



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

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

Thursday 9:00 A.M., November 10, 2016

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS
Arthur Butler
Riverside

Glen Holmes
Hemet

John Lyon
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STAFF

Director
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John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

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

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

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

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

1.0 INTRODUCTIONS

1.1 CALL TO ORDER

1.2 SALUTE TO FLAG

1.3 ROLL CALL

2.0 PUBLIC HEARING: CONTINUED ITEMS

MARCH AIR RESERVE BASE

- 2.1 ZAP1206MA16 – Optimus Building Corporation (Representative: Gary Hamro) – City of Perris Case No. DPR 14-01-0015 (Development Plan Review). The applicant is proposing a revision to plans for a two-building warehousing project previously determined to be consistent pursuant to ALUC Case No. ZAP1102MA14, specifically to increase the office area in Building A (which is not located in an Accident Potential Zone) from 15,000 square feet to 45,000 square feet. As amended, Building A would provide 45,000 square feet of office area and 867,338 square feet of warehouse area. No changes are proposed for Building B. The overall floor areas of Buildings A (912,338 square feet) and B (125,437 square feet) would remain the same as originally proposed. The 53.56-acre (gross) project site is located easterly of Patterson Avenue, northerly of Markham Street, westerly of Webster Avenue, and southerly of Nance Street (Airport Compatibility Zones B1-APZ I, B2, and C1 of the March Air Reserve Base/Inland Port Airport Influence Area). Continued from September 8, August 11 and October 13, 2016. ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

Staff Recommendation: CONTINUE to 12-8-16

MARCH AIR RESERVE BASE

- 2.2 ZAP1204MA16 – Duke Realty, Adam Schmid (Representative: Albert A. Webb Associates, Nicole Torstvet) – City of Perris Case No. PLN 16-00008 (Development Plan Review). The applicant is proposing to develop a 668,381 square foot warehouse/distribution center on 30.7 acres. The building floor plan consists of 649,481 square feet of warehouse area and 19,200 square feet of office area. The project site is located southerly of Markham Street, westerly of Indian Avenue, easterly of Barrett Avenue and northerly of Perry Street. (Airport Compatibility Zones B1-APZ I, B2, and C1 of the March Air Reserve Base/Inland Port Airport Influence Area). Continued from September 8, August 11, and October 13, 2016. ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

Staff Recommendation: CONTINUE to 12-8-16

BERMUDA DUNES AIRPORT

- 2.3 ZAP1064BD16 – Shadow Hills RV Resort (Representative: Coachella Valley Engineers) – City of Indio Planning Case No. CUP 16-1-1012 (Conditional Use Permit). The applicant is proposing to modify and expand the operation of the existing Shadow Hills RV Resort and establish guidelines for special events that temporarily allow additional RV camping and tent campsites on 14 acres. The project site is located westerly of Jefferson Street and northerly of Varner Road. (Airport Compatibility Zone D of the Bermuda Dunes Airport Influence Area). Continued from October 13, 2016. ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

Staff Recommendation: CONSISTENT

3.0 PUBLIC HEARING: NEW ITEMS**RIVERSIDE MUNICIPAL AIRPORT**

- 3.1 ZAP1081RI16 – Wolf Nejedly V, LLC – City of Riverside Planning Case Nos. P16-0617 (Rezone) and P16-0618 (Design Review). The applicant proposes rezoning of 0.94 acres located northerly of Indiana Avenue, southerly of the 91 freeway, easterly of Jefferson Street and westerly of Winstrom Street from R-1-7000-SP Single Family Residential Specific Plan Overlay to CG-SP Commercial General Specific Plan Overlay. The Commission may further recommend that the site be rezoned to CG-SP-AP-E (Commercial General Specific Plan Overlay, Airport Protection Overlay Zone E). The applicant also proposes to construct a 1,652 square foot addition to an existing 900 square foot building to be used as a sales office for an Enterprise Car Sales dealership. (Airport Compatibility Zone E of the Riverside Municipal Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

Staff Recommendation: CONSISTENT

FRENCH VALLEY AIRPORT

- 3.2 ZAP1072FV16 – KTM North America (Representative: MDMG Inc.) – County of Riverside Planning Case No. PP25714 (Amended Plot Plan). The applicant is proposing to develop a private KTM dirt bike testing facility consisting of a 2,160 square foot building for motorcycle maintenance (with an observation deck) and 5.9 acres of dirt bike test tracks on a 9.07 gross acre parcel. The test track facility will not be open for public use or viewing. The project site is located easterly of Sky Canyon Drive, northerly of Technology Drive, and southerly of Borel Road (Airport Compatibility Zone B1 and C of the French Valley Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

Staff Recommendation: CONSISTENT

MARCH AIR RESERVE BASE

- 3.3 ZAP1215MA16 – Clarion Partners (Representative: Solar City Corporation) – City of Moreno Valley Planning Case No. P16-090 (Plot Plan). The applicant is proposing installation of a 4014.36 kilowatt solar rooftop panel system (ONT6) on the existing 1,173,709 square foot Amazon warehouse/distribution center on a 35.4 acre parcel (Assessor's Parcel Number: 316-170-023) located at 24208 San Michele Road (on the northwest corner of San Michele Road and Indian Avenue). (Airport Compatibility Zone C1 of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

Staff Recommendation: CONSISTENT

- 3.4 ZAP1216MA16 – FR Cal Moreno Valley LLC (Representative: Solar City Corporation) – City of Moreno Valley Planning Case No. P16-091 (Plot Plan). The applicant is proposing installation of a 1020.6 kilowatt solar rooftop panel system (ONT8) on the existing 769,320 square foot Amazon warehouse/distribution center on a 35.1 acre parcel (Assessor's Parcel Number: 316-180-013) located at 24300 Nandina Avenue. (on the northwest corner of Nandina Avenue and Indian Avenue). (Airport Compatibility Zone C1 of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

Staff Recommendation: CONSISTENT

- 3.5 ZAP1217MA16 – Sares-Regis (Representative: Herdman Rierson Architecture and Design Inc.) – City of Moreno Valley Planning Case No. P16-0002. The applicant is proposing to amend previously approved ALUC case ZAP1185MA16 to increase the wall heights of the proposed concrete tilt-up warehouse/distribution building from 43 feet to 47.5 feet. The project is located westerly of Indian Street, southerly of its intersection with Grove View Road, easterly of Heacock Street, and northerly of Harley Knox Boulevard (Airport Compatibility Zones B2 and C1 of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

Staff Recommendation: CONDITIONALLY CONSISTENT

BANNING AIRPORT

3.6 ZAP1018BA14 – Museum of Pinball, Inc. (Representative: Watermark Development Inc.) – City of Banning Planning Case No. CUP-14-8005 (Conditional Use Permit). The applicant is proposing to convert a former manufacturing facility into a pinball museum and arcade for private special events. One of the existing buildings totaling 44,323 square feet would be converted into the museum/arcade and would include exhibit/assembly area, restaurant, bars, seating areas, lounges, and offices. A second and third existing building totaling 73,684 square feet would be maintained for warehouse/storage and office uses. The applicant also proposes to provide for RV camping (43 spaces) and amenities such as a jogging path, swimming pool, and tennis courts. The site consists of approximately 16.45 acres. The project site is located easterly of Hathaway Street, northerly of Westward Avenue, and southerly of Barbour Street (Airport Compatibility Zone D of the Banning Municipal Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

Staff Recommendation: CONSISTENT

4.0 ADMINISTRATIVE ITEMS

4.1 Director's Approval

5.0 PRESENTATION

Draft Hemet-Ryan Airport Land Use Compatibility Plan – Ken Brody, Mead & Hunt

6.0 APPROVAL OF MINUTES

October 13, 2016

7.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**8.0 COMMISSIONER'S COMMENTS**

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.1 3-2

HEARING DATE: ~~November 10, October 13, September 8, 2016~~ (continued from ~~October 13, September 8~~ and August 11, 2016)

CASE NUMBER: ZAP1206MA16 – Optimus Building Corporation
(Representative: Gary Hamro)

APPROVING JURISDICTION: City of Perris

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

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

In July, ALUC issued a determination of consistency for ZAP1199MA16, a proposal by the City of Perris to amend the City's General Plan, the Perris Valley Commerce Center Specific Plan, and the City's Zoning Ordinance to bring those documents into consistency with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. That proposal has been tentatively approved by the Perris City Council. Final adoption is expected to occur prior to ALUC's November 10 meeting. Upon final adoption of the Citywide and area-wide amendments noted above, projects such as DPR 14-01-0015, which do not require site-specific general plan amendments, specific plan amendments, or zone changes, will be able to be evaluated for ALUCP consistency by the City of Perris without a mandatory ALUC referral. It is the applicant's intent to utilize the new process that will become available to projects in that City once final adoption of the Citywide and area-wide amendments has occurred. The applicant has requested continuance to ALUC's DECEMBER 8 November-10 meeting with an eye toward possible withdrawal of this ALUC application prior to DECEMBER 8 November-10.

RECOMMENDATION: *At this time per the applicant's request, staff recommends that the Commission CONTINUE consideration of this matter to its DECEMBER 8 November 10 October 13, 2016 public hearing agenda.*

IN THE ABSENCE OF THE REQUEST FOR CONTINUANCE, STAFF WOULD HAVE RECOMMENDED THAT THE REVISIONS TO THE DEVELOPMENT PLAN REVIEW BE FOUND CONSISTENT, SUBJECT TO THE REVISED CONDITIONS INCLUDED HEREIN.

~~Staff recommends that the revisions to the Development Plan Review be found CONSISTENT, subject to the revised conditions included herein.~~

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

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

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

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Zones B1-APZ I, B2, and C1
- c. Noise Levels: 60-70 CNEL from aircraft

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zones B1-APZ I, B2, and C1. Zone B1-APZ I limits average intensity to 25 people per acre, and Zones B2 and C1 limit average intensity to 100 people per acre. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan and March Air Reserve Base/Inland Port Airport Compatibility Plan Policy 2.4, the following rates

were used to calculate the occupancy for Building A:

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

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

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

Although Building A is designed and anticipated to be used as high-cube warehouse, if the warehouse area were calculated based on use as a fulfillment center pursuant to March Air Reserve Base/Inland Port Airport Compatibility Plan Policy 2.4 (50% of 1 person per 500 square feet), the building would accommodate a total occupancy of 1,092 people, resulting in a total on-site occupancy of 1,351 people and an average intensity of 25 people per acre.

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

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

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

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

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

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

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

CONDITIONS:

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

- (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly, hazardous materials manufacture/storage, noise sensitive outdoor nonresidential uses, and hazards to flight.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an aviation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
 4. The attached notice shall be given to all prospective purchasers and/or tenants of the property.
 5. The proposed detention basin(s) on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the retention basin(s) shall not include trees that produce seeds, fruits, or berries.
 6. This project has been evaluated as a proposal for the establishment of a warehouse with ancillary office use. The City of Perris shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses in these structures:

Commercial/service uses; civic uses; churches, chapels, and other places of worship; classrooms; gymnasiums; theaters; conference or convention halls; auditoriums; fraternal lodges; bowling alleys; gaming; and auction rooms.
 7. The office component within Building B shall be no greater than 2,500 square feet. Overall office area within Building A shall be limited to a total maximum of ~~15,000~~ 45,000 square

feet.

Building A located within Compatibility Zones B2 and C1 does not require any restriction on consolidation of the maximum ~~15,000~~ **45,000** square feet of office area. ~~within any single area.~~ If any development of the warehouse building proposes to exceed the maximum office area per building, it shall require further ALUC review to determine its consistency with the applicable criteria in place at that time.

8. Building B shall be designed with zoned fire sprinkler systems and shall not exceed one aboveground habitable floor.
9. The following additional uses shall be prohibited in Building B:

Manufacturing of food and kindred products, textile mill products, apparel, chemicals and allied products, rubber and plastic products, fabricated metal products, professional, scientific, and controlling instruments, photographic and optical goods, watches and clocks.

Retail trade, eating and drinking establishments; personal services; professional services; educational services; governmental services; medical facilities; cultural activities; any other uses providing on-site services to the public.
10. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
11. The Federal Aviation Administration has conducted ~~an~~ aeronautical ~~study~~ **studies** of the proposed ~~building structures~~ (Aeronautical Study Nos. 2014-AWP-9108-OE **and 2014-AWP-9157-OE**) and has determined that neither marking nor lighting of the structures is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 K Change 2 and shall be maintained in accordance therewith for the life of the project.
12. The maximum height of the proposed structures shall not exceed 55 feet above ground level and the maximum elevation of the proposed structures, including all roof-mounted appurtenances (if any) shall not exceed 1,552 feet above mean sea level **for Building A and 1,536 feet above mean sea level for Building B.**
13. The specific coordinates, height, and top point elevation of the proposed structures shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in building height or elevation

shall not require further review by the Airport Land Use Commission.

14. Temporary construction equipment used during actual construction of the structures shall not exceed the height of the structure, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
15. Within five (5) days after construction of ~~the~~ **each** structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned.
16. **Any roof-top equipment that exceeds the building parapet height of 55 feet will require Form 7460-1 submittal, review, and issuance of a new “Determination of No Hazard to Air Navigation” by the Federal Aviation Administration Obstruction Evaluation Service.**
17. **Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.**
18. *The conditions set forth in Air Force comment letter dated August 8, 2016, shall be complied with as part of ALUC’s consistency determination.*

Rull, Paul

From: Gary Hamro <garyhamro@gmail.com>
Sent: Monday, October 24, 2016 10:21 AM
To: Rull, Paul
Subject: Re: Case # DPR 14-01-0015 (Development Plan review)

Paul –

I agree. Go ahead and continue to December 8th. Meantime, as soon as I receive confirmation from Clara that the GP Update is complete I will circle back and withdraw at that time.

Thanks for continuing to be so responsive. I greatly appreciate your diligence and oversight.

Best, Gary

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

NOTICE OF AIRPORT IN VICINITY

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



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

Aeronautical Study No.
2014-AWP-9108-OE

Issued Date: 01/08/2015

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

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

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

Structure:	Building OPTIMUS LOGISTICS CENTER II
Location:	PERRIS, CA
Latitude:	33-51-15.01N NAD 83
Longitude:	117-14-48.06W
Heights:	1497 feet site elevation (SE) 55 feet above ground level (AGL) 1552 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 07/08/2016 unless:

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

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

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

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

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

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

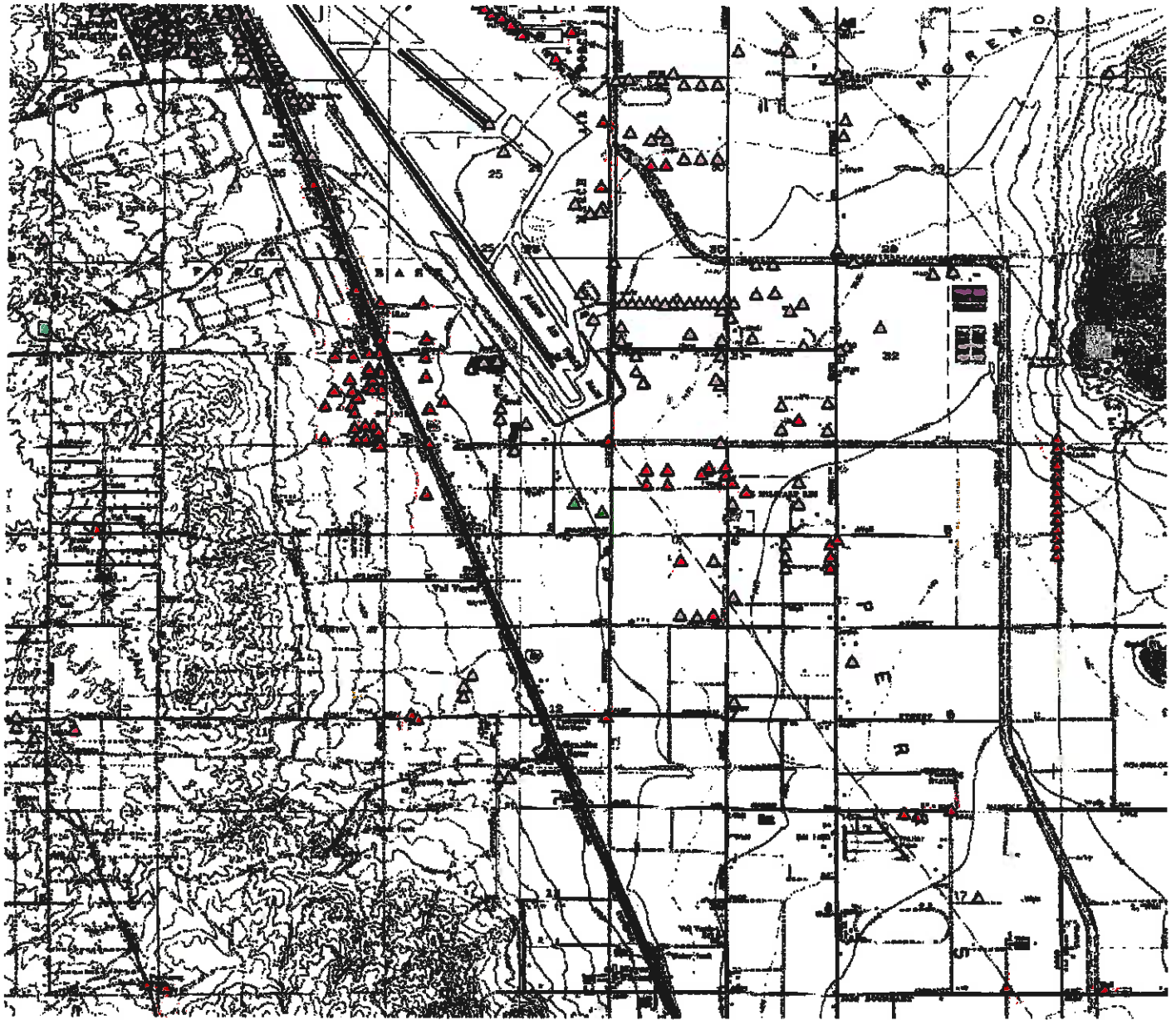
If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AWP-9108-OE.

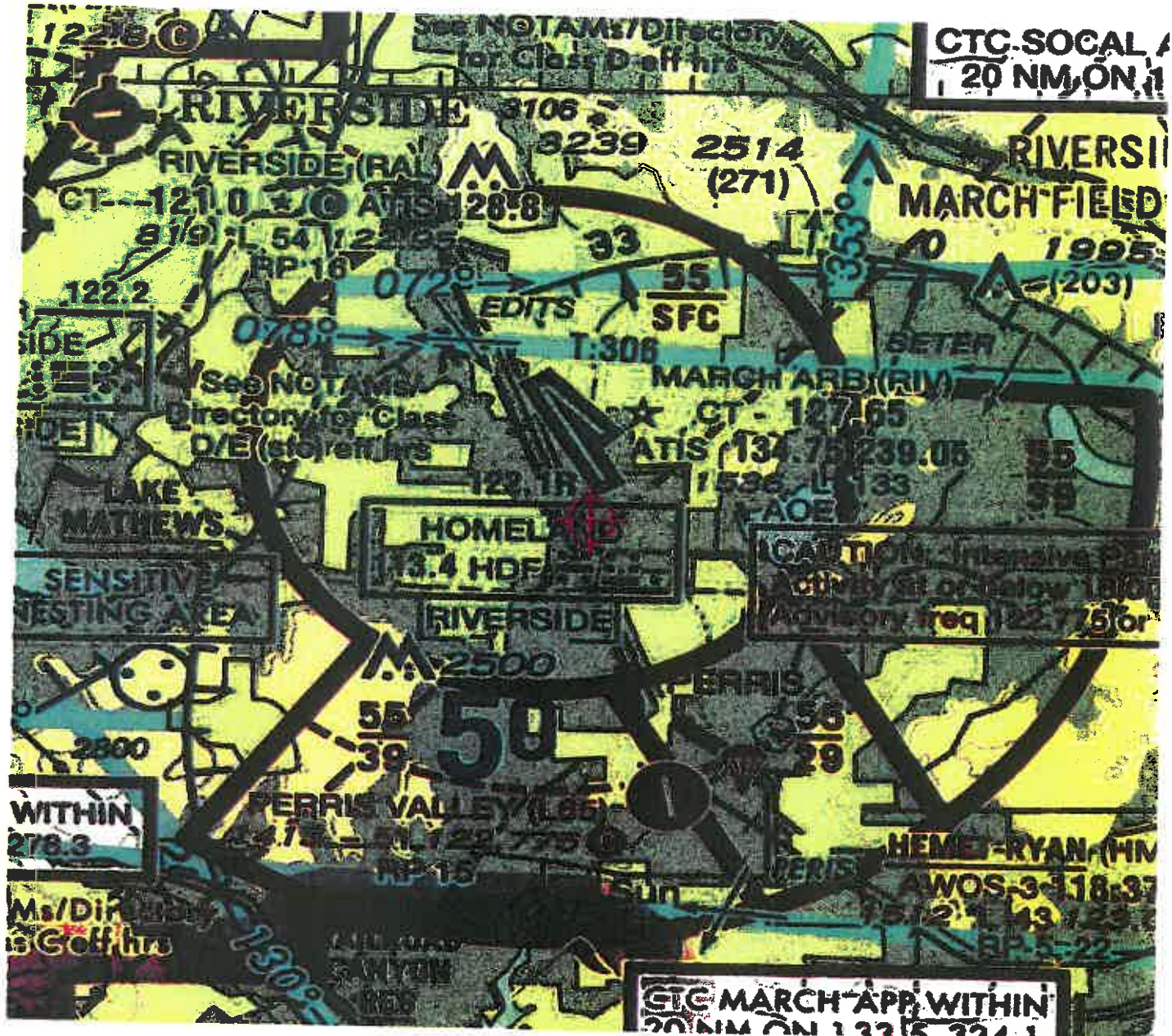
Signature Control No: 235446213-239546327
Karen McDonald
Specialist

(DNE)

Attachment(s)
Case Description
Map(s)

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







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

Aeronautical Study No.
2014-AWP-9157-OE

Issued Date: 01/08/2015

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

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

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

Structure:	Building OPTIMUS LOGISTICS CENTER II BUILDING B
Location:	PERRIS, CA
Latitude:	33-51-12.36N NAD 83
Longitude:	117-14-40.29W
Heights:	1481 feet site elevation (SE) 55 feet above ground level (AGL) 1536 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 07/08/2016 unless:

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

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

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

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

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

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

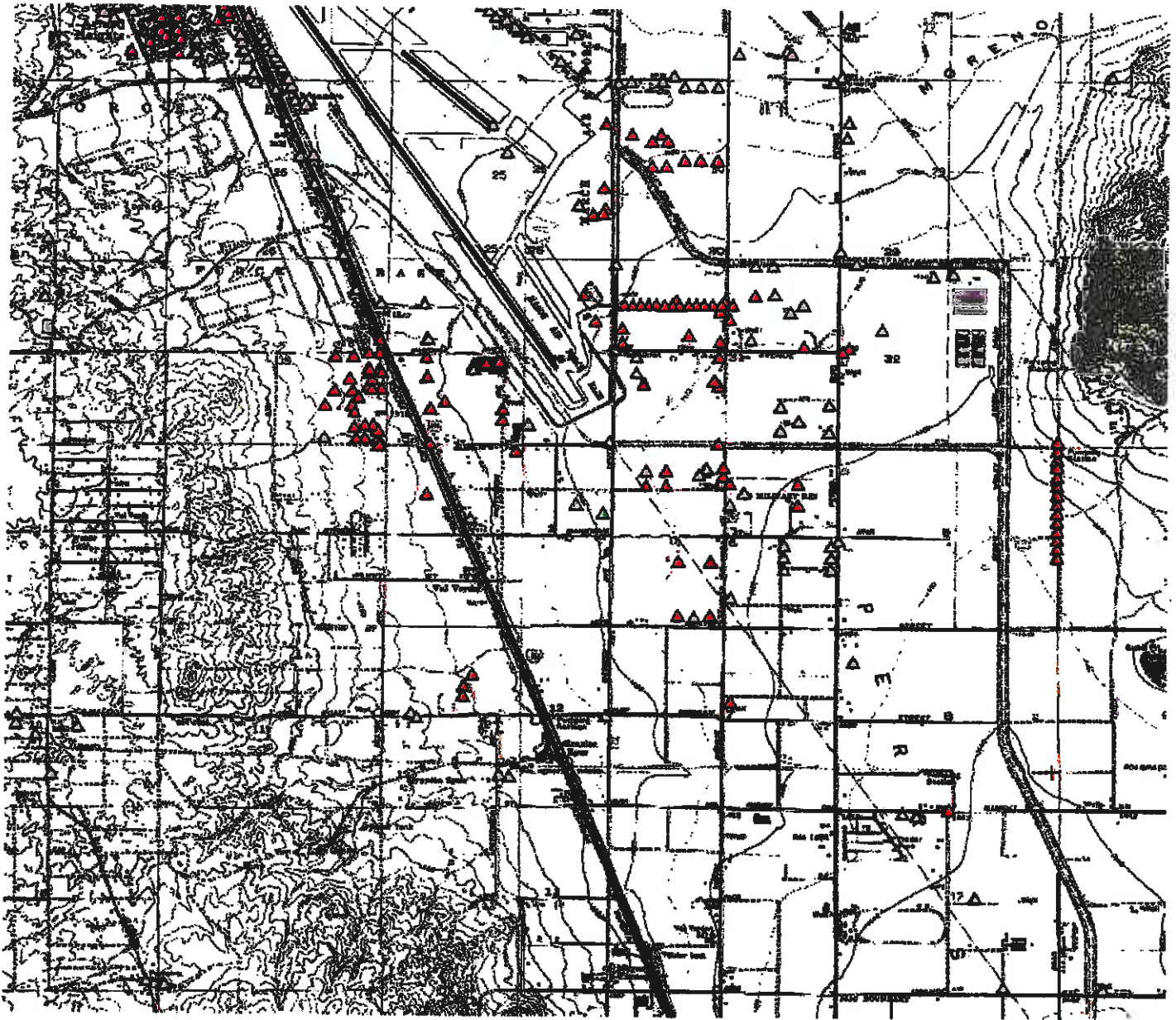
If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AWP-9157-OE.

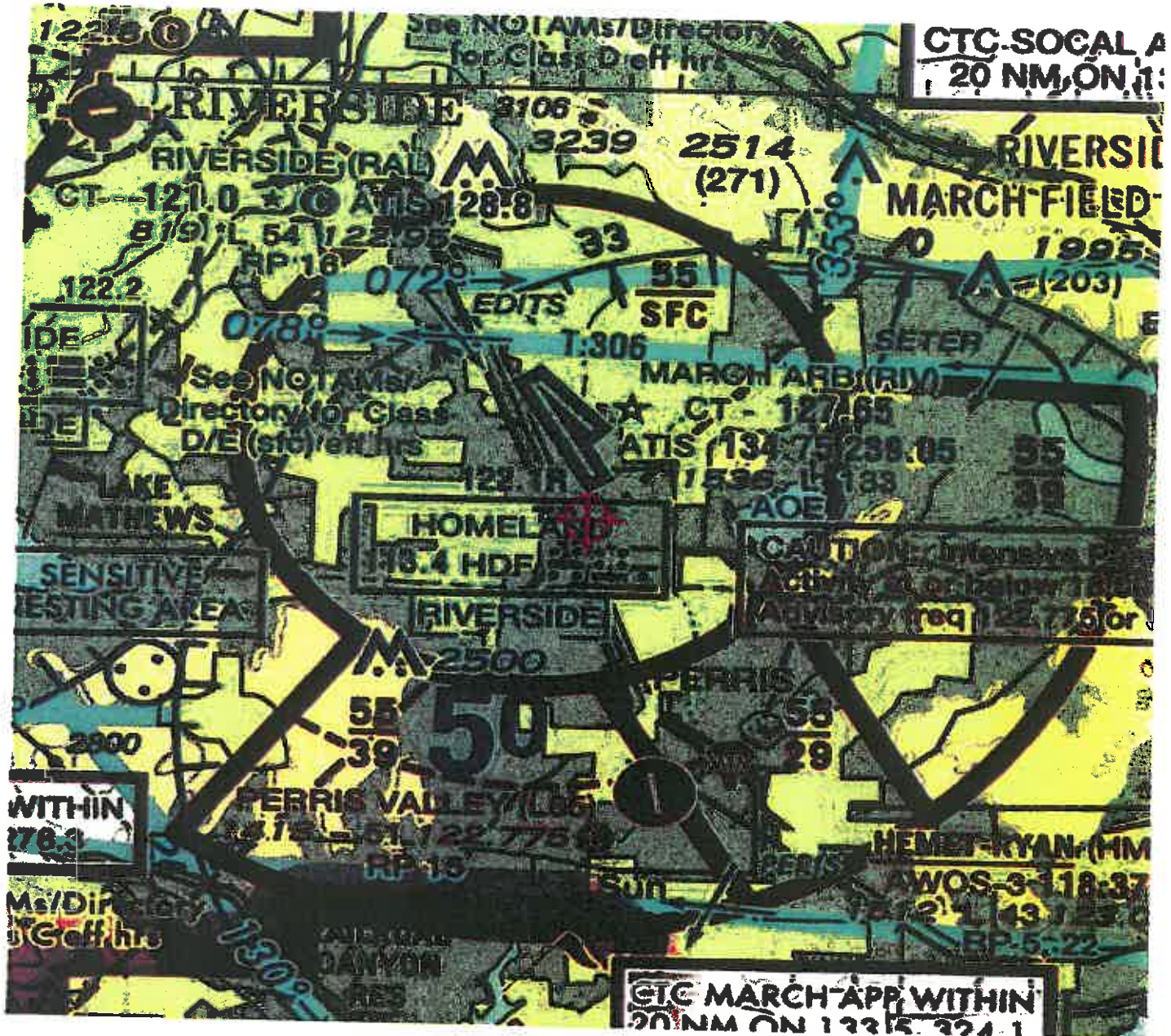
Signature Control No: 235566515-239546328
Karen McDonald
Specialist

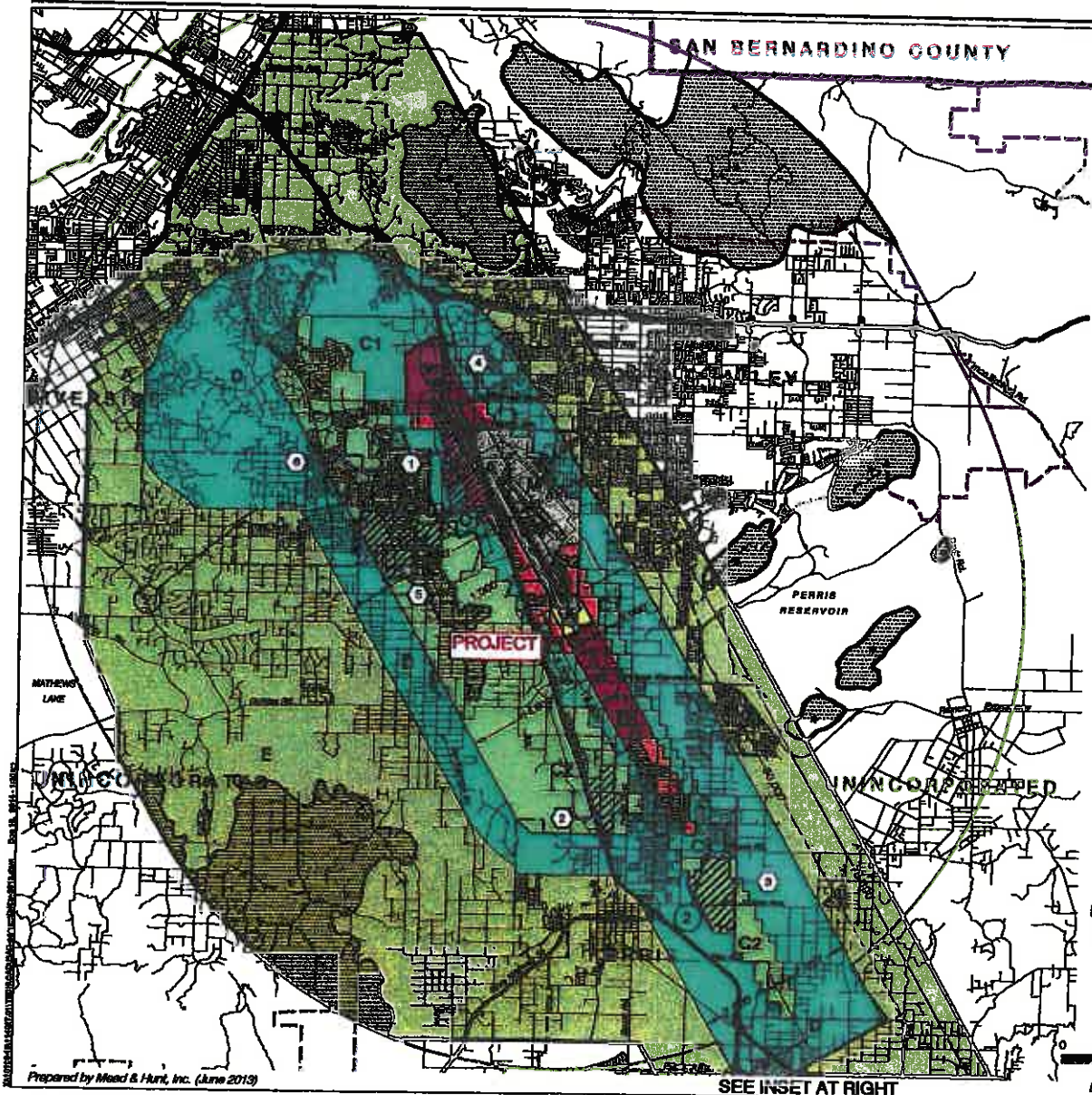
(DNE)

Attachment(s)
Case Description
Map(s)

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







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

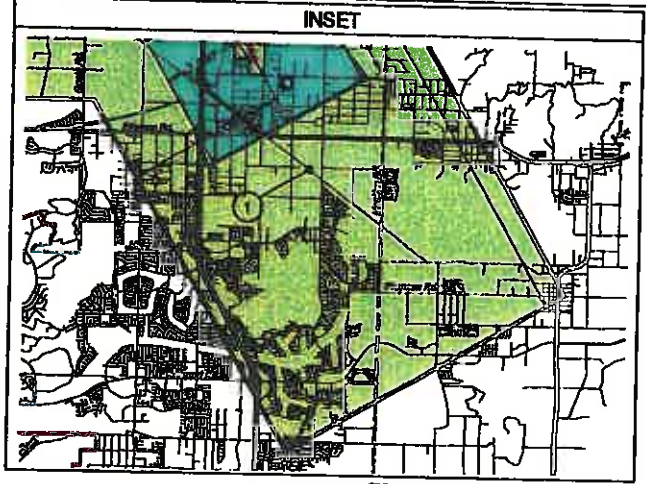
Boundary Lines

- 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 Ferris: Harvest Landing
- ③ Ferris: 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 1,895 feet MSL.

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



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



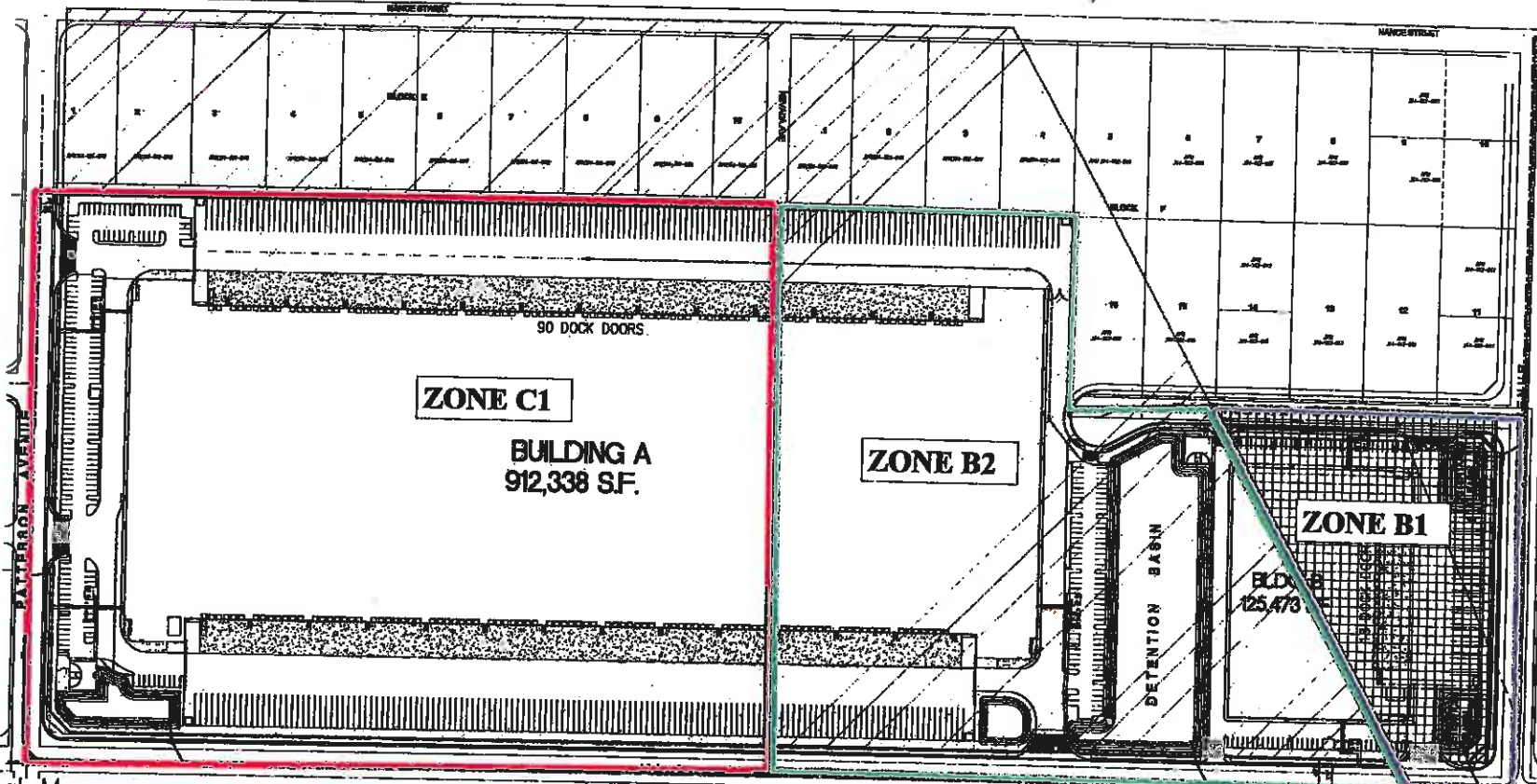
Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)

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

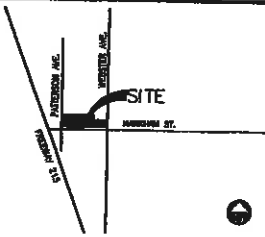
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

PREVIOUS ZAP 1102MA14 EXHIBIT



Aerial Map



1" = 60'
0 50 100 200

Tabulation

	Building A	Building B	Total
Site Area In sq. ft.	1,817,209	280,091	2,107,301 a.e.
In acres	41.7	6.2	48.0
Impervious Area			
Asphalt	95,800	10,800	20,000 a.f.
Concrete	807,238	128,472	1,035,711 a.f.
Total Impervious Area	912,338	139,272	1,051,611 a.f.
Percentage	50.2%	50.1%	49.2%
Grade Pitches Provided			
1st 20% @ 0.1, 0.2 or 0.3	28	28	40
2nd 20% @ 0.2, 0.3 or 0.4	10	10	20
3rd 20% @ 0.3, 0.4 or 0.5	32	32	102
Total	230	48	238
Grade Pitches Provided			
steep (2:1)	201	64	275
handicap (2:1)	8	4	12
Total	209	68	248
Drainage Pitches Provided			
under 1:50:1	30	28	318
Landscape Required	205,078	28,717	233,795 a.f.
Landscape Provided	204,728	47,877	252,605 a.f.

Legend

- ZONE B1 -- INNER APPROACH/DEPARTURE ZONE
AIRSPACE REVIEW REQUIRED FOR OBJECTS >35' TALL
- ZONE B2 -- ADJACENT TO RUNWAY
AIRSPACE REVIEW REQUIRED FOR OBJECTS >35' TALL
- ZONE C1 -- EXTENDED APPROACH/DEPARTURE ZONE
AIRSPACE REVIEW REQUIRED FOR OBJECTS >70' TALL

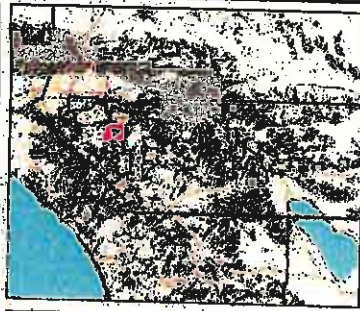
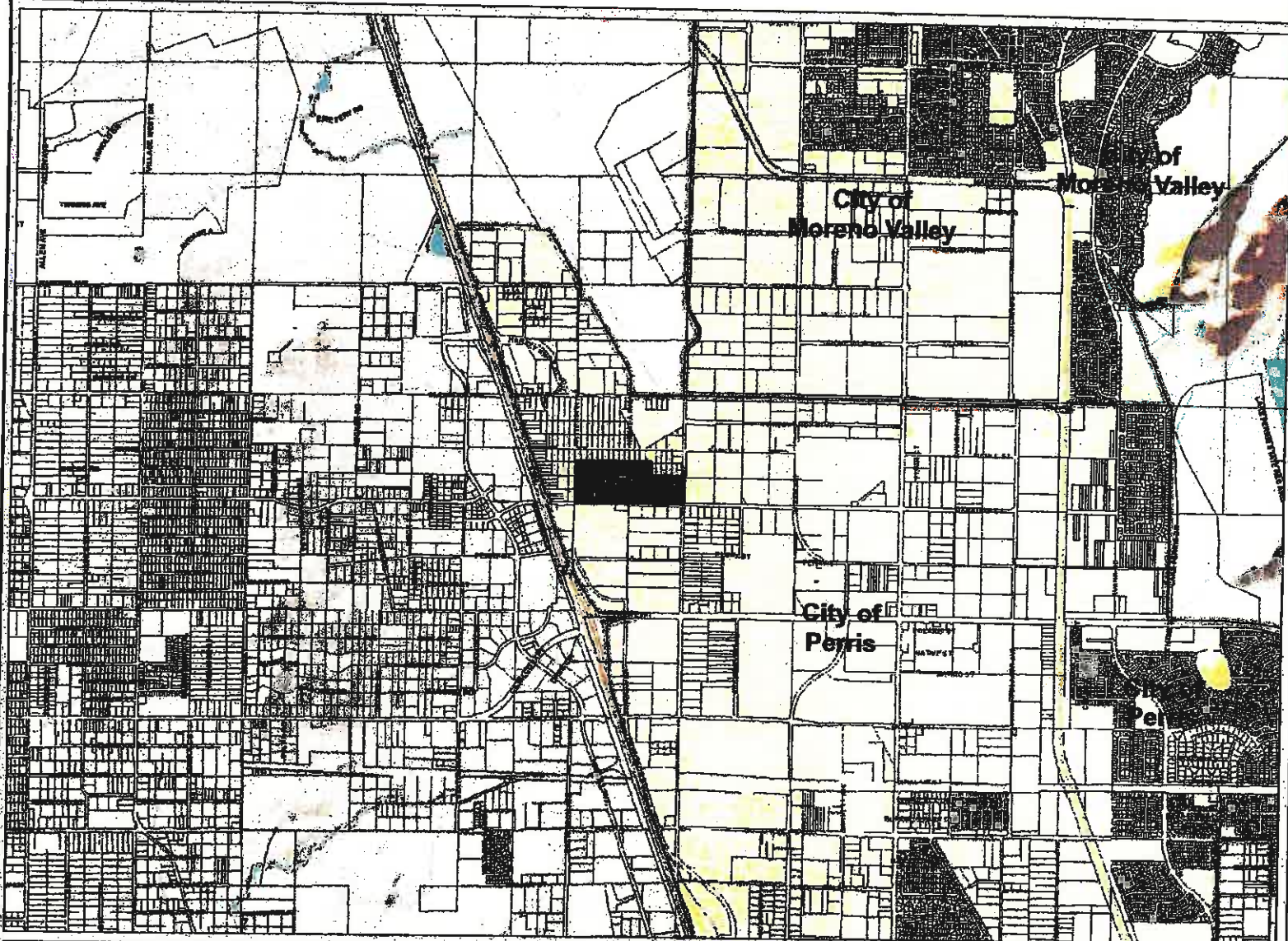
ALUC ZONE SUMMARY

BUILDING	ZONE B1	ZONE B2	ZONE C1	TOTAL
BLDG. A	-	15.71 AC	29.42 AC	45.13 AC
BLDG. B	5.51 AC	2.92 AC	-	8.43 AC
TOTAL	5.51 AC	18.63 AC	29.42 AC	53.56 AC

OPTIMUS LOGISTIC CENTER II
ALUC ZONE OVERLAY EXHIBIT

November 10, 2014

My Map



Legend

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



0 4,487 8,974 Feet



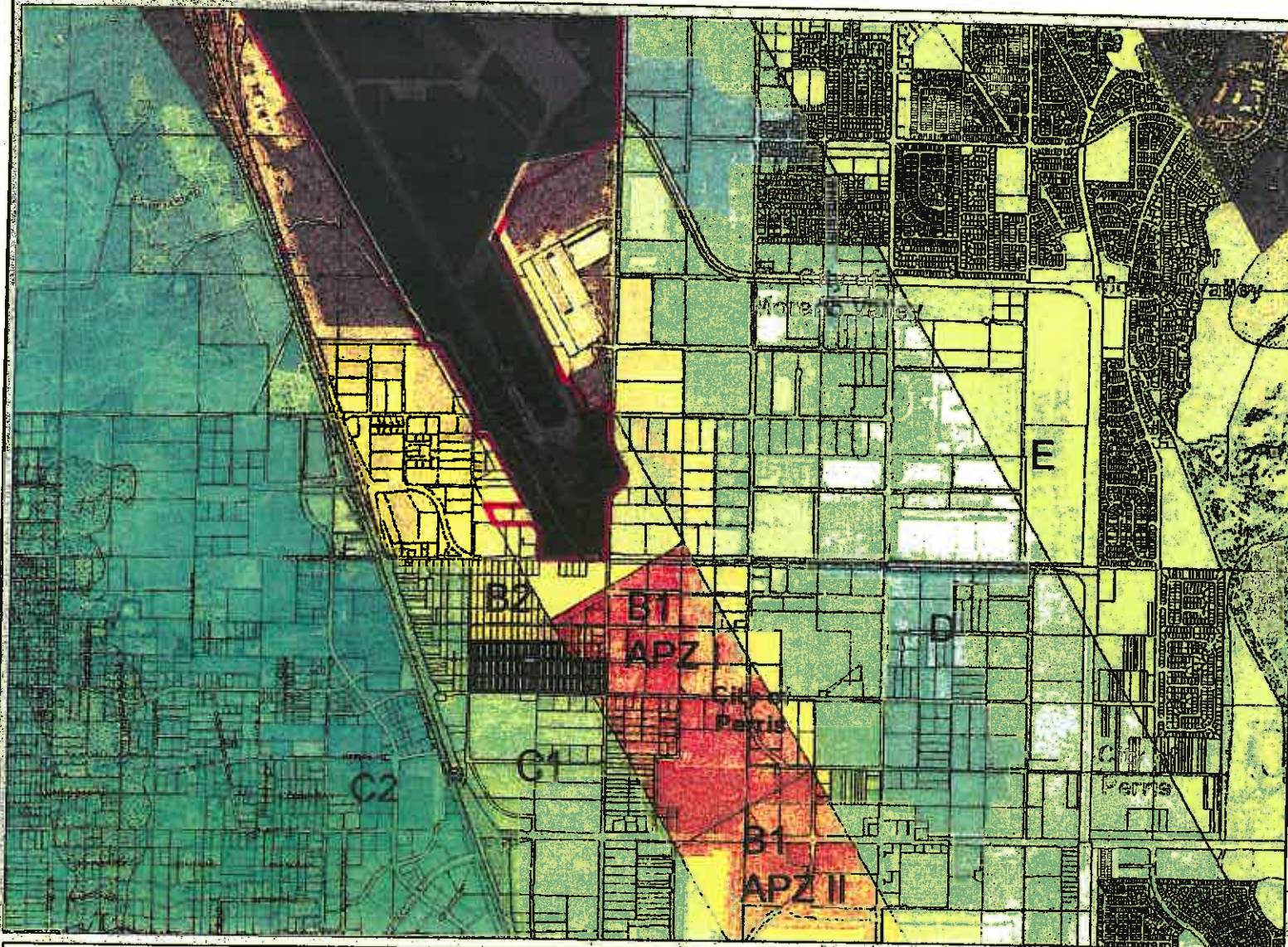
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

My Map



Legend

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



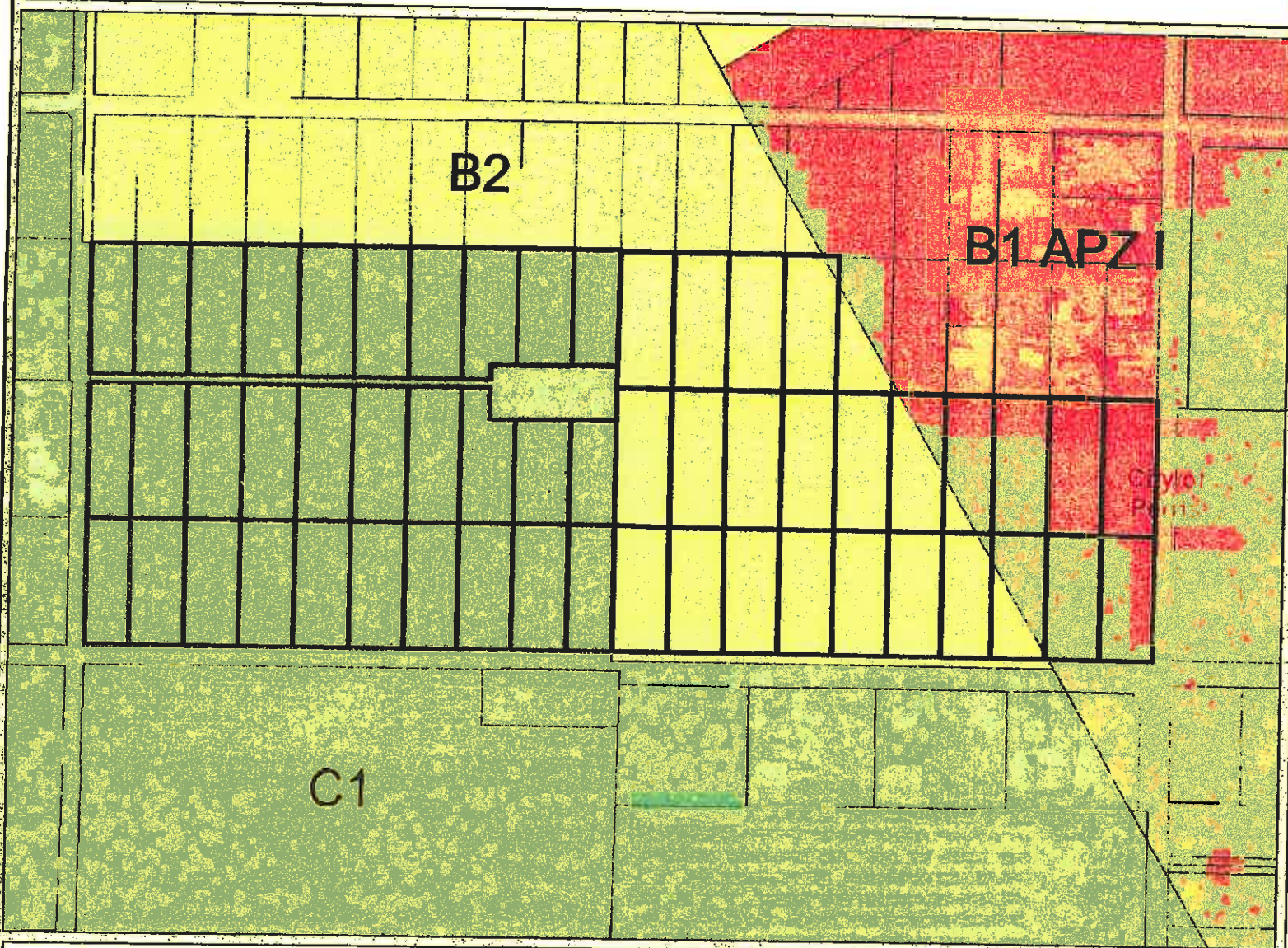
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Notes

My Map



- Legend**
- Display Parcels
 - Airports
 - AIA
 - Airport Compatibility**
 - OTHER ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5
 - C2-EXC8



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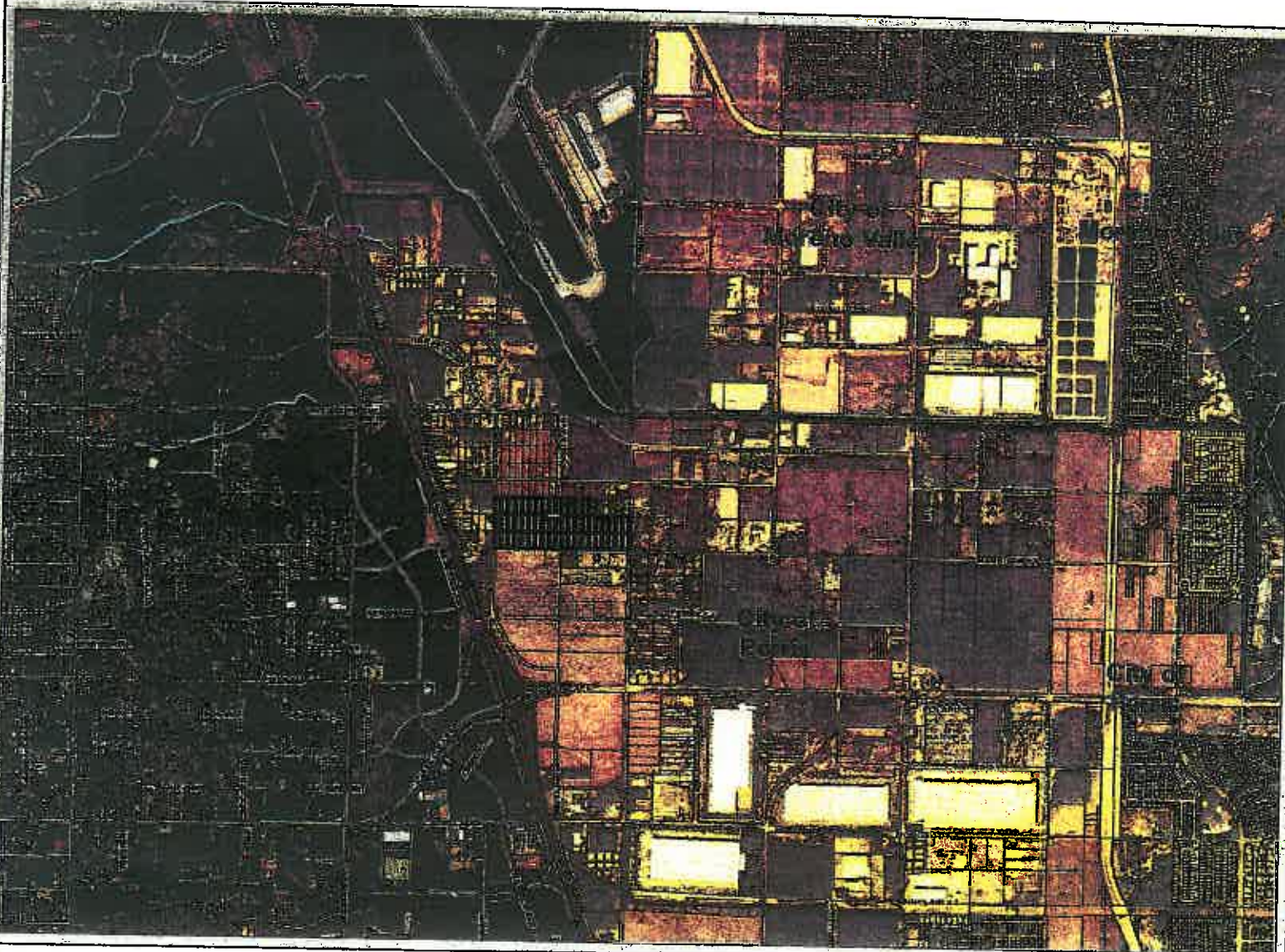


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Notes

My Map



Legend

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



0 3,561 7,122 Feet



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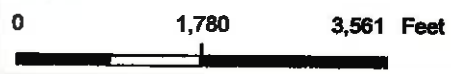
Notes

My Map



Legend

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



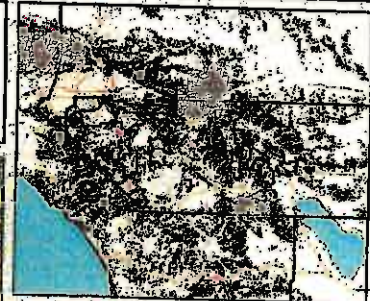
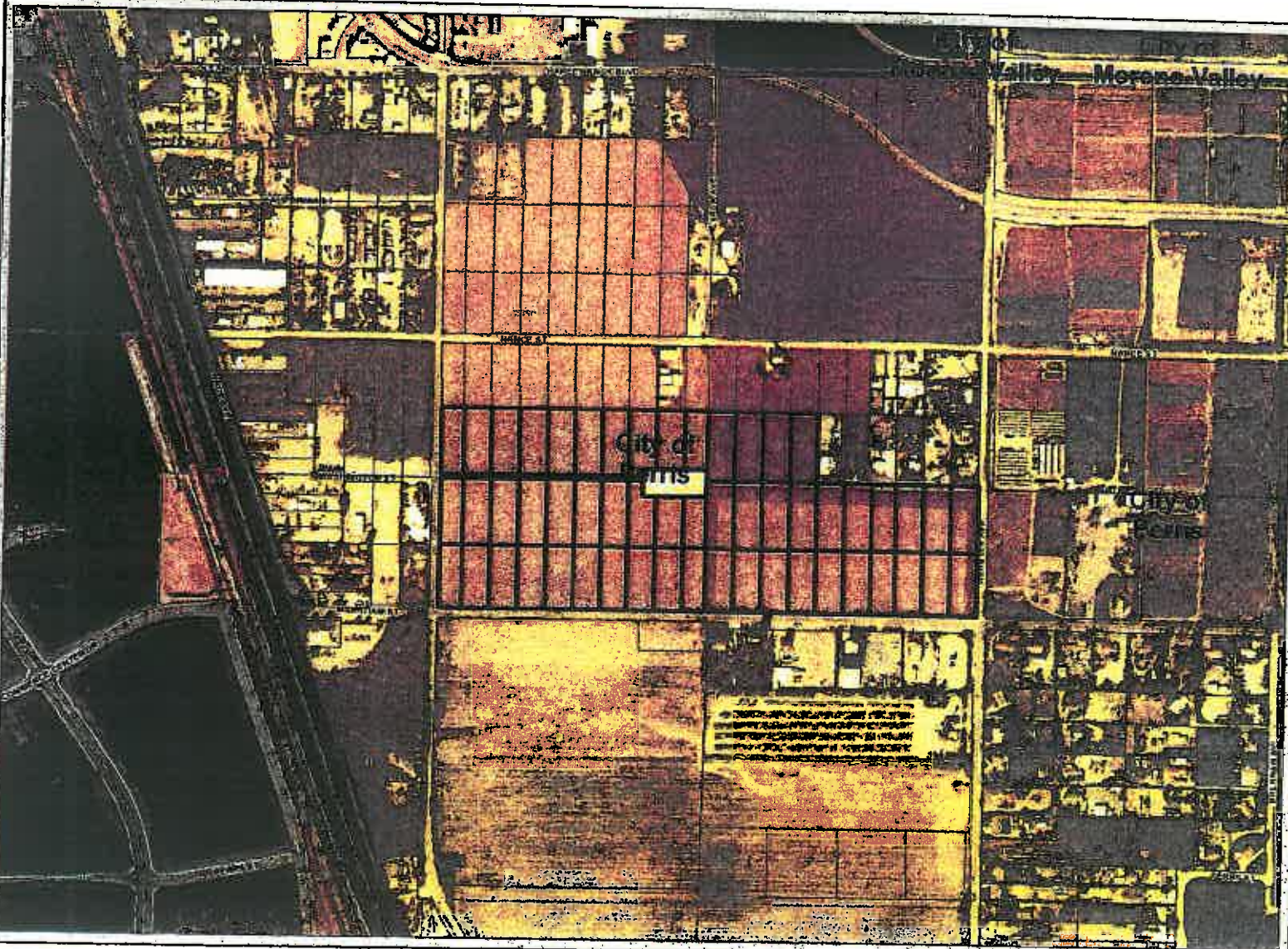
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Notes

My Map



Legend

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



0 890 1,780 Feet



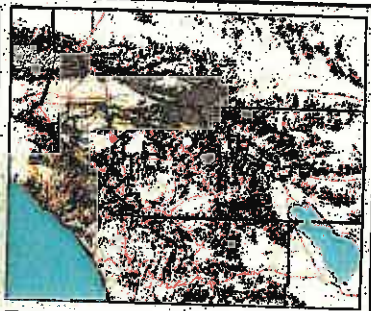
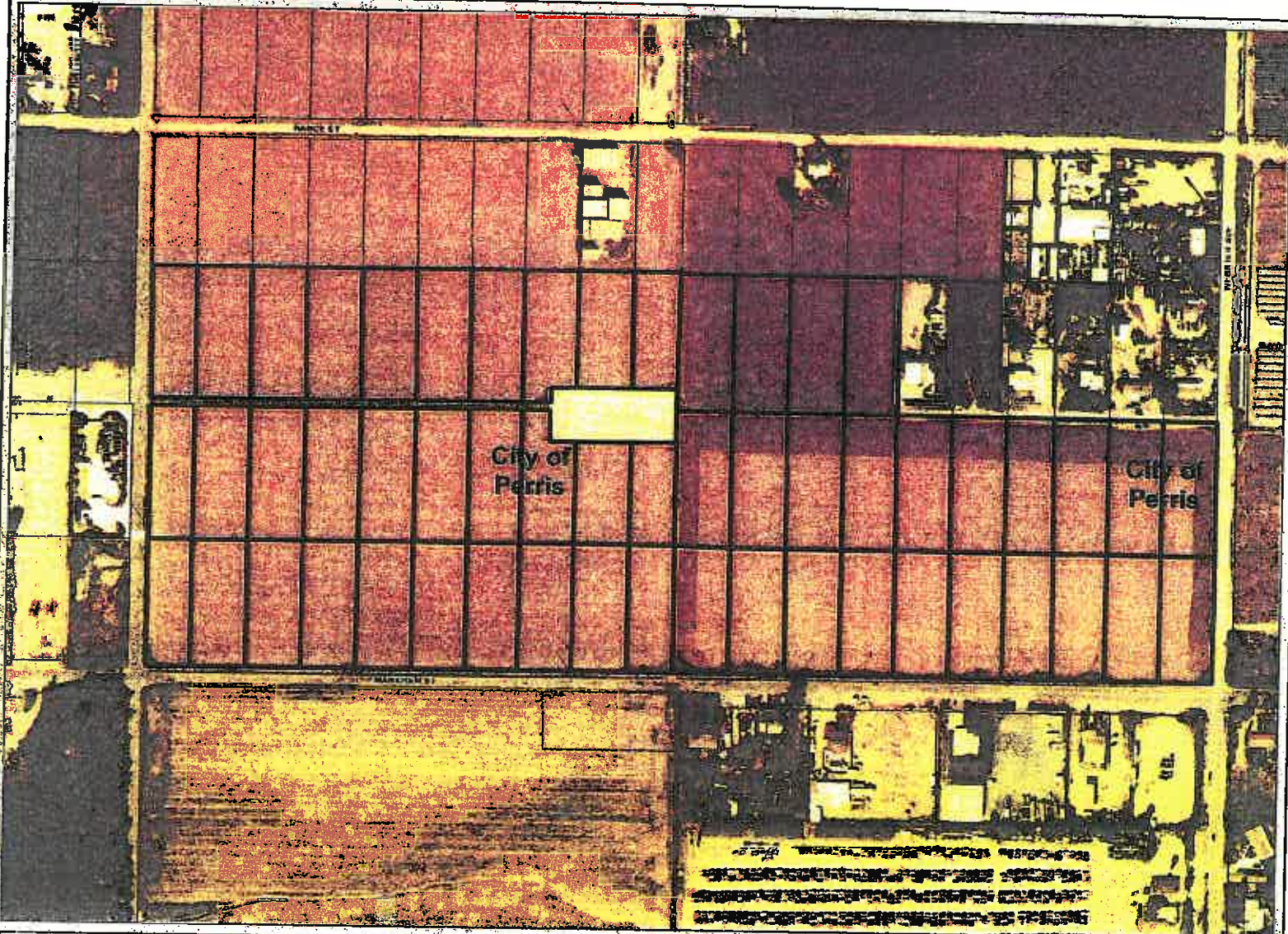
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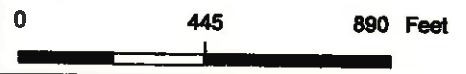
Notes

My Map



Legend

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



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Notes

PROPOSED LAND USE:

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

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



8 August 2016

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

FROM: 452d Mission Support Group/Civil Engineers
Base Operating Support
610 Meyer Drive, Bldg. 2403
March ARB CA 92518-2166

SUBJECT: Riverside County Airport Land Use Commission (RCALUC) – ZAP1206MA.16 Optimus
Logistic Center II

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

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

5. While the proposed use may be consistent with the zoning and land use guidelines, in referencing a map of the area, this site is approximately .71 miles from the arrival end of Runway 32. Based on a statistical analysis by the USAF, Aircraft Accident Data, approximately 10 percent of recorded accidents have taken place within an APZ I Zone (AICUZ). The location of the development presents a concern due to the APZ I at the south end of Runway 14/32. Developments in this area should not be used for high-density functions, since the objective of the land use guidelines in and around APZs is to restrict people-intensive uses and hazardous materials/chemicals, due to a greater risk of aircraft incidents in these areas. The intensity in APZ I is restricted to 25 people and 50 people in APZ II per acre IAW DoD Instruction 4165.57, March 12, 2015 and AFI 32-7063, December 18, 2015.

6. The building height is a cause for concern. We request the latitude and longitude of the southeast and northeast corners and the ground elevation of the warehouse along this façade in order to confirm the building falls within established height restrictions. Consultation with the Federal Aviation Administration will be required and we will also require a Terminal Instrument Procedures (TERPS) review.

7. To help eliminate any potential adverse effects on aircraft operations at MARB, we ask that materials provided in construction be of a non-reflective material such as outside ductwork, windows and roofs by means such as painting or covering. In addition, none of the project improvements shall create:

- Distracting lights which could be mistaken for airport lights
- Sources of dust, steam, or smoke which may impair pilot visibility
- Sources of electronic interference with aircraft communications or navigation.

8. The following are some mitigating measures and it is our desire that all such steps be researched and implemented.

- BMPs must be reviewed by the Base and must not introduce hazards related to bird strikes
- Solar panels or any reflective materials on the rooftop are prohibited
- No hazardous materials should be stored within the APZs
- Noise level hazards must be mitigated
- Personnel density in the floor area within APZ I is not allowed to exceed the 25 persons/acre and 50 persons/acre in APZ II.

9. Thank you for the opportunity to again, review and comment on this proposed development. If you have questions, please contact Ms. Denise Hauser at (951) 655-4862.



SEAN P. FEELEY
Acting Base Civil Engineer

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

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

PLACE OF HEARING: **Eastern Municipal Water District
Board Chambers
2270 Trumble Road
Perris CA 92570**

DATE OF HEARING: **August 11, 2016**

TIME OF HEARING: **9:00 A.M.**

CASE DESCRIPTION:

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

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

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

ALUC Identification No. **ZAP1206MA16**
APPLICATION FOR MAJOR LAND USE
 RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 6-29-16
 Property Owner Gary Hamco/Optimus Bldg. Corporation Phone Number 562-237-4071
 Mailing Address 12040 East Florence Ave
Santa Fe Springs, CA 90675

Agent (if any) Gary Hamco/Michael Nagar Phone Number 562-237-4071
 Mailing Address 12040 East Florence Ave
Santa Fe Springs, CA 90675

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address North of Markham, East of Patterson,
West of Webster
 Assessor's Parcel No. 314-601-(11 thru 41) 314-162-(17 thru 40) Parcel Size 51.05 ac
 Subdivision Name Val Verde Tract Lot 6 of Perry Book 7 Page 45 Zoning L1
 Lot Number Lots 17, 18, 19, 20 Blk F Lots 1-20 Classification L1

*Block 6
 31, B2,
 1021*

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Light Industrial - Refer to File #
ZAP1102MA14

Proposed Land Use (describe) See Attached Description

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____
 For Other Land Uses Hours of Use _____
 (See Appendix C) Number of People on Site Maximum Number ALUC Will Evaluate
 Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) No change to
 Highest Elevation (above sea level) of Any Object or Terrain on Site previous approval

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

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received

Agency Name

City of Perris

Staff Contact

Phone Number

Agency's Project No.

Kenneth Phung

951-943-5003

OPR 14-01-0015

Type of Project

- General Plan Amendment
- Zoning Amendment or Variance
- Subdivision Approval
- Use Permit
- Public Facility
- Other

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

Rull, Paul

From: Gary Hamro <garyhamro@gmail.com>
Sent: Monday, August 15, 2016 8:48 AM
To: Rull, Paul
Subject: Re: ZAP1206MA16 continuance to Sept 8

Paul –

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

Thanks, Gary

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

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

Good Morning Gary,

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

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

Paul Rull

ALUC Urban Regional Planner IV



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

Rull, Paul.

From: Gary Hamro <garyhamro@gmail.com>
Sent: Monday, September 19, 2016 5:04 PM
To: Rull, Paul
Subject: Re: Case # DPR 14-01-0015 (Development Plan review)

Paul –

Clara Miramontes brought me current. Please extend my above referenced case to the November 10th Hearing which will allow the City enough time to adopt their GP on October 13th.

Thx and please call me with any questions.

Best, Gary

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

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 2.2 ~~3.3~~

HEARING DATE: November 10, October 13, September 8, 2016 (continued from October 13, September 8 and August 11, 2016)

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

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NO: PLN 16-00008 (Development Plan Review)

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

In July, ALUC issued a determination of consistency for ZAP1199MA16, a proposal by the City of Perris to amend the City's General Plan, the Perris Valley Commerce Center Specific Plan, and the City's Zoning Ordinance to bring those documents into consistency with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. That proposal has been tentatively approved by the Perris City Council. Final adoption is expected to occur prior to ALUC's November 10 meeting. Upon final adoption of the Citywide and area-wide amendments noted above, projects such as PLN 16-00008, which do not require site-specific general plan amendments, specific plan amendments, or zone changes, will be able to be evaluated for ALUCP

consistency by the City of Perris without a mandatory ALUC referral. It is the applicant's intent to utilize the new process that will become available to projects in that City once final adoption of the Citywide and area-wide amendments has occurred. The applicant has requested continuance to ALUC's DECEMBER 8 November-10 meeting with an eye toward possible withdrawal of this ALUC application prior to DECEMBER 8.

RECOMMENDATION: The applicant is requesting additional time to address issues raised by the Air Force with City staff; therefore, staff recommends that the Commission **CONTINUE** consideration of the matter to its **DECEMBER 8 November-10, October-13, 2016 September-8, 2016**, public hearing agenda.

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

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

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

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Zones B1-APZ I, B2, and C1
- c. Noise Levels: 60-70 CNEL from aircraft

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zones B1-APZ I, B2, and C1. Zone B1-APZ I limits average intensity to 25 people per acre, and Zones B2 and C1 limit average intensity to 100 people per acre. No development generating any occupancy is located within the C1 portion of the site.

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

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

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

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

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

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

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

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

If the warehouse area were calculated based on use as a fulfillment center pursuant to March Air Reserve Base/Inland Port Airport Compatibility Plan Policy 2.4, the maximum single-acre area of 7,000 square feet of office area and 30,560 square feet of warehouse area would result in a single-acre occupancy of 66 people, which is also consistent with the single-acre criterion referenced above.

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

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

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

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1488 feet above mean sea level (1488 AMSL). At a distance of approximately 6,360 feet from the runway to the closest parcel

within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1551 feet AMSL. The maximum finished floor elevation is 1464 feet AMSL. With a maximum building height of 42 feet, the top point elevation would be 1506 feet AMSL. Therefore, review by the Federal Aviation Administration Obstruction Evaluation Service is not required.

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

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

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

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

- (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly (including churches and theaters), noise sensitive outdoor nonresidential uses, critical community infrastructure facilities and hazards to flight.
 - (f) Manufacturing of food and kindred products, textile mill products, apparel, chemicals and allied products, rubber and plastic products, fabricated metal products, professional, scientific, and controlling instruments, photographic and optical goods, watches and clocks.
 - (g) Retail trade; eating and drinking establishments; personal services; professional services; educational services; governmental services; medical facilities; cultural activities; any other uses providing on-site services to the public.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an aviation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
 4. The attached notice shall be given to all prospective purchasers of the property and tenants of the building.
 5. The proposed detention basins on the site (including water quality management basins) shall

be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees that produce seeds, fruits, or berries.

6. This project has been evaluated as a proposal for the establishment of an industrial warehouse with not more than 7,000 square feet of office area in any given acre. The City of Perris shall require additional review by the Airport Land Use Commission prior to the establishment of any uses in this structure that would be considered to have an occupancy level greater than one person per 100 square feet (minimum square feet per occupant less than 100) pursuant to California Building Code (1998) Table 10-A.
7. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
8. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
9. Zoned fire sprinkler systems shall be required throughout the building.
10. Second-story floor area, if any, shall be limited to those portions of the site located in Compatibility Zone B2.
11. In order to ensure proper functioning of the project drain system to avoid potential hazards to March Air Reserve Base flights, an additional Best Management Practice (BMP) shall be added to the project Water Quality Management Plan (WQMP). The applicant shall enter into a covenant and agreement with the City of Perris similar to the Water Quality Management Plan and Urban Runoff BMP Transfer, Access and Maintenance Agreement between March Joint Powers Authority and Sun Life Assurance Company of Canada (Document No. 2014-0030862), which shall be recorded prior to issuance of a certificate of occupancy. A copy of the recorded agreement and BMP shall be provided to the Riverside County Airport Land Use Commission. The BMP shall include the following program:
 - a. The property owner (Pivovaroff Third Family Ltd Partnership, Nicholas and Leigh Bruno, and Jung-Huang and Li-Yuan Chen or its successor(s)-in-interest, hereinafter "Owner") or its designated representative shall monitor the conditions of the water

quality management basins and promptly inspect such basins following the completion of each “significant” rain event and the 48-hour period thereafter.

- b. If any standing water remains in a water quality management basin that is not beneath a rock, gravel, or other layer following the completion of the “significant” rain event and the 48 hour period thereafter, Owner or its designated representative shall arrange to have such standing water either removed or covered within the next two business days following the conclusion of the 48 hour period.
- c. In the event that the standing water situation recurs on a regular basis following the 48-hour detention period, the basin may no longer be draining as originally designed to prevent standing water from rising above a rock, gravel or other layer (for example, due to a rise in groundwater levels or other circumstance beyond Owner’s ability to control). In that situation, Owner or its designated representative shall promptly engage a licensed civil engineer to prepare a design plan to assure that such condition does not persist for more than 48 hours following the conclusion of a “significant” rain event. The required engineering design solution shall be implemented promptly, but no later than 180 days following its approval by all applicable authorities, providing that, until such time as the engineered design solution is implemented, Owner or its designated representative will maintain water levels below the rock, gravel, or other layer.

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

Rull, Paul

From: Nicole Torstvet <nicole.torstvet@webbassociates.com>
Sent: Tuesday, October 25, 2016 9:03 AM
To: Rull, Paul; Sandy Chandler
Subject: RE: ZAP1204 MA16 Duke Perris TPM 20160812.pdf

Paul,

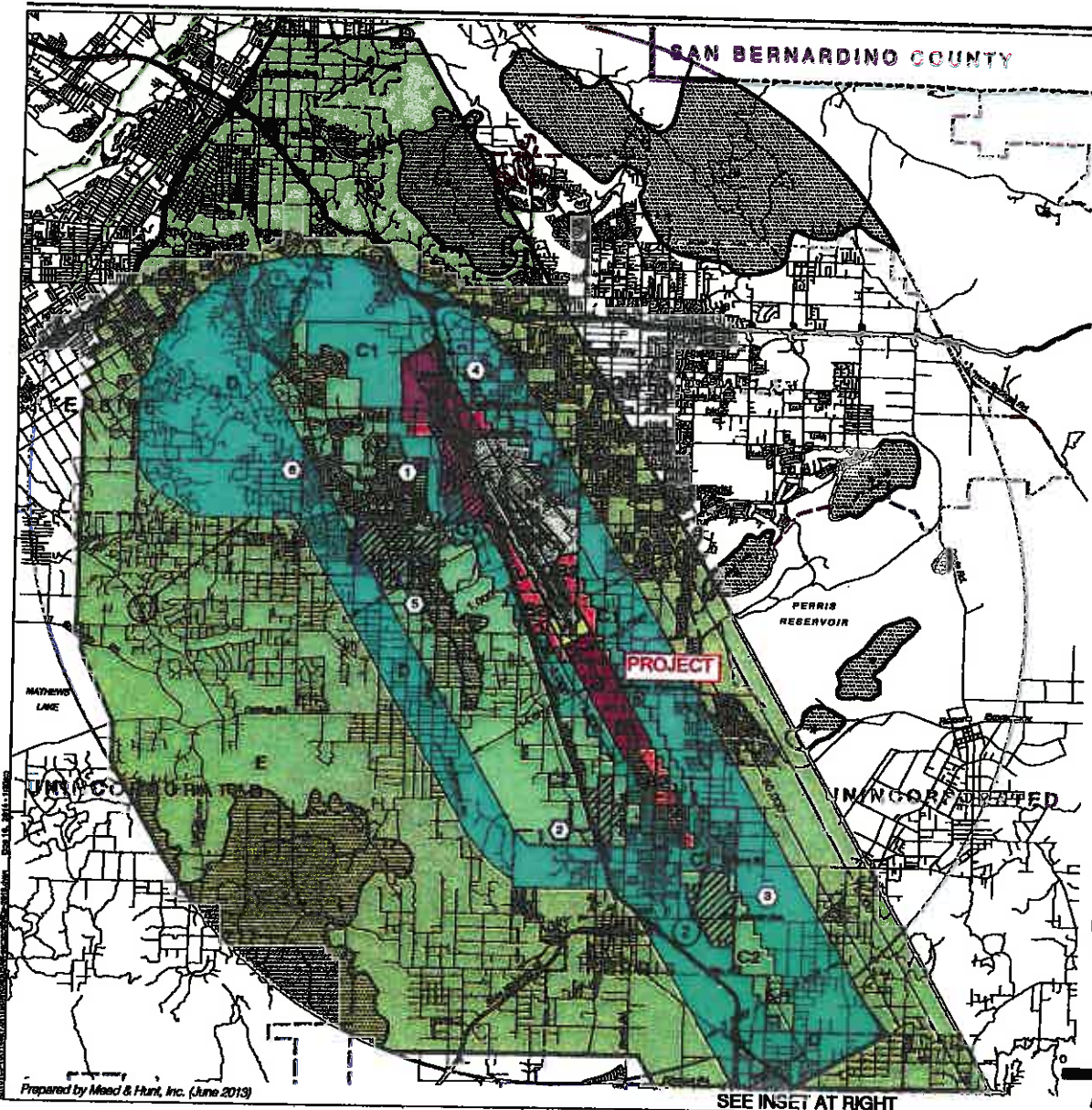
Yes, we request continuance to December. As soon as we hear from the City, we will let you know about pulling the application.

Thank you,
Nicole

Nicole Torstvet - Project Administrator
Albert A. Webb Associates
3788 McCray Street, Riverside, CA 92506
t: 951.320.6066
e: nicole.torstvet@webbassociates.com w: www.webbassociates.com
[LinkedIn](#) | [Twitter](#) | [Facebook](#) | [YouTube](#)

NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

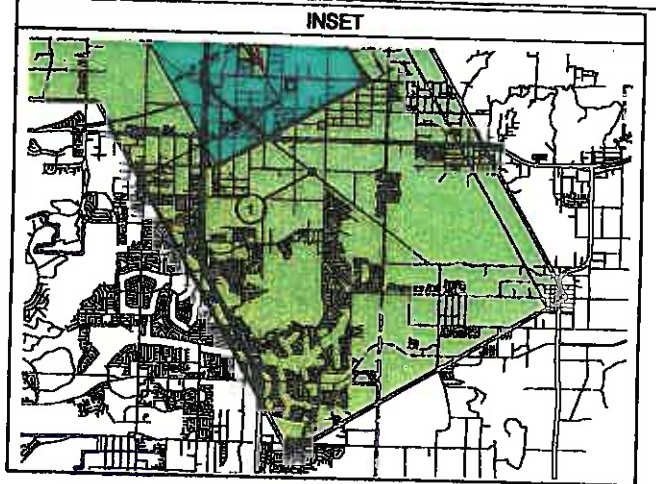
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,836 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

- ① March JPA: March Business Center/Workshop
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ March JPA: Bon Clark Training Center
- ⑤ Riverside: Ridge Crest Subdivision



INSET

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



Base map source: County of Riverside 2013

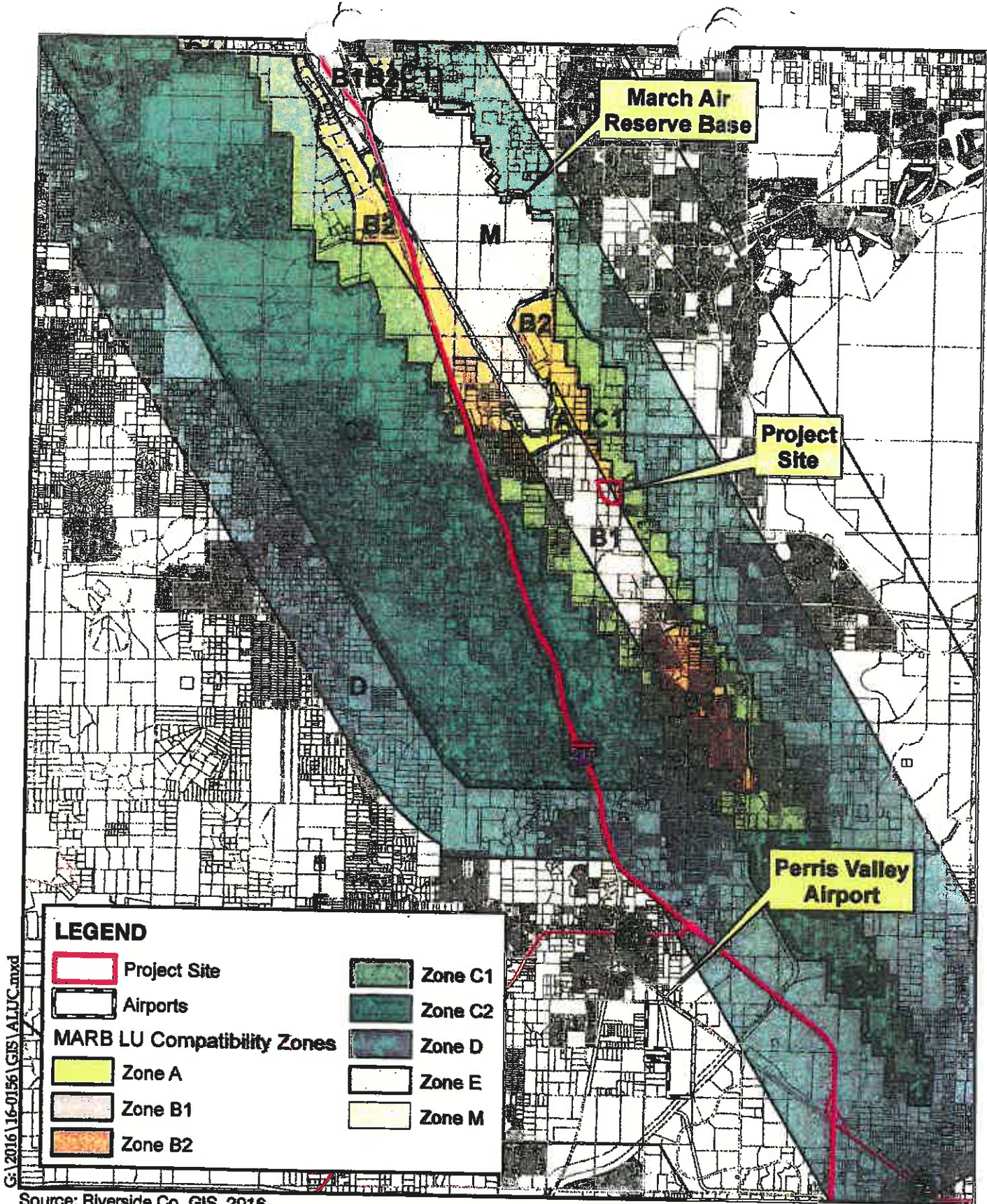
**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)**

Map MA-1

**Compatibility Map
March Air Reserve Base / Inland Port Airport**

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

SEE INSET AT RIGHT



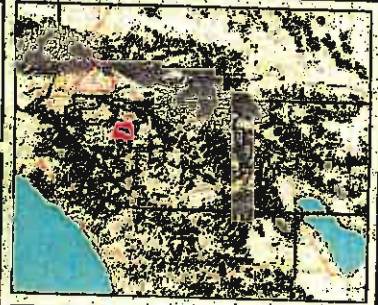
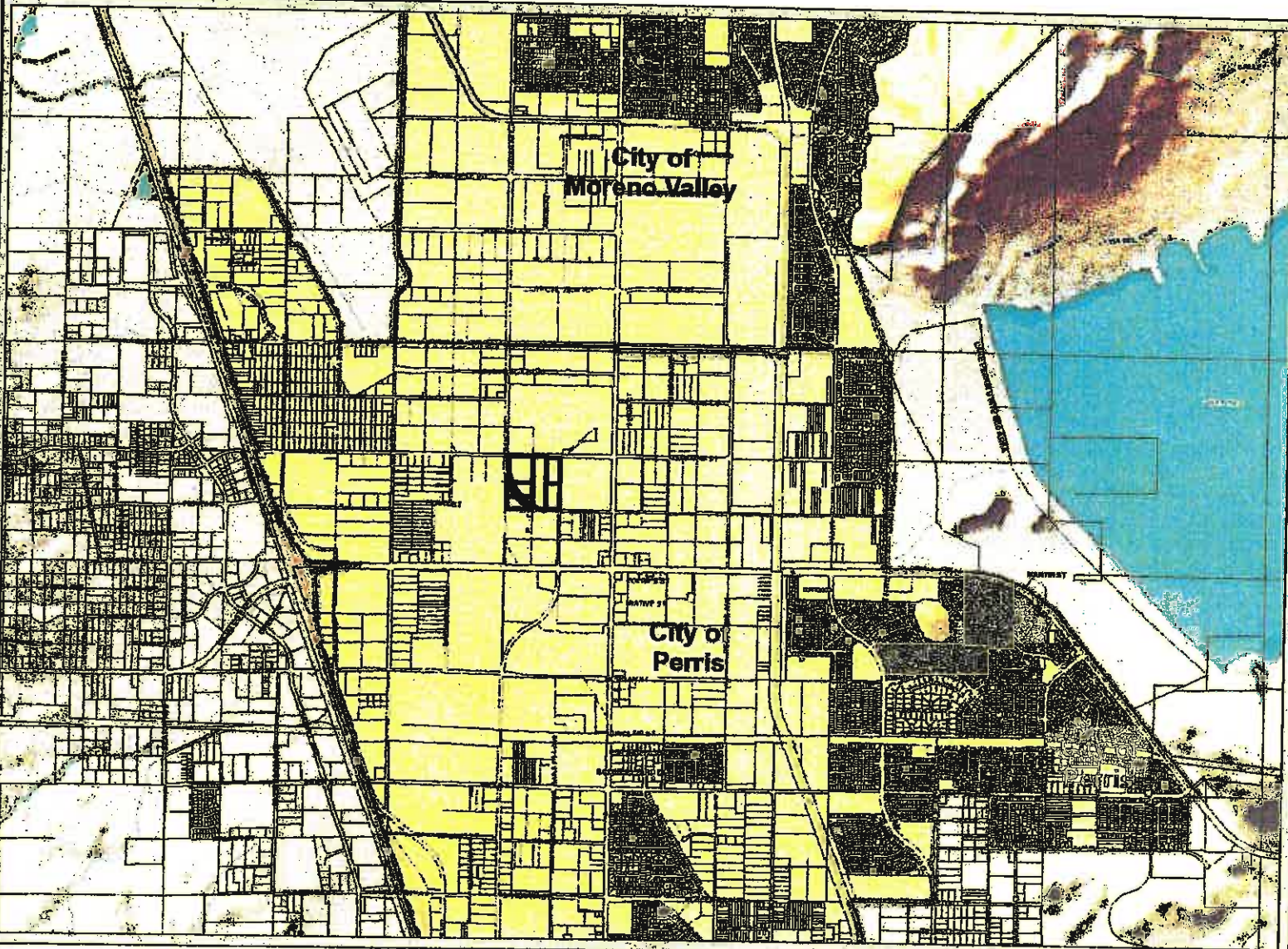
G:\2016\16-0156\GIS\ALUC.mxd

Source: Riverside Co. GIS, 2016.

Project Site Relationship to Airports and MARB Land Use Compatibility Zones
 Indian Ave. and Markham St.



My Map



Legend

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



0 4,473 8,946 Feet



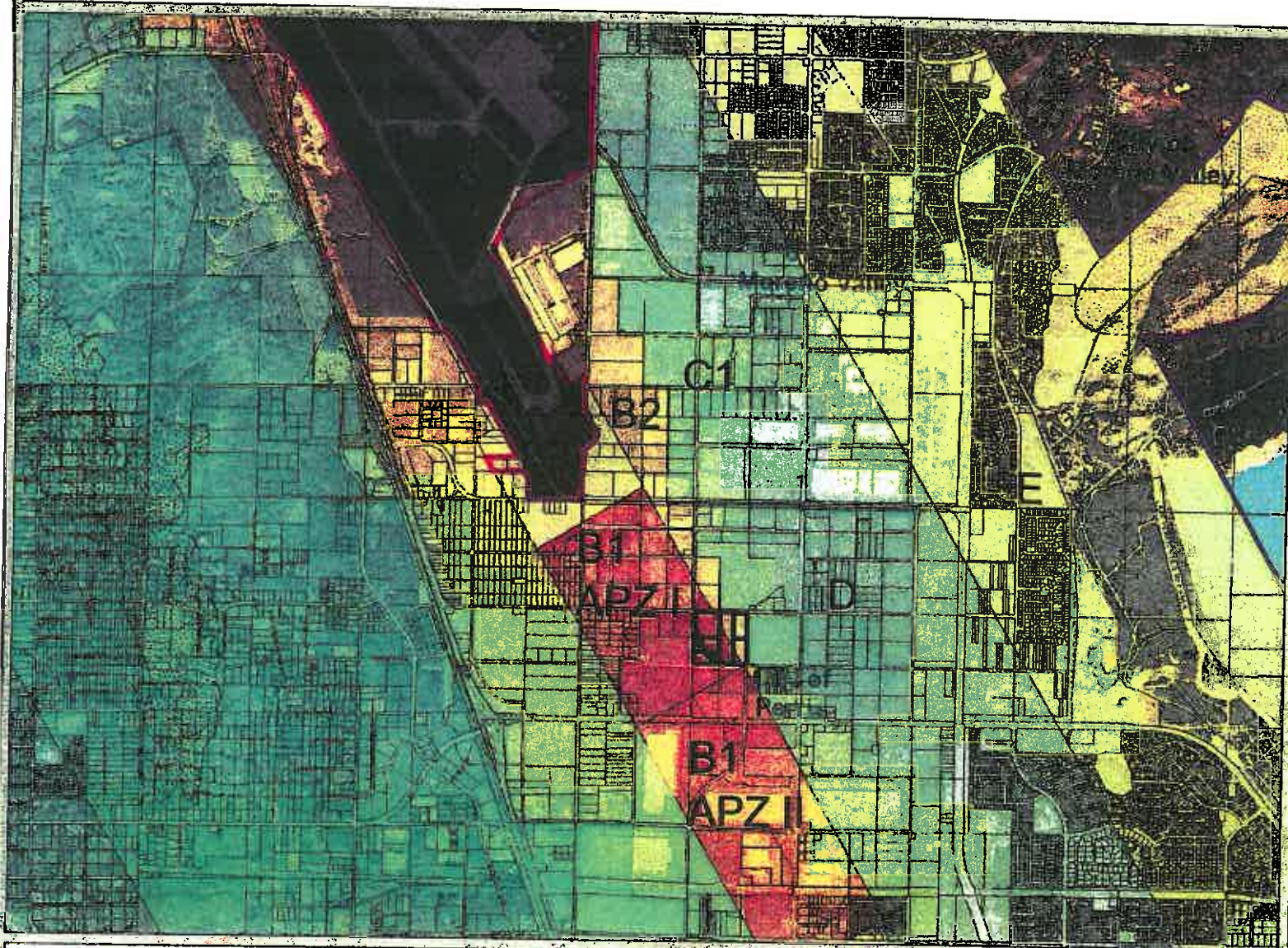
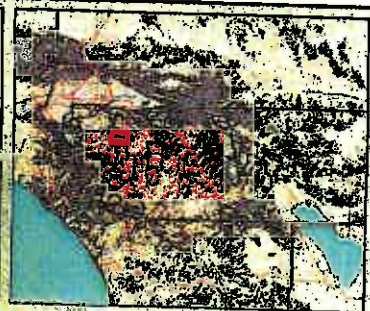
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

REPORT PRINTED ON... 7/5/2016 9:37:56 AM

© Riverside County RCIT GIS


Notes

My Map




Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC8
- C2-HIGHT



0 4,473 8,946 Feet



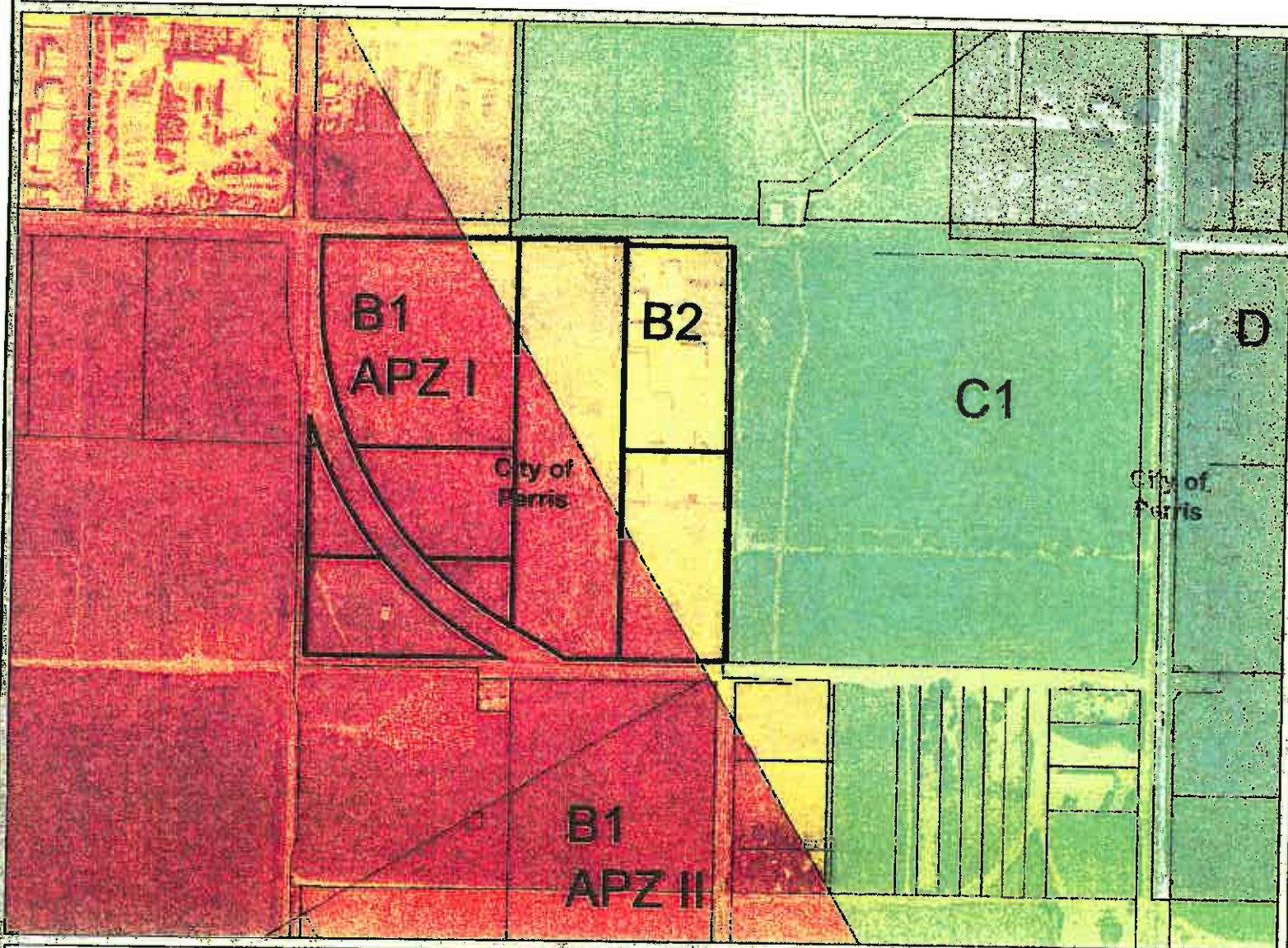
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Notes

My Map




Legend


- Display Parcels
- Airports
- AIA

Airport Compatibility

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



0 559 1,118 Feet



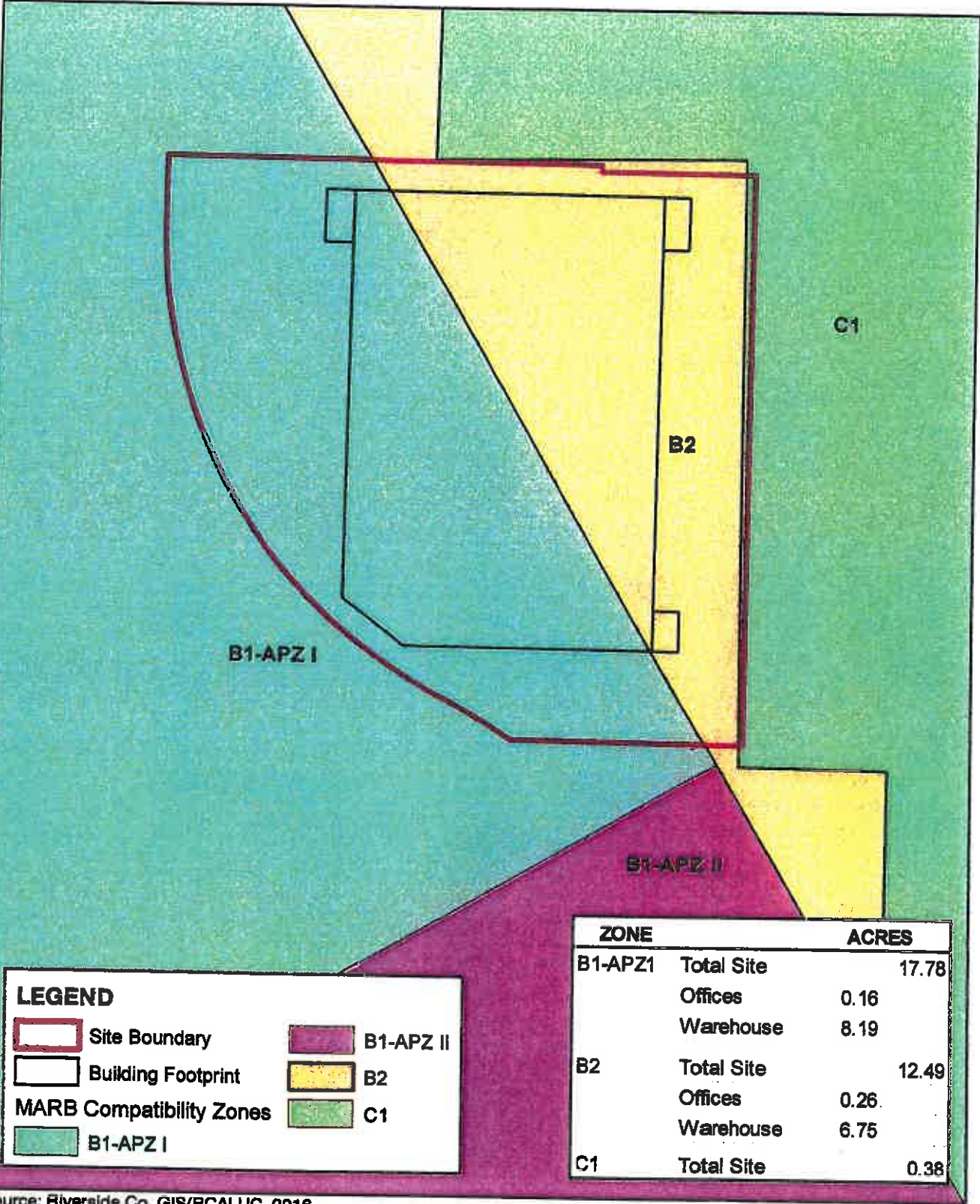
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Notes

G:\2016\16-0156\GIS\ALUC_site.mxd; Map created June 30, 2016

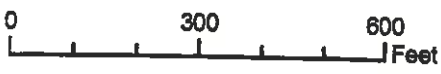


LEGEND

- Site Boundary
- Building Footprint
- MARB Compatibility Zones**
- B1-APZ I
- B1-APZ II
- B2
- C1

ZONE		ACRES
B1-APZ I	Total Site	17.78
	Offices	0.16
	Warehouse	8.19
B2	Total Site	12.49
	Offices	0.26
	Warehouse	6.75
C1	Total Site	0.38

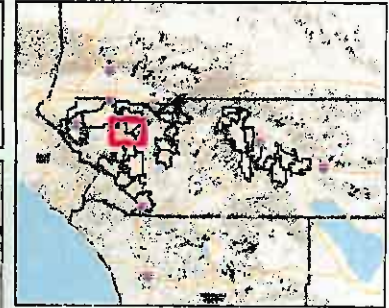
Source: Riverside Co. GIS/RCALUC, 2016.



**Project Site Relationship to MARB
Land Use Compatibility Zones**
Indian Ave. and Markham St.



My Map



Legend

 City Boundaries



0 8,855 17,709 Feet



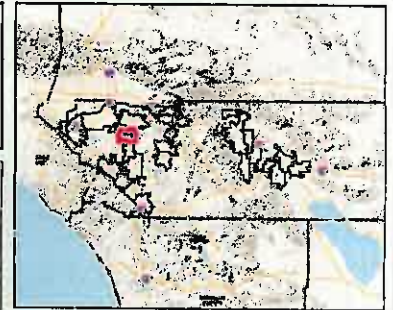
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Notes

My Map



Legend

 City Boundaries



0 4,427 8,855 Feet



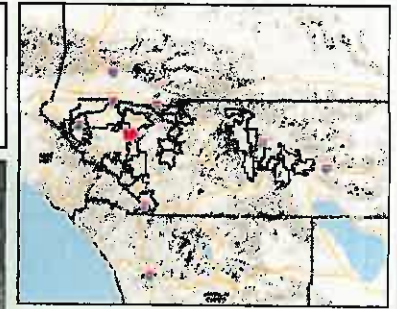
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Notes

My Map



Legend

-  City Boundaries



0 2,214 4,427 Feet



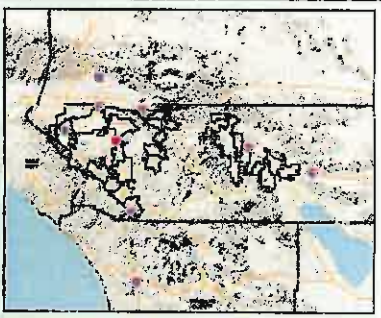
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Notes

My Map



Legend

-  City Boundaries

Notes



0 1,107 2,214 Feet

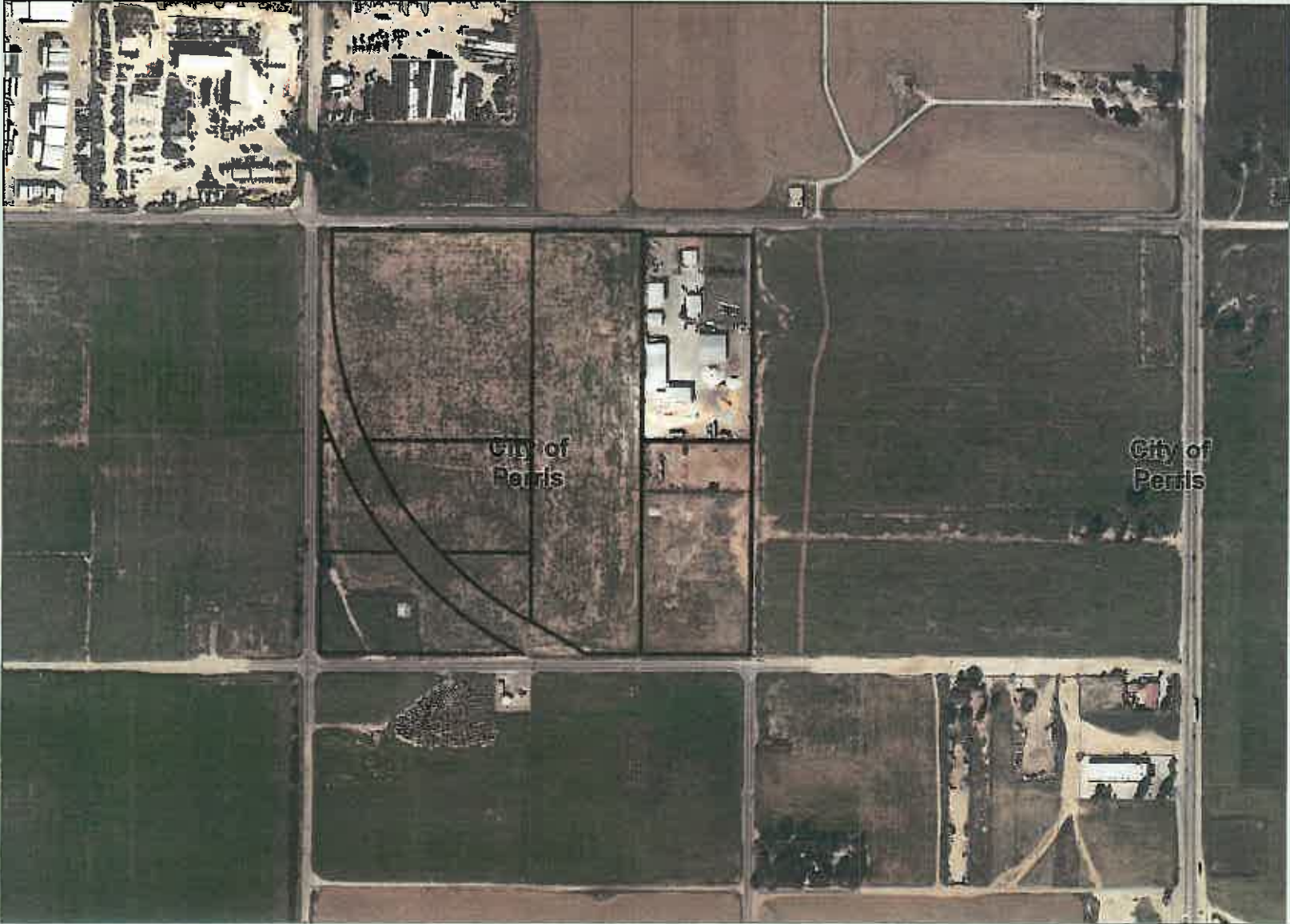
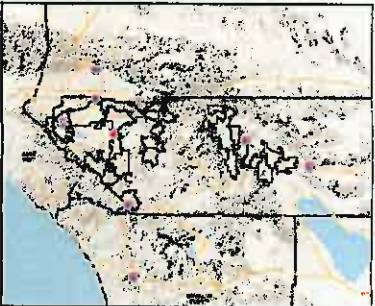


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My Map



Legend

 City Boundaries



0 553 1,107 Feet



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Notes

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

PROJECT DATA

AGENCY:
 REVIEW AREA: 107648 SQ. 002 AC.
DESIGN AREA:
 IMPROVED: 64,426 SQ. FEET
 EXIST: 26,224 SQ. FEET
 TOTAL AREA: 90,650 SQ. FEET

LOT COVERAGES PROVIDED, SEE 15% ALLOWED, SEE:

FURNISH REQUIREMENTS:
 OFFICE @ 1000 SQ. FT. (MINIMUM 10% OF GFA) 100 STALLS
 RET. 200, 4000 SQ. FT. 30 STALLS
 200, 200 & 10000 SQ. FT. 10 STALLS
 2000 SQ. FT. @ 10000 SQ. FT. 10 STALLS
 TOTAL PARKING REQUIRED: 150 STALLS

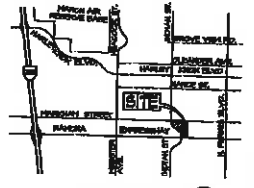
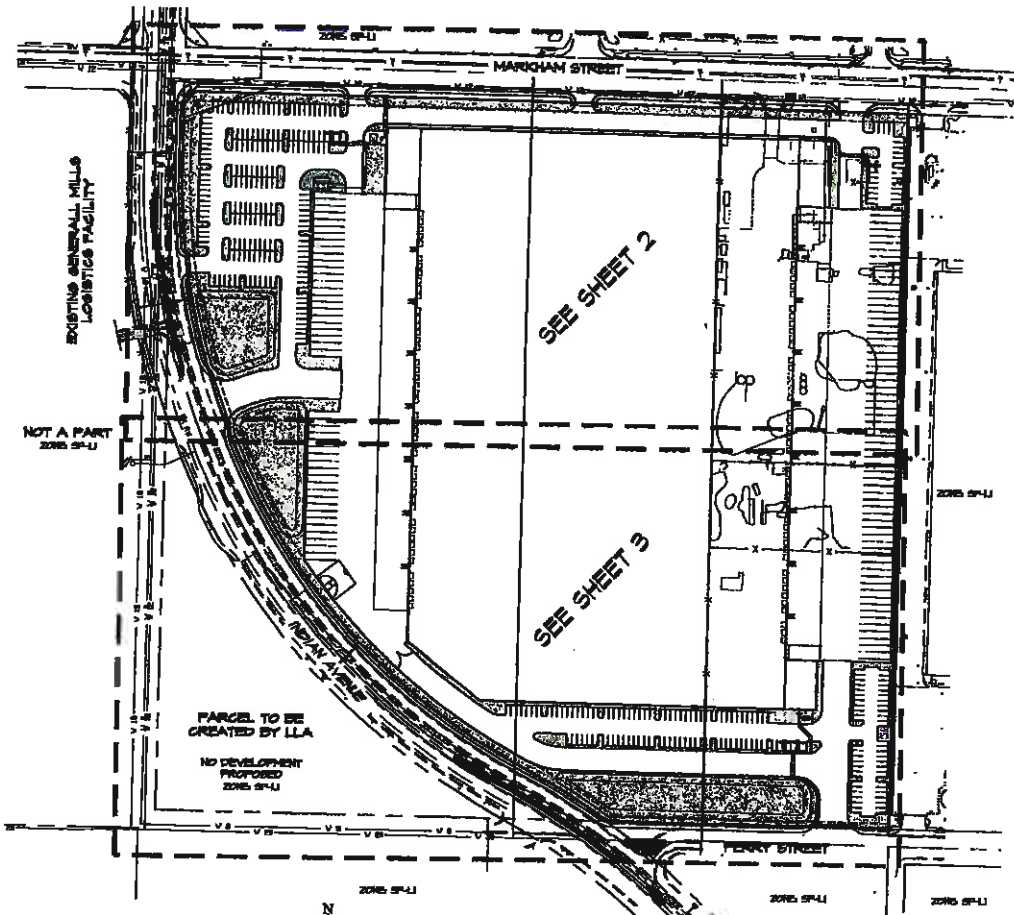
TYPING FOR OFFICE AREA: CONSIDER LESS THAN USE OF THE TOTAL AREA BECAUSE PORTION OF THE BUILDING SHALL BE INCLUDED IN THIS CALCULATION.

DESIGN PROVIDED:
 IMPROVED PARKING: 150 STALLS
 IMPROVED PARKING: 150 STALLS
 CLEAR DRIVEWAY (FOOT): 150 STALLS
 TOTAL: 150 STALLS

LANDSCAPED AREA:
 LANDSCAPED AREA PROVIDED: 225
 LANDSCAPED AREA PROVIDED: 225
 LANDSCAPED AREA PROVIDED: 10000 SQ. FT.

LEGEND

- PROPOSED CONCRETE PAVEMENT
- PROPOSED LANDSCAPE AREA
- ADA PATH OF TRAVEL
- PROPOSED SCREEN WALL
- SPAD/STAIR/REDLINE
- FLOORLINE
- EXISTING CONTIGUOUS
- PROPOSED CONTOUR
- EXISTING WATER LINE
- EXISTING SEWER LINE
- EXISTING STORM DRAIN
- EXISTING GAS LINE
- EXISTING ELECTRICAL LINE
- EXISTING TELEPHONE LINE
- EXISTING CABLE TV LINE
- EXISTING FIBER OPTIC LINE
- EXISTING LIGHTNING ROD
- EXISTING TYPICAL



VICINITY MAP
 NOT TO SCALE

OWNERS:
 A/E: 202-070-071, 202-070-018, 202-070-021, 202-070-022, 202-070-023, 202-070-024
 FIDUCIARY: TRIO FAMILY LTD PARTNERSHIP
 1000 CALLE ALBERTA
 ROCKLAND HEIGHTS, CA 97140

A/E: 202-070-018
 MICHAEL V. & LESH A. BRIND
 2020 VALLEY, CA 92583

A/E: 202-070-018 & 2021
 JIM HARRIS & LINDA T. GRIM
 1408 CRESIDA AVE
 TRIPLE CITY, CA 97130

APPLICANT/DEVELOPER:
 DUK REALTY CORPORATION
 4000 ADAM SQUARE
 300 CRENSHAW CENTER DRIVE, SUITE 1400
 BAYVIEW, CA 92661
 TEL: (949) 771-2000
 FAX: (949) 771-1000

A/E/N:
 202-070-071, 202-070-018, 202-070-021, 202-070-022, 202-070-023, 202-070-024

LEGAL DESCRIPTION:
 LOTS 14, 15, AND 16 IN BLOCK 3 OF BIVENSIDE TRACT AS RECORDED IN MAP BOOK 14 PAGE 649 RECORDS OF SAN BERNARD COUNTY.

LAND USE:
 EXISTING PROPOSED ZONING: SP-1
 EXISTING PROPOSED GENERAL PLAN USE: SP-1
 EXISTING PROPOSED LAND USE: VACANT/ EX. INDUSTRIAL

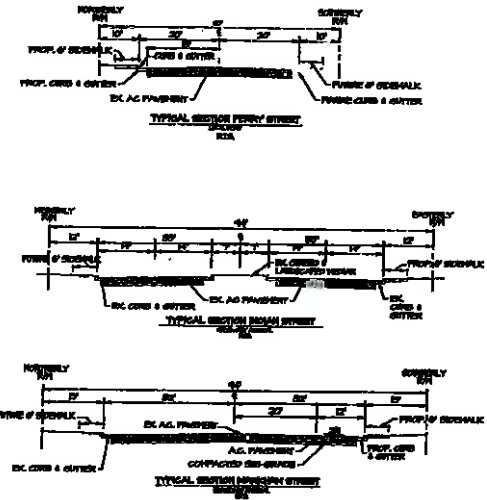
UTILITY COMPANIES:

- WATER: EASTERN MUNICIPAL WATER DISTRICT
- SEWER: EASTERN MUNICIPAL WATER DISTRICT
- ELECTRIC: SOUTHERN CALIFORNIA Edison COMPANY
- TELEPHONE: GENERAL TELEPHONE COMPANY
- GAS: SOUTHERN CALIFORNIA GAS COMPANY
- SCHOOL: VAL VERDE IMPROVED SCHOOL DISTRICT
- POSTAL: USPS 940-9400

EARTHQUAKE ESTIMATE:
 CIP: 15000 CY
 TILL: 15000 CY
 MET: 1000 CY (EARTH)

PROJECT DESCRIPTION:
 DEVELOPMENT PLAN FOR A CLASS A CROSS WALKWAY FACILITY CONSISTING OF 1 BUILDING TO 66,000 SQUARE FEET ON 2.6 NET ACRES.

- NOTES:**
- 2000 TRIPAD BROTHERS MAP, PAGE 171, GRID D-7 & P-1
 - THIS AREA IS NOT SUBJECT TO A SEISMIC HAZARDOUS WITHIN A SPECIAL STUDY ZONE.
 - THIS AREA IS WITHIN THE FERRIS VALLEY CONCEPT SPECIFIC PLAN.
 - THIS PROJECT IS NOT WITHIN A COMMUNITY SERVICES DISTRICT.
 - A PORTION OF THIS PROJECT IS WITHIN THE AIRPORT OVERLAY ZONE, A02.
 - PROJECT BOUNDARY WILL BE CREATED VIA LOT LINE ADJUSTMENT.
 - ALL PARCELS WITHIN PROJECT BOUNDARY TO BE COMBINED VIA FUTURE CERTIFICATE OF PARCELS, HEREON.

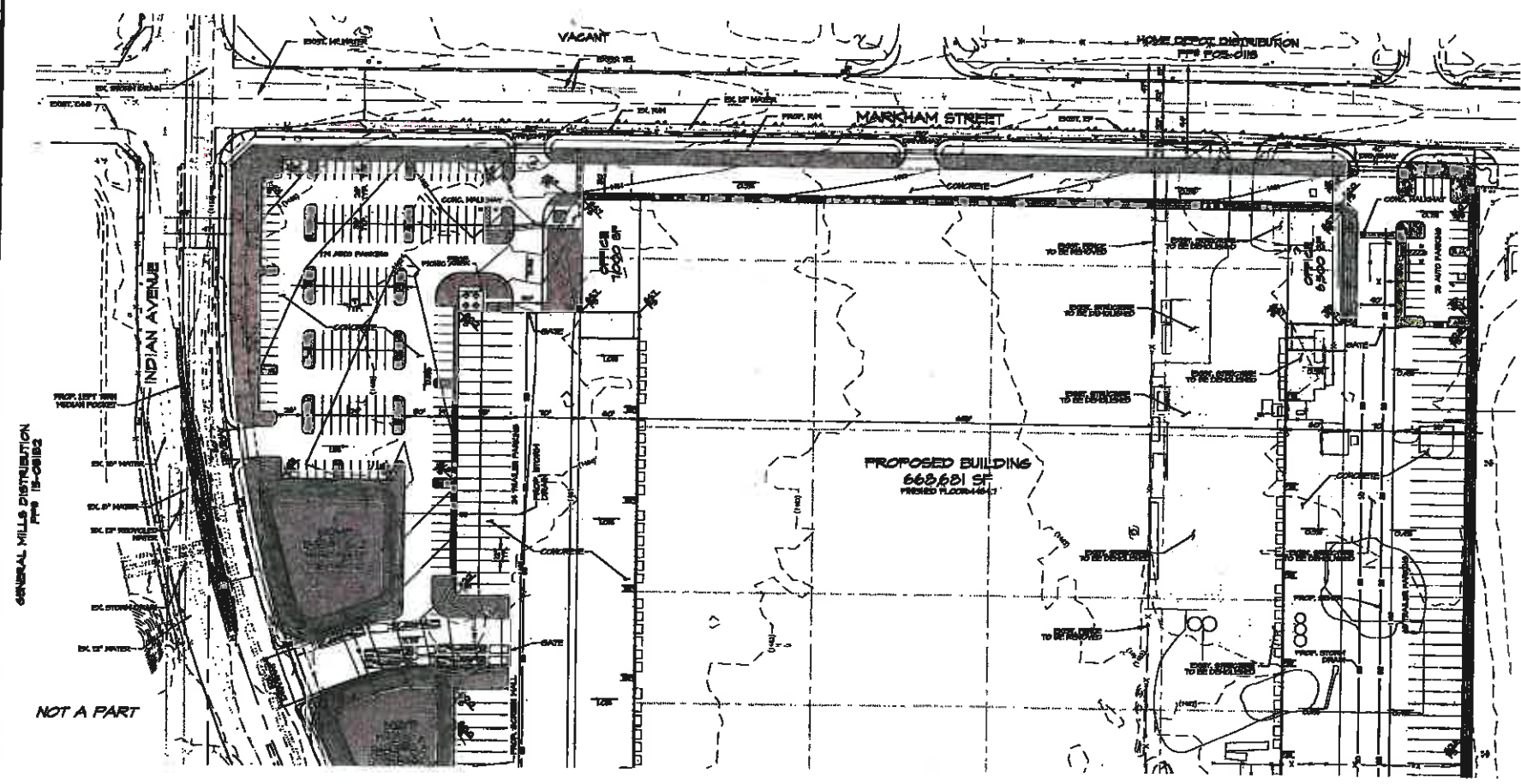


DESIGN WORK:
 CONCEPTUAL GRADING

WEBB ASSOCIATES
 202-070-071
 202-070-018
 202-070-021
 202-070-022
 202-070-023
 202-070-024

CITY OF FERRIS
 DEVELOPMENT PLAN REVIEW 16-XX-XXXX
 DUKE REALTY-INDIAN AVENUE & MARKHAM STREET

NO. 202-070-071
 SHEET 1
 OF 2 SHEETS
 DATE: 08/15/16



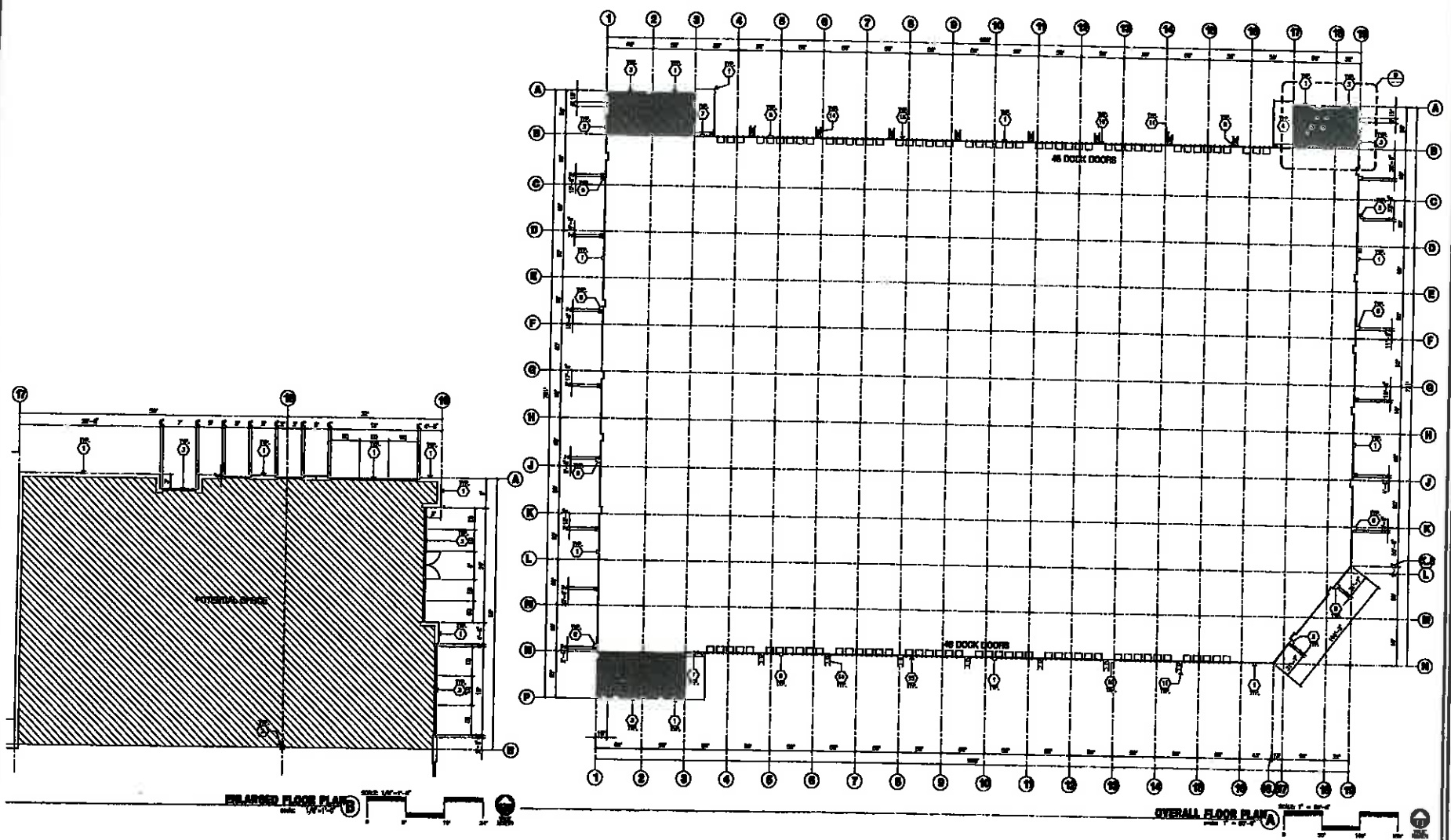
GENERAL MILLS DISTRIBUTION
15-08182

NOT A PART

PROPOSED BUILDING
668,681 SF
FIXED FLOOR 148-17



DATE: 7-1-01		PROJECT NO. 15-08182 15-08183 15-08184 15-08185 15-08186 15-08187 15-08188 15-08189 15-08190 15-08191 15-08192 15-08193 15-08194 15-08195 15-08196 15-08197 15-08198 15-08199 15-08200	CITY OF PERRIS DEVELOPMENT PLAN REVIEW 16-XX-XXXX DUKE REALTY-INDIAN AVENUE & MARKHAM STREET	NO. 304-016
OWNER:				2
DESIGNER:				15
CHECKER:				15
FILE NO. 15-08182				15-08182



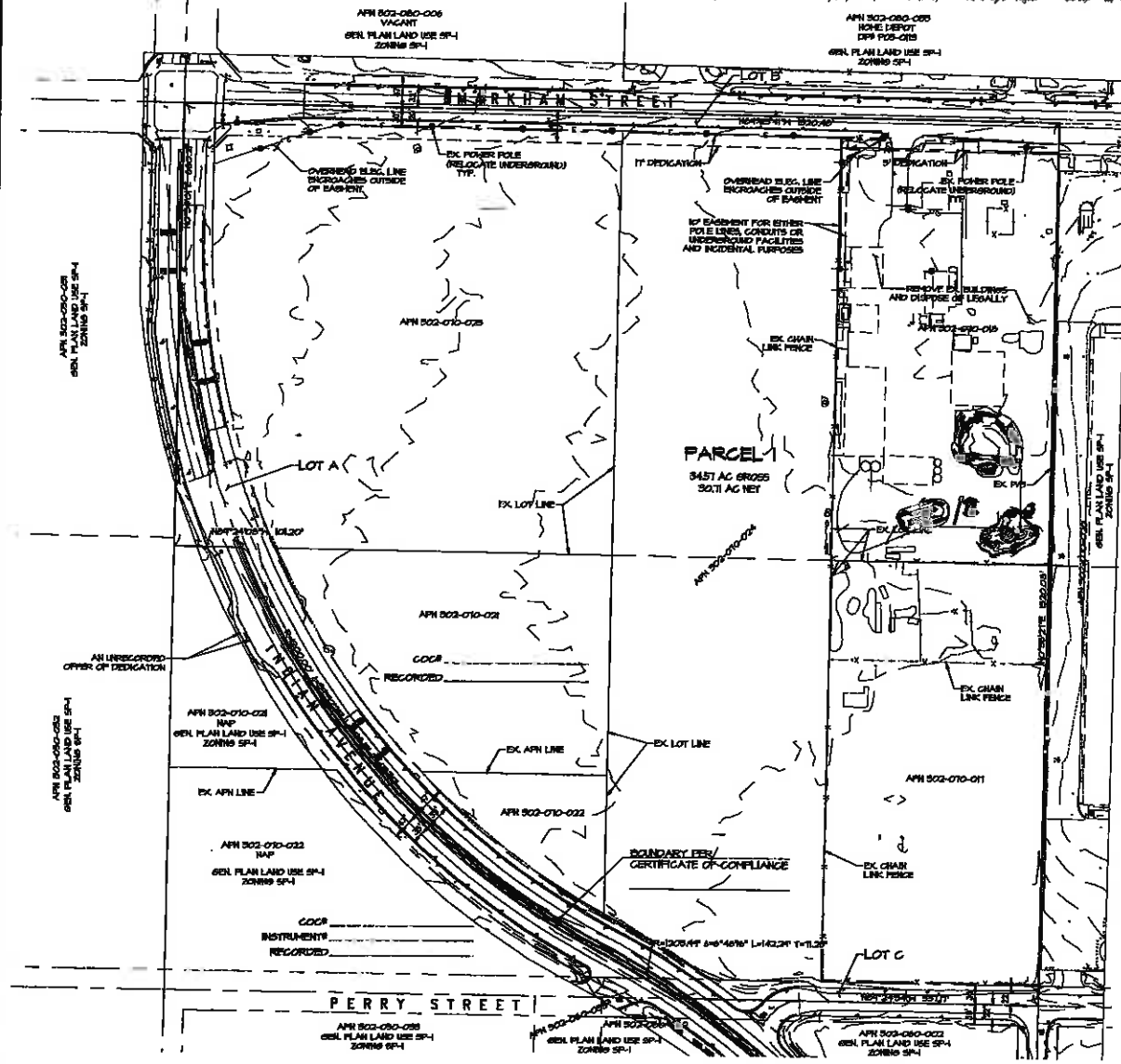
KEYNOTES - FLOOR PLAN

- 1 CONCRETE TIE-UP PANEL.
- 2 STRUCTURAL STEEL COLLAR.
- 3 TYPICAL STRUCTURAL MEMBER WITH BRACING, SEE CIVIL FLOOR-UP AND FLOORING FOR WELDS, CLIPS AND LOCATIONS.
- 4 CONCRETE RAMP.
- 5 3'-0" WIDE "STAIR" DOWN CONCRETE EXTERIOR LANDING AND TYPICAL AT ALL EXTERIOR AND ACCESS TO UNCOVERED AREAS, FINISH TO BE SMOOTH SMOOTH FINISH, PROVIDE WALK TO HAND RAILINGS FOR LEFT HAND TRAFFIC.
- 6 2'-0" WALK DOOR, VERTICAL, LEFT, STANDARD CONCRETE.
- 7 2'-0" WALK DOOR, VERTICAL, LEFT, STANDARD CONCRETE.
- 8 2'-0" WALK DOOR, VERTICAL, RIGHT AND DOWN.
- 9 ASPHY ASIDE.
- 10 ROOF ACCESS LANDING.
- 11 CONC. FILL UNDER FOOT, IF USE LESS 4" DIA.
- 12 INTERIOR DOORFRAME WITH INSULATION SLIPPER.
- 13 WALK RAMP A DOORWAY WITH W/INTERIOR ACCESS.
- 14 EXTERIOR CONCRETE SIDE.
- 15 ROCK BARRIER.
- 16 WALK LANDING.

GENERAL NOTES - FLOOR PLAN

- A. THIS BUILDING IS DESIGNED FOR WIND SPEED EXCEEDING 150 MPH ACCORDING TO ASCE 7-10. A SEPARATE PROXY SHALL BE PROVIDED FOR THE PROHIBITION OF WIND.
- B. THE WIND LOADINGS SHALL BE APPROVED FOR THE DEPARTMENT.
- C. THE BUILDING FLOOR SLAB SHALL BE 12" THICK, SEE "C" DRAWING FOR FLOOR SLABING.
- D. FLOOR SLAB SHALL BE SMOOTH WITH LAPLAP/ UNREINFORCED CONCRETE UNLESS OTHERWISE NOTED.
- E. STRUCTURAL MEMBERS CONCRETE SHALL BE SMOOTH WHITE, EXTERIOR ARE TO RECEIVE GREY FINISH ONLY. ALL CIVIL, SEE WALLS IN BRIDGE/TO REMOVE 1' HIGH OF BRICK TO CONCRETE.
- F. SLAB FLOOR SHALL BE 1/2" TO 3/4" TO EXCEED AT ALL PERFORM. SEE "D" DRAWING FOR FLOOR FINISH LOCATIONS.
- G. ALL BRACINGS ARE TO THE FACE OF CONCRETE PANEL WALL, BRACING ON FACE OF STEEL BEAM.
- H. SEE CIVIL DRAWING FOR POINT OF CONNECTION TO OFF-SITE UTILITY, CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
- I. FOR DOOR EYES AND SINKS, SEE CIVIL, STREET P.O.A. MARK ALL DOORS FOR DOOR EYES AND SINKS, SEE CIVIL DRAWING.
- J. CONTRACTOR TO PROVIDE AND KEEP THE FLOOR SLAB CLEAR ALL EQUIPMENT TO BE INSTALLED INCLUDING CURBS AND WALLS.

CITY OF PERRIS DUKE PERRIS TENTATIVE PARCEL MAP 37187



APPLICANT:
COMPANY: DUKE REALTY CORPORATION
CONTACT: ADAM BORDO
ADDRESS: 800 SPECTRUM CENTER DRIVE
 SUITE 180 IRVINE, CA 92618
PHONE: 949 717-0000

PROPERTY OWNERS:
APN 802-080-001, 002, 004
 PROWORTH TRUST FAMILY
 LEO PROWORTH
 1240 CALLE ARROYA
 ROCKLAND HEIGHTS, CA 91466
APN 802-080-005
 MICHAEL V. LEUNG & HEUNG A. HEUNG
 31212 PALMA AVENUE
 MERRIDALE, CA 92688
APN 802-080-002, 003
 JERRY WELLS & LYNNE E. CHEN
 1480 GARFIELD AVENUE
 TRIPLE CITY, CA 91760

ENGINEER:
COMPANY: ALBERT A. HERR ASSOCIATES
CONTACT: ROBERT BERRY
ADDRESS: 3788 VICTORY BLVD
 IRVINE, CA 92606
PHONE: (949) 644-9710
FAX: (949) 704-4260

ARCHITECT:
COMPANY: SPA ARCHITECTS
CONTACT: STEVE SMITH
ADDRESS: 1803 BARCLAY AVE, SUITE 100
 BURE, CA 92502
PHONE: (949) 685-0212

TOPOGRAPHY:
 BRAD ADAM, SURVEYOR, INC.
 371 AMERICAN AVE, SUITE A
 RIVERSIDE, CA 92503
 TEL: 951-511-2223
 DATED: 02-2-2016

UTILITY COMPANIES:
 WATER: EASTERN MUNICIPAL WATER DISTRICT
 SEWER: EASTERN MUNICIPAL WATER DISTRICT
 GAS: SOUTHERN CALIFORNIA GAS COMPANY
 POWER: SOUTHERN CALIFORNIA GAS COMPANY

LEGAL DESCRIPTION:
 FROM TO FIRST AMERICAN TITLE INSURANCE COMPANY REPORTS 2013-16-PER-022 DATED 02/03/03, 2013-14 DATED 02/03/03, AND 2013-15 DATED 02/03/03 FOR A DETAILED LEGAL DESCRIPTION.

SCHOOL DISTRICT:
 VAL VERDE UNITED SCHOOL DISTRICT

ACREAGE:
 LOT A: 2.05 AC NET OF MAY DEDICATION BROAD AVENUE
 LOT B: 1.05 AC NET OF MAY DEDICATION HARBORWAY STREET
 LOT C: 0.95 AC NET OF MAY DEDICATION PERRY STREET
 NET: 3.071 AC
 GROSS: 3451 AC

LAND USE/ZONING:
 EXISTING/PROPOSED ZONING: SP-1
 EXISTING/PROPOSED GENERAL PLAN USE: SP-1
 EXISTING/PROPOSED LAND USE: VACANT/RESIDENTIAL

NOTES:
 1. 2013 TRIMBLE BROTHERS MAP, PARCELS 341, 480 & 7, 1 & 1
 2. THIS AREA IS NOT SUBJECT TO LIGERATION OR OTHER GEOLOGIC HAZARDS WITHIN A SPECIAL STUDY AREA.
 3. THIS AREA IS WITHIN THE PERRIS VALLEY COMMERCIAL SPECIFIC PLAN.
 4. THIS PROJECT IS NOT WITHIN A COMMUNITY SERVICES DISTRICT.
 5. A PORTION OF THIS PROJECT IS WITHIN THE AIRPORT OVERLAY ZONE, APN 1

SCALE: 1" = 80'

DATE: 02/02/16

DESIGNED BY: ADAM BORDO

PREPARED BY: ADAM BORDO

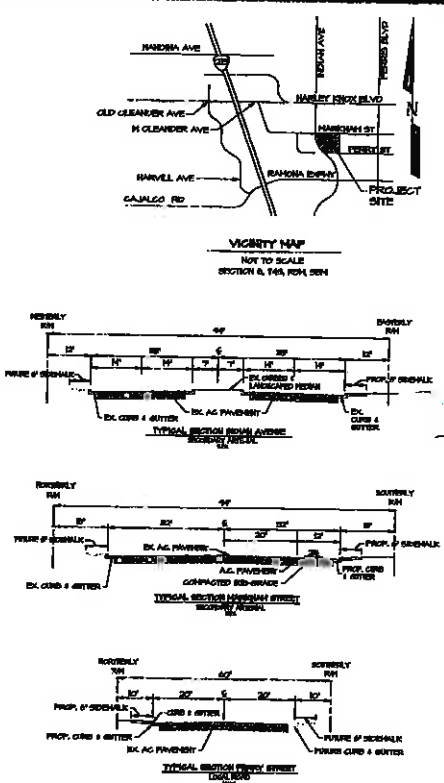
PLN. CK. REP.: ADAM BORDO

ENGINEER: ROBERT BERRY

REGISTERED PROFESSIONAL ENGINEER: 44444

DATE: 02/02/16

PROJECT: 15-0001



SCALE: 1" = 80'	DATE: 02/02/16	DESIGNED BY: ADAM BORDO	ENGINEER: ROBERT BERRY	REGISTERED PROFESSIONAL ENGINEER: 44444
PROJECT: 15-0001	DATE: 02/02/16	DESIGNED BY: ADAM BORDO	ENGINEER: ROBERT BERRY	REGISTERED PROFESSIONAL ENGINEER: 44444

**TENTATIVE PARCEL MAP 37187
CITY OF PERRIS
DUKE PERRIS**

APN: 8-080-002
SHEET: 1
DATE: 02/02/16
CHK. NO.:

03/10/16 10:51 AM WinView\perris\15-0156-C-Perris_Ap... 1/12/2016 8:52:10 AM



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

22 July 2016

MEMORANDUM FOR RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Airport Land Use Commission
Received

AUG 01 2016

FROM: 452d Mission Support Group/Civil Engineers
Base Operating Support
610 Meyer Drive, Bldg. 2403
March ARB CA 92518-2166

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

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

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

5. While the proposed use may be consistent with the zoning and land use guidelines, in referencing a map of the area, this site is approximately 1.14 miles from the arrival end of Runway 32. Based on a statistical analysis by the USAF, Aircraft Accident Data, approximately 10 percent of recorded accidents have taken place within an APZ I Zone (AICUZ). The location of the development presents a concern due to the APZ I at the south end of Runway 14/32. Developments in this area should not be used for high-density functions, since the objective of the land use guidelines in and around APZs is to restrict people-intensive uses and hazardous materials/chemicals, due to a greater risk of aircraft incidents in these areas. The intensity in APZ I is restricted to 25 people and 50 people in APZ II per acre IAW DoD Instruction 4165.57, March 12, 2015 and Air Force Instruction 32-7063, December 18, 2015.

6. The building height is a cause for concern. We request the latitude and longitude of the southeast and northeast corners and the ground elevation of the warehouse along this façade in order to confirm the building falls within established height restrictions. Consultation with the Federal Aviation Administration will be required and we will also require a Terminal Instrument Procedures (TERPS) review.

7. To help eliminate any potential adverse effects on aircraft operations at MARB, we ask that materials provided in construction be of a non-reflective material such as outside ductwork, windows and roofs by means such as painting or covering. In addition, none of the project improvements shall create:

- Distracting lights which could be mistaken for airport lights
- Sources of dust, steam, or smoke which may impair pilot visibility
- Sources of electronic interference with aircraft communications or navigation.

8. The following are some mitigating measures and it is our desire that all such steps be researched and implemented.

- BMPs must be reviewed by the Base and must not introduce hazards related to bird strikes
- Solar panels or any reflective materials on the rooftop are prohibited
- No hazardous materials should be stored within the APZs
- Noise level hazards must be mitigated
- Personnel density in the floor area within APZ I is not allowed to exceed the 25 persons/acre and 50 persons/acre in APZ II.

9. Thank you for the opportunity to again, review and comment on this proposed development. If you have questions, please contact Ms. Denise Hauser at (951) 655-4862.



SEAN P. FEELEY
Acting Base Civil Engineer

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

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

PLACE OF HEARING: Eastern Municipal Water District
Board Chambers
2270 Trumble Road
Perris CA 92570

DATE OF HEARING: August 11, 2016

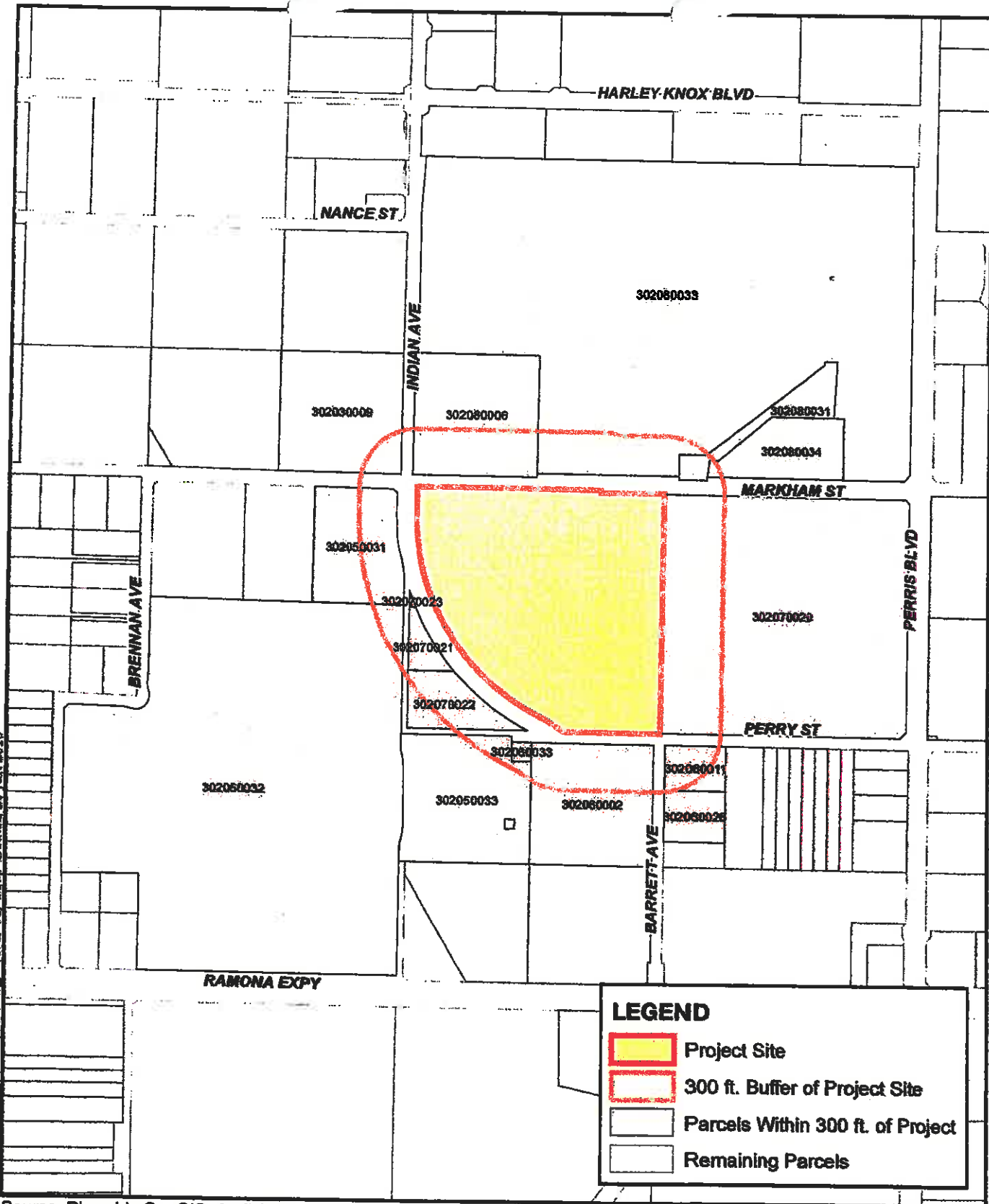
TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

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

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

G:\2016\16-0156\GIS\Parcels_300ft.mxd; Map created 20 Jun 2016



LEGEND

- Project Site
- 300 ft. Buffer of Project Site
- Parcels Within 300 ft. of Project
- Remaining Parcels

Source: Riverside Co. GIS, April 2016.

Parcels Within 300 ft. of Project Indian Ave. and Markham St.



Airport Land Use Commission
Received

OCT 24 2016



September 29, 2016

Mr. Paul Rull
Riverside County ALUC
Riverside County Administrative Center
4080 Lemon Street
Riverside, CA 92501

Subject: Case: ZAP1204MA16
APNS: 302-050-002 thru -005, -010, -011;302-060-032, 302-260-070
Perris Valley Logistic Center (Formerly Oakmont Industrial PM 36010)

Dear Mr. Paul Rull:

The subject project requires water, sewer and recycled water services from EMWD. The details of said service connection points are further detailed in a separate document, known as EMWD's Plan of Service (POS), developed by the project proponent and approved by EMWD.

The subject project is an active project with EMWD's New Business Department, with a POS Work Order Number 15123, an RWUE WO Number 15122, a Plancheck WO Number 15205, and with a project Record Number WS2011-201.

The POS evaluation identified requirements to construct new facilities, such as on-site and offsite water, sewer and recycled water pipelines, as well as associated easements and/or Right-of-Way Permits to adequately serve the project demands.

Attached, please find a copy of the latest approved Amended POS for the subject project, as issued by EMWD.

Mr. Paul Rull
September 29, 2016
Page 2

If you have questions or concerns, please do not hesitate to contact me at (951) 928-3777, extension 4468 or by e-mail at El-hagem@emwd.org.

Sincerely,



Maroun El-Hage, M.S., P.E.
Senior Civil Engineer
New Business Department
Eastern Municipal Water District

MEH:emn

Attachment

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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PLACE OF HEARING: **Eastern Municipal Water District
Board Chambers
2270 Trumble Road
Perris CA 92570**

DATE OF HEARING: August 11, 2016

TIME OF HEARING: 9:00 A.M.

RECEIVED
JUL 27 2016
ENWD - MAIL ROOM

CASE DESCRIPTION:

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

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Board of Directors May 9, 2013

President
Philip E. Paufe

Vice President
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Ronald W. Sullivan

General Manager
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**Director of The
Metropolitan Water
District of So. Calif.**
Randy A. Record

**Board Secretary and
Assistant to the
General Manager**
Rosemarie V. Howard

Legal Counsel
Lemieux & O'Neill

Final Plan of Service - Amended

Howard Industrial Partners
Attn: Tim Howard
155 N. Riverview Drive
Anaheim Hills, CA 92808

Webb & Associates
Attn: Jason Ardery
3788 McCray Street
Riverside, CA 92506

Re: Perris Valley Logistics Center – PM 36010 – POS W.O. 15123, RWUE W.O. 15122, PC W.O. 15205

Thank you for inquiring about water, sewer, and recycled water services from Eastern Municipal Water District (EMWD). I hope the following information is useful.

GENERAL

The subject project involves development of approximately 92.3 acres of industrial buildings. This master plan of service will identify potential ultimate facilities needed. Any and all phases will be addressed by separate plans of service summaries based on actual conditions of approval. The subject project is located in the City of Perris in Riverside County, situated at the southwest corner of Markham Street and Indian Street.

The project is within EMWD's domestic water, sanitary sewer, and recycled water service areas. Services from EMWD will be dependent upon available capacity of EMWD's systems at the time prior to service agreement with EMWD. Based on the latest available information supplied by your engineer, the following information represents the conceptual facilities required at this time to provide adequate service to subject project. These requirements are subject to change, based on further focused studies, changes in land use, or more accurate information prior to the start of construction.

DOMESTIC WATER

The project shall receive water service from EMWD's Oleander Water Storage Reservoirs having a high water level (HWL) of 1,627 feet. Service from this pressure zone will require that EMWD provide a Notice of High Pressure Condition for pads receiving more than 80 psi and a Low Pressure Condition for pads less than 40 psi.

Mailing Address: Post Office Box 8300 Perris, CA 92572-8300 Telephone: (951) 928-3777 Fax: (951) 928-6177
Location: 2270 Trumble Road Perris, CA 92570 Internet: www.emwd.org

In order to provide adequate and reliable potable water service to the subject project, the developer is required to construct the following additional water facilities:

- Per EMWD hydraulic modeling performed in November 2012 and based on alternative selected by owner and consultant, **the following pipelines need to be reflected as a delta revision on the RWUE prior to RWIP approval:**
 - Approximately 1,650 linear feet of 18-inch transmission water pipeline in the new Indian Avenue. ~~If the 18-inch water pipeline does not meet EMWD's standards / easement requirements / separation then it would have to be relocated on the new alignment of Indian Avenue. This will be evaluated during plan check.~~
 - Approximately 2,800 linear feet of 18-inch water pipeline in Markham Street from Indian Avenue to Webster Avenue.
- Onsite private system, use EMWD Standard for (Manifold) Private Connections to Existing & Proposed Waterlines (dated 11-21-08) attached.
- Indicate locations of Points of Connection (POC's) to show onsite looping.
- Fire flow testing was performed on provided conditions of approval at 4,000 gpm for 4 hours. Attached is the fire flow letter of hydraulic model testing on the proposed construction improvement and abandoned facilities aforementioned above.

Furthermore, the following water facilities will be removed / abandoned in-situ as noted:

- Approximately 2,390 linear feet of 20-inch water pipeline in old Perry Street will be abandoned / removed from Brennan Avenue to new Indian Avenue. ~~If the 18-inch water pipeline is constructed in the realigned Indian Avenue, this abandonment / removal will extend westerly to the new Indian Avenue alignment approximately 720 linear feet.~~
- Abandon 12-inch potable waterline in old Indian Avenue from Markham Street to Perry Street.
- Abandon 8-inch raw waterline in old Indian Avenue from Markham Street to Perry Street.

Abandonment details including actual limits, tie-in's and documentation to be determined during plan check.

SANITARY SEWER

The subject project is tributary to EMWD's Perris Valley Regional Water Reclamation Facility. The onsite private improvements, as shown in Exhibit 5 of the Webb POS report dated May 2012, will consist of:

- Approximately 2,500 linear feet of 8-inch sewer
- Approximately 300 linear feet of 12-inch sewer

The proposed private sewer will connect to the existing 16-inch sewer manhole #9 at old Indian Avenue and Ramona Expressway. No additional offsite sewer facilities will be required as part of this project.

RECYCLED WATER

This project is a recycled water candidate. The project shall receive recycled water service from EMWD's regulated pressure zone having a high water level (HWL) of 1,627 feet. Service from this pressure zone will require the design and use of a private booster pump to maintain recycled water pressure.

The public offsite improvements required to provide service include:

- Approximately 1,350 linear feet of 12 inch recycled water pipeline from Nance Street to Markham Street in Indian Ave is an implementing facility proposed to be constructed by the Markham Business Center Project.
- Approximately 1,670 linear feet of 12-inch recycled water pipeline from **approximately 670 linear feet north of** Markham Street to Perry Street via the new realigned Indian Avenue per the accepted RWUE. The project need is an 8-inch recycled water pipeline; the District has an approved Project Authorization Request (PAR #2012/054) to pay for oversizing of this facility. ***Note: Developer has discussed the possibility of a tenant utilizing cooling towers. This additional demand and potential for brine discharge is not accounted for, therefore, confirmation of the future tenant and subsequent need for cooling towers would require the developer to submit a revised POS package and RWUE for demand and oversizing confirmation prior to completion of project's current phase.***
- Approximately 1,350 linear feet of 12-inch recycled water pipeline in Markham Street from Indian Avenue to Brennan Avenue per the accepted RWUE.
- Approximately 150 linear feet of 8-inch recycled water pipeline in Brennan Avenue south from Markham Street.
- ***The RWUE requires a delta revision to correct the potable water facility improvements as defined in the Domestic Water prior to the RWIP approval.***

Please note that it is the developer and the engineer's responsibility to provide the District with the latest information on the subject project as changes to the Condition of Approval, Land Use or intended use of structure will most likely require the POS to be revised and updated accordingly. If this is to be found out later in the EMWD process it most likely will delay the project approval as it must be done to reflect the changes. ***Also an approved POS is only valid for six months, or until the first Plan Check is submitted, whichever occurs first.***

Please feel free to contact me if you have any questions or need additional information.

Respectfully,



Brian Raines
Civil Engineer II
Engineering Department
New Business Development
Plan of Service Section
(951) 928-3777, X 4467



Maroun El-Hage
Senior Civil Engineer
Engineering Department
New Business Development
Plan of Service Section
(951) 928-3777, X 4468

List of Attachments:

Project Plan & Vicinity Exhibit
POS Sewer facilities Exhibit
EMWD Standard for (Manifold) Private Connections for Waterlines
RWUE (recycled) facilities Exhibit
Conditions of Approval
EMWD Fire Flow Test Results
Static pressure calculation
POS Summary Spreadsheet
PAR RW oversizing

List of References:

Webb's Perris Valley Logistics Center EMWD POS (May 2012)
Water Supply Assessment (approved 7/16/08)
EMWD's Planning & Design Criteria
EMWD's Master Water/Sewer/Recycled Master Plans

PLAN OF SERVICE SUMMARY - AMENDED

***** NOTE TO APPLICANT: To fill out this form, please ensure that you are utilizing the latest design guidelines, noted below. *****
 - EMWD's "Water System Planning & Design" guidelines, Updated Feb 2006, and revised Sep 14, 2006
 - EMWD's "Sanitary Sewer System Planning & Design" guidelines, Updated Feb 1993, and revised Sep 1, 2006

Applicant to complete Gray sections. EMWD to complete Yellow/White sections

I. PROJECT INFORMATION

City View Reference No.: AFS NF
 POS - Work Order:
 Plan Check - Work Order:
 Grid Partition:
 ID (WS):
 Thomas Guide:

Conditional POS Yes No

Project Name:

Cross Streets:

(a) Include TTM, TR, PM, SP, APN or other applicable number or name

II. WATER DEMAND AND SEWER FLOW ASSESSMENT

AREA DESCRIPTION	POTABLE LAND USE	WATER							SEWER			
		AREA SIZE		DEMAND PROJECTIONS		PEAK FACTOR			FLOW PROJECTIONS			
		AC	DU	(GAL/AC)	(GAL/EDU)	ADD	MDD	PKHR	(GAL/AC)	(GAL/EDU)	ADF	
Building D	Industrial	70.8		2000		141,600			1700		120,360	
Area C (Bldg A-C,E)	Industrial	27.7		2000		55,400			1700		47,090	
						0					0	
						0					0	
						0					0	
TOTAL (GPD)						197,000			TOTAL (GPD)			167,450
TOTAL (GPM)						137			TOTAL (GPM)			116
									PEAK FACTOR			2.13

AREA DESCRIPTION	IRRIGATION (b) LAND USE	WATER									
		AREA SIZE		DEMAND ASSMT.		PEAK FACTOR					
		AC	DU	(GAL/AC)	(GAL/EDU)	ADD	MDD	PKHR			
Area C	Industrial	12.69		2000		25,380	1.5				
						0					
TOTAL (GAL)						25,380					
TOTAL (GPM)						18					

BOARD APPROVAL REQUIRED? Yes No

(b)

III. WATER SUPPLY

Source:

Capacity: Yes No

MAP SUBMITTED TO RALPH PHRANER FOR REVIEW/COMMENT?

IV. WATER PRESSURE (c)

Pressure Zone: HWL Pressure Conditions: High Low

Notes:

Include attachments (such as hydraulic calculations, maps, etc.) when necessary

(c)

PLAN OF SERVICE SUMMARY - AMENDED

V. WATER TRANSMISSION

Nearest Pipeline Facility w/Capacity: 20-inch WL in Perry St., 8-inch WL in Brennan Ave. 12-inch in Markham Ave. (partial frontage)

VI. WATER FACILITY REQUIREMENTS ^(a)

	Onsite/Offsite	Dia (in)	Length (ft) ^(b)	Location	Limits	Size needed by Project
Pipeline:	Offsite	18	1650	new Indian Ave	Perry St. to Markham St.	18
Pipeline:	Offsite	18	2800	Markham St	Webster Ave to Indian Ave	18
Pipeline:						
	Onsite/Offsite	Size	Unit	Location		
Booster Plant:						
Storage Tank:						
Implementing facility:						
Notes:	Abandonment of ~2,390 LF of 20-inch WL in Perry St. from Brennan Ave to old Indian Ave. Manifold POC's, private onsite - see POS letter for further details / background conditioning					

Include attachments (such as hydraulic calculations, maps, etc.) when necessary
 (e) Approximate lengths for planning purposes only
 (f)

VII. SEWER TREATMENT

Location: Perris Valley Regional Water Reclamation Facility
 Capacity: Yes No

VIII. SEWER COLLECTION

Nearest Pipeline Facility w/Capacity: 15-inch in Ramona Expressway

IX. SEWER FACILITY REQUIREMENTS ^(a)

	Onsite/Offsite	Dia (in)	Length (ft) ^(b)	Location	Limits	Size needed by Project
Pipeline:	Onsite	8	2500			8
Pipeline:	Onsite	12	300			12
Pipeline:						
Pipeline:						
	Onsite/Offsite	Size (gpm)	Interim/Perm	Location		
Lift Station:						
Implementing facility:	N/A					
Notes:						

Include attachments (such as hydraulic calculations, maps, etc.) when necessary
 (g) Approximate lengths for planning purposes only
 (h) If interim, describe method of abandonment
 (i)

PLAN OF SERVICE SUMMARY - AMENDED

X. RECYCLED WATER TRANSMISSION

Nearest Pipeline Facility w/Capacity: Intersection of Indian St (12-inch) and Nance St (16-inch)

XI. RECYCLED WATER FACILITY REQUIREMENTS ⁽ⁱ⁾

	Onsite/Offsite	Dia (in)	Length (lf) ⁽ⁱⁱ⁾	Location	Limits	Size needed by Project
Pipeline:	Offsite	12	-1,670	Indian Ave	Markham St to Perry St	8
Pipeline:	Offsite	12	-1,350	Markham St	Indian Ave to Brennan Ave	12
Pipeline:	Offsite	8	-150	Brennan Ave.	Markham St south	8
Booster Plant:	Onsite/Offsite	Size	Unit	Location		
Storage Tank:						
Implementing facility:	-690 LF of 12-inch pipeline from Nance St / easement through Markham Business Center (PM 33587) to -670 LF north of Markham St.					
Notes:	Indian Ave oversizing reimbursement approved via PAR on 6/19/12. If project proceeds before PM 33587, then developer must construct implementing facility.					

Include attachments (such as hydraulic calculations, maps, etc.) when necessary

(i) Approximate lengths for planning purposes only

(k) RWUE has it been completed: Yes No

Comments: RWUE needs to be updated to reflect potable water transmission changes

XII. FRONTAGE ^(j)

Water/Sewer	Description/General Location	Existing Frontage Memo #	Type ^(j,k)	Length (lf)	\$ Amt/lf	Total
TBI	Deferred - to be completed at Agreement phase					\$0
						\$0
						\$0
						\$0

(j) "Potentially Reimbursable" means: Potentially Reimbursable to project sponsor, upon acceptance of facilities by EMWD, with a sunset of 10 years
 (k) "Non-Reimbursable" means: Fee owed by this applicant to original sponsor (see Existing Frontage Memo for reference)

Estimated for budgetary purposes only

(l) Special Funding / Agreement Area: Yes No

(If Yes) Name of Area: _____

Signature _____
(EMWD-FRONTAGE)

Date _____

XIII. Fire Flow Demand

Has applicant received a fire flow letter or fire flow test by EMWD:

Yes Waiting for result Need to request

Did it meet the fire flow demand:

Yes No

Fire flow demand (GPM):

4000 (GPM)

Fire flow duration (HRS):

4 (HRS)

Have we received a copy of Fire Flow Conditions or onsite private calcs:

Yes No

Comment: _____

Note: -Estimated for planning purposes (at a 20 psi residual pressure). Actual fire flow and duration will be established by the governing Fire Marshall.

PLAN OF SERVICE SUMMARY - AMENDED

XIV. COMMUNITY FACILITIES DISTRICT (CFD)

Is this project developer funded: Yes No

Is this project in a CFD: Yes No

If yes, who is the lead agency: EMWD Yes No
 Other: _____

XV. FINANCIAL PARTICIPATION CHARGES ^(m)

S.O. by New Business Representative? Yes No *If 'Yes', applicable fees will be calculated through service application process*

XVI. ESTIMATE CONNECT FEES FOR APPLICANT BENEFIT

All connection fees can be estimated via our EMWD website.
 Visit http://www.emwd.org/new_biz/construction_fee-schedule.html for our complete fee schedule.

XVII. TIME LIMITATION

The District reserves the right to re-condition this Plan of Service Summary after six (6) months of approval.

XVIII. ADDITIONAL NOTES

- 1- ~~This summary amended due to updated information from proposed development, ongoing discussions in plan check regarding proposed facilities, site improvements and stakeholder agreement~~
- 2- _____
- 3- _____
- 4- _____

Date

XIX. EMWD's POS STAFF DISPOSITION:

- 1- This Plan Of Service was developed based on the latest Conditions Of Approval (COA) dated 12/8/09 and 8/31/11 (Fire), as provided by the applicant.
- 2- It is the applicant's responsibility to provide any updates or revisions to the Project COA (during the development, or after the approval, of the POS) so the Plan Of Service can be revised and updated accordingly: Failure to provide timely COA updates or revisions may cause potential additional scope/costs and/or delays in processing the project during subsequent phases (such as Plan Check or Agreement phases).
- 4- As part of submitting a final design set of plans to EMWD, applicant shall:
 - a- include the correct Plan Check deposit amount, by consulting the attached Schedule of Deposits.
 (Applicant to call or refer to EMWD's web page, to confirm the latest required deposit amount currently in effect)
 - b- include a copy of this signed POS summary and letter along with the Plan Check Submittal
 - c- submit the final design plans for plan check as follows: water plans shall be submitted separately from sewer plans, thereby requiring two separate Plan Check Work Orders.

Prepared By: J. Baker 10/27/2011

Reviewed By: Brian Raines 5/8/2013
 (EMWD'S POS Engineer)

Supervisor initials: *J. Baker* 5/8/13
 (EMWD'S Senior Engineer)

Work Order Closure processed? Yes No

EMWD Approved Stamp, date and Initial:
APPROVED
 Initials: *DAC*
 Date: *5/8/13*

- List Of Attachments:**
- 1- Fire Dept Requirements
 - 2- Project Conditions Of Approval, if available
 - 3- EMWD Fire Flow Test Results
 - 4- Static pressure calculation
 - 5- Project Vicinity Map
 - 6- POS Facilities Exhibit
 - 7- Approved Recycled Water Use Exhibit
 - 8- Reports or special studies
 - 9- CFD Letter, signed by the Owner
 - 10- Plan Check Deposit Schedule
 - 11- Signed "Residential Landscaping Water Budget" (spreadsheet)

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

ALUC Identification No.

ZAP1204MA16

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 6-27-16
 Property Owner See Attached List Phone Number 949-797-7038
 Mailing Address _____

Agent (if any) Duke Realty c/o Adam Schmid Phone Number 949-797-7038
 Mailing Address 300 Spectrum Center Drive, Suite 1450, Irvine, CA 92618

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address North of Perry Street, South of Markham Street, East of Indian Avenue, West of Perris Blvd.
 Assessor's Parcel No. 302-070-017, 302-070-018, 302-070-021, 302-070-022 thru -024 Parcel Size 34.48
 Subdivision Name _____ Zoning Classification PVCC-SP Light Industrial
 Lot Number _____

*March
 01-APZT
 B2766*

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Vacant
 Proposed Land Use (describe) Proposed 669,000SF distribution warehouse on approximately 31 acres located in the Perris Valley Commerce Center Specific Plan at the southeast corner of Markham Street and Indian Avenue. Project is zoned SP and has a land use designation of Light Industrial which are both consistent with our proposed facility.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) N/A
 For Other Land Uses Hours of Use Spec Building
 (See Appendix C) Number of People on Site Maximum Number _____
 Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) 42 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1484.7 ft.

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

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received	_____	Type of Project
Agency Name	<u>City of Perris, 101 N. D Street, Perris CA 92570</u>	<input type="checkbox"/> General Plan Amendment
Staff Contact	_____	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	<u>951-943-6100</u>	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	<u>PLN 16-00008</u>	<input type="checkbox"/> Use Permit
		<input type="checkbox"/> Public Facility
		<input checked="" type="checkbox"/> Other <u>Development Plan Review</u>

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

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

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

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

Rull, Paul

From: Sandy Chandler <sandy.chandler@webbassociates.com>
Sent: Monday, August 15, 2016 4:18 PM
To: Rull, Paul; Nicole Torstvet
Subject: RE: ZAP1204 MA16 Duke Perris TPM 20160812.pdf

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

Sandy G. Chandler, AICP - Entitlement Manager

Albert A. Webb Associates

3788 McCray Street, Riverside, CA 92506

t: 951.248.4291

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

[LinkedIn](#) | [Twitter](#) | [Facebook](#) | [YouTube](#)

From: Rull, Paul [mailto:PRull@rctlma.org]
Sent: Monday, August 15, 2016 11:04 AM
To: Nicole Torstvet; Sandy Chandler
Subject: RE: ZAP1204 MA16 Duke Perris TPM 20160812.pdf

I have received the parcel map exhibit thank you.

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

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

Paul Rull

ALUC Urban Regional Planner IV



Riverside County Airport Land Use Commission

4080 Lemon Street, 14th Floor

Riverside, Ca 92501

(951) 955-6893

(951) 955-5177 (fax)

PRULL@RCTLMA.ORG

From: Nicole Torstvet [mailto:nicole.torstvet@webbassociates.com]
Sent: Monday, August 15, 2016 7:19 AM
To: Rull, Paul; Sandy Chandler
Subject: RE: ZAP1204 MA16 Duke Perris TPM 20160812.pdf

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

Nicole Torstvet - Project Administrator

Albert A. Webb Associates

3788 McCray Street, Riverside, CA 92506

Rull, Paul

From: Nicole Torstvet <nicole.torstvet@webbassociates.com>
Sent: Thursday, July 28, 2016 11:04 AM
To: Rull, Paul
Cc: Nathan Perez; Sandy Chandler; Eliza Laws; Adam Schmid
Subject: ZAP1204MA16 Request for Continuance

Good morning Paul,

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

Thank you,
Nicole

Nicole Torstvet - Project Administrator
Albert A. Webb Associates
3788 McCray Street, Riverside, CA 92506
t: 951.320.6066
e: nicole.torstvet@webbassociates.com w: www.webbassociates.com
[LinkedIn](#) | [Twitter](#) | [Facebook](#) | [YouTube](#)



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Constant Contact

Rull, Paul

From: Sandy Chandler <sandy.chandler@webbassociates.com>
Sent: Tuesday, September 20, 2016 3:56 PM
To: Rull, Paul
Cc: Nicole Torstvet
Subject: RE: ZAP1204 MA16 Duke Perris TPM 20160812.pdf

Hi Paul—On behalf of the applicant, please continue to the next hearing date.

Sandy G. Chandler, AICP - Entitlement Manager
Albert A. Webb Associates
3788 McCray Street, Riverside, CA 92506
t: 951.248.4291
e: sandy.chandler@webbassociates.com w: www.webbassociates.com
[LinkedIn](#) | [Twitter](#) | [Facebook](#) | [YouTube](#)

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 2.3 3-2

HEARING DATE: November 10, 2016 (Continued from October 13, 2016)

CASE NUMBER: ZAP1064BD16 – Shadow Hills RV Resort (Representative: Coachella Valley Engineers)

APPROVING JURISDICTION: City of Indio

JURISDICTION CASE NO: CUP 16-1-1012 (Conditional Use Permit)

MAJOR ISSUES: *On October 13, 2016, the Commission continued the project to its November 10, 2016, meeting to allow time for the applicant to meet with staff to discuss their concerns with project conditions. Staff met with the applicant and revised the conditions as follows:*

- *Conditions were separated into two categories: conditions that apply to the 4 acre expansion area; and conditions that apply to the entire 14 acre project site. Conditions Nos. 1, 2, 4, and 6 shall only apply to the 4 acre expansion area. Conditions Nos. 5, 7, 8, and 9 shall apply to the entire 14 acre project site.*
- *Condition No. 3 was removed.*
- *Minor edits to Conditions Nos. 1, 2e, 5, 8, and 9 to provide additional clarification.*
- *Condition No. 6 was reworded to state that the applicant would submit to the FAA review if new RV heights and site elevations together exceed 70 feet above mean sea level.*

The existing RV resort was established prior to the adoption of the Bermuda Dunes ALUCP and qualifies as a pre-existing use. The applicant is proposing to utilize 4 acres of an adjacent property for temporary usage during events. Should the expansion be approved, 4 acres of land would remain vacant for most of the year. However, during special events (which may ultimately be up to 50 days per year, generally not more than five consecutive days), this 4-acre area would be used for temporary RV spaces or tents. During these special events, a combination of up to 700 camping tents and 259 RV spaces could result in exceedance of Compatibility Zone D single-acre intensity limits if not dispersed. In order for the project to be consistent, a condition has been applied to ensure that the tents are dispersed so as not to exceed the single acre criterion.

In addition, staff received a comment letter dated September 28, 2016, from the property owner of the adjacent 4 acre expansion property, Joseph Tennant of Jefferson Desert St. Property, LLC. This entity is proposing to develop a business park on its acreage (including the 4-acre area in question) and is requesting that the 4-acre area be deleted from ALUC's action on this project. He also provided a copy of a notice issued to Shadow Hills RV Resort on

June 2, 2016, requesting vacation of the leased property within 90 days. The applicant contends that this notice is not consistent with the terms of his lease.

ALUC's role is solely to determine whether the proposal at hand is or is not consistent with the adopted Compatibility Plan, and to advise the local jurisdiction accordingly.

RECOMMENDATION: *Staff recommends that the Conditional Use Permit be found CONSISTENT, subject to the conditions included herein. ~~Staff is requesting additional time to look into the issues raised by Jefferson Desert St. Property, LLC, and, therefore, recommends that the Commission CONTINUE consideration of the matter to its November 10, 2016, public hearing agenda.~~*

PROJECT DESCRIPTION: The applicant proposes to modify and expand the operation of the existing Shadow Hills RV Resort and establish guidelines for special events that would allow additional RV camping on an adjacent 4-acre area and provision for up to 700 tents within the 14-acre area. The applicant is proposing to increase the number of permanent RV spaces from 124 to 135 on the existing 10 acre parcel, provide for an additional 124 spaces on a temporary basis (during special events) located on the adjacent 4 acre parcel to the west, resulting in a total 259 spaces, and allow up to 700 camping tents onsite during major special events to occur up to 50 days per year. The project is divided into two portions: the existing RV park located on a 10 acre parcel, and an adjacent 4 acre parcel which will be used as temporary RV spaces during major special events. The existing RV park currently contains 124 permanent RV spaces. The applicant proposes to add 11 permanent RV spaces. The applicant is also proposing that 700 camping tents be allowed onsite during major special events. (Tent spaces **in the 4-acre area will be are** 300 square feet in area [10 feet by 30 feet] and **will** include vehicle parking area for the tent campers. **Some tent spaces in the existing 10-acre RV Resort may be as small as 200 square feet.**) The applicant proposes to have 124 temporary RV spaces on the adjacent 4 acre parcel during special events. In total, there will be some combination of up to 259 RV spaces and up to 700 camping tents during peak time occupancy, but the maximum levels of each would not occur simultaneously. ~~and a~~ **Excluding special events, the Resort is limited to a maximum occupancy of 1,250 persons, as conditioned by the City of Indio.**

PROJECT LOCATION: The site is located westerly of Jefferson Street and northerly of Varner Road, in the City of Indio, approximately 2,100 feet northerly of the easterly terminus of Runway 10-28 at Bermuda Dunes Airport.

LAND USE PLAN: 2004 Bermuda Dunes Airport Land Use Compatibility Plan

- a. Airport Influence Area: Bermuda Dunes Airport
- b. Land Use Policy: Compatibility Zone D
- c. Noise Levels: 55 - 60 CNEL contour

BACKGROUND:

Non-Residential Average Intensity: Pursuant to the 2004 Bermuda Dunes Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone D. Zone D restricts average intensity to 100 people per acre.

The City of Indio has conditioned the project's 14-acre site for a maximum occupancy of 1,250 persons **unless a special event permit is granted.** ~~during special events.~~ This results in an average intensity of 89 people per acre, which is consistent with the Zone D criterion of 100.

Another method of calculating total occupancy involves multiplying the number of RV spaces and tents by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle). Based on the combined maximum number of RV spaces (259 RV spaces) and tents (700 tents), ~~permitted for use during special events,~~ the total occupancy of the entire 14-acre site would be estimated at 1,439 people. This would result in an average intensity of 103 people, which just exceeds the Zone D criterion of 100 and, therefore, would be inconsistent. If we anticipated that each RV space/tent had 2.0 people, the **combined maximum** occupancy during special events would be 1,918 people or 137 people per average acre, which is inconsistent with **the** Zone D criterion of 100. However, these maximum levels would not occur simultaneously. Rather, the 4-acre area will be used for varying combinations of RVs and tents, depending on the event.

When there are no special events, the occupancy of the park would be 135 RV spaces, resulting in an occupancy of 203 people, and an average intensity of 14 people per acre which is consistent with Zone D criterion of 100. In the case of special events with RV occupancy only, the average intensity on the 4-acre parcel would be consistent even if one were to assume up to 3.2 persons per RV.

Non-Residential Single-Acre Intensity: Pursuant to the 2004 Bermuda Dunes Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone D. Zone D restricts single acre intensity to 300 people per acre.

Based on the site plan provided and project description as previously noted, the single acre intensity can be calculated in three different occupancy scenarios during special events (which is when the ~~peak times occupancy in~~ **occupancies of the project would occur** ~~occurs~~): RV occupancy only, tent occupancy only, and a combination of RV and tent occupancy.

In the RV occupancy-only scenario, the **single 14-acre project** would have a maximum total of 259 RVs (135 permanent and 124 temporary). Based on the site plan, the highest congregation of RVs in a single acre **would be** is located in the northwest corner of the 4 acre expansion parcel, resulting in 36 RV spaces and ~~would accommodate~~ **accommodating** a total of 72 people (using a 2.0 persons per RV space ratio). This is consistent with **the** Compatibility Zone D single acre criterion of 300.

In the tent occupancy-only scenario, the single acre would have a maximum total of 145 tent spaces. Based on a reconfigured site plan, the tents would replace the RVs in the location stated in the above scenario. This would result in a total of 290 people (using a 2.0 persons per tent ratio), which is consistent with Compatibility Zone D single acre criterion of 300.

In the combination RV/tent occupancy scenario, the single acre would have 17 RV spaces and 70 tent spaces, located in the same location as referenced above, resulting in a total of 174 people (using a 2.0 persons per RV/tent ratio), which is consistent with Compatibility Zone D single acre criterion of 300.

Staff is proposing a condition requiring dispersal of tent camping areas, such that not more than 145 tents would be sited in any **one square acre one-acre** area. This would likely limit additional single-acre intensity to 300 persons (i.e., in addition to intensity of the pre-existing RV park **in acre areas where the tents would co-exist with RVs on the original site**).

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

Noise: The site is located within the 55-65 CNEL contour range from aircraft noise. Sensitive uses like the RVs would be impacted by aircraft generated noise, but noise levels resulting from freeway traffic and railroad operations would be more intrusive at this location.

Part 77: The elevation of Runway 10-28 at its easterly terminus is approximately 49 feet above mean sea level (AMSL). At a distance of approximately 2,100 feet from the runway, FAA review would be required for any structures with top of roof exceeding 70 feet AMSL. The project is not proposing any new permanent structures or buildings, just RVs. The project site elevation is 57 feet AMSL, and the anticipated maximum height of the RVs is 12 feet, for a maximum top point elevation of 69 feet AMSL. **At the October hearing, the applicant indicated that RVs may be up to 13.5 feet in height. Therefore, Condition No. 6 requires FAA review at locations within the 4-acre site where site elevations plus new RV height together would exceed 70 feet above mean sea level. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is not required.**

Open Area: The site is located within Airport Compatibility Zone D of the Bermuda Dunes Airport Influence Area, which requires projects 10 acres or larger to designate 10% of project area as ALUC-qualifying open area that could potentially serve as emergency landing areas. The project's 4 acre expansion area does not trigger open area requirements at this time. However, the project has been conditioned that any subsequent project expansions in the future would result in an ALUC review of the entire project including the existing 10 acre site, which would then trigger open area requirements.

CONDITIONS:

The following conditions shall only apply to the 4 acre expansion area.

1. **Any permanent or large scale outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Lighting associated with personal use (camp lanterns, RV lights) is not included.**
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use or activity which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, composting operations, production of cereal grains, sunflower, and row crops, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) **Outdoor nonresidential uses that are susceptible to high noise impacts. Highly noise-sensitive outdoor nonresidential uses.**
- ~~3. The attached disclosure notice shall be provided to all potential purchasers of the property and tenants with rental or lease agreements of 30 days or greater, and shall be recorded as a deed notice.~~
4. Any new detention basin(s) on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be

incompatible with airport operations shall not be utilized in project landscaping.

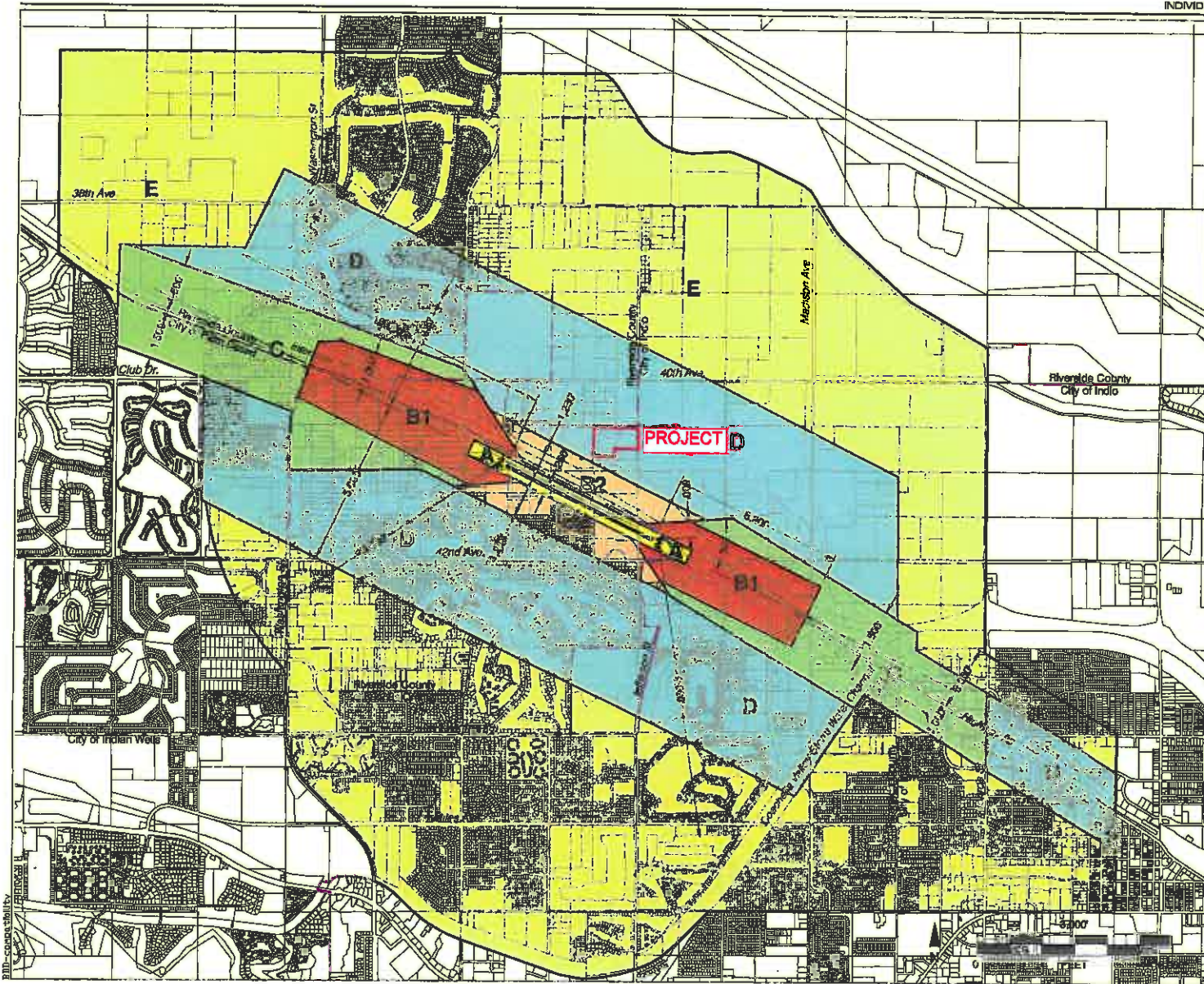
6. **The applicant shall submit to FAA for review at locations within the 4-acre site where site elevations plus new RV height together would exceed 70 feet above mean sea level (AMSL). RVs up to 12 feet in height are permitted at topographical contour locations of 57 feet above mean sea level (AMSL). Any RVs greater than 12 feet in height shall only be permitted at spaces where the ground elevation is at least as many feet lower than 57 feet AMSL as the number of feet by which the RV height exceeds 12 feet. The applicant would have to submit to FAA for review if site elevation plus RV height exceeds 70 feet AMSL.**

The following conditions shall apply to the entire 14 acre project site.

5. The total on-site occupancy shall not exceed 1,400 people, unless the applicable Compatibility Plan is modified so as to increase permissible average intensity levels in Compatibility Zone D to a higher level. If this number were to be exceeded **for more than 12 days in any given calendar year**, the project shall be brought back to ALUC for review.
7. The maximum allowable intensity within any single acre of the site (excluding RV spaces in existence as of 2004) shall be limited to 300 persons.
8. The tent camping area shall be dispersed over the ~~10-acre~~ or 14-acre project site, such that not more than 145 tents are placed in any one **square** acre area.
9. Open area requirements were not applied to this project as the 4 acre expansion is below the required threshold of 10 acres or greater. However, any additional or further project expansions in the future **other than open parking areas that meet ALUC open area requirements** will be considered by ALUC in context with the existing 10 acre RV park and this project's 4 acre expansion area, which will trigger open area requirements.








NOTICE OF AIRPORT IN VICINITY

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



Legend

Compatibility Zones

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

Boundary Lines

-  Airport Property Line
-  City Limits

Note

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

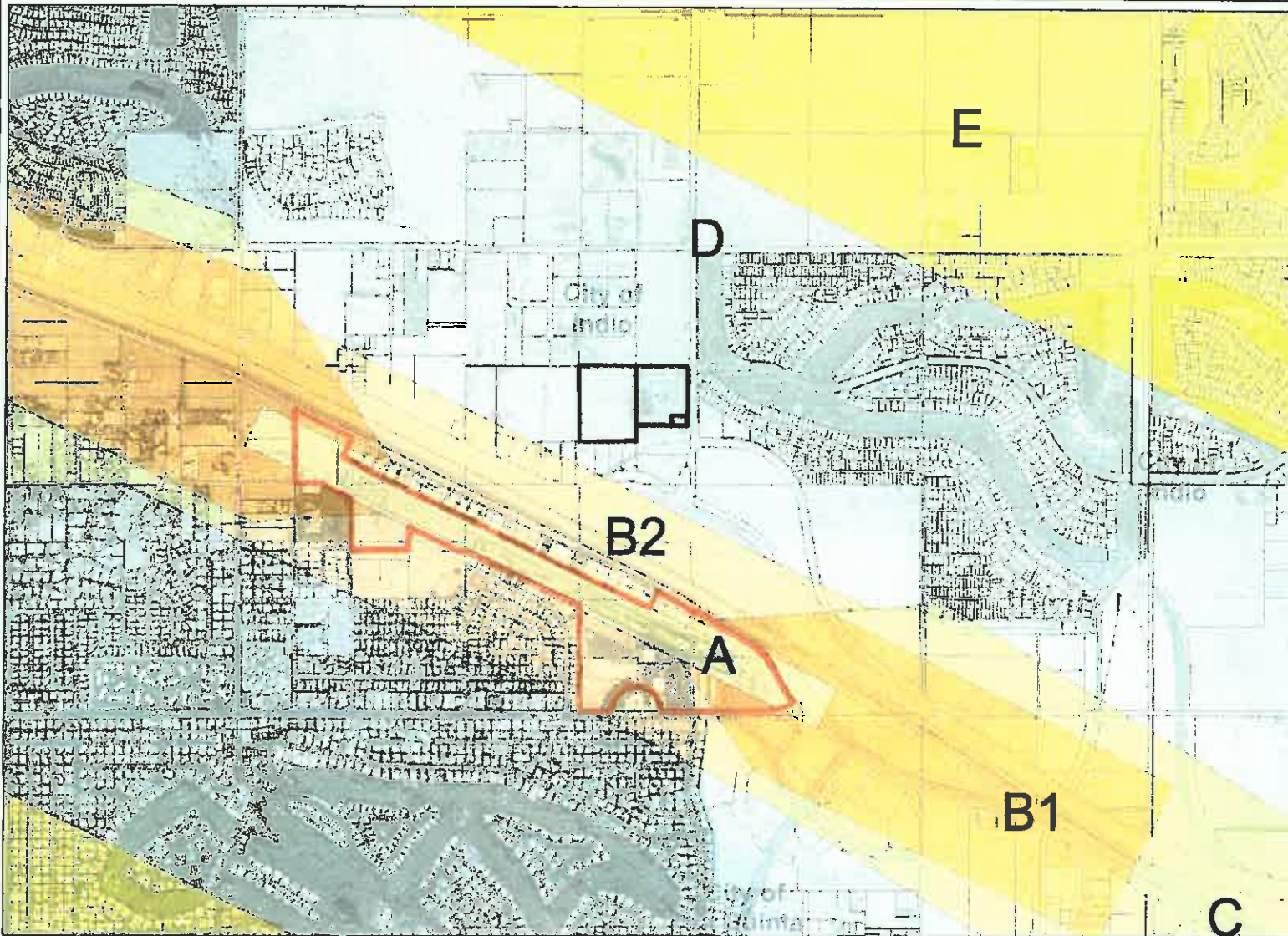
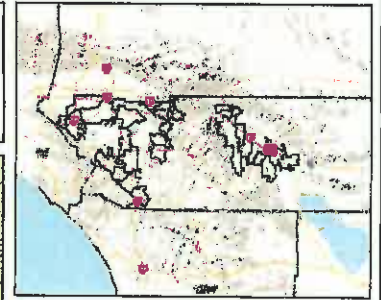
See Chapter 2, Table 2A for compatibility criteria associated with this map.

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

My Map



Legend

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



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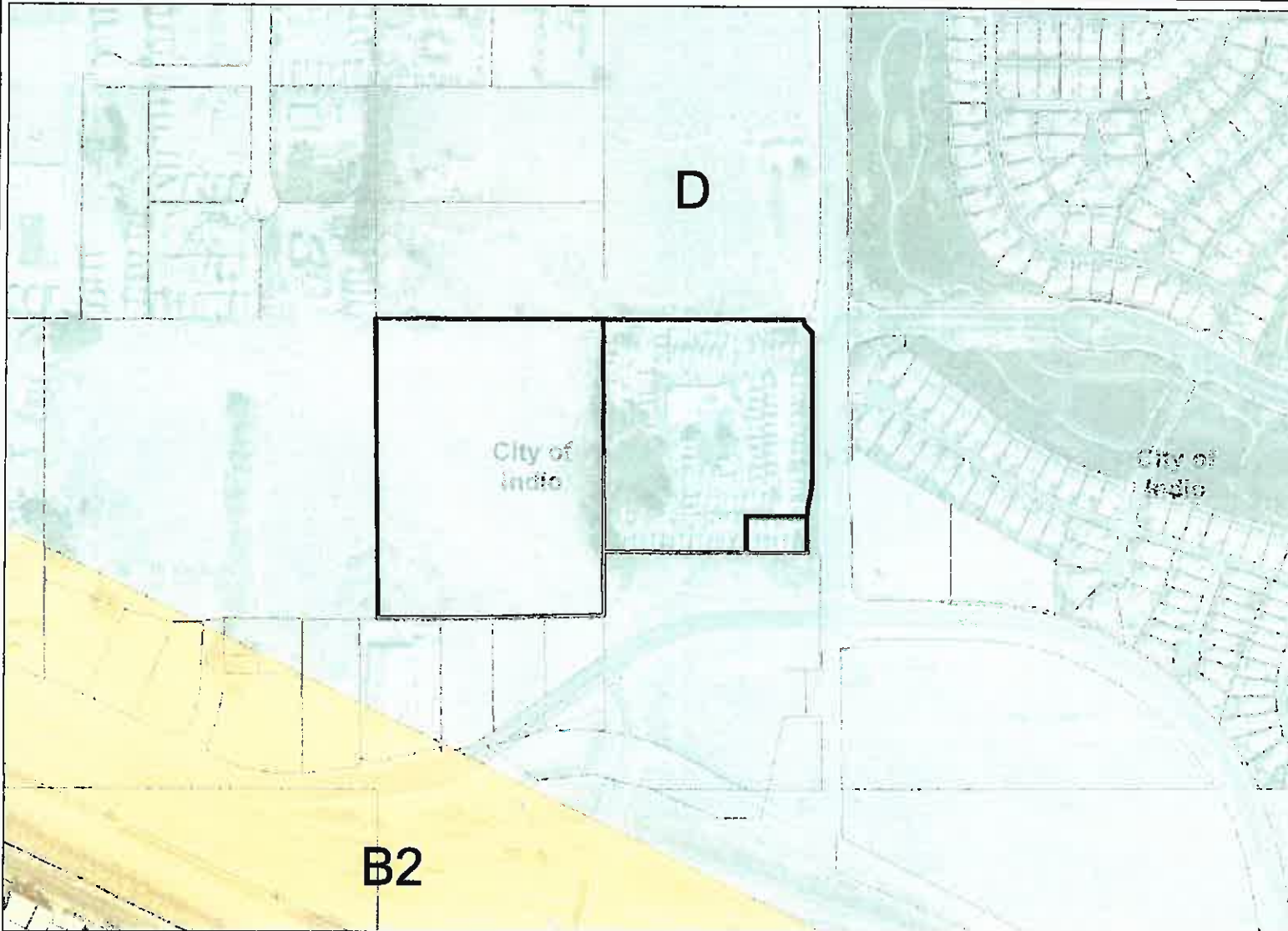
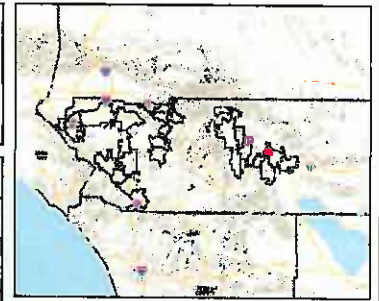
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Notes

My Map



Legend

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



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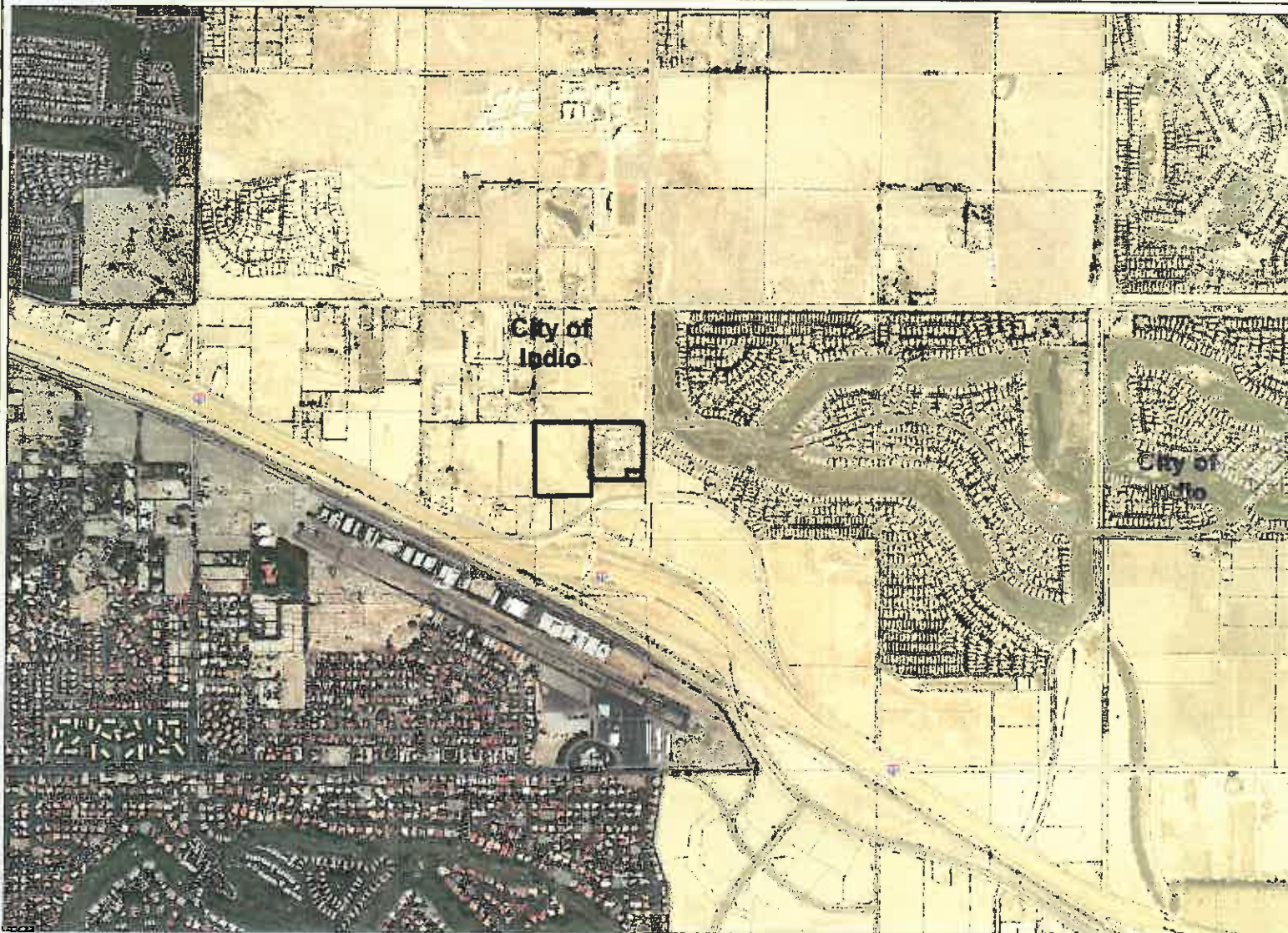
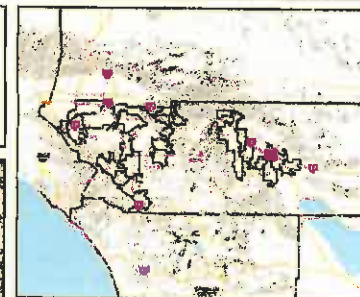
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Notes

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Legend

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



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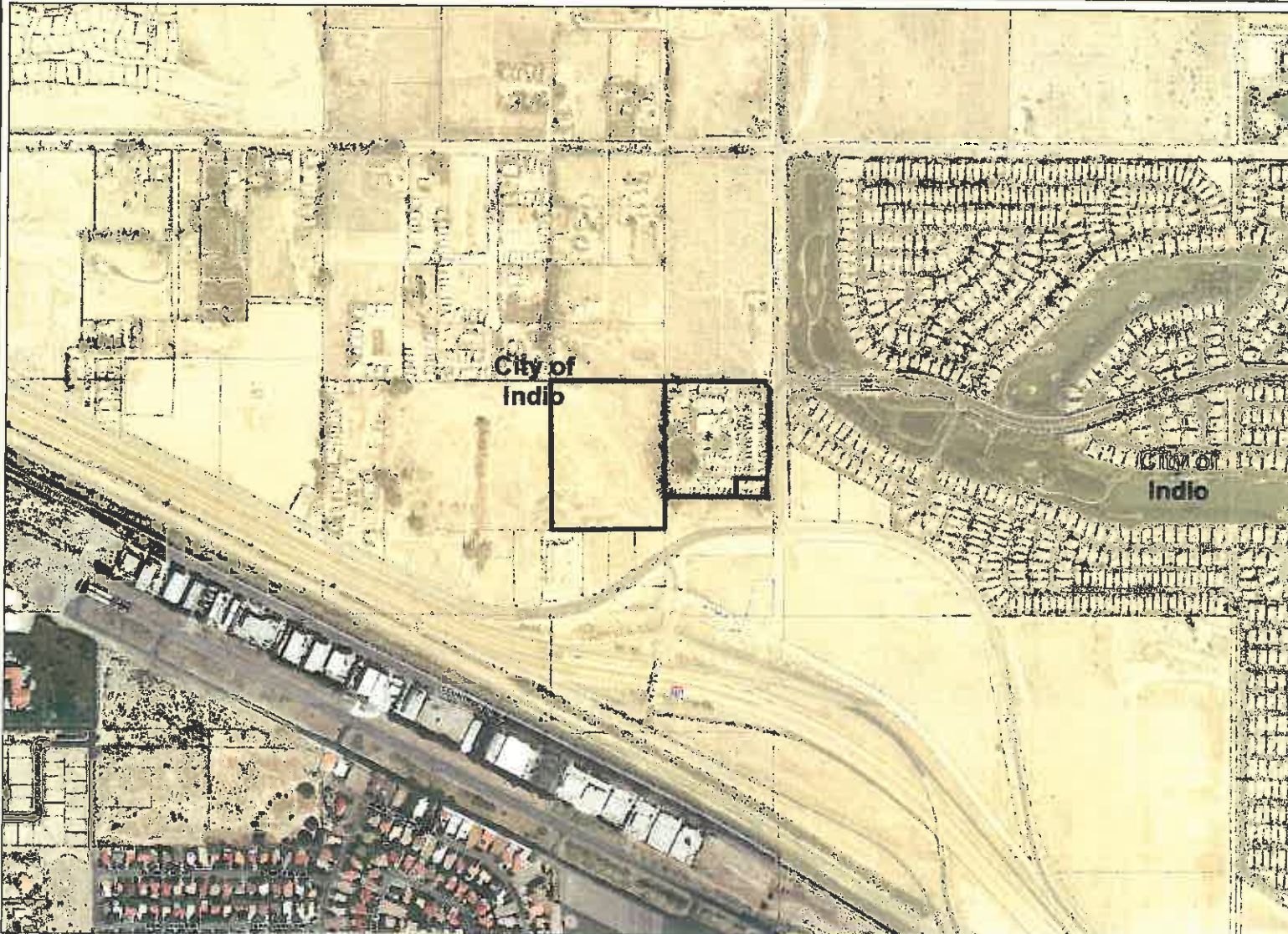
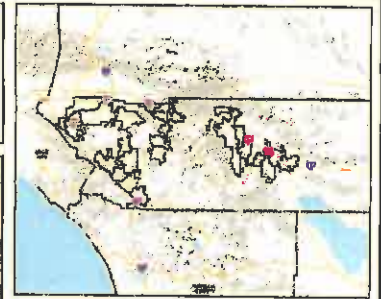
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Notes

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- Cities**
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- Lakes
- Rivers



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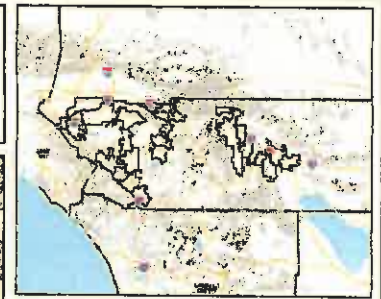
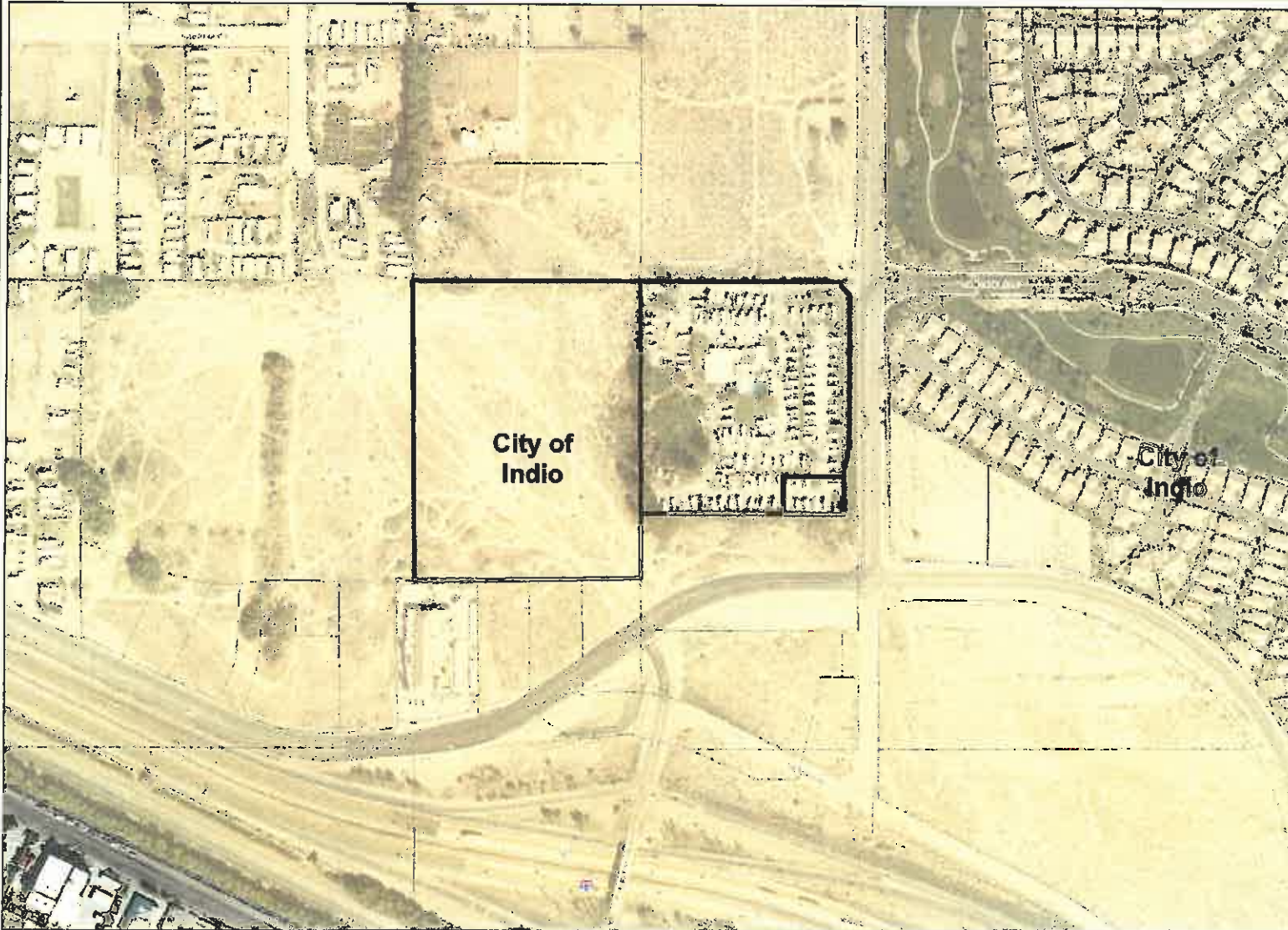
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 - Rivers



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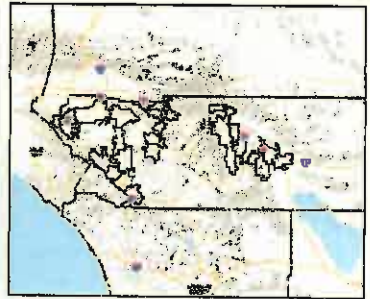
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 - Lakes
 - Rivers



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Notes

IN THE CITY OF INDIO, STATE OF CALIFORNIA

SITE PLAN

A PORTION OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 8,
TOWNSHIP 5 SOUTH, RANGE 7 EAST OF THE SAN BERNARDINO MERIDIAN, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
COACHELLA VALLEY ENGINEERS, INC. FEBRUARY, 2016

OWNER/APPLICANT

DAVID & PAULA TURNER
77-933 LAS MONTANAS ROAD, SUITE 101
PALM DESERT, CA 92211

ASSESSORS PARCEL NUMBER

A.P.N. 607-480-022

LEGAL DESCRIPTION

A PORTION OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 5 SOUTH, RANGE 7 EAST OF THE SAN BERNARDINO MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE EAST LINE OF THE NORTHWEST QUARTER OF SECTION 8, T.5S., R.7E., S.B.M., AS SHOWN ON A RECORD OF SURVEY, FILED IN R.S. 71/78, U.S. COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, BEING: N00°34'04"E

THOMAS GUIDE COORDINATES

PAGE 879 GRID J-5

UTILITIES

WATER SEWER AND IRRIGATION
COACHELLA VALLEY WATER DISTRICT (760) 398-2651
ELECTRIC
SUNBELT IRRIGATION DISTRICT (760) 398-5811
TELEPHONE
VERIZON (909) 463-0000
CABLE
THE CMC COMPANY (909) 427-3900
CABLE
THE TURNER (760) 340-1312

TOPOGRAPHY

FIELD SURVEY PERFORMED BY COACHELLA VALLEY ENGINEERS, INC. IN OCTOBER, 2004. AERIAL SURVEY PERFORMED BY DAH MAPPING, INC., NOVEMBER, 2004.

FLOOD ZONE

FEAR FLOOD ZONE B - AREA PROTECTED FROM THE ONE PERCENT ANNUAL CHANCE (100-YEAR) FLOOD BY LEVEE, DUNE, OR OTHER STRUCTURES SUBJECT TO POSSIBLE FAILURE OR OVER TOPPING DURING LARGER FLOODS. COMMUNITY PANEL NO. 080255 0202 D, REVISED 5/1/1985.

ACREAGE

5.61 AC. ± - 0.0058

SCHOOL DISTRICT

DESERT SANDS UNIFIED SCHOOL DISTRICT

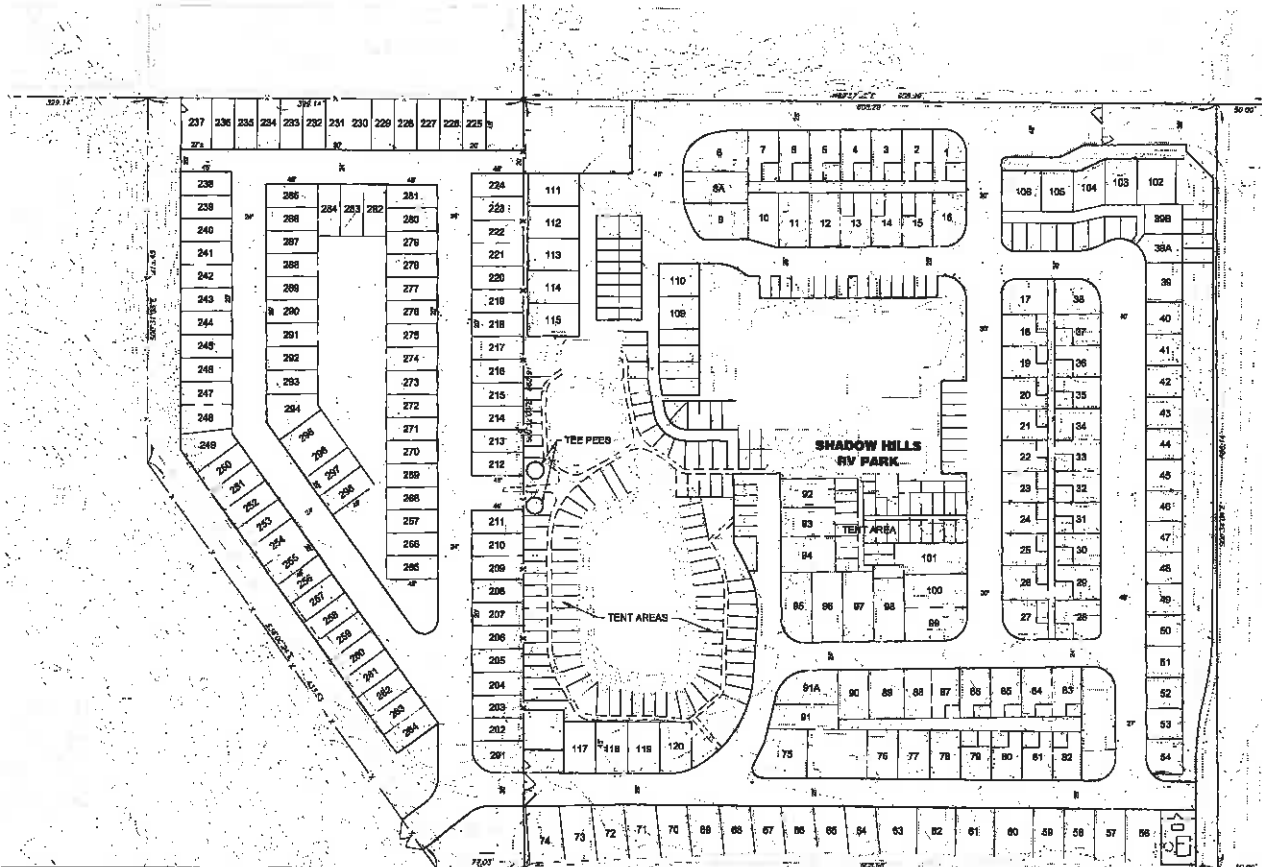
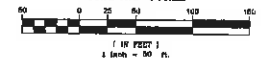
ZONING

CC - COMMUNITY COMMERCIAL

GENERAL PLAN

COMMUNITY COMMERCIAL

GRAPHIC SCALE



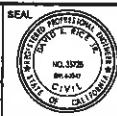
Underground Service Alert



Call: TOLL FREE
1-800
227-2600

TWO WORKING DAYS BEFORE YOU DIG

DESIGNED BY:	DATE:	APPROVED FOR APPROVAL:	DATE:
DRAWN BY:	DATE:	CHECKED BY:	DATE:
CHECKED BY:	DATE:	CHECKED BY:	DATE:



PREPARED UNDER THE DIRECT SUPERVISION OF:
DATE:
DAVID K. RICE, JR.
A.C.E. No. 25725
EXP. DATE: 06/30/17



77-933 Las Montanas Road, Suite 101
Palm Desert, CA 92211
Tel: (760) 390-4200 Fax: (760) 390-4204
Email: cve@csnet.net Web: www.cve.net

SCALE: 1" = 50'
DATE: FEB. 2016
BENCHMARK:

BY THE CITY OF INDIO, STATE OF CALIFORNIA

SITE PLAN

FOR: POA OF WYVA RESERVE TRACT 6, T.5S., R.7E., S.B.M.
JOB NO. 12141

SHEET No.
1
OF 1 SHEETS
FILE NO.



JEFFERSON ST. DESERT PROPERTIES, LLC

937 SW 14th Ave., Suite 200
Portland, OR 97205
Phone (503)241-1255
Fax (503)299-6653

September 28, 2016

Paul Rull
Riverside County

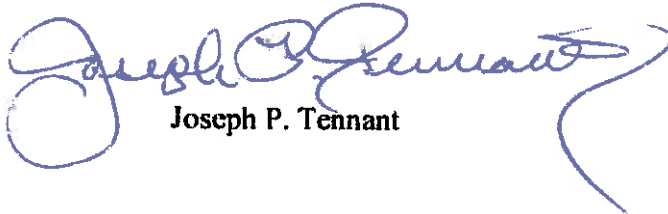
prull@rctlma.org

Dear Paul,

Re: ZAP1064BD16-Shadow Hills RV Resort - City of Indio Planning Case No.
CUP 16-1-1012 (Conditional Use Permit)

We received the Notice of Public Hearing with regards to the above referenced case. Please be advised that Jefferson Desert St. Property, LLC owns approximately four of the fourteen acres apparently referenced in the application (please send me the land area as we can confirm). We are in the process of entitling the property as a Business Park and gave notice per the lease to Shadow Hills RV Resort to vacate the four acres of property they had previously leased from us. (Attached hereto is our notice of June 2nd). As such, to the extent any application includes the four acres owned by Jefferson St. Desert Properties, LLC and previously leased to Shadow Hills RV Resort, that acreage should be deleted from any application and their application should only include the ten acres that they own outright. Should you have any questions, please do not hesitate to contact me.

Sincerely,



Joseph P. Tennant

JPT/lts
cc: Leila Namvar, lnamvar@indio.org

JEFFERSON ST. DESERT PROPERTIES, LLC

422 Larkfield Center #307
Santa Rosa, CA 95403
Phone (760)902-6860
Phone (760)709-7369

937 S.W. 14th Ave., Ste. 200
Portland, OR 97205
Phone (503)241-1255
Fax (503)299-6653

June 2, 2016

David Turner
Paula Turner
77-933 Las Montanas Rd. Ste 101
Palm Desert, CA 92211

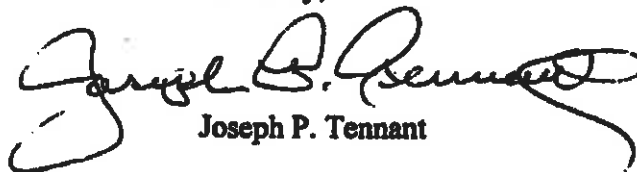
dturner@cve.net
paula@dppllc.com

Dear David and Paula,

Re: Oasis Dunes Inc. DBA Shadow Hills RV Resort

As I mentioned to Paula a couple of weeks ago, we are beginning the development of our approximately 41 acre parcel of property which includes the property (approximately 4 acres) you are currently leasing from us. Pursuant to the lease of February 20, 2013 between Jefferson St. Desert Properties and Oasis Dunes, Inc. DBA Shadow Hills RV Resort, this letter will serve as our 90 day notice to vacate the property. Any utility installations, trade fixtures or other alterations made to the premises by you during the term of the lease need to be removed within 90 days and any damage to the premises due to said removal repaired within said time frame. Since there may be land testing, survey work, etc. needing to be completed in conjunction with the development, to the extent you can vacate and complete the work prior to 90 days, it would be appreciated.

Sincerely,



Joseph P. Tennant

JPT:km

JEFFERSON ST. DESERT PROPERTIES, LLC

422 Larkfield Center #307
Santa Rosa, CA 95403
Phone (707) 544-6549

937 S. W. 14th Ave., Ste. 200
Portland, OR 97205
Phone (503)241-1255

June 27, 2016

David Turner
Paula Turner
Oasis Dunes Inc. DBA, Shadow Hills RV Resort
77-933 Las Montanas Rd. Ste 101
Palm Desert, CA 92211

dturner@cve.net
paula@dppllc.com

Dear David and Paula,

Re: Varner Business Park

Per Paula's request, attached is a copy of the design plan for the Varner Business Park. Paula inquired last week about the possibility of acquiring the four acres you had been leasing. According to our architects and engineering consulting firm, the four acres you had been leasing is an integral part of the project. As such, it is unfortunately not available for purchase. Per my letter of June 2, please advise as to when you expect to have all utility installations, trade fixtures, and other alterations removed from the premises. We are in the process of getting an updated survey of the property. I have let the consulting engineer know that they can coordinate access to the property with you while you are in the process of removing the fence, etc.

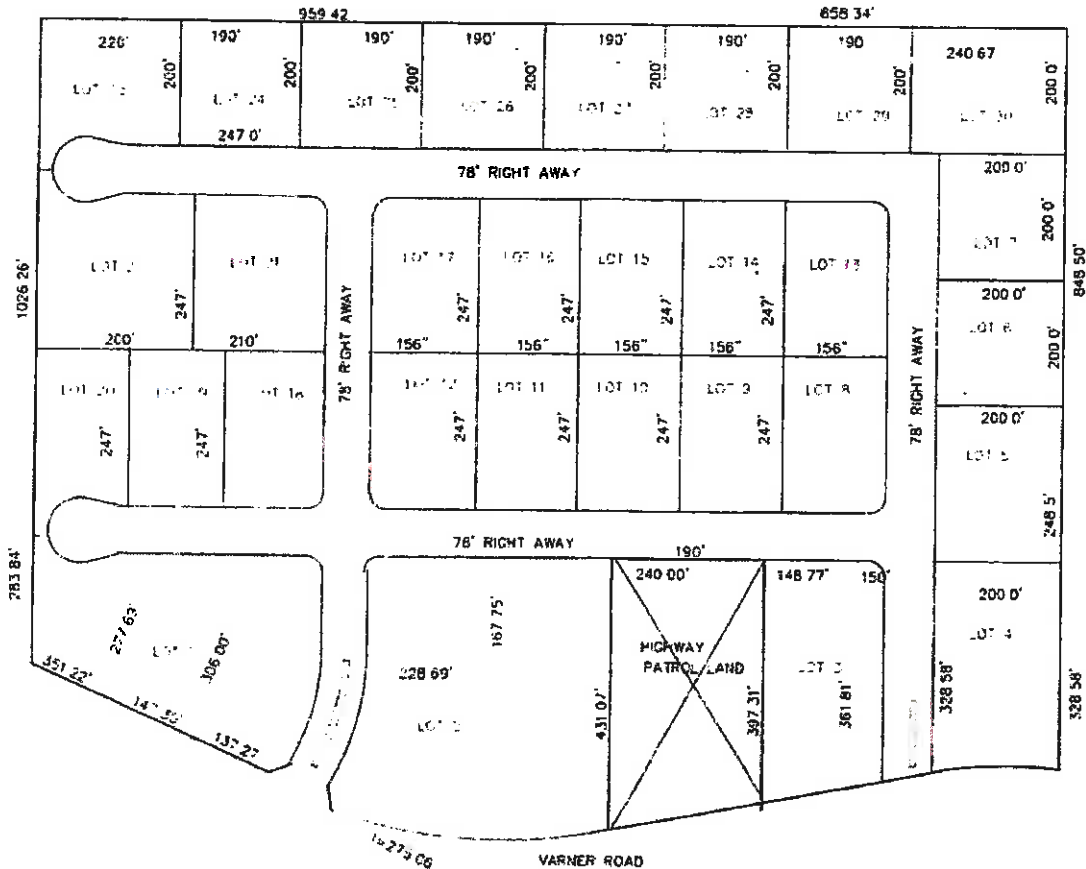
Sincerely,



Joseph P. Tennant

JPT/lts

DESIGN PLAN



Parcel numbers are back-

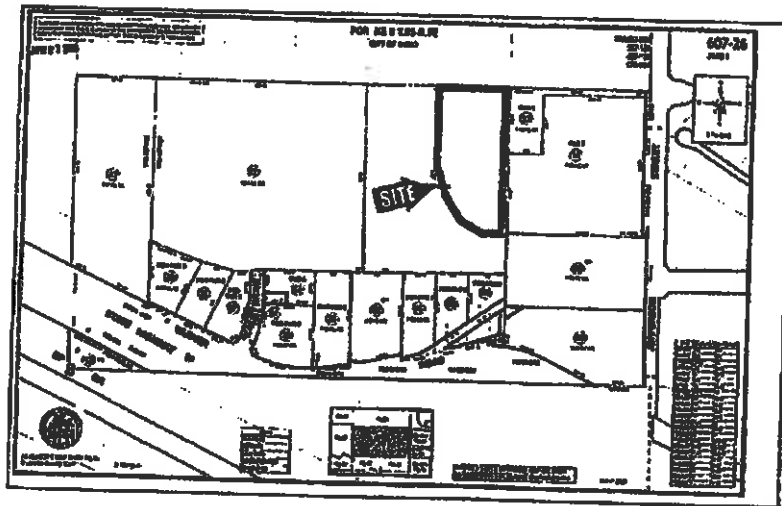
APN	Square Feet
607-260-007	5,050'
607-260-020	558,439
607-260-022	835,880
607-260-028	38,079
607-260-035	49,223
607-260-036	41,818
607-260-037	42,889
607-260-038	67,082
607-260-039	59,696
607-260-044	26,136
607-260-045	33,204
604-260-048	52,272
4118	1,733,539

15-273 06
 VARNER ROAD
● VARNER BUSINESS PARK
 SCALE 1" = 500'



**ADDENDUM
STANDARD INDUSTRIAL LEASE SINGLE-TENANT LEASE - GROSS
DATED FEBRUARY 20, 2013
FOR 4 ACRES VACANT LAND NORTH OF VARNER RD., INDIO, CA 92203**

EXHIBIT "A"



Be
Lessee's Initials

AC
Lessor's Initials

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m. except Monday October 10, 2016 (Columbus Day) and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m.

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

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

DATE OF HEARING: October 13, 2016

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1064BD16 – Shadow Hills RV Resort (Representative: Coachella Valley Engineers) – City of Indio Planning Case No. CUP 16-1-1012 (Conditional Use Permit). The applicant is proposing to modify and expand the operation of the existing Shadow Hills RV Resort and establish guidelines for special events that temporarily allow additional RV camping and tent campsites on 14 acres. The project site is located westerly of Jefferson Street and northerly of Varner Road. (Airport Compatibility Zone D of the Bermuda Dunes Airport Influence Area).

FURTHER INFORMATION: Contact Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Leila Namvar of the City of Indio Planning Division at (760) 391-4120.

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

ALUC Identification No.

ZAP1064BD16

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application August 4, 2016
 Property Owner Dakota Dunes Phone Number 760-360-4200
 Mailing Address 77933 LAS MONTANAS NO 101
PALM DESERT CA, CA 92211

Agent (if any) _____ Phone Number _____
 Mailing Address _____

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address 40655 Jefferson Street, Indio, CA 92203
 Assessor's Parcel No. 607-260-054 & 607-260-055; ~~607-260-020~~ Parcel Size 9.18
 Subdivision Name Shadow Hills RV Resort
 Lot Number 2 Zoning Classification D

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) RV Resort Park

Proposed Land Use (describe) RV Resort Park

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____
 For Other Land Uses Hours of Use _____
 (See Appendix C) Number of People on Site _____ Maximum Number _____
 Method of Calculation _____

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

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

BD
ZONE D

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	
Agency Name	City of Indio
Staff Contact	Leila Namvar
Phone Number	(760) 391-4120
Agency's Project No.	CUP02636 16-1-1012
Type of Project	<input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input checked="" type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input type="checkbox"/> Other

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

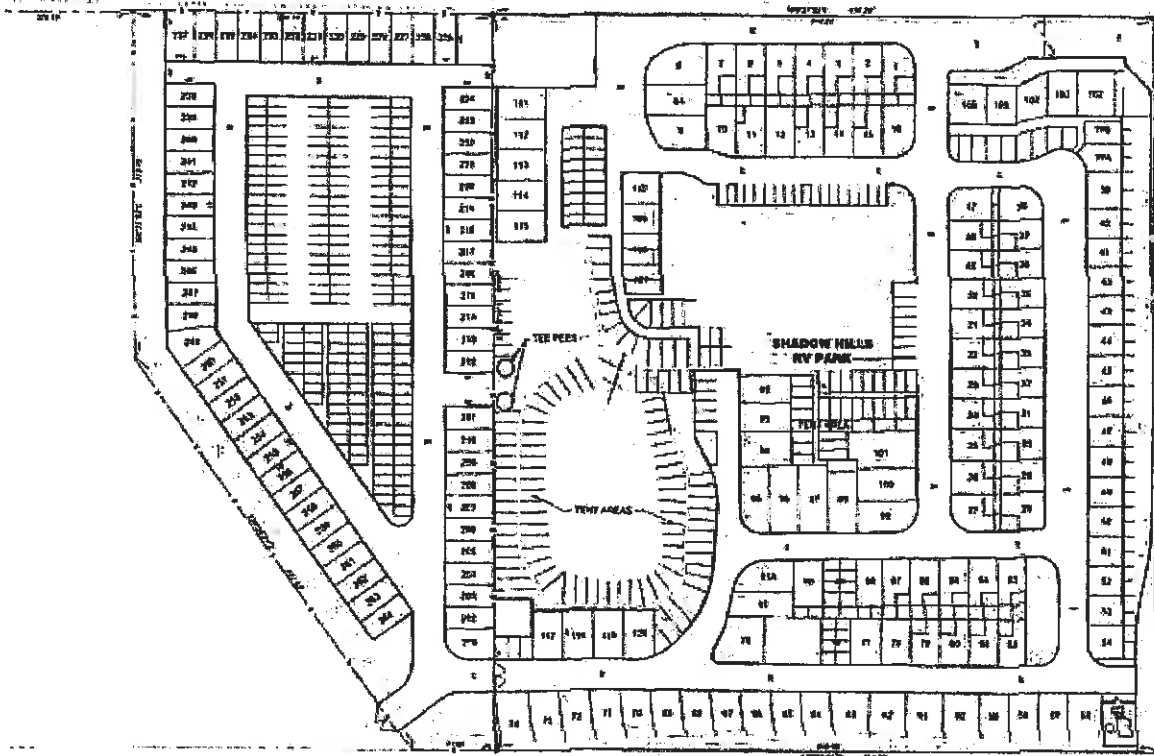
- 1. Completed Application Form
- 1. Project Site Plan – Folded (8-1/2 x 14 max.)
- 1. Elevations of Buildings - Folded
- 1 Each . 8 ½ x 11 reduced copy of the above
- 1. 8 ½ x 11 reduced copy showing project in relationship to airport.
- 1 Set . Floor plans for non-residential projects
- 4 Sets. . Gummed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

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

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

Sample Concept

IN THE CITY OF INDIO, STATE OF CALIFORNIA
SITE PLAN - TENTING
 A PORTION OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 8,
 TOWNSHIP 5 SOUTH, RANGE 7 EAST OF THE SAN BERNARDINO MERIDIAN, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
 COACHELLA VALLEY ENGINEERS, INC. FEBRUARY, 2014



OWNER/APPLICANT
 David & Maria Turner
 11-525 4th Street, Suite 100, Indio, CA 92201
 Phone: 760-933-1234

ASSESSOR'S PARCEL NUMBER
 20-01-001-100-000

LEGAL DESCRIPTION
 A PORTION OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 5 SOUTH, RANGE 7 EAST OF THE SAN BERNARDINO MERIDIAN, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

BAND OF HEARINGS
 THE PROPOSED TENTING IS IN ACCORDANCE WITH THE ZONING ORDINANCE OF THE CITY OF INDIO, CALIFORNIA, AND THE TENTING REGULATIONS OF THE CITY OF INDIO, CALIFORNIA.

INDIAN GAUGE COORDINATES
 PAGE 01 OF 02

UTILITIES

WATER	1000-1000
SEWER	1000-1000
ELECTRIC	1000-1000
TELEPHONE	1000-1000
CABLE	1000-1000
ROAD	1000-1000
RAIL	1000-1000

TOPOGRAPHY
 THIS SURVEY WAS CONDUCTED BY COACHELLA VALLEY ENGINEERS, INC. IN ACCORDANCE WITH THE SURVEYING ACT OF 1907, AS AMENDED.

FLOOD ZONE
 THIS TENTING IS NOT IN A FLOOD ZONE AS SHOWN ON THE FLOOD ZONE MAP OF THE CITY OF INDIO, CALIFORNIA.

ACREAGE
 1.00 ACRES

ZONING DISTRICT
 TENTING

ZONING
 TT - COMMERCIAL TENTING

GENERAL PLAN
 COMMUNITY DEVELOPMENT



Underground Service Alert
 Call: TOLL FREE
 1-800
 227-2600
 TWO WORKING DAYS BEFORE YOU DIG

APPROVED	DATE	APPROVED	DATE



COACHELLA VALLEY ENGINEERS, INC.
 11-525 4th Street, Suite 100, Indio, CA 92201
 Phone: 760-933-1234
 Fax: 760-933-1235
 www.coachella-valley-engineers.com



11-525 4th Street, Suite 100
 Indio, CA 92201
 Phone: 760-933-1234
 Fax: 760-933-1235
 www.coachella-valley-engineers.com

IN THE CITY OF INDIO, STATE OF CALIFORNIA
**TENT EXHIBIT
 SITE PLAN**

SHEET NO.
1
 OF 1 SHEETS



STAFF REPORT
City of Indio
Planning Commission Meeting of
March 9, 2016

APPLICATION: Shadow Hills RV Resort
Conditional Use Permit 16-1-1012

APPLICANT: David Turner
77-933 Las Montanas Road, Suite 101
Palm Desert, CA 92211

PROJECT LOCATION: The site is located west of Jefferson Street, north of Varner Road, including the existing 10 acre Shadow Hills RV Resort and an adjacent, undeveloped 4 acre site to the west, totaling 14 acres.

ASSESSOR'S PARCEL NO.: 607-260-020, 607-260-054 & 607-260-055

PROJECT DESCRIPTION: A Conditional Use Permit (CUP 16-1-1012); to modify and expand operation of an existing RV resort and establish guidelines for special events, including events that temporarily allow additional RV camping and tent campsites on an approximately 14 acre project site.

GENERAL PLAN: Community Commercial & Residential Medium Density

ZONING: Community Commercial

ENVIRONMENTAL ASSESSMENT: Pursuant to the requirements of the California Environmental Quality Act (CEQA), The City reviewed this project and determined that the project is exempt under Section 15301 (Existing Facilities), Section 15303 (New Construction or Conversion of Small Structures), and Section 15061(b)(3).

RECOMMENDATION:

Approve Resolution No. 1755, a Resolution of the Planning Commission of the City of Indio, California, granting Conditional Use Permit 16-1-1012 subject to the conditions of approval contained therein.

Revised Conditions:

2. This Conditional Use Permit (CUP 16-1-1012) grants a total of 135 RV lots within the permanent site (~~existing existing~~ 10 acres), which includes 124 regular RV lots and 11 vintage RV spaces for vintage trailers to be established around the existing small pond for renting purposes.

5. Maximum occupancy for Shadow Hills RV Resort shall be 1,250 persons. A Special Event Permit shall be required for any activity, event or function proposed to exceed 1,250 persons. Special Event Permits shall be submitted to the City (Community Services manager) at least 60 days prior to the event. Additional conditions may be required in association of issuance of a special events permit.

10. For any special event with attendance ranging from 501 to 1,250 persons, a ~~Special Event Permit~~ Special/Temporary Use permit shall be required. The application material shall include a detailed site plan and project description and shall be submitted to the Development Services Department at least 60 days prior to the event for review and approval by the Development Services Director.

All Fire conditions would read as:

For any special event requiring a City ~~approval~~ permit, the City of Indio Fire Services/Riverside County Fire Department will conduct fire inspections for Emergency Vehicle access, and enforce fire protection standards, when applicable.

New Development Services Department Condition:

The project site is within zone D of Riverside Airport Land Use Commission (ALUC) Compatibility Plan. The applicant shall contact ALUC for consistency purposes and notify Development Services Director of any requirements and/or conditions that ALUC may impose on the project.

SURROUNDING LAND USES:

The General Plan land use designations, zoning, and current land uses are represented below in Table 1.

Table 1 General Plan, Zoning and Surrounding Land Use			
Direction	General Plan	Zoning	Current Land Use
North	Business Park (BP)	Business Park (BP)	Vacant
South	Residential Medium (RM)	Community Commercial (CC)	Vacant
East	Residential Low (RL)	Project Master Plan (PMP) & Mixed Use Specific Plan (MUSP)	Single Family Home Development & Vacant
West	Community Commercial (CC)	Community Commercial (CC)	Vacant

BACKGROUND:

On April 8, 2015, the Planning Commission held a public hearing to consider an appeal from Mr. Dave Turner of the Shadow Hills RV Resort regarding staff’s denial of a special event permit for expanding camping and additional activities during the 2015 music festivals. The Planning Commission ultimately decided to overturn staff’s decision and issue the permit with conditions.

The next day, City Council conducted a special meeting to discuss the City’s camping ordinance, its application to RV Parks during the music festivals, and other issues relating to special events held during the festivals. The camping ordinance, found at Indio Municipal Code Section 130.020, restricts camping in the City during the music festivals with only limited exceptions provided. At that meeting, Council provided staff direction to review amending the City’s existing camping restrictions to allow camping at lawfully operated RV parks during the music festivals, as well as to allow RV parks to conduct additional activities and events.

On January 20, 2016, City Council passed Zone Text Amendment 15-12-63 amending Chapter 159 of the Indio Municipal Code related to recreational vehicle and travel trailer parks. The Amendment provides that recreational vehicle parks in existence prior to June 16, 1994 are deemed permitted uses within the zone where they are currently located (previously, they were only permitted in the Residential Medium zone). In addition, the Amendment allows these parks to expand their existing operations or footprint upon receipt of a conditional use permit, without necessarily meeting the current regulations and standards applicable to new parks. The ordinance representing this text amendment went into effect March 6, 2016.

Shadow Hills RV Resort (“Resort”) is a recreational vehicle park comprising 124 RV spaces, club house, pool area, restrooms, shower facilities, and a small pond located on 10 acres within the Community Commercial (CC) zoning district. The Resort was entitled by Riverside County in 1984. In 2007, the City of Indio completed an annexation that included the Resort. The Resort is served by domestic wells and a septic system. Both are in good standing and regularly inspected by Riverside County Health Department. All lots within the Resort will be served by access from Jefferson Street. The Resort leases 4 acres of vacant land immediately adjacent to and west of the Resort site. In recent years, this property has been used for special events, functions, parking, etc. in conjunction with the Resort.

ANALYSIS:

New Municipal Code Language

The new municipal code language is intended to provide an opportunity for established RV parks to upgrade, modify and/or expand their operations. Historically, this has been challenging due to their legal non-conformance status and the requirement that they make significant upgrades to their facilities. The language recognizes RV parks established prior to, and continually operated since, June 15, 1994, as legal conforming permitted uses and provides an opportunity for them to upgrade, modify and/or expand via issuance of a conditional use permit.

Shadow Hills RV Park

As a result of the new language, Mr. Turner has applied for a conditional use permit that proposes the following:

- Increase the number of permanent RV spaces from 124 to 135. The additional 11 spaces will be for vintage trailers that the Resort is establishing around the small pond and will make available for rent.
- Allow an additional 124 spaces on a temporary basis during special events on the adjacent four (4) acres to the west of the permanent facility (total of 259 spaces).
- Allow for a number of major special events. This would include the three events conducted during the music festivals in April and May, and potentially two proposed Fall concerts that have yet to be scheduled. Up to 700 tent camping sites would be permitted during these major festivals.
- Allow for use of the clubhouse and/or grounds for minor special events and functions.

Increase in RV Spaces:

Currently the 10-acre permanent RV site is operating with 124 RV lots. Mr. Turner is proposing to increase the permanent RV lots from 124 to 135, including 11 Vintage RV sites where the trailers will be available for rent. Although the original County-issued CUP permitted 100 spaces, additional spaces have been added so that, today, the number of available spaces is 124. The pending CUP application is intended to confirm the availability of the 124 spaces, plus the 11 new spaces for the vintage RV's.

Major Special Events:

A number of major special events are being proposed. These events would not occur during the peak season of January through the latter part of March. The maximum park capacity during major special events would be limited to 1,250 persons. The new municipal code language clarifies that the City's prohibition on camping would not apply to lawfully operating RV parks during the festivals. The camping prohibition during the festivals was never intended to apply to RV parks, where various forms of camping are conducted on a year-round basis as part of normal business operations. Therefore, the applicant is proposing during the music festivals (currently Coachella Music & Arts Festival and Stagecoach Music Festival) to have up to 259 RV lots, up to 700 tent sites, and up to 500 cars on the 14 acre site. The event may also include entertainment, stages, amplifiers, generators, portable toilets, temporary tents, and temporary cooking facilities on site.

According to the applicant the setup and number of campsites, RV lots, and cars varies from one event to another. For example during the Coachella Music & Arts Festivals there would be more campsites and fewer RV lots. In contrast, during the Stagecoach Music Festival there would be more RV lots and fewer campsites. A condition has been added establishing a maximum occupancy of 1,250 persons during these events. In addition, a condition is also added requiring the applicant to timely submit a site plan for each major special event for administrative review and approval. A special event permit would be required should the applicant wish to exceed the maximum occupancy.

Three major special events are currently expected that will coincide with the three music festival events. Two additional music festival events could be conducted in the future, which would likely result in the Resort adding major special events accordingly. In addition, other major special events could be conducted. The applicant is required to provide timely notification of any major special event, which would either require administrative approval by the Development Services Director or a special event permit by the Community Services Manager, depending upon the type of event and number of persons expected.

It should be noted that, the Resort may lawfully conduct normal RV and tent camping at its current park during the festivals, not to exceed 10 people per lot (for 124 lots), in compliance with the Special Occupancy Park Act (the "Act"), Health & Safety Code Sections 18860 et seq., and its implementing regulations found at Title 25 Cal. Code Regs. 2000 et seq.

Minor Special Events:

Minor events are the events that could have up to 500 attendees. The applicant has represented that smaller special events (minor events) would include weddings, quinceaneras, birthday parties, pool parties, holiday parties, pet shows, concerts, RV shows, sporting events, movie nights, cooking contests, church services, art shows, carnivals, swap meets, farmers markets, community gardens, rallies, wine/beer/alcohol tastings, wagon rides, community blood drive, non-profit and political fund raisers, etc. Many of these events would be exclusive to the Shadow Hills RV Resort's guests and

would be conducted during the peak months or might be open to public. A condition has been added to require the applicant to notify the Development Services Director of such events two weeks prior to the event via email for review and approval if needed.

Submitted by:



Leila Namvar
Assistant Planner

Approved by:



Les Johnson
Development Services Director

Attachments:

- A. Aerial Map
- B. Resolution No. 1755
- C. Site Plan
- D. Ordinance No. 1687

ATTACHMENT A

Aerial Map



ATTACHMENT B

Resolution 1755

Resolution No. 1755

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF INDIO, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT 16-1-1012 TO MODIFY AND EXPAND OPERATION OF AN EXISTING RV RESORT (SHADOW HILLS RV RESORT) AND TO CONDUCT SPECIAL EVENTS THAT TEMPORARILY ALLOW ADDITIONAL RV CAMPING AND TENT CAMPSITES ON AN APPROXIMATELY 14 ACRE PROJECT SITE; LOCATED AT 40655 JEFFERSON STREET.

WHEREAS, David Turner ("Applicant") applied for Conditional Use Permit 16-1-1012 to modify operation of an existing RV resort, Shadow Hills RV Resort, and to expand to conduct special events by setting up additional RV lots and tent campsites (Referred to herein as "RV Resort", "RV Park" or "Proposed Use") on an approximately 14 acre project site on a property within Community Commercial (CC) zone district located at 40655 Jefferson Street ("Property"); and,

WHEREAS, Ordinance No. 1687 permits an existing RV park established prior to, and continually operated, since June 15, 1994, to expand or modify its size or number of permitted spaces upon approval of a CUP; and

WHEREAS, The Shadow Hills RV Resort was established in 1984 upon receipt of a CUP from the County of Riverside and has operated continuously since that time at its current location. It therefore qualifies for a CUP to permit its expansion; and

WHEREAS, on March 9, 2016, the Planning Commission held a duly noticed public hearing to consider Conditional Use Permit 16-1-1012. Evidence both written and oral, including the staff report and supporting documents, was presented at said hearing. At the conclusion of the hearing, the Planning Commission approved this Resolution for Conditional Use Permit 16-1-1012, as conditioned.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF INDIO, CALIFORNIA, HEREBY RESOLVES, FINDS AND DETERMINES AS FOLLOWS:

Section 1. The Planning Commission hereby specifically finds that all of the facts set forth in the recitals of this Resolution are true and correct.

Section 2. Based upon the evidence presented at the hearing, including the staff report, the Planning Commission hereby finds:

1. The location of the Proposed Use is in accord with the objectives of Title XV of the Indio Municipal Code and the purpose of the Chapter 159 of the Indio Municipal Code related to recreational vehicle and travel trailer parks. The zoning regulations of the City are adopted to protect, promote and enhance the public health, safety and general welfare, ensuring that developments within the City is related to the City's ability to provide essential urban services and is consistent with the City of

Indio General Plan 2020 (“General Plan”). The purpose of this CUP is to ensure that the Proposed Use is consistent with the provisions of Chapter 159 addressing RV parks that have been in existence and currently operating since June 15, 1994. The conditions of approval list many requirements to protect and enhance the public health, safety and general welfare, and the Applicant must submit detailed plans showing compliance with all of the conditions of approval. Conditions relating to fire prevention and law enforcement will promote the safety of guests and visitors to the Proposed Use and prevent the site from burdening public safety resources during major music festivals. Furthermore, the objectives of Title XV of the Indio Municipal Code includes ensuring that public and private lands ultimately are used for the purposes which are most appropriate and most beneficial to the City as a whole.. The Planning Commission believes that the most appropriate use of the Property at this time is as an RV park that can house visitors to the City host special community events, particularly during the City’s music festivals. This use will support the community and will bring in people who need to stay within an RV park while travelling or visiting the City. Thus, the Planning Commission finds that the proposed Project is in accord with the objectives of Title XV (“Land Usage”).

2. The location for the Proposed Use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, and welfare, nor be materially injurious to properties or improvements in the vicinity. The Applicant is required to conduct the Proposed Use in an orderly manner and it must be contained entirely within the area as represented in the site plan. The Applicant must satisfy the requirements of Burrtec Waste Management regarding solid waste, trash and recycling materials. These conditions prevent the Proposed Use from being detrimental to the public health, safety or welfare. Conditions relating to fire prevention and law enforcement will promote the safety of guests and visitors to the RV park and prevent the site from burdening public safety resources during major music festivals. The conditions of approval prevent material injury to properties or improvements in the vicinity. Therefore, the Planning Commission finds that the location of the Proposed Use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, and welfare, nor be materially injurious to properties or improvements in the vicinity.
3. The Proposed Use will comply with each of the applicable provisions of Title XV of the Indio Municipal Code, which, in this case, is specifically governed by Chapter 159 of the Indio Municipal Code related to recreational vehicle and travel trailer parks and allowing modification and/or expansion of existing RV parks with approval of a Conditional Use Permit. In addition, the Zoning Ordinance is intended to ensure that private lands ultimately are used for the purposes which are most appropriate and most beneficial to the City as a whole. Recreational vehicle and travel trailer parks in operation for more than twenty years have demonstrated their viability in their current locations. They therefore are considered appropriate in their current locations and should be permitted uses in accordance with the Zoning Ordinance. This CUP will allow a minor expansion of the RV park to ensure that it remains economically viable at its current site. Therefore, the Planning Commission finds that the proposed conditional use will comply with each of the applicable provisions of

Title XV.

4. According to the City of Indio's General Plan 2020 ("General Plan"), all new recreational vehicle park development to occur within the Residential Medium Mobile Home Park Developed designation in accordance with General Plan Land Use Police 2.5. However, because the Shadow Hills RV Resort was established prior to the development standards contained in the General Plan, this park was not required to comply with them. Ordinance No. 1687 ensures that older RV parks are allowed to continue operating at their existing sites without the undue burden of meeting each and every development standard applicable to new RV parks established in the City after 1994. The Planning Commission believes that issuance of this CUP is consistent with the intent of the General Plan because the Shadow Hills RV Resort is not a new RV park and the minor additions proposed herein do not substantially change the park. The proposed use will also further the City's economic development objectives by encouraging the economic viability of existing recreational vehicle and travel trailer parks within the City and therefore will substantially conform to the goals and objectives of the General Plan 2020. Therefore, the Planning Commission finds that the Project complies with the goals, objectives, and policies of the City's General Plan.
5. The Proposed Use has been environmentally reviewed pursuant to the California Environmental Quality Act ("CEQA") and the State CEQA Guidelines and the City has determined that the Proposed Use is exempt under Section 15301 (Existing Facilities), because the applicant is requesting to permit an existing RV resort that has been in operation since 1984. In addition, the City has determined that the Proposed Use is exempt under Section 15303 (New Construction or Conversion of Small Structures), because the applicant is proposing to expand the use by utilizing the adjacent 4 acres on a temporary basis and to add 11 new permanent RV lots. The proposed expansion of the facility will not result in any new construction. Moreover, the City has determined that the Proposed Use is exempt under section 15061(b)(3), because the Proposed Use will not result in a direct or reasonably foreseeable indirect physical change in the environment nor does the Proposed Use have the potential for causing a significant effect on the environment since the use is contained entirely within the Property. Therefore, the Planning Commission finds that this project is exempt under CEQA and there is no need for further environmental review.

Section 3. Based on the foregoing findings, the Planning Commission hereby approves Conditional Use Permit 16-1-1012, subject to the following conditions of approval:

Development Services Department:

1. The Applicant shall ensure that the Proposed Use complies with all applicable local, State, and federal guidelines and requirements, including but not limited to the Special Occupancy Park Act (the "Act"), Health & Safety Code Sections 18860

et seq., and its implementing regulations found at Title 25 Cal. Code Regs. 2000 et seq.

2. This Conditional Use Permit (CUP 16-1-1012) grants a total of 135 RV lots within the permanent site (existing 10 acres), which includes 124 regular RV lots and 11 vintage RV spaces for vintage trailers to be established around the existing small pond for renting purposes.
3. Issuance of this permit is based upon the project area of 14 acres encompassing the RV Park's 10-acre parcel and the adjacent, undeveloped 4-acre parcel located west of the 10-acre parcel in which the Applicant holds a leasehold interest. Applicant is required to notify the Development Services Department of any change to the use status of the westerly 4 acre site. Should this property no longer be available for use by the Applicant, this Conditional Use Permit (CUP 16-1-1012) shall be revisited by the Planning Commission. In that case, no major special event shall be conducted until the permit has been revisited.
4. The Applicant shall satisfy all applicable Burrtec Waste Management requirements regarding solid waste, trash and recycling materials. The applicant shall ensure that trash and recycling enclosures are of adequate size to contain and obscure from view the receptacles and materials therein.
5. Maximum occupancy for Shadow Hills RV Resort shall be 1,250 persons. A Special Event Permit shall be required for any activity, event or function proposed to exceed 1,250 persons. Special Event Permits shall be submitted to the City (Community Services manager) at least 60 days prior to the event.
6. The applicant and/or permit holder shall be responsible for the assurance of the number of attendees on site and under no situation the number of attendees within the Shadow Hills RV Resort (including temporary usage of 4 acres to the west of the permanent facility) shall exceed 1,250 persons, the maximum allowed, without securing a Special Event Permit.
7. The events that are exclusive to the Shadow Hills Resort's guests do not require any additional land use permit (Special Use, Temporary Use, or Special Events permit). However, based on the event the vendors and/or service providers might need to obtain a City businesses license.
8. Special events with less than 200 attendees that do not involve the sale of an event ticket shall be permitted.
9. For any special event with attendance ranging from 200 to 500 persons or with ticket sales of up to 500 persons, the applicant shall inform the Development Services Director of the event via email or a letter at least two (2) weeks prior to said event. The Director shall review the event information, identify if additional information is necessary and grant or deny the event.

10. For any special event with attendance ranging from 501 to 1,250 persons, a Special Event Permit shall be required. The application material shall include a detailed site plan and project description and shall be submitted to the Development Services Department at least 60 days prior to the event for review and approval by the Development Services Director.
11. In the event of any court action or proceeding challenging the approval of this resolution or otherwise challenging the Proposed Use, or the environmental review conducted in conjunction with this Proposed Use, the Applicant shall defend, at its own expense, the action or proceeding. In addition, the Applicant shall reimburse the City for the City's cost of defending any such court action or proceeding. The Applicant shall also pay any award of costs, expenses and fees that the court having jurisdiction over such challenge makes in favor of any challenger and against the City. The Applicant shall cooperate with the City in any such defense as the City may reasonably request and may not resolve such challenge without the agreement of the City. In the event the Applicant fails or refuses to reimburse the City for its cost to defend any challenge to the approval of the Proposed Use, or the environmental review conducted in conjunction with this Proposed Use, the City shall have the right, among other remedies, to revoke this CUP approval. In order to ensure compliance with this condition, within twenty (20) days after notification by the City of the filing of any claim, action or proceeding to attack, set aside, void or annul the approval of this CUP or the Proposed Use, the Applicant shall deposit with the City cash or other security in the amount of ten thousand dollars (\$10,000), satisfactory in form to the City Attorney, guaranteeing indemnification or reimbursement to the City of all costs related to any action triggering the obligations of this condition. If the City is required to draw on that cash or security to indemnify or reimburse itself for such costs, the Applicant shall restore the deposit to its original amount within thirty (30) days after notice from the City. Additionally, if at any time the City Attorney determines that an additional deposit is necessary to secure the obligations of this section, the Applicant shall provide such additional security within thirty (30) days of notice from the City Attorney. The City shall promptly notify the Applicant of any claim, action or proceeding within the scope of this condition.
12. The Applicant shall obtain and maintain a City business license, and it must be posted at the business.
13. The applicant shall be responsible for the tenants/vendors proper State and/or City licensing.
14. When applicable, all tenants/vendors shall obtain a City business license with proper address and personal information including State's VALID seller's permit, and leased contract with the applicant. The said items must be made available upon request. Tenants/vendors shall acknowledge that any personally identifiable information provided by vendor, including but not limited to name, address, telephone number, and license number is a matter of public record and may be released to a member of public, upon written request under certain circumstances.

15. The uses allowed by this Conditional Use Permit (CUP 16-10-1012) shall be conducted in an orderly manner and shall be contained entirely within the existing 10-acre parcel encompassing the existing Shadow Hills RV Resort and, when permitted, the adjacent 4-acre parcel west of the existing park.
16. The Proposed Use shall arrange all permanent facilities and lots in accordance with the approved site plan attached to this Resolution as Exhibit C. Site plans for special events shall be submitted, reviewed, and approved in accordance with the applicable review or permit process.
17. Loading and unloading of goods and people on Jefferson Street is prohibited.
18. The property owner and/or the applicant is responsible for the collection of any trash or debris on or adjacent to the property if said items were generated from the operation, tenants or visitors of the Shadow Hills RV Resorts.
19. The applicant may upgrade the existing temporary kitchen to a certified commercial kitchen by complying with all applicable local and State guidelines and requirements.
20. The Applicant shall, within thirty (30) days of approval of this Resolution, submit to the Development Services Director its written consent to all of the conditions of approval contained in this Resolution without amendment. CUP 16-1-1012 shall be void and of no force or effect unless such written consent is submitted to the City within the 30-day period.

Building and Safety Division:

21. For any special event requiring City approval, the applicant shall submit plans for any proposed structures (temporary or permanent) to show how the units are secured and properly and adequately connected to power, water, and sewer.
22. For any special event requiring City approval, the applicant shall submit plans for review and approval by demonstrating that the existing private sewer systems can handle the increase in volume.
23. The applicant shall provide copies of Riverside County Health Department inspections for the Shadow Hills RV Resort's sewer and water systems to the City, in a timely manner

Public Works Department:

24. The applicant shall submit an as-built grading plan to the City's Public Works Department for review and approval.

* ALLC SUBMITTAL

Indio Fire Department:

FIRE SAFETY REQUIREMENTS FOR EMERGENCY VEHICLE ACCESS

For any special event requiring City approval, the City of Indio Fire Services/Riverside County Fire Department will conduct fire inspections for Emergency Vehicle access, and enforce fire protection standards, when applicable. Inspections will consist of certifying that all access points utilized in the event area have met the required standards. All access points maybe be inspected before opening day and during the event operation. Those access points, which do not meet the minimum fire safety standards on the day of inspection, will be required to comply with prior to conducting business. The following is a list of the most common fire safety violations that the fire inspectors will be checking for:

25. The applicant shall ensure that emergency vehicle access roads have an unobstructed width of not less than 20 feet and unobstructed vertical clearance of not less than 13 feet 6 inches. This shall apply to all areas of the event/venue site, including but not limited to parking lots (on site and off site), camping areas, internal event/venue roads, etc.
26. The applicant shall note that when planning and identifying emergency vehicle access roads, guide lines (wire or rope), anchor points and any other securing device for temporary structures need to be considered obstructions. Therefore, these items cannot extend into emergency vehicle access roads.
27. Where required, the applicant shall install and maintain signs or other approved notices for fire apparatus access roads (fire lanes) to identify such roads and prohibit the obstruction thereof or both.
28. The applicant shall clearly identify vehicle parking areas and camping areas. Row identification markers shall be provided for each location. A parking/camping site map shall be provided to the Indio Fire Department for approval.
29. The applicant shall ensure that fire hydrants which are behind a temporary fence shall have a means to access the hydrant from the road side access.
30. The applicant shall ensure that fire hydrants which are screened from view shall have a sign posted on the road side access indicating the Fire hydrant location. Sizing and font size of such signs shall be approved by the Indio Fire Department, prior to installation.
31. The applicants shall ensure that all drive isles within all camping areas shall be designated as "FIRE LANES". Fire Lanes shall NOT be obstructed at any time.

The applicant shall submit a scaled site plan indicating all drive isles, access points, entry/exit gates, fire hydrants, temporary power supplies, stages, to the Indio Fire Department for review and approval.

FIRE SAFETY REQUIREMENTS FOR STAGES

For any special event requiring City approval, the City of Indio Fire Services/Riverside County Fire Department may conduct fire inspections for all stages, and enforce fire protection standards for the special event. Inspections will consist of certifying that all stages utilized have met the required standards. All stages may be inspected before opening day and/or during the event. Those stages, which do not meet the minimum fire safety standards on the day of inspection, will be required to comply prior to conducting business. The following is a list of the most common fire safety violations that the fire inspectors will be checking for:

32. The applicant shall ensure that a minimum of two (2) fire extinguishers with a minimum rating of 2A10BC, with a California State Fire Marshal approved service tag that reflects a current inspection date, shall be required for each stage/platform. Additional fire extinguishers maybe required depending on the square footage of the stage. The inspection date shall be within the last twelve months.
33. The applicant shall ensure that all electrical components shall meet all applicable codes and standards as contained in the State of California CCR Title 24.
34. The applicant shall ensure that combustibile material shall not be stored under the stage/platform, including any adjacent area next to the stage/platform that is directly connected to the stage/platform.
35. Smoking shall be prohibited on the stage/platform. Smoking shall be prohibited within 20 feet of the stage/platform. No smoking signs shall be mounted on the stage/platform.
36. No portable generators will be allowed. All power needed for your stage/platform shall be provided by the event electrical contractor.

FIRE SAFETY REQUIREMENTS FOR CAR CAMPING AREA

For any special event requiring City approval, the City of Indio Fire Services/Riverside County Fire Department will conduct fire inspections of the various car camping areas, and enforce fire protection standards for the special event. The following is a list of the requirements for approval of outdoor cooking appliances:

37. All cooking appliances shall bear a certification or listing from a nationally recognized test or certification organization.
38. A minimum of 3 feet of clearance shall be maintained at all times while cooking appliance is in use. No combustibile material shall be within 3 feet of the cooking appliance.
39. Cooking appliance that only utilizes propane as the fuel source shall be permitted. No wood, charcoal, flammable/combustibile liquid cooking appliances or items permitted.

40. One cooking appliance per camp site shall be permitted.
41. Maximum amount of propane per campsite shall not exceed 20 pounds or 48 pounds of water capacity.
42. Cooking appliances shall only be used during the hours of 7:00am to 11:00 pm (PST).
43. Cooking appliances, when in use, shall not be left unattended.
44. Campfires, fire pits, fire cages or any other open flame device are not permitted anywhere on the event site, unless it is reviewed on a case-by-case basis by the Fire Marshal.
45. The use of any type of heating appliance is not permitted anywhere on the event site.
46. The use of portable generators are not permitted anywhere on the event site.
47. Fire lanes shall remain unobstructed at all times.
48. Rules & Safety Tips shall be posted on the Shadow Hill RV Resort web site; posted at each camping site and included as a handout to all campers.

FIRE SAFETY REQUIREMENTS FOR TEMPORARY RV CAMPING

For any special event requiring City approval, the City of Indio Fire Services/Riverside County Fire Department will conduct fire inspections of the various camping areas, and enforce fire protection standards for the special event. The following is a list of the requirements:

49. Campfires, fire pits, fire cages or any other open flame device are not permitted anywhere on the event site.
50. The use of an outdoor cooking appliance is not permitted anywhere on the festival site. The only exception is; RV's may use their factory installed interior cooking appliance.
51. The use of any type of heating appliance is not permitted anywhere on the festival site. The only exception is; RV's may use their factory installed interior climate control appliances.
52. The use of portable generators are not permitted anywhere on the event site. The only exception is; RV's may use their factory installed generators. However if the exhaust vapors present a health hazard; the generator will not be permitted to be utilized.

53. Fire lanes shall remain unobstructed at all times. Examples of obstructions include, but are not limited to; rear drop gates, tables & chairs, outdoor games, and bicycles.
54. Rules & Safety Tips shall be posted on the Shadow Hills RV Resort web site; posted at each camping site and included as a handout to all campers.

FIRE SAFETY REQUIREMENTS / TO ALL EXHIBITORS AND CONCESSIONAIRES

For any special event requiring City approval, the City of Indio Fire Services/Riverside County Fire Department may conduct fire inspections for all concessions, and enforce fire protection standards for the special event. Inspections will consist of certifying that all participants in the event area have met the required standards. All concessions and exhibits will be inspected before opening day and/or during the event. Those exhibits and concessions, which do not meet the minimum fire safety standards on the day of inspection, will be required to comply prior to conducting business. The following is a list of the most common fire safety violations that the fire inspectors will be checking for:

55. Minimum of one (1) fire extinguisher with a minimum rating of 2A10BC, with a California State Fire Marshal approved service tag that reflects a current inspection date, shall be required for each concession using any type of open flame device. The inspection date shall be within the last twelve months.
56. Multi-plug connections, frayed/broken electrical extension cords, or cords with less than 12-gage wiring are prohibited.
57. All L.P.G. tanks (empty or full) shall be secured with a small chain or other approved device and kept a safe distance from open flame. L.P.G. tanks can be placed into plastic milk crates for protection.
58. Cooking that requires the use of a deep fat fryer(s) shall provide a minimum of one Class K portable fire extinguisher. Class K extinguisher shall be a minimum of 1.5 gallon in capacity.
59. No portable generators will be allowed. All power needed for your booth shall be provided by the event electrical contractor.
60. Outdoor cooking that produces sparks or grease-laden vapors shall not be performed inside a tent or booth.
61. All cooking devices shall be in good working condition. All cooking equipment shall be restricted to UL approved commercial cooking appliances only.
62. All cooking devices shall be on a flat stable surface.
63. If wood, charcoal or any other type of approved solid burning material is utilized, the material shall be stored away from any combustible material and usage shall be confined to a cooking device designed for such use/material. All hot material

shall be disposed of in a proper container designed for the hot material. Hot material shall not be stored near combustible material. There shall be a method in place to prevent any combustible material from coming in direct contact with the discarded hot material.

64. Portable vendor carts shall be prohibited from the use of any combustible liquid or gas fuel for the purpose of providing lighting to said carts.

FIRE SAFETY REQUIREMENTS FOR TENT CAMPING AREA

For any special event requiring City approval, the City of Indio Fire Services/Riverside County Fire Department may conduct fire inspections of the various tent camping areas, and enforce fire protection standards for the special event.

65. The City of Indio Fire Services/Riverside County Fire Department may conduct fire inspections of the various tent camping areas, and enforce fire protection standards for the Festival.
66. Campfires, fire pits, fire cages, cooking appliances or any other open flame device are not permitted anywhere on the event site.
67. The use of any type of heating appliance is not permitted anywhere on the event site.
68. The use of portable generators are not permitted anywhere on the event site.
69. Fire lanes shall remain unobstructed at all times. Rules & Safety Tips shall be posted on the Shadow Hills RV Resort web site; posted at each camping site and included as a handout to all campers.

FIRE SAFETY REQUIREMENTS FOR PERMANENT RV CAMPING SPACES

For any special event requiring City approval, the City of Indio Fire Services/Riverside County Fire Department will conduct fire inspections and enforce fire protection standards for the special event. The following is a list of the requirements for approval of outdoor cooking appliances:

70. All cooking appliances shall bear a certification or listing from a nationally recognized test or certification organization.
71. A minimum of 3 feet of clearance shall be maintained at all times while cooking appliance is in use. No combustible material shall be within 3 feet of the cooking appliance.
72. Cooking appliance that only utilizes propane as the fuel source shall be permitted. No wood, charcoal, flammable/combustible liquid cooking appliances or items permitted.
73. One cooking appliance per camp site shall be permitted.

74. Maximum amount of propane per campsite shall not exceed 20 pounds or 48 pounds of water capacity.
75. Cooking appliances shall only be used during the hours of 7:00am to 11:00 pm (PST).
76. Cooking appliances, when in use, shall not be left unattended.
77. Campfires, fire pits, fire cages or any other open flame device are not permitted anywhere on the event site.
78. The use of any type of heating appliance is not permitted anywhere on the event site. The only exception is; RV's may use their factory installed interior climate control appliances.
79. The use of portable generators are not permitted anywhere on the event site. The only exception is; RV's may use their factory installed generators. However if the exhaust vapors present a health hazard; the generator will not be permitted to be utilized.
80. Fire lanes shall remain unobstructed at all times.
81. Rules & Safety Tips shall be posted on the Shadow Hill RV Resort web site; posted at each camping site and included as a handout to all campers.

TENTS AND MEMBRANE STRUCTURE REQUIREMENTS

For any special event requiring City approval, the City of Indio Fire Services/Riverside County Fire Department may conduct fire inspections for all tents, and membrane structures, and enforce fire protection standards for the special event. Inspections will consist of certifying that all participants in the event have met the required standards. All tents, canopies, and membrane structures may be inspected before opening day, and/or during the event. Those tents, canopies and membrane structures, which do not meet the minimum fire safety standards on the day of inspection, will be required to comply prior to occupancy.

82. Permits shall be obtained from the Fire Department, for any tent, membrane structure, or canopy (or grouping of) that exceed 400 square feet. Ref. CFC 3103.2.
83. Shall provide to the Fire Department for review, a site map indicating the location and size of each tent, canopy, and membrane structure.
84. Minimum number of means of egress and means of egress widths shall be determined using table 3103.12.2, of the CFC. Exiting lighting shall conform to Section 3103.12.6 of the CFC.

85. Minimum size fire extinguisher shall be a 2A10BC.
86. Fire extinguishers shall not be mounted higher than 5 feet (top of fire extinguisher) from the ground level.
87. Travel distance to a fire extinguisher shall not exceed 75 feet.
88. No "Smoking" signs shall be posted in a conspicuous location throughout the tent, canopy and membrane structure.
89. Shall meet all requirements as set forth in Chapter 31 of the California Fire Code (CFC), 2013 edition.
90. Shall provide certificate of acceptance for meeting the State Fire Marshals flame retardant certification.

ADDITIONAL FIRE SAFETY REQUIREMENTS

For any special event requiring City approval, the City of Indio Fire Services/Riverside County Fire Department may conduct fire inspections and enforce fire protection standards for the special event. Inspections will consist of certifying that all participants in the event have met the required standards. Inspections shall be conducted on or before opening day, or during the event. Those areas which do not meet the minimum fire safety standards on the day of the inspection will be required to comply. The following is a list of additional requirements:

91. The applicant shall provide to the Indio Fire Department a layout for camping areas, to scale including row designators.
92. The applicant shall provide to the Indio Fire Department a seating layout for all stage/platform areas.
93. The applicant shall identify and mark path of travel for disable persons, to and from "handicap" seating area.
94. The applicant shall obtain necessary permits from the Indio Fire Department.
95. The applicant shall ensure that all Water Tenders (Water Trucks) shall be equipped with the capabilities to transfer their water from the Water Tender to the pump intake of the Indio Fire Departments Fire Engines.
96. The applicant shall provide a scaled site plan delineating all tents, art displays, stages, vendors (not located inside a tent), and any other display that would utilize available open space for the event.
97. The Fire Code Official, upon finding any overcrowding conditions or obstructions in aisles, passageways or other means of egress, or upon finding any condition which

constitutes a life safety hazard, shall be authorized to cause the event to be stopped until such condition(s) or obstruction(s) is corrected.

- 98. The applicants shall ensure that the secondary gate on Jefferson Street is operable and equipped to a Knox box key entry lock.
- 99. The applicant shall provide trained crowd managers personnel for events where more than 1,000 persons congregate. The minimum number of crowd managers shall be established at a ratio of one crowd manager to every 250 persons.

The applicant shall provide the Indio Fire Department with a Fire Safety Plan for review and approval.

Indio Police Department (IPD):

- 100. The applicant shall install "No Trespassing/Loitering" signs at all driveway and pedestrian entrances. The Applicant shall file, and keep on file, "No Trespass Authorizations Forms" with the Indio Police Department.
- 101. The applicant shall proactively enforce all "No Trespassing" and "No Loitering" laws and report all crimes to the Indio Police Department.
- 102. The applicant shall not block any emergency access areas as specified by Indio Fire Department.
- 103. The applicant shall ensure all signs, flags, or other displays advertising the proposed events are properly permitted by the City of Indio.
- 104. The applicant shall submit complete floor plans of any new structures and existing structures and landscaping plans to the Indio Police Department in high resolution "PDF" format for any Major Special Events.
- 105. To control and abate unnecessary, excessive and annoying noise and vibration, the applicant shall comply with the City's noise restrictions and regulations as outlined in the Indio Municipal Code.
- 106. For all events that require a City permit, the applicant shall provide sufficient numbers of security personnel to ensure public safety. A security plan shall be submitted to Indio Police Department for review and approval, prior to the event.
- 107. During the major special events, the applicant shall reimburse the City of Indio for all costs associated with an emergency call-out for public safety emergencies requiring additional resources beyond an initial public safety personnel deployment.
- 108. It is the responsibility of the applicant and his or her successors in interest to comply with all above conditions of approval.

109. Violation of any of the above conditions of approval and regulation, or violation of any State and federal law by vendors, vendor's agent, employees, applicant, applicant's agent, or applicant's employees, and/or guests may be cause for revocation of this Conditional Use Permit (CUP 16-1-1012).

Section 4. The Planning Commission Secretary shall certify to the passage, approval, and adoption of this Resolution.

PASSED, APPROVED, and ADOPTED this 9th day of March, 2016, by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

GLORIA FRANZ
Planning Commission Chair

ATTEST:

ELSA CORONA
Planning Commission Secretary

ATTACHMENT C

Site Plan

Attachment D
Ordinance No. 1687

ORDINANCE NO. 1687

ORDINANCE OF THE CITY COUNCIL, OF THE CITY OF INDIO, CALIFORNIA, TO AMEND SECTION 159.556 OF THE INDIO MUNICIPAL CODE REGARDING ZONING REGULATIONS APPLICABLE TO RECREATIONAL VEHICLE AND TRAVEL TRAILER PARKS ESTABLISHED PRIOR TO JUNE 15, 1994, SECTION 159.557 REGARDING APPROVAL OF TEMPORARY RECREATIONAL VEHICLE AND TRAVEL TRAILER PARKS, AND SECTION 130.020 REGARDING CAMPING CONDUCTED AT RECREATIONAL VEHICLE AND TRAVEL TRAILER PARKS

THE CITY COUNCIL OF THE CITY OF INDIO, CALIFORNIA, HEREBY ORDAINS AS FOLLOWS:

Section 1. Section 159.556 (Regulations and Standards) of Chapter 159 (Zoning Regulations) of the Indio Municipal Code is hereby amended in its entirety to read as follows:

(A) A recreational vehicle or travel trailer park established prior to, and continually operated since, June 15, 1994, shall be permitted in any land use district in which it currently operates, subject to the following regulations and standards:

(1) Expand or modify its size or number of permitted spaces, as existed on June 15, 1994, only upon approval of a conditional use permit. A conditional use permit may include conditions relating to the conduct of special events.

(2) Comply with all applicable State laws and City ordinances regulating the operation and design of recreational vehicle and travel trailer parks, except for the standards set forth in subsection (B).

(B) Recreational vehicle and travel trailer parks established after June 15, 1994, shall be permitted exclusively in the RM district and shall be subject to the Specific Plan Implementation requirements pursuant to §§ 159.950 through 159.958. The required land use designation shall be MHPD (Mobile Home Planned Development). The following regulations and standards shall supplement development standards enumerated for RM zoned property. When conflicting, the standards imposing the more stringent requirement shall prevail. These supplemental development standards shall only apply to new development or conversions subsequent to June 15, 1994.

(1) Minimum site size shall be ten acres.

(2) Density shall not exceed 12 spaces per gross acre.

(3) One shade tree per space shall be required.

(4) The minimum space size shall be 30 feet in width by 65 feet in length.

(5) "Park Models" and other permanent or semi-permanent residential units shall be prohibited, except that one permanent residential structure may be permitted as a caretakers residence.

(6) Interior streets shall be a minimum of 24 feet wide. Rolled curbs may be

permitted.

(7) Decorative block walls shall be required around the perimeter of all projects. The minimum height shall be eight feet when measured from the interior grade and six feet when measured from the exterior grade.

(8) A minimum of 75% of the spaces shall be installed with sewer, water and electricity.

(9) A minimum of 25 percent of the site shall be maintained as common landscaped open space such as golf courses, tennis courts, and trails, but not to include recreation rooms, laundry rooms, offices, restrooms or other common structures or buildings.

(10) Each space shall be improved with concrete or other acceptable hard surface.

(11) Design review shall be required for all structures, landscaping, screening, street layout, recreational facilities, etc.

(12) Solid waste and recycling enclosures shall be required."

Section 4. Section 159.557 (Temporary Parks) of Chapter 159 (Zoning) of the Indio Municipal Code is hereby amended in its entirety to read as follows:

"Temporary recreational vehicle or travel trailer parks may be permitted on private or public property in any land use district upon approval of a permit issued by the Director of Development Services, subject to the following conditions and regulations:

- (A) Shall be permitted for no more than 21 days in any one calendar year.
- (B) A minimum of ten feet between vehicles or trailers shall be required.
- (C) Aisle ways shall be a minimum of 24 feet in width.
- (D) Toilets, if provided, shall be permitted at a rate of no more than one per fifteen spaces and shall be emptied daily by an approved method.
- (E) Fire hydrants shall be no more than 500 feet from any space.
- (F) Electrical, sewer and water hookups shall be prohibited.
- (G) Provisions for solid waste and recycling collection shall be made.
- (H) Provisions for dust control shall be made.
- (I) No waste water shall be discharged on to the open ground surface or into city streets.
- (J) Other conditions to assure that the temporary recreational vehicle or travel trailer park will not adversely affect adjoining properties, public or private, or the public health, safety, and general welfare.
- (K) A permit issued by the Director of Development Services under this section may be revoked for violations of this section. The operator shall be given seventy two hours to correct violations or cease operation."

Section 5. Section 130.020 (When Prohibited) of Chapter 130 (Offenses Against Persons or Property) of the Indio Municipal Code is hereby amended to add a new Subsection (C)(3) to read as follows:

"(3) This division shall not prohibit camping at the site of a legally operating

recreational vehicle or travel trailer parks permitted in accordance with Sections 159.556 or 159.557."

Section 6. CEQA. This ordinance was assessed in accordance with the criteria contained in the California Environmental Quality Act ("CEQA") and the State CEQA Guidelines. The City Council finds that adoption of this ordinance will not have a significant environmental impact on the environment and is exempt from CEQA pursuant to Section 15061(b)(3) of State CEQA Guidelines because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. Alternatively, this ordinance is exempt from CEQA pursuant to Section 15305 because it involves a minor alteration in land use limitations and it would not result in any changes in land use or density. The primary effect of this ordinance will be to permit existing recreational vehicle and travel trailer parks to continue operating at their current locations, and therefore the land use at those locations will remain the same.

Section 7. The City Clerk shall certify to the adoption of this Ordinance and shall cause the same to be published or posted in the manner prescribed by law.

Section 8. Severability. If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held to be invalid or unenforceable by a court of competent jurisdiction, the remaining portions of this ordinance shall nonetheless remain in full force and effect. The City Council and voters of the City of Indio hereby declare that they would have adopted each section, subsection, sentence, clause, phrase, or portion of this ordinance, irrespective of the fact that any one or more

PASSED, APPROVED AND ADOPTED this 3rd day of February, 2016, by the following vote:

AYES: Holmes, Strange, Wilson, Miller

NOES: None

ABSENT: Ramos Watson



GLENN MILLER, MAYOR

ATTEST:



CYNTHIA HERNANDEZ, CMC
CITY CLERK

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: November 10, 2016

CASE NUMBER: ZAP1081RI16 – Wolf Nejedly V, LLC

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO: P16-0617 (Rezone), P16-0618 (Design Review)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Rezoning be found CONSISTENT with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, provided that the new zoning incorporates the appropriate Airport Protection Overlay Zone suffix (-AP-E), which refers to the site's location within Airport Compatibility Zone E of the Riverside Municipal Airport Influence Area, and that the Design Review be found CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant proposes rezoning of 0.94 acres from R1-7000-SP Single Family Residential Specific Plan Overlay to CG-SP Commercial General Specific Plan Overlay and to construct a 1,652 square foot addition to an existing 900 square foot building to be used as a sales office for an Enterprise Car Sales dealership.

PROJECT LOCATION: The site is located at 7743-7715 Indiana Avenue, southerly of the 91 freeway, easterly of Jefferson Street, and westerly of Winstrom Street within the City of Riverside, approximately 10,000 feet southerly of the southeasterly terminus of Runway 9-27, and 13,000 feet southeasterly of the southerly terminus of Runway 16-34 at Riverside Municipal Airport.

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

- a. Airport Influence Area: Riverside Municipal Airport
- b. Land Use Policy: Airport Compatibility Zone E
- c. Noise Levels: Outside the 55 CNEL contour

BACKGROUND:

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

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

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

Part 77: While the site's distance from the southeasterly terminus of Runway 9-27 (at approximately 10,000 feet) is less than its distance from the southerly terminus of Runway 16-34 (approximately 13,000 feet), the latter point has a much lower elevation (747.5 feet above mean sea level [AMSL]) than the former point (815.8 feet AMSL). Therefore, Runway 16-34 is the applicable runway for determination of Part 77 noticing requirements at the project location. The project site elevation is 850 feet above mean sea level. With a maximum building height of 20 feet, the top point elevation would be 870 feet above mean sea level. At a distance of 13,000 feet from Runway 16-34, structures with a top point elevation of 877.5 feet above mean sea level (or greater) would require notification to the Federal Aviation Administration Obstruction Evaluation Service (FAAOES). Since the project maximum top point elevation is 870 feet above mean sea level, FAAOES review for height or elevation was not required.

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

Airport Overlay: In conjunction with adoption of its General Plan in 2007, the City of Riverside amended its zoning ordinance to provide for Airport Protection Overlay Zones within the Airport Influence Areas of airports for which Compatibility Zones based on the "A through E" system utilized in the 2004 Riverside County Airport Land Use Compatibility Plan have been established. While the land uses permitted by the proposed Commercial General zone are consistent with a location in Compatibility Zone E, application of the Airport Protection Overlay Zone suffix is recommended in order to assure that the ultimate development will comply with Compatibility Zone E. This would further the objectives of promoting the continued operations of Riverside Municipal Airport and maintaining public awareness of its proximity. The Airport Protection Overlay Zone suffix for Zone E should be applied to the parcel (CG-SP-AP-E).

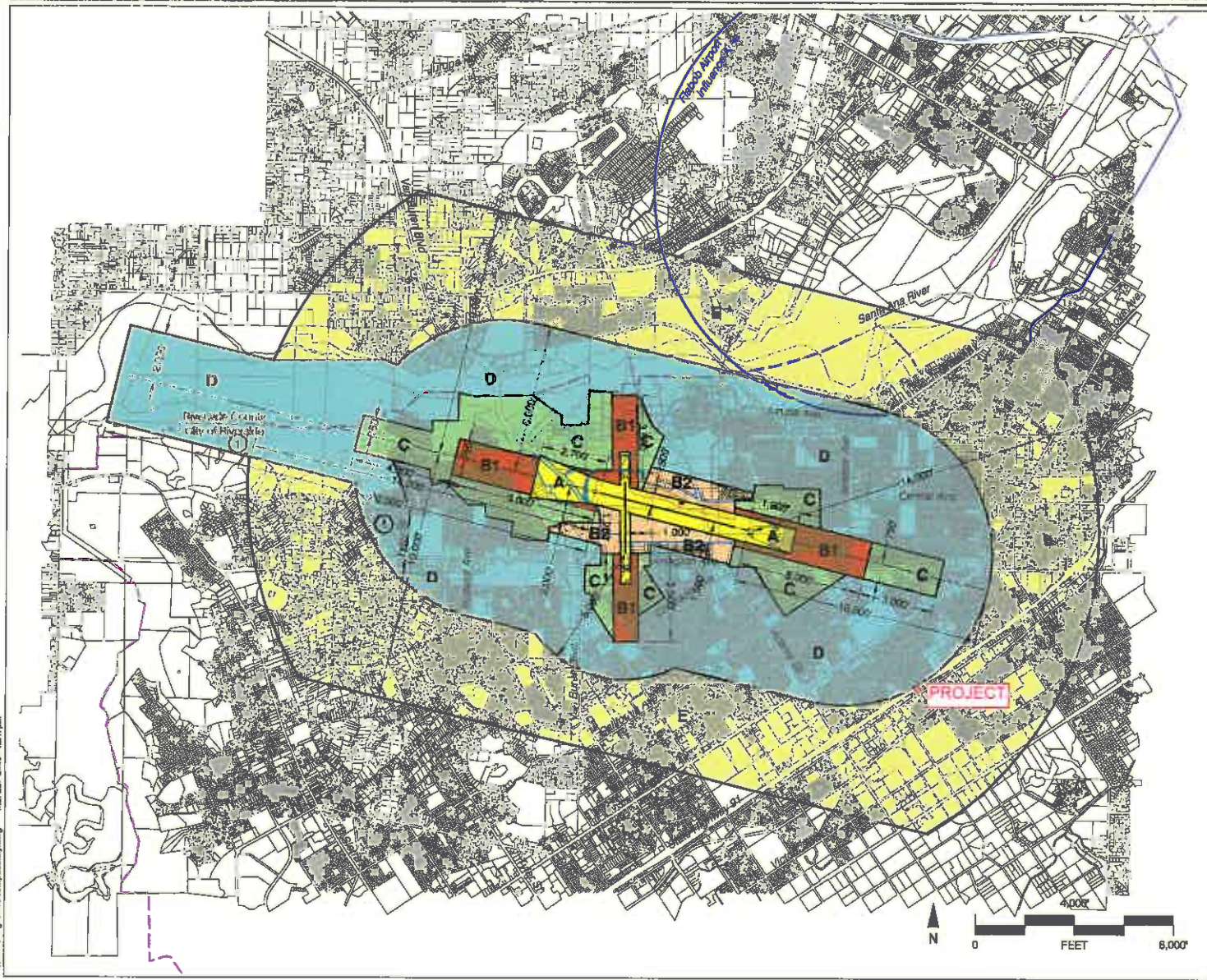
CONDITIONS:

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

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

NOTICE OF AIRPORT IN VICINITY

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



Legend

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

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

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

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

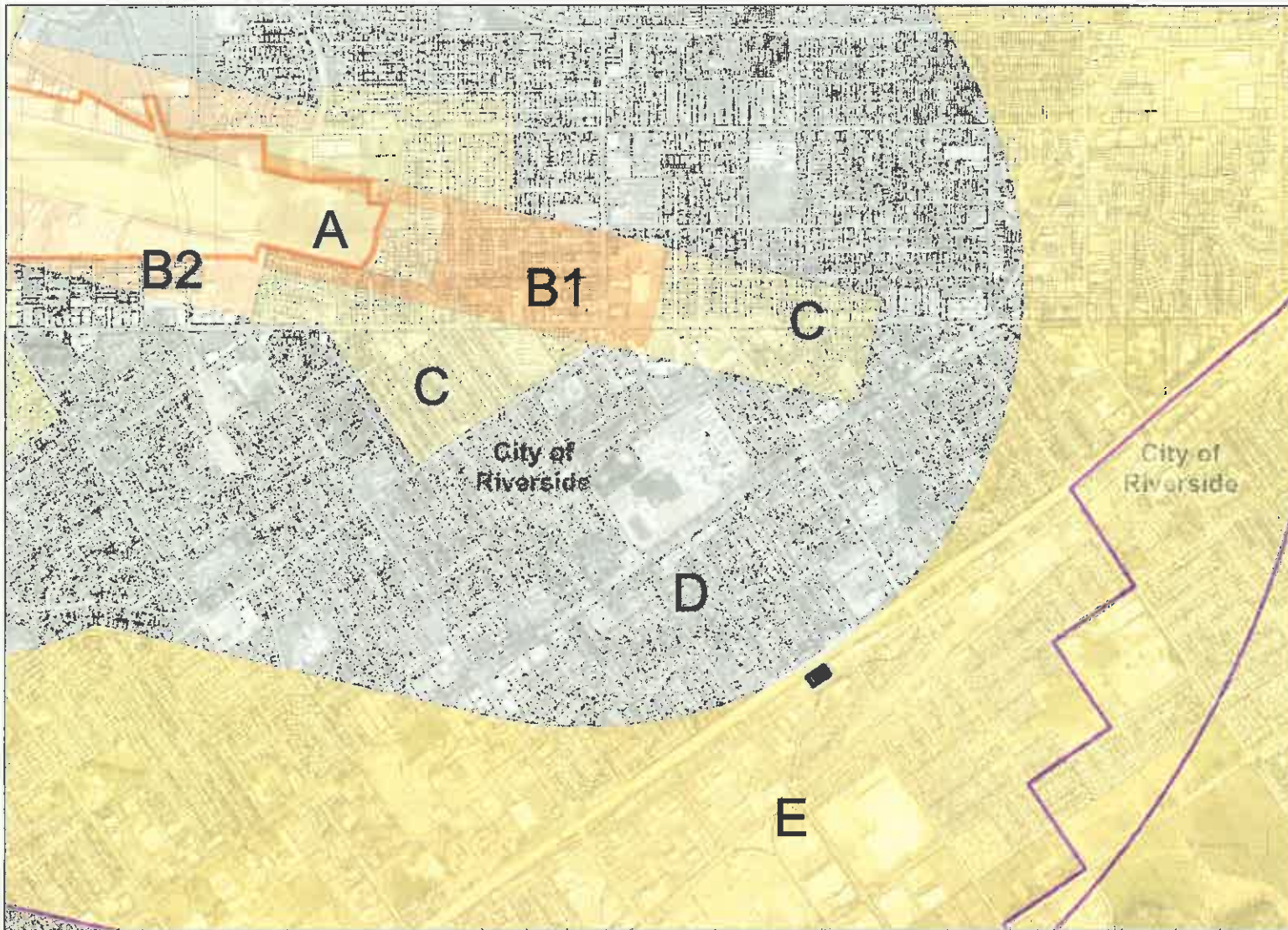
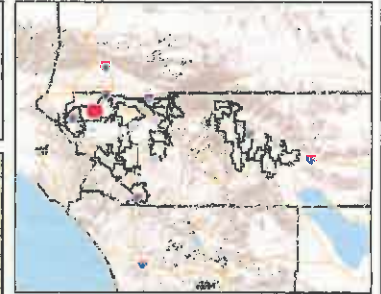
Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
 (Adopted March 2005)

Map RI-1

Compatibility Map
Riverside Municipal Airport

P:\RCD\m\p\BAA\compatibility.dwg Mar 25, 2005 - 12:47pm

My Map



Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC8
- C2-HIGHT



0 2,555 5,111 Feet



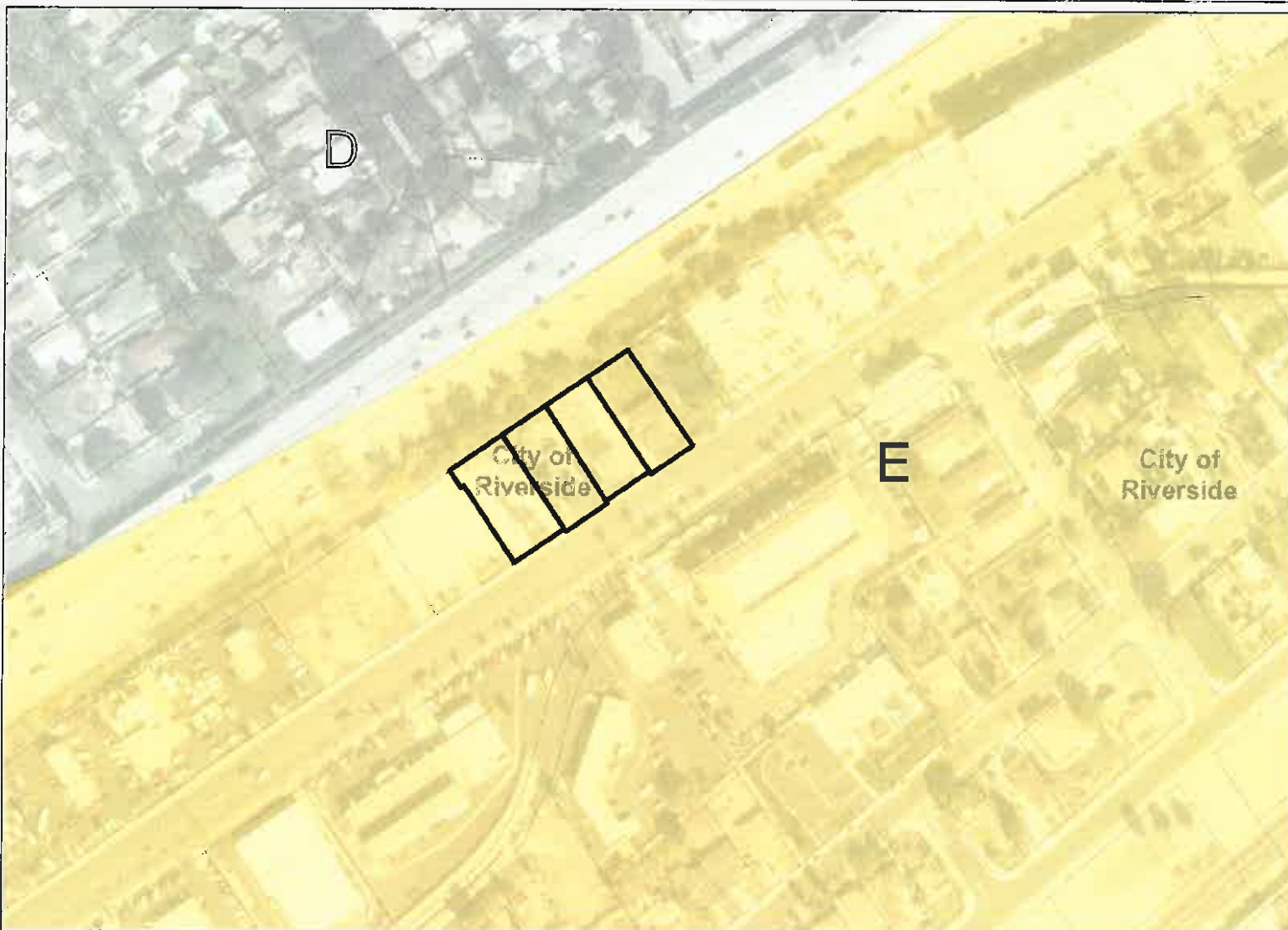
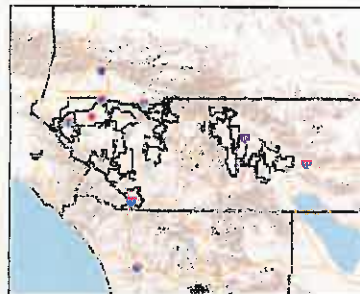
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Notes

My Map



Legend

- Display Parcels
- Airports
- AIA

Airport Compatibility

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



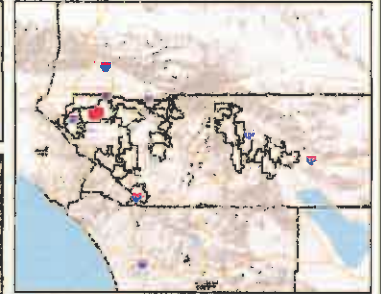
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Notes

My Map



Legend

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



0 2,555 5,111 Feet



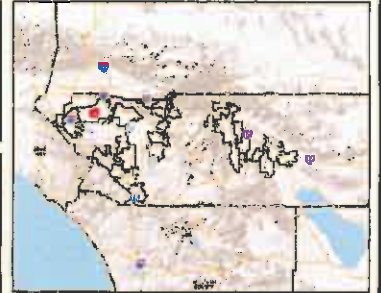
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My Map



Legend

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



0 1,278 2,555 Feet



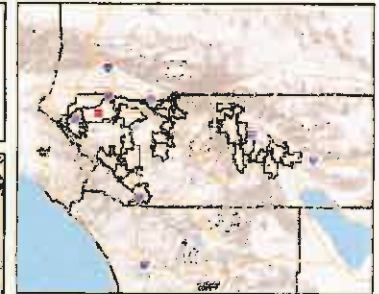
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Legend

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



0 639 1,278 Feet



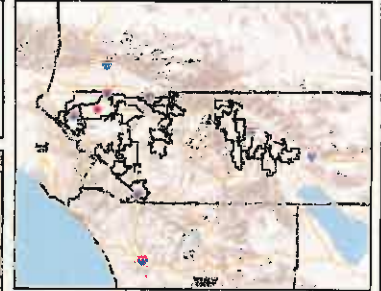
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- Cities**
- roadsanno**
- highways**
- HWY
- INTERCHANGE
- INTERSTATE
- OFF/RAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrographylines**
- waterbodies**
- Lakes
- Rivers



0 319 639 Feet



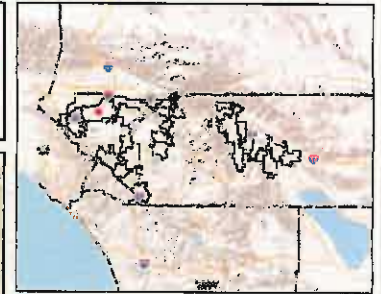
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-  City Boundaries
- Cities**
- roadsanno
- highways
 -  HWY
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 -  INTERSTATE
 -  OFFRAMP
 -  ONRAMP
 -  USHWY
-  counties
-  cities
- hydrographylines
- waterbodies
 -  Lakes
 -  Rivers



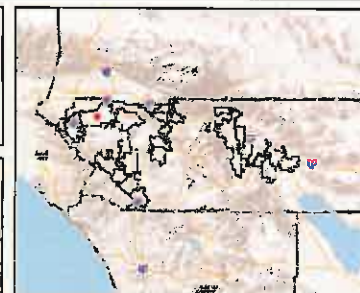
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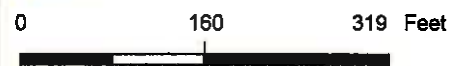
Notes

My Map



Legend

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



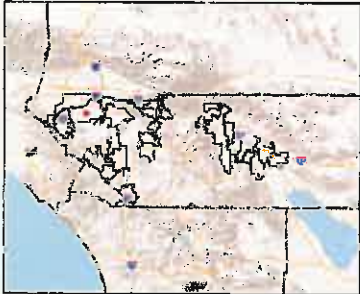
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- highways**
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- counties
- cities
- hydrographylines**
- waterbodies**
- Lakes
- Rivers

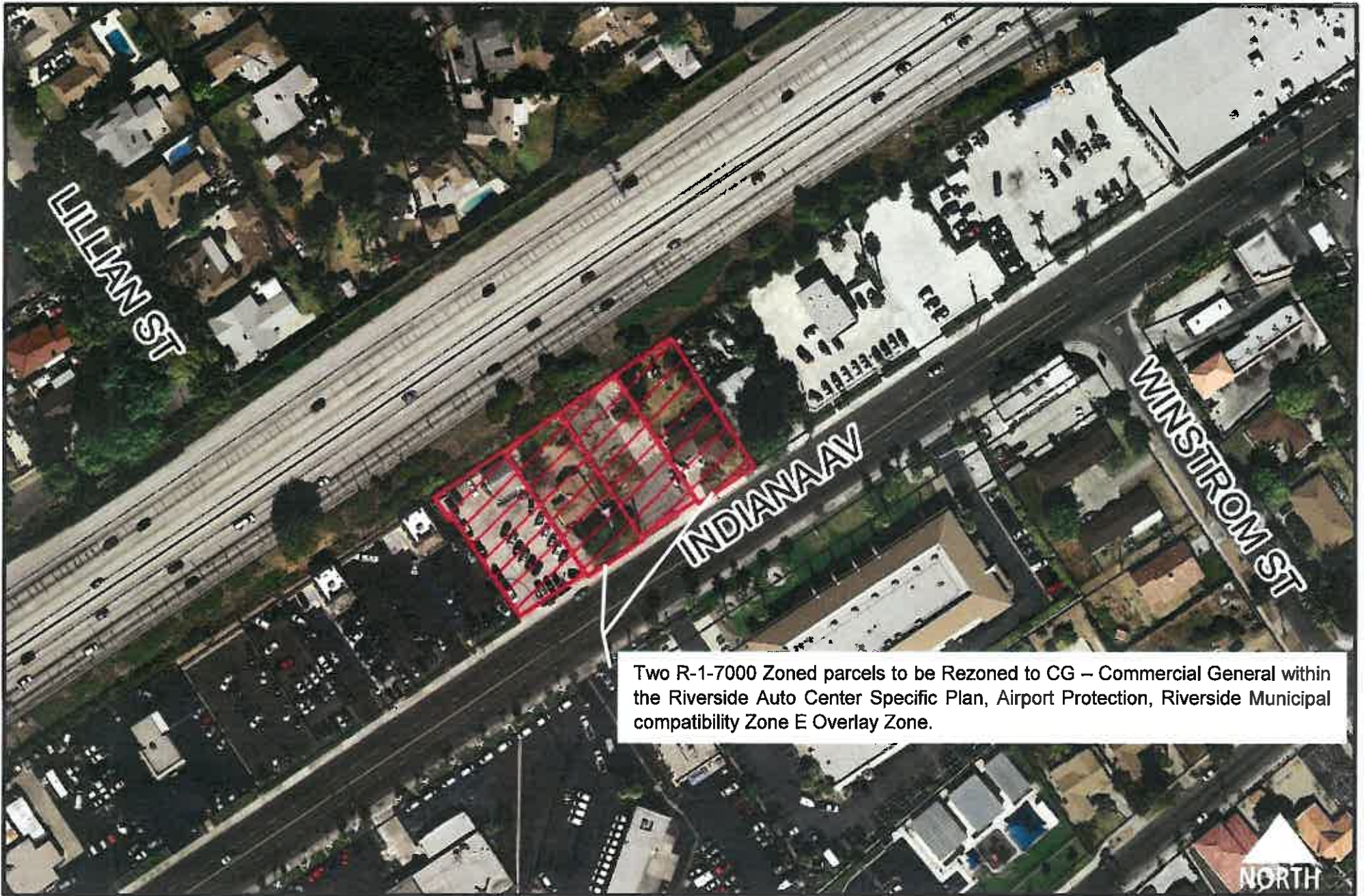


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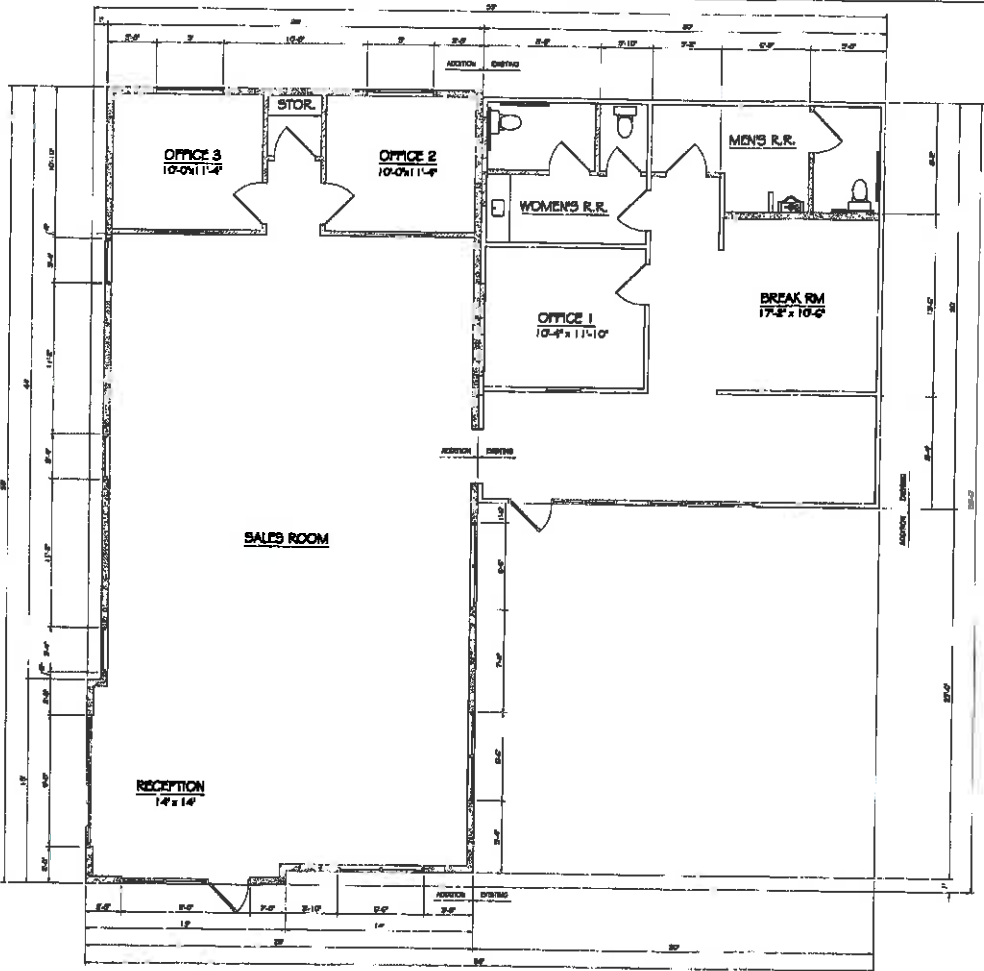
Notes



Two R-1-7000 Zoned parcels to be Rezoned to CG – Commercial General within the Riverside Auto Center Specific Plan, Airport Protection, Riverside Municipal compatibility Zone E Overlay Zone.

P16-0617 - 0618, Proposed Zoning





FLOOR PLAN
1/4" = 1'-0"

FLOOR PLAN NOTES

1. BUILDING OCCUPANCY IS GROUP B, CONSTRUCTION TYPE V-B NON SPARKLE RESIST. ALL WORK AND MATERIALS SHALL CONFORM TO THE 2015 CBC, CFC, LOMA, & OBG.
2. CONTRACTOR SHALL NOTIFY ARCHITECT OF ANY DISCREPANCIES IN WRITING PRIOR TO COMMENCING WORK.
3. SEE SHEET AS & AS FOR EXTERIOR ELEVATIONS
4. SEE SHEET AS FOR REFLECTED CEILING PLAN AND DETAILS
5. SEE SHEET AS FOR DOOR / WINDOW SCHEDULES AND ROOM FINISH SCHEDULE.
6. SEE SHEET AS FOR ROOF ROOM AND HANDICAP ACCESS DETAILS.
7. SEE SHEET AF FOR ROOF PLAN, DETAILS AND NOTES.
8. SEE SHEET BS FOR HANDICAP PATH OF TRAVEL, ACCESSIBILITY AND SITE DETAILS.

WALL SYMBOL LEGEND

- INDICATES EXISTING 2x4 STUD WALL TO REMAIN
- INDICATES EXISTING WALL TO BE REMOVED
- INDICATES NEW 4" WALL (2x4 STUDS @ 16" o/c)
- INDICATES NEW 6" WALL (2x6 STUDS @ 16" o/c)

BUILDING DESCRIPTION

SINGLE STORY OFFICE REMODEL & ADDITION
TYPE V-B SPRINKLERED, GROUP B
FIRE SPRINKLERS REQUIRED UNDER SEPARATE PERMIT

BUILDING AREA TABULATION

EXISTING OFFICE BUILDING	800 SF
NEW OFFICE ADDITION	1,288 SF
TOTAL PROPOSED OFFICE	2,088 SF
ALLOWABLE OFFICE AREA	6,808 SF

WISHARD ARCHITECTS
231 E. ALESSANDRO, STE. A-216
RIVERSIDE, CA. 92505
PHONE (951) 776-8880 FAX (951) 776-8870

**ENTERPRISE CAR SALES
OFFICE AND CAR LOT**
7745 INDIANA AVE. RIVERSIDE, CA
PH: 951-250-100-085, 087, 016, 009

PROPERTY OWNER:
WOLF NEEDLY V. LLC
7045 INDIANA AVE. LOT 100
RIVERSIDE, CA. 92505
CONTACT A. C. HOLZNER
(951) 595-7151

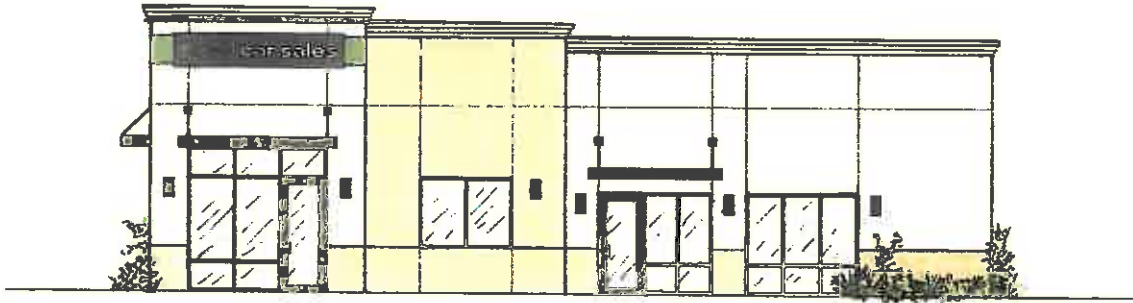


FLOOR PLAN

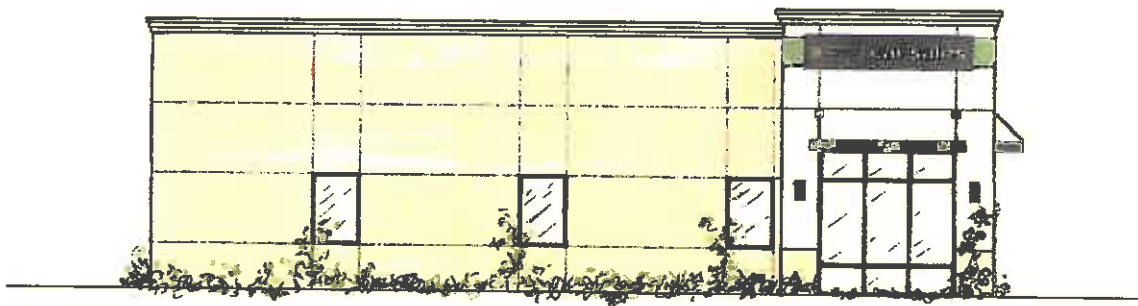
PROJECT NO.	DATE
SCALE	BY
NO.	DATE
DATE	BY

AI

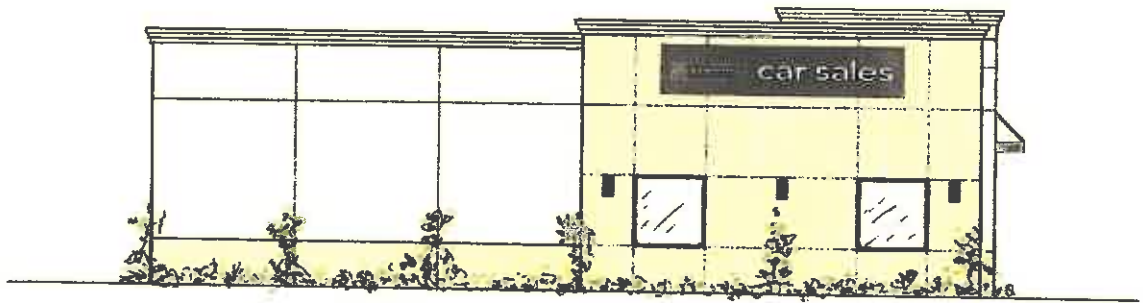
ENTERPRISE CAR SALES
OFFICE AND CAR LOT
7745 INDIANA AVE, RIVERSIDE, CA



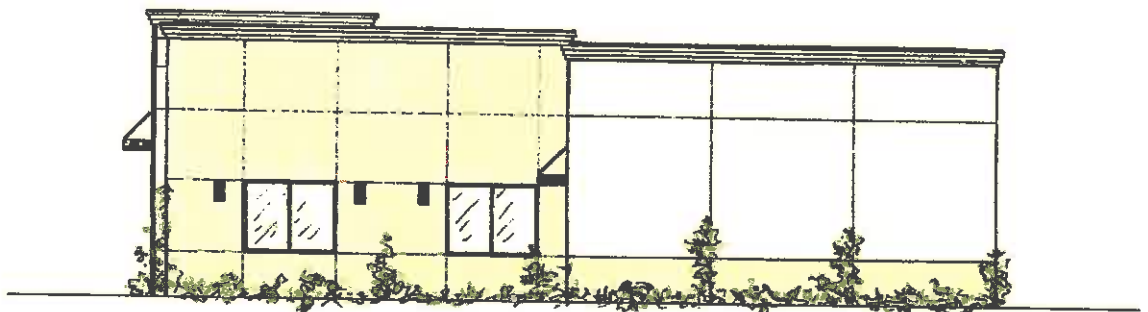
FRONT ELEVATION



LEFT ELEVATION



REAR ELEVATION



RIGHT ELEVATION



WISHARD ARCHITECTS
231 E. ALESSANDRO, STE. A-216
RIVERSIDE, CA. 92506
PHONE (951) 776-8000 FAX (951) 776-8070

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

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

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

DATE OF HEARING: November 10, 2016

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1081RI16 – Wolf Nejedly V, LLC – City of Riverside Planning Case Nos. P16-0617 (Rezone) and P16-0618 (Design Review). The applicant proposes rezoning of 0.94 acres located northerly of Indiana Avenue, southerly of the 91 freeway, easterly of Jefferson Street and westerly of Winstrom Street from R-1-7000-SP Single Family Residential Specific Plan Overlay to CG-SP Commercial General Specific Plan Overlay. The Commission may further recommend that the site be rezoned to CG-SP-AP-E (Commercial General Specific Plan Overlay, Airport Protection Overlay Zone E). The applicant also proposes to construct a 1,652 square foot addition to an existing 900 square foot building to be used as a sales office for an Enterprise Car Sales dealership. (Airport Compatibility Zone E of the Riverside Municipal Airport Influence Area).

FURTHER INFORMATION: Contact Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Alyssa Berlino of the City of Riverside Planning Division at (951) 826-5628.

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

ALUC Identification No.

ZAP 1081 RFI16

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application September 24, 2016
 Property Owner Wolf Nejedly V, LLC Phone Number 951-321-3333
 Mailing Address 7095 Indiana Avenue, Suite 100
Riverside, Ca 92506

Agent (if any) _____ Phone Number _____
 Mailing Address N/A

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address 7743, 7735, 7725, 7715 Indiana Ave, Riverside, Ca 92506
 Assessor's Parcel No. 230-100-007, 009, 016, 025 Parcel Size _____
 Subdivision Name Galeta Manor Zoning (2) = R-1-7000-sp
 Lot Number Lot(s) 32, 33, 34, 35 Classification (2) = CG-s-2-x-sp

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Existing car lot (7745) Indiana.
7735, 7725, 7715 Indiana are vacant lots.

Proposed Land Use (describe) Existing car lot (7745 Indiana) to be remodeled and add more space. 7734, 7725, 7715 vehcile storage/sales lot.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____
 For Other Land Uses Hours of Use 6:30am-10:30pm daily & as allowed by CG-s-2-x-sp
 (See Appendix C) Number of People on Site 8 Maximum Number 16.52
 Method of Calculation 1,652 office / 100 = 16.52

Height Data Height above Ground or Tallest Object (including antennas and trees) 20.00 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 866.80 ft.

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

If yes, describe _____

Riv
E

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	
Agency Name	City of Riverside
	aberlino@riversideca.gov
Staff Contact	Alyssa Berlino - Planning
Phone Number	951-826-5628
Agency's Project No.	P16-0617
	P16-0618
Type of Project	
	<input type="checkbox"/> General Plan Amendment
	<input checked="" type="checkbox"/> Zoning Amendment or Variance
	<input type="checkbox"/> Subdivision Approval
	<input checked="" type="checkbox"/> Use Permit
	<input type="checkbox"/> Public Facility
	<input type="checkbox"/> Other _____

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.2

HEARING DATE: November 10, 2016

CASE NUMBER: ZAP1072FV16 – KTM North America (Representative: MDMG Inc.)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PP25714 (Amended Plot Plan)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends a finding of CONSISTENCY for the Plot Plan, subject to the conditions included herein.

PROJECT DESCRIPTION: Amended Plot Plan No. 25714 (PP25714) is a proposal to develop a private KTM dirt bike testing facility consisting of a 2,160 square foot building for motorcycle maintenance (with an observation deck) and 5.9 acres of dirt bike test tracks on a 9.07 gross acre parcel. The height of the building is 25 feet. The test track facility will not be open for public use or viewing.

The Commission had previously found the original proposal for a contractor's storage yard on this parcel consistent via ZAP1059FV14.

PROJECT LOCATION: The site is located easterly of Sky Canyon Drive, northerly of Technology Drive, and southerly of Borel Road, in the unincorporated community of French Valley, approximately 1,360 feet southerly of the southerly terminus of Runway 18-36 at French Valley Airport.

LAND USE PLAN: 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011

- a. Airport Influence Area: French Valley Airport
- b. Land Use Policy: Zones B1 and C
- c. Noise Levels: Between 60-65 CNEL

BACKGROUND:

Non-Residential Average Intensity: Compatibility Zone B1 limits average intensity to 40 people per acre and Compatibility Zone C limits average intensity to 80 people per acre. Approximately 7.13 acres of the site are located within Compatibility Zone B1, with the remaining 1.93 gross acres located within Compatibility Zone C.

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

- Storage area – 1 person per 300 square feet
- Repair area – 1 person per 100 square feet
- Observation deck – 1 person per 15 square feet

Based on the site plan provided, the proposed 2,160 square foot building is located entirely within the Compatibility Zone C portion of the site, while the majority of the dirt bike testing track area is located within the Compatibility Zone B1 portion of the site. The proposed building contains 1,632 square feet of shop repair area, a 1,632 square foot observation platform, and 48 square feet of storage area, resulting in a total occupancy of 126 people, and an average intensity of 65 people per acre (for the area in Zone C), which is consistent with the Compatibility Zone C criterion of 80 people.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle in the absence of more precise data). Based on the number of parking spaces provided (7 spaces), the total occupancy would be estimated at 11 people for an average acre intensity of 1 person per acre over the entirety of the site.

Non-Residential Single-Acre Intensity: Compatibility Zone B1 limits single-acre intensity to 80 people and Compatibility Zone C limits single-acre intensity to 160 people. Based on the site plan and floor plans provided for the project, the most intense single-acre would occur on the 2,160 square foot building in Compatibility Zone C. Based on the occupancies as noted previously, this would result in a single-acre intensity of 126 people, which is consistent with the Compatibility Zone C criterion of 160 people.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Zone B1 (Children's schools, day care centers, libraries, hospitals, nursing homes, buildings with more than 2 aboveground habitable floors, highly noise-sensitive outdoor non-residential uses, aboveground bulk storage of hazardous materials, critical community infrastructure facilities, and hazards to flight) or Zone C (Children's schools, day care centers, libraries, hospitals, nursing homes, buildings with more than 2 aboveground habitable floors, highly noise-sensitive outdoor non-residential uses, and hazards to flight) within the project.

Noise: The property lies within the area that would be subject to average exterior noise levels of approximately 60-65 dBA CNEL under ultimate airport development conditions. The building would be subject to aircraft noise levels of approximately 60 dBA CNEL. ALUC's objective is that interior noise levels from aviation-related sources not exceed 45 dBA CNEL for noise sensitive land uses. As standard building construction is presumed to provide adequate sound attenuation where the exterior noise exposure is not more than 20 dB greater than the interior standard, the office building would not require special measures to mitigate aircraft-generated noise. The remaining site area consists of non-residential land uses that are not noise-sensitive; therefore, no special mitigation of noise from aircraft is required to comply with applicable noise thresholds.

Part 77: The elevation of Runway 18-36 at its southerly terminus is approximately 1330 feet above mean sea level (AMSL). At a distance of approximately 1,360 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1343.6 feet AMSL. The site elevation is 1,310 feet AMSL and the height of the building is 25 feet for a top point elevation of 1,335 feet AMSL. The applicant submitted Form 7460-1 to the FAA Obstruction Evaluation Service (FAA OES) in 2015. The FAA OES issued a "Determination of No Hazard to Air Navigation" letter on September 11, 2015 for Aeronautical Study No. 2015-AWP-8597-OE. The study revealed that the proposed structure would not exceed obstruction standards and would not be a hazard to air navigation provided conditions are met. These FAA OES conditions have been incorporated into the project's conditions.

Open Area: The site is less than ten acres in area; therefore, the project is not subject to Compatibility Zone B1 and Zone C open area requirements.

CONDITIONS:

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky and shall comply with Riverside County Ordinance No. 655 as applicable. Outdoor lighting plans, if any, shall be transmitted to Riverside County Economic Development Agency – Aviation Division personnel and to the French Valley Airport for review and comment. (Failure to comment within thirty days shall be considered to constitute acceptability on the part of the airport manager.) Uses of the dirt bike test track after dusk hours is prohibited.
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, including landscaping utilizing water features, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, and incinerators.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, highly noise-sensitive outdoor non-residential uses, aboveground bulk storage of hazardous materials, critical community infrastructure facilities, and hazards to flight.
3. The attached notice shall be provided to all potential purchasers of the property and/or tenants of the proposed building.
 4. Any new detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
 5. The project was analyzed as a private dirt bike test track facility which is not open to the public. No use of the dirt bike test track for the purpose of spectator sports, in which guests pay for admission to an event or series of events, or to which the general public is invited, or large gathering of crowds (no more than 160 people per single acre area), is included in this determination of consistency.
 6. Prior to issuance of building permits, the landowner shall convey an avigation easement to the County of Riverside as owner-operator of French Valley Airport, which shall be recorded, or shall provide evidence that such an easement covering the property has already been recorded. Copies of the avigation easement, upon recordation, shall be forwarded to the Riverside County Planning Department and to the Riverside County Airport Land Use Commission.
 7. The Federal Aviation Administration has conducted an aeronautical study of the proposed building/observation deck (Aeronautical Study No. 2015-AWP-8597-OE) and has determined that neither marking nor lighting of the structure will be necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with

FAA Advisory Circular 70/7460-1K Change 2 and shall be maintained in accordance therewith for the life of the project.

8. The maximum elevation at the top of any proposed structure, including all roof-mounted appurtenances (if any), shall not exceed 1,340 feet above mean sea level. This maximum elevation shall not be increased without further review by the Airport Land Use Commission and the Federal Aviation Administration.
9. Temporary construction equipment such as cranes used during actual construction of the structure shall not exceed a height of 30 feet unless separate notice is provided to the Federal Aviation Administration through the Form 7460-01 process.
10. Within five (5) days after construction of the building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions) This requirement is also applicable in the event the project is abandoned.

NOTICE OF AIRPORT IN VICINITY

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



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

Aeronautical Study No.
 2015-AWP-8597-OE
 Prior Study No.
 2014-AWP-8246-OE

Issued Date: 09/11/2015

J. Augustine C/O MDMG, Inc
 Road Builders, Inc
 41635 Enterprise Circle North
 Suite B
 Temecula, CA 92590

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

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

Structure: Building KTM observation deck
 Location: Murrieta, CA
 Latitude: 33-33-43.82N NAD 83
 Longitude: 117-08-05.45W
 Heights: 1310 feet site elevation (SE)
 30 feet above ground level (AGL)
 1340 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 03/11/2017 unless:

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

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

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

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

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

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

If we can be of further assistance, please contact our office at (425) 227-2625. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-8597-OE.

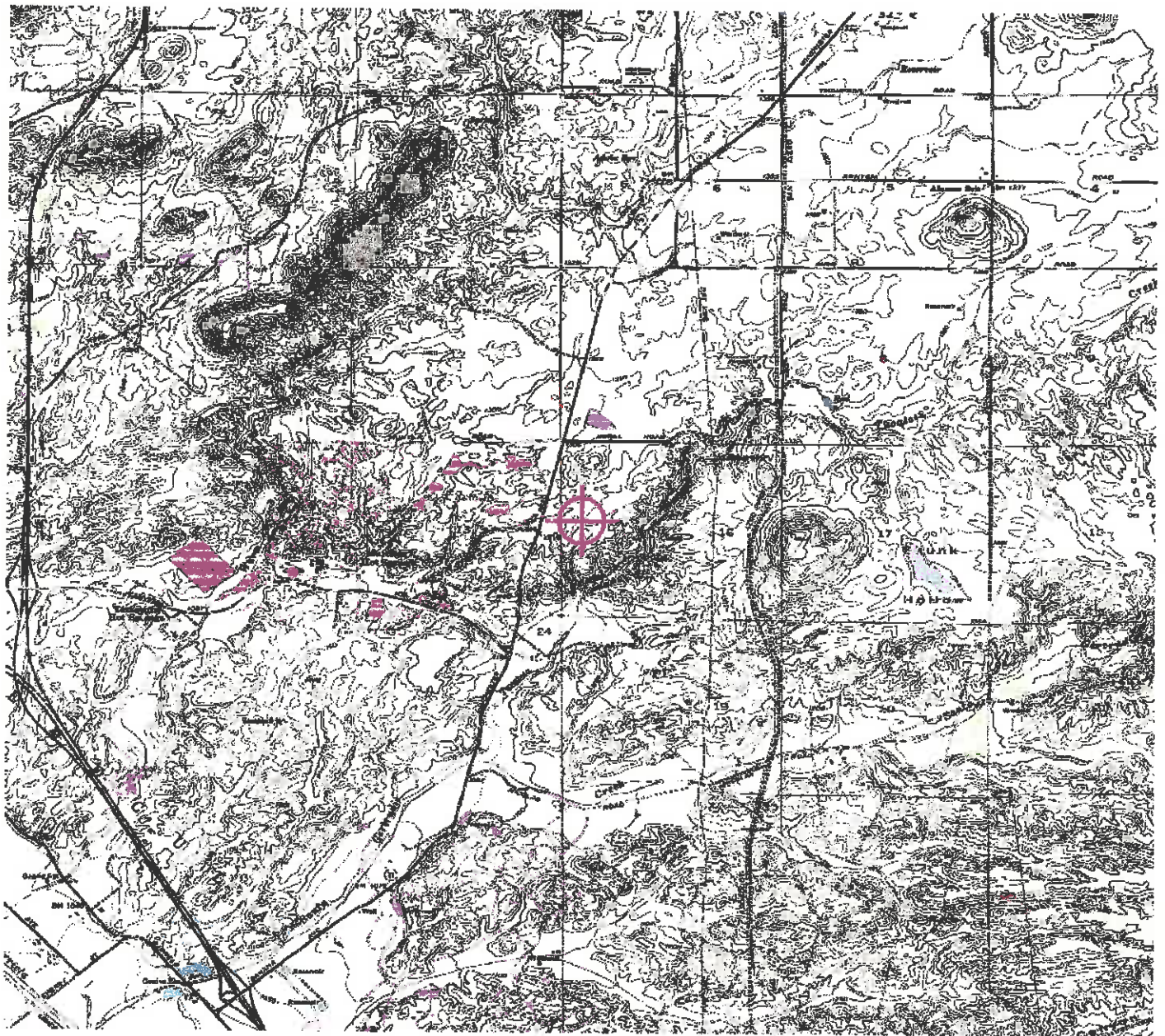
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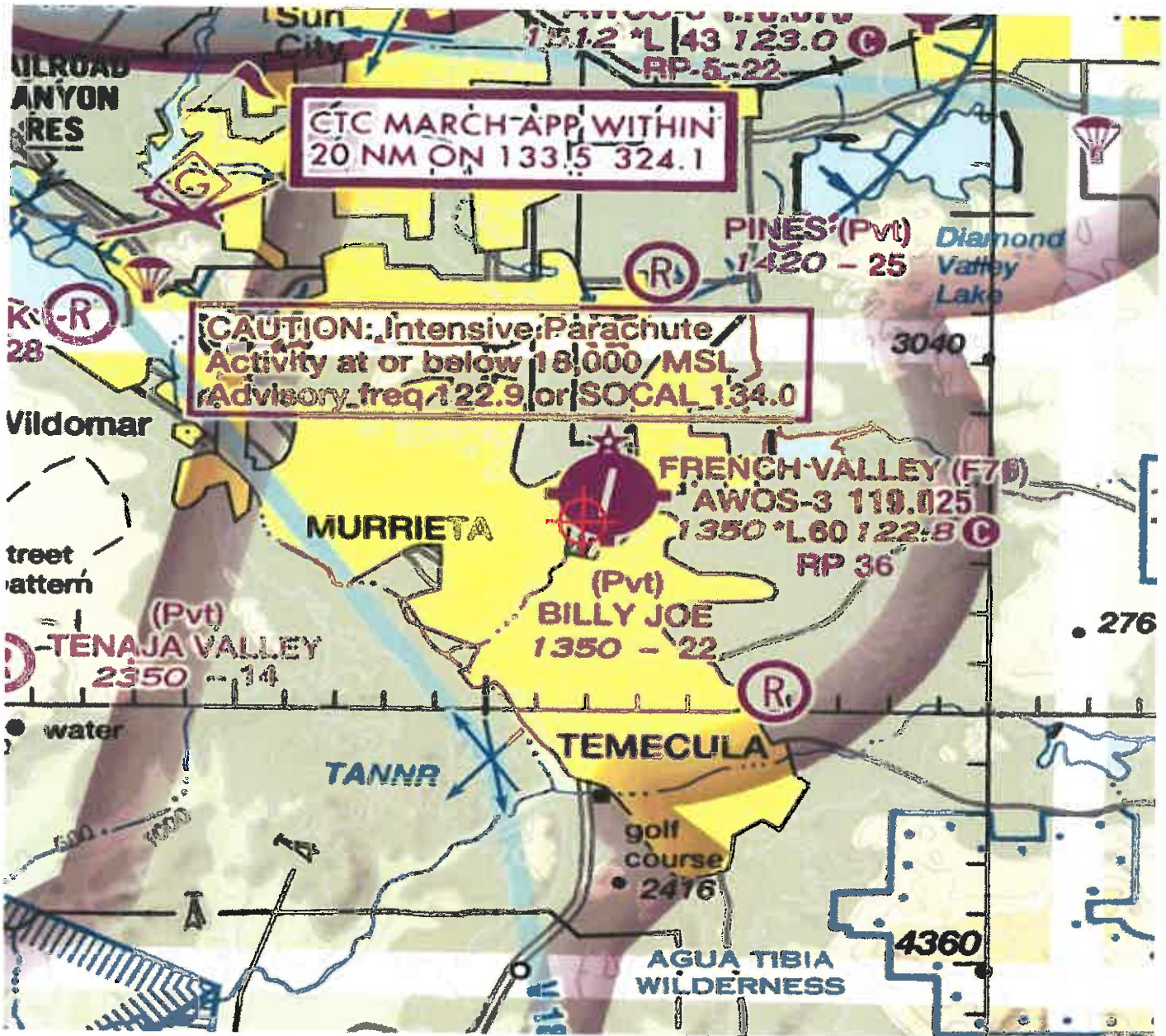
Paul Holmquist
Technician

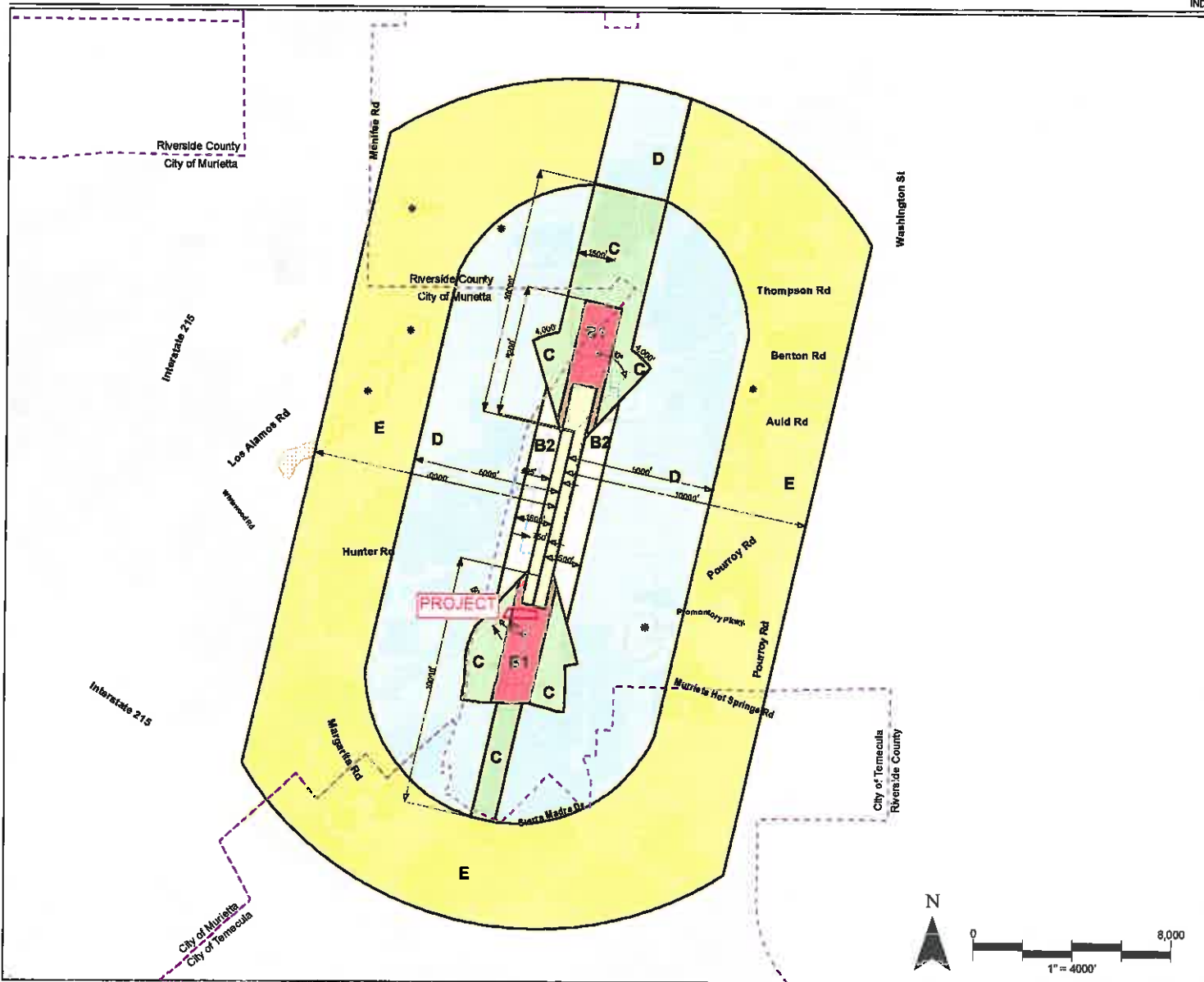
(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2015-AWP-8597-OE







- 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
 - * 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.

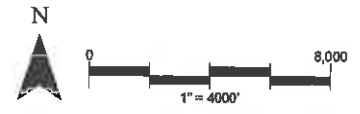
See Chapter 2, Table 2A from compatibility criteria associated with this map.

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

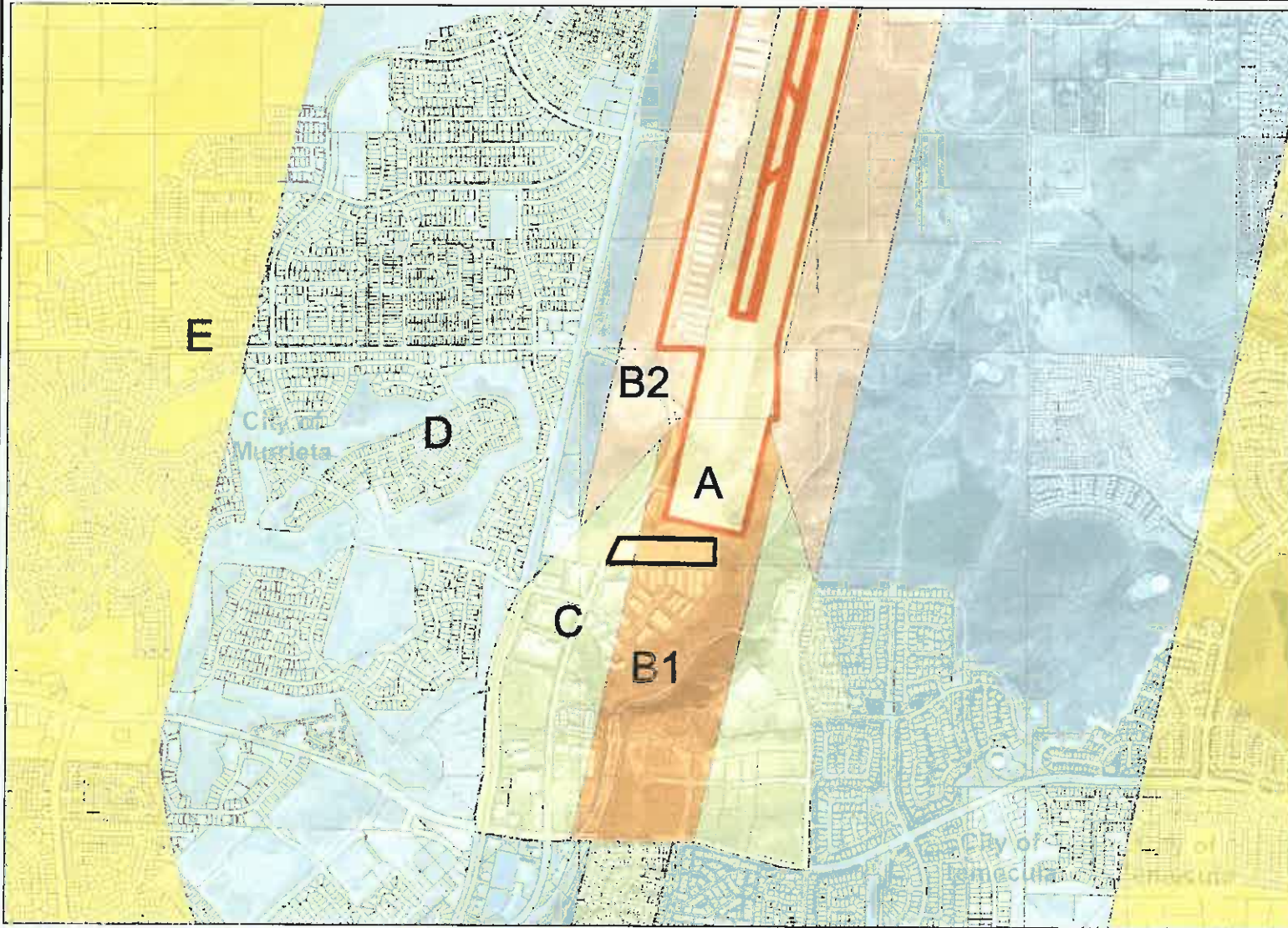
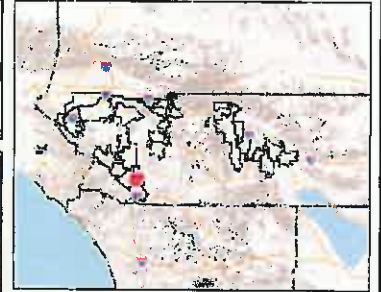


Google earth

miles
km



My Map



Legend

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



0 2,291 4,583 Feet



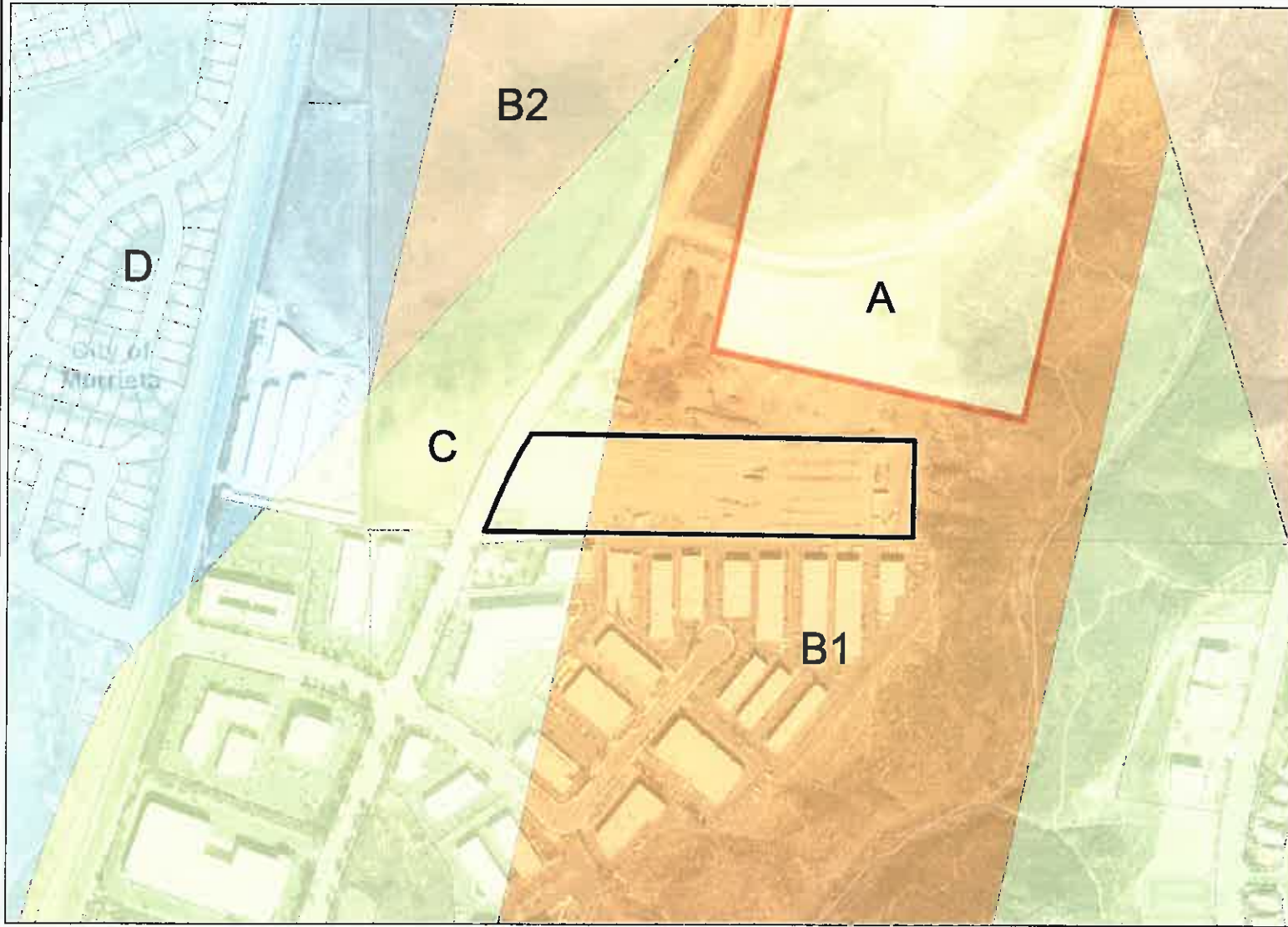
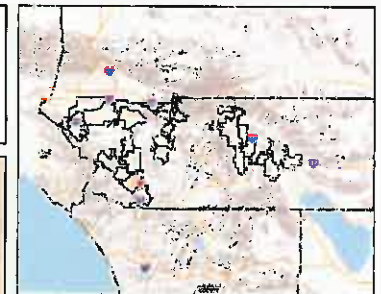
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Notes

My Map



Legend

- Display Parcels
- Airports
- AIA

Airport Compatibility

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



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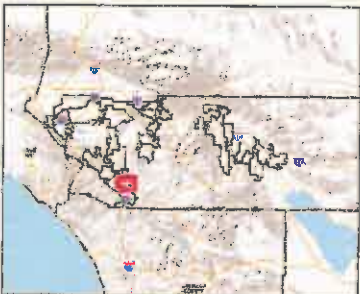


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Notes

My Map



Legend

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



0 4,583 9,165 Feet



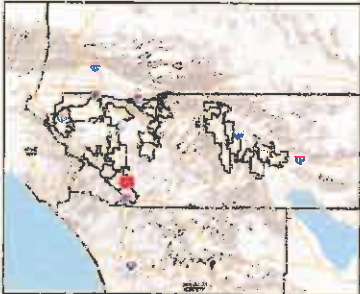
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Notes

My Map



Legend

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



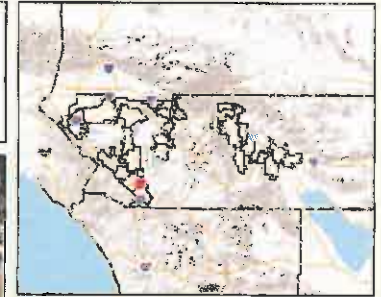
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Notes

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Legend

- Display Parcels
- City Boundaries
- Cities
- roadsanno
- highways
 - HWY
 - INTERCHANGE
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 - USHWY
- counties
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- waterbodies
 - Lakes
 - Rivers



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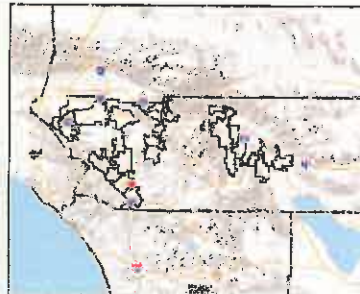
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Notes

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Legend

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



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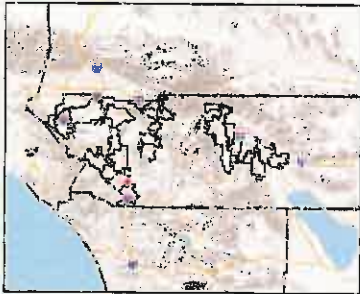
Notes



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- Display Parcels
- City Boundaries
- Cities
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- INTERCHANGE
- INTERSTATE
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- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



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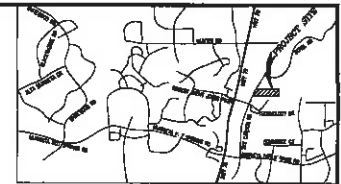
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Notes

PLOT PLAN 25714



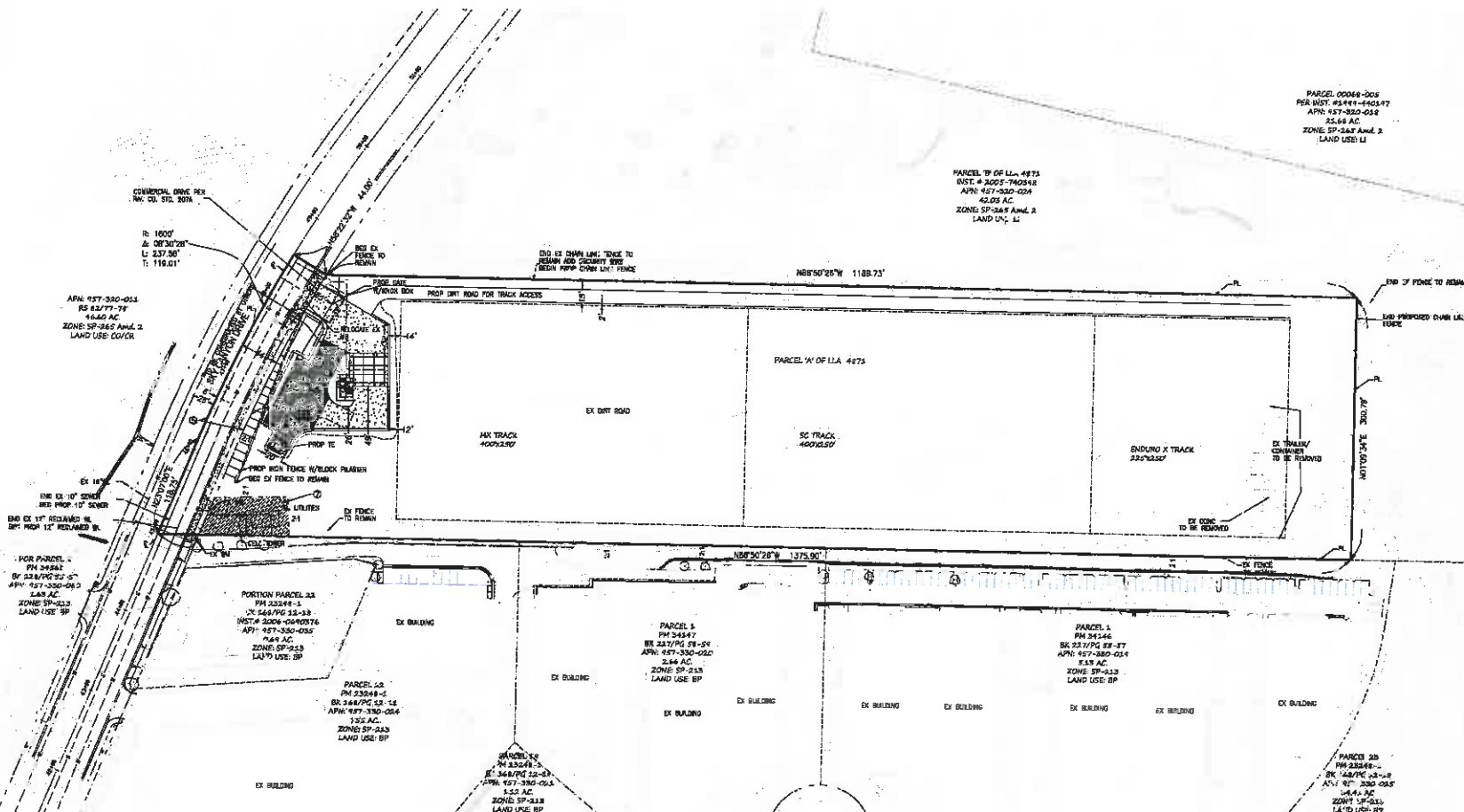
VICINITY MAP
2510 THOMAS BRIDGE PG. 22A, A-5
SHEET 14, 17D, 20D
NOT TO SCALE

GENERAL NOTES

- LEGAL DESCRIPTION**
PARCELS 1 & 2 OF LOT LINE ADJUSTMENT NO. 4871 RECORDED SEPTEMBER 8, 2005 AS INSTRUMENT NO. 2005-740356, BEING A PORTION OF THE NW QUARTER OF SECTION 18 TOWNSHIP 7 SOUTH, RANGE 2 WEST, SAN BERNARDINO COUNTY AND MERIDIAN, IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
- TOTAL ORIGINAL ACRAGE**
2.07 ACRES GROSS
0.74 ACRES NET
- NUMBER OF PARCELS**
4
- MINIMUM LOT SIZES**
N/A
- EXISTING ZONING**
SPECIFIC PLAN (SP 285 Amd. 2)
- PROPOSED ZONING**
SPECIFIC PLAN SP 285-AMENDMENT 2 PORTION PLANNING AREA 7.0
- EXISTING LAND USE**
LIGHT INDUSTRIAL
- PROPOSED LAND USE**
LIGHT INDUSTRIAL
- EXISTING LAND USE DESIGNATION**
METHOD OF SEWAGE DISPOSAL SEWER
- PROPOSED LAND USE DESIGNATION**
METHOD OF SEWAGE DISPOSAL SEWER
- UTILITIES**
WATER - EASTERN MUNICIPAL WATER DISTRICT
SEWER - EASTERN MUNICIPAL WATER DISTRICT
GAS - SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC - SOUTHERN CALIFORNIA EDISON
TELEPHONE - VERIZON
CABLE - VERIZON
- SCHOOL DISTRICT**
REMEDIATION VALLEY UNIFIED SCHOOL DISTRICT
- ASSESSORS PARCEL NO.'S**
997-320-023
- SITE ADDRESS**
25072 SKY CANYON DRIVE
MURBETA, CA
- 2010 THOMAS BRIDGE GUIDE**
PG. 929 A-5
- PLOT PLAN PREPARED**
MAY 2016
- OCCUPANCY AND CONSTRUCTION TYPES**
SEE TABLE ON SHEET 1
- ALL PROPOSED DRAINAGE FACILITIES SHALL BE DESIGNATED TO ACCOMMODATE 100 YEAR STORM FLOWS
- THIS PROPERTY IS IN SP-285 AMENDMENT NO. 2, PORTION OF PLANNING AREA 7.0
- TPSO SOURCE: AEROTECH, FLOW TOWN 03/26/2014
- THIS PROPERTY IS SUBJECT TO LOW LIQUEFACTION OR OTHER GEOLOGIC HAZARD AND IS NOT WITHIN A SPECIAL STUDIES ZONE
- THIS PROPERTY IS NOT SUBJECT TO FLOOD HAZARD
- THIS PROPERTY LIES WITHIN FEMA ZONE X (AREAS OF 0.2% ANNUAL CHANCE OF FLOOD)
- THERE IS AN EXISTING OIL TOWER IN THE SW CORNER OF THE PROPERTY. THERE ARE NO OTHER EXISTING STRUCTURES ON THE PROPERTY.
- NOT WITHIN A COUNTY SERVICE AREA (CSA)
- CONCEPT EARTHWORK QUANTITIES:

PARCEL 00048-005
PER MIST. #5444-440347
APN: 957-380-038
25.81 AC
ZONE SP-285 Amd. 2
LAND USE LI

PARCEL 19 OF L.L. 4873
DIST. # 2005-740356
APN: 957-380-029
42.05 AC
ZONE SP-285 Amd. 2
LAND USE LI



BASEMENT NOTES:

- EASEMENT FOR RAILROAD RECORDED BK 358 PG 125 OF DEEDS & BK 406 PG 538 OF OFFICIAL RECORDS (NOT PLOTTABLE)
- EASEMENT FOR PUBLIC ROAD RECORDED 03/02/1892, BK 406 PG 538 OF OFFICIAL RECORDS (NOT PLOTTABLE)
- EASEMENT FOR RAILROAD RECORDED 01/25/1812, BK 358 PG 125 OF DEEDS (NOT PLOTTABLE)
- EASEMENT FOR PIPELINES RECORDED 02/02/1948, BK 1046 PG 77 OF OFFICIAL RECORDS (NOT PLOTTABLE)
- EASEMENT FOR PUBLIC ROAD & DRAINAGE RECORDED 01/30/1992, INSTRUMENT NO. 32515 OF OFFICIAL RECORDS
- EASEMENT FOR AIR FLIGHT & AVIATION RIGHTS RECORDED 05/17/2000 INSTRUMENT NO. 108611 OF OFFICIAL RECORDS (NOT PLOTTABLE)
- LEASED AREA PER INSTRUMENT NO. 2000-422737 AMENDED PER INSTRUMENT NO. 2001-018521 REFERENCED IN INSTRUMENT NO. 2006-194276

PROPOSED OFFICE BUILDING:

TYPE OF CONSTRUCTION: V
AUTOMATIC FIRE SPRINKLERS: NO
OCCUPANCY TYPE: Y
TOTAL BUILDING AREA: 1,080 SF
SHOP: 1,080 SF
RESTROOMS/STAIRS: 342 SF

PARKING TABLE:

VEHICLE	AREA (SF)	# PARKING REQUIRED
REGULAR	1,080 SF	1 SHADE/150 SF=7
PROP MOTORCYCLE		
SHOP AREA		
TOTAL PARKING PROVIDED	7	TOTAL HANDICAPPED PARKING REQ/PROV 1/1

POROUS CONCRETE AREAS

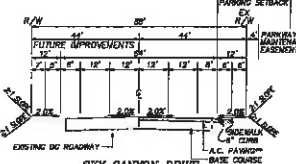
OFFSITE	AREA (SF)
N/A	N/A
ONSITE	5,386
TOTAL PROPOSED	5,386 SF

IMPERVIOUS CONCRETE AREAS

OFFSITE	AREA (SF)
N/A	N/A
ONSITE	6,437
TOTAL PROPOSED	11,116 SF

AC PAVEMENT AREAS

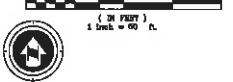
OFFSITE	AREA (SF)
N/A	N/A
ONSITE	10,442
TOTAL PROPOSED	10,442 SF



LEGEND

- AC ACRES
- ADD ADDITIONAL
- BEG BUSINESS PARK
- BP BUSINESS PARK
- CR CENTER LANE
- CO COMMERCIAL OFFICE
- OR COMMERCIAL RETAIL
- EXIST EXISTING
- FT FINISHED FLOOR ELEVATION
- FI FIRE HYDRANT
- FL FLOW LINE
- FS FINISHED SURFACE
- GS GRADE INSEAK
- LI LIGHT INDUSTRIAL
- PAE PAD ELEVATION
- PL PROPERTY LINE
- PM PARCEL MAP
- PP POWER POLE
- PROP PROPOSED
- RW RIGHT OF WAY
- SP SPECIFIC PLAN
- TE TRAIL ENCLOSURE
- WF WATER METER

EX MAJOR CONTOURS
EX MINOR CONTOURS
EXISTING FENCE
PROP FENCE
PROP 2:1 SLOPE
PROP ASPHALT PAVEMENT
PROP IMPERVIOUS CONCRETE
PROP DG
OUTSIDE STORAGE AREA ON EX DG
PROP POROUS CONCRETE

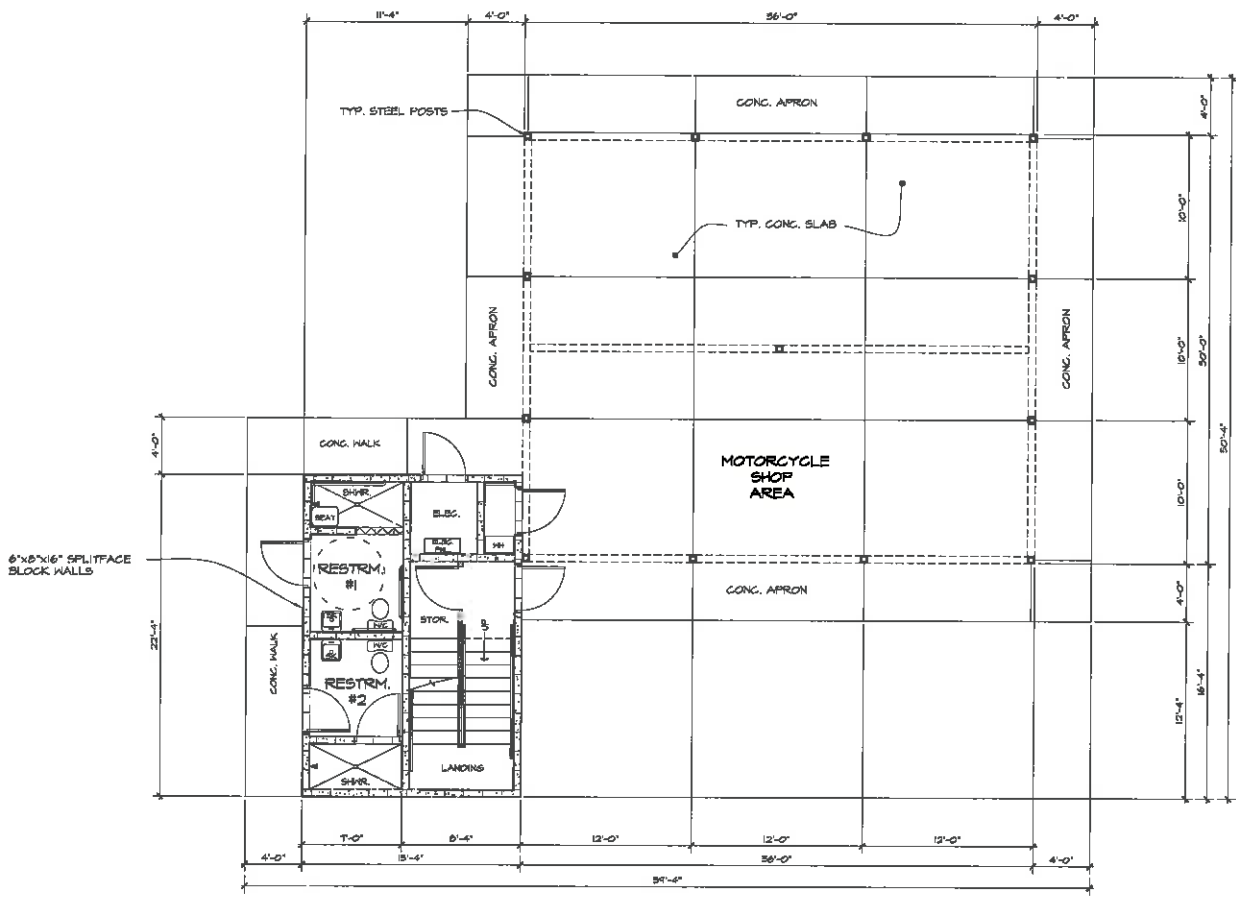


NO.	DATE	REVISION

OWNER:
ROAD BUILDERS,
C/O JOAN HANZ
2840 S. 70TH ST., SUITE 7-261
LINCOLN, NE 68506
TEL: (402) 805-4526
FAX: (402) 805-4849

APPLICANT:
KTM
C/O JOAN HANZ
3400 WASHINGTON CT,
MURBETA, CA 92563
TEL: (951) 800-8007

PREPARED BY:
M. J. M. G.
 ENVIRONMENTAL DEVELOPMENT MANAGEMENT GROUP, INC.
 4185 Sycamore Oaks Dr. - Suite B
 Riverside, California 92508
 (951) 295-1025 (951) 295-3761 FAX
 LAUREL W. BRUNSON REG. 32851



LOWER FLOOR PLAN



LOWER BUILDING AREA:

MOTORCYCLE SHOP AREA	1630	SQ. FT.
BLOCK BUILDING AREA	324.2	SQ. FT.

REVISIONS	BY

ALL BID.

McMANUS & ASSOCIATES
BUILDING DESIGN • PLANNING

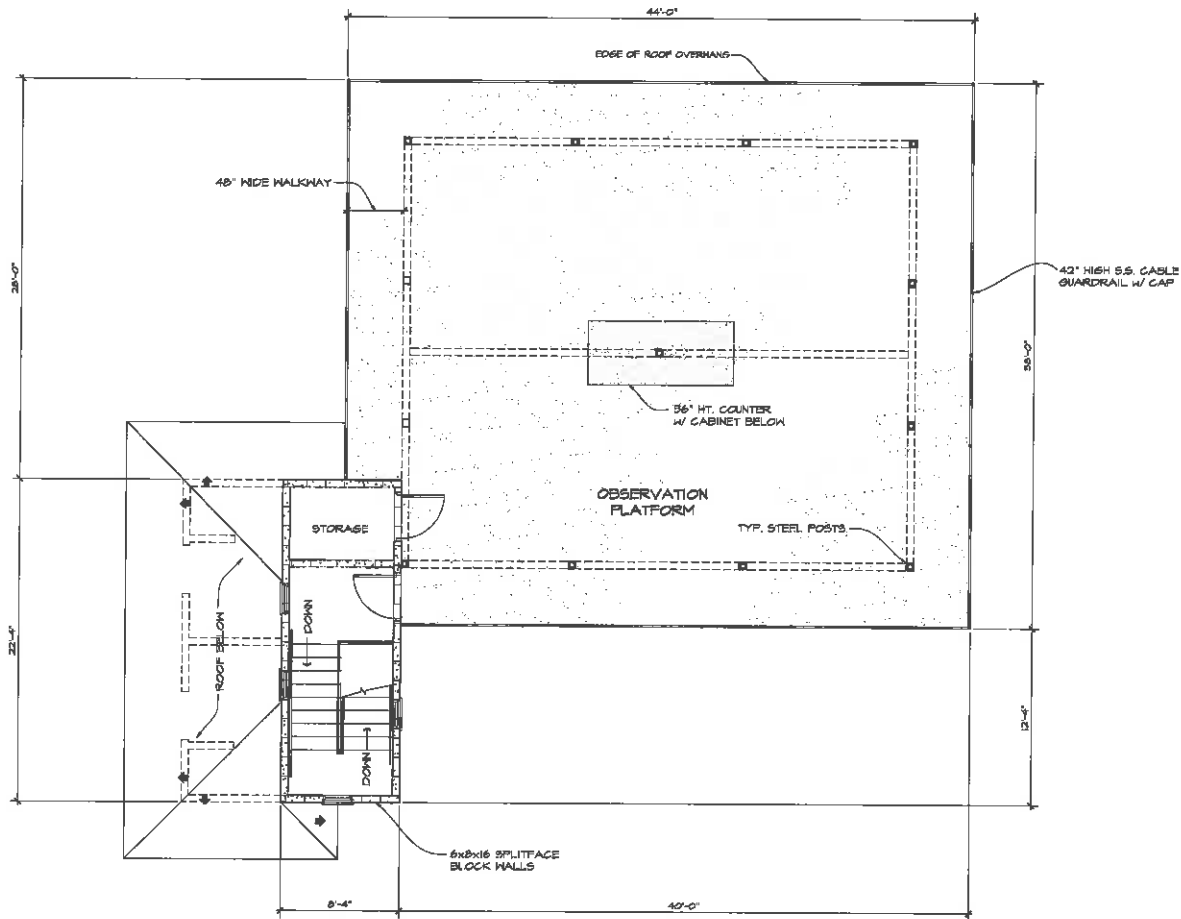
MICHAEL P. McMANUS
BUILDING DESIGNER

4825 ENTERPRISE CIRCLE NORTH
SUITE C, TRIBUNIA, CALIF. 92580
PHONE (714) 792-2000

REGISTERED PROFESSIONAL ARCHITECT
REGISTERED PROFESSIONAL ENGINEER
REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT
REGISTERED PROFESSIONAL PLANNING INSTITUTE
OF BUILDING DESIGN

KTM

DRAWN	M&M
CHECKED	
DATE	05/17/16
SCALE	
JOB NO.	
SHEET	
CP	3 SHEETS



UPPER FLOOR PLAN

1/4"=1'-0"

→ INDICATES ROOF SLOPE



UPPER BUILDING AREA:

OBSERVATION PLATFORM AREA	1632	SG. FT.
BLOCK BUILDING AREA	126.1	SG. FT.

REVISIONS	BY

McMANUS & ASSOCIATES
 BUILDING DESIGN • PLANNING

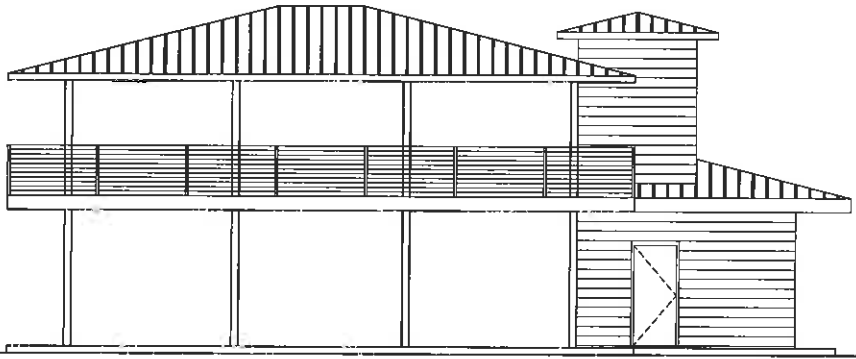
ALL BLD.
 PROFESSIONAL ARCHITECT
 AMERICAN INSTITUTE
 OF BUILDING DESIGN

MICHAEL M. McMANUS
 BUILDING DESIGNER

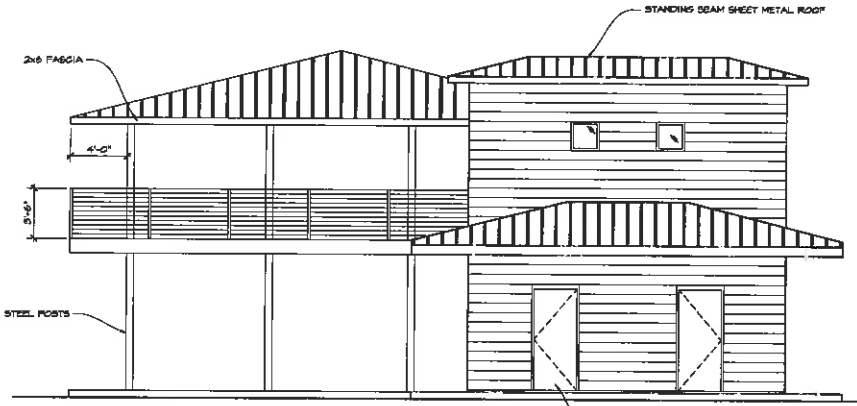
4685 ENTERPRISE CIRCLE NORTH
 SUITE C, THIRSOULA, CALIF. 95960
 PHONE (916) 250-5005

KTM

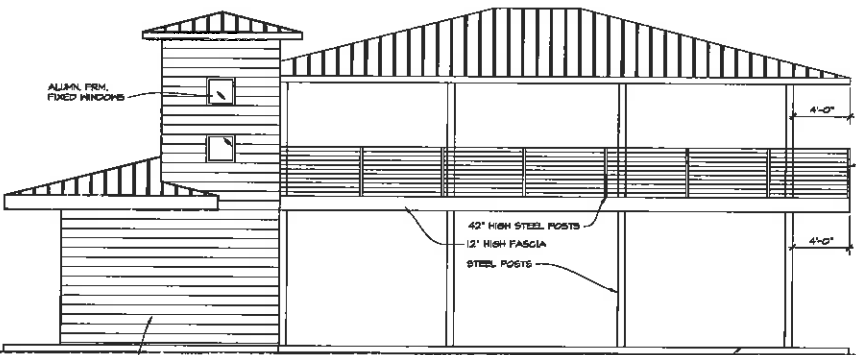
DRAWN	MJM
CHECKED	
DATE	03/17/16
SCALE	
JOB NO.	
SHEET	2
OF 5 SHEETS	



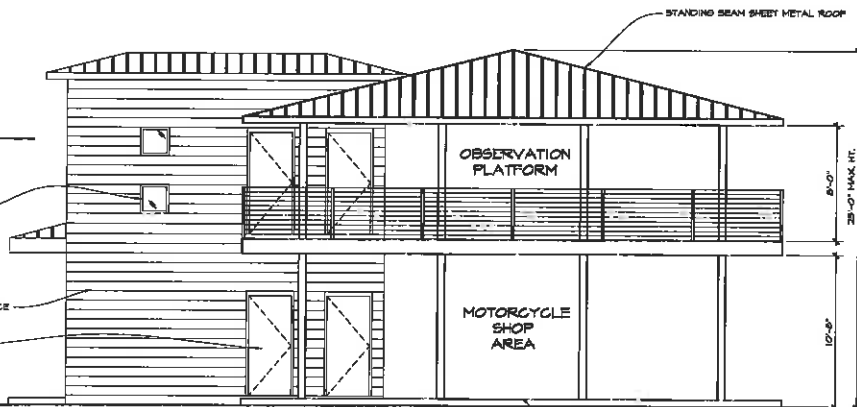
NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

ELEVATIONS

1/8"=1'-0"

REVISIONS	BY

McMANUS & ASSOCIATES
 BUILDING DESIGN • PLANNING

ALL BIDDING

MICHAEL P. McMANUS
 BUILDING DESIGNER

4425 INTERSTATE CIRCLE NORTH
 SUITE 6, TIRRELLA, CALIF. 95030
 PHONE (916) 252-7000

KTM

DRAWN	1/9/14
CHECKED	
DATE	02/08/16
SCALE	
JOB NO.	
SHEET	3
OF 3 SHEETS	

REVISION	BY

MCMANUS & ASSOCIATES
 BUILDING DESIGN • PLANNING
 MICHAEL M. MCMANUS
 BUILDING DESIGNER
 4005 ENTERPRISE CIRCLE NORTH
 SUITE 600
 FORT LAUDERDALE, FL 33309
 PHONE (754) 200-1000

All B.D.
 PROFESSIONAL MEMBER
 AMERICAN INSTITUTE
 OF BUILDING DESIGNERS

KTM

DRAWN	CMS
CHECKED	
DATE	06/09/16
SCALE	
JOB NO.	
SHEET	4
OF 4 SHEETS	



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

RENDERED ELEVATIONS

1/8"=1'-0"

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

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

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

DATE OF HEARING: November 10, 2016

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1072FV16 – KTM North America (Representative: MDMG Inc.) – County of Riverside Planning Case No. PP25714 (Amended Plot Plan). The applicant is proposing to develop a private KTM dirt bike testing facility consisting of a 2,160 square foot building for motorcycle maintenance (with an observation deck) and 5.9 acres of dirt bike test tracks on a 9.07 gross acre parcel. The test track facility will not be open for public use or viewing. The project site is located easterly of Sky Canyon Drive, northerly of Technology Drive, and southerly of Borel Road (Airport Compatibility Zone B1 and C of the French Valley Airport Influence Area).

FURTHER INFORMATION: Contact Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Russell Brady of the County of Riverside Planning Division at (951) 955-3025.

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

ALUC Identification No.
ZAP1072FV16
 REV OF ZAP 1059

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

FV14

Date of Application 10/7/2016
 Property Owner ROAD BUILDERS Phone Number 902-805-4826
 Mailing Address 2840 S. 70TH ST SUITE 7-291
LINCOLN NE 68508
 APPLICANT KTM NORTH AMERICA
38429 INNOVATION CT. MURRIETA CA 92563
 Agent (if any) MUMG INC Phone Number 951-296-3466 x221
 Mailing Address 41635 ENTERPRISE CIRCLE N
TENECULA CA 92590

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address 38472 SKY CANYON DR
MURRIETA CA 92563
 Assessor's Parcel No. 957-320-023 Parcel Size 9.07 GROSS
 Subdivision Name KTM TEST FACILITY Zoning Classification SP ZONE
 Lot Number _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) LIGHT INDUSTRIAL

Proposed Land Use (describe) LIGHT INDUSTRIAL

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____
 For Other Land Uses Hours of Use DAWN TO DUSK
 (See Appendix C) Number of People on Site Maximum Number 10
 Method of Calculation APPLICANT ESTIMATE
PARKING CALLS

Height Data Height above Ground or Tallest Object (including antennas and trees) 25 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1,340 MSL ft.

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

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	
Agency Name	RIVERSIDE COUNTY
Staff Contact	RUSSELL BRADY
Phone Number	951-955-3025
Agency's Project No.	PP25714 (Amended)
Type of Project	<input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input checked="" type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input type="checkbox"/> Other

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.3

HEARING DATE: November 10, 2016

CASE NUMBER: ZAP1215MA16 – Clarion Partners (Representative: Solar City Corporation)

APPROVING JURISDICTION: City of Moreno Valley

JURISDICTION CASE NO: P16-090 (Plot Plan)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Plot Plan be found **CONSISTENT**, subject to the conditions included herein.

PROJECT DESCRIPTION: The Plot Plan is a proposal for the installation of a 4014.36 kilowatt solar rooftop panel system (ONT6) on the existing 1,173,709 square foot Amazon warehouse/distribution center on a 35.4 acre parcel.

PROJECT LOCATION: The site is located at 24208 San Michele Road (on the northwest corner of San Michele Road and Indian Avenue), within the City of Moreno Valley, approximately 2,900 feet northeasterly of the southerly end of Runway 14-32 at March Air Reserve Base.

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

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Zone C1
- c. Noise Levels: 60-65 CNEL from aircraft

BACKGROUND:

Flight Hazard Issues: Structure height, electrical interference, and reflectivity/glare are among the issues that solar panels in the airport influence area must address. The project's photovoltaic (PV) panel structures would be located on the rooftop of the existing 1,173,709 square foot Amazon warehouse/distribution building within Compatibility Zone C1.

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 is no radar transmission or receiving facilities within the site.

Glint and Glare/Reflectivity

The project proposes to collect solar energy via photovoltaic (PV) panels. PV panels are design to absorb approximately 70% of solar energy and convert it directly to electricity, resulting in reflectance levels much lower than that of other common reflective surfaces. A technical report prepared by SunPower Corporation, dated September 29, 2009, determined that “the glare and reflectance levels from a given PV system are decisively lower than the glare and reflectance generated by standard glass and other common reflective surfaces.”

The applicant has prepared a glare analysis utilizing the web based Solar Glare Hazard Analysis Tool (SGHAT) and provided a report, a copy of which is attached hereto. The analysis was based on straight in approach patterns to both runways 14 and 32. The analysis utilized a glide slope approach of 3.0 degrees for the approach, an 8 degree tilt, and array orientation of 270 degrees.

The approach analyses concluded that some glare would occur on the approach to runway 14 (from the northwest in December and January) and no glare on the approach to runway 32. The analysis notes that the glare experienced at each of the distances and times noted for the approaches would result in a low potential for temporary after-image (“green” level). Glare would occur at the threshold and 1/4 mile from the runway for the approach. The analysis notes that the glare experienced at each of the distances and times noted for the straight in approaches would result in a low potential for temporary after-image. Based on FAA Interim Policy for FAA Review of Solar Energy System Projects on Federally Obligated Airports, low potential for temporary after-image is an acceptable level of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property. The glare that is projected to occur on the approach to runway 14 (flight path direction 152.84 degrees) when the array orientation is at 270 degrees would be generally limited to less than 35 minutes a day during the times of year at the selected distances from the runway:

Threshold

- Early December to Early January – 8:00 a.m. to 8:30 a.m. standard time

1/4 mile

- Early December to Late December – 8:10 a.m. to 8:15 a.m. standard time

Prohibited and Discouraged Uses: Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would result in a low potential for temporary after-image which has been determined by the Federal Aviation Administration (FAA) to be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low. Staff has included conditions to remedy unanticipated situations.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area between 60-65 CNEL range from aircraft noise. As a non-noise sensitive use, no mitigation measures are necessary.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1488 AMSL). At a distance of approximately 2,900 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 1517 feet AMSL. The maximum finished floor elevation is 1480 feet AMSL. The existing building height is 40 feet, and the height of the inverter rack is solar panels is 3.5 feet (solar panels are 9.8 inches in height), resulting in a top point elevation of 1523.5 feet AMSL. Therefore, review by the Federal Aviation Administration Obstruction Evaluation Service is required. "Determination of No Hazard to Air Navigation" letters were issued by the FAAOES dated May 3, 2016, for Aeronautical Study Nos: 2016-AWP-3704-OE, 2016-AWP-3705-OE, 2016-AWP-3706-OE, 2016-AWP-3707-OE, 2016-AWP-3708-OE, 2016-AWP-3709-OE, 2016-AWP-3710-OE, and 2016-AWP-3711-OE, and these studies revealed that the project's structures do not exceed obstruction standards and would not be a hazard to air navigation, provided conditions are met. These FAAOES conditions have been incorporated into the project's conditions.

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/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport to the extent as to result in a potential for temporary after-image greater than the low ("green") level.

- (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly (including churches and theaters), buildings with more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, critical community infrastructure facilities and hazards to flight.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an aviation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
 4. The attached notice shall be given to all prospective purchasers of the property and tenants of the building.
 5. If the panels are mounted on a framework, said framework shall have a flat or matte finish so as to minimize reflection of sunlight.
 6. All photovoltaic panels installed on the project site shall have received an anti-reflective coating to minimize the potential for hazardous glare to occur to aircraft.
 7. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport

operator states in writing that the situation has been remediated to the airport operator's satisfaction.

8. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.
9. 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.
10. The Federal Aviation Administration has conducted aeronautical studies of the proposed structure (Aeronautical Study Nos. 2016-AWP-3704-OE, 2016-AWP-3705-OE, 2016-AWP-3706-OE, 2016-AWP-3707-OE, 2016-AWP-3708-OE, 2016-AWP-3709-OE, 2016-AWP-3710-OE, and 2016-AWP-3711-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L and shall be maintained in accordance therewith for the life of the project.
11. The specific coordinates, height, and top point elevation of the proposed structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
12. Temporary construction equipment used during actual construction of the structure shall not exceed the height of the structure, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

13. Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://ocaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure.

NOTICE OF AIRPORT IN VICINITY

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



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

Aeronautical Study No.
 2016-AWP-3704-OE

Issued Date: 05/03/2016

Jessica Sager - Permitting Manager
 SolarCity
 955 W Carrillo Street
 Santa Barbara, CA 93101

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

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

Structure: Solar Panel Amazon ONT6-East Moreno Valley Solar Project
 Location: Moreno Valley, CA
 Latitude: 33-52-21.15N NAD 83
 Longitude: 117-14-13.76W
 Heights: 1471 feet site elevation (SE)
 41 feet above ground level (AGL)
 1512 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 11/03/2017 unless:

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

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

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-3704-OE.

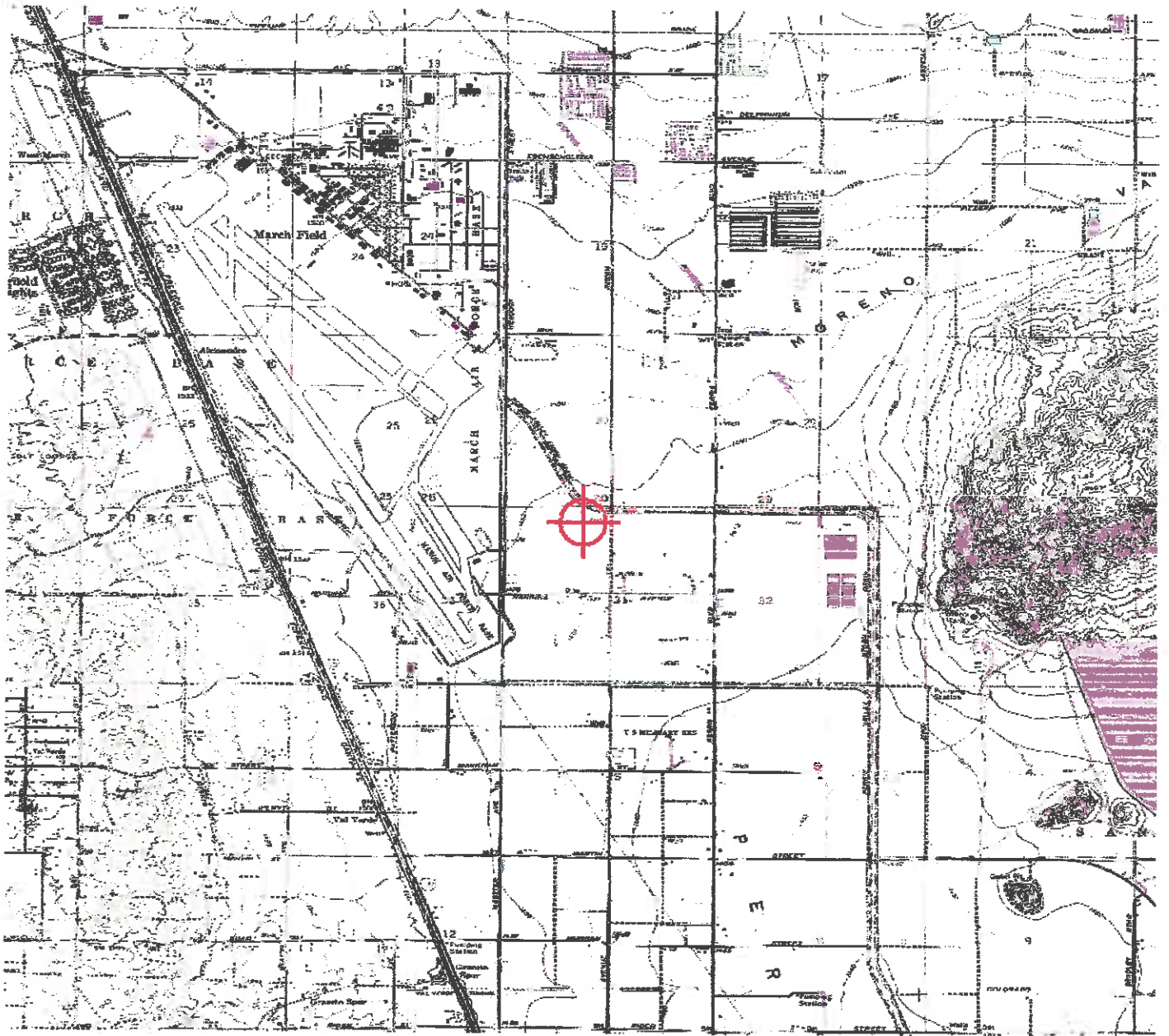
Signature Control No: 289099471-290848213
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

cc: FCC

TOPO Map for ASN 2016-AWP-3704-OE





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

Aeronautical Study No.
 2016-AWP-3705-OE

Issued Date: 05/03/2016

Jessica Sager - Permitting Manager
 SolarCity
 955 W Carrillo Street
 Santa Barbara, CA 93101

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

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

Structure: Solar Panel Amazon ONT6-East Moreno Valley Solar Project
 Location: Moreno Valley, CA
 Latitude: 33-52-21.15N NAD 83
 Longitude: 117-14-07.44W
 Heights: 1475 feet site elevation (SE)
 41 feet above ground level (AGL)
 1516 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 11/03/2017 unless:

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-3705-OE.

Signature Control No: 289099472-290848215

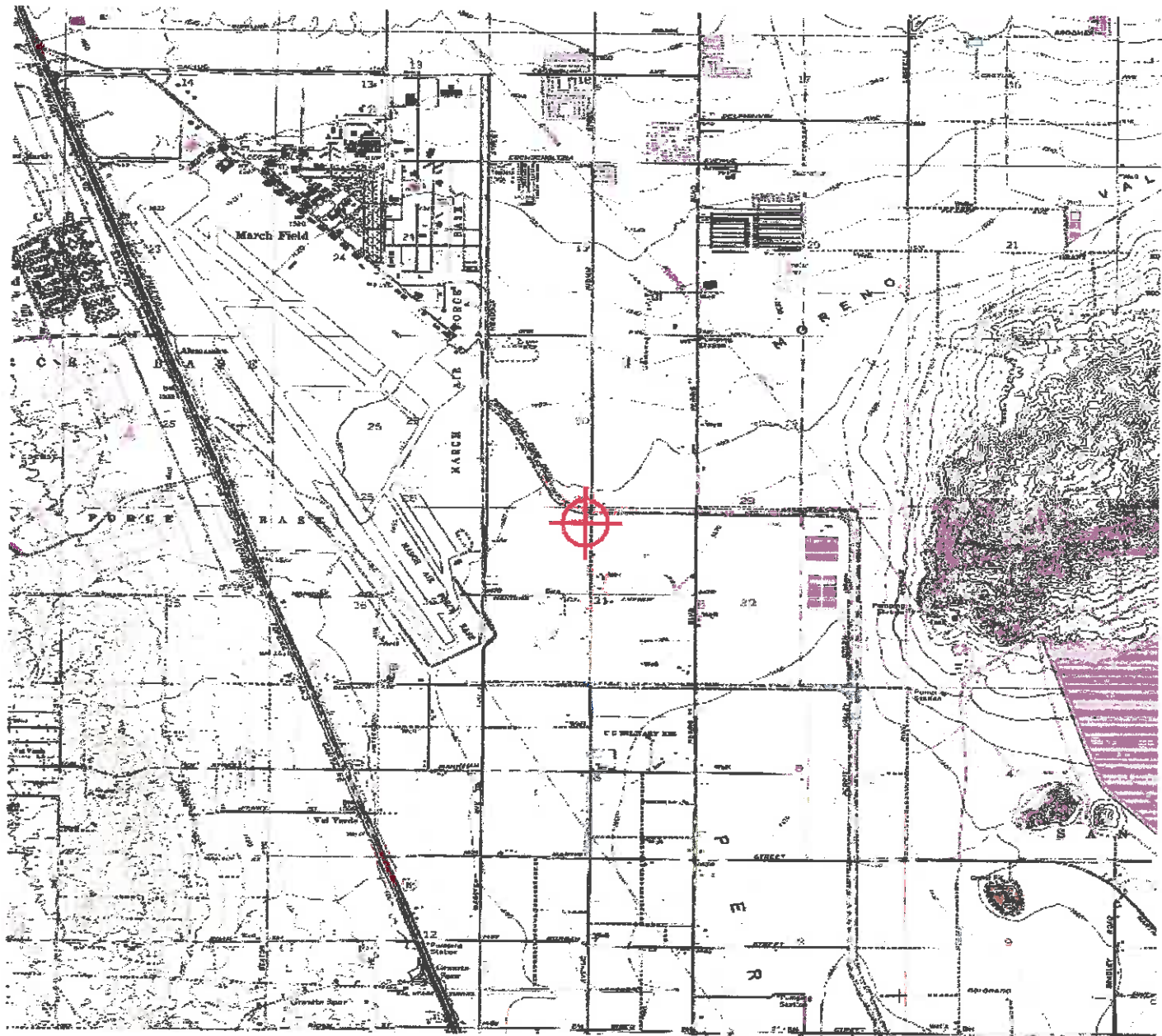
(DNE)

Karen McDonald
Specialist

Attachment(s)
Map(s)

cc: FCC

TOPO Map for ASN 2016-AWP-3705-OE





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

Aeronautical Study No.
2016-AWP-3706-OE

Issued Date: 05/03/2016

Jessica Sager - Permitting Manager
SolarCity
955 W Carrillo Street
Santa Barbara, CA 93101

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

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

Structure:	Solar Panel Amazon ONT6-East Moreno Valley Solar Project
Location:	Moreno Valley, CA
Latitude:	33-52-16.33N NAD 83
Longitude:	117-14-07.44W
Heights:	1480 feet site elevation (SE) 41 feet above ground level (AGL) 1521 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 11/03/2017 unless:

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-3706-OE.

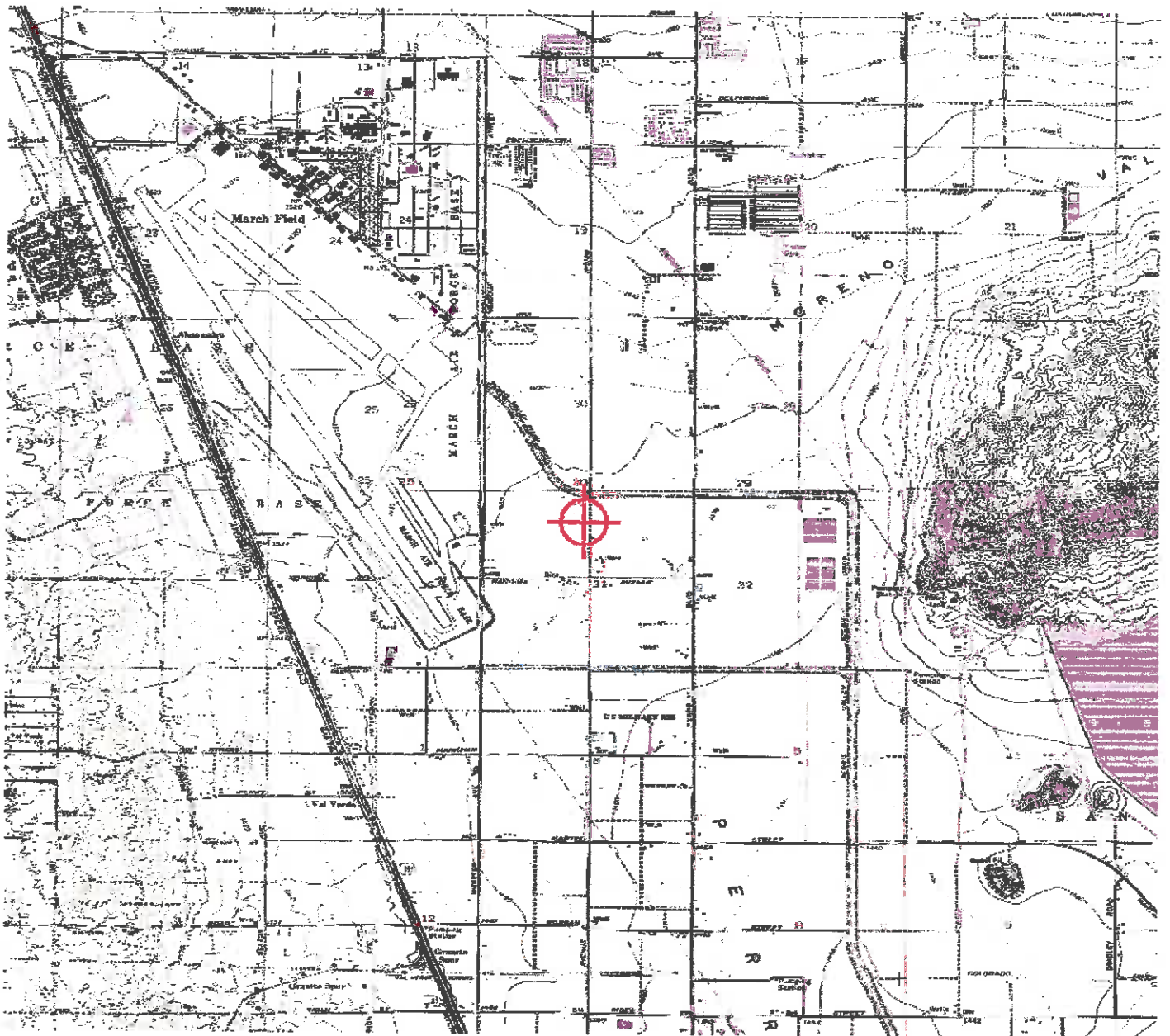
Signature Control No: 289099473-290848216
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

cc: FCC

TOPO Map for ASN 2016-AWP-3706-OE





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

Aeronautical Study No.
2016-AWP-3707-OE

Issued Date: 05/03/2016

Jessica Sager - Permitting Manager
SolarCity
955 W Carrillo Street
Santa Barbara, CA 93101

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

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

Structure:	Solar Panel Amazon ONT6-East Moreno Valley Solar Project
Location:	Moreno Valley, CA
Latitude:	33-52-16.33N NAD 83
Longitude:	117-14-13.76W
Heights:	1475 feet site elevation (SE) 41 feet above ground level (AGL) 1516 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 11/03/2017 unless:

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

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

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-3707-OE.

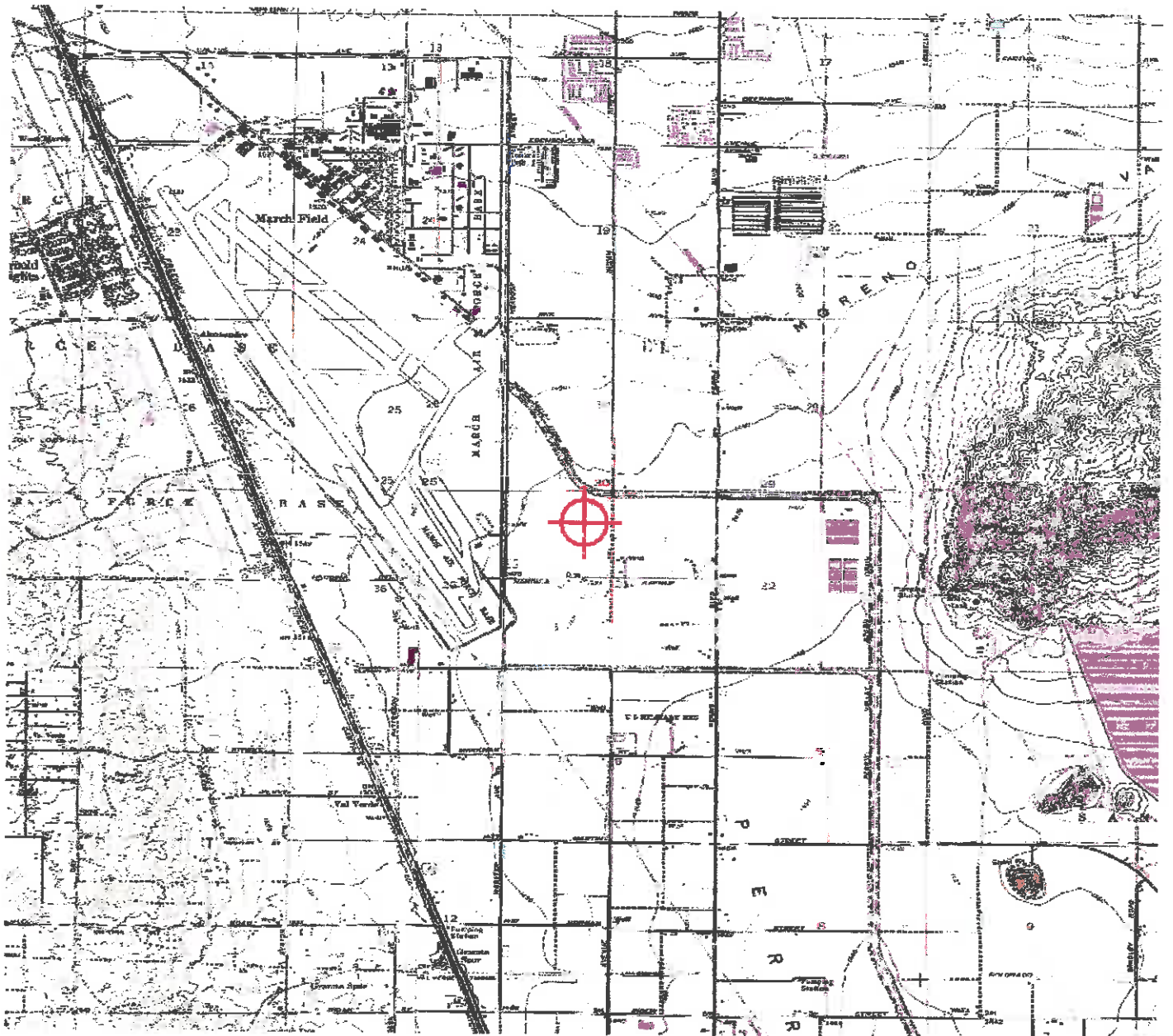
Signature Control No: 289099474-290848214
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

cc: FCC

TOPO Map for ASN 2016-AWP-3707-OE





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

Aeronautical Study No.
 2016-AWP-3708-OE

Issued Date: 05/03/2016

Jessica Sager - Permitting Manager
 SolarCity
 955 W Carrillo Street
 Santa Barbara, CA 93101

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

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

Structure:	Solar Panel Amazon ONT6-West Moreno Valley Solar Project
Location:	Moreno Valley, CA
Latitude:	33-52-21.30N NAD 83
Longitude:	117-14-27.43W
Heights:	1473 feet site elevation (SE) 41 feet above ground level (AGL) 1514 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 11/03/2017 unless:

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

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-3708-OE.

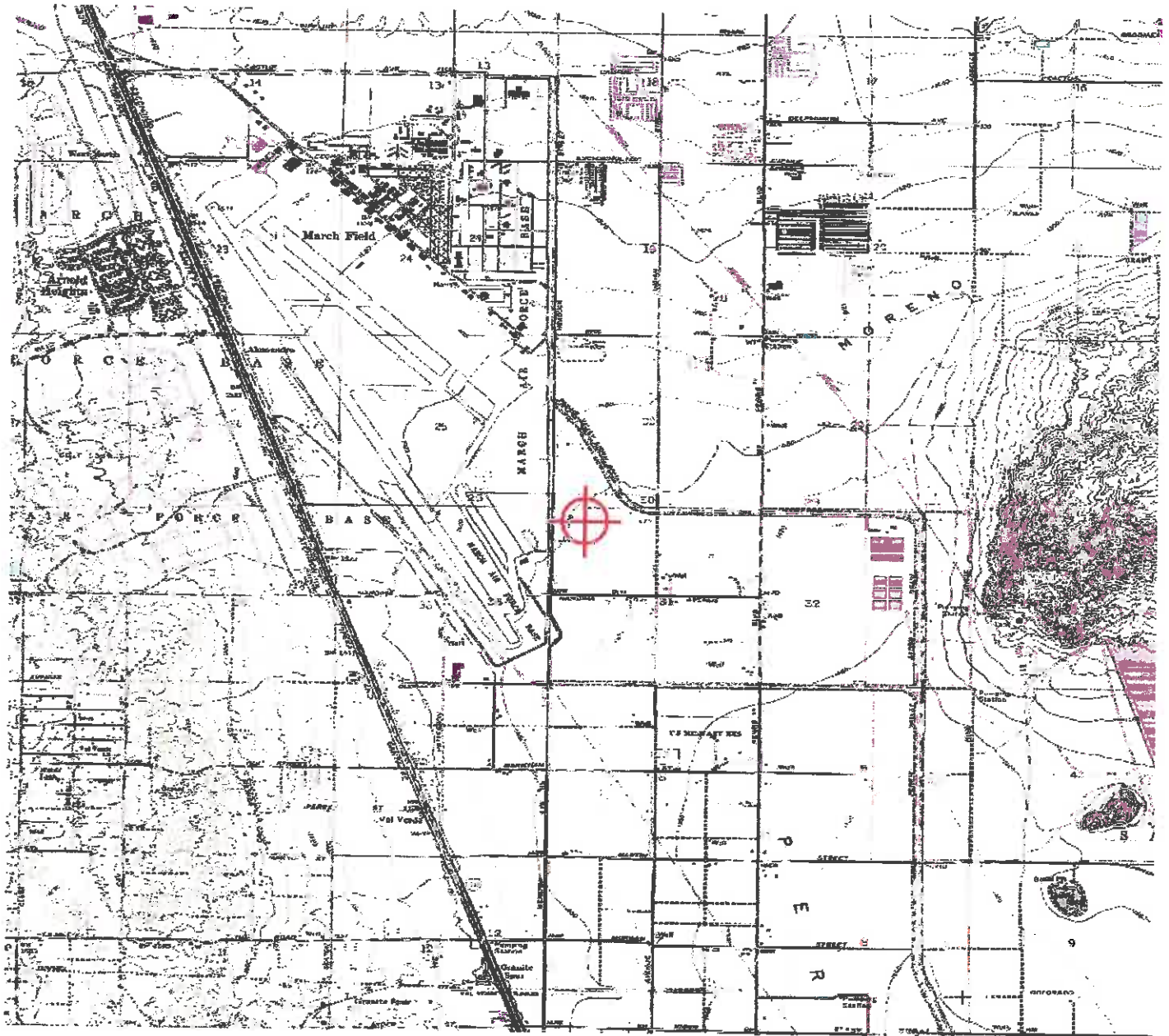
Signature Control No: 289099506-290849465
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

cc: FCC

TOPO Map for ASN 2016-AWP-3708-OE





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

Aeronautical Study No.
2016-AWP-3709-OE

Issued Date: 05/03/2016

Jessica Sager - Permitting Manager
SolarCity
955 W Carrillo Street
Santa Barbara, CA 93101

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

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

Structure: Solar Panel Amazon ONT6-West Moreno Valley Solar Project
Location: Moreno Valley, CA
Latitude: 33-52-21.30N NAD 83
Longitude: 117-14-20.95W
Heights: 1471 feet site elevation (SE)
41 feet above ground level (AGL)
1512 feet above mean sea level (AMSL)

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-3709-OE.

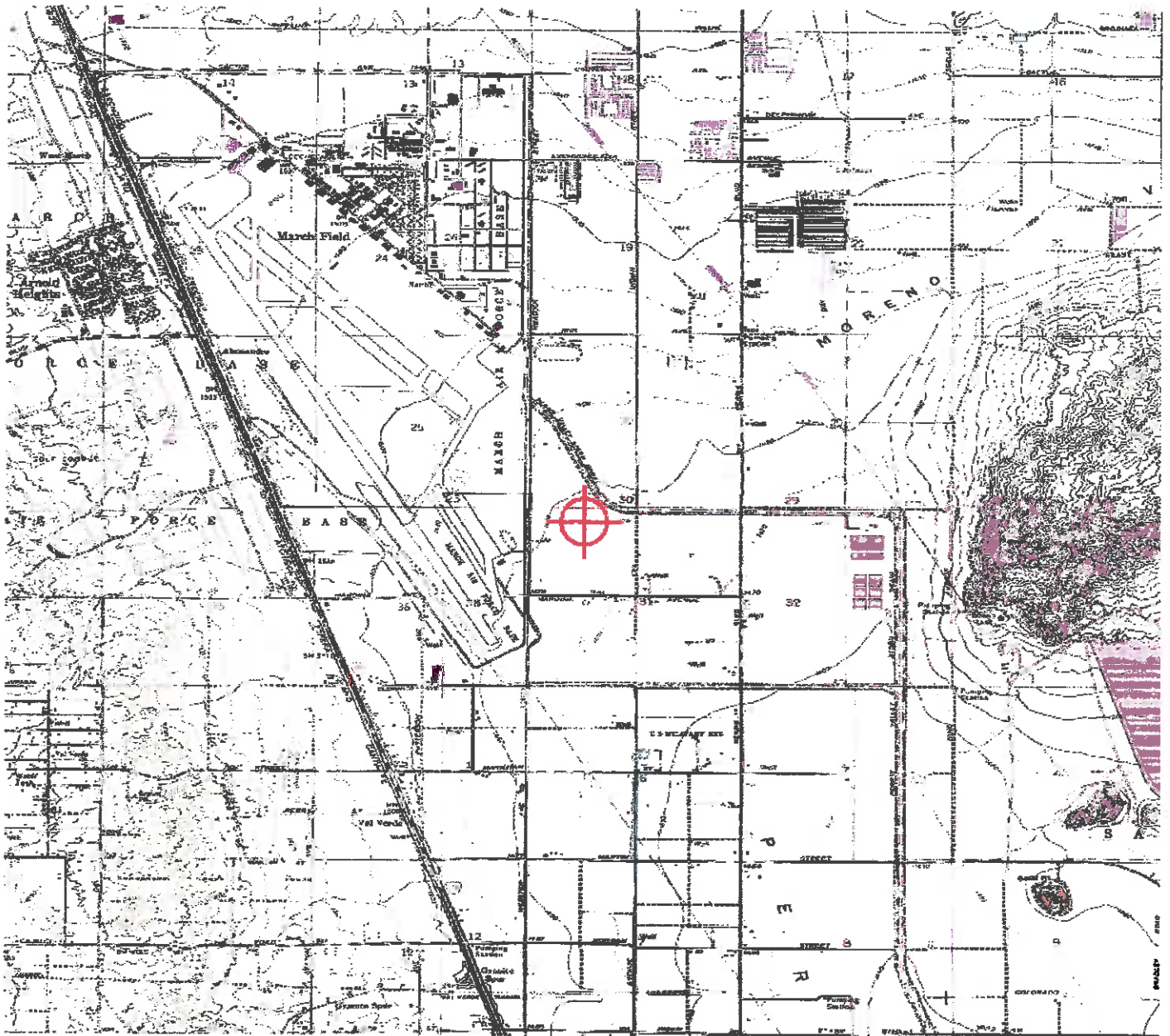
Signature Control No: 289099507-290849462
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

cc: FCC

TOPO Map for ASN 2016-AWP-3709-OE





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

Aeronautical Study No.
2016-AWP-3710-OE

Issued Date: 05/03/2016

Jessica Sager - Permitting Manager
SolarCity
955 W Carrillo Street
Santa Barbara, CA 93101

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

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

Structure: Solar Panel Amazon ONT6-West Moreno Valley Solar Project
Location: Moreno Valley, CA
Latitude: 33-52-16.61N NAD 83
Longitude: 117-14-20.95W
Heights: 1475 feet site elevation (SE)
41 feet above ground level (AGL)
1516 feet above mean sea level (AMSL)

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-3710-OE.

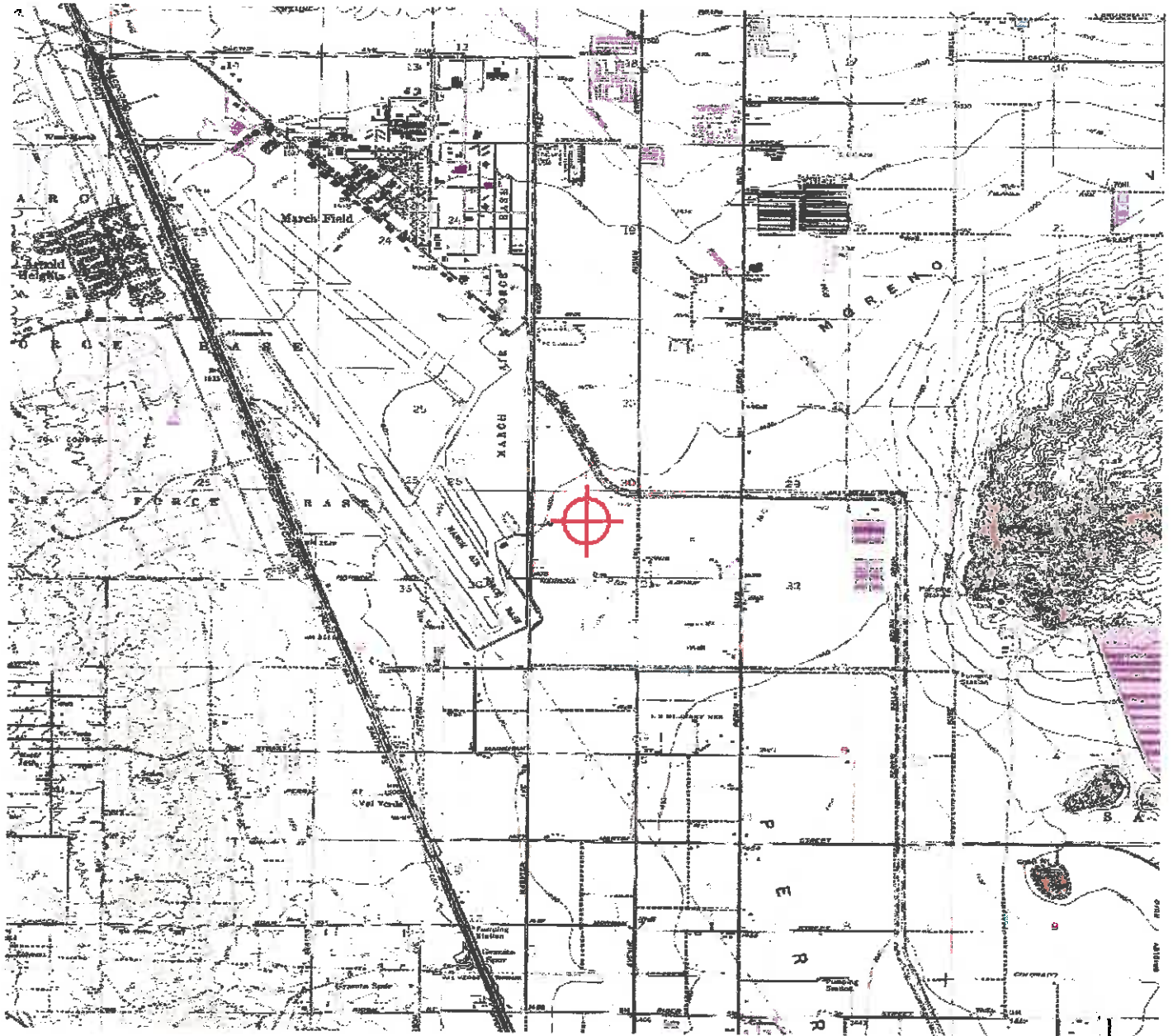
Signature Control No: 289099508-290849464
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

cc: FCC

TOPO Map for ASN 2016-AWP-3710-OE





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

Aeronautical Study No.
 2016-AWP-3711-OE

Issued Date: 05/03/2016

Jessica Sager - Permitting Manager
 SolarCity
 955 W Carrillo Street
 Santa Barbara, CA 93101

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

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

Structure: Solar Panel Amazon ONT6-West Moreno Valley Solar Project
 Location: Moreno Valley, CA
 Latitude: 33-52-16.61N NAD 83
 Longitude: 117-14-27.43W
 Heights: 1476 feet site elevation (SE)
 41 feet above ground level (AGL)
 1517 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 11/03/2017 unless:

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

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

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-3711-OE.

Signature Control No: 289099509-290849463

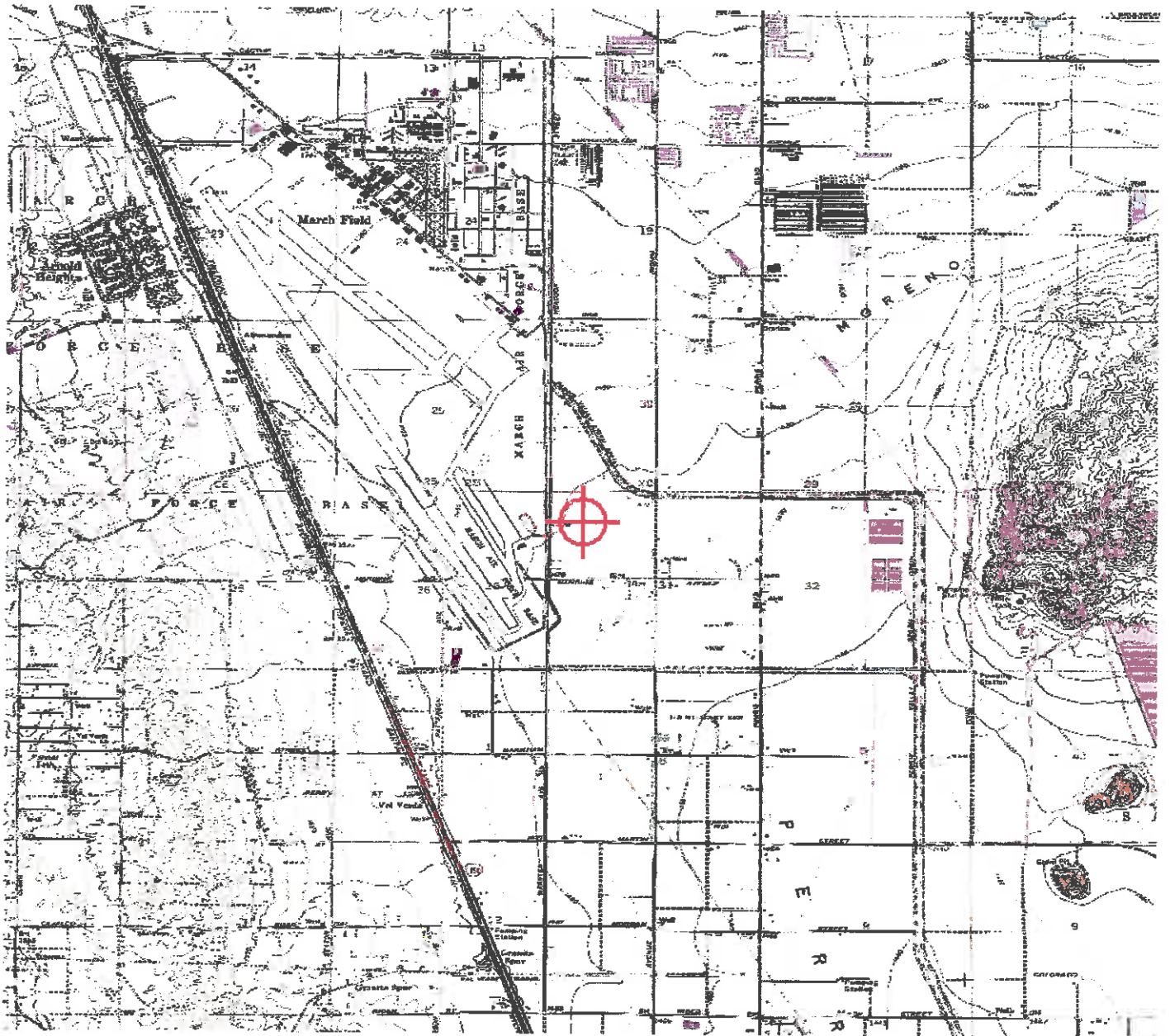
Karen McDonald
Specialist

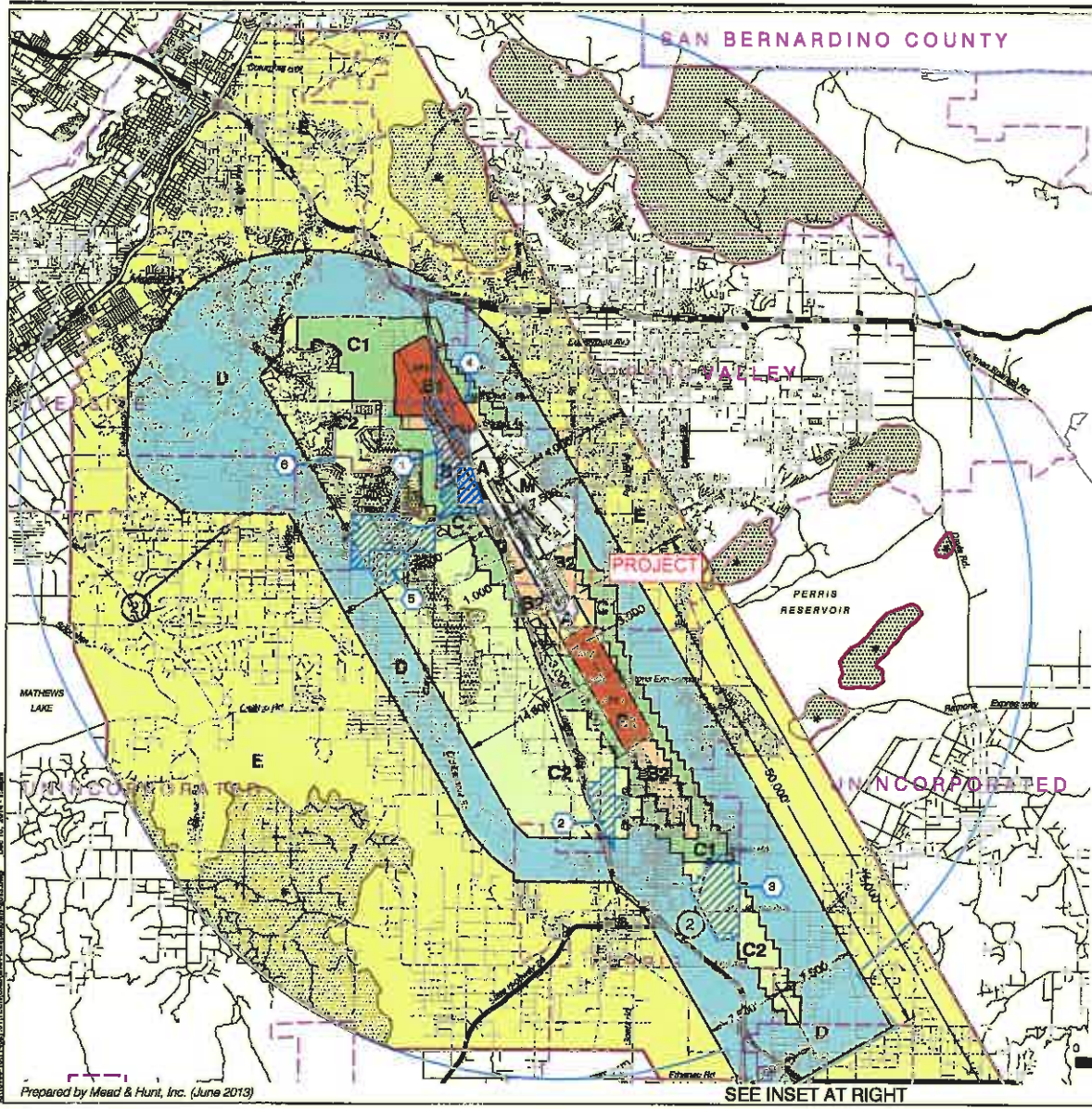
(DNE)

Attachment(s)
Map(s)

cc: FCC

TOPO Map for ASN 2016-AWP-3711-OE





LEGEND

Compatibility Zones

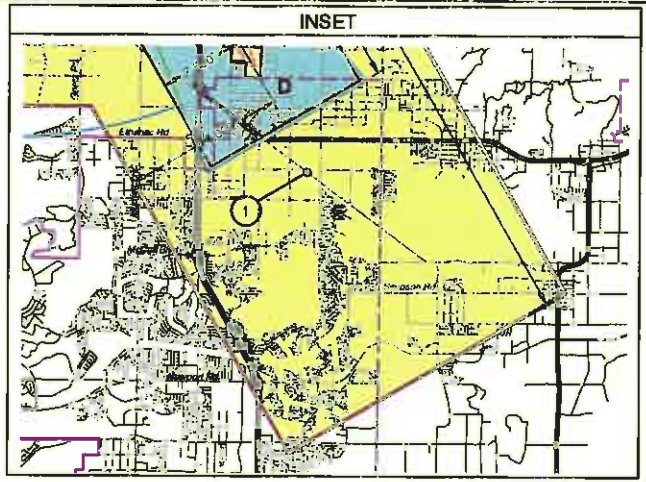
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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

Boundary Lines

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

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



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



Base map source: County of Riverside 2013

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

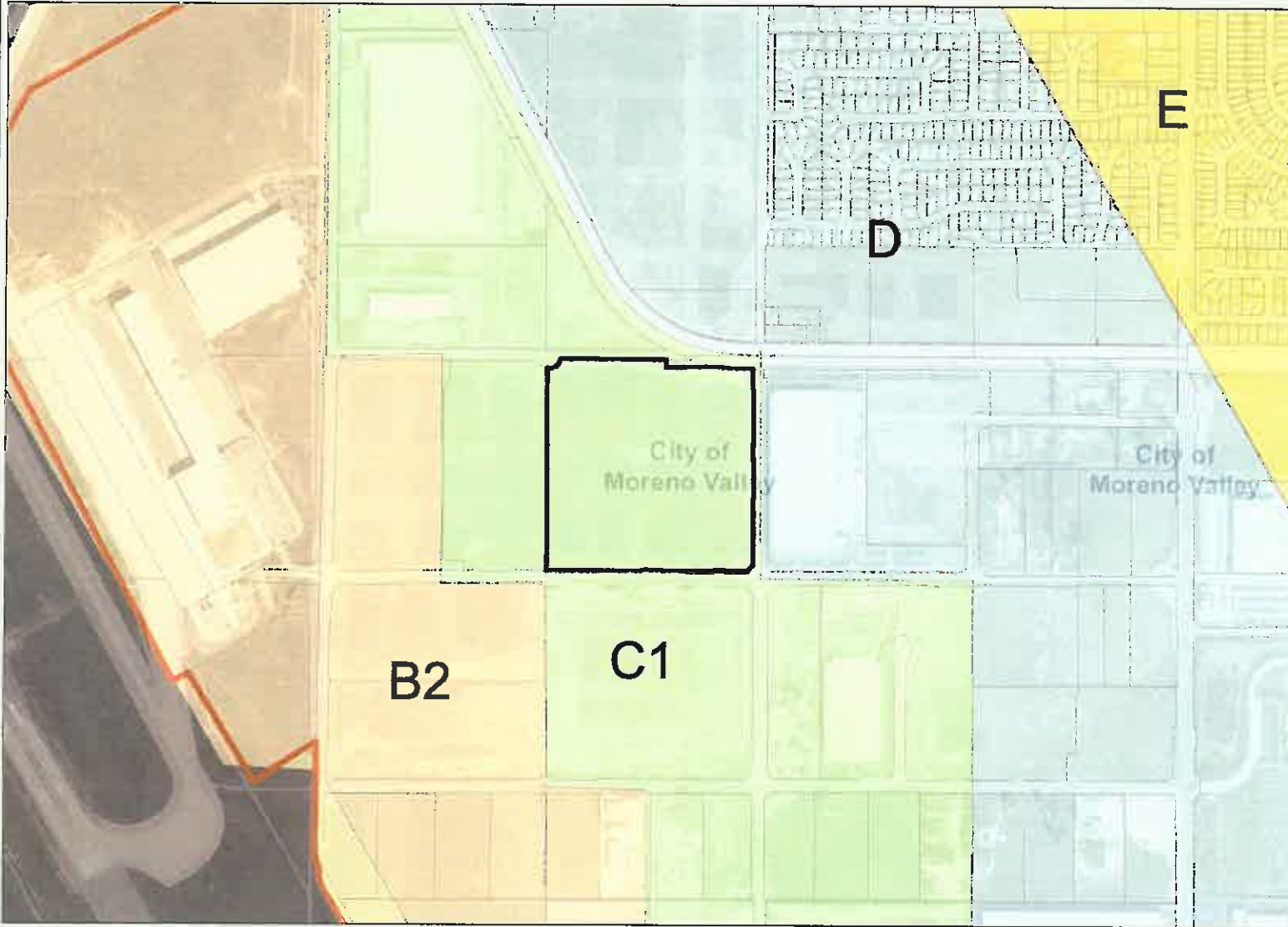
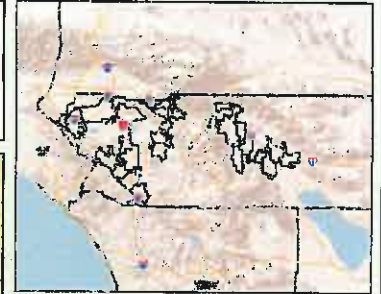
Map MA-1

**Compatibility Map
March Air Reserve Base / Inland Port Airport**

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

SEE INSET AT RIGHT

My Map



Legend

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



0 1,146 2,292 Feet



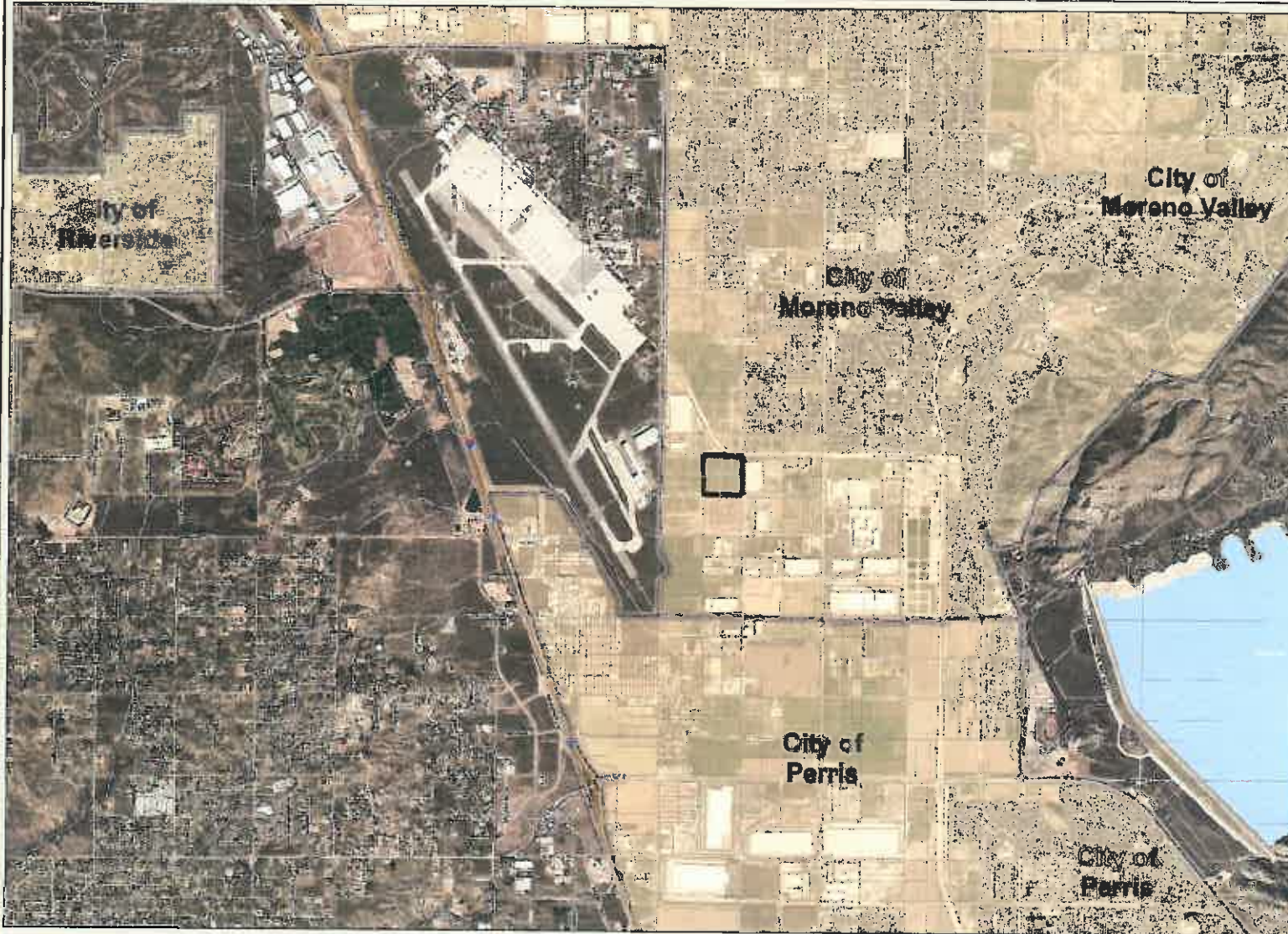
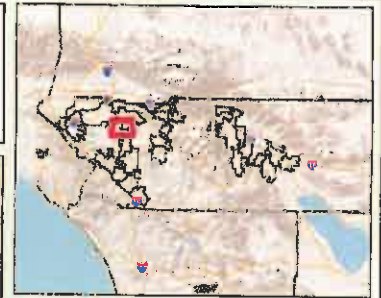
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REPORT PRINTED ON... 9/27/2016 3:05:21 PM

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Notes

My Map



Legend

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



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

0 6,133 12,266 Feet

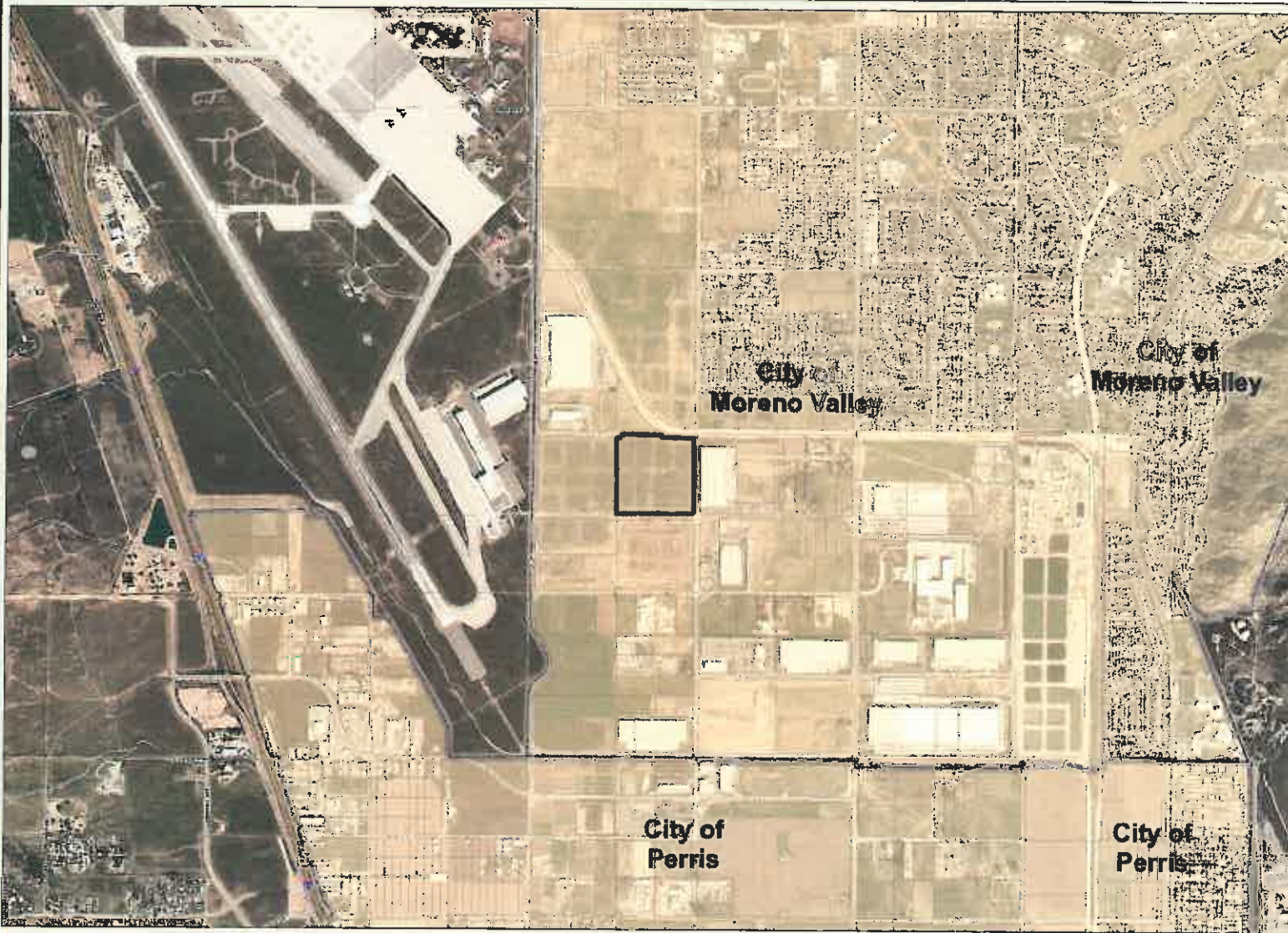
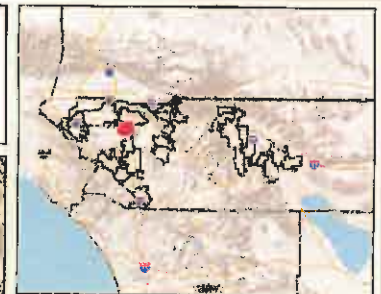


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Notes

My Map



Legend

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



0 3,067 6,133 Feet



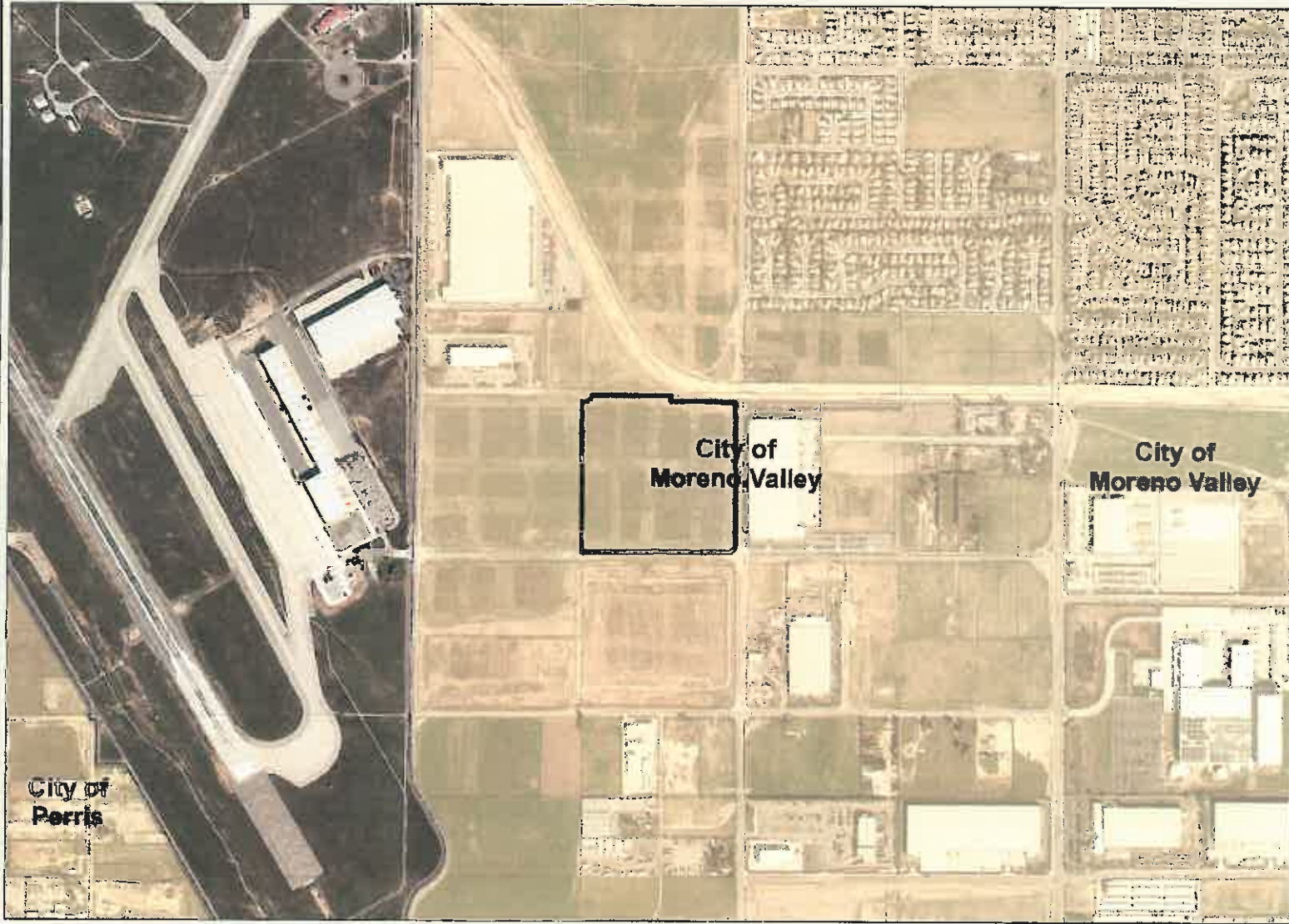
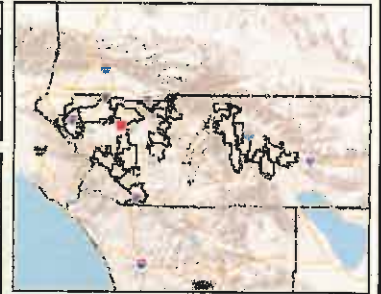
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Notes

My Map



Legend

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



0 1,533 3,067 Feet



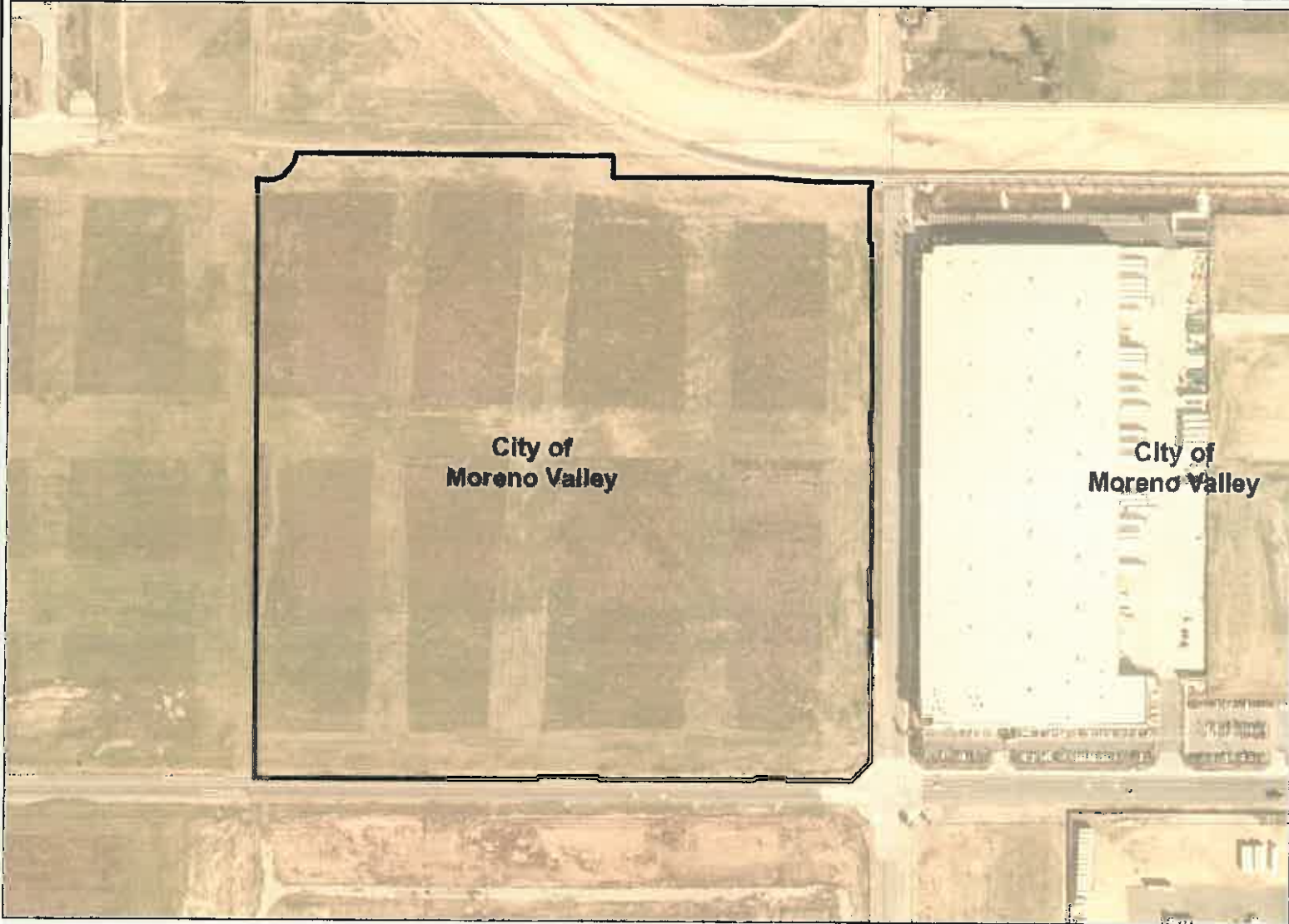
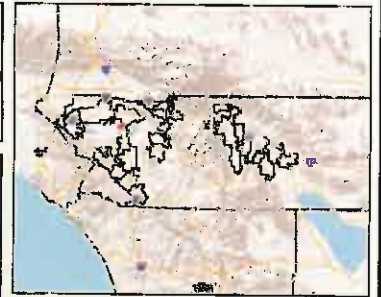
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

My Map



Legend

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



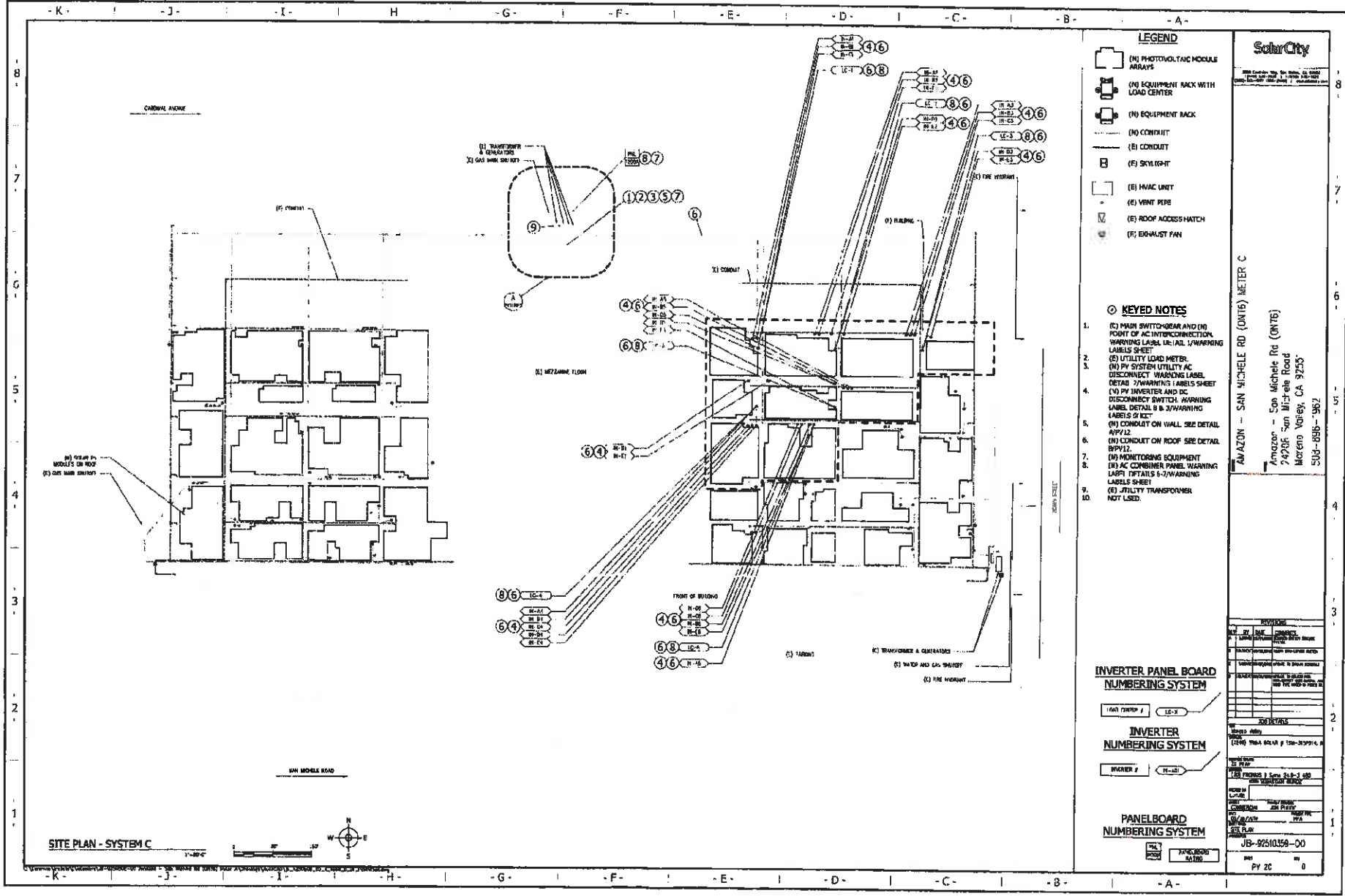
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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



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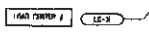
Notes



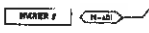
- LEGEND**
- (M) PHOTOVOLTAIC MODULE ARRAYS
 - (N) EQUIPMENT RACK WITH LOAD CENTER
 - (N) EQUIPMENT RACK
 - (N) CONDUIT
 - (E) CONDUIT
 - (E) SKYLIGHT
 - (E) HVAC UNIT
 - (E) VENT PIPE
 - (E) ROOF ACCESS HATCH
 - (E) EXHAUST FAN

- KEYED NOTES**
1. (C) MAIN SWITCHGEAR AND (N) POINT OF AC INTERCONNECTION. WARNING LABEL USE: I/1/WARNING LABELS SHEET
 2. (E) UTILITY LOAD METER.
 3. (N) PV SYSTEM UTILITY AC DISCONNECT WARNING LABEL DETAIL 7/WARNING LABELS SHEET
 4. (N) PV INVERTER AND DC DISCONNECT SWITCH. WARNING LABEL DETAIL 8 & 9/WARNING LABELS SHEET
 5. (E) CONDUIT ON WALL. SEE DETAIL A/PV12
 6. (N) CONDUIT ON ROOF. SEE DETAIL B/PV12
 7. (N) MONITORING EQUIPMENT
 8. (N) AC COMBINER PANEL WARNING LABEL DETAIL 5-7/WARNING LABELS SHEET
 9. (E) UTILITY TRANSFORMER NOT USED.

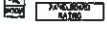
INVERTER PANEL BOARD NUMBERING SYSTEM



INVERTER NUMBERING SYSTEM



PANELBOARD NUMBERING SYSTEM



SolarCity

AMAZON - SAN MICHELE RD (ONT) METER C

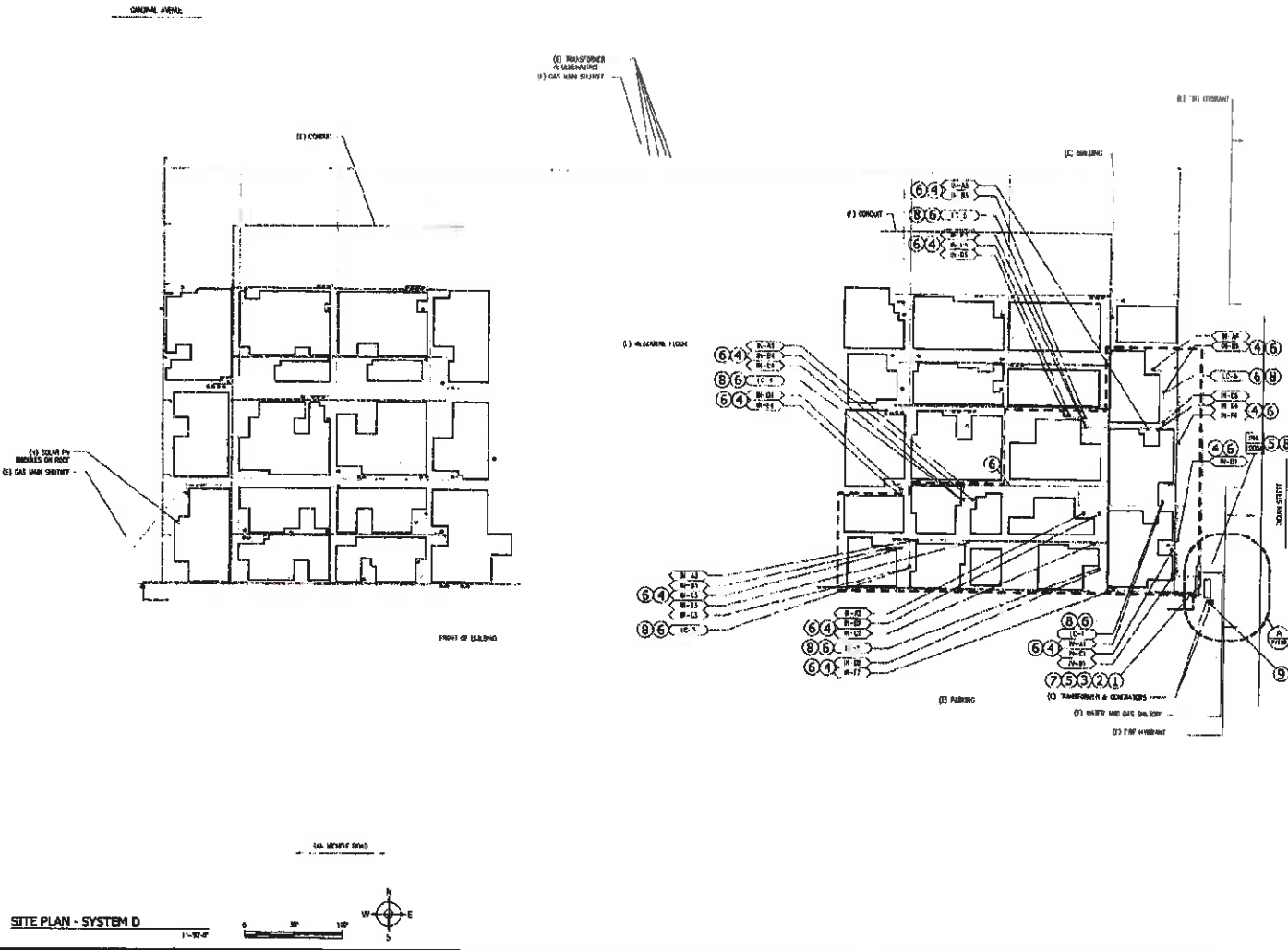
Location - San Michele Rd (ONT)
 2420E San Michele Road
 Merced Valley, CA 95207
 503-895-952

NO.	BY	DATE	REVISION
1			ISSUED FOR PERMIT
2			REVISED PER COMMENTS
3			REVISED PER COMMENTS
4			REVISED PER COMMENTS
5			REVISED PER COMMENTS
6			REVISED PER COMMENTS
7			REVISED PER COMMENTS
8			REVISED PER COMMENTS
9			REVISED PER COMMENTS
10			REVISED PER COMMENTS

PROJECT NO: 12-3
 SHEET NO: 12-3
 DATE: 12-3-12
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: [Name]
 CLIENT: [Name]
 SCALE: 1/8"=1'-0"
 JOB NO: JB-92510358-00
 PLOT NO: PY 2C

-K- -J- -I- -H- -G- -F- -E- -D- -C- -B- -A-

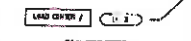
8
7
6
5
4
3
2
1



- LEGEND**
- (M) PHOTOVOLTAIC MODULE ARRAYS
 - (N) EQUIPMENT RACK WITH LOAD CENTER
 - (O) EQUIPMENT RACK
 - (P) CONDUIT
 - (Q) CONDUIT
 - (R) SPOTLIGHT
 - (S) HVAC UNIT
 - (T) VENT PIPE
 - (U) ROOF ACCESS HATCH
 - (V) EXHAUST FAN

- KEYED NOTES**
1. (E) MAIN SWITCHGEAR AND (M) POINT OF AC INTERCONNECTION. WARNING LABEL DETAIL 1/WARNING LABELS SHEET
 2. (E) UTILITY LOAD METER, (M) PV SYSTEM UTILITY AC DISCONNECT. WARNING LABEL DETAIL 2/WARNING LABELS SHEET
 3. (E) PV INVERTER AND DC DISCONNECT SWITCH. WARNING LABEL DETAIL 3/WARNING LABELS SHEET
 4. (E) CONDUIT ON WALL. SEE DETAIL A/P12.
 5. (E) CONDUIT ON ROOF. SEE DETAIL B/P12.
 6. (E) MONITORING EQUIPMENT
 7. (E) AC COMPRESSOR PANEL. WARNING LABEL DETAIL 6/WARNING LABELS SHEET
 8. (E) UTILITY TRANSFORMER. NOT USED.

INVERTER PANEL BOARD NUMBERING SYSTEM



INVERTER NUMBERING SYSTEM



PANELBOARD NUMBERING SYSTEM



SolarCity

AMAZON - SAN MICHELE RD (ONT6) METER D

Amazon - San Michele Rd (ONT6)
24208 San Michele Road
Milpitas Valley, CA 92551
510-886-1962

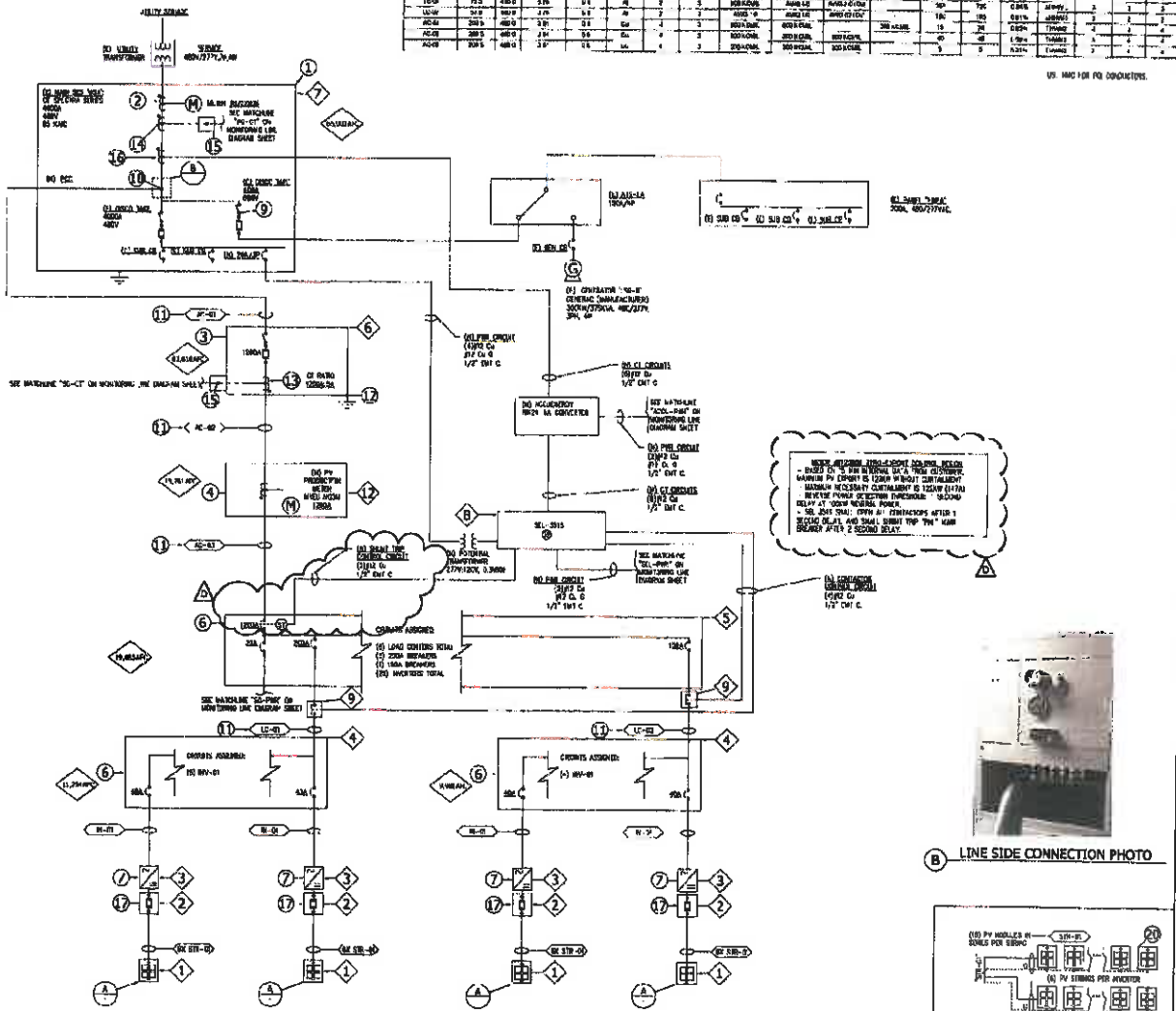
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8	11/19/20	ISSUED FOR PERMIT
9	11/19/20	ISSUED FOR PERMIT
10	11/19/20	ISSUED FOR PERMIT

PROJECT NO: 13-9250361-00
SHEET NO: PV 2D 0

SITE PLAN - SYSTEM D

-K- -J- -I- -H- -G- -F- -E- -D- -C- -B- -A-

Group	Number	Vpd	Temp	Wind	Wind Dir	Wind Spd	Wind Dir	Wind Spd	Wind Dir	Wind Spd	Wind Dir	Wind Spd	Wind Dir	Wind Spd	Wind Dir	Wind Spd	Wind Dir	Wind Spd
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1



PV ONE-LINE DIAGRAM - SYSTEM A

EQUIPMENT NOTES

1. PV MODULAR: TRINA SOLAR 875W-3.2P01A-LB 318W, 285.5V PTC, 72-CELL, 400V, BLK HVR, HA, ZEP, 1000V
2. DC CONNECTION UNIT: WINTERRGAL 1000VDC, LOAD BREAK DISCONNECT, 1000VDC, 15A NUGGET FUSES, TYP.
3. INVERTER-01: PRODIGE #8750 240-3 480 24000W, 48VAC, 34, 1000VDC
4. (M) AC LOAD CENTER "LC-01"/"LC-02" BAYON (MANUFACTURER) PRL-24 (MODEL), 225A, 480/277VAC, 148AIC NEMA 3R
5. (N) DISTRIBUTION PANELBOARD "PRL1" EATON PRL-4, 120V, 480/277VAC, 3 PHASE, 150AIC, NEMA 3R, 40, 1200VA MAIN BREAKERS (INCLUDING SHUNT TRIP)
6. (N) ACIS-1 PV SYSTEM UTILITY AC DISCONNECT SWITCH 500V, 1200A, 3 POLE, FUSIBLE, NEMA 3R, 20KAIC CLASS L FUSES
7. (E) MAIN SER GENERAL ELECTRIC (MANUFACTURER), SPECTRA SERIES (MODEL) 17500 (194683) (SERIAL NO.), 480V, 4000A, 3-PHASE, NEMA 3R
8. (N) SEL-3515 FEEDBACK PROTECTION RELAY (FOR USE AS NON-EXPORT CONTACTOR CONTROL)
9. (N) EATON CONTACTOR 200A, 480V, 2P, 110/120V COIL, 50/60HZ
10. NOT USED.
11. NOT USED.
12. (N) PV PRODUCTION METER 2000A, 480V, 3 PHASE, 4 WIRE, NEMA 3R 7 3/4" - REVOLVING GRADE

KEYED NOTES

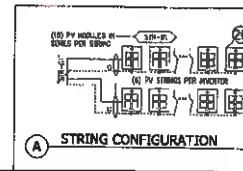
1. (E) MAIN SWITCHGEAR AND (N) POINT OF AC INTERCONNECTION. ALL CONNECTIONS MADE INSIDE (E) SWITCHGEAR AT OTHER THAN CIRCUIT BREAKERS OR FUSED SWITCHES LISTED FOR USE WITH THAT SWITCHGEAR. (1) IN PREVIOUS EDITIONS: MANUFACTURERS INSTRUCTIONS OR BE LISTED BY A PARTY. ALL TERMINATIONS OF ALL LUMINA CONDUCTORS SHALL BE WITH HIGH PRESSURE CRIMP LUGS ONLY. WARNING LABEL DETAIL 12/WARNING LABELS SHEET
2. (E) UTILITY LOAD METER.
3. (M) PV SYSTEM UTILITY AC DISCONNECT "ACIS-1", WARNING LABEL DETAIL 12/WARNING LABELS SHEET
4. (E) UTILITY OWNED DEDICATED PV PRODUCTION METER HP1PR NOT USED.
5. (N) AC PANELBOARD FOR COMBINING INVERTER OUTPUT. WARNING LABEL DETAIL 12/WARNING LABELS SHEET
6. (N) AC INTERACTIVE PV INVERTER LISTED TO UL 1741 WITH ANTI-ISLAND PROTECTION B INTERRUPTION. WARNING LABEL DETAIL 12/WARNING LABELS SHEET
7. (E) GENERATOR DISCONNECT FOR SUPPLY SIDE CONNECTIONS. A PLUG KEY IS TO BE INSTALLED AT THE MAIN SERVICE DISCONNECTING DEVICE AND THE PV SYSTEM UTILITY AC DISCONNECT INDICATING THE LOCATION OF THE RESPECTIVE SERVICE DISCONNECT. WARNING LABEL DETAIL 12/WARNING LABELS SHEET
8. CONDUCTORS RUN IN PARALLEL SHALL BE INSTALLED PER ART 310(A)(10)(M) AND 250.122 (F).
9. EQUIPMENT WILL BE GROUNDED PER 250.122 (F).
10. (N) 40 TO 100 AMP CURRENT TRANSFORMERS H1 LABEL FACES TOWARD SOURCE WHITE WIRES TO L1, L2, L3 TERMINALS IN 50 METER BLACK WIRES TO L1, L2, L3 TERMINALS IN 100 METER
11. (N) SPLIT CORE CURRENT TRANSFORMERS H1 LABEL FACES TOWARD SOURCE BLACK WIRES TO L1, L2, L3 TERMINALS IN 100 METER WHITE WIRES TO L1, L2, L3 TERMINALS IN 50 METER
12. (N) SHORTING TERMINAL BLOCK - 600V, 30A, 5 POLE, DC FUSIBLE
13. 24" PRODUCTION COIL CURRENT TRANSFORMERS, ACCUMBERGY RCT-24-1000
14. (N) INVERTER INTERNAL FUSED DC SWITCH CLEARING
15. NOT USED.
16. (N) PV MODULE LISTED TO UL 1703.
17. NOT USED.

LEGEND

- (E) CURRENT TRANSFORMER (DOT INDICATES DIRECTION)
- (M) METER
- (C) CIRCUIT BREAKER
- (S) SWITCH
- (F) FUSE
- (PV MOD. R.F) PV MOD. R.F
- (I) INVERTER
- (DC COMB) DC COMBINER
- (B) BATTERY STORAGE
- (G) GENERATOR
- (T) TRANSFORMER
- (ST) SHUNT (HP)



LINE SIDE CONNECTION PHOTO



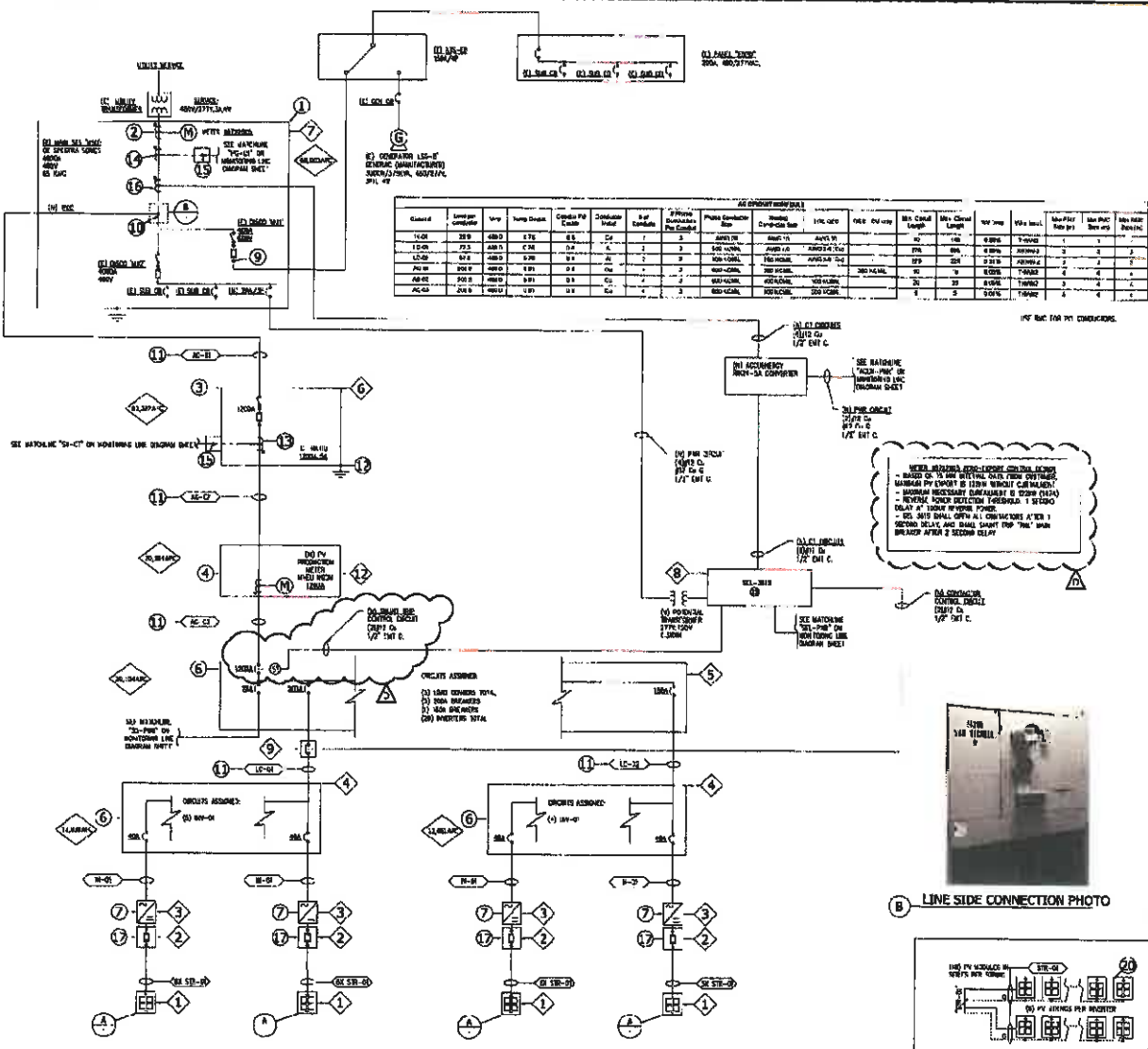
STRING CONFIGURATION



AMAZON - SAN MICHELE RD (DN) (E) METER A
 Arroyo - San Michele Rd (DN) (E)
 24208 San Michele Road
 Arroyo Valley, CA 92551
 508-295-1957

REVISIONS	
NO.	DATE
1	08/15/2018
2	08/15/2018
3	08/15/2018
4	08/15/2018
5	08/15/2018
6	08/15/2018
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23	08/15/2018
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25	08/15/2018
26	08/15/2018
27	08/15/2018
28	08/15/2018
29	08/15/2018
30	08/15/2018

- K - - J - - I - - H - - G - - F - - E - - D - - C - - B - - A -



PV ONE-LINE DIAGRAM - SYSTEM D

EQUIPMENT NOTES

1. PV MODULE: TRINA SOLAR #TSM-315D(4-18) 315W, 29.5V PTC, 72 CELL, 40MM, BLK FRN, 1A, EXP. 1000V
2. DC CONNECTION UNIT: INTEGRAL 1000VDC, 15A RIGIDET FUSES, TYP.
3. INVERTER: FRONLUS #F120 120VAC, 30A, 1000WATT
4. (M) AC LOAD CENTER: EATON (MANUFACTURER) 1000VA, 120VAC, 30A, 1000WATT
5. (N) AC DISTRIBUTION PANEL BOARD: FRONLUS #F120 120VAC, 30A, 1000WATT
6. (N) AC DISCONNECT SWITCH: FRONLUS #F120 120VAC, 30A, 1000WATT
7. (N) AC BREAKER: FRONLUS #F120 120VAC, 30A, 1000WATT
8. (N) AC BREAKER: FRONLUS #F120 120VAC, 30A, 1000WATT
9. (N) AC BREAKER: FRONLUS #F120 120VAC, 30A, 1000WATT
10. (N) AC BREAKER: FRONLUS #F120 120VAC, 30A, 1000WATT
11. (N) AC BREAKER: FRONLUS #F120 120VAC, 30A, 1000WATT
12. (N) AC BREAKER: FRONLUS #F120 120VAC, 30A, 1000WATT
13. (N) AC BREAKER: FRONLUS #F120 120VAC, 30A, 1000WATT
14. (N) AC BREAKER: FRONLUS #F120 120VAC, 30A, 1000WATT
15. (N) AC BREAKER: FRONLUS #F120 120VAC, 30A, 1000WATT
16. (N) AC BREAKER: FRONLUS #F120 120VAC, 30A, 1000WATT
17. (N) AC BREAKER: FRONLUS #F120 120VAC, 30A, 1000WATT
18. (N) AC BREAKER: FRONLUS #F120 120VAC, 30A, 1000WATT
19. (N) AC BREAKER: FRONLUS #F120 120VAC, 30A, 1000WATT
20. (N) AC BREAKER: FRONLUS #F120 120VAC, 30A, 1000WATT
21. (N) AC BREAKER: FRONLUS #F120 120VAC, 30A, 1000WATT

KEYED NOTES

1. (M) MAIN SWITCHGEAR AND (N) POINT OF AC INTERCONNECTION: ALL CONNECTIONS MADE INSIDE OF SWITCHGEAR AT OTHER THAN CIRCUIT BREAKERS OR FUSED SWITCHES LISTED FOR USE WITH THAT SWITCHGEAR SHALL BE PERFORMED FOLLOWING MANUFACTURER'S INSTRUCTIONS OR BE RE-LISTED BY A NRTL. ALL TERMINATIONS OF ALUMINUM CONDUCTORS SHALL BE WITH HIGH PRESSURE WELDING. WARNING LABEL DETAIL 2/WARNING LABELS SHEET.
2. (M) UTILITY LOAD METER.
3. (M) PV SYSTEM UTILITY AC DISCONNECT (MODEL) DETAIL 2/WARNING LABELS SHEET.
4. (N) UTILITY OWNED DEDICATED PV PRODUCTION METER.
5. NOT USED.
6. (N) AC PANELBOARD FOR COMBINING INVERTER OUTPUT: WARNING LABEL DETAIL 2/WARNING LABELS SHEET.
7. (N) GRID-INTERACTIVE PV INVERTER LISTED TO UL 1741 WITH GROUND FAULT DETECTION & INTERLOCKING: WARNING LABEL DETAIL 2/WARNING LABELS SHEET.
8. NOT USED.
9. (N) GENERATOR DISCONNECT.
10. (N) SUPPLY SIDE CONNECTIONS: A PLaque SHALL BE INSTALLED AT THE MAIN SERVICE DISCONNECTING DEVICE AND THE PV SYSTEM UTILITY AC DISCONNECT INDICATING THE LOCATION OF THE REPRESENTATIVE SERVICE DISCONNECT. WARNING LABEL DETAIL 2/WARNING LABELS SHEET.
11. CONDUCTORS RUN IN PARALLEL SHALL BE INSTALLED PER ART 310-4.10.1(D) AND 250.122 (F).
12. EQUIPMENT SHALL BE GROUND PER 250.55.
13. (N) SOLID CORE CURRENT TRANSFORMERS: H1 LABEL FACES TOWARD SOURCE. WHITE WIRES TO L1, L2 TERMINALS IN PG METER. BLACK WIRES TO L1, L2 TERMINALS IN PG METER.
14. (N) SPLIT CORE CURRENT TRANSFORMERS: H1 LABEL FACES TOWARD SOURCE. BLACK WIRES TO L1, L2 TERMINALS IN PG METER. WHITE WIRES TO L1, L2 TERMINALS IN PG METER.
15. (N) SHORTING TERMINAL BLOCK - 600V, 5A, 5 POLE, OF A HUB.
16. 24" ROGOWSKI COIL CURRENT TRANSFORMERS: ACCUBERGY CT-24-1000
17. (N) INVERTER INTERNAL FUSED DC BRANCH CARRIER.
18. NOT USED.
19. NOT USED.
20. (N) PV MODULE LISTED FOR UL 1703.
21. NOT USED.



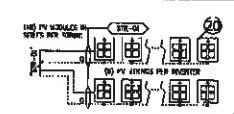
1000 Watts per Panel
1000 Watts per Panel
1000 Watts per Panel

AMAZON - SAN MICHELE RD (ONT) METER D
Amazon - San Michele Rd (ONT)
74238 San Michele Road
Morero Valley, CA 92551
508-866-1962

SEE MANUFACTURER'S GENERAL NOTES
- BRASS IS NOT PERMITTED OVER FUSED CONTACTS
- WIRING SHALL BE PERFORMED IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE (NEC) AND ALL APPLICABLE LOCAL CODES
- WIRING SHALL BE PERFORMED IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE (NEC) AND ALL APPLICABLE LOCAL CODES
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- WIRING SHALL BE PERFORMED IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE (NEC) AND ALL APPLICABLE LOCAL CODES



LINE SIDE CONNECTION PHOTO



STRING CONFIGURATION

LEGEND

- CURRENT TRANSFORMER (DOT INDICATES DIRECTION)
- METER
- CIRCUIT BREAKER
- SWITCH
- FUSE
- PV MODULE
- INVERTER
- DC COMBINER
- BATTERY STORAGE
- GENERATOR
- TRANSFORMER
- UL LIST TRIP

NO.	DESCRIPTION	QTY	UNIT
1	DC CONNECTION UNIT	1	UNIT
2	INVERTER	1	UNIT
3	AC LOAD CENTER	1	UNIT
4	AC DISTRIBUTION PANEL BOARD	1	UNIT
5	AC DISCONNECT SWITCH	1	UNIT
6	AC BREAKER	1	UNIT
7	AC BREAKER	1	UNIT
8	AC BREAKER	1	UNIT
9	AC BREAKER	1	UNIT
10	AC BREAKER	1	UNIT
11	AC BREAKER	1	UNIT
12	AC BREAKER	1	UNIT
13	AC BREAKER	1	UNIT
14	AC BREAKER	1	UNIT
15	AC BREAKER	1	UNIT
16	AC BREAKER	1	UNIT
17	AC BREAKER	1	UNIT
18	AC BREAKER	1	UNIT
19	AC BREAKER	1	UNIT
20	AC BREAKER	1	UNIT
21	AC BREAKER	1	UNIT

- K - - J - - I - - H - - G - - F - - E - - D - - C - - B - - A -

Solar Glare Hazard Analysis Flight Path Report

Generated April 14, 2016, 10:58 a.m.

Flight path: 2

Glare found

 Print



Analysis & PV array parameters

Analysis name	Amazon-San Michele Road 270 az
PV array axis tracking	none
Orientation of array (deg)	270.0
Tilt of solar panels (deg)	8.0
Rated power (kW)	0.0
Vary reflectivity	True
PV surface material	Smooth glass with ARC
Timezone offset	-8.0
Subtended angle of sun (mrad)	9.3
Peak DNI (W/m ²)	1000.0
Ocular transmission coefficient	0.5
Pupil diameter (m)	0.002
Eye focal length (m)	0.017
Time interval (min)	1
Correlate slope error with material	False
Slope error (mrad)	10.0

Flight path parameters

Direction (deg)	152.84
Glide slope (deg)	3.0
Consider pilot visibility from cockpit	False

PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	33.8724628877	-117.237141073	1471.19	40.0	1511.19
2	33.8724628877	-117.235401929	1476.47	40.0	1516.47
3	33.871187617	-117.235401929	1480.17	40.0	1520.17
4	33.871187617	-117.237141073	1474.96	40.0	1514.96

Flight Path Observation Points

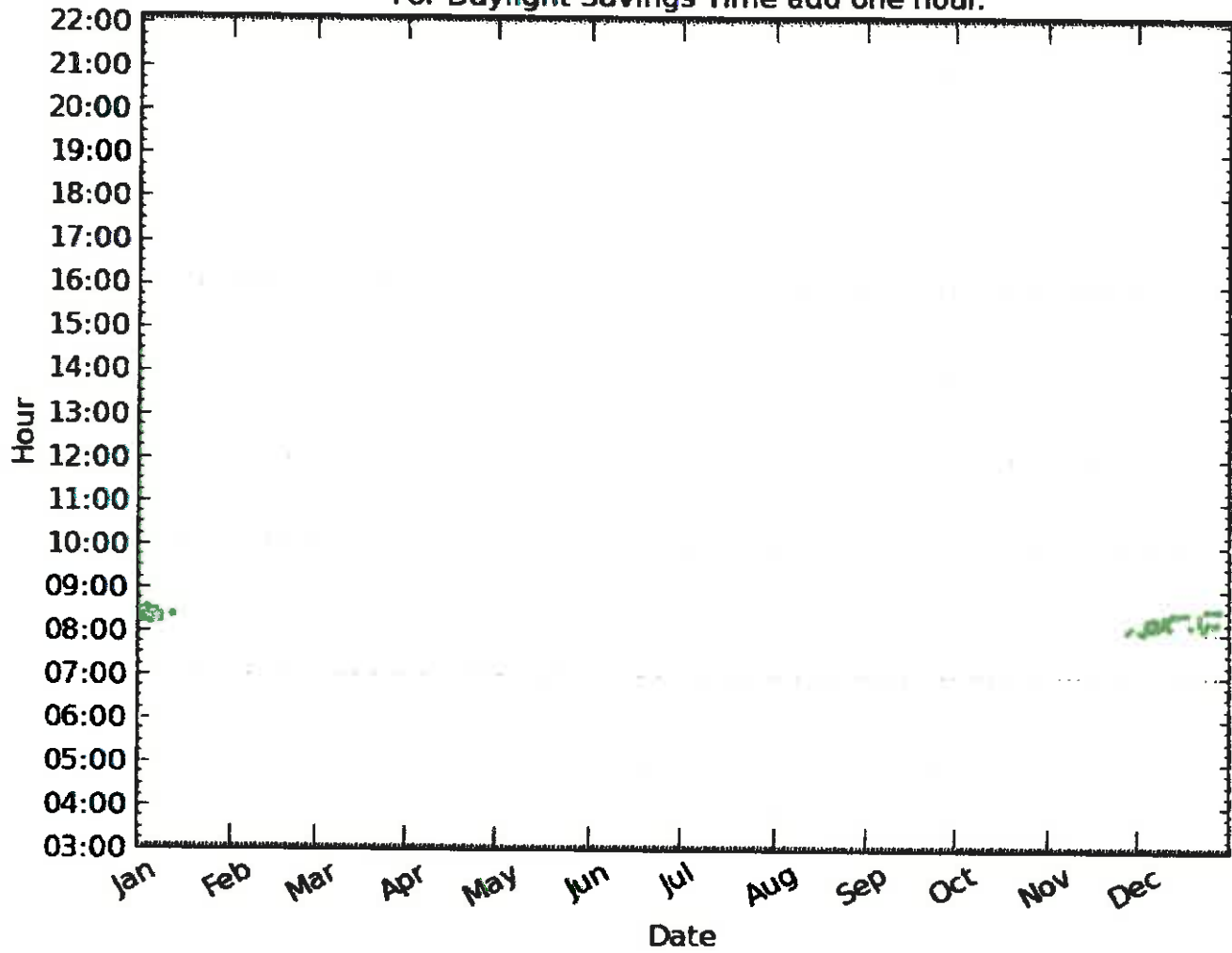
	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)	Glare?
Threshold	33.8991249101	-117.272263529	1536.33	50.0	Yes
1/4 mi	33.9023401851	-117.274253262	1541.64	113.87	Yes
1/2 mi	33.9055554602	-117.276242996	1544.42	180.27	No
3/4 mi	33.9087707353	-117.278232729	1553.12	240.75	No
1 mi	33.9119860104	-117.280222462	1548.0	315.04	No
1 1/4 mi	33.9152012855	-117.282212196	1539.96	392.27	No
1 1/2 mi	33.9184165606	-117.284201929	1531.54	469.85	No
1 3/4 mi	33.9216318357	-117.286191662	1530.54	540.04	No
2 mi	33.9248471108	-117.288181396	1525.77	613.99	No

Glare occurrence plots

All times are in standard time. For Daylight Savings Time add one hour.

Threshold

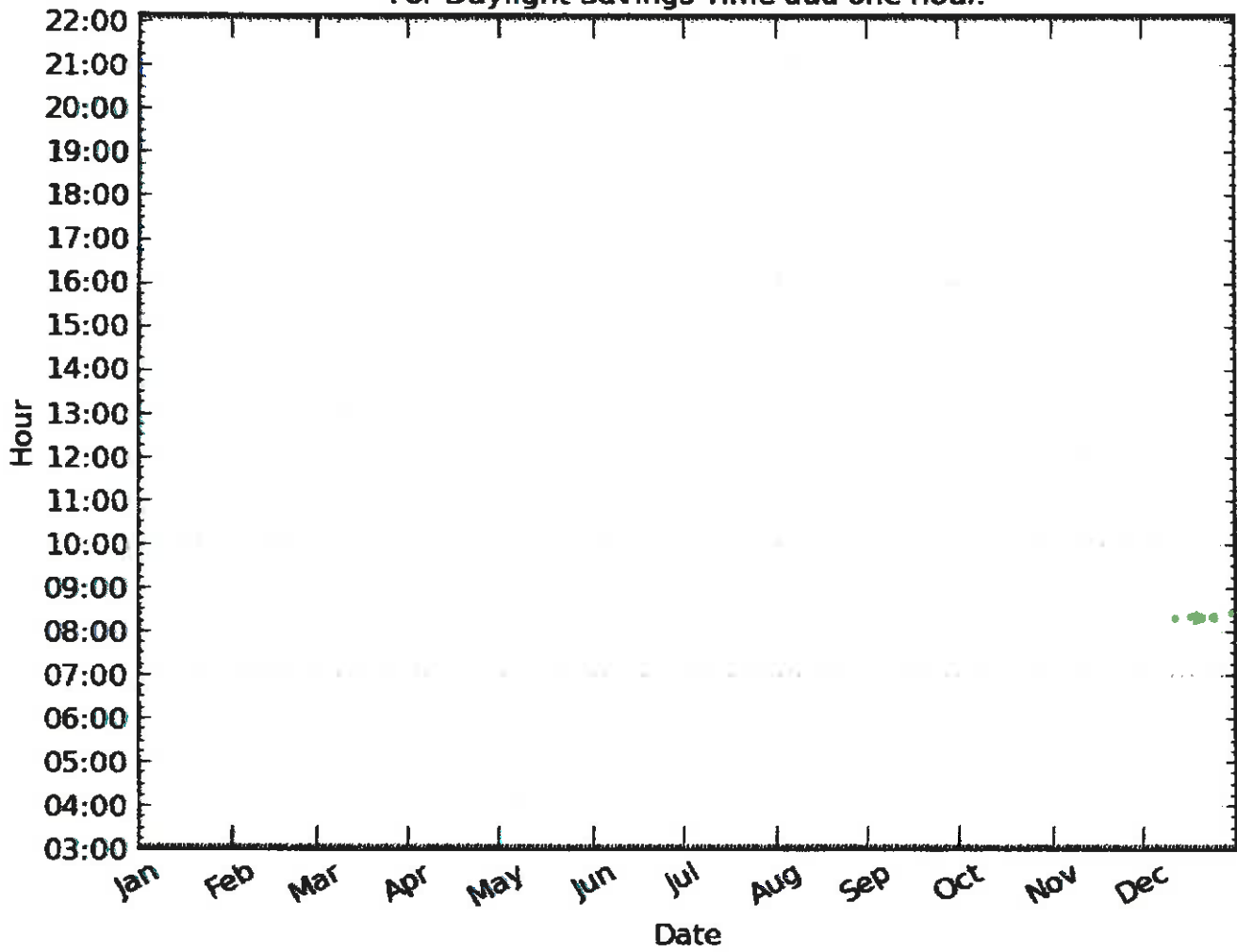
1-minute time interval.
All times are in standard time.
For Daylight Savings Time add one hour.



- Glare beyond 50 deg from pilot line-of-sight
- Low potential for temporary after-image
- Potential for temporary after-image
- Potential for permanent eye damage

1/4 mi

1-minute time interval.
All times are in standard time.
For Daylight Savings Time add one hour.



- Glare beyond 50 deg from pilot line-of-sight
- Low potential for temporary after-image
- Potential for temporary after-image
- Potential for permanent eye damage

1/2 mi

No glare

3/4 mi

No glare

1 mi

No glare

1 1/4 mi

No glare

1 1/2 mi

No glare

1 3/4 mi

No glare

2 mi

No glare

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Solar Glare Hazard Analysis Flight Path Report

Generated April 14, 2016, 11:24 a.m.

Flight path: 1

No glare found

 Print



Analysis & PV array parameters

Analysis name	Amazon-San Michele Road 90 AZ
PV array axis tracking	none
Orientation of array (deg)	90.0
Tilt of solar panels (deg)	8.0
Rated power (kW)	0.0
Vary reflectivity	True
PV surface material	Smooth glass with ARC
Timezone offset	-8.0
Subtended angle of sun (mrad)	9.3
Peak DNI (W/m ²)	1000.0
Ocular transmission coefficient	0.5
Pupil diameter (m)	0.002
Eye focal length (m)	0.017
Time interval (min)	1
Correlate slope error with material	False
Slope error (mrad)	10.0

Flight path parameters

Direction (deg)	325.26
Glide slope (deg)	3.0
Consider pilot visibility from cockpit	False

PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	33.8725394068	-117.23716253	1470.82	40.0	1510.82
2	33.8725394068	-117.235400749	1476.42	40.0	1516.42
3	33.8711984851	-117.235400749	1480.16	40.0	1520.16
4	33.8711984851	-117.23716253	1474.91	40.0	1514.91

Flight Path Observation Points

	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)	Glare?
Threshold	33.8626501406	-117.246775251	1486.89	50.0	No
1/4 mi	33.8596805598	-117.244292384	1473.89	132.17	No
1/2 mi	33.856710979	-117.241809516	1468.92	206.33	No
3/4 mi	33.8537413982	-117.239326649	1468.69	275.73	No
1 mi	33.8507718175	-117.236843781	1467.73	345.87	No
1 1/4 mi	33.8478022367	-117.234360914	1469.3	413.48	No
1 1/2 mi	33.8448326559	-117.231878046	1463.59	488.37	No
1 3/4 mi	33.8418630751	-117.229395179	1466.45	554.69	No
2 mi	33.8388934943	-117.226912311	1450.96	639.36	No

No glare found.

Solar Glare Hazard Analysis Flight Path Report

Generated April 14, 2016, 11:24 a.m.

Flight path: 2

No glare found

 Print



Analysis & PV array parameters

Analysis name	Amazon-San Michele Road 90 AZ
PV array axis tracking	none
Orientation of array (deg)	90.0
Tilt of solar panels (deg)	8.0
Rated power (kW)	0.0
Vary reflectivity	True
PV surface material	Smooth glass with ARC
Timezone offset	-8.0
Subtended angle of sun (mrad)	9.3
Peak DNI (W/m ²)	1000.0
Ocular transmission coefficient	0.5
Pupil diameter (m)	0.002
Eye focal length (m)	0.017
Time interval (min)	1
Correlate slope error with material	False
Slope error (mrad)	10.0

Flight path parameters

Direction (deg)	151.69
Glide slope (deg)	3.0
Consider pilot visibility from cockpit	False

PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	33.8725394068	-117.23716253	1470.82	40.0	1510.82
2	33.8725394068	-117.235400749	1476.42	40.0	1516.42
3	33.8711984851	-117.235400749	1480.16	40.0	1520.16
4	33.8711984851	-117.23716253	1474.91	40.0	1514.91

Flight Path Observation Points

	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)	Glare?
Threshold	33.8991420094	-117.272263529	1536.21	50.0	No
1/4 mi	33.9023235297	-117.274330698	1541.03	114.35	No
1/2 mi	33.90550505	-117.276397868	1544.02	180.56	No
3/4 mi	33.9086865703	-117.278465037	1550.75	243.0	No
1 mi	33.9118680906	-117.280532207	1543.14	319.78	No
1 1/4 mi	33.9150496109	-117.282599376	1542.6	389.51	No
1 1/2 mi	33.9182311312	-117.284666545	1534.21	467.07	No
1 3/4 mi	33.9214126514	-117.286733715	1527.38	543.09	No
2 mi	33.9245941717	-117.288800884	1524.97	614.67	No

No glare found.

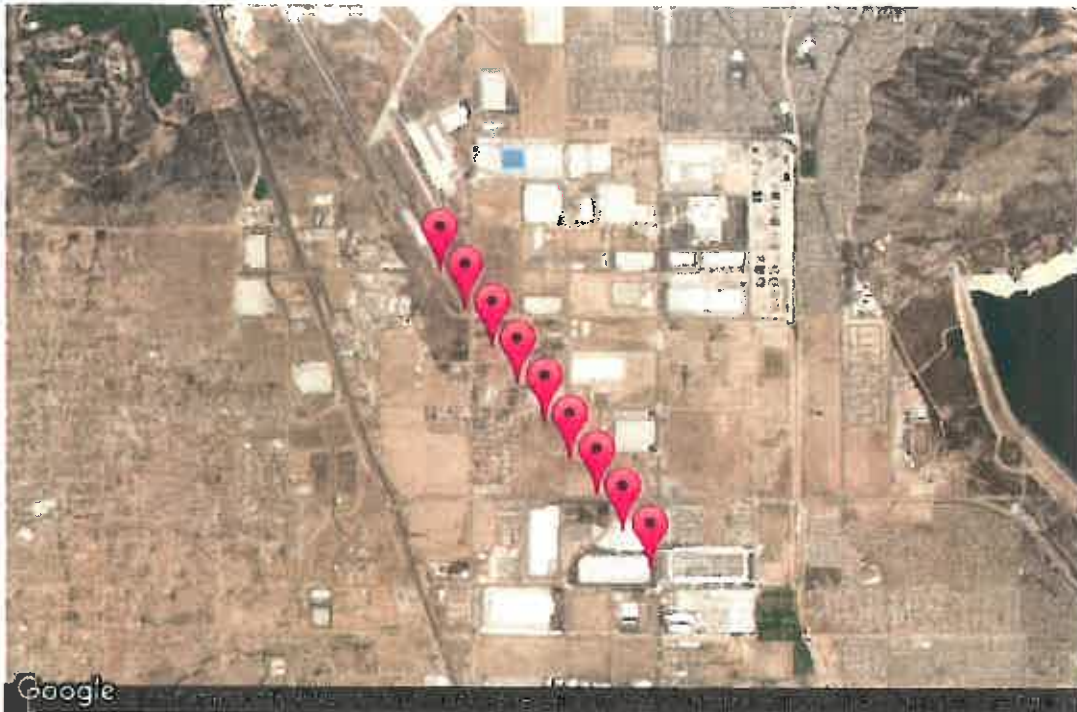
Solar Glare Hazard Analysis Flight Path Report

Generated April 14, 2016, 11:22 a.m.

Flight path: 1

No glare found

 Print



Analysis & PV array parameters

Analysis name	Amazon-San Michele Road 90 AZ
PV array axis tracking	none
Orientation of array (deg)	90.0
Tilt of solar panels (deg)	8.0
Rated power (kW)	0.0
Vary reflectivity	True
PV surface material	Smooth glass with ARC
Timezone offset	-8.0
Subtended angle of sun (mrad)	9.3
Peak DNI (W/m ²)	1000.0
Ocular transmission coefficient	0.5
Pupil diameter (m)	0.002
Eye focal length (m)	0.017
Time interval (min)	1
Correlate slope error with material	False
Slope error (mrad)	10.0

Flight path parameters

Direction (deg)	325.26
Glide slope (deg)	3.0
Consider pilot visibility from cockpit	False

PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	33.8725753542	-117.240954208	1472.76	40.0	1512.76
2	33.8725753542	-117.23915289	1470.7	40.0	1510.7
3	33.871282441	-117.23915289	1474.55	40.0	1514.55
4	33.871282441	-117.240954208	1476.76	40.0	1516.76

Flight Path Observation Points

	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)	Glare?
Threshold	33.8626501406	-117.246775251	1486.89	50.0	No
1/4 mi	33.8596805598	-117.244292384	1473.89	132.17	No
1/2 mi	33.856710979	-117.241809516	1468.92	206.33	No
3/4 mi	33.8537413982	-117.239326649	1468.69	275.73	No
1 mi	33.8507718175	-117.236843781	1467.73	345.87	No
1 1/4 mi	33.8478022367	-117.234360914	1469.3	413.48	No
1 1/2 mi	33.8448326559	-117.231878048	1463.59	488.37	No
1 3/4 mi	33.8418630751	-117.229395179	1466.45	554.69	No
2 mi	33.8388934943	-117.226912311	1450.96	639.36	No

No glare found.

Solar Glare Hazard Analysis Flight Path Report

Generated April 14, 2016, 11:23 a.m.

Flight path: 2

No glare found

 Print



Analysis & PV array parameters

Analysis name	Amazon-San Michele Road 90 AZ
PV array axis tracking	none
Orientation of array (deg)	90.0
Tilt of solar panels (deg)	8.0
Rated power (kW)	0.0
Vary reflectivity	True
PV surface material	Smooth glass with ARC
Timezone offset	-8.0
Subtended angle of sun (mrad)	9.3
Peak DNI (W/m ²)	1000.0
Ocular transmission coefficient	0.5
Pupil diameter (m)	0.002
Eye focal length (m)	0.017
Time interval (min)	1
Correlate slope error with material	False
Slope error (mrad)	10.0

Flight path parameters

Direction (deg)	151.69
Glide slope (deg)	3.0
Consider pilot visibility from cockpit	False

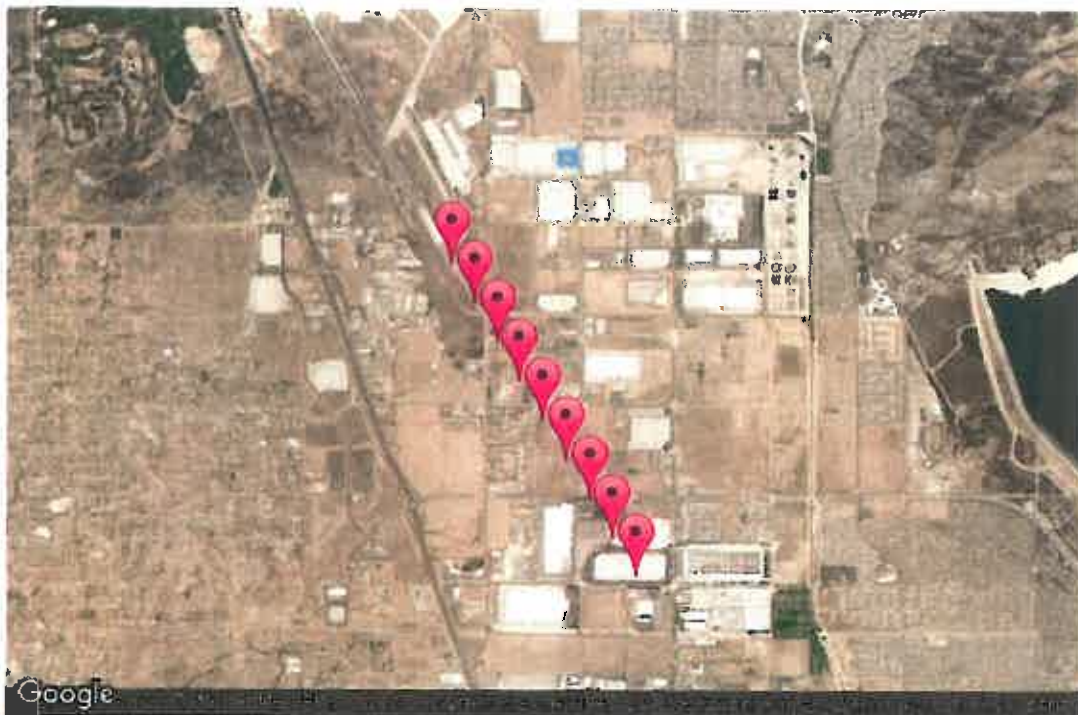
Solar Glare Hazard Analysis Flight Path Report

Generated April 14, 2016, 10:57 a.m.

Flight path: 1

No glare found

 Print



Analysis & PV array parameters

Analysis name	Amazon-San Michele Road 270 az
PV array axis tracking	none
Orientation of array (deg)	270.0
Tilt of solar panels (deg)	8.0
Rated power (kW)	0.0
Vary reflectivity	True
PV surface material	Smooth glass with ARC
Timezone offset	-8.0
Subtended angle of sun (mrad)	9.3
Peak DNI (W/m ²)	1000.0
Ocular transmission coefficient	0.5
Pupil diameter (m)	0.002
Eye focal length (m)	0.017
Time interval (min)	1
Correlate slope error with material	False
Slope error (mrad)	10.0

Flight path parameters

Direction (deg)	329.82
Glide slope (deg)	3.0
Consider pilot visibility from cockpit	False

PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	33.8724628877	-117.237141073	1471.19	40.0	1511.19
2	33.8724628877	-117.235401929	1476.47	40.0	1516.47
3	33.871187617	-117.235401929	1480.17	40.0	1520.17
4	33.871187617	-117.237141073	1474.96	40.0	1514.96

Flight Path Observation Points

	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)	Glare?
Threshold	33.8630763408	-117.24709282	1488.12	50.0	No
1/4 mi	33.859952439	-117.244902452	1474.58	132.72	No
1/2 mi	33.8568285372	-117.242712083	1470.15	206.34	No
3/4 mi	33.8537046354	-117.240521714	1469.97	275.68	No
1 mi	33.8505807335	-117.238331346	1468.53	346.3	No
1 1/4 mi	33.8474568317	-117.236140977	1471.42	412.59	No
1 1/2 mi	33.8443329299	-117.233950608	1473.51	479.67	No
1 3/4 mi	33.8412090281	-117.231760239	1465.9	556.48	No
2 mi	33.8380851262	-117.229569871	1451.6	639.95	No

No glare found.

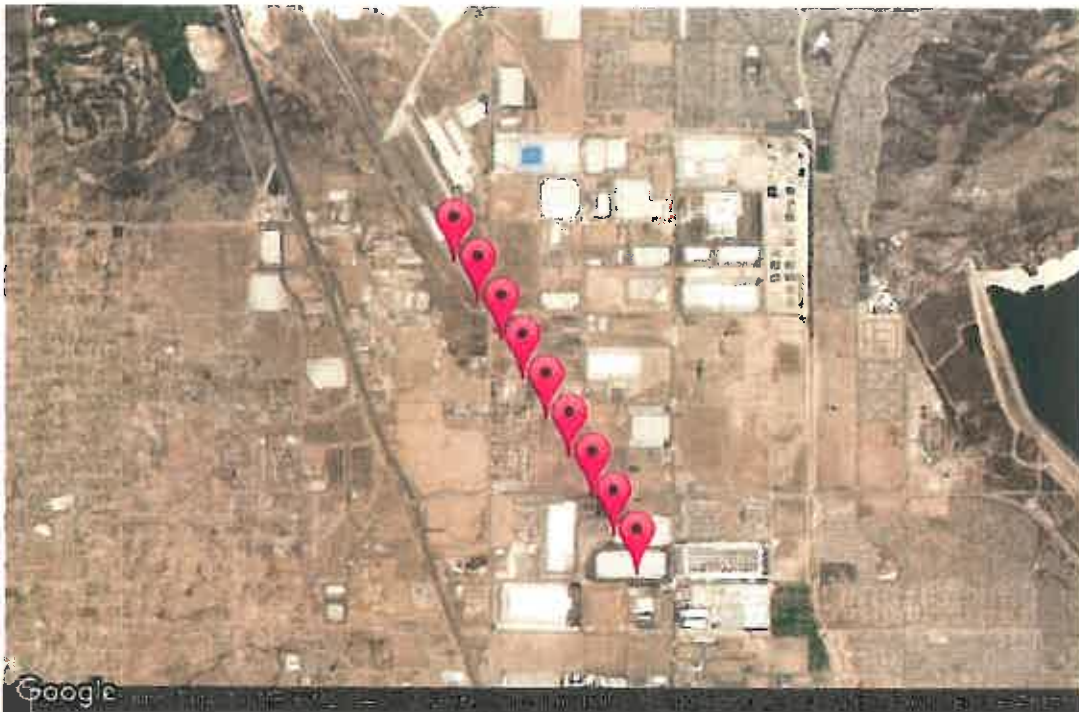
Solar Glare Hazard Analysis Flight Path Report

Generated April 14, 2016, 10:53 a.m.

Flight path: 1

No glare found

 Print



Analysis & PV array parameters

Analysis name	Amazon-San Michele Road 270 az
PV array axis tracking	none
Orientation of array (deg)	270.0
Tilt of solar panels (deg)	8.0
Rated power (kW)	0.0
Vary reflectivity	True
PV surface material	Smooth glass with ARC
Timezone offset	-8.0
Subtended angle of sun (mrad)	9.3
Peak DNI (W/m ²)	1000.0
Ocular transmission coefficient	0.5
Pupil diameter (m)	0.002
Eye focal length (m)	0.017
Time interval (min)	1
Correlate slope error with material	False
Slope error (mrad)	10.0

Flight path parameters

Direction (deg)	329.82
Glide slope (deg)	3.0
Consider pilot visibility from cockpit	False

PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	33.8724656488	-117.24085325	1473.01	40.0	1513.01
2	33.8724656488	-117.239125371	1471.05	40.0	1511.05
3	33.8711809363	-117.239125371	1474.8	40.0	1514.8
4	33.8711809363	-117.24085325	1476.57	40.0	1516.57

Flight Path Observation Points

	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)	Glare?
Threshold	33.8630763408	-117.24709282	1488.12	50.0	No
1/4 mi	33.859952439	-117.244902452	1474.58	132.72	No
1/2 mi	33.8568285372	-117.242712083	1470.15	206.34	No
3/4 mi	33.8537046354	-117.240521714	1469.97	275.68	No
1 mi	33.8505807335	-117.238331346	1468.53	346.3	No
1 1/4 mi	33.8474568317	-117.236140977	1471.42	412.59	No
1 1/2 mi	33.8443329299	-117.233950608	1473.51	479.67	No
1 3/4 mi	33.8412090281	-117.231760239	1465.9	556.48	No
2 mi	33.8380851262	-117.229569871	1451.6	639.95	No

No glare found.

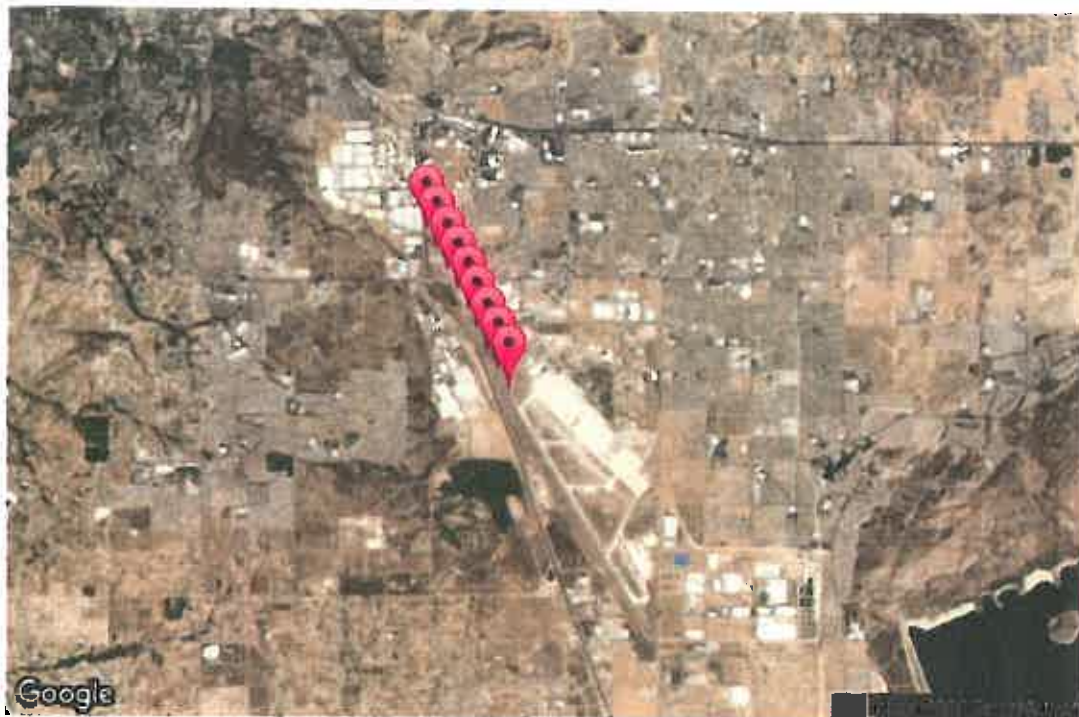
Solar Glare Hazard Analysis Flight Path Report

Generated April 14, 2016, 10:55 a.m.

Flight path: 2

No glare found

 Print



Analysis & PV array parameters

Analysis name	Amazon-San Michele Road 270 az
PV array axis tracking	none
Orientation of array (deg)	270.0
Tilt of solar panels (deg)	8.0
Rated power (kW)	0.0
Vary reflectivity	True
PV surface material	Smooth glass with ARC
Timezone offset	-8.0
Subtended angle of sun (mrad)	9.3
Peak DNI (W/m ²)	1000.0
Ocular transmission coefficient	0.5
Pupil diameter (m)	0.002
Eye focal length (m)	0.017
Time interval (min)	1
Correlate slope error with material	False
Slope error (mrad)	10.0

Flight path parameters

Direction (deg)	152.84
Glide slope (deg)	3.0
Consider pilot visibility from cockpit	False

PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	33.8724656488	-117.24085325	1473.01	40.0	1513.01
2	33.8724656488	-117.239125371	1471.05	40.0	1511.05
3	33.8711809363	-117.239125371	1474.8	40.0	1514.8
4	33.8711809363	-117.24085325	1476.57	40.0	1516.57

Flight Path Observation Points

	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)	Glare?
Threshold	33.8991249101	-117.272263529	1536.33	50.0	No
1/4 mi	33.9023401851	-117.274253262	1541.64	113.87	No
1/2 mi	33.9055554602	-117.276242996	1544.42	180.27	No
3/4 mi	33.9087707353	-117.278232729	1553.12	240.75	No
1 mi	33.9119860104	-117.280222462	1548.0	315.04	No
1 1/4 mi	33.9152012855	-117.282212196	1539.96	392.27	No
1 1/2 mi	33.9184165606	-117.284201929	1531.54	469.85	No
1 3/4 mi	33.9216318357	-117.286191662	1530.54	540.04	No
2 mi	33.9248471108	-117.288181396	1525.77	613.99	No

No glare found.

THE **Trina**mount MODULE



PD14.10

PD14.18

72 CELL
MULTICRYSTALLINE MODULE
WITH TRINAMOUNT FRAME

300-315W
POWER OUTPUT RANGE

16.2%
MAXIMUM EFFICIENCY

0~+5W
POWER OUTPUT GUARANTEE

As a leading global manufacturer of next generation photovoltaic products, we believe close cooperation with our partners is critical to success. With local presence around the globe, Trina is able to provide exceptional service to each customer in each market and supplement our innovative, reliable products with the backing of Trina as a strong, bankable partner. We are committed to building strategic, mutually beneficial collaboration with installers, developers, distributors and other partners as the backbone of our shared success in driving Smart Energy Together.

Trina Solar Limited
www.trinasolar.com

Trinasolar
Smart Energy Together



Fast and simple to install through drop in mounting solution



Good aesthetics for residential applications



Highly reliable due to stringent quality control

- Over 30 in-house tests (UV, TC, HF, and many more)
- In-house testing goes well beyond certification requirements

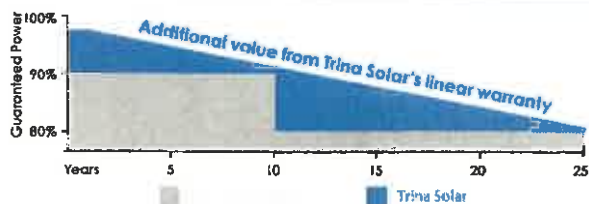


Certified to withstand challenging environmental conditions

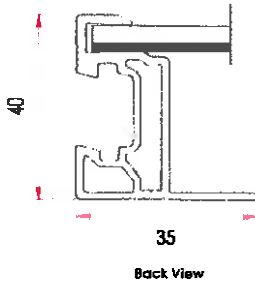
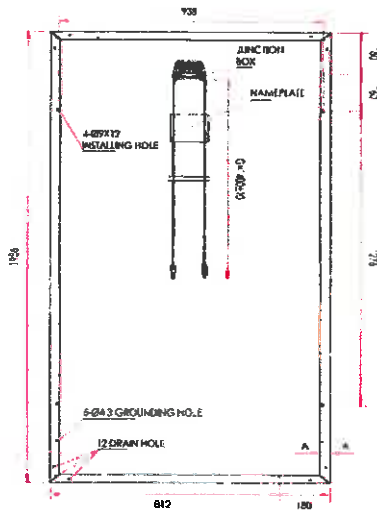
- 2400 Pa wind load
- 2400 Pa snow load

LINEAR PERFORMANCE WARRANTY

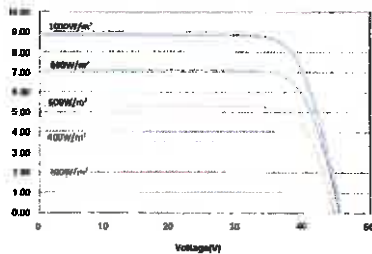
10 Year Product Warranty - 25 Year Linear Power Warranty



DIMENSIONS OF PV MODULE
unit:mm



I-V CURVES OF PV MODULE (310W)



CERTIFICATION



ELECTRICAL DATA @ STC

Peak Power Watts- P_{MAX} (Wp)	300	305	310	315
Power Output Tolerance- P_{MAX} (W)	0 ~ +5			
Maximum Power Voltage- V_{MP} (V)	36.2	36.6	37.0	37.1
Maximum Power Current- I_{MP} (A)	8.28	8.33	8.38	8.51
Open Circuit Voltage- V_{OC} (V)	45.4	45.5	45.5	45.6
Short Circuit Current- I_{SC} (A)	8.77	8.81	8.85	9.00
Module Efficiency η_m (%)	15.5	15.7	16.0	16.2

STC: Irradiance 1000 W/m². Cell Temperature 25°C. Air Mass AM1.5 according to EN 60904-3. Typical efficiency reduction of 4.5% at 200 W/m² according to IEC 60904-1.

ELECTRICAL DATA @ NOCT

Maximum Power- P_{MAX} (Wp)	223	227	230	234
Maximum Power Voltage- V_{MP} (V)	33.6	34.0	34.3	34.3
Maximum Power Current- I_{MP} (A)	6.62	6.68	6.72	6.83
Open Circuit Voltage (V)- V_{OC} (V)	42.1	42.2	42.2	42.3
Short Circuit Current (A)- I_{SC} (A)	7.08	7.11	7.15	7.27

NOCT: Irradiance at 800 W/m². Ambient Temperature 20°C. Wind Speed 1 m/s.

MECHANICAL DATA

Solar cells	Multicrystalline 156 × 156 mm (6 inches), 488
Cell orientation	72 cells (6 × 12)
Module dimensions	1956 × 992 × 40 mm (77 x 39.05 x 1.57 inches)
Weight	26.5 kg (58.42lbs)
Glass	4.0 mm (0.16 inches), High Transmission, AR Coated Tempered Glass
Backsheet	White
Frame	Silver(PD14.10), Black(PD14.18) Anodized Aluminium Alloy
J-Box	IP 65 or IP 67 rated
Cables	Photovoltaic Technology cable 4.0mm ² (0.006 inches ²) 1400mm (55.12 inches)
Connector	H4 Amphenol
Fire type	UL 1703 Type 2 for Solar City

TEMPERATURE RATINGS

Nominal Operating Cell Temperature (NOCT)	44°C (±2°C)
Temperature Coefficient at P_{MAX}	-0.41%/°C
Temperature Coefficient of V_{OC}	-0.32%/°C
Temperature Coefficient of I_{SC}	0.05%/°C

MAXIMUM RATINGS

Operational Temperature	-40 ~ +85°C
Maximum System Voltage	1000V DC(IEC) 1000V DC (UL)
Max Series Fuse Rating	15A

WARRANTY

10 year Product Workmanship Warranty
25 year Linear Power Warranty
(Please refer to product warranty for details)

PACKAGING CONFIGURATION

Modules per box: 26 pieces
Modules per 40' container: 572 pieces

TSM_EN_2015_C



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

ALUC Identification No.

ZAPI215MA16

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 9/26/2016
 Property Owner Clarion Partners Phone Number _____
 Mailing Address 1717 McKinney Ave NO 1900
Dallas, TX 75202

Agent (if any) SolarCity Corporation Phone Number (480) 589 - 3587
 Mailing Address 5375 W San Fernando Rd
Los Angeles CA 90039

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address 24208 San Michele Rd, Moreno Valley CA 92551
 Assessor's Parcel No. 316-170-023 Parcel Size 35.40 Acres/ 1,542,024 sq. ft.
 Subdivision Name _____ Zoning Classification Zone C1
 Lot Number _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Commercial Site. Surrounding buildings are commercial use.

Proposed Land Use (describe) Commercial

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____
 For Other Land Uses Hours of Use _____
 (See Appendix C) Number of People on Site Maximum Number _____
 Method of Calculation _____

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

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

Match
C1

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received	_____	Type of Project
Agency Name	City of Moreno Valley	<input type="checkbox"/> General Plan Amendment
	14177 Frederick St, Moreno Valley CA 92553	<input type="checkbox"/> Zoning Amendment or Variance
Staff Contact	Chris Ormby	<input type="checkbox"/> Subdivision Approval
Phone Number	(951) 413 - 3234	<input type="checkbox"/> Use Permit
Agency's Project No.	P16-090	<input type="checkbox"/> Public Facility
		<input checked="" type="checkbox"/> Other Plot Plan

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.4

HEARING DATE: November 10, 2016

CASE NUMBER: ZAP1216MA16 – FR Cal Moreno Valley LLC
(Representative: Solar City Corporation)

APPROVING JURISDICTION: City of Moreno Valley

JURISDICTION CASE NO: P16-091 (Plot Plan)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Plot Plan be found CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: The Plot Plan is a proposal for the installation of a 1020.6 kilowatt solar rooftop panel system (ONT8) on the existing 769,320 square foot Amazon warehouse/distribution center on a 35.1 acre parcel.

PROJECT LOCATION: The site is located at 24300 Nandina Avenue (on the northwest corner of Nandina Avenue and Indian Avenue) within the City of Moreno Valley, approximately 2,800 feet northeasterly of the southerly end of Runway 14-32 at March Air Reserve Base.

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

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Zone C1
- c. Noise Levels: 60-65 CNEL from aircraft

BACKGROUND:

Flight Hazard Issues: Structure height, electrical interference, and reflectivity/glare are among the issues that solar panels in the airport influence area must address. The project's photovoltaic (PV) panel structures would be located on the rooftop of the existing 769,320 square foot Amazon warehouse/distribution building within Compatibility Zone C1.

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 is no radar transmission or receiving facilities within the site.

Glint and Glare/Reflectivity

The project proposes to collect solar energy via photovoltaic (PV) panels. PV panels are design to absorb approximately 70% of solar energy and convert it directly to electricity, resulting in reflectance levels much lower than that of other common reflective surfaces. A technical report prepared by SunPower Corporation, dated September 29, 2009, determined that “the glare and reflectance levels from a given PV system are decisively lower than the glare and reflectance generated by standard glass and other common reflective surfaces.”

The applicant has prepared a glare analysis utilizing the web based Solar Glare Hazard Analysis Tool (SGHAT) and provided a report, a copy of which is attached hereto. The analysis was based on straight in approach patterns to both runways 14 and 32. The analysis utilized a glide slope approach of 3.0 degrees for the approach, array orientation of 270 degrees, flight path direction of 328.13 degrees, and a 8 degree tilt southerly to the solar panels with fixed, non-tracking positions.

The approach analyses concluded that some glare would occur on the approach to runway 32 (approaches from the southeast on spring and summer mornings) and no glare on the approach to runway 14. The analysis notes that the glare experienced at each of the distances and times noted for the approaches would result in a low potential for temporary after-image (“green” level). Glare would occur at the runway threshold. Based on Federal Aviation Administration (FAA) Interim Policy for FAA Review of Solar Energy System Projects on Federally Obligated Airports, low potential for temporary after-image is an acceptable level of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property. The glare that is projected to occur on the approach to runway 32 would be generally limited to less than 45 minutes a day during the times of year at the selected distances from the runway:

Threshold

- Mid May to Early August – 6:00 a.m. to 6:45 a.m. standard time (7:00 to 7:45 PDT)

Prohibited and Discouraged Uses: Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would result in a low potential for temporary after-image, which has been determined by the FAA to be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low. Staff has included conditions to remedy unanticipated situations.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area between 60-65 CNEL range from aircraft noise. As a non-noise sensitive use, no mitigation measures are necessary.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1488 AMSL). At a distance of approximately 2,800 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 1516 feet AMSL. The maximum finished floor elevation is 1485 feet AMSL. The existing building height is 40 feet, and the height of the inverter rack is 3.5 feet (solar panels are 9.8 inches in height), resulting in a top point elevation of 1528.5 feet AMSL. Therefore, review by the Federal Aviation Administration Obstruction Evaluation Service is required. "Determination of No Hazard to Air Navigation" letters were issued by the FAAOES dated May 3, 2016, for Aeronautical Study Nos: 2016-AWP-3697-OE, 2016-AWP-3698-OE, 2016-AWP-3699-OE, 2016-AWP-3700-OE, 2016-AWP-3701-OE, and 2016-AWP-3702-OE, and these studies revealed that the project's structures do not exceed obstruction standards and would not be a hazard to air navigation, provided conditions are met. These FAAOES conditions have been incorporated into the project's conditions.

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/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport to the extent as to result in a potential for temporary after-image greater than the low ("green") level.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible

wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly (including churches and theaters), buildings with more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, critical community infrastructure facilities and hazards to flight.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
 4. The attached notice shall be given to all prospective purchasers of the property and tenants of the building.
 5. If the panels are mounted on a framework, said framework shall have a flat or matte finish so as to minimize reflection of sunlight.
 6. All photovoltaic panels installed on the project site shall have received an anti-reflective coating to minimize the potential for hazardous glare to occur to aircraft.
 7. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.
 8. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an

incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

9. 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.
10. The Federal Aviation Administration has conducted aeronautical studies of the proposed structure (Aeronautical Study Nos. 2016-AWP-3697-OE, 2016-AWP-3698-OE, 2016-AWP-3699-OE, 2016-AWP-3700-OE, 2016-AWP-3701-OE, and 2016-AWP-3702-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L and shall be maintained in accordance therewith for the life of the project.
11. The specific coordinates, height, and top point elevation of the proposed structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
12. Temporary construction equipment used during actual construction of the structure shall not exceed the height of the structure, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
13. Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oaaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure.

NOTICE OF AIRPORT IN VICINITY

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



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

Aeronautical Study No.
 2016-AWP-3697-OE

Issued Date: 05/03/2016

Jessica Sager - Permitting Manager
 SolarCity
 955 W Carrillo Street
 Santa Barbara, CA 93101

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

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

Structure: Solar Panel Amazon ONT8 Moreno Valley Solar Project
 Location: Moreno Valley, CA
 Latitude: 33-52-02.93N NAD 83
 Longitude: 117-14-07.89W
 Heights: 1484 feet site elevation (SE)
 41 feet above ground level (AGL)
 1525 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 11/03/2017 unless:

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

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

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-3697-OE.

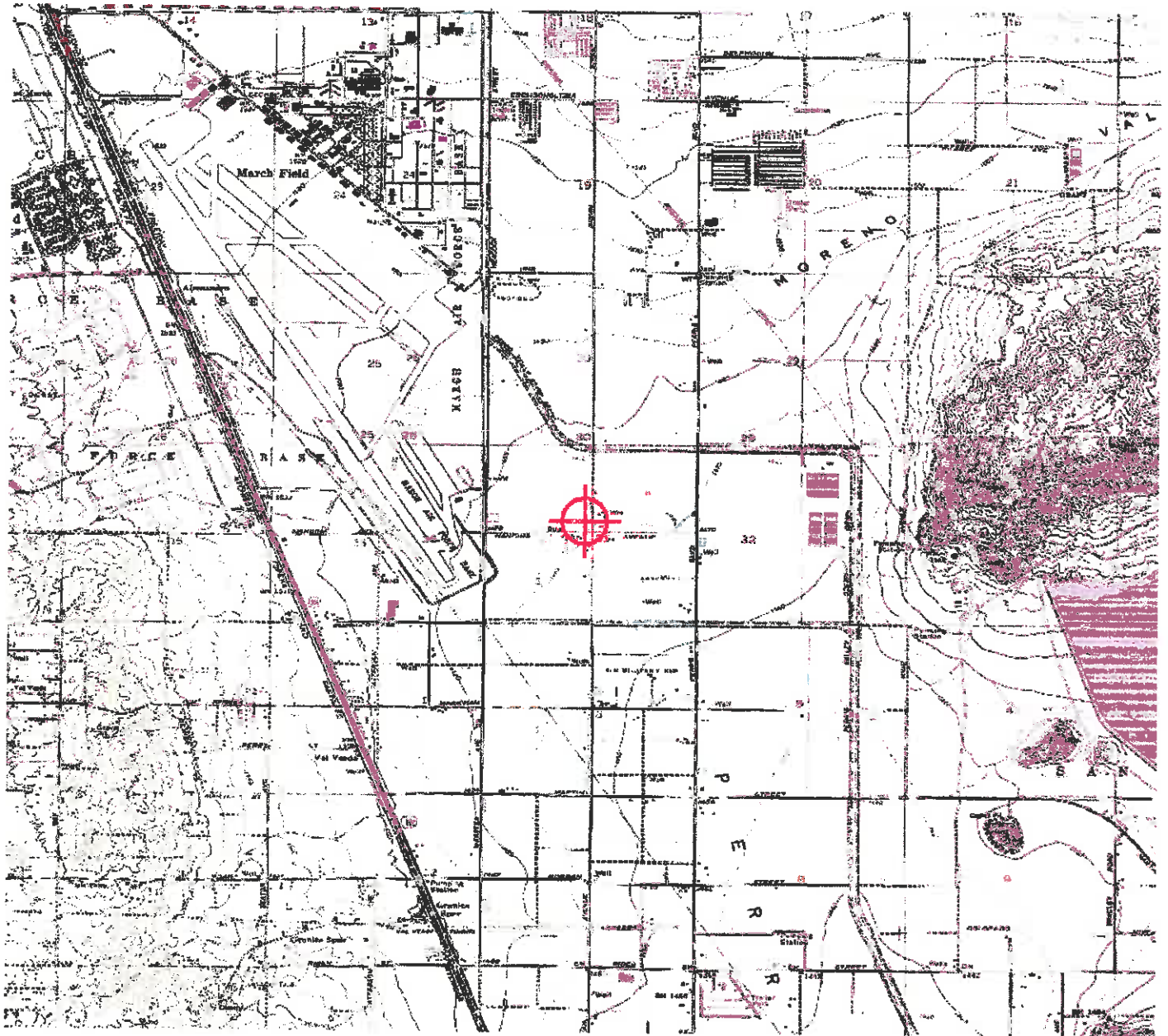
Signature Control No: 289095925-290847494
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

cc: FCC

TOPO Map for ASN 2016-AWP-3697-OE





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

Aeronautical Study No.
 2016-AWP-3698-OE

Issued Date: 05/03/2016

Jessica Sager - Permitting Manager
 SolarCity
 955 W Carrillo Street
 Santa Barbara, CA 93101

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

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

Structure: Solar Panel Amazon ONT8 Moreno Valley Solar Project
 Location: Moreno Valley, CA
 Latitude: 33-52-02.94N NAD 83
 Longitude: 117-14-13.16W
 Heights: 1483 feet site elevation (SE)
 41 feet above ground level (AGL)
 1524 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 11/03/2017 unless:

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

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

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-3698-OE.

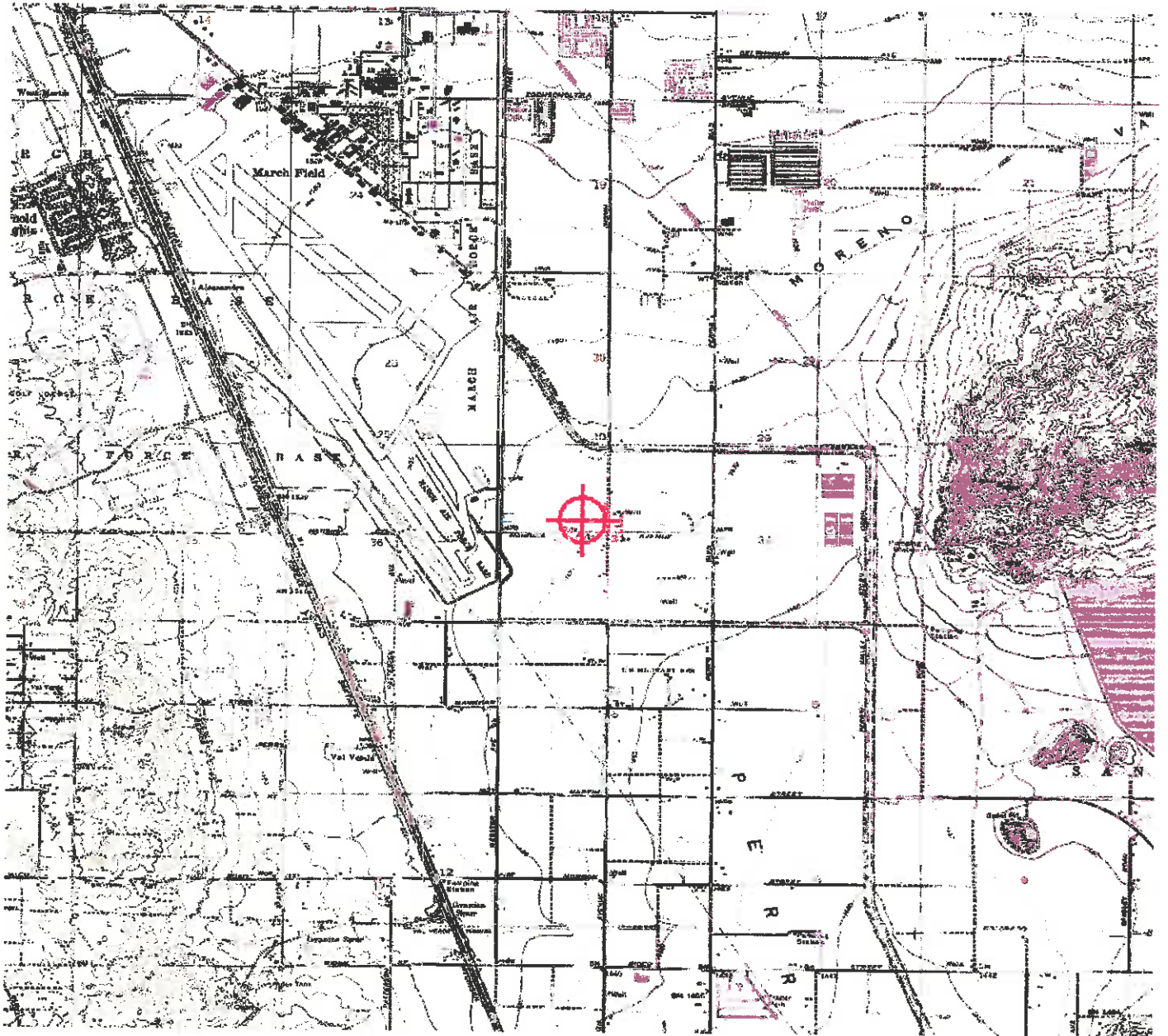
Signature Control No: 289095926-290847495
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

cc: FCC

TOPO Map for ASN 2016-AWP-3698-OE





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

Aeronautical Study No.
 2016-AWP-3699-OE

Issued Date: 05/03/2016

Jessica Sager - Permitting Manager
 SolarCity
 955 W Carrillo Street
 Santa Barbara, CA 93101

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

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

Structure: Solar Panel Amazon ONT8 Moreno Valley Solar Project
 Location: Moreno Valley, CA
 Latitude: 33-52-05.62N NAD 83
 Longitude: 117-14-13.18W
 Heights: 1482 feet site elevation (SE)
 41 feet above ground level (AGL)
 1523 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 11/03/2017 unless:

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

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

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-3699-OE.

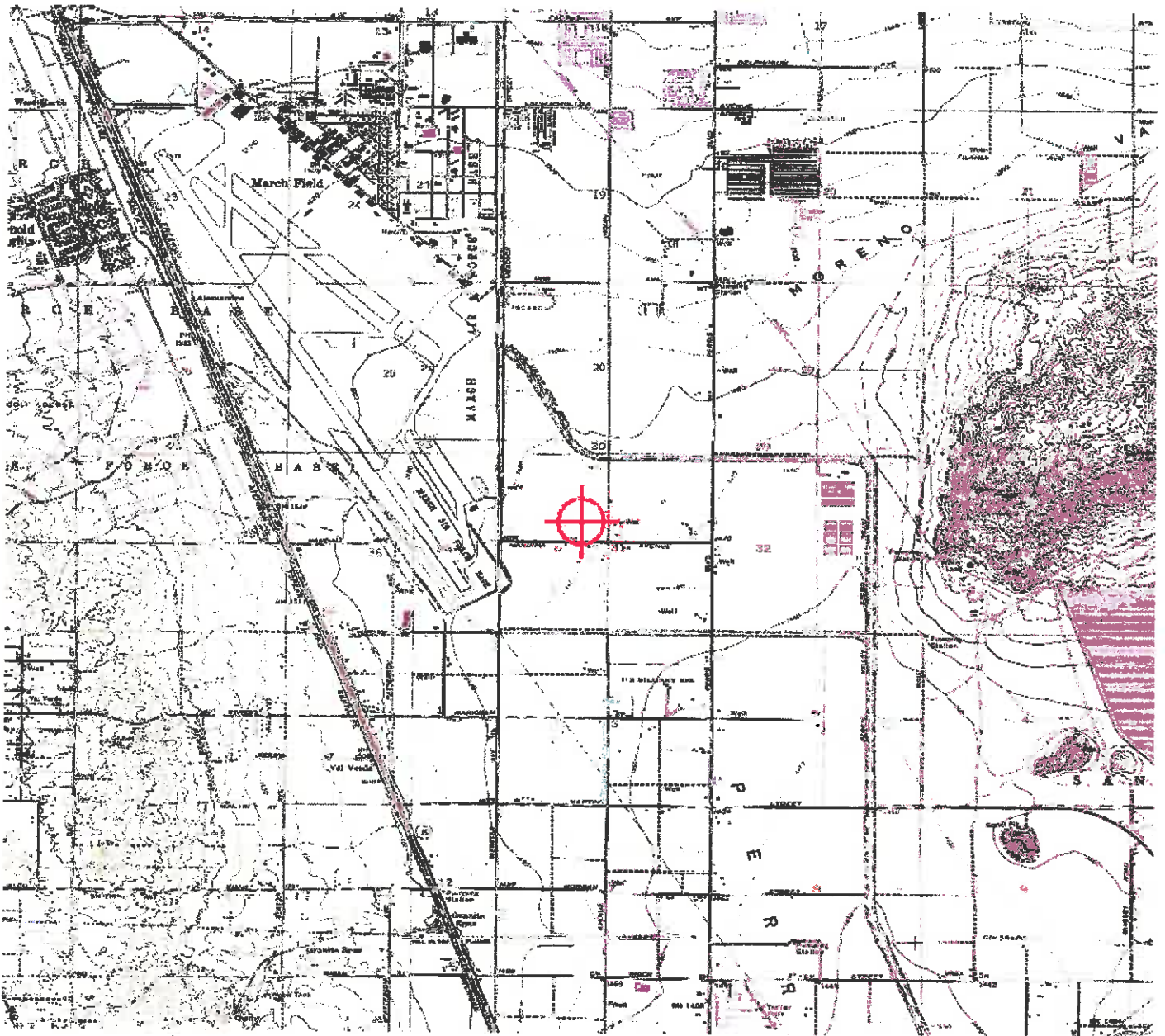
Signature Control No: 289095927-290847492
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

cc: FCC

TOPO Map for ASN 2016-AWP-3699-OE





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

Aeronautical Study No.
2016-AWP-3700-OE

Issued Date: 05/03/2016

Jessica Sager - Permitting Manager
SolarCity
955 W Carrillo Street
Santa Barbara, CA 93101

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

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

Structure: Solar Panel Amazon ONT8 Moreno Valley Solar Project
Location: Moreno Valley, CA
Latitude: 33-52-05.60N NAD 83
Longitude: 117-14-08.96W
Heights: 1484 feet site elevation (SE)
41 feet above ground level (AGL)
1525 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 11/03/2017 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
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This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-3700-OE.

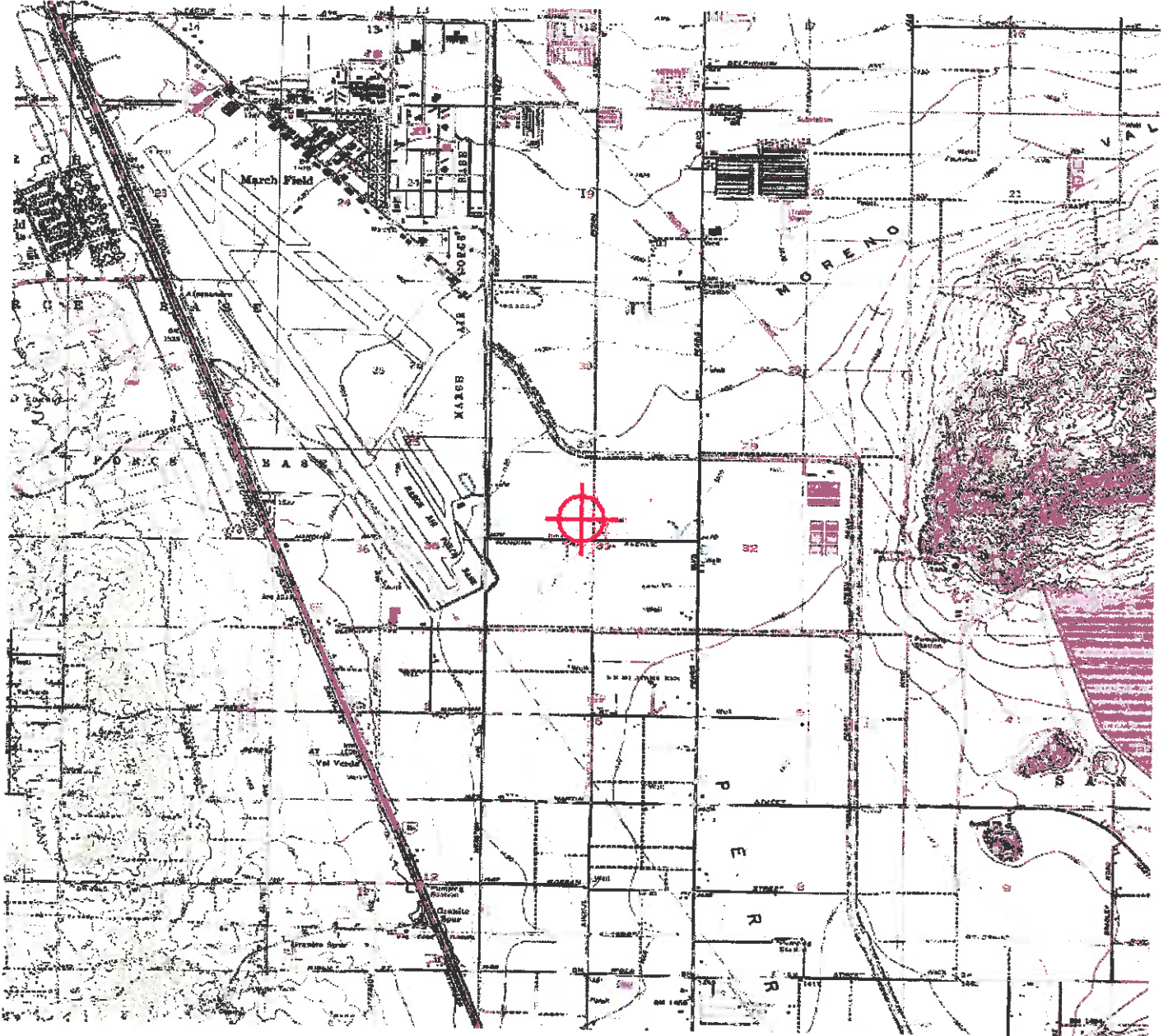
Signature Control No: 289095928-290847493
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

cc: FCC

TOPO Map for ASN 2016-AWP-3700-OE





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

Aeronautical Study No.
 2016-AWP-3701-OE

Issued Date: 05/03/2016

Jessica Sager - Permitting Manager
 SolarCity
 955 W Carrillo Street
 Santa Barbara, CA 93101

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

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

Structure: Solar Panel Amazon ONT8 Moreno Valley Solar Project
 Location: Moreno Valley, CA
 Latitude: 33-52-06.28N NAD 83
 Longitude: 117-14-08.92W
 Heights: 1484 feet site elevation (SE)
 41 feet above ground level (AGL)
 1525 feet above mean sea level (AMSL)

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

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

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

This determination expires on 11/03/2017 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
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A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-3701-OE.

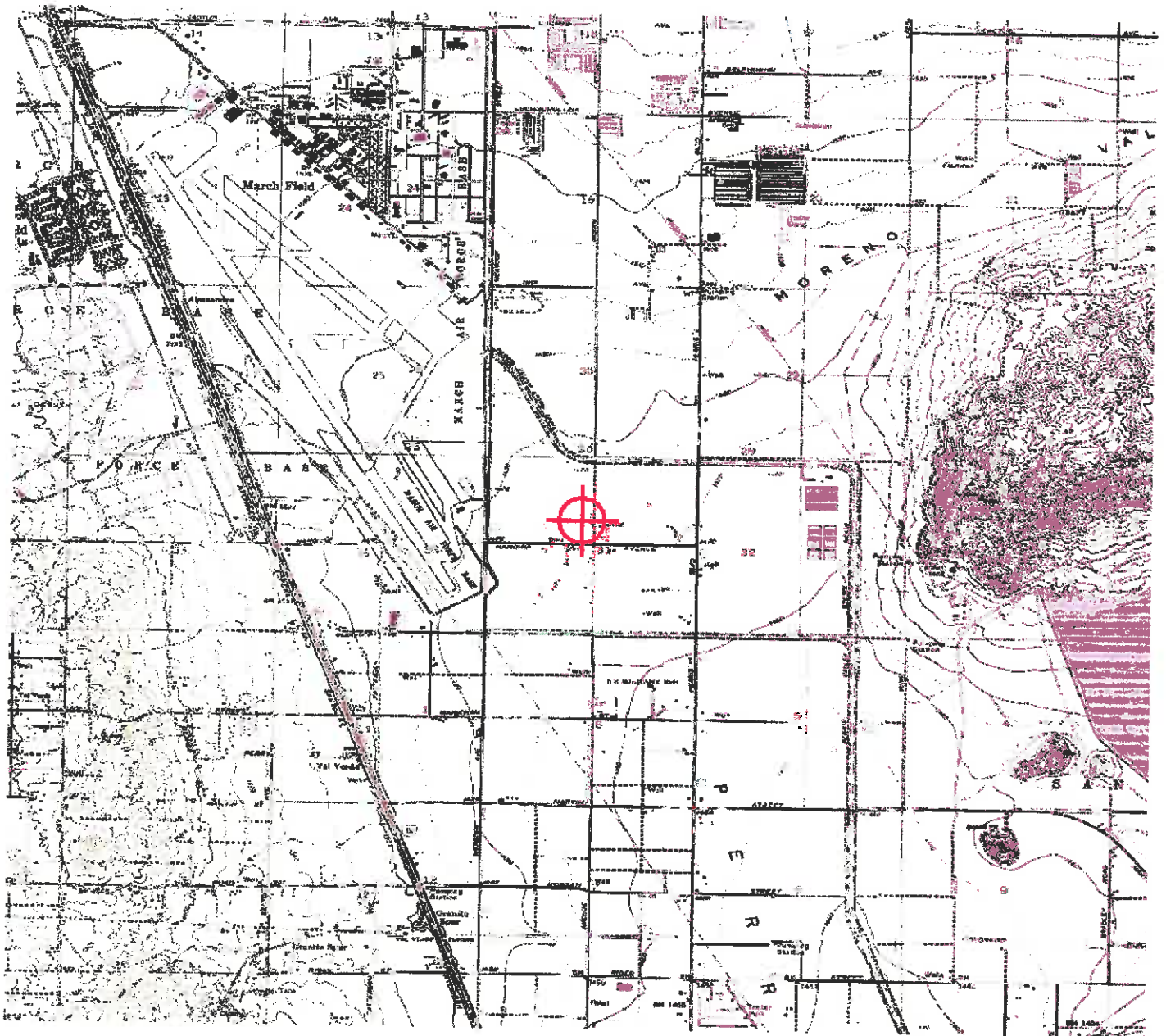
Signature Control No: 289095929-290847496
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

cc: FCC

TOPO Map for ASN 2016-AWP-3701-OE





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

Aeronautical Study No.
2016-AWP-3702-OE

Issued Date: 05/03/2016

Jessica Sager - Permitting Manager
SolarCity
955 W Carrillo Street
Santa Barbara, CA 93101

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

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

Structure: Solar Panel Amazon ONT8 Moreno Valley Solar Project
Location: Moreno Valley, CA
Latitude: 33-52-06.29N NAD 83
Longitude: 117-14-07.88W
Heights: 1485 feet site elevation (SE)
41 feet above ground level (AGL)
1526 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 11/03/2017 unless:

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- (b) extended, revised, or terminated by the issuing office.
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A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-3702-OE.

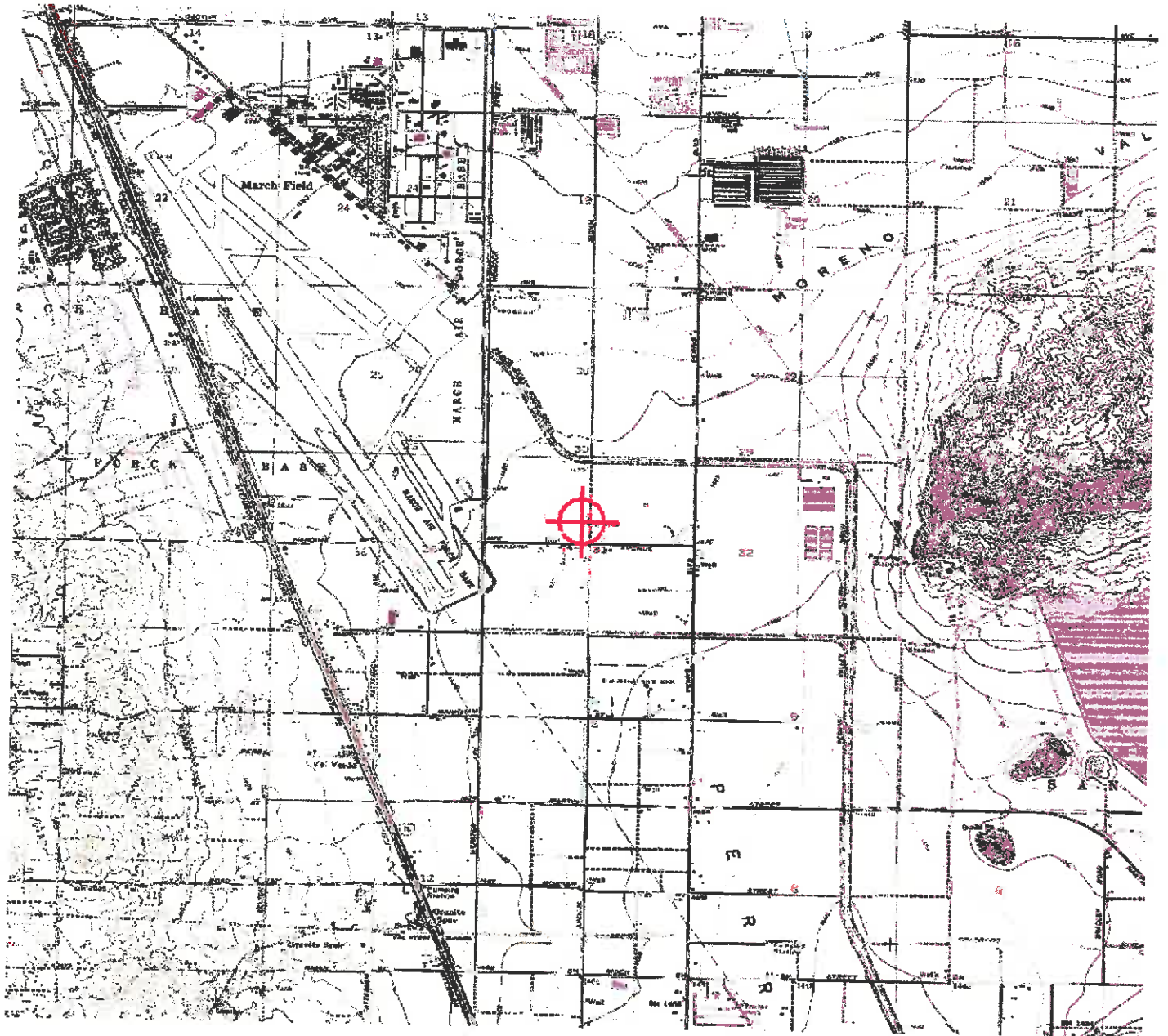
Signature Control No: 289095930-290847497
Karen McDonald
Specialist

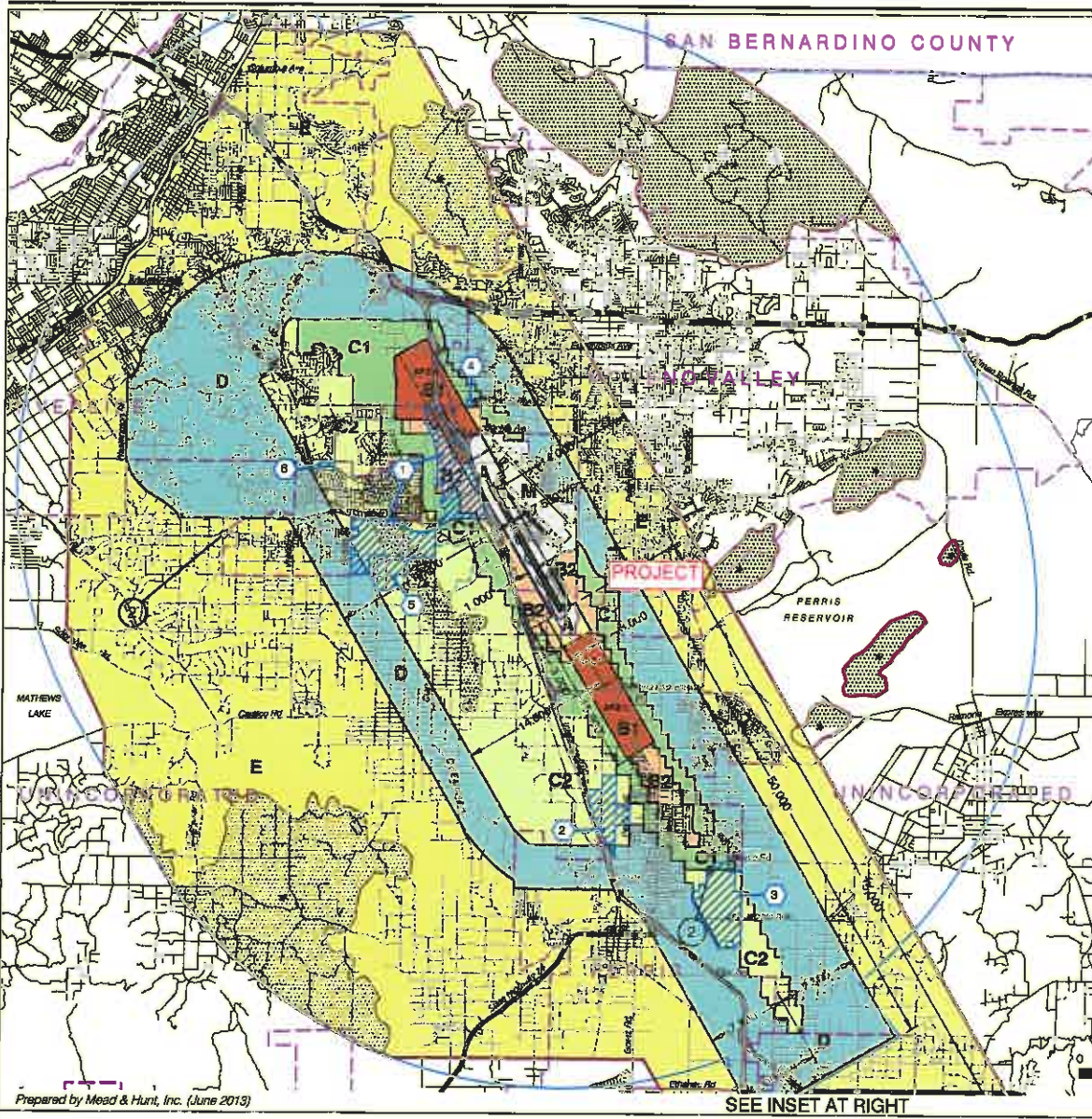
(DNE)

Attachment(s)
Map(s)

cc: FCC

TOPO Map for ASN 2016-AWP-3702-OE





LEGEND

Compatibility Zones

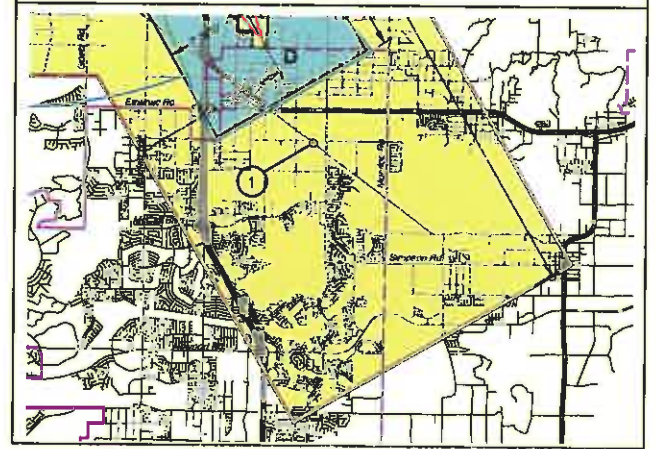
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)
 - March JPA: March Business Center/Meridian
 - Perris: Harvest Landing
 - Perris: Park West
 - Moreno Valley: Affordable Housing
 - March JPA: Ben Clark Training Center
 - Riverside: Ridge Crest Subdivision

- 1 Point at which aircraft on Runway 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 5,000 feet above runway end.

INSET



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

Map MA-1

Compatibility Map
 March Air Reserve Base / Inland Port Airport

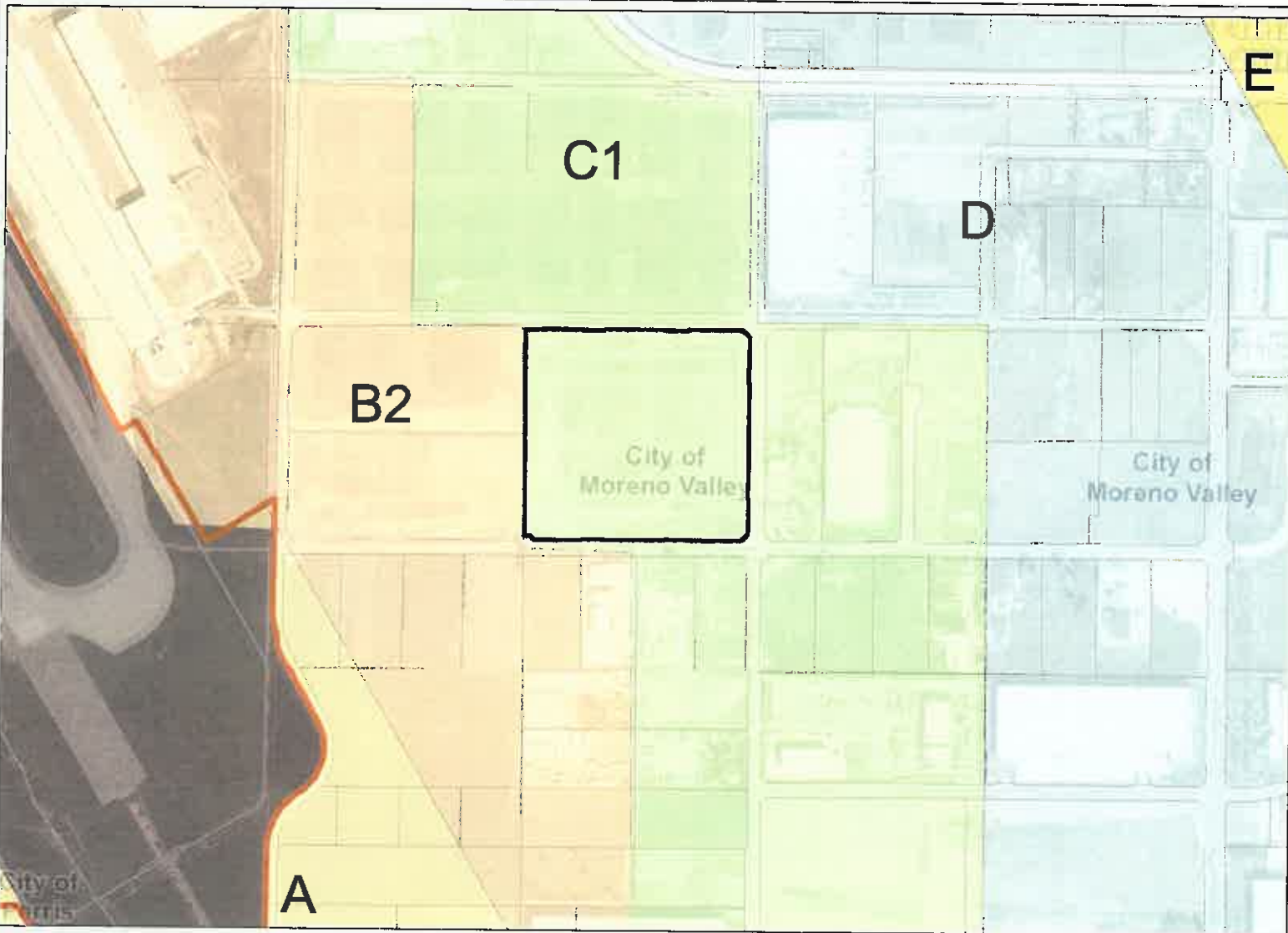
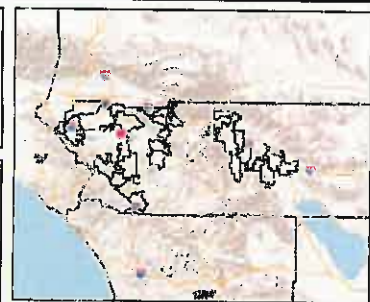
Note:
All dimensions are measured from runway ends and centerlines.



Base map source: County of Riverside 2013

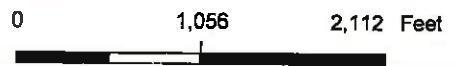
SEE INSET AT RIGHT

My Map



Legend

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



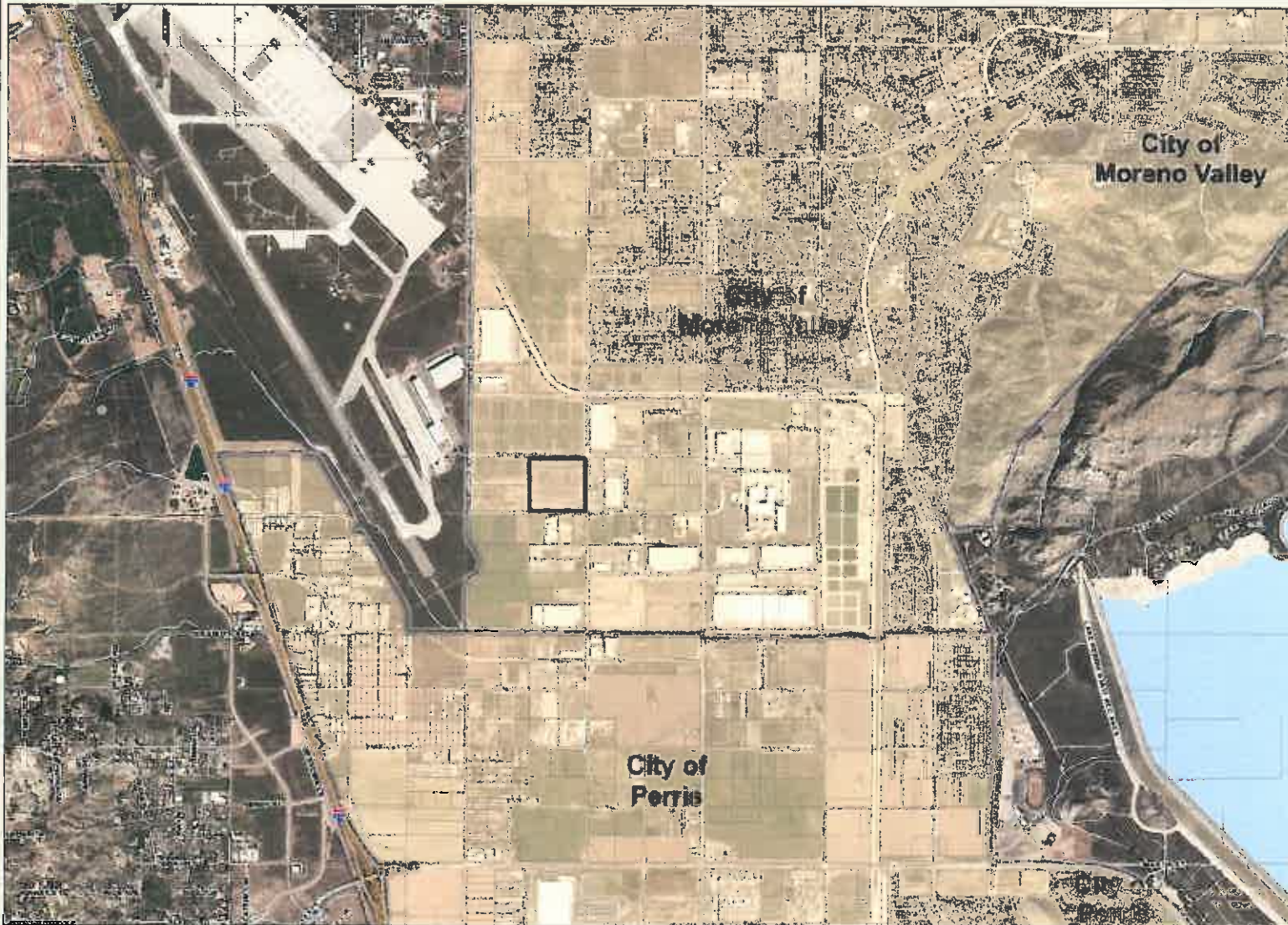
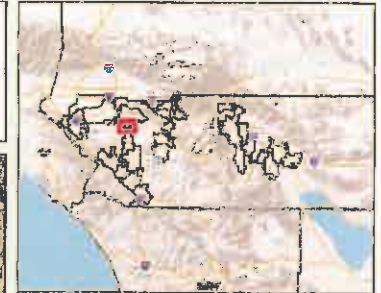
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

My Map



Legend

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



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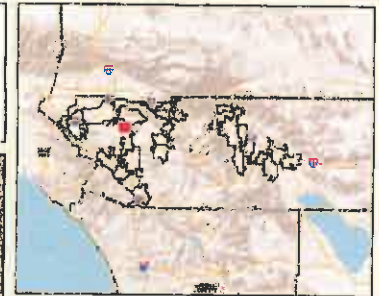
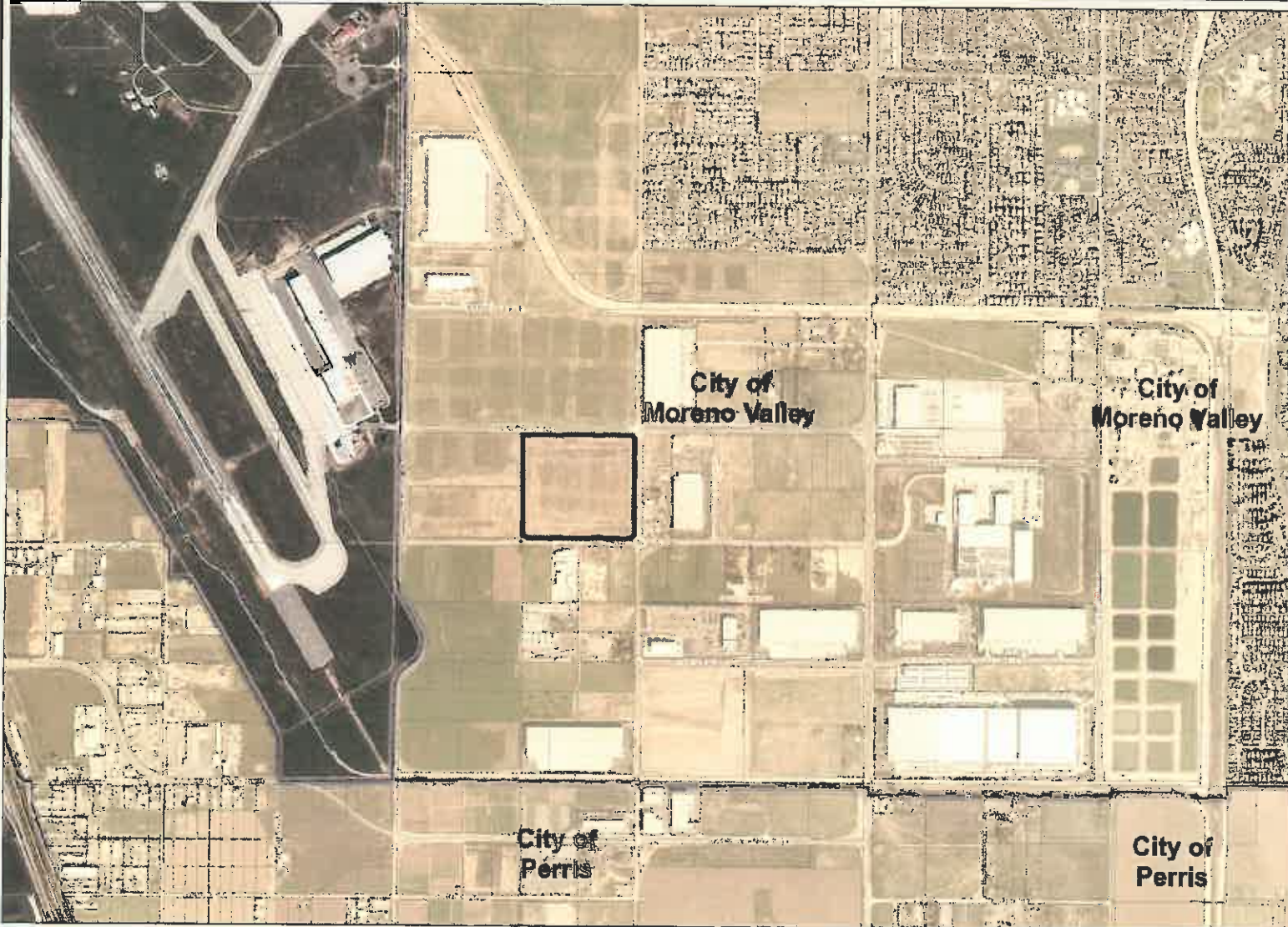
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Notes

My Map



Legend

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



0 2,112 4,224 Feet



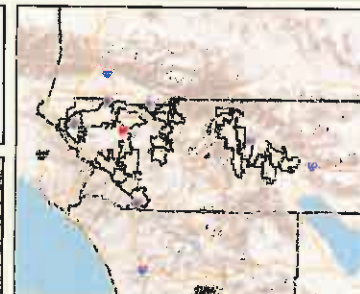
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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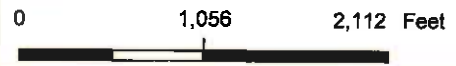
Notes

My Map



Legend

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



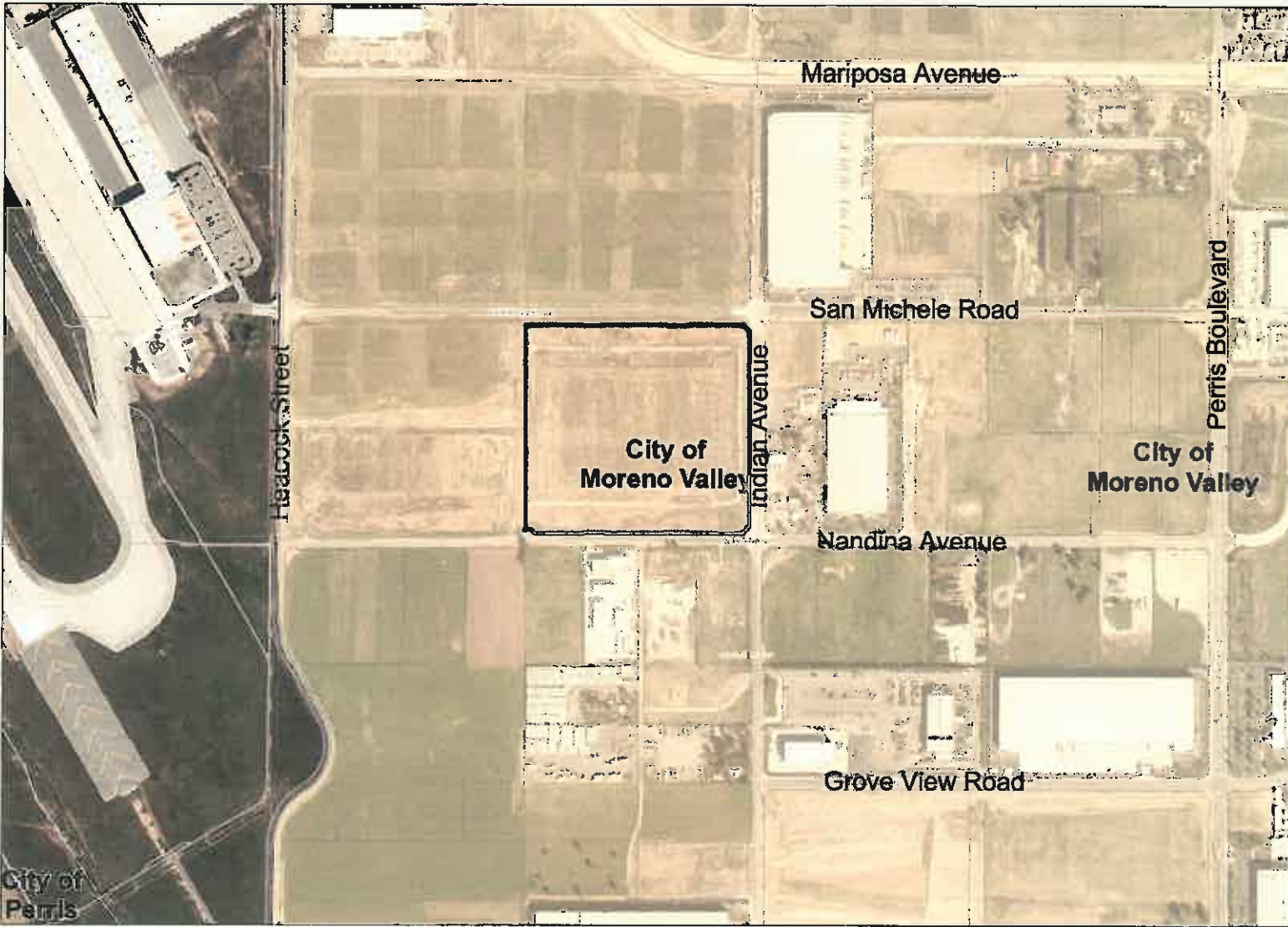
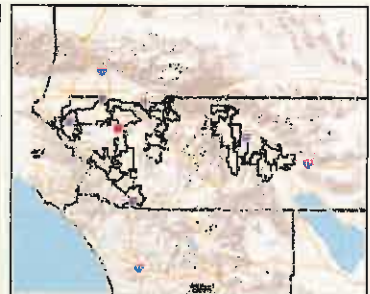
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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Notes

My Map



Legend

- Display Parcels
- City Boundaries
- Cities**
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrography
- lines
- waterbodies
- Lakes
- Rivers



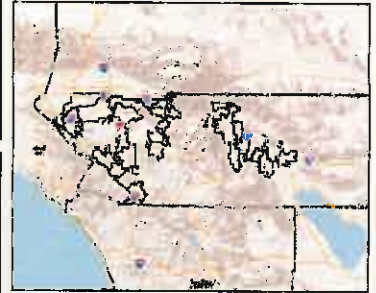
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Notes

My Map



Legend

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



0 528 1,056 Feet



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Notes

1020.6 KW DC SOLAR ROOFTOP PV SYSTEM FOR Amazon - Moreno Valley (ONT8) APN - 316180013

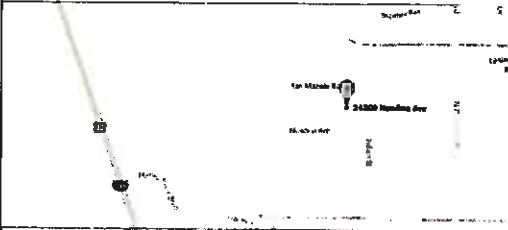
PROJECT TEAM

DESIGN PROFESSIONAL IN RESPONSIBLE CHARGE: FLAVIA SANCHEZ MARTINEZ SOLARCITY, INC. 1376 LEAD HILL BLVD. ROSEVILLE, CA 95661 TEL: (916) 740-2443 FSANCHEZMARTINEZ@SOLARCITY.COM	ELECTRICAL ENGINEER: REDDIPINDU SOLARCITY, INC. 3055 CLEARVIEW WAY SAN MATEO, CA 94404 TEL: (810) 909-3703 INDU@SOLARCITY.COM INDU@SOLARCITY.COM	CIVIL/STRUCTURAL: YOO JIN KIM SOLARCITY 2081 CLEARVIEW WAY SAN MATEO, CA 94402 TEL: (888) 785-2489 JKS743 YJKIM@SOLARCITY.COM
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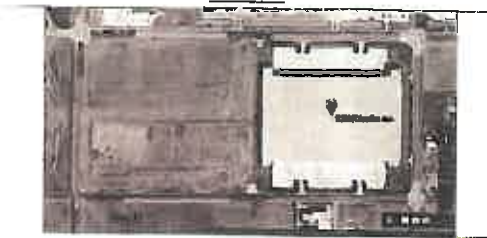


3000 Redwood Ave. San Mateo, CA 94402
Tel: (888) 785-2489 | Fax: (650) 253-2400
www.solarcity.com

VICINITY MAP



AERIAL MAP



GENERAL NOTES

ALL WORK SHALL COMPLY WITH ALL STATE AND LOCAL CODES AND ANY OTHER REGULATING AUTHORITIES WHICH HAVE AUTHORITY OVER ANY PORTION OF THE WORK.

DRAWINGS HAVE BEEN DETAILED IN COMPLIANCE WITH ALL LISTING REQUIREMENTS, OEM SOLAR PHOTOVOLTAIC INSTALLATION REQUIREMENTS, AND BUILDING CODES FOR THE MATERIALS SPECIFIED.

PRIOR TO COMMENCEMENT OF ANY WORK, THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS AND NOTIFY THE DESIGN PROFESSIONAL IN RESPONSIBLE CHARGE FROM SOLARCITY OF ANY DISCREPANCIES. ANY WORK PERFORMED IN CONFLICT WITH THE CONTRACT DOCUMENTS SHALL BE CORRECTED AT THE SUBCONTRACTORS SOLE EXPENSE.

SUBCONTRACTOR INITIATED CHANGES SHALL BE SUBMITTED BY WRITING TO SOLARCITY FOR APPROVAL, BEFORE MAKING ANY CHANGES. DEVIATION FROM PLANS BEFORE WRITTEN APPROVAL, FROM SOLARCITY PLACES LIABILITY ON THE SUBCONTRACTOR.

ALL EQUIPMENT SHALL BE MOUNTED AS SHOWN, WHERE DETAILS ARE NOT PROVIDED, CONTRACTOR SHALL USE STANDARD CONSTRUCTION PRACTICES.

ALL SURFACES SHALL BE PATCHED AND PAINTED AROUND NEW DEVICES AND EQUIPMENT TO MATCH EXISTING FINISHES.

ANY METAL SHAVINGS FROM SITE WORK SHALL BE CLEANED FROM ALL SURFACES WHERE OXIDIZED OR CONDUCTIVE METAL SHAVINGS MAY CAUSE RUST, ELECTRICAL SHORT CIRCUITS, OR OTHER DAMAGE.

BEAMS OR PILING SHALL NOT BE DRILLED UNLESS AUTHORIZED BY SOLARCITY OR SHOWN IN THE DRAWINGS.

APPROVALS FROM BUILDING INSPECTORS SHALL NOT CONSTITUTE AUTHORITY TO DEVIATE FROM THE DRAWINGS.

ABBREVIATIONS

- AC AMPERE
- ALC ALTERNATING CURRENT
- ADA AMERICANS WITH DISABILITIES ACT
- ASTM AMERICAN SOCIETY FOR TESTING AND MATERIALS
- BUILD BUILDING
- CLF CLEAR
- CONC CONCRETE
- DC DIRECT CURRENT
- DISA DISTANCE
- EQ EQUAL
- EGC EQUIPMENT GROUNDING CONDUCTOR
- EXIST EXISTING
- CA EACH
- ELECT ELECTRICAL, METALLIC TUBING
- GALV GALVANIZED
- USEC GROUNDING ELECTRODE CONDUCTOR
- GRD GROUNDING
- HOT HOT DIPPED GALVANIZED
- AMP CURRENT
- IMPT CURRENT AT MAX POWER
- INVS INVERTERS
- ISC SHORT CIRCUIT CURRENT
- KVA KILOWATT AMPERE
- KW KILOWATT
- LWH LONG HOUR
- MAX MAXIMUM
- MIN MINIMUM
- NEW NEW
- NEC NATIONAL ELECTRIC CODE
- NIC NOT IN CONTRACT
- HTS NOT TO SCALE
- OC ON CENTER
- OPP OVERLAP/PROTECTION
- PL PROPERTY LINES
- PV PHOTOVOLTAIC
- PVC POLYVINYL CHLORIDE
- SD SCHEDULE
- SQ. FT. SQUARE FEET
- SS STAINLESS STEEL
- STD SEE STRUCTURAL DRAWINGS
- STC STANDARD TESTING CONDITIONS
- TYP TYPICAL
- UNLESS OTHERWISE NOTED
- UNINTERRUPTIBLE POWER SUPPLY
- VERIFY IN FIELD
- VOLT VOLT
- Vmp VOLTAGE AT MAX POWER
- Voc VOLTAGE AT OPEN CIRCUIT
- WALL WALL
- RA RAIN/AIR TIGHT

SYSTEM SUMMARY

MODULE: (2440) TRINA SOLAR TSM-31SPD11.18
INVERTER: (30) MICROUS # 3ypho 24.03-400
RACK TYPE: ZSPEAK
ARRAY TILT: 8
AZIMUTH: 90.8-270

DESIGN CRITERIA

BUILDING HEIGHT: 40 FT.
GROSS BUILDING AREA: 760,330
WIND SPEED: 50 FT
WIND DIRECTION: 113 MPH
EXPOSURE: II
SNOW LOAD: 0 PER.
SEISMIC DESIGN CATEGORY: D

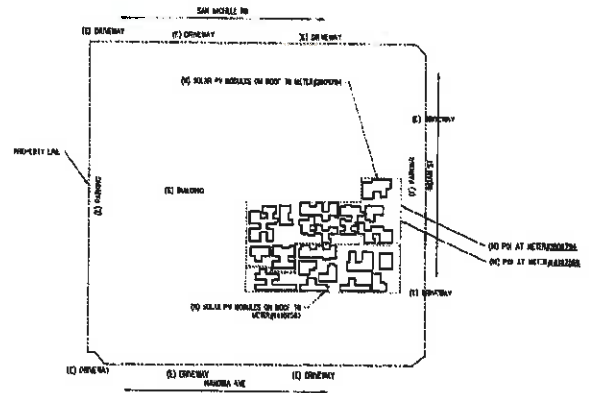
CODE SUMMARY

BUILDING CODE
ALL WORK SHALL COMPLY WITH THE 2017 INTERNATIONAL BUILDING CODE AS AMENDED BY THE 2013 CALIFORNIA BUILDING CODE.

ELECTRICAL CODE
ALL ELECTRICAL WORK SHALL COMPLY WITH THE 2017 NATIONAL ELECTRIC CODE AS AMENDED BY THE 2013 CALIFORNIA ELECTRIC CODE.

INDEX

- PV1 COVER SHEET
- PV2 SITE PLAN
- PV3 ARRAY PLAN
- PV4 ACCESS PLAN
- PV5 STRUCTURAL ROOF PLAN
- PV6 ZSPEAK COVER SHEET
- PV7 ZSPEAK ROOF PLAN
- PV8 ZSPEAK ARRAY
- PV9 ZSPEAK ARRAY
- PV10 ZSPEAK ARRAY
- PV11 ZSPEAK ARRAY
- PV12 PV EQUIPMENT PLAN
- METER# 2805794
- PV13 PV EQUIPMENT PLAN
- METER# 161556
- PV14 EQUIPMENT DETAIL S
- PV15 ELECTRICAL SYMBOLS & NOTES
- PV16 LINE DIAGRAM METER# 2805794
- PV17 LINE DIAGRAM METER# 161556
- PV18 MONITORING LINE DIAGRAM
- PV19 WARNING LABELS



PROPERTY PLAN



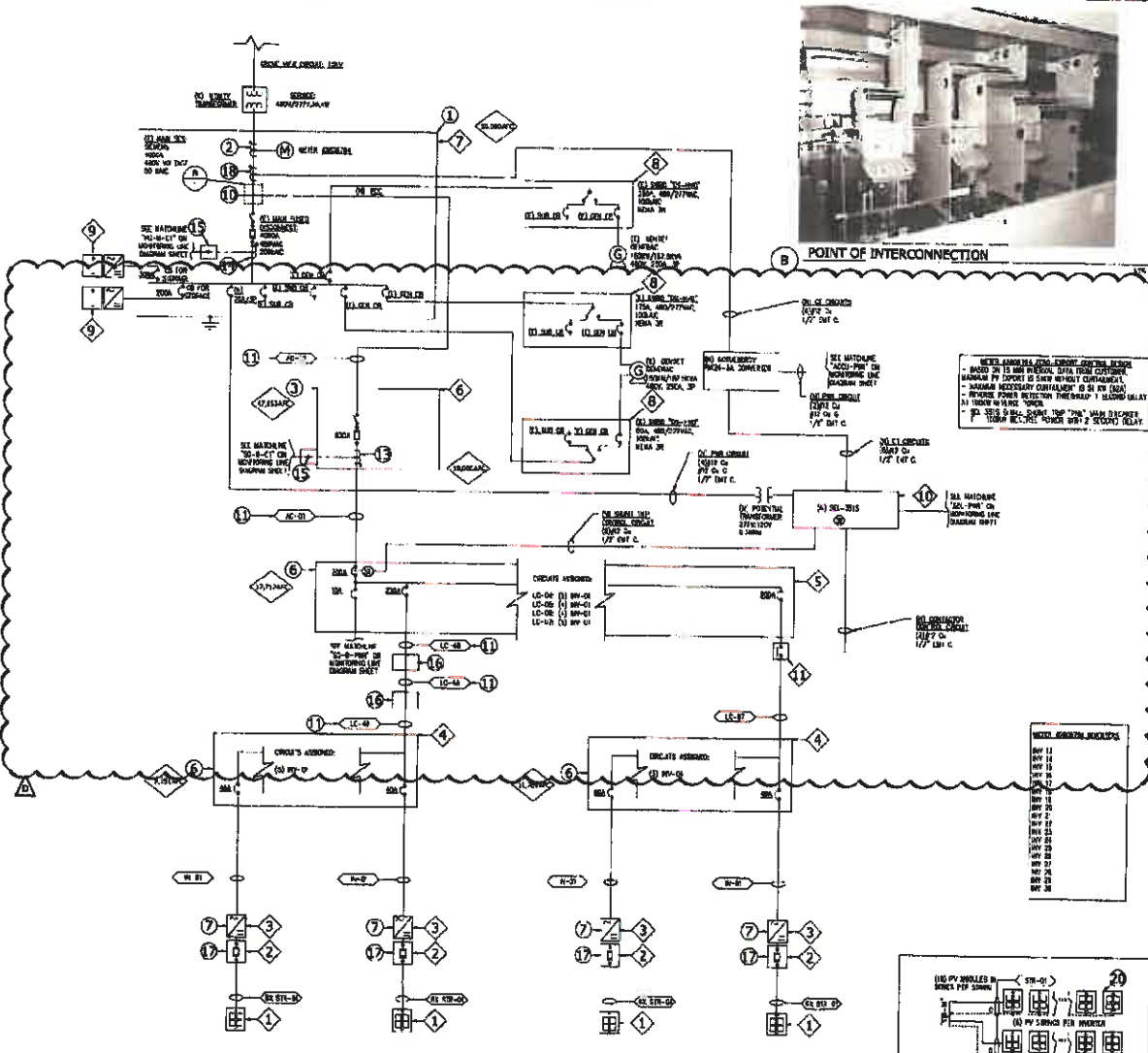
AMAZON - MORENO VALLEY (ONT8)
 Amazon - Moreno Valley (ONT8)
 24,300 Nundrda Avenue
 Moreno Valley, CA 92551
 508-880-1962



Digitally signed by Benjamin Liu
Date: 2016.09.26 15:19:04 -0700

REV	NO	DATE	DESCRIPTION
1	1	09/26/16	ISSUED FOR PERMITTING
2	1	09/26/16	ISSUED FOR PERMITTING
3	1	09/26/16	ISSUED FOR PERMITTING
4	1	09/26/16	ISSUED FOR PERMITTING
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6	1	09/26/16	ISSUED FOR PERMITTING
7	1	09/26/16	ISSUED FOR PERMITTING
8	1	09/26/16	ISSUED FOR PERMITTING
9	1	09/26/16	ISSUED FOR PERMITTING
10	1	09/26/16	ISSUED FOR PERMITTING

-K- | -J- | -I- | -H- | -G- | -F- | -E- | -D- | -C- | -B- | -A-



PV ONE-LINE DIAGRAM FOR METER #2606794



EQUIPMENT NOTES

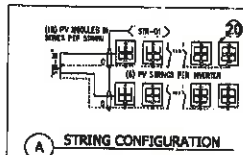
1. PV MODULE
2. DC CONNECTION UNIT W/INTERLOCK, LOAD BREAK DISCONNECT, 1000VDC, 15A MINUAL FUSES, TYP.
3. INVERTER-01: FRONIUS MODEL: 15000 24.0-1 480 24000VA 480V 3P 4W, 1000VDC/48V/97.9% EFC
4. (N) AC LOAD CENTER LC-01 280A, 480V/277V, 3P-4W, 1-4KALC, NEMA 3R
5. (N) DISTRIBUTION PANELEBOARD "MEL" 1200A, 480V, 3P, 4W, NEMA 3R, 59KALC 700A Main Breaker with shared trip. (A) 250A/3P Adjustable Trip (1) 15A/3P
6. (N) ACDS-1 PV SYSTEM UTILITY AC DISCONNECT SWITCH 600V, 800A, 3P, 4W, FUSIBLE, NEMA 3R Fuses: 600V, 4000A, Class L
7. (F) MAIN BUS 600V/480V, 3P, 4W, NEMA 3R, 59KALC SERIAL NO H2999
8. (F) SWBD "D-H-W" 600V, 4000A, Class L
9. (S) STORAGE DEVICE
10. (V) 250-315 AMPER PROTECTION RELAY FOR USE AS ACN-EXPORT CON ACTION CONTROL
11. (A) BAYON CONTACTOR 200A, 480V, 3P, 110/120V CCIL, 50VA/42K

KEYED NOTES

1. (S) MAIN SWITCH-GEAR AND (N) POINT OF AC INTERCONNECTION. ALL CONNECTIONS SHALL BE MADE TO SWITCH-GEAR BY OTHER THAN CIRCUIT BREAKERS OR FUSED SWITCHES LISTED FOR USE WITH THAT SWITCH-GEAR SHALL BE PERFORMED FOLLOWING MANUFACTURER'S INSTRUCTIONS OR RE-RELISTED BY A NRTL. ALL TERMINATIONS OF ALUMINUM CONDUCTORS SHALL BE WITH HIGH PRESS CRIMP LUGS ONLY, WARNING LABEL DETAIL 1/3P/19
2. (N) UTILITY LOAD METER
3. (N) PV SYSTEM UTILITY AC DISCONNECT "ACDS-1", WARNING LABEL DETAIL 2/3P/19
4. (N) UTILITY OWNED DEDICATED PV PRODUCTION METER
5. (N) PV SYSTEM MAINTENANCE AC DISCONNECT "ACDS-2", WARNING LABEL DETAIL 2/3P/19
6. (N) AC SWITCH-GEAR FOR COMBINING INVERTER OUTPUT, WARNING LABEL DETAIL 1/3P/19
7. (N) GRID-IN/REACTIVE PV INVERTER LISTED TO UL 1741 WITH GRID-TIE MUI DIRECTION & INTERRUPTION, WARNING LABEL DETAIL 1/3P/19
8. NOT USED
9. FOR SUPPLY SIDE CONNECTIONS, A PLACER SHALL BE INSTALLED AT THE MAIN SERVICE DISCONNECTING DEVICE AND THE PV SYSTEM UTILITY AC DISCONNECT INDICATING THE LOCATION OF THE RESPECTIVE SERVICE DISCONNECT. WARNING LABEL DETAIL 12P/15
10. CONDUCTORS RUN IN PARALLEL SHALL BE INSTALLED PER ART 310.4(D)(10)(b) AND 251.122 (F)
11. NOT USED
12. (N) SOLID CORE CLASST" TRANSFORMERS: (H) LAMP PAPER TOWARD SOURCE (W) WHITE WIRES TO L1, L2, L3 TERMINALS IN 50 METER (N) SPLIT CORE CURRENT TRANSFORMERS (H) LABEL - AWAY TOWARD SOURCE (W) BLACK WIRES TO L1, L2, L3 TERMINALS IN PG METER (W) WHITE WIRES TO L1, L2, L3 TERMINALS IN PG METER
13. (N) SWITCHING TERMINAL BLOCK - 600V, 50A, 5 POLE; GE #18K50C
14. NEW JUNCTION BOX WITH CONNECTION BLOCK FOR CIRCUIT TRANSITION
15. (N) INVERTER INTERNAL FUSED @ Digital Solar Energy Benjamin Liu
16. BRANCH COMBINER
17. (N) NEGATIVE GROUND CURRENT TRANSFORMER, ACCUMERBY ACT-250-1000
18. (N) PV SOURCE CIRCUIT DC COMBINER BOXES WITH INTEGRATED LOAD-BREAK DISCONNECT SWITCH AND LUGS SERVES 1000VDC FAST-ACTING PHOTOVOLTAIC (PV) FUSES, WARNING LABEL DETAIL 4P/19
19. (N) PV MODULE LISTED TO UL 1703.

LEGEND

- (T) CURRENT TRANSFORMER (W) INDICATES DIRECTION
- (M) METER
- (C) CIRCUIT BREAKER
- (S) SWITCH
- (L) LUG
- (P) PV MODULE
- (I) INVERTER
- (D) DC CONDENSER
- (B) BATTERY STORAGE
- (G) GENERATOR
- (T) TRANSFORMER



Amazon - MORENO VALLEY (ONT)

Amazon - Moreno Valley (ONT):
 24300 Nordra Avenue
 Moreno Valley, CA 92551
 508-498-1962

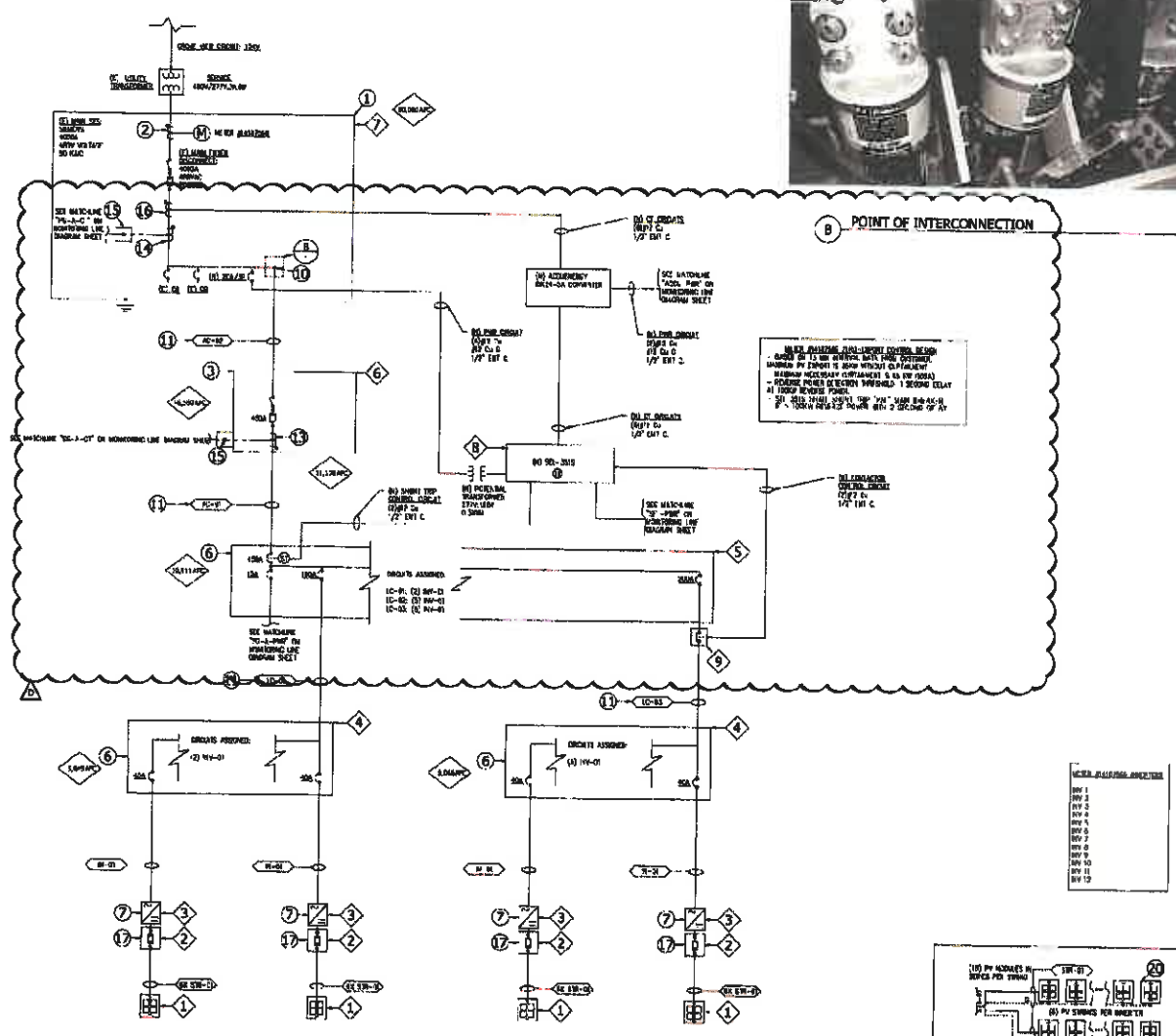


Date: 2016.09.08 15:21:00

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30	REVISED PER COMMENTS FROM PERMITTING

JB-9259507-00
 PV 18 D

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EQUIPMENT NOTES

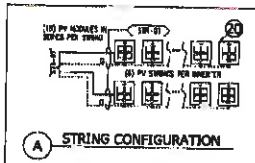
1. PV MODULE
2. DC CONNECTION UNIT WINTERRAL 1000VDC, LOAD BREAK DISCONNECT, 1000VDC, 15A MIDCUT FUSES, 1YP.
3. INVERTER-01: FRONIUS MODEL: HYPER 24.3-3 400 2400W, 400V, 3P, 4W, 1000VDC, 30.0A/57.5%AFCT
4. (N) AC LOAD CENTER 42-01 250A, 400V/277V, 3P, 4W, 14KAC, NEMA 3R
5. (N) DISTRIBUTION PANELOARD "MIL" 500A, 400V, 3P, 4W, NEMA 3R, 35KAC 450A Panel Breaker with shunt trip (3) 500A/2P Adjustable Trip (1) 15A/2P
6. (N) ACOS-1 PV SYSTEM UTILITY AC DISCONNECT SWITCH 600V, 600A, 3P, 4W, FUSIBLE, NEMA 3R, Fuse: 450A, 600V, Class RK1
7. (E) MAIN SES 60A SWITCH MODEL: S24LS-ET SERIAL: NU196299 600V, 4000A, 3 PHASE, NEMA 3R, FUSED Fuse: 600V, 4000A, Class L
8. (N) SEL-3515 FEEDER PROTECTION IPI AY FTR IPI AY NON-EXPORT CONTACTOR CONTROL
9. (N) BAYON CONTACTOR 200A, 400V, 3P, 170V120V COIL, 3000HZ

KEYED NOTES

1. (E) MAIN SWITCHGEAR AND (N) POINT OF AC INTERCONNECTION. ALL CONNECTIONS MADE INSIDE (E) SWITCHGEAR NOT OTHER THAN (N) L1 BREAKERS OR FUSES
2. SWITCHGEAR SHALL BE PERFORMED FOLLOWING MANUFACTURERS INSTRUCTIONS OR BE RE-LISTED BY A NRTL. ALL TERMINATIONS OF ALL MINIMUM CONDUCTORS SHALL BE WITH HIGH PRESS CRIMP LUGS ONLY. WARNING LABEL DETAIL 2/PV19
3. (E) UTILITY METER
4. (N) PV SYSTEM UTILITY AC DISCONNECT "ACOS-1". WARNING LABEL DETAIL 2/PV19
5. (N) UTILITY OWNED DEDICATED PV PRODUCTION METER
6. (N) PV SYSTEM MAINTENANCE AC DISCONNECT "ACOS-2". WARNING LABEL DETAIL 2/PV19
7. (N) AC SWITCHGEAR FOR COMBINING INVERTER OUTPUT. WARNING LABEL DETAIL LPHD
8. (N) GROUND-INTERACTIVE PV INVERTER LISTED TO UL 1741 WITH GROUND FAULT DETECTION & INTERRUPT ILM. WARNING LABEL DETAIL 2/PV19
9. NOT USED
10. INSTALL INVERTER BACK FEED LOAD SIDE FEEDER TAP PER NEC 705.12(D)(2)(3)(4) INSTALLED PER ART 310.4(A)(16.100H) AND 280.22 (F)
11. NOT USED
12. NOT USED
13. (N) SOLID CORE CURRENT TRANSFORMERS:
 - M1 LABEL FACES TOWARD SOURCE
 - WHITE WIRES TO L₁, L₂, L₃ TERMINALS IN SG METER
 - BLACK WIRES TO L₁, L₂, L₃ TERMINALS IN PG METER
 - WHITE WIRES TO L₁, L₂ TERMINALS IN PG METER
14. (N) SPLIT CORE CURRENT TRANSFORMERS:
 - M1 LABEL FACES TOWARD SOURCE
 - BLACK WIRES TO L₁, L₂ TERMINALS IN PG METER
 - WHITE WIRES TO L₁, L₂ TERMINALS IN PG METER
15. (N) SHORTING TERMINAL BLOCK - 600V, 30A IN POLE 1E #18USEC
16. 24" ROGOWSKI COIL CURRENT TRANSFORMERS, ACCUENERGY RCT-24-1000
17. (N) INVERTER INTERNAL FUSED DC BRANCH CIRCUIT
18. NOT USED
19. (N) PV SOURCE CIRCUIT DC COMBINER BOXES WITH INTEGRATED LOAD-BREAK DISCONNECT SWITCH AND 4LO SERVO 1000VDC FAST-ACTING PHOTOVOLTAIC MIDCUT FUSES. WARNING LABEL DETAIL 4/PV19
20. (N) PV MODULE LISTED TO UL 1703Q/700

LEGEND

- CURRENT TRANSFORMER (DOT INDICATES DIRECTION)
- (M) METER
- ⚡ CIRCUIT BREAKER
- ⚡ SWITCH
- ⚡ FUSE
- [] PV MODULE
- [] INVERTER
- [] DC COMBINER
- [] TRANSFORMER



1000 Watts per sq. foot. See also the SolarCity website for more information.

ALBUQUERQUE - MORENO VALLEY (ONTB)
 Aranzor - Moreno Valley (ONTB)
 24300 Macinda Avenue
 Moreno Valley, CA 92551
 508-856-1562



Date: 2016.09.25 13:22:03

REVISIONS	
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19	REVISED PER COMMENTS FROM PERMITTING AGENCY
20	REVISED PER COMMENTS FROM PERMITTING AGENCY

PV ONE-LINE DIAGRAM FOR METER #14187566

- K - | - J - | - I - | - H - | - G - | - F - | - E - | - D - | - C - | - B - | - A -

Solar Glare Hazard Analysis Flight Path Report

Generated April 15, 2016, 11:16 a.m.

Flight path: FP1 - RW32

Flight Path 1 - Runway 32

Glare found

 Print



Analysis & PV array parameters

Analysis name	Amazon Moreno Valley ONT8
PV array axis tracking	none
Orientation of array (deg)	270.0
Tilt of solar panels (deg)	8.0
Rated power (kW)	0.0
Vary reflectivity	True
PV surface material	Smooth glass without ARC
Timezone offset	-8.0
Subtended angle of sun (mrad)	9.3
Peak DNI (W/m ²)	1000.0
Ocular transmission coefficient	0.5
Pupil diameter (m)	0.002
Eye focal length (m)	0.017
Time interval (min)	1
Correlate slope error with material	False
Slope error (mrad)	10.0

Flight path parameters

Direction (deg)	328.13
Glide slope (deg)	3.0
Consider pilot visibility from cockpit	False

PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	33.867474384	-117.235525846	1486.03	40.0	1526.03
2	33.8674832925	-117.236984968	1481.42	40.0	1521.42
3	33.8682226915	-117.236995697	1482.43	40.0	1522.43
4	33.8682137831	-117.235826254	1484.09	40.0	1524.09
5	33.8684097673	-117.235815525	1484.14	40.0	1524.14
6	33.8684008589	-117.235525846	1485.23	40.0	1525.23

Flight Path Observation Points

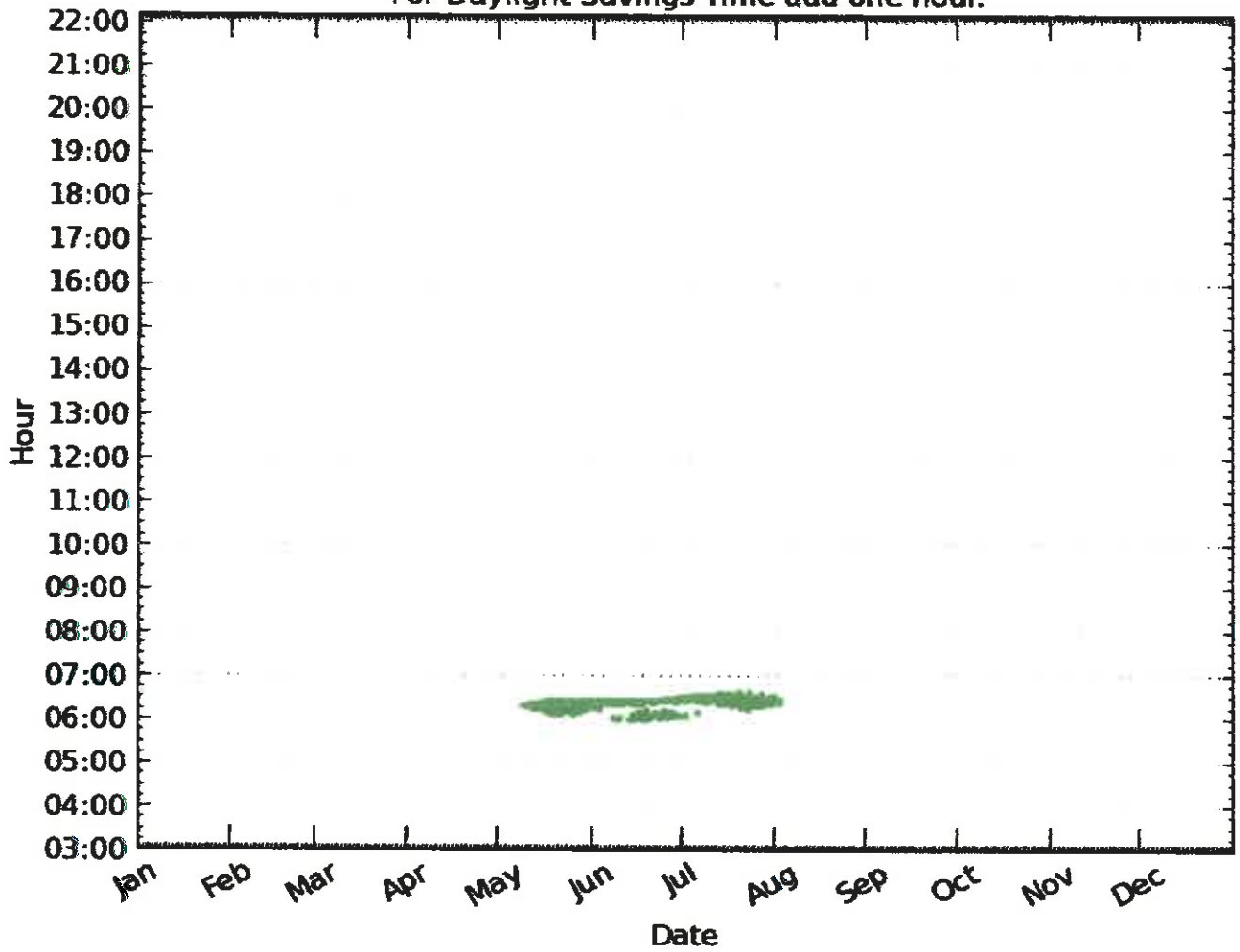
	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)	Glare?
Threshold	33.8650341433	-117.248282433	1494.04	50.0	Yes
1/4 mi	33.8619651779	-117.245981884	1479.17	134.04	No
1/2 mi	33.8588962125	-117.243681336	1472.43	209.97	No
3/4 mi	33.855827247	-117.241380788	1470.55	281.02	No
1 mi	33.8527582816	-117.23908024	1471.67	349.08	No
1 1/4 mi	33.8496893162	-117.236779692	1467.93	422.01	No
1 1/2 mi	33.8466203508	-117.234479143	1470.02	489.09	No
1 3/4 mi	33.8435513854	-117.232178595	1473.57	554.73	No
2 mi	33.8404824199	-117.229878047	1458.89	638.57	No

Glare occurrence plots

All times are in standard time. For Daylight Savings Time add one hour.

Threshold

1-minute time interval.
All times are in standard time.
For Daylight Savings Time add one hour.



- Glare beyond 50 deg from pilot line-of-sight
- Low potential for temporary after-image
- Potential for temporary after-image
- Potential for permanent eye damage

1/4 mi

No glare

1/2 mi

No glare

3/4 mi

No glare

1 mi

No glare

1 1/4 mi

No glare

1 1/2 mi

No glare

1 3/4 mi

No glare

2 mi

No glare

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Solar Glare Hazard Analysis Flight Path Report

Generated April 15, 2016, 11:10 a.m.

Flight path: FP1 - RW32

Flight Path 1 - Runway 32

No glare found

 Print



Analysis & PV array parameters

Analysis name	Amazon Moreno Valley ONT8
PV array axis tracking	none
Orientation of array (deg)	90.0
Tilt of solar panels (deg)	8.0
Rated power (kW)	0.0
Vary reflectivity	True
PV surface material	Smooth glass without ARC
Timezone offset	-8.0
Subtended angle of sun (mrad)	9.3
Peak DNI (W/m ²)	1000.0
Ocular transmission coefficient	0.5
Pupil diameter (m)	0.002
Eye focal length (m)	0.017
Time interval (min)	1
Correlate slope error with material	False
Slope error (mrad)	10.0

Flight path parameters

Direction (deg)	328.13
Glide slope (deg)	3.0
Consider pilot visibility from cockpit	False

PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	33.867474384	-117.235525846	1486.03	40.0	1526.03
2	33.8674832925	-117.236984968	1481.42	40.0	1521.42
3	33.8682226915	-117.236995697	1482.43	40.0	1522.43
4	33.8682137831	-117.235826254	1484.09	40.0	1524.09
5	33.8684097673	-117.235815525	1484.14	40.0	1524.14
6	33.8684008589	-117.235525846	1485.23	40.0	1525.23

Flight Path Observation Points

	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)	Glare?
Threshold	33.8650341433	-117.248282433	1494.04	50.0	No
1/4 mi	33.8619651779	-117.245981884	1479.17	134.04	No
1/2 mi	33.8588962125	-117.243681336	1472.43	209.97	No
3/4 mi	33.855827247	-117.241380788	1470.55	281.02	No
1 mi	33.8527582816	-117.23908024	1471.67	349.08	No
1 1/4 mi	33.8496893162	-117.236779692	1467.93	422.01	No
1 1/2 mi	33.8466203508	-117.234479143	1470.02	489.09	No
1 3/4 mi	33.8435513854	-117.232178595	1473.57	554.73	No
2 mi	33.8404824199	-117.229878047	1458.89	638.57	No

No glare found.

Solar Glare Hazard Analysis Flight Path Report

Generated April 15, 2016, 11:10 a.m.

Flight path: FP2 - RW14

Flight Path 2 - Runway 14

No glare found

 Print



Analysis & PV array parameters

Analysis name	Amazon Moreno Valley ONT8
PV array axis tracking	none
Orientation of array (deg)	90.0
Tilt of solar panels (deg)	8.0
Rated power (kW)	0.0
Vary reflectivity	True
PV surface material	Smooth glass without ARC
Timezone offset	-8.0
Subtended angle of sun (mrad)	9.3
Peak DNI (W/m ²)	1000.0
Ocular transmission coefficient	0.5
Pupil diameter (m)	0.002
Eye focal length (m)	0.017
Time interval (min)	1
Correlate slope error with material	False
Slope error (mrad)	10.0

Flight path parameters

Direction (deg)	152.84
Glide slope (deg)	3.0
Consider pilot visibility from cockpit	False

PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	33.867474384	-117.235525846	1486.03	40.0	1526.03
2	33.8674832925	-117.236984968	1481.42	40.0	1521.42
3	33.8682226915	-117.236995697	1482.43	40.0	1522.43
4	33.8682137831	-117.235826254	1484.09	40.0	1524.09
5	33.8684097673	-117.235815525	1484.14	40.0	1524.14
6	33.8684008589	-117.235525846	1485.23	40.0	1525.23

Flight Path Observation Points

	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)	Glare?
Threshold	33.8969833701	-117.27098465	1536.82	50.0	No
1/4 mi	33.9001986452	-117.272974333	1531.45	124.55	No
1/2 mi	33.9034139202	-117.274964016	1538.51	186.67	No
3/4 mi	33.9066291953	-117.2769537	1544.35	250.01	No
1 mi	33.9098444704	-117.278943383	1548.11	315.42	No
1 1/4 mi	33.9130597455	-117.280933066	1539.45	393.27	No
1 1/2 mi	33.9162750206	-117.28292275	1538.29	463.6	No
1 3/4 mi	33.9194902957	-117.284912433	1534.2	536.88	No
2 mi	33.9227055708	-117.286902116	1525.05	615.21	No

No glare found.

Solar Glare Hazard Analysis Flight Path Report

Generated April 15, 2016, 11:17 a.m.

Flight path: FP2 - RW14

Flight Path 2 - Runway 14

No glare found

 Print



Analysis & PV array parameters

Analysis name	Amazon Moreno Valley ONT8
PV array axis tracking	none
Orientation of array (deg)	270.0
Tilt of solar panels (deg)	8.0
Rated power (kW)	0.0
Vary reflectivity	True
PV surface material	Smooth glass without ARC
Timezone offset	-8.0
Subtended angle of sun (mrad)	9.3
Peak DNI (W/m ²)	1000.0
Ocular transmission coefficient	0.5
Pupil diameter (m)	0.002
Eye focal length (m)	0.017
Time interval (min)	1
Correlate slope error with material	False
Slope error (mrad)	10.0

Flight path parameters

Direction (deg)	152.84
Glide slope (deg)	3.0
Consider pilot visibility from cockpit	False

PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	33.867474384	-117.235525846	1486.03	40.0	1526.03
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4	33.8682137831	-117.235826254	1484.09	40.0	1524.09
5	33.8684097673	-117.235815525	1484.14	40.0	1524.14
6	33.8684008589	-117.235525846	1485.23	40.0	1525.23

Flight Path Observation Points

	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)	Glare?
Threshold	33.8969833701	-117.27098465	1536.82	50.0	No
1/4 mi	33.9001986452	-117.272974333	1531.45	124.55	No
1/2 mi	33.9034139202	-117.274964016	1538.51	186.67	No
3/4 mi	33.9066291953	-117.2769537	1544.35	250.01	No
1 mi	33.9098444704	-117.278943383	1548.11	315.42	No
1 1/4 mi	33.9130597455	-117.280933066	1539.45	393.27	No
1 1/2 mi	33.9162750206	-117.28292275	1538.29	463.6	No
1 3/4 mi	33.9194902957	-117.284912433	1534.2	536.88	No
2 mi	33.9227055708	-117.286902116	1525.05	615.21	No

No glare found.

Solar Glare Hazard Analysis Report

Generated April 15, 2016, 11:11 a.m.

No glare found

 Print



Inputs

Analysis name	Amazon Moreno Valley ONT8
PV array axis tracking	none
Orientation of array (deg)	90.0
Tilt of solar panels (deg)	8.0
Rated power (kW)	0.0
Vary reflectivity	True
PV surface material	Smooth glass without ARC
Timezone offset	-8.0
Subtended angle of sun (mrad)	9.3
Peak DNI (W/m ²)	1000.0
Ocular transmission coefficient	0.5

Pupil diameter (m)	0.002
Eye focal length (m)	0.017
Time interval (min)	1
Correlate slope error with material	False
Slope error (mrad)	10.0

PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
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4	33.8682137831	-117.235826254	1484.09	40.0	1524.09
5	33.8684097673	-117.235815525	1484.14	40.0	1524.14
6	33.8684008589	-117.235525846	1485.23	40.0	1525.23

Observation Points

	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)
1	33.8919466756	-117.251168489	1513.98	40.0

No glare found.

Solar Glare Hazard Analysis Report

Generated April 15, 2016, 11:17 a.m.

No glare found

 Print



Inputs

Analysis name	Amazon Moreno Valley ONT8
PV array axis tracking	none
Orientation of array (deg)	270.0
Tilt of solar panels (deg)	8.0
Rated power (kW)	0.0
Vary reflectivity	True
PV surface material	Smooth glass without ARC
Timezone offset	-8.0
Subtended angle of sun (mrad)	9.3
Peak DNI (W/m ²)	1000.0
Ocular transmission coefficient	0.5

Pupil diameter (m)	0.002
Eye focal length (m)	0.017
Time interval (min)	1
Correlate slope error with material	False
Slope error (mrad)	10.0

PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
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4	33.8682137831	-117.235826254	1484.09	40.0	1524.09
5	33.8684097673	-117.235815525	1484.14	40.0	1524.14
6	33.8684008589	-117.235525846	1485.23	40.0	1525.23

Observation Points

	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)
1	33.8919466756	-117.251168489	1513.98	40.0

No glare found.

THE **Trina**mount MODULE



PD14.10

PD14.18

72 CELL
MULTICRYSTALLINE MODULE
WITH TRINAMOUNT FRAME

300-315W
POWER OUTPUT RANGE

16.2%
MAXIMUM EFFICIENCY

0~+5W
POWER OUTPUT GUARANTEE

As a leading global manufacturer of next generation photovoltaic products, we believe close cooperation with our partners is critical to success. With local presence around the globe, Trina is able to provide exceptional service to each customer in each market and supplement our innovative, reliable products with the backing of Trina as a strong, bankable partner. We are committed to building strategic, mutually beneficial collaboration with installers, developers, distributors and other partners as the backbone of our shared success in driving Smart Energy Together.

Trina Solar Limited
www.trinasolar.com

Trinasolar
Smart Energy Together



Fast and simple to install through drop in mounting solution



Good aesthetics for residential applications



Highly reliable due to stringent quality control

- Over 30 in-house tests (UV, TC, HF, and many more)
- In-house testing goes well beyond certification requirements

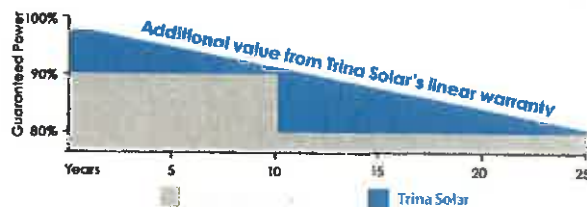


Certified to withstand challenging environmental conditions

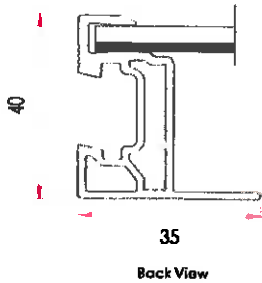
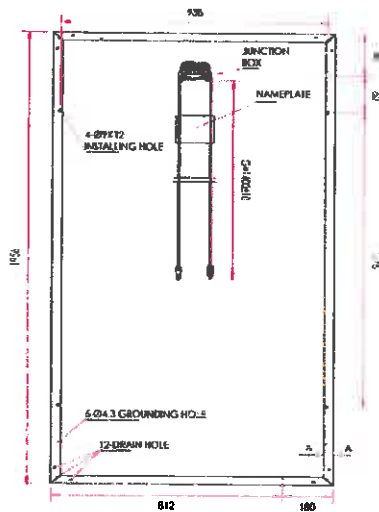
- 2400 Pa wind load
- 2400 Pa snow load

LINEAR PERFORMANCE WARRANTY

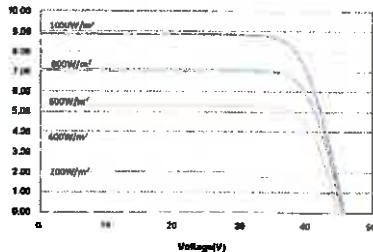
10 Year Product Warranty • 25 Year Linear Power Warranty



DIMENSIONS OF PV MODULE Unit:mm



I-V CURVES OF PV MODULE (310W)



CERTIFICATION



ELECTRICAL DATA @ STC

Peak Power Watts- P_{MAX} (Wp)	300	305	310	315
Power Output Tolerance- P_{TOL} (W)	0 ~ +5			
Maximum Power Voltage- V_{MP} (V)	36.2	36.6	37.0	37.1
Maximum Power Current- I_{MP} (A)	8.28	8.33	8.38	8.51
Open Circuit Voltage- V_{OC} (V)	45.4	45.5	45.5	45.6
Short Circuit Current- I_{SC} (A)	8.77	8.81	8.85	9.00
Module Efficiency η_m (%)	15.5	15.7	16.0	16.2

STC: Irradiance 1000 W/m², Cell Temperature 25°C, Air Mass AM1.5 according to EN 60904-3. Typical efficiency reduction of 4.5% at 200 W/m² according to EN 60904-1.

ELECTRICAL DATA @ NOCT

Maximum Power- P_{MAX} (Wp)	223	227	230	234
Maximum Power Voltage- V_{MP} (V)	33.6	34.0	34.3	34.3
Maximum Power Current- I_{MP} (A)	6.62	6.68	6.72	6.83
Open Circuit Voltage (V)- V_{OC} (V)	42.1	42.2	42.2	42.3
Short Circuit Current (A)- I_{SC} (A)	7.08	7.11	7.15	7.27

NOCT: Irradiance at 800 W/m², Ambient Temperature 20°C, Wind Speed 1 m/s.

MECHANICAL DATA

Solar cells	Multicrystalline 156 × 156 mm (6 inches), 4BB
Cell orientation	72 cells (6 × 12)
Module dimensions	1956 × 992 × 40 mm (77 × 39.05 × 1.57 inches)
Weight	26.5 kg (58.42lbs)
Glass	4.0 mm (0.16 inches), High Transmission, AR Coated Tempered Glass
Backsheet	White
Frame	Silver(PD14.10), Black(PD14.18) Anodized Aluminium Alloy
J-Box	IP 65 or IP 67 rated
Cables	Photovoltaic Technology cable 4.0mm ² (0.006 inches ²) 1400mm (55.12 inches)
Connector	M4 Amphenol
Fire type	UL 1703 Type 2 for Solar City

TEMPERATURE RATINGS

Nominal Operating Cell Temperature (NOCT)	44°C (±2°C)
Temperature Coefficient of P_{MAX}	-0.41%/°C
Temperature Coefficient of V_{OC}	-0.32%/°C
Temperature Coefficient of I_{SC}	0.05%/°C

MAXIMUM RATINGS

Operational Temperature	-40 ~ +85°C
Maximum System Voltage	1000V DC(IEC) 1000V DC (UL)
Max Series Fuse Rating	15A

WARRANTY

10 year Product Workmanship Warranty
25 year Linear Power Warranty
(Please refer to product warranty for details)

PACKAGING CONFIGURATION

Modules per box: 26 pieces
Modules per 40' container: 572 pieces

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

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

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

DATE OF HEARING: November 10, 2016

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1216MA16 – FR Cal Moreno Valley LLC (Representative: Solar City Corporation) – City of Moreno Valley Planning Case No. P16-091 (Plot Plan). The applicant is proposing installation of a 1020.6 kilowatt solar rooftop panel system (ONT8) on the existing 769,320 square foot Amazon warehouse/distribution center on a 35.1 acre parcel (Assessor's Parcel Number: 316-180-013) located at 24300 Nandina Avenue. (on the northwest corner of Nandina Avenue and Indian Avenue). (Airport Compatibility Zone C1 of the March Air Reserve Base/Inland Port Airport Influence Area).

FURTHER INFORMATION: Contact Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Chris Ormsby of the City of Moreno Valley Planning Department at (951) 413-3234.

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

ALUC Identification No.

ZAP1216MALT

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 9/28/2016
 Property Owner FR CAL MORENO VALLEY LLC/ IDS REAL ESTATE GROUP Phone Number _____
 Mailing Address 629 J Street, Ste. 204
San Diego, CA 92101

Agent (if any) SolarCity Corporation Phone Number (480) 589 - 3587
 Mailing Address 5375 W San Fernando Rd
Los Angeles CA 90039

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address 24300 Nandina Ave, Moreno Valley CA 92251
 Assessor's Parcel No. 316-180-013 Parcel Size 35.01 Acres/ 1,525,035 sq. ft.
 Subdivision Name _____ Zoning Classification Zone C1
 Lot Number _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Commercial Site. Empty lot on the west side of property. Surrounding buildings are commercial use.

Proposed Land Use (describe) Commercial

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____
 For Other Land Uses Hours of Use _____
 (See Appendix C) Number of People on Site Maximum Number _____
 Method of Calculation _____

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

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

*March
C1*

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	Type of Project
Agency Name	<input type="checkbox"/> General Plan Amendment
14177 Frederick St, Moreno Valley CA 92553	<input type="checkbox"/> Zoning Amendment or Variance
Staff Contact	<input type="checkbox"/> Subdivision Approval
Chris Ormby	<input type="checkbox"/> Use Permit
Phone Number	<input type="checkbox"/> Public Facility
(951) 413 - 3234	<input checked="" type="checkbox"/> Other <u>Plot Plan</u>
Agency's Project No.	
P16-091	

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.5

HEARING DATE: November 10, 2016

CASE NUMBER: ZAP1217MA16 – Sares-Regis Group (Representative:
Herdman Rierson Architecture and Design Inc.)

APPROVING JURISDICTION: City of Moreno Valley

JURISDICTION CASE NO: PA16-0002 (Site Plan Review)

MAJOR ISSUES: None

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

PROJECT DESCRIPTION: The applicant is proposing to amend previously approved ALUC case ZAP1185MA16 to increase the wall heights of the proposed concrete tilt-up warehouse/distribution building from 43 feet to 47.5 feet.

The Commission found the original proposal to develop a 446,350 square foot manufacturing and warehouse/distribution building on 19.61 acres with a building floor plan consisting of 347,080 square feet of warehouse area, 89,270 square feet of manufacturing area, and 10,000 square feet of second floor mezzanine/office area consistent on May 12, 2016. The original building height was approved at 43 feet and did not require review by the Federal Aviation Administration Obstruction Evaluation Service.

PROJECT LOCATION: The site is located northerly of Harley Knox Boulevard, southerly of the westerly extension of Grove View Road, easterly of Heacock Street, and westerly of Indian Street, within the City of Moreno Valley, approximately 2,950 feet southeasterly of the southerly end of Runway 14-32 at March Air Reserve Base.

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

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Compatibility Zones B2 and C1

c. Noise Levels: 60-65 CNEL from aircraft

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zones B2 and C1. Both zones limit average intensity to 100 people per acre.

The proposal to increase the building wall height from 43 feet to 47.5 feet will not affect building occupancy. The original project was projected to accommodate a total occupancy of 739 people, for an average intensity of 38 people per acre, which is consistent with Compatibility Zones B2 and C1 average intensity criteria.

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

The proposal to increase the building wall height from 43 feet to 47.5 feet will not affect building occupancy. The original project was projected to result in a single acre occupancy of 239 people, which is consistent with Compatibility Zones B2 and C1 single acre intensity criteria.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones B2 and C1.

Noise: The proposal to increase the building wall height from 43 feet to 47.5 feet is not expected to have a significant impact on the noise levels experienced by building occupants.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1488 AMSL). At a distance of approximately 2,950 feet from the runway to the closest parcel within the site, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with top of roof exceeding 1517.5 feet AMSL. The maximum finished floor elevation is 1472.5 feet AMSL. The original project had a maximum building height of 43 feet, resulting in a top point elevation of 1515.5 feet AMSL, which did not require FAA OES review. (A condition was applied requiring submittal to the FAA OES if any roof-top structures would exceed the maximum building parapet height of 43 feet.) The proposed amendment to increase the building height from 43 feet to 47.5 feet would result in a new top point elevation of 1520 feet and, therefore, requires review by the FAA OES. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study Nos. 2016-AWP-10155-OE, 2016-AWP-10156-OE, and 2016-AWP-10157-OE to this project.

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

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities (with overnight stays), congregate care facilities, hotels/motels, places of assembly (including churches and theaters), buildings with more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, critical community infrastructure facilities and hazards to flight.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an aviation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
4. The attached notice shall be given to all prospective purchasers of the property and tenants of

the building.

5. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees that produce seeds, fruits, or berries.

6. This project has been evaluated as a proposal for the establishment of an industrial building (warehouse/manufacturing facility) with not more than 10,000 square feet of office area in any given acre. The City of Moreno Valley shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses in this structure:

Auction rooms, auditoriums, bowling alleys, call centers, conference rooms larger than 1,500 square feet in area, classrooms, courtrooms, dance floors, dormitories, drinking establishments, exercise rooms, exhibit rooms, health care facilities (without overnight stays), gymnasiums, locker rooms, lounges, restaurants, retail sales, skating rinks, stages, swimming pools, and all other uses that would be considered to have an occupancy level greater than one person per 100 square feet (minimum square feet per occupant less than 100) pursuant to California Building Code (1998) Table 10-A.

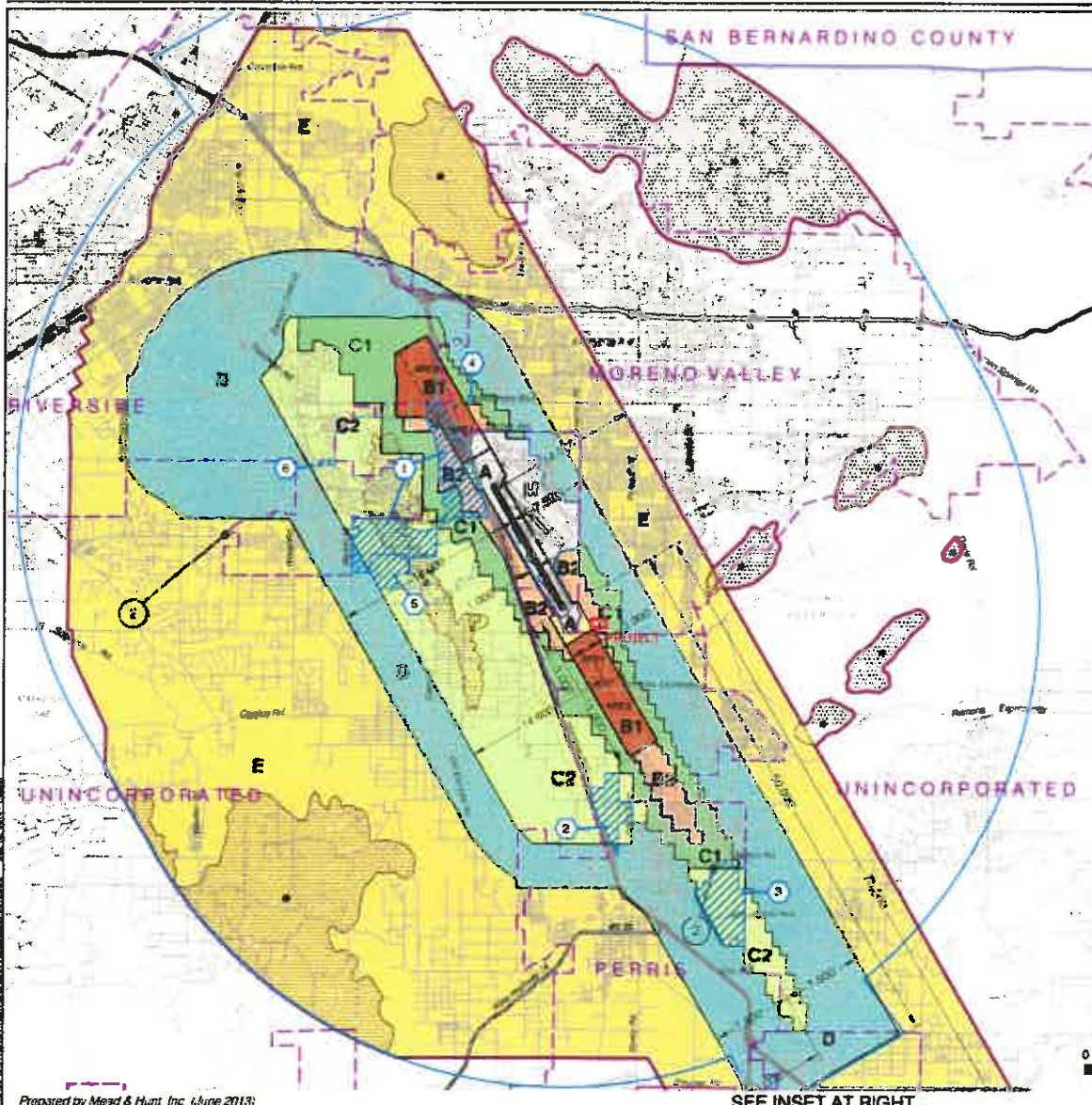
7. This project has been evaluated as a proposal for 347,080 square feet of warehouse area, 89,270 square feet of manufacturing area, and 10,000 square feet of second floor mezzanine/office area. Any increase in total building area or increase in manufacturing or office area will require review by the Airport Land Use Commission. In addition, this project shall not store, process or manufacture hazardous materials without review and approval by the Airport Land Use Commission.

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

9. 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.

NOTICE OF AIRPORT IN VICINITY

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



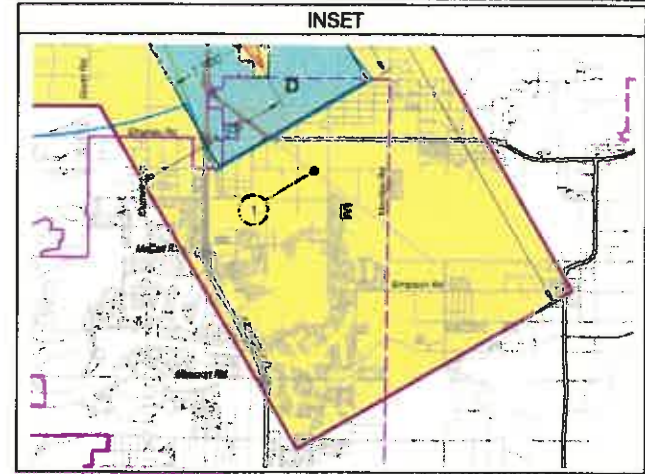
LEGEND

Compatibility Zones

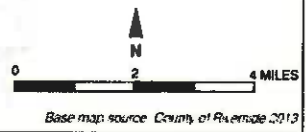
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)
 - March JPA: March Business Center, Mendocino
 - Perris: Harvest Landing
 - Perris: Park West
 - Moreno Valley: Affordable Housing
 - March JPA: Ben Clark Training Center
 - Riverside: Ridge Crest Subdivision
- Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- Point at which departing aircraft typically reach 3,000 feet above runway end.



Note:
All dimensions are measured from runway ends and centerlines



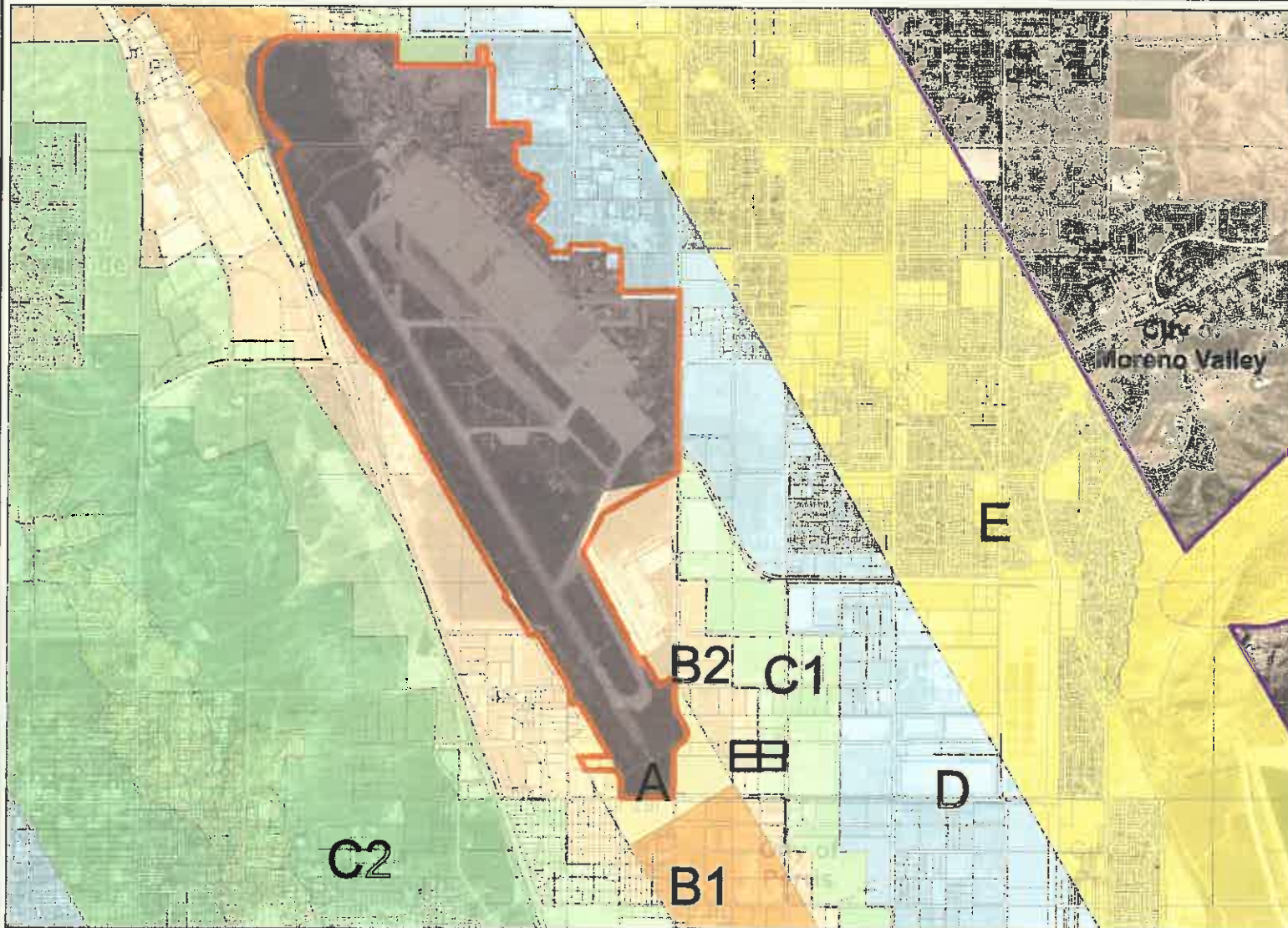
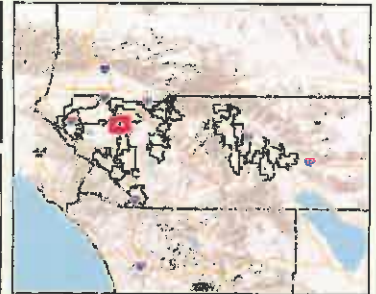
**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)**

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

Prepared by Mead & Hunt, Inc. June 2013

SEE INSET AT RIGHT

My Map



Legend

- Airports
- AIA

Airport Compatibility

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



0 4,577 9,154 Feet



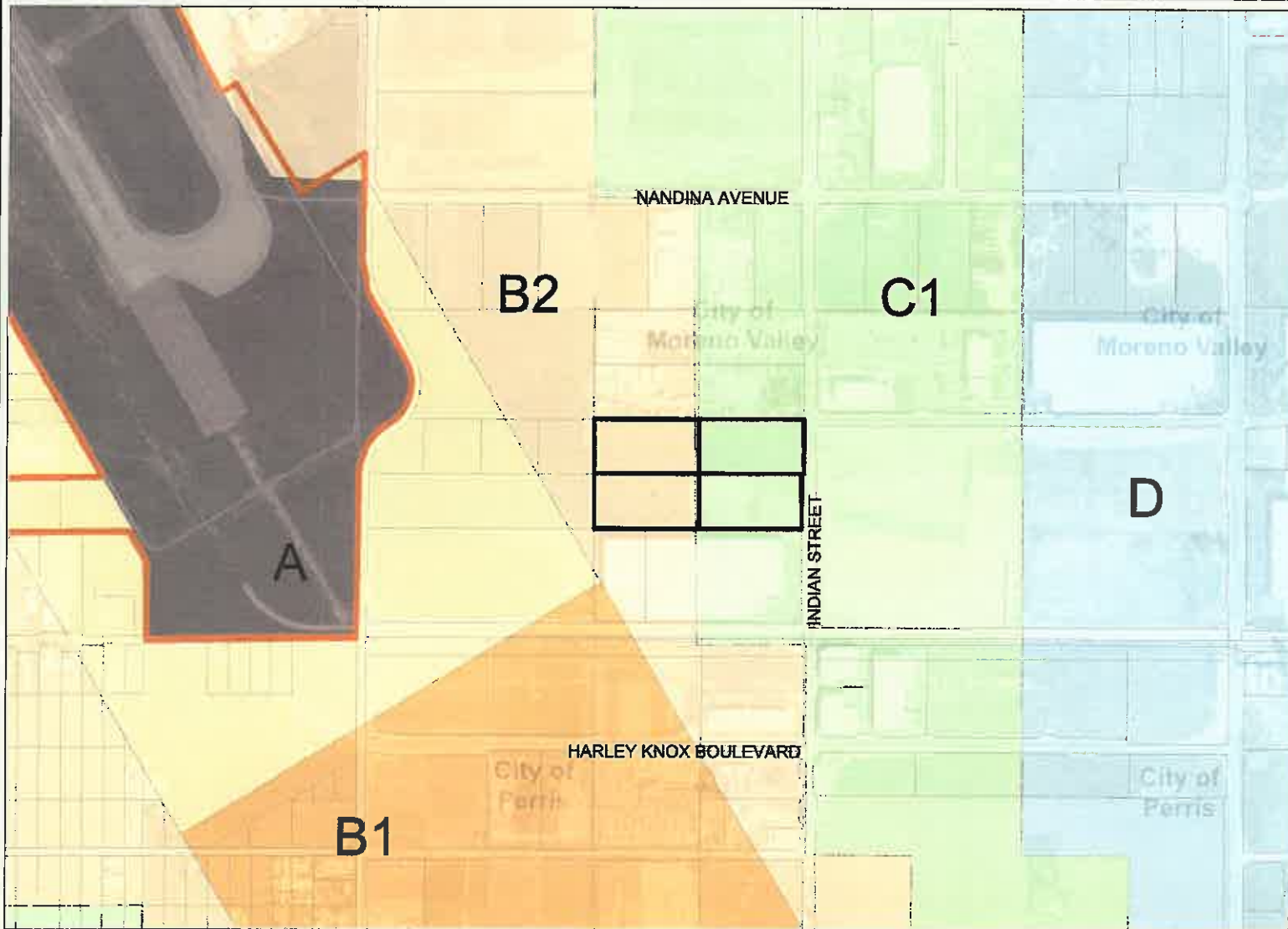
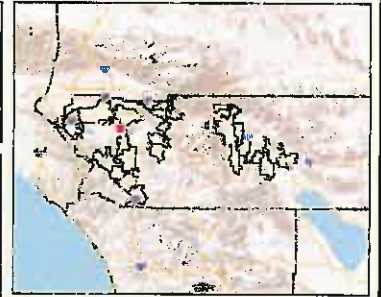
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Notes

My Map



Legend

- Display Parcels
- Airports
- AIA

Airport Compatibility

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



0 1,144 2,289 Feet



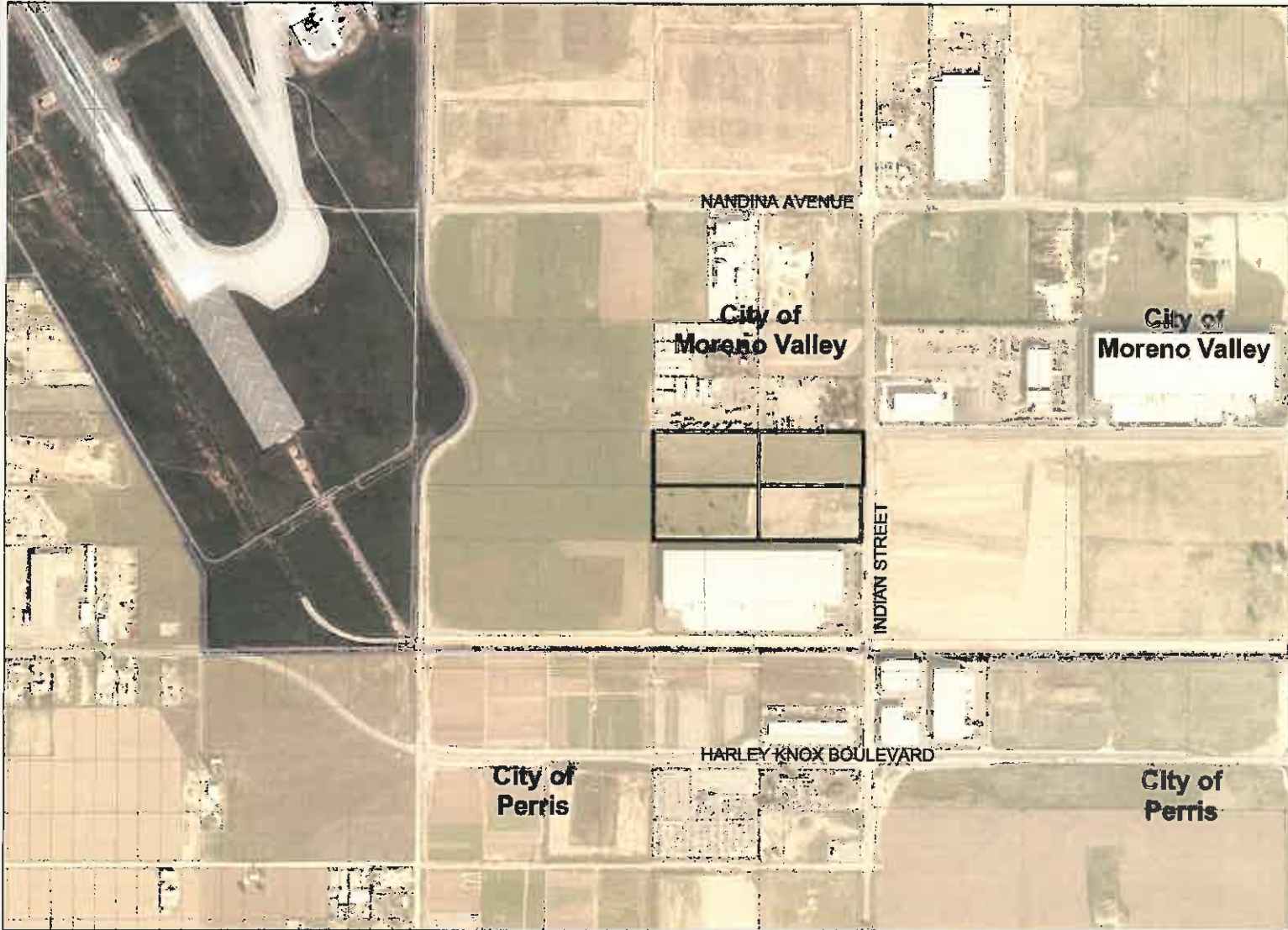
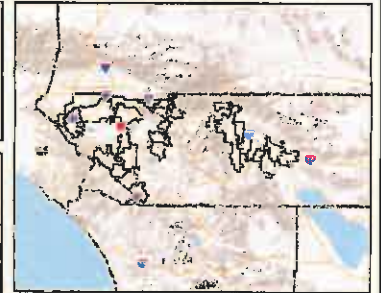
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Notes

My Map



Legend

- Display Parcels
- City Boundaries
- Cities



0 1,144 2,289 Feet



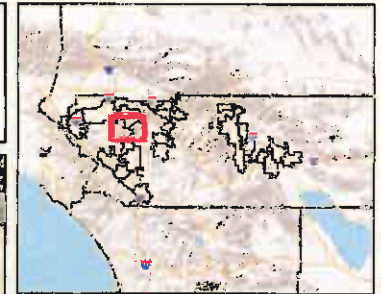
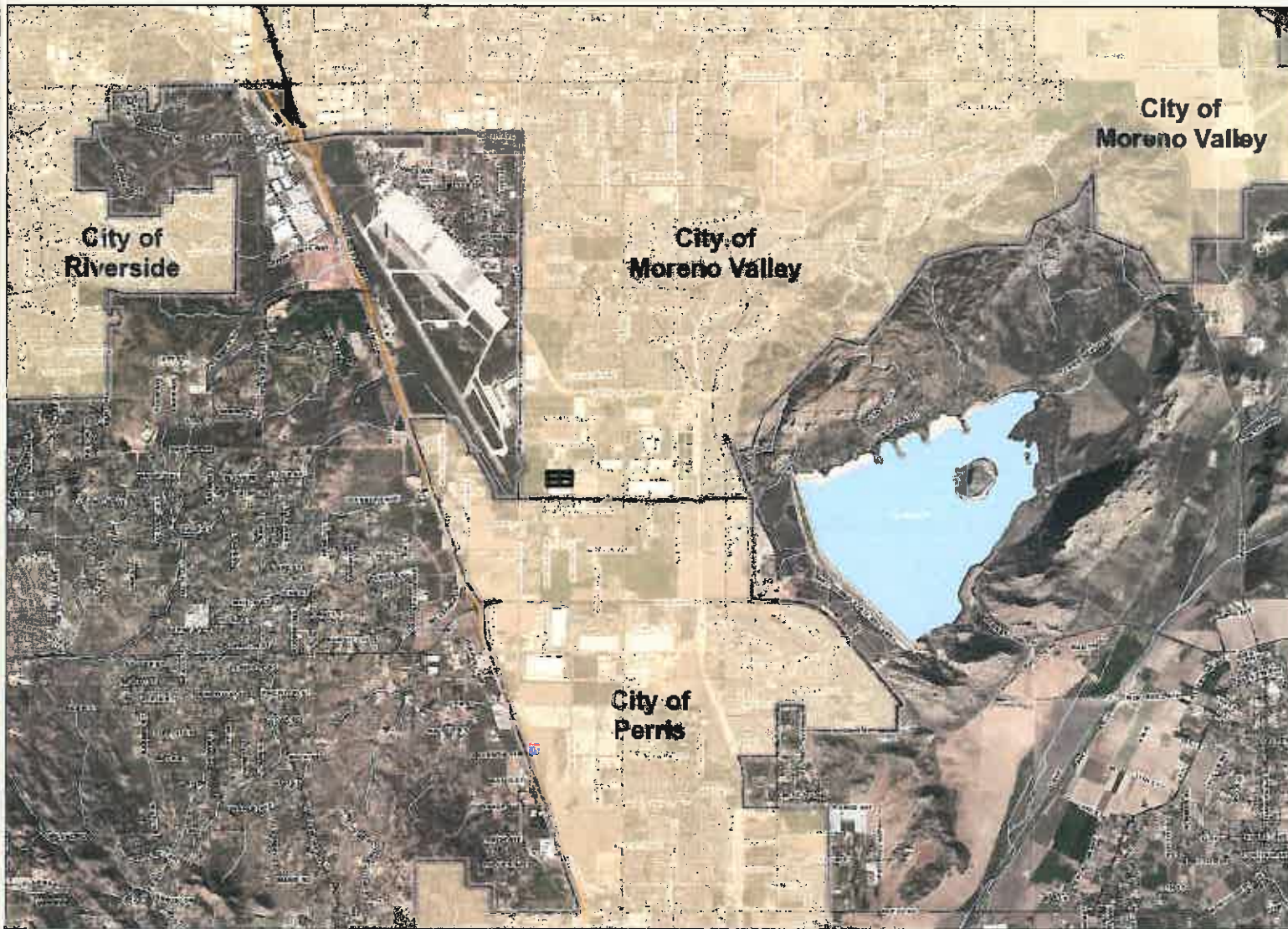
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Notes

My Map



Legend

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



0 9,563 19,125 Feet



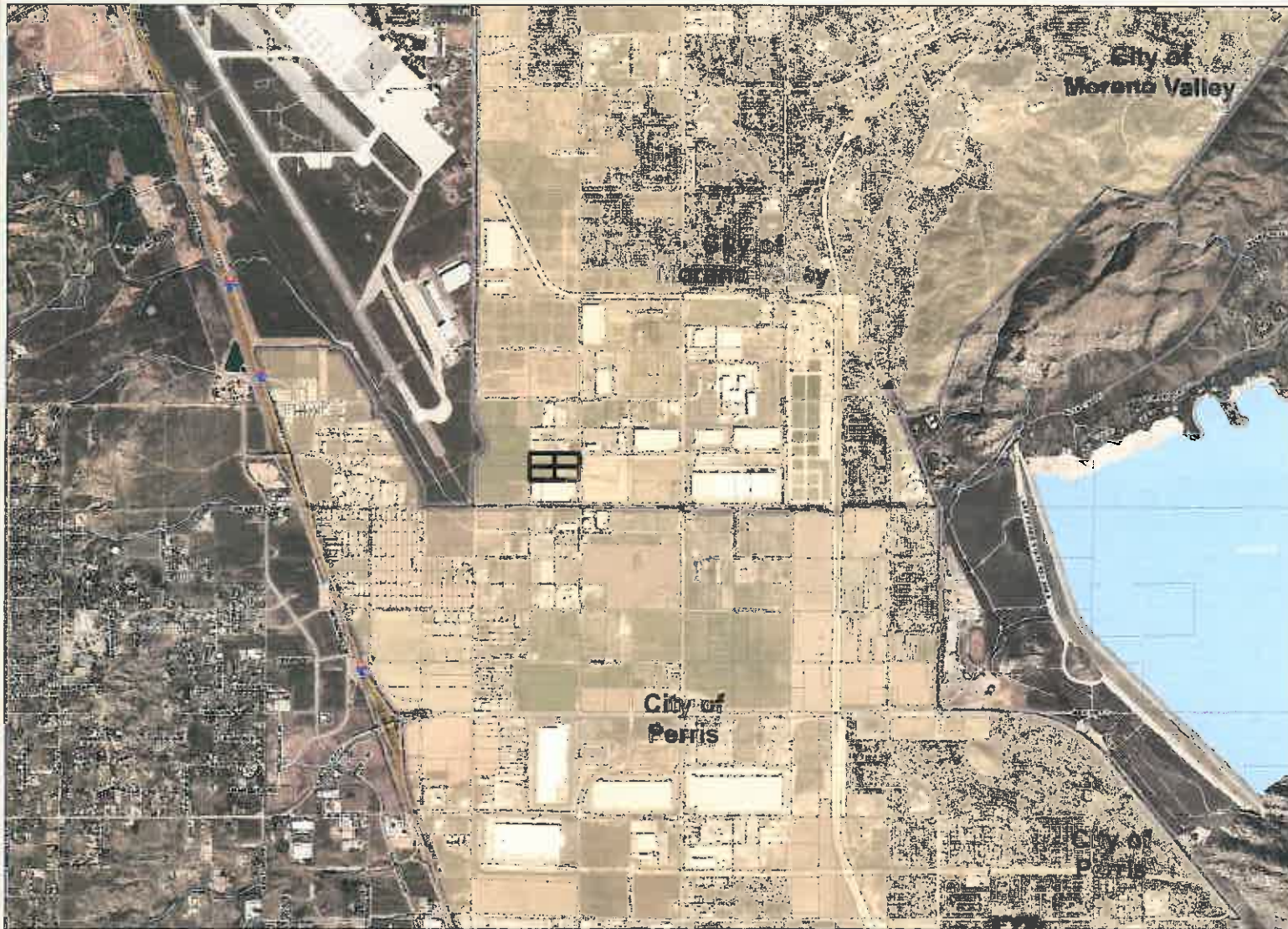
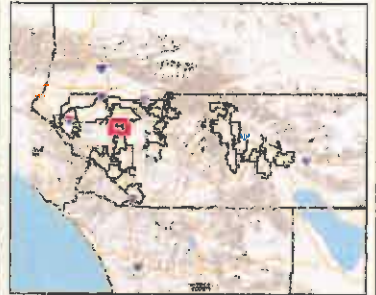
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Notes

My Map



Legend

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



0 4,781 9,563 Feet



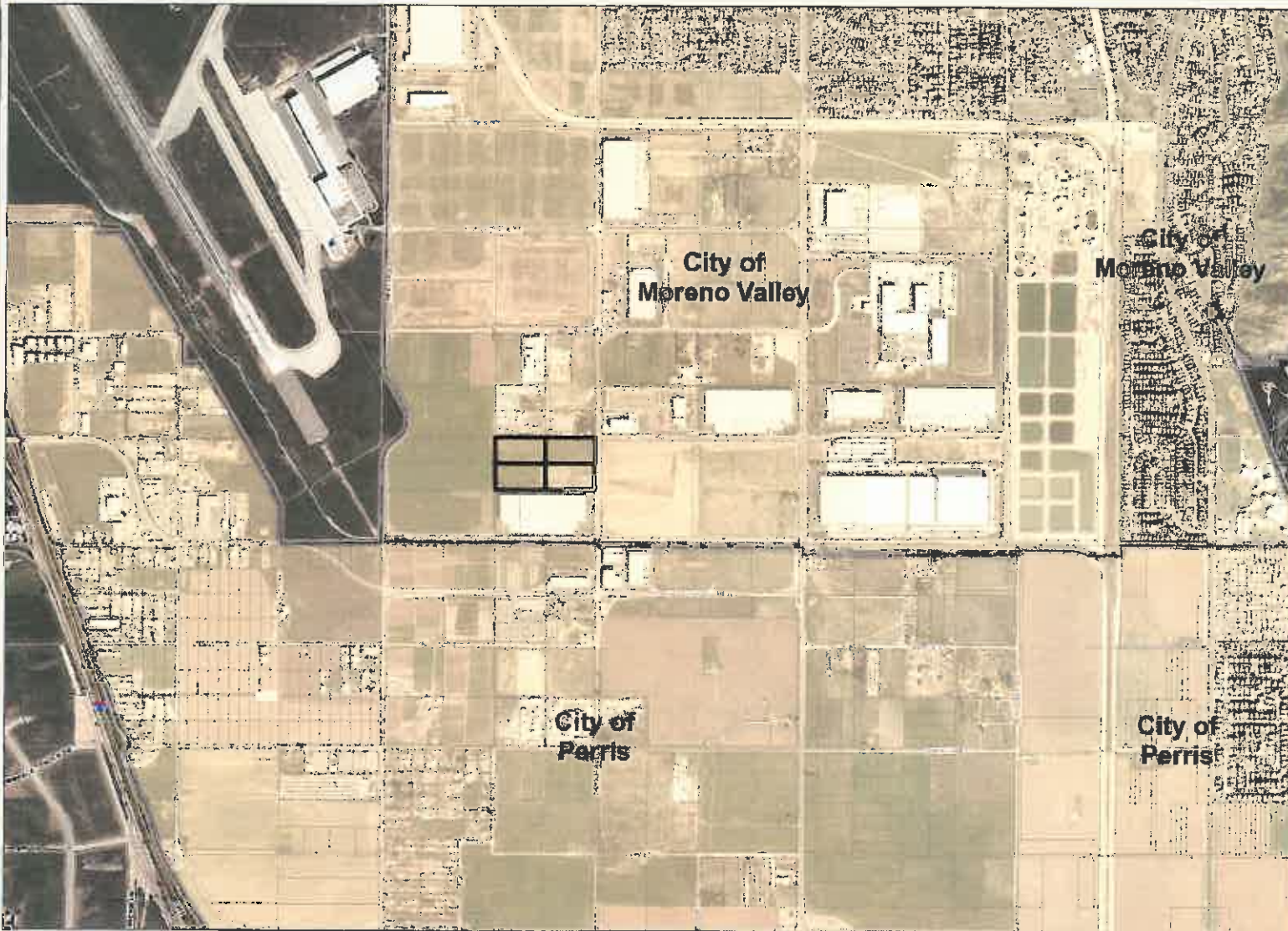
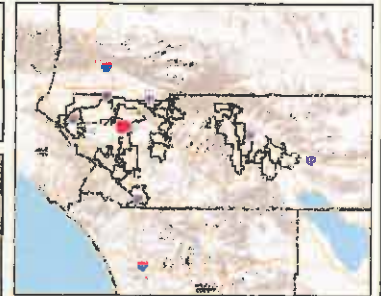
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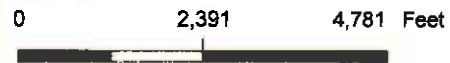
Legend

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



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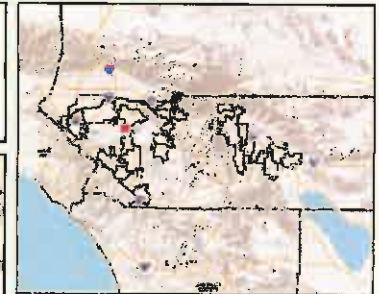
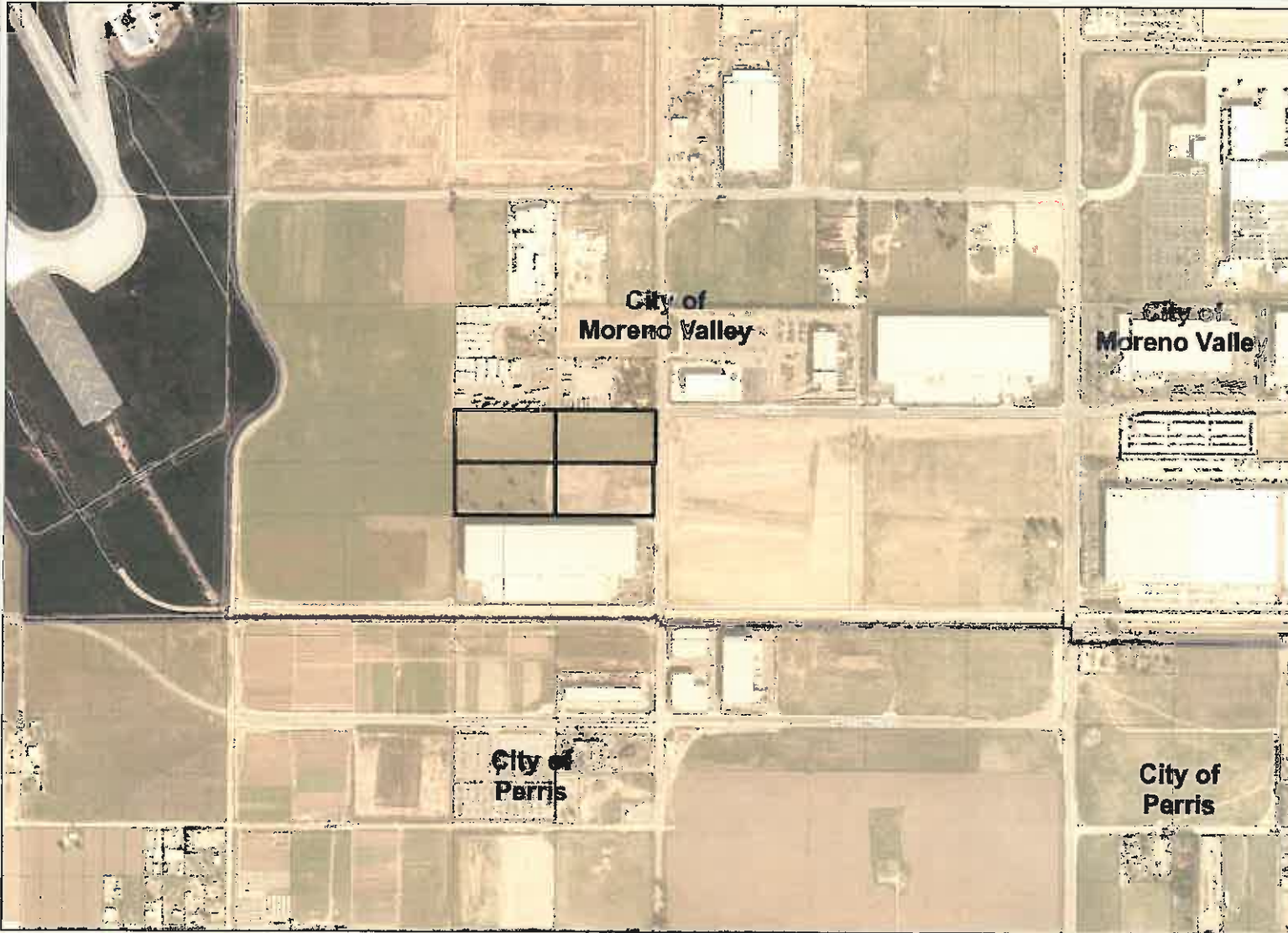
Notes



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My Map



Legend

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



0 1,195 2,391 Feet



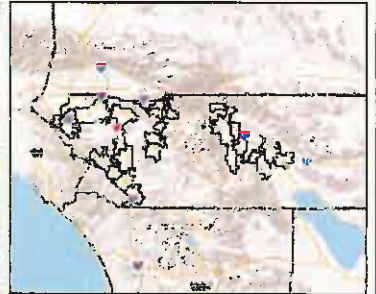
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Notes

My Map



Legend

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



0 598 1,195 Feet

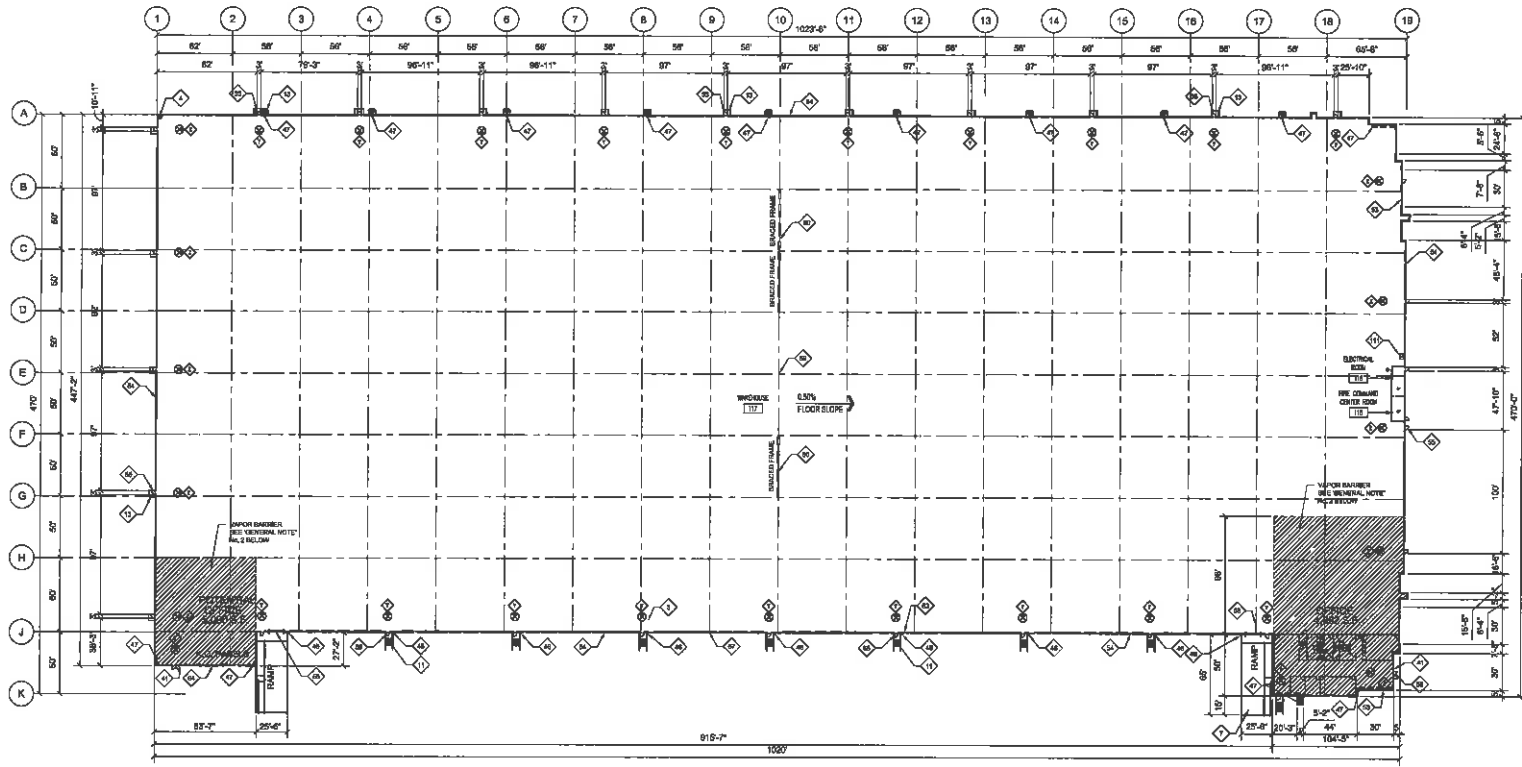


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Notes



A FLOOR PLAN
SCALE: 1" = 4'

FLOOR PLAN WALL LEGEND	FLOOR PLAN GENERAL NOTES	FLOOR PLAN KEY NOTES
<p>CONCRETE TILT-UP WALL</p> <p>SPRINKLER SYSTEM - SEE ELEVATIONS FOR MECHANICAL DETAILS</p> <p>FRACK-OFF OPENING IN CONCRETE TILT-UP PANEL</p> <p>METAL MORTISE BARMIER BELOW FLOOR SLAB PER GENERAL NOTE</p>	<p>EMERGENCY EXIT SIGN & BRAILLE SIGNAGE</p> <p>ILLUMINATED EMERGENCY EXIT SIGN PER CDC AND THE CODE. SEE "C" DIMENSION FOR LOCATION. SIGN SHALL BE CONTINUOUSLY ILLUMINATED FOR DURATION OF 90 MIN. IN CASE OF PRIMARY POWER LOSS.</p> <p>PROVIDE BRAILLE SIGNAGE. SEE DETAIL No. 248.5.2</p>	<p>EXTERIOR CONCRETE STAIR MECHANICAL WALLS & BALANCE PAINTED PER EXTERIOR COLOR SCHEDULE. REFER TO SCHEDULE FOR ADDITIONAL INFORMATION.</p> <p>CONCRETE LANDING PAD & STAIRS AS SHOWN & EXTERIOR HAND DOORS. TYP. REFER TO DETAIL DRAWINGS FOR ADDITIONAL INFORMATION. SEE DETAIL SHEET.</p> <p>AFTER THE INTERNATIONAL ACCESSIBILITY SYMBOLS AT ALL ACCESSIBLE ENTRANCES, SEE DETAIL No. 248.5.2. EXTERIOR METAL DOWNPOUT AND DOWNPOUT SCUPPER PANELS TO MATCH BUILDING - SEE DETAIL No. 248.5.2. REFER TO LANDING PLANS FOR RAMPING SLOPES OF DOWN ALLOWABLE PER CODE.</p> <p>EXTERIOR EJECT DRAIN AND INTERIOR OVERFLOW DRAIN SEE DETAIL No. 248.5.2.</p> <p>STORMWATER SEE ELEVATIONS & EXTERIOR COLOR SCHEDULE. REFER TO DETAIL No. 248.5.2 FOR ADDITIONAL INFORMATION.</p> <p>EXTERIOR HAND DOOR STYL. HOLLOW METAL. PAINTED. SEE EXTERIOR COLOR SCHEDULE & DOOR SCHEDULE FOR ADDITIONAL INFO.</p> <p>EXTERIOR EJECTMENT DOOR. SEE EXTERIOR COLOR SCHEDULE & DOOR SCHEDULE FOR ADDITIONAL INFO.</p> <p>DOOR-HANG LANDING DOOR, 2" X 10" WITH VISION GLASS. REFER TO MANUFACTURER PER COLOR SCHEDULE.</p>
	<p>1. FINISH FLOOR SLAB IS SLOPED. REFER TO CIVIL DRAWINGS FOR ELEVATIONS AND ADDITIONAL INFORMATION.</p> <p>2. PROVIDE STAIR WINDY RAIL. BARMIER BELOW SLAB PER MANUFACTURER'S INSTRUCTIONS AND PER CODE REPORT IN LOCATION FOR PROPOSED OFFICE AREA. SEE FLOOR PLAN LAYOUT FOR MATCHED AREA.</p> <p>3. REFER TO STRUCTURAL DRAWINGS FOR DESIGN OF FOUNDATIONS.</p> <p>4. PERMITS SHALL BE OBTAINED FOR EXTERIOR DOWN P. PROVIDE PER EXTERIOR PERMITS BY THE DEPARTMENT AND CODES.</p> <p>5. PROVIDE ILLUMINATED EXIT SIGN AT ALL EXTERIOR EXIT DOOR COULD EXTING FROM TRAMPY SPACES, DOORS WITH EXIT SIGN, AND ANY ADDITIONAL. LOCATION NOTES ON PLANS. SEE "C" DIMENSION FOR ADDITIONAL INFORMATION.</p> <p>7. ALL NEW METAL FINISHES TO BE EXTENDED TO CORNER AND ALL FINISHES TO BE MATCHED TO EXISTING SLAB.</p> <p>8. LOCAL CONTRACTOR SHALL BE RESPONSIBLE FOR EQUIPMENT PROHIBITED ON SLAB.</p> <p>9. ALL NEW FINISHES TO BE MATCHED TO EXISTING SLAB. FINISHES TO BE MATCHED TO EXISTING SLAB. FINISHES TO BE MATCHED TO EXISTING SLAB.</p> <p>10. FINISHES TO BE MATCHED TO EXISTING SLAB. FINISHES TO BE MATCHED TO EXISTING SLAB. FINISHES TO BE MATCHED TO EXISTING SLAB.</p> <p>11. FLOOR COMPACTION TO BE 90% MIN.</p> <p>12. FLOOR COMPACTION TO BE 90% MIN.</p> <p>13. FLOOR COMPACTION TO BE 90% MIN.</p> <p>14. FLOOR COMPACTION TO BE 90% MIN.</p> <p>15. ALL FINISHES TO BE MATCHED TO EXISTING SLAB. FINISHES TO BE MATCHED TO EXISTING SLAB. FINISHES TO BE MATCHED TO EXISTING SLAB.</p> <p>16. DIMENSIONS ARE TO FACE OF CONCRETE PANEL. UNLESS NOTED OTHERWISE.</p> <p>17. PROVIDE DOT MARKING FOR TRUCKS. REFER TO SECTION 1011 OF 2013 CAL. CODE TO BE CONTINUED & ILLUMINATED FOR DURATION OF 90 MIN. IN CASE OF PRIMARY POWER LOSS.</p>	<p>18. ALL HAND DOORS, OVERHEAD DOORS, AND ROUP-UP DOORS TO BE DESIGNED FOR WIND LOAD AND DOWNLOADED BY BUILDING CODE AND LOCAL JURISDICTION.</p> <p>19. ALL STORMWATER SYSTEMS TO BE DESIGNED FOR WIND LOAD AND EXPOSURE DETERMINED BY THE BUILDING CODE AND LOCAL JURISDICTION. STORMWATER SYSTEMS TO BE DESIGNED TO MATCH TO CODE. EQUIPMENT FOR ALL PLANT OF DOWNSTAIRS FOR UTILITIES. CONNECTION TO VENTY LOCALS.</p> <p>20. PROVIDE STEEL ROLLER ROLL WITH CONCRETE AND PAINTED PER FINISH SCHEDULE AT PER PERMITS PER TRAMPY SPACES, AND OTHER LOCATIONS AS REQUIRED.</p> <p>21. CONTRACTOR TO MAINTAIN A CLEAN FLOOR PLAN. ALL TRUCKS AND EQUIPMENT TO BE DEMPSED.</p>

**HERDMAN
RIERSON**
ARCHITECTURE
DESIGN, INC.

18221 Balmain Ave.
Irvine, CA 92618
www.hrdmnrison.com
415.752.2900
info@herdmanrison.com



GENERAL CONTRACTOR
T.B.D.

CONSULTANTS
STRUCTURAL ENGINEER: TBO
MECHANICAL ENGINEER: TBO
PLUMBING ENGINEER: TBO
ELECTRICAL ENGINEER: TBO
FIRE PROTECTION: TBO

PROJECT
SRG
MORENO VALLEY
INDUSTRIAL

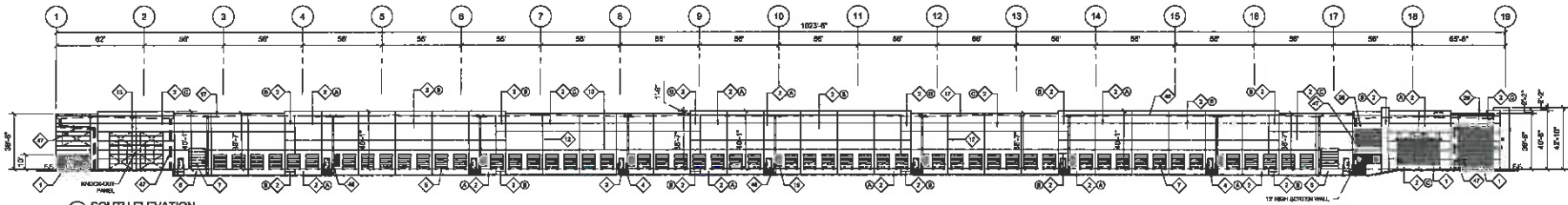
18221 Balmain Ave.
Irvine, CA 92618

CLIENT
Sares-Regis Group

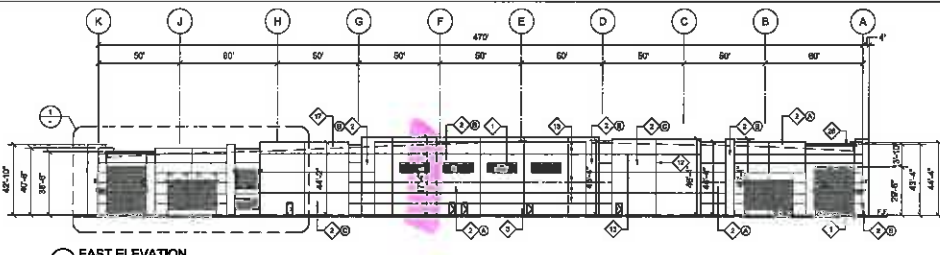
18221 Balmain Ave.
Irvine, CA 92618



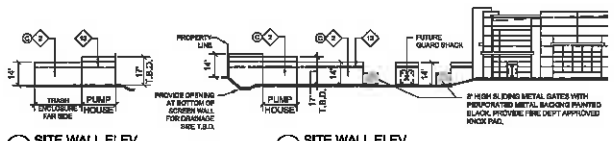
A2.0



A SOUTH ELEVATION
SCALE: 1" = 30'

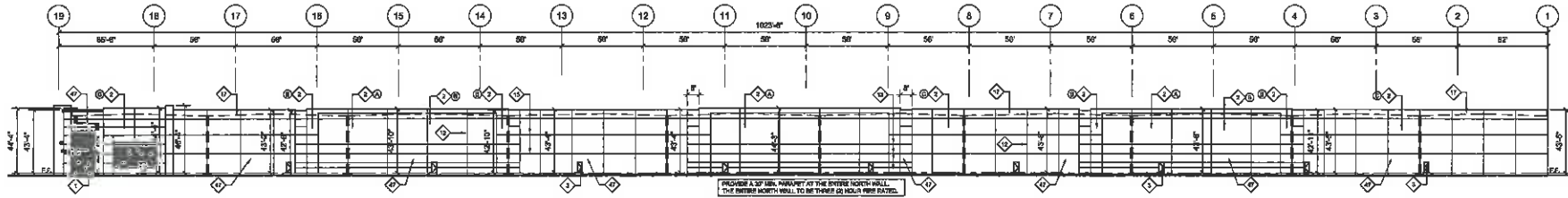


B EAST ELEVATION
SCALE: 1" = 30'

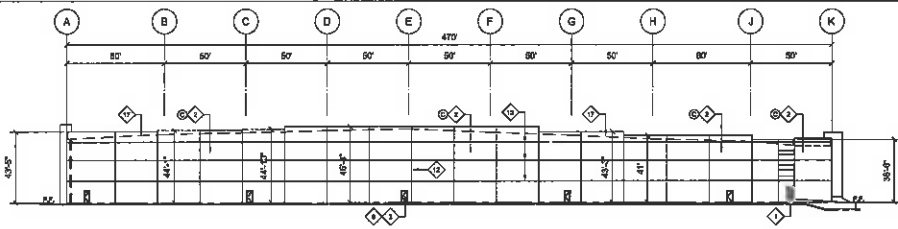


B.2 SITE WALL ELEV.
SCALE: 1" = 30'

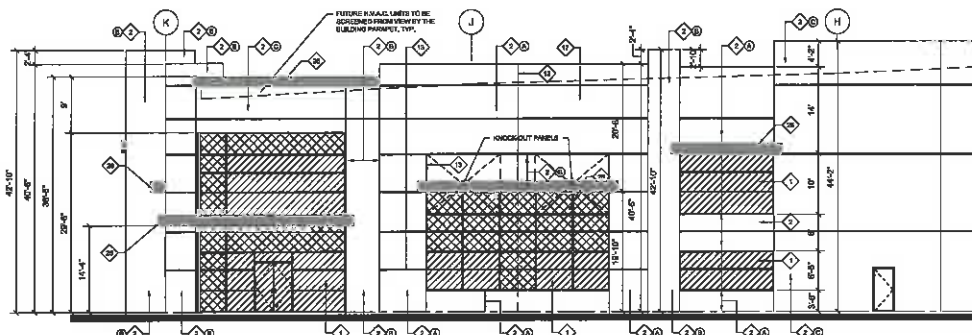
B.1 SITE WALL ELEV.
SCALE: 1" = 30'



C NORTH ELEVATION
SCALE: 1" = 30'



D WEST ELEVATION
SCALE: 1" = 30'



1 ENLARGED EAST ELEVATION
SCALE: 1/8" = 1'-0"

**HERDMAN
RIEYSON**
architecture
design, inc.

18201 Scientific Park
Irvine, CA 92618
www.HerdmanRieyson.com
714.438.8800
info@herdmanrieyson.com



GENERAL CONTRACTOR

T.B.D.

CONSULTANTS

STRUCTURAL ENGINEER:
ISA & ASSOCIATES, INC.

MECHANICAL ENGINEER:
TBD

ELECTRICAL ENGINEER:
TBD

FIRE PROTECTION:
TBD

PROJECT

**SRG
MORENO VALLEY
INDUSTRIAL**

INDIAN ST./GROVE VIEW RD.
MORENO VALLEY, CA

CLIENT

Sares-Regis Group

18805 BARDEEN AVENUE
IRVINE, CA 92612

EXTERIOR COLOR SCHEDULE

- A) CLASH ENHANCED EXTERIOR PAINT COLOR: DEC 809 CHOCOLATE MILK
- B) CLASH ENHANCED EXTERIOR PAINT COLOR: DEC 808 CHOCOLATE MILK
- C) CLASH ENHANCED EXTERIOR PAINT COLOR: DEC 809 CHOCOLATE MILK
- D) CLASH ENHANCED EXTERIOR PAINT COLOR: DEC 808 CHOCOLATE MILK
- E) CLASH ENHANCED EXTERIOR PAINT COLOR: DEC 809 CHOCOLATE MILK
- F) CLASH ENHANCED EXTERIOR PAINT COLOR: DEC 808 CHOCOLATE MILK
- G) CLASH ENHANCED EXTERIOR PAINT COLOR: DEC 809 CHOCOLATE MILK
- H) CLASH ENHANCED EXTERIOR PAINT COLOR: DEC 808 CHOCOLATE MILK
- I) CLASH ENHANCED EXTERIOR PAINT COLOR: DEC 809 CHOCOLATE MILK
- J) CLASH ENHANCED EXTERIOR PAINT COLOR: DEC 808 CHOCOLATE MILK
- K) CLASH ENHANCED EXTERIOR PAINT COLOR: DEC 809 CHOCOLATE MILK

LEGEND

VISION GLAZING

SPHONEX GLAZING

ELEVATION KEY NOTES

- 1) STOREFRONT FRAMING SEE EXTERIOR COLOR SCHEDULE
- 2) CONCRETE TILT-UP PANEL, TYP. PAINTED, SEE EXTERIOR COLOR SCHEDULE
- 3) EXTERIOR MASON BLOCK 8"X16" YELLOW METAL, PAINTED, SEE EXTERIOR COLOR SCHEDULE
- 4) EXTERIOR CONCRETE SPANDREL WALLS & SAILING PAINTED PER EXTERIOR COLOR SCHEDULE, TYP
- 5) DOOR/SLIDING LOADING DOOR, 8'X12', WITH VISION GLAZING, FINE FINISH BY MANUFACTURER PER COLOR SCHEDULE
- 6) CONCRETE TILT-UP PANEL WITH 4"X8" CONCRETE TILT-UP SLAB WALLS PAINTED TO MATCH BUILDING
- 7) DOOR/SLIDING LOADING DOOR WITH VISION GLAZING, FINE FINISH BY MANUFACTURER PER COLOR SCHEDULE
- 8) CONCRETE TILT-UP PANEL WITH 4"X8" CONCRETE TILT-UP SLAB WALLS PAINTED TO MATCH BUILDING
- 9) DOOR/SLIDING LOADING DOOR WITH VISION GLAZING, FINE FINISH BY MANUFACTURER PER COLOR SCHEDULE
- 10) CONCRETE TILT-UP PANEL WITH 4"X8" CONCRETE TILT-UP SLAB WALLS PAINTED TO MATCH BUILDING
- 11) PANEL JOINT, TYP., NOTE PROVIDE THREE (3) HOUR WATER JOINT SEALER AT NORTH WALL ONLY
- 12) 3" DECORATIVE CONCRETE, METAL WITH CHAMFERED EDGES, TYP
- 13) ROOF LINE BEYOND
- 14) WALL LAYOUT PAINT TO MATCH BUILDING, SPLO SCREEN AND FILTER MESH/SHIELD BARS
- 15) DECORATIVE METAL FINISH
- 16) EXTERIOR METAL DOWNPOUT AND OVERFLOW ROOF/PERM PAINTED TO MATCH BUILDING - SEE DETAIL 11.6 (SING.) REFER TO ALLOWED PLANS FOR MINIMUM ROOF/PERM OPERATOR ALLOWABLE PER CODE
- 17) EXTERIOR ROOF DRAIN AND INTERIOR OVERFLOW DRAIN SEE DETAIL 11.4 (11.6)



A4.0



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

7 October 2016

MEMORANDUM FOR CITY OF MORENO VALLEY
ATTN: JULIA DESCOTEAUX
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
14177 FREDERICK STREET
P.O. BOX 88005
MORENO VALLEY, CA 92552-0805

FROM: 452d Mission Support Group Civil Engineers
Base Operating Support
610 Meyer Drive, Bldg. 2403
March ARB CA 92518-2166

SUBJECT: Indian Street Commerce Center, Draft Environmental Impact Report P16-003

1. The March Air Reserve Base (MARB) review of the proposed 446,350 square foot light industrial warehouse building on 19.54 acres, located approximately one-half mile westerly of Perris Boulevard and is bounded by Indian Street to the east, is provided in this memorandum.
2. This property is not located within any of the MARB Accident Potential Zones or Clear Zone for Runway 14/32. While the proposed use may be consistent with the Riverside County Airport Land Use Compatibility Plan (RCALUC) zoning and land use guidelines, the proposed project presents a concern due to the location to the Clear Zone (CZ) at the south end of the runway. Buildings in this area should not be used for high-density functions since the objective of the land use guidelines in and around APZ's is to restrict people-intensive uses due to a greater risk of aircraft incident in these areas. There are restrictions on land uses and heights of natural objects and man-made objects in the vicinity of air installations that may obstruct the airspace, attract birds, cause electromagnetic or thermal interference, or produce dust, steam, smoke, or light emissions to provide for safety of flight and the public welfare.
3. The site is located within an area that is exposed to elevated levels of noise from the base's flying operations; reference the AICUZ for MARB for the noise contours for this area. A more recent model can be found within the Land Use Compatibility Plan (LUCP) adopted by the RCALUC dated November 13, 2014. The document titled, "Background Data: March Air Reserve Base/Inland Port Airport Environs," is an insert to the LUCP. Referencing Exhibit MA-4 from the aforementioned insert, it would appear this project resides within an area that is subject to 65 dB Community Noise Equivalent Level (CNEL). As such, the employees of this proposed development would be subject to noise occurrences that may generate complaints to the base and the community leadership. Employees and regularly received public may require protection using noise abatement (noise level reduction) provided in the construction design.

Additionally, hearing protection for employees may be required by Occupational Safety and Health Administration (OSHA) or other agencies as it relates to safety and health in a high noise level work environment.

4. In referencing a map of the area, this site is approximately .28 miles, just east of the Clear Zone at the approach end of Runway 32. Approximately 27% of recorded Air Force accidents have historically taken place (AICUZ, FIG B-3) in the Clear Zone area. As such, there will be an elevated accident potential risk to developments on this site.

5. The MARB position is the development is compatible with guidance found in AFI 32-7063, dated 18 December 2015, titled Air Installations Compatible Use Zones Program. The following are some mitigation steps that could and should be implemented, and it would be our desire that all such steps are researched and implemented.

- BMPs must be reviewed by the Base and must not introduce hazards related to birdstrikes
- Solar panels or any reflective materials on the rooftop are prohibited
- Noise level hazards must be mitigated
- Personnel density in the floor area should be considered. Although this development is outside the APZs, those that are within APZ1 are not allowed to exceed the 25 persons/acre

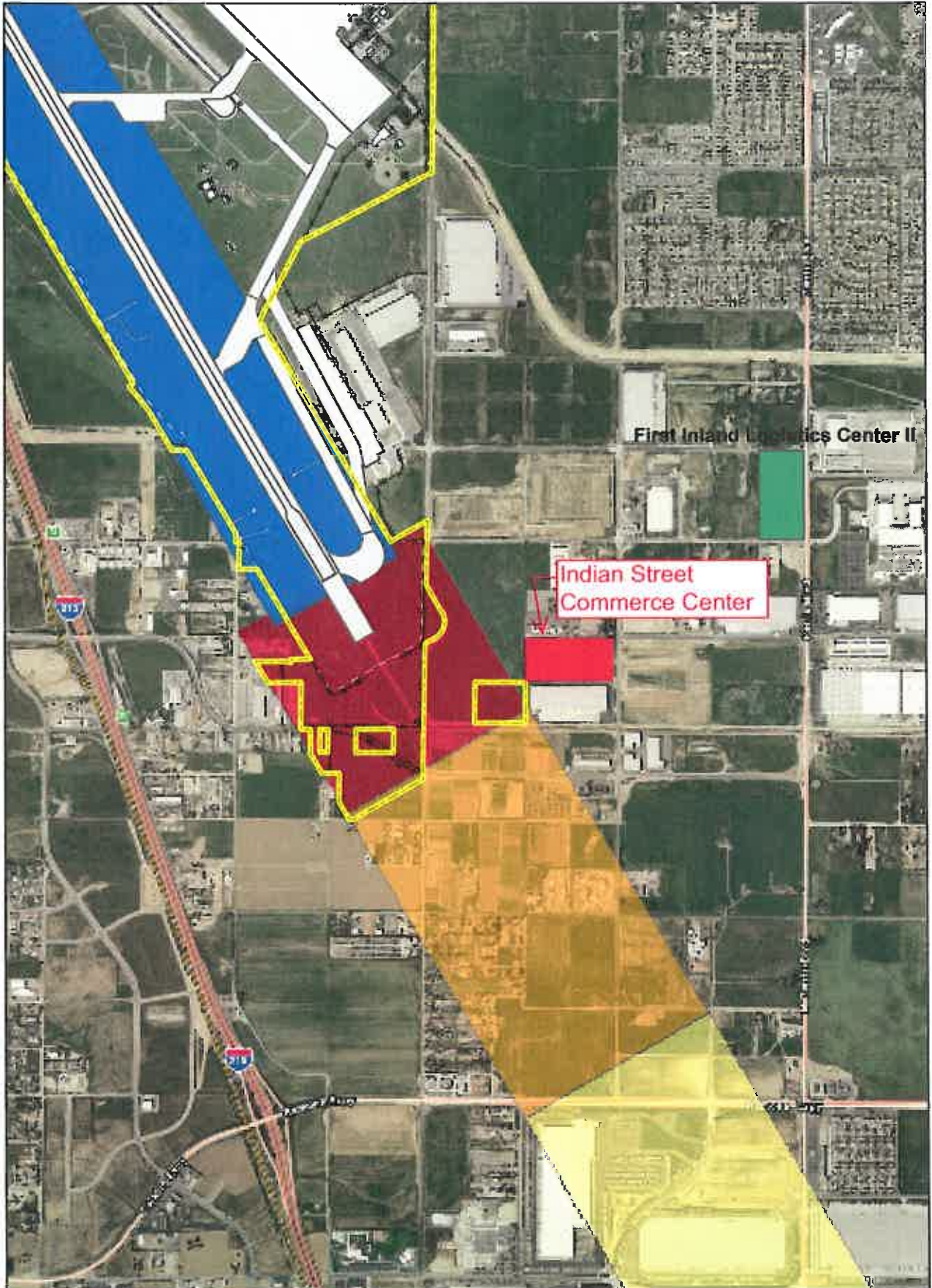
6. March ARB looks forward to receiving notification of the final site plans and public hearings.

7. Thank you for the opportunity to review and comment on this proposed development. If you have questions, please contact Ms. Denise Hauser at (951) 655-4862.



SEAN P. FEELEY
Base Civil Engineer

DPR 14-01-0015, TPM 14-01-0016 (TPM 36678), EIR 14-11-0017, SPA 14-04-0001 & SV 14-04-002



NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

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

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

DATE OF HEARING: November 10, 2016

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1217MA16 – Sares-Regis (Representative: Herdman Rierson Architecture and Design Inc.) – City of Moreno Valley Planning Case No. P16-0002. The applicant is proposing to amend previously approved ALUC case ZAP1185MA16 to increase the wall heights of the proposed concrete tilt-up warehouse/distribution building from 43 feet to 47.5 feet. The project is located westerly of Indian Street, southerly of its intersection with Grove View Road, easterly of Heacock Street, and northerly of Harley Knox Boulevard (Airport Compatibility Zones B2 and C1 of the March Air Reserve Base/Inland Port Airport Influence Area).

FURTHER INFORMATION: Contact Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Julia Descoteaux of the City of Moreno Valley Planning Department at (951) 413-3209.

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

ALUC Identification No.

ZAP1217MA16

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application SEP 27 2016

Property Owner SARES-REGIS Phone Number (949) 758-5959

Mailing Address 18802 BARDEEN AVENUE
IRVINE, CALIFORNIA

Agent (if any) HERDMAN RIERSON ARCHITECTURE + DESIGN, INC. Phone Number (949) 430-6065

Mailing Address 16201 SCIENTIFIC WAY
IRVINE, CALIFORNIA 92618

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address SOUTHWEST SIDE OF INTERSECTION OF INDIAN STREET AND GROVE VIEW ROAD
MORENO VALLEY, CALIFORNIA

Assessor's Parcel No. PARCEL A: 316-210-020-5 PARCEL C: 316-210-019-5
PARCEL B: 316-210-057-9 PARCEL D: 316-210-077-7 Parcel Size 19.64 ACRES

Subdivision Name - Zoning SP 208 & I

Lot Number LOT 27 - RIVERSIDE ALFALFA ACRES Classification (INDUSTRIAL)

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) FOUR PARCELS - VACANT PROPERTY

Proposed Land Use (describe) A NEW 446,350 S.F. CONCRETE TILT-UP WAREHOUSE/DISTRIBUTION BUILDING
INCLUDING A FIRE PUMP HOUSE, SITE WALLS AND LANDSCAPING.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) N/A

For Other Land Uses Hours of Use _____

(See Appendix C) Number of People on Site Maximum Number _____

Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) 47'-4" ft.

Highest Elevation (above sea level) of Any Object or Terrain on Site 47'-4" ft.

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

If yes, describe _____

MARCH
BZ1C1

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	Type of Project
Agency Name <u>CITY OF MORENO VALLEY</u>	<input type="checkbox"/> General Plan Amendment
Staff Contact <u>JULIA DESCOTEAUX</u>	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number <u>951-413-3209</u>	<input type="checkbox"/> Subdivision Approval
Agency's Project No. <u>PA 16-0002</u>	<input type="checkbox"/> Use Permit
	<input type="checkbox"/> Public Facility
	<input checked="" type="checkbox"/> Other <u>Site Plan</u>

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.6 ~~2.2~~ 3.4

HEARING DATE: *November 10, 2016* ~~October 9, 2014~~ (Continued off-calendar from *October 9 and* September 11, 2014)

CASE NUMBER: ZAP1018BA14 – Museum of Pinball, Inc., John Weeks (Representative: *Mark Quental, Watermark Development, Inc. Ramon Aonnan*)

APPROVING JURISDICTION: City of Banning

JURISDICTION CASE NO: CUP-14-8005 (Conditional Use Permit)

MAJOR ISSUES: *Since the last Commission meeting in October 2014, ALUC has adopted an amendment to the Banning Municipal Airport Land Use Compatibility Plan, in accordance with a request from the City of Banning to consider increasing allowable nonresidential intensities in Compatibility Zone D. In light of guidelines for nonresidential intensity in the Traffic Pattern Zone included in the 2011 California Airport Land Use Planning Handbook, Compatibility Zone D within the Banning Municipal Airport Influence Area now allows nonresidential intensities up to an average of 200 people per acre and up to 800 people per single acre. Given this expanded allowance, single-acre intensities in Zone D are not eligible to be increased further through use of risk-reduction bonuses. Staff did include a provision allowing for single-acre occupancies up to 1,000 people during special events occurring not more than three days in any calendar year.*

The applicant has submitted a revised site plan excluding Assessor's Parcel Number 532-130-003, which was previously proposed to be used as vehicle parking, from the project scope.

The project's single acre intensity using the Building Code method (1,379 people, 958 excluding the areas occupied by the machines) exceeds the recently amended 2016 Banning Airport Land Use Compatibility Plan Zone D criterion of 800 people. However, the arcade and pinball areas will be posted by the City's building official as having a maximum occupancy of 800 persons for the pinball area and 610 persons for the arcade area. The applicant has accepted this and a condition limiting occupancy in any given single acre to 800 people during non-special events and 1000 people during special events permitted 3 days per year.

~~The proposed use is calculated by staff based on the Building Code Method to accommodate potentially 1,343 and 1,767 people each within Buildings A South and B, respectively, which each would exceed the normal Compatibility Zone D single-acre criteria of 300 people and the maximum 390 with risk reduction bonus. However, based on the Parking Space Method, the total site occupancy would be 1,084 people, assuming that the truck/RV parking spaces are not~~

~~occupied by tour buses. An occupancy of approximately 400-500 people per building is requested by the applicant to accommodate special and other events and would represent a peak or worst-case scenario.~~

~~The 2004 Banning Airport Land Use Compatibility Plan (ALUCP) does not include any Additional Compatibility Policies addressing non-residential intensities. Therefore, the provisions of Table 2A in the Countywide Policies section of the Riverside County Airport Land Use Compatibility Plan are applicable. More recent plans (2007 French Valley, 2008 Chino, and 2010-11 Perris Valley) provide for non-residential average intensities of up to 150 persons per acre and single-acre intensities of up to 450 persons in Zone D. The City of Banning is on record as requesting such an amendment to the Banning ALUCP. However, given that staff's resources must be devoted to the March ALUCP and EIR at this time, additional consultant time would be needed to prepare the required CEQA analysis of such an amendment.~~

~~In response to a request by City staff, ALUC prepared an agreement whereby the City would pay the cost of preparing the CEQA analysis for the amendment. The proposed project was designed based on the understanding that the amendment would be expedited and moved forward; however, the City Council ultimately declined to fund the expedition of the amendment.~~

~~The 2011 Airport Land Use Planning Handbook published by the California Division of Aeronautics recommends average intensity limits of 200 to 300 persons per acre and single-acre intensity limits of 800 to 1,200 persons for properties in the Traffic Pattern Zones around suburban airports. These provisions have been discussed with the applicant and City staff, and the project proponent has indicated a willingness to underwrite the cost of the amendment needed to resolve the intensity issue affecting this project.~~

~~Input from the Commission regarding its willingness to consider these higher intensities (or alternative intensity levels beyond those utilized in the French Valley, Chino, and Perris Valley Plans) would be helpful in providing direction to staff as to how to proceed with project review and the potential Plan amendment.~~

RECOMMENDATION: ~~Staff recommends that the Design Review be found CONSISTENT, subject to the conditions included herein. Staff recommends the project be CONTINUED off-calendar until the Banning Airport Land Use Compatibility Plan Zone D non-residential criteria are updated. Staff must recommend a finding of INCONSISTENCY for the Conditional Use Permit, based on the proposed project exceeding single-acre non-residential intensity criteria for Compatibility Zone D.~~

PROJECT DESCRIPTION: CUP-14-8005 would allow for the conversion of a former manufacturing facility into a pinball museum and arcade *for private special events*. ~~One of the~~ Two existing buildings totaling ~~44,323~~ 83,436 square feet would be converted into the museum/arcade and would include exhibit/assembly area, restaurant, bars, seating areas, lounges, *and* offices. ~~and educational/vocational areas.~~ A *second and* third existing building totaling ~~73,684~~ 34,220 square feet would be maintained for warehouse/storage and office uses. The applicant also proposes to provide

for RV camping (~~43~~ 42 spaces) and amenities such as a jogging path, swimming pool, and tennis courts. The site consists of approximately **16.45 acres** ~~18.17 acres net (19.76 acres gross)~~.

PROJECT LOCATION: The site is located easterly of Hathaway Street, northerly of Westward Avenue, **and** southerly of ~~Lincoln Street, and bisected by~~ Barbour Street, in the City of Banning, approximately ~~1,630~~ 690 feet southerly of Runway 8-26 at Banning Municipal Airport.

LAND USE PLAN: 2004 Banning Municipal Airport Land Use Compatibility Plan *as amended in 2016*

- a. Airport Influence Area: Banning Municipal Airport
- b. Land Use Policy: Zones ~~B2 and~~ D
- c. Noise Levels: ~~Partially within 55-60 CNEL, remaining~~ below 55 CNEL from aircraft noise

BACKGROUND:

Non-Residential Average Intensity: The site is located within Airport Compatibility Zones B2 and D, ~~with all of the existing buildings and other proposed uses located in Compatibility Zone D and only a portion of a parking lot located within Compatibility Zone B2. Since no uses are proposed within Compatibility Zone B2, intensity of the proposed project shall be compared solely to the Compatibility Zone D criteria.~~ Non-residential intensity in Airport Compatibility Zone D, *under the recently adopted 2016 Amendment to Banning Municipal Airport Compatibility Plan*, is restricted to an average intensity of **200** ~~400~~ people per acre. The “Building Code Method” for calculating intensity utilizes “minimum floor area per occupant” criteria from the Building Code as a factor in projecting intensity. Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following intensities were utilized for the project:

- office/business areas – 1 person/**200** ~~400~~ square feet ~~with potential for 50% reduction;~~
- assembly/exhibit areas – 1 person/15 square feet;
- assembly/seating/restaurant/bar areas – 1 person/15 square feet;
- ~~educational/vocational areas – 1 person/50 square feet;~~
- storage areas/mechanical equipment – 1 person/300 square feet;
- **kitchen/eating areas – 1 person/200 square feet;**
- warehouse areas – 1 person/500 square feet.

Based on the site plan provided, the building areas would total an occupancy of **2,428** ~~3,742~~ people. *The arcade portion of the building consists of 12,786 square feet of exhibit areas, 80 square feet of office areas, and 1,928 square feet of storage areas, totaling 14,794 square feet. The pinball portion of the building consists of 17,551 square feet of exhibit areas, 4,749 square feet of office areas, 2,780 square feet of eating area, and 4,449 square feet of storage areas, totaling 29,529*

square feet. The two warehouses combined consist of 63,752 square feet of warehouse area, 5,388 square feet of office area, and 4,067 square feet of storage area, totaling 73,684 square feet. The non-building uses would consist of the RV parking (43 42 total RV spaces) and the tennis courts. It is assumed that the tennis courts would be used by those utilizing the RV camping, so the tennis courts are not considered to attract additional people. Assuming an occupancy of 4 people for each RV parking space would result in a total of 172 168 people, which would result in a total site occupancy of 2,600 3,910 people. Based on the approximate 16.45 19.33 gross acres located in Zone D, this total site occupancy would result in an average intensity of 158 202 people per acre, which would be **consistent** ~~inconsistent~~ with the Zone D average acre criterion of 200 100.

~~Although the 50% reduction is not typically applied for assembly type uses, with a 50% reduction also applied to assembly/exhibit, assembly/seating/restaurant/bar, and educational/vocational areas, the total building occupancy would be reduced to 1,907 people. This would reduce the overall site occupancy to 2,075 people and an average intensity of 107 people, which would also be inconsistent with the Zone D average acre criterion of 100 (although it would be consistent with the higher average intensity allowance of 150 persons per acre authorized in Compatibility Plans adopted since 2007).~~

An alternative calculation for intensity is based on the number of parking spaces provided for a project. A total of 543 362 standard and handicapped parking spaces **and 43 48** RV parking spaces; ~~and 42~~ RV camping spaces are shown on the site plan. Assuming an occupancy of 1.5 2 persons per vehicle for standard parking spaces and 4 persons per ~~truck~~/RV space, this would equate to a total of 986 1,084 people for the entire site. Utilizing the gross acreage located in Zone D as previously noted, this would result in an average intensity of 60 56 people, which would be consistent with the Zone D average acre criterion of 100. However, total occupancy would be higher if this destination facility becomes sufficiently popular to attract tour buses that would park in the ~~truck~~/RV parking spaces.

Non-Residential Single-Acre Intensity: As previously noted, the existing buildings and proposed outdoor recreational areas are located within Airport Compatibility Zone D. ~~with only a portion of a parking lot located within Airport Compatibility Zone B2.~~ Non-residential intensity in Airport Compatibility Zone D is restricted to 800 300 people in any given single acre, **and up to 1,000 people may be permitted during special events occurring not more than three days in any calendar year.**

Based on the site plan provided and project description as previously noted, the single acre intensity can be calculated in three different occupancy scenarios: the pinball area of the museum, the arcade area of the museum, and a combination of pinball and arcade area.

In the pinball area scenario, the single acre would have 1,824 office area, 4,449 square feet of storage area, 17,551 square feet of exhibit area, 2,780 square feet of eating area, for a maximum occupancy total of 1,379 people. If we were to use the net exhibit area for the pinball machines (11,241 square feet), this would result in a total occupancy of 958 people. Both calculations are inconsistent with Compatibility Zone D single acre criterion of 800.

In the arcade area scenario, the single acre would have 960 square feet of office area, 1,928 square feet of storage area, 12,786 square feet of exhibit area, for a maximum occupancy total of 863 people. If we were to use the net exhibit area for the arcade machines (9,155 square feet), this would result in a total occupancy of 621 people. The gross calculation would be inconsistent with Compatibility Zone D single acre criterion of 800, but the net calculation would be consistent.

In the combination pinball/arcade area scenario with approximately half of each within the single acre, the single acre would have 4,829 square feet of office area, 1,585 square feet of storage area, 16,222 square feet of combined exhibit area (7,071 square feet of arcade exhibit area and 9,151 square feet of pinball exhibit area), 2,780 square feet kitchen area, for a maximum occupancy total of 1,296 people. If we were to use the net exhibit area for the pinball (5,860 square feet) and arcade (5,062 square feet) machines, this would result in a total occupancy of 942. Both calculations are inconsistent with Compatibility Zone D single acre criterion of 800.

The pinball only scenario results in the highest single intensity acre occupancy of 1,379 people (or 958 people net), which is inconsistent with Compatibility D single acre criterion of 800. However, the applicant and the City have agreed to restrict both areas with a maximum number of occupants per the California Building Code; 800 persons for the pinball area and 610 persons for the arcade area. This restriction will be enforced by the City's Building and Safety Department. In addition, the applicant's business plan identifies that the project is not open to the general public and is only open during special events throughout the year. The applicant explains that these events are by private invitation only which the applicant can limit to not exceed the 800 persons per single acre. The applicant may also have, under the new amendment to the Banning Compatibility Plan, up to 1,000 people in the single-acre area during special events occurring not more than three days in any calendar year. Using the net area assumption, which excludes areas where guests would not be standing, the single-acre occupancies would not exceed 1,000.

~~The most intense single-acre within Zone D would consist of the southern portion of Building A or Building B. Pursuant to the Building Code calculations presented above, the southern portion of Building A would result in a total occupancy of 1,343 people and Building B would result in a total occupancy of 1,767 people, both of which would be inconsistent with the Zone D single-acre criterion of 300. Even with a 50% reduction for the assembly type uses (which is not typically allowed), the southern portion of Building A would result in a total occupancy of 674 people and Building B would result in a total occupancy of 898 people, which would also be inconsistent with the Zone D single-acre criterion of 300.~~

~~Upon discussion with the applicant to determine whether the projected level of occupancy pursuant to the Building Code is accurate with their planned use of the facility, the applicant indicated that a limitation of 300 or less people within the southern portion of Building A or Building B would not be acceptable.~~

Risk Reduction Design Bonus: A bonus of up to 1.3 times the Zone D single-acre criteria of 300 for a maximum allowable intensity of 390 could be granted at the authority of the City of Banning based

~~on the type and amount of risk reduction measures incorporated. The buildings are all limited to single story. Based on the site images provided by the applicant, most of the buildings, in particular Buildings A South and Building B do contain a low amount of windows. The buildings' construction type is unknown by staff, but do not appear to be primarily concrete tilt up design based on site images. Based on aerial images, the roofs for each of the buildings do not include skylights. The applicant has indicated that for Building B, an additional two emergency exits are provided beyond the three required by code. Building A South includes three emergency exits, which is the minimum required by Code. Other potential bonus design measures related to fire sprinkler and strength of the roof are unknown. In summary, the project includes three of the recommended seven risk reduction design measures. However, the project as currently designed exceeds the maximum allowable single-acre intensity of 390 with a full 30 percent bonus.~~

Infill Potential: ~~Higher intensity criteria may be considered if the surrounding land uses are similar to or more intense than the proposed project. To qualify for consideration, at least 65% of the project site's perimeter must be surrounded by uses similar to or more intense than the proposed project, and the project site must be less than 20 acres in area. If qualified, a higher average intensity level—the lesser of either the equivalent intensity to surrounding land uses or double the normally allowable intensity—may be consistent. The properties immediately surrounding the project site consist of low intensity residential, airport hangars, low intensity industrial, and vacant land that would not be similar or more intense than the proposed project. As such, the project would not qualify for consideration of infill higher intensity criteria.~~

Prohibited and Discouraged Uses: ~~The applicant does not propose any uses prohibited or discouraged in Zone B2 (Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than 2 aboveground habitable floors, highly noise-sensitive outdoor non-residential uses, aboveground bulk storage of hazardous materials, critical community infrastructure facilities, and hazards to flight) or Zone D (highly noise-sensitive outdoor non-residential uses and hazards to flight). However, as noted above, the proposed usage exceeds Zone D intensity limitations **using the Building Code method.**~~

Open Area Requirements: ~~Compatibility Zone D requires a minimum of 10% open area. Compatibility Zone B2 does not require any provision of open area. Approximately 17.77 acres (net) of the project is located within Compatibility Zone D, which would require a minimum of 1.6 1.77 acres of open area required. The project includes two large *drive aisles and parking areas east of the existing warehouse Building F which would be eligible as ALUC open area. The site plan shows a total of 1.64 acres eligible for open area requirements. These areas will be conditioned to be free of any obstructions greater than 4 feet in height and 4 inches in diameter.* appear to be free of any obstructions greater than 4 feet in height. At the time of writing of this staff report, it has yet to be confirmed by the applicant whether with potential parking area lighting this open area might be reduced. Assuming no obstructions would be included, these parking areas total 1.8 acres, which provides the minimum open space required.~~

Noise: ~~The property lies partially within the area that would be subject to average exterior noise~~

~~levels of 55-60 CNEL under ultimate airport development conditions, with the remainder located in areas subject to average exterior noise levels less than 55 CNEL. The portion located within the 55-60 CNEL area is proposed for parking and none of the remaining facility would be subject to aircraft noise levels in excess of 55 CNEL. Therefore, no special measures to mitigate aircraft-generated noise are required.~~

PART 77: The applicant has indicated that no additional height will be added to the existing buildings nor will any new structures will be added. As such, review by the Federal Aviation Administration Obstruction Evaluation Service is not required.

~~Other Special Conditions: Countywide Policy 3.3.6 allows the Commission to find a normally incompatible use to be acceptable “because of terrain, specific location, or other extraordinary factors or circumstances related to the site.” In such a situation, the Commission would need to make findings that the land use would not create a safety hazard nor expose people to excessive noise. In some cases, projects that did not quite meet the exacting standards for consideration as infill have been judged consistent through use of Policy 3.3.6. Staff has not identified any site-specific factors such as terrain, specific location, or other extraordinary factors that exist to consider the normally incompatible use to be acceptable pursuant to Policy 3.3.6.~~

~~Handbook/Potential Amendment: The City of Banning has requested that ALUC amend the Banning ALUCP to allow for increased nonresidential intensities in Zone D. However, the City declined to pay the cost of the necessary CEQA study to advance the timing for consideration of this amendment. The California Airport Land Use Planning Handbook (2011) recommends allowing for single-acre intensities of 800 to 1,200 persons in the Traffic Pattern Zone around suburban airports. While strict use of the Building Code Method would still indicate inconsistency, acceptance of the Parking Space Method with a limit on use of tour buses would indicate probable compliance with this considerably more lenient standard. Therefore, it is quite possible that the Commission could find a similar proposal to be consistent with a future amended Banning ALUCP. However, staff must base its recommendation on the adopted Plan. A potential alternative for Commission consideration would be to “take no action” in light of the Handbook’s recommendations, but such a procedure may not be appropriate, given that the Commission is not currently engaged in amending the Banning ALUCP.~~

CONDITIONS (in the event that the Commission chooses to determine the project Consistent):

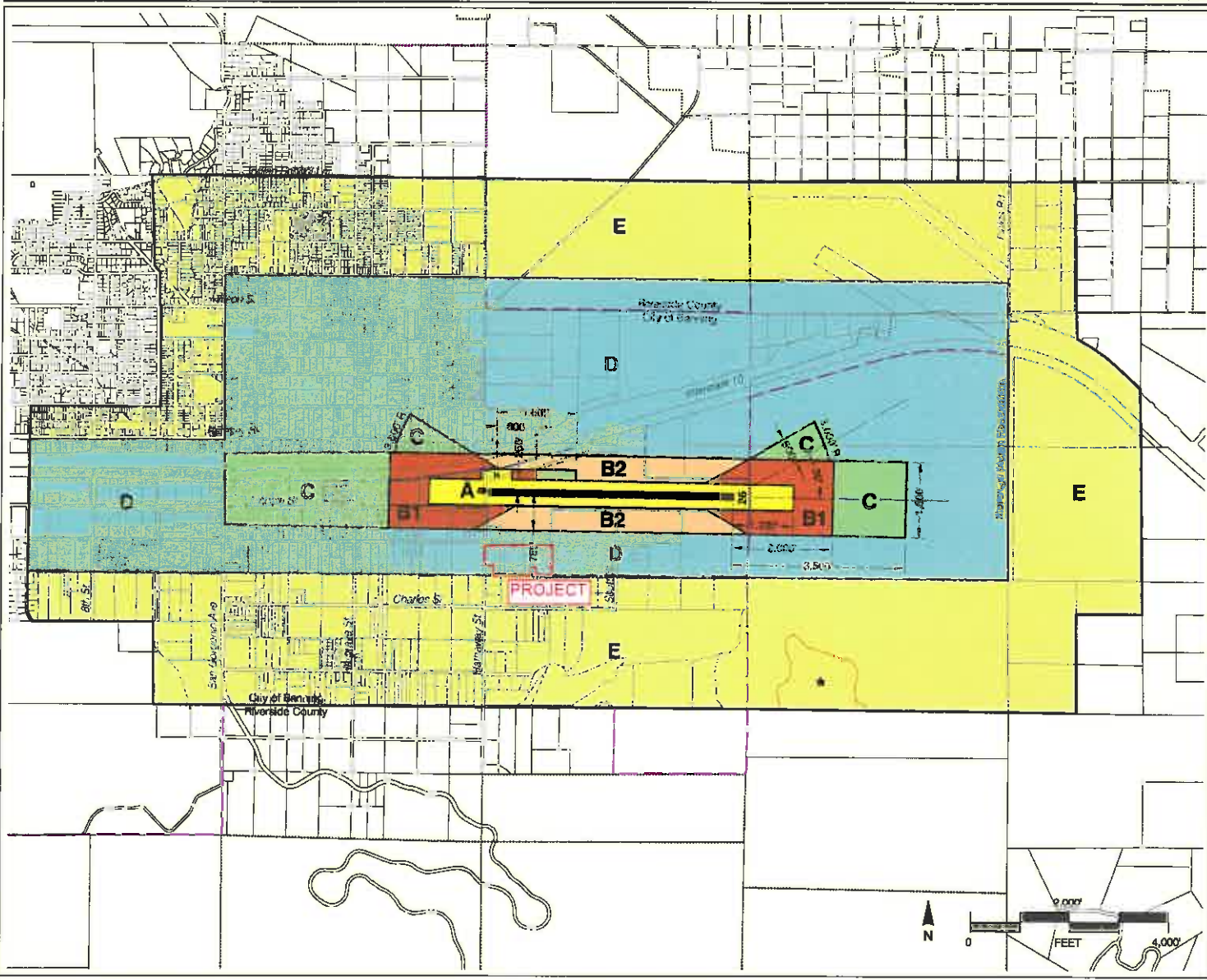
1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved

navigational signal light 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, including landscaping utilizing water features, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, and incinerators.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Highly noise-sensitive outdoor non-residential uses or hazards to flight
3. The attached notice shall be provided to all potential purchasers of the property, and shall be recorded as a deed notice.
 4. Any new retention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
 5. ***The drive aisle area to be used for ALUC open space area requirements shall be devoid of obstacles/obstructions greater than 4 feet in height and 4 inches in diameter, which includes parking light standards, walls, tall landscaping.***
 6. ***The project shall only have up to 1,000 people in any given single acre at any given time for special events only three days in any calendar year. The rest of the time during non-special events, the project shall only have up to 800 people in any given single acre at any given time.***

NOTICE OF AIRPORT IN VICINITY

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



Legend

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

- Boundary Lines**
- Airport Property Line
 - City Limits
 - Morongo Indian Reservation

Note
 Dimensions measured from runway ends and centerlines.
 See Chapter 2, Table 2A for compatibility criteria associated with this map.

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

Map BN-1

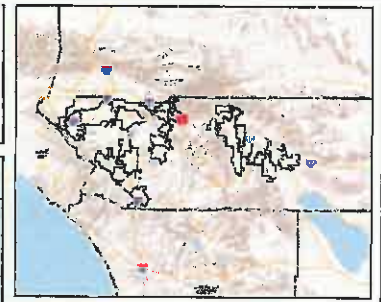
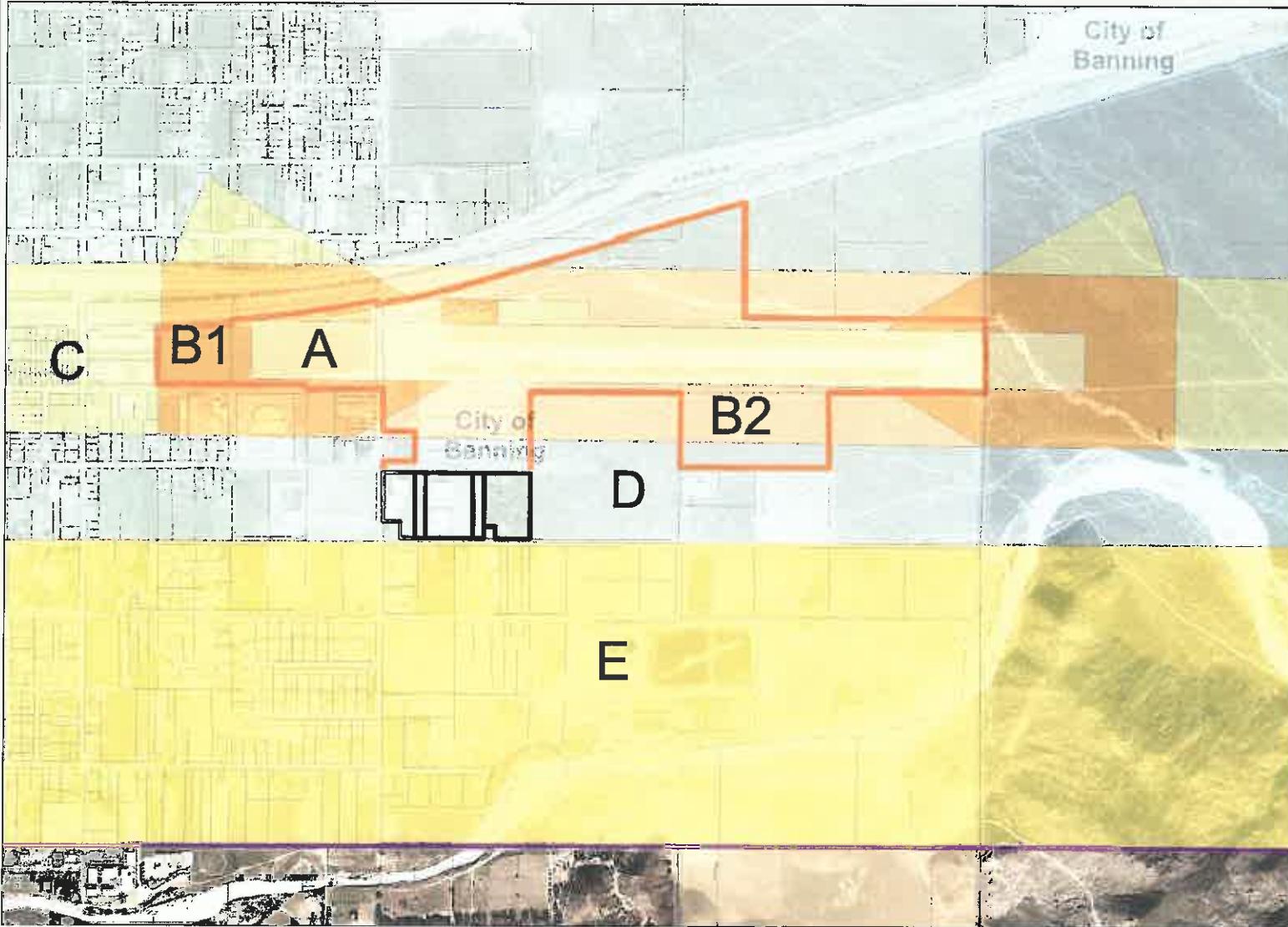
Compatibility Map
 Banning Municipal Airport

BNG-compatibility

Google Maps 700 S Hathaway St



My Map



Legend

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



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Notes

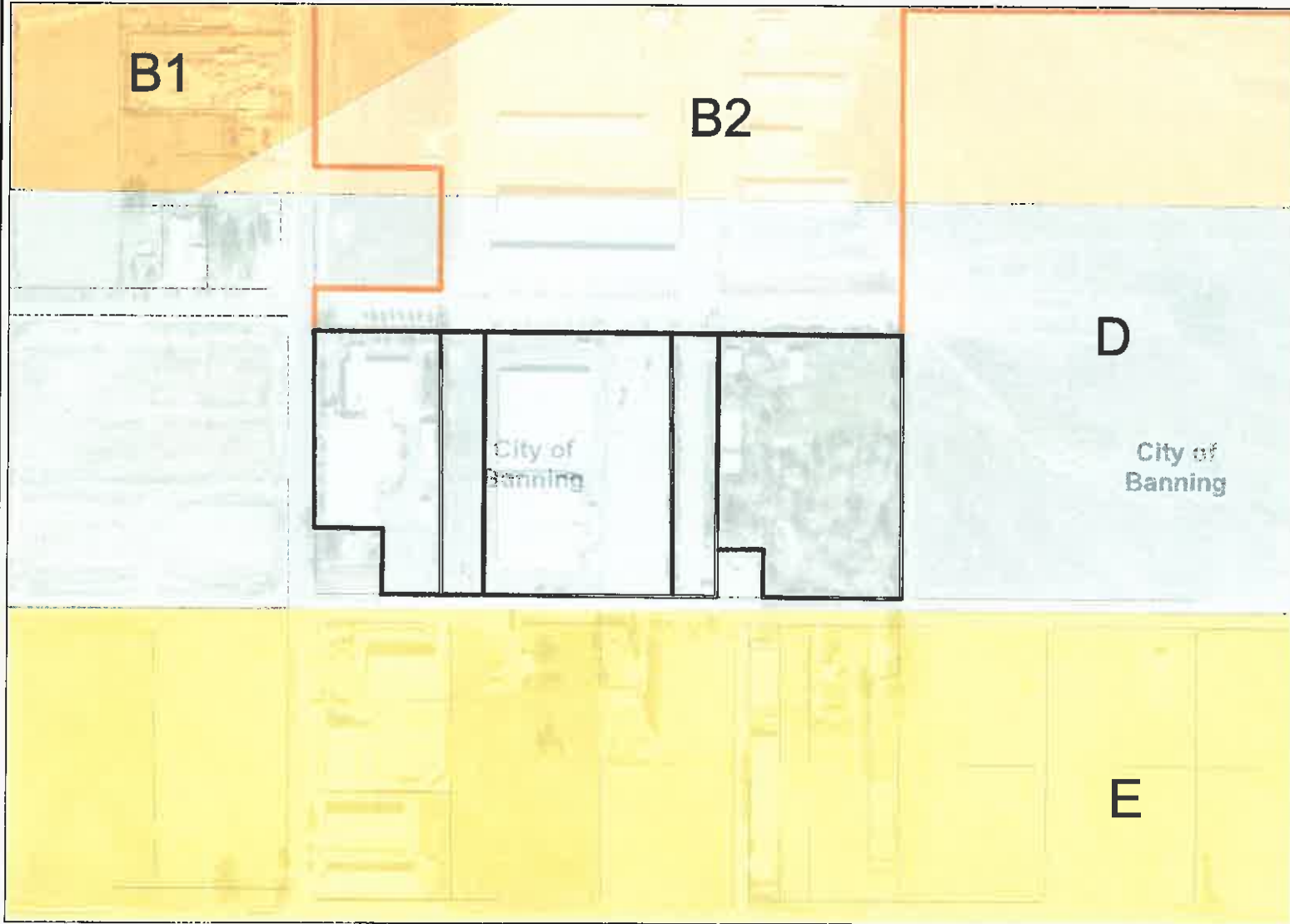
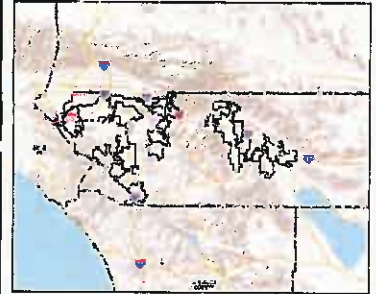
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My Map

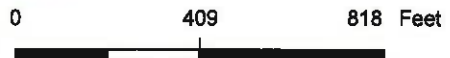


Legend

- Display Parcels
- Airports
- AIA

Airport Compatibility

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



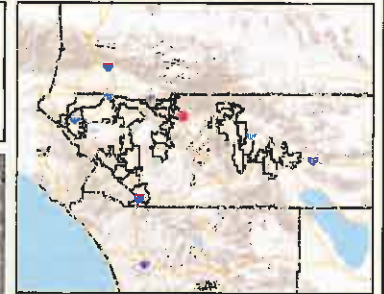
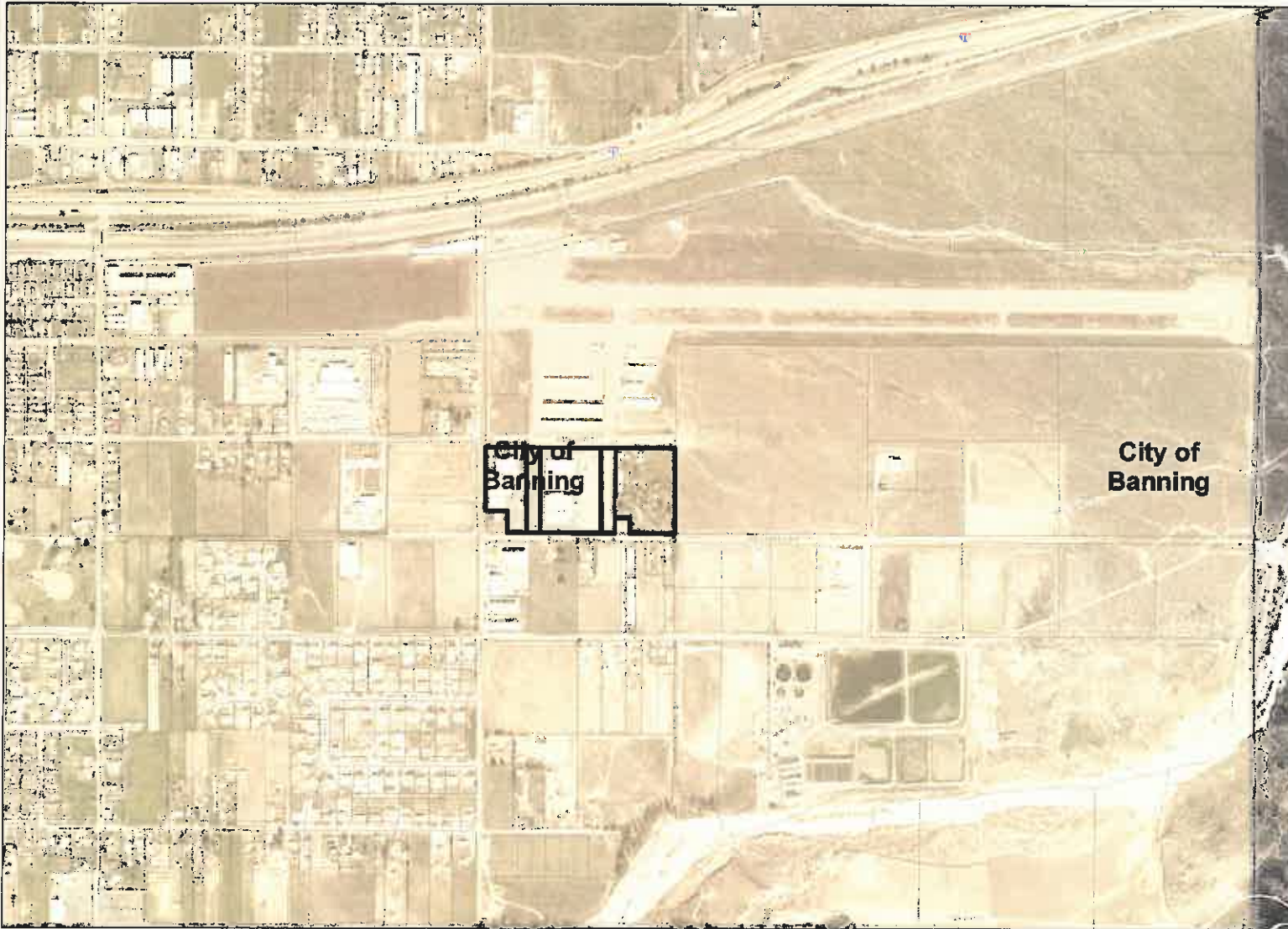
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Notes

My Map



Legend

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



0 1,278 2,555 Feet



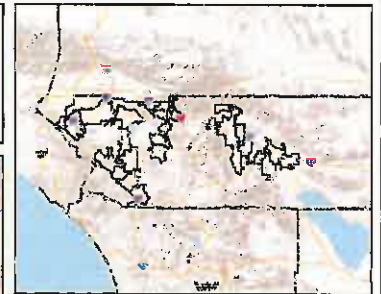
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Notes

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



0 639 1,278 Feet



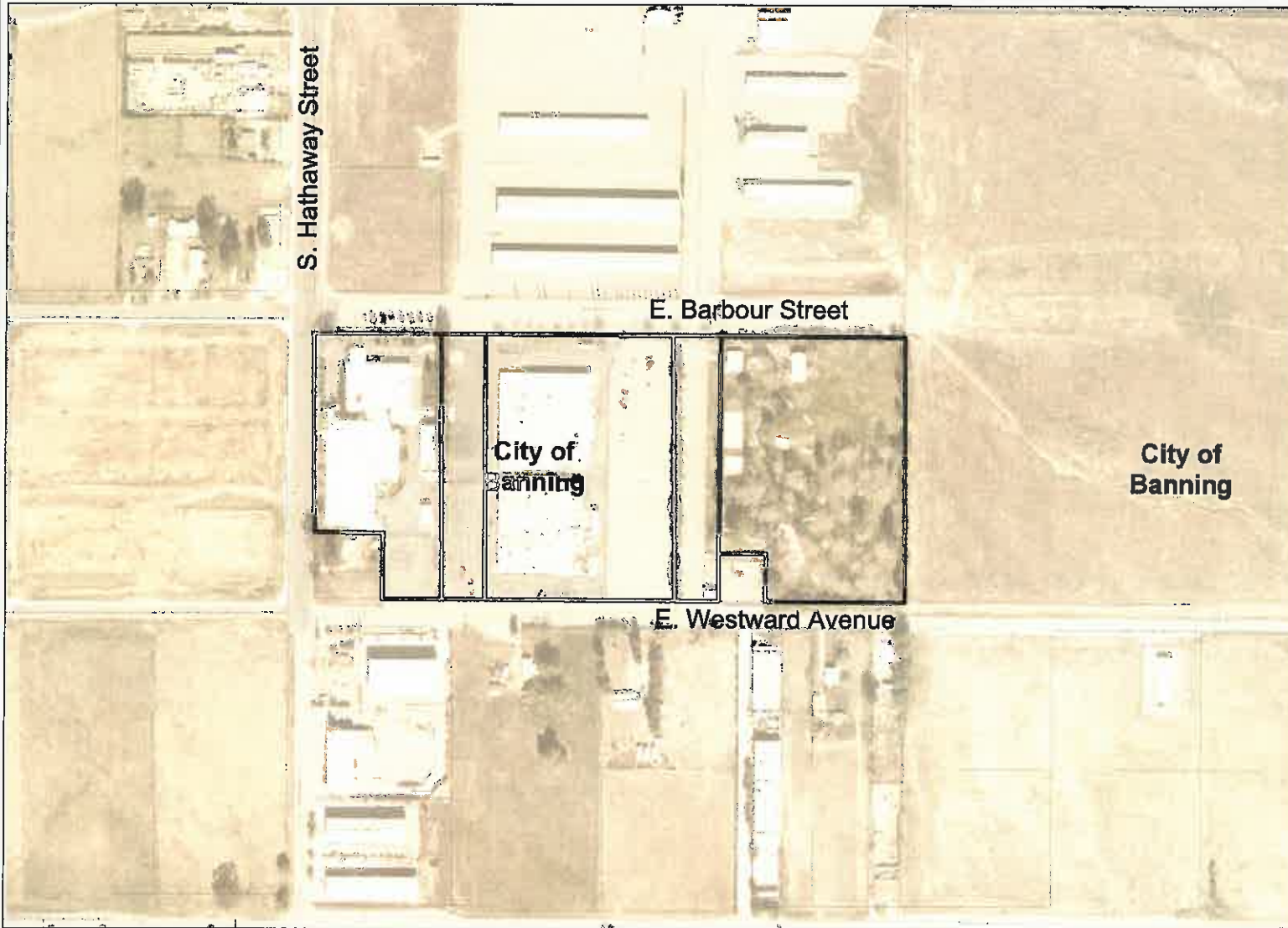
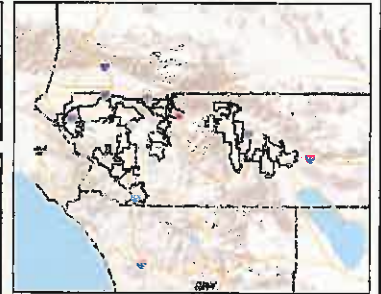
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Notes

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Legend

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



0 409 818 Feet



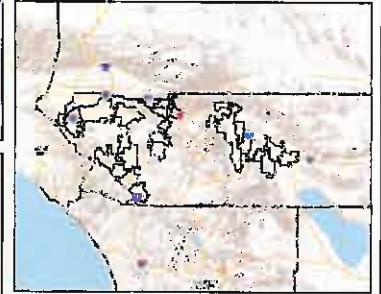
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Notes

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Legend

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



0 204 409 Feet



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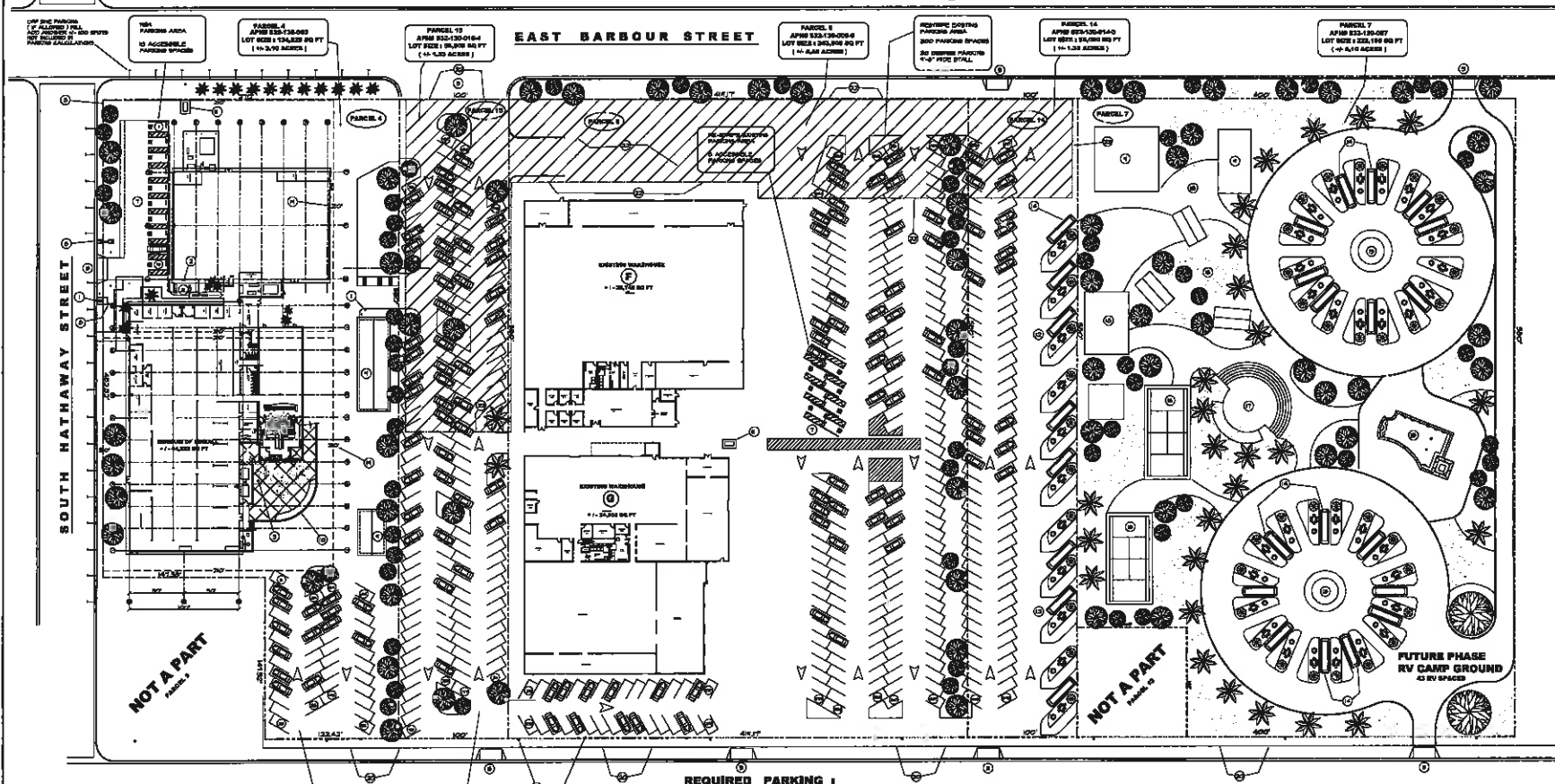
Notes

PLAN KEYED NOTES :

- ① EXISTING FIRE DEPARTMENT CONNECTION (FWD) AND RELATED APPARATUS
- ② EXISTING FIRE SERVICE LOCATION
- ③ EXISTING FIRE FLOW DESIGN (FFD)
- ④ MAIN FIRE RISER AND CONTROLS
- ⑤ EXISTING DRIVE APPROACH (WHERE LOCATED)
- ⑥ EXISTING ELECTRICAL MAINS (240/208V / 3-PHASE) LOCATION
- ⑦ ACCESSIBLE PARKING AREA
- ⑧ EXISTING FIRE HYDRANT (WHERE LOCATED)
- ⑨ EXISTING DETECTED FIREWORKS BELIEVED (FIBEL) LOCATION
- ⑩ NEW 4" - 6" WALL RETAINING WALL - SEE PLACE PLAN FOR ADDITIONAL INFORMATION
- ⑪ EXISTING ELECTRICAL TRANSFORMER (FIBEL) LOCATION NO CHANGE
- ⑫ 80 SQUARE FOOTAGE RVP PARKING SPACES (1 SPOTS)
- ⑬ CIRCULAR RVP PARKING CLUSTER
- ⑭ CHANGE EXISTING RVP (8 SPOTS)
- ⑮ PROPOSED POOL LOCATION
- ⑯ PROPOSED TOWER LIGHT LOCATION
- ⑰ PROPOSED EXTERIOR OPEN SPACE
- ⑱ FUTURE AREA
- ⑲ EXISTING CANAL LINE, POND LINE (FIBEL) LOCATION THROUGHOUT
- ⑳ EXISTING POWER POLES (FIBEL) LOCATION THROUGHOUT
- ㉑ 1/4" ACROSS AREA DESIGNATED (1/4" ACROSS / 7800 SQ FT) OPEN SPACE AREA OVERLAY DEMONSTRATION

ALUC SITE PLAN

SCALE: 1" = 40'-0"
NORTH



NOT A PART
Parcel 1

NOT A PART
Parcel 2

FUTURE PHASE
RV CAMP GROUND
43 BY 60' X 60'

REQUIRED PARKING :

BUILDING	REQUIRED PARKING	PROVIDED PARKING
MUSEUM OF PINBALL BUILDING	<ul style="list-style-type: none"> EXHIBITION AREA - 15,000 SQ FT @ 1 SPACE PER 200 SQ FT (70 SPACES) OFFICE AREA - 1,500 SQ FT @ 1 SPACE PER 100 SQ FT (15 SPACES) RECEPTION AREA - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STORAGE AREA - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) RESTROOMS - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) MEETING ROOM - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) LOBBY AREA - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STAIRWELL - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) MECHANICAL - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) UTILITY - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) LANDSCAPE - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) WATER - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) SEWER - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) TRASH - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET LIGHTS - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET SIGNAGE - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET FURNITURE - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET TREES - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET LIGHTS - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET SIGNAGE - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET FURNITURE - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET TREES - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) 	<ul style="list-style-type: none"> 80 SPACES 64 SPACES 14 SPACES 28 SPACES 8 SPACES 18 SPACES 180 SPACES (100% REQUIRED)
BUILDING (F)	<ul style="list-style-type: none"> EXHIBITION AREA - 15,000 SQ FT @ 1 SPACE PER 200 SQ FT (70 SPACES) OFFICE AREA - 1,500 SQ FT @ 1 SPACE PER 100 SQ FT (15 SPACES) RECEPTION AREA - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STORAGE AREA - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) RESTROOMS - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) MEETING ROOM - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) LOBBY AREA - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STAIRWELL - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) MECHANICAL - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) UTILITY - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) LANDSCAPE - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) WATER - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) SEWER - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) TRASH - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET LIGHTS - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET SIGNAGE - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET FURNITURE - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET TREES - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET LIGHTS - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET SIGNAGE - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET FURNITURE - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET TREES - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) 	<ul style="list-style-type: none"> 28 SPACES 3 SPACES 18 SPACES 88 SPACES (100% REQUIRED)
BUILDING (G)	<ul style="list-style-type: none"> EXHIBITION AREA - 15,000 SQ FT @ 1 SPACE PER 200 SQ FT (70 SPACES) OFFICE AREA - 1,500 SQ FT @ 1 SPACE PER 100 SQ FT (15 SPACES) RECEPTION AREA - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STORAGE AREA - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) RESTROOMS - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) MEETING ROOM - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) LOBBY AREA - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STAIRWELL - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) MECHANICAL - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) UTILITY - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) LANDSCAPE - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) WATER - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) SEWER - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) TRASH - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET LIGHTS - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET SIGNAGE - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET FURNITURE - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET TREES - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET LIGHTS - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET SIGNAGE - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET FURNITURE - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) STREET TREES - 1,000 SQ FT @ 1 SPACE PER 100 SQ FT (10 SPACES) 	<ul style="list-style-type: none"> 28 SPACES 6 SPACES 18 SPACES 52 SPACES (100% REQUIRED)
TOTAL		<ul style="list-style-type: none"> 186 SPACES (100% REQUIRED)

ALUC ' ZONE D ' AREA
16.45 ACRES = 716,562 SF

ALUC SINGLE ACRE ALLOWABLE
16.45 ACRES X 200 OCCUPANTS = 3,290 OCCUPANTS ALLOWABLE

MUSEUM OF PINBALL TOTAL OCCUPANTS	1,473
BUILDING ' F '	188
BUILDING ' G '	185
RV PARK (4 PERSONS / PER 43 SPACES)	129
COMBINED TOTAL OCCUPANTS	1,955 (PROJECT COMPLIES)

ACCESSIBLE PARKING SPACES REQUIRED (ALL 3 BUILDINGS) :
 286 PARKING SPACES REQUIRED & TOTAL LOT 7 ACCESSIBLE SPACES
 7 ACCESSIBLE SPACES REQUIRED & 2 SPACES TO BE VAN ACCESSIBLE

TOTAL PARKING REQUIRED FOR ALL 3 BUILDINGS : 286 SPACES REQUIRED
PARKING PROVIDED : 543 SPACES PROVIDED
 7 ACCESSIBLE SPACES (REQUIRED)
 18 ACCESSIBLE SPACES (PROVIDED)

WATERMARK DEVELOPMENT INC
 1025 North Hatherway Street
 Banning, Calif. 92410
 Tel 714-529-3088 Fax 714-524-9400
 www.watermarkdevelopment.com
 DL Lic No. 71537



MUSEUM OF PINBALL
 700 HATHAWAY STREET
 BANNING, CA 92220

SITE REVIEW PLAN

Date:	OCTOBER 08, 2014
Project Number:	21574
City:	BANNING
Revision:	REVISION
Drawn By:	Mark Chantel
Checked By:	Mark Chantel
Scale:	AS SHOWN
City:	BANNING
County:	SD

ALUC SITE PLAN

ALUC - 1.0

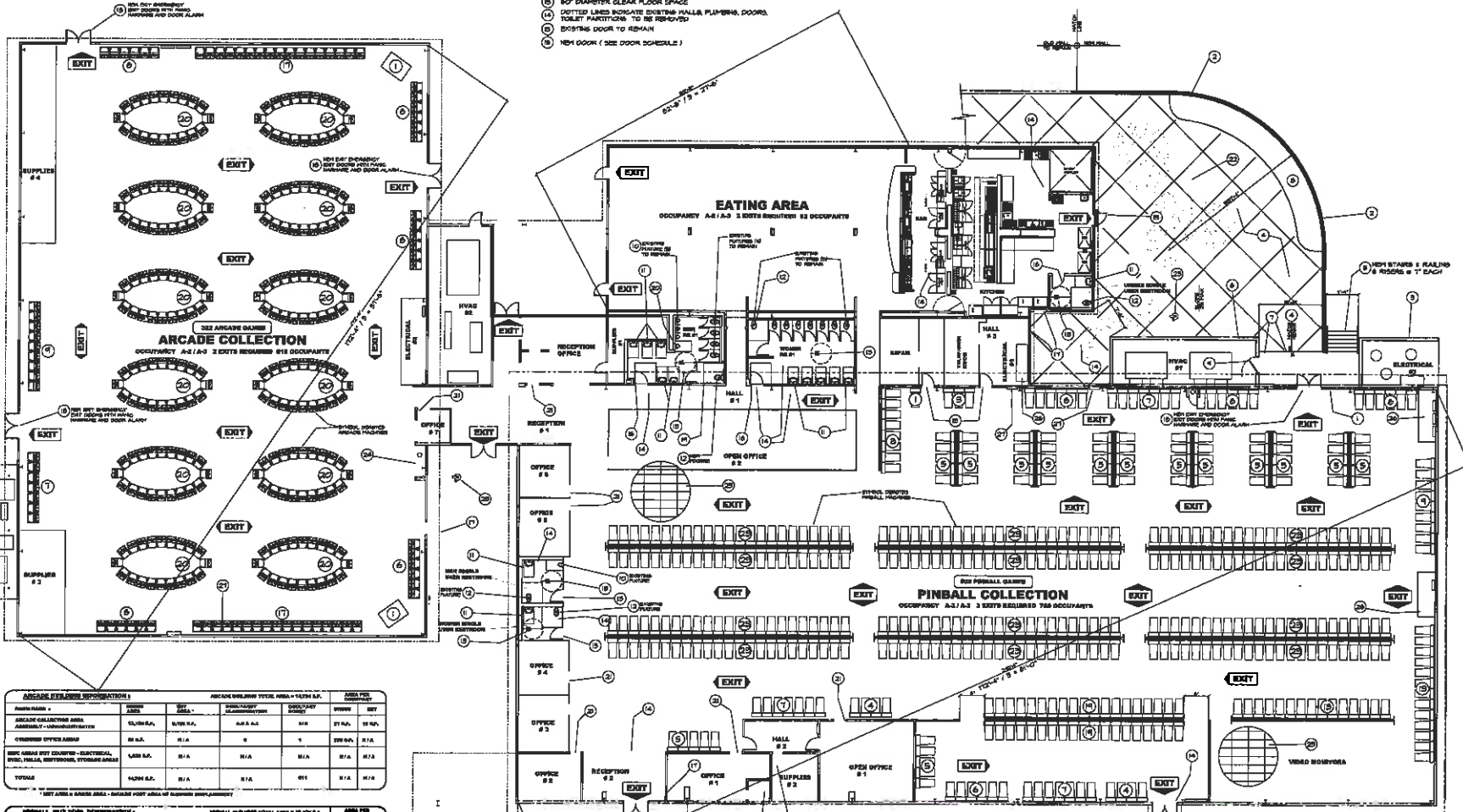
BUILDING AREA / OCCUPANCY CLASSIFICATION INFORMATION				BUILDING TOTAL AREA = 44,223 S.F.		AREA PER OCCUPANT	
ROOM NAME	GROUP AREA	NET AREA	OCCUPANCY CLASSIFICATION	OCCUPANT COUNT	GROUP	NET	
PINBALL COLLECTION AREA ASSEMBLY - UNCONCENTRATED	17,091 S.F.	15,241 S.F.	A-2 & A-3	750	23 S.F.	18 S.F.	
ARCADE COLLECTION AREA ASSEMBLY - UNCONCENTRATED	15,788 S.F.	6,175 S.F.	A-2 & A-3	810	21 S.F.	18 S.F.	
COMMON OFFICE AREAS	4,629 S.F.	N/A	B	30	300 S.F.	N/A	
ENTRANCE AREA	2,709 S.F.	N/A	A-2 & A-3	52	50 S.F.	N/A	
MECH AREAS NOT IDENTIFIED - HVAC, HALLS, RESTROOMS, STORAGE AREAS	5,077 S.F.	N/A	N/A	N/A	N/A	N/A	
TOTALS	44,223 S.F.	N/A	N/A	1,472	N/A	N/A	

* NET AREA = GROSS AREA - SQUARE FOOT AREA OF MACHINE REPLACEMENT

PLAN KEYED NOTES:

- REMOVE EXISTING 12" WIDE HULL-UP DOOR BY HAND-DOOR
- NEW 4" TALL RETAINING WALL
- EXISTING WYDEL PANEL, ELECTRICAL TRANSFORMER SCREEN WALL
- NEW CONCRETE PAVING MATCH EXISTING DOOR HEIGHT
- STEEL STAIRWAY & RISERS AT 7" EACH = 42" HEIGHT
- EXISTING SLUMPSTONE C.M.U. HALL EQUIPMENT SCREEN WALL
- FILL IN EXISTING DOCK STAIRS WITH CONCRETE & REMOVE EXISTING RAILINGS
- NEW PLANTER
- EXISTING PRECAST IRON SLATE
- 80" X 48" CLEAR FLOOR SPACE AT URINAL
- 50" X 48" CLEAR FLOOR SPACE AT MEN LAVATORY
- 80" X 60" CLEAR FLOOR SPACE AT TOILET
- 80" DIAMETER CLEAR FLOOR SPACE
- DOTTED LINES INDICATE EXISTING WALLS, PLUMBING, DOORS, TOILET PARTITIONS TO BE REMOVED
- EXISTING DOOR TO REMAIN
- NEW DOOR (SEE DOOR SCHEDULE)
- REMOVE AND FRAME IN EXISTING DOOR OPENING
- NEW 12" WIDE X 7'-0" TALL EMERGENCY EXIT (SEE DOOR SCHEDULE)
- REMOVE / RELOCATE EXISTING SERVICE SINK AND ELECTRIC FAN HEATER FOR REINSTALLATION OF ACCESSIBLE TOILET EQUIPMENT
- NEW URINAL - AS REQ'D FOR ACCESSIBILITY
- REMOVE EXISTING DOOR AND INCREASE DOOR HEIGHT TO 84" HIGH
- REMOVE EXISTING 2'-0" TALL SLUMP STONE MASONRY WALL
- EXISTING FIRE FLOOR SWITCH
- EXISTING MAIN FIRE ROSE AND CONTROLS
- EXISTING 2" X 4" DIMENSIONED CEILING AT 9'-0" ABOVE FINISHED FLOOR
- EXISTING ELECTRICAL MAIN PANEL LOCATION
- EXISTING ELECTRICAL BUS PANEL LOCATION

PLUMBING FIXTURE REQUIREMENT:									
BASED ON A 1,472 PERSON A-2 & A-3 OCCUPANCY (730 MEN - 730 WOMEN)									
FIXTURE TYPE	WATER FIXTURES	URINALS	LAVATORIES	SHOWERS	TOILETS	WATER FIXTURES	URINALS	LAVATORIES	SHOWERS
MEN	6	10	5	N/A	3	6	7	3	1
WOMEN	6	10	5	N/A	3	6	7	3	1



ARCADE EXISTING INFORMATION						
ROOM NAME	GROUP AREA	NET AREA	OCCUPANCY CLASSIFICATION	OCCUPANT COUNT	GROUP	NET
ARCADE COLLECTION AREA ASSEMBLY - UNCONCENTRATED	15,788 S.F.	6,175 S.F.	A-2 & A-3	810	21 S.F.	18 S.F.
COMMON OFFICE AREAS	4,629 S.F.	N/A	B	30	300 S.F.	N/A
MECH AREAS NOT IDENTIFIED - HVAC, HALLS, RESTROOMS, STORAGE AREAS	4,629 S.F.	N/A	N/A	N/A	N/A	N/A
TOTALS	25,046 S.F.	N/A	N/A	870	N/A	N/A

PINBALL EXISTING INFORMATION						
ROOM NAME	GROUP AREA	NET AREA	OCCUPANCY CLASSIFICATION	OCCUPANT COUNT	GROUP	NET
PINBALL COLLECTION AREA ASSEMBLY - UNCONCENTRATED	17,091 S.F.	15,241 S.F.	A-2 & A-3	750	23 S.F.	18 S.F.
COMMON OFFICE AREAS	4,629 S.F.	N/A	B	30	300 S.F.	N/A
ENTRANCE AREA	2,709 S.F.	N/A	A-2 & A-3	52	50 S.F.	N/A
MECH AREAS NOT IDENTIFIED - HVAC, HALLS, RESTROOMS, STORAGE AREAS	4,629 S.F.	N/A	N/A	N/A	N/A	N/A
TOTALS	39,058 S.F.	N/A	N/A	862	N/A	N/A

* NET AREA = GROSS AREA - SQUARE FOOT AREA OF MACHINE REPLACEMENT

WATERMARK DEVELOPMENT INC

1800 North Hollywood Blvd
 Studio City, CA 91611, 818.710.1111
 M 714-475-3000 Fax 714-524-9120
 www.watermarkdevelopment.com
 SI Lic No 74527

All Plans, drawings and reports shall be the property of Watermark Development Inc. and shall remain the property of Watermark Development Inc. and shall not be used in connection with any other project without the written consent of Watermark Development Inc. All other drawings, reports and information shall be the property of Watermark Development Inc. All rights reserved.



MUSEUM OF PINBALL
700 HATHAWAY STREET
BANNING, CA 92220

BUILDING ACCESS PLAN

Date	October 10, 2014
Project Number	JWP/A
NO. DATE	REVISION DESCRIPTION

FOR PLAN QUESTIONS CALL:
 OWNER: Ed Marc Chertoff
 ARCHITECT: Watermark Development Inc. Call 714-475-3000
 DRAWN BY: MQ
 CHECKED BY: JWP

MUSEUM OF PINBALL
NEW FLOOR PLAN

SCALE: 1" = 10'-0"
 NORTH

PARCEL 15
APNs 632-130-015-4
LOT SIZE : 58,000 SQ FT
(+/- 1.33 ACRES)

PARKING CALCULATION	PARKING REQUIRED	PARKING PROVIDED
FINBALL AND ARCADE GAME COLLECTION STORAGE WAREHOUSE FINBALL COLLECTION AREA - 17,000 SQ FT @ 1.5 SPACES PER 300 SQ FT (MINIMUM) ARCADE COLLECTION AREA - 14,700 SQ FT @ 1.5 SPACES PER 300 SQ FT (MINIMUM)	43 SPACES 66 SPACES	
OFFICE BUILDING AREA 1 SPACE PER 300 SQ FT BY ZONING 2,300 SQUARE FEET @ 1 SPACE PER 300 SQ FT (ZONING) (14 PARKING SPACES REQUIRED)	14 SPACES	
STREET FRONTAGE PARKING 1 SPACE PER 300 SQ FT BY ZONING 4,500 SQUARE FEET @ 1 SPACE PER 300 SQ FT (15 PARKING SPACES REQUIRED)	29 SPACES	
COMMERCIAL OFFICE BUILDING AREA 1 SPACE PER 300 SQ FT BY ZONING 1,400 SQUARE FEET @ 1 SPACE PER 300 SQ FT (5 PARKING SPACES REQUIRED)	5 SPACES	
TOTALS	106 SPACES (REQUIRED)	94 SPACES (PROVIDED)
MINIMUM PARKING SPACE REQUIREMENT 1 SPACE PER 300 SQ FT BY ZONING 4,500 SQUARE FEET @ 1 SPACE PER 300 SQ FT (15 PARKING SPACES REQUIRED)	15 SPACES (REQUIRED)	15 SPACES (PROVIDED)

PARCEL INFORMATION :
 PARCEL MAP NUMBER : PARCEL 4
 ASSASSON PARCEL NUMBER : APN# 632-130-043
 ASSASSON'S MAP BOOK VOL PAGE 13
 SHERIDAN COUNTY, CALIFORNIA
 LOT 800 C 1/2 ACRES (20,000 SQ FT) (10.5-A-10)

EXISTING BUILDING INFORMATION :
 BUILDING TYPE : TYPE II - B UNPROTECTED NON-COMBUSTIBLE
 BUILDING HAS AN AUTOMATIC FIRE SUPPRESSION SYSTEM
 YEAR BUILT : 1989 (TO BE CONFIRMED)
 BUILDING AREA (AS-BUILT) : 44,352 SQUARE FEET

PROJECT PLAN STATEMENT :
 THE ANALYSIS PRESENTED HERE IS TO REVIEW HOW THE EXISTING (AS-BUILT) BUILDING CAN BOTH SATISFY THE OWNER'S PRIMARY USE OF THE BUILDING (EXTENSIVE PRIVATE FINBALL & ARCADE GAME COLLECTION WAREHOUSE) AS WELL AS BEING SAFE FOR INVITED GUESTS OF UP TO 4,773 OCCUPANTS THAT OCCUR ON OCCASION THROUGHOUT THE YEAR.
 A-2 & A-3 OCCUPANCY ANALYSIS OF CURRENT BUILDING LOCATED AT 700 HATHAWAY STREET - BANNING, CA. 90222
 PRIMARY BUILDING USE : PRIVATE FINBALL & ARCADE GAME COLLECTION STORAGE WAREHOUSE

WATERMARK DEVELOPMENT INC
 1008 North Victoria Avenue
 Banning, CA 92411, 92410
 Tel 714-825-2558 Fax 714-524-0420
 WWatermark@earthlink.net
 St. Jo. 74527

All items, designs and methods shown on this drawing, including the preparation of a permit, shall be the property of Watermark Development Inc. and shall not be used for any other project without the written consent of Watermark Development Inc. All rights reserved.



MUSEUM OF PINBALL
700 HATHAWAY STREET
BANNING, CA 92220

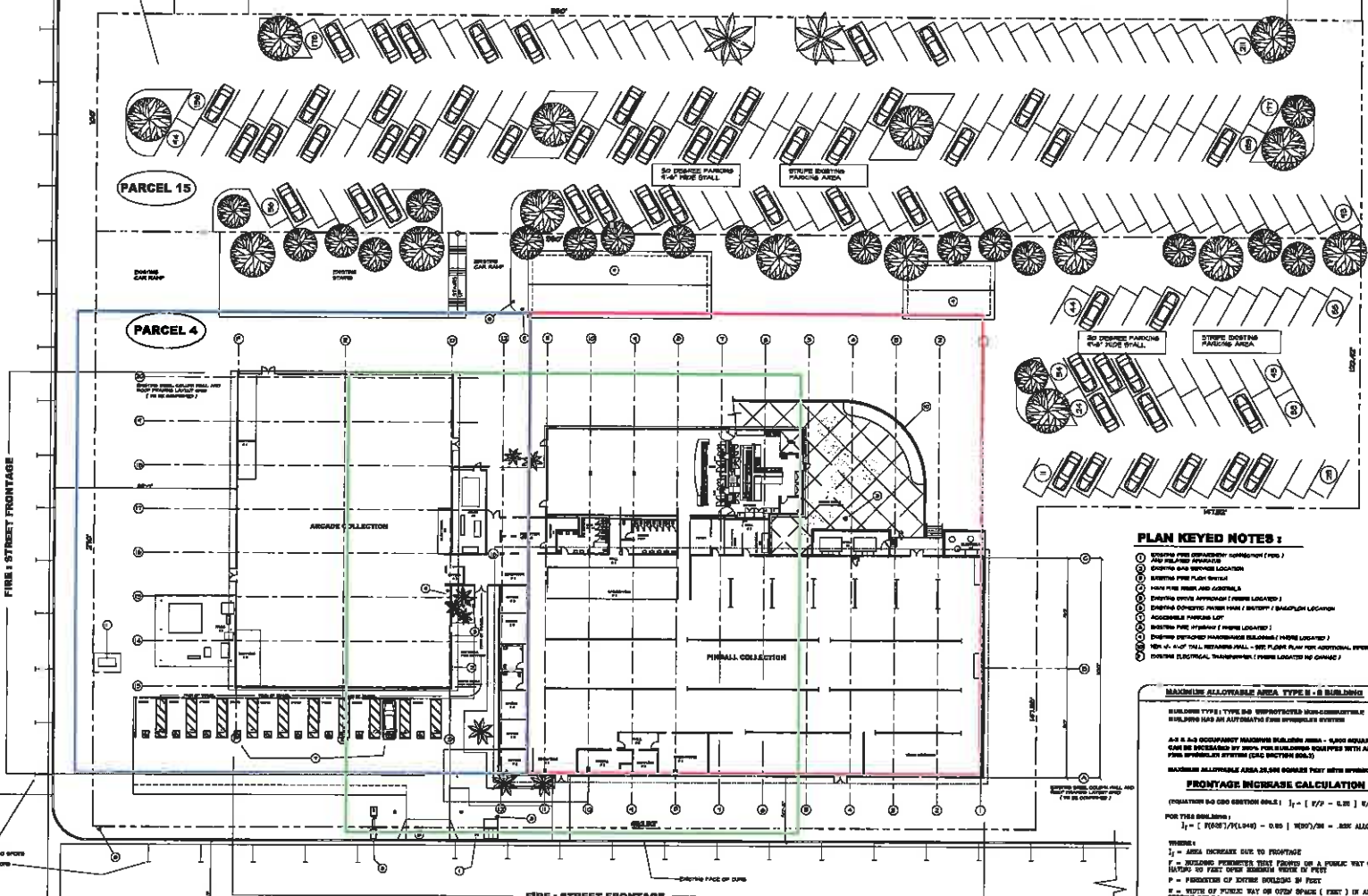
BUILDING SITE PLAN

Date	SEPTEMBER 27, 2008
Project Number	JWG/A
NO. DATE	REVISION DESCRIPTION

FOR PLAN QUESTIONS CALL :
 CONTACT BY : Mark Quantz
 CONTACT NUMBER : 626-310-291-0423
 DRAWN BY : MQ
 CHECKED BY :
 DATE: 09/27/08

MUSEUM OF PINBALL SITE PLAN

A - 1.0



PLAN KEYED NOTES :
 1. EXISTING FIRE SUPPRESSION SYSTEM (FMS)
 2. NEW FIRE SUPPRESSION SYSTEM (FMS)
 3. EXISTING FIRE SUPPRESSION SYSTEM (FMS)
 4. EXISTING FIRE SUPPRESSION SYSTEM (FMS)
 5. EXISTING FIRE SUPPRESSION SYSTEM (FMS)
 6. EXISTING FIRE SUPPRESSION SYSTEM (FMS)
 7. EXISTING FIRE SUPPRESSION SYSTEM (FMS)
 8. EXISTING FIRE SUPPRESSION SYSTEM (FMS)
 9. EXISTING FIRE SUPPRESSION SYSTEM (FMS)
 10. EXISTING FIRE SUPPRESSION SYSTEM (FMS)
 11. EXISTING FIRE SUPPRESSION SYSTEM (FMS)
 12. EXISTING FIRE SUPPRESSION SYSTEM (FMS)
 13. EXISTING FIRE SUPPRESSION SYSTEM (FMS)
 14. EXISTING FIRE SUPPRESSION SYSTEM (FMS)
 15. EXISTING FIRE SUPPRESSION SYSTEM (FMS)
 16. EXISTING FIRE SUPPRESSION SYSTEM (FMS)
 17. EXISTING FIRE SUPPRESSION SYSTEM (FMS)
 18. EXISTING FIRE SUPPRESSION SYSTEM (FMS)
 19. EXISTING FIRE SUPPRESSION SYSTEM (FMS)
 20. EXISTING FIRE SUPPRESSION SYSTEM (FMS)

MAXIMUM ALLOWABLE AREA TYPE II - B BUILDING
 BUILDING TYPE : TYPE II - B UNPROTECTED NON-COMBUSTIBLE
 BUILDING HAS AN AUTOMATIC FIRE SUPPRESSION SYSTEM
 AS A 2-3 OCCUPANCY WAREHOUSE BUILDING AREA - ALSO SQUARE FEET WHICH CAN BE INCREASED BY 20% PER BUILDING SCOPES WITH AN AUTOMATIC FIRE SUPPRESSION SYSTEM (SAC SECTION 504.5)
 MAXIMUM ALLOWABLE AREA 25,000 SQUARE FEET WITH 20% INCREASE
FRONTAGE INCREASE CALCULATION :
 (EQUATION 5-02 CODE SECTION 504.5) $I_1 = [(F_1 - 0.15) \cdot 2] \cdot 200$
 FOR THIS BUILDING :
 $I_1 = [(10000 / (10000 - 0.15) - 0.15) \cdot 200] \cdot 200 = 400,000$ ALLOWED INCREASE
 THEREFORE :
 $I_2 =$ AREA INCREASE DUE TO FRONTAGE
 $I_2 =$ BUILDING PERMITTED FEET FRONTAGE ON A PUBLIC WAY OR OPEN SPACE (HATHAWAY STREET) OVER EXISTING FEET OF FRONTAGE
 $I_2 =$ PERMITTED FEET FRONTAGE ON HATHAWAY STREET
 $I_2 =$ FEET OF PUBLIC WAY OR OPEN SPACE (FEET) IF ACCORDANCE WITH SECTION 504.5.1

MAXIMUM ALLOWABLE AREA 25,000 SQUARE FEET
20% ALLOWED FRONTAGE INCREASE 400,000 SQUARE FEET
MAXIMUM ALLOWABLE AREA 425,000 SQUARE FEET
 * EXISTING BUILDING AREA ALLOWABLE BUILDING FIRE SUPPRESSION INCREASE AND FRONTAGE INCREASE ALLOWANCE 425,000 SQUARE FEET MAX BUILDING AREA

SOUTH HATHAWAY STREET PRELIMINARY SITE PLAN
 SCALE : 1" = 20'-0"

BN. BANNING MUNICIPAL AIRPORT

BN.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* The *Compatibility Plan* for Banning Municipal Airport is based upon the airport master plan adopted by the City of Banning in 1989.
- 1.2 *Airfield Configuration:* A minor change in the runway configuration (elimination of a displaced threshold in favor of relocation of the runway's eastern end) occurred as a result of a pavement overlay project in the 1990s. The existing helipad north of the runway's west end is included in the compatibility planning analysis. No further airfield changes are planned.
- 1.3 *Airport Activity:* The *Compatibility Plan* reflects the master plan's long-range activity projection plus additional helicopter operations. The resulting 70,000 operations activity level is anticipated to be beyond the minimum 20-year time frame required for compatibility plans by the State Aeronautics Act.
- 1.4 *Airport Influence Area:* Because mountains north and south of the airport greatly restrict where aircraft fly, the airport's impacts are not as far reaching as the extents of the FAR Part 77 conical surface. Conveniently situated roads and other geographic features have therefore been used to define a smaller airport influence area boundary.

BN.2 Additional Compatibility Policies

- 2.1 ~~None.~~ *Compatibility Zone D Nonresidential Intensities:* The criteria set forth in Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b)(5) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the following usage intensity criteria shall apply within Airport Compatibility Zone D: An average of 200 people per acre shall be allowed on a site and up to 800 people shall be allowed to occupy any single acre of a site. Single-acre occupancies up to 1,000 people may be permitted during special events occurring not more than three days in any calendar year. The single-acre intensities cited herein shall not be eligible to be increased through use of risk-reduction bonuses.
- 2.2 *Calculation of Concentration of People in Retail Sales Establishments:* The provisions of Table C1 in Appendix C notwithstanding, retail (mercantile) sales and indoor display areas (excluding restaurants and other uses specifically identified separately from retail/mercantile in Table C1) shall be evaluated as having an intensity in persons per acre equivalent to one person per 115 square feet of gross floor area.

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

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

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

DATE OF HEARING: November 10, 2016

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1018BA14 – Museum of Pinball, Inc. (Representative: Watermark Development Inc.) – City of Banning Planning Case No. CUP-14-8005 (Conditional Use Permit). The applicant is proposing to convert a former manufacturing facility into a pinball museum and arcade for private special events. One of the existing buildings totaling 44,323 square feet would be converted into the museum/arcade and would include exhibit/assembly area, restaurant, bars, seating areas, lounges, and offices. A second and third existing building totaling 73,684 square feet would be maintained for warehouse/storage and office uses. The applicant also proposes to provide for RV camping (43 spaces) and amenities such as a jogging path, swimming pool, and tennis courts. The site consists of approximately 16.45 acres. The project site is located easterly of Hathaway Street, northerly of Westward Avenue, and southerly of Barbour Street (Airport Compatibility Zone D of the Banning Municipal Airport Influence Area).

FURTHER INFORMATION: Contact Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Brian Guillot of the City of Banning Planning Department at (951) 922-3131.

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

ALUC Identification No.

ZAP1018BA14

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application	9-28-2016	
Property Owner	Weeks Investment Group LLC	Phone Number 951-318-2750
Mailing Address	700 S. Hathaway St. Banning, CA 92220	Laura Leindecker
Agent (if any)	Mark Quental, Watermark Development, Inc.	Phone Number 310-261-1243
Mailing Address	1838 N. Valencia Ave. Placentia, CA 92870	

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address	700 S. Hathaway St. Banning, CA 92220	
Assessor's Parcel No.	532-130-004; 006; 007; 014; 015	Parcel Size 16.45 Acres
Subdivision Name		Zoning Classification D
Lot Number		

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe)	Currently site is being used as an office and distribution warehouse [Brands on Sale]. Previously utilized as an aircraft parts manufacturing facility. There are a total of two warehouse buildings and two buildings joined together by a foyer, and two small maintenance buildings	
Proposed Land Use (describe)	Proposed use under a CUP for "Mixed Use" as an adaptive re-use of the site to include: Entertainment facilities [Pinball Museum], Cafe/Food sales, On-site RV Camping and Warehouse/Offices/Distribution [Brands on Sale] No change to exterior's of existing structures.	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	n/a
For Other Land Uses (See Appendix C)	Hours of Use	Varies. Special Events to be held periodically, distribution business daily
	Number of People on Site	Maximum Number 3,290
	Method of Calculation	Average Acre Density

Height Data	Height above Ground or Tallest Object (including antennas and trees)	25'-0"	ft.
	Highest Elevation (above sea level) of Any Object or Terrain on Site		ft.

Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes
		<input checked="" type="checkbox"/> No
	If yes, describe	

BA
ZONE
D

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received	_____	Type of Project
Agency Name	<u>City of Banning</u>	<input type="checkbox"/> General Plan Amendment
	<u>99 E. Ramsey St., Banning, CA 92220</u>	<input type="checkbox"/> Zoning Amendment or Variance
Staff Contact	<u>Brian Guillot, Community Development Director</u>	<input type="checkbox"/> Subdivision Approval
Phone Number	<u>951-922-3131</u>	<input checked="" type="checkbox"/> Use Permit
Agency's Project No.	<u>CUP 14-8005</u>	<input type="checkbox"/> Public Facility
		<input type="checkbox"/> Other _____

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

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

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

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

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

4.1 Director's Approvals.

- A. During the period of September 24, 2016 through October 24, 2016, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Ed Cooper reviewed five non-legislative cases within Compatibility Zones D and E of Airport Influence Areas and issued determinations of consistency.

ZAP1039PS16 (Palm Springs International, Zone E) pertains to City of Cathedral City Case No. CUP 16-030 (Conditional Use Permit), a proposal to utilize a 0.34-acre parcel located at the southwest corner of Aliso Road and Avenida Ximino (northerly of Ramon Road and easterly of Avenida Maravilla) as an outdoor landscaping materials storage yard. The project site elevation is 30 feet lower than the elevation of Runway 13R-31L at Palm Springs International Airport, and no buildings higher than 10 feet are proposed on-site. Therefore, FAA review for height/elevation reasons was not required. ALUC Director Ed Cooper issued a determination of consistency for this project on October 4, 2016.

ZAP1214MA16 (March, Zone D) pertains to County of Riverside Case No. PM37086 (Tentative Parcel Map), a proposal to divide a 3.56-acre parcel located at 21378 Oakwood Street (on the south side of Oakwood Street, northerly of Pinewood Street, westerly of Clark Street, and easterly of Haines Street) in the unincorporated community of Mead Valley into three residential parcels. The site is located 17,000 feet from the southerly terminus of Runway 14-32 at March Air Reserve Base/Inland Port Airport, but the site elevation of 1,678 feet above mean sea level exceeds the runway elevation (1,488 feet above mean sea level) by 190 feet. No structures are proposed through this parcel map, but any future structures would exceed the runway elevation by 200 feet or more at top point. Therefore, a condition was applied requiring Federal Aviation Administration Obstruction Evaluation Service review and issuance of a Determination of No Hazard to Air Navigation prior to issuance of new building permits on these lots. ALUC Director Ed Cooper issued a determination of consistency for this project on October 11, 2016.

ZAP1218MA16 (March, Zone E) pertains to City of Riverside Case No. P16-0615 (Conditional Use Permit), a proposal to establish a large equipment rental facility within an existing 12,000 square foot building on a 1.33-acre parcel located at 2262 Third Street between Commerce Street and Park Avenue, easterly of Highway 91 and the Metrolink rail line in downtown Riverside. The site elevation is more than 600 feet lower than the elevation of March's Runway 14-32 at its northerly terminus (1,535 feet above mean sea level). The site is located less than 20,000 feet from Runway 6-24 at Flabob Airport with an elevation of 768 feet above mean sea level. However, as the length of Flabob's runway does not exceed 3,200 feet, the relevant horizontal distance for notice purposes is 10,000 feet. This site is located 12,721 feet from the runway. Therefore, Federal Aviation Administration Obstruction Evaluation Service review for height/elevation reasons was not required. ALUC Director Ed Cooper issued a determination of consistency for this project on October 19, 2016.

ZAP1012BL16 (Blythe, Zone E) pertains to an alternate project design for County of Riverside Case No. CUP03721 (Conditional Use Permit), a proposal to construct and operate a 25 megawatt (25MW) photovoltaic solar facility with associated facilities on a 160-acre site under the County's land use jurisdiction located southerly of Interstate 10, easterly of the Wiley's Well Road interchange and westerly of the Mesa Drive interchange, and southwesterly of the unincorporated community of Mesa Verde/Nicholls Warm Springs. The 160-acre site is part of a larger (approximately eight square mile) proposed 450MW solar facility under the jurisdiction of the Bureau of Land Management. The alternate layout would relocate the substation and gen-tie lines approximately one mile easterly of the original location and into Compatibility Zone E of the Blythe Airport Influence Area. However, a review of distances, heights, and elevations indicated that Federal Aviation Administration Obstruction Evaluation Service review would not be required. As the layout of panels would not be changing, the glare study prepared to evaluate the original proposal would still be valid. The study indicated no glare within one mile of the runway, with "green" level glare during the late afternoon at 1¾ and 2 mile distances. ALUC Director Ed Cooper issued a determination of consistency for this project on October 21, 2016.

ZAP1221MA16 (March, Zone E) pertains to County of Riverside Case No. PP25767 (Plot Plan), a proposal to construct a 50 foot high wireless monopine facility with a 410 square foot development footprint on 1.75 acres located at 17110 Mockingbird Canyon Road, southerly of Lindina Drive, westerly of Via Fronteras, and easterly of Pennington Place in the unincorporated community of Woodcrest. The existing site elevation is approximately 1,216 feet above mean sea level, so the maximum elevation at top point would be 1,266 feet above mean sea level. This level would be more than 250 feet lower than the elevation of March's runway at its northerly terminus. Furthermore, the site is not located within 20,000 feet of the runways at any other airports. Therefore, Federal Aviation Administration review for height/elevation reasons was not required. ALUC Director Ed Cooper issued a determination of consistency for this project on October 24, 2016.

B. Additionally, ALUC Director Ed Cooper reviewed the following City-initiated non-impact legislative cases pursuant to ALUC Resolution No. 2011-02 and issued determinations of consistency.

ZAP1040PS16 (Palm Springs International, Zone E) pertains to a proposed amendment to the Rio Vista Village Specific Plan in the City of Cathedral City (SPA 97-55B), with its associated General Plan Amendment (GPA 16-003) and Change of Zone (CZ 16-003). The Specific Plan is located southerly of Interstate 10, easterly of Rio Guadalupe Road, northerly of Verona Road, and westerly of Landau Road in Zone E of the Palm Springs International Airport Influence Area. The proposed actions would: (1) delete reference to a minimum density in the MF-4 land use category (which applies in Planning Area [PA] 1.1 of the Specific Plan), thereby increasing the range of dwelling unit types permitted in that PA; (2) reduce the maximum number of dwelling units within PA 1.1 from 434 to 405; (3) change the zoning of PA 2.2 from R-6 to R-2; and (4) increase the maximum number of dwelling units within PA 2.2 from 29 to 58. Essentially, these changes transfer 29 dwelling units from PA 1.1 to PA 2.2, with no changes to the overall number of dwelling units (1,362) allowed in the Specific Plan. Therefore, the amendment would not increase the density or intensity of development. The Specific Plan is located entirely in Zone E, where residential density is not restricted. No buildings or structures are proposed through these actions, but as the project site is at a lower elevation than the Airport at a distance of 11,800 feet from the runway, future structures would most likely not require Federal Aviation Administration Obstruction Evaluation Service review. The proposal has no possibility of being inconsistent with the 2005 Palm Springs International Airport Land Use Compatibility Plan and no possibility of impacting the safety of air navigation or the long-term viability of airport operations. ALUC Director Ed Cooper issued a determination of consistency for

this project on October 4, 2016.

ZAP1222MA16 is a City-wide amendment to the City of Moreno Valley's Municipal Code that would regulate the siting of smoke shops. At present, smoke shops are included in the general classification of retail sales and are permissible by right in the Community Commercial and Neighborhood Commercial zones, as well as three Mixed Use zones. The proposed ordinance would also allow smoke shops in the Office Commercial and Village Commercial zones, but would apply mandated minimum distances from certain institutional land uses, similar to the requirements placed on establishments that sell alcohol. A Conditional Use Permit would be required prior to establishment of any new smoke shop within 300 feet of an existing residence or residentially zoned properties. Smoke shops are generally small establishments that would not in themselves exceed intensity limitations in March's Compatibility Zones B2 and C1. A limited area within Zone B1-APZ II would also be available for this land use, but would be subject to a Conditional Use Permit requirement due to the proximity of existing residences. The amendment does not increase the density or intensity of development, has no possibility of being inconsistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and no possibility of impacting the safety of air navigation or the long-term viability of airport operations. ALUC Director Ed Cooper issued a determination of consistency for this ordinance amendment on October 24, 2016.

- C. ALUC Director Ed Cooper reviewed the following project (which would have qualified as a non-impact legislative project had it been a City initiative) pursuant to a specific delegation of authority issued by the Commission at its October 13, 2016 meeting.

ZAP1212MA16 (March, Zone D) pertains to City of Riverside Case No. P16-0101, a proposed amendment to the City's General Plan 2025 Circulation Element and the Sycamore Canton Business Park Specific Plan to delete the following roadway segments: (a) the segment of Dan Kipper Drive (General Plan name)/Crest Ridge Drive (Specific Plan name) extending westerly from Lance Drive to an unnamed north-south roadway known as River Ridge; (b) the entirety of the unnamed north-south roadway known as River Ridge, which would have extended from the northerly boundary of the Specific Plan southerly to an unnamed east-west roadway known as Kangaroo Court; (c) the entirety of the unnamed east-west roadway known as Kangaroo Court, which would have extended westerly from Lance Drive to the easterly boundary of Sycamore Canyon Wilderness Park; and (d) the segment of Sierra Ridge Drive extending westerly from Lance Drive. These roadway deletions facilitate development of an industrial warehouse project, but that project was previously reviewed by ALUC and found consistent in December, 2015. The proposed roadway deletions do not increase the overall intensity of development, have no potential impact on airport land use compatibility, and have no impact on the safety of air navigation. ALUC Director Ed Cooper issued a determination of consistency for these amendments on October 17, 2016.

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

Y:\ALUC\ALUC Administrative Items\Admin. 2016\ADmin Item 11-10-16.doc

**AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY**



October 4, 2016

CHAIR

Simon Housman
Rancho Mirage

VICE CHAIRMAN

Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Steve Manos
Lake Elsinore

Russell Betts
Desert Hot Springs

STAFF

Director
Ed Cooper

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

Mr. Salvador Quintanilla, Associate Planner
City of Cathedral City Planning Department
68700 Avenida Lalo Guerrero
Cathedral City, CA 92234

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

File No.: ZAP1039PS16
Related File No.: CUP 16-030 (Conditional Use Permit)
APNs: 678-294-020 and 678-294-021

Dear Mr. Quintanilla:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC’s general delegation as per Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Cathedral City Case No. CUP 16-030 (Conditional Use Permit), a proposal to utilize a 0.34-acre parcel located at the southwest corner of Aliso Road and Avenida Ximino (northerly of Ramon Road and easterly of Avenida Maravilla) as an outdoor landscaping materials storage yard.

The site is located within Airport Compatibility Zone E of the 2005 Palm Springs Airport Influence Area (AIA). Within Compatibility Zone E, nonresidential intensity is not restricted.

The elevation of Runway 13R-31L at Palm Springs International Airport at its southerly terminus is approximately 395.5 feet above mean sea level (395.5 feet AMSL). At a distance of approximately 9,800 feet from the runway to the project property line, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 493.5 feet AMSL. The project site elevation is 365 feet AMSL, and the tallest object height is 10 feet, resulting in a maximum top point elevation of 375 feet AMSL (lower than the runway elevation). Therefore, review by the FAAOES was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Palm Springs Airport Land Use Compatibility Plan, subject to the following conditions:

CONDITIONS:

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

2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, recycling centers containing putrescible wastes, and construction and demolition debris facilities.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached "Notice of Airport in Vicinity" shall be provided to all potential purchasers and lessees of the property.
4. Any new retention or detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

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

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

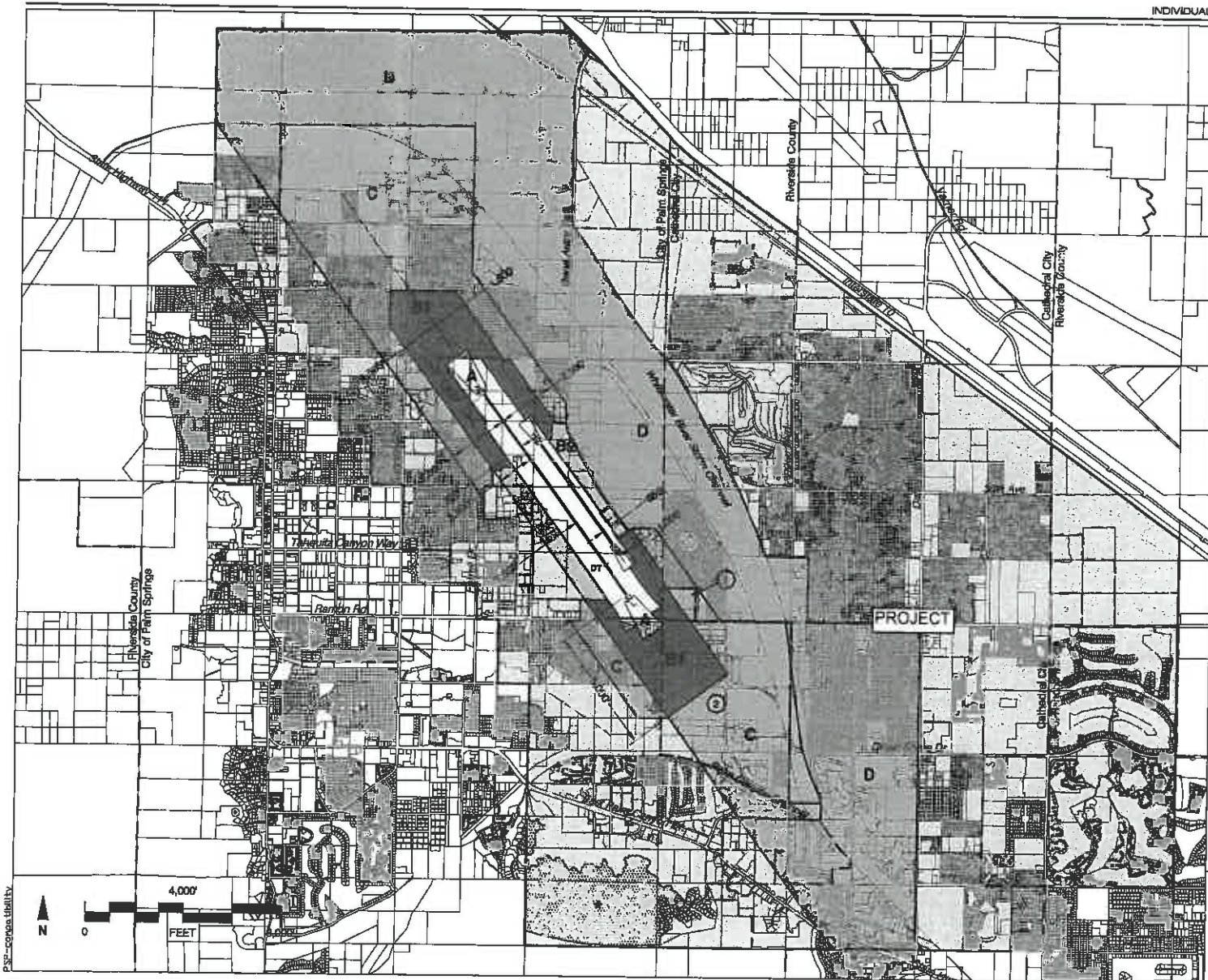
Attachment: Notice of Airport in Vicinity

cc: Ewing Irrigation (applicant/payee)
R.A. Duran Construction (representative)
Yury Gershfeld (landowner)
Thomas Nolan, Executive Director, Palm Springs International Airport
ALUC Case File

Y:\AIRPORT CASE FILES\Palm Springs\ZAP1039PS16\ZAP1039PS16.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Notes

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

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

See Policy PS.2.1.

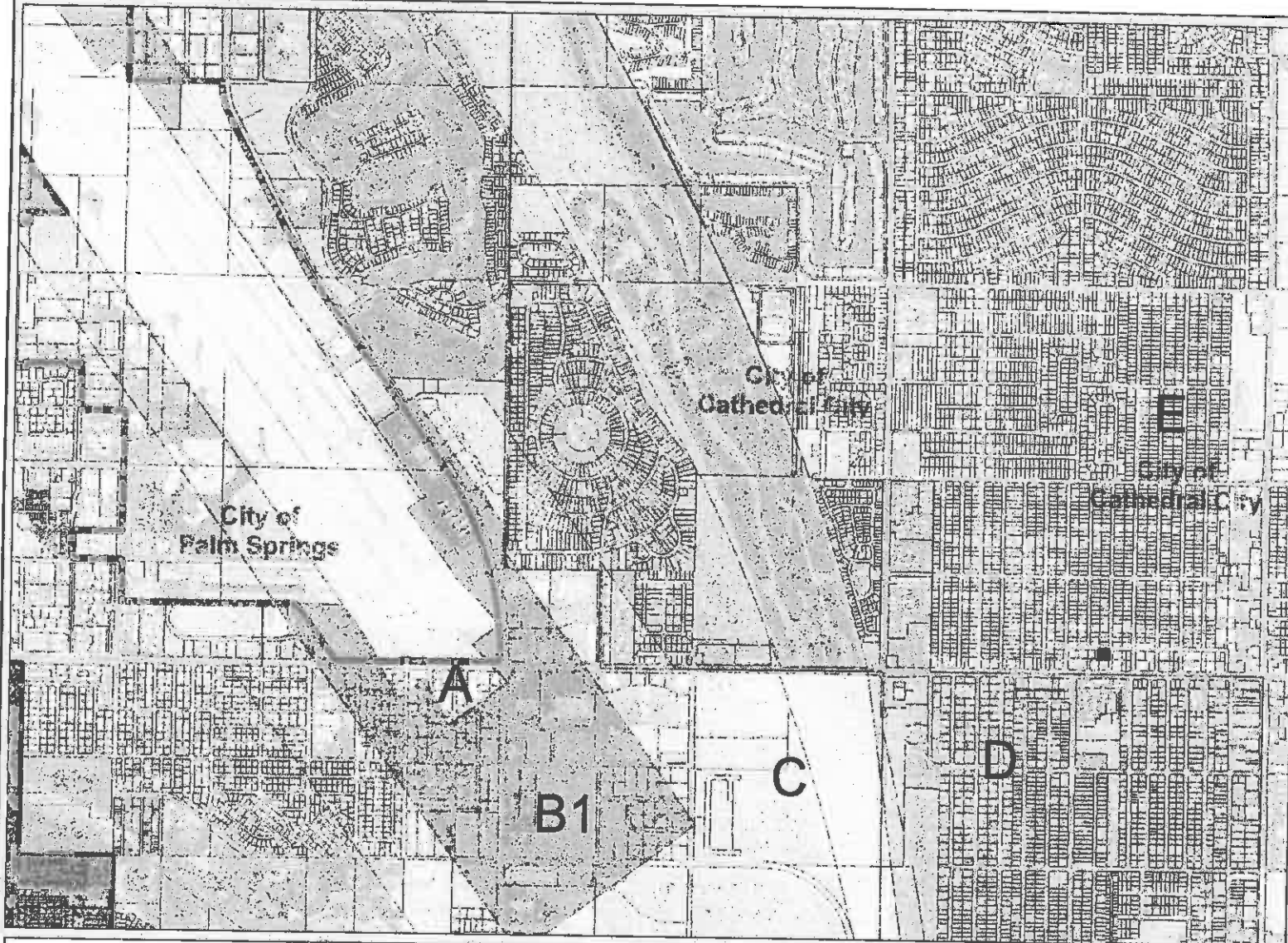
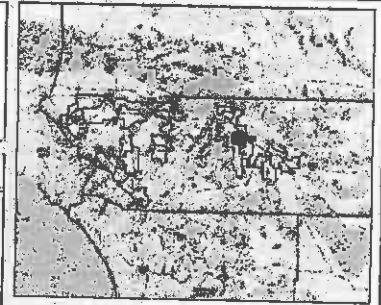
Riverside County
 Airport Land Use Commission
**Riverside County
 Airport Land Use Compatibility Plan
 Policy Document**
 (Adopted March 2005)

Map PS-1

Compatibility Map
 Palm Springs International Airport

PS-Compatibility

My Map



Legend

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



0 2,555 5,111 Feet



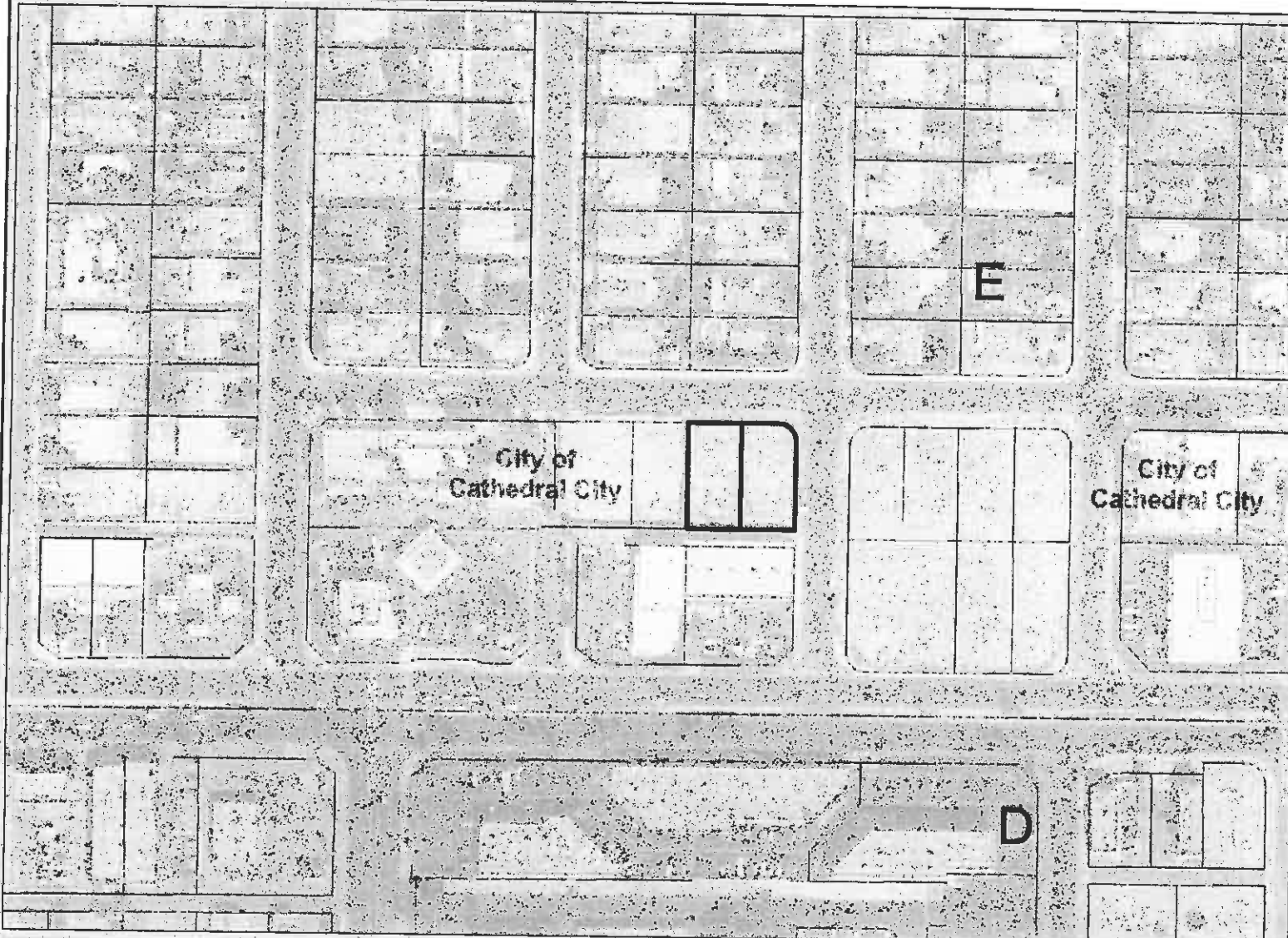
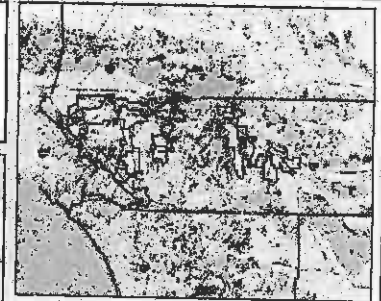
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Notes

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My Map



Legend

- Display Parcels
- Airports
- AIA
- Airport Compatibility**
 - OTHER ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5
 - C2-EXC8



0 213 426 Feet



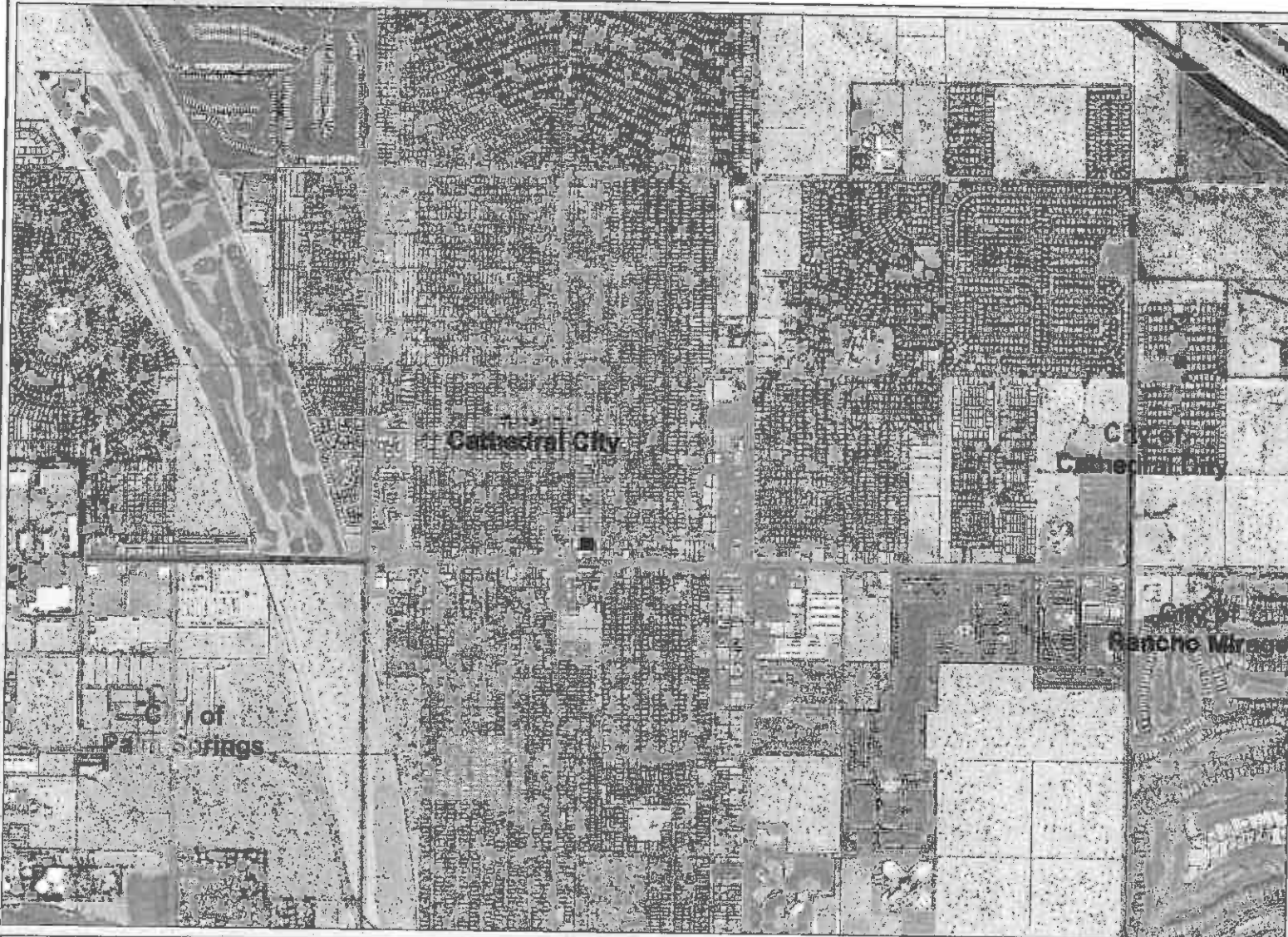
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Notes

My Map



Legend

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

Notes

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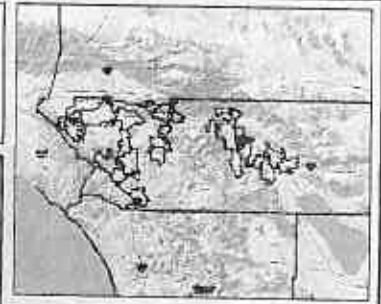
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My Map



Legend

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



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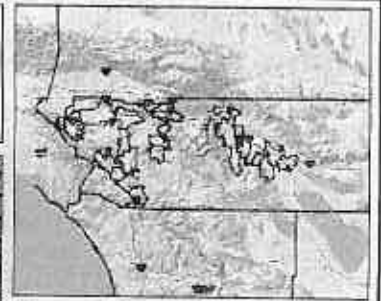
Notes

















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My Map



Legend

-  Display Parcels
-  City Boundaries
- Cities**
- roads**
 -  anno
 -  highways
 -  HWY
 -  INTERCHANGE
 -  INTERSTATE
 -  OFFRAMP
 -  ONRAMP
 -  USHWY
-  counties
-  cities
- hydrography**
 -  Lakes
 -  Rivers



0

639

1,278 Feet



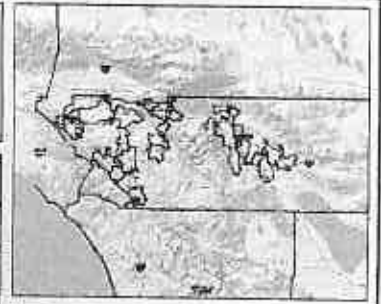
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Notes

My Map



Legend

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



0

319

639 Feet



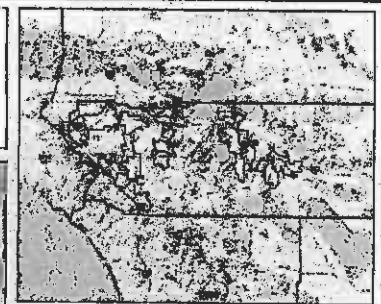
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Notes

My Map



Legend

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

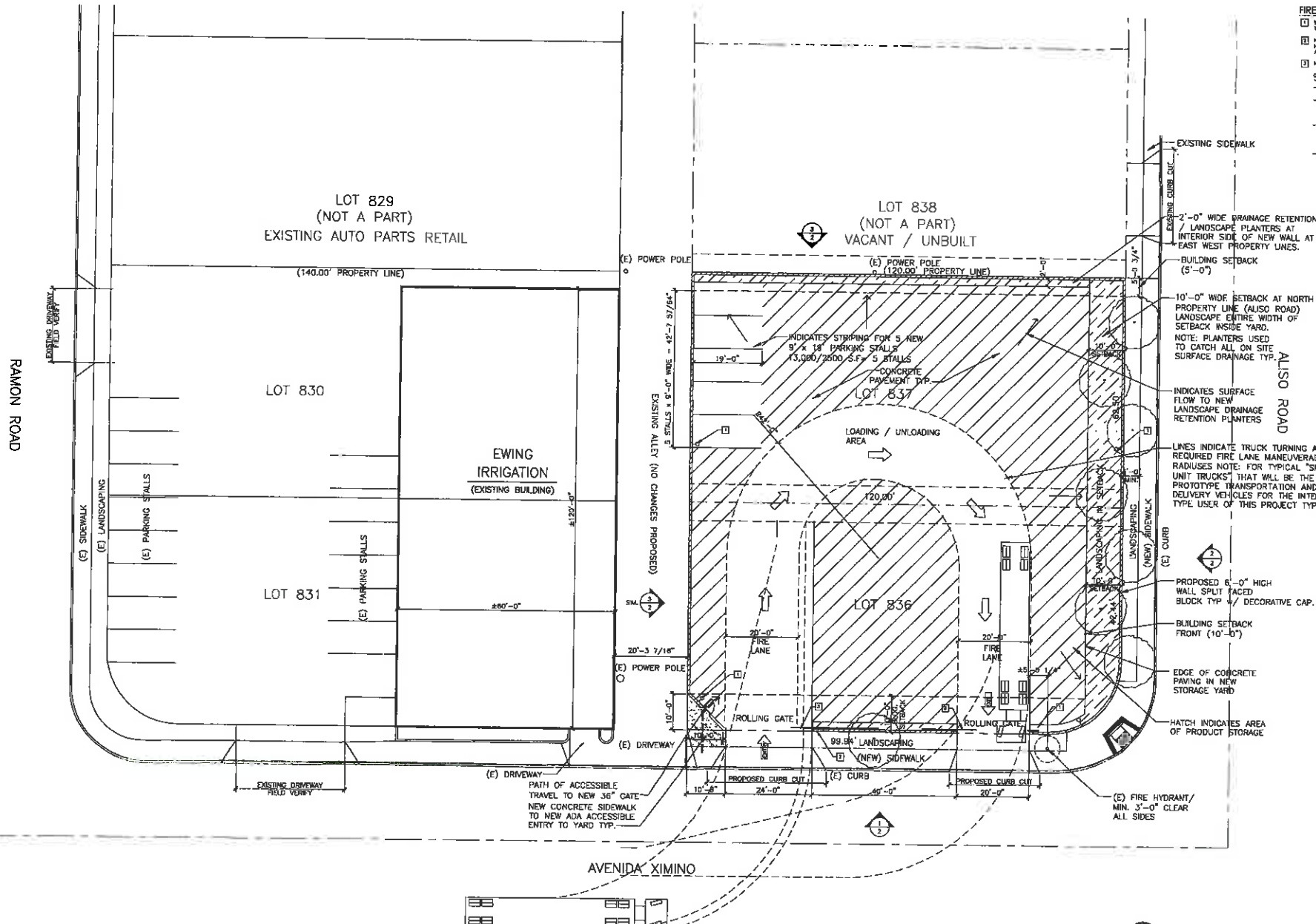


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Notes



- FIRE DEPT. NOTES**
- 1 WALL MOUNTED FIRE EXTINGUISHERS TYP. TYPE: 10A/B/C
 - 2 NFPA 704 RATING REQUIRED TO BE POSTED WHERE HAZARDOUS, FLAMMABLE OR HEALTH RISK MATERIALS ARE STORED.
 - 3 HOOK LOCKS REQUIRED ON GATES FOR FD ACCESS
- GENERAL NOTE:**
- STORAGE RACKS HEIGHT LIMITED TO 10'-0"
 - NO OVERHEAD WIRES (i.e. OUTDOOR LIGHTS/ WIRELESS/ PHONE) FROM MAIN BUILDING TO STORAGE YARD LESS THAN 10'-0" IN HEIGHT
 - NO OUTSIDE STORAGE OF ANHYDROUS AMMONIA FERTILIZER EXCEPT IN TIGHTLY SEALED CONTAINERS. QUANTITIES MUST BE PREPARED TO THE F.D. FOR APPROVAL.
- LIST OF ITEMS TO BE STORED BY YARD:**
- FIBC BINS
 - CONCRETE PALLETS ON PALLETS
 - BAGGED WASH

PROPERTY OWNER:
 EWING IRRIGATION
 3441 E. HARBOUR DRIVE
 PHOENIX, AZ
 ATTN: MARK DIBRITO
 (602) 437-9530

SITE DATA:
 ZONING: POC (COMMUNITY COMMERCIAL)
 SPECIFIC PLAN (SP 91-49)
 APN# 678-294-020 & 021



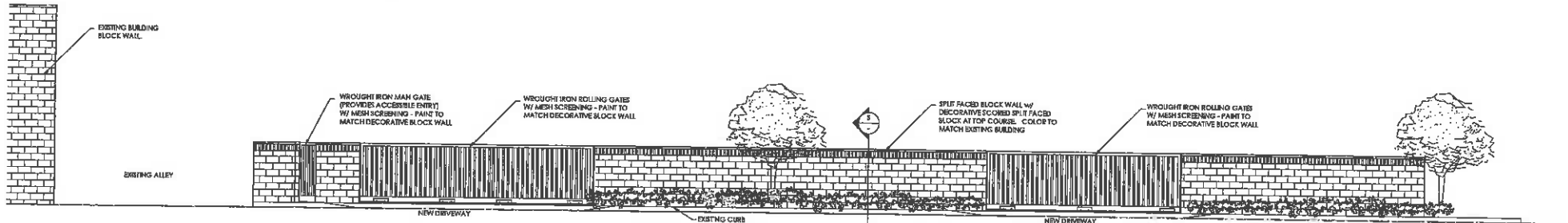
SITE PLAN

EWING EXTERIOR STORAGE AREA / CATHEDRAL CITY

CORNER OF ALISO ROAD & XIMINO PARKWAY, CATHEDRAL CITY, CA.

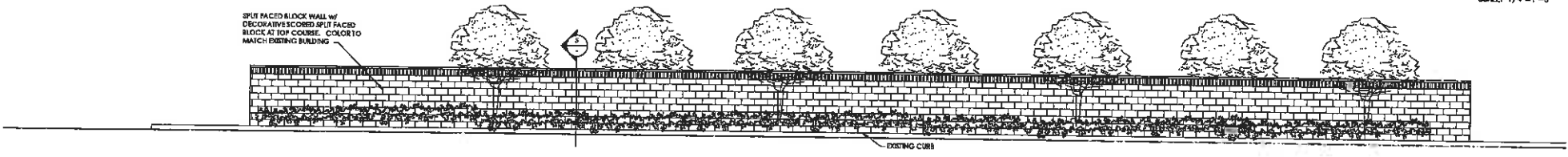
DATE: 9 / 14 / 2016





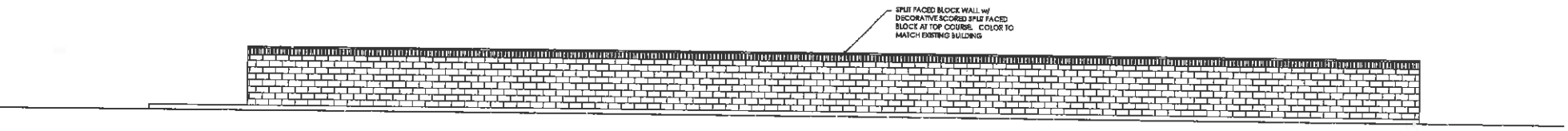
1 EAST ELEVATION AVENIDA XIMINO

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



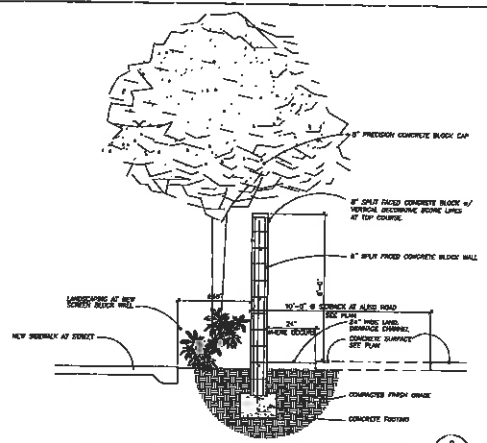
2 NORTH ELEVATION ALISO ROAD

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



3 WEST ELEVATION / SOUTH ELEVATION (ALLEY) SIM.

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



TYPICAL CONCRETE BLOCK SCREEN WALL S

EWING EXTERIOR STORAGE AREA / CATHEDRAL CITY

CORNER OF ALISO ROAD & XIMINO PARKWAY, CATHEDRAL CITY, CA.

DATE: 9 / 14 / 2016



PAGE BREAK



**AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY**



October 11, 2016

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside
Ms. Deborah Bradford, Project Planner
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

COMMISSIONERS
(VIA HAND DELIVERY)

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Steve Manos
Lake Elsinore

Russell Betts
Desert Hot Springs

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

File No.: ZAP1214MA16
Related File No.: PM37086 (Tentative Parcel Map)
APN: 318-172-003

Dear Ms. Bradford:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed Riverside County Case No. PM 37086 (Tentative Parcel Map), a proposal to divide the above-referenced 3.56-acre parcel located at 21378 Oakwood Street (on the south side of Oakwood Street, northerly of Pinewood Street, westerly of Clark Street and easterly of Haines Street) in the unincorporated community of Mead Valley into three residential parcels.

The site is located within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.

While the site is located approximately 17,000 feet from the southerly terminus of Runway 14-32 at March Air Reserve Base/Inland Port Airport, the project site elevation (1,678 feet above mean sea level [AMSL]) exceeds the runway elevation (1,488 feet AMSL) by 190 feet. No structures are proposed through this parcel map, but any future structures would exceed the runway elevation by 200 feet or more at top point. Therefore, a condition has been applied requiring Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review and issuance of a Determination of No Hazard to Air Navigation prior to issuance of new building permits on these lots.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

STAFF

Director
Ed Cooper

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

AIRPORT LAND USE COMMISSION


CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The review of this Tentative Parcel Map is based on the proposed uses and activities noted in the project description. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The landowner shall provide the attached notice to all potential purchasers of the proposed lots and to any tenants/lessees of the home(s) thereon. Additionally, this notice shall be recorded as a deed notice.
4. 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 of irrigation controllers, access gates, etc.
5. Prior to issuance of building permits for new residential structures or any other buildings on the proposed parcels, the permittee shall have notified the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) through online submittal of Form 7460-1 (see <https://oeaaa.faa.gov>) and shall provide to the Department of Building and Safety the "Determination of No Hazard to Air Navigation" letter issued by the FAA OES in response to that submittal.

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

AIRPORT LAND USE COMMISSION

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

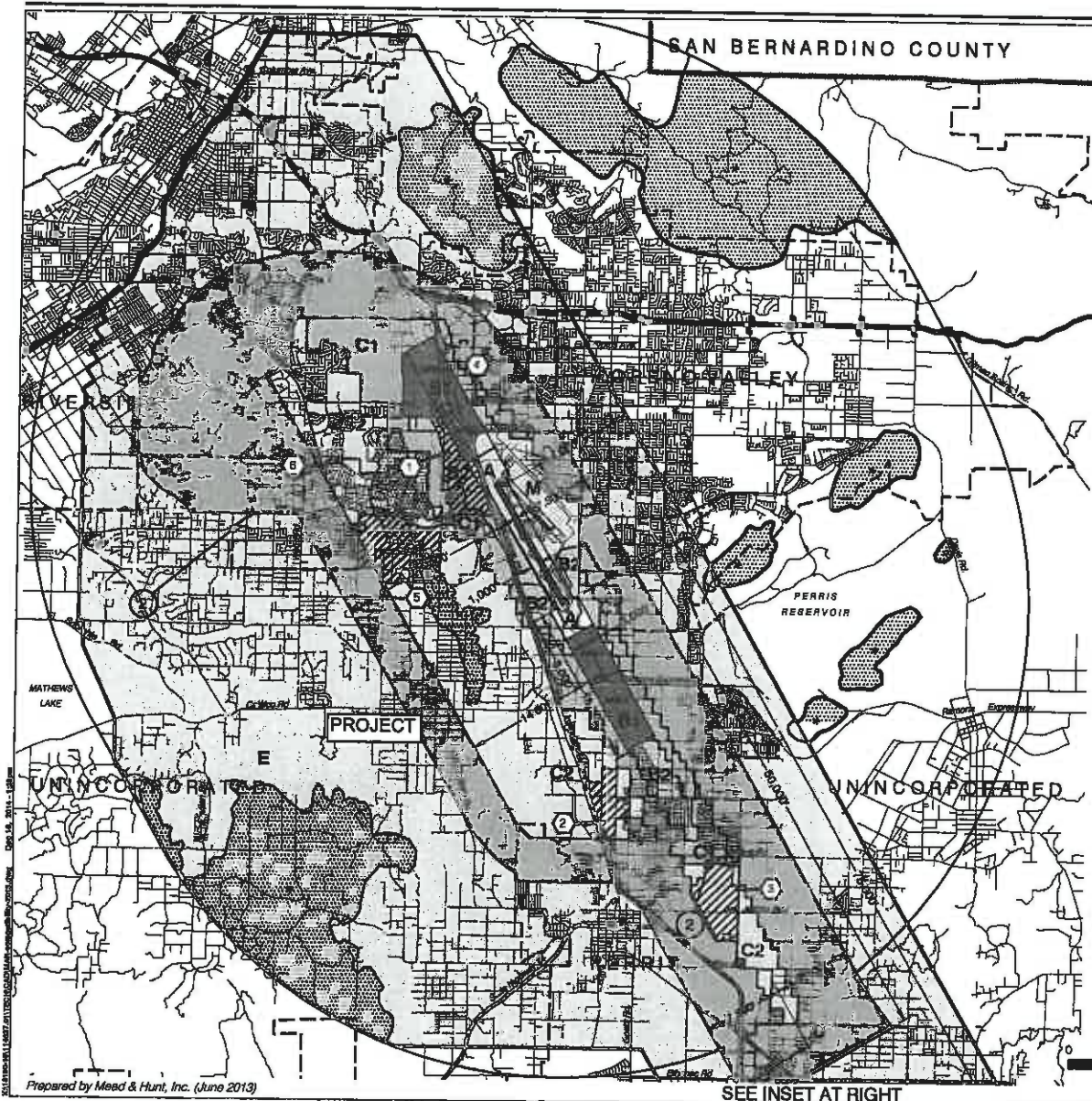
Attachments: Notice of Airport in Vicinity

cc: Alberto Prado (applicant/property owner/payee)
G&G Engineering (representative)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1214MA16\ZAP1214MA16.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

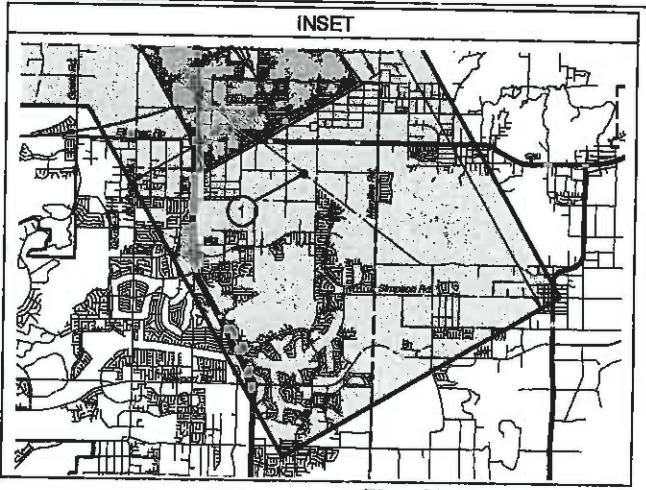
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

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

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



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



Base map source: County of Riverside 2013

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

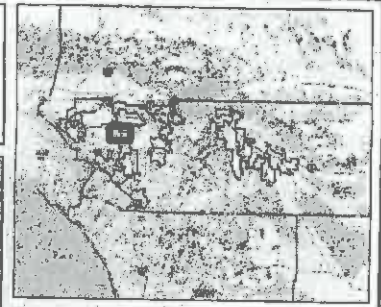
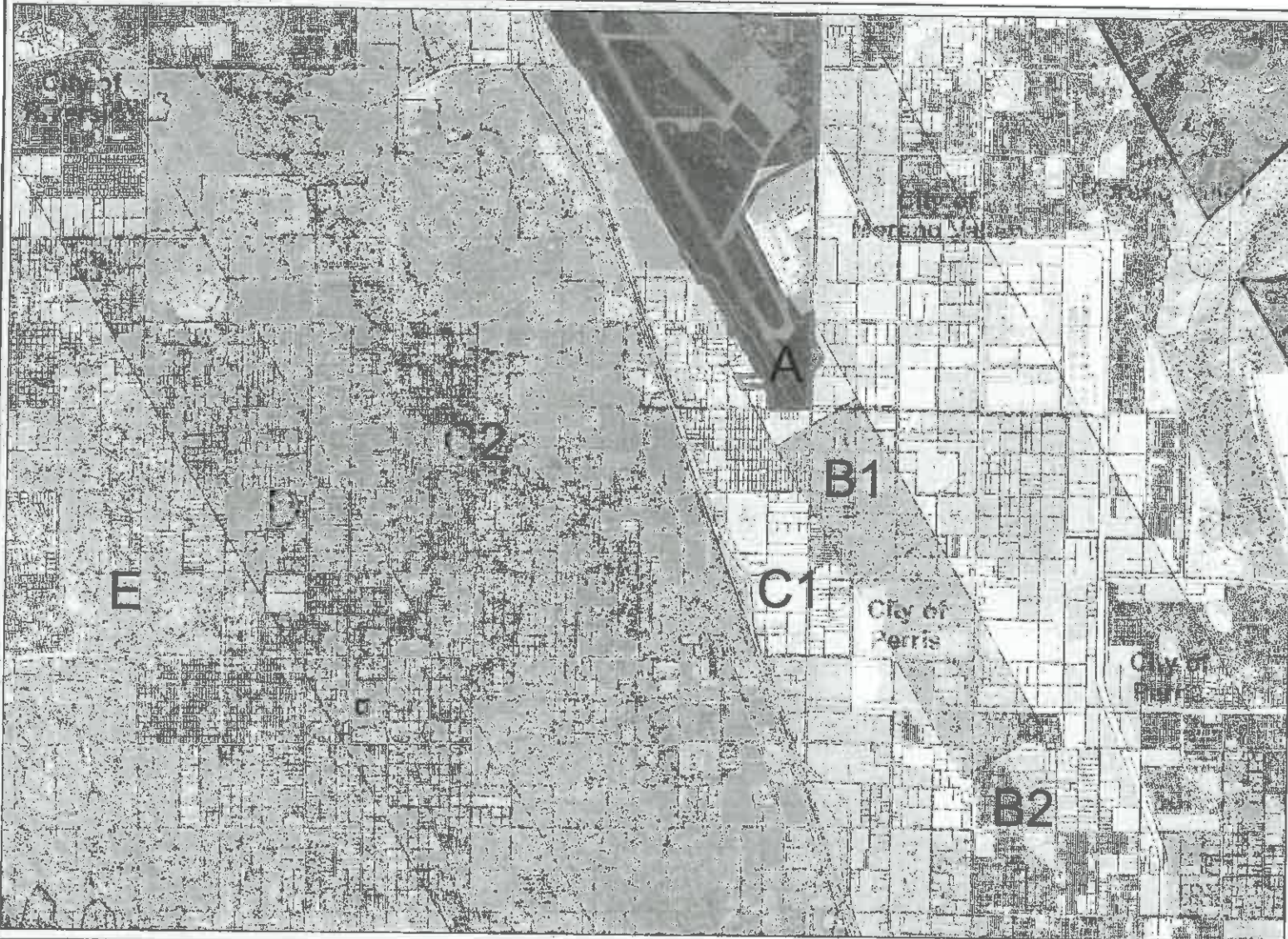
Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport



























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

SEE INSET AT RIGHT

My Map



Legend

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



0 5,868 11,735 Feet



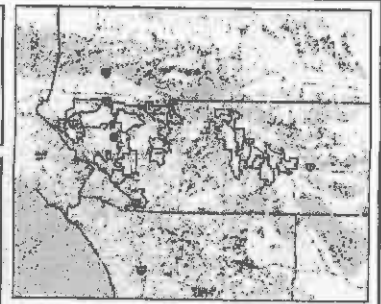
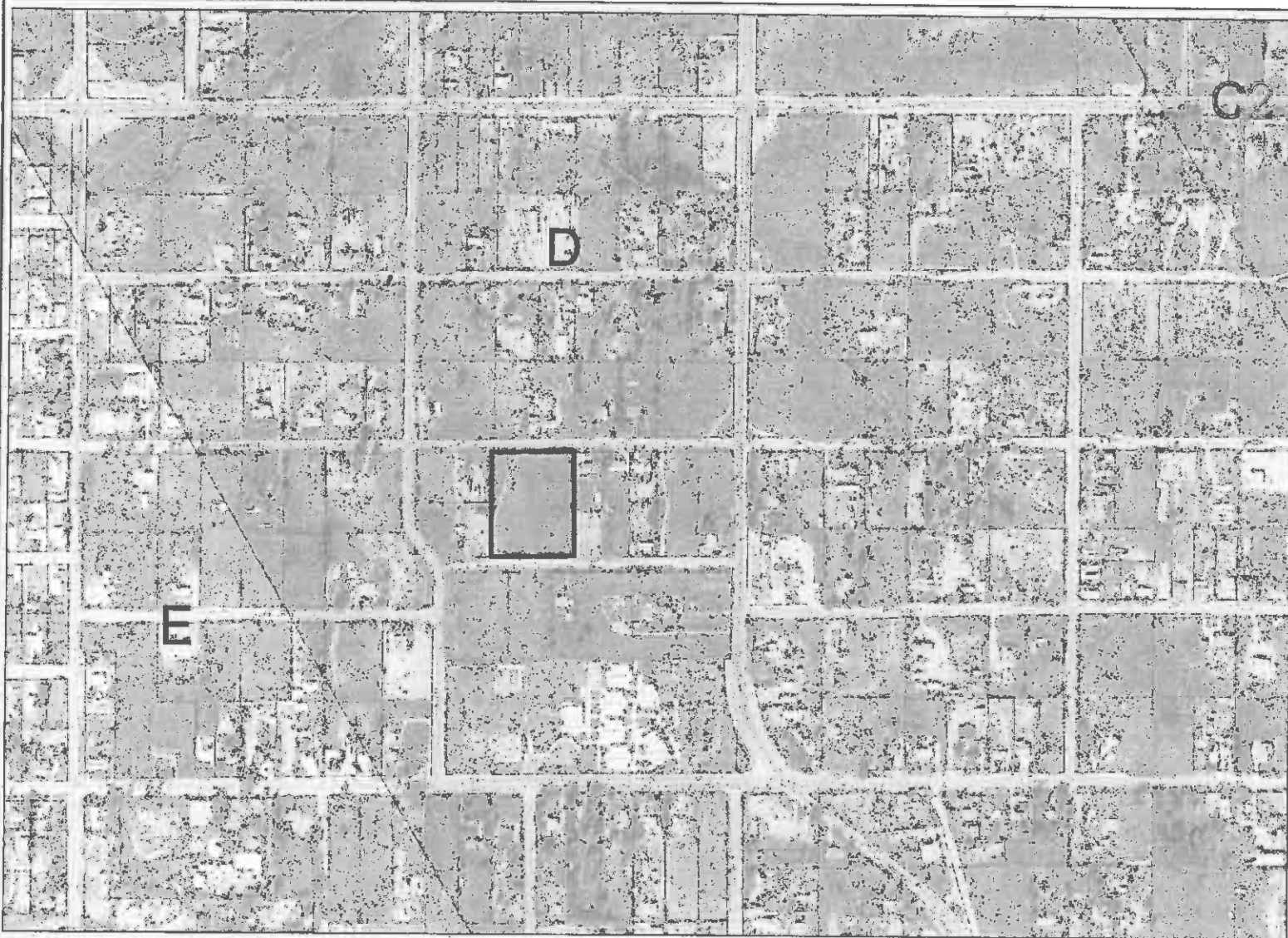
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Notes

My Map



Legend

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



0 733 1,467 Feet



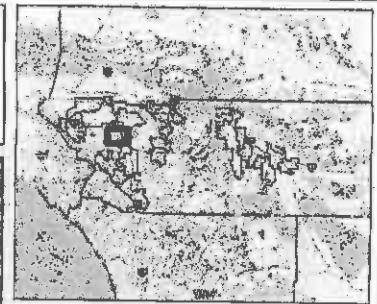
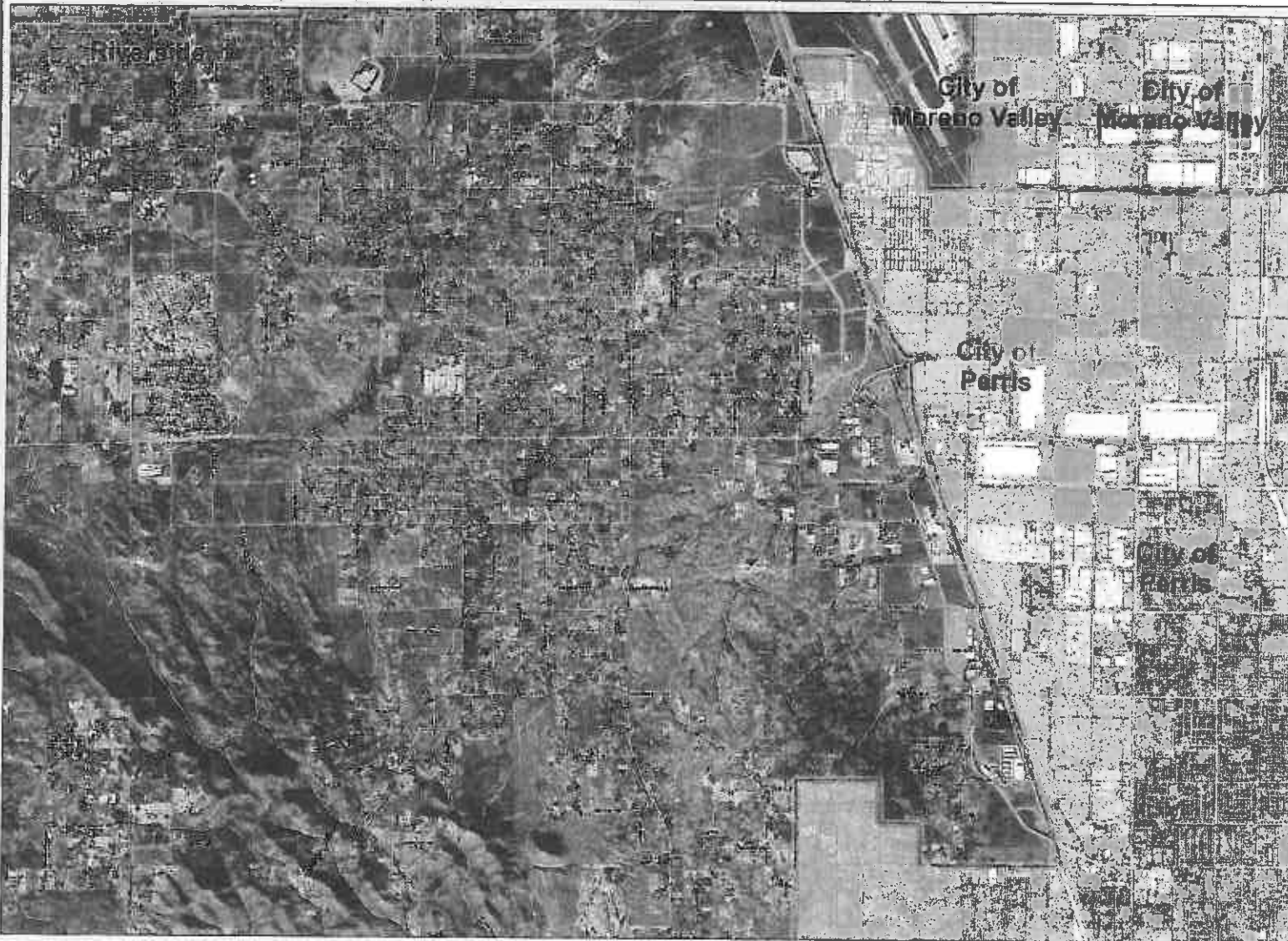
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Notes

My Map



Legend

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



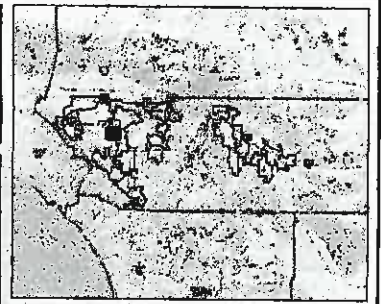
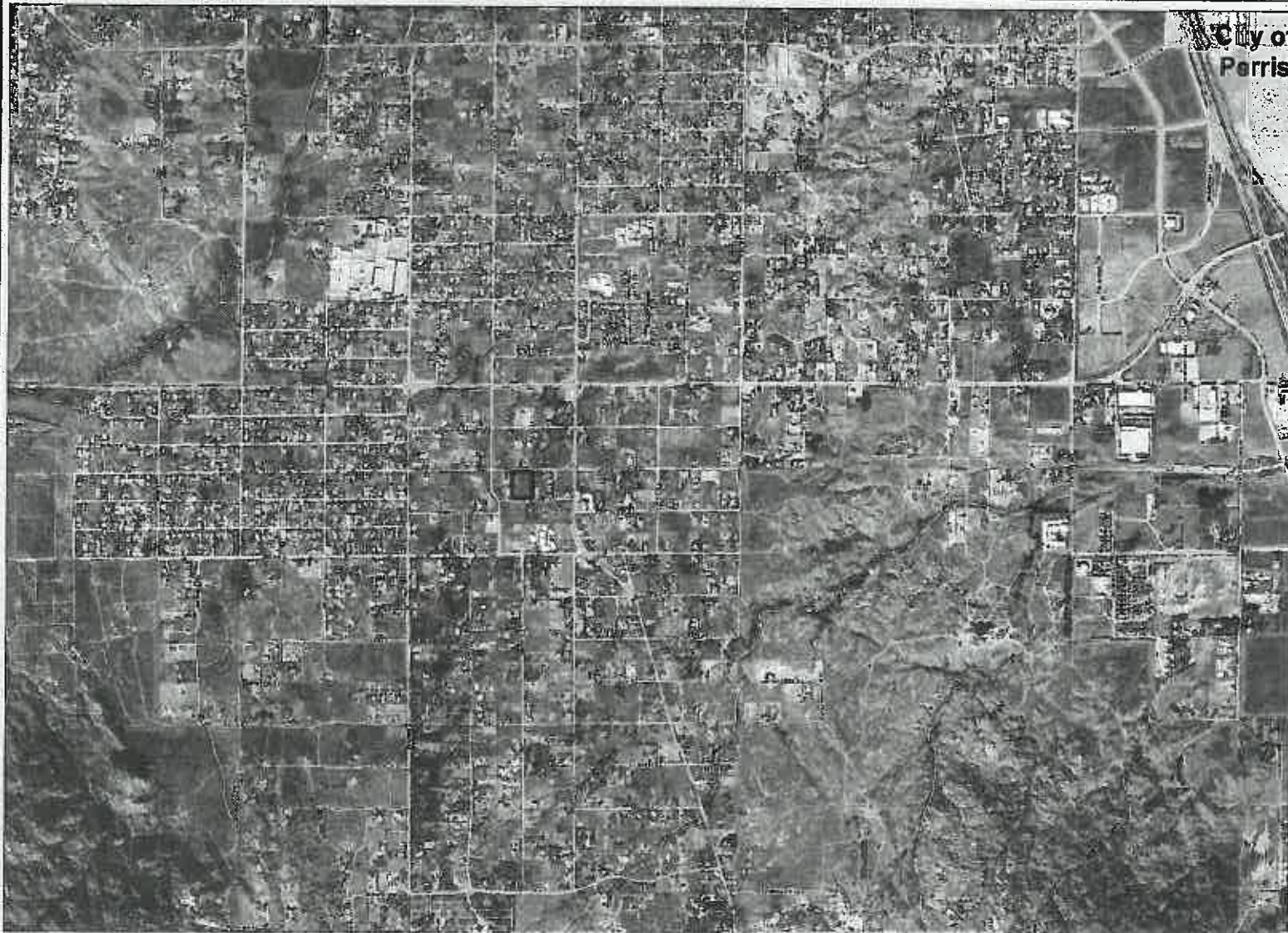
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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Notes

My Map



Legend

 City Boundaries

Cities

roadsanno

highways

— HWY

— INTERCHANGE

— INTERSTATE

— OFFRAMP

— ONRAMP

— USHWY

roads

— Major Roads

— Arterial

— Collector

— Residential

 counties

 cities

hydrographylines

waterbodies

— Lakes

— Rivers



0

2,934

5,868 Feet



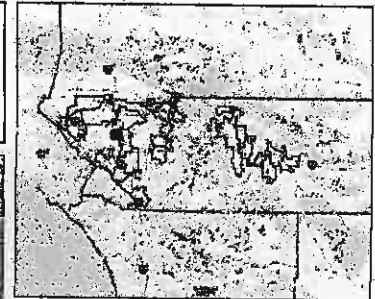
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Notes

My Map



Legend

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



0 1,467 2,934 Feet



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Notes

My Map



Legend

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



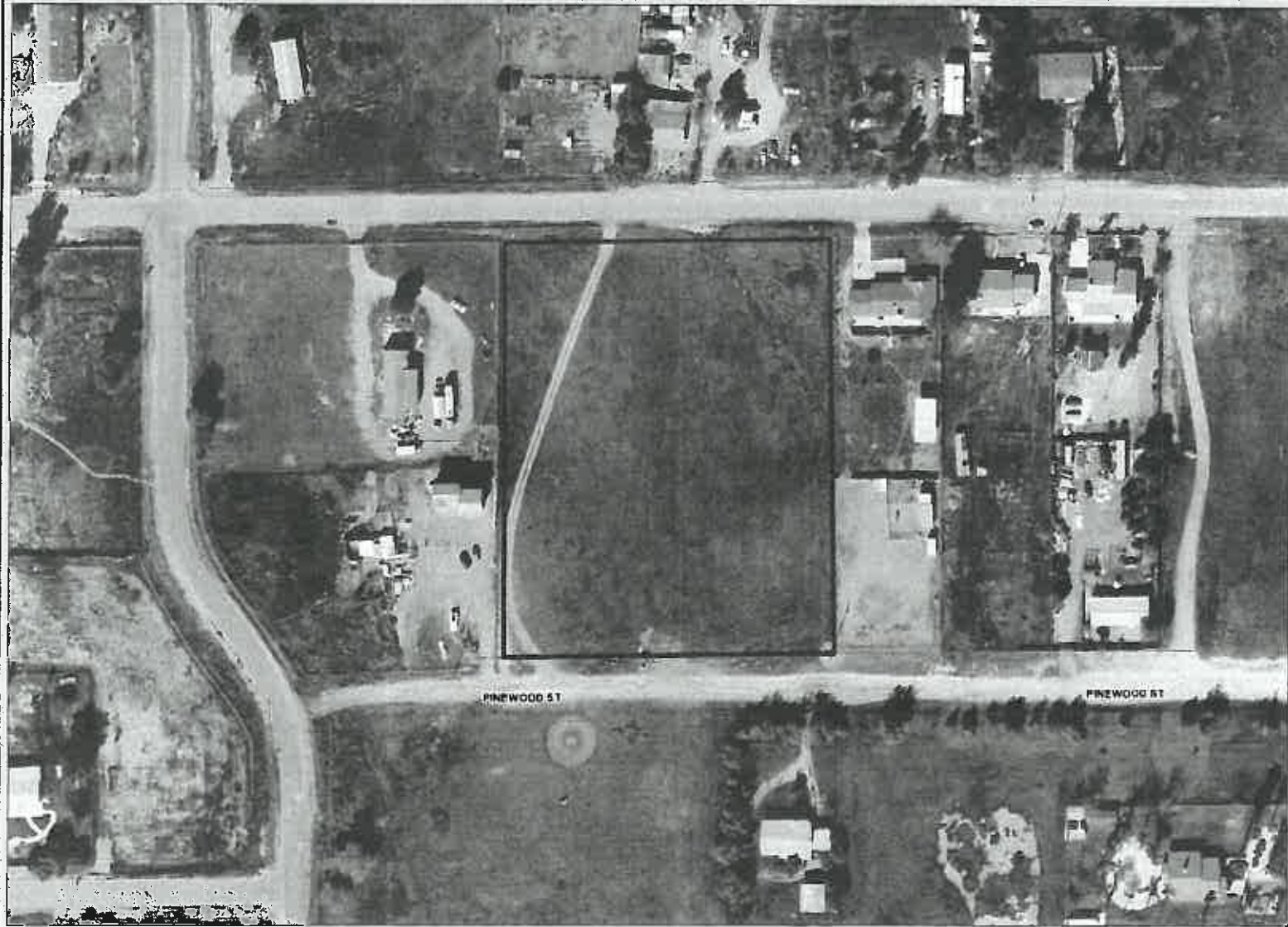
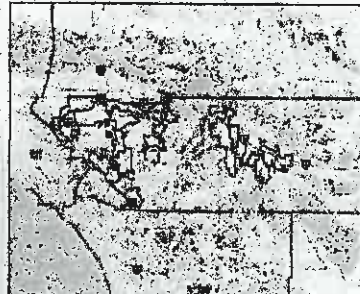
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Notes

My Map



Legend

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



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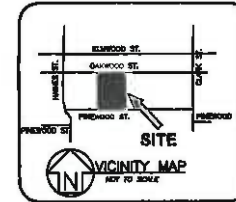
Notes

TENTATIVE PARCEL MAP NO. 37086

APN: 318-172-003

THIS MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER

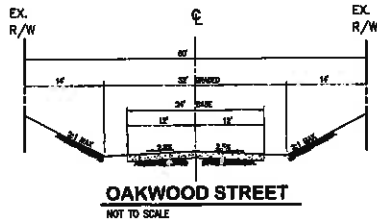
21378 OAKWOOD STREET PERRIS, CALIFORNIA 92570



S. 10, T. 4 S., R. 4 E.
YANBAR BROTHERS MAP PAGE 778 OF 1,099 EDITION

SCALE: 1"=50'

GRAPHIC SCALE



NOTES:

1. COMMUNITY SERVICES DISTRICTS WITHIN OR PARTIALLY WITHIN HEAD VALLEY (117-STREET LIGHTING)
2. SCHOOL DISTRICTS: VAL VERDE UNIFIED SCHOOL DISTRICT.
3. THIS PROJECT IS NOT WITHIN A UNIFIED PLAN.
4. THIS PROJECT IS SUBJECT TO POTENTIAL LOW LIEQUATION, NO OTHER GEOLGIC HAZARD, AND PARCEL IS NOT WITHIN A SPECIAL STUDY ZONE.
5. THERE IS NO COULSION ELEMENT RIGHT OF WAY.
6. THIS PROJECT (LAND) IS NOT SUBJECT TO OVERFLUP, INUNDATION, OR FLOOD HAZARD.
7. THERE ARE NO OPEN CHANNELS WITHIN THIS PROJECT.
8. THERE ARE NO FLAMMABLE/ COMBUSTIBLE LIQUID AND SOLIDS ON, ABOVE OR BELOW GROUND.
9. THIS MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
10. NO EXISTING WELLS ON THE PROPERTY OR WITHIN ADJ OF THE PROPERTY BOUNDARY.
11. SEWER, SUBSURFACE DISPOSAL SYSTEM WILL BE PROPOSED.
12. PROPOSED IMPROVEMENT SCHEDULE: SCHEDULE "W"

SOURCE OF TOPOGRAPHY:

SPOT ELEVATIONS AND CONTOUR LINES SHOWN HEREON ARE BASED ON A TOPOGRAPHIC SURVEY INFORMATION COLLECTED IN THE FIELD BY G&G ENGINEERING SURVEY CREW IN JANUARY 2016.

EASEMENTS:

ALL EASEMENTS ARE AS PER PRELIMINARY TITLE REPORT BY CHICAGO TITLE COMPANY DATED OCTOBER 16, 2014.

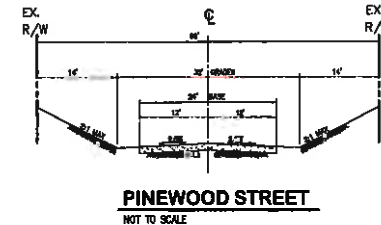
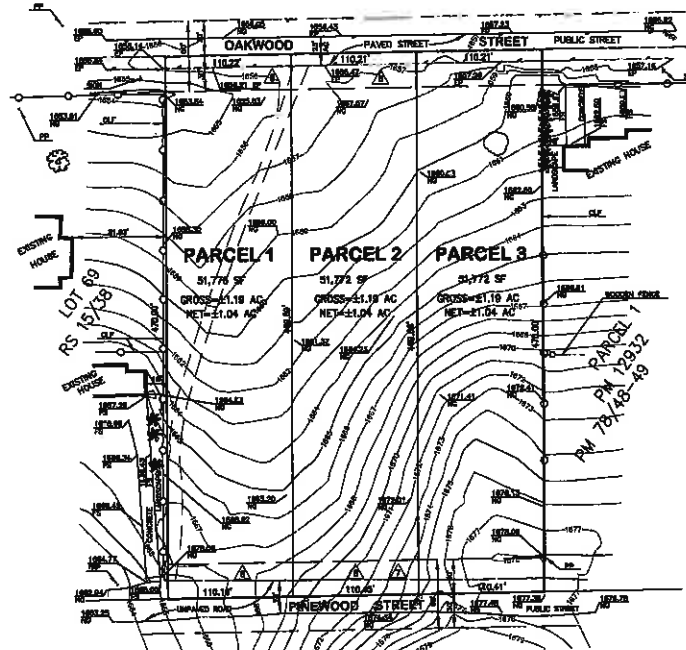
- ⚠ Easement(s) for the purpose(s) shown below and rights incidental thereto, as reserved in a document:

Reserved by: Metropolitan Water District
 Public Utility
 Recording Date: May 27, 1989
 Recording No.: 1662, in book 283 page 234. Official Records
 Affect: said land
- ⚠ Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to: California Electric Power Company
 Public Utility
 Recording Date: January 20, 1948
 Recording No.: in book 189 page 148. Official Records
 Affect: said land
- ⚠ Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to: California Electric Power Company
 Public Utility
 Recording Date: May 22, 1982
 Recording No.: 2271, Official Records
 Affect: as described therein
- ⚠ Easement(s) for the purpose(s) shown below and rights incidental thereto, as disclosed in a grant deed:

Purpose: road and public utility
 Recording Date: June 17, 1982
 Recording No.: 2271, Official Records
 Affect: the Northern and Southern 36 feet of said land



FLOOD ZONE

FEMA FLOOD PLAIN: FLOOD ZONE C
 SPECIAL FLOOD CRD. AREA NOT IN SPECIAL FLOOD AREA

ZONING

PARCEL 1: EXISTING A-1-1 RD-ALDR
 PARCEL 2: EXISTING A-1-1 RD-ALDR
 PARCEL 3: EXISTING A-1-1 RD-ALDR

ZONING AND LAND USE

EXISTING USE PARCEL 1: 362621 PROPOSED USE: RESIDENTIAL
 EXISTING USE PARCEL 2: 362621 PROPOSED USE: RESIDENTIAL
 EXISTING USE PARCEL 3: 362621 PROPOSED USE: RESIDENTIAL

APPLICANT

JANNEY ASSOCIATES
 120 N. MANASSAS ST., SUITE 402
 ANAHEIM, CA 92807
 PHONE (714) 395-2444

LAND OWNER

ALBERTO PEREZ
 1400 ROMA AVE
 PERRIS, CA 92504
 PHONE (310) 468-8778

LEGAL DESCRIPTION

THAT PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 10 TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT 681.26 FEET SOUTH OF 16' 10' WEST FROM THE WORKSTAKE CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION, SAID POINT BEING THE NORTHWEST CORNER OF THE PARCEL CONVEYED TO CHESTER L. BARHAM AND WIFE BY DEED RECORDED AUGUST 30, 1948 AS INSTRUMENT NO. 2357; THENCE CONTAINING NORTH 88° 16' WEST, 330.86 FEET; THENCE SOUTH 0° 37' 30" EAST, 494.88 FEET; THENCE NORTH 89° 16' EAST, 330.86 FEET TO THE SOUTHWEST CORNER OF THE PARCEL CONVEYED TO CHESTER L. BARHAM AND WIFE; THENCE NORTH 0° 27' WEST, 464.88 FEET TO THE POINT OF BEGINNING. SAID PROPERTY IS ALSO SHOWN AND DESCRIBED AS LOT 10 ON RECORD SURVEY ENTITLED OLD VALLEY FARMS TRACT NO. 3 ON FILE IN BOOK 15 PAGE 30 OF RECORDS OF SANBAY, RIVERSIDE COUNTY RECORDS.
 GROSS AREA = 3.26 AC
 NET AREA = 3.12 AC

PREPARATION DATE: MARCH 24, 2016

UTILITY COMPANIES

EASTERN MUNICIPAL WATER DISTRICT
 2270 TRIMBLE ROAD
 P.O. BOX 0300
 PERRIS, CA 92570-0300
 (951) 528-3777

SANTARY SEWER
 SEPTIC SYSTEM

SOUTHERN CALIFORNIA EDISON
 2810 MENZIE ROAD
 BOUNDAUD, CA 92505
 (951) 943-4270

WASTE MANAGEMENT OF INLAND VALLEY
 700 SCHWABLA CIRCLE
 HEMET, CA 92344
 (951) 974-7774

THE GAS COMPANY

2000 TRIMBLE ROAD
 BOUNDAUD, CA 92505
 (951) 530-7628

VERIZON
 480 SOUTH AVENUE
 PERRIS, CA 92504-4308
 (951) 528-8462

PERRIS ELEMENTARY SCHOOL DISTRICT
 145 EAST FIRST STREET
 PERRIS, CA 92570
 (951) 927-3118

PERRIS UNION HIGH SCHOOL DISTRICT
 185 EAST 4th STREET
 PERRIS, CA 92570
 (951) 943-4200

LEGEND

- PROPERTY LINE (C)
- PROPOSED PARCEL LINE
- EX. CHAIN LINK FENCE
- STREET CORNER (C)
- EX. WIRE FENCE
- EX. GAS LINE
- EX. ULS. LINE
- EX. WATER LINE
- EX. SEWER LINE
- EX. BUILDING
- EXISTING LINE
- STREET LIGHT
- EX. POWER POLE
- STREET SIGN
- EX. FIRE HYDRANT
- THIS (TRAIL OR)

ARCHITECT:

REVISIONS:

PROPERTY OWNER: PERRIS DEVELOPMENT, 21378 OAKWOOD ST, PERRIS, CA

PREPARED UNDER SUPERVISION OF: Alberto Perez, Surveyor

G & G ENGINEERING, INC.
 11201 N. MANASSAS ST., STE. 402
 ANAHEIM, CA 92807
 PHONE (714) 395-2444

DRAWN BY: F.G.
 DESIGNED BY: A.G.
 CHECKED BY: A.G.

TENTATIVE
 PARCEL MAP
 NO. 37086

DATE: 03-24-16 SHEET NO. 1
 SCALE: AS SHOWN
 ACS NO. 708



PAGE BREAK



**AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY**



CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Steve Manos
Lake Elsinore

Russell Betts
Desert Hot Springs

October 19, 2016

Mr. Matt Taylor, Project Planner
City of Riverside Community and Economic Development Department/Planning Division
3900 Main Street, Third Floor
Riverside, CA 92522

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

File No.: ZAP1218MA16
Related File No.: P16-0615 (Conditional Use Permit)
APN: 211-021-023

Dear Mr. Taylor:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Riverside Case No. P16-0615 (Conditional Use Permit), a proposal to establish a large equipment rental facility within an existing 12,000 square foot building on a 1.33 acre parcel, located at 2262 Third Street between Commerce Street and Park Avenue.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, nonresidential intensity is not restricted.

The site’s finished floor elevation is 888 feet AMSL, and the tallest building height is 20 feet, resulting in a maximum top point elevation of 908 feet AMSL. This is more than 600 feet lower than the elevation of March’s Runway 14-32 at its northerly terminus (approximately 1,535 feet above mean sea level). The site is located less than 20,000 feet from Runway 6-24 at Flabob Airport, with an elevation of 768 feet above mean sea level (AMSL). However, as the length of this runway does not exceed 3,200 feet, the relevant horizontal distance is 10,000 feet. This site is located 12,721 feet from the runway. Therefore, FAA OES review was not required for height/elevation reasons.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

STAFF
Director
Ed Cooper

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

AIRPORT LAND USE COMMISSION

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris centers, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The landowner shall provide the attached notice to all potential purchasers of the property and to tenants/lessees of the building(s) thereon.

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

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

Attachments: Notice of Airport in Vicinity

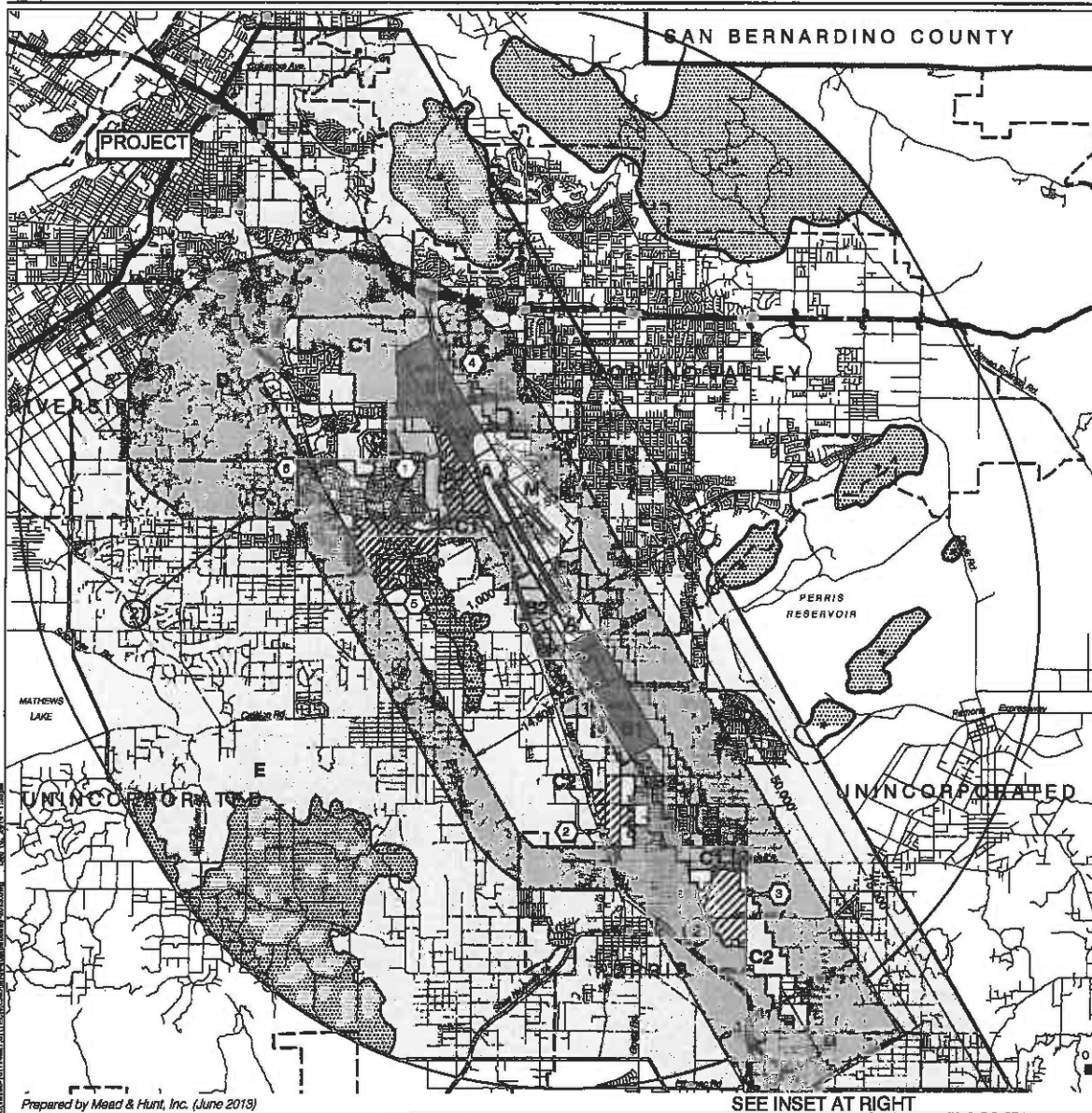
AIRPORT LAND USE COMMISSION

**cc: All Access Equipment Rentals/All Access Services (applicant/payee)
John Sun (property owner)
J & H Condor (landowner)
Debbie Melvin (representative)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser, March Air Reserve Base
ALUC Case File**

Y:\AIRPORT CASE FILES\March\ZAP1218MA16\ZAP1218MA16.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

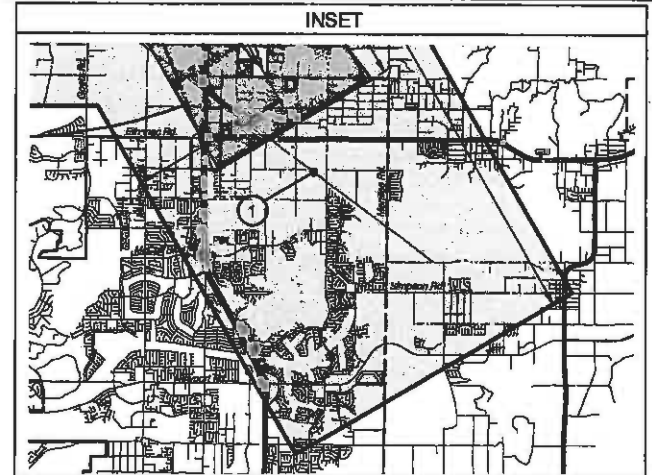
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

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

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



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

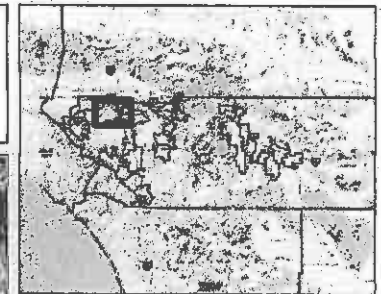
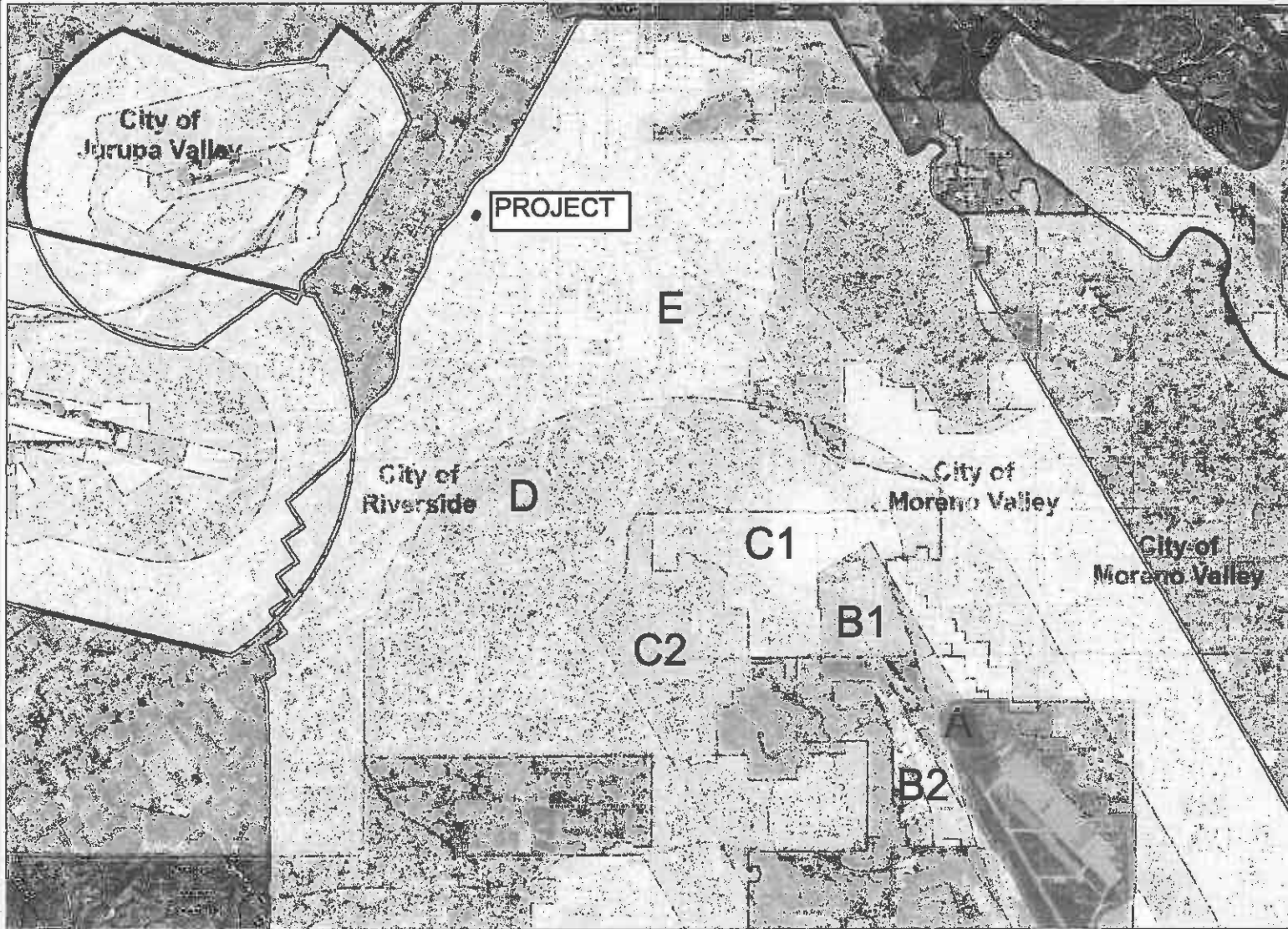
Note:
All dimensions are measured from
runway ends and centerlines.





























Base map source: County of Riverside 2013

SEE INSET AT RIGHT

My Map



Legend

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



0 10,222 20,443 Feet



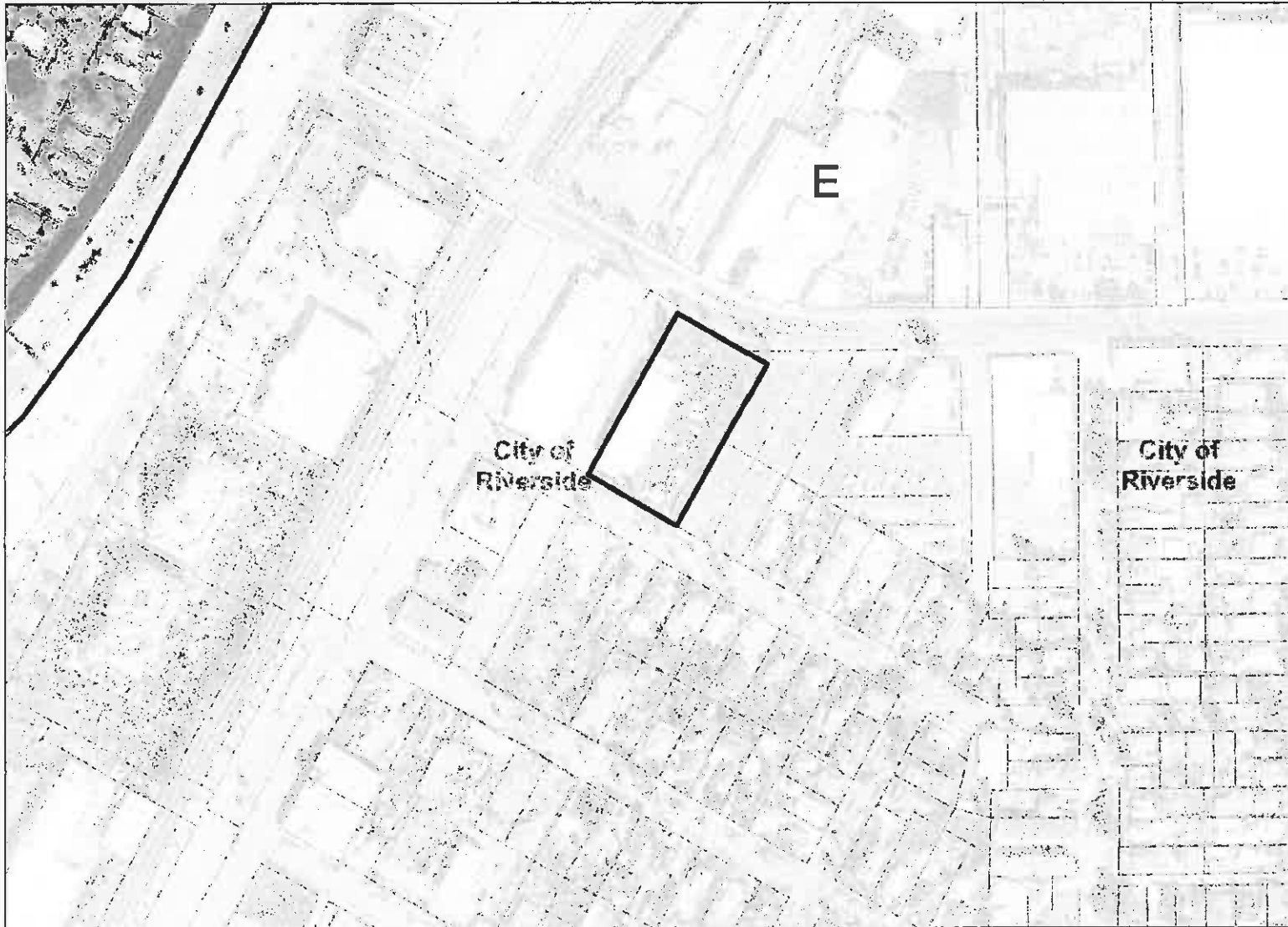
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Notes

My Map



Legend

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



0

325

650 Feet



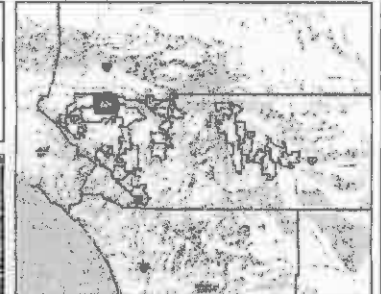
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Notes

My Map



Legend

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



0 5,111 10,222 Feet



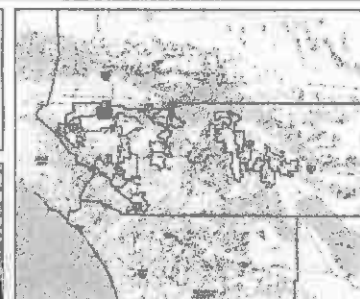
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Notes

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Legend

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

Notes



0

2,555

5,111 Feet

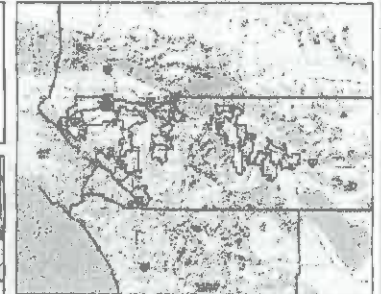


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My Map



Legend

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



0 1,278 2,555 Feet



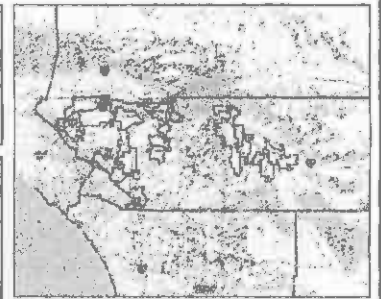
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Notes

My Map



Legend

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



0

639

1,278 Feet



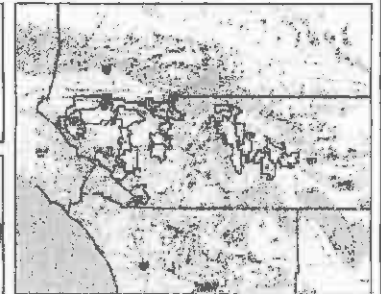
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Notes

My Map



Legend

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



0

319

639 Feet



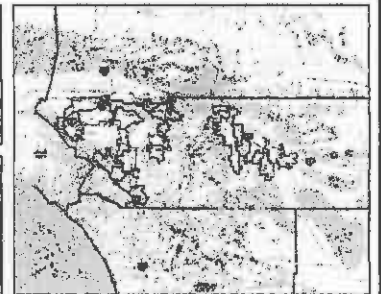
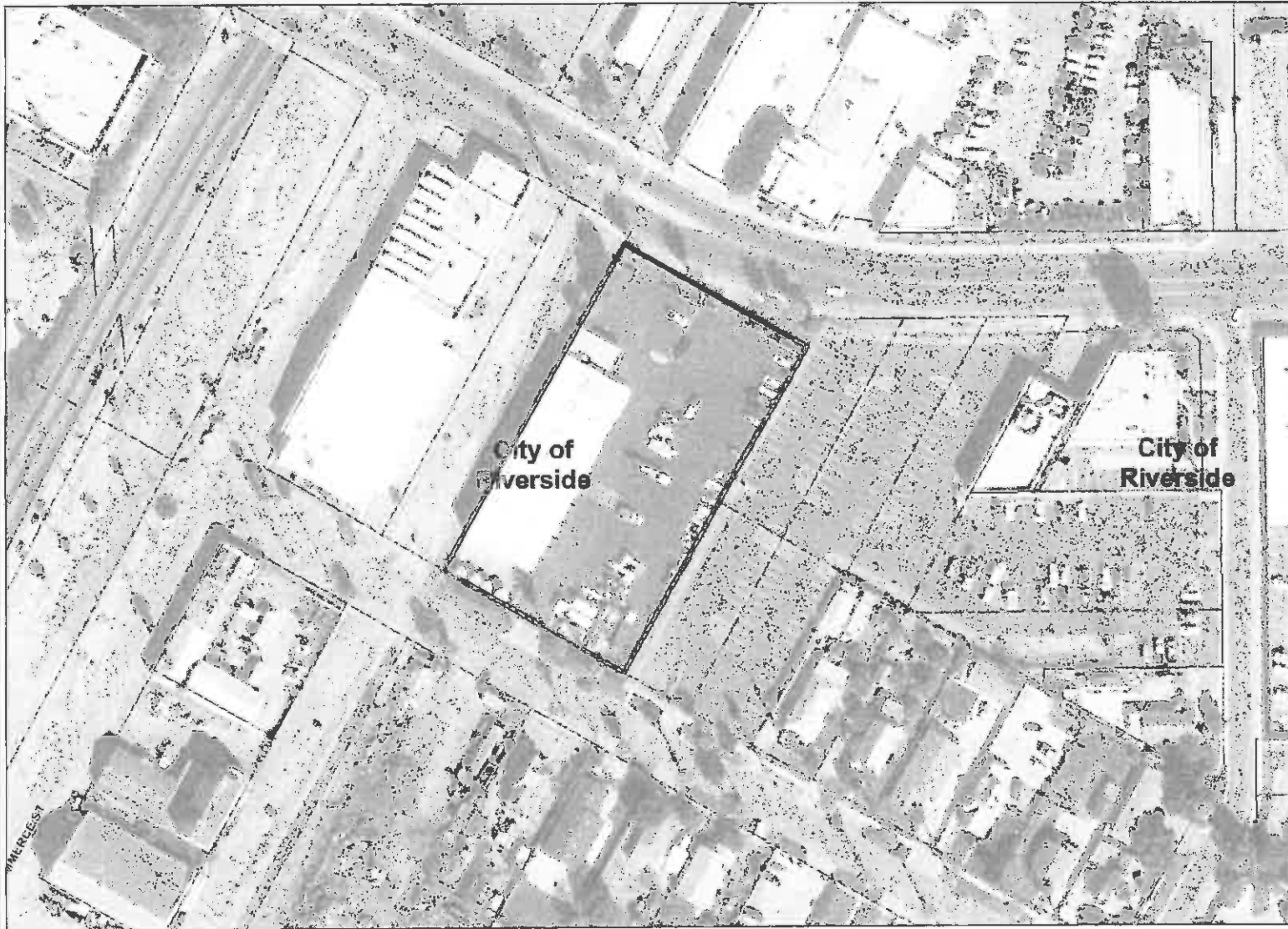
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-  Display Parcels
-  City Boundaries
- Cities**
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
-  counties
-  cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



0 160 319 Feet



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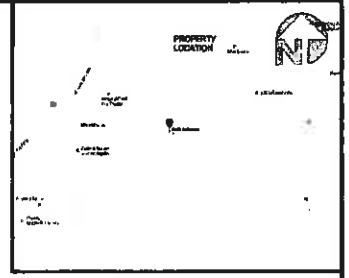
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Notes

PROPERTY FRONTAGE ALONG 3RD ST.
PICTURE TAKEN FROM NORTH/EAST CORNER STREET OF 3RD ST.



IN THE CITY OF RIVERSIDE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
MINOR CONDITIONAL USE PERMIT
 2622 3RD STREET, RIVERSIDE, CA
 DATE PREPARED: AUGUST 30, 2016



VICINITY MAP

LEGAL DESCRIPTION

RECORDED BOOK/PAGE: 106 6/10
 SUBDIVISION NAME: WHITES ADD
 LOT/PARCEL: 24
 BLOCK: 2
 TOWNSHIP/RANGE: 7250N SEC-24
 TOWNSHIP/RANGE: 7250N SEC-24
 TOWNSHIP/RANGE: 7250N SEC-24
 TOWNSHIP/RANGE: 7250N SEC-24

PROPERTY OWNER

JOHN SUN
 1827 N 19TH STREET
 MCKINLEY, TEXAS 75051
 SANSAPRADA.COM

APPLICANT

ALL ACCESS EQUIPMENT RENTALS
 KEVIN ALEXANDER
 3344 HOLLY STREET
 SPRING VALLEY, CA 91777
 TTY: (951) 775-1437
 KEVIN@ALLACCESS.COM

PLAN PREPARED BY:

JANEL DONALDZ
 13863 GREEN VISTA DRIVE
 FONTANA, CA 92337
 DT: (909) 373-5039

REPRESENTATIVE

DEBORAH L. KELLEY
 16405 EYEWING STAR ROAD
 RIVERSIDE, CA 92505
 TEL: (951) 816-5904

GENERAL NOTES:

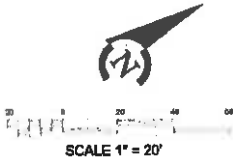
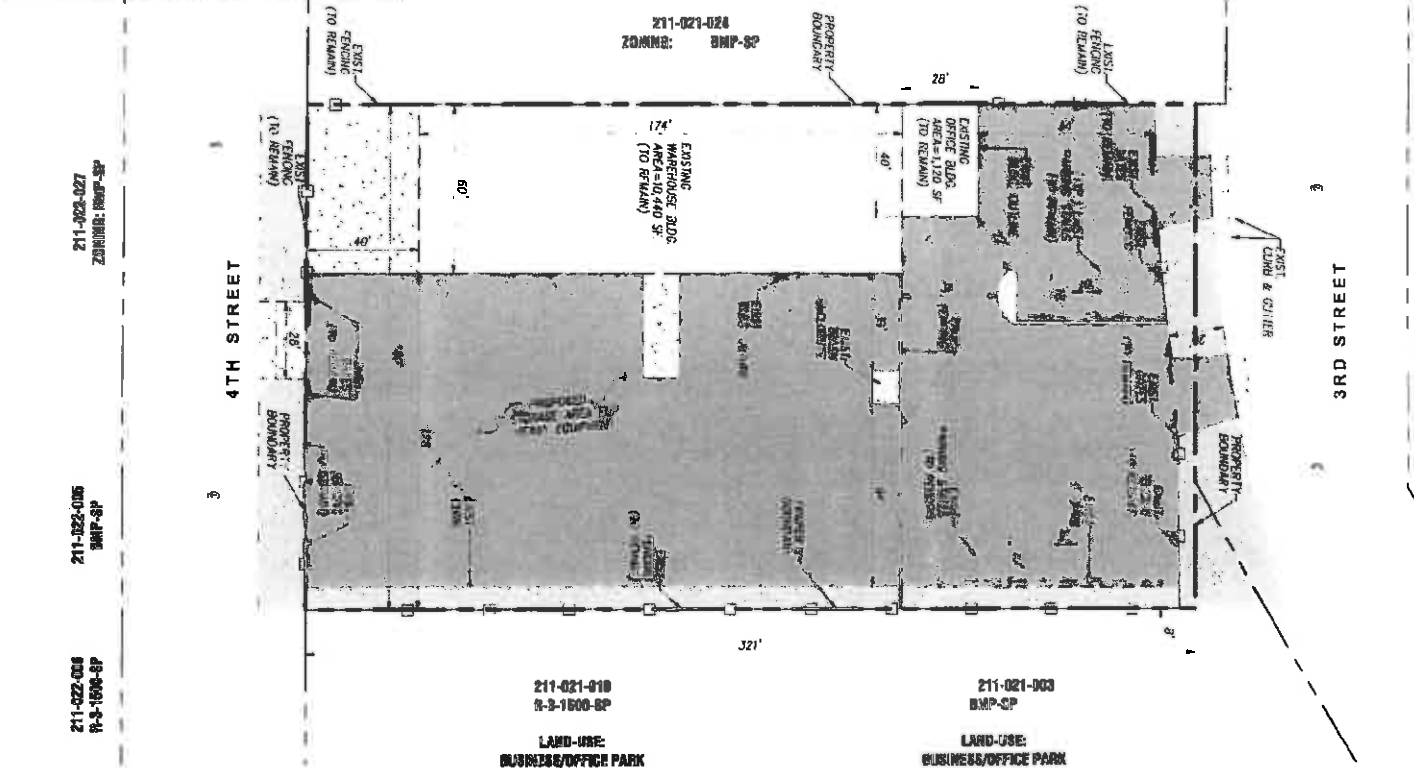
PROPERTY ADDRESS: 2622 3RD STREET
 LOT AREA: 2.38 ACRES
 EXISTING ZONE: BMP-SP (MARKETPLACE SPECIFIC PLAN)
 PROPOSED ZONE: BMP-SP (MARKETPLACE SPECIFIC PLAN)
 LAND-USE: BUSINESS / OFFICE PARK
 APN: 211-021-023
 MAP DATE: 08-0-14
 HOURS OF OPERATION: 7 AM - 5 PM
 NUMBER OF EMPLOYEES: 8
 TYPE OF BUSINESS: EQUIPMENT RENTAL AND INCIDENTAL SERVICES

TYPES OF EQUIPMENT:

- GENSER LIFT
- ROOM LIFT
- REACH FORK/LIFT
- SKID STEER
- GENERATOR
- PAYMENT TOLLER

LEGEND OF ABBREVIATIONS AND SYMBOLS

- PROP. PROPOSED
- EXIST. EXISTING
- TYP. FLOOR LINE
- CL. CENTERLINE
- P/W. RIGHT OF WAY
- ST. SQUARE FOOT
- A.C. ASPHALT CONCRETE
- PP. POWER POLE
- Ø. DIA. DIAMETER
- ØP. EDGE OF PAVEMENT
- STREET CENTER LINE
- CORR. & CUTTER
- STREET H/W LINE
- PROPERTY BOUNDARY
- EXISTING WALL
- EXISTING CONCRETE
- PROPOSED ASPHALT-CONCRETE



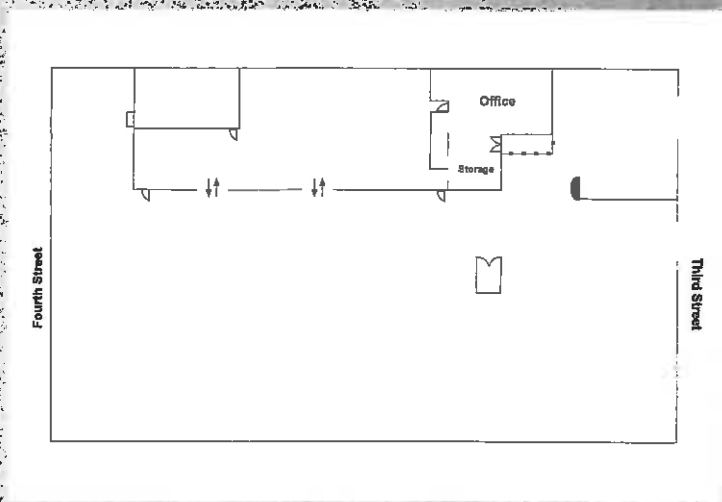
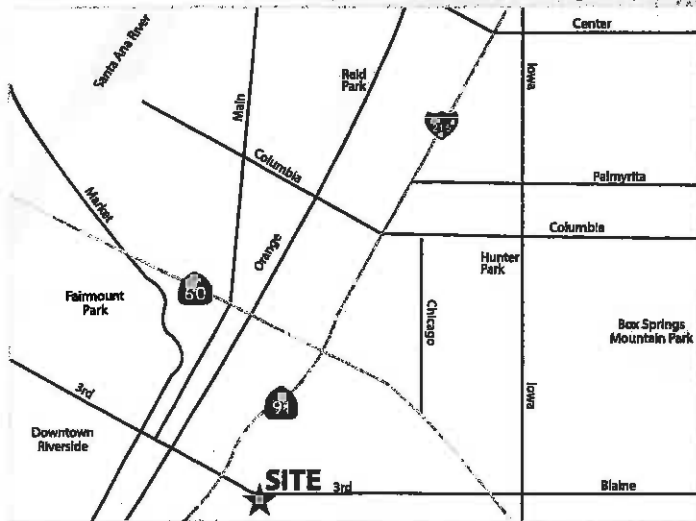
DESIGNED BY: AG	<table border="1"> <tr> <td>PROJECT NAME:</td> <td>2622-3RD</td> </tr> <tr> <td>CITY OF RIVERSIDE PROJECT:</td> <td></td> </tr> <tr> <td>SHEET:</td> <td>1 of 1</td> </tr> </table>	PROJECT NAME:	2622-3RD	CITY OF RIVERSIDE PROJECT:		SHEET:	1 of 1
PROJECT NAME:		2622-3RD					
CITY OF RIVERSIDE PROJECT:							
SHEET:		1 of 1					
DRAWN BY: AG							
CHECKED BY: AG							
SCALE:							
AS NOTED DATE: 08/30/2016							
CITY OF RIVERSIDE MINOR CONDITIONAL USE PERMIT 2622 3RD STREET, RIVERSIDE, CA APN: 211-021-023							

FOR LEASE | 2622 3RD STREET, RIVERSIDE



Property Features

- ±12,000 Total SF
- ±3,000 SF of Office space
- Quality metal construction
- 16' Minimum ceiling clearance
- Four (4) 14' x 14' ground level loading doors
- 400 AMP, 120/280 Volts (verify)
- Fully paved, fenced, and secured yard area
- Business Manufacturing Park (BMP) zone
- Attractive, reasonable, and reliable city owned municipal utilities
- Great access to the 91, 60, and 215 freeways









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

ALUC Identification No.

ZAP1218MA16

March 11

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 9-28-2016
 Property Owner John Sun Phone Number atm Brian 951 276-3600
 Mailing Address 1807 N. 10th Street
McAllen Texas
sun6288@aol.com

Agent (if any) Debbie Melvin Phone Number 951 818 5914
 Mailing Address 16895 Evening Star Road
Riverside Ca 92506
debbie@acdy.net

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address 2622 Third Street
Riverside Ca 92501
 Assessor's Parcel No. 211-021-023 Parcel Size 1.36 ac
 Subdivision Name whites addition / MB 6/48 Zoning
 Lot Number 25 Classification

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) No occupant - vacant building
Previous use fertilizer sales for
citrus groves

Proposed Land Use (describe) Equipment rental (inside + outside)
The proposed tenant is all access
Equipment Rental - yard is paved +
fenced

For Residential Uses Number of Parcels or Units on Site (exclude secondary units)

For Other Land Uses Hours of Use

(See Appendix C) Number of People on Site Maximum Number

Method of Calculation

Height Data Height above Ground or Tallest Object (including antennas and trees) less than 900' ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 888 ft.

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

if yes, describe This project is an existing
single story building

PAGE BREAK



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



CHAIR

Simon Housman
Rancho Mirage

October 21, 2016

VICE CHAIRMAN

Rod Ballance
Riverside

Mr. Russell Brady, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

COMMISSIONERS

Arthur Butler
Riverside

[VIA HAND DELIVERY]

John Lyon
Riverside

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

Glen Holmes
Hemet

File No.: ZAP1012BL16
Related File No.: CUP03721 (Conditional Use Permit) Alternate Layout
APN: 879-110-001

Steve Manos
Lake Elsinore

Dear Mr. Brady:

Russell Betts
Desert Hot Springs

STAFF

Director
Ed Cooper

John Guerin
Paul Rull
Barbara Santos

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

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed an alternate site layout for CUP03721 (Conditional Use Permit), a proposal to construct and operate a 25 megawatt (MW) photovoltaic solar facility with associated facilities on a 160-acre site under the jurisdiction of the County of Riverside located southerly of Interstate 10, easterly of the Wiley's Well Road interchange and westerly of the Mesa Drive interchange, and southwesterly of the unincorporated community of Mesa Verde/Nicholls Warm Springs. The 160-acre site is part of a larger (approximately eight square mile) proposed 450 MW solar facility under the jurisdiction of the Bureau of Land Management (BLM).

www.rcaluc.org

While the 160-acre site is not located within an Airport Influence Area, the alternate layout would relocate the substation and gen-tie lines approximately 1 mile easterly of the original location and into Compatibility Zone E of the Blythe Airport Influence Area. Compatibility Zone E prohibits uses that are hazards to flight. Staff reviewed the alternate layout of the substation and gen-tie lines to evaluate potential height obstruction. The tallest structure at the substation alternate location is planned to be 100 feet in height and would be located at least 14,283 feet from the west end of Runway 8 of Blythe Airport. Among the 29 gen-tie structures (each 135 feet tall), 8 are located within Compatibility Zone E, and a total of 13 are located within 20,000 feet of the west end of Runway 8. Of the 8 gen-ties located within Compatibility Zone E, the gen-tie structure with the highest top point elevation is Pole 79 at 552.6 feet above mean sea level (AMSL) and 16,276.2 feet away from Runway 8. It is important to note that the proposed alternate gen-tie layout is located to the south of multiple existing (Blythe/McCoy, SC 161 kV, NRG Blythe 21) and proposed (Blythe Mesa) transmission lines which are closer to Blythe Airport runways than the Desert Quartzite alternate gen-tie line route. The alternate layout also

AIRPORT LAND USE COMMISSION

reduces the solar panel array and footprint on the overall project site.

The elevation of Runway 8-26 at Blythe Airport at its westerly terminus is approximately 396 feet above mean sea level (396 feet AMSL). The closest alternate layout gen-tie tower to the airport is 14,202 feet and has a top point elevation of 527.1 feet AMSL. The tallest alternate layout gen-tie tower is 574.4 feet AMSL and is located 19,567.9 feet from the airport. In both cases, the top point elevation does not exceed the levels requiring FAA review (538 feet AMSL at 14,202 feet and 591.7 feet AMSL at 19,567 feet). Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons was not required.

The solar glare potential was previously analyzed in the applicant's original solar glare study (solar panel arrays have not changed location) utilizing the Solar Glare Hazard Analysis Tool (SGHAT) which determined the potential for glare created by the project for approaches on runways 8, 26, 17, and 35, including an angled approach for runway 26. The analysis utilized a glide slope approach of 3.0 degrees and utilized both a fixed tilt solar position facing south with a 25 degree tilt and a single-axis tracking aligned north-south with a maximum total tracking of 90 degrees. The analysis concluded that some glare would occur on the approach to runway 35 for a fixed tilt type facility. The glare that is projected to occur on the approach to runway 35 would be at 2.0 mile and 1.75 mile distances from the end of the runway and would be limited to a length of time as shown below:

1 ¾ mile

- Late February to Mid March – 5:20 p.m. to 5:50 p.m.
- Mid September to Mid October – 5:00 p.m. to 5:45 p.m. (6:00 to 6:45 PDT)

2 mile

- Late February to Mid April – 5:00 p.m. to 6:00 p.m. (6:00 to 7:00 PDT)
- Late August to Mid October – 5:00 p.m. to 5:45 p.m. (6:00 to 6:45 PDT)

No glare would occur closer than 1 mile from the runway. The analysis notes that the glare experienced at each of the distances and times noted above would result in a low potential for temporary after-image and would be beyond the 50 degree pilot field of vision. Based on FAA Interim Policy for FAA Review of Solar Energy System Projects on Federally Obligated Airports, low potential for temporary after-image is an acceptable level of impact for solar facilities located on airport property.

As ALUC Director, I hereby find the above-referenced Conditional Use Permit **CONSISTENT** with the 2004 Blythe Municipal Airport Land Use Compatibility Plan, subject to the following conditions.

CONDITIONS:

1. Any new outdoor lighting that is installed within the 160-acre area shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The determination of consistency relates specifically to the proposed project as described above. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Palo Verde Area Plan:

AIRPORT LAND USE COMMISSION

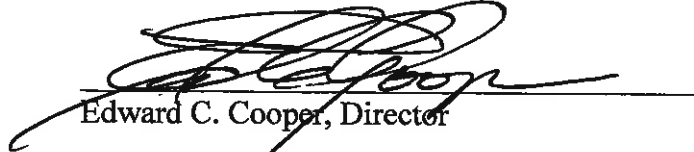
- (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, 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 **within one mile of the landing threshold.**
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels or covering them at the time of day when incidences of glare occur to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.
4. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

AIRPORT LAND USE COMMISSION

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

Sincerely,

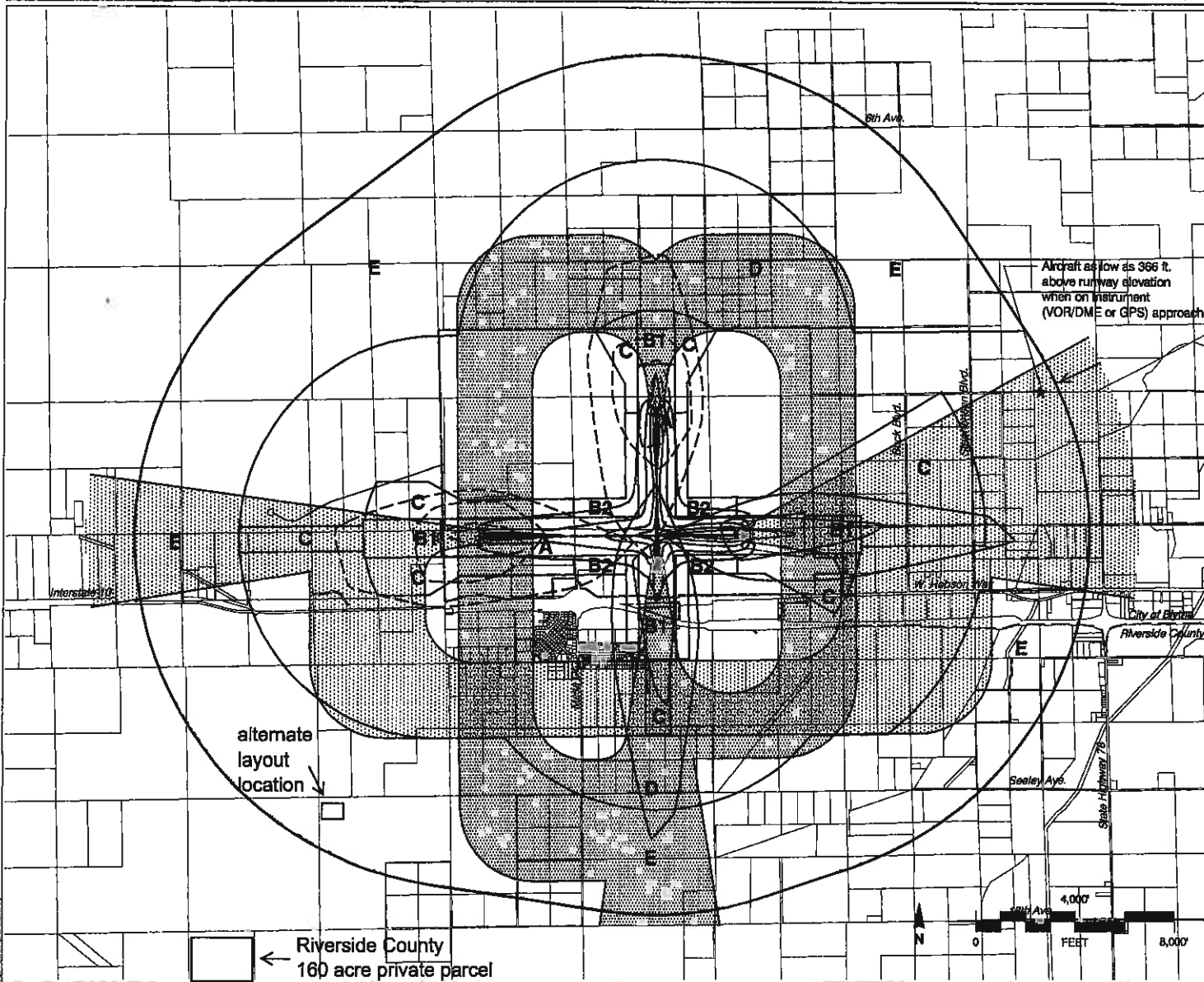
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

cc: Roy Skinner, Desert Quartzite, LLC (applicant/representative)
First Solar Development, Inc. (payee)
A-yuan Kao Chao (landowner)
Robert Ray, URS Corporation (representative)
Daryl Shippy, Airports Manager, Riverside County EDA – Aviation Division
ALUC Case File

Y:\AIRPORT CASE FILES\Blythe\ZAP1012BL16\ZAP1012BL16.LTR.doc



- Legend**
- Compatibility Zones**
- Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
- Noise and Overflight Compatibility Factors**
- 70 dB CNEL
 - 65 dB CNEL
 - 60 dB CNEL
 - 55 dB CNEL
- Safety and Airspace Compatibility Factors**
- General Traffic Pattern Envelope (approximately 80% of aircraft overflights estimated to occur within these limits)
 - Aircraft Departure Accident Risk Intensity Contours* (Shown only for Takeoffs to the West and North)
 - Aircraft Approach Accident Risk Intensity Contours* (Shown only for Landings from the East and South)
 - FAR Part 77 Conical Surface Limits (same as Influence area)
 - No Terrain Penetration of FAR Part 77 Surfaces
- Boundary Lines**
- Airport Property Line
 - - - City Limits

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

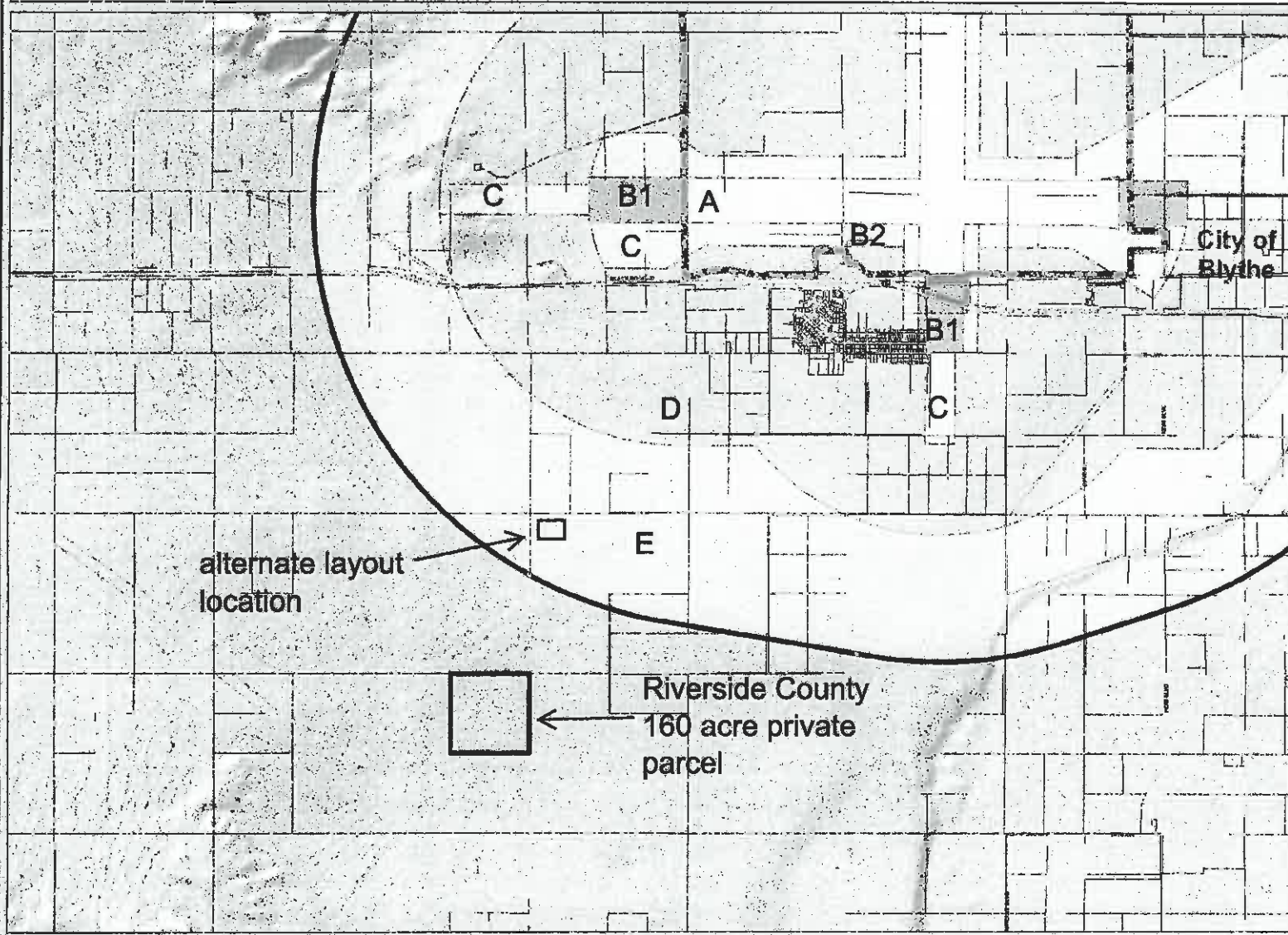
Riverside County
 Airport Land Use Commission
 Riverside County
 Airport Land Use Compatibility Plan
 East County Airports Background Data
 (October 2004)

Exhibit BL-7

Compatibility Factors Map
 Blythe Airport

BL-7-compatibility

My Map



Legend

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



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Notes

**APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
DESERT QUARTZITE SOLAR PROJECT**

**ATTACHMENT 1
SUPPLEMENTAL APPLICATION MATERIAL**

This attachment supplements the information presented on the Application for Major Land Use Action Review (Application) form and presents additional information regarding the overall Desert Quartzite Solar Project (Project). The information included on the Application form is generally specific to the 160-acre private parcel (APN 879-110-001) that is addressed in the Conditional Use Permit (CUP) application that was submitted to Riverside County by Desert Quartzite, LLC on February 12, 2015 (CUP Number 3721). The 160-acre private parcel that is subject to Riverside County CUP jurisdiction is part of a larger Project that is located on surrounding lands administered by the U.S. Bureau of Land Management (BLM) that are not subject to Riverside County CUP jurisdiction. The supplemental information herein is presented for context and clarification regarding how the 160-acre private parcel relates to the overall Project.

The balance of this supplemental application material is organized according to the sections within the Application form. In addition, information on existing and proposed energy development in the general Project area relative to the Desert Quartzite Project site and Blythe Airport Zones is presented at the end of this Attachment 1.

PROJECT LOCATION

Project Location Map

Figure 1 (Project Area and Airport Zones) shows the location of the overall Project site, the 160-acre private parcel subject to Riverside County CUP jurisdiction, and the geographic relationship of the overall Project site and the 160-acre private parcel to the Blythe Airport runways and the associated Airport Compatibility Zones. As shown, the 160-acre private parcel is not located within any of the specified airport zones. The northeast portion of the overall Project site is within Airport Compatibility Zone E (least restrictive zone). The northeast portion of the 160-acre private parcel is located with a 20,000-foot radius of the closest Blythe Airport Runway (Runway 8) as shown on Figure 1.

Assessor's Parcel Number (APN)

As indicated on the Application form and Figure 1, the 160-acre private parcel is located on APN 879-110-001-3. The balance of the overall Project site is located on lands administered by the BLM encompassing multiple APNs as shown and listed on Sheet 4 (Overall Easement Map) of Exhibit A (Site Plan Package) in the CUP Application. A copy of Sheet 4 is attached herein for reference. A legal description of the BLM-administered portion of the overall site is presented in Table 1.

**APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
DESERT QUARTZITE SOLAR PROJECT**

**TABLE 1
LEGAL DESCRIPTION OF THE BLM LANDS PORTION
OF THE PROJECT SITE AREA**

Township Range and Section	
T 7S, R 21E	
Section 3	W1/2, W1/2E1/2, S1/2SE1/4SE1/4, Lots 4, 5, 6
Section 4	S1/2S1/2S1/2
Section 5	S1/2S1/2S1/2
Section 6	S1/2S1/2SE1/4
Section 7	NE ¼
Section 8	NW1/4NW1/4, SW1/4NW1/4
Section 9	E1/2
Section 10	All
Section 11	N1/2, SW1/4
Section 12	NW1/4, N1/2SW1/4
Section 13	N1/2, SW1/4, W1/2SE1/4, All that area NW CA 08974
Section 14	S1/2NE1/4, W1/2, SE1/4
Section 15	NW1/4, N1/2SW1/4, SE1/4, All that area NE of CA 4163
Section 22	NE1/4NE1/4, All that area NE of CA 4163
Section 23	N1/2, NE1/4SW1/4, SE1/4, All that area NE of CA 4163
Section 24	N1/2NW1/4, SW1/4NW1/4, NW1/4SW1/4, All that area NW of CA 8974

PROJECT DESCRIPTION

Existing Land Use

160-acre Private Parcel

As discussed on the application form, the 160-acre private parcel is currently vacant, abandoned, agricultural land (previously jojoba farm). The private parcel is surrounded by existing berms on all four sides which are presumed to be associated with the former jojoba farm; the berms are located on adjacent BLM land.

BLM-Administered Lands Portion of Site

The majority of the overall Project site is located on BLM-administered lands on a relatively flat area encompassing approximately 8 square miles on the Palo Verde Mesa area in eastern

**APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
DESERT QUARTZITE SOLAR PROJECT**

Riverside County near Blythe, south of Interstate 10, and southwest of the Blythe Airport. The overall Project site currently consists primarily of undeveloped desert land. Several existing electrical power lines run parallel to and outside of the southwest and southeast borders of the overall Project site as shown on Figure 1 and Sheet 4 (attached). In addition, new power lines either under construction or proposed to support other renewable energy projects in the general Blythe area run in an east-west orientation through the northern portion of the overall Project site generally along 16th Avenue/Seeley Avenue and within the proposed Gen-Tie study corridor for the Desert Quartzite Solar Project (see Figure 2).

Proposed Land Use

160-acre Private Parcel

As described in more detail in the CUP application, the proposed Project includes development of the 160-acre private parcel for solar photovoltaic (PV) energy production. A summary of proposed solar generation related facilities within the private 160-acre parcel follows:

- Approximately 27,000 feet of internal, 20-foot-wide access roads
- Approximately 2,850 feet of 6-foot tall chain link fence topped with 1.3 feet of 3-strand barbed wire (i.e., total height of approximately 7 feet)
- Approximately 15,450 typically 12-foot long driven-post foundations for the solar arrays
- Approximately 125 acres of solar array fields (maximum height of 13 feet) generating approximately 25 megawatts (MW) of electricity
- 12 Power Conversion System shelter facilities (maximum height of 12 feet)
- 1 Photovoltaic Combining Switchgear

A preliminary site plan specific to the 160-acre private parcel is presented on Sheet 1 (Preliminary Site Plan) of Exhibit A (Site Plan Package) in the CUP Application. A typical solar array configuration and elevation drawing is shown on Sheet 9 (Typical Array and Elevation) of Exhibit A (Site Plan Package) in the CUP Application. A floor plan and sectional views of a Power Conversion Station are shown on Sheet 10 (Power Conversion Station [PCS]) of Exhibit A (Site Plan Package) in the CUP Application. Copies of Sheets 1, 9, and 10 are attached herein for reference.

BLM-Administered Lands Portion of Site

The overall proposed Project includes construction and operation of a 450 MW alternating current (AC) PV electric-generating project. The overall Project includes the Solar Facility, an On-Site Substation, and the approximately 3- to 4-mile-long on-site 230 kilovolt (kV) Gen-Tie Line. The Project proposes to interconnect to the regional transmission grid at Southern

**APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
DESERT QUARTZITE SOLAR PROJECT**

California Edison's (SCE) Colorado River Substation (CRSS)(see Figure 1). The CRSS was completed in 2013 as part of system upgrades that are intended to serve several renewable energy projects in the region. The proposed 230 kV Gen-Tie Line would be located entirely on land administered by the BLM on the northern portion of the Project site and would be authorized as part of the BLM right-of-way (CACA 49397) grant. The Gen-Tie transmission structures are the tallest (maximum of 135 feet) components associated with the proposed Project. The overall Project site encompasses approximately 5,275 acres. The proposed solar facility would be constructed within an approximately 3,714-acre fenced portion of the overall Project site. A preliminary site layout for the overall Project, including the 160-acre private land portion, is presented on Sheet 2 (Overall Preliminary Site Plan) of Exhibit A (Site Plan Package) in the CUP Application. A copy of Sheet 2 is attached herein for reference. In addition, a preliminary alternate site layout is presented on Figure 3.

Number of People on Site

As noted on the application form, the calculated maximum number of people on the 160-acre private parcel is 50. This number of people is for workers during the construction phase and was calculated based on the maximum number of construction workers for the overall project (810) prorated for the 160-acre private land parcel percentage of the planned fenced area (3,714 acres) of the overall site. During the operational phase of the Project, the workforce is estimated at approximately 5 for the overall Project and, with the exception of periodic operation, maintenance, and security activities on the private parcel, no workers will typically be present on the 160-acre private parcel. The Project Operations and Maintenance building is located along 16th Avenue/Seeley Avenue on BLM land as shown on Sheet 2 (Overall Preliminary Site Plan) of Exhibit A (Site Plan Package) in the CUP Application. A copy of Sheet 2 is attached herein for reference.

Height Data

160-Acre Private Parcel

As noted on the application form, the height above ground of the tallest structure on the 160-acre private parcel is approximately 13 feet for the PV arrays at maximum height. With consideration of the highest base elevation above sea level (asl) (396 feet) on the 160-acre private parcel, the highest elevation of the PV arrays will be approximately 409 feet asl. This PV array height information for the private parcel is applicable to both the proposed and alternate site layouts. The 160-acre private parcel will be developed with PV arrays as part of the larger Project and is located well outside the Blythe Airport Compatibility Zone area. As shown on Figures 1 and 2, the northeast portion of the 160-acre private parcel is located within a 20,000-foot radius of Blythe Airport Runway 8.

**APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
DESERT QUARTZITE SOLAR PROJECT**

BLM-Administered Lands Portion of Overall Proposed Project Site

The tallest Project-related structures on the overall Project site are the Gen-Tie structures at a maximum of 135 feet in height above ground surface for both the proposed and alternate site layouts. No proposed Project-related 230 kV Gen-Tie structures are currently planned within the Blythe Airport Compatibility Zone area where Zone E encompasses the northeast portion of the overall site (see Figure 2). In addition, the proposed Project on-site substation is located outside the Blythe Airport Compatibility Zone Area (see Figure 2).

The tallest Project-related objects on the overall Project site within the Blythe Airport Compatibility Zone (Zone E) are several of the proposed 70-foot-tall, 34.5-kV collector poles distributed throughout the site. It should be noted that there are currently no proposed or alternate Project facilities in the northernmost portion of the Project site (Section 3, T 7S, R 21E) as shown on Figure 1 and Sheet 2 (Overall Preliminary Site Plan) of Exhibit A (Site Plan Package) in the CUP Application. A copy of Sheet 2 is attached herein for reference.

Proposed On-Site Substation. The location of the proposed on-site substation is shown on Figures 2 and 4. As shown on Figure 2, the proposed on-site substation is located outside of any Blythe Airport Compatibility Zones, but within a 20,000-foot radius of the closest Blythe Airport runway (Runway 8). The tallest structure at the proposed substation is planned to be 100-foot tall (maximum) and would be located at least 17,812 feet from the west end of Runway 8.

Proposed 230 kV Gen-Tie Structures. As described above, the Gen-Tie structures are proposed to be a maximum of 135-foot tall. None of the proposed Gen-Tie structures are located within any Blythe Airport Compatibility Zones (see Figure 2 and Table 2). As shown on Figure 4, there are 20 proposed 230 kV Gen-Tie structures along the approximately 2.8-mile-long proposed Gen-Tie route. Using the 20,000-foot distance criteria specified by the ALUC, five of these 20 are located within 20,000 feet of the west end of the closest Blythe Airport runway (Runway 8). The distances from the applicable poles to the west end of Runway 8 are included in Table 2 along with the base ground elevation and the top of structure elevation for each structure. Based on site survey data, the highest elevation of any proposed object on the overall Project site within 20,000 feet of the west end of Blythe Airport Runway 8 is approximately 574 feet asl for a Gen-Tie monopole structure (Pole 5) located approximately 19,702 feet south-southwest from Runway 8 (see Figures 2 and 4). This height for Pole 5 is based on an approximate 439-foot base elevation plus 135-foot-tall Gen-Tie monopole structure (refer to Table 2). This location is approximately 0.5 mile to the west of the western extent of the mapped Blythe Airport Compatibility Zone E. As shown on Figure 2 and the Preliminary Proposed Gen-Tie Line Plan (Figure 4), the proposed Gen-Tie line route would be located to the south of multiple other proposed and/or existing transmission lines (e.g., existing Blythe/McCoy, SCE 161 kV, and NRG Blythe 21 lines; and the proposed Blythe Mesa line) which are located closer to the Blythe Airport runways than the Desert Quartzite proposed Gen-Tie line route.

**APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
DESERT QUARTZITE SOLAR PROJECT**

Alternate Project

Alternate Site Layout. An alternate site layout, involving a reduced Project development footprint relative to the proposed site layout to avoid potentially sensitive resources on the Project site is presented on Figure 3.

Alternate On-Site Substation. The location of the alternate on-site substation is shown on Figures 2, 3 and 5. As shown on Figure 2, the alternate on-site substation is located within Blythe Airport Compatibility Zone E, and within a 20,000-foot radius of the closest Blythe Airport runway (Runway 8). The tallest structure at the alternate substation is planned to be 100-feet tall (maximum) and would be located at least 14,283 feet from the west end of Runway 8.

Alternate 230 kV Gen-Tie Structures. The Gen-Tie structures are proposed to be a maximum of 135-feet tall. Of the 29 alternate Gen-Tie structures shown on Figure 5, eight of the Gen-Tie structures are located within Blythe Airport Compatibility Zone E and a total of 13 structures are located within 20,000 feet of the west end of Runway 8 (see Table 3). The distances from the applicable poles to the west end of Runway 8 are included in Table 3 along with the base ground elevation and the top of structure elevation for each structure. Within a 20,000-foot radius from the closest runway at the Blythe Airport, the structure with the highest elevation is Pole 84 with a top-of-pole elevation of 574 feet asl and at a distance of 19,577 feet from the west end of Runway 8. As shown on Figure 2 and the Preliminary Alternate Gen-Tie Line Plan (Figure 5), the alternate Gen-Tie line route would be located to the south of multiple other proposed and/or existing transmission lines (e.g., existing Blythe/McCoy, SCE 161 kV, and NRG Blythe 21 lines; and the proposed Blythe Mesa line) which are located closer to the Blythe Airport runways than the Desert Quartzite alternate Gen-Tie line route.

CUMULATIVE ENERGY DEVELOPMENT

As shown on Figure 2, there are multiple existing, proposed, and approved solar energy facilities and transmission lines in the general vicinity of the proposed Desert Quartzite Solar Project, including alternatives. Existing and proposed transmission lines by others traverse the northern portion of the Desert Quartzite Solar Project site as well as the western, southern, and eastern portions of the Blythe Airport Compatibility Zones as shown on Figure 2.

The proposed maximum 135-foot-tall Desert Quartzite Gen-Tie structures would be similar in character to other existing and proposed transmission lines in the vicinity of the proposed Gen-Tie route.

**APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
DESERT QUARTZITE SOLAR PROJECT**

**TABLE 2
HEIGHT DATA AND DISTANCES TO AIRPORT RUNWAYS
FOR PROPOSED DESERT QUARTZITE SOLAR PROJECT TALLEST STRUCTURES
WITHIN 20,000 FEET OF BLYTHE MUNICIPAL AIRPORT**

Facility ¹	Pole ID ²	Facility Maximum Height (feet)	State Plane Coordinates (Northing/Easting) ²	Ground Elevation (feet asl)	Top Elevation (feet asl)	Airport Compatibility Zone ¹	Distance to Nearest Airport Runway
Proposed 230 kV Gen-Tie Line ¹	1	135	2160329.89/7011026.67	421.49	556.49	NA	17,833.7
	2	135	2160890.12/7011015.51	424.68	559.68	NA	17,503.9
	3	135	2160876.69/7010124.96	430.10	565.10	NA	18,235.5
	4	135	2160863.25/7009234.43	434.62	569.62	NA	18,980.7
	5	135	2160935.30/7008332.59	438.71	573.71	NA	19,702.4

NA = Not applicable.

asl = above sea level.

¹ Refer to Figure 2 for general locations of Project facilities and relationship to Blythe Municipal Airport Compatibility Zones, and 20,000-foot radius from closest runway (west end of Runway 8) at Blythe Municipal Airport.

² Refer to Figure 4 for Preliminary Proposed Gen-Tie Line Plan for locations of individual proposed Gen-Tie Line poles.

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

**TABLE 3
HEIGHT DATA AND DISTANCES TO AIRPORT RUNWAYS
FOR ALTERNATE DESERT QUARTZITE SOLAR PROJECT TALLEST STRUCTURES
WITHIN 20,000 FEET OF BLYTHE MUNICIPAL AIRPORT**

Facility ¹	Pole ID ²	Facility Maximum Height (feet)	State Plane Coordinates (Northing/Easting) ²	Ground Elevation (feet asl)	Top Elevation (feet asl)	Airport Compatibility Zone ¹	Distance to Nearest Airport Runway
Alternate 230 kV Gen-Tie Line	72	135	2159890.23/7016625.45	392.1	527.1	E	14,202.4
	73	135	2160690.17/7016615.98	394.2	529.2	E	13,574.5
	74	135	2160683.14/7016022.18	395.7	530.7	E	13,958.4
	75	135	2160676.10/7015428.39	397.4	532.4	E	14,356.6
	76	135	2160669.07/7014834.60	403.2	538.2	E	14,767.9
	77	135	2160858.29/7013968.23	406.1	541.1	E	15,252.3
	78	135	2161047.51/7013101.86	411.7	546.7	E	15,771.7
	79	135	2161037.75/7012453.56	417.6	552.6	E	16,276.2
	80	135	2161025.72/7011653.65	420.9	555.9	NA	16,912.2
	81	135	2161013.68/7010853.74	426.0	561.0	NA	17,561.7
	82	135	2161001.64/7010053.83	431.1	566.1	NA	18,223.1
	83	135	2160989.60/7009253.92	435.3	570.3	NA	18,895.2
	84	135	2160977.56/7008454.01	439.4	574.4	NA	19,576.9

NA = Not applicable.

asl = above sea level.

¹ Refer to Figure 2 for general locations of Project facilities and relationship to Blythe Municipal Airport Compatibility Zones and 20,000-foot radius from closest runway (west end of Runway 8) at Blythe Municipal Airport.

² Refer to Figure 5 for Preliminary Alternate Gen-Tie Line Plan for locations of individual alternate Gen-Tie Line poles.

**APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
DESERT QUARTZITE SOLAR PROJECT**

**ATTACHMENT 1
FIGURES AND SHEETS**

The figures and sheets referenced in Attachment 1 are presented herein, as follows:

Figures

Figure 1: Project Area and Airport Zones

Figure 2: Cumulative Energy Projects/Airport Zones Map

Figure 3: Alternate Site Layout

Figure 4: Preliminary Proposed Gen-Tie Line Plan

Figure 5: Preliminary Alternate Gen-Tie Line Plan

Sheets

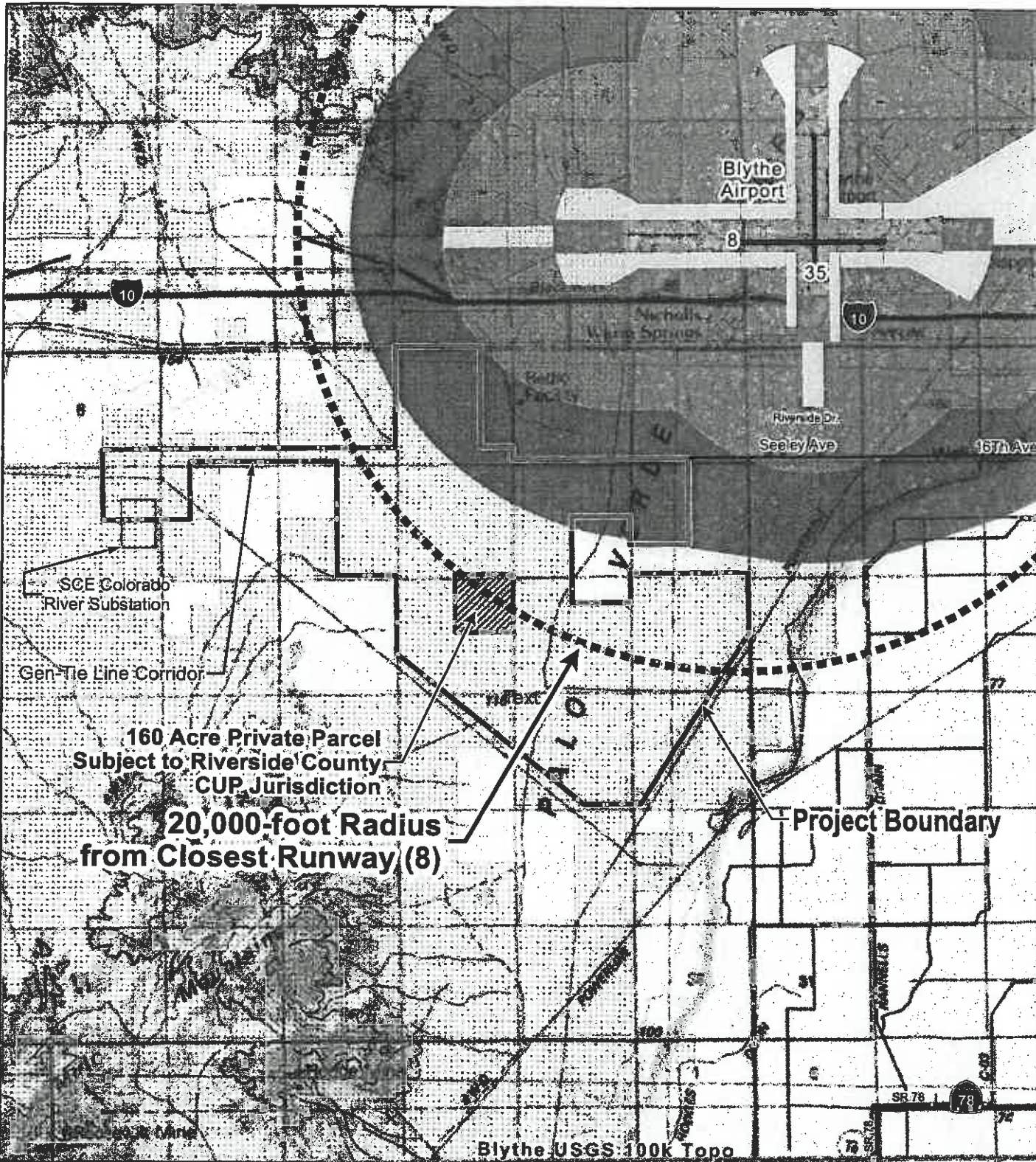
Sheet 1: Preliminary Site Plan (160 acre private parcel)

Sheet 2: Overall Preliminary Site Plan

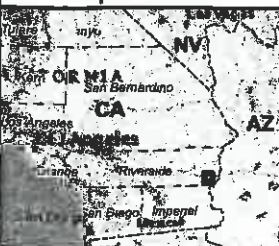
Sheet 4: Overall Easement Plan

Sheet 9: Typical Array Configuration and Elevation

Sheet 10: Power Conversion Station (PCS)



Map Location



Legend

- Project Boundary
- 160 Acre Private Parcel (APN 879-110-001)
- BLM Lands
- Blythe Airport Compatibility Zones
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E



1:75,000

0 1 2 Miles

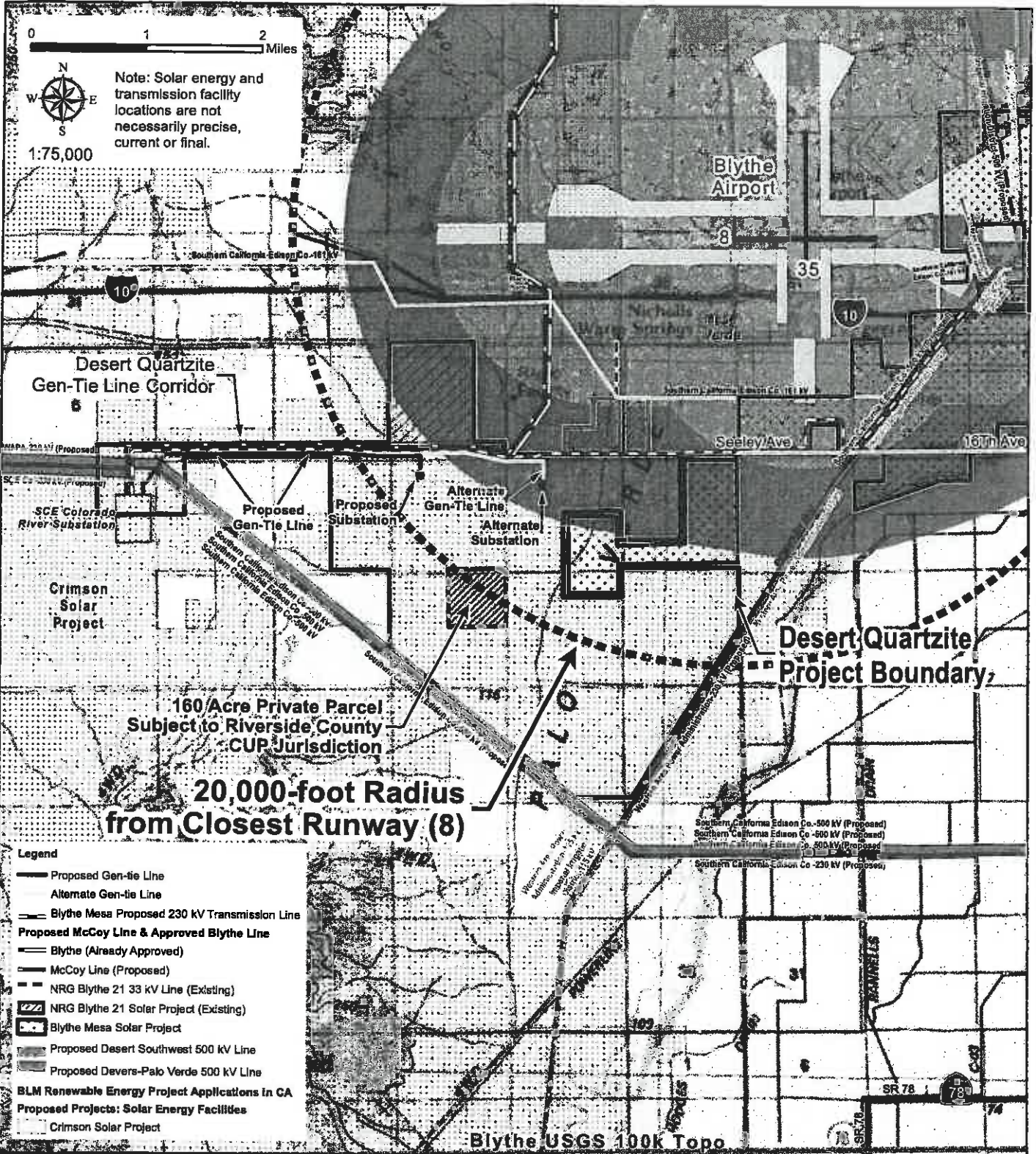
Desert Quartzite Solar Project

Desert Quartzite, LLC

**Figure 1
Project Area
and
Airport Zones**

2016

V:\Projects\GIS\Profile\Solar\DesertQuartzite\Site\desertquartzite\Map\2016\Fig1_ProfileAreaAirportZones.mxd



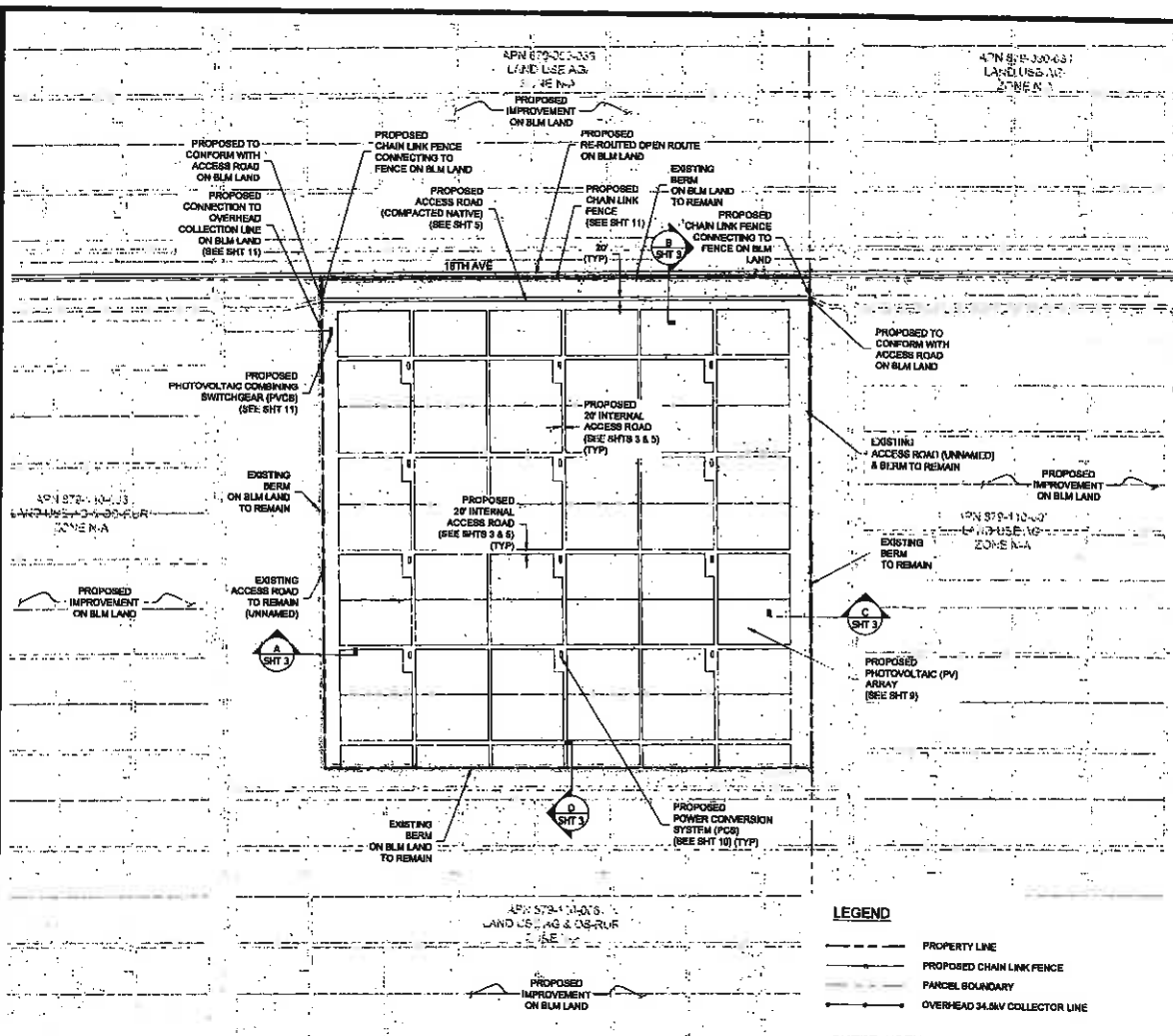
- Legend**
- Proposed Gen-tie Line
 - Alternate Gen-tie Line
 - Blythe Mesa Proposed 230 kV Transmission Line
 - Proposed McCoy Line & Approved Blythe Line
 - Blythe (Already Approved)
 - McCoy Line (Proposed)
 - NRG Blythe 21 33 kV Line (Existing)
 - ▨ NRG Blythe 21 Solar Project (Existing)
 - ▨ Blythe Mesa Solar Project
 - ▨ Proposed Desert Southwest 500 kV Line
 - ▨ Proposed Devers-Palo Verde 500 kV Line
 - ▨ BLM Renewable Energy Project Applications in CA
 - ▨ Proposed Projects: Solar Energy Facilities
 - ▨ Crimson Solar Project



- Desert Quartzite Legend**
- ▨ Desert Quartzite Project Boundary
 - ▨ 160 Acre Private Parcel (APN 879-110-001)
 - ▨ No Solar Development Portion of Project Site
 - ▨ Site Access
- Transmission Lines (Platts PowerMap)**
- 115 kV
 - 161 kV
 - 230 kV, Proposed
 - 500 kV
 - 500 kV, Proposed
 - ▨ BLM Lands
- Blythe Airport Compatibility Zones**
- ▨ Zone A
 - ▨ Zone B1
 - ▨ Zone B2
 - ▨ Zone C
 - ▨ Zone D
 - ▨ Zone E
- Sources: BLM Renewable Energy Database (2015); Blythe Mesa Solar Project FEIR-EA (2015); Riverside Co. ALUC Staff Report, CUP 3682, 2013; POWERmap (2012).

<p>Desert Quartzite Solar Project</p> <p>Desert Quartzite, LLC</p>	<p>Figure 2</p> <p>Cumulative Energy Projects/ Airport Zones Map</p>	<p>2016</p>
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Notes:

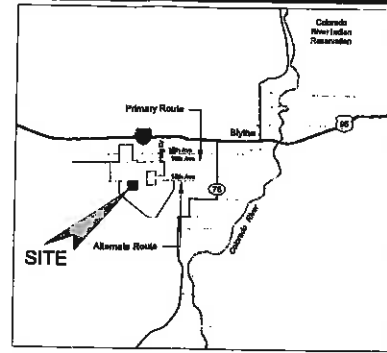
1. Land is not within a fault zone and not within half a mile of a fault.
2. Potential liquefaction for land is moderate.
3. Land is within FEMA designated flood zone D (areas in which flood hazards are undetermined) per FIRM08065CINDZA, dated August 28, 2008. Property is not within a County Flood District.

LEGEND

- PROPERTY LINE
- - - - - PROPOSED CHAIN LINK FENCE
- PARCEL BOUNDARY
- OVERHEAD 34.5KV COLLECTOR LINE

SHEET INDEX

- SHEET 1 OF 14 PRELIMINARY SITE PLAN
- SHEET 2 OF 14 OVERALL PRELIMINARY SITE PLAN
- SHEET 3 OF 14 CROSS-SECTION DETAILS AND NOTES
- SHEET 4 OF 14 OVERALL EMBANKMENT MAP
- SHEET 5 OF 14 PRELIMINARY GRADING AND DRAINAGE PLAN
- SHEET 6 OF 14 OVERALL PRELIMINARY GRADING AND DRAINAGE PLAN
- SHEET 7 OF 14 OVERALL PRELIMINARY EROSION CONTROL PLAN
- SHEET 8 OF 14 PRELIMINARY MOVE-ON AREA PLAN
- SHEET 9 OF 14 TYPICAL ARRAY CONFIGURATION AND ELEVATION
- SHEET 10 OF 14 PRELIMINARY POWER CONVERSION STATION AND ELEVATION
- SHEET 11 OF 14 POLE, COLLECTOR LINE POLE, METEOROLOGICAL MONITORING STATION AND FENCE DETAILS
- SHEET 12 OF 14 PRELIMINARY AC ELECTRICAL COLLECTION SYSTEM
- SHEET 13 OF 14 OVERALL PRELIMINARY AC ELECTRICAL COLLECTION SYSTEM
- SHEET 14 OF 14 PRELIMINARY ON-SITE SUBSTATION PLAN



Project Name:
Desert Quartzite

Project Description:
The applicant is proposing to construct, operate and maintain a portion of solar plant on a private parcel within the jurisdiction of the County of Riverside, which requires the applicant to obtain a Conditional Use Permit (CUP) from the County.

The solar plant will include access roads, photovoltaic (PV) arrays, power conversion stations (PCS), photovoltaic combining switchgear (FVCS), direct-buried electrical cables and 34.5KV overhead collection line.

Applicant/Preparer:
Desert Quartzite, LLC
135 Main Street, 6th Floor
San Francisco, CA 94105
(415) 835-2500

Land Owner:
A-yuan Kao Chao
21725 Marjorie Avenue
Torrance, CA 90503
(310) 318-0860

Accessor's Parcel Number:
879-110-001
Address not available

Gross/Net Acreage of Project Site:
180.0 acres

Existing Zoning & Land Use Designation:
W-2-10 & AG

Legal Description:
Being all of northeast quarter of Section 15, Township 7 South, Range 21 East, San Bernardino Base and Meridian, Riverside County, California

Thomas Brothers Map:
Page/Grid 5549 (2008 Edition)

Utilities/Public Services:
Water: Palo Verde Irrigation District (PVID)
Sewer: N/A
Gas: Southern California Gas Company
Electric: Southern California Edison
Telephone: N/A
Cable/TV: Blythe Cable
School District: Palo Verde Valley Unified
CSD: Project site not within CSD

Date:
November 25, 2014

THIS PRINT IS NOT TO BE USED FOR CONSTRUCTION UNLESS NOTED AND SIGNED OK FOR CONSTRUCTION ABOVE LAST REVISION.

DESERT QUARTZITE, LLC
135 MAIN STREET, 6TH FLOOR
SAN FRANCISCO, CALIFORNIA 94105
PHONE: (415) 835-2500

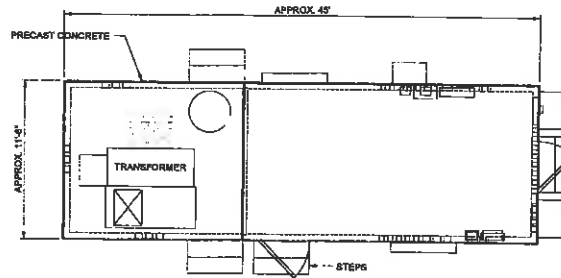
DESERT QUARTZITE
SOLAR PROJECT
RIVERSIDE COUNTY
CALIFORNIA

TO: PROJECT	DATE: 11/25/14
BY: DESERT QUARTZITE, LLC	DATE: 11/25/14
SCALE: 1" = 300' & 24" X 36" SHEET	DATE: 11/25/14
COPYRIGHT BY: DESERT QUARTZITE, LLC	DATE: 11/25/14
SHEET FILE:	DATE: 11/25/14

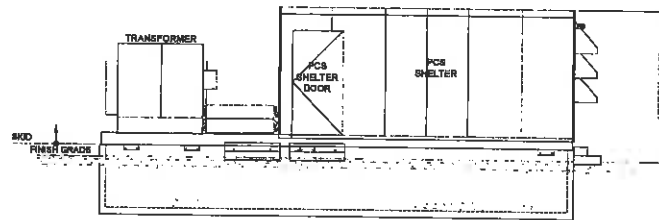
PRELIMINARY
SITE PLAN

NOTES

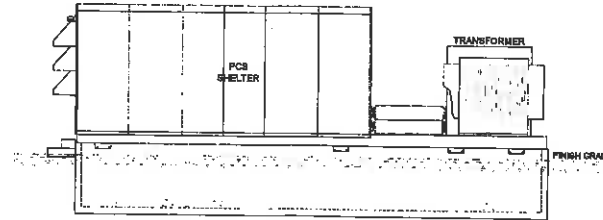
1. DIMENSIONS MAY CHANGE PENDING FINAL DESIGN.
2. PAD ELEVATION TO VARY BASED ON EXISTING WATER SURFACE ELEVATION.



1 TYPICAL PCS FLOOR PLAN
Scale: NONE



2 FRONT VIEW SECTION
Scale: NONE



3 REAR VIEW SECTION
Scale: NONE

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DESERT QUARTZITE, LLC
100 SOUTH STREET, 4TH FLOOR
SAN FRANCISCO, CALIFORNIA 94104
PHONE: (415) 886-8800

DESERT QUARTZITE
SOLAR PROJECT
RIVERSIDE COUNTY
CALIFORNIA

REV.	DATE	DESCRIPTION	BY	APP.

PROJECT NO. P
FROM DATE (DD: MM: YY)
FROM DATE (DD: MM: YY)
SCALE: NONE
COPYRIGHT BY: DESERT QUARTZITE, LLC
SHEET TITLE
POWER CONVERSION STATION (PCS)

**APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
DESERT QUARTZITE SOLAR PROJECT**

**ATTACHMENT 2
GLARE STUDY**

This attachment presents the Glare Study submitted with the original application. Please note that URS reviewed the previously submitted Project Glare Study (dated August 2015) with respect to the assumed solar panel locations within the Project site for the alternate site layout and determined that the assumed panel locations in the Glare Study were conservative and fully covered the proposed and alternate site layouts (i.e., no need to revise the Glare Study).

GLARE STUDY

**FOR THE
DESERT QUARTZITE SOLAR PROJECT
RIVERSIDE COUNTY, CALIFORNIA**

PURCHASE ORDER NO. 4800026507

Prepared for:

Desert Quartzite, LLC

A Wholly-owned Subsidiary of First Solar Development, Inc.
135 Main Street, 6th Floor
San Francisco, CA 94105

Prepared by:

URS (An AECOM Company)

111 SW Columbia, Suite 1500
Portland, OR 97201
(503) 222-7200 ◆ Fax: (503) 250-4212

Project No. 60421652.28907634.10001

August 2015

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
1.0 INTRODUCTION	1
1.1 Project Background.....	1
1.2 Purpose of Study.....	1
1.3 PV Panels and Array Details.....	1
2.0 REGULATORY FRAMEWORK	3
3.0 METHODS	4
3.1 Model Input Parameters and Assumptions.....	5
3.1.1 Viewer Locations.....	5
3.1.2 PV Array Parameters.....	6
3.1.3 Analysis Parameters.....	8
3.2 Model Limitations.....	9
4.0 MODEL RESULTS	9
4.1 Runway 35.....	10
4.2 Mule Mountains ACEC.....	10
4.3 Chuckwalla DWMA.....	11
5.0 DISCUSSION AND CONCLUSIONS	11
5.1 Single-axis Horizontal Trackers.....	11
5.2 Fixed-tilt Panels.....	11
6.0 REFERENCES	12

Tables

Table 1	Modeled Runway Approaches.....	5
Table 2	Flight Path User Inputs.....	6
Table 3	User-Defined PV Array Parameters.....	7
Table 4	Analysis Parameters.....	8
Table 5	Glare Results Summary.....	10

<u>Figures</u>	<u>Page</u>
Figure 1 Modeled Viewer Locations.....	2
Figure 2 Representative Horizontal Tracker PV Array.....	3
Figure 3 Tilt of Tracking Axis (β) and Offset Angle (μ)	8

Appendices

Appendix A Glare Prediction Plots

1.0 INTRODUCTION

This document describes results of the Glare Study conducted for the Desert Quartzite Solar Project (Project), located in eastern Riverside County near Blythe, California.

1.1 Project Background

The Project would include construction and operation of a 300-megawatt (MW) alternating current photovoltaic (PV) solar facility and an approximately 3-mile-long, 230-kilovolt (kV) generation-tie (gen-tie) line interconnection to the existing Southern California Edison (SCE) Colorado River Substation (CRSS). The solar array would be located within the approximately 2,613-acre fenced portion of the overall 5,245-acre Project site of which the gen-tie line study corridor occupies 445 acres. The Project site would be located approximately 2 miles southwest of the Blythe Municipal Airport and directly south-southwest of the existing NRG Blythe Solar Power Plant. Interstate 10 (I-10) runs east-west approximately 0.4 mile from the northern boundary of the Project site, and approximately 1.5 miles north of the closest extent of the portion of the Project site that is proposed to be developed with solar panels. The Project site location and the Applicant's proposed preliminary PV site layout are shown on Figure 1.

1.2 Purpose of Study

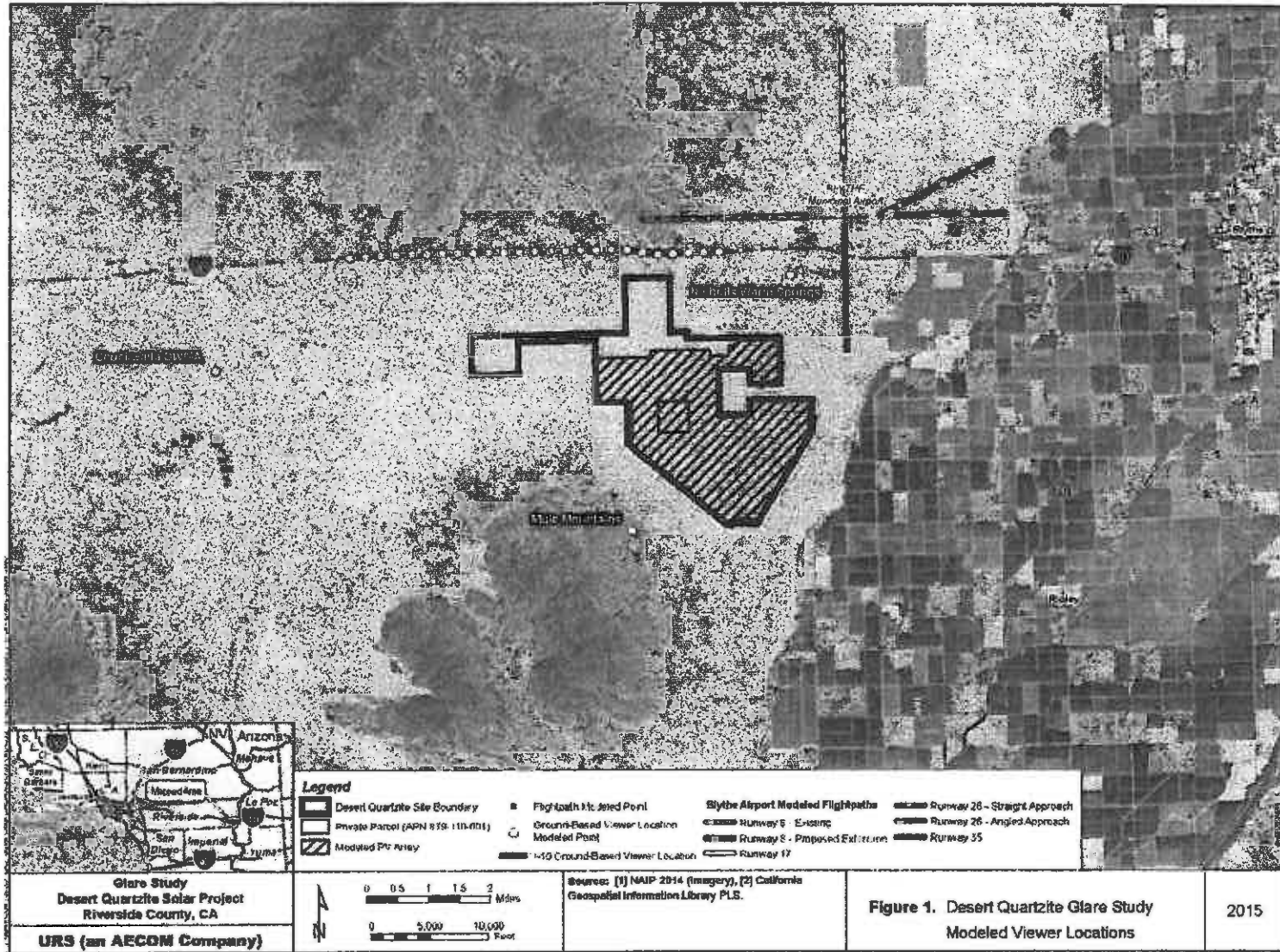
The purpose of the Glare Study is to identify potential glare impacts that could result from operation of the proposed solar array when viewed from common flight paths and specific ground-level locations. Specifically, the Glare Study addresses the following:

- Glare from the proposed solar array visible to:
 - Pilots upon their approach to Blythe Municipal Airport
 - Roadway travelers on I-10
 - Representative on-the-ground viewer locations in the Town of Nicholls Warm Springs/Mesa Verde, the Mule Mountains Area of Critical Environmental Concern (ACEC), and the Chuckwalla Desert Wildlife Management Area (DWMA)
- Timing and duration of visible glare
- Level of potential impact to the human eye from glare

1.3 PV Panels and Array Details

The Project will be constructed using cadmium telluride (CdTe) thin-film solar modules, or other PV modules, mounted on: single-axis, horizontal tracker structures; fixed-tilt mounting systems; or a combination thereof. Fixed-tilt arrays, which do not track the sun, would be

**GLARE STUDY
DESERT QUARTZITE SOLAR PROJECT**



**Figure 1. Desert Quartzite Glare Study
Modeled Viewer Locations**

2015

URS (an AECOM Company)

positioned in a south-facing orientation at a tilt between 20 and 25 degrees from horizontal (ground surface) to receive optimal solar energy throughout the year. The rows in each array would be oriented in an east-west direction. The maximum height for fixed-tilt arrays would be 13 feet above the ground surface. On the single-axis horizontal trackers, the PV modules would be mounted horizontally (not tilted to the south). Single-axis units would be arranged into north-to-south-oriented rows and would be powered by a drive motor to track the east-west path of the sun from a single axis over the course of the day. The tallest height of the single-axis horizontal tracker would be approximately 13 feet maximum above the ground surface. The tallest height would coincide with early morning and evening hours. Figure 2 provides a representative photograph of a single-axis, horizontal tracker PV panel array. Fixed-tilt panels would have a similar appearance, but do not rotate about an axis.

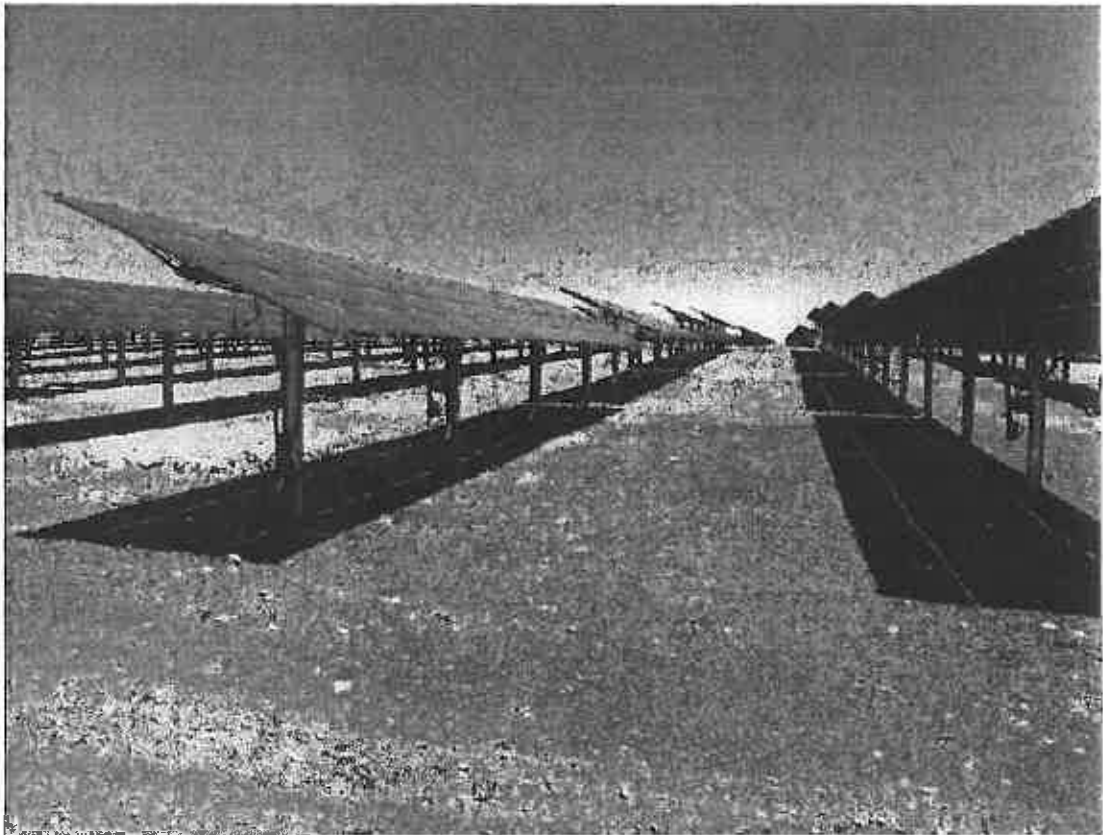


Figure 2 – Representative Horizontal Tracker PV Array

2.0 REGULATORY FRAMEWORK

The Federal Aviation Administration (FAA) has established an interim policy for proposals by sponsors of federally obligated airports to construct solar energy systems on airport property (78 FR 63276). The interim policy requires use of the Solar Glare Hazard Analysis Tool (SGHAT) for assessing glare-induced ocular impact. Solar energy systems that are

located on a non-federally obligated airport or located off airport property are not subject to this policy; however, they are strongly encouraged to consider the requirements established in the interim policy when siting the project. The Desert Quartzite Solar Project is not located on a federally obligated airport. However, Riverside County has requested the glare analysis be performed for the Project. The interim policy provides the following standards for measuring ocular impact of a proposed solar energy system:

1. *No potential for glint or glare in the existing or planned Airport Traffic Control Tower (ATCT) cab, and,*
2. *No potential for glare or ‘low potential for after-image’ along the final approach path for any existing landing threshold or future landing thresholds (including any planned interim phases of the landing thresholds) as shown on the current FAA-approved Airport Layout Plan (ALP). The final approach path is defined as two (2) miles from fifty (50) feet above the landing threshold using a standard three (3) degree glidepath. Ocular impact must be analyzed over the entire calendar year in one (1) minute intervals from when the sun rises above the horizon until the sun sets below the horizon.*

3.0 METHODS

The SGHAT was used to perform the glare analysis. SGHAT is a web-based tool that employs Google Maps to assess when/where glare would occur and to classify the level of potential effects on the human eye from glare. The user enters the location and characteristics of the PV array into the model, and SGHAT uses Google Maps to determine the latitude, longitude, and elevation of the PV panels, which provides the necessary information for sun position and vector calculations. Model output for glare potential is organized into the following categories:

- *Potential for permanent eye damage* – Permanent eye damage from retinal burn may occur.
- *Potential for temporary after-image* – Within this range, glare could be intense enough to cause temporary after-image, or flash-blindness, the effect after viewing a camera flash in a dim room, for a period of at least one second. The intensity of the glare would be below the retinal burn threshold, and would not have potential for permanent eye damage (Ho et al. 2011).
- *Low Potential for temporary after-image* – Glare could occur, but the intensity would be below the threshold for potential after-image, or flash-blindness.
- *Glare beyond 50 degrees from pilot line of sight* - Glare could occur but it would not pose a safety risk to pilots. Research has concluded that glare occurring beyond 50 degrees

azimuthally from the pilot's line-of-sight does not pose safety risks to the pilot (Ho et al. 2014).

3.1 Model Input Parameters and Assumptions

User-defined input parameters for the SGHAT included data on viewer locations and PV arrays.

3.1.1 Viewer Locations

Viewer locations included both ground-based locations and flight paths. A description of each viewer location is provided below and shown on Figure 1.

3.1.1.1 Air-based Viewer Locations. Flight paths were modeled based on the four different runways at the Blythe Municipal Airport (Figure 1). Six landing approaches were modeled, including the proposed extension of Runway 8 and an alternate angled approach for Runway 26 at 25 degrees right of center (ALUC 2004). The SGHAT models flight paths as linear paths starting at the runway threshold¹ and extending for 2 miles in the approach direction. The model automatically establishes points at ¼-mile increments along the 2-mile linear approach path, and glare is predicted for each of those points. Based on discussions with ALUC staff, it is understood that there is no Air Traffic Control Tower (ATCT) at the Blythe Municipal Airport (personal communication with John Guerin, Principal Planner at ALUC, on April 8, 2015). Therefore, no ATCT was modeled as a viewer location in this analysis.

Table 1 below summarizes each runway that was modeled and associated assumptions and input parameters.

**TABLE 1
MODELED RUNWAY APPROACHES**

Runway Approach	Approach Orientation	Runway Length (ft)
8 - Existing	Eastbound approach	6,562
8 – Proposed extension	Eastbound approach	10,012
26 – Straight approach	Westbound approach	6,562
26 – Angled approach	Southwest-bound approach (25° offset from center)	6,562
17	Southbound	6,562
35	Northbound	6,562

Source: ALUC 2004.

¹ Marking on the runway that indicates the designated space for aircraft landing and takeoff.

The SGHAT flight path parameters used in the model are summarized below in Table 2.

**TABLE 2
FLIGHT PATH USER INPUTS**

Parameter	Value	Source	Description
Threshold crossing height	50 feet	Model default	Height above ground of aircraft as it crosses the threshold point.
Glide slope	3°	ALUC 2004	Angle, in degrees, of ascent/descent of aircraft along path.
Consider pilot visibility from cockpit	YES	Professional judgment	If "YES" is selected, the glare below the maximum downward viewing angle is ignored since this would not pose a safety hazard to the pilot.
Maximum downward viewing angle	30°	Model default	The angle below the horizon indicating the field of view of the pilot in the cockpit from the flight path observation points. Glare occurring below this field of view is ignored. Only used if "consider pilot visibility from cockpit" is checked.
Azimuthal viewing angle	180°	Model default	The horizontal angle clockwise and counter-clockwise from the front of the aircraft parallel with the horizon. Glare occurring past this field of view is ignored. An azimuthal viewing angle of 180° means glare behind the aircraft can be seen (360° field of view).

3.1.1.2 Ground-based Viewer Locations. Ground-based viewer locations were established for four different viewing areas I-10, Town of Nicholls Warm Springs/Mesa Verde, the Mule Mountains ACEC, and the Chuckwalla DWMA. I-10 was considered to be a linear viewer platform. A 6-mile stretch of I-10 was analyzed, starting near the mid-point of the Project area, extending west for 6 miles. The model evaluated potential glare at points established at ¼-mile increments along the 6-mile stretch of interstate. Viewer height for the I-10 Viewer Location was assumed to be 4'-6" to estimate eye height of a motorist. A viewer eye height of 5'-6" was assumed for the remaining three ground-based viewer locations which were established to be representative locations for viewers from the town of Nicholls Warm Springs/Mesa Verde, the Mule Mountains ACEC, and the Chuckwalla DWMA. The model did not analyze I-10 to the east because topography and existing vegetation screen the site from view of motorists traveling toward the site from the east.

3.1.2 PV Array Parameters

PV Array parameters used for this Glare Study are defined as summarized in Table 3 below. Figure 1 displays the assumed worst-case geographic extent of the PV Array.

**TABLE 3
USER-DEFINED PV ARRAY PARAMETERS**

Parameter	Value	Description
Axis tracking	None and Single	"None" indicates a fixed-tilt panel and "Single" indicates a single-axis panel. Both axis tracking types (fixed-tilt and single axis) were modeled as different scenarios.
Orientation of array (fixed-tilt panels only)	180°	Specifies the orientation of the array in degrees, measured clockwise from true north. Modules facing east would have an orientation of 90°, and modules facing south would have an orientation of 180°.
Tilt of solar panels (fixed-tilt panels only)	25°	Specifies the tilt (elevation angle) of the modules in degrees, where 0° is facing up and 90° is facing horizontally.
Tilt of tracking axis (single-axis tracking only)	0°	Specifies the elevation angle of the tracking axis in degrees. A value of 0° indicates the axis is parallel with flat ground while a value of 90° indicates the axis is perpendicular to flat ground. The panels rotate about the tracking axis. The tilt of the tracking axis is shown as β in Figure 3.
Orientation of tracking axis (single-axis tracking only)	180°	Specifies the orientation of the tracking axis in degrees, measured clockwise from true north. Panels facing south at solar noon would have an orientation of 180°. Note: if the tilt of the tracking axis is 0°, an orientation of the tracking axis of either 0° or 180° yields the same results.
Offset angle of module	N/A	Specifies, in degrees, the vertical offset angle between the tracking axis and the panel (if any). The offset angle of module is shown as μ in Figure 3.
Maximum tracking angle	45°	The maximum angle the panel will rotate in both the clockwise and counterclockwise directions from the zenith (upward) position. A value of 45° indicates the panel can rotate a maximum of 45° E and 45°W, for a total of 90°.
Reflectivity varies with incidence angle	YES	"YES" indicates that the reflectivity of the modules at each time step will be calculated as a function of module surface material and incidence angle between the panel normal and sun position.
Module surface material	Smooth glass with anti-reflective coating	Specifies the type of material comprising the PV modules. The reflective properties of the material are used to generate panel reflectivity based on sun position at each time step.
Slope error	Correlate slope error to module surface type	This parameter specifies the amount of scatter that occurs from the PV module. Mirror-like surfaces that produce specular reflections will have a slope error closer to zero, while rough surfaces that produce more scattered (diffuse) reflections have higher slope errors. The model automatically selects slope error (or scatter) based on the module surface material.

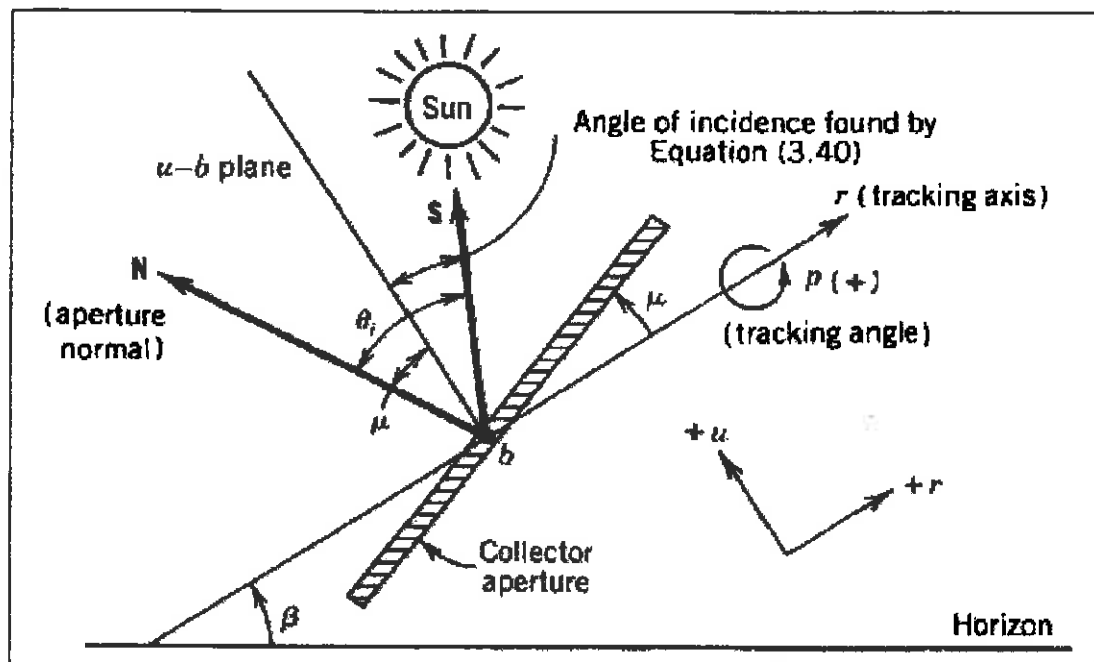


Figure 3 – Tilt of Tracking Axis (β) and Offset Angle (μ)
Source: Stine and Geyer 2001

3.1.3 Analysis Parameters

Table 4 summarizes the analysis default parameters applied to the SGHAT model.

TABLE 4
ANALYSIS PARAMETERS

Parameter	Value	Description
Subtended angle of the sun	9.3 mrad (0.53°)	Angle formed by the sun relative to the location and position of the observer's eye.
Peak direct normal irradiance (DNI)	1000 W/m ²	Maximum amount of solar power striking surface per unit area. DNI varies for each time step based on sun position.
Ocular transmission coefficient	0.5	Accounts for radiation that is absorbed in the eye before reaching the retina.
Pupil diameter	0.002 m	The size impacts the amount of light entering the eye and reaching the retina.
Eye focal length	0.017 m	Distance between the nodal point (where rays intersect in the eye) and the retina. This value is used to determine the projected image size on the retina for a given subtended angle of the glare source.
Time interval	1 minute	Time step for analysis.

3.2 Model Limitations

Below is a list of assumptions and limitations of the SGHAT (Ho et al. 2014).

- The software currently only applies to flat reflective surfaces.
- PV array single-axis tracking does not account for backtracking or the effects of panel shading and blocking.
- SGHAT does not rigorously represent the detailed geometry of a system; detailed features such as gaps between modules, variable height of the PV array, and support structures may impact actual glare results. However, model results have been validated against several systems, and the tool was found to accurately predict the occurrence and intensity of glare at different times and days of the year.
- SGHAT assumes that the PV array is aligned with a plane defined by the total heights of the coordinates outlined in the Google map.
- SGHAT does not consider obstacles (either man-made or natural) between the observation points and the prescribed solar installation that may obstruct observed glare, such as trees, hills, buildings, etc.
- The variable direct normal irradiance (DNI) feature (if selected) scales the user-prescribed peak DNI using a typical clear-day irradiance profile. This profile has a lower DNI in the mornings and evenings and a maximum at solar noon. The scaling uses a clear-day irradiance profile based on a normalized time relative to sunrise, solar noon, and sunset, which are prescribed by a sun-position algorithm and the latitude and longitude obtained from Google maps. The actual DNI on any given day can be affected by cloud cover, atmospheric attenuation, and other environmental factors.

4.0 MODEL RESULTS

The SGHAT model predicted that the Project, operated using fixed-tilt panels, would produce glare visible from several of the viewer locations that were selected for analysis. Glare was not predicted to occur for the Project at any of the analyzed viewer locations when operated using single-axis, horizontal tracker panels. Viewer locations that could be affected by glare include Runway 35, the Mule Mountains ACEC, and the Chuckwalla DWMA. Table 5 summarizes the results of the glare analysis. A discussion of the results is provided below for potentially affected viewer locations. Appendix A includes plots that display the potential for glare and its effects on the human eye that could be experienced at each of these potentially affected viewer locations.

**TABLE 5
GLARE RESULTS SUMMARY**

Viewer Location	Predicted Glare	
	Fixed-tilt	Single-axis
Air-based		
Runway 26 – Straight Approach	No glare	No glare
Runway 26 – Angled Approach	No glare	No glare
Runway 8 – Existing Layout	No glare	No glare
Runway 8 – Proposed Runway Extension	No glare	No glare
Runway 17	No glare	No glare
Runway 35	Glare beyond 50 degrees from pilot line-of-sight	No glare
Ground-based		
I-10	No glare	No glare
Town of Nicholls Warm Springs/ Mesa Verde	No glare	No glare
Mule Mountains ACEC	Low potential for glare and temporary after-image	No glare
Chuckwalla DWMA	Low potential for glare and temporary after-image	No glare

4.1 Runway 35

Runway 35 is the only flight path for the Blythe Municipal Airport where glare was predicted under either modeling scenario. SGHAT predicted potential glare at 1.75 miles and 2.0 miles from the runway threshold when the Project is operated using fixed-tilt panels. At 1.75 miles, glare was only predicted beyond 50 degrees from pilot line-of-sight for up to 20 minutes per day, between the hours of 5:00 and 6:00 p.m. (1700–1800 during the months of March, September, and October. At 2.0 miles, the SGHAT predicted glare beyond 50 degrees from pilot line-of-sight for approximately one-half hour per day between the hours of 5:00 and 6:00 p.m. (1700–1800), during the months of February, March, April, August, September, and October. As discussed in Section 3.0, glare beyond 50 degrees from pilot line-of-sight would not pose a safety risk to the pilot. At both locations, glare was only predicted for operation of the Project using a fixed-tilt PV array.

4.2 Mule Mountains ACEC

The SGHAT predicted glare with low potential for temporary after-image visible from the Mule Mountains ACEC viewer location. As discussed in Section 3.0, “low potential for temporary after-image” indicates that glare could occur but would be below the threshold for both flash-blindness and retinal damage. Glare was predicted from mid-March to mid-

September for approximately one-half hour each day between the hours of 5:30 and 6:30 a.m. (0530-0630). Glare was only predicted for operation of the Project using fixed-tilt PV arrays.

4.3 Chuckwalla DWMA

The SGHAT predicted glare with low potential for temporary after-image visible from the Chuckwalla DWMA, meaning glare could occur but would be below the threshold for both flash-blindness and retinal damage. Glare was predicted for a total of 21 days during late-March and mid-September, for a few minutes per day. Glare was only predicted for operation of the Project using a fixed-tilt PV array.

5.0 DISCUSSION AND CONCLUSIONS

SGHAT did not predict glare at an intensity high enough to cause flash-blindness or permanent retinal damage from any viewer location. Additional discussion is provided below.

5.1 Single-axis Horizontal Trackers

No potential for Project-related glare associated with single-axis horizontal trackers was predicted by the SGHAT for any of the Blythe Municipal Airport flight paths or ground-based viewer locations that were analyzed.

5.2 Fixed-tilt Panels

Runway 35 was the only flight path at the Blythe Municipal Airport where glare associated with fixed-tilt panels was predicted. All predicted glare at Runway 35 was beyond 50 degrees from pilot line-of-sight. Research and flight simulator testing concludes that glare occurring beyond an azimuth angle of 50 degrees from the pilot's line-of-sight does not pose safety risks to the pilot (Ho et al. 2014). Therefore, the glare associated with the use of fixed-tilt panels at the Desert Quartzite Solar Project site is not expected to pose a safety risk to pilots approaching the Blythe Municipal Airport.

Glare with low potential for temporary afterimage was predicted for two representative ground-based viewer locations: the Mule Mountains ACEC and Chuckwalla DWMA. These viewer locations were modeled at the eye height of a person walking or standing and do not represent the eye height of vehicle operators. However, it is assumed that vehicle operators, including OHV operators, would experience the same level of glare from these locations. As discussed in Section 3.0, the level of glare predicted would be below the threshold for both flash-blindness and retinal damage.

No glare potential was predicted for the selected 6-mile segment of I-10 or the representative location for Nicholls Warm Springs/Mesa Verde viewing areas.

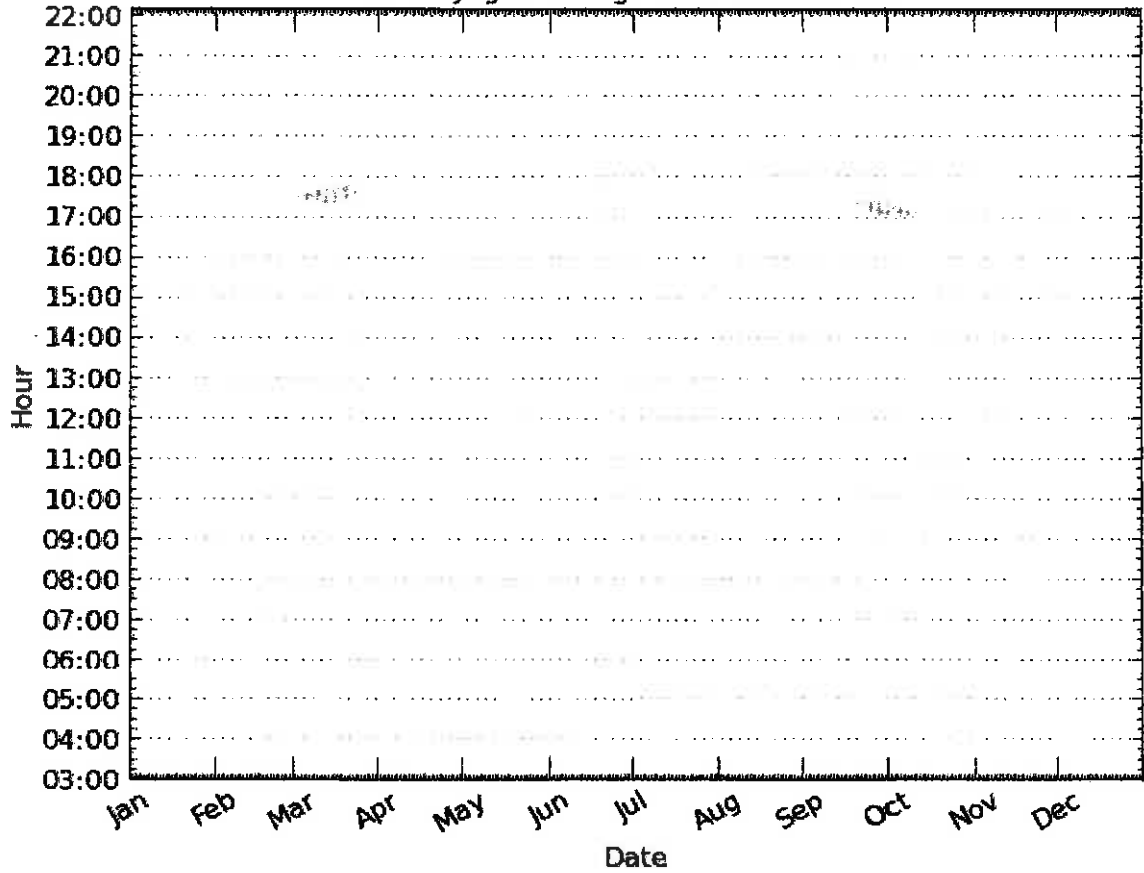
6.0 REFERENCES

- Clifford K. Ho, Cianan A. Sims, Julius Yellowhair, and Evan Bush. 2014. Sandia National Laboratories. Solar Glare Analysis Tool (SGHAT) Technical Reference Manual.
- Clifford K. Ho, Cheryl M. Ghanbari, and Richard B. Driver. 2011. Concentrating Solar Technologies Department, Sandia National Laboratories. Methodology to Assess Potential Glint and Glare Hazards From Concentrating Solar Power Plants: Analytical Models and Experimental Validation.
- Riverside County Airport Land Use Commission (ALUC). 2004. Riverside County Airport Land Use Compatibility Plan. October 14.
- Stine, William B. and Geyer, Michael. 2001. Power from the Sun. Available at: <http://www.powerfromthesun.net/book.html>. Accessed May 2015.

**APPENDIX A
GLARE PREDICTION PLOTS**

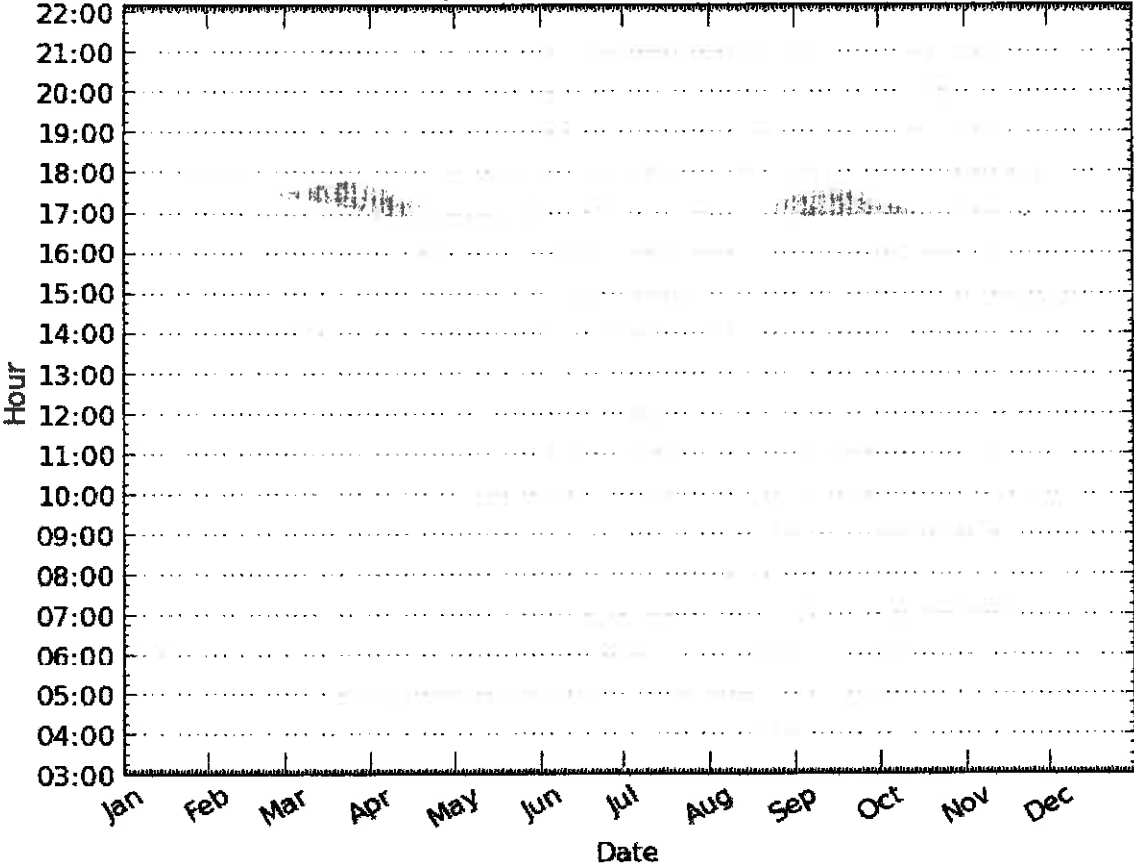
Runway 35 at 1.75 Miles from Threshold

1-minute time interval.
All times are in standard time.
For Daylight Savings Time add one hour.



Runway 35 at 2.0 Miles from Threshold

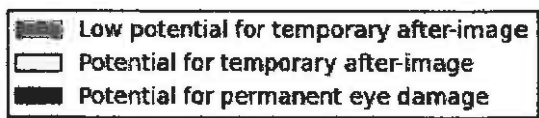
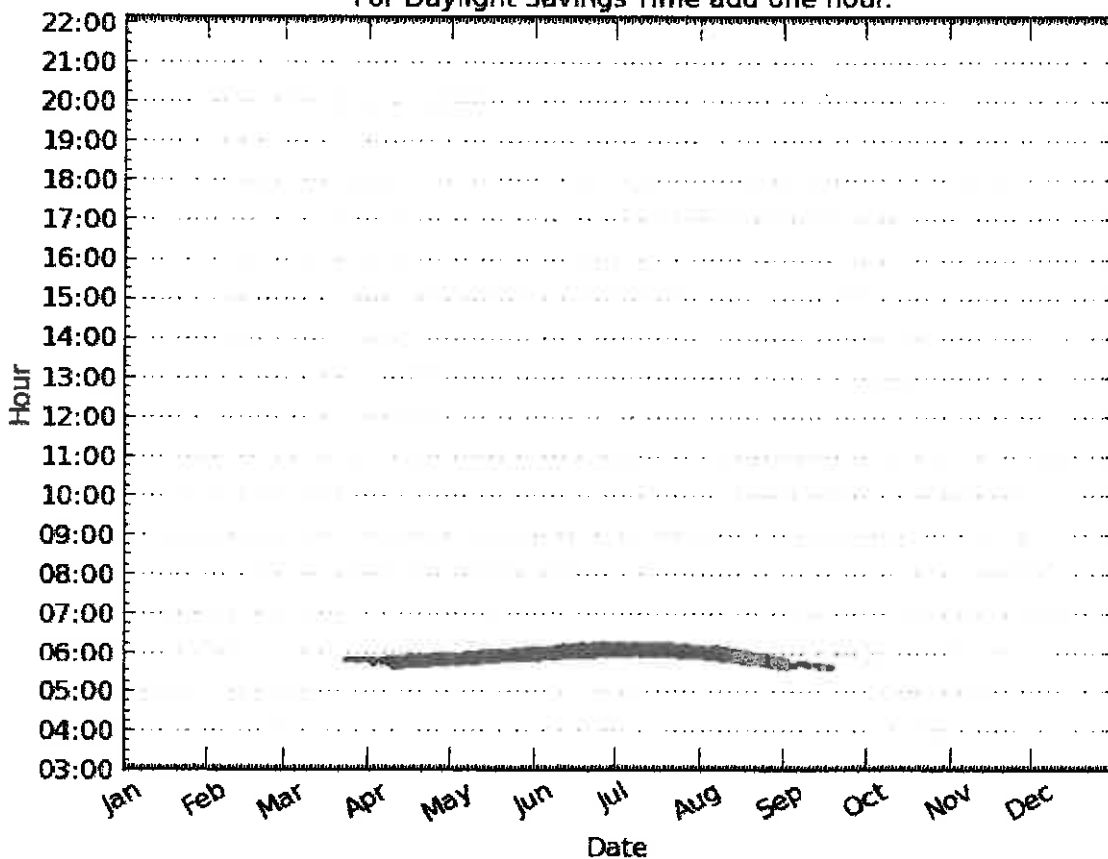
1-minute time interval.
All times are in standard time.
For Daylight Savings Time add one hour.



- Glare beyond 50 deg from pilot line-of-sight
- Low potential for temporary after-image
- Potential for temporary after-image
- Potential for permanent eye damage

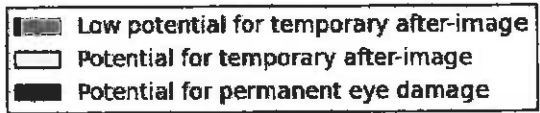
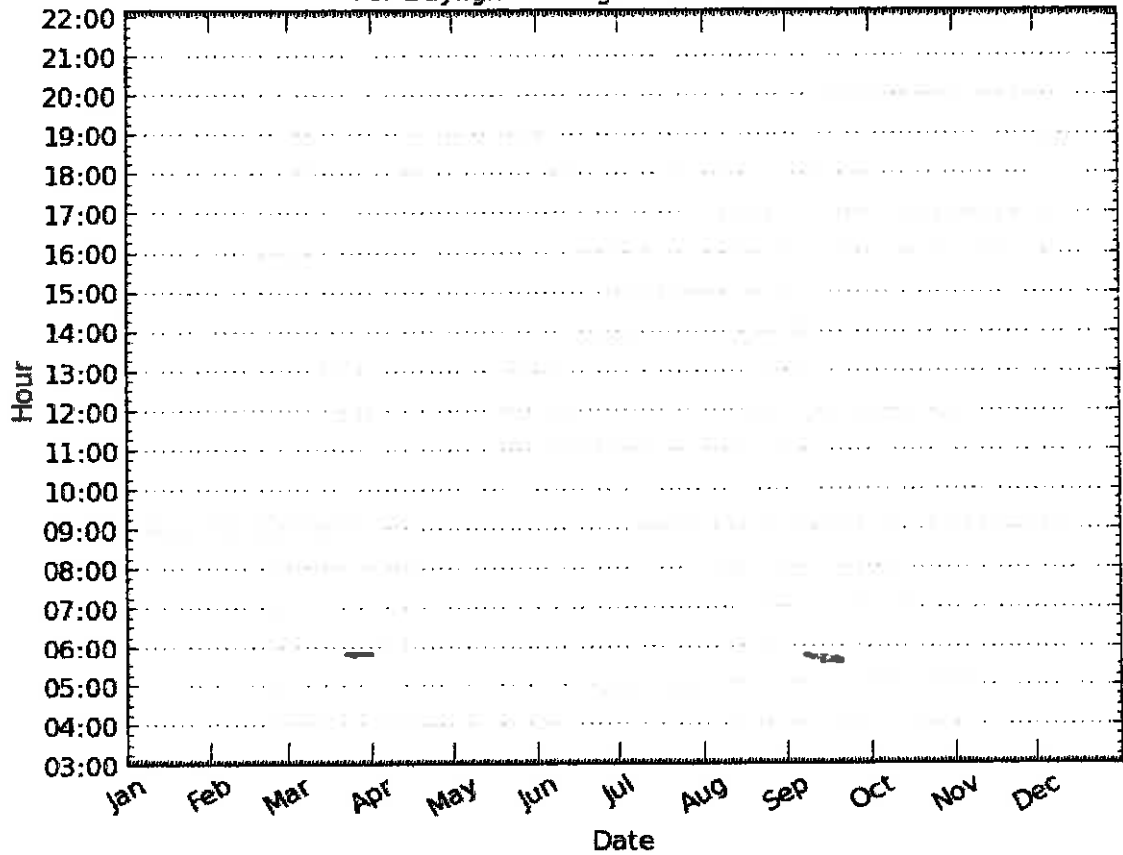
Mule Mountains ACEC

1-minute time interval.
All times are in standard time.
For Daylight Savings Time add one hour.

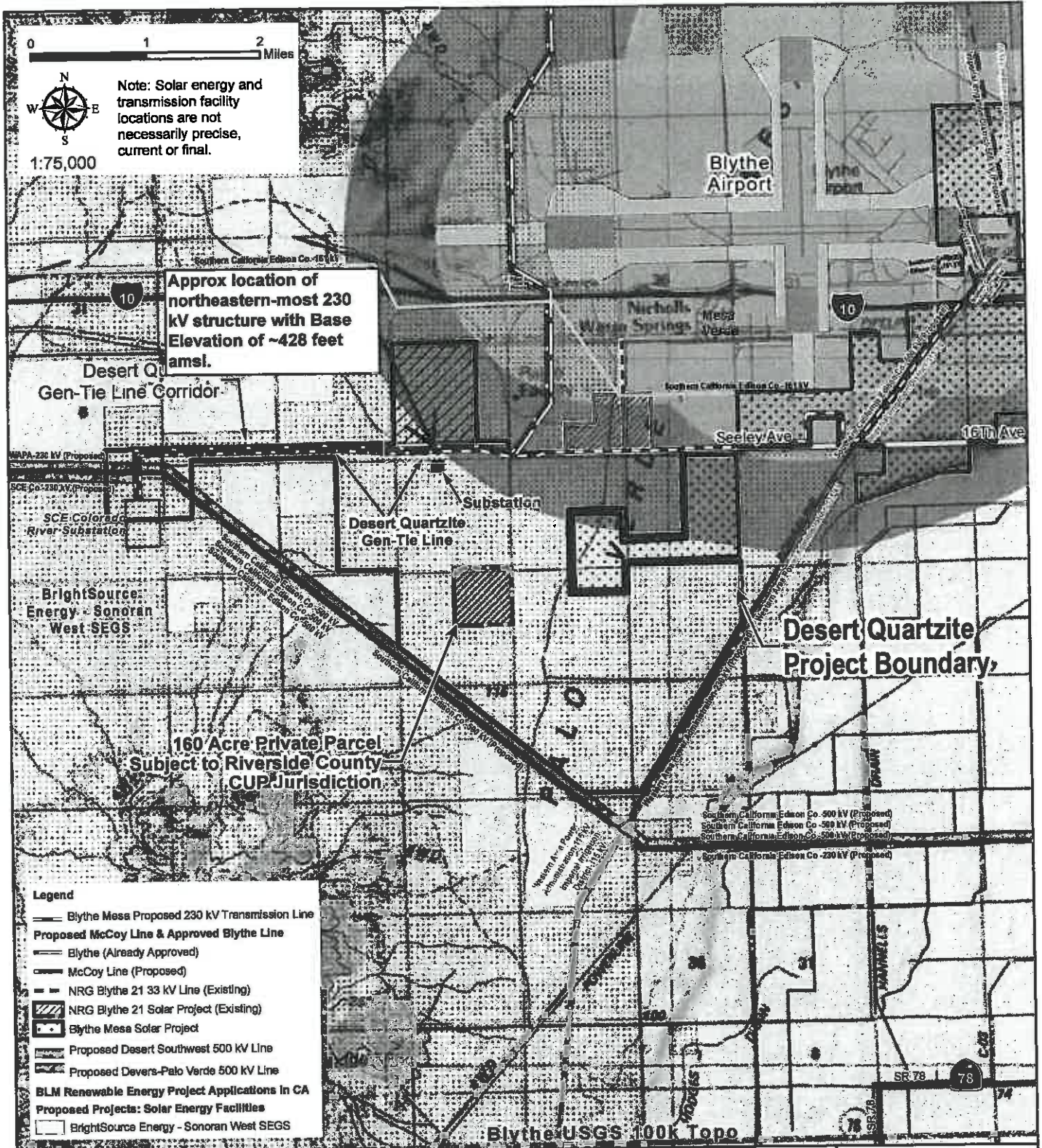


Chuckwalla DWMA

1-minute time interval.
All times are in standard time.
For Daylight Savings Time add one hour.



ZAP1010BL15 - ORIGINAL APPROVED LOCATION



- Legend**
- Blythe Mesa Proposed 230 kV Transmission Line
 - Proposed McCoy Line & Approved Blythe Line
 - Blythe (Already Approved)
 - McCoy Line (Proposed)
 - NRG Blythe 21 33 kV Line (Existing)
 - ▨ NRG Blythe 21 Solar Project (Existing)
 - ☐ Blythe Mesa Solar Project
 - Proposed Desert Southwest 500 kV Line
 - Proposed Devers-Palo Verde 500 kV Line
 - BLM Renewable Energy Project Applications in CA
 - Proposed Projects: Solar Energy Facilities
 - ☐ BrightSource Energy - Sonoran West SEGs

Map Location



Desert Quartzite Legend

- ☐ Desert Quartzite Project Boundary
- DQ 230 kV Gen-tie (approximate)
- ▨ 160 Acre Private Parcel (APN 879-110-001)
- ▨ No Solar Development Portion of Project Site
- ☐ Site

Transmission Lines (Platts PowerMap)

- 115 kV
- 161 kV
- 230 kV, Proposed
- 500 kV
- 500 kV, Proposed
- ▨ BLM Lands

Blythe Airport Compatibility Zones

- ☐ Zone A
- ☐ Zone B1
- ☐ Zone B2
- ☐ Zone C
- ☐ Zone D
- ☐ Zone E

Desert Quartzite Solar Project

Figure 2
Cumulative Energy Projects/
Airport Zones Map

Desert Quartzite, LLC

September 2015

Sources: BLM Renewable Energy Database (2015); Blythe Mesa Solar Project FEIR-EA (2015); Riverside Co. ALUC Staff Report, CUP 3682, 2013; POWERmap (2012).

PAGE BREAK



**AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY**



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County Administrative Center
4080 Lemon St., 14th Floor
Riverside, CA 92501
(951) 955-6132

www.rcaluc.org

October 24, 2016

Mr. Tim Wheeler, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501
(VIA HAND DELIVERY)

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

File No.: ZAP1221MA16
Related File No.: PP25767 (Plot Plan)
APN: 273-230-030

Dear Mr. Wheeler:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed County of Riverside Case No. PP25767 (Plot Plan), a proposal to construct a 50 foot high wireless monopine facility with a 410 square foot development footprint on 1.75 acres (Assessor’s Parcel Number 273-230-030) located at 17110 Mockingbird Canyon Road, southerly of Lindina Drive, westerly of Via Fronteras, and easterly of Pennington Place in the unincorporated community of Woodcrest.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (March AIA). Within Compatibility Zone E of the March AIA, non-residential intensity is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its northerly terminus is approximately 1,535 feet above mean sea level (1488 feet AMSL). The existing site elevation is approximately 1,216 feet AMSL. The proposed monopine structure is 50 feet in height, for an approximate total maximum elevation of 1,266 feet AMSL. The top point elevation of this structure, then, would be more than 250 feet lower than the elevation of that runway. Furthermore, the site is not located within 20,000 feet of runways of any other airports. Therefore, FAA Obstruction Evaluation Service review for height/elevation reasons is not required.

As ALUC Director, I hereby find the above-referenced Plot Plan **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

AIRPORT LAND USE COMMISSION

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note 1 on Table 4 of the Lake Mathews/Woodcrest Area Plan:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the property and to tenants of any home(s) thereon.
4. Any new aboveground detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be used in project landscaping.
5. The following uses are specifically prohibited at this location: trash transfer stations that are open on one or more sides; commercial composting operations; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; aquaculture; incinerators.

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

AIRPORT LAND USE COMMISSION

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

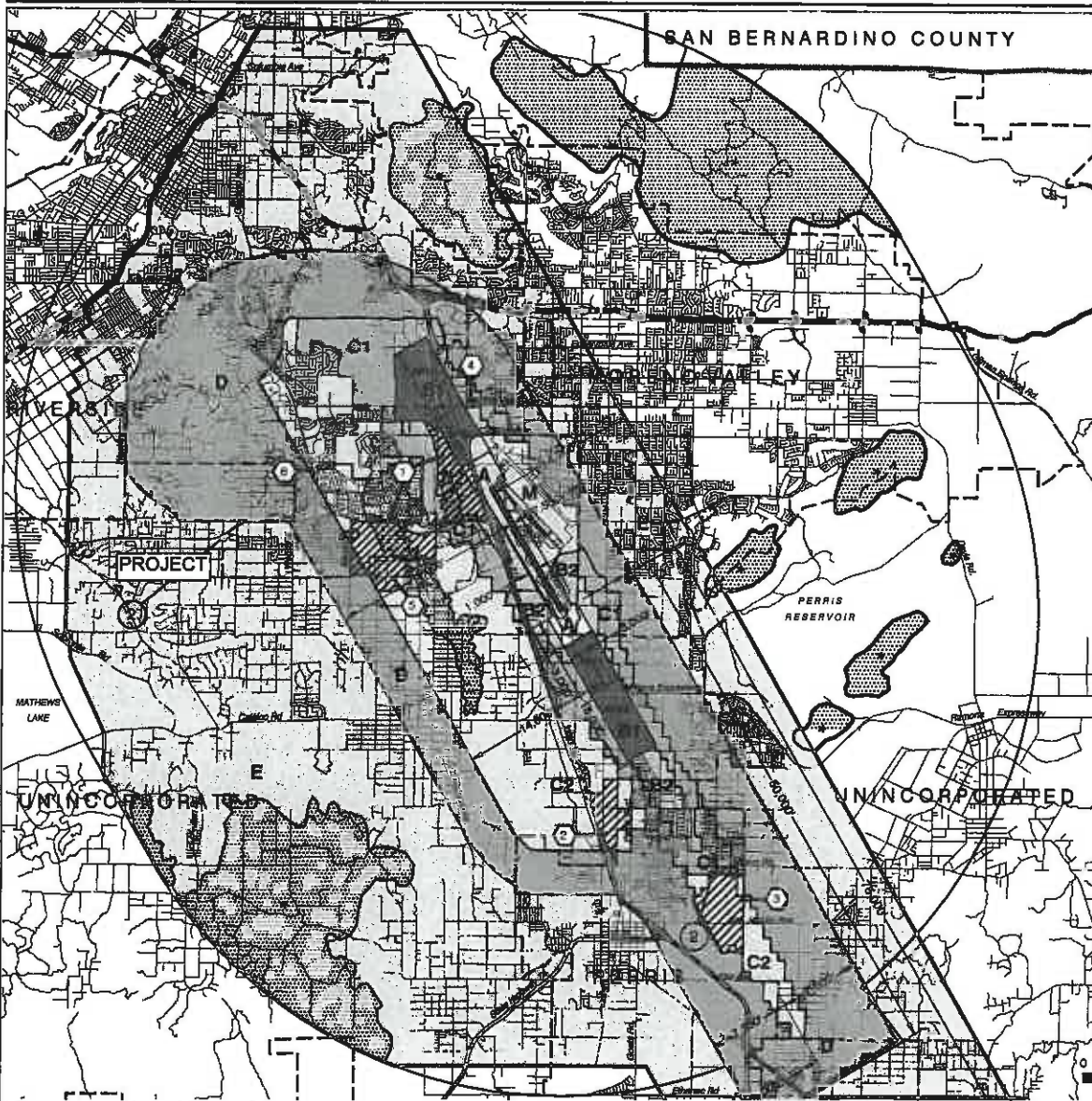
Attachments: Notice of Airport in Vicinity

cc: Verizon Wireless (applicant)
Core Development Services, Maree Hoeger (representative/payee)
Jose and Griselda Sanchez (property owner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1221MA16\ZAP1221MA16.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 influent area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)



LEGEND

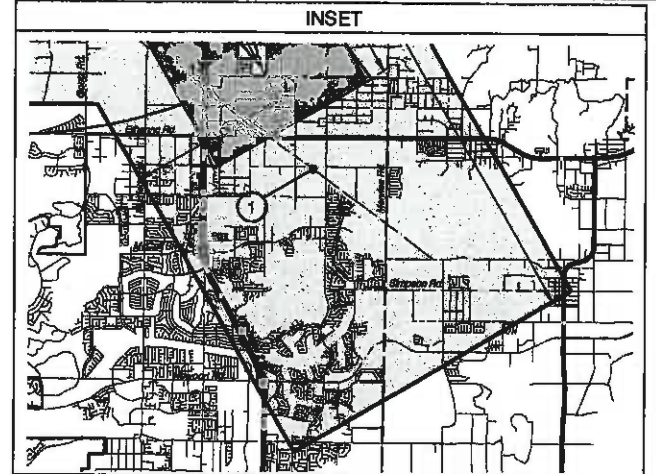
Compatibility Zones

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

Boundary Lines

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- ▨ Site-Specific Exceptions (existing local agency commitments to development projects)
- ① March JPA: March Business Center/Meridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Morono Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision

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



Riverside County
Airport Land Use Commission

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

(Adopted November 13, 2014)

Map MA-1

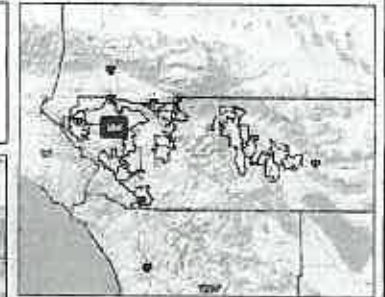
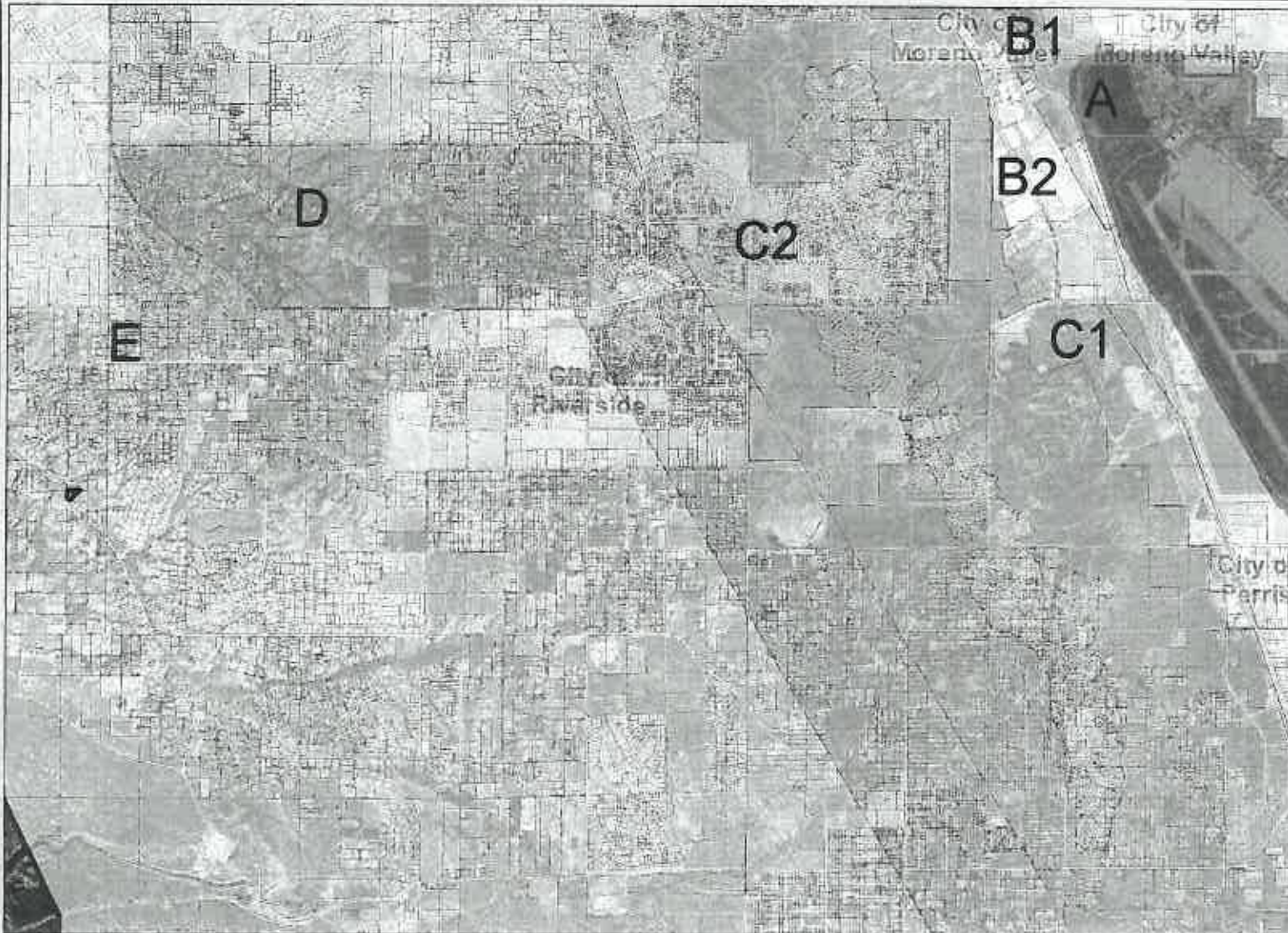
Compatibility Map
March Air Reserve Base / Inland Port Airport

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



Base map source: County of Riverside 2013

My Map



Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- R2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



0 6,133 12,266 Feet



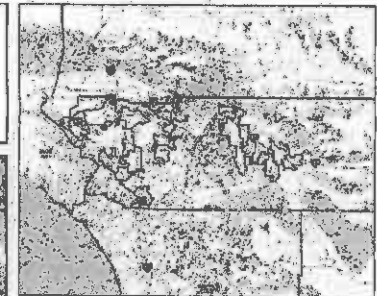
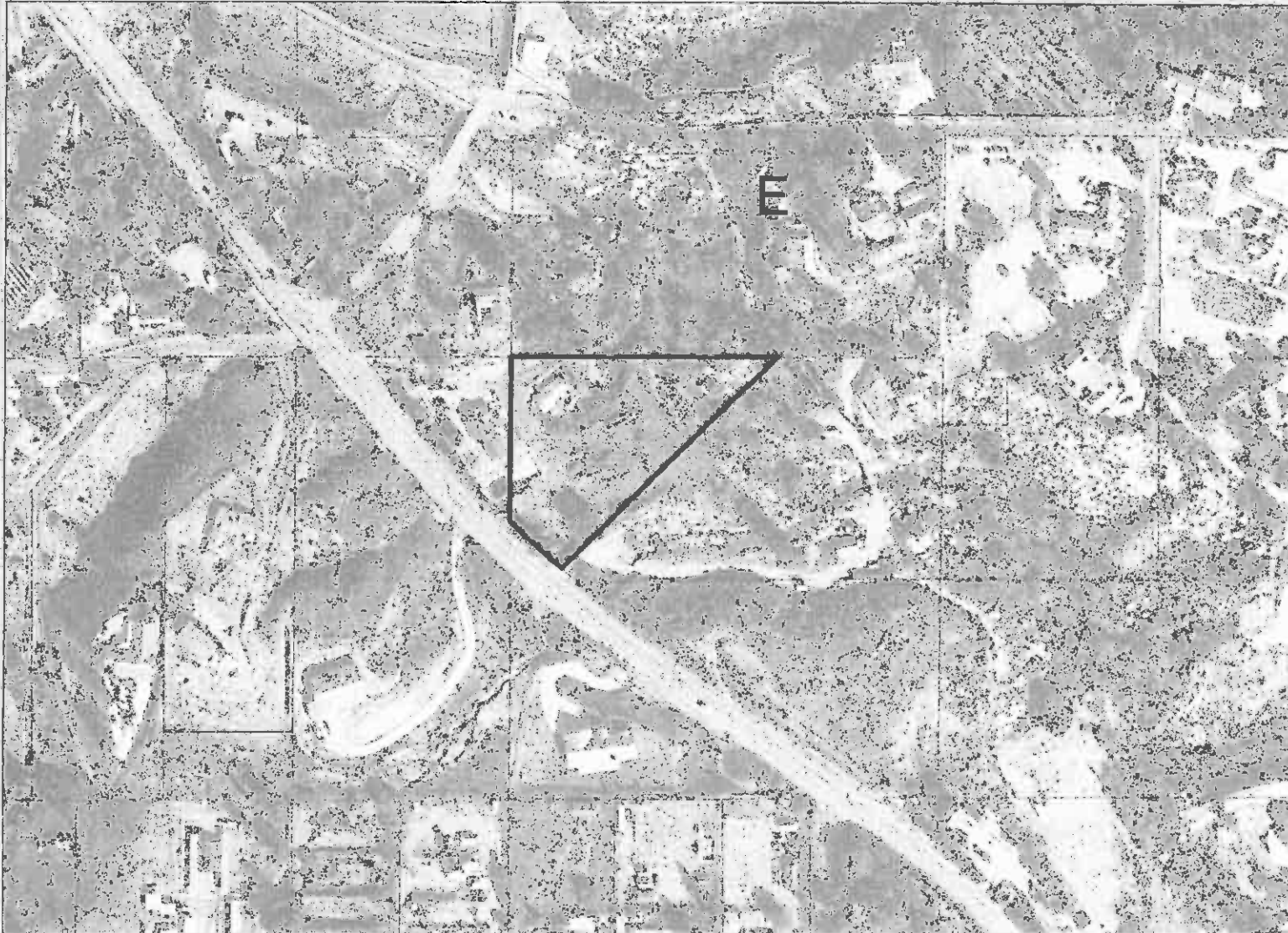
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Notes

My Map



Legend

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



0 285 570 Feet



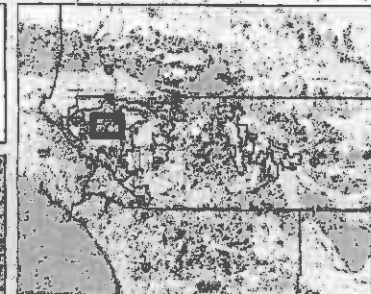
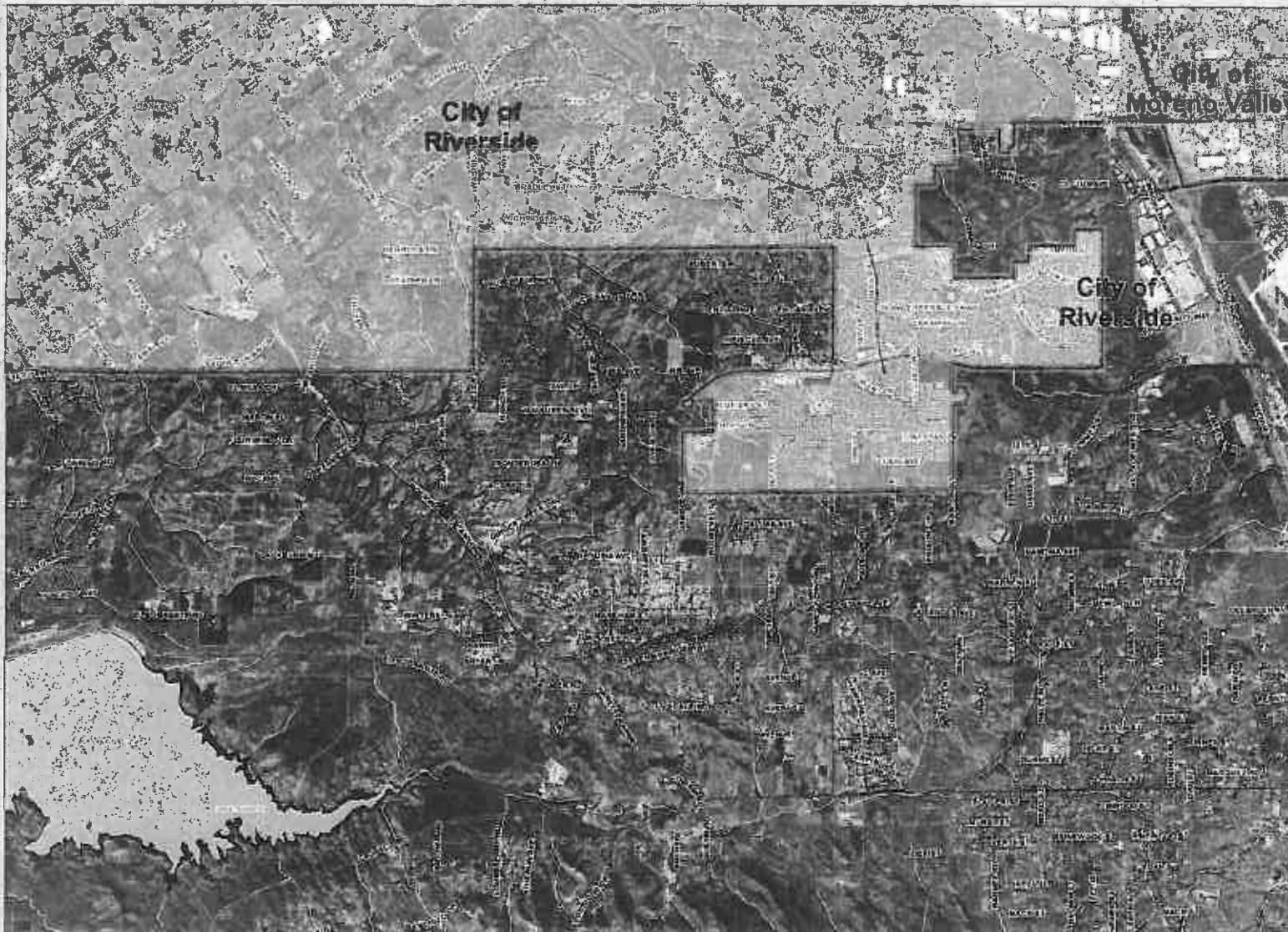
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Notes

My Map



Legend

- City Boundaries
- Cities**
- highways_large**
- HWY
- INTERCHANGE
- INTERSTATE
- USHWY
- majorroads
- counties
- cities



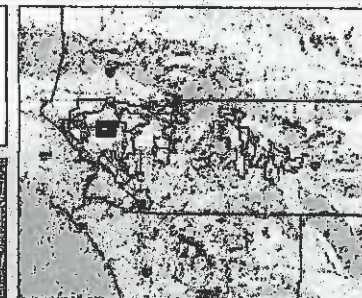
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Notes

My Map



Legend

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



0 4,089 8,177 Feet



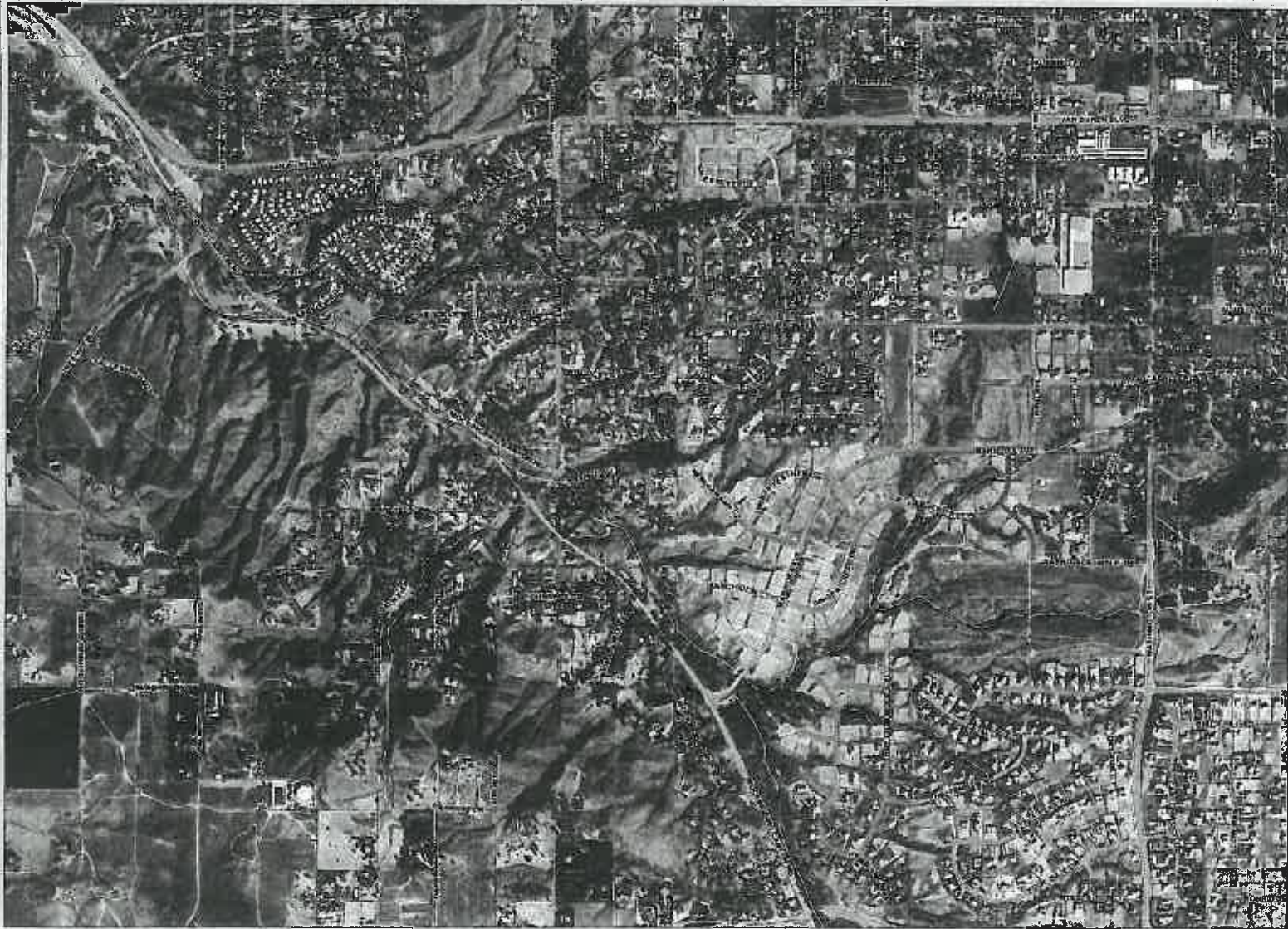
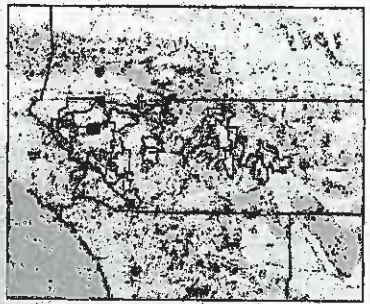
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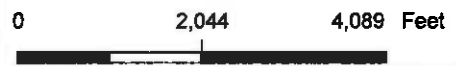
Notes

My Map



Legend

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



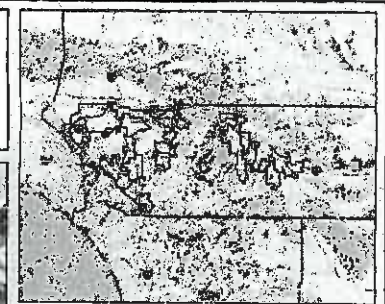
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Notes

My Map



Legend

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



0 511 1,022 Feet



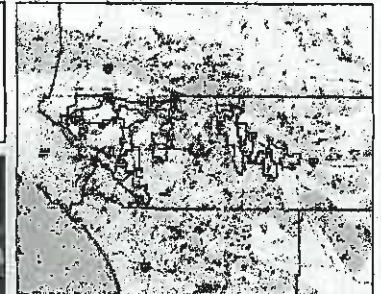
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Notes

My Map



Legend

- Display Parcels
- City Boundaries
- Cities



0 285 570 Feet



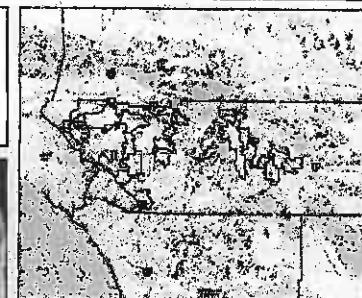
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REPORT PRINTED ON... 10/21/2016 10:20:25 AM

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Notes

My Map



Legend

- Display Parcels
- City Boundaries
- Cities**
- roadsanno**
- highways**
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrography**lines
- waterbodies**
- Lakes
- Rivers



0 128 256 Feet

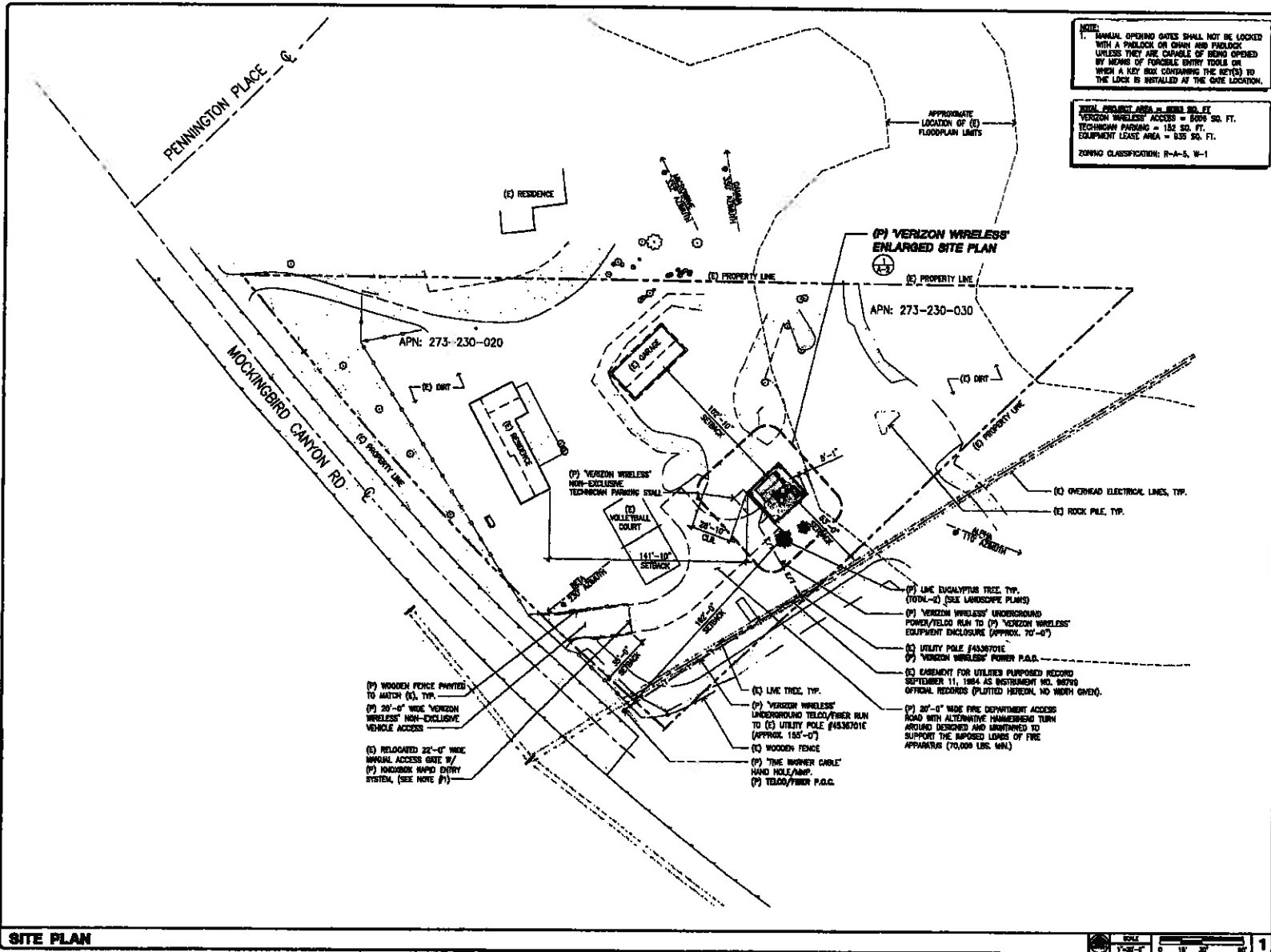


"IMPORTANT" Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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



NOTE:
 1. MANUAL OPENING GATES SHALL NOT BE LOCKED WITH A PADLOCK OR CHAIN AND PADLOCK UNLESS THEY ARE CAPABLE OF BEING OPENED BY MEANS OF FURCIBLE ENTRY TOOLS OR WITH A KEY SIZE CONTAINING THE KEYS TO THE LOCK IS INSTALLED AT THE GATE LOCATION.

TOTAL PROJECT AREA = 896 SQ. FT.
VERIZON WIRELESS' ACCESS = 804 SQ. FT.
TECHNICIAN PARKING = 182 SQ. FT.
EQUIPMENT LEASE AREA = 839 SQ. FT.
ZONING CLASSIFICATION: R-5, W-1

REV	DATE/BY	DESCRIPTION
0	05/17/11	ISSUED FOR 100% ZONING
1	05/17/11	ISSUED FOR PLANNING COMMISSION

ENGINEER / CONSULTANT

SITE BUILDER

verizon

1905 24th STREET SUITE 200
 RIVERSIDE, CA 92504
 951.283.7000

ARE DEVELOPMENT

DEVELOPMENT SERVICES
 ARE SERVICES

3000 E. 9th Street 200
 Brea, California 92781
 (714)759-9494 (714)253-4441 fax
 www.dsare.com

SITE DEVELOPMENT

DEVELOPMENT SERVICES

3000 E. 9th Street 200
 Brea, California 92781
 (714)759-9494 (714)253-4441 fax
 www.dsare.com

SITE INFORMATION

SRV NAME:

LINDINA

SRV ADDRESS:

17110 MOCKINGBIRD CANYON ROAD
 RIVERSIDE, CA 92504

SERVICE COUNTY

SITE PLAN

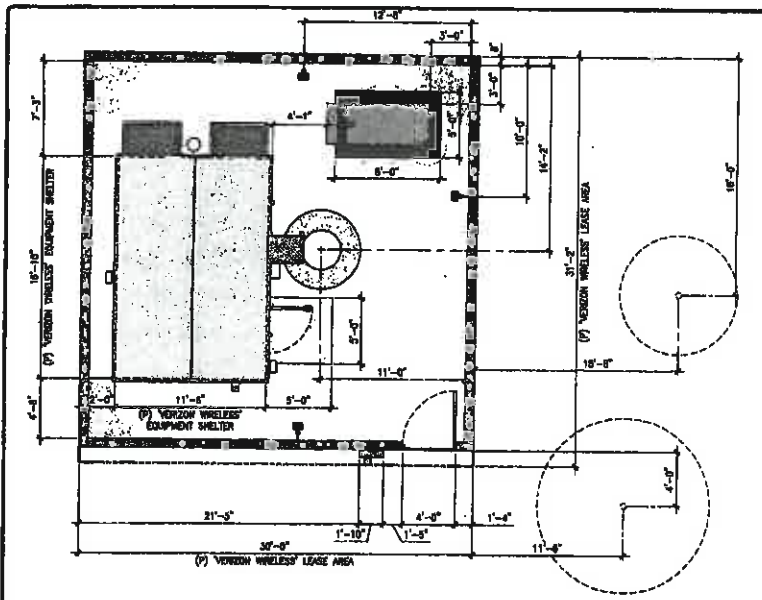
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DRAWN BY: ESD
 CHECKED BY: SMR
 DATE: 05/20/11

SHEET NUMBER

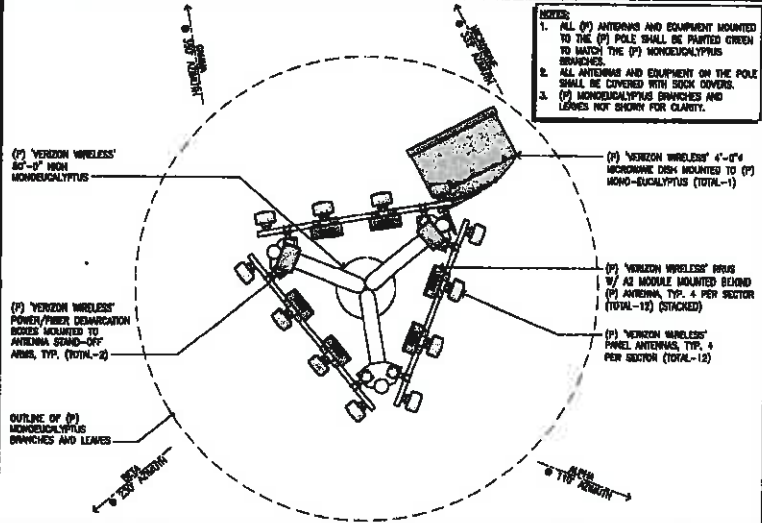
A-1

SITE PLAN



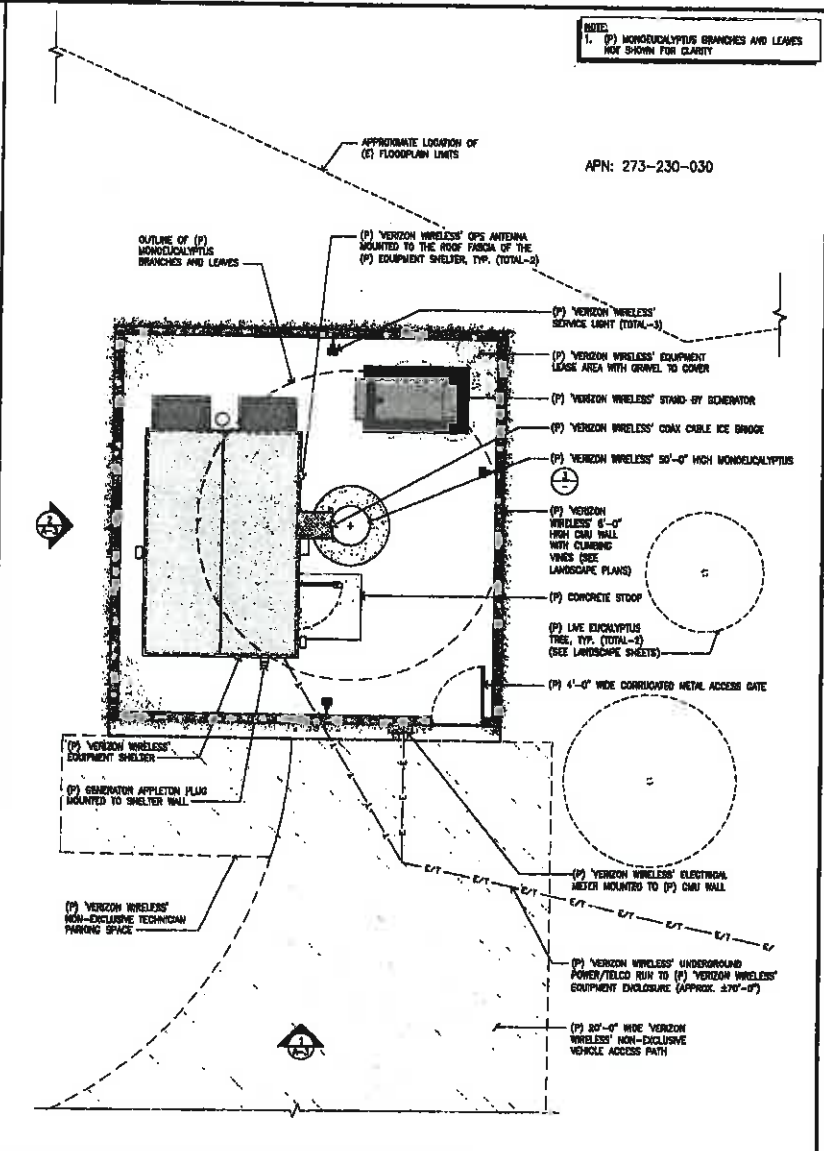
DIMENSION PLAN

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



ANTENNA PLAN

SCALE: 3/8" = 1'-0"



ENLARGED SITE PLAN

NOTE:
1. (P) MONOECALYPTUS BRANCHES AND LEAVES NOT SHOWN FOR CLARITY.

REV	DATE/BY	DESCRIPTION
0	02/15/13 ESG	ISSUED FOR IRRM 2013M
1	02/28/13 SMR	REVISED FOR PLANNING CONSENT

ENGINEER / CONSULTANT

SITE BUILDER

verizon

WIRE AND CARRIER SERVICE
NATIONAL FIRST FILE
COMMUNICATIONS SERVICE
SAS 341,760

ARE DEVELOPMENT

DEVELOPMENT SERVICES
ARE SERVICES

1000 E. Rock Street 6000
Waco, California 92687
(714)798-5054 (916)338-4461 fax
www.ardco.com

DEVELOPMENT SERVICES

1000 E. Rock Street 6000
Waco, California 92687
(714)798-5054 (916)338-4461 fax
www.ardco.com

SITE INFORMATION

LINDINA

17110 MOCKINGBIRD CANYON ROAD
RIVERVIEW, CA 92504
RIVERSIDE COUNTY

SHEET TITLE

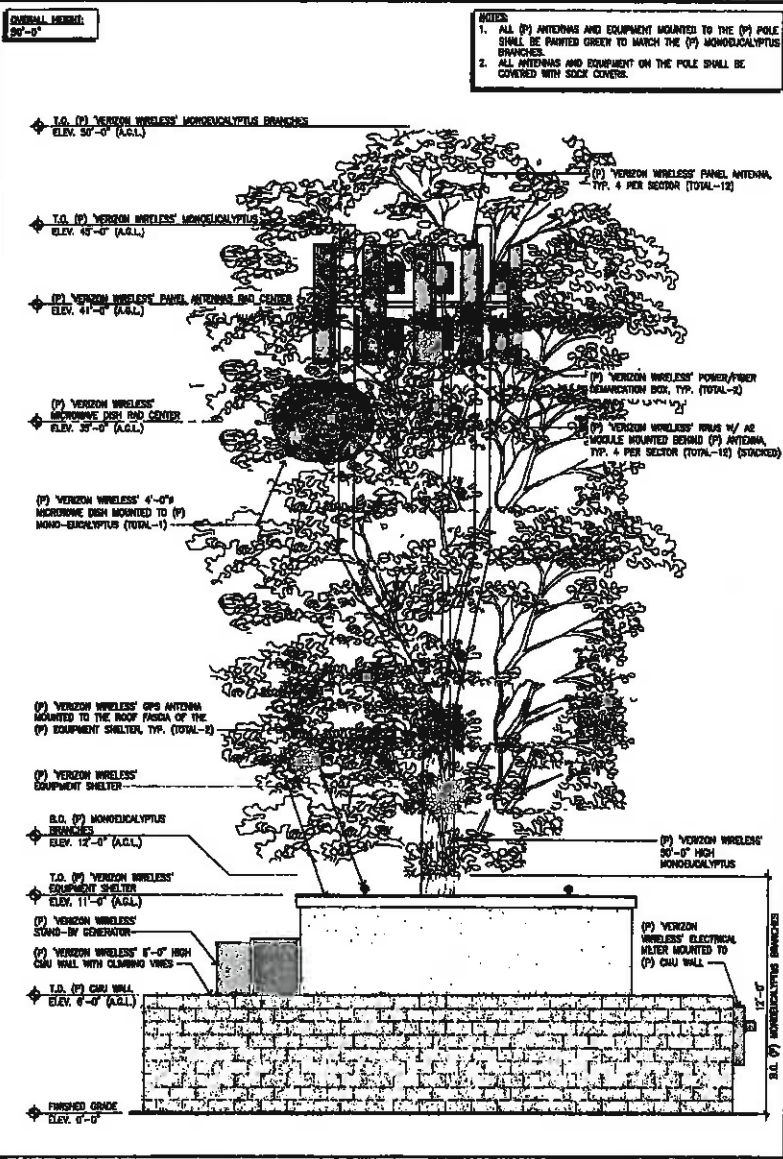
**ENLARGED SITE PLAN,
DIMENSION PLAN AND
ANTENNA PLAN**

DRAWING INFORMATION

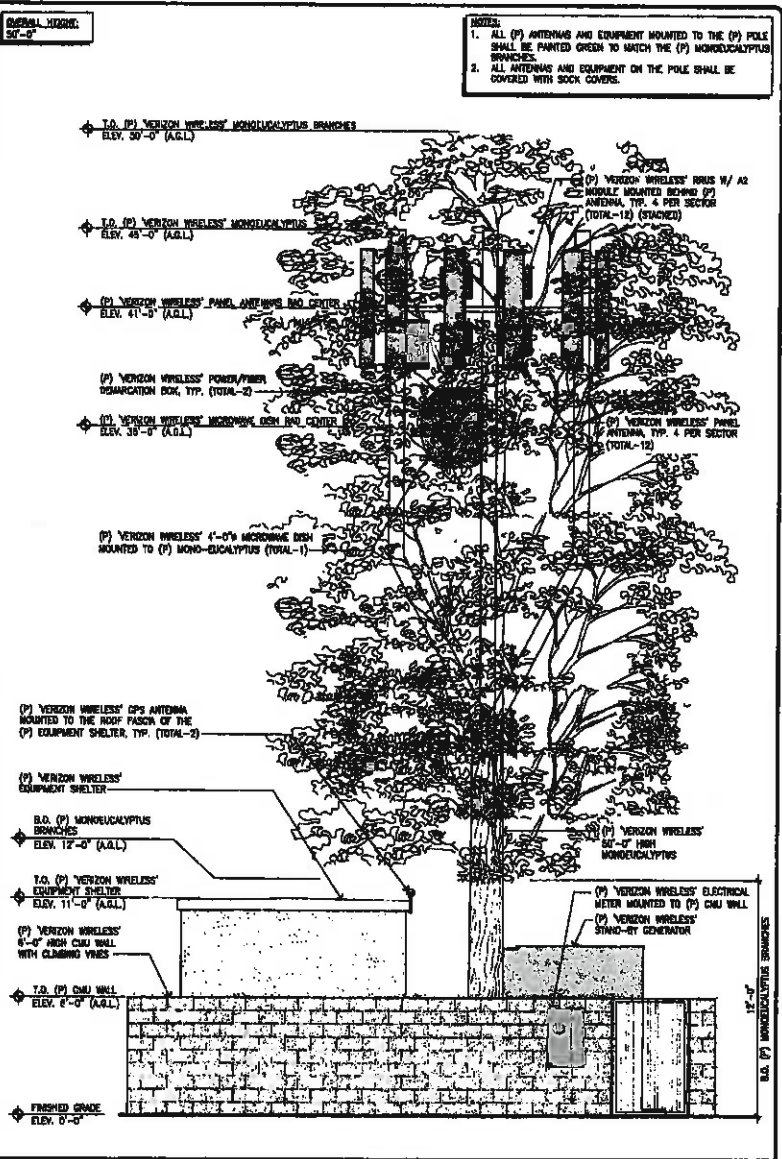
DRAWN BY	CHECKED BY	ISSUE DATE
ESG	SMR	02/28/13

SHEET NUMBER

A-2



NORTHWEST ELEVATION



SOUTHWEST ELEVATION

REV	DATE/PT	DESCRIPTION
1	05/15/15	ISSUED FOR YOUR REVIEW
1	05/15/15	REVIEW FOR PLANNING COMMENTS

ENGINEER / CONSULTANT



SITE BUILDER



AGE DEVELOPMENT



SITE DEVELOPMENT



SITE INFORMATION

LINDINA
17110 MOCKINGBIRD CANYON ROAD
RIVERSIDE, CA 92504
RIVERSIDE COUNTY

SHEET TITLE

ELEVATIONS

DRAWING INFORMATION

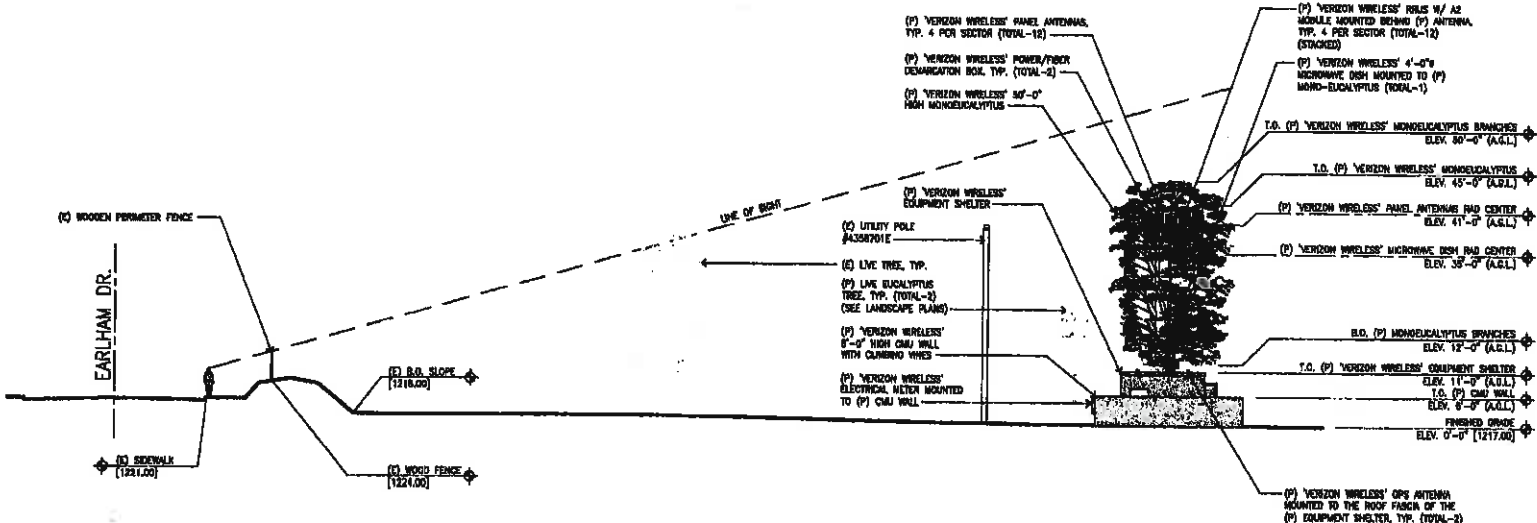
DRAWN BY	CHECKED BY	ISSUE DATE
ENG	SUR	05/20/15

SHEET NUMBER

A-3

GENERAL NOTES:
00'-0"

NOTES:
1. (00000.00) = (0) ELEVATION PER SURVEY. SEE SHEET C-1



REV	DATE/BY	DESCRIPTION
0	02/20/18	ISSUED FOR PERMITS
1	02/21/18	ISSUED FOR PLANNING COMMENTS

OWNER / CONSULTANT

SITE BUILDER

verizon

1000 ONE CANYON AVENUE
SUITE 5, FORT LAUDERDALE, FL 33304
954.780.7000

ASB DEVELOPMENT

DEVELOPMENT SERVICES
ASB SERVICES

1000 E. BANK STREET SUITE 200
FORT LAUDERDALE, FL 33304
(754) 923-3000 (754) 923-4411 fax
www.asb.com

SITE DEVELOPMENT

DEVELOPMENT SERVICES

1000 E. BANK STREET SUITE 200
FORT LAUDERDALE, FL 33304
(754) 923-3000 (754) 923-4411 fax
www.asb.com

SITE INFORMATION

LINDINA

SITE ADDRESS:
17110 MOCKINGBIRD CANYON ROAD
RIVERSIDE, CA 92504
RIVERSIDE COUNTY

SHEET TITLE

LINE OF SIGHT

DRAWING INFORMATION

DRAWN BY	CHECKED BY	ISSUE DATE
CSO	SAK	02/20/18

SHEET NUMBER

A-4

PLANT MATERIAL KEY

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY
	PROPAGATED TREES Diospyros coccinea	Lowell Shortleaf Gum	36" Box	2
	PROPAGATED VINES Muscadivina longipes-vitis	Yellow Trumpet Vine	10 Gal	10

PLANTING NOTES

1. THE SCOPE OF WORK INCLUDES PURCHASING ALL MATERIALS NECESSARY FOR THE INSTALLATION OF THE PLANTING. ALL PLANTING SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE PLANNING. ALL WORK SHALL BE PERFORMED BY PERSONS FAMILIAR WITH PLANTING WORK AND UNDER SUPERVISION OF A CAPABLE FOREMAN.

2. PLANT MATERIAL, LOCATION AND PROTECTION, AND MAY BE SUBJECT TO CHANGE BY THE LANDSCAPE ARCHITECT BEFORE BE MANUFACTURED PERIOD DESIGN.

3. BEFORE ANY PLANTING OCCURS, ALL PLANTED AREAS ARE TO HAVE BEEN GRUBBED IN ACCORDANCE WITH THE PLANNING TO REMOVE EXISTING VEGETATION AND TO BE REVEALED TO THE ORIGINAL GRADE.

4. ALL PLANTING AREAS SHALL HAVE THE FOLLOWING SOIL AMENDMENTS ACCORDING TO THE TOP 6" OF EXISTING SOIL:

- 10 CYCLES 10-10-10 - 10 CYCLES 10-10-10 ORGANIC AND FERTILIZER

5. ALL PLANTING AREAS 2 FEET OR MORE FROM THE EXISTING GRADE SHALL BE REVEALED FOR 18 INCHES ON THE SOIL AND SOIL AMENDMENTS SHOWN ON THE PLAN.

SAMPLE BACKFILL:

- 10 CYCLES 10-10-10
- SOIL AMENDMENTS SHOWN ON THE PLAN
- 10 LBS 10-10-10 PLUS, PER CYCLE, PER INCH
- 10 CYCLES 10-10-10

6. IF APPLICABLE, ALL TREES TO BE PLANTED AS SHOWN IN THE TREE PLANTING DESIGN.

7. WHERE DIMENSIONS PREVENT PLANTING TO BE CLOSE TO THE EDGE OF THE DRIVE OR DRIVEWAY.

8. SEE THE TREE PLANTING DESIGN.

9. USE PLANT MATERIALS ACCORDING TO THE AREA.

10. WHERE DIMENSIONS PREVENT PLANTING PLANT SPECIES FROM BEING PLANTED TO THE EDGE OF THE DRIVEWAY, DRIVEWAY OR SIDEWALK, THE TREE SHALL BE PLANTED TO THE EDGE OF THE DRIVEWAY OR SIDEWALK. THE TREE SHALL BE PLANTED TO THE EDGE OF THE DRIVEWAY OR SIDEWALK. THE TREE SHALL BE PLANTED TO THE EDGE OF THE DRIVEWAY OR SIDEWALK.

11. WHERE PLANTING IS REQUIRED FOR SPECIES INCLUDING TREE SPECIES.

12. WHERE PLANTING IS REQUIRED FOR SPECIES INCLUDING TREE SPECIES.

13. WHERE PLANTING IS REQUIRED FOR SPECIES INCLUDING TREE SPECIES.

14. WHERE PLANTING IS REQUIRED FOR SPECIES INCLUDING TREE SPECIES.

15. WHERE PLANTING IS REQUIRED FOR SPECIES INCLUDING TREE SPECIES.

16. WHERE PLANTING IS REQUIRED FOR SPECIES INCLUDING TREE SPECIES.

17. WHERE PLANTING IS REQUIRED FOR SPECIES INCLUDING TREE SPECIES.

18. WHERE PLANTING IS REQUIRED FOR SPECIES INCLUDING TREE SPECIES.

19. WHERE PLANTING IS REQUIRED FOR SPECIES INCLUDING TREE SPECIES.

20. WHERE PLANTING IS REQUIRED FOR SPECIES INCLUDING TREE SPECIES.

PLANTING NOTES

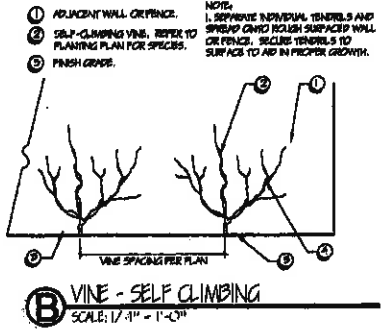
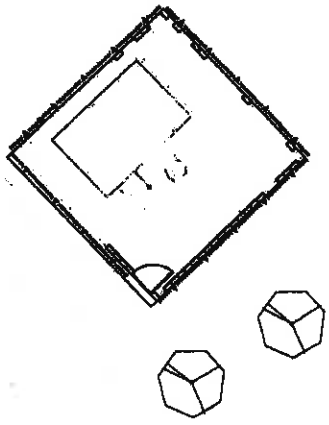
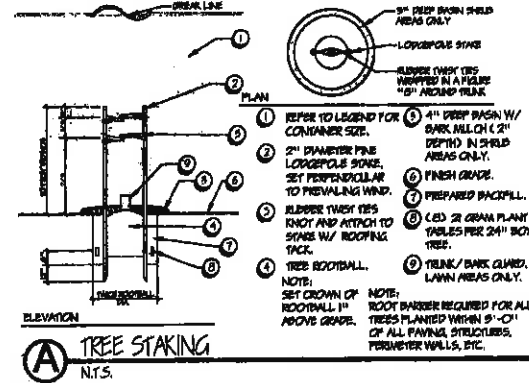
1. ALL EXISTING TREES WITHIN THE PROPERTY LINES SHALL BE PROTECTED IN PLACE. NO TREES SHALL BE REMOVED AS A PART OF THIS PROJECT UNLESS OTHERWISE INDICATED. LANDSCAPE ARCHITECT TO VERIFY EXISTING TREES AT LOCATION OF PROPOSED ENCLOSURE AND PLANTING. IF EXISTING TREES (INCLUDING EXISTING ENCLOSURE OR PLANTING) PRESENT OBSTACLES TO PROPOSED ENCLOSURE AND PLANTING, THE ARCHITECT SHALL BE NOTIFIED IMMEDIATELY. THE ARCHITECT SHALL BE NOTIFIED IMMEDIATELY. THE ARCHITECT SHALL BE NOTIFIED IMMEDIATELY.

2. ALL FERTILIZERS AND AMENDMENTS USED IN PLANTING PREPARATION SHALL BE IDENTIFIED WITH ORGANIC-BASED AMENDMENTS AS A BEST MANAGEMENT PRACTICE FOR SOILS WITH HIGH SALINITY. NO OTHER SALINE IS ALLOWED.

3. A 2" THICK LAYER OF APPROVED ORGANIC MULCH SHALL BE APPLIED TO COVER THE SOIL WITHIN 2' OF THE PLANTING AREA ON THE SUBJECT PROPERTY AFTER THE PLANTING IS COMPLETE.

DIG-ALERT NOTE

1. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT BEFORE START OF CONSTRUCTION. CALL 800-4-A-DIG. CONTRACTOR SHALL VERIFY EXISTING LOCATION OF UTILITIES AS NECESSARY TO PREVENT DAMAGE.



ISSUE STATUS

NO.	DATE	DESCRIPTION	BY
A	01/24/18	BOX CONSTRUCTION	REH

DEVELOPMENT SERVICES AND SERVICES
3748 Indus Blvd
Irvine, California 92618
P: 949-256-4441
www.dsg.com

PROPRIETARY INFORMATION
THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY TO DEVELOPMENT SERVICES AND IS TO BE KEPT CONFIDENTIAL AND NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM.

verizon
15505 SAND CANYON AVENUE, D1
IRVINE, CALIFORNIA 92618
949.256.7000

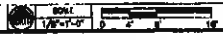


LINDINA
17110 MOCKINGBIRD CANYON ROAD
RIVERSIDE, CA 92504
RIVERSIDE COUNTY

SHEET TITLE:
PLANTING PLAN

L-3

CS DG
CS Design Group, Inc.
1000 B Camino Real
Suite 100-020
Costa Mesa, CA 92626
(714) 756-8778
(714) 756-8811



PLANTING PLAN

PAGE BREAK



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



October 4, 2016

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Steve Manos
Lake Elsinore

Russell Betts
Desert Hot Springs

STAFF

Director
Ed Cooper

John Guerin
Paul Rull
Barbara Santos

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

Mr. David Leonard, Contract Planner
City of Cathedral City Planning Department
68-700 Avenida Lalo Guerrero
Cathedral City, CA 92234

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

File No.: ZAP1040PS16
Related File No.: SPA 97-55B (Specific Plan Amendment); GPA 16-003
(General Plan Amendment); CZ 16-003 (Change of Zone).
APNs: 677-050-018, 677-050-023

Dear Mr. Leonard:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC Resolution No. 2011-02, staff reviewed City of Cathedral City Case No. SPA 97-55B (Specific Plan Amendment), a proposal by the City to amend the Rio Vista Village Specific Plan (RVVSP) located southerly of Interstate 10 Freeway, easterly of Rio Guadalupe Road, northerly of Verona Road, and westerly of Landau Road, with its associated General Plan Amendment and Zone Change, as referenced above. The amendment specifically proposes to delete reference to a minimum density in the MF-4 land use category (which applies in Planning Area 1.1), thereby increasing the range of dwelling unit types permitted in that Planning Area [PA], to reduce the maximum number of dwelling units within PA 1.1 from 434 to 405, to change the zoning of PA 2.2 from R-6 to R-2, and to increase the maximum number of dwelling units within PA 2.2 from 29 to 58, (essentially transferring 29 units from PA 1.1 to PA 2.2, with no changes to the overall number of units --- 1,362 --- allowed in the Specific Plan).

The site is located within Airport Compatibility Zone E of the 2005 Palm Springs Airport Influence Area (AIA). Within Compatibility Zone E of the 2005 Palm Springs Airport Compatibility Plan, residential density is not restricted.

No buildings or structures are proposed by this action. Further, based on the relative elevations of Runway 13R-31L at Palm Springs International Airport at its northerly terminus (approximately 474.4 feet above mean sea level (AMSL)) and the project site (450 feet AMSL) and the distance from the runway to the project property line (11,800 feet), future structures would not likely require Federal Aviation Administration Obstruction Evaluation Service review.

As ALUC Director, I hereby find the above-referenced General Plan Amendment and Change of Zone **CONSISTENT** with the 2005 Palm Springs Airport Land Use Compatibility Plan (PSALUCP) and find the Specific Plan Amendment **CONSISTENT**, subject to the following conditions:

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, recycling centers containing putrescible wastes, and construction and demolition debris facilities.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached "Notice of Airport in Vicinity" shall be provided to all potential purchasers of the property.

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

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

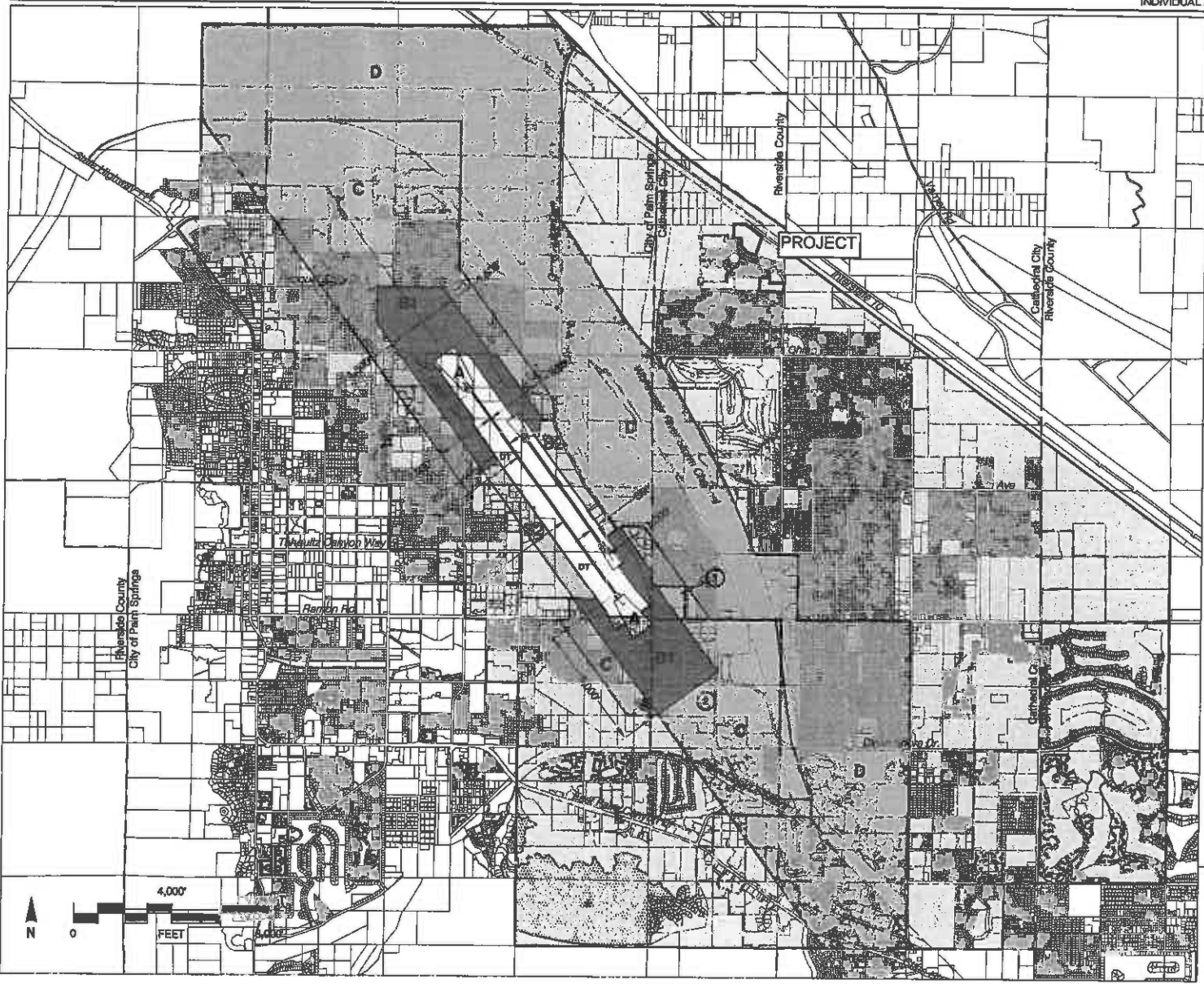
Attachment: Notice of Airport in Vicinity

cc: Mr. Pat Milos, Community Development Director, City of Cathedral City
Mr. Craig Loe, Inland Communities Corporation/Verano Recovery (property owner)
Mr. Thomas Nolan, Executive Director, Palm Springs International Airport
ALUC Case File

Y:\AIRPORT CASE FILES\Palm Springs\ZAP1040PS16\ZAP1040PS16.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



- Legend**
- Compatibility Zones**
- Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
 - Height Review Overlay Zone
- Boundary Lines**
- Airport Property Line
 - - - City Limits

Notes

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

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

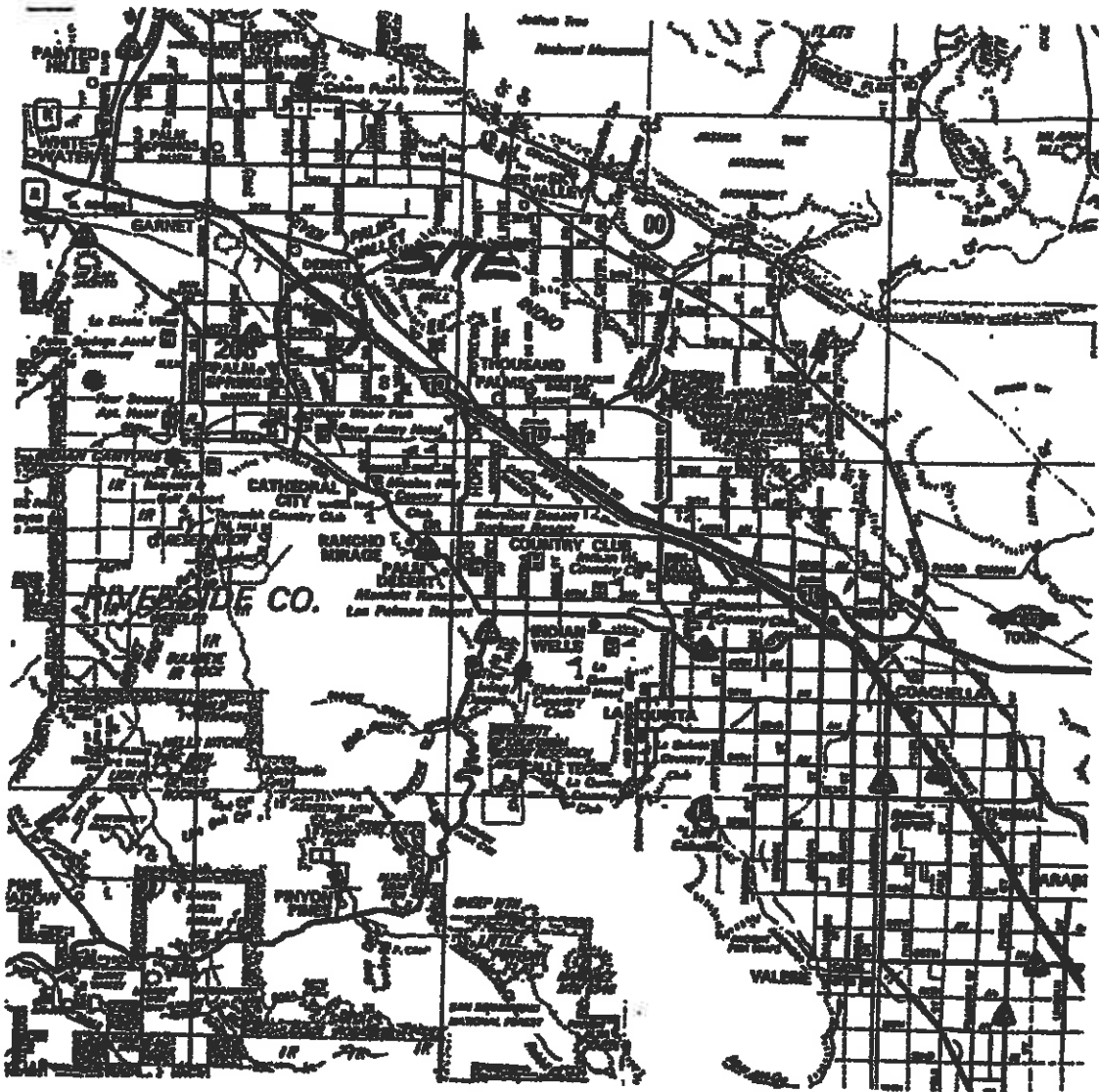
Ⓢ See Policy PS.2.1.

Riverside County
 Airport Land Use Commission
 Riverside County
 Airport Land Use Compatibility Plan
 Policy Document
 (Adopted March 2005)

Map PS-1

Compatibility Map
 Palm Springs International Airport

ESR-compatibility
 N
 0 4,000
 FEET



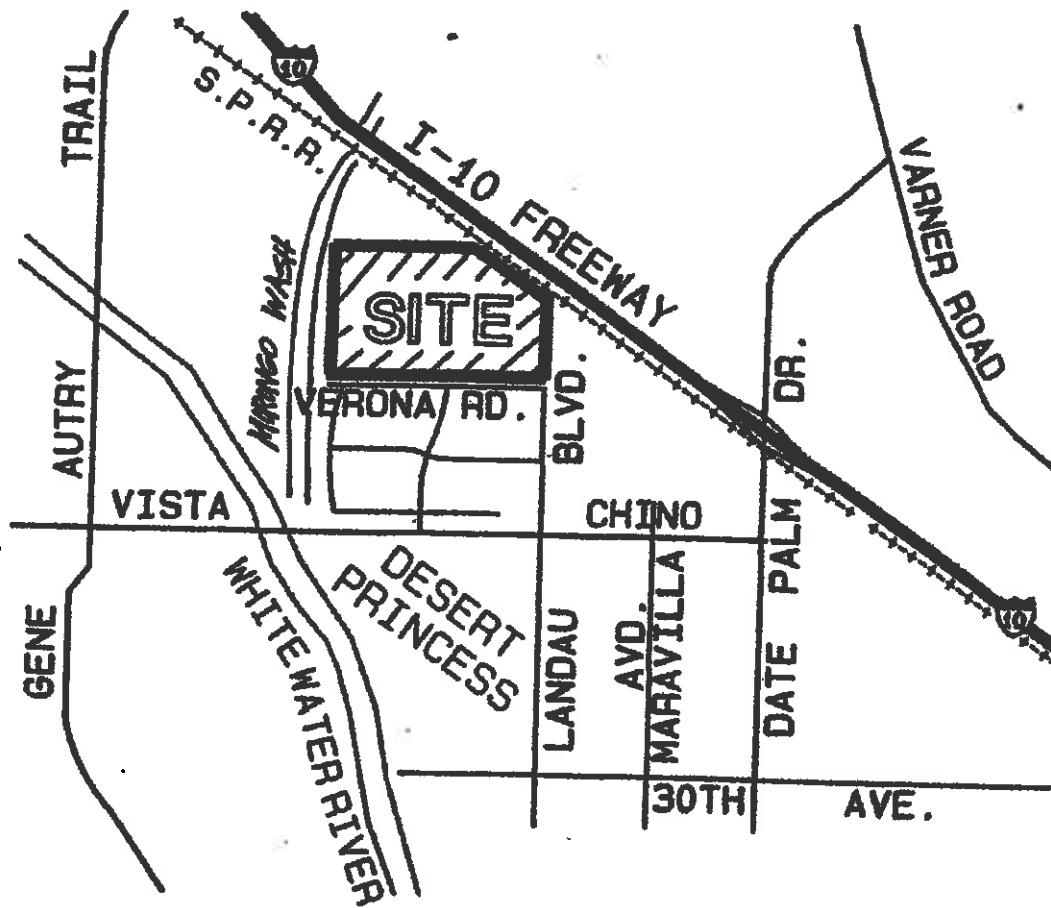
RIO VISTA VILLAGE
 CITY OF CATHEDRAL CITY
 25-325 DATE PALM DRIVE
 CATHEDRAL CITY, CA
 760.770.0896

Specific Plan No.
SP 97-55
 DEPT. OF
 COMMUNITY
 DEVELOPMENT

BURNETT DEVELOPMENT CORPORATION
 12001 NIMROD AVE. SUITE 200
 TUSTIN, CA 714.841.7800
WARKENTIN PARTNERSHIP
 280 FAUCONIA BLVD.
 RIVERSIDE, CA 92501 951.501.9222

EXHIBIT 4-A
REGIONAL MAP

SCALE: NONE
 DATE: 10.26.97



RIO VISTA VILLAGE
 CITY OF CATHEDRAL CITY
 85-825 DATE PALM DRIVE
 CATHEDRAL CITY, CA
 760.770.6896

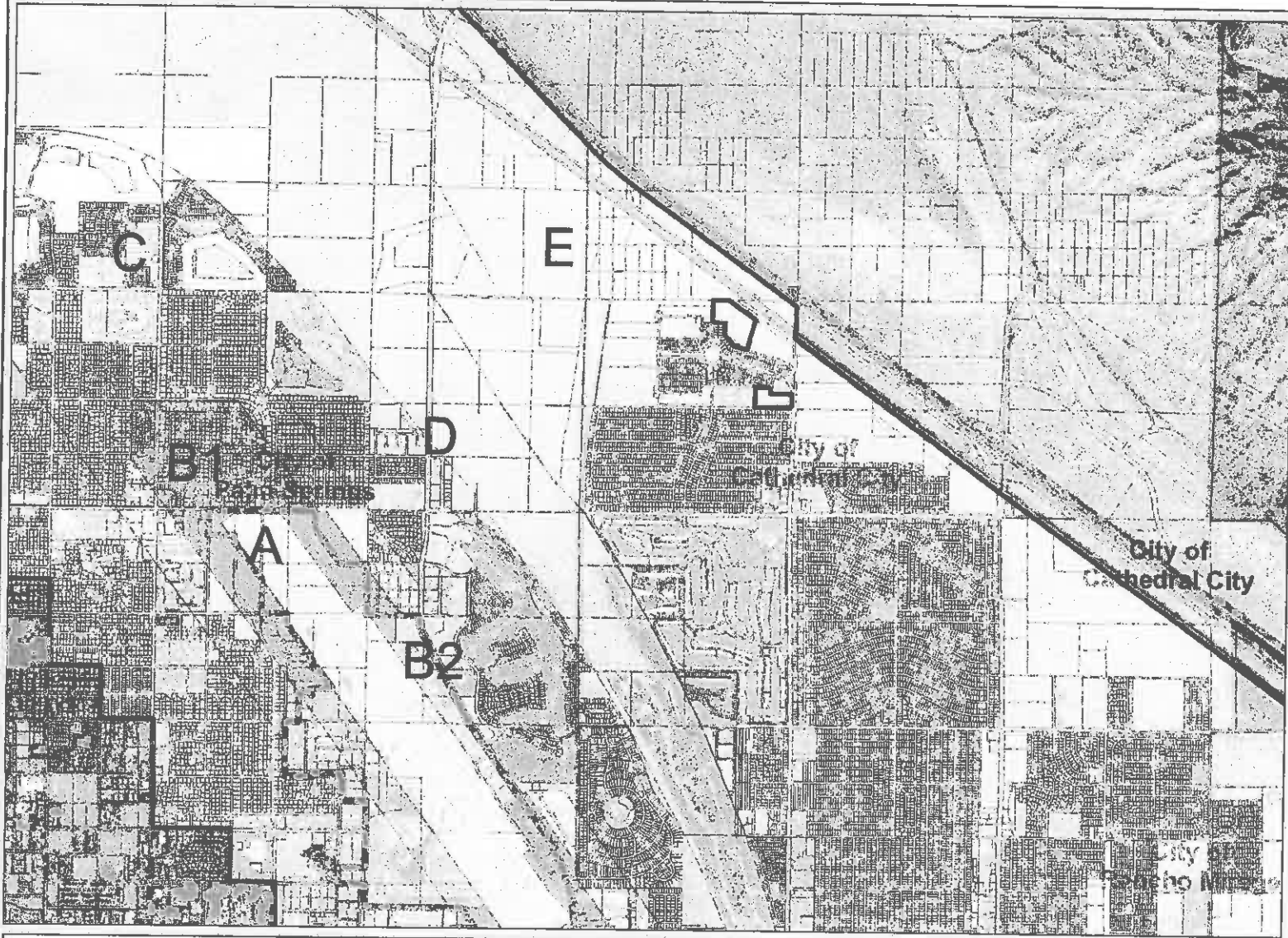
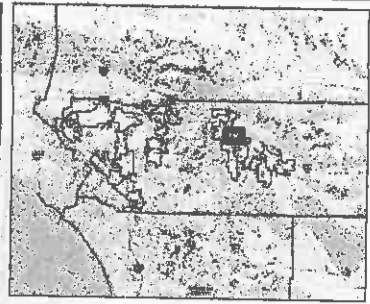
Specific Plan No.
SP 97- 55
 DEPT. OF
 COMMUNITY
 DEVELOPMENT

BURNETT DEVELOPMENT CORPORATION
 12000 Moorpark Ave., Suite 500
 TUSTIN, CA 92680-7600
WALKENTIN PARTNERSHIP
 200 Farmington Blvd.
 RIVERSIDE, CA 92506 951.516.5122

EXHIBIT 4-B
VICINITY MAP

SCALE: NONE
 DATE: 04/26/97

My Map



Legend

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



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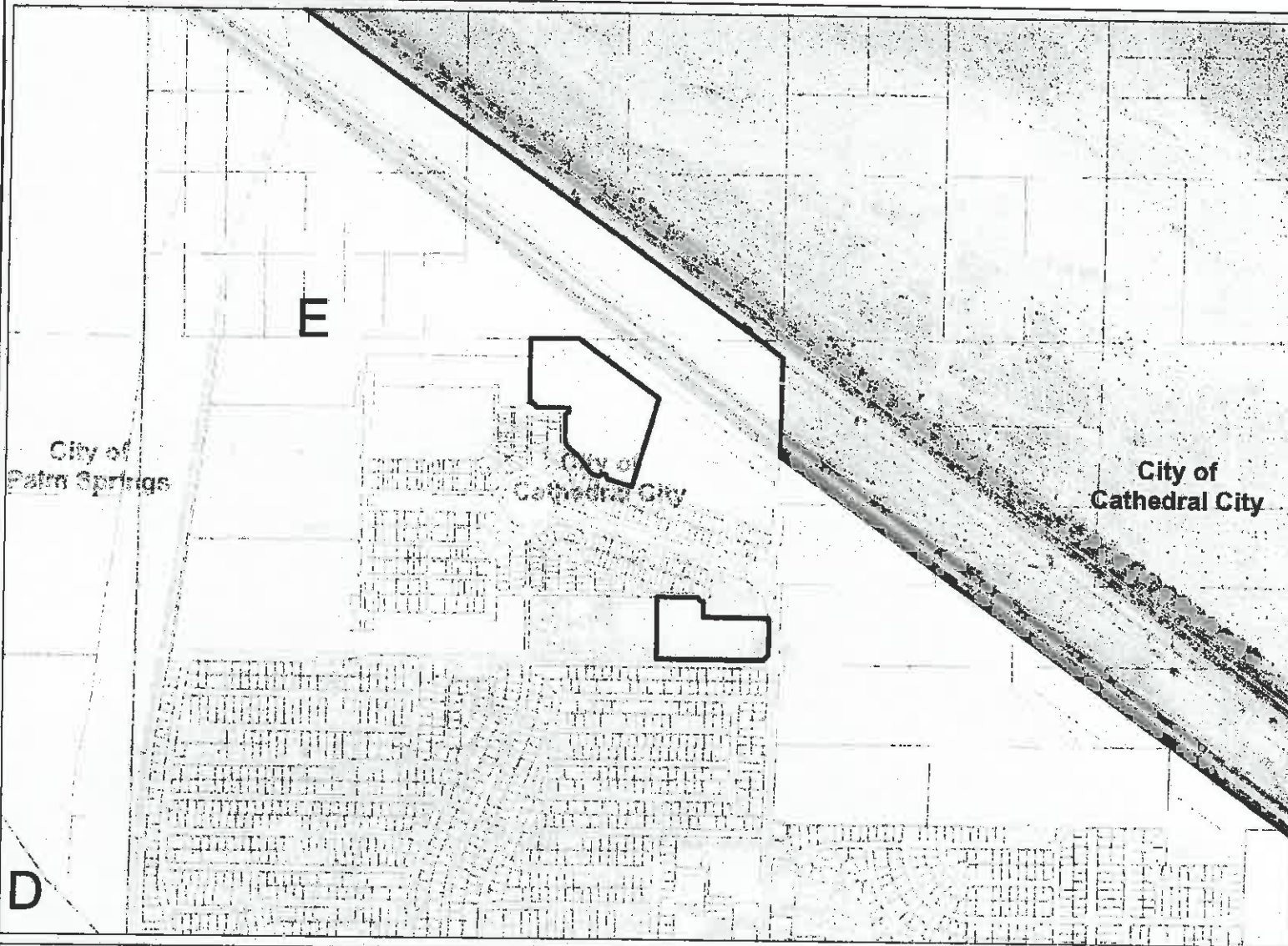
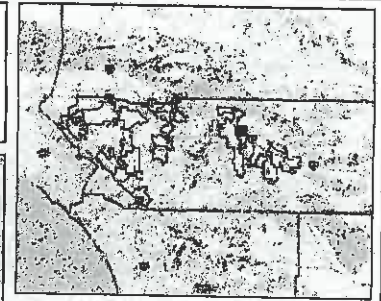


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Notes

My Map



Legend

- Display Parcels
- Airports
- AIA
- Airport Compatibility**
 - OTHER ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5
 - C2-EXC8



0 1,533 3,067 Feet



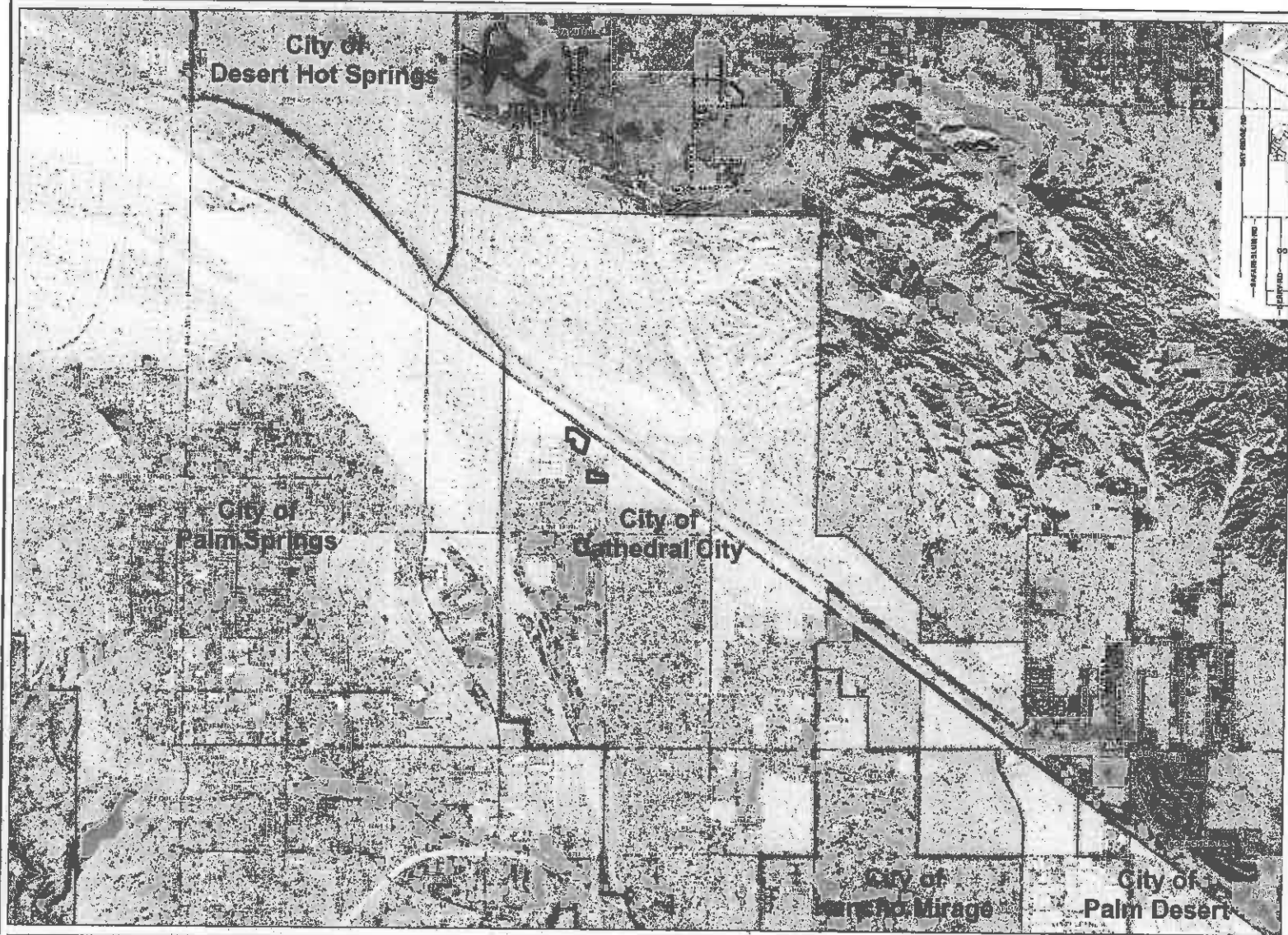
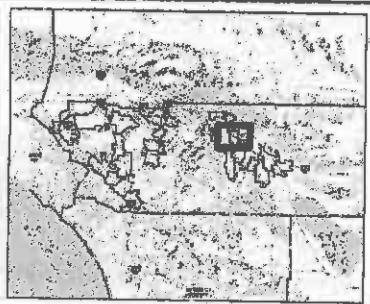
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Notes

My Map



Legend

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



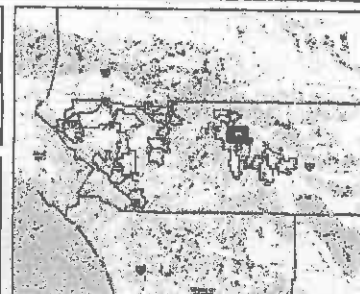
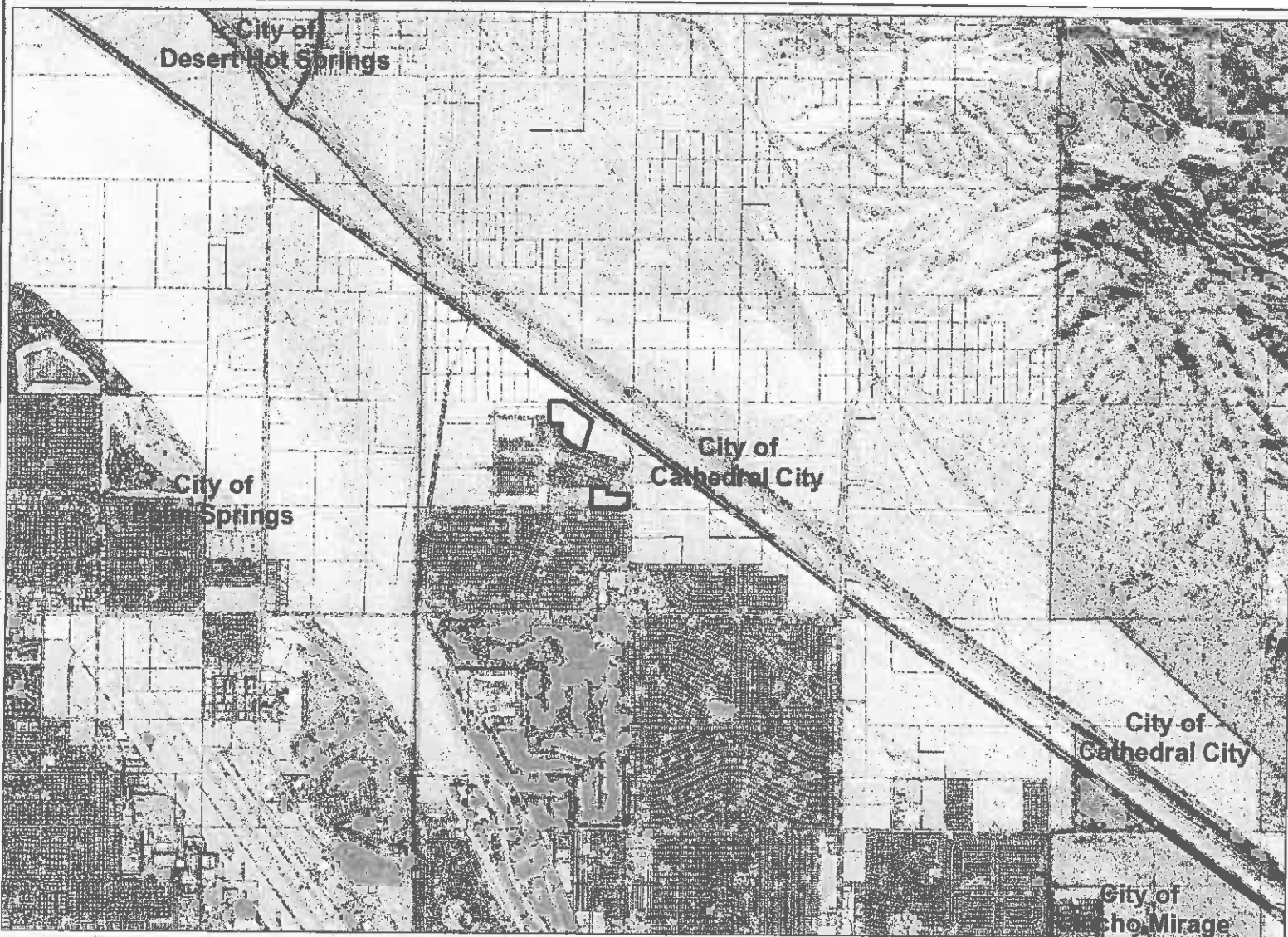
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Notes

My Map



Legend

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



0 4,600 9,200 Feet



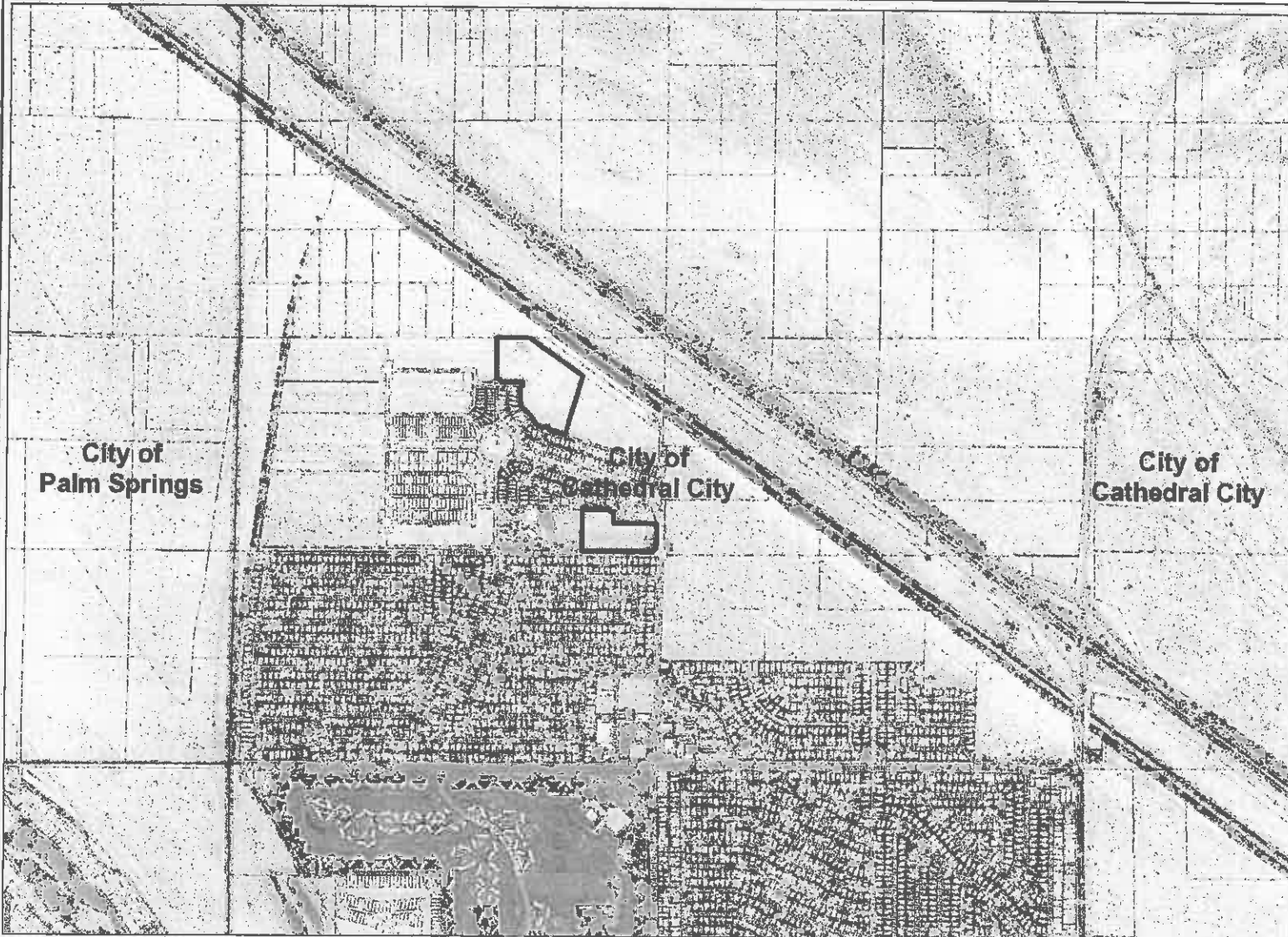
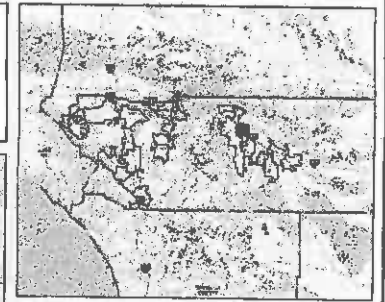
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Notes

My Map



Legend

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



0 2,300 4,600 Feet



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Notes

My Map



Legend

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



0 1,150 2,300 Feet



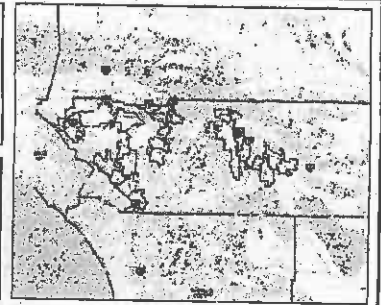
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Notes

My Map



Legend

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



0 575 1,150 Feet



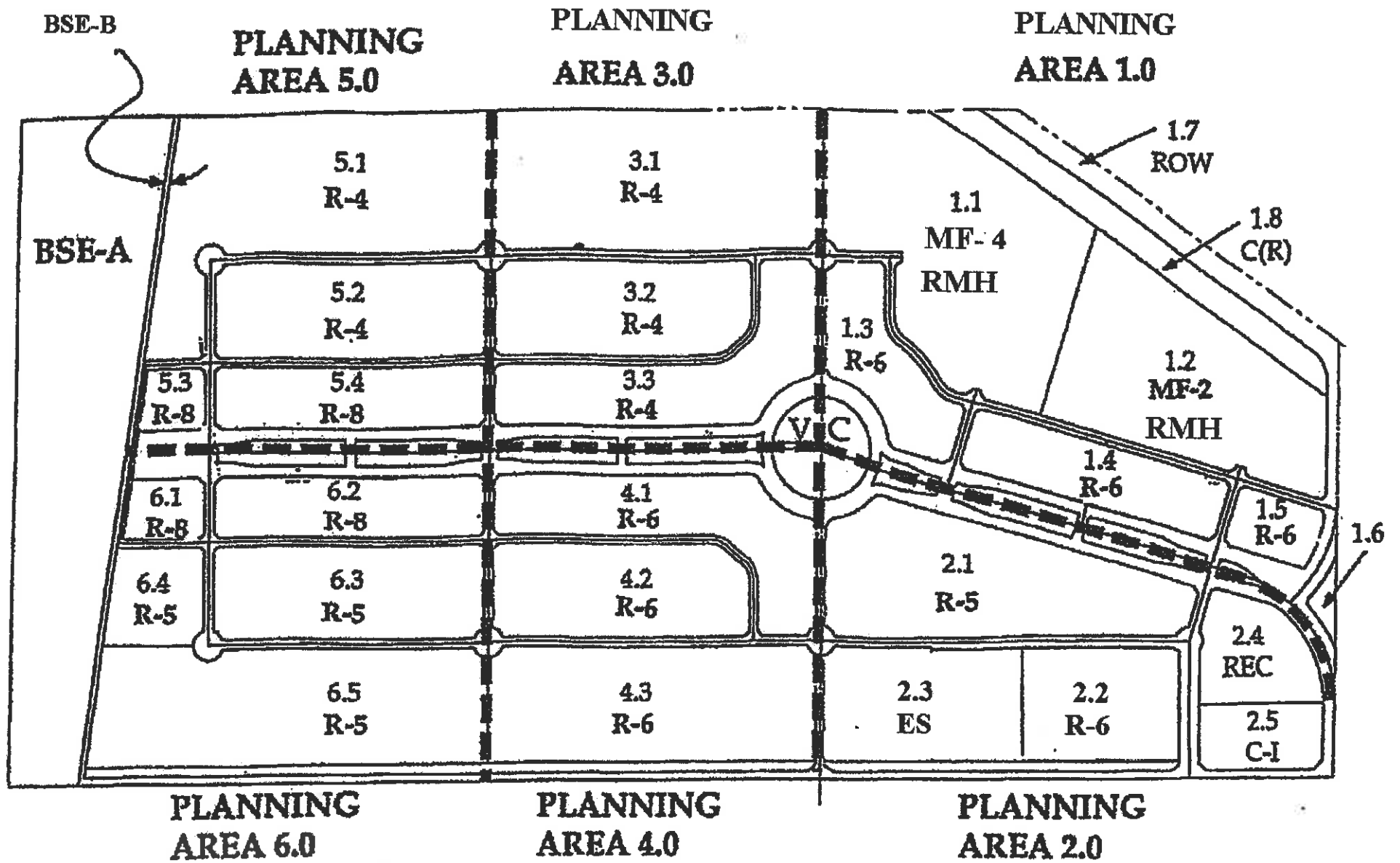
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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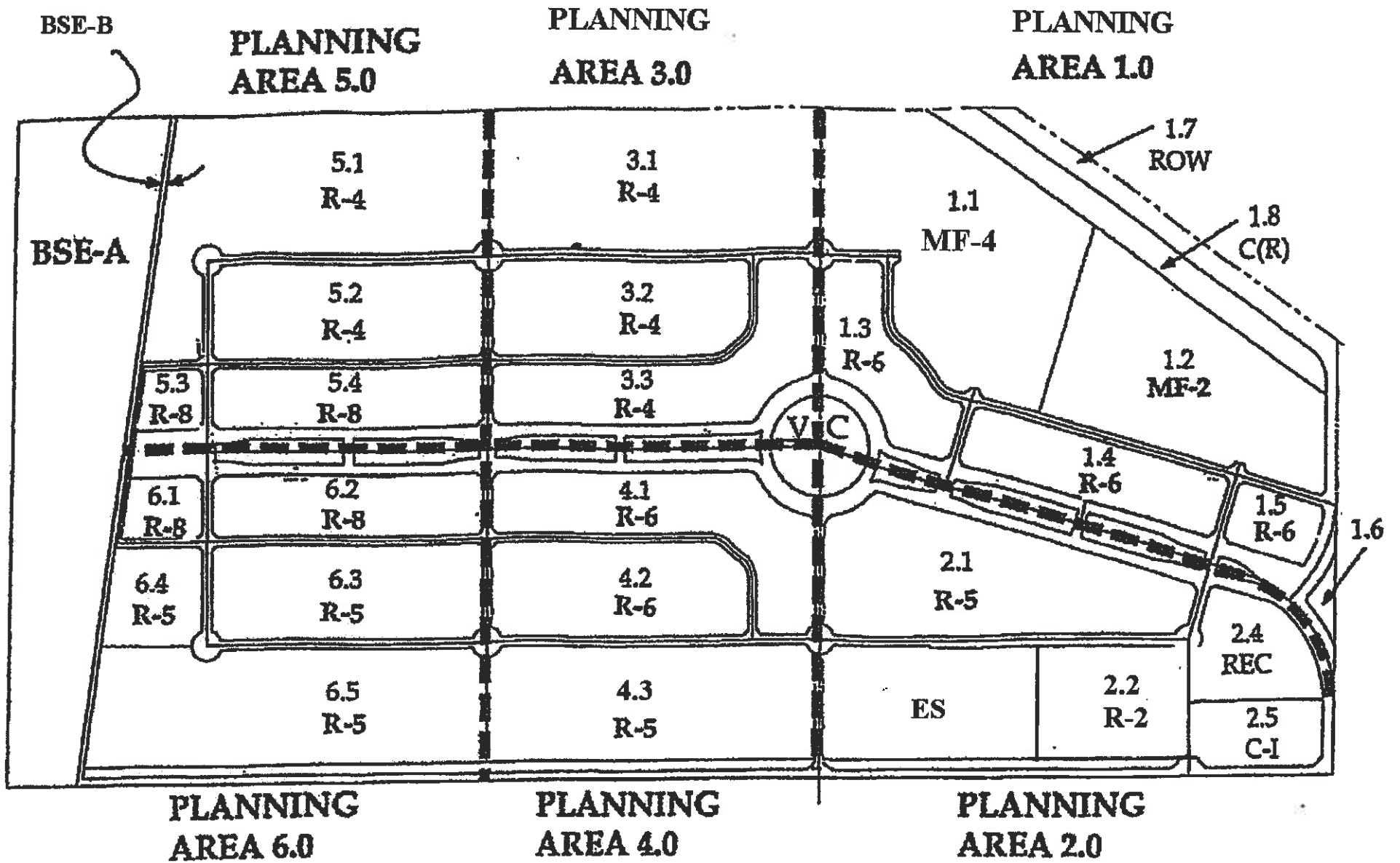
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Notes

APPROVED PLAN 97-55a



PROPOSED PLAN 97-55b





CITY OF CATHEDRAL CITY

Rio Vista Village Specific Plan (RVVSP)

Specific Plan Amendment SPA 97-55B

Project description:

The RVVSP was originally adopted by the Cathedral City City Council in 1999 as a comprehensive residential development that implements the Ahwahnee Principles. The RVVSP covers 302 acres (275 acres of which are developable) located north of Verano Road and west of Landau Boulevard and south of the I-10 Freeway. Residential development within the RVVSP is limited to a maximum of 1,362 units. The specific plan includes seven land use categories and associated development standards, open space and recreational areas for the residents, a public school, and implementation plans. The RVVSP area is only partially developed at this time.

The proposed project involves two parts: 1) revise the RVVSP to modify the Multi-Family MF-4 land use category to delete the minimum density, but retaining the maximum density of 24 DU/AC; and 2) a density transfer within the specific plan to remove 29 units from Planning Area 2.2 and add them to Planning Area 1.1. Towards that end, the following text changes to the RVVSP are proposed:

- Remove all references to a minimum density within Planning Area 1.1.
- Revise Exhibit 4-E to reduce the maximum number of units within PA 1.1 from 434 to 405
- Revise Exhibit 4-E to increase the maximum number of units within PA 2.2 from 29 to 58.

The attached pages from the RVVSP will be revised to reflect the above changes.

No physical development is being proposed at this time. The purpose of the proposed specific plan amendment is to allow future development within the RVVSP area to respond better to economic conditions.

Residential Planning Areas, provided any increase or decrease in the number of units allocated to any residential Planning Area does not result in an absolute unit count that exceeds 1362 units, notwithstanding the permitted use of second dwelling units meeting affordable housing criteria. Such transfer must be approved by the Planning Commission and the following findings must be made:

- A. The transfer and receiving Planning Areas are properly designated residential Planning Areas within Rio Vista Village Specific Plan.
- B. The transfer and receiving Planning Areas will comply with all development standards and requirements of this specific plan and other applicable regulations
- C. The transfer and receiving Planning Areas will accommodate such density adjustments in terms of the serving infrastructure and no adverse environmental impacts will result from such transfer.
- D. Information, as determined necessary by the Planning Director, to determine zoning, Specific Plan, and General Plan consistency shall be submitted identifying the impacts and ability to accommodate any increase or decrease in density on both the transfer and receiving Planning Areas.
- E. Subdivision maps showing a unit/density transfer shall be accompanied by revised Specific Plan maps and land use tables to account for the resulting density adjustments. Such adjustments are within the intent of the Specific Plan and, in consistent with other provisions and findings, shall not require an amendment to the Specific Plan.

4.3.3 Lower densities are permitted within any planning area than those listed in the Planning Area plan (Exhibit 4-D), ~~except Planning Area 4-1~~

4.4 PHASING PLAN

Rio Vista Village is intended to progress with a three phased program. The entire development is scheduled for completion within seven to ten years.

- 4.4.1 Phase 1 will be the largest phase in terms of both land area and number of units. Development of every type of residential use, except for the largest single family lots, is proposed for this phase. Phase 1 is all of the property between Landau and Quintana, plus some additional lots along Rio Vista Blvd. to the west.
- 4.4.2 Phase II contains the balance of the middle third of the site.
- 4.4.3 Phase III contains all the land between Phase II and the westerly property line.
- 4.4.4 Within each major phase, smaller sub-phases may be developed to ensure proper coordination of infrastructure construction, to match development financial

SECTION 5.0

DEVELOPMENT PLAN REGULATIONS

5.1 USES PERMITTED

The following uses are permitted in accordance with the provisions of this section. All development is subject to approval of the appropriate development application and is subject to all provisions of this specific plan as well as all other applicable ordinance and regulations of the City.

5.1.1 PERMITTED RESIDENTIAL USES: The following residential uses are permitted.

- A. Within all residential planning areas, ~~except PA 1.1~~:
 - (1) Single family dwellings on individual lots, including detached guest suites, studios, etc.
 - (2) Attached or detached garages and carports.
 - (3) Adult age-restricted dwellings and/or projects.
- B. Single family detached dwellings within condominium regimes.
- C. Within use classification "MF-2" in Planning Area 1.2
 - (1) Attached dwellings are permitted. These dwelling may be in condominium ownership or may be developed as rental properties. Related recreational and support service uses such as recreation facilities, swimming pools, restrooms, enclosed storage areas, meeting rooms, management office and manager's unit are also permitted.
 - (2) Ouster single family dwellings on lots no smaller than 2000 SF.
- D. Within use classification MF-4 in Planning Area 1.1:
Attached dwellings, either condominiums or rental, and related recreational and support uses.
- E. Assisted care facilities in Planning Area 2.2

5.2.1 ALLOWABLE DENSITIES BY LOT SIZE.

TYPE	USE SYMBOL	MAX. DENSITY DU.AC	MIN AREA (SF)
SFD	R-4	8	4000
SFD	R-5	6.5	5000
SFD	R-6	5.5	6000
SFD	R-8	4.5	8000
TYPE	USE SYMBOL	MAX. DENSITY DU.AC	MIN AREA (SF)
CLUSTER SFD	R-2	15	2000
RENTALS	MF-2	20	
	MF-4	24	
ATTACHED SFD	ASF-4	15	

NOTES:

- A. SFD: Individual lots suitable for single family dwellings in a variety of sizes as a variety of densities. These lots and houses may be owned in any manner consistent with City of Cathedral City ordinances.
- B. CLUSTER SFD: Small lots with detached dwellings arranged in non-traditional clusters, frequently using private auto courts or common driveways and arranged without regard for frontage on public streets.
- C. RENTALS: Multi-family units in a common structure.
- D. ATTACHED SFD: Attached dwellings of any ownership type which may be owner occupied or rented.

5.2.2 SETBACK REQUIREMENTS FOR RESIDENTIAL SITES

- A. STANDARD FRONT SETBACK: 15 feet
- B. REDUCED FRONT SETBACK: 10 feet with the use of a standard porch.
- C. STANDARD SIDE SETBACK: 5 feet
- D. SIDE SETBACK WITH DRIVEWAY: 12 feet minimum. Above 8 feet in height, second story enclosed space may project to the standard side setback,
- E. SHARED SIDE SETBACK: 5 feet
- F. ZERO SIDE SETBACK: Zero feet: no projections, encroachments, or openings permitted.
- G. CORNER SIDE SETBACK: 10 feet
- H. REDUCED SIDE SETBACK: 5 feet with the use of a standard porch.
- I. REAR SETBACK WITH SERVICE LANE: Dwellings: 5 feet. Garages: 5 feet
- J. REAR SETBACK: 15 feet
- K. ENCROACHMENTS AND MISCELLANEOUS PROVISIONS
 - (1) Fireplaces, bays, cornices, eaves, and other similar architectural features may project a maximum of 24 inches elsewhere.
 - (2) Shading devices may project a maximum of 30 inches into required front setbacks, a maximum 24 inches elsewhere, unless waived by the Director of Community Development with validating documentation.
 - (3) Garden walls no higher than 30 inches may be constructed immediately behind front and side lot lines.
 - (4) Patio/court walls may be constructed up to 6 feet in height behind the front and side lot lines.
 - (5) Within the building envelope, walls up to 8 feet in height may be constructed.

- (6) Pools and spas must provide a minimum of 5 feet of lateral clearance to any adjacent lot line.
- (7) Solar walls may be constructed to a two-story height anywhere within the building envelope.
- (8) A 3 inch-thick, 30 inch by 48 inch concrete slab must be provided along the rear fence/wall directly accessible from the service lane for the placement of trash receptacles.
- (9) Fences/walls adjacent to garages on service lanes must provide a 5 foot corner cutoff between the garage corner and the service lane ROW to provide additional visibility for vehicles backing out of garages.

L. MULTI-FAMILY PROJECTS: The provisions contained in this Specific Plan supersede the provisions of the City Zoning Code. Where this specific plan is silent on an issue of development standards for multi-family projects, the applicable section of the R-3 or R-4 regulations of the Zoning Code shall apply.

5.2.2 SETBACK REQUIREMENTS FOR DETACHED GARAGES

- A. Access to Service Lanes: Minimum 5 foot setback to service lane ROW. A total of 25 feet of backup space is required including the width of the service lane.
- B. Side setback: 5 feet standard or 3 feet with Director approval. Zero feet when zero side yard is used.

Residential Planning Areas, provided any increase or decrease in the number of units allocated to any residential Planning Area does not result in an absolute unit count that exceeds 1362 units, notwithstanding the permitted use of second dwelling units meeting affordable housing criteria. Such transfer must be approved by the Planning Commission and the following findings must be made:

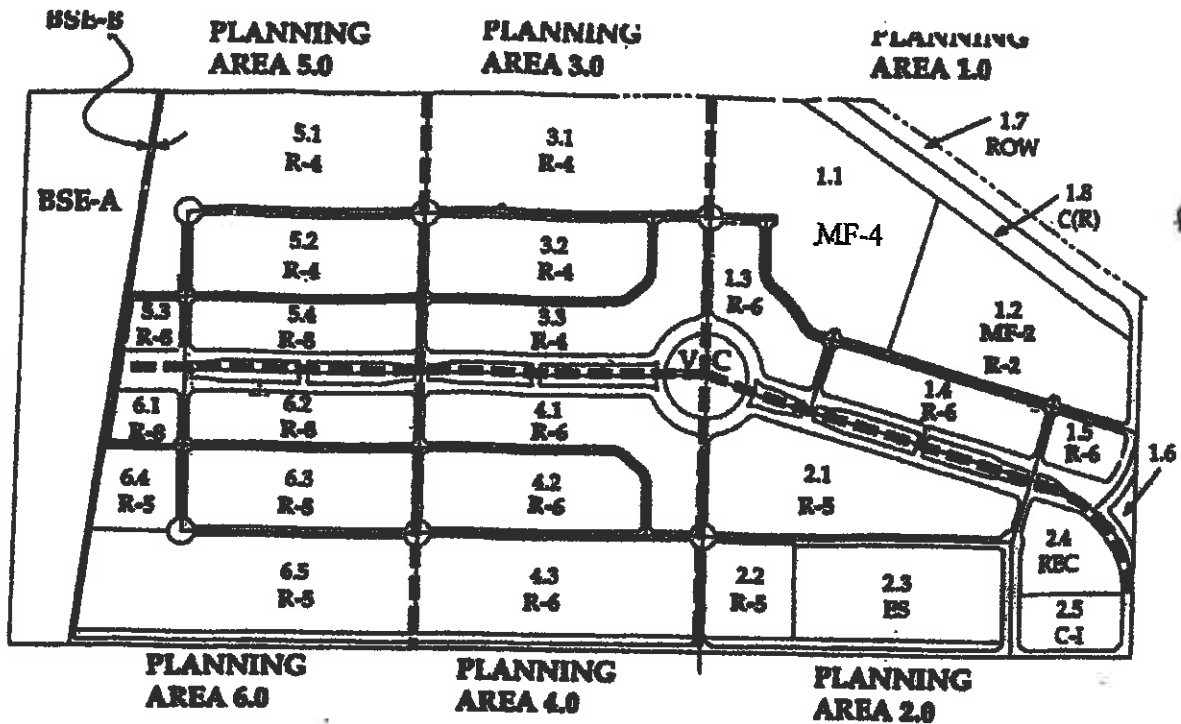
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- B The transfer and receiving Planning Areas will comply with all development standards and requirements of this specific plan and other applicable regulations.**
- C The transfer and receiving Planning Areas will accommodate such density adjustments in terms of the serving infrastructure and no adverse environmental impacts will result from such transfer.**
- D Information, as determined necessary by the Planning Director, to determine zoning, Specific Plan and General Plan consistency shall be submitted identifying the impacts and ability to accommodate any increase or decrease in density on both the transfer and receiving Planning Areas.**
- E Subdivision maps proposing a unit/ density transfer shall be accompanied by revised Specific Plan maps and land use tables to account for the resulting density adjustments. Such adjustments are within the intent of the Specific Plan and, if consistent with the above provisions and findings, shall not require amendment to the Plan.**

4.3.3 Lower densities are permitted within any planning area than those listed in the Planning Area plan (Exhibit 4-D) except Planning Area 1.1.

4.4 PHASING PLAN

Rio Vista Village is intended to progress with a three phased program. The entire development is scheduled for completion within seven to ten years.

- 4.4.1 Phase I will be the largest phase in terms of both land area and number of units. Development of every type of residential use except for the largest single family lots is proposed for this phase. Phase I is all of the property between Landau and Quintana plus some additional lots along Rio Vista Blvd. to the west.**
- 4.4.2 Phase II contains the balance of the middle third of the site.**
- 4.4.3 Phase III contains all the land between Phase II and the westerly property line.**
- 4.4.4 Within each major phase smaller sub-phases may be developed to ensure proper coordination of infrastructure construction, to match development financial**



PLANNING AREAS AND LAND USE CATEGORIES

RESIDENTIAL USES:

- R-2 Cluster lots of a minimum 2000 S.F. in area at a maximum density of 15 DU/AC.
- R-4 Lots of a minimum 4000 S.F. in area at a maximum density of 8 DU/AC
- R-5 Lots of a minimum 5000 S.F. in area at a maximum density of 6.5 DU/AC
- R-6 Lots of a minimum 6000 S.F. in area at a maximum density of 5.5 DU/AC
- R-8 Lots of a minimum 8000 S.F. in area at a maximum density of 4.5 DU/AC
- MF-2 Multi-family dwellings at a density not to exceed 20 DU/AC.
- MF-4 Multi-family dwellings at a density of 20 - 24 DU/AC

NON-RESIDENTIAL USES:

- VC Village Commons: A community level park serving the residents of Rio Vista Village.
- ES Elementary School: A 10 acre site offered to the Palm Springs Unified School District.
- REC A 4 acre site for use as a city-wide park.
- C-I A 3 acre site for development of village level services to meet the daily needs of the local community.
- DA Detention areas to hold storm water runoff per city requirements. These areas are developed as multi-use corridors permitting active recreation and passive park uses.
- BSE Blowsand Easements: These areas are set aside as catchment areas for transported blowsand. These areas are also used for access and maintenance of the blowsand mitigation devices
- C(R) Commercial (Reserve): Sites reserved for commercial development.
- ROW Right-of-Way: Parcels offered for dedication as public streets serving adjacent parcels.

ABBREVIATIONS

- S.F. Square Feet
- DU/AC Dwelling Units per Acre

RIO VISTA VILLAGE
CITY OF CATHEDRAL CITY
25-325 DATE PALM DRIVE
CATHEDRAL CITY, CA
760.770.0896

Specific Plan No.
SP 97-55
DEPT. OF
COMMUNITY
DEVELOPMENT

BURNETT DEVELOPMENT CORPORATION
2200 MIDWORT AVE. SUITE 200
THERMID, CA 92580
WAKKENTIN PARTNERSHIP
2500 FARMINGTON BLVD.
RIVERSIDE, CA 92504 951.508.1022

EXHIBIT 4-D
PLANNING AREAS
SCALE: NONE
DATE: 09.26.97

COMMUNITY/Common AREAS

LAND USE DESIGNATION		LAND USE DESCRIPTION	
VC	VILLAGE COMMONS		2.88
ROW	STREET RIGHT OF WAY		36.65
DA	DETENTION BASIN AREA		11.30
BSE A	BLOWLAND EASEMENT A		26.41
BSE B	BLOWLAND MAINT EASEMENT B		1.19
SUBTOTAL			78.43

PLANNING AREAS

PA	LAND USE DESIGNATION	LAND USE DESCRIPTION	AREA IN ACRES			PERMITTED DENSITY	MAX. ALLOW. UNITS
PA 1.0	1.1 MF-4	MULTI-FAMILY	18.10	24	434	405	
	1.2 MF-2	MULTI-FAMILY	14.61	20	292		
	1.3 R-7	RESIDENTIAL-SINGLE FAMILY	4.95	5.5	27		
	1.4 R-7	RESIDENTIAL-SINGLE FAMILY	5.73	5.5	32		
	1.5 R-7	RESIDENTIAL-SINGLE FAMILY	1.96	5.5	11		
	1.6	THIRD FEATURE PARK	0.44		0		
	1.7	FUTURE LANDAU DEDICATION	3.92		0		
	1.8 C(R)	COMMERCIAL (RESERVED)	4.69		0		
SUBTOTAL			54.40				
PA 2.0	2.1 R-6	RESIDENTIAL-SINGLE FAMILY	13.23	6.5	86		
	2.2 R-6	RESIDENTIAL-SINGLE FAMILY	4.49	6.5	29	50	
	2.3 ES	ELEMENTARY SCHOOL	10.00	0	0		
	2.4 REC	WATER PARK RECREATION	4.07	0	0		
	2.5 C-I	COMM'L/INSTITUTIONAL USES	3.03	0	0		
SUBTOTAL			34.82			115	
PA 3.0	3.1 R-4.5	RESIDENTIAL-SINGLE FAMILY	16.86	8	135		
	3.2 R-4.5	RESIDENTIAL-SINGLE FAMILY	8.68	8	69		
	3.3 R-4.5	RESIDENTIAL-SINGLE FAMILY	8.84	8	71		
SUBTOTAL			34.38			275	
PA 4.0	4.1 R-7	RESIDENTIAL-SINGLE FAMILY	8.88	5.5	49		
	4.2 R-7	RESIDENTIAL-SINGLE FAMILY	8.65	5.5	48		
	4.3 R-7	RESIDENTIAL-SINGLE FAMILY	14.00	5.5	77		
SUBTOTAL			31.53			173	
PA 5.0	5.1 R-4.5	RESIDENTIAL-SINGLE FAMILY	17.15	8	137		
	5.2 R-4.5	RESIDENTIAL-SINGLE FAMILY	8.80	8	70		
	5.3 R-8.5	RESIDENTIAL-SINGLE FAMILY	1.56	4.5	7		
	5.4 R-8.5	RESIDENTIAL-SINGLE FAMILY	5.73	4.5	26		
SUBTOTAL			33.24			240	
PA 6.0	6.1 R-8.5	RESIDENTIAL-SINGLE FAMILY	1.91	4.5	9		
	6.2 R-8.5	RESIDENTIAL-SINGLE FAMILY	5.73	4.5	26		
	6.3 R-6	RESIDENTIAL-SINGLE FAMILY	8.80	6.5	57		
	6.4 R-6	RESIDENTIAL-SINGLE FAMILY	3.21	6.5	21		
	6.5 R-6	RESIDENTIAL-SINGLE FAMILY	16.17	6.5	105		
SUBTOTAL			35.82			218	
			302.62 ACRES				

NOTE ON MAXIMUM UNITS ALLOWED

A maximum of 1362 units are permitted, exclusive of permitted second units. The 1743 unit count represents the aggregate total of the maximum units allowed in every planning area. In practice, however, as individual planning areas are approved, the cumulative total will be monitored by the Department of Community Development and density/unit transfers will be adjusted to ensure that no more than the permitted 1362 unit are approved.

RIO VISTA VILLAGE
CITY OF CATHRAL CITY
35-325 DATE PALM DRIVE
CATHRAL CITY, CA
760.770.0396

Specific Plan No.
SP 97-55
DEPT. OF
COMMUNITY
DEVELOPMENT

BURNETT DEVELOPMENT CORPORATION
1801 NEWPORT AVE, SUITE 200
TURKEY, CA 91564-3600
WARKENTIN PARTNERSHIP
280 FARMWOOD BLVD.
BAYVIEW, CA 92611 949.768.5422

EXHIBIT 4-E
STATISTICAL
SUMMARY
SCALE: NONE
DATE: 02/28/97

SECTION 5.0 DEVELOPMENT PLAN REGULATIONS

5.1 USES PERMITTED

The following uses are permitted in accordance with the provisions of this section. All development is subject to approval of the appropriate development application and is subject to all provisions of this specific plan as well as all other applicable ordinances and regulations of the City.

5.1.1 PERMITTED RESIDENTIAL USES: The following residential uses are permitted:

- A Within all residential planning areas ~~except PA 1.1.~~ *e*
 - (1) Single family dwellings on individual lots, including detached guest suites, studios, etc..
 - (2) Attached or detached garages and carports.
 - (3) Adult age-restricted dwellings and/or projects.
- B Single family detached dwellings within condominium regimes .
- C Within use classification MF-2 in Planning Area J.2 *and MF-4 in PA 1.1*
 - (1) Attached dwellings are permitted. These dwelling may be in condominium ownership or may be developed as rental properties. Related recreational and support service uses such as recreation facilities, swimming pools, restrooms, enclosed storage areas, meeting rooms, management office and manager's unit are also permitted.
 - (2) Cluster single family dwellings on lots no smaller than 2000 SF.
- ~~D Within use classification MF-4 in Planning Area 1.1: Attached dwellings, either condominium or rental and related-recreational and support uses. *e*~~

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

October 24, 2016

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Steve Manos
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Russell Betts
Desert Hot Springs

STAFF

Director
Ed Cooper

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

Mr. Mark Gross, Senior Planner
City of Moreno Valley Community Development Department
14177 Frederick Street
Moreno Valley, CA 92553

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.: ZAP1222MA16
Related File No.: P16-0025 (Municipal Code Amendment)
APN: N/A, Citywide

Dear Mr. Gross:

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 Moreno Valley Case No. P16-0025, an amendment to the text of the City's Municipal Code to regulate the siting of smoke shops, and have determined that the amendment (which does not increase the density or intensity of development): (1) has no possibility for having an impact on airport land use compatibility within the March Air Reserve Base Airport Influence Area (AIA); (2) has no potential for being inconsistent with the compatibility criteria and policies of the 2014 March Air Reserve Base Airport Land Use Compatibility Plan; and, (3) has no possibility for having an impact on the safety of air navigation within this AIA or on the long-term viability of either military or civilian operations at this airport.

Therefore, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base Airport Land Use Compatibility Plan.

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

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

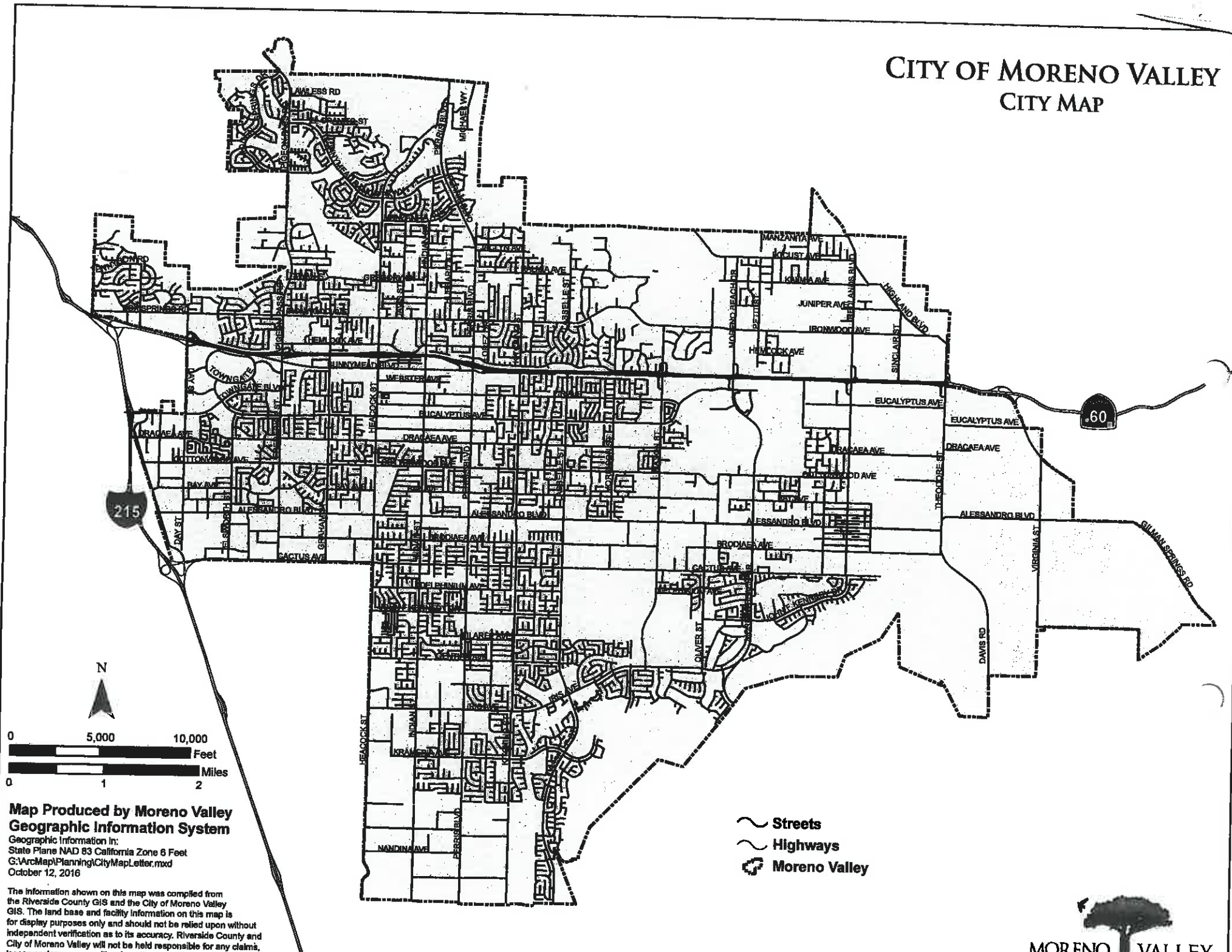

Edward C. Cooper, Director

JJGJG

cc: Denise Hauser, March Air Reserve Base
Gary Gosliga, March Inland Port Airport Authority
ALUC Case File

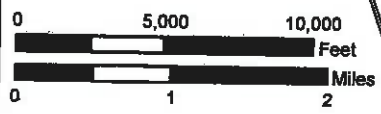
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CITY OF MORENO VALLEY CITY MAP



215




60



**Map Produced by Moreno Valley
Geographic Information System**

Geographic Information In:
State Plane NAD 83 California Zone 6 Feet
G:\ArcMap\Planning\CityMapLetter.mxd
October 12, 2016

The information shown on this map was compiled from the Riverside County GIS and the City of Moreno Valley GIS. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.

-  Streets
-  Highways
-  Moreno Valley



Existing Permitted Use Table

Permitted Uses Table 9.02.020-1

- X - Indicates stated use is permitted subject to district requirements.
- C - Indicates stated use is allowed with a conditional use permit.
- ◆ - Indicates a use is permitted unless the use is located three hundred (300) feet or less from a residential zone or use, in which case the use is allowed with a conditional use permit. However, the expansion of an existing general manufacturing use is allowed without a conditional use permit regardless of its distance from residential zones or residential uses.
- A - Indicates a use is permitted with an adult business use permit, providing the requirements of Section 9.09.030 of this title are met.

	Residential Zones													Mixed Use Overlay			Commercial & Office Zones					Industrial Zones					
	HR	RR	R1	RA2	R2	R3	R5	RS10	R10	R15	R20	R30	MUN ^{a,11}	MUC ^{a,11}	MUJ ^{a,11}	NC	CC	VC	OC	O	P	I	LI	BP	BPX	OS	
Recycling Processing Centers																											
Refreshment Stands													X	X	X								X	X	X	X	
Rental Service													X	X	X								X	X	X	X	
Within an enclosed structure (furniture, office, party supplies)													X	X	X	X	X	X					X	X	X	X	
With outdoor storage and display (vehicles, equipment, etc.)																◆	◆						X	X			
Research and Development													X	X	X				X	X			X	X	X	X	
Residential																											
Single-family	X	X	X	X	X	X	X	X																			
Multifamily									X	X	X	X	X	X	X												
Manufactured home park (see mobile home parks)																											
Residential Care Facility (for seven or more persons)	C	C	C	C	C	C	C	C	C	C	C	C	C	C	X												
Restaurants (eating and drinking establishments)																											
With entertainment													C	C	C		◆										
Without entertainment													X	X	X	X	X	X	X								X
With alcoholic beverage sales													X	X	X	X	X	X	X								X
With outdoor seating ¹³													X	X	X	X	X	X	X								X
Restaurants (fast-food)																											
With drive-through																											
Without drive-through																	◆	◆									◆
Retail Sales													X	X	X	X	X										X
Support Retail Sales													X	X	X	X	X										
Sandwich Shops ⁶													X	X	X	X	X	X	X	X	X ⁶						
Schools, Private	C	C	C	C	C	C	C	C	C	C	C	C	◆	◆	◆	◆	◆	◆	◆	◆							
Senior Housing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X										◆	◆	
Shoe Shine Stands													X	X	X	X	X	X									
Shoe Repair Shop													X	X	X	X	X	X							X	X	
Sign Shop													X	X	X	X	X	X					X	X	X	X	

292-15

(Morano Valley 8-13)

9.02.020

RESOLUTION NO. 2016-18

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY RECOMMENDING APPROVAL OF PA16-0025 (MUNICIPAL CODE AMENDMENT) TO THE CITY COUNCIL AMENDING THE MORENO VALLEY MUNICIPAL CODE TO AMEND SECTION 5.02.270(A) "SUSPENSION OR REVOCATION"; SECTION 5.04.090(A) "REVOCATION OF LICENSE"; SECTION 9.02.020 "PERMITTED USES"; SECTION 9.15.030 "DEFINITIONS", AND TO ADD SECTION 9.09.280 "SMOKE SHOPS", ALL PERTAINING TO THE CITYWIDE REGULATION OF SMOKE SHOPS

WHEREAS, the City of Moreno Valley ("City") has a responsibility to plan and regulate the use of property within the City; and

WHEREAS, the City desires to maintain the quality of life and character of the City's neighborhoods in order to avoid negative consequences to property, social, and environmental values; and

WHEREAS, this Ordinance proposes to accomplish two tasks: 1) declare it grounds for business and/or license revocation when any business sells drug paraphernalia, as allowed pursuant to Health and Safety Code Section 11364.5, and 2) regulate smoke shops as a land use, as defined in this Ordinance; and

WHEREAS, in 2007, the City adopted Ordinance No. 752, codified as Moreno Valley Municipal Code ("MVMC") Chapter 5.04, "Licensure of Tobacco Retailers", which provides that it is a violation to sell tobacco products or paraphernalia in view of the public or to advertise such products for sale without a valid tobacco retailer's license; and

WHEREAS, a violation of any state drug paraphernalia law is grounds for business license revocation, pursuant to California Health & Safety Code section 11364.7(d); and

WHEREAS, Chapter 5.04 of the MVMC currently does not expressly provide for business license revocation if the license holder violates state drug paraphernalia laws; and

WHEREAS, the amending MVMC Chapter 5.04 to include grounds for business license revocation based on violation of state drug paraphernalia laws will strengthen the City's ability to combat the secondary effects of smoke shops; and

WHEREAS, the City seeks to regulate smoke shops as permitted and conditionally permitted uses to be allowed in the following zoning districts: 1) Community Commercial District, 2) Neighborhood Commercial District, 3) Village

Commercial District, and 4) Office Commercial District; and

WHEREAS, this Ordinance shall also add Section 9.09.280 "Smoke Shops" as a land use to be regulated in order to further define special standards that shall apply to Smoke Shops; and

WHEREAS, this amendment of the MVMC is exempt from further environmental review pursuant to Section 15061 of the California Environmental Quality Act (CEQA) Guidelines, and

WHEREAS, City staff reviewed the proposed Ordinance in accordance with established City procedures, and with consideration of the General Plan and other applicable regulations; and

WHEREAS, upon completion of the proper review process this Ordinance was appropriately agendized, and noticed in the Press Enterprise Newspaper on July 15, 2016, for a public hearing before the Planning Commission on July 28, 2016 ; and

WHEREAS, on July 28, 2016, the City Planning Commission conducted a public hearing to consider this Ordinance; and

WHEREAS, at the conclusion of the public hearing on July 28, 2016, the Planning Commission continued the hearing to the September 8, 2016, Planning Commission meeting; and

WHEREAS, on September 8, 2016, the City Planning Commission resumed and concluded the public hearing to consider this Ordinance; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, BE IT RESOLVED, it is hereby found, determined and resolved by the Planning Commission of the City of Moreno Valley as follows:

Section 1. Findings

- A. Based upon substantial evidence presented to this Planning Commission during the hearing on this Ordinance, including but not limited to: written and oral City staff reports, testimony presented at the public hearing, and the record from the public hearing, this Planning Commission finds as follows:
1. **Recitals** - This Planning Commission finds that all of the facts set forth above in this Resolution are true and correct

2. **Conformance with General Plan Policies** – The proposed Ordinance is consistent with the General Plan, and its goals, objectives, policies and programs.

FACT: The Ordinance would add language relating to the use of “smoke shops” and provide enforcement of regulations to ensure the health safety and welfare of the residents, businesses, visitors and other stakeholders in the City. The Ordinance would: 1) amend the Municipal Code to include drug paraphernalia offenses as grounds for business and tobacco retailer license revocation, and 2) adopt new zoning restrictions for smoke shops providing language and standards for smoke shop uses including, but not limited to, definition of the use, distance requirements for buffering of the use, and standards to permit smoke shop uses as a permitted or conditionally permitted use in the Community Commercial (CC) District, Neighborhood Commercial (NC) District, Village Commercial (VC) District and Office Commercial (OC) District. The proposed Ordinance is consistent with, and does not conflict with any existing goals, objectives, policies, and programs established within the General Plan.

3. **Health, Safety and Welfare** – The proposed Ordinance will not be detrimental to the public health, safety or general welfare

FACT: The sale of drug paraphernalia is prohibited under State law. However, State law allows local jurisdictions to declare it grounds for license revocation for businesses that illegally sell drug paraphernalia. This Ordinance provides grounds for business license revocation of a business and or a tobacco license if violations of drug paraphernalia are found. Providing for the revocation of a business and or a tobacco license if violations of drug paraphernalia are found promotes the general health, safety and welfare of the City.

In addition, this Ordinance specifies the zoning districts and sets development standards related to Smoke Shops. Regulating Smoke Shops will promote the betterment of the City’s health, safety, and welfare.

The proposed Ordinance would not be detrimental to the public health, safety or general welfare of the community. The addition of language relating to the definition and use of “smoke shops”, the establishment of clear and specific zoning regulations, and establishment of development standards that enable proper enforcement of regulations for the use would ensure the health, safety and welfare of the City residents, business, visitors and other stakeholders.

4. **Conformance with Municipal Code Regulations** – The proposed Ordinance is consistent with the purposes and intent of this title.

FACT: The proposed Ordinance is consistent with the purposes and intent of both Title 9 and Title 5 of the City of Moreno Valley Municipal Code. Title 9, currently permits smoke shop uses in all commercial land use zones. The proposed Ordinance sets forth regulations to limit smoke shops as permitted or conditionally permitted uses in the Community Commercial (CC) Neighborhood Commercial (NC), Village Commercial (VC) and Office Commercial (OC) zoning districts. The amended language provides a clear definition of smoke shops, which can enable and ensure proper enforcement of this land use. The addition of Section 9.09.280 "Smoke Shops" establishes clear, specific and proper zoning and development standards that shall apply to smoke shops. Furthermore, Title 5, Chapters 5.02 and 5.04 of the MVMC currently does not expressly provide criteria for business license revocation tied to violations of drug paraphernalia laws. The Ordinance includes grounds for license revocation if the license holder violates drug paraphernalia laws, which strengthens the City's enforcement powers to combat the potential adverse undesirable community impacts of smoke shops.

Section 2. AMENDMENT TO TITLE 5, CHAPTER 5.02, SECTION 5.02.270(A) "SUSPENSION OR REVOCATION" OF THE MORENO VALLEY MUNICIPAL CODE.

That Section 5.02.270(A) of the City of Moreno Valley Municipal Code ("MVMC") shall be amended to read as follows:

5.02.270 Suspension or revocation.

A. The business license officer shall have the power to suspend or revoke any business license issued hereunder whenever it appears to the business license officer that the holder of the license:

1. Has violated any provision of this chapter, or any rule or regulation adopted pursuant hereto; or
2. Commits any act or offense which would have constituted grounds hereunder to deny the issuance or renewal of a business license; or
3. Failure to make lawful payment of a fee, tax, charge, penalty or interest due under this chapter.

4. Has been convicted including a plea of "no contest" or its equivalent, of any federal, state, or local drug paraphernalia offense, as "drug paraphernalia" is defined in Health and Safety Code Section 11364.5, and as may be amended.

Section 3. AMENDMENT TO TITLE 5, CHAPTER 5.04, SECTION 5.04.090(A) "REVOCATION OF LICENSE" OF THE MORENO VALLEY MUNICIPAL CODE.

That Section 5.04.090(A) of the MVMC shall be amended to read as follows:

A. Revocation of License for Violation.

1. In addition to any other penalty authorized by law, a tobacco retailer's license shall be revoked if the City or the county of Riverside hearing officer, if so designated by the city manager, finds, after the licensee is afforded notice and an opportunity to be heard, that the licensee, including his or her agents or employees, has violated any of the requirements, conditions or prohibitions of this chapter, or in a different legal proceeding has pleaded guilty, "no contest" or an equivalent, or admitted to a violation of any law designated in Section 5.04.080(A) (hereinafter "license violation").

2. For a first or second alleged license violation within any sixty (60) month period, the city or its designee may engage in settlement negotiations in lieu of a hearing and may enter into a settlement agreement with a tobacco retailer alleged to have violated this chapter. Settlements shall not be confidential and shall contain the following minimum terms:

a. After a first alleged violation of this chapter at a location or business within any sixty (60) month period:

i. An agreement to stop acting as a tobacco retailer for at least one day;

ii. A settlement payment of at least one thousand dollars (\$1000.00); and

iii. An admission that the violation occurred and a stipulation that the violation will be counted when considering what penalty will be assessed for any future violations.

b. After a second alleged violation of this chapter at a location or business within any sixty (60) month period:

i. An agreement to stop acting as a tobacco retailer for at least ten (10) days;

ii. A settlement payment of at least five thousand dollars (\$5000.00); and

iii. An admission that the violation occurred and a stipulation that the violation will be counted when considering what penalty will be assessed for any future violations.

3. A tobacco retailer's license shall be revoked if the City or the county of Riverside hearing officer, if so designated by the city manager, finds, after the

licensee is afforded notice and an opportunity to be heard, that the licensee, including his or her agents or employees, has been convicted, including a plea of "no contest" or its equivalent, of any federal, state, or local drug paraphernalia offense, as "drug paraphernalia" as defined in Health and Safety Code Section 11364.5 as may be amended.

Section 4. AMENDMENT TO TITLE 9, CHAPTER 9.02, SECTION 9.02.020 "PERMITTED USES" OF THE CITY OF MORENO VALLEY MUNICIPAL CODE.

That Section 9.02.020, Table 9.02.020-1 of the MVMC, which is attached hereto as Exhibit "A," shall be amended to add "Smoke Shops" as a category that shall be permitted or conditionally permitted in the: 1) Community Commercial District; 2) Neighborhood Commercial District; 3) Village Commercial District; and 4) Office Commercial District, subject to Section 9.09.280(B) and (C) of the MVMC.

Section 5. AMENDMENT TO TITLE 9, CHAPTER 9.15, SECTION 9.15.030 "DEFINITIONS" OF THE CITY OF MORENO VALLEY MUNICIPAL CODE.

That Section 9.15.030 "Definitions" of the MVMC shall be amended to add the following definition:

"Smoke Shop" shall mean a retail establishment, commonly known as a smoking shop, smoking lounge, vape shop, hookah bar, cigar bar, cigar shop, or headshop, which provides or sells products intended or designed for use in ingesting, inhaling, or otherwise introducing tobacco into the human body, including but not limited to tobacco products, electronic cigarettes which contain nicotine and emit smoke or vapor, smoking accessories, including but not limited to rolling papers, rolling machines, herb grinders, scales, glass pipes, hookah pipes, bong, bubblers, or other paraphernalia.

Section 6. AMENDMENT TO TITLE 9, CHAPTER 9.09, ADDING SECTION 9.09.280 "SMOKE SHOPS" TO THE MORENO VALLEY MUNICIPAL CODE.

That Section 9.09.280 shall be added to the MVMC as follows:

9.09.280 Smoke Shops

A. Purpose and Intent. This section is intended to protect the public health, safety and welfare by ensuring that Smoke Shops, as defined in Section 9.15.030 of Chapter 9.15 of this Code, do not create an adverse impact on adjacent properties or surrounding neighborhoods by reason of potential for incompatible secondary effects, insufficient on-site customer and employee parking, traffic generation, visual blight, bright lights, noise, or fumes. The following special

standards shall apply to Smoke Shops.

B. Permitted Use.

Except as provided in subsection 9.28.280(C) below, Smoke Shops are permitted in the: 1) Community Commercial District; 2) Neighborhood Commercial District; 3) Village Commercial District; and 4) Office Commercial District, subject to the following location and distance requirements:

- 1. No Smoke Shop shall be located within 600 feet of any other Smoke Shop.**
- 2. No Smoke Shop shall be located within 200 feet of any parcel of land that contains one or more of the following specific land uses:**
 - a. Churches with no day care component;**
 - b. Arcades, bowling alleys, skating rinks, amusement parks, race tracks, or fair grounds.**
- 3. No Smoke Shop shall be located within 400 feet of any parcel of land that contains one or more of the following specific land uses:**
 - a. Institutions of higher education, including community or junior colleges, colleges, and universities;**
 - b. Vocational training facilities.**
- 4. No Smoke Shop shall be located within 600 feet of any parcel of land that contains one or more of the following specific land uses:**
 - a. Adult businesses;**
 - b. Emergency shelters;**
 - c. Rehabilitation centers;**
 - d. Civic Centers/Public Government facilities, including libraries, recreation centers, senior centers, employment resource centers, youth resource centers;**
 - e. Residential care facilities operating as sober living facilities.**
- 5. Distance, without regard to intervening structures, shall be:**
 - a. A straight line measured from the closest exterior structural wall of any two Smoke Shops; and**
 - b. A straight line measured from the closest exterior structural wall of a Smoke Shop to the closest property line of any of the specific land uses listed above.**

C. Conditional Use Permit Required.

Smoke Shops that are located within 600 feet of any of the following uses shall require approval of a conditional use permit pursuant to Title 9, Chapter 9.02, Section 9.02.020 of this Code:

- a. Public or Private Schools (K-12);
- b. Churches with a day care component;
- c. Childcare/Daycare facilities, including large family day care facilities;
- d. Public parks;
- e. Nonprofit youth facilities (i.e. The Boys and Girls Club).

Smoke Shops that are located within 300 feet of any of the following uses shall require approval of a conditional use permit pursuant to Title 9, Chapter 9.02, Section 09.02.020 of this Code:

- a. Residential zones or uses, including but not limited to mobile home parks, single-room occupancy facilities (SROs), and orphanages.

D. Parking.

Parking for Smoke Shops shall be the same as the parking requirements and restrictions for off-street parking that pertains to eating and drinking establishments as described in Table 9.11.040B-12 of this Code.

E. Lighting.

All lighting shall comply with the provisions of Section 9.08.100 of this Title.

F. Waste and Storage and Disposal.

Waste, storage, and disposal of all tobacco products shall meet all applicable state and local health regulations.

G. Air Quality.

1. All ventilating equipment shall be directed to top story exhaust vents which face away from adjacent properties.
2. Required exhaust systems shall be equipped with appropriate and reasonably available control technology to minimize or eliminate noxious smoke or pollutants which would otherwise be emitted.

H. First In Time.

Should a land use mentioned in subsection B hereinabove be appropriately approved through established City regulations and locate within the distance requirement of a lawfully operating Smoke Shop, such subsequently located land use will not make the existing Smoke Shop legal nonconforming. Instead, the lawfully operating Smoke Shop will be considered a legal use not subject to

Section 9.02.180 of the Moreno Valley Municipal Code.

BE IT FURTHER RESOLVED that the Planning Commission **HEREBY APPROVES** Resolution No. 2016-18 and hereby:

1. **CERTIFIES** that the proposed Ordinance [(amendment to the Municipal Code (PA16-0025))] qualifies as an exception in accordance with Section 15061 of the California Environmental Quality Act (CEQA) Guidelines, and
2. **RECOMMENDS APPROVAL** of PA16-0025 to the City Council for the amendment of the City of Moreno Valley Municipal Code to modify Titles 5 and 9, related to the citywide regulation of Smoke Shop uses, including modification of the Permitted Uses Table attached as Exhibit A,

APPROVED this 8th day of September, 2016

Brian Lowell
Chair, Planning Commission

ATTEST:

Richard J. Sandzimier, Planning Official

APPROVED AS TO FORM:

City Attorney

Attachment: Exhibit A – Permitted Uses Table

PAGE BREAK



**AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY**



October 17, 2016

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
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Russell Betts
Desert Hot Springs

STAFF

Director
Ed Cooper

John Guerin
Paul Rull
Barbara Santos

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

Ms. Patricia Brenes, Project Planner
City of Riverside Community and Economic Development Department/Planning Division
3900 Main Street, Third Floor
Riverside, CA 92522

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

File No.: ZAP1212MA16
Related File Nos.: P16-0101 (General Plan Amendment and Specific Plan Amendment)
APNs: 263-020-003 thru -006, 263-300-001 thru -006, 263-300-025, 263-300-029 and -030, 263-300-033 thru -036

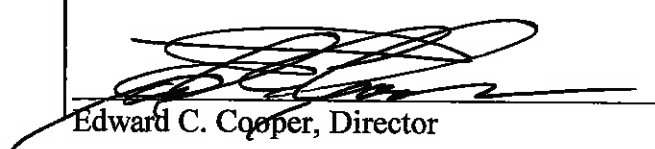
Dear Ms. Brenes:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to a specific delegation of authority issued at its October 13, 2016 regular meeting, as ALUC Director, I have reviewed City of Riverside Case No. P16-0101, a proposed amendment to the City's General Plan 2025 Circulation Element and the Sycamore Canyon Business Park Specific Plan to delete the following roadway segments: (a) the segment of Dan Kipper Drive (General Plan name)/Crest Ridge Drive (Specific Plan name) extending westerly from Lance Drive to an unnamed north-south roadway known as River Ridge; (b) the entirety of the unnamed north-south roadway known as River Ridge, which would have extended from the northerly boundary of the Specific Plan southerly to an unnamed east-west roadway known as Kangaroo Court; (c) the entirety of the unnamed east-west roadway known as Kangaroo Court, which would have extended westerly from Lance Drive to the easterly boundary of Sycamore Canyon Wilderness Park; and (d) the segment of Sierra Ridge Drive extending westerly from Lance Drive.

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.

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

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION


Edward C. Cooper, Director

AIRPORT LAND USE COMMISSION

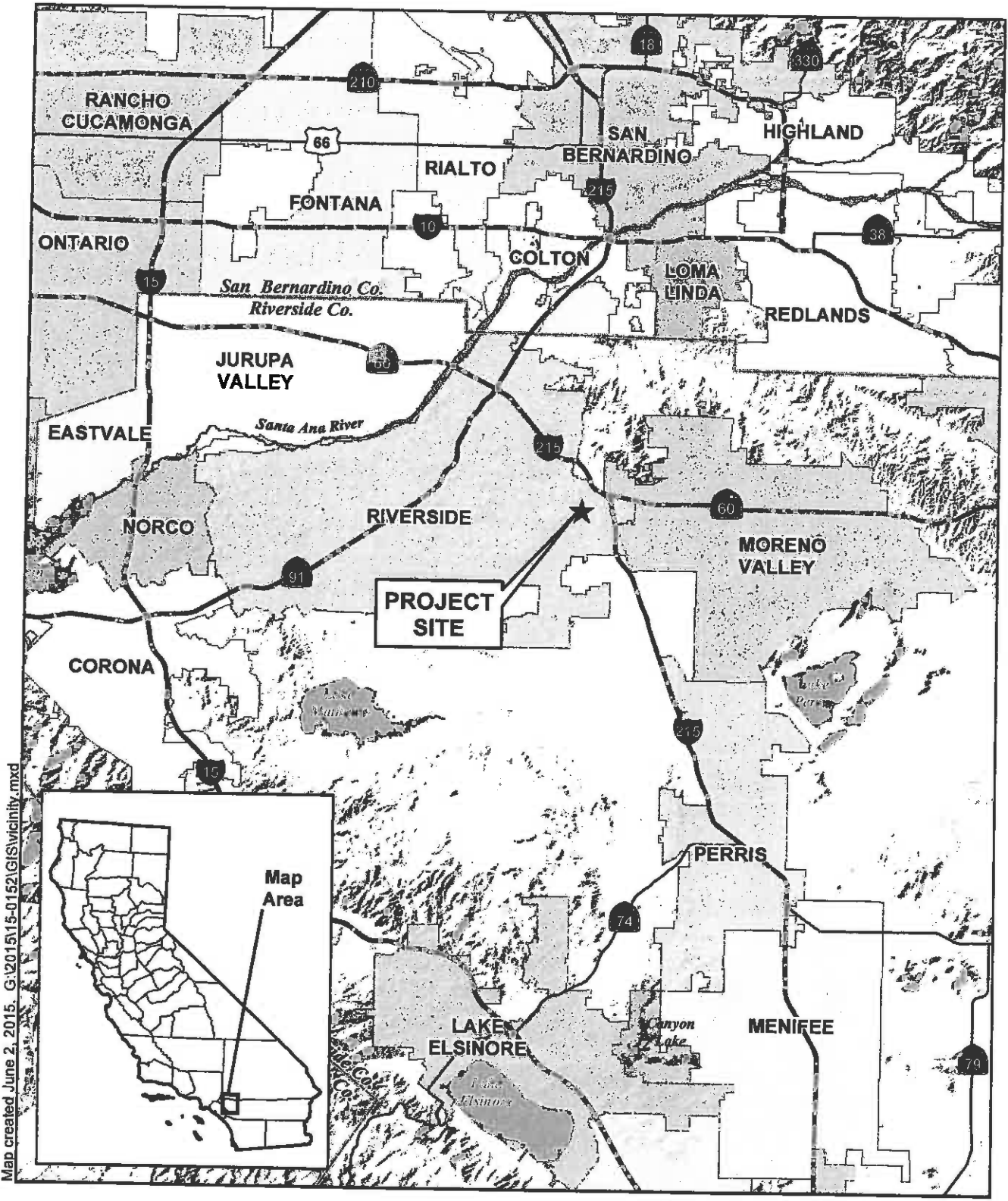
Attachments: Notice of Airport in Vicinity

cc: Kathy Hoffer, Hillwood Investment Properties (Ontario office) (applicant/representative)
Hillwood Investment Properties, LP (Dallas office) (payee)
David Stapley, Sycamore V, LLC, and Sycamore VII, LLC (applicant/landowner)
Galen Rogers, Sycamore V, LLC and Sycamore VII, LLC (applicant/landowner)
DDR Family, c/o Galen Rogers (San Diego address)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1212MA16\ZAP1212MA16.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)

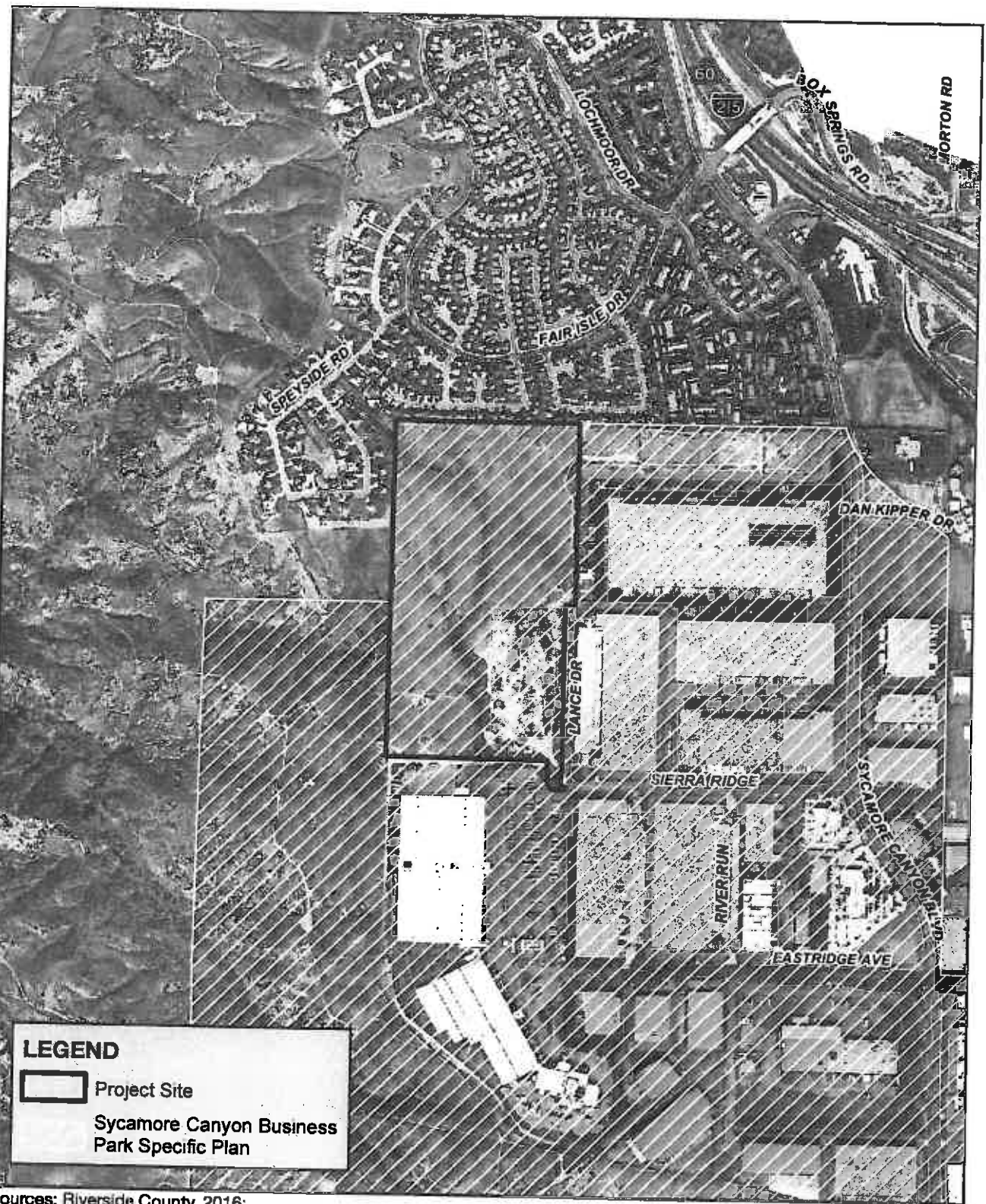


Map created June 2, 2015. G:\2015\15-0152\GIS\vicinity.mxd

Figure 3-1 - Vicinity Map
Sycamore Canyon Business Park Buildings 1 and 2 DEIR



G:\2015\15-0152\GIS\Aerial.mxd: Map created 27 Jun 2016



LEGEND

-  Project Site
-  Sycamore Canyon Business Park Specific Plan

Sources: Riverside County, 2016;
City of Riverside, 2012.

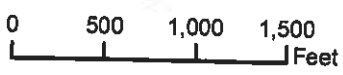
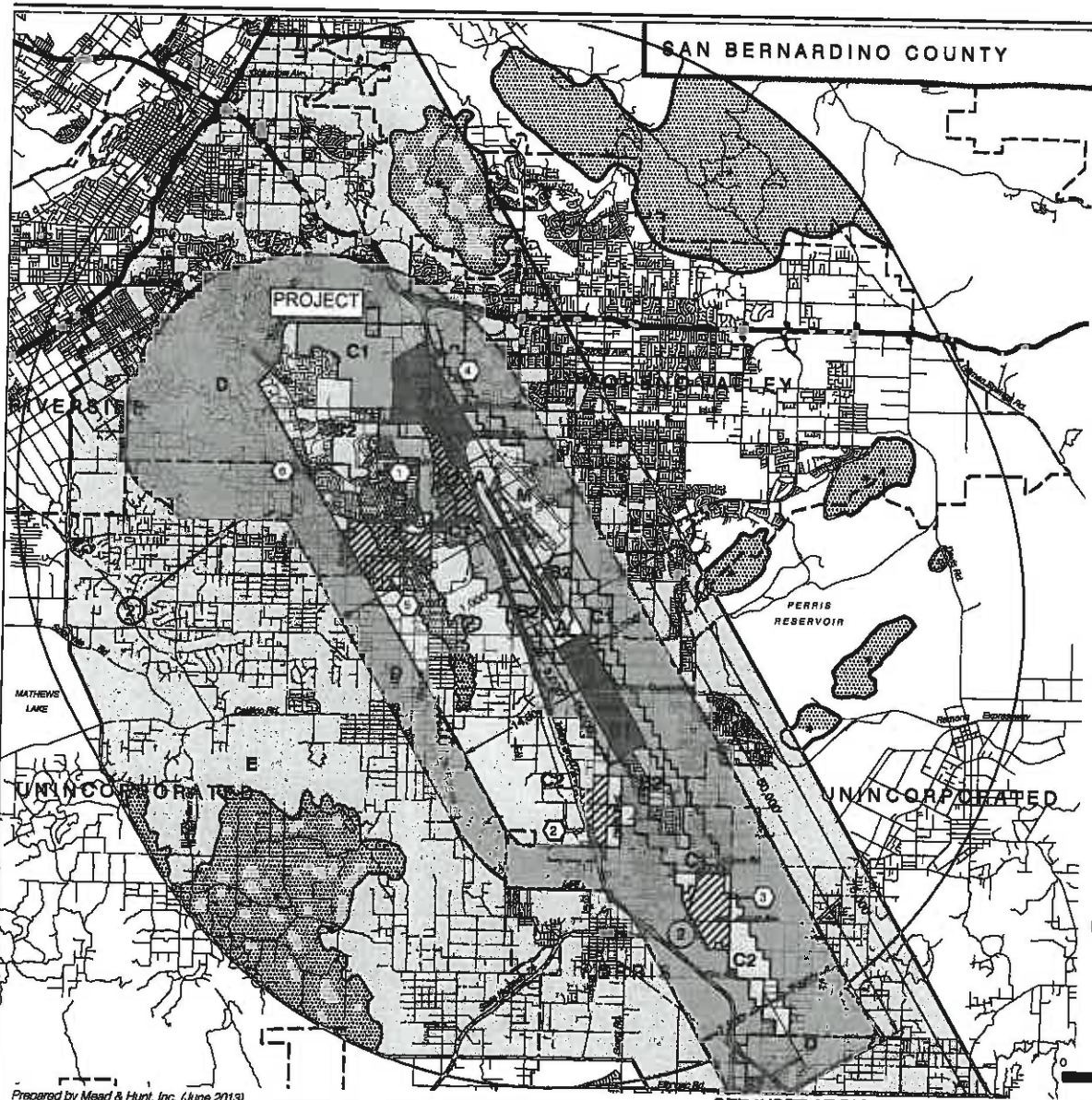


Figure 3-2 - Location Map
Sycamore Canyon Business Park Buildings 1 and 2 DEIR



LEGEND

Compatibility Zones

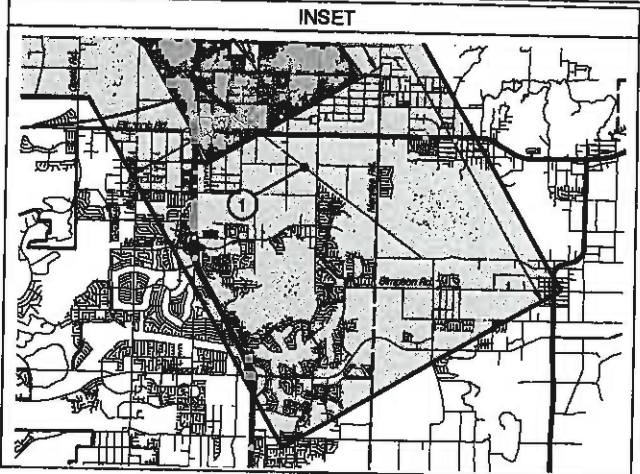
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

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

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



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

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



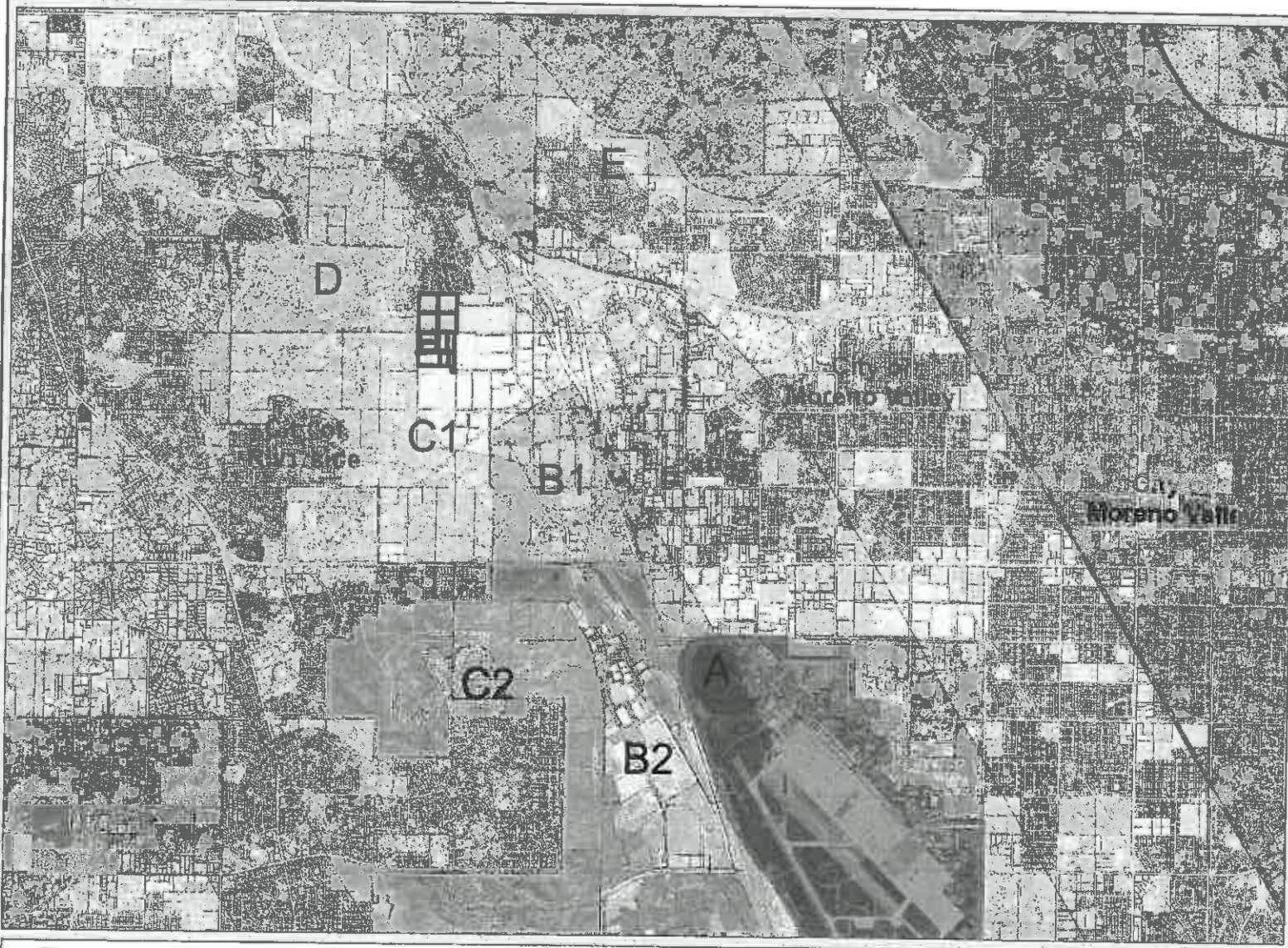
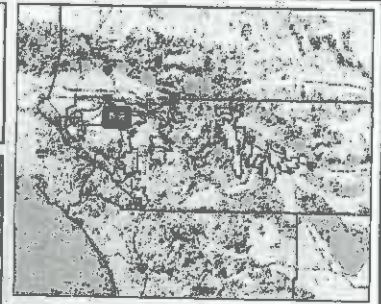
Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT

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

My Map



Legend

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



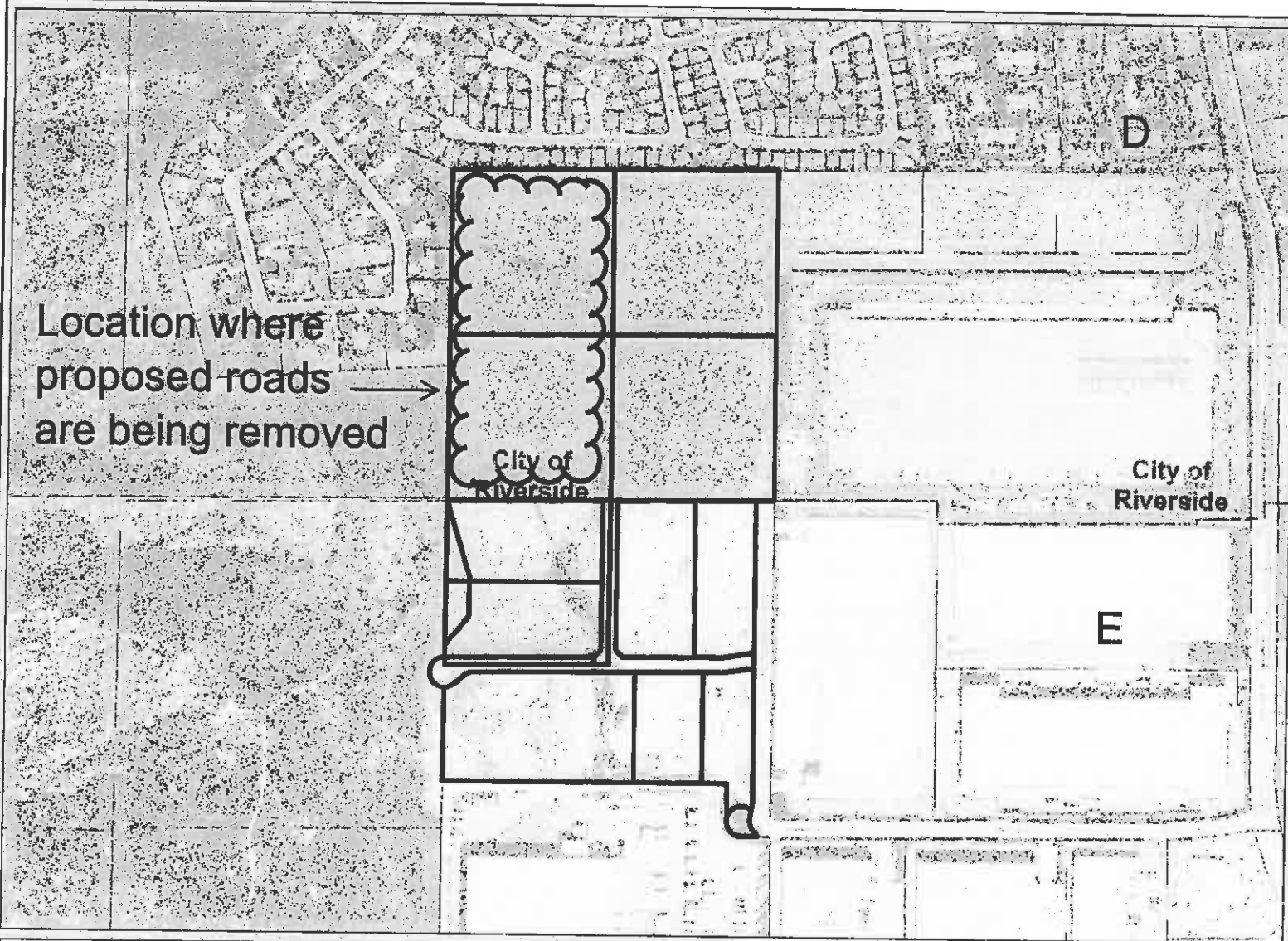
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Notes

My Map



Legend

- Display Parcels
- Airports
- AIA

Airport Compatibility

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



0 751 1,502 Feet



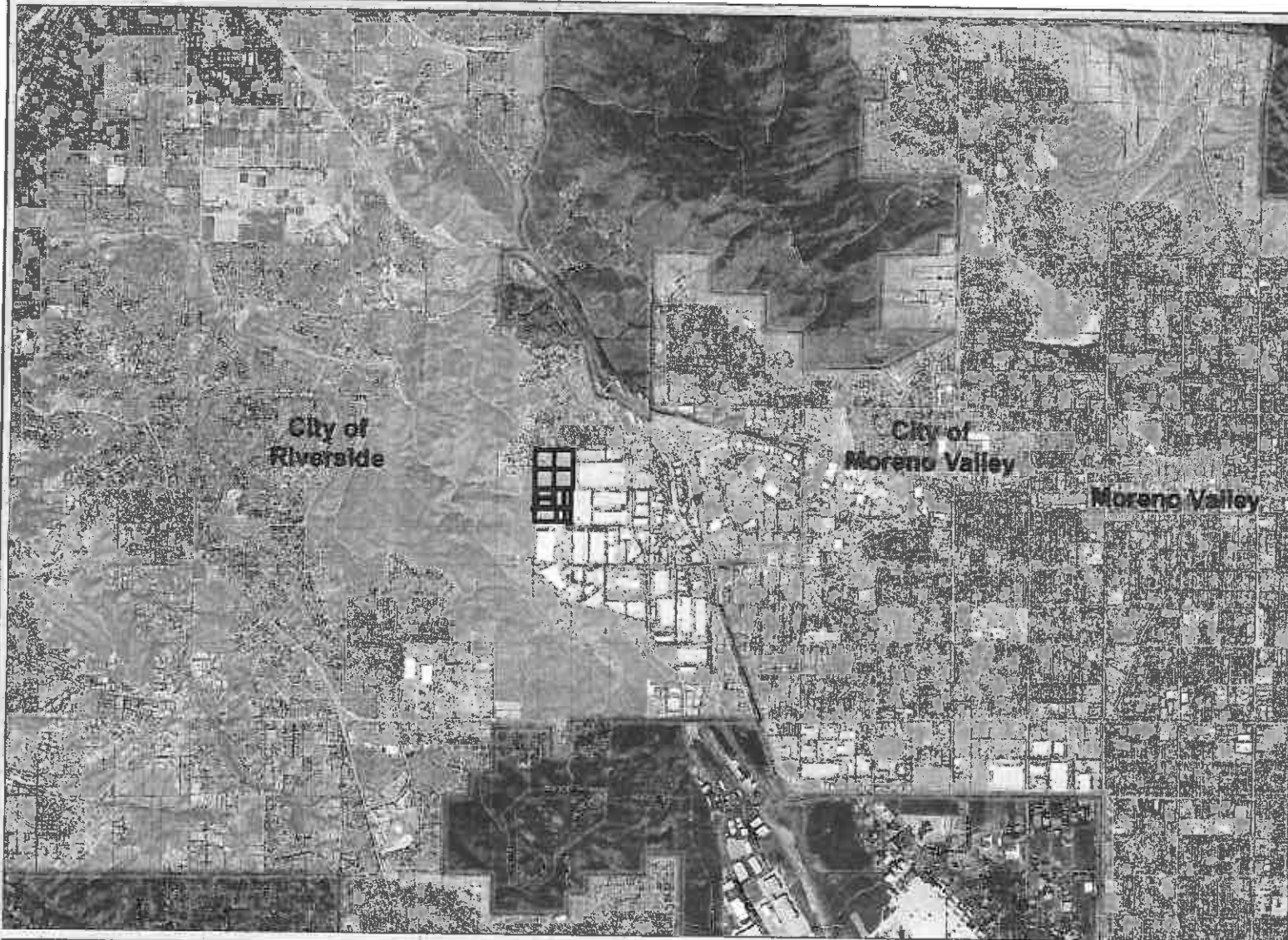
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




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Notes

My Map



Legend

-  City Boundaries
- Cities**
- highways_large
 -  HWY
 -  INTERCHANGE
 -  INTERSTATE
 -  USHWY
-  majorroads
-  counties
-  cities



0 6,438 12,876 Feet



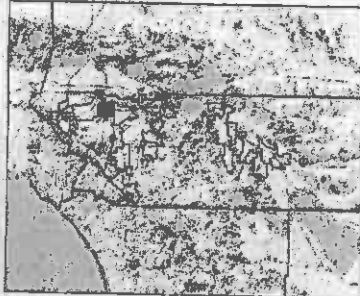
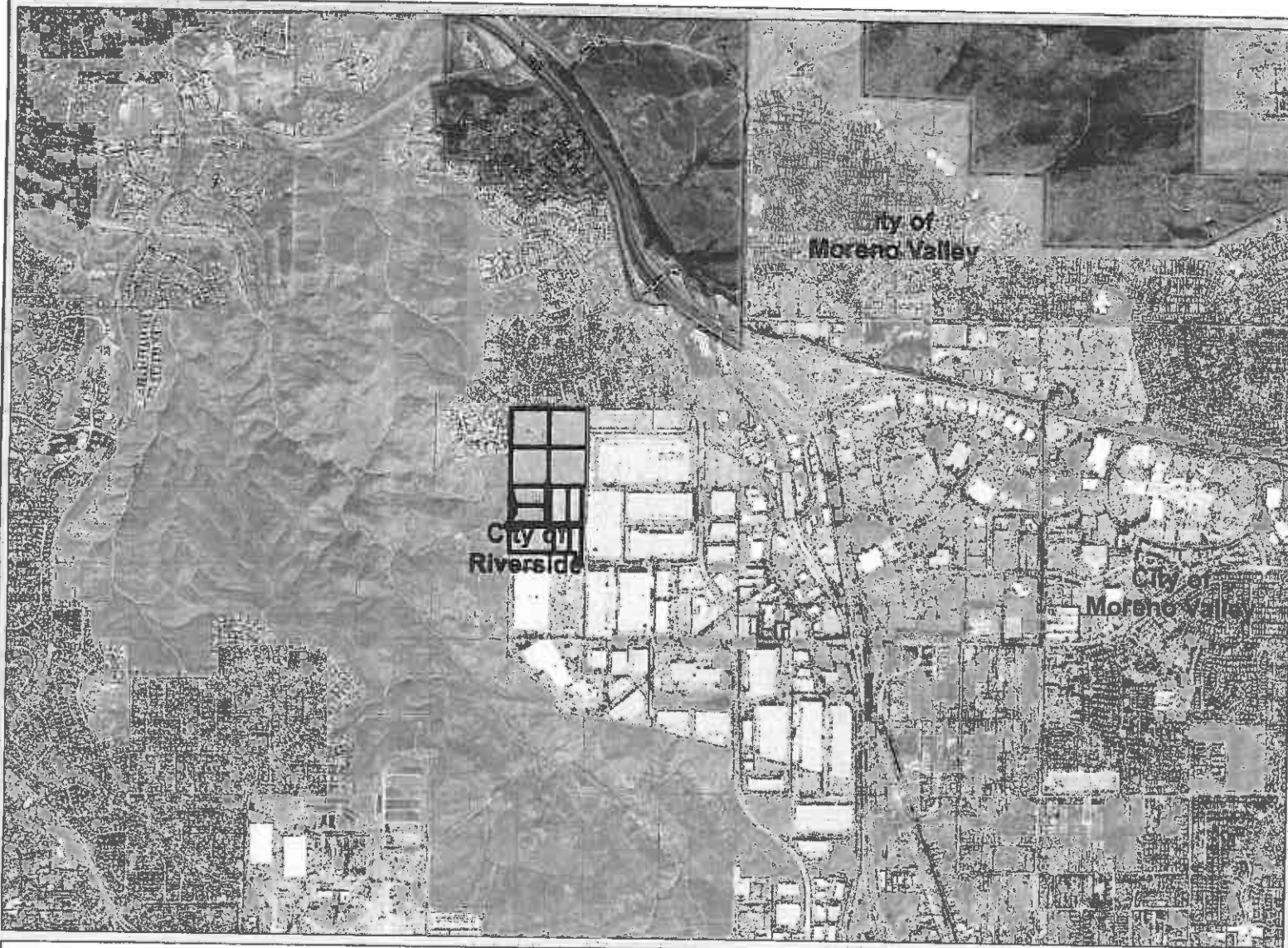
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Notes

My Map



Legend

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



0 3,219 6,438 Feet



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Notes

My Map



Legend

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



0 1,609 3,219 Feet



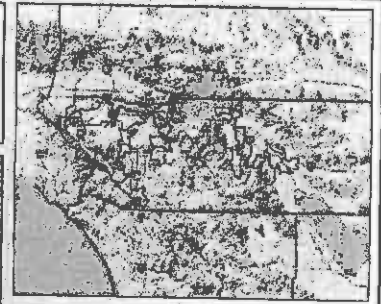
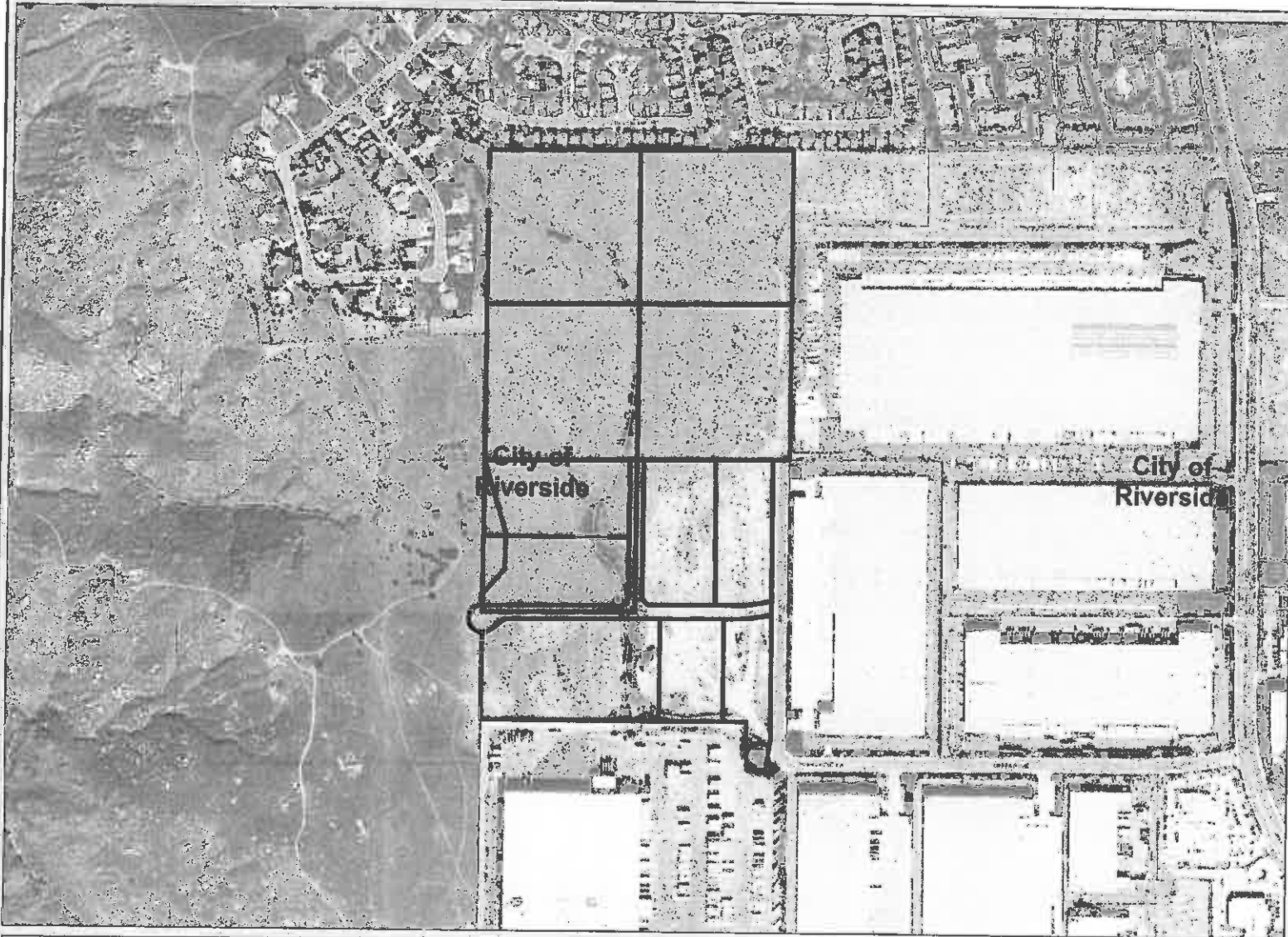
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Notes

My Map



Legend

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



0 805 1,609 Feet



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Notes

As shown in **Figure 3-5**, the area west of the proposed Project site is zoned R-1-7000 (Additional Single-Family Residential Zone with minimum 7,000-square-foot lots), R-1-1/2 acre (Additional Single-Family Residential Zone with minimum half-acre lots), and RC (Residential Conservation Zone). The area north and northeast of the Project site is zoned R-1-7000 (Additional Single-Family Residential Zone with minimum 7,000-square-foot lots) and the area east and south of the Project site is zoned BMP (Business and Manufacturing Park Zone). The existing surrounding land uses are consistent with the current zoning. However, it should be noted the area zoned for R-1-7000 west of the Project site, which is within the Sycamore Highlands Specific Plan area, has not be developed, and this same area is designated P (Public Park) by the GP 2025. (See **Figure 3-5**.)

3.2 Project Characteristics

Implementation of the proposed Project will require the approval of the following land use cases by the City of Riverside City Council.

3.2.1 General Plan Amendment (P16-0101)

The Projects proposes an amendment to the GP 2025 Circulation Element to: (i) delete the north/south street known as River Ridge (60-foot Local) that traverses the site; (ii) delete the no name east/west street (that has been known as Kangaroo Court) that traverses the Project site, southerly of River Ridge (60-foot Local) and (iii) amend the Circulation Element to reflect these changes by showing Dan Kipper Drive ending at Lance Drive. (See **Figure 3-6 – Proposed General Plan Amendment.**)

Specific Plan Amendment (P16-0101)

The Project proposes a specific plan amendment to the Circulation Plan of the SCBPSP to: (i) delete the portion of Dan Kipper Drive (proposed 74-foot Collector) that traverses the Project site; (ii) delete the north/south street known as River Ridge (60-foot Local) that traverses the site; (iii) delete the no name east/west street (that has been known as Kangaroo Court) that traverses the site, southerly of River Ridge (60-foot Local); (iv) delete the portion of Sierra Ridge Drive (74-foot Collector) that traverses the site; and (iv) amend the Circulation Plan to reflect these changes by showing Dan Kipper Drive ending at Lance Drive. (See **Figure 3-7 – Proposed Specific Plan Amendment.**)

Remainder of page intentionally blank

March 1999 – Sycamore Canyon Wilderness Park Stephen’s Kangaroo Rat Management Plan and Updated Conceptual Development Plan

The *Sycamore Canyon Wilderness Park Stephens’ Kangaroo Rat Management Plan and Updated Conceptual Development Plan* was prepared with two purposes: update the Sycamore Canyon Wilderness Park’s (the “Park”) conceptual development plan and provide a coordinated Maintenance/Management Plan for the endangered Stephens’ kangaroo rat (SKR). The City was required to prepare a Maintenance/Management Plan because the Park was designated as a core reserve in the *Habitat Conservation Plan for the Stephen’s Kangaroo Rat in Western Riverside County, California* (the SKR HCP).⁸

Adopted November 2014 – March Air Reserve Base /Inland Port Airport Land Use Compatibility Plan

The March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan (March ARB/IPA ALUCP) was prepared for and adopted by the Riverside County Airport Land Use Commission (RCALUC). In accordance with provisions of the California State Aeronautics Act (Public Utilities Code Section 21670 et seq.), the RCALUC has been assigned the lead responsibility for airport land use compatibility planning around each of the public-use and military airports in Riverside County, including the preparation of an ALUCP for each airport.⁹

As noted on Map MA-1 of the March ARB/IPA ALUCP the Project site is located in Compatibility Zone D for the northern portion of the Project site and Zone C1 for the rest of the property. Per Table MA-2 – Basic Compatibility Criteria Zone D, the Flight Corridor Buffer Zone, permits most uses, including residential. Zone C1, the Primary Approach/Departure Zone, also permits most uses, including residential but limits the density/intensity of residential uses. Whereas at the same time SCBPSP was created the Air Installation Compatible Use Zones (AICUZ) report for March Air Force Base (Riverside County CLUP) was also being updated and was adopted on April 26, 1984. The new CLUP placed the SCBPSP into Area II. This area was defined to be those areas of significant safety concerns due to aircraft maneuvering, ascending, descending, turning, and changing power settings when landing or taking off from the airport. Although Area II permitted residential uses, lots sizes were limited 2 ½ acres maximum density. Due to the safety concerns, the City chose another use for the area that would have less intensity of people, the industrial use.¹⁰

3.1.3 Project Site – Existing Conditions

The Project site currently consists of vacant and hilly land that is primarily undisturbed with the exception of:

⁸ The SKR HCP was approved by the U.S. Fish and Wildlife Service and the California Department of Fish and game in August 1990. http://www.riversideca.gov/planning/pdf/SpecificPlans/SycCynMnmgmtPlan_UpdatedConceptualPlan.pdf

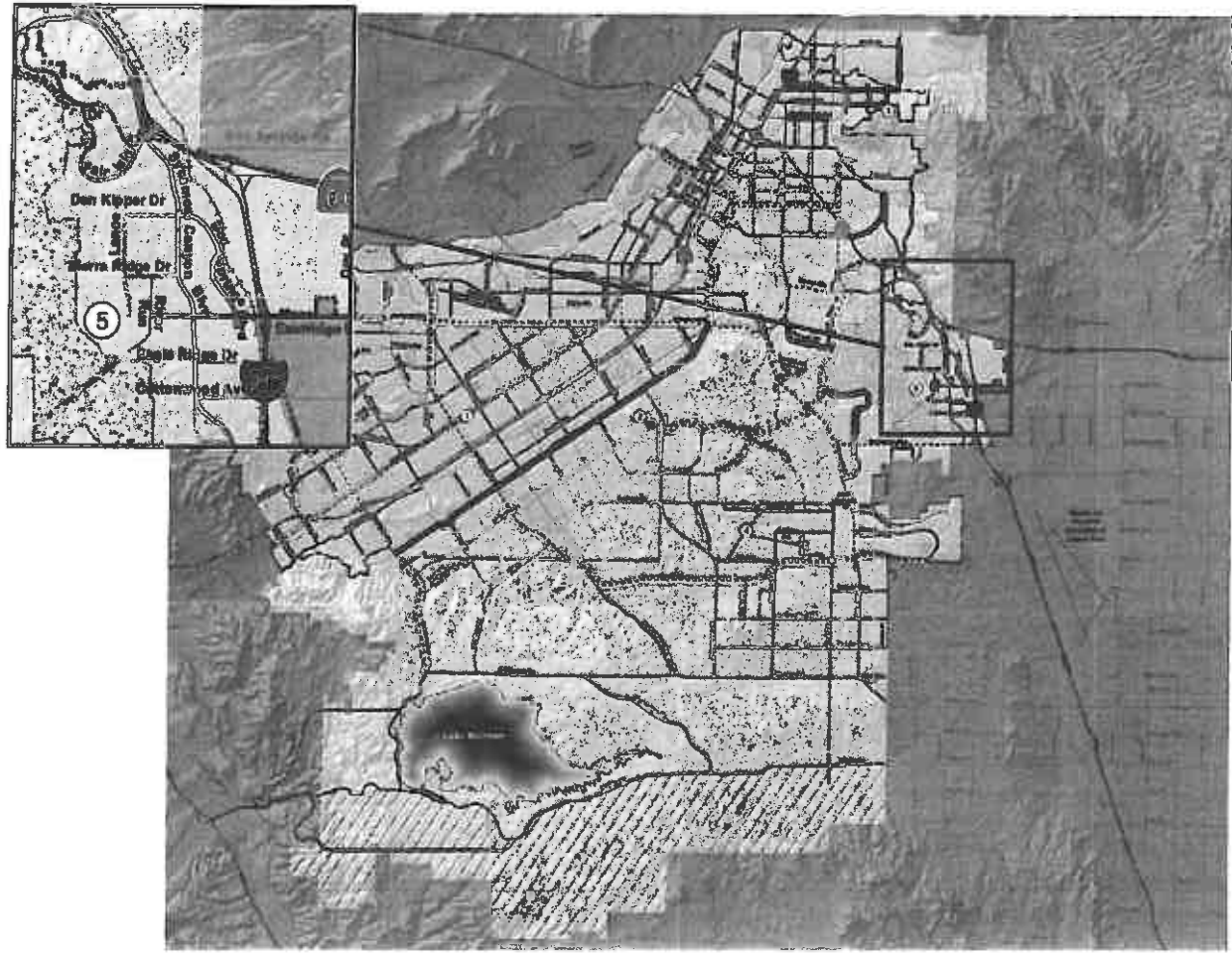
⁹ March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan (Adopted November 13, 2014)

¹⁰ Riverside County Airport Land Use Plan, 1984

<http://www.rcaluc.org/Portals/0/PDFGeneral/plan/oldplan/Riverside%20County.PDF> &

[http://www.rcaluc.org/Portals/0/PDFGeneral/plan/oldplan/March%20Air%20Reserve%20Base%20\(MARB\).pdf](http://www.rcaluc.org/Portals/0/PDFGeneral/plan/oldplan/March%20Air%20Reserve%20Base%20(MARB).pdf)

CA 2015\15-01521\GIS\CP\ Circulation_Amend.mxd; Map created 11 Jul 2016



LEGEND

- 66 FT LOCAL 2 LANES*
- 66 FT COLLECTOR 2 LANES
- 80 FT COLLECTOR 2 LANES
- 88 FT ARTERIAL 4 LANES
- 100 FT ARTERIAL 4 LANES
- 110 FT ARTERIAL 4 LANES
- 120 FT ARTERIAL 6 LANES
- 144 FT ARTERIAL 8 LANES
- SCENIC BOULEVARD
REQUIRES SPECIAL LANDSCAPING,
ADDITIONAL RIGHT-OF-WAY MAY BE REQUIRED.
- SPECIAL BOULEVARD
TWO-LANE DIVIDED ROADWAY OF
VARIABLE GEOMETRIC DESIGN
- SPECIAL BOULEVARD
VARIABLE WIDTHS AND DESIGN, CONTACT PUBLIC WORKS
FOR DETAIL. SEE OBJECTIVE UCM-3 AND POLICIES COM 3.1
THROUGH COM-3.3.
- PARKWAYS
FOR INFORMATION ON PARKWAYS SEE
LAND USE ELEMENT.
- ▨ CETAP CORRIDOR AREA
CORRIDOR OPTIONS SUBJECT TO SPECIAL STUDY.
- RIVERSIDE CITY BOUNDARY
- RIVERSIDE PROPOSED SPHERE
OF INFLUENCE

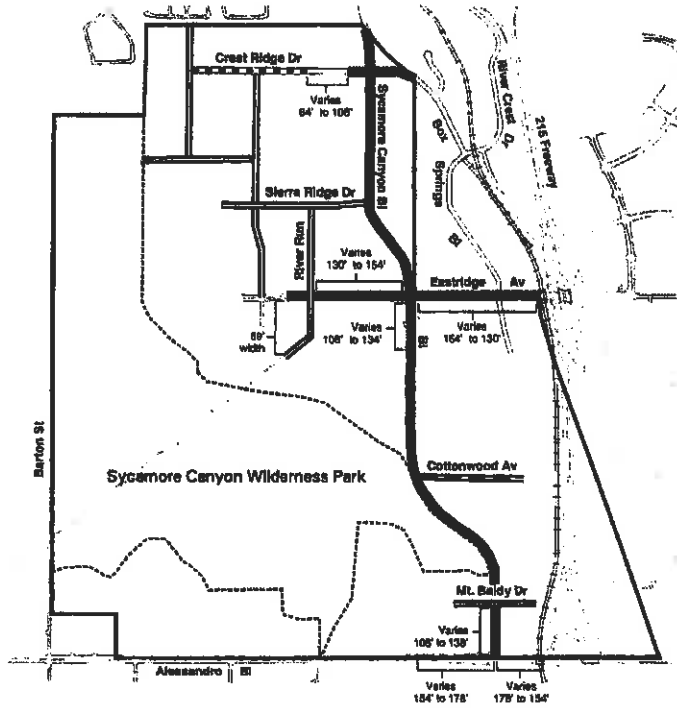
NOTE:

- LOCAL STREETS ARE NOT SHOWN ON THIS
PLAN EXCEPT WHERE NEEDED FOR CLARITY.
- (1) MAGNOLIA AVENUE SHALL BE A SPECIAL BLVD, WITH
4 LANES EXCEPT WHERE 6 LANES CURRENTLY EXIST
WITH RIGHT-OF-WAY TO BE DETERMINED BY THE
MAGNOLIA AVENUE SPECIFIC PLAN.
- (2) OVERLOOK PARKWAY SHALL BE A 2-LANE,
110-FOOT ARTERIAL WITH A WIDE MEDIAN PARKWAY.
THE ALIGNMENT OF OVERLOOK PARKWAY WESTERLY
OF WASHINGTON IS NOT YET DETERMINED PENDING
PREPARATION OF SPECIFIC PLAN LEVEL STUDY.
- (3) COLUMBIA AVENUE IS SHOWN BY HUNTER BUSINESS
PARK SPECIFIC PLAN AS A 134-FOOT ARTERIAL.
ACTUAL STREET WIDTH, DUE TO RAILROAD
OVERCROSSING, WILL BE DETERMINED BY
PUBLIC WORKS.
- (4) THESE STREETS SHALL BE 66-FOOT LOCAL
ROADWAYS SERVING AS ALTERNATE ROUTES.
- (5) THE STREETS IN SYCAMORE CANYON
BUSINESS PARK SPECIFIC PLAN VARY IN SIZE.
SEE THE SPECIFIC PLAN FOR DETAILS.

Source: Figure CCM-4, City of Riverside Master
Plan of Roadways, June 2016 Update

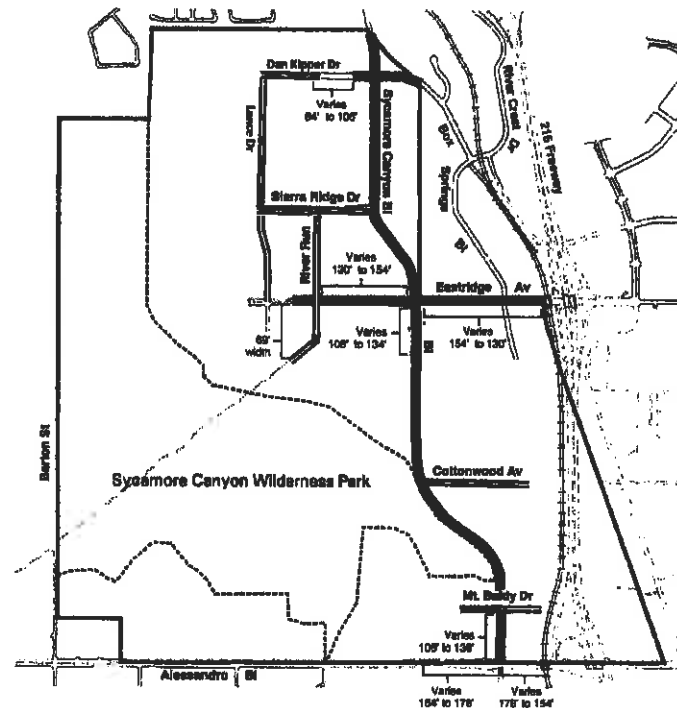
Figure 3-6 - Proposed General Plan Amendment
Sycamore Canyon Business Park Buildings 1 and 2 DEIR

G:\2015\15-0152\GIS\SP_Circulation_Amend.mxd; Map created 14 Jul 2016



- 60' Local
- 74' Collector
- 84' Collector
- 106' Thru-way

Existing Circulation



- 60' Local
- 74' Collector
- 84' Collector
- 106' Thru-way

Proposed Circulation

Source: Sycamore Canyon Specific Plan/EIR
Beland Associates, 1992.

Figure 3-7A - Proposed Specific Plan Amendment
Sycamore Canyon Business Park Buildings 1 and 2 DEIR

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 13, 2016
RIVERSIDE MEETING**

A regular scheduled meeting of the Airport Land Use Commission was held on October 13, 2016 at the Riverside County Administrative Center, Board Chambers.

COMMISSIONERS PRESENT: Simon Housman, Chairman
Richard Stewart, alternate for Rod Ballance
Arthur Butler
Glen Holmes
John Lyon
Steve Manos
Russell Betts

COMMISSIONERS ABSENT: Rod Ballance, Vice Chairman

STAFF PRESENT: Ed Cooper, ALUC Director
John Guerin, Principal Planner
Paul Rull, Urban Regional Planner IV
Barbara Santos, ALUC Commission Secretary
Raymond Mistica, ALUC Counsel

OTHERS PRESENT: Adriana Castillo, Hillwood
David Turner, Other Interested Person

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 13, 2016
RIVERSIDE MEETING**

- I. **AGENDA ITEM 2.1: ZAP1206MA16 – Optimus Building Corporation (Representative: Gary Hamro)** – City of Perris Case No. DPR 14-01-0015 (Development Plan Review). The applicant is proposing a revision to plans for a two-building warehousing project previously determined to be consistent pursuant to ALUC Case No. ZAP1102MA14, specifically to increase the office area in Building A (which is not located in an Accident Potential Zone) from 15,000 square feet to 45,000 square feet. As amended, Building A would provide 45,000 square feet of office area and 867,338 square feet of warehouse area. No changes are proposed for Building B. The overall floor areas of Buildings A (912,338 square feet) and B (125,437 square feet) would remain the same as originally proposed. The 53.56-acre (gross) project site is located easterly of Patterson Avenue, northerly of Markham Street, westerly of Webster Avenue, and southerly of Nance Street (Airport Compatibility Zones B1-APZ I, B2, and C1 of the March Air Reserve Base/Inland Port Airport Influence Area). Continued from September 8 and August 11, 2016.

II. **MAJOR ISSUES**

The United States Air Force submitted a comment letter dated August 8, 2016, outlining their concerns with the project, specifically regarding Building B in the Accident Potential Zone I (APZ I). This project was previously reviewed by ALUC and found consistent, and no changes to Building B are proposed in this ALUC application, but the project has not yet received City approval. The ALUC staff report for the original project, ZAP1102MA14, determined that 86 or 93 people would be present in the most intense single-acre portion of Building B in Zone APZ I. The Airport Land Use Commission reduced the office area in Building B from 10,000 square feet to 2,500 square feet in Zone APZ I, reducing the single-acre intensity to approximately 74 people. This is consistent with the March Air Reserve Base/Inland Port Airport Compatibility Plan adopted in November 2014. However, since the adoption of the plan, there has been an evolution in the Air Force's position regarding the intent of the APZ I standard of 25 people per acre, as specified in Department of Defense Instruction (DoDI) 4165.57 dated March 12, 2015 and Air Force Instruction (AFI) 32-7063 dated December 18, 2015. These issues may ultimately need to be addressed through an amendment to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

In July, ALUC issued a determination of consistency for ZAP1199MA16, a proposal by the City of Perris to amend the City's General Plan, the Perris Valley Commerce Center Specific Plan, and the City's Zoning Ordinance to bring those documents into consistency with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. That proposal has been tentatively approved by the Perris City Council. Final adoption is expected to occur prior to ALUC's November 10 meeting. Upon final adoption of the Citywide and area-wide amendments noted above, projects such as DPR 14-01-0015, which do not require site-specific general plan amendments, specific plan amendments, or zone changes, will be able to be evaluated for ALUC consistency by the City of Perris without a mandatory ALUC referral. It is the applicant's intent to utilize the new process that will become available to projects in that City once final adoption of the Citywide and area-wide amendments has occurred. The applicant has requested continuance to ALUC's November 10 meeting with an eye toward possible withdrawal of this ALUC application prior to November 10.

III. **STAFF RECOMMENDATION**

At this time per the applicant's request, staff recommends that the Commission CONTINUE consideration of this matter to its November 10, 2016 public hearing agenda.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 13, 2016
RIVERSIDE MEETING**

IV. PROJECT DESCRIPTION

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

V. MEETING SUMMARY

The following staff presented the subject proposal:

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

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

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 **CONTINUED** the project to November 10, 2016.

VII. CD

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

ITEM 2.1: TIME 9:09 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 13, 2016
RIVERSIDE MEETING**

- I. **AGENDA ITEM 2.2:** ZAP1204MA16 – Duke Realty, Adam Schmid (Representative: Albert A. Webb Associates, Nicole Torstvet) – City of Perris Case No. PLN 16-00008 (Development Plan Review). The applicant is proposing to develop a 668,381 square foot warehouse/distribution center on 30.7 acres. The building floor plan consists of 649,481 square feet of warehouse area and 19,200 square feet of office area. The project site is located southerly of Markham Street, westerly of Indian Avenue, easterly of Barrett Avenue and northerly of Perry Street. (Airport Compatibility Zones B1-APZ I, B2, and C1 of the March Air Reserve Base/Inland Port Airport Influence Area). Continued from September 8 and August 11, 2016.

II. **MAJOR ISSUES**

The applicant is proposing to construct a warehouse/distribution center on a site located predominately within the portion of Airport Compatibility Zone B1 that lies within Accident Potential Zone I (APZ I), as delineated by the United States Air Force in the 2005 Air Installation Compatible Use Zone (AICUZ) study. The project results in a single-acre intensity of 56 or 66 people in Zone B1-APZ I, which is consistent with the March Air Reserve Base/Inland Port Airport Compatibility Plan adopted in November 2014. However, since the adoption of the plan, there has been an evolution in the Air Force's position regarding the intent of the APZ I standard of 25 people per acre, as specified in Department of Defense Instruction (DoDI) No. 4165.57 dated March 12, 2015 and Air Force Instruction (AFI) 32-7063 dated December 18, 2015. These new documents may ultimately need to be addressed through an amendment to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

In July, ALUC issued a determination of consistency for ZAP1199MA16, a proposal by the City of Perris to amend the City's General Plan, the Perris Valley Commerce Center Specific Plan, and the City's Zoning Ordinance to bring those documents into consistency with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. That proposal has been tentatively approved by the Perris City Council. Final adoption is expected to occur prior to ALUC's November 10 meeting. Upon final adoption of the Citywide and area-wide amendments noted above, projects such as PLN 16-00008, which do not require site-specific general plan amendments, specific plan amendments, or zone changes, will be able to be evaluated for ALUCP consistency by the City of Perris without a mandatory ALUC referral. It is the applicant's intent to utilize the new process that will become available to projects in that City once final adoption of the Citywide and area-wide amendments has occurred. The applicant has requested continuance to ALUC's November 10 meeting with an eye toward possible withdrawal of this ALUC application prior to November 10.

III. **STAFF RECOMMENDATION**

The applicant is requesting additional time to address issues raised by the Air Force with City staff; therefore, staff recommends that the Commission CONTINUE consideration of the matter to its November 10, 2016 public hearing agenda.

IV. **PROJECT DESCRIPTION**

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

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 13, 2016
RIVERSIDE MEETING**

V. MEETING SUMMARY

The following staff presented the subject proposal:

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

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

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 **CONTINUED** the project to November 10, 2016.

VII. CD

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

ITEM 2.2: TIME: 9:10 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 13, 2016
RIVERSIDE MEETING**

- I. **AGENDA ITEM 3.1:** ZAP1039HR16 – Hemet 55 SP, LLC (Representative: Joe Ham) – City of Hemet Planning Case No. CUP 16-005 (Conditional Use Permit). The applicant is proposing to construct a gas station facility including a 5,881 square foot convenience store, 6,511 square foot 10 pump fueling area, and a 1,270 square foot automated car wash tunnel on a 1.8 acre parcel within an existing commercial shopping center, located on the northeast corner of W. Florida Avenue and Myers Street. This matter comes before the Airport Land Use Commission because service stations involved hazardous materials (gasoline). (Area III of the Hemet-Ryan Airport Comprehensive Airport Land Use Plan).
- II. **MAJOR ISSUES**
None
- III. **STAFF RECOMMENDATION**
Staff recommends that the Conditional Use Permit be found CONSISTENT, subject to the conditions included herein.
- IV. **PROJECT DESCRIPTION**
The applicant is proposing to construct a gas station facility including a 5,881 square foot convenience store, 6,511 square foot 10 pump fueling area, and a 1,270 square foot automated car wash tunnel on a 1.8 acre parcel within an existing commercial shopping center.

CONDITIONS:

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be given to all prospective purchasers and/or tenants of the property.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 13, 2016
RIVERSIDE MEETING**

4. Any new proposed detention basin(s) on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. Prior to issuance of building permits, the landowner shall convey an avigation easement to the County of Riverside as owner of Hemet-Ryan Airport or provide documentation to the City of Hemet and the Riverside County Airport Land Use Commission that such an easement has already been recorded. Contact the Riverside County Economic Development Agency at (951) 955-9802 for additional information.

V. MEETING SUMMARY

The following staff presented the subject proposal:

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

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

VI. ALUC COMMISSION ACTION

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

VII. CD

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

ITEM 3.1: TIME: 9:12 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 13, 2016
RIVERSIDE MEETING**

- I. **AGENDA ITEM 3.2: ZAP1064BD16 – Shadow Hills RV Resort (Representative: Coachella Valley Engineers)** – City of Indio Planning Case No. CUP 16-1-1012 (Conditional Use Permit). The applicant is proposing to modify and expand the operation of the existing Shadow Hills RV Resort and establish guidelines for special events that temporarily allow additional RV camping and tent campsites on 14 acres. The project site is located westerly of Jefferson Street and northerly of Varner Road. (Airport Compatibility Zone D of the Bermuda Dunes Airport Influence Area).

II. **MAJOR ISSUES**

The existing RV resort was established prior to the adoption of the Bermuda Dunes ALUCP and qualifies as a pre-existing use. The applicant is proposing to utilize 4 acres of an adjacent property for temporary usage during events. Should the expansion be approved, 4 acres of land would remain vacant for most of the year. However, during special events (which may ultimately be up to 50 days per year, generally not more than five consecutive days), this 4-acre area would be used for temporary RV spaces or tents. During these special events, a combination of up to 700 camping tents and 259 RV spaces could result in exceedance of Compatibility Zone D single-acre intensity limits if not dispersed. In order for the project to be consistent, a condition has been applied to ensure that the tents are dispersed so as not to exceed the single acre criterion.

In addition, staff received a comment letter dated September 28, 2016, from the property owner of the adjacent 4 acre expansion property, Joseph Tennant of Jefferson Desert St. Property, LLC. This entity is proposing to develop a business park on its acreage (including the 4-acre area in question) and is requesting that the 4-acre area be deleted from ALUC's action on this project. He also provided a copy of a notice issued to Shadow Hills RV Resort on June 2, 2016, requesting vacation of the leased property within 90 days. The applicant contends that this notice is not consistent with the terms of his lease.

III. **STAFF RECOMMENDATION**

Staff is requesting additional time to look into the issues raised by Jefferson Desert St. Property, LLC, and, therefore, recommends that the Commission CONTINUE consideration of the matter to its November 10, 2016, public hearing agenda.

**STAFF RECOMMENDED AT HEARING
CONSISTENT**

IV. **PROJECT DESCRIPTION**

The applicant proposes to modify and expand the operation of the existing Shadow Hills RV Resort and establish guidelines for special events that would allow additional RV camping on an adjacent 4-acre area and provision for up to 700 tents within the 14-acre area. The applicant is proposing to increase the number of permanent RV spaces from 124 to 135 on the existing 10 acre parcel, provide for an additional 124 spaces on a temporary basis (during special events) located on the adjacent 4 acre parcel to the west, resulting in a total 259 spaces, and allow up to 700 camping tents onsite during major special events to occur up to 50 days per year. The project is divided into two portions: the existing RV park located on a 10 acre parcel, and an adjacent 4 acre parcel which will be used as temporary RV spaces during major special events. The existing RV park currently contains 124 permanent RV spaces. The applicant proposes to add 11 permanent RV spaces. The applicant is also proposing that 700 camping tents be allowed onsite during major special events. (Tent spaces are 300 square feet in area [10 feet by 30 feet] and includes vehicle parking area for the tent campers.) The applicant proposes to have 124 temporary RV spaces on the adjacent 4 acre parcel during special events. In total, there will be some combination of up to 259 RV spaces and up to 700 camping tents during peak time occupancy, but the maximum levels of each would not occur simultaneously, and a maximum occupancy of 1,250 persons as conditioned by the City of Indio.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 13, 2016
RIVERSIDE MEETING**

V. MEETING SUMMARY

The following staff presented the subject proposal:

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

The following spoke neither for or against the project, but added information to the decision making process:

David Turner, Other Interested Person, 40-655 Jefferson Street, Indio, CA

No one spoke in favor or opposition to the project

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 **CONTINUED** the project to November 10, 2016 by the applicant's request.

VII. CD

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

ITEM 3.2: TIME: 9:15 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 13, 2016
RIVERSIDE MEETING**

I. 4.0 ADMINISTRATIVE ITEMS

4.1 Director's Approval – Information Only

4.2 Specific Delegation of Authority: Amendment to City of Riverside General Plan and Sycamore Canyon Business Park Specific Plan

Adriana Castillo representing Hillwood requested that the Commission delegate authority to have their case reviewed by the ALUC Director and staff. The ALUC Commission by a vote of 7-0 granted the delegation of authority to the ALUC Director.

II. 5.0 APPROVAL OF MINUTES

The ALUC Commission by a vote of 6-0 approved the September 8, 2016 minutes. Abstain: Richard Stewart, alternate for Rod Ballance

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

John Guerin, ALUC staff informed the Commission that the Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP) is progressing and will be coming to the Commission for hearings before the end of this year. Prior to that an additional Stakeholders meeting is tentatively set for Tuesday, October 25 at 3:30 pm. It is anticipated that a presentation will take place at the November 10 Commission meeting, and a public hearing on December 8. Chairman Housman advised that he would like three Commissioners attend the meeting if possible. Commissioner Holmes volunteered to attend the Stakeholders meeting.

IV. 7.0 COMMISSIONER'S COMMENTS

Chairman Housman informed the Commission that the December 8 Commission meeting will be at the Eastern Municipal Water District in Perris.

V. 8.0 ADJOURNMENT

Chairman Housman adjourned the meeting at 9:57 A.M.

VI. CD

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

ITEM 4.0: TIME: 9:46 A.M.