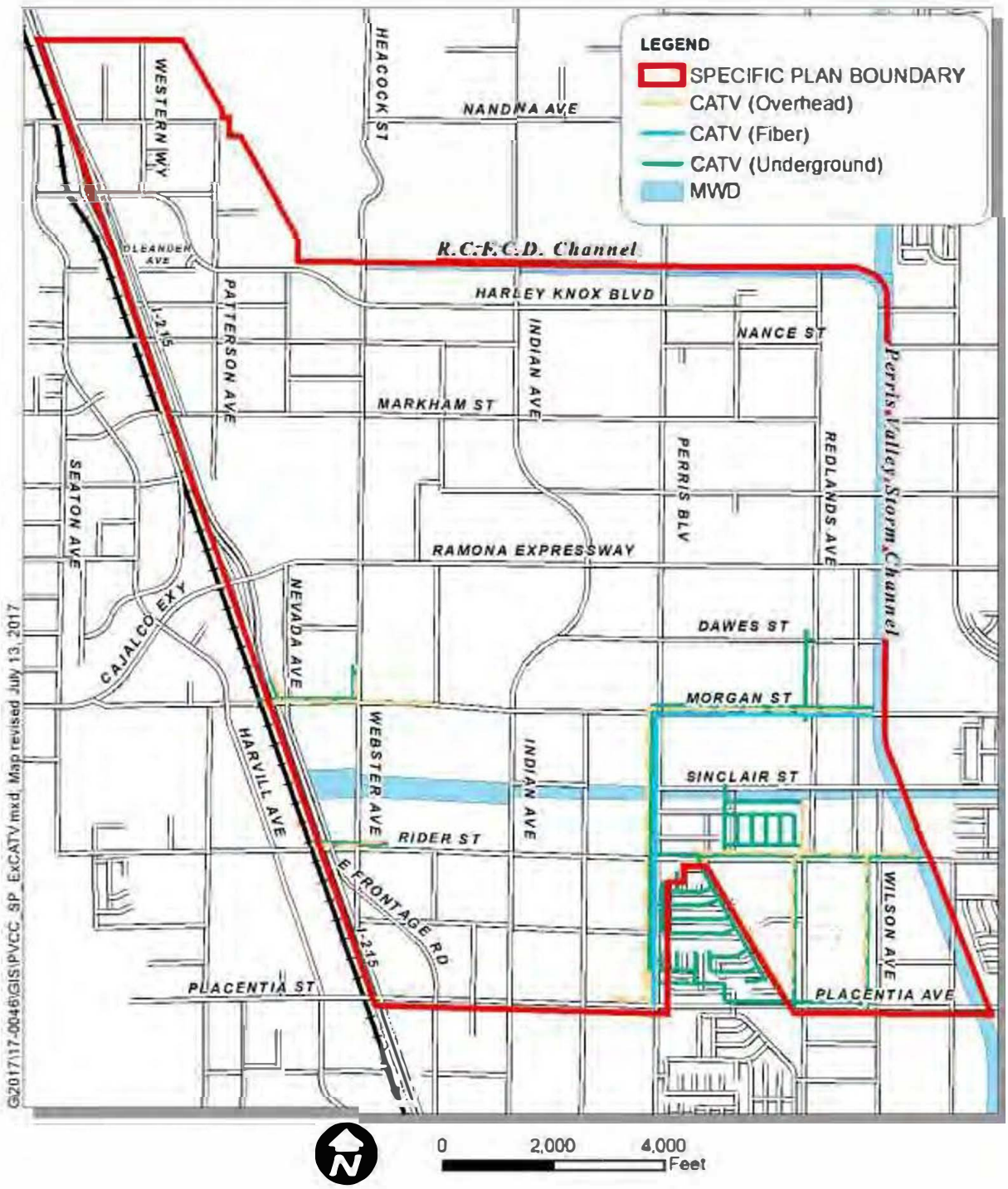
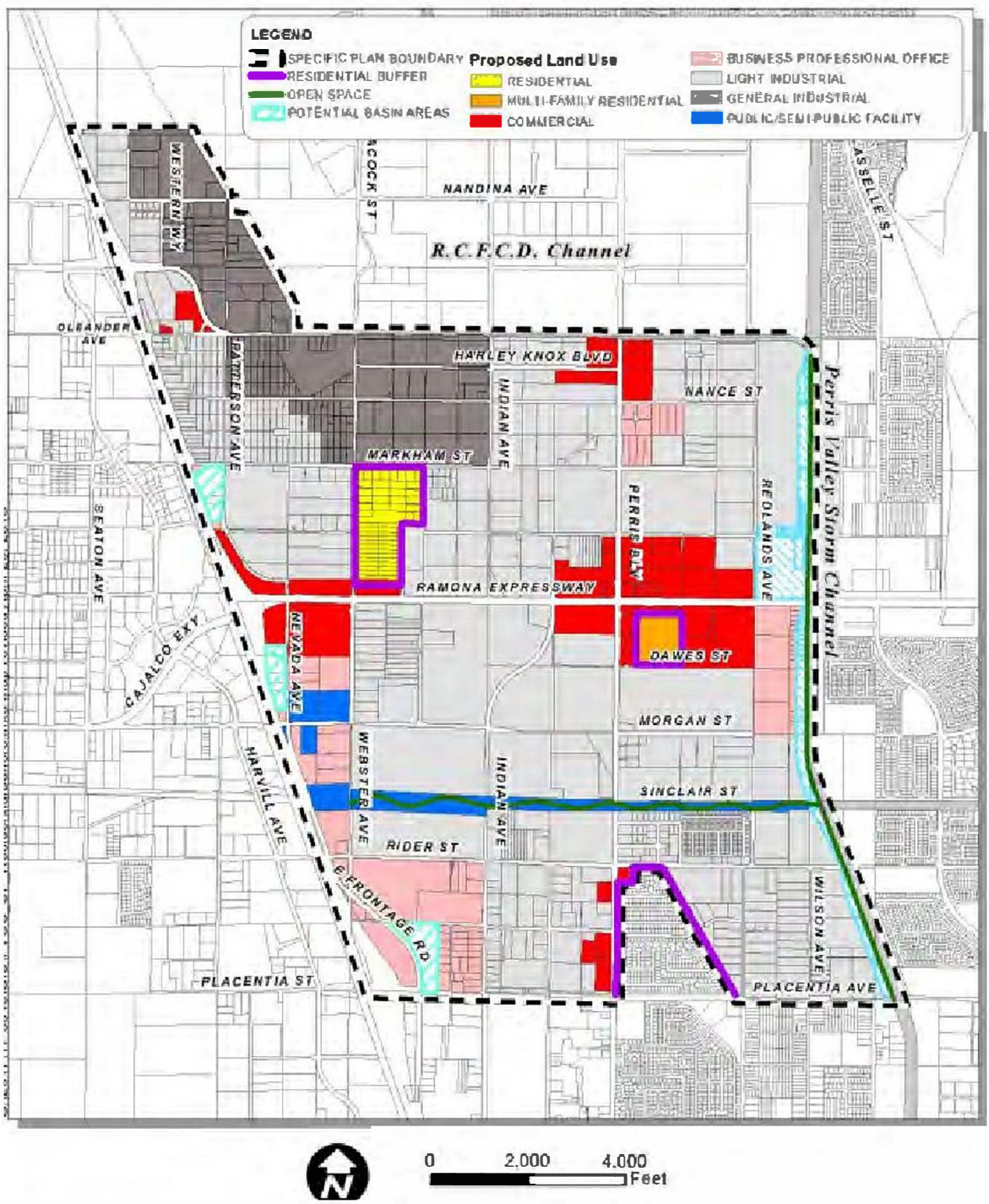


Figure 4.0-16, Residential Buffer



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 Perris Planning Department should be contacted on non-ALUC issues. For more information please contact City of Perris Planner Chantal Powers at (909) 754-1653.

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: **November 10, 2022**

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

CASE DESCRIPTION:

ZAP1546MA22 – Lake Creek Industrial LLC (Representative: Sagecrest Planning Environmental) – City of Perris Case Nos. SPA22-05052 (Specific Plan Amendment), DPR20-00020 (Development Plan Review), TPM38386 (Tentative Parcel Map). A proposal to construct a 334,040 square foot warehouse building with mezzanines on 20.14 acres, located westerly of Redlands Avenue, northerly of Placentia Avenue, southerly of Rider Street. The applicant also proposes to amend the Perris Valley Commerce Center Specific Plan to vacate Russell Way from the Circulation Plan. The applicant also proposes merging the existing eight parcels into one parcel (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area)

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number: ZAP1546MA22 Date Submitted: 9/23/22

AIA: March Zone: B2 Public Hearing ☑ Staff Review ☐

Applicant

Applicant Full Name: Lake Creek Industrial LLC - Michael Johnson

Applicant Address: 1302 Brittany Cross Road, Santa Ana, CA 92705

Phone: 786-200-9681 **Email:** MJ@lakecreekindustrial.com

Representative/ Property Owner Contact Information

Representative: Sagecrest Planning+Environmental **Email:** csaunders@sagecrestplanning.com

Christine Saunders Phone: 714-488-1529

Address: 27128 Paseo Espada, Suite 1524, San Juan Capistrano, CA 92675

Property Owner: Lake Creek Industrial LLC - Michael Johnson **Email:** MJ@lakecreekindustrial.com

Phone: 786-200-9681

Address: 1302 Brittany Cross Road, Santa Ana, CA 92705

Local Jurisdiction Agency

Agency Name: City of Perris Phone: 909-754-1653

Staff Contact: Chantal Power **Email:** cpower@interwestgrp.com

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

Local Agency Case No.: ~~DPR 20-00020,SPA22-05052 ,TPM38386~~

Project Location

Street Address: West side of Redlands Ave, north of Placentia, south of Rider Gross Parcel Size.: 20.14

Assessor's Parcel No.: 300-210-011, 012, 013, 015 and 016

Solar

Is the project proposing solar Panels? Yes ☐ No ☑ If yes, please provide solar glare study. (Only for zone C or higher.)

Data

Site Elevation:(above mean sea level) 1452

Height of Building or structures: 48 feet

What type of drainage basins are being proposed and the square footage: underground storage chambers

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 current 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:	November 10, 2022
CASE NUMBER:	ZAP1089BD22 – Bermuda Dunes Organics, LLC (Representative: Capital Building Services)
APPROVING JURISDICTION:	County of Riverside
JURISDICTION CASE NO:	CUP220028 (Conditional Use Permit), TPM38590 (Tentative Parcel Map)
LAND USE PLAN:	2004 Bermuda Dunes Airport Land Use Compatibility Plan
Airport Influence Area:	Bermuda Dunes Airport
Land Use Policy:	Compatibility Zone B1
Noise Levels:	Between 55 - 65 CNEL contour
MAJOR ISSUES:	None

RECOMMENDATION: Staff recommends that the Conditional Use Permit and Tentative Parcel Map be found CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to construct a 3,258 square foot cannabis retail building on 7.02 acres. The applicant also proposes to divide the site into two commercial parcels. No other development on the site is proposed at this time.

PROJECT LOCATION: The site is located southerly of Country Club Drive, westerly of Yucca Lane, westerly of Washington Street, and northerly of Harris Lane, approximately 5,614 feet northwesterly of the westerly terminus of Runway 10-28 at Bermuda Dunes Airport.

BACKGROUND:

Non-Residential Average-Acre Intensity: Pursuant to the 2004 Bermuda Dunes Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone B1 which restricts average intensity to 25 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following rate could potentially be used to calculate the occupancy for the proposed building in Compatibility Zone B1:

- Retail – 1 person per 60 square feet,
- Office – 1 person per 200 square feet,

- Storage – 1 person per 300 square feet, and
- Assembly Breakroom/Lobby – 1 person per 15 square feet.

The project proposes to construct a 3,258 square foot cannabis retail building (on a proposed 2.0 acre parcel via the tentative parcel map) which includes 1,564 square feet of retail area, a 165 square foot lobby, 417 square feet of office area, 256 square feet of storage area, and a 116 square foot break room, accommodating 48 people, resulting in an average intensity of 24 people per acre, which is consistent with Compatibility Zone B1 average intensity criterion of 25 people per acre.

It is important to reiterate that the above average acre intensity calculation is based solely on the proposed 3,258 square foot cannabis building on the 2.0 acre parcel as proposed by the tentative parcel map. Future development on this site (on either parcel) would require ALUC analysis and compliance with the average acre intensity criteria of 25 people per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle). Based on the number of parking spaces (17 spaces) provided, the total occupancy would be estimated at 26 people, resulting in an average intensity of 13 people per acre, which is consistent with Compatibility Zone B1 average intensity criterion of 25 people per acre.

Non-Residential Single-Acre Intensity: Pursuant to the 2004 Bermuda Dunes Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone B1 which restricts single acre intensity to a maximum of 50 people.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre intensity includes the entire 3,258 square foot cannabis retail building which includes 1,564 square feet of retail area, a 165 square foot lobby, 417 square feet of office area, 256 square feet of storage area, and a 116 square foot break room, resulting in an occupancy of 48 people, which is consistent with the Compatibility Zone B1 single acre criterion maximum of 50 people.

No other development on the site is proposed at this time. Any future development at this site on separate parcels would require ALUC analysis and compliance with the single acre intensity criteria maximum of 50 people.

Prohibited and Discouraged Uses: The applicant does not propose any uses specifically prohibited or discouraged in Compatibility Zone B1 of the Bermuda Dunes Airport Influence Area.

Noise: The Bermuda Dunes Airport Land Use Compatibility Plan depicts the site as being located within the 55 - 65 CNEL contour range from aircraft noise. Office and retail uses are identified as marginally and normally acceptable within this range. Staff is recommending a condition to incorporate noise attenuation measures into the design of the proposed building to such extent as may be required to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

Part 77: The elevation of Runway 10-28 at its westerly terminus is approximately 73 feet above mean sea level (AMSL). At a distance of approximately 5,614 feet from the runway, FAA review would be required for any structures with top of roof exceeding 129 feet AMSL. The project's site elevation is 106 feet AMSL, and the maximum height of the proposed building is 20 feet, for a maximum top point elevation of 126 feet AMSL. Therefore, Federal Aviation Administration (FAA)

obstruction evaluation review for height/elevation reasons is not required.

Open Area: Compatibility Zone B1 requires 30% of the land area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas. The proposed project is 7.02 acres in area, and therefore open area 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 nearest portion of the project is located 5,614 feet from the runway, and therefore would be subject to the above requirement.

The project utilizes infiltration basins, which are prohibited in Zone B1 due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. However, pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, which is the basis of the brochure titled "Airports, Wildlife and Stormwater Management", such basins are acceptable with the incorporation of the following modifications: provide a 48-hour drawdown, avoid landscaping or provide appropriate landscaping that will not be attractive to hazardous wildlife and can be maintained at an intermediate height of less than 12 inches, allow steep slopes of up to 1:1 in industrial areas (2:1 or 3:1 in other areas provided that appropriate landscaping is provided), and consider the use of cover such as bird balls or netting. The project has been conditioned to be consistent with the basin criteria (as well as providing 48-hour draw down of the basin).

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) 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 Bermuda Dunes Airport Manager, or provide evidence that such easement has been previously conveyed. Contact the Bermuda Dunes Airport Manager at (760) 345-2558 for additional information.

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

6. This project has been evaluated a 3,258 square foot cannabis retail building which includes 1,564 square feet of retail area, a 165 square foot lobby, 417 square feet of office area, 256 square feet of storage area, and a 116 square foot break room on a 2.0 acre parcel. Any increase in building area (including construction of a new building), 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 top point elevation of the project shall be limited to 129 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.

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.

X:\AIRPORT CASE FILES\Bermuda Dunes\ZAP1089BD22\ZAP1089BD22sr.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.

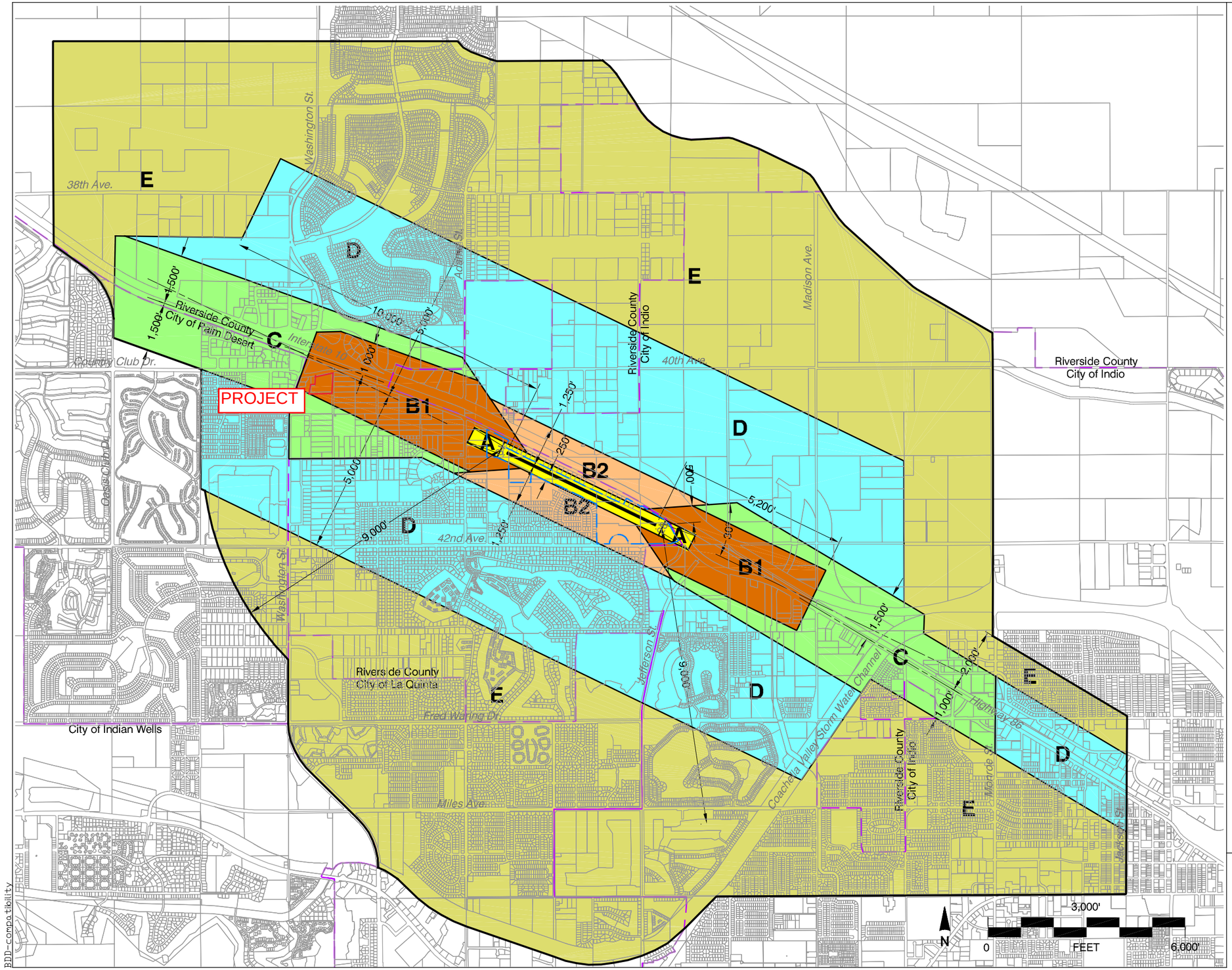
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION ALUC

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ Phone: _____



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Note

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

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

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted December 2004)

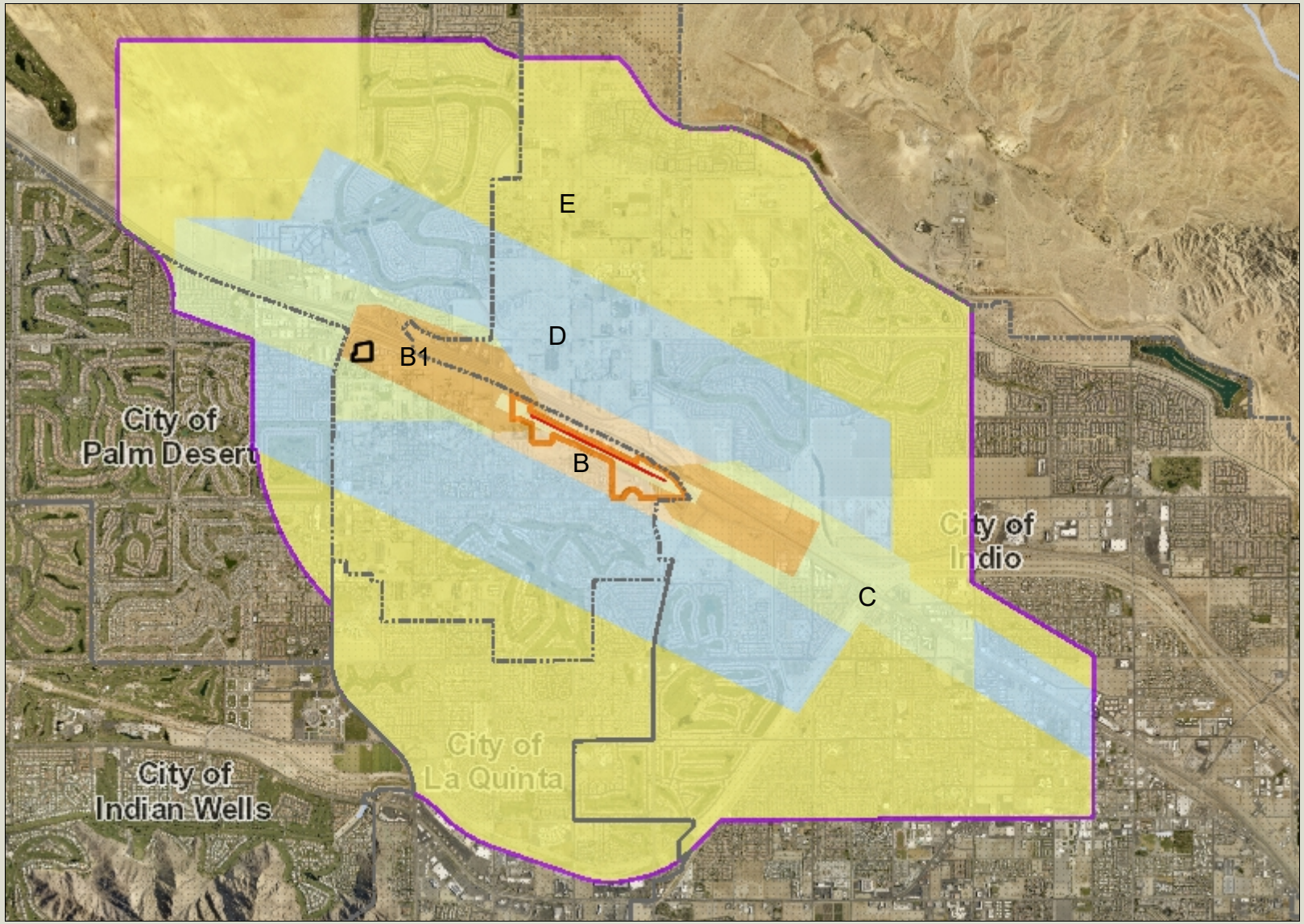
Map BD-1

Compatibility Map

Bermuda Dunes Airport

BDD-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 6,157 12,314 Feet

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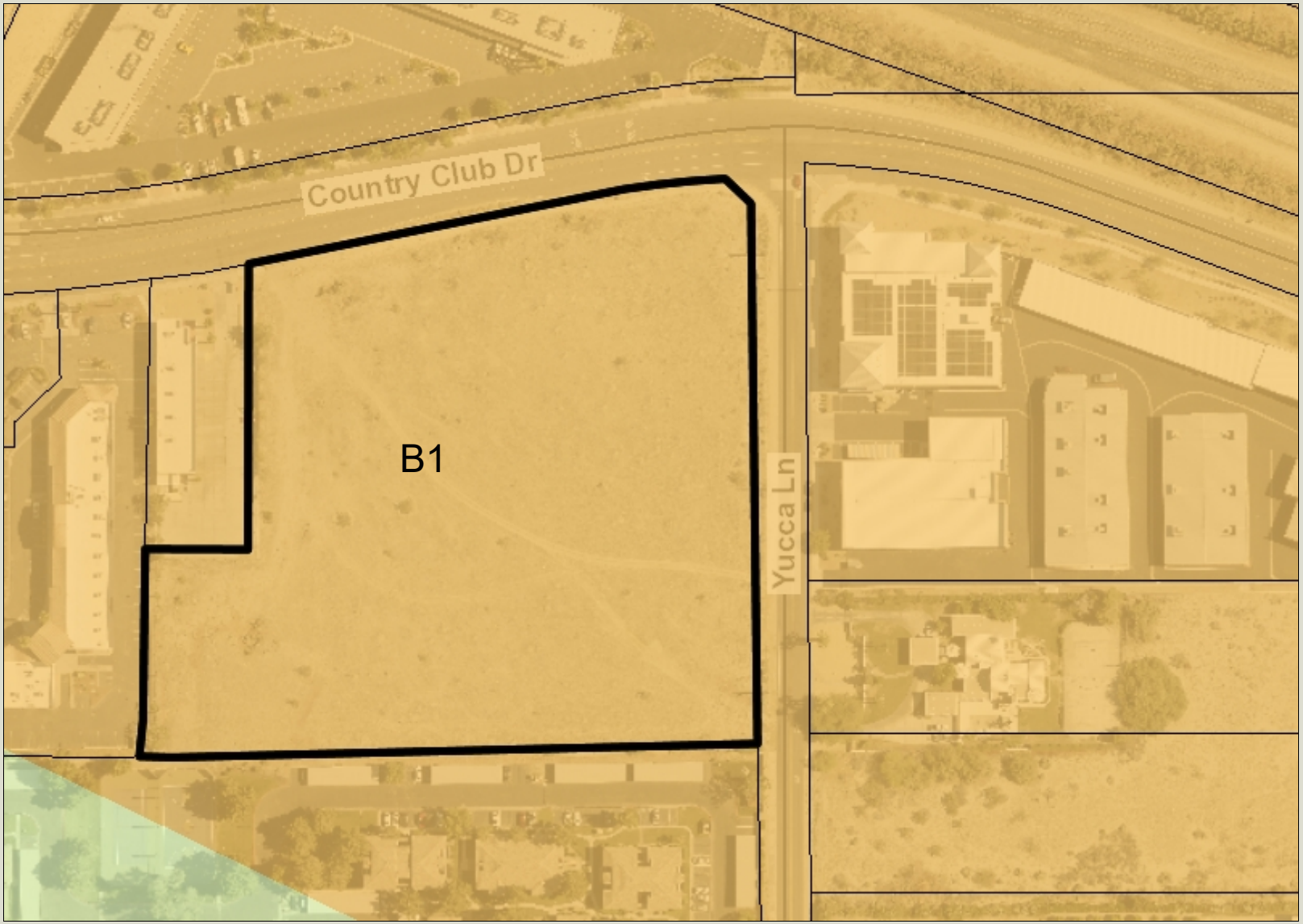
Notes

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

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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

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

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Notes

Map My County Map

Legend

- Blueline Streams
- City Areas
- World Street Map

0 3,079 6,157 Feet

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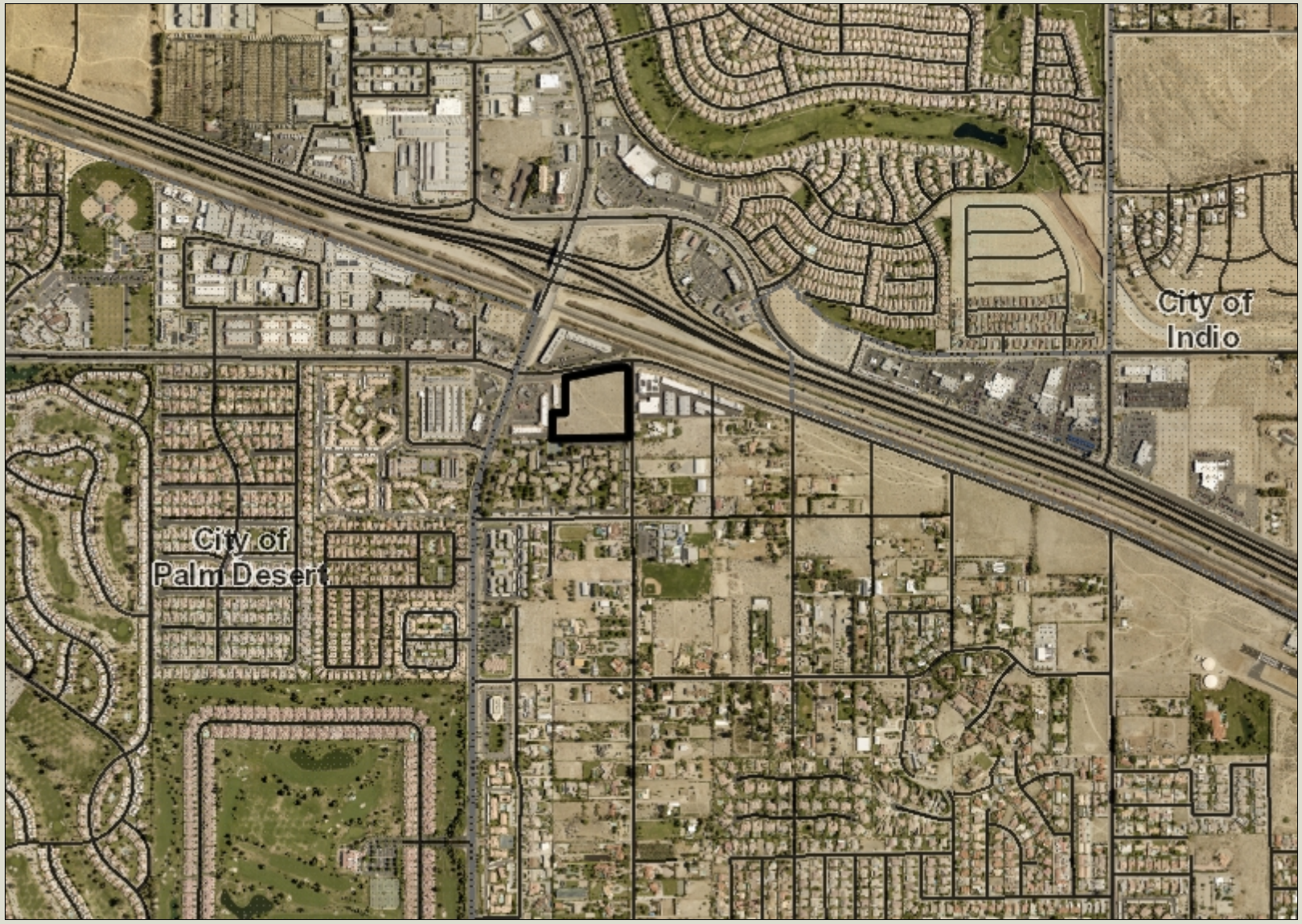
Notes

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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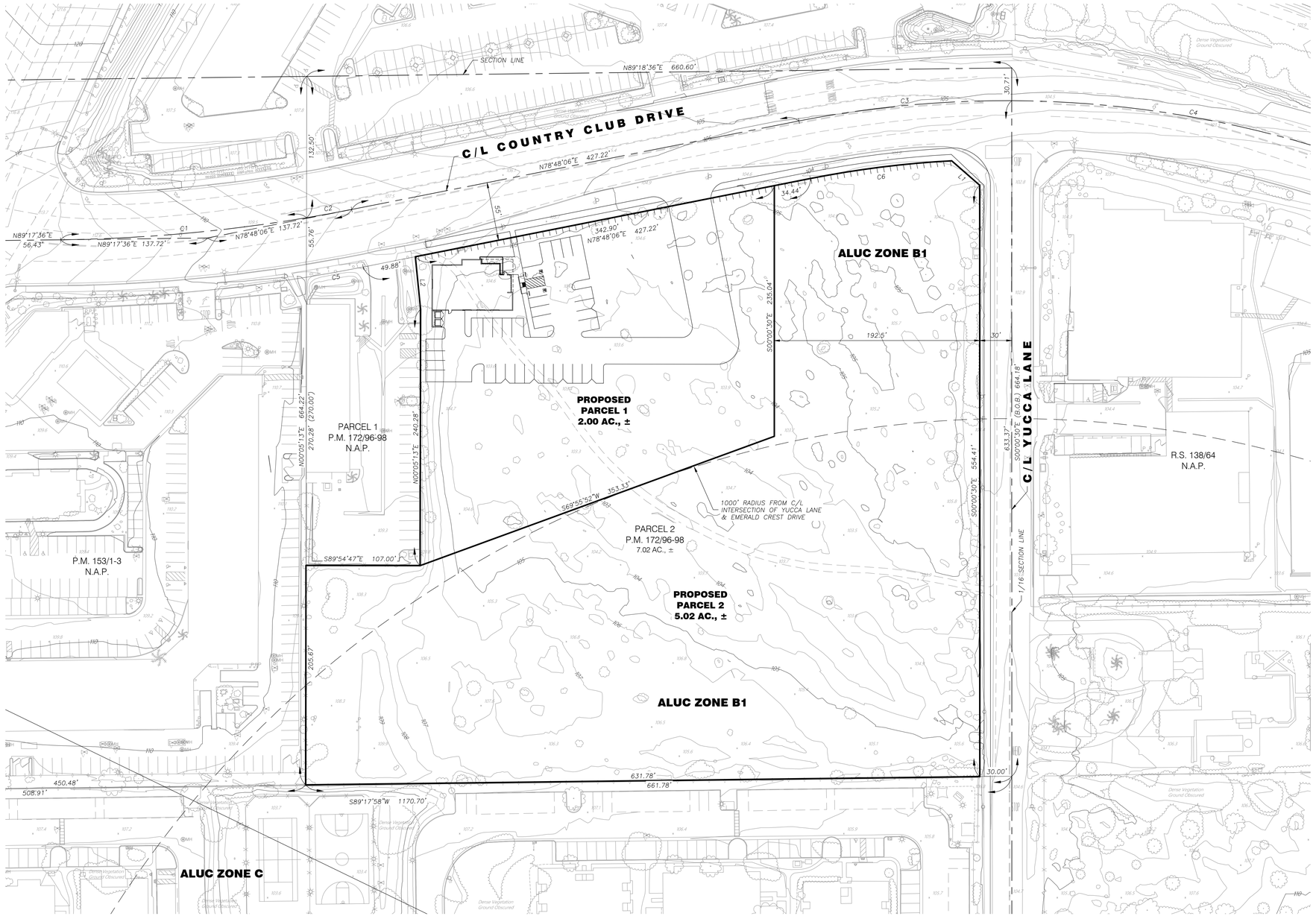
Notes

IN THE UNINCORPORATED AREA OF INDIO, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

ALUC EXHIBIT - PARCEL MAP NO. 38590

OF PARCEL 2 OF PARCEL MAP NO. 26376, FILED IN BOOK 172 OF PARCEL MAPS, PAGES 96-98, INCLUSIVE, BEING A PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER (NE1/4 NW1/4 NW1/4) OF SECTION 7, T.5S., R.7E. S.B.M., COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

COACHELLA VALLEY ENGINEERS *OCTOBER, 2022*



LEGAL DESCRIPTION

PARCELS 2 OF PARCEL MAP NO. 26376, FILED IN BK. 172 OF PARCEL MAPS, PG'S. 96–98, INCLUSIVE, OF OFFICIAL RECORDS COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

ASSESSORS PARCEL NUMBERS

607–020–047

ACREAGE

7.02 AC., ± – GROSS

FLOOD ZONE

FLOOD ZONE "X" – AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
FIRM COMMUNITY PANEL 06065C1620G
DATED AUGUST 28, 2008

ZONING

EXISTING: C–P–S – SCENIC HIGHWAY COMMERCIAL

LAND USE

EXISTING: CR – COMMERCIAL RETAIL

SCHOOL DISTRICT

DESERT SANDS UNIFIED SCHOOL DISTRICT

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS BASED ON THE CENTERLINE OF YUCCA LANE, AS SHOWN ON A RECORD OF SURVEY, FILED IN RECORD OF SURVEYS BOOK 138, PAGE 64, O.R. COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

BEING: S00°00'30"E

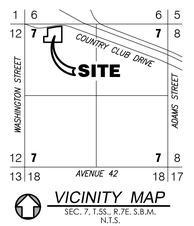
LINE TABLE		
LINE	BEARING	DISTANCE
L1	S46°48'48"E	34.87'
L2	N05°40'00"W	49.66'

CURVE TABLE				
CURVE	RADIUS	LENGTH	DELTA	TANGENT
C1	1500.00'	231.61'	8°50'49"	116.04'
C2	1500.00'	43.06'	1°38'41"	21.53'
C3	1000.00'	200.63'	11°29'43"	100.65'
C4	1000.00'	340.58'	19°30'50"	171.96'
C5	1555.00'	53.98'	1°59'20"	26.99'
C6	945.00'	133.62'	8°06'06"	66.92'

GRAPHIC SCALE

50 0 25 50 100 150

(IN FEET)
1 inch = 50 ft.



VICINITY MAP
SEC. 7, T.5S., R.7E. S.B.M.
N.T.S.

811 Know what's below. Call before you dig.

DATE	BY	MARK	REVISIONS	APPR.	DATE

ENGINEER CITY

DESIGNED BY: CJG DRAWN BY: CJG CHECKED BY: MAT

RECOMMENDED FOR APPROVAL _____ DATE

_____ DATE

CHECKED BY _____ DATE

SEAL

SEAL — LICENSED LAND SURVEYOR — MARK A. TURNER — L.S. 6532 — Exp. 6/30/23 — STATE OF CALIFORNIA

PREPARED UNDER THE DIRECT SUPERVISION OF: DATE_____

MARK A. TURNER

P.L.S. NO. 6532 EXP. DATE: 06/30/23

CVE Coachella Valley Engineers

77-933 Las Montanas Road, Suite 101
Palm Desert, CA 92211
Tel: (760) 360-4200 Fax: (760) 360-4204
email: cve@cve.net web: www.cve.net

SCALE: 1" = 50'

DATE: OCT, 2022

BENCHMARK: *CITY OF PALM DESERT BM 140 – FD. 2" BRASS DISK IN TOP OF C.B., FLUSH, MARKED CITY OF P.D. BM 140, LOCATED AT THE NW CORNER OF DESERT COUNTRY CIRCLE AND COUNTRY CLUB DRIVE, 17.6' N'LY OF PCR, 4.25' W. OF CURB FACE. ELEV. = 110.839 (NAVD88)*

IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

A.P.N. 607-020-047

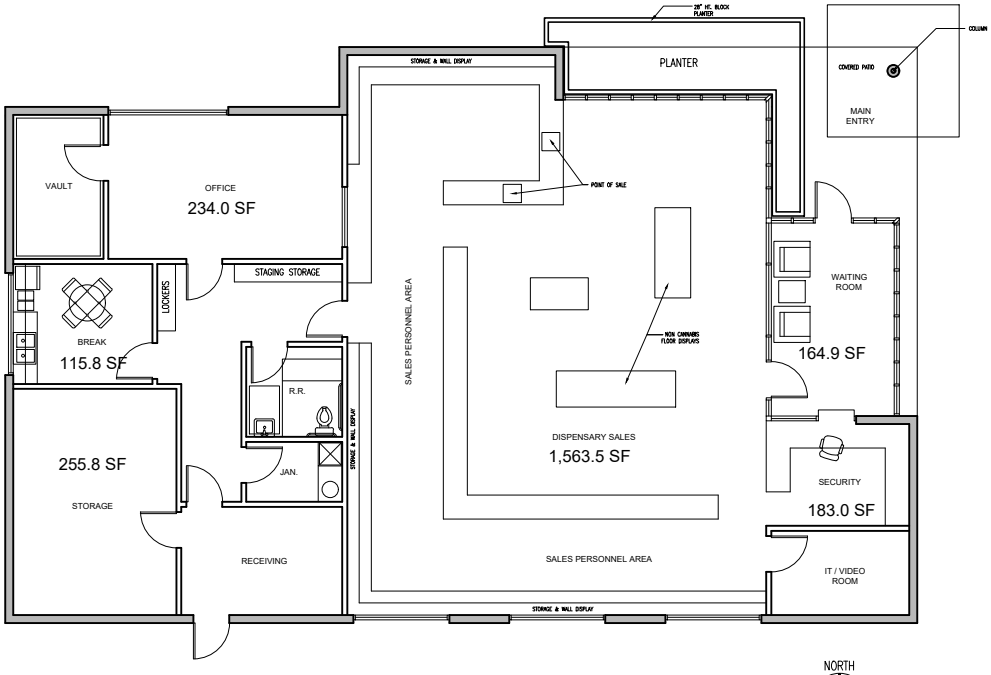
ALUC EXHIBIT
PARCEL MAP NO. 38590

IN THE NW1/4 OF SEC. 7, T.5S., R.7E. S.B.M.

FOR MB11, LLC JOB No. 22010

SHEET No. 1 OF 1 SHTS.

FILE No.



FLOOR PLAN

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

Bermuda Dunes	Square Footage	Occupancy	Total Occupancy
Waiting Room	165	15	11
Security/IT	183	200	0.915
Sales Area	1564	60	26.06666667
Office	234	200	1.17
Break Room	116	15	7.733333333
Storage	256	300	0.853333333
Total			**47.73833333**

MAXIMUM OCCUPANCY CALCULATIONS

PER RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION STANDARDS

MSAI # 1431

BD ORGANICS DISPENSARY

Country Club Drive
Bermuda Dunes, California
Sep. 16, 2022

McGEE SHARON ARCHITECTS

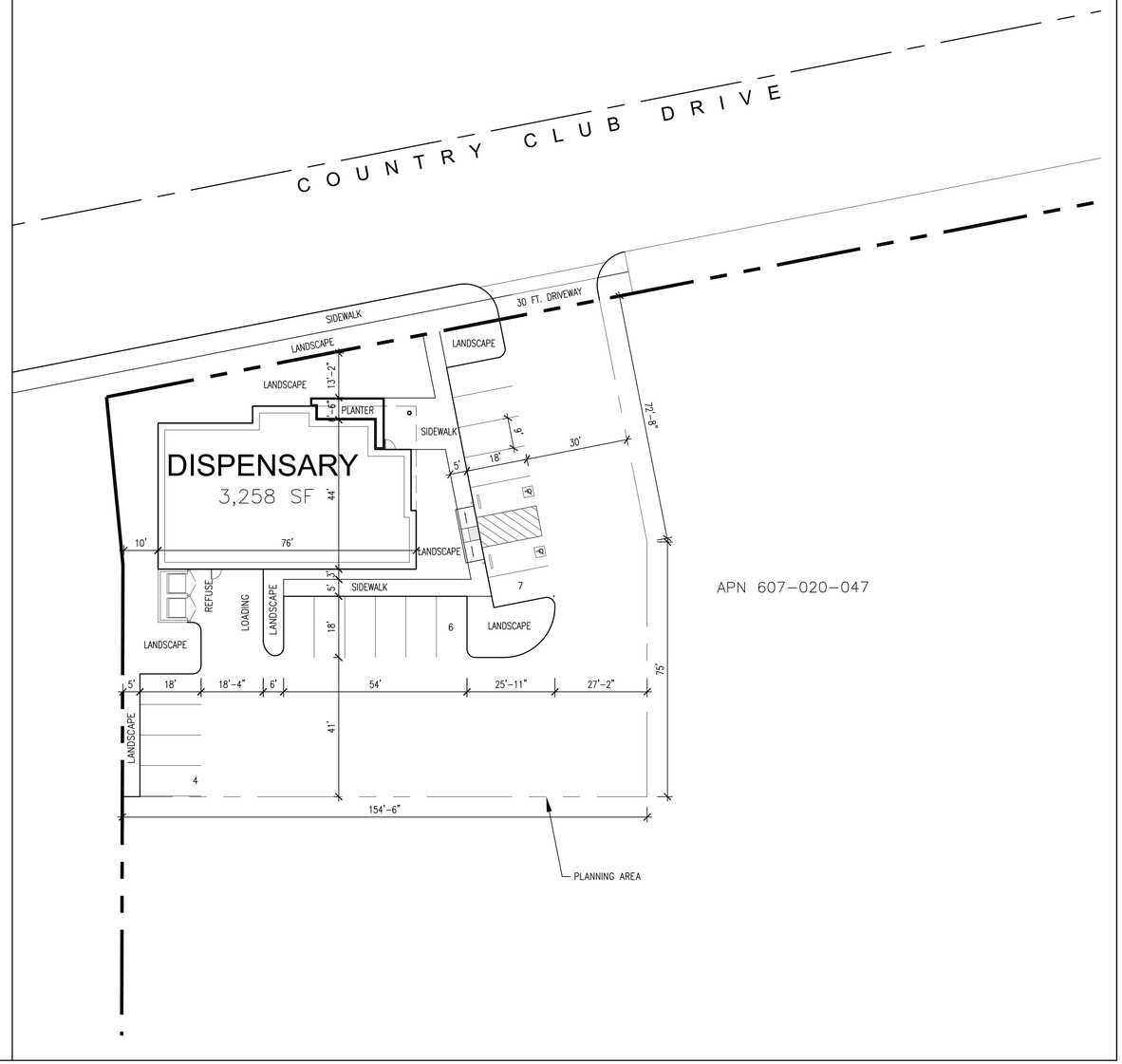
3479 Kurtz St.
San Diego, CA 92110
619-299-9111

74020 Alessandro Dr. Suite F
Palm Desert, CA 92260
mcgeesharon.com

BD ORGANICS DISPENSARY

Country Club Drive, Bermuda Dunes, CA

Conditional Use Permit



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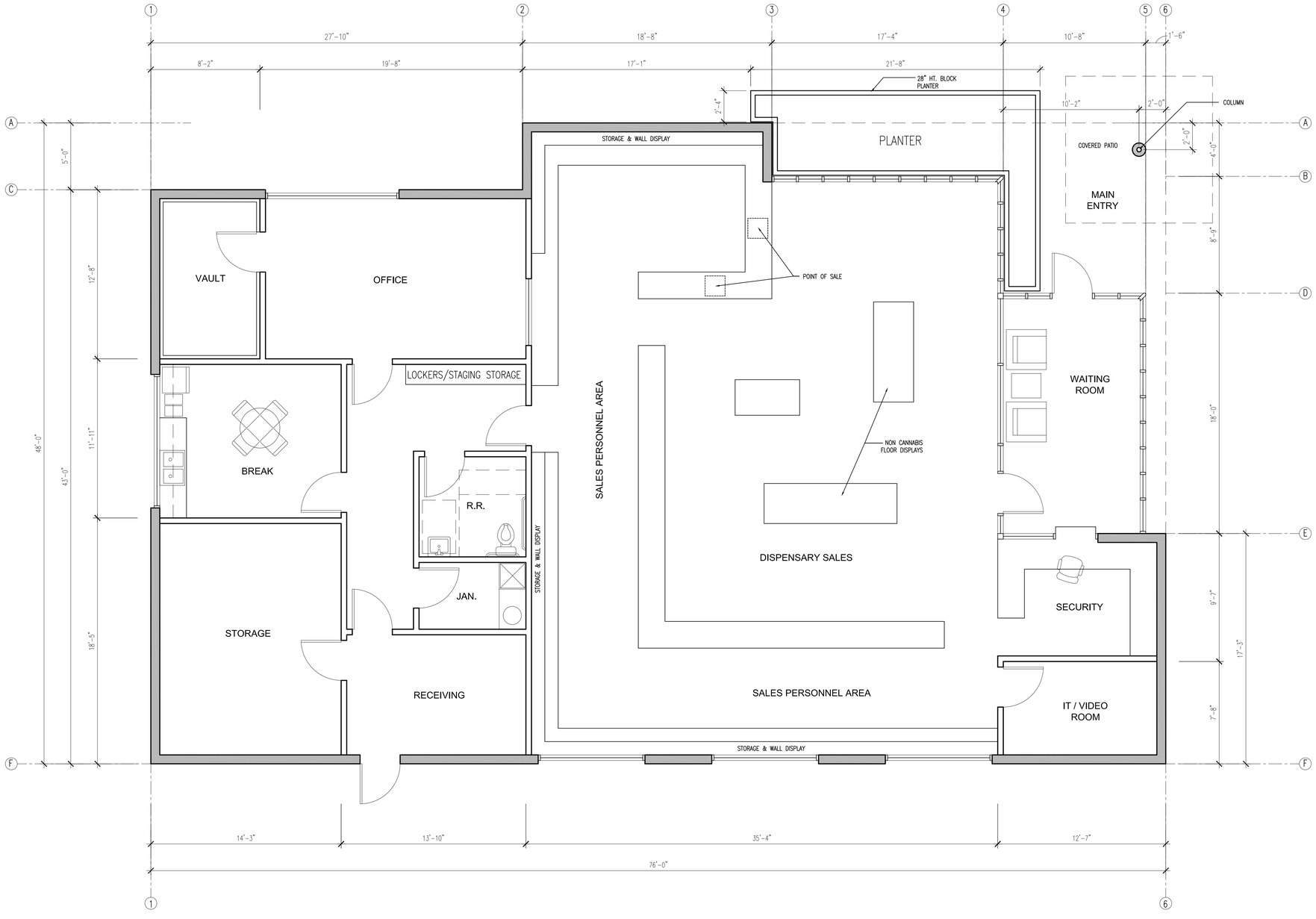
74020 Alessandro Dr. Suite F
Palm Desert, CA 92260
mcgeesharon.com
3479 Kurtz St.
San Diego, CA 92110
619-299-9111

BD ORGANICS
DISPENSARY
Conditional Use Permit
COUNTRY CLUB DRIVE,
BERMUDA DUNES, CALIFORNIA

Original Drawing Date	06/07/2022
Scale	AS NOTED
Job #	1431
Revisions	

Sheet Number
AS-1.0

TITLE SHEET &
SITE PLAN



NORTH

FLOOR PLAN

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

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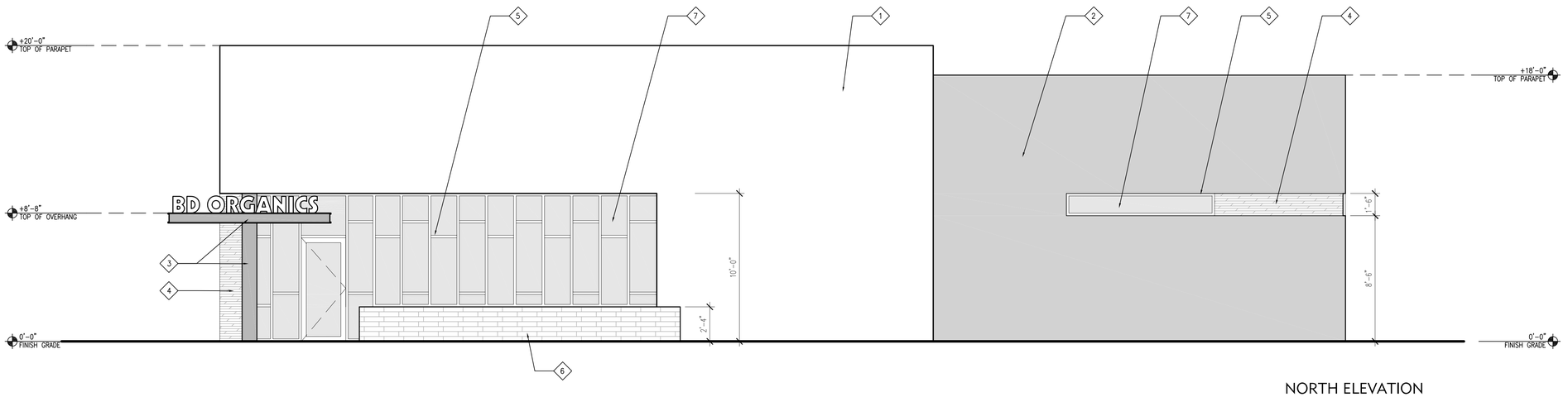
74020 Alessandro Dr. Suite F
Palm Desert, CA 92260
mcgeesharon.com
3479 Kurtz St.
San Diego, CA 92110
619-299-9111

BD ORGANICS DISPENSARY
Conditional Use Permit
COUNTRY CLUB DRIVE,
BERMUDA DUNES, CALIFORNIA

Original Drawing Date 06/07/2022
Scale AS NOTED
Job # 1431
Revisions

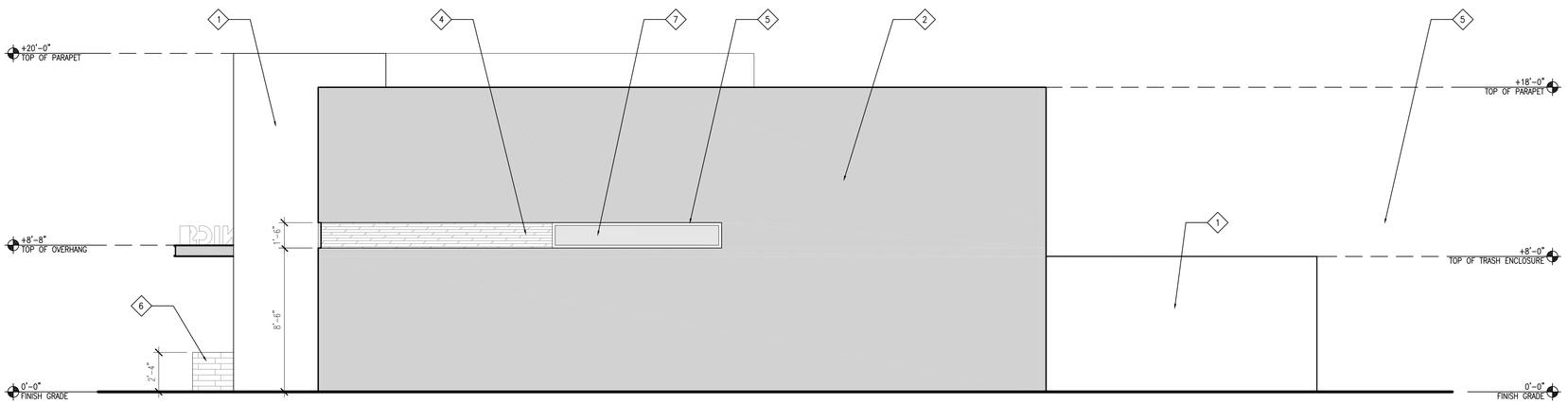
Sheet Number
A-1.0

FLOOR PLAN



NORTH ELEVATION

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



WEST ELEVATION

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

ELEVATION KEY NOTES

1. PAINT COLOR 1 SHERWIN WILLIAMS SW
2. PAINT COLOR 2 SHERWIN WILLIAMS SW
3. STEEL PAINT COLOR 3
4. WOOD SIDING
5. BLACK ANODIZED ALUMINUM MULLIONS
6. 4" x 4" x 16" CMU
7. FROSTED GLAZING

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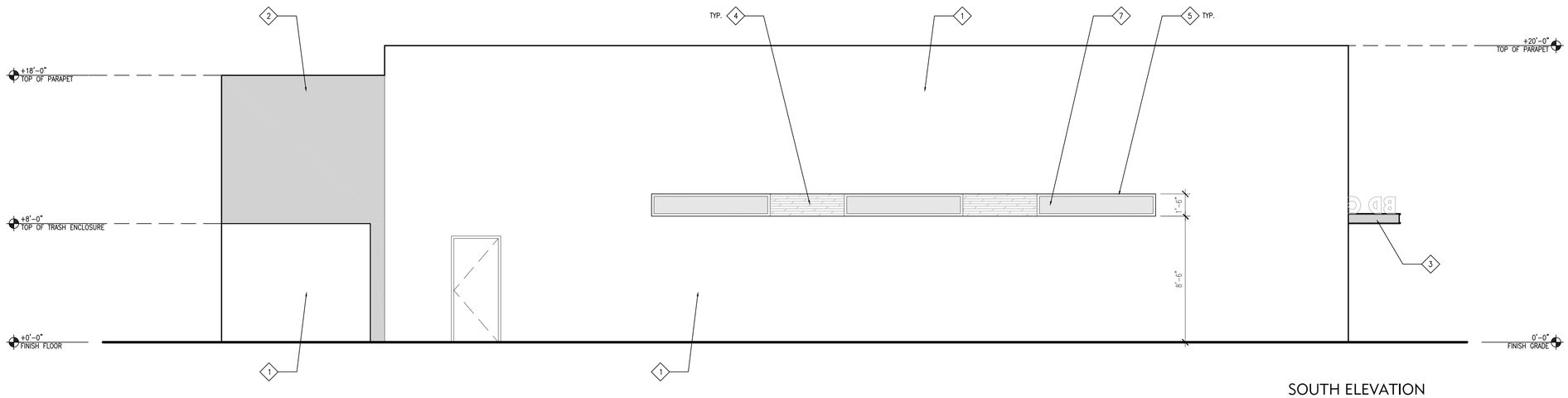
Palm Desert, CA 92260
mcgeesharon.com
3479 Kurtz St.
San Diego, CA 92110
619-299-9111

BD ORGANICS DISPENSARY
Conditional Use Permit
COUNTRY CLUB DRIVE,
BERMUDA DUNES, CALIFORNIA

Original Drawing Date	06/07/2022
Scale	AS NOTED
Job #	1431
Revisions	

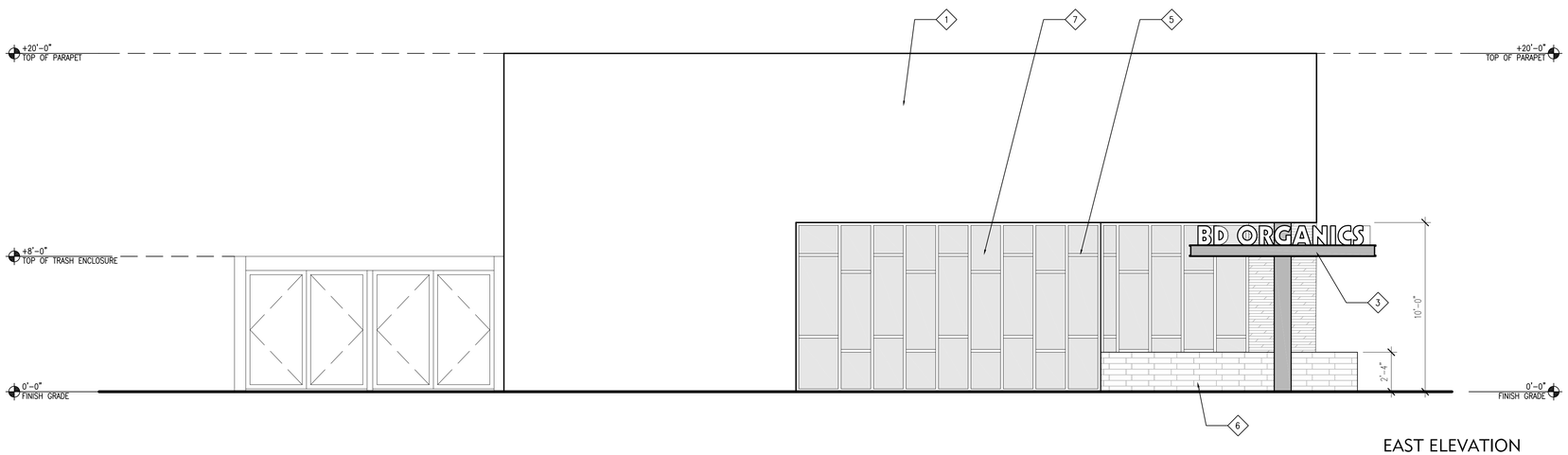
Sheet Number
A-2.0

ELEVATIONS



SOUTH ELEVATION

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



EAST ELEVATION

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

ELEVATION KEY NOTES

1. PAINT COLOR 1 SHERWIN WILLIAMS SW
2. PAINT COLOR 2 SHERWIN WILLIAMS SW
3. STEEL PAINT COLOR 3
4. WOOD SIDING
5. BLACK ANODIZED ALUMINUM MULLIONS
6. 4" x 4" x 16" CMU
7. FROSTED GLAZING

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BD ORGANICS DISPENSARY
Conditional Use Permit
COUNTRY CLUB DRIVE,
BERMUDA DUNES, CALIFORNIA

Original Drawing Date	06/07/2022
Scale	AS NOTED
Job #	1431
Revisions	

Sheet Number

A-2.1

ELEVATIONS

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 Ken Baez at (951) 955-2009.

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:

ZAP1089BD22 – Bermuda Dunes Organics, LLC (Representative: Capital Building Services) – County of Riverside Planning Department Case Nos. CUP220028 (Conditional Use Permit), TPM38590 (Tentative Parcel Map). A proposal to construct a 3,258 square foot cannabis retail building on 7.02 acres located southerly of Country Club Drive, westerly of Yucca Lane, westerly of Washington Street, and northerly of Harris Lane. The applicant also proposes to divide the site into two commercial parcels. No other development on the site is proposed at this time (Airport Compatibility Zone B1 of the Bermuda Dunes Airport Influence Area)

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number: ZAP1089BD22 Date Submitted: 8/30/22

AIA: Bermuda Dunes Zone: B1 Public Hearing ☑ Staff Review ☐

Applicant

Applicant Full Name: Bermuda Dunes Organics LLC

Applicant Address: 1940 Blake Street, Suite 201, Denver, Colorado 80202

Phone: 773-220-5786 **Email:** brandonbanks066@gmail.com

Representative/ Property Owner Contact Information

Representative: Mark Stein C/O Majid Family Limited Partnership **Email:** cpmcrealty@gmail.com

Phone: 760-341-5100

Address: 44835 Portola Avenue, Palm Desert, California 92260 Bill Sanchez <bill@buildwithcapital.com>

Property Owner: Majid Family Limited Partnership **Email:**

Phone:

Address:

Local Jurisdiction Agency

Agency Name: Riverside County Planning Department Phone: (951) 955-6097

Staff Contact: Ken Baez **Email:**

Address: 4080 Lemon Street, 12th Floor, Riverside, CA 92501

Local Agency Case No.: CUP220028 TPM38590

Project Location

Street Address: 78205 Country Club Drive, Bermuda Dunes, CA 92203 Gross Parcel Size.: 7.62 acres

Assessor's Parcel No.: 607-020-047

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) 106

Height of Building or structures: Single-story; 18 feet

What type of drainage basins are being proposed and the square footage: Landscaped drainage basins

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:	3.5
HEARING DATE:	November 10, 2022
CASE NUMBER:	ZAP1039FL22 – City of Jurupa Valley (Representative: Beth La Rock, Flabob Airport Manager)
APPROVING JURISDICTION:	City of Jurupa Valley
JURISDICTION CASE NO:	GPA22007 (General Plan Amendment), CZ22008 (Change of Zone), ZCA22013 (Zoning Code Amendment)
LAND USE PLAN:	2004 Flabob Airport Land Use Compatibility Plan
Airport Influence Area:	Flabob Airport
Land Use Policy:	Zones A, B1, B2, and D
Noise Levels:	Between 55 - 65 CNEL noise contour from aircraft noise
MAJOR ISSUES:	None

RECOMMENDATION: Staff recommends that the General Plan Amendment, Change of Zone, and Zoning Code Amendment be found CONSISTENT with the 2004 Flabob Airport Land Use Compatibility Plan.

PROJECT DESCRIPTION: A City-initiated proposal establishing a new Airport Zone for the Flabob Airport that would remove the existing mixture of incompatible zoning and would allow aviation and airport supportive land uses at the airport. In order to implement the new Airport Zone, the City proposes: 1) a General Plan Amendment to amend the General Plan Land Use map designations of the project site from Business Park, Residential Rural, Open Space-Rural, and Public Facilities to Public Faculties/Institutional, to be consistent with the new Airport Zone; 2) a Change of Zone of the project site from Manufacturing High (M-H), Manufacturing Service Commercial (M-SC), General Residential (R-3), Planned Residential (R-4), and Light Agriculture (A-1) to Airport Zone (AIR); and 3) a Zoning Code Amendment to add the new Airport Zone to the City's Municipal Code. No physical development is proposed at this time.

PROJECT LOCATION: The project site is generally located westerly of Crestmore Road, northerly of Mission Rock Way, southerly of Capary Road, and easterly of 46th Street, at the Flabob Airport (Runway 6-24).

BACKGROUND: The project site is located within Compatibility Zones A, B1, B2, and D. In order to implement the new Airport Zone, the City proposes:

1. a General Plan Amendment to amend the General Plan Land Use map designations of the project site from Business Park, Residential Rural, Open Space-Rural, and Public Facilities to Public Faculties/Institutional, to be consistent with the new Airport Zone;

2. a Change of Zone of the project site from Manufacturing High (M-H), Manufacturing Service Commercial (M-SC), General Residential (R-3), Planned Residential (R-4), and Light Agriculture (A-1) to Airport Zone (AIR); and

3. a Zoning Code Amendment to add the new Airport Zone to the City's Municipal Code.

Both the proposed General Plan Amendment and Change of Zone will create a new zoning/land use designation for the Flabob Airport, which regulations and standards are described in the proposed Zoning Code Amendment (analyzed below).

The proposed Zoning Code Amendment contains language requiring future underlying projects within the proposed Airport Zone be consistent with the Flabob Airport Land Use Compatibility Plan (ALUCP) criteria. Although no physical development is proposed at this time, future projects will be analyzed to determine compliance with the Flabob ALUCP criteria with regards to intensity, prohibited uses, noise, building height, open space, and hazards to flight wildlife attractants.

As part of the proposed establishment of a new Airport Zone (AIR) for the Flabob Airport, the City also proposes a Zoning Code Amendment to add the new Airport Zone to the City's Municipal Code, which provides development regulations and standards for the new Airport Zone.

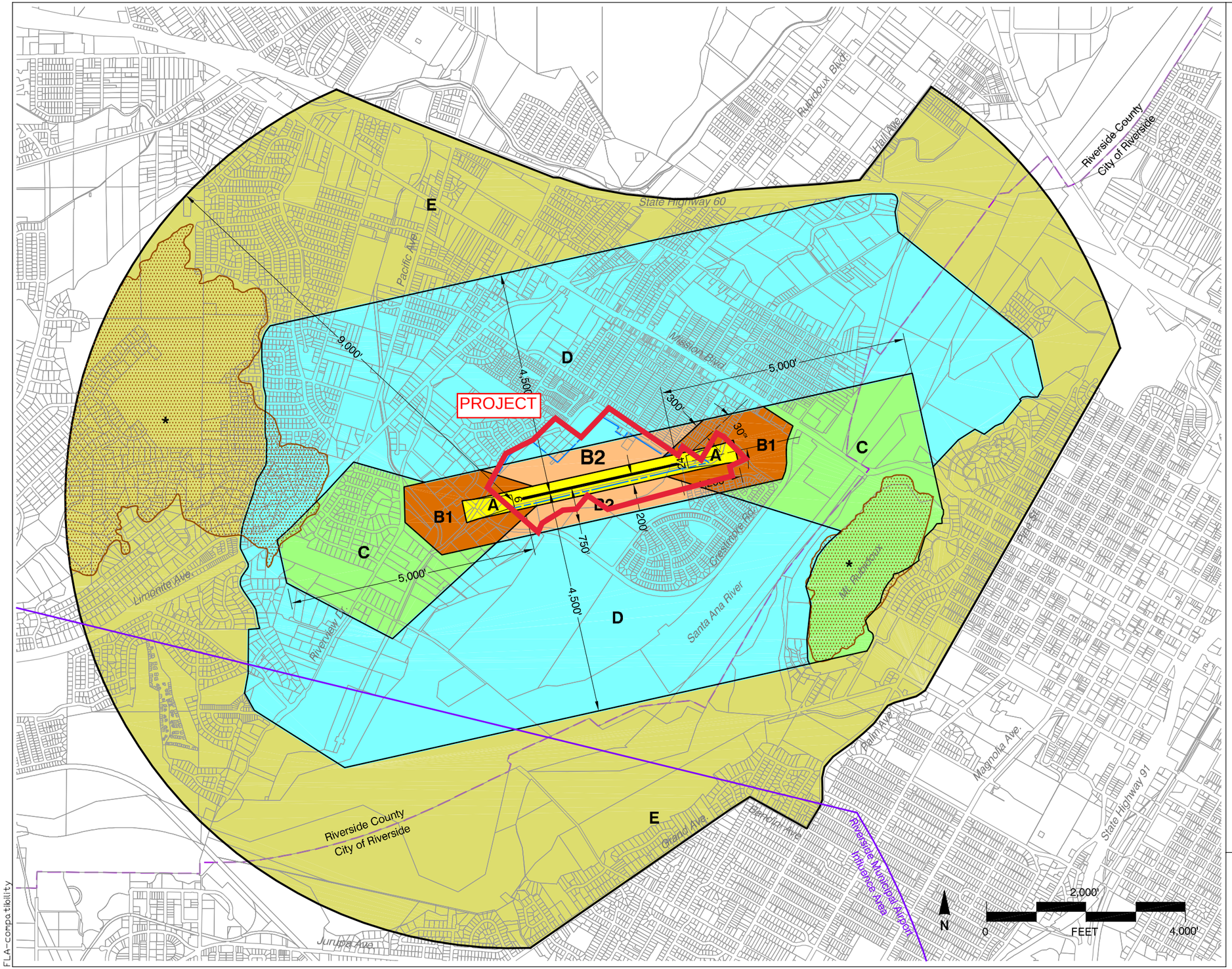
Section 9.232.010: Intent; identifies the goals of the Airport Zone which includes:

- conformance to the Flabob ALUCP,
- protection of Flabob Airport from encroachment by incompatible uses which may jeopardize the airport continuing operations, and preserve the airport's ability to serve its present and future transportation needs, and
- protect the public health and safety in and around the airport from aircraft impacts.

Section 9.232.020: Uses Permitted; provides a list of permitted uses, which are aviation and airport supportive related land uses within the Airport Zone, which intersects with Compatibility Zones A, B1, B2, and D. This section contains specific language requiring all identified permitted uses shall also be consistent with the Flabob ALUCP criteria.

Section 9.232.030: Development Standards; provides specific standards for developing within the Airport Zone. This section also includes language requiring that all development be consistent with the Flabob ALUCP criteria.

The proposed General Plan Amendment, Change of Zone, and Zoning Code Amendment would be consistent with the Compatibility Plan, as underlying projects are required to be consistent with the Flabob ALUCP criteria (via the proposed Zoning Code Amendment).



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Note

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

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

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted December 2004)

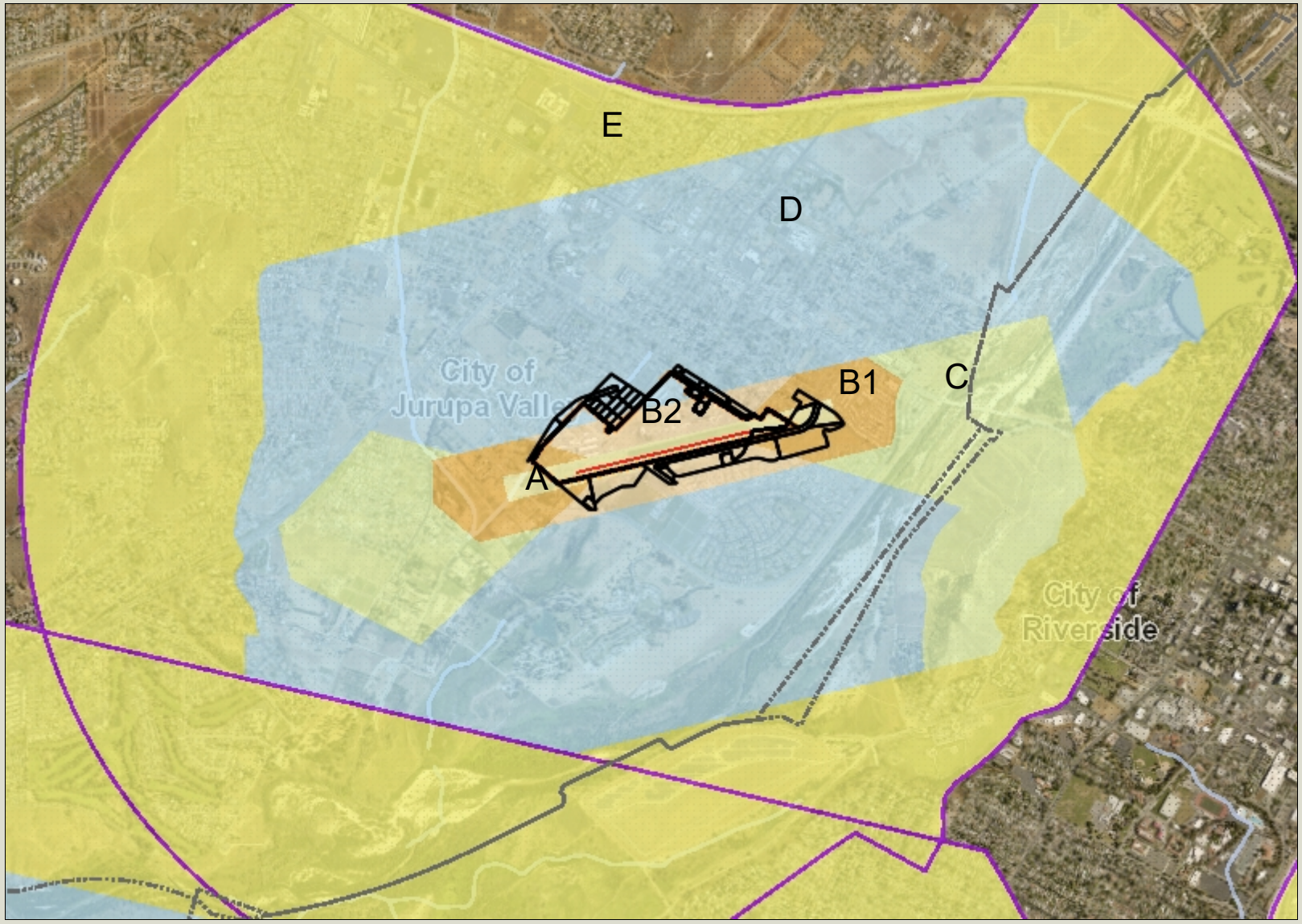
Map FL-1

Compatibility Map

Flabob AIrport

FLA-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

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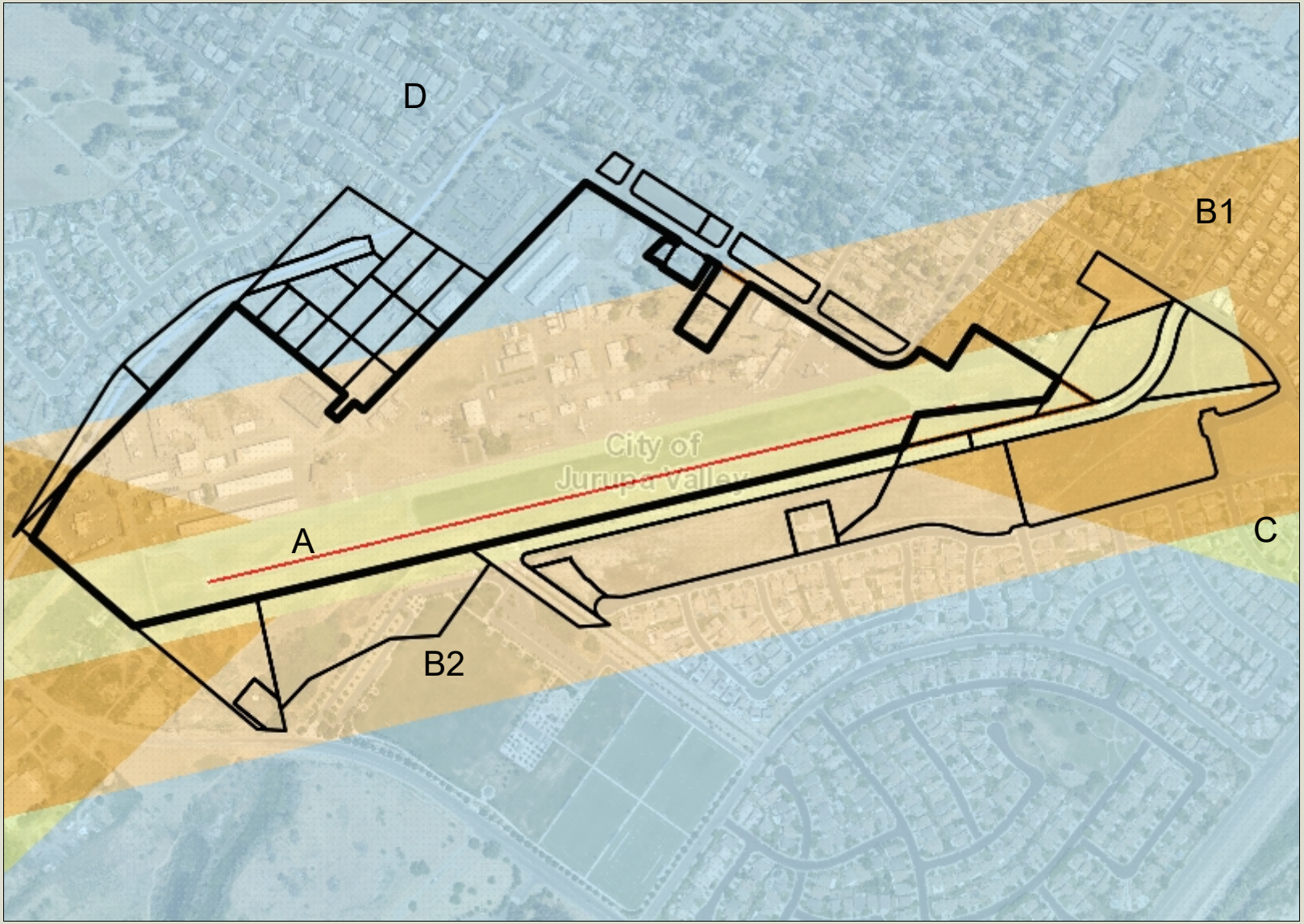

Legend

- 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

0 770 1,539 Feet

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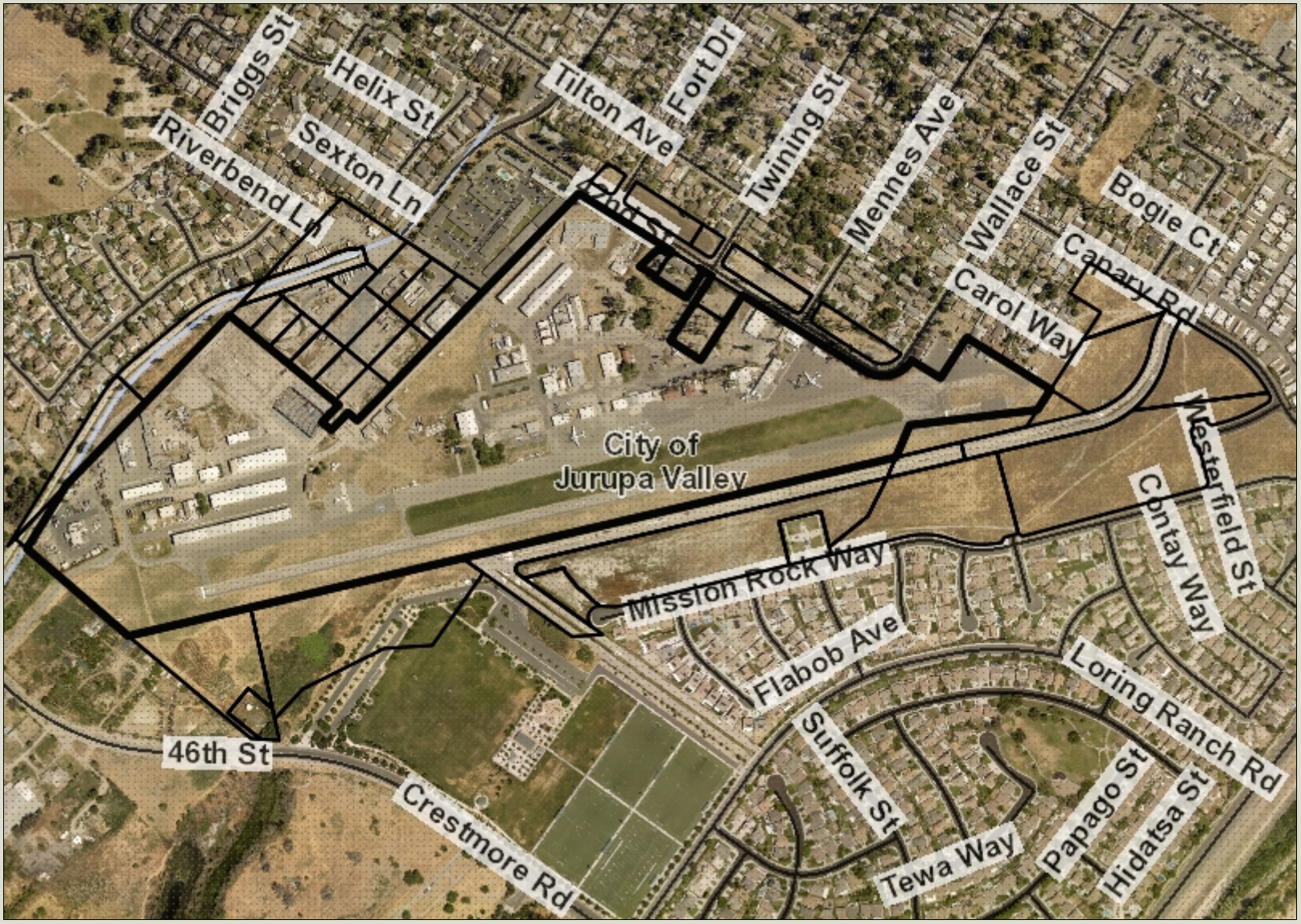
Notes

Map My County Map



Legend

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

0 770 1,539 Feet

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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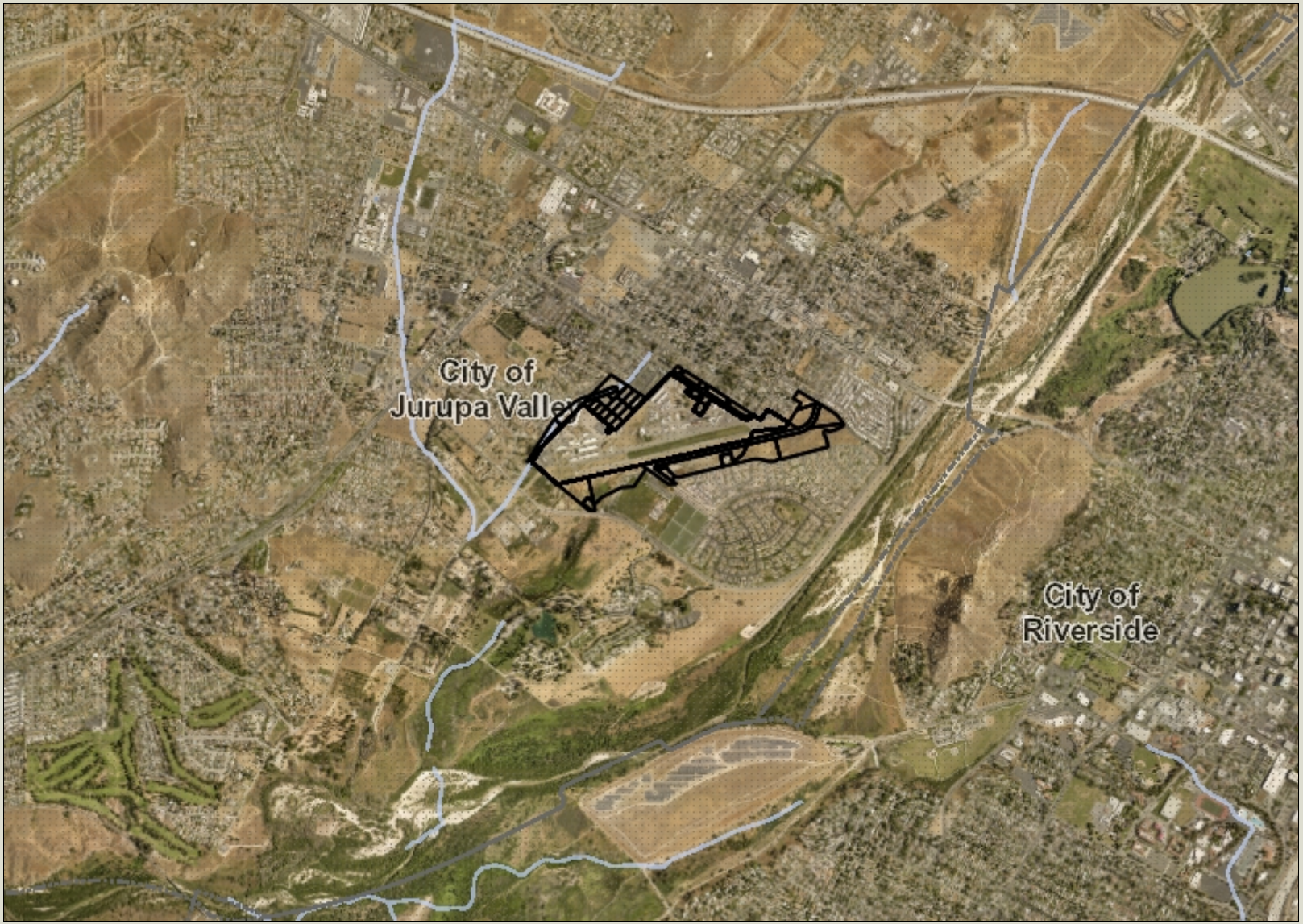

Legend

- Blueline Streams
- City Areas
- World Street Map

0 3,079 6,157 Feet

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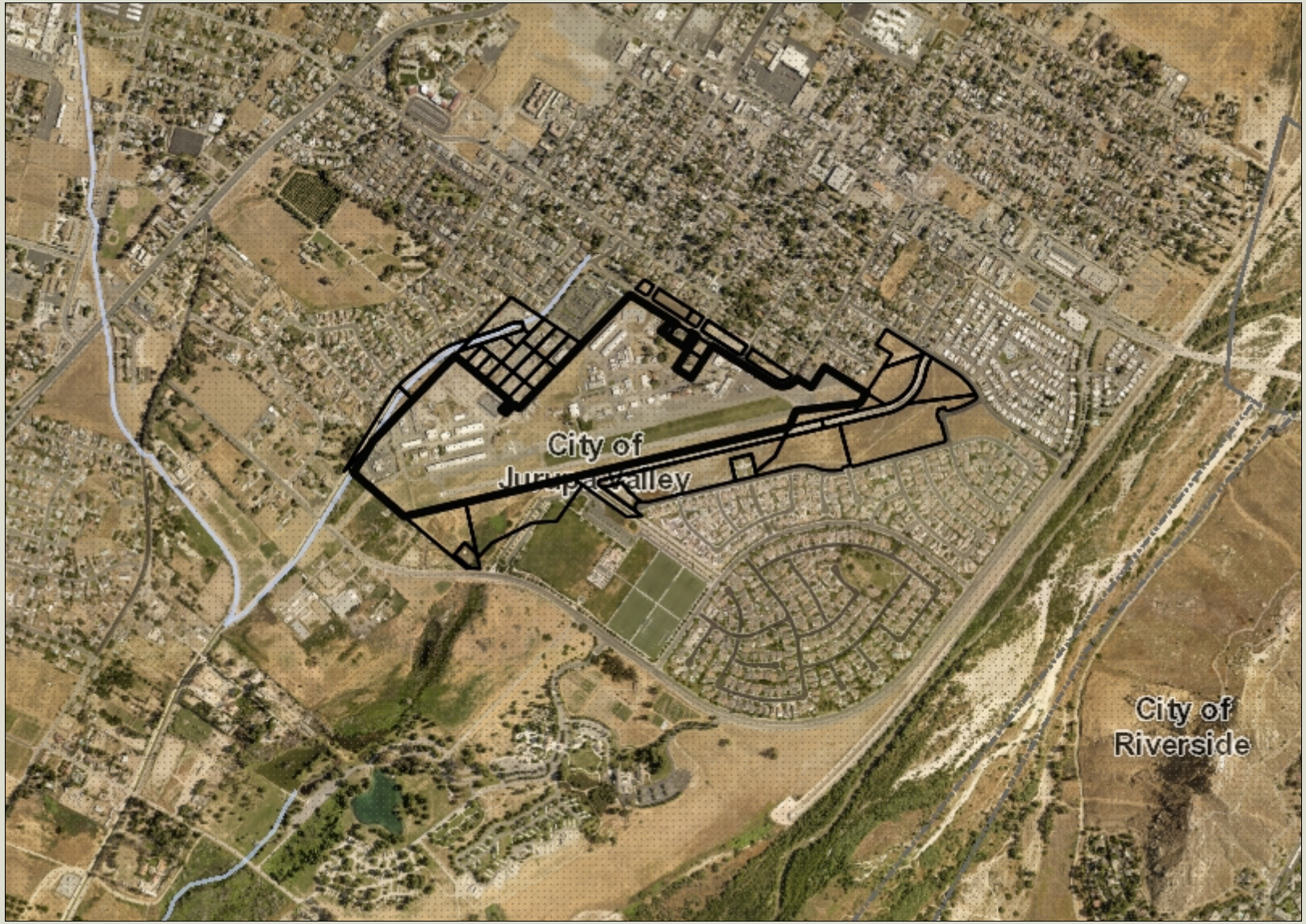

Legend

- 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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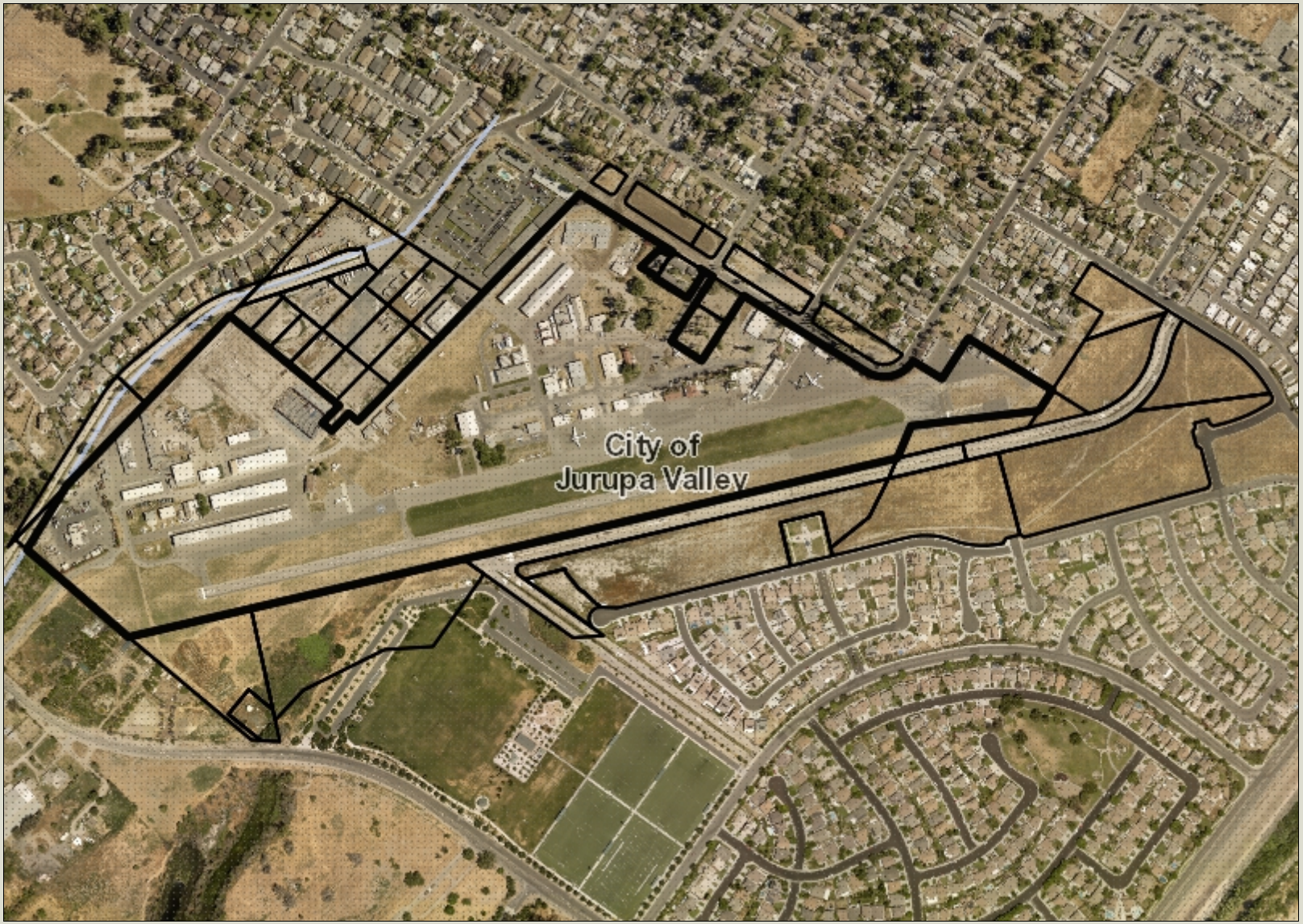
Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

0 770 1,539 Feet

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

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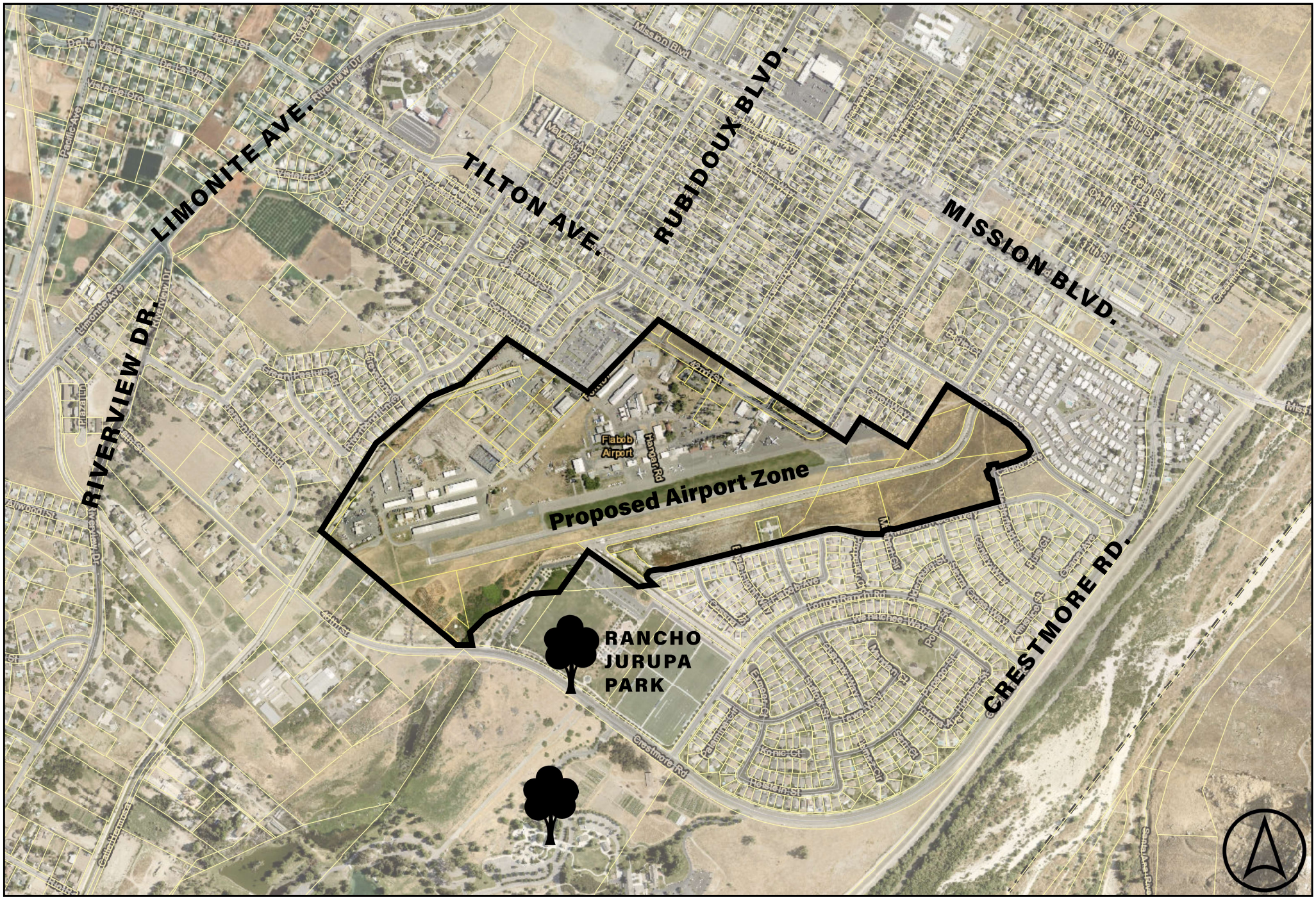
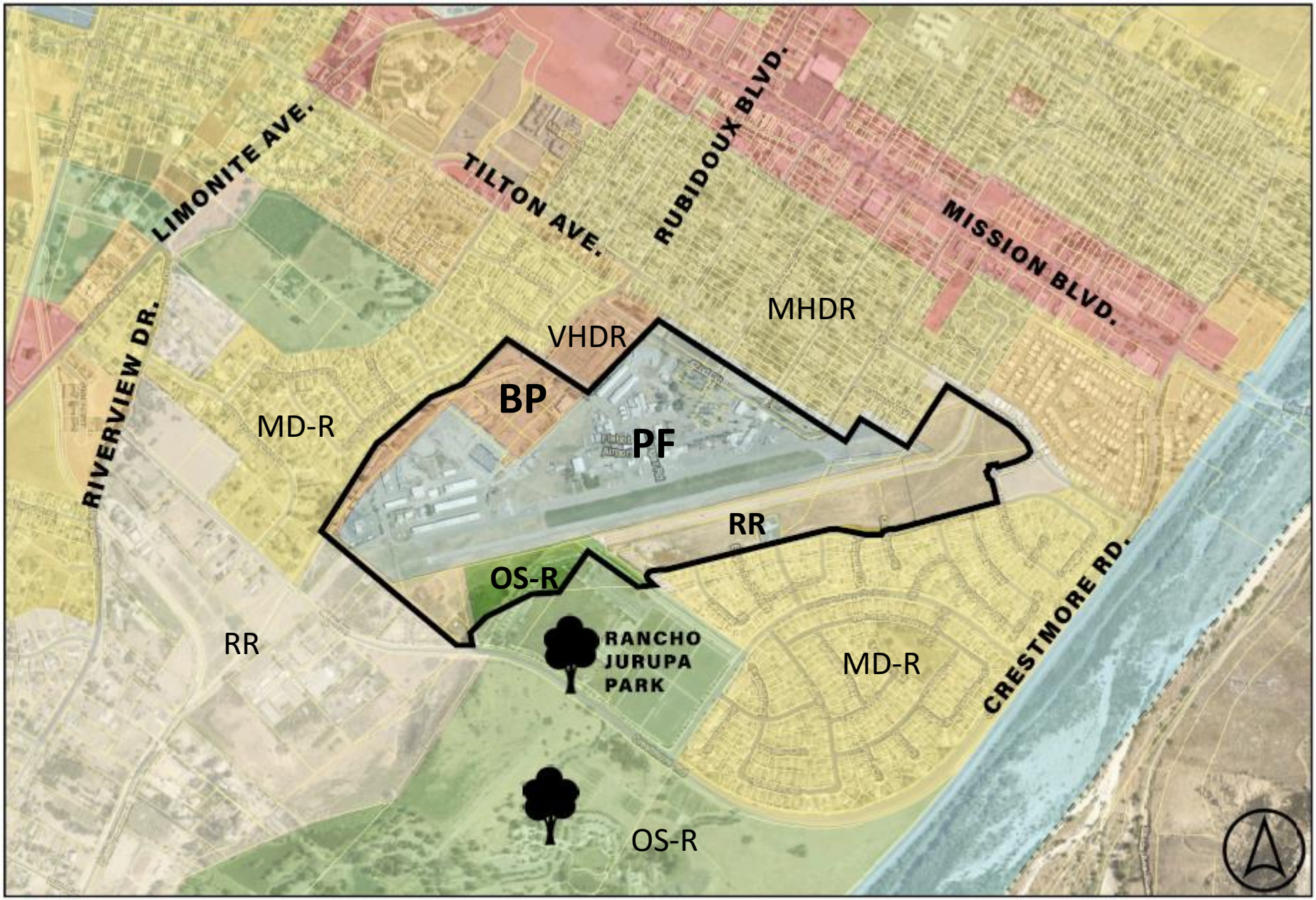


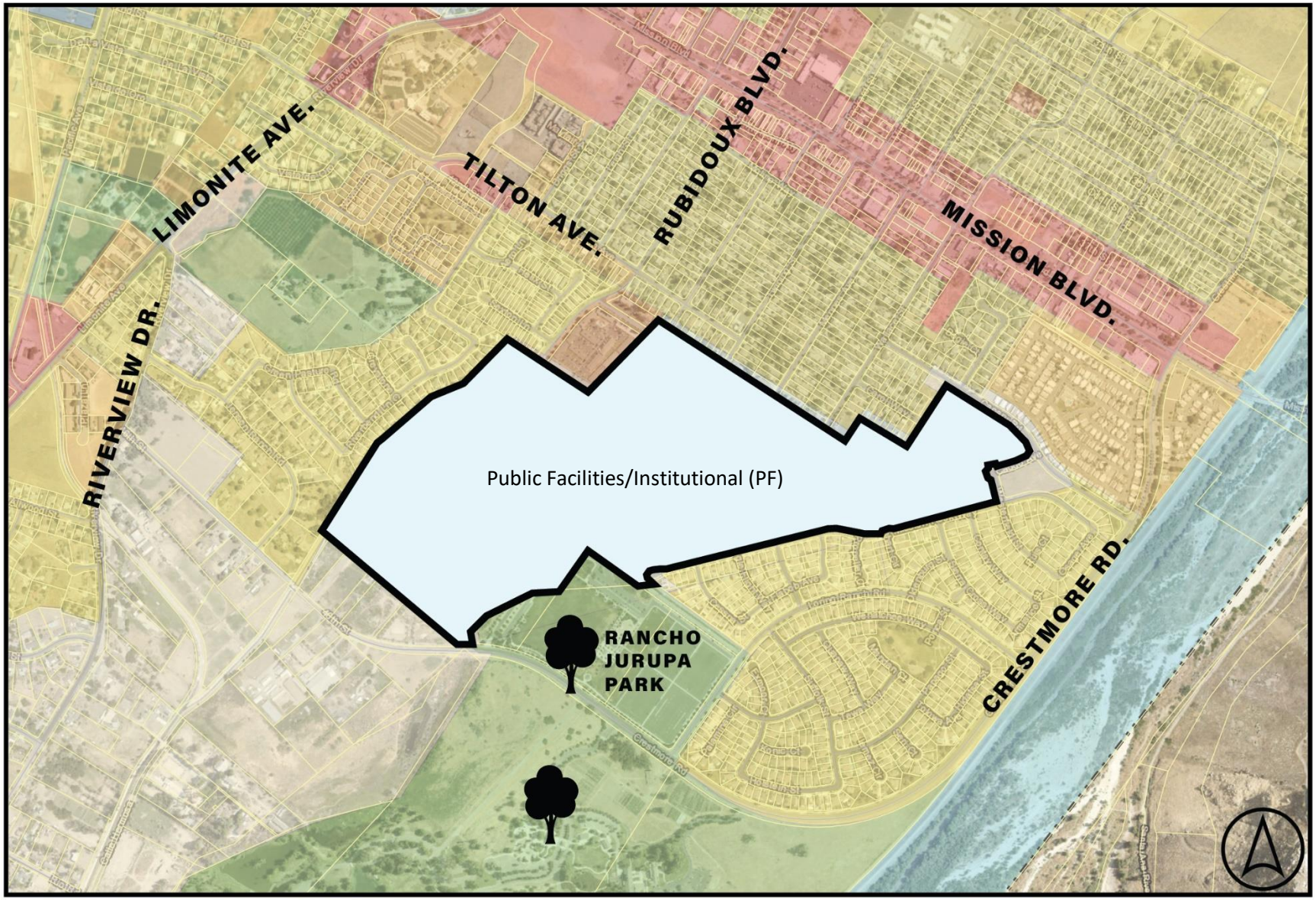
PROPOSED AIRPORT ZONE

ATTACHMENT 3



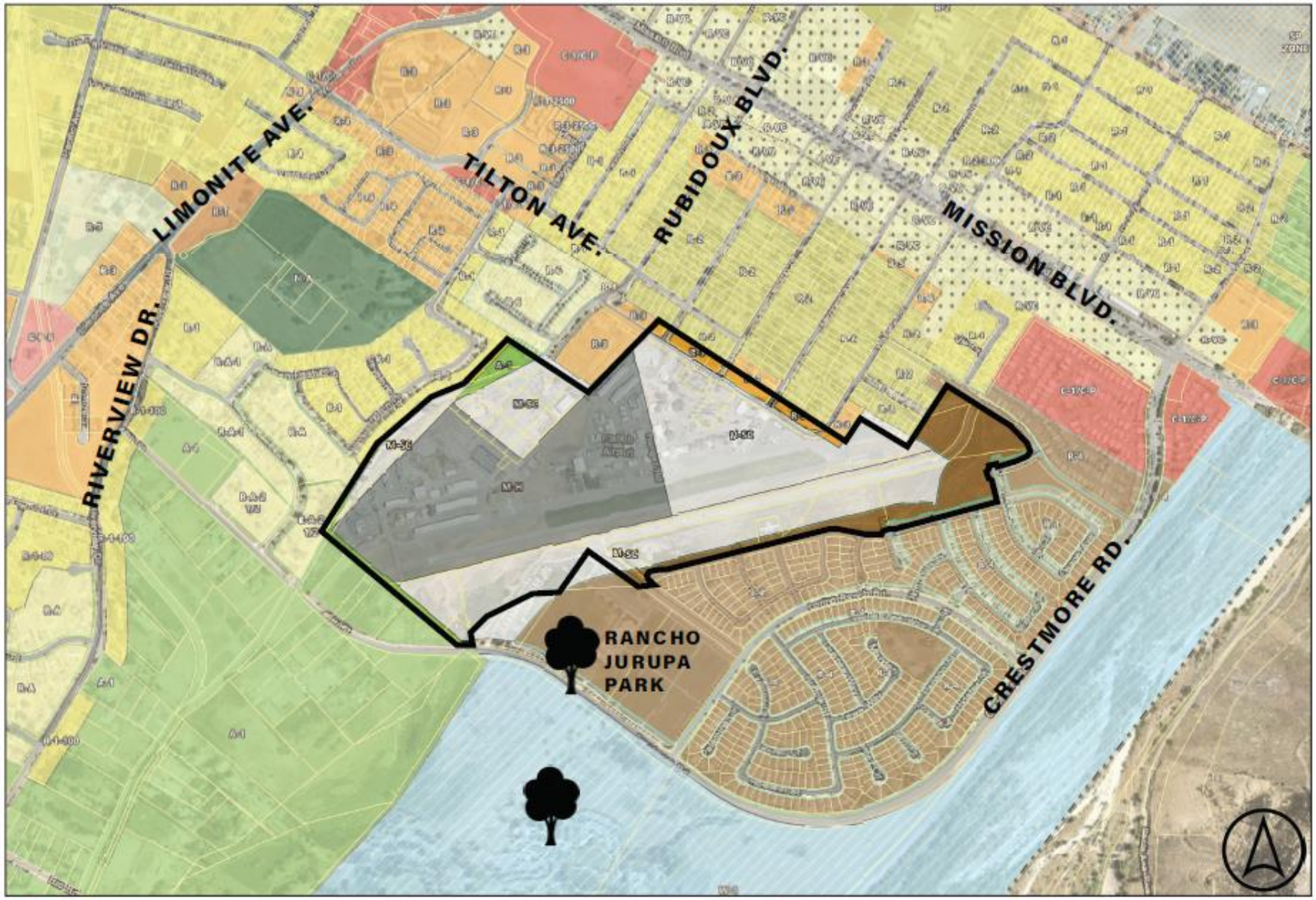
GENERAL PLAN LAND USE MAP

ATTACHMENT 4



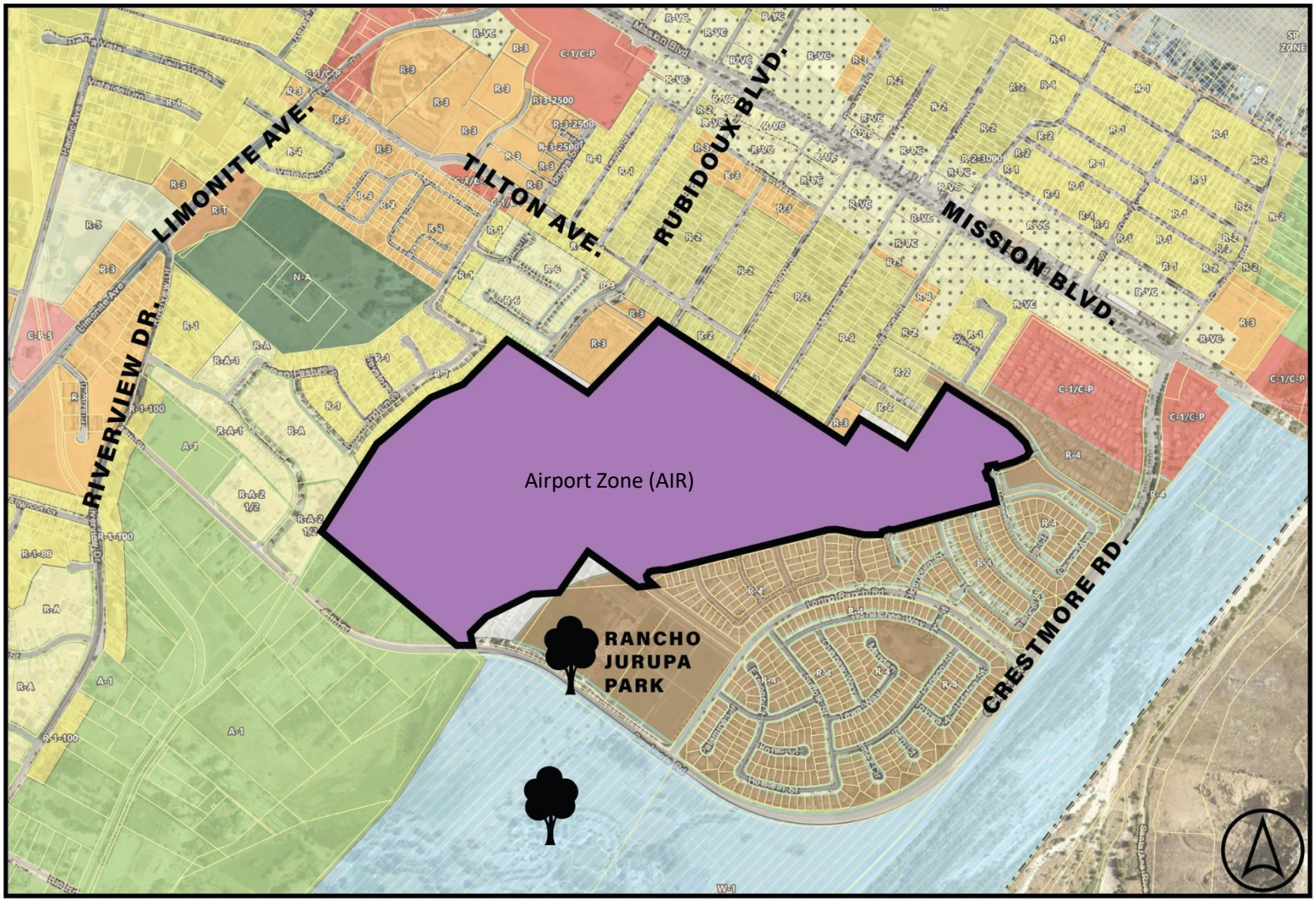
PROPOSED GENERAL PLAN LAND USE MAP AMENDMENT

ATTACHMENT 5



ZONING MAP

ATTACHMENT 6



PROPOSED ZONING MAP AMENDMENT

Table 2.5: General Plan Land Use Designations and Consistent Zone Districts

General Plan Land Use Designation	Consistent Zone Districts*
Conservation Habitat (OS-C)	N-A Natural Assets W-E Wind Energy Resource Zone
Water (OS-W)	W-1 Watercourse, Watershed and Conservation Areas
Recreation (OS-R)	A-1 Light Agriculture W-1 Watercourse, Watershed and Conservation Areas
Rural (OS-RUR)	W-1 Watercourse, Watershed and Conservation Areas A-2 Heavy Agriculture
Mineral Resources (OS-MR)	M-R Mineral Resources M-R-A Mineral Resources & Related Manufacturing
Commercial Retail (CR)	C-1/C-P General Commercial C-R Rural Commercial R-VC Rubidoux Village Commercial
Commercial Neighborhood (CN)	C-N Neighborhood Commercial
Commercial Tourist (CT)	C-T Tourist Commercial
Commercial Office (CO)	C-O Commercial Office
Light Industrial (LI)	Business Park (BP) I-P Industrial Park M-SC Manufacturing - Service Commercial
Heavy Industrial (HI)	M-SC Manufacturing - Service Commercial I-P Industrial Park M-M Manufacturing - Medium M-H Manufacturing - Heavy
Business Park (BP)	Business Park (BP)
Small Farm (RR) – 1 dwelling per 5 acres	Specific Plan (SP) PUD Planned Unit Development
Ranch (EDR) – 1 dwelling per 2 acres	Specific Plan (SP) PUD Planned Unit Development
Rural Neighborhood (VLDR) – 1 dwelling per acre	Specific Plan (SP) PUD Planned Unit Development
Country Neighborhood (LDR) – 2 dwellings per acre	A-1 Light Agriculture R-A Residential Agricultural R-R Rural Residential Specific Plan (SP) PUD Planned Unit Development
Medium Density Residential (MDR) – up to 5 dwellings per acre	R-1 Single Family Detached R-2 Multiple Family Dwellings R-2A Limited Multiple Family Dwellings R-T Mobile Home Subdivision and Mobile Home Park R-4 Planned Residential R-6 Residential Incentive Specific Plan (SP) PUD Planned Unit Development
Medium High Density Residential (MHDR) – up to 8 dwellings per acre	R-2 Multiple Family Dwellings R-2A Limited Multiple Family Dwellings R-3 General Residential R-T Mobile Home Subdivision and Mobile Home Park R-4 Planned Residential R-6 Residential Incentive Specific Plan (SP) PUD Planned Unit Development
High Density Residential (HDR) – up to 14 dwellings per acre	R-2 Multiple Family Dwellings R-2A Limited Multiple Family Dwellings R-3 General Residential R-T Mobile Home Subdivision and Mobile Home Park R-4 Planned Residential R-6 Residential Incentive PUD Planned Unit Development Specific Plan (SP)
Very High Density Residential (VHDR) – up to 20 dwellings per acre	R-2 Multiple Family Dwellings R-2A Limited Multiple Family Dwellings R-3 General Residential R-T Mobile Home Subdivision and Mobile Home Park R-4 Planned Residential R-6 Residential Incentive PUD Planned Unit Development Specific Plan (SP)
Highest Density Residential (HHDR) – up to 25 dwellings per acre	R-2 Multiple Family Dwellings R-2A Limited Multiple Family Dwellings R-3 General Residential R-T Mobile Home Subdivision and Mobile Home Park R-4 Planned Residential R-6 Residential Incentive PUD Planned Unit Development Specific Plan (SP)
Public/Institutional (PF)	~~No associated zone district.~~ Airport Zone
Undesignated	These zone districts are undesignated; they can be used with one or more General Plan Land Use Designations W-2 Controlled Development Areas R-D Regulated Development Areas W-2-M Controlled Development Areas with Mobile Homes

*Zones applied to rural areas of Riverside County and atypical for Jurupa Valley are not included

Note: Specific Plan (SP) Zone and Planned Unit Development (PUD) Zone are consistent with all General Plan Land Use Designations.

DRAFT

ATTACHMENT 1

CHAPTER 9.232. – AIRPORT ZONE (AIR)

Sec. 9.232.010. - Intent.

It is the intent of this chapter to:

(1) Promote and attract aviation, transportation, tourist, visitor, education, training, aviation-related industrial, and manufacturing activities which will provide training and jobs to residents and strengthen the City's economic base;

(2) Provide the necessary improvements to support airport uses in the City;

(3) In cooperation with the Riverside County Airport Land Use Commission:

(a) Conform to the Airport Land Use Compatibility Plan.

(b) Protect airports from encroachment by incompatible uses that may jeopardize their continuing operations and preserve the airport's ability to serve its present and future air transportation needs.

(c) Protect public health and safety in and around the airport from aircraft impacts.

(4) Provide a community historical, cultural, and recreational hub.

The provisions of this chapter apply to the AIR Zone.

Sec. 9.232.020. - Uses permitted.

The following uses shall be permitted in the AIRPORT Zone provided the use is consistent with the Airport Land Use Compatibility Plan and the Plan's Compatibility Map:

(1) Airport operation and related uses: Air terminal buildings, air traffic control and navigational facilities, administrative buildings and offices, indoor storage, baggage and cargo services, hangars, airport and aircraft maintenance and operational facilities, runways and landing areas, taxiways and taxi lanes, tie-downs for aircraft.

(2) Public safety and services facilities (police, fire, EMT, etc.)

(3) Government public safety agencies

(4) Meteorological installations

(5) Natural area, non-bird attracting agricultural uses, open space, and buffer areas

(6) The following uses are permitted in the AIR Zone, provided a site development permit is approved pursuant to the provisions of Section 9.240.330.

(a) Aircraft fuel and provisioning services

(b) Aircraft and aircraft parts and components manufacture, service, maintenance, repair, and paint

(c) Airport equipment repair, and support services

(d) Automotive services related to airport operations

(e) Aviation-related information services

(f) Aviation-related manufacturing and industrial

(g) Aviation Museums and Displays

(h) Aviation and aircraft experimental facilities and laboratories

(i) Car rental parking, services, and facilities

(j) Ground transportation facilities and services

(k) Helicopter operations

(l) Parking areas and structures

(m) Private clubs and organizations related to aviation.

(n) Restaurants, cafes, and snack bars

(o) Retail stores

(p) Warehouse 10,000 square feet or less, no outdoor storage allowed

(7) The following uses are permitted, provided a conditional use permit has been granted pursuant to Section 9.240.280:

(a) Catering and commissaries

(b) Hotels, motels, and student housing

(c) Recreational facilities that are non-bird attracting uses

(d) Certified farmers market consistent with Sec. 9.240.520. - Certified farmers' markets

(e) Technical schools and other educational uses

(8) Any use that is not specifically listed in section Sec. 9.232.020 may be considered a permitted or conditionally permitted use provided that the Community Development Director finds that the proposed use is substantially the same in character and intensity as those listed in the designated section. Such a use is subject to the permit process which governs the category in which it falls.

Sec. 9.232.030. - Development standards.

The following development standards shall apply in the Airport Zone.

(1) All development shall comply with the requirements in the Airport Land Use Compatibility Plan and the Plan's Airport Compatibility Map.

(2) *Lot size.* The minimum lot size shall be ten thousand (10,000) square feet with a minimum average width of seventy-five (75) feet, except that a lot size not less than seven thousand (7,000) square feet and an average width of not less than sixty-five (65) feet may be permitted when sewers are available and will be utilized for the development.

(3) *Setbacks.*

(a) Twenty-five (25) foot minimum setback for the front, side (interior and street side) rear yard for lots that either adjoins a zone that permits residential or has an existing residential use and for all street-facing lot lines that abut a street.

(b) There is no minimum setback for the front, interior, side, or rear yard that does not adjoin residential zone or use.

(c) Within the exception of those portions of the setback area for which landscaping is required by subsection (5) of this section, the setback area may only be used for driveways, automobile parking, or landscaping. A setback area which adjoins a street separating it from a lot with a zoning classification other than those zones specified in subsection (1) of this section.

(4) *Height requirements.* The height of structures, including buildings, shall be as follows:

(a) Structures shall not exceed thirty five (35) feet at the yard setback line.

(b) Buildings shall not exceed fifty (50) feet unless a height up to seventy-five (75) feet is approved pursuant to Section 9.240.370.

(c) Structures other than buildings shall not exceed fifty (50) feet unless a height up to one hundred and five (105) feet is approved pursuant to Section 9.240.370.

(5) *Masonry wall.* A six (6) foot high solid masonry wall or combination landscaped earthen berm and masonry wall shall be constructed on each property line that adjoins any parcel specifically zoned for residential use, unless otherwise approved by the Hearing Officer or body.

(6) *Landscaping.*

(a) A minimum of ten (10) percent of the site proposed for development shall be landscaped and irrigated.

(b) A minimum ten (10) foot wide strip of a street side setback area shall be appropriately landscaped and maintained, except for designated pedestrian and vehicular access ways.

(c) A minimum twenty (20) foot wide strip of a setback from a residential zone or land use shall be landscaped and maintained unless a tree screen or other buffer treatment is approved by the Hearing Officer or body. However, in no case shall landscaping be less than ten (10) feet wide.

(7) *Parking areas.* Parking areas shall be provided as required by Section 9.240.120.

(8) *Trash collection areas*. Trash collection areas shall be screened by landscaping or architectural features in such a manner as not to be visible from a public street or from any adjacent residential area.

(9) *Outside storage and service areas.* For all new development, outside storage and service areas shall be screened by structures or landscaping from residential properties. Exceptions for Aircraft storage may be approved per Section 9.232.040.

(10) *Utilities.* Utilities shall be installed underground except for electrical lines rated at thirty-three (33) kV or greater.

(11) *Mechanical equipment.* Mechanical equipment used in the manufacturing process shall be required to be enclosed in a building, and roof-mounted accessory equipment may be required to be screened from view.

(12) *Lighting.* All lighting fixtures, including spotlights, electrical reflectors, and other means of illumination for signs, structures, landscaping, parking, loading, unloading, and similar areas, shall be focused, directed, and arranged downward to prevent glare or direct illumination on adjoining property.

Sec. 9.232.040. - Exceptions to development standards.

Except for lot size and setbacks, the development standards contained herein may be waived or modified as part of the site development permit or conditional use permit process provided the decision-making body finds that the standard being waived or modified is inappropriate for the proposed use and that the waiver or modification of the standard will not be contrary to the public health and safety.

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 Jurupa Valley Planning Department should be contacted on non-ALUC issues. For more information please contact City of Jurupa Valley Planner Jim Pechous at (951) 332-6464.

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:

ZAP1039FL22 – City of Jurupa Valley (Representative: Beth La Rock, Flabob Airport Manager) – City of Jurupa Valley Case Nos. GPA22007 (General Plan Amendment), CZ22008 (Change of Zone), ZCA22013 (Zoning Code Amendment). A City-initiated proposal establishing a new Airport Zone for the Flabob Airport that would remove the existing mixture of incompatible zoning and would allow aviation and airport supportive land uses at the airport, generally located westerly of Crestmore Road, northerly of Mission Rock Way, southerly of Capary Road, and easterly of 46th Street. In order to implement the new Airport Zone, the City proposes: 1) a General Plan Amendment to amend the General Plan Land Use map designations of the project site from Business Park, Residential Rural, Open Space-Rural, and Public Facilities to Public Faculties/Institutional, to be consistent with the new Airport Zone; 2) a Change of Zone of the project site from Manufacturing High (M-H), Manufacturing Service Commercial (M-SC), General Residential (R-3), Planned Residential (R-4), and Light Agriculture (A-1) to Airport Zone (AIR); and 3) a Zoning Code Amendment to add the new Airport Zone to the City's Municipal Code. No physical development is proposed at this time (Airport Compatibility Zones A, B1, B2, and D of the Flabob 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:	3.6
HEARING DATE:	November 10, 2022
CASE NUMBER:	ZAP1122FV22 – SunRenu Green Builders (Representative: Barry Coe)
APPROVING JURISDICTION:	County of Riverside
JURISDICTION CASE NO:	BNR2200112 (Building Permit)
LAND USE PLAN:	2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011
Airport Influence Area:	French Valley Airport
Land Use Policy:	Zone C
Noise Levels:	Between 55 - 60 CNEL contour
MAJOR ISSUES:	None

RECOMMENDATION: Staff recommends that the Commission find the proposed Building Permit CONSISTENT with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to construct a 6,411 square foot carport with solar panels within an existing office parking lot on 2.86 acres.

PROJECT LOCATION: The site is located at 29970 Technology Drive, located on the northeast corner of Technology Drive and Winchester Road, approximately 2,596 feet southwesterly of the southerly terminus of Runway 18-36 at French Valley Airport.

BACKGROUND:

Non-Residential Land Use Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone C, which limits average intensity to 80 people per acre and 160 per single acre. The proposed carport with solar panels will not generate any occupancy.

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

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 proposed 6,411 square foot carport with solar panels would be located within the existing office parking lot in Compatibility Zone C.

Glint and Glare/Reflectivity

Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property. However, potential for temporary after-image" ("yellow" level) and potential for permanent eye damage ("red" level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers.

The project proposes a 6,411 square feet of carport with solar panels with a fixed tilt of 5 degrees with no rotation, and an orientation of 192 degrees. The applicant has submitted a glare analysis utilizing the web-based Forge Solar. The analysis was based on a 2 mile straight in approach (as per FAA Interim Policy standards) to runways 18 and 36. The analysis utilized a glide slope approach of 3.0 degrees. No glare would affect the Air Traffic Control Tower.

The analysis concludes that no glare would occur within the 2-mile approach to runways 18 and 36.

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.

Noise: The French Valley Airport Land Use Compatibility Plan depicts the site as being located within the 55 - 60 CNEL contour range from aircraft noise. The proposed solar panels are a non-noise sensitive use, therefore no mitigation measures are necessary.

Part 77: The elevation of Runway 18-36 at its southerly terminus is 1,330 feet above mean sea level. At a distance of approximately 2,596 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with a top of point elevation exceeding 1,356 feet AMSL. The site's finished floor elevation is 1,292 feet AMSL and the proposed structure height is 16 feet, for a top point elevation of 1,308 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service (FAA OES) was not required.

Open Area: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone C, which requires projects greater than 10 acres to designate 20% of the project area as ALUC qualifying open area that could potentially serve as emergency landing areas. The proposed project is 2.86 acres in area, so open area is not required.

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) Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than three aboveground habitable floors.

   (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. 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 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 consisting of 6,411 square feet carport solar panels. 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.

6. All solar arrays installed on the project site shall consist of smooth glass photovoltaic solar panels without anti-reflective coating, a fixed tilt of 5 degrees and orientation of 192 degrees. Solar car port shall be limited to a total of 6,411 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require a new hearing by the Airport Land Use Commission.

7. 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.

8. 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.

X:\AIRPORT CASE FILES\French Valley\ZAP1122FV22\ZAP1122FV22sr.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 AIRPORT LAND USE COMMISSION ALUC

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ Phone: _____

Legend

Compatability Zones

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

Boundary Lines

- Airport Property Line
- City Limits
- Height Review Overlay Zone

Note

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

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

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

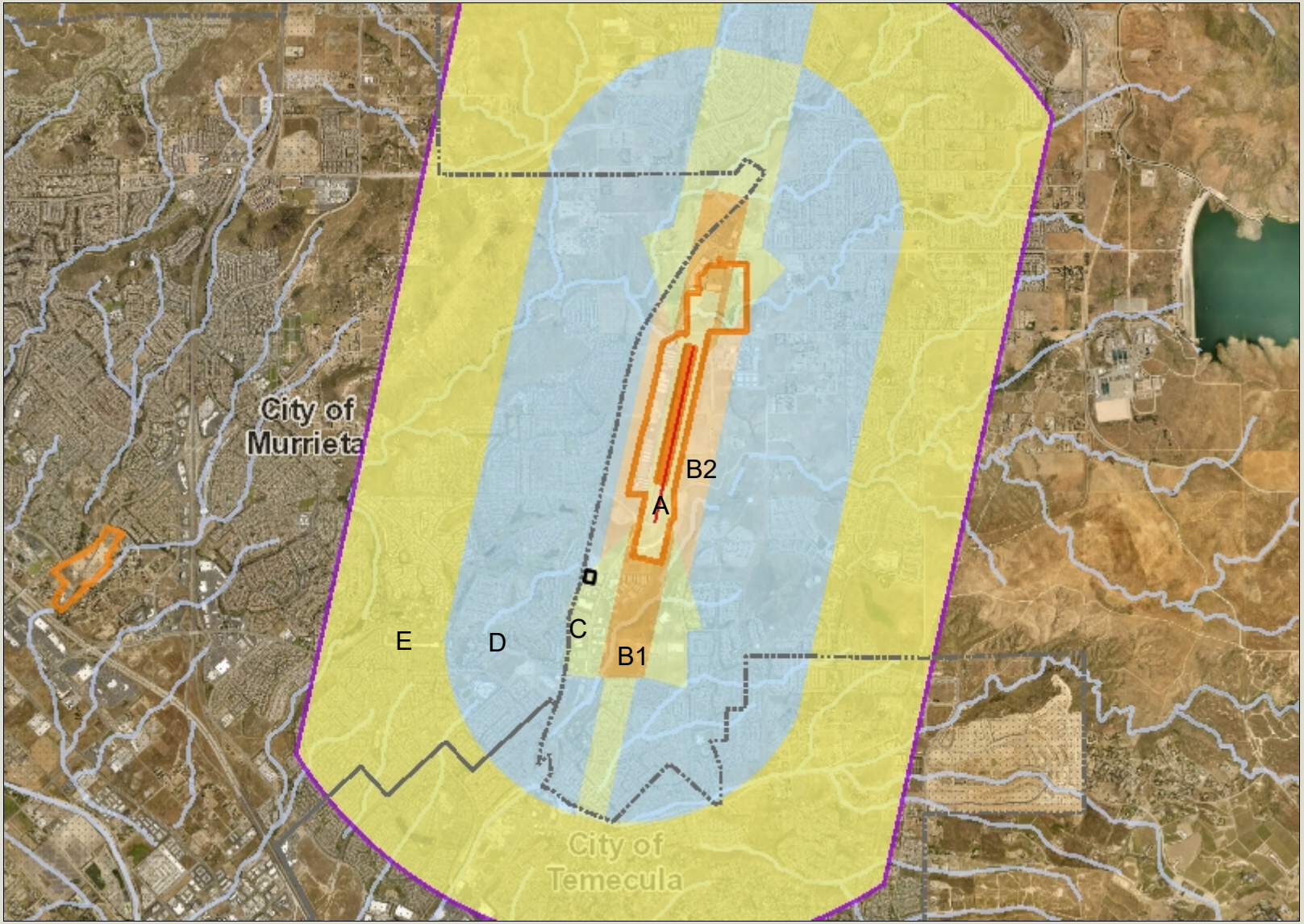
(April 2010)

Map FV-1

Compatibility Map

French Valley Airport

Map My County Map



Legend

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

0 6, 12,314 Feet

157

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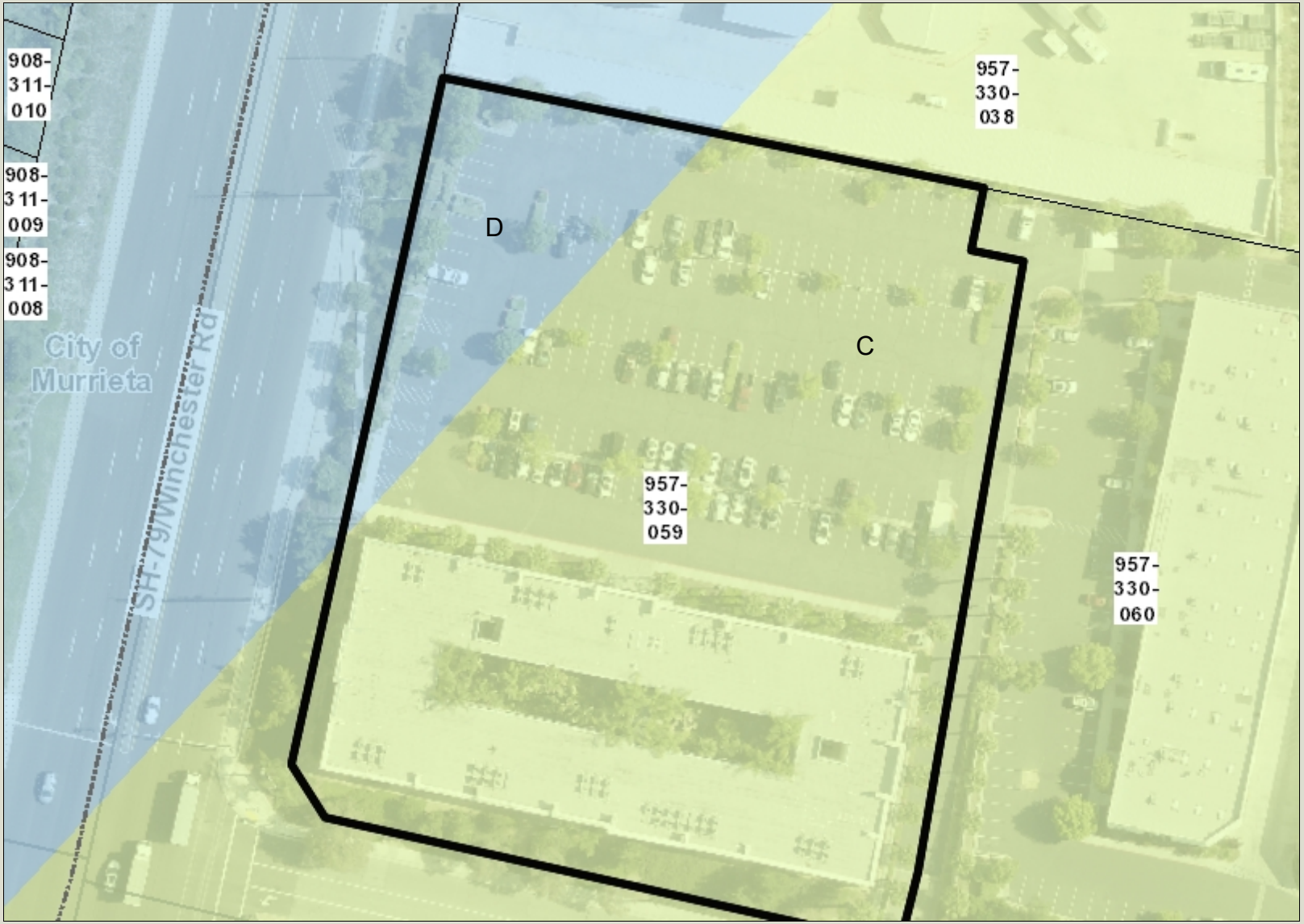
Notes

Map My County Map



Legend

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

0 96 192 Feet

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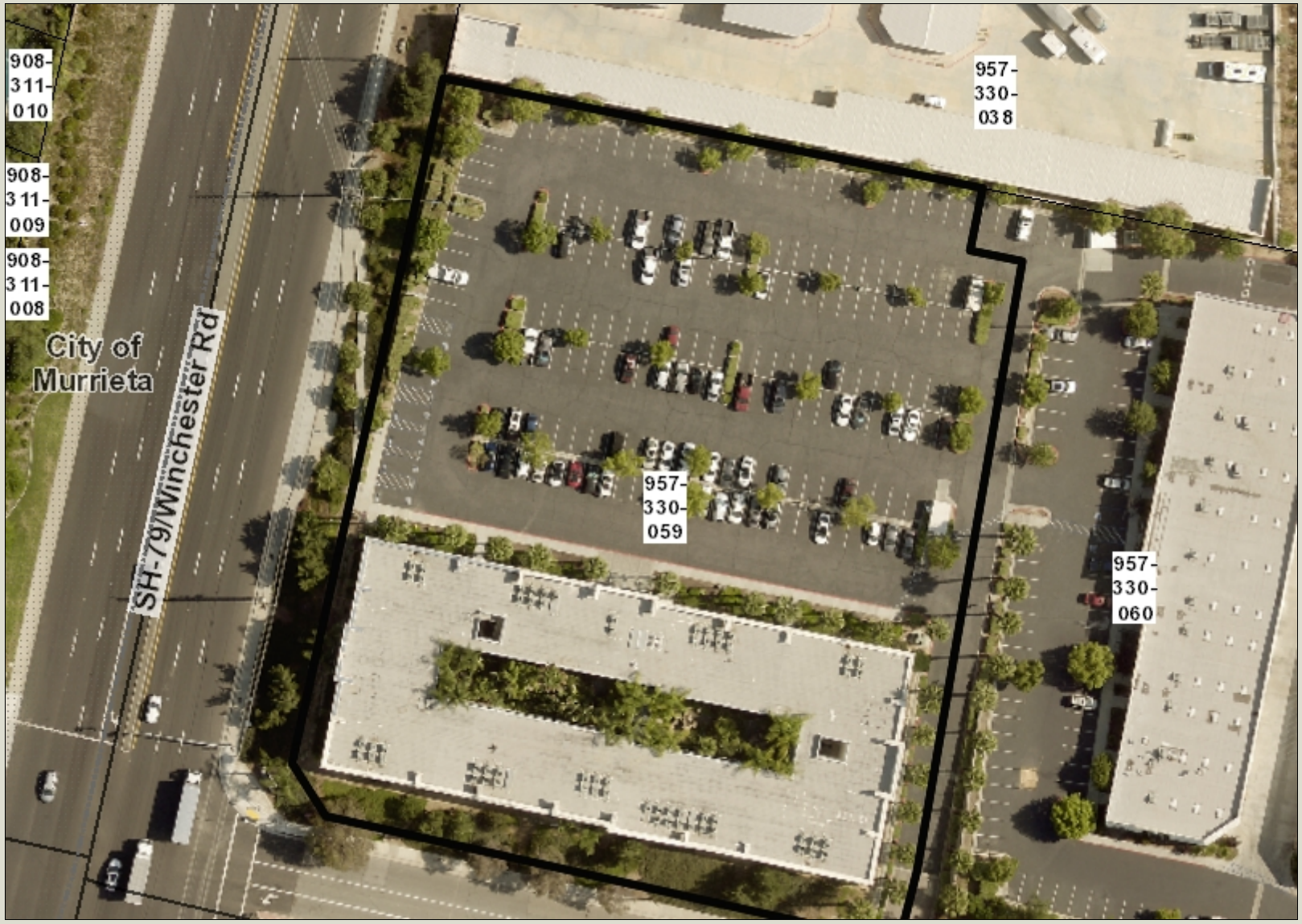
Notes

Map My County Map



Legend

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

0 96 192 Feet

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Notes

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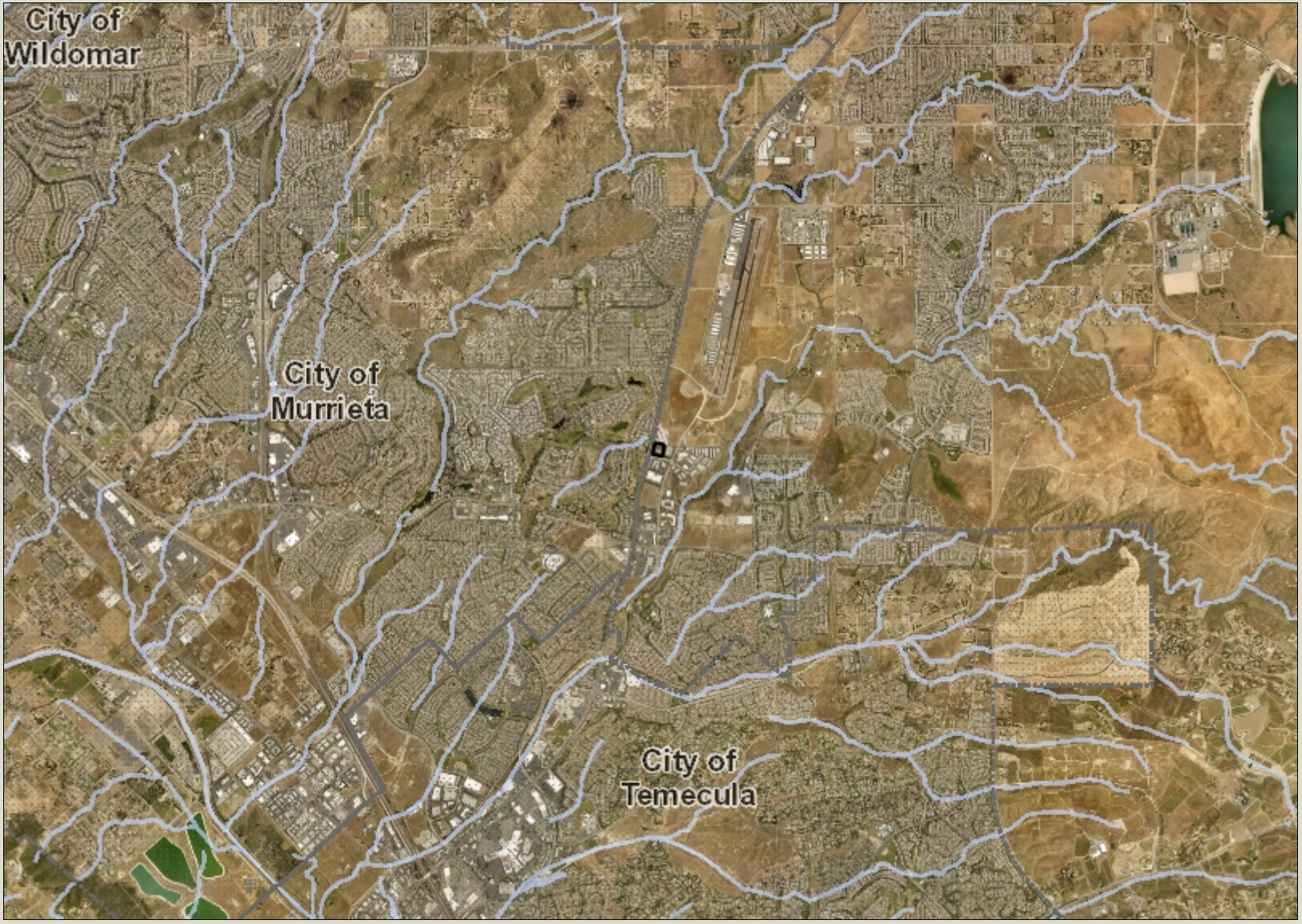

Legend

- Blueline Streams
- City Areas
- World Street Map

0 6, 12,314 Feet

157

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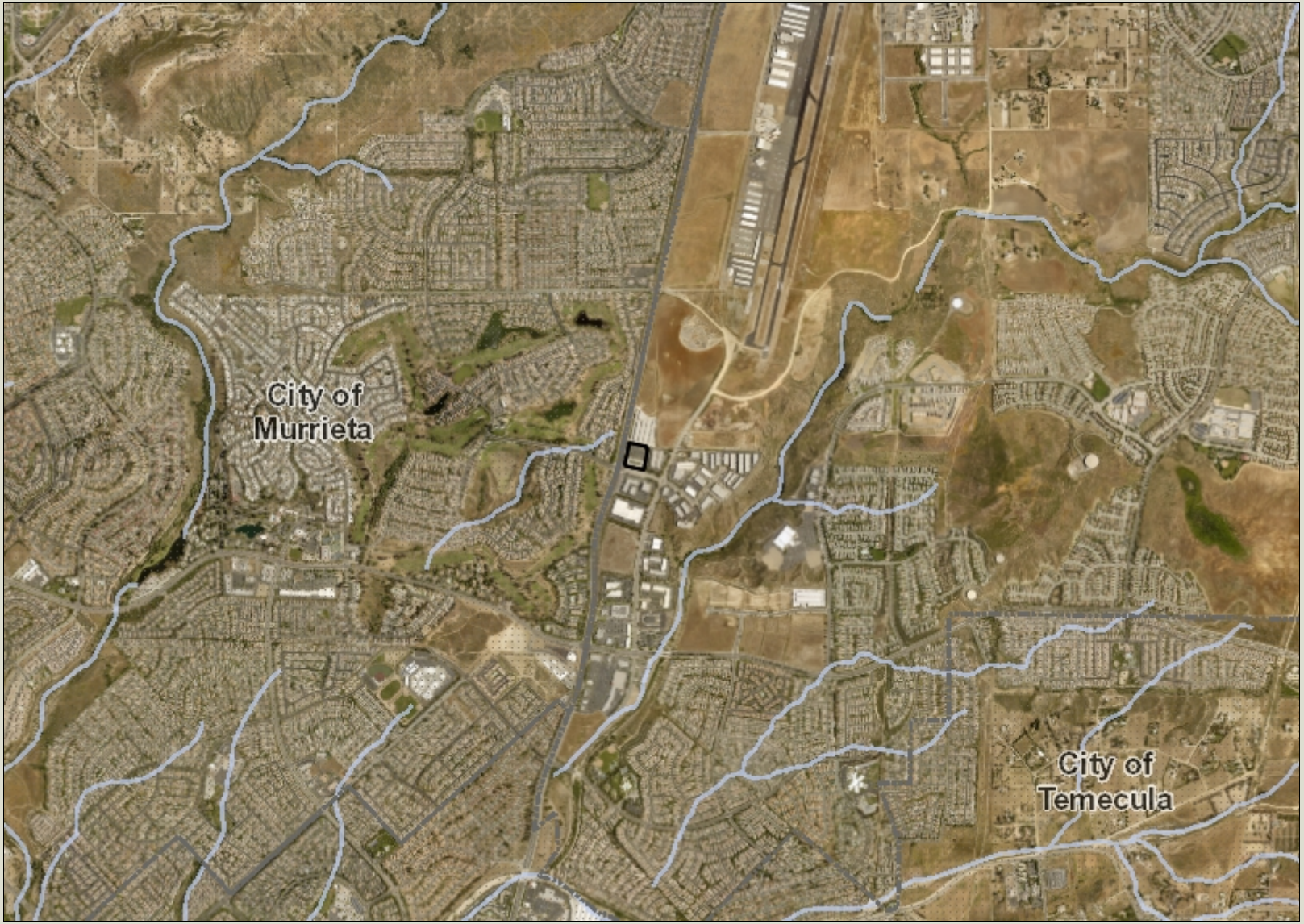
Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

0 3,079 6,157 Feet

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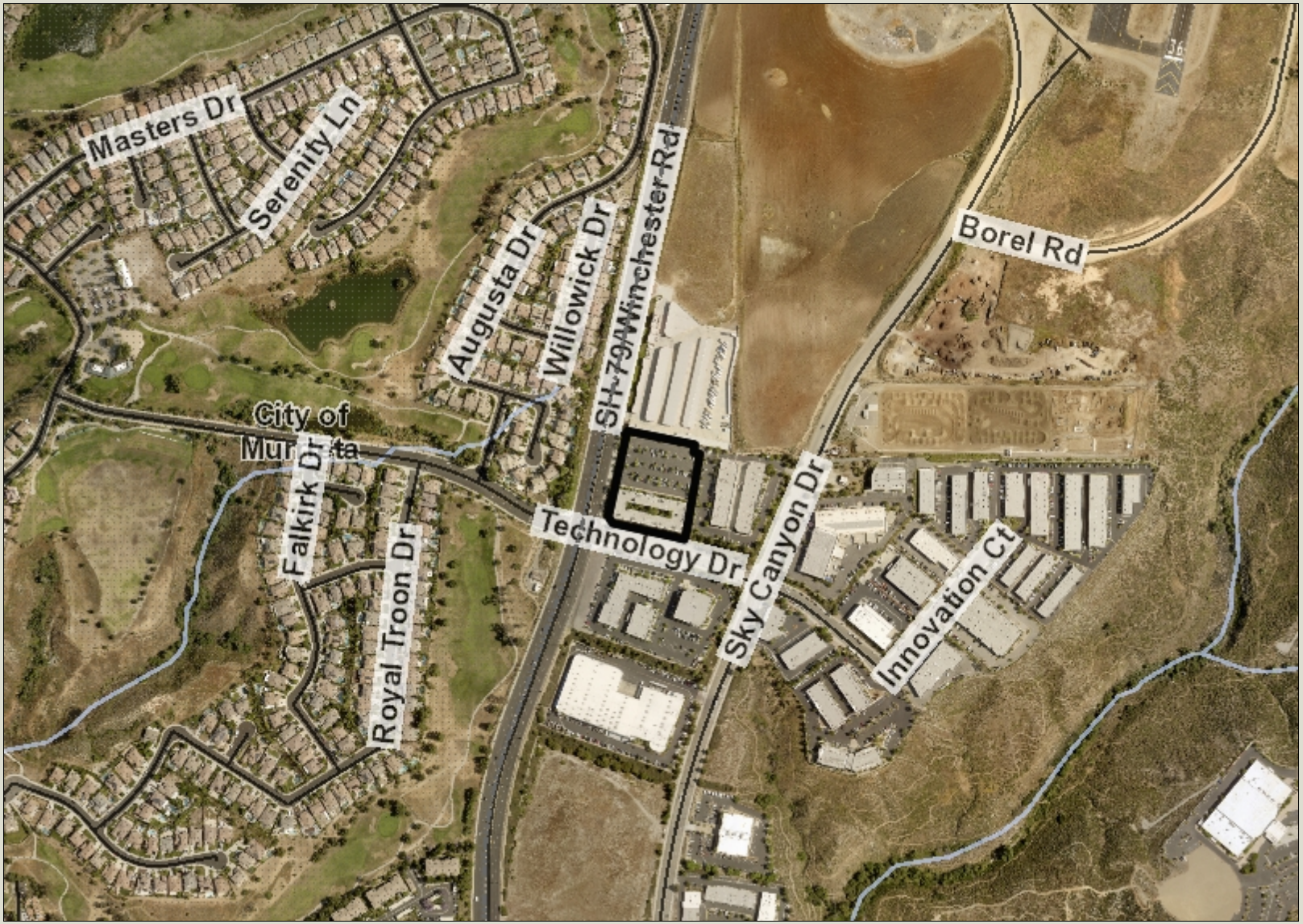
Notes

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

GLOBAL COMMERCE CENTER
102.96 KWDC CANOPY MOUNTED PV SYSTEM

TEAM

PROJECT OWNER
GLOBAL BUILDING, LLC
29970 TECHNOLOGY DRIVE
MURRIETA, CA 92563

CONTRACTOR
SUNRENU SOLAR, LLC
16674 N. 91ST ST.
SUITE 105
SCOTTSDALE, AZ 85260
CACL#
CONTACT: JOHN MCDONNELL
PH: (480) 945-5172

ELECTRICAL ENGINEER
KRAMER PV ASSOCIATES, INC
1163 MAIN STREET
SUITE B
MORRO BAY, CA 93442
PH: (805) 704-8107
GEOFFREY T. KRAMER, PE

DESCRIPTION

THIS PROJECT CONSISTS OF THE INSTALLATION AND COMMISSIONING OF A SOLAR PHOTOVOLTAIC SYSTEM.

THIS GRID TIED SYSTEM WILL INCLUDE INVERTERS, DISCONNECTS, SOLAR MODULES AT (192°) ORIENTATION AT (10°) PITCH, MOUNTED TO A NEW SOLAR CANOPY.

DC SYSTEM SIZE: (264) x (390W) = 102.96 KW
AC SYSTEM SIZE: (3) x (25000W) = 75.00 KW
DC:AC RATIO: 1.37

SYSTEM DESCRIPTION

MODULE: (264) CANADIAN SOLAR/CS3W-390PB-AG
INVERTER: (3) CPS/CPS SCA25KTL-DO/US-208

NEW SUPPLY SIDE INTERCONNECTION AT 120/280 V SWITCHGEAR.

UTILITY: SCE

DC VOLTAGE: 1000 VDC

SCOPE OF WORK

264	PV MODULES TO BE INSTALLED
3	25KW INVERTERS TO BE INSTALLED
2	TREES TO BE RELOCATED
0	PARKING SPACES TO BE REMOVED
0	PARKING SPACES TO BE ADDED
0	LIGHT POLES TO BE REMOVED
9	SOLAR CANOPY SUPPORTS TO BE INSTALLED (APPROXIMATE)

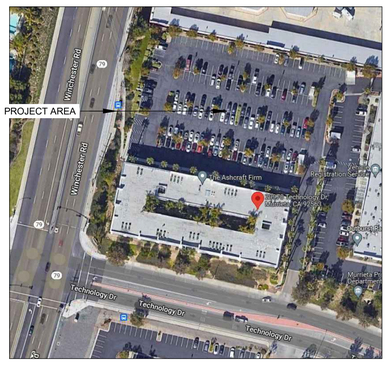
LOCATION

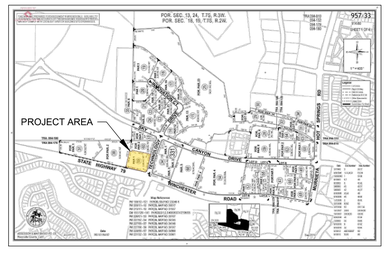
PROPERTY
GLOBAL COMMERCE CENTER
29970 TECHNOLOGY DRIVE
MURRIETA, CA 92563

APN: 957-330-059

PARCEL INFORMATION:

ZONING: CLASS B
LOT AREA: 55,363 SQFT, 2.86 ACRES
LEGAL DESCRIPTION: MULTI-TENANT OFFICE





CODES

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUCTED IF NOT CONFORMING TO THE LATEST EDITIONS OF THE FOLLOWING CODES:

OSHA – STATE VERSION OF OSHA

ANSI/EIA-222- LIFE SAFETY CODE NFPA-101

COUNTY ORDINANCES: CITY OF MURRIETA / RIVERSIDE CO.

2019 CA ELECTRICAL CODE	(2017 NEC)
2019 CA BUILDING CODE	(2018 IBC)
2019 CA RESIDENTIAL CODE	(2018 IRC)
2019 CA FIRE CODE	(2018 IFC)
2019 CA PLUMBING	(2018 UPC
2019 CA GREEN BUILDING STANDARDS CODE	
2019 CA ENERGY CODE	

UNDERGROUND UTILITIES

811

COLOR CODE

WHITE	-	PROPOSED EXCAVATION
PINK	-	TEMP SURVEY MARKINGS
RED	-	ELECTRIC
YELLOW	-	GAS-OIL-STEAM
ORANGE	-	COMMUNICATION CATV
BLUE	-	WATER
PURPLE	-	RECLAIMED WATER
GREEN	-	SEWER

EXISTING UNDERGROUND FACILITIES ARE SHOWN ON THESE PLANS FROM RECORD INFORMATION AND ARE FOR INFORMATION ONLY. OTHER UNDERGROUND FACILITIES NOT SHOWN ON THE PLANS MAY EXIST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL EXISTING UNDERGROUND FACILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY A ONE-CALL SERVICE CENTER, TOLL FREE AT 811, NO LESS THAN TWO DAYS PRIOR TO ANY EXCAVATION.

SHEET INDEX

ELECTRICAL ENGINEER

KRAMER PV ASSOCIATES, INC.

1163 MAIN STREET
SUITE B
MORRO BAY, CA 93442
PH (805) 704-8107

ENGINEER OF RECORD

REGISTERED PROFESSIONAL ENGINEER
GEOFFREY T. KRAMER
No. E21305
ELECTRICAL
STATE OF CALIFORNIA

ELECTRONICALLY SIGNED: 6/7/2022

OWNER

GLOBAL BUILDING, LLC
1947 CAMINO VIDA ROBLE,
SUITE 280
CARLSBAD, CA 92008

PROJECT

GLOBAL COMMERCE CENTER
102.96 KWDC PV SYSTEM
29970 TECHNOLOGY DRIVE
MURRIETA, CA 92563

REV	DATE	DESCRIPTION
-		
-		
-		
-		
-		
-	6/29/22	ISSUE FOR PERMIT
-	6/7/22	90% DESIGN V2 (JK)
-	5/10/22	90% DESIGN (JK)
-	4/14/22	PRELIM.

DATE	6/7/22
PROJECT NUMBER	22SR-GLOB299
CHECKED BY	GK

PERMIT

SHEET TITLE

COVER SHEET

SHEET NUMBER

G.1

TORQUE SPECS

APPLICATION	FT-LBS	IN-LBS
UNISTRUT - BOLT & NUT		
1/4"-20	6.0	72.0
5/16"-18	11.0	132.0
3/8"-16	19.0	228.0
1/2"-13	50.0	600.0
BUILDEX TEK SCREW		
1/4"-14 BUILDEX TEK SCREW	12.5	150.0
WEDGE ANCHOR - TRUBOLT - REDHEAD		
1/4" DIA	4.0	48.0
3/8" DIA	25.0	300.0
1/2" DIA	55.0	660.0
5/8" DIA	90.0	1080.0
3/4" DIA	110.0	1320.0
GRADE 5 BOLT		
1/2"-13 (PLAIN STEEL UNC THREAD)	75.0	900.0
1/2"-13 (GALV. STEEL UNC THREAD)	94.0	1128.0
1/2"-20 (PLAIN STEEL UNF THREAD)	85.0	1020.0
GRADE 8 BOLT		
1/2"-13 (UNC THREAD)	119.0	1428.0
1/2"-20 (UNF THREAD)	129.0	1548.0

ELECTRICAL AND MECHANICAL NOTE

ALL ELECTRICAL TERMINATION AND MECHANICAL FASTENERS TO BE TORQUED TO MANUFACTURER'S SPECIFICATIONS (UNO). ELECTRICAL TERMINATIONS AND MECHANICAL FASTENERS SHOULD BE CLEARLY PERMANENT TORQUE MARKED WITH PAINT PEN.

TEK SCREW NOTE

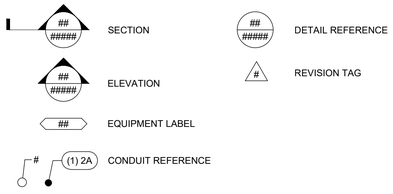
HEAD OF FASTENER SHOULD BE FULLY SEATED AGAINST THE WORK SURFACE AND MUST PENETRATE THE METAL STRUCTURE A MINIMUM OF 3 PITCHES OF THREAD. AVOID DISTORTION OF STRUCTURAL MEMBERS DUE TO OVER TIGHTENING (UNO).

ABBREVIATIONS

A/AMP	AMPERE
AC	ALTERNATING CURRENT
ACB	ARRAY COMBINER BOX
ACD	AC DISCONNECT
AHJ	AUTHORITY HAVING JURISDICTION
AIC	AMPERE INTERRUPTING CAPACITY
ANSI	AMERICAN NATIONAL STANDARDS INSTITUTE
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
AWG	AMERICAN WIRE GAUGE
CBT	CABLE TRAY
CT	CURRENT TRANSFORMER
DC	DIRECT CURRENT
DCD	DC DISCONNECT
DEG	DEGREE
DIA	DIAMETER
(E)	EXISTING
GEC	GROUNDING ELECTRODE CONDUCTOR
GEN	GENERATOR
GFCI	GROUND-FAULT CIRCUIT INTERRUPTER
G	GROUND
HCS	HEX CAP SCREW
HDPE	HIGH DENSITY POLYETHYLENE
HLS	HEX LAG SCREW
HRN	HARNESS, WIRE
HVAC	HEATING, VENTILATING, AND AIR CONDITIONING
INV	INVERTER
JBX	JUNCTION BOX
KW	KILOWATT
MAX	MAXIMUM
MIN	MINIMUM
MON	MONITORING EQUIPMENT
MPT	MAXIMUM POWER TRACKING
MTR	METER
NEC	NATIONAL ELECTRICAL CODE
NEG	NEGATIVE
NEMA	NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION
NFPA	NATIONAL FIRE PROTECTION ASSOCIATION
NTS	NOT TO SCALE
OC	ON CENTER
PBX	PULL BOX
PDB	POWER DISTRIBUTION BLOCK
PH	PHASE
PNL	PANEL
POI	POINT OF INTERCONNECTION
POL	POLARITY
POS	POSITIVE
PSI	POUNDS PER SQUARE INCH
PV	PHOTOVOLTAIC
PVT	PV TIE
RD	ROOF DRAIN
RFI	REQUEST FOR INFORMATION
RT	RAIN TIGHT
RV	ROOF VENT
SCB	STRING COMBINER BOX
SCH	SCHEDULE
SD	SATELLITE DISH
SFB	SPARE FUSE BOX
SL	SKYLIGHT
SLD	SINGLE LINE DIAGRAM
SS	STAINLESS STEEL
STR	STRING
SWG	SWITCHGEAR
TPS	TWISTED PAIR SHIELDED
TSW	TRANSFER SWITCH
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE
V	VOLT
VDC	VOLTAGE DIRECT CURRENT
VOC	OPEN CIRCUIT VOLTAGE
VT	VOLTAGE TAPS
W	WATT
XFM	TRANSFORMER

SYMBOLS

FOR ADDITIONAL SYMBOLS SEE INDIVIDUAL SHEETS



CONDUCTOR COLOR PHASING

AC SYSTEMS			
CONDUCTORS	**3PH 277/480Y VAC**	**3PH 120/208Y VAC & 1PH 120/240 VAC**	**3PH 4-W 120/240 DELTA[1]**
PHASE A / LINE 1	BROWN	BLACK	BLACK
PHASE B[1] / LINE 2	ORANGE	RED	RED[1]
PHASE C	YELLOW	BLUE	BLUE
GROUNDED CONDUCTOR	GRAY	WHITE	WHITE
EGC OR GEC	GREEN OR BARE	GREEN OR BARE	GREEN OR BARE

DC SYSTEMS			
CONDUCTORS	DC NEGATIVELY GROUNDED INVERTERS OR NEGATIVELY GROUNDED [1]HALF OF BI-POLAR INVERTERS	DC POSITIVELY GROUNDED INVERTERS OR POSITIVELY GROUNDED HALF OF BI-POLAR INVERTERS	DC UN-GROUNDED INVERTERS
UNGROUNDED CONDUCTOR	(+) FROM MODULE RED WIRE	(-) FROM MODULE BLACK WIRE	(+) FROM MODULE RED WIRE (-) FROM MODULE BLACK WIRE
GROUNDED CONDUCTOR	(-) FROM MODULE WHITE WIRE	(+) FROM MODULE GRAY WIRE	N/A
EGC OR GEC	GREEN OR BARE	GREEN OR BARE	GREEN OR BARE
MODULE STRING JUMPER	BLUE TAPE WITH POLARITY COLOR TAPE	BLUE TAPE WITH POLARITY COLOR TAPE	BLUE TAPE WITH POLARITY COLOR TAPE

NOTES:
1. ON GROUNDED 3PH 4-WIRE 240VAC DELTA SUPPLY, PHASE B IS TYPICALLY THE "STINGER LEG" (1PH 208V TO GROUND), HOWEVER YOU MUST IDENTIFY THE CORRECT PHASE AS IT COULD BE ANOTHER PHASE. TO IDENTIFY/MARK THIS STINGER LEG, PHASE TAPE THE CONDUCTOR WITH A 3" - 6" BAND OF ORANGE PHASE TAPE BETWEEN 1" - 6" OF THE TERMINATION.
2. ALL CONDUCTOR SIZES ARE REQUIRED TO HAVE COLORED INSULATION.

GENERAL NOTES

GENERAL:
1. SEE DIAGRAMS AND DETAILS FOR SITE SPECIFIC INFORMATION.
2. THIS PROPOSED PHOTOVOLTAIC SYSTEM IS INTENDED TO CONNECT TO THE EXISTING FACILITY ELECTRICAL SYSTEM. THIS CONNECTION SHALL BE IN COMPLIANCE WITH NEC ARTICLE 705.12 "POINT OF CONNECTION".
3. THIS PROPOSED PHOTOVOLTAIC SYSTEM IS INTENDED TO BE OPERATED IN PARALLEL WITH THE UTILITY SERVICE PROVIDER. ANTI-ISLANDING PROTECTION IS A REQUIREMENT OF UL 1741 AND IS INTENDED TO PREVENT THE OPERATION OF THE SYSTEM WHEN THE UTILITY GRID IS NOT OPERATIONAL.
4. ALL SOLAR MODULES SHALL BE LISTED TO UL 1703 AND ON THE APPROVED CALIFORNIA ENERGY COMMISSION WEBSITE.
5. ALL SOLAR INVERTERS SHALL BE LISTED TO UL 1741 AND ON THE APPROVED CALIFORNIA ENERGY COMMISSION WEBSITE.
6. ALL ELECTRICAL COMPONENTS AND MATERIALS SHALL BE LISTED FOR THEIR INTENDED USE AND INSTALLED PER MANUFACTURER SPECIFICATIONS.
7. ALL OUTDOOR EQUIPMENT SHALL MEET APPROPRIATE NEMA STANDARDS.
8. THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS ON THE DRAWINGS, INCLUDING EXISTING STRUCTURES, AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES AND/OR EXISTING CONDITIONS BEFORE STARTING THE WORK.
9. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL WORK AS INDICATED ON THE DRAWINGS AND SPECIFICATIONS.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND PROTECTING ANY EXISTING UTILITIES AND EQUIPMENT ENCOUNTERED IN THE WORK AREAS.
11. THE CONTRACTOR SHALL COORDINATE ALL OPERATIONS WITH EQUIPMENT AND INSTALLERS.
12. CONTRACTOR INITIATED CHANGES SHALL BE SUBMITTED IN WRITING TO THE ENGINEER IN THE FORM OF A "RFI", REQUEST FOR INFORMATION, PRIOR TO MAKING ANY CHANGES. APPROVED CHANGES SHALL REQUIRE A DRAWING REVISION TO MAINTAIN CONTROL OVER THE ENGINEER APPROVED DESIGN.
13. THE CONTRACTOR SHALL HAVE ALL SWITCHES AND BREAKERS IN THE "OFF" POSITION PRIOR TO RECEIVING PERMISSION TO OPERATE WITH THE EXCEPTION OF WHEN CONDUCTING APPROVED AND CODE COMPLIANT TESTING AND COMMISSIONING.
14. PERMISSION TO OPERATE THE SYSTEM IS NOT AUTHORIZED UNTIL FINAL INSPECTIONS AND APPROVALS ARE OBTAINED.
15. ALL MECHANICAL HARDWARE SHALL BE CORROSION RESISTANT APPROPRIATE FOR SITE CONDITIONS.
16. ALL CONNECTIONS SHALL BE TORQUED PER MANUFACTURE SPECIFICATIONS. PROVIDE PERMANENT TORQUE MARKS ON HARDWARE WITH PAINT PEN FOR INSPECTION.
17. A SET OF RECORD DRAWINGS SHALL BE PROVIDED AT THE COMPLETION OF THE PROJECT TO THE ENGINEER.

SIGNAGE:
1. REQUIRED SAFETY SIGNAGE AND LABELS SHALL BE PERMANENTLY ATTACHED. LABELS SHALL COMPLY WITH NEC ARTICLE 690 AND OTHER APPLICABLE STATE, LOCAL, AND UTILITY CODES.
2. ALL ENCLOSURES AND EQUIPMENT SHALL BE LABELED PER STANDARD LABELING REQUIREMENTS.
3. PHOTOVOLTAIC MODULES SHALL BE MARKED TO IDENTIFY LEAD POLARITY, DEVICE RATINGS, AND SPECIFICATIONS FOR VOLTAGE, CURRENT, AND POWER.
4. CONDUIT AND STRUT THAT CROSS A WALKWAY SHALL BE MARKED WITH A YELLOW AND BLACK REFLECTIVE CAUTION STICKER.

ELECTRICAL NOTES

WIRING:
1. ALL WIRING METHODS AND INSTALLATION PRACTICES SHALL CONFORM TO THE NATIONAL ELECTRICAL CODE (NEC).
2. PV SOLAR PANEL WIRING SHALL BE USE-2, RHW-2, OR PV WIRE THAT IS UV RESISTANT. ALL WIRING SHALL BE KEPT UNEXPOSED TO DIRECT SUNLIGHT. MODULE LEADS SHALL BE SECURED WITH UV RESISTANT MEANS.
3. FLEXIBLE METAL CONDUIT IS GENERALLY SUITABLE FOR INSTALLATION IN DRY LOCATIONS. SHOULD IT BE UTILIZED, SUPPORTS WILL BE NO MORE THAN 12 INCHES FROM BOXES (ARRAY COMBINER BOX, CABINETS OR CONDUIT FITTING) AND NO MORE THAN 54 INCHES APART (NEC ARTICLE 348). ALUMINUM FLEXIBLE CONDUIT IS NOT ACCEPTABLE.
4. LIQUID TIGHT FLEXIBLE METAL CONDUIT IS GENERALLY SUITABLE FOR INSTALLATION IN WET AND DRY LOCATIONS. SHOULD IT BE UTILIZED, SUPPORTS WILL BE NO MORE 12 INCHES FROM BOXES (ARRAY COMBINER BOX, CABINETS, OR CONDUIT FITTING) AND NO MORE THAN 54 INCHES APART (NEC ARTICLE 350).
5. LIQUID TIGHT FLEXIBLE NON-METALLIC CONDUIT MUST BE SUITABLE FOR APPLICATION AND MAY BE INSTALLED IN WET AND DRY LOCATIONS, SHOULD IT BE UTILIZED, SUPPORTS WILL BE NO MORE THAN 12 INCHES FROM BOXES (ARRAY COMBINER BOX, CABINETS, OR CONDUIT FITTING) AND NO MORE THAN 36 INCHES APART (NEC ARTICLE 356).
6. FUSES AND WIRES SUBJECT TO TRANSFORMER INRUSH CURRENT SHALL BE SIZED ACCORDING TO MANUFACTURER.
7. THE PHOTOVOLTAIC SOURCE CIRCUITS AND PHOTOVOLTAIC OUTPUT CIRCUITS OF THIS PROPOSED SOLAR SYSTEM SHALL NOT BE CONTAINED IN THE SAME RACEWAY CABLE TRAY, CABLE, OUTLET BOX, JUNCTION BOX, OR SIMILAR FITTING AS FEEDERS OR BRANCH CIRCUITS OF OTHER SYSTEMS UNLESS THE CONDUCTORS OF THE DIFFERENT SYSTEMS ARE SEPARATED BY A PARTITION.
8. SPLICES/CONNECTORS SHALL BE INSULATED WITH APPROVED MEANS. UL LISTED ELECTRICAL TAPE ALONE IS NOT SUITABLE AS THE ONLY INSULATION MEANS. FOLLOW MANUFACTURERS INSTRUCTIONS FOR APPLICATION OF INSULATING PRODUCT.
9. VOLTAGE DROP TO BE LIMITED TO 2.0% AC AND 3.5% TOTAL.

GROUNDING:
1. EQUIPMENT GROUNDING CONDUCTORS AND SYSTEM GROUNDING CONDUCTORS WILL HAVE AS SHORT A DISTANCE TO GROUND AS POSSIBLE AND A MINIMUM NUMBER OF TURNS.
2. NON-CURRENT CARRYING METAL PARTS SHALL BE CHECKED FOR PROPER GROUNDING; NOTING THAT TERMINAL LUGS BOLTED ON AN ENCLOSURE'S FINISHED SURFACE MAY BE INSULATED BECAUSE OF PAINT/FINISH. AS NEEDED, REMOVE PAINT/FINISH TO ENSURE PROPER GROUNDING.
3. MODULES SHALL BE BONDED TO THE FACILITY GROUNDING ELECTRODE THROUGH THE COMBINED USE OF DIRECT BURY, AL/CU RATED LAY-IN TYPE LUGS ATTACHED TO THE MODULE FRAMES, EQUIPMENT GROUNDING CONDUCTORS COMPLIANT WITH NEC SECTION 250.122 AND THE BUILDING STEEL COMPLIANT WITH NEC SECTION 250.136.
4. THE CONNECTION TO THE MODULE OR PANEL OF THIS PROPOSED SOLAR ELECTRIC SYSTEM SHALL BE SO ARRANGED THAT REMOVAL OF A MODULE OR A PANEL FROM THE PHOTOVOLTAIC SOURCE CIRCUIT DOES NOT INTERRUPT A GROUNDED PATH TO ANOTHER PHOTOVOLTAIC SOURCE CIRCUIT.
5. GROUNDING SYSTEM COMPONENTS SHALL BE LISTED FOR THEIR PURPOSE, INCLUDING BUT NOT LIMITED TO GROUND RODS, GROUNDING LUGS, GROUNDING CLAMPS, ETC. GROUNDING DEVICES EXPOSED TO THE ELEMENTS SHALL BE RATED FOR DIRECT BURIAL.

DISCONNECTING MEANS:
1. MEANS SHALL BE PROVIDED TO DISCONNECT ALL CURRENT CARRYING CONDUCTORS OF THE PHOTOVOLTAIC POWER SOURCE FROM ALL OTHER CONDUCTORS IN THE BUILDING.
2. THE GROUNDED CONDUCTOR MAY HAVE A BOLTED OR TERMINAL DISCONNECTING MEANS TO ALLOW MAINTENANCE OR TROUBLESHOOTING BY QUALIFIED PERSONNEL.
3. THE DISCONNECTING MEANS SHALL NOT BE REQUIRED TO BE SUITABLE AS SERVICE EQUIPMENT AND SHALL BE RATED IN ACCORDANCE WITH NEC SECTION 690.17.
4. EQUIPMENT SUCH AS PHOTOVOLTAIC SOURCE CIRCUITS, OVER CURRENT DEVICES, AND BLOCKING DIODES SHALL BE PERMITTED ON THE PHOTOVOLTAIC SIDE OF THE PHOTOVOLTAIC DISCONNECTING MEANS.
5. MEANS SHALL BE PROVIDED TO DISCONNECT EQUIPMENT SUCH AS INVERTERS FROM ALL UNGROUNDED CONDUCTORS OF ALL SOURCES. IF THE EQUIPMENT IS ENERGIZED FROM MORE THAN ONE SOURCE, THE DISCONNECTING MEANS SHALL BE GROUPED AND/OR IDENTIFIED.
6. DEAD FRONT MECHANICAL MEANS SHALL BE PROVIDED TO DISCONNECT A FUSE FROM ALL SOURCES OF SUPPLY IF THE FUSE IS ENERGIZED FROM BOTH DIRECTIONS AND IS ACCESSIBLE TO OTHER THAN QUALIFIED PERSONS. SUCH A FUSE IN A PHOTOVOLTAIC SOURCE CIRCUIT SHALL BE CAPABLE OF BEING DISCONNECTED INDEPENDENTLY OF FUSES IN OTHER PHOTOVOLTAIC SOURCE CIRCUITS.

ELECTRICAL ENGINEER

KRAMER PV ASSOCIATES, INC.

1163 MAIN STREET
SUITE B
MORRO BAY, CA 93442
PH (805) 704-8107

ENGINEER OF RECORD

REGISTERED PROFESSIONAL ENGINEER
GEOFFREY T. KRAMER
No. E21305
ELECTRICAL
STATE OF CALIFORNIA

ELECTRONICALLY SIGNED: 6/7/2022

OWNER

GLOBAL BUILDING, LLC
1947 CAMINO VIDA ROBLE,
SUITE 280
CARLSBAD, CA 92008

PROJECT

GLOBAL COMMERCE CENTER
102.96 KWDC PV SYSTEM
29970 TECHNOLOGY DRIVE
MURRIETA, CA 92563

REV	DATE	DESCRIPTION
-		
-		
-		
-		
-		
-	6/29/22	ISSUE FOR PERMIT
-	6/7/22	90% DESIGN V2 (JK)
-	5/10/22	90% DESIGN (JK)
-	4/14/22	PRELIM.

DATE	6/7/22
PROJECT NUMBER	22SR-GLOB299
CHECKED BY	GK

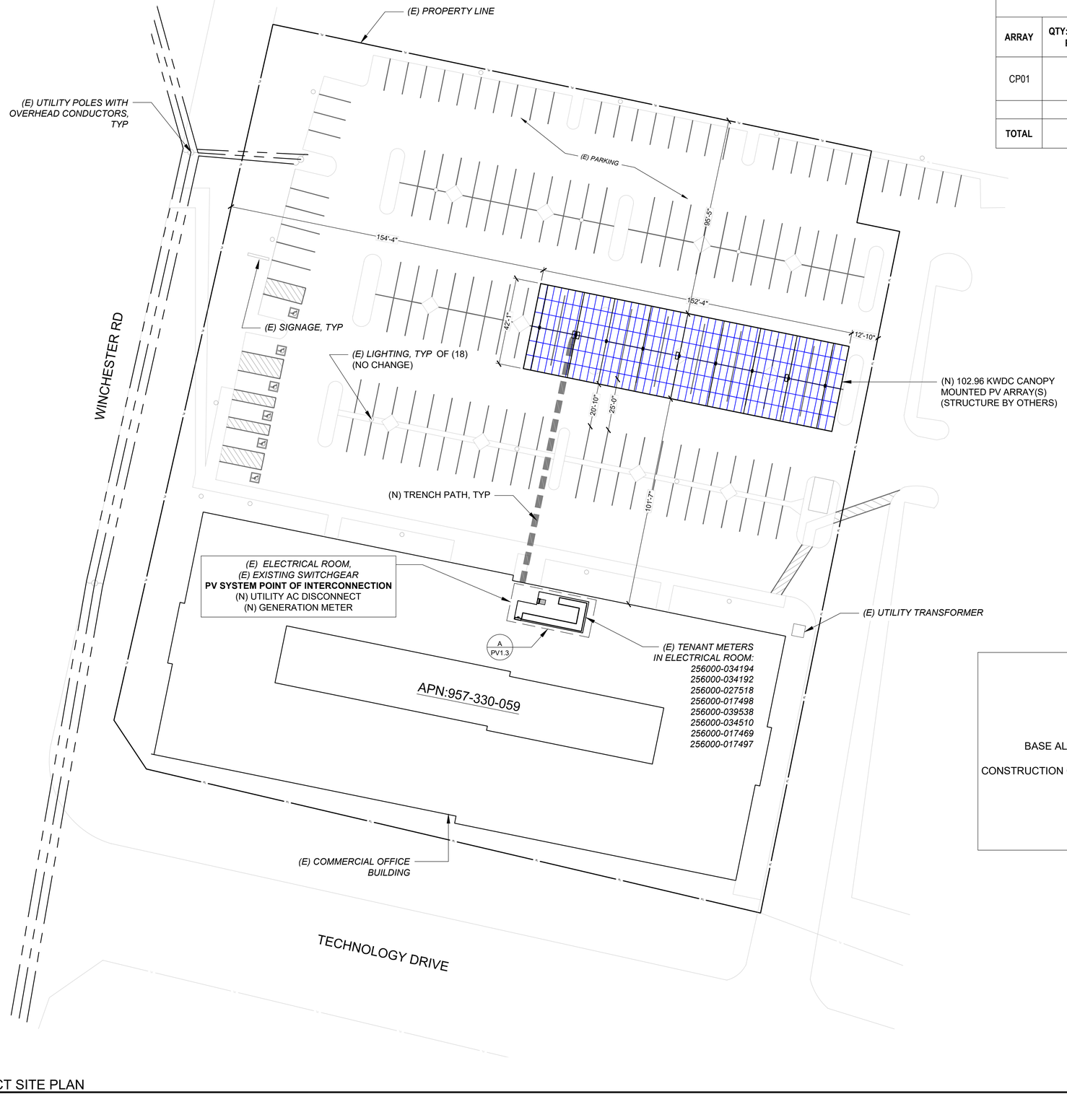
PERMIT

SHEET TITLE

GENERAL NOTES

SHEET NUMBER

G.2



PROJECT SITE PLAN

1"=25'

MODULE TOTALS					
ARRAY	QTY:CS3W-390 PB-AG	TILT / AZIMUTH	KWDC	RACKING TYPE	RACKING SHEETS
CP01	264	10°/192°	102.96	CANOPY STRUCTURE (USING POWERS "SUPER PURLIN")	S1.0-S3.0
TOTAL	**264**		**102.96 KWDC**		

LINE TYPE LEGEND

- PARCEL BOUNDRY
- PROPOSED NEW 24" TRENCH PATH
- EXISTING PARKING LINES
- EXISTING CONCRETE

AREA ANALYSIS:
TYPE OF CONSTRUCTION: TYPE II-B
OCCUPANCY CLASS: U
HEIGHT: 1 STORY
SPRINKLERS: NO

BASE ALLOWABLE: 8500 SF (TABLE 506.2), 2 STORIES (TABLE 504.3)
FIRE RESISTANCE REQUIRMENT: 0 (TABLE 601)
CONSTRUCTION CLASSIFICATION: 10' (MIN) SEPARATION, 0 RATING OK (TABLE 602)

AREA TABULATION:
ARRAY: (42'1") * (152'4") = 6,411 SQFT
6411<8500, THEREFORE OK

NOTE:
THE PROPERTY LINES AND EXISTING ITEMS SHOWN HEREON ARE APPROXIMATE ONLY.

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PERMIT

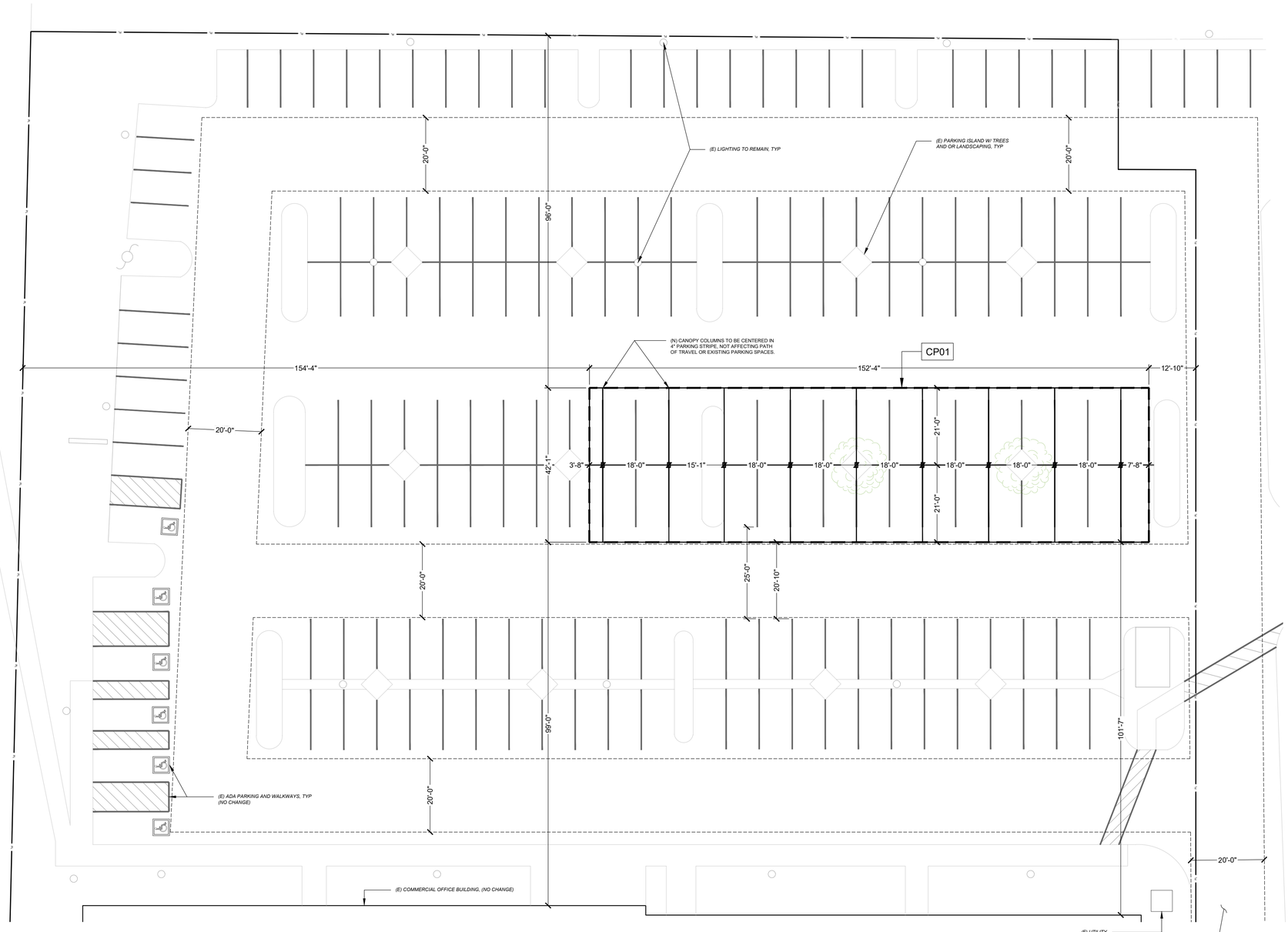
SHEET TITLE

PROJECT SITE PLAN

SHEET NUMBER

G.3

MODULE TOTALS					
ARRAY	QTY:CS3W-390 PB-AG	TILT / AZIMUTH	KWDC	RACKING TYPE	RACKING SHEETS
CP01	264	10°/192°	102.96	CANOPY STRUCTURE (USING POWERS "SUPER PURLIN")	S1.0-S3.0
TOTAL	**264**		**102.96 KWDC**		



LINE TYPE LEGEND

- PARCEL BOUNDRY
- PROPOSED NEW 24" TRENCH PATH
- ARRAY OUTLINE

SCOPE OF WORK		
TREES TO BE RELOCATED	2	
LIGHT POLES TO BE REMOVED	0	
SOLAR CAONPY SUPPORTS TO BE INSTALLED (APPROX.)	9	

NOTE: ANY SURVEY MONUMENTS WITHIN THE AREA OF CONSTRUCTION SHALL BE PRESERVED OR RESET BY A PERSON LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF CALIFORNIA.

NOTE: REPAIR ALL DAMAGED AND/OR OFF-GRADE CONCRETE STREET IMPROVEMENTS AS DETERMINED BY THE CONSTRUCTION MANAGEMENT ENGINEER PRIOR TO OCCUPANCY.

NOTE: TWO WORKING DAYS BEFORE COMMENCING EXCAVATION OPERATIONS WITHIN THE STREET RIGHT-OF-WAY AND/OR UTILITY EASEMENTS, ALL EXISTING UNDERGROUND FACILITIES SHALL HAVE BEEN LOCATED BY UNDERGROUND SERVICES ALERT (USA). CALL 1-800-642-2444

NOTE: STEEL COLUMN LOCATIONS AND PANEL SPACING ARE APPROXIMATE, SEE STRUCTURAL FOR FINAL DETAILS AND MEASUREMENTS. SEE PREVIOUS PAGE (G.3) FOR AREA ANALYSIS.

NOTE:
THE PROPERTY LINES AND EXISTING ITEMS SHOWN HEREON ARE APPROXIMATE ONLY.

PROJECT SITE DETAILS

1"=15'

ELECTRICAL ENGINEER

KRAMER PV ASSOCIATES, INC.

1163 MAIN STREET
SUITE B
MORRO BAY, CA 93442
PH (805) 704-8107

ENGINEER OF RECORD

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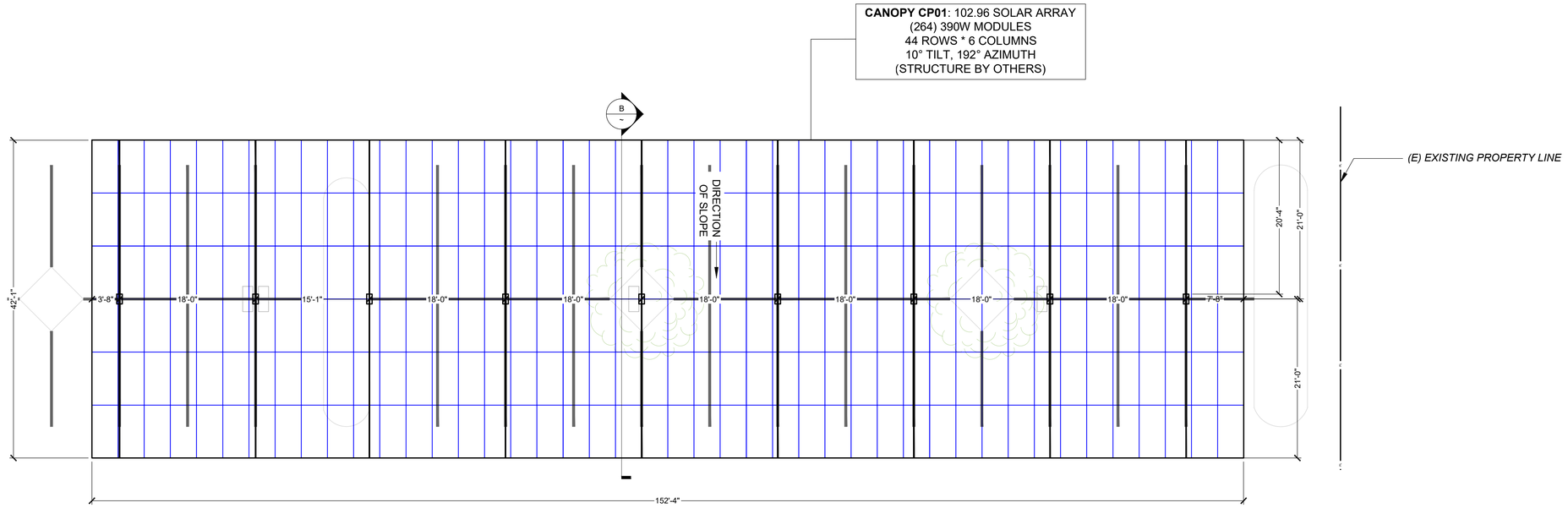
PERMIT

SHEET TITLE

PROJECT SITE DETAILS

SHEET NUMBER

G.4

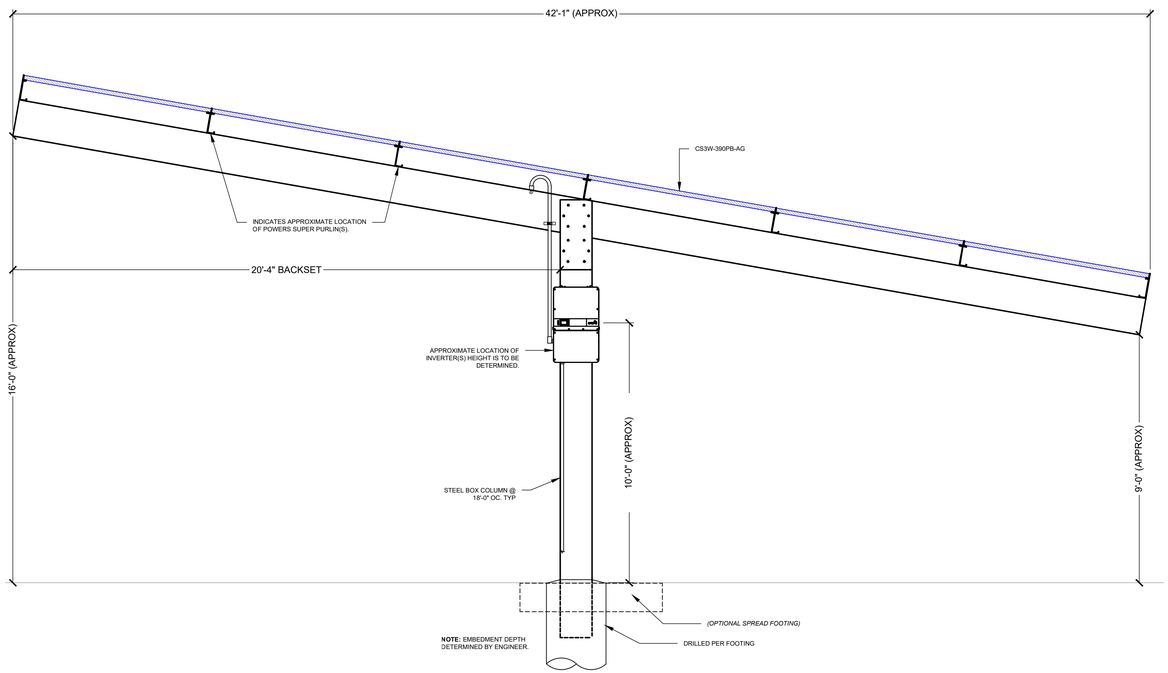


NOTE: STEEL COLUMN LOCATIONS AND PANEL SPACING ARE APPROXIMATE, SEE STRUCTURAL FOR DETAILS. SEE PREVIOUS PAGE (G.3) FOR AREA ANALYSIS.

N

A ARRAY PLAN

1/8" = 1'-0"



B CANOPY ELEVATION

NTS

MODULE TOTALS					
ARRAY	QTY:CS3W-390 PB-AG	TILT / AZIMUTH	KWDC	RACKING TYPE	RACKING SHEETS
CP01	264	10°/192°	102.96	CANOPY STRUCTURE (USING POWERS "SUPER PURLIN")	S1.0-S3.0
TOTAL	264		102.96 KWDC		

PER CFC 503.2.1: "Fire apparatus access roads shall have an unobstructed width of not less than 20 feet exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches."

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SHEET TITLE

ARRAY PLAN

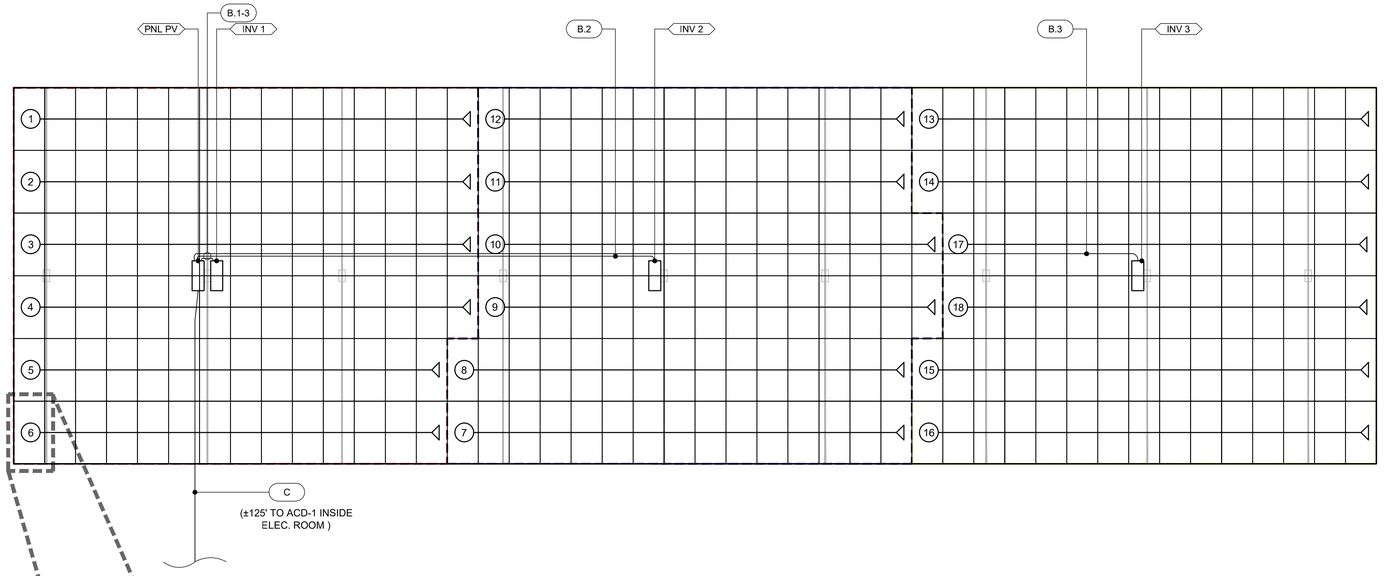
SHEET NUMBER

PV1.1

ELECTRICAL SYMBOLS LEGEND

##	EQUIPMENT LABEL
(1) 2A	CONDUIT REFERENCE

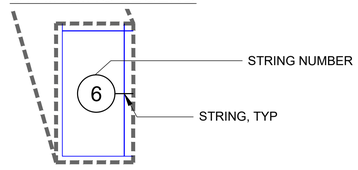
REFER TO SINGE LINE DIAGRAM ON PAGE PV2.1 FOR FULL DETAILS



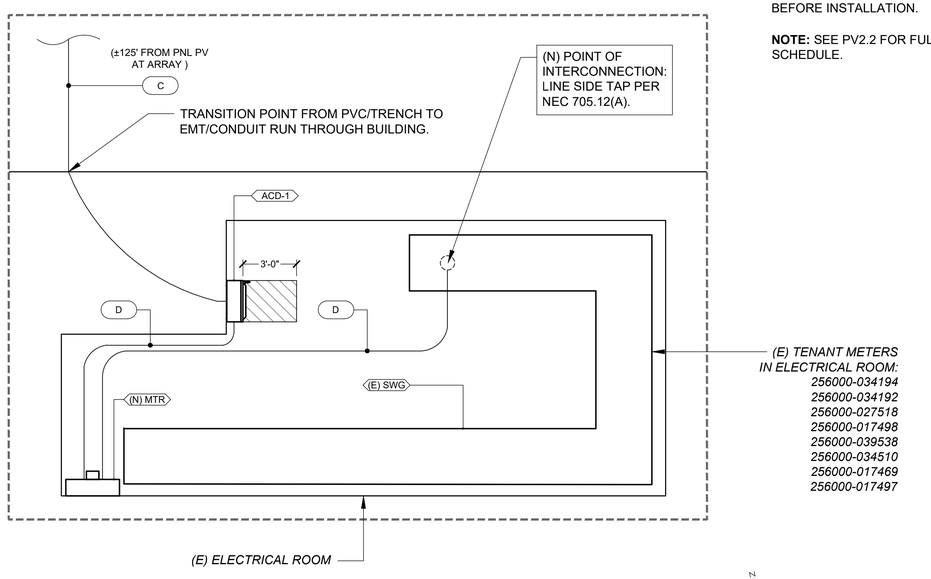
ELECTRICAL PLAN

1/8" = 1'-0"

STRINGING LEGEND



STRINGING SUMMARY					
STRING #	INVERTER	COLOR	# OF MODULES	MPPT	TOTAL MODS PER INV
1	1 (25KW)	RED	15	1	88
2	1 (25KW)	RED	15	1	
3	1 (25KW)	RED	15	2	
4	1 (25KW)	RED	15	2	
5	1 (25KW)	RED	14	3	
6	1 (25KW)	RED	14	3	
7	2 (25KW)	BLUE	15	1	88
8	2 (25KW)	BLUE	15	1	
9	2 (25KW)	BLUE	15	2	
10	2 (25KW)	BLUE	15	2	
11	2 (25KW)	BLUE	14	3	
12	2 (25KW)	BLUE	14	3	
13	3 (25KW)	YLLW	15	1	88
14	3 (25KW)	YLLW	15	1	
15	3 (25KW)	YLLW	15	2	
16	3 (25KW)	YLLW	15	2	
17	3 (25KW)	YLLW	14	3	
18	3 (25KW)	YLLW	14	3	
TOTAL			264		



ELECTRICAL ROOM, PV POINT OF INTERCONNECTION DETAIL

1/4" = 1'-0"

NOTE: CONTRACTOR TO VERIFY FITMENT OF NEW EQUIPMENT WITH ALLOWANCES FOR 36" MINIMUM CLEAR WORKING SPACE AND COMPLYING WITH ALL NEC REQUIREMENTS BEFORE INSTALLATION.

NOTE: SEE PV2.2 FOR FULL WIRE AND CONDUIT SCHEDULE.

ELECTRICAL ENGINEER

KRAMER PV ASSOCIATES, INC.

1163 MAIN STREET
SUITE B
MORRO BAY, CA 93442
PH (805) 704-8107

ENGINEER OF RECORD

REGISTERED PROFESSIONAL ENGINEER
GEOFFREY T. KRAMER
No. E21305
ELECTRICAL
STATE OF CALIFORNIA

ELECTRONICALLY SIGNED: 6/7/2022

OWNER

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1947 CAMINO VIDA ROBLE,
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102.96 KWDC PV SYSTEM
29970 TECHNOLOGY DRIVE
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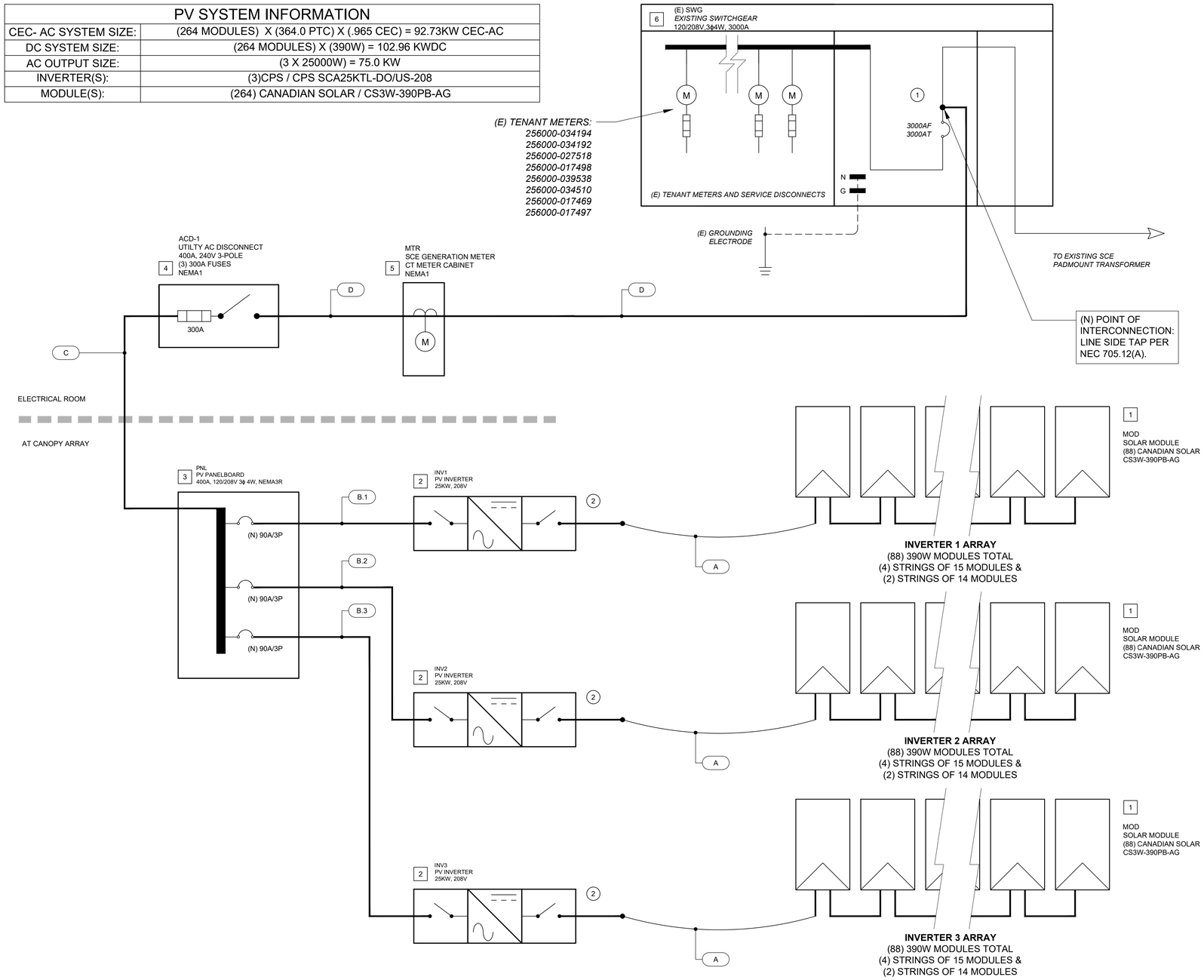
SHEET TITLE

ELECTRICAL PLAN & PV POINT OF INTERCONNECTION

SHEET NUMBER

PV1.2

PV SYSTEM INFORMATION	
CEC- AC SYSTEM SIZE:	(264 MODULES) X (364.0 PTC) X (.965 CEC) = 92.73KW CEC-AC
DC SYSTEM SIZE:	(264 MODULES) X (390W) = 102.96 KWDC
AC OUTPUT SIZE:	(3 X 25000W) = 75.0 KW
INVERTER(S):	(3)CPS / CPS SCA25KTL-DO/US-208
MODULE(S):	(264) CANADIAN SOLAR / CS3W-390PB-AG



GENERAL NOTES

1. PV SYSTEM CONSISTS OF:
   MODULE: (264) CANADIAN SOLAR CS3W-390PB-AG
   INVERTER: (3) CPS CPS SCA25KTL-DO/US-208
   DC SYSTEM SIZE: (264) X (390W) = 102.96 KW-DC
   AC SYSTEM SIZE: (3) X (75,000) = 75.0 KW AC
   DC:AC RATIO: 1.37
2. ALL WORK SHALL COMPLY WITH THE 2019 NEC AND APPLICABLE CITY AND COUNTY CODES.
3. ALL EQUIPMENT SHALL BE LISTED BY UNDERWRITERS LABORATORY (UL) OR OTHER NATIONALLY RECOGNIZED TESTING LABORATORY.
4. PV CONDUITS AND EQUIPMENT SHALL BE MARKED AS REQUIRED BY THE CAL FIRE SOLAR PHOTOVOLTAIC INSTALLATION GUIDELINES.
5. ANY LIQUID TIGHT FLEXIBLE CONDUIT SHALL BE SUNLIGHT RESISTANT.

EQUIPMENT

#	TAG	DESCRIPTION
	1	MOD SOLAR MODULE, 390W 1500V (264) CANADIAN SOLAR CS3W-390PB-AG
	2	INV 1-3 PV INVERTER CPS (CHINT POWER SYSTEMS) CPS SCA25KTL-DO/US-208, 25.0KW
	3	PNL PV PV PANELBOARD SQUARE D OR EQUAL 400A, 120/208V, 3ϕ4W, NEMA3R, MLO
	4	ACD-1 AC DISCONNECT SQUARE D D325NR 400A, 240V, 3-POLE, (3) 300A FUSES
	5	MTR SCE GENERATION METER B-LINE METER SOCKET/ ENCLOSURE COMBO: 122015 CT MOUNTING BASE: B-LINE 6067 HAL (400A, 15 JAW) NEMA1, 3ϕ4W , 50K AIC
	6	(E) SWG EXISTING MULTI-METER SWITCHGEAR 3000A, 120/208V, 3ϕ4W NEMA1

KEYED NOTES

#	TAG	DESCRIPTION
	1	METHOD OF INTERCONNECTION SHALL BE A NEW LINE SIDE TAP AT EXISTING 120/208V 3000A SWITCHGEAR PER NEC 705.12(A).
	2	TRANSITION FROM FREE AIR TO EMT WITH STRAIN RELIEF, SEE DETAIL A3/PV3.0

MAX STRING VOLTAGE

MODULE: CANADIAN SOLAR CS3W-390PB-AG
Voc: 46.8V, Tcoeff: -.29%/C, Tmin: -2C, MAX STRING: 16
ΔV=((-2)-25)(-.0029)(46.8)=3.66V
Voc'=Voc+ΔV=46.8+3.66=50.46V

(50.46)*16=807.4V STRING Voc AT LOW TEMPERATURE

DC WIRE & CONDUIT SCHEDULE

ID	CIRCUIT DESCRIPTION	ORIGIN	DESTINATION	CONDUIT QTY	CONDUIT TYPE	CONDUIT SIZE	WIRE LENGTH (FT)	QTY CONDUCTOR PER CONDUIT	CONDUCTOR SIZE	CONDUCTOR MATERIAL	CONDUCTOR INSULATION	QTY EQUIP GROUND	EQUIP GROUND SIZE	EQUIP GROUND MATERIAL	EQUIP GROUND INSULATION	CONDUIT FILL
A	ARRAY WIRING	MOD	INV1-3	18	FREE AIR	N/A	35	2	#10	Cu	PV WIRE	1	#10	Cu	BARE	0.00%

AC WIRE & CONDUIT SCHEDULE

ID	CIRCUIT DESCRIPTION	ORIGIN	DESTINATION	CONDUIT QTY	CONDUIT TYPE	CONDUIT SIZE	WIRE LENGTH (FT)	QTY CONDUCTOR PER CONDUIT	CONDUCTOR SIZE	CONDUCTOR MATERIAL	CONDUCTOR INSULATION	@ EQUIP GROUND (1=EGC ONLY)	GROUND SIZE	EQUIP GROUND MATERIAL	EQUIP GROUND INSULATION	CONDUIT FILL
B.1	INVERTER 1 AC OUTPUT	INV 1	PNL PV	1	EMT	1-1/4"	5	3	#1	Al	THWN-2	1	#6	Al	THWN-2	34.71%
B.2	INVERTER 2 AC OUPUT	INV 2	PNL PV	1	EMT	1-1/4"	50	3	#1	Al	THWN-2	1	#6	Al	THWN-2	34.71%
B.3	INVERTER 3 AC OUTPUT	INV E	PNL PV	1	EMT	1-1/4"	110	3	#1	Al	THWN-2	1	#6	Al	THWN-2	34.71%
C	PV PNL TO ACD	PNL PV	ACD	1	PVC80	3"	125	3	300 MCM	Cu	THWN-2	1	#4	Cu	THWN-2	22.74%
D	ACD TO POI	ACD	(E) SWG	1	EMT	2-1/2"	30	3	300 MCM	Cu	THWN-2	1	#4	Cu	THWN-2	25.01%

DC AMPACITY CALCULATIONS

CIRCUIT OPERATING V	MAX CIRCUIT CURRENT (AMPS)	MIN CONDUCTOR AMPACITY (AMPS)	CONDUCTOR AMPACITY (AMPS)	OCPD RATING (AMPS)	AMBIENT TEMP (C)	DIST ABOVE ROOF	AMBIENT TEMP CORRECTION FACTOR	# COND. ADJUSTMENT FACTOR	DERATED AMPACITY	VOLTAGE DROP
600.4	25	31.25	35	25	32	N/A	0.94	1	32.9	0.361%

AC AMPACITY CALCULATIONS

VOLTAGE	MAX CIRCUIT CURRENT (AMPS)	MIN CONDUCTOR AMPACITY (AMPS)	CONDUCTOR AMPACITY	OCPD RATING (AMPS)	AMBIENT TEMP (C)	DIST ABOVE ROOF	AMBIENT TEMP CORRECTION FACTOR	# COND. ADJUSTMENT FACTOR	DERATED AMPACITY	VOLTAGE DROP
208	69.39	86.74	100	90	37	N/A	0.88	1	88	0.084%
208	69.39	86.74	100	90	37	N/A	0.88	1	88	0.844%
208	69.39	86.74	100	90	37	N/A	0.88	1	88	1.857%
208	208.17	260.21	285	100	30	N/A	1	1	285	1.073%
208	208.17	260.21	285	100	30	N/A	1	1	285	0.258%

SINGLE LINE DIAGRAM, WIRE & CONDUIT SCHEDULE

NTS

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ELECTRICAL
STATE OF CALIFORNIA

ELECTRONICALLY SIGNED: 6/7/2022

OWNER

GLOBAL BUILDING, LLC
1947 CAMINO VIDA ROBLE,
SUITE 280
CARLSBAD, CA 92008

PROJECT

GLOBAL COMMERCE CENTER
102.96 KWDC PV SYSTEM
29970 TECHNOLOGY DRIVE
MURRIETA, CA 92563

REV	DATE	DESCRIPTION
-		
-		
-		
-		
-		
-	6/29/22	ISSUE FOR PERMIT
-	6/7/22	90% DESIGN V2 (JK)
-	5/10/22	90% DESIGN (JK)
-	4/14/22	PRELIM.

DATE	6/7/22
PROJECT NUMBER	22SR-GLOB299
CHECKED BY	GK

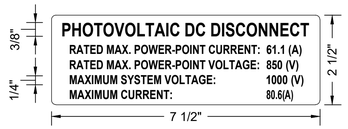
PERMIT

SHEET TITLE

SINGLE LINE DIAGRAM
WIRE & CONDUIT SCHEDULE

SHEET NUMBER

PV2.1

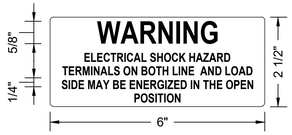


BACKGROUND COLOR: RED
TEXT COLOR: WHITE

1 PROVIDE AT DC INTERFACE ON INVERTER (#1-2)
SCALE: NTS

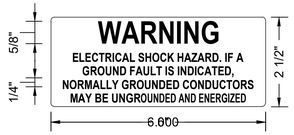
VINYL LABEL, RED W/ WHITE LETTERS
PLACEMENT: DC CONDUIT, JUNCTION BOXES; NEC 690.31(G)(3)&(4)

2 DC CONDUIT LABELS
SCALE: NTS



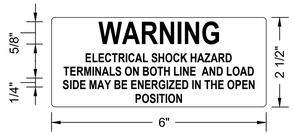
BACKGROUND COLOR: RED
TEXT COLOR: WHITE

3 PROVIDE AT ALL DC DISCONNECT(S)
SCALE: NTS



BACKGROUND COLOR: RED
TEXT COLOR: WHITE

4 PROVIDE AT ALL INVERTER(S)
SCALE: NTS

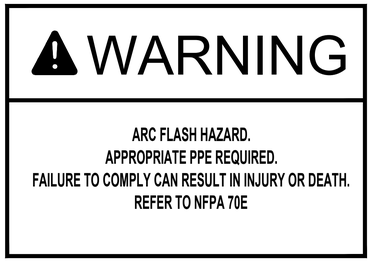


BACKGROUND COLOR: RED
TEXT COLOR: WHITE

5 PROVIDE AT MAIN DISCONNECT
SCALE: NTS

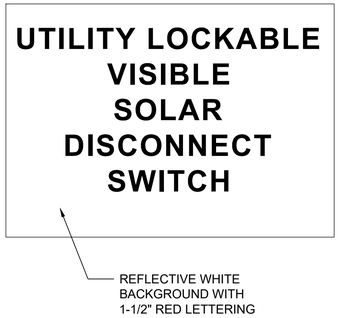
BACKGROUND COLOR: RED
TEXT COLOR: WHITE

6 PROVIDE AT ALL INVERTER(S) AND BREAKER SWITCH(S) (#--)
SCALE: NTS

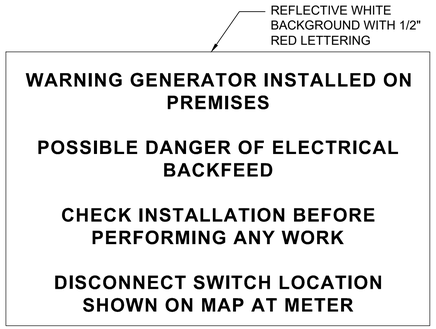


AFC WARNING LABEL SPECIFICATION
SIVE: 3-1/2" H X 5" W
MATERIAL: SELF STICKING POLYESTER
QTY/UOM: 5/PACKAGE
BRADY CATALOG #: EL-1
BRADY PRODUCT #: 94913 OR EQUIVALENT

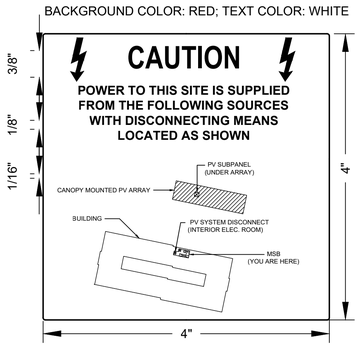
7 PROVIDE AT MSB(S)
SCALE: NTS



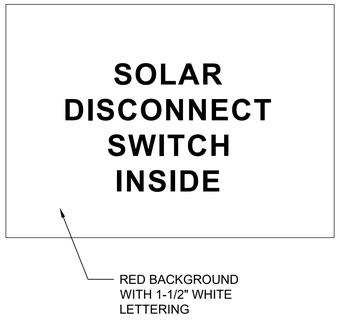
8 PROVIDE AT MAIN DISCONNECT
SCALE: NTS



9 PROVIDE AT UTILITY TRANSFORMER & METER
SCALE: NTS



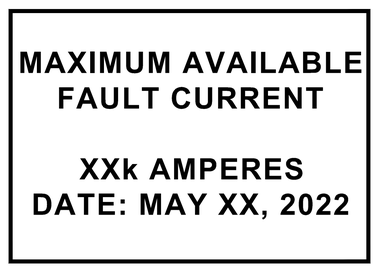
10 PROVIDE AT METER
SCALE: NTS



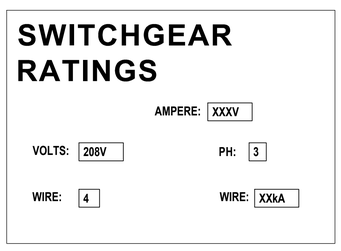
14 PROVIDE AT ELECTRICAL ROOM DOOR
SCALE: NTS

NOTE: ARC FLASH VALUES TO BE DERTERMINED AND INCORPERATED INTO FINAL LABEL DESIGNS

11 PROVIDE AT MSB(S)
SCALE: NTS



12 PROVIDE AT MSB(S)
SCALE: NTS



13 PROVIDE AT MSB(S)
SCALE: NTS

15 EQUIPMENT SIGNAGE
NTS

LABELS GENERAL NOTES

1. LABELS SHALL BE WEATHER RESISTANT AND CONFORM TO UL 969.

2. ALL LABELS SHALL HAVE ALL CAPITAL LETTERS WITH A MINIMUM 3/8" LETTER HEIGHT UNLESS OTHERWISE SPECIFIED. BACKING SHALL BE RED, LETTERS SHALL BE REFLECTIVE WHITE UNLESS NOTED OTHERWISE.

3. MAIN SERVICE DISCONNECT MARKING SHALL BE PLACED IN A CLEARLY VISIBLE LOCATION ADJACENT TO MAIN SERVICE DISCONNECT.

4. THE CONTRACTOR SHALL NOT USE SCREWS FOR INSTALLATION OF LABELS. FASTEN TO SURFACE USING ADHESIVE PER MANUFACTURER'S RECOMMENDATION.

5. THE LABELS EXAMPLES SHOWN ON THIS SHEET ARE NOT THE ONLY LABELS THAT NEEDS TO BE PROVIDED. THE CONTRACTOR SHALL INSTALL ALL ADDITIONAL LABELS (AS APPLICABLE) PER THE FOLLOWING CEC 2019 SECTIONS; 690.51, 690.52, 690.53, 690.54, 690.55, 690.56, 690.12 (B), 690.13 (B), 690.15 (C), 690.31 (B), 690.4 (B), 705.10, 705.12(B)(2)(3)(b) & 705.12(B)(2)(3)(c).

6. PROVIDE ADDITIONAL SIGNAGE AS REQUIRED BY UTILITY.

PLACARDS SCHEDULE

#	NOTE	QUANTITY
1	REFLECTIVE RED BACKGROUND WITH WHITE LETTERING.	3
2	RED BACKGROUND WITH WHITE LETTERING	(AS RQ'D)
3	REFLECTIVE WHITE BACKGROUND WITH RED LETTERING	3
4	REFLECTIVE RED BACKGROUND WITH WHITE LETTERING.	3
5	REFLECTIVE RED BACKGROUND WITH WHITE LETTERING.	2
6	REFLECTIVE WHITE BACKGROUND WITH RED LETTERING	6
7	BRADY CATALOG: EL-1/BRADY PRODUCT 94913 OR EQUIVALENT	1
8	REFLECTIVE WHITE BACKGROUND WITH 1.5" RED LETTERING.	2
9	REFLECTIVE WHITE BACKGROUND WITH 0.5" RED LETTERING	2
10	REFLECTIVE RED BACKGROUND WITH WHITED LETTERING	1
11	REFLECTIVE RED BACKGROUND WITH WHITED LETTERING	1
12	REFLECTIVE BLACK BACKGROUND WITH WHITED LETTERING	1
13	REFLECTIVE BLUE BACKGROUND WITH WHITE LETTERING	1
14	RED BACKGROUND WITH WHITE LETTERING	1

ELECTRICAL ENGINEER

KRAMER PV ASSOCIATES, INC.

1163 MAIN STREET
SUITE B
MORRO BAY, CA 93442
PH (805) 704-8107

ENGINEER OF RECORD

REGISTERED PROFESSIONAL ENGINEER
GEOFFREY T. KRAMER
No. E21305
ELECTRICAL
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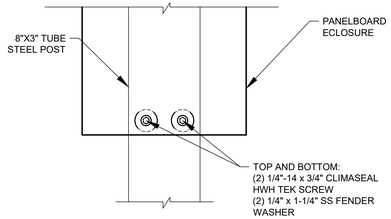
CHECKED BY	GK

PERMIT

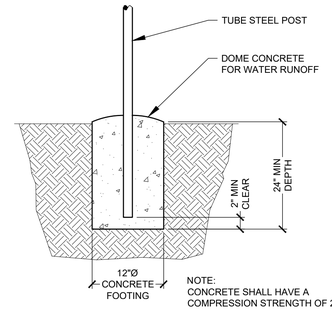
SHEET TITLE
EQUIPMENT SIGNAGE

SHEET NUMBER
PV2.2



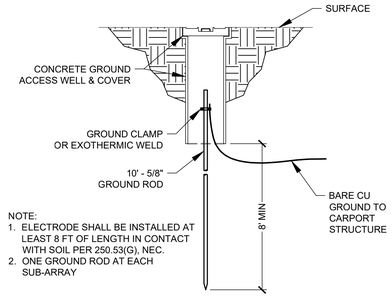
B1 PANELBOARD TO POST

EQUIPMENT — NTS



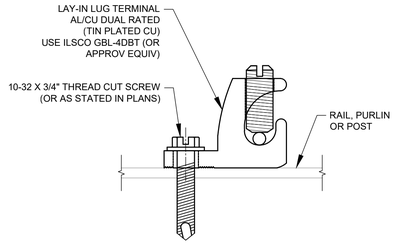
A1 CONCRETE FOOTING

EQUIPMENT — NTS



C2 GROUND ROD IN WELL

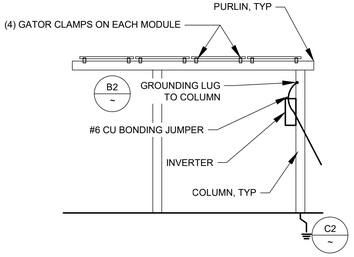
GROUNDING — 3/4" = 1'-0"



B2 LAY-IN LUG

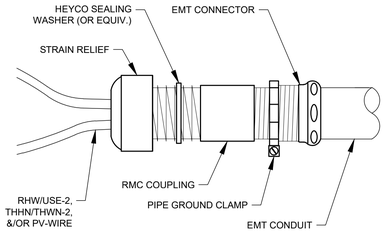
GROUNDING — NTS

NOTE:
1. CONTRACTOR TO INSTALL (4) GATOR CLAMPS AT EACH MODULE TO ENSURE A CONTINUOUS GROUND PATH
2. BOND THE CARPORT STRUCTURE TO THE EGC AT INVERTER



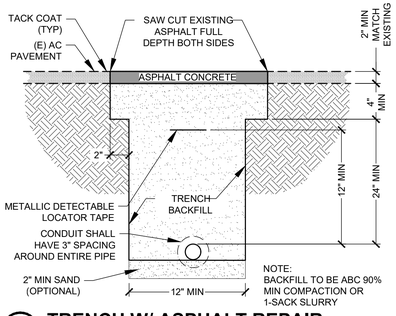
A2 GROUNDING AND BONDING SCHEME

GROUNDING — NTS



A3 WIRE TO EMT

CONDUIT — NTS



A4 TRENCH W/ ASPHALT REPAIR

TRENCH — NTS

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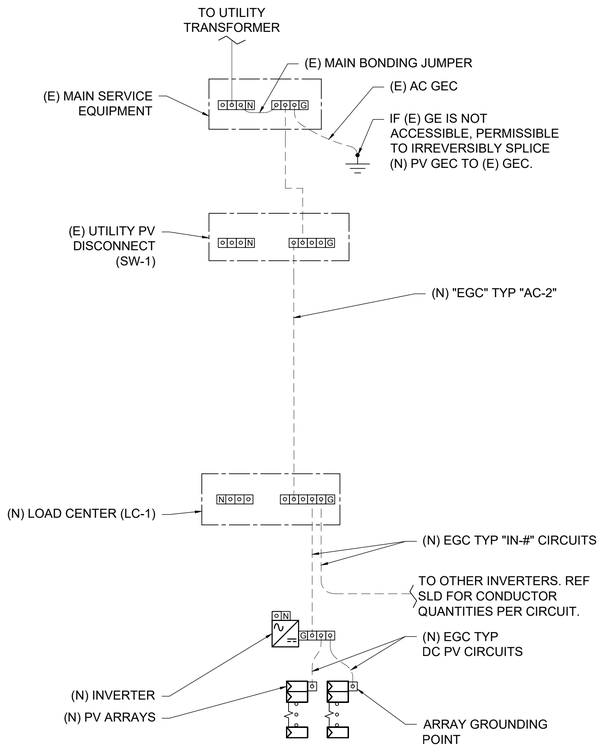
PERMIT

SHEET TITLE

ELECTRICAL DETAILS

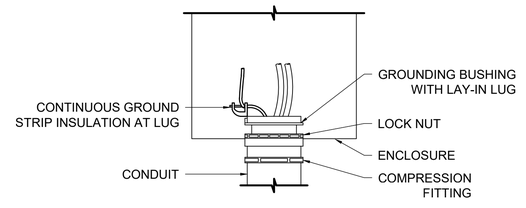
SHEET NUMBER

PV2.3



A PV SYSTEM GROUNDING DIAGRAM

NTS



B CONDUIT GROUNDING AT ENCLOSURE

E311.100 CONDUIT GROUNDING AT ENCLOSURE DETAIL 9A

NTS

SHEET NOTES

- REFER TO ONE-LINE DIAGRAM FOR SPECIFIC CIRCUIT IDENTIFIERS BETWEEN EQUIPMENT.
- REFER TO AC & DC CIRCUIT SCHEDULES FOR NEUTRAL/GROUND SIZING PER CIRCUIT.

SYMBOLS LEGEND

[N]	NEUTRAL BUSBAR	[O]	TERMINAL ON NEUTRAL OR GROUND BUSBAR
[G]	GROUND BUSBAR	•	IRREVERSIBLE SPLICE OR CRIMP PER NEC 250.64(C)
[O]	PRIMARY OR SECONDARY COMMON TERMINAL, AS APPLICABLE	⏚	NEC 250.52(A)-COMPLIANT GROUNDING ELECTRODE

SIZE OF LARGEST UNGROUNDED CU CONDUCTOR		REQ'D CU BONDING JUMPER
1X	AWG 02	AWG 08
	AWG 1/0	AWG 06
	AWG 3/0	AWG 04
	350 KCMIL	AWG 02
	600 KCMIL	AWG 1/0
2X	AWG 3/0	AWG 02
	300 KCMIL	AWG 1/0
	500 KCMIL	AWG 2/0
3X	300 KCMIL	AWG 2/0
	350 KCMIL	AWG 2/0
	400 KCMIL	AWG 3/0
	500 KCMIL	AWG 4/0
4X	400 KCMIL	AWG 4/0
	500 KCMIL	250 KCMIL
5X	400 KCMIL	250 KCMIL
	500 KCMIL	350 KCMIL
6X	400 KCMIL	300 KCMIL
	500 KCMIL	400 KCMIL
7X	400 KCMIL	350 KCMIL
	500 KCMIL	500 KCMIL
8X	400 KCMIL	400 KCMIL
	500 KCMIL	500 KCMIL
9X	500 KCMIL	2X 300 KCMIL
11X	500 KCMIL	2X 350 KCMIL
12X	500 KCMIL	2X 400 KCMIL
16X	500 KCMIL	2X 500 KCMIL
19X	500 KCMIL	3X 400 KCMIL
24X	500 KCMIL	3X 500 KCMIL

SIZE OF LARGEST UNGROUNDED AL CONDUCTOR		REQ'D CU BONDING JUMPER
1X	AWG 1/0	AWG 08
	AWG 3/0	AWG 06
	250 KCMIL	AWG 04
	500 KCMIL	AWG 02
2X	250 KCMIL	AWG 02
	400 KCMIL	AWG 1/0
	500 KCMIL	AWG 2/0
3X	300 KCMIL	AWG 1/0
	500 KCMIL	AWG 2/0
4X	400 KCMIL	AWG 2/0
	500 KCMIL	AWG 4/0
5X	350 KCMIL	AWG 2/0
	400 KCMIL	AWG 3/0
	500 KCMIL	250 KCMIL
6X	400 KCMIL	AWG 4/0
	500 KCMIL	300 KCMIL
7X	400 KCMIL	250 KCMIL
	500 KCMIL	350 KCMIL
8X	500 KCMIL	350 KCMIL
9X	500 KCMIL	400 KCMIL
11X	500 KCMIL	500 KCMIL
13X	500 KCMIL	2X 300 KCMIL
16X	500 KCMIL	2X 350 KCMIL
18X	500 KCMIL	2X 400 KCMIL
22X	500 KCMIL	2X 500 KCMIL
24X	500 KCMIL	3X 350 KCMIL

MAIN/SYSTEM BONDING JUMPER TABLES

ELECTRICAL ENGINEER

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SHEET TITLE

GROUNDING DETAILS

SHEET NUMBER

PV2.4

NEW

CanadianSolar

BiHiKu

SUPER HIGH POWER BIFACIAL POLY PERC MODULE

390 W ~ 410 W

UP TO 30% MORE POWER FROM THE BACK SIDE

CS3W-390|395|400|405|410PB-AG

MORE POWER

- Up to 30% more power from the back side
- 24 % more front side power than conventional modules
- Low NMOT: 41 ± 3 °C
  Low temperature coefficient (Pmax): -0.37 % / °C
- Better shading tolerance

MORE RELIABLE

- Lower internal current, lower hot spot temperature
- Minimizes micro-cracks and snail trails
- Heavy snow load up to 5400 Pa, wind load up to 2400 Pa *
- Fire Class A and Type 3 / Type 13

* For detail information, please refer to Installation Manual.

30 years linear power output warranty*

12 years enhanced product warranty on materials and workmanship*

*According to the applicable Canadian Solar Limited Warranty Statement.

MANAGEMENT SYSTEM CERTIFICATES*

ISO 9001:2015 / Quality management system
ISO 14001:2015 / Standards for environmental management system
OHSAS 18001:2007 / International standards for occupational health & safety

PRODUCT CERTIFICATES*

IEC 61215 / IEC 61730: VDE / CE / MCS / INMETRO
UL 1703 / IEC 61215 performance: CEC listed (US)
UL 1703: CSA / IEC 61701 ED2: VDE / IEC 62716: VDE / IEC 60068-2-68: SGS
Take-e-way

* As there are different certification requirements in different markets, please contact your local Canadian Solar sales representative for the specific certificates applicable to the products in the region in which the products are to be used.

CANADIAN SOLAR INC. is committed to providing high quality solar products, solar system solutions and services to customers around the world. No. 1 module supplier for quality and performance/price ratio in IHS Module Customer Insight Survey. As a leading PV project developer and manufacturer of solar modules with over 36 GW deployed around the world since 2001.

CANADIAN SOLAR INC.
545 Speedvale Avenue West, Guelph, Ontario N1K 1E6, Canada, www.canadiansolar.com, support@canadiansolar.com

CPS

Datasheet

25kW 208V, 1000Vdc String Inverters for North America

The 25kW (25kVA) CPS three phase string inverters are designed for rooftop and carport applications. The units are high performance, advanced and reliable inverters designed specifically for the North American environment and grid. High efficiency at 97.0% peak and 96.5% CEC, wide operating voltages, broad temperature ranges and a NEMA Type 4X enclosure enable this inverter platform to operate at high performance across many applications. The CPS 25KTL product ships with the Rapid Shutdown wire-box, fully integrated and separable with touch safe fusing, monitoring, and AC and DC disconnect switches. The integrated PLC transmitter in the Rapid Shutdown wire-box enables PVRSS certified module-level rapid shutdown when used with the APS RSD-S-PLC-A products. The CPS Flex Gateway enables monitoring, controls and remote product upgrades.

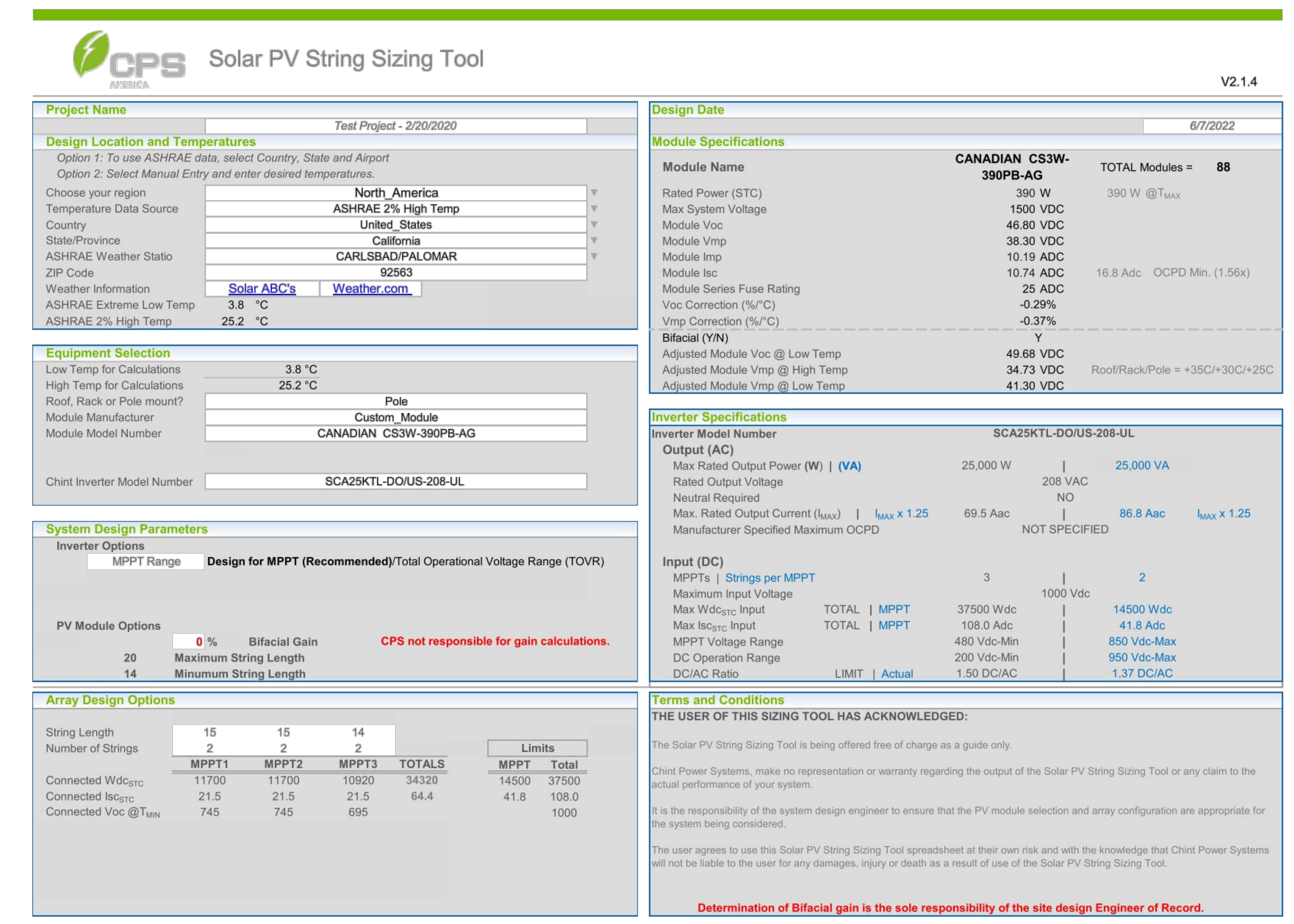
Key Features

- NEC 2017/2020 PVRSS Certified Rapid Shutdown
- NEC 2017 compliant & UL listed Arc-Fault circuit protection
- 15-90° Mounting orientation for low profile roof installs
- Optional Flex Gateway enables remote FW upgrades
- Integrated AC & DC disconnect switches
- 3 MPPT's with 2 inputs each for maximum flexibility
- Copper and Aluminum compatible AC connections
- NEMA Type 4X outdoor rated, tough tested enclosure
- UL1741 SA Certified to CA Rule 21, including SA14 FW and SA15 VW
- Separable wire-box design for fast service
- Standard 10 year warranty with extensions to 20 years
- Generous 1.8 DC/AC Inverter Load Ratio

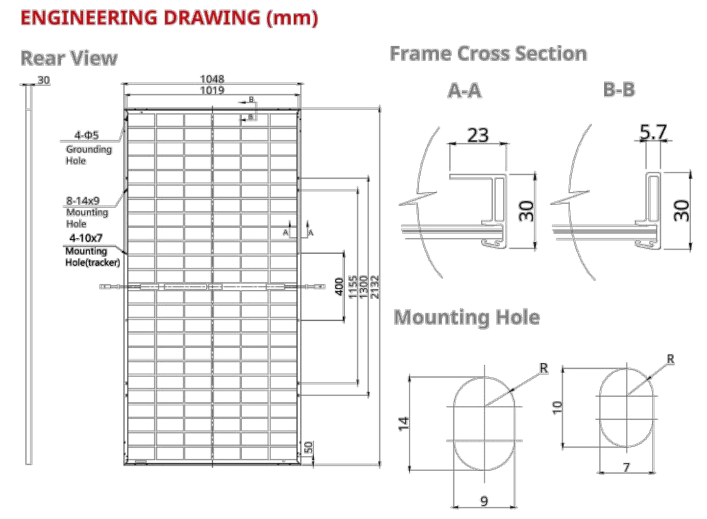
CPS SCA25KTL-DO/US-208

25KTL Rapid Shutdown Wire-box

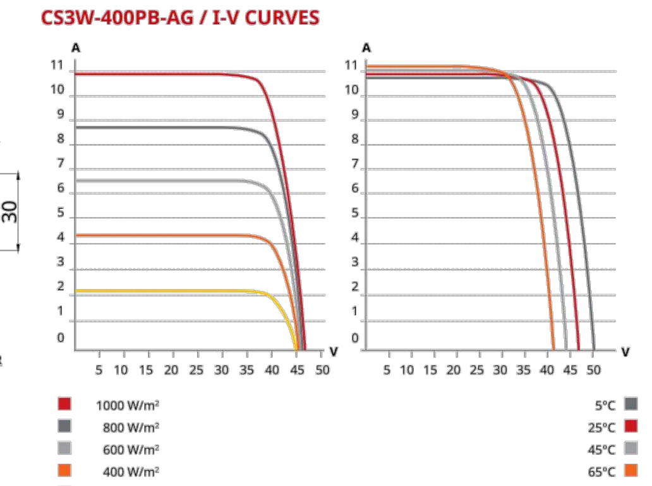
Chint Power Systems America
6800 Koll Center Parkway, Suite 235 Pleasanton, CA 94566
Tel: 855-584-7168 Mail: AmericaSales@chintpower.com Web: www.chintpowersystems.com



ENGINEERING DRAWING (mm)



CS3W-400PB-AG / I-V CURVES



ELECTRICAL DATA | STC*

		Nominal Max. Power (Pmax)	Opt. Operating Voltage (Vmp)	Opt. Operating Current (Imp)	Open Circuit Voltage (Voc)	Short Circuit Current (Isc)	Module Efficiency
CS3W-390PB-AG		390 W	38.3 V	10.19 A	46.8 V	10.74 A	17.45%
Bifacial Gain**	5%	410 W	38.3 V	10.71 A	46.8 V	11.28 A	18.35%
	10%	429 W	38.3 V	11.21 A	46.8 V	11.81 A	19.20%
	20%	468 W	38.3 V	12.23 A	46.8 V	12.89 A	20.95%
	30%	507 W	38.3 V	13.25 A	46.8 V	13.96 A	22.69%
CS3W-395PB-AG		395 W	38.5 V	10.26 A	47 V	10.82 A	17.68%
Bifacial Gain**	5%	415 W	38.5 V	10.78 A	47 V	11.36 A	18.57%
	10%	435 W	38.5 V	11.3 A	47 V	11.9 A	19.47%
	20%	474 W	38.5 V	12.31 A	47 V	12.98 A	21.21%
	30%	513 W	38.5 V	13.34 A	47 V	14.07 A	22.96%
CS3W-400PB-AG		400 W	38.7 V	10.34 A	47.2 V	10.9 A	17.90%
Bifacial Gain**	5%	420 W	38.7 V	10.86 A	47.2 V	11.45 A	18.80%
	10%	440 W	38.7 V	11.37 A	47.2 V	11.99 A	19.69%
	20%	480 W	38.7 V	12.41 A	47.2 V	13.08 A	21.48%
	30%	520 W	38.7 V	13.44 A	47.2 V	14.17 A	23.27%
CS3W-405PB-AG		405 W	38.9 V	10.42 A	47.4 V	10.98 A	18.13%
Bifacial Gain**	5%	425 W	38.9 V	10.94 A	47.4 V	11.53 A	19.02%
	10%	445 W	38.9 V	11.46 A	47.4 V	12.08 A	19.92%
	20%	486 W	38.9 V	12.5 A	47.4 V	13.18 A	21.75%
	30%	527 W	38.9 V	13.56 A	47.4 V	14.27 A	23.59%
CS3W-410PB-AG		410 W	39.1 V	10.49 A	47.6 V	11.06 A	18.35%
Bifacial Gain**	5%	431 W	39.1 V	11.03 A	47.6 V	11.61 A	19.29%
	10%	451 W	39.1 V	11.54 A	47.6 V	12.17 A	20.18%
	20%	492 W	39.1 V	12.59 A	47.6 V	13.27 A	22.02%
	30%	533 W	39.1 V	13.64 A	47.6 V	14.38 A	23.85%

* Under Standard Test Conditions (STC) of irradiance of 1000 W/m², spectrum AM 1.5 and cell temperature of 25°C.
** Bifacial Gain: The additional gain from the back side compared to the power of the front side at the standard test condition. It depends on mounting (structure, height, tilt angle etc.) and albedo of the ground.

ELECTRICAL DATA | NMOT*

	Nominal Max. Power (Pmax)	Opt. Operating Voltage (Vmp)	Opt. Operating Current (Imp)	Open Circuit Voltage (Voc)	Short Circuit Current (Isc)
CS3W-390PB-AG	291 W	35.7 V	8.15 A	44.0 V	8.66 A
CS3W-395PB-AG	295 W	35.9 V	8.21 A	44.2 V	8.72 A
CS3W-400PB-AG	299 W	36.1 V	8.27 A	44.4 V	8.79 A
CS3W-405PB-AG	302 W	36.3 V	8.33 A	44.6 V	8.85 A
CS3W-410PB-AG	306 W	36.5 V	8.39 A	44.8 V	8.92 A

* Under Nominal Module Operating Temperature (NMOT), irradiance of 800 W/m², spectrum AM 1.5, ambient temperature 20°C, wind speed 1 m/s.

MECHANICAL DATA

Specification	Data
Cell Type	Poly-crystalline
Cell Arrangement	144 [2X (12 X6)]
Dimensions	2132 × 1048 × 30 mm (83.9 × 41.3 × 1.2 in)
Weight	28.2 kg (62.2 lbs)
Front / Back Glass	2.0 mm heat strengthened glass
Frame	Anodized aluminium alloy
J-Box	IP68, 3 diodes
Cable	4.0 mm² (IEC), 12 AWG (UL)
Cable Length (Including Connector)	Portrait: 400 mm (15.7 in) (+) / 280 mm (11.0 in) (-); landscape: 1400 mm (55.1 in); leap-frog connection: 1850 mm (72.8 in)*
Connector	T4 series or H4 UTX or MC4-EVO2
Per Pallet	35 pieces
Per Container (40' HQ)	700 pieces or 560 pieces (only for US and Canada)

* For detailed information, please contact your local Canadian Solar sales and technical representatives.

ELECTRICAL DATA

Operating Temperature	-40°C ~ +85°C
Max. System Voltage	1500 V (IEC/UL) or 1000 V (IEC/UL)
Module Fire Performance	TYPE 3 / Type 13 (UL 1703) or CLASS A (IEC61730)
Max. Series Fuse Rating	25 A
Application Classification	Class A
Power Tolerance	0 ~ + 5 W
Power Bifaciality*	70 %

* Power Bifaciality = $Pmax_{rear}$ / $Pmax_{front}$, both $Pmax_{rear}$ and $Pmax_{front}$ are tested under STC, Bifaciality Tolerance: ± 5 %

TEMPERATURE CHARACTERISTICS

Specification	Data
Temperature Coefficient (Pmax)	-0.37 % / °C
Temperature Coefficient (Voc)	-0.29 % / °C
Temperature Coefficient (Isc)	0.05 % / °C
Nominal Module Operating Temperature	41 ± 3°C

PARTNER SECTION

* The specifications and key features contained in this datasheet may deviate slightly from our actual products due to the on-going innovation and product enhancement. Canadian Solar Inc. reserves the right to make necessary adjustment to the information described herein at any time without further notice.
Please be kindly advised that PV modules should be handled and installed by qualified people who have professional skills and please carefully read the safety and installation instructions before using our PV modules.

CANADIAN SOLAR INC.
545 Speedvale Avenue West, Guelph, Ontario N1K 1E6, Canada, www.canadiansolar.com, support@canadiansolar.com

CPS

Technical Data

Model Name	CPS SCA25KTL-DO/US-208
DC Input	
Max. PV Power	45kW (17kW per MPPT)
Max. DC Input Voltage	1000Vdc
Operating DC Input Voltage Range	200-950Vdc
Start-up DC Input Voltage / Power	330V / 80W
Number of MPP Trackers	3
MPPT Voltage Range @ PF>0.99	480-850Vdc
Max. PV Short-Circuit Current (Isc x 1.25)	135A (45A per MPPT)
Number of DC Inputs	6 inputs, 2 per MPPT
DC Disconnection Type	Load-rated DC switch
DC Surge Protection	Type II MOV, 2800V_C, 20kA I_{TM} (8/20..S)
AC Output	
Rated AC Output Power @ PF>0.99	25kW
Max. AC Apparent Power (Selectable)	25kVA
Rated Output Voltage	208Vac
Output Voltage Range[1]	183 - 228Vac
Grid Connection Type	3Φ / PE / N (Neutral optional)
Max. AC Output Current @208Vac	69.5A
Rated Output Frequency	60Hz
Output Frequency Range[1]	57 - 63Hz
Power Factor	>0.99 (±0.8 adjustable)
Current THD @ Rated Load	<3%
Max. Fault Current Contribution (1 Cycle RMS)	64.1A (0.92 PU)
Max. OCPD Rating	125A
AC Disconnection Type	Load-break rated AC switch
AC Surge Protection	Type II MOV, 1240V_C, 15kA I_{TM} (8/20..S)
System and Performance	
Topology	Transformerless
Max. Efficiency	97.0%
CEC Efficiency	96.5%
Stand-by / Night Consumption	<3W
Environment	
Enclosure Protection Degree	NEMA Type 4X
Cooling Method	Variable speed cooling fans
Operating Temperature Range[2]	-22°F to +140°F / - 30°C to +60°C
Non-Operating Temperature Range[3]	No low temp minimum to +158°F / +70°C maximum
Operating Humidity	0 to 100%
Operating Altitude	13,123.4ft / 4000m (derating from 9842.5ft / 3000m)
Audible Noise	<60dBA @ 1m and 25°C
Display and Communication	
User Interface and Display	LCD+LED
Inverter Monitoring	SunSpec, Modbus RS485
Site Level Monitoring	CPS Flex Gateway (1 per 32 inverters)
Modbus Data Mapping	CPS
Remote Diagnostics / FW Upgrade Functions	Standard / (with Flex Gateway)
Mechanical	
Dimensions (HxWxD)	39.4 x 23.6 x 10.24in. (1000 x 600 x 260mm)
Weight	Inverter: 123.5lbs/56kg; Wire-box: 33lbs/15kg
Mounting / Installation Angle[4]	15 to 90 degrees from horizontal (vertical or angled)
AC Termination	M8 Stud Type Terminal Block (Wire range: #6 - 3/0AWG CU/AL , Lugs not supplied)
DC Termination[5]	Screw Clamp, Neg. Busbar[5] Wire range: #14 - #6AWG CU
Fused String Inputs (2 per MPPT)[6]	20A fuses provided (Fuse values up to 30A acceptable)
Safety	
Certifications and Standards	UL1741SA-2016, UL1699B, UL1998, CSA-C22.2 NO.107.1-01, IEEE1547a-2014, FCC PART15
Selectable Grid Standard	IEEE 1547, CA Rule 21, ISO-NE, HECO
Smart-Grid Features	Volt-RideThru, Freq-RideThru, Ramp-Rate, Specified-PF, Volt-VAr, Freq-Watt, Volt-Watt
Warranty	
Standard	10 years
Extended Terms	15 and 20 years

1) The "Output Voltage Range" and "Output Frequency Range" may differ according to the specific grid standard.
2) Active Power Derating begins; at 45°C when PF=1 and MPPT≥Vmin, and at 50°C when PF=1 and MPPT V ≥ 700Vdc.
3) See user manual for further requirements regarding non-operating conditions.
4) Shade Cover accessory required for installation angles of 75 degrees or less.
5) RSD wire-box only includes fuses/fuseholders on the positive polarity, compliant with NEC 2017, 690.9 (C).
6) Fuse values above 20A have additional spacing requirements or require the use of the Y-Comb Terminal Block. See user manual for details.

ELECTRICAL ENGINEER

KRAMER PV ASSOCIATES, INC.

1163 MAIN STREET
SUITE B
MORRO BAY, CA 93442
PH (805) 704-8107

ENGINEER OF RECORD

REGISTERED PROFESSIONAL ENGINEER
GEOFFREY T. KRAMER
No. E21305
ELECTRICAL
STATE OF CALIFORNIA

ELECTRONICALLY SIGNED: 6/7/2022

OWNER

GLOBAL BUILDING, LLC
1947 CAMINO VIDA ROBLE,
SUITE 280
CARLSBAD, CA 92008

PROJECT

GLOBAL COMMERCE CENTER 102.96 KWDC PV SYSTEM
29970 TECHNOLOGY DRIVE
MURRIETA, CA 92563

REV	DATE	DESCRIPTION
-		
-		
-		
-		
-		
-	6/29/22	ISSUE FOR PERMIT
-	6/7/22	90% DESIGN V2 (JK)
-	5/10/22	90% DESIGN (JK)
-	4/14/22	PRELIM.

DATE	6/7/22
PROJECT NUMBER	22SR-GLOB299
CHECKED BY	GK

PERMIT

SHEET TITLE

EQUIPMENT SPECIFICATIONS

SHEET NUMBER

PV3.1

Product data sheet

Specifications

Safety switch, general duty, fusible, 400A, 3 poles, 125hp, 240VAC, NEMA 3R, neutral factory installed

D325NR

Product availability : Stock - Normally stocked in distribution facility

Price* : 3,893.00 USD

Main

Product	Single Throw Safety Switch
Duty Rating	General duty
Device Application	Residential
Disconnect Type	Fusible disconnect switch
Factory Installed Neutral	Neutral (factory installed)
Phase	3 phase
Number of Poles	3
Current Rating	400 A
Voltage Rating	240 V AC
Enclosure Rating NEMA	NEMA 3R
Maximum Horse Power Rating	50 hp 240 V at AC 60 Hz for 3 phase conforming to NEC 240.6 125 hp 240 V at AC 60 Hz for 3 phase conforming to NEC 430.52

Complementary

Short Circuit Current Rating	100 kA maximum depending on fuse H, K, J or R
Fuse type	H, K, J or R
Mounting Type	Surface
Electrical Connection	Lugs
Wiring configuration	4-wire (3PH + G)
Wire Size	AWG 10...AWG 6 aluminium/copper
Tightening torque	340 lbf.in (38.41 N.m) (AWG 1/0...250 kcmil)
Depth	10.13 in (257.30 mm)
Width	22.25 in (565.15 mm)
Height	30.63 in (778.00 mm)
Net Weight	99.21 lb(US) (45 kg)

Environment

Certifications	UL listed file E2875

* Price is "List Price" and may be subject to a trade discount – check with your local distributor or retailer for actual price.

Ordering and shipping details

Category	00107 - D & DU SW,NEMA3R, 400-600A
Discount Schedule	DE1A
GTIN	785901481579
Nbr. of units in pkg.	1
Package weight(Lbs)	69.98 lb(US) (31.742 kg)
Returnability	Yes
Country of origin	MX

Packing Units

Unit Type of Package 1	PCE
Package 1 Height	11.00 in (27.94 cm)
Package 1 width	23.00 in (58.42 cm)
Package 1 Length	32.00 in (81.28 cm)

Offer Sustainability

Sustainable offer status	Green Premium product
California proposition 65	WARNING: This product can expose you to chemicals including: Lead and lead compounds, which is known to the State of California to cause cancer and birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov
REACh Regulation	REACh Declaration
REACh free of SVHC	Yes
EU RoHS Directive	Compliant EU RoHS Declaration
Mercury free	Yes
RoHS exemption information	Yes
China RoHS Regulation	China RoHS declaration Product out of China RoHS scope. Substance declaration for your information.
Environmental Disclosure	Product Environmental Profile
PVC free	Yes
Halogen content performance	Halogen free plastic parts product

Contractual warranty

Warranty	18 months

Meter Socket / Enclosure Combination Cabinets

CT Rated

U122013 (closed)

U122013 (open)

Application

- Removable test switch perch included
- Includes provisions to install model 6019/6067 CT mounts
- Receive ANSI C12.10 watthour meters
- Overhead and/or underground feed (see chart)
- Surface mount

Construction

- Ring type
- NEMA Type 3R
- ANSI 61 gray E-coat finish
- Aluminum snap ring included

Standards

- UL 414 Listed
- ANSI C12.7
- EUSERC 313
- EUSERC 314

Part/UPC Number	Catalog Number	Amp Rating	Jaws	Service Type	Access	Connections Line	Load	Neutral
78205150030	**121814**	20	4	1Ø	OH/UG	#14 - #10	#14 - #10	#14 - #10
78205150040	**121815**	20	5	1Ø	OH/UG	#14 - #10	#14 - #10	#14 - #10
78205150020	**121816**	20	6	1Ø	OH/UG	#14 - #10	#14 - #10	#14 - #10
78205150050	**121818**	20	8	1Ø	OH/UG	#14 - #10	#14 - #10	#14 - #10
78205150080	**122013**	20	13	3Ø	OH/UG	#14 - #10	#14 - #10	#14 - #10
78205150070	**122015**	20	15	3Ø	OH/UG	#14 - #10	#14 - #10	#14 - #10
78205150090	**122018**	20	8	1Ø or 3Ø	OH/UG	#14 - #10	#14 - #10	#14 - #10
78205149000	**U121814** *	20	4	1Ø	UG	#14 - #10	#14 - #10	#14 - #10
78205149010	**U121815** *	20	5	1Ø	UG	#14 - #10	#14 - #10	#14 - #10
78205149020	**U121816** *	20	6	1Ø	UG	#14 - #10	#14 - #10	#14 - #10
78205149030	**U121818** *	20	8	1Ø or 3Ø	UG	#14 - #10	#14 - #10	#14 - #10
78205149040	**U122013** *	20	13	3Ø	UG	#14 - #10	#14 - #10	#14 - #10
78205149045	**U122015** *	20	15	3Ø	UG	#14 - #10	#14 - #10	#14 - #10
78205149050	**U122018** *	20	8	1Ø or 3Ø	UG	#14 - #10	#14 - #10	#14 - #10

Part/UPC Number	Catalog Number	Overall Dimensions Height	Width	Depth	L Dimension	Top Provision	Knockout Layout
78205150030	**121814**	42"	24"	11"	15 11/16"	H Hub	Fig. 1
78205150040	**121815**	42"	24"	11"	15 11/16"	H Hub	Fig. 1
78205150020	**121816**	42"	24"	11"	15 11/16"	H Hub	Fig. 1
78205150050	**121818**	42"	24"	11"	15 11/16"	H Hub	Fig. 1
78205150080	**122013**	42"	36"	11"	15 11/16"	H Hub	Fig. 2
78205150070	**122015**	42"	36"	11"	15 11/16"	H Hub	Fig. 2
78205150090	**122018**	42"	36"	11"	15 11/16"	H Hub	Fig. 2
78205149000	**U121814** *	52"	24"	11"	25 11/16"	None	Fig. 1
78205149010	**U121815** *	52"	24"	11"	25 11/16"	None	Fig. 1
78205149020	**U121816** *	52"	24"	11"	25 11/16"	None	Fig. 1
78205149030	**U121818** *	52"	24"	11"	25 11/16"	None	Fig. 1
78205149040	**U122013** *	52"	36"	11"	25 11/16"	None	Fig. 2
78205149045	**U122015** *	52"	36"	11"	25 11/16"	None	Fig. 2
78205149050	**U122018** *	52"	36"	11"	25 11/16"	None	Fig. 2

* Items beginning with "U" comply with EUSERC 314, all other items comply with EUSERC 313.

CT Metering

Meter Socket / Enclosure Combination Cabinets

Style #

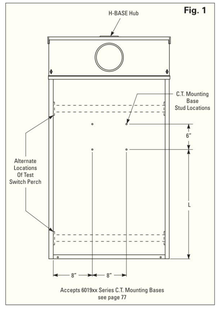
(U) 121814
(U) 121815
(U) 121816
(U) 121818
(U) 122013
(U) 122015
(U) 122018

Suffixes

SS - Stainless Steel

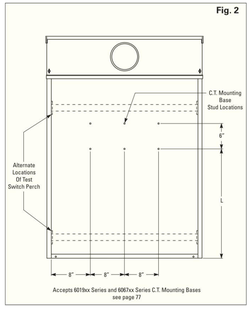
CT Rated

Fig. 1



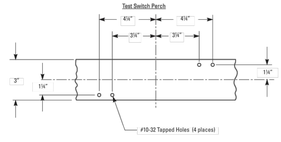
Accepts 6019xx Series C.T. Mounting Bases see page 77

Fig. 2

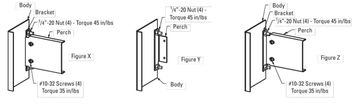


Accepts 6019xx Series and 6067xx Series C.T. Mounting Bases see page 77

Test Switch Perch



Test Switch Perch Instructions



This enclosure is assembled with the test switch installed at a factory offset distance from the cover (see Figure 1). If a greater offset is desired, follow these instructions:

1. Loosen and remove the screws holding the perch to the bracket, remove the perch. Loosen and remove the nuts on the bracket studs. (See Figure X)
2. Remove and rotate the brackets 180 degrees and relocate back onto bracket studs. (See Figure Y) Then fasten the nuts back on the bracket studs and torque them to 45 in/lbs.
3. Place the perch on the brackets and fasten with the screws, and torque screws to 35 in/lbs. (See Figure Z)

CT Metering

CT Mounting Bases

6019 HE

6019HELS

6019HEL

Application

- For use with CT rated enclosures
- For use with ANSI C12.11 bar type current transformers

Construction

- Bar mounts are ½" studs on 1¾" centers (line & load)

Standards

- UL 414 Listed
- ANSI C12.7
- EUSERC 328A (6019 stud/stud)
- EUSERC 328B (6019 lug/lug)
- EUSERC 329A (6067 stud/stud)
- EUSERC 329B (6067 lug/lug)

Part/UPC Number	Catalog Number	Amp Rating	# of C.T. Provisions	Service Type	Access	AIC	Phase / Neutral Conductors Line	Load
78205137750	**6019 A**	400	2	1Ø or 3Ø/3W	OH/UG	10K	Studs	Studs
78205137755	**6019 E**	800	2	1Ø or 3Ø/3W	OH/UG	10K	Studs	Studs
78205140822	**6019 HA**	400	2	1Ø or 3Ø/3W	OH/UG	50K	Studs	Studs
78205108761	**6019 HAL**	400	2	1Ø or 3Ø/3W	OH/UG	50K	(3) #4 - 600 MCM*	(3) #4 - 600 MCM*
78205111459	**6019 HALS**	400	2	1Ø or 3Ø/3W	OH/UG	50K	Studs	(3) #4 - 600 MCM*
78205140826	**6019 HE**	800	2	1Ø or 3Ø/3W	OH/UG	50K	Studs	Studs
78205108608	**6019 HEL**	800	2	1Ø or 3Ø/3W	OH/UG	50K	(3) #4 - 600 MCM	(3) #4 - 600 MCM
78205111461	**6019 HELS**	800	2	1Ø or 3Ø/3W	OH/UG	50K	Studs	(3) #4 - 600 MCM
78205137760	**6067 A**	400	3	3Ø/4W	OH/UG	10K	Studs	Studs
78205137765	**6067 EE**	800	3	3Ø/4W	OH/UG	10K	Studs	Studs
78205140776	**6067 HA**	400	3	3Ø/4W	OH/UG	50K	Studs	Studs
78205108766	**6067 HAL**	400	3	3Ø/4W	OH/UG	50K	(3) #4 - 600 MCM*	(3) #4 - 600 MCM*
78205111452	**6067 HALS**	400	3	3Ø/4W	OH/UG	50K	Studs	(3) #4 - 600 MCM*
78205140780	**6067 HEE**	800	3	3Ø/4W	OH/UG	50K	Studs	Studs
78205107177	**6067 HEEL**	800	3	3Ø/4W	OH/UG	50K	(3) #4 - 600 MCM	(3) #4 - 600 MCM
78205111464	**6067 HEELS**	800	3	3Ø/4W	OH/UG	50K	Studs	(3) #4 - 600 MCM

Note: * Neutral Lug is one barrel only
Note: Every 600 MCM lug barrel will accept (2) 1/0-250 MCM cables

CT Metering

ELECTRICAL ENGINEER

KRAMER PV ASSOCIATES, INC.

1163 MAIN STREET
SUITE B
MORRO BAY, CA 93442
PH (805) 704-8107

ENGINEER OF RECORD

REGISTERED PROFESSIONAL ENGINEER
GEOFFREY T. KRAMER
No. E21305
ELECTRICAL
STATE OF CALIFORNIA

ELECTRONICALLY SIGNED: 6/7/2022

OWNER

GLOBAL BUILDING, LLC
1947 CAMINO VIDA ROBLE,
SUITE 280
CARLSBAD, CA 92008

PROJECT

GLOBAL COMMERCE CENTER
102.96 KWDC PV SYSTEM
29970 TECHNOLOGY DRIVE
MURRIETA, CA 92563

REV	DATE	DESCRIPTION
-		
-		
-		
-		
-		
-	6/29/22	ISSUE FOR PERMIT
-	6/7/22	90% DESIGN V2 (JK)
-	5/10/22	90% DESIGN (JK)
-	4/14/22	PRELIM.

DATE	6/7/22
PROJECT NUMBER	22SR-GLOB299
CHECKED BY	GK

PERMIT

SHEET TITLE

EQUIPMENT SPECIFICATIONS

SHEET NUMBER

PV3.2

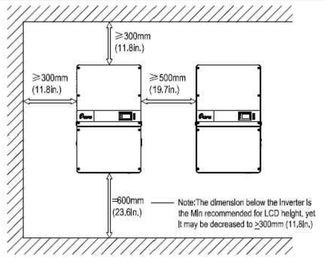


Figure 3-3 Inverter Wall Mounting Dimensions

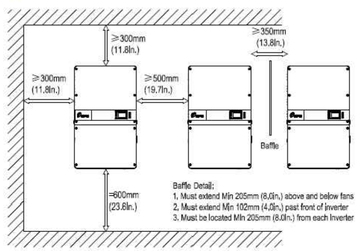


Figure 3-4 Inverter Wall Mounting Baffle Details

NOTICE:
Ensure that the air space around the inverter is well ventilated. The spacing between two adjacently wall mounted inverters may be reduced to ≥13.8in (350mm) provided a baffle is installed. Installing an aluminum or galvanized steel baffle (Not supplied by CPS) with the dimensions detailed above is intended to divert or deflect warm exhaust air from entering the adjacent inverter. Elevated ambient air temperature ≥ 45°C will cause the inverter to enter a thermal derating mode and reduce its Active power output.

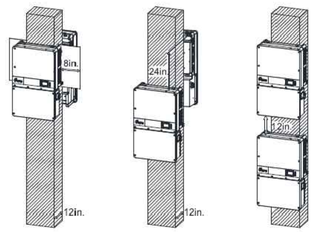


Figure 3-5 Inverter Pillar or Column Mounting Dimensions

INSTRUCTION:
If the inverter is installed on a pillar or column (instead of solid wall), the space from the bottom of one inverter to the top of the inverter below may be as small as 11.8in (300mm).

3.2.4 Mounting the Inverter onto the Bracket

Step 1 Locate and mark the 8 holes on the wall, PV racking structure, or bearing surface for attaching the inverter mounting bracket as shown in Figure 3-6.

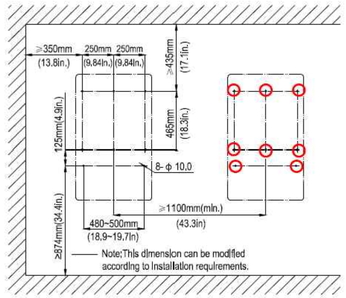
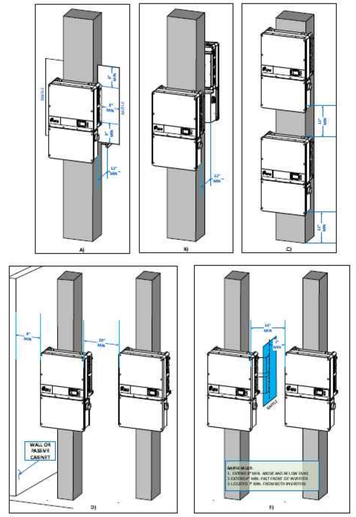
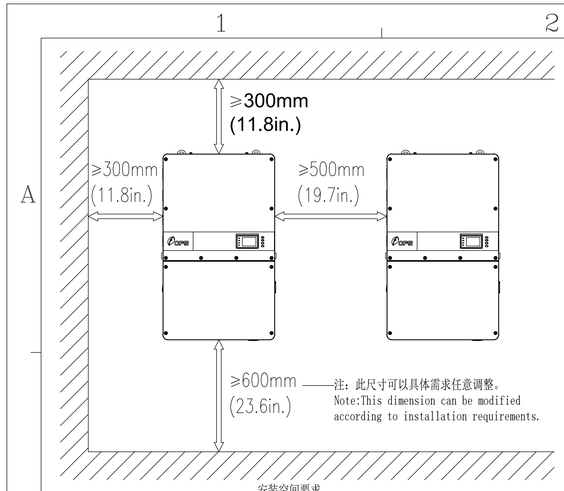


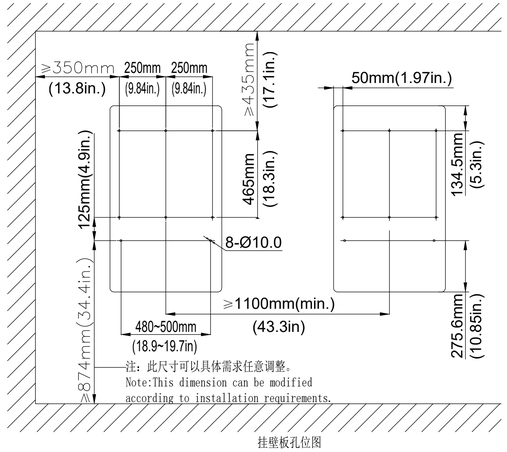
Figure 3-6 Dimensions of the Bracket Anchoring Holes for Mounting

(a) PV Racking Mount: Locate holes or anchors at the marked positions; Fasten the **Mounting Bracket** with **M8x25 Assembling Bolts** and **M8 Nuts** (not supplied). Tools Required: No. 13 wrench(es).

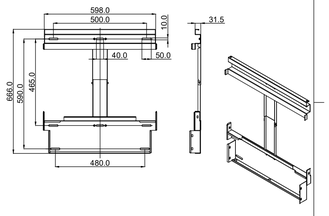




安装空间要求
(Installation space requirements)

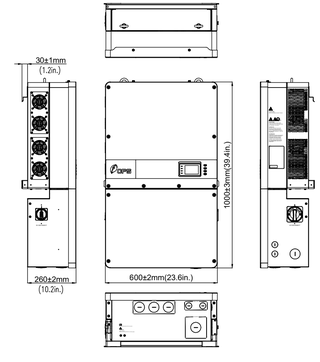


挂壁板孔位图
(The position of mounting holes on wall or fix bracket)

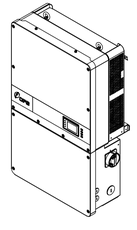


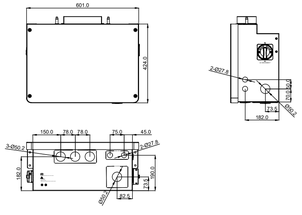
挂壁板尺寸图
(The dimensions of mounting bracket)

使用机种Used on:
CPS SCA60KTL-DO/US-480
CPS SCA50KTL-DO/US-480
CPS SCA25KTL-DO/US-208



产品尺寸图
(The dimensions of product)





接线盒尺寸图
(The dimensions of Wire Box)

Designed:	
Checked:	
Approved:	
Released:	
3D File:	
Scale	Unit

General Tolerances
Angles : ±0.5°
Linear Dimensions
( ) Decimals
X:±0.3 X.X :±0.2 X.XX :±0.1
( ) Rangel ( ) Range2
UP~200 ±0.3 UP~100 ±0.2
200~500 ±0.4 100~200 ±0.3
500~1000 ±0.6 200~400 ±0.4
1000~Over ±1.0 400~800 ±0.5
600~800 ±0.6
ISO2768-1:( ) f ( ) m ( ) c

CHINT POWER | 正泰电源系统

THIRD ANGLE PROJECTION
A3 SIZE
Used on
Description:
Part No.:
Rev.
Page of

Frame No.:CPS-FR-RD0038.V02

ELECTRICAL ENGINEER

KRAMER PV ASSOCIATES, INC.
1163 MAIN STREET
SUITE B
MORRO BAY, CA 93442
PH (805) 704-8107

ENGINEER OF RECORD

REGISTERED PROFESSIONAL ENGINEER
GEOFFREY T. KRAMER
No. E21305
ELECTRICAL
STATE OF CALIFORNIA

ELECTRONICALLY SIGNED: 6/7/2022

OWNER

GLOBAL BUILDING, LLC
1947 CAMINO VIDA ROBLE,
SUITE 280
CARLSBAD, CA 92008

PROJECT

GLOBAL COMMERCE CENTER
102.96 KWDC PV SYSTEM
29970 TECHNOLOGY DRIVE
MURRIETA, CA 92563

REV	DATE	DESCRIPTION
-		
-		
-		
-		
-		
-	6/29/22	ISSUE FOR PERMIT
-	6/7/22	90% DESIGN V2 (JK)
-	5/10/22	90% DESIGN (JK)
-	4/14/22	PRELIM.

DATE	6/7/22
PROJECT NUMBER	22SR-GLOB299
CHECKED BY	GK

PERMIT

SHEET TITLE
INVERTER MOUNTING DETAILS

SHEET NUMBER
PV3.3

FORGESOLAR GLARE ANALYSIS

Project: **Global Commerce Center**
102.96 kW-DC solar carport for Office building located at 29970 Technology Drive Murietta, CA 92563. Clear height 10', facing south, 5 degree tilt. County of Riverside indicated we needed a glare analysis due to proximity of airport.

Site configuration: **solar carport v1**
Analysis conducted by John McDonnell (john@sunrenu.com) at 16:56 on 16 Sep, 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: 75971.13427
Methodology: V2

PV Array(s)

Name: Solar carport
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 192.0°
Rated power: 103.0 kW
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.561471	-117.137181	1303.32	10.00	1313.32
2	33.561535	-117.137550	1304.49	10.00	1314.49
3	33.561443	-117.137571	1303.13	10.00	1313.13
4	33.561380	-117.137198	1302.79	10.00	1312.79

Flight Path Receptor(s)

Name: FP 1
Description:
Threshold height: 50 ft
Direction: 194.2°
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	33.581988	-117.126444	1344.09	50.00	1394.09
Two-mile	33.610017	-117.117921	1416.52	531.00	1947.52

Name: FP 2
Description:
Threshold height: 50 ft
Direction: 12.1°
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	33.566496	-117.130544	1345.30	50.00	1395.30
Two-mile	33.538223	-117.137808	1110.01	838.72	1948.73

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.575967	-117.130137	1335.38	12.00

Map image of 1-ATCT

Route Receptor(s)

Name: Route 1
Path type: Two-way
Observer view angle: 50.0°

Note: Route receptors are excluded from this FAA policy review. Use the 2-mile flight path receptor to simulate flight paths according to FAA guidelines.

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.586544	-117.129937	1329.25	4.00	1333.25
2	33.584220	-117.131718	1306.57	4.00	1310.57
3	33.582379	-117.132856	1326.37	4.00	1330.37
4	33.580001	-117.133649	1330.20	4.00	1334.20
5	33.572582	-117.135559	1322.00	4.00	1326.00
6	33.565269	-117.137490	1313.89	4.00	1317.89

GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
Solar carport	5.0	192.0	0	0	222,200.0

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
FP 1	0	0
FP 2	0	0
1-ATCT	0	0
Route 1	0	0

Results for: Solar carport

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

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Route: Route 1

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.

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

www.rcaluc.org

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner Jackie Vega at (951) 955-0982**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The Riverside County Planning Department should be contacted on non-ALUC issues. For more information please contact Riverside County Planner Mr. Gus Lua at (951) 955-6855.

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 telephone Barbara Santos at (951) 955-5132.

PLACE OF HEARING:	**Riverside County Administration Center** **4080 Lemon Street, 1st Floor Board Chambers** **Riverside California**
DATE OF HEARING:	**November 10, 2022**
TIME OF HEARING:	**9:30 A.M.**

CASE DESCRIPTION:

ZAP1122FV22 – SunRenu Green Builders (Representative: Barry Coe) – County of Riverside Case No. BNR2200112 (Building Permit). A proposal to construct a 6,411 square foot carport with solar panels within an existing office parking lot on 2.86 acres at 29970 Technology Drive, located on the northeast corner of Technology Drive and Winchester Road (Airport Compatibility Zone C of the French Valley Airport Influence Area).

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number: ZAP1122FV22 Date Submitted: 9/29/22

AIA: Airport FRENCH VALLEY Zone: Zone C&D Public Hearing [X] Staff Review [ ]

Applicant

Applicant Full Name: SunRenu Green Builders

Applicant Address: 16674 N. 91st ST #105

Phone: 4807892049 Email: Support@SunRenu.com

Representative/ Property Owner Contact Information

Representative: SunRenu Green Builders - Barry Coe Email: Barry@SunRenu.com

Phone: 480.789.2049

Address: 16674 N. 91st ST #105 Scottsdale, AZ 85260

Property Owner: Global Cres Email: cturion@global-cres.com

Claude Turon-Barrere Phone: 760.994.3900

Address: Carlsbad, CA 92008

Local Jurisdiction Agency

Agency Name: Riverside County Phone: 951.955.6855

Staff Contact: Gus Lua Email: Gulua@RIVCO.org

Address: 4080 Lemon St, 4th Floor Riverside, CA 92502-1629

Local Agency Case No.: BNR2200112

Project Location

Street Address: 29970 Technology Dr. Murrieta, CA 92563 Gross Parcel Size.: 6702

Assessor's Parcel No.: 957-330-059

Solar

Is the project proposing solar Panels? Yes [✔] No [ ] If yes, please provide solar glare study. (Only for zone C or higher.)

Data

Site Elevation:(above mean sea level) _____

Height of Building or structures: 16' max

What type of drainage basins are being proposed and the square footage: Not required

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 current 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 September 16, 2022, through October 15, 2022, as authorized pursuant to ALUC Resolution No. 2020-02, ALUC Director Paul Rull reviewed one non-legislative case within Airport Compatibility Zone B1 of March Air Reserve Base/Inland Port Influence Area and issued determination of consistency.

ZAP1543MA22 (Zone B1) pertains to March Joint Powers Authority Case No. PP22-01 (Plot Plan Amendment), a proposal for a minor change to the 80,000 square foot industrial building on 4.55 acres as previously found consistent under ZAP1524MA22, located northerly of Determination Drive, westerly of Meridian Parkway, and southerly of Alessandro Boulevard. The proposed changes includes an increase of the building area to 80,074 square feet, and a reconfiguration of the internal floor area consisting of 77,054 square feet of warehouse area and 3,020 square feet of office area. (The original project under ZAP1524MA22 had proposed a total building area of 80,000 square feet, with 77,000 square feet of warehouse area and 3,000 square feet of office area.) The proposed revisions would result in a total occupancy of 169 people, which results in an average intensity of 37 people per acre, and a single acre intensity of 96 people, which are the same intensities as calculated under ZAP1524MA22, and consistent with Zone B1 average intensity criterion of 50 people per acre, and single acre criterion maximum of 100 people.

ALUC Director Paul Rull issued a determination of consistency for this project on September 22, 2022.

B. 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.

ZAP1070HR22 (Citywide) pertains to City of Hemet Case No. GPA21-003 (General Plan Amendment), a City initiated proposal to amend its General Plan Circulation Element adopting new Vehicle Miles Traveled thresholds to be compliant with Senate Bill 743 and a proposal removing a segment of Whittier Avenue from the Circulation Element Master Plan. 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 Hemet-Ryan Airport Influence Area located within the City of Hemet.

ALUC Director Paul Rull issued a determination of consistency for this project on October 6, 2022.

5.2 Update March Air Reserve Base Compatibility Use Study (CUS)
Presentation by Project Director Simon Housman or his designee.

5.3 ALUC Concern Letter Regarding City of Moreno Valley Heacock Parking Lot in the Clear Zone
Presentation by ALUC Director Paul Rull or his designee.

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

September 22, 2022

Mr. Jeffrey Smith, Project Planner
March Joint Powers Authority
14205 Meridian Parkway, Suite 140
Riverside CA 92518

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

www.rcaluc.org

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

File No.:	ZAP1543MA22
Related File No.:	PP22-01 (Plot Plan Amendment)
Airport Zone:	Zone B1
APN:	297-100-083

Dear Mr. Smith:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2020-02, as ALUC Director, I have reviewed March Joint Powers Authority Case No. PP22-01 (Plot Plan Amendment), a proposal for a minor change to the 80,000 square foot industrial building on 4.55 acres as previously found consistent under ZAP1524MA22, located northerly of Determination Drive, westerly of Meridian Parkway, and southerly of Alessandro Boulevard.

The proposed changes includes an increase of the building area to 80,074 square feet, and a reconfiguration of the internal floor area consisting of 77,054 square feet of warehouse area and 3,020 square feet of office area. (The original project under ZAP1524MA22 had proposed a total building area of 80,000 square feet, with 77,000 square feet of warehouse area and 3,000 square feet of office area.)

The proposed revisions would result in a total occupancy of 169 people, which results in an average intensity of 37 people per acre, and a single acre intensity of 96 people, which are the same intensities as calculated under ZAP1524MA22, and consistent with Zone B1 average intensity criterion of 50 people per acre, and single acre criterion maximum of 100 people.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the March Joint Powers Authority applies the following recommended conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

   (a) Any use 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 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 climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport to the extent as to result in a potential for temporary after-image greater than the low ("green") level.

(c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, 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 non-residential 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 Zones I and II pursuant to DoDI 4165.57 Appendix 2, Table 1.

(h) Other hazards to flight.

3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority or its successor in interested, or provide evidence that such easement has 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 project has been conditioned to utilized underground detention systems, which shall not contain surface water or attract wildlife. Any other 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

5. Zoned fire sprinkler systems shall be required throughout the building.

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

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

8. The project has been evaluated for an 80,074 square foot industrial warehouse building including 77,054 square feet of warehouse area, and 3,020 square feet of office area. Any 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.

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

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: Seefried Industrial Properties (applicant/representative)
CH Realty IX/I Riverside Meridian South, L.P (property owner)
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\ZAP1543MA22\ZAP1543MA22.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 AIRPORT LAND USE COMMISSION ALUC

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ Phone: _____

STANDARD JPA NOTES

1. ALL NEW OR EXISTING UTILITY LINES LESS THAN 69 KV ON OR CONTIGUOUS TO THE SITE SHALL BE INSTALLED OR RELOCATED UNDERGROUND.

2. ALL OUTDOOR STORAGE AREAS FOR MATERIALS AND EQUIPMENT SHALL BE FULLY SCREENED FROM VIEW.

3. ROOF-MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY A PARAPET WALL. TO THE EXTENT PERMITTED BY LAW, SATELLITE DISHES SHALL BE FULLY SCREENED BY A PARAPET WALL. GROUND MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED FROM PUBLIC VIEW BY A COMBINATION OF DECORATIVE WALLS AND DENSE LANDSCAPING.

4. ALL BACKFLOW PREVENTERS 2" OR LARGER SHALL BE SCREENED WITH LANDSCAPE LOCATED WITHIN A 6' RADIUS OF THE BACKFLOW PREVENTER. ALL BACKFLOW PREVENTERS LESS THAN 2" SHALL BE PLACED IN A WIRE MESH BASKET AND PAINTED TO MATCH THE PRIMARY BUILDING COLOR.

5. SITE LIGHTING SHALL BE 2700 KELVIN, MAXIMUM 750-WATT, FULL CUT-OFF FIXTURES, WITH THE MAXIMUM LIGHT FIXTURE HEIGHT OF 25' ABOVE FINISHED GRADE, AND A MAXIMUM LIGHTING LEVEL OF .5 CANDLE/FOOT AT THE PROPERTY LINE.

6. FULL SCREENING OF ALL PARKING IS REQUIRED BY MOUNDING AND CONTOURING OF LANDSCAPED AREAS, BY LANDSCAPE SHRUB, BY SCREENING WALL, OR BY COMBINATION OF THESE TECHNIQUES.

7. BUILDING DOWNSPOUTS SHALL BE INTERNALIZED FOR OFFICE, COMMERCIAL AND MIXED USE DEVELOPMENTS. INDUSTRIAL AND BUSINESS PARK BUILDING ELEVATIONS WHICH ARE NOT VISIBLE FROM A PUBLIC RIGHT-OF-WAY MAY INCORPORATE EXPOSED DOWNSPOUTS.

8. ALL TRASH CONTAINERS SHALL BE ENCLOSED WITHIN A MASONRY SCREENING WALL WITH FULLY OPAQUE SCREENING GATES. SCREENING GATES SHALL NOT OPEN INTO VEHICULAR DRIVE AISLES. TRASH ENCLOSURES SHALL PROVIDE A LOCATION FOR THE COLLECTION OF RECYCLABLES CONSISTENT WITH WASTE MANAGEMENT REQUIREMENTS. TRASH ENCLOSURE GATES SHALL INCORPORATE A MINIMUM OF 80% OPACITY.

9. WITHIN COMMERCIAL, OFFICE AND MIXED-USE DEVELOPMENTS (NOT APPLICABLE TO THIS PROJECT), VEHICULAR ACCESS POINTS AND PEDESTRIAN ACCESS WAYS SHALL INCLUDE SPECIAL PAVING TREATMENT SUCH AS INTEGRAL COLORED STAMPED CONCRETE, BOMANITE, OR SIMILAR ALTERNATIVE. LOCATION AND MATERIAL SHALL BE REVIEWED AND APPROVED BY THE PLANNING DEPARTMENT STAFF PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. STAMPED AND/OR COLORED ASPHALT IS NOT PERMITTED

10. ALL EXTERIOR METAL MUST BE FINISHED OR PAINTED TO MATCH THE APPROVED PROJECT COLORS WITH THE EXCEPTION OF ANODIZED ALUMINUM WINDOW MULLIONS.

11. ALL USES SHALL OPERATE IN A MANNER WHICH IS COMPATIBLE WITH THE NEARBY MARCH AIR RESERVE BASE/MARCH INLAND PORT. THE FOLLOWING ACTIVITIES SHALL BE PROHIBITED:

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 TOWARD AN AIRCRAFT ENGAGED IN A STRAIGHT FINAL APPROACH TOWARD A LANDING AT AN AIRPORT.

C. ANY USE WHICH WOULD GENERATE SMOKE OR WATER VAPOR OR WOULD ATTRACT LARGE CONCENTRATIONS OF BIRDS, OR WHICH MAY OTHERWISE AFFECT SAFE AIR NAVIGATION WITHIN THE AREA.

D. ANY USE WHICH WOULD GENERATE ELECTRICAL INTERFERENCE THAT MAY BE DETRIMENTAL TO THE OPERATION OF AIRCRAFT AND/OR AIRCRAFT INSTRUMENTATION.

12. BUILDINGS WITHIN THE 65DBA NOISE CONTOUR WILL INCLUDE APPROPRIATE SOUND ATTENUATION.

13. PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY, THE TENANT SHALL RECEIVE APPROVAL OF A TRAFFIC DEMAND MANAGEMENT PLAN WHICH SHALL INCLUDE THE FOLLOWING ELEMENTS: IDENTIFICATION OF THE LOCATION OF A MINIMUM OF 30" X 42" WALL AREA FOR THE POSTING OF ALTERNATIVE TRANSPORTATION MODE INFORMATION INCLUDING FINANCIAL INCENTIVES BY RESPONSIBLE AGENCIES, TRANSIT SCHEDULES AND CARPOOLING INFORMATION.

14. PRIOR TO ISSUANCE OF THE PROJECT C OF O, EACH PROJECT SHALL PROVIDE A 6-SQ/FT SIGN IDENTIFYING THE APPROVED TRUCK ROUTE PLAN AT ALL SERVICE DRIVEWAY LOCATIONS.

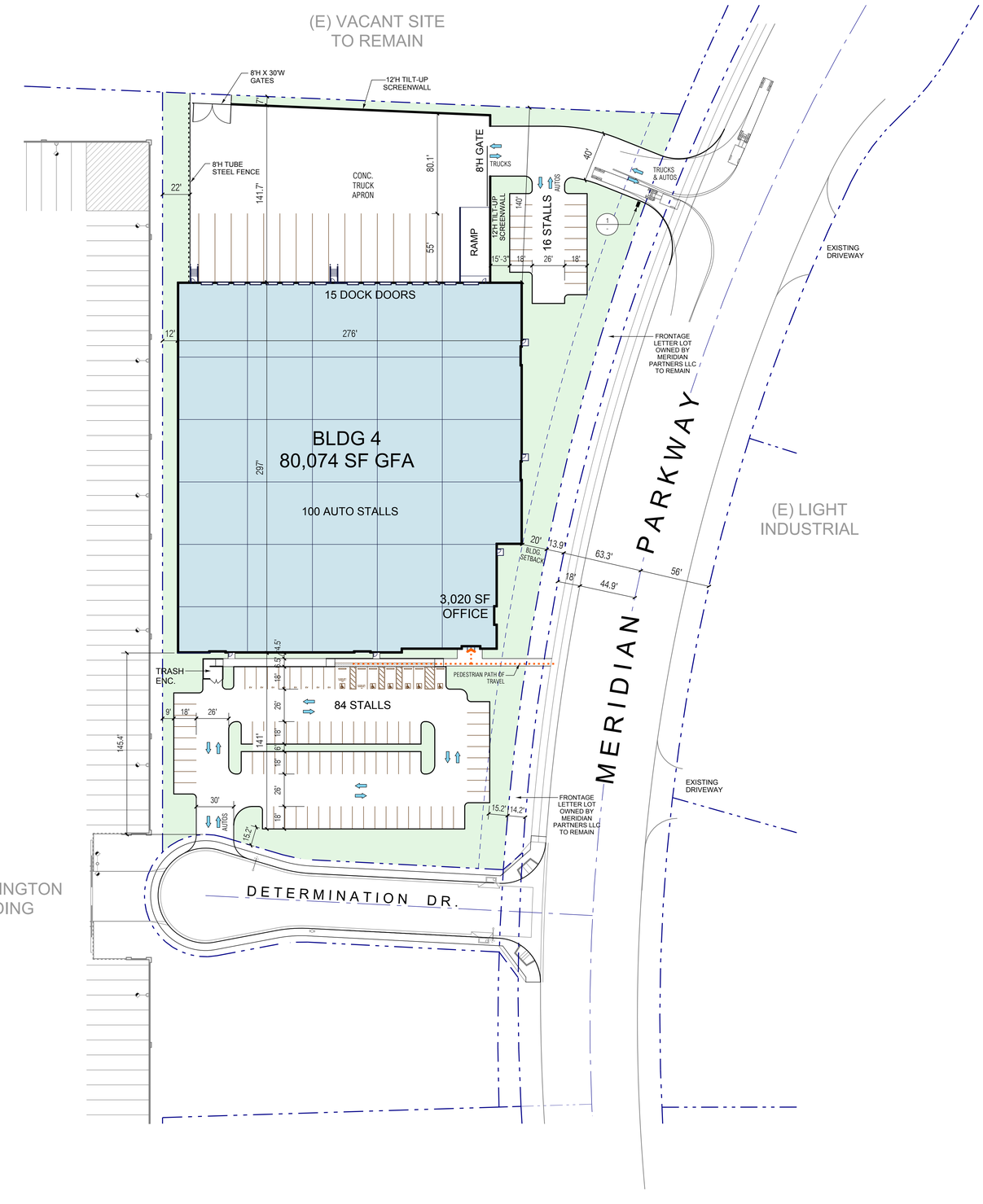
15. PRIOR TO ISSUANCE OF THE PROJECT C OF O, EACH PROJECT SHALL PROVIDE A 6-SQ/FT SIGN IDENTIFYING THE 5 MINUTE TRUCK IDLING MAXIMUM, WITH A MINIMUM OF ONE SIGN FOR EVERY 2 ROLL-UP TRUCK DOORS.

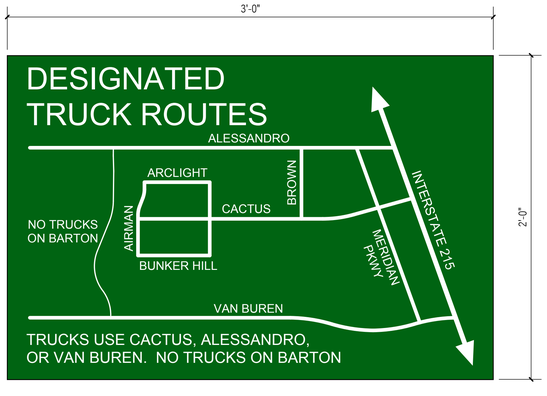
16. ALL DESIGN AND CONSTRUCTION PLAN SUBMITTALS SHALL INCLUDE A DIAGRAMMATIC CALCULATION IDENTIFYING THE RELATIONSHIP OF SITE IMPROVEMENTS IN COMPLIANCE WITH FAA PART 77 AIRSPACE. ALL DEVELOPMENT REQUIRES APPROVAL OF A FAA FORM 7460-1 PRIOR TO THE ISSUANCE OF BUILDING PERMITS.

17. ALL CONSTRUCTION EQUIPMENT USED FOR CONSTRUCTION ACTIVITIES SHALL BE FITTED WITH EXHAUST MUFFLING AND NOISE CONTROL FILTER DEVICES TO REDUCE NOISE IMPACTS.

18. PRIOR TO THE ISSUANCE OF BUILDING PERMITS, ALL DEVELOPMENT IMPACT FEES SHALL BE PAID, INCLUSIVE OF TUMF, SCHOOL FEES, AND FIRE AND PUBLIC FACILITIES FEES.

19. IF ARCHAEOLOGICAL OR PALEONTOLOGICAL RESOURCES ARE ENCOUNTERED AT THE TIME OF GRADING OR PROJECT CONSTRUCTION, ALL PROJECT WORK IN THE AREA OF THE RESOURCE SHALL CEASE UNTIL THE AREA HAS BEEN SURVEYED BY A QUALIFIED ARCHAEOLOGIST OR PALEONTOLOGIST IN CONFORMANCE WITH THE CULTURAL RESOURCE MANAGEMENT PLAN.





2'-0" X 3'-0" X 0.080" ALUMINUM PANEL LAMINATED GREEN HP VINYL WITH WHITE HP VINYL COPY AND GRAPHICS. PANELS TO THEN BE COATED WITH ANTI GRAFFITI SHEETING. PANEL TO COME WITH MINIMUM A 2/3/8" GALVANIZED POST AND MOUNTING HARDWARE. PROVIDE SHOP DRAWING TO ARCHITECT AND MJPA FOR APPROVAL PRIOR TO FABRICATION.

TRUCK ROUTE SIGN — 1

PROJECT DATA

SITE AREA:	198,238 SF 4.55 AC (1 AC MIN.)
SETBACKS:	
FRONT (MERIDIAN PKWY)	20' (20' MIN.)
REAR	12' (3' MIN.)
NORTH SIDE	140' (3' MIN.)
SOUTH SIDE (DETERMINATION DR.)	145.4' (20' MIN.)
ALLOWABLE HEIGHT:	
BASIC ALLOWABLE	35'
10% INCREASE IN MAX. ALLOWABLE	38'-6"
PROPOSED BUILDING HEIGHT	38'-6"
PROPOSED TOWER ELEMENT AT CORNER	42'-0"
BUILDING AREA:	
FOOTPRINT	80,074 SF
MEZZANINE	0 SF
TOTAL BUILDING AREA:	80,074 SF
COVERAGE	40.39 %
FAR:	.403
PARKING REQUIRED:	
3,020 SF OFFICE @ 3.3/1000	10 STALLS
0 - 50,000 SF @ 1/1000	50 STALLS
50,000 - 200,000 SF @ 0.33/1000	9 STALLS
TOTAL STALLS REQUIRED	69 STALLS
AUTO PARKING PROVIDED:	
STANDARD STALLS	85 STALLS
CARPOOL / EV STALLS (10%)	10 STALLS
ACCESSIBLE STALLS	5 STALLS
TOTAL STALLS PROVIDED	100 STALLS
LOADING DOCK POSITIONS	15 DOCKS
GRADE DOOR POSITIONS	1 DOORS
TRUCK TRAILER STALLS 12'X53'	0 STALLS
BIKE PARKING:	
REQUIRED @ 1/20 AUTO STALLS	6
PROVIDED	6
LANDSCAPE AREA REQUIRED @ 10%:	19,825 SF
LANDSCAPE AREA PROVIDED:	50,010 SF 25.0 %

GENERAL PROJECT INFORMATION:

ZONE:	BPX - MARCH JPA DEVELOPMENT CODE
ASSESSOR PARCEL NUMBERS:	297-100-083
LEGAL DESCRIPTION:	LOT 1 OF TRACT NO. 37107 AS SHOWN BY MAP ON FILE IN BOOK 463, PAGES 1 THROUGH 9, INCLUSIVE OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
PLANNING CASE NUMBERS:	PP22-01

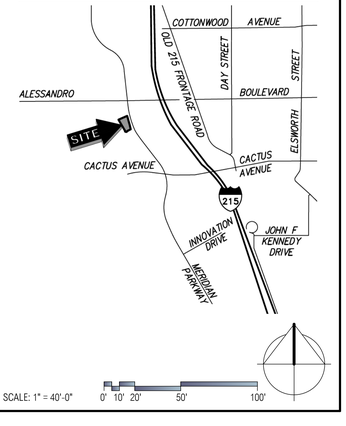
CODE ANALYSIS:

CONSTRUCTION TYPE	TYPE III-B
FIRE SPRINKLERS	FULLY SPRINKLERED - ESFR
AREA JUSTIFICATION:	
SIDEYARDS	(4) 40' - 60' SIDEYARDS
ALLOWABLE AREA	UNLIMITED AREA - SECTION 507.3
ALLOW HEIGHT	55' + 20' = 75 FEET - SECTION 504.2
PROPOSED HEIGHT	42'-0"

UTILITY PROVIDERS

ELECTRICAL:	EDISON
WATER/SEWER:	WESTERN MUNICIPAL WATER DISTRICT
TELEPHONE:	VERIZON
GAS:	SOUTHERN CALIFORNIA GAS

VICINITY MAP



SCALE: 1" = 40'-0" 0' 10' 20' 50' 100'

RGA
Office of Architectural Design
15231 Alton Parkway, Suite 100
Irvine, CA 92618
T 949-341-0920
FX 949-341-0922

SEEFRIED INDUSTRIAL PROPERTIES
Scott Irwin
Senior Vice President – Southern California
SEEFRIED INDUSTRIAL PROPERTIES, INC.
2301 Rosecrans Avenue, Suite 3165
El Segundo, CA 90245
Office: +1 310 536 7900
Cell: +1 562 484 8761
scottirwin@seefriedproperties.com

MERIDIAN

WEST CAMPUS - BUILDING 4

MERIDIAN PARK LLC

MARK	DATE	DESCRIPTION
SD	8/22/22	PLOT PLAN PACKAGE SUBMITTAL
SD	6/16/22	PLOT PLAN PACKAGE SUBMITTAL
SD	6/13/22	PLOT PLAN PACKAGE SUBMITTAL
SD	1/25/22	PLOT PLAN PACKAGE SUBMITTAL
SD	1/11/22	PREAPPLICATION SITE PLAN
SD	12/1/21	SCHEMATIC SITE PLAN

RGA PROJECT NO:	21134.00
CAD FILE NAME:	21134-04-A1-01
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CHK'D BY:	CS
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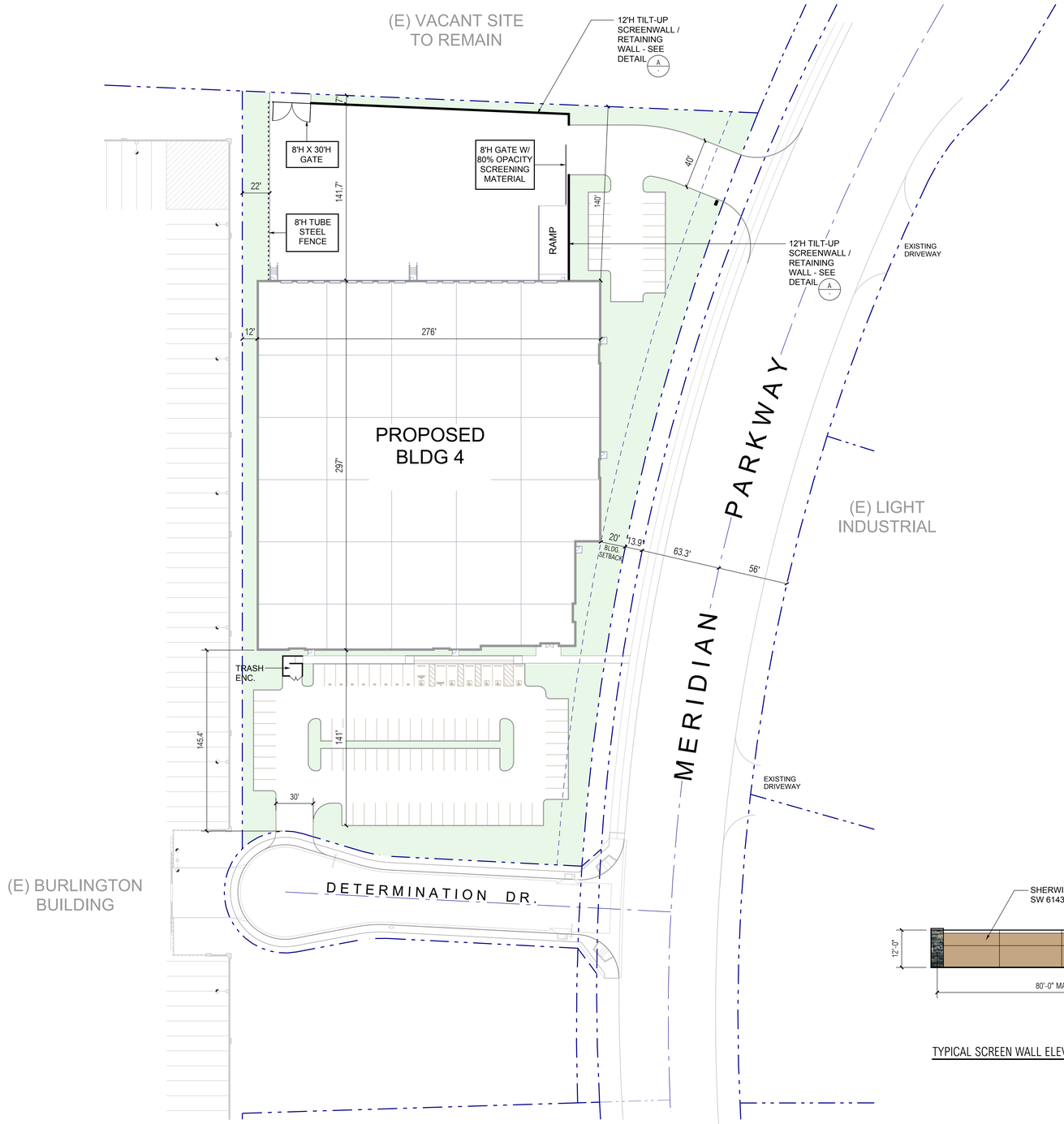
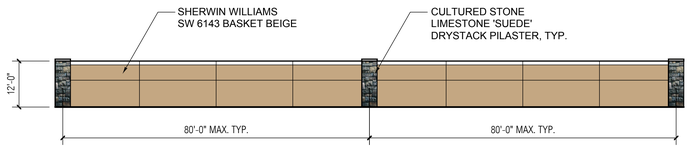
SHEET TITLE	

A1-01





TYPICAL SCREEN WALL ELEVATION — A

SCALE: 1" = 40'-0"

0' 10' 20' 50' 100'

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Office of Architectural Design
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Irvine, CA 92618
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Office: +1 310 536 7900
Cell: +1 562 484 8761
scottirwin@seefriedproperties.com

MERIDIAN

WEST CAMPUS - BUILDING 4 - FENCE PLAN

MERIDIAN PARK LLC

MARK	DATE	DESCRIPTION
SD	12/1/21	SCHEMATIC SITE PLAN
SD	1/25/22	PLOT PLAN PACKAGE SUBMITTAL
SD	4/20/22	PLOT PLAN PACKAGE SUBMITTAL
SD	8/22/22	PLOT PLAN PACKAGE SUBMITTAL

RGA PROJECT NO:	21134.00
CAD FILE NAME:	21134-04-A1-02
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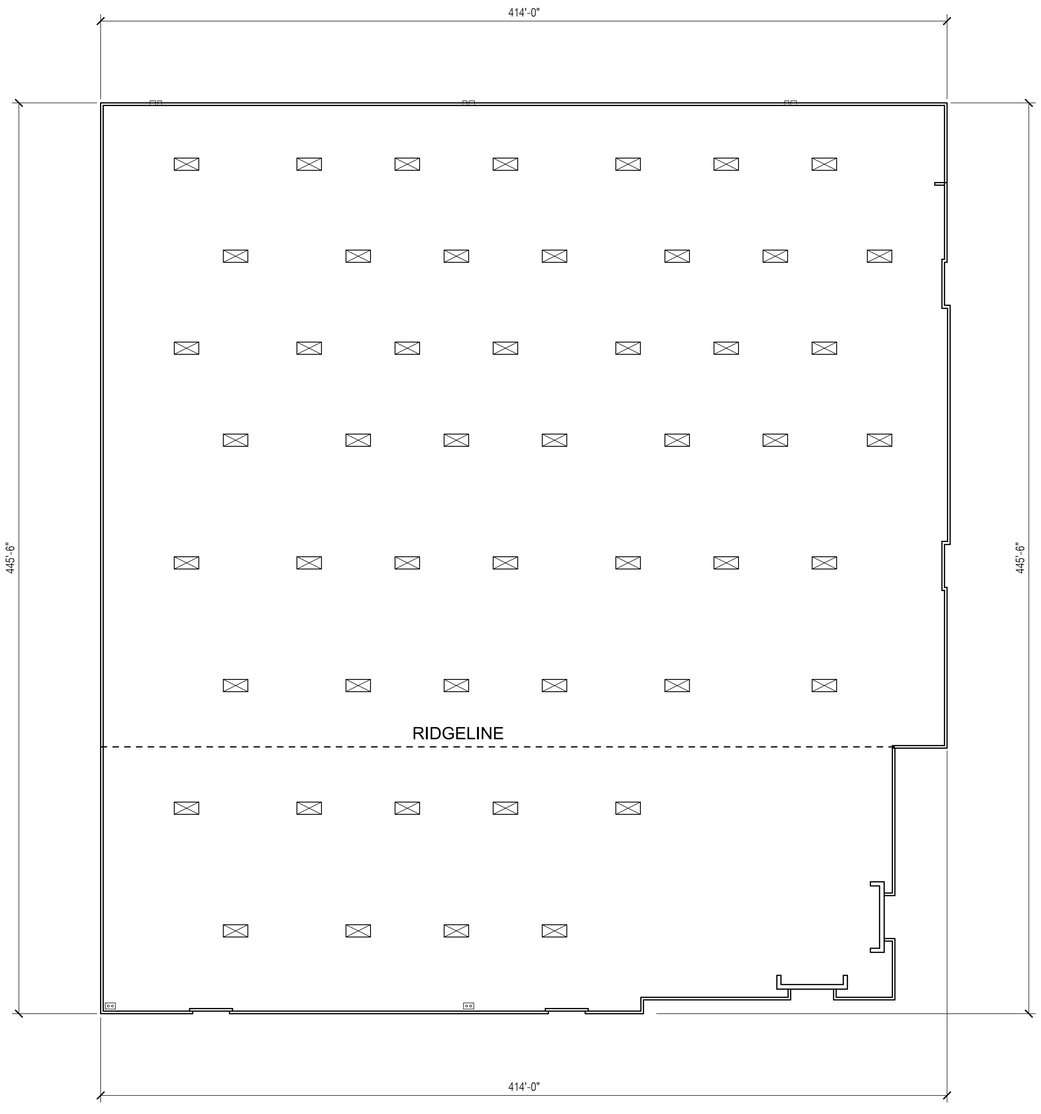
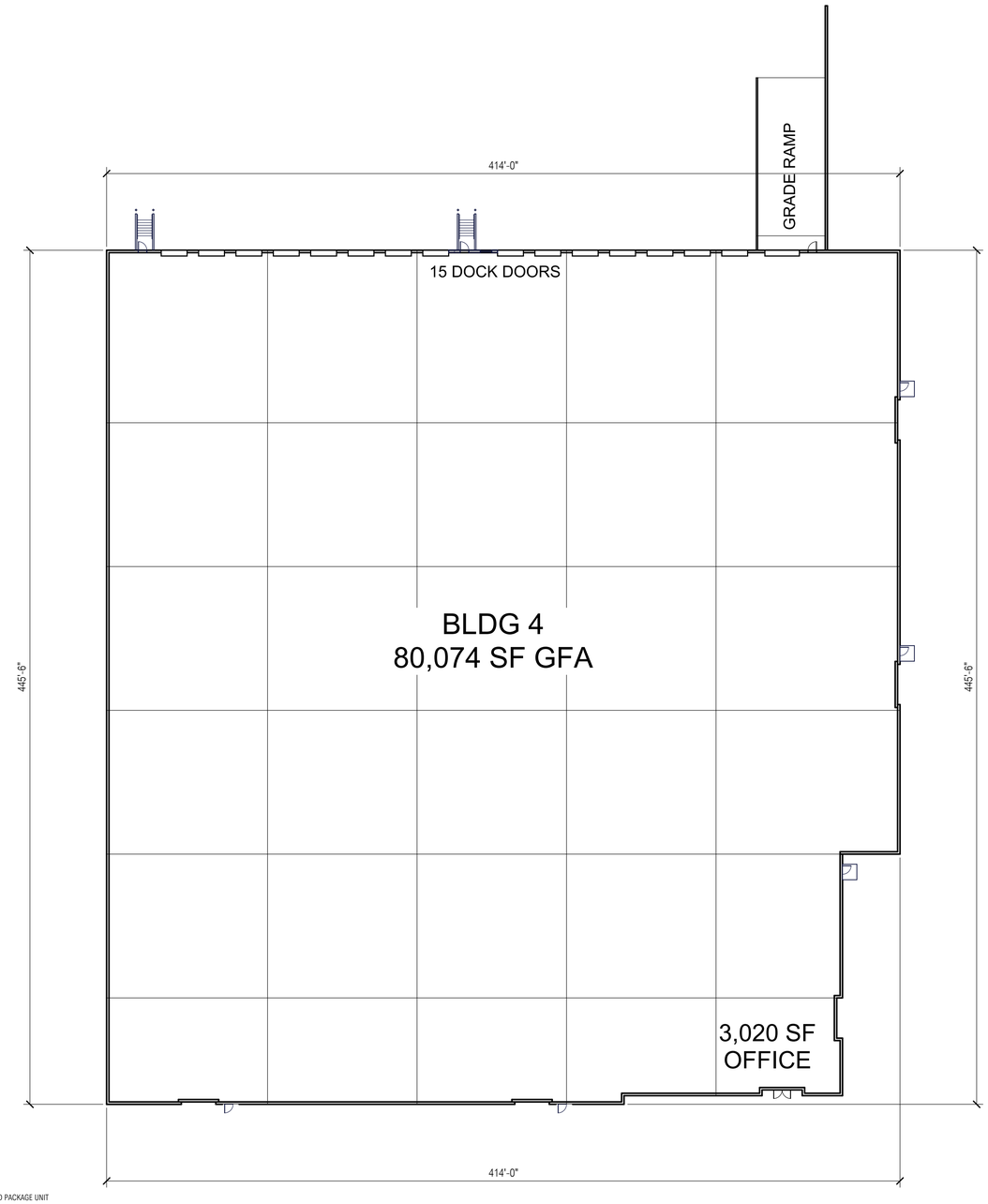
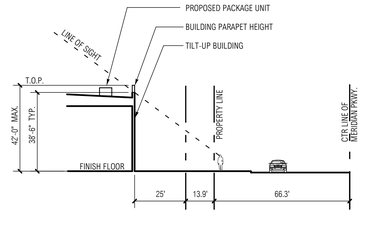
A1-02







TYPICAL EQUIPMENT SCREEN LINE OF SIGHT

SCALE 1" = 30'-0"

NOTE: LINE OF SIGHT TAKEN FROM 6'-0" ABOVE FINISH GRADE

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SD	4/20/22	PLOT PLAN PACKAGE SUBMITTAL
SD	1/25/22	PLOT PLAN PACKAGE SUBMITTAL

RGA PROJECT NO:	21134.00
CAD FILE NAME:	21134-04-A2-01
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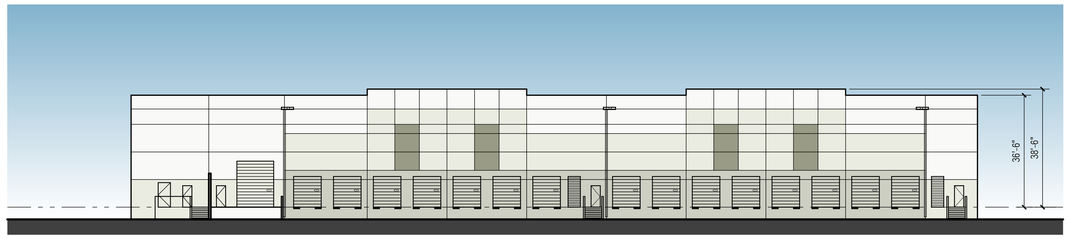
SHEET TITLE	

FLOOR & ROOF PLAN

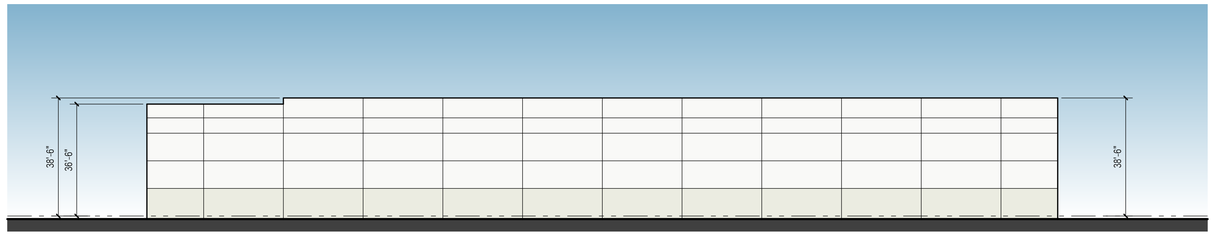
A2-01

FINISH SCHEDULE

1. FIELD COLOR: SHERWIN WILLIAMS 7006 EXTRA WHITE
2. ACCENT COLOR: SHERWIN WILLIAMS SW 6169 SEDATE GRAY
3. ACCENT COLOR: SHERWIN WILLIAMS SW 6199 RARE GRAY
4. BASE COLOR: SHERWIN WILLIAMS SW 7060 ATTITUDE GRAY
5. GLAZING: 1/4" MONOLITHIC 1/4" PPG SOLARCOOL PACIFICA REFLECTIVE #2 IN CLEAR ANODIZED ALUMINUM STOREFRONT. THE MAXIMUM ALLOWABLE REFLECTANCE OF GLASS SHALL BE 25%.



NORTH ELEVATION



WEST ELEVATION

SOUTH ELEVATION

EAST ELEVATION

SCALE: 1" = 20'-0" 0' 5' 10' 20' 50'

RGA
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15231 Alton Parkway, Suite 100
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SD	4/20/22	PLOT PLAN PACKAGE SUBMITTAL
SD	1/25/22	PLOT PLAN PACKAGE SUBMITTAL

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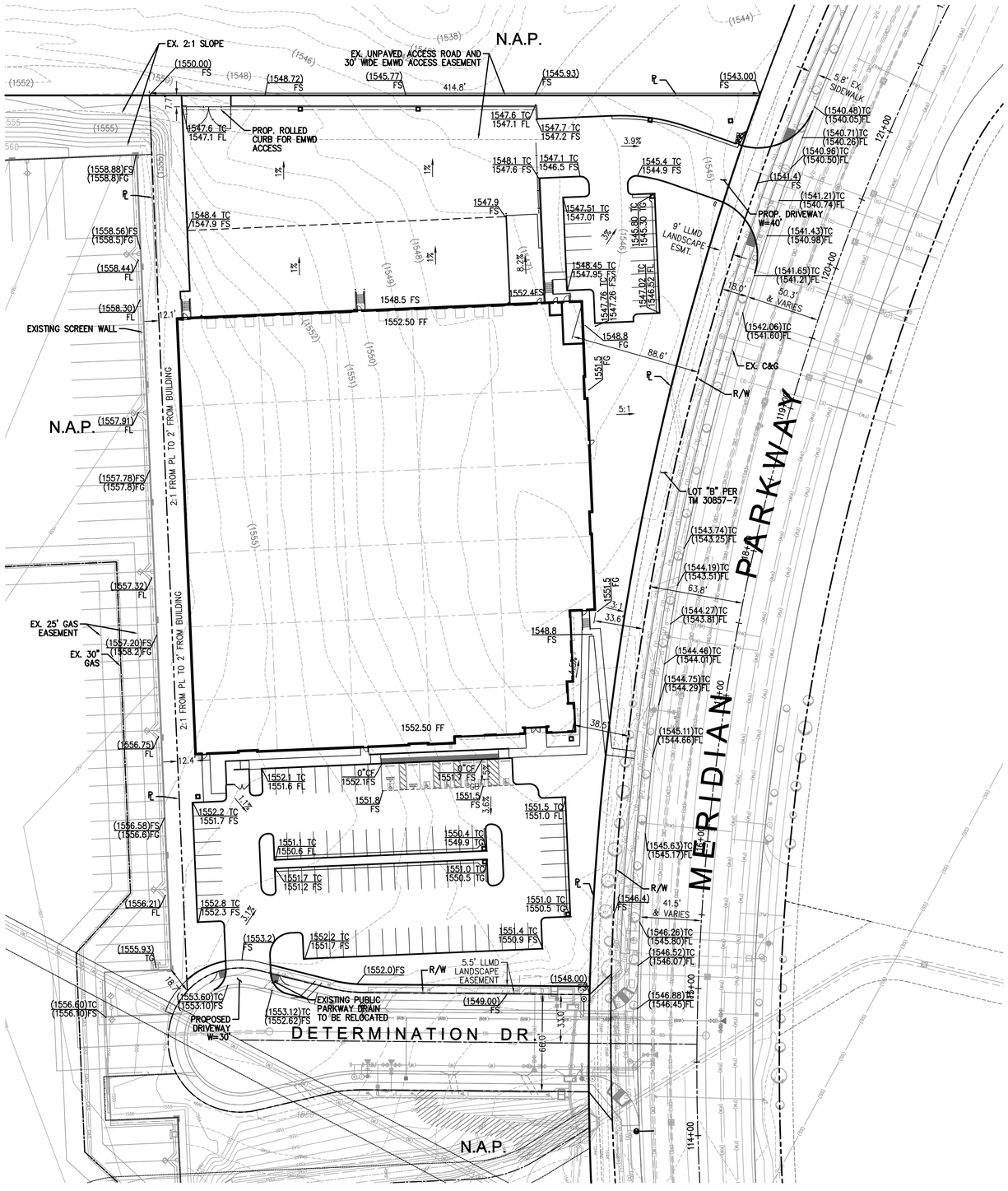
SHEET TITLE	

BUILDING 4 ELEVATIONS

A3-01



LLMD REQUIREMENTS:

- PRIOR TO SITE GRADING THE GRADING CONTRACTOR SHALL CONTACT THE MARCH JPA LANDSCAPE AND LIGHTING MAINTENANCE DISTRICT (LLMD) MANAGER AT (951) 656-7000 TO COORDINATE ALL ACTIVITY AND IMPACTS UPON LLMD FACILITIES WITHIN THE PUBLIC RIGHT OF WAY AND LANDSCAPE EASEMENTS. THE COORDINATION SHALL ASSURE UNINTERRUPTED OPERATION OF THE LLMD IRRIGATION SYSTEM AND SHALL IDENTIFY ANY IMPACTS ON LLMD MAINLINES, WIRES, LATERALS AND IRRIGATION COMPONENTS, INCLUSIVE OF THE NEED TO MOVE OR SLEEVE LLMD FACILITIES AS DETERMINED BY THE LLMD MANAGER.
- ALL LLMD PRESSURE MAIN LINE AND LATERAL CROSSINGS BENEATH PAVED AREAS SHALL BE ENCASED IN SCHEDULE 40 PVC SLEEVES TWICE THE DIAMETER OF THE PIPE. SLEEVES SHALL BE PLACED AT A DEPTH OF 24" BENEATH FINISHED SURFACE, MEASURED FROM THE TOP OF THE SLEEVE. CONTROL WIRES SHALL BE SEPARATE SLEEVES WITH A MINIMUM DIAMETER OF 2". WIRE SLEEVES SHALL BE SIZED SO THAT WIRE BUNDLES MAY BE PULLED WITHOUT BINDING. ON EACH SIDE OF PAVED AREAS A 10" ROUND VALVE BOX WITH WIRE CONNECTIONS SHALL BE INSTALLED. PIN TIE CONNECTORS SHALL BE USED IN WIRE CONNECTION BOX AND MUST BE BRANDED ON THE VALVE BOX LID WITH "SW" FOR FUTURE IDENTIFICATION.
- ALL CHANGES TO THE LLMD EASEMENT AREA SHALL BE COMPLETED IN ACCORDANCE WITH THE APPROVED LLMD LANDSCAPE PLANS AND AN "AS BUILT" DRAWING SHALL BE SUBMITTED AND APPROVED UPON COMPLETION AND INSPECTION OF THE WORK. ALL REPAIRS AND/OR INSTALLATIONS IN THE LLMD RIGHT OF WAY AND EASEMENT AREAS MUST BE INSPECTED BY THE LLMD MANAGER.
- ALL LLMD IRRIGATION DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY A QUALIFIED IRRIGATION TECHNICIAN WITHIN TWENTY FOUR (24) HOURS TO ENSURE LLMD PLANT MATERIAL DOES NOT INCUR ADDITIONAL DAMAGE OR LOSS OR A $500 FINE PER DAY WILL BE ACCESSED UNTIL COMPLETED. ALTERNATIVELY THE MJPA CAN HAVE THEIR LLMD CONTRACTOR REPAIR ANY DAMAGE AND BILL THE OWNER DIRECTLY AT THE REQUEST OF THE OWNER.
- ALL LLMD PLANT MATERIAL DAMAGED SHALL BE REPLACED WITH LIKE SIZED MATERIAL WITHIN THREE (3) BUSINESS DAYS UNLESS AN EXTENSION IS APPROVED IN WRITING BY THE LLMD MANAGER.
- AT NO TIME SHALL ANY CONTRACTOR STORE OR PLACE EQUIPMENT, SIGNS, TEMPORARY UTILITIES OR ANY OTHER ITEMS WITHIN THE PUBLIC RIGHT OF WAY OR LLMD LANDSCAPE EASEMENT AREAS.
- NO CONTRACTOR PARKING WILL BE ALLOWED ON THE MJPA STREETS AT ANY TIME DURING CONSTRUCTION.
- NO CONSTRUCTION PERSONNEL OR SUBCONTRACTORS MAY CONDUCT THEIR BREAK TIME IN THE LLMD AREA. COST FOR DAMAGES WILL APPLY AS PER COA 69.
- NO CERTIFICATE OF OCCUPANCY WILL BE ISSUED UNTIL ALL LLMD IRRIGATION AND/OR PLANTINGS ARE RESTORED IN-KIND AND TO THE SATISFACTION OF THE MJPA OPERATIONS DIRECTOR AND ANY OUTSTANDING FINES ARE PAID IN FULL.
- PRIOR TO ANY WALL AND FENCE CONSTRUCTION OR ENCROACHMENT INTO THE LLMD THE MJPA MUST BE NOTIFIED FOR LLMD PRE-INSPECTION AND SCHEDULE OF WORK.

RAW EARTHWORK

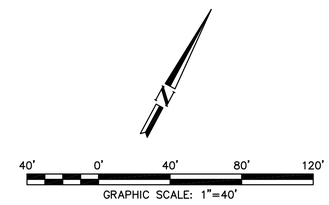
	CUT (CY)	FILL (CY)
RAW	9,819	6,605
OVEREXCAVATION	3,500	3,500
SHRINKAGE (10% OF FILL)	–	3,500
SPOILS	1,700	–
TOTAL	15,019	13,605
EXPORT	1,414	0

EARTHWORK NOTES:

- CONTRACTOR IS RESPONSIBLE FOR OBTAINING THEIR OWN EARTHWORK NUMBERS FOR PRICING/CONTRACT PURPOSES.
- EARTHWORK VALUES DO NOT ACCOUNT FOR POTENTIAL SCARIFYING AND REMOVALS OF EXISTING ON-SITE IMPROVEMENTS/ORGANIC MATERIALS.
- EARTHWORK VALUES DO NOT ACCOUNT FOR ADDITIONAL CUT FROM UTILITY TRENCHING AND FROM THE PROPOSED UNDERGROUND STORMWATER DETENTION SYSTEM.
- AN 8-INCH THICK PAVEMENT SECTION THICKNESS THROUGHOUT THE SITE WAS ASSUMED FOR THE EARTHWORK CALCULATIONS.
- AN 8-INCH THICK BUILDING PAD THICKNESS WAS ASSUMED FOR THE EARTHWORK CALCULATIONS.

ADDITIONAL NOTES

- THIS CONCEPT PLAN IS BASED ON THE ASSUMPTION THAT THE NEGOTIATIONS WITH MJPA AND/OR EMWD WOULD ALLOW THE EXISTING 30-FT WIDE EMWD ACCESS EASEMENT TO BE QUITCLAIMED.
- THIS CONCEPT PLAN INCLUDES PROPOSED STORM DRAINAGE PIPING TO BE INSTALLED AND MAINTAINED ACROSS THE ADJACENT LOT B TRACT 30857-7 TO AN EXISTING MERIDIAN PARKWAY CULVERT INLET HEADWALL. A DRAINAGE EASEMENT, LAND ACQUISITION OR ALTERNATE DRAINAGE ROUTE OR DISCHARGE POINT WOULD BE REQUIRED.



160 S. Old Springs Road
Suite 210
Anaheim Hills, CA 92808
714-685-6860
DRC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning

NOT FOR CONSTRUCTION

NO.:	REVISION:	DATE:

MERIDIAN-WEST CAMPUS LOT 1 TRACT 37107
NWC MERIDIAN PKWY & DETERMINATION DR.
RIVERSIDE, CA
CONCEPT GRADING PLAN

ISSUE:	CONCEPT
DATE:	12/15/2021
CHECKED: LI	DRAWN: LI
DRAWING FILE:	21101CG
PROJECT NO.:	21-101
SHEET NUMBER:	1
OF	2 SHEETS
SCALE:	AS SHOWN

FILENAME: M:\2021\21-101 Seefried MWC Lot 1\CONCEPT\21-101 CG01.dwg, LAST SAVED ON: Apr 25 2022 3:20pm PLOTTED BY: KENNY, ON: Sep 06 2022 11:13am, CFG:

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

October 19, 2022

Monique Alaniz-Flejter, Project Planner
City of Hemet Planning Department
445 E. Florida Avenue
Hemet CA 92543

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

File No.: ZAP1070HR22
Related File No.: GPA21-003 (General Plan Amendment)
APN: Citywide

Dear Ms. Alaniz-Flejter:

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 Hemet Case No. GPA21-003 (General Plan Amendment), a City initiated proposal to amend its General Plan Circulation Element adopting new Vehicle Miles Traveled thresholds to be compliant with Senate Bill 743 and a proposal removing a segment of Whittier Avenue from the Circulation Element Master Plan.

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 Hemet-Ryan Airport Influence Area located within the City of Hemet.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2017 Hemet-Ryan Airport Land Use Compatibility Plan.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

cc: ALUC Case File

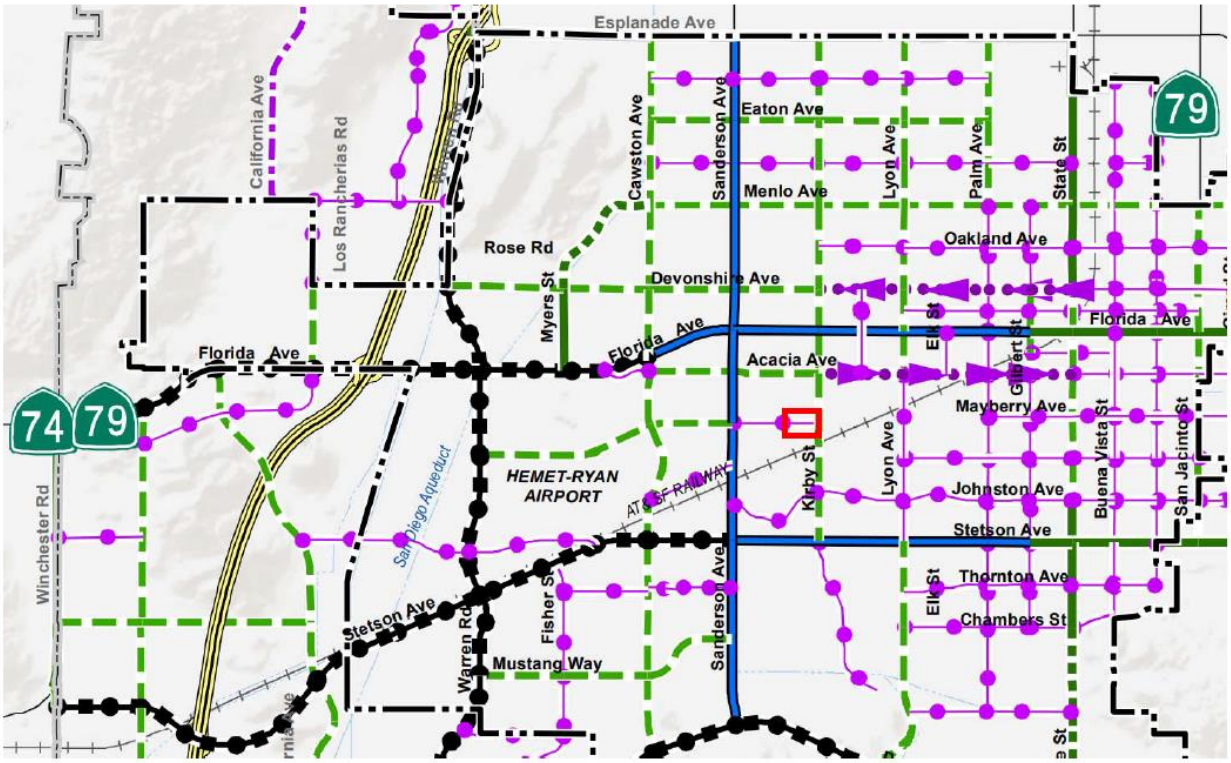
X:\AIRPORT CASE FILES\Hemet-Ryan\ZAP1070HR22\ZAP1070HR22.LTR.doc

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

www.rcaluc.org

Figure 1

Figure 1: Existing Circulation Plan showing Proposed Segment to be Removed



Section of Whittier Ave Extension proposed to be removed as a part of GPA.

Figure 2 -APN Map

Figure 2: APN Map

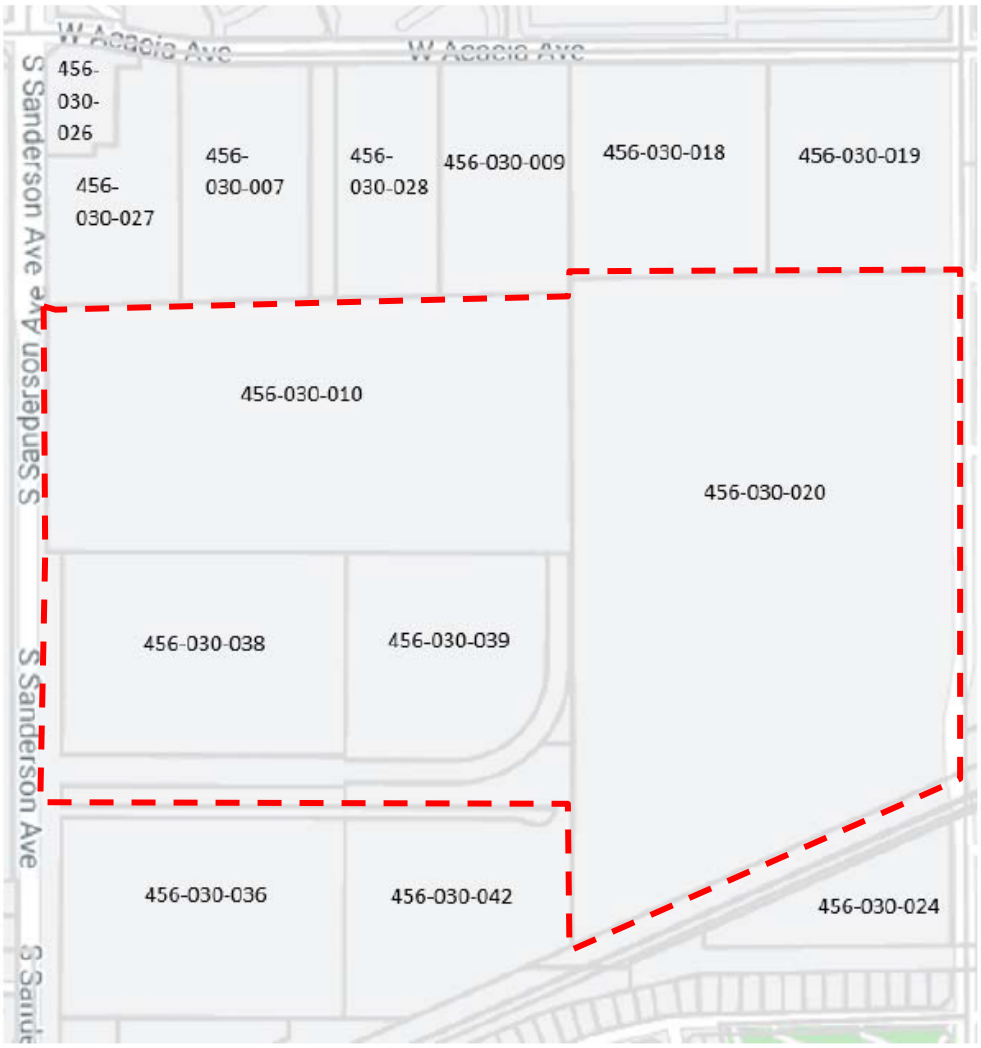


Figure 3 -Zoning Map

Figure 3: Zoning Map

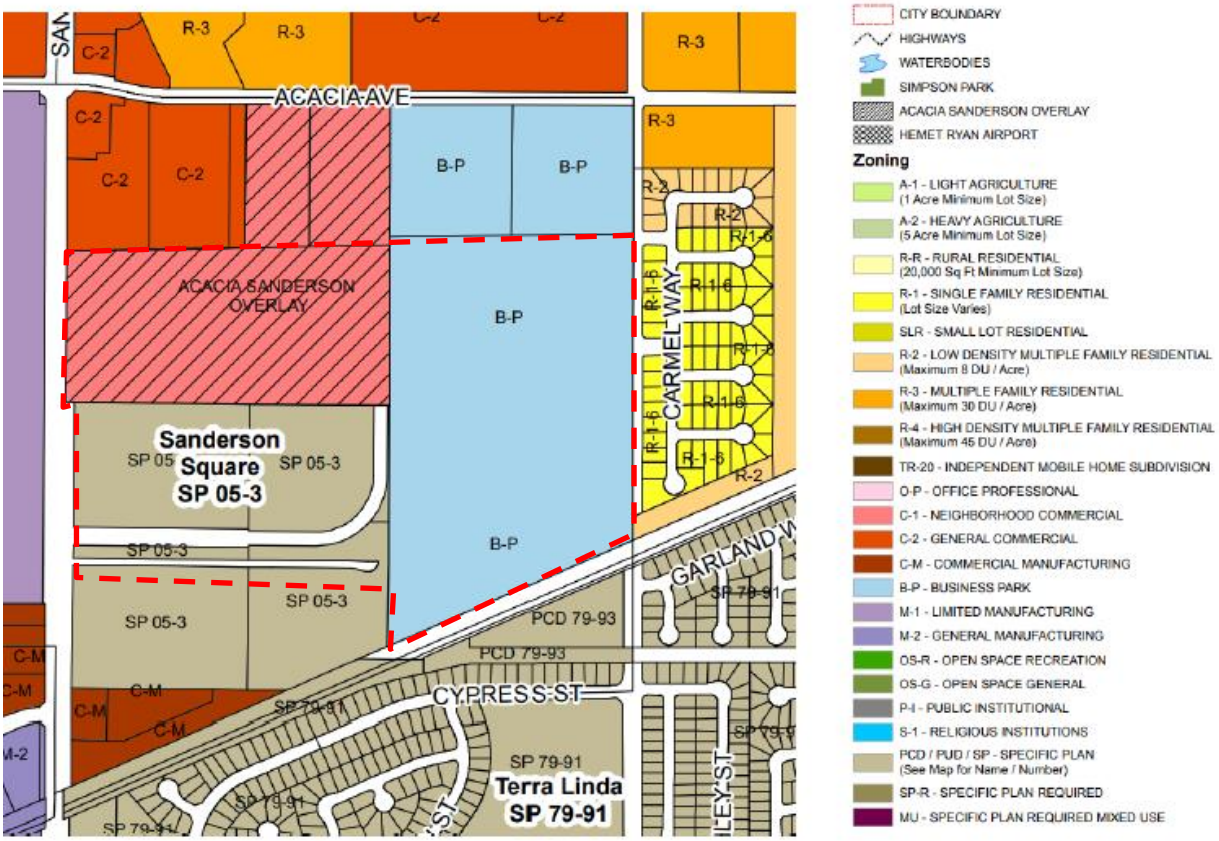


Figure 4- Aerial Map

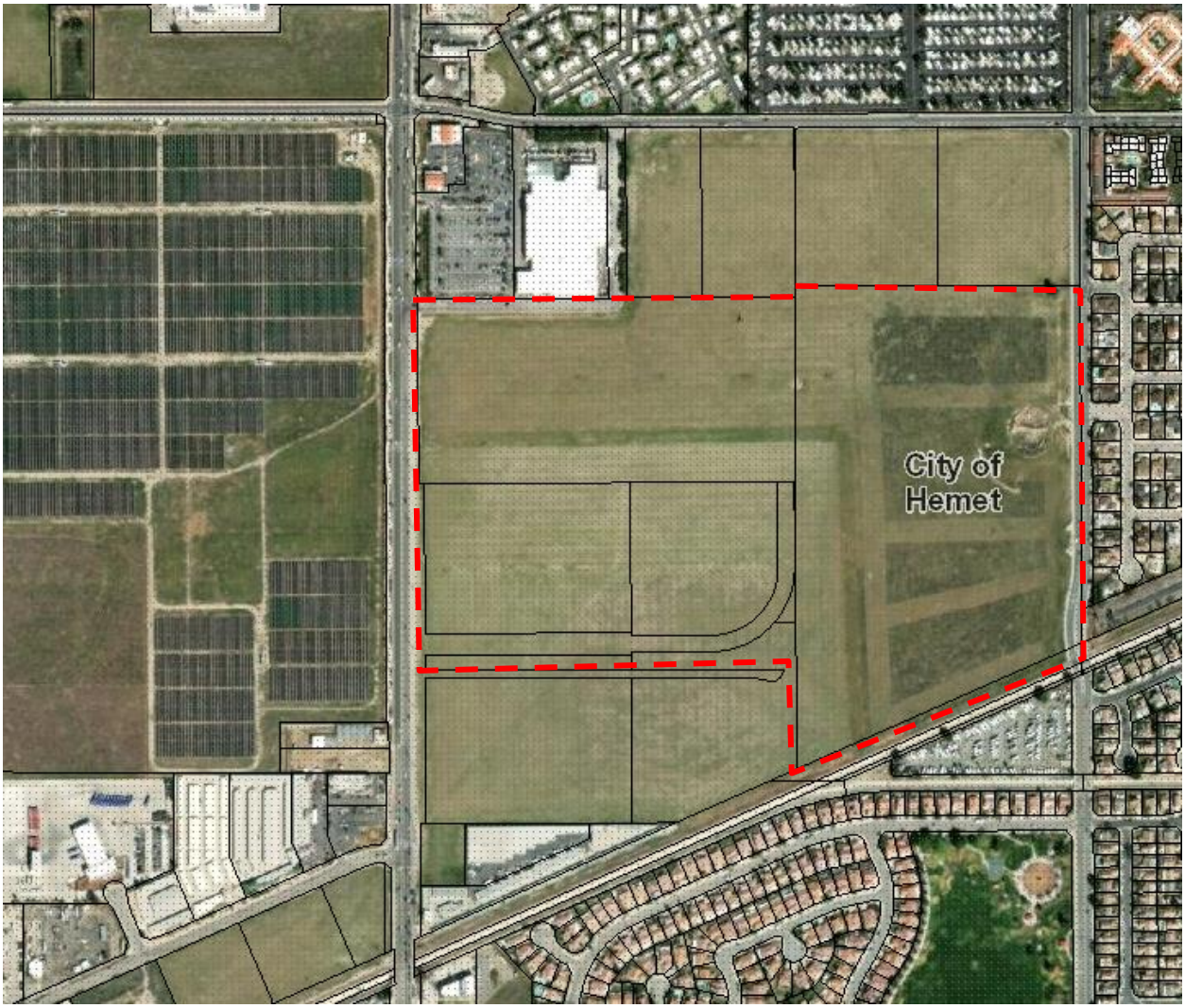
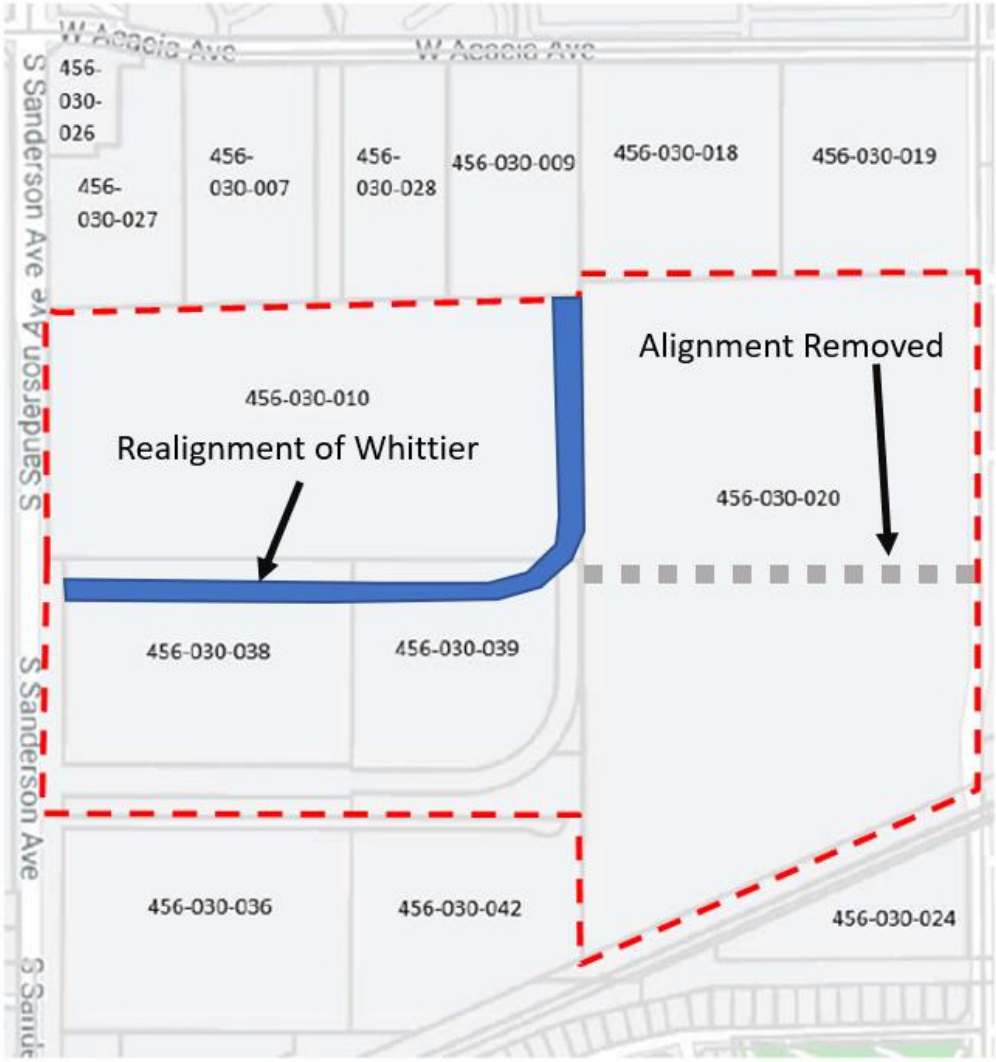
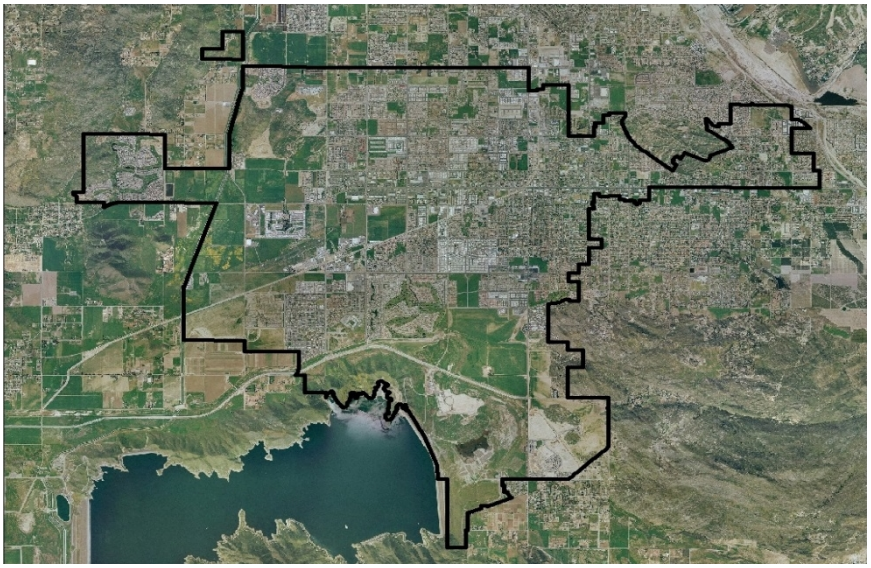


Figure 5- Proposed Realignment of Whittier Avenue



CHAPTER 4 CIRCULATION



Aerial View of Hemet (2008)

Hemet recognizes the benefit that its traditional grid street network provides in furthering modern environmental "Smart Growth" and "Complete Streets" efforts and values the walkable residential character provided by that grid. Hemet desires to meet environmental and access challenges of the future through expanded opportunities and innovations in mobility.

The Circulation Element establishes standards for the movement of people, goods, and services throughout the planning area and proposes concepts, strategies, and implementation measures necessary to support development of the land uses described in the Land Use Element. This element also focuses on new and innovative transportation concepts that balance the need for both efficiency and cost effectiveness in the development of local and regional circulation systems. The Circulation Element describes how Hemet residents and local employees move through the planning area and beyond using automobiles, public transit, bicycles, and pedestrian facilities..

4.1 SCOPE AND CONTEXT

Hemet has an extensive network of transportation facilities and mobility options to convey people and goods safely and efficiently. The City seeks to reduce traffic congestion and improve roadway safety, to provide enhanced travel alternatives to the automobile, and to provide better connections to regional travel routes. Accomplishing these objectives requires effective land use planning, roadway improvements, transportation system and demand management, and regional coordination. Hemet's transportation planning policies acknowledge that roadway construction alone cannot solve circulation problems; that is, the City cannot build its way out of traffic congestion. The policies and programs in this element emphasize the need to improve existing roadways to their full capacity, reconfigure existing access options, and increase transit and alternative transportation modes of travel in addition to pursuing construction of new roads.

The City aims to create corridors of higher intensity land uses to support the future development and use of public transit, including extension of the Metrolink rail system to Hemet. Toward this end, the Circulation and Land Use Elements attempt to organize planned land uses and transportation modes in a manner that integrates residential and commercial land uses to reduce both the number and length of vehicle trips.

The *State of California General Plan Guidelines* require that the Circulation Element fulfill the following objectives:

- Ensure that anticipated growth and changes to land use dictated by the Land Use Element are supported by the transportation and circulation planning in this element.
- Address relevant issues relating to the adequacy of "major thoroughfares, transportation routes, terminals, and other local public utilities and facilities."
- Identify circulation problems related to these facilities in the early stages and resolve them in local goals and policies without costly delays.
- Furthermore, Assembly Bill (AB) 1358 (2007) requires that the Circulation Element provide accommodations for "complete streets" that promote usability of streets for all persons rather than just motorists.
- Pursuant to Senate Bill 743, traffic impact analysis for CEQA compliance shall be based on Vehicle Mile of Travel (VMT).

The state also recommends that the Circulation Element:

- consider the "preservation of transportation corridors for future system improvements" and
- address consistency among state, regional, and local transportation plans to better resolve circulation issues.

This element provides the context from which to enhance the multiuse trails and bikeway system, offering both recreational and commuting opportunities to City residents. These enhancements also relate to the Land Use and Open Space and Conservation Elements because the trail system supporting walking and bicycling, both of which reduce demands placed on the automobile transportation system, improve air quality and provide alternative connections between land uses.

According to state planning law, each element of the General Plan must be internally and externally consistent. All elements of the General Plan are interrelated to a degree, and certain goals and policies of each element may also address issues that are the primary subjects of other elements. The integration of overlapping issues throughout the General Plan elements provides a strong basis for implementation of plans and programs and achievement of community goals. The Circulation Element relates most closely to the Community Infrastructure and Services, Land Use, Open Space and Conservation, Recreation and Trails, and Art and Culture Elements.

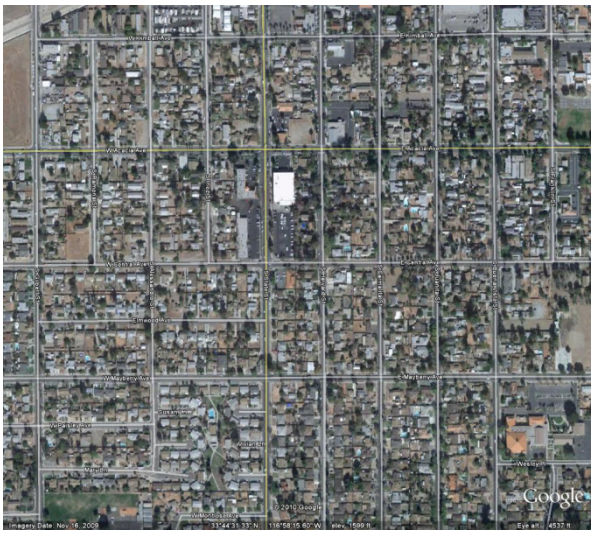
The Land Use and Community Design Elements address land use patterns for existing and undeveloped areas, along with alternative methods to increase mobility based on land use patterns. The uses identified on the Land Use Map provide the basis for determining future circulation needs. The Open Space and Conservation Element addresses energy conservation and efficiency. The Community Services and Infrastructure Element addresses infrastructure, including energy transmission lines, water, sewage, and storm drainage. Some policies in this element address trails and pathways, which are closely related to the provision of parks and open space addressed in the Recreation and Trails Element. Air quality (a topic also found within the Open Space and Conservation Element) is integrally associated with transportation and circulation patterns. The goals and policies within the Open Space and Conservation Element rely on supporting policies and plans found within this element. Housing and other land uses rely

on the circulation system. Roads, transit, and other transportation systems are essential for business, recreation, and daily life.

4.2 ISSUES AND OPPORTUNITIES

The results of the Circulation Element Update Transportation Study in conjunction with community input during the General Plan preparation process identified existing challenges and future opportunities regarding circulation and mobility within the City and Planning Area. These issues and opportunities are identified below.

4.2.1 TRADITIONAL GRID ROADWAY SYSTEM



Hemet's downtown district and surrounding residential areas developed around a traditional grid system of streets. Now called a "Neo-traditional" grid pattern, Hemet has what many cities desire: a circulation system that not only accommodates cars but facilitates pedestrian movement and links neighborhoods with nearby shopping, consistent with the concepts embodied under the state's "complete streets program". A primary issue however, is the fact that recent development trends favor cul-de-sacs and curvilinear street designs, which minimizes through traffic on residential streets. To address this issue, the circulation system continues to provide for the City's traditional grid system and pedestrian connectivity where practical, with deviations typically occurring only where there are physical constraints.

4.2.2 IMPROVED ACCESS TO THE REGIONAL TRANSPORTATION SYSTEM

Hemet is currently served by an older highway system developed for an agricultural community. This is shown on Figure 1.1, the "Regional Context Map." Newer and faster systems have been developed to the west and north of the City but as of 2010, there is a deficit of regional transportation facilities directly serving the City and integrating Hemet with the greater Riverside County area. This connection to regional transportation systems, both vehicular and rail, is critical to Hemet's economic future and its ability to provide an expanded employment base for its citizens. Both City officials and regional agencies have recognized this issue and have focused on bringing regional transportation facilities to Hemet, which will include:

- **Realigned State Route 79** The City of Hemet has been an active partner with the Project Design Team (PDT) for the realignment of State Route (SR) 79. The PDT included partners from the Riverside County Transportation Commission (RCTC), California Department of Transportation (Caltrans), the Federal Highway Administration, and Riverside County. The final route for the SR 79 realignment was selected and the associated environmental impact report was certified by the RCTC on December 8, 2016. SR 79 will provide critical north/south connectivity to Interstate 10 (I-10) to the north and the Murrieta, Temecula and French Valley areas to the south.

- **Mid-County Parkway** The Mid-County Parkway (MCP) is a proposed 16-mile transportation corridor that will relieve traffic congestion for east-west travel in western

Riverside County between the San Jacinto Valley and Perris areas and help address future transportation needs through 2035. While not directly within City limits, the MCP will provide critical east-west circulation capacity and serves as an integral link to SR 79, Sanderson Avenue, and Ramona Expressway. The construction of the MCP will also serve to off-load some of the existing conjestion on Florida Avenue (Hwy 74), which is the primary east-west corridor in Hemet.

- **Future Metrolink Stations** Currently, the RCTC owns the right-of-way along the railroad spur coming into Hemet from Perris and Riverside for a future Metrolink route. The City's General Plan shows two Metrolink stations, one for the future West Hemet Business Park/Mixed Use area and one in downtown Hemet. The City has recognized the critical role Metrolink plays for the region and has incorporated numerous goals and policies throughout the General Plan encouraging development of the stations and development of transit-oriented design near the future stations. The City will need to aggressively pursue funding for these facilities in conjunction with RCTC, recognizing that funding resources will become increasingly competitive in the future.

- **Completion of Regional Roads to and through Hemet** Two major east-west roads run to and through Hemet (Domenigoni Parkway and Florida Avenue). Major north-south streets include Warren Road, Sanderson Avenue, State Street, and San Jacinto Street. These roads are only partially completed and/or require additional rights-of-way. This General Plan anticipates completion of the major roads to and through Hemet, and recognizes that interagency coordination with Riverside County and the City of San Jacinto will be critical to ensure timely completion of the regional road network.

4.2.3 ROADWAY CONNECTIVITY CONSTRAINTS

Hemet's roadway system is well developed; however, some connectivity gaps and design issues result in unnecessary traffic delays. For example, Devonshire Avenue is an important east-west street providing an intracity function. However, Devonshire Avenue does not connect State Street to San Jacinto Street because an existing public school campus is blocking through access, resulting in indirect access to the hospital from the west. Additionally, in many areas, right-of-way is not readily available to widen streets to accommodate additional traffic volume. The lack of established turning mechanisms, such as striping, traffic signals, and turn lanes, at critical intersections also results in traffic delays. However, these issues are not insurmountable. The City of Hemet has been working with the Hemet Unified School District to study the feasibility of moving the school to permit the extension of Devonshire. Streets and intersections can be widened as part of an ongoing capital improvement program (CIP). Furthermore, the Circulation Element provides clear goals, policies, and implementation programs pertaining to this issue resulting in a functional circulation system.

4.2.4 EXPANSION OF ALTERNATIVE TRANSPORTATION OPTIONS

The City already has in place an extensive alternative transportation network, including the existing rail line, bike paths, and the airport. Opportunities exist in the future to expand these facilities and enhance their utilization. For example, the railroad line is projected to accommodate the future Metrolink line connecting Hemet with the Cities of Perris, Riverside, and Los Angeles. Bike paths will be added to the network already in place and the existing street system can either be directly used or retrofitted to use neighborhood electric vehicles (NEVs).

4.2.5 TRAFFIC CONGESTION MANAGEMENT STRATEGIES

For most arterials, Hemet's circulation network experiences an acceptable level of traffic flow. However, Florida Avenue experiences congestion at key intersections such as at Sanderson

Avenue, State Street and San Jacinto Street. Adding to the traffic delays are the number of signalized intersections along Florida Avenue. Enhanced intersection geometrics such as adding turn lanes, and upgraded and synchronized signal phasing will improve overall traffic flow. The City will need to implement new technologies and employ creative solutions such as Transportation Demand Strategies (TDM), to ensure that the roadway system is efficient, safe, and improves mobility for all users including vehicles, transit, pedestrians, and bicyclists.

4.2.6 CAL-TRANS CONTROLLED STATE HIGHWAYS

The California Department of Transportation, or Cal-Trans, has jurisdiction over the two state highways that transect Hemet: Hwy 74 (Florida Avenue) and Hwy 79 (various roadways). The future realignment of Hwy 79 will essentially mitigate the current circulation issues associated with this roadway. However, there are no plans to realign Hwy 74 to another route and as such, any modifications to the right of way for this roadway, including driveway access, signals, medians, and signage needs to be approved by Cal-Trans. Some cities within the region have taken over the maintenance responsibility – and thus gained local control- for portions of state highways. This has allowed greater flexibility and a less time-consuming process in implementing right of way improvements. The City of Hemet may also consider discussing with Cal-trans the opportunities for taking over jurisdiction of portions of Hwy 74.

4.2.7 HEMET-RYAN AIRPORT

The Hemet-Ryan Airport has provided aviation services for over half a century. As aviation needs change, however, so will the need for improvements to Hemet-Ryan Airport. The existing Hemet-Ryan Airport Master Plan adopted in 2004 is currently being updated and a proposed new plan is anticipated to be adopted by the County of Riverside the future. The new Layout Plan is proposed to include a 500 foot easterly extension of Runway 5-23 to allow for increased takeoff capacity to the west. As is the case in many cities where expansion of airports is contemplated, the obligation to protect residents from airport expansion issues, such as noise, must be factored into the discussion. The City of Hemet has traditionally supported the Hemet-Ryan Airport and this General Plan provides goals and policies continuing that support, but tempered with the realization that airport expansions are a complex and dynamic issue and that airport expansion should not be detrimental to the existing community and the necessary provision of surrounding circulation and infrastructure systems.

4.3 RELATED PROGRAMS, PLANS, AND REGULATIONS

Transportation planning and management requires cooperation and coordination among many state, county, and regional agencies. Relevant agencies include Caltrans, Riverside County, the Southern California Association of Governments (SCAG), Western Riverside County Council of Governments (WRCOG), and the South Coast Air Quality Management District (SCAQMD). These agencies have federal and state mandates to adopt transportation-related programs that affect Hemet (and other jurisdictions throughout the area). Working together, agencies can address the physical infrastructure needed to support regional demands and ensure that convenient alternative transportation modes provide for an integrated, multi-modal approach to addressing traffic problems. The following plans affect the coordination of transportation planning efforts in the City of Hemet:

Regional Transportation Plan The *Regional Transportation Plan* (RTP) is a component of the *Regional Comprehensive Plan and Guide* prepared by SCAG to address regional congestion and transportation issues. The RTP has been developed with active participation from local agencies throughout the region, elected officials, the business community, community groups, private institutions, and citizens. It is a multi-modal, long-range planning document prepared in coordination with federal, state, and other regional, subregional, and local agencies throughout

southern California. The RTP includes programs and policies for congestion management, transit, bicycles and pedestrians, roadways, freight, and transportation finance. The RTP is prepared every 3 years, and reflects the future horizon based on a 20-year projection of needs. The RTP's primary use is as a regional, long-range plan for federally funded transportation projects. It also serves as a comprehensive, coordinated transportation plan for all jurisdictions within the region. Each agency responsible for transportation, such as local cities, the County, and Caltrans, has different transportation implementation responsibilities under the RTP. The RTP relies on the plans and policies governing circulation and transportation in each County and City to identify the region's future multi-modal transportation system.

Riverside County Integrated Project/Community and Environmental Transportation Acceptability Process Western Riverside County is projected to grow from a current population of about 1.2 million to 2 million in 2020. In an effort to improve the quality of life for current and future residents, Riverside County, RCTC, and SCAG embarked on a planning process to determine future placement of buildings, roads and open spaces within the County. This process was named the Riverside County Integrated Project and resulted in three interrelated plans: a General Plan for land use and housing, a multiple-species habitat conservation plan to determine open spaces and conservation areas, and the Community and Environmental Transportation Acceptability Process (CETAP), which identifies improvements for highways and transit systems. The integration of these distinct planning efforts will improve their ultimate effectiveness.

The main goals of CETAP are to: (1) identify and set aside areas for major transportation facilities; (2) ensure that transportation infrastructure will be in place to foster the economic development of Riverside County; and (3) provide access to schools, jobs, shopping and other daily activities. One major component of the CETAP was to identify a location for the SR 79 realignment through the communities of Hemet and San Jacinto. Other goals include providing expanded rail service and express bus service throughout Riverside County. Decisions reached through the CETAP will affect transportation facilities and opportunities within Hemet.

Riverside County and City of San Jacinto Circulation Elements The Riverside County Circulation Element forms part of the County's general plan. This element identifies the system of regional arterials and bikeways in the community of Winchester and other unincorporated portions of the Planning Area. The San Jacinto Circulation Element identifies arterial roadways and bikeways in areas adjoining the north side of the City of Hemet.

In developing the Circulation Plan, the City coordinated with both Riverside County and the City of San Jacinto to ensure connectivity with the adjoining circulation networks as shown in their respective general plans.

Riverside County Congestion Management Plan Urbanized areas such as Riverside County are required to adopt a congestion management program (CMP). The Riverside County CMP is updated every 2years, pursuant to Proposition 111 (1990). The goals of the CMP are to reduce traffic congestion, to improve air quality, and to provide a coordination mechanism between land development and transportation improvement decisions. The CMP is administered by RCTC. In compliance with the CMP, the City is required to maintain minimum level of service (LOS) standards identified in the General Plan and require traffic impact assessments or studies for development projects.

Measure A Measure A, Riverside County's half-cent sales tax for transportation, was adopted by voters in 1988 and extended in 2002. It will continue to fund transportation improvements through 2039. Measure A funds a wide variety of transportation projects and services throughout

the county. RCTC is responsible for administering the program. Measure A dollars are spent in accordance with a voter-approved expenditure plan that was adopted as part of the 1988 election. Among the programmed projects for Measure A is the realignment of SR 79.

City of Hemet Measure C On June 7, 1988, Hemet voters approved a measure to require updating the City's General Plan to incorporate performance measures related to traffic, drainage facilities, water storage and distribution facilities, park and recreational facilities, police services, fire services, and sanitary sewers. These performance standards were incorporated into the 1992 General Plan as a component of the Public Services and Facilities Element. They are incorporated into the various goals, policies, and implementation measures within General Plan 2030 and are attached as Appendix G.

Transportation Uniform Mitigation Fee When voters approved the extension of Measure A in 2002, they also approved the Transportation Uniform Mitigation Fee (TUMF) program. Under the TUMF, developers in western Riverside County pay a fee to fund transportation projects. A network of TUMF projects has been developed and includes projects in the City of Hemet. The Western Riverside Council of Governments (WRCOG) was designated as program administrator for the TUMF program. As administrator, WRCOG receives all fees generated from the TUMF that are collected by local jurisdictions. WRCOG invests, accounts for, and spends the fee in accordance with the TUMF ordinance, the administrative plan, and applicable state laws. Local jurisdictions implement the projects approved as part of the TUMF.

State Route 79 Realignment Project SR 79 is a regional roadway that currently follows a circuitous north-south route through the central areas of Temecula, Murrieta, Winchester, Hemet, and San Jacinto. SR 79 has historically formed the backbone of development in Hemet and provides the City with valuable regional connections. The current SR 79 alignment within Hemet extends from Domenigoni Parkway to Gilman Springs Road, a distance of approximately 18 miles. Several factors have contributed to circulation deficiencies on SR 79 between Domenigoni Parkway and Gilman Springs Road. The current alignment is ineffective because it does not provide a direct regional north-south route; rather, it directs traffic through downtown Hemet and across numerous access points, resulting in traffic delay. Also, SR 79 does not meet commercial large-truck roadway requirements, forcing such trucks onto local roads, creating congestion in Hemet. The many businesses, residences, and other facilities located in downtown Hemet generate many vehicle trips. As a result, east-west and north-south through traffic is mixed with local traffic attempting to access the numerous businesses in Hemet, resulting in traffic congestion. Consequently, to avoid these through-town delays, regional traffic is avoiding SR 79 and using parallel arterials, such as Sanderson Avenue and Warren Road.

The existing SR 79 alignment has inadequate capacity to accommodate the regional and local travel demand associated with projected growth in western Riverside County. Hemet needs a more effective connection to improve roadway efficiency, safety, and vehicle capacity. In recognition of these factors, in 2016 the RCTC adopted a plan to realign SR 79, as shown in General Plan Roadway Circulation Master Plan. The realignment, which will run diagonally between Domenigoni Parkway at Winchester Road and Gilman Springs Road, is the City's preferred alignment location. It will separate local and regional traffic by transforming SR 79 into a regional highway that redirects heavy regional traffic off of local and residential roads. It will provide regional motorists a direct, north-south route and improve mobility and safety on Hemet's local streets.

Capital Improvement Program The CIP is a planning tool used to coordinate the financing and scheduling of major City projects, including transportation improvements. Not all projects included in the CIP have budget approval. The City's CIP is revised on an annual basis to meet

changing needs, priorities, and financial conditions. Major funding sources in Hemet include the General Fund, Redevelopment Funds, and Enterprise Funds. Sales tax is the largest single revenue source in the General Fund. Other funding sources include development fees, property taxes, sales tax, and the gas tax.

Vehicle Trip Reduction Program for Employment The City's Trip Reduction Program is applicable to new employment-generating developments that could employ 100 or more persons. Smaller employers may participate. New developments must incorporate facilities and/or programs in their development plans sufficient to reduce work-related trips by 12 percent from the ordinarily expected number of trips related to the project, based on methodologies and standards established by the Institute of Traffic Engineers, SCAG, and/or SCAQMD. The Trip Reduction Program implements the Model Mobile Source Reduction Program and allows the City to receive revenues from state vehicle registration fees to administer programs to reduce air pollution.

Western Riverside Council of Governments Non-Motorized Transportation Plan The *Western Riverside Council of Governments Non-Motorized Transportation Plan* provides a system of regional bicycling and walking routes throughout the County, typically shown as regional routes between subregional networks within cities and as the portions of those subregional networks that serve as regional routes. This is a necessary tool to ensure that Hemet's network connects to the larger regional network and to ensure that the portions of Hemet's network that serve a regional function are consistent in capacity and design to the larger, regional network. The nonmotorized transportation plan for the Hemet area is discussed in section 4.7.1.

Hemet-Ryan Airport Master Plan The Hemet-Ryan Airport is located in the City of Hemet. It is owned by Riverside County and operated by the Riverside County Economic Development Agency. The Hemet-Ryan Airport Master Plan was adopted in 2004 and a new layout plan has recently been proposed, and is anticipated to be adopted by the County of Riverside in the future. The Master Plan reflects anticipated development of the airport, including runways, taxiways, and associated land areas for both the improvements and safety zones, along with improvements in airport facilities, hangar and tie-down areas, and public access. A 500 foot easterly extension of Runway 5-23 is anticipated in the new layout plan which would facilitate take-offs in the westerly direction.

California AB 1358: The Complete Streets Act (2013)
AB 1358, the Complete Streets Act, requires cities and counties to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway, including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation. Complete streets help facilitate a variety of important community benefits. Section 4.4.7 of this element identifies these benefits and how Hemet's network meets the requirements of the Act.

California SB 743: Measuring Traffic Impacts Using VMT (2019)

SB 743 requires VMT be utilized as the metric for determining transportation impacts in CEQA. All development projects in California will be required to to complete VMT assessments, consistent with SB 743 or City Traffic Guidelines, and incorporate TDM as mitigation measures as needed. The City of Hemet adopted thresholds of significance related to VMT in 2020.

SB 743 no longer allows LOS to be utilized to determine transportation impacts in CEQA. However, LOS can still be required as policy general plans and used in cities to size the circulation network.

California Bicycle Transportation Act
The intent of the California Bicycle Transportation Act is to design and develop a transportation system that achieves the functional commuting needs of the employee, student, business person, and shopper; ensures the physical safety of the bicyclist and bicyclists' property; and accommodates bicyclists of all ages and skills. The California Streets and Highways Code spells out required components of bicycle plans each jurisdiction must include to be eligible for Caltrans Bicycle Transportation Account (BTA) funds. Local governments seeking these funds must have their plan approved by the regional funding agency.

The City of Hemet General Plan Traffic Study specifically addresses a number of the requirements of the California Bicycle Transportation Act in Chapter 5 of this report. Key routes are developed to meet the needs of the users outlined in the Bicycle Transportation Act: employees, students, business people and shoppers. The plan also focuses on the safety of bicyclists by providing design classifications and best practices related to street network configurations. The use of on- and off-street facilities provides a variety of route configurations that may accommodate bicyclists of all different ages and skills at different locations throughout the City. As the City continues planning for the future, it is recommended that additional components of a complete bicycle plan be developed in order to be eligible for BTA funds.

California AB 32: The Global Warming Solutions Act (2006)
AB 32, the Global Warming Solutions Act, establishes the first-in-the-world comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions in greenhouse gasses (GHG). AB 32 makes the California Air Resources Board (CARB) responsible for monitoring and reducing GHG emissions and continues the existing Climate Action Team to coordinate statewide efforts. This landmark legislation calls for a reduction of the state's greenhouse gas emissions to 1990 levels by 2020 and will require the state to cut emissions by 30 percent over projected levels. Reduction measures proposed to meet the 2020 target levels are to be adopted by the start of 2011.

The Circulation Plan defines a network of bicycle routes, transit, neighborhood electric vehicle (NEV) and pedestrian accommodations that encourages Hemet residents to utilize modes of transportation other than the automobile. The Plan provides a network to connect to regional bicycle and pedestrian trails from the Western Riverside County Non-Motorized Transportation Plan (Urban Crossroads, Inc., June 2010). The Non-Motorized Transportation Plan evaluates demand for such facilities. The Circulation Element also describes public transit, and NEV connectivity to major employment and activity centers to facilitate access to these destinations without the use of an automobile.

California SB 375 (2008)
SB 375 requires the California Air Resources Board (CARB) to set regional targets for years 2020 and 2035 to reduce greenhouse gas emissions from passenger vehicles. The targets apply to regions in the state covered by the 18 metropolitan planning organizations (MPOs)—SCAG is the MPO that represents the City of Hemet and other parts of western Riverside County. SB 375 provides emissions-reducing goals regions can plan for, integrates planning activities, and provides incentives for local governments and developers to follow new, conscientiously planned growth patterns. Reducing the number of vehicle miles traveled (VMT) is one strategy MPOs can employ to achieve these targets.

The intent of SB 375, and its successor SB 743, are intended ~~is~~ to reduce VMT by reshaping the face of California's communities into more sustainable, walkable environments with alternative transportation options and increased quality of life. SB 375 provides incentives for creating attractive, walkable, sustainable communities and revitalized existing ones. SB 375 and SB 743 ~~It also~~ encourage TDM measures for the

development of more alternative transportation options, including well-planned and -maintained pedestrian ~~and~~ bicycle routes, and other trip reduction strategies.

The Circulation Plan provides a framework for key routes and alternative transportation facilities that will enhance connectivity within the City of Hemet and between nearby jurisdictions. The proposed plan enables travel by various modes to major activity areas and large employment centers. It also serves existing and future planned transit facilities, including potential future Metrolink stations.

4.4 ROADWAY CIRCULATION

4.4.1 MEASURING TRAFFIC FLOW

Roadway networks must be regularly evaluated to ensure they are moving vehicles efficiently and maintaining adequate capacity to support future growth. Evaluating the ability of the circulation system to serve residents and businesses in Hemet requires establishing performance criteria. Performance criteria have a policy component that establishes a desired Level of Service (LOS), and a technical component that specifies how traffic forecast data can be used to measure criteria achievement. Within the Circulation Element, Volume-to-capacity (V/C) ratios are used to establish LOS categories describing the performance of roadways and access points throughout the community. The City of Hemet values LOS as a tool to manage congestion and size infrastructure, and requires VMT for CEQA analysis.

Table 4.1
Level of Service Definitions for Intersections

Level of Service	Volume-to-Capacity Ratio	Description
A	0.00-0.60	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.
B	0.61-0.70	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers feel somewhat restricted within platoons of vehicles.
C	0.71-0.80	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	0.81-0.90	Approaching Unstable/Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	0.91-1.00	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	N/A	Forced Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Source: *Highway Capacity Manual*, Transportation Research Board, Special Report No. 209, Washington DC, 2000.

Volume-to-Capacity Ratio This ratio (i.e., a ratio between traffic volume and theoretical capacity of the roadway) is used to measure the performance of roadway facilities. Volume is established either by a traffic count (in the case of current volumes) or by a forecast for a future point in time. Capacity refers to the vehicle carrying ability of a roadway at free-flow speed and is a critical component of roadway design. For example, a roadway that carries 16,000 vehicles per

day, with the capacity to accommodate 20,000 vehicles per day at free-flow speed, has a V/C of 0.80.

Level of Service LOS describes the efficiency and quality of traffic operations. LOS is a tool used to describe the operating characteristics of the street system in terms of the level of congestion or delay experienced by vehicles. Service levels range from A through F, with each level defined by a range of V/C ratios, as shown in Table 4.1. LOS A, B, and C are considered good operating conditions, with only minor delays being experienced by motorists. LOS D represents operating conditions where drivers occasionally have to wait through more than one signal cycle to proceed through the intersection. LOS E is considered a near-capacity condition, and LOS F represents an oversaturated condition with long delays.

Level of Service Standards Various LOS policy standards have been established to evaluate observed traffic conditions, future development plans, and circulation system modifications. At the local level, the City of Hemet has established LOS D as the lowest acceptable LOS for *peak-hour intersection movements* and LOS C as the lowest acceptable LOS for *roadway segment operations*. The City has not adopted an LOS standard for unsignalized intersections. Performance of unsignalized intersections is evaluated on a case-by-case basis. At the regional planning level, Riverside County's congestion management plan (CMP) specifies LOS E as the operating standard for roadways and intersections on the CMP highway system.

The City has also established additional thresholds for project impacts through VMT assessments and City Traffic Guidelines that go beyond ~~acceptable operational~~ LOS analysis in order to address direct project impacts on roadway capacity. For purposes of compliance with the California Environmental Quality Act (CEQA), project impacts shall be measured based on compliance with SB 743. ~~that increase V/C by .01 or more on affected roadway segments at intersections already experiencing or projected to experience LOS E or F conditions are considered to create potentially significant impacts, and a traffic analysis report and mitigation measures are required~~. This requirement is designed to reduce the occurrence of both roadway congestion and underfunded improvements.

The City accepts a Level of Service below "D" for roadways and intersections at Florida and Sanderson Avenues, and at Devonshire and Sanderson Avenues, TDM measures are recommended as opposed to infrastructure improvements in order to most effectively and efficiently manage congestion within the constrained roadway network. where Level of Service is affected by delays at Florida and Sanderson Avenues. The City has recognized that certain segments and intersections would exceed Level of Service "D" as early as 1992 during a comprehensive General Plan update. These segments included portions of Florida Avenue, Stetson Avenue, and Sanderson Avenue. Measure C incorporated these problematic roads in the measure language, and portions of Florida, Sanderson and Stetson do not need to comply with Measure C's standard. The land uses and circulation system in this General Plan have resolved the service level problems identified for Stetson Avenue; however, Florida Avenue and Sanderson Avenue would still operate below Level of Service "D" with implementation of the General Plan.

Where traffic conditions warrant, such as ~~The primary reasons for exceeding level of service "D"~~ in the vicinity of Florida Avenue and Sanderson Avenue, TDM measures are recommended as opposed to infrastructure improvements in order to most effectively and efficiently manage congestion within the constrained roadway network. ~~shall be applied as needed. include closely-spaced traffic signals along Florida Avenue, through-traffic slowed by left turns into commercial driveways on Florida Avenue, and a lack of available right-of-way to widen streets. Over the years, businesses have been built along Florida Avenue, limiting the possibility for roadway~~

~~widening. Widening could only occur if those businesses are acquired through imminent domain and demolished. The City believes that the costs of imminent domain and demolition of existing business exceeds the benefits of slightly better capacity at these few select intersections~~.

4.4.2 IMPROVEMENTS TO TRAFFIC FLOW

To maximize the efficiency of its circulation system, the City has determined where physical improvements to the circulation infrastructure can be made to expand capacity and increase traffic flow. There are three basic methods to reduce traffic congestion: reduce traffic demand, increase roadway capacity and efficiency, or spread demand to off-peak hours. All methods are used to improve transportation planning as a component of the Circulation Element and in the recommended implementation programs. Reducing demand involves encouraging divers to use alternative modes of transportation such as transit, bicycling, walking for nearby trips or participating in carpools/vanpools. Increasing capacity involves adding more lanes, roadways, and increasing intersection turning movements and efficiency. Spreading demand includes the use of alternative work schedules, and locating commercial, employment, educational and recreational facilities in close proximity to residential areas.

To maximize the overall efficiency of the roadway system, the City will support the following measures:

- coordinate traffic signal timing and spacing,
- optimize intersection capacity and turning movements;
- discourage on-street parking along most secondary, major, and arterial streets, and expressways In newly developing areas, parking will generally not be accommodated on any master planned street or road. The exception is for streets designated as Divided Secondary, where project designs may include on-street parking in conjunction with parks or similar amenities.
- explore ways to reduce the demand for vehicular transportation, specifically through the provision and maintenance of bike lanes, bikeways, trails, and pedestrian routes;
- promote the extension of the Metrolink commuter rail line to Downtown and West Hemet, and explore additional opportunities for light rail, trolley systems, bus rapid transit, and local transit routes;
- accommodate Neighborhood Electric Vehicles (NEVs) where practical and encourage additional regional transit services and support facilities;
- implement the City's Transportation Demand Management (TDM) ordinance (Chapter 30, Article 3 of the City of Hemet Municipal Code) which specifies a variety of techniques available to employers with 100 or more employees to advance the goals of efficiently utilizing the existing and planned transportation system and reducing vehicle emissions. TDM strategies are designed to encourage individuals to use alternatives to the single-occupant automobile. Some examples of TDM strategies are carpools and vanpools, public transit, nonmotorized modes, congestion pricing, and providing the public with reliable and timely traveler information.

- ❖ encourage and implement designated Mixed-use districts to provide an integrated mix of residential, commercial, office, and recreational/cultural land uses to reduce vehicle miles and promote walkability.

Trip Reduction Strategies Table 4.2 below summarizes the potential benefit of the various trip reduction strategies outlined with the Circulation Element, and the percentage of vehicle miles that are projected to be reduced with the implementation of each strategy.

Table 4.2
Trip Reduction Strategies

Measure	Applicability	VMT Reduction Range
Mixed Use Areas	Designated mixed use areas in the City anticipated to include residential, office, and retail uses	9 – 30%
Providing Pedestrian Facilities	Citywide	0 – 2%
Implement Neighborhood Electric Vehicle (NEV) Network	Citywide	0.5 – 12.7%
Incorporate Bike Lanes / Increase Density	Citywide	0.05 – 0.14%
Increase Transit Accessibility	Citywide	0.5 – 24.6%

VMT = Vehicle Miles Traveled

4.4.3 REGIONAL ROAD CIRCULATION

Mobility in Hemet is directly related to the regional transportation network, because the City lies at the confluence of SR 74 and SR 79. Interstate 215 (I-215) and Interstate 15 (I-15) are located west of Hemet, and. SR 60 and I-10 are located to the north. In addition to these freeways, other connections to the region include the Burlington Northern Santa Fe Railway (BNSF Railway) line, which is a freight line used for goods transportation. Hemet is also connected to the region via the RTA bus system. The Metrolink commuter rail system provides public transit access within nearby cities and counties. There is currently no Metrolink service in Hemet; however, future station locations have been identified for downtown Hemet and to serve the west Hemet area. Figure 1.1 shows Hemet's regional transportation context.

The City has made substantial efforts in recent years to improve traffic conditions on local roadways and to encourage multi-modal travel options. However, Hemet needs better roadway circulation between residential areas and regional employment and commercial centers and better access to regional transportation systems.

The high levels of pass-through traffic associated with regional development and securing funding sources for circulation improvements are also key concerns. One of the most pertinent regional transportation issue in Hemet is accommodating regional through-traffic originating in nearby communities. Specifically, growth in unincorporated Riverside County could lower the LOS on Hemet's roadways, and therefore lead to restriction of development within Hemet in

order to meet LOS performance criteria. In the past, unchecked regional growth has resulted in unexpected and unplanned traffic congestion on City streets. This regional traffic also includes commercial truck traffic. Hemet needs a circulation system that routes truck and commercial traffic away from residential streets toward larger expressways and larger arterials.

State Route 79 Another source of regional traffic is SR 79, which is currently routed from Temecula to Beaumont via Winchester Road, Florida Avenue, San Jacinto Avenue, North State Street and Gilman Springs Road, and Lamb Canyon. Florida Avenue is also the route of SR 74. SR 79 is proposed to be realigned to include an expressway that diverts from Winchester Road near Domenigoni Parkway, running north-northeast to rejoin existing SR 79 south of Lamb Canyon. Currently, motorists bypass the existing SR 79 by using Domenigoni Parkway to join either Warren Road or Sanderson Avenue, which leads directly to Lamb Canyon, avoiding Florida Avenue and San Jacinto Avenue. The proposed realignment of SR 79 is one component of improving regional transportation in Hemet.

Many of Hemet's regional and local circulation issues center on existing SR 79's design, capacity, and alignment deficiencies. Many issues will be resolved with the proposed realignment of SR 79 to a new expressway in the western portion of the planning area, including the provision of a significant opportunity to attract new industries and jobs to the city. The timely construction of this expressway is of critical importance to the City, and needs to be pursued diligently with RCTC and CalTrans.

SR 79 is designed to ultimately be a six lane expressway, although the initial construction is planned to be four lanes within an approximate 230 foot right of way. Approval of the environmental clearance (Final EIR) and the ultimate alignment and design configuration occurred in December 2016. The expressway is projected to be constructed in phases, with construction to commence when funding is obtained. The adopted alignment is shown on the general plan Land Use Map (Figure 2.1) and on the Roadway Circulation Master Plan (Figure 4.1). Grade separated intersections in Hemet are planned for Florida Avenue, Stetson Avenue, Domenigoni Parkway and Esplanade Avenue.

State Route 74 (Florida Avenue) serves as the only route to the mountain resort areas to the east. With the completion of Domenigoni Parkway, some traffic was diverted in the area west of State Street. However, Florida Avenue serves as the primary arterial street traversing the City from west to east. Further to the north, north of the City of San Jacinto, the Ramona Expressway provides both an east-west route between I-215 and the easternmost portion of Florida Avenue and a northwest route: Gilman Springs Road connects the Ramona Expressway with SR 60.

Thus, only three thoroughfares provide a through, east-west travel route across Hemet and San Jacinto. A future thoroughfare—the Mid-County Parkway—will parallel the Ramona Expressway and add east-west capacity.

Mid-County Parkway The Mid-County Parkway (MCP) is a 16-mile east-west expressway planned to connect I-215 and SR-79. Although the expressway is located north of Hemet, it will provide connections to Warren Road, Sanderson Avenue and Hwy 79. As a major east-west corridor into the San Jacinto Valley, it will also provide for regional connectivity and help reduce future traffic volumes on Florida Avenue.

Figure 4.1 Roadway Circulation Map

Back of Figure 4.1

Stetson Avenue This arterial currently runs east-west through the developed portions of Hemet and the southeast Hemet unincorporated area of the County. Stetson Avenue has been designated as a four-lane route in both the previous City of Hemet and current Riverside County general plans, but is built as a two-lane road in the unincorporated southeast area. This element designates Stetson Avenue as a six-lane arterial route west of Sanderson Avenue to follow the BNSF Railway line and proposes a future Metrolink station near the interchange between future Stetson Avenue and future SR 79. The new West Stetson Avenue is proposed to continue westerly through Menifee and ultimately connect with I-215 at the McCall Boulevard interchange, serving as an additional regional access.

In developing a regional transportation network, Hemet must also consider the relationship between vehicle miles traveled and greenhouse gas (GHG) emissions. On September 30, 2008, Governor Arnold Schwarzenegger signed Senate Bill 375 into law, requiring Metropolitan Planning Organizations, including SCAG, to develop a Sustainable Communities Strategy (SCS) as part of the RTP. As an option, the law authorizes WRCOG and other SCAG subregional agencies to prepare a subregional SCS. The SCS is intended to provide a path to reach the goals of AB 32, the Global Warming Solutions Act of 2006, which requires the state to reduce GHG emissions to 1990 levels by the year 2020. The SCS is generally defined as a development pattern that meets the state target for reducing GHG emissions, while considering the region's housing needs, transportation demands, and protection of resource lands. In concert with developing regional transportation options, Hemet has placed land uses in a manner that reduces the number of home-to-work trips during peak travel hours and implemented TDM programs, which increase average vehicle ridership and shift a portion of such trips to nonpeak hours. There is a particular need to encourage industrial uses and employment opportunities within the City in order to reduce traffic on major roads. Building shopping and employment centers within Hemet's planning area would reduce the distance that City residents drive to regional shopping and employment centers and would aid the local economy.

4.4.4 LOCAL ROAD CIRCULATION

Hemet's roadway system is well developed; however some connectivity gaps and design issues result in unnecessary traffic delays. In many areas, right-of-way is not available to widen streets to accommodate additional traffic volume. The provision of expanded turning mechanisms, such as striping, traffic signals, and turn lanes, at critical intersections would alleviate a majority of the traffic delays. Many of Hemet's local collector streets were developed before the current standards for collector roadways, which creates traffic delay and safety hazards when high-volume traffic comes into contact with residential driveways. Also, minimizing the number of direct access points on Hemet's major roadway corridors, such as SR 79, would improve traffic delay and safety issues.

Transportation System Management (TSM) and TDM strategies can improve the mobility and efficiency of a circulation system. TSM involves physical improvements to the circulation infrastructure to expand capacity and increase traffic flow, while TDM involves reducing the demand for vehicular transportation. TSM and TDM strategies provide relief from increasing demands for more improvements to transportation facilities. Examples of TSM include synchronizing traffic signals, removing on-street parking on certain roads, and changing intersection geometries. Priority should be given to TSM strategies that improve LOS, especially in areas that are fully developed, before more costs and capacity-increasing strategies are employed. Examples of TDM include making better use of existing roads, reducing auto use in congested areas or peak-hour traffic times, and increasing public transit ridership. The City coordinates TSM and TDM efforts with Riverside County's CMP.

The local street system serves the community's primary needs for mobility and access. The City's arterial/collector roadway network generally corresponds to a one-quarter-mile grid pattern. This system emphasizes carrying traffic on a relatively large number of collector streets, rather than concentrating traffic on a small number of high-volume arterials. SR 74 and SR 79 serve local and regional through traffic.

4.4.5 CIRCULATION MASTER PLAN

The City's existing circulation network consists primarily of roadways. However, transit services, multi-use trails and bikeways, and air traffic at Hemet-Ryan Airport are also used by City residents, but to a lesser extent because of a current lack of multi-modal connections. As shown on Figure 4.1, the updated Circulation Element provides a framework for a comprehensive multi-modal transportation network and the integration of complete streets.

The Circulation Element goals and policies emphasize:

- regional access, particularly a realigned and expanded SR 79;
- continuation of the City's traditional grid street system to provide greater connectivity within the City;
- a balance between the provision of street infrastructure and the maintenance of the residential character of neighborhoods;
- a recognition of the potential effect of development on the capacity of streets and the need to reduce impacts by promoting alternative development patterns and modes of transportation; and
- the value of providing commuter rail, bus, bicycle, pedestrian, and equestrian pathways as alternate modes of travel for current and future residents.

The planning horizon for Hemet's roadway system is 2030. The City's Roadway Circulation Master Plan (Figure 4.1) has been developed to accommodate anticipated vehicle traffic volumes in 2030. This plan has been developed in close coordination with land use policies to ensure that traffic generated by new development will not compromise the City's goal to ensure that intersections and roadway segments operate efficiently.

The map identifies existing and proposed components of the City's roadway circulation system. The primary enhancement is the realignment of portions of SR 79. SR 79 currently runs east-west along Florida Avenue concurrent with SR 74 from the west end of the City to San Jacinto Street, where SR 79 turns north. Details describing the SR 79 realignment are provided in the regional circulation discussion.

Although most of central Hemet is already developed, most remaining developable land is located in the western part of the City, and within the Planning Area. New development in west Hemet will require construction of new roads to provide circulation for future residents and businesses. Land Use Element policies enabling reuse and redevelopment within established portions of the City, particularly within key roadway corridors, may also necessitate roadway widening and intersection enhancements.

The traffic impact analysis prepared for the General Plan Update (Urban Crossroads, 2011) determined that the proposed circulation plan and roadway network would accommodate the future traffic demands of the land use plan at build out (2030). Intersections are also projected to

operate at acceptable levels of service with the exception of two existing intersections that already are impacted: Florida Ave. and Sanderson Ave., and Devonshire and Sanderson Ave. Improvements to these intersections are constrained by existing development on either side of the roadway.

The Roadway Circulation Master Plan (Figure 4.1) generally conforms to previously adopted 1992 circulation master plan, except that some new streets are added or reclassified, and lane configurations or intersection geometrics have been modified for selected street segments. A comparison of the identified changes to the roadway network is provided in Appendix D of the General Plan.

Sustainable Transportation Network Sustainable transportation networks are designed to improve the balance between environmental concerns, community objectives, and performance (mobility and safety). Within Hemet, progress toward a su stainable transportation system can be advanced by focusing on the following objectives, as stated in the General Plan traffic analysis by Urban Crossroads (2011):

- **Network Connectivity** (more than one route between land uses and a mixture of low speed and high speed road connections wherever possible)
- **Operational Balance** (flexibility to achieve community objectives and place making without sacrificing safety and mobility)
- **Emissions Reduction / Energy Efficiency** (prioritize designs which minimize idling times and vehicle miles traveled, help conserve resources and minimize waste)
- **Pedestrian and Bicycle Accommodations** (walkways and bikeways fully integrated)
- **Transit Readiness** (access to transit stops and effective interface of modes
- **Neighborhood Electric Vehicle Facilities** (system of NEV provisions: paths, lanes, charging stations, etc.)
- **Quality Public Space** (roadways spatially defined with structures and landscaping).

4.4.6 ROADWAY CLASSIFICATIONS

Circulation plan roadways in Hemet are defined using a hierarchical classification system. Each type of roadway is described by size, function, and capacity. The circulation plan establishes eight types of roadways, ranging from six-lane highways to two-lane roadways. The circulation plan does not describe SR 79 (which will be a Caltrans facility) or local streets. Although there are numerous local streets serving individual neighborhoods, and these streets feed into the larger roadway network, they are not considered master-planned streets that are part of the circulation network. The design of the local streets is still subject to the City's engineering and subdivision Street Standards. The realigned SR 79, west of Warren Road, is being designed to expressway standards. Design is undertaken by Caltrans, with primary overview by RCTC. SR 79 is anticipated to be constructed in phases, with the first phase to include fewer lanes and at-grade crossings, with additional lanes, interchanges, and overpasses added later.

City roadways consist of both divided and undivided roadways. Divided roadways generally contain a physical barrier or buffer, such as a curbed median or a continuous two-way left-turn lane, between each direction of travel. Divided roadways remove vehicles making a left turn from the travel lanes to keep slowing vehicles from impeding through traffic and constricting

roadway capacity. Undivided roadways do not contain a buffer between each direction of travel and, therefore, left-turning traffic can impede through traffic. Undivided roadways may widen to provide turn movement pockets at intersections.

The standard roadway classifications are listed in Table 4.3 and described in the paragraphs that follow. The descriptions relate to segment design, and illustrate the configuration at midblock. Typical nonintersection cross-sections are illustrated in Figure 4.2.

Additional rights-of-way (beyond the standard width) may be required at higher volume intersections to provide for safe turning movements. The standard roadway classifications are described in the table and paragraphs below.

Table 4.3
Roadway Classifications

Classification	# of Lanes	Raised Median	ROW Width (ft.)	Curb-to-Curb Width (ft.)
Arterial	6	Yes	130–140	102–112
Major	4	Yes	98–108	78
Divided Secondary—A	4	Yes	94	70
Divided Secondary—B	4	Yes	94	64
Secondary	4	No	94	64
Express Collector	3	No	66	44
Collector	2	No	66–74	44
Rural Collector	2	No	44	32
Local Rural	2	No	44	24

Arterial—An Arterial is a six-lane road with a median and is intended to have a somewhat limited amount of access. Typically, Arterials have at-grade intersections with other roads, with separations of at least one-quarter mile between intersection crossings and very limited driveway access points. Intersections are at grade, with signalization of crossings. Some intersections may only permit right-turn access. On-street parking is not permitted. Medians are raised, with landscaping and/or hardscaping (e.g., decorative paving or features). Median widths vary between 14 and 24 feet and account for variable rights-of-way and curb-to-curb widths. Two existing or planned roads, Domenigoni Parkway and the Ramona Expressway, have unique designs that include greater median widths and parkways, and greater separations between access points.

Major—A Major street is a four-lane street with a landscaped median. Under unique circumstances related to neighborhood traffic needs, painted medians can be considered by decision makers. On-street parking is not permitted. Major streets are intended to have design speeds based on greater sight distance, curves that are less acute, restricted access, and greater distance between intersection crossings. At intersections, the street can be altered to allow acceleration, deceleration, and turn lanes. Parkways will vary between 10 and 15 feet wide, and right-of-way widths will vary accordingly. It is assumed that areas with extensive existing development will have the narrower rights-of-way, while newly developing areas will have the wider rights-of-way.

Divided Secondary A—A Divided Secondary street is a four-lane street, but differs from Secondary Streets in that they have a landscaped median. Under unique circumstances related to community design issues, painted medians can be considered by decision makers. Divided Secondary streets are likely to have speeds that accommodate roadway constraints and

community design issues. Bike lanes are accommodated, which results in narrower Parkways than those on Divided Secondary B streets.

Divided Secondary B—A Divided Secondary B street is similar to the Divided Secondary A street described above; however, the Divided Secondary B street does not provide for bike lanes, resulting in a smaller curb-to-curb footprint than the Divided Secondary A street.

Secondary—A Secondary street is a four-lane street with a painted centerline and no median. Parking is not accommodated but bike lanes may be accommodated. Intersection designs may allow special turning opportunities.

Express Collector—Express Collectors accommodate heavier traffic flow in one direction, providing additional capacity to guide traffic toward signalized intersections with appropriate capacity and turning movement facilities. Between intersections, the Express Collector cross-section includes two lanes in one direction and one lane in the opposite direction. A single bicycle lane is accommodated between the single opposing lane and the curb. Parking is not accommodated. At signal-controlled intersections, the right-of-way is intended to be widened to allow left-turning lanes.

Collector—A Collector is a two-lane roadway with full shoulders within a 66-foot right-of-way within already developed areas and within a 74-foot right-of-way in newly developing areas. The additional right-of-way provides for additional parkway improvements and fence or wall setbacks. Collectors provide access from local streets to the highway system. Collectors are intended to serve intensive residential land uses and multiple-family dwellings or to convey traffic through an area to roads of equal or similar classification or higher. In newly developing areas, residences will not be permitted to have individual driveways onto the street, and parking may not be accommodated to allow space for bicycles, NEV lanes, or other improvements.

Rural Collector—A Rural Collector is a two-lane road that serves very low volumes of traffic in areas with little or no development, or very low density development. These roads typically occur in very rural or hillside areas, such as Avery Canyon or where Sage Road is located. Curbs and gutters are not generally used and shoulders are typically unimproved (dirt). Bike lanes are provided on Rural Collectors.

Local Rural—Similar to the Rural Collector, a local rural street serves a small area of homes or businesses in a rural or mountainous setting. Pavement width is smaller than a Rural Collector because bike lanes are not provided.

Additional design considerations based on specific projects may also be approved at the discretion of the public works director when based on specific design constraints or modified roadway sections in specific plans.

Figure 4.2 Roadway Classification Cross-Sections

Backside of Figure 4.2

4.4.7 COMPLETE STREETS

AB 1358, the Complete Streets Act, requires cities and counties to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway. Planning and implementing "complete streets" is one way cities and counties can meet this requirement.

A complete street is a transportation facility that is planned, designed, operated, and maintained to enable safe access for all roadway users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street. Complete streets help facilitate a variety of important community benefits. Some of these benefits are described in the following list:

- Complete streets provide safe travel choices and give people the option to avoid traffic jams while increasing the overall capacity of the transportation network.

- Complete streets encourage healthy physical activity. Public health experts promote walking and bicycling to combat obesity, especially in children.

- Planning for complete streets cuts costs. Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project is more cost-effective than making retrofits later.

- Complete streets can lead to economic revitalization by reducing transportation costs and travel time while increasing property values and job growth in communities.

- Thoughtful design and accommodations for bicyclists and pedestrians reduces the incidence of crashes and improves safety for all transportation users.

- Complete streets foster strong communities where all people feel safe and welcome on the roadways and where walking and bicycling are an essential part of improving public transportation and creating friendly, walkable neighborhoods.

Identifying opportunities for select roadways to become complete streets that include such elements as pedestrian travel, canopy shade trees, activity nodes, NEV lanes, and pervious pavement or bioswales, will add to the street's value and multi-purpose use. While not all streets need be developed as complete streets, determining key locations and accompanying design standards are recommended implementation programs to foster complete streets within the City.

The General Plan meets the goals and policies of the Complete Streets Act in several ways. First, the General Plan fundamentally increases the range of transportation options for circulation within the City of Hemet and to adjacent western Riverside County jurisdictions by identifying a backbone network of bicycle and pedestrian routes. This on- and off-street network of routes improves safety for pedestrians and cyclists by providing

dedicated facilities apart from vehicles. The General Plan also addresses ancillary facilities that are necessary to make a complete street work: the General Plan establishes preferred or "typical" design standards for route classifications and discusses the need for bicycle accommodations. Lastly, the General Plan specifically includes facilities consistent with the recently completed *Western Riverside County Non-Motorized Transportation Plan*.

4.5 NEIGHBORHOOD ELECTRIC VEHICLES

NEVs are a street legal, low cost, energy efficient, zero emissions mode of local travel that is currently available—but current impediments to widespread usage include lack of interconnected low-speed routes and driver confusion regarding where these vehicles can safely be operated. These problems can be addressed in Hemet by implementing an integrated local NEV plan that overcomes connection issues, identifies safe routes, and enables clear communication about where residents can go in low-speed vehicles.

The unintended consequence of providing a high level of mobility on our roadways includes high-speed auto-oriented patterns that sometimes inhibit the operation of low-speed vehicles and other modes of transportation. Drivers are gradually becoming aware of the official low-speed vehicle classification, commonly described as NEVs, which are already approved at federal and state levels for use on public streets. With their emphasis on short trips and speed capabilities capped at 25 miles per hour (mph), NEVs are generally restricted to streets with posted speed limits of 35 mph or less.

Accommodating a Low-Speed-Travel Culture in Hemet

Accommodating low-speed vehicles with zero emissions is a potent strategy to reduce greenhouse gas (GHG) emissions while encouraging a healthier level of community interaction. Although some level of NEV ownership and operation will occur regardless of the city's attention to the matter, Hemet can proactively address conflicting mode issues and encourage safe NEV operations by:

- identifying the suitable NEV backbone routes as potentially shown in Figure 4.3,
- implementing street signage and striping of lanes for appropriate operation of low-speed vehicles,
- providing parking incentives and low-cost charging stations, and
- promoting the NEV plan to the public.

These activities are essential to acceptance and use of NEVs by residents and businesses.

Use of NEVs by the general public has increased for transporting kids to school, shopping, and other neighborhood trips. To accommodate the NEV users, special parking areas can be provided in local grocery and commercial shopping centers. Additionally, the downtown core of Hemet,

and the neighborhoods immediately surrounding it, tends to have collector streets with speed limits of 25 to 35 mph, which are suitable for NEVs. Given Hemet's grid street system with lower speed limits and relatively compact geography, NEV vehicles can be accommodated as a means of providing local transport. Larger, new planned developments present the same opportunity if low-speed connecting roads are provided.

Expanding NEV Use by Implementing a Citywide NEV Plan

NEVs have many benefits. NEVs can offer residents the ability to circulate the community without having to start an automobile with a combustion-powered engine. The NEV will be an enjoyable way to reach nearby commercial and activity centers in the local area and to visit neighbors. In addition, NEVs:

- are a relatively inexpensive vehicle to own and operate,
- are particularly well suited to trips less than 10 miles,
- do not contribute to the air pollution caused by the cold starts and operation of typical high-speed autos,
- achieve an energy equivalent of at least 150 miles per gallon (based upon 2002 California Energy Commission report), and
- have potential to run fossil-fuel free using solar or wind power to generate their electricity.

Figure 4.3 shows a potential NEV network for Hemet that is oriented to existing roadways and could therefore be implemented in the next few years. It incorporates "backbone low speed connectors" that focus on streets with a posted speed limit of 35 mph or less. Low speed connectors either provide direct connection to key destinations or link to NEV/bike lanes on higher speed routes. Shared NEV/bike lanes are proposed for higher speed routes in conjunction with Class II bike lanes. Restriping or, in some cases, widening of roadway cross-sections may be necessary where bike lanes do not exist or where existing bike lanes are less than 7 feet wide.

The planned backbone network provides a basic NEV system that can be modified or embellished as needed as new areas of the city are developed. Connections to nearby jurisdictions can also be evaluated where appropriate because travel is rarely restricted by City boundaries.

While there is sometimes interest in allowing golf carts to be included in a NEV plan, this may raise concerns for on-street usage on a citywide scale. When a NEV travels at its top speed of 25 mph, it still holds up some traffic in shared-lane conditions on local or collector streets. If it travels more slowly, it may encourage inappropriate passing by vehicles from the rear that could disrupt neighborhood safety. There are several models of NEV today that travel at 25 mph and should offer a reasonable variety to residents.

NEVs, Transit, and Bikes—Strategies for Safe Operations

Implementation of a citywide NEV Plan should be carefully reviewed by professionals and stakeholders so that potential conflicts between low-speed vehicles and autos, bikes, or transit operations can be addressed within each segment designated. For example, NEVs are not allowed in standard bike lanes (Class II facilities), which are often 5–6 feet wide (too narrow for NEVs). They are also not allowed in the auto lanes on fast roads. The initial NEV network suggested for Hemet identifies the backbone network where NEVs can safely operate and shared NEV/bike lanes for selected routes with higher speeds. Once this network is refined and adopted into a NEV plan, the network can be made available to residents and businesses to communicate how to get around town in low-speed vehicles.

4.6 PUBLIC TRANSPORTATION

A comprehensive public transit network is critical in providing a transportation system that meets the goals and policies of the Circulation Element. As vehicle congestion continues to grow and opportunities to add road capacity are further limited, transit will increasingly be utilized to meet the mobility needs of the City of Hemet over the next 30 years.

Transit promotes livable communities. Use of public transit will also promote more walkable neighborhoods, foster more cohesive communities, and provide better transportation options for members of the community where car ownership is either a hardship or an impossibility. Providing more transportation choices through extension of public transit opportunities will enable the City's residents and employees to rely less on automobile travel, reduce vehicle-miles traveled, and accommodate new development while minimizing the need for unsustainable roadway expansion.

Public transit in the Hemet area consists of taxis, paratransit vans, buses, and future passenger services through the Metrolink rail system. Figure 4.4 illustrates transit service features in Hemet.

4.6.1 PASSENGER RAIL SERVICE

The existing San Jacinto Branch Rail line runs east/west through Hemet from Perris. The rail line is the Riverside–San Jacinto spur line originally owned by the Atchison, Topeka, and Santa Fe Railroad (ATSF), was purchased by the Riverside County Transportation Commission. AT&SF operated the rail line from 1888 to 1897, primarily to serve the agricultural operations in the valley. The BNSF Railway operates freight service as the successor to ATSF. The line runs between Riverside and San Jacinto via March Air Base, Perris, and Hemet. In the Hemet Planning Area, the line runs northeasterly from Winchester to downtown Hemet, where it curves north and runs along Harvard Street, parallel to and east of State Street.

The original depot is located at the corner of State Street and Florida Avenue, and the Hemet Library is located adjacent to the line. A downtown passenger station is envisioned, as is a passenger station proximate to the future SR 79 and relocated Stetson Avenue interchange.

Figure 4.3 NEV Network

Backside of Figure 4.3

Metrolink is a regional passenger rail service to reduce the congestion on highways and improve mobility throughout southern California. Metrolink provides rail service to Riverside County. The Riverside Line runs trains from Riverside to Orange County and Los Angeles. Metrolink has multiple stations in Riverside County, including Pedley Station, Riverside-Downtown Station, Riverside–La Sierra Station, and West Corona Station. An extension of the Riverside Transit Corridor along the San Jacinto branch line to Hemet is proposed, and Perris and Perris-South Stations are proposed for construction in 2013. Long-term plans call for an extension of the line to Hemet, connecting Hemet with Los Angeles, Orange, and San Bernardino Counties and other parts of Riverside County.

Potential future Metrolink stations are located near the future SR 79 alignment at Stetson Avenue in west Hemet and near State Street at Menlo Avenue in downtown Hemet. Metrolink trains would be accommodated on the existing BNSF Railway line. Completion of transportation improvements to Metrolink linking Hemet to new destinations will increase traveling and commuting options for Hemet residents and reduce dependence on private automobile travel. As new areas are developed near transportation corridors and nodes, residents and visitors will benefit from the "smart growth" designs, which promote greater walkability and proximity to daily services, thus reducing both the detrimental environmental effects of vehicles and congestion.

Considerations for Future Railway Designs

The existing BNSF Railway line currently crosses the Planning Area and the City at grade (i.e., no overpasses). The rail line is generally only crossed by streets designated in this element as Collector and above.. Street crossings are typically protected by automatic signals and gates. Freight trains operate on a demand schedule (i.e., upon request) and demand has been low enough that the movements of the infrequent trains, street traffic, and pedestrians have not conflicted. If freight demand substantially increases within the developed portions of the City, or when Metrolink service is provided, street crossings will need to be evaluated. Although grade-separated crossings are generally preferred, overpasses are probably infeasible within the developed portions of the City because of existing development and may not be warranted from a traffic/train usage perspective. However, larger new developments should be evaluated for potential effects of traffic and pedestrians on crossing functioning and safety, and constructing or accommodating the future construction of overpasses should be considered. Overpasses are most appropriate in new development in the southwest portion of the Planning Area.

4.6.2 BUS AND LOCAL TRANSIT SERVICES

The Riverside Transit Agency (RTA) provides public transportation throughout Riverside County. RTA operates fixed bus routes providing public transit service throughout a 2,500-square-mile area of western Riverside County. RTA's fixed routes have been designed to establish transportation connections between all cities and unincorporated communities in western Riverside County. RTA bus lines 32, 33, and 42 provide local access in the Hemet Planning Area and neighboring San Jacinto as shown in Figure 4.4 (Transit Service Features). RTA routes currently use the Hemet Valley Mall located near the intersection of Florida Avenue and Kirby Street as a hub point for all routes serving the Hemet and San Jacinto areas and for those routes connecting to regional destinations.

Future transit routes are also shown on Figure 4.4, and are anticipated to provide additonal connectivity throughout the less centralized portions of the City and Planning Area. Ultimately, RTA envisions constructing a Transit Center in the Hemet area. A location has not been determined, but one alternative would be to site the center in conjunction with a downtown or west Hemet Metrolink station.

The current SR 79 alignment through the Cities of San Jacinto and Hemet is only suitable to accommodate local public transportation services. However, a number of future transit opportunities exist near the SR 79 realignment. A multi-modal public transportation system offers many benefits, such as increased mobility, decreased traffic congestion, energy savings, and decreased pollution and GHGs. A transit system could be built around a set of land use nodes throughout Hemet and nearby cities. A one-way loop, with stops within a 5-minute walk, can effectively serve about 1.5 square miles with 10-minute frequencies of service and require only a single vehicle and a single lane right-of-way. New services would need to be established to provide the compatibility with a future multi-modal transportation system. The right-of-way for the realignment of SR 79 also includes designated right-of-way for transit; however, the type of transit facility has not yet been designated. The City is committed to ensuring that public transportation becomes a viable travel alternative to the automobile and is taking steps to ensure that transit accessibility is a primary consideration within new mixed-use and redevelopment proposals.

Design Considerations for Public Transit

To advance public transit use, comfort, and safety, consider the following strategies in transit design:

- Integrate methods that will allow buses to stop for passengers without disrupting vehicular traffic such as a wider traffic lanes or a turnout at the bus stop location.
- Locate transit stops to minimize the impact of buses and ridership activity on nearby neighborhoods. Incorporate buffer zones as feasible.

Figure 4.4 Transit Services

Back of Figure 4.4

- ❖ Locate bus stops on the "far-side" of an intersection to avoid conflicts with traffic queuing in the right turn lane.
- ❖ Provide amenities for transit users such as benches, shade, lighting, shelters, and bicycle racks, where appropriate.
- ❖ Ensure that transit stops meet Americans with Disabilities Act (ADA) requirements by providing a continuous paved connection to and from the stop.

Paratransit Options

Several paratransit options exist for senior citizens that are not able to drive, or would rather not drive. RTA's Dial-A-Ride program provides general advanced reservation service, Senior/Disabled service, and Priority Service for persons certified under the Americans with Disabilities Act. Care-A-Van service is also offered within the City of Hemet for seniors and disabled travelers that qualify as low income. Hemet Valley Medical Center offers patient transportation to and from the hospital.

4.7 BICYCLE AND PEDESTRIAN CIRCULATION

Bicycling promotes the neighborhood character and community feel of Hemet by allowing for a low-impact, convenient, and healthy transportation option. Reducing short commute and utilitarian vehicle trips can promote healthier living, and encourage residents to interact with their local neighborhood by patronizing local business and socializing with neighbors. An effective bicycle transportation plan promotes bicycling as both a viable transportation alternative and an enjoyable recreational pastime.

A comprehensive bicycle network, including bicycle routes, convenient bicycle parking facilities, and overall street designs that make the roadway network more hospitable to cycling, will make cycling competitive with the private automobile for short trips. Implementing a bicycle network helps to achieve the balance in the transportation network by providing an affordable alternative to the private automobile, and provides better transportation options for people who cannot drive.

The Circulation Element identifies a master plan for bicycle and pedestrian trail systems throughout the City and Planning Area, allowing residents to travel from neighborhoods to key destinations like schools, parks, shopping and employment centers. The Bikeway Circulation Plan is provided in Figure 4.5. Additional off-road bike trails for recreational users is discussed in Chapter 8 (Recreation and Trails) and shown in Figure 8.3.

In addition to offering recreational and public health benefits, nonvehicular modes of transportation offer options for both commuting and convenience trips around the City. Also, the mixed-use environments advocated by Land Use Element policies will encourage increased pedestrian activity on City sidewalks for both business and pleasure. Finally, an equestrian network in selected areas will offer recreational benefits, although it will be limited to nontraffic areas to avoid conflicts between horses and traffic. An effective bicycle, pedestrian, and equestrian network must be safe and accessible and must connect key activity centers within the City with each other and with the regional trail system. Hemet's current

bike trail system includes Class 1 bike paths, Class 2 bike lanes, and Class 3 bike routes. Recreational trails such as mixed-use trails and trails for equestrian and hiking only are discussed in the Recreation and Trails Element (Chapter 8). Opportunities for Class 3 bike routes exist along many of the City's collector streets and sometimes secondary streets, typically following quarter-mile grids. Designated Scenic Highways have a design requirement for wide multiple-use paseos that accommodate pedestrians, joggers, and bicyclists, and wider sections already exist on Sanderson and Florida Avenues. While these multiple-use paseos do not meet the formal Class 1, 2, or 3 definitions of bikeways, they nevertheless provide a valuable resource for users.

Currently, opportunities for bicycling or walking as viable transportation options vary in different parts of the City. In the older, central portion of the City, designated bike routes are constrained by street widths that typically do not accommodate designated lanes. This is particularly true on collector streets where the typical widths allow only either on-street parking, designated bike lanes, or medians. However, the central portion of the City often has sidewalks, and the grid system provides flexibility for bicycle riders on side streets. Newer portions of the City typically have a larger grid system that may or may not include sidewalks or bike paths, although some of the more recently developed areas often include mixed-use pathways, particularly in areas developed under specific plan entitlements. As development occurs, particularly at the subdivision level, improvements to pedestrian and bicycle access are required. In the more rural edges of the City, these improvements have also included equestrian facilities where practical connections exist to rural equestrian-oriented areas. Existing trail systems within the City usually are not well connected to other trails or common uses. The City will continue to develop and maintain a comprehensive network of on-street bicycle lanes, off-street bicycle paths, sidewalks, and trails. The City will work to increase the safety and utility of the system, with a particular focus on sidewalk-deficient residential and industrial areas.

Bikeway Circulation Plan

The bikeway circulation system envisioned within this element is shown in Figure 4.5 and uses three classes of bikeways, with cross-sections shown in Figure 4.6. These classes are similar to those used by Caltrans and the WRCOG Non-Motorized Transportation Plan. The circulation system is intended to serve both local and regional bicycle trips. The bikeway circulation system follows a hierarchy serving individual homes and destinations (nondesignated routes and Class 3), feeding into a wider circulation system (Class 2), and augmented by a separate through system that provides regional connections (Class 1).

Class 3 bikeways (bike routes) are suitable as shared routes with regard to size and traffic, are continuous or connect to Class I or Class II bikeways. Normally, bike routes are shared with motor vehicles and look like an ordinary street, but have signs designating the street as a "Bike Route" (serving to inform bicyclists and remind motorists of the presence of bicyclists). A summary of the bikeway classifications is provided in Table 4.4.

Figure 4.5 Bicycle Circulation Plan

Back side of Figure 4.5

Figure 4.6 Bikeway Cross-Section

Backside of Figure 4.6

Table 4.4 Descriptions of Bikeway Classifications	
Class 1 bikeway (bike path)	Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with minimized cross-flow by motorists
Class 2 bikeway (bike lane)	Provides a striped lane for one-way bike travel on a street
Class 3 bikeway (bike route)	Provides for shared use with pedestrian or motor-vehicle traffic

Although not recognized as formal bikeways, ordinary side streets also serve to feed bicycle traffic to formal bikeways and to provide bicyclists with routes for short convenience trips. This is particularly true in the central portion of the City, with its closely spaced grid of streets. Additionally, residential neighborhood sidewalks provide places for children to ride bicycles. Finally, paseos along Scenic Highways provide similar opportunities.

Bicyclists vary significantly in their skill level, reasons for bicycling, and common destinations. All of these factors can affect what facilities a cyclist will use and value, and how a cyclist will use those facilities. The following definitions (Urban Crossroads, 2011) help to describe and assess the different needs of the City of Hemet's cycling public:

Casual Bicyclist Includes those who feel less comfortable negotiating traffic, often bicycle shorter distances than experiences riders, and may be unfamiliar with many of the rules of the road. Casual bicyclists benefit from route markers and wayfinding signage, bicycle lanes, wider curbs, and educational programs.

Commuter Bicyclist-Employee Bicycle commuters who ride to work, marking their entire commute by bicycle or by using their bicycle to link with other modes of transportation including buses, trains, or carpools and rideshares. Commuter bicyclists value direct routes between residential and employment areas, safe and secure bicycle parking facilities, and locer and shower facilities at their place of employment.

Commuter Bicyclist-Student Bicyclists who travel between their home and their school. Grade school bicycle commuters typically commute less than five miles to school, cross few arterials, and often use the sidewalk. College and university students are likely to bicycle less than five miles as well, but may travel as long as ten to fifteen miles. Like employee commuters, student commuters are likely to value direct routes, and may be more likely than employee commuters to prefer routes with less traffic and arterial crossings.

Experienced Bicyclist Includes those who prefer the most direct route between origin and destination and prefer riding within or near the vehicle

travel lanes. Experienced bicyclists negotiate streets in much the same manner as motor vehicles, merging across traffic to make left turns, and avoiding bicycle lanes and shoulders that contain gravel and glass. Experienced bicyclists benefit from wider curb lanes and bicycle-actuated loop detectors at signals.

Recreational Bicyclists-Casual Bicyclist Casual recreational cyclists are those who generally want to ride on off-street bikeways and cover shorter trip distances at slower speeds. Casual cyclists will tend to take trips of less than 10 miles in length, and may ride as a family group with children. Recreational destinations are also important for casual cyclists, as they provide a place to stop and get off the bike. To this end, having secure bicycle parking at destinations is important.

Recreational Bicyclists-Road Bicyclist Road cyclists bicycle almost exclusively on roadways, which accommodate higher speeds, longer distances, and few conflicts with other recreational users. Typical trip distances for the road cyclist can range from 10 miles to over 50 miles. While the average road cyclist would likely prefer to ride on roads with little or no traffic, they are generally comfortable riding in traffic if necessary. To this end, a road cyclist will tend to ride in a manner similar to a motor vehicle (e.g., when approaching traffic signals or making left turns). Road cyclists are typically not seeking a recreational destination along the route, as a ride itself is the recreation.

The use of bicycles for travel and recreation should be encouraged through the provision of bicycle facilities, including travel routes, lighting, rest amenities, and storage facilities. Additionally, bicycle safety programs can increase the tendency to choose the bicycle travel mode. The proposed bikeway system includes more connectivity than in previous plans, allowing bicycle users better access throughout the City and planning area.

Pedestrian Network

The City's existing pedestrian network consists of ordinary street sidewalks, of paseos in larger scale developments or along portions of Florida and Sanderson Avenues, or of regional trails that may be shared with bicyclists or equestrians. Sidewalks are required in new developments except where rural street standards can be applied because the lot sizes along side streets are large. Some existing areas of the City that are outside the core central area were developed either as rural areas or as large lot subdivisions and do not have sidewalks. As future improvements are made to major streets, or as new development occurs, these areas will gradually include more sidewalks. All new commercial and industrial development must include sidewalks. Additionally, the Community Design Element includes multi-use paths along Scenic Highways. The Land Use Element also envisions pedestrian-friendly design for new development.

4.7.1 RIVERSIDE COUNTY NON-MOTORIZED TRANSPORTATION PLAN

The Western Riverside Council of Governments (WRCOG) Non-Motorized Transportation Plan (NMTP) provides a regional backbone

network of bicyle and pedestrian facilities to provide enhanced transportation mobility.

The NMTP identifies 28 distinct regional bicycle and pedestrian-friendly routes spanning 440 miles throughout Western Riverside County. The proposed system provides multi-jurisdiction connections between WRCOG's member agencies. The resulting network includes existing and potential on-street (Class II and Class III) and off-road (Class I) routes intended for near-term through long-range implementation. The routes provide access to Metrolink stations, transit centers, and key activity areas throughout the region. The backbone network provides connectivity between cities, the unincorporated Riverside County area, and adjacent counties.

The NMTP will be incorporated into Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP). The proposed regional routes may be implemented in segments over time and should be considered in any regional planning effort.

Table 4.5
WRCOG Non-Motorized Transportation Corridors in the Hemet Planning Area

Route	Name	Classification	Length (Miles)
10	San Jacinto River – Bautista Creek	Class 11	28.5
14	San Jacinto – Diamond Valley	Class 1/11	11.5
15	Salt Creek – Domenigoni	Class 1/11	23.7
22	Gibbel - Fairview	Class 1/11	7.8

There are four corridors that are planned within the City of Hemet or the Planning Area, as outlined in Table 4.5 and illustrated in the NMTP corridor maps (Appendix D). All of the proposed corridors have been incorporated into the City of Hemet's bikeway network (Figure 4.5) and off-street trails network (Figure 8.3).

4.8 FREIGHT AND GOODS MOVEMENT

An efficient and effective goods movement system is essential to Hemet's economic livelihood. Although Riverside County generates a significant amount of truck traffic from agricultural and industrial uses, it also serves as a pass-through for truck traffic that ultimately serves other areas inside and outside of California. Trucks comprise at least 15 percent of the daily traffic volume on some of the primary goods movement corridors in Riverside County, such as I-15 from Temecula to Ontario, SR 60 west from I-215, and I-10 in the Coachella Valley and San Gorgonio Pass areas. Healthy industrial growth is expected within the City of Hemet and Riverside County; therefore, the scale of industrial-related truck traffic will continue to increase. It is anticipated that the region's truck volumes will increase by 40 percent through 2020.

The movement of freight and goods to, from, and inside Hemet is typically by truck, but can also be by rail and air. Regional truck routes follow SR 74, SR 79, and Domenigoni Parkway. The designation of Truck Routes is intended to route truck traffic on City arterials so that trucks cause the least amount of neighborhood disruption. Pursuant to Hemet Municipal Code Section 78-61, the City of Hemet designated truck routes on:

- Florida Avenue,
- Warren Road,
- Sanderson Avenue,
- State Street and San Jacinto Street north of Florida Avenue,
- Menlo Avenue between Sanderson Avenue and San Jacinto Street,
- Stetson Avenue between Sanderson Avenue and State Street, and
- Domenigoni Parkway.

Smaller delivery trucks serve the commercial and industrial areas, but are also dispersed throughout the City. Several issues have arisen from larger truck traffic. Truck traffic using smaller residential streets as bypasses are harmful to the character of residential areas. Secondly, overnight parking for semitrailer trucks has been problematic both from a community character perspective and because of the potential for unintended activities and criminal behavior. Wentworth Avenue, Tanya Avenue, and Elk Street have been used as truck parking areas. However, Elk Street is planned for future residential development and will need to restrict truck parking once new development occurs.

The truck network on California State Highways was instituted by AB 866 to implement the federal Surface Transportation Assistance Act (STAA). The STAA required states to allow larger single- and double-trailer trucks on a national network of interstate highways and on the federal-aid primary system for roads other than interstate highways. State highways with geometric standards that could accommodate STAA trucks were classified as Terminal Access highways. State highways that were determined to have insufficient geometric designs and were not safe for trucks of specific lengths to travel were classified as Advisory highways.

SR 79 is designated as part of the STAA truck network; however, the geometrics of SR 79 do not support truck traffic for oversize trucks. The segment of SR 79 between SR 74 and Gilman Springs Road is classified as an Advisory highway. Consequently, STAA trucks are advised to use Sanderson Avenue in this area, which has resulted in adding regional truck traffic to the local road network. Large trucks traveling on local roads are exacerbating traffic congestion and degrading the safety and pavement structure of Sanderson Avenue and other local roads. Existing circulation conditions in Hemet are not sufficient to accommodate the current and anticipated goods movement needs through Hemet. The City has approved truck routes on Sanderson Avenue, State Street, San Jacinto Street, Florida Avenue, and portions of Stetson Avenue. Portions of Warren Road and

Domenigoni Parkway are currently proposed as additional STAA truck routes.

In addition to trucking opportunities through the City, BNSF Railway also provides on-demand freight service along the railroad corridor from Riverside, although demand has not been high. Industrial areas in the southwestern portion of the City and along the North State Street are close to the railroad tracks, as is the Hemet-Ryan Airport. Opportunities may exist for connecting future industrial areas in the southwestern portion of the planning area to be served by the railroad tracks.

4.9 AIR TRANSPORTATION

The Hemet-Ryan Airport is located in the southwest portion of the city and operates as a general aviation airport serving Hemet and the surrounding area. It consists of one main runway that is currently designated as 5-23, running approximately west-southwest to east-northeast. This runway is 100 feet wide and 4,315 feet in useable length (4,815 feet in total length) and has non-instrument approaches. A second, parallel runway has served as a sail plane runway, but is no longer in use for this purpose. No control tower is on-site. The existing 2004 master plan for the airport concluded that an ultimate runway length of 5,300 feet would satisfy needs, although the opportunities for lengthening the runway configuration are constrained by the current limits of the airport and development on the north, east, and south. Opportunities for expansion to the west exist, but are also constrained because of biological habitat and endangered fauna. Currently, all runway protection zones are contained within the airport. Airport features are shown on Figure 4.7. The County of Riverside is currently in the process of updating the Airport Master Plan and anticipates adoption in the future The 2017 Hemet Ryan ALUCP assumes a 500 foot easterly expansion of Runway 5-23 which will facilitate take-offs in the westerly direction. The updated Draft Master Plan projects a modest increase in airport operations to 87,000 over the next 20-year period (2011-2031) and the continuation of the airport as a general aviation facility.

The Hemet-Ryan Airport serves users of smaller general aviation aircraft and the California Department of Forestry and Fire Protection's fire fighting aircraft. The airport can also provide air freight service, although that service is limited to smaller aircraft because of the airport's shorter runway length and non-instrument approaches. Air freight can be expected to be limited to smaller, high value or time-critical goods and will play a relatively small role in the movement of freight and goods. The airport is owned and operated by Riverside County.

The airport's primary development area, or the area not devoted to runways, taxiways, and hangar areas, is in the southern portion of the airport, adjacent to industrial land uses. This area is used by persons or companies providing services and support to aviation, such as fuel suppliers, mechanics, and air freight shippers, and is connected to the City and regional road network by local streets north of the intersection of Stetson and Cawston Avenues. This Circulation Element assumes that Stetson Avenue will be widened and relocated to provide a major road entry

into the City. This would serve to improve road access to the airport. Other general aviation airports nearby include airports in the French Valley area near Temecula, Perris, Riverside, and San Bernardino. Scheduled passenger service is provided regionally by airports including those in Palm Springs, San Diego, Ontario, Orange County, and Los Angeles County.

Additional discussion, goals and policies regarding the airport and the surrounding area is discussed in the Land Use Element (Chapter 2) and the Public Safety Element (Chapter 6). The Land Use Element discusses issues and opportunities relating to the airport and the compatibility of the likely flight paths with existing and potential land usage around the airport. The Public Safety Element addresses the noise and potential safety hazards associated with flight operations at the airport. Both Elements include Goals and Polices related to the Airport, and Chapter 12 includes Implementation Programs concerning the airport and environs.

4.10 IMPLEMENTATION STRATEGIES

Implementation of the Circulation Element and its programs involves several city departments including Engineering, Public Works and Planning. Specific implementation programs are provided in Chapter 12. To ensure that the concepts and technical information provided in the Circulation Element is adhered to over the buildout period, the following strategies are recommended:

- **Evaluate Interim Circulation Conditions** While new development typically pays for circulation improvements, a lag time frequently exists between development activity and construction of supporting roads. This is especially true for off-site circulation improvements in the City of Hemet where a landowner or developer does not control the right-of-way necessary for improvements. This issue is compounded by the circulation network's reliance, to a large degree, on several large projects such as the SR 79 realignment project and Metrolink to provide regional capacity. The City of Hemet will need to continually monitor ongoing transportation activities and minimize potential impacts associated with interim development conditions.

- **Prioritize Ongoing Coordination with Transportation Agencies** Hemet will need to continue an active presence on regional agency boards such as RCTC, WRCOG, and the Riverside Transit Agency (RTA) to ensure that the City's needs and transportation priorities are addressed, particularly in regard to the construction of Hwy 79, the extension of the Metrolink line, and the establishment of a regional transit center.

- **Require Studies that Address Project Level Conditions** Many traffic studies look at the future when the entire circulation system is developed. Hemet will also need to assess traffic impacts based on existing and opening-day conditions of individual projects to ensure that adequate capacity exists to serve any new development project.

- **Capture the Synergy of Regional Transportation Facilities** Capitalize upon the provision of a future regional highways (SR-79 and

Figure 4.7 Hemet-Ryan Airport

Back of Figure 4.12

MCP), a commuter rail line, and airport to attract regional serving commercial, office, and industrial uses

- **Periodically Update the Circulation System and Capital Improvement Program** s part of an ongoing monitoring program, Hemet will need to periodically assess the circulation plan presented in this element and the CIP to determine whether changes are needed during the planning period of 2010–2030. In this manner, the City can take a proactive approach to regional circulation needs and changes and take appropriate steps before any system constraints develop.

- **Continue to Expand Multi-Modal Transportation Opportunities** Provide safe and convenient alternative transportation options including bikeways, pedestrian corridors, NEV compatible streets, and transit to enhance complete streets and the quality of life within the community.

- **Actively Pursue Available Funding Sources** A variety of Federal, State and Local funding sources and grants are available for transportation, bikeway and pedestrian improvements. A matrix of currently available funding sources is provided in Appendix D.

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GOALS AND POLICIES

GOAL C-1	**Build and maintain a transportation system that is designed to meet the current and future needs of Hemet's residents and businesses while providing a balance between mobility, cost, and the quality of the City's living environment.**

POLICIES

C-1.1 **Complete Streets** Support the implementation of complete streets through a multi-modal transportation network that balances the needs of pedestrians, bicyclists, transit riders, mobility-challenged persons, older people, children, and vehicles while providing sufficient mobility and abundant access options for existing and future users of the street system.

C-1.2 **Comprehensive Design** Street improvement projects shall be designed in a comprehensive fashion to include consideration of street trees, pedestrian walkways, bicycle lanes, equestrian pathways, signing, lighting, noise, and air quality wherever any of these factors are applicable.

C-1.3 **Traffic Flow** Maintain Level of Service (LOS) C or better for roadway segment operations, and LOS D or better for peak-hour intersection movements. Portions of Florida Avenue and Sanderson Avenue may operate at or below LOS D on a case-by-case basis.

C-1.4 **Traffic Management** Continue to improve signal coordination and advanced traffic management systems at major intersections and along roadway corridors in order to optimize traffic flow through the City and reduce traffic queuing. Mechanisms include adding turn-out lanes at key intersections with transition back to the original number of lanes at mid-block as feasible to reduce bottlenecks.

C-1.5 **Traffic Control System** Provide a coordinated traffic control system that moves traffic within and through the City in an efficient and orderly manner. Upgrade systems as technology evolves.

C-1.6 **Roadway Capacity** Identify roadways that cannot be widened to their full master-planned width because existing development or other physical constraints prohibit acquisition of full right-of-way and consider parking restrictions, access management, roadway restriping, and intersection improvements as potential methods of increasing roadway capacity, or incorporating acceptable TDM measures.

C-1.7 **Connectivity** Promote the efficient use of the street system by providing convenient connections between and within neighborhoods and adjacent land uses.

C-1.8 **Reciprocal Access** Require reciprocal accessways and consolidate commercial driveway entries along Florida Avenue, Sanderson Avenue, State Street, San Jacinto Street, and other commercial streets as practical.

C-1.9 **Driveway Standards** As part of City roadway standards, maintain and enforce minimum driveway separation standards for the various types of roadways included in the City of Hemet General Plan Roadway Circulation Master Plan. Wherever possible, consolidate driveways on arterial streets and implement access controls during redevelopment of adjacent parcels.

C-1.10 **Center Median Design** Implement the design and construction of center landscaped medians with appropriate breaks for full turning movements along Florida Avenue, Stetson Avenue, Sanderson Avenue, Domenigoni Parkway, Warren Road, and other arterial corridors consistent with the General Plan's Circulation Map.

C-1.11 **Parkway Design** Emphasize the landscaping of parkways, roadways, entries, and gateways consistent with the Community Design Element including replacing any tree removed from the public right-of-way with a California-friendly or shade tree of similar size and shape to a suitable location.

C-1.12 **Maintain Grid System** Maintain and encourage the existing grid system of streets to facilitate neighborhood accessibility, emergency response, and transportation capacity.

C-1.13 **Residential Subdivision Street Design** Design streets inside residential subdivisions for lower speeds by:

a. promoting the use of short curvilinear street segments while maintaining the overall grid pattern;

b. using visually shorter streets;

c. limiting collector streets to streets that have driveways on rear alleys with enhanced front parkway landscaping, and traffic-slowing designs;

d. promoting unloaded collectors with no residential driveway access; and

e. ensuring a minimum of two points of access to all subdivisions.

C-1.14 **Rural Street Character** Avoid changing the visual character of existing rural residential neighborhood streets by constructing the minimum level of street improvements needed for public safety. Consider using drainage swales instead of curbs and gutters and prohibiting on-street parking.

C-1.15 **New Development** Approval of new development projects shall:

a. require that all roadways within a new development be constructed to the ultimate right-of-way and that master-planned roadways next to the project site be, at a minimum, constructed to their master planned half-width plus 10 feet, or greater if necessary to maintain adequate traffic flow;

b. require new developments to meet roadway and intersection performance standards and/or contribute their fair share toward improvements pursuant to a traffic impact analysis;

c. require new developments within designated commercial corridors to acquire or grant reciprocal access and parking agreements to facilitate movement with adjacent commercial uses without affecting the adjacent roadway;

d. require dedication and improvement of adequate right-of-way along new roadways to minimize impacts of proposed development projects on the City's circulation system;.

e. limit lot development to reverse frontage and/or side-one lots on all arterials.

C-1.16 **Mixed Use District Street Design** To facilitate transit-and–pedestrian-oriented street design in the Mixed Use District, consider the implementation of off-street shared parking with parking signage improvements, consolidation of driveways, installation of raised landscaped medians, bus turnouts, traffic signal enhancements, special pavement treatments at pedestrian crossings and intersections, curb extensions, enhanced crosswalks, wider sidewalks, and other appropriate measures which enhance traffic flow, transit efficiency, and pedestrian movements.

C-1.17 **Traffic Analyses** Evaluate development proposals for potential impacts on the transportation and infrastructure system based on traffic analyses that follow the protocols established by the City. The traffic analysis should evaluate the need for both ultimate and interim improvements, and the need for TDM or multi-modal improvements resulting from the development proposal.

C-1.18 **Future Roadways** Future roadways and intersections must meet roadway classification design specifications and performance criteria.

C-1.19 **Street Standard Compliance** Require compliance with established street standards for public, private, and rural streets, including traffic calming facilities, where appropriate.

GOAL C-2

Coordinate and cooperate in the implementation of regional and inter-jurisdictional transportation plans and regional transportation systems.

POLICIES

C-2.1 **State Route 79** Advocate efforts by the Riverside County Transportation Commission and California Department of Transportation to plan and build the realignment of State Route (SR) 79, as shown on the Circulation Map.

C-2.2 **Regional Coordination** Coordinate with appropriate jurisdictions and agencies to encourage the timely improvement of roadway and transit facilities that address area-wide and regional travel needs including the State Transportation Improvement Program (STIP), the Riverside County Integrated Project (RCIP), and the Community and Environmental Transportation Acceptability Process (CETAP).

C-2.3 **Mid-County Parkway** Support development of the Mid-County Parkway that will run from Highway 79 in San Jacinto to I-215 in Perris and will interface with Cajalco Road that connects to I-15 in Corona.

C-2.4 **Roadway Design Consistency** Coordinate implementation of new roadway connections with adjacent cities and Riverside County to ensure consistency in design and operations of the new facilities and connections.

C-2.5 **Regional Impacts** Coordinate with Riverside County and adjacent jurisdictions regarding the planning, coordination, and impacts of circulation improvements in adjacent jurisdictions, the Sphere of Influence area and the Planning Area.

C-2.6 **Metrolink Extension** Promote the extension of Metrolink service on the Burlington Northern Santa Fe Railway line from Riverside to stations located near the realigned SR 79 and downtown Hemet.

C-2.7 **Regional Transit Services** Coordinate with Western Riverside Council of Governments, Riverside County, and Riverside County Transportation Commission to identify, protect, and pursue opportunities for public transit along major transportation corridors and future rail service that connect the City with other population and employment centers.

GOAL C-3	**Protect neighborhoods and reduce transportation-related risk by establishing a street circulation system that promotes safety.**

POLICIES

C-3.1 **Speed Limits** Establish speed limits throughout the City that relate to the design and operating characteristics of each roadway to promote the safety of residents and travelers.

C-3.2 **Street Maintenance** Provide for a street maintenance operation in the City's Capital Improvement Program to ensure the upkeep and safety of the City's roadways.

C-3.3 **Sight Distance** Ensure that new roadways and intersections provide adequate sight distances for safe vehicular movement.

C-3.4 **Emergency and Service Vehicle Right-of-Way** Establish and implement street standards that maintain an acceptable right-of-way to accommodate emergency, utility, maintenance, and service vehicles.

C-3.5 **Safe Routes to School** Work with the Hemet Unified School District (HUSD) and local private schools to ensure the provision of safe bicycle and pedestrian paths leading to and from school facilities and surrounding neighborhoods.

C-3.6 **Safe Alternatives to School** Work with HUSD, local private schools, parent teacher associations, homeowner associations, and other interested parties to establish safe drop-off and pick-up zones, create "walking school buses" and "bike trains", encourage carpooling, and facilitate expanded use of crossing guards.

C-3.7 **HUSD EIRs** Review and comment on HUSD environmental impact reports (EIRs) to ensure that

proposed school circulation systems address traffic and pedestrian safety within and adjacent to the site.

C-3.8 **Creative Traffic Management** Apply creative traffic management approaches to address congestion in areas with unique problems, particularly on roadways and intersections in the vicinity of schools in the morning and afternoon peak hours, and near churches, parks, and community centers.

C-3.9 **Priority Sidewalk Construction** Give priority to street, sidewalk, and curb construction in areas near schools to facilitate safe pedestrian travel to schools.

C-3.10 **Eliminate Hazards to Cyclists and Pedestrians** Identify and seek to eliminate hazards to safe and efficient bicycle or pedestrian movement citywide.

GOAL C-4	**Promote and support modes of transportation that offer an alternative to single-occupancy automobile use and help reduce air pollution and road congestion.**

POLICIES

C-4.1 **Sustainable Urban Design** Promote urban design measures that encourage alternatives to single-occupancy vehicle transportation and direct new growth along transportation corridors as a means of reducing roadway congestion, air pollution, and non-point source water pollution.

C-4.2 **Transportation Alternatives** Support a variety of transit vehicle types and technologies and encourage alternatives to single-occupancy automobile use such as rail, public transit, paratransit, walking, cycling, and ridesharing.

C-4.3 **Non-Motorized Transportation Plan** Identify opportunities to implement the Western Riverside County Non-Motorized Transportation Plan within key activity centers of the City through the development non-motorized transportation corridors and facilities.

C-4.4 **Neighborhood Electric Vehicles** Promote the use of neighborhood electric vehicles (NEVs) by using low-speed streets within projects and by ensuring connectivity with adjacent supporting uses such as neighborhood commercial uses.

C-4.5 **Development Alternatives** Require new development to include opportunities for alternative transportation, such as bicycle paths, pedestrian connections, bicycle storage,

and other facilities such as NEV paths, and charging stations.

C-4.6 **Vehicle Mile Reduction** Encourage and promote the reduction of vehicle miles traveled for all vehicles and for carbon-based fueled vehicles, and reduce the use of gasoline and diesel fuel for on-road vehicles in accordance with Senate Bill 375 regional and/or subregional targets established by the California Air Resources Board. Create and implement programs that will aid in improving air quality by reducing motor vehicle trips, such as those programs recommended by the Regional Transportation Plan, Riverside County Integrated Project, and the Southern California Air Quality Management Board.

Require development projects to complete VMT assessments consistent with SB 743 and City Traffic Guidelines, and incorporate TDM measures as needed.

C-4.7 **Employer Incentives** Encourage all employers, especially employers of 100 or more persons to support alternative forms of transportation by providing appropriate facilities, including parking for vanpools, bicycle parking, and passenger loading areas

C-4.8 **Paratransit Service** Work with the Riverside County Transportation Commission, senior agencies, retirement communities, and local organizations to provide affordable and reliable paratransit and demand-responsive transit services that satisfy the transit needs of the elderly and disabled.

C-4.9 **Alternative Fuel Use** Promote public transportation systems that use alternative fuels or promote energy conservation.

C-4.10 **Public Transit Identification** Develop icons for easy identification of public transit facilities, and require that projects incorporate them when practical.

C-4.11 **Transportation Services Project Amenity** Encourage new senior citizen and multiple-family housing projects of greater than 100 units to provide transportation services as a project amenity.

C-4.12 **Public Facilities and Transportation Services** Coordinate the development of new public facilities with mass transit service and other alternative transportation services and facilities including the consideration of light rail/monorail within the City.

C-4.13 **Park-and-Ride Facilities** Require the provision of park-and-ride facilities at transit centers and stations and potential carpool origination points.

C-4.14 **Transit Providers** Work with public and private transit providers to improve transit service and encourage ridership through the following actions:

a. Require transit facilities and other alternative modes of transportation such as park-and-ride lots and bus turnouts in major new development and redevelopment projects.

b. Provide fixed route transit services along transportation corridors that connect major uses such as the Hemet Valley Mall, Hemet Valley Medical Center, the Florida Avenue commercial corridor, and other commercial nodes to residential areas.

c. Improve and enhance pedestrian connections between residential, commercial, and industrial uses and transit services.

d. Assess senior mobility needs in coordination with existing paratransit providers and commercial operations and institutions (such as hospitals and senior care centers) that interact with Hemet's senior population.

e. Encourage the Riverside County Transportation Commission and Metrolink/Southern California Regional Rail Authority to fund the establishment of two commuter rail stations along the existing RCTC rail line right of way.

f. Increase public education about public transit options.

C-4.15 **Transit-oriented Development Design Features** Require new development to incorporate transit-oriented design features and attractive, accessible, and appropriate transit, bicycle, and pedestrian amenities to promote and support public transit and alternate modes of transportation, including but not limited to:

a. Designing transit stops to reduce disruption to vehicular traffic;

b. Locating transit stops to minimize the impact of buses and ridership on nearby neighborhoods;

c. Ensuring that all transit stops are ADA accessible;

d. Requiring transit stop amenities such as benches, shade, lighting, and shelters , where appropriate;

e. Requiring all new transit stops be equipped with bicycle racks and/or bicycle lockers;

f. Encouraging senior citizen and affordable family housing projects to provide transportation services; and requiring new public facilities to incorporate transit facilities.

GOAL C-5	**Develop, expand, and maintain a network of bicycle and pedestrian accessways that provide safe and comfortable travel between residential neighborhoods, parks, schools, and commercial and office centers.**

POLICIES

C-5.1 **Bikeway and Pedestrian Network** Maintain an extensive trails network that supports bicycles and pedestrians and links residential neighborhoods, schools, commercial centers and employment centers by implementing the City's Bikeway Circulation Plan and including provision and dedication of bikeways and pedestrian walkways in conjunction with development permits.

C-5.2 **Expand Bikeway Network** Seek opportunities to acquire land and build new bikeways, including using floodways, easements, and abandoned rights-of-way and modifying and widening existing roadways and shoulders to accommodate bikeways, in accordance with the Bikeway Circulation Plan.

C-5.3 **Bike-Friendly Development** Require the provision of designated bikeways, bicycle racks, lockers, and other bicycle amenities at public parks and buildings, commercial or industrial buildings, shopping centers, and other activity centers as part of discretionary plans for development projects.

C-5.4 **Roadway Sharing** Evaluate the needs of bicycle traffic in the planning, design, construction, and operation of all new roadway projects including the provision of sufficient paved surface width to enable bicycle traffic to share the road with motor vehicles.

C-5.5 **Regional Bikeway Interconnectivity** Require that existing and proposed bikeways within the City connect with those in neighboring jurisdictions and the Riverside County Trails and Bikeway System Master Plan, whenever practicable.

C-5.6 **Pedestrian Linkages** Connect commercial activity centers to adjacent residential areas with well-designed pedestrian linkages that include amenities such as benches, trees, landscaping, and shade structures to encourage people to walk to destinations.

C-5.7 **ADA Compliance** Encourage safe pedestrian walkways and compliance with Americans with Disability Act (ADA) requirements within all developments.

C-5.8 **Health Benefits** Promote the health benefits of using a bicycle or walking as a means of transportation.

C-5.9 **Project Funding** Pursue funding or grant opportunities to plan, construct, and maintain pedestrian, bicycle, and multi-use trails.

GOAL C-6	**Facilitate the movement of freight and goods as a means of economic expansion while protecting residents and travelers from the negative effects of truck operations and rail service.**

POLICIES

C-6.1 **Railway-Pedestrian Safety** Limit pedestrian access onto the railway line from street crossings and require that discretionary development projects consider and include vandal-resistant fencing or barriers to limit pedestrian access to the extent feasible.

C-6.2 **Railway Impacts** Work with the railroads and State and Federal agencies to minimize the adverse safety and congestion impacts of at-grade rail crossings of major streets.

C-6.3 **Safety Checks** Re-evaluate railroad street crossing features if freight demand substantially increases within the developed portions of the City or when Metrolink service is provided.

C-6.4 **Truck Routes** Maintain a system of truck routes that provides adequate access to industrial and commercial areas and areas of appropriate truck parking without intruding on residential neighborhoods.

C-6.5 **Truck Access** Require that new commercial and industrial development projects provide adequate truck access, parking, and loading.

GOAL C-7	**Promote improved air transportation at Hemet-Ryan Airport in a manner that benefits the City.**

POLICIES

C-7.1 **General Aviation** Continue to cooperate with Riverside County to ensure that the Hemet-Ryan Airport continues to serve general aviation and fire safety needs.

C-7.2 **Environmental Impacts** Ensure that environmental impacts such as noise, air quality, pollution, traffic congestion, and public safety hazards associated with continued operation of Hemet-Ryan Airport are mitigated to the extent practical.

C-7.3 **Airport Operations** Support airport operation efforts to attract new industries and associated development that provide job opportunities and stimulate the local economy.

GOAL C-8	**Identify, pursue, and establish financing mechanisms and programs that provide adequate funding for the City's transportation system.**

POLICIES

C-8.1 **State and Federal Financing** Actively pursue available State and Federal roadway improvement funds as a means of financing roadway improvement needs.

C-8.2 **Regional and Local Revenue Sources** Identify and evaluate potential regional and local revenue sources for financing transportation and transit system development and improvement projects.

C-8.3 **Joint Financing** Pursue coordination of joint funding and development programs with adjacent cities and the County of Riverside for transportation and transit related improvements.

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RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

5.3

October 24, 2022

Julia Descoteaux, Senior Planner
City of Moreno Valley Community Development
14177 Frederick Street
Moreno Valley CA 92553

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

www.rcaluc.org

RE: Concerns regarding the safety of people as raised by PEN21-0102 Automobile Parking Lot on Heacock Street

To Ms. Descoteaux,

On behalf of the Riverside County Airport Land Use Commission (the ALUC), I would like to submit this letter of concern regarding PEN21-0102 Automobile Parking Lot on Heacock Street (the project).

The ALUC's goal is defined in the Public Utilities Code (PUC) Section 21670(a) declaring that:

> "(1) It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards adopted pursuant to Section 21669 and to prevent the creation of new noise and safety problems.
>
> (2) It is the purpose of this article to 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 the public airports to the extent that these areas are not already devoted to incompatible uses."

The ALUC recognizes the City of Moreno Valley's (the City) authority and obligation to review non-legislative projects for airport land use compatibility in accordance with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP), to which the City's General Plan was found consistent in 2021. Therefore, as the lead jurisdiction performing the airport land use compatibility review for the project, the City should also be consistent with not just the March ALUCP, but the intent and spirit of the PUC goals to protect the public health, safety, and welfare from inconsistent and incompatible land uses. As instructed by PUC Section 21674.7, "[i]t is the intent of the Legislature to discourage incompatible land uses near existing airports… It is the intent of the Legislature that local agencies shall be guided by the height, use, noise, safety, and density criteria that are compatible with airport operations, as established by this article, and referred to as the Airport Land Use Planning Handbook, published by the division, and any applicable federal aviation regulations, including, but not limited to, Part 77 (commencing with Section 77.1) of Title 14 of the Code of Federal Regulations, to the extent that the criteria has been incorporated into the plan prepared by a commission pursuant to Section 21675."

Land Use Planning around military airports such as March Air Reserve Base/Inland Port raises unique and complex rules and issues. The purpose of this letter is to assist the City in that analysis by identifying some of those issues, rules and how they apply to this project.

The ALUC has concerns that the project will have significant impacts to the public health and safety based on its use as a parking lot and its location within the Compatibility Zone A (Clear

Zone) as identified in the March ALUCP, as well as identified as the Clear Zone in the 2018 Air Force Air Installation Compatible Use Study (AICUZ), which is defined as the:

> "square area beyond the end of the runway and centered on the runway centerline extending outward for 3,000 feet… a Clear Zone is required for all active runways and should remain undeveloped."

The Clear Zone is a long recognized critical area located at the end of the runway where vital aviation maneuvers occur for take-off and landing. The 2005 AICUZ study provides aircraft data (1968-1995) identifying that 27.4% of all aircraft accidents occur within the Clear Zone. The proposal to establish a parking lot in the Clear Zone puts people on the ground and in the aircraft at risk needlessly, especially when the parking lot could be relocated to a more appropriate airport zone further away from the runway and out of the Clear Zone.

The March ALUCP Compatibility Zone Factors Table MA-1 (Noise and Overflight Factors/Safety and Airspace Protection Factors) identifies the Clear Zone as a "Very High" Risk Level, and a "Very High" Noise Impact due to the high CNEL noise contour range between 65 – 75 dB and single-event noise levels.

The fundamental purpose of the March ALUCP is to promote appropriate land use compatibility around March Air Reserve Base by protecting public health, safety, and welfare. This is largely implemented by Table MA-2 Basic Compatibility criteria in the plan.

Table MA-2 provides the land use compatibility criteria for the Clear Zone which includes non-residential intensity, prohibited uses, and required open land.

Firstly, the non-residential intensity criteria for the Clear Zone is ZERO (0) people for both average and single acre intensity. Although the project will generate a very low occupancy based on the persons in each vehicle entering the site, any persons entering the site would immediately result in exceeding the non-residential average and single acre intensity criteria of ZERO (0) people.

Secondly, Table MA-2 provides a list of prohibited uses for the Clear Zone, which includes: all non-aeronautical structures, assemblages of people, objects exceeding FAR Part 77 height limits, all storage of hazardous materials, and hazards to flight.

1. The ALUCP analysis shows that the proposed parking lot land use, structures and vehicles within it, are considered non-aeronautical structures and would therefore be a prohibited use, because they do not serve any aeronautical functions to the March Air Reserve Base or Inland Port Airport.

2. Similar to the comment raised above regarding intensity, any occupancy on the site would constitute "assemblages of people" and therefore would be a prohibited use.

3. Part 77 is the FAA OES process to determine if a project would impact air navigation. The elevation of runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (AMSL). At a distance of approximately 1,000 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) Part 77 notification threshold would be 1,498 feet AMSL. The site elevation is 1,473 feet AMSL. Therefore, any objects greater than 25 feet in height would be exceed the FAA threshold and would be considered a prohibited use. These objects could include buildings, structures, landscaping, and in the project 's case, any tall vehicles or trailers that would exceed 25 feet in height.

4. There is a concern that vehicles, truck trailers, and shipping containers in the parking lot could contain hazardous materials. A definition of hazardous materials is provided in Table MA-2 footnote 14 (in the context of Accident Potential Zones) as toxic, explosive, corrosive. In the event an aircraft was to crash into a container that was storing hazardous materials, the resulting collision/explosion would be magnified due to the hazardous materials, which would further jeopardize the lives of the people on the ground and in the aircraft.

5. Hazards to flight is a prohibited use in the Clear Zone and is defined in Footnote #8 of Table MA-2 as: "Hazards to flight include physical (e.g. tall objects), visual, and electronic forms of interference with the safety of aircraft operations". The proposed parking lot may contain structures and vehicles, truck trailers, and cargo containers that could potentially interfere with the safety of aircraft operations.

Lastly, Table MA-2 identifies that in the Clear Zone, the required open land is "All Remaining", which would consist of the entire site. The purpose of the ALUC open land is that in the event an aircraft is forced to make an emergency landing, the risks to the people on board can be best minimized by providing as much open land area as possible.

In 2021, the City's General Plan '2040' and Zoning Code Amendments (PEN19-0240, PEN21-0030) were found consistent with the March ALUCP by the ALUC via ZAP1465MA21. These regulatory documents contained language requiring consistency with the March ALUCP and the Air Force Instruction (AFI) 32-7063, which addresses Air Force policies on Land Use Compatibility in accordance with Department of Defense Instruction (DoDI) No. 4165.57.

As part of this consistency finding by ALUC, a special recommendation was also made:

1. Add to the Circulation Element a discussion identifying Heacock Street's location within Zone A (Clear Zone) and the challenges that it presents with regards to satisfying Clear Zone criteria set forth in the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, the 2018 Air Installation Compatible Use Zone study, and the Department of Defense Instruction No. 4165.57. The following policy shall be added to the Circulation Element to ensure consistency with these plans: "C.2-13. The City will coordinate with the March Air Reserve Base and Airport Land Use Commission staff to ensure that Heacock Street within the Clear Zone is consistent with future land use plans adopted by the March Air Reserve Base and/or the Airport Land Use Commission".

The incorporation of this recommendation highlights the significant challenges concerning Heacock Street and the larger issues associated with the Clear Zone criteria. Furthermore, it also underlines the City's commitment in satisfying the various issues within the Clear Zone as it relates to the March ALUCP, and to the Air Force AFI 32-7063 and DoDI No. 4165.57. Lastly, it emphasizes the City's cooperation and coordination with the March Air Reserve Base and ALUC ~~staff~~ to ensure consistency of Heacock Street and the Clear Zone with land use compatibility plans adopted by ALUC and by the March Air Reserve Base.

A big reason as to why the City's General Plan was found consistent with the March ALUCP was because it included several goals and policies from the Land Use and Safety Elements which promoted appropriate land use development around March Air Reserve Base in order to protect the public health, welfare and safety.

Land Use Element:

Policy LCC.1-11. "Require new development be compatible with the standards for land

uses, density and intensity specified in the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan".

Safety Element:

Goal S-4. "Minimize airport safety hazards and promote compatibility with~~in~~ airport operations".

Policy S.4.1. "Limit hazards from flight operations in Moreno Valley through consistency with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan".

Policy S.4-2. "Review all projects within the March Air Reserve Base/Inland Port Airport Influence Area for conformance with the compatibility criteria outlined in the March ALUC Plan".

Policy S.4-3. "Minimize the potential for development adjacent to the March Air Reserve Base/Inland Port Airport to adversely affect airport operations such as by reducing the potential for bird strikes, electromagnetic interference, and glare" (as proposed in the City's errata change list).

The ALUC contends that the proposed parking lot is not consistent with these airport land use compatibility goals and policies specified in the City's General Plan as it would actively put people on the ground and in aircraft at harms risk in the Clear Zone where, as already stated above, 27.4% of all aircraft accidents occur.

In addition to the General Plan '2040' documents, the City also included Zoning Code Amendments as part of its consistency finding. These documents also included language requiring consistency with the March ALUCP and the Air Force Instruction AFI 32-7063 and DoDI No. 4165.57.

1. Section 9.07.060 relates to Airport Land Use Compatibility Plan and directly references the March ALUCP and Table MA-2 criteria. It also provides the intent of the section as; "The purpose of this chapter is to establish and implement the requirements of the Riverside County Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport that affects land uses within the City of Moreno Valley and to encourage future development that is compatible with the continued operation of the March Air Reserve Base. It is also the intent of this section to recognize and implement the purpose for the guidelines contained in the March Air Reserve Base air installation compatible use zone report".

   Sub-section D states "For property located within a compatibility zone and subject to the airport land use compatibility plan policies and criteria, 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".

   Specifically, Section 9.07.060.B states "The provisions of the ALUCP shall apply in addition to the provisions of the underlying district. If there are inconsistencies between the underlying zones and the ALUCP, the ALUCP shall take precedence". This language provides an additional layer of conformance with the March ALUCP.

   In addition, Section 9.07.060.B required "development within the Accident Potential

Zones (APZ's) be consistent with the Air Force Instruction 32-7063, which addresses Air Force policies on Land Use Compatibility in accordance with Department of Defense Instruction (DoDI) No. 4165.57. More specifically, future development within the APZs shall be consistent with the DoDI acceptable/not acceptable land use tables, as well as its intensity criteria, which limits intensity to a maximum of 25 people in any given acre in APZ-I and to a maximum of 50 people in any given acre in APZ-II".

It is the opinion of the ALUC that the proposed parking lot in the Clear Zone is inconsistent with the purpose and intent of these Zoning Code Amendments. The proposed parking lot is not an example of "encourage future development that is compatible with the continued operation of the March Air Reserve Base", actually, quite the opposite, as the proposed parking lot in the Clear Zone would have to be identified as 'encroachment' by the March Air Reserve Base, jeopardizing its future operations and existence.

The ALUC also contends that the Zoning Code Amendments establishes protocol in the event of multiple planning and airport zones are present, and that the correct protocol is "the provisions of the ALUCP shall apply in addition to the provisions of the underlying district. If there are inconsistencies between the underlying zones and the ALUCP, the ALUCP shall take precedence". In the case of the proposed parking lot, the March ALUCP must take precedence over underlying planning zones in the event there are inconsistencies between the two in order to satisfy the goal and policies of protecting the public health, welfare, and safety.

The Zoning Code Amendments also contain language referencing conformity to the Air Force AFI 32-7063 and DoDI No. 4165.57 in Section 9.07.060.B (mentioned above), and Sub-section I.5 which states: "For discretionary actions proposed within the March ARB/IPA Accident Potential Zones (APZ-I and APZ-II) or within the Clear Zone, the proposed use and/or development shall, in addition to meeting the compatibility criteria of the March ALUCP, be consistent with current Air Force Guidance…".

The ALUC also recognizes the Air Force's jurisdiction in the Clear Zone, as set forth in the Air Force AFI 32-7063 and DoDI No. 4165.57, as well as the latest 2018 AICUZ. Table A-1 Appendix A of the 2018 AICUZ provides Land Use Compatibility Tables, which provide~~s~~ land use compatibility guidelines within the Clear Zones and Accident Potential Zones I and II (APZs). More specifically, it references under SLUCM (Standard Land Use Coding Manual) recommendation No. 46: Automobile Parking, is identified as a "NO" land use designation in the Clear Zone. The ALUC concurs with the Air Force 2018 AICUZ land use table, and that the placing of the proposed parking lot in the Clear Zone is not just inconsistent with the 2018 AICUZ and March ALUCP, but also a public health and safety risk.

Airport Land Use analysis also includes considering airport related restrictions on the title to the subject property. Riverside County Official Document recorded September 27, 1984, Record Document Number 209559, is a Clear Zone Easement that encumbers the property which was purchased by the United States of America for the sum of $77,090.00, from Jennie Iparagurrie. The document identifies the easement as "being acquired for the use of the Air Force in connection with the March Air Force Base AICUZ project."

The document details rights granted in the easement, including but not limited to, Number 9 which states:

"The right to prohibit all land uses other than the following: a. agriculture; b. grazing (excluding feed lots and dairy herds); c. permanent open space; d. existing water areas; e. rights-of-ways for fenced two-land highways, without sidewalks or bicycle trails, and single tract railroads; and f. communications and utilities rights-of-ways".

The restrictive easement on the property in the Clear Zone, and its "right to prohibit all land uses" other than those specifically above, omits and prohibits parking lots use in the Clear Zone. The itemized list of permitted uses illustrates a well-defined picture of what is appropriate on this land in the Clear Zone. The proposed parking lot is clearly inconsistent with these parameters.

The ALUC presents these concerns to the City for its consideration while reviewing this parking lot in the Clear Zone. The role of the ALUC and the March ALUCP is to ensure that appropriate and compatible land uses are planned around the March Air Reserve Base in order to protect the public health, welfare, and safety. Incompatible land uses encroaching onto the Base must be avoided for that purpose and in order to secure the Base's financial, military, and operational support to the community for the future. In adopting its General Plan 2040 and the current Zoning Ordinance the City of Moreno Valley has committed to apply and enforce these policies.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

cc: Mike Lee, City Manager, City of Moreno Valley
Steve Manos, Chair, Airport Land Use Commission
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Major David Shaw, Base Civil Engineer, March Air Reserve Base
Michael Smith, Aviation Safety Officer, CALTRANS Division of Aeronautics
Dan Fairbanks, Planning Director, March Joint Powers Authority

AIRPORT LAND USE COMMISSION MEETING
MINUTES
October 13, 2022

DRAFT

10-17-22

COMMISSIONERS PRESENT: Russell Betts, John Lyon, Steve Manos, Steven Stewart, Richard Stewart, Vernon Poole, Maartin Rossouw (alternate for Michael Geller)

COMMISSIONERS ABSENT: Michael Geller

2.0 PUBLIC HEARING: CONTINUED ITEMS

None

3.0 PUBLIC HEARING: NEW CASES

3.1 Staff report recommended: **CONSISTENT**

Staff recommended at hearing: **CONSISTENT**

ALUC Commission Action: **CONSISTENT (Vote 7-0)**

Motion: John Lyon
Second: Richard Stewart

ZAP1105RI22 – Platinum Storage Group (Representative: Joseph E. Bonadiman & Associates, Inc.) City of Jurupa Valley Case Nos. MA20219 (GPA20003 [General Plan Amendment], CZ21002 [Change of Zone], CUP20011 [Conditional Use Permit]). A proposal to construct five mini-storage buildings totaling 101,762 square feet on 4.73 acres, located northerly of Clay Street and easterly of Van Buren Boulevard. The applicant also proposes to amend the site's general plan land use designation from Heavy Industry and Business Park to Light Industrial and change the site's zoning from M-H (Manufacturing Heavy) to IP (Industrial Park) (Airport Compatibility Zone D of the Riverside Municipal Airport Influence Area). Staff Planner: Jackie Vega at (951) 955-0982, or e-mail at Javega@rivco.org

3.2 Staff report recommended: **CONSISTENT (GPA); CONDITIONALLY CONSISTENT (Development Plan Review)**

Staff recommended at hearing: **CONSISTENT (GPA); CONDITIONALLY CONSISTENT (Development Plan Review)**

ALUC Commission Action: **CONSISTENT (GPA); CONDITIONALLY CONSISTENT (Development Plan Review) (Vote 7-0)**

Motion: Richard Stewart
Second: Steven Stewart

ZAP1014CO22 - SCIND Smith Point LLC (Representative: EPD Solutions) City of Corona Case No. GPA2022-0003 (General Plan Amendment), DPR22-0014 (Development Plan Review). A proposal to construct a 162,180 square foot industrial warehouse building with mezzanines on 7.38 acres, located westerly of Smith Street, southerly of Maple Street, easterly of Deininger Circle, and northerly of Commerce Street. The applicant also proposes to amend the general plan land use designation from Light Industrial (LI) and General Industrial (GI) to General Industrial (GI) (Airport Compatibility Zone D of the Corona Municipal Airport Influence Area). Staff Planner: Jackie Vega at (951) 955-0982, or e-mail at Javega@rivco.org

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

3.3 Staff report recommended: **CONSISTENT** Staff recommended at hearing: **CONSISTENT** ALUC Commission Action: **CONSISTENT (Vote 7-0)** **Motion: Russell Betts** **Second: Maartin Rossouw**	ZAP1537MA22 – Truck Terminal Properties (Representative: Joseph E. Bonadiman & Associates, Inc.)– City of Perris Case Nos. SPA22-05173 (Specific Plan Amendment), ZC22-05174 (Change of Zone, CUP22-05172 (Conditional Use Permit). A proposal to create a 188-space truck trailer parking facility with a 718 square foot office building on 6.4 acres, located on the northeast corner of Markham Street and Perris Boulevard. The applicant also proposes amending the Perris Valley Commerce Center Specific Plan, changing the zoning of the site from Business Park (BP) to Light Industrial (LI). (Airport Compatibility Zone D 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)

Paul Rull, ALUC Director on behalf of Simon Housman, Project Director of March CUS, who was unavailable to attend the meeting, and wanted to point out the following: The Matrix group is revising the 65% draft and its presentation for the policy committee on November 9. The Hybrid Matrix public presentation by Zoom will be held at the County Administrative Center (CAC) on the evening of November 15.

6.0 **APPROVAL OF MINUTES**
Steven Stewart motioned to approve the September 8, 2022 minutes. Seconded by Russell Betts. (Vote 7-0)

7.0 **ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**
None

8.0 **COMMISSIONER'S COMMENTS**
None

9.0 **ADJOURNMENT**
Steve Manos, Chair adjourned the meeting 9:57 a.m.

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