RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	3.1
HEARING DATE:	June 13, 2024
CASE NUMBER:	ZAP1077HR24 – Newland Development Group (Representative: EPD Solutions)
APPROVING JURISDICTION:	City of Hemet
JURISDICTION CASE NO:	GPA22-003 (General Plan Amendment), CUP22-006 (Conditional Use Permit)
LAND USE PLAN:	2017 Hemet-Ryan Airport Land Use Compatibility Plan
Airport Influence Area:	Hemet-Ryan Airport
Land Use Policy:	Zone E
Noise Levels :	Below 55 CNEL contour
MAJOR ISSUES:	None

RECOMMENDATION: Staff recommends that the Commission find the proposed the General Plan Amendment CONSISTENT with the 2017 Hemet-Ryan Airport Land Use Compatibility Plan, and also find the Conditional Use Permit CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to construct two industrial buildings totaling 1,192,418 square feet on 72.95 acres. The applicant also proposes amending the sites General Plan Land Use designation from Mixed Use (MU) to Business Park (B-P).

PROJECT LOCATION: The proposed project is located on the southeast corner of Simpson Road and El Fuego Road, approximately 9,300 feet southerly of the westerly terminus of Runway 5-23 at Hemet-Ryan Airport.

BACKGROUND:

Non-Residential Intensity: The site is located within Compatibility Zone E, where non-residential intensity is not restricted.

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

Noise: The Hemet-Ryan Airport Land Use Compatibility Plan depicts the site as being located below the 55 CNEL contour range from aircraft noise. Therefore, no special measures to mitigate

aircraft noise are required at this location.

Part 77: The elevation of Hemet-Ryan Airport's Runway 5-23 at its southwesterly terminus is 1,499 feet above mean sea level (AMSL). At a distance of 9,300 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,592 feet AMSL. The project's site elevation is 1,504 feet AMSL and proposes a maximum building height of 52 feet, resulting in a top point elevation of 1,556 feet AMSL. Therefore, review of the buildings by the FAAOES was not required.

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The project is located 9,300 feet from the runway, and therefore would be subject to the above requirement.

The project includes a 58,000 square feet of infiltration basins. Pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, which is the basis of the brochure titled "Airports, Wildlife and Stormwater Management", such basins are allowed in Zone D provided that the basin has a 48-hour drawdown and that proposed landscaping does not attract hazardous wildlife. The project has been conditioned to be consistent with the basin criteria (as well as providing 48-hour draw down of the basin).

Open Area: Pursuant to the Hemet-Ryan Airport Land Use Compatibility Plan, projects 10 acres or larger are required to designate project area as ALUC qualifying open area that could potentially serve as emergency landing areas. Although the project is 72.95 acres, the project site is located within Compatibility Zone E, where ALUC open area is not required.

General Plan Amendment: The applicant proposes to change the sites General Plan Land Use designation from Mixed Use (MU) to Business Park (B-P). The amendments would be as, or more consistent with the Compatibility Plan as the underlying compatibility zone does not restrict non-residential intensity.

CONDITIONS:

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

2. The following uses shall be prohibited:

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

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

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

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

(e) Highly noise-sensitive nonresidential uses.

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

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

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

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

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

5. The project has been evaluated to construct two industrial buildings totaling 1,192,418 square feet. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.

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NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

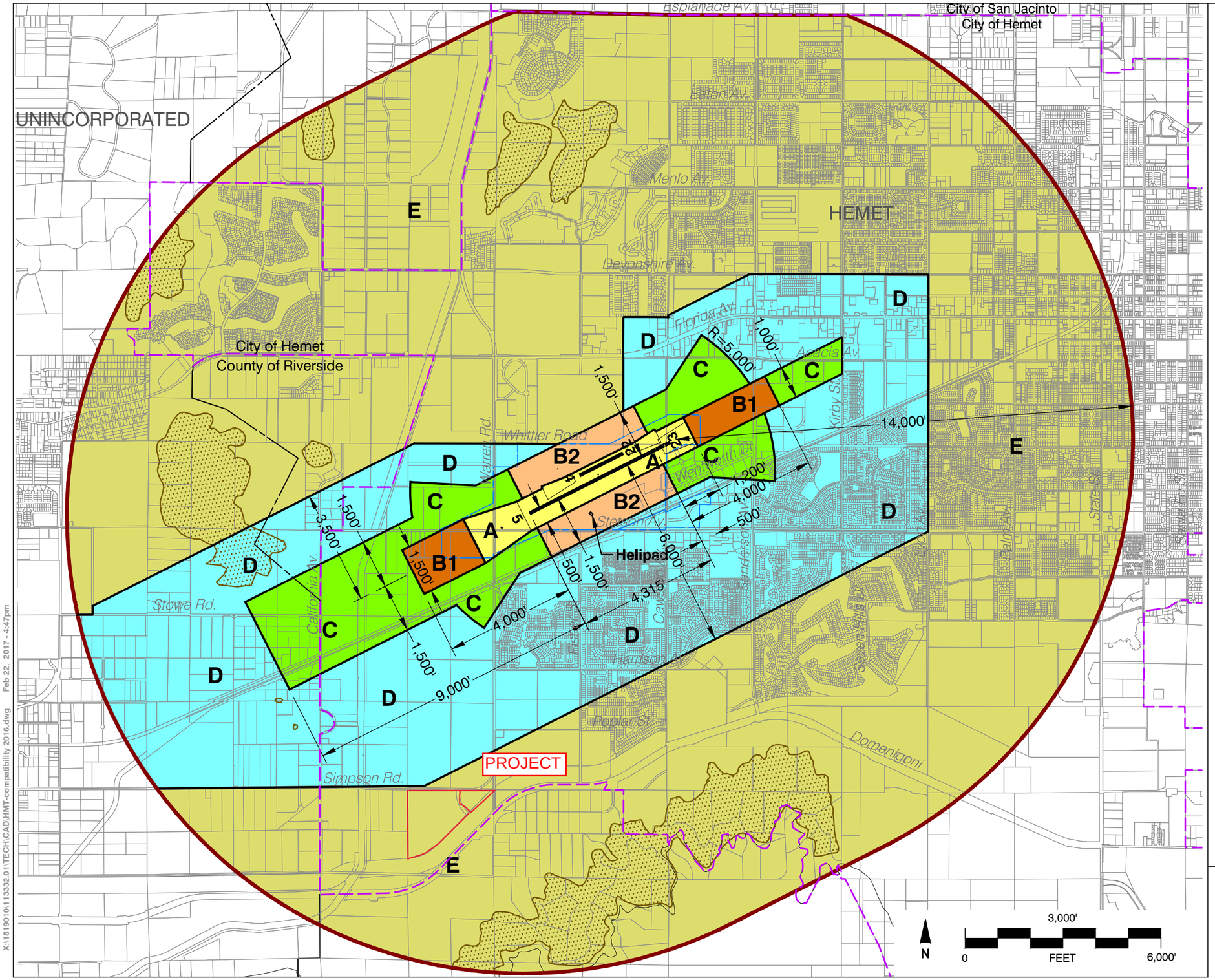
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits
- City Sphere of Influence

Note

Airport Influence Area boundary measured from a point 200 feet beyond ends of proposed future 4,815 foot runway in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from ends and centerlines of existing 4,315 foot runway.

Riverside County
Airport Land Use Commission

Hemet-Ryan Airport
Land Use Compatibility Plan

(Adopted February 9, 2017)

Map HR-1

Compatibility Map

Hemet-Ryan Airport

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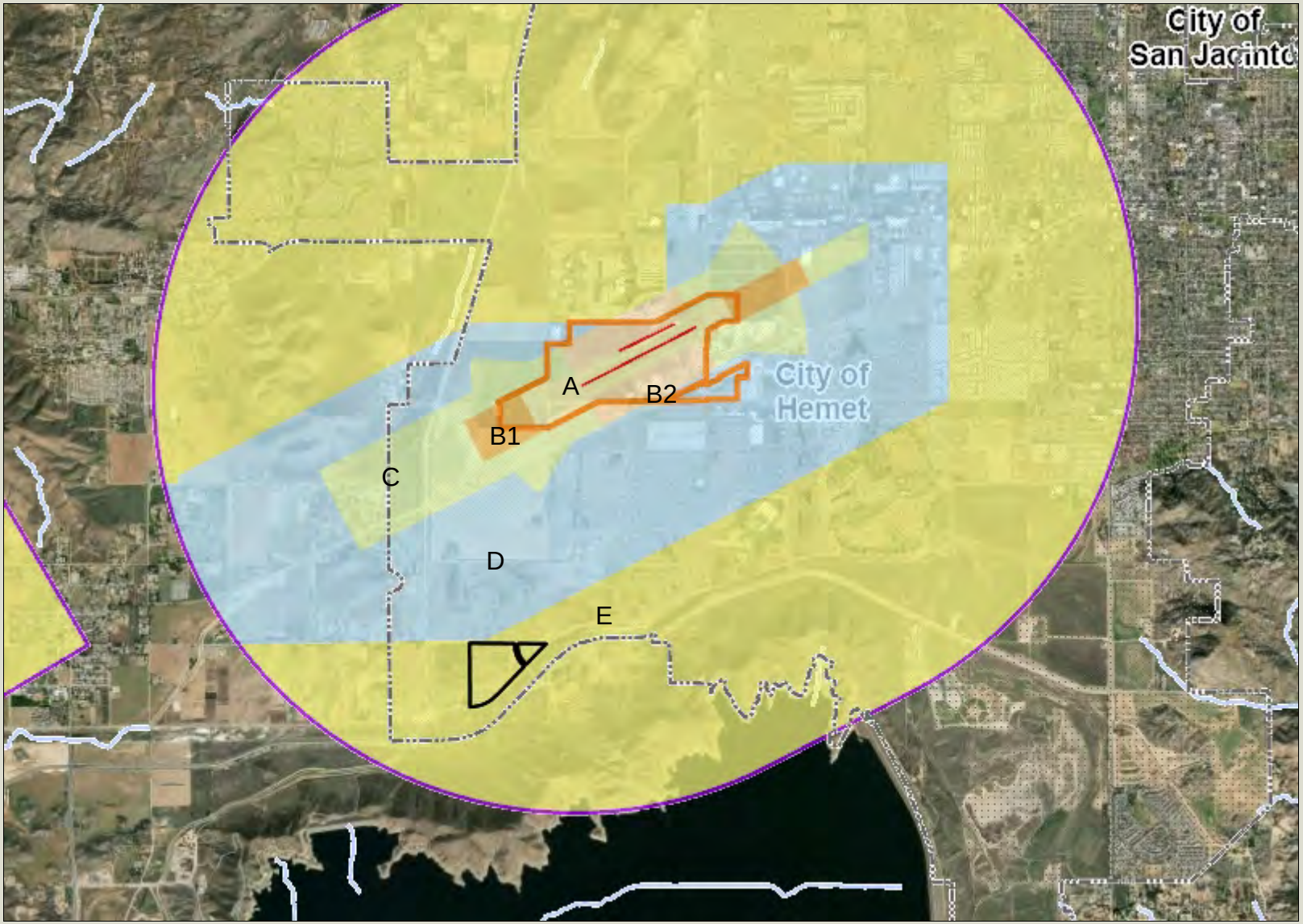
Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 6,157 12,314 Feet

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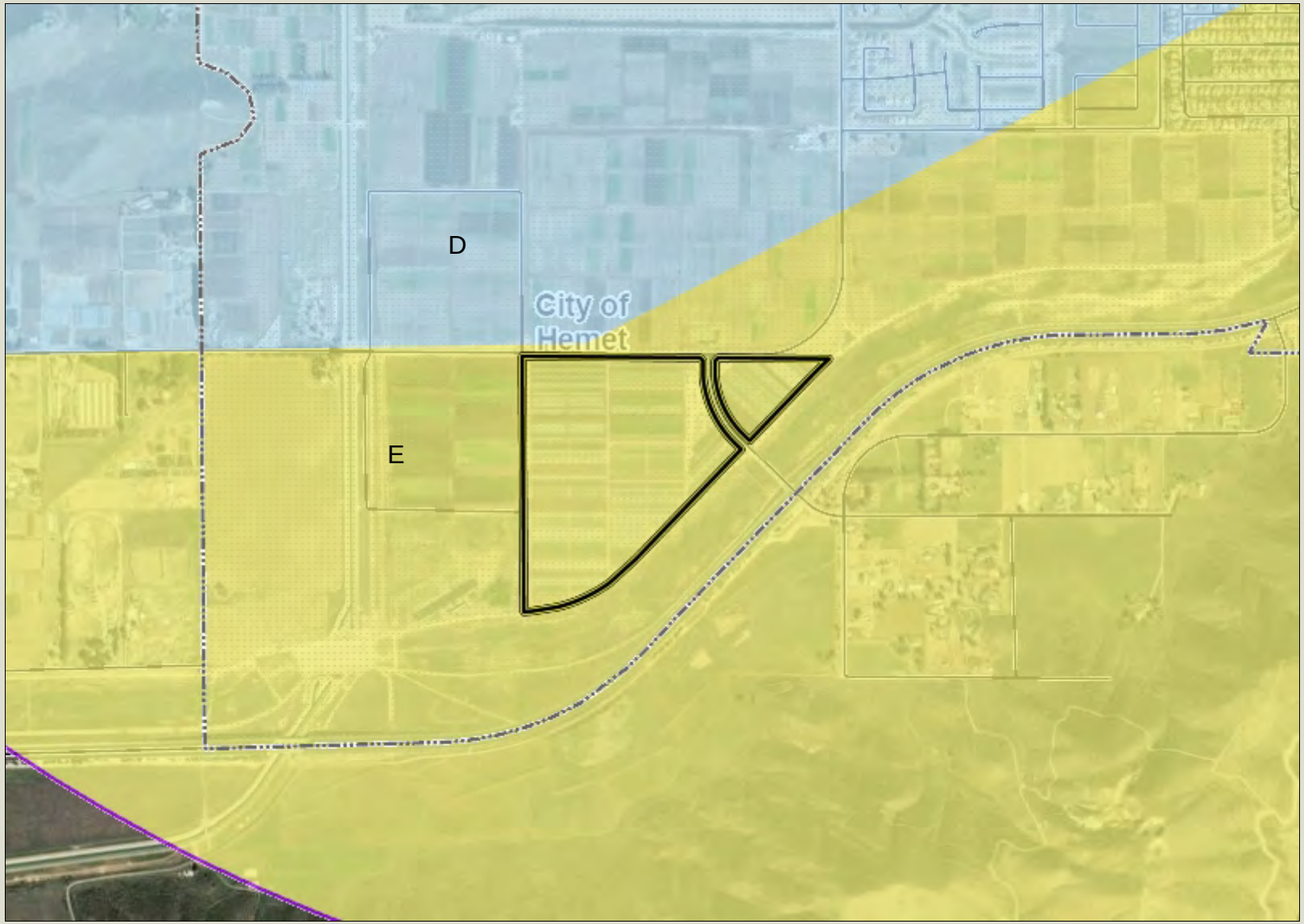

Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 1,539 3,079 Feet

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Notes

Map My County Map

Legend

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

0 770 1,539 Feet

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0 12,314 24,629 Feet

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Map My County Map

Legend

- County Boundary
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- City Areas
- World Street Map

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0 3,079 6,157 Feet

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Map My County Map

Legend

- County Boundary
- City Boundaries
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0 770 1,539 Feet

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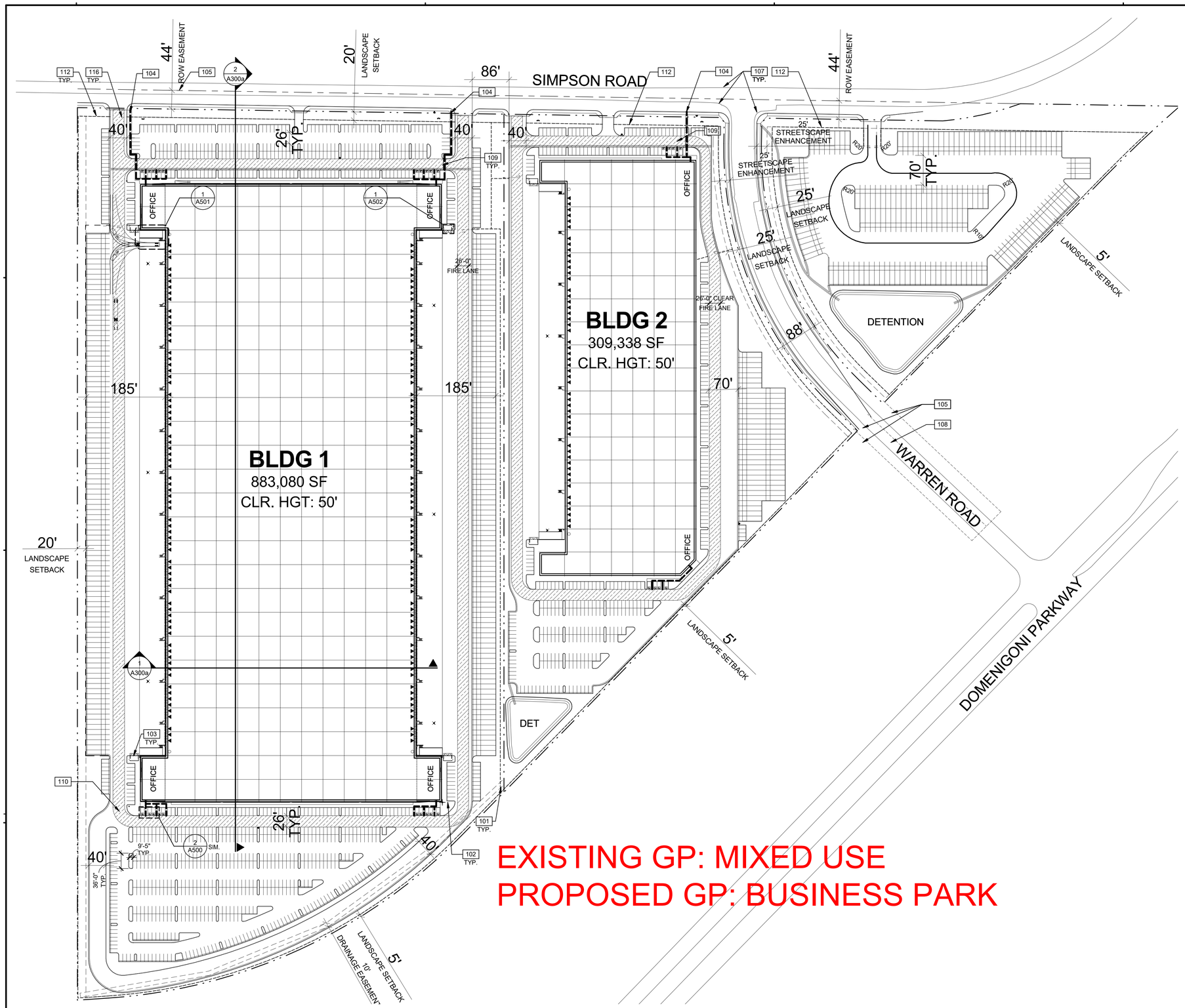

1"=110'-0"

0 55' 110' 220' 440'

SITE PLAN

SCALE: 1" = 110'-0"

1

N

KEYNOTES:

SEE SHEET A010 FOR GENERAL NOTES

101	PROPERTY LINE.
102	PROPOSED FIRE HYDRANT.
103	PROPOSED TRASH ENCLOSURE.
104	PROPOSED PEDESTRIAN ACCESS.
105	EXISTING EASEMENTS. REFER TO CIVIL.
107	EXISTING SITE CURBS. REFER TO CIVIL.
108	ROAD CENTERLINE.
109	PROPOSED PEDESTRIAN CROSSWALK.
110	PROPOSED FIRE ACCESS LANE.
112	PROPOSED 8'-0" WROUGHT IRON FENCE LINE.
116	PROPOSED 8'-0" SLIDING WROUGHT IRON GATE.

PROPOSED 6'-0" TALL SCREEN WALL

PROPOSED 8'-0" WROUGHT IRON FENCE

ADA PATH OF TRAVEL

FIRE LANE (HATCHED)

FIRE HYDRANT

PROJECT DATA:

SITE 1 AREA:		
GROSS:		45.29 AC
		1,972,676 SF
R.O.W. DEDICATION:		47,976 SF
NET:		44.19 AC.
		1,924,700 SF
BUILDING FOOTPRINT:		883,080 SF
BUILDING USE:		
WAREHOUSE		838,926 SF
OFFICE	@5%	44,154 SF
COVERAGE:		
GROSS:		47%
NET:		48%
PARKING REQUIRED:		
WAREHOUSE	1/1000 SF	839 STALLS
OFFICE	1/250 SF	177 STALLS
TOTAL		1,015 STALLS
PARKING PROVIDED:		
AUTO:		947 STALLS
		@1.08/1000 SF
REQ. ACCESSIBLE		20 STALLS
TRAILER:		204 STALLS
TRUCK DOCKS:		
DOCK-HIGH DOORS		144
GRADE-LEVEL DOORS		4
SITE 2 AREA:		
GROSS:		18.73 AC
		815,851 SF
DETENTION:	@5%	42,523 SF
R.O.W. DEDICATION:		34,926 SF
NET:		16.95 AC
		738,401 SF
BUILDING FOOTPRINT:		309,338 SF
BUILDING USE:		
WAREHOUSE		293,871 SF
OFFICE	@5%	15,467 SF
COVERAGE:		
GROSS:		38%
NET:		42%
PARKING REQUIRED:		
WAREHOUSE	1/1000 SF	294 STALLS
OFFICE	1/250 SF	62 STALLS
TOTAL		356 STALLS
PARKING PROVIDED:		
AUTO:		342 STALLS
		@1.10/1000 SF
REQ. ACCESSIBLE		8 STALLS
TRAILER:		55 STALLS
TRUCK DOCKS:		
DOCK-HIGH DOORS		52
GRADE-LEVEL DOORS		2
SITE 3 AREA:		
GROSS:		8.93 AC
		388,902 SF
DETENTION:	@16%	64,078 SF
R.O.W. DEDICATION:		56,031 SF
NET:		6.17 AC
		268,793 SF
PARKING PROVIDED:		
TRAILER:		160 STALLS

DEVELOPMENT STANDARDS:

ZONING:	B-P
MAX. F.A.R.:	0.60
MAX. COVERAGE:	65%
MAX. BLDG. HT.:	55 FT
BUILDING SETBACKS:	
FRONT:	20 FT
SIDE:	0 FT[1]
REAR:	0 FT[2]
LANDSCAPE SETBACKS:	
FRONT:	20 FT
SIDE:	0 FT[1]
REAR:	0 FT[2]
LANDSCAPE REQ.:	10%[4]
OFF-STREET PARKING:	
STANDARD:	9x18[5]
DRIVE AISLE:	25 FT
OVERHANG:	2 FT
TREE WELL:	5 FT
REQ. PARKING RATIO BY USE:	
WAREHOUSE:	1/1000 SF[1]
MANUF:	1/500 SF
OFFICE:	1/250 SF

NOTES:

1 CUP REQUIRED FOR WAREHOUSES LARGER THAN 400,000 SF.

2 ADJACENT TO AN ALLEY OR LOCAL STREET - 10 FEET
ADJACENT TO A SECONDARY STREET - 15 FEET
ADJACENT TO RESIDENTIAL ZONE - 30 FEET
NOT ADJACENT TO AN ALLY OR STREET OR RESIDENTIAL ZONE - 0 FEET

3 INTERIOR SIDE YARD - 0 FEET
STREET SIDE AND CORNER - 25 FEET
ADJACENT TO RESIDENTIAL ZONE - 30 FEET

4 10% OF PARKING AREA.

5 END SPACES TO BE 10x18

WARE MALCOMB

10 Edelman
Irvine, CA 92618
P 949.660.9128

ARCHITECTURE CIVIL ENGINEERING
PLANNING BRANDING
INTERIORS BUILDING MEASUREMENT

NEWLAND SIMPSON ROAD
HEMET, CA

SITE PLAN

DATE	REMARKS
2022-11-04	PLANNING SUBMITTAL

PA/PM:	C. ADAMS
DRAWN BY.:	N.K.
JOB NO.:	IRV21-0204-00

SHEET

A100

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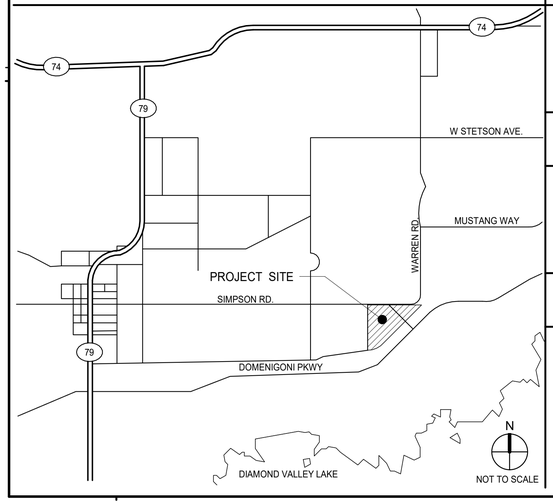
NEWLAND SIMPSON ROAD BUILDINGS 1 & 2

HEMET, CA

VICINITY MAP



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RPM ENGINNERS
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PH: (714) 743-7915
EMAIL: cnolan@cox.net

SHEET INDEX

ARCHITECTURAL

G010	TITLE SHEET
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A101	MASTER CIRCULATION PLAN
A102	MASTER FENCE AND WALL PLAN
A120a	B1 - FIRST FLOOR PLAN
A190a	B1 - ROOF PLAN
A210a	B1 - EXTERIOR ELEVATIONS
A300a	B1 - BUILDING SECTIONS
A120b	B2 - FIRST FLOOR PLAN
A190b	B2 - ROOF PLAN
A210b	B2 - EXTERIOR ELEVATIONS
A300b	B2 - BUILDING SECTIONS
A400	3D ILLUSTRATION
A500	SITE DETAILS
A501	SITE DETAILS
A502	TRASH ENCLOSURE DETAILS

ARCHITECTURAL SHEET COUNT: 16

ELECTRICAL

FC-1.0	SITE PHOTOMETRIC PLAN BLDG. 1
FC-1.1	SITE PHOTOMETRIC PLAN BLDG. 1
FC-1.2	SITE PHOTOMETRIC PLAN BLDG. 2
FC-1.3	SITE PHOTOMETRIC PLAN BLDG. 2

ELECTRICAL SHEET COUNT: 4

LANDSCAPE

L1.1	PRELIMINARY LANDSCAPE PLAN
L1.2	TREE PHOTOS

LANDSCAPE SHEET COUNT: 2

CIVIL

C01	PRELIMINARY OVERALL GRADING PLAN
C02	PRELIMINARY GRADING PLAN
C03	PRELIMINARY GRADING PLAN
C04	PRELIMINARY GRADING PLAN
C05	PRELIMINARY GRADING PLAN
C06	PRELIMINARY GRADING PLAN
C07	PRELIMINARY GRADING PLAN
C08	PRELIMINARY GRADING PLAN
C09	PRELIMINARY GRADING PLAN
C10	PRELIMINARY GRADING PLAN
C11	PRELIMINARY GRADING PLAN
C12	PRELIMINARY SITE SECTION
C13	PRELIMINARY SITE SECTION
C14	PRELIMINARY SITE SECTION
C15	PRELIMINARY SITE SECTION
C16	PRELIMINARY SITE SECTION
C17	PRELIMINARY UTILITY PLAN
C18	PRELIMINARY UTILITY PLAN
C19	PRELIMINARY UTILITY PLAN
C20	----
C21	----
C22	WQMP DETAILS
C23	WQMP DETAILS
C24	WQMP DETAILS
C25	WQMP DETAILS
C26	WQMP DETAILS

CIVIL SHEET COUNT: 26

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ARCHITECTURE CIVIL ENGINEERING
PLANNING BRANDING
INTERIORS BUILDING MEASUREMENT

NEWLAND SIMPSON ROAD
HEMET, CA

TITLE SHEET

DATE	REMARKS
2022-11-04	PLANNING SUBMITTAL

PA/PM:	C. ADAMS
DRAWN BY.:	N.K.
JOB NO.:	IRV21-0204-00

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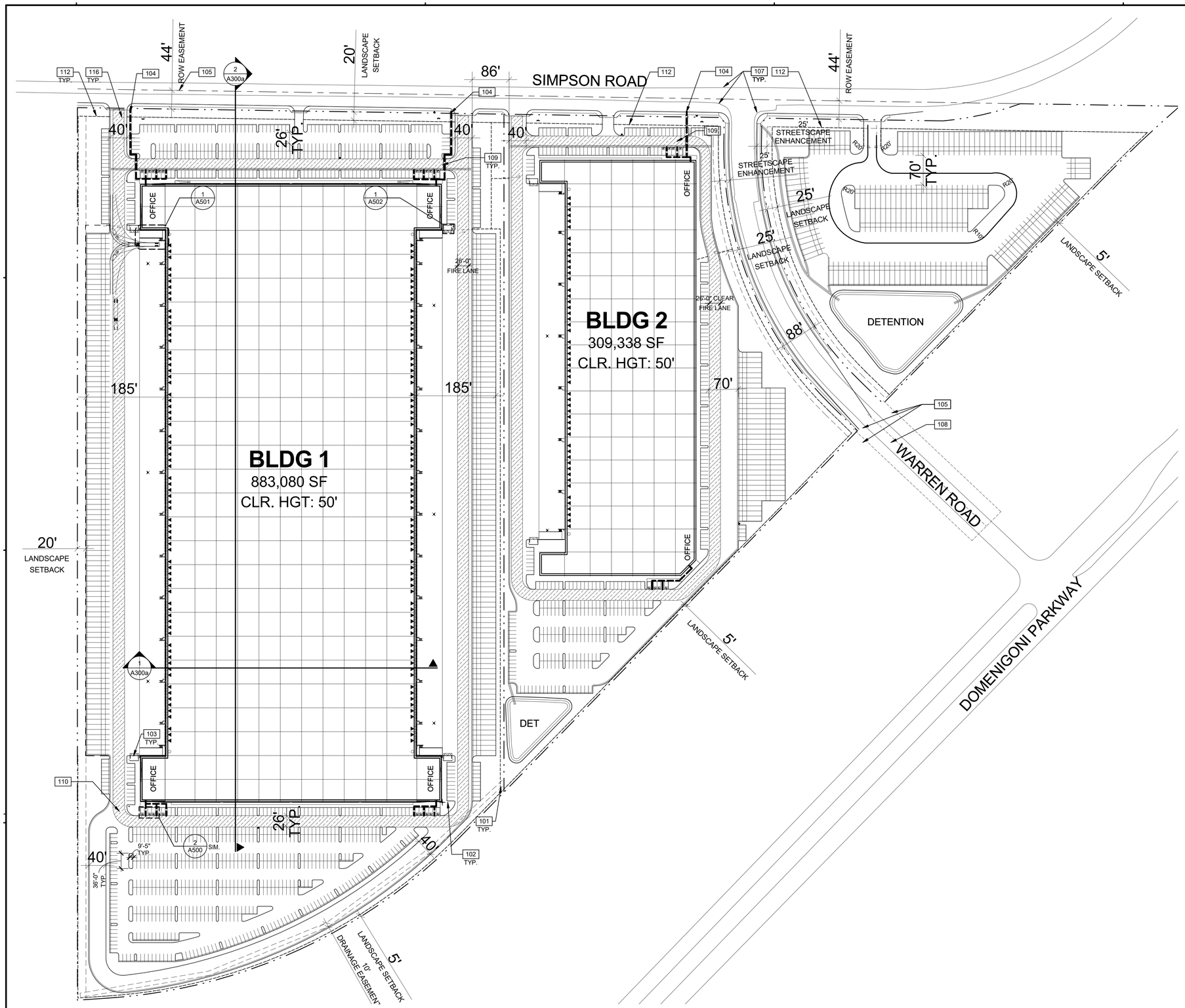

1"=110'-0"

0 55' 110' 220' 440'

SITE PLAN

SCALE: 1" = 110'-0"

1

N

KEYNOTES:

SEE SHEET A010 FOR GENERAL NOTES

101	PROPERTY LINE.
102	PROPOSED FIRE HYDRANT.
103	PROPOSED TRASH ENCLOSURE.
104	PROPOSED PEDESTRIAN ACCESS.
105	EXISTING EASEMENTS. REFER TO CIVIL.
107	EXISTING SITE CURBS. REFER TO CIVIL.
108	ROAD CENTERLINE.
109	PROPOSED PEDESTRIAN CROSSWALK.
110	PROPOSED FIRE ACCESS LANE.
112	PROPOSED 8'-0" WROUGHT IRON FENCE LINE.
116	PROPOSED 8'-0" SLIDING WROUGHT IRON GATE.

PROPOSED 6'-0" TALL SCREEN WALL

PROPOSED 8'-0" WROUGHT IRON FENCE

ADA PATH OF TRAVEL

FIRE LANE (HATCHED)

FIRE HYDRANT

PROJECT DATA:

SITE 1 AREA:		
GROSS:		45.29 AC
		1,972,676 SF
R.O.W. DEDICATION:		47,976 SF
NET:		44.19 AC.
		1,924,700 SF
BUILDING FOOTPRINT:		883,080 SF
BUILDING USE:		
WAREHOUSE		838,926 SF
OFFICE	@5%	44,154 SF
COVERAGE:		
GROSS:		47%
NET:		48%
PARKING REQUIRED:		
WAREHOUSE	1/1000 SF	839 STALLS
OFFICE	1/250 SF	177 STALLS
TOTAL		1,015 STALLS
PARKING PROVIDED:		
AUTO:		947 STALLS
		@1.08/1000 SF
REQ. ACCESSIBLE		20 STALLS
TRAILER:		204 STALLS
TRUCK DOCKS:		
DOCK-HIGH DOORS		144
GRADE-LEVEL DOORS		4
SITE 2 AREA:		
GROSS:		18.73 AC
		815,851 SF
DETENTION:	@5%	42,523 SF
R.O.W. DEDICATION:		34,926 SF
NET:		16.95 AC
		738,401 SF
BUILDING FOOTPRINT:		309,338 SF
BUILDING USE:		
WAREHOUSE		293,871 SF
OFFICE	@5%	15,467 SF
COVERAGE:		
GROSS:		38%
NET:		42%
PARKING REQUIRED:		
WAREHOUSE	1/1000 SF	294 STALLS
OFFICE	1/250 SF	62 STALLS
TOTAL		356 STALLS
PARKING PROVIDED:		
AUTO:		342 STALLS
		@1.10/1000 SF
REQ. ACCESSIBLE		8 STALLS
TRAILER:		55 STALLS
TRUCK DOCKS:		
DOCK-HIGH DOORS		52
GRADE-LEVEL DOORS		2
SITE 3 AREA:		
GROSS:		8.93 AC
		388,902 SF
DETENTION:	@16%	64,078 SF
R.O.W. DEDICATION:		56,031 SF
NET:		6.17 AC
		268,793 SF
PARKING PROVIDED:		
TRAILER:		160 STALLS

DEVELOPMENT STANDARDS:

ZONING:	B-P
MAX. F.A.R.:	0.60
MAX. COVERAGE:	65%
MAX. BLDG. HT.:	55 FT
BUILDING SETBACKS:	
FRONT:	20 FT
SIDE:	0 FT[1]
REAR:	0 FT[2]
LANDSCAPE SETBACKS:	
FRONT:	20 FT
SIDE:	0 FT[1]
REAR:	0 FT[2]
LANDSCAPE REQ.:	10%[4]
OFF-STREET PARKING:	
STANDARD:	9x18[5]
DRIVE AISLE:	25 FT
OVERHANG:	2 FT
TREE WELL:	5 FT
REQ. PARKING RATIO BY USE:	
WAREHOUSE:	1/1000 SF[1]
MANUF:	1/500 SF
OFFICE:	1/250 SF

NOTES:

1 CUP REQUIRED FOR WAREHOUSES LARGER THAN 400,000 SF.

2 ADJACENT TO AN ALLEY OR LOCAL STREET - 10 FEET
ADJACENT TO A SECONDARY STREET - 15 FEET
ADJACENT TO RESIDENTIAL ZONE - 30 FEET
NOT ADJACENT TO AN ALLY OR STREET OR RESIDENTIAL ZONE - 0 FEET

3 INTERIOR SIDE YARD - 0 FEET
STREET SIDE AND CORNER - 25 FEET
ADJACENT TO RESIDENTIAL ZONE - 30 FEET

4 10% OF PARKING AREA.

5 END SPACES TO BE 10x18

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NEWLAND SIMPSON ROAD
HEMET, CA

SITE PLAN

DATE	REMARKS
2022-11-04	PLANNING SUBMITTAL

PA/PM:	C. ADAMS
DRAWN BY.:	N.K.
JOB NO.:	IRV21-0204-00

SHEET

A100

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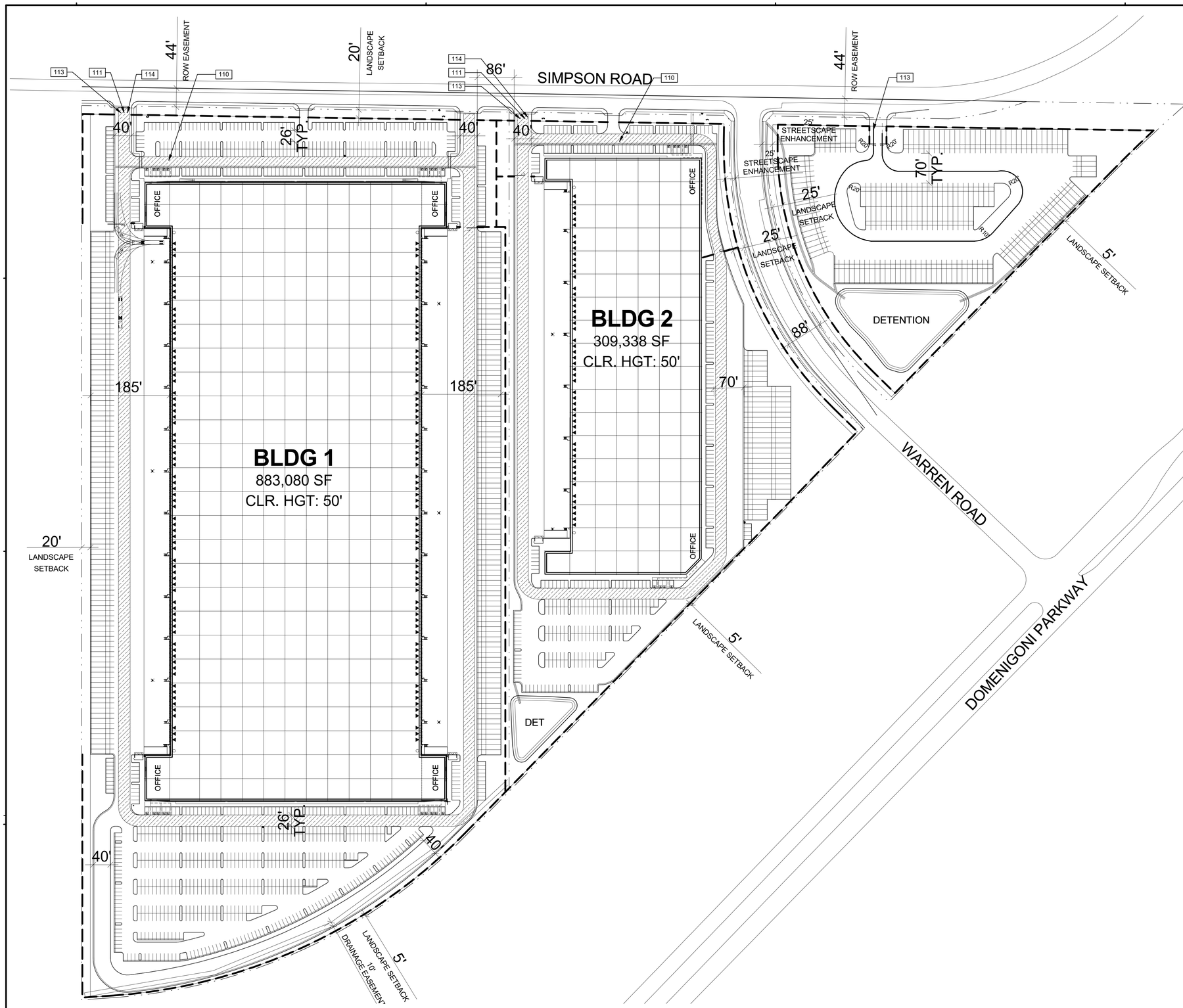

MASTER CIRCULATION PLAN

SCALE: 1" = 110'-0"

1

KEYNOTES: -

SEE SHEET A010 FOR GENERAL NOTES

110 PROPOSED FIRE ACCESS LANE.
111 PROPOSED TRASH TRUCK ROUTE.
113 PROPOSED LINE HAUL ROUTE.
114 PROPOSED VEHICLE ROUTES.

PROPOSED 6'-0" TALL SCREEN WALL
PROPOSED 8'-0" WROUGHT IRON FENCE
ADA PATH OF TRAVEL
FIRE LANE (HATCHED)
FIRE HYDRANT
LINE HAUL TRUCK ROUTE
VEHICLE ROUTE
TRASH TRUCK ROUTE

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MASTER CIRCULATION PLAN

DATE	REMARKS

PA/PM:	Approver
DRAWN BY.:	Author
JOB NO.:	IRV21-0204-00

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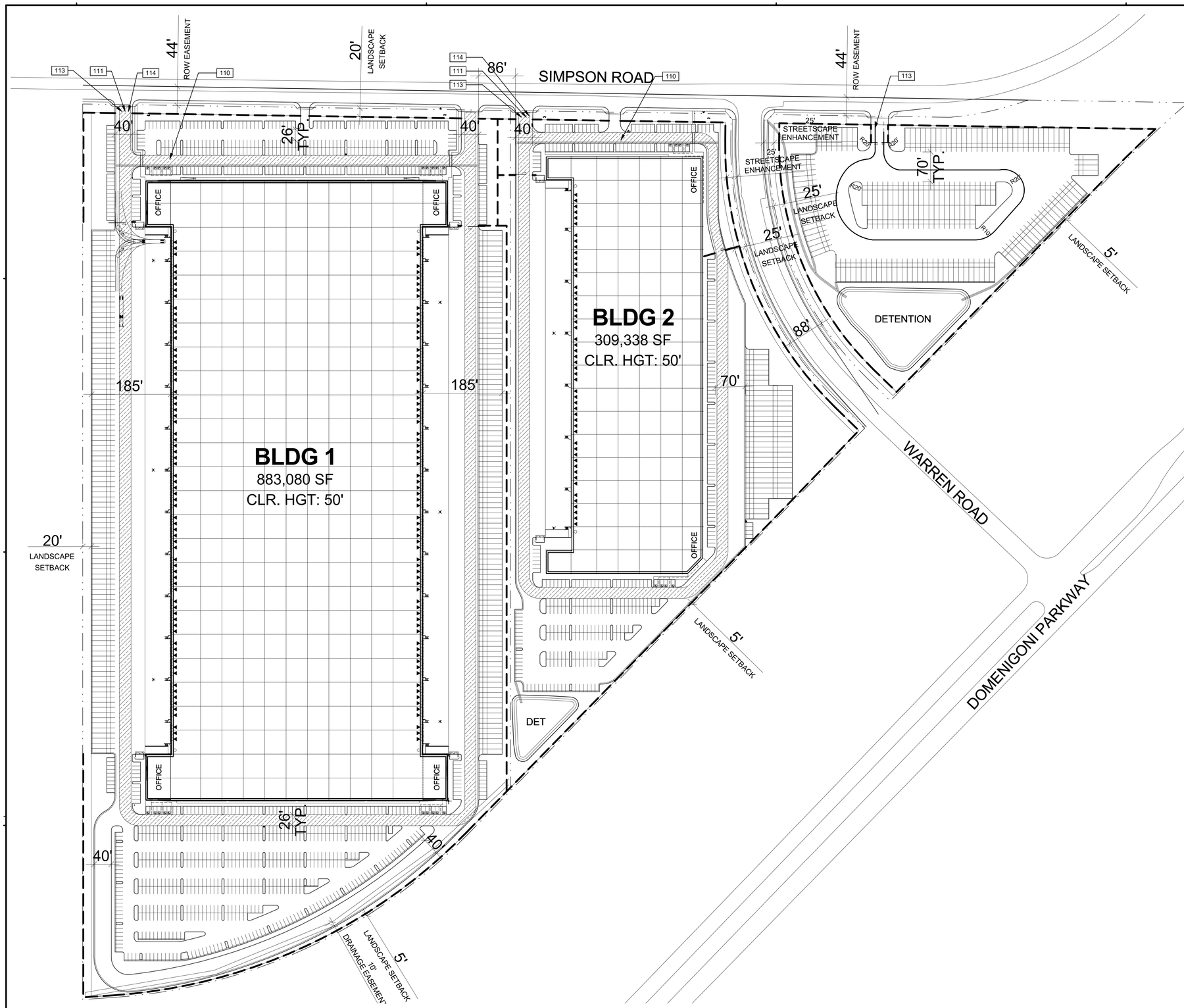

MASTER FENCE AND WALL PLAN - SCREENING PLAN (1)

SCALE: 1" = 110'-0"

KEYNOTES: -

SEE SHEET A010 FOR GENERAL NOTES

110 PROPOSED FIRE ACCESS LANE.
111 PROPOSED TRASH TRUCK ROUTE.
113 PROPOSED LINE HAUL ROUTE.
114 PROPOSED VEHICLE ROUTES.

PROPOSED 6'-0" TALL SCREEN WALL
PROPOSED 8'-0" WROUGHT IRON FENCE
ADA PATH OF TRAVEL
FIRE LANE (HATCHED)
FIRE HYDRANT
LINE HAUL TRUCK ROUTE
VEHICLE ROUTE
TRASH TRUCK ROUTE
MASTER FENCE AND WALL PLAN - SCREENING PLAN

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MASTER FENCE AND WALL PLAN

DATE	REMARKS

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A102

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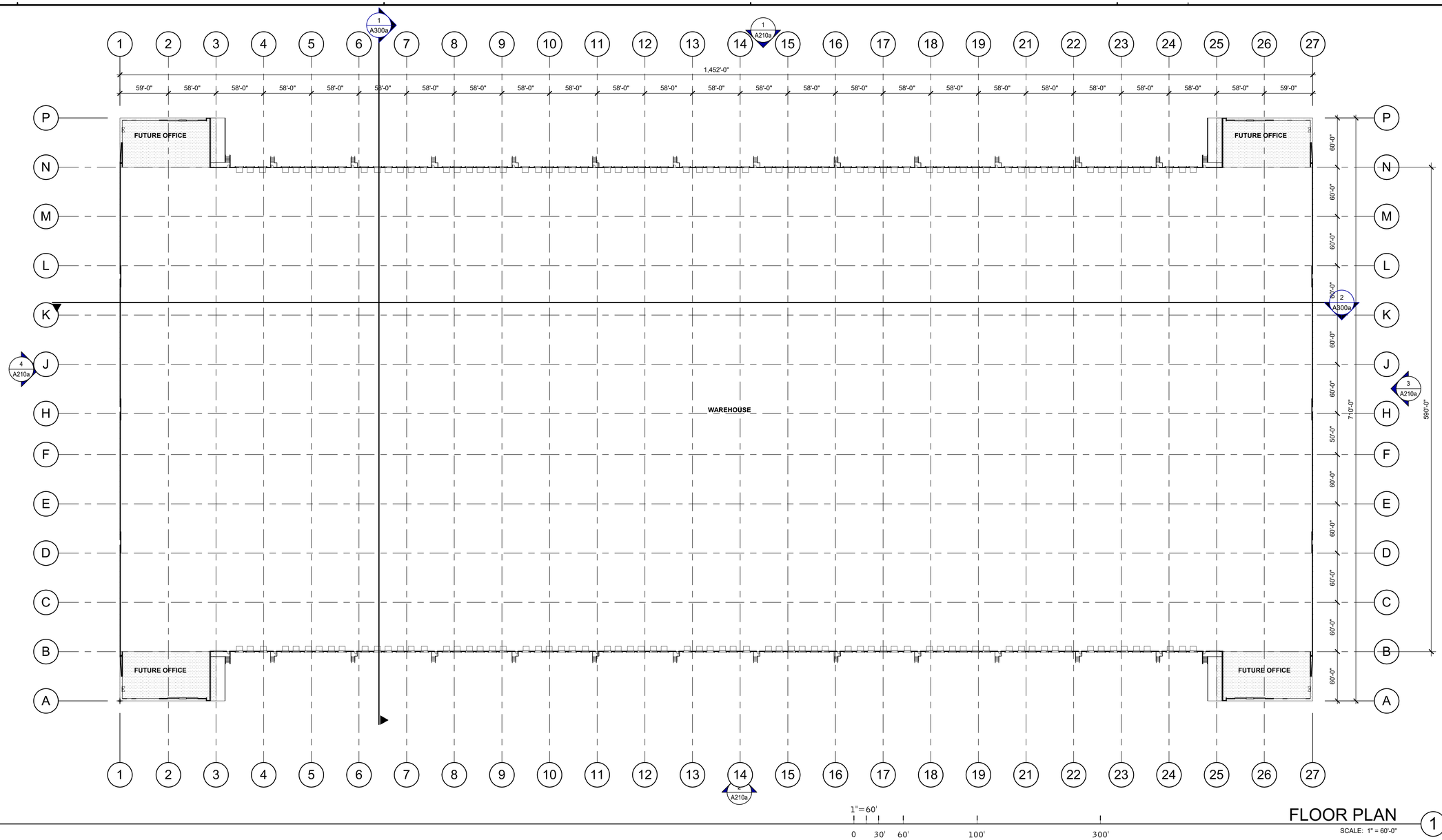
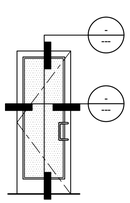


FLOOR PLAN

SCALE: 1" = 60'-0"

DOOR TYPES



SF1 3'-0" x 8'-0"
CLEAR ANOD. ALUM. STOREFRONT DOOR W/TEMPERED GLAZING (NARROW STILE)

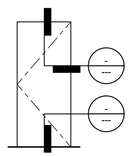
SF2 6'-0" x 8'-0" (PAIR)
CLEAR ANOD. ALUM. STOREFRONT DOOR W/TEMPERED GLAZING (NARROW STILE)

FRAME: MANUFACTURER

HARDWARE:

2 SETS	PIVOT SET
2 SETS	INTER PIVOT
1 EA	EXIT DEVICE
1 EA	MORTISE CYLINDER
2 SETS	OFFSET PULL
2 EA	OH CLOSER
1 EA	THRESHOLD
1 EA	DECAL

NOTE: WEATHERSEAL BY DOOR MANUFACTURER



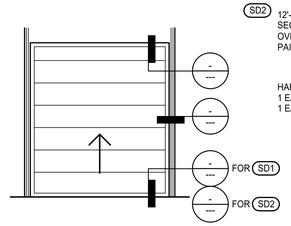
F1 3'-0" x 7'-0"
PAINTED INSULATED HOLLOW METAL DOOR

F1* 4'-0" x 7'-0"
PAINTED INSULATED HOLLOW METAL DOOR

FRAME: PAINTED HOLLOW METAL

HARDWARE:

3 EA	HINGES
1 EA	EXIT DEVICE
1 EA	CYLINDER
1 EA	CLOSER
1 EA	PERIMETER SEAL
1 EA	BOTTOM DRIP
1 EA	THRESHOLD
1 EA	LOCK GUARD
1 EA	HVY DUTY FLOOR STOP



SD1 9'-0" x 10'-0"
DOCK HIGH SECTIONAL VERTICAL LIFT OVERHEAD DOOR W/ FACTORY PAINTED FINISH.

SD2 12'-0" x 14'-0"
SECTIONAL VERTICAL LIFT OVERHEAD DOOR W/ FACTORY PAINTED FINISH

HARDWARE:

1 EA	SLIDE BOLT
1 EA	PAD LOCK

DOOR NOTES

BUTT HINGES:
SOSS - STANDARD WEIGHT, PLAIN BEARING, STEEL HINGES OR APPROVED EQUAL.
ALL EXTERIOR OUTSWING DOOR BUTTS SHALL BE MADE OF NON-FERROUS MATERIAL AND SHALL HAVE STAINLESS STEEL HINGE PINS.

VON DUPRIN 99 SERIES PANIC DEVICE OR APPROVED EQUAL
CLOSING DEVICES: NORTON 8500 BF SERIES OR APPROVED EQUAL
STOPS: TRIMCO W1200 SERIES DOOR STOP
SLIDE BOLT AND PAD LOCK: INSTALL SLIDE BOLT ABOVE LEVEL OF DOOR GUARD

WALL LEGEND

- CONCRETE WALL
- CONCRETE WALL WITH FURRING
- CONCRETE MASONRY WALL
- EXTERIOR PLASTER FINISH OVER METAL STUD WALL
- EXTERIOR ALUMINUM COMPOSITE METAL PANEL OVER METAL STUD WALL
- 1HR FIRE-RESISTANCE RATED
- INTERIOR NON-RATED PARTITION

LEGEND

PROPOSED FUTURE OFFICE AREA

KEYNOTES: -

SEE SHEET A010 FOR GENERAL NOTES

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B1 - FIRST FLOOR PLAN

DATE	REMARKS
2022-11-04	PLANNING SUBMITTAL

PA/PM:	C. ADAMS
DRAWN BY.:	N.K.
JOB NO.:	IRV21-0204-00

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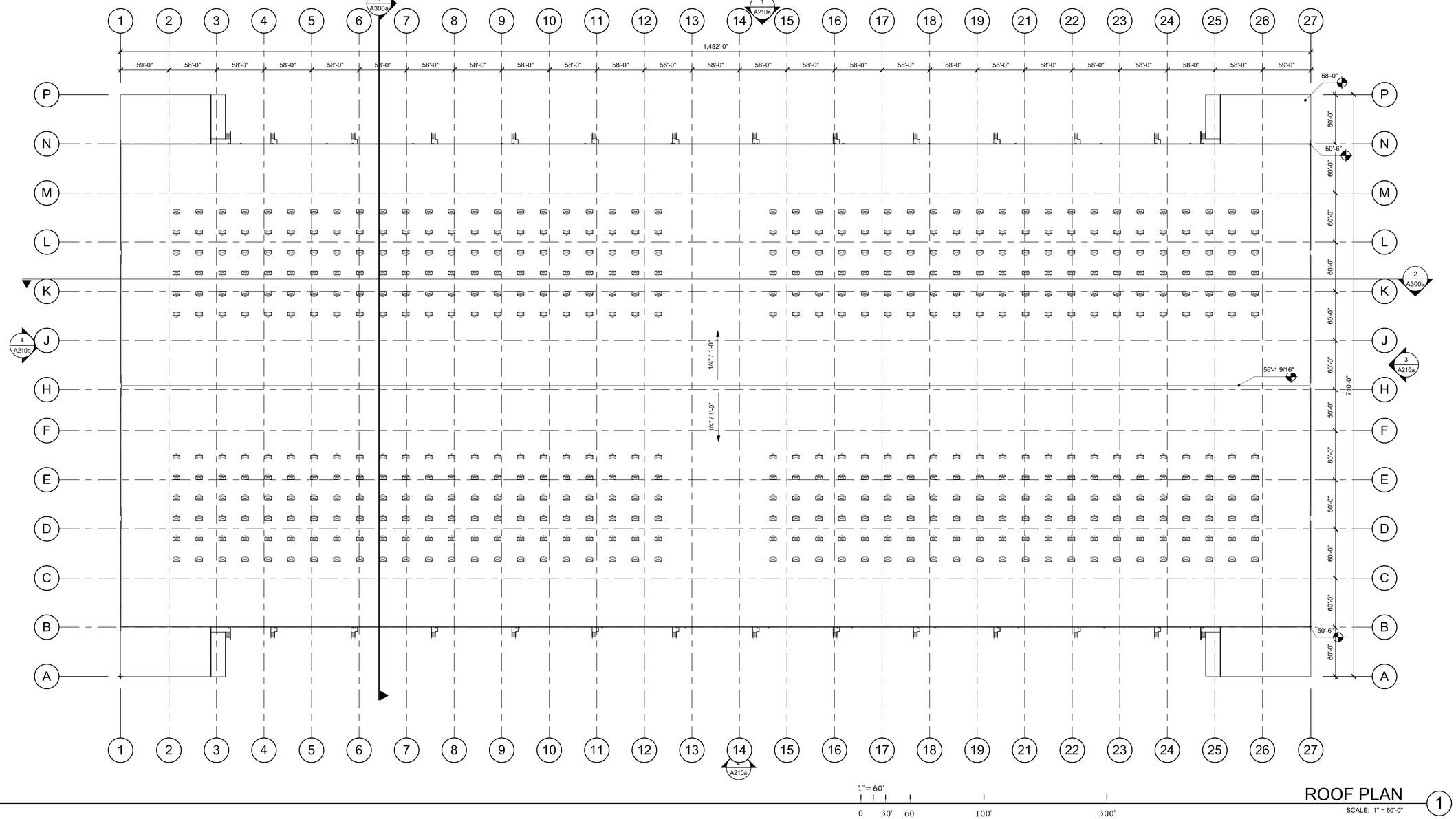

ROOF PLAN 1

SCALE: 1" = 60'-0"

CALCULATIONS

SKYLIGHTS:

SKYLIGHT SIZE: 48"x96"=32 S.F.

$$\frac{\text{(WAREHOUSE AREA S.F.) x 2.0\%}}{\text{(SKYLIGHT SIZE)}} = \frac{883{,}080 \times .02}{32}$$

DESIRED: 552 SKYLIGHTS
PROVIDED: 552 SKYLIGHTS

FUTURE SOLAR:

ROOF AREA:	883,080	S.F.
SKYLIGHT AREA:	17,664	S.F.
ROOF AREA LESS SKYLIGHT:	865,416	S.F.
15% OF ROOF AREA (LESS SKYLIGHTS):	129,812	S.F.
TOTAL AREA FOR FUTURE SOLAR REQUIRED:	XXX,XXX	S.F.*
TOTAL AREA FOR FUTURE SOLAR PROVIDED:	XXX,XXX	S.F.

* CEC SECTION 110.10(B)4 DOES NOT REQUIRE THE INCLUSION OF ANY COLLATERAL LOADS FOR FUTURE SOLAR ENERGY SYSTEMS.

ABBREVIATIONS

T.O.P. = TOP OF PARAPET
H.P. = TOP OF ROOFING - HIGH POINT
M.P. = TOP OF ROOFING - MID POINT
L.P. = TOP OF ROOFING - LOW POINT

KEYNOTES: -

SEE SHEET A010 FOR GENERAL NOTES

LEGEND

SKYLIGHT: (2%)
COORDINATE EXACT LOCATION TO PREVENT CONFLICT WITH FRAMING, FIRE SPRINKLER LINES, ELECTRICAL CONDUITS AND LIGHTING. SEE STRUCTURAL DRAWINGS.

SMOKE AND HEAT VENT:
COORDINATE EXACT LOCATION TO PREVENT CONFLICT WITH FRAMING, FIRE SPRINKLER LINES, ELECTRICAL CONDUITS AND LIGHTING. SEE STRUCTURAL DRAWINGS.

SMOKE VENT/ SKYLIGHT COMBINATION:
COORDINATE EXACT LOCATION TO PREVENT CONFLICT WITH FRAMING, FIRE SPRINKLER LINES, ELECTRICAL CONDUITS AND LIGHTING. SEE STRUCTURAL DRAWINGS.

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HEMET, CA

B1 - ROOF PLAN

DATE	REMARKS
2022-11-04	PLANNING SUBMITTAL

PA/PM:	C. ADAMS
DRAWN BY.:	N.K.
JOB NO.:	IRV21-0204-00

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A190a

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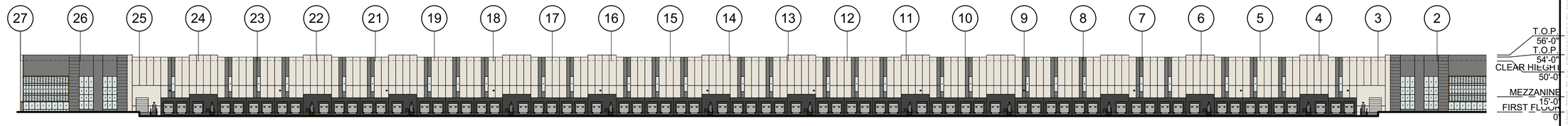
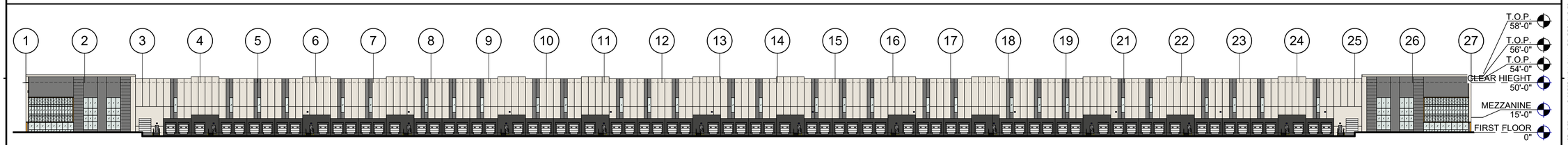


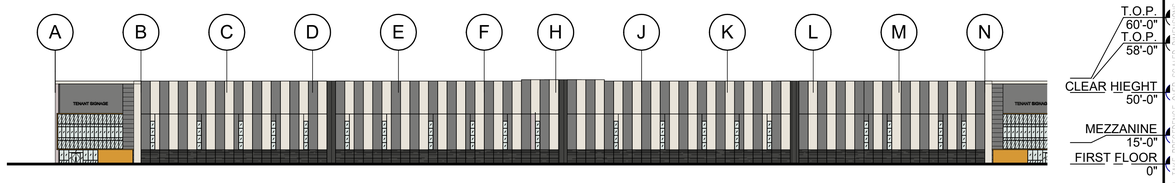
NORTH EXTERIOR ELEVATION (1)

SCALE: 1" = 50'-0"



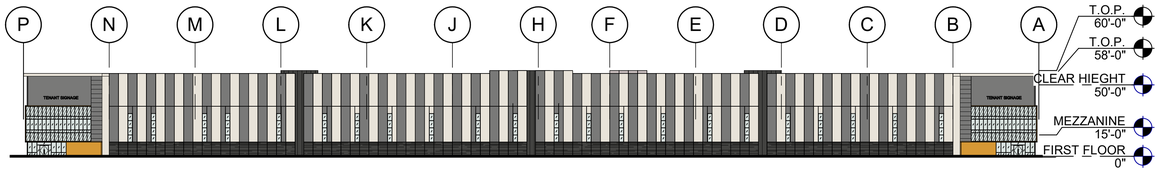
SOUTH EXTERIOR ELEVATION (2)

SCALE: 1" = 50'-0"



EAST EXTERIOR ELEVATION (3)

SCALE: 1" = 50'-0"



WEST EXTERIOR ELEVATION (4)

SCALE: 1" = 50'-0"

LEGEND

GLASS:

- VISION GLASS
- SPANDREL GLASS
- TEMPERED GLASS

COLORS:

PROVIDE 6'-0" WIDE PAINT COLOR MOCK-UP FULL HEIGHT OF BUILDING FOR OWNER/ARCHITECT REVIEW.

- BASE COLOR: SW 7009 PEARLY WHITE
- SECONDARY COLOR: SW 2849 WESTCHESTER GRAY
- ACCENT COLOR: SW 6685 TRINKET
- ACCENT COLOR: SW 7069 IRON ORE
- METAL CLADDING: SW 2849 WESTCHESTER GRAY

ALL GLASS USED ON THE ENVELOPE OF THE BUILDING TO BE:
XXXXXXX
U FACTOR = 0.28 AND SHGC = 0.28
GLASS WIND LOAD RESISTANCE CALCULATIONS ARE UNDER SEPARATE PERMIT

KEYNOTES:

SEE SHEET A010 FOR GENERAL NOTES

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B1 - EXTERIOR ELEVATIONS

DATE	REMARKS
2022-11-04	PLANNING SUBMITTAL

PA/PM:	Approver
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JOB NO.:	IRV21-0204-00

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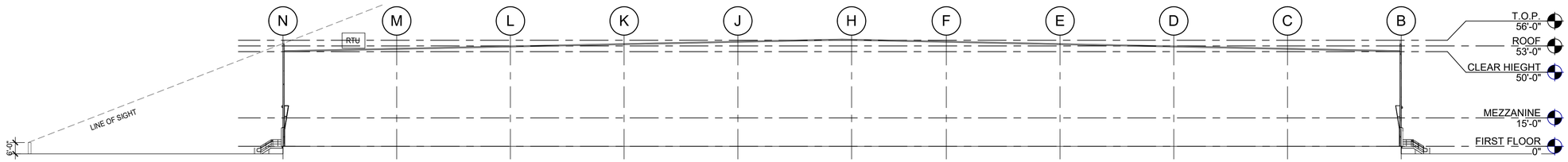
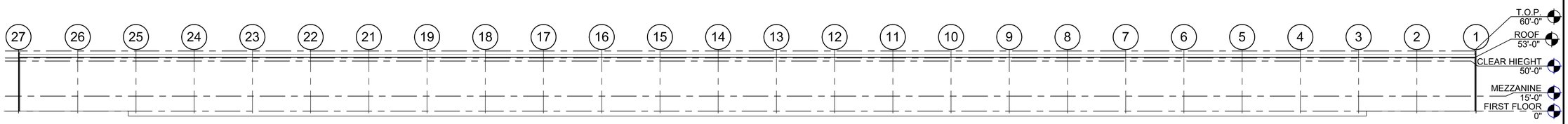


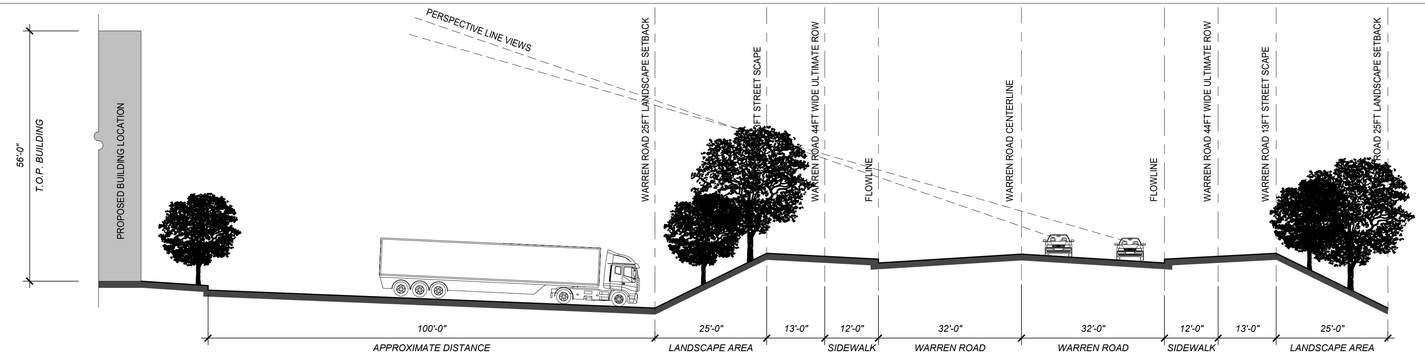
BUILDING SECTION WEST/EAST (1)

SCALE: 1" = 30'-0"



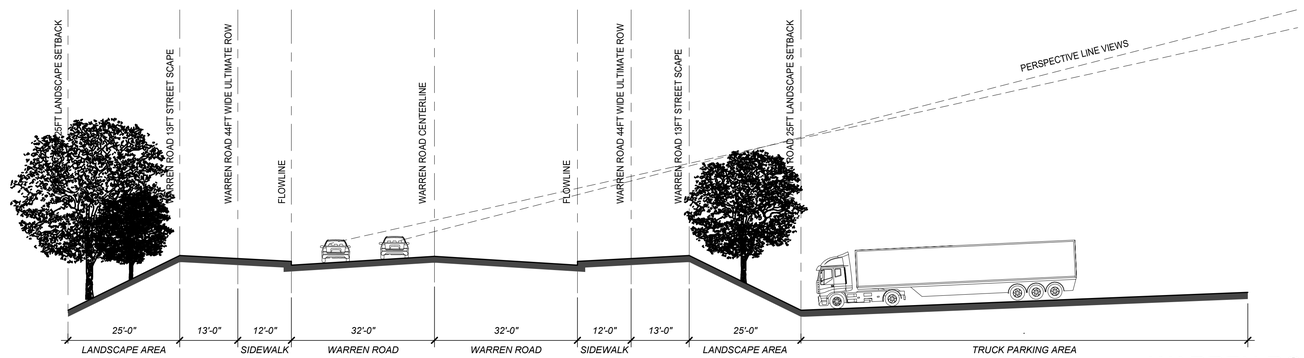
BUILDING SECTION NORTH/SOUTH (2)

SCALE: 1" = 50'-0"



WARREN ROAD SECTION - WEST SIDE (3)

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



WARREN ROAD SECTION - EAST SIDE (4)

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

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BRANDING
BUILDING MEASUREMENT

NEWLAND SIMPSON ROAD
HEMET, CA

B1 - BUILDING SECTIONS

DATE	REMARKS

PA/PM:	Approver
DRAWN BY.:	Author
JOB NO.:	IRV21-0204-00

SHEET
A300a

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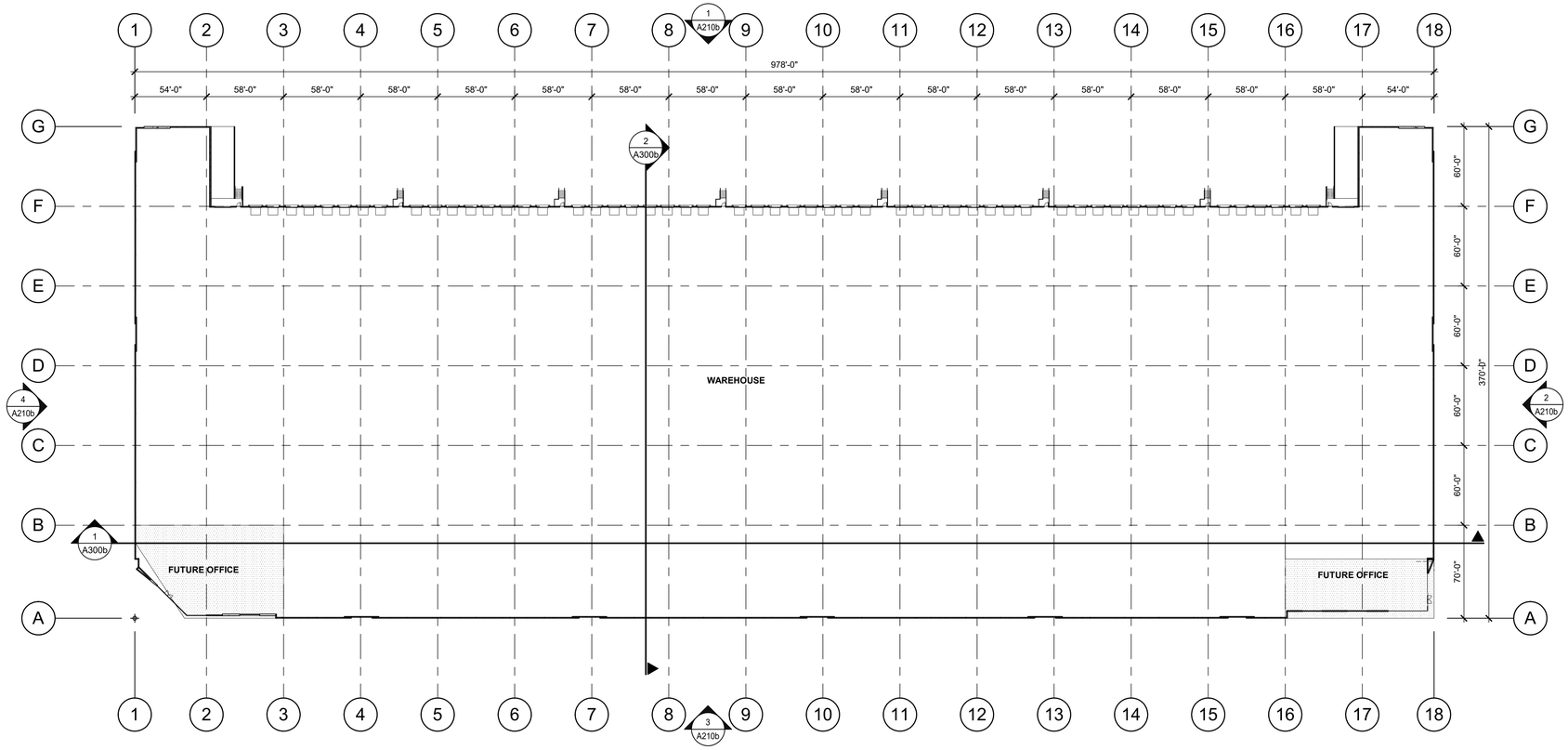


1"=50'

0 25' 50' 100' 250'

FLOOR PLAN

SCALE: 1" = 50'-0"

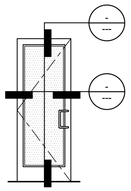
1

N

KEYNOTES: -

SEE SHEET A010 FOR GENERAL NOTES

DOOR TYPES



SF1 3'-0" x 8'-0"
CLEAR ANOD. ALUM. STOREFRONT DOOR W/TEMPERED GLAZING (NARROW STILE)

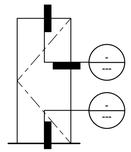
SF2 6'-0" x 8'-0" (PAIR)
CLEAR ANOD. ALUM. STOREFRONT DOOR W/TEMPERED GLAZING (NARROW STILE)

FRAME: MANUFACTURER

HARDWARE:

2 SETS	PIVOT SET
2 SETS	INTER PIVOT
1 EA	MORTISE CYLINDER
2 SETS	OFFSET PULL
2 EA	OH CLOSER
1 EA	THRESHOLD
1 EA	DECAL

NOTE: WEATHERSEAL BY DOOR MANUFACTURER



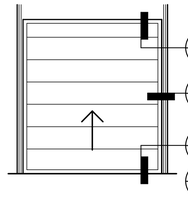
F1 3'-0" x 7'-0"
PAINTED INSULATED HOLLOW METAL DOOR

F1* 4'-0" x 7'-0"
PAINTED INSULATED HOLLOW METAL DOOR

FRAME: PAINTED HOLLOW METAL

HARDWARE:

3 EA	HINGES
1 EA	EXIT DEVICE
1 EA	CYLINDER
1 EA	CLOSER
1 EA	PERIMETER SEAL
1 EA	BOTTOM DRIP
1 EA	THRESHOLD
1 EA	LOCK GUARD
1 EA	HVY DUTY FLOOR STOP



SD1 9'-0" x 10'-0"
DOCK HIGH SECTIONAL VERTICAL LIFT OVERHEAD DOOR W/ FACTORY PAINTED FINISH.

SD2 12'-0" x 14'-0"
SECTIONAL VERTICAL LIFT OVERHEAD DOOR W/ FACTORY PAINTED FINISH

HARDWARE:

1 EA	SLIDE BOLT
1 EA	PAD LOCK

FOR SD1

FOR SD2

DOOR NOTES

BUTT HINGES:
SOSS - STANDARD WEIGHT, PLAIN BEARING, STEEL HINGES OR APPROVED EQUAL.
ALL EXTERIOR OUTSWING DOOR BUTTS SHALL BE MADE OF NON-FERROUS MATERIAL AND SHALL HAVE STAINLESS STEEL HINGE PINS.
VON DUPRIN 99 SERIES PANIC DEVICE OR APPROVED EQUAL
CLOSING DEVICES: NORTON 8500 BF SERIES OR APPROVED EQUAL
STOPS: TRIMCO W1200 SERIES DOOR STOP
SLIDE BOLT AND PAD LOCK: INSTALL SLIDE BOLT ABOVE LEVEL OF DOOR GUARD

LEGEND

PROPOSED FUTURE OFFICE AREA

WALL LEGEND

CONCRETE WALL

CONCRETE WALL WITH FURRING

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NEWLAND SIMPSON ROAD
HEMET, CA

B2 - FIRST FLOOR PLAN

DATE	REMARKS
2022-11-04	PLANNING SUBMITTAL

PA/PM:	C. ADAMS
DRAWN BY.:	N.K.
JOB NO.:	IRV21-0204-00

SHEET

A120b

4/12/2024 12:30:44 PM

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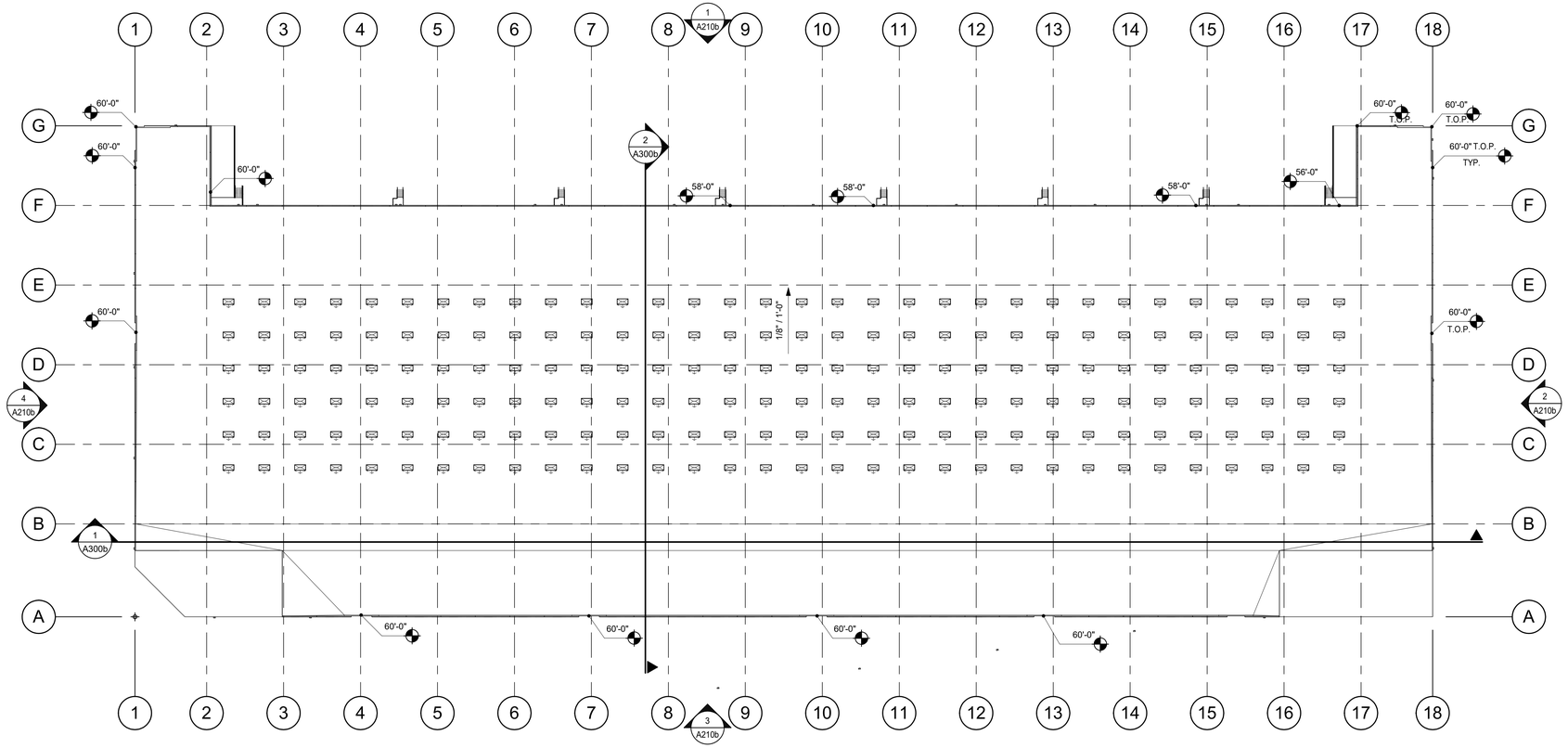

1"=50'

0 25' 50' 100' 250'

ROOF PLAN

SCALE: 1" = 50'-0"

1

N

KEYNOTES: -

SEE SHEET A010 FOR GENERAL NOTES

ABBREVIATIONS

T.O.P. = TOP OF PARAPET
H.P. = TOP OF ROOFING - HIGH POINT
M.P. = TOP OF ROOFING - MID POINT
L.P. = TOP OF ROOFING - LOW POINT

CALCULATIONS

SKYLIGHTS:

SKYLIGHT SIZE: 48"x96"=32 S.F.

$$\frac{\text{(WAREHOUSE AREA S.F.) x 2.0\%}}{\text{(SKYLIGHT SIZE)}} = \frac{309{,}338 \times .02}{32}$$

DESIRED: 193 SKYLIGHTS
PROVIDED: 198 SKYLIGHTS

FUTURE SOLAR:

ROOF AREA:	309,338	S.F.
SKYLIGHT AREA:	6,336	S.F.
ROOF AREA LESS SKYLIGHT:	303,002	S.F.
15% OF ROOF AREA (LESS SKYLIGHTS):	45,450	S.F.
TOTAL AREA FOR FUTURE SOLAR REQUIRED:	XXX,XXX	S.F.*
TOTAL AREA FOR FUTURE SOLAR PROVIDED:	XXX,XXX	S.F.

* CEC SECTION 110.10(B)4 DOES NOT REQUIRE THE INCLUSION OF ANY COLLATERAL LOADS FOR FUTURE SOLAR ENERGY SYSTEMS.

LEGEND

SKYLIGHT: (2%)
COORDINATE EXACT LOCATION TO PREVENT CONFLICT WITH FRAMING, FIRE SPRINKLER LINES, ELECTRICAL CONDUITS AND LIGHTING. SEE STRUCTURAL DRAWINGS.

SMOKE AND HEAT VENT:
COORDINATE EXACT LOCATION TO PREVENT CONFLICT WITH FRAMING, FIRE SPRINKLER LINES, ELECTRICAL CONDUITS AND LIGHTING. SEE STRUCTURAL DRAWINGS.

SMOKE VENT/ SKYLIGHT COMBINATION:
COORDINATE EXACT LOCATION TO PREVENT CONFLICT WITH FRAMING, FIRE SPRINKLER LINES, ELECTRICAL CONDUITS AND LIGHTING. SEE STRUCTURAL DRAWINGS.

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NEWLAND SIMPSON ROAD
HEMET, CA

B2 - ROOF PLAN

DATE	REMARKS
2022-11-04	PLANNING SUBMITTAL

PA/PM:	Approver
DRAWN BY.:	Author
JOB NO.:	IRV21-0204-00

SHEET
A190b

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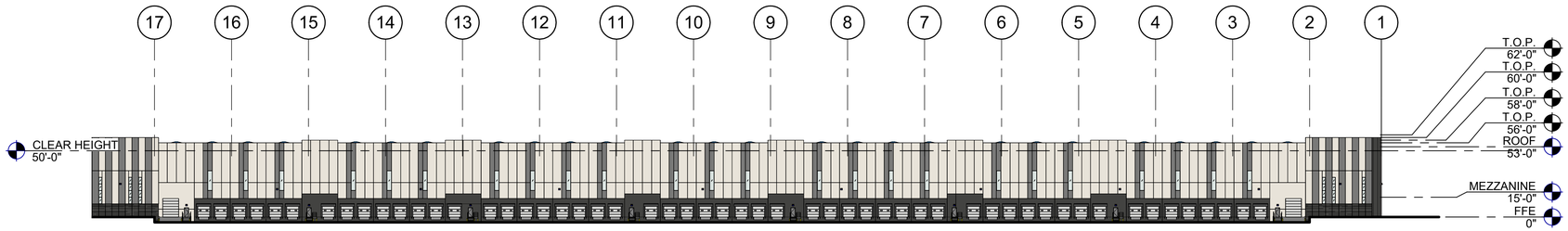
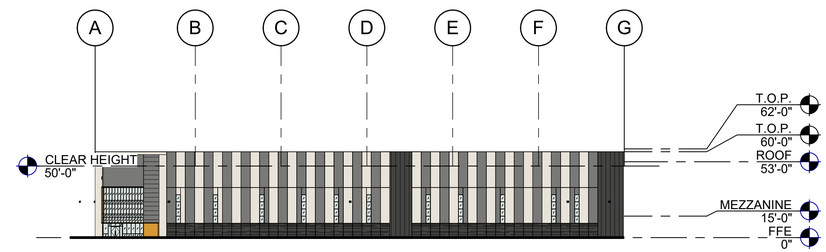


1"=50'

0 25' 50' 100' 250'

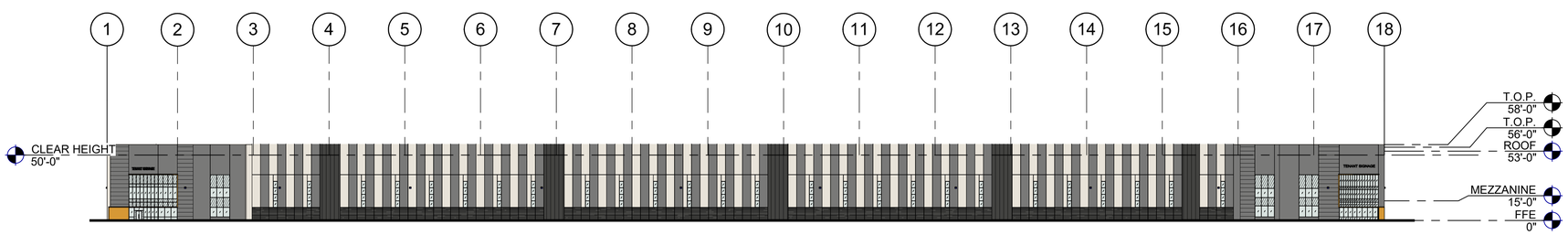
NORTH EXTERIOR ELEVATION (1)

SCALE: 1" = 50'-0"



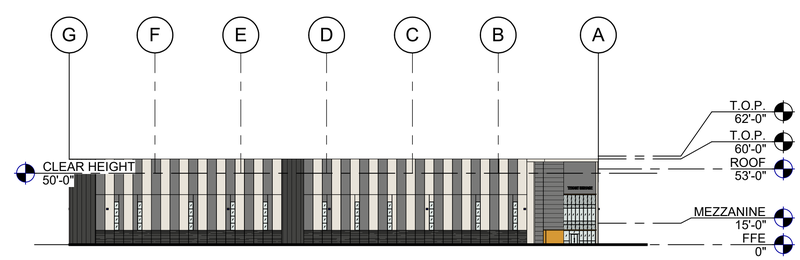
EAST EXTERIOR ELEVATION (2)

SCALE: 1" = 50'-0"



SOUTH EXTERIOR ELEVATION (3)

SCALE: 1" = 50'-0"



WEST EXTERIOR ELEVATION (4)

SCALE: 1" = 50'-0"

KEYNOTES: -

SEE SHEET A010 FOR GENERAL NOTES

LEGEND

MATERIALS:

- EXTERIOR ALUMINUM COMPOSITE METAL PANEL OVER METAL STUD WALL
- EXTERIOR SMOOTH PLASTER FINISH WITH INTEGRAL COLOR OVER METAL STUD WALL
- METAL CANOPY, PAINTED

GLASS:

- VISION GLASS
- SPANDREL GLASS
- TEMPERED GLASS

ALL GLASS USED ON THE ENVELOPE OF THE BUILDING TO BE:
XXXXXXX
U FACTOR = 0.28 AND SHGC = 0.28
GLASS WIND LOAD RESISTANCE CALCULATIONS ARE UNDER SEPARATE PERMIT

COLORS:

PROVIDE 6'-0" WIDE PAINT COLOR MOCK-UP FULL HEIGHT OF BUILDING FOR OWNER/ARCHITECT REVIEW.

- BASE COLOR: SW 7009 PEARLY WHITE
- SECONDARY COLOR: SW 2849 WESTCHESTER GRAY
- ACCENT COLOR: SW 6685 TRINKET
- ACCENT COLOR: SW 7069 IRON ORE
- METAL CLADDING: SW 2849 WESTCHESTER GRAY

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B2 - EXTERIOR ELEVATIONS

DATE	REMARKS
2022-11-04	PLANNING SUBMITTAL

PA/PM:	Approver
DRAWN BY.:	N.K.
JOB NO.:	IRV21-0204-00

SHEET
A210b

4/12/2024 8:46:46 AM

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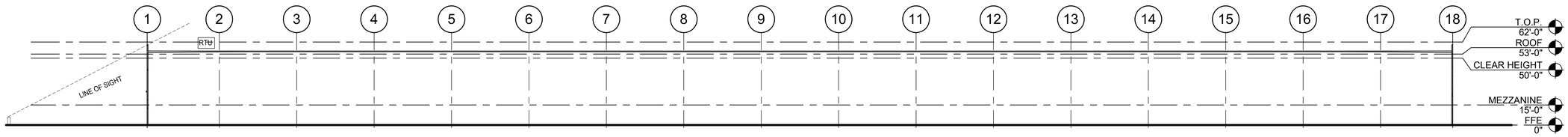
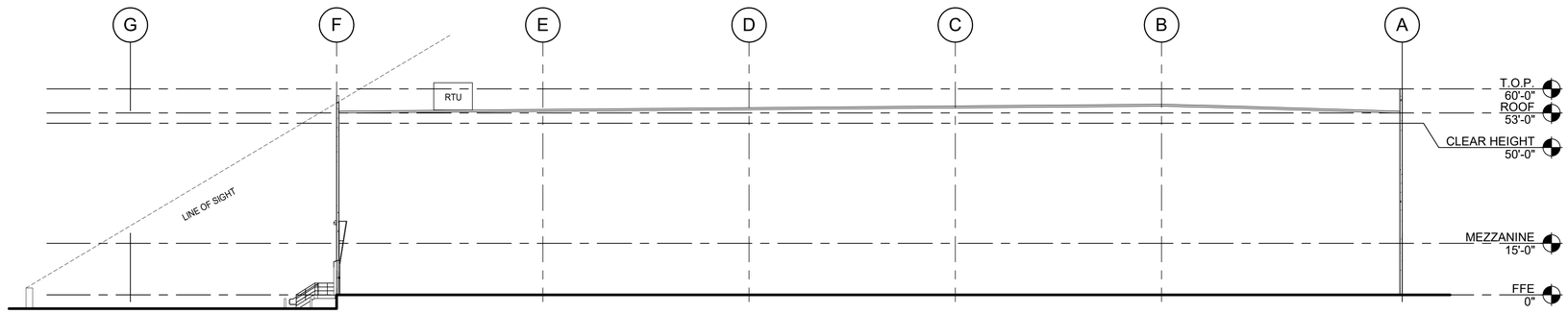


BUILDING SECTION EAST/WEST 1

SCALE: 1" = 40'-0"



BUILDING SECTION NORTH/SOUTH 2

SCALE: 1" = 20'-0"

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B2 - BUILDING SECTIONS

DATE	REMARKS

PA/PM:	Approver
DRAWN BY.:	Author
JOB NO.:	IRV21-0204-00

SHEET
A300b

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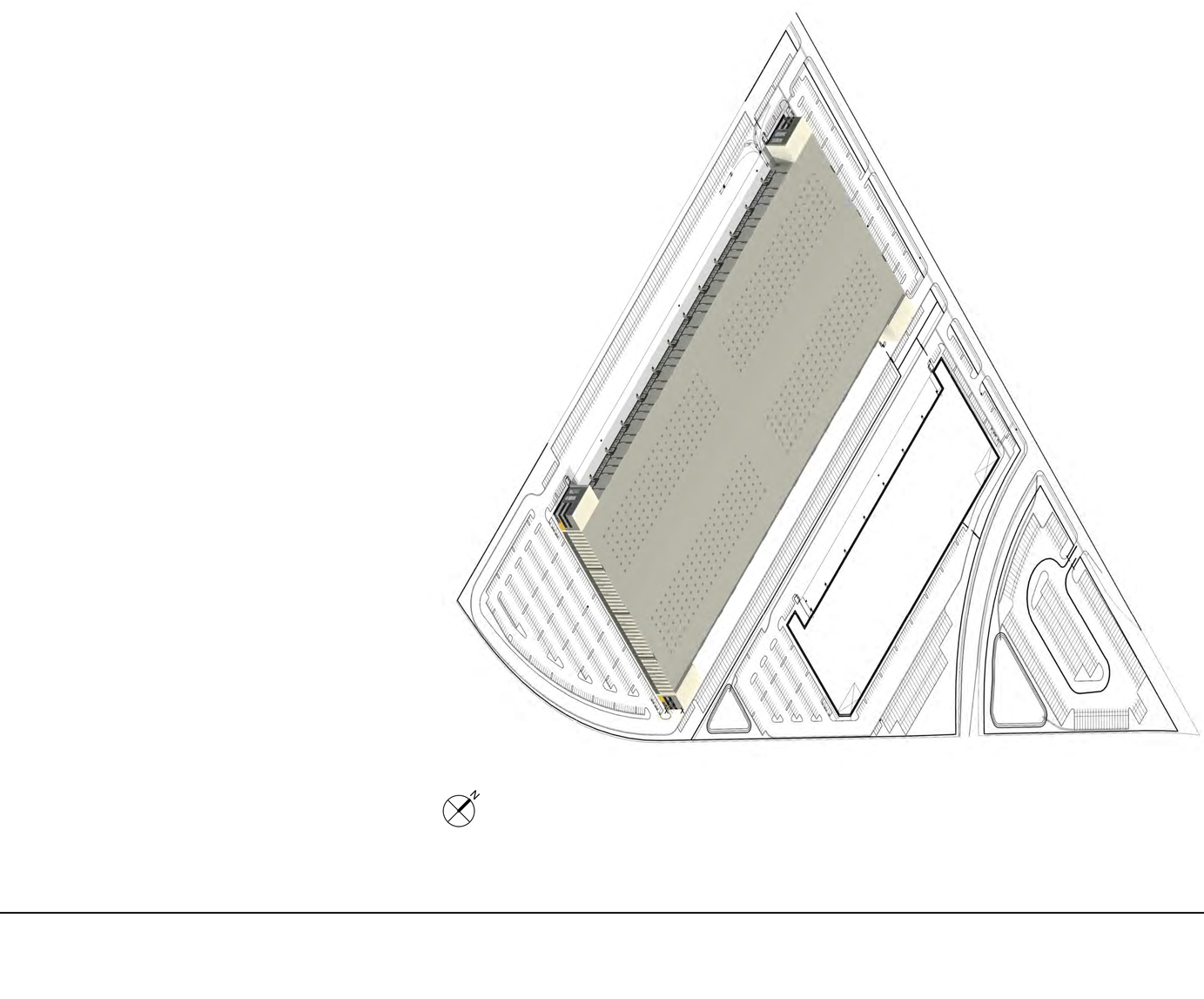
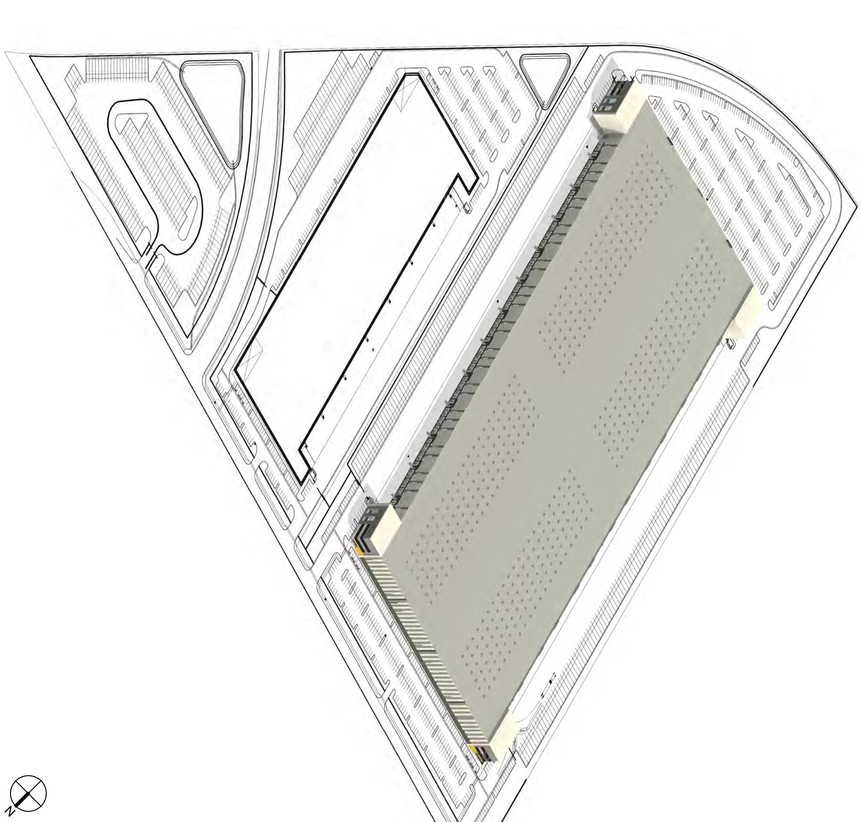
C:_Revit\0204_ARCH_eguterrezCXFFD.rvt





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SHEET
A400

JOB NO.: IRV21-0204-00
DRAWN BY: Author
PA/PM: Approver

3D ILLUSTRATION

DATE	REMARKS

NEWLAND SIMPSON ROAD
HEMET, CA

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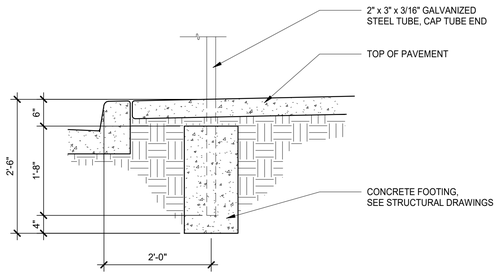
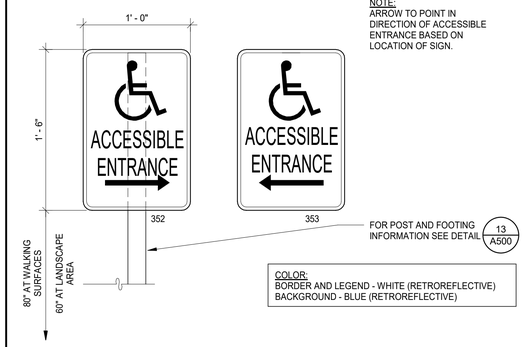


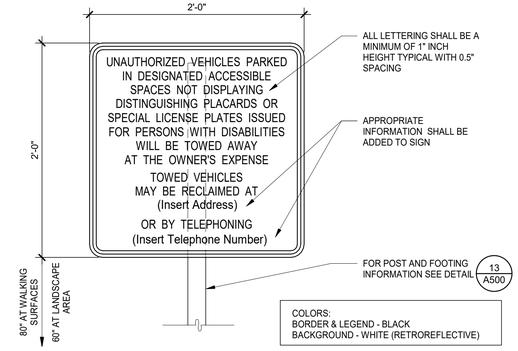
TYPICAL SIGN FOUNDATION (13)

SCALE: 3/4" = 1'-0"



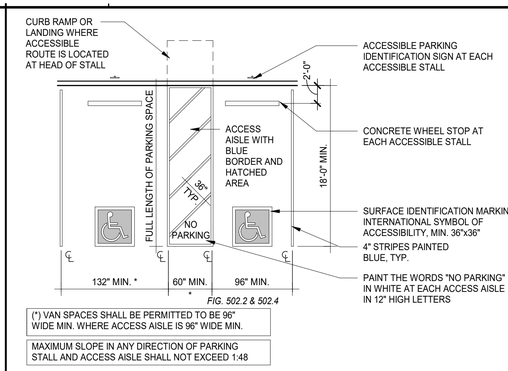
ACCESSIBLE DIRECTION SIGN (9)

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



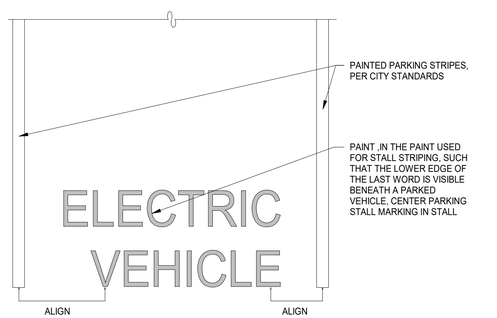
UNAUTHORIZED VEHICLE SIGNAGE (5)

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



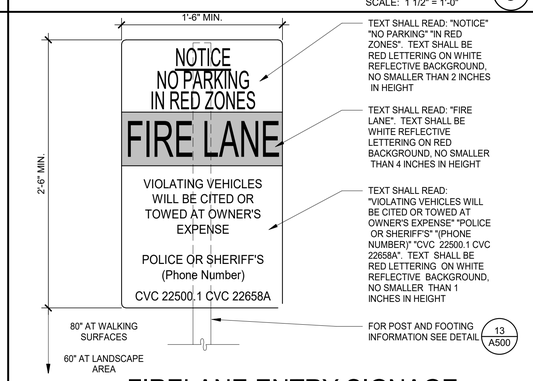
VEHICLE PARKING SPACES (1)

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



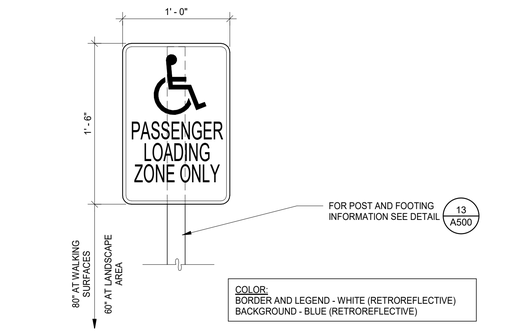
PAINTED "EV" MARKING (14)

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



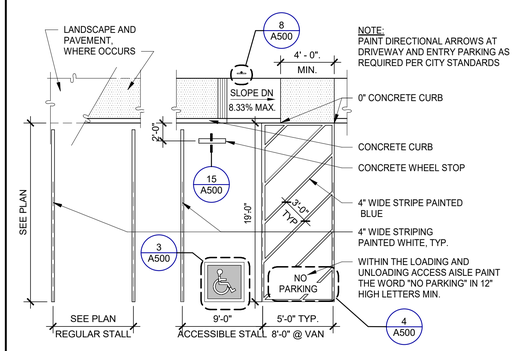
FIRELANE ENTRY SIGNAGE (10)

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



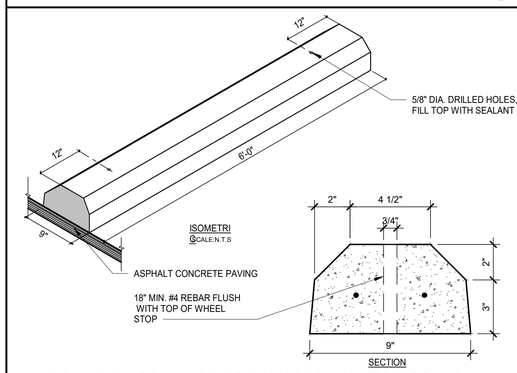
ACCESSIBLE LOADING ZONE SIGN (6)

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



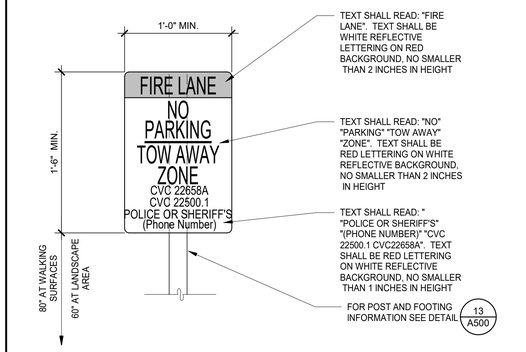
TYPICAL PARKING STALLS (2)

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



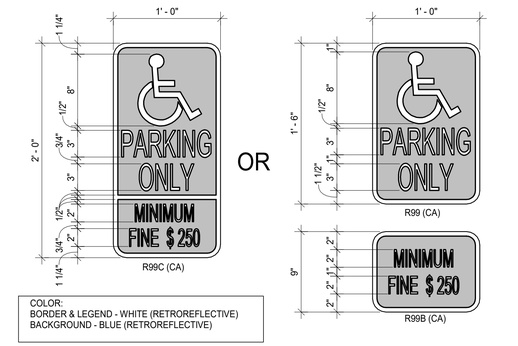
PRECAST CONCRETE WHEELSTOP (15)

SCALE: 3" = 1'-0"



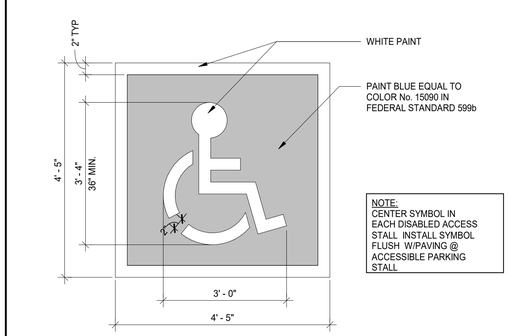
FIRELANE SIGNAGE (11)

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



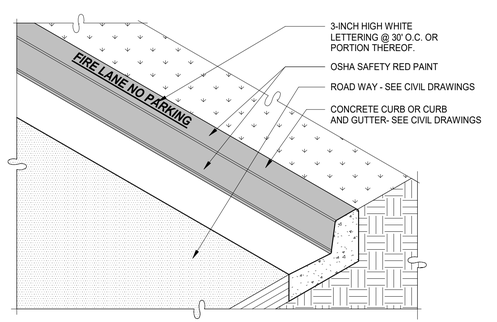
ACCESSIBLE SIGNS (7)

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



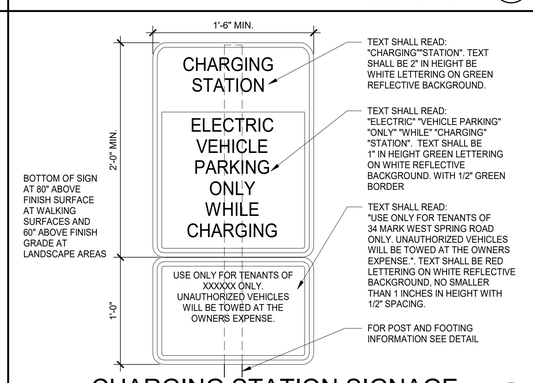
ACCESSIBLE STALL SYMBOL (3)

SCALE: 1" = 1'-0"



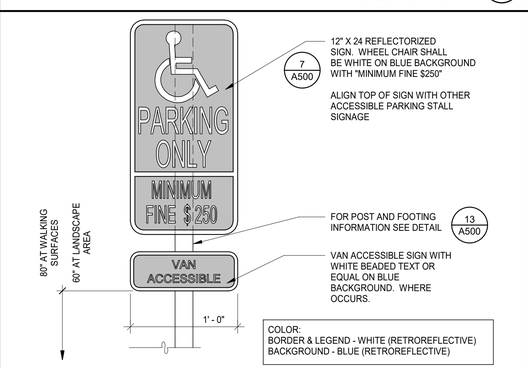
FIRE LANE CURB (16)

SCALE: 3/4" = 1'-0"



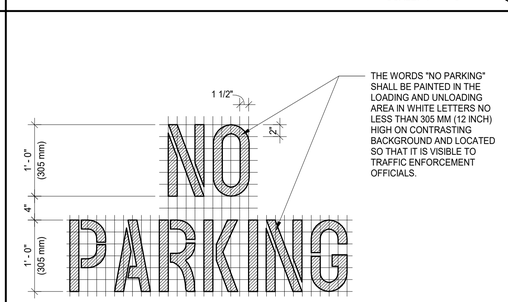
CHARGING STATION SIGNAGE (12)

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



VAN ACCESSIBLE SIGNAGE (8)

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



"NO PARKING" PAVEMENT MARKING (4)

SCALE: 1" = 1'-0"

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HEMET, CA

SITE DETAILS

DATE	REMARKS

PA/PM:	Approver
DRAWN BY.:	Author
JOB NO.:	IRV21-0204-00

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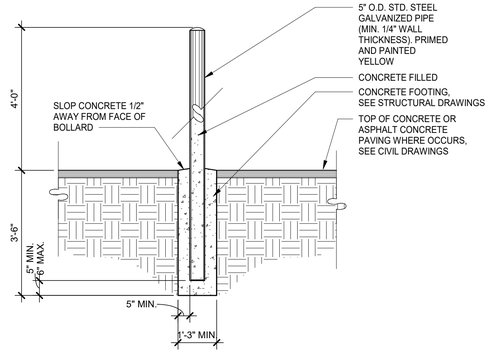
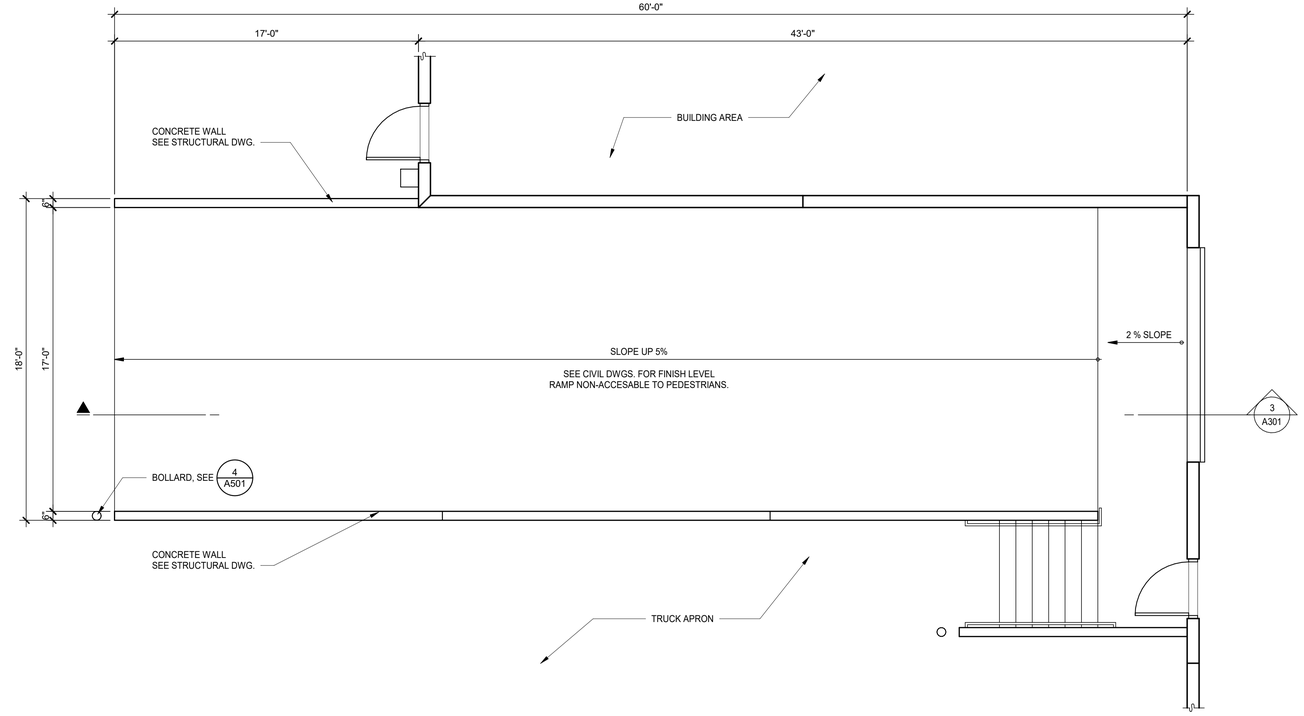


BOLLARD 4

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

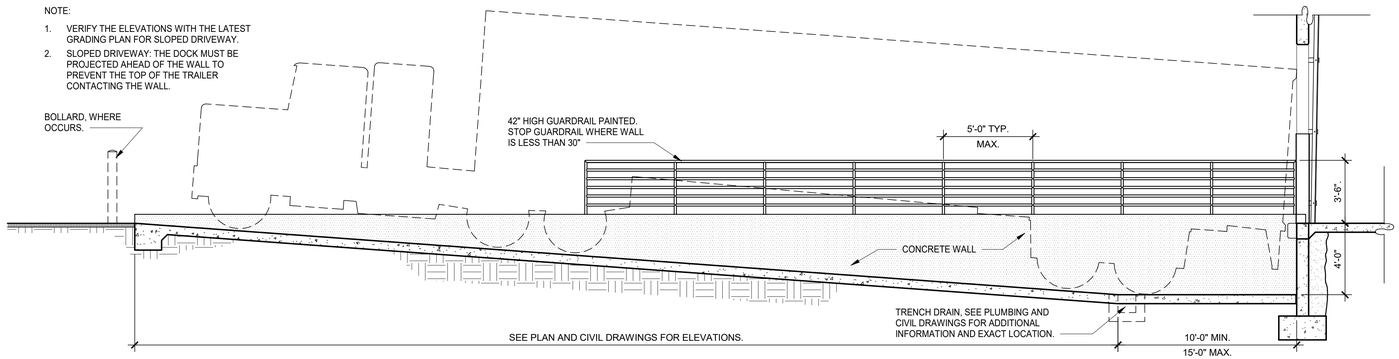


DOCK RAMP - PLAN 1

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

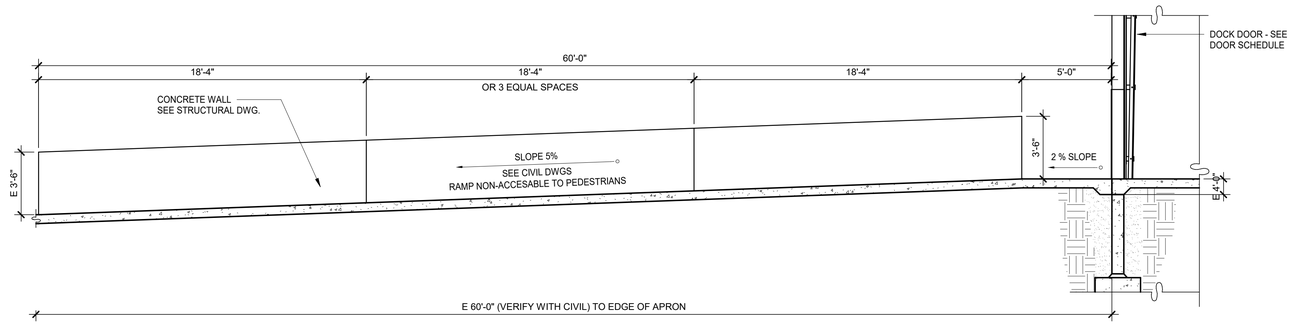
NOTE:

1. VERIFY THE ELEVATIONS WITH THE LATEST GRADING PLAN FOR SLOPED DRIVEWAY.
2. SLOPED DRIVEWAY: THE DOCK MUST BE PROJECTED AHEAD OF THE WALL TO PREVENT THE TOP OF THE TRAILER CONTACTING THE WALL.



TRUCK WELL SECTION 2

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



DOCK RAMP SECTION 3

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

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ARCHITECTURE CIVIL ENGINEERING
PLANNING BRANDING
INTERIORS BUILDING MEASUREMENT
10 Edelman
Irvine, CA 92618
P 949.660.9128

NEWLAND SIMPSON ROAD
HEMET, CA

SITE DETAILS

DATE	REMARKS

PA/PM:	Approver
DRAWN BY.:	Author
JOB NO.:	IRV21-0204-00

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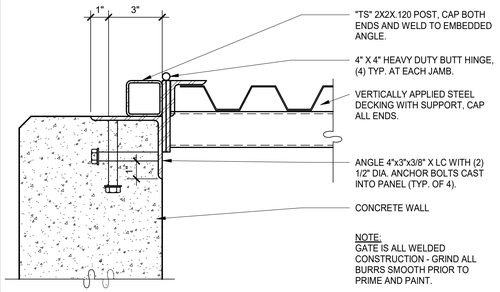
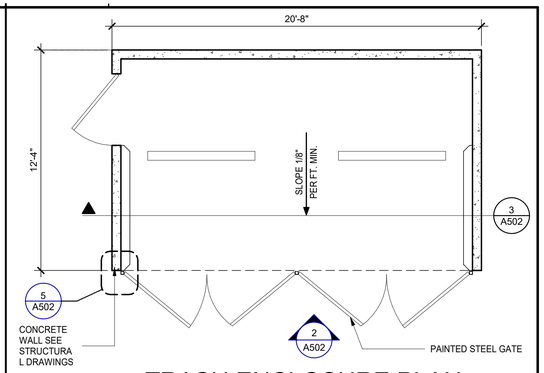


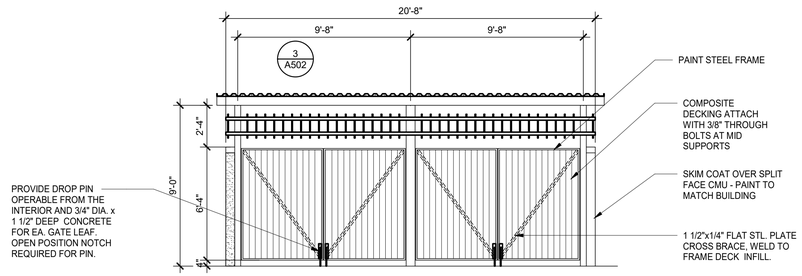
TRASH GATE JAMB AT CONCRETE (5)

SCALE: 3" = 1'-0"



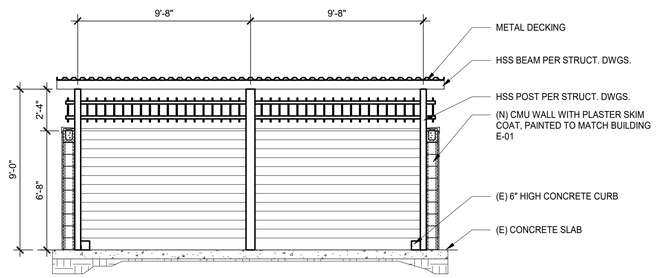
TRASH ENCLOSURE PLAN (1)

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



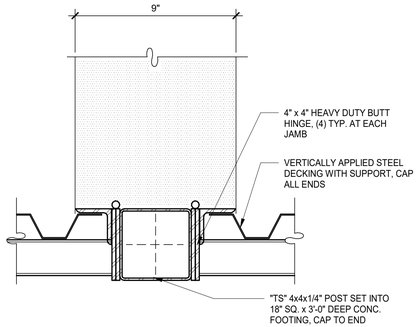
TRASH ELEVATION (2)

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



TRASH SECTION (3)

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



TRASH GATE JAMB AT STEEL POST (4)

SCALE: 3" = 1'-0"

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PLANNING
INTERIORS
CIVIL ENGINEERING
BRANDING
BUILDING MEASUREMENT

NEWLAND SIMPSON ROAD
HEMET, CA

TRASH ENCLOSURE DETAILS

DATE	REMARKS

PA/PM:	Approver
DRAWN BY.:	Author
JOB NO.:	IRV21-0204-00

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NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

www.rcaluc.org

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

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

The City of Hemet Planning Department should be contacted on non-ALUC issues. For more information please contact City of Hemet Planner Monique Alaniz-Flejter at (951) 765-2370.

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

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

DATE OF HEARING: **June 13, 2024**

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

CASE DESCRIPTION:

ZAP1077HR24 – Newland Development Group (Representative: EPD Solutions) – City of Hemet Case Nos. GPA22-003 (General Plan Amendment), CUP22-006 (Conditional Use Permit). A proposal to construct two industrial buildings totaling 1,192,418 square feet on 72.95 acres, located on the southeast corner of Simpson Road and El Fuego Road. The applicant also proposes amending the sites General Plan Land Use designation from Mixed Use (MU) to Business Park (B-P) (Airport Compatibility Zone E of the Hemet-Ryan Airport Influence Area)

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number: ZAP1077HR24 Date Submitted: 4/2/24

AIA: Hemet Zone: E Public Hearing ☑ Staff Review ☐

Applicant

Applicant Full Name: Newland Development Group

Applicant Address: PO Box 311002, Miami, FL 33231

Phone: 253-753-4928 **Email:** Charlie@epdsolutions.com

Representative/ Property Owner Contact Information

Representative: Newland Development Group - Ty Newland **Email:** Charlie@epdsolutions.com

Phone: 253-753-4928

Address: PO Box 311002, Miami, FL 33231

Property Owner: HSL Hemet Land, LLC an Arizona Limited Liability Company **Email:** ty.newland@newlandcapitalgroup.com

Phone: 949-274-6790

Address: PO Box 311002, Miami, FL 33231

Local Jurisdiction Agency

Agency Name: City of Hemet Phone: 951-765-2370

Staff Contact: Monique Alaniz-Flejter **Email:** MFlejter@hemetca.gov

Address: 445 E. Florida Ave. Hemet, Ca 92543 : :

Local Agency Case No.: CUP22-006, GPA22-003

Project Location

Street Address: Not Assigned Gross Parcel Size.: 72.95 Acres

Assessor's Parcel No.: 465-140-043, 465-140-042

Solar

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

Data

Site Elevation:(above mean sea level)	ranges from 1504-1494
Height of Building or structures:	Building 1: 52' , Building 2: 52'
What type of drainage basins are being proposed and the square footage:	main site basin: 16,00 SF, Trailer Lot Basin: 42,00 SF

Notice

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

B. REVIEW TIME: Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of a complete application submittal to the next available commission hearing meeting.

C. SUBMISSION PACKAGE:

Please submit all application items DIGITALLY via USB or CD:

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

Additionally, please provide:

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

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

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	3.2
HEARING DATE:	June 13, 2024
CASE NUMBER:	ZAP1034PV24 – Chevron U.S.A. Inc. (Representative: Alabassi Construction and Engineering)
APPROVING JURISDICTION:	City of Perris
JURISDICTION CASE NO:	SPA24-05086 (Specific Plan Amendment), MOD23-05073 (Major Modification Review)
LAND USE PLAN:	2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
Airport Influence Area:	March Air Reserve Base/Inland Port Airport
Land Use Policy:	Compatibility Zone C1
Noise Levels:	Between 65-60 CNEL contour from aircraft
MAJOR ISSUES:	None

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

PROJECT DESCRIPTION: A proposal to construct a 1,496 square foot canopy with fueling stations for commercial trucks on 0.94 acres. The applicant also proposes to amend the site's Specific Plan land use designation from Residential to Commercial.

PROJECT LOCATION: The site is located on the northeast corner of Ramona Expressway and Webster Avenue, approximately 7,247 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential Average-Acre Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C1, which limits average intensity to 100 people per acre. The project does not propose any buildings; therefore, no intensity would be generated as calculated using the building code method.

A second method for determining total occupancy involves multiplying the number of parking

spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 for per truck trailer parking).Although the proposed site does not propose any parking spaces, it does propose fueling stations, and based on the number of fueling stations provided (5 truck), the total occupancy would be estimated at 5 people resulting in an average intensity of 5 people per acre, which is consistent with the Compatibility Zone C1 average criterion of 100.

Non-Residential Single-Acre Intensity: Compatibility Zone 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. Since there are no buildings proposed, there would be no intensity as calculated by the single acre criterion.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C1.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as between 65-60 CNEL range from aircraft noise. However, no buildings are proposed at this time, and would not require special measures to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 7,247 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,560 feet AMSL. The site's finished floor elevation is 1,490 feet AMSL and the proposed building height is 27 feet, for a top point elevation of 1,517 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service (FAA OES) was not required.

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

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The project is located 7,247 feet from the runway, and therefore would be subject to the above requirement.

The project includes a 46,250 square foot permeable pavement. Pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, which is the basis of the brochure titled "Airports, Wildlife and Stormwater Management", such basins are appropriate in parking lots and other paved surfaces that are not high-traffic areas. The project has been conditioned to be consistent with the basin criteria (as well as providing 48-hour draw down of the basin).

Specific Plan Amendment: The applicant also proposes to amend the site's Specific Plan land use designation from Residential to Commercial. The proposed amendments would be consistent with the Compatibility Plan as long as the underlying development's intensity is consistent with the compatibility criteria.

CONDITIONS:

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

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

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

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

   (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

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

   (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, places of assembly (including but not limited to places of worship and theaters)

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

   (g) Other Hazards to Flight

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

4. Any proposed stormwater basins or facilities shall be designed and maintained to provide

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

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

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

5. 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, but are not limited to, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

6. This project has been evaluated as a proposal to demolish existing single-family home and construct a 1,496 square foot canopy with fueling stations for commercial trucks. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.

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

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NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

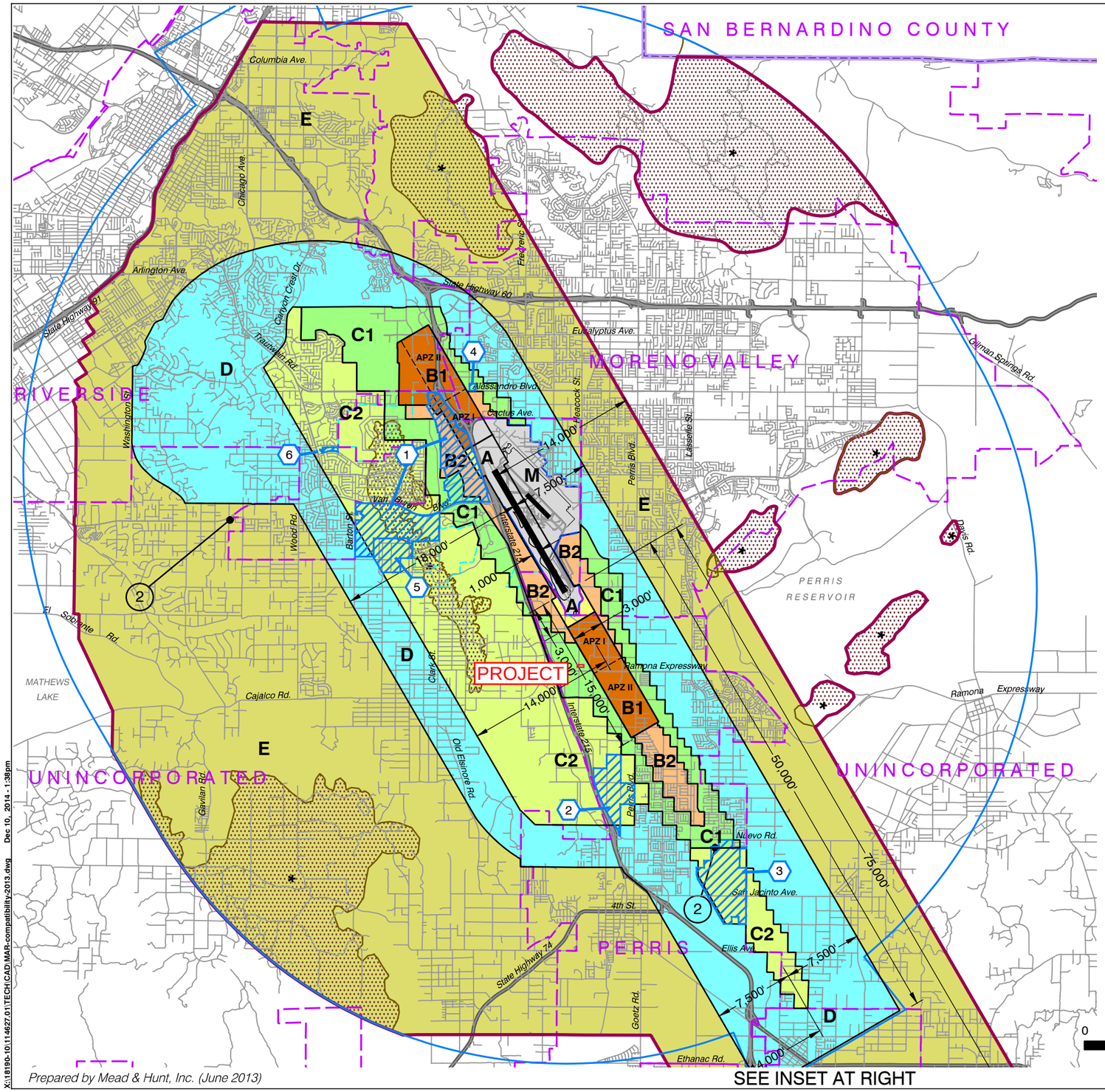
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____



LEGEND

Compatibility Zones

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

Boundary Lines

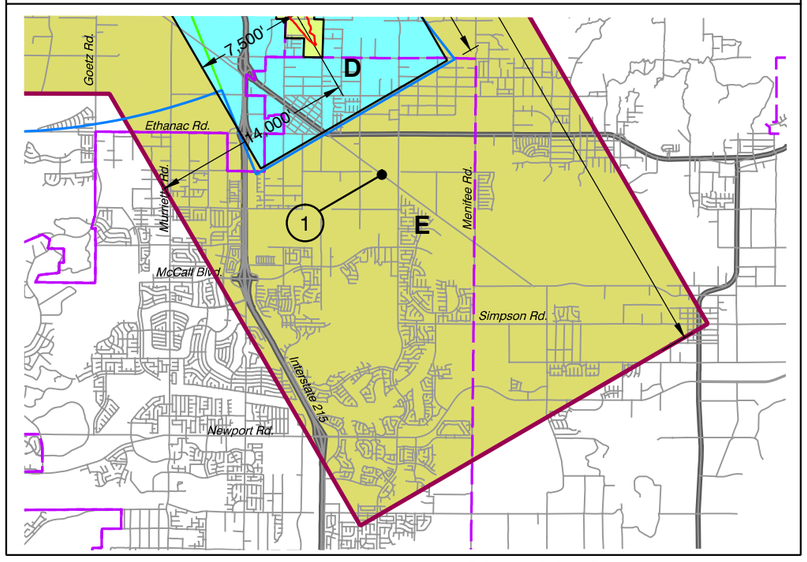
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

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

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

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

INSET



Riverside County
Airport Land Use Commission

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

(Adopted November 13, 2014)

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

N

0 2 4 MILES

Base map source: County of Riverside 2013

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

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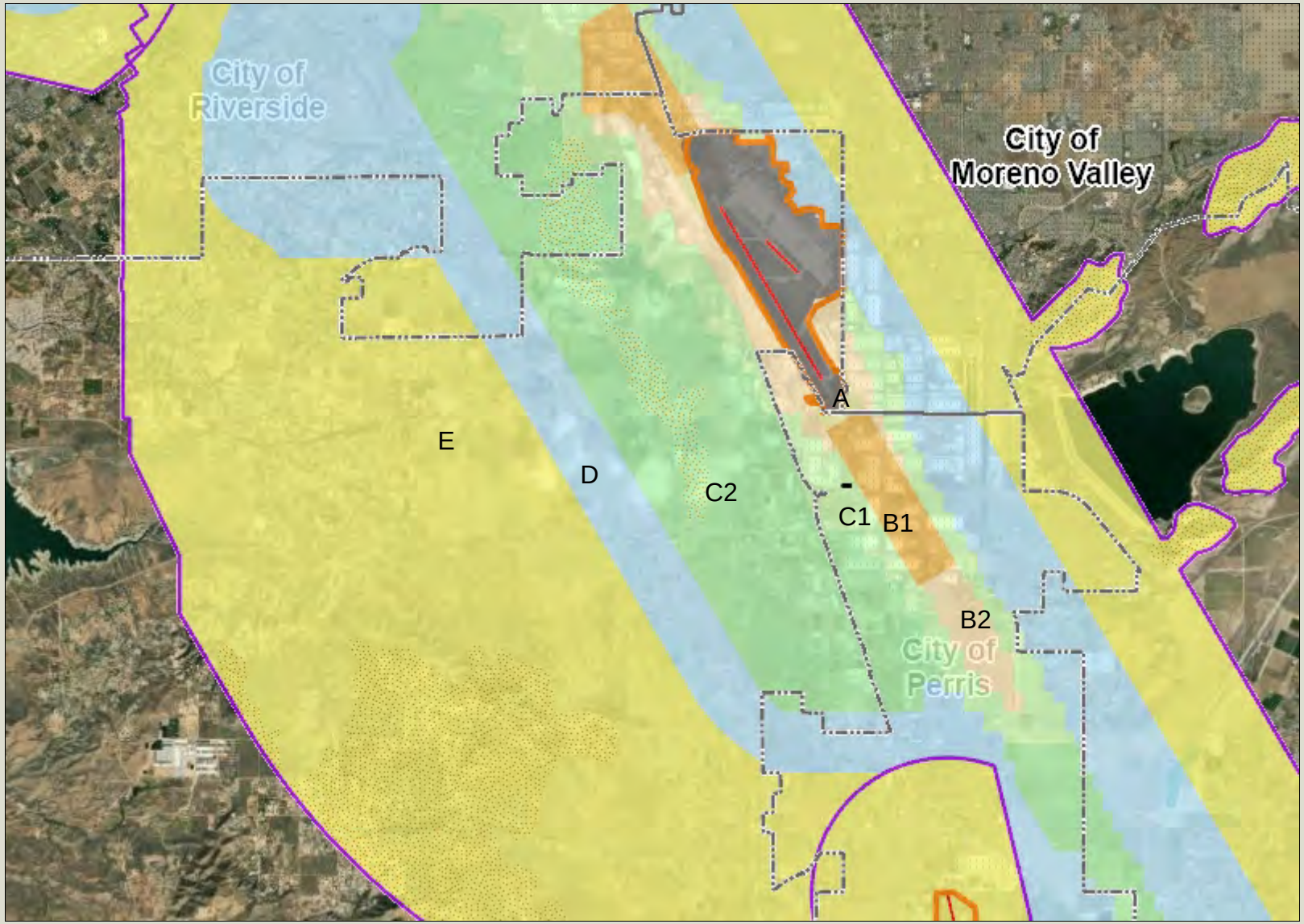
Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 12,314 24,629 Feet

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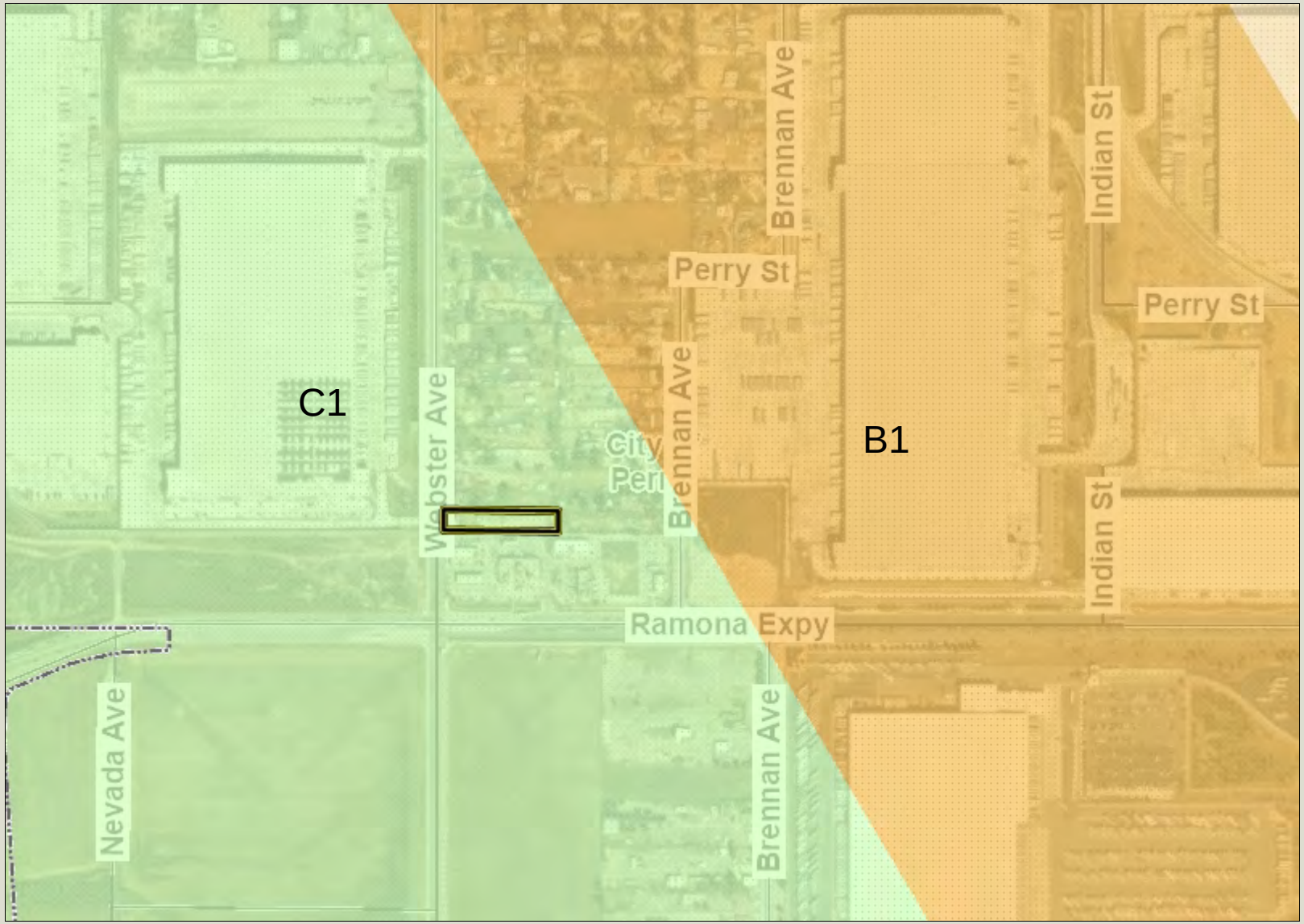
Notes

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 770 1,539 Feet

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Notes

Map My County Map

Legend

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

0 770 1,539 Feet

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Notes

Map My County Map

Legend

- County Boundary
- City Boundaries
- Blueline Streams
- City Areas
- World Street Map

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0 3,079 6,157 Feet

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Notes

Map My County Map

Legend

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

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0 1,539 3,079 Feet

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Notes

Map My County Map

Legend

- County Boundary
- City Boundaries
- Blueline Streams
- City Areas
- World Street Map

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0 6,157 12,314 Feet

REPORT PRINTED ON... 4/11/2024 3:31:15 PM

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Notes

Chevron

ABBREVIATIONS

& = AND
L = ANGLE
@ = AT
℄ = CENTERLINE
ø = DIAMETER OF ROUND
= POUND OR NUMBER
(E) = EXISTING
(R) = RELOCATED
(N) = NEW

A.B. = ANCHOR BOLT
A.F.F. = ABOVE FINISH FLOOR
AGGR. = AGGREGATE
AL. = ALUMINUM
APPROX. = APPROXIMATE
ARCH. = ARCHITECTURAL
ASPH. = ASPHALT

BC = BOTTOM OF CURB
BD. = BOARD
BITUM. = BITUMINOUS
BLDG. = BUILDING
BLKG. = BLOCKING
BM. = BEAM
B.O. = BOTTOM OF
BOT. = BOTTOM
BW = BACK OF WALK

CAB. = CABINET
CEM. = CEMENT
CER. = CERAMIC
C.I. = CAST IRON
CLG. = CEILING
CLR./CL. = CLEAR
COL. = COLUMN
CONC. = CONCRETE
CONSTR. = CONSTRUCTION
CONT. = CONTINUOUS
CTSK. = COUNTERSUNK
CNTR. = COUNTER
CTR. = CENTER

DEPT. = DEPARTMENT
DET. = DETAIL
DIA. = DIAMETER
DIM. = DIMENSION
DISP. = DISPENSER
DN. = DOWN
DR. = DOOR
D.S. = DOWNSPOUT
DWG. = DRAWING

E = EAST
EA. = EACH
EL. = ELEVATION
ELEC. = ELECTRICAL
EQ. = EQUAL
EXP. = EXPANSION
EXT. = EXTERIOR

FE = FIRE EXTINGUISHER
F.F = FLOOR FINISH
FDN. = FOUNDATION
FG = FINISH GRADE
FIN. = FINISH
FL. = FLOOR
FLASH'G = FLASHING
FLUOR. = FLUORESCENT
F.O. = FACE OF
F.O.C. = FACE OF CONCRETE
F.O.F. = FACE OF FINISH
F.O.S. = FACE OF STUDS
F.R.P. = FIBERGLASS REINFORCED PANEL
FS = FINISHED SURFACE
FT. = FOOT OR FEET
FTG. = FOOTING
FURR. = FURRING
FUT. = FUTURE

G.A. = GAUGE
GALV. = GALVANIZED
GL. = GLASS
GR. = GRADE
GB = GRADE BREAK
GSM = GALVANIZED SHEET METAL
GYP. = GYPSUM
GYP.BD. = GYPSUM BOARD

H.B. = HOSE BIBB
HDWE. = HARDWARE
H.M. = HOLLOW METAL
HORIZ. = HORIZONTAL
HR. = HOUR
HGT. = HEIGHT

IE = INVERT ELEVATION
I.D. = INSIDE DIAMETER
INSUL. = INSULATION
INT. = INTERIOR

JT. = JOINT

LAM. = LAMINATE
LAV. = LAVATORY
LIP = EDGE OF SWALE OR GUTTER

MAX. = MAXIMUM
MECH. = MECHANICAL
MEMB. = MEMBRANE
MFR. = MANUFACTURER
MIN. = MINIMUM
MISC. = MISCELANEOUS
M.O. = MASONRY OPENING
MTD. = MOUNTED
MUL. = MULLION

N. = NORTH
N.I.C. = NOT IN CONTRACT
NO. OR # = NUMBER
NOM. = NOMINAL
N.T.S. = NOT TO SCALE

O.C. = ON CENTER
O.D. = OUTSIDE DIAMETER
OPNG. = OPENING
OPP. = OPPOSITE

PB = LEVEL PAVEMENT AT DISPENSER PIT BOX
PL. = PLATE
P.LAM. = PLASTIC LAMINATE
PLYWD. = PLYWOOD
P.O.C. = POINT OF CURVATURE
P.O.S. = POINT OF SALE

R OR RAD. = RADIUS
R.D. = ROOF DRAIN
REF. = REFERENCE
REINF. = REINFORCED
REQ'D = REQUIRED
RM. = ROOM
R.O. = ROUGH OPENING
R.O.W. = RIGHT OF WAY

SAD = SEE ARCHITECTURAL DRAWINGS
SCHED. = SCHEDULE
SECT. = SECTION
SHT. = SHEET
SIM. = SIMILAR
SPEC. = SPECIFICATION
SQ. = SQUARE
SSD = SEE STRUCTURAL DRAWINGS
S.ST. = STAINLESS STEEL
STD. = STANDARD
STL. = STEEL
STOR. = STORAGE
STRL. = STRUCTURAL
SYM. = SYMMETRICAL

TC = TOP OF CURB
T.F.S. = TOP OF FINISHED SLAB
TG = TOP OF GRATE
T.& G. = TONGUE & GROOVE
THK. = THICK
TI = TOP OF ISLAND
T.O. = TOP OF
TP = TOP OF PAVEMENT
TS = TOP OF SLAB
TW = TOP OF WALK
TW = TOP OF WALL
TYP. = TYPICAL

UNF. = UNFINISHED
U.O.N. = UNLESS OTHERWISE NOTED

VERT = VERTICAL

W. = WEST
W/ = WITH
W.C. = WATER CLOSET
WD. = WOOD
W/O = WITHOUT
WP. = WATERPROOF
WSCT. = WAINSCOT
WT. = WEIGHT

DRAWING INDEX

SHT #	TITLE
CS	COVER SHEET
XP1	EXISTING CONDITIONS & DEMOLITION PLAN
SP1	SITE PLAN
SP1.1	VEHICLE ACCESS PLAN
GP1	PRELIMINARY GRADING PLAN
L1	PRELIMINARY LANDSCAPE PLAN
SD1	H2 ENCLOSURE PERSPECTIVE
SD2	H2 ENCLOSURE ELEVATIONS
SD3	CNG ENCLOSURE ELEVATIONS
CA1.1	H2 & CNG CANOPY ELEVATIONS
CA1.2	DIESEL CANOPY ELEVATIONS
E1	PHOTOMETRICS PLAN

GENERAL NOTES

1. IN THE EVENT OF DISCREPANCIES BETWEEN THE DRAWINGS, SPECIFICATIONS, OR SCOPE OF WORK SUMMARY IN THIS PACKAGE, NOTIFY CHEVRON REP. IMMEDIATELY.
2. THE CONTRACTOR IS RESPONSIBLE TO SEE THAT WORK IN FIELD IS DONE IN ACCORDANCE WITH ALL CURRENT APPLICABLE NATIONAL, STATE & LOCAL CODES, ORDINANCES & REQUIREMENTS BY GOVERNING AGENCIES. WHETHER OR NOT SAID CODES, ORDINANCES, REQUIREMENTS, ETC. ARE SPECIFICALLY SHOWN ON DRAWINGS AND/OR CALLED FOR IN SPECIFICATIONS.
3. THE CONTRACTOR SHALL PROTECT ALL EXISTING ITEMS AND FACILITIES TO REMAIN THROUGHOUT CONSTRUCTION. CONTRACTOR SHALL REPAIR AND/OR REPLACE, AT CONTRACTOR'S EXPENSE, ANY EXISTING ITEMS AND FACILITIES TO REMAIN THAT ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS, TO THE SATISFACTION OF THE CHEVRON REP.
4. UNLESS DELIVERY IS BY CHEVRON TO THE JOB SITE, CONTRACTOR SHALL DELIVER SUCH EQUIPMENT, DAMAGE-FREE TO THE JOB SITE.
5. PRIOR TO EXCAVATION, DETERMINE AND VERIFY LOCATION OF UTILITY SERVICES IN ALL AREAS TO BE EXCAVATED.
6. THE CONTRACTOR SHALL COMPLY WITH ALL PERTINENT LAWS, CODES, REGULATIONS, BUILDING CODES, GOVERNING AGENCIES & MANUFACTURER SPECIFICATIONS, UNLESS GREATER REQUIREMENTS ARE INDICATED, AND/OR ARE NECESSARY FOR THE SAFETY OF THE PROJECT.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING JURISDICTIONS AS REQUIRED FOR INSPECTIONS.
8. THE CONTRACTOR SHALL PROVIDE THE CHEVRON REPRESENTATIVE WITH A CONSTRUCTION SCHEDULE PRIOR TO STARTING THE WORK, A QUALIFIED JOB SUPERINTENDENT THROUGHOUT THE WORK, PHOTOS SHOWING PIPING AND ELECTRICAL TRENCHES PRIOR TO BACKFILL, AND RECORD DRAWINGS OF ALL UNDERGROUND CONSTRUCTION.
9. THE CONTRACTOR SHALL PROVIDE BARRICADES AND SAFETY SIGNS PER OSHA REQUIREMENTS.
10. THE CONTRACTOR IS RESPONSIBLE FOR OVERALL CONSTRUCTION SITE CLEANLINESS, INCLUDING PROVISION OF A DEBRIS BOX WITH WEEKLY SERVICING, REMOVAL OF ALL CONTRACTOR/SUBCONTRACTOR REFUSE AND DEBRIS, AND SWEEPING OF THE ENTIRE YARD AREA AT THE COMPLETION OF THE WORK
11. UNLESS STATED OTHERWISE IN THE SCOPE OF WORK SUMMARY, ALL OTHER PROCEDURES, TESTING, MATERIALS AND EQUIPMENT SHOWN ON THE PLANS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR.
12. DRAWINGS SHOULD NOT BE SCALED. N.T.S. INDICATES "NOT TO SCALE" AND THE LISTED DIMENSION SHALL GOVERN.
13. EACH CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF DAMAGE TO THE WORK OF OTHER TRADES CAUSED BY HIS OPERATIONS. THE NATURE OF SUCH REPAIR WORK MUST RECEIVE THE PRIOR APPROVAL OF THE CHEVRON REP.
14. CONSTRUCTION MATERIAL, ASSEMBLIES AND PROCEDURES ARE TO LOCALLY ADOPTED BUILDING CODES AND SUPPLEMENTARY ORDINANCES. WHEN A CONFLICT OCCURS BETWEEN SUCH LOCAL CODE AND INFORMATION SHOWN ON THE PLANS, CONSULT CHEVRON REP. FOR RESOLUTION PRIOR TO COMMENCING WORK.
15. THE CONTRACTOR SHALL NOTIFY CHEVRON REP. IF SITE CONDITIONS OR DIMENSIONS DISAGREE WITH INFORMATION SHOWN ON THE DRAWINGS. WORK IS NOT TO PROCEED UNTIL SUCH DIFFERENCES ARE RESOLVED.
16. ALL EXISTING STRUCTURES, WALLS, TRIM, FASCIA, DOORS, DOWNSPOUTS, ETC., ARE TO BE REPAIRED AND REPAINTED AS NOTED.
17. SEPARATE CONTRACTS FOR SUCH WORK AS PAVING, LANDSCAPING, STEEL FABRICATOR, SHOP FABRICATED COMPONENTS, AND SIGN INSTALLATION MAY BE AWARDED BY CHEVRON. IN ADDITION CERTAIN SPECIALTY ITEMS SUCH AS LIGHTING FIXTURES, SWITCHGEAR, HYDROGEN STATION & STORAGE MODULES AND DISPENSERS, ETC. ARE PURCHASED DIRECTLY BY CHEVRON FOR DELIVERY TO THE CONTRACTOR, WHO WILL BE RESPONSIBLE FOR THEIR INSTALLATION. REFER TO THE SCOPE OF WORK FOR A LISTING OF SUCH CONTRACTS AND EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH AND COORDINATE THE WORK OF SEPARATE CONTRACTORS.
18. DO NOT USE THE BUILDING PERMIT SET FOR CONSTRUCTION OR FIELD REFERENCE. THE PERMIT SET GENERALLY LACKS CERTAIN DRAWINGS AND SPECIFICATIONS, WHICH ARE IN THE BID AND CONSTRUCTION SETS IN ADDITION TO REVISIONS MADE AFTER THE PERMIT PROCESS. FOR CONSTRUCTION AND FIELD REFERENCE, CONTRACTOR SHALL USE ONLY THE SET, WHICH IS CLEARLY SIGNED AND DATED "ISSUED FOR CONSTRUCTION". THE APPROVED PERMIT SET SHALL BE KEPT ON SITE AND REFERENCED FOR PROJECT SPECIFIC MARK-UPS AND/ OR REQUIREMENTS WHICH MAY HAVE BEEN NOTED BY LOCAL AGENCIES DURING PLAN CHECK.

PROJECT DATA

PROJECT ADDRESS:	4063 N WEBSTER AVE PERRIS, CA 92571
OWNER'S NAME:	CHEVRON PRODUCTS CO. CARE OF RENEWABLES STATION OPERATIONS MANAGER (925) 842-1682
OWNER'S ADDRESS:	6001 BOLLINGER CANYON RD SAN RAMON, CA 94583
SITE GROSS SQUARE FOOTAGE:	~171,000 FT^2 (~3.90 AC)
BUILDING SQUARE FOOTAGE:	~4,500 FT^2
ZONING DISTRICT:	PVCC COMMERCIAL
NATURE OF BUSINESS:	SELF SERVE DIESEL, CNG & HYDROGEN SALES
ASSESSOR'S PARCEL NO.:	302-260-053
CALIFORNIA CODES:	• 2022 CALIFORNIA FIRE CODE (INTERNATIONAL FIRE CODE AND UNIFORM FIRE CODE) • 2022 CALIFORNIA ELECTRICAL CODE • 2022 CALIFORNIA BUILDING CODE (INTERNATIONAL BUILDING CODE) • 2022 CALIFORNIA MECHANICAL CODE (INTERNATIONAL MECHANICAL CODE) • CALIFORNIA UNIFIED PROGRAM AGENCY (CAL/EPA CERTIFIED CUPA) • 2021 INTERNATIONAL FUEL GAS CODE • 2022 CALIFORNIA PLUMBING CODE (CPC), • 2022 CALIFORNIA ENERGY CODE (CEnC) • 2022 CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGReen)
NATIONAL HYDROGEN SPECIFIC CODES:	• 2018 NFPA 1 FIRE CODE • 2020 NFPA 2 HYDROGEN TECHNOLOGIES CODE • 2018 NFPA 30A MOTOR FUEL-DISPENSING FACILITIES AND REPAIR GARAGES • 2020 NFPA 55 COMPRESSED GASES AND CRYOGENIC FLUIDS CODE • ASME B31.3 PROCESS PIPING CODE • ASME 31.12 HYDROGEN PIPING & PIPELINES • ASME BOILER AND PRESSURE VESSEL CODE SEC VIII • CGA G-5 HYDROGEN • CGA G-5.4 STANDARD FOR HYDROGEN PIPING SYSTEMS AT CONSUMER LOCATIONS • CGA G-5.5 HYDROGEN VENT SYSTEM • CGA G-5.6 HYDROGEN PIPELINE SYSTEMS • CGA G-5.8 HIGH PRESSURE HYDROGEN PIPING SYSTEMS AT CONSUMER LOCATIONS
FEDERAL REGULATIONS:	• OSHA REGULATIONS 29 CFR 1920 SUBPART H • DOT REGULATIONS INCLUDING 40 CFR PART 68 RISK MANAGEMENT PLAN (AS APPLICABLE)

THIS PROJECT HAS BEEN DESIGNED IN SUBSTANTIAL CONFORMANCE WITH THE ACCESSIBILITY PROVISIONS OF CHAPTER 11B OF THE CALIFORNIA BUILDING CODE, LOCAL JURISDICTION, AND THE AMERICANS WITH DISABILITIES ACT (ADA).

PROJECT TEAM

PROJECT MANAGER:	TED CONWAY STANTEC BAKERSFIELD, CA	(661) 300-0027
H2 FUEL DESIGN:	JOE VELASCO STANTEC LOS ANGELES, CA	(925) 627-4508
ELECTRICAL ENGINEER:	JOHN BASTARDO STANTEC WEST WALL TOWNSHIP, NJ	(732) 820-6045
CIVIL ENGINEER:	KEVAN McLAUGHLAN STANTEC IRVINE, CA	(949) 923-6141
LANDSCAPE ARCHITECT:	MAISHA RUTH STANTEC PETALUMA, CA	(707) 658-4707
CHEVRON PROJECT MANAGER:	SCOTT NOVAK 1500 LOUISIANA STREET HOUSTON, TX	(510) 512-0182
PLANNING CONSULTANT:	SARAH SPANN STANTEC SANTA MARIA, CA	(805) 357-1346

PROJECT DESCRIPTION

CHEVRON IS PROPOSING THE FOLLOWING:

- INSTALL NEW CNG COMPOUND WITH CONCRETE BLOCK WALL FOR SECURITY AND EQUIPMENT SPACING.
- INSTALL H2 DELIVERY TRUCK ACCESS TO NEW OFFLOADING AREA.
- NEW H2 EQUIPMENT COMPOUND WITH CONCRETE BLOCK WALL FOR SECURITY AND EQUIPMENT SPACING.
- INSTALL NEW FUEL CANOPY WITH THREE ISLANDS FOR CNG AND DIESEL DISPENSERS
- INSTALL NEW FUEL CANOPY WITH THREE ISLANDS FOR CNG AND H2 DISPENSERS
- INSTALL NEW ELECTRICAL SERVICE
- INSTALL NEW PAVING AT EXISTING NORTH LOT
- WIDEN EXISTING DRIVEWAY ENTRANCE ON THE WEST END OF PROPERTY.
- RELOCATE EXISTING POWER POLE & GUYWIRES
- INSTALL HALF-STREET IMPROVEMENTS AS SHOWN.

LEGEND

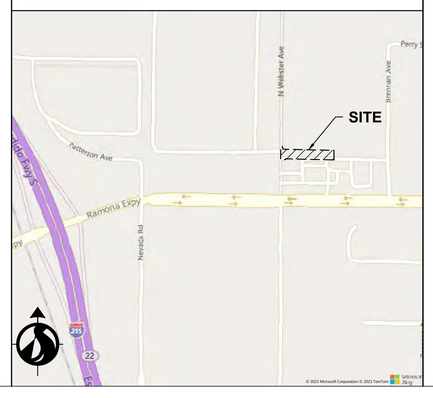
A / C6 — DETAIL NUMBER / SHEET NUMBER
A / C1 — SECTION NUMBER / SHEET NUMBER
1.0 — KEY NOTE
10 — DEMOLITION NOTE REFERENCE NUMBER
13 — CONSTRUCTION NOTE REFERENCE NUMBER

IMPORTANT NOTICE

SECTION 4216/4217 OF THE GOVERNMENT CODE REQUIRES A DIG ALERT IDENTIFICATION NUMBER TO BE ISSUED BEFORE A 'PERMIT TO EXCAVATE' WILL BE VALID.
TOLL FREE 811
TWO WORKING DAYS BEFORE YOU DIG.

DIGALERT

LOCATION MAP



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B IS THE CURRENT DRAWING SET REVISION NUMBER

MARK	DATE	REVISIONS	INITIAL	MARK	DATE	REVISIONS	INITIAL
B	05/06/24	REISSUED FOR PLANNING REVIEW	BGA				
A	10/27/23	ISSUED FOR PLANNING REVIEW	BGA				

Chevron

4063 N WEBSTER AVE
PERRIS, CA
SERVICE STATION #308922

Stantec
Consulting Services, Inc.
5500 Ming Avenue
Bakersfield, CA 93309
(661) 394-3701
www.stantec.com

COVER SHEET

MILESTONES

PROJECT PHASE	DATE	INITIALS
ISSUED FOR PLANNING	10/27/23	BGA
ISSUED FOR PERMIT		
ISSUED FOR BID		
ISSUED FOR CONSTRUCTION		

SS# 308922
JOB# 2057297530
SCALE: AS NOTED
SHEET CS

DEMOLITION NOTES

- P PROTECT
- 1 DEMOLISH (E) BUILDING, OVERHANGS & COLUMNS
- 2 DEMOLISH (E) CONCRETE PAVEMENT
- 3 DEMOLISH (E) AC PAVEMENT
- 4 DEMOLISH (E) BRICK PAVEMENT
- 5 DEMOLISH (E) CURB AND GUTTER
- 6 DEMOLISH (E) CONCRETE WALL
- 7 DEMOLISH (E) PLANTER
- 8 REMOVE (E) TREE
- 9 REMOVE (E) ABOVE GROUND TANK
- 10 REMOVE (E) COMMUNICATION VAULT
- 11 REMOVE (E) MAILBOX
- 12 DEMOLISH (E) METAL GATE/FENCE
- 13 DEMOLISH (E) FENCE (LOCATION APPROX)
- 14 REMOVE/RELOCATE (E) UTILITY RISERS/VAULTS/BOXES/WATER METERS/VALVES/MANHOLES/CLEANOUTS
- 15 REMOVE/RELOCATE (E) UTILITY POLES/RISERS/GUYMIRES
- 16 REMOVE (E) BOLLARDS
- 17 REMOVE (E) SIGNS
- 18 CLEAR & GRUB DIRT/LANDSCAPE AREAS
- 19 CLEAR ALL YARD DEBRIS

N

0 20' 40'

LEGEND

- 1644 (E) 1' CONTOUR
- 1645 (E) 5' CONTOUR
- (E) PL
- (E) EASEMENT
- (E) SETBACK
- DEMOLITION AREA
- (E) LANDSCAPE
- (E) DIRT
- (E) CONCRETE
- (E) AC PAVEMENT
- (E) PAVERS
- (E) BRICK
- (E) YARD DEBRIS
- (E) WALL

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Chevron

4063 N WEBSTER AVE

PERRIS, CA

SERVICE STATION #308922

Stantec

Consulting Services, Inc.
5500 Ming Avenue
Bakersfield, CA 93309
(661) 396-3770
www.stantec.com

EXISTING CONDITIONS & DEMOLITION PLAN

MILESTONES

PROJECT PHASE	DATE	INITIALS
ISSUED FOR PLANNING	10/27/23	BGA
ISSUED FOR PERMIT		
ISSUED FOR BID		
ISSUED FOR CONSTRUCTION		

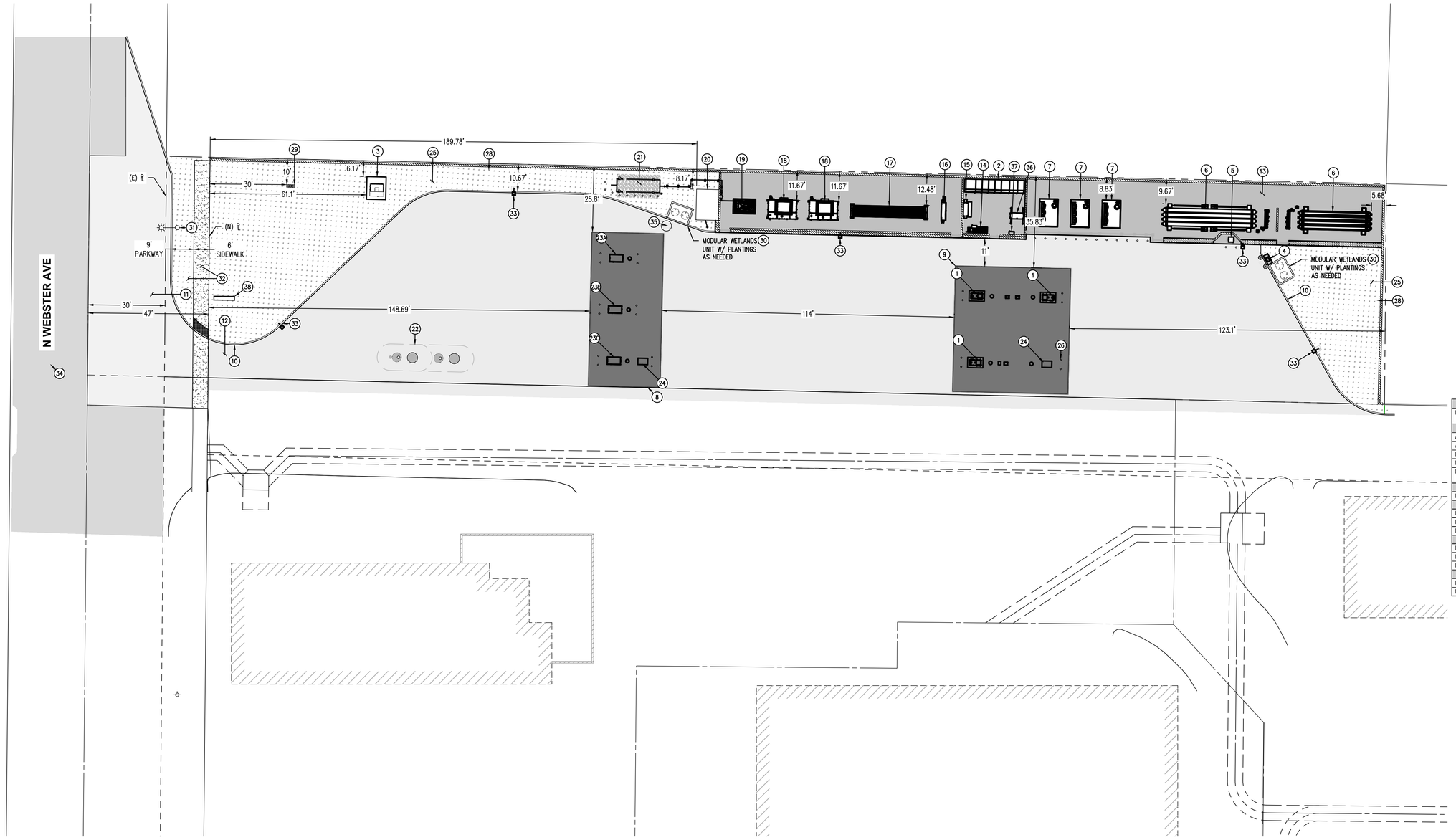
SS# 308922

JOB# 2057297530

SCALE: AS NOTED

SHEET

XP1



LEGEND

- (E) ℄
- (E) EASEMENT
- (E) SETBACK
- (E) LANDSCAPE
- (E) CONCRETE
- (E) AC PAVEMENT
- SETBACK
- (N) H_2 PIPING
- (N) STORMWATER MH & PIPING
- (N) STRUCTURE
- (N) AC PAVEMENT
- (N) CONCRETE PAVEMENT
- (N) CONCRETE FOUNDATION
- (N) LANDSCAPE ADJUSTMENT**
- (N) WALL

Project Site Zoning		PVCCSP Standard	Consistent
Proposed Zoning	PVCC Commercial	PVCC Residential	Specific Plan Amendment Required
Project Site Area		**PVCCSP Standard**	**Consistent**
Area (Existing) (s.f.)	40,915	-	-
Area (Proposed) (s.f.)	39,453	-	
Proposed Equipment Area (s.f.)	6,291	-	-
Proposed Canopy Area (s.f.)	3,890	-	-
Proposed Coverage Total (%)	26	50 percent maximum	☑
Height		**PVCCSP Standard**	**Consistent**
Proposed Canopy Height	20 feet	45 feet maximum	☑
Accessory Structure Setbacks		**PVCCSP Standard**	**Consistent**
Proposed Front (Webster Ave)	~190 feet	15 feet	☑
Proposed Rear Side (east)	~1 foot	10 feet	☑
Proposed Interior (north)	~1 foot	10 feet	☑
Canopy Setbacks		**PVCCSP Standard**	**Consistent**
Proposed Front (Webster Ave)	~149 feet	15 feet	☑
Proposed Rear Side (east)	~123 feet	10 feet	☑
Proposed Interior (north)	~26 feet	10 feet	☑
Landscaping		**PVCCSP Standard**	**Consistent**
Proposed Coverage (s.f.)	7,090	-	-
Proposed Coverage (%)	18	10 percent minimum	☑

CONSTRUCTION NOTES

1. (N) H_2 DISPENSERS* (SINGLE HOSE, FUELING ON NORTH AND SOUTH SIDE)
2. (N) MAIN ELECTRICAL SWITCHBOARD*
3. (N) UTILITY TRANSFORMER*
4. (N) HMI*
5. (N) SUPPLY CABINET – VALVE PANEL
6. (N) H_2 STORAGE*
7. (N) STATION MODULE*
8. (N) CANOPY (MODIFIED CHEVRON SG-3)*
9. (N) CANOPY (MODIFIED CHEVRON T4)*
10. (N) CURB
11. (N) AC PAVING
12. (N) CONCRETE PAVING
13. (N) CONCRETE FOUNDATION*
14. (N) AIR COMPRESSOR*
15. (N) CNG MOTOR STARTER PANEL*
16. (N) CNG VALVE PANEL*
17. (N) CNG STORAGE*
18. (N) CNG DUPLEX COMPRESSOR*
19. (N) CNG GAS DRYER*
20. (N) DIESEL FUELING ELECTRICAL EQUIPMENT BUILDING*
21. (N) GAS MSA
22. (N) DIESEL AND DEF UNDERGROUND SPLIT TANK
23A. (N) DIESEL DISPENSER* (SINGLE SIDED DISPENSER, MASTER SOUTH SIDE ONLY)
23B. (N) DIESEL DISPENSER* (DUAL SIDED DISPENSER, SATELLITE NORTH & MASTER SOUTH SIDE)
23C. (N) DIESEL DISPENSER* (SINGLE SIDED DISPENSER, SATELLITE NORTH SIDE ONLY)
24. (N) CNG DISPENSER* (DUAL SIDED DISPENSER, FUELING HOSE ON NORTH & SOUTH)
25. (N) LANDSCAPE ADJUSTMENT**
26. (N) BOLLARD (TYP)*
27. (N) STRIPING
28. (N) WALL*
29. (N) VENT RISER*
30. (N) CONTECH MODULAR WETLANDS STORMWATER BIORETENTION (MWS-L-6-8-V)
31. (N) PUBLIC STREET LIGHT
32. (N) PARKWAY & SIDEWALK PER PVCC FIG 5.0-1 & SECTION A
33. (N) STREET LIGHT
34. (N) CONNECTION TO (E) WEBSTER AVE STORM DRAIN
35. (N) CONTECH CD2015-4-C OIL/WATER SEPARATOR
36. (N) NETWORK CABINET*
37. (N) EMERGENCY SHUT-DOWN PANEL*
38. (N) MONUMENT ID & PRICE SIGN

* SEE ELECTRICAL & MECHANICAL SHEETS FOR DESIGN

** SEE LANDSCAPING SHEETS FOR DESIGN

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△B IS THE CURRENT DRAWING SET REVISION NUMBER

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B	05/06/24	REISSUED FOR PLANNING REVIEW	BGA				
A	10/27/23	ISSUED FOR PLANNING REVIEW	BGA				

Chevron

4063 N WEBSTER AVE

PERRIS, CA

SERVICE STATION #308922

Stantec
Consulting Services, Inc.
3300 Ming Avenue
Bakersfield, CA 93304
(661) 396-3770
www.stantec.com

SITE PLAN

MILESTONES

PROJECT PHASE	DATE	INITIALS
ISSUED FOR PLANNING	10/27/23	BGA
ISSUED FOR PERMIT		
ISSUED FOR BID		
ISSUED FOR CONSTRUCTION		

SS# 308922

JOB# 2057297530

SCALE: AS NOTED

SHEET

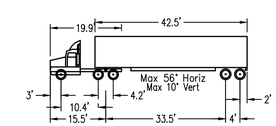
SP1

N

0 40' 80'

LEGEND

- (E) ℄
- (E) EASEMENT
- (E) SETBACK
- (E) LANDSCAPE
- (E) CONCRETE
- (E) AC PAVEMENT
- SETBACK
- (N) H_2 PIPING
- (N) STORMWATER MH & PIPING
- (N) STRUCTURE
- (N) AC PAVEMENT
- (N) CONCRETE PAVEMENT
- (N) CONCRETE FOUNDATION
- (N) LANDSCAPE ADJUSTMENT**
- (N) WALL



WB-50 – Interstate Semi-Trailer

Overall Length	55.00 ft
Overall Width	8.500 ft
Overall Body Height	12.052 ft
Min Body Ground Clearance	1.334 ft
Max Track Width	8.500 ft
Lock-to-lock time	6.00 s
Max Steering Angle (Virtual)	17.90°

DELIVERY VEHICLE

SCALE: NTS

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VEHICLE ACCESS PLAN

MILESTONES

PROJECT PHASE	DATE	INITIALS
ISSUED FOR PLANNING	10/27/23	BGA
ISSUED FOR PERMIT		
ISSUED FOR BID		
ISSUED FOR CONSTRUCTION		

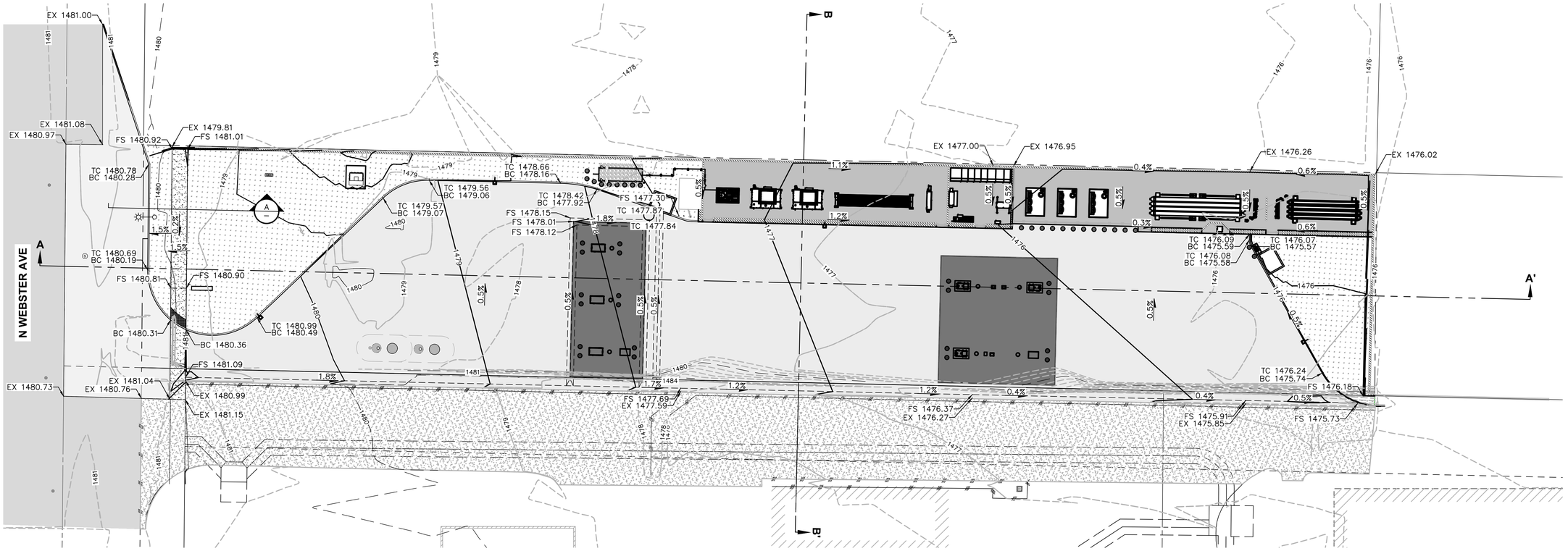
SS# 308922

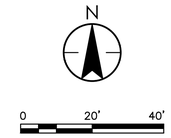
JOB# 2057297530

SCALE: AS NOTED

SHEET

SP1.1



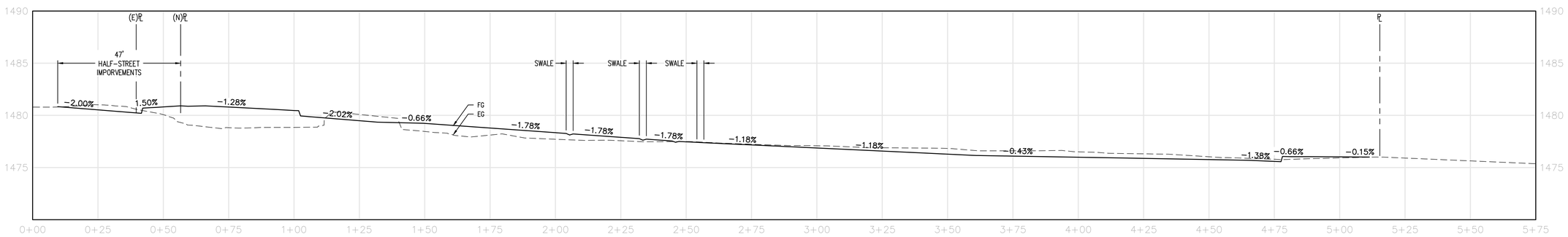


LEGEND

- 1644 (E) 1' CONTOUR
- 1645 (E) 5' CONTOUR
- 107 (N) 1' CONTOUR
- 105 (N) 5' CONTOUR
- (E) ℄
- (E) EASEMENT
- (E) SETBACK
- (E) LANDSCAPE
- (E) CONCRETE
- (E) AC PAVEMENT
- SETBACK
- (N) STRUCTURE
- (N) AC PAVEMENT
- (N) CONCRETE PAVEMENT
- (N) CONCRETE FOUNDATION
- (N) CONCRETE
- (N) LANDSCAPE ADJUSTMENT
- (N) WALL

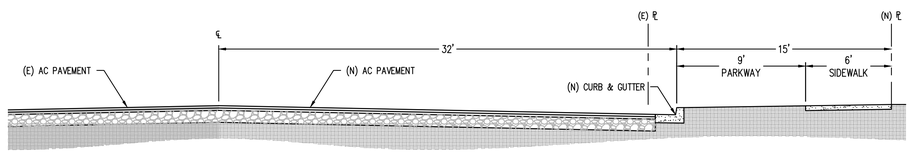
PRELIMINARY GRADING PLAN

SCALE: 1"=20'

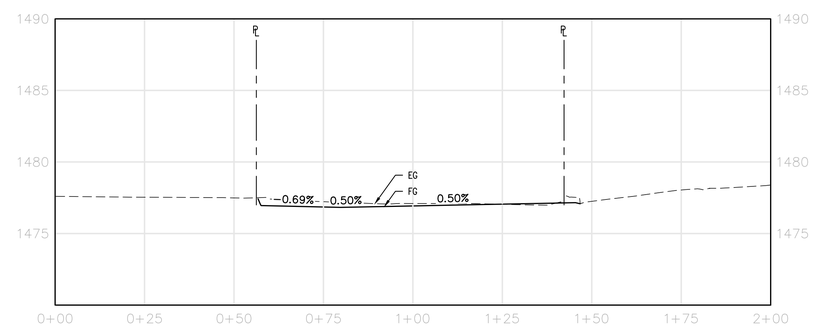


GRADING SECTION A-A'

SCALE: H:1"=20' V:1"=5'



A
–
HALF-STREET IMPROVEMENTS
(SECONDARY ARTERIAL)
1"= 5'



GRADING SECTION B-B'

SCALE: H:1"=20' V:1"=5'

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4063 N WEBSTER AVE

PERRIS, CA

SERVICE STATION #308922

PRELIMINARY GRADING PLAN

MILESTONES

PROJECT PHASE	DATE	INITIALS
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ISSUED FOR PERMIT		
ISSUED FOR BID		
ISSUED FOR CONSTRUCTION		

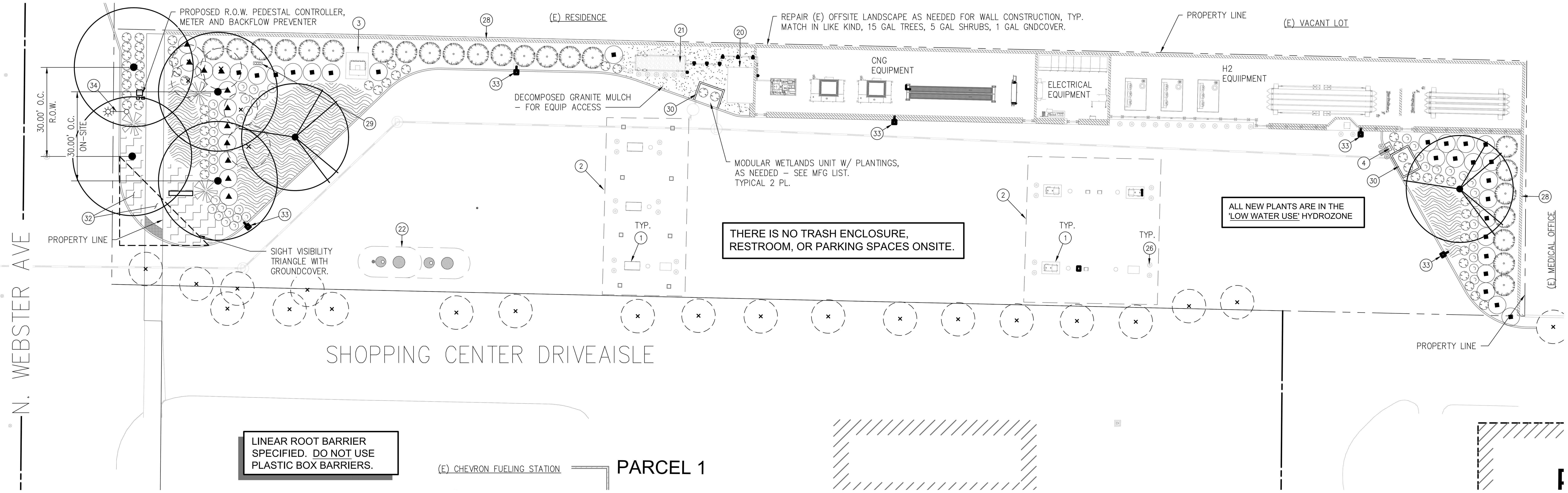
SS# 308922

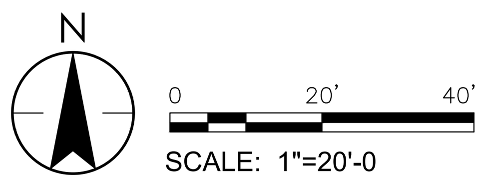
JOB# 2057297530

SCALE: AS NOTED

SHEET

GP1





KEYNOTES

1. (N) FUEL DISPENSER
2. (N) CANOPY
3. (N) UTILITY TRANSFORMER
4. (N) HMI
20. (N) DIESEL FUELING ELECTRICAL EQUIPMENT BUILDING
21. (N) GAS MSA
22. (N) DIESEL UNDERGROUND STORAGE TANK
26. (N) BOLLARD
28. (N) WALL
29. (N) VENT RISER
30. (N) CONTECH MODULAR WETLANDS STORMWATER BIORETENTION. SEE SHEET C9
32. (N) PARKWAY & SIDEWALK. SEE SHEET C9
33. (N) LIGHT. SEE SHEET E1
34. (N) STREET LIGHT PER CITY STDS.

CISTUS

MYOPORUM

LEUCOPHYLLUM

CUPRESSUS

PLATANUS

KOELREUTERIA

AGAVE (SPINELESS)

MUHLENBERGIA

LANTANA

ESTIMATED TOTAL WATER USE - R.O.W. AND ON-SITE

PROJECT: CHEVRON ONSITE

ETWU = (ETo) x (0.62) x [(PF x HA)/IE + SLA]	
Irrigation Efficiency Value =	
Bubblers	0.81
Laser Tube (Drip)	0.81
Rotary / Rotor	0.75
Spray	0.75

MAWA=	104,947.52	Maximum Allowable Water Use
ETWU =	86,377	Estimated total water use per year
ETo =	56.65	Reference Evapotranspiration (inches per year)
PF =	See Table at Left	Plant Factor from WUCOLS* or equivalent reference
HA =	See Table Below	Hydrozone Area (square feet)
SLA =	0	Special Landscaped Area (square feet)
0.62 =		Conversion Factor (to gallons per square foot)
IE =	See Table at Left	Irrigation Efficiency (minimum 0.75)

Plant Water Use Type	Plant Factor		
Low	0.10	0.20	0.30
Moderate	0.40	0.50	0.60
High	0.70	0.80	0.90
SLA	1.00		

HYDROZONE TABLE

Hydrozone	Plant Water Use Type(s) (low, moderate, high)	Plant Factor (PF)	Irrigation Type	Hydrozone Area (HA) (sq ft)	PF x HA (sq ft)	ETWU: 100 CF/ Year	ETWU: Gallons / Year
1	Low	0.30	Laser Tube (Drip)	5,080	1,524	88.35	66,083
2	Low	0.00	Laser Tube (Drip)	0	0	0.00	0
3	Low	0.20	Rotary / Rotor	0	0	0.00	0
4	Moderate	0.50	Spray	0	0	0.00	0
5	LOW	0.30	Bubblers	1,560	468	27.13	20,293
6	High	0.80	Laser Tube (Drip)	0	0	0.00	0
7	High	0.80	Rotary / Rotor	0	0	0.00	0
8	High	0.90	Spray	0	0	0.00	0
	SLA	1			0		
		Sum		6,640	1,992	115.48	86,377

RESULTS				
		ETWU = (ETo) x (0.62) x [(PF x HA)/IE + SLA]	100 CF/Year	Gal./year
MAWA =	104,948	ETWU =	115	86,377

ETWU must be less than or equal to MAWA   ETWU complies with MAWA

MAXIMUM APPLIED WATER ALLOWANCE

PROJECT #: CHEVRON ONSITE

MAWA = (ETo) x (0.62) x [(0.45 x LA)+(0.55 x SLA)]		
ETo**	56.65	ETo (inches/year)
Enter total project Landscaped Area	6,640.00	LA (square feet)
Enter Special Landscaped Area	0.00	SLA (square feet)
RESULTS:		
	104,948	MAWA (gallons/year)
	140.30	MAWA (100 CF/year)

** Eto Values derived from Appendix A of the CA Model Water Efficient Landscape Ordinance, CA Dept. of Water

MAWA	Maximum applied water allowance (gallons per year)
Eto	Reference Evapotranspiration (inches per year)
0.45	ET Adjustment Factor (ETAF) per AB1881
LA	Planted landscaped area including SLA and not including hardscapes. Also include surface area of water features not
0.62	Conversion Factor (to gallons per square foot)
SLA	Portion of the Landscaped Area identified as Special Landscaped Area. Also include surface area of water features using recycled
0.55	The additional ET Adjustment Factor for SLA (1.0 - 0.45 = 0.55)

CITY REQUIREMENTS MET

- ☑ COMMERCIAL ZONE: (1) 24" BOX TREE PER 30 LINEAR FOOT OF FRONTAGE
- ☑ R.O.W. AND WEBSTER AVE FRONTAGE PLANT PALETTE, SIZE AND SPACING, AND R.O.W. METER AND ET CONTROLLER TO MEET PVCCSP STANDARDS.
- ☑ PROVIDE ITALIAN CYPRESS AT NORTH AND EAST CMU WALL PER PLAN CHECK COMMENTS DATED 4-24-23.
- ☑ 10% MINIMUM LANDSCAPE REQUIRED. ON-SITE AREA= 39,453 SF X 0.10 = 3,945 SF REQD. 7090 SF PROVIDED (18%).
- ☑ RECYCLED WATER TO BE USED (AS AVAILABLE FROM WATER AGENCY)

GENERAL NOTES

1. ALL PLANTING AREAS SHALL HAVE A 2" LAYER OF ORGANIC COMPOST ROTOTILLED TO A DEPTH OF 4" AND TOPDRESSED WITH 3/4" MINUS DECOMPOSED GRANITE TO A MIN. DEPTH OF 3". COLOR: SAND
2. REFER TO ARCHITECTURAL AND CIVIL PLANS FOR DESCRIPTIONS OF ELEMENTS NOT IDENTIFIED ON THIS PLAN.
3. OBSERVE THE FOLLOWING MINIMUM SETBACK DISTANCES FOR TREE PLANTING :

BETWEEN STREET TREES	= 30 FT.
DRIVEWAY CUTS AND FIRE HYDRANTS	= 7 FT.
UTILITY BOXES, MANHOLE AND OTHER UTILITY VAULTS, TELEPHONE AND OTHER UTILITY POLES, GAS AND WATER METER, AND MAINS	= 5 FT.

4. ALL SURFACE AND SUB-SURFACE SWALES, DRAINAGE STRUCTURES AND PATTERNS SHALL BE MAINTAINED.
5. A LICENSED LANDSCAPE MAINTENANCE CONTRACTOR WILL BE RETAINED TO PERFORM ROUTINE MAINTENANCE DUTIES.
6. LOCATIONS AND QUANTITIES OF EXISTING LANDSCAPE MATERIALS ARE APPROXIMATE.
7. PLANTER SOIL SHALL BE AMENDED AS DESCRIBED BY A LABORATORY SOIL ANALYSIS. ORGANIC COMPOST AND AMENDMENT TO BE USED.
8. LANDSCAPE CONSTRUCTION WASTE TO BE RECYCLED PER LOCAL CODES AND RQMTS.
9. NO PLANTS SELECTED REQUIRE SHEARING
10. OBTAIN ALL MATERIALS LOCALLY (WITHIN 50 MILES) AS POSSIBLE.
11. ROOT BARRIER: INSTALL 24" DEEP LINEAR PLASTIC PANEL FROM DEEP ROOT OR EQUAL AT TREES PLANTED 5' OR LESS FROM CURBS, BUILDINGS, OR PAVEMENT AND 10' FROM R.O.W. OR SIDEWALK.

WATER CONSERVATION CONCEPT

A COMBINATION OF SUB-SURFACE LOW FLOW DRIP, BUBBLERS, AND/OR LOW VOLUME HUNTER MP ROTATOR SPRAYS SHALL BE INSTALLED IN ALL PLANTERS.

PLANTS ARE GROUPED INTO "HYDROZONES" AND IRRIGATED SEPARATELY FROM THOSE WITH DIFFERENT WATER REQUIREMENTS.

IRRIGATION SYSTEM SHALL BE EQUIPPED WITH A WEATHER TRACK CONTROLLER CAPABLE OF DUAL PROGRAMMING. FLOW SENSOR LEAK DETECTION AND AUTOMATIC SHUT-OFF TO BE PROVIDED AT POC.

PLANTING LEGEND - ON-SITE

PLANT SELECTIONS ** PER CITY COMMENTS

SYMBOL	SIZE	QTY.	MATURE HEIGHT	BOTANICAL NAME	WUCOLS* WATER RATING	COMMON NAME
TREES					* H, L, M HIGH, LOW, MODERATE	
	-	26	-	EXISTING ONSITE & OFF-SITE TREES TO BE REMOVED	-	-
	24" BOX	2	60'	PLATANUS ACERIFOLIA **	L	LONDON PLANE TREE
	24" BOX	2	35'	KOELREUTERIA PANNICULATA	L	GOLDEN RAIN TREE
	15 GAL	23	50'	CUPRESSUS SEMPERVIRENS 'GLOUCA' **	L	ITALIAN CYPRESS
SHRUBS AND PERENNIALS						
	15 GAL. / 5 GAL.	11 / 25	6'	LEUCOPHYLLUM FRUT. 'GREEN CLOUD'	L	TEXAS RANGER
	5 GAL.	2	4'	AGAVE ATTENUATTA ** (SPINE LESS)	L	FOX TAIL AGAVE
	5 GAL.	43	4'	CISTUS LADANIFER **	L	CRIIMSON SPOT ROCKROSE
	5 GAL.	40	3'	MUHLENBERGIA CAPILLARIS	L	PINK MUHLY DEER GRASS
GROUNDCOVER/ MASS PLANTINGS						
	1 GAL 30" O.C.	310 S.F.	2'	LANTANA 'NEW GOLD' **	L	'NEW GOLD' LANTANA
	1 GAL 4' O.C.	1552 S.F.	18"	MYOPORUM PARVIFLORUM ** 'PINK'	L	MYOPORUM
SITE FEATURES - TYPICAL						
		450 S.F.		DECOMPOSED GRANITE W/ STABILIZER (FOR ACCESS) WITH MIRAFI FW700 PERMEABLE FABRIC UNDERLAYMENT FOR WEED CONTROL.		
NOT SHOWN		6,570 S.F.		MULCH: DECOMPOSED GRANITE		

ON-SITE LANDSCAPE AREA: 7,090 S.F (6640 S.F. IRRIGATED)   TURF AREA = 0 SF
OFF-SITE (R.O.W.) LANDSCAPE AREA: 520 S.F.
TOTAL LANDSCAPE AREA: 7,610 S.F.
TOTAL IRRIGATED LANDSCAPE AREA: 7160 S.F.

PLANTING LEGEND - R.O.W.

PLANT SELECTIONS ** PER CITY COMMENTS

SYMBOL	SIZE	QTY.	MATURE HEIGHT	BOTANICAL NAME	WUCOLS* WATER RATING	COMMON NAME
TREES					* H, L, M HIGH, LOW, MODERATE	
	24" BOX	2	60'	PLATANUS ACERIFOLIA ** STREET TREE	L	LONDON PLANE TREE
SHRUBS AND PERENNIALS						
	5 GAL.	15	3'	MUHLENBERGIA CAPILLARIS	L	PINK MUHLY DEER GRASS
	5 GAL.	1	4'	AGAVE ATTENUATTA ** (SPINE LESS)	L	FOX TAIL AGAVE
GROUNDCOVER/ MASS PLANTINGS						
	1 GAL 30" O.C.	170 S.F.	2'	LANTANA 'NEW GOLD' **	L	'NEW GOLD' LANTANA
SITE FEATURES - TYPICAL						
NOT SHOWN		520 S.F.		MULCH: DECOMPOSED GRANITE		

OFF-SITE (R.O.W.) LANDSCAPE AREA: 520 S.F.   TURF AREA = 0 SF

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SERVICE STATION #308922

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CONCEPT LANDSCAPE PLAN

MILESTONES

PROJECT PHASE	DATE	INITIALS
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ISSUED FOR PERMIT		
ISSUED FOR BID		
ISSUED FOR CONSTRUCTION		

SS# 308922
JOB# 2057297530
SCALE: AS NOTED
SHEET L1

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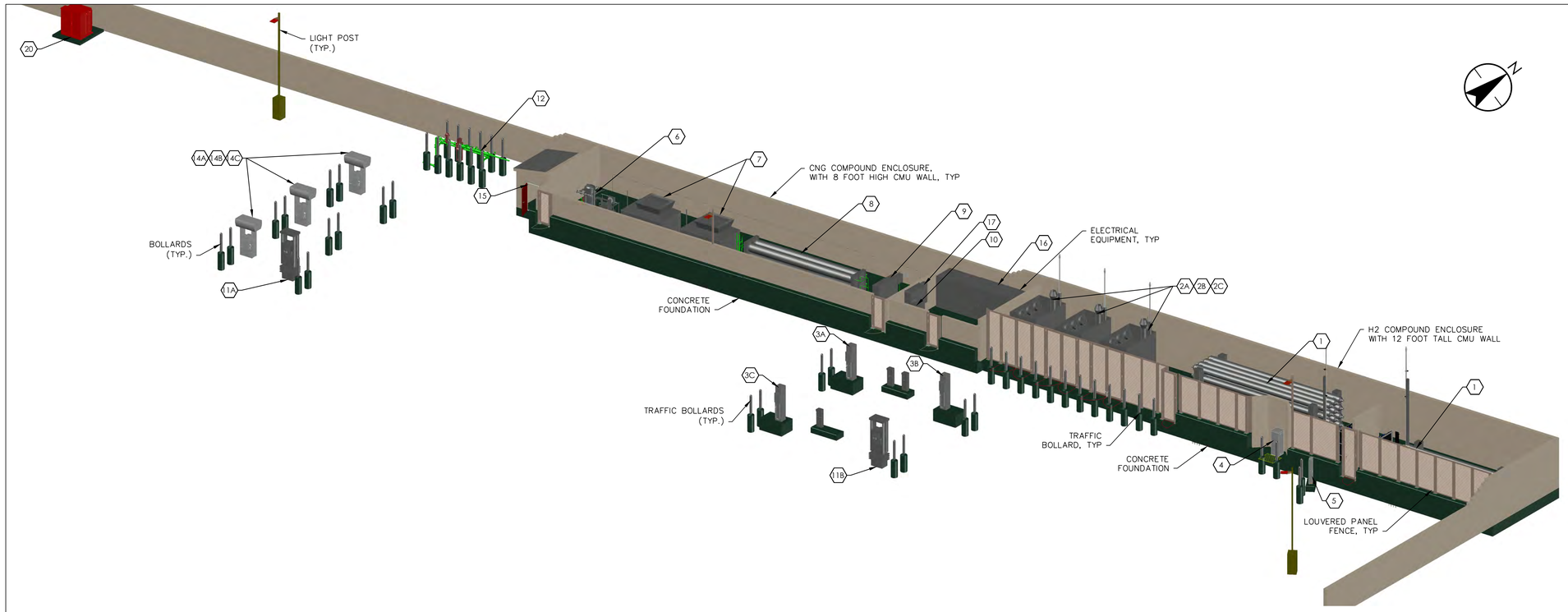
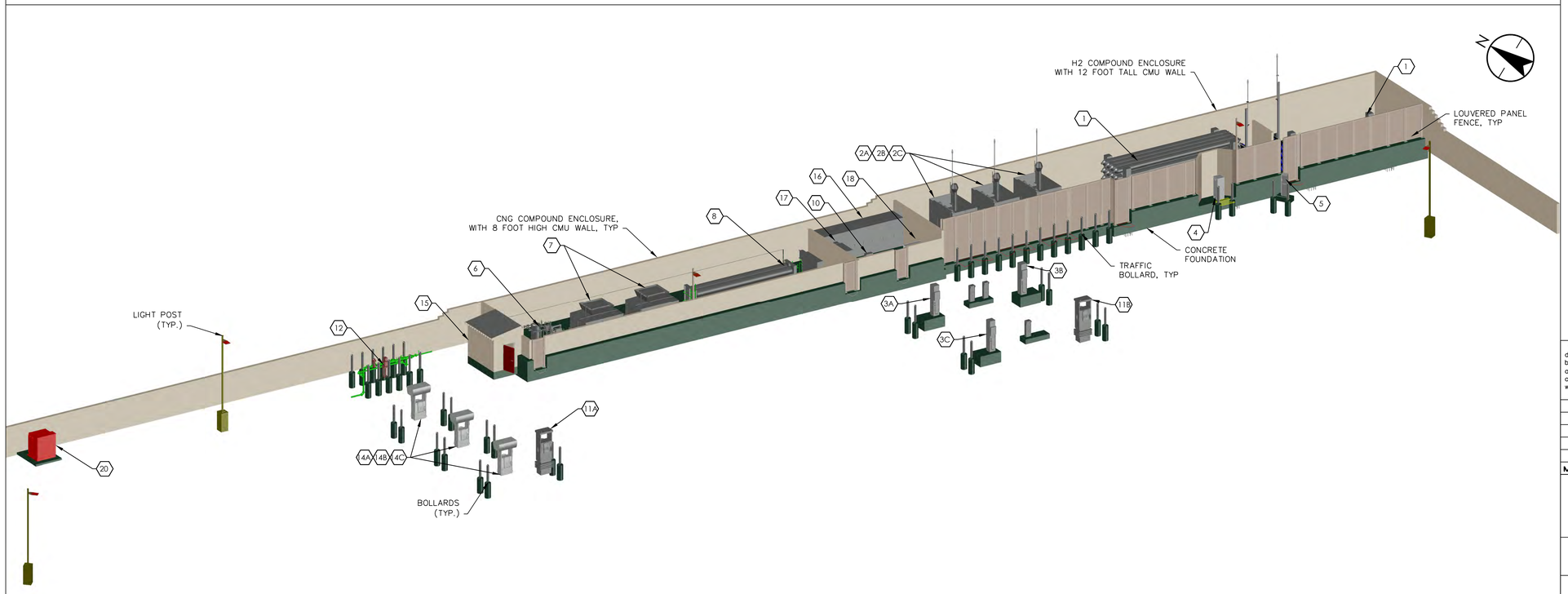


PERSPECTIVE VIEW

SCALE: NOT TO SCALE



PERSPECTIVE VIEW

SCALE: NOT TO SCALE

H2 EQUIPMENT LIST

#	EQUIPMENT
1	H2 STORAGE
2A/2B/2C	STATION MODULES
3A/3B/3C	HYDROGEN DISPENSERS
4	SUPPLY CABINET – VALVE PANEL
5	SUPPLY CABINET – HMI

CNG EQUIPMENT LIST

#	EQUIPMENT
6	CNG GAS DYRER
7	CNG SIMPLEX COMPRESSOR
8	CNG STORAGE
9	CNG VALVE PANEL
10	AIR COMPRESSOR
11A/11B	CNG DISPENSER
12	GAS MSA

DIESEL EQUIPMENT LIST

#	EQUIPMENT
13	UNDERGROUND DIESEL STORAGE TANK
14A/14B/14C	DIESEL DISPENSERS
15	DIESEL ELECTRICAL EQUIPMENT BUILDING

ELECTRICAL EQUIPMENT LIST

#	EQUIPMENT
16	MAIN ELECTRICAL SWITCHBOARD
17	CNG MOTOR STARTER PANEL
18	NETWORK CABINET
19	EMERGENCY SHUT-DOWN PANEL
20	UTILITY TRANSFORMER

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H2 ENCLOSURE PERSPECTIVE

MILESTONES

PROJECT PHASE	DATE	INITIALS
ISSUED FOR PLANNING	10/27/23	LGH
ISSUED FOR PERMIT	–	–
ISSUED FOR BID	–	–
ISSUED FOR CONSTRUCTION	–	–

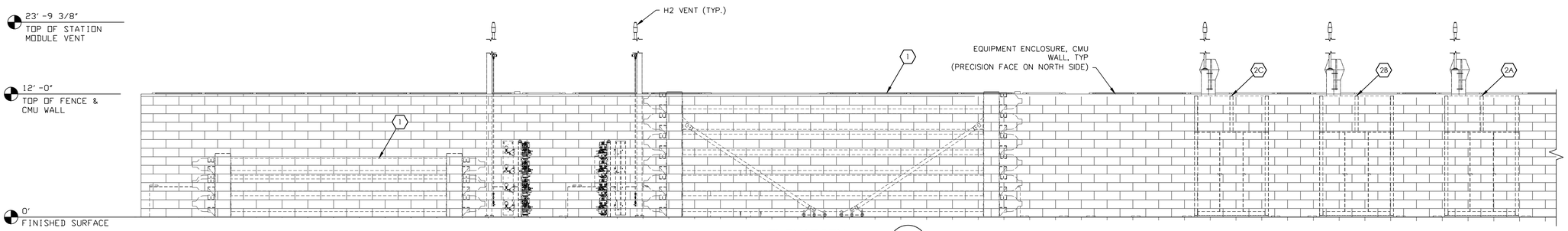
SS#

JOB# 2057297530

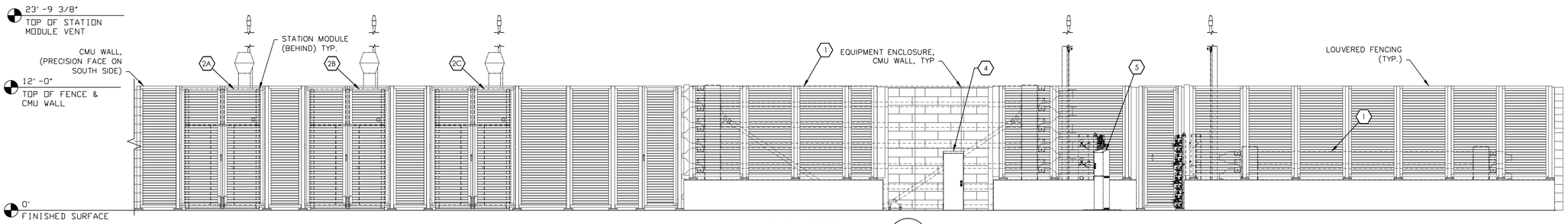
SCALE: AS NOTED

SHEET

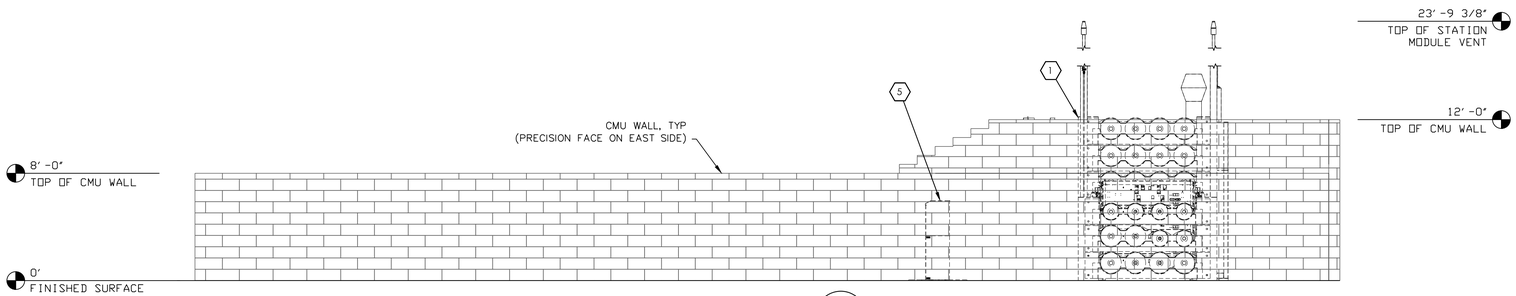
SD1



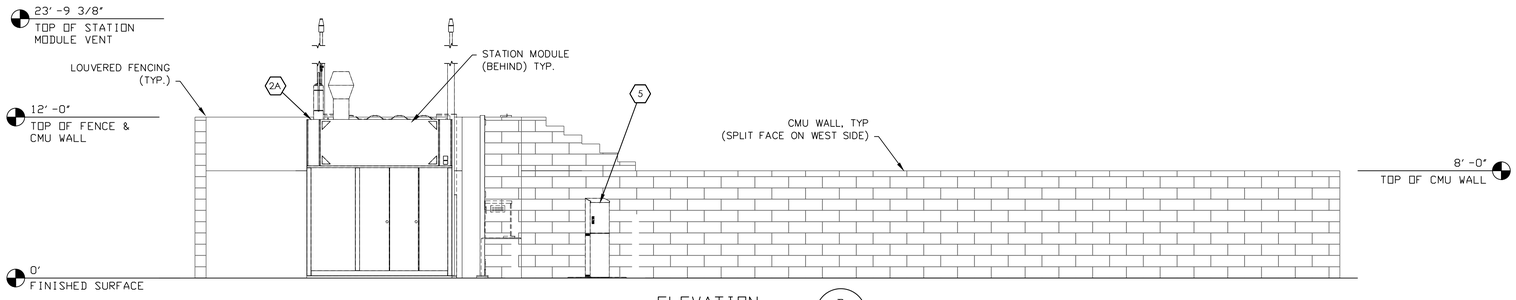
ELEVATION A
NORTH ELEVATION
SCALE: 3/16" =1' -0"



ELEVATION B
SOUTH ELEVATION
SCALE: 3/16" =1' -0"



ELEVATION C
EAST ELEVATION
SCALE: 3/16" =1' -0"



ELEVATION D
WEST ELEVATION
SCALE: 3/16" =1' -0"

H2 EQUIPMENT LIST

#	EQUIPMENT
1	H2 STORAGE
2A/2B/2C	STATION MODULES
3A/3B/3C	HYDROGEN DISPENSERS
4	SUPPLY CABINET - VALVE PANEL
5	SUPPLY CABINET - HMI

CNG EQUIPMENT LIST

#	EQUIPMENT
6	CNG GAS DYRER
7	CNG SIMPLEX COMPRESSOR
8	CNG STORAGE
9	CNG VALVE PANEL
10	AIR COMPRESSOR
11A/11B	CNG DISPENSER
12	GAS MSA

DIESEL EQUIPMENT LIST

#	EQUIPMENT
13	UNDERGROUND DIESEL STORAGE TANK
14	DIESEL DISPENSERS
15	DIESEL ELECTRICAL EQUIPMENT BUILDING

ELECTRICAL EQUIPMENT LIST

#	EQUIPMENT
16	MAIN ELECTRICAL SWITCHBOARD
17	CNG MOTOR STARTER PANEL
18	NETWORK CABINET
19	EMERGENCY SHUT-DOWN PANEL
20	UTILITY TRANSFORMER

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B IS THE CURRENT DRAWING SET REVISION NUMBER

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A	10/27/23	ISSUED FOR PLANNING REVIEW	CC				

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4063 N WEBSTER AVE
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5500 Ming Ave. Suite 400
Bakersfield, CA 93304
TEL. 661.396.3770
www.stantec.com

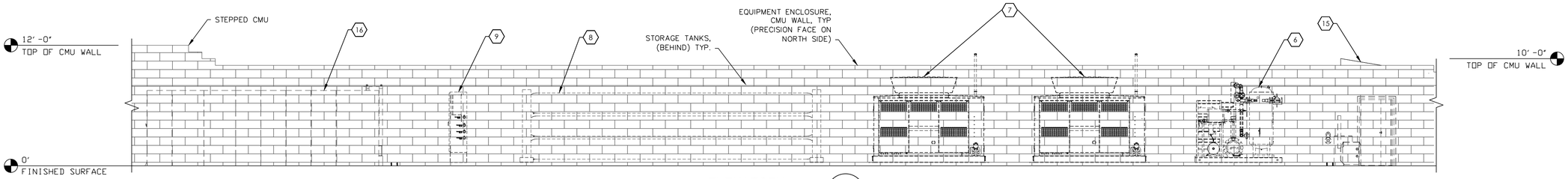
H2 ENCLOSURE ELEVATIONS

MILESTONES

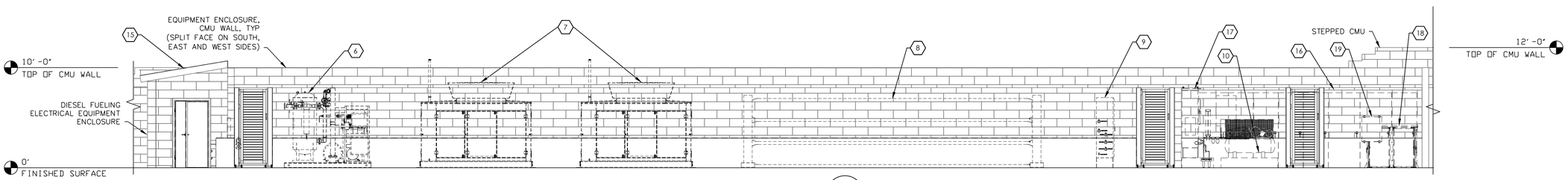
PROJECT PHASE	DATE	INITIALS
ISSUED FOR PLANNING	10/27/23	LGH
ISSUED FOR PERMIT	–	–
ISSUED FOR BID	–	–
ISSUED FOR CONSTRUCTION	–	–

SS#
JOB# 2057297530
SCALE: AS NOTED

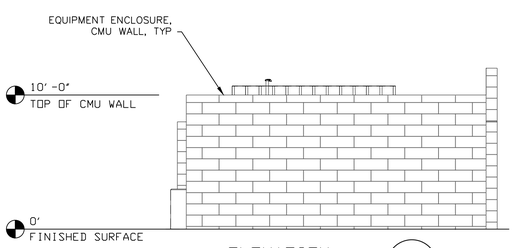
SHEET
SD2



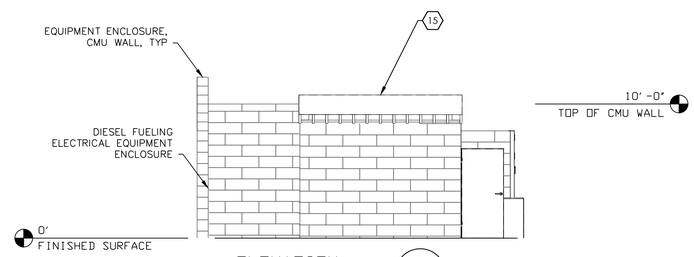
ELEVATION A
NORTH ELEVATION
SCALE: 3/16" =1' -0"



ELEVATION B
SOUTH ELEVATION
SCALE: 3/16" =1' -0"



ELEVATION C
EAST ELEVATION
SCALE: 3/16" =1' -0"



ELEVATION D
WEST ELEVATION
SCALE: 3/16" =1' -0"

H2 EQUIPMENT LIST

#	EQUIPMENT
1	H2 STORAGE
2A/2B/2C	STATION MODULES
3A/3B/3C	HYDROGEN DISPENSERS
4	SUPPLY CABINET – VALVE PANEL
5	SUPPLY CABINET – HMI

CNG EQUIPMENT LIST

#	EQUIPMENT
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7	CNG SIMPLEX COMPRESSOR
8	CNG STORAGE
9	CNG VALVE PANEL
10	AIR COMPRESSOR
11A/11B	CNG DISPENSER
12	GAS MSA

DIESEL EQUIPMENT LIST

#	EQUIPMENT
13	UNDERGROUND DIESEL STORAGE TANK
14	DIESEL DISPENSERS
15	DIESEL ELECTRICAL EQUIPMENT BUILDING

ELECTRICAL EQUIPMENT LIST

#	EQUIPMENT
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www.stantec.com

H2 ENCLOSURE ELEVATIONS

MILESTONES

PROJECT PHASE	DATE	INITIALS
ISSUED FOR PLANNING	10/27/23	LGH
ISSUED FOR PERMIT	–	–
ISSUED FOR BID	–	–
ISSUED FOR CONSTRUCTION	–	–

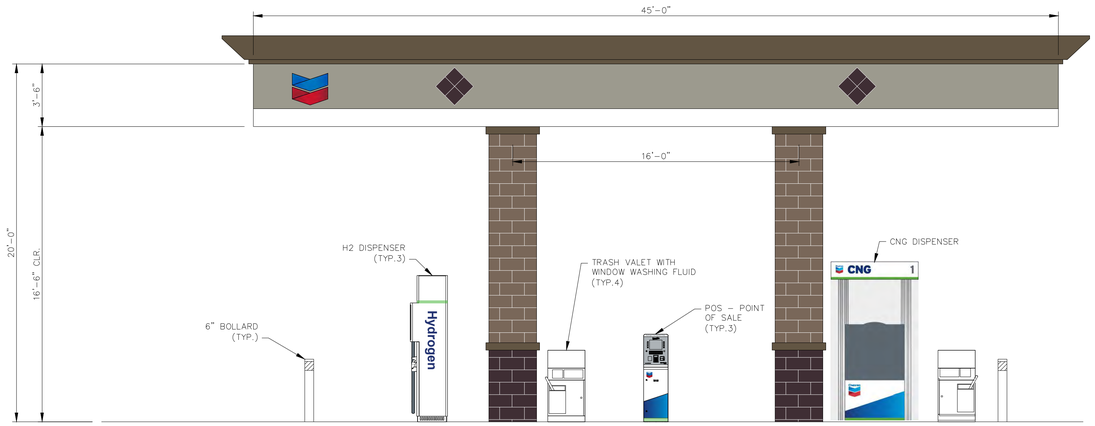
SS#

JOB# 2057297530

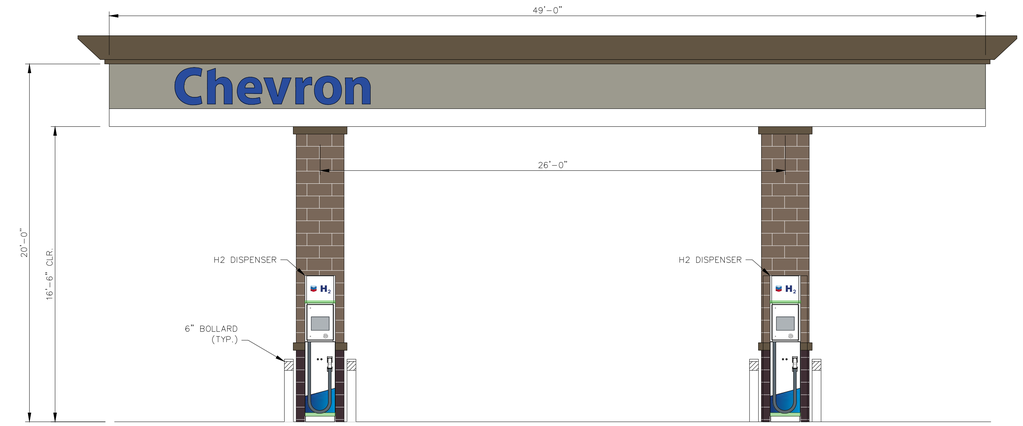
SCALE: AS NOTED

SHEET

SD3

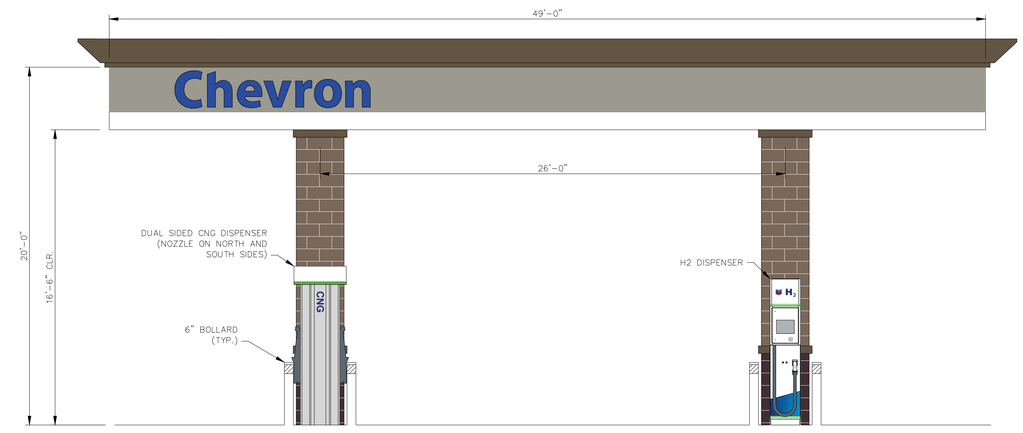


A SOUTH ELEVATION



B WEST ELEVATION

C NORTH ELEVATION



D EAST ELEVATION

1 H2 CANOPY ELEVATIONS

1/4" = 1'-0"

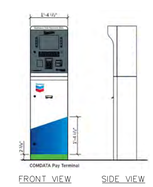
FRONT VIEW SIDE VIEW

A H2 - DISPENSER

FRONT VIEW SIDE VIEW

B CNG - DISPENSER

2 DISPENSERS



FRONT VIEW SIDE VIEW

A H2 - PAY TERMINAL

3 PAY TERMINAL

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Bakersfield, CA 93309
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www.stantec.com

H2 AND CNG CANOPY ELEVATIONS

MILESTONES

PROJECT PHASE	DATE	INITIALS
ISSUED FOR PLANNING	10/27/23	LGH
ISSUED FOR PERMIT	–	–
ISSUED FOR BID	–	–
ISSUED FOR CONSTRUCTION	–	–

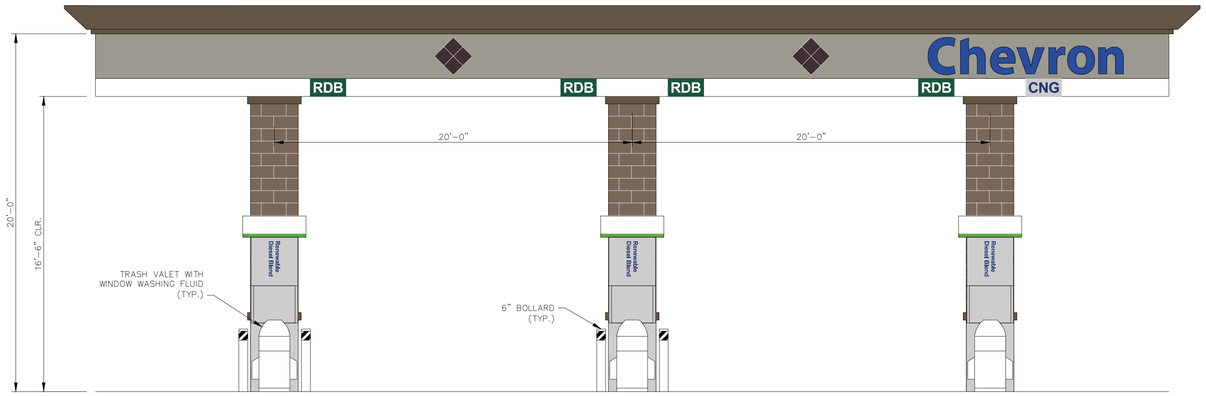
SS# 308922

JOB# 2057297530

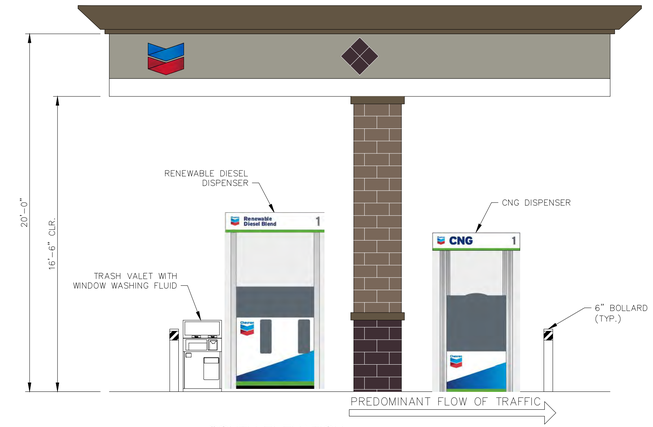
SCALE: AS NOTED

SHEET

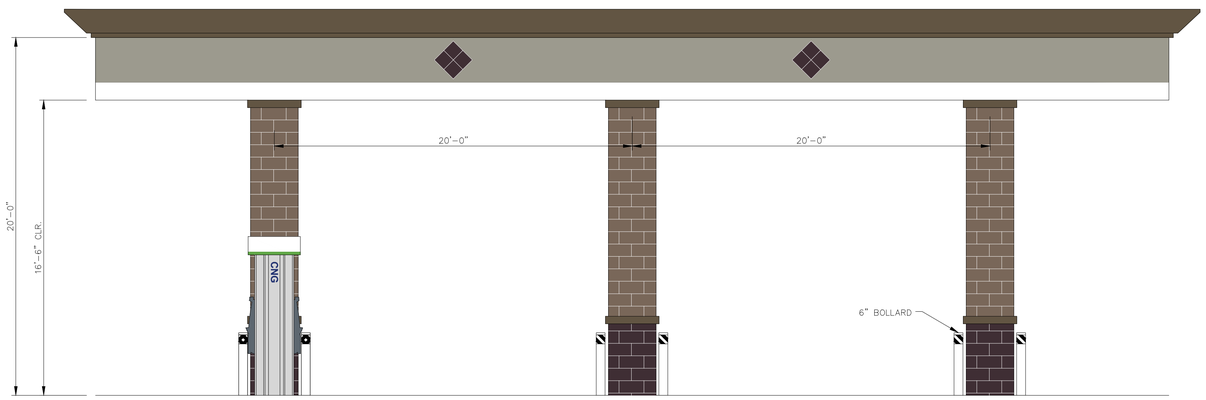
CA1.1



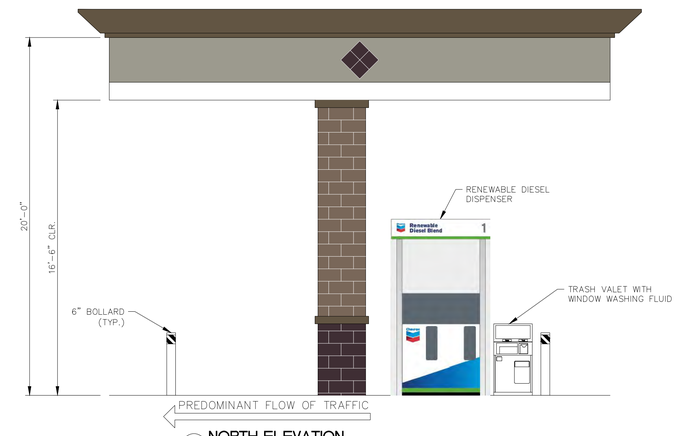
A WEST ELEVATION



B SOUTH ELEVATION



C EAST ELEVATION

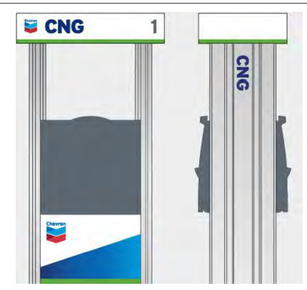


D NORTH ELEVATION

1 DIESEL CANOPY ELEVATIONS

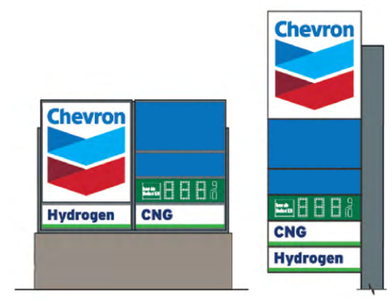
1/4" = 1'-0"

C RENEWABLE DIESEL - DISPENSER



D CNG - DISPENSER

2 DISPENSERS



3 ID AND PRICE MONUMENT SIGN.

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TEL. 661.396.3770
www.stantec.com

DIESEL CANOPY ELEVATIONS

MILESTONES

PROJECT PHASE	DATE	INITIALS
ISSUED FOR PLANNING	10/27/23	LGH
ISSUED FOR PERMIT	--	--
ISSUED FOR BID	--	--
ISSUED FOR CONSTRUCTION	--	--

SS# 308922

JOB# 2057297530

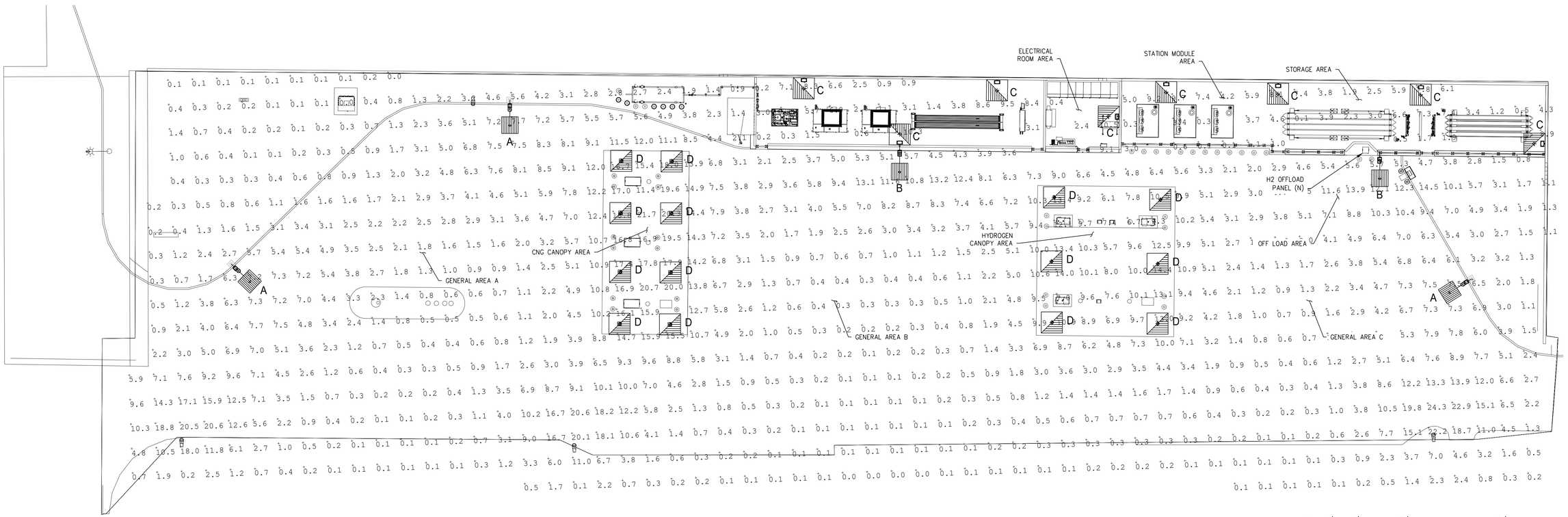
SCALE: AS NOTED

SHEET

CA1.2

CALCULATION SUMMARY

LOCATION	AVG (fc)	MAX. (fc)	MIN. (fc)	AVG/MIN. (fc)	MAX/MIN. (fc)
CNG CANOPY AREA	16.9	21.7	11.4	–	–
HYDROGEN CANOPY AREA	9.9	14.4	5.7	–	–
CNG COMPOUND	4.2	10.3	0.2	–	–
ELECTRICAL ROOM	5.0	10.5	0.4	–	–
OFF LOAD AREA	8.3	13.9	4.6	–	–
STORAGE AREA	3.9	8.9	0.1	–	–
STATION MODULE AREA	3.8	9.7	0.1	–	–
GENERAL AREA A	4.4	20.6	0.1	–	–
GENERAL AREA B	2.8	14.2	0.1	–	–
GENERAL AREA C	5.2	24.3	0.1	–	–



0 8' 16' 32' 64'

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

LIGHTING FIXTURE SCHEDULE

FIXTURE TYPE	MANUFACTURER	CATALOG NUMBER	WATTAGE	VOLT	MOUNTING	FINISH	FIXTURE DESCRIPTION	REMARKS
A	LSI INDUSTRIES INC	SLM_LED_24L_SIL_FT_UNV_DIM_50_70CRI_ALBCS1_GMG_IL	176	UNIVERSAL VOLTAGE (120-277V)	POLE	GUN-METAL GRAY (GMG) FINISH	CHEVRON STANDARD OUTDOOR LED AREA LIGHTING FIXTURE, LSI SLICE MEDIUM (SLM) POLE MOUNTED FIXTURE WITH RUGGED DIE-CAST ALUMINUM HOUSING, ONE PIECE SILICONE OPTIC SHEET WITH ZERO UPLIGHT, FORWARD THROW (FT) DISTRIBUTION, 5,000K CCT COLOR TEMPERATURE, AND 70 CRI. PROVIDE WITH CHEVRON STANDARD GUN-METAL GRAY (GMG) FINISH. 0-10V DIMMING (10% - 100%) DRIVER. PROVIDE WITH OPTIONAL INTEGRAL LOUVER (IL) AND HOUSE-SIDE SHIELD (IH) FOR IMPROVED BACKLIGHT CONTROL. UL LISTED FOR WET LOCATIONS, IP66 RATED, AND CA TITLE 24 COMPLIANT. PROVIDE WITH LSI AIRLINK BLUE MOTION AND PHOTO SENSOR MODULE (CAT NO. ALBCS1) AND AIRLINK BLUE CONTROL MODULE (CAT NO. ALBC).	NOTES 1 AND 2
B		SLM_LED_24L_SIL_2_UNV_DIM_50_70CRI_ALBCS1_GMG_IL	176	UNIVERSAL VOLTAGE (120-277V)	POLE	GUN-METAL GRAY (GMG) FINISH	CHEVRON STANDARD OUTDOOR LED AREA LIGHTING FIXTURE, LSI SLICE MEDIUM (SLM) POLE MOUNTED FIXTURE WITH RUGGED DIE-CAST ALUMINUM HOUSING, ONE PIECE SILICONE OPTIC SHEET WITH ZERO UPLIGHT, TYPE 2 DISTRIBUTION, 5,000K CCT COLOR TEMPERATURE, AND 70 CRI. PROVIDE WITH CHEVRON STANDARD GUN-METAL GRAY (GMG) FINISH. 0-10V DIMMING (10% - 100%) DRIVER. PROVIDE WITH OPTIONAL INTEGRAL LOUVER (IL) AND HOUSE-SIDE SHIELD (IH) FOR IMPROVED BACKLIGHT CONTROL. UL LISTED FOR WET LOCATIONS, IP66 RATED, AND CA TITLE 24 COMPLIANT. PROVIDE WITH LSI AIRLINK BLUE MOTION AND PHOTO SENSOR MODULE (CAT NO. ALBCS1) AND AIRLINK BLUE CONTROL MODULE (CAT NO. ALBC).	NOTES 1 AND 2
C		XPWS3_WT_LED_48_350_NW-UE_BRZ_IMS_HL	55	UNIVERSAL VOLTAGE (120-277V)	WALL SURFACE	BRONZE FINISH	LED PATRIOT WALL SCONCE (XPWS3) WALL SURFACE MOUNTED FIXTURE WITH OPTIONAL INTEGRAL MOTION SENSOR (IMS OPTION) AND MULTIPLE LEVEL LIGHT OUTPUT. ULTRA-HIGH EFFICIENCY REFLECTORS WITH WIDE THROW (WT) DISTRIBUTION. PROVIDE WITH ONE-PIECE DIE-CAST ALUMINUM HOUSING AND CLEAR TEMPERED OPTICAL-GRADE FLAT GLASS LENS. GALVANIZED-STEEL UNIVERSAL WALL MOUNTING PLATE WITH RPDM GASKET FOR WALL INSTALLATION. UL LISTED FOR WET LOCATION. PROVIDE OPTIONAL CLASS 1, DIVISION 2 (GROUPS A,B,C,& D) HAZARDOUS LOCATION RATING ("HL" OPTION).	NOTES 3 AND 4
D		SCM-DM-LED-08L-SC-UNV-DIM-50-WHT-HL	56	UNIVERSAL VOLTAGE (120-277V)	CEILING	WHITE	PETROLEUM CANOPY LED.	

NOTES:
1.- PROVIDE 18' TALL 4"X4" SQUARE STRAIGHT STEEL POLE WITH CHEVRON STANDARD GUN-METAL GRAY (GMG) FINISH, LSI CAT NO. 4SQ_B3_S11G_18'_S_GMG_BLK.
2.- SEE DETAILS SHEET FOR POLE BASE AND POLE MOUNTED FIXTURE DETAIL.
3.- CONTRACTOR SHALL FOLLOW MANUFACTURER'S INSTALLATION INSTRUCTION TO ENSURE THE APPROVED CLASSIFIED HAZARDOUS APPLICATION.
4.- PROVIDE ALL REQUIRED MOUNTING ACCESSORIES FOR WALL SURFACE MOUNT INSTALLATION.
5.- LIGHTING CONTRIBUTION FROM EXISTING FIXTURES WAS CONSIDERED ON PHOTOMETRIC CALC, SIMILAR LED LIGHTING FIXTURES WERE USED, (LIGHTING FIXTURES CHARACTERISTICS NEED TO BE CONFIRMED) .

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www.stantec.com

LIGHTING FIXTURE SCHEDULE AND PHOTOMETRICS CALCS

MILESTONES

PROJECT PHASE	DATE	INITIALS
ISSUED FOR PLANNING	10/27/23	JME
ISSUED FOR PERMIT	–	–
ISSUED FOR BID	–	–
ISSUED FOR CONSTRUCTION	–	–

SS#
JOB# 2057297530
SCALE: NONE

SHEET
E5.0

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

www.rcaluc.org

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

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

The City of Perris Planning Department should be contacted on non-ALUC issues. For more information, please contact City of Perris Planner Nathan Perez at 951-943-5003.

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

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

DATE OF HEARING: **June 13, 2024**

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

CASE DESCRIPTION:

ZAP1034PV24 – Chevron U.S.A. Inc. (Representative: Alabassi Construction and Engineering) – City of Perris Case Nos. SPA24-05086 (Specific Plan Amendment), MOD23-05073 (Major Modification). A proposal to construct a 1,496 square foot canopy with fueling stations for commercial trucks on 0.94 acres, located on the northeast corner of Ramona Expressway and Webster Avenue. The applicant also proposes to amend the sites Specific Plan land use designation from Residential to Commercial (Airport Compatibility Zone C1 of the March Air Reserve Base/Inland Port Airport Influence Area).

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number: ZAP1034PV24 Date Submitted: 3/25/2024

AIA: March Zone: C1 Public Hearing ☑ Staff Review ☐

Applicant

Applicant Full Name: Chevron U.S.A., Inc., a Pennsylvania corporation

Applicant Address: 6001 Bollinger Canyon Road San Ramon, CA 94583

Phone: 805.357.1346 **Email:** sarah.spann@Stantec.com

Representative/ Property Owner Contact Information

Representative: Alabassi Construction and Engineering **Email:** corinne@alabbasi.biz

Phone: 951.808.3498

Address: 764 Ramona Expressway, Suite C Perris, CA 92571

Property Owner: Alabassi Construction and Engineering **Email:** corinne@alabbasi.biz

Phone: 951.808.3498

Address: 764 Ramona Expressway, Suite C Perris, CA 92571

Local Jurisdiction Agency

Agency Name: City of Perris Phone: 951.943.5003 ext. 279

Staff Contact: Nathan Perez **Email:** NPerez@cityofperris.org

Address: 101 N. D Street Perris, CA 92570 : :

Local Agency Case No.: (MMOD)23-05073 and Specific Plan Amendment

Project Location

Street Address: 4063 North Webster Avenue, Perris CA, 92571 Gross Parcel Size.: 0.94 acres

Assessor's Parcel No.: 302-260-053

Solar

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

Data

Site Elevation:(above mean sea level)	1490
Height of Building or structures:	Top of Station Module Vent - 27' 10 3/4", Top of Fence CMU Wall - 12', Canopy - 20'
What type of drainage basins are being proposed and the square footage:	CONC/ASPHALT PAVEMENT - drain to BMP 15,085 SF and 21,978 SF and LANDSCAPE - self treating 7,417 SF and 1,770 SF

Notice

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

B. REVIEW TIME: Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of a complete application submittal to the next available commission hearing meeting.

C. SUBMISSION PACKAGE:

Please submit all application items DIGITALLY via USB or CD:

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

Additionally, please provide:

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

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

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	3.3
HEARING DATE:	June 13, 2024
CASE NUMBER:	ZAP1581MA23 – Overland Development Company (Representative: Andrew Walcker)
APPROVING JURISDICTION:	March Joint Powers Authority
JURISDICTION CASE NO:	CUP22-03 (Conditional Use Permit)
LAND USE PLAN:	2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
Airport Influence Area:	March Air Reserve Base
Land Use Policy:	Zone B2, C1
Noise Levels:	Between 65 - 75 CNEL contour from aircraft
MAJOR ISSUES:	**None**

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

PROJECT DESCRIPTION: A proposal to construct a 3,596 square foot drive-thru Car Wash Building on 1.08 acres.

On November 12, 2020, the Commission found consistent on the same site ALUC Case ZAP1436MA20, a proposal to construct a 100,000 square foot warehouse building with mezzanine and a 3-story 138,152 square foot self-storage facility on 6.6 acres, and amending the site's General Plan land use designation and Meridian Specific Plan designation, and zoning, from Commercial to Business Park, add car wash as an allowable use in the Commercial Zone, and other minor changes to the text and figures, and dividing the 6.6 acres into two commercial lots.

As of May 14, 2024, the Greens Group has withdrawn the application for the warehouse and self-storage facility.

PROJECT LOCATION: The project is located northerly of Van Buren Boulevard, and easterly of Opportunity Way, approximately 2,373 feet west of the northerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential Average Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Zones B2(0.17 acres) and C1(0.91 acres), where both Zones B2 and C1 limit average intensity to 100 people per acre.

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

- Retail Area- 1 person per 115 square feet.

The project proposes to construct a 3,596 square foot drive-thru Car Wash Building, which includes 3,596 square feet of retail area and 16-stack vehicles, accommodating a total occupancy of 55 people, resulting in an average intensity of 60 people per acre, which is consistent with both C1 average intensity criterion of 100 people per acre. There is no development proposed within Zone B2.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle). Based on the number of parking spaces provided (28 standard vehicles), the total occupancy would be estimated at 42 people, resulting in an average intensity of 46 people per acre, which is consistent with the Compatibility Zone C1 average intensity criterion of 100 people per acre. There is no parking spaces proposed within Zone B2.

Non-Residential Single-Acre Intensity: Compatibility Zones B2(0.17 acres) and C1(0.91 acres) limits maximum single-acre intensity to 250 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would include 3,596 square feet of retail area, and 16-stack vehicles, resulting in a single acre occupancy of 55 people, is consistent with the Compatibility Zone C1 single acre criterion of 250. There is no development proposed within Zone B2.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones B2 and C1(children's schools, day care centers, hospitals, nursing homes, libraries, places of assembly, highly noise-sensitive outdoor nonresidential uses and hazards to flight).

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being located within the 65 - 75 CNEL contour range from aircraft noise. Office and commercial service area (car wash) uses are identified as marginally acceptable within this range as long as outdoor activities are minimal; however, staff is recommending a condition to incorporate noise attenuation measures into the design of the proposed buildings to such extent as may be required to ensure that interior noise levels from aircraft operations are at or below 45 CNEL pursuant to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

Part 77: The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea

level (AMSL). At a distance of approximately 2,373 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,559 feet AMSL. The site's elevation is 1,552 feet AMSL and the proposed building height is 29 feet, resulting in a top point elevation of 1,581 feet AMSL. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) was required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study Nos. 2023-AWP-12865-OE and 2023-AWP-12866 to this project. The FAA OES issued their Determination of No Hazard letter dated September 20,2023 indicating that the project would not be an impact to air navigation.

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

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The nearest portion of the project is located 2,373 feet from the runway, and therefore would not be subject to the above requirement.

Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 2,373 feet), the project utilizes underground basins which will not contain surface water or attract wildlife and, therefore, would not constitute a hazard to flight.

CONDITIONS:

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

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

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

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

   (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations,

wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

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

(e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly (including but not limited to places of worship and theaters), buildings with more than 3 aboveground habitable floors, and critical community infrastructure facilities.

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

(g) Other Hazards to flight.

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

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

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

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

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

the stormwater basin.

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

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

8. The project has been evaluated as a 3,596 square foot Car Wash Building. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria**,** at the discretion of the ALUC Director.

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

10. The Federal Aviation Administration has conducted aeronautical studies of the proposed project (Aeronautical Study Nos. 2023-AWP-12865-OE and 2023-AWP-12866-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 M and shall be maintained in accordance therewith for the life of the project.

11. The proposed structures shall not exceed a height of 29 feet above ground level and a maximum elevation at top point of 1581 feet above mean sea level.

12. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission. The specific coordinates, frequencies, and power shall not be amended without further review by the Federal Aviation Administration.

13. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 29 feet in height and a maximum elevation of 1581 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

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

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NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

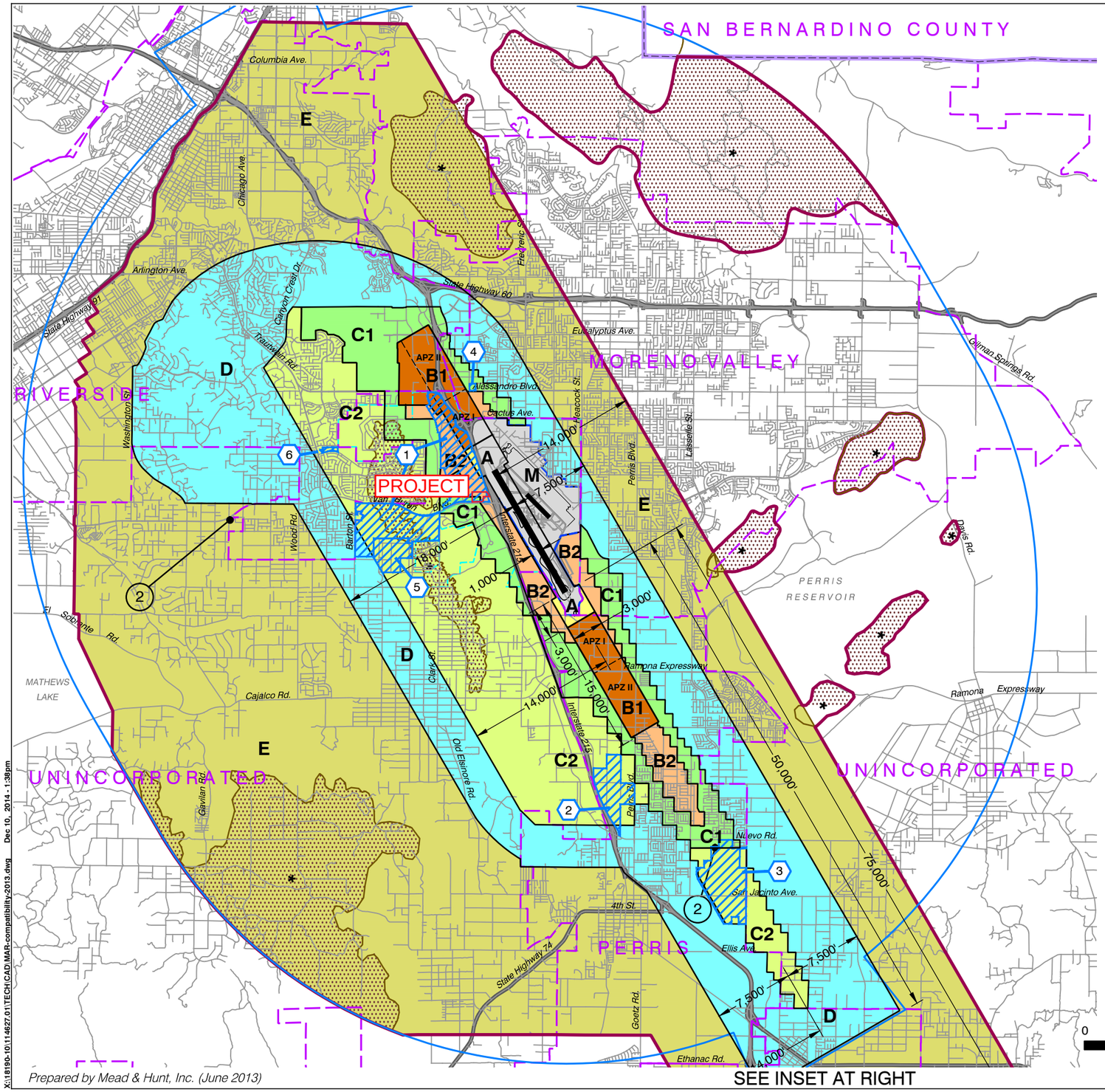
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____



LEGEND

Compatibility Zones

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

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

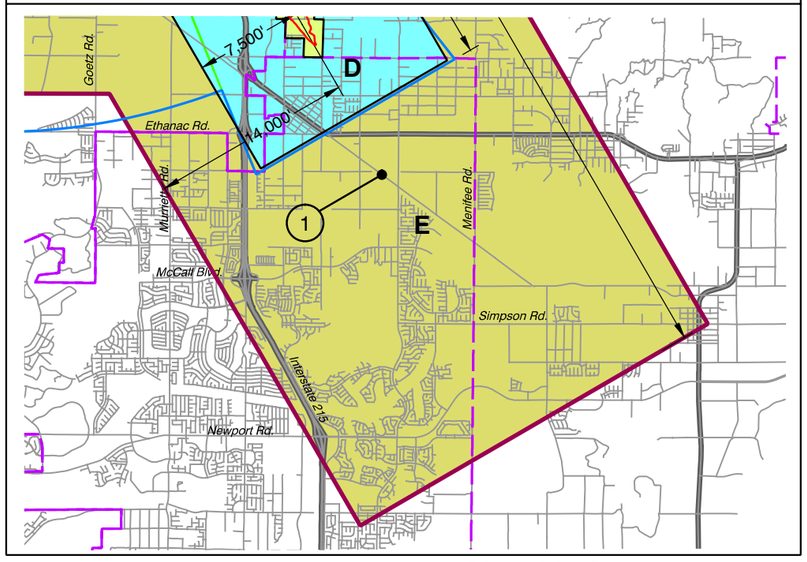
(2) Point at which departing aircraft typically reach 3,000 feet above runway end.

Boundary Lines

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

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

INSET



Riverside County Airport Land Use Commission

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

(Adopted November 13, 2014)

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

Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport

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

Aeronautical Study No.
2023-AWP-12865-OE

Issued Date: 09/20/2023

Adam Corral
Greens Group
9289 Research Drive
Irvine, CA 92618

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

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

Structure:	Commercial Use Building Car Wash
Location:	Moreno Valley, CA
Latitude:	33-53-21.25N NAD 83
Longitude:	117-16-30.30W
Heights:	1552 feet site elevation (SE) 29 feet above ground level (AGL) 1581 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 03/20/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

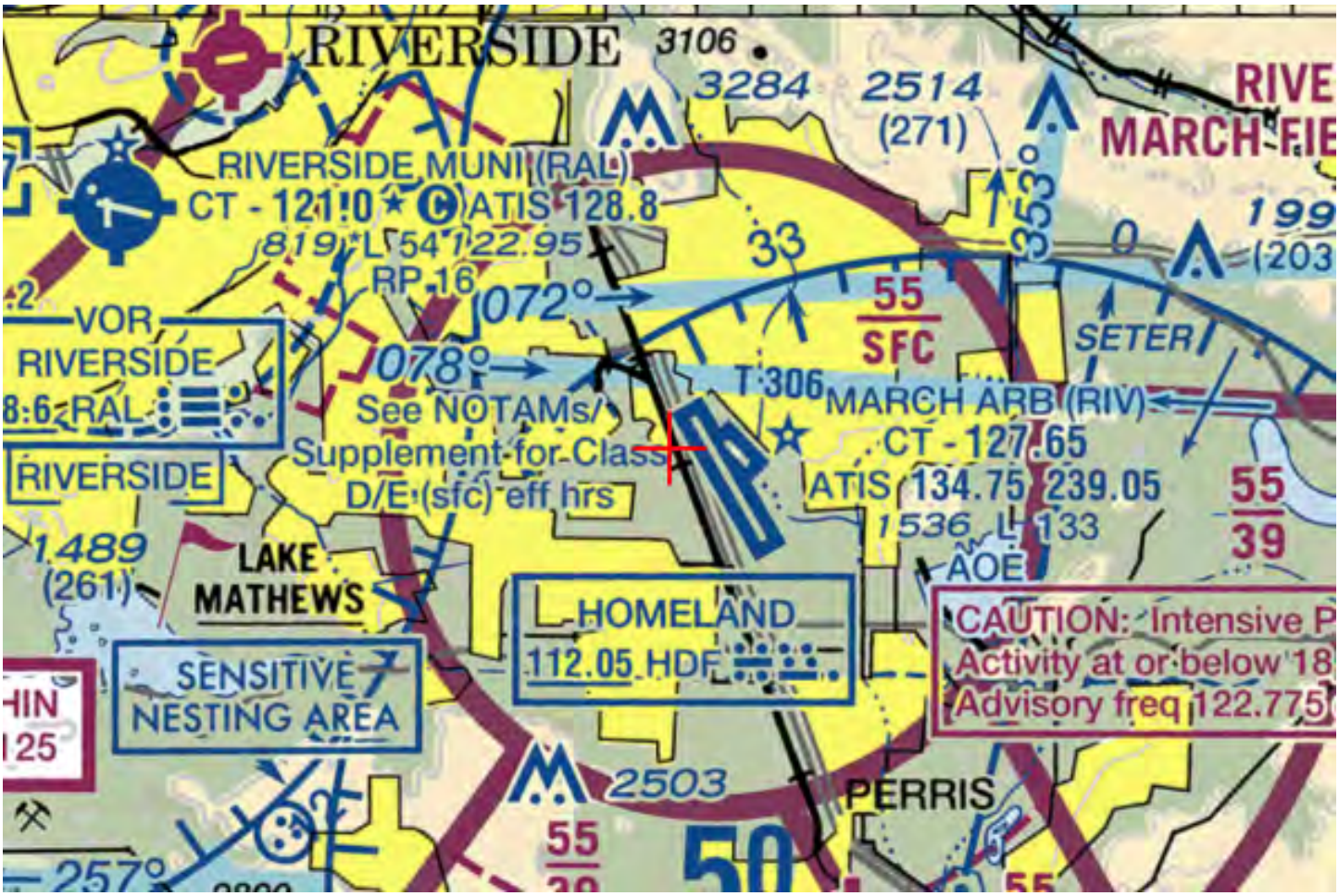
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-12865-OE.

Signature Control No: 596631591-599740846 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-12865-OE

Sectional Map for ASN 2023-AWP-12865-OE



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Signature Control No: 596631592-599740847 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

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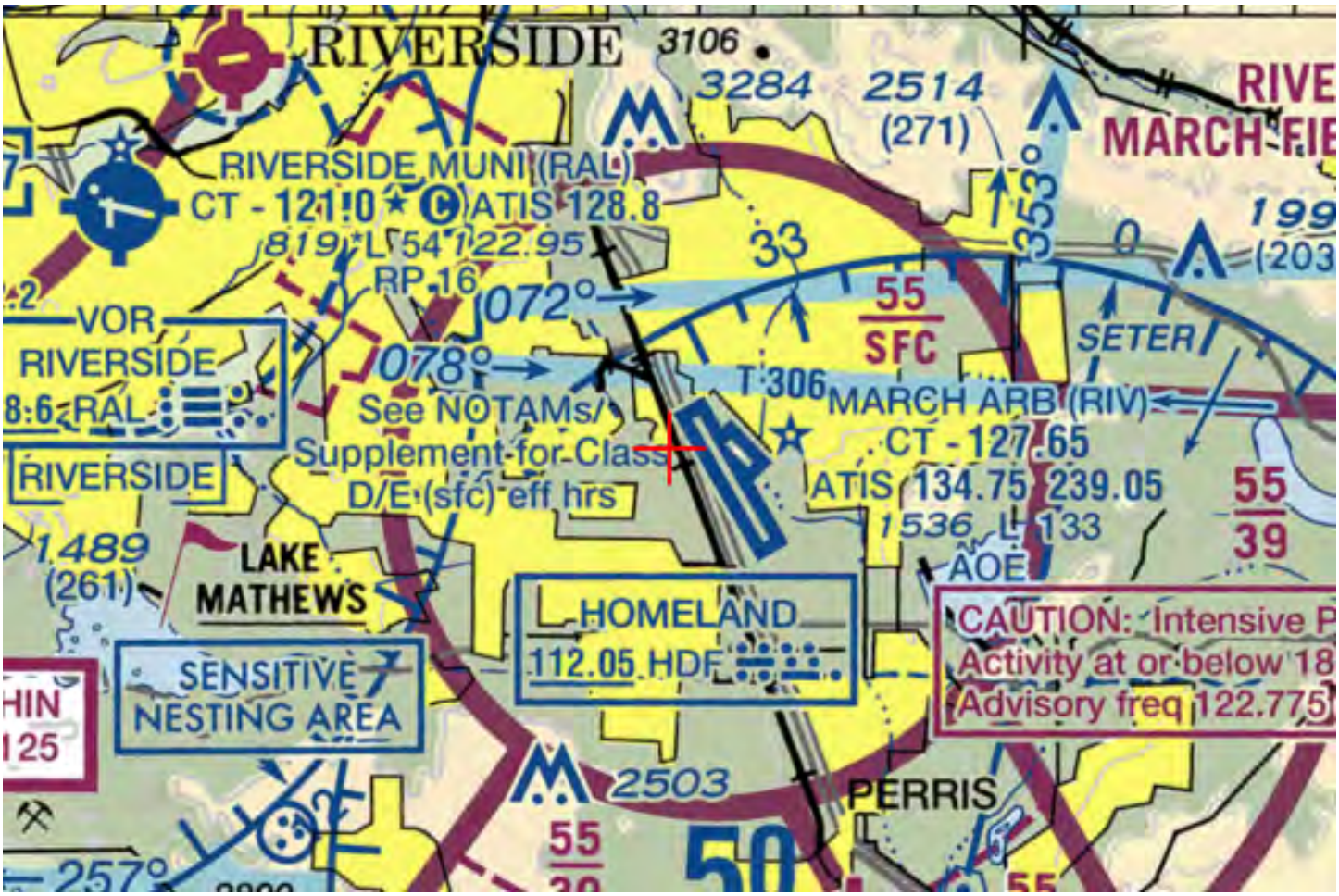
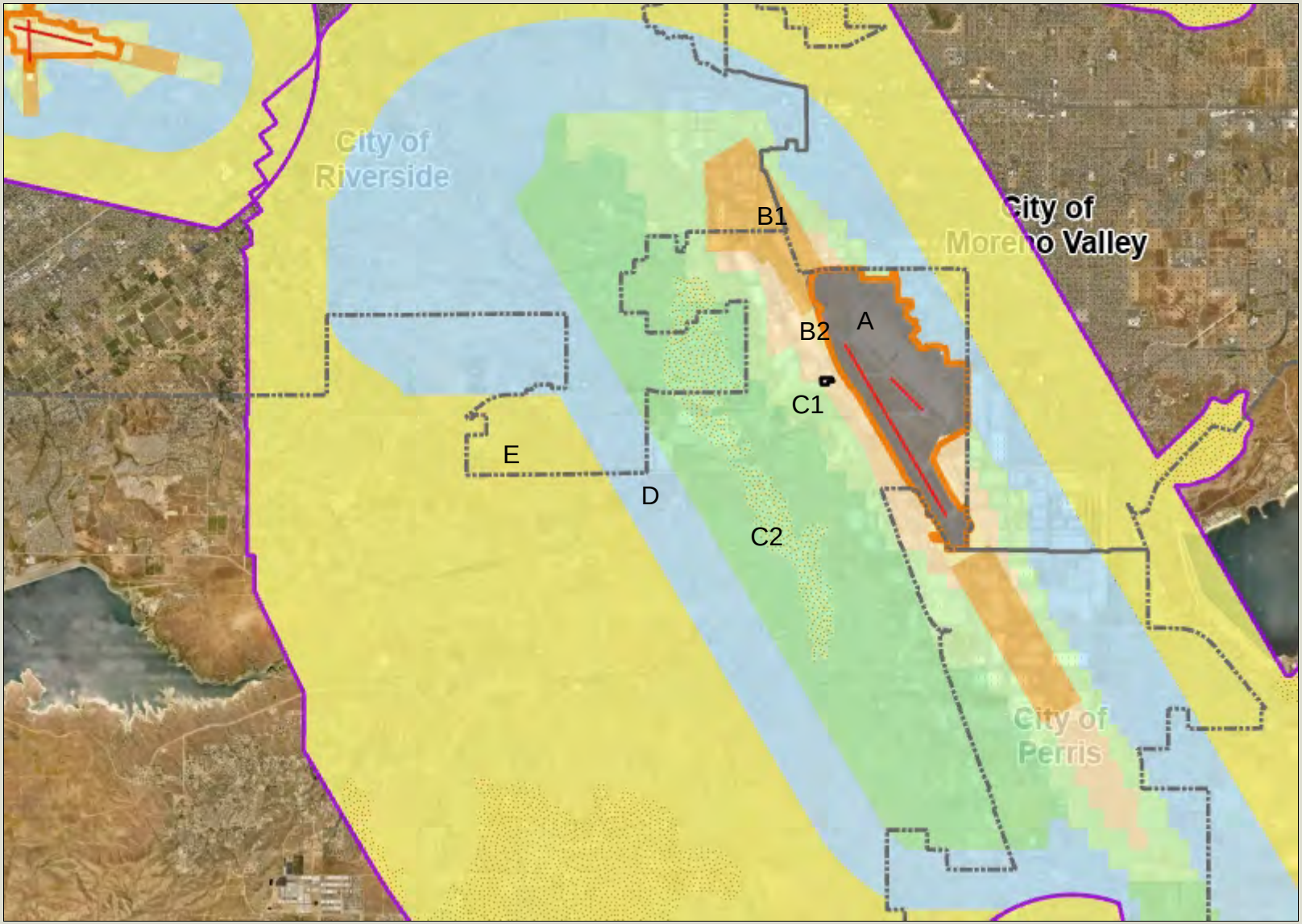
Sectional Map for ASN 2023-AWP-12866-OE



Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 12,314 24,629 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... 8/3/2023 10:17:53 AM

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Notes

Map My County Map

Legend

- County Boundary
- City Boundaries
- Parcel APNs
- Parcels, County
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - 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

0 385 770 Feet

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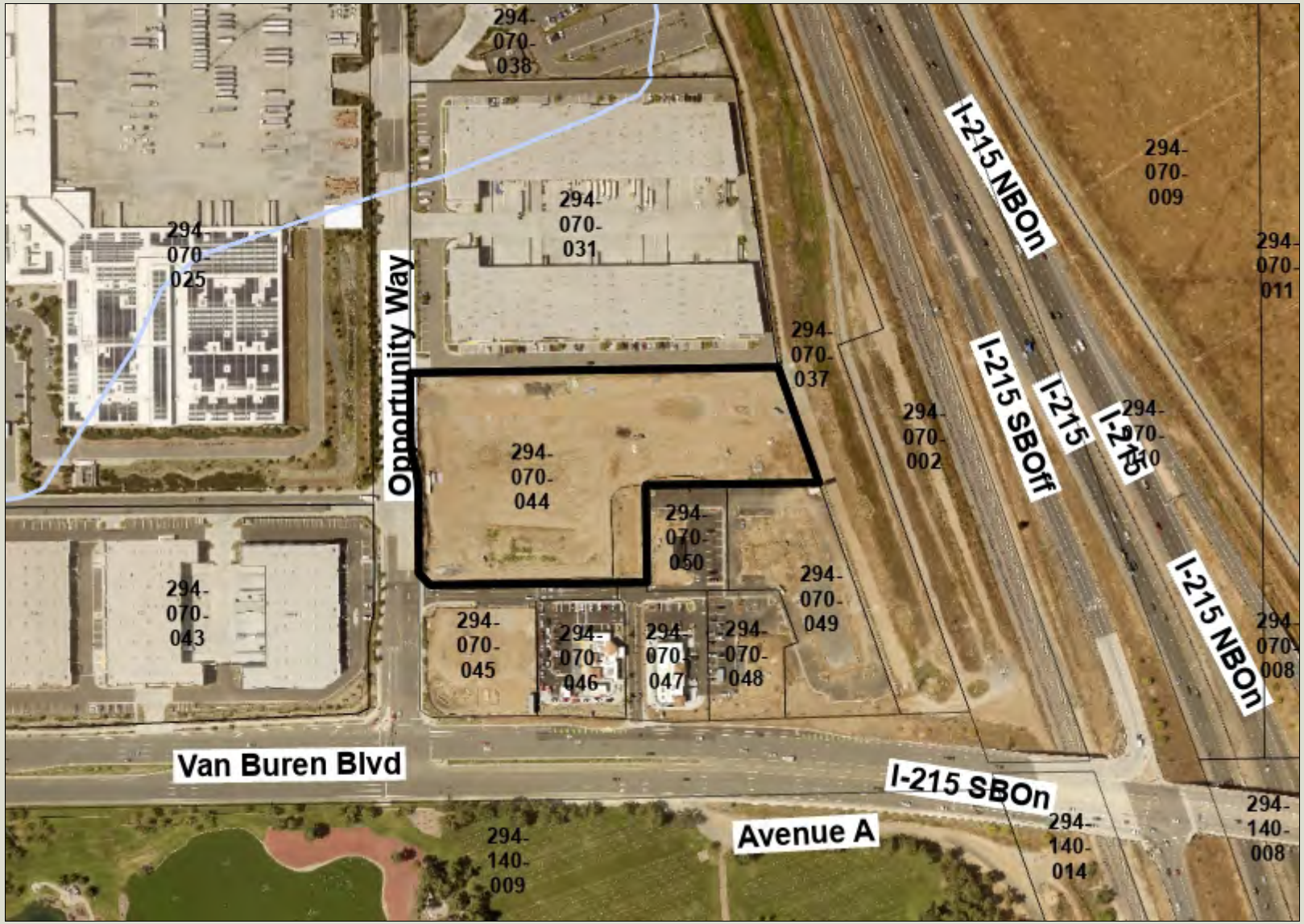
Notes

Map My County Map



Legend

- County Boundary
- City Boundaries
- Parcel APNs
- Parcels, County
- County Centerline Names
- Blueline Streams
- City Areas
- World Street Map

0 385 770 Feet

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0 1,539 3,079 Feet

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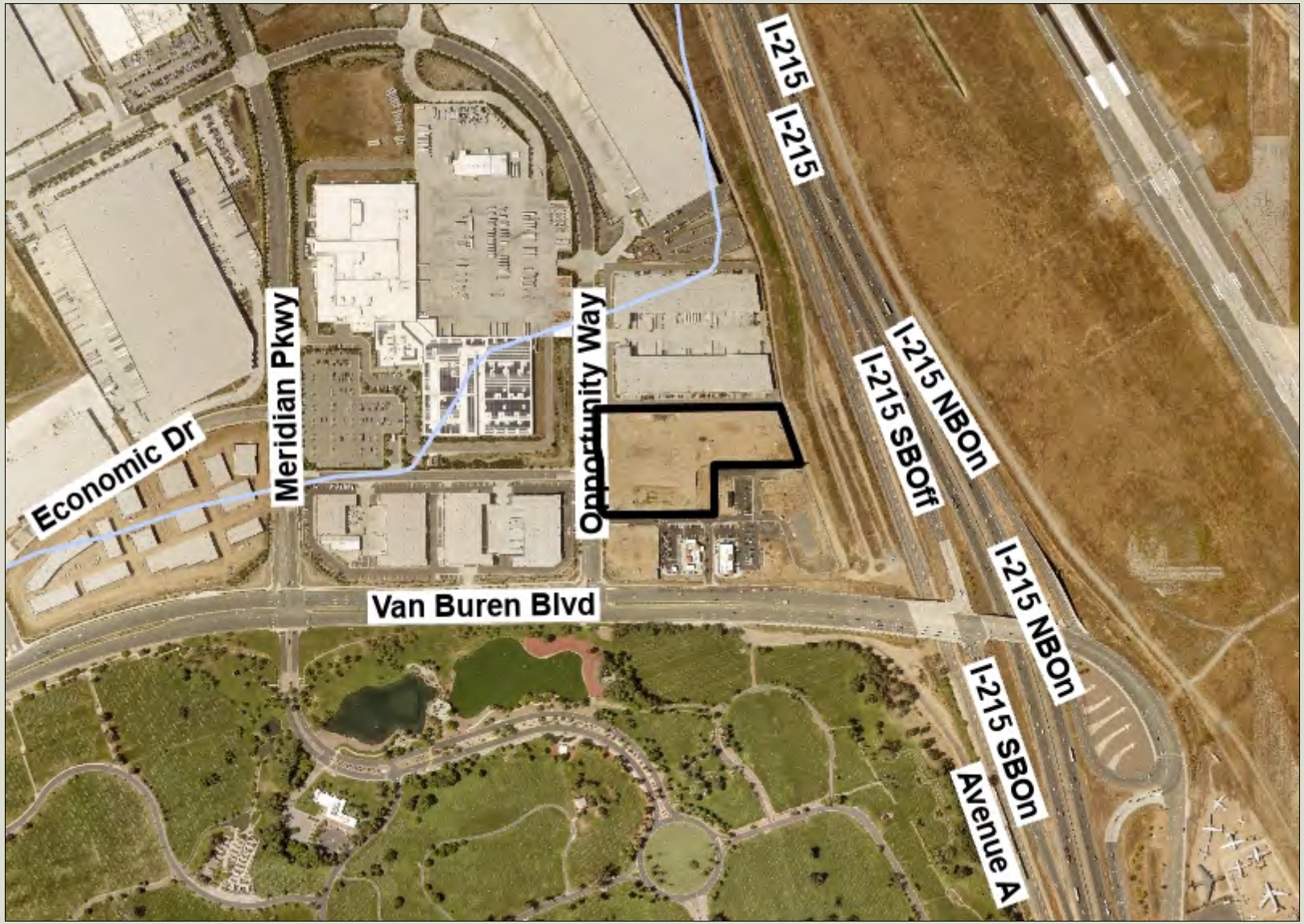

Legend

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0 770 1,539 Feet

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0 6,157 12,314 Feet

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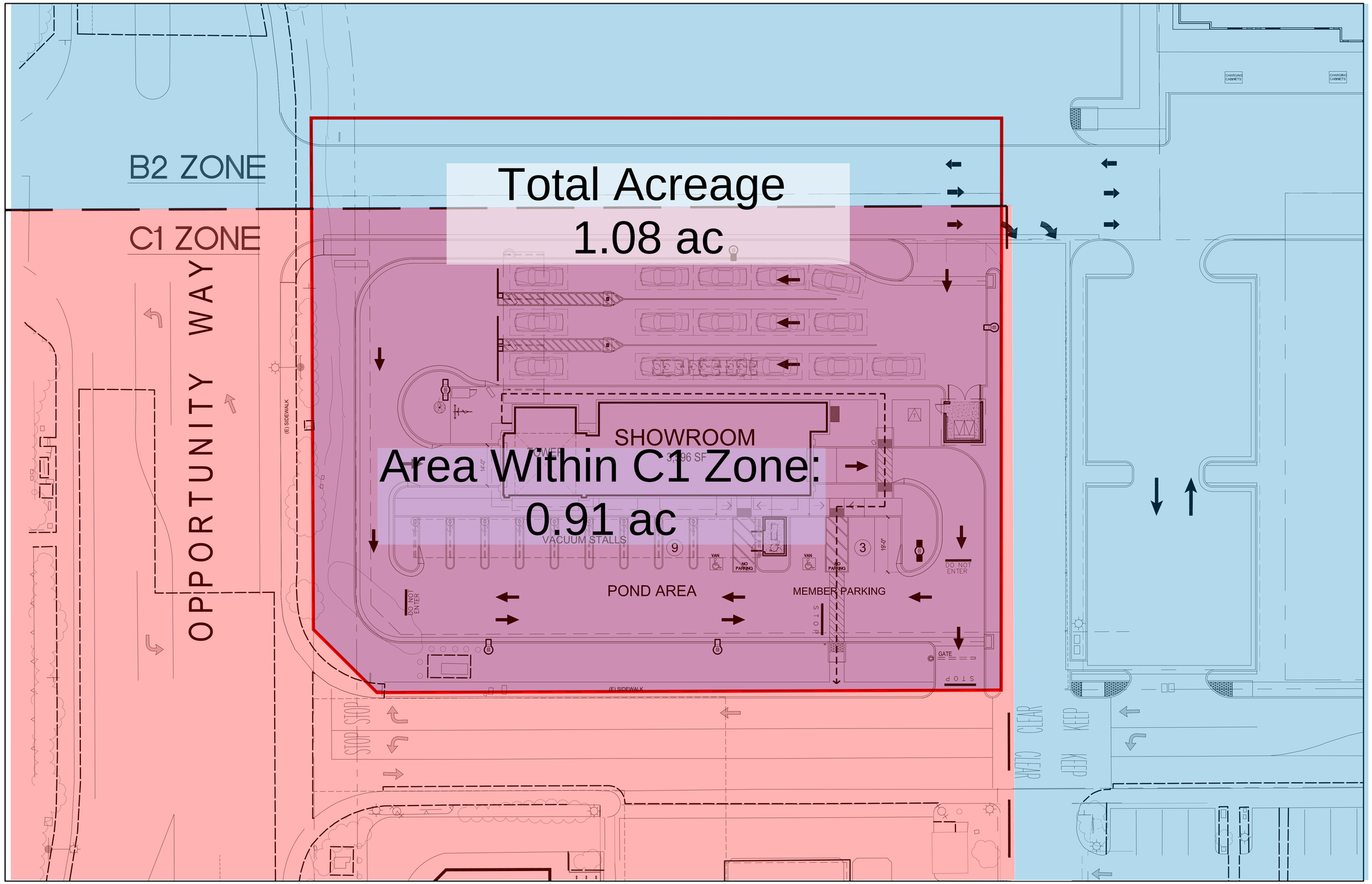

1
SK-1

ALUC SITE COMPATIBILITY OVERLAY

1/16" = 1'-0"

N

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3133 West Frye Road, Suite 300
Chandler, AZ. 85226-5110
TEL. 480.687.6100
www.stantec.com

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Revision	By	Appd.	YY.MM.DD
MJPA PLANNING COMMENTS			23.05.03
MJPA PLANNING COMMENTS			23.04.11
ISSUED FOR PLANNING			22.11.30
Issued			

Quick Quack CAR WASH

Client/Project
QUICK QUACK CARWASH # 44-296
OPPORTUNITY WAY + VAN BUREN BLVD.
RIVERSIDE, CA

Title
ALUC COMPATIBILITY OVERLAY

Permit-Seal

Project Number: 2007130188
File Name:

Dwn. Chkd. Dsgn. YY.MM.DD

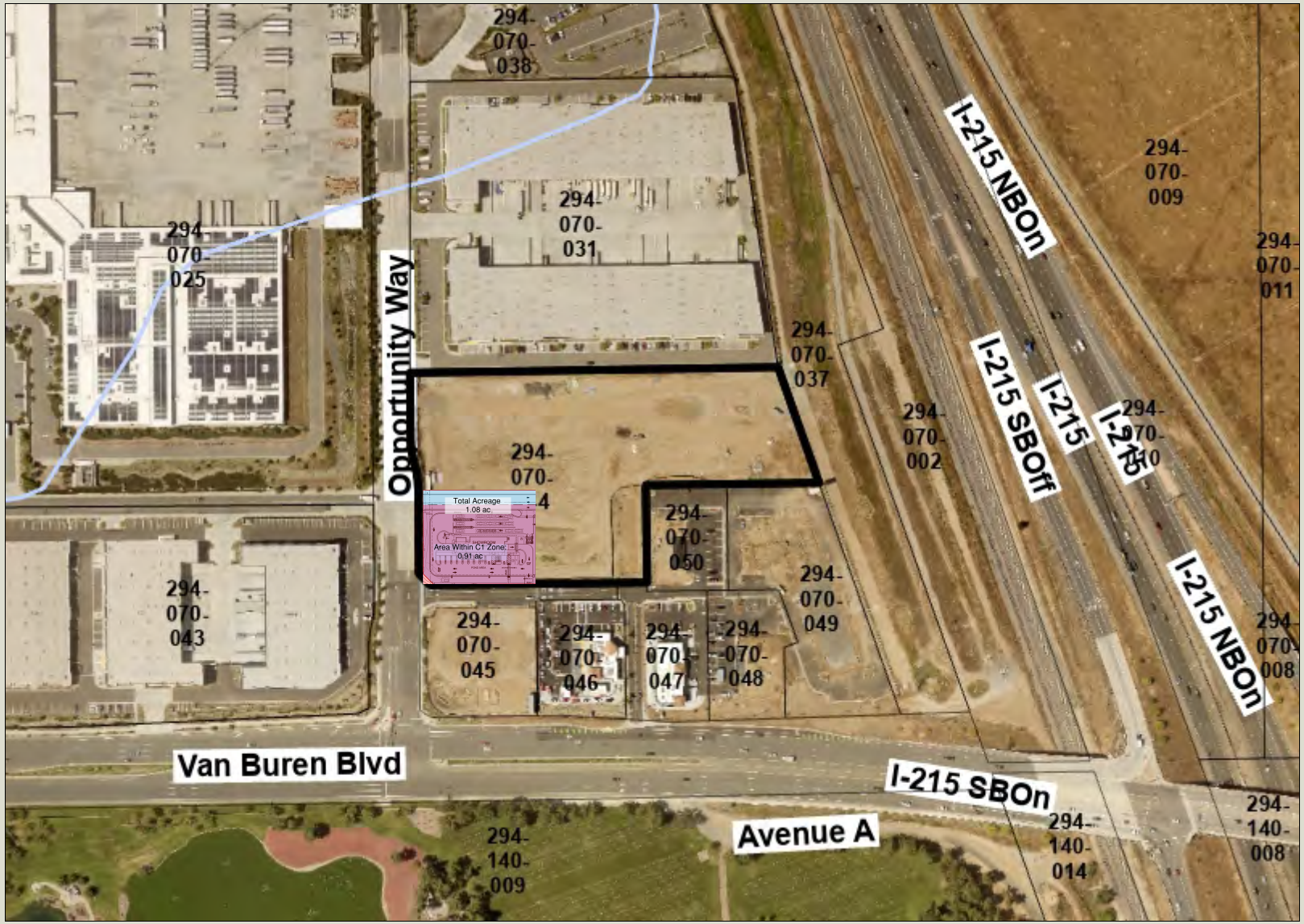
Drawing No.

Revision Sheet
SK-1 of

C:\Users\ahodgson\ACCDocs\Stantec Consulting\Quick Quack Corp\Project Files\44-296 Riverside\working Files\architecture\44-296_Riverside_A100_Site Plan.dwg
2023/04/11 9:56 AM By: Hodgson, Ashley

ORIGINAL SHEET - ARCH D

Map My County Map



Legend

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0 385 770 Feet

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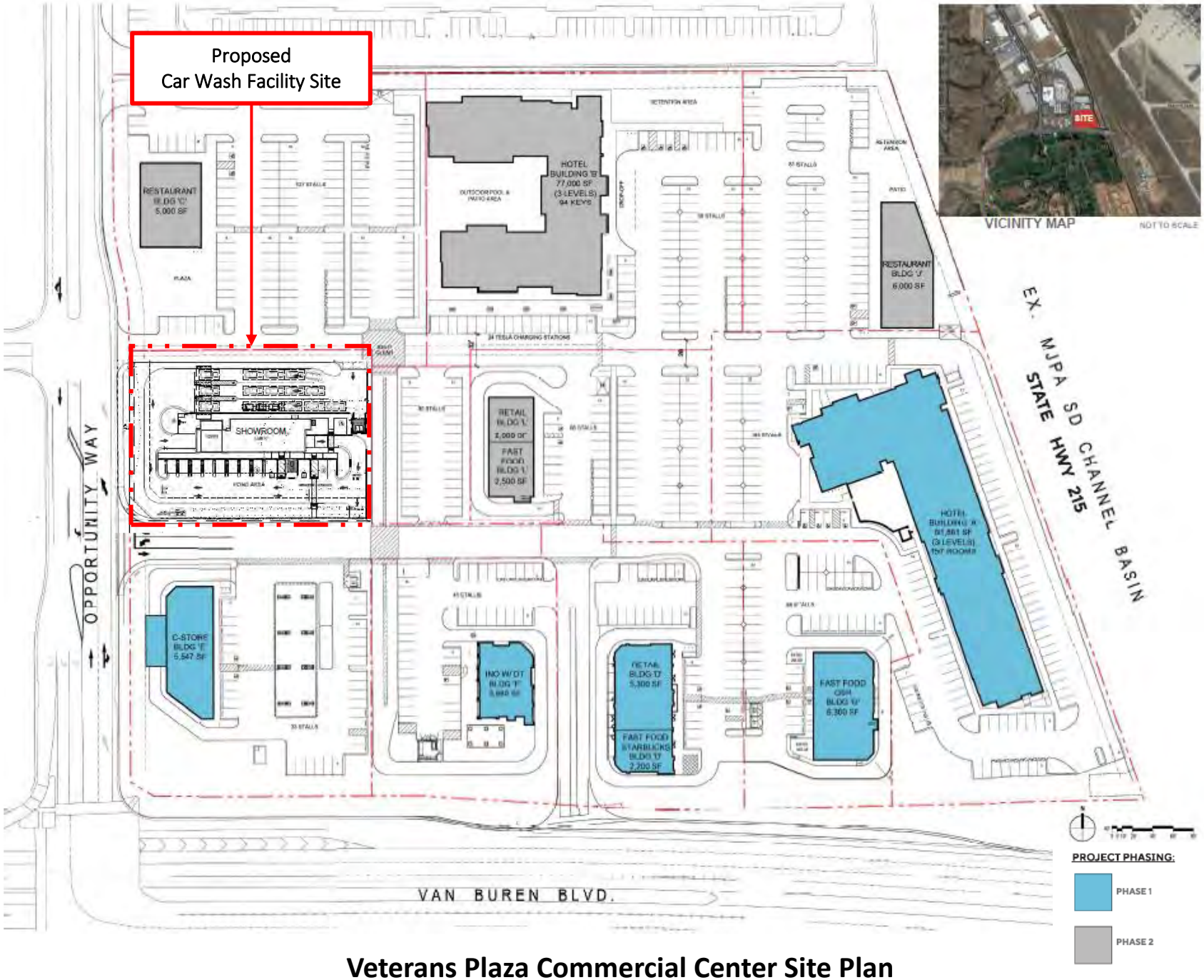


Veterans Plaza Commercial Center Site Plan

NEW CAR WASH FACILITY

OPPORTUNITY WAY & VAN BUREN BOULEVARD
RIVERSIDE, CA.
APN: 294-070-044
QUICK QUACK SITE I.D. #44-296
MJPA CUP 22-03

VICINITY MAP

N

SHEET INDEX

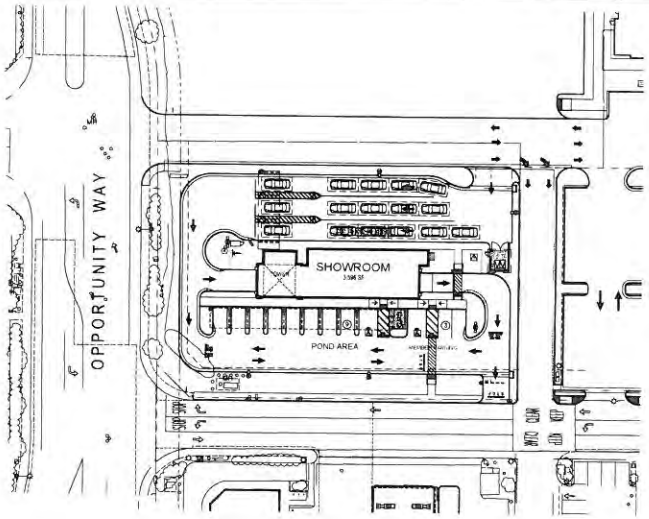
G000	COVER SHEET
A100	SITE PLAN - PLANNING
A200	FLOOR PLAN
A201	DIMENSION FLOOR PLAN
A204	ROOF PLAN
A300	EXTERIOR ELEVATIONS
A301	EXTERIOR ELEVATIONS
A400	BUILDING
A800	COLORED EXTERIOR ELEVATIONS
A801	COLORED EXTERIOR ELEVATIONS
L1	LANDSCAPE PLAN
L2	LANDSCAPE PLAN - COLOR
1	PRELIMINARY GRADING PLAN

SCOPE OF WORK:

CONSTRUCTING A NEW QUICK QUACK WASH FACILITY ON AN UNDEVELOPED SITE. NEW BUILDING CONSTRUCTED ALONG WITH (3) DRIVE LANES FOR PAYING AND VACUUM STALLS, CONCRETE SIDEWALK ON SITE, CURBS, LANDSCAPING, VACUUM STATIONS WITH CANOPIES, UTILITIES AND ALL ASSOCIATED FIXTURES, FURNISHINGS AND EQUIPMENT AND SIGNAGE.

LEGAL DESCRIPTION

ACRES 6.47000000 ACREAGEQUALCODE ML LOT 4-P LOTTYPE L RECMAPTYPE MAPPLATB 435 MAPPLATP 006 SUBDIVISIONNAME TR 30857-4



OVERALL SITE PLAN

N

PROJECT DIRECTORY

PROPERTY OWNER
GREENS INV 11, LLC
C/O GREENS DEVELOPMENT
8280 RESEARCH DR.
IRVINE, CA 92618
CONTACT: ADAM CORRAL
TELEPHONE: (949) 220-1760
EMAIL: LEGAL@GREENS.COM

APPLICANT
QUICK QUACK CAR WASH
1380 LEAD HILL BLVD, SUITE 280
ROSEVILLE, CA 95661
CONTACT: ERIKA HERNANDEZ
PRE-CONSTRUCTION MANAGER
MOBILE: (916) 396-5175
EMAIL: EHERNANDEZ@QUICKTORIVEDIRTY.COM

ARCHITECTURAL
STANTEC ARCHITECTURE INC.
3153 WEST FRYE ROAD, SUITE 300
CHANDLER, AZ 85226
PHONE: (480) 755-9625
CONTACT: ROBERT CHANDLER
PROJECT MANAGER
EMAIL: Robert.Chandler@stantec.com

LANDSCAPE ARCHITECTURE
OLIVE STREET LANDSCAPE
125 OLIVE STREET
PETALUMA, CA 94952
PHONE: (707) 280-8990
CONTACT: ROD SCACCALOSI
EMAIL: RSCAC@SBCGLOBAL.NET

CIVIL ENGINEER
KIMLEY-HORN
1100 W TOWN AND COUNTRY ROAD, SUITE 700
ORANGE, CA 92868
PHONE: (714) 786-4337
CONTACT: JAMAL RAGLAND
EMAIL: JAMAL.RAGLAND@KIMLEY-HORN.COM

PROJECT INFORMATION:

ADDRESS:

STATE SITE CODE:	44-296
STREET ADDRESS:	OPPORTUNITY WAY & VAN BUREN BLVD.
CITY:	RIVERSIDE
COUNTY:	RIVERSIDE
STATE:	CALIFORNIA

SITE:

PROJECT SITE AREA:	49,658 S.F. (1.14 ACRES)
ZONED:	COMMERCIAL (COM), MERIDIAN NORTH CAMPUS SPECIFIC PLAN (SP-5)
A.P.N.:	294-070-044

PLANNING/ZONING:

MARCH JOINT POWERS AUTHORITY; CONDITIONAL USE PERMIT (CUP 22-03)

FRONT:	20'
SIDES:	0', 20' AT SIDE STREET
REAR:	0'
NEW LANDSCAPING AREA:	8,359 SF
LANDSCAPING %	16.8%

QUICK QUACK PARKING

PARKING REQUIRED:	12 STALLS
PARKING PROVIDED:	12 STALLS
VACUUM STALL PARKING	14' x 19'
MEMBER PARKING	9' x 18'
ADA PARKING	9' x 19' & 14' x 19'

BUILDING CODE:

BUILDING CODE EDITION:	2019 CALIFORNIA BUILDING CODE
PLUMBING CODE EDITION:	2019 CALIFORNIA PLUMBING CODE
MECHANICAL CODE EDITION:	2019 CALIFORNIA MECHANICAL CODE
ELECTRICAL CODE EDITION:	2019 CALIFORNIA ELECTRICAL CODE
FIRE CODE EDITION:	2019 CALIFORNIA FIRE CODE
ACCESSIBILITY CODE:	2019 CALIFORNIA BUILDING CODE, CHAPTER 11B

CALIFORNIA CODE REGULATIONS TITLE 24 FOR DISABLED ACCESS, ENERGY CONSERVATION & NOISE ATTENUATION

GREEN BUILDING CODE:	2019 CALIFORNIA GREEN BUILDING CODE
ENERGY CODE:	2019 CALIFORNIA ENERGY CODE

BUILDING DATA:

CAR WASH BLDG.:	3,596 S.F.
OCCUPANCY:	B
CONSTRUCTION TYPE:	VB (NON- SPRINKLED)
NUMBER OF STORIES:	1
BUILDING HEIGHT:	29'-0" (MAIN BLDG. PARAPET)

CANOPIES

NORTH VACUUM CANOPY:	1,523 S.F.
OCCUPANCY:	B
CONSTRUCTION TYPE:	VB (NON- SPRINKLED)
NUMBER OF STORIES:	1
BUILDING HEIGHT:	9'-9"
SOUTH VACUUM CANOPY:	1,628 S.F.
OCCUPANCY:	B
CONSTRUCTION TYPE:	VB (NON- SPRINKLED)
NUMBER OF STORIES:	1
BUILDING HEIGHT:	9'-9"
QUEING CANOPY:	585 S.F.
OCCUPANCY:	B
CONSTRUCTION TYPE:	VB (NON- SPRINKLED)
NUMBER OF STORIES:	1
BUILDING HEIGHT:	9'-9"
TRASH ENCLOSURE CANOPY:	213 S.F.
OCCUPANCY:	N/A
CONSTRUCTION TYPE:	VB (NON- SPRINKLED)
NUMBER OF STORIES:	1
BUILDING HEIGHT:	11'-0"
TOTAL CANOPIES:	3,949 S.F.

OCCUPANT LOAD ANALYSIS

LOAD FACTOR BASED ON USAGE PER CRC TABLE 1004.5
NUMBER OF EXITS PER CBC 1006

BUSINESS USES: ROOMS 106, 107 AND 108	
FLOOR AREA GROSS:	190 S.F.
OCCUPANT LOAD AT 150 S.F. PER OCCUPANT:	2
BREAKROOM USES: ROOMS 102	
FLOOR AREA GROSS:	133 S.F.
OCCUPANT LOAD AT 15 S.F. PER OCCUPANT:	9
ACCESSORY STORAGE AREAS:	
MECHANICAL EQUIPMENT ROOM USES: ROOMS 101, 104, AND 105	
FLOOR AREA GROSS:	2,880 S.F.
FLOOR AREA NET (EXCLUDING ROOM 101):	505 S.F.
OCCUPANT LOAD AT 300 S.F. PER OCCUPANT:	3
TOTAL OCCUPANT LOAD:	14

MINIMUM OF ONE EXIT REQUIRED FROM EACH ROOM OR SPACE.
MINIMUM EGRESS WIDTH TABLE 1005.1 0.2 X 14 = 2.8" (OK)

NOTE:
CAR WASH TUNNEL ROOM 101 IS NOT CONSIDERED TO MEET THE CBC SECTION 202 DEFINITION OF AN "OCCUPIABLE SPACE". THE FUNCTION OF THE SPACE IS TO CONVEY VEHICLES THROUGH THE CAR WASH FACILITY. WHEN FUNCTIONING THIS OPERATION IT IS NECESSARY FOR THE ROLL-UP DOORS AT EACH END TO BE IN THE OPEN POSITION.

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tel 480.897.6300
www.stantec.com

Revision	By	Appd.	YY.MM.DD
MJPA PLANNING COMMENTS			22.11.30
MJPA PLANNING COMMENTS			22.04.11
ISSUED FOR PLANNING			22.03.03

Issued

Quick Quack CAR WASH

Client/Project
QUICK QUACK CARWASH # 44-296
OPPORTUNITY WAY + VAN BUREN BLVD.
RIVERSIDE, CA

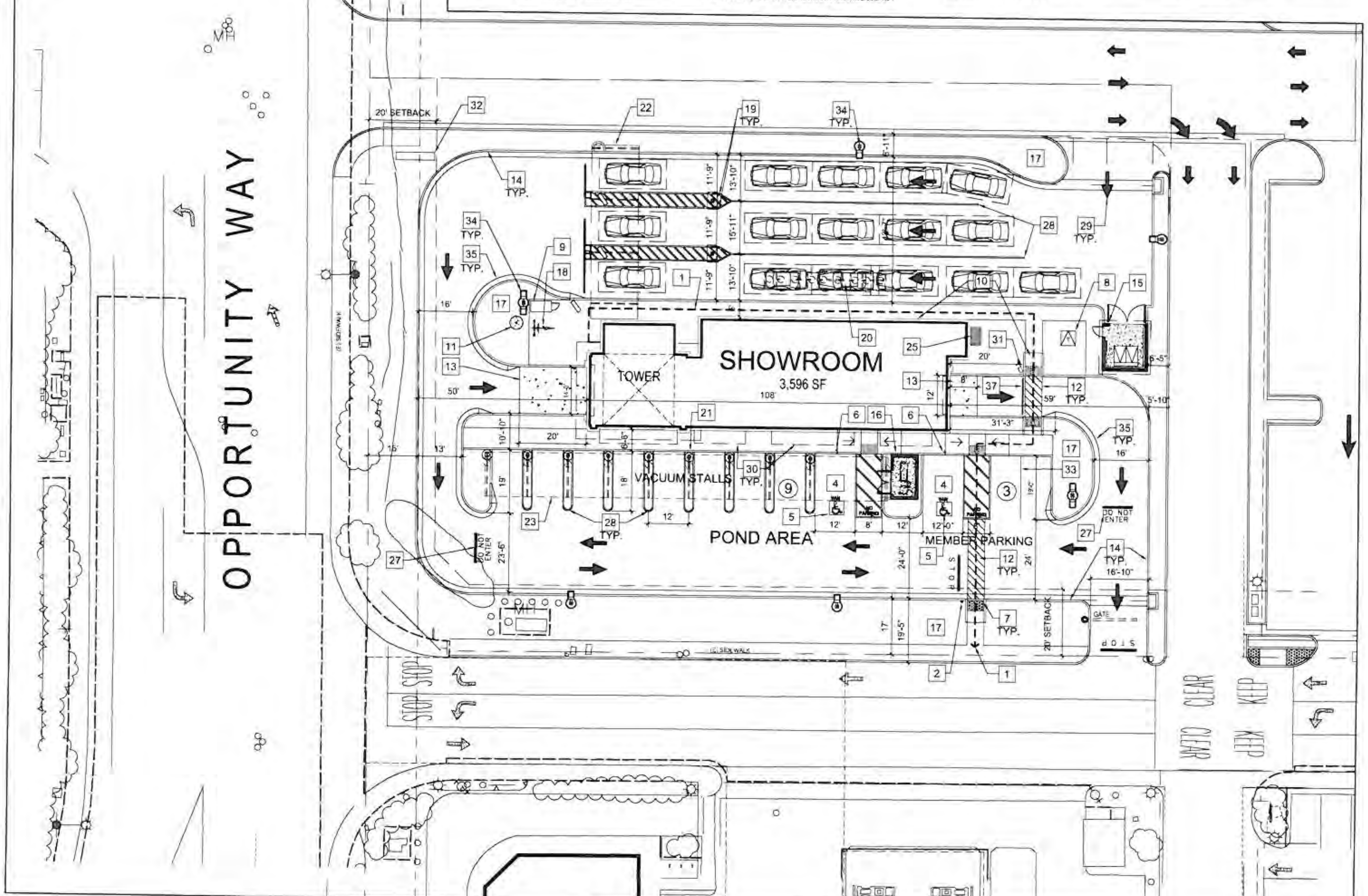
Permit-Seal

Title
COVER SHEET

Project Number: 2007130188
File Name:
Dsn. Chkd. Dwn. YY.MM.DD
Drawing No.
Revision Sheet
G000 of

MJPA STANDARD NOTES

1. ALL NEW OR EXISTING UTILITY LINES LESS THAN 69 KV ON OR CONTIGUOUS TO THE SITE SHALL BE INSTALLED OR RELOCATED UNDERGROUND.
2. ALL OUTDOOR STORAGE AREAS FOR MATERIALS AND EQUIPMENT SHALL BE FULLY SCREENED FROM VIEW.
3. ELECTRICAL PANELS SHALL BE FULLY RECESSED INTO THE BUILDING ELEVATION OR SHALL BE SCREENED BY A DECORATIVE WALL OR LANDSCAPE EQUAL TO OR EXCEEDING THE HEIGHT OF THE S.E.S. PANEL. DESIGN PLANS SHALL NOTE THE TENTATIVE LOCATION OF ELECTRICAL UTILITY VAULTS. CONSTRUCTION PLANS SHALL IDENTIFY THE FINAL LOCATION OF UTILITY VAULTS.
4. ROOF-MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY A PARAPET WALL EQUAL TO OR EXCEEDING THE HEIGHT OF THE MECHANICAL UNITS. AT A MINIMUM, BUILDINGS SHALL INCORPORATE A PARAPET WALL MEASURING 24" AROUND ALL PORTIONS OF THE BUILDING, TO THE EXTENT PERMITTED BY LAW. SATELLITE DISHES SHALL BE FULLY SCREENED BY A PARAPET WALL. GROUND MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED FROM PUBLIC VIEW BY A COMBINATION OF DECORATIVE WALLS AND DENSE LANDSCAPING.
5. ALL BACKFLOW PREVENTERS 2" OR LARGER SHALL BE SCREENED WITH LANDSCAPE LOCATED WITHIN A 5' RADIUS OF THE BACKFLOW PREVENTER. ALL BACKFLOW PREVENTERS LESS THAN 2" SHALL BE PLACED IN A WIRE MESH BASKET AND PAINTED TO MATCH THE PRIMARY BUILDING COLOR.
6. SITE LIGHTING SHALL BE LOW OR HIGH PRESSURE SODIUM, MAXIMUM 7000WATT, FULL CUT-OFF FIXTURES, WITH THE MAXIMUM LIGHT FIXTURE HEIGHT OF 20' ABOVE FINISHED GRADE, AND A MAXIMUM LIGHTING LEVEL OF .5 CANDLE FOOT² AT THE PROPERTY LINE.
7. ALL FREESTANDING LIGHT POLES SHALL BE LOCATED WITHIN LANDSCAPED AREAS. SITE LIGHTING SHALL COMPLY WITH A MAXIMUM HEIGHT OF 25 FOR FREESTANDING OR BUILDING MOUNTED FIXTURES, AND SITE LIGHTING FIXTURES SHALL NOT EXCEED 150 WATTS AND SHALL BE FULL CUT-OFF TYPE HIGH PRESSURE SODIUM. FUTURE CONSTRUCTION PLANS SHALL INCLUDE A POINT-BY-POINT LIGHTING ANALYSIS AND CATALOG CUTS WILL BE REQUIRED. LIGHTING AT THE PERIMETER OF THE SITE IS RESTRICTED TO A MAXIMUM LIGHTING LEVEL OF 0.5 FOOT-CANDLES AT THE PROPERTY LINE.
8. CONCRETE LIGHT POLE BASES SHALL BE LOCATED WITHIN LANDSCAPE AREAS OR PAINTED TO MATCH THE PRIMARY BUILDING COLOR/FINISHED TO MATCH PARKING SCREENING WALLS AND SHALL NOT EXCEED 24" ABOVE FINISHED GRADE.
9. FULL SCREENING OF ALL PARKING IS REQUIRED BY MOUNDING AND CONTOURING OF LANDSCAPED AREAS, BY LANDSCAPE SHRUB, BY SCREENING WALL OR BY A COMBINATION OF THESE TECHNIQUES.
10. BUILDING DOWNSPOUTS SHALL BE INTERNALIZED FOR OFFICE, COMMERCIAL AND MIXED USE DEVELOPMENTS. INDUSTRIAL AND BUSINESS PARK BUILDING ELEVATIONS WHICH ARE NOT VISIBLE FROM A PUBLIC RIGHT-OF-WAY MAY INCORPORATE EXPOSED DOWNSPOUTS.
11. ALL TRASH CONTAINERS SHALL BE ENCLOSED WITHIN A MASONRY SCREENING WALL WITH FULLY OPAQUE SCREENING GATES. SCREENING GATES SHALL NOT OPEN INTO VEHICULAR DRIVE AISLES. TRASH ENCLOSURES SHALL PROVIDE A LOCATION FOR THE COLLECTION OF RECYCLABLES CONSISTENT WITH WASTE MANAGEMENT REQUIREMENTS. TRASH ENCLOSURE GATES SHALL INCORPORATE A MINIMUM OF 50% OPACITY.
12. WITHIN COMMERCIAL, OFFICE AND MIXED-USE DEVELOPMENTS VEHICULAR ACCESS POINTS AND PEDESTRIAN ACCESS WAYS SHALL INCLUDE SPECIAL PAVING TREATMENT SUCH AS INTEGRAL COLORED STAMPED CONCRETE, BOMANITE, OR SIMILAR ALTERNATIVE. LOCATION AND MATERIAL SHALL BE REVIEWED AND APPROVED BY THE PLANNING DEPARTMENT STAFF PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. STAMPED AND/OR COLORED ASPHALT IS NOT PERMITTED.
13. ALL EXTERIOR METAL MUST BE FINISHED OR PAINTED TO MATCH THE APPROVED PROJECT COLORS.
14. ALL USES SHALL OPERATE IN A MANNER WHICH IS COMPATIBLE WITH THE NEARBY MARCH AIR RESERVE BASE/MARCH INLAND PORT. THE FOLLOWING ACTIVITIES SHALL BE PROHIBITED:
   a. ANY USE WHICH WOULD DIRECT A STEADY LIGHT OR FLASHING LIGHT OF RED, WHITE, GREEN, OR AMBER COLORS ASSOCIATED WITH AIRPORT OPERATIONS TOWARD AN AIRCRAFT ENGAGED IN AN INITIAL STRAIGHT CLIMB FOLLOWING TAKEOFF OR TOWARD AN AIRCRAFT ENGAGED IN A STRAIGHT FINAL APPROACH TOWARD A LANDING AT AN AIRPORT, OTHER THAN AN FAA-APPROVED NAVIGATIONAL SIGNAL LIGHT OR VISUAL APPROACH SLOPE INDICATOR.
   b. ANY USE WHICH WOULD CAUSE SUNLIGHT TO BE REFLECTED TOWARDS AN AIRCRAFT ENGAGED IN AN INITIAL STRAIGHT CLIMB FOLLOWING TAKEOFF OR TOWARD AN AIRCRAFT ENGAGED IN A STRAIGHT FINAL APPROACH TOWARD A LANDING AT AN AIRPORT.
   c. ANY USE WHICH WOULD GENERATE SMOKE OR WATER VAPOR OR WOULD ATTRACT LARGE CONCENTRATIONS OF BIRDS, OR WHICH MAY OTHERWISE AFFECT SAFE AIR NAVIGATION WITHIN THE AREA.
   d. ANY USE WHICH WOULD GENERATE ELECTRICAL INTERFERENCE THAT MAY BE DETRIMENTAL TO THE OPERATION OF AIRCRAFT AND/OR AIRCRAFT INSTRUMENTATION.
   e. BUILDINGS WITHIN THE 60DBA NOISE CONTOUR WILL INCLUDE APPROPRIATE SOUND ATTENUATION.
15. PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY, THE TENANT SHALL RECEIVE APPROVAL OF A TRAFFIC DEMAND MANAGEMENT PLAN WHICH SHALL INCLUDE THE FOLLOWING ELEMENTS: IDENTIFICATION OF THE LOCATION OF A MINIMUM OF 30" X 42" WALL AREA FOR THE POSTING OF ALTERNATIVE TRANSPORTATION MODE INFORMATION INCLUDING FINANCIAL INCENTIVES BY RESPONSIBLE AGENCIES, TRANSIT SCHEDULES AND CARPOOLING INFORMATION.
16. PRIOR TO ISSUANCE OF THE PROJECT C OF O, EACH INDUSTRIAL, BUSINESS PARK AND MIXED USE PROJECT SHALL PROVIDE A 6-SQFT SIGN IDENTIFYING THE APPROVED TRUCK ROUTE PLAN AT ALL SERVICE DRIVEWAY LOCATIONS.
17. ALL DESIGN AND CONSTRUCTION PLAN SUBMITTALS SHALL INCLUDE A DIAGRAMMATIC CALCULATION IDENTIFYING THE RELATIONSHIP OF SITE IMPROVEMENTS IN COMPLIANCE WITH FAA PART 77 AIRSPACE. ALL DEVELOPMENT REQUIRES APPROVAL OF A FAA FORM 7460-1 PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
18. ALL CONSTRUCTION EQUIPMENT USED FOR CONSTRUCTION ACTIVITIES SHALL BE FITTED WITH EXHAUST MUFFLING AND NOISE CONTROL FILTER DEVICES TO REDUCE NOISE IMPACTS.
19. PRIOR TO THE ISSUANCE OF BUILDING PERMITS, ALL DEVELOPMENT IMPACT FEES SHALL BE PAID, INCLUSIVE OF TUMF, SCHOOL FEES, AND FIRE AND PUBLIC FACILITIES FEES.
20. IF ARCHAEOLOGICAL OR PALEONTOLOGICAL RESOURCES ARE ENCOUNTERED AT THE TIME OF GRADING OR PROJECT CONSTRUCTION, ALL PROJECT WORK IN THE AREA OF THE RESOURCE SHALL CEASE UNTIL THE AREA HAS BEEN SURVEYED BY A QUALIFIED ARCHAEOLOGIST OR PALEONTOLOGIST IN CONFORMANCE WITH THE CULTURAL RESOURCE MANAGEMENT PLAN.



1 A100 **PROPOSED SITE PLAN**
1/16" = 1'-0"

KEYNOTES

1. ADA PATH OF TRAVEL, SHOWN DASHED.
2. NEW POLE MOUNTED INTERNATIONAL SYMBOL OF ACCESSIBILITY AT ACCESSIBLE PATH OF TRAVEL. FINAL LOCATION OF PATH OF TRAVEL LOCATION TO BE COORDINATED WITH SHOPPING CENTER DRAWINGS.
3. NOT USED.
4. NEW VAN ACCESSIBLE PARKING STALL - PAINT ACCESSIBLE LOADING ZONE WITH 4" WIDE STRIPING WITH TWO COATS OF HIGHWAY BLUE PAVEMENT MARKING PAINT. PAINT THE WORDS "NO PARKING" IN 12" HIGH LETTERS WITHIN THE LOADING ZONE.
5. NEW INTERNATIONAL SYMBOL AT PARKING STALL (TYP. 2 PLACES)
6. NEW ACCESSIBLE PARKING SIGN (TYPICAL 2 PLACES)
7. NEW TRUNCATED DOMES (TYPICAL 8 PLACES)
8. ELECTRICAL TRANSFORMER. SITE TO BE DETERMINED WITH ELECTRIC COMPANY.
9. NEW LONG TERM BIKE LOCKER.
10. NEW FLUSH SURFACE AT TRANSITION (TYPICAL)
11. 30 FOOT FLAG POLE. FOR REFERENCE ONLY UNDER SEPARATE PERMIT.
12. NEW CONCRETE WALK. MEDIUM BROOM FINISH PERPENDICULAR TO PATH OF TRAVEL. SLOPE NOT TO EXCEED 5% IN DIRECTION OF TRAVEL. CROSS SLOPE NOT TO EXCEED 2%. SEE CIVIL PLANS
13. NEW CONCRETE DRIVE SLAB WITH #4 BARS AT MID SLAB 24" O.C. EACH WAY. HEAVY BROOM FINISH PERPENDICULAR TO TRAFFIC PER SOILS REPORT RECOMMENDATIONS - SEE CIVIL PLANS
14. NEW 6" CONCRETE CURB (TYPICAL)
15. NEW TRASH/VACUUM ENCLOSURE. SEE DRAWING A100.
16. NEW VACUUM EQUIPMENT ENCLOSURE. SEE DRAWING A109.
17. NEW LANDSCAPING - SEE LANDSCAPE DRAWINGS
18. NEW BICYCLE RACK
19. NEW 4" CONCRETE FILLED PIPE BOLLARD. PROVIDE (4) AT STACKING LANES
20. NEW UNDERGROUND GREASE INTERCEPTOR
21. NEW TRASH RECEPTACLES (TYPICAL 23 PLACES)
22. NEW 13'-0" x 41'-5" PAY CANOPY.
23. NEW 13'-0" x 84'-8" VACUUM CANOPY.
24. NOT USED.
25. ELECTRICAL SWITCHGEAR CABINET.
26. NOT USED.
27. NEW HIGHWAY PAINT WHITE 18" "DO NOT ENTER" (TYPICAL 3 PLACES).
28. NEW HIGHWAY PAINT YELLOW 4" WIDE STRIPING.
29. NEW HIGHWAY PAINT WHITE PAVEMENT MARKINGS (TYPICAL).
30. BUILDING TRELLIS. SEE ROOF PLAN.
31. NEW EXIT SIGN - REFERENCE ONLY (UNDER SEPARATE PERMIT) VERIFY LOCATION WITH QUICK QUACK REPRESENTATIVE
32. NEW MONUMENT SIGN - REFERENCE ONLY (UNDER SEPARATE PERMIT)
33. NEW PARKING STRIPING PER CITY STANDARDS
34. NEW 20' HIGH LED SITE LIGHTS (TYPICAL)
35. 24" ROLLED CONCRETE CURB.
36. NOT USED.
37. NEW TRENCH DRAIN - SEE CIVIL DRAWINGS

PLAN PREPARER:

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BUILDING INFOMATION:

CLIENT :	QUICK QUACK CAR WASH
JURISDICTION :	MARCH JOINT POWER AUTHORITY
APN :	294-070-044
SITE AREA :	0.83± ACRES (36,109 SF)
SITE NUMBER :	44-296
BUILDING :	QQ108
STACKING LANES :	(3) LANES
STACKING WIDTH :	42'-0" MINIMUM
VACUUM STALLS :	(8) 12' X 19'
VACUUM PRODUCER :	(1) 40 HP
ADA PARKING :	(2) 12' X 19' (VAN STALL)
PARKING STALLS :	(2) 9' X 19'
BUILDING AREA :	+- 3,596 SF
BUILDING SPRINKLERED :	NO
QB STATION ATTACHED :	YES
BUILDING LENGTH :	108'-0"
SHOWROOM LENGTH :	106'-8"
CONVEYOR TRENCH LENGTH :	106'-8"
CONVEYOR LENGTH :	105'-10"
CONVEYOR TYPE :	REAR WHEEL PUSH

PARKING ANALYSIS

NEW 9'-0" X 19'-0" STANDARD STALL	2 STALLS
NEW 12'-0" X 19'-0" ADA STALL (VAN)	2 STALLS
NEW 12'-0" x 18'-0" VACUUM STALLS	8 STALLS
TOTAL PARKING STALLS REQUIRED	12 STALLS
TOTAL PARKING STALLS PROVIDED	12 STALLS
NEW BIKE PARKING SPACES	5 SPACE
NEW LONG TERM BIKE PARKING SPACES	1 SPACES

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Quick Quack CAR WASH

Client/Project
QUICK QUACK CARWASH # 44-296
OPPORTUNITY WAY + VAN BUREN BLVD.
RIVERSIDE, CA

Permit-Seal

Title
OVERALL SITE PLAN

Project Number: 2007130188
File Name:
Dwn. Chkd. Dsgn. YY.MM.DD
Drawing No.
Revision Sheet
A100 of

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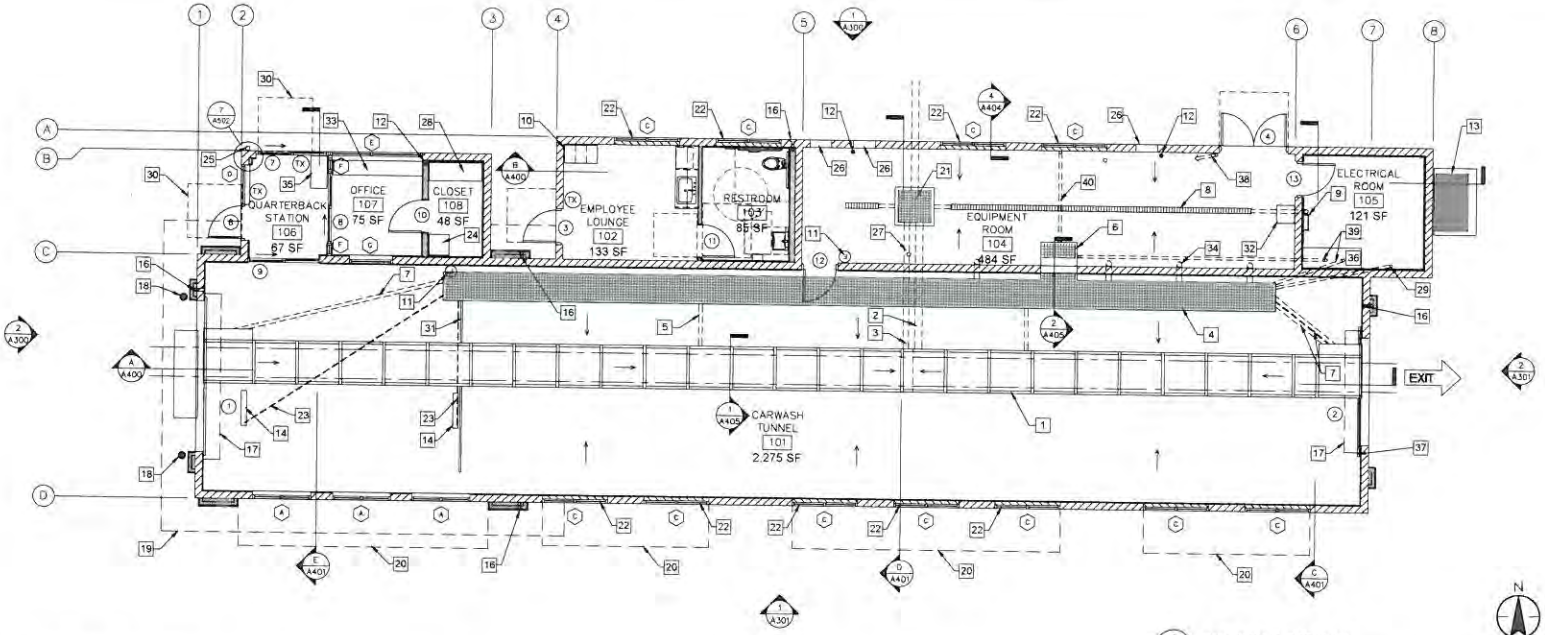

1 CAR WASH FLOOR PLAN
SCALE: 3/16" = 1'-0"

OCCUPANT LOAD ANALYSIS

LOAD FACTOR BASED ON USAGE PER CBC TABLE 1004.5
NUMBER OF EXITS PER CBC 1006

BUSINESS USES: ROOMS 106, 107 AND 108	
FLOOR AREA GROSS:	190 S.F.
OCCUPANT LOAD AT 150 S.F. PER OCCUPANT:	2
BREAKROOM USES: ROOMS 102	
FLOOR AREA GROSS:	133 S.F.
OCCUPANT LOAD AT 15 S.F. PER OCCUPANT:	9
ACCESSORY STORAGE AREAS,	
MECHANICAL EQUIPMENT ROOM USES: ROOMS 101, 104, AND 105	
FLOOR AREA GROSS:	2,880 S.F.
FLOOR AREA NET (EXCLUDING ROOM 101):	605 S.F.
OCCUPANT LOAD AT 300 S.F. PER OCCUPANT:	3
TOTAL OCCUPANT LOAD:	14

MINIMUM OF ONE EXIT REQUIRED FROM EACH ROOM OR SPACE.
MINIMUM EGRESS WIDTH TABLE 1005.1 0.2 X 14 = 2.8" (OK)

NOTE:
CAR WASH TUNNEL ROOM 101 IS NOT CONSIDERED TO MEET THE CBC SECTION 202 DEFINITION OF AN "OCCUPIABLE SPACE". THE FUNCTION OF THE SPACE IS TO CONVEY VEHICLES THROUGH THE CAR WASH FACILITY. WHEN FUNCTIONING THIS OPERATION IT IS NECESSARY FOR THE ROLL-UP DOORS AT EACH END TO BE IN THE OPEN POSITION.

FIRE NOTES

1. PROVIDE SIGNS ABOVE ALL EXIT DOORS READING: "THIS DOOR TO REMAIN UNLOCKED WHEN THIS SPACE IS OCCUPIED" 2019 CBC
2. PROVIDE MEANS OF EGRESS ILLUMINATION PER CBC SECTION 1008.
3. ALL PORTIONS OF THE BUILDING SHALL BE WITHIN 75 FEET OF A FIRE EXTINGUISHER. THE MINIMUM SIZE OF THE FIRE EXTINGUISHER SHALL BE 2-A:10-BC. COORDINATE LOCATION WITH LOCAL FIRE DEPARTMENT.
4. INTERIOR WALL AND CEILING FINISHES SHALL COMPLY WITH CBC CHAPTER 8
5. PROVIDE A SIGN STATING "MAXIMUM OCCUPANT LOAD____" 2019 CBC SECTION 1004.3. COORDINATE WORDING AND SIGN LOCATION WITH LOCAL FIRE DEPARTMENT.

GENERAL NOTES

1. DO NOT SCALE DRAWINGS
2. SEE DRAWING A201 FOR DIMENSIONS.
3. SEE DRAWING A201 FOR WALL TYPES
4. SEE DRAWING A202 FOR FINISH FLOOR ELEVATIONS
5. SEE SITE PLAN FOR ACCESSIBLE PATH OF TRAVEL
6. EXIT DOORS SHALL BE OPERABLE FROM THE INSIDE WITHOUT THE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE.
7. GC TO COORDINATE ALL REQUIRED BLOCKING FOR WALL HUNG EQUIPMENT, SHELVES, ETC. FOR PROPER INSTALLATION HEIGHTS.
8. TACTILE EXIT SIGNS SHALL BE REQUIRED AT THE FOLLOWING LOCATIONS:
   A. WHEREVER BASIC CBC PROVISIONS REQUIRE EXIT SIGNS FROM A ROOM OR AREA TO A CORRIDOR OR HALLWAY. THE TACTILE EXIT SIGN SHALL HAVE THE WORDS, "EXIT ROUTE."
   B. EACH GRADE-LEVEL EXIT DOOR. THE TACTILE EXIT SIGN SHALL HAVE THE WORD, "EXIT."

KEYNOTES

1. CONVEYOR TRENCH: SLOPE AT ¼" PER FOOT TO DRAIN.
2. 8" CONVEYOR TRENCH DRAIN PIPE. SEE PLUMBING DRAWINGS
3. 6" CONVEYOR TRENCH OVERFLOW. SEE PLUMBING DRAWINGS
4. UTILITY TRENCH. SLOPE BOTTOM TO DRAIN.
5. 4" FLOOR DRAIN FROM UTILITY TRENCH TO THE CONVEYOR TRENCH (TYPICAL 2 PLACES) - SEE PLUMBING DRAWINGS
6. 3'-4" WIDE X 2'-3" DEEP OPEN FOR ACCESS TO UTILITY TRENCH. CONTRACTOR TO PROVIDE COVER - MATCH UTILITY TRENCH
7. 4" PIPE CHASE FROM UTILITY TRENCH TO CONVEYOR TRENCH. (TYPICAL 3 PLACES)
8. TRENCH DRAIN. SEE PLUMBING DRAWINGS PROVIDE 2 AT THE EXIT - EXTEND PAST WALL 1'-0" BEYOND OPENING
9. ROOF ACCESS LADDER.
10. EMPLOYEE LOCKERS. (TOTAL OF 3 - 1 ADA ACCESSIBLE) SEE DETAIL #4/A602 - CONTRACTOR SUPPLIED AND INSTALLED
11. WALL MOUNTED ENCLOSED FIRE EXTINGUISHER. - 2A-10BC (TYPICAL 2 PLACES)
12. ROOF DRAIN LEADER (TYPICAL 3 PLACES) - SEE PLUMBING PLANS
13. ELECTRICAL SERVICE SWITCHGEAR - SEE ELECTRICAL DRAWINGS
14. 3/4" RECESS IN SLAB FOR TIRE SENSOR SWITCH. (TYPICAL 2 PLACES)
15. NOT USED.
16. HOSE BIB IN RECESS BOX. PROVIDE WITH LOCKABLE DOOR AT EXTERIOR LOCATIONS. SEE PLUMBING DRAWINGS (TYPICAL 4 PLACES)
17. COILING ROLL-UP DOOR. (TYPICAL 2 PLACES)
18. 4" CONCRETE FILLED PIPE BOLLARD AT ENTRANCE. (TYPICAL 2 PLACES)
19. LINE OF ROOF ABOVE.
20. WALL MOUNTED CANOPY ABOVE. (TYPICAL 4 PLACES)
21. 3'-0" X 3'-0" RECLAIM CLEAN-OUT - SEE STRUCTURAL DRAWINGS
22. FAUX WINDOW - SEE EXTERIOR ELEVATIONS
23. 1/2" CONDUIT TO TIRE SWITCH. TERMINATE AT END OF RECESS. CONDUIT TO GO UNDER CONVEYOR TRENCH. (TYPICAL 2 PLACES)
24. WALL MOUNTED IT CABINET - SEE ELECTRICAL DRAWINGS
25. KNOX BOX - CONTRACTOR TO COORDINATE WITH LOCAL FIRE DEPARTMENT FOR TYPE, SIZE, AND PREFERRED LOCATION
26. 24" WIDE X 16" HIGH AIR VENT - SEE EXTERIOR ELEVATIONS (TYP. 3 PLACES)
27. FLOOR SINK. SEE PLUMBING DRAWINGS. (TYPICAL 2 PLACES)
28. CONTRACTOR FURNISHED AND INSTALLED 20" X 54" X 84" TALL STORAGE CABINET WITH ADJUSTABLE SHELVING AND WHITE MELAMINE FINISH ON THE INSIDE AND GRAY OUTSIDE. SEE DETAIL #6/A602
29. 3" CHASE (NEXT TO CONTROL PANEL TO UTILITY TRENCH)
30. LEVEL LANDING PER CBC 11B-404.2.4 AND TABLE 11B404.2.4.1 (TYP) - 24" MIN STRIKE EDGE CLEARANCE FOR THE EXTERIOR DOOR LANDING
31. 3/4" x 1 1/2" WIDE RECESS IN SLAB FOR DRAINAGE (TYPICAL 2 PLACES)
32. CONTRACTOR SUPPLIED AND INSTALLED EYE WASH STATION - SEE PLUMBING DRAWINGS
33. 34" MAXIMUM A.F.F. COUNTER TOP. SEE DETAIL #7/A602
34. 6" SWEEPS FROM UTILITY TRENCH TO EQUIPMENT ROOM (TYPICAL 4 PLACES) VERIFY WITH OWNER FOR EXACT LOCATIONS)
35. CONTRACTOR FURNISHED AND INSTALLED 18" X 36" X 40" TALL POS CABINET SEE DETAIL #12/A602
36. 2'-0" X 5'-6" X 4" TALL CONCRETE "HOUSE CLEANING PAD" FOR MCC PANEL SEE STRUCTURAL DRAWINGS
37. 3/4" x 2 1/2" WIDE RECESS IN SLAB FOR DRAINAGE (TYPICAL 2 PLACES) EXTEND PAST EXIT OPENING 1'-0" MINIMUM
38. 1" PVC CHASE TO BUG JUICE CONTROL PANEL
39. 2 - 3" CHASE AT CENTER OF MCC PANEL "HOUSE KEEPING PAD". RUN ONE CHASE TO EQUIPMENT TRENCH AND ONE NEXT TO ACCESS OPENING
40. 3" CHASE FROM ACCESS OPENING TO FACE OF WALL

SYMBOL LEGEND

- (1) DOOR TAG - SEE DOOR SCHEDULE ON A500
- (1) WINDOW TAG - SEE WINDOW SCHEDULE ON A502 (TYP.) WINDOWS WITHIN 24" OF A DOOR SHALL BE TEMPERED BY CODE. CONTRACTOR TO VERIFY IF OWNER WANTS ALL TEMPERED GLASS
- (TX) TACTILE EXIT SIGN PER 2019 CBC SEE DETAIL #12/A003 (TYP. 2 PLACES)

ADA SIGN NOTES

PROVIDE INTERNATIONAL SYMBOL OF ACCESSIBILITY SIGNAGE AT DOOR #3, DOOR #6 AND DOOR #7.

PROVIDE TACTILE EXIT SIGNAGE AT EACH EXIT PER DETAIL 12/A003. AT DOOR #3, DOOR #6 AND DOOR #7.

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Quick Quack CAR WASH

Client/Project
QUICK QUACK CARWASH # 44-296
OPPORTUNITY WAY + VAN BUREN BLVD.
RIVERSIDE, CA

Permit-Seal

Title
FLOOR PLANS

Project Number 2007130188
File Name
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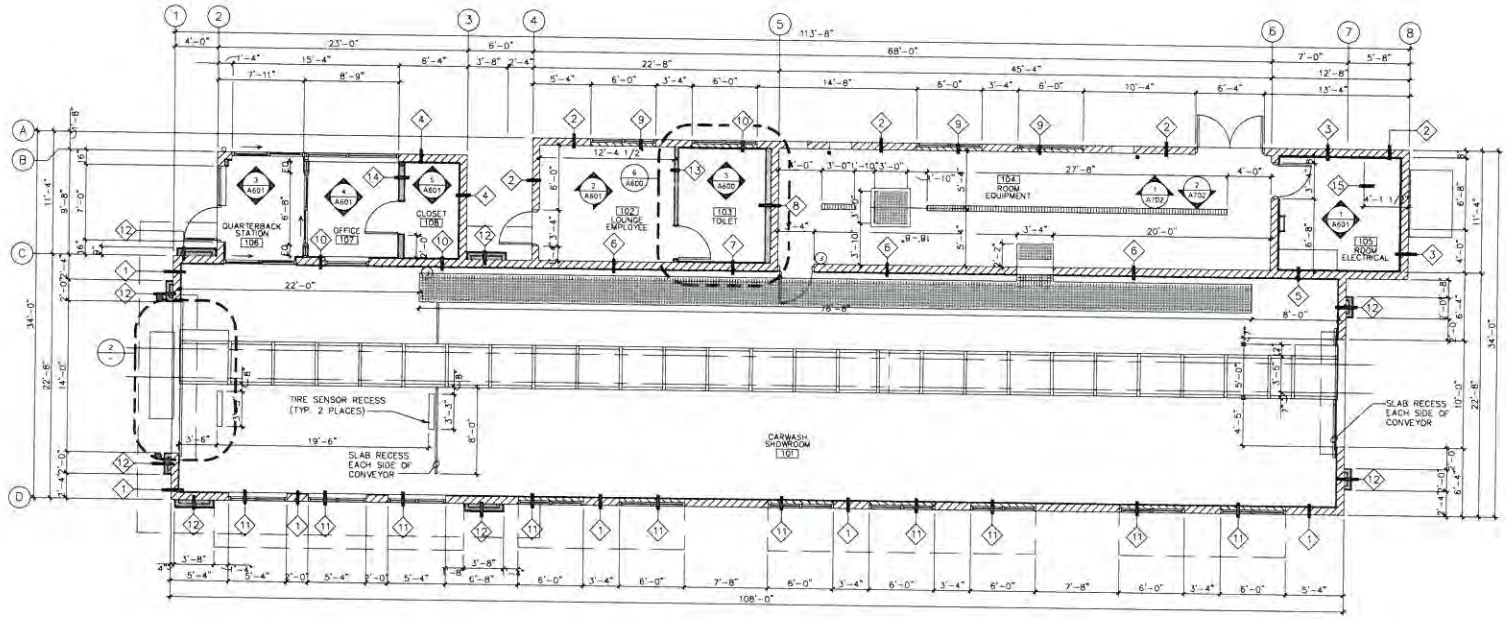
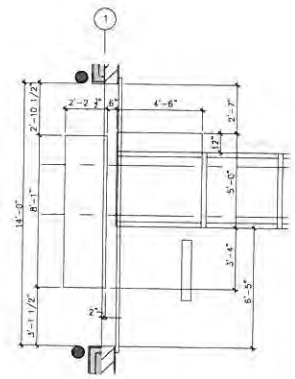


1 CAR WASH DIMENSION PLAN
SCALE: 3/16" = 1'-0"



2 DIMENSION AT ENTRANCE
SCALE: 3/8" = 1'-0"

DIMENSION NOTES:

1. IN NO CASE SHALL WORKING DIMENSIONS BE SCALED FROM PLANS, SECTIONS OR DETAILS ON DRAWINGS.
2. ALL DIMENSIONS TO OPENINGS ARE TO FACE OF MASONRY UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS TO STUD WALL PARTITIONS ARE TO THE FACE OF FINISH UNLESS OTHERWISE NOTED.
4. GRID LINES ARE TO FACE OF MASONRY.
5. FINISH FLOOR ELEVATIONS NOTED ARE REFERENCED FROM DATUM POINT 0'-0" AT EQUIPMENT ROOM FINISH FLOOR AT DOOR THRESHOLD.
6. ALL DIMENSIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO FABRICATION OF ANY INSTALLATIONS.
7. DIMENSIONS ARE NOT ADJUSTABLE WITHOUT APPROVAL OF ARCHITECT IN WRITING.
8. MINIMUM AND MAXIMUM DIMENSIONS AND SLOPES AS REQUIRED FOR DISABLED ACCESS ARE TO TAKE PRECEDENCE IN ALL CASES OF CONFLICT. CODE REQUIRED MINIMUMS AND MAXIMUMS ARE TO BE EXCEEDED WHERE POSSIBLE AND WHERE NOTED. NOTIFY ARCHITECT OF ANY DIMENSIONAL DISCREPANCIES PRIOR TO CONSTRUCTION.
9. DIMENSIONS AND GRAPHIC REPRESENTATIONS OCCURRING ON LARGER SCALED DRAWINGS SHALL TAKE PRECEDENCE OVER SMALLER SCALE DRAWINGS.

RATED WEST WALL NOTES:

1. WEST EXTERIOR WALL IS REQUIRED TO BE OF ONE HOUR MINIMUM CONSTRUCTION PER CBC TABLE 602. CMU WALL SHOWN MEETS REQUIREMENTS OF CBC TABLE 721.1 (2) ITEM 3-1.4. METAL STUD PARAPET WALL MEETS REQUIREMENTS OF CBC TABLE 721.1 (2) ITEM 15-1.4.
2. METAL WALL CANOPY AND ROOF OVERHANG PROJECTIONS ARE LIMITED TO 4'-0" PROJECTION PER CBC 705.2.: 24" + 8" PER FOOT BEYOND 3'-0" OF FIRE SEPARATION DISTANCE - AT 6'-0" F.S.D. (24 + (8X3)) = 48"
3. OPENINGS ARE LIMITED TO 10% OF WALL AREA PER CBC TABLE 705.8. (277 SQ. FT. X 10% = 27.7). NO OPENINGS PROPOSED AT THIS WALL.

WALL TYPES

1. 8X8X16 HONED CONCRETE MASONRY UNIT WALL CONSTRUCTION WITH A 3'-4" HIGH SPLIT FACE 8X8X16 CONCRETE MASONRY UNIT WAINSCOT. INTEGRAL WATER REPELLANT ADMIXTURE MASONRY AND MORTAR TO MATCH. INTERIOR FINISH: 12'-0" HIGH PVC WALL PANEL SYSTEM OVER SEALED CMU - SEE ROOM FINISH SCHEDULE. SEE NOTES FOR RATED NORTH WALL.
2. 8X8X16 HONED CONCRETE MASONRY UNIT WALL CONSTRUCTION WITH A 3'-4" HIGH SPLIT FACE 8X8X16 CONCRETE MASONRY UNIT WAINSCOT. INTEGRAL WATER REPELLANT ADMIXTURE MASONRY AND MORTAR TO MATCH. INTERIOR FINISH: PREP AND PAINT - SEE FINISH SCHEDULE
3. 8X8X16 HONED CONCRETE MASONRY UNIT WALL CONSTRUCTION WITH A 3'-4" HIGH SPLIT FACE 8X8X16 CONCRETE MASONRY UNIT WAINSCOT. INTEGRAL WATER REPELLANT ADMIXTURE MASONRY AND MORTAR TO MATCH. INTERIOR FINISH: 1/2" PLYWOOD OVER HORIZONTAL 7/8" GALVANIZED METAL HAT CHANNELS SPACED AT 24" o.c. - SEE FINISH SCHEDULE
4. 8X8X16 HONED CONCRETE MASONRY UNIT WALL CONSTRUCTION WITH A 3'-4" HIGH SPLIT FACE 8X8X16 CONCRETE MASONRY UNIT WAINSCOT. INTEGRAL WATER REPELLANT ADMIXTURE MASONRY AND MORTAR TO MATCH. INTERIOR FINISH: SMOOTH FIBER REINFORCED POLYESTER WALL PANELS OVER 1/2" PLYWOOD OVER HORIZONTAL 7/8" GALVANIZED METAL HAT CHANNELS SPACED AT 24" o.c. - SEE FINISH SCHEDULE
5. 8X8X16 HONED CONCRETE MASONRY UNIT WALL CONSTRUCTION WITH INTEGRAL WATER REPELLANT ADMIXTURE MASONRY AND MORTAR. MORTAR COLOR TO MATCH. INTERIOR FINISH: 12'-0" HIGH PVC WALL PANEL SYSTEM OVER SEALED CMU OR 1/2" PLYWOOD OVER HORIZONTAL 7/8" GALVANIZED METAL HAT CHANNELS SPACED AT 24" o.c. - SEE FINISH SCHEDULE
6. 8X8X16 HONED CONCRETE MASONRY UNIT WALL CONSTRUCTION WITH INTEGRAL WATER REPELLANT ADMIXTURE MASONRY AND MORTAR. MORTAR COLOR TO MATCH. INTERIOR FINISH: 12'-0" HIGH PVC WALL PANEL SYSTEM OVER SEALED CMU OR PREP AND PAINT - SEE FINISH SCHEDULE
7. 8X8X16 HONED CONCRETE MASONRY UNIT WALL CONSTRUCTION WITH INTEGRAL WATER REPELLANT ADMIXTURE MASONRY AND MORTAR. MORTAR COLOR TO MATCH. INTERIOR FINISH: 12'-0" HIGH PVC WALL PANELS OVER 1/2" PLYWOOD OVER HORIZONTAL 7/8" GALVANIZED METAL HAT CHANNELS SPACED AT 24" o.c. - SEE FINISH SCHEDULE
8. 8X8X16 HONED CONCRETE MASONRY UNIT WALL CONSTRUCTION INTEGRAL WATER REPELLANT ADMIXTURE MASONRY AND MORTAR. MORTAR COLOR TO MATCH. INTERIOR FINISH: FURRED PLUMBING WALL. 6" METAL STUD WALL FRAMING AT 16" o.c. WITH FRP WALL PANELS OVER 1/2" PLYWOOD. OR PREP FOR PAINT - SEE FINISH SCHEDULE
9. 4X8X16 CONCRETE MASONRY UNIT WALL CONSTRUCTION INTEGRAL WATER REPELLANT ADMIXTURE MASONRY AND MORTAR. MORTAR COLOR TO MATCH AND 1/4" SPANDREL GLASS WITH CERAMIC FRIT. INTERIOR FINISH:PREP FOR PAINT SEE FINISH SCHEDULE
10. 8X8X16 CONCRETE MASONRY UNIT WALL CONSTRUCTION WITH INTEGRAL WATER REPELLANT ADMIXTURE MASONRY AND MORTAR. MORTAR COLOR TO MATCH. INTERIOR FINISH: 12'-0" HIGH PVC WALL PANEL SYSTEM OVER SEALED CMU OR FRP WALL PANELS OVER 1/2" PLYWOOD OVER HORIZONTAL 7/8" GALVANIZED METAL HAT CHANNELS SPACED AT 24" o.c. - SEE FINISH SCHEDULE
11. 4X8X16 CONCRETE MASONRY UNIT WALL CONSTRUCTION INTEGRAL WATER REPELLANT ADMIXTURE MASONRY AND MORTAR. MORTAR COLOR TO MATCH AND 1/4" SPANDREL GLASS WITH CERAMIC FRIT. INTERIOR FINISH:12'-0" HIGH PVC WALL PANEL SYSTEM OVER SEALED CMU OR ACOUSTICBLOCK PANEL/LINER - SEE ROOM FINISH SCHEDULE.
12. EXTERIOR METAL STUD FURRED WALL FEATURE: THREE COAT CEMENT PLASTER WALL FINISH. SAND FINISH ACRYLIC COLOR COAT OVER BROWN COAT OVER SCRATCH COAT OVER STUCCO MESH OVER TWO LAYERS GRADE D PAPER OVER 5/8" DENS GLASS GOLD WALL SHEATHING.
13. 3 5/8" METAL STUD WALL FRAMING AT 16" o.c. WITH FRP WALL PANELS OVER 1/2" PLYWOOD EACH SIDE. - AT ELECTRICAL ROOM PROVIDE PLYWOOD ONLY
14. 6" METAL STUD WALL FRAMING AT 16" o.c. WITH FRP WALL PANELS OVER 1/2" PLYWOOD.
15. 3 5/8" METAL STUD WALL FRAMING AT 16" o.c. WITH 1/2" PLYWOOD EACH SIDE.

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Quick Quack CAR WASH

Client/Project
QUICK QUACK CARWASH # 44-296
OPPORTUNITY WAY + VAN BUREN BLVD.
RIVERSIDE, CA

Permit-Seal

Title
DIMENSION PLAN

Project Number: 2007130188
File Name:
Dsn: Dwg: Chkd: Dwgs: YY.MM.DD
Drawing No:
Revision Sheet
A201 of

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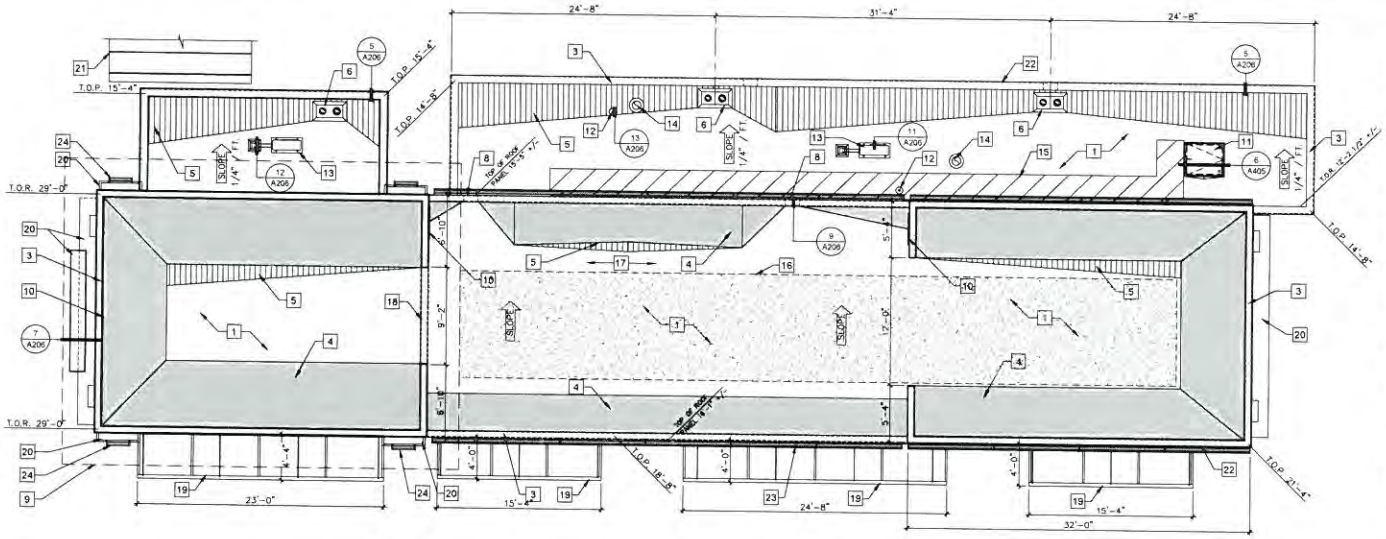
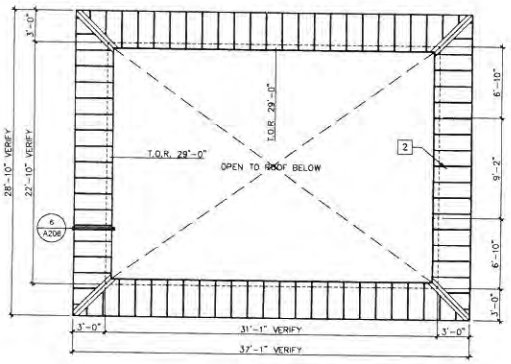


1 CAR WASH ROOF PLAN
SCALE: 3/16" = 1'-0"



2 UPPER ROOF AT ENTRY TOWER
SCALE: 3/16" = 1'-0"

KEYNOTES

1. TPO MEMBRANE ROOFING. SEE DETAIL.
2. STANDING SEAM METAL ROOFING.
3. PRE-FINISHED METAL COPING AT TOP OF PARAPET WALL.
4. ROOF CRICKET. ½" ROOF SHEATHING OVER METAL STUD DIAGONAL BRACING SLOPE AT ONE TO ONE.
5. TAPERED RIGID INSULATION CRICKET WITH ½" ISOLATION BOARD (TYP).
6. ROOF DRAIN AND OVERFLOW IN RECESS. SEE PLUMBING DRAWINGS. (TYPICAL 3 PLACES)
7. NOT USED
8. THROUGH WALL SCUPPER. SPILL TO ROOF BELOW.
9. OUTLINE OF UPPER ROOF AT ENTRY TOWER. SEE UPPER ROOF PLAN
10. 3'-0" SQUARE ACCESS PANEL (TYPICAL 2 PLACES) SEE DETAIL #10/A206
11. ROOF ACCESS LADDER HATCH.
12. EXHAUST FAN UNIT. (TYPICAL 2 PLACES)
13. MECHANICAL UNIT TO BE CONCEALED FROM VIEW BY PARAPET.
14. PLUMBING VENT. (TYPICAL 2 PLACES)
15. ROOF WALK PATH OVERLAY.
16. ROOF AREA DEDICATED TO POSSIBLE FUTURE SOLAR PANEL INSTALLATION.
17. ROOF AREA DEDICATED TO MAINTENANCE ACCESS TO POSSIBLE FUTURE SOLAR INSTALLATION.
18. OPENING IN WALL BETWEEN CRICKETS.
19. WALL MOUNTED METAL CANOPY BELOW (TYP).
20. CEMENT PLASTER FINISH AT TOP OF FURRED WALL FEATURE (TYP).
21. FREE STANDING METAL PAY STATION CANOPY BELOW.
22. WALL BELOW SHOWN DASHED.
23. LINEAR DOWN LIGHTING – SEE ELECTRICAL PLANS
24. PILASTER DOWN LIGHTING – SEE ELECTRICAL PLANS

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ISSUED FOR PLANNING			21.04.11
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Quick Quack CAR WASH

Client/Project
QUICK QUACK CARWASH # 44-296
OPPORTUNITY WAY + VAN BUREN BLVD.
RIVERSIDE, CA

Permit-Seal

Title
ROOF PLAN

Project Number: 2007130188
File Name:

Dwn.	Chkd.	Dsgn.	YY.MM.DD

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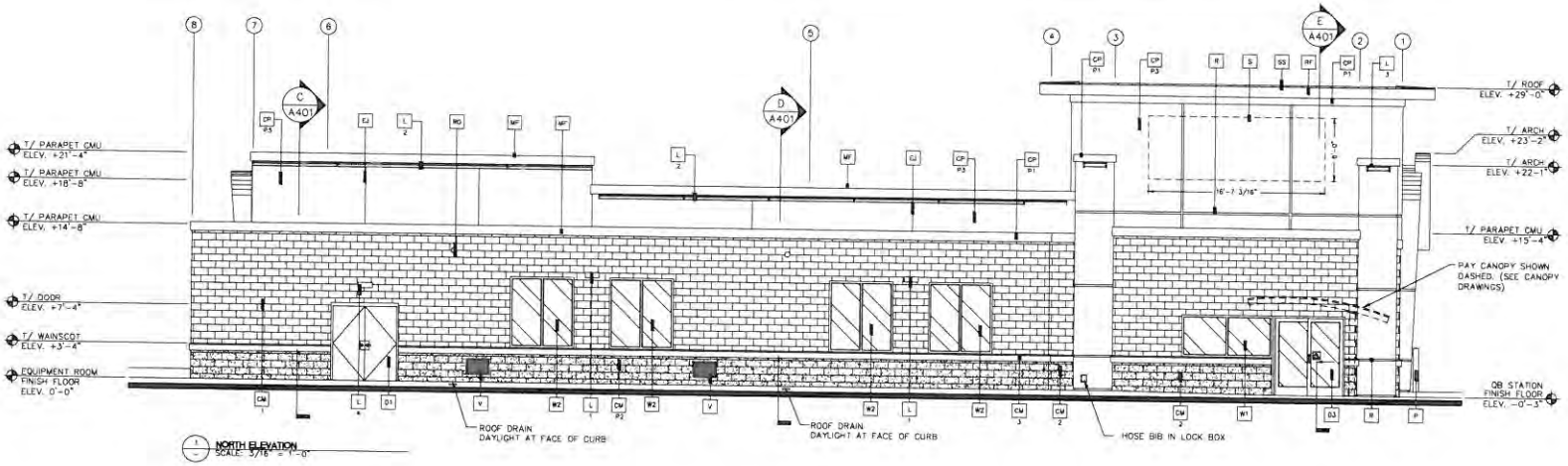
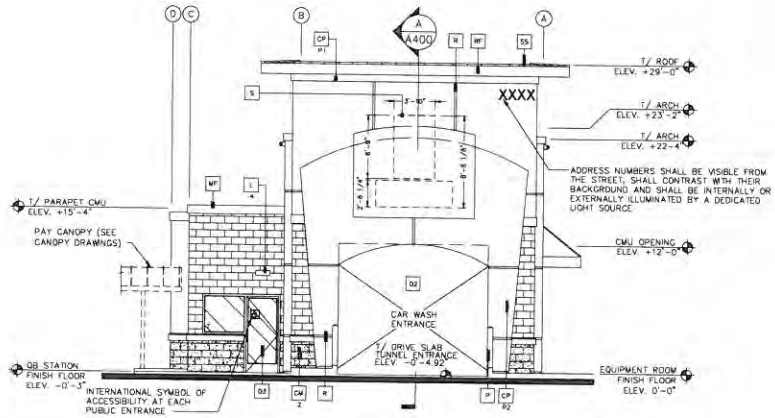


1 NORTH ELEVATION
SCALE: 3/16" = 1'-0"



2 WEST ELEVATION
SCALE: 3/16" = 1'-0"

KEY NOTES:

CM 1 BASALITE SMOOTH HONED FACE CONCRETE MASONRY UNITS – INTEGRAL COLOR STANDARD #225 LIGHT GRAY. WITH INTEGRAL FACTORY "RAINBLOC" WATER REPELLENT ADMIXTURE. MORTAR TO HAVE "RAINBLOC" FOR MORTAR ADMIXTURE. MORTAR COLOR TO MATCH.

CM 2 BASALITE SPLIT FACE CONCRETE MASONRY UNITS INTEGRAL COLOR STANDARD #790 DARK GRAY WITH INTEGRAL FACTORY "RAINBLOC" WATER REPELLENT ADMIXTURE. MORTAR TO HAVE "RAINBLOC" FOR MORTAR ADMIXTURE. MORTAR COLOR TO MATCH.

CM 3 PRECISION FACE CONCRETE MASONRY UNIT SILL INTEGRAL COLOR TO MATCH DARK GRAY WAINSCOT WITH INTEGRAL FACTORY "RAINBLOC" WATER REPELLENT ADMIXTURE. MORTAR TO HAVE "RAINBLOC" FOR MORTAR ADMIXTURE. MORTAR COLOR TO MATCH.

CH ACRYLIC PLASTER COLOR COAT
COLOR DESIGNATION:
P1 = MATCH SHERWIN WILLIAMS "QUICK QUACK GREEN"
P2 = MATCH SHERWIN WILLIAMS #6902 "DECISIVE YELLOW"
P3 = MATCH SHERWIN WILLIAMS #7004 "SNOWBOUND"
PLASTER COLOR COAT TO BE SAND FINISH

D1 HOLLOW METAL DOOR – PAINT TO TO MATCH SHERWIN WILLIAMS #7025 "BACKDROP"

D2 OVERHEAD METAL DOOR – PAINT TO TO MATCH SHERWIN WILLIAMS #7025 "BACKDROP"

D3 CLEAR ANODIZED ALUMINUM COMMERCIAL GRADE STOREFRONT GLASS DOOR

DS 8" X 16" THROUGH WALL SCUPPER, COLLECTOR AND DOWNSPOUT. PAINT TO MATCH ADJACENT SURFACE

EJ 1/4" DEEP REVEAL EXPANSION JOINT

L LIGHT FIXTURE
TYPE:
L1 = LED RADIAL WALL SCONCE (DOWN ONLY)
L2 = LINEAR FACADE WALL LIGHT (DOWN ONLY)
L3 = 2 FOOT LED PILASTER LIGHT (DOWN ONLY)
L4 = WALL PACK (DOWN ONLY)
CONTACT STEVE FRIEDMAN 1.847.830.1444 WITH HERMITAGE LIGHTING FOR ORDERING LIGHTING. (NO EXCEPTIONS)

MF METAL FASCIA – PAINT TO MATCH SHERWIN WILLIAMS "QUICK QUACK GREEN" (GREEN)

P 4" PIPE BOLLARD FILLED WITH CONCRETE – SEE DETAIL #8/A104

R 2" WIDE X 1/4" DEEP CLEAR ANODIZED ALUMINUM PLASTER REVEAL

RF METAL ROOF FASCIA – MATCH SHERWIN WILLIAMS "QUICK QUACK GREEN" (GREEN)

RO 3" DIA PVC ROOF OVERFLOW SCUPPER – PAINT TO MATCH ADJACENT FINISH

S SIGNAGE BY OTHERS SHOWN DASHED– FOR REFERENCE ONLY UNDER SEPARATE PERMIT. GENERAL CONTRACTOR TO COORDINATE WITH SIGN COMPANY.

SS STANDING SEAM METAL ROOF FIRESTONE UC3 – "DARK IVY".

T1 METAL WALL CANOPY SYSTEM – COLOR TO MATCH SHERWIN WILLIAMS "QUICK QUACK GREEN"

T2 WALL CANOPY TIE-BACK SYSTEM – COLOR TO MATCH SHERWIN WILLIAMS "QUICK QUACK GREEN"

V 24" WIDE X 16" HIGH VENT – PAINT TO MATCH ADJACENT FINISH

W1 EXTERIOR WINDOW ASSEMBLY – TEMPERED GLASS CLEAR ANODIZED ALUMINUM STOREFRONT

W2 EXTERIOR FAUX WINDOW ASSEMBLY – WITH BLACK CERAMIC FRIT TEMPERED SPANDREL GLASS CLEAR ANODIZED ALUMINUM STOREFRONT

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Revision	Date	Issue	By
M.P.A. PLANNING COMMENTS	21.05.03	ISSUED FOR PLANNING	
M.P.A. PLANNING COMMENTS	21.11.11		
	22.11.30		

Quick Quack CAR WASH

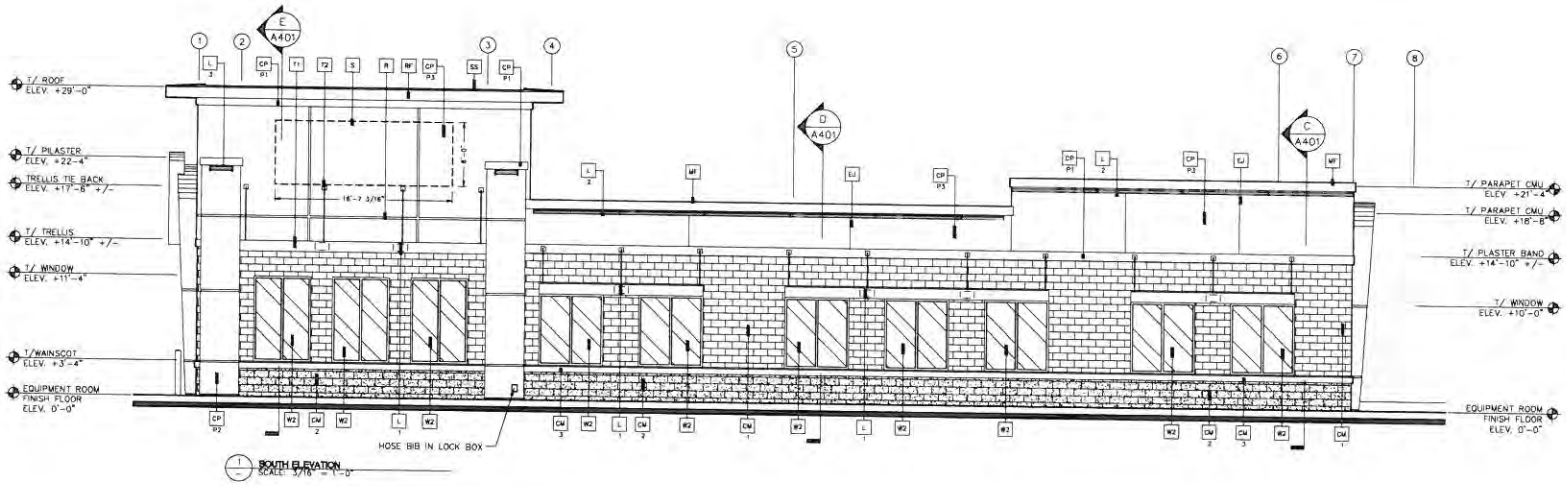
Client/Project
QUICK QUACK CARWASH # 44-296
OPPORTUNITY WAY + VAN BUREN BLVD.
RIVERSIDE, CA

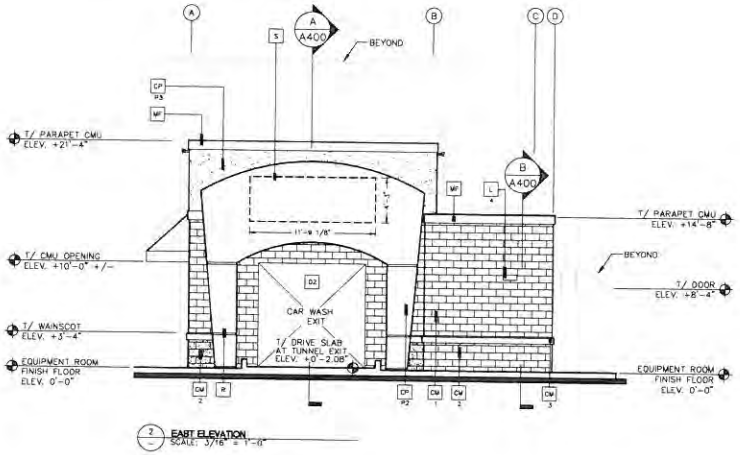
Permit-Seal

Title
BUILDING ELEVATIONS

Project Number: 2007130188
File Name:
Dsn. Chkd. Dwn. YY.MM.DD
Drawing No.
Revision Sheet
A300 of

ORIGINAL SHEET - ARCH D





KEY NOTES:

- CM 1 — BASALITE SMOOTH HONED FACE CONCRETE MASONRY UNITS – INTEGRAL COLOR STANDARD #225 LIGHT GRAY. WITH INTEGRAL FACTORY "RAINBLOC" WATER REPELLENT ADMIXTURE. MORTAR TO HAVE "RAINBLOC" FOR MORTAR ADMIXTURE. MORTAR COLOR TO MATCH.
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- D3 — CLEAR ANODIZED ALUMINUM COMMERCIAL GRADE STOREFRONT GLASS DOOR
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- EJ — 1/4" DEEP REVEAL EXPANSION JOINT
- L — LIGHT FIXTURE
  - TYPE:
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  - CONTACT STEVE FRIEDMAN 1.847.830.1444 WITH HERMITAGE LIGHTING FOR ORDERING LIGHTING. (NO EXCEPTIONS)
- MF — METAL FASCIA – PAINT TO MATCH SHERWIN WILLIAMS "QUICK QUACK GREEN" (GREEN)
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- RF — METAL ROOF FASCIA – MATCH SHERWIN WILLIAMS "QUICK QUACK GREEN" (GREEN)
- RC — 3" DIA PVC ROOF OVERFLOW SCUPPER – PAINT TO MATCH ADJACENT FINISH
- S — SIGNAGE BY OTHERS SHOWN DASHED– FOR REFERENCE ONLY UNDER SEPARATE PERMIT. GENERAL CONTRACTOR TO COORDINATE WITH SIGN COMPANY.
- SS — STANDING SEAM METAL ROOF FIRESTONE UC3 – "DARK IVY".
- T1 — METAL WALL CANOPY SYSTEM – COLOR TO MATCH SHERWIN WILLIAMS "QUICK QUACK GREEN"
- T2 — WALL CANOPY TIE-BACK SYSTEM – COLOR TO MATCH SHERWIN WILLIAMS "QUICK QUACK GREEN"
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- W2 — EXTERIOR FAUX WINDOW ASSEMBLY – WITH BLACK CERAMIC FRIT TEMPERED SPANDREL GLASS CLEAR ANODIZED ALUMINUM STOREFRONT

ORIGINAL SHEET – ARCH D

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TEL 480.967.1100
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The Contractor shall check and verify dimensions on the project. Discrepancies between drawings and specifications should be reported to the Architect immediately. Do not scale drawings.

Revision	By	Appd.	YY.MM.DD
U.R.A. PLANNING COMMENTS			21.05.13
U.R.A. PLANNING COMMENTS			21.11.11

Issued	By	Appd.	YY.MM.DD
REVISED FOR PLANNING			22.11.30

Quick Quack CAR WASH

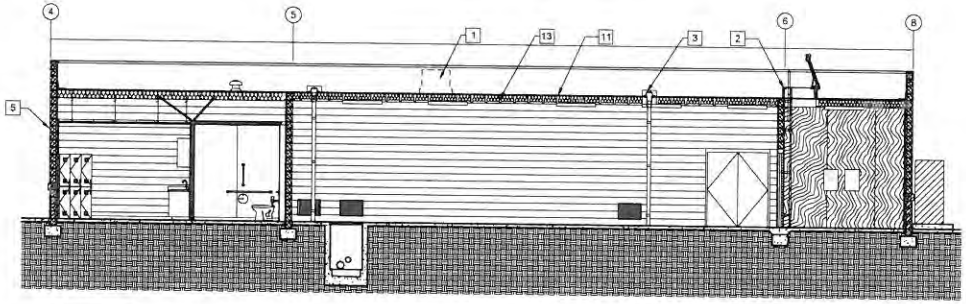
Client/Project
QUICK QUACK CARWASH # 44-296
OPPORTUNITY WAY + VAN BUREN BLVD.
RIVERSIDE, CA

Permit-Seal

Title
BUILDING ELEVATIONS

Project Number: 2007130188
File Name:

Dwn: Chkd: Dsgn: YY.MM.DD
Drawing No.:
Revision Sheet
A301 of



B — BUILDING SECTION
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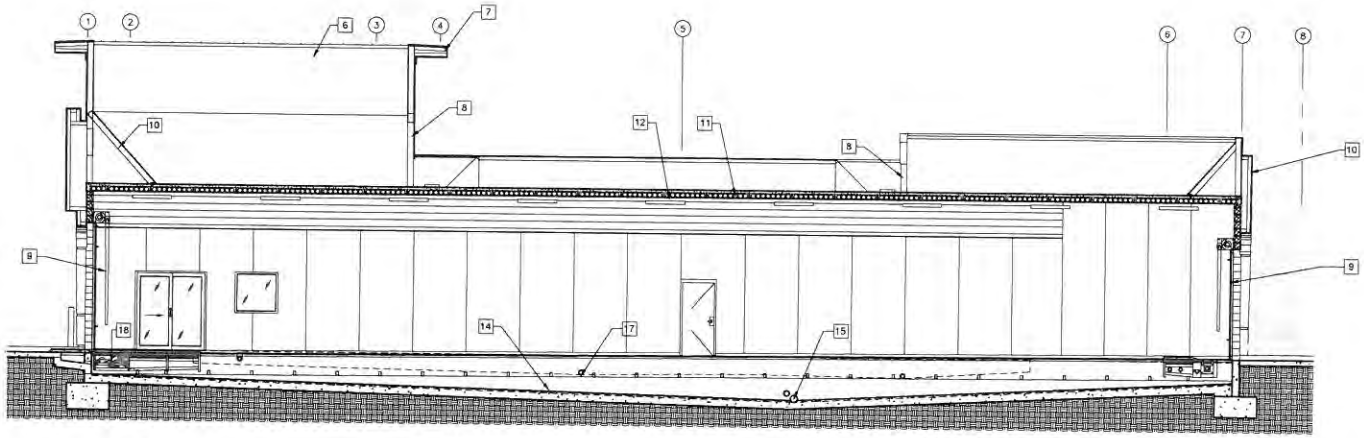

A — BUILDING SECTION
SCALE: 3/16" = 1'-0"

KEYNOTES

1. ROOF TOP MECHANICAL UNIT IN FOREGROUND SHOWN DASHED; CONCEALED FROM VIEW BEHIND PARAPET WALL.
2. ROOF ACCESS HATCH.
3. ROOF DRAIN AND OVERFLOW SCUPPER.
4. ELECTRICAL SERVICE SWITCHGEAR ON HOUSEKEEPING PAD.
5. CONCRETE MASONRY UNIT WALL CONSTRUCTION.
6. OPEN TO ROOF BELOW.
7. SPANISH TILE ROOFING AT PERIMETER OVERHANG.
8. OPENING IN WALL.
9. COILING ROLL-UP DOOR.
10. METAL STUD FRAMED WALL FEATURE WITH CEMENT PLASTER WALL FINISH.
11. TPO MEMBRANE ROOFING.
12. HOLLOW CORE PRE-CAST PLANK ROOF STRUCTURE.
13. METAL STUD ROOF FRAMING.
14. CONVEYOR TRENCH; SLOPE TO DRAIN.
15. CONVEYOR TRENCH DRAIN AND OVERFLOW.
16. NOT USED
17. UTILITY TRENCH DRAIN OUTLET.
18. PIPE CHASE FROM UTILITY TRENCH (TYP).

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Revision	By	Appd.	YY.MM.DD
ISSUED FOR PLANNING			22.11.30

Issued	By	Appd.	YY.MM.DD
IUPA PLANNING COMMENTS			22.05.03
MUPA PLANNING COMMENTS			22.04.11

Quick Quack CAR WASH

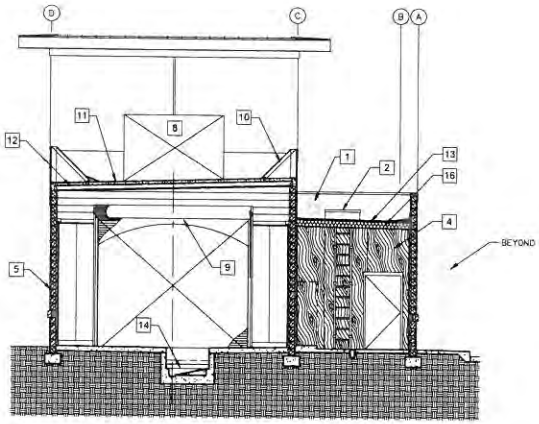
Client/Project
QUICK QUACK CARWASH # 44-296
OPPORTUNITY WAY + VAN BUREN BLVD.
RIVERSIDE, CA

Permit-Seal

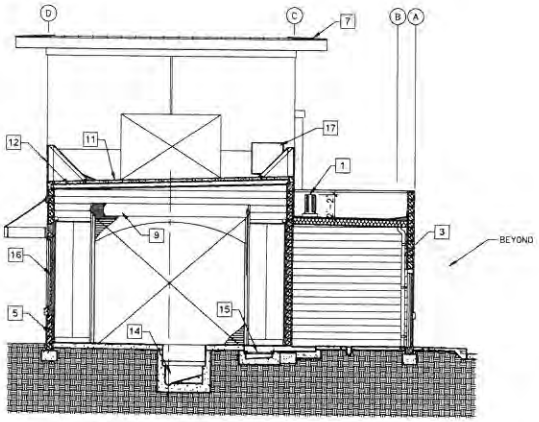
Title
BUILDING SECTIONS

Project Number: 2007130188
File Name:
Dsn. CHkd. Dwn. YY.MM.DD
Drawing No.
Revision Sheet
A400 of

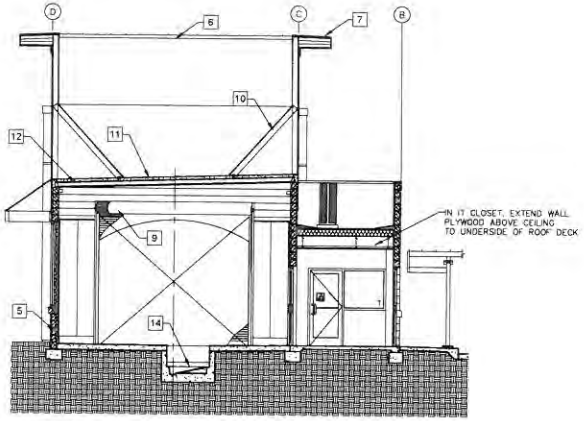
ORIGINAL SHEET - ARCH D



C BUILDING SECTION
SCALE: 3/16" = 1'-0"



D BUILDING SECTION
SCALE: 3/16" = 1'-0"



E BUILDING SECTION
SCALE: 3/16" = 1'-0"

KEYNOTES

1. ROOF TOP MECHANICAL UNIT IN FOREGROUND SHOWN DASHED, CONCEALED FROM VIEW BEHIND PARAPET WALL.
2. ROOF ACCESS HATCH.
3. ROOF DRAIN AND OVERFLOW SCUPPER.
4. ELECTRICAL SERVICE SWITCHGEAR ON HOUSEKEEPING PAD.
5. CONCRETE MASONRY UNIT WALL CONSTRUCTION. R-1 VALUE WITH A U-FACTOR OF 0.366
6. OPEN TO ROOF BELOW.
7. STANDING SEAM METAL ROOFING AT PERIMETER OVERHANG.
8. OPENING IN WALL.
9. COILING ROLL-UP DOOR.
10. METAL STUD FRAMED WALL FEATURE WITH CEMENT PLASTER WALL FINISH.
11. TPO MEMBRANE ROOFING.
12. HOLLOW CORE PRE-CAST PLANK ROOF STRUCTURE.
13. METAL STUD ROOF FRAMING.
14. CONVEYOR TRENCH. SLOPE TO DRAIN.
15. CONVEYOR TRENCH DRAIN AND OVERFLOW.
16. R-30 ROOF INSULATION WITH A U-FACTOR OF 0.038.
17. 4" UTILITY TRENCH DRAIN OUTLET (TYPICAL 2 PLACES)
18. PIPE CHASE FROM UTILITY TRENCH (TYP).

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Tel. 480.967.1130
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Revision	By	Appd.	YY.MM.DD
SUPA PLANNING COMMENTS			22.11.30
SUPA PLANNING COMMENTS			22.11.11
ISSUED FOR PLANNING			22.10.03
Issued			YY.MM.DD

Quick Quack CAR WASH

Client/Project
QUICK QUACK CARWASH # 44-296
OPPORTUNITY WAY + VAN BUREN BLVD.
RIVERSIDE, CA

Permit-Seal

Title
BUILDING SECTIONS

Project Number: 2007130188
File Name:

Dsgn. Chkd. Dwn. YY.MM.DD

Drawing No.
Revision Sheet
A401 of

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2022/05/05 3:56 PM By: mdragan, Matthew
ORIGINAL SHEET - ARCH D

South Elevation

West Elevation

Color Legend:

Sherwin Williams #7004 "Snowbound"

Sherwin Williams #7658 "Gray Clouds"

Sherwin Williams "Quick Quack Green"

Sherwin Williams #6902 "Decisive Yellow"

Sherwin Williams #7025 "Backdrop"

Basalite - Split Face CMU #790 "Dark Gray"

Precision Face CMU Sill Dark Gray

Boral Smooth Honed Face CMU #225 "Light Gray"

Quick Quack CAR WASH
Dont Drive Dirty.com

A800 - Colored Exterior Elevations

Site# 44-296
Van Buren Blvd & I-215
Riverside, CA

Stantec

Standard - Design Visualization
Version 00-19-2020

North Elevation

East Elevation

Color Legend:

Quick Quack CAR WASH
Dont Drive Dirty.com

A801 - Colored Exterior Elevations

Site# 44-296
Van Buren Blvd & I-215
Riverside, CA

Stantec

Stanford - Design Visualization
Version 10-19-2012

PLANT SCHEDULE

TREES	QTY	BOTANICAL / COMMON NAME	CONT	WUCOLS
	9	Cercis canadensis 'Hearts of Gold' / Hearts of Gold Eastern Redbud	24' box	Low
	2	Lagerstroemia indica x fauriei 'Muskogee' / Muskogee Crape Myrtle	24' box	Moderate
	6	Phoenix dactylifera / Date Palm	12' BT	Low

SHRUBS	QTY	BOTANICAL / COMMON NAME	CONT	WUCOLS
	24	Agave americana / Century Plant	15 gal	Low
	181	Callistemon viminalis 'Little John' / Little John Weeping Bottlebrush	5 gal	Low
	28	Cistus x 'Sunset' / Rockrose	5 gal	Low
	65	Hesperaloe parviflora 'Perpa' / Brakelights® Red Yucca	5 gal	Low
	63	Lantana montevidensis / Purple Trailing Lantana	5 gal	Low
	10	Leucophyllum frutescens 'Compacta' / Compact Texas Sage	5 gal	Low
	106	Muhlenbergia capillaris / Pink Muhly Grass	1 gal	Low
	95	Yucca recurvifolia 'Walbristar' / Bright Star Soft Leaf Yucca	5 Gal	Low

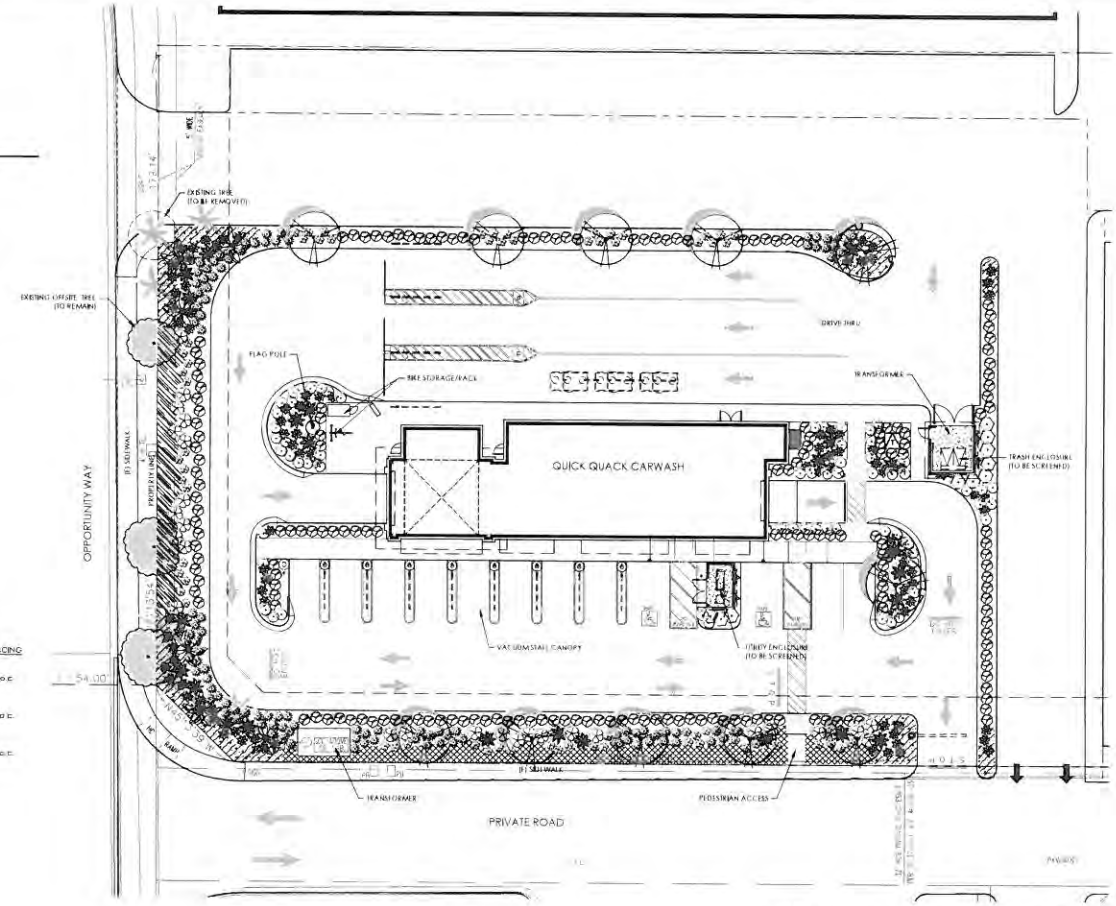
VINES/ESPALLIERS	QTY	BOTANICAL / COMMON NAME	CONT	WUCOLS
	6	Magnolia grandiflora 'Little Gem' / Espallier Little Gem Dwarf Southern Magnolia	5 gal	Moderate

GROUND COVERS	QTY	BOTANICAL / COMMON NAME	CONT	WUCOLS	SPACING
	84	Lantana x 'New Gold' / New Gold Lantana	1 gal	Low	36" o.c.
	14	Myoporum parvifolium 'Putah Creek' / Putah Creek Trailing Myoporum	1 gal	Low	72" o.c.
	62	Rosmarinus officinalis 'Irene' / Irene Trailing Rosemary	1 gal	Low	42" o.c.

EXISTING TREE LEGEND

EXISTING TREE

EXISTING TREE TO BE REMOVED



GENERAL NOTES

1. All landscape planting areas shall receive a minimum 3" layer of non-combustible organic wood chip mulch top dressing.
2. All new trees located within 5' of pavement or permanent structure shall have a root barrier.
3. All new plant material shall be irrigated with drip irrigation and a smart controller. Landscape Plans will comply with County of Riverside Water Conservation Standards.
4. Existing trees and shrubs to remain shall be protected and preserved in place.
5. Landscape Maintenance shall be the responsibility of the property owner.

Water Efficient Landscape Worksheet

HYDROZONE/PLANTING DESCRIPTION	PLANT FACTOR (PF)	IRRIG. METHOD	IRRIG. EFFICIENCY (IE)	ETAF (PF/IE)	LANDSCAPE AREA (Sq. Ft.)	ETAF x AREA	ESTIMATED TOTAL WATER USE (ETWU)
REGULAR LANDSCAPE AREA							
LOW WATER USE (SHRUBS)	.3	DRIP	.81	.37	8,359	3,093	108,156 GAL
MODERATE WATER USE (TREES/VINES)	.5	BUBBLERS	.81	.62	120	74	2,588 GAL
				TOTALS	(A) 8,479	(B) 3,167	

ETWU Total: 110,744 GAL

Maximum Applied Water Allowance (MAWA): MAWA= (Eto) (Conversion factor) ((ETAF)(Landscape Area)) + ((1-ETAF) x SLA)
(56.4) (.62) (.45 x 8,479) + (1-.45) X 0) = 133,422 GALLONS

Estimated Total Water use (ETWU): ETWU= (Eto) (Conversion factor) ((ETAF) (Area))
(56.4) (.62) (3,167) = 110,744 GALLONS

ETAF Calculations

Regular Landscape Areas

Total ETAF x Area	(B) 3,167
Total Area	(A) 8,359
Average ETAF	(B / A) .38

Note:
1. Average ETAF for Regular Landscape Areas must be below .55 for residential areas and .45 for non-residential areas.

COMPLIANCE STATEMENT

I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package.

Rodney Duncan

1-16-23

Stantec

Architecture Inc.

Revision | By | Appd | YY MM DD | Issued | By | Appd | YY MM DD

PLANNING SUBMITTAL | 23.1.23

Quick Quack CAR WASH

Client/Project
QUICK QUACK CARWASH # 44-296
OPPORTUNITY WAY + VAN BUREN BLVD.
RIVERSIDE, CA

Title
LANDSCAPE PLAN

Permit-Seal
OLIVE STREET
LANDSCAPE ARCHITECTURE
P.O. Box 2081
Kelseyville, CA 94451
707.995.4996
Olive Street Landscape Architecture Inc.

Project Number: 2007130188
File Name:
Dwn. Chkd. Dsgn. YY MM DD
Drawing No.
Revision Sheet
L1 of

PLANT SCHEDULE

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	63	Lantana montevidensis / Purple Trailing Lantana	5 gal.	Low
	10	Leucophyllum frutescens 'Compacta' / Compact Texas Sage	5 gal.	Low
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EXISTING TREE LEGEND

EXISTING TREE

EXISTING TREE TO BE REMOVED

GENERAL NOTES

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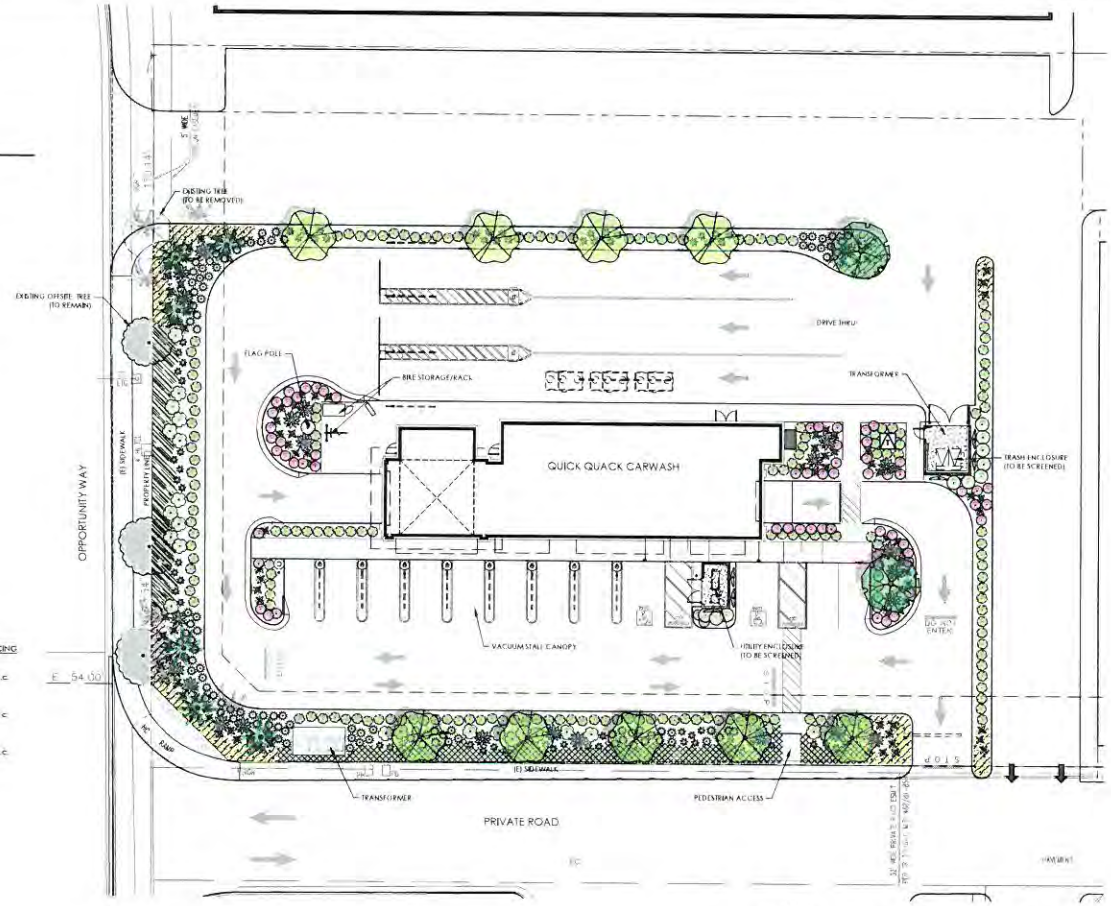

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				TOTALS	(A) 8,479	(B) 3,167	
						ETWU total	110,744 GAL.

Maximum Applied Water Allowance (MAWA) MAWA= (Eto) (Conversion factor) ((ETAF)(Landscape Area)) + ((1-ETAF) x (LA))
(54.4) (.62) (.45 x 8,479) + (1-.45) X (8) =133,422 GALLONS

Estimated Total Water Use (ETWU) ETWU= (Eto) (Conversion factor) (ETAF) (Area)
(54.4) (.62) (3,167) = 110,744 GALLONS

ETAF Calculations

Regular Landscape Areas

Total ETAF x Area	(B) 3,167
Total Area	(A) 8,359
Average ETAF	(B / A) .38

Note:
1. Average ETAF for Regular Landscape Areas must be below .55 for residential areas and .45 for non-residential areas

COMPLIANCE STATEMENT

I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package.

Rodney Deucalion 1-16-23

Stantec
Architecture Inc.
11130 Anderson Street, Suite 100
Chandler, AZ 85225-5110
Ph: 480.581.8100
www.stantec.com

Revision	By	Appd	YY.MM.DD	Issued	By	Appd	YY.MM.DD
				PLANNING SUBMITTAL			23.1.23

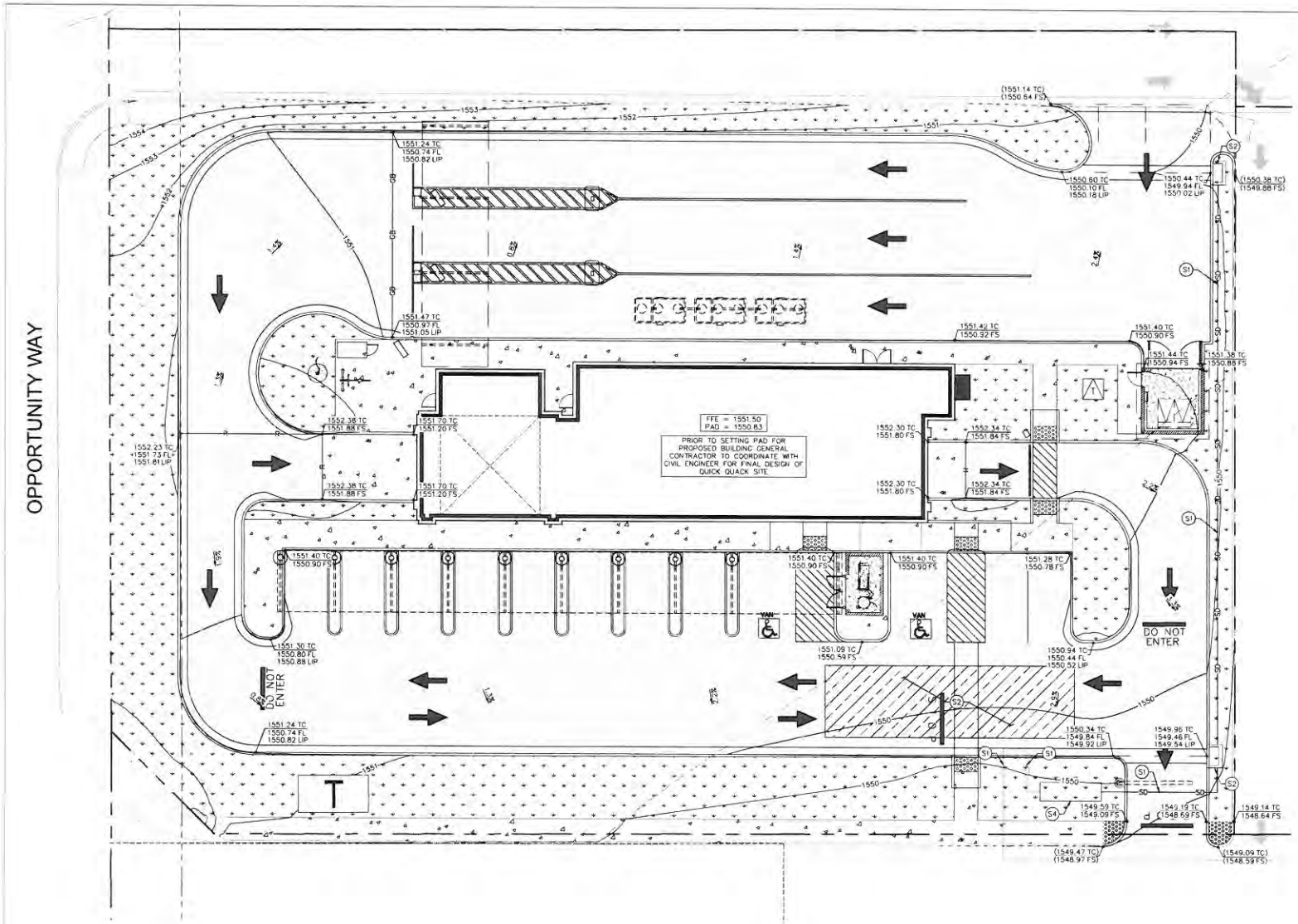
Client/Project
QUICK QUACK CARWASH # 44-296
OPPORTUNITY WAY + VAN BUREN BLVD.
RIVERSIDE, CA

Title
LANDSCAPE PLAN

Permit-Seal

OLIVE STREET
LANDSCAPE ARCHITECTURE

Project Number: 2007130188
File Name
Drawing No.
Revision
Sheet
L2 of



LEGEND

- PROPERTY LINE
- ASPHALT PAVING
- CONCRETE SIDEWALK
- LANDSCAPING
- UNDERGROUND WATER STORAGE TANK
- (1550.50 TC) (1550.00 FS) — EXISTING GRADE
- 1550.50 TC 1550.00 FS — PROPOSED GRADE
- GB — GRADE BREAK LINE
- R — RIDGE LINE
- 1550 — PROPOSED CONTOUR
- EXISTING CONTOUR
- SD — PROPOSED STORM DRAIN LINE
- X.X% — PROPOSED SLOPE
- FFF — FINISH FLOOR ELEVATION
- TC — TOP OF CURB
- FS — FINISHED SURFACE

STORM DRAIN NOTES:

- S1 PROPOSED STORM DRAIN PIPE
- S2 PROPOSED CURB INLET
- S3 PROPOSED UNDERGROUND STORMWATER STORAGE TANK
- S4 PROPOSED MODULAR WETLAND SYSTEM

Don't Dig Until You Call U.S.A. Toll Free 1-800-227-2600 for the lot item of buried utility lines. Don't disrupt vital services. NO WORKING DAYS BEFORE YOU DIG

BENCH MARK:
NATIONAL GEODETIC SURVEY POINT "Z 1143" LOCATED ALONG THE RAILROAD TRACKS, WEST OF I-215, APPROXIMATELY 1700 FEET SOUTH OF VAN BUREN BOULEVARD, EAST OF THE VETERANS CEMETERY, AND EAST OF THE RAILROAD TRACKS. DEING A 3-1/4" BRASS DISK STAMPED "Z1143 1961" SET FLUSH ON TOP OF A CONCRETE MONUMENT, 15 FEET SOUTH EAST OF MILEPOST 11, 183 FEET SOUTHEAST OF A SWITCH STAND, 25 FEET EAST OF TRACKS, 5.4 FEET WEST OF 215 FWY RIGHT OF WAY FENCE AND 5 INCHES ABOVE GROUND.
ELEVATION: 1532.70 FEET DATUM: NVGD 29

MARK	BY	DATE	REVISIONS	APPR	DATE
ENGINEER				MJPA	

Kimley»Horn
1100 TOWN AND COUNTRY RD SUITE 700 ORANGE, CA 92868
Tel: (714) 939-1030
PREPARED BY:
JACOB GLAZE R.C.E. 87934 12/5/22 DATE

March Joint Powers Authority
QUICK QUACK CAR WASH
PRELIMINARY GRADING PLAN

SHEET NO. 1 OF 1 SHTS
FOR
W.O.
MJPA FILE NO.

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

www.rcaluc.org

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

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

The March Joint Powers Authority Planning Department should be contacted on non-ALUC issues. For more information please contact March Joint Powers Planner Jeffrey Smith at (909) 754-1653.

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

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

DATE OF HEARING: **June 13, 2024**

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

CASE DESCRIPTION:

ZAP1581MA23 – Overland Development Company (Representative: Andrew Walcker)– March Joint Powers Authority Case No. CUP22-03 (Conditional Use Permit). A proposal to construct a 3,596 square foot drive-thru Car Wash Building on 1.08 acres, located northerly of Van Buren Boulevard, and easterly of Opportunity Way. (Airport Compatibility Zones B2 and C1 of the March Air Reserve Base/Inland Port Airport Influence Area)

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number: ZAP1581MA23 Date Submitted: 8/3/23

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

Applicant

Applicant Full Name: Overland Development Company

Applicant Address: 3870 Main Street, Unit 201 Riverside, CA 92501

Phone: (909) 227-4180 **Email:** andrew@overlanddevco.com

Representative/ Property Owner Contact Information

Representative: Andrew Walcker **Email:** andrew@overlanddevco.com

Phone: (909) 227-4180

Address: 3870 Main Street, Unit 201, Riverside, CA 92501

Property Owner: Verdant Riverside LLC **Email:** andrew@overlanddevco.com

Phone: (909) 227-4180

Address: 3870 Main Street, Unit 201, Riverside, CA 92501

Local Jurisdiction Agency

Agency Name: March Joint Powers Authority Phone: (951) 656-7000

Staff Contact: Jeffrey Smith **Email:** Smith@MarchJPA.com

Address: 14205 Meridian Parkway, Riverside, CA 92518

Local Agency Case No.: CUP 22-03, Car Wash at Vets Plaza

Project Location

Street Address: TBD - Near 22400 Van Buren Blvd, 92518 Gross Parcel Size.: 1.02 Acres

Assessor's Parcel No.: TBD - Portion of 294-070-044

Solar

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

Data

Site Elevation:(above mean sea level) 1551.50

Height of Building or structures: 29'

What type of drainage basins are being proposed and the square footage: Basin will be underground, approx 1,000 SF.

Notice

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

B. REVIEW TIME: Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of a complete application submittal to the next available commission hearing meeting.

C. SUBMISSION PACKAGE:

Please submit all application items DIGITALLY via USB or CD:

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

Additionally, please provide:

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

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

SCHEDULE OF DEVELOPMENT REVIEW FEES (effective 3/1/19)

CASE TYPE	ALL OTHERS		MARCH ZONE E	
	INITIAL REVIEW FEE	AMENDED REVIEW FEE	INITIAL REVIEW FEE	AMENDED REVIEW FEE
General Plan or General Plan Element (County or City)	$3,696	$2,458	$2,310	$1,537
Community Plan or Area Plan (County or City)	$3,696	$2,402	$2,310	$1,502
(New) Specific Plan or Master Plan	$3,261	N/A	$2,038	N/A
Specific Plan Amendment	N/A	$2,181	N/A	$1,363
General Plan Amendment	$1,331	N/A	$832	N/A
Change of Zone or Ordinance Amendment	$1,331	$887	$832	$554
Non-Impact Legislative Project (as determined by staff)	$420	N/A	$375	N/A
Tract Map	$1,515	$1,017	$947	$636
Conditional Use Permit or Public Use Permit	$1,331	$887	$832	$554
Plot Plan, Development Review Plan or Design Review	$1,331	$887	$832	$554
Parcel Map	$1,331	$887	$832	$554
Environmental Impact Report*	$3,050	$2,033	$1,906	$1,271
Other Environmental Assessments*	$1,671	$1,109	$1,044	$693
Building Permit or Tenant Improvement	$573	$389	$359	$243

Effective March 1, 2019, an additional fee of $190.00 will be charged to projects requiring ALUC public hearings (no additional fee for staff review cases).

ADDITIONAL PROJECT SPECIFIC FEES (in addition to the above fees)				
Location in APZ I or II of March	$2,500	$2,500	N/A	N/A
AIA Large Commercial Solar Project (Energy Generation Facility)	$3,000	$3,000	$3,000	$3,000
Heliports/Helicopter Landing Sites	$1,000	$1,000	$1,000	$1,000
Speculative Nonresidential Multiple Buildings (4 or more)	$8,210	$8,210	N/A	N/A

NOTE: * THIS FEE IS COLLECTED ONLY FOR PROJECTS THAT ARE NOT CLASSIFIED UNDER ONE OF THE ABOVE CATEGORIES.

Checks should be made payable to: Riverside County Airport Land Use Commission

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	3.4
HEARING DATE:	June 13, 2024
CASE NUMBER:	ZAP1606MA24 – Mike Naggar and Associates Inc. (Representative: Mike Naggar)
APPROVING JURISDICTION:	City of Perris
JURISDICTION CASE NO:	SPA24-05078 (Specific Plan Amendment), DPR24-00002 (Development Plan Review), DPR24-00003 (Development Plan Review), CUP24-05075 (Conditional Use Permit), TPM24-05076 (Tentative Parcel Map 38606).
LAND USE PLAN:	2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
Airport Influence Area:	March Air Reserve Base
Land Use Policy:	Zones C1, D
Noise Levels:	Below 60 CNEL contour
MAJOR ISSUES:	None

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

PROJECT DESCRIPTION: A proposal to construct four commercial retail-buildings on 4.6 acres. The applicant also proposes a minor change to the total acreage from the originally reviewed project consisting of 774,419 square foot industrial building with mezzanines on 36.01 acres as previously consistent under ZAP1555MA22, to a 774,419 square foot industrial building with mezzanines on 35.99 acres. The applicant also proposes amending the Perris Valley Commerce Center Specific Plan rezoning the site from Commercial to Light Industrial. The applicant also proposes dividing 40.75-acres into five separate parcels.

On May 12, 2022, the Commission found consistent on the same site ALUC Case ZAP1516MA22, a proposal to construct an 878,750 square foot industrial manufacturing building with mezzanines on 40.75 acres The applicant also proposes amending the Perris Valley Commerce Center Specific Plan rezoning the site from Commercial to Light Industrial.

PROJECT LOCATION: The site is located northerly of Ramona Expressway, westerly of Redlands

Avenue, easterly of Perris Boulevard, and southerly of Perry Street., approximately 6,243 feet westerly of the northerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential Average Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zones C1(4.15-acres) and D (36.6-acres), where Zone C1 limits average intensity to 100 people per acre, and Zone D does not restrict non-residential intensity. The proposed four commercial retail buildings are located all within Zone D, where Zone D does not restrict non-residential intensity.

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

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

The proposed changes include 774,419 square feet, and a reconfiguration of the internal floor area consisting of 754,419 square feet of manufacturing area, 10,000 square feet of office area, and 10,000 square feet of second floor office mezzanine area. (The original project under ZAP1516MA22 had proposed a total building area of 878,750 square feet, with 858,750 square feet of manufacturing area, 10,000 square feet of office area and 10,000 square feet of second floor office mezzanine area.)

If we analyzed just the portion of the building located entirely within Zone C1 (as intensity is not restricted for the portion of the building located in Zone D), it would include 466 square feet of manufacturing area, 2,500 square feet of first floor office area, and 2,500 square feet of second floor office mezzanine area, accommodating an occupancy of 27 people, resulting in an average intensity of 7 people per acre, which is consistent with Zone C1 average intensity criterion of 100 people per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per trailer truck space). Based on the number of parking spaces provided (353 standard vehicles, 213 trailer spaces), the total occupancy would be estimated at 743 people for an average intensity of 18 people per acre, which is consistent with the Compatibility Zone C1 average intensity criterion of 100 people per acre, and Zone D where intensity is not restricted.

Non-Residential Single-Acre Intensity: Compatibility Zone C1 limits maximum single-acre intensity to 250 people, and Zone D does not restrict intensity. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area (in Zone C1) would include 466 square feet of industrial manufacturing area, 2,500 square feet of first floor office area, and 2,500 square feet of second floor office mezzanine area, resulting in a single acre occupancy of 27 people which is consistent with the Compatibility Zone C1 single acre

criterion of 250, zone D does not restrict non-residential intensity.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones C1 and D (children's schools, day care centers, hospitals, nursing homes, libraries, hotels/motels, places of assembly, buildings with 3 aboveground floors, critical community facilities, highly noise-sensitive outdoor nonresidential uses and hazards to flight).

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site below 60 CNEL range from aircraft noise, therefore 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 (AMSL). At a distance of approximately 9,184 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,580 feet AMSL. The site's finished floor elevation is 1,459 feet AMSL and proposed building height is 50 feet, resulting in a top point elevation of 1,509 feet AMSL. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) is not required.

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

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The project is located 9,249 feet from the runway, and therefore would not be subject to the above requirement.

Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 9,184 feet), the project utilizes underground infiltration basins which will not contain surface water or attract wildlife and, therefore, would not constitute a hazard to flight.

Specific Plan Amendment: The applicant also proposes amending the Perris Valley Commerce Center Specific Plan rezoning the site from Commercial (C) to Light Industrial (LI). The proposed amendments would be consistent with the Compatibility Plan as long as the underlying development's intensity is consistent with the compatibility criteria.

CONDITIONS:

1. Any 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 or circling climb following takeoff or toward an aircraft engaged in a straight or circling final approach toward a landing at an airport, other than a DoD or FAA-approved navigational signal light or visual approach slope indicator.

(b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight 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, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

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

(e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly (including, but not limited to places of worship and theaters), buildings with more than 2 aboveground habitable floors, hazardous materials and critical community infrastructure facilities.

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

(g) Hazards to Flight.

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

4. 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.

5. Any other proposed basin would require review and approval by the ALUC. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between

rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

6. The project has been evaluated to construct four commercial retail-buildings on 4.6 acres, the applicant also proposes a minor change from the 774,419 square foot industrial building with mezzanines on 36.01 acres as previously consistent under ZAP1555MA22, to a 774,419 square foot industrial building with mezzanines on 35.99 acres. The applicant also proposes amending the Perris Valley Commerce Center Specific Plan rezoning the site from Commercial to Light Industrial. The applicant also proposes diving 40.75-acres into five separate parcels. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria**,** at the discretion of the ALUC Director.

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

X:\AIRPORT CASE FILES\March\ZAP1606MA24\ZAP1606MA24sr.doc

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

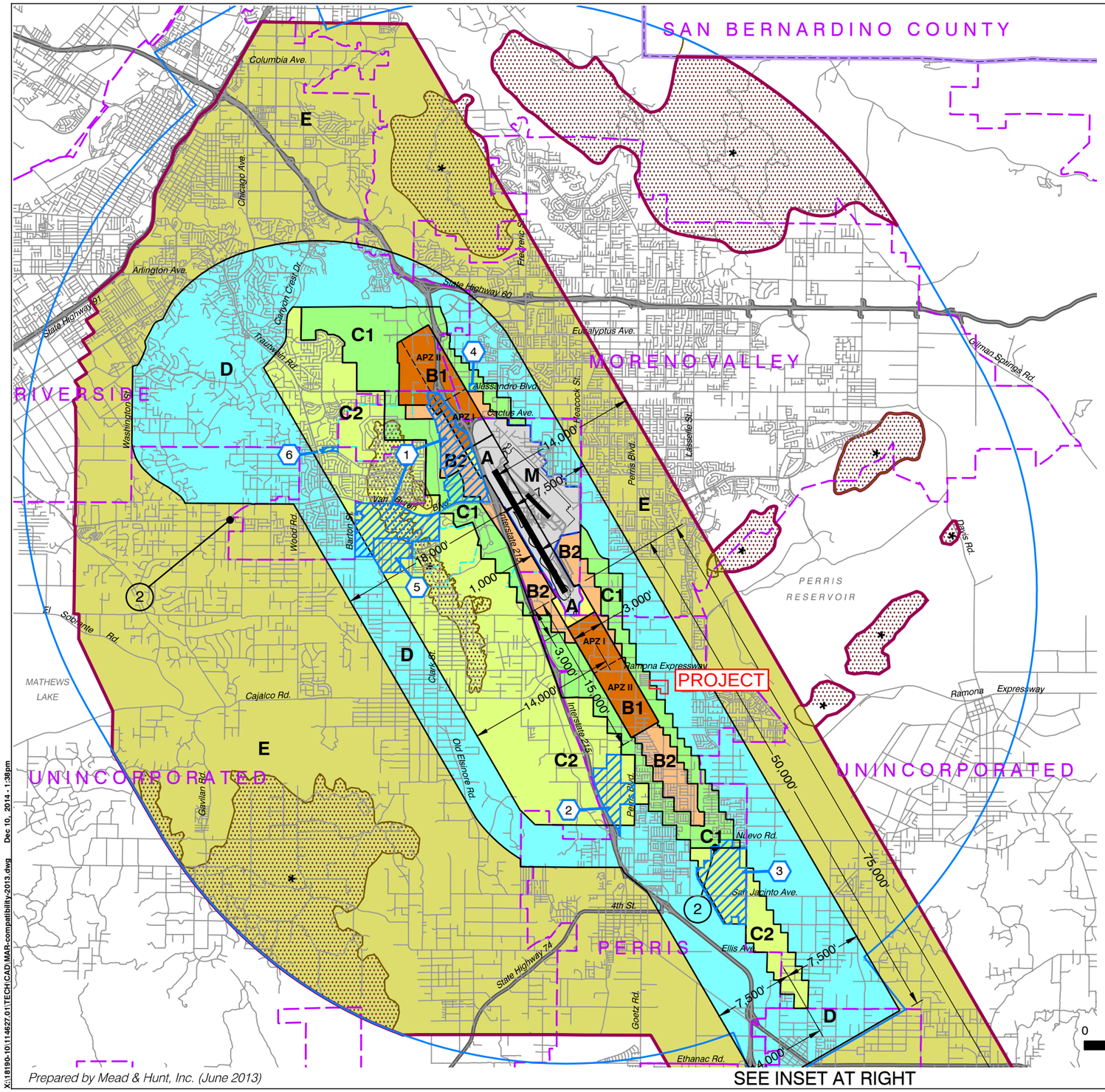
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____



LEGEND

Compatibility Zones

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

Boundary Lines

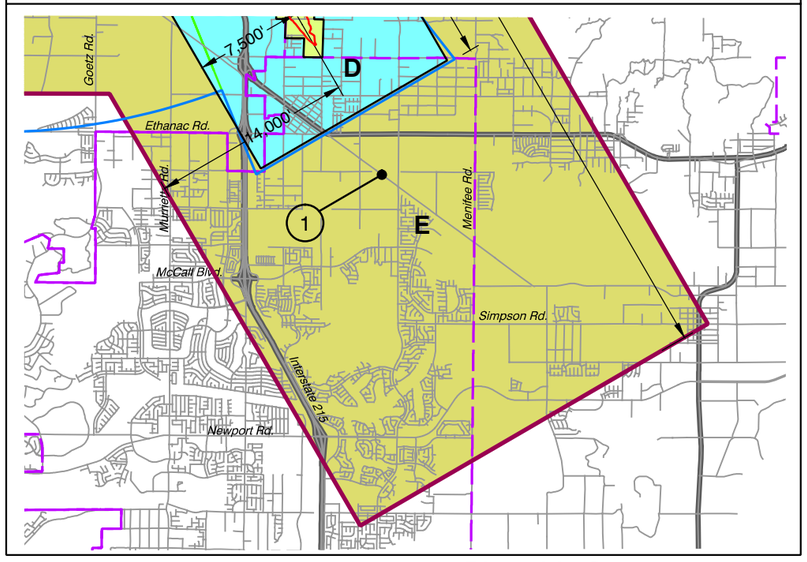
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

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

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

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

INSET



Riverside County
Airport Land Use Commission

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

(Adopted November 13, 2014)

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

N

0 2 4 MILES

Base map source: County of Riverside 2013

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

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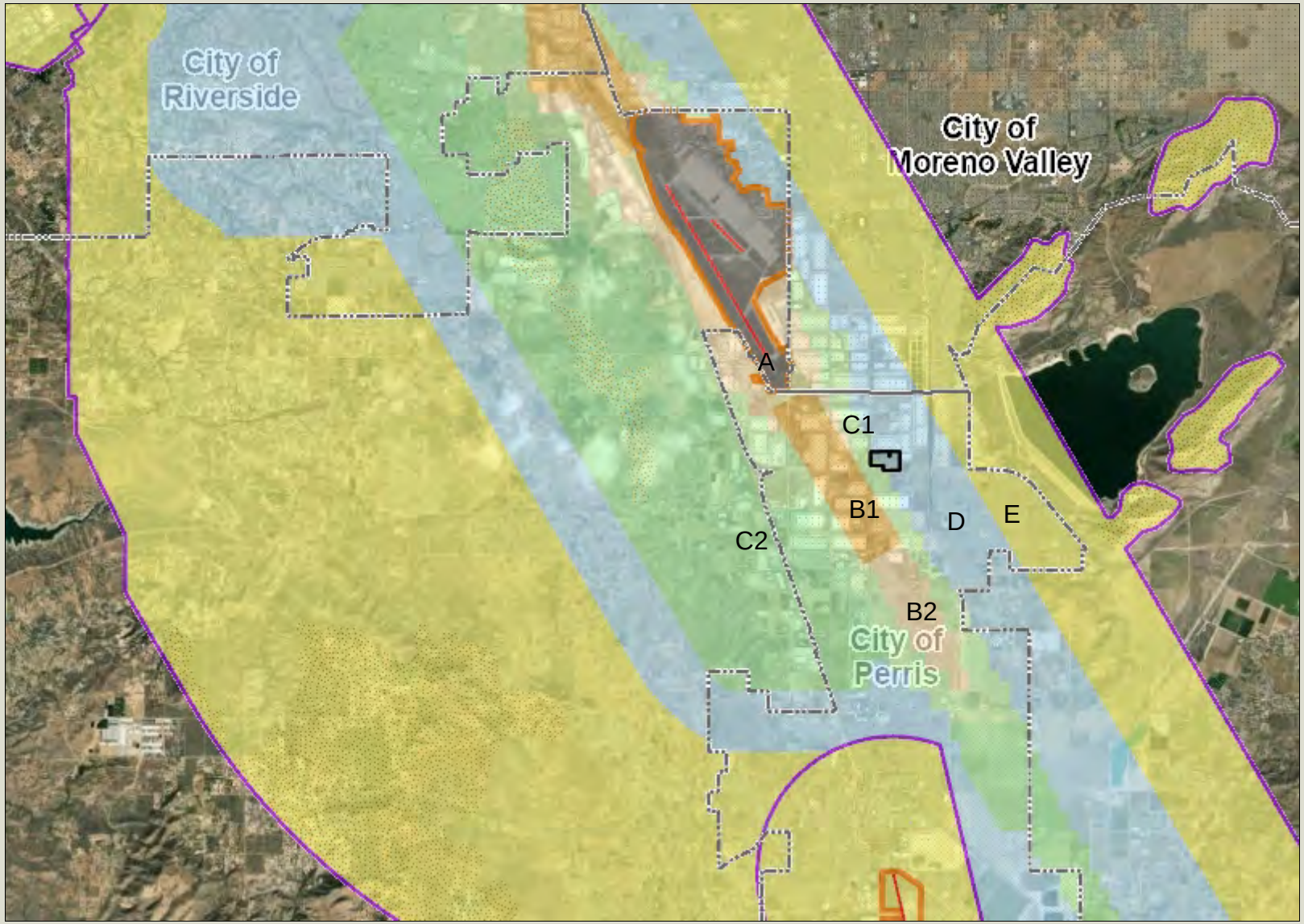
Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 12,314 24,629 Feet

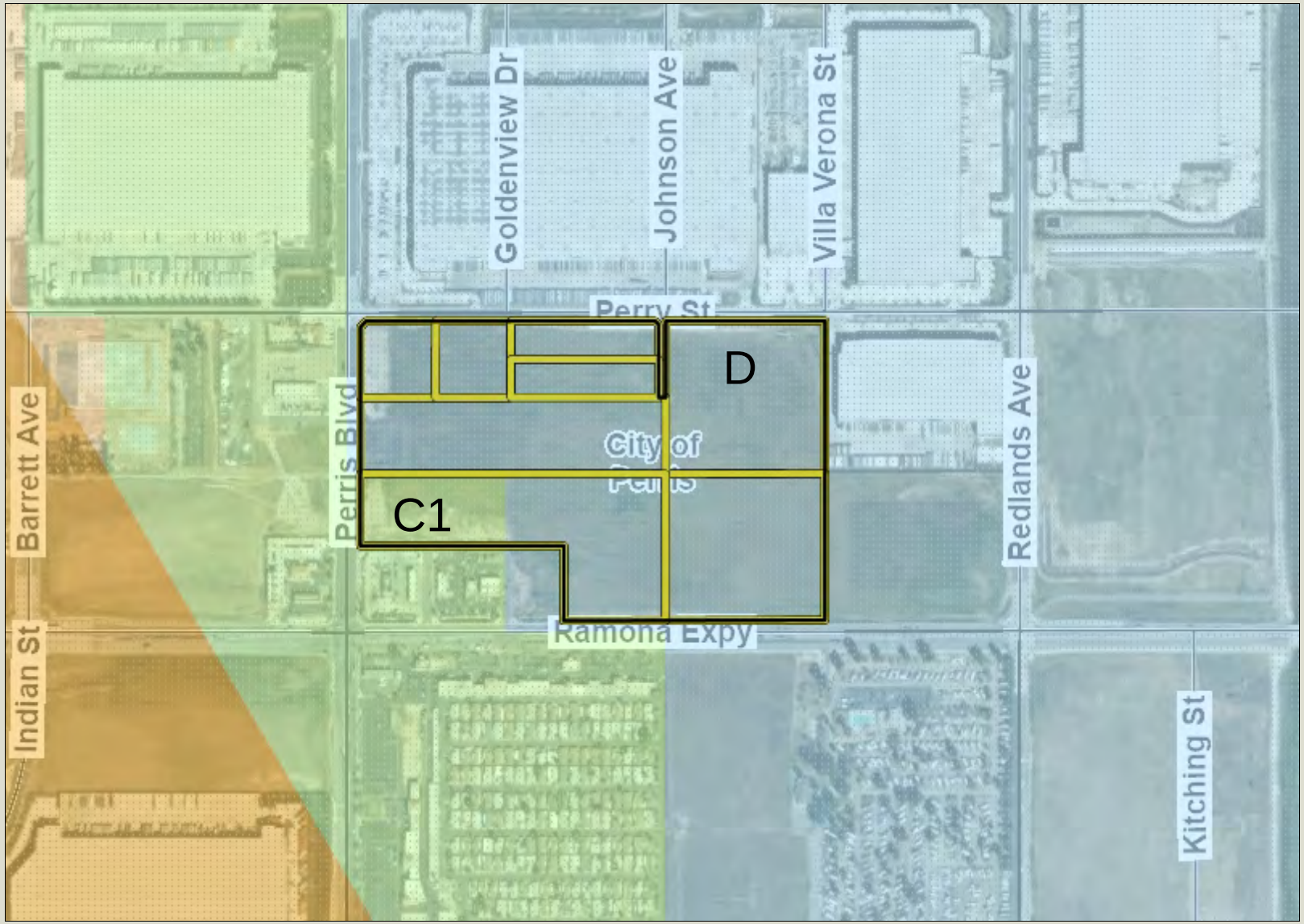
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 4/19/2024 12:25:25 PM

© Riverside County GIS

Notes

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 770 1,539 Feet

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

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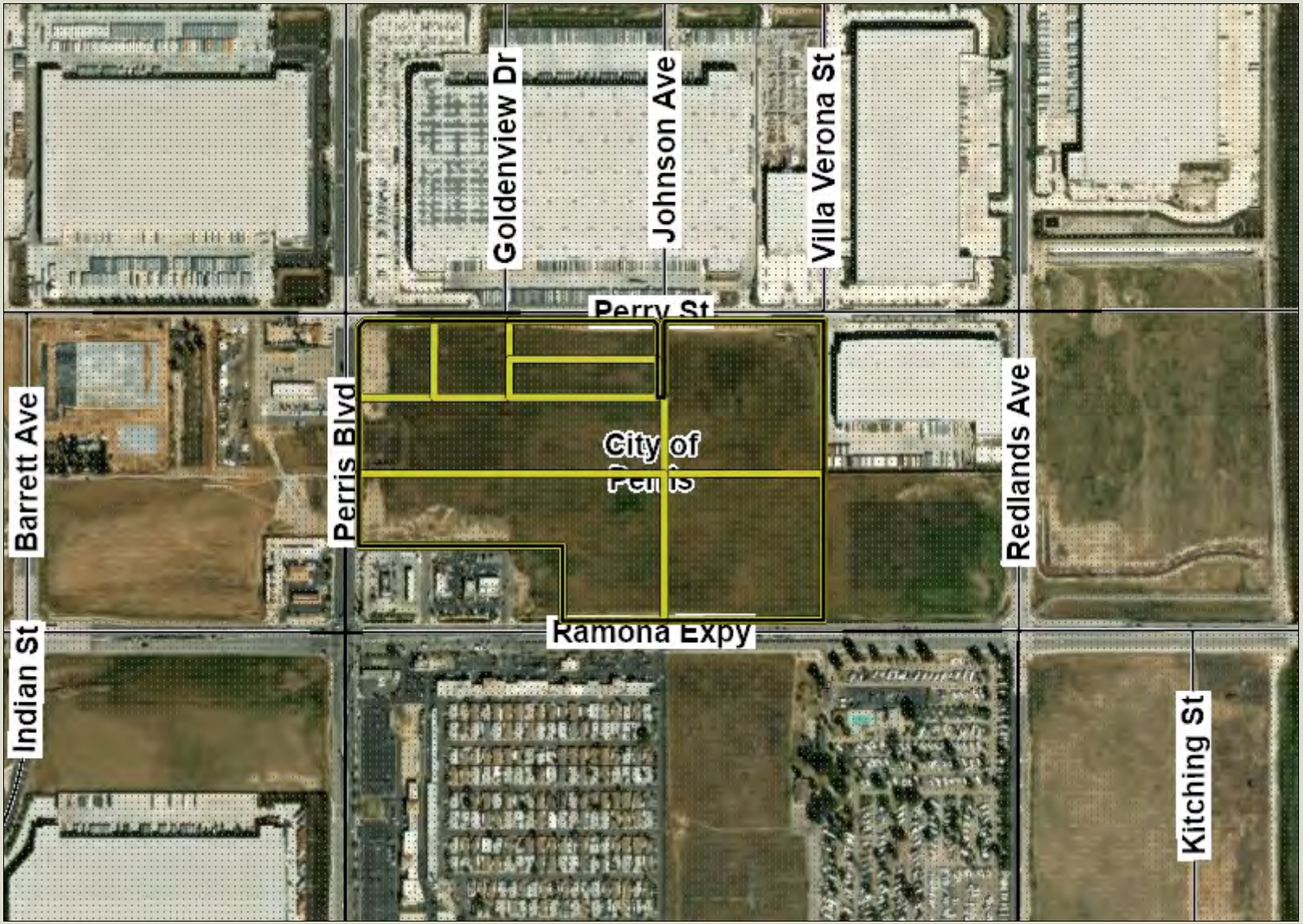
Notes

Map My County Map



Legend

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

0 770 1,539 Feet

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

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Notes

Map My County Map

Legend

- County Boundary
- City Boundaries
- Blueline Streams
- City Areas
- World Street Map

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0 3,079 6,157 Feet

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Notes

Map My County Map

Legend

- County Boundary
- City Boundaries
- County Centerline Names
- County Centerlines
- Blueline Streams
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- World Street Map

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0 770 1,539 Feet

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Notes

Map My County Map

Legend

- County Boundary
- City Boundaries
- Blueline Streams
- City Areas
- World Street Map

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0 6,157 12,314 Feet

REPORT PRINTED ON... 4/19/2024 12:27:51 PM

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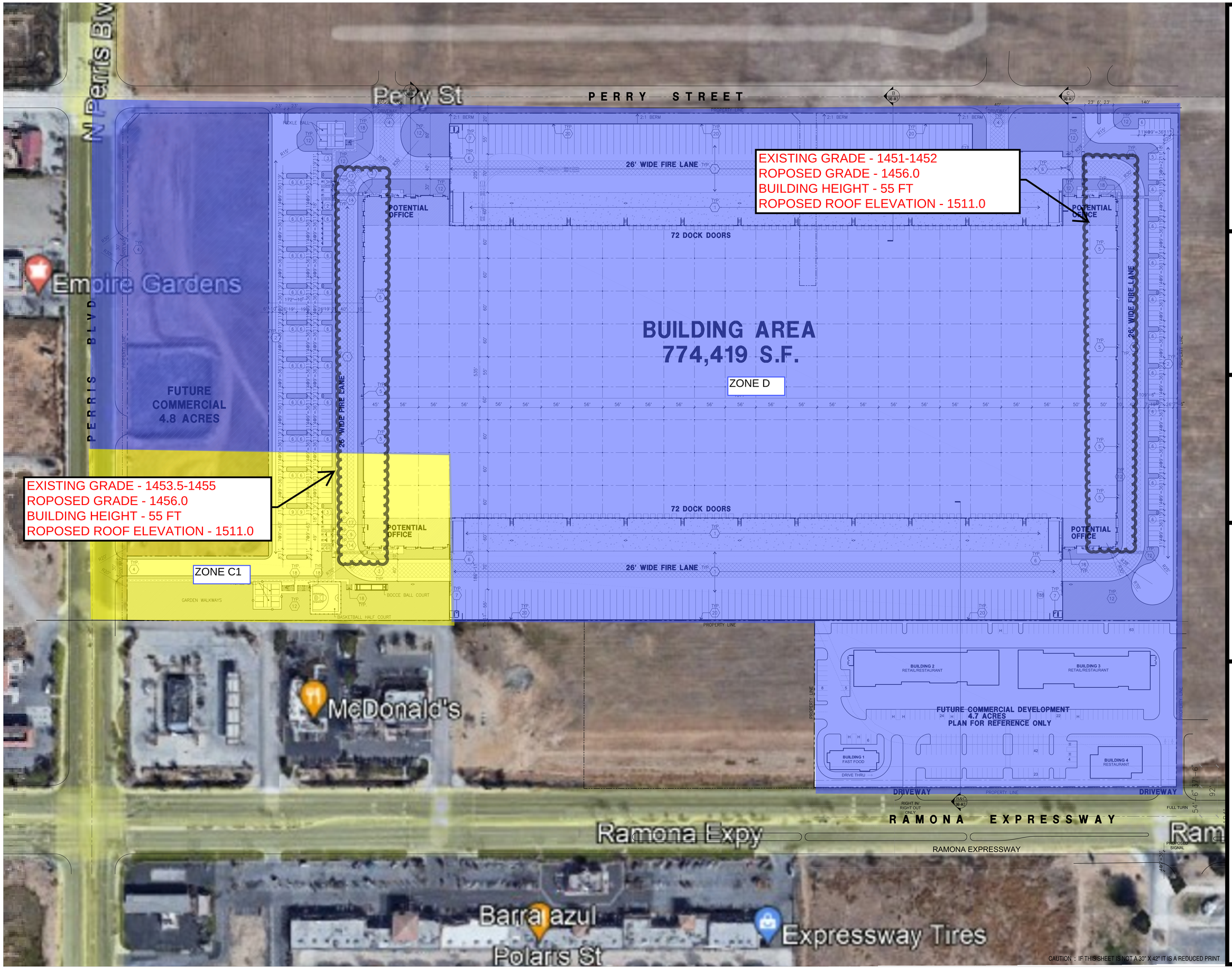


CAUTION : IF THIS SHEET IS NOT A 30" X 42" IT IS A REDUCED PRINT

HPA architecture

hpa, inc.
18831 bardeen avenue - ste. #100 irvine, ca 92612
tel: 949-863-1770
fax: 949-863-0651
email: hpa@hparchs.com

Owner:

OPTIMUS GROUP

RAMONA EXPY AND PERRIS BLVD.
PERRIS, CALIFORNIA

Project:

RAMONA EXPY.
&
PERRIS BLVD.

PERRIS, CA

Consultants:

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

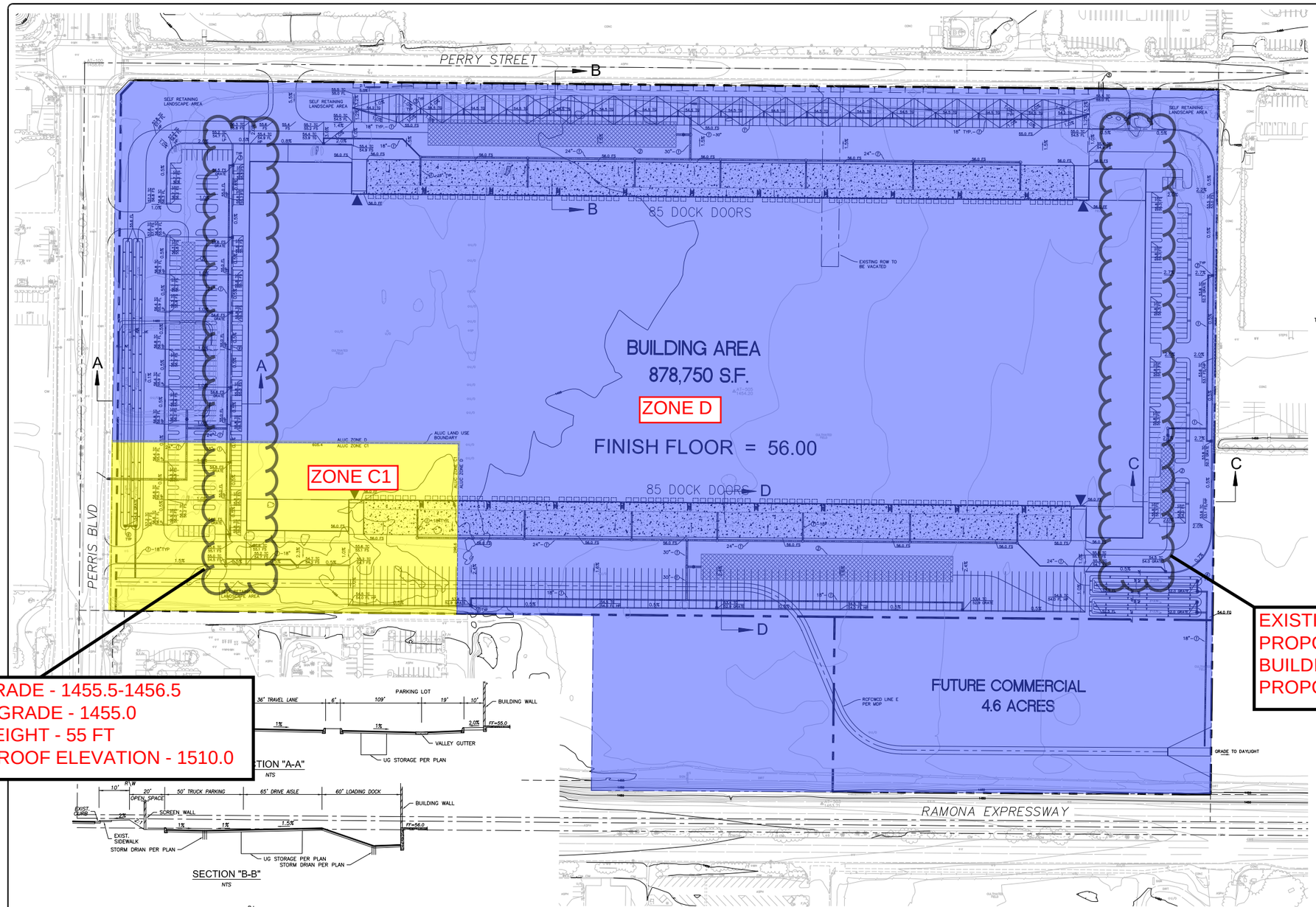
Title: OVERALL SITE PLAN

Project Number:	20505
Drawn by:	RC
Date:	04/18/2023
Revision:	

DAB 2ND SUBMITTAL 08/19/2022

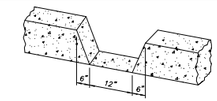
Sheet:

DAB-A1.1A

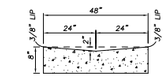


EXISTING GRADE - 1451-1452
PROPOSED GRADE - 1455.0
BUILDING HEIGHT - 55 FT
PROPOSED ROOF ELEVATION - 1510.0

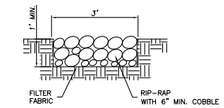
EXISTING GRADE - 1455.5-1456.5
PROPOSED GRADE - 1455.0
BUILDING HEIGHT - 55 FT
PROPOSED ROOF ELEVATION - 1510.0



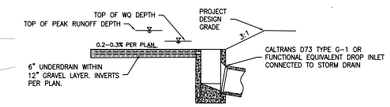
DETAIL "A" - CURB FACE OPENING
NTS



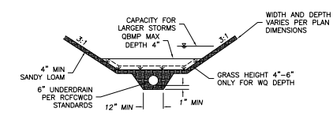
DETAIL "B" - VALLEY GUTTER
NTS



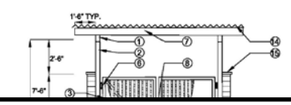
DETAIL "C" - RIP-RAP PAD
NTS



BIO-SWALE END DRAIN DETAIL
NTS

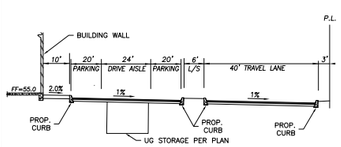


BIO-SWALE SECTION
NTS



SECTION "A-A"
NTS

SECTION "B-B"
NTS



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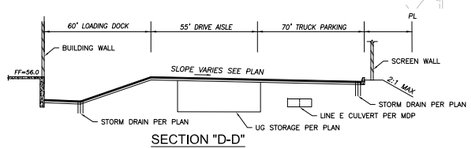

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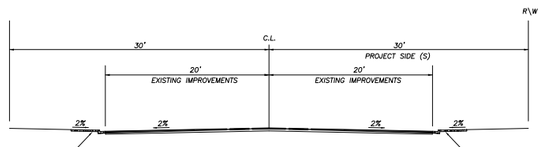
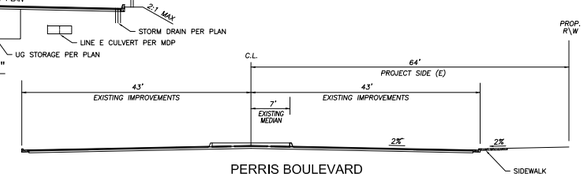


PERRY STREET
N.T.S.



PERRIS BOULEVARD
N.T.S.

LEGEND/ABBREVIATION

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

CONSTRUCTION NOTES:

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

TRASH ENCLOSRE COVER NOTES:
1. 4-INCH X 6-INCH METAL BEAM POWDER COATED
2. 4-INCH X 4-INCH TUBULAR STEEL POST, SET POST FLUISH TO WALL. GROUT FILL POST SOLID. PAINT WITH 2 COATS ZINC PRIMER & 2 COATS SATIN FINISH PAINT.
3. GATE FRAME CONTINUOUS, ATTACH GATE FRAME TO STEEL POST WITH 3 HEAVY DUTY HINGES. CONTRACTOR SHALL SUPPLY SHOP DRAWINGS FOR APPROVAL PRIOR TO CONSTRUCTION.
4. CMU WALL / REFER TO STRUCTURAL ENGINEERS SPECIFICATIONS FOR REINFORCEMENT.
5. CONCRETE FOOTING / REFER TO STRUCTURAL ENGINEERS SPECIFICATIONS FOR REINFORCEMENT.
6. HEAVY DUTY HINGES.
7. METAL TRELLIS POWDER COATED (OR 2 COATS ZINC PRIMER & 2 COATS SATIN FINISH PAINT); COLOR TO BE SELECTED /REFER TO SHOP DRAWINGS FOR ROOF FRAMING.
8. 3-INCH X 6-INCH X 1/4-INCH THICK GALVANIZED STEEL SJOP PLATE AND LOCKABLE KEEPER. WELD TO GATE FRAME - AS SHOWN / CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL.
9. MIN-A-BEAM 26 GAUGE WITH ENDURA CLAD FINISH AS MANUFACTURED BY ASC PACIFIC INC. OR APPROVED EQUAL. SPOT WELD TO ANGLE FRAME (CONTRACTOR TO SUBMIT SHOP DRAWINGS).
10. 3-INCH X 1/2-INCH GALVANIZED STEEL DIAGONAL CROSS BRACE / FILLET WELD TO FRAME AND SPOT WELD TO MIN-A-BEAM (AT BACK OF GATE).
11. HEAVY DUTY DROP CRANE BOLT, ATTACH TO GATE FRAME. SET 1-6 INCHES LONG X 1-INCH O.D. GALVANIZED PIPE SLEEVE TO ACCEPT BOLT. 'STAN-Y' CD 10009-18 INCHES OR APPROVED EQUAL.
12. COMPACTED SUBGRADE PER GEOTECHNICAL REPORT.
13. 6-INCH THICK PCC CONCRETE PAD WITH 6 X 6 X 10 WWM.
14. METAL ROOF: CORRUGATED STEEL - BERRIDGE LEAD-COPE STRAIGHT S-DECK / INSTALL PER MANUFACTURERS SPECIFICATIONS.
15. 8-INCH X 24-INCH X 16-INCH CMU CAP TO MATCH WALL COLOR.
16. DISABLED ACCESSIBLE RAMIP AND HANDRAIL IF REQUIRED.
17. CONCRETE CURB

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

60' 30' 0' 60'
GRAPHIC SCALE: 1"=60'

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

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

MARK	BY	DATE	REVISIONS	APPR.	DATE

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

CITY OF PERRIS
APPROVED BY:
CITY ENGINEER DATE

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

ueg unified engineering group
8885 Haven Avenue • Suite 195
Rancho Cucamonga, CA 91730
Phone: 909.466.3240
www.unifiedeng.com

PREPARED UNDER THE DIRECTION OF:
CHRISTOPHER F. LENZ 63001
DATE: _____ REGISTRATION EXPIRES 6-30-22

BENCH MARK:
METRO WATER DISTRICT SO. CALIFORNIA DISC SET ON EAST SIDE OF BASE OF STEEL TRAFFIC SIGNAL LIGHT AT THE SOUTHWEST CORNER OF INTERSECTION OF PERRIS BVLD AND RIDER STREET, RIVERSIDE COUNTY BENCHMARK NUMBER BM-432 – DX5439
ELEVATION = 1455.11' NAVD 88

SCALE 1"=60'
FIELD BOOK
DESIGN
DRAWN
CHECKED

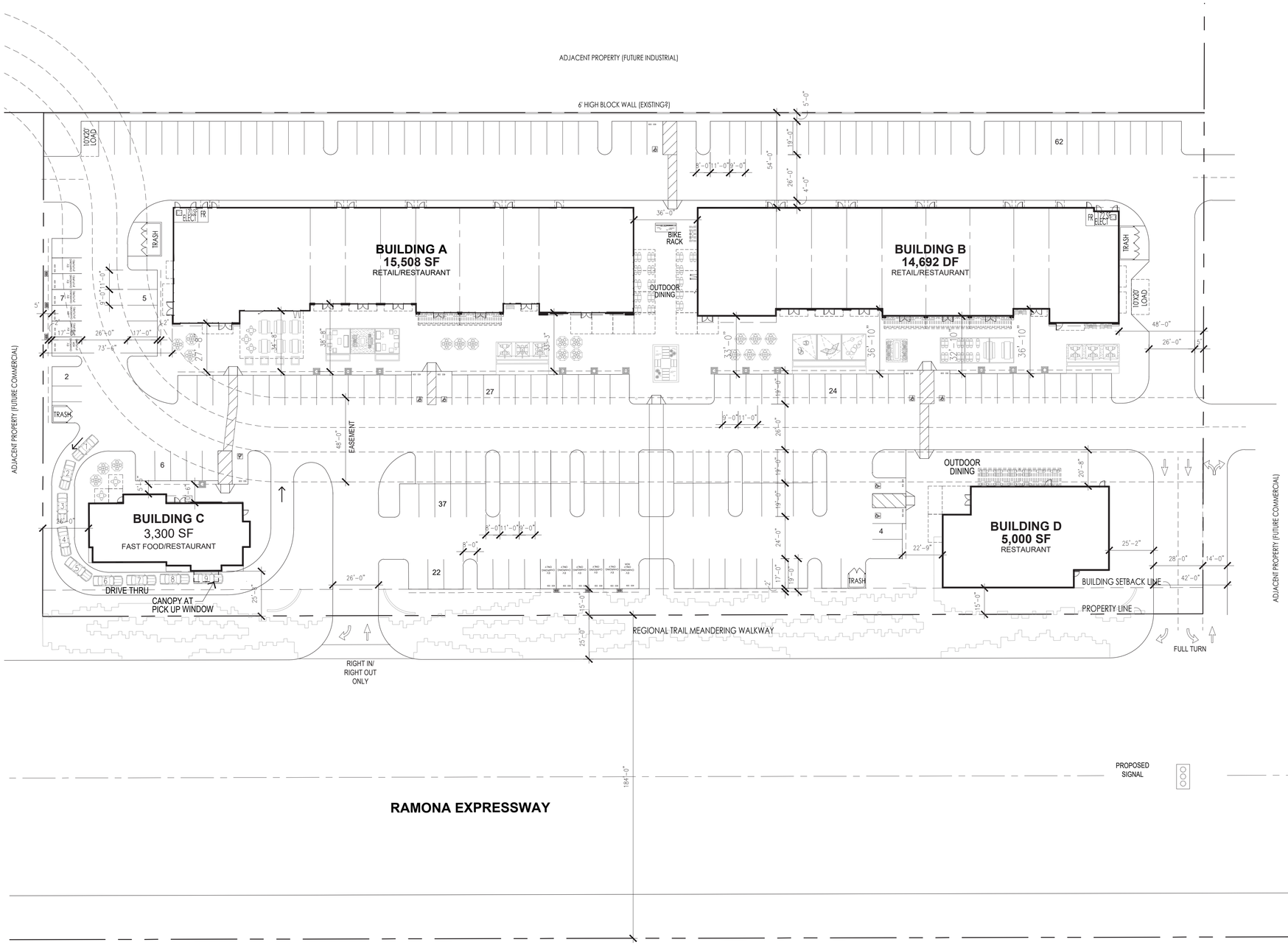
BGR NO. _____ WDID:

ZONING CASE #DPR ___-_____ I.P. No. _____
PERRIS CA. 92571

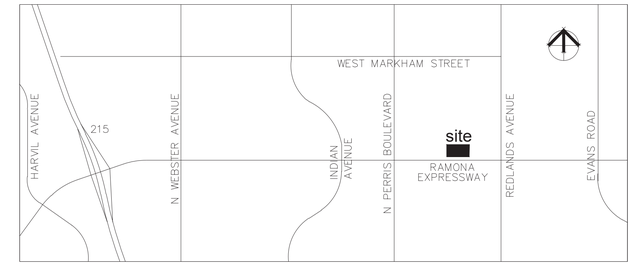
COUNTY OF RIVERSIDE
PRELIMINARY GRADING & DRAINAGE PLAN NEC RAMONA & PERRIS ALUC ZONE OVERLAY EXHIBIT

FOR: OPTIMUS BUILDING CORP.
W.O.
CITY FILE NO. DPR ___-_____

SHEET NO. 1 OF 1 SHEETS



Vicinity Map



Project Summary

Site Area

Zone - Commercial	4.34 Acres
FAR (.75 max)	.20 FAR
Site Coverage (50% max)	20.4 %

Perris Valley Commerce Center Specific Plan
Planning Area 1 - North Industrial
Flight Corridor Buffer - Zone D

Building Summary

Building A	15,508 sf
Building B	14,692 sf
Building C	3,300 sf
Building D	5,000 sf
Total	38,500 sf

Parking Summary

Commercial

Requirements: 5 spaces per 1000 square feet of gross floor area

Required	193 spaces required
Provided	197 spaces provided
	5.1/000

Owner

Optimus Building Corp.
629 Dufranc Ave.
Sebastopol, CA 95472

Architect

SMS Architects
100 Progress
Suite 250
Irvine. CA 92618

RAMONA PROMENADE
Ramona Expressway, Perris, California

N

0′ 15′ 30′ 60′

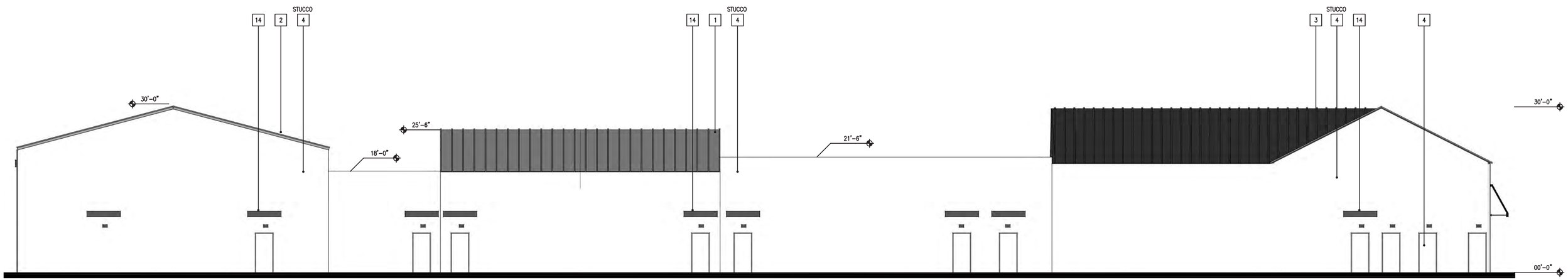
SCALE: 1″ = 30′ - 0″

SITE PLAN

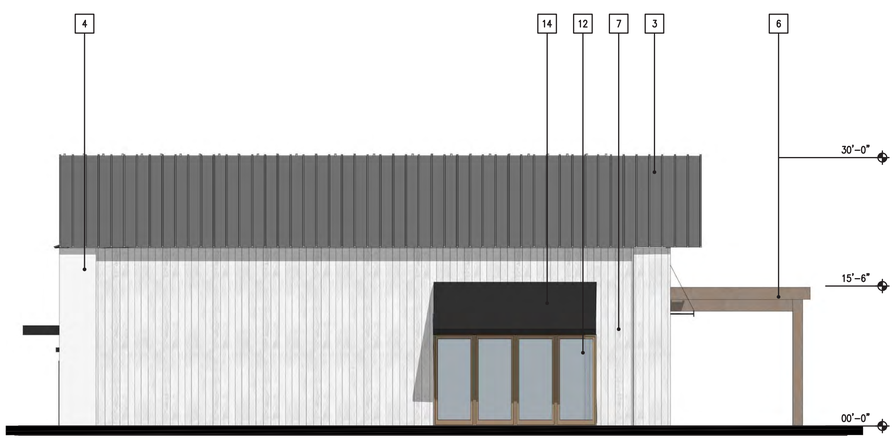
OPTIMUS BUILDING CORPORATION

SMS ARCHITECTS

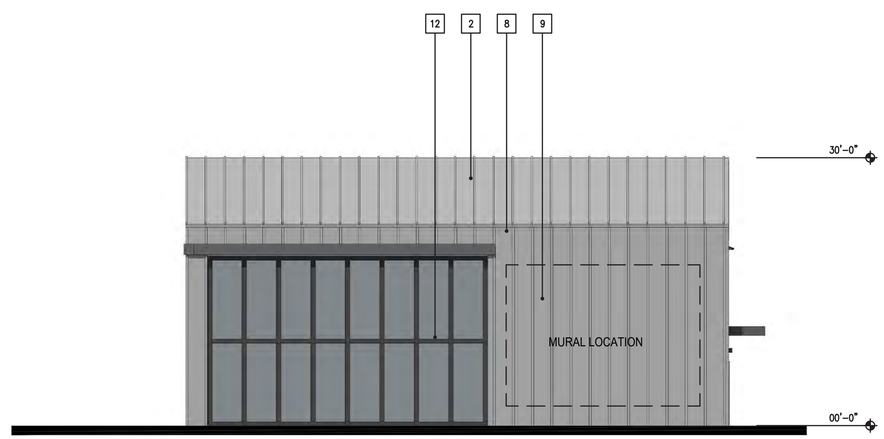
FRONT ELEVATION - SOUTH



BACK ELEVATION - NORTH



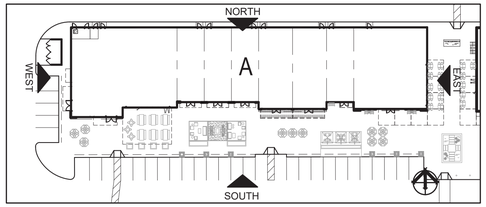
SIDE ELEVATION - WEST



SIDE ELEVATION - EAST

COLORS AND MATERIALS

1	Metal Roof	Western States Metal, Cool Zinc
2	Metal Roof	Western States Metal, Gray Slate
3	Metal Roof	Western States Metal, Charcoal Gray
4	Paint	Sherwin Williams, SW 7006 Extra White
5	Paint	Sherwin Williams, SW 6171 Chat Room
6	Wood	Natural Stain
7	Wood	White Stain
8	Board and Batten	Hardie Panel Vertical Siding, Iron Gray
9	Board and Batten	Hardie Panel Vertical Siding, Arctic White
10	Board and Batten	Hardie Panel Vertical Siding, Timber Bark
11	Brick Veneer	Eldorado Stone, Tundra Brick, Ashland
12	Storefront	Anodized Aluminum,Dark Bronze
13	Metal Awning	to match Sherwin Williams, SW 6171 Chatroom
14	Metal Awning	to match Sherwin Williams, SW 7974 Peppercorn



RAMONA PROMENADE
Ramona Expressway, Perris, California

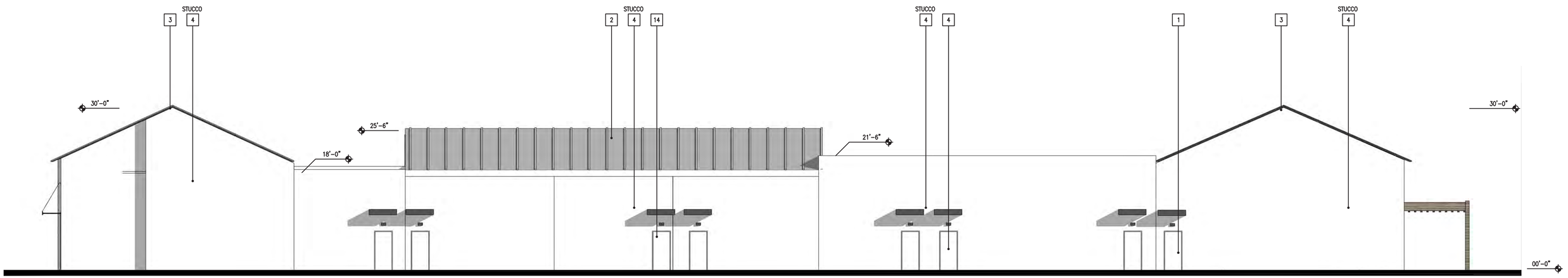
0' 4' 8' 16'
SCALE: 1/8" = 1' - 0"

ELEVATIONS
Building A

OPTIMUS BUILDING CORPORATION

SMS ARCHITECTS

FRONT ELEVATION - SOUTH



BACK ELEVATION - NORTH

SIDE ELEVATION - WEST

SIDE ELEVATION - EAST

COLORS AND MATERIALS

1	Metal Roof	Western States Metal, Cool Zinc
2	Metal Roof	Western States Metal, Gray Slate
3	Metal Roof	Western States Metal, Charcoal Gray
4	Paint	Sherwin Williams, SW 7006 Extra White
5	Paint	Sherwin Williams, SW 6171 Chat Room
6	Wood	Natural Stain
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8	Board and Batten	Hardie Panel Vertical Siding, Iron Gray
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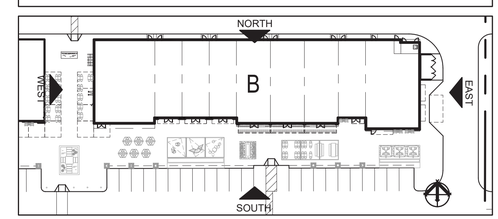


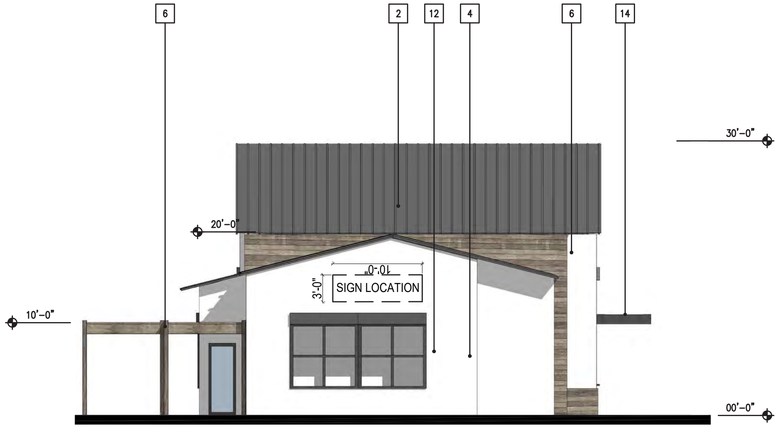
RAMONA PROMENADE
Ramona Expressway, Perris, California

0' 4' 8' 16'
SCALE: 1/8" = 1' - 0"

ELEVATIONS
Building B

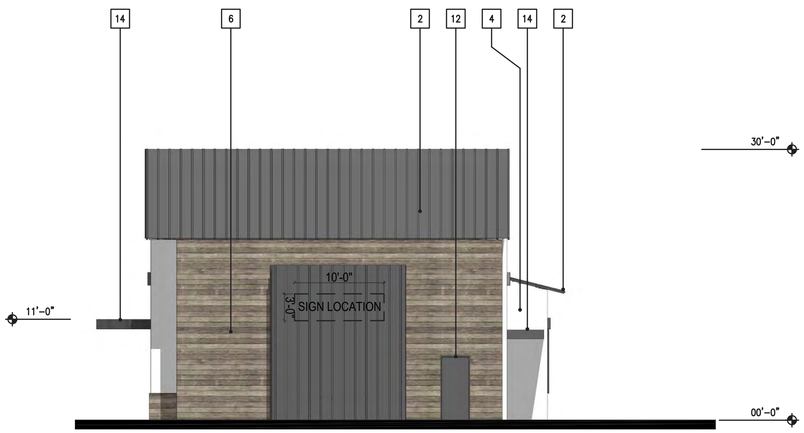
OPTIMUS BUILDING CORPORATION

SMS ARCHITECTS

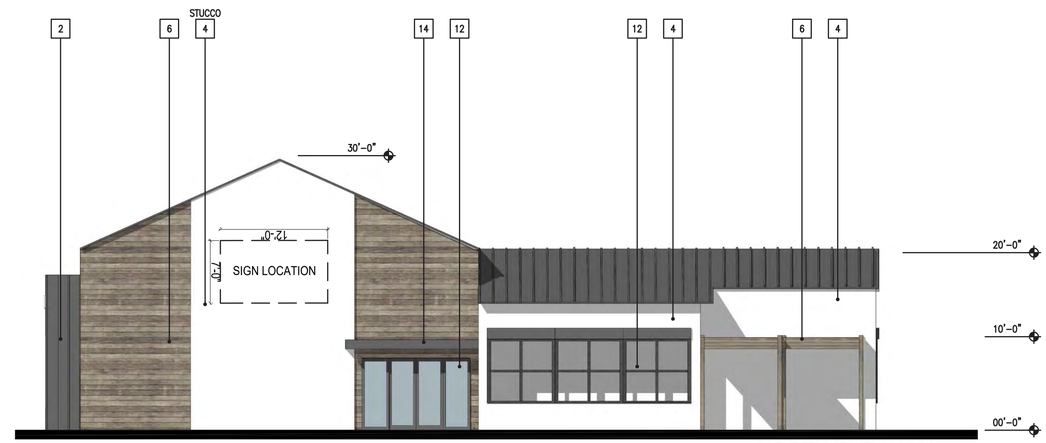


WEST ELEVATION

SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVAION

COLORS AND MATERIALS

1	Metal Roof	Western States Metal, Cool Zinc
2	Metal Roof	Western States Metal, Gray Slate
3	Metal Roof	Western States Metal, Charcoal Gray
4	Paint	Sherwin Williams, SW 7006 Extra White
5	Paint	Sherwin Williams, SW 6171 Chat Room
6	Wood	Natural Stain
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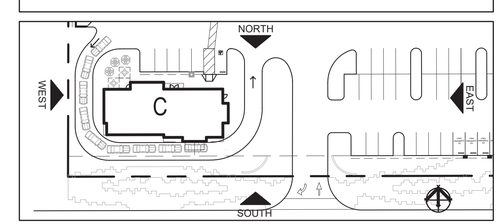
12	Storefront	Anodized Aluminum,Dark Bronze
13	Metal Awning	to match Sherwin Williams, SW 6171 Chatroom
14	Metal Awning	to match Sherwin Williams, SW 7974 Peppercorn



RAMONA PROMENADE
Ramona Expressway, Perris, California

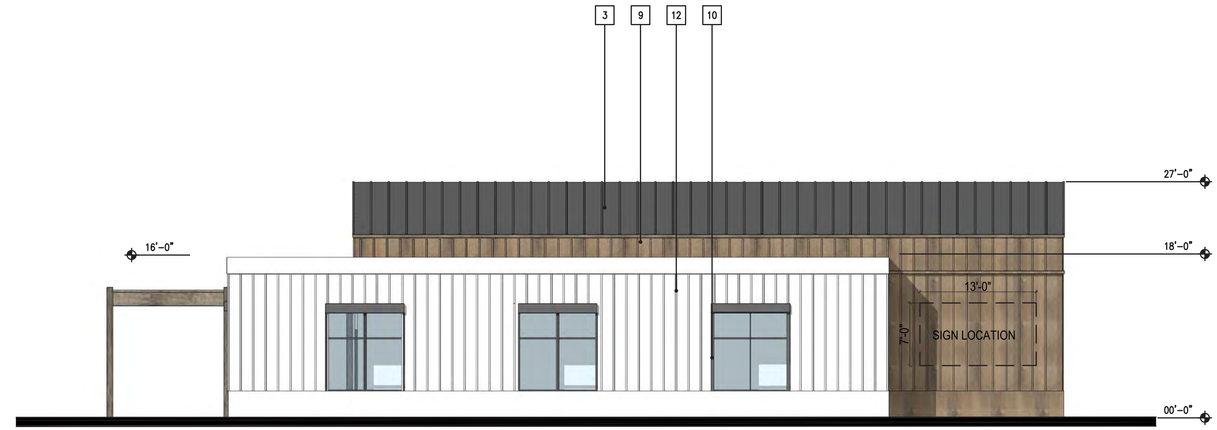
0′ 4′ 8′ 16′
SCALE: 1/8″ = 1′ - 0″

ELEVATIONS
Building C

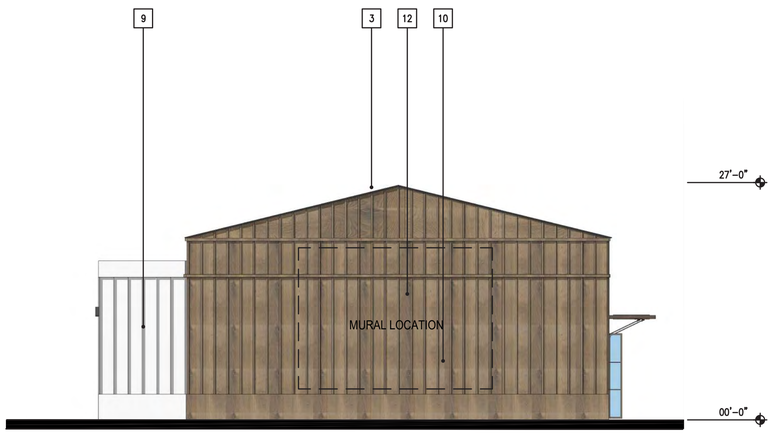
OPTIMUS BUILDING CORPORATION

SMS ARCHITECTS

WEST ELEVATION



SOUTH ELEVATION

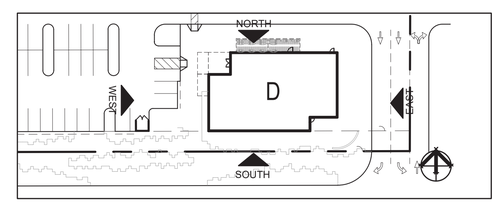


EAST ELEVATION

NORTH ELEVAION

COLORS AND MATERIALS

1	Metal Roof	Western States Metal, Cool Zinc
2	Metal Roof	Western States Metal, Gray Slate
3	Metal Roof	Western States Metal, Charcoal Gray
4	Paint	Sherwin Williams, SW 7006 Extra White
5	Paint	Sherwin Williams, SW 6171 Chat Room
6	Wood	Natural Stain
7	Wood	White Stain
8	Board and Batten	Hardie Panel Vertical Siding, Iron Gray
9	Board and Batten	Hardie Panel Vertical Siding, Arctic White
10	Board and Batten	Hardie Panel Vertical Siding, Timber Bark
11	Brick Veneer	Eldorado Stone, Tundra Brick, Ashland
12	Storefront	Anodized Aluminum,Dark Bronze
13	Metal Awning	to match Sherwin Williams, SW 6171 Chatroom
14	Metal Awning	to match Sherwin Williams, SW 7974 Peppercorn



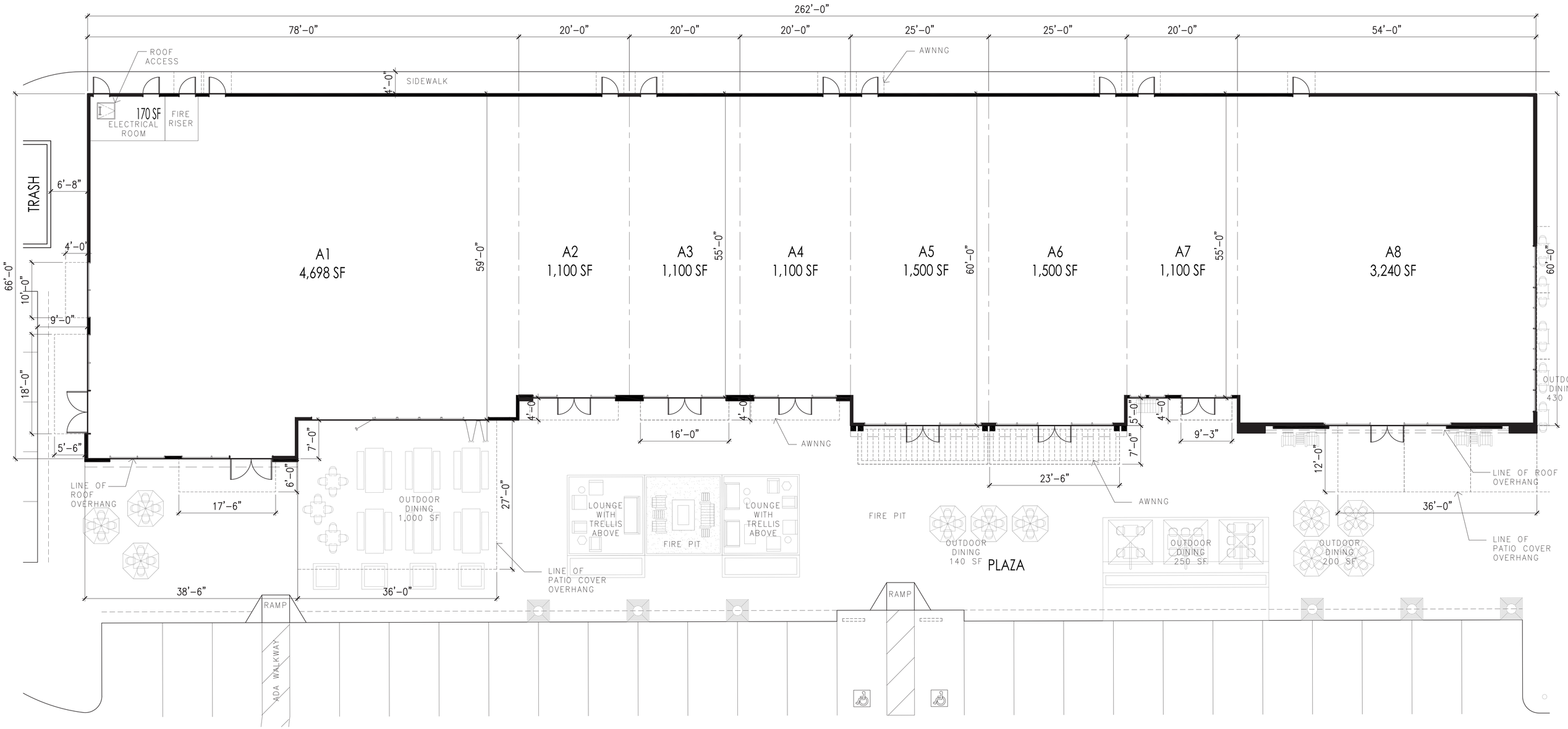
RAMONA PROMENADE
Ramona Expressway, Perris, California

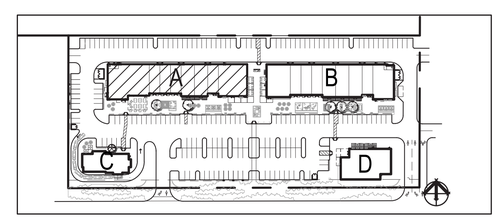
0′ 4′ 8′ 16′
SCALE: 1/8″ = 1′ - 0″

ELEVATIONS
Building D

OPTIMUS BUILDING CORPORATION

SMS ARCHITECTS





RAMONA PROMENADE
Ramona Expressway, Perris, California

N

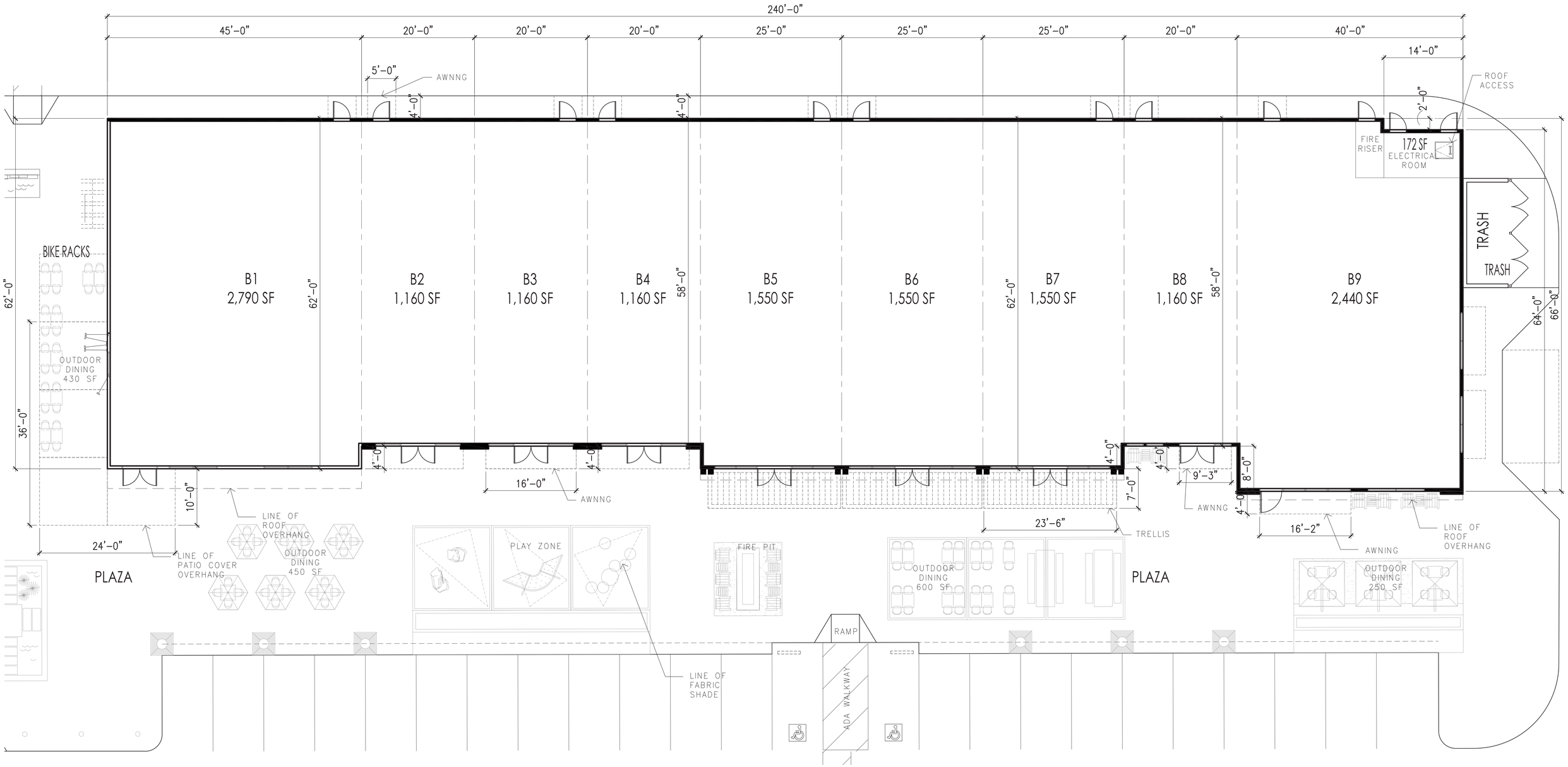
0' 4' 8' 16'

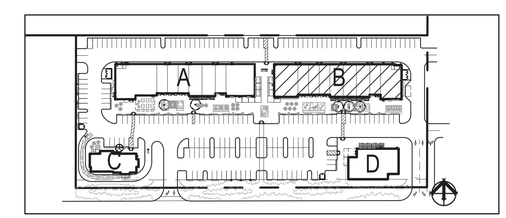
SCALE: 1/8" = 1' - 0"

FLOOR PLAN
Building A

OPTIMUS BUILDING CORPORATION

SMS ARCHITECTS





RAMONA PROMENADE
Ramona Expressway, Perris, California

N

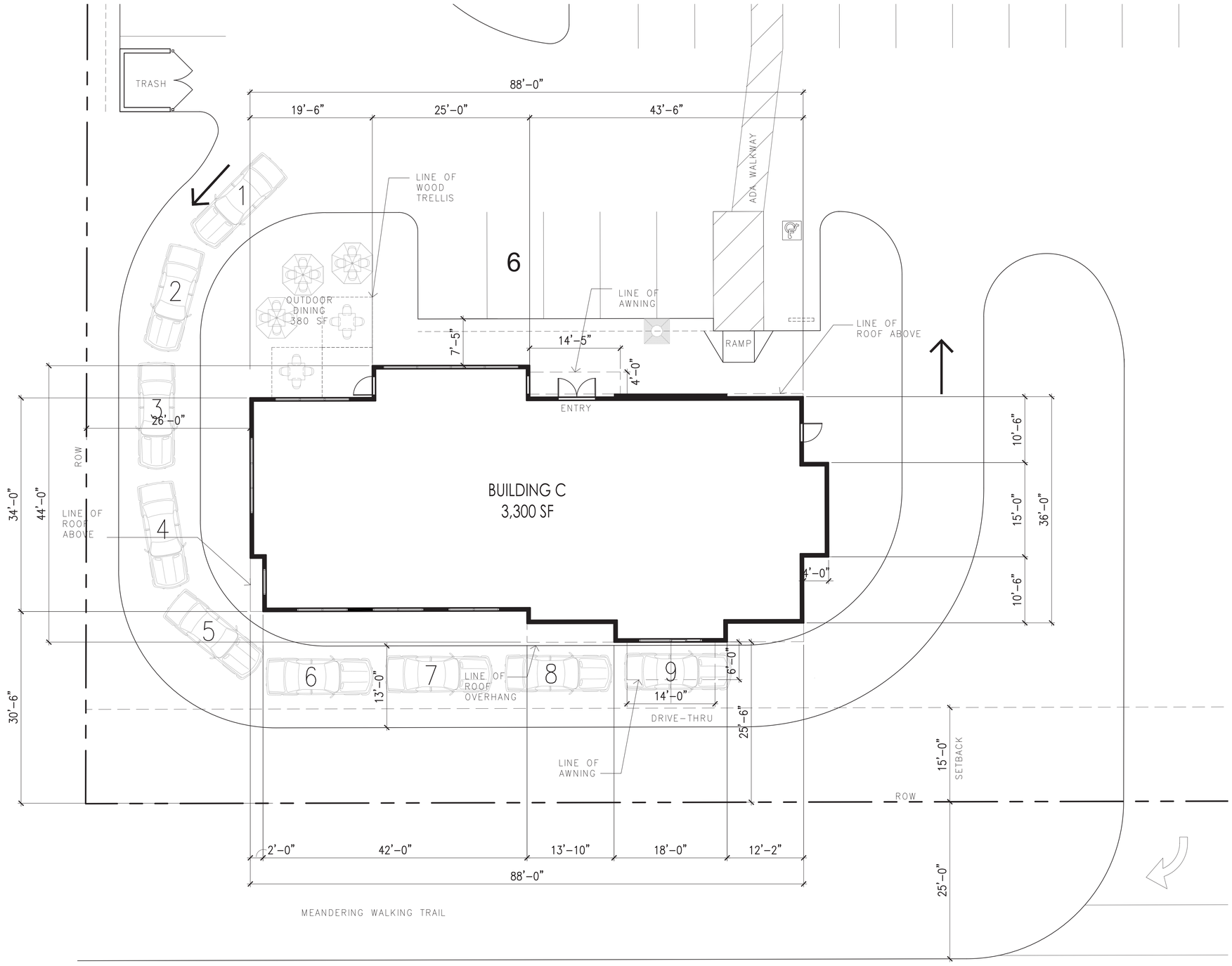
0' 4' 8' 16'

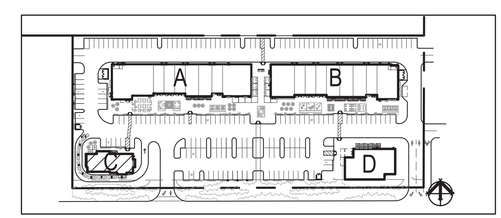
SCALE: 1/8" = 1' - 0"

FLOOR PLAN
Building B

OPTIMUS BUILDING CORPORATION

SMS ARCHITECTS





RAMONA PROMENADE
Ramona Expressway, Perris, California

N

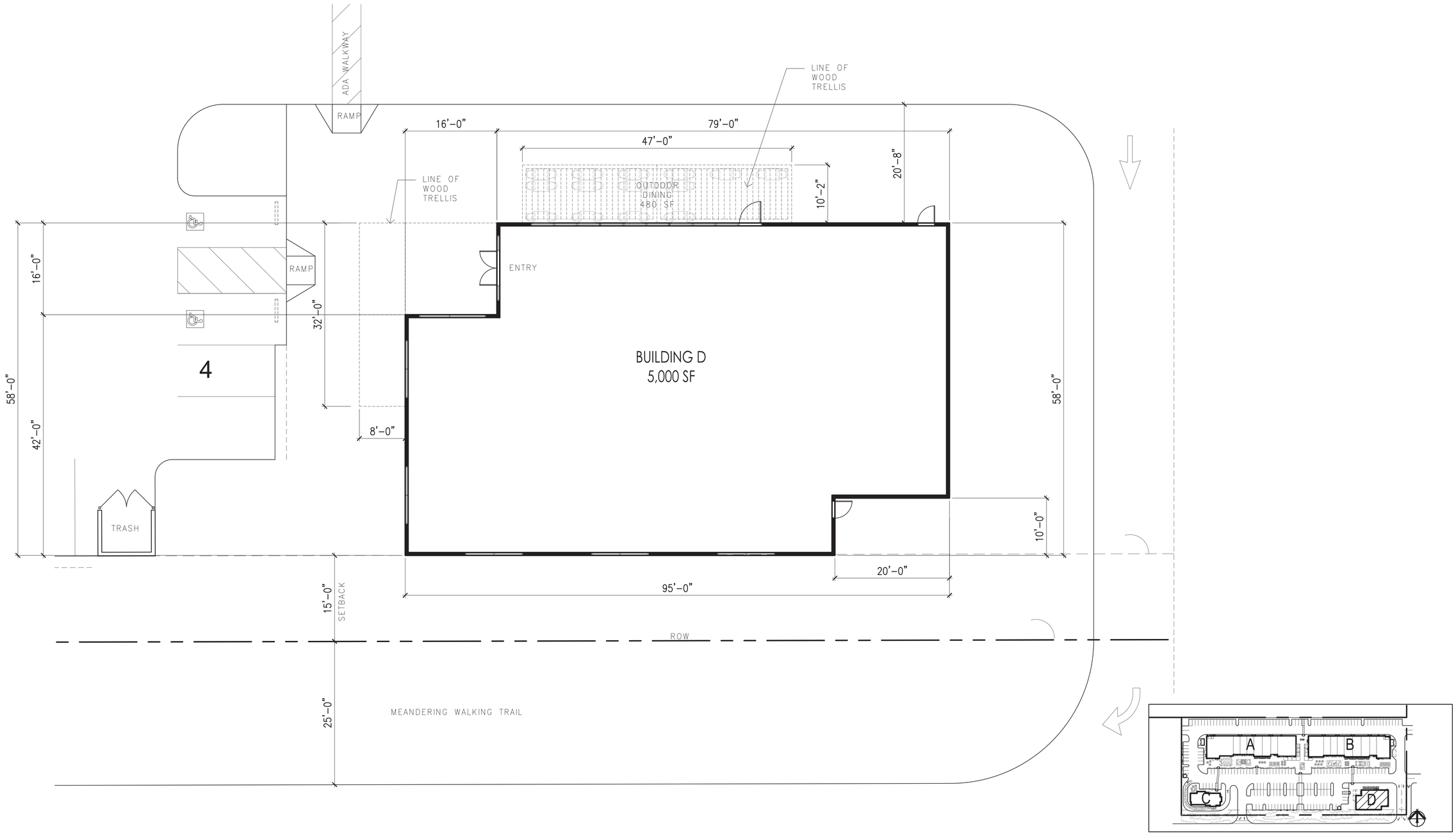
0' 4' 8' 16'

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

FLOOR PLAN
Building C

OPTIMUS BUILDING CORPORATION

SMS ARCHITECTS



RAMONA PROMENADE
Ramona Expressway, Perris, California

N

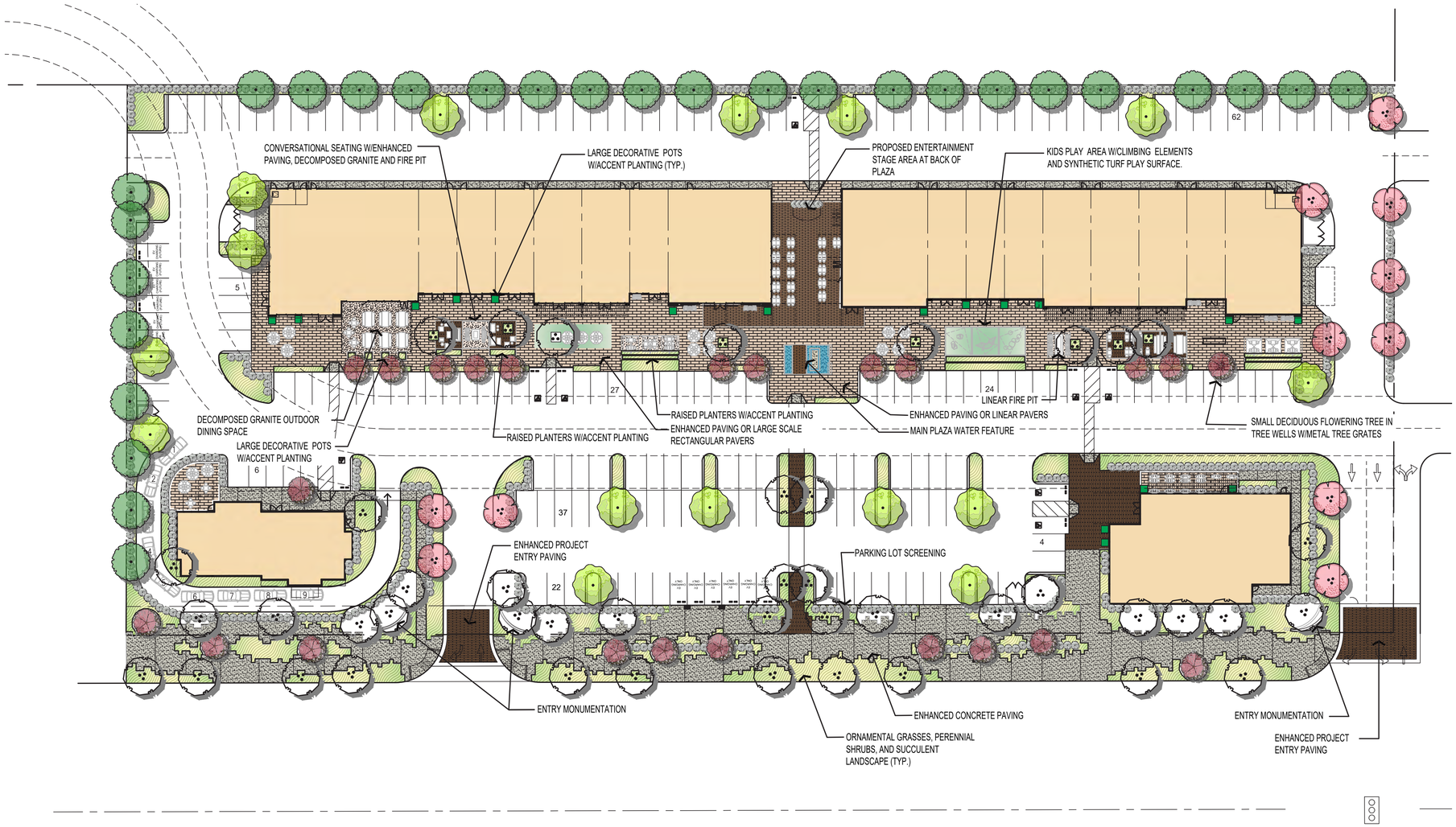
0' 4' 8' 16'

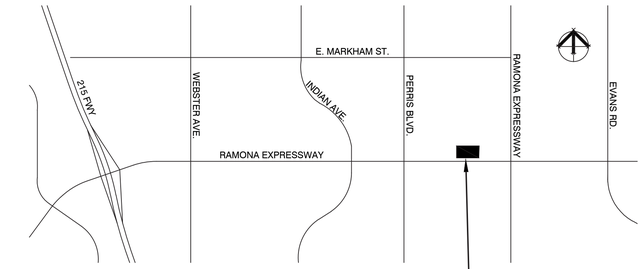
SCALE: 1/8" = 1' - 0"

FLOOR PLAN
Building D

OPTIMUS BUILDING CORPORATION

SMS ARCHITECTS





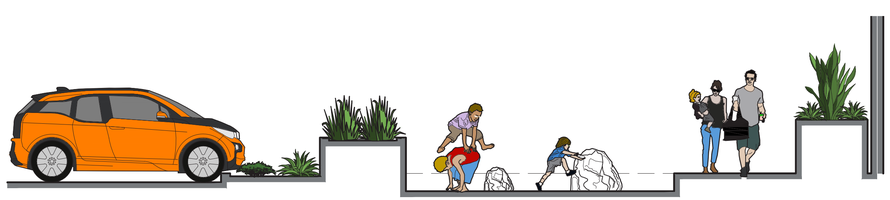
VICINITY MAP

CONCEPT PLANT SCHEDULE

PERIMETER SCREEN TREE	28	
BRACHYCHITON POPULNEUS / KURRAJONG		15 GAL
TRISTANIA CONFERTA / BRISBANE BOX		15 GAL
EVERGREEN FLOWERING PARKING LOT TREE	15	
CERCIDIUM X 'DESERT MUSEUM' / DESERT MUSEUM PALO VERDE		24"BOX
SMALL FLOWERING ACCENT TREE	23	
CERCIS OCCIDENTALIS 'CLAREMONT' / CLAREMONT WESTERN REDBUD		24"BOX
MULTI-TRUNK ACCENT TREE	44	
STREET TREES TO BE MIN. 36" BOX		
OLEA EUROPAEA 'SAN GABRIEL' / SAN GABRIEL FRUITLESS OLIVE		36"BOX
DECIDUOUS FLOWERING ENTRY TREE	11	
CHILOPSIS LINEARIS 'BURGUNDY' / BURGUNDY DESERT WILLOW		24"BOX, L
X CHITALPA TASHKENTENSIS 'PINK DAWN' / PINK DAWN CHITALPA		24" BOX, L
SCREENING SHRUBS	575	
ARBUTUS UNEDO 'COMPACTA' / COMPACT STRAWBERRY TREE		15 GAL, L
CISTUS X HYBRIDUS / WHITE ROCKROSE		5 GAL, L
ECHIUM FASTUOSUM / PRIDE OF MADEIRA		5 GAL, L
ELAEAGNUS PUNGENS 'FRUITLAND11' / FRUITLAND THORNY ELAEAGNUS		5 GAL, L
HETEROMELES ARBUTIFOLIA / TOYON		15 GAL, L
LEUCOPHYLLUM FRUTESCENS 'GREEN CLOUD' TM / GREEN CLOUD TEXAS RANGER		5 GAL, L
PRUNUS ILICIFOLIA / HOLLY LEAF CHERRY		15 GAL, VL
WESTRINGIA X 'WYNABBIE GEM' / WYNABBIE GEM COAST ROSEMARY		5 GAL, L
ORNAMENTAL GRASSES, PERENNIAL SHRUBS AND SUCCULENTS	14,068 SF	
CALLISTEMON VIMINALIS 'BETTER JOHN' / DWARF WEEPING BOTTLEBRUSH		5 GAL, L
DIANELLA REVOLUTA 'VARIEGATED' / VARIEGATED FLAX LILY		5 GAL, L
DIANELLA REVOLUTA 'DRO000' TM / LITTLE REV FLAX LILY		5 GAL, L
HESPERALOE PARVIFLORA / RED YUCCA		5 GAL, L
LAVANDULA ANGUSTIFOLIA 'HIDCOTE BLUE' / HIDCOTE BLUE ENGLISH LAVENDER		5 GAL, L
MUHLENBERGIA CAPILLARIS 'PINK CLOUD' / PINK CLOUD PINK MUHLY GRASS		1 GAL, L
MUHLENBERGIA DUMOSA / BAMBOO MUHLY		1 GAL, L
MUHLENBERGIA X 'PINK FLAMINGO' / PINK FLAMINGO MUHLY		5 GAL, L
PRUNUS CAROLINIANA 'COMPACTA' / COMPACT CAROLINA LAUREL CHERRY		15 GAL, L
SALVIA GREGGII 'DEEP RED' / DEEP RED AUTUMN SAGE		5 GAL, L
TECOMA X 'SUNRISE' / YELLOW BELLS		5 GAL, L
AGAVE X 'BLUE FLAME' / BLUE FLAME AGAVE		5 GAL, L
ALOE STRIATA / CORAL ALOE		1 GAL, L
CAREX SPISSA / SAN DIEGO SEDGE		1 GAL, L
ERAGROSTIS SPECTABILIS / PURPLE LOVEGRASS		1 GAL, L
JUNCUS PATENS / CALIFORNIA GRAY RUSH		1 GAL, L
JUNCUS PATENS / CALIFORNIA GRAY RUSH		1 GAL, L
SALVIA X 'BEE'S BLISS' / BEE'S BLISS SAGE		1 GAL, L
SENECIO SERPENS / BLUE CHALKSTICKS		1 GAL, L
ACHILLEA MILLEFOLIUM 'MOONSHINE' / MOONSHINE COMMON YARROW		1 GAL, L
CAREX TUMULICOLA / FOOTHILL SEDGE		1 GAL, L

NOTE:

- FINAL LOCATIONS OF TREES AND LANDSCAPING ARE SUBJECT TO IMPROVEMENTS: PROPOSED CATCH BASIN INLET, WQMP FACILITIES, STORM DRAIN PIPES, UTILITIES, ETC.
- UTILITIES AND LIGHT STANDARDS SHALL BE COORDINATED WITH OWNER'S ENGINEERING TEAM TO AVOID CONFLICTS WITH REQUIRED TREE LOCATIONS AND UTILITY SCREENING.
- ADDITIONAL PLANT MATERIAL WILL BE SHOWN TO AVOID A MONOCULTURAL PLANTING DESIGN.
- SHRUB PLANT MATERIAL SHALL BE SHOWN AS MASSINGS AND NOT AS SPOTTY SINGLE PLANT PLACEMENT.



SECTION AT KIDS PLAY AREA W/CLIMBING ELEMENTS AND SYNTHETIC TURF PLAY SURFACE

LANDSCAPE CALCULATIONS

A.	Total Project Site Area (Gross):		204,546 sf
B.	Total Landscaped Area:		29,761 sf
C.	Landscaped Area Percentage:	14.54%	
D.	Common Open Space Area:	14,551 sf	
	Common Open Space Percentage	7.11%	
E.	Total Parking Lot Area:	81,799 sf	
	Total Parking Lot Landscape Area:	7,597 sf	
	Parking Lot Landscape Percentage:	9.28%	

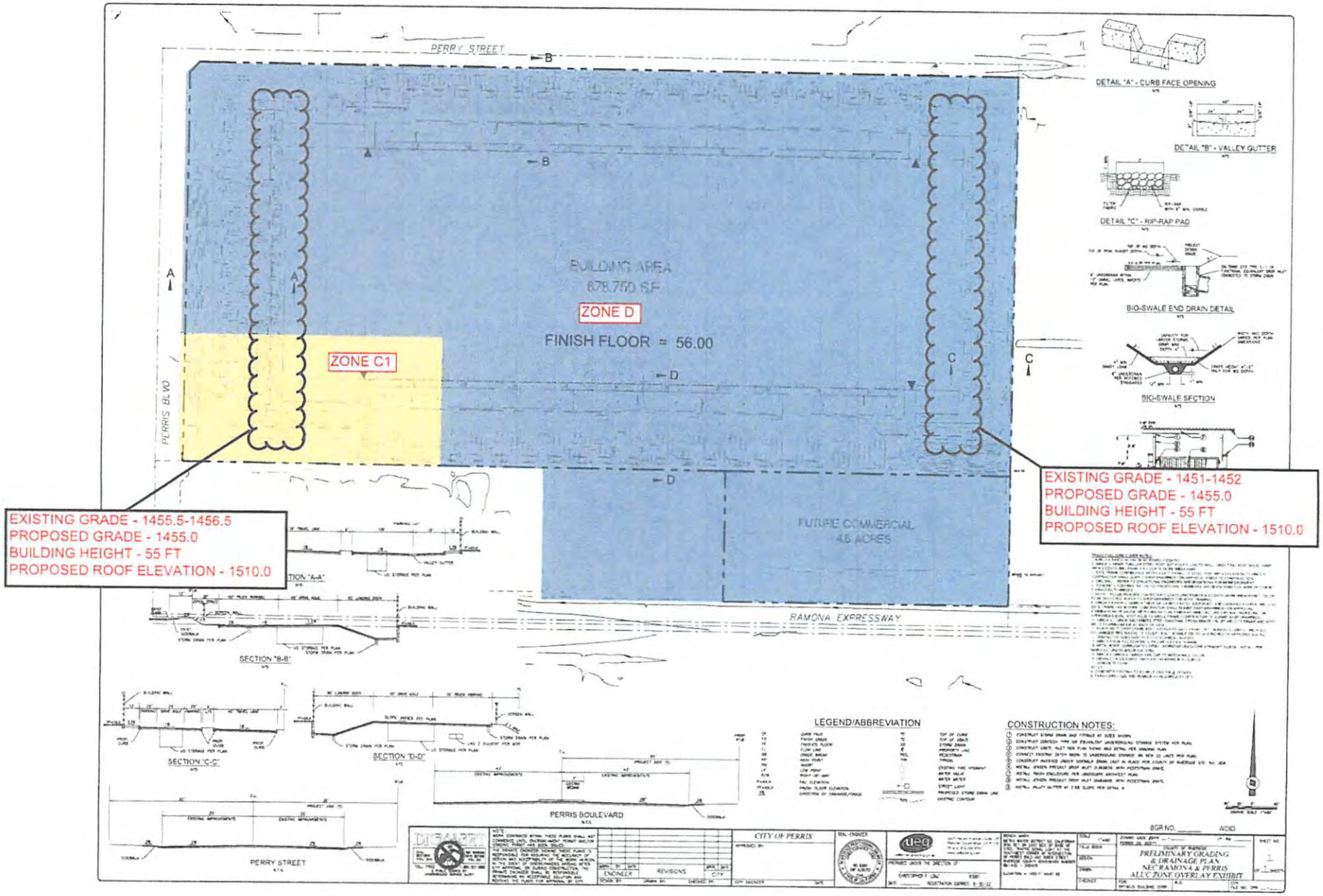
ALL LANDSCAPE AND IRRIGATION PLANS SHALL COMPLY WITH REQUIREMENTS AND STANDARDS OF TITLE 19.17 OF THE CITY OF PERRIS MUNICIPAL CODE AND THE CITY'S CURRENT POLICIES.

LANDSCAPE MAINTENANCE RESPONSIBILITY NOTE:

THE LANDSCAPE CONCEPT PLAN INDICATES LANDSCAPE IMPROVEMENTS FOR BOTH ON SITE AND OFF SITE (PUBLIC RIGHTS-OF-WAY, PARKS, ETC.) AREAS. THE PROPERTY OWNER SHALL MAINTAIN ALL LANDSCAPE AREAS FOR THE PROJECT.

Wilson Davis Associates
Landscape Architecture
2825 Litchfield Dr.
Riverside, CA 92503
Ph.(951) 353-2436

0 20 40 60 80 feet
1" = 20'


PERRY STREET
PERRIS BLVD
RAMONA EXPRESSWAY
BUILDING AREA
678,750 S.F.
ZONE D
FINISH FLOOR = 56.00
ZONE C1
FUTURE COMMERCIAL
4.6 ACRES
EXISTING GRADE - 1455.5-1456.5
PROPOSED GRADE - 1455.0
BUILDING HEIGHT - 55 FT
PROPOSED ROOF ELEVATION - 1510.0
EXISTING GRADE - 1451-1452
PROPOSED GRADE - 1455.0
BUILDING HEIGHT - 55 FT
PROPOSED ROOF ELEVATION - 1510.0
DETAIL "A" - CURB FACE OPENING
DETAIL "B" - VALLEY GUTTER
DETAIL "C" - RIP-RAP PAD
BIO-SWALE END DRAIN DETAIL
BIO-SWALE SECTION
SECTION "A-A"
SECTION "B-B"
SECTION "C-C"
SECTION "D-D"
PERRIS BOULEVARD
PERRY STREET
LEGEND/ABBREVIATION
CONSTRUCTION NOTES:
CITY OF PERRIS
PRELIMINARY GRADING & DRAINAGE PLAN
NEC RAMONA & PERRIS
ALUC ZONE OVERLAY EXHIBIT

TENTATAVE PARCEL MAP NO. 38606

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

UNITED ENGINEERING GROUP CA., INC NOVEMBER 2022

SURROUNDING LAND USE

NORTH: PERRIS VALLEY COMMERCE CENTER SP (LIGHT INDUSTRIAL)
SOUTH: PERRIS VALLEY COMMERCE CENTER SP (COMMERCIAL)
EAST: PERRIS VALLEY COMMERCE CENTER SP (LIGHT INDUSTRIAL/COMMERCIAL)
WEST: PERRIS VALLEY COMMERCE CENTER SP (COMMERCIAL)

EXISTING & PROPOSED LAND USE:

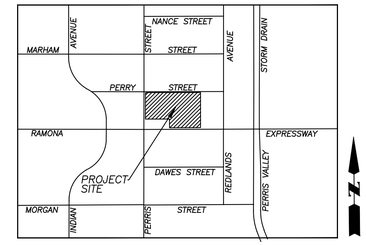
PARCEL #	EXIST LAND USE	PROPOSED LAND USE
1	COMMERCIAL	COMMERCIAL
2	COMMERCIAL	LIGHT INDUSTRIAL
3	COMMERCIAL	COMMERCIAL
4	COMMERCIAL	COMMERCIAL
5	COMMERCIAL	COMMERCIAL

PREPARED FOR:

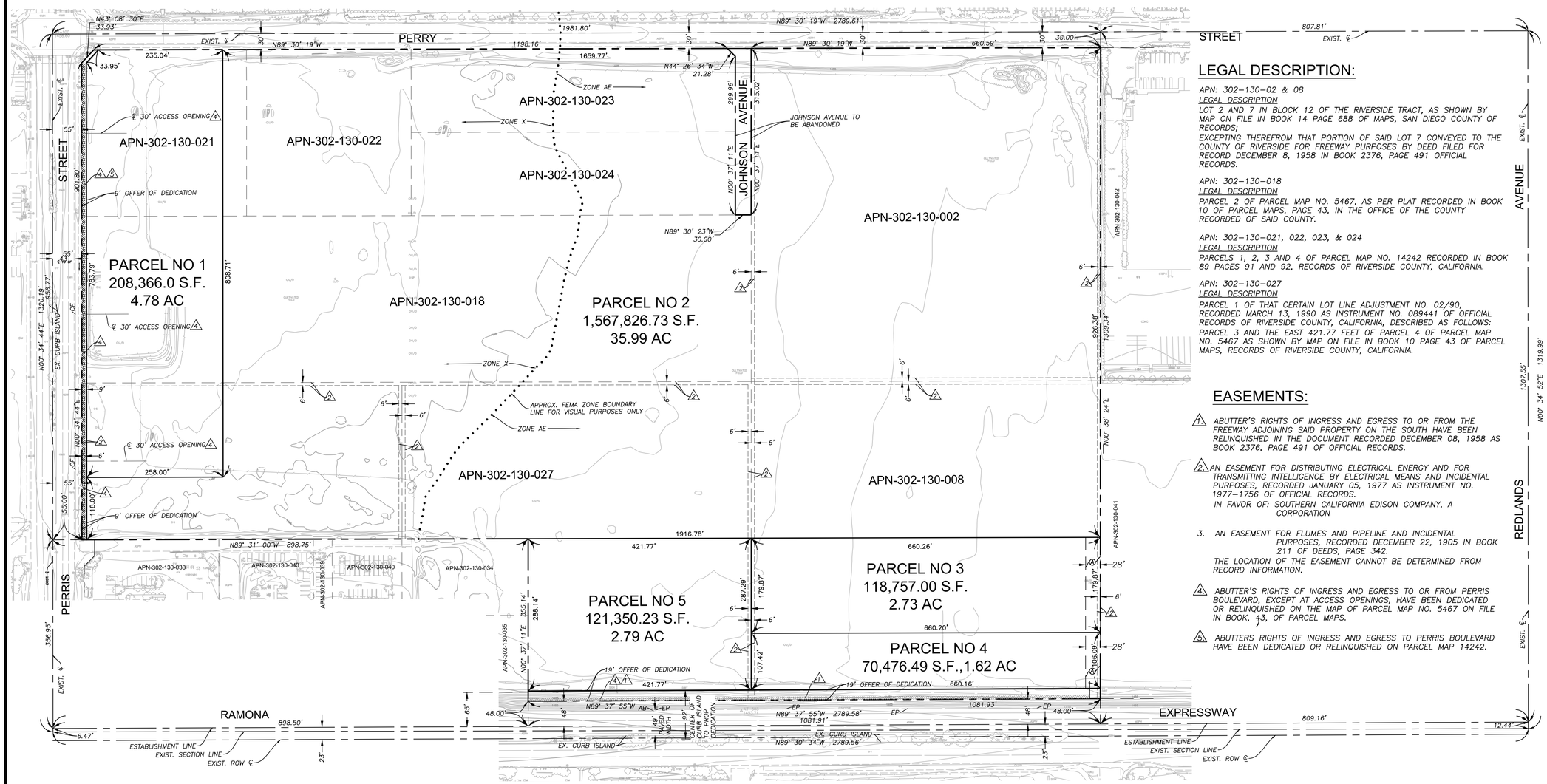
OPTIMUS BUILDING CORPORATION (OBC)
c/o MIKE NAGGAR
445 S. D STREET
PERRIS, CA 92570

OWNERS:

–THE ALLEN FAMILY TRUST.
–BHARPUR SINGH DHANOA AND GAGANDEEP KAUR DHANOA, TRUSTEES OF THE BHARPUR AND GAGANDEEP DHANOA REVOCABLE TRUST, AS TO AN UNDIVIDED 65% INTEREST; BHARPUR SINGH DHANOA, A MARRIED MAN, AS HIS SOLE AND SEPARATE PROPERTY, AS TO AN UNDIVIDED 20% INTEREST AND RAJ K. DEWAN AS TRUSTEE OF THE DEWAN TRUST DATED JULY 17, 1986, AS TO AN UNDIVIDED 15%.
–TADASHI YAMAMATO AND JUNKO YAMAMATO, TRUSTEES OF THE LILY TRUST.
–MARK E. BORDEN, TRUSTEE OF THE MARK E. BORDEN REVOCABLE TRUST DATED 8/15/2005, AS TO AN UNDIVIDED 2% INTEREST, MARK BORDEN, A SINGLE MAN AS TO AN UNDIVIDED 2% INTEREST AND ROBIN L. MOSLEY, A MARRIED WOMEN AS HER SOLE AND SEPARATE PROPERTY AS TO AN UNDIVIDED 96% INTEREST.



VICINITY MAP
N.T.S.



LEGAL DESCRIPTION:

APN: 302–130–02 & 08
LEGAL DESCRIPTION
LOT 2 AND 7 IN BLOCK 12 OF THE RIVERSIDE TRACT, AS SHOWN BY MAP ON FILE IN BOOK 14 PAGE 688 OF MAPS, SAN DIEGO COUNTY OF RECORDS;
EXCEPTING THEREFROM THAT PORTION OF SAID LOT 7 CONVEYED TO THE COUNTY OF RIVERSIDE FOR FREEWAY PURPOSES BY DEED FILED FOR RECORD DECEMBER 8, 1958 IN BOOK 2376, PAGE 491 OFFICIAL RECORDS.

APN: 302–130–018
LEGAL DESCRIPTION
PARCEL 2 OF PARCEL MAP NO. 5467, AS PER PLAT RECORDED IN BOOK 10 OF PARCEL MAPS, PAGE 43, IN THE OFFICE OF THE COUNTY RECORDED OF SAID COUNTY.

APN: 302–130–021, 022, 023, & 024
LEGAL DESCRIPTION
PARCELS 1, 2, 3 AND 4 OF PARCEL MAP NO. 14242 RECORDED IN BOOK 89 PAGES 91 AND 92, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

APN: 302–130–027
LEGAL DESCRIPTION
PARCEL 1 OF THAT CERTAIN LOT LINE ADJUSTMENT NO. 02/90, RECORDED MARCH 13, 1990 AS INSTRUMENT NO. 089441 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:
PARCEL 3 AND THE EAST 421.77 FEET OF PARCEL 4 OF PARCEL MAP NO. 5467 AS SHOWN BY MAP ON FILE IN BOOK 10 PAGE 43 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EASEMENTS:

1. ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM THE FREEWAY ADJOINING SAID PROPERTY ON THE SOUTH HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED DECEMBER 08, 1958 AS BOOK 2376, PAGE 491 OF OFFICIAL RECORDS.

2. AN EASEMENT FOR DISTRIBUTING ELECTRICAL ENERGY AND FOR TRANSMITTING INTELLIGENCE BY ELECTRICAL MEANS AND INCIDENTAL PURPOSES, RECORDED JANUARY 05, 1977 AS INSTRUMENT NO. 1977–1756 OF OFFICIAL RECORDS.
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION

3. AN EASEMENT FOR FLUMES AND PIPELINE AND INCIDENTAL PURPOSES, RECORDED DECEMBER 22, 1905 IN BOOK 211 OF DEEDS, PAGE 342.
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.

4. ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM PERRIS BOULEVARD, EXCEPT AT ACCESS OPENINGS, HAVE BEEN DEDICATED OR RELINQUISHED ON THE MAP OF PARCEL MAP NO. 5467 ON FILE IN BOOK, 43, OF PARCEL MAPS.

5. ABUTTERS RIGHTS OF INGRESS AND EGRESS TO PERRIS BOULEVARD HAVE BEEN DEDICATED OR RELINQUISHED ON PARCEL MAP 14242.

PROPERTY ADDRESS:

PROPERTY IS A VACANT SITE WITH NO ADDRESS

GENERAL NOTES:

1. GROSS SITE AREA: TOTAL = 48.350 ACRES.
2. ASSESSOR'S PARCEL NUMBERS: 302–130–002, 008, 018, 021, 022, 023, 024, & 027.
3. PROPERTY HAS ACCESS TO PERRIS BLVD, PERRY STREET, AND RAMONA EXPRESSWAY DULY DEDICATED AND ACCEPTEDPUBLIC STREETS.
4. THERE IS A PROPOSED OFFER OF STREET DEDICATION OF 19 FEET ON RAMONA EXPRESSWAY AND 9 FEET ON PERRIS BOULEVARD..

FLOOD PLAIN NOTE:

THE SUBJECT PARCEL IS IN ZONE X AND ZONE AE, PER THE FLOOD INSURANCE RATE MAP (FIRM).

MAP NO. 06065C1430H EFFECTIVE 8/18/14
AND AS REVISED BY LOMR
15–09–1728P–060258 EFFECTIVE 5/26/16

BENCHMARK:

NGS DATA POINT
DESIGNATION–432:PID–DX5439
3 ½" ALUMINUM DISC STAMPED "BM 432"
SW COR PERRIS BLVD AND RIDER ST, BASE OF STEEL SIGNAL LIGHT, 3.5' X 2.7' CONC BASE ON EAST SIDE SET FLUSH
ELEV = 1455.11 (NAVD88)

(A) INDICATES PROPOSED RECIPROCAL INGRESS, EGRESS, EMERGENCY ACCESS AND UTILITY EASEMENT

LEGEND

℄	CENTERLINE
ROW	RIGHT–OF–WAY
PP	POWER POLE
BW	BACK OF SIDEWALK
EP	EDGE OF ASPHALT PAVEMENT
GW	GUY WIRE
SLP	STREET LIGHT POLE
UB	UTILITY BOX
MH	MANHOLE
V	VALVE
U/O	UNIDENTIFIED OBJECT
S	SIGN
M	METER
TS	TRAFFIC SIGNAL
CONC	CONCRETE
ASPH	ASPHALT
AB	ASPHALT BERM
F/H	FIRE HYDRANT
CF	CURB FACE
· · · · · ·	INDICATES BOUNDARY LINE BETWEEN FEMA ZONES (APPROXIMATE ONLY FOR VISUAL PURPOSES)
— 2334 —	INDICATES CONTOUR ELEVATION
— · — · —	PROJECT BOUNDARY
2	EASEMENT IDENTIFICATION
////////	INDICATES ABUTTER'S RIGHTS RELINQUISHED

100' 50' 0' 100' 200'
GRAPHIC SCALE: 1"=100'

SUBMITTALS:
DESIGNED BY:
DRAWN BY:
CHECKED BY:

REVISIONS		
NO.	DESCRIPTION	DATE

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS NORTH 00°34'44" EAST ALONG THE CENTERLINE OF PERRIS BOULEVARD AS SHOWN ON RECORD OF SURVEY RECORDED JULY 8, 2021 IN BOOK 157, PAGES 8 AND 9, OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF RIVERSIDE COUNTY.

LICENSED LAND SURVEYOR
DEAN C. PHILLIPS
EXP. 9/30/23
NO. 6974
STATE OF CALIFORNIA

PREPARED UNDER MY SUPERVISION:

10-03-2022
DEAN C. PHILLIPS DATE
L.S. No. 6974
dphillips@unitedeng.com

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

TENTATIVE PARCEL MAP NO. 38606

NEC RAMONA EXPRESSWAY & PERRIS STREET
PERRIS, CALIFORNIA

DATE: NOVEMBER 01, 2022

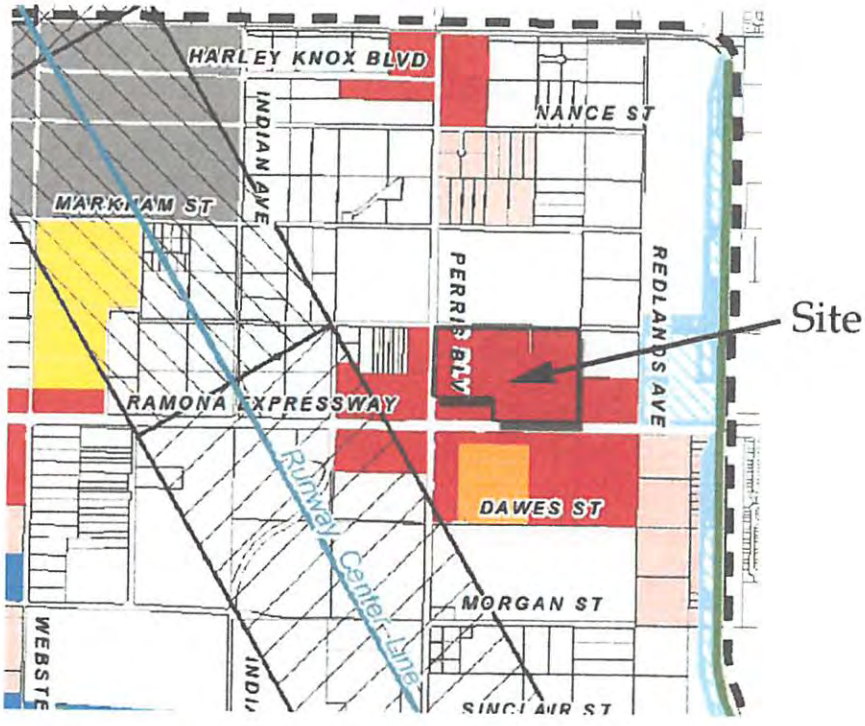
SHEET 1 OF 1

PROJECT NUMBER
CA-20012

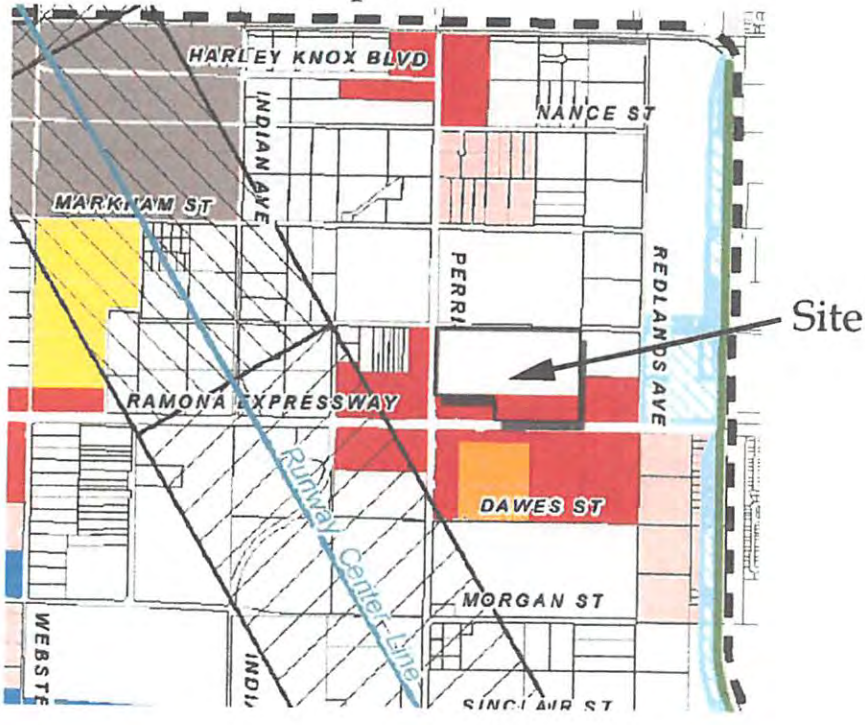
LEGEND

- SPECIFIC PLAN BOUNDARY
- AIRPORT COMPATIBILITY ZONES
  - CLEAR ZONE
  - ACCIDENT POTENTIAL ZONE I
  - ACCIDENT POTENTIAL ZONE II
- POTENTIAL BASIN AREAS
- FUTURE PERRIS VALLEY STORM DRAIN
- PROPOSED LAND USE
  - RESIDENTIAL
  - MULTI-FAMILY RESIDENTIAL
  - COMMERCIAL
  - BUSINESS PROFESSIONAL OFFICE
  - LIGHT INDUSTRIAL
  - GENERAL INDUSTRIAL
  - PUBLIC/SEMI-PUBLIC FACILITY
  - TRAIL

Existing



Proposed



NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

www.rcaluc.org

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

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

The City of Perris Planning Department should be contacted on non-ALUC issues. For more information, please contact City of Perris Planner Matthew Evans at 951-943-6100.

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

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

DATE OF HEARING: **June 13, 2024**

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

CASE DESCRIPTION:

ZAP1606MA24 – Mike Naggar and Associates Inc. (Representative: Mike Naggar) – City of Perris Case Nos. SPA24-05078 (Specific Plan Amendment), DPR24-00002 (Development Plan Review), DPR24-00003 (Development Plan Review), CUP24-05075 (Conditional Use Permit), TPM24-05076 (Tentative Parcel Map 38606), a proposal to construct four commercial retail-buildings on 4.6 acres, located northerly of Ramona Expressway, westerly of Redlands Avenue, easterly of Perris Boulevard, and southerly of Perry Street. The applicant also proposes a minor change to the total acreage from the originally reviewed project consisting of 774,419 square foot industrial building with mezzanines on 36.01 acres as previously consistent under ZAP1555MA22, to a 774,419 square foot industrial building with mezzanines on 35.99 acres. The applicant also proposes amending the Perris Valley Commerce Center Specific Plan rezoning the site from Commercial to Light Industrial. The applicant also proposes dividing 40.75-acres into five separate parcels. (Airport Compatibility Zones C1 and D of the March Air Reserve Base/Inland Port Airport Influence Area).

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number: ZAP1077HR24 Date Submitted: 4/2/24

AIA: Hemet Zone: E Public Hearing ☑ Staff Review ☐

Applicant

Applicant Full Name: Newland Development Group

Applicant Address: PO Box 311002, Miami, FL 33231

Phone: 253-753-4928 **Email:** Charlie@epdsolutions.com

Representative/ Property Owner Contact Information

Representative: Newland Development Group - Ty Newland **Email:** Charlie@epdsolutions.com

Phone: 253-753-4928

Address: PO Box 311002, Miami, FL 33231

Property Owner: HSL Hemet Land, LLC an Arizona Limited Liability **Email:** ty.newland@newlandcapitalgroup.com

Phone: 949-274-6790

Address: PO Box 311002, Miami, FL 33231

Local Jurisdiction Agency

Agency Name: City of Hemet Phone: 951-765-2370

Staff Contact: Monique Alaniz-Flejter **Email:** MFlejter@hemetca.

Address: 445 E. Florida Ave. Hemet, Ca 92543 : :

Local Agency Case No.: CUP22-006, GPA22-003

Project Location

Street Address: Not Assigned Gross Parcel Size.: 72.95 Acres

Assessor's Parcel No.: 465-140-043, 465-140-042

Solar

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

Data

Site Elevation:(above mean sea level)	ranges from 1504-1494
Height of Building or structures:	Building 1: 52' , Building 2: 52'
What type of drainage basins are being proposed and the square footage:	main site basin: 16,00 SF, Trailer Lot Basin: 42,00 SF

Notice

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

B. REVIEW TIME: Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of a complete application submittal to the next available commission hearing meeting.

C. SUBMISSION PACKAGE:

Please submit all application items DIGITALLY via USB or CD:

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

Additionally, please provide:

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

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

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	3.5
HEARING DATE:	June 13, 2024
CASE NUMBER:	ZAP1607MA24 – Ethanac Business Park, LLC (Representative: T&B Planning)
APPROVING JURISDICTION:	City of Menifee
JURISDICTION CASE NO:	PLN23-0173 (General Plan Amendment), PLN23-0175 (Specific Plan Amendment), PLN23-0174 (Change of Zone), PLN23-0171 (Plot Plan)
LAND USE PLAN:	2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
Airport Influence Area:	March Air Reserve Base/Inland Port Airport
Land Use Policy:	Compatibility Zones D, E
Noise Levels:	Below 60 CNEL from aircraft
MAJOR ISSUES:	None

RECOMMENDATION: Staff recommends that the Commission find the General Plan Amendment, Specific Plan Amendment and Change of Zone CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and find the Plot Plan 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: A proposal to construct a new 264,710 square foot warehouse building on 11.47 acres. The applicant also proposes to change the boundary of the Menifee North Specific Plan by adding APN 331-110-023 (1.16-acres) and designating it as Planning Area 2-Industrial. The applicant also proposes to change that portion of the sites General Plan from Heavy Industrial (HI) to Menifee North Specific Plan. Lastly, the applicant proposes to change that portion of the sites zoning from Heavy Industrial/Manufacturing (HI) to Menifee North Specific Plan.

PROJECT LOCATION: The site is located northerly of Ethanac Road, easterly of Trumble Road, westerly of Sherman Road, and northerly of McLaughlin Road, approximately 49,475 feet southerly of the southerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential 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 D and E, which do not restrict non-residential intensity.

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

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

Part 77: Although the project is located within the March Air Reserve Base/Inland Port Airport Influence Area, the nearest runway is actually Runway 15-33 at Perris Valley Airport. The elevation of Runway 15-33 at Perris Valley Airport is approximately 1,413 feet above mean sea level (AMSL) at its southerly terminus. At a distance of 12,299 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required, for any structures with top of roof elevation exceeding 1,536 feet AMSL. The site's finished floor elevation is 1,498 feet AMSL and the proposed building height is 43 feet, for a top point elevation of 1,541 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service (FAA OES) was required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study No. 2024-AWP-5315-OE to this project and is currently in a "work in progress" status.

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

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The project is located 49,475 feet from the runway, and therefore would be subject to the above requirement.

General Plan Amendment /Specific Plan Amendment/Change of Zone: The applicant also proposes to change the boundary of the Menifee North Specific Plan by adding APN 331-110-023 (1.16-acres) and designating it as Planning Area 2-Industrial. The applicant also proposes to change that portion of the sites General Plan from Heavy Industrial (HI) to Menifee North Specific Plan. Lastly, the applicant proposes to change that portion of the sites zoning from Heavy Industrial/Manufacturing (HI) to Menifee North Specific Plan. The proposed amendments would be as, or more, consistent with the Compatibility Plan as the underlying compatibility zones do not restrict intensity.

CONDITIONS:

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

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

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

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

   (c) Any use which would generate smoke or water vapor, or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

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

   (e) Other Hazards to flight

3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.

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

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

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

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

6. The project has been evaluated to construct a new 264,710 square foot warehouse building on 11.47 acres. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.

X:\AIRPORT CASE FILES\March\ZAP1607MA24\ZAP1607MA24sr.doc

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

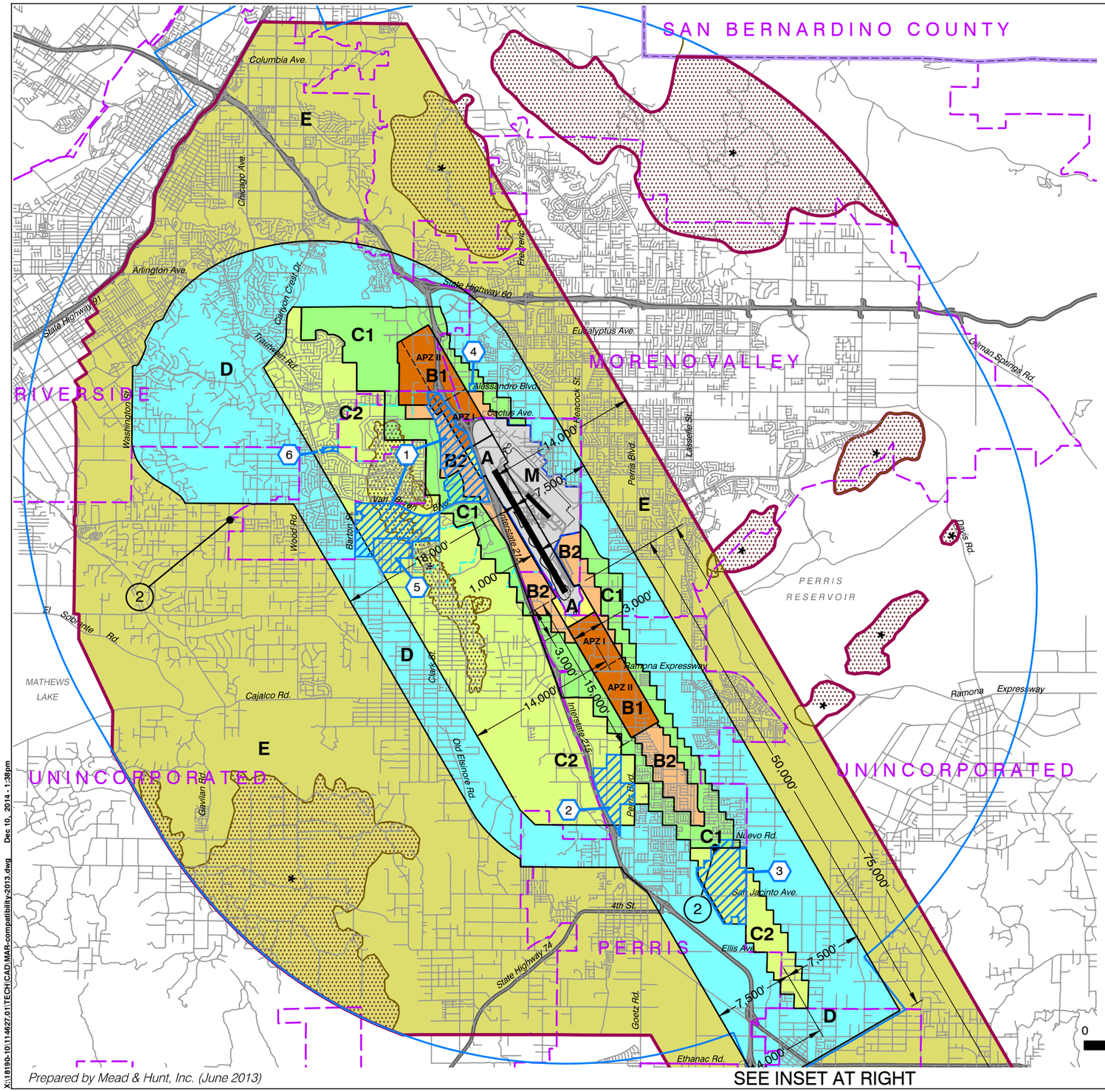
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____



LEGEND

Compatibility Zones

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

Boundary Lines

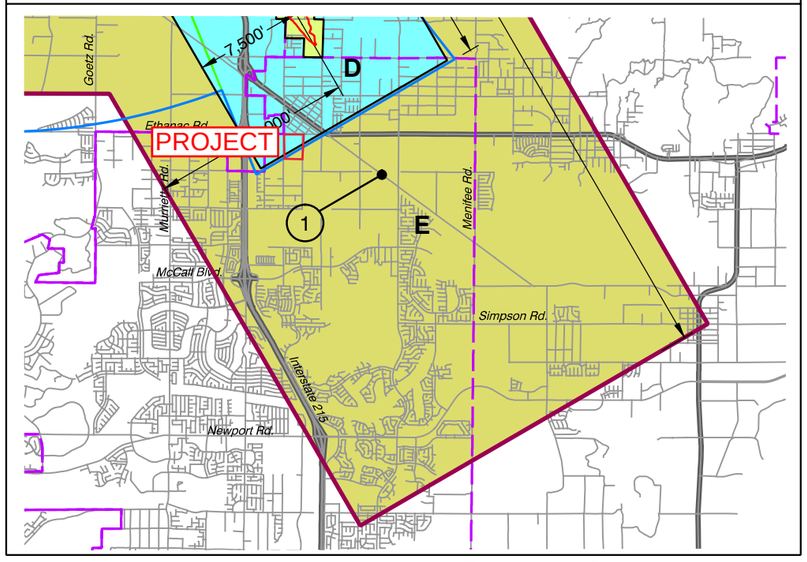
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

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

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

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

INSET



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

Riverside County Airport Land Use Commission

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

(Adopted November 13, 2014)

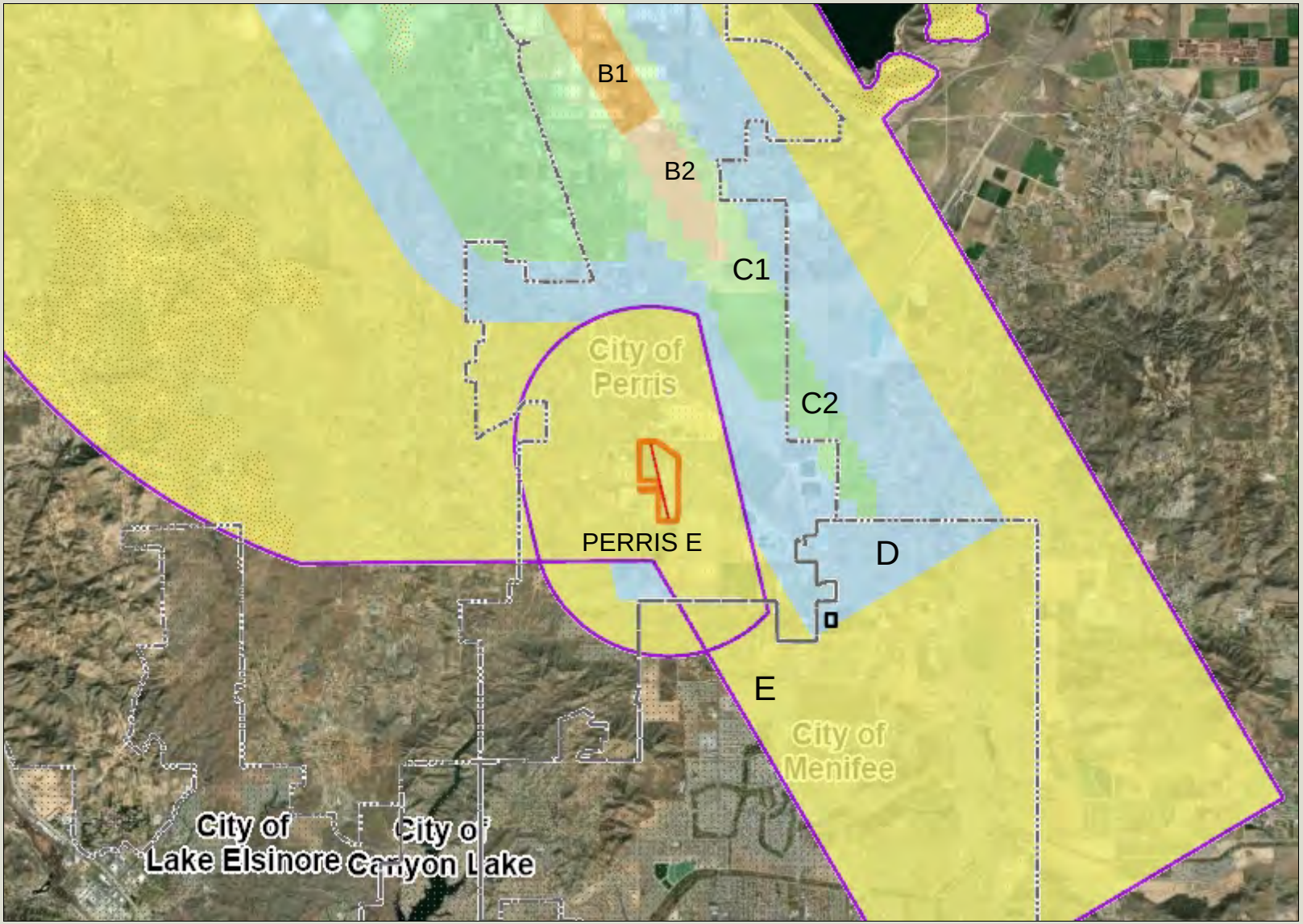
Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport

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

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 12,314 24,629 Feet

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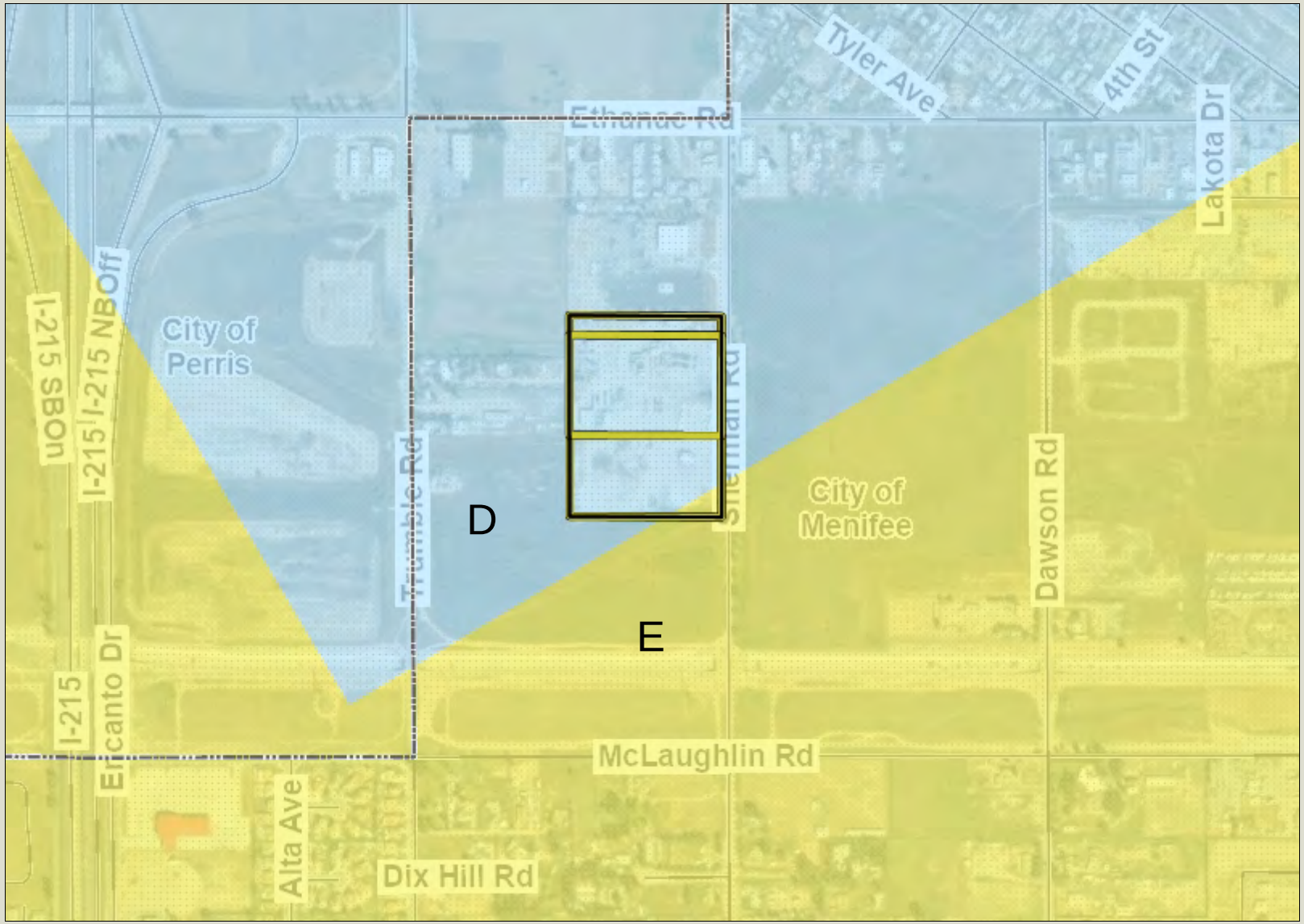
Notes

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 770 1,539 Feet

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Notes

Map My County Map

Legend

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

0 770 1,539 Feet

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Notes

Map My County Map

Legend

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

0 1,539 3,079 Feet

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Notes

Map My County Map

Legend

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

0 770 1,539 Feet

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Notes

Map My County Map

Legend

- County Boundary
- City Boundaries
- Blueline Streams
- City Areas
- World Street Map

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0 3,079 6,157 Feet

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Notes

CITY OF MENIFEE, COUNTY OF RIVERSIDE

CORE 5 - ETHANAC BUSINESS PARK

PLOT PLAN NO. 22-0XXX

DEVELOPER/APPLICANT

CORE 5 INDUSTRIAL PARTNERS, LLC
300 SPECTRUM CENTER DR, SUITE 880
IRVINE, CA 92618
(949) 467-3281
CONTACT: JON KELLY

CIVIL ENGINEER

HUITT-ZOLLARS, INC.
3990 CONSOURS, SUTIE 330
ONTARIO, CA 91764
(909) 941-7799
CONTACT: JOHNNY MURAD

ARCHITECT

SKH ARCHITECTS
4590 MACARTHUR BLVD, SUITE 500
NEWPORT BEACH, CA 92660
(714) 822-1171
CONTACT: STEVE K. HONG, AIA

TOPOGRAPHY

DIGITAL MAPPING, INC
21062 BROOKHURST STREET, SUITE 101
HUNTINGTON BEACH, CA 92646
(714) 968-5459
DATED: MARCH 30, 2022

LAND USE/ZONING

EXISTING ZONING:	HEAVY INDUSTRIAL / SP 260 / BUSINESS PARK
PROPOSED ZONING:	SP 260
EXISTING GENERAL PLAN LAND USE:	HEAVY INDUSTRIAL / SP 260 / BUSINESS PARK
PROPOSED GENERAL PLAN LAND USE:	SP 260
EXISTING LAND USE:	VACANT/COMMERCIAL STORAGE YARD
PROPOSED LAND US	WAREHOUSE FACILITY

UTILITY COMPANIES

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

SCHOOL DISTRICT

ROMOLAND & PERRIS UNION HIGH SCHOOL DISTRICT

BENCHMARK:

NGS DESIGNATION – 600 25
PID – DX1703
DESCRIBED BY RIVERSIDE COUNTY CALIFORNIA 1968
2.7 MI S FROM SUN CITY.
2.7 MILES SOUTH ON MURRIETA RD., FROM THE CATHOLIC CHURCH AT SUN CITY, 54 FT. NORTH-EAST OF POWER POLE 16193, 29 FT. EAST OF MURRIETA RD. AND 2 FT. ABOVE THE ROAD, 2 FT. SOUTH-WEST OF THE NORTH-WEST CORNER OF A 4 FT. CHAIN LINK FENCE, 2 FT. NORTH OF A WATER METER, 2 FT. SOUTH OF A MARKER POST, SET A BRASS DISK IN A CONCRETE POST.

ELEVATION: 1498.4 (NAVD88)

A.P.N.

331-110-023, 331-110-038, 331-110-039

NOTES:

1. 2006 THOMAS BROS. MAP PAGE 838, GRID D2.
2. THIS AREA IS SUBJECT TO LOW LIQUEFACTION.
3. THIS AREA IS WITHIN THE MENIFEE NORTH SPECIFIC PLAN #260.
4. THIS PROPERTY IS WITHIN COMMUNITY SERVICES DISTRICT AREA #146.
5. THIS PROJECT IS WITHIN THE AIRPORT COMPATIBILITY ZONE D & E.
6. PROJECT BOUNDARY WILL BE CREATED VIA RIGHT OF WAY DEDICATION.
7. CONTOURS ARE SHOWN AT 1' INTERVALS.
8. A LOT MERGER AND RIGHT OF WAY DEDICATION WILL BE PROCESSED DURING FINAL DESIGN.
9. PROPOSED RIGHT OF WAYS WILL BE SHOWN HEREON AND ON THE RIGHT OF WAY DEDICATION DOCUMENT.
10. PROPOSED BUILDINGS SPECULATIVE. USERS NOT IDENTIFIED.

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF A WAREHOUSE INDUSTRIAL BLDG WITH A ±264,710 SF FOOTPRINT ON ±11 ACRES WEST OF SHERMAN ROAD.

LEGAL DESCRIPTION

TITLE COMMITMENT NO. NCS-1119192-02-ATL

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

LOT 61 AND THE SOUTH 90 FEET OF LOT 62 OF TRUMBLE FARMS, AS SHOWN BY MAP ON FILE IN BOOK 11, PAGE 38 OF MAPS, RIVERSIDE COUNTY RECORDS, TOGETHER WITH THE WEST HALF OF SHERMAN ROAD ADJOINING LOT 61 AND THE SOUTH 90 FEET OF LOT 62, WHICH WOULD PASS WITH A CONVEYANCE OF SAID LOTS BY OPERATION OF LAW.

TITLE COMMITMENT NO. NCS-1119192-03-ATL

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

LOT 60 OF TRUMBLE FARMS, AS SHOWN BY MAP ON FILE IN BOOK 11, PAGE 38 OF MAPS, RIVERSIDE COUNTY RECORS, TOGETHER WITH THE WEST HALF OF SHERMAN ROAD ADJOINING LOTS 60, WHICH WOULD PASS WITH A CONVEYANCE OF SAID LOTS BY OPERATION OF LAW.

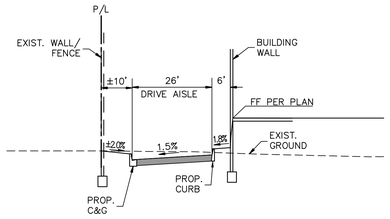
TITLE COMMITMENT NO. NCS-1119192-01-ATL

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

THE NORTHERLY 80 FEET OF THE SOUTHERLY 170 FEET OF LOT 62 OF TRUMBLE FARMS, AS SHOWN BY MAP ON FILE IN BOOK 11, PAGE(S) 38 OF MAPS, RIVERSIDE COUNTY RECORDS.

PROJECT DATA

NET LOT COVERAGE	48.0%
GROSS SITE AREA	548,704 SF (±12.60AC)
NET SITE AREA	499,729 SF (±11.47AC)
TOTAL BUILDING FOOTPRINT	264,710 SF
MAX BUILDING HEIGHT	42 FT
PARKING REQUIRED:	
OFFICE(1/250SF-10,000SF)	40 STALLS
WAREHOUSE(1/2,000-254,710SF)	128 STALLS
TOTAL	168 STALLS
PARKING PROVIDED:	
STANDARD STALLS	162 STALLS
ACCESSIBLE STALLS	6 STALLS
TRUCK STALLS	47 STALLS
TOTAL STALLS	215 STALLS
BIKE PARKING	5 BIKES
LANDSCAPE REQUIRED (10%)	517,29 SF
LANDSCAPE PROVIDED	499,729 SF
PAVED AREA	193,240 SF



SECTION A–A
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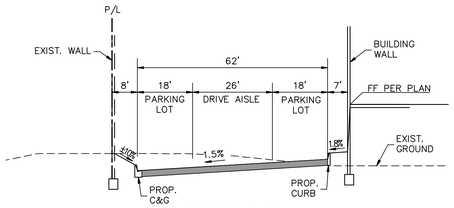
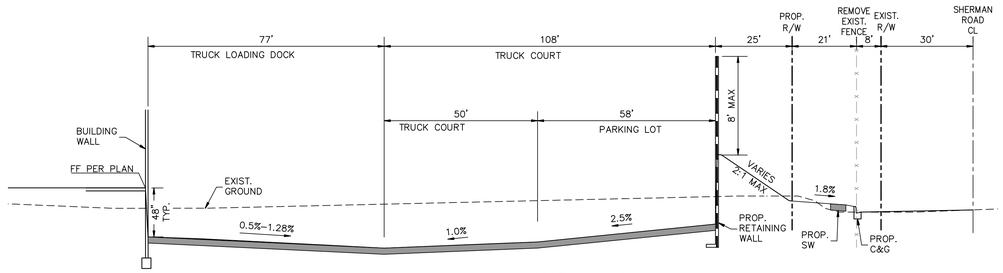
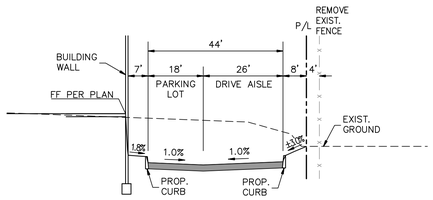


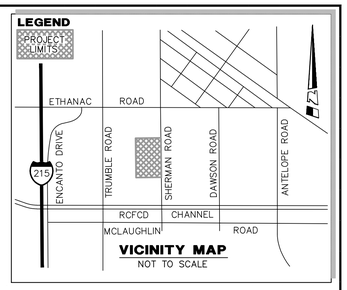
SECTION B–B
SCALES: H=20' V=4'



SECTION C–C
SCALES: H=20' V=4'



SECTION D–D
SCALES: H=20' V=4'

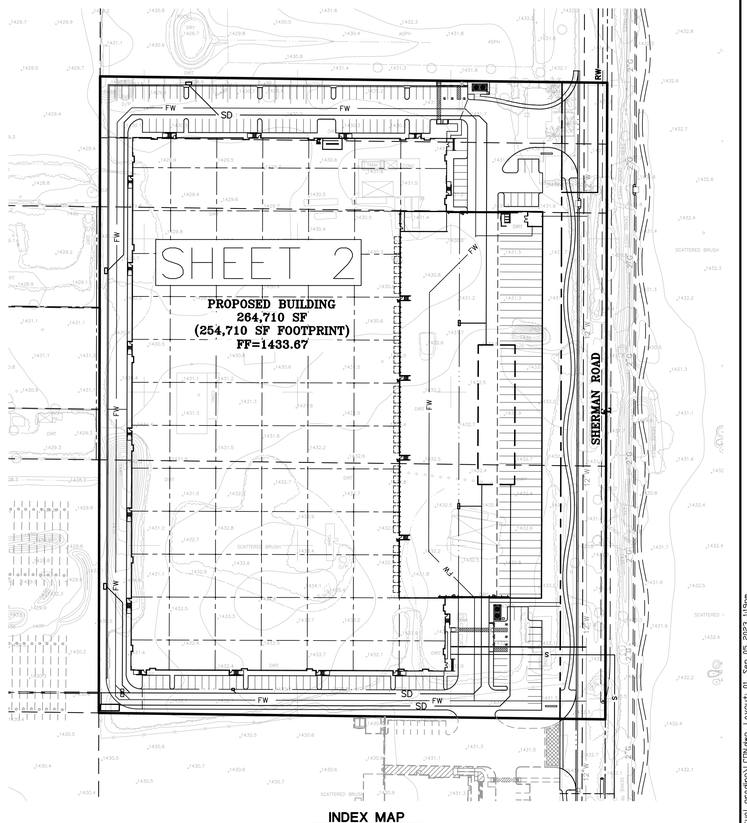


VICINITY MAP
NOT TO SCALE

PRELIMINARY EARTHWORK VOLUMES		
	CUT (CY)	FILL (CY)
RAW VOLUMES:	20,274	16,998
(–) Shrinkage(10%):	1,216	–
(+) Subsidence (0):	–	1,851
Subtotal:	19,058	18,849
Overexcavation Raw:	29,098	29,098
(–) Shrinkage:	1,746	–
Subtotal:	27,352	29,098
Additional Volumes:	1,500	
Total:	47,910	479,47

37 CY LONG

EARTHWORK NOTE:
EARTHWORK ESTIMATE IS BASED ON SOILS PARAMETERS PROVIDED BY THE SOILS ENGINEER. ADJUSTMENTS MAY BE REQUIRED BASED ON FINAL DESIGN OF SLAB AND SITE PAVING THICKNESS. ADDITIONAL ADJUSTMENTS MAY BE REQUIRED BASED ON SITE SOIL CHARACTERISTICS EXPERIENCED DURING CONSTRUCTION. QUANTITIES ARE FOR FEE PURPOSES ONLY – NOT FOR BIDDING. CONTRACTOR SHALL PERFORM INDEPENDENT EARTHWORK CALCULATIONS AND BID A COMPLETE JOB.



INDEX MAP
0 40 80 160 240
SCALE 1" = 80'

PRELIMINARY
NOT FOR CONSTRUCTION
ISSUE DATE: 09/12/2023

REGISTERED PROFESSIONAL ENGINEER JOHNNY MURAD NO. 67512 EXPIRATION 6-30-2025 CIVIL STATE OF CALIFORNIA

HUITT-ZOLLARS
Huitt-Zollars, Inc. Ontario
3990 CONCOURS, SUITE 330 • ONTARIO, CALIFORNIA 91764 • (909) 941-7799

PREPARED UNDER THE SUPERVISION OF:

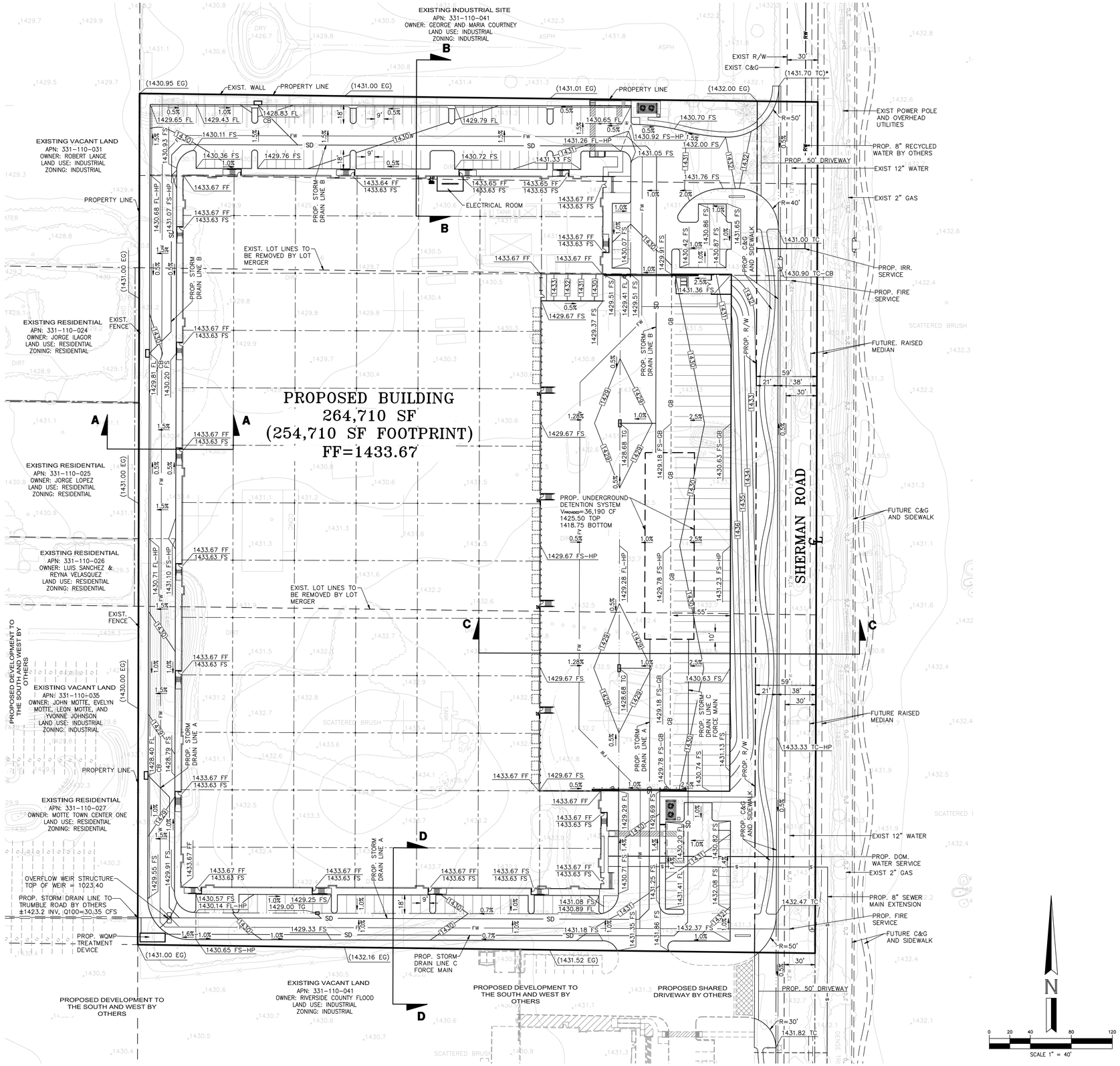
JOHNNY MURAD — DATE
R.C.E. NO. 67512 EXP. 6/30/25

CITY OF MENIFEE

CONCEPTUAL GRADING, DRAINAGE & UTILITY PLAN
PLOT PLAN NO. 22-0XXX
CORE 5 - ETHANAC BUSINESS PARK
BUILDING 1

DESIGNED BY D.S.	SHEET 1 OF 2 SHEETS
DRAWN BY D.S.	
CHECKED BY D.W.	
FIELD BOOK	JOB NO. R314642.01

plotted: 2023-09-13, 10:04 TSSM, Layout: 8Sheet, User: jdavis, J:\CITY\Menifee\R314642 - Core 5 - Ethanac Business Park\Drawings\Grading\Exhibits\Conceptual Grading Plan\



PRELIMINARY
NOT FOR CONSTRUCTION
ISSUE DATE: 09/12/2023

REGISTERED PROFESSIONAL ENGINEER JOHNNY MURAD NO. 67512 EXPIRATION 6-30-2025 CIVIL STATE OF CALIFORNIA

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PREPARED UNDER THE SUPERVISION OF:

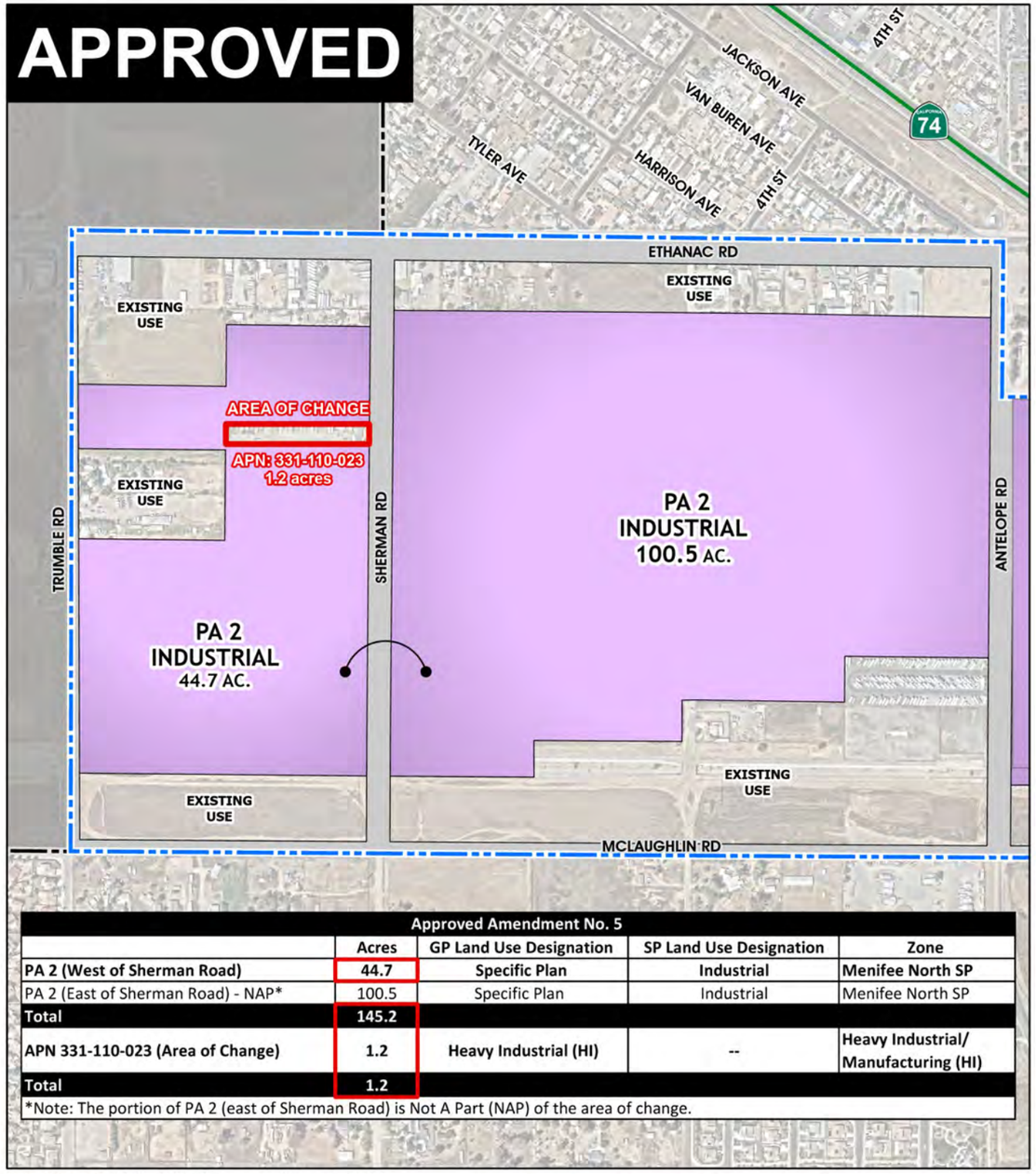
JOHNNY MURAD
R.C.E. NO. 67512 EXP. 6/30/25 DATE

CITY OF MENIFEE

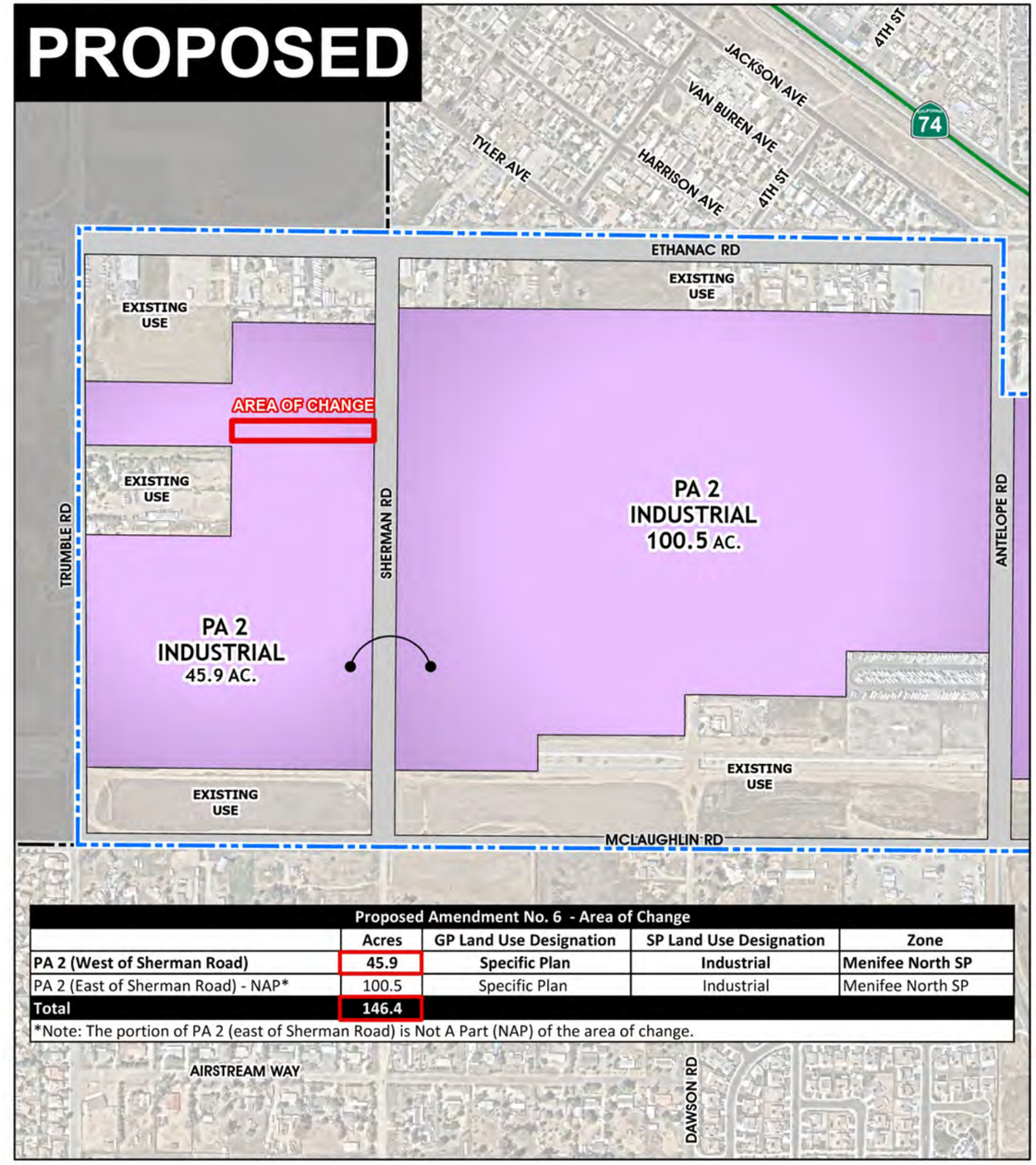
CONCEPTUAL GRADING, DRAINAGE & UTILITY PLAN
PLOT PLAN NO. 22-0XXX
CORE 5 - ETHANAC BUSINESS PARK
BUILDING 1

DESIGNED BY	D.S.
DRAWN BY	D.S.
CHECKED BY	D.W.
FIELD BOOK	
SHEET	2 OF 2 SHEETS
JOB NO.	R316442.01

H:\dwg\R316442.01\Plans\Conceptual Grading\CG-05 - PLOT PLAN 22-0XXX - 2023-09-12 09:31:18 am Tue, Sep 12, 2023 by ds



Approved Amendment No. 5				
	Acres	GP Land Use Designation	SP Land Use Designation	Zone
PA 2 (West of Sherman Road)	**44.7**	**Specific Plan**	**Industrial**	**Menifee North SP**
PA 2 (East of Sherman Road) - NAP*	100.5	Specific Plan	Industrial	Menifee North SP
Total	**145.2**			
APN 331-110-023 (Area of Change)	**1.2**	**Heavy Industrial (HI)**	**--**	**Heavy Industrial/ Manufacturing (HI)**
Total	**1.2**			
*Note: The portion of PA 2 (east of Sherman Road) is Not A Part (NAP) of the area of change.				



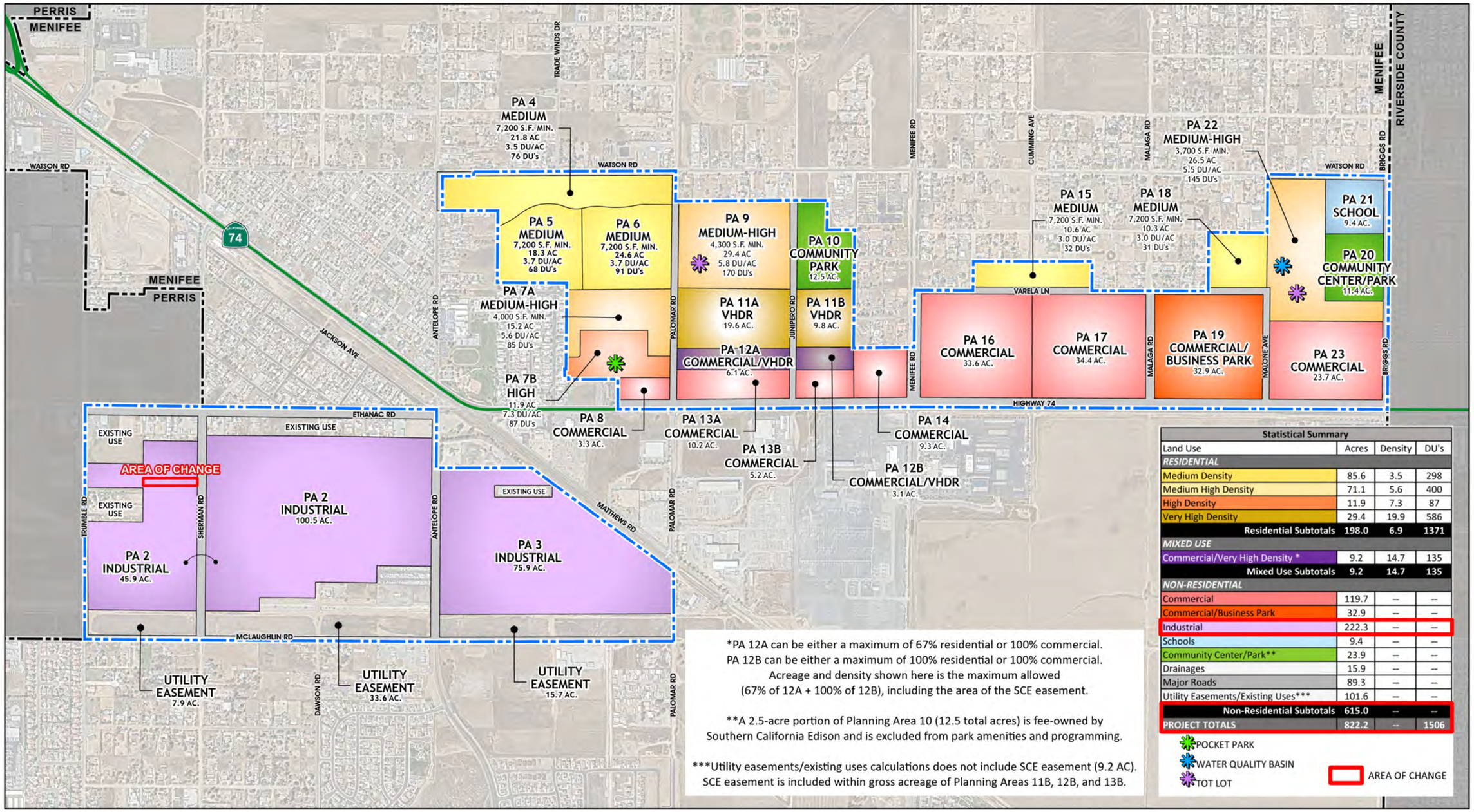
Proposed Amendment No. 6 - Area of Change				
	Acres	GP Land Use Designation	SP Land Use Designation	Zone
PA 2 (West of Sherman Road)	**45.9**	**Specific Plan**	**Industrial**	**Menifee North SP**
PA 2 (East of Sherman Road) - NAP*	100.5	Specific Plan	Industrial	Menifee North SP
Total	**146.4**			
*Note: The portion of PA 2 (east of Sherman Road) is Not A Part (NAP) of the area of change.				

Source(s): Esri, RCTLMA (2024), Nearmap Aerial (September 2023)

0 275 550 1,100 Feet

FIGURE - I-3

PROPOSED SPECIFIC PLAN LAND USE PLAN (AREAS OF CHANGE)



*PA 12A can be either a maximum of 67% residential or 100% commercial.
PA 12B can be either a maximum of 100% residential or 100% commercial.
Acreage and density shown here is the maximum allowed
(67% of 12A + 100% of 12B), including the area of the SCE easement.

**A 2.5-acre portion of Planning Area 10 (12.5 total acres) is fee-owned by
Southern California Edison and is excluded from park amenities and programming.

***Utility easements/existing uses calculations does not include SCE easement (9.2 AC).
SCE easement is included within gross acreage of Planning Areas 11B, 12B, and 13B.

Statistical Summary

Land Use	Acres	Density	DU's
RESIDENTIAL			
Medium Density	85.6	3.5	298
Medium High Density	71.1	5.6	400
High Density	11.9	7.3	87
Very High Density	29.4	19.9	586
Residential Subtotals	**198.0**	**6.9**	**1371**
MIXED USE			
Commercial/Very High Density *	9.2	14.7	135
Mixed Use Subtotals	**9.2**	**14.7**	**135**
NON-RESIDENTIAL			
Commercial	119.7	--	--
Commercial/Business Park	32.9	--	--
Industrial	222.3	--	--
Schools	9.4	--	--
Community Center/Park**	23.9	--	--
Drainages	15.9	--	--
Major Roads	89.3	--	--
Utility Easements/Existing Uses***	101.6	--	--
Non-Residential Subtotals	**615.0**	**--**	**--**
PROJECT TOTALS	**822.2**	**--**	**1506**

POCKET PARK
WATER QUALITY BASIN
TOT LOT
AREA OF CHANGE

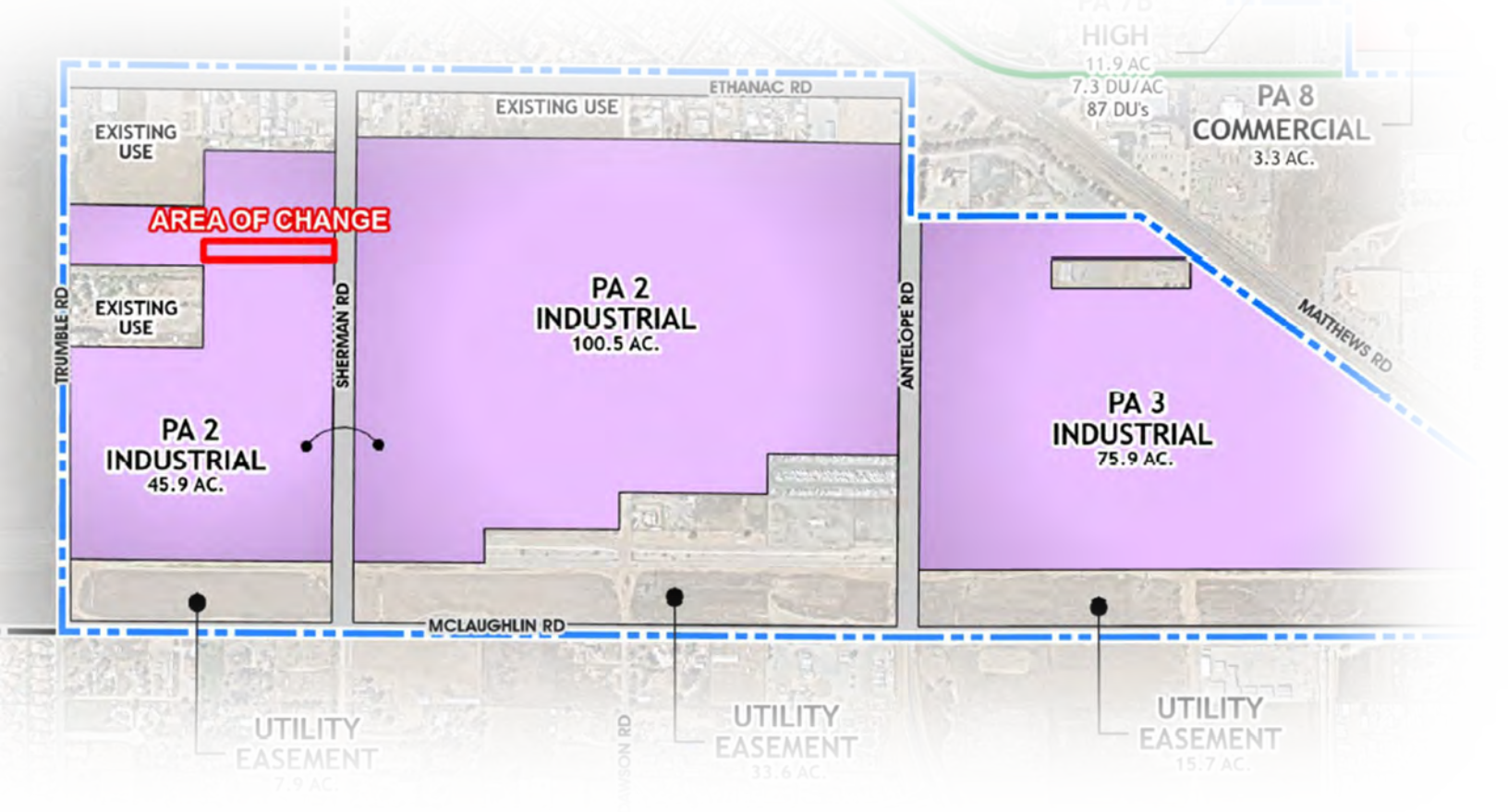
Source(s): Esri, RCTLMA (2024), Nearmap Aerial (September 2023)

0 275 550 1,100 Feet

FIGURE - III-1

SPECIFIC PLAN LAND USE PLAN

MENIFEE NORTH SPECIFIC PLAN AMENDMENT NO. 6



2ND DRAFT SCREENCHECK

APRIL 2024

CITY OF MENIFEE

MENIFEE NORTH

SPECIFIC PLAN NO. 260
AMENDMENT NO. 6
(PLN23-0175)

Prepared for:
ETHANAC BUSINESS PARK, LLC
300 Spectrum Center Drive, Suite 880
Irvine, CA, 92618
Contact: Jon Kelly

Prepared by:
T&B PLANNING
3200 El Camino Real, Suite 100
Irvine, CA, 92602
Contact: Lance Retuya

Second Screencheck – April 2024
Redlined Version

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AMENDMENT NO. 6 TO MENIFEE NORTH SPECIFIC PLAN NO. 260
SUMMARY OF CHANGES

This proposed Amendment No. 6 to the Menifee North Specific Plan (SP 260) incorporates a 1.2-acre parcel, consisting of Assessor Parcel Number (APN) 331-110-023, into Planning Area 2 and modifies the associated acreage and boundary of Planning Area 2.

Planning Area 2 consists of 145.2 acres, with a portion of Planning Area 2 located west of Sherman Road (44.7 acres) and a portion located east of Sherman Road (100.5 acres). The 1.2-acre parcel would be consolidated into the portion of Planning Area 2, west of Sherman Road.

SP 260-A6 includes modifications to the Specific Plan Land Use Plan and corresponding text and graphics throughout the SP 260 document. A General Plan Amendment (PLN23-0173) and Change of Zone (PLN23-0174) are being processed concurrently to ensure consistency with SP 260 and the City of Menifee General Plan Land Use Designation map and Zoning map.

Detailed descriptions of each proposed change within SP 260-A6 is provided on Table I-1 and Table I-2 of this document. Refer to Figures I-2, *Land Use Plan Area of Change*, and I-3, *Approved vs. Proposed Areas of Change*, which depict the proposed SP 260-A6 modifications to Planning Area 2 and the Specific Plan Land Use Plan.

Specifically, SP 260-A6:

1. Modifies APN 331-110-023 as follows:
    a. Modifies the General Plan Land Use Designation from Heavy Industrial (HI) to Specific Plan; and,
    b. Modifies the Zoning Designation from Heavy Industrial/Manufacturing (HI) to Menifee North SP.
    c. Incorporates APN 331-110-023 (1.2 acres) into Planning Area 2.

2. Consolidates APN 331-110-023 into Planning Area 2 of the SP 260, and modifies Planning Area 2 as follows:
    a. Increases the acreage of Planning Area 2 (West of Sherman Road) by 1.2 acres (from 44.7 acres to 45.9 acres);
    b. Increases the total acreage of Planning Area 2 by 1.2 acres (from 145.2 acres to 146.4 acres); and
    c. Adjusts the boundary of Planning Area 2 to reflect the incorporation of APN 331-110-023 into SP 260.

3. Increase the total Specific Plan acreage by 1.2 acres (from 821.0 acres to 822.2 acres) to reflect the incorporation of APN 331-110-023 in Planning Area 2.

Additionally, SP 260-A6 makes other non-substantive corrections throughout the document to accommodate the proposed substantive modifications. No modifications to the total number of units is proposed by SP 260-A6.

TABLE I-1
PLANNING AREA 2 – STATISTICAL COMPARISON

	APPROVED AMENDMENT NO. 5		PROPOSED AMENDMENT NO. 6	
	Acres	SP Land Use Designation	Acres	SP Land Use Designation
Planning Area 2 (West of Sherman Road)	44.7	INDUSTRIAL	45.9	INDUSTRIAL
Planning Area 2 (East of Sherman Road)*	100.5	INDUSTRIAL	100.5	INDUSTRIAL
TOTAL	145.2		146.4	
APN 331-110-023 (Outside of SP 260 boundary)	1.2	--	--	--
TOTAL	1.2		--	
*Note: The portion of Planning Area 2 (east of Sherman Road) is NOT A PART (NAP) of this proposed Amendment No. 6.				

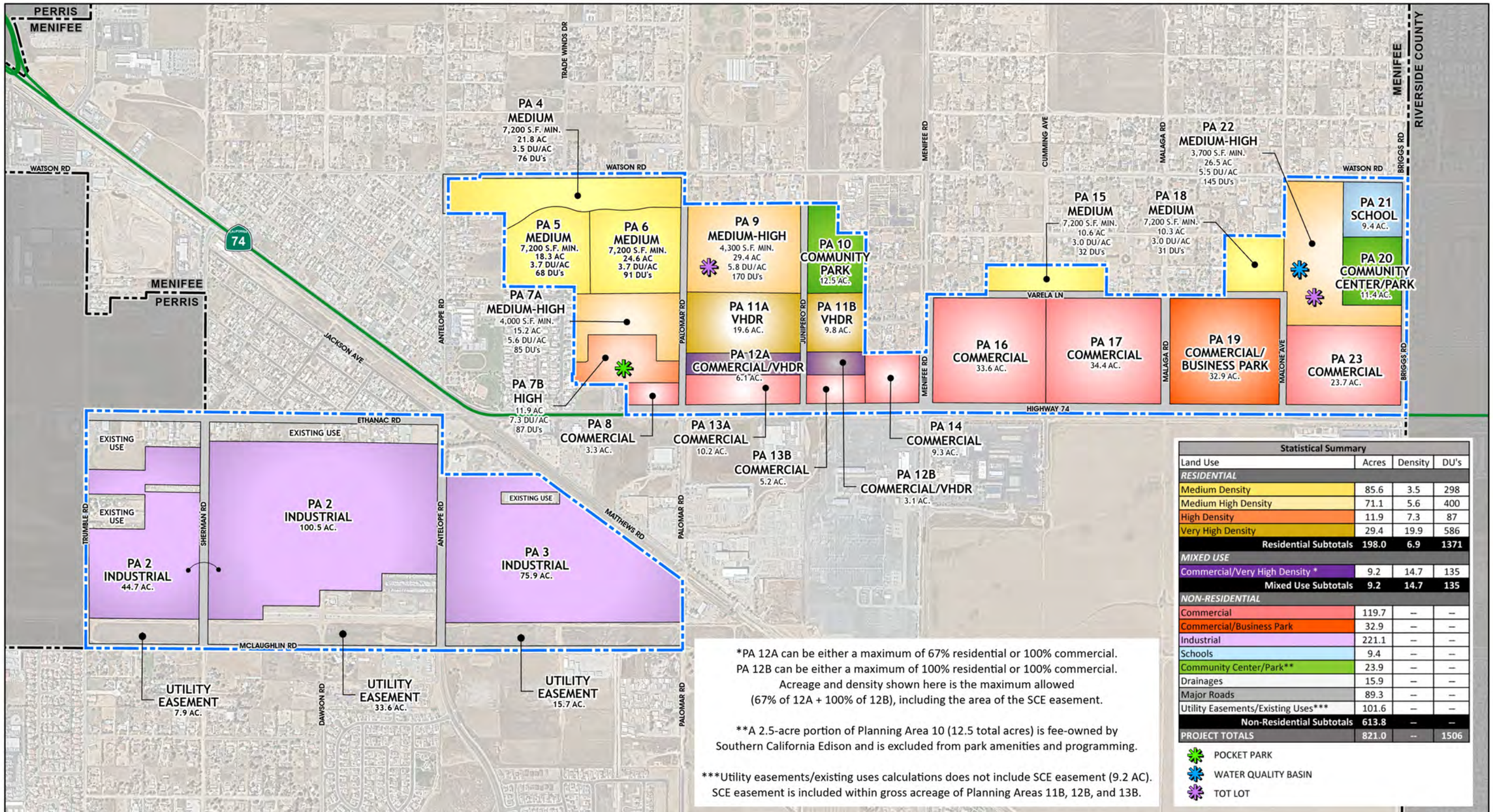
TABLE I-2
LAND USE SUMMARY OF CHANGES

LAND USE	~~ADOPTED~~ APPROVED SPECIFIC PLAN NO. 260, AMENDMENT NO. 5			PROPOSED SPECIFIC PLAN NO. 260 AMENDMENT NO. 6		
	ACREAGE	DENSITY (DU/AC)	MAX DWELLING UNITS	ACREAGE	DENSITY (DU/AC)	MAX DWELLING UNITS
RESIDENTIAL						
Medium Density Residential	85.6	3.5	298	85.6	3.5	298
Medium High Density Residential	71.1	5.6	400	71.1	5.6	400
High Density Residential	11.9	7.3	87	11.9	7.3	87
Very High Density Residential	29.4	19.9	135	29.4	19.9	135
RESIDENTIAL SUBTOTAL	**198.0**	**6.9**	**1,371**	**198.0**	**6.9**	**1,371**
MIXED-USE						
Commercial/ Very High Density Residential	9.2	14.7	135	9.2	14.7	135
MIXED-USE SUBTOTAL	**9.2**	**14..7**	**135**	**9.2**	**14.7**	**135**
NON-RESIDENTIAL						
Commercial	119.7	-	-	119.7	-	-
Commercial/Business Park	32.9	-	-	32.9	-	-
Industrial	221.1	-	-	~~221.1~~222.3	-	-
Schools	9.4	-	-	9.4	-	-
Community Center/Community Park	23.9	-	-	23.9	-	-
Drainage Channels	15.9	-	-	15.9	-	-
Major Roads	89.3(1)	-	-	89.3(1)	-	-

Easements/Existing Uses	101.6[1]	-	-	101.6[1]	-	-
NON-RESIDENTIAL SUBTOTAL	**613.8**	**-**	**-**	**613.8**	**-**	**-**
PROJECT TOTAL	**821.0**	**-**	**1,506**	**~~821.0~~822.2**	**-**	**1,506**

Notes:

[1] Only Major Roads and Easements/Existing uses within the City of Menifee are accounted for in ~~Amendment No. 5~~SP 260.



*PA 12A can be either a maximum of 67% residential or 100% commercial.
PA 12B can be either a maximum of 100% residential or 100% commercial.
Acreage and density shown here is the maximum allowed
(67% of 12A + 100% of 12B), including the area of the SCE easement.

**A 2.5-acre portion of Planning Area 10 (12.5 total acres) is fee-owned by
Southern California Edison and is excluded from park amenities and programming.

***Utility easements/existing uses calculations does not include SCE easement (9.2 AC).
SCE easement is included within gross acreage of Planning Areas 11B, 12B, and 13B.

Statistical Summary

Land Use	Acres	Density	DU's
RESIDENTIAL			
Medium Density	85.6	3.5	298
Medium High Density	71.1	5.6	400
High Density	11.9	7.3	87
Very High Density	29.4	19.9	586
Residential Subtotals	**198.0**	**6.9**	**1371**
MIXED USE			
Commercial/Very High Density *	9.2	14.7	135
Mixed Use Subtotals	**9.2**	**14.7**	**135**
NON-RESIDENTIAL			
Commercial	119.7	–	–
Commercial/Business Park	32.9	–	–
Industrial	221.1	–	–
Schools	9.4	–	–
Community Center/Park**	23.9	–	–
Drainages	15.9	–	–
Major Roads	89.3	–	–
Utility Easements/Existing Uses***	101.6	–	–
Non-Residential Subtotals	**613.8**	**–**	**–**
PROJECT TOTALS	**821.0**	**–**	**1506**

POCKET PARK
WATER QUALITY BASIN
TOT LOT

Source(s): Esri, RCTLMA (2024), Nearmap Aerial (September 2023)

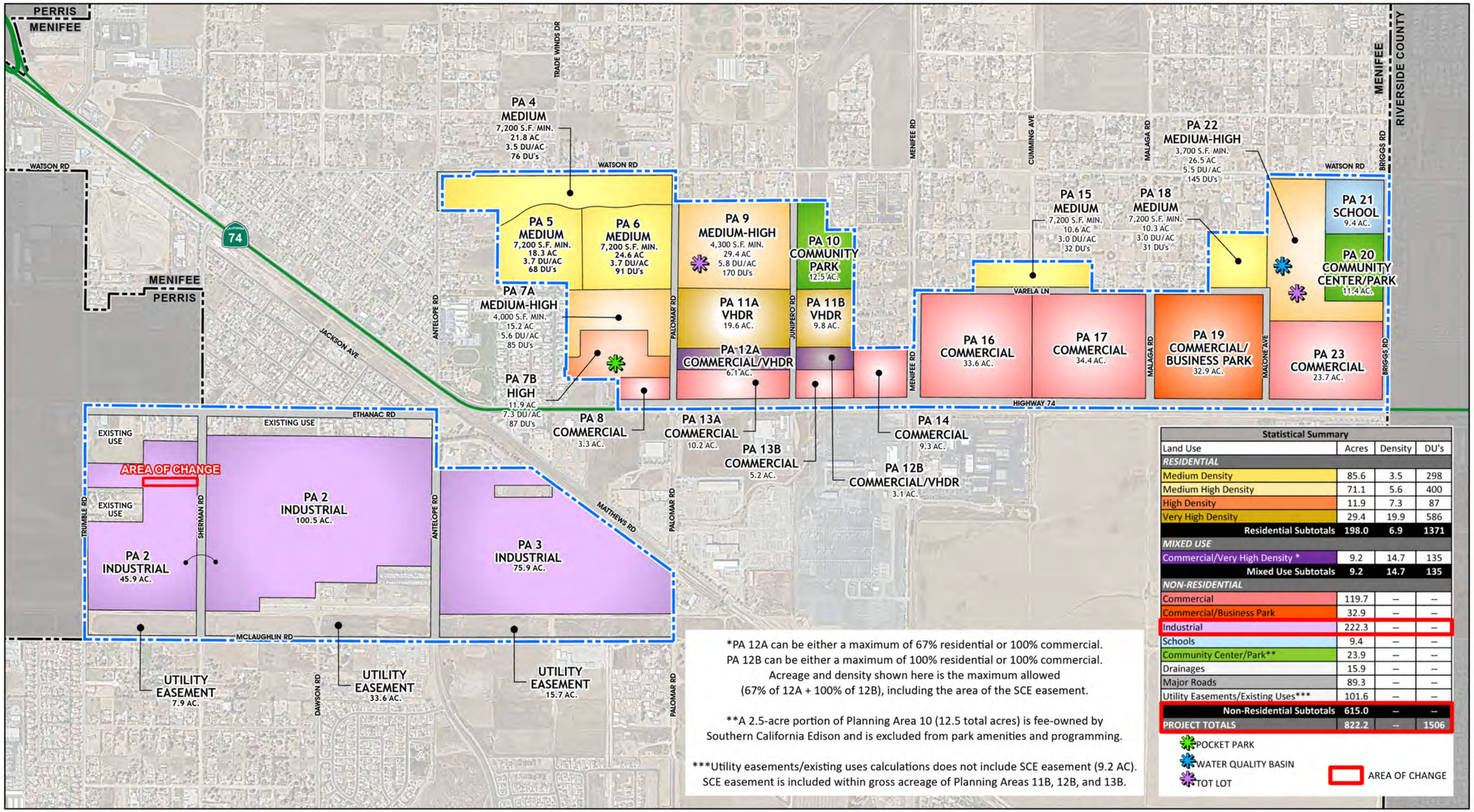
0 275 550 1,100 Feet

FIGURE - I-1

APPROVED SPECIFIC PLAN LAND USE PLAN

I. SUMMARY OF CHANGES

MENIFEE NORTH SPECIFIC PLAN NO. 260 AMENDMENT NO. 6



*PA 12A can be either a maximum of 67% residential or 100% commercial.
PA 12B can be either a maximum of 100% residential or 100% commercial.
Acreage and density shown here is the maximum allowed
(67% of 12A + 100% of 12B), including the area of the SCE easement.

**A 2.5-acre portion of Planning Area 10 (12.5 total acres) is fee-owned by
Southern California Edison and is excluded from park amenities and programming.

***Utility easements/existing uses calculations does not include SCE easement (9.2 AC).
SCE easement is included within gross acreage of Planning Areas 11B, 12B, and 13B.

Statistical Summary

Land Use	Acres	Density	DU's
RESIDENTIAL			
Medium Density	85.6	3.5	298
Medium High Density	71.1	5.6	400
High Density	11.9	7.3	87
Very High Density	29.4	19.9	586
Residential Subtotals	**198.0**	**6.9**	**1371**
MIXED USE			
Commercial/Very High Density *	9.2	14.7	135
Mixed Use Subtotals	**9.2**	**14.7**	**135**
NON-RESIDENTIAL			
Commercial	119.7	--	--
Commercial/Business Park	32.9	--	--
Industrial	222.3	--	--
Schools	9.4	--	--
Community Center/Park**	23.9	--	--
Drainages	15.9	--	--
Major Roads	89.3	--	--
Utility Easements/Existing Uses***	101.6	--	--
Non-Residential Subtotals	**615.0**	**--**	**--**
PROJECT TOTALS	**822.2**	**--**	**1506**

POCKET PARK
WATER QUALITY BASIN
TOT LOT
AREA OF CHANGE

Source(s): Esri, RCTLMA (2024), Nearmap Aerial (September 2023)

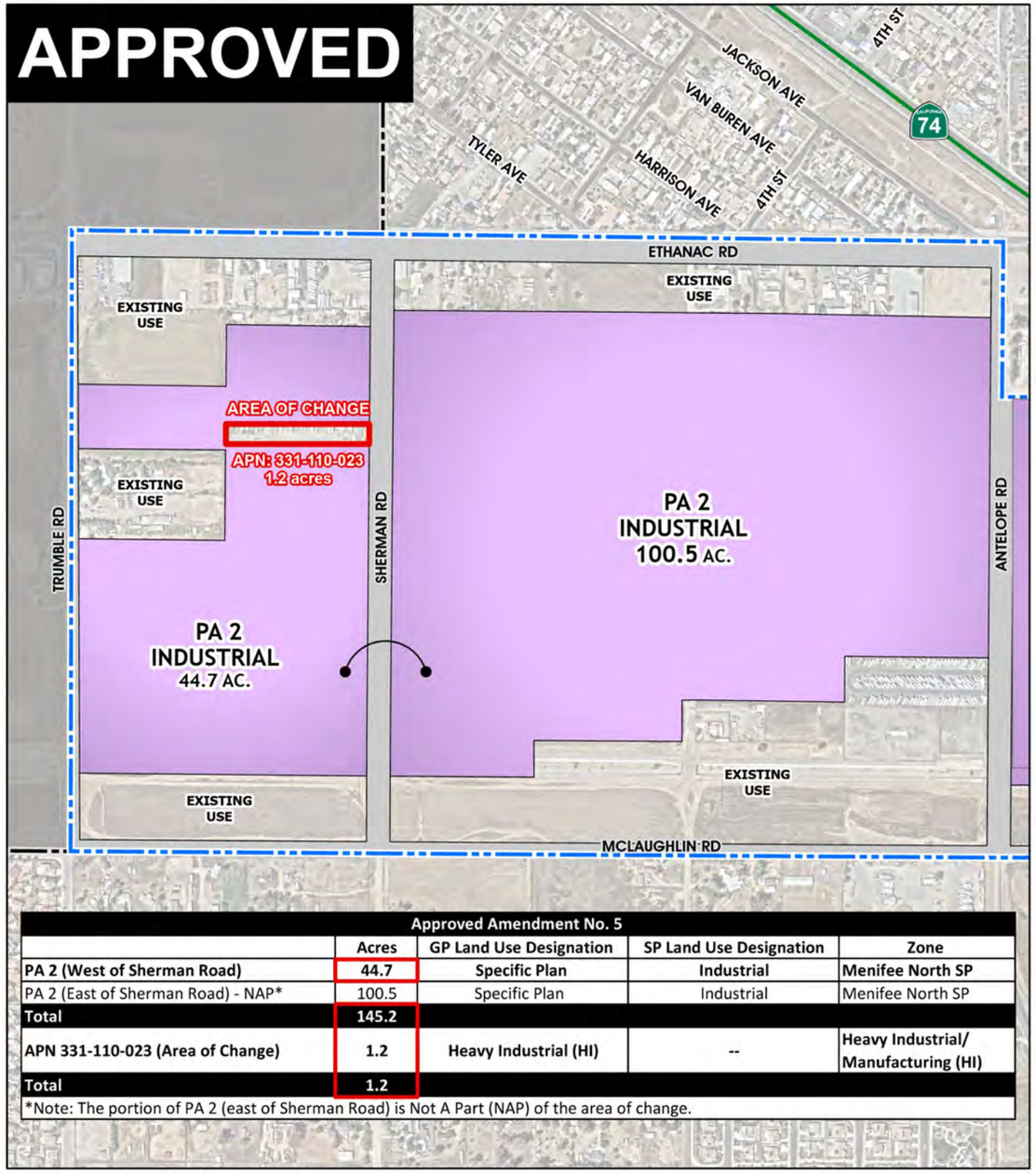
0 275 550 1,100 Feet

FIGURE - I-2

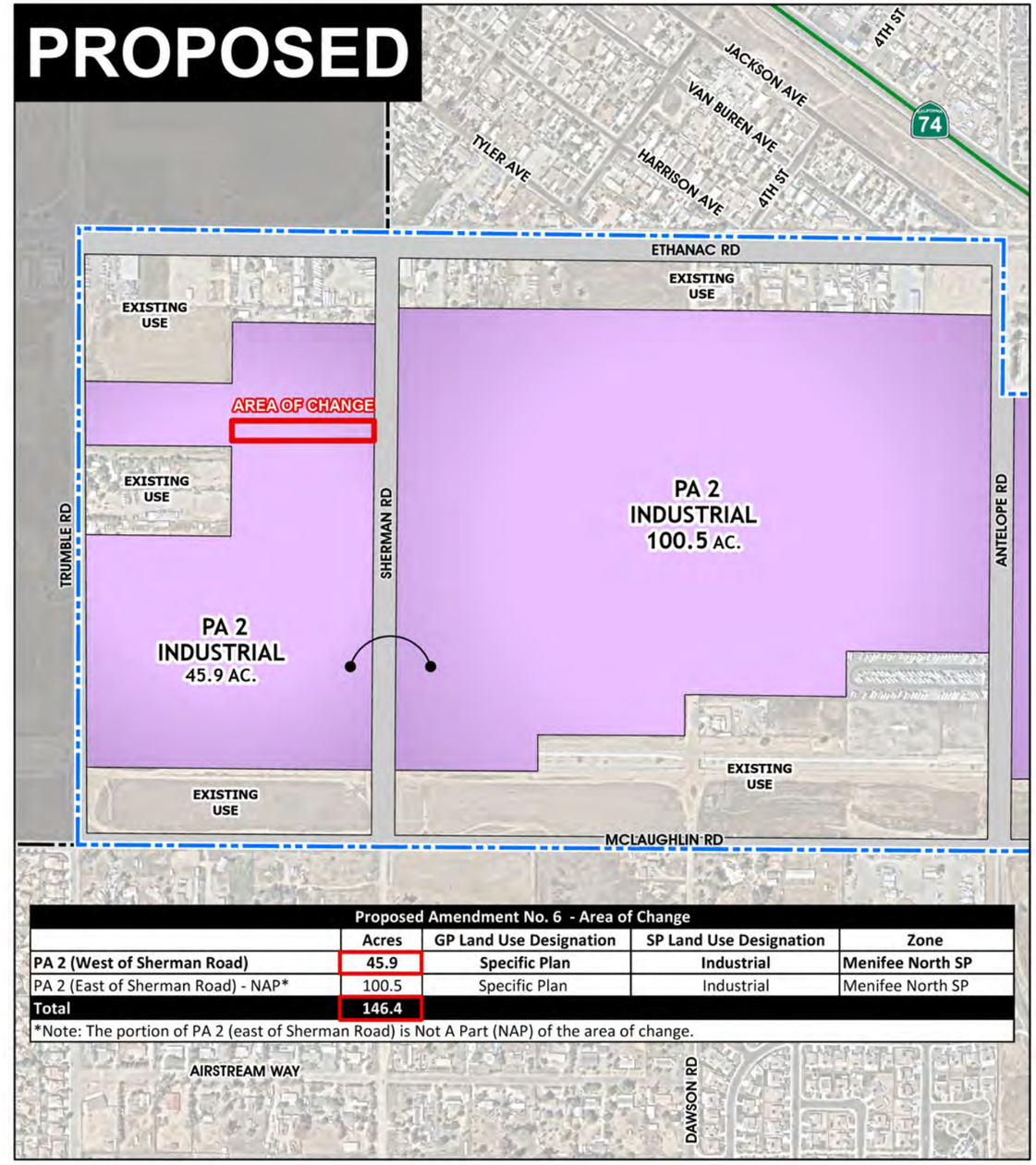
PROPOSED SPECIFIC PLAN LAND USE PLAN (AREAS OF CHANGE)

I. SUMMARY OF CHANGES

MENIFEE NORTH SPECIFIC PLAN NO. 260 AMENDMENT NO. 6



Approved Amendment No. 5				
	Acres	GP Land Use Designation	SP Land Use Designation	Zone
PA 2 (West of Sherman Road)	**44.7**	**Specific Plan**	**Industrial**	**Menifee North SP**
PA 2 (East of Sherman Road) - NAP*	100.5	Specific Plan	Industrial	Menifee North SP
Total	**145.2**			
APN 331-110-023 (Area of Change)	**1.2**	**Heavy Industrial (HI)**	**--**	**Heavy Industrial/ Manufacturing (HI)**
Total	**1.2**			
*Note: The portion of PA 2 (east of Sherman Road) is Not A Part (NAP) of the area of change.				



Proposed Amendment No. 6 - Area of Change				
	Acres	GP Land Use Designation	SP Land Use Designation	Zone
PA 2 (West of Sherman Road)	**45.9**	**Specific Plan**	**Industrial**	**Menifee North SP**
PA 2 (East of Sherman Road) - NAP*	100.5	Specific Plan	Industrial	Menifee North SP
Total	**146.4**			
*Note: The portion of PA 2 (east of Sherman Road) is Not A Part (NAP) of the area of change.				

Source(s): Esri, RCTLMA (2024), Nearmap Aerial (September 2023)

0 275 550 1,100 Feet

FIGURE - I-3

PROPOSED SPECIFIC PLAN LAND USE PLAN (AREAS OF CHANGE)

II. INTRODUCTION

A. PROJECT LOCATION AND SETTING

The *MENIFEE NORTH* community consists of a combination of undeveloped land, existing scattered residential and institutional land uses, surrounded by either fragmented residential, commercial, or limited forms of professional office land uses, as noted on the *Regional Map* (Figure I-1) and illustrated on the *Vicinity Map* (Figure I-2). When fully developed, the *MENIFEE NORTH* Specific Plan will provide a combination of land uses including residential, commercial, industrial, business park, recreation, institutional uses.

Amendment No. ~~5~~ 6 to the *MENIFEE NORTH* Specific Plan, (SP 260-~~A5~~A6) creates a comprehensive set of plans, regulations, conditions, and programs for guiding the systematic development of this community. All standards included within Amendment No. ~~5~~ 6 are reflective of City of Menifee requirements. Amendments to the *MENIFEE NORTH* Specific Plan and implementing projects are processed, reviewed, and considered by the City of Menifee in accordance with the City's General Plan and Ordinances.

SP 260-~~A5~~ A6 creates a community which offers a unique living and working environment, comprised of a range of residential densities and housing types, schools, commercial and industrial uses, along with park and open space amenities consistent with the City of Menifee's vision for the city. The variety of housing types provide housing opportunities for residents in a variety of economic circumstances and lifestyle preferences, creating a vibrant community consisting of individual neighborhoods and public spaces.

SPECIFIC PLAN HISTORY

In 1994, the County of Riverside Board of Supervisors approved the *MENIFEE NORTH* Specific Plan No. 260 and certified its' Environmental Impact Report (EIR No. 329). The adopted Specific Plan provided for the development of 2,390 residential units on 1,635.3 acres between the communities of Homeland and Romoland in Southwestern Riverside County. EIR No. 329 was intended to serve as the project-wide Master Environmental Document for the *MENIFEE NORTH* Specific Plan and all subsequent development projects undertaken pursuant to and within the Specific Plan boundaries. EIR No. 329 analyzed 2,654 dwelling units, although the project was approved for only 2,309 units.

In 2004, Amendment No. 1 was approved by the County of Riverside, which increased the number of residential units to 2,602 and deleted Planning Area 1, which was originally designated for 18 acres of Commercial/Business Park use, to reflect its annexation into the City of Perris. Planning Area 32 was also re-designated from Medium Density Residential to Medium High Density Residential.

In 2008, Amendment No. 2 and Environmental Assessment No. 40275 was approved by the County of Riverside. Amendment No. 2 reduced the Specific Plan acreage by approximately 30 acres (from 1,635.3 acres to 1,604.6 acres), increased the number of residential units by 213 units (from 2,602 to 2,815), modified the Land Use Designations and unit counts in Planning Areas 7, 8, 10, 20, 23, and 48, and modified the Circulation Plan to reflect the Circulation Element of the Riverside County General Plan adopted in 2003. The City of Menifee was also incorporated in 2008 and establishment

of the City's boundary at Briggs Road resulted in the approximately 775-acre portion of the adopted Specific Plan, west of Briggs Road, remaining within the City's jurisdiction.

In January 2016, Substantial Conformance No. 1 to Amendment No. 2 (SP260A2-SC1) was approved by the Riverside County Board of Supervisors to modify the Specific Plan boundary and removed all areas west of Briggs Road from the MENIFEE NORTH Specific Plan. The revised limits of the MENIFEE NORTH Specific Plan were reduced to approximately 829.2 acres east of Briggs Road, west of Juniper Flats Road, south of Alicante Drive, and north of Matthews Road, continuing to allow for a wide range of land uses including 2,025 residential units. The balance of 816.2 acres and 889 residential dwelling units resided within the City of Menifee.

On March 17, 2020, Substantial Conformance No. 2 to the MENIFEE NORTH Specific Plan (SP260A2-SC2) was adopted to modify Planning Areas 24, 25, 26 and 28 boundaries, acreages, and residential dwelling unit counts to reflect approved Tentative Tract Map No. 29322 and proposed Tentative Tract Map No. 37533, which were processed concurrently. SP260A2-SC2 maintained the approved maximum of 2,025 residential units permitted on 829.2 acres, while modifying the Specific Plan text and graphics to: reduce the minimum lot sizes within Planning Area 25 from 6,000 s.f. to 3,500 s.f.; re-allocate 22 dwelling units from Planning Areas 26 and 28 (TTM 29322) to Planning Areas 24 and 25 (10 dwelling units and 12 dwelling units respectively) to be consistent with TTM 37533; revise the locations of the water quality basins and mini-park sites within Planning Areas 24, 25, 26, and 28; and reduce the overall acreage of major roads within the overall SP area from 77.1 acres to 74.8 acres.SP260A2-SC2 also included a technical correction for the land use designations of Planning Areas 26 and 28, from "Medium-High Density Residential" to "Medium Density Residential", to reflect the previously approved TM 29322.

On July 1, 2020, Amendment No. 3 to the *MENIFEE NORTH* Specific Plan and its accompanying EIR (SCH #2019029123) was adopted by the City of Menifee. Amendment No. 3 modified Planning Areas 11, 12, 13, and 14 and formally removed those portions of the Specific Plan outside the City boundaries from the document, however a final comprehensive document reflecting the approved modifications was not created.

In 2022, Amendment No. 4 to the *MENIFEE NORTH* Specific Plan and its accompanying EIR (SCH #2021060247) was approved to increase the Specific Plan acreage from 898.8 acres to 905.2 acres. By modifying the configuration of Planning Area 2 and increasing the acreage of Planning Area 2 from 138.8 acres to 145.2 acres to reflect TTM 38156.

In 2024, Amendment No. 5 to the *MENIFEE NORTH* Specific Plan (PLN21-0276) and its accompanying EIR Addendum was approved to modify the density, number of units, and lot sizes within Planning Area 9 and the consolidation of Planning Area 22. No modifications to the total acreage or units allowed were proposed.

This proposed Amendment No. 6 to the *MENIFEE NORTH* Specific Plan proposes to incorporate a 1.2-acre parcel into Planning Area 2 and modify the associated acreage and boundary of Planning Area 2, west of Sherman Road. The Specific Plan acreage would increase from 821.0 to 822.2 acres, and the Planning Area 2 acreage would increase from 145.2 acres to 146.4 acres to reflect the incorporation of the 1.2-acre parcel in to the Specific Plan.

B. SPECIFIC PLAN FORMAT

Amendment No. ~~5~~ 6 to the *MENIFEE NORTH* Specific Plan (SP 260) has been prepared pursuant to the provisions of California Government Code Section 65450, which grants local government agencies the authority to prepare specific plans of development for any area covered by a General Plan for the purpose of establishing systematic methods of implementation of the agency's General Plan.

Section 65450 through 65454 of the California Government Code grants local government agencies the authority to prepare specific plans of development for any area covered by a General Plan, for the purpose of establishing systematic methods of implementation of the agency's General Plan. A Specific Plan, as the name implies, is specific in nature as compared to a General Plan. It is designed to address site specific issues such as building setbacks and visual appearance, as well as project-wide concerns such as circulation and provisions for utilities. While a General Plan examines an entire City, a Specific Plan will concentrate on the individual development issues of a particular project. Amendment No. ~~5~~ 6 to the *MENIFEE NORTH* Specific Plan has been created to provide a comprehensive development plan for the ~~821.0~~822.2-acre site that is consistent with the recommendations and requirements set forth by Section 9.100 of the City of Menifee Development Code.

C. PROJECT SUMMARY

MENIFEE NORTH, is located on approximately ~~821.0~~822.2 acres along Highway 74, between Trumble Road and Briggs Road, in the City of Menifee. ~~Amendment No. 5 addresses modifications to Planning Area 9 and Planning Area 22. Planning Area 9 is located in the western portion of the Specific Plan, between Palomar Road and Junipero Road. Planning Area 22, is located in the eastern portion of the Specific Plan, between Malone Avenue and Briggs Road. Amendment No. 5 introduces residential lot sizes into these Planning Areas which create compact neighborhoods which were not previously available within the community, to provide more housing choices for residents of the City of Menifee.~~In response to changing market conditions in the project area, this ~~fifth~~ sixth amendment to ~~Specific Plan~~SP 260, ~~*MENIFEE NORTH*,~~ is proposed to incorporate the following changes, which are summarized in Section 1, *Summary of Changes*, and reflected in Table II-1, *Land Use Summary*:

Table II-1
LAND USE SUMMARY

LAND USE	ACREAGE	DWELLING UNITS / ACRE	MAXIMUM DWELLING UNITS
RESIDENTIAL			
7,200 SF Medium (1)	85.6	3.5	298
4,000 SF Medium High	15.2	5.6	85
4,300 SF Medium High	29.4	5.8	170
3,700 SF Medium High	26.5	5.5	145
High Density (Garden Courts)	11.9	7.3	87
Very High Density	29.4	19.9	586
RESIDENTIAL SUBTOTAL	**198.0**	**6.8**	**1,371**
MIXED-USE			

LAND USE	ACREAGE	DWELLING UNITS / ACRE	MAXIMUM DWELLING UNITS
Commercial/Very High Density Residential(2)	9.2	14.7	135
MIXED-USE SUBTOTAL	**9.2**	**14.7**	**135**
NON-RESIDENTIAL			
Commercial	119.7	-	-
Commercial/Business Park	32.9	-	-
Industrial	~~221.1~~222.3	-	-
Schools	9.4	-	-
Community Center/Park(3)	23.9	-	-
Drainage Channels	15.9	-	-
Major Roads	89.3	-	-
Easements/Existing Uses	101.6		
NON-RESIDENTIAL SUBTOTAL	6~~13.8~~15.0	-	-
PROJECT TOTAL	~~821.0~~822.2	-	**1,506**

Notes:

(1) The maximum density may be increased to 6.0 du/ac with a 5,000 square foot lot size in Planning Areas 5 and 6, in either of the following two circumstances:

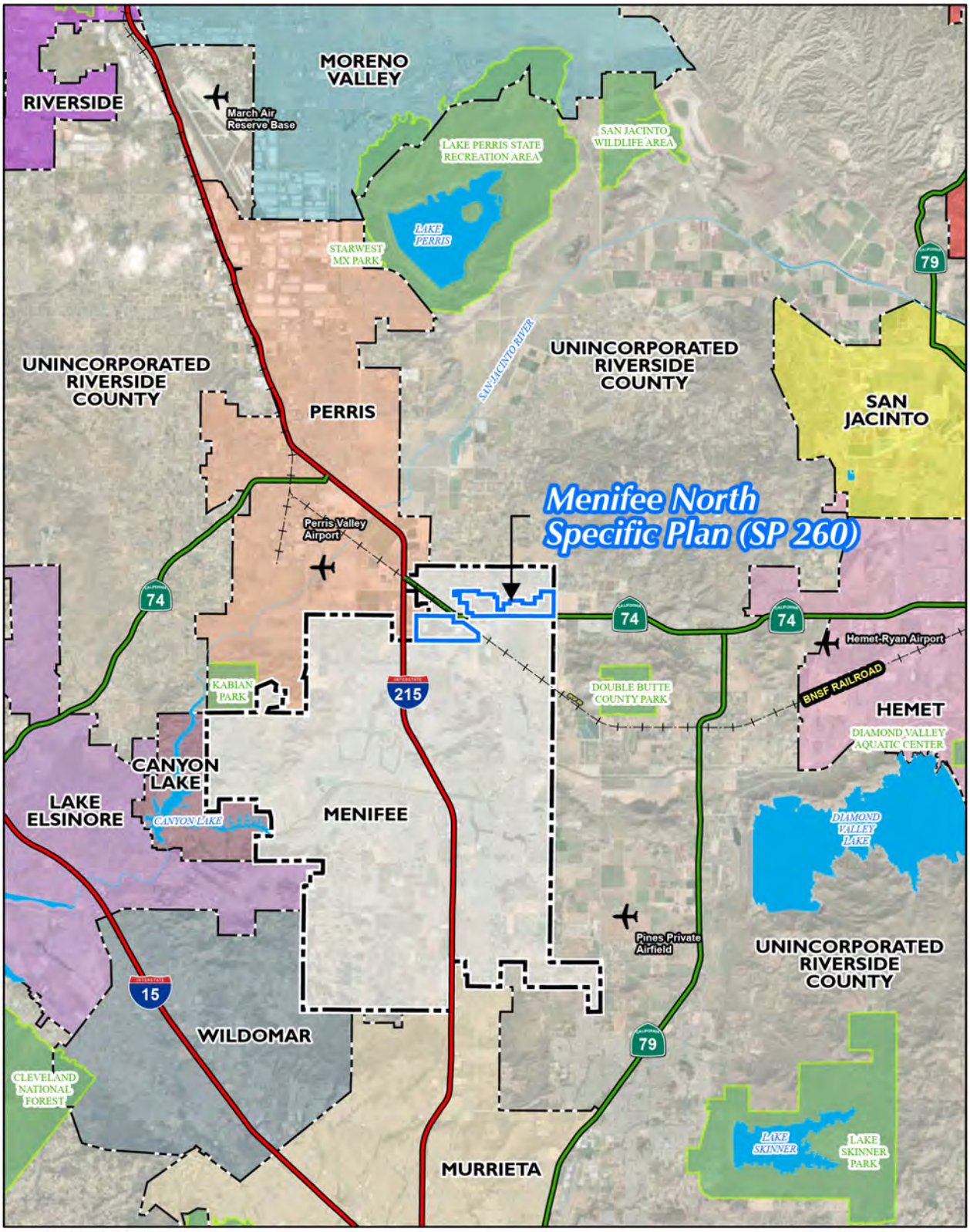
(a) The project is designed for and restricted to senior citizen housing; or

(b) The project is a mobile home park or mobile home subdivision.

If this option is elected, the maximum number of dwelling units shown in Table II-1 may be exceeded up to a new maximum which is listed in Planning Area description for the relevant Planning Areas. The overall maximum number of dwelling units for the entire Specific Plan may not exceed 1,505.

(2) PA 12A can be either maximum 67% residential or 100% commercial. PA 12B can be either maximum 100% residential or 100% commercial.

(3) A 2.5-acre portion of Planning Area 10 (12.5 total acres) is fee-owned by Southern California Edison and is excluded from park programming and amenities.



Source(s): Esri, RCTLMA (2024)

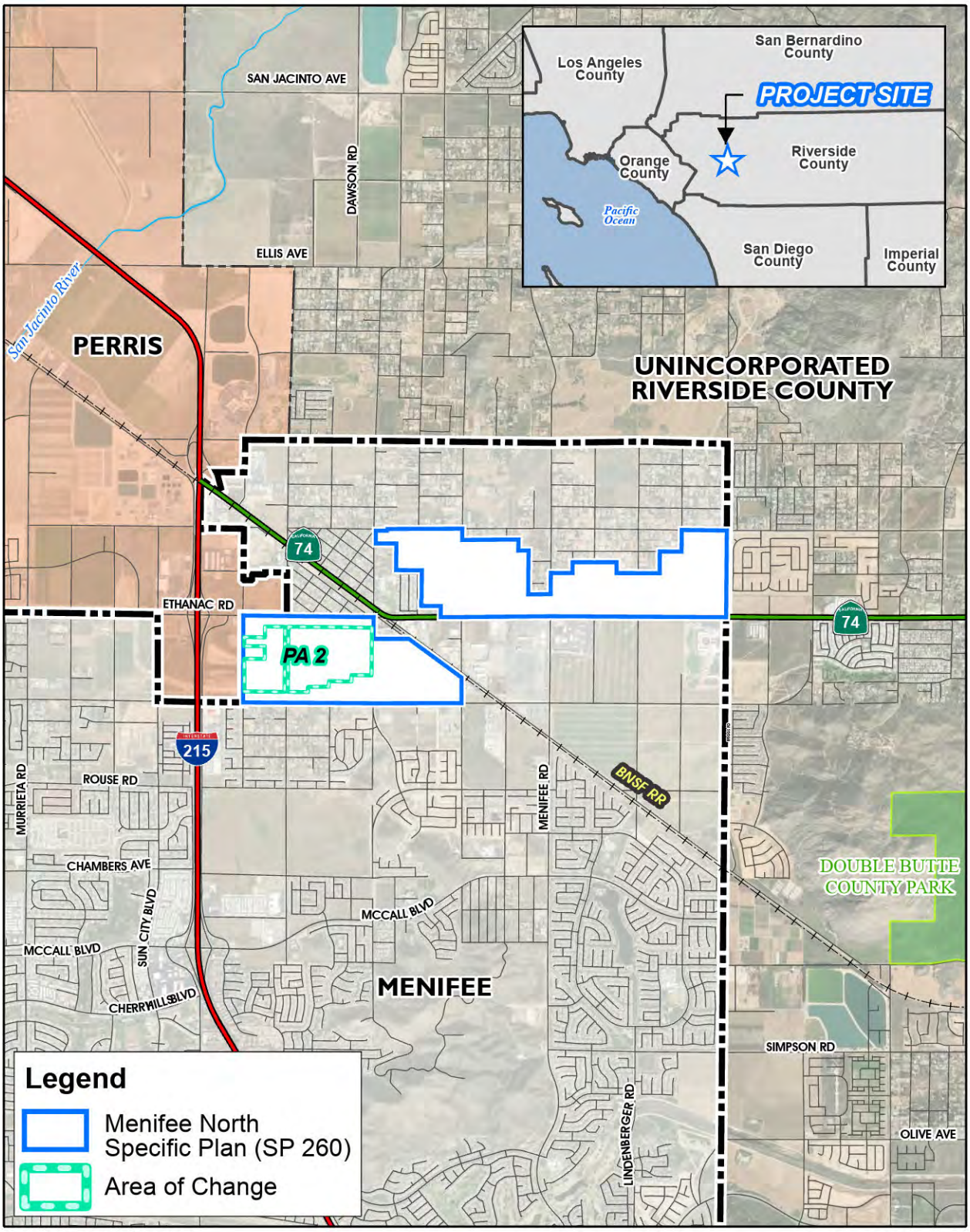
FIGURE - II-1

0 0.75 1.5 3 Miles

REGIONAL MAP

II. SUMMARY

MENIFEE NORTH SPECIFIC PLAN NO. 260 AMENDMENT NO. 6



Source(s): Esri, RCTLMA (2024)

0 1,125 2,250 4,500 Feet

FIGURE - II-2

VICINITY MAP

II. SUMMARY

MENIFEE NORTH SPECIFIC PLAN NO. 260 AMENDMENT NO. 5

III. SPECIFIC PLAN

A. DEVELOPMENT PLANS AND STANDARDS

❖ PLANNING OBJECTIVES

This Specific Plan has been prepared within the framework of a detailed and comprehensive multi-disciplinary planning program. Issues such as engineering feasibility, market acceptance, economic viability, City of Menifee General Plan goals and objectives, development phasing and local community goals have been fully examined and considered. To further ensure the environmental compatibility, aesthetic satisfaction and functional integrity of the plan, specific planning goals and objectives were identified. With this analysis and the specific project goals and objectives in mind, the *MENIFEE NORTH* Specific Plan:

- Provides a development plan of superior environmental sensitivity including a high quality of visual aesthetics, suppression of noise, protection of health and safety, and the promotion of the community and region.

- Considers topographic, geologic, hydrologic and environmental opportunities and constraints to create a design that generally conforms to the character of the land by retaining and utilizing basic existing landforms as much as possible.

- Reflects anticipated market needs and public demand by providing a range of housing types which will be marketable within the developing economic profile of the City of Menifee.

- Provides residential uses with particular emphasis on employing natural and created open space for a heightened aesthetic environment.

- Provides direct and convenient access to neighborhoods via a convenient and efficient circulation system.

- Provides additional employment opportunities for the current and future residents of the City of Menifee and surrounding communities.

- Creates a unique residential character that provides for a distinct environment through architectural treatment, viewshed, and natural terrain.

1. SPECIFIC LAND USE PLAN

a. Project Description

When completed, the *MENIFEE NORTH* project area will be composed of a high-quality mix of residential uses varying in density from 3.5 du/ac to 19.9 du/ac, as summarized in Table III-1, *Detailed Land Use Summary*. These residential uses will be constructed in compliance with a site design that is consistent with the City of Menifee General Plan. The residential products to be provided will meet a market need in the urbanizing City of Menifee. When fully developed, a maximum of 1,506 homes

will be constructed in *MENIFEE NORTH*. In order to create a full service, balanced community, the Specific Plan also will provide commercial, business park, industrial, recreation, public facility, and community land uses.

The project site has been divided into 26 planning areas on the basis of logical, separate units of development. Information on each of the planning areas within *MENIFEE NORTH* is provided in Table III-A, *Detailed Land Use Summary*, within Section III.B, *Planning Area Development Standards*, and in Planning Area Exhibits (Figures III-14 through III-30).

The proposed land uses within the *MENIFEE NORTH* Specific Plan include:

❖ RESIDENTIAL - The Specific Plan was formulated based on the goal of providing a variety of housing types, styles, sizes and values to attract a variety of homebuyers. The residential and mixed use element of the plan accounts for 211.3 acres of the project site, containing a maximum of 1,506 dwelling units. The housing mix will be spread over four density ranges varying from Medium Density Residential to Very High Density Residential, as described below.

- Medium Density Residential (3.5 du/ac) - consists of 298 dwelling units on 85.6 acres in Planning Areas 4, 5, 6, 15, and 18. Lot sizes in these areas are a minimum of 7,200 square feet.

- Medium-High Density Residential (5.6 du/ac) - consists of 400 dwelling units on 71.1 acres in Planning Areas 7A, 9, and 22. The minimum lot sizes in these Planning Areas range from 3,700 to 4,300 square feet.

- High Density Residential (7.3 du/ac) – consisting of 87 dwelling units on 11.9 acres in Planning Area 7B. Residential uses in these areas consist of Garden Court homes.

- Very High Density Residential (14.7 – 19.9 du/ac) – consists of 586 dwelling units on 29.4 acres in Planning Areas 11A and 11B. Under special conditions, Planning Areas 12A and 12B may consist of 135 dwelling units on 9.2 acres. See Section III, *Planning Area Development Standards*, for detailed descriptions. Residential uses in these areas consist of Multi-Family homes.

The maximum density of Planning Areas 5 and 6 may be increased to 6.0 du/ac with a 5,000 square foot lot minimum if the planning area is designed for and restricted to senior citizen housing or if the planning area is a mobile home park or mobile home subdivision.

- COMMERCIAL - *MENIFEE NORTH* will contain several commercial sites totaling 119.7 acres, proposed for Planning Areas 8, 13A, 13B, 14, 16, 17, and 23. The commercial uses proposed will serve residents of *MENIFEE NORTH*, off-site users and persons employed in the area. The commercial sites are located to provide easy access for both on-site residents and the regional population. The provision of commercial uses is important not only for convenience, but also to satisfy commercial needs of the future population in this region.

- COMMERCIAL/BUSINESS PARK - The Commercial/Business Park use, totaling 32.9 acres of land, is proposed for Planning Area 19. This land use is intended to provide areas for wholesale commercial, business/office, support commercial and possibly some light industrial uses, as allowed in the City's Business Park (BP) zone.

- INDUSTRIAL - Industrial uses are located in Planning Areas 2 and 3 and total ~~221.1~~222.3 acres of land. This land use is intended to support the commercial uses in the region and to blend in with the adjacent industrial uses.

- SCHOOLS – One elementary school site is planned within *MENIFEE NORTH*, containing a total of 9.4 acres, located in Planning Area 21. The Specific Plan satisfies the standards of the Perris Union and Romoland School Districts for the reservation of school sites as the project is implemented over the phasing period.

- COMMUNITY PARKS/CENTER - The *MENIFEE NORTH* project offers various active recreational opportunities. A 10-acre park is proposed in Planning Area 10 and an 11.4-acre community center/park exists in Planning Area 20, adjacent to the school site.

- ROADS - Major roadways totaling 89.3 acres will be developed in conjunction with the proposed project. On-site traffic will be handled by a hierarchical roadway system consisting of Expressway, Urban Arterial Highway, Arterial Highway, Major Highway, Secondary Highway, Industrial Collector, Collector, Rural, and Local roadways ranging in right-of-way width from 48 feet to 216 feet.

b. Land Use Development Standards

In order to ensure the orderly and sensitive development of the land proposed for *MENIFEE NORTH*, special techniques or mitigations have been created for each planning area. These area-specific standards, discussed in detail in Section III.B., Planning Area Development Standards, will assist in accommodating the proposed development and provide adequate transitions among neighboring land uses.

In addition to these specific techniques, project-wide development standards also have been prepared which complement the unique conditions within each planning area. These general standards are:

1) The total Specific Plan area shall be developed with a maximum of 1,506 dwelling units on ~~821.0~~822.2 acres, as illustrated on the *Specific Plan Land Use Plan* (Figure III-1). General uses permitted will include residential, commercial, business park, industrial, a school facility, recreation, and circulation as delineated on the *Specific Plan Land Use Plan* and in the individual planning areas (Figures III-14 through III-30).

2) Uses and development standards will be in accordance with the City of Menifee Zoning Ordinance and will be defined by Specific Plan objectives, future detailed plot plans and potential conditional use permits as appropriate.

3) Standards relating to signage, landscaping, parking and other related design elements will conform to the City of Menifee Development Code. When appropriate and necessary to meet the goals of this Specific Plan, the standards contained within this document will exceed the zoning code requirements. In addition, a Specific Plan Zoning Ordinance will be processed concurrently with this Specific Plan.

4) All project lighting shall be in accordance with applicable City of Menifee standards, including Chapter 9.205 of the Development Code regarding Lighting Standards.

5) Development of the property shall be in accordance with the mandatory requirements of all City of Menifee ordinances, including Grading and Subdivision Ordinances. Development shall conform substantially with adopted Amendment No. ~~5~~ 6 to Specific Plan No. 260, as filed in the office of the City of Menifee Community Development Department, unless otherwise amended. This Specific Plan conforms with state laws.

6) Except for the Specific Plan Zoning Ordinance adopted concurrently with this Specific Plan, no portion of this Specific Plan which purports or proposes to change, waive or modify any ordinance or other legal requirement for the development shall be considered to be part of the adopted Specific Plan.

7) A land division filed for the purpose of phasing or financing shall not be considered an implementing development application provided that if the maintenance organization is a property owner's association, the legal documentation necessary to establish the association shall be recorded concurrently with the recordation of the final map.

8) Common areas identified in the specific plan shall be owned and maintained as follows:

   a) A permanent master maintenance organization shall be established for the Specific Plan area, to assume ownership and maintenance responsibility for all common recreation, open space, and landscaped areas (including those in commercial, commercial/business park, business park, and industrial areas). The organization may be public or private. Merger with an area-wide or regional organization shall satisfy this condition provided that such organization is legally and financially capable of assuming the responsibilities for ownership and maintenance. If the organization is a private association, then neighborhood associations shall be established for each residential development, where required, and such associations may assume ownership and maintenance responsibility for neighborhood common areas.

   b) Unless otherwise provided for in these standards, common areas shall be conveyed to the maintenance organization as implementing development is approved or any subdivision is recorded.

   c) The maintenance organization shall be established prior to or concurrent with the recordation of the first land division or issuance of any building permit for any approved development permit (use permit, plot plan, etc.). The ownership and maintenance responsibility shall be identified for each open space lot at the time Tentative Subdivision Maps are filed.

9) The permittee shall defend, indemnify, and hold harmless the City of Menifee or its agents, officers, and employees from any claim, action, or proceeding against the City of Menifee or its agents, officers, or employees to attack, set aside, void, or annul an approval of the City of Menifee, its advisory agencies, appeal boards or legislative body concerning Specific Plan No. 260. The City of Menifee will promptly notify the permittee of any such claim, action, or proceeding against the City of Menifee and will cooperate fully in the defense. If the City fails to promptly notify the permittee of any such claim, action, or proceeding or fails to cooperate fully in the defense, the permittee shall not, thereafter, be responsible to defend, indemnify, or hold harmless the City of Menifee.

10) Prior to issuance of building permits for construction of any use contemplated by this approval, the applicant shall first obtain clearance from the City of Menifee Community Development Department verifying that all pertinent conditions of Specific Plan approval have been satisfied for the phase of development in question.

11) An environmental assessment shall be conducted for each Tract, Plot Plan, Specific Plan Amendment or any other discretionary permit required to implement the Specific Plan. At a minimum, the environmental assessment shall utilize the evaluation of impacts addressed in the certified EIR No. 329 prepared for this Specific Plan.

12) Lots created pursuant to this Specific Plan and any subsequent tentative maps shall be in conformance with the development standards of the specific plan zone herein applied to the property.

13) Development applications which incorporate common areas shall be accompanied by design plans for the common areas, specifying location and extent of landscaping, irrigation systems, structures and circulation (vehicular, pedestrian and/or bicycle).

14) Passive solar heating techniques will be employed whenever possible within the project. Passive solar systems do not utilize sophisticated hardware. Passive systems involve orienting buildings properly, planting trees to take advantage of the sun, seeing that roof overhangs are adequate, making sure that walls are properly insulated and installing simple heat storage systems.

15) If necessary, roadways, infrastructure and open space will be coordinated by and paid for through an assessment or community services district to facilitate construction, maintenance and management.

16) Final development densities for each planning area shall be determined through the appropriate development application up to the maximum density identified, based upon but not limited to the following:

    a) Adequate availability of services.
    b) Adequate access and circulation.
    c) Sensitivity to landforms.
    d) Innovation in housing types and design.
    e) Density transfer.
    f) Sensitivity to neighborhood design through lot and street layouts.
    g) Lot sizes as proposed in this Specific Plan.
    h) Density bonuses for affordable or senior citizen housing.

17) Areas designated as open space that will be conveyed within parcel boundaries to individual property purchasers shall be deed restricted so as to create open space easements and prohibit grading, construction or other development activity in such open space.

18) Prior to the issuance of building permits, improvement plans for developed common open space areas, including irrigation plans, shall be submitted for Community Development Department approval for the stage of development in question. Irrigation plans shall be certified by a landscape architect.

19) For the security and safety of future residents, the applicant and/or developer shall incorporate the following design concepts within each individual tract:

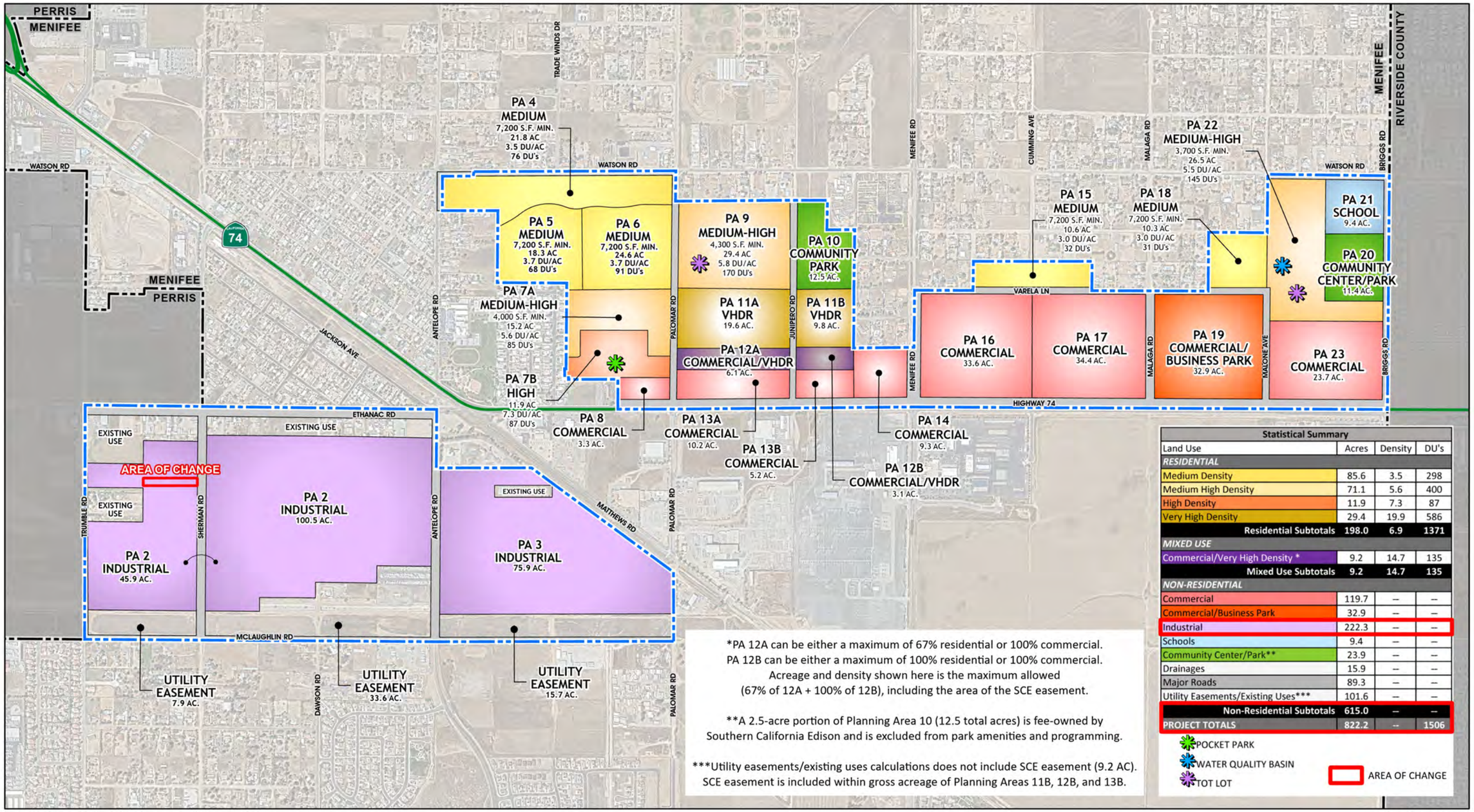
a) Circulation for pedestrians, vehicles and police patrols.
b) Lighting of streets, walkways and bikeways.
c) Visibility of doors and windows from the street and between buildings, where practical.
d) Fencing heights and materials.

20) It is anticipated that maintenance associations, if formed, will be established as follows:

The master property owner's association shall be charged with the unqualified right to assess their own individual owners who own individual units for reasonable maintenance and management costs which shall be established and continuously maintained. The property owner's association shall be responsible for private roads, parking, open space area, signing, landscaping, irrigation, common areas and other responsibilities as necessary.

21) Prior to the issuance of final grading plans for individual planning areas, a detailed noise analysis shall be prepared to determine the height and location of noise barriers needed to achieve acceptable noise levels.

22) Designation and/or dedication of parkland and open space acreage, necessary to satisfy both City and State requirements, will be based on the final number of dwelling units and subsequent population generated by the *MENIFEE NORTH* Specific Plan as adopted by the Menifee City Council, unless otherwise amended.



*PA 12A can be either a maximum of 67% residential or 100% commercial.
PA 12B can be either a maximum of 100% residential or 100% commercial.
Acreage and density shown here is the maximum allowed
(67% of 12A + 100% of 12B), including the area of the SCE easement.

**A 2.5-acre portion of Planning Area 10 (12.5 total acres) is fee-owned by
Southern California Edison and is excluded from park amenities and programming.

***Utility easements/existing uses calculations does not include SCE easement (9.2 AC).
SCE easement is included within gross acreage of Planning Areas 11B, 12B, and 13B.

Statistical Summary

Land Use	Acres	Density	DU's
RESIDENTIAL			
Medium Density	85.6	3.5	298
Medium High Density	71.1	5.6	400
High Density	11.9	7.3	87
Very High Density	29.4	19.9	586
Residential Subtotals	**198.0**	**6.9**	**1371**
MIXED USE			
Commercial/Very High Density *	9.2	14.7	135
Mixed Use Subtotals	**9.2**	**14.7**	**135**
NON-RESIDENTIAL			
Commercial	119.7	--	--
Commercial/Business Park	32.9	--	--
Industrial	222.3	--	--
Schools	9.4	--	--
Community Center/Park**	23.9	--	--
Drainages	15.9	--	--
Major Roads	89.3	--	--
Utility Easements/Existing Uses***	101.6	--	--
Non-Residential Subtotals	**615.0**	**--**	**--**
PROJECT TOTALS	**822.2**	**--**	**1506**

POCKET PARK
WATER QUALITY BASIN
TOT LOT
AREA OF CHANGE

Source(s): Esri, RCTLMA (2024), Nearmap Aerial (September 2023)

0 275 550 1,100 Feet

FIGURE - III-1

SPECIFIC PLAN LAND USE PLAN

Table III-1A

MENIFEE NORTH

DETAILED LAND USE SUMMARY

DESIGNATION	PLANNING AREA	ACREAGE (GROSS)	TARGET DENSITY	DWELLING UNITS
RESIDENTIAL				
Medium - 7,200 SF min.	4	21.8	3.5	76
	5	18.3	3.7	68
	6	24.6	3.7	91
	15	10.6	3.0	32
	18	10.3	3.0	31
	SUBTOTAL - MEDIUM - 7,200 SF MIN.	**85.6**	**3.5**	**298**
Medium High – 4,300 SF min.	9	29.4	5.8	170
	SUBTOTAL - MEDIUM HIGH– 4,300 SF MIN.	**29.4**	**5.8**	**170**
Medium High - 4,000 SF min.	7A	15.2	5.6	85
	SUBTOTAL - MEDIUM HIGH - 4,000 SF MIN.	**15.2**	**5.6**	**85**
Medium High – 3,700 SF min	22	26.5	5.5	145
	SUBTOTAL - MEDIUM HIGH – 3,700 SF MIN.	**26.5**	**5.5**	**145**
High Density – Garden Courts	7B	11.9	7.3	87
	SUB-TOTAL HIGH DENSITY	**11.9**	**7.3**	**87**
Very High Density	11A	19.6	19.9	586
	11B	9.8		
	SUBTOTAL VERY HIGH DENSITY	**29.4**	**19.9**	**586**
	RESIDENTIAL SUBTOTALS	**198.0**	**6.8**	**1,371**
MIXED-USE				
Commercial/Very High Density	12A	6.1	14.7	135
	12B	3.1		
	SUBTOTAL MIXED- USE	**9.2**	**14.7**	**135**
NON-RESIDENTIAL				
Commercial	8	3.3	—	—
	13A	10.2	—	—
	13B	5.2	—	
	14	9.3	—	—
	16	33.6	—	—
	17	34.4	—	—
	23	23.7	—	—
	SUBTOTAL - COMMERCIAL	**119.7**	—	—

Table III-1A

MENIFEE NORTH

DETAILED LAND USE SUMMARY

DESIGNATION	PLANNING AREA	ACREAGE (GROSS)	TARGET DENSITY	DWELLING UNITS
Commercial/Business Park	19	32.9	—	—
SUBTOTAL - COMMERCIAL/BUSINESS PARK		**32.9**	—	—
Industrial	2	~~145.2~~146.4	—	—
	3	75.9	—	—
SUBTOTAL - INDUSTRIAL		~~221.1~~222.3	—	—
Schools	21	9.4	—	—
SUBTOTAL - SCHOOLS		**9.4**	—	—
Community Parks/Center	10	12.5	—	—
	20	11.4	—	—
SUBTOTAL - COMMUNITY PARKS/CENTER		**23.9**	—	—
Drainage Channels/Basin	--	15.9	—	—
Utility Easements/Existing Uses	--	101.6	—	—
Major Roadways	--	89.3	—	—
NON-RESIDENTIAL SUBTOTALS		~~613.8~~615.0	—	—
PROJECT TOTALS		~~821.0~~822.2	—	**1,506**

Table III-2, Approved Tract Maps, identifies the Planning Areas with approved Tract Maps, as well as associated dwelling units approved and constructed.

Table III-1B
Approved Tract Maps

Planning Area	Land Use Designation	Maximum Dwelling Units	Approved Tract Map Number	Dwelling Units Mapped	Dwelling Units Built
4	7200 Medium Residential (1)	76	29495	56	--
5	7200 Medium Residential (2)	68	29495	71	20
6	7200 Medium Residential (2)	91	29495	85	--
7A	4000 Medium High Residential	85	--	-	--
7B	High Density Residential	87	--	--	--
9	4300Medium High Density Residential	170	38132	169	--
11A	Very High	586	--	--	--
11B	Very High		--	--	--
12A	Commercial / Very High Residential (3)	135	--	--	--
12B	Commercial / Very High Residential (3)		--	--	--
15	7200 Medium Residential	32	--	--	--
18	7200 Medium Residential	31	--	--	--
22	3700 Medium High Residential	145	38133	145	--
	PROJECT TOTALS	**1,506**		**526**	**20**

Notes:

1. A total of 56 dwelling units are mapped on a portion of Planning Area 4.
2. The maximum density may be increased to 6.0 du/ac with a 5,000 square foot lot size in Planning Areas 5 and 6 in either of the following two circumstances:
   a. The project is designed for and restricted to senior citizen housing; or
   b. The project is a mobile home park or mobile home subdivision.

   If this option is elected the maximum number of dwelling units show in Table II may exceed up to a new maximum which is listed in Planning Area description for the relevant Planning Area. The overall maximum number of dwelling units for the entire Specific Plan may not exceed 1,506.
3. PA12A can be either maximum 67% residential or 100% commercial. PA 12B can be either maximum 100% residential or 100% commercial.

2. CIRCULATION PLAN

a. Circulation Plan Description

The primary goal of the Circulation Plan is to provide direct and convenient access to individual residential neighborhoods, schools, recreation areas, and commercial, business park and industrial facilities through a safe and efficient hierarchy of roadways. Non-vehicular circulation will be promoted through the provision of bicycle lanes and sidewalks.

As illustrated in the *Conceptual Circulation Plan* (Figure III-2), the Specific Plan requires the construction of approximately 89.3 acres of roads. ~~Amendment No. 5 has modified the Circulation Plan in conformance with the City of Menifee General Plan Circulation Element.~~

Principal east-west roadway access to and through the site will be provided by the existing Highway 74 and the improved Ethanac Road Corridor. Primary north-south traffic through the project site will be conveyed via Menifee Road, proposed on-site as an Urban Arterial with a 152' ROW, and Antelope

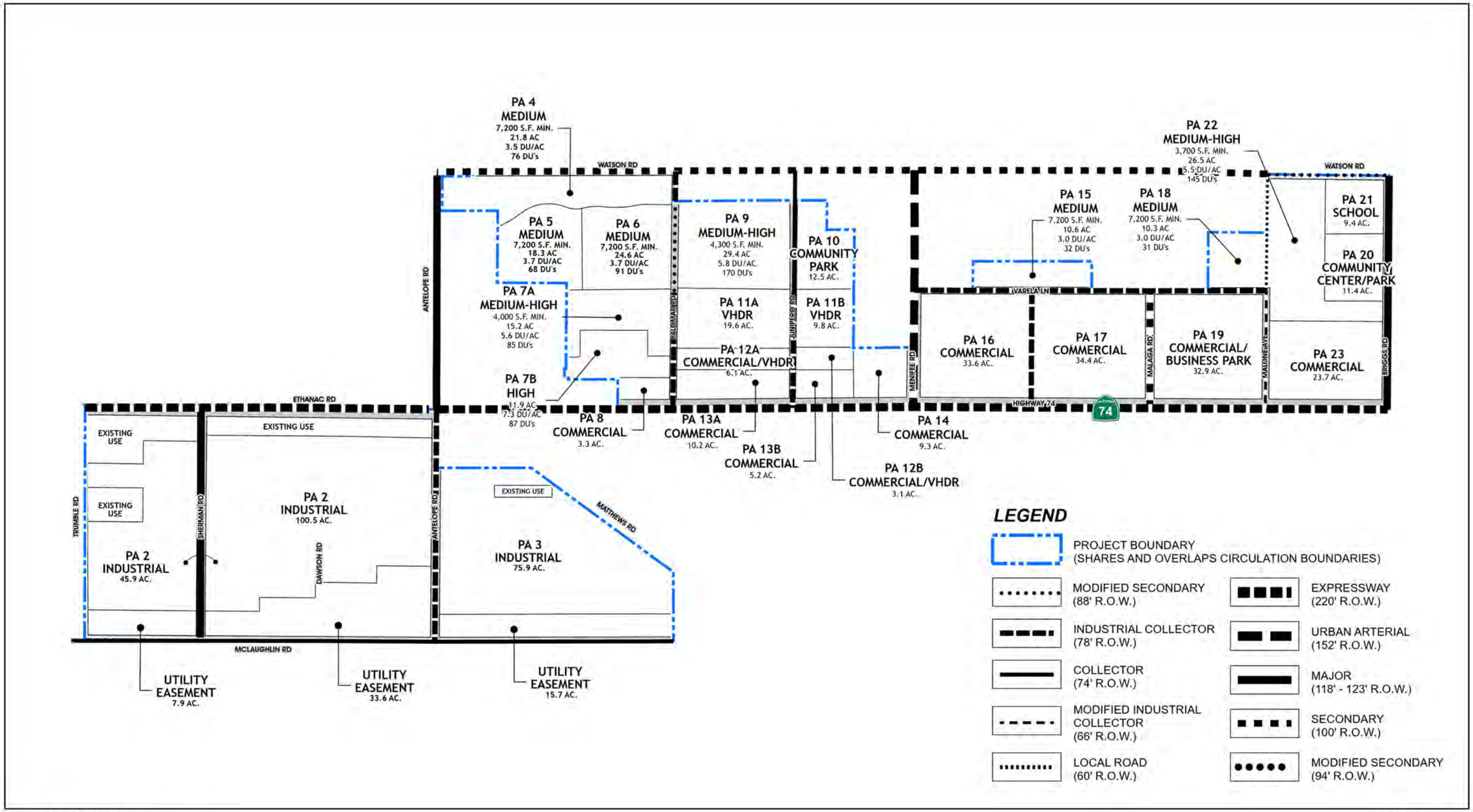
Road (north of Highway 74), and Briggs Road, both proposed on-site as Major Roadways with 118' ROWs. Antelope Road, south of Highway 74, is proposed as a Secondary Roadway with a 100' ROW. On-site circulation will be accommodated by a network of public and private roadways. Each major roadway's location and size are designed, as illustrated on Figure III-2 and summarized on Table III-2, to facilitate the efficient movement of traffic throughout the site.

b. Circulation Development Standards

1) The proposed Circulation Plan provides an efficient traffic design that meets the needs of the community. The on-site system depicted on the *Conceptual Circulation Plan* (Figure III-2) will serve as the composite Circulation Plan for the *MENIFEE NORTH* Specific Plan. The illustrated, on-site roadway improvements will be phased in accordance with this plan.

2) Heavy through-traffic should be eliminated from residential neighborhoods. Major roadways should be implemented as non-access roadways, with residential neighborhoods served by smaller residential collectors.

3) On-site roads will be constructed as:
   - Expressway (216' ROW)
   - Urban Arterial (152' ROW)
   - Modified Major (123' ROW)
   - Major (118' ROW)
   - Secondary (100' ROW)
   - Modified Secondary (88' - 94' ROW)
   - Industrial Collector (78' ROW)
   - Modified Industrial Collector (66' ROW)
   - Collector (74' ROW)
   - Local Streets (56' – 60' ROW)

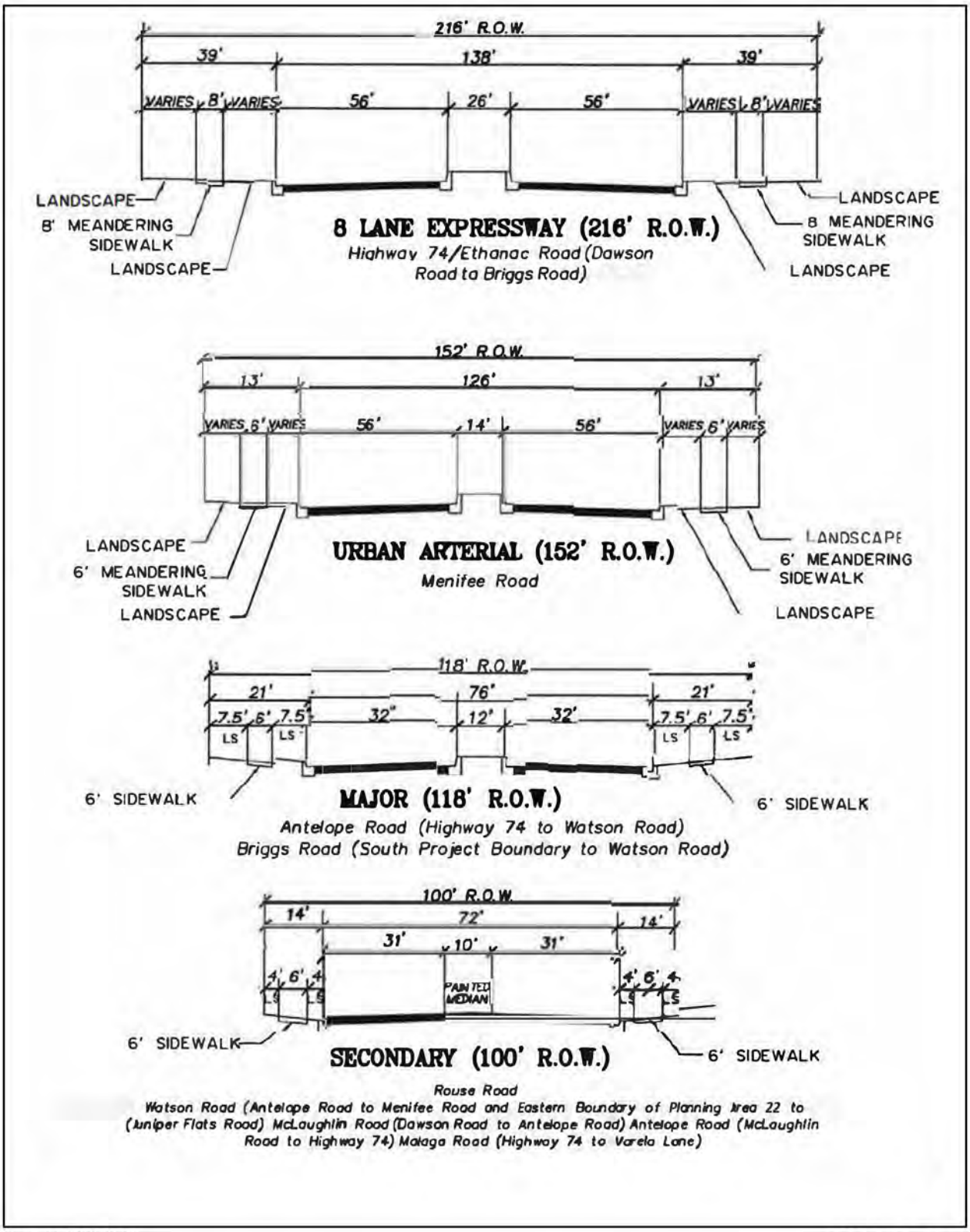


Source(s): Esri, RCTLMA (2024)

0 275 550 1,100 Feet

FIGURE - III-2

CIRCULATION PLAN

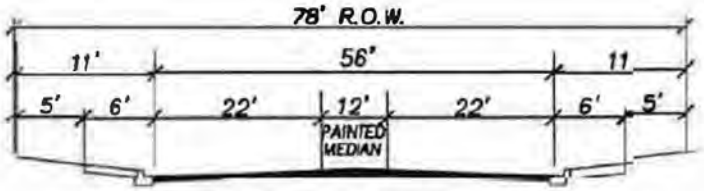


Source(s): RCIP (2007)

FIGURE - III-3

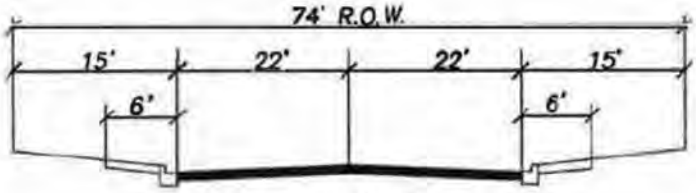
Not to Scale

TYPICAL ROAD CROSS SECTIONS (1 OF 4)



INDUSTRIAL COLLECTOR (78' R.O.W.)

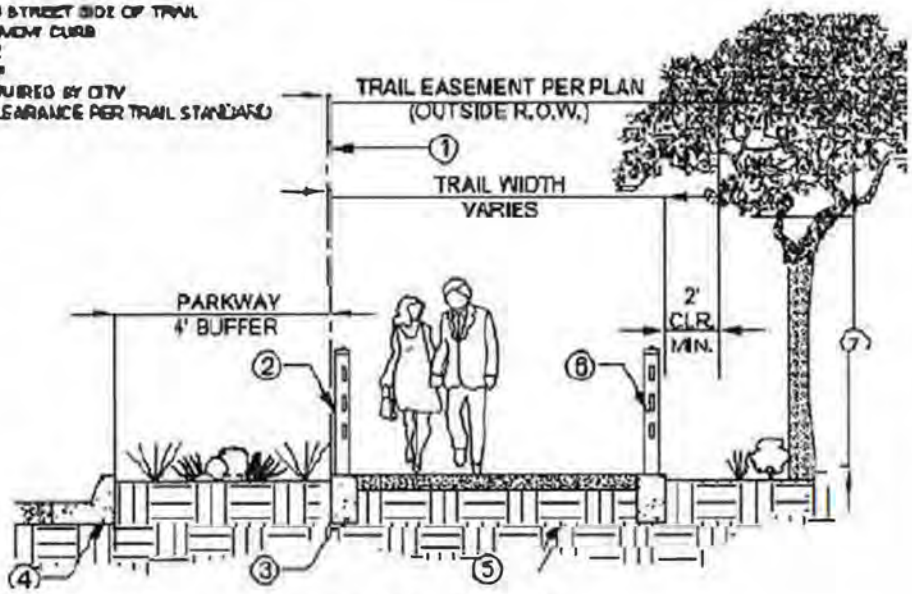
Varela Lane, Pierson Road and McKinley Road Malone Aw. (Highway 74 to Varela Lane) Palomar Road (North of Highway 74 to Southern boundary of Planning Area 9 and North of Highway 74)



COLLECTOR (74' R.O.W.)

McLoughlin Road (Antelope Road to Palomar Road) Juniper Road (North of Highway 74)

1. RIGHT-OF-WAY
2. PVC RAIL FENCE ALONG STREET SIDE OF TRAIL
3. TRAIL WITH CONCRETE MOW CURB
4. STREET CURB / GUTTER
5. COMPACTED SUBGRADE
6. INFILL FENCING, IF REQUIRED BY CITY
7. MINIMUM OVERHEAD CLEARANCE PER TRAIL STANDARD



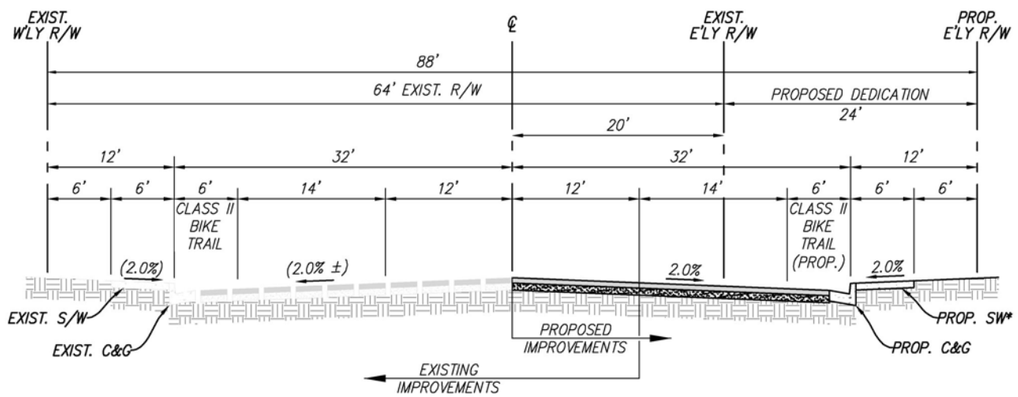
TRAIL OPTION

Source(s): RCIP (2007)

FIGURE - III-4

Not to Scale

TYPICAL ROAD CROSS SECTIONS (2 OF 4)

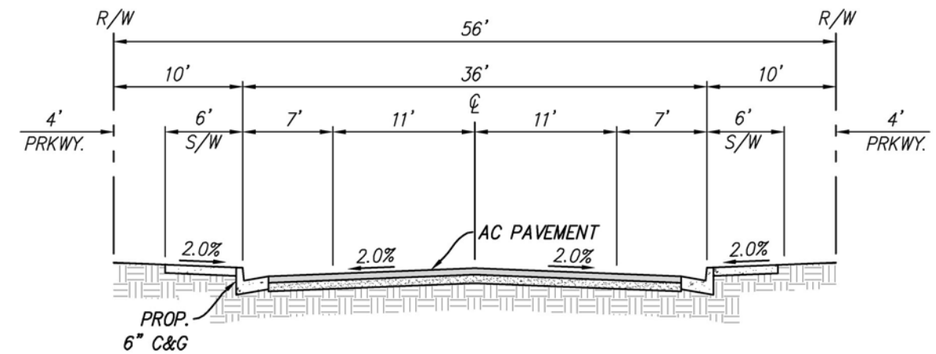


MODIFIED SECONDARY (88' R.O.W.)

***PALOMAR ROAD**

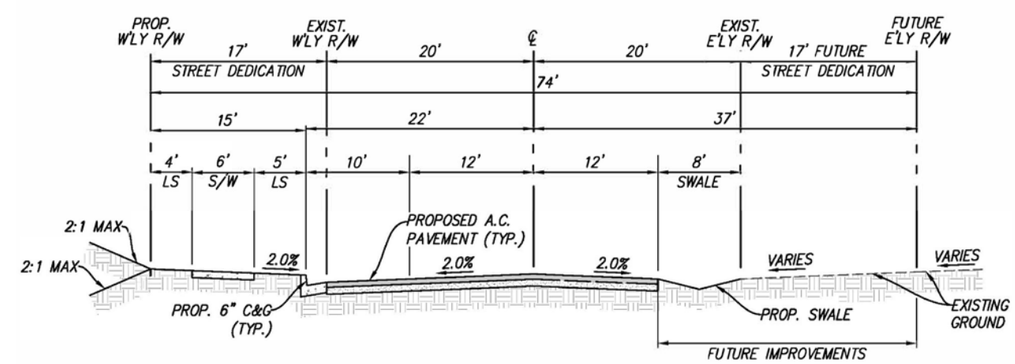
CITY OF MENIFEE STD NO. 112, MODIFIED

**Note: Proposed sidewalk to meander around existing power poles (located approx. 3' E/O CF)*



LOCAL STREET (56' R.O.W.)

CITY OF MENIFEE STD NO. 115, MODIFIED



COLLECTOR STREET (74' R.O.W.)

CITY OF MENIFEE STD NO. 113

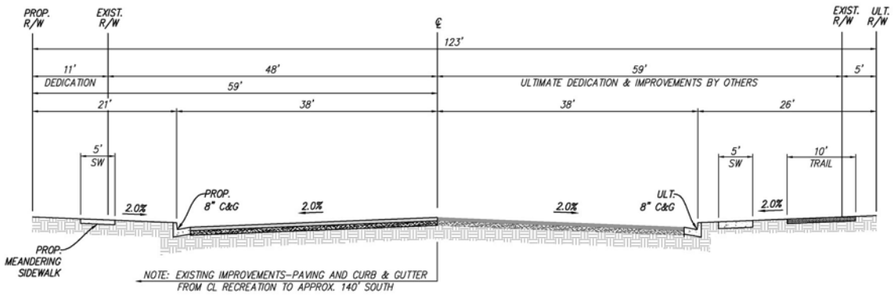
JUNIPERO ROAD

Source(s): K&A Engineering INC (02-22-2022)

Not to Scale

FIGURE - III-5A

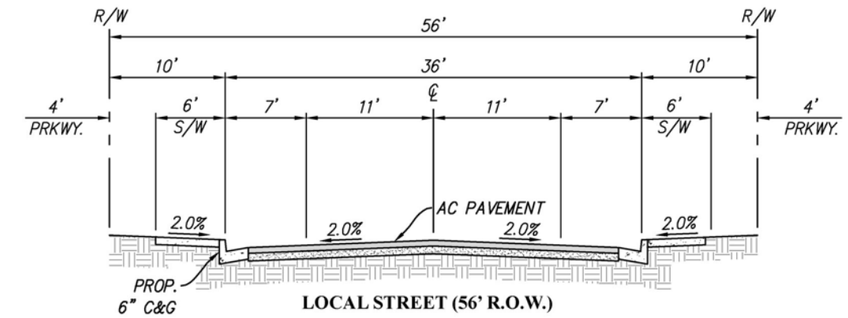
TYPICAL ROAD CROSS SECTIONS - PLANNING AREA 9 (3 OF 4)



MAJOR HIGHWAY (123' R.O.W.)

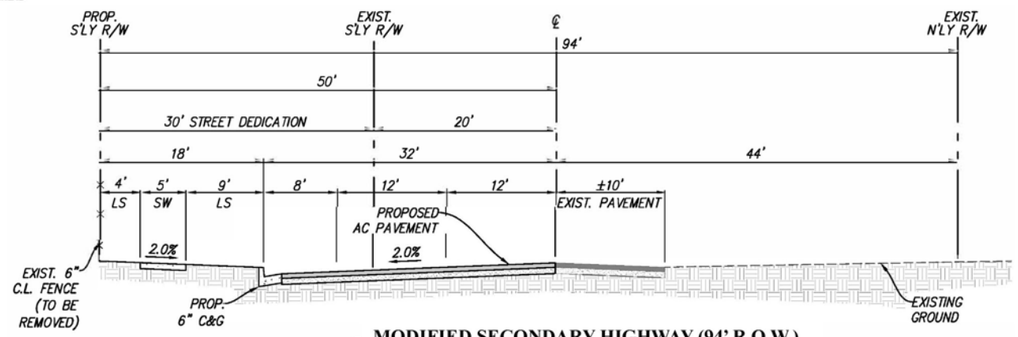
COUNTY OF RIVERSIDE STD NO. 93 MODIFIED

BRIGGS ROAD



LOCAL STREET (56' R.O.W.)

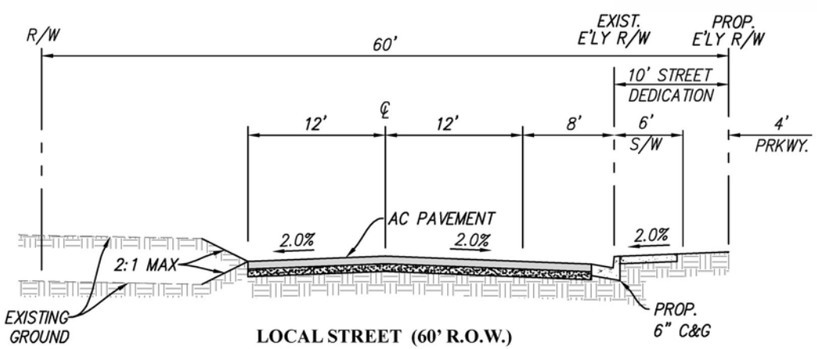
CITY OF MENIFEE STD NO. 115, MODIFIED



S MODIFIED SECONDARY HIGHWAY (94' R.O.W.)

CITY OF MENIFEE STD NO. 112, MODIFIED

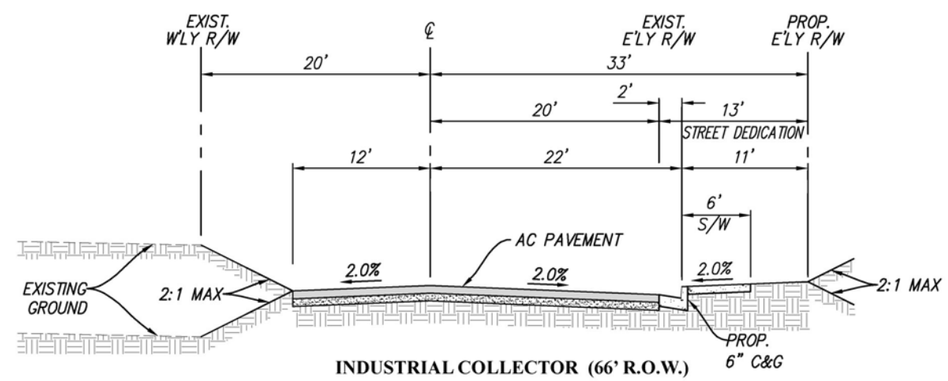
WATSON ROAD



LOCAL STREET (60' R.O.W.)

CITY OF MENIFEE STD NO. 115 MODIFIED

MALONE AVENUE (NORTH OF VARELA LANE)



INDUSTRIAL COLLECTOR (66' R.O.W.)

CITY OF MENIFEE STD NO. 112 MODIFIED

MALONE AVENUE (SOUTH OF VARELA LANE)

Source(s): K&A Engineering INC (02-22-2022)

Not to Scale

FIGURE - III-5B

TYPICAL ROAD CROSS SECTIONS - PLANNING AREA 22 (4 of 4)

4a) The minimum interior local street width may be reduced from the 60-foot standard to no less than 56 feet for the purpose of providing more landscaped area as approved by Public Works Director/City Engineer.

4b) A reduction in the width of a local street may be appropriate to reduce traffic speeds on internal residential streets as determined by the City approved Transportation Impact Analysis. Such reduction in pavement width must be utilized to accomplish other design objectives, e.g., enhancing the buffer treatment of reverse frontage lots, providing for sheltered parking opportunities, or incorporating bus stop turnouts.

4c) The minimum interior local street width in Planning Area 9 and Planning Area 22 may be reduced from the 60-foot standard to no less than 56 feet as approved by the Public Works Director/City Engineer. Interior local streets in these planning areas consist of 32 - 40 feet of paving (curb-to-curb), a 6-foot curb-adjacent sidewalk, and 4-foot-wide landscaped parkway at the edge of the right-of-way on both sides of the street.

5) Landscape requirements shall be in accordance with the 2020 City Adopted Design Guidelines as depicted in Section IV, Design Guidelines.

6) Major roadway improvements shall be financed through an assessment district or similar financing mechanism.

7) The project proponent shall participate in the Traffic Signal Mitigation Program as approved by the City.

8) All projects, including subdivisions and plot plans within this Specific Plan, shall be subject to the Development Monitoring Program as described in the Development Monitoring Program (Section II.C) of this Specific Plan.

9) Any application for any subdivision within the Specific Plan boundary (including a Schedule I Parcel Map) shall cause the design and construction of the Specific Plan master planned infrastructure within the final map boundaries, with the exception of a division of land that has no parcel less than 40 acres or that is not less than a quarter of a quarter section.

10) All roadways intersecting four lane facilities or greater shall be a minimum of 66 feet of right-of-way and constructed in accordance with City-adopted Standard Details (2019) and adopted City General Plan.

11) All typical sections shall be per City-adopted Standard Details (2019), or as approved by the Public Works – Engineering Department.

12) All intersection spacing and/or access openings shall be per City Resolution 19-770, or as approved by the Public Works – Engineering Department.

13) No textured pavement accents will be allowed within any City right-of-way.

14) Mid-block crosswalks are not approved.

15) No driveways or access points as shown in this Specific Plan are approved. All access points shall conform to City standards for access spacing, depending upon the street's classification.

16) Per the Commercial Site Design Guidelines (p. 11) in the 2020 City-Adopted Design Guidelines, "*Corner cutbacks or cutoffs shall be included at all intersections of General Plan roads classified as Secondary Highway or higher with all designated tract entrances*".

17) The Public Works – Engineering Department's policy regarding streets adjacent to school sites and park sites requires a minimum of 66' right-of-way (Standard 103).

18) Any landscaping within public road rights-of-way will require approval by the Public Works – Engineering Department and assurance of continuing maintenance through the establishment of a landscape maintenance district or similar mechanism as approved by the Public Works – Engineering Department.

19) All bike trails developed as part of this Specific Plan should be designated accordingly per Exhibit C-4, *Proposed Bikeway and Community Pedestrian Network*, of the 2012 City of Menifee Adopted General Plan.

Table III-2
CIRCULATION ELEMENT ROADWAYS

ROADWAY NAME	AMENDMENT NO. 4 CIRCULATION ELEMENT CLASSIFICATION	AMENDMENT NO. 5 CIRCULATION ELEMENT CLASSIFICATION
Highway 74/Ethanac Road	Expressway 220' ROW	Expressway 220' ROW
Watson Road (Antelope to Western boundary of Planning Area 22)	Secondary 100' ROW	Secondary 100' ROW
Watson Road (Malone Avenue to Briggs Road)	Secondary 100' ROW	Modified Secondary 94’ ROW
McLaughlin Road (Trumble Road to Antelope Road)	Secondary 100' ROW	Secondary 100' ROW
McLaughlin Road (Antelope Road to Palomar Road)	Collector 74’ ROW	Collector 74’ ROW
Sherman Road (McLaughlin to Highway 74)	Major 118' ROW	Major 118' ROW
Antelope Road (McLaughlin to Highway 74)	Secondary 100' ROW	Secondary 100' ROW
Antelope Road (Highway 74 to Watson)	Major 118' ROW	Major 118' ROW
Palomar Road (McLaughlin to Mathews and (Mathews to Highway 74)	Secondary 110' ROW	Secondary 110’ ROW
Palomar Road (Highway 74 to Cider Street)	Industrial Collector 78’ ROW	Industrial Collector 78’ ROW
Palomar Road (Southern boundary of Planning Area 9 to Northern boundary of Planning Area 9)	Industrial Collector 78’ ROW	Modified Secondary 88’ ROW
Menifee Road (Highway 74 to Watson)	Arterial 152' ROW	Arterial 152' ROW
Malaga Road (Highway 74 to N. project boundary Street "A")	Secondary 100' ROW	Secondary 100' ROW
Briggs Road	Major 118' ROW	Major 118' ROW
Briggs Road (Along Planning Area 22)	Major 118' ROW	Modified Major 123' ROW
Malone Avenue (North of Varela Lane)	Enhanced Local Road 66’ ROW	Local Road 60’ ROW
Malone Avenue (South of Varela Lane)	Industrial Collector 78’ ROW	Modified Industrial Collector 66’ ROW

3. DRAINAGE PLAN

a. Drainage Plan Description

The *MENIFEE NORTH* Specific Plan is located within the boundaries of the Riverside County Flood Control and Water Conservation District's (RCFCD) Homeland/Romoland Area Drainage Plan (see Figure III-6, *Regional Drainage Plan*). A southern portion of the project site is outside of this area drainage plan, and there are no area drainage plans developed at this time to address drainage issues in this portion.

The master drainage plan suggests a combination of master drainage lines proposed by the RCFCD Area Regional Drainage Plan, and new or revised lines per the *MENIFEE NORTH* Specific Plan to be utilized to address off-site drainage issues relative to the site. Figure III-7, *Master Drainage Plan*, outlines the proposed storm drain system within the project site. Off-site flows will be intercepted at existing drainage courses where possible, and if necessary, drainage swales will be constructed to concentrate all off-site drainage at proposed inlets on the north project boundary.

The Romoland/Homeland Area Drainage Plan anticipates the construction of storm drain facilities north of *MENIFEE NORTH* to reduce some of the run-off tributary to the north boundary of the project. Since these off-site facilities are not constructed yet, *MENIFEE NORTH* development is responsible to intercept the run-off at its existing conditions. Due to increased run-off in Lines A-3 and A-1, on-site retention basins are proposed in order to reduce flows to designed run-off per the Romoland/Homeland Drainage Plan. Lines 1 and 4 will be constructed per the Homeland/Romoland Area Drainage Plan. A portion of Line A within the Specific Plan area has already been designed and will be utilized in the Specific Plan. On-site regional drainage facilities could be required if storm water exceeds street capacities. The actual size and location of the on-site storm drain system will be determined during design stage of on-site improvement plans.

The construction of Line 1 will cause diversion of flows. This line discharges to proposed Line A per the Master Drainage Plan. The construction of Line A through the site creates a diversion. A portion of Line A from Antelope Road to I-215 has already been designed by RCFCD but it cannot be constructed until the San Jacinto River project is completed. For the portion of Line A through the project to be approved, all downstream facilities including the Antelope Road storm drain should be established or under construction. A financing mechanism such as a Community Facilities District (CFD) or Assessment District may be formed by all the affected property owners in order to construct the facilities between Antelope Road and the project boundary.

b. Drainage Plan Development Standards

1) Drainage and flood control facilities and improvements shall be provided in accordance with Riverside County Flood Control and Water Conservation District requirements.

2) It is anticipated that major backbone drainage facilities will be maintained by the County Flood Control District. Local drainage devices within street rights-of-way will be maintained by the City of Menifee.

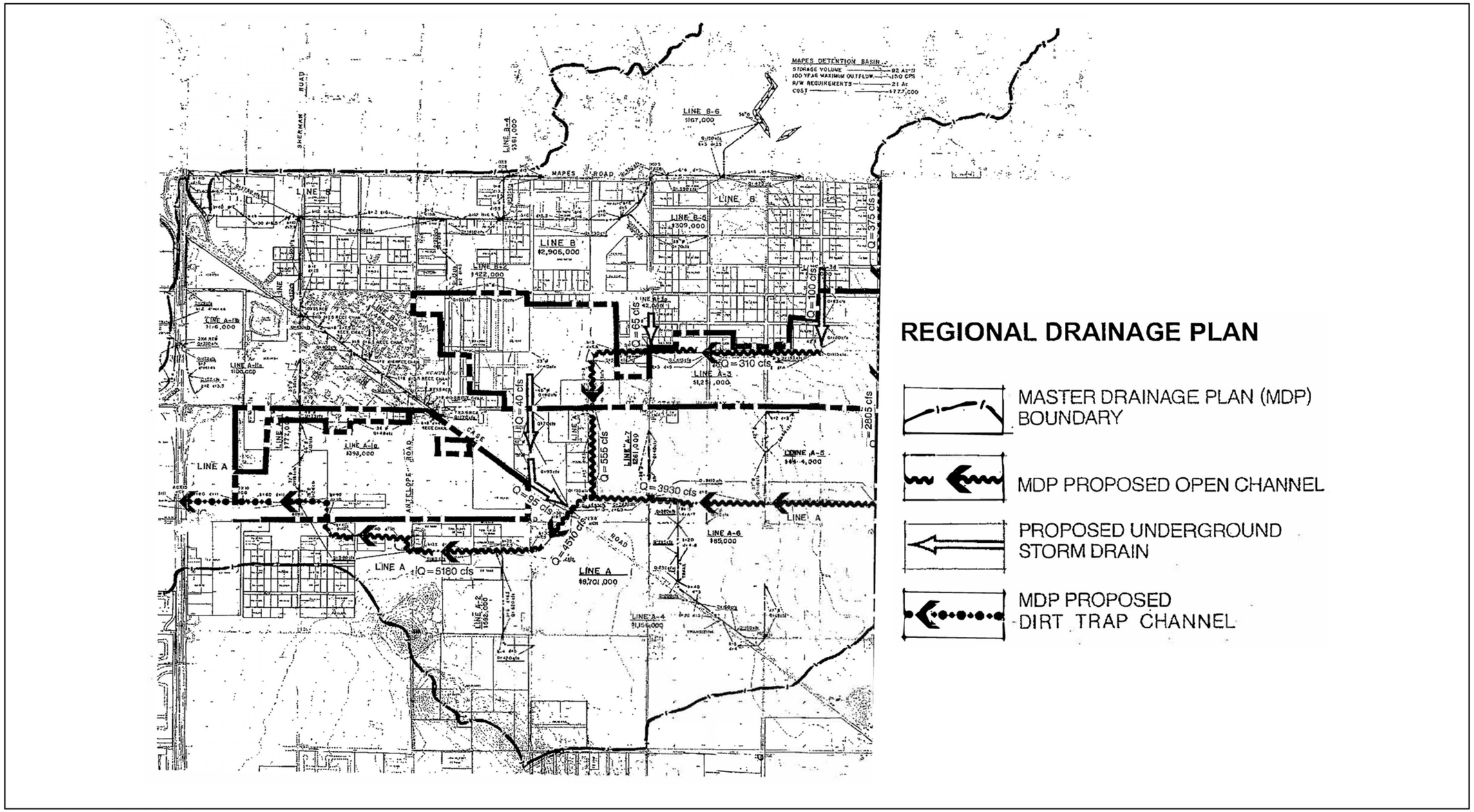
3) An erosion, sedimentation and flood control plan should be prepared for all development areas draining into the San Jacinto River and Salt Creek. This plan should include no improvements, and should protect these water courses from erosion and siltation during

and after construction. Drainage of urban areas should be controlled prior to reaching either the San Jacinto or Salt Creek courseways through the use of velocity reduction devices at the points where run-off enters the waterways.

4) All projects proposing construction activities including: cleaning, grading or excavation that results in the disturbance of at least one acre of total land area, or activity which is part of a larger common plan of development of one acre or greater, shall obtain the appropriate NPDES construction permit and pay the appropriate fees. On January 29, 2010 the Santa Ana Regional Water Quality Control Board (SARWQCB) issued a fourth-term area wide National Pollutant Discharge Elimination System (NPDES) and Municipal Separate Storm Sewer System Permit (MS4 Permit) to the City of Menifee and all Permittees. The Santa Ana MS4 Permit is for the portion of the Santa Ana River watershed located within Riverside County (Order No. R8-2010-0033, NPDES Permit No. CAS618033). The City of Menifee storm water programs are designed to ensure compliance with this permit. All design submittals and construction within Menifee North Specific Plan are required to conform to the permit requirements. All projects are to install Best Management Practices (BMPs) in compliance with the 2010 SARWQCB permit.

5) All development projects, will be required to obtain an NPDES permit and to comply with any provisions of that permit, this reducing their potential for water quality impacts. For post-construction, implementing Project developers would be required to complete a project-specific WQMP containing measures that effectively treat all pollutants of concern and hydrologic conditions of concern, consistent with the approved WQMP developed in compliance with the City's MS4 permit. Project specific site design, source control and treatment control BMPs are included in the project-specific WQMP to protect downstream areas from pollutants after construction. Therefore, Project-related impacts to water quality and hydrology will not be cumulatively considerable.

6) Planning Areas 11, 12, & 13 are not located within A Floodplain as mapped by the Federal Emergency Management Agency (FEMA Map No. 06065C2060H August 18, 2014). Planning Area 14 only has a portion of the southeast corner of the property located within Zone "A" Floodplain Area (Zone A – "No base elevation determined"). Planning Areas 11, 12, 13, and 14 lie within the limits of the Romoland/Homeland Area Drainage Plan (ADP) prepared by Riverside County Flood Control District (R.C.F.C.D.) Amendment No. 2 adopted March 2006. Line A-3 of the Homeland ADP is designed to protect the project from off-site flooding during a 100 year storm event.

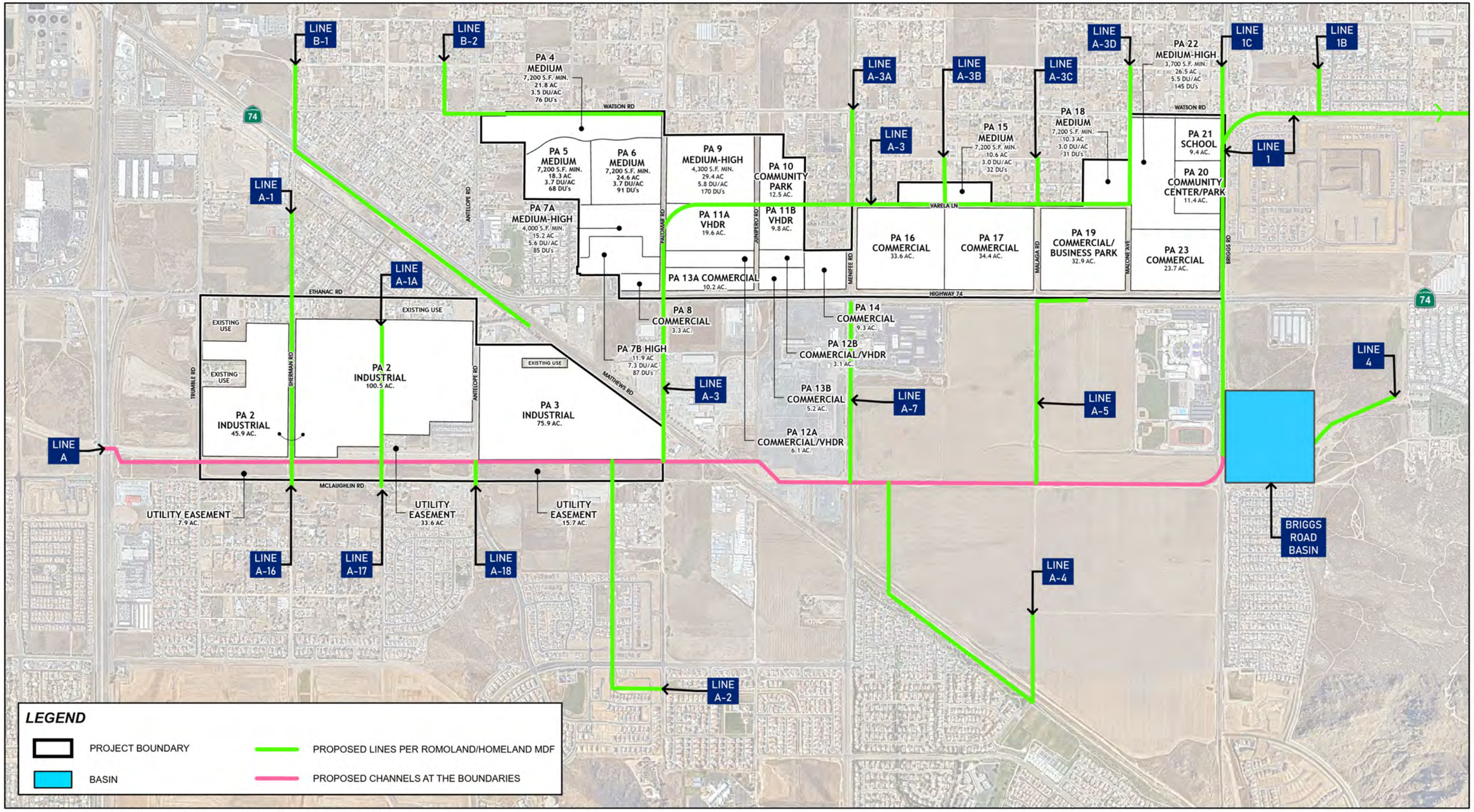


Source(s): K&A Engineering INC (02-22-2022)

Not to Scale

FIGURE - III-6

REGIONAL DRAINAGE PLAN



Source(s): Esri, RCTLMA (2024), Nearmap Aerial (September 2023), Albert A. Webb Associates (09-23-2022)

FIGURE - III-7

MASTER DRAINAGE PLAN

III. SPECIFIC PLAN

MENIFEE NORTH SPECIFIC PLAN NO. 260 AMENDMENT NO. 6

4. WATER AND SEWER PLAN

The water and sewer facilities requirements identified below are based on correspondence from Eastern Municipal Water District (November 19, 1992) and the project civil engineer (June 1, 1993). The *MENIFEE NORTH* project proposes to phase sewer and water system improvements to serve the project area which would allow initial developments to proceed by connecting to existing facilities. As these developments proceed, generated capital from the collection of connection fees will provide funding for new facilities to serve the entire area. In addition, as development proceeds, *MENIFEE NORTH* will have the ability to form Community Facility/Assessment Districts to provide funding for additional improvements.

a. Water Plan Description

Domestic water will be supplied to the *MENIFEE NORTH* project area by Eastern Municipal Water District (EMWD). EMWD's facilities master plan indicates that system improvements should occur within the project area. The proposed backbone water distribution and storage system improvements for the project area are illustrated on Figure III-8, *Backbone Water Plan*. The plan for providing water service to the area is based on EMWD's regional planning effort and therefore is compatible with the District's current planning concepts. District water system improvements include approximately 12 million gallons of storage with water lines ranging in diameter from 12" to 30". Pumping improvements include approximately 5,500 gallons per minute of new capacity as well as reworking and/or automation of the Ellis, Homeland and Vista pumping plants.

The project requires water services for three existing water pressure zones: 1627' zone, 1811' zone, and 1693' zone. The 1627' zone is the major water supply zone in the area and it is anticipated that Planning Areas 4, 5, 6 and 14 will be able to connect to this zone with minimal off-site water line improvements.

Currently, the 1693' zone has no storage. Water is pumped from the 1627' zone through the 1693' zone and into the 1811' zone. Currently, there is approximately one million gallons of storage in the 1811' zone and 0.4 million gallons of storage in the 1785' zone. In EMWD's master plan, the 1811' zone and the 1785' zone merge and continue providing service as the 1811' zone. This will occur once EMWD constructs a 3.4-million-gallon storage tank southeasterly of Juniper Flats Road and Highway 74, along with other facilities necessary to fill this tank, providing available storage capacity for new connections.

It is anticipated that EMWD will require the project to construct reclaimed water lines on-site so that when the regional system is complete, the project can ultimately utilize reclaimed water for certain types of irrigation.

b. Sewer Plan Description

Collection and treatment of wastewater will be provided by Eastern Municipal Water District (EMWD). Portions of the *MENIFEE NORTH* project are located within EMWD Assessment Districts Nos. 5 (Romoland AD) and 7 (Homeland AD). These portions of the project site are eligible to connect to the AD funded facilities for wastewater service. However, due to the project's service demand above that which was anticipated at the time AD Nos. 5 and 7 were formed, some improvements to these systems would be necessary to provide an adequate level of service.

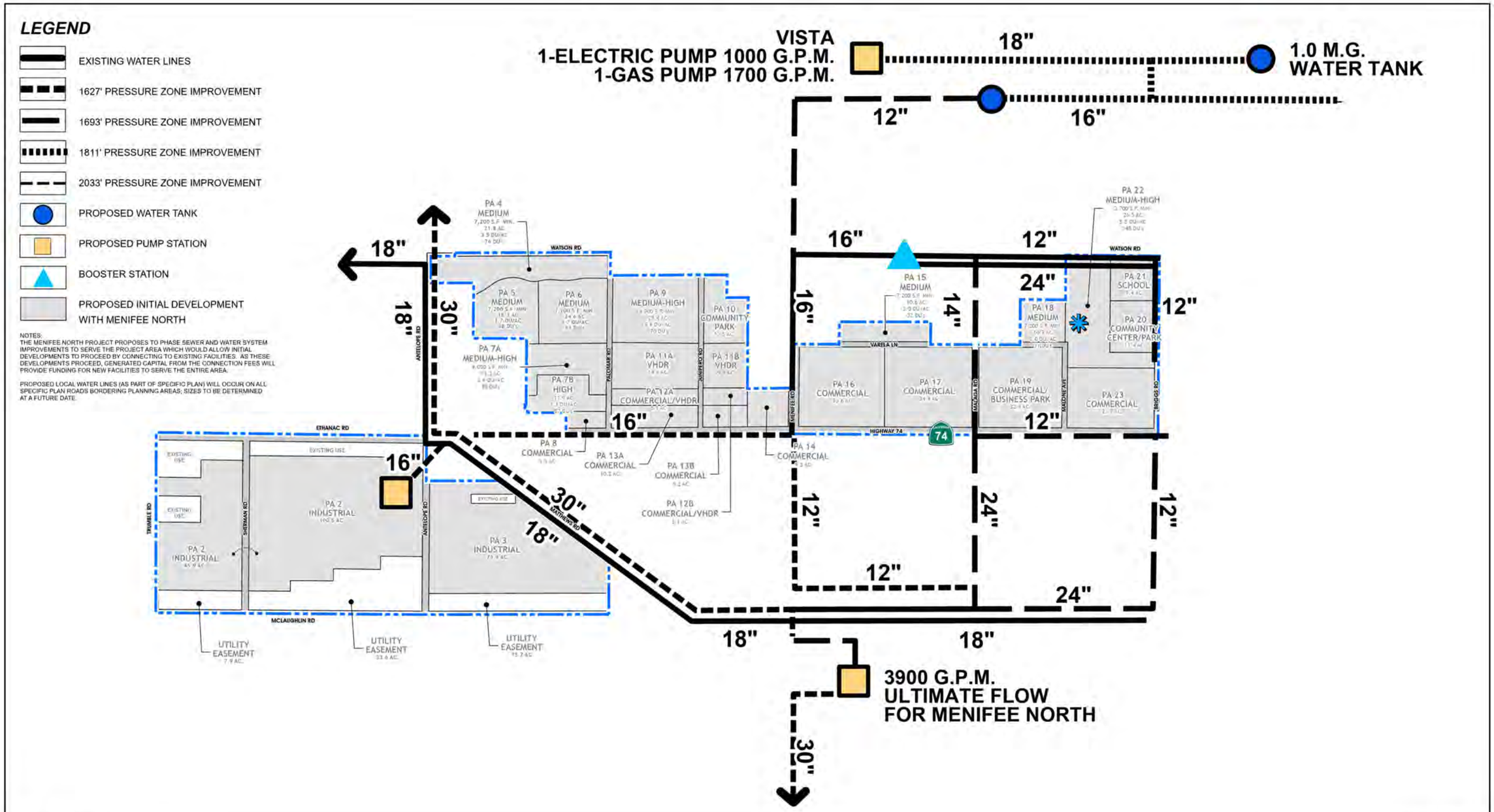
In order for the portions of the project area not located within AD Nos. 5 or 7 to receive sewer service, system improvements will be necessary. EMWD's wastewater facilities master plan describes a conceptual layout of gravity-flow sewer lines that would accomplish the required service. The *MENIFEE NORTH* project would be required to design and construct master-planned facilities which would allow for a system of sewers located within public road rights-of-way which are capable of conveying all on-site generated flow by gravity. Backbone wastewater system improvements necessary to provide an adequate level of service to *MENIFEE NORTH* are illustrated on Figure III-9. For residential areas located within AD Nos. 5 and 7, sewer lines will be constructed to join the existing AD funded sewer facilities to developing areas up to the AD planned densities. Densities greater than planned for the ADs will pay connection fees and construct facilities to join the District funded 24" and larger trunk sewer main that will connect to the expanded Perris Valley Regional Water Reclamation Facility.

c. Water and Sewer Plan Development Standards

1) All water and sewer lines shall be placed underground.

2) All water and sewer lines and sewage and water disposal facilities shall be designed per the Eastern Municipal Water Districts requirements.

3) The project developer shall submit information which describes estimates of the project's reclaimed water demand, and landscape/irrigation conceptual plans to EMWD for review. At the time of EMWD's review, a determination shall be made regarding requirements for reclaimed water use and system improvements by the subject project.

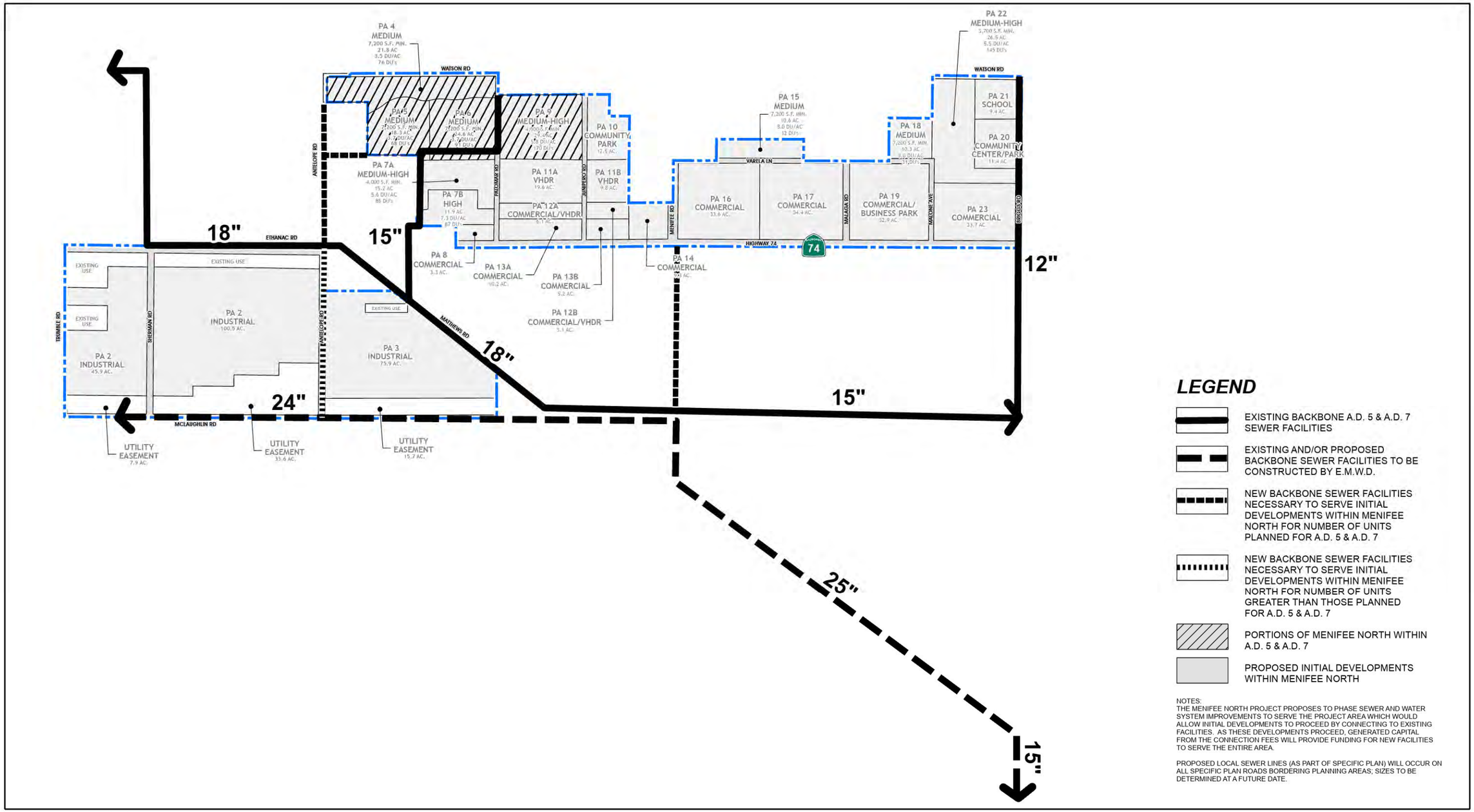


Source(s): Esri, RCTLMA (2024)

0 362.5 725 1,450 Feet

FIGURE - III-8

BACKBONE WATER IMPROVEMENTS



LEGEND

- EXISTING BACKBONE A.D. 5 & A.D. 7 SEWER FACILITIES
- EXISTING AND/OR PROPOSED BACKBONE SEWER FACILITIES TO BE CONSTRUCTED BY E.M.W.D.
- NEW BACKBONE SEWER FACILITIES NECESSARY TO SERVE INITIAL DEVELOPMENTS WITHIN MENIFEE NORTH FOR NUMBER OF UNITS PLANNED FOR A.D. 5 & A.D. 7
- NEW BACKBONE SEWER FACILITIES NECESSARY TO SERVE INITIAL DEVELOPMENTS WITHIN MENIFEE NORTH FOR NUMBER OF UNITS GREATER THAN THOSE PLANNED FOR A.D. 5 & A.D. 7
- PORTIONS OF MENIFEE NORTH WITHIN A.D. 5 & A.D. 7
- PROPOSED INITIAL DEVELOPMENTS WITHIN MENIFEE NORTH

NOTES:
THE MENIFEE NORTH PROJECT PROPOSES TO PHASE SEWER AND WATER SYSTEM IMPROVEMENTS TO SERVE THE PROJECT AREA WHICH WOULD ALLOW INITIAL DEVELOPMENTS TO PROCEED BY CONNECTING TO EXISTING FACILITIES. AS THESE DEVELOPMENTS PROCEED, GENERATED CAPITAL FROM THE CONNECTION FEES WILL PROVIDE FUNDING FOR NEW FACILITIES TO SERVE THE ENTIRE AREA.

PROPOSED LOCAL SEWER LINES (AS PART OF SPECIFIC PLAN) WILL OCCUR ON ALL SPECIFIC PLAN ROADS BORDERING PLANNING AREAS; SIZES TO BE DETERMINED AT A FUTURE DATE.

Source(s): Esri, RCTLMA (2024)

0 375 750 1,500 Feet

FIGURE - III-9

BACKBONE SEWER IMPROVEMENTS

5. OPEN SPACE AND RECREATION PLAN

a. Open Space and Recreation Plan Description

The *MENIFEE NORTH* project provides for an open space and recreation program which offers recreational opportunities in which all members of the community can participate. The program incorporates many diverse elements in a coordinated, cohesive plan that interrelates with and links the various neighborhoods of the community and certain destination points, such as schools, parks, open spaces and shopping facilities. Recreational opportunities vary from community trails to active (i.e. community parks). Varying types and degrees of activities will be available which will provide residents with the opportunity to take quiet "walks in the park," participate in organized sports, social gatherings, and active outdoor informal recreational activities such as biking. Figure III-10, *Open Space and Recreation Plan*, depicts the various open spaces and recreational areas included in *MENIFEE NORTH*. Quimby calculations and the elements and acreages of the *Open Space and Recreation Plan* are discussed below and summarized in Tables III-3 and III-4.

Table III-3
QUIMBY ACT REQUIREMENTS

LAND USE	TYPE OF DWELLING	AVERAGE POPULATION PER UNIT	NO. OF DWELLING UNITS	TOTAL RESIDENTS	QUIMBY ACREAGE REQUIRED
Single Family - Attached Garage	Medium	2.85	689	1,990	10.0
Multifamily Attached	High/Very High	2.43	808	1,963	9.8
			TOTAL	**3,972**	**19.8**

According to Section 7.75 of the City's Municipal Code, residential development must provide 5.0 acres of active parkland per 1,000 residents. MENIFEE NORTH provides for the development of a target of 1,506 homes, which includes 698 single-family dwelling units (with attached garages) within MDR and MHDR land use designations and 808 multi-family dwelling units within HDR and VHDR land use designations. Using population generation rates from Section 7.75.060 of the City's Municipal Code, MENIFEE NORTH may be home for up to 3,953 residents, (698 single-family homes x 2.85 persons per household = 1,990 persons; and 808 multi-family homes x 2.43 persons per household = 1,963 persons), generating a parkland requirement of 19.8 acres [(3,953 residents/1,000 residents) x 5.0 acres = 19.8 acres].

In accordance with the City of Menifee's Municipal Code (Section 7.75) and as summarized in Table III-3, *Quimby Act Requirements*, MENIFEE NORTH is required to provide 19.8 acres of parkland. MENIFEE NORTH provides for 21.4 acres of parkland credit, as summarized in Table III-4, *Open Space and Recreation Summary*. Therefore, MENIFEE NORTH exceeds the park land dedication requirements of the City of Menifee by 1.6 acres.

Table III-4
OPEN SPACE AND RECREATION PLAN SUMMARY

	ACREAGE
Parks	
• Park (PA 10)	10.0[1]
• Community Center/Park (PA 20)	11.4
• School Recreation Facilities	—[2]
SUBTOTAL	21.4
Landscaped Parkways	—
OVERALL OPEN SPACE AND RECREATION OPPORTUNITIES	**21.4**

Notes:

(1) A 2.5-acre portion of Planning Area 10 (12.5 total acres) is owned in fee by Southern California Edison and is excluded from parkland dedication.

(2) School recreation facilities will be available for community use during non-school hours at the discretion of the School District.

- **COMMUNITY PARK:** The *MENIFEE NORTH* Specific Plan includes one 10-acre community park within Planning Area 10, which offers a variety of active recreational opportunities to *MENIFEE NORTH* residents and the surrounding community. As shown in Figure IV-28, *Community Park Site Plan Concept (PA 10)*, the eastern portion of the park includes picnic areas, tot lots, sport fields and basketball courts, and barbecue facilities, as well as parking and restrooms. The western portion of the park is within an easement granted by Southern California Edison, and provides a trail and an open turf area for passive recreational uses and informal play. Please note that the northern 2.5-acre portion of Planning Area 10, as shown on Figure III-19, *Planning Areas 9 and 10*, and Figure IV-28, *Community Park Site Plan Concept (PA 10*), is owned in fee by Southern California Edison, has no parkland facilities, and is excluded from Parkland Quimby Calculations.

- **COMMUNITY CENTER/PARK:** Planning Area 20 provides a 11.4-acre Community Center/Park, which provides a variety of active and passive recreational uses, including picnic areas, tot lots, sport fields and courts, barbeque facilities, restrooms, and parking areas.

- **SCHOOL RECREATION FACILITIES:** Planning Area 21 provides recreational facilities on the school site, which are available for community use during non-school hours, at the discretion of the School District. Typical recreational equipment and sports fields which may be provided by the School District include playground equipment, basketball courts, tennis courts, volleyball courts, softball fields, soccer fields and football fields.

b. Open Space and Recreation Plan Development Standards

1) The community parks will be provided for the benefit of all residents within the community.

2) At a minimum, the community parks will contain the following facilities/equipment: Picnic area(s), tot lot(s), one sports field or basketball court, restrooms and parking areas.

3) Planning Area 10 Park Construction:

   a. The construction of the community park in Planning Area 10 will require a cost sharing agreement between the City of Menifee and the developers of Planning Areas within the Specific Plan, with the timing of construction conditional on identified building permit triggers.

   b. Units recorded prior to the incorporation of the City of Menifee in 2008 will be excluded from calculations determining park construction timing requirements for Planning Area 10.

   c. Prior to the issuance of the **400th** Building Permit within the Specific Plan, a minor plot plan application shall be submitted and approved by the Community Services Department and/or Community Development Department showing conceptual park plans for Planning Area 10.

   d. Prior to the issuance of the **550th** Building Permit within the Specific Plan, working/construction park plans shall be submitted and approved by the Community Services Department and/or Engineering and Public Works Department for the park within Planning Area 10.

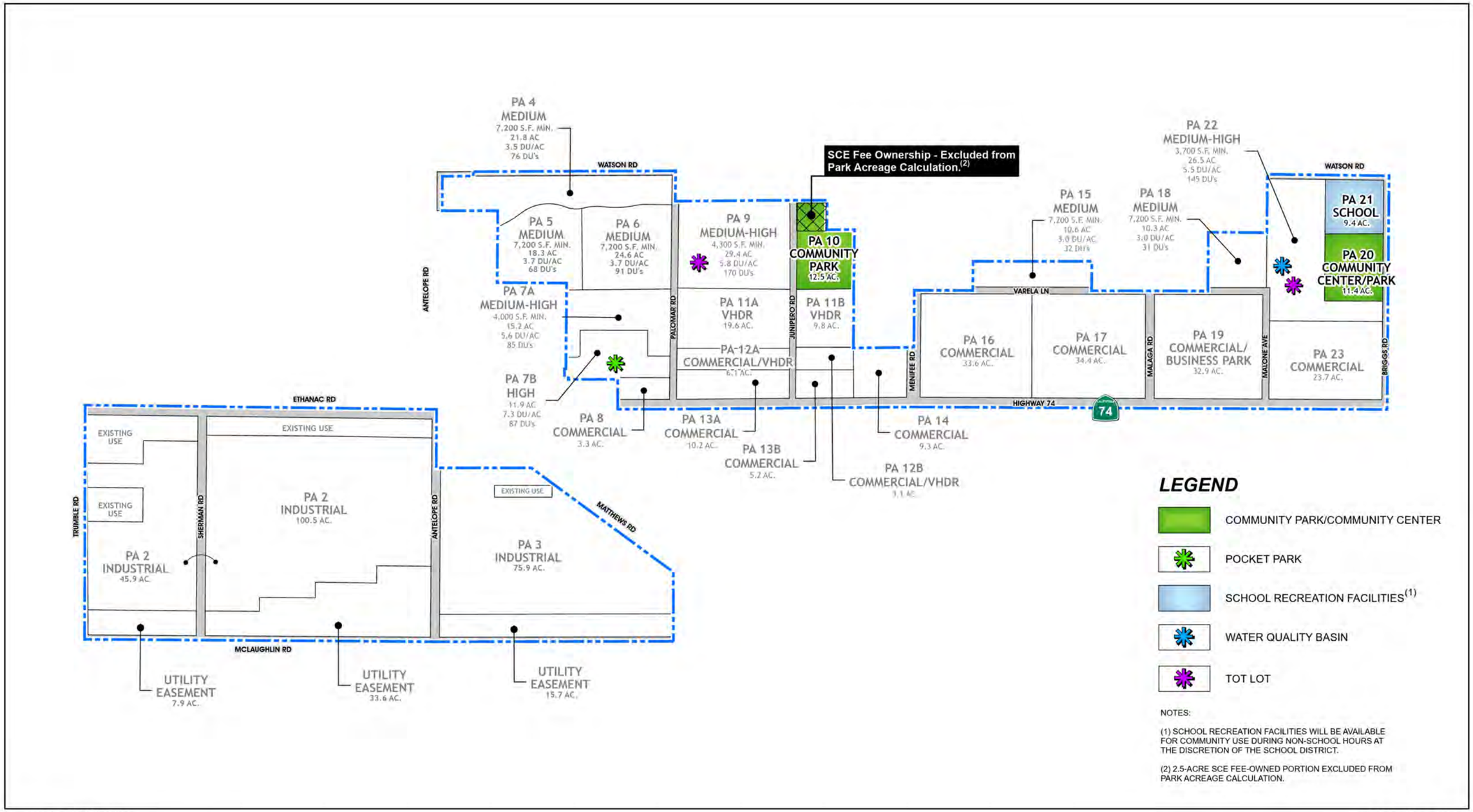
   e. Prior to the issuance of the **650th** Building Permit within the Specific Plan, the **park within** Planning Area 10 shall be constructed.

4) The community parks (Planning Areas 10 and 20) and landscaped parkways will be publicly owned and maintained. Possible maintenance mechanisms include the City Community Facilities District, Valley-Wide Recreation and Park District, or other service entity. The maintenance mechanism shall be selected at the time that the first implementing development application is submitted.

5) All recreational facilities will be landscaped, and where necessary, irrigated in a manner that is conducive to the type of plant material and landscape setting.

6) All recreational facilities will provide parking in accordance with Section 9.215 of the City of Menifee Development Code.

7) Landscaping within recreation and open space areas will be further governed by the Development Standards contained with this Specific Plan (Section III.B.7.) and the Design Guidelines contained within this Specific Plan (Section IV).



Source(s): Esri, RCTLMA (2024)

0 275 550 1,100 Feet

FIGURE - III-10

OPEN SPACE AND RECREATION PLAN

III. SPECIFIC PLAN

MENIFEE NORTH SPECIFIC PLAN NO. 260 AMENDMENT NO. 6

6. GRADING PLAN

a. Grading Plan Description

The *MENIFEE NORTH* Specific Plan grading is tailored to the existing topography of the project site. It is intended that the proposed plan be sensitive to and reflect natural landforms where possible, incorporating project requirements for drainage and infrastructural improvements so that residential, commercial, industrial and recreational uses are accommodated. (See Figure III-11, *Grading Concept*.)

According to an earthwork quantity take-off conducted by the project engineer, it appears that the project site will balance and will not require import or export. Based on the Conceptual Grading Plan approximately 4,960,000 cubic yards of material will be moved. This figure may vary slightly as final grading plans are developed. As discussed in the Engineering Report (Section V.B., Technical Appendices), this Grading Plan also establishes a basis for appropriate treatment of drainage requirements and accommodate a street system that meets City of Menifee standards for appropriate grades.

b. Grading Plan Development Standards

1) All grading activities shall be in substantial conformance with the overall *Grading Concept* (Figure III-11).

2) Prior to any development within any area of the Specific Plan boundaries, an overall Conceptual Grading Plan for the portion in process shall be submitted for Community Development Department approval. The Grading Plan for each such area shall be used as a guideline for subsequent detailed grading plans for individual stages of development within that area, and shall include: Techniques employed to prevent erosion and sedimentation during and after the grading process; approximate time frames for grading; identification of areas which may be graded during higher probability rain months (January through March), and preliminary pad and roadway elevations.

3) All street gradients shall not exceed 15%.

4) Graded slopes shall be oriented to minimize visual impacts to surrounding areas.

5) The overall slope, height and grade of any cut and fill slope shall be developed in concert with the existing natural contours and scale of the natural terrain of a particular site.

6) The toes and tops of all slopes higher than ten (10) feet shall be rounded with curves with radii designed in proportion to the total height of the slope, where drainage and stability permit such rounding.

7) Cut or fill slopes exceeding one hundred (100) feet in horizontal length, if any, shall be graded to meander the toe and top of the slope.

8) Slopes exceeding ten (10) feet in vertical height shall be hydromulched, prior to final acceptance and prior to the beginning of the rain season (October-March).

9) Prior to initial grading activities, a soils report and a geotechnical study shall be performed that further analyze on-site soil conditions and slope stability and include appropriate measures to control erosion and dust.

10) Detailed grading plans shall be prepared prior to any on-site grading for each project or group of projects.

11) Per Site Design Guidelines (p. 74) in the 2020 City-Adopted Design Guidelines, "In steeper terrain (twenty percent {20%} slope and greater), front yard setbacks may be reduced to a minimum of twenty (20) feet from back of curb or back of sidewalk, whichever is more restrictive, to minimize rear yard grading".

12) Where cut and fill slopes are created higher than ten (10) feet, detailed landscaping and irrigation plans shall be submitted to the Community Development Department prior to grading plan approval. The plans shall be reviewed for type and density of ground cover, shrubs and trees.

13) The applicant shall be responsible for maintenance and upkeep of all planting and irrigation systems until those operations are the responsibility of other parties.

14) Angular forms shall be discouraged. The graded form shall reflect natural terrain, where possible.

15) Potential brow ditches, terrace drains or other minor swales, determined necessary at future stages of project review, shall be lined with natural erosion control materials or concrete.

16) Grading work shall be balanced on-site whenever possible.

17) Graded but undeveloped land shall be maintained weed-free and planted with interim landscaping within 90 days of completion of grading, unless building permits are obtained.

18) Unless otherwise approved by the City of Menifee Department of Building and Safety, all cut and fill slopes shall be constructed at inclinations of no steeper than two (2) horizontal feet to one (1) vertical foot. The Grading Plan will reflect a contouring intended to control slope erosion.

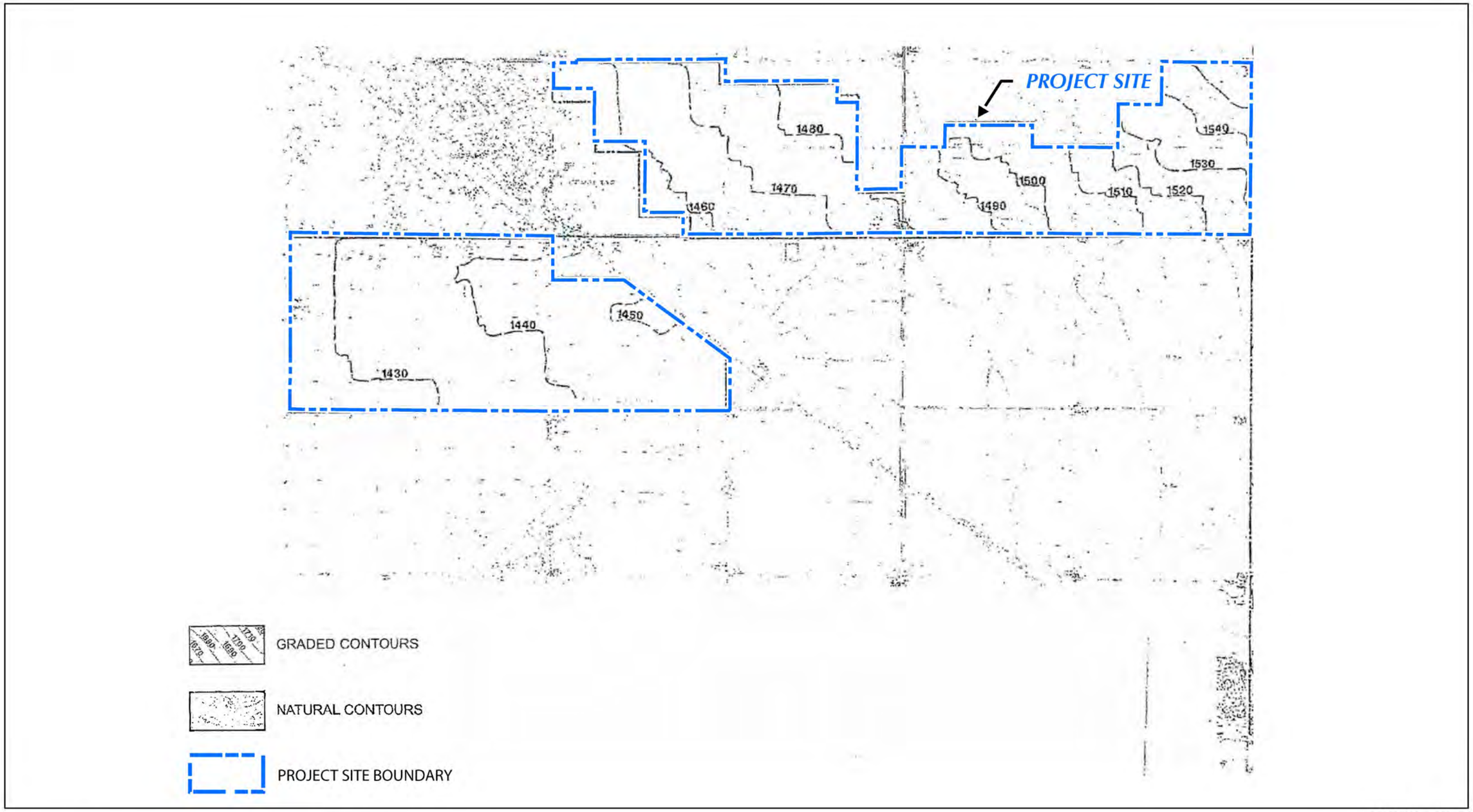
19) Natural features such as significant rock outcrops shall be protected to the greatest extent feasible in the siting of individual lots and building pads.

20) A grading permit shall be obtained from the City of Menifee, as required by the Title 8 of the City of Menifee Municipal Code, prior to grading. The project shall comply with all applicable provisions of Title 8.

21) If any historic or prehistoric remains are discovered during grading, a qualified archaeologist should be consulted to ascertain their significance. If human remains are discovered, work shall halt in that area and procedures set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be followed, including notification to the County Coroner.

22) Soil stabilizers shall be used to control dust as required by SCAQMD Rule 403.

23) The developer or builder for the *MENIFEE NORTH* Specific Plan shall be required, pursuant to requirements of the State Water Resources Control Board, to obtain a National Pollutant Discharge Elimination System (NPDES) construction permit, prior to issuance of grading permits. There is a statewide General Permit applicable to most areas of the state; however, because *MENIFEE NORTH* is located in the San Jacinto Watershed, the project is subject to a special NPDES permit (No. CAG 618005) per Order No. 01-34 as adopted by the California Regional Water Quality Control Board, Santa Ana Region, on January 19, 2001. The developer or builder shall comply with the requirements of the NPDES construction permit by developing and implementing a Storm Water Pollution Prevention Plan (SWPPP), approved by the Executive Officer of the Regional Water Quality Control Board, that specifies Best Management Practices (BMPs) to minimize pollutants in storm water runoff. During construction, the project would follow the specifications per the site's SWPPP.



Not to Scale

FIGURE - III-11

GRADING CONCEPT

7. ILLUSTRATIVE LANDSCAPING PLAN

a. Landscaping Plan Descriptions

As illustrated on Figure IV-1, *Conceptual Landscape Plan*, project landscaping will play an important role in maintaining project design themes, while emphasizing community continuity. This section of the Specific Plan provides a general description and development standards for the landscaping concept. Detailed landscaping information is provided in the Design Guidelines contained within this Specific Plan (Section IV.D.).

Entry monumentation will provide initial definition for the site, and will be viewed when approaching the site from any direction. Once within the site, entry monumentation will continue to be present at all key intersections. Monumentation will be developed in a hierarchical format which will provide initial community identification for each residential planning area, and the community as a whole.

Landscaping within the project itself will articulate community design elements at the commercial areas, business parks, parks, and schools and will define boundaries and transitions between differing land uses and easements. Individual neighborhoods and residential development enclaves will also be distinguished by varied planting themes. Special treatments including land use transition areas, will be provided between certain planning areas identified in the Planning Area Development Standards (Section III.B.).

Landscaping will be used to identify the hierarchy of the street system, from major access roads to interior residential streets, creating definite landscaped corridors. This is accomplished by careful considerations of the relationship between street and plant materials characteristics such as size, form, texture and color.

b. Landscaping Plan Development Standards

1) All detailed landscaping programs for planning areas and roadways shall be prepared by a qualified landscape architect for review by County staff and decision-making agencies.

2) Project entry statements shall be designed with landscaping and architectural treatments that project a high-quality image for the mixed-use development.

3) The landscaping design for the site shall include turf, trees, shrubs and ground cover compatible with natural vegetation on-site, where feasible. Detailed landscaping design information is provided in the Section IV, *Design Guidelines* of this Specific Plan.

4) Special treatment areas shall be designed to provide definition to certain planning areas as identified in Section III.B.

5) Major entrance roads into the *MENIFEE NORTH* project shall have planted medians and landscaped shoulders to define the project's design concept. The introductory landscape theme shall include elements such as tree clustering to reinforce the project theme and character.

6) Landscaped medians may be established within any roadway right-of-way as long as access and safety criteria can be met as approved by the City Engineer.

7) Prior to recordation of any final subdivision map, improvement plans for the respective landscaped areas, or plans to mitigate an environmental impact for the stage of development, shall be submitted to the Community Development Department for approval. The improvement plans shall include, but not be limited to the following:

- Final grading plan.
- Irrigation plans certified by a landscape architect.
- A landscape plan with seed mixes for mulching and staking methods; locations, type, size and quantity or plantings.
- A hardscape plan with location, type and quantity of potential recreational amenities/facilities (in medium and medium-high density residential areas).
- Fence treatment plans.
- Special treatment/buffer area treatment plans.

8) The master developer shall be responsible for maintenance and upkeep of all slope plantings, common landscaped areas, and irrigation systems until such time as these operations are the responsibility of other parties.

9) At the time of recordation of any tentative subdivision which contains a common greenbelt or open space area, the subdivision shall have those common areas conveyed to the master property-owners' association or appropriate public maintenance agency.

10) The landscaping plan shall reflect the following water conservation methods, whenever possible: landscape with low water-using plants, wherever feasible; group plants of similar water use to reduce over-irrigation of low water-using plants; use mulch extensively, as mulch applied on top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction; install efficient irrigation systems that minimize runoff and evaporation and maximize the water that will reach plant roots. Drip irrigation, soil moisture sensors, and automatic irrigation systems are a few methods of increasing irrigation efficiency.

11) Front yard landscaping shall be provided on all lots smaller than one-half acre. Typical plans will be submitted during tract map processing.

12) For further Landscape Development Standards, please refer to Section IV.D., Design Guidelines.

8. PUBLIC FACILITY SITES PHASING PLAN

a. Public Facility Phasing Description

In order to ensure timely development of public facilities, a phasing plan has been prepared for the community park (Planning Area 10), for the elementary school (Planning Area 21), and the Community Center/Park (Planning Area 20) as shown on Figure III-12, *Public Facility Sites Phasing Plan*.

Public facility construction shall be phased as provided by Table III-5, *Public Facilities Phasing*, below:

Table III-5
PUBLIC FACILITIES PHASING

PLANNING AREA	PUBLIC FACILITY	ACREAGE	MILESTONES AND REQUIREMENTS
10	Community Park	10.0*	To be completed during Phase III prior to the issuance of the 1,200th building permit in the Specific Plan.
20	Community Center/Park	11.4	To be completed during Phase III, prior to issuance of the 1,435th building permit in the project.
21	Elementary School	9.4	To be constructed by the School District in accordance with their pupil demand and funding capabilities.
***Note:** A 2.5-acre portion of Planning Area 10 (12.5 total acres) is owned in fee by Southern California Edison and is excluded from parkland amenities and programming.			

b. Public Facility Phasing Standards

1) Improvement plans for the mini park sites shall accompany the first development application for the Planning Area in which the park is located in.

2) Improvement plans for the 11.4-acre Community Center/Park (Planning Area 20) shall be submitted prior to issuance of the 1,435th building permit.

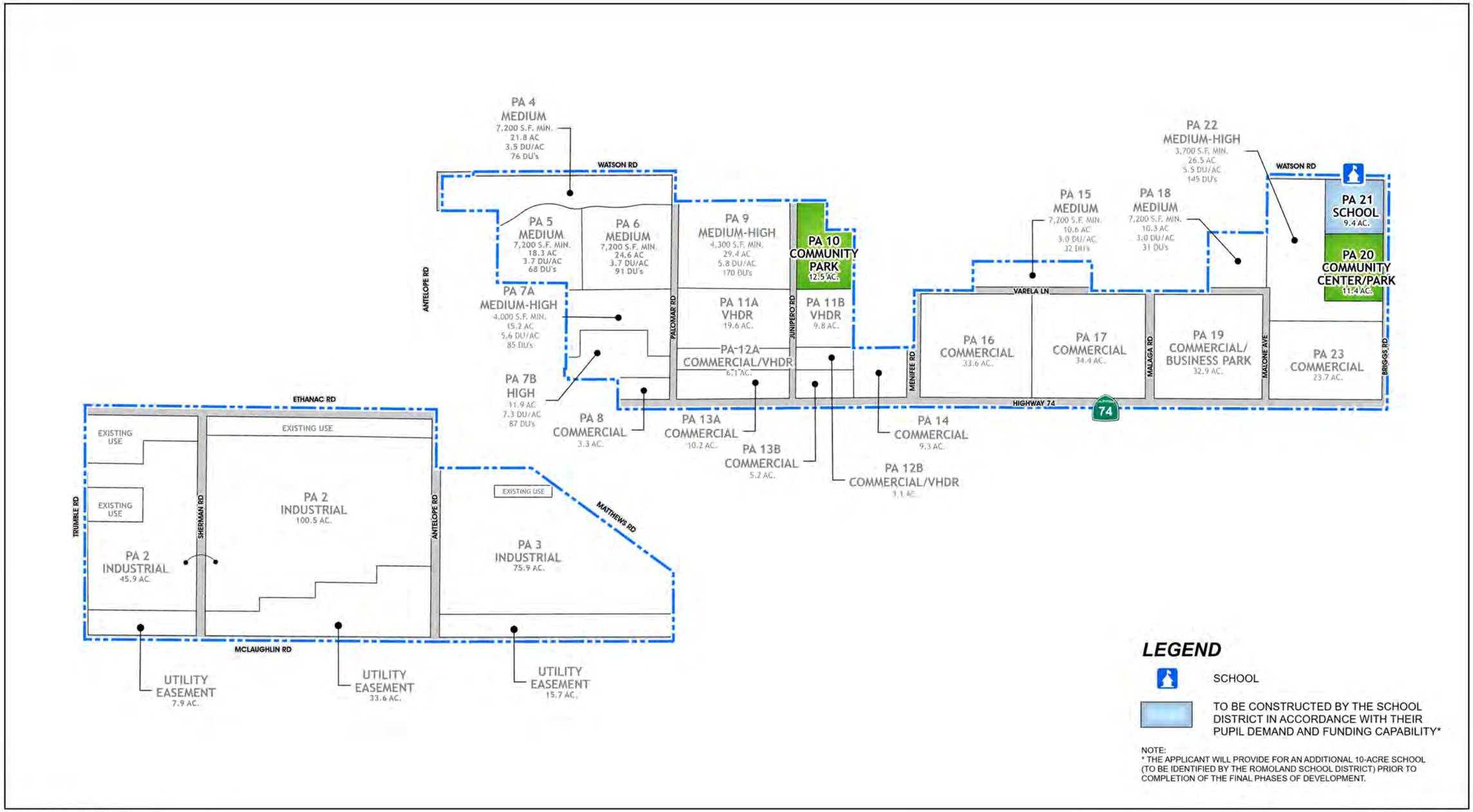
3) The design of the Community Center was coordinated between the City of Menifee, Riverside County Office of Education, County Public Library and the Southern California Association of Governments

4) The 11.4-acre Community Park/Center shall be funded, designed and partially operational prior to issuance of the 903rd residential building permit (60% of the residential component) or 15% of the commercial/business park/industrial component of *MENIFEE NORTH*, whichever occurs first.

5) Concurrent with the first implementing development application for any portion of *MENIFEE NORTH*, a public/quasi-public mechanism for land acquisition, facility construction and on-going maintenance shall be established for the 11.4-acre Community Center/Park. This mechanism may be developed concurrently with processing and approval of the first implementing application, but building permits shall not be issued prior to establishment of this mechanism.

6) As a part of the implementing mechanism, a procedure and tentative time frame shall be established whereby the design and facilities for the 11.4-acre Community Center/Park shall be established. The 11.4-acre Community Center/Park shall be implemented on a staged basis as the MENIFEE NORTH community develops.

7) As a part of the implementing mechanism, procedures shall be identified for securing input and additional financing for the 11.4-acre Community Center/Park from the existing local community. Such additional financing may take the form of: a) an area-wide assessment; b) an allocation by the City of community facilities fees collected by the City on area projects outside of MENIFEE NORTH; or c) some other mechanism acceptable to the City and MENIFEE NORTH.



Source(s): Esri, RCTLMA (2024)

0 275 550 1,100 Feet

FIGURE - III-12

PUBLIC FACILITY SITES CONCEPTUAL PHASING PLAN

9. PROJECT PHASING PLAN

a. Project Phasing Plan Description

MENIFEE NORTH has three phases to be developed over at least a 10-year period, in response to market demands and according to a logical and orderly extension of roadways, public utilities and infrastructure. Figure III-13, *Phasing Plan*, is provided as a visual guide to how development is anticipated to proceed. Table III-6, *Phasing Summary*, outlines the acreages and number of dwelling units of each phase.

b. Project Phasing Standards

1) Prior to recordation of any final subdivision map, improvement plans for the respective landscaped areas, or plans to mitigate an environmental impact for that stage of development, shall be submitted to the Community Development Department for approval. The improvement plans shall include, but not be limited to the following:

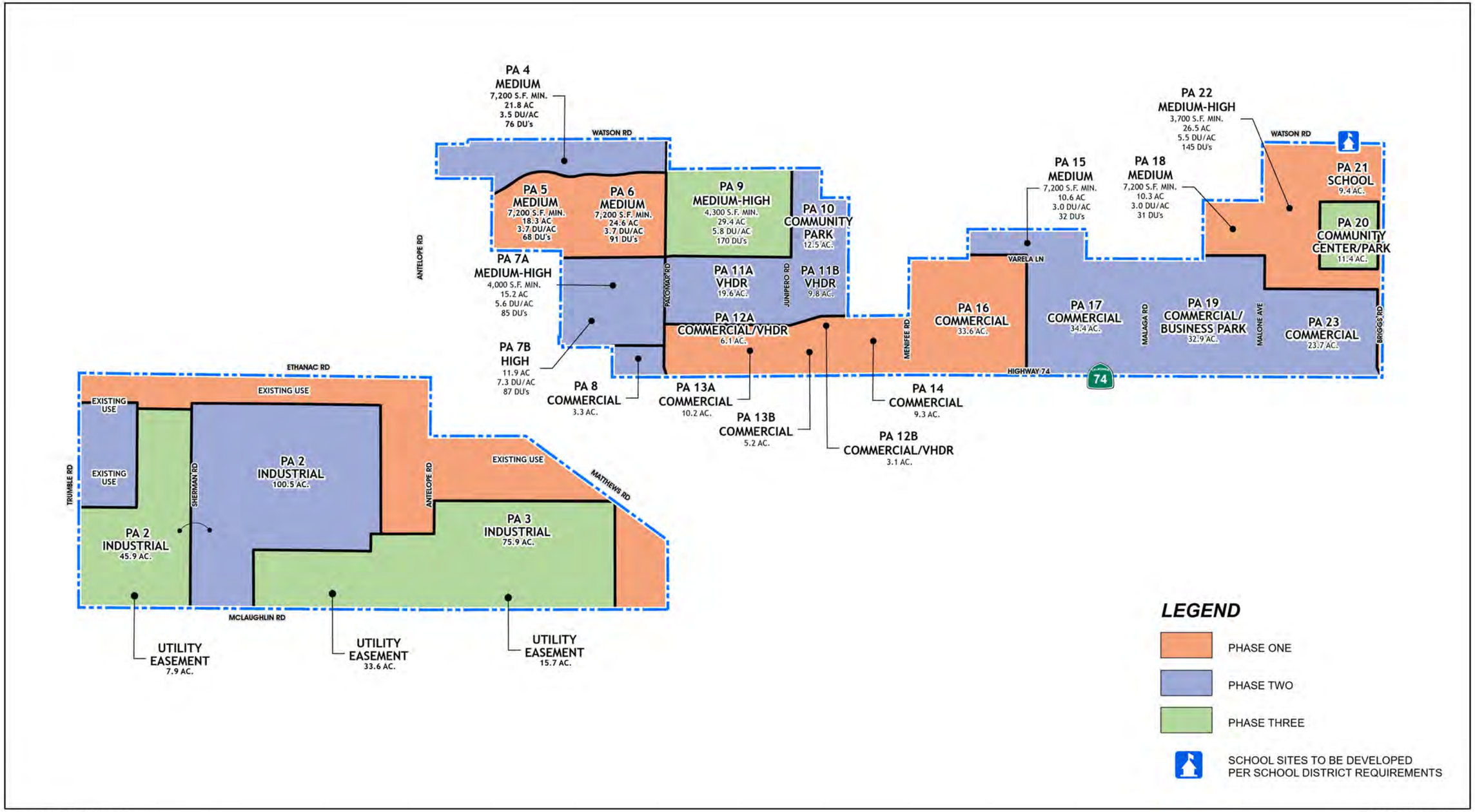
- Final grading plan.
- Irrigation plans certified by a landscape architect.
- A landscape plan with seed mixes for mulching, staking methods and locations, type, size and quantity of plant materials.
- Fence treatment plans.
- Special treatment/buffer area treatment plans.

2) Each planning area shall include development of common open space areas, infrastructure and adjacent landscape development zones.

3) Construction of the development permitted hereby, including recordation of final subdivision maps, may be done progressively in stages, provided adequate vehicular access is constructed for all dwelling units in each stage of development and further provided that such phase of development conforms substantially with the intent and purpose of the Specific Plan Phasing Program.

4) Prior to the first subdivision map approval in each planning area, the applicant shall provide evidence to the Community Development Department of progress towards completion of the development standards outlined for that planning area.

5) The phasing sequence described herein is conceptual based on current market demand. Certain planning areas may be developed out of the expected sequence, provided the required infrastructure and services are available at the time of development.



Source(s): Esri, RCTLMA (2024)

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FIGURE - III-13

PHASING PLAN

TABLE III-6
PHASING SUMMARY

LAND USE	PLANNING AREA	ACRES	MAXIMUM DWELLING UNITS
PHASE I			
Medium Residential	5	18.3	68
Medium Residential	6	24.6	91
Commercial	13A	10.2	—
	13B	5.2	
	14	9.3	—
	16	33.6	—
Medium Residential	18	10.3	31
Medium-High Residential	22	26.5	145
SUBTOTAL - PHASE I		**138.0**	**335**
PHASE II			
Medium Residential	4	21.8	76
Commercial	8	3.3	—
Community Park	10	12.5*	—
Very High Density Residential (VHDR)	11A	19.6	586
Very High Density Residential (VHDR)	11B	9.8	
Mixed-Use (Commercial/VHDR)	12A	6.1	135
Mixed-Use (Commercial/VHDR)	12B	3.1	
Medium Residential	15	10.6	32
Commercial	17	34.4	—
Commercial/Business Park	19	32.9	—
Commercial	23	23.7	—
SUBTOTAL - PHASE II		**177.8**	**829**
PHASE III			
Medium-High Residential	7A	15.2	85
High Residential	7B	11.9	87
Medium-High Residential	9	29.4	170
Community Center/Park	20	11.4	—
SUBTOTAL - PHASE III		**67.9**	**342**
OTHER LAND USES			
Industrial (Phases 1, 2, and 3)	2, 3	~~221.1~~222.3	—
Schools	21	9.4	—
Major Roads	—	89.3	—
Easements/Existing Uses	—	101.6	—
Drainage Channels	—	15.9	—
SUBTOTAL - OTHER LAND USES		~~437.3~~438.5	—
PROJECT GRAND TOTAL		**822.2~~1.0~~**	**1506**

Note:
*A 2.5-acre portion of Planning Area 10 is owned in fee by Southern California Edison and is excluded from parkland amenities and programming.

10. COMPREHENSIVE MAINTENANCE PLAN

Successful operation of maintenance districts and associations are important in maintaining quality in the project area. It is anticipated that maintenance responsibilities for common project facilities will be divided among a Master Maintenance Organization, Neighborhood Associations or similar financing mechanisms. The decision regarding the maintenance mechanism will be made at a future stage of project design and review in concert with City agencies.

a. Master Maintenance Organization

Common areas identified in the Specific Plan shall be owned and maintained by a permanent public master maintenance organization, such as the City's Community Facilities District, to assume ownership and maintenance responsibility for all common recreation, open space, circulation systems and landscaped areas (including those in commercial areas). Areas of responsibility would include the community parks, the community center, parkway landscaping medians, entry monuments, open space and the community trail. The Valley-Wide Recreation and Park District is a possible maintenance mechanism that could maintain all project level facilities. The District currently maintains the Marion V. Ashley Park and Community Center in Planning Area 20, and performs similar functions in Hemet and in the Menifee project south of *MENIFEE NORTH*. *MENIFEE NORTH* is currently within the Valley-Wide sphere of influence but is not within or abutting the current District boundaries. Under the current procedures and regulations, annexation or the project site and certain intervening properties would be necessary.

b. Residential Neighborhood Associations

In certain residential areas of the project, smaller associations may be formed to assume maintenance responsibility for common areas and facilities that benefit only residents in those areas. Potential private recreation centers, mini-parks, common open space areas, and potential private roadways exemplify facilities that may be under the jurisdiction of a neighborhood association.

c. Commercial/Business Park/Industrial Areas

Commercial, Business Park and Industrial planning areas may have their own private associations. If no association is formed, a common maintenance charge will be assessed to cover common area maintenance. Maintenance for these planning areas also may be assumed by individual property owners.

d. Project Roadways

All public project roadways and private streets will be designed and constructed to standards acceptable to the City. All public roads will be entered into the City system of roads for operation and maintenance, as approved by the Menifee City Council. Private roadways, if any, will be maintained by a private homeowners' association.

e. School Sites

Maintenance responsibilities for the school site in Planning Area 21 are overseen by the governing School District (Romoland).

B. PLANNING AREA DEVELOPMENT STANDARDS

Development standards for *MENIFEE NORTH* have been established at three levels: *General Development Provisions*, which were addressed in Section III; *Design Guidelines*, which are provided in Section IV; and *Planning Area Development Standards* to which this section is devoted. In addition, the standards of the Specific Plan Zone applicable to *MENIFEE NORTH* shall apply.

This section identifies the planning standards for each land use designation, including permitted/conditional/ancillary land uses, minimum lot sizes, building setbacks, building height, and other development standards. In addition, standards are provided for the community's infrastructure, open space, grading and maintenance.

The Permitted Uses and Development Standards found in this section shall constitute the zoning for MENIFEE NORTH. In cases where no standard is provided, the City of Menifee's Zoning Ordinance will govern the Permitted Uses and Development Standards, unless otherwise noted.

Planning areas were selected on the basis of logical, separate units of development. Criteria considered in this process included uniformity of use as it pertains to zoning, relationship to adjoining product and surrounding topography.

The planning area graphics for this section (Figures III-14 to III-30) were derived from the *Conceptual Landscape Plan* (Figure IV-1). The site plans depicted herein are only conceptual in nature. Although development may conform closely to some elements of the illustrative plans provided in Section IV it is anticipated that actual lotting will not be determined until the tract map stage.

Please note: Planning Area 1, which was originally designated for 18 acres of Commercial/Business Park use, was annexed to the City of Perris and was therefore deleted from Specific Plan No. 260.

1. PLANNING AREA 2: INDUSTRIAL PARK

a. Descriptive Summary

Planning Area 2, as depicted in Figure III-14, consists of approximately 146.4~~5.2~~ gross acres of Industrial Park.

b. Land Use and Development Standards

Please refer to Table III-7A for Permitted Uses and III-7B for Development Standards. Other uses not listed may be permitted provided a Conditional Use Permit has been granted pursuant to the requirements of the City of Menifee Development Code and Zoning Ordinance.

c. Planning Standards

1) Primary access into Planning Area 2 shall be provided from Sherman Road, Antelope Road and McLaughlin Road.

2) Project entry/intersection statements, as shown on Figure IV-3, shall be developed at the intersection of Highway 74 and Sherman Road, and at the intersection of Highway 74 and Antelope Road.

3) Minor intersection monumentation treatments shall be established at corners of Sherman Road and Antelope Road at designated entrances to Planning Area 2. These treatments are illustrated on Figure IV-4.

4) Roadway landscape treatments shall be incorporated along Highway 74, Sherman Road, Antelope Road, Trumble Road and McLaughlin Road, as depicted on Figures IV-19, 21 and 22, respectively.

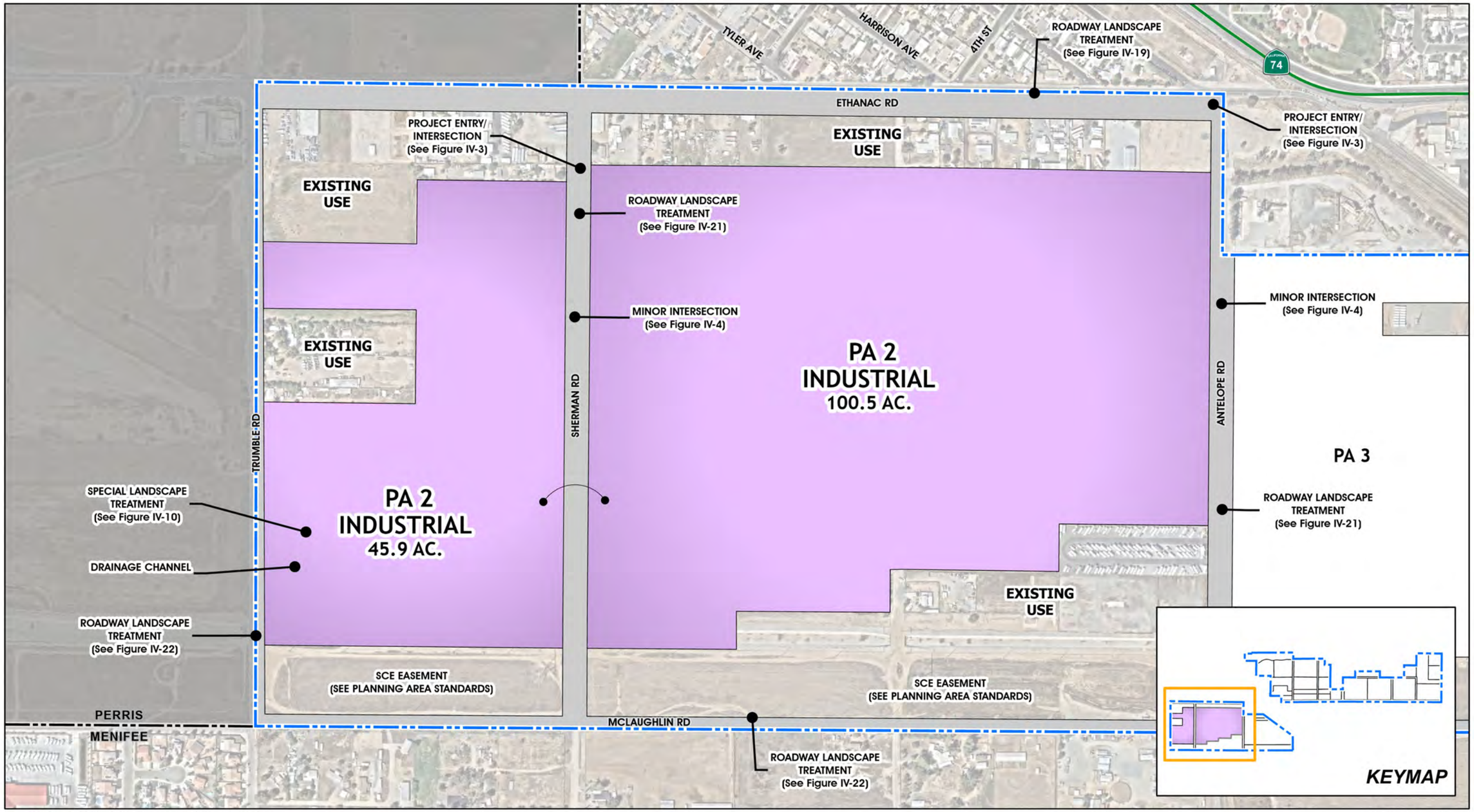
5) A special landscape treatment, as shown on Figure IV-10, shall be developed between the Industrial uses in Planning Area 2 and the adjacent Drainage Channel easement.

6) A Southern California Edison easement forms the southern boundary of Planning Area 2. All development plans filed for the implementation of Planning Area 2 must be in conformance with all applicable SCE easement restrictions.

7) Please refer to Section IV, Design Guidelines, for design-related criteria.

8) Please refer to Section III.A. for the following Development Plans and Standards that apply site-wide:

III.A.1: Specific Land Use Plan
III.A.2: Circulation Plan
III.A.3: Drainage Plan
III.A.4: Water and Sewer Plans
III.A.5: Open Space and Recreation Plan
III.A.6: Grading Plan
III.A.7: Landscaping Plan
III.A.8: Public Facilities Phasing Plan
III.A.9: Phasing Plan



Source(s): Esri, RCTLMA (2024), Nearmap Aerial (September 2023)

0 100 200 400 Feet

FIGURE - III-14

PLANNING AREA 2

III. SPECIFIC PLAN

2. PLANNING AREA 3: INDUSTRIAL PARK

a. Descriptive Summary

Planning Area 3, as depicted in Figure III-15, consists of approximately 75.9 gross acres of Industrial Park.

b. Land Use and Development Standards

Please refer to Table III-7A for Permitted Uses and III-7B for Development Standards. Other uses not listed may be permitted provided a Conditional Use Permit has been granted pursuant to the requirements of the City of Menifee Development Code and Zoning Ordinance.

c. Planning Standards

1) Primary access into Planning Area 3 shall be provided from Antelope Road and McLaughlin Road.

2) A minor intersection monumentation treatment shall be established at the intersection of Antelope Road and the planning area access point. This treatment is illustrated on Figure IV-4.

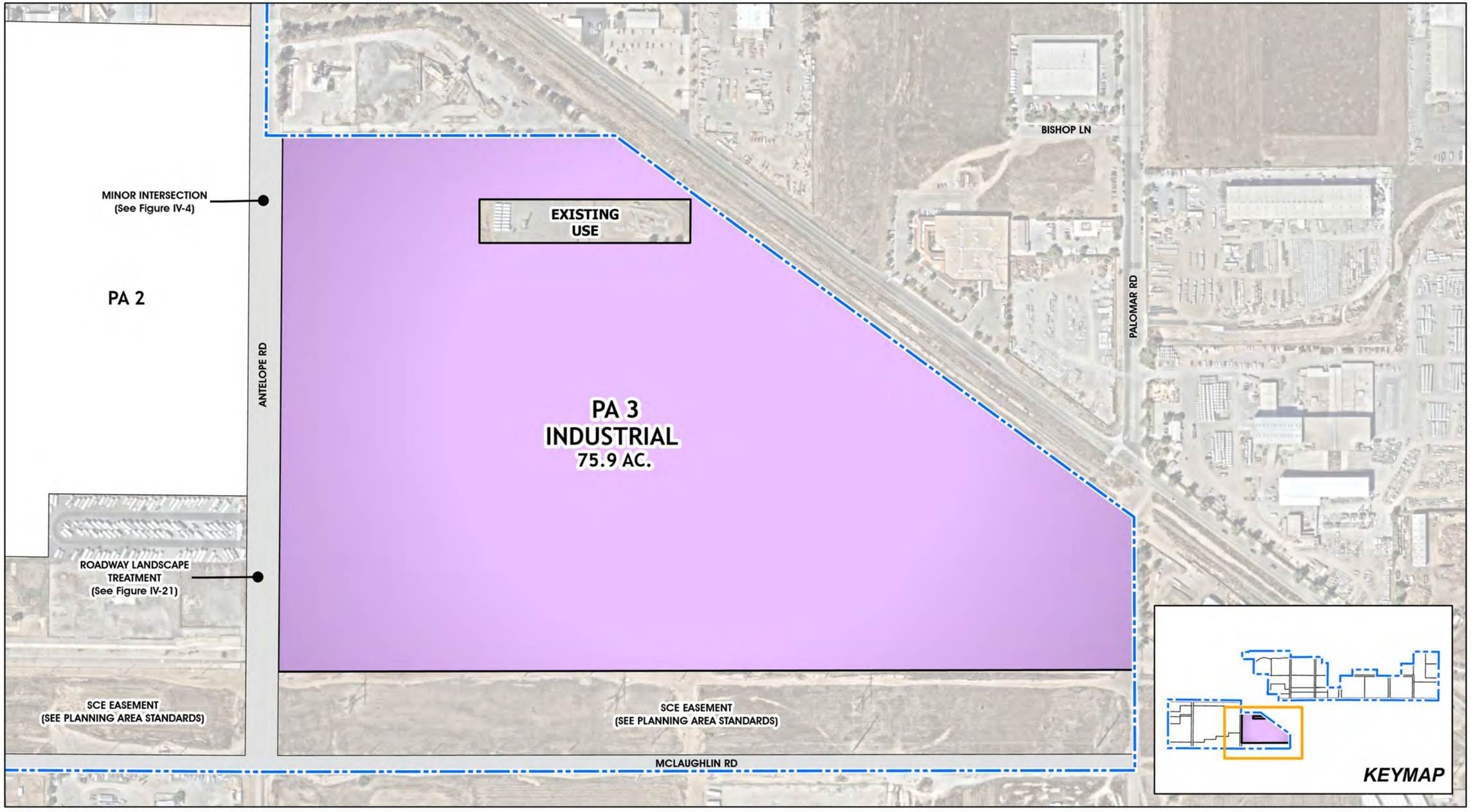
3) Roadway landscape treatments shall be incorporated along Antelope Road and McLaughlin Road, as depicted on Figures IV-21.

4) A Southern California Edison easement forms the southern boundary of this planning area. All subsequent development plans filed for the implementation of Planning Area 3 must conform to all applicable SCE easement restrictions.

5) Please refer to Section IV, Design Guidelines, for design-related criteria.

6) Please refer to Section III.A. for the following Development Plans and Standards that apply site-wide:

III.A.1: Specific Land Use Plan
III.A.2: Circulation Plan
III.A.3: Drainage Plan
III.A.4: Water and Sewer Plans
III.A.5: Open Space and Recreation Plan
III.A.6: Grading Plan
III.A.7: Landscaping Plan
III.A.8: Public Facilities Phasing Plan
III.A.9: Phasing Plan



Source(s): Esri, RCTLMA (2024), Nearmap Aerial (September 2023)

0 75 150 300 Feet

FIGURE - III-15

PLANNING AREA 3

TABLE III-7A
PERMITTED USES
PLANNING AREAS 2 AND 3 (INDUSTRIAL)*

*The Permitted Uses below for Planning Areas 2 and 3 (Industrial) are based on Article XII, Section 12.1 (Manufacturing-Heavy – M-H Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

USE CATEGORY	PERMITTED USES	PLANNING AREA 2	PLANNING AREA 3
P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted			
AGRICULTURE	Agricultural uses of the soils for crops including the grazing of not more than two mature farm animals per acre and their immature offspring.	P	P
FOOD PRODUCTS	Meat and poultry products, including meat packing but not including slaughtering.	P(1)	P(1)
	Dairy products, not including dairies.	P(1)	P(1)
	Canning and preserving fruits and vegetables.	P(1)	P(1)
	Grain and bakery products.	P(1)	P(1)
	Sugar and confectionery products.	P(1)	P(1)
	Beverages, including alcoholic beverages.	P(1)	P(1)
	Wineries, distilleries, and breweries.	P(1)	P(1)
	Ice.	P(1)	P(1)
TEXTILE PRODUCTS	Cotton, wool, and synthetic weaving and finishing mills.	P(1)	P(1)
	Wearing apparel and accessory products.	P(1)	P(1)
	Knitting mills.	P(1)	P(1)
	Floor coverings mills.	P(1)	P(1)
	Yarn and thread mills.	P(1)	P(1)
LUMBER AND WOOD PRODUCTS	Saw and planing mills.	P(1)	P(1)
	Manufacture of containers and creates.	P(1)	P(1)
	Fabrication of wood buildings and structures.	P(1)	P(1)
	Lumber yards.	P(1)	P(1)
	Manufacture of furniture and fixtures including cabinets, partitions, and similar items.	P(1)	P(1)
PAPER PRODUCTS	Paper and paperboard mills.	P(1)	P(1)
	Manufacture of containers and boxes.	P(1)	P(1)
	Paper shredding.	P(1)	P(1)
	Printing and publishing of newspaper, periodicals, books, forms cards and similar items.	P(1)	P(1)
	Binding of books and other publications.	P(1)	P(1)

USE CATEGORY	PERMITTED USES	PLANNING AREA 2	PLANNING AREA 3
P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted			
CHEMICAL AND RELATED PRODUCTS	Manufacture of organic and inorganic compounds, not including those of a hazardous nature,	P(1	P(1
	Manufacture of drugs and pharmaceuticals,	P(1	P(1
	Soaps, cleaners, and toiletries,	P(1	P(1
	Manufacture of agricultural chemicals, not including pesticides and fertilizers.	P(1	P(1
	Paints and varnishes.	P(1	P(1
RUBBER AND PLASTIC AND SYNTHETIC PRODUCTS	Manufacture of tires and tubes.	P(1)	P(1)
	Fabrication of rubber, plastics, and synthetic products.	P(1)	P(1)
LEATHER PRODUCTS	Tanning and finishing of leather.	P(1)	P(1)
	Manufacture of handbags, luggage, footwear, and other personal leather goods.	P(1)	P(1)
STONE, CLAY, GLASS, AND CONCRETE PRODUCTS	Stone cutting and related activities.	P(1)	P(1)
	Pottery and similar items.	P(1)	P(1)
	Glass blowing, pressing and cutting.	P(1)	P(1)
	Glassware products.	P(1)	P(1)
	Manufacture of concrete, gypsum, plaster and mineral products.	P(1)	P(1)
METAL PRODUCTS	Manufacture of cans and containers.	P(1)	P(1)
	Cutlery, tableware, hand tools, and hardware.	P(1)	P(1)
	Plumbing and heating items.	P(1)	P(1)
	Wrought iron fabrication.	P(1)	P(1)
	Manufacture and assembly of fencing.	P(1)	P(1)
	Machine, welding, and blacksmith shops.	P(1)	P(1)
	Metal stamps and forged metal products.	P(1)	P(1)
	Fabrication of metal buildings.	P(1)	P(1)
	Manufacture of ordnance and firearms, not including explosives.	P(1)	P(1)
	Jewelry.	P(1)	P(1)
PRIMARY METAL PRODUCTS	Foundries.	P(1)	P(1)
	Rolling and drawing metals.	P(1)	P(1)
	Casting metals.	P(1)	P(1)
	Blast furnaces.	P(1)	P(1)
	Smelting of metals.	P(1)	P(1)
	Engines, turbines, and parts.	P(1)	P(1)
	Farm, garden construction, and industrial machinery.	P(1)	P(1)

USE CATEGORY	PERMITTED USES	PLANNING AREA 2	PLANNING AREA 3
P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted			
MACHINERY	Office and computing machines.	P(1)	P(1)
	Refrigeration and heating equipment.	P(1)	P(1)
	Equipment sales, rental, and storage.	P(1)	P(1)
ELECTRICAL EQUIPMENT	Electrical and electronic apparatus and components.	P(1)	P(1)
	Appliances.	P(1)	P(1)
	Lighting and wiring.	P(1)	P(1)
	Radio, television, and communications equipment.	P(1)	P(1)
	Musical and recording equipment.	P(1)	P(1)
TRANSPORTATION AND RELATED INDUSTRIES	Vehicles, aircraft, boats and parts manufacture.	P(1)	P(1)
	Railroad equipment.	P(1)	P(1)
	Motorcycles, bicycles, and parts.	P(1)	P(1)
	Travel trailers and recreational vehicles manufacture.	P(1)	P(1)
	Draying, freighting, and trucking operations.	P(1)	P(1)
	Railroad yards and stations.	P(1)	P(1)
	Vehicle storage and impoundment.	P(1)	P(1)
	Trailer and boat storage.	P(1)	P(1)
ENGINEERING AND SCIENTIFIC INSTRUMENTS	Measuring devices, watches, clocks, and related items.	P(1)	P(1)
	Optical goods, medical instruments, supplies, and equipment, and photography equipment.	P(1)	P(1)
INDUSTRIAL USES	Laboratories and research centers.	P(1)	P(1)
	Cotton ginning.	P(1)	P(1)
	Public utility substations and storage yards.	P(1)	P(1)
	Heliports.	P(1)	P(1)
	Building movers storage yard.	P(1)	P(1)
	Mini warehouses.	P(1)	P(1)
	Warehousing and distribution.	P(1)	P(1)
	Communications and microwave installations.	P(1)	P(1)
	Cold storage plant.	P(1)	P(1)
	Sand blasting.	P(1)	P(1)
	Recycling collection facilities.	P(1)	P(1)
	Natural gas, above ground storage.	P(1)	P(1)
	Recycling of wood, metal and construction wastes.	P(1)	P(1)
	Airports.	P(1)	P(1)

USE CATEGORY	PERMITTED USES	PLANNING AREA 2	PLANNING AREA 3
P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted			
	Contractor storage yards	P(1)	P(1)
SERVICE AND COMMERCIAL	Banks and financial institutions	P(1)	P(1)
	Blueprint and duplicating services.	P(1)	P(1)
	Gasoline and diesel service stations, not including the concurrent sale of beer and wine for off-premises consumption.	P(1)	P(1)
	Laboratories, film, medical, research, or testing.	P(1)	P(1)
	Office equipment sales and service.	P(1)	P(1)
	Offices, professional sales and service, including business, law, medical dental, chiropractic, architectural, and engineering.	P(1)	P(1)
	Parking lots and parking structures.	P(1)	P(1)
	Restaurants and other eating establishments.	P(1)	P(1)
	Vehicle and motorcycle repair.	P(1)	P(1)
	Barber and beauty shops.	P(1)	P(1)
	Body and fender shops, and spray painting.	P(1)	P(1)
	Building materials sales yard.	P(1)	P(1)
	Day care centers.	P(1)	P(1)
	Health and exercise centers.	P(1)	P(1)
	Hardware and home improvement centers.	P(1)	P(1)
	Mobilehomes, provided they are kept mobile and licensed pursuant to State law, when used for: sales offices on mobilehome sales lots; construction offices and caretaker's quarters on construction sites for the duration of a valid building permit, agricultural worker employment offices for a maximum of 90 days in any calendar year; caretaker's quarters and office, in lieu of any other one-family dwelling, located on the same parcel as a permitted industrial use.	P(1)	P(1)
	One-family dwellings on the same parcel as the industrial or commercial use provided such dwellings are occupied exclusively by the proprietor or caretaker of the use and their immediate family.	P(1)	P(1)
	Nurseries and garden supply.	P(1)	P(1)
	Trailer and truck sales and rentals.	P(1)	P(1)
	Signs, on-site advertising.	P(1)	P(1)
	Feed and grain sales.	P(1)	P(1)
	Mobilehome sales lots.	P(1)	P(1)
	Churches, temples and other places of religious worship.	P(1)	P(1)
INDUSTRIAL, SERVICE, AND COMMERCIAL	Auto wrecking and junk yards.	C	C
	Abattoirs.	C	C

USE CATEGORY	PERMITTED USES	PLANNING AREA 2	PLANNING AREA 3
P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted			
	Petroleum refineries.	C	C
	Cotton ginning.	C	C
	Acid and abrasives manufacturing.	C	C
	Fertilizer production, and processing organic or inorganic.	C	C
	Petroleum and bulk fuel storage, above ground, pursuant to County Ordinance No. 546.	C	C
	Concrete batch plants and asphalt plants.	C	C
	Disposal service operations.	C	C
	Drive-in theaters.	C	C
	Dump sites.	C	C
	Explosives manufacturing and testing.	C	C
	Gas, steam, and oil drilling operations.	C	C
	Sewage treatment plants.	C	C
	Swap meets.	C	C
	Processing and rendering of fats and oils.	C	C
	Recycling processing facilities.	C	C
	Solar power plant on a lot 10 acres or larger..	C	C
	Any mining operation that is subject to the California Surface Mining and Reclamation Act of 1975 provided a valid surface mining permit has been granted pursuant to County Ordinance No. 555.	C	C
	A hazardous waste facility provided a hazardous waste facility siting permit has been granted pursuant to Section 18.44. of County Ordinance No. 348.	C	C
	Sex-oriented businesses, subject to the provisions of County Ordinance No. 743. The uses listed in Subsections B. and C. do not include sex-oriented businesses.		
	Any use that is not specifically listed in Subsections B. and C. may be considered a permitted or conditionally permitted use providing that the Planning Director finds that the proposed use is substantially the same in character and intensity as those listed in the designated Subsections. Such a use is subject to the permit process which governs the category in which it falls.		
	Industrial Hemp Activities are permitted or conditionally permitted in subsections A., B., or C. in Section 12.2 pursuant to the provisions set forth in Article XIXm of County Ordinance No. 348 including, but not limited to, permit processing, location, standards and approval requirements.		
	Planned industrial developments are permitted provided a land division has been approved pursuant to County Ordinance No. 460.		

NOTES:

1) Requires Plot Plan Approval via City of Menifee, pursuant to provisions of County Ordinance No. 348.

TABLE III-7B
DEVELOPMENT STANDARDS
PLANNING AREAS 2 AND 3 (INDUSTRIAL)*

***** The Development Standards below for Planning Areas 2 and 3 (Industrial) are based on Article XII, Section 12.1 (Manufacturing-Heavy – M-H Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

DEVELOPMENT STANDARD	PLANNING AREAS 2 and 3 REQUIREMENTS
Lot Size	The minimum lot size shall be 10,000 square feet with a minimum average width of 75 feet, except that a lot size not less than 7,000 square feet and an average width of not less than 65 feet may be permitted when sewers are available and will be utilized for the development.
Maximum Building Height	40 feet at the yard setback line.
	Buildings shall not exceed 50 feet unless a height up to 75 feet is approved pursuant to Section 18.34. of Ordinance No. 348.
	Structures other than buildings shall not exceed 50 feet unless a height up to 105 feet is approved pursuant to Section 18.34. of Ordinance No. 348.
Building Setbacks	Where the front, side, or rear yard adjoins a street or lot zoned R-R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-R, or W-2-M, the minimum setback shall be 25 feet from the property line.
	Where the front, side, or rear yard adjoins a lot with a zoning classification other than those zones specified in paragraph (1) above, there is no minimum setback.
	With the exception of those portions of the setback area for which landscaping is required, the setback area may only be used for driveways, automobile parking, or landscaping. A setback area which adjoins a street separating it from a lot with a zoning classification other than those zones specified above, may also be used for loading docks.
Masonry Wall	Prior to occupancy of any industrial use permitted in these planning areas, a six foot high solid masonry wall or combination landscaped earthen berm and masonry wall shall be constructed on each property line that adjoins any parcel specifically zoned for residential use, unless otherwise approved by the hearing officer or body. Salvage yards or vehicle dismantling yards, including storage, shall be enclosed by a solid masonry wall or combination landscaped earthen berm and masonry wall, not less than eight feet in height. Materials within the enclosed yard shall not be placed so as exceed the height of the surrounding wall, or berm and wall.
Landscaping	A minimum of ten percent of the site proposed for development shall be landscaped and irrigated.
	A minimum ten foot strip adjacent to street right-of-way lines shall be appropriately landscaped and maintained, except for designated pedestrian and vehicular accessways, said landscaping strip shall not include landscaping located within the street right-of-way.
	A minimum 20 foot strip adjacent to lots zoned R-R, R-1, R-A, R-2, R-3, R-4, R-6, RT, R-T-R, or W-2-M, or separated by a street from a lot with said zoning, shall be landscaped and maintained, unless a tree screen or other buffer treatment is approved by the hearing officer or body. However, in no case shall said landscaping be less than ten feet wide excluding curbing.
Required Parking	Parking shall be provided as required by CityStandards

DEVELOPMENT STANDARD	PLANNING AREAS 2 and 3 REQUIREMENTS
Trash Collection Areas	Trash collection areas shall be screened by landscaping or architectural features in such a manner as not to be visible from a public street or from any adjacent residential area.
Outside Storage and Service Areas	Outside storage and service areas may be required to be screened by structures or landscaping.
Utilities	Utilities shall be installed underground except electrical lines rated at 33kV or Greater.
Mechanical Equipment	Mechanical equipment used in the manufacturing process may be required to be enclosed in a building, and roof-mounted accessory equipment may be required to be screened from view.
Lighting	All lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.
Exceptions	The development standards contained herein, except lot size, setbacks, and height, may be waived or modified as part of the plot plan or conditional use permit process if it is determined that the standard is inappropriate for the proposed use and that the waiver or modification of the standard will not be contrary to the public health and safety.
Manufacturing Plot Plan	Applications for a plot plan shall be made pursuant to the provisions of Section 18.30. of County Ordinance No. 348 and in addition to the requirements of that section, the application shall contain: 1. A description of the proposed operation in sufficient detail to fully describe the nature and extent of the proposed use. 2. Plans or reports showing proposed method for treatment and disposal of sewage and industrial waste.

3. PLANNING AREA 4: MEDIUM DENSITY RESIDENTIAL

a. Descriptive Summary

Planning Area 4, as depicted in Figure III-16, provides for development of 21.8 acres of medium density residential uses with minimum lot sizes of 7,200 square feet. A maximum total of 76 dwelling units are planned at a target density of 3.5 du/ac.

b. Land Use and Development Standards

Please refer to Table III-8A for Permitted Uses and III-8B for Development Standards. Other uses not listed may be permitted provided a Conditional Use Permit has been granted pursuant to the requirements of the City of Menifee Development Code and Zoning Ordinance.

c. Planning Standards

1) Primary access to Planning Area 4 shall be provided from Antelope Road and Watson Road.

2) Roadway landscape treatments, as illustrated in Figures IV-21 and 22, shall be incorporated along Antelope Road, Watson Road and Palomar Road, respectively.

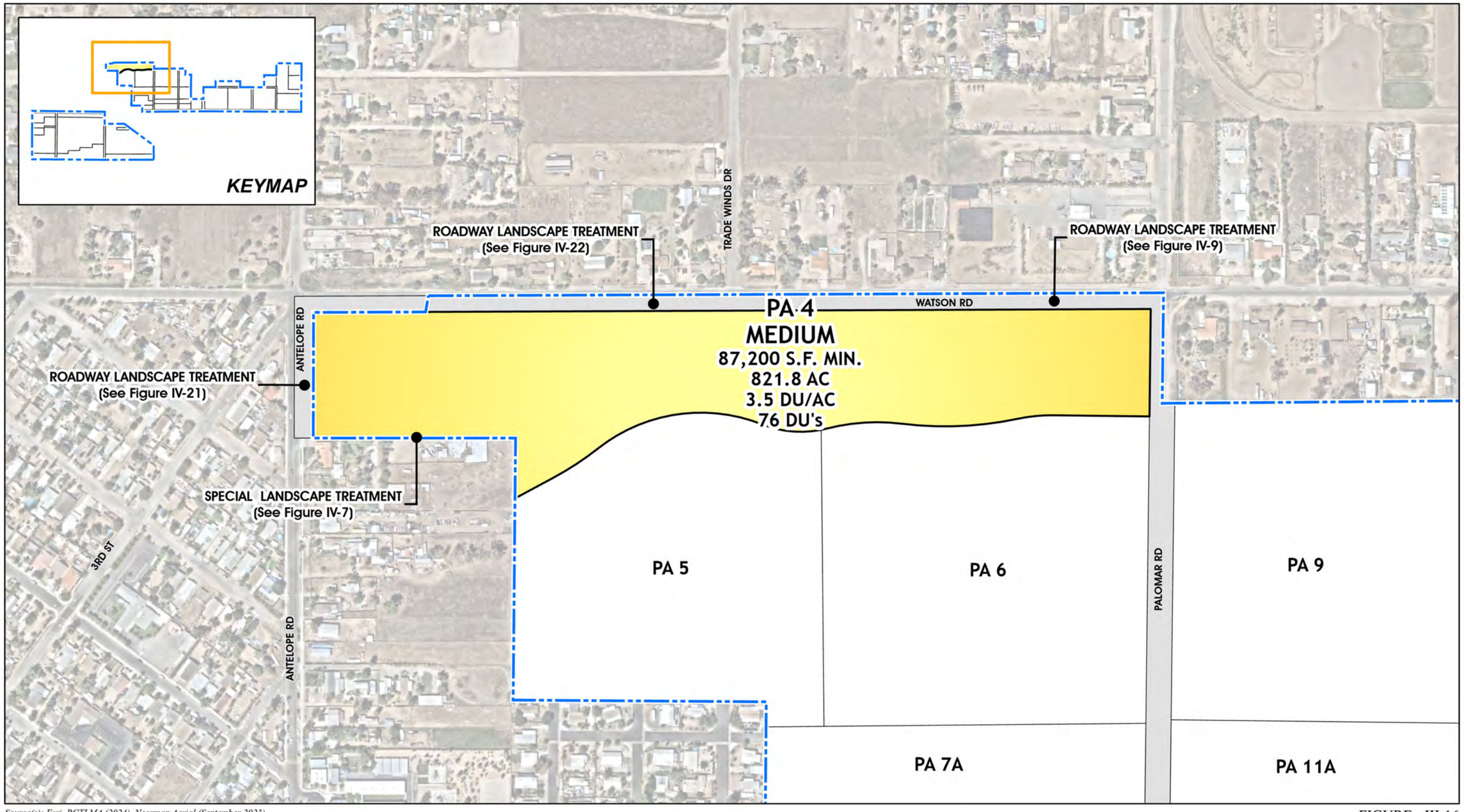
3) A special landscape treatment shall be established between the residential uses in Planning Area 4 and adjacent existing residential uses, as shown in Figure IV-7.

4) A special landscape treatment, as shown on Figure IV-9, shall be provided along Watson Road to limit views of this planning area from existing adjacent residential uses.

5) Please refer to Section IV, Design Guidelines, for design-related criteria.

6) Please refer to Section III.A. for the following Development Plans and Standards that apply site-wide:

III.A.1: Specific Land Use Plan
III.A.2: Circulation Plan
III.A.3: Drainage Plan
III.A.4: Water and Sewer Plans
III.A.5: Open Space and Recreation Plan
III.A.6: Grading Plan
III.A.7: Landscaping Plan
III.A.8: Public Facilities Phasing Plan
III.A.9: Phasing Plan



Source(s): Esri, RCTLMA (2024), Nearmap Aerial (September 2023)

0 75 150 300 Feet

FIGURE - III-16

PLANNING AREA 4

III. SPECIFIC PLAN

MENIFEE NORTH SPECIFIC PLAN NO. 260 AMENDMENT NO. 6

TABLE III-8A
PERMITTED USES
PLANNING AREA 4 (MEDIUM DENSITY RESIDENTIAL)*

* The Permitted Uses for Planning Area 4 (Medium Density Residential) are based on Article VI, Section 6.1 (One-Family Dwellings – R-1 Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

PERMITTED USES	PLANNING AREA 4
P = Permitted (1) (2) • C = Conditional Use Permit • NP = Not Permitted	
One-family dwellings.	P
Field crops, flower and vegetable gardening, tree crops, and greenhouses used only for purposes of propagation and culture, including the sale thereof from the premises and one unlighted sign that does not exceed two square feet in size pertaining to the sale of products.	P
The noncommercial keeping of horses on lots not less than 20,000 square feet in area and 100 feet in width, provided they are kept not less than 100 feet from any street and 20 feet from any property line. A maximum of two horses per 20,000 square feet and, in any event, not more than four horses on a lot will be permitted. If a lot is one acre or more in area, poultry, crowing fowl (chickens only), rabbits, chinchillas, guinea pigs, parakeets and small fowl may be kept for the use of the occupants of the premises only. The poultry, crowing fowl, rabbits, chinchillas, guinea pigs, parakeets and small fowl shall be kept in an enclosed area located not less than 20 feet from any property line and not less than 50 feet from any residence and shall be maintained on the rear portion of the lot in conjunction with a residential use. If a lot is two acres or more in area, two sheep or goats or combination thereof may be kept in addition thereto provided they are kept not less than 100 feet from any street, 20 feet from any property line and 50 feet from any residence.	P
Home occupations.	P
The keeping or raising of not more than four (4) mature female crowing fowl (chickens only) on lots or parcels between 7,200 square feet and 39,999 square feet or not more than 12 mature female crowing fowl (chickens only) on lots of 40,000 square feet or more for the use of the occupants of the premises. The crowing fowl shall be kept in an enclosed area located not less than 20 feet from any property line and not less than 50 feet from any residence and shall be maintained on the rear portion of the lot in conjunction with a residential use.	P
Planned residential developments, provided a land division is approved pursuant to the provisions of County Ordinance No. 460 and the development standards in Section 18.5. or 18.6. of County Ordinance No. 348.	P
The noncommercial raising of not more than one (1) miniature pig on lots from 7,200 to 19,999 square feet or not more than two (2) miniature pigs on lots of not less than 20,000 square feet, subject to the following conditions: a. Any person owning or having custody or control of a miniature pig over the age of four (4) months shall pay for and obtain a license from the Animal Control Department. b. Any miniature pig kept or maintained on a lot with a use permitted under Section 6.1.A.1. shall be spayed or neutered as a condition of being licensed. No license shall be issued unless the owner or custodian of the miniature pig presents a valid certificate from a veterinarian. All unaltered miniature pigs shall be subject to immediate impoundment. c. No miniature pig may weigh more than two hundred (200) pounds. d. Any person owning or having charge, care, custody or control of any miniature pig shall keep such pig exclusively upon his or her own premises, provided, however, such pig may be off such premises if under restraint of a competent person. e. The miniature pig must be kept in an enclosure that is no closer than thirty (30) feet from the front property line, fifteen (15) feet from any side or rear property line and no closer than thirty-five (35) feet of any dwelling unit other than the dwelling unit on the subject lot.	P
Future Farmers of America (FFA) or 4-H projects conducted by the occupants of the premises. Provided, however, if the project involves crowing fowl, an unexpired crowing fowl affidavit form describing the project must be on file with the Planning Director. Affidavit forms are available at the Planning Department and may be filed free of charge.	P

PERMITTED USES	PLANNING AREA 4
P = Permitted (1) (2) • C = Conditional Use Permit • NP = Not Permitted	
The outside storage of materials on improved lots or parcels of one-half acre to one acre provided the amount is limited to one hundred (100) square feet with a maximum height of three (3) feet and on improved lots or parcels of one acre or more provided the amount is limited to two hundred (200) square feet with a maximum height of three (3) feet.	P
Temporary real estate tract offices located within a subdivision, to be used only for and during the original sale of the subdivision, but not to exceed a period of two years in any event.	P(1)
Public parks and playgrounds, golf courses with standard length fairways, and country clubs.	P(1)
Child Day Care Center.	P(1)
Mobilehome parks, developed pursuant to Section 19.92. of County Ordinance No. 348.	C
Churches, temples and other places of religious worship.	P(2)

Notes:

1) Requires Plot Plan Approval via City of Menifee, pursuant to provisions of County Ordinance No. 348.
2) Requires a Public Use Permit via City of Menifee, pursuant to provisions of Section 18.29 of County Ordinance No. 348

TABLE III-8B
DEVELOPMENT STANDARDS
PLANNING AREA 4 (MEDIUM DENSITY RESIDENTIAL)*

* The Development Standards for Planning Area 4 (Medium Density Residential) are based on Article VI, Section 6.1 (One-Family Dwellings – R-1 Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

DEVELOPMENT STANDARD	PLANNING AREA 4 REQUIREMENTS
Lot Size	Lot area shall be not less than 7,200 square feet. The minimum lot area shall be determined by excluding that portion of a lot that is used solely for access to the portion of a lot used as a building site.
Lot Width	The minimum average width of that portion of a lot to be used as a building site shall be 60 feet with a minimum average depth of 100 feet. That portion of a lot used for access on flag lots shall have a minimum width of 20 feet.
Lot Frontage	The minimum frontage of a lot shall be 60 feet, except that lots fronting on knuckles or cul-de-sac may have a minimum frontage of 35 feet. Lot frontage along curvilinear streets may be measured at the building setback in accordance with zone development standards.
Maximum Building Height	Building height shall not exceed three stories, with a maximum height of 40 feet.
Minimum Yard Requirements	The front yard shall be not less than fifteen feet (15') measured from the existing street line or from any future street line as shown on any specific plan of highways, whichever is nearer the proposed structure.
	Side yards on interior and through lots shall be not less than ten percent of the width of the lot, but not less than three feet in width in any event, and need not exceed a width of five feet. Side yards on corner and reversed corner lots shall be not less than ten feet from the existing street line or from any future street line as shown on any specific plan of highways, whichever is nearer the proposed structure, upon which the main building sides, except that where the lot is less than 50 feet wide the yard need not exceed 20 percent of the width of the lot.
	Rear yards shall be not less than twenty feet (20').
Encroachments	Chimneys and fireplaces shall be allowed to encroach into side yards a maximum of two feet (2'). No other structural encroachments shall be permitted in the front, rear or side yard except as provided for in Section 18.9 of Ordinance No. 348.
Required Parking	Automobile storage space shall be provided as required by Section 18.12. of County Ordinance No. 348.
Lot Coverage	In no case shall more than 50% of any lot be covered by dwelling.

4. PLANNING AREA 5: MEDIUM DENSITY RESIDENTIAL

a. Descriptive Summary

Planning Area 5, as depicted in Figure III-17, provides for development of 18.3 acres of medium density residential uses with minimum lot sizes of 7,200 square feet. A maximum total of 68 dwelling units are planned at a target density of 3.7 du/ac. The maximum density may be increased to 6.0 du/ac with a 5,000 square foot minimum lot size if the planning area is designed for and restricted to senior citizen housing or if this planning area is designed as a mobile home park or subdivision. In this case, the maximum DU allowed for Planning Area 5 is 110 DU.

b. Land Use and Development Standards

Please refer to Table III-9A for Permitted Uses and III-9B for Development Standards. Other uses not listed may be permitted provided a Conditional Use Permit has been granted pursuant to the requirements of the City of Menifee Development Code and Zoning Ordinance.

c. Planning Standards

1) Access to Planning Area 5 shall be provided from Street "A".

2) A roadway landscape treatment, such as that depicted in Figure IV-18, shall be provided along Street "A".

3) A special landscape treatment shall be established between the residential uses in Planning Area 5 and the adjacent existing residential uses, as shown in Figure IV-7.

4) Please refer to Section IV, Design Guidelines, for design-related criteria.

5) Please refer to Section III.A. for the following Development Plans and Standards that apply site-wide:

III.A.1: Specific Land Use Plan
III.A.2: Circulation Plan
III.A.3: Drainage Plan
III.A.4: Water and Sewer Plans
III.A.5: Open Space and Recreation Plan
III.A.6: Grading Plan
III.A.7: Landscaping Plan
III.A.8: Public Facilities Phasing Plan
III.A.9: Phasing Plan

5. PLANNING AREA 6: MEDIUM DENSITY RESIDENTIAL

a. Descriptive Summary

Planning Area 6, as depicted in Figure III-17, provides for development of 24.6 acres of medium density residential uses with minimum lot sizes of 7,200 square feet. A maximum total of 91 dwelling units are planned at a target density of 3.7 du/ac. The maximum density may be increased to 6.0 du/ac with a 5,000 square foot minimum lot size if the planning area is designed for and restricted to senior citizen housing or if this planning area is designed as a mobile home park or subdivision. In this case, the maximum DU allowed for Planning Area 6 is 147 DU.

b. Land Use and Development Standards

Please refer to Table III-9A for Permitted Uses and III-9B for Development Standards. Other uses not listed may be permitted provided a Conditional Use Permit has been granted pursuant to the requirements of the City of Menifee Development Code and Zoning Ordinance.

c. Planning Standards

1) Access to Planning Area 6 shall be provided from Street "A" and Palomar Road.

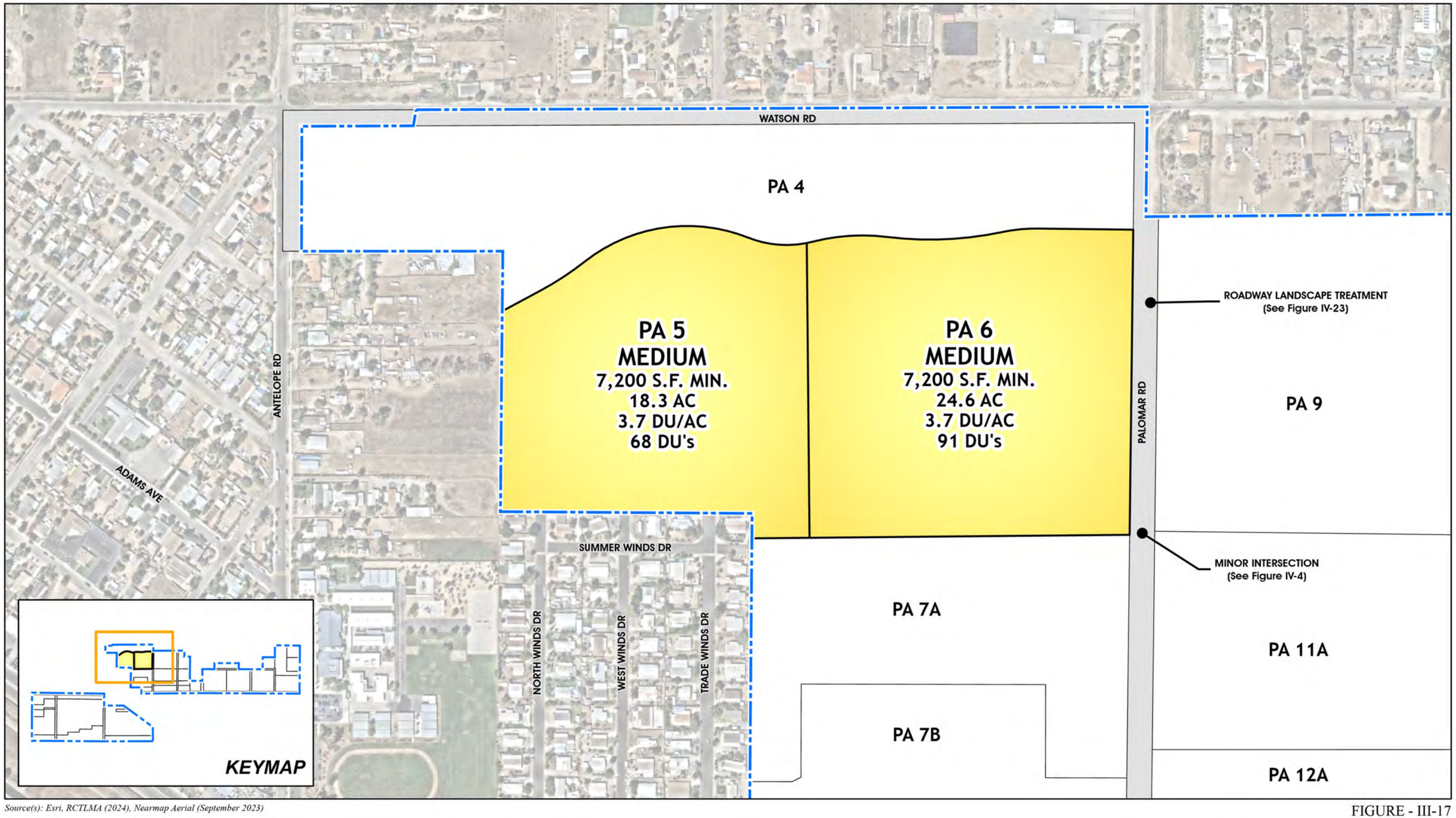
2) A minor intersection statement, as shown on Figure IV-4, is shall be developed at the intersection of Palomar Road and Street "A".

3) A roadway landscape treatment, as depicted in Figure IV-22, shall be provided along Street "A" and Palomar Road.

4) Please refer to Section IV, Design Guidelines, for design-related criteria.

5) Please refer to Section III.A. for the following Development Plans and Standards that apply site-wide:

III.A.1: Specific Land Use Plan
III.A.2: Circulation Plan
III.A.3: Drainage Plan
III.A.4: Water and Sewer Plans
III.A.5: Open Space and Recreation Plan
III.A.6: Grading Plan
III.A.7: Landscaping Plan
III.A.8: Public Facilities Phasing Plan
III.A.9: Phasing Plan



Source(s): Esri, RCTLMA (2024), Nearmap Aerial (September 2023)

0 75 150 300 Feet

FIGURE - III-17

PLANNING AREAS 5 & 6

TABLE III-9A
PERMITTED USES
PLANNING AREAS 5 AND 6 (MEDIUM DENSITY RESIDENTIAL)*

*The Permitted Uses for Planning Areas 5 and 6 (Medium Density Residential) are based on Article VI, Section 6.1 (One-Family Dwellings – R-1 Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

PERMITTED USES	PLANNING AREA 5	PLANNING AREA 6
P = Permitted (1) (2) • C = Conditional Use Permit • NP = Not Permitted		
One-family dwellings.	P	P
Field crops, flower and vegetable gardening, tree crops, and greenhouses used only for purposes of propagation and culture, including the sale thereof from the premises and one unlighted sign that does not exceed two square feet in size pertaining to the sale of products.	P	P
The noncommercial keeping of horses on lots not less than 20,000 square feet in area and 100 feet in width, provided they are kept not less than 100 feet from any street and 20 feet from any property line. A maximum of two horses per 20,000 square feet and, in any event, not more than four horses on a lot will be permitted. If a lot is one acre or more in area, poultry, crowing fowl (chickens only), rabbits, chinchillas, guinea pigs, parakeets and small fowl may be kept for the use of the occupants of the premises only. The poultry, crowing fowl, rabbits, chinchillas, guinea pigs, parakeets and small fowl shall be kept in an enclosed area located not less than 20 feet from any property line and not less than 50 feet from any residence and shall be maintained on the rear portion of the lot in conjunction with a residential use. If a lot is two acres or more in area, two sheep or goats or combination thereof may be kept in addition thereto provided they are kept not less than 100 feet from any street, 20 feet from any property line and 50 feet from any residence.	P	P
Home occupations.	P	P
The keeping or raising of not more than four (4) mature female crowing fowl (chickens only) on lots or parcels between 7,200 square feet and 39,999 square feet or not more than 12 mature female crowing fowl (chickens only) on lots of 40,000 square feet or more for the use of the occupants of the premises. The crowing fowl shall be kept in an enclosed area located not less than 20 feet from any property line and not less than 50 feet from any residence and shall be maintained on the rear portion of the lot in conjunction with a residential use.	P	P
Planned residential developments, provided a land division is approved pursuant to the provisions of County Ordinance No. 460 and the development standards in Section 18.5. or 18.6. of County Ordinance No. 348.	P	P
The noncommercial raising of not more than one (1) miniature pig on lots from 7,200 to 19,999 square feet or not more than two (2) miniature pigs on lots of not less than 20,000 square feet, subject to the following conditions: a. Any person owning or having custody or control of a miniature pig over the age of four (4) months shall pay for and obtain a license from the Animal Control Department. b. Any miniature pig kept or maintained on a lot with a use permitted under Section 6.1.A.1. shall be spayed or neutered as a condition of being licensed. No license shall be issued unless the owner or custodian of the miniature pig presents a valid certificate from a veterinarian. All unaltered miniature pigs shall be subject to immediate impoundment. c. No miniature pig may weigh more than two hundred (200) pounds. d. Any person owning or having charge, care, custody or control of any miniature pig shall keep such pig exclusively upon his or her own premises, provided, however, such pig may be off such premises if under restraint of a competent	P	P

PERMITTED USES	PLANNING AREA 5	PLANNING AREA 6
P = Permitted (1) (2) • C = Conditional Use Permit • NP = Not Permitted		
person. e. The miniature pig must be kept in an enclosure that is no closer than thirty (30) feet from the front property line, fifteen (15) feet from any side or rear property line and no closer than thirty-five (35) feet of any dwelling unit other than the dwelling unit on the subject lot.		
Future Farmers of America (FFA) or 4-H projects conducted by the occupants of the premises. Provided, however, if the project involves crowing fowl, an unexpired crowing fowl affidavit form describing the project must be on file with the Planning Director. Affidavit forms are available at the Planning Department and may be filed free of charge.	P	P
The outside storage of materials on improved lots or parcels of one-half acre to one acre provided the amount is limited to one hundred (100) square feet with a maximum height of three (3) feet and on improved lots or parcels of one acre or more provided the amount is limited to two hundred (200) square feet with a maximum height of three (3) feet.	P	P
Temporary real estate tract offices located within a subdivision, to be used only for and during the original sale of the subdivision, but not to exceed a period of two years in any event.	P(1)	P(1)
Public parks and playgrounds, golf courses with standard length fairways, and country clubs.	P(1)	P(1)
Child Day Care Center.	P(1)	P(1)
Mobilehome parks, developed pursuant to Section 19.92. of County Ordinance No. 348.	C	C
Churches, temples and other places of religious worship.	P(2)	P(2)

Notes:

1) Requires Plot Plan Approval via City of Menifee, pursuant to provisions of County Ordinance No. 348.
2) Requires a Public Use Permit via City of Menifee, pursuant to provisions of Section 18.29 of County Ordinance No. 348.

TABLE III-9B
DEVELOPMENT STANDARDS
PLANNING AREAS 5 AND 6 (MEDIUM DENSITY RESIDENTIAL)*

*The Development Standards for Planning Areas 5 and 6 (Medium Density Residential) are based on Article VI, Section 6.1 (One-Family Dwellings – R-1 Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

DEVELOPMENT STANDARD	PLANNING AREAS 5 and 6 REQUIREMENTS
Lot Size	Lot Area shall be not less than seven thousand two hundred (7,200) square feet unless the development proposed is a mobile home park or is restricted to senior citizen housing then the lot area shall be not less than five thousand (5,000) square feet. The minimum lot area shall be determined by excluding that portion of a lot that is used solely for access to the portion of a lot used as a building site.
Lot Width	The minimum average width of that portion of a lot to be used as a building site shall be 60 feet with a minimum average depth of 100 feet. That portion of a lot used for access on flag lots shall have a minimum width of 20 feet.
Lot Frontage	The minimum frontage of a lot shall be 60 feet, except that lots fronting on knuckles or cul-de-sac may have a minimum frontage of 35 feet. Lot frontage along curvilinear streets may be measured at the building setback in accordance with zone development standards.
Maximum Building Height	Building height shall not exceed three stories, with a maximum height of 40 feet.
Minimum Yard Requirements	The front yard shall be not less than 20 feet, measured from the existing street line or from any future street line as shown on any specific plan of highways, whichever is nearer the proposed structure.
	Side yards on interior and through lots shall be not less than ten percent of the width of the lot, but not less than three feet in width in any event, and need not exceed a width of five feet. Side yards on corner and reversed corner lots shall be not less than ten feet from the existing street line or from any future street line as shown on any specific plan of highways, whichever is nearer the proposed structure, upon which the main building sides, except that where the lot is less than 50 feet wide the yard need not exceed 20 percent of the width of the lot.
	Rear yards shall be not less than twenty feet (20').
Encroachments	Chimneys and fireplaces shall be allowed to encroach into side yards a maximum of two feet (2'). No other structural encroachments shall be permitted in the front, rear or side yard except as provided for in Section 18.19 of Ordinance No. 348.
Required Parking	Automobile storage space shall be provided as required by Section 18.12. of County Ordinance No. 348.
Lot Coverage	In no case shall more than 50% of any lot be covered by dwelling.

6. PLANNING AREA 7A: MEDIUM HIGH DENSITY RESIDENTIAL

a. Descriptive Summary

Planning Area 7A, as depicted in Figure III-18, provides for development of 15.2 acres devoted to medium high density residential uses with minimum lot sizes of 4,000 square feet. A maximum total of 85 dwelling units are planned at a target density of 5.6 dwelling units per acre.

b. Land Use and Development Standards

Please refer to Table III-10A for Permitted Uses and III-10B for Development Standards. Other uses not listed may be permitted provided a Conditional Use Permit has been granted pursuant to the requirements of the City of Menifee Development Code and Zoning Ordinance.

c. Planning Standards

1) Primary access to Planning Area 7A shall be provided from, Palomar Road.

2) Roadway landscape treatments, as illustrated in Figure IV-22, shall be established along Palomar Road.

3) In conjunction with the first implementing plot plan submitted for this planning area, a conceptual site plan for the entire planning area shall be provided to the Riverside County Planning Department for informational purposes. This site plan shall show how the proposed development application integrates into the remainder of the planning area, to ensure proper design and layout of the parking and street access.

4) Please refer to Section IV, Design Guidelines, for design-related criteria.

5) Please refer to Section III.A. for the following Development Plans and Standards that apply site-wide:

III.A.1: Specific Land Use Plan
III.A.2: Circulation Plan
III.A.3: Drainage Plan
III.A.4: Water and Sewer Plans
III.A.5: Open Space and Recreation Plan
III.A.6: Grading Plan
III.A.7: Landscaping Plan
III.A.8: Public Facilities Phasing Plan
III.A.9: Phasing Plan

TABLE III-10A
PERMITTED USES
PLANNING AREA 7A (MEDIUM-HIGH DENSITY RESIDENTIAL)*

*The Permitted Uses for Planning Area 7A (Medium-High Density Residential) are based on Article VI, Section 6.1 (One-Family Dwellings – R-1 Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

PERMITTED USES	PLANNING AREA 7A
P = Permitted (1) (2) • C = Conditional Use Permit • NP = Not Permitted	
One-family dwellings.	P
Field crops, flower and vegetable gardening, tree crops, and greenhouses used only for purposes of propagation and culture, including the sale thereof from the premises and one unlighted sign that does not exceed two square feet in size pertaining to the sale of products.	P
The noncommercial keeping of horses on lots not less than 20,000 square feet in area and 100 feet in width, provided they are kept not less than 100 feet from any street and 20 feet from any property line. A maximum of two horses per 20,000 square feet and, in any event, not more than four horses on a lot will be permitted. If a lot is one acre or more in area, poultry, crowing fowl (chickens only), rabbits, chinchillas, guinea pigs, parakeets and small fowl may be kept for the use of the occupants of the premises only. The poultry, crowing fowl, rabbits, chinchillas, guinea pigs, parakeets and small fowl shall be kept in an enclosed area located not less than 20 feet from any property line and not less than 50 feet from any residence and shall be maintained on the rear portion of the lot in conjunction with a residential use. If a lot is two acres or more in area, two sheep or goats or combination thereof may be kept in addition thereto provided they are kept not less than 100 feet from any street, 20 feet from any property line and 50 feet from any residence.	P
Home occupations.	P
The keeping or raising of not more than four (4) mature female crowing fowl (chickens only) on lots or parcels between 7,200 square feet and 39,999 square feet or not more than 12 mature female crowing fowl (chickens only) on lots of 40,000 square feet or more for the use of the occupants of the premises. The crowing fowl shall be kept in an enclosed area located not less than 20 feet from any property line and not less than 50 feet from any residence and shall be maintained on the rear portion of the lot in conjunction with a residential use.	P
Planned residential developments, provided a land division is approved pursuant to the provisions of County Ordinance No. 460 and the development standards in Section 18.5. or 18.6. of County Ordinance No. 348.	P
The noncommercial raising of not more than one (1) miniature pig on lots from 7,200 to 19,999 square feet or not more than two (2) miniature pigs on lots of not less than 20,000 square feet, subject to the following conditions: a. Any person owning or having custody or control of a miniature pig over the age of four (4) months shall pay for and obtain a license from the Animal Control Department. b. Any miniature pig kept or maintained on a lot with a use permitted under Section 6.1.A.1. shall be spayed or neutered as a condition of being licensed. No license shall be issued unless the owner or custodian of the miniature pig presents a valid certificate from a veterinarian. All unaltered miniature pigs shall be subject to immediate impoundment. c. No miniature pig may weigh more than two hundred (200) pounds. d. Any person owning or having charge, care, custody or control of any miniature pig shall keep such pig exclusively upon his or her own premises, provided, however, such pig may be off such premises if under restraint of a competent person. e. The miniature pig must be kept in an enclosure that is no closer than thirty (30) feet from the front property line, fifteen (15) feet from any side or rear property line and no closer than thirty-five (35) feet of any dwelling unit other than the dwelling unit on the subject lot.	P
Future Farmers of America (FFA) or 4-H projects conducted by the occupants of the premises. Provided, however, if the project involves crowing fowl, an unexpired crowing fowl affidavit form describing the project must be on file with the Planning Director. Affidavit forms are available at the Planning Department and may be filed free of charge.	P

PERMITTED USES	PLANNING AREA 7A
P = Permitted (1) (2) • C = Conditional Use Permit • NP = Not Permitted	
The outside storage of materials on improved lots or parcels of one-half acre to one acre provided the amount is limited to one hundred (100) square feet with a maximum height of three (3) feet and on improved lots or parcels of one acre or more provided the amount is limited to two hundred (200) square feet with a maximum height of three (3) feet.	P
Temporary real estate tract offices located within a subdivision, to be used only for and during the original sale of the subdivision, but not to exceed a period of two years in any event.	P(1)
Public parks and playgrounds, golf courses with standard length fairways, and country clubs.	P(1)
Child Day Care Center.	P(1)
Mobilehome parks, developed pursuant to Section 19.92. of County Ordinance No. 348.	C
Churches, temples and other places of religious worship.	P(2)

Notes:

1) Requires Plot Plan Approval via City of Menifee, pursuant to provisions of County Ordinance No. 348.
2) Requires a Public Use Permit via City of Menifee, pursuant to provisions of Section 18.29 of County Ordinance No. 348.

TABLE III-10B
DEVELOPMENT STANDARDS
PLANNING AREA 7A (MEDIUM-HIGH DENSITY RESIDENTIAL)*

*The Development Standards for Planning Area 7A (Medium-High Density Residential) are based on Article VI, Section 6.1 (One-Family Dwellings – R-1 Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

DEVELOPMENT STANDARD	PLANNING AREA 7A REQUIREMENTS
Lot Size	Lot area shall be not less than four thousand (4,000) square feet. The minimum lot area shall be determined by excluding that portion of a lot that is used solely for access to the portion of a lot used as a building site.
Lot Width	The minimum average width of that portion of a lot to be used as a building site shall be forty feet (40') with a minimum average depth of ninety feet (90').
Lot Frontage	The minimum frontage of a lot shall be forty feet (40'), except that lots fronting on knuckles or cul-de-sacs may have a minimum frontage of thirty-five feet (35'). Lot frontage along curvilinear streets may be measured at the building setback in accordance with zone development standards.
Maximum Building Height	Building height shall not exceed three stories, with a maximum height of 40 feet.
Minimum Yard Requirements	The front yard shall be not less than ten feet (10'), measured from the sidewalk.
	Side yards on interior and through lots shall be not less than five feet (5') in width. Side yards on corner and reversed corner lots shall be not less than five feet (5') from the existing street line or from any future street line as shown on any specific plan of highways.
	There is no minimum rear yard area.
	The minimum garage setback from the private drive is three feet (3'). The minimum distance from garage door to garage door is thirty feet (30'). The minimum distance between buildings is ten feet (10').
Encroachments	Chimneys, media niches and fireplaces shall be allowed to encroach into side yards a maximum of two and a half feet (2.5').
	Front yard porches shall not be allowed to encroach into front yards a maximum of five feet (5').
	Side yard porches shall be allowed to encroach into side yards a maximum of three feet (3').
	Balconies and decks shall be allowed to encroach into rear yards a maximum of two and a half feet (2'-6").
	No other structural encroachments shall be permitted in the front, rear or side yard except as provided for in Section 18.19 of Ordinance No. 348.
Required Parking	Automobile storage space shall be provided as required by Section 18.12. of County Ordinance No. 348.
Lot Coverage	In no case shall more than 50% of any lot be covered by dwelling.
	Additional Standard: In no case shall more than sixty-five percent (65%) of any lot be covered by buildings and paving for lots with one and two-story buildings.

7. PLANNING AREA 7B: HIGH DENSITY RESIDENTIAL

a. Descriptive Summary

Planning Area 7B, as depicted in Figure III-18, provides for development of 11.9 acres devoted to high density residential uses with garden court homes. A maximum total of 87 dwelling units are planned at a target density of 7.3 dwelling units per acre. Planning Area 7B shall also include a private recreation center, uses may include but are not limited to a recreation building, play equipment, a tot-lot and a pool. The recreation center's uses will be mainly passive with the exception of pool uses.

b. Land Use and Development Standards

Please refer to Table III-11A for Permitted Uses and III-11B for Development Standards. Other uses not listed may be permitted provided a Conditional Use Permit has been granted pursuant to the requirements of the City of Menifee Development Code and Zoning Ordinance.

c. Planning Standards

1) Primary access to Planning Area 7B shall be provided from, Palomar Road.

2) Roadway landscape treatments, as illustrated in Figure IV-22, shall be established along Palomar Road.

3) In conjunction with the first implementing development application submitted for this planning area, a conceptual site plan for the entire planning area shall be provided to the Riverside County Planning Department for informational purposes. This site plan shall show how the proposed plot plan integrates into the remainder of the planning area, to ensure proper design and layout of the parking and street access.

4) Please refer to Section IV, Design Guidelines, for design-related criteria.

5) Please refer to Section III.A. for the following Development Plans and Standards that apply site-wide:

III.A.1: Specific Land Use Plan
III.A.2: Circulation Plan
III.A.3: Drainage Plan
III.A.4: Water and Sewer Plans
III.A.5: Open Space and Recreation Plan
III.A.6: Grading Plan
III.A.7: Landscaping Plan
III.A.8: Public Facilities Phasing Plan
III.A.9: Phasing Plan

TABLE III-11A
PERMITTED USES
PLANNING AREA 7B (GARDEN COURTS)*

*The Permitted Uses for Planning Area 7B (Garden Courts) are based on Article VIII, Section 8.1 (General Residential – R-3 Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

PERMITTED USES	PLANNING AREA 7B
P = Permitted • C = Conditional Use Permit • NP = Not Permitted	
One-family dwellings.	P
Field crops, flower and vegetable gardening, tree crops, and greenhouses used only for purposes of propagation and culture, including the sale thereof from the premises and one unlighted sign that does not exceed two square feet in size pertaining to the sale of products.	P
The noncommercial keeping of horses on lots not less than 20,000 square feet in area and 100 feet in width, provided they are kept not less than 100 feet from any street and 20 feet from any property line. A maximum of two horses per 20,000 square feet and, in any event, not more than four horses on a lot will be permitted. If a lot is one acre or more in area, poultry, crowing fowl (chickens only), rabbits, chinchillas, guinea pigs, parakeets and small fowl may be kept for the use of the occupants of the premises only. The poultry, crowing fowl, rabbits, chinchillas, guinea pigs, parakeets and small fowl shall be kept in an enclosed area located not less than 20 feet from any property line and not less than 50 feet from any residence and shall be maintained on the rear portion of the lot in conjunction with a residential use. If a lot is two acres or more in area, two sheep or goats or combination thereof may be kept in addition thereto provided they are kept not less than 100 feet from any street, 20 feet from any property line and 50 feet from any residence.	P
Public parks and playgrounds, golf courses with standard length fairways, and country clubs.	P
Home occupations.	P
On-site signs, affixed to building walls, stating the name of the structure, use, or institution, not to exceed five percent of the surface area of the exterior face of the wall upon which the sign is located.	P
One-family dwellings developed as restricted single-family residential subdivisions, subject to the development standards of Section 7.11. of County Ordinance No. 348. The provisions of Section- 8.2. of County Ordinance No. 348 shall not be applicable to developments under this permitted use.	P
Accessory buildings, to a specific permitted use, provided that the accessory building is established as an incident to a principal use and does not change the character of that use.	P
Planned residential developments, provided a land division is approved pursuant to the provisions of County Ordinance No. 460 and the development standards in Section 18.5. or 18.6. of County Ordinance No. 348.	P
Two family dwellings, multiple family dwellings, bungalow courts and apartment houses.	P
Boarding, rooming and lodging houses.	P
Churches, educational institutions, public libraries, museum and art galleries not operated for compensation or profit.	P
Temporary real estate tract offices located within a subdivision, to be used only for and during the original sale of the subdivision, but not to exceed a period of two years in any event.	P
Congregate care residential facilities.	P
Beauty shops operated from a home by its inhabitants where no assistants are employed and the on-site sign is unlighted and does not exceed two square feet in area.	P
Nurseries, horticultural.	P
Fraternity and sorority houses.	P
Hotels, resort hotels, and motels.	P
Institutions for the aged licensed by the California State Department of Social Welfare or the County Department of Public Welfare.	P

PERMITTED USES	PLANNING AREA 7B
P = Permitted • C = Conditional Use Permit • NP = Not Permitted	
Offices, including medical, dental, chiropractic law offices, architectural, engineering, community planning and real estate; provided there is no outdoor storage of materials, equipment, or vehicles, other than passenger cars.	P
Churches, temples, and other places of religious worship.	P
The keeping or raising of not more than four (4) mature female crowing fowl (chickens only) on single family residential lots or parcels between 7,200 square feet and 39,999 square feet or not more than 12 mature female crowing fowl (chickens only) on single family residential lots of 40,000 square feet or more for the use of the occupants of the premises. The crowing fowl shall be kept in an enclosed area located not less than 20 feet from any property line and not less than 50 feet from any residence and shall be maintained on the rear portion of the lot in conjunction with a residential use.	P
Future Farmers of America (FFA) or 4-H projects conducted by the occupants of the premises. Provided, however, if the project involves crowing fowl, an unexpired crowing fowl affidavit form describing the project must be on file with the Planning Director. Affidavit forms are available at the Planning Department and may be filed free of charge.	P
Parking area for commercial uses.	C
Mobilehome parks, developed pursuant to Section 19.92. of County Ordinance No. 348.	C
Congregate care residential facilities, developed pursuant to Section 19.103. of County Ordinance No. 348.	C
The outside storage of materials on improved lots or parcels of one-half acre to one acre provided the amount is limited to one hundred (100) square feet with a maximum height of three (3) feet and on improved lots or parcels of one acre or more provided the amount is limited to two hundred (200) square feet with a maximum height of three (3) feet.	C

TABLE III-11B
DEVELOPMENT STANDARDS
PLANNING AREA 7B (GARDEN COURTS)*

*The Development Standards for Planning Area 7B (Garden Courts) are based on Article VIII, Section 8.1 (General Residential – R-3 Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

DEVELOPMENT STANDARD	PLANNING AREA 7B REQUIREMENTS
Lot Size	The minimum lot area shall be 7,200 square feet with a minimum average width of 60 feet and a minimum average depth of 100 feet, unless different minimums are specifically required in a particular area.
Unit Area(1)	The minimum unit area within a lot shall be one thousand two hundred (1,200) square feet.
	The minimum width of a unit area within a lot shall be forty feet (40') with a minimum depth of thirty feet (30').
Floor Area Ratio	The maximum ratio of floor area to lot area shall not be greater than two to one, not including basement floor area.
Maximum Building Height	All buildings and structures shall not exceed 50 feet in height, unless a height up to 75 feet is specifically permitted under the provisions of Section 18.34. of County Ordinance No. 348.
Minimum Yard Requirements	The front yard shall be not less than ten feet (10'), measured from the sidewalk.
	Side yards on interior units shall be not less than five feet (5') in width. Side yards on corner and reversed corner units shall be not less than five feet (5') from the sidewalk.
	There shall be no minimum setback for the rear yard.
	The minimum garage setback from the private drive is three feet (3'). The minimum distance from garage door to garage door is thirty feet (30'). The minimum distance between buildings is eight feet (8').
Encroachments	Chimneys, media niches and fireplaces shall be allowed to encroach into side yards a maximum of two and a half feet (2.5').
	Front yard porches shall not be allowed to encroach into front yards setbacks.
	Side yard porches shall be allowed to encroach into side yards a maximum of three feet (3').
	Balconies and decks shall be allowed to encroach into rear yards a maximum of two and a half feet (2.5').
	No other structural encroachments shall be permitted in the front, rear or side yard except as provided for in Section 18.19 of Ordinance No. 348.
Required Parking	Automobile storage space shall be provided as required by Section 18.12. of County Ordinance No. 348.
Lot Coverage	In no case shall more than sixty-five percent (65%) of any lot be covered by buildings and paving for lots with one and two-story buildings.

NOTE:

1) A unit area is defined as an exclusive use area, which includes the building footprint and private yard area and excludes common open space area on a lot.

8. PLANNING AREA 8: COMMERCIAL

a. Descriptive Summary

Planning Area 8, as depicted in Figure III-18, provides for the development of 3.3 acres devoted to Commercial uses.

b. Land Use and Development Standards

Please refer to Table III-12A for Permitted Uses and III-12B for Development Standards. Other uses not listed may be permitted provided a Conditional Use Permit has been granted pursuant to the requirements of the City of Menifee Development Code and Zoning Ordinance.

c. Planning Standards

1) Primary access to Planning Area 8 shall be provided from Palomar Road and Highway 74 (as approved by CalTrans).

2) A project entry/intersection statement, as depicted on Figure IV-3, shall be developed at the intersection of Palomar Road and Highway 74.

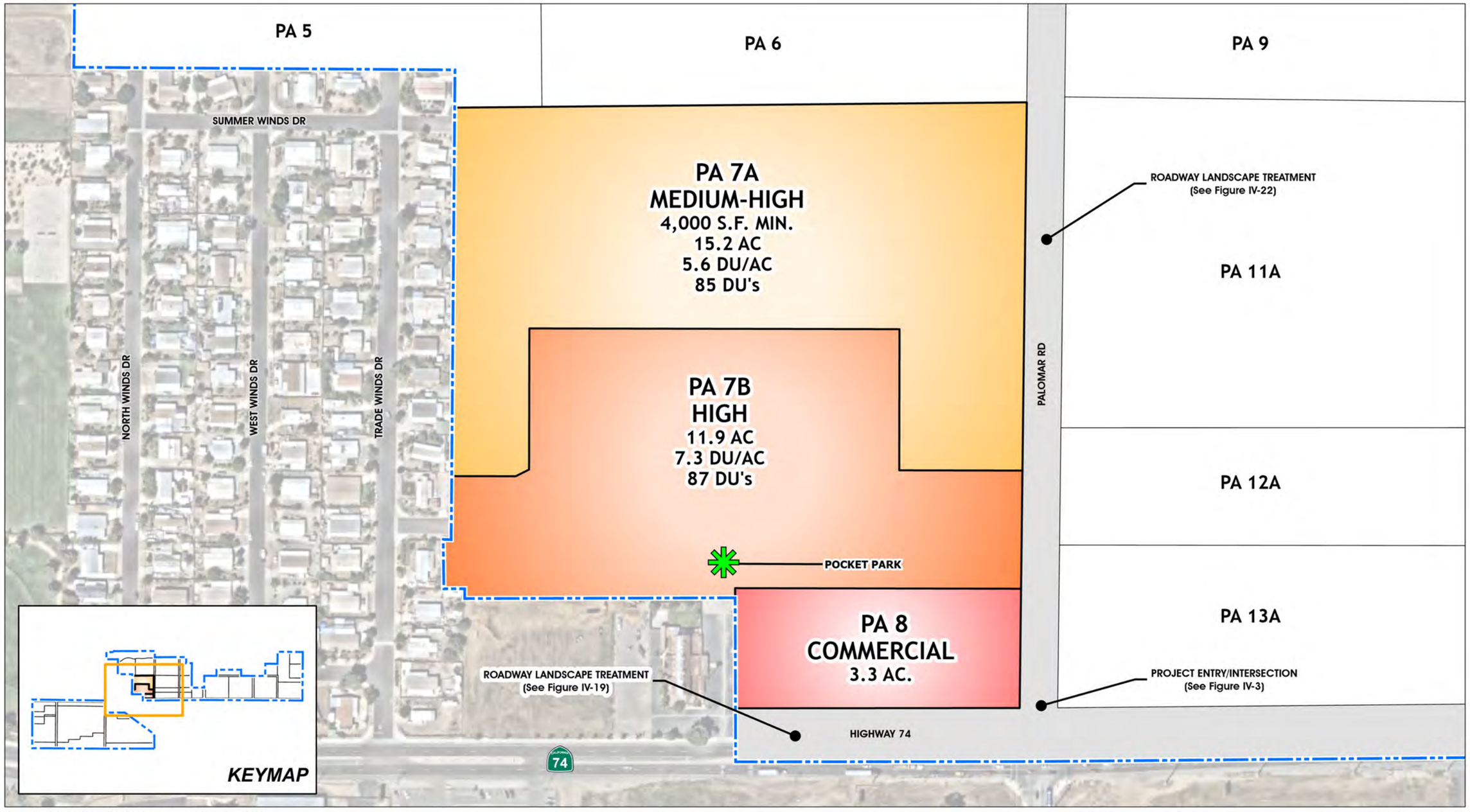
   Roadway landscape treatments, as illustrated in Figures IV-19 and 23, shall be established along Highway 74 and Palomar Road, respectively.

3) In conjunction with the first implementing plot plan submitted for this planning area, a conceptual site plan for the entire planning area shall be provided to the Riverside County Planning Department for informational purposes. This site plan shall show how the proposed plot plan integrates into the remainder of the planning area, to ensure proper design and layout of the parking and street access.

4) Please refer to Section IV, Design Guidelines, for design-related criteria.

5) Please refer to Section III.A. for the following Development Plans and Standards that apply site-wide:

III.A.1: Specific Land Use Plan
III.A.2: Circulation Plan
III.A.3: Drainage Plan
III.A.4: Water and Sewer Plans
III.A.5: Open Space and Recreation Plan
III.A.6: Grading Plan
III.A.7: Landscaping Plan
III.A.8: Public Facilities Phasing Plan
III.A.9: Phasing Plan



Source(s): Esri, RCTLMA (2024), Nearmap Aerial (September 2023)

0 50 100 200 Feet

FIGURE - III-18

PLANNING AREAS 7A, 7B, & 8

TABLE III-12A
PERMITTED USES
PLANNING AREA 8 (COMMERCIAL)*

*The Permitted Uses for Planning Area 8 (Commercial) are based on Article IXb, Section 9.50 (Scenic Highway Commercial – C-P-S Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

USE CATEGORY	PERMITTED USES	PLANNING AREA 8
	P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted	
SERVICE AND COMMERCIAL	Ambulance services.	P(1)
	Animal hospitals.	C
	Antique shops.	P(1)
	Appliance stores, household.	P(1)
	Art supply shops and studios.	P(1)
	Auditoriums and conference rooms.	P(1)
	Automobile repair garages, body shops, spray painting shops.	C
	Automobile sales and rental agencies.	C
	Bakery goods distributors.	P(1)
	Bakery shops, including baking only when incidental to retail sales on the premises.	P(1)
	Banks and financial institutions.	P(1)
	Barber and beauty shops.	P(1)
	Bars and cocktail lounges.	P(1)
	Bicycle sales and rentals.	P(1)
	Billiard and pool halls.	P(1)
	Blueprint and duplicating services.	P(1)
	Boat sales, rentals and services.	C
	Book stores and binders.	P(1)
	Bowling alleys.	P(1)
	Car washes.	C
	Catering services.	P(1)
	Ceramic sales and manufacturing for on-site sales, provided the total volume of kiln space does not exceed 16 cubic feet.	P(1)
	Cleaning and dyeing shops.	P(1)
	Clothing stores.	P(1)
	Confectionery or candy stores.	P(1)

USE CATEGORY	PERMITTED USES	PLANNING AREA 8
	P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted	
	Convenience stores, including the sale of motor vehicle fuel.	C
	Costume design studios.	P(1)
	Dance halls.	P(1)
	Delicatessens.	P(1)
	Department stores.	P(1)
	Drive-in theaters.	C
	Drug stores.	P(1)
	Dry goods stores.	P(1)
	Electrical substations.	P(1)
	Employment agencies.	P(1)
	Equipment rental services, including rototillers, power mowers, sanders, power saws, cement and plaster mixers not exceeding 20 cubic feet in capacity and other similar equipment.	C
	Escort bureaus.	P(1)
	Feed and grain sales.	P(1)
	Fishing and casting pools.	NP
	Florist shops.	P(1)
	Food markets and frozen food lockers.	P(1)
	Gasoline and diesel service stations, not including the concurrent sale of beer and wine for off-premises consumption.	P(1)
	Gasoline service stations, with the concurrent sale of beer and wine for off-premises consumption.	C
	Gift shops.	P(1)
	Hardware stores.	P(1)
	Heliports.	C
	Household goods sales and repair, including but not limited to, new and used appliances, furniture, carpets, draperies, lamps, radios, and television sets, including repair thereof.	P(1)
	Hobby shops.	P(1)
	Ice cream shops.	P(1)
	Ice sales, not including ice plants.	P(1)
	Interior decorating shops.	P(1)
	Jewelry stores with incidental repairs.	P(1)
	Labor temples.	P(1)
	Laboratories, film, medical, research, or testing.	P(1)
	Laundries and laundromats.	P(1)

USE CATEGORY	PERMITTED USES	PLANNING AREA 8
	P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted	
	Leather goods stores.	P(1)
	Liquid petroleum service stations, with or without the concurrent sale of beer and wine, provided the total capacity of all tanks shall not exceed 10,000 gallons.	C
	Liquor stores pursuant to the provisions of Section 18.48. (Alcoholic Beverage Sales) of County Ordinance No. 348.	C
	Locksmith shops.	P(1)
	Mail order businesses.	P(1)
	Manufacturer's agent.	P(1)
	Market, food, wholesale or jobber.	P(1)
	Massage parlors, Turkish baths, health centers and similar personal service establishments.	NP
	Meat markets, not including slaughtering.	P(1)
	Mimeographing and addressograph services.	P(1)
	Mobilehomes, provided they are kept mobile and licensed pursuant to State law, use For: a. Construction offices and caretaker's quarters on construction sites for the duration of a valid building permit, providing they are inconspicuously located. b. Agricultural worker employment offices for a maximum of 90 days in any calendar year. c. Caretakers or watchmen and their families provided no rent is paid, where a permitted and existing commercial use is established. Not more than one mobilehome shall be allowed for a parcel of land or a shopping center complex.	P(1)
	Mortuaries.	C
	Music stores.	P(1)
	News stores.	P(1)
	Notions or novelty stores.	P(1)
	Nurseries and garden supply stores.	P(1)
	Offices, businesses.	P(1)
	One on-site operator's residence, which may be located in a commercial building.	P(1)
	Paint and wall paper stores, not including paint contractors.	P(1)
	Parking lots and parking structures.	P(1)
	Parolee-Probationer Home developed in accordance with the standards set forth in Section 18.52. of County Ordinance No. 348.	C
	Pawn shops.	NP
	Pet shops and pet supply shops.	P(1)
	Photography shops and studios and photo engraving.	P(1)
	Plumbing shops, not including plumbing contractors.	P(1)
	Poultry markets, not including slaughtering or live sales.	P(1)

USE CATEGORY	PERMITTED USES	PLANNING AREA 8
	P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted	
	Printers or publishers.	P(1)
	Produce markets.	P(1)
	Radio and television broadcasting studios.	P(1)
	Recording studios.	P(1)
	Refreshment stands.	P(1)
	Restaurants and other eating establishments.	P(1)
	Sale, rental, repair, or demonstration of motorcycles, scooters or motorbikes of two horsepower or greater.	C
	Schools, business and professional, including art, barber, beauty, dance drama, music and swimming.	P(1)
	Shoe stores and repair shops.	P(1)
	Shoeshine stands.	P(1)
	Signs, on-site advertising.	P(1)
	Solar power plant on a lot 10 acres or larger.	C
	Sports and recreational facilities, not including motor-driven vehicles and riding academies, but including archery ranges, athletic fields, beaches, golf driving ranges, gymnasiums, miniature golf, parks, playgrounds, sports arenas, skating rinks, stadiums, and commercial swimming pools.	C
	Sporting goods stores.	P(1)
	Stained glass assembly.	P(1)
	Stationery stores.	P(1)
	Stations, bus, railroad and taxi.	P(1)
	Taxidermist.	P(1)
	Tailor shops.	P(1)
	Telephone exchanges.	P(1)
	Theaters, not including drive-ins.	P(1)
	Tire recapping.	C
	Tire sales and services, not including recapping.	C
	Tobacco shops.	P(1)
	Tourist information centers.	P(1)
	Toy shops.	P(1)
	Trailer and boat storage.	C
	Travel agencies.	P(1)
	Travel trailers, mobilehomes and recreational vehicles sales and service.	C
	Truck sales and services.	C
	Trucks and trailers; the rental of trucks not over 19,500 pounds gross weight, with	C

USE CATEGORY	PERMITTED USES	PLANNING AREA 8
	P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted	
	body not to exceed 22 feet in length from the back of the cab to the end of the body; and the rental of trailers not exceeding six feet in width or 22 feet in length.	
	Typewriter sales and rental and incidental repairs.	P(1)
	Underground bulk fuel storage.	C
	Watch repair shops.	P(1)
	Wedding chapels.	P(1)
	Wholesale businesses with samples on the premises, but not to include storage.	P(1)
	Recycling collection facilities.	P(1)
	Golf cart sales and service.	P(1)
	Hotels, resort hotels and motels.	P(1)
	Day care centers.	P(1)
	Convenience stores, not including the sale of motor vehicle fuel.	P(1)
	Churches, temples and other places of religious worship.	P(1)
Accessory Uses	Limited manufacturing, fabricating, processing, packaging, treating and incidental storage related thereto, provided any such activity shall be in the same line of merchandise or service as the trade or service business conducted on the premises and providing any such related activity does not exceed any of the following restrictions	P(1)
	All uses permitted with Plot Plan that have more than 200 square feet of outside storage of display of materials.	C
	The uses listed in Subsections above do not include sex-oriented businesses.	
	Any use that is not specifically listed above may be considered a permitted or conditionally permitted use providing that the Community Development Director finds that the proposed use is substantially the same in character and intensity as those listed above. Such a use is subject to the permit process which governs the category in which it falls.	
	Industrial Hemp Activities are permitted or conditionally permitted in subsections A., B., or C. in Section 9.50 pursuant to the provisions set forth in Article XIXm of County Ordinance No. 348 including, but not limited to, permit processing, location, standards and approval requirements.	
	Planned commercial developments are permitted provided a land division has been approved pursuant to County Ordinance No. 460.	

Notes:

1) Requires Plot Plan Approval via City of Menifee, pursuant to provisions of County Ordinance No. 348.

TABLE III-12B
DEVELOPMENT STANDARDS
PLANNING AREA 8 (COMMERCIAL)*

*The Development Standards for Planning Area 8 (Commercial) are based on Article IXb, Section 9.50 (Scenic Highway Commercial – C-P-S Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

DEVELOPMENT STANDARD	PLANNING AREA 8 REQUIREMENTS
Lot Size	There is no minimum lot area requirement, unless specifically required by zone classification for a particular area.
Maximum Building Height	No building or structure shall exceed fifty (50') feet in height, unless a greater height is approved pursuant to Section 18.34. of County Ordinance No. 348. In no event, however, shall a building or structure exceed seventy-five (75') feet in height, unless a variance is approved pursuant to Section 18.27. of County Ordinance No. 348.
Building Setbacks	There are no yard requirements for buildings which do not exceed 35 feet in height, except as required for specific plans. Any portion of a building which exceeds 35 feet in height shall be set back from the front, rear and side lot lines not less than two feet for each foot by which the height exceeds 35 feet. The front setback shall be measured from the existing street line unless a specific plan has been adopted in which case it will be measured from the specific plan street line. The rear setback shall be measured from the existing rear lot line or from any recorded alley or easement; if the rear line adjoins a street, the rear setback requirement shall be the same as required for a front setback. Each side setback shall be measured from the side lot line or from an existing adjacent street line unless a specific plan has been adopted in which case it will be measured from the specific plan street line.
Required Parking	Automobile storage space shall be provided as required by Section 18.12. of County Ordinance No. 348.
Mechanical Equipment	All roof mounted mechanical equipment shall be screened from the ground elevation view to a minimum sight distance of 1,320 feet.

9. PLANNING AREA 9: MEDIUM HIGH DENSITY RESIDENTIAL

a. Descriptive Summary

Planning Area 9, as depicted in Figure III-19, provides for development of 29.4 acres of Medium High Density residential uses with minimum lot sizes of 4,300 square feet. A maximum total of 170 dwelling units are planned at a target density of 5.8 du/ac. Planning Area 9 shall also include a small tot lot, which may include play equipment, a shaded picnic court, and open field or lawn. Planning Area 9 abuts a planned 12.5-acre park within Planning Area 10 and will provide connection to the park via sidewalks.

b. Land Use and Development Standards

Please refer to Table III-13A for Permitted Uses and III-13B for Development Standards. Other uses not listed shall not be permitted.

c. Planning Standards

1) Access to Planning Area 9 shall be provided from Palomar Road and Junipero Road.

2) A roadway landscape treatment, as depicted in Figure IV-23, *Modified Secondary Road Streetscape – Palomar Road (PA9) and Watson Road (PA22),* shall be provided along Palomar Road.

3) A roadway landscape treatment, as depicted in Figure IV-24, *Collector Streetscape – Junipero Road (PA 9),* shall be provided along Junipero Road.

4) A special landscape treatment shall be established between the residential uses in Planning Area 9 and the adjacent existing residential uses, as shown on Figure IV-8, *Residential (PA 9)/Adjacent Existing Residential Interface*.

5) Tree plantings are prohibited on the western boundary of Planning Area 9, along Palomar Road, in conformance with the existing SCE easement development restrictions.

6) Please refer to Section IV, Design Guidelines, for design-related criteria.

7) Please refer to Section III.A. for the following Development Plans and Standards that apply site-wide:

III.A.1: Specific Land Use Plan
III.A.2: Circulation Plan
III.A.3: Drainage Plan
III.A.4: Water and Sewer Plans
III.A.5: Open Space and Recreation Plan
III.A.6: Grading Plan
III.A.7: Landscaping Plan
III.A.8: Public Facilities Phasing Plan
III.A.9: Phasing Plan

TABLE III-13A
PERMITTED USES
PLANNING AREA 9 (MEDIUM-HIGH DENSITY RESIDENTIAL)

USE CATEGORY	PERMITTED USES	PLANNING AREA 9
P = Permitted (1) • C = Conditional Use Permit		
RESIDENTIAL	Accessory Dwelling Units (ADU).	P(1)
	Bed and breakfast establishment.	C
	Congregate care facilities.	C
	Family day care home, small.	P
	Groups residential facility, six or fewer residents.	P
	Guest house, accessory to single-family detached.	P(1)
	Home occupation.	P(1)
	Single-family detached.	P
NON-RESIDENTIAL	Parks and recreation areas.	P
	Public utility facilities.	C
	Temporary real estate tract offices.	P
	Waterbodies, flood control facilities, including drainage channels, basins, access roads, and any other drainage infrastructure improvements.	P

NOTES:

1) Additional approvals may be required pursuant to provisions of Chapter 9.35 of the City Zoning Ordinance.

TABLE III-13B
DEVELOPMENT STANDARDS
PLANNING AREA 9 (MEDIUM-HIGH RESIDENTIAL)*

DEVELOPMENT STANDARD	PLANNING AREA 9 REQUIREMENTS
LOT DIMENSIONS (MINIMUM)	
Lot Area (Sq. Ft)	4,300
Lot Width (Feet)	48
Lot Depth (Feet)	90
Frontage (Feet)	40
Frontage for a Cul-De-Sac or Knuckle (Feet)(1)	35(2)
SETBACKS (MINIMUM)(3)	
Front Yard to Livable Space or Porch (Feet)	15 to Living Space 10 to Porch
Front Yard to Garage Door (Feet)	20
Front Yard to Side-On Garage Door (Feet)	10
Corner Side Yard (Feet)	10; or 5', if corner side yard abuts a landscape slope. In no case shall setback be less than 10' when measured from right-of-way.
Interior Side Yard (Feet)	5
Rear Yard (Feet)	15' with a minimum 10' level area
BUILDING HEIGHT (MAXIMUM)	
Building Height (Feet)	50
BUILDING COVERAGE (MAXIMUM)	
Building Coverage (Percent)	60% (One-story) 55% (Two-story)
OPEN SPACE COVERAGE (MINIMUM)	
Open Space	Exempt (See Quimby Parkland Requirements in Section III.5 of the Specific Plan)
Private Open Space/Unit (Sq. Ft)	100
ADDITIONAL STANDARDS	
Required Parking	Automobile storage space shall be provided as required by Section 9.215 of the City of Menifee Zoning Code.

NOTES:

1) Lot frontage along curvilinear streets may be measured at the building setback in accordance with zone development standards.
2) Total frontage for knuckles shall not be less than 35 feet.
3) Setback encroachment allowances for architectural features and accessory structures can be found in 9.160.030 of the City of Menifee Development Code.

10. PLANNING AREA 10: COMMUNITY PARK

a. Descriptive Summary

Planning Area 10, as depicted in Figure III-19, provides for the development of a 10-acre Community Park, abutting residential Planning Areas 9 and 11B to the east and north, respectively. Planning Area 10 (12.5 acres) contains an approximate 2.5-acre easement granted by Southern California Edison, which will be excluded from the development of a larger Community Park.

The eastern portion of the Community Park will be landscaped and may include uses such as picnic areas, tot lots, restrooms and parking facilities. In addition, this portion of the Community Park may include two or more of the following: exercise course, playfield, basketball (half-court), sand volleyball court, soccer field, baseball field, group barbeque or shade arbor. The western portion of the park is within an easement granted by Southern California Edison, and provides a trail and an open turf area for passive recreational uses and informal play. A conceptual site plan is provided in Section IV, Design Guidelines, (Figure IV-28).

b. Land Use and Development Standards

Please refer to Table III-14A for Permitted Uses and III-14B for Development Standards. Other uses not listed may be permitted provided a Conditional Use Permit has been granted pursuant to the requirements of the City of Menifee Development Code and Zoning Ordinance.

c. Planning Standards

1) Access to Planning Area 10 shall be provided from Junipero Road and local access roads.

2) A special landscape treatment, as depicted on Figure IV-11, shall be established between the Community Park in Planning Area 10 and the existing adjacent residential uses to the north.

3) A portion of a Southern California Edison easement which forms the western boundary for Planning Area 10 will be included as a passive use portion of the Community Park for Planning Area 10, except for the 2.5-acre portion shown in Figure IV-27, *Community Park Site Plan Concept (PA 10)*. All development applications filed for this planning area must conform with all applicable SCE easement restrictions.

4) Please refer to Section IV, Design Guidelines, for design-related criteria.

5) Please refer to Section III.A for the following Development Plans and Standards that apply site-wide:

III.A.1: Specific Land Use Plan
III.A.2: Circulation Plan
III.A.3: Drainage Plan
III.A.4: Water and Sewer Plans
III.A.5: Open Space and Recreation Plan
III. A.6: Grading Plan
III. A.7: Landscape Plan
III. A.8.: Public Facilities Phasing Plan
III. A.9.: Phasing Plan

TABLE III-14A
PERMITTED USES
PLANNING AREA 10 (COMMUNITY PARK)*

*****The Permitted Uses for Planning Area 10 (Community Park) are based on Article VIIIe, Section 8.100 (Open Area Combining Zone-Residential Developments – R-5 Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

PERMITTED USES	PLANNING AREA 10
P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted	
Golf courses and appurtenant facilities, including clubhouses. A clubhouse is permitted to have customary retail shop and restaurant facilities.	NP
Noncommercial community association recreation and assembly buildings and facilities.	NP
Lakes, including noncommercial fishing there from.	NP
Picnic grounds.	NP
Parking lots, only for above-listed permitted uses, pursuant to the provisions of Section 18.12. of County Ordinance No. 348, except that not less than five percent of the interior of such parking lots shall have distributed landscaping in addition to the landscaping requirements of Section 18.12. of County Ordinance No. 348.	NP
Water wells and appurtenant facilities.	NP
Cemetery, pet or human.	NP
Child Day Care Center.	NP
Riding academies and stables.	NP
Churches, temples and other places of religious worship.	P(1)

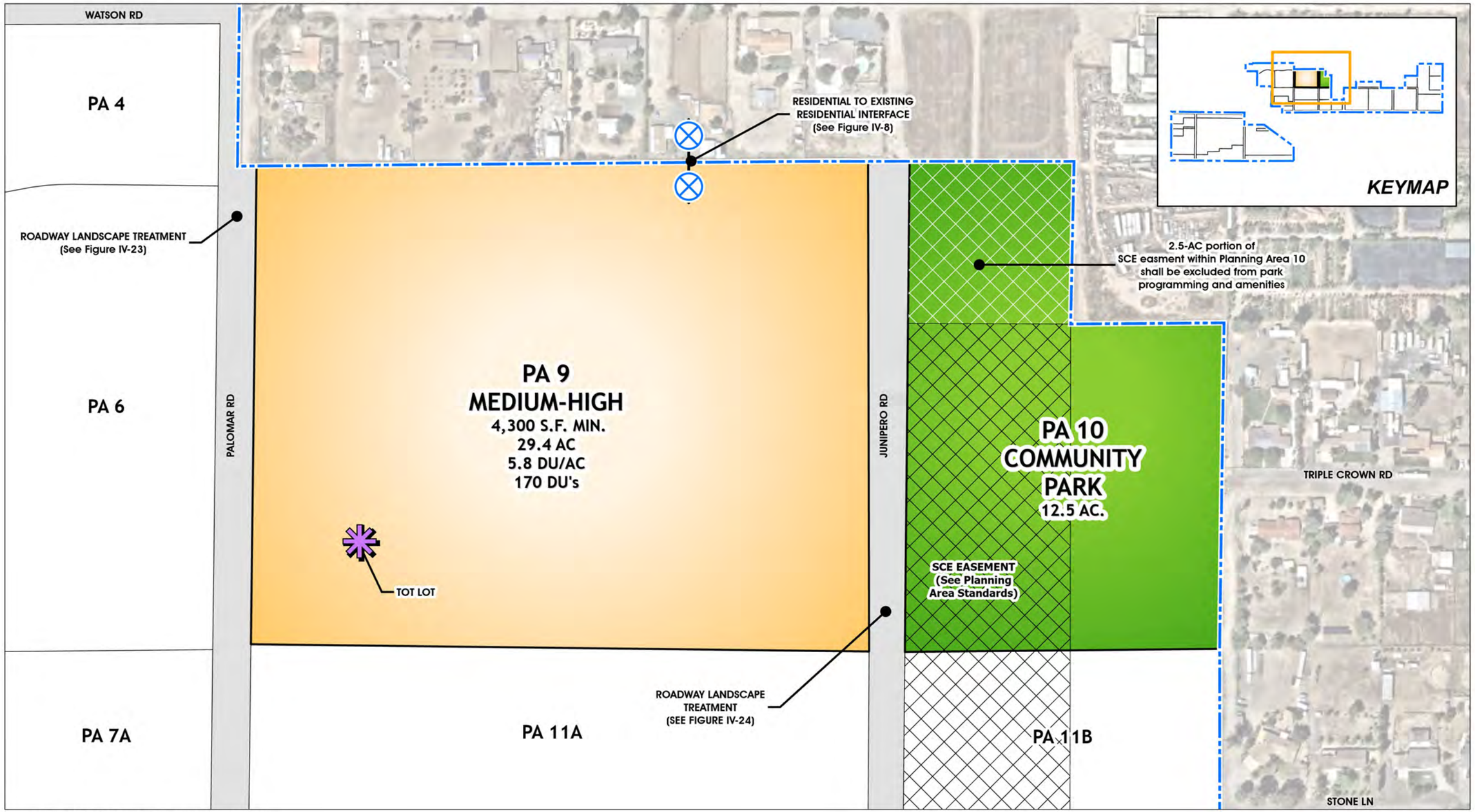
Notes:

1) Requires Public Use Permit via City of Menifee, pursuant to provisions of Section 18.29 of County Ordinance No. 348.

TABLE III-14B
DEVELOPMENT STANDARDS
PLANNING AREA 10 (COMMUNITY PARK)*

*****The Development Standards for Planning Area 10 (Community Park) are based on Article VIIIe, Section 8.100 (Open Area Combining Zone-Residential Developments – R-5 Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

DEVELOPMENT STANDARD	PLANNING AREA 10 REQUIREMENTS
Lot Size	This zone is to be applied to those areas within subdivisions and other residential developments that provide open space and recreational area and facilities for the project. Therefore, no minimum lot size is established for the zone.
Maximum Building Height	All buildings and structures shall not exceed 50 feet in height, unless a height up to 75 feet is specifically permitted under the provisions of Section 18.34. of County Ordinance No. 348.
Minimum Yard Requirements	Whenever a building is to be constructed on a lot in this zone, it shall have a front yard, side yard and rear yard, each of which shall be not less than 50 feet.
	If more than one building is constructed on one lot, there shall be not less than 20 feet separation between the buildings.
Encroachments	No structural encroachments shall be permitted in the front, side, or rear yard except as provided for in Section 18.19. of County Ordinance No. 348.
Required Parking	Automobile storage space shall be provided as required by Section 18.12. of County Ordinance No. 348.
Trash Areas	All trash collection areas shall be enclosed with a solid fence or wall no less than six feet high.



Source(s): Esri, RCTLMA (2024), Nearmap Aerial (September 2023)

FIGURE - III-19

PLANNING AREAS 9 & 10

11. PLANNING AREAS 11A AND 11B: VERY HIGH DENSITY RESIDENTIAL

a. Descriptive Summary

Planning Area 11, as depicted in Figures III-20 and III-21, is divided into two parts: PA 11A (19.6 acres) west of Junipero Road, and PA 11B (9.8 acres) east of Junipero Road. Planning Area 11B contains 4.9 acres of an easement granted by Southern California Edison, which may be excluded from developable area. Together, Planning Areas 11A and 11B provide for approximately 29.4 gross acres or 24.4 net acres (586 Units) devoted to Multi Family housing uses.

Development of Planning Area 11A may encroach into Planning Area 12A and development of Planning Area 11B may encroach into Planning Area 12B. At that time, the parcels within Planning Area 12 that are included in the Planning Area 11 development will be subject to all standards of Planning Area 11. Refer to Planning Standards for restrictions on PA 11 encroachments into PA 12.

b. Land Use and Development Standards

Please refer to Table III-15A for Permitted Uses and III-15B for Development Standards. Other uses not listed may be permitted provided a Conditional Use Permit has been granted pursuant to the requirements of the City of Menifee Development Code and Zoning Ordinance.

Residential density includes only the number of residential units and does not consider the square footage of each unit or any non-residential square footage such as freestanding garage facilities, recreation facilities, management office facilities and maintenance facilities. Residential density is calculated by dividing the sum of the number of units proposed on an individual parcel by the total area of the parcel in gross acres. Landscape shall conform to the City Adopted landscape Guidelines.

c. Planning Standards

1) Primary access to Planning Area 11 shall be provided from Palomar Road to Junipero Road.

2) A roadway landscape treatment, as illustrated in Figure IV-22, shall be established along Junipero Road and Palomar Road.

3) Please refer to Residential Design Guidelines (Section IV.F), for design-related criteria.

4) Common Open Space Standards

   a. Common Area Open Space shall be provided at a rate per square foot of usable space per bedroom or studio unit as required in Table VIII-B.

   b. The Open Space shall:

      i. be located on the same lot as the dwelling unit for which it is required.

      ii. be level and improved, that is, have suitable landscaping and hardscaping.

      iii. include no obstructions other than structures and amenities such as swimming pools, fountains, benches, sports courts, playground apparatus, and landscaping.

iv. be open on at least one side and have a clear vertical height of at least seven (7) feet, with at least 50% of the total required usable open space to the sky.

5) Amenities and structures shall only cover up to a maximum of 50% of the total required usable open space area. Other structures that do not relate to enhancing the enjoyment of outdoor open space (carports, and storage sheds, for example) are not qualified as usable open space.

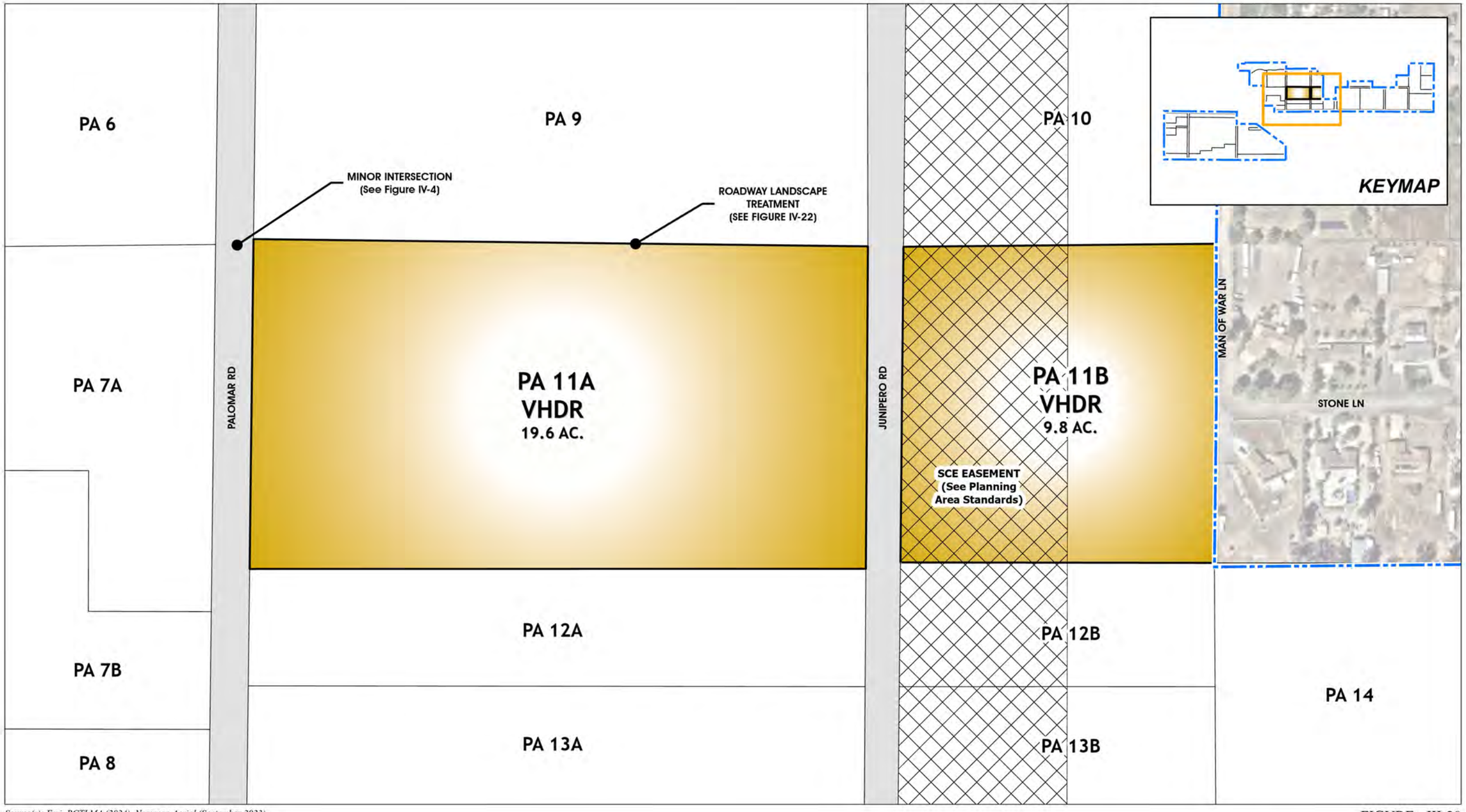
6) The Common Area shall be directly accessible to all units within a multiple-family residential project. An individual space shall be at least 300 square feet in size, with no dimension less than 15 feet. Common Area may include amenities such as swimming pools, cabanas, tennis courts, sport courts, play fields, roof top gardens, etc.

7) Private Open Space shall be provided per the standards Table within III-15B. It may include balconies, decks, porches, patios, or yards.

8) A Southern California Edison easement is located within the property boundary for Planning Area 11B. The existing SCE easement is included within Planning Areas 11B, 12B, and 13B in this amendment. Development will have to conform with all applicable SCE easement restrictions. However, the easement area shall be allowed to be used in required landscape and open space areas, retention and detention basins, circulation, parking and for passive recreation uses subject to the approval of SCE. The SCE Easement shall not be allowed to be included in density or intensity calculations at implementation phase.

9) Please refer to Section III.A for the following Development Plans and Standards that apply site-wide:

III.A.1: Specific Land Use Plan
III.A.2: Circulation Plan
III.A.3: Drainage Plan
III.A.4: Water and Sewer Plans
III. A.5: Open Space and Recreation Plan
III. A.6: Grading Plan
III. A.7.: Landscaping Plan
III. A.8.: Public Facilities Phasing Plan
III. A.9.: Phasing Plan



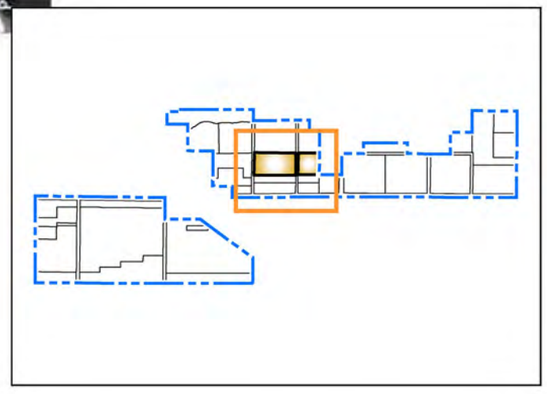
Source(s): Esri, RCTLMA (2024), Nearmap Aerial (September 2023)

0 50 100 200 Feet

FIGURE - III-20

PLANNING AREAS 11A & 11B

This is a conceptual layout of a High Density multi family project incorporating the elements within the Building Standards and Design Guidelines. The actual project plan will be different than this solution, but this gives a clear example of a solution that does conform to the Specific Plan.



Not to Scale

FIGURE - III-21

PLANNING AREA 11 SITE CONCEPT

TABLE III-15A
PERMITTED USES
PLANNING AREAS 11 (VHDR), 12 (MIXED-USE), AND 13 (COMMERCIAL)*

*****The Permitted Uses for Planning Areas 11 (Very High Residential), 12 (Mixed Use), and 13 (Commercial) are based on the approved Specific Plan Zoning Ordinance associated with Amendment No. 3 to Specific Plan No. 260.

USE CATEGORY	PERMITTED USES	PLANNING AREA 11	PLANNING AREA 12	PLANNING AREA 13
P = Permitted (1) (2) (3) • C = Conditional Use Permit • NP = Not Permitted				
AUTOMOBILE/ VEHICLE	Automobile repair garages, not including body and fender shops or spray painting.	NP	NP	C
	Automobile sales and rental agencies.	NP	C	C
	Boat and other marine sales, rentals and services.	NP	C	C
	Car wash, full service, self-service, drive thru.	NP	NP	C
	Gasoline service stations, liquid petroleum, compressed natural gas (CNG) sales with car wash, convenience stores.	NP	NP	C
	Gasoline service stations, with the concurrent sale of beer and wine for off-premises consumption.	NP	NP	C
	Liquid petroleum service stations, not including the concurrent sale of beer and wine, provided the total capacity of all tanks shall not exceed 10,000 gallons	NP	NP	C
	Liquid petroleum, CNG service stations, with the concurrent sale of beer and wine, provided the total capacity of all tanks shall not exceed 10,000 gallons.	NP	NP	C
	Mobilehome sales, trailer sales and rentals, recreational vehicle rentals.	NP	NP	C(1)
	Parking lots and parking structures.	NP	P	P
	Sales, rental, repair, or demonstration of motorcycles, scooters, and motorbikes.	NP	C	C
	Tire sales and services, not including recapping.	NP	NP	C(1)
	Travel trailers, mobilehomes and recreational vehicles sales and service.	NP	NP	C(1)
	Truck sales and services.	NP	NP	C(1)
	Costume design studios.	NP	P	P
	Employment agencies.	NP	P	P
	Interior decorating shops.	NP	P	P
	Mail order businesses.	NP	P	P
	Manufacturer's agent.	NP	P	P
	Offices, including business, law, medical, dental, chiropractic, architectural, engineering, community planning, real estate.	NP	P	P
	Printers or publishers.	NP	P	P

	Radio and television broadcasting studios.	NP	C(1)	C(1)
	Recording studios.	NP	C	C
	Travel agencies.	NP	P	P
	Weight Loss clinic.	NP	P	P
	Auction houses.	NP	C	C
ENTERTAINMENT/ SPORTS	Billiard and pool halls.	NP	C	C
	Internet cafe.	NP	P	P
	Bowling alleys.	NP	P	P
	Dance halls.	NP	C	C
	Health club, gym, exercise facility.	NP	C	C
	Theaters, not including drive-ins.	NP	P	P
	Sports and recreational facilities, not including motor driven vehicles and riding academies, but including archery ranges, athletic playgrounds, sports arenas, skating rinks, stadiums, and commercial swimming pools.	NP	P(1)	P(1)
FOOD SERVICE	Bars and cocktail lounges.	NP	P	P
	Restaurant including on-site brewery.	NP	P	P
	Delicatessens.	NP	P	P
	Restaurants and other eating establishments including drive thru/drive-in restaurant.	NP	P	P
INSTITUTIONAL	Adult Day care centers.	P	P	P
	Animal hospitals, Animal Day Care facilities.	NP	C	C
	Child Day Care Center.	P	P	P
	Churches, temples and other places of religious worship.	NP	P	P
	Educational institutions, public libraries, museums and art galleries not operated for compensation or profits.	NP	P	P
	Schools, business and professional, including art, barber, beauty, dance drama, music and swimming.	NP	P	P
	Wedding chapels.	NP	C	C
RESIDENTIAL	Multiple family dwellings, bungalow courts and apartment houses.	P	P	NP
	Home occupations.	P	P	NP
	Congregate care residential facilities.	C	C	NP
	Temporary real estate tract/project sales and leasing offices located within an approved development, to be used only for and during the original sale or leasing of the project, but not to exceed a period of two years in any event.	P	P	NP
	Antique shops.	NP	P	P
	Appliance stores, household.	NP	P	P

	Art supply shops and studios.	NP	P	P
	Automobile parts and supply stores.	NP	P	P
	Bakery shops, including baking only when incidental to retail sales on the premises.	NP	P	P
	Banks and financial institutions.	NP	P	P
	Barber and beauty shops.	NP	P	P
RETAIL	Bicycle sales, repairs and rentals.	NP	P	P
	Book stores and binders.	NP	P	P
	Clothing stores.	NP	P	P
	Confectionery or candy stores.	NP	P	P
	Convenience stores, including the sale of motor vehicle fuel.	NP	NP	C
	Convenience stores, not including the sale of motor vehicle fuel..	NP	P	P
	Day Spa, Nails, Make-up, Tanning, Waxing, Massage Chain	NP	P	P
	Department stores.	NP	P	P
	Drug store and pharmacy.	NP	P	P
	Dry good stores.	NP	P	P
	Electronics Hardware and Software, Electronic Gaming, Audio Visual Sales and Service.	NP	P	P
	Farmers Market.	NP	C	C
	Feed and grain sales.	NP	NP	C
	Florist shops.	NP	P	P
	Gift shops.	NP	P	P
	Golf Cart sales and service.	NP	P	P
	Grocery Store, Food markets and frozen food lockers.	NP	P	P
	Hardware and Home Improvement stores.	NP	P(1)	P(1)
	Hobby shops.	NP	P	P
	Ice cream shops, frozen yogurt shops.	NP	P	P
	Jewelry stores with incidental repairs.	NP	P	P
	Leather goods stores.	NP	P	P
	Liquor stores pursuant to the provisions of City of Menifee Alcoholic Beverage Sales ordinance.	NP	C	C
	Locksmith shops.	NP	P	P
	Market, food, wholesale or jobber.	NP	P	P
	Meat markets, not including slaughtering.	NP	P	P
	Music stores.	NP	P	P
	News stores.	NP	P	P

	Notions or novelty stores.	NP	P	P
	Nurseries and garden supply stores.	NP	P(1)	P(1)
	Paint and wall paper stores, not including paint contractors.	NP	P	P
	Pet shops and pet supply stores.	NP	P	P
	Photography shops and studios and photo engraving.	NP	P	P
	Plumbing shops, not including plumbing contractors.	NP	P	P
	Poultry markets, not including slaughtering or live sales.	NP	P	P
	Produce markets.	NP	P	P
	Refreshment kiosks.	NP	P	P
	Shoe stores and repair shops.	NP	P	P
	Shoeshine stands.	NP	P	P
	Sporting goods stores.	NP	P	P
	Stationery stores.	NP	P	P
	Tailor Shops.	NP	P	P
	Telecommunication, cellular service stores.	NP	P	P
	Tobacco shops for take away sale/ No water pipes sales.	NP	P	P
	Toy Shops.	NP	P	P
	Watch repair shops.	NP	P	P
SERVICE	Business machine, computer sales and rental and incidental repair.	NP	P	P
	Household goods sales and repair, including but not limited to appliances, furniture, carpets, computers, draperies, lamps, electronics, radios, software, and television sets, including repair thereof.	NP	P	P
	Nurseries, horticulture.	C	C	P
	Bakery goods distributors.	NP	P	P
	Blueprint and duplicating services.	NP	P	P
	Catering services.	NP	P	P
	Ceramic sales and manufacturing for on-site sales, provided the total volume of kiln space does not exceed 16 cubic feet.	NP	C	C
	Cleaning and dyeing shops.	NP	P	P
	Construction offices and caretaker's quarters on construction sites for the duration of a valid building permit.	NP	P	P
	Equipment rental services, including rototillers, power mowers, sanders, power saws, cement and plaster mixers not exceeding ten cubic feet in capacity and other similar equipment.	NP	NP	P(1)
	Ice sales, not including ice plants.	NP	P	P

	Laboratories, film, dental, medical, research or testing.	NP	P	P
	Laundries and laundromats.	NP	P	P
	Wholesale business with samples on the premises, but not to include storage.	NP	P	P
	Field crops, flower and vegetable gardening, tree crops, and greenhouses used only for purposes of propagation and culture, including the sale thereof from the premises and one unlighted sign that does not exceed two square feet in size pertaining to the sale of products. (Only allowed as a continuation of an existing use.)	P	NP	C
TOURIST COMMERCIAL	Stations, bus, railroad and taxi.	NP	P	P
	Hotels. Resort hotels and motels.	NP	P	P
	Tourist information centers.	NP	P	P
ACCESSORY USES	An accessory use to a permitted use is allowed provided the accessory use is incidental to, and does not alter the character of, the principal permitted use, including, but not limited to: l) Limited manufacturing. Fabricating, processing, packaging, treating and incidental storage related thereto, provided any such activity shall be in the same line of merchandise or service as the trade or service business conducted on the premises and provided any such activity does not exceed any of the following restrictions: a. The maximum gross floor area of the building permitted to be devoted to such accessory use shall be 25 percent. b. The maximum total horsepower of all electric motors used in connection with such accessory use shall be five horsepower. 2)The accessory use shall be so conducted that noise. Vibration, dust. Odor, and all other objectionable factors shall be reduced to the extent that there will be no annoyance to persons outside the premises. Such accessory use shall be located not nearer than 50 feet to any residential zone. 3) Accessory uses shall be conducted wholly within a completely enclosed building.			

NOTES:

1) Permitted, together with screened outside storage and display of materials appurtenant to such use. Screened Outdoor Storage is limited to 200 SF

TABLE III-15B
DEVELOPMENT STANDARDS
PLANNING AREA 11 (VERY-HIGH DENSITY RESIDENTIAL)*

*****The Development Standards for Planning Area 11 (Very-High Density Residential) are based on the approved Specific Plan Zoning Ordinance associated with Amendment No. 3 to Specific Plan No. 260.

DEVELOPMENT STANDARD	PLANNING AREA 11 REQUIREMENTS
Maximum Building Height	3 stories/45 feet
Building Setbacks	Front Yard – (Palomar Road, Junipero Road): 25 Feet – Front setback shall be measured from the Curb Line of the ultimate street width as depicted on the Circulation Plan, Table IIA.
	Side Yard and Interior Setbacks: Minimum distance between buildings shall be asrequired in the California Building Code, latest edition, minimum 5 feet
	Rear Yard: 10 Feet
	From Surface Parking and Driving Aisles: 10 Feet
	Garage Setbacks from Surface Parking and Driving Aisles: 3 Feet
Required Parking	Parking shall be provided as required by CityStandards
Maximum Density	24 DU/Acre
Landscape Coverage	12% - Landscape Coverage will include all areas within the subject parcel
Minimum Private Storage	72 Cubic Feet per Bedroom with a maximum of 160 Square Feet
Common Area Open Space	125 Square Feet of Open Space perBedroom/Studio Unit
Private Open Space / Dwelling (Deck or Patio)	120 square feet with no dimension less than 10 feet if located at ground level, or at least 50 square feet with no dimension less than 6 feet if located above ground level

12. PLANNING AREA 12A AND 12B: COMMERCIAL/VERY HIGH DENSITY RESIDENTIAL

a. Descriptive Summary

Planning Area 12, as depicted in Figures III-22 and III-23, is divided into two parts: PA 12A (6.1 acres), west of Junipero Road, and PA 12B (3.1 acres), east of Junipero Road. Planning Area 12B contains 1.5 acres of an easement granted by Southern California Edison, which may be excluded from developable area. Together, Planning Areas 12A and 12B provide for the development of approximately 9.2 gross acres or 7.7 net acres devoted to Commercial uses or Very High Density Residential uses, designed to be integrated with corresponding land uses within the adjacent PA 11A/PA 11B and PA 13A/PA 13B.

The uses and development standards for general retail/commercial uses will be the same as those in neighboring Planning Area 13. The uses and development standards for multi-family uses will be the same as those in neighboring Planning Area 11. The purpose of these Planning Areas 12A and 12B is to provide flexibility between the commercial planning areas to the south, and the residential planning areas to the north.

The ultimate use configuration of this Planning Area will be determined by development application in the neighboring Planning Areas. The first application submitted for either Planning Area 11A/11B or 13A/13B may encroach into Planning Area 12A/12B respectively. Planning Area 12A can be developed as up to 100% Commercial (with PA 13A) or up to a maximum of 67% High Density Residential (with PA 11A) and 33% commercial (with PA 13A). These percentages are based on square footage only and may be of any configuration as long as the land uses are contiguous with the PA 11A and PA 13A areas. PA 12B may be adjusted to a maximum 100% of either High Density Residential (with PA 11B) or Commercial (with PA 13B).

Once a development application is approved in either neighboring Planning Area (11A or 11B or 13A or 13B), the Land use designation will then be determined for the remainder of Planning Area 12A or 12B respectively. If the maximum 67% of Planning Area 12A and all of Area 12B are developed as High Density Residential (14.7 DU/AC), the total number of units would be 135.

b. Development Standards

Please refer to Table III-15A for Permitted Uses and III-15C for Development Standards. Other uses not listed may be considered a permitted or conditionally permitted use provided that the Community Development Director finds that the proposed use is substantially the same in character and intensity as those listed in the designated subsections. Such a use is subject to the permit process, which governs the category in which it falls. Landscape shall conform to the City Adopted landscape Guidelines.

c. Planning Standards

1) Primary access to Planning Area 12 shall be provided from Junipero Road and shall be coordinated with adjacent development driveway and intersection spacing and possible signalization and as determined by a City Approved Traffic Impact Analysis.

2) Roadway landscape treatments, as illustrated in Figure IV-22, are planned along Palomar Road and Junipero Road, respectively.

3) For any commercial uses, all roof mounted mechanical equipment shall be screened from the ground elevation view to a minimum sight distance of 1,320 feet.

4) A Southern California Edison easement is located within the property boundary for Planning Area 12B. The existing SCE easement is being included within Planning Areas 11B, 12B, and 13B in this amendment. Development will have to conform with all applicable SCE easement restrictions. However, the easement area shall be allowed to be used in required landscape and open space areas, retention and detention basins, circulation, and for passive recreation uses subject to approval of SCE. The SCE Easement shall not be allowed to be included in density or intensity calculation during the implementation phase.

5) In conjunction with the first implementing project plan submitted for this planning area, a conceptual site plan for the entire planning area (12A or 12B) shall be provided to the City of Menifee Planning Department for informational purposes. This site plan shall show how the submitted project plan integrates with the remainder of the planning area, how the uses within the Planning Area may be configured to ensure proper design and layout of the circulation, parking, and street access.

6) Please refer to Residential Design guidelines (Section IV.F) and Commercial Design Guidelines (Section IV.G) for design-related criteria.

7) Common Open Space Standards for Residential Developments

a. Common Area Open Space shall be provided at a rate per square foot of usable space per bedroom or studio unit as required in Table VIII-C.

b. The Open Space shall:
i. be located on the same lot as the dwelling unit for which it is required.

ii. be level and improved, that is, have suitable landscaping and hardscaping.

iii. include no obstructions other than structures and amenities such as swimming pools, fountains, benches, sports courts, playground apparatus, and landscaping.

iv. be open on at least one side and have a clear vertical height of at least seven (7) feet, with at least 50% of the total required usable open space to the sky.

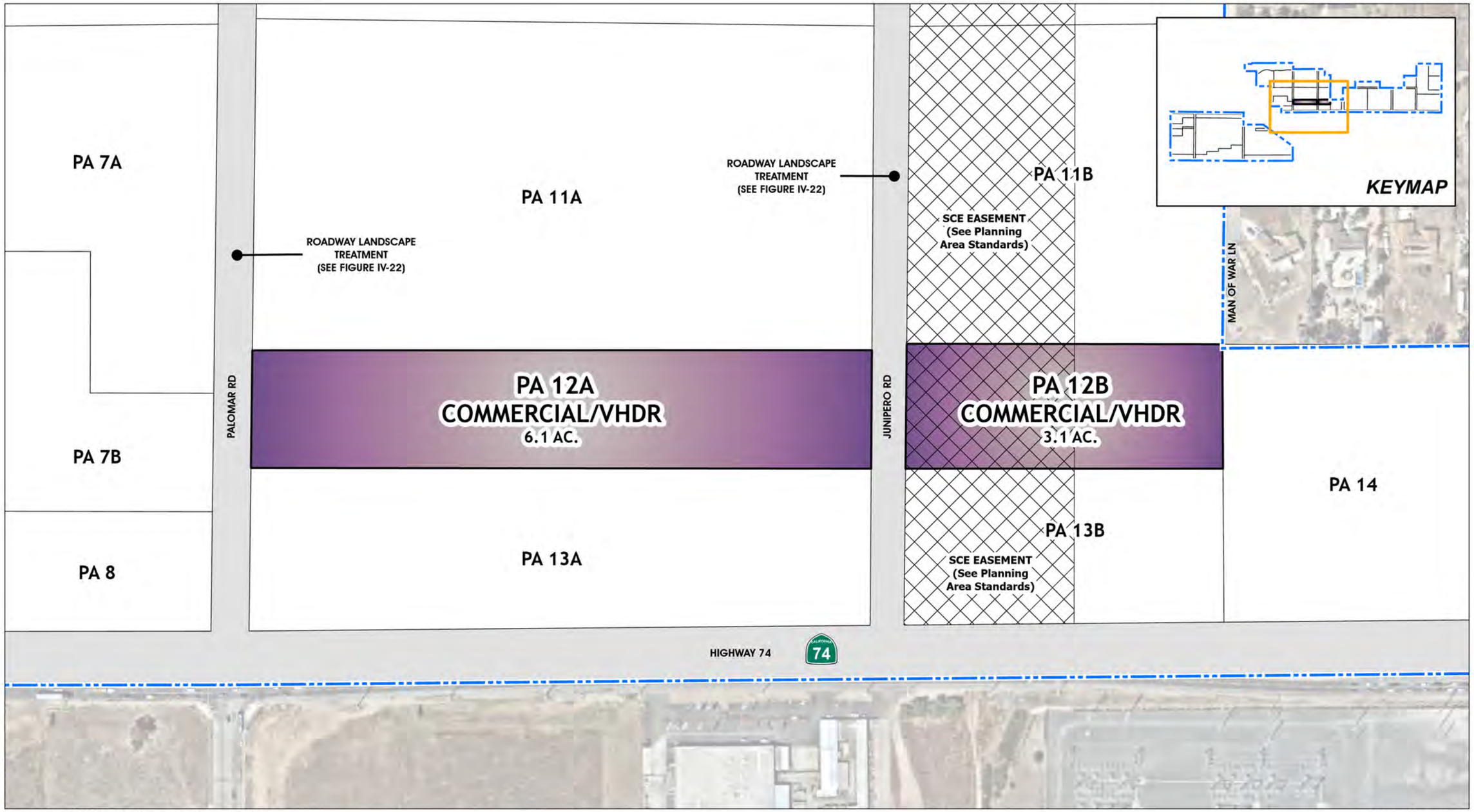
8) Amenities and structures shall only cover up to a maximum of 50% of the total required usable open space area. Other structures that do not relate to enhancing the enjoyment of outdoor open space (carports, and storage sheds, for example) are not qualified as usable open space.

9) The Common Area shall be directly accessible to all units within a multiple-family residential project. An individual space shall be at least 300 square feet in size, with no dimension less than 15 feet. Common Area may include amenities such as swimming pools, cabanas, tennis courts, sport courts, play fields, roof top gardens, etc.

10) Private Open Space for Residential Developments shall be provided per the standards within Table VIII-C. It may include balconies, decks, porches, patios, or yards.

11) Please refer to Section III for the following Development Plans and Standards that apply site-wide:

III.A.1: Specific Land Use Plan
III.A.2: Circulation Plan
III.A.3: Drainage Plan
III.A.4: Water and Sewer Plans
III. A.5: Open Space and Recreation Plan
III. A.6: Grading Plan
III. A.7.: Landscaping Plan
III. A.8.: Public Facilities Phasing Plan
III. A.9.: Phasing Plan



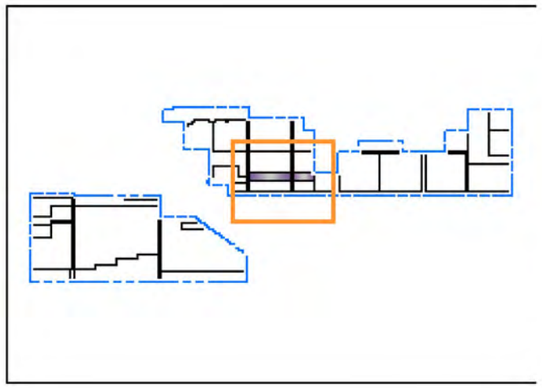
Source(s): Esri, RCTLMA (2024), Nearmap Aerial (September 2023)

FIGURE - III-22

PLANNING AREAS 12A & 12B

Planning Area 12A shown below as a portion of commercial development consistent with the Planning Area 13A Building Standards and Design Guidelines. This image depicts the pedestrian connection between the Planning Areas as well as the landscape buffer as noted in the Development Standards. The actual project plan will be different than this solution, but this gives a clear example of a solution that does conform to the Specific Plan.

Planning Area 12B shown above with the High Density Residential use and proposed passive development of the SCE easement. This is a conceptual plan showing that a quality project is possible within the Building Standards and High Density Residential Design Guidelines for this Planning Area. This plan is depicting a maximum residential scheme for Planning Area 12B



Not to Scale

FIGURE - III-23

PLANNING AREA 12 SITE CONCEPT

TABLE III-15C
DEVELOPMENT STANDARDS
PLANNING AREA 12 (MIXED-USE)*

*****The Development Standards for Planning Area 12 (Mixed-Use) are based on the approved Specific Plan Zoning Ordinance associated with Amendment No. 3 to Specific Plan No. 260.

DEVELOPMENT STANDARD	PLANNING AREA 12 COMMERCIAL REQUIREMENT	PLANNING AREA 12 RESIDENTIAL REQUIREMENTS
Maximum Building or Structure Height	50 Feet	3 Stories / 45 Feet
Building Setbacks		
Front Yard – (Palomar Road, Junipero Road)	20 Feet – Front setback shall be measured from the Curb Line of the ultimate street width as depicted on the Circulation Plan. Table IIA.	25 Feet – Front setback shall be measured from the Curb Line of the ultimate street width as depicted on the Circulation Pian. Table IIA
To Adjacent Planning Area	The setback shall be measured from the PA line. Buildings shall be set back a minimum of 20 feet from the PA line. For any portion of a building which exceeds 35 feet in height that portion of the building shall be set back an additional one foot for each foot by which the height exceeds 35 feet.	10 Feet
Side (Palomar Road and Junipero Road) and Interior Setbacks	Side setbacks (Palomar Road and Junipero Road) shall be a minimum of 25 feet for a building 35 feet or less in height. Each side setback shall be measured from the Curb Line of the ultimate street width as depicted on the Circulation Pian. Figure ill-2A Any portion of a building which exceeds 35 feet in height shall be set back an additional one foot for each foot by which the height exceeds 35 feet	10 Feet
Distance Between Buildings	Minimum distance between buildings shall be as required in the California Building Code. Latest edition.	Minimum distance between buildings shall be as required in the California Building Code. Latest edition. 5 feet minimum
Building Setbacks from Surface Parking and Drive Aisles	5 Feet	10 Feet
Garage Setbacks from Surface Parking and Drive Aisles	-	3 Feet
Minimum Lot Area	There is no Minimum Lot Area Required	-
Lot Coverage	-	In no case shall more than 60 percent of any lot be covered by buildings. Not including freestanding garage buildings and carports
Landscape Coverage	12% - Landscape Coverage will include all areas within the subject parcel	12% - Landscape Coverage will include all areas within the subject parcel
Required Parking	Parking shall be provided as required by City Standards or per the requirements of a City approved Shared Parking Analysis	Parking shall be provided as required by City Standards
Minimum Private Storage	-	72 Cubic Feet per Bedroom with a maximum of 160 Square Feet
Maximum Intensity/Density	0.25 Floor Area Ratio	24 DU/ Gross Acre
Common Area Open Space	-	125 Square Feet of Open Space per Bedroom/Studio Unit

DEVELOPMENT STANDARD	PLANNING AREA 12 COMMERCIAL REQUIREMENT	PLANNING AREA 12 RESIDENTIAL REQUIREMENTS
Private Open Space / Dwelling (Deck or Patio)	-	120 square feet with no dimension less than l 0 feet if located at ground level. Or at least 50 square feet with no dimension less than 6 feet if located above ground level

13. PLANNING AREAS 13A/13B: COMMERCIAL

a. Descriptive Summary

Planning Area 13, as depicted in Figure III-24 and III-25, is divided into two parts: PA 13A (10.2 acres), west of Junipero Road, and PA 13B (5.2 acres), east of Junipero Road. Planning Area 13B contains 2.7 acres of an easement granted by Southern California Edison, which may be excluded from developable area. Together Planning Areas 13A and 13B provides for the development approximately 15.4 gross acres or 12.76 net acres devoted to Commercial uses.

Development of Planning Area 13A may encroach into Planning Area 12A and development of Planning Area 13B may encroach into Planning Area 12B. At that time, the parcels within Planning Area 12 that are included in the Planning Area 13 development will be subject to all standards of Planning Area 13. Refer to Planning Standards for restrictions on PA 13 encroachments into PA 12.

b. Development Standards

Please refer to Table III-15A for Permitted Uses and III-15D for Development Standards. Other uses not listed may be considered a permitted or conditionally permitted use provided that the Community Development Director finds that the proposed use is substantially the same in character and intensity as those listed in the designated subsections. Such a use is subject to the permit process, which governs the category in which it falls. Landscape shall conform to the City Adopted landscape Guidelines.

c. Planning Standards

1) Primary access to Planning Area 13 shall be provided from Highway 74 (as approved by CalTrans), Palomar Road and Junipero Road. Access to Highway 74 east of Junipero Road shall be coordinated with development and access within Planning Area 14 where possible. All proposed driveways, access or improvement off of Highway 74 requires review and approval by CalTrans.

2) A project entry/intersection statement shall be developed at the intersection of Highway 74 and Palomar Road, as shown on Figure IV-3.

3) A minor intersection statement shall be developed at the intersection of Highway 74 and Junipero road, as shown as Figure IV-4.

4) Roadway landscape treatments, as illustrated in Figure IV-19 and 22, are planned along Highway 74, Palomar Road, and Junipero Road, respectively.

5) All roof mounted mechanical equipment shall be screened from the ground elevation view to a minimum sight distance of 1,320 feet.

6) A Southern California Edison easement is located within the property boundary for Planning Area 13B. The existing SCE easement is being included within Planning Areas 11B, 12B, and 13B in this amendment. Development will have to conform with all applicable SCE easement restrictions. However, the easement area shall be allowed to be used in required landscape and open space areas, retention and detention basins,

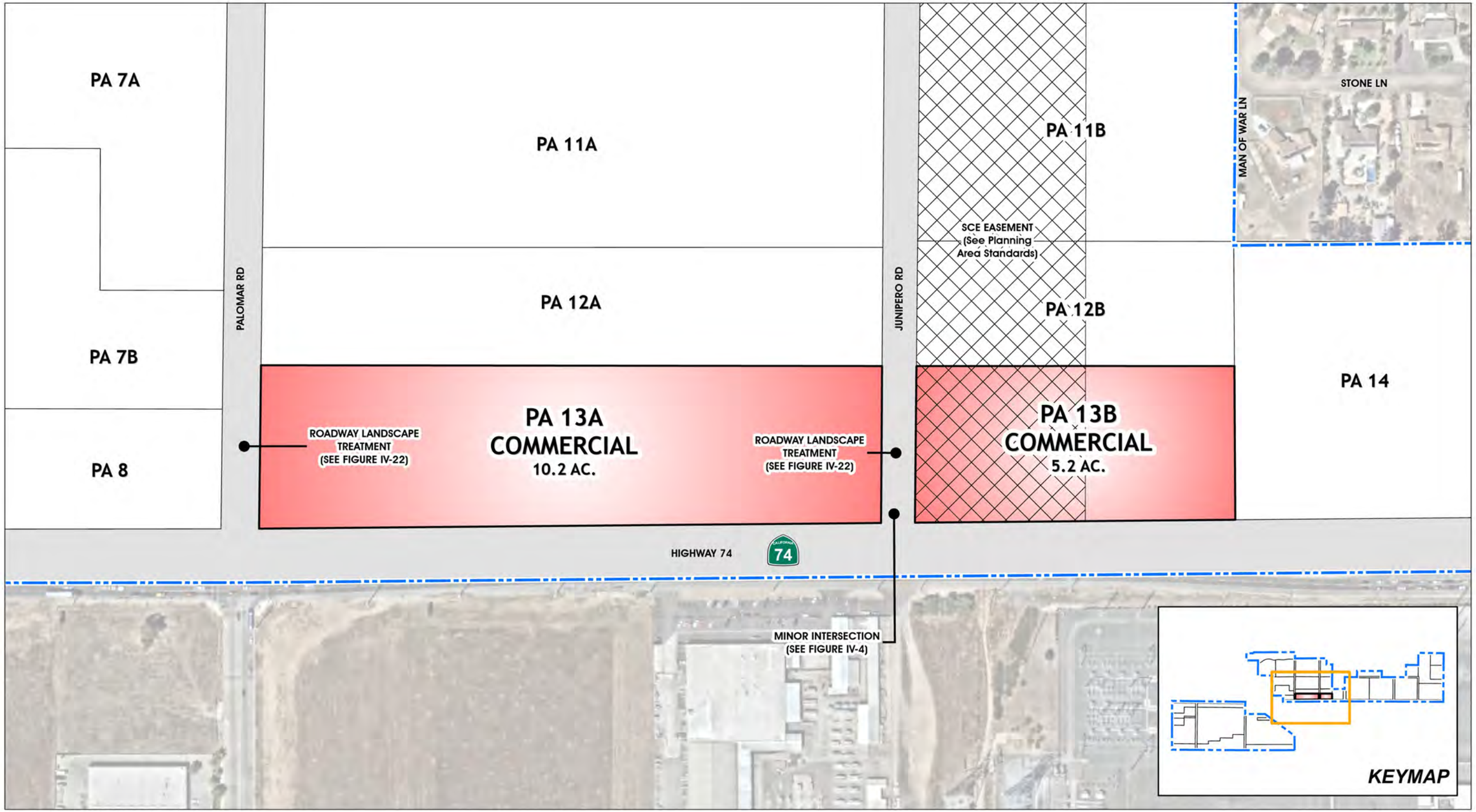
circulation, and for passive recreation uses subject to approval of SCE. The SCE Easement shall not be allowed to be included in density or intensity calculation during the implementation phase.

7) In conjunction with the first implementing project plan submitted for this planning area (PA 13A or PA 13B), a conceptual site plan for the entire planning area (12A or 12B) shall be provided to the City of Menifee Planning Department for informational purposes. This site plan shall show how the submitted project plan integrates with the remainder of the planning area 12A/12B, how the uses within the Planning Area may be configured to ensure proper design and layout of the circulation, parking, and street access.

8) Please refer to Commercial Design Guidelines (Section IV.G) for design-related criteria.

9) Please refer to Section III for the following Development Plans and Standards that apply site-wide:

III.A.1: Specific Land Use Plan
III.A.2: Circulation Plan
III.A.3: Drainage Plan
III.A.4: Water and Sewer Plans
III. A.5: Open Space and Recreation Plan
III. A.6: Grading Plan
III. A.7.: Landscaping Plan
III. A.8.: Public Facilities Phasing Plan
III. A.9.: Phasing Plan



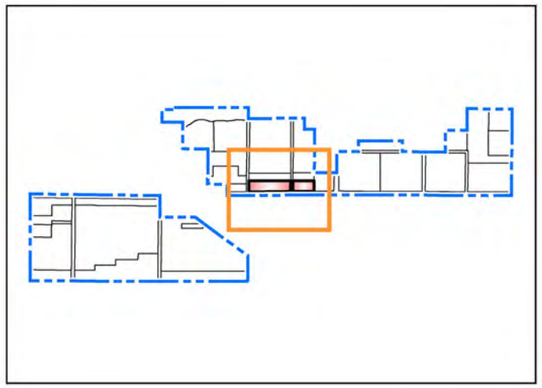
Source(s): Esri, RCTLMA (2021), Nearmap Aerial (2022)

0 50 100 200 Feet

FIGURE - III-24

PLANNING AREAS 13A & 13B

This is a conceptual layout of a Retail Center between Palomar and Junipero fronting on Highway 74 incorporating the elements within the Development Standards, the Building Standards and the Design Guidelines. The actual project plan will be different than this solution, but this gives a clear example of a solution that does conform to the Specific Plan. The plan as shown incorporates all of Planning Area 12 into the commercial designation consistent with the requirements of Planning Area 13.



Not to Scale

FIGURE - III-25

PLANNING AREA 13 SITE CONCEPT

TABLE III-15D
DEVELOPMENT STANDARDS
PLANNING AREA 13 (COMMERCIAL)*

*The Development Standards for Planning Area 13 (Commercial) are based on the approved Specific Plan Zoning Ordinance associated with Amendment No. 3 to Specific Plan No. 260.

DEVELOPMENT STANDARD	PLANNING AREA 13 REQUIREMENTS
Maximum Building or Structure Height	50 Feet
Building Setbacks	Front Yard (Highway 74): There are no front yard requirements for buildings which do not exceed 35 feet in height. Any portion of a building which exceeds 35 feet in height shall be set back from the front lot lines not less than one foot for each foot by which the height exceeds 35 feet. The front setback shall be measured from the existing street line (ROW).
	To Adjacent Residential Planning Area (PA): The setback shall be measured from the PA line. Buildings shall be set back a minimum of 20 feet from the PA line. For any portion of a building which exceeds 35 feet in height that portion of the building shall be set back an additional one foot for each foot by which the height exceeds 35 feet.
	Side setbacks (Palomar Road and Junipero Road) shall be a minimum of 25 feet for a building 35 feet or less in height. Each side setback shall be measured from the Curb Line of the ultimate street width as depicted on the Circulation Plan Figure lll-2A Any portion of a building which exceeds 35 feet in height shall be set back an additional two feet for each foot by which the height exceeds 35 feet
	Minimum distance between buildings shall be a required in the California Building Code, latest edition
	Building Setbacks from Surface Parking: 5 Feet
Minimum Lot Area	There is no Minimum Lot Area Required
Landscape Coverage	12% - Landscape Coverage will include all areas within the subject parcel.
Required Parking	Parking shall be provided as required by City Standards or per the requirements of a City approved Shared Parking Analysis
Maximum Intensity	0.35 Floor Area Ratio

14. PLANNING AREA 14: COMMERCIAL

a. Descriptive Summary

Planning Area 14, as depicted in Figure III-26, provides for the development approximately 9.3 acres devoted to Commercial uses.

b. Land Use and Development Standards

Please refer to Table III-16A for Permitted Uses and III-16B for Development Standards. Other uses not listed may be permitted provided a Conditional Use Permit has been granted pursuant to the requirements of the City of Menifee Development Code and Zoning Ordinance.

c. Planning Standards

1) Primary access to Planning Area 14 shall be provided from Highway 74 (as approved by CalTrans), and Menifee Road. Any potential primary access on Highway 74 shall be coordinated with development and access within Planning Area 13.

2) A community entry/intersection statement shall be developed at the intersection of Highway 74 and Menifee Road, as shown on Figure IV-2.

3) A special landscape treatment, as depicted on Figure IV-12, shall be established between the commercial uses in Planning Area 14 and the adjacent residential uses to the north.

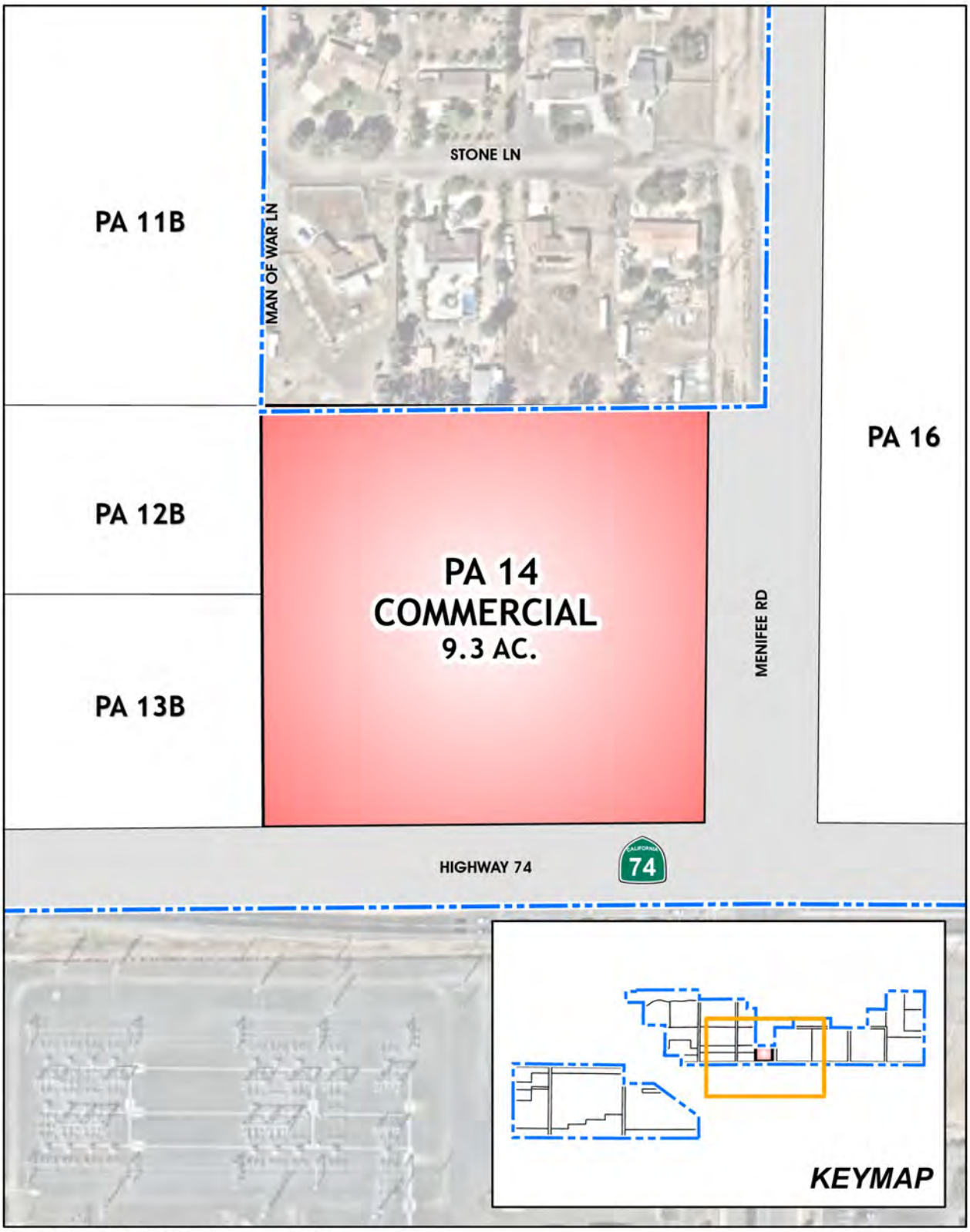
4) Roadway landscape treatments, as illustrated in Figure IV-19 and 20, are planned along Highway 74, Palomar Road, and Menifee Road, respectively.

5) In conjunction with the first implementing plot plan submitted for this planning area, a conceptual site plan for the entire planning area shall be provided to the City of Menifee Planning Department for informational purposes. This site plan shall show how the proposed plot plan integrates into the remainder of the planning area, to ensure proper design and layout of the parking and street access.

6) Please refer to Section IV, Design Guidelines, for design-related criteria.

7) Please refer to Section III for the following Development Plans and Standards that apply site-wide:

III.A.1: Specific Land Use Plan
III.A.2: Circulation Plan
III.A.3: Drainage Plan
III.A.4: Water and Sewer Plans
III. A.5: Open Space and Recreation Plan
III. A.6: Grading Plan
III. A.7.: Landscaping Plan
III. A.8.: Public Facilities Phasing Plan
III. A.9.: Phasing Plan



Source(s): Esri, RCTLMA (2021), Nearmap Aerial (2022)

FIGURE - III-26

0 50 100 200 Feet

PLANNING AREA 14

TABLE III-16A
PERMITTED USES
PLANNING AREA 14 (COMMERCIAL)*

*The Permitted Uses for Planning Area 14 (Commercial) are based on Article IXb, Section 9.50 (Scenic Highway Commercial – C-P-S Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

USE CATEGORY	PERMITTED USES	PLANNING AREA 14
P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted		
SERVICE AND COMMERCIAL	Ambulance services.	P(1)
	Animal hospitals.	C
	Antique shops.	P(1)
	Appliance stores, household.	P(1)
	Art supply shops and studios.	P(1)
	Auditoriums and conference rooms.	P(1)
	Automobile repair garages, body shops, spray painting shops.	C
	Automobile sales and rental agencies.	C
	Bakery goods distributors.	P(1)
	Bakery shops, including baking only when incidental to retail sales on the premises.	P(1)
	Banks and financial institutions.	P(1)
	Barber and beauty shops.	P(1)
	Bars and cocktail lounges.	P(1)
	Bicycle sales and rentals.	P(1)
	Billiard and pool halls.	P(1)
	Blueprint and duplicating services.	P(1)
	Boat sales, rentals and services.	C
	Book stores and binders.	P(1)
	Bowling alleys.	P(1)
	Car washes.	C
	Catering services.	P(1)
	Ceramic sales and manufacturing for on-site sales, provided the total volume of kiln space does not exceed 16 cubic feet.	P(1)
	Cleaning and dyeing shops.	P(1)
	Clothing stores.	P(1)
	Confectionery or candy stores.	P(1)

USE CATEGORY	PERMITTED USES	PLANNING AREA 14
	P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted	
	Convenience stores, including the sale of motor vehicle fuel.	C
	Costume design studios.	P(1)
	Dance halls.	P(1)
	Delicatessens.	P(1)
	Department stores.	P(1)
	Drive-in theaters.	C
	Drug stores.	P(1)
	Dry goods stores.	P(1)
	Electrical substations.	P(1)
	Employment agencies.	P(1)
	Equipment rental services, including rototillers, power mowers, sanders, power saws, cement and plaster mixers not exceeding 20 cubic feet in capacity and other similar equipment.	C
	Escort bureaus.	P(1)
	Feed and grain sales.	P(1)
	Fishing and casting pools.	NP
	Florist shops.	P(1)
	Food markets and frozen food lockers.	P(1)
	Gasoline and diesel service stations, not including the concurrent sale of beer and wine for off-premises consumption.	P(1)
	Gasoline service stations, with the concurrent sale of beer and wine for off-premises consumption.	C
	Gift shops.	P(1)
	Hardware stores.	P(1)
	Heliports.	C
	Household goods sales and repair, including but not limited to, new and used appliances, furniture, carpets, draperies, lamps, radios, and television sets, including repair thereof.	P(1)
	Hobby shops.	P(1)
	Ice cream shops.	P(1)
	Ice sales, not including ice plants.	P(1)
	Interior decorating shops.	P(1)
	Jewelry stores with incidental repairs.	P(1)
	Labor temples.	P(1)
	Laboratories, film, medical, research, or testing.	P(1)
	Laundries and laundromats.	P(1)

USE CATEGORY	PERMITTED USES	PLANNING AREA 14
	P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted	
	Leather goods stores.	P(1)
	Liquid petroleum service stations, with or without the concurrent sale of beer and wine, provided the total capacity of all tanks shall not exceed 10,000 gallons.	C
	Liquor stores pursuant to the provisions of Section 18.48. (Alcoholic Beverage Sales) of County Ordinance No. 348.	C
	Locksmith shops.	P(1)
	Mail order businesses.	P(1)
	Manufacturer's agent.	P(1)
	Market, food, wholesale or jobber.	P(1)
	Massage parlors, Turkish baths, health centers and similar personal service establishments.	NP
	Meat markets, not including slaughtering.	P(1)
	Mimeographing and addressograph services.	P(1)
	Mobilehomes, provided they are kept mobile and licensed pursuant to State law, use for: d. Construction offices and caretaker's quarters on construction sites for the duration of a valid building permit, providing they are inconspicuously located. e. Agricultural worker employment offices for a maximum of 90 days in any calendar year. f. Caretakers or watchmen and their families provided no rent is paid, where a permitted and existing commercial use is established. Not more than one mobilehome shall be allowed for a parcel of land or a shopping center complex.	P(1)
	Mortuaries.	C
	Music stores.	P(1)
	News stores.	P(1)
	Notions or novelty stores.	P(1)
	Nurseries and garden supply stores.	P(1)
	Offices, businesses.	P(1)
	One on-site operator's residence, which may be located in a commercial building.	P(1)
	Paint and wall paper stores, not including paint contractors.	P(1)
	Parking lots and parking structures.	P(1)
	Parolee-Probationer Home developed in accordance with the standards set forth in Section 18.52. of County Ordinance No. 348.	C
	Pawn shops.	NP
	Pet shops and pet supply shops.	P(1)
	Photography shops and studios and photo engraving.	P(1)
	Plumbing shops, not including plumbing contractors.	P(1)
	Poultry markets, not including slaughtering or live sales.	P(1)

USE CATEGORY	PERMITTED USES	PLANNING AREA 14
	P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted	
	Printers or publishers.	P(1)
	Produce markets.	P(1)
	Radio and television broadcasting studios.	P(1)
	Recording studios.	P(1)
	Refreshment stands.	P(1)
	Restaurants and other eating establishments.	P(1)
	Sale, rental, repair, or demonstration of motorcycles, scooters or motorbikes of two horsepower or greater.	C
	Schools, business and professional, including art, barber, beauty, dance drama, music and swimming.	P(1)
	Shoe stores and repair shops.	P(1)
	Shoeshine stands.	P(1)
	Signs, on-site advertising.	P(1)
	Solar power plant on a lot 10 acres or larger.	C
	Sports and recreational facilities, not including motor-driven vehicles and riding academies, but including archery ranges, athletic fields, beaches, golf driving ranges, gymnasiums, miniature golf, parks, playgrounds, sports arenas, skating rinks, stadiums, and commercial swimming pools.	C
	Sporting goods stores.	P(1)
	Stained glass assembly.	P(1)
	Stationery stores.	P(1)
	Stations, bus, railroad and taxi.	P(1)
	Taxidermist.	P(1)
	Tailor shops.	P(1)
	Telephone exchanges.	P(1)
	Theaters, not including drive-ins.	P(1)
	Tire recapping.	C
	Tire sales and services, not including recapping.	C
	Tobacco shops.	P(1)
	Tourist information centers.	P(1)
	Toy shops.	P(1)
	Trailer and boat storage.	C
	Travel agencies.	P(1)
	Travel trailers, mobilehomes and recreational vehicles sales and service.	C
	Truck sales and services.	C
	Trucks and trailers; the rental of trucks not over 19,500 pounds gross weight, with	C

USE CATEGORY	PERMITTED USES	PLANNING AREA 14
	P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted	
	body not to exceed 22 feet in length from the back of the cab to the end of the body; and the rental of trailers not exceeding six feet in width or 22 feet in length.	
	Typewriter sales and rental and incidental repairs.	P(1)
	Underground bulk fuel storage.	C
	Watch repair shops.	P(1)
	Wedding chapels.	P(1)
	Wholesale businesses with samples on the premises, but not to include storage.	P(1)
	Recycling collection facilities.	P(1)
	Golf cart sales and service.	P(1)
	Hotels, resort hotels and motels.	P(1)
	Day care centers.	P(1)
	Convenience stores, not including the sale of motor vehicle fuel.	P(1)
	Churches, temples and other places of religious worship.	P(1)
Accessory Uses	Limited manufacturing, fabricating, processing, packaging, treating and incidental storage related thereto, provided any such activity shall be in the same line of merchandise or service as the trade or service business conducted on the premises and providing any such related activity does not exceed any of the following restrictions:	P(1)
	All uses permitted with Plot Plan that have more than 200 square feet of outside storage of display of materials.	C
	The uses listed in Subsections above do not include sex-oriented businesses.	
	Any use that is not specifically listed above may be considered a permitted or conditionally permitted use providing that the Community Development Director finds that the proposed use is substantially the same in character and intensity as those listed above. Such a use is subject to the permit process which governs the category in which it falls.	
	Industrial Hemp Activities are permitted or conditionally permitted in subsections A., B., or C. in Section 9.50 pursuant to the provisions set forth in Article XIXm of Ordinance No. 348 including, but not limited to, permit processing, location, standards and approval requirements.	
	Planned commercial developments are permitted provided a land division has been approved pursuant to County Ordinance No. 460.	

NOTES:

1) Requires Plot Plan Approval via City of Menifee, pursuant to provisions of County Ordinance No. 348.

TABLE III-16B
DEVELOPMENT STANDARDS
PLANNING AREA 14 (COMMERCIAL)*

*The Development Standards for Planning Area 14 (Commercial) are based on Article IXb, Section 9.50 (Scenic Highway Commercial – C-P-S Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

DEVELOPMENT STANDARD	PLANNING AREA 14 REQUIREMENTS
Lot Size	There is no minimum lot area requirement, unless specifically required by zone classification for a particular area.
Maximum Building Height	No building or structure shall exceed fifty (50') feet in height, unless a greater height is approved pursuant to Section 18.34. of County Ordinance No. 348. In no event, however, shall a building or structure exceed seventy-five (75') feet in height, unless a variance is approved pursuant to Section 18.27. of County Ordinance No. 348.
Building Setbacks	There are no yard requirements for buildings which do not exceed 35 feet in height, except as required for specific plans. Any portion of a building which exceeds 35 feet in height shall be set back from the front, rear and side lot lines not less than two feet for each foot by which the height exceeds 35 feet. The front setback shall be measured from the existing street line unless a specific plan has been adopted in which case it will be measured from the specific plan street line. The rear setback shall be measured from the existing rear lot line or from any recorded alley or easement; if the rear line adjoins a street, the rear setback requirement shall be the same as required for a front setback. Each side setback shall be measured from the side lot line or from an existing adjacent street line unless a specific plan has been adopted in which case it will be measured from the specific plan street line.
Required Parking	Automobile storage space shall be provided as required by Section 18.12. of County Ordinance No. 348.
Mechanical Equipment	All roof mounted mechanical equipment shall be screened from the ground elevation view to a minimum sight distance of 1,320 feet.

15. PLANNING AREA 15: MEDIUM DENSITY RESIDENTIAL

a. Descriptive Summary

Planning Area 15, as depicted on Figure III-27, provides for the development of 10.6 acres of medium density residential uses with minimum lot sizes of 7,200 square feet. A maximum total of 32 dwelling units are planned at a target density of 3.0 du/ac.

b. Land Use and Development Standards

Please refer to Table III-17A for Permitted Uses and III-17B for Development Standards. Other uses not listed may be permitted provided a Conditional Use Permit has been granted pursuant to the requirements of the City of Menifee Development Code and Zoning Ordinance.

c. Planning Standards

1) Primary access to Planning Area 15 shall be provided from Street "A".

2) A roadway landscape treatment, as illustrated in Figure IV-22, shall be established along Street "A".

3) A special landscape treatment shall be established between the residential uses in Planning Area 15 and the adjacent existing residential uses, as shown on Figure IV-7.

4) Please refer to Section IV, Design Guidelines, for design-related criteria.

5) Please refer to Section III.A. for the following Development Plans and Standards that apply site-wide:

III.A.1: Specific Land Use Plan
III.A.2: Circulation Plan
III.A.3: Drainage Plan
III.A.4: Water and Sewer Plans
III.A.5: Open Space and Recreation Plan
III.A.6: Grading Plan
III.A.7: Landscaping Plan
III.A.8: Public Facilities Phasing Plan
III.A.9: Phasing Plan

TABLE III-17A
PERMITTED USES
PLANNING AREA 15 (MEDIUM DENSITY RESIDENTIAL)*

*The Permitted Uses for Planning Area 15 (Medium Density Residential) are based on Article VI, Section 6.1 (One-Family Dwellings – R-1 Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

PERMITTED USES	PLANNING AREA 15
P = Permitted (1) (2) • C = Conditional Use Permit • N = Not Permitted	
One-family dwellings.	P
Field crops, flower and vegetable gardening, tree crops, and greenhouses used only for purposes of propagation and culture, including the sale thereof from the premises and one unlighted sign that does not exceed two square feet in size pertaining to the sale of products.	P
The noncommercial keeping of horses on lots not less than 20,000 square feet in area and 100 feet in width, provided they are kept not less than 100 feet from any street and 20 feet from any property line. A maximum of two horses per 20,000 square feet and, in any event, not more than four horses on a lot will be permitted. If a lot is one acre or more in area, poultry, crowing fowl (chickens only), rabbits, chinchillas, guinea pigs, parakeets and small fowl may be kept for the use of the occupants of the premises only. The poultry, crowing fowl, rabbits, chinchillas, guinea pigs, parakeets and small fowl shall be kept in an enclosed area located not less than 20 feet from any property line and not less than 50 feet from any residence and shall be maintained on the rear portion of the lot in conjunction with a residential use. If a lot is two acres or more in area, two sheep or goats or combination thereof may be kept in addition thereto provided they are kept not less than 100 feet from any street, 20 feet from any property line and 50 feet from any residence.	P
Home occupations.	P
The keeping or raising of not more than four (4) mature female crowing fowl (chickens only) on lots or parcels between 7,200 square feet and 39,999 square feet or not more than 12 mature female crowing fowl (chickens only) on lots of 40,000 square feet or more for the use of the occupants of the premises. The crowing fowl shall be kept in an enclosed area located not less than 20 feet from any property line and not less than 50 feet from any residence and shall be maintained on the rear portion of the lot in conjunction with a residential use.	P
Planned residential developments, provided a land division is approved pursuant to the provisions of County Ordinance No. 460 and the development standards in Section 18.5. or 18.6. of County Ordinance No. 348.	P
The noncommercial raising of not more than one (1) miniature pig on lots from 7,200 to 19,999 square feet or not more than two (2) miniature pigs on lots of not less than 20,000 square feet, subject to the following conditions: a. Any person owning or having custody or control of a miniature pig over the age of four (4) months shall pay for and obtain a license from the Animal Control Department. b. Any miniature pig kept or maintained on a lot with a use permitted under Section 6.1.A.1. shall be spayed or neutered as a condition of being licensed. No license shall be issued unless the owner or custodian of the miniature pig presents a valid certificate from a veterinarian. All unaltered miniature pigs shall be subject to immediate impoundment. c. No miniature pig may weigh more than two hundred (200) pounds. d. Any person owning or having charge, care, custody or control of any miniature pig shall keep such pig exclusively upon his or her own premises, provided, however, such pig may be off such premises if under restraint of a competent person. e. The miniature pig must be kept in an enclosure that is no closer than thirty (30) feet from the front property line, fifteen (15) feet from any side or rear property line and no closer than thirty-five (35) feet of any dwelling unit other than the dwelling unit on the subject lot.	P
Future Farmers of America (FFA) or 4-H projects conducted by the occupants of the premises. Provided, however, if the project involves crowing fowl, an unexpired crowing fowl affidavit form describing the project must be on file with the Planning Director. Affidavit forms are available at the Planning Department and may be filed free of charge.	P

PERMITTED USES	PLANNING AREA 15
P = Permitted (1) (2) • C = Conditional Use Permit • N = Not Permitted	
The outside storage of materials on improved lots or parcels of one-half acre to one acre provided the amount is limited to one hundred (100) square feet with a maximum height of three (3) feet and on improved lots or parcels of one acre or more provided the amount is limited to two hundred (200) square feet with a maximum height of three (3) feet.	P
Temporary real estate tract offices located within a subdivision, to be used only for and during the original sale of the subdivision, but not to exceed a period of two years in any event.	P(1)
Public parks and playgrounds, golf courses with standard length fairways, and country clubs.	P(1)
Child Day Care Center.	P(1)
Mobilehome parks, developed pursuant to Section 19.92. of County Ordinance No. 348.	C
Churches, temples and other places of religious worship.	P(2)

Notes:

1) Requires Plot Plan Approval via City of Menifee, pursuant to provisions of County Ordinance No. 348.
2) Requires a Public Use Permit via City of Menifee, pursuant to provisions of Section 18.29 of County Ordinance No. 348

TABLE III-17B
DEVELOPMENT STANDARDS
PLANNING AREA 15 (MEDIUM DENSITY RESIDENTIAL)*

*The Development Standards for Planning Area 15 (Medium Density Residential) are based on Article VI, Section 6.1 (One-Family Dwellings – R-1 Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

DEVELOPMENT STANDARD	PLANNING AREA 15 REQUIREMENTS
Lot Size	Lot area shall be not less than 7,200 square feet. The minimum lot area shall be determined by excluding that portion of a lot that is used solely for access to the portion of a lot used as a building site.
Lot Width	The minimum average width of that portion of a lot to be used as a building site shall be 60 feet with a minimum average depth of 100 feet. That portion of a lot used for access on flag lots shall have a minimum width of 20 feet.
Lot Frontage	The minimum frontage of a lot shall be 60 feet, except that lots fronting on knuckles or cul-de-sac may have a minimum frontage of 35 feet. Lot frontage along curvilinear streets may be measured at the building setback in accordance with zone development standards.
Maximum Building Height	Building height shall not exceed three stories, with a maximum height of 40 feet.
Minimum Yard Requirements	The front yard shall be not less than fifteen feet (15') measured from the existing street line or from any future street line as shown on any specific plan of highways, whichever is nearer the proposed structure.
	Side yards on interior and through lots shall be not less than ten percent of the width of the lot, but not less than three feet in width in any event, and need not exceed a width of five feet. Side yards on corner and reversed corner lots shall be not less than ten feet from the existing street line or from any future street line as shown on any specific plan of highways, whichever is nearer the proposed structure, upon which the main building sides, except that where the lot is less than 50 feet wide the yard need not exceed 20 percent of the width of the lot.
	Rear yards shall be not less than twenty feet (20').
Encroachments	Chimneys and fireplaces shall be allowed to encroach into side yards a maximum of two feet (2'). No other structural encroachments shall be permitted in the front, rear or side yard except as provided for in Section 18.9 of Ordinance No. 348.
Required Parking	Automobile storage space shall be provided as required by Section 18.12. of County Ordinance No. 348.
Lot Coverage	In no case shall more than 50% of any lot be covered by dwelling.

16. PLANNING AREA 16: COMMERCIAL

a. Descriptive Summary

Planning Area 16, as depicted in Figure III-27, provides for the development of 33.6 acres devoted to Commercial uses.

b. Land Use and Development Standards

Please refer to Table III-18A for Permitted Uses and III-18B for Development Standards. Other uses not listed may be permitted provided a Conditional Use Permit has been granted pursuant to the requirements of the City of Menifee Development Code and Zoning Ordinance.

c. Planning Standards

1) Access to Planning Area 16 shall be provided from Menifee Road, Street "A", Highway 74 (as approved by CalTrans), and Cummings Avenue.

2) A minor intersection statement shall be developed at the intersection of Cummings Avenue and Highway 74, as shown on Figure IV-4.

3) A community entry/intersection statement shall be developed at the intersection of Menifee Road and Highway 74, as shown on Figure IV-2.

4) Roadway landscape treatments, such as those depicted in Figures IV-19, 20, and 22, shall be provided along Highway 74, Menifee Road, Street "A" and Cummings Road, respectively.

5) In conjunction with the first implementing plot plan submitted for this planning area, a conceptual site plan for the entire planning area shall be provided to the Riverside County Planning Department for informational purposes. This site plan shall show how the proposed plot plan integrates into the remainder of the planning area, to ensure proper design and layout of the parking and street access.

6) Please refer to Section IV, Design Guidelines, for design-related criteria.

7) Please refer to Section III.A. for the following Development Plans and Standards that apply site-wide:

III.A.1: Specific Land Use Plan
III.A.2: Circulation Plan
III.A.3: Drainage Plan
III.A.4: Water and Sewer Plans
III.A.5: Open Space and Recreation Plan
III.A.6: Grading Plan
III.A.7: Landscaping Plan
III.A.8: Public Facilities Phasing Plan
III.A.9: Phasing Plan

17. PLANNING AREA 17: COMMERCIAL

a. Descriptive Summary

Planning Area 17, as depicted on Figure III-27, provides for the development of 34.4 acres devoted to Commercial uses.

b. Land Use and Development Standards

Please refer to Table III-18A for Permitted Uses and III-18B for Development Standards. Other uses not listed may be permitted provided a Conditional Use Permit has been granted pursuant to the requirements of the City of Menifee Development Code and Zoning Ordinance.

c. Planning Standards

1) Access to Planning Area 17 shall be provided from Malaga Road, Cummings Avenue, Street "A" and Highway 74 (as approved by CalTrans).

2) A project entry/intersection statement shall be developed at the intersection of Malaga Road and Highway 74, as shown on Figure IV-3.

3) A minor intersection statement shall be developed at the intersection of Malaga Road and Street "A", as shown on Figure IV-4.

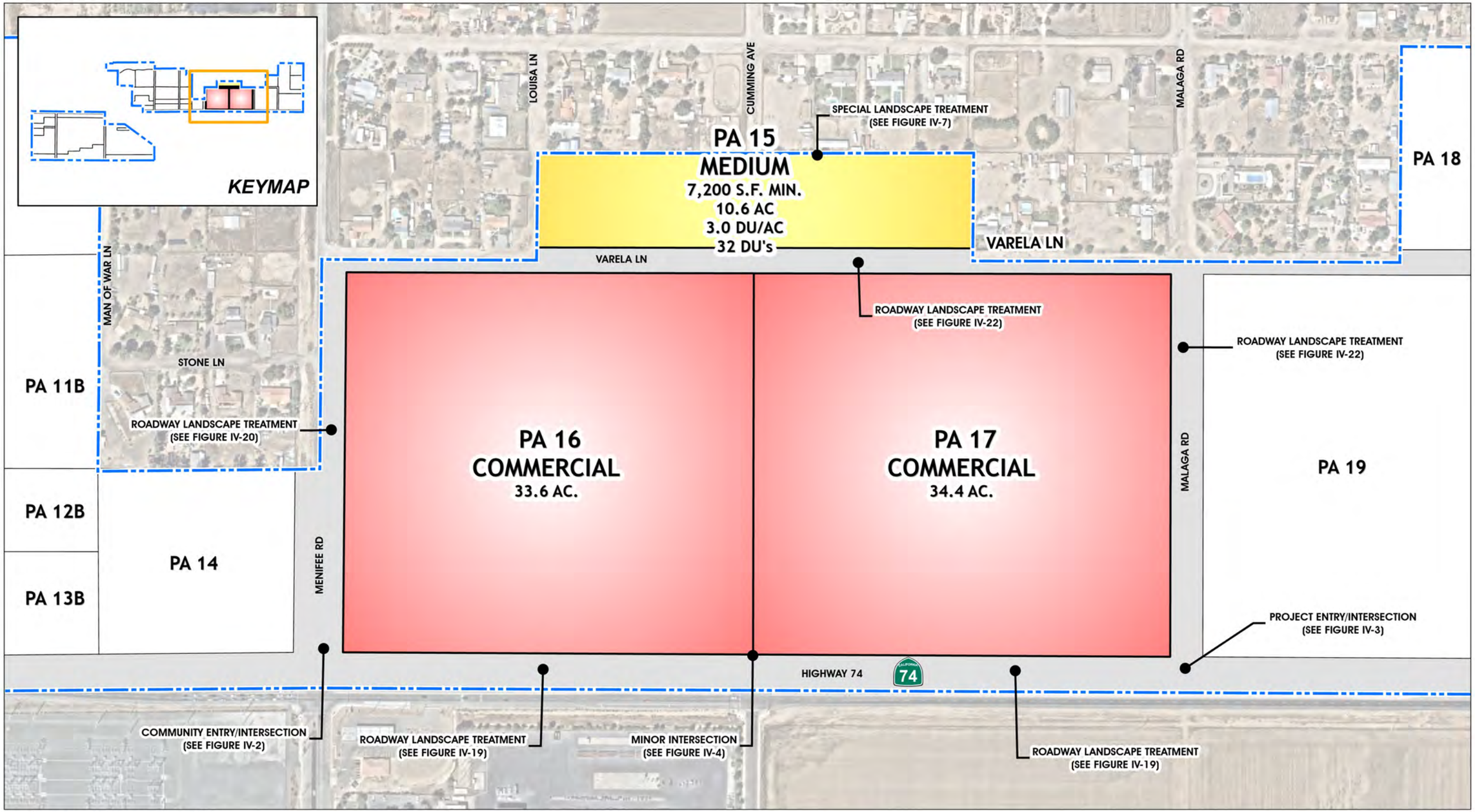
4) Roadway landscape treatments, such as those depicted in Figures IV-19 and 22, shall be provided along Highway 74, Street "A", Malaga Road and Cummings Road, respectively.

5) In conjunction with the first implementing plot plan submitted for this planning area, a conceptual site plan for the entire planning area shall be provided to the Riverside County Planning Department for informational purposes. This site plan shall show how the proposed plot plan integrates into the remainder of the planning area, to ensure proper design and layout of the parking and street access.

6) Please refer to Section IV, Design Guidelines, for design-related criteria.

7) Please refer to Section III.A. for the following Development Plans and Standards that apply site-wide:

III.A.1: Specific Land Use Plan
III.A.2: Circulation Plan
III.A.3: Drainage Plan
III.A.4: Water and Sewer Plans
III.A.5: Open Space and Recreation Plan
III.A.6: Grading Plan
III.A.7: Landscaping Plan
III.A.8: Public Facilities Phasing Plan
III.A.9: Phasing Plan



Source(s): Esri, RCTLMA (2021), Nearmap Aerial (2022)

0 75 150 300 Feet

FIGURE - III-27

PLANNING AREAS 15, 16, & 17

III. SPECIFIC PLAN

MENIFEE NORTH SPECIFIC PLAN NO. 260 AMENDMENT NO. 6

TABLE III-18A
PERMITTED USES
PLANNING AREAS 16 AND 17 (COMMERCIAL)*

*****The Permitted Uses for Planning Areas 16 and 17 (Commercial) are based on Article IXb, Section 9.50 (Scenic Highway Commercial – C-P-S Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

USE CATEGORY	PERMITTED USES	PLANNING AREA 16	PLANNING AREA 17
P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted			
SERVICE AND COMMERCIAL	Ambulance services.	P(1)	P(1)
	Animal hospitals.	C	C
	Antique shops.	P(1)	P(1)
	Appliance stores, household.	P(1)	P(1)
	Art supply shops and studios.	P(1)	P(1)
	Auditoriums and conference rooms.	P(1)	P(1)
	Automobile repair garages, body shops, spray painting shops.	C	C
	Automobile sales and rental agencies.	C	C
	Bakery goods distributors.	P(1)	P(1)
	Bakery shops, including baking only when incidental to retail sales on the premises.	P(1)	P(1)
	Banks and financial institutions.	P(1)	P(1)
	Barber and beauty shops.	P(1)	P(1)
	Bars and cocktail lounges.	P(1)	P(1)
	Bicycle sales and rentals.	P(1)	P(1)
	Billiard and pool halls.	P(1)	P(1)
	Blueprint and duplicating services.	P(1)	P(1)
	Boat sales, rentals and services.	C	C
	Book stores and binders.	P(1)	P(1)
	Bowling alleys.	P(1)	P(1)
	Car washes.	C	C
	Catering services.	P(1)	P(1)
	Ceramic sales and manufacturing for on-site sales, provided the total volume of kiln space does not exceed 16 cubic feet.	P(1)	P(1)
	Cleaning and dyeing shops.	P(1)	P(1)
	Clothing stores.	P(1)	P(1)
	Confectionery or candy stores.	P(1)	P(1)

USE CATEGORY	PERMITTED USES	PLANNING AREA 16	PLANNING AREA 17
	P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted		
	Convenience stores, including the sale of motor vehicle fuel.	C	C
	Costume design studios.	P(1)	P(1)
	Dance halls.	P(1)	P(1)
	Delicatessens.	P(1)	P(1)
	Department stores.	P(1)	P(1)
	Drive-in theaters.	C	C
	Drug stores.	P(1)	P(1)
	Dry goods stores.	P(1)	P(1)
	Electrical substations.	P(1)	P(1)
	Employment agencies.	P(1)	P(1)
	Equipment rental services, including rototillers, power mowers, sanders, power saws, cement and plaster mixers not exceeding 20 cubic feet in capacity and other similar equipment.	C	C
	Escort bureaus.	P(1)	P(1)
	Feed and grain sales.	P(1)	P(1)
	Fishing and casting pools.	NP	NP
	Florist shops.	P(1)	P(1)
	Food markets and frozen food lockers.	P(1)	P(1)
	Gasoline and diesel service stations, not including the concurrent sale of beer and wine for off-premises consumption.	P(1)	P(1)
	Gasoline service stations, with the concurrent sale of beer and wine for off-premises consumption.	C	C
	Gift shops.	P(1)	P(1)
	Hardware stores.	P(1)	P(1)
	Heliports.	C	C
	Household goods sales and repair, including but not limited to, new and used appliances, furniture, carpets, draperies, lamps, radios, and television sets, including repair thereof.	P(1)	P(1)
	Hobby shops.	P(1)	P(1)
	Ice cream shops.	P(1)	P(1)
	Ice sales, not including ice plants.	P(1)	P(1)
	Interior decorating shops.	P(1)	P(1)
	Jewelry stores with incidental repairs.	P(1)	P(1)
	Labor temples.	P(1)	P(1)
	Laboratories, film, medical, research, or testing.	P(1)	P(1)

USE CATEGORY	PERMITTED USES	PLANNING AREA 16	PLANNING AREA 17
	P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted		
	Laundries and laundromats.	P(1)	P(1)
	Leather goods stores.	P(1)	P(1)
	Liquid petroleum service stations, with or without the concurrent sale of beer and wine, provided the total capacity of all tanks shall not exceed 10,000 gallons.	C	C
	Liquor stores pursuant to the provisions of Section 18.48. (Alcoholic Beverage Sales) of County Ordinance No. 348.	C	C
	Locksmith shops.	P(1)	P(1)
	Mail order businesses.	P(1)	P(1)
	Manufacturer's agent.	P(1)	P(1)
	Market, food, wholesale or jobber.	P(1)	P(1)
	Massage parlors, Turkish baths, health centers and similar personal service establishments.	NP	NP
	Meat markets, not including slaughtering.	P(1)	P(1)
	Mimeographing and addressograph services.	P(1)	P(1)
	Mobilehomes, provided they are kept mobile and licensed pursuant to State law, use For: a. Construction offices and caretaker's quarters on construction sites for the duration of a valid building permit, providing they are inconspicuously located. b. Agricultural worker employment offices for a maximum of 90 days in any calendar year. c. Caretakers or watchmen and their families provided no rent is paid, where a permitted and existing commercial use is established. Not more than one mobilehome shall be allowed for a parcel of land or a shopping center complex.	P(1)	P(1)
	Mortuaries.	C	C
	Music stores.	P(1)	P(1)
	News stores.	P(1)	P(1)
	Notions or novelty stores.	P(1)	P(1)
	Nurseries and garden supply stores.	P(1)	P(1)
	Offices, businesses.	P(1)	P(1)
	One on-site operator's residence, which may be located in a commercial building.	P(1)	P(1)
	Paint and wall paper stores, not including paint contractors.	P(1)	P(1)
	Parking lots and parking structures.	P(1)	P(1)
	Parolee-Probationer Home developed in accordance with the standards set forth in Section 18.52. of County Ordinance No. 348.	C	C
	Pawn shops.	NP	NP

USE CATEGORY	PERMITTED USES	PLANNING AREA 16	PLANNING AREA 17
	P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted		
	Pet shops and pet supply shops.	P(1)	P(1)
	Photography shops and studios and photo engraving.	P(1)	P(1)
	Plumbing shops, not including plumbing contractors.	P(1)	P(1)
	Poultry markets, not including slaughtering or live sales.	P(1)	P(1)
	Printers or publishers.	P(1)	P(1)
	Produce markets.	P(1)	P(1)
	Radio and television broadcasting studios.	P(1)	P(1)
	Recording studios.	P(1)	P(1)
	Refreshment stands.	P(1)	P(1)
	Restaurants and other eating establishments.	P(1)	P(1)
	Sale, rental, repair, or demonstration of motorcycles, scooters or motorbikes of two horsepower or greater.	C	C
	Schools, business and professional, including art, barber, beauty, dance drama, music and swimming.	P(1)	P(1)
	Shoe stores and repair shops.	P(1)	P(1)
	Shoeshine stands.	P(1)	P(1)
	Signs, on-site advertising.	P(1)	P(1)
	Solar power plant on a lot 10 acres or larger.	C	C
	Sports and recreational facilities, not including motor-driven vehicles and riding academies, but including archery ranges, athletic fields, beaches, golf driving ranges, gymnasiums, miniature golf, parks, playgrounds, sports arenas, skating rinks, stadiums, and commercial swimming pools.	C	C
	Sporting goods stores.	P(1)	P(1)
	Stained glass assembly.	P(1)	P(1)
	Stationery stores.	P(1)	P(1)
	Stations, bus, railroad and taxi.	P(1)	P(1)
	Taxidermist.	P(1)	P(1)
	Tailor shops.	P(1)	P(1)
	Telephone exchanges.	P(1)	P(1)
	Theaters, not including drive-ins.	P(1)	P(1)
	Tire recapping.	C	C
	Tire sales and services, not including recapping.	C	C
	Tobacco shops.	P(1)	P(1)
	Tourist information centers.	P(1)	P(1)
	Toy shops.	P(1)	P(1)

USE CATEGORY	PERMITTED USES	PLANNING AREA 16	PLANNING AREA 17
	P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted		
	Trailer and boat storage.	C	C
	Travel agencies.	P(1)	P(1)
	Travel trailers, mobilehomes and recreational vehicles sales and service.	C	C
	Truck sales and services.	C	C
	Trucks and trailers; the rental of trucks not over 19,500 pounds gross weight, with body not to exceed 22 feet in length from the back of the cab to the end of the body; and the rental of trailers not exceeding six feet in width or 22 feet in length.	C	C
	Typewriter sales and rental and incidental repairs.	P(1)	P(1)
	Underground bulk fuel storage.	C	C
	Watch repair shops.	P(1)	P(1)
	Wedding chapels.	P(1)	P(1)
	Wholesale businesses with samples on the premises, but not to include storage.	P(1)	P(1)
	Recycling collection facilities.	P(1)	P(1)
	Golf cart sales and service.	P(1)	P(1)
	Hotels, resort hotels and motels.	P(1)	P(1)
	Day care centers.	P(1)	P(1)
	Convenience stores, not including the sale of motor vehicle fuel.	P(1)	P(1)
	Churches, temples and other places of religious worship.	P(1)	P(1)
Accessory Uses	Limited manufacturing, fabricating, processing, packaging, treating and incidental storage related thereto, provided any such activity shall be in the same line of merchandise or service as the trade or service business conducted on the premises and providing any such related activity does not exceed any of the following restrictions:	P(1)	P(1)
	All uses permitted with Plot Plan that have more than 200 square feet of outside storage of display of materials.	C	C
	The uses listed in Subsections above do not include sex-oriented businesses.		
	Any use that is not specifically listed above may be considered a permitted or conditionally permitted use providing that the Community Development Director finds that the proposed use is substantially the same in character and intensity as those listed above. Such a use is subject to the permit process which governs the category in which it falls.		
	Industrial Hemp Activities are permitted or conditionally permitted in subsections A., B., or C. in Section 9.50 pursuant to the provisions set forth in Article XIXm of County Ordinance No. 348 including, but not limited to, permit processing, location, standards and approval requirements.		
	Planned commercial developments are permitted provided a land division has been approved pursuant to County		

USE CATEGORY	PERMITTED USES	PLANNING AREA 16	PLANNING AREA 17
P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted			
	Ordinance No. 460.		

NOTES:

1) Requires Plot Plan Approval via City of Menifee, pursuant to provisions of County Ordinance No. 348.

TABLE III-18B
DEVELOPMENT STANDARDS
PLANNING AREAS 16 AND 17 (COMMERCIAL)*

*The Development Standards for Planning Areas 16 and 17 (Commercial) are based on Article IXb, Section 9.50 (Scenic Highway Commercial – C-P-S Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

DEVELOPMENT STANDARD	PLANNING AREAS 16 AND 17 REQUIREMENTS
Lot Size	There is no minimum lot area requirement, unless specifically required by zone classification for a particular area.
Maximum Building Height	No building or structure shall exceed fifty (50') feet in height, unless a greater height is approved pursuant to Section 18.34. of County Ordinance No. 348. In no event, however, shall a building or structure exceed seventy-five (75') feet in height, unless a variance is approved pursuant to Section 18.27. of County Ordinance No. 348.
Building Setbacks	There are no yard requirements for buildings which do not exceed 35 feet in height, except as required for specific plans. Any portion of a building which exceeds 35 feet in height shall be set back from the front, rear and side lot lines not less than two feet for each foot by which the height exceeds 35 feet. The front setback shall be measured from the existing street line unless a specific plan has been adopted in which case it will be measured from the specific plan street line. The rear setback shall be measured from the existing rear lot line or from any recorded alley or easement; if the rear line adjoins a street, the rear setback requirement shall be the same as required for a front setback. Each side setback shall be measured from the side lot line or from an existing adjacent street line unless a specific plan has been adopted in which case it will be measured from the specific plan street line.
Required Parking	Automobile storage space shall be provided as required by Section 18.12. of County Ordinance No. 348.
Mechanical Equipment	All roof mounted mechanical equipment shall be screened from the ground elevation view to a minimum sight distance of 1,320 feet.

18. PLANNING AREA 18: MEDIUM DENSITY RESIDENTIAL

a. Descriptive Summary

Planning Area 18, as depicted in Figure III-28, provides for development of 10.3 acres of medium density residential uses with minimum lot sizes of 7,200 square feet. A maximum total of 31 dwelling units are planned at a target density of 3.0 du/ac.

b. Land Use and Development Standards

Please refer to Table III-19A for Permitted Uses and III-19B for Development Standards. Other uses not listed may be permitted provided a Conditional Use Permit has been granted pursuant to the requirements of the City of Menifee Development Code and Zoning Ordinance.

c. Planning Standards

1) Primary access to Planning Area 18 shall be provided from Street "A" and Malone Road.

2) A special landscape treatment shall be established between the residential uses in Planning Area 18 and the adjacent existing residential uses, as shown on Figure IV-7.

3) A roadway landscape treatment shall be established along Street "A", as shown in Figure IV-22.

4) Please refer to Section IV, Design Guidelines, for design-related criteria.

5) Please refer to Section III.A. for the following Development Plans and Standards that apply site-wide:

III.A.1: Specific Land Use Plan
III.A.2: Circulation Plan
III.A.3: Drainage Plan
III.A.4: Water and Sewer Plans
III.A.5: Open Space and Recreation Plan
III.A.6: Grading Plan
III.A.7: Landscaping Plan
III.A.8: Public Facilities Phasing Plan
III.A.9: Phasing Plan

TABLE III-19A
PERMITTED USES
PLANNING AREA 18 (MEDIUM DENSITY RESIDENTIAL)*

*The Permitted Uses for Planning Area 18 (Medium Density Residential) are based on Article VI, Section 6.1 (One-Family Dwellings – R-1 Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

PERMITTED USES	PLANNING AREA 18
P = Permitted (1) (2) • C = Conditional Use Permit • N = Not Permitted	
One-family dwellings.	P
Field crops, flower and vegetable gardening, tree crops, and greenhouses used only for purposes of propagation and culture, including the sale thereof from the premises and one unlighted sign that does not exceed two square feet in size pertaining to the sale of products.	P
The noncommercial keeping of horses on lots not less than 20,000 square feet in area and 100 feet in width, provided they are kept not less than 100 feet from any street and 20 feet from any property line. A maximum of two horses per 20,000 square feet and, in any event, not more than four horses on a lot will be permitted. If a lot is one acre or more in area, poultry, crowing fowl (chickens only), rabbits, chinchillas, guinea pigs, parakeets and small fowl may be kept for the use of the occupants of the premises only. The poultry, crowing fowl, rabbits, chinchillas, guinea pigs, parakeets and small fowl shall be kept in an enclosed area located not less than 20 feet from any property line and not less than 50 feet from any residence and shall be maintained on the rear portion of the lot in conjunction with a residential use. If a lot is two acres or more in area, two sheep or goats or combination thereof may be kept in addition thereto provided they are kept not less than 100 feet from any street, 20 feet from any property line and 50 feet from any residence.	P
Home occupations.	P
The keeping or raising of not more than four (4) mature female crowing fowl (chickens only) on lots or parcels between 7,200 square feet and 39,999 square feet or not more than 12 mature female crowing fowl (chickens only) on lots of 40,000 square feet or more for the use of the occupants of the premises. The crowing fowl shall be kept in an enclosed area located not less than 20 feet from any property line and not less than 50 feet from any residence and shall be maintained on the rear portion of the lot in conjunction with a residential use.	P
Planned residential developments, provided a land division is approved pursuant to the provisions of County Ordinance No. 460 and the development standards in Section 18.5. or 18.6. of County Ordinance No. 348.	P
The noncommercial raising of not more than one (1) miniature pig on lots from 7,200 to 19,999 square feet or not more than two (2) miniature pigs on lots of not less than 20,000 square feet, subject to the following conditions: a. Any person owning or having custody or control of a miniature pig over the age of four (4) months shall pay for and obtain a license from the Animal Control Department. b. Any miniature pig kept or maintained on a lot with a use permitted under Section 6.1.A.1. shall be spayed or neutered as a condition of being licensed. No license shall be issued unless the owner or custodian of the miniature pig presents a valid certificate from a veterinarian. All unaltered miniature pigs shall be subject to immediate impoundment. c. No miniature pig may weigh more than two hundred (200) pounds. d. Any person owning or having charge, care, custody or control of any miniature pig shall keep such pig exclusively upon his or her own premises, provided, however, such pig may be off such premises if under restraint of a competent person. e. The miniature pig must be kept in an enclosure that is no closer than thirty (30) feet from the front property line, fifteen (15) feet from any side or rear property line and no closer than thirty-five (35) feet of any dwelling unit other than the dwelling unit on the subject lot.	P
Future Farmers of America (FFA) or 4-H projects conducted by the occupants of the premises. Provided, however, if the project involves crowing fowl, an unexpired crowing fowl affidavit form describing the project must be on file with the Planning Director. Affidavit forms are available at the Planning Department and may be filed free of charge.	P

PERMITTED USES	PLANNING AREA 18
P = Permitted (1) (2) • C = Conditional Use Permit • N = Not Permitted	
The outside storage of materials on improved lots or parcels of one-half acre to one acre provided the amount is limited to one hundred (100) square feet with a maximum height of three (3) feet and on improved lots or parcels of one acre or more provided the amount is limited to two hundred (200) square feet with a maximum height of three (3) feet.	P
Temporary real estate tract offices located within a subdivision, to be used only for and during the original sale of the subdivision, but not to exceed a period of two years in any event.	P(1)
Public parks and playgrounds, golf courses with standard length fairways, and country clubs.	P(1)
Child Day Care Center.	P(1)
Mobilehome parks, developed pursuant to Section 19.92. of County Ordinance No. 348.	C
Churches, temples and other places of religious worship.	P(2)

Notes:

1) Requires Plot Plan Approval via City of Menifee, pursuant to provisions of County Ordinance No. 348.
2) Requires a Public Use Permit via City of Menifee, pursuant to provisions of Section 18.29 of County Ordinance No. 348

TABLE III-19B
DEVELOPMENT STANDARDS
PLANNING AREA 18 (MEDIUM DENSITY RESIDENTIAL)*

*The Development Standards for Planning Area 18 (Medium Density Residential) are based on Article VI, Section 6.1 (One-Family Dwellings – R-1 Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

DEVELOPMENT STANDARD	PLANNING AREA 18 REQUIREMENTS
Lot Size	Lot area shall be not less than 7,200 square feet. The minimum lot area shall be determined by excluding that portion of a lot that is used solely for access to the portion of a lot used as a building site.
Lot Width	The minimum average width of that portion of a lot to be used as a building site shall be 60 feet with a minimum average depth of 100 feet. That portion of a lot used for access on flag lots shall have a minimum width of 20 feet.
Lot Frontage	The minimum frontage of a lot shall be 60 feet, except that lots fronting on knuckles or cul-de-sac may have a minimum frontage of 35 feet. Lot frontage along curvilinear streets may be measured at the building setback in accordance with zone development standards.
Maximum Building Height	Building height shall not exceed three stories, with a maximum height of 40 feet.
Minimum Yard Requirements	The front yard shall be not less than fifteen feet (15') measured from the existing street line or from any future street line as shown on any specific plan of highways, whichever is nearer the proposed structure.
	Side yards on interior and through lots shall be not less than ten percent of the width of the lot, but not less than three feet in width in any event, and need not exceed a width of five feet. Side yards on corner and reversed corner lots shall be not less than ten feet from the existing street line or from any future street line as shown on any specific plan of highways, whichever is nearer the proposed structure, upon which the main building sides, except that where the lot is less than 50 feet wide the yard need not exceed 20 percent of the width of the lot.
	Rear yards shall be not less than twenty feet (20').
Encroachments	Chimneys and fireplaces shall be allowed to encroach into side yards a maximum of two feet (2'). No other structural encroachments shall be permitted in the front, rear or side yard except as provided for in Section 18.9 of Ordinance No. 348.
Required Parking	Automobile storage space shall be provided as required by Section 18.12. of County Ordinance No. 348.
Lot Coverage	In no case shall more than 50% of any lot be covered by dwelling.

19. PLANNING AREA 19: COMMERCIAL/BUSINESS PARK

a. Descriptive Summary

Planning Area 19, as depicted in Figure III-28, provides for development of 32.9 acres devoted to Commercial/Business Park uses.

b. Land Use and Development Standards

Please refer to Table III-20A for Permitted Uses and III-20B for Development Standards. Other uses not listed may be permitted provided a Conditional Use Permit has been granted pursuant to the requirements of the City of Menifee Development Code and Zoning Ordinance.

c. Planning Standards

1) Primary access to Planning Area 19 shall be provided from Highway 74 (as approved by CalTrans), Malaga Road, Street "A" and Malone Road.

2) A project entry/intersection statement shall be developed at the intersection of Malaga Road and Highway 74, as shown on Figure IV-3.

3) A minor intersection statement shall be developed at the intersection of Malaga Road and Street "A", as shown on Figure IV-4.

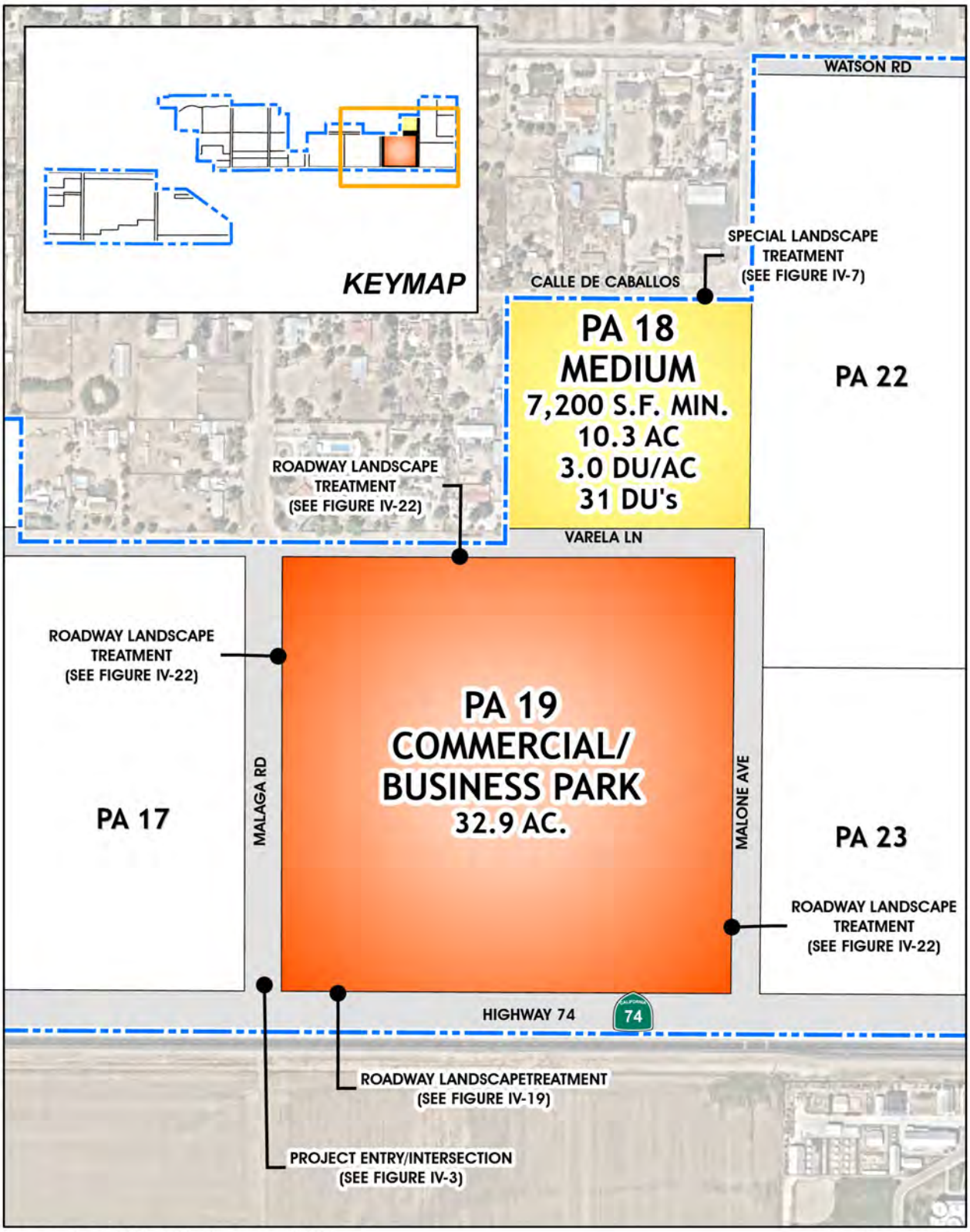
4) Roadway landscape treatments, as shown on Figures IV-19 and 22, shall be established along Highway 74, Malaga Road, Street "A" and Malone Road, respectively.

5) In conjunction with the first implementing plot plan submitted for this planning area, a conceptual site plan for the entire planning area shall be provided to the Riverside County Planning Department for informational purposes. This site plan shall show how the proposed plot plan integrates into the remainder of the planning area, to ensure proper design and layout of the parking and street access.

6) Please refer to Section IV, Design Guidelines, for design-related criteria.

7) Please refer to Section III.A. for the following Development Plans and Standards that apply site-wide:

III.A.1: Specific Land Use Plan
III.A.2: Circulation Plan
III.A.3: Drainage Plan
III.A.4: Water and Sewer Plans
III.A.5: Open Space and Recreation Plan
III.A.6: Grading Plan
III.A.7: Landscaping Plan
III.A.8: Public Facilities Phasing Plan
III.A.9: Phasing Plan



Source(s): Esri, RCTLMA (2021), Nearmap Aerial (2022)

FIGURE - III-28

0 100 200 400 Feet

PLANNING AREAS 18 & 19

III. SPECIFIC PLAN

TABLE III-20A
PERMITTED USES
PLANNING AREA 19 (COMMERCIAL/BUSINESS PARK)*

*The Permitted Uses for Planning Area 19 (Commercial/Business Park) are based on Article XI, Section 11.2 (Manufacturing-Service Commercial – M-SC Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

USE CATEGORY	PERMITTED USES	PLANNING AREA 19
P = Permitted • C = Conditional Use Permit • NP = Not Permitted		
AGRICULTURE	Agricultural uses of the soils for crops including the grazing of not more than two mature farm animals per acre and their immature offspring.	P
FOOD PRODUCTS	Meat and poultry products, including meat packing but not including Slaughtering.	NP
	Dairy products, not including dairies.	NP
	Canning and preserving fruits and vegetables.	NP
	Grain and bakery products.	NP
	Sugar and confectionery products.	NP
	Nonalcoholic beverages.	NP
TEXTILE PRODUCTS	Cotton, wood, and synthetic weaving and finishing mills.	NP
	Wearing apparel and accessory products.	NP
	Knitting mills.	NP
	Floor coverings mills.	NP
	Yarn and thread mills.	NP
LUMBER AND WOOD PRODUCTS	Saw and planing mills.	NP
	Manufacture of containers and creates.	NP
	Fabrication of wood buildings and structures.	NP
	Lumber yards.	NP
	Manufacture of furniture and fixtures including cabinets, partitions, and similar items.	NP
	Fabrication of manufactured housing and mobilehome.	NP
PAPER PRODUCTS	Paper and paperboard mills.	NP
	Manufacture of containers and boxes.	NP
	Paper shredding.	NP
	Printing and publishing of newspaper, periodicals, books, forms cards and similar items.	NP
	Binding of books and other publications.	NP
CHEMICAL AND RELATED PRODUCTS	Manufacture of organic and inorganic compounds, not including those of a hazardous nature.	NP
	Manufacture of drugs and pharmaceuticals.	NP

USE CATEGORY	PERMITTED USES	PLANNING AREA 19
P = Permitted • C = Conditional Use Permit • NP = Not Permitted		
	Soaps, cleaners, and toiletries.	NP
	Manufacture of agricultural chemicals, not including pesticides and Fertilizers.	NP
LEATHER PRODUCTS	Tanning and finishing of leather.	NP
	Manufacture of handbags, luggage, footwear, and other personal leather Goods.	NP
STONE, CLAY, GLASS, AND CONCRETE PRODUCTS	Stone cutting and related activities.	NP
	Pottery and similar items.	NP
	Glass blowing, pressing and cutting.	NP
	Glassware products.	NP
	Manufacture of concrete, gypsum, plaster and mineral products.	NP
METAL PRODUCTS	Manufacture of cans and containers.	NP
	Cutlery, tableware, hand tools, and hardware.	NP
	Plumbing and heating items.	NP
	Wrought iron fabrication.	NP
	Manufacture and assembly of fencing.	NP
	Machine, welding, and blacksmith shops.	NP
	Metal stamps and forged metal products.	NP
	Fabrication of metal buildings.	NP
	Manufacture of ordnance and firearms, not including explosives.	NP
	Jewelry.	NP
MACHINERY	Engines, turbines, and parts.	NP
	Farm, garden construction, and industrial machinery.	NP
	Office and computing machines.	NP
	Refrigeration and heating equipment.	NP
	Equipment sales, rental, and storage.	NP
ELECTRICAL EQUIPMENT	Electrical and electronic apparatus and components.	NP
	Appliances.	NP
	Lighting and wiring.	NP
	Radio, television, and communications equipment.	NP
	Musical and recording equipment.	NP
TRANSPORTATION AND RELATED INDUSTRIES	Vehicles, aircraft, boats and parts manufacture.	NP
	Railroad equipment.	NP
	Motorcycles, bicycles, and parts.	NP

USE CATEGORY	PERMITTED USES	PLANNING AREA 19
P = Permitted • C = Conditional Use Permit • NP = Not Permitted		
	Travel trailers and recreational vehicles manufacture.	NP
	Draying, freighting, and trucking operations.	NP
	Railroad yards and stations.	NP
	Vehicle storage and impoundment.	NP
	Trailer and boat storage.	NP
ENGINEERING AND SCIENTIFIC INSTRUMENTS	Measuring devices, watches, clocks, and related items.	NP
	Optical goods, medical instruments, supplies, and equipment, and photography equipment.	NP
INDUSTRIAL USES	Cotton ginning.	NP
	Public utility substations and storage yards.	NP
	Heliports.	NP
	Building movers storage yard.	NP
	Mini warehouses.	NP
	Warehousing and distribution.	NP
	Communications and microwave installations.	NP
	Cold storage plant.	NP
	Contractor storage yards.	NP
SERVICE AND COMMERCIAL	Banks and financial institutions.	P
	Blueprint and duplicating services.	P
	Gasoline and diesel service stations, not including the concurrent sale of beer and wine for off-premises consumption.	NP
	Laboratories, film, medical, research, or testing.	P
	Office equipment sales and service.	P
	Offices, professional sales and service, including business, law, medical dental, chiropractic, architectural, and engineering.	P
	Parking lots and parking structures.	P
	Restaurants and other eating establishments.	P
	Vehicle and motorcycle repair.	P
	Barber and beauty shops.	P
	Body and fender shops, and spray painting.	NP
	Building materials sales yard.	NP
	Day care centers.	P
	Health and exercise centers.	P
	Hardware and home improvement centers.	P
	Mobilehomes, provided they are kept mobile and licensed pursuant to State law, when used for: sales offices on mobilehome sales lots; construction offices	P

USE CATEGORY	PERMITTED USES	PLANNING AREA 19
P = Permitted • C = Conditional Use Permit • NP = Not Permitted		
	and caretaker's quarters on construction sites for the duration of a valid building permit, agricultural worker employment offices for a maximum of 90 days in any calendar year; caretaker's quarters and office, in lieu of any other one-family dwelling, located on the same parcel as a permitted industrial use.	
	One-family dwellings on the same parcel as the industrial or commercial use provided such dwellings are occupied exclusively by the proprietor or caretaker of the use and their immediate family.	P
	Nurseries and garden supply.	P
	Car and truck washes.	P
	Signs, on-site advertising.	P
	Feed and grain sales.	P
	Truck and trailer sales and rental.	P
	Fortune telling, spiritualism, or similar activity.	P
	Mobilehome sales lots.	P
	Recycling collection facilities.	P
	Churches, temples, or other structures used primarily for religious worship.	P
INDUSTRIAL, SERVICE, AND COMMERCIAL	Meat packing plants, not including slaughtering or rendering of animals.	NP
	Cemeteries, crematories, and mausoleums.	C
	Paper storage and recycling, not within a building.	NP
	Brewery, distillery, or winery.	NP
	Acid and abrasives manufacturing.	C
	Fertilizer production, and processing organic or inorganic.	NP
	Petroleum and bulk fuel storage, above ground, pursuant to County Ordinance No. 546.	C
	Paints and varnishes manufacturing and incidental storage.	C
	Concrete batch plants and asphalt plants.	C
	Recycling processing facilities.	C
	Airports.	C
	Poultry and egg processing.	C
	Recycling of wood, metal, and construction wastes.	C
	Natural gas storage, above ground.	C
	Drive-in theaters.	C
	Disposal service operations, not including transfer stations.	C
	Draying, freighting and trucking operations.	C
	Solar power plant on a lot 10 acres or larger.	C
	Parolee-Probationer Home developed in accordance with the standards set forth in Section 18.52. of County Ordinance No. 348.	C

USE CATEGORY	PERMITTED USES	PLANNING AREA 19
P = Permitted • C = Conditional Use Permit • NP = Not Permitted		
	Any mining operation that is subject to the California Surface Mining and Reclamation Act of 1975 provided a valid surface mining permit has been granted pursuant to County Ordinance No. 555.	NP
	Sex-oriented businesses, subject to the provisions of County Ordinance No. 743. The uses listed above do not include sex-oriented businesses.	
	Any use that is not specifically listed above may be considered a permitted or conditionally permitted use providing that the Community Development Director finds that the proposed use is substantially the same in character and intensity as those listed in the designated Subsections. Such a use is subject to the permit process which governs the category in which it falls.	NP
	Industrial Hemp Activities are permitted or conditionally permitted in subsections A., B., or C. in Section 12.2 pursuant to the provisions set forth in Article XIXm of Ordinance No. 348 including, but not limited to, permit processing, location, standards and approval requirements.	NP
	Planned industrial developments are permitted provided a land division has been approved pursuant to County Ordinance No. 460.	

TABLE III-20B
DEVELOPMENT STANDARDS
PLANNING AREA 19 (COMMERCIAL/BUSINESS PARK)*

*The Development Standards for Planning Area 19 (Commercial/Business Park) are based on Article XI, Section 11.2 (Manufacturing-Service Commercial – M-SC Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

DEVELOPMENT STANDARD	PLANNING AREA 19 REQUIREMENTS
Lot Size	The minimum lot size shall be 10,000 square feet with a minimum average width of 75 feet, except that a lot size not less than 7,000 square feet and an average width of not less than 65 feet may be permitted when sewers are available and will be utilized for the development.
Maximum Building Height	Structures shall not exceed 40 feet at the yard setback line.
	Buildings shall not exceed 50 feet unless a height up to 75 feet is approved pursuant to Section 18.34. of Ordinance No. 348.
	Structures other than buildings shall not exceed 50 feet unless a height up to 105 feet is approved pursuant to Section 18.34. of Ordinance No. 348.
	Broadcasting antennas shall not exceed 50 feet unless a greater height is approved pursuant to Section 18.34. of Ordinance No. 348.
Building Setbacks	Where the front, side, or rear yard adjoins a lot zoned R-R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-R, or W-2-M, the minimum setback shall be 25 feet from the property line.
	Where the front, side, or rear yard adjoins a lot with zoning classification other than those specified in paragraph (1) above, there is no minimum setback.
	Where the front, side, or rear yard adjoins a street, the minimum setback shall be 25 feet from the property line.
	Within the exception of those portions of the setback area for which landscaping is required (see below), the setback area may only be used for driveways, automobile parking, or landscaping. A setback area which adjoins a street separating it from a lot with a zoning classification other than those zones specified in paragraph (1) above, may also be used for loading docks.
Masonry Wall	Prior to occupancy of any industrial use permitted in this article, a six foot high solid masonry wall or combination landscaped earthen berm and masonry wall shall be constructed on each property line that adjoins any parcel specifically zoned for residential use, unless otherwise approved by the hearing officer or body.
Landscaping	A minimum of ten percent of the site proposed for development shall be landscaped and irrigated.
	A minimum ten foot strip adjacent to street right-of-way lines shall be appropriately landscaped and maintained, except for designated pedestrian and vehicular access ways. Said landscaped strip shall not include landscaping located within the street right-of-way.
	A minimum 20 foot strip adjacent to lots zoned R-R, R-1, R-A, R-2, R-3, R-4, R-6, RT, R-T-R, or W-2-M, or separated by a street from a lot with said zoning, shall be landscaped and maintained, unless a tree screen or other buffer treatment is approved by the hearing officer or body. However, in no case shall said landscaping be less than ten feet wide excluding curbing.
Required Parking	Parking shall be provided as required by Section 18.12 of Ordinance No. 348.
Trash Collection Areas	Trash collection areas shall be screened by landscaping or architectural features in such a manner as not to be visible from a public street or from any adjacent residential area.
Outside Storage and	Outside storage and service areas may be required to be screened by structures or

DEVELOPMENT STANDARD	PLANNING AREA 19 REQUIREMENTS
Service Areas	landscaping.
Utilities	Utilities shall be installed underground except electrical lines rated at 33kV or Greater.
Mechanical Equipment	Mechanical equipment used in the manufacturing process may be required to be enclosed in a building, and roof-mounted accessory equipment may be required to be screened from view.
Lighting	All lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.
Exceptions	The development standards contained herein, except lot size, setbacks, and height, may be waived or modified as part of the plot plan or conditional use permit process if it is determined that the standard is inappropriate for the proposed use and that the waiver or modification of the standard will not be contrary to the public health and safety.
Manufacturing Plot Plan	Applications for a plot plan shall be made pursuant to the provisions of Section 18.30. of County Ordinance No. 348 and in addition to the requirements of that section, the application shall contain: 1. A description of the proposed operation in sufficient detail to fully describe the nature and extent of the proposed use. 2. Plans or reports showing proposed method for treatment and disposal of sewage and industrial waste.

20. PLANNING AREA 20: COMMUNITY PARK/CENTER

a. Descriptive Summary

Planning Area 20, as depicted in Figure III-29, provides for development of 11.4 acres as a Community Park/Center. Planning Area 20 will be landscaped and, at a minimum, will include such uses as picnic areas, tot lots, restrooms and parking facilities. In addition, the park may include two or more of the following: exercise course, playfield, basketball (half-court), sand volleyball court, soccer field, baseball field, group barbecue or shade arbor. The park will also include a community center which will be available for general neighborhood uses. A wide variety of activities and events will be available to all ages, from children to seniors. A conceptual site plan is provided in the Design Guidelines, Section IV (Figure IV-27).

b. Land Use and Development Standards

Please refer to Table III-21A for Permitted Uses and III-21B for Development Standards. Other uses not listed may be permitted provided a Conditional Use Permit has been granted pursuant to the requirements of the City of Menifee Development Code and Zoning Ordinance.

c. Planning Standards

1) Access to Planning Area 20 shall be provided from Street "A" and Briggs Road.

2) A special landscape treatment shall be established between the community park uses in Planning Area 20 and the adjacent school in Planning Area 21, as shown on Figure IV-26.

3) A special landscape treatment shall be established between the community park uses in Planning Area 20 and the adjacent residential uses in Planning Area 22 to the west, as shown on Figure IV-17.

4) A special landscape treatment shall be established between the community park uses in Planning Area 20 and the adjacent residential uses in Planning Area 22 to the south, as shown on Figure IV-18.

5) A roadway landscape treatment shall be established along Briggs Road as shown in Figure IV-22.

6) Please refer to Section IV, Design Guidelines, for design-related criteria.

7) Please refer to Section III.A. for the following Development Plans and Standards that apply site-wide:

III.A.1: Specific Land Use Plan
III.A.2: Circulation Plan
III.A.3: Drainage Plan
III.A.4: Water and Sewer Plans
III.A.5: Open Space and Recreation Plan
III.A.6: Grading Plan
III.A.7: Landscaping Plan
III.A.8: Public Facilities Phasing Plan
III.A.9: Phasing Plan

TABLE III-21A
PERMITTED USES
PLANNING AREA 20 (COMMUNITY CENTER/PARK)*

*****The Permitted Uses for Planning Area 20 (Community Center/Park) are based on Article VIIIe, Section 8.100 (Open Area Combining Zone-Residential Developments – R-5 Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

PERMITTED USES	PLANNING AREA 20
P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted	
Golf courses and appurtenant facilities, including clubhouses. A clubhouse is permitted to have customary retail shop and restaurant facilities.	NP
Noncommercial community association recreation and assembly buildings and facilities.	NP
Lakes, including noncommercial fishing there from.	NP
Picnic grounds.	NP
Parking lots, only for above-listed permitted uses, pursuant to the provisions of Section 18.12. of County Ordinance No. 348, except that not less than five percent of the interior of such parking lots shall have distributed landscaping in addition to the landscaping requirements of Section 18.12. of County Ordinance No. 348.	NP
Water wells and appurtenant facilities	NP
Cemetery, pet or human.	NP
Child Day Care Center.	NP
Riding academies and stables.	NP
Churches, temples and other places of religious worship.	P(1)

Notes:
1) Requires Public Use Permit via City of Menifee, pursuant to provisions of Section 18.29 of Ordinance No. 348.

TABLE III-21B
DEVELOPMENT STANDARDS
PLANNING AREA 20 (COMMUNITY CENTER/PARK)*

*****The Development Standards for Planning Area 20 (Community Center/Park) are based on Article VIIIe, Section 8.100 (Open Area Combining Zone-Residential Developments – R-5 Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

DEVELOPMENT STANDARD	PLANNING AREA 20 REQUIREMENTS
Lot Size	This zone is to be applied to those areas within subdivisions and other residential developments that provide open space and recreational area and facilities for the project. Therefore, no minimum lot size is established for the zone.
Maximum Building Height	All buildings and structures shall not exceed 50 feet in height, unless a height up to 75 feet is specifically permitted under the provisions of Section 18.34. of Ordinance No. 348.
Minimum Yard Requirements	Whenever a building is to be constructed on a lot in this zone, it shall have a front yard, side yard and rear yard, each of which shall be not less than 50 feet.
	If more than one building is constructed on one lot, there shall be not less than 20 feet separation between the buildings.
Encroachments	No structural encroachments shall be permitted in the front, side, or rear yard except as provided for in Section 18.19. of Ordinance No. 348.
Required Parking	Automobile storage space shall be provided as required by Section 18.12. of Ordinance No. 348.
Trash Areas	All trash collection areas shall be enclosed with a solid fence or wall no less than six feet high.

21. PLANNING AREA 21: ELEMENTARY SCHOOL

a. Descriptive Summary

Planning Area 21, as depicted on Figure III-29, provides for the development 9.4 acres with an Elementary School which already exists. State funding has been approved for the construction of this school at the corner of Briggs and Watson Roads.

b. Land Use and Development Standards

Please refer to Table III-22A for Permitted Uses and III-22B for Development Standards. Other uses not listed may be permitted provided a Conditional Use Permit has been granted pursuant to the requirements of the City of Menifee Development Code and Zoning Ordinance.

c. Planning Standards

1) Access to Planning Area 21 shall be provided from Briggs Road, Watson Road or a collector street from the south.

2) A special landscape transition area shall be established between the school uses in Planning Area 21 and the adjacent residential uses in Planning Area 22, as shown on Figure IV-17, *Residential (PA 22)/School/Community Center Interface.*

3) Roadway landscape treatments, such as those depicted in Figures IV-21 and 22, shall be provided along Briggs Road and Watson Road, respectively.

4) A special landscape treatment shall be established between the school uses in Planning Area 21 and the adjacent park uses in Planning Area 20, as shown on Figure IV-26.

5) A special landscape treatment, as shown on Figure IV-9, shall be established along Watson Road to limit views of this planning area from existing adjacent residential uses.

6) Please refer to Section IV, Design Guidelines, for design-related criteria.

7) Please refer to Section III.A. for the following Development Plans and Standards that apply site-wide:

III.A.1: Specific Land Use Plan
III.A.2: Circulation Plan
III.A.3: Drainage Plan
III.A.4: Water and Sewer Plans
III.A.5: Open Space and Recreation Plan
III.A.6: Grading Plan
III.A.7: Landscaping Plan
III.A.8: Public Facilities Phasing Plan
III.A.9: Phasing Plan

TABLE III-22A
PERMITTED USES
PLANNING AREA 21 (SCHOOL)*

*****The Permitted Uses for Planning Area 21 (School) are based on Article VIIIe, Section 8.100 (Open Area Combining Zone-Residential Developments – R-5 Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

PERMITTED USES	PLANNING AREA 21
P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted	
Golf courses and appurtenant facilities, including clubhouses. A clubhouse is permitted to have customary retail shop and restaurant facilities.	NP
Noncommercial community association recreation and assembly buildings and facilities.	NP
Lakes, including noncommercial fishing there from.	NP
Picnic grounds.	NP
Parking lots, only for above-listed permitted uses, pursuant to the provisions of Section 18.12. of County Ordinance No. 348, except that not less than five percent of the interior of such parking lots shall have distributed landscaping in addition to the landscaping requirements of Section 18.12. of County Ordinance No. 348.	NP
Water wells and appurtenant facilities.	NP
Cemetery, pet or human.	NP
Child Day Care Center.	NP
Riding academies and stables.	NP
Churches, temples and other places of religious worship.	P(1)
Schools.	P

Notes:

1) Requires a Public Use permit via the City of Menifee, pursuant to provisions of Section 18.29 of County Ordinance No. 348.

TABLE III-22B
DEVELOPMENT STANDARDS
PLANNING AREA 21 (SCHOOL)*

*The Development Standards for Planning Area 20 (School) are based on Article VIIIe, Section 8.101 (Open Area Combining Zone-Residential Developments – R-5 Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

DEVELOPMENT STANDARD	PLANNING AREA 21 REQUIREMENTS
Lot Size	This zone is to be applied to those areas within subdivisions and other residential developments that provide open space and recreational area and facilities for the project. Therefore, no minimum lot size is established for the zone.
Maximum Building Height	All buildings and structures shall not exceed 50 feet in height, unless a height up to 75 feet is specifically permitted under the provisions of Section 18.34. of Ordinance No. 348.
Minimum Yard Requirements	Whenever a building is to be constructed on a lot in this zone, it shall have a front yard, side yard and rear yard, each of which shall be not less than 50 feet.
	If more than one building is constructed on one lot, there shall be not less than 20 feet separation between the buildings.
Encroachments	No structural encroachments shall be permitted in the front, side, or rear yard except as provided for in Section 18.19. of Ordinance No. 348.
Required Parking	Automobile storage space shall be provided as required by Section 18.12. of Ordinance No. 348.
Trash Areas	All trash collection areas shall be enclosed with a solid fence or wall no less than six feet high.

22. PLANNING AREA 22: MEDIUM HIGH DENSITY RESIDENTIAL

a. Descriptive Summary

Planning Area 22, as depicted in Figure III-29, provides for development of 26.5 acres of Medium High Density residential uses with minimum lot sizes of 3,700 square feet. A maximum total of 145 dwelling units are planned at a target density of 5.5 du/ac. Planning Area 22 shall also include a small tot lot, which may include play equipment, a shaded picnic court, and open field or lawn. The Marion V. Ashley Community Center and Park in Planning Area 20 will connect to the Planning Area 22 neighborhood via a pedestrian link.

b. Land Use and Development Standards

Please refer to Table III-23A for Permitted Uses and III-23B for Development Standards. Other uses not listed shall not be permitted.

c. Planning Standards

1) Access to Planning Area 22 shall be provided from Watson Road, Malone Avenue, and Varela Lane.

2) A landscape treatment shall be established between the residential uses in Planning Area 22 and the adjacent school in Planning Area 21 and Community Park in Planning Area 20, as shown on Figure IV-17A, *Residential/School Interface* and Figure 17-B, *Residential/Community Center West Interface.*

3) A landscape treatment shall be established between the residential uses in Planning Area 22 and the southern portion of the Community Park in Planning Area 20, as shown on Figure IV-18, *Residential/Community Center South Interface.*

4) A special landscape treatment shall be established between the residential uses in Planning Area 22 and the adjacent commercial area in Planning Area 23, as shown on Figure IV-13, *Residential (PA 22)/ E Street/Commercial Retail (PA 23) Interface.*

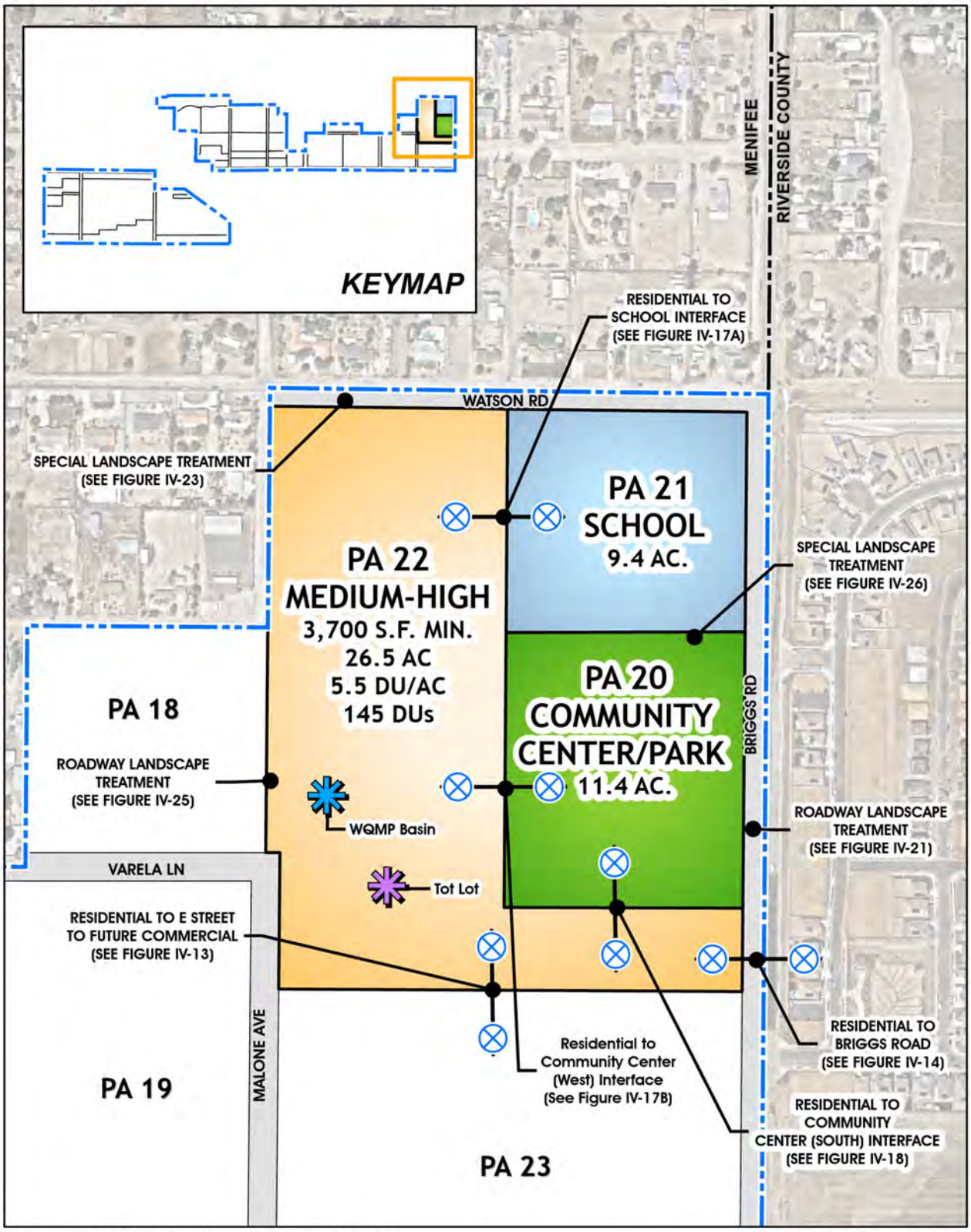
5) A roadway landscape treatment shall be established between the residential uses in Planning Area 22 and Briggs Road, as shown on Figure IV-14, *Residential (PA 22)/Briggs Road.*

6) Roadway landscape treatments, such as those depicted in Figures IV-23, *Modified Secondary Highway Streetscape-Palomar Road (PA 9) and Watson Road (PA 22),* and IV-25, *Local Road/Industrial Collector Streetscape-Malone Avenue (PA 22),* shall be provided along Watson Road and Malone Avenue, respectively.

7) Please refer to Section IV, Design Guidelines, for design-related criteria.

8) Please refer to Section III.A. for the following Development Plans and Standards that apply site-wide:

III.A.1: Specific Land Use Plan
III.A.2: Circulation Plan
III.A.3: Drainage Plan
III.A.4: Water and Sewer Plans
III.A.5: Open Space and Recreation Plan
III.A.6: Grading Plan
III.A.7: Landscaping Plan
III.A.8: Public Facilities Phasing Plan
III.A.9: Phasing Plan



Source(s): Esri, RCTLMA (2024), Nearmap Aerial (September 2023)

FIGURE - III-29

0 100 200 400 Feet

PLANNING AREAS 20, 21, & 22

III. SPECIFIC PLAN

MENIFEE NORTH SPECIFIC PLAN NO. 260 AMENDMENT NO. 6

TABLE III-23A
PERMITTED USES
PLANNING AREA 22 (MEDIUM-HIGH DENSITY RESIDENTIAL)

USE CATEGORY	PERMITTED USES	PLANNING AREA 22
P = Permitted (1) • C = Conditional Use Permit		
RESIDENTIAL	Accessory Dwelling Units (ADU).	P(1)
	Bed and breakfast establishment.	C
	Congregate care facilities.	C
	Family day care home, small.	P
	Groups residential facility, six or fewer residents.	P
	Guest house, accessory to single-family detached.	P(1)
	Home occupation.	P(1)
	Single-family detached.	P
NON-RESIDENTIAL	Parks and recreation areas.	P
	Public utility facilities.	C
	Temporary real estate tract offices.	P
	Waterbodies, flood control facilities, including drainage channels, basins, access roads, and any other drainage infrastructure improvements.	P

NOTES:

1) Additional approvals may be required pursuant to provisions of Chapter 9.35 of the City Zoning Ordinance.

TABLE III-23B
DEVELOPMENT STANDARDS
PLANNING AREA 22 (MEDIUM-HIGH DENSITY RESIDENTIAL)

DEVELOPMENT STANDARD	PLANNING AREA 22 REQUIREMENTS
LOT DIMENSIONS (MINIMUM)	
Lot Area (Sq. Ft)	3,700
Lot Width (Feet)	42
Lot Depth (Feet)	90
Frontage (Feet)	40
Frontage for a Cul-De-Sac or Knuckle (Feet)(1)	35(2)
SETBACKS (MINIMUM)(2)	
Front Yard to Livable Space or Porch (Feet)	15 to Living Space 10 to Porch
Front Yard to Garage Door (Feet)	20
Front Yard to Side-On Garage Door (Feet)	10
Corner Side Yard (Feet)	10; or 5', if corner side yard abuts a landscape slope. In no case shall setback be less than 10' when measured from right-of-way.
Interior Side Yard (Feet)	5
Rear Yard (Feet)	15' with a minimum 10' level area
BUILDING HEIGHT (MAXIMUM)	
Building Height (Feet)	50
BUILDING COVERAGE (MAXIMUM)	
Building Coverage (Percent)	60% (One-story) 55% (Two-story)
OPEN SPACE COVERAGE (MINIMUM)	
Open Space Required (Percent)	Exempt (See Quimby Parkland Requirements in Section III.5 of the Specific Plan)
Private Open Space/Unit (Sq. Ft)	100
ADDITIONAL STANDARDS	
Required Parking	Automobile storage space shall be provided as required by Section 9.215 of the City of Menifee Zoning Code.

NOTES:

1) Lot frontage along curvilinear streets may be measured at the building setback in accordance with zone development standards.
2) Total frontage for knuckles shall not be less than 35 feet.
3) Setback encroachment allowances for architectural features and accessory structures can be found in 9.160.030 of the City of Menifee Development Code.

23. PLANNING AREA 23: COMMERCIAL

a. Descriptive Summary

Planning Area 23, as depicted in Figure III-30, provides for development of 23.7 acres devoted to Commercial uses.

b. Land Use and Development Standards

Please refer to Table III-24A for Permitted Uses and III-24B for Development Standards. Other uses not listed may be permitted provided a Conditional Use Permit has been granted pursuant to the requirements of the City of Menifee Development Code and Zoning Ordinance.

c. Planning Standards

1) Primary access to Planning Area 23 shall be provided from Highway 74 (as approved by CalTrans), Malone Avenue, and Briggs Road."

2) A project entry/intersection statement, as shown on Figure IV-3, shall be provided at the intersection of Street "A" and Briggs Road.

3) A community entry/intersection statement, illustrated on Figure IV-2, shall be developed at the intersection of Highway 74 and Briggs Road.

4) A special landscape treatment shall be established between the residential uses in Planning Area 22 and the adjacent commercial area in Planning Area 23, as shown on Figure IV-13, *Residential(PA 22)/ E Street/Commercial Retail (PA 23) Interface.*

5) A roadway landscape treatment shall be established between the residential uses in Planning Area 22 and Briggs Road, as shown on Figure IV-14, *Residential (PA 22)/Briggs Road*, shall be provided.

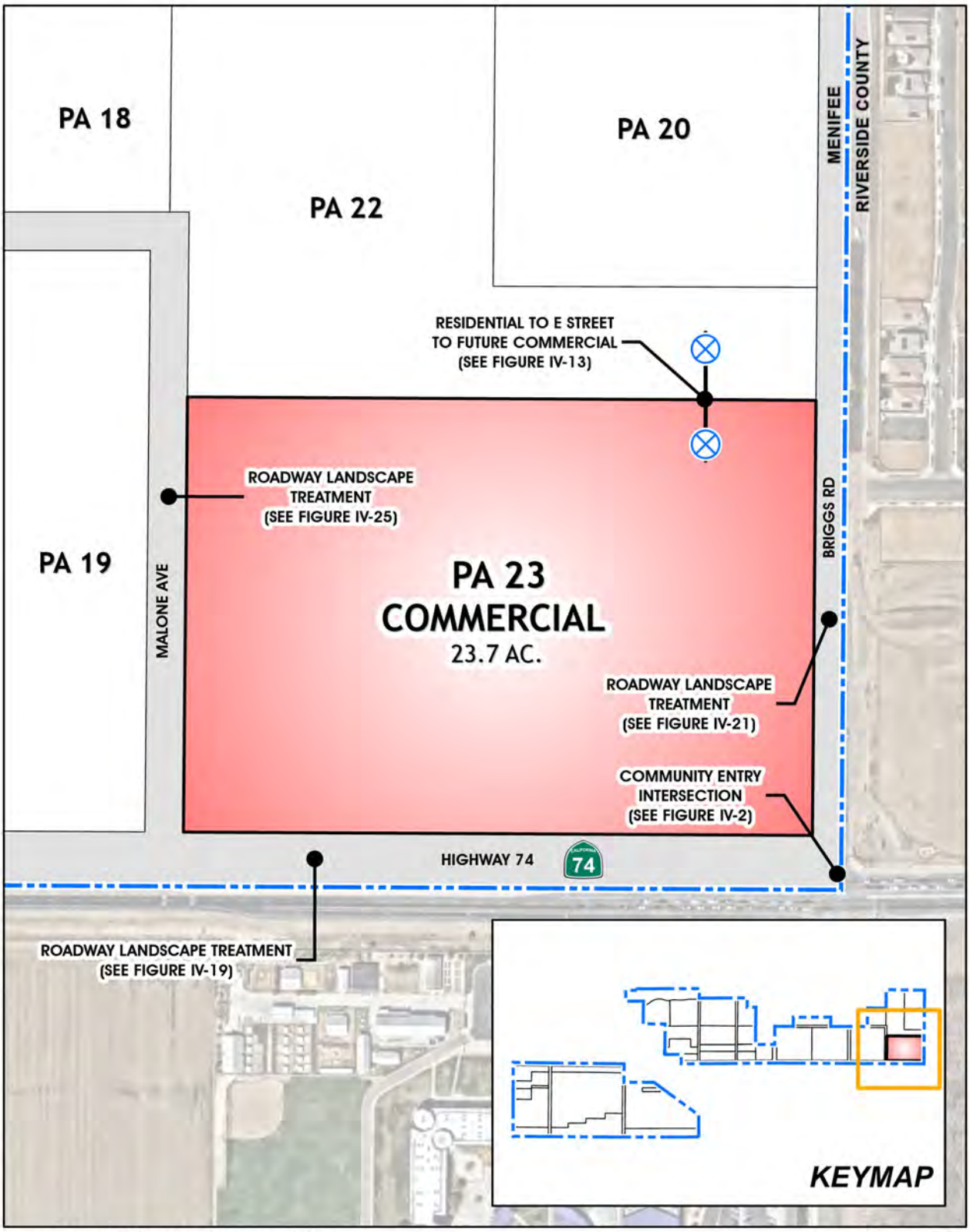
6) Roadway landscape treatments, as illustrated in Figures IV-19, 21 and 25, are planned along Highway 74, Briggs Road, Malone Road and Street "A," respectively.

7) In conjunction with the first implementing plot plan submitted for this planning area, a conceptual site plan for the entire planning area shall be provided to the Riverside County Planning Department for informational purposes. This site plan shall show how the proposed plot plan integrates into the remainder of the planning area, to ensure proper design and layout of the parking and street access.

8) Please refer to Section IV, Design Guidelines, for design-related criteria.

9) Please refer to Section III.A. for the following Development Plans and Standards that apply site-wide:

III.A.1: Specific Land Use Plan
III.A.2: Circulation Plan
III.A.3: Drainage Plan
III.A.4: Water and Sewer Plans
III.A.5: Open Space and Recreation Plan
III.A.6: Grading Plan
III.A.7: Landscaping Plan
III.A.8: Public Facilities Phasing Plan
III.A.9: Phasing Plan



Source(s): Esri, RCTLMA (2021), Nearmap Aerial (2022)

FIGURE - III-30

0 75 150 300 Feet

PLANNING AREA 23

TABLE III-24A
PERMITTED USES
PLANNING AREA 23 (COMMERCIAL)*

*The Permitted Uses for Planning Area 23 (Commercial) are based on Article IXb, Section 9.50 (Scenic Highway Commercial – C-P-S Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

USE CATEGORY	PERMITTED USES	PLANNING AREA 23
P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted		
SERVICE AND COMMERCIAL	Ambulance services.	P(1)
	Animal hospitals.	C
	Antique shops.	P(1)
	Appliance stores, household.	P(1)
	Art supply shops and studios.	P(1)
	Auditoriums and conference rooms.	P(1)
	Automobile repair garages, body shops, spray painting shops.	C
	Automobile sales and rental agencies.	C
	Bakery goods distributors.	P(1)
	Bakery shops, including baking only when incidental to retail sales on the premises.	P(1)
	Banks and financial institutions.	P(1)
	Barber and beauty shops.	P(1)
	Bars and cocktail lounges.	P(1)
	Bicycle sales and rentals.	P(1)
	Billiard and pool halls.	P(1)
	Blueprint and duplicating services.	P(1)
	Boat sales, rentals and services.	C
	Book stores and binders.	P(1)
	Bowling alleys.	P(1)
	Car washes.	C
	Catering services.	P(1)
	Ceramic sales and manufacturing for on-site sales, provided the total volume of kiln space does not exceed 16 cubic feet.	P(1)
	Cleaning and dyeing shops.	P(1)
	Clothing stores.	P(1)
	Confectionery or candy stores.	P(1)

USE CATEGORY	PERMITTED USES	PLANNING AREA 23
	P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted	
	Convenience stores, including the sale of motor vehicle fuel.	C
	Costume design studios.	P(1)
	Dance halls.	P(1)
	Delicatessens.	P(1)
	Department stores.	P(1)
	Drive-in theaters.	C
	Drug stores.	P(1)
	Dry goods stores.	P(1)
	Electrical substations.	P(1)
	Employment agencies.	P(1)
	Equipment rental services, including rototillers, power mowers, sanders, power saws, cement and plaster mixers not exceeding 20 cubic feet in capacity and other similar equipment.	C
	Escort bureaus.	P(1)
	Feed and grain sales.	P(1)
	Fishing and casting pools.	NP
	Florist shops.	P(1)
	Food markets and frozen food lockers.	P(1)
	Gasoline and diesel service stations, not including the concurrent sale of beer and wine for off-premises consumption.	P(1)
	Gasoline service stations, with the concurrent sale of beer and wine for off-premises consumption.	C
	Gift shops.	P(1)
	Hardware stores.	P(1)
	Heliports.	C
	Household goods sales and repair, including but not limited to, new and used appliances, furniture, carpets, draperies, lamps, radios, and television sets, including repair thereof.	P(1)
	Hobby shops.	P(1)
	Ice cream shops.	P(1)
	Ice sales, not including ice plants.	P(1)
	Interior decorating shops.	P(1)
	Jewelry stores with incidental repairs.	P(1)
	Labor temples.	P(1)
	Laboratories, film, medical, research, or testing.	P(1)
	Laundries and laundromats.	P(1)

USE CATEGORY	PERMITTED USES	PLANNING AREA 23
	P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted	
	Leather goods stores.	P(1)
	Liquid petroleum service stations, with or without the concurrent sale of beer and wine, provided the total capacity of all tanks shall not exceed 10,000 gallons.	C
	Liquor stores pursuant to the provisions of Section 18.48. (Alcoholic Beverage Sales) of County Ordinance No. 348.	C
	Locksmith shops.	P(1)
	Mail order businesses.	P(1)
	Manufacturer's agent.	P(1)
	Market, food, wholesale or jobber.	P(1)
	Massage parlors, Turkish baths, health centers and similar personal service establishments.	NP
	Meat markets, not including slaughtering.	P(1)
	Mimeographing and addressograph services.	P(1)
	Mobilehomes, provided they are kept mobile and licensed pursuant to State law, use For: a. Construction offices and caretaker's quarters on construction sites for the duration of a valid building permit, providing they are inconspicuously located. b. Agricultural worker employment offices for a maximum of 90 days in any calendar year. c. Caretakers or watchmen and their families provided no rent is paid, where a permitted and existing commercial use is established. Not more than one mobilehome shall be allowed for a parcel of land or a shopping center complex.	P(1)
	Mortuaries.	C
	Music stores.	P(1)
	News stores.	P(1)
	Notions or novelty stores.	P(1)
	Nurseries and garden supply stores.	P(1)
	Offices, businesses.	P(1)
	One on-site operator's residence, which may be located in a commercial building.	P(1)
	Paint and wall paper stores, not including paint contractors.	P(1)
	Parking lots and parking structures.	P(1)
	Parolee-Probationer Home developed in accordance with the standards set forth in Section 18.52. of County Ordinance No. 348.	C
	Pawn shops.	NP
	Pet shops and pet supply shops.	P(1)
	Photography shops and studios and photo engraving.	P(1)
	Plumbing shops, not including plumbing contractors.	P(1)
	Poultry markets, not including slaughtering or live sales.	P(1)

USE CATEGORY	PERMITTED USES	PLANNING AREA 23
	P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted	
	Printers or publishers.	P(1)
	Produce markets.	P(1)
	Radio and television broadcasting studios.	P(1)
	Recording studios.	P(1)
	Refreshment stands.	P(1)
	Restaurants and other eating establishments.	P(1)
	Sale, rental, repair, or demonstration of motorcycles, scooters or motorbikes of two horsepower or greater.	C
	Schools, business and professional, including art, barber, beauty, dance drama, music and swimming.	P(1)
	Shoe stores and repair shops.	P(1)
	Shoeshine stands.	P(1)
	Signs, on-site advertising.	P(1)
	Solar power plant on a lot 10 acres or larger.	C
	Sports and recreational facilities, not including motor-driven vehicles and riding academies, but including archery ranges, athletic fields, beaches, golf driving ranges, gymnasiums, miniature golf, parks, playgrounds, sports arenas, skating rinks, stadiums, and commercial swimming pools.	C
	Sporting goods stores.	P(1)
	Stained glass assembly.	P(1)
	Stationery stores.	P(1)
	Stations, bus, railroad and taxi.	P(1)
	Taxidermist.	P(1)
	Tailor shops.	P(1)
	Telephone exchanges.	P(1)
	Theaters, not including drive-ins.	P(1)
	Tire recapping.	C
	Tire sales and services, not including recapping.	C
	Tobacco shops.	P(1)
	Tourist information centers.	P(1)
	Toy shops.	P(1)
	Trailer and boat storage.	C
	Travel agencies.	P(1)
	Travel trailers, mobilehomes and recreational vehicles sales and service.	C
	Truck sales and services.	C
	Trucks and trailers; the rental of trucks not over 19,500 pounds gross weight, with	C

USE CATEGORY	PERMITTED USES	PLANNING AREA 23
	P = Permitted (1) • C = Conditional Use Permit • NP = Not Permitted	
	body not to exceed 22 feet in length from the back of the cab to the end of the body; and the rental of trailers not exceeding six feet in width or 22 feet in length.	
	Typewriter sales and rental and incidental repairs.	P(1)
	Underground bulk fuel storage.	C
	Watch repair shops.	P(1)
	Wedding chapels.	P(1)
	Wholesale businesses with samples on the premises, but not to include storage.	P(1)
	Recycling collection facilities.	P(1)
	Golf cart sales and service.	P(1)
	Hotels, resort hotels and motels.	P(1)
	Day care centers.	P(1)
	Convenience stores, not including the sale of motor vehicle fuel.	P(1)
	Churches, temples and other places of religious worship.	P(1)
Accessory Uses	Limited manufacturing, fabricating, processing, packaging, treating and incidental storage related thereto, provided any such activity shall be in the same line of merchandise or service as the trade or service business conducted on the premises and providing any such related activity does not exceed any of the following restrictions:	P(1)
	All uses permitted with Plot Plan that have more than 200 square feet of outside storage of display of materials.	C
	The uses listed in Subsections above do not include sex-oriented businesses.	
	Any use that is not specifically listed above may be considered a permitted or conditionally permitted use providing that the Community Development Director finds that the proposed use is substantially the same in character and intensity as those listed above. Such a use is subject to the permit process which governs the category in which it falls.	
	Industrial Hemp Activities are permitted or conditionally permitted in subsections A., B., or C. in Section 9.50 pursuant to the provisions set forth in Article XIXm of Ordinance No. 348 including, but not limited to, permit processing, location, standards and approval requirements.	
	Planned commercial developments are permitted provided a land division has been approved pursuant to County Ordinance No. 460.	

NOTES:

1) Requires Plot Plan Approval via City of Menifee, pursuant to provisions of County Ordinance No. 348.

TABLE III-24B
DEVELOPMENT STANDARDS
PLANNING AREA 23 (COMMERCIAL)*

*The Development Standards for Planning Area 23 (Commercial) are based on Article IXb, Section 9.50 (Scenic Highway Commercial – C-P-S Zone) of the Riverside County Ordinance No. 348 and the approved Specific Plan Zoning Ordinance associated with Substantial Conformance No. 2 of Amendment No. 2 to Specific Plan No. 260.

DEVELOPMENT STANDARD	PLANNING AREA 23 REQUIREMENTS
Lot Size	There is no minimum lot area requirement, unless specifically required by zone classification for a particular area.
Maximum Building Height	No building or structure shall exceed fifty (50') feet in height, unless a greater height is approved pursuant to Section 18.34. of County Ordinance No. 348. In no event, however, shall a building or structure exceed seventy-five (75') feet in height, unless a variance is approved pursuant to Section 18.27. of County Ordinance No. 348.
Building Setbacks	There are no yard requirements for buildings which do not exceed 35 feet in height, except as required for specific plans. Any portion of a building which exceeds 35 feet in height shall be set back from the front, rear and side lot lines not less than two feet for each foot by which the height exceeds 35 feet. The front setback shall be measured from the existing street line unless a specific plan has been adopted in which case it will be measured from the specific plan street line. The rear setback shall be measured from the existing rear lot line or from any recorded alley or easement; if the rear line adjoins a street, the rear setback requirement shall be the same as required for a front setback. Each side setback shall be measured from the side lot line or from an existing adjacent street line unless a specific plan has been adopted in which case it will be measured from the specific plan street line.
Required Parking	Automobile storage space shall be provided as required by Section 18.12. of County Ordinance No. 348.
Mechanical Equipment	All roof mounted mechanical equipment shall be screened from the ground elevation view to a minimum sight distance of 1,320 feet.

IV. DESIGN GUIDELINES

A. PURPOSE AND INTENT

These guidelines have been devised as a method for achieving a high quality, cohesive design fabric for the *MENIFEE NORTH* Specific Plan area community.

More specifically, the purpose of these Design Guidelines is:

- To provide the City of Menifee with the necessary assurance that the Specific Plan area will develop in accordance with the quality and character proposed herein;
- To provide guidance to developers, builders, engineers, architects, landscape architects and other professionals in order to maintain the desired design quality;
- To provide guidance to City staff, the Planning Commission and the City Council in the review of future development projects in the Specific Plan area;
- To provide guidance in the formulation of CC&Rs for the use of land in the Specific Plan area;
- To provide guidance in the formulation of concise development guidelines for the various planning areas within the Specific Plan boundaries.
- To provide development guidelines which permit the *MENIFEE NORTH* Specific Plan area to develop its own theme and character while allowing it to interface and respond to the character and design fabric of adjacent specific plan areas which may be currently under review or are proposed in the future.

The Design Guidelines provided herein are intended to function as a living document. They are subject to modification over time to allow for response to anticipated conditions, such as changes in taste, community desires and the marketplace, or significant changes within adjacent specific planning areas.

B. GENERAL GUIDELINES

As demonstrated by Figure IV-1, *Conceptual Landscape Plan*, careful thought has been given to integrate the structural and aesthetic elements of a balanced, active community. To ensure that this carefully considered plan is implemented in a manner that will bring *MENIFEE NORTH* a sense of its own character, a central theme has been established, as described below.

1. PROJECT THEME

The underlying design concept and theme for *MENIFEE NORTH* incorporates a suburban corridor along the highly visible Highway 74, transitioning outward to adjacent compatible land uses. The design provides for unifying elements in each planning area. Streetscape corridors, entry monumentation, and project-wide design guidelines provide unifying characteristics to strengthen the overall theme. Additionally, the design creates a community identity through control of elements such as architecture, landscaping, color palette of building materials, paving, community theme walls, fencing, lighting, street furniture, signage and graphics.

Landscaping plays a significant role in establishing *MENIFEE NORTH*'s distinctive character. The community's mixed-use concept seeks to develop an association of different land uses by utilizing landscaping, which has been designed to strengthen the overall theme of the development, through the use of specific plant and hardscape materials, while still allowing for specific land use individuality.

2. PROJECT SETTING

a. Development of Improved Recreational Open Space

The *MENIFEE NORTH* Specific Plan proposes the integration of recreational trails, community parks, mini-parks and school playgrounds to create a master recreational program which provides adequate areas to accommodate active recreational needs of the future residents of the site.

b. Creation of an Integrated Land Use Concept

In designing the land use plan for *MENIFEE NORTH*, it was intended that several opportunities be created as a means to provide a sense of arrival and to establish the overall theme. A hierarchy was developed which would establish this arrival theme, and which would provide a feeling of transition from varying intensity of land use. This hierarchy consists of Community Entries and Intersections, Project Entries and Intersections, Minor Intersections and Neighborhood Entries.

C. COMMUNITY ELEMENTS

Figure IV-1, *Conceptual Landscape Plan*, consists of community elements that reflect continuity throughout the project. Community elements such as entries, intersections, streetscapes, walls, fences and land use transitions will serve as a unifying element. Individually, these elements identify with specific land use, however through the consistent use of similar forms and materials, are designed to be a reinforcement of the overall project theme.

1. PROJECT MONUMENTATION TREATMENTS

Project monumentation is proposed at key entries and intersections which will become major focal points of the project's identification. Monumentation treatments in some situations share the same level of hierarchy, however, must identify and be compatible with varied land uses. For this reason, the forms, size and materials of these treatments have been carefully designed to be compatible with residential as well as non-residential uses. A hierarchy of monumentation statements, as discussed generally above and detailed below, has been established for *MENIFEE NORTH*.

a. Community Entries and Intersections (Figure IV-2)

Community Entries and Intersections, as illustrated in Figure IV-2, occur at Urban Arterial, Arterial Highway and Major Highway intersections, and are *MENIFEE NORTH*'s "Gateway" to business and residential communities. These entries will serve to visually and physically announce major arrival points within *MENIFEE NORTH*. The overall sense of entry is created by a harmonious blend of thematic features that include:

- A 110-foot corner cutoff monumentation treatment.

- A 22-foot turf grass threshold introducing the monumentation treatment.

- Freestanding community identification cube compatible with community theme walls.

- A 25-foot radius monumentation wall, compatible with community theme walls, back up identification cube.

- Small flowering accent trees, which match the trees at Highway 74, in a formal grouping to provide color and to reinforce the overall streetscape theme.

- Tall evergreen trees behind flowering accent trees to provide a solid visual backdrop and to reinforce the overall streetscape theme.

- Formal hedge row treatment with a foreground of flowering ground cover to define physical limits of the entry statement and to provide screening of parked cars in commercial areas.

- Community entries may incorporate community theme walls or fencing at the back of landscape development zone limits, depending on adjacent land use requirements. See Figure IV-2.

Community intersections are intended to occur in conjunction with community entries, where identification is not necessary or compatible with adjacent land uses. Intersections may incorporate community theme walls or fencing depending on adjacent land use requirements. See Figures IV-2.

b. Project Entries and Intersections (Figure IV-3)

Project Entries and Intersections, as illustrated in Figure IV-3, are the second level of hierarchy for monumentation, and occur at intersections of Urban Arterial, Arterial Highways and Major Highways. Project entry statements occur in a formal symmetrical configuration on both sides of the street and announce arrival to individual business or residential communities. Thematic features include:

- A 95-foot corner cutoff monumentation treatment.

- A 22-foot turf grass threshold introducing the monumentation treatment.

- A 25-foot radius monumentation wall, identifying the project area by name. Graphics and materials are to be compatible with the overall community theme.

- Formal grouping of tall evergreen trees to provide continuity with community entries.

- Formal hedge row treatment, duplicating the appearance of community entries.

- Project entries may incorporate community theme walls or fencing at the back of landscape development zone limit depending on adjacent land use requirements. See Figure IV-3.

Project intersections are to be used in conjunction with project entries where continuity is desired, however project identification is not. These monumentations share the same thematic features with the exception of signage graphics. Intersections may incorporate a community theme wall or fencing, depending on adjacent land use requirements.

c. **Minor Intersections** (Figure IV-4)

Minor Intersections, as illustrated in Figure IV-4, are the third level of hierarchy for *MENIFEE NORTH*. Treatments reflect similar thematic features of previously described monumentations as follows:

- A 60-foot corner cutoff monumentation treatment.
- A 20-foot turf grass threshold.
- Formal grouping of tall evergreen trees to provide continuity with community and project monumentation treatments.
- Formal hedge row treatment compatible with other monumentation.
- Intersections may incorporate community theme walls or fencing, depending on adjacent land use requirements. See Figure IV-4.

d. **Neighborhood Entries / Business Monument Signage** (Figures IV-5 and IV-6)

Neighborhood Entries, as illustrated on Figure IV-5, and *Business Monument Signage*, as illustrated on Figure IV-6, share the fourth level of hierarchy and complete the monumentations for *MENIFEE NORTH*. These treatments are intended for future local streets that have not been identified on the *Conceptual Landscape Plan*, but will occur as part of the actual project design. Individual users are encouraged to reflect forms, materials, and graphics of other project monumentations to provide overall continuity and strengthen the theme of *MENIFEE NORTH*'s community elements.

2. LAND USE TRANSITIONS

To create a high-quality, aesthetically pleasing community, and buffer dissimilar uses to the extent practical, the *MENIFEE NORTH* Specific Plan provides a variety of transition treatments. These treatments utilize landscape material including vegetation and hardscape to facilitate the community's mixed use concept by improving land use compatibility. The transitions allow land uses of similar intensity or compatibility to interlink, while providing visual and physical separation between land uses of dissimilar intensity or with limited compatibility.

The conceptual locations for each of these land use transitions are specified in the *Planning Area Development Standards* (Section III.B) for each Planning Area. A description of each transition is provided below.

a. **On-Site Residential / Adjacent Existing Residential Interface** (Figure IV-7)

This interface occurs along the northern and eastern portions of the project, where low, medium and medium-high density residential land uses within *MENIFEE NORTH* are adjacent to established, large lot residential neighborhoods. Figure IV-7 illustrates the on-site residential/existing adjacent residential land use transition which incorporates the following components:

- To retain the rural nature of these interfaces, a 40-foot backyard setback is provided for on-site residential lots to create a landscaped buffer.

- Encourage on-site residential lots to establish generous backyard landscaping with informal groupings of both vertical and canopy trees to limit views from adjacent existing residential properties to proposed residential roof lines.

- A 6-foot-high community theme wall is provided at the property line.

- Where grading changes occur, incorporate contour grading techniques, avoiding sharp cut manufactured slopes to create a more natural appearance.

b. Residential (PA 9)/ Adjacent Existing Residential Interface (Figure IV-8)

This interface occurs along the northern boundary of Planning Area 9, which are adjacent to established, large lot residential neighborhoods. Figure IV-8 illustrates the residential uses in Planning Area 9 and the existing adjacent neighborhood, which incorporates the following components:

- A 15-foot rear yard setback with a minimum 10' level area.

- A 4-foot side yard setback for side on conditions.

- An additional 10-foot set back starting at the 6-foot-high tubular steel fence at the rear property line of homes in Planning Area 9, consisting of a 5-foot landscaped slope at a 10:1 grade, a 5-foot wide concrete drainage swale, with a 6-foot high block wall at the tract boundary.

c. Secondary Road Streetscape / Adjacent Existing Residential Interface (Figure IV-9)

This land use transition is created where streetscape improvements for Watson Road are adjacent to established, large lot residential neighborhoods. The 88-foot street right-of-way separates on-site residential and school land uses from off-site uses. This land use transition, as illustrated in Figure IV-9, incorporates the following components:

- Watson Road shall incorporate an 11-foot landscape development zone with informal groupings of trees and small flowering accents to retain a rural feeling while limiting views.

- On-site residential lots are encouraged to provide generous backyard landscaping with informal groupings of trees to limit views from adjacent existing residential properties to proposed residential roof lines.

- A 6-foot-high community theme wall shall be provided at the property line of residential lots and school property abutting the Watson Road right-of-way.

Along portions of Watson Road, a channel right-of-way further separates on-site residential and school uses from off-site development, limiting view potential.

d. Drainage Channel/Business Park, Commercial & Industrial Interface (Figure IV-10)

This land use transition is created where business park industrial and commercial land uses interface with the flood control channel adjacent to Briggs Road is illustrated in Figure IV-10 and incorporates the following components:

- Streetscape landscaping between the street curb and the back of the landscape development zone shall be as required by the *Conceptual Landscape Plan*, Figure IV-1.

- A 6-foot high community theme wall shall be provided at both sides of channel. Figure IV-30 illustrates the *Community Walls and Fencing Plan* for *MENIFEE NORTH*.

- Site plans for business and commercial uses should strive to create reverse frontage products at this edge condition, however allowing for signage on the rear of buildings for good visibility from Briggs Road. Signage and graphics should be compatible with the overall community theme.

As illustrated in Figure IV-10, at edge conditions created in Planning Area 2, industrial land uses interface with both sides of the channel. Because public views of this area are limited, the importance of screening the channel is minimized. Landscape setbacks and buffering of the channel is recommended only if required by "percentage of area" landscape out "shading density" requirements. Fencing shall be provided along both sides of the channel. Industrial areas directly abutting the channel are is recommended for storage yards and loading docks.

f. Existing Residential / Park (PA 10) Interface (Figure IV-11)

This land use transition is created where proposed park improvements are adjacent to established, large lot residential neighborhoods. Figure IV-11 illustrates the existing residential/park land use transition which incorporates the following components:

- A 6-foot high combination low stucco wall with tubular steel fence shall be provided at the property line to allow open spacious view into park from adjacent residential uses, while limiting public intrusion into private lots.

- A 20-foot wide landscaped buffer shall be established at the park edge.

- Landscape tree plantings for the park site should stress the use of tall skyline tree plantings to retain views into the park site. Trees such as Eucalyptus species, plane trees and California Sycamores should be planted in random informal groves or groupings. Tree plantings should generally be concentrated along the outer edges of the park to allow for the maximization of unrestricted usable open space.

- Site plans for adjacent residential land uses should strive to provide direct, convenient circulation connections to park site.

- Encouraged graceful mounding should be designed throughout park to create a natural appearance.

g. Residential / Business Park, Mixed-Use and Commercial Interface (Figure IV-12)

This interface, shown in Figure IV-12 occurs where residential land uses, either existing or proposed, are adjacent to Business Park, Mixed Use or Commercial land uses. The following components apply:

- Site plans should strive to orient parking, vehicular circulation and loading and storage areas away from the residential interface. Where parking, vehicular circulation, loading or storage areas occur adjacent to residential areas, they should be separated from the residential areas by a minimum 10-foot-wide landscaping screening buffer.

- A 10-foot wide planning area shall be incorporated along the business park/commercial/mixed use side of the screen wall. Screening shall be provided at the commercial/business park/mixed-use edge by a 6-foot-high decorative wall which is compatible in appearance with the community walls.

- Planning areas in commercial, business park and mixed-use areas visible from adjacent residential lots shall be liberally and informally planted with a combination of vertical trees, canopy trees, shrubs, and groundcovers.

- Site plans for single family lots should strive to construct units a minimum of 15 feet from the property line adjacent to the transition area.

h. Residential (PA 22) / E Street / Commercial (PA 23) Interface (Figure IV-13)

This interface occurs where residential land uses in Planning Area 22 are adjacent to E Street and the Commercial land uses within Planning Area 23. Figure IV-13 illustrates the E Street roadway treatment between residential and commercial land uses, which incorporates the following components:

- A 56-foot right-of-way, consisting of 36 feet of paving, a 6-foot curb-adjacent sidewalk and a 4-foot landscaped parkway at the southerly right-of-way edge of the internal local street.

- A minimum 20-foot landscaped slope at a 2:1 grade, with a 5-foot-wide concrete swale at the toe of the slope, will be established at the tract boundary.

- Landscaped areas will be planted with a combination of vertical trees, canopy trees, shrubs, and groundcovers.

Residential (PA 22) / Briggs Road Interface (Figure IV-14)

This interface occurs between residential land uses in Planning Area 22 to Briggs Road. Figure IV-14 illustrates the Briggs Road roadway treatment between residential land uses and off-site conditions, which incorporates the following components:

- A 123-foot ultimate right-of-way, consisting of 38-feet of paving and a 21-foot-wide area which accommodates landscaping, including a 6-foot meandering sidewalk on the westerly section of Briggs Road. The additional 64 feet of improvements on the east of the Briggs Road centerline shall be improved by others.

- A maximum 6-foot-high block wall shall be provided at the property line.

- A 20-foot setback outside of the right-of-way, which includes a city maintained landscaped slope at a maximum 2:1 grade, extends from the 6-foot-high block wall at the rear property line to the westerly right-of-way.

j. Residential / Regional Trail / Open Space Interface (Figure IV-15)

This interface occurs where residential planning areas are adjacent to the regional trail and open space areas. In areas where grading will be required at up-hill natural slopes, a fuel modification interface shown on Figure IV-15, is proposed. This treatment will ensure proper revegetated edge conditions, provide for an aesthetic transition between natural and created conditions and if, and when necessary, reduce fire hazards. Per the Menifee Fire Department, the following components apply:

- A 6-foot-high solid masonry wall shall be provided at the rear of residential lots. Masonry walls shall provide for access openings for fire equipment every 1,500 linear feet.
- All areas disturbed by grading shall be revegetated with fire retardant plants subject to Menifee Fire Department approval.
- Any trees planted shall be located a minimum of 30 feet from the rear of residential property lines.

k. Regional Trail / Roadway/Commercial, Business Park & Residential Interface (Figure IV-16)

A portion of the regional trail will be located along project roadways (Briggs Road, McLaughlin Road, Street "C" and Emperor Road). In these areas, adequate buffering is required to separate the trail from the adjacent right-of-way and the adjacent residential lots or commercial or business park parking lots. This interface is depicted in Figure IV-16 and incorporates the following components:

- An 8-foot-wide planting area shall be provided between the pedestrian sidewalk and the regional trail. Canopy street trees shall be planted in this area in accordance with the *Conceptual Landscape Plan*.

- A 2-foot-wide planting area to accommodate shrubs and groundcover shall be provided between the regional trail and the adjacent land uses.

- Where residential lots abut the regional trail, a project theme wall shall be constructed at the property line.

l. Residential (PA 22) / School Interface (Figure IV-17A)

This interface occurs where the school site in Planning Area 21 is either adjacent to or abutting the residential homes in Planning Area22. Figure IV-17A illustrates the residential to school land use transitions, which reflect the following conditions:

- Condition A: Where the school site in Planning Area 21 abuts a local street, the land use transition incorporates the following components:
    - A 56-foot ultimate right-of-way, consisting of a 6-foot-wide curb-adjacent sidewalk and a 4-foot-wide landscaped parkway at the edge of the right of way on both sides of the street.

- A minimum 5-foot setback outside of the right-of-way extends from the easterly right-of-way to the tract boundary, and includes a maximum 2:1 city maintained landscaped slope and a 2-foot-wide v-ditch concrete drainage channel.
- A maximum 6-foot-high block wall may replace the existing chain link fence at the tract boundary of Planning Area 21.

- Condition B: Where homes in Planning Area 22 abut the school site in Planning Area 21, the land use transition incorporates the following components:
  - A minimum 5-foot side yard setback.
  - A 10-foot private drainage easement, as part of the side yard setback, extends to a maximum 2:1 slope (where required) which then terminates at a 2-foot-wide v-ditch drainage channel located at the existing chain link fence at the property line of homes in Planning Area 22 (Chain link fence may be removed during construction when replaced by block wall).

m. Residential (PA 22) / Community Center (West) Interface (Figure IV-17B)

This interface occurs where residential land uses in Planning Area 22 are directly adjacent to the western portion of the Community Center within Planning Area 20. Figure IV-17B illustrates the residential to community center land use transition which incorporates the following components:

- A minimum 15-foot rear yard setback with a minimum 10' level area (or minimum 4-foot side yard setback, where applicable).

- A maximum 6-foot-high block wall (with a 4-foot-high retaining wall where applicable) shall be provided at the rear property line of homes in Planning Area 22 with an existing chain link fence at the tract boundary (Chain link fence may be removed during construction when replaced by block wall).

n. Residential (PA 22) / Open Space / Community Center (South) Interface (Figure IV-18)

This interface occurs where residential land uses in Planning Area 22 are directly adjacent to the southern portion of the Community Center within Planning Area 20. Figure IV-18 illustrates the on-site residential/open space/community center land use transition which incorporates the following guidelines:

- A minimum 15-foot rear yard setback with a minimum 10' level area.

- A maximum 6-foot-high block wall (with a 4-foot-high retaining wall where applicable) shall be provided at the property line.

- A 46-foot set back extends from the 6-foot-high block wall at the rear property line and includes a 20-foot-wide landscaped slope at a maximum 2:1 grade, along with a 24-foot-wide area which accommodates landscaping, including a 6-foot-wide meandering sidewalk and a 3-foot-wide concrete swale (where required) which runs parallel to the existing chain link fence on the tract boundary. The existing chain link fence may be replaced with a tubular steel or wrought iron fence.

3. STREETSCAPES

The *Conceptual Landscape Plan*, Figure IV-1, establishes the streetscape hierarchy and continuity of the *MENIFEE NORTH* project. The plant palette and landscape treatments for each of the streets serve to emphasize certain key aspects of each corridor. Plant materials will be selected for their ability to express a dynamic design nature which will be dependent upon their particular sizes, shapes, forms, textures and flowering habits. The particular physical characteristics and growth habits of streetscape plant materials will allow them to influence the identities and functions of the street system on which they are placed.

a. Highway 74 / Ethanac Road (Figure IV-19)

State Highway 74 and Ethanac Road (combined) is the most significant corridor of the *MENIFEE NORTH* project, forming the major entries from the east and the west. The *Specific Land Use Plan* (Figure III-1) appropriately provides for commercial uses along this established corridor, transitioning outward to adjacent compatible land uses. A formal statement of distinctive tall evergreen trees, as depicted in Figure IV-19, not only strengthens the suburban nature of this streetscape but creates a feeling of grand entry to the community of *MENIFEE NORTH*. Because of the high visibility requirement necessary for successful commercial uses, the plantings along this streetscape are to be simple and uncluttered, allowing views to penetrate commercial uses. Backdrop trees will be evergreen for year-round marking appeal, with flowering accent trees in the foreground and center median. Detailed plantings are reserved for individual uses and monumentations. Landscape berms with a formal hedge will screen parking lots and support and strengthen this streetscape.

b. Urban Arterial Highway Streetscapes - Menifee Road (Figure IV-20) and Major Highway Streetscape - Antelope Road and Briggs Road (Figure IV-21)

Because Menifee Road and Briggs Road continue through adjacent proposed and existing communities, special consideration has been given to create continuity throughout these areas. For this reason, the Plantanus acerifolia has been adopted as the street tree along Menifee Road and Magnolia grandiflora has been selected as the street along Briggs Road. Architectural themes, wall entries, and setbacks have also been coordinated for a compatible streetscene.

c. Typical Secondary and Industrial Collector Road Streetscape (Figure IV-22)

To achieve a balance between the projects suburban and rural characteristics, community streetscapes will employ a combination of plant material types and planting arrangements. Generally, the remainder of the streets within the community with a higher traffic volume whether commercial, industrial or residential, should express a more suburban nature as depicted in Figure IV-22.

d. Modified Secondary/Collector Road Streetscape – Palomar Road and Watson Road (PA 9 & PA 22) (Figure IV-23)

The portion of Watson Road abutting Planning Area 22 and the portion of Palomar Road abutting Planning Area 9 shall consist of a combination of plant material types and planting arrangements to provide residential privacy and enhance community entries. The landscaped parkways are planted in accordance with Section IV.D.2. *Menifee North Plant Material Palette.*

- Watson Road - Modified Secondary (94' R.O.W.): The *MENIFEE NORTH* Specific Plan is responsible for the southerly 50-foot-wide half-width section improvements to Watson Road, including a 9-foot-wide curb adjacent landscaped parkway, a 5-foot sidewalk, and a 4-foot-wide landscaped parkway at the edge of the right-of-way.
- Palomar Road - Modified Collector (88' R.O.W.): The *MENIFEE NORTH* Specific Plan is responsible for the easterly 44-foot-wide half-width section improvements to Palomar Road, including a Class II bike lane, 6-foot-wide curb adjacent sidewalk, and a 6-foot-wide landscaped parkway at the edge of the right-of-way. No trees shall be planted along the easterly right-of-way of Palomar Road, in conformance with existing SCE easement restrictions.

e. Collector Streetscape - Junipero Road (Figure IV-24)

Junipero Road serves as an access point into Planning Area 9. The ultimate half width improvements to Junipero Road are illustrated on Figure IV-24, and the *MENIFEE NORTH* Specific Plan is responsible for the westerly 37-foot-wide half-width section improvements, as well as an additional 12 feet of pavement east of the centerline. Improvements include a 5-foot-wide curb adjacent landscaped parkway, a 6-foot-wide sidewalk, and a 4-foot-wide landscaped parkway at the edge of the right-of-way. The landscaped parkway is planted in accordance with Section IV.D.2. *Menifee North Plant Material Palette.*

e. Local Street/Modified Industrial Collector – Malone Avenue (Figure IV-25)
Malone Avenue and neighborhood streets within Planning Area 22 are characterized by a well-balanced combination of plants and trees to further strengthen the community's suburban character. The *MENIFEE NORTH* Specific Plan is responsible for the following improvements:

- Malone Avenue (South of Varela) – Modified Industrial Collector (66' ROW): The *MENIFEE NORTH* Specific Plan is responsible for the easterly 33-foot-wide half-width section improvements, as well as an additional 12 feet of paving west of the centerline. Improvements include a 6-foot-wide curb adjacent sidewalk and a 5-foot-wide landscaped parkway at the edge of the right-of-way.
- Malone Avenue (North of Varela) – Modified Local Street (60' ROW): The *MENIFEE NORTH* Specific Plan is responsible for the easterly 30-foot-wide half-width section improvements, as well as an additional 12 feet of paving west of the centerline. Improvements include a 6-foot-wide curb adjacent sidewalk and a 4-foot-wide landscaped parkway at the edge of the right-of-way.

4. COMMUNITY OPEN SPACE

The *MENIFEE NORTH* Specific Plan offers a variety of open space and recreational opportunities as discussed below.

a. Community Center/Park/School Shared Use (Figures IV-26 and IV-27)

Where a "Shared Use" concept between school sites and the adjacent community parks can be developed, additional improved open space areas (play fields, game courts, etc.) within the school site can also become an integral component of the projects Community Open Space. The park and school will be developed to the specifications of the City of Menifee and the governing school district. Pursuant to existing requirements, the park will include multipurpose playing fields, multi-purpose courts, restrooms, picnic and parking facilities. The landscaping theme will be consistent with the streetscape and edge

interface conditions as previously discussed. A conceptual site plan for the 11.4-acre community center/park is shown in Figure IV-26; and a conceptual site plan for the 12.5-acre community park is shown on Figure IV-27.

c. **Mini-Parks** (Figure IV-28)

The land use plan proposes the development of one mini-park. This park is intended to serve as a gathering place for the residential enclaves in which it is located. Generally, these parks might be improved to include a picnic area with tables, benches and barbecues, and a turfed area or sand surfaced tot lot or playground. The park would be planted with a combination of Eucalyptus, Pine or Sycamore tree species to provide shade and to define the individual active or passive use areas. A meandering paved, pedestrian pathway or walkway system could be provided for the park and, where appropriate, would be linked to pedestrian walkway systems to adjacent residential neighborhoods.

5. COMMUNITY WALLS AND FENCING

Community walls and fences that can be viewed from the public streets, as illustrated on Figure IV-29, *Community Walls and Fence Plan*, form an integral part of the community design. They can unify the various land uses and reinforce the design themes established at the project entries. A set of standards has been developed for community walls and fences as illustrated in Figure IV-30, *Community Walls and Fence Details*, and Figure IV-31, *Community Walls and Fence Details (PA 9 and PA 22)*. The location of each wall or fence is conceptually illustrated in Figure IV-30, however, the location will vary depending upon final detail design and grading considerations.

In general, solid walls will be located adjacent to residential uses along major highways and secondary roads, where the lot is at approximately the same grade as the street, and as screen elements between incompatible land uses. Concrete, decorative block, or stucco with brick or molded caps are all the accepted materials for these walls. In cases of basin perimeters, where security is a prime consideration, or where side and rear yards have desirable views but a solid wall is not necessary to inhibit fire or wildlife, high quality wrought iron or tubular steel-type fencing should be employed. A solid wood fence of the high quality depicted in Figure IV-29, is acceptable for use between residential lots.

6. SIGNAGE

The *MENIFEE NORTH* Specific Plan area is intended as a high-quality, mixed-use community. Therefore, only a limited amount of signage shall be permitted in the community.

a. General Intent

- Signage shall be attractive and subdued in keeping with the character of a contemporary urban environment.

- Signs shall be limited to community identification, direction and building or company identification only. Signs should not be used for product advertising.

- All business signs shall be compatible with the architecture of the building they identify.

- Retail commercial signage shall be limited to below the roofline and be consistent in color and theme. Monument signs are encouraged and should be of a size only necessary for identification.

- Residential signs should be coordinated and integrated with the neighborhoods in which they are erected.

- All signs should be well integrated into site landscaping.

- All signs shall be compatible with the overall theme of the *MENIFEE NORTH* Specific Plan area and shall be in conformance with Section 9.220, *Sign Regulations*, of the City of Menifee Development Code.

- All signs shall be of professional quality.

- No signs shall be painted directly on any building elevation.

- Signage design and schematics, showing location, size, dimensions, type style and colors, shall be submitted with the required plot plan for the retail commercial site. Residential signage shall be controlled through CC&Rs or other appropriate mechanism.

b. Prohibited Signs

- Pylon signs shall be prohibited.

- Revolving, rotating or moving signs shall be prohibited.

- Signs with flashing or blinking lights shall be prohibited.

- Roof signs shall be prohibited.

- Projecting signs shall be prohibited.

- Totem signs displaying the names of each tenant shall be prohibited.

- Billboards shall be prohibited.

- Portable signs, including vehicles used as billboards, shall be prohibited.

- Signs advertising or displaying any unlawful act, business or purpose shall be prohibited.

- Any strings, pennants, banners, streamers, balloons, inflatable objects, flags, twirlers, propellers, noise-emitting and similar attention getting devices shall be prohibited, except:

    1) National, state, local governmental, institutional or corporate flags should be allowed. Flag pole locations should be shown on the site plan for approval. Only one set of flags should be allowed on each site.

2) Holiday decorations in season, used for an aggregate of 45 days in any one calendar year, should be allowed.

3) Pennants, banners or flags used in conjunction with subdivision sales offices and tract entry points should be allowed during the initial sales period.

c. Retail Commercial Monument Signs

- Monument signs are the preferred signage type for the Specific Plan area.
- Monument signs should be set back a minimum of twenty feet from the face of curb (where no sidewalk is provided) and a minimum fifteen feet from the inboard edge of walk where a sidewalk or path is provided. Signs should be set back a minimum of fifteen feet from the property line and five feet from any driveway.
- Only one monument sign shall be allowed on each site.
- Monument signs should have a concrete or masonry base, and should be compatible with the building architecture.
- Double sided monument signs are allowed.
- Monument sign lighting is allowed but not internal lighting. External lighting is encouraged so long as the lighting source is well concealed and consistent with the plan area design objectives.

d. Building Mounted Signs: Retail Commercial Buildings

- Multi-tenant retail commercial buildings within areas zoned for commercial land use should have only one sign for each tenant.
- Tenant signage should be well integrated into the building design.
- Multi-tenant retail commercial facilities shall have a cohesive, well integrated signage program. The combined impact and interrelationship of all tenant signage shall be considered in signage program design, review and approval.
- All multi-tenant signs should be constructed of the same materials, have similar dimensions and coordinated colors.
- Can signs shall be prohibited.
- Internally illuminated channel letter signs are acceptable, but external, concealed and integrated lighting is preferred.
- As noted above, externally illuminated signage may be allowed when the lighting source is well concealed and signage design is consistent with plan area design criteria.

- The mounting of signs on projecting architectural elements shall be allowed when they are compatible with the building architecture and compatible with the plan area design objectives.

e. Multi-Tenant Building Signs

- Multi-tenant signage shall be coordinated with the building architecture occurring in a pattern on the building elevation.

- Multi-tenant signage should be subdued and more restrained than commercial retail signage. All multi-tenant signs should be constructed of the same materials, have similar dimensions and coordinated colors.

- Signs should be similar in design having the same size, shape and color.

f. Community Entry Monumentation

- Signage for community entry monumentation is highly encouraged.

- Design of such monumentation shall be coordinated with the street landscape and street furniture. Monumentation should inform the viewer, through written and symbolic graphics, that the planned community or development is being entered.

- Monuments should be compatible with the design theme of the *MENIFEE NORTH* Specific Plan and the developments or communities they identify.

- Entry monuments should establish the community or development design theme. Logo, logotype and color schemes shall be consistent throughout the area being identified.

- Entry monuments may be illuminated externally if they are consistent with the *MENIFEE NORTH* Specific Plan design theme; glare is controlled, and lighting sources concealed.

- Permanent, low maintenance materials, such as stone, brick, other masonry or stucco should be used.

g. Directional Signage

- Directional signage, to identify and direct vehicular and pedestrian traffic to various on-site destinations, shall be allowed.

- Directional signage should be of consistent design throughout the project. Signage should be fabricated from the same materials, with a consistent color palette and a common graphic theme.

- Directional signs shall be small scale and of consistent dimensions and mounting height.

- Directional signage should be compatible with the architectural design of the project and with the design theme of the plan area.

h. Temporary Signage

- Signage identifying uses or activities temporary in nature, such as real estate sales and leasing, subdivision signage, contractors, design firms and developer signage associated with development or construction of buildings are allowed if consistent with the plan area design character.

- Temporary signage shall be located on or in close proximity to uses identified.

- Concise standards for temporary signage, including dimensional requirements, materials of construction, mounting heights, colors and graphic format should be prepared as part of the implementation of the Specific Plan, such as through CC&Rs.

- The multitude of signs associated with development, design, construction and leasing should be combined into one design for each project.

7. LIGHTING

The level of on-site lighting as well as lighting fixtures, shall comply with any and all applicable requirements and policies of the City of Menifee. Energy conservation, safety and security should be emphasized when designing lighting systems.

- It is recommended that all primary streets be adequately illuminated to provide for the safety and comfort of vehicular and pedestrian movement. Appropriate lighting will encourage night time use of community facilities.

- Landscape lighting may be used for accentuating the following conditions: shrub masses, focal elements, and trees (up-lights) if properly camouflaged from view and placed at ground level without attaching to plant materials.

- All lighting shall be designed and located in a manner which is compatible with scenic values and other public interests throughout the community.

- General lighting shall not cast any glare onto adjacent lots and streets in such a manner as to decrease the ambience of adjacent areas or the safety of pedestrian and vehicular movement.

- Indirect wall lighting and "wall washing" overhead down lighted or interior illumination which spills outside is encouraged.

- Pedestrian lighting shall provide area illumination for entry ways, courtyards and other such areas.

- Lighting fixtures shall be complimentary to the architectural concepts.

D. LANDSCAPE ARCHITECTURAL GUIDELINES AND STANDARDS

1. INTRODUCTION

The guidelines presented herein are not intended to discourage creative design or individuality. Rather, they are intended to assist in providing the continuity and desired image which will make *MENIFEE NORTH* a unique and special community.

2. *MENIFEE NORTH* PLANT MATERIAL PALETTE

It is the intent of the Design Guidelines to allow flexibility and diversity in planting design while defining an acceptable palette which reinforces the thematic identity of *MENIFEE NORTH*.

A limited selection of plant materials used in simple significant compositions is encouraged. Planting designs should be compatible with and complement adjacent plantings and should reinforce and enhance the individual architecture and design of each site. The materials on the plant lists have been selected for their contribution to the project theme, their adaptability to climate and soil conditions and with a concern for long-term cost effective maintenance.

MENIFEE NORTH Plant List

The plant palette for *MENIFEE NORTH* is proposed to be comprised of the following:

TREES - EVERGREEN

Botanical Name	Common Name
Acacia baileyana	Bailey Acacia
Arbutus menziesii	Madrone
Brachychiton populneus	Bottle Tree
Casuarina stricta	Mountain She-Oak
Cedrus deodara	Deodar Cedar
Cinnamomum camphora	Camphor Tree
Eriobotrya deflexa	Bronze Loquat
Eucalyptus camaldulensis	Red Gum
Eucalyptus leucoxylon 'Rosea'	White Ironbark
Eucalyptus rudis	Desert Gum
Eucalyptus sideroxylon	Red Ironbark
Ficus rubiginosa	Rustyleaf Fig
Geijera Parviflora	Australian Willow
Melaleuca linarifolia	Flax Leaf Paperbark
Nerium oleander	Oleander Standard
Olea europaea 'Fruitless'	Fruitless Olive
Pinus edulis	Pinon Pine
Pinus halepensis	Aleppo Pine
Pinus pinea	Italian Stone Pine
Podocarpus gracilior	Fern Pine
Quercus agrifolia	Coast Live Oak
Quercus engelmannii	Mesa Oak
Quercus ilex	Holly Oak
Rhus lancea	African Sumac
Schinus Molle	California Pepper Tree

TREES - DECIDUOUS

Botanical Name	Common Name
Albizia julibrissin	Silk Tree
Alnus rhombifolia	White Alder
Bauhinia variegata	Purple Orchid Tree
Brachychiton acerifolius	Australian Flame Tree
Cercidium ‘Desert Museum’	Desert Museum Palo Verde
Chilopsis linearis	Desert Willow
Fraxinus uhdeli	Evergreen Ash
Fraxinus velutina 'Modesto'	Modesto Ash
Ginko Biloba	Maidenhair Tree
Gledisia triacanthos	Honey locust
Koelreuteria bipinnata	Chinese Flame Tree

Koelreuteria paniculata	Goldenrain Tree
Langerstemia indica	Crape Myrtle
Liquidambar styraciflua	American Sweet Gum
Liriodendron tulipifera	Tulip Tree
Pistacia chinensis	Chinese Pistache
Plantanus occidentalis	London Plane Tree
Platanus racemos	California Sycamore
Populus fremontii	Fremont Cottonwood
Populus nigra 'Italica'	Lombardy Poplar
Prunus cerasifera 'Thundercloud'	Purple Leaf Plum
Pyrus calleryana 'Aristocrat'	Ornamental Pear
Pyrus calleryana 'Bradford'	Ornamental Pear
Pyrus kawakamii	Evergreen Pear
Quercus coccinea	Scarlet Oak
Robina ambigua idahoensis	Idaho Locust
Sophora japonica	Japanese Pagoda Tree

SHRUBS (LARGE TO MEDIUM)

Botanical Name	Common Name
Abelia 'Edward Goucher'	Edward Goucher Abelia
Acacia species	No Common Name
Ceanothus species	California Lilac
Cercis occidentialis	Western Redbud
Chaenomeles species	Flowering Quince
Cistus species	Rockrose
Cotoneaster species	Cotoneaster
Dodonea viscosa	Hopseed Bush
Elaeagnus pungens	SilverBerry
Eriogonum giganteum	St. Catherine's Lace
Escallonia fradesil	No Common Name
Euonymus japonica	Evergreen Euonymus
Grevillia ‘Noelii’	Noell’s Gravillea
Fatsia japonica	Japanese Aralia
Feijoa sellowiana	Pineapple Guava
Forsythia intermedia	Forsythia
Hesperaloe parviflora	Red Yucca
Heteromeles arbutifolia	Toyon
Ilex species	Holly
Juniperus species	Juniper
Leptospermum scoparium	New Zealand Tea Tree
Leucophyllum frutescens	Texas Ranger
Lobelia laxiflora	Mexican Bush Lobelia
Ligustrum japonicum	Japanese Privet
Magnolia soulangiana	Saucer Magnolia
Mahonia aquifolium	Oregon Grape
Nandina domestica	Heavenly Bamboo
Nerium oleander	Oleander

Osmanthus fragrans	Sweet Olive
Phormium tenax	Flez
Pittosporum tobira	Tobira
Plumbaga auriculata	Cape Plumbago
Podocarpus macrophyllus	Yew Pine
Prunus caroliniana	Carolina Laurel Cherry
Pyracantha species	Firethorn
Raphiolepis species	Indian Hawthorn
Rhus ovata	Sugar Bush
Ribes sanguineum	Pink Winter Currant
Rosemary ‘Tuscan Blue’	Rosemary
Salvia apiana	White Sage
Tecomaria capensis	Cape Honeysuckle
Viburnum tinus 'Spring Bouquet'	Laurustinus
Xylosma congestum	Xylosma

SHRUBS (SMALL)

Botanical Name	Common Name
Agapanthus africanus	Lily of the Nile
Calliandra californica	Baja Fairy Duster
Ceanothus species	California Lilac
Chyrsactinia mexicana	Diamantia
Cistanthe grandiflora	Rock Purslane
Cistus x purpureus	Purple Rockrose
Clivia miniata	Clivia
Hemerocallis species	DayLily
Juniperus species	Juniper
Lantana ‘Gold Mound’	Gold Mound Sunset Lantana
Lavandula angustifolia	English Lavender
Liriope gigantea	Lily Turf
Lonicera japonica 'Halliana'	Hall's Honeysuckle
Dietes Vegeta	Fortnight Lily
Mahonia aquifolium 'Compacta'	Compact Oregon Grape
Nandina domestica 'Compacta'	Compact Heavenly Bamboo
Nandina domestica 'Nana Compacta'	Dwarf Heavenly Bamboo
Nerium oleander 'Petite Pink'	Dwarf Oleander
Pittosporum tobira 'Wheelers Dwarf'	Wheeler's Dwarf
Ribes viburnifolium	Catalina Perfume
Teucrium x lucidrys	Wall Germander
Tulbaghia violacea	Society Garlic
Xylosma congestum 'Compacta'	Compact Xylosma

VINES

Botanical Name	Common Name
Cissus Anartica	Kangaroo Treebine

Clytostoma callistegioides	Violet Trumpet Vine
Macfadyena unguis-cati	Cat's Claw Vine
Gelsemium sempervirens	Carolina Jessamine
Jasminum mesnyi	Primrose Jasmine
Lonicera japonica	Japanese Honeysuckle
Parthenocissus tricuspidata	Boston Ivy
Wisteria floribunda	Japanese Wisteria

GROUNDCOVERS

Botanical Name	Common Name
Ajuga reptans	Carpet Bugle
Baccharis pilularis 'Twin Peaks'	Coyote Bush
Campanula poscharskyana	Serbian Bellflower
Duchesnea indica	Indian Mock Strawberry
Gazania splendens 'Mitsuwa Yellow'	Gazania
Hedera helix	English Ivy
Hypericum calcinum	Aaron's Beard
Juniperus species	Juniper
Lantana ‘Spreading Sunset’	Spreading Sunset Lantana
Lonicera japonica 'Halliana'	Hall's Honeysuckle
Myoporum parvifolium	Myoporum
Myoporum parvifolium ‘White’	White Myoporum
Pelargonium peltatum	Ivy Geranium
Potentilla species	Cinquefoil
Senecio T. ssp. mandraliscae	Blue Chalk Sticks
Vinca minor	Dwarf Periwinkle

GRASSES

Botanical Name	Common Name
Bouteloua ‘Blonde Ambition’	Blonde Ambition Grama Grass
Carex divulsa	Berkeley Sedge
Muhlenbergia dubia	Pine Muhly

SUCCULENTS

Botanical Name	Common Name
Agave ‘Blue Glow’	Blue Glow Agave
Agave Americana	Century Plant

3. PLANTING TIME

The *MENIFEE NORTH* area experiences temperature extremes which can make it difficult for the installation of plant materials during the hot summer months (July - September) and the cold winter months (December - March). Container plants which have not been acclimated to the region may experience heat or frost damage resulting in partial or total loss of foliage, even if these materials will be perfectly suited to the temperature extremes once they are established. If construction schedules permit, the ideal planting time is in the spring or fall months.

4. LANDSCAPE INSTALLATION REQUIREMENTS

All areas required to be landscaped shall be planted with trees, shrubs, groundcover, vines or turf selected from the plant palette contained in these Design Guidelines.

Parcel developers should assess any existing landscaping adjacent to their property and whenever possible, reinforce and complement that established character. Detailed landscape plans are to be prepared by a licensed landscape architect for each individual project. Parcel Developers must submit landscape plans to proper agencies for approval prior to installation.

5. CLIMATIC CONSTRAINTS

a. The plant materials for *MENIFEE NORTH* have been chosen for their ability to thrive within the site's exacting climate. The plants should grow to their full potential with a minimum amount of maintenance and replacement costs.

   Precipitation, temperature, and wind are the limiting climatic factors affecting plant choice.

b. Average annual rainfall in the area varies from nine to thirteen inches.

c. The *MENIFEE NORTH* area's extreme temperatures range from 18 degrees in the winter to 115 degrees in the summer. The average daily temperature range is 40 to 65 degrees in the winter and 58 to 90 degrees in the summer.

6. HORTICULTURAL SOILS TEXT REQUIREMENTS

Due to the many varieties of soils within *MENIFEE NORTH*, all Parcel Developers shall be required to prepare a horticultural soils report to determine appropriate planting and maintenance requirements for specified plant materials. This soils report shall be prepared by a qualified agricultural laboratory supervised by a member of the American Soils Testing Laboratory and shall include a soils fertility and agricultural suitability analysis with pre-planting and post-planting recommendations to be included in the landscape working drawings.

7. IRRIGATION

a. All areas requiring landscaping shall include the installation of a permanent automatic irrigation system to ensure proper plant growth. The irrigation system shall be designed to separate turf areas from shrub areas so as not to irrigate shrubs, groundcover, and lawn simultaneously.

b. Pop-up sprinklers adjacent to all walkways and areas of pedestrian or vehicular traffic shall be spring retractable types.

c. Pop-up sprinklers shall have matched precipitation rates.

d. All valves shall be wired independently.

e. Irrigation backflow prevention devices and controllers shall be located and/or screened with appropriate plant material to minimize visibility.

f. Detailed irrigation plans are to be prepared by a licensed landscape architect.

g. Parcel Developers must submit irrigation plans to appropriate reviewing agencies for approval prior to installation.

8. LANDSCAPE MAINTENANCE

a. The overall aesthetic effect of the landscape shall be an evergreen thriving plant community. Each owner shall provide continuous maintenance for all planted and hardscape areas within his/her site, keeping it free and clear of weeds, debris, rubbish, and in a neat and clean condition.

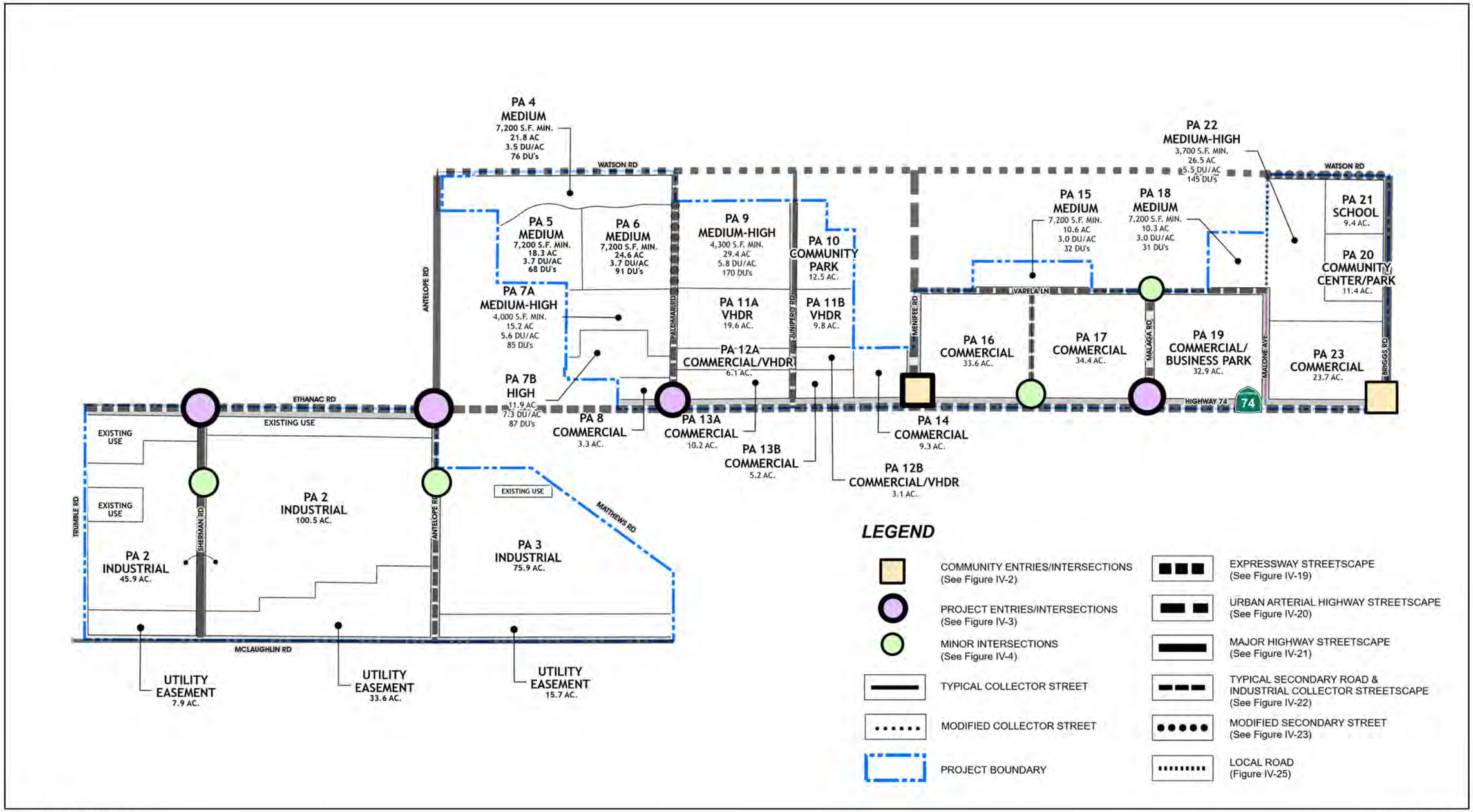
b. All owners will be required to maintain plant materials in a thriving condition of growth by practicing proper agriculture techniques of pruning, pest control and fertilization. All palms shall be skinned periodically as necessary. Special attention must be given to preventing the installation of rootbound Eucalyptus species.

c. From the completion of installation, landscaping shall be maintained in a sightly and well kept condition.

d. Until maintenance responsibility is transferred to a Maintenance Organization, the Master Developer shall repair and maintain all landscaped parkways and medians. This maintenance shall include the replacement of landscaping, pavement, and lighting (if necessary), keeping the area free and clear of weeds, debris and rubbish, and in a well kept condition.

e. No owner shall interface with the drainage of water from any site except in accordance with plans approved by all public agencies having jurisdiction.

f. Landscaping and irrigation installed by the Master Developer or the Parcel Developer shall be maintained by them, in a healthy and operational condition until its transfer to public responsibility. All plant material failure shall be replaced with same materials that will match the size and height of adjacent material. Damaged or malfunctioning irrigation must be repaired or replaced to match the original condition of the system, and irrigation overspray and excessive runoff shall be kept to a minimum.



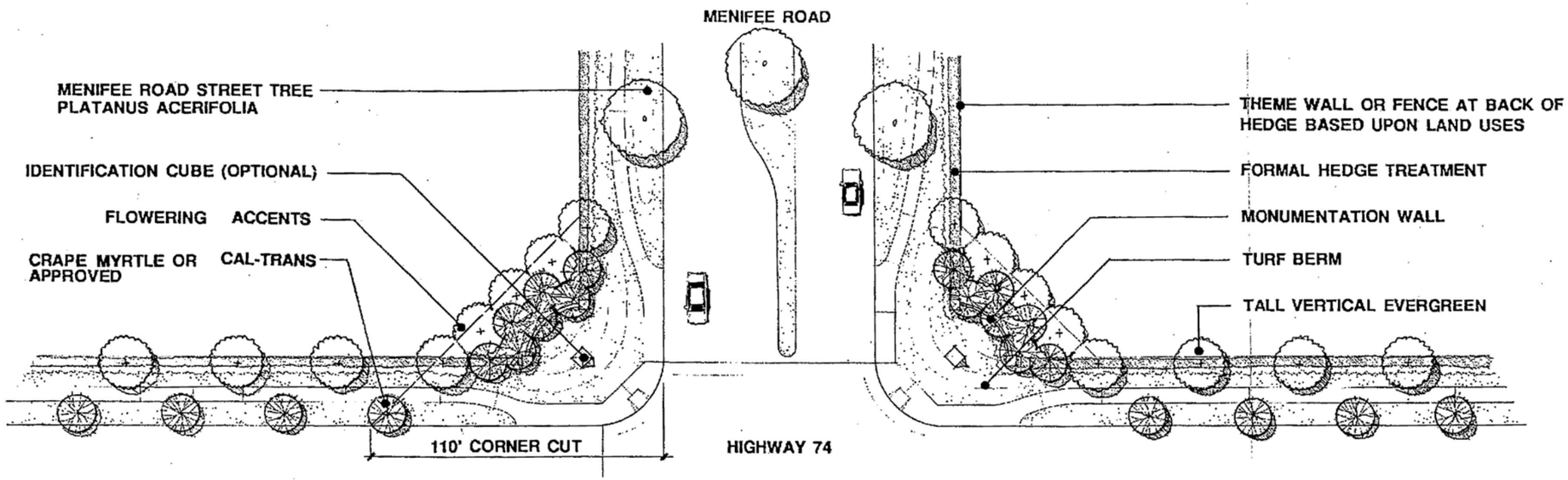
Source(s): Esri, RCTLMA (2024)

0 275 550 1,100 Feet

FIGURE - IV-1

CONCEPTUAL LANDSCAPE PLAN

COMMUNITY ENTRIES AND INTERSECTIONS



PLAN

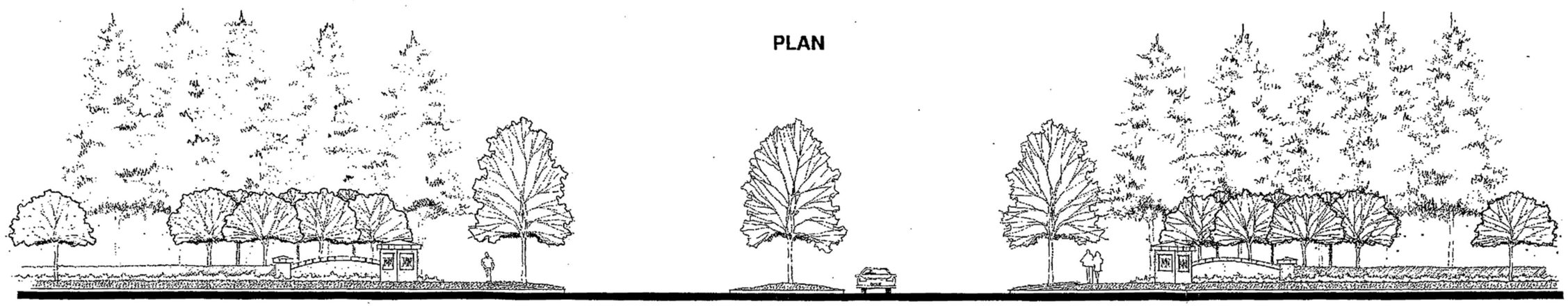


FIGURE - IV-2

Not to Scale

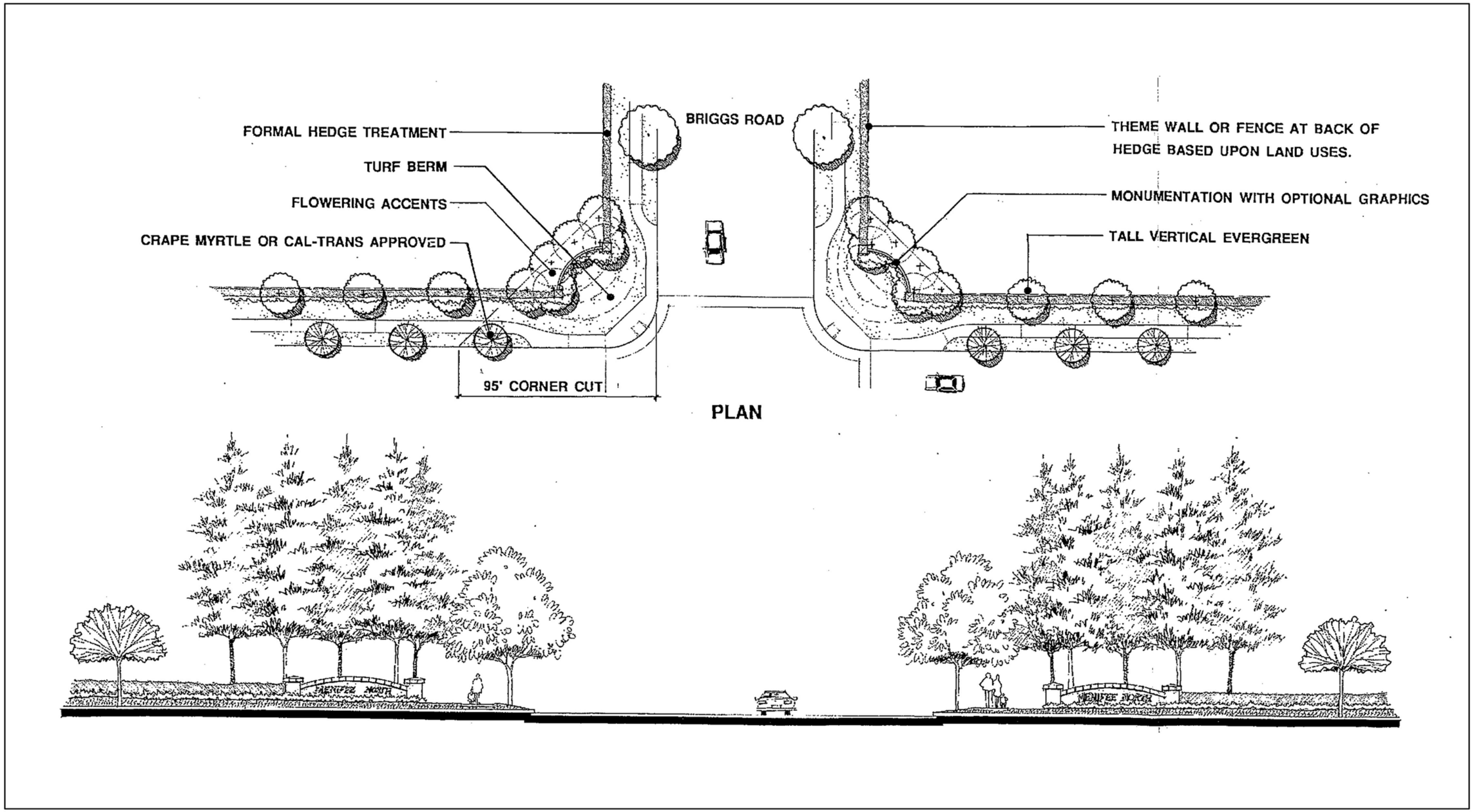


FIGURE - IV-3

Not to Scale

PROJECT ENTRIES AND INTERSECTIONS

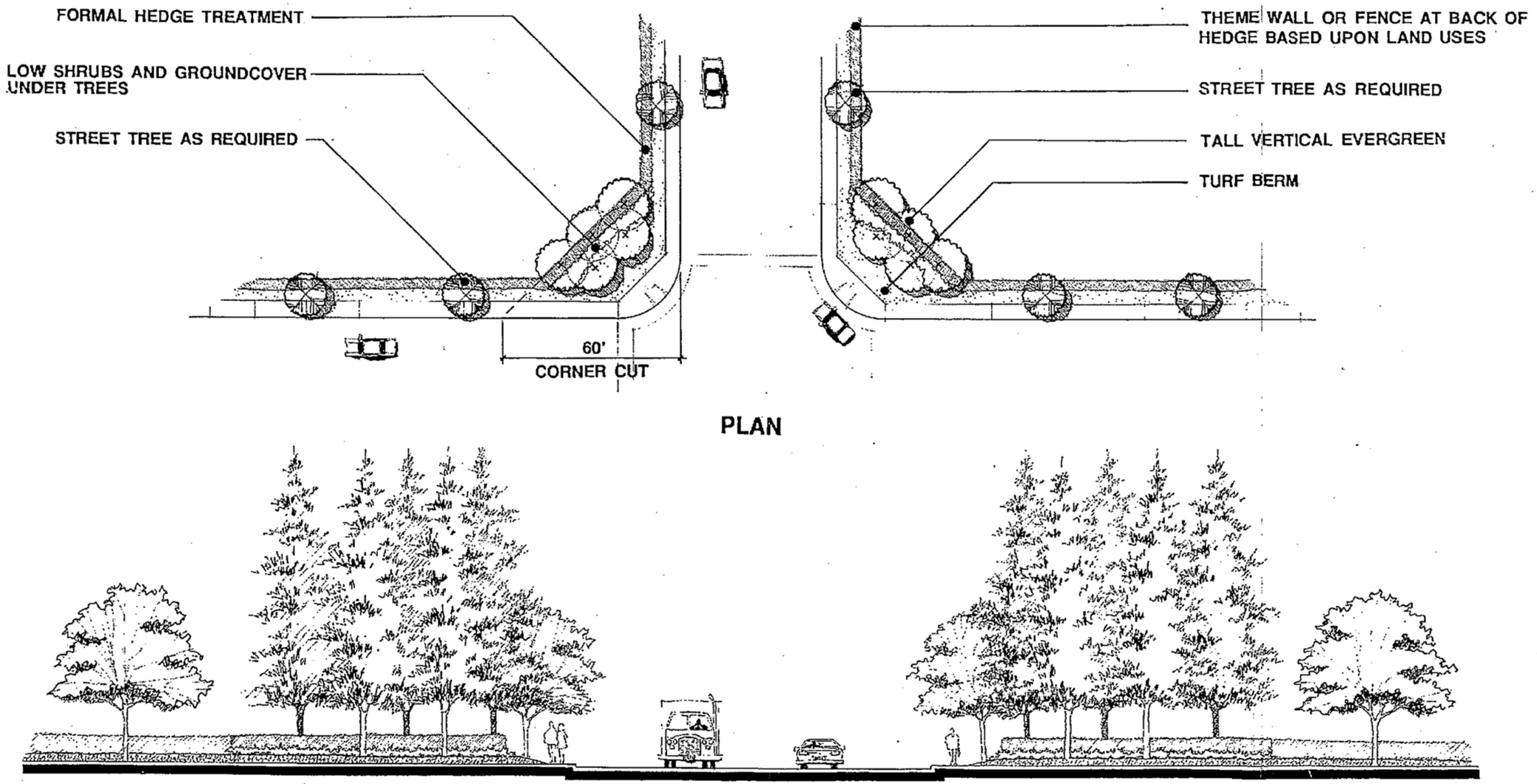


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FIGURE - IV-4

MINOR INTERSECTIONS

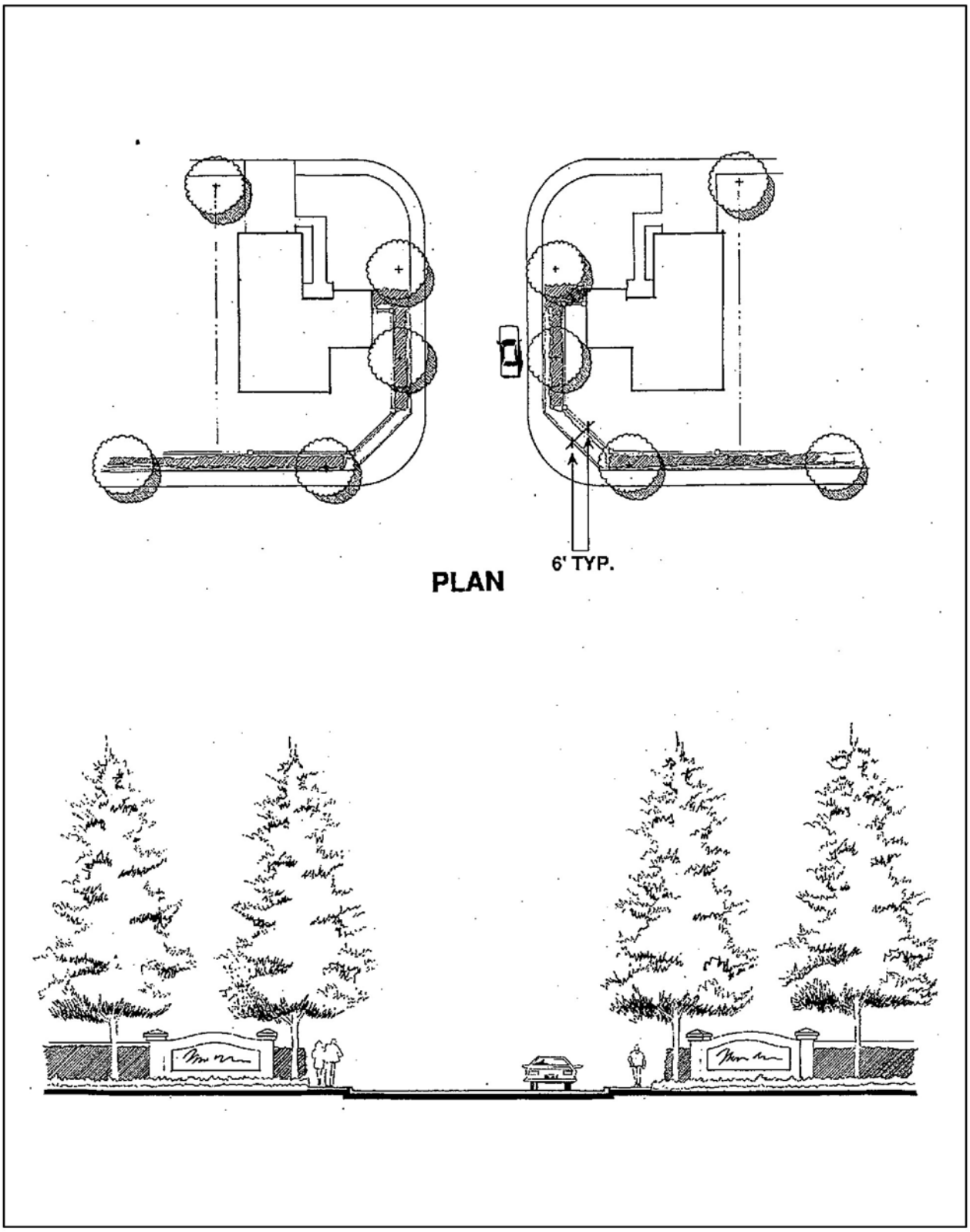
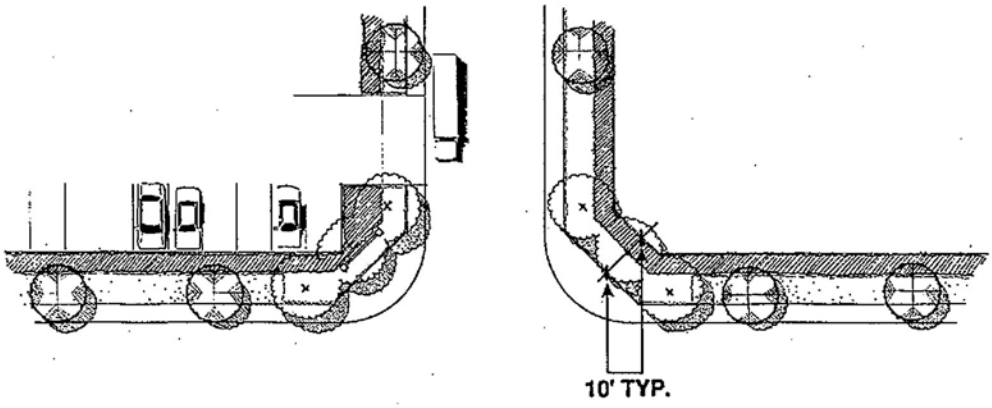


FIGURE - IV-5

Not to Scale

NEIGHBORHOOD ENTRIES



PLAN

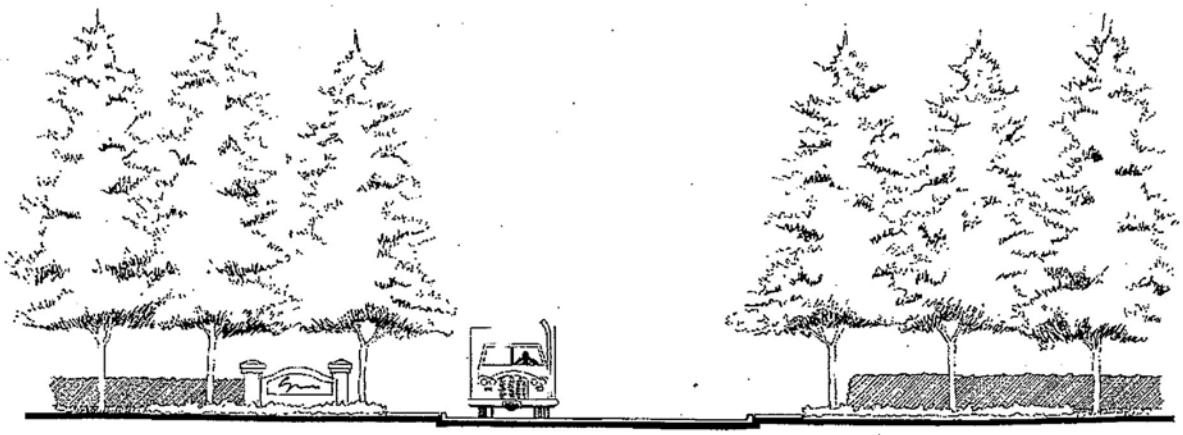
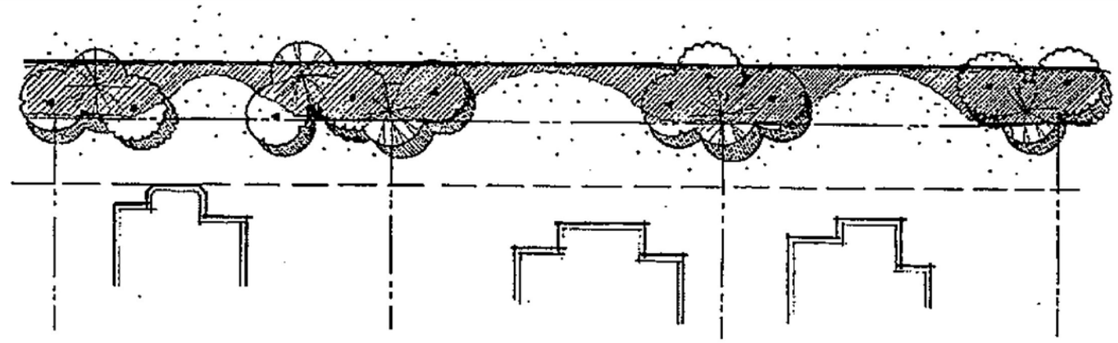


FIGURE - IV-6

Not to Scale

BUSINESS MONUMENT SIGNAGE



PROPOSED SINGLE FAMILY

PLAN

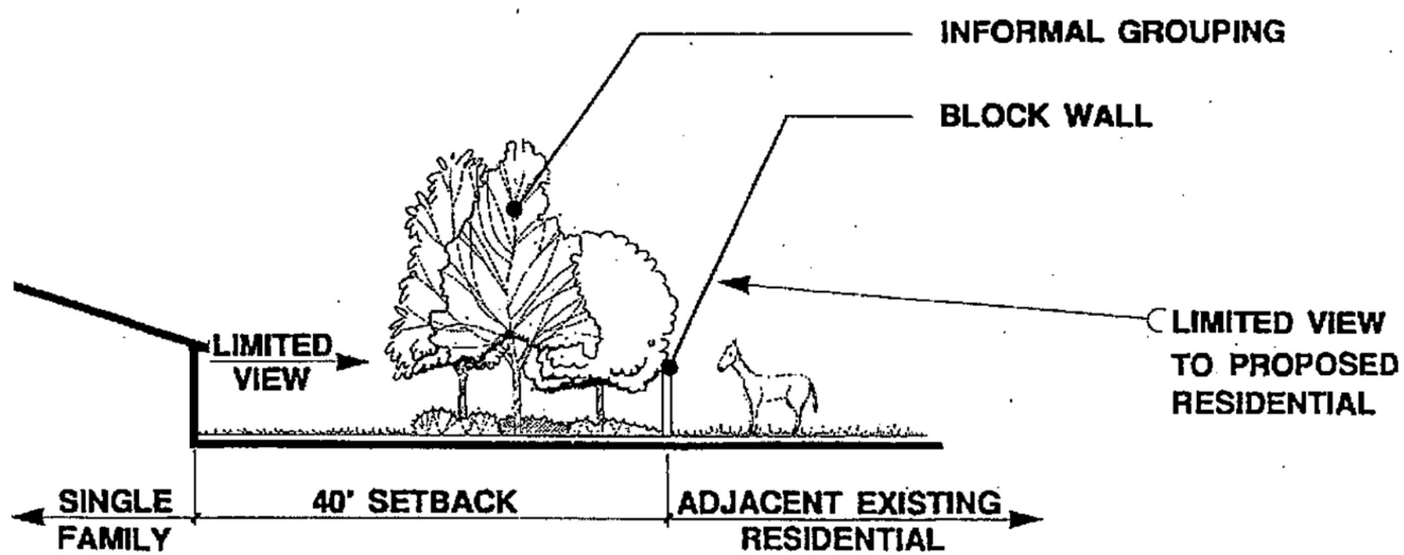
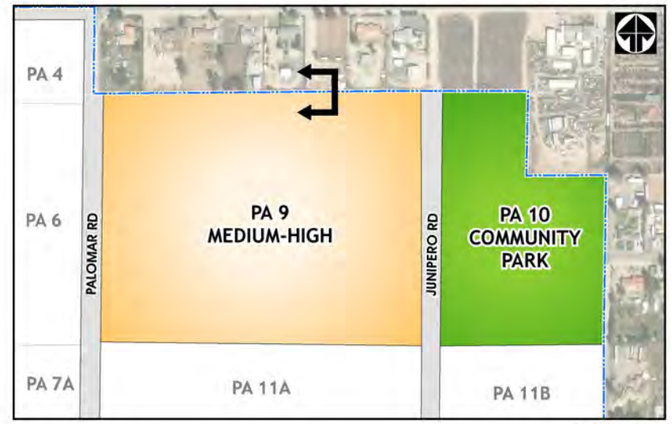


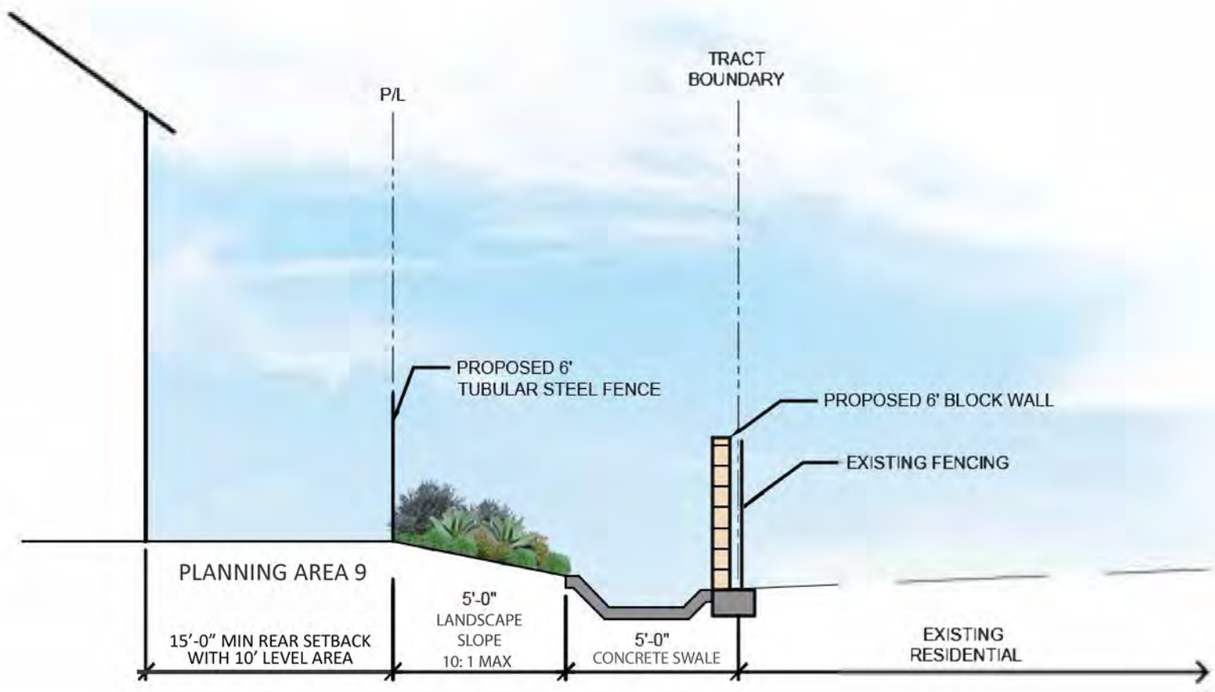
FIGURE - IV-7

Not to Scale

ON-SITE RESIDENTIAL / ADJECENT EXISTING RESIDENTIAL INTERFACE



KEY MAP



Source(s): Brightview (09-13-2021)

FIGURE - IV-8

Not to Scale

RESIDENTIAL (PA 9)/ADJACENT EXISTING RESIDENTIAL INTERFACE

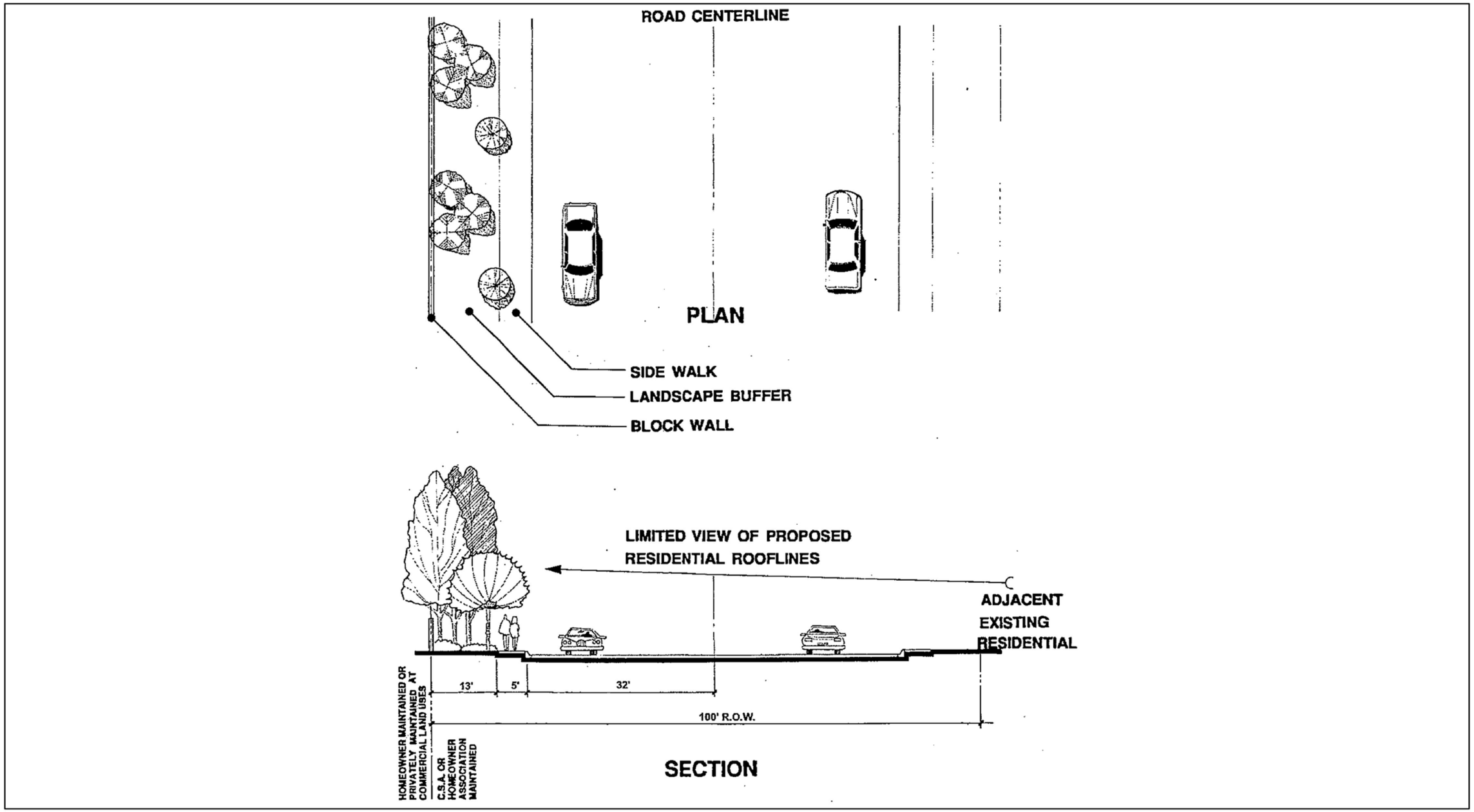


FIGURE - IV-9

Not to Scale

SCONDARY ROAD STREETSCAPE/ADJACENT EXISTING RESIDENTIAL INTERFACE

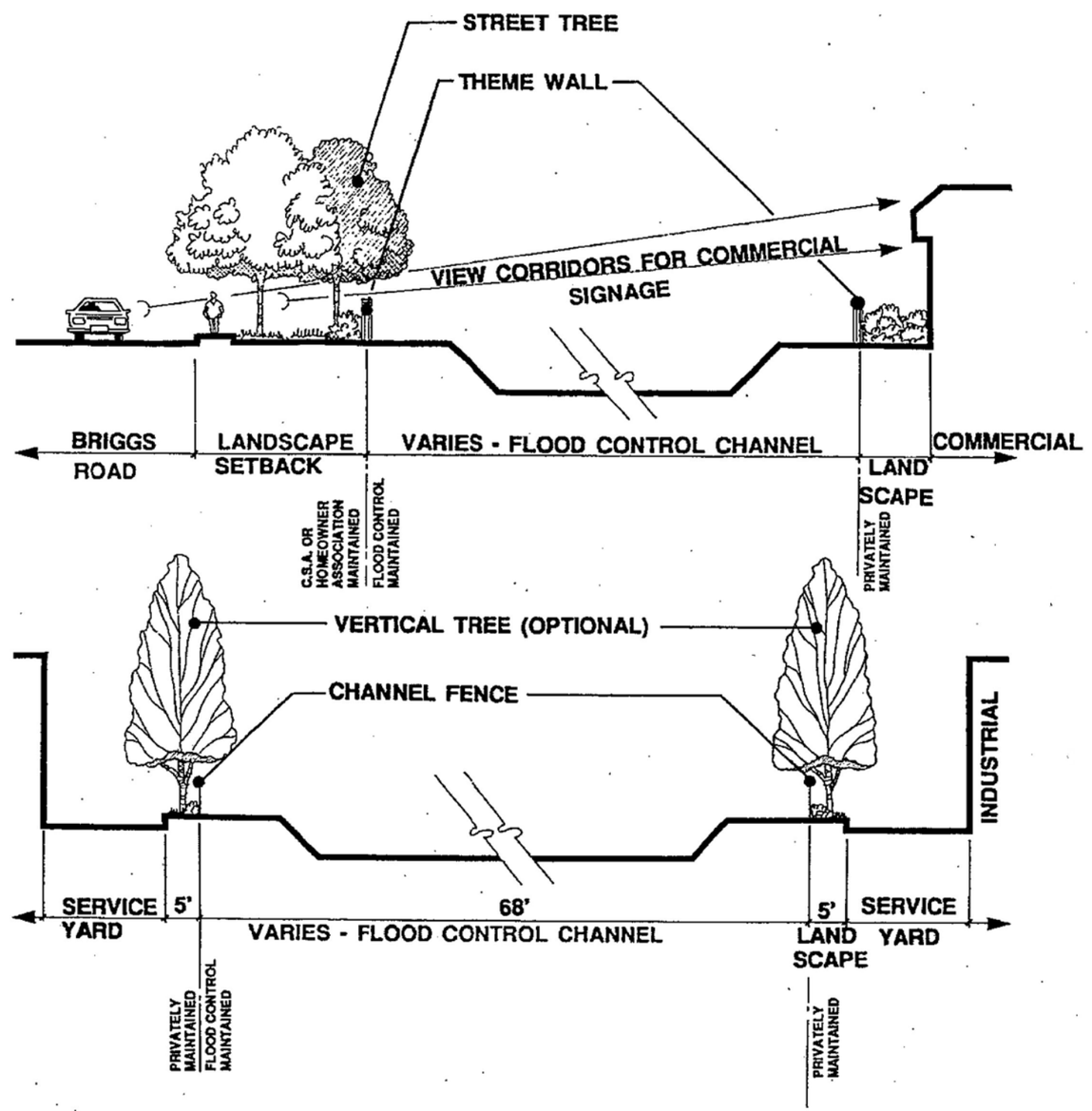


FIGURE - IV-10

Not to Scale

COMMERCIAL AND INDUSTRIAL/DRAINAGE CHANNEL INTERFACE

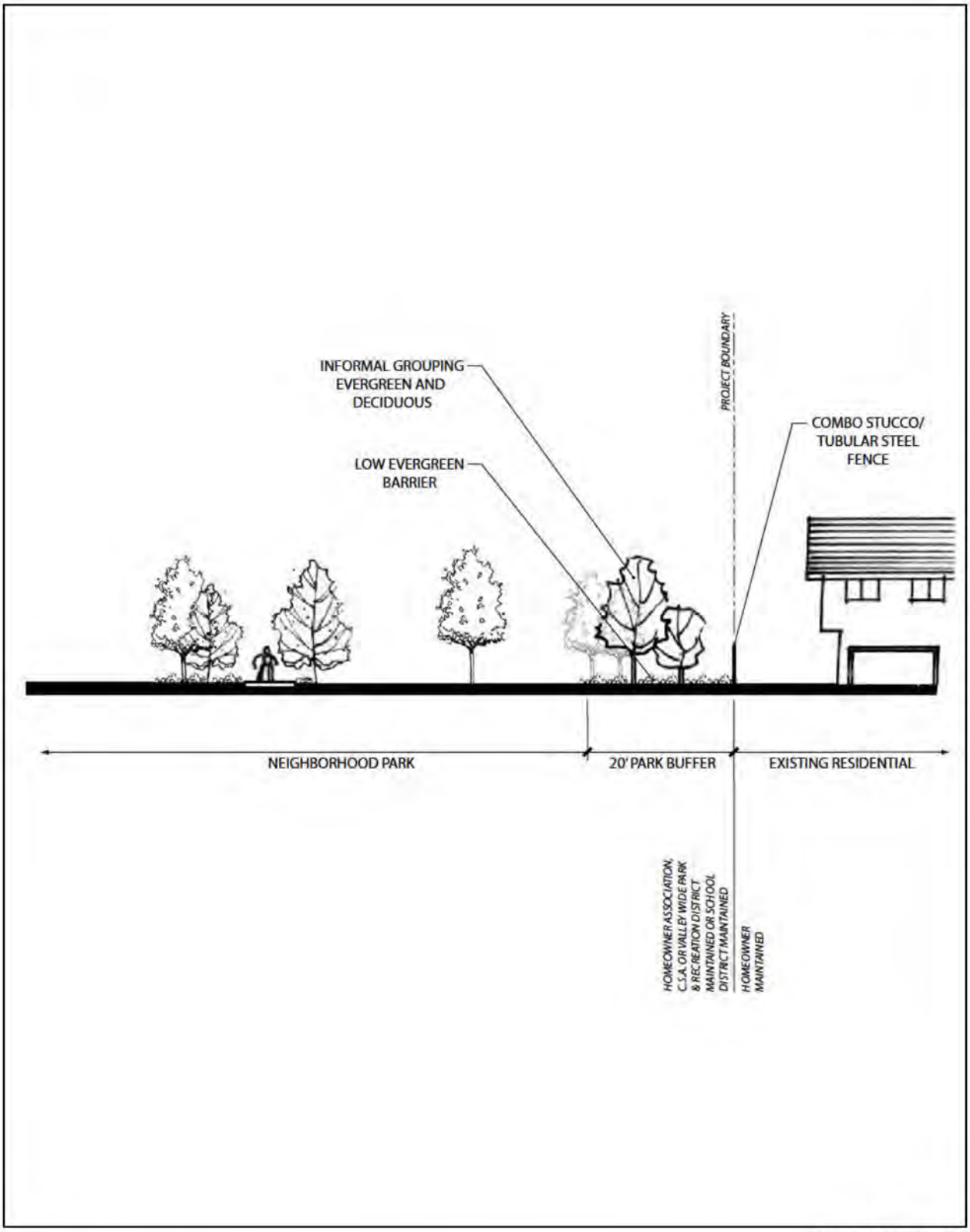
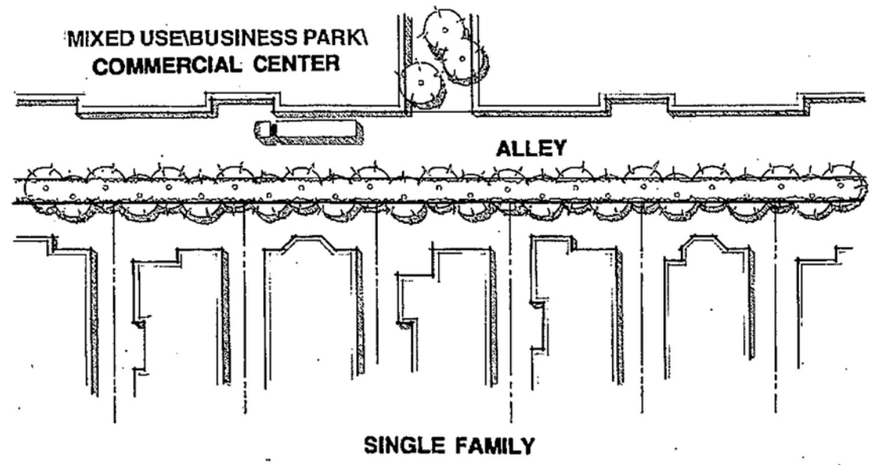


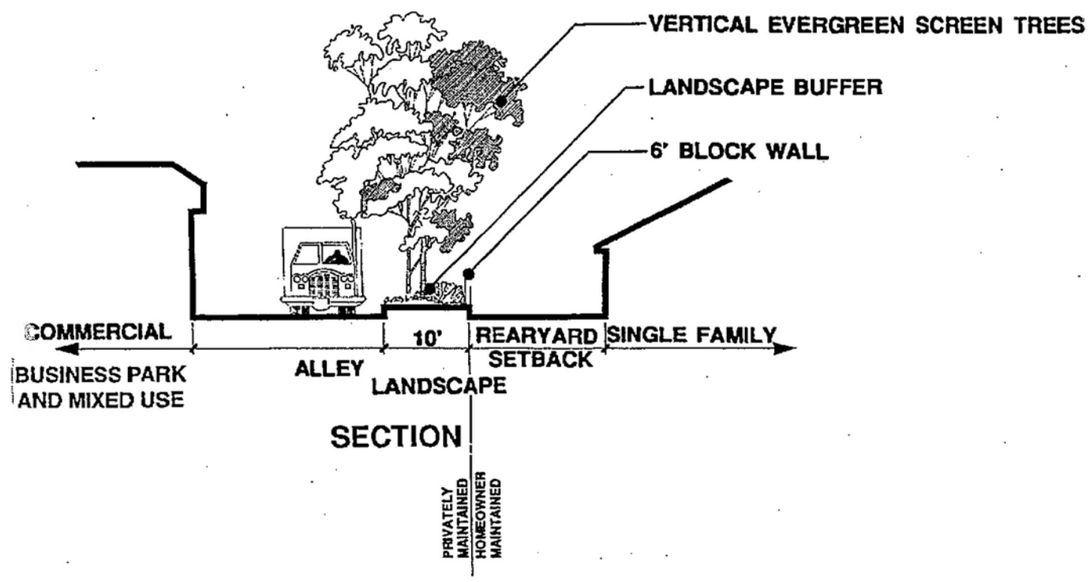
FIGURE - IV-11

Not to Scale

EXISTING RESIDENTIAL/PARK (PA 10) INTERFACE



PLAN

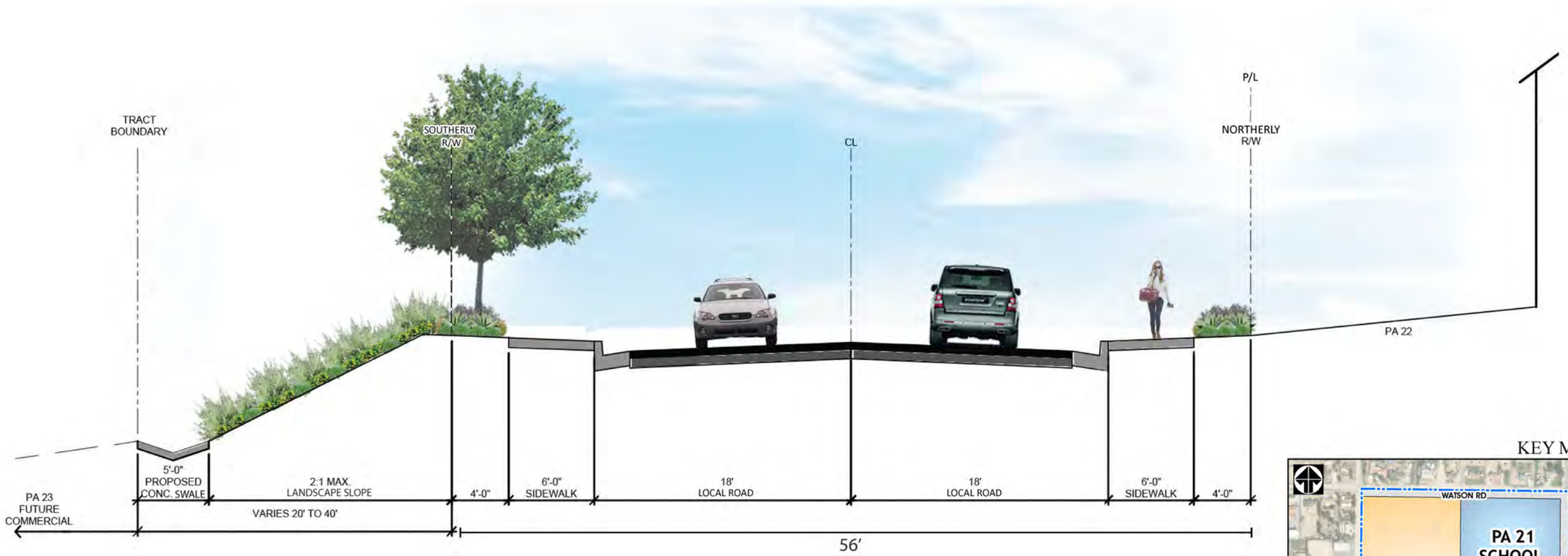


SECTION

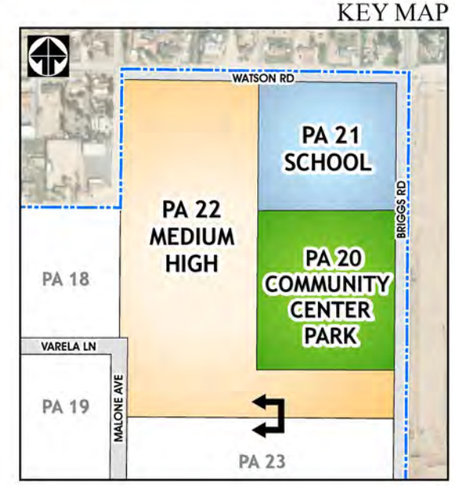
FIGURE - IV-12

Not to Scale

RESIDENTIAL/BUSINESS PARK, MIXED USE AND COMMERCIAL INTERFACE



KEY MAP

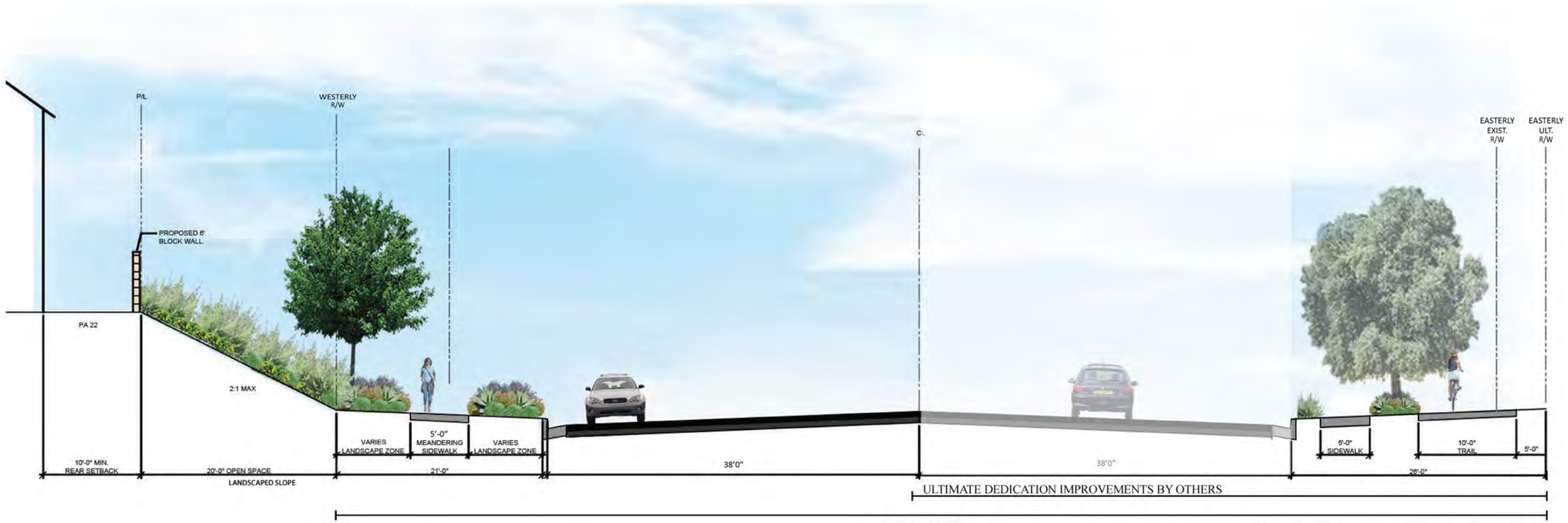


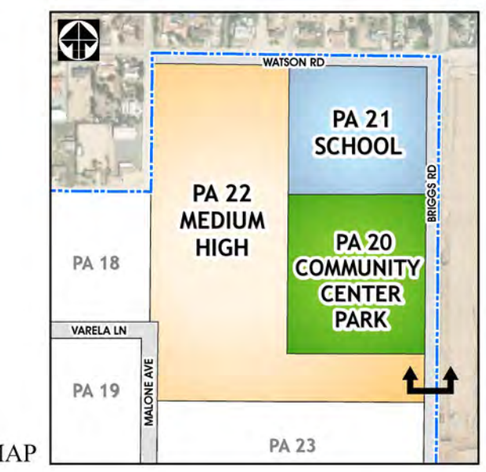
Source(s): Esri, Brightview (09-13-2021)

FIGURE - IV-13

Not to Scale

RESIDENTIAL (PA 22)/ "E" STREET/COMMERCIAL (PA 23) INTERFACE





KEY MAP

Source(s): Esri, Brightview (09-13-2021)

FIGURE - IV-14

Not to Scale

RESIDENTIAL (PA 22)/BRIGGS ROAD INTERFACE

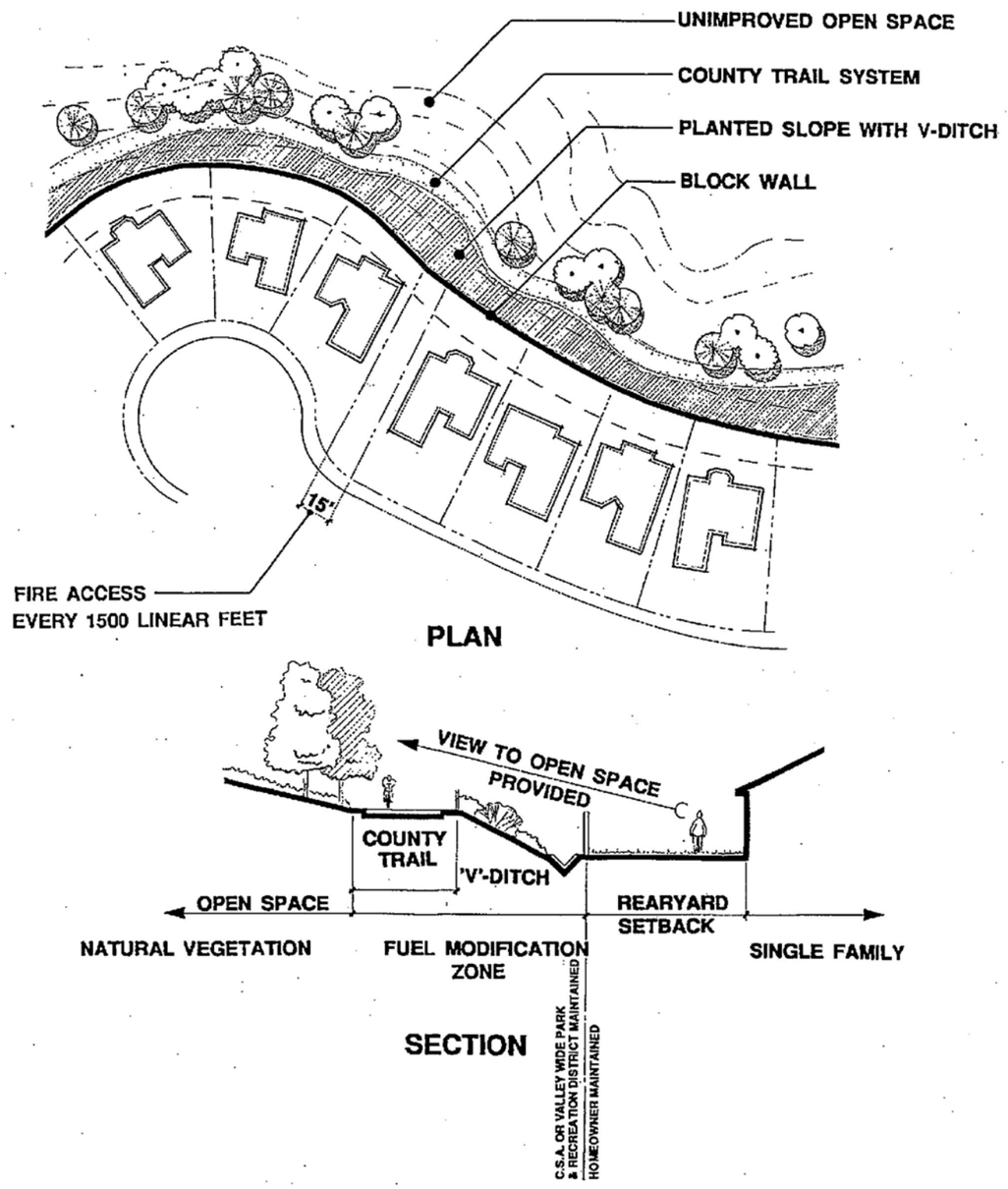


FIGURE - IV-15

Not to Scale

RESIDENTIAL/REGIONAL TRAIL/OPEN SPACE INTERFACE

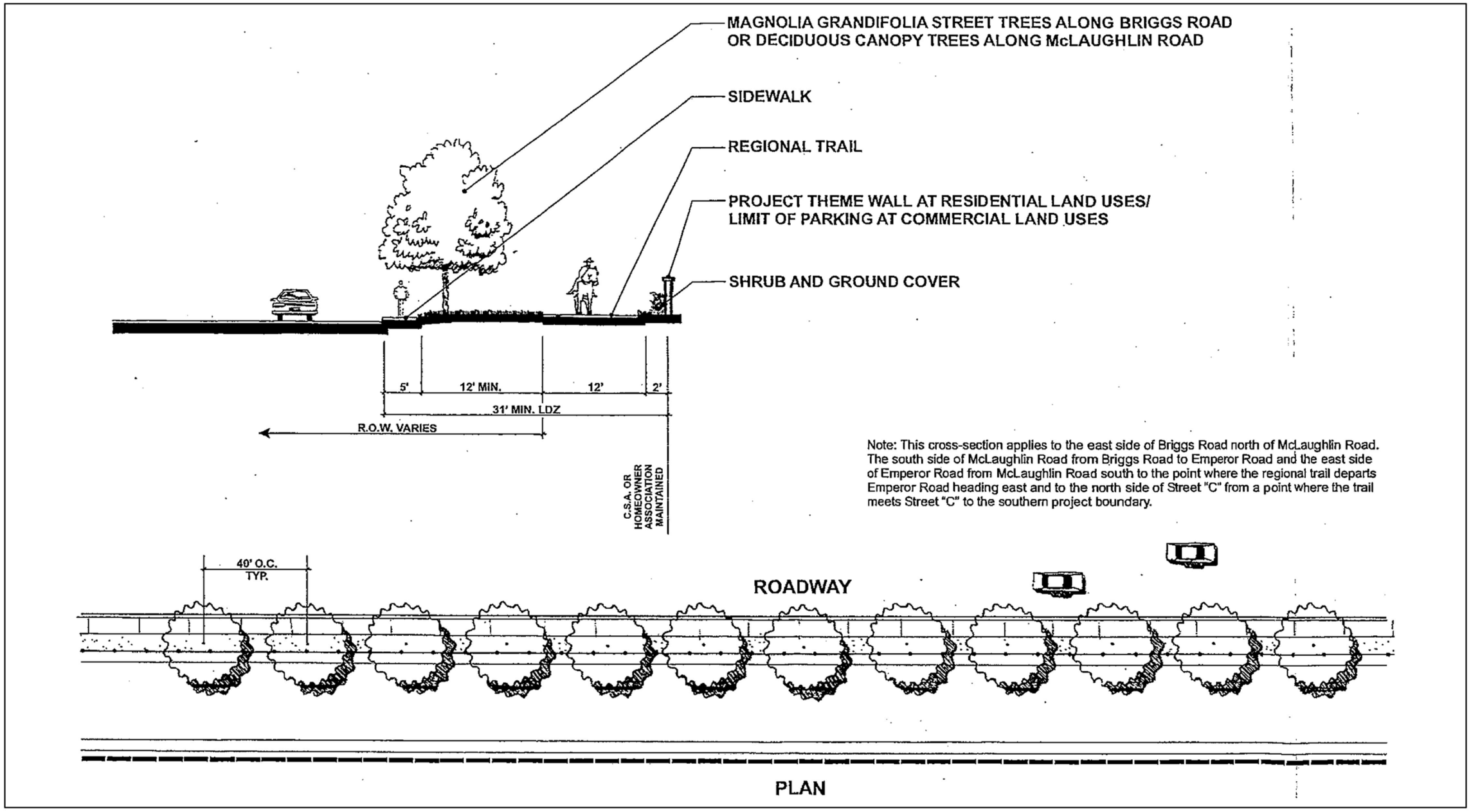
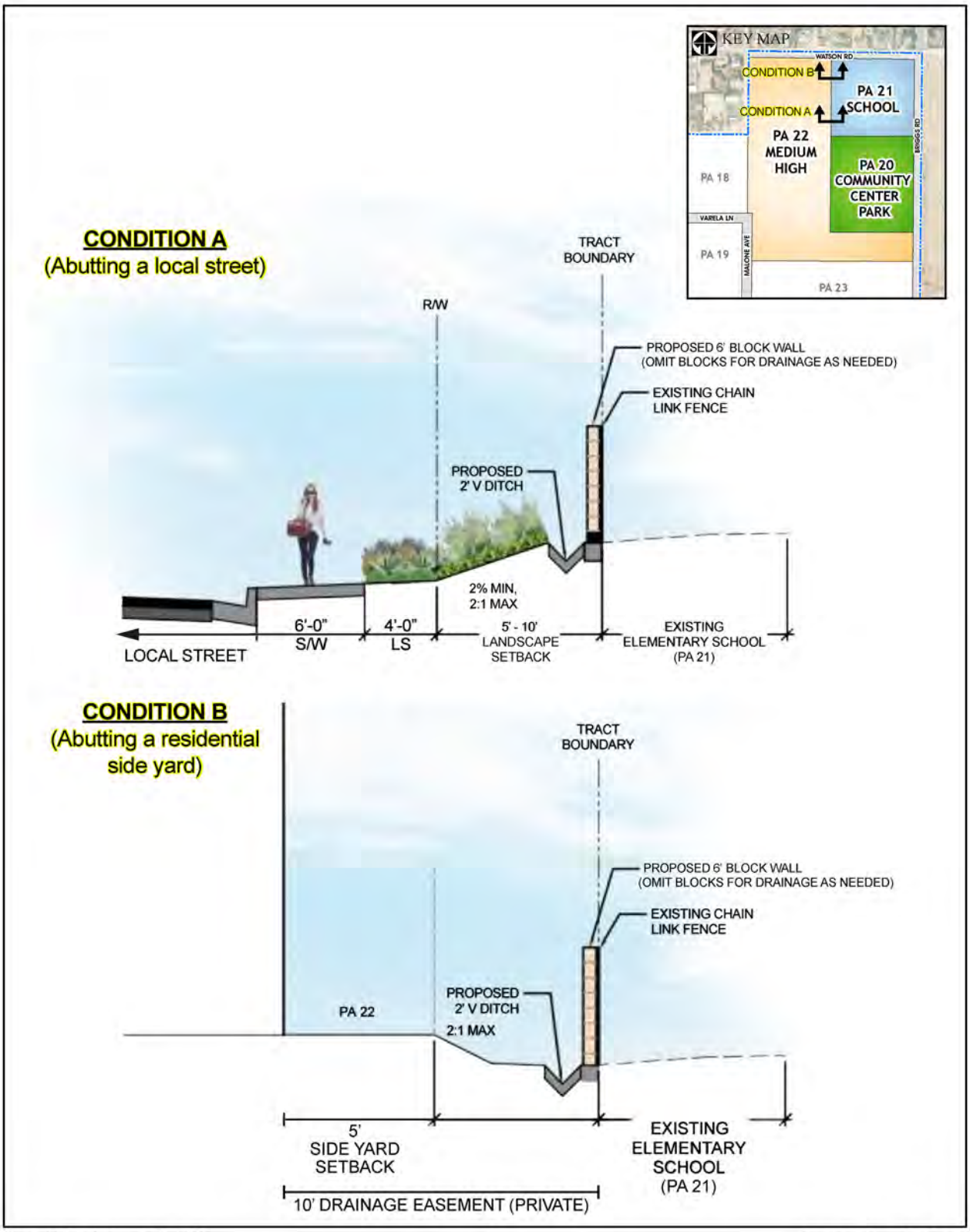


FIGURE - IV-16

Not to Scale

REGIONAL TRAIL/ROADWAY/COMMERCIAL, BUSINESS PARK, AND RESIDENTIAL INTERFACE

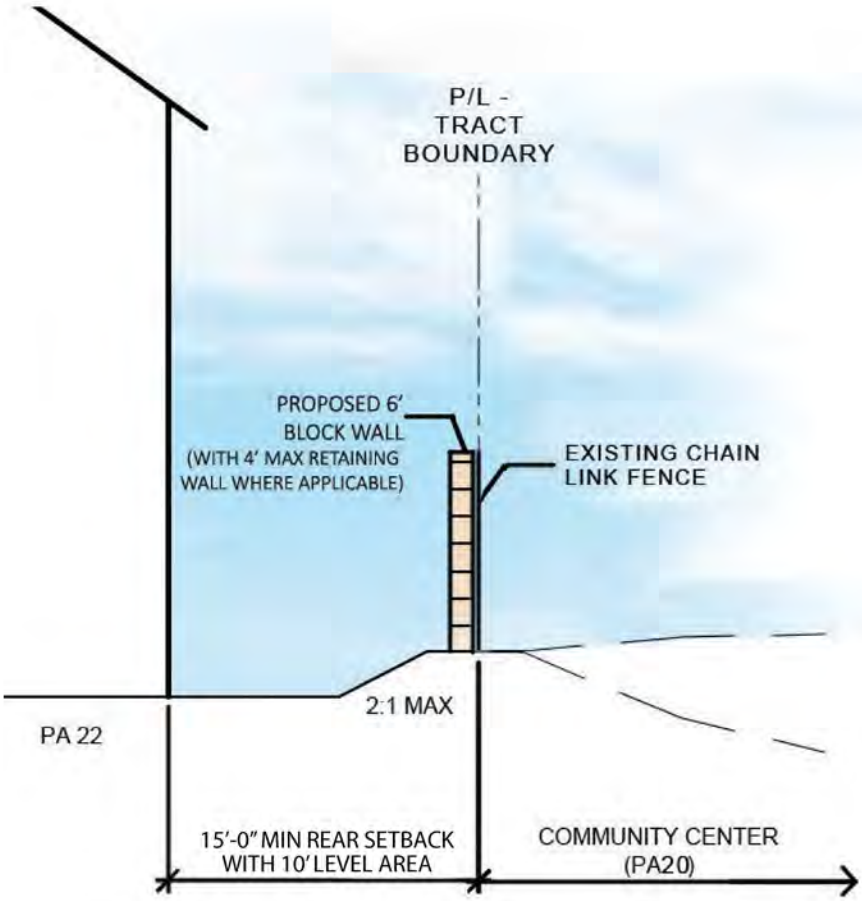


Source(s): Brightview (04-29-2022)

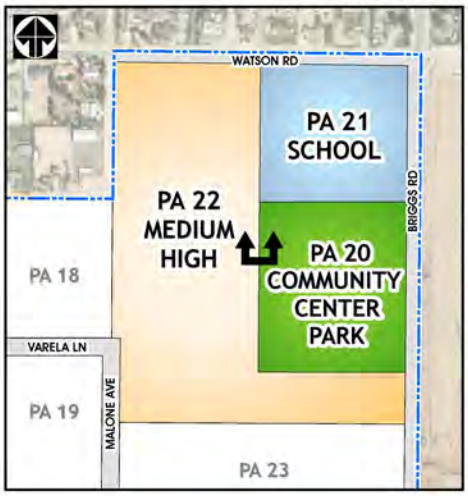
FIGURE - IV-17A

Not to Scale

RESIDENTIAL (PA 22)/SCHOOL INTERFACE



KEY MAP

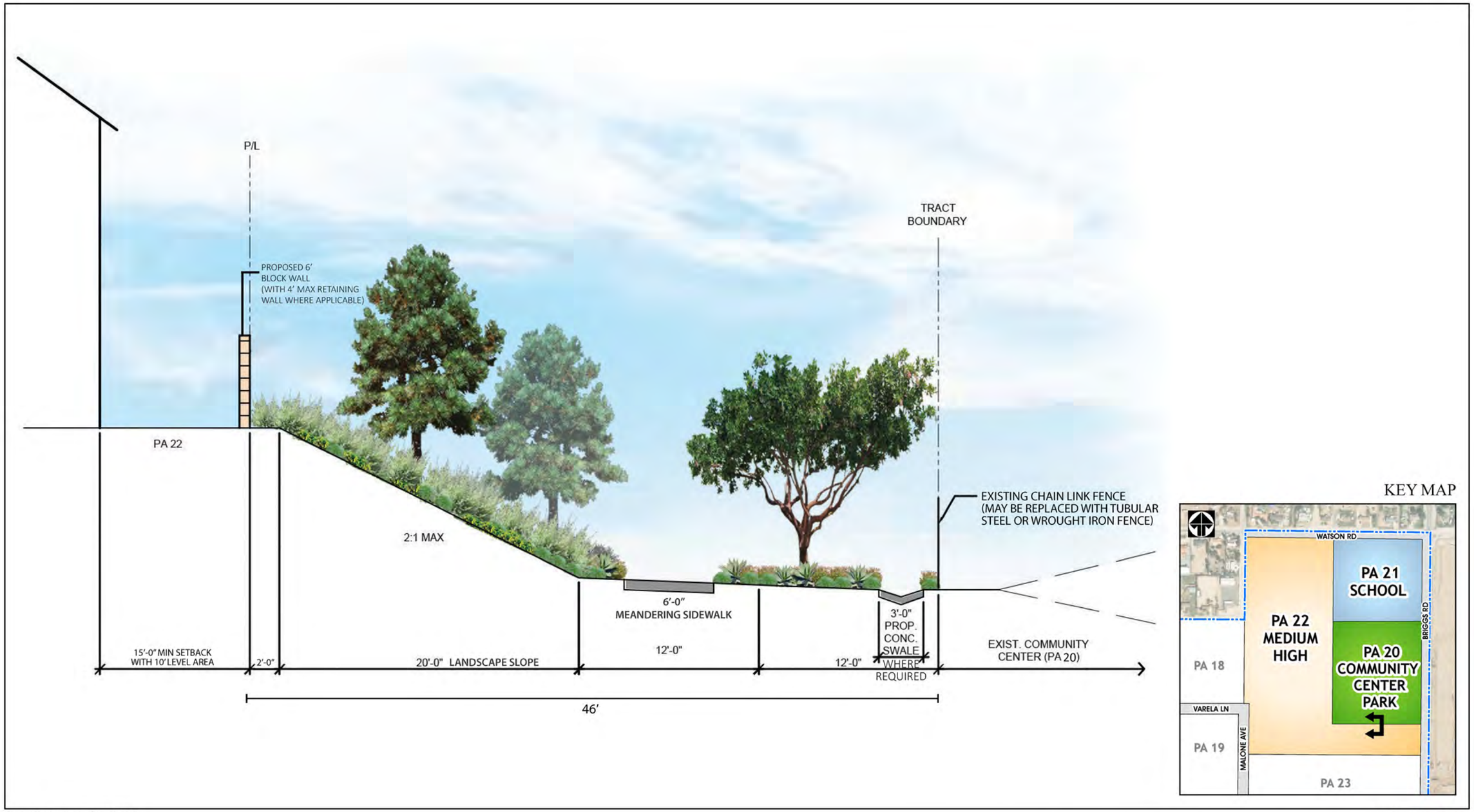


Source(s): Brightview (09-13-2021)

FIGURE - IV-17B

Not to Scale

RESIDENTIAL (PA 22)/COMMUNITY CENTER WEST INTERFACE



Source(s): Brightview (09-13-2021)

FIGURE - IV-18

Not to Scale

RESIDENTIAL (PA 22)/OPEN SPACE/COMMUNITY CENTER SOUTH INTERFACE

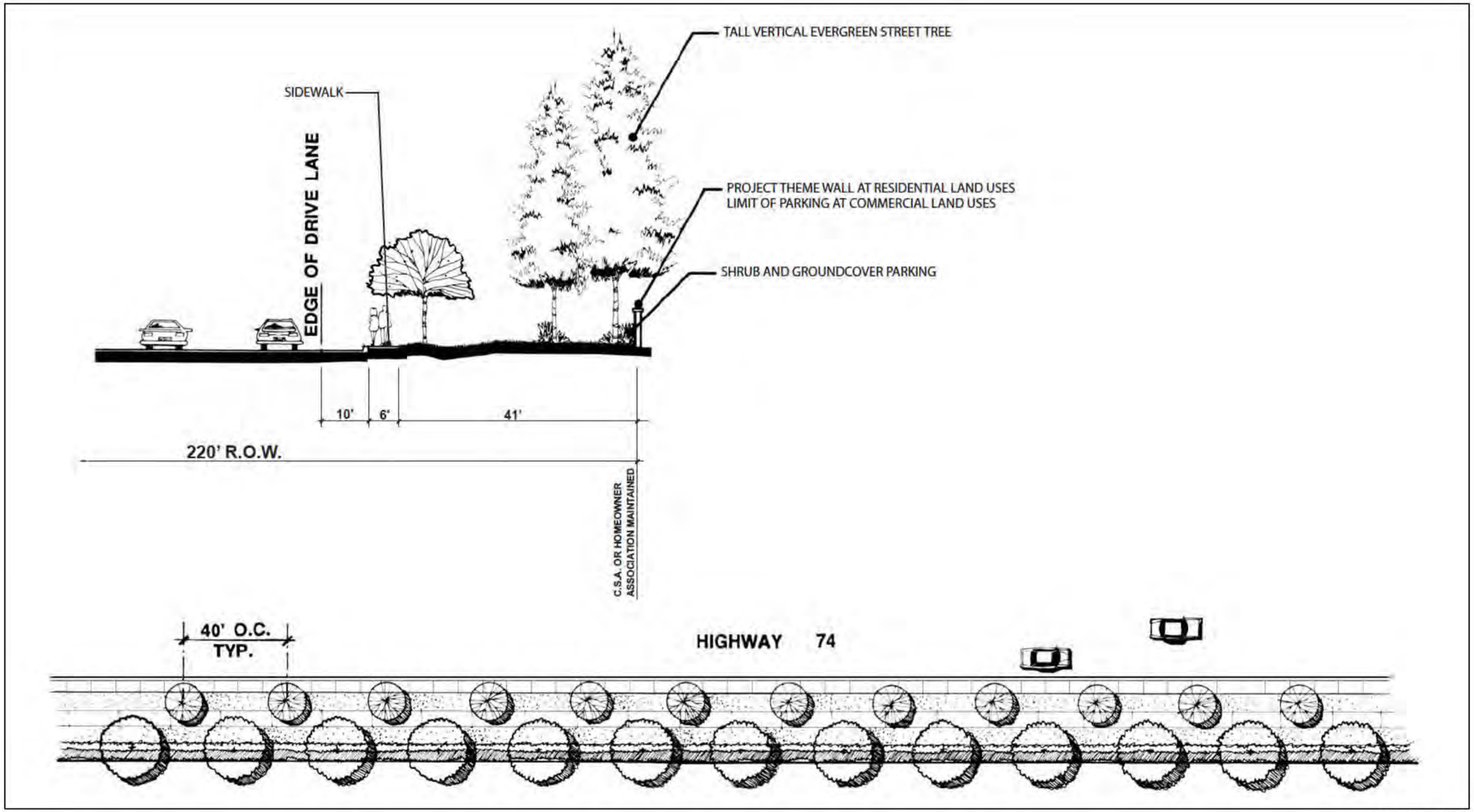


FIGURE - IV-19

Not to Scale

HIGHWAY 74/ETHANAC ROAD STREETSCAPE

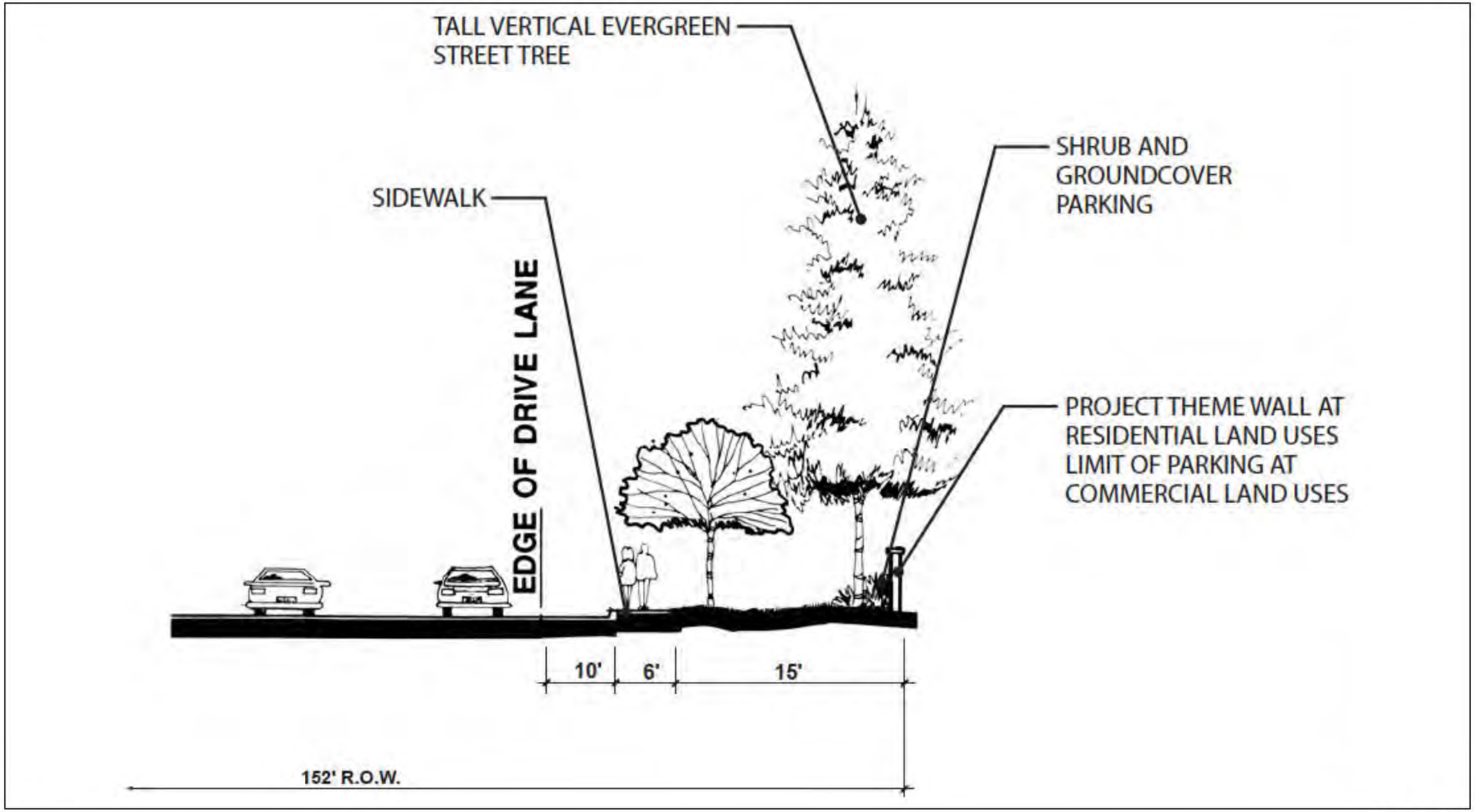
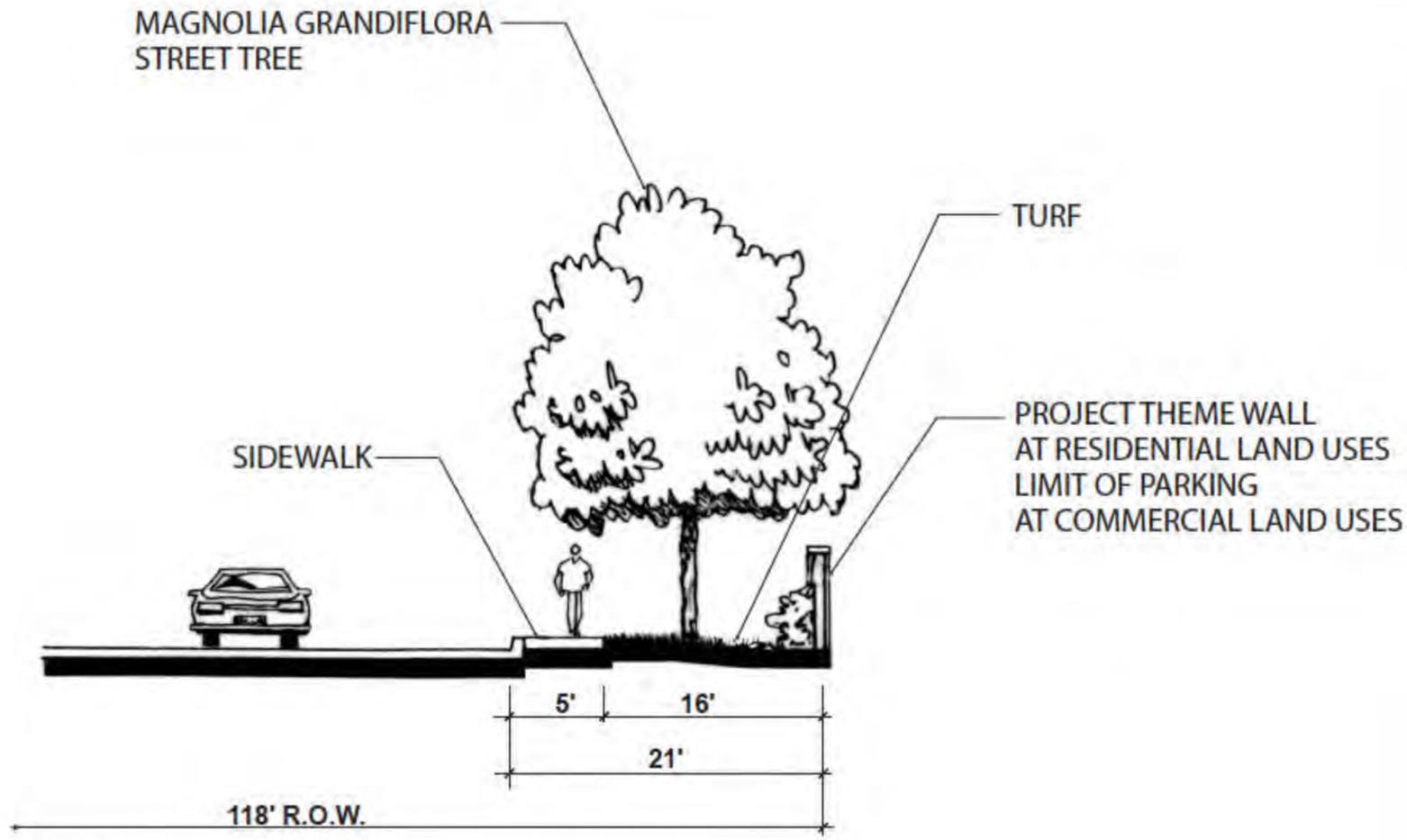


FIGURE - IV-20

Not to Scale

URBAN ARTERIAL HIGHWAY STREETSCAPE - MENIFEE ROAD

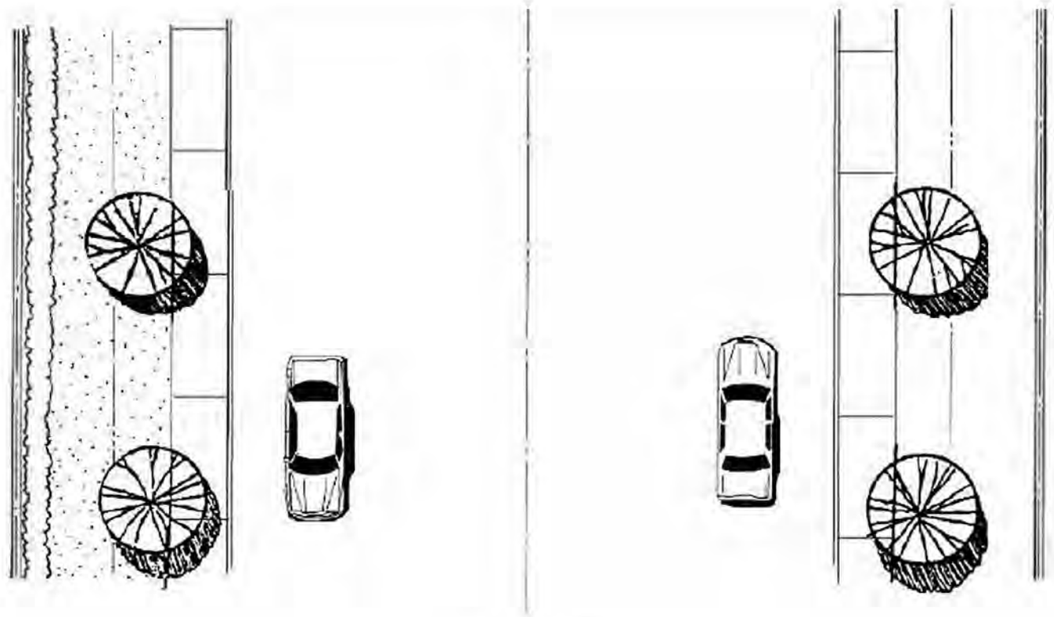


NOTE: THIS CROSS SECTION APPLIES TO:
ANTELOPE ROAD (HIGHWAY 74 TO WATSON ROAD)
BRIGGS ROAD (SOUTH PROJECT BOUNDARY TO WATSON ROAD)
SHERMAN ROAD (MCLAUGHLIN TO HIGHWAY 74/ETHANAC ROAD)

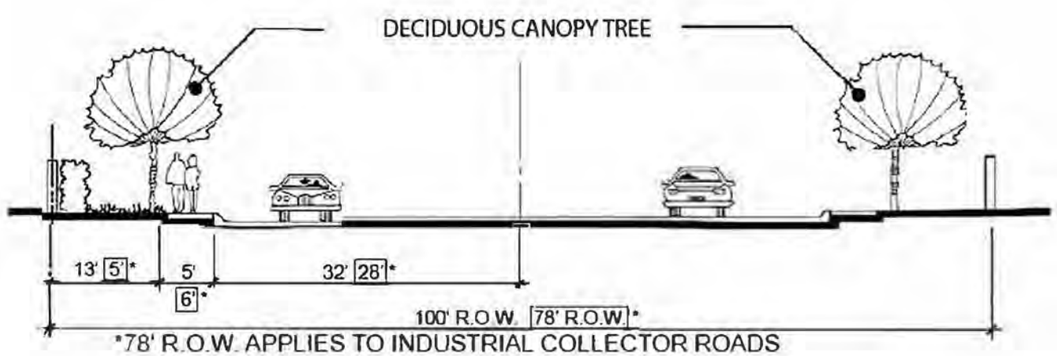
FIGURE - IV-21

Not to Scale

MAJOR HIGHWAY STREETSCAPE – ANTELOPE ROAD AND BRIGGS ROAD



PLAN



SECTION

SECONDARY

WATSON ROAD (ANTELOPE ROAD TO MENIFEE ROAD AND EASTERN BOUNDARY OF PLANNING AREA 22 TO BRIGGS ROAD)
MCLAUGHLIN ROAD (DAWSON ROAD TO ANTELOPE ROAD)
ANTELOPE ROAD (MCLAUGHLIN ROAD TO HIGHWAY 74)
MALAGA ROAD (HIGHWAY 74 TO VARELA LANE)

NOTE: THE CROSS SECTION APPLIES TO:

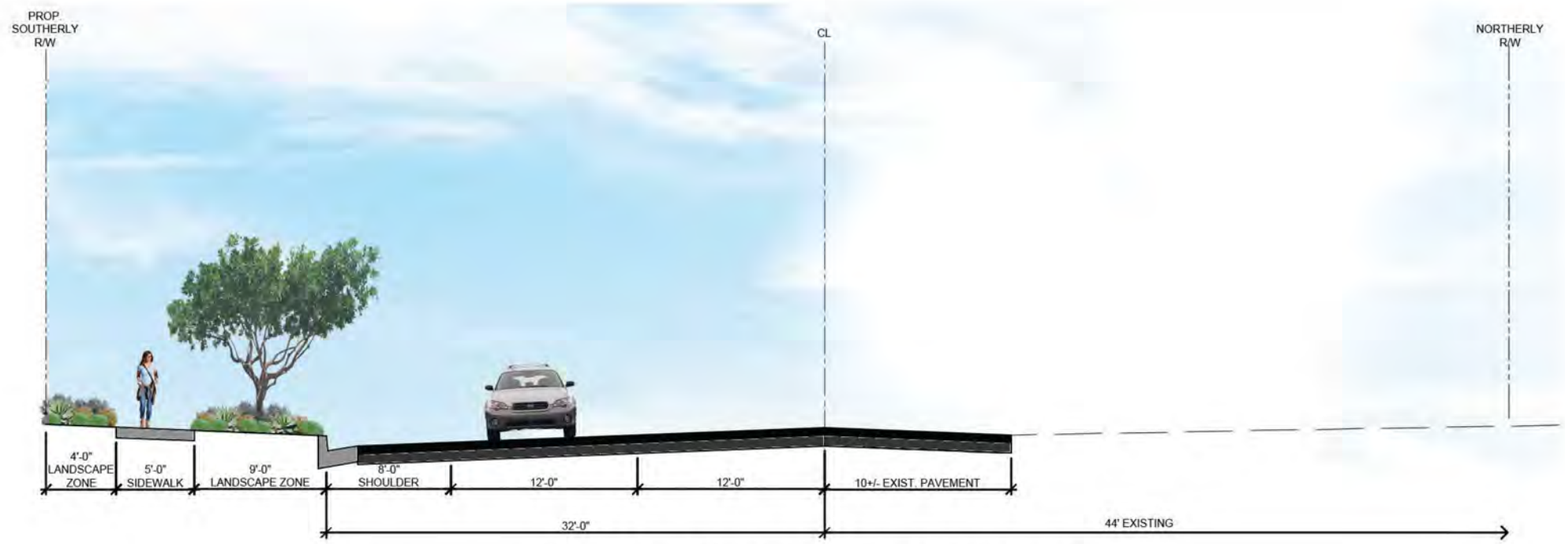
INDUSTRIAL COLLECTOR

VARELA LANE AND MCKINLEY ROAD
PALOMAR ROAD (HIGHWAY 74 TO NORTH BOUNDARY OF PLANNING AREA 11
JUNIPERO ROAD (NORTH OF HIGHWAY 74, EXCEPT ALON G THE EASTERN BOUNDARY OF PLANNING AREA 9)
MALONE AVENUE (HIGHWAY 74 TO SOUTHERN BOUNDARY OF PLANNING AREA 22)

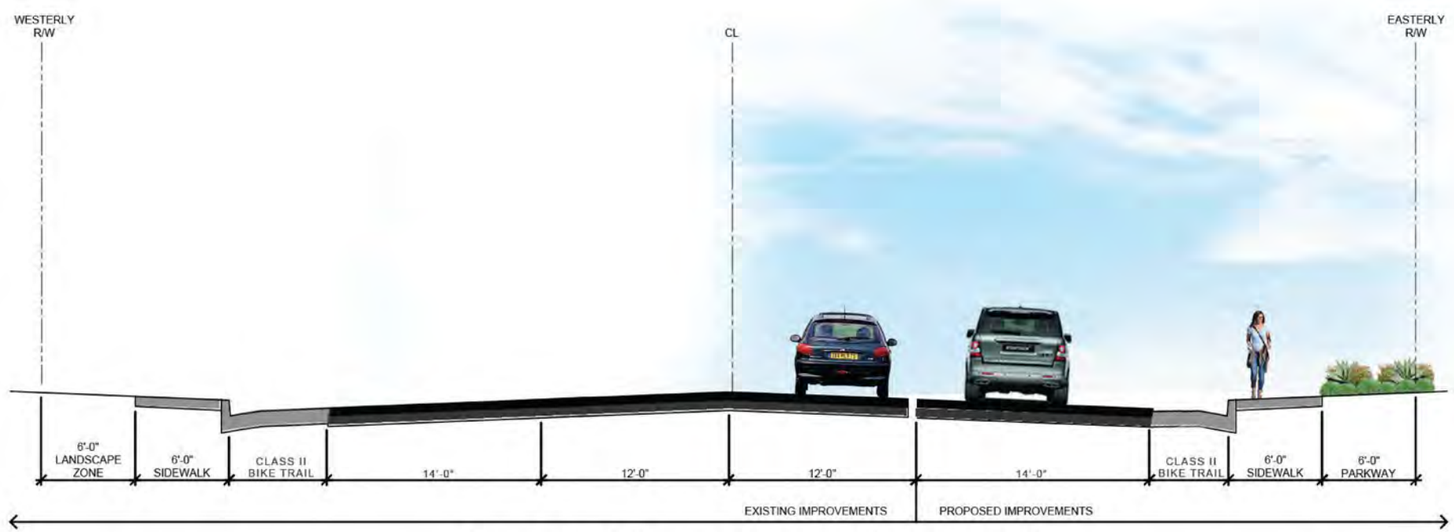
FIGURE - IV-22

Not to Scale

TYPICAL SECONDARY AND INDUSTRIAL COLLECTOR STREETSCAPE



Watson Road, Northern Boundary of Planning Area 22



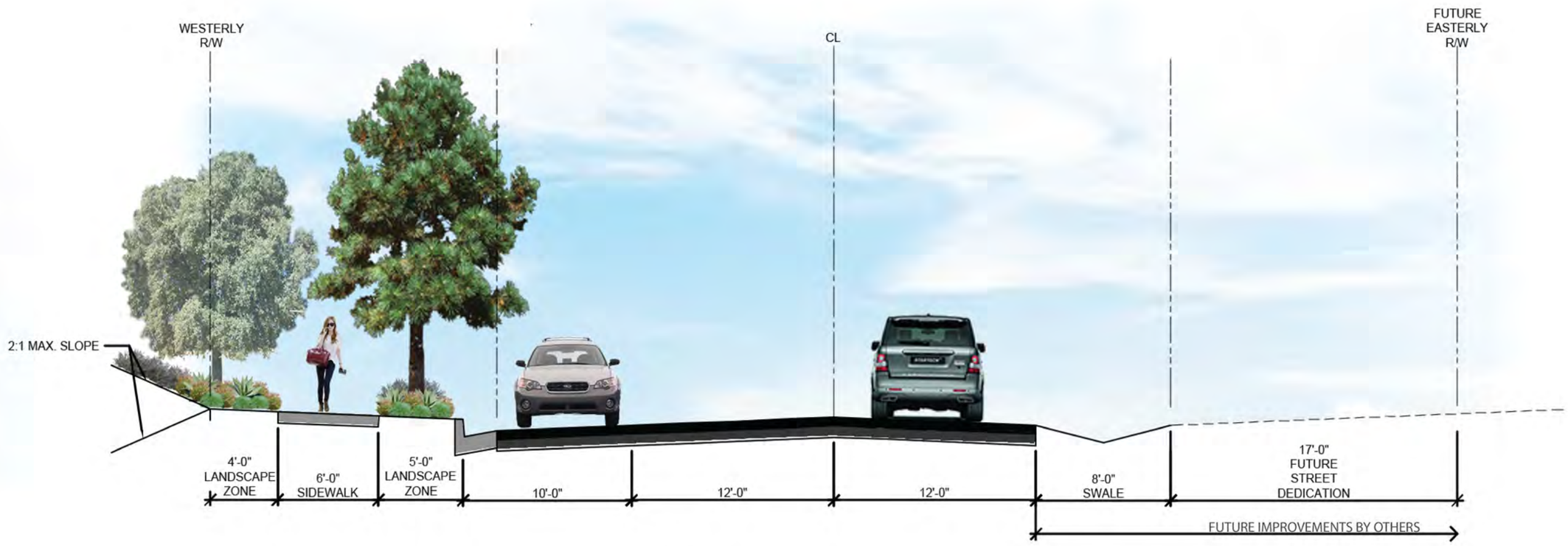
Palomar Road, Western Boundary of Planning Area 9

Source(s): Brightveiw (09-07-2021), Brightview (09-13-2021)

FIGURE - IV-23

Not to Scale

MODIFIED SECONDARY HIGHWAY STREETSCAPE - PALOMAR ROAD (PA 9) AND WATSON ROAD (PA 22)



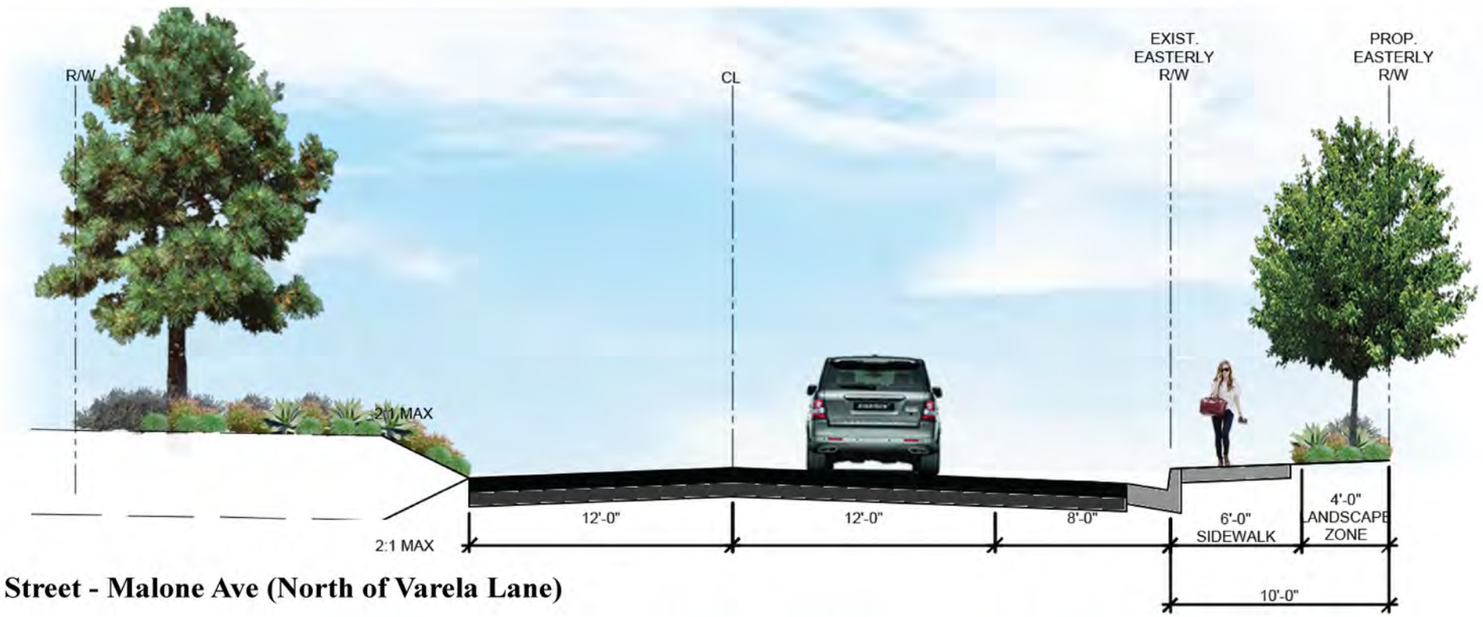
Junipero Road, Eastern Boundary of Planning Area 9

Source(s): Brightview (09-13-2021)

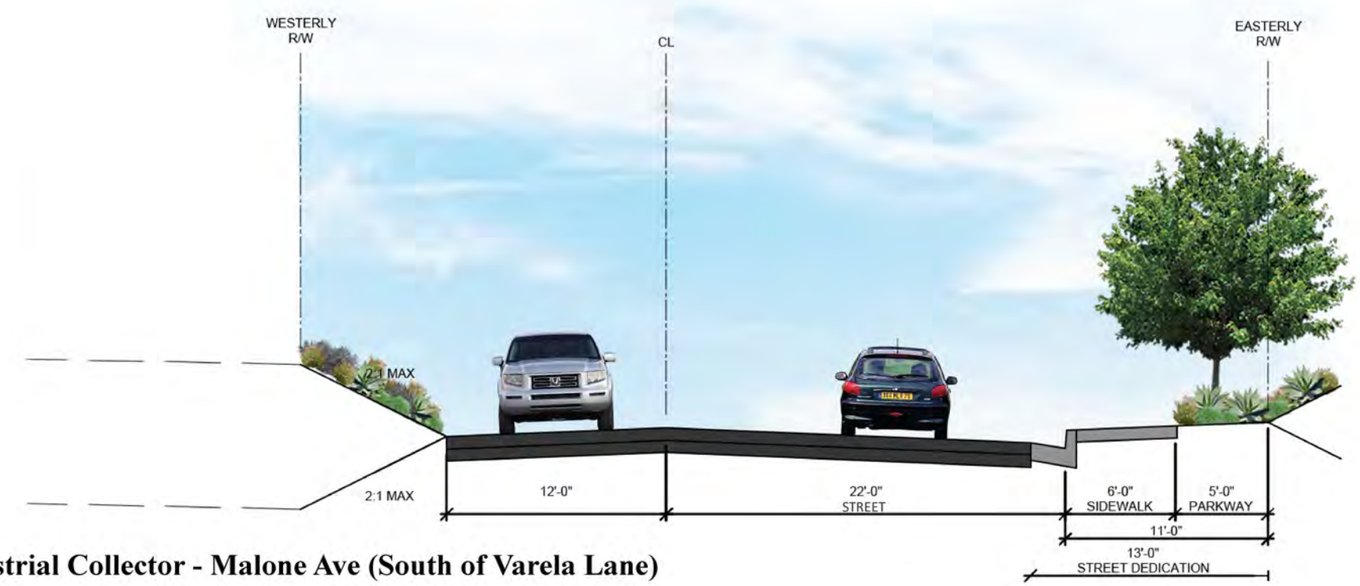
FIGURE - IV-24

Not to Scale

COLLECTOR STREET STREETSCAPE - JUNIPERO ROAD (PA 9)



Local Street - Malone Ave (North of Varela Lane)



Modified Industrial Collector - Malone Ave (South of Varela Lane)

Source(s): Brightview (09-07-2021), Brightview (09-13-2021)

FIGURE - IV-25

Not to Scale

LOCAL ROAD/INDUSTRIAL COLLECTOR STREETSCAPE - MALONE AVENUE (PA 22)

FIGURE - IV-26

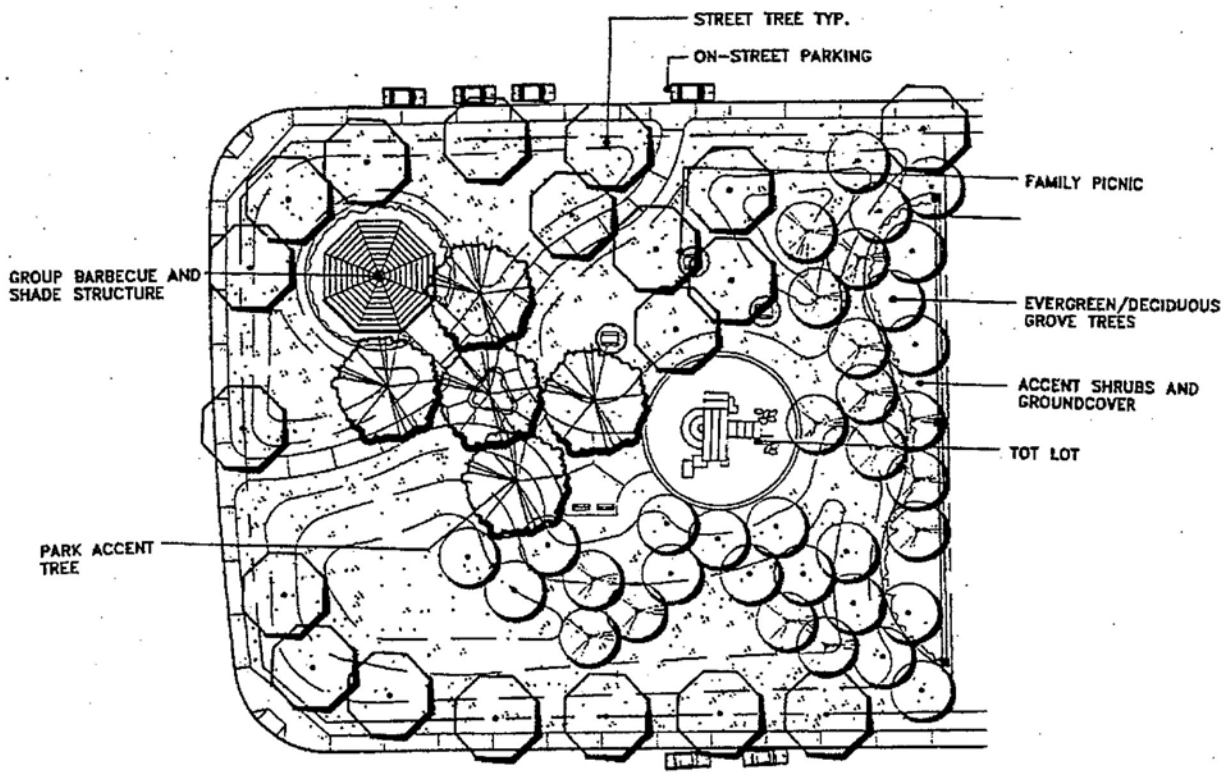
Not to Scale

COMMUNITY PARK/CENTER SITE PLAN CONCEPT (PA 20)

FIGURE - IV-27

Not to Scale

COMMUNITY PARK SITE PLAN CONCEPT (PA 10)

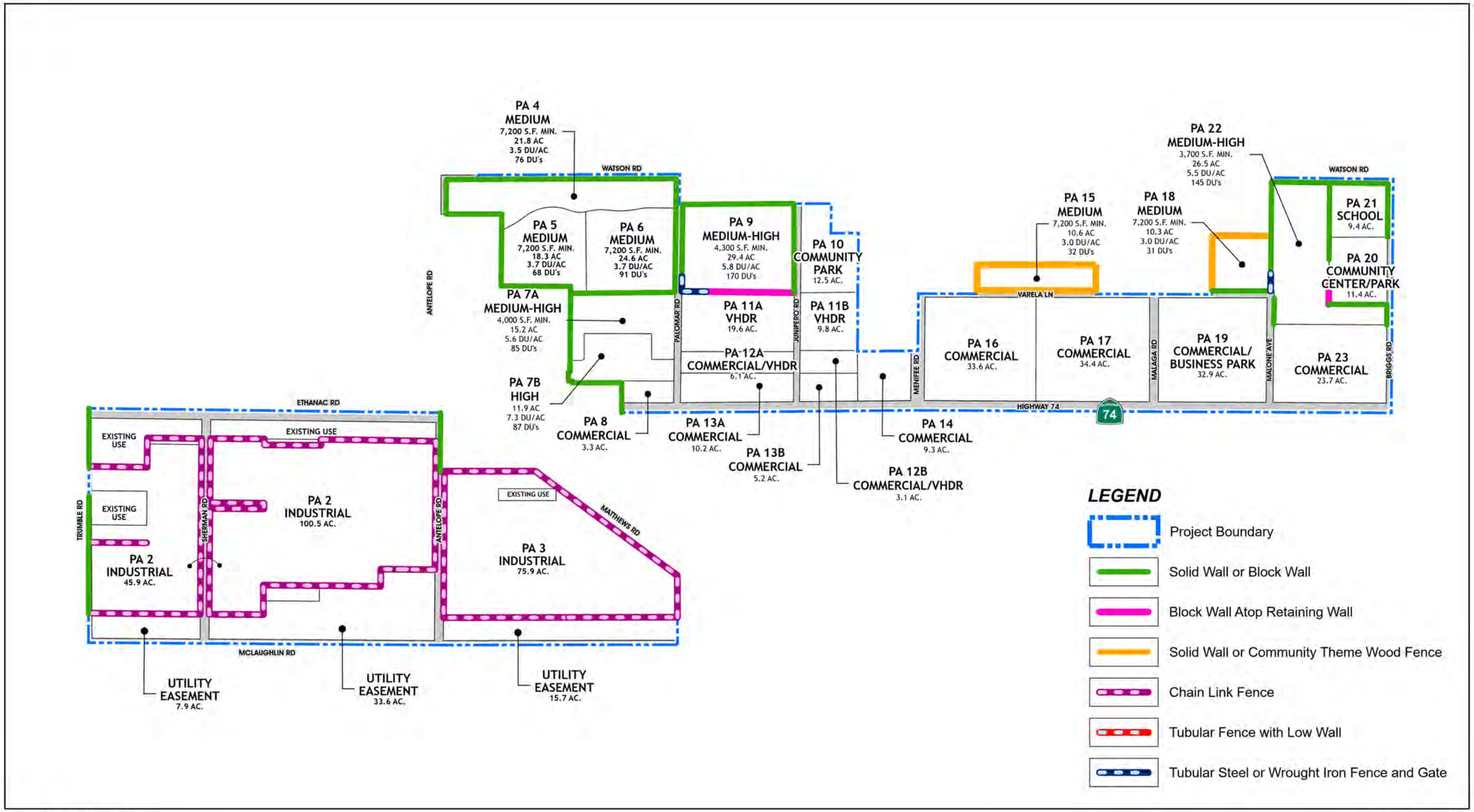


Note:
This site plan is conceptual and not necessarily acurate with regard to programming and/or layout.

FIGURE - IV-28

Not to Scale

TYPICAL MINI-PARK

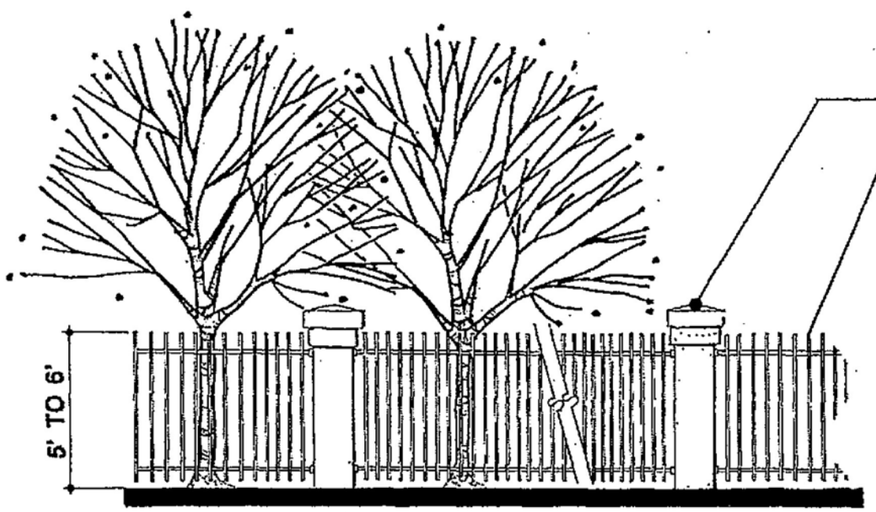


Source(s): Esri, RCTLMA (2024)

0 275 550 1,100 Feet

FIGURE - IV-29

COMMUNITY WALLS AND FENCING PLAN

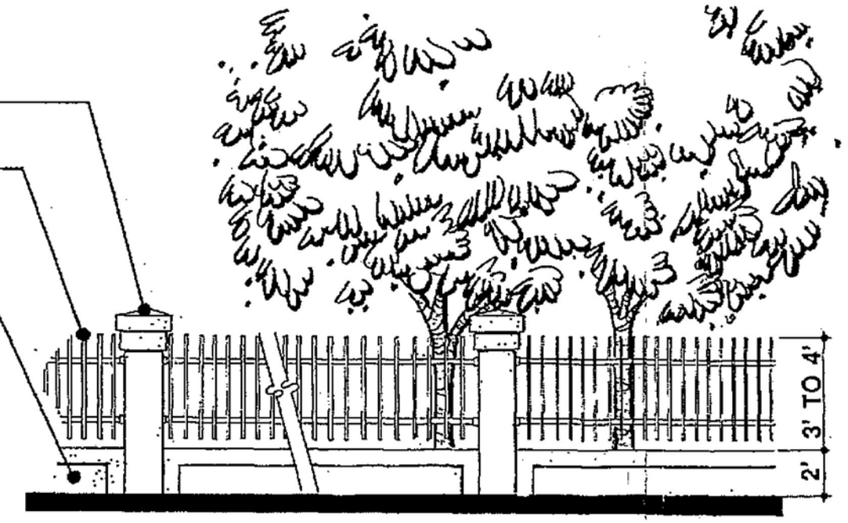


COMMUNITY THEME TUBULAR STEEL FENCE

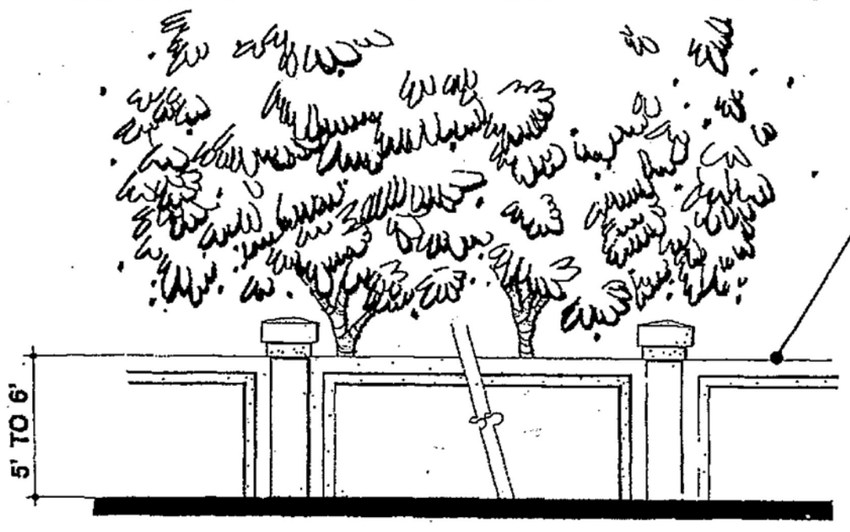
STUCCO PILASTER

TUBULAR STEEL FENCE

LOW STUCCO WALL



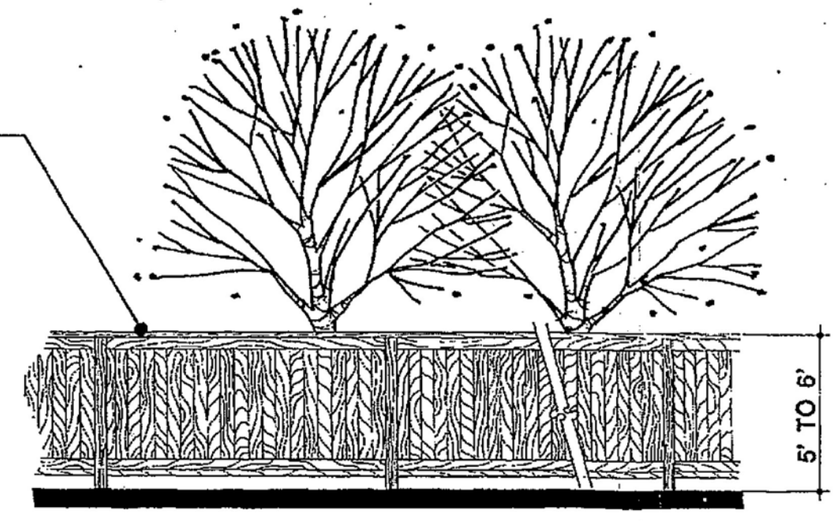
COMMUNITY THEME TUBULAR FENCE WITH LOW WALL



COMMUNITY THEME SOLID WALL

WOOD FENCE

STUCCO WALL

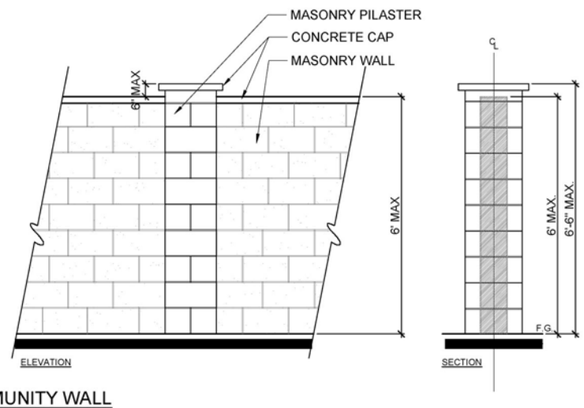


COMMUNITY THEME WOOD FENCE

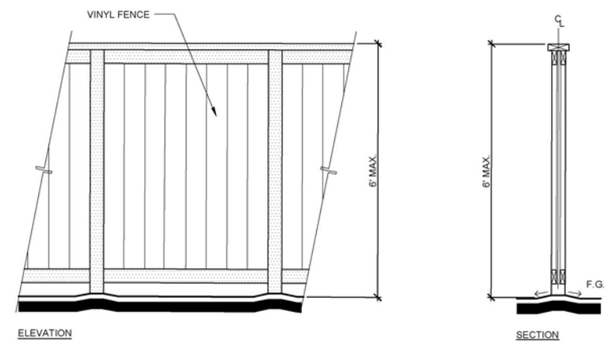
FIGURE - IV-30

Not to Scale

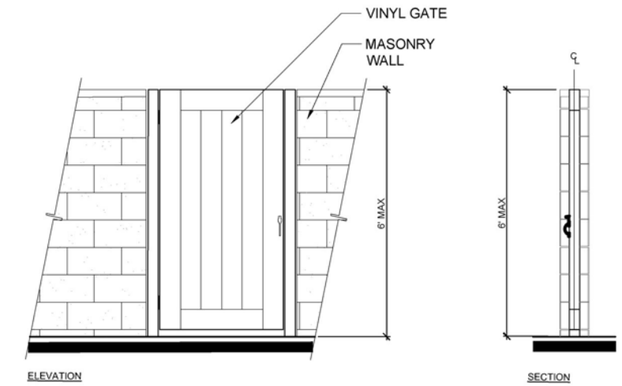
COMMUNITY WALLS AND FENCING DETAILS



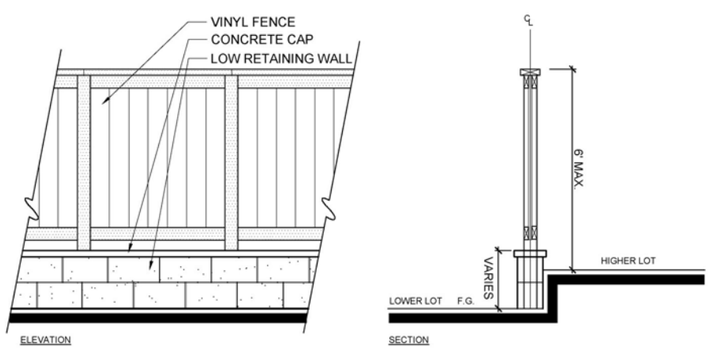
CMU COMMUNITY WALL



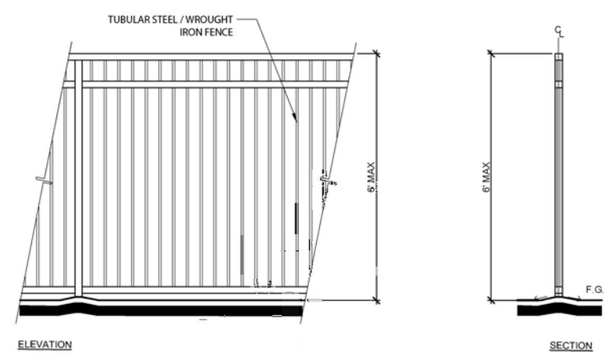
VINYL PRIVACY FENCE



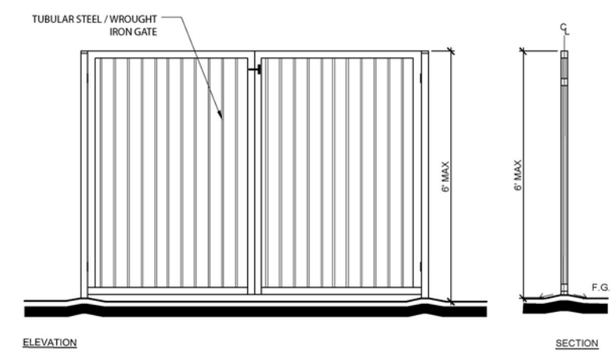
VINYL PRIVACY GATE



VINYL PRIVACY FENCE ATOP RETAINING WALL



TUBULAR STEEL / WROUGHT IRON FENCE



TUBULAR STEEL / WROUGHT IRON GATE

Source(s): Brightview (09-07-2021)

FIGURE - IV-31

Not to Scale

COMMUNITY WALLS AND FENCING DETAILS (PLANNING AREAS 9 AND 22)

E. ARCHITECTURAL GUIDELINES

The architectural theme of *MENIFEE NORTH* is one of "oasis" and "comfortable shelter". The desire to reinforce the impression of coolness and a relaxed, country club atmosphere has led to a series of architectural ideas which have been deemed appropriate for dealing with the environment. The weather at *MENIFEE NORTH* is a result of the basically arid climate located in the City of Menifee. The summers are dry and hot, with temperatures frequently reaching 95± degrees. The high land elevation and dry climate cause a strong temperature swing downward once the sun sets, cooling the land masses and buildings. The winters can offer brisk winds and temperatures, making the warmth of a cozy hearth all that much more desirable. The buildings at *MENIFEE NORTH*, both residential and non-residential, will have to be flexible enough to cope with both the need to be cool, breezy, and open in the summer, and solid, warm, and stout in the winter.

Instead of transplanting a specific style to *MENIFEE NORTH* and attempting to define the community theme as a series of clichés, we have chosen instead to define the architecture as "appropriate". The word "appropriate" is further codified by a series of desirable details. The incorporation of these details into the fabric of each individual community will allow these communities to form their own identities and yet let them be recognized as part of the larger community.

The design elements for *MENIFEE NORTH* that will help form its distinctive character are:

- Simple, natural appearing materials.
- Soft, warm colors
- Horizontal massing emphasis.
- Integration of indoors and outdoors.
- Cool, protected entries.
- Private patios, protected courtyards.
- Roofs with low pitches, wide overhangs.
- Windows which are grouped and shaded.
- Entry doors with a solid appearance.
- Garage doors with setbacks and appropriate solidity.
- Summer porches and verandas.
- Covered, shaded balconies and decks.
- Loggias for shade and rain protection.
- Chimneys of stone, brick, or stucco to express their mass.
- Gutters and downspouts incorporated into the design, not added on.

Design elements to avoid at *MENIFEE NORTH* are:

- Dark, moody colors or bright, flashy colors.
- Box-like architecture without detail or articulation.
- High pitched (steep) roofs.
- Silver window and door frames.
- Monotonous garage door elevations.
- Vertical massing.
- Flat, unarticulated entries.
- Exposed metal chimneys.
- Exposed mechanical equipment.

It is the intent of these guidelines to establish a consistent architectural expression in the character of *MENIFEE NORTH*. The illustrations shown below are conceptual in nature and are only intended to depict concepts, not actual design. Finalized floor plans and elevations will be determined at a later stage of development.

TYPICAL FRONT ELEVATION

TYPICAL FRONT ELEVATION

1. MATERIALS

The choice of materials is not highly limited at *MENIFEE NORTH*. Their use in appropriate locations and in realistic ways, however, is paramount. The need for all buildings to appear as through they spring from the earth is a demanding task for freshly built, modern structures. Judicious use and mixtures of materials will help the designer succeed in this effort. Because of the rural/desert nature of the project, shiny or flashing materials may be inappropriate. Also, the use of numerous different materials on one structure will tend to clutter the design. It is intended that the buildings at *MENIFEE NORTH* reflect a design idea that uses the materials as a way to express craftsmanship rather than a celebration of the material itself. Simplicity (not to be confused with plainness) will present very well, if the materials are used appropriately and consistently.

2. COLOR PALETTE

Colors at *MENIFEE NORTH* should be "calm" to reinforce the architectural theme of "oasis". Hot, vibrant colors with large amounts of chroma should be avoided, especially when considering large surfaces. The main body of the building should be colored soft enough to appear cool, but not dark and dreary or muddy. Pastels can be used, if they are subtle. Trim color should contrast with the body color enough to provide an accent.

3. BUILDING MASSING

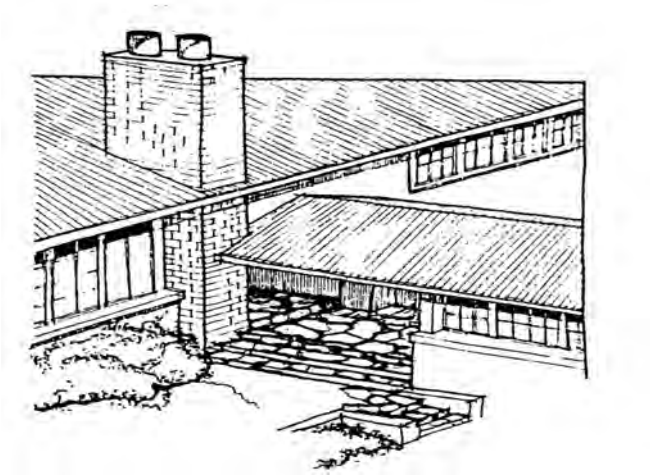
The emphasis at *MENIFEE NORTH*, in the context of building massing, is on the horizontal line. Building elements which accentuate the horizontal are encouraged, including eave lines, balconies and rails, fenestration patterns, walls and trim lines.

When planning two-story structures, setbacks of enough dimension between one story and that immediately below it are encouraged to disassociate the two vertical planes. Use of roof elements, dressage, and other overhead structures to provide a horizontal break in vertical planes are also encouraged. On small lots, where the narrow frontage may prevent steps on the sides of the units, a front to back break in elevation, as well as varied setbacks along the street, are encouraged.

On commercial projects, loggias, stairways, balconies and walkways are encouraged to provide visual interest as well as to provide pedestrian spaces. Creating elevations that do not vary in plan should be avoided. The transitions from parking areas to the commercial buildings should be logical and shaded if at all possible.

4. ENTRIES

The perception a person receives visually and emotionally from a house or building can set the whole tone for a visit to the space beyond. The creation of a feeling of protection, invitation, and openness all at the same time will allow the appropriate balance to exist between privacy and accessibility. Entries should be protected from the direct impact of the elements, but should not be so squeezed or constricted as to feel uninviting or claustrophobic.

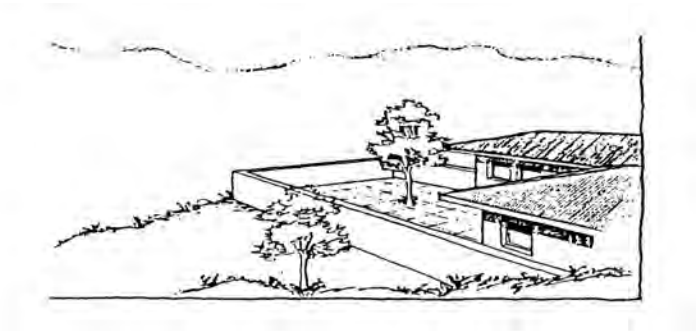


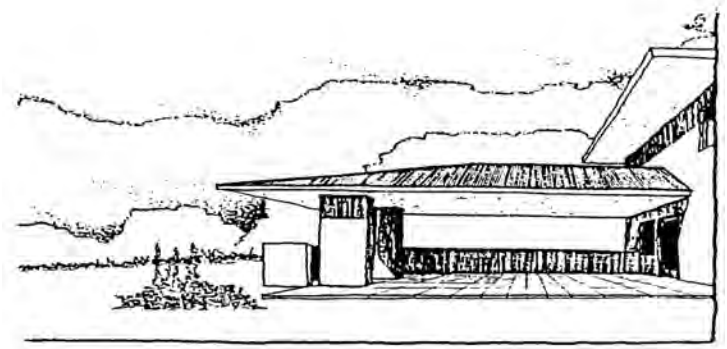
5. SCREENING

The definition between private and public spaces at *MENIFEE NORTH* will occur in a variety of ways. The use of setbacks, garden walls, fences, landscaping and even material changes to define the difference is highly encouraged.

Private courtyards will enhance the feeling of being able to move out of the house or building without moving completely into the public domain. They also can be used to provide a sheltered outdoor space to enjoy some quiet time.

Walls and fences of private yards which are visible to the street or public spaces shall be consistent with the overall theme of the project in which they appear. They also must be architecturally integrated with the community of *MENIFEE NORTH* as a whole. Plastered masonry walls, with or without other elements such as steel tubing, shall align with the design of the project walls discussed in the Landscape Guidelines section of this Specific Plan.

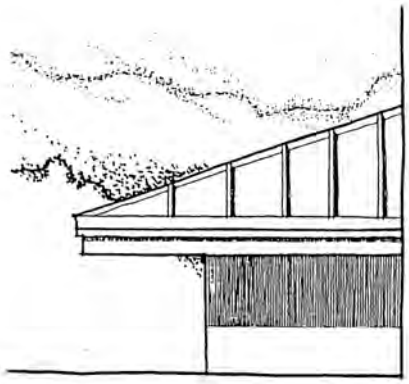


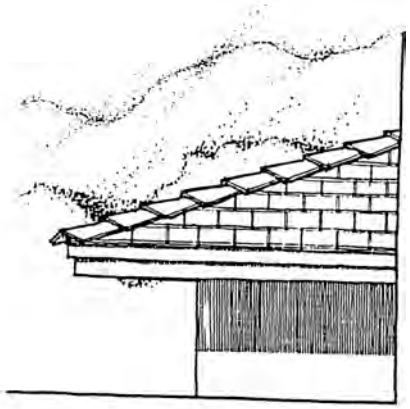


6. ROOFS

The roof form at *MENIFEE NORTH* is seen as one of the primary form-giving elements. It can be used to help emphasize the horizontal lines of a building, as well as provide shelter from the elements. Because the average annual rainfall is not the major concern of all the elements, the roofs should be low and wide, with slopes predominantly 5:12 or less. Some accent roof areas may be allowed to exceed this slope if they do not represent a large percentage of the total roof area. The overhangs should be a minimum of two feet, so that the shadows they create can be used to shade the walls and windows below them.

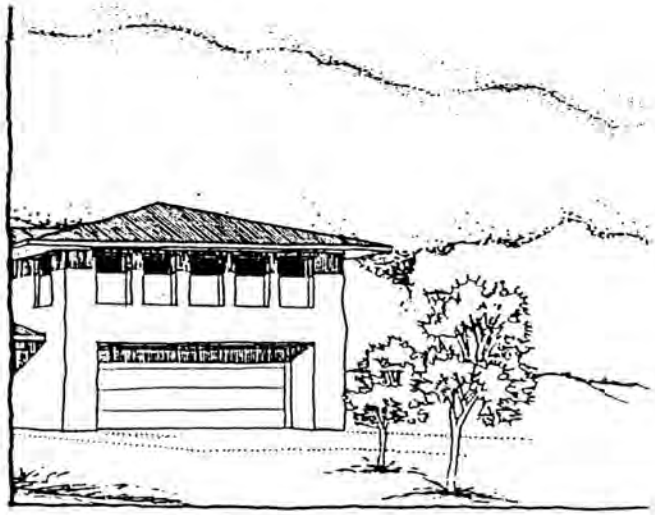
The visible roofs of all buildings should appear substantial, as though there is a definite layer between the elements and the protected spaces below. Roofing materials can be either flat clay/concrete tiles or barrel tiles. The tiles will provide a mass which will help slow down heat absorption by the building.





7. WINDOWS

Windows are another basic form-giver to the buildings of *MENIFEE NORTH*. While the primary purpose of windows is to provide light and ventilation, all windows should be protected from the negative impact of the elements, especially the sun. Windows should appear in groups or bands whenever possible, and the detailing of the windows should be consistent around the entire building. Metal windows should have some color to them other than mill finish or natural silver/gray. Views, whether short range, private or public should be exploited.

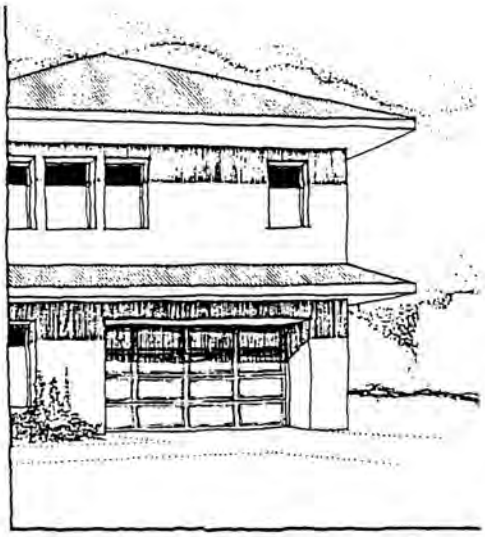


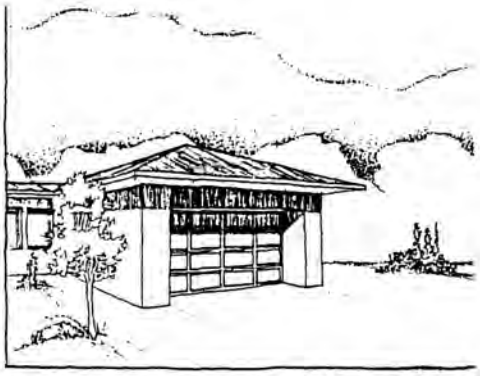
8. DOORS

Doors in the exterior walls of a building at *MENIFEE NORTH* should appear to fit with the style of the other detailing. Regardless of their composition, the coloring and detailing should be consistent. Metal skinned doors should be finished so they do not appear "shiny", unless all doors appear that way. All doors should be considered like windows, and the door's detailing should be reflective of the window detailing. Like windows, doors should be protected from the elements by overhangs, eaves or recesses.

9. GARAGE DOORS

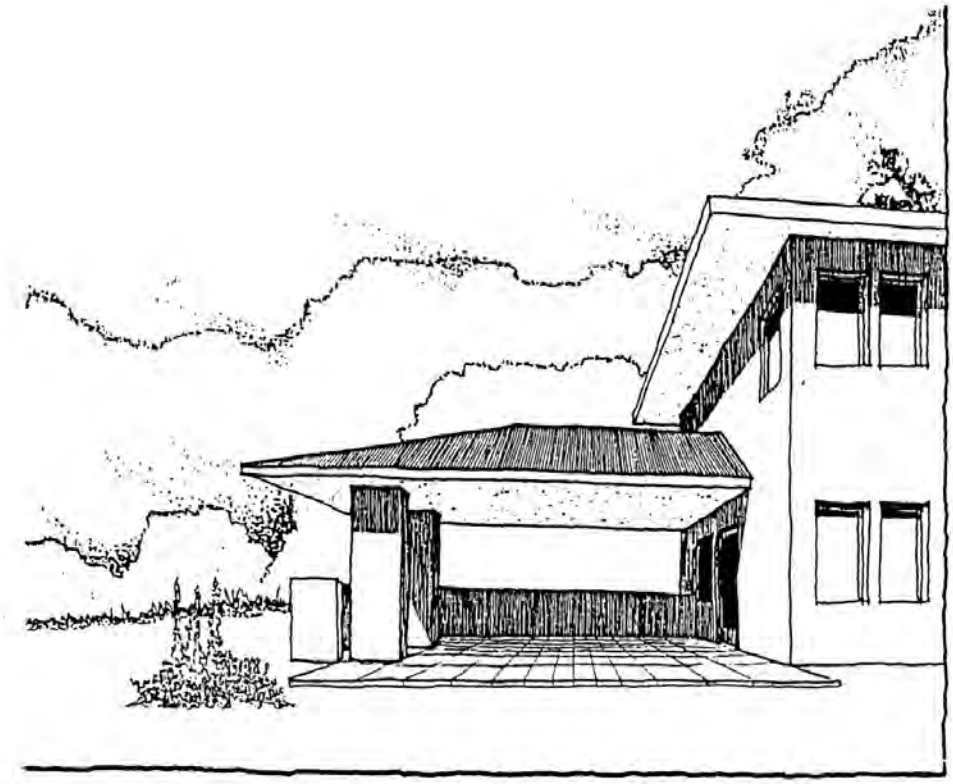
Because the garage on most houses presents a major face to the public, its appearance is very important. Any opportunity to change or vary the direction the door faces in relation to a street should be exploited. The doors should not be set flush with the wall they appear in, but rather should be recessed or shaded by an eave.





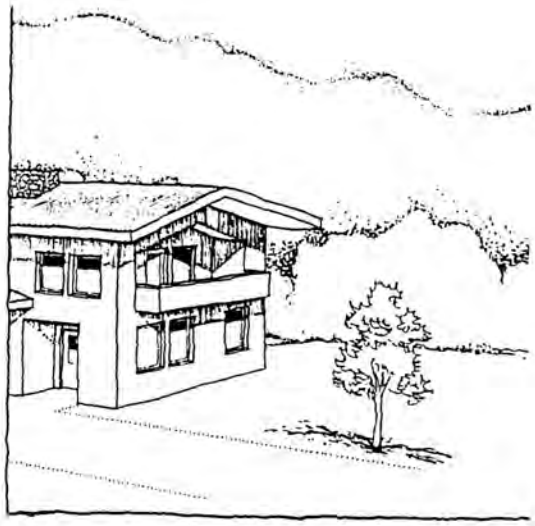
10. PORCHES

A porch, even a small one, can tremendously enhance the feeling of protection from the elements if it is covered or shaded. At *MENIFEE NORTH*, it is desired to have available to all persons some ability to move out of the building but not be out from under a protective covering. Whether it is a place to sit and read, or to set a potted plant, a porch will enhance the feeling of an "oasis".



11. BALCONIES

In second floor conditions, it may be desirable to allow someone to walk outside on a balcony, either to gain a view or to just relax in a secluded area. It is encouraged that the balcony be shaded, protected and in harmony with the entire building design. Details, such as handrails, windows, doors, planters and roofing should enhance and coordinate with the overall design.



12. LOGGIAS

The act of walking between two structures during harsh weather conditions can be enhanced dramatically by the use of a loggia. The covered walkway will reinforce the idea of "shelter" or "oasis", especially if used where a large number of people will congregate. A loggia can be used as a transition between privately owned structures (garage to house for example) or in buildings for public use such as commercial buildings, office buildings and industrial buildings.

13. TOWERS

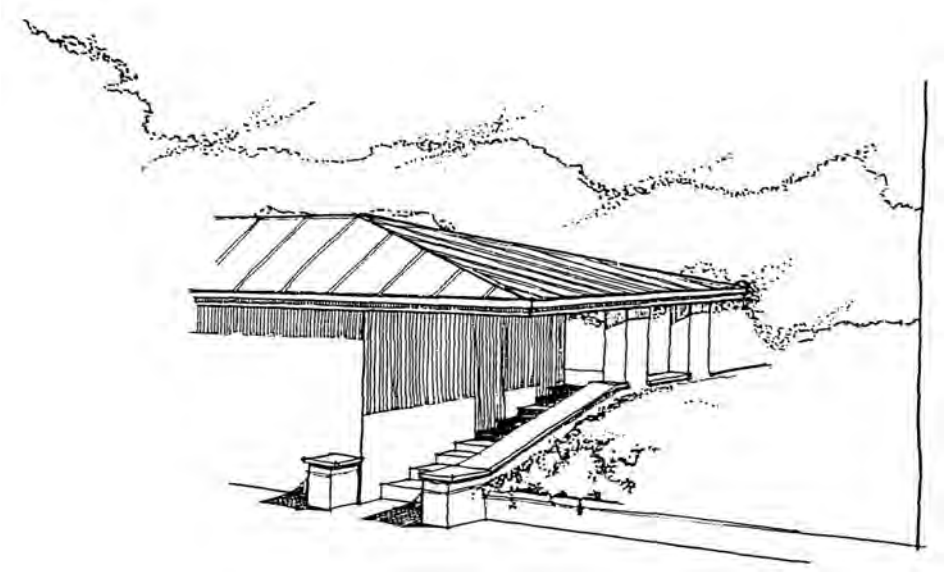
MENIFEE NORTH is attempting, even in the higher density parcels, to remain horizontal in overall impression. Towers, vertical billboards, tall signs and/or clock towers are not in keeping with that spirit, except when used in conjunction with landmarks in the community, such as the recreation centers, commercial centers, business parks and industrial parks.

14. CHIMNEYS

The chimney, as the outward symbol of the hearth, should be the anchor for the house visually. To do so, it should appear massive. Indigenous materials are encouraged for use as veneers. Rock, adobe, brick or stone will emphasize the connection to the land, as well as supplying the necessary heft. Plastered boxes containing metal flues are a minimum requirement and they must have detailing applied to enhance them. (While not specifically encouraged, wood clad chimneys may be acceptable if they are coordinated with other architectural elements of the dwelling. They would be reviewed on a case by case basis.) Exposed metal flues or wood trimmed flues are not appropriate.

15. EXTERIOR STAIRS AND STEPS

Changes in elevation at *MENIFEE NORTH* should be handled as subtly as possible. Stairs and ramps should have changes in direction and frequent breaks in rise to soften the impression of overall rise. Steps cast on grade are encouraged to have kneewalls to allow the earth to berm against them. Where appropriate, and if possible, it is recommended that stairs have coverings/roofs to make them appear as part of the building as opposed to an attachment.



16. GUTTERS AND DOWNSPOUTS

It is encouraged that roofs, sloped or "flat", be guttered to collect rainwater at *MENIFEE NORTH*. Where gutters are not used, roof overhangs should be of adequate dimension to minimize dripping of rainwater on the exterior of the dwelling. Rainwater should not fall onto paved areas where people will be walking.

17. SKYLIGHTS AND CLERESTORIES

Skylights and clerestories are encouraged to be used at *MENIFEE NORTH*. They can provide additional light and ventilation for the occupants, as well as add visual interest to the exteriors. Clerestories are preferred over skylights because they can be designed to control heat gain more readily. Skylights, if used, should be as flat as possible in profile, with clear or gray glazing. If they occur on flat roof sections, it is encouraged they be screened from view from public streets.

18. FLASHING AND VENTS

The roof surfaces at *MENIFEE NORTH* are important to the overall design character and should be left as uncluttered as possible. All flashing and vent stacks must be colored to match the surrounding surfaces. Vents should be placed in the roofs where they will provide the least intrusion of the roofscape.

19. MAILBOXES

Installation of cast iron, cast aluminum, brick, or, slumpstone-encased curbside mailboxes are encouraged. Each mailbox installation shall conform to current United States Postal Service standards.

20. UTILITY METERS

At *MENIFEE NORTH*, gas and electric meters should be located so that they are hidden from direct view from the street. They may be placed in "rooms" behind exterior access doors or screening, or they may be hidden by location away from main sight lines.

21. MECHANICAL EQUIPMENT

All mechanical equipment, roof mounted or ground mounted, will be screened by architectural elements as part of the design at *MENIFEE NORTH*. Sound attenuation of mechanical noise also will be necessary, both from neighbors and from within the structure being served by the mechanical equipment. Solar panels of any type must be incorporated into the design of the building on which they are placed. Coloring, materials, and bulk must be coordinated with the overall theme of the *MENIFEE NORTH* community.

22. COMMERCIAL, BUSINESS PARK AND INDUSTRIAL CRITERIA

The non-residential buildings of *MENIFEE NORTH* are expected to blend with the overall community in regard to the design guidelines discussed thus far. However, because of their size and varied uses, they should appear distinct from the houses.

When considering massing, the buildings should be stepped, both horizontally and vertically, when possible. Trim lines, detailing and color accents should complement the horizontal nature of the project in general.

The use of loggias, balconies, stairways and other details outlined elsewhere in this document, are encouraged to provide variety in the building massing. Towers or other vertical elements can be used as a focal point.

Mechanical equipment must be screened, and the screening or building parapets used to do this must be an integral design with the main building mass. This screening will be required wherever the mechanical equipment could be seen from adjacent roads, highways, residential areas, and/or adjacent pedestrian areas. Flat roofs are acceptable, but pitched roofs for all or a portion of the buildings are also acceptable.

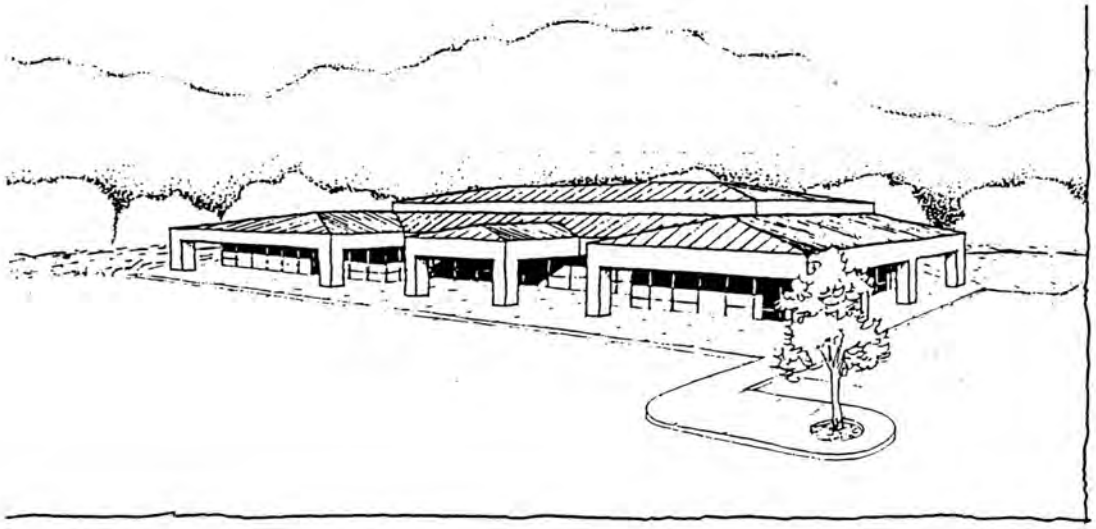
Signage and lighting must be consistently integrated with the building facade, and should be of uniform shape and materials. Retail commercial building exterior design should anticipate signage location, size and coloration so the eventual tenants can provide adequately sized as well as integrated signage. Multi-tenant projects should develop comprehensive sign programs.

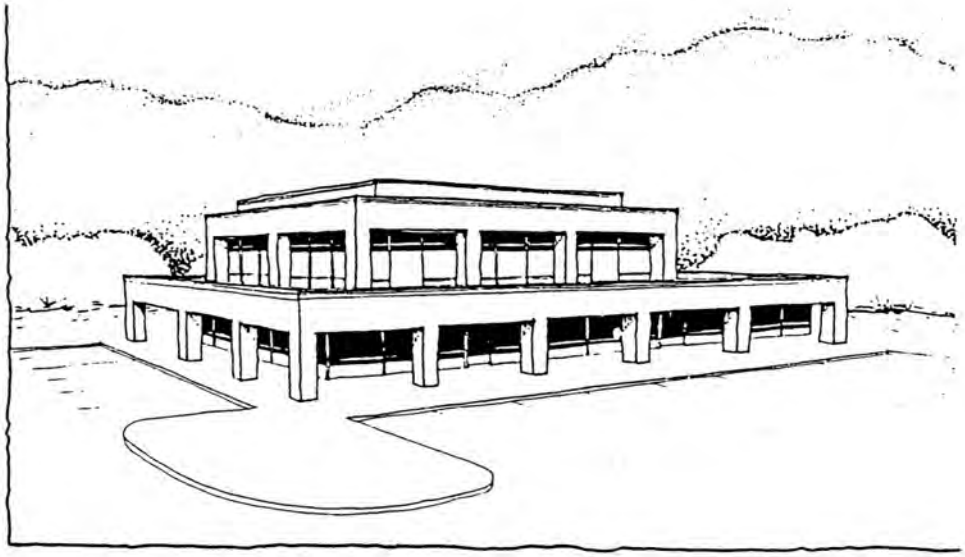
There should be adequate separation between parking and the buildings to allow pedestrian flow to be comfortable. Sheltered/shaded pedestrian paths and entries are encouraged. Loading zones should avoid visual exposure to adjacent streets and residential zones. Walls and landscaping can be used to facilitate this screening.

Parking areas should be landscaped, with shading a major consideration. See the landscape guidelines section of this Specific Plan for further requirements. Where it is possible, it is encouraged that service and delivery circulation be separated from the public parking areas.

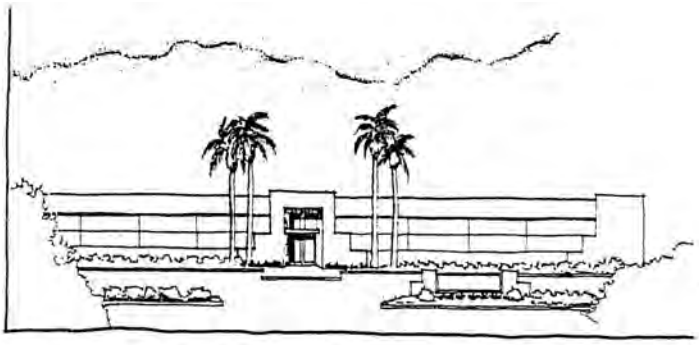
Reflective glass skins or non-residential buildings should not be used where it will adversely impact the adjacent buildings, especially if the adjacent buildings are residential. In general, large amounts of reflective glass are not in keeping with the overall tone the community is attempting to maintain.

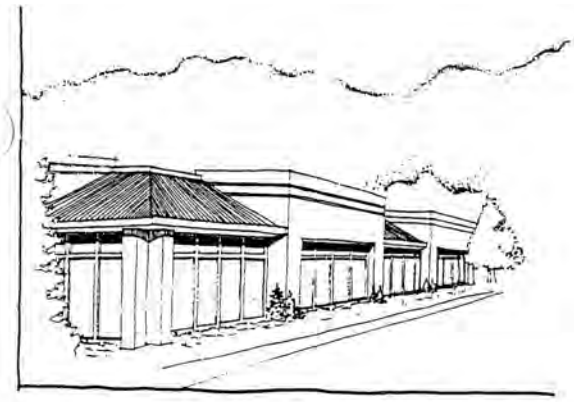
TYPICAL COMMERCIAL/BUSINESS PARK ELEVATIONS

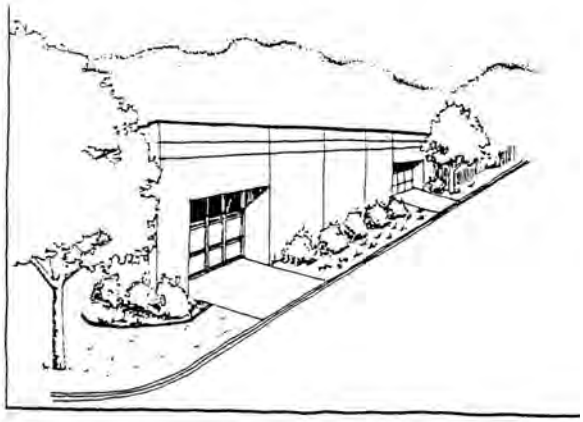




TYPICAL COMMERCIAL/BUSINESS PARK ELEVATION







F. PLANNING AREAS 11 AND 12 (VERY HIGH DENSITY RESIDENTIAL)

Architectural Design Objectives and Guidelines

The multi-family residential developments in Planning Areas 11 and 12 are designed to be neighborhood style communities that offer well designed living units with on-site amenities such as multi purpose rooms, pool and spa areas, open spaces and well defined parking areas offering a mix of covered and uncovered parking spaces.

This section contains Design Objectives and Guidelines that augment the building standards within the Planning Areas. The Objectives are not just the typical goals and minimum expectations for development, but a method to meet and balance the needs of both the City and the developer having an end result in promoting high quality design with flexibility on how to implement the design. However, flexibility shall not mean going to the lowest common denominator that dilutes quality and character.

The Design Objectives present the basis for compliance and the Design Guidelines provide options and examples of how to meet the Objectives. The Design Guideline images used to illustrate the Objectives should be reviewed in reference to the specific topic with which the image is associated and not with all of the guidelines in the document. The intent is for the user to focus on the portions of each photo highlighted with the caption and associated text. While an image may only illustrate a portion of the guideline with which it is associated, the intent of the entire guideline should be met. Although the Design Guidelines include some typical means for successful design, they are not intended to preclude alternative strategies that meet the overall intent and purpose related to a particular concept or feature. Applying the Design Guidelines will allow the design review process to emphasize not just meeting the minimum standards of zoning, but to create high quality places and spaces.

Objectives and Guidelines which include the word 'should' are intended to be applied as stated. Alternative measures may be considered if they meet or exceed the intent of the guideline. If the Objective or Guideline contains the words 'shall' or 'will', they are mandatory and must be included in the project's design. Objectives and Guidelines using the words 'encouraged' or 'discouraged' are desirable but not mandatory.

F1 – General Objectives, Colors and Materials

F1a. The living units will be a blend of one, two and three story buildings offering a mix of bedroom/bathroom count and varying square footage. Units will have a private outdoor space such as a patio or deck.

F1b. Strategic orientation and configuration of buildings and shading elements shall be used to passively heat and cool spaces. Careful placement of the shade structures will allow for the creation of shade within the open courtyards and not interfere with the open sky placement of the trees.

F1c. Quality materials and imaginative design shall establish the theme of the architecture for each project. The character of the buildings shall be residential and not urban.

F1d. Four-sided architecture shall be provided for all buildings. Designs shall demonstrate a consistent use of colors, materials, and detailing throughout all elevations of the building.

F1e. Buildings can have a mix of sloping and flat roofs. Sloping roofs should be concrete or clay tile.

F1f. Horizontal and vertical building offsets and articulations shall be used to create visual relief and promote the residential scale of the project.

F1g. The residential buildings should designed with a variety of elements which will help keep a pedestrian scale to the buildings. Building ends and corners should include elements that soften and lower the building, such as stairs and decks.

F1h. Wall materials, base materials, and accent materials for both buildings and site elements will be a combination of: stucco, textured masonry, wood or composite siding, with accents of stone, tile, and metals.

F1i. The use of bold plaster masses with articulated openings, accented entryways, and deeper overhangs is encouraged.

F1j. As one of the unifying materials, plaster will be used on building walls and site walls. It can be both the dominant wall material and an accent material. While a variety of textures may be used on the project, they will not be mixed on a single layer of a building facade.

F1k. Architectural detailing, plaster, siding, and deep colors shall be included at key places on the buildings and site features.

F1l.Walls with masonry, stone or tile accents shall be proposed for some of the building finishes. Combinations of textures and colors will be used. Typical locations for these materials will be entries and bases of the buildings.

F1m. Accent elements such as trellis and shade structures, eyebrows and awnings should be painted steel and other durable material for longevity and ease of maintenance.

F1n. The colors shall be blended, and should offer subtle definition of neighborhood areas. Choose colors consistent with the chosen design theme. Avoid "trendy" colors which become quickly outdated. Low-key and earthy colors work best for primary colors; use of more vibrant colors should be limited to accents.

F1o. Care should be taken to not utilize too many materials or colors on the same building

F1p. Plaster walls and details should be integral color or painted with deeper tones to minimize the reflective glare and provide a more luxurious ambience

F2 – Main Project Entry

F2a. Site planning shall be designed to offer a strong entry statement, leading to clear and direct internal circulation.

F2b There should be strong project identification with thematic architectural elements, project signage and distinctive landscape.

F2c. A project map shall be integrated into the signage and directories adjacent to the vehicle entry point.

F2d. Visitors/prospective tenants shall have a clear destination upon entering the project.

Direct Visual Access to the Leasing Office

F2e, Entries shall be delineated with pavers or other decorative pavement.

F3 – Entry Security

F3a. Site security is important and needs to be an integral part of the site design.

F3b. Perimeter fencing shall be decorative and located to allow visitors to access the leasing office before passing through vehicle or pedestrian security gates.

Prominent Leasing Office Entry

F3c. Resident parking areas should be behind a gated vehicular access. Landlords'are encouraged to provide access control that is easily modified for adding and removing entry credentials

Gated Vehicular Access

F3d. Some guest parking should be provided prior to passing thru secured gates.

F3e. Secondary resident only entries shall have the same security and aesthetic enhancements as the primary Gated Vehicular Access.

Secondary Entry

F3f. Main Entry design should include a courtesy turnaround prior to the secured gate.

F4 – Leasing Office and Clubhouses

F4a. Leasing offices and clubhouses shall be located so that they can be easily accessed by visitors as well as incorporated into the site plan as a view amenity.

The Leasing Office with direct visual access to the visitor.

F4b. The architectural design of the Leasing Office entry should be a prominent element on the facade.

F4c. The visitor should be able to access to The Leasing Office outside of the Security Fencing.

F4d. The common facilities should have a central location so that the management services are available easily to residents as well as outside visitors.

F4e. If the clubhouse and leasing offices are adjoining, the design should carefully separate the two uses to discourage non-residents from accessing the amenities.

F4e. The clubhouse design should be stylish, and functional providing gathering places for the residents and their guests.

Comfortable Gathering Places

Stylish Decor

F5 – Circulation and Parking

F5a. The multi-family residential developments in Planning Areas 11 and 12 shall provide well defined parking areas offering a mix of covered and uncovered parking spaces.

F5b. Site planning shall be designed to offer a strong entry statement, clear and direct internal circulation and grouping of units and parking in an effort to avoid large expanses of open parking

F5c. Parking lots shall be fully landscaped utilizing a combination of shrubs to screen cars and trees to shade the pavement and vehicles. Plant placement should not inhibit the opening of vehicle doors.

F5d. Coordinate location of lighting fixtures to allow for good illumination at night for safety of both vehicles and pedestrians. Light fixtures shall be decorative and placed clear of trees.

F5e. Decorative signage is encouraged for the labeling of visitor parking and any reserved spaces.

F5f. Trash enclosures should be designed as an integral part of garage buildings to avoid random detached structures within parking areas.

F5g. Defined pedestrian pathways should be planned into the parking lot design to allow for safe and easy passage from parking spaces to unit entry points.

F6 – Covered Parking – General

F6a. Garages may be a part of the residential building (tuck under parking), or in free standing locations within the parking areas.

F6b. Freestanding garage buildings shall be designed in the same architectural style and features as the residential buildings.

F6c. Covered parking spaces should be equitably distributed throughout the project. Both garages and carports should be available.

Flat roofs of carports must have solar panels installed. All other carports shall have sloping roofs in a material that matches the roof of the residences.

F7 – Residential Buildings – Garages & Carports

F7a. Garages designed as part of the residential building should be integrated into the overall design with the site planning providing for easy access and adequate turning spaces.

F7b. Horizontal offsets should be used to break down the height of the buildings.

F7c. Carports in front of a residential building should have a minimalist design as to not detract from the building beyond

F7d. Where space permits, planter areas incorporated adjacent to the garage doors to allow for vertical plantings or accent vine plantings are encouraged.

F7e. The design of some attached garages with direct access to the unit is encouraged.

F7f. Carport vertical supports shall be placed to not interfere with the opening of vehicle doors. Below is an example of the post in the wrong location.

F8 – Residential Buildings – Scale

F8a. The character of the buildings shall be residential and not urban.

F8b. Horizontal and vertical building offsets shall be used to create visual relief and promote the residential scale of the project. Site elements such as patio walls as well as building walls can help achieve this.

F8c. The residential buildings should be designed with a variety of elements which will help keep a pedestrian scale to the buildings.

F8d. Building ends and corners may include elements that soften and lower the building, such as stairs and decks.

F8e. The use of bold plaster masses with articulated openings, accented entryways, and deeper overhangs will all help control the perceived scale of the building.

F8f. Color changes are encouraged to help manage the scale of a building. Random locations of color changes shall be avoided.

F9 – Residential Buildings – Fenestration

Fenestration – the arrangement, proportioning, and design of windows and doors in a building.

F9a. Details on windows and doors such as trim or canopies should be included on visible facades. The detailing should be consistent per building, and thematic per project.

F9b. Fenestration shall be simple and organized. The use of numerous types and styles of openings which causes visual clutter, shall be avoided.

Too many types and styles of openings on a single wall.

F9c. Vertical circulation should be identified visually by vertically scaled openings.

F9d. Visual interest can be created by using strong horizontal or vertical openings

F9f. If arches are used, only a single style should be incorporated. If flat arches are the chosen style, widths should be consistent to avoid too many varying shapes.

F9g. The creation of shade on building facades can be achieved through combinations of recessed opening, deep overhangs, and applied accent features such as awning and eyebrows.

F10 – Residential Buildings – Greenbelts

F10a. The site plan design should include greenbelts throughout the project. These greenbelts buffer the pedestrians from vehicle traffic and noise and provide scenic links between project elements, such as courtyards and recreation areas.

F10b. The entry to the individual units should be oriented towards green belts whenever possible. This encourages the neighborhood style of living

F10c. Perimeter units should have an increased landscape buffer between the front door and the parkin g lot or vehicular way.

F10d. Courts can be landscape, hardscape or a combination. They should be linkedt ogether to create a pedestrian base circulation system through the project that is se[arated from the vehicles.

F11 – Clubhouse Amenities

F11a. Amenities such as a clubhouse, firepit/fireplace, pool, spa, work-out facilities, half court basketball court, passive exercise courses, or other similar uses shall be provided as determined on a needs assessment. The needs assessment will use the following criteria:

- Size and shape of recreation areas
- Location and placement of buildings
- Diversity of amenities needed based upon anticipated resident demographic and economic mix
- Number of units, lot size and size mixture of units.

F11b. Clubhouses may include additional amenities such as clubhouse kitchen, private dining rooms, common living rooms, patio areas with fire pits, outdoor fireplaces, bar-b-que areas and tot lots.

Shaded Outdoor Living Room

Common Living Room

Firepits

Outdoor BBQ and Dining Area

Clubhouse Kitchen

F12 – Exercise Amenities

F12a. Amenities that encourage an active lifestyle, such as exercise rooms, sport courts, tot lots, and pools large enough for swimming laps are encouraged.

Sports Activity Areas

Tot Lot

Jr. Olympic sized pool

Lounge with Games

Game Room

Pool Seating

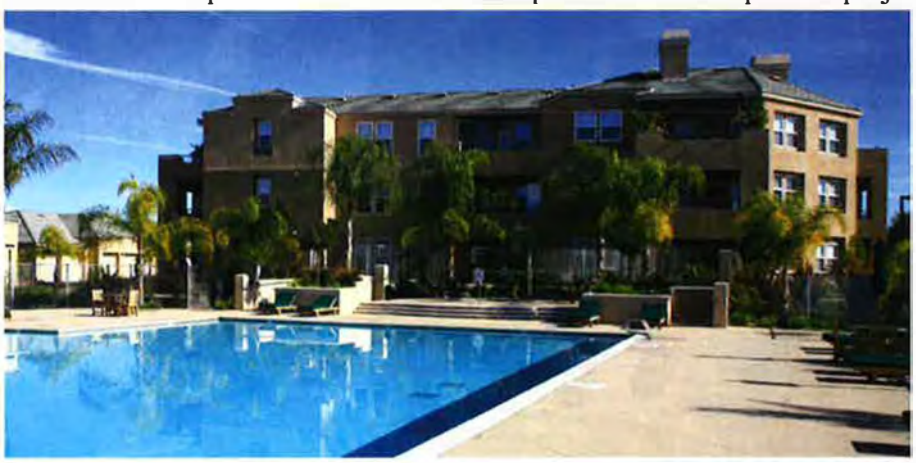
F12b. Based on the site plan, the Sports Activity Areas can be located together or distributed throughout the site.

F12c. Workout Equipment rooms should be of adequate size to provide a nice mix of equipment that encourages residents to utilize the facility.

F13 – Pools and Spas

F13a. Pools and spas are encouraged to be the main exterior amenity. Proper planning and design can make a resort like visual amenity instead of of just a pool area.

F13b. Pools and pool decks shall be of adequate size based upon the project density and total number of pools.



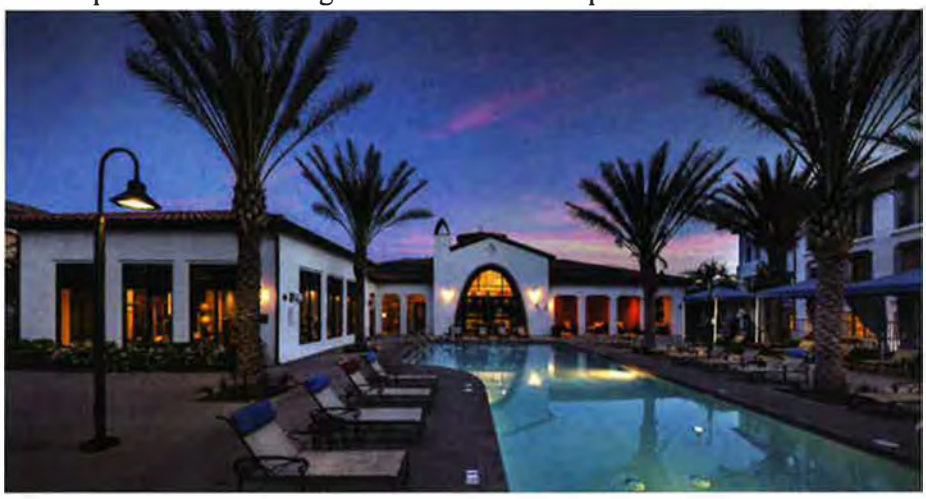
Numerous Smaller Pools

F13c. Pool decks shall provide shaded seating areas, areas for sunning and a variety of seating types.

Variety of Seating

F13d. It is encouraged to design pools that function for both exercise style swimming and water play.

F13e. Centrally located pools shall be designed as a visual focal point.



F13f. Bathrooms and outdoor showers should be provided at main pool facilities.

G. PLANNING AREAS 13 and 12 (COMMERCIAL)

Architectural Design Objectives and Guidelines

The retail commercial centers within Planning Areas 12 and 13 shall designed to be flexible, able to accommodate tenants from a supermarket to small local tenants, restaurants, and service uses such as daycare and gas stations.

This section contains Design Objectives and Guidelines that augment the building standards within the Planning Areas. The Objectives are not just the typical goals and minimum expectations for development, but a method to meet and balance the needs of both the City and the developer having an end result in promoting high quality design with flexibility on how to implement the design. However, flexibility shall not mean going to the lowest common denominator that dilutes quality and character.

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G1 – General Objectives

G1a. The buildings shall maintain a theme carried out by quality materials and imaginative design consistent with these Design Guidelines

G1b. Building design shall be simple buildings with few or no sloping roofs. These guidelines offer solutions that include overhangs, colonnades and added eyebrow type overhangs to the visible facades while allowing for typical flat roofs on the buildings.

G1c. Four-sided architecture shall be provided for all buildings. Designs shall demonstrate a consistent use of colors, materials, and detailing throughout all elevations of the building. The rear elevations of the main in-line shop buildings shall have the same finish materials as the rest of the building.

G1d. Signage locations shall be integrated into the building design and the site elements offering visible signage for all tenants regardless of location. Signage design shall be creative and artistic, promoting the festive atmosphere of a retail center. A sign program is required.

G1e. Site and building elements can have common detailing to articulate a path of travel and unify the design.

G1f. Thematic elements per the Ethanac Corridor Planning Group may be incorporated in the landscape and hardscape elements.

G1g. Main parking lots shall be located in front of the retail buildings so that the parking is visible to the visitor upon entry onto the site, and to minimize car and pedestrian noise on adjacent residential units.

G1h. Pad buildings should be located close to the front property line, spaced from each other to provide view cones into the major tenants. This location allows entering vehicles to not have to make a turning maneuver until after passing the pad building, helping to eleiviate traffic flow into and off of the site. This layout will provide proper stacking distance for exiting vehicles.

G1i. Major retail buildings and inline tenant buildings shall be oriented towards the highway south of the site. Proper driveways, delivery areas and emplotee parking shal be provided at the rear of the buidings. Truck deivery areas shall be located to minimize maneuvering and the assocaited noise adjacent to the residentail properties behind the retail center.

G1j. Onsite vehicle circulation shall include major cross aisles (east-west) located just in front of the major retail buildings and the inline tenants. Any driveways from the highway shall have a direct onnection to the cross aisle. Where possible, the cross aisle shall be curved enough to help mainttain slow on site speeds, and not curved enough to hamper safe viewing of pedestrians or other maneuvering vehicles, Major inteerssections shall have enhanced paving and clearly marked cross walks for pedestrian circulation.

G1k. On site traffic shall be controlled by stop signs at major intersections. The on site vehicle circulation signage shall be designed as a part of the Sign Program for the site. The design package shall include wayfinding signage, signage at all accessible parking spaces, vehicle control signage, and cor=de required signage at each entry. the criteria shall describe the supporting posts, the sign, color and finsh of the front sides and rer of the signs, and proper lighting where required.

G2 – Building Massing

G2a. The silhouette of the buildings should be varied, with interplay between flat and curved elements.

Curves create a Soft Silhouette

G2b. The use of bold plaster masses with deep punched openings, accented entryways, and sun control elements is encouraged to control the perceived mass of the buildings.

Deep Set Openings

G2c. Horizontal and vertical building offsets, and curved wall and roof elements to create articulated breaks, visual relief and promote pedestrian circulation shall be included in the design.

Vertical and Horizontal Planes

G2d. Variation in roof lines shall be used to add interest, and reduce the massive scale of the large commercial buildings. Parapet walls, green screens, and roof screens shall be treated as an integral part of the structural design.

Green Wall Panels

G2e. Light and dark building elements can be combined to break down the oveerall mass of the building.

G2f. Sloping roofs are discouraged, and should be used as small accent roofs only. Sloping roofs shall be metal, such as standing seam roofs.

G3 – Vertical Elements

G3a. The base buildings should be simple buildings punctuated with vertical elements such as entry towers and sign pedestals.

Entry Towers

Interplay of Solid Forms

G3b. All roof mounted mechanical equipment shall be screened with building elements such as parapet walls, or within recessed roof wells.

Facade materials blended for walls and roof screens

G3c. Rhythmic elements that wrap back onto the structure give added depth to the facades.

G3d, All buildings should blend stepped vertical parapets and layered building elements to achieve interest through color changes and shadows.

G4 – Facade Colors

G4a. Subtle color changes on the staggered building faces increase the virtual depth of the elevations. While variation in color and texture is encouraged, care should be taken to not incorporate too many materials, colors or details on a single wall or building, Diversity should be achieved in scale with the base building.

G4b. The colors shall be blended, typically with deep tones.

Layering Enhanced by Color

G5 – Interlocking Building Elements

G5a. Large pieces of the building should be interlocked. Interlocking creates strong geometric forms adding to the depth and variety of the façade.

Center Accent

G5b. Articulation of the base, middle and top of the buildings will create visual interest and is encouraged.

G6 – Layering

G6a. Layering the building elements gives individuality to tenants and adds to the visual interest of the overall building. Soft curves in walls or roofs can add to the interest in the building mass. Layering as a way to create sign placement locations should be studied.

Curved Interlocking Forms

G6b. The use of sign panels, or transprent panels such as green wall, is encouraged to add depth while linking different elements together.

G6c. Variation in roof lines shall be used to add interest, and reduce the massive scale of large commercial buildings. Parapet walls and roof screens shall be treated as an integral part of the structural design.

G7 – Building Entries

G7a. The design solution shall provide a strong architectural element that allows easy visibility as well as an ample sign band for each tenant to have separate identity within the center.

Three Dimensional Stepping

Material Accents

G7b. Building entries shall be protected from the elements and articulated by the use of canopies, recesses or arcades.

Subtle Elegance

Glass Awning for Accent

Deep Recessed Entry

G8 – Entry Elements

G8a. The option of vertical glass entries should be considered, giving presence to the main entry. An intermediate metal canopy can provide weather cover for the doors and in some cases a colorful sign band.

Strong Graphics and Bold Colors

Understated with Elegant Materials

Signage/Entry Element Combination

G8b. The entry to the buildings should be punctuated by the use of canopies and structured eyebrows. Entry canopies should be bold in design, readily identifying the entry way. They can be additive to the building or an integral part of the architecture.

Vertical Elements with Strong, Structured Horizontal Accent

G9 – Entry Overhangs

G9a. Overhangs at the entry create a pronounced opening for the entry as well as providing large shaded areas for the pedestrians. Weather and solar protection at the entry points should be included in the design.

Large Overhangs to Create Accent Shadows

Interlocking Color Panels

Overlapping Adjacent Elements
With Strong Horizontal Overhang

Three Dimensional Forms

Metal Accents

G10 – Pad Buildings

G10a. Pad buildings require four-sided architecture. Site planning should express the buildings entry. Style may reflect the tenants standard branding and imaging, however there should be a tie into the center architecture through materials and colors.

Corner tower for entry accent

Four sided design

Building details similar to in-line buildings

Corporate identity with tie to colors and materials used in the center. Instead of the corporate white and blue metal canopy, the stucco and soft colors of the center were utilized.

Architectural and Color Accents

Blend of Textures and Colors

G10b. Service areas, trash enclosures and any exterior storage should be architecturally compatible with the

G11 – Sun Control

G11a. Awnings, overhangs, colonnades, and recessed entries all serve to control the sun. This site will have buildings facing predominantly south, so mid-day to later afternoon sun control will be required. A consistent vocabulary of elements should be used, but varied to provide individual tenant identity.

G11b. Combinations of wood and metal should be used for trellis members and eyebrows. Fabric and metal are encouraged for awnings. For all, consistent maintenance is required to keep the center looking fresh.

G11c. Strategic orientation and configuration of buildings and shading elements shall be used to passively heat and cool spaces. Careful placement of a shade structure will allow for the creation of shade within the open courtyard and not interfere with the open sky placement of the trees. The site plan should address this energy saving aspect of the design.

Steel Eyebrow

Steel Trellis

Combination of Metal and Wood

Contemporary Metal Sunshade

Accent Shade Structures

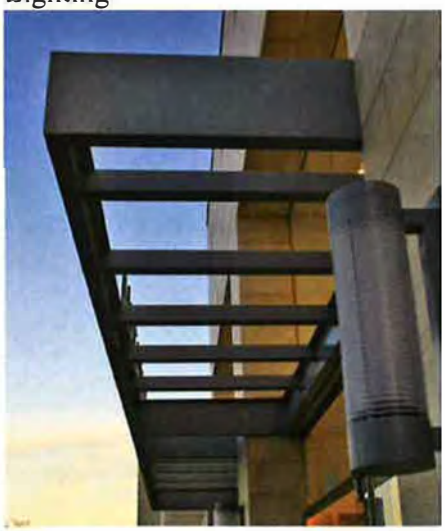
G12 – Trellis Structures

G12a. Trellis overhangs should provide shade and shadow. The shade should be located to benefit the pedestrians while the shadow should be sued to enhance and accent architectural features of the building.

Decorative Wood Trellis

Metal Shade Elements Supporting Lighting

Shallow Trellis Members as an Accent on An Otherwise Blank Wall



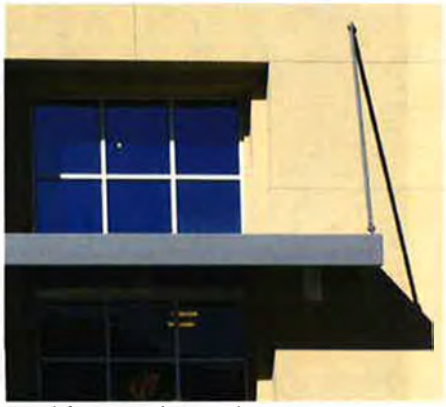
Metal Trellis

G13 – Overhangs

G13a. Eyebrow overhangs can add a level of detail to the building as well as color. A limited vocabulary of styles and materials should be used throughout the center.

Deep Overhangs Create Accent Shading

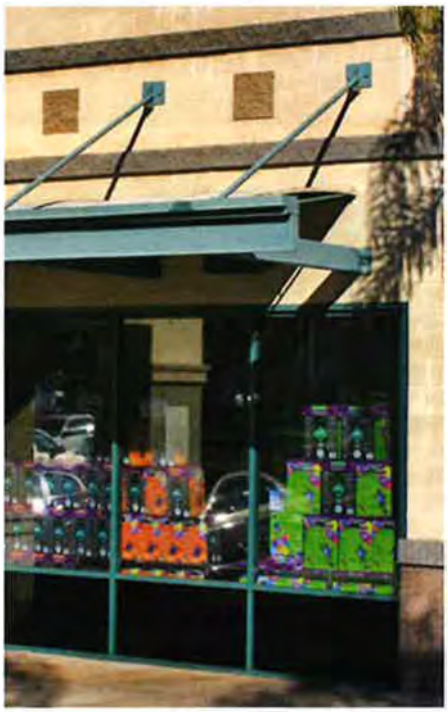
Accent Shade Canopy



Architectural Overhang

Bold Mix of Vertical and Curves

Curved Forms



Metal Awning Brings Color

G14 – Dramatic Overhangs and Colonnades

G14a. At major tenants, deep, dramatic overhangs should be utilized to accent entries and shade large portions of the façade.

G14b. Colonnades provide linear shade to the building as well as a covered walkway for pedestrians. Placement of colonnades for pedestrian links throughout the center should be included in the site plan.

Monumental Columns and Overhang

Simple Colonnade

Linear Solid Overhangs

Visually Light Structure

Solid Overhangs

Bold Contemporary Forms

G15 – Sun Control Structures and Awnings

G15a. Independent structures within the parking lots or at building corners can offer way finding cues as well as vertical visual interest. Careful placement of these elements is encouraged to identify main nodes.
G15b. Traditional window awnings can be in fabric or metal. The shape, color and style should match the thematic style of the center.
G15c. The creation of shade along the walkways as well as along the building facades will be accomplished with combinations of:

- Recessed openings
- Awnings
- Trellis structures
- Free standing shade structures
- Deep overhangs
- Eyebrows
- Landscape

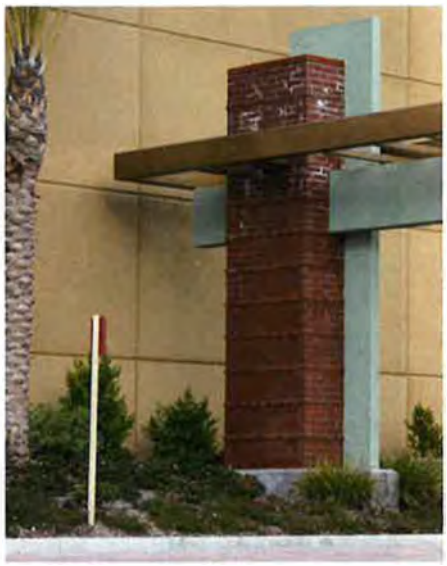
Accent Awnings

Inset Awnings with Signage

Corner Accent Shade Structure

Steel and Glass Shading

Curved Metal Arbor


Architectural Elements

G16 – Architectural Metals

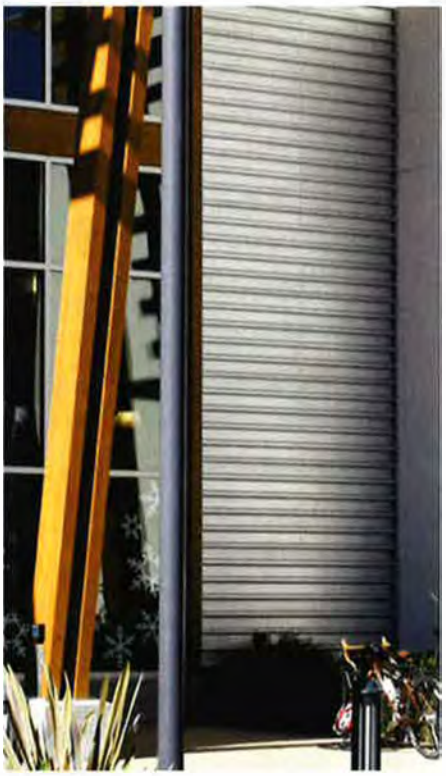
G16a. Metal as an accent material should be one of the primary architectural materials. It offers durability and has numerous uses. Metal siding, typically galvanized finish, is a strong counterpoint to smooth plaster walls. Additionally metal detailing in sign bands, green screens and screening shades adds color and detail to the building.

G16b. Metal should be utilized not only as a siding material, but a detail material for eyebrows and awnings, and as the structural members for trellis and shade structures.

G16c. Accent elements such as shade structures will be painted steel and other metals.

Decorative sign band

Horizontal metal siding



Full height accent panels

Metal siding with accent screen panels

Vertical metal siding

G17 – Wall Surfaces

G17a. As one of the unifying materials, plaster (stucco) will be used on building walls and site walls. It can be both the dominant wall material and an accent material. While a variety of textures may be used on the project, they will not be mixed on a single layer of a building facade. Metal, brick and screening should be integrated into the design.

G17b. Plaster walls and details will be integral color or painted with deeper tones to minimize the reflective glare and provide a more luxurious ambience

Interlocking horizontal metal panels

Accent shade screens

Canted and curved wall with vertical metal siding

Horizontal banding in plaster

Greenscreen against a tilt up concrete wall

Brick and Metal Siding with screen accents

G18 – Building Colors

G18a. A variety of colors emphasizes the different building elements and their layers. The project should employ a thoughtful use of color, assisting in tenant branding, a festive atmosphere and visual interest.

Metal and glass accents

Subtle colors enhance the pop out surfaces

Each surface colorized to add depth

Continuity of the fascia color

Combination of plaster colors

Bold color accents

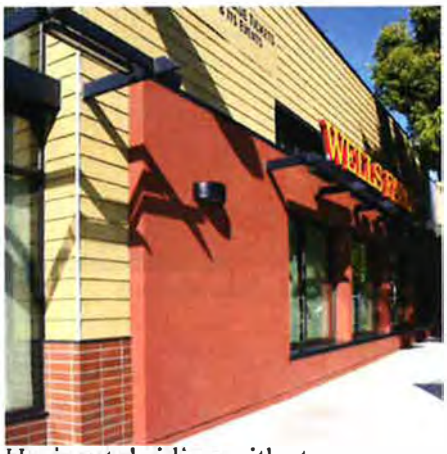
G19 – Wall Materials

G19a. Different wall materials should be selected, allowing for variance in textures and colors.

G19b. The materials proposed should offer a contrast from smooth to textured. Wall materials, base materials, and accent materials for both buildings and site elements should be a combination of: smooth and textured concrete, textured masonry, plaster, metal and composite siding, with accents of stone, tile, and metals.

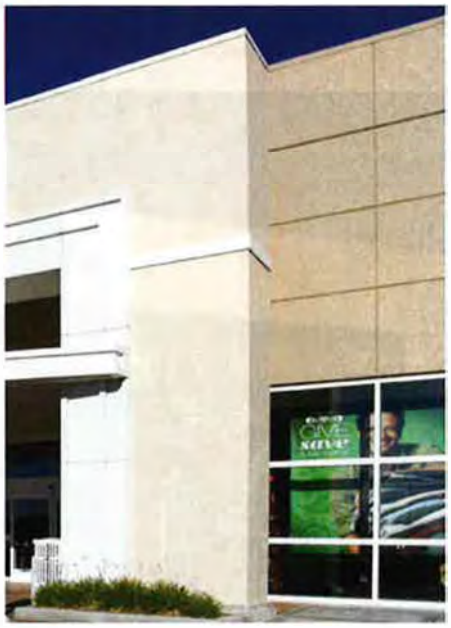
Horizontal raked finish stucco

Painted tilt up concrete panels



Horizontal siding with stucco

Porcelain tile



Exposed integral color concrete

Precision block, fluted block and split faced block column

G20 – Base and Accent Materials

G20a. Natural materials and finishes for accent walls and base materials are encouraged.

G20b. Walls with masonry, natural stone and tile accents should be proposed for some of the building finishes. Combinations of textures and colors should be used. Typical locations for these materials will be entries to buildings, bases and walls of major building elements.

G20c. Architectural detailing utilizing plaster, metal siding, and strong colors shall be included at key places on the buildings and site features.

Stone accent wall

Cantera stone base

Brick walls with standing seam metal roof

Slate tile accent at base

Shot blasted precision concrete block

127G21 – Site Furniture

G21a. Outdoor seating areas shall be provided at various locations on the site. Typical locations would be adjacent to major tenants and at corners between two buildings. The spaces should be designed with safety in mind allowing open viewing and be lighted.

G21b. Benches, planters and trash receptacles should be architectural grade and compatible with the colors and style of the architecture and hardscape. The same style furniture should be consistently used throughout the common areas of the site. Private areas such as dining patios may vary from the standard.

Benches, planters and trash receptacles should be architectural grade and compatible with the colors and style of the architecture and hardscape.

Color Bowl Accents

Hanging Plants

Decorative Pots

Coordinated Site Furnishings

G22 – Landscape

G22a. The landscape design shall be a bold design utilizing plant materials to define the spaces, connect the spaces, and enclose the edges. Required street tree patterns along Highway 74 will be continued and enhanced. Setbacks and edges will have a consistent design palette that includes trees, shrubs, contoured berms, and monumentation for both the entire project and the tenants. Landscape shall conform to the City Adopted Landscape Guidelines.

G22b. Within the Retail Center, the design will encourage pedestrian activity and include shade protection from both structures and landscape.

Integrated Hardscape Elements

Large, Lacy Shade Trees

G22c. Wayfinding will be aided by the use of accent plantings at entry points and thematic plantings along routes. Hardscape elements such as curbs, low walls, seat walls, planters and pilasters will compliment the softscape. These elements will incorporate the building materials, provide seating, and create a foreground for the buildings in some locations.

G22d. Landscaped and lighted passageways through the parking areas will connect to the streetside pad buildings. Pathways will be marked with bold rows of trees, visually linking the street and pad buildings with the main courts and plazas.

G22e. Wayfinding from plaza to plaza will also be enhanced with a landscape edge.

G22f. Edges will include thematic street plantings, shrubs, berms and low walls to screen parking areas, and accent plantings at the major points of access, both vehicle and pedestrian per details within the Specific Plan.

G22g. Transition from landscape to hardscape will be defined with curbs, low walls and pilasters. The landscape will have numerous vertical layers, offering variety in texture and color.

Accent Shadows on the Buildings

Combination of Bold Textures

G23 – Parking Lot Landscape

G23a. The linear promenades through the parking lots will have vertical elements to give prominence and easy visibility while offering a shaded pathway through the use of both structured shade devices and trees.

G23b. Vehicle circulation routes on site shall provide clear and direct paths of travel. Thematic landscape may be used to accent the main circulation aisles.

G23c. Major entries shall include enhanced landscaping at the sides and within any medians.

G23d. The planting within the parking lot will provide shade and offer a canopy that will soften the view over the cars without blocking the signs or views into the buildings.

G23e. Landscape islands will have shrubs and groundcover that is appropriate for the environment, and will enhance the edges of the main driveways.

Trees Surrounding the Signage

End Island Accent Plantings

Shading the Cars and Pavement

G24 – Hardscape

G24a. Hardscape along the storefronts shall be a combination of quality paving, benches, architectural pottery and landscaping. ADA path of travel shall be maintained throughout the site.

G24b. The pedestrian spaces should be enhanced by well designed pavement. The colors, textures and materials of the hardscape will convey direction and quality. The palette may include pavers, colored concrete, natural stone and tile.

G24c. Provide convenient pedestrian circulation between buildings, remote building pads and parking areas.

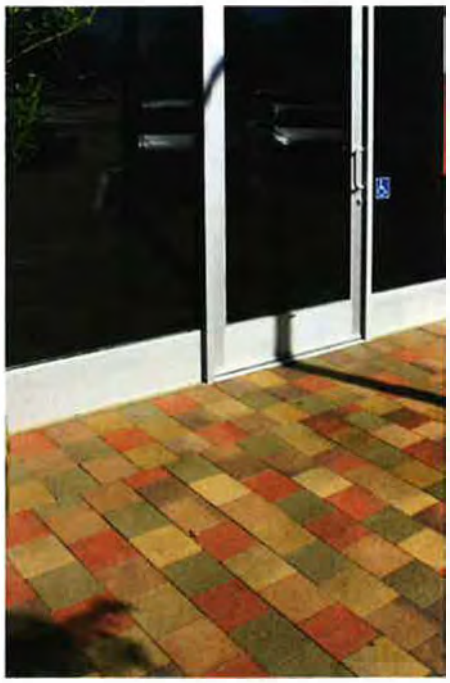
G24d. Pedestrian circulation and wayfinding shall utilize a strong palette of hardscape and landscape elements and materials.

G24e. Paving details will reflect the use of curves to compliment the architecture. The subtle use of texture as well as the bold use of shape will offer paving variety.

G24f. Architectural pottery should be used to accent building entries, define spaces, separate seating areas, and add color through both the pot and the plantings.

Pavers Provide Texture and Color

Deeper Colors Reflect Less Light



Color, Texture and Pattern

G25 – Lighting

G25a. Lighting fixtures should be decorative, in a style compatible with the architecture. Where applicable, the same family of fixtures should be used for pole and post top locations as sell as wall mounting.

G23b. The lighting guidelines listed below are consistent with the City of Menifee and the Mt. Palomar Ordinance. When incorporated into the development they will eliminate sources of light pollution and aesthetic disturbance within the City.

G25c. Exterior lighting will be located and fully shielded so as to direct light away from adjoining lots, buildings, and streets (public or private).

G25d. Any architectural, landscape, or accent lighting (lighting used for decorative effects) will be turned off from one hour after closing until sunrise in order to protect Palomar Observatory from light pollution. This requirement shall exclude outdoor lighting used for illuminating walkways, or other outdoor security lighting as permitted.

G25e. Architectural lighting will include wall mounted decorative fixtures, ground mounted fixtures and in conjunction with architectural details neon and LED lighting may be used. Glare free type opaque fixtures for general task lighting shall be provided. Path lighting shall be accomplished with concealed source post-top fixtures, bollard fixtures and surface mounted building fixtures.

G25f. Parking lot lighting shall be accomplished with pole lighting with a maximum height of 25' or lower depending on a photometric study. Fixtures shall be decorative in a style matching the buildings. Parking lot light fixture locations shall be coordinated with the tree planting plan to avoid conflicts.

Pedestrian Scaled Lighting

Wall Mounted Accent Lights

Pathway Poletops

Wall Mounted and Pole Top Version of Same Fixture for Continuity

Decorative Wall Sconce

G26 – Service Areas (Trash Enclosures / Loading Facilities)

G26a. All trash and recycle bins shall be in permanent enclosures as approved by the City. The architectural design of the enclosure, the gates, and the cover if required shall be consistent with the thematic style of the overall center.

G26b. The location of trash enclosures shall provide convenient access for each tenant and be located in discrete areas while still maintaining clear truck access. Loading and trash facilities shall be located and concealed from public view by a combination of walls and landscape.

G26c. Within pedestrian areas all trash receptacles selected shall be in conformity with existing color schemes, materials and site furniture styles.

Ethanac Business Park Airport Compatibility Zones

4/24/2024, 11:58:16 AM

1:2,257

0 0.01 0.03 0.06 mi

0 0.03 0.05 0.1 km

Airport Compatibility Zones

March Air Reserve Base - D

March Air Reserve Base - E

City Boundary

Parcels

Addresses Points

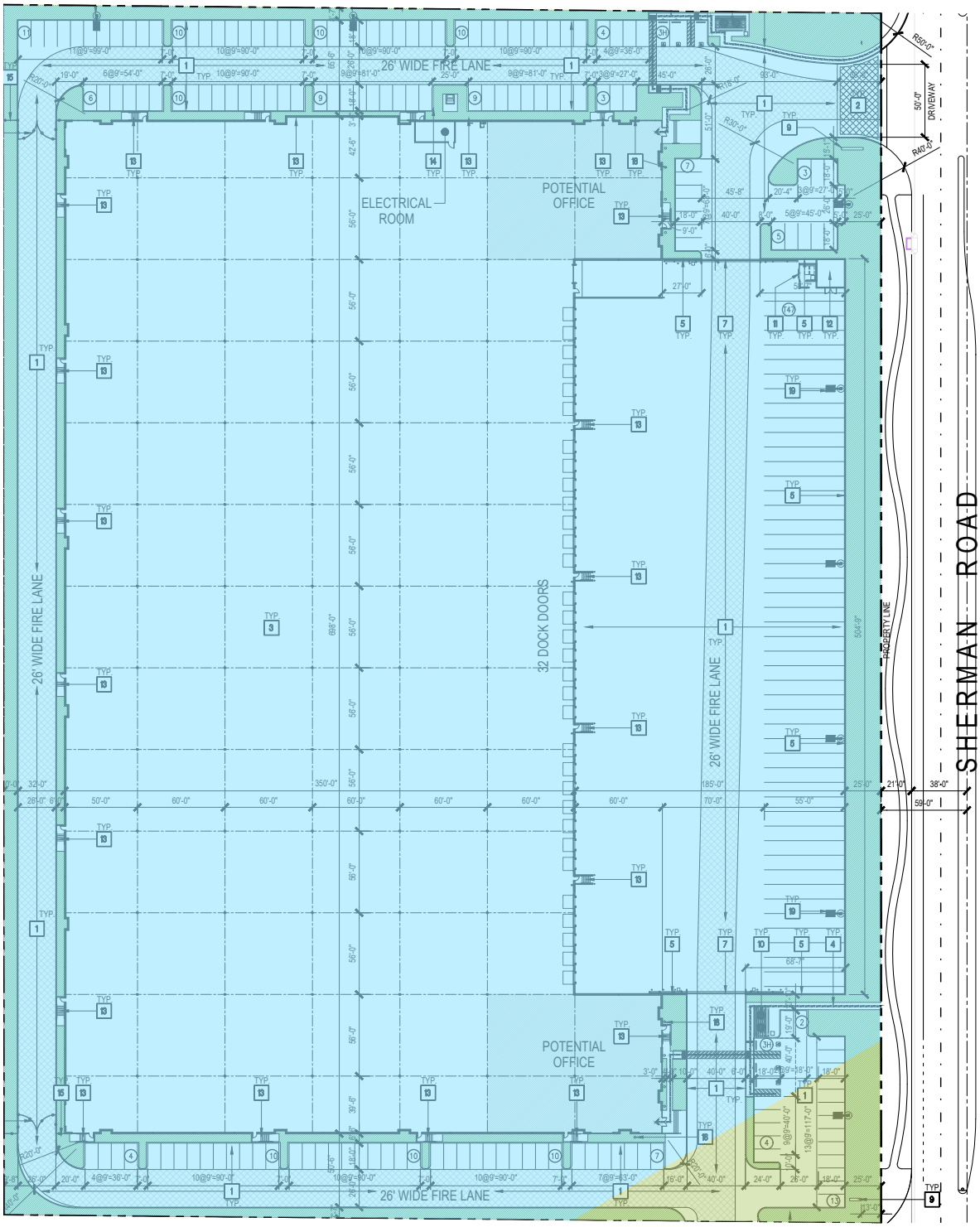
Major Roads

Roads

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

City Staff

Maxar | City of Menifee | City of Menifee GIS | Menifee GIS;



ETHANAC BUSINESS PARK

AIRPORT COMPATIBILITY ZONES - Total Site Area - 499,729 SF (11.47 acres)

March Air Reserve Base - D - approximately 486,481 SF (11.17 acres)

March Air Reserve Base - E - approximately 13,248 SF (0.30 acres)

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

www.rcaluc.org

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

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

The City of Menifee Planning Department should be contacted on non-ALUC issues. For more information, please contact City of Menifee Planner Brett Hamilton at 951-723-3747.

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

PLACE OF HEARING:	**Riverside County Administration Center** **4080 Lemon Street, 1st Floor Board Chambers** **Riverside California**
DATE OF HEARING:	**June 13, 2024**
TIME OF HEARING:	**9:30 A.M.**

CASE DESCRIPTION:

ZAP1607MA24 – Ethanac Business Park, LLC (Representative: T&B Planning) – City of Menifee Case Nos. PLN23-0173 (General Plan Amendment), PLN23-0175 (Specific Plan Amendment), PLN23-0174 (Change of Zone), PLN23-0171 (Plot Plan). A proposal to construct a new 264,710 square foot warehouse building on 11.47 acres, located northerly of Ethanac Road, easterly of Trumble Road, westerly of Sherman Road, and northerly of McLaughlin Road. The applicant also proposes to change the boundary of the Menifee North Specific Plan by adding APN 331-110-023 (1.16-acres) and designating it as Planning Area 2-Industrial. The applicant also proposes to change that portion of the sites General Plan from Heavy Industrial (HI) to Menifee North Specific Plan. Lastly, the applicant proposes to change that portion of the sites zoning from Heavy Industrial/Manufacturing (HI) to Menifee North Specific Plan. (Airport Compatibility Zones D and E of the March Air Reserve Base/Inland Port Airport Influence Area).

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number: ZAP1607MA24 Date Submitted: 4/18/24

AIA: March Zone: D&E Public Hearing ☑ Staff Review ☐

Applicant

Applicant Full Name: Ethanac Business Park, LLC c/o CORE 5 Industrial Partners, LLC - Jon Kelly

Applicant Address: 300 Spectrum Center Dr, Suite 880, Irvine, CA, 92618

Phone: 949-467-3281 **Email:** jkelly@c5ip.com

Representative/ Property Owner Contact Information

Representative: T&B Planning, Inc - Lance Retuya **Email:** lretuya@tbplanning.com

Phone: 714-505-6360x110

Address: 3200 El Camino Real, Irvine, CA, 92612

Property Owner: Ethanac Business Park, LLC c/o CORE 5 Industrial Partners, LLC - Jon Kelly **Email:** jkelly@c5ip.com

Phone: 949-467-3281

Address: 1230 Peachtree Street NE, Suite 1000, Atlanta, GA, 30309

Local Jurisdiction Agency

Agency Name: City of Menifee Phone: 951-723-3747

Staff Contact: Brett Hamilton **Email:** bhamilton@cityofmenifee.us

Address: 29844 Haun Road, Menifee, CA 92586 : :

Local Agency Case No.: PLN23-0175; PLN23-0173; PLN23-0174; PLN23-0171

Project Location

Street Address: N/A - East of Trumble Road, south of Ethanac Road, west of Sherman Road, and north of McLaughlin Road Gross Parcel Size.: 45.9 ac

Assessor's Parcel No.: 331-110-023; 331-110-038; 331-110-039

Solar

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

Data

Site Elevation:(above mean sea level)	1498.4 amsl
Height of Building or structures:	43 feet
What type of drainage basins are being proposed and the square footage:	No above ground basins

Notice

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

B. REVIEW TIME: Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of a complete application submittal to the next available commission hearing meeting.

C. SUBMISSION PACKAGE:

Please submit all application items DIGITALLY via USB or CD:

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

Additionally, please provide:

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

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

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	3.6
HEARING DATE:	June 13, 2024
CASE NUMBER:	ZAP1133FV24 – New Day Solar (Representative: Gardner Air)
APPROVING JURISDICTION:	County of Riverside
JURISDICTION CASE NO:	BEL2303777 (Building Permit)
LAND USE PLAN:	2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011
Airport Influence Area:	French Valley Airport
Land Use Policy:	Zone B2 and D
Noise Levels:	Below 55 CNEL contour

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

PROJECT DESCRIPTION: A proposal to construct a 1,394 square foot rooftop solar panel system on an existing industrial building on 4.37 acres.

PROJECT LOCATION: The site is located northerly of Wealth Street, easterly of Industry Way, and westerly of Leon Road, approximately 1,630 feet easterly of the northerly terminus of Runway 18-36 at French Valley Airport.

BACKGROUND:

Non-Residential Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the French Valley Airport, the site is located within Compatibility Zones B2 and D; which limits average intensity to 100 people per acre and 200 people per single acre in Zone B2, and 150 people per acre and 450 people per single acre in Zone D. The proposed rooftop solar panels will not generate any occupancy.

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

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 1,394 square foot

photovoltaic (PV) panel structures would be located on the rooftop of the industrial building within Compatibility Zones B2 and D.

Glint and Glare/Reflectivity

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

The project proposes 1,394 square feet of solar panels on the proposed building rooftop with a fixed tilt of 15 degrees with no rotation, and an orientation of 180 degrees. The applicant has submitted a glare analysis utilizing the web-based Forge Solar, a copy of which is attached hereto. The analysis was based on a 2 mile straight in approach (as per FAA Interim Policy standards) to runways 18 and 36. The analysis utilized a glide slope approach of 3.0 degrees.

The analysis concluded that no glare would occur on the 2 mile approach to the runways.

Electrical and Communication Interference

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

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

Part 77: The elevation of Runway 18-36 at its northerly terminus is 1,347 feet above mean sea level (1347 AMSL). At a distance of approximately 1,630 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,363 feet AMSL. The site elevation is 1,338 feet AMSL with a maximum building height of 16 feet, the top point elevation would be 1,354 feet. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) was not required. The height of the solar panels will not significantly increase the overall height of the building.

Open Area: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone B2 and D. The Compatibility Plan requires projects 10 acres or larger to designate 10% of project open area for zone D, as ALUC qualifying open area that could potentially serve as emergency landing areas. The site is less than 10 acres and therefore does not require open area.

CONDITIONS:

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

2. The following uses shall be prohibited:

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

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

   (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators).

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

   (e) Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than two aboveground habitable floors, critical community infrastructure facilities, and aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials.

   (f) Highly noise-sensitive outdoor nonresidential uses.

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

3. Prior to issuance of building permits, the landowner shall convey an avigation easement to the County of Riverside as owner of French Valley Airport, or provide evidence that such easement has been previously conveyed. Contact the Riverside County – Aviation Division at (951) 955-9722 for additional information.

4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that

produce seeds, fruits, or berries.

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

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

5. This project has been evaluated as consisting of a proposal to construct a 1,394 square foot rooftop solar panel system on an existing industrial building, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria**,** at the discretion of the ALUC Director.

6. All solar arrays installed on the project site shall consist of smooth glass photovoltaic solar panels without anti-reflective coating, a fixed tilt of 15 degrees and orientation of 180 degrees. Solar panels shall be limited to a total of 1,394 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require a new hearing by the Airport Land Use Commission.

7. In the event that any glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "event" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, changing the orientation and/or tilt of the source, covering the source at the time of day when events of glare occur, or wholly removing the source to diminish or eliminate the source of the glint, glare, or flash. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

8. In the event that any electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the

project operator shall be required to promptly take all measures necessary to eliminate such interference. An “event” includes any situation that results in an accident, incident, “near-miss,” report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the event. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator’s satisfaction.

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NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

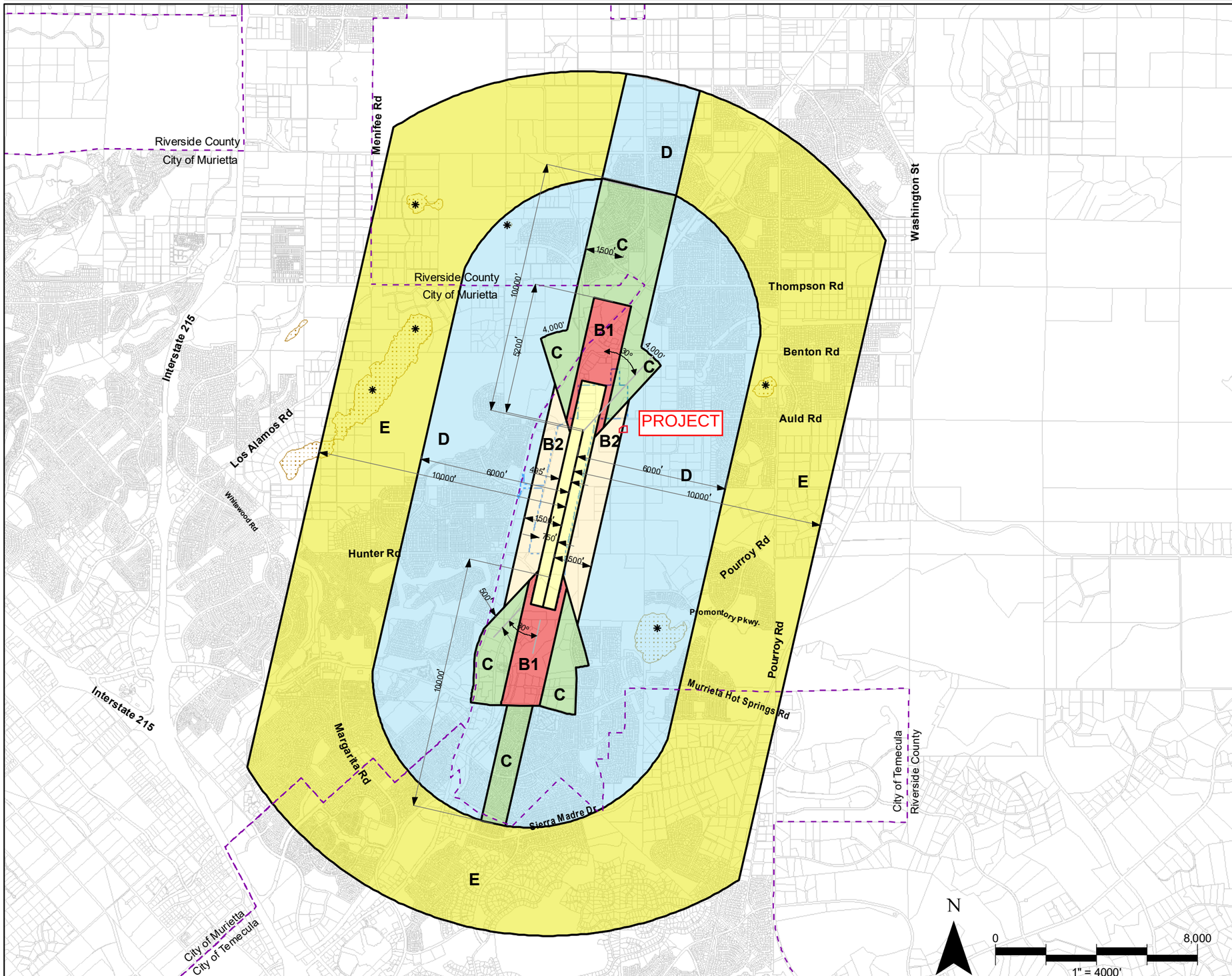
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____



Legend

Compatability Zones

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

Boundary Lines

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

Note

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

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

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

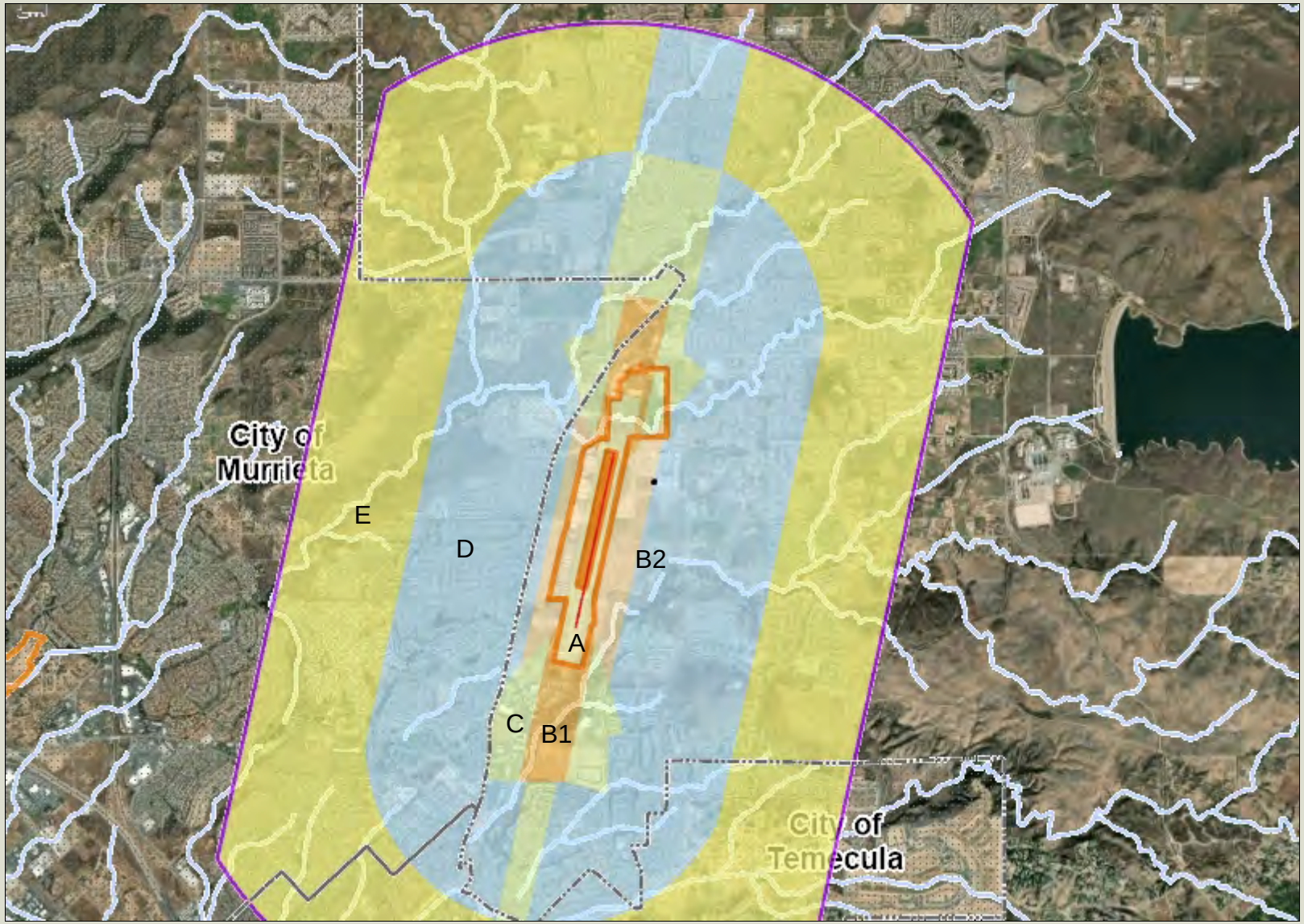
(April 2010)

Map FV-1

Compatibility Map

French Valley Airport

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

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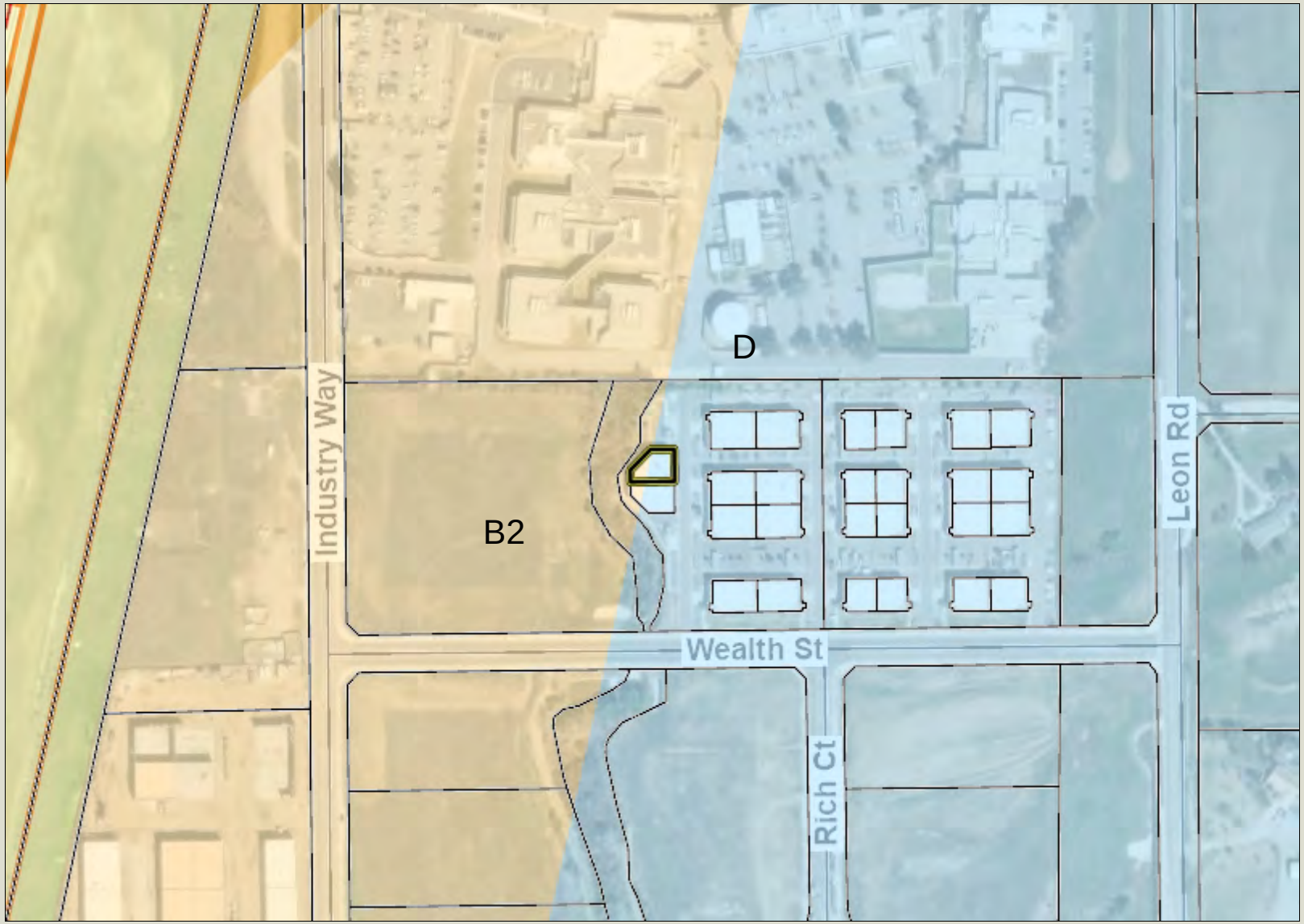
Notes

Map My County Map



Legend

- County Boundary
- City Boundaries
- Parcels, County
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - 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

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Notes

Map My County Map

Legend

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

0 385 770 Feet

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Map My County Map

Legend

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

0 770 1,539 Feet

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Map My County Map

Legend

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

0 385 770 Feet

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Notes

Map My County Map

Legend

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

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0 1,539 3,079 Feet

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Notes

FORGESOLAR GLARE ANALYSIS

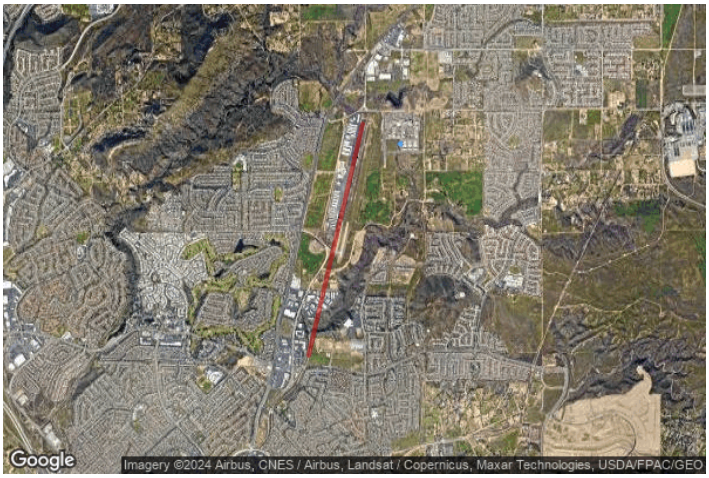
Project: **Gardener Air**

26.7 kW Roof Top System near French Valley Airport

Site configuration: **Untitled**

Created 20 Mar, 2024
Updated 20 Mar, 2024
Time-step 1 minute
Timezone offset UTC-8
Minimum sun altitude 0.0 deg
DNI peaks at 1,000.0 W/m^2
Category 10 to 100 kW
(1,000 kW / 8 acre limit)
Site ID 114768.19773

Ocular transmission coefficient 0.5
Pupil diameter 0.002 m
Eye focal length 0.017 m
Sun subtended angle 9.3 mrad
PV analysis methodology V2



Summary of Results No glare predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy
	°	°	min	hr	min	hr	kWh
PV array 1	15.0	180.0	0	0.0	0	0.0	-
PV array 2	15.0	180.0	0	0.0	0	0.0	-

Total glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
FP 1	0	0.0	0	0.0

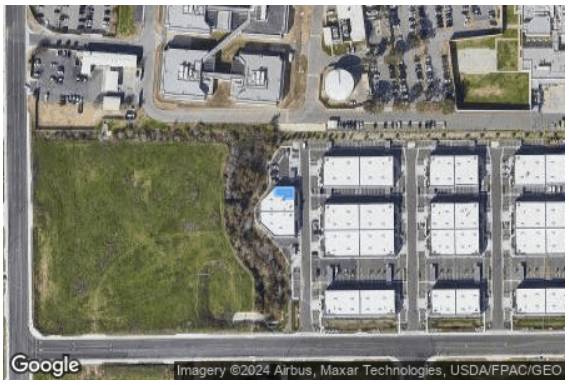
Component Data

PV Arrays

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 15.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.579480	-117.122171	1336.42	0.00	1336.42
2	33.579478	-117.122002	1334.38	0.00	1334.38
3	33.579425	-117.122005	1334.10	0.00	1334.10
4	33.579425	-117.122158	1335.35	0.00	1335.35

Name: PV array 2
Axis tracking: Fixed (no rotation)
Tilt: 15.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.579579	-117.122053	1335.77	0.00	1335.77
2	33.579539	-117.122056	1335.25	0.00	1335.25
3	33.579539	-117.121986	1334.86	0.00	1334.86
4	33.579518	-117.121983	1334.67	0.00	1334.67
5	33.579518	-117.121908	1334.80	0.00	1334.80
6	33.579581	-117.121914	1335.28	0.00	1335.28

Flight Path Receptors

Name: FP 1
Description:
Threshold height: 50 ft
Direction: 13.2°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.581920	-117.127555	1346.42	50.00	1396.42
Two-mile	33.553769	-117.135477	1111.04	838.80	1949.84

Glare Analysis Results

Summary of Results No glare predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy
	°	°	min	hr	min	hr	kWh
PV array 1	15.0	180.0	0	0.0	0	0.0	-
PV array 2	15.0	180.0	0	0.0	0	0.0	-

Total glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
FP 1	0	0.0	0	0.0

PV: PV array 1 no glare found

Receptor results ordered by category of glare

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
FP 1	0	0.0	0	0.0

PV array 1 and FP: FP 1

No glare found

PV: PV array 2 no glare found

Receptor results ordered by category of glare

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
FP 1	0	0.0	0	0.0

PV array 2 and FP: FP 1

No glare found

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.
The algorithm 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, we have validated our models against several systems, including a PV array causing glare to the air-traffic control tower at Manchester-Boston Regional Airport and several sites in Albuquerque, and the tool accurately predicted the occurrence and intensity of glare at different times and days of the year.
Several V1 calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare. This primarily affects V1 analyses of path receptors.
Random number computations are utilized by various steps of the annual hazard analysis algorithm. Predicted minutes of glare can vary between runs as a result. This limitation primarily affects analyses of Observation Point receptors, including ATCTs. Note that the SGHAT/ ForgeSolar methodology has always relied on an analytical, qualitative approach to accurately determine the overall hazard (i.e. green vs. yellow) of expected glare on an annual basis.
The analysis does not automatically 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 subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)
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.
The ocular hazard predicted by the tool depends on a number of environmental, optical, and human factors, which can be uncertain. We provide input fields and typical ranges of values for these factors so that the user can vary these parameters to see if they have an impact on the results. The speed of SGHAT allows expedited sensitivity and parametric analyses.
The system output calculation is a DNI-based approximation that assumes clear, sunny skies year-round. It should not be used in place of more rigorous modeling methods.
Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.
Refer to the Help page at **www.forgesolar.com/help/** for assumptions and limitations not listed here.

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

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

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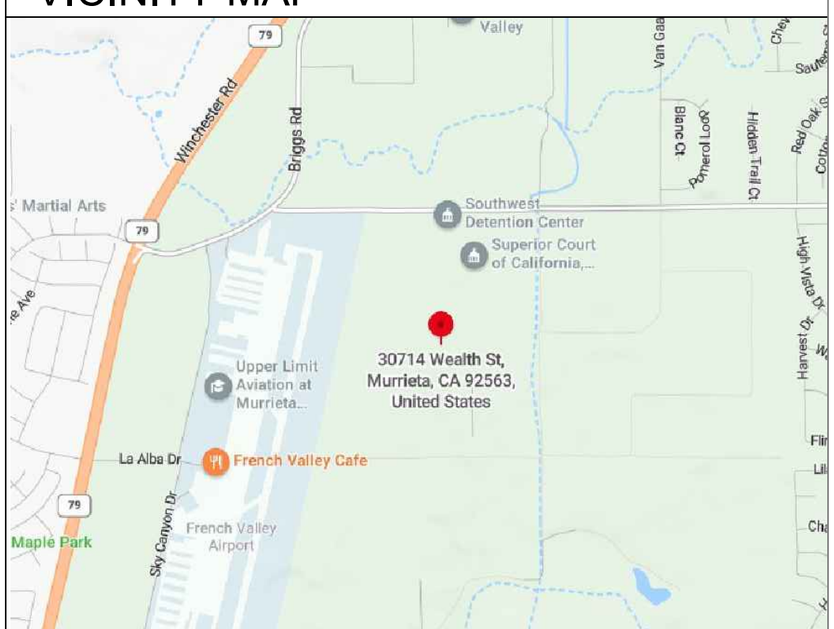
SCOPE OF WORK

SYSTEM SIZE: 26.73KW DC, 27.30KW AC
MODULES: (66) HANWHA QCELLS Q.PEAK DUO ML-G10+ 405
INVERTER(S): (1) SOLAREDGE SE17.3KUS
(1) SOLAREDGE SE10KUS
OPTIMIZER(S): (66) SOLAREDGE P401
RACKING: PROSOLAR ROOFTRAC 2" RAILS
ATTACHMENT: PROSOLAR COMMERCIAL FASTJACK W/ SOLARWEDGE COMBING 125A SUBPANEL
WIND EXPOSURE: C
WIND SPEED: 110MPH
GROUND SNOW LOAD: 0PSF
OCCUPANCY: B
CONSTRUCTION TYPE: III

CEC 2022, CBC 2022, 2022 CFC, 2022 CRC

This approval is for compliance to the current adopted building codes for the proposed Solar System only. It is the owner's/applicant's responsibility to ensure that the proposed installation of solar systems and associated equipment is on legally permitted structures. If determined by inspection staff the proposed solar system is installed on non-permitted structures, any required modifications needed for code compliance will be at the owner's/applicant's expense

VICINITY MAP



GENERAL NOTES

- **LOCAL UTILITY PROVIDER SHALL BE NOTIFIED PRIOR TO USE AND ACTIVATION OF ANY SOLAR PHOTOVOLTAIC INSTALLATION**
- **THIS PROJECT SHALL COMPLY WITH LOCAL ORDINANCES**
- **PROPER ACCESS AND WORKING CLEARANCE WILL BE PROVIDED**
- **ALL ELECTRICAL WORK SHOWN ON THESE PLANS WILL BE COMPLETED BY THE UNDERSIGNED**
- **ALL APPLICABLE PV EQUIPMENT LISTED AND COMPLIANT WITH UL2703, UL1741 AND UL1703**
- **ALL ROOF PENETRATIONS TO BE SEALED WITH A HIGH PERFORMANCE ROOF SEALANT SUCH AS GeoCel 2300 CLEAR SEALANT**
- **THE SYSTEM WILL NOT BE INTERCONCECTED UNTIL APPROVAL FROM THE LOCAL JURISDICTION AND THE UTILITY IS OBTAINED**
- **THE SOLAR PHOTOVOLTAIC INSTALLATION SHALL NOT OBSTRUCT ANY PLUMBING, MECHANICAL, OR BUILDING ROOF VENTS**
- **IF THE EXISTING MAIN PANEL DOES NOT HAVE VERIFIABLE GROUNDING ELECTRODE, IT IS CECESSARY TO INSTALL A SUPPLEMENTAL GROUNDING ELECTRODE**
- **EACH MODULE WILL BE GROUNDED AS PER UL 2703 OR UL 1703 APPROVED METHOD USING THE SUPPLIED CONCECTION POINTS IDENTIFIED ON THE MODULE AND THE MANUFACTURER'S INSTALLATION INSTRUCTIONS**
- **A LADDER SHALL BE IN PLACE FOR THE INSPECTION IN COMPLIANCE WITH CAL-OSHA REGULATIONS**
- **ALL WORK SHALL COMPLY WITH 2022 CEC, 2022 CRC, 2022 CBC MUNICIPAL CODE, AND ALL MANUFACTURERS' LISTINGS AND INSTALLATION INSTRUCTIONS.**
- **PHOTOVOLTAIC SYSTEM WILL COMPLY WITH 2022 CEC.**
- **PHOTOVOLTAIC SYSTEM INVERTER IS UNGROUNDED, NO CONDUCTORS ARE SOLIDLY GROUNDED IN THE INVERTER.**
- **MODULES CONFORM TO AND ARE LISTED UNDER UL 1703.**
- **INVERTER CONFORMS TO AND IS LISTED UNDER UL 1741.**
- **ELECTRICAL EQUIPMENT AND MATERIAL TO BE LISTED, LABELED, AND INSTALLED PER THE CEC, THE INSTALLATION STANDARDS/MANUFACTURER'S RECOMMENDATIONS AND IF REQUIRED A RECOGNIZED ELECTRICAL TESTING LABORATORY.**
- **CONDUITS EXPOSED TO SUNLIGHT ON ROOF SHALL BE LOCATED NOT LESS THAN 7/8" ABOVE ROOF SURFACE.**
- **DIG ALERT (811) IS TO BE CONTACTED AND COMPLIANCE WITH EXCAVATION SAFETY IN ACCORDANCE WITH GOVERNMENT CODE 4216 WILL BE FOLLOWED, PRIOR TO ANY EXCAVATION TAKING PLACE. (THIS IS A PUBLIC SERVICE MESSAGE)**

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PV 3.0-3.1	STRUCTURE DETAIL LAYOUT
PV 4.0-4.1	ELECTRICAL DIAGRAM
PV 5.0	WARNING LABELS

New Day Solar

CONTRACTOR INSTALLED
NEW DAY SOLAR
CORY JOHNSON
39252 WINCHESTER RD. STE
107 #410 MURRIETA, CA 92563
Lic. No.: C-10 (812958)

Phone:(855) 444-6329
Email: permits@newdaysolar.com

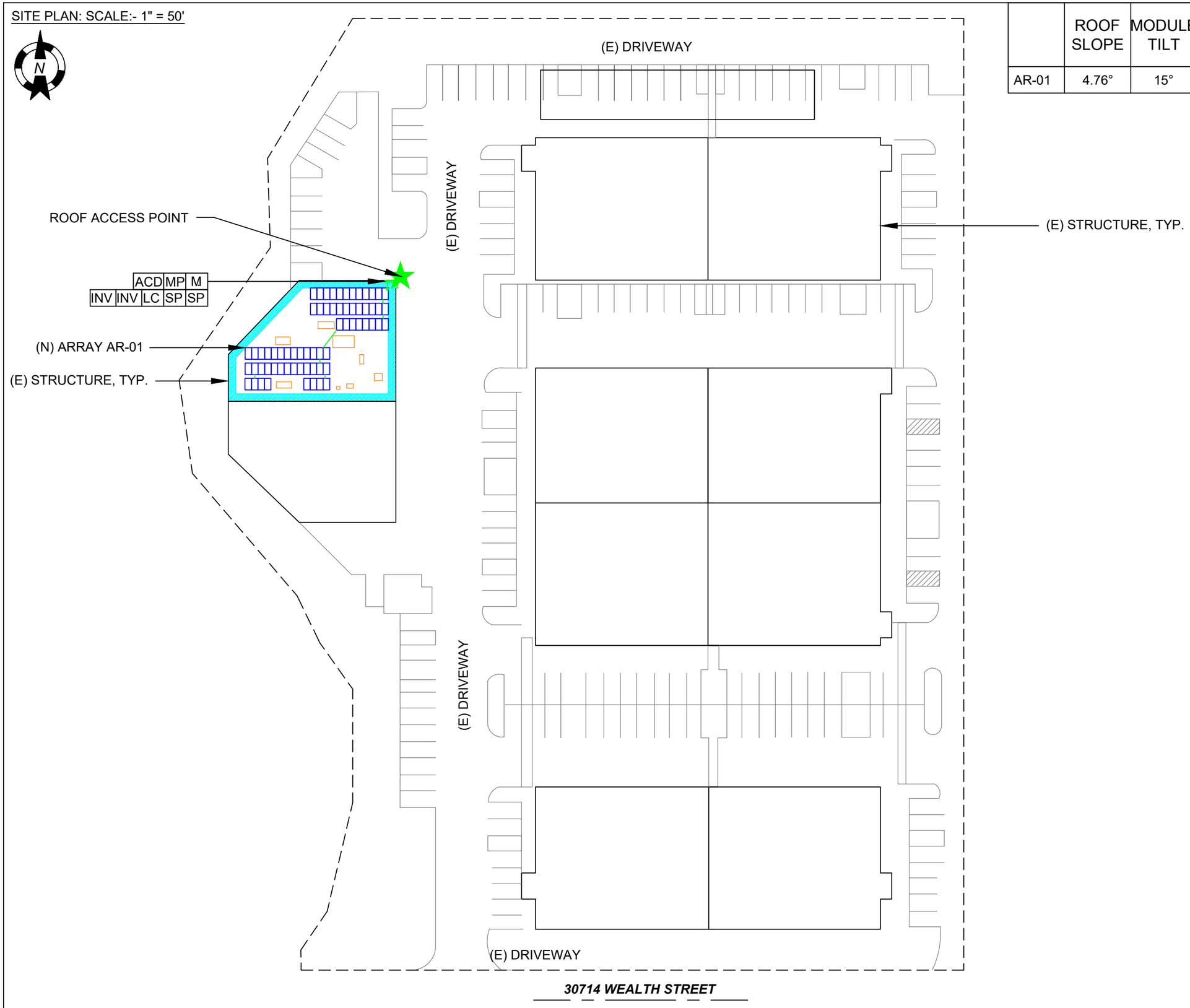
GARDENER AIR
30714 WEALTH STREET
MURRIETA, CA 92563

Rev A
DATE: 5 April 2023

COVER SHEET

PV 1.0

SITE PLAN: SCALE:- 1" = 50'



	ROOF SLOPE	MODULE TILT	AZIMUTH	SOLAR AREA (SQFT)	SOLAR WEIGHT (LBS)	#MODULES
AR-01	4.76°	15°	180°	1393.92	3201	66

LEGEND	
M	METER
MP	MAIN SERVICE PANEL
SP	SUB PANEL
LC	PV LOAD CENTER
ACD	AC DISCONNECT
INV	INVERTER
JB	JUNCTION BOX

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GARDENER AIR
30714 WEALTH STREET
MURRIETA, CA 92563

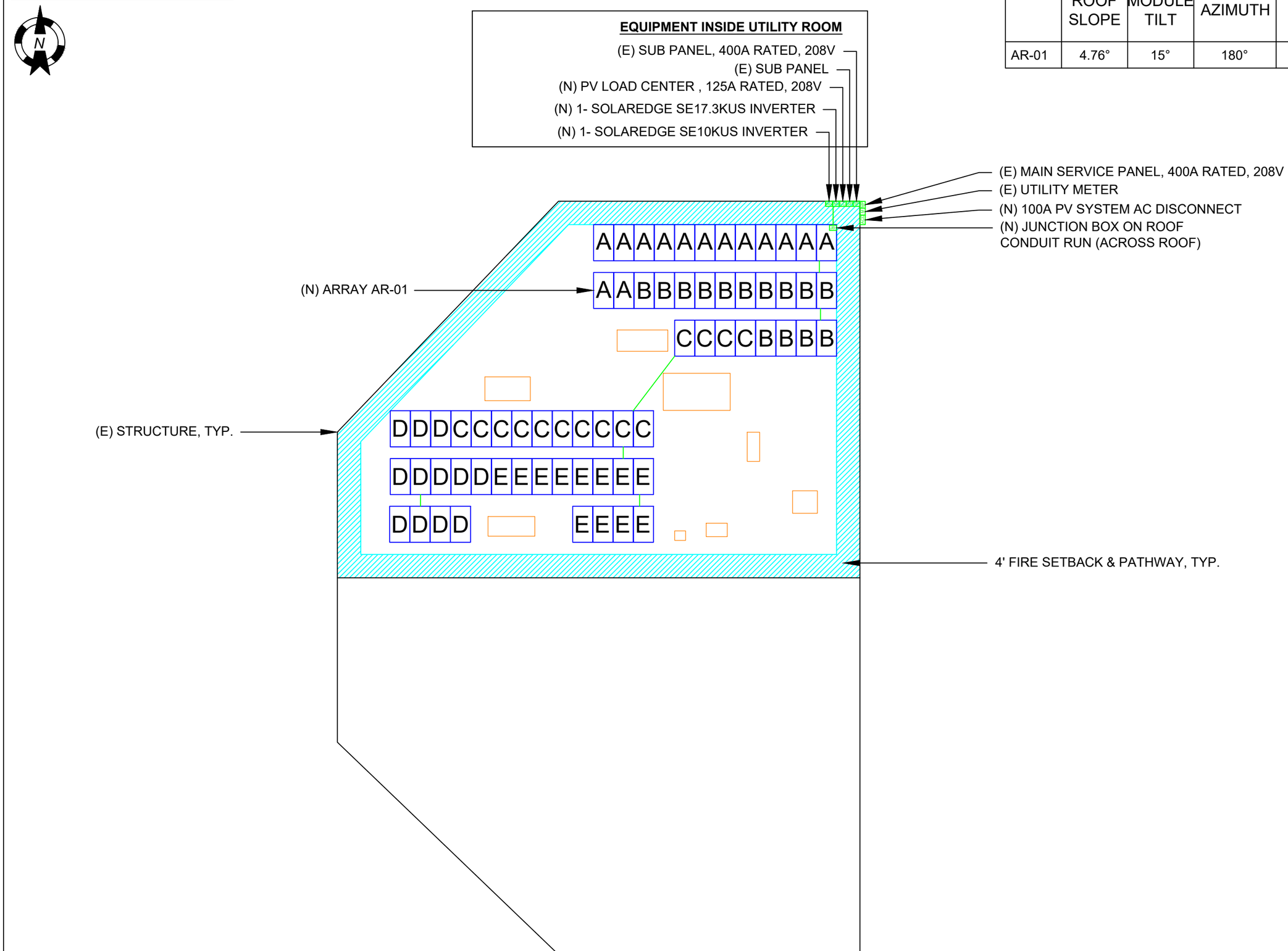
Rev A
DATE: 5 April 2023

SITE PLAN

PV 2.0

SITE PLAN DETAIL: SCALE:- 1" = 16'

	ROOF SLOPE	MODULE TILT	AZIMUTH	SOLAR AREA (SQFT)	SOLAR WEIGHT (LBS)	#MODULES
AR-01	4.76°	15°	180°	1393.92	3201	66



LEGEND	
M	METER
MP	MAIN SERVICE PANEL
SP	SUB PANEL
LC	PV LOAD CENTER
ACD	AC DISCONNECT
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GARDENER AIR
30714 WEALTH STREET
MURRIETA, CA 92563

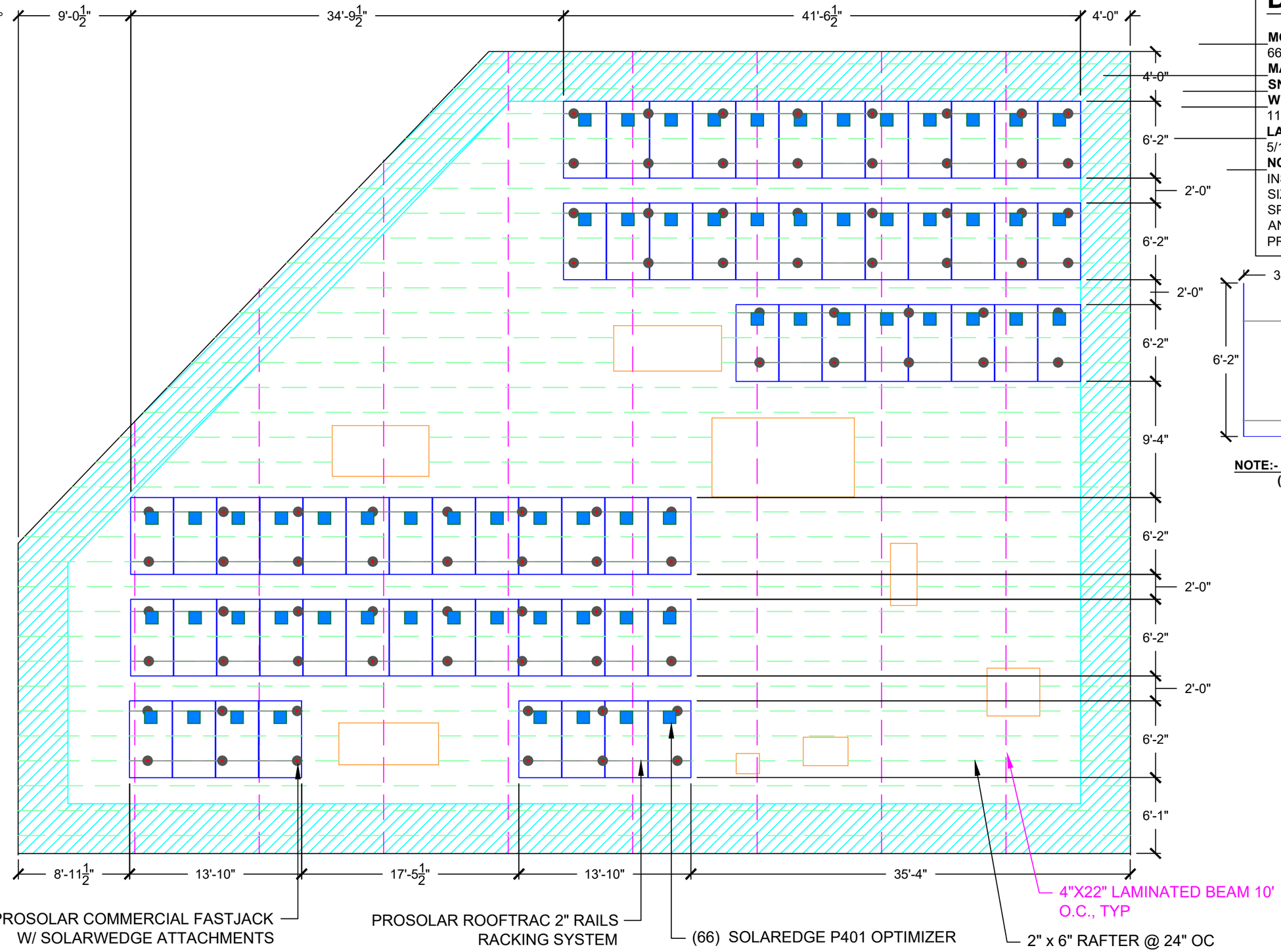
Rev A
DATE: 5 April 2023

SITE PLAN

PV 2.1

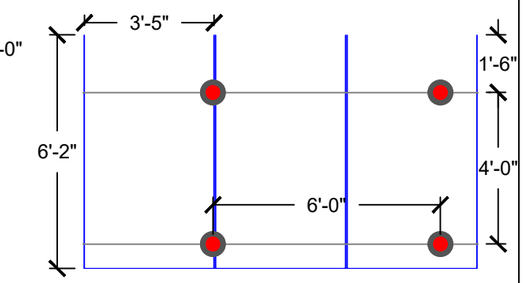
	# MODULES PER ARRAY	ROOF TYPE	ATTACHMENT	ROOF HEIGHT	FRAME MATERIAL	FRAME TYPE	FRAME SIZE	OC SPACING
AR-01	66	LOW SLOPE SINGLE PLY MEMBRANE, TPO, PVC, EPDM	PROSOLAR COMMERCIAL FASTJACK W/ SOLARWEDGE	THREE STORY	WOOD	RAFTER	2" x 6"	24" O.C.

AR-01 - SCALE:1" = 8'
PITCH: 4.76°
MODULE TILT:15°
AZIMUTH: 180°



DESIGN CRITERIA

MODULES:
66
MAX DISTRIBUTED LOAD: 3 PSF
SNOW LOAD: 0 PSF
WIND SPEED:
110 MPH 3-SEC GUST.
LAG SCREWS:
5/16"x 2.5" MIN EMBEDMENT
NOTE:
INSTALLERS TO VERIFY RAFTER SIZE, SPACING AND SLOPED SPANS, AND NOTIFY E.O.R. OF ANY DISCREPANCIES BEFORE PROCEEDING.



NOTE:- MAX. ATTACHMENT SPACING IS 6'-0"
(NON-STAGGERED ATTACHMENTS)

New Day Solar

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GARDENER AIR
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MURRIETA, CA 92563

Rev A
DATE: 5 April 2023

DETAIL LAYOUT

PV 3.0

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

www.rcaluc.org

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

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

The County of Riverside Planning Department should be contacted on non-ALUC issues. For more information, please contact County of Riverside Planner Haide Aguirre at 951-955-1006.

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

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

DATE OF HEARING: **June 13, 2024**

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

CASE DESCRIPTION:

ZAP1133FV24 – New Day Solar (Representative: Gardner Air) – County of Riverside Case No. BEL2303777 (Building Permit). A proposal to construct a 1,394 square foot rooftop solar panel system on an existing industrial building on 4.37 acres, located northerly of Wealth Street, easterly of Industry Way, and westerly of Leon Road. (Airport Compatibility Zones B2 and D of the French Valley Airport Influence Area).

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number: ZAP1133FV24 Date Submitted: 4/11/24

AIA: Airport FRENCH VALLEY Zone: Zone B2 AND D Public Hearing ☑ Staff Review ☐

Applicant

Applicant Full Name: New Day Solar

Applicant Address: 30770 Wealth Street, Murrieta CA 92563

Phone: 855-444-6329 Email: permits@newdaysolar.com

Representative/ Property Owner Contact Information

Representative: Dirk Gardner - Gardner Air Email: dirk@gardnerci.com

Address: 30714 Wealth Street, Murrieta CA 92563 Phone: 951-696-4495

Property Owner: Same as above Email:

Address: Phone:

Local Jurisdiction Agency

Agency Name: Riverside County Phone: 951-955-1006

Staff Contact: Haide Aguirre - TLMA Contract Planner Email: haguirre@rivco.org

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

Local Agency Case No.: BEL2303777

Project Location

Street Address: 30714 Wealth Street, Murrieta CA 92563 Gross Parcel Size.: 4.37 / 19.86AC

Assessor's Parcel No.: 963-081-010-8

Solar

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

Data

Site Elevation:(above mean sea level) 1338 ft.

Height of Building or structures: 1 story, Clear ceiling Height - 16 ft

What type of drainage basins are being proposed and the square footage: n/a

Notice

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

B. REVIEW TIME: Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of a complete application submittal to the next available commission hearing meeting.

C. SUBMISSION PACKAGE:

Please submit all application items DIGITALLY via USB or CD:

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

Additionally, please provide:

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

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

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	3.7
HEARING DATE:	June 13, 2024
CASE NUMBER:	ZAP1130FV23 – Catalyst Retail (Representative: Dasher & Tabata, Inc.)
APPROVING JURISDICTION:	County of Riverside
JURISDICTION CASE NO:	PP230023 (Plot Plan), CUP230012 (Conditional Use Permit), TPM38771 (Tentative Parcel Map),
LAND USE PLAN:	2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011
Airport Influence Area:	French Valley Airport
Land Use Policy:	Compatibility Zones B1, C, and D
Noise Levels:	55 - 60 CNEL from aircraft noise
MAJOR ISSUES:	None

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

PROJECT DESCRIPTION: A proposal to construct 21 retail/commercial buildings, consisting of restaurants, retail stores, gas stations, car wash, offices, and a collision repair shop on 30.84 acres. The applicant also proposes to subdivide 30.84 acres into 21 separate parcels.

PROJECT LOCATION: The proposed project is located on the southeast corner of Thompson Road and Winchester Road, approximately 4,354 feet northerly of the northeasterly terminus of Runway 18-36 at French Valley Airport.

BACKGROUND:

Non-Residential Average Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zones B1, C, and D of the French Valley Airport Influence Area. Compatibility Zone B1 (3.86 acres) limits average acre intensity to 40 people per acre, Compatibility Zone C (20.90 acres) limits average acre intensity to 80 people per acre, and Compatibility Zone D (6.08 acres), average acre intensity to 150 people per acre. (Via additional compatibility policy 2.3).

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

- Restaurant dining area – 1 person per 15 square feet,
- Restaurant kitchen area – 1 person per 200 square feet,
- Storage area - 1 person per 300 square feet,
- Retail area - 1 person per 115 square feet,
- Office area - 1 person per 200 square feet, and
- Manufacturing - 1 person per 200 square feet.

The project proposes to construct 21 retail/commercial buildings, consisting of restaurants, retail stores, gas stations, car wash, offices, and a collision repair shop, on 30.84 acres. An individual lot by lot analysis is provided below for each zone:

- Within Zone B1(2.15 acres) and Zone C (0.15 acres) of Parcel 9 (2.30 acres) the project includes from Building 9: 6,715 square feet of car wash tunnel area, and 30 stack vehicles, accommodating a total occupancy of 79 people, resulting in an average intensity of 37 people per acre, which is consistent with the Compatibility Zone B1 average intensity criterion of 40 people per acre. There is no development proposed in Zone C.

- Within Zone B1 (0.52 acres) and Zone C (0.25 acres) of Parcel 8 (0.77 acres) the project includes from Building 8: 2,200 square feet of Auto Service area, and 5-stack vehicles, accommodating a total occupancy of 19 people, resulting in an average intensity of 36 people per acre, which is consistent with the Compatibility Zone B1, average intensity criterion of 40 people per acre. There is no development proposed in Zone C.

- Within Zone B1 (0.27 acres) and Zone C (0.99 acres) of Parcel 7 (1.26 acres) the project includes within Zone C: a fuel canopy with 8 fuel pumps, accommodating a total occupancy of 12 people, resulting in an average intensity of 12 people per acre, which is consistent with the Compatibility Zone C average intensity criterion of 80 people per acre. There is no development proposed in Zone B1.

- Within Zone B1 (0.72 acres) and Zone C (1.11 acres), Parcel 13 (1.83 acres) the project includes within Zone B1: 3,022 square feet of collision repair area, accommodating a total occupancy of 15 people, resulting in an average intensity of 20 people per acre, which is consistent with the Compatibility Zone B1 average intensity criterion of 40 people per acre; within Zone C: 13,878 square feet of collision repair area, accommodating a total occupancy of 69 people, resulting in an average intensity criterion of 62 people per acre, which is consistent with the Compatibility Zone C, average intensity criterion of 80 people per acre.

- With Zone B1 (0.13 acres) and Zone C (0.96 acres), Parcel 11 (1.09 acres) the project includes within building 11 within Zone C: 2,600 square feet of retail area, and 7,200 square feet of Auto Service Area, accommodating a total occupancy of 79 people, resulting in an average intensity of 80 people per acre, which is consistent with the Compatibility Zone C, average intensity criterion of 80 people per acre. There is no development proposed in Zone B1.

- Within Zone C, Parcel 12 (1.62 acres) the project includes building 12: 17,640 square feet of

office area, accommodating a total occupancy of 88 people, resulting in an average intensity of 54 people per acre, which is consistent with the Compatibility Zone C, average intensity criterion of 80 people per acre.

- Within Zone C, Parcel 10 (1.50 acres), the project includes building 10: 2,100 square feet of kitchen area, 500 square feet of dining area, 15-stack vehicles, and 6,000 square feet of retail area, accommodating a total occupancy of 119 people, resulting in an average intensity of 79 people per acre, which is consistent with the Compatibility Zone C, average intensity criterion of 80 people per acre.

- Within Zone C, Parcel 6 (1.16 acres), the project includes building 6: which includes 800 square feet of dining area, 1,100 square feet of kitchen area, 15-stack vehicles, and 700 square feet of storage, accommodating a total occupancy of 93 people, resulting in an average intensity of 80 people per acre, which is consistent with the Compatibility Zone C, average intensity criterion of 80 people per acre.

- Within Zone C, Parcel 14 (0.93 acres), the project includes building 14: which includes 3,600 square feet of retail area, accommodating a total occupancy of 31 people, resulting in an average intensity 33 people, which is consistent with the Compatibility Zone C, average intensity criterion of 80 people per acre.

- Within Zone C, Parcel 5 (1.85 acres), the project includes building 5: 885 square feet of storage area, 1,100 square feet of kitchen area, 700 square feet of dining area, 14-stack vehicles, and 2,700 square feet of retail area, accommodating a total occupancy of 101 people, resulting in an average intensity of 55 people per acre, which is consistent with the Compatibility Zone C, average intensity criterion of 80 people per acre.

- Within Zone C, Parcel 4 (0.89 acres), the project includes building 4: 885 square feet of storage area, 2,060 square feet of kitchen area, 12-stack vehicles, and 555 square feet of dining area, accommodating a total occupancy of 68 people, resulting in an average intensity of 76 people per acre, which is consistent with the Compatibility Zone C, average intensity criterion of 80 people per acre.

- Within Zone C, Parcel 3 (1.03 acres), the project includes building 3: 1,295 square feet of kitchen area, and 425 square feet of dining area with 13-stack vehicles, and 2,800 square feet of retail area, accommodating a total occupancy of 78 people, resulting in an average intensity of 75 people per acre, which is consistent with the Compatibility Zone C, average intensity criterion of 80 people per acre.

- Within Zone C, Parcel 2 (0.76 acres), the project includes building 2: 320 square feet of dinning area, 345 square feet of kitchen area, 17-stack vehicles, and 285 square feet of storage area, accommodating a total occupancy of 50 people, resulting in an average intensity of 65 people per acre, which is consistent with the Compatibility Zone C, average intensity criterion of 80 people per acre.

- Within Zone C, Parcel 1 (0.55 acres), the project includes building 1: 165 square feet of dinning area, 370 square feet of kitchen area, and 18-stack vehicles, and 250 square feet of storage area, accommodating a total occupancy of 41 people per acre, resulting in an average intensity of 75 people per acre, which is consistent with the Compatibility Zone C,

average intensity criterion of 80 people per acre.

- Within Zone D, Parcel 21 (1.68 acres), the project includes building 21: 6,000 square feet of retail area, accommodating a total occupancy of 52 people per acre, resulting in an average intensity of 31 people, which is consistent with the Compatibility Zone D, average intensity criterion of 150 people per acre.

- Within Zone D, Parcel 20 (0.61 acres), the project includes building 20: 4,000 square feet of retail area, accommodating a total occupancy of 34 people, resulting in an average intensity of 55 people, which is consistent with the Compatibility Zone D, average intensity criterion of 150 people per acre.

- Within Zone C (0.49 acres) and Zone D (0.36acres) of Parcel 19 (0.85 acres), the project includes within Zone C: 240 square feet of retail area, accommodating a total occupancy of 2 people, resulting in an average intensity of 4 people per acre, which is consistent with the Compatibility Zone C average intensity criterion of 80 people per acre; within Zone D: 4,760 square feet of retail area, accommodating a total occupancy of 41 people, resulting in an average intensity criterion of 114 people per acre, which is consistent with the Compatibility Zone D, average intensity criterion of 150 people per acre.

- Within Zone C (0.053 acres) and Zone D (0.65 acres) of Parcel 18 (0.71 acres), the project includes within Zone C: 480 square feet of retail area, accommodating a total occupancy of 4 people, resulting in an average intensity of 75 people per acre, which is consistent with the Compatibility Zone C, average intensity criterion of 80 people per acre; within Zone D: 4,410 square feet of retail area, accommodating a total occupancy of 38 people, resulting in an average intensity criterion of 59 people per acre, which is consistent with the Compatibility Zone D, average intensity criterion of 150 people per acre.

- Within Zone C (0.76 acres) and Zone D (0.60 acres), Parcel 17 (1.36 acres), the project includes within Zone C: 3,150 square feet of retail area, accommodating a total occupancy of 27 people, resulting in an average intensity of 36 people per acre, which is consistent with the Compatibility Zone C, average intensity criterion of 80 people per acre; within Zone D: 8,850 square feet of retail area, accommodating a total occupancy of 77 people, resulting in an average intensity criterion of 128 people per acre, which is consistent with the Compatibility Zone D, average intensity criterion of 150 people per acre.

- Within Zone C (1.0 acres) and Zone D (0.78 acres), Parcel 16 (1.78 acres), the project includes within Zone C: 5,300 square feet of retail area, accommodating a total occupancy of 46 people, resulting in an average intensity of 46 people per acre, which is consistent with the Compatibility Zone C, average intensity criterion of 80 people per acre; within Zone D: 10,200 square feet of retail area, accommodating a total occupancy of 89 people, resulting in an average intensity criterion of 114 people per acre, which is consistent with the Compatibility Zone D, average intensity criterion of 150 people per acre.

- Within Zone C (3.42 acre) and Zone D (2.28 acres), Parcel 15 (5.70 acres), the project includes within Zone C: 27,000 square feet of retail area, accommodating a total occupancy of 235 people, resulting in an average intensity of 68 people per acre, which is consistent with the Compatibility Zone C, average intensity criterion of 80 people per acre; within Zone D: 31,000 square feet of retail area, accommodating a total occupancy of 269 people,

resulting in an average intensity criterion of 117 people per acre, which is consistent with the Compatibility Zone D, average intensity criterion of 150 people per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle). Based on the number of vehicle parking spaces provided (1,032), the total occupancy would be estimated at 1,548 persons for the entire site, resulting in an average intensity of 50 persons per acre, which is inconsistent with the Zone B1 average intensity criterion of 40 people per acre, but consistent with Zone C average intensity criterion of 80 people per acre, and Zone D average intensity criterion of 150 people. However, if we analyzed the parking stalls in Zone B1, there are a total of 83 spaces provided which would accommodate a total of 125 people, resulting in an average intensity (for just Zone B1 portion) of 32 people per acre, which is consistent with Zone B1 average intensity criterion of 40 people per acre.

Non-Residential Single-Acre Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone B1, C, and D of the French Valley Airport Influence Area. Compatibility Zone B1 limits single acre intensity to 80 people per acre, Compatibility Zone C limits single acre intensity to 160 per acre, and Compatibility Zone D limits single acre intensity to 450 per acre. (Via additional compatibility policy 2.3).

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area for each of the buildings are as follows:

- Within Zone B1(2.15 acres) and Zone C (0.15 acres) of Parcel 9 (2.30 acres) the project includes from Building 9: 6,715 square feet of car wash tunnel area, and 30-stack vehicles, resulting in single acre intensity of 79 people, which is consistent with the Compatibility Zone B1 single acre intensity criterion maximum of 80 people. There is no development in Zone C.

- Within Zone B1 (0.52 acres) and Zone C (0.25 acres) of Parcel 8 (0.77 acres) the project includes from Building 8: 2,200 square feet of Auto Service area, and 5-stack vehicles (including 2 cars from fueling station on Parcel 7), resulting in single acre intensity of 22 people, which is consistent with the Compatibility Zone B1 single acre intensity criterion maximum of 80 people. There is no development proposed in Zone C.

- Within Zone B1 (0.27 acres) and Zone C (0.99 acres) of Parcel 7 (1.26 acres) the project includes within Zone C: a fuel canopy with 8 fuel pumps (including 2,434 square feet of storage, kitchen, and retail area on Parcel 5), resulting in single acre intensity of 31 people, which is consistent with the Compatibility Zone B1 single acre intensity criterion maximum of 80 people. There is no development proposed in Zone B1.

- Within Zone B1 (0.72 acres) and Zone C (1.11 acres), Parcel 13 (1.83 acres) the project includes within Zone B1: 3,022 square feet of collision repair area, resulting in single acre intensity of 15 people, which is consistent with the Compatibility Zone B1 single acre intensity criterion maximum of 80 people; within Zone C: 13,878 square feet of collision repair area, resulting in single acre intensity of 69 people, which is consistent with the Compatibility Zone C single acre intensity criterion maximum of 160 people.

- With Zone B1 (0.11 acres) and Zone C (0.98 acres), Parcel 11 (1.09 acres) the project

includes within building 11 Zone C: 2,600 square feet of retail area, and 7,200 square feet of Auto Service Area, resulting in single acre intensity of 79 people, which is consistent with the Compatibility Zone C single acre intensity criterion maximum of 160 people. There is no development proposed in Zone B1.

- Within Zone C, Parcel 12 (1.62 acres) the project includes building 12: 17,640 square feet of office area (including 875 square feet of kitchen area within Parcel 10, Building 10), resulting in single acre intensity of 93 people, which is consistent with the Compatibility Zone C single acre intensity criterion maximum of 160 people.

- Within Zone C, Parcel 10 (1.50 acres), the project includes building 10: 2,100 square feet of kitchen area, 500 square feet of dining area, 15-stack vehicles, and 6,000 square feet of retail area, (including 3,111 square feet of office area in parcel 12, building 12), resulting in single acre intensity of 122 people, which is consistent with the Compatibility Zone C single acre intensity criterion maximum of 160 people.

- Within Zone C, Parcel 6 (1.16 acres), the project includes building 6: which includes 800 square feet of dining area, 1,100 square feet of kitchen area, 15-stack vehicles, and 700 square feet of storage ,(including 3,600 square feet of retail are from Building 14, Parcel 14), resulting in single acre intensity of 115 people, which is consistent with the Compatibility Zone C single acre intensity criterion maximum of 160 people.

- Within Zone C, Parcel 14 (0.93 acres), the project includes building 14: which includes 3,600 square feet of retail area (including 2,600 square feet of kitchen and dining area from building 6 Parcel 6), resulting in single acre intensity of 101 people, which is consistent with the Compatibility Zone C single acre intensity criterion maximum of 160 people.

- Within Zone C, Parcel 5 (1.85 acres), the project includes building 5: 885 square feet of storage area, 1,100 square feet of kitchen area, 700 square feet of dining area, 14-stack vehicles, and 2,700 square feet of retail area, (Including 4 fueling stations from Parcel 7, Building 7), resulting in single acre intensity of 106 people, which is consistent with the Compatibility Zone C single acre intensity criterion maximum of 160 people.

- Within Zone C, Parcel 4 (0.89 acres), the project includes building 4: 885 square feet of storage area, 2,060 square feet of kitchen area, 12-stack vehicles, and 555 square feet of dining area, (including 4,500 square feet of dining, kitchen and 13-stack vehicles, and retail area from building 3 parcel 3), resulting in single acre intensity of 141 people, which is consistent with the Compatibility Zone C single acre intensity criterion maximum of 160 people.

- Within Zone C, Parcel 3 (1.03 acres), the project includes building 3: 1,295 square feet of kitchen area, and 425 square feet of dining area with 13 stack vehicles in suite one, and 2,800 square feet of retail area in suite two (including 3,500 square feet of dining, kitchen, 12-stack vehicles, and storage area in parcel 4, building 4), resulting in single acre intensity of 141 people, which is consistent with the Compatibility Zone C single acre intensity criterion maximum of 160 people.

- Within Zone C, Parcel 2 (0.76 acres), the project includes building 2: 320 square feet of dining area, 345 square feet of kitchen area, 17-stack vehicles, and 285 square feet of

storage area (including 4,500 square feet of kitchen, storage, and dining area from parcel 3 building 3), resulting in single acre intensity of 104 people, which is consistent with the Compatibility Zone C single acre intensity criterion maximum of 160 people.

- Within Zone C, Parcel 1 (0.55 acres), the project includes building 1: 165 square feet of dinning area, 370 square feet of kitchen area, and 18-stack vehicles, and 250 square feet of storage area (including 950 square feet of dining, storage, and kitchen area from building 2, parcel 2), resulting in single acre intensity of 91 people, which is consistent with the Compatibility Zone C single acre intensity criterion maximum of 160 people.

- Within Zone D, Parcel 21 (1.68 acres), the project includes building 21: 6,000 square feet of retail area (including 4,000 square feet of retail area from parcel 20 building 20 and 3,300 square feet of retail area from parcel 19 building 19), resulting in single acre intensity of 136 people, which is consistent with the Compatibility Zone D single acre intensity criterion maximum of 450 people.

- Within Zone D, Parcel 20 (0.61 acres), the project includes building 20: 4,000 square feet of retail area(including 5,000 square feet of retail area from parcel 19 building 19, 4,520 square feet from parcel 18, building 18, and 1,622 square feet from parcel 17, building 17), resulting in single acre intensity of 130 people, which is consistent with the Compatibility Zone D single acre intensity criterion maximum of 450 people.

- Within Zone C(0.49 acres) and Zone D(0.36acres) of Parcel 19 (0.85 acres), the project includes within Zone C: 240 square feet of retail area (including 480 square feet of retail area from parcel 18, building 18, and 2,741 square feet of retail area from parcel 17 building 17), resulting in single acre intensity of 75 people, which is consistent with the Compatibility Zone C single acre intensity criterion maximum of 160 people; within Zone D: 4,760 square feet of retail area (including 4,520 square feet of retail area in parcel 18, building 18 and 8,850 square feet of retail area in parcel 17 building 17), resulting in single acre intensity of 157 people, which is consistent with the Compatibility Zone D single acre intensity criterion maximum of 450 people.

- Within Zone C (0.053 acres) and Zone D (0.65 acres), Parcel 18 (0.71 acres), the project includes within Zone C: 480 square feet of retail area (including 2,741 square feet of retail area from parcel 17 building 17, and 5,381 square feet from parcel 16, building 16), resulting in single acre intensity of 75 people, which is consistent with the Compatibility Zone C single acre intensity criterion maximum of 160 people; within Zone D: 4,520 square feet of retail area (including 8,850 square feet of retail area from parcel 17 building 17 and 3,786 square feet from parcel 16, building 16), resulting in single acre intensity of 149 people, which is consistent with the Compatibility Zone D single acre intensity criterion maximum of 450 people.

- Within Zone C (0.76 acres) and Zone D (0.6 acres), Parcel 17 (1.36 acres), the project includes within Zone C: 3,150 square feet of retail area(including 5,300 square feet of retail area from parcel 16 building 16),), resulting in single acre intensity of 73 people, which is consistent with the Compatibility Zone C single acre intensity criterion maximum of 160 people; within Zone D: 8,850 square feet of retail area(including 10,200 square feet of retail area within parcel 16 building 16), resulting in single acre intensity of 166 people, which is consistent with the Compatibility Zone D single acre intensity criterion maximum of 450

people.

- Within Zone C (1.0 acres) and Zone D (0.78 acres), Parcel 16 (1.78 acres), the project includes within Zone C: 5,300 square feet of retail area (including 3,150 square feet of retail area from parcel 17 building 17), resulting in single acre intensity of 73 people, which is consistent with the Compatibility Zone C single acre intensity criterion maximum of 160 people; within Zone D: 10,200 square feet of retail area (including 8,850 square feet of retail area from parcel 17 building 17), resulting in single acre intensity of 166 people, which is consistent with the Compatibility Zone D single acre intensity criterion maximum of 450 people.

- Within Zone C (3.42 acre) and Zone D (2.28 acres), Parcel 15 (5.70 acres), the project includes within Zone C: 16,874 square feet of retail area, resulting in single acre intensity of 146 people, which is consistent with the Compatibility Zone C single acre intensity criterion maximum of 160 people; within Zone D:18,243 square feet of retail area, resulting in single acre intensity of 159 people, which is consistent with the Compatibility Zone D single acre intensity criterion maximum of 450 people.

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

Noise: The French Valley Airport Land Use Compatibility Plan depicts the site as being located within the 55 - 60 CNEL contour range from aircraft noise. Office and retail (restaurant) uses are identified as marginally acceptable within this range as long as outdoor activities are minimal; however, staff is recommending a condition to incorporate noise attenuation measures into the design of the proposed buildings to such extent as may be required to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

Part 77: The elevation of Runway 18-36 at its northerly terminus is 1,347 feet above mean sea level (1347 AMSL). At a distance of approximately 4,354 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,391 feet AMSL. The site elevation is 1,358 feet AMSL with a maximum building height of 42 feet, the top point elevation would be 1,400 feet. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) was required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study Nos. 2023-AWP-19253-OE thru 2023-AWP-19272-OE, to this project. Determinations of No Hazard to Air Navigation letters were issued by the FAA OES on November 8, 2023, and it was determined that the buildings would not result in an impact to air navigation. The FAA OES conditions have been incorporated into ALUC's conditions.

Open Area: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone B1, C and D. The Compatibility Plan requires projects 10 acres or larger to designate 30% of project open area for zone B1, 20% of project open area for zone C, and 10% of project open area for zone D, as ALUC qualifying open area that could potentially serve as emergency landing areas. Zone B2 does not require open land.

Based on the project size (3.86 acres) located within Compatibility Zone B1, (20.90 acres) located within Zone C, and (6.08 acres) located within Zone D, the project is required to provide a minimum 5.93 acres of open area consistent with ALUC open area criteria. The applicant has provided a total

of 5.93 acres of open area within the drive aisles and parking areas. These areas are conditioned to maintain a minimum shape of 75 feet in width and 300 feet in length and shall be kept obstacle and obstruction free per ALUC open area definition (no objects greater than four feet in height with a diameter of four inches or greater).

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The nearest portion of the project is located 4,354 feet from the runway, and therefore would be subject to the above requirement.

Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 4,354 feet), the project utilizes underground infiltration basins which will not contain surface water or attract wildlife and, therefore, would not constitute a hazard to flight.

CONDITIONS:

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

2. The following uses shall be prohibited:

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

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

   (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators).

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

   (e) Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than two aboveground habitable floors, critical

community infrastructure facilities, and aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials.

(f) Highly noise-sensitive outdoor nonresidential uses.

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

3. Prior to issuance of building permits, the landowner shall convey an avigation easement to the County of Riverside as owner of French Valley Airport, or provide evidence that such easement has been previously conveyed. Contact the Riverside County – Aviation Division at (951) 955-9722 for additional information.

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

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

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

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

6. This project has been evaluated as consisting of 20 retail/commercial buildings, such as restaurants, retail stores, gas stations, car wash, offices, and a collision repair shop, on 30.84 acres. Any increase in building area (including construction of a new building), change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria**,** at the discretion of the ALUC Director.

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

Use Commission.

8. The Federal Aviation Administration has conducted aeronautical studies of the proposed project (Aeronautical Study Nos. 2023-AWP-19253-OE thru 2023-AWP-19272-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 M and shall be maintained in accordance therewith for the life of the project.

9. The proposed buildings and site elevations shall not exceed the heights identified in the aeronautical studies.

10. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.

11. Temporary construction equipment used during actual construction of the structure(s) shall not exceed the structure heights and site elevations as identified in the aeronautical studies, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

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

X:\AIRPORT CASE FILES\French Valley\ZAP1130FV23\ZAP1130FV23sr.doc

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

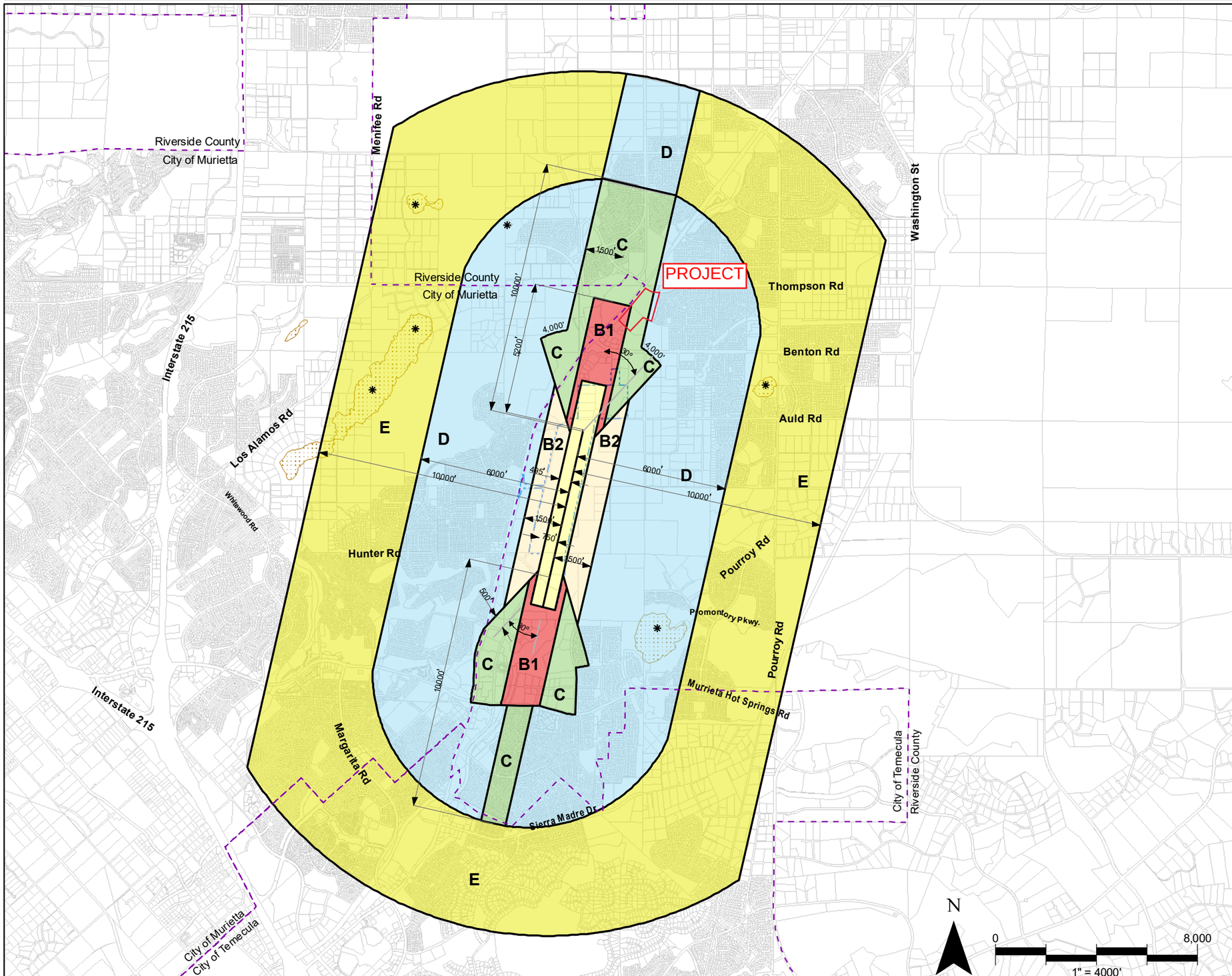
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____



Legend

Compatability Zones

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

Boundary Lines

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

Note

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

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

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

(April 2010)

Map FV-1

Compatibility Map

French Valley Airport

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

Aeronautical Study No.
2023-AWP-19253-OE

Issued Date: 11/08/2023

Ryan Fryer
Catalyst Commercial Group, LLC
38605 Calistoga Dr
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:	Commercial Use Building Building 1
Location:	Riverside, CA
Latitude:	33-35-46.71N NAD 83
Longitude:	117-07-07.07W
Heights:	1357 feet site elevation (SE) 20 feet above ground level (AGL) 1377 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/08/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

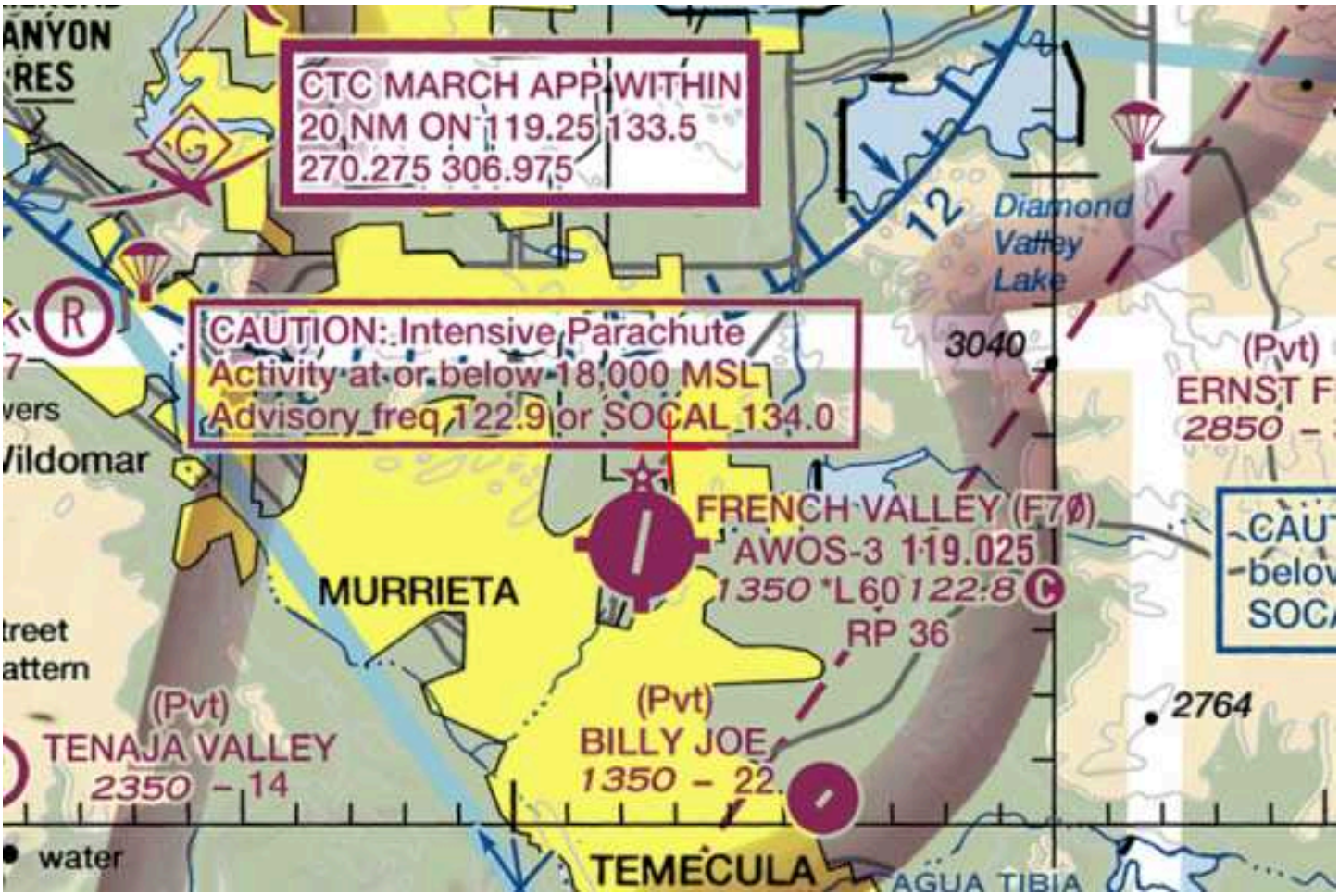
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-19253-OE.

Signature Control No: 604000350-604245050 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-19253-OE

Sectional Map for ASN 2023-AWP-19253-OE



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

Aeronautical Study No.
2023-AWP-19254-OE

Issued Date: 11/08/2023

Ryan Fryer
Catalyst Commercial Group, LLC
38605 Calistoga Dr
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:	Commercial Use Building Building 2
Location:	Riverside, CA
Latitude:	33-35-49.06N NAD 83
Longitude:	117-07-08.33W
Heights:	1351 feet site elevation (SE) 20 feet above ground level (AGL) 1371 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/08/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

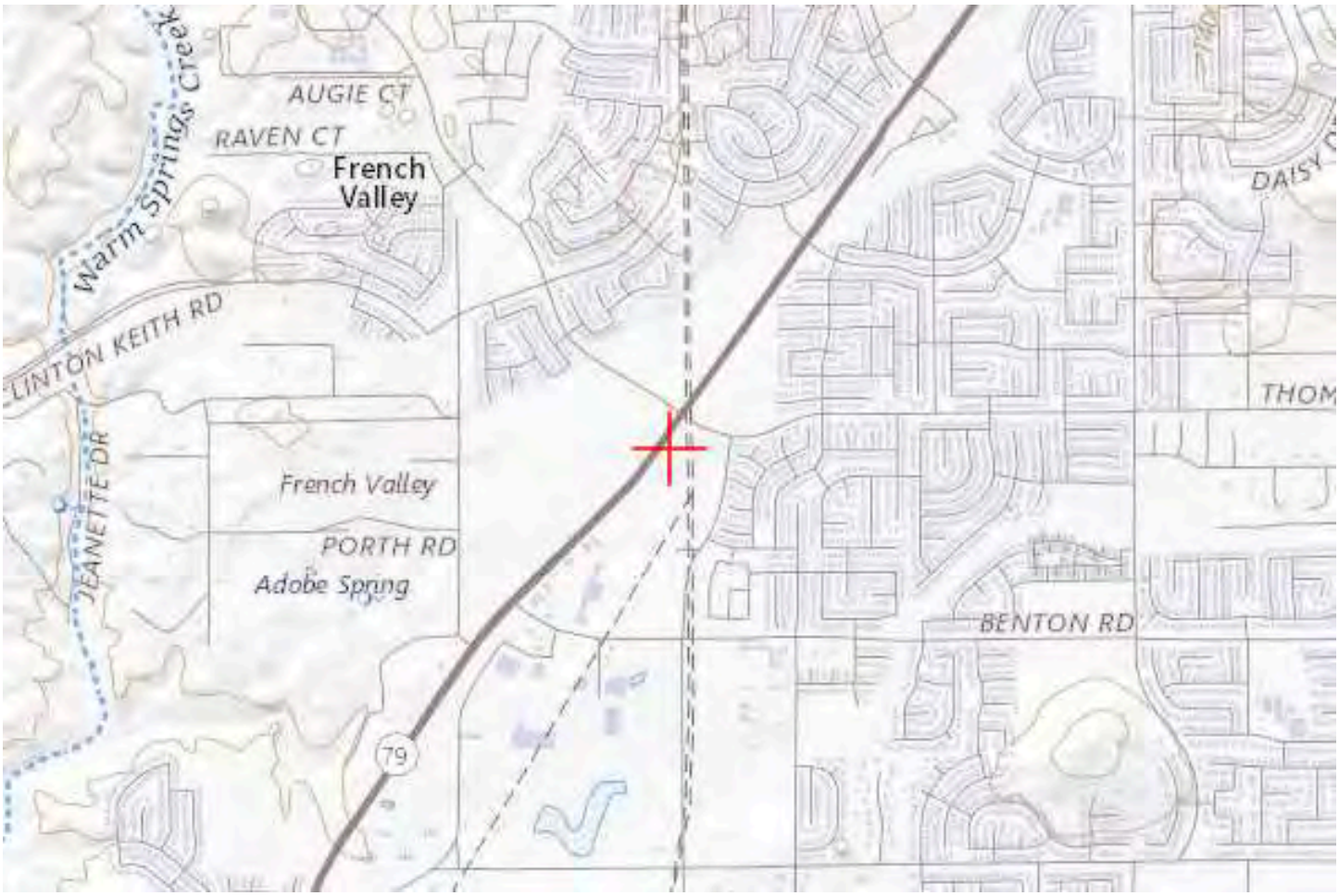
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-19254-OE.

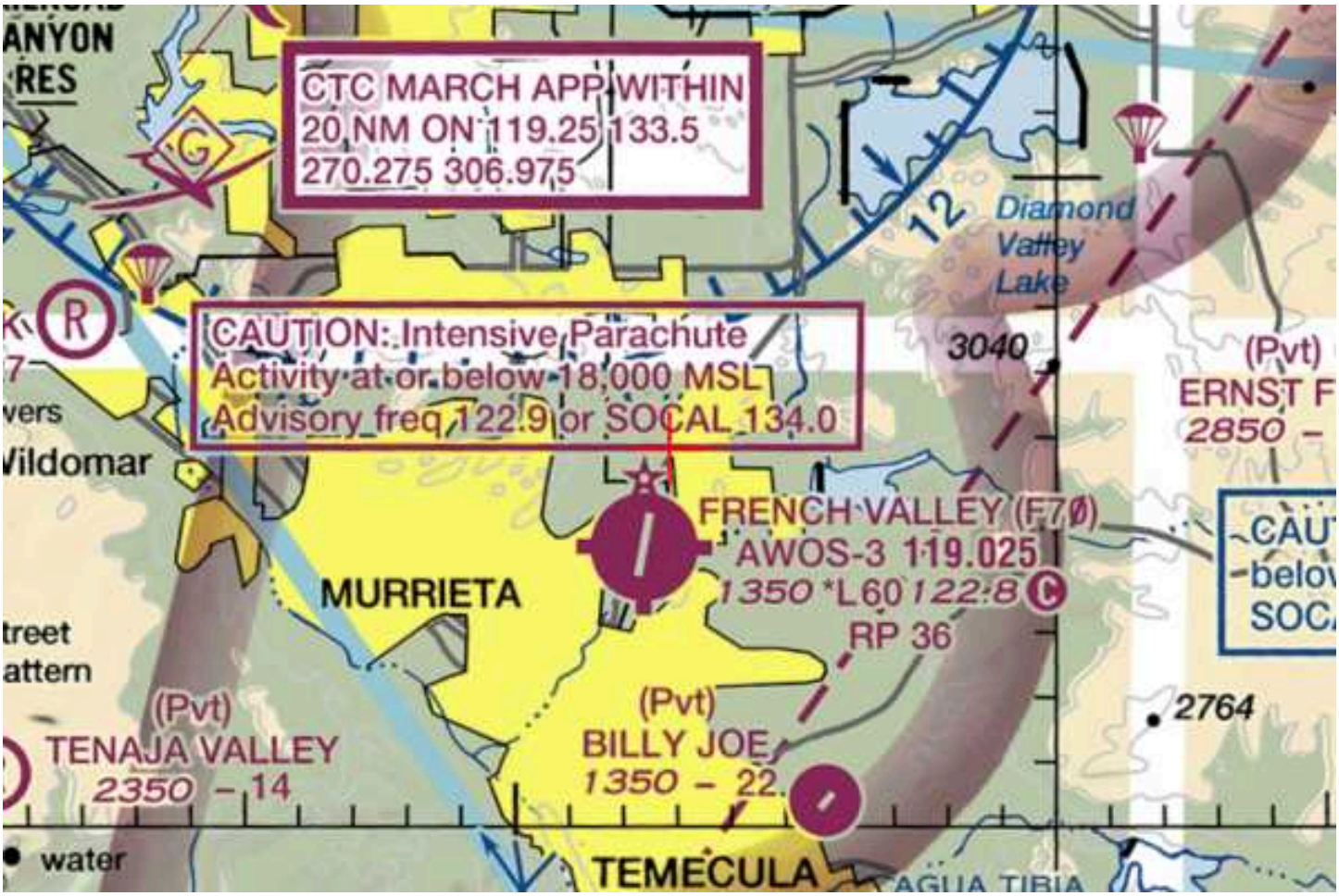
Signature Control No: 604000351-604245053 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-19254-OE



Sectional Map for ASN 2023-AWP-19254-OE



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

Aeronautical Study No.
2023-AWP-19255-OE

Issued Date: 11/08/2023

Ryan Fryer
Catalyst Commercial Group, LLC
38605 Calistoga Dr
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:	Commercial Use Building Building 3
Location:	Riverside, CA
Latitude:	33-35-47.90N NAD 83
Longitude:	117-07-09.33W
Heights:	1350 feet site elevation (SE) 20 feet above ground level (AGL) 1370 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/08/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

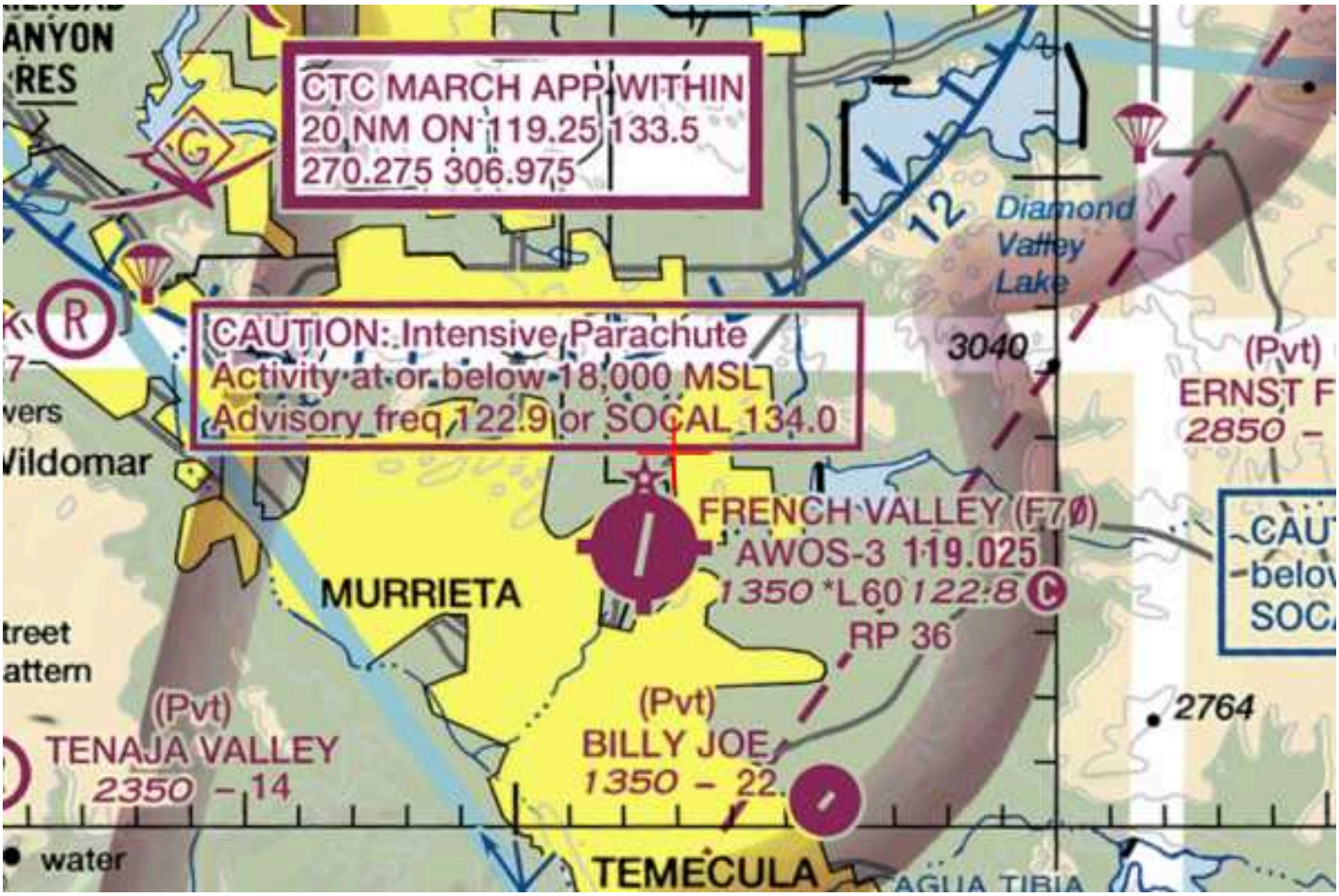
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-19255-OE.

Signature Control No: 604000352-604245052 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-19255-OE

Sectional Map for ASN 2023-AWP-19255-OE



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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AWP-19256-OE

Issued Date: 11/08/2023

Ryan Fryer
Catalyst Commercial Group, LLC
38605 Calistoga Dr
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:	Commercial Use Building Building 4
Location:	Riverside, CA
Latitude:	33-35-46.73N NAD 83
Longitude:	117-07-10.25W
Heights:	1350 feet site elevation (SE) 20 feet above ground level (AGL) 1370 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/08/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

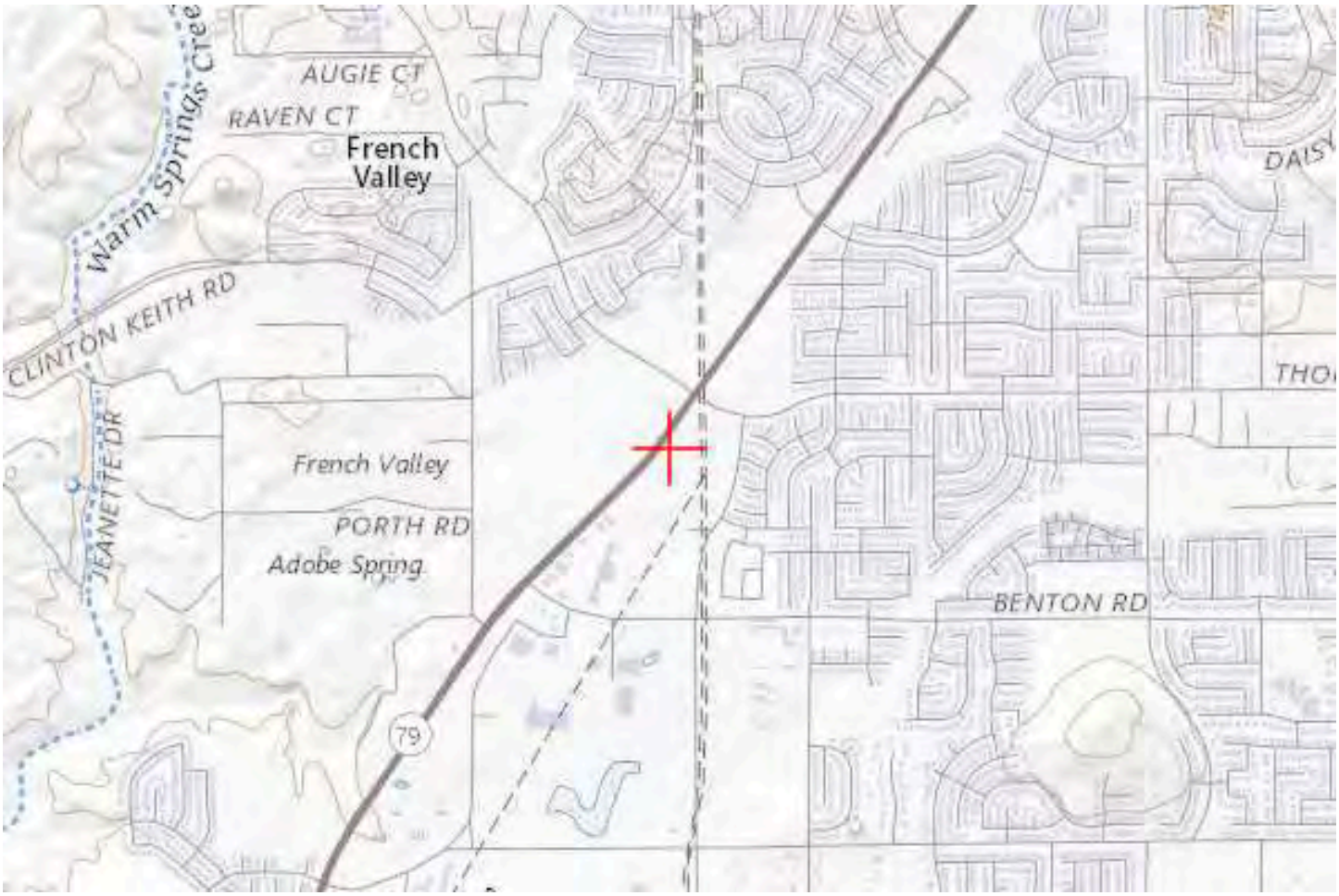
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-19256-OE.

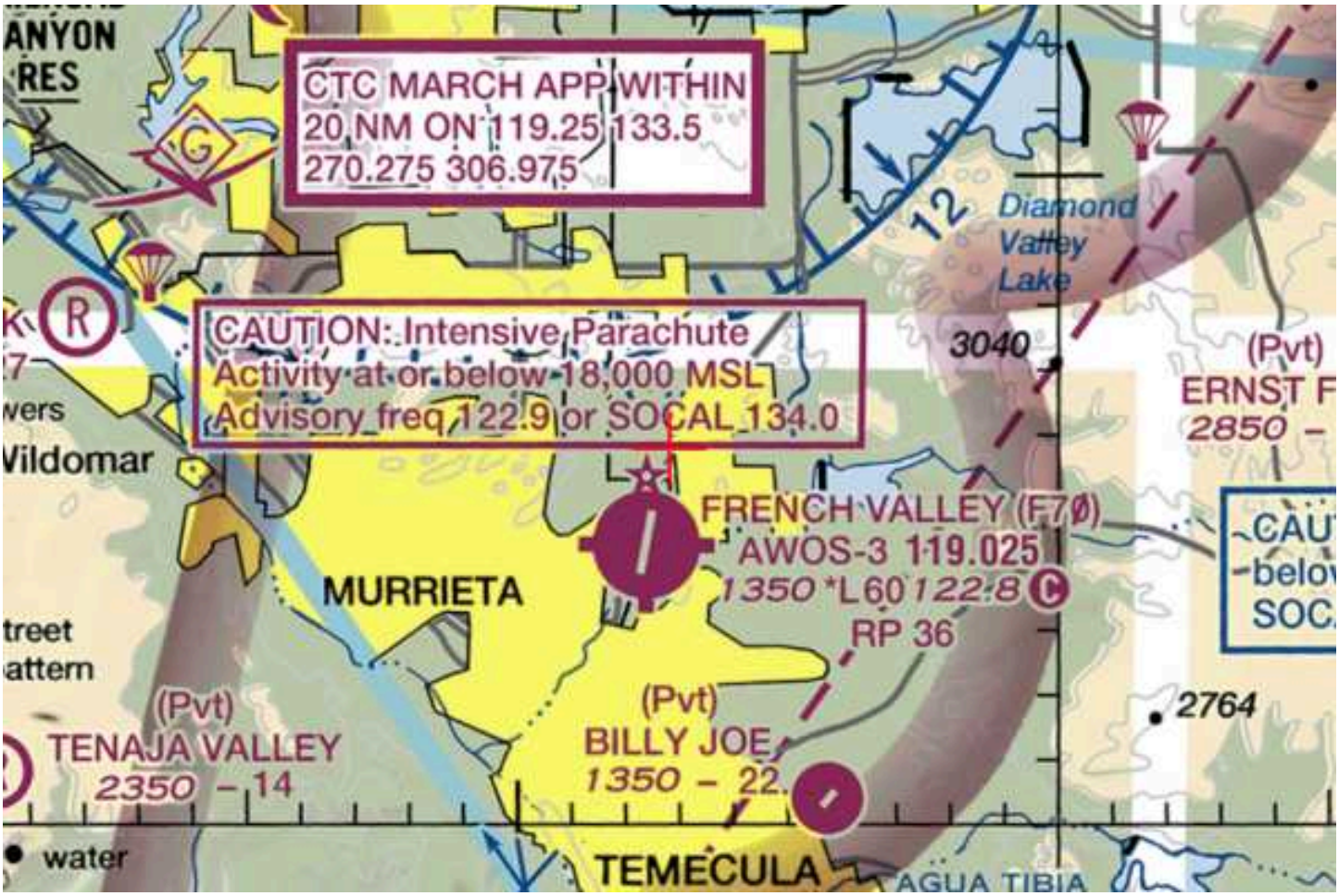
Signature Control No: 604000353-604245055 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-19256-OE



Sectional Map for ASN 2023-AWP-19256-OE



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

Aeronautical Study No.
2023-AWP-19257-OE

Issued Date: 11/08/2023

Ryan Fryer
Catalyst Commercial Group, LLC
38605 Calistoga Dr
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:	Commercial Use Building Building 5
Location:	Riverside, CA
Latitude:	33-35-45.59N NAD 83
Longitude:	117-07-11.29W
Heights:	1342 feet site elevation (SE) 20 feet above ground level (AGL) 1362 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/08/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

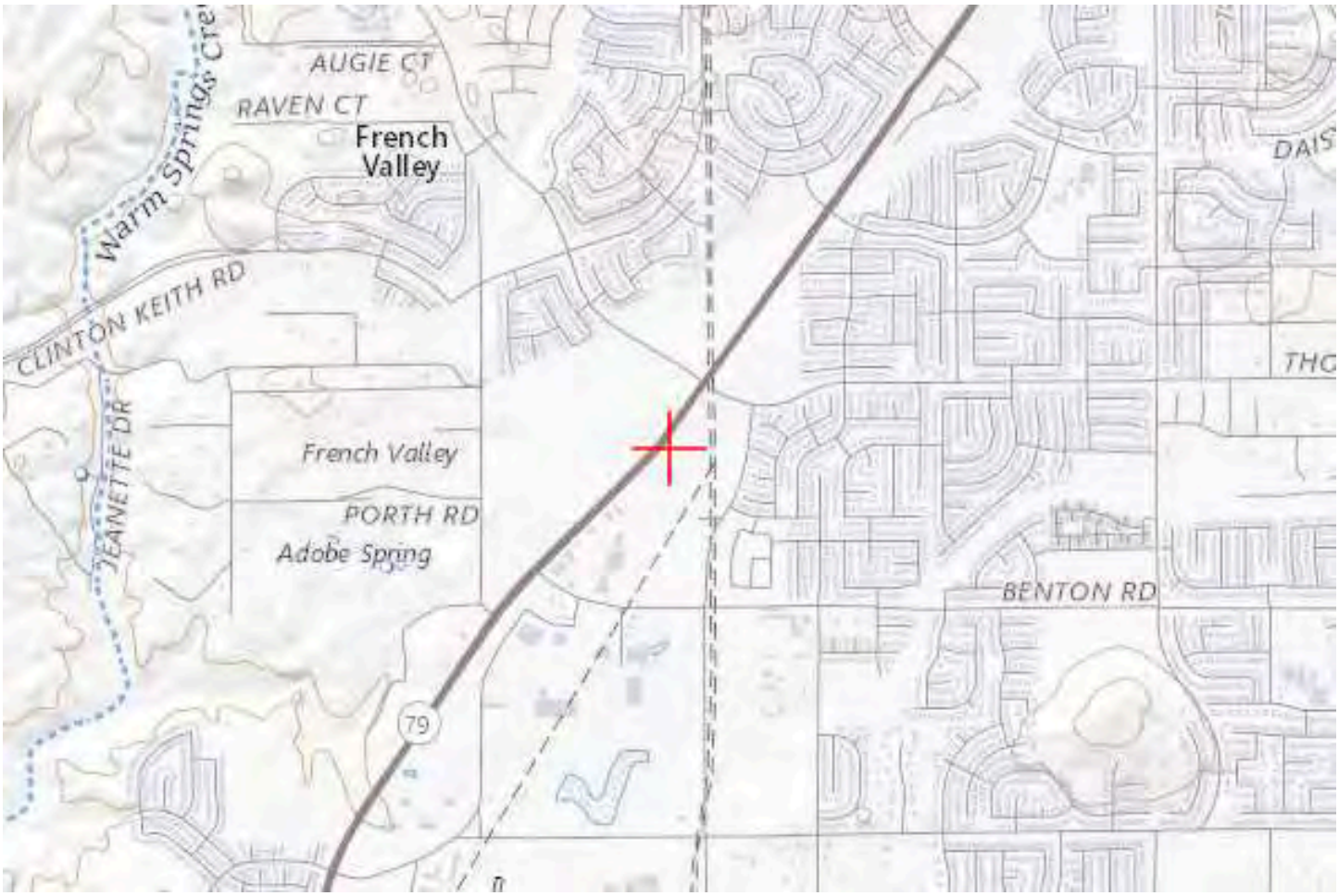
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-19257-OE.

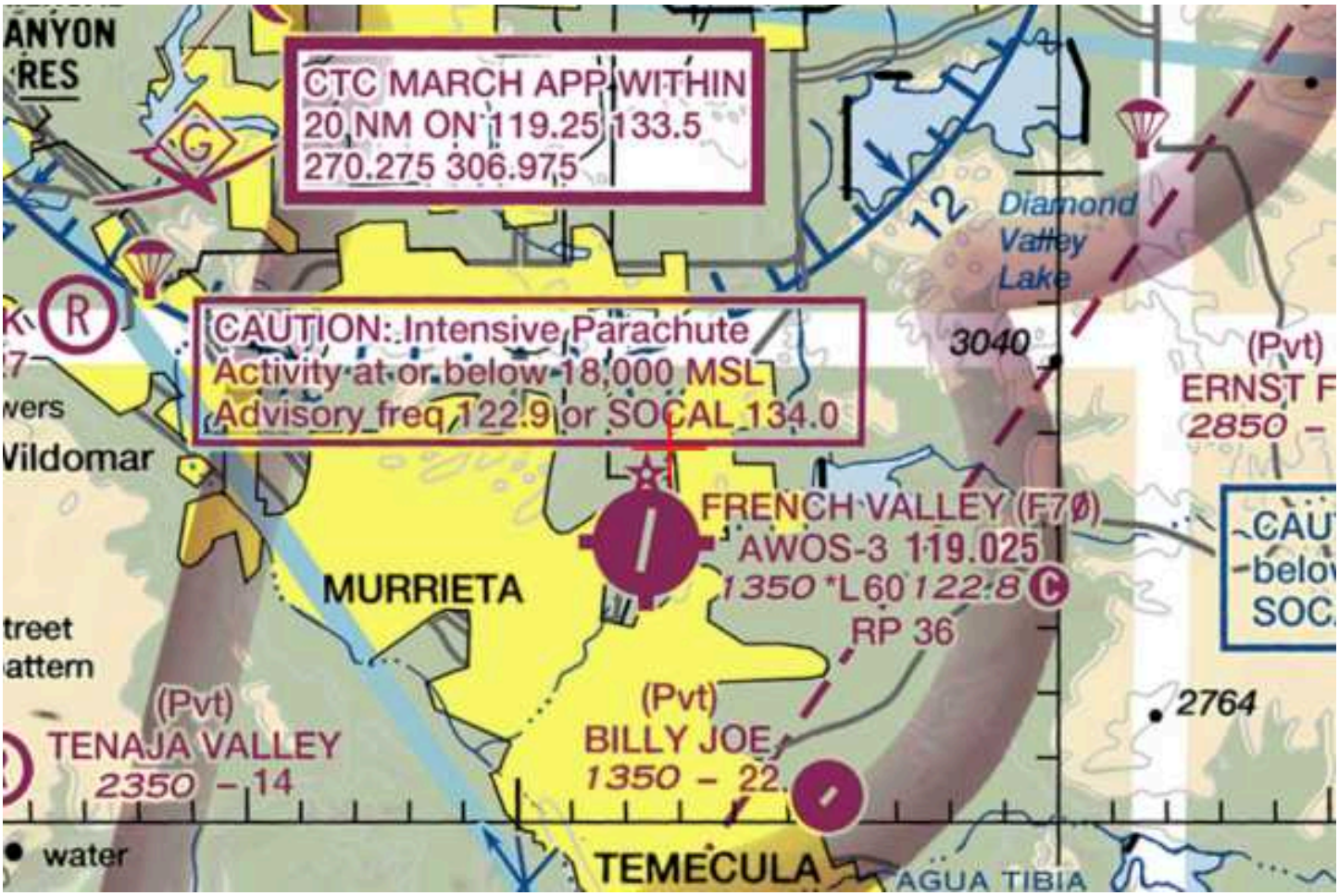
Signature Control No: 604000354-604245051 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-19257-OE



Sectional Map for ASN 2023-AWP-19257-OE



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

Aeronautical Study No.
2023-AWP-19258-OE

Issued Date: 11/08/2023

Ryan Fryer
Catalyst Commercial Group, LLC
38605 Calistoga Dr
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:	Commercial Use Building Building 6
Location:	Riverside, CA
Latitude:	33-35-42.15N NAD 83
Longitude:	117-07-09.70W
Heights:	1350 feet site elevation (SE) 20 feet above ground level (AGL) 1370 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/08/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

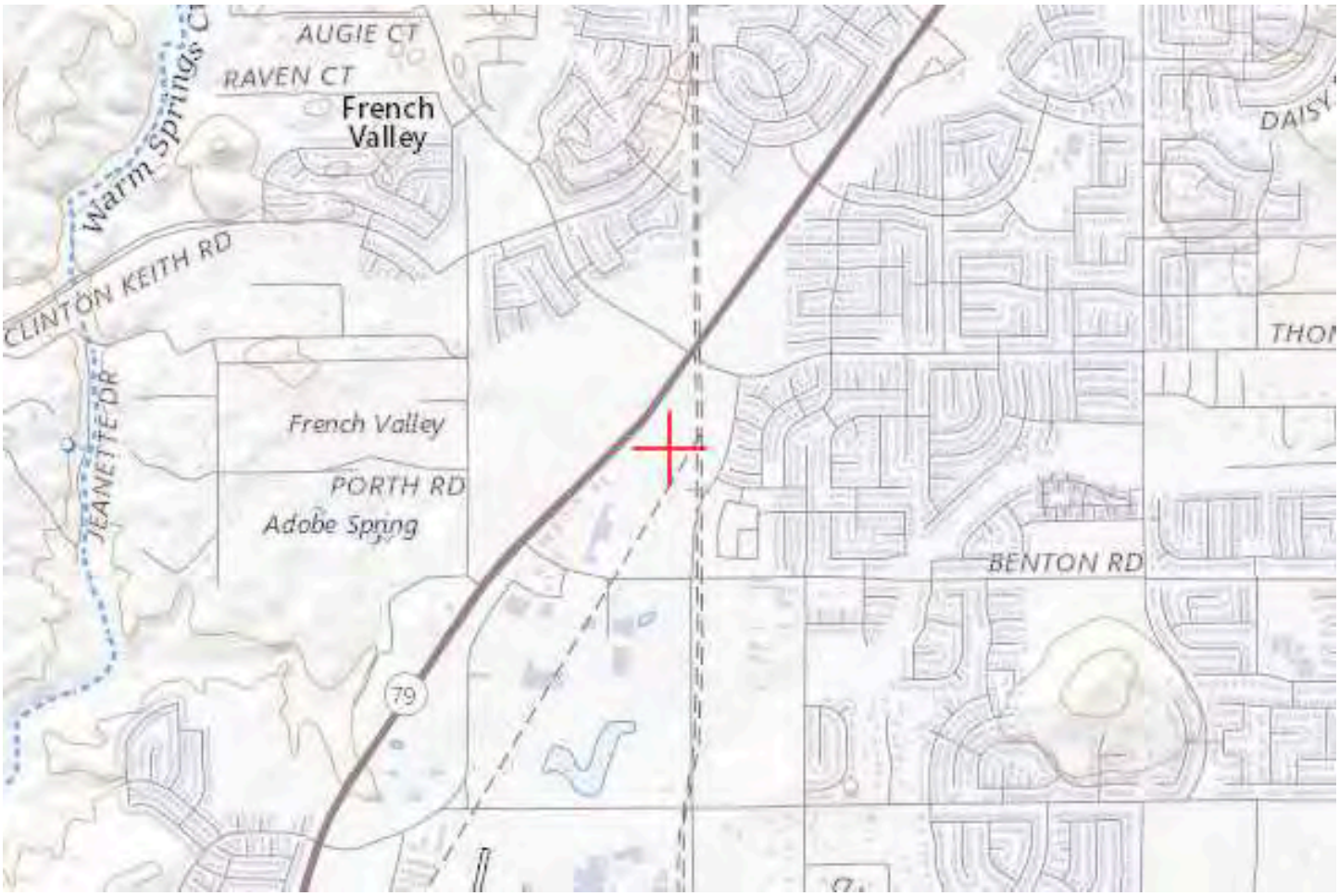
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-19258-OE.

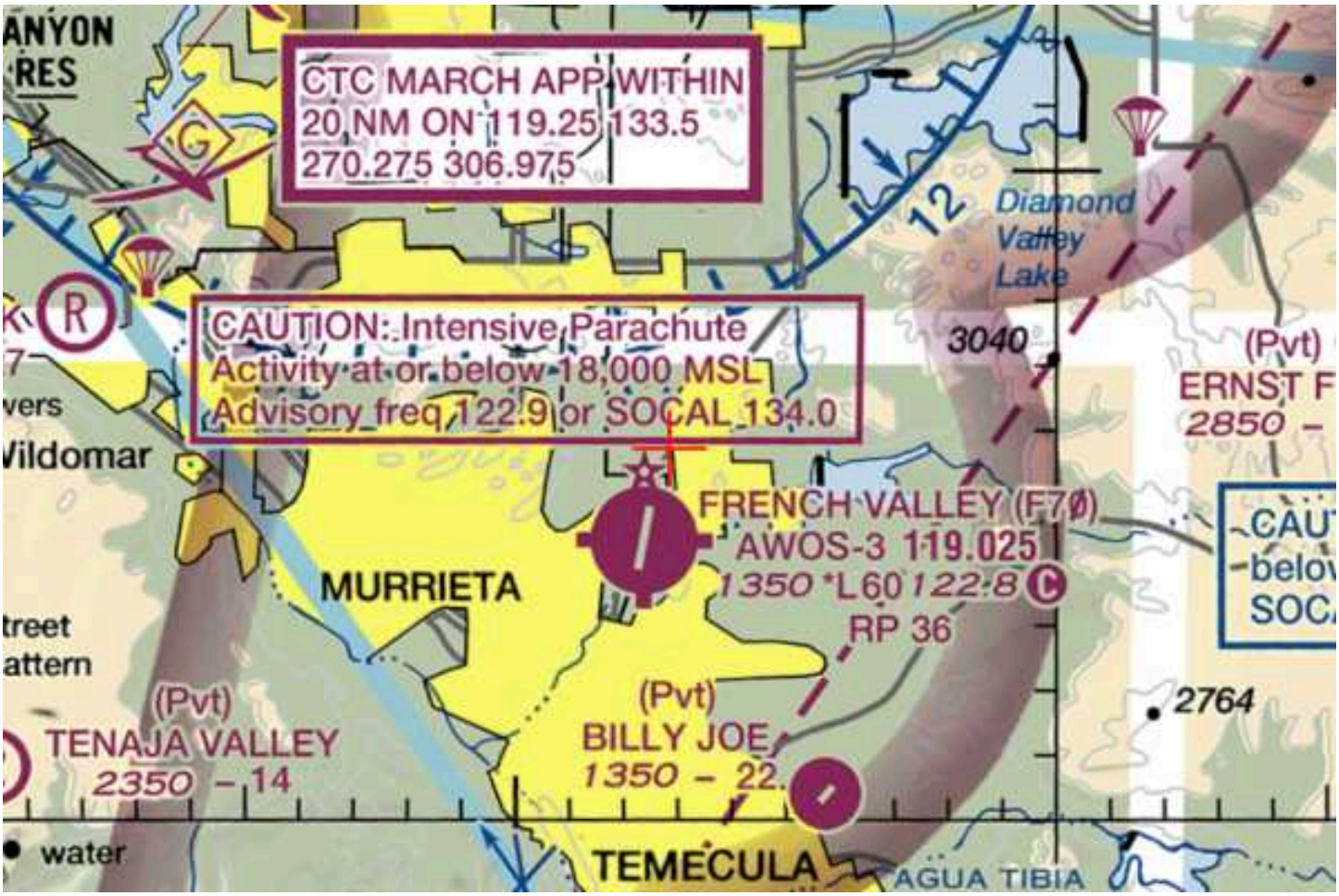
Signature Control No: 604000355-604245068 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-19258-OE



Sectional Map for ASN 2023-AWP-19258-OE



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

Aeronautical Study No.
2023-AWP-19259-OE

Issued Date: 11/08/2023

Ryan Fryer
Catalyst Commercial Group, LLC
38605 Calistoga Dr
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:	Commercial Use Building Building 7
Location:	Riverside, CA
Latitude:	33-35-42.11N NAD 83
Longitude:	117-07-12.38W
Heights:	1359 feet site elevation (SE) 20 feet above ground level (AGL) 1379 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/08/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

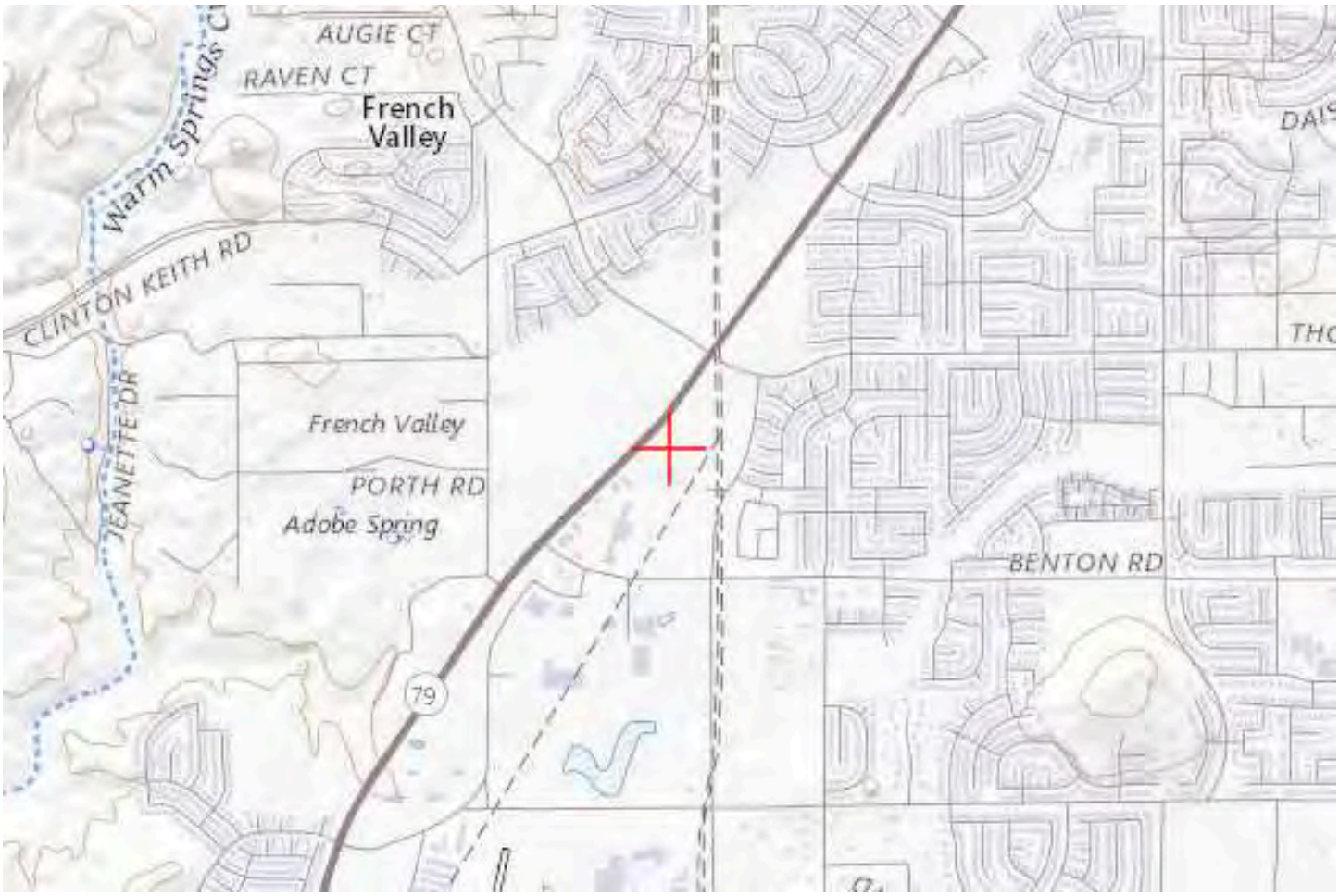
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-19259-OE.

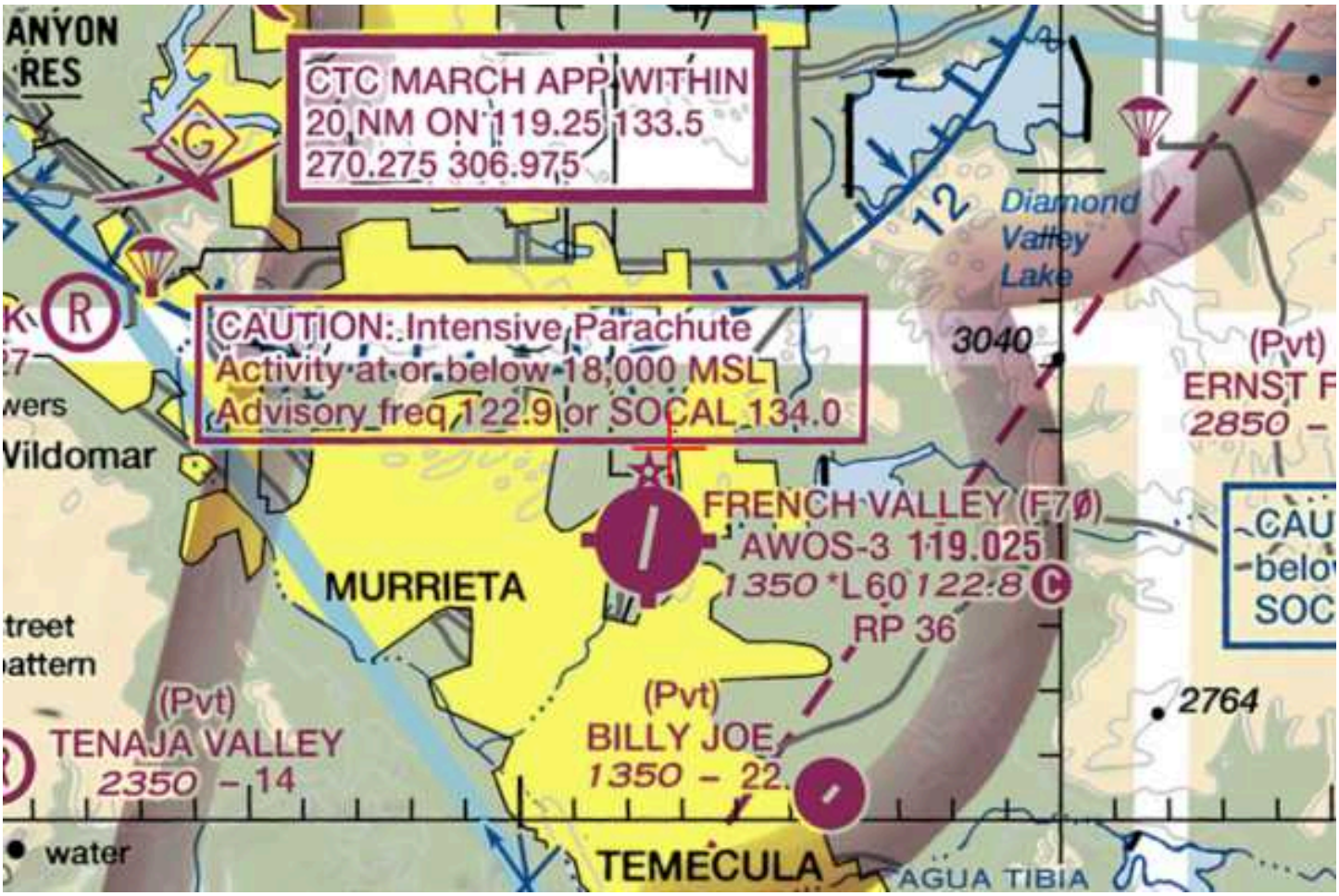
Signature Control No: 604000356-604245056 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-19259-OE



Sectional Map for ASN 2023-AWP-19259-OE



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

Aeronautical Study No.
2023-AWP-19260-OE

Issued Date: 11/08/2023

Ryan Fryer
Catalyst Commercial Group, LLC
38605 Calistoga Dr
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:	Commercial Use Building Building 8
Location:	Riverside, CA
Latitude:	33-35-40.58N NAD 83
Longitude:	117-07-15.98W
Heights:	1344 feet site elevation (SE) 34 feet above ground level (AGL) 1378 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/08/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

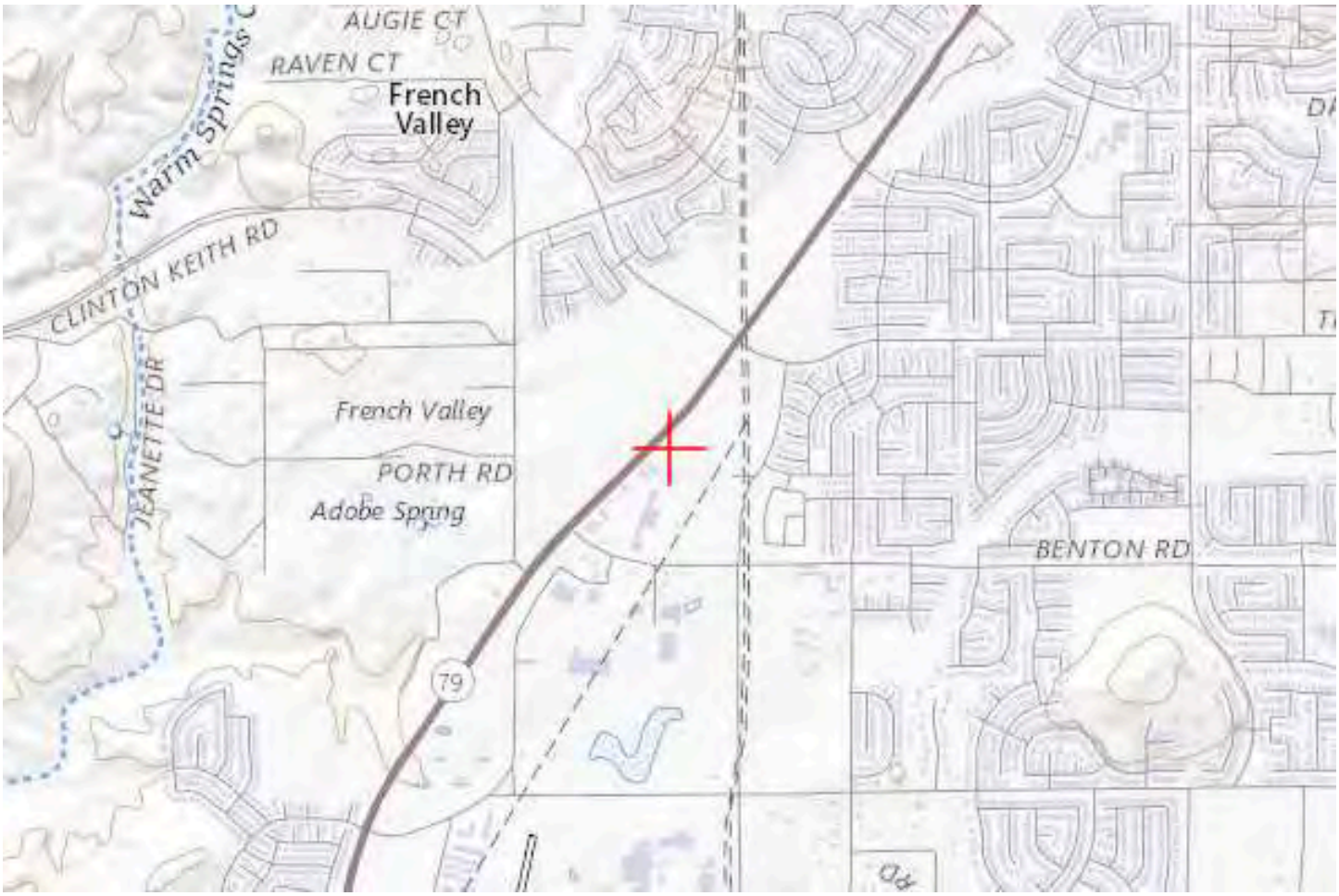
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-19260-OE.

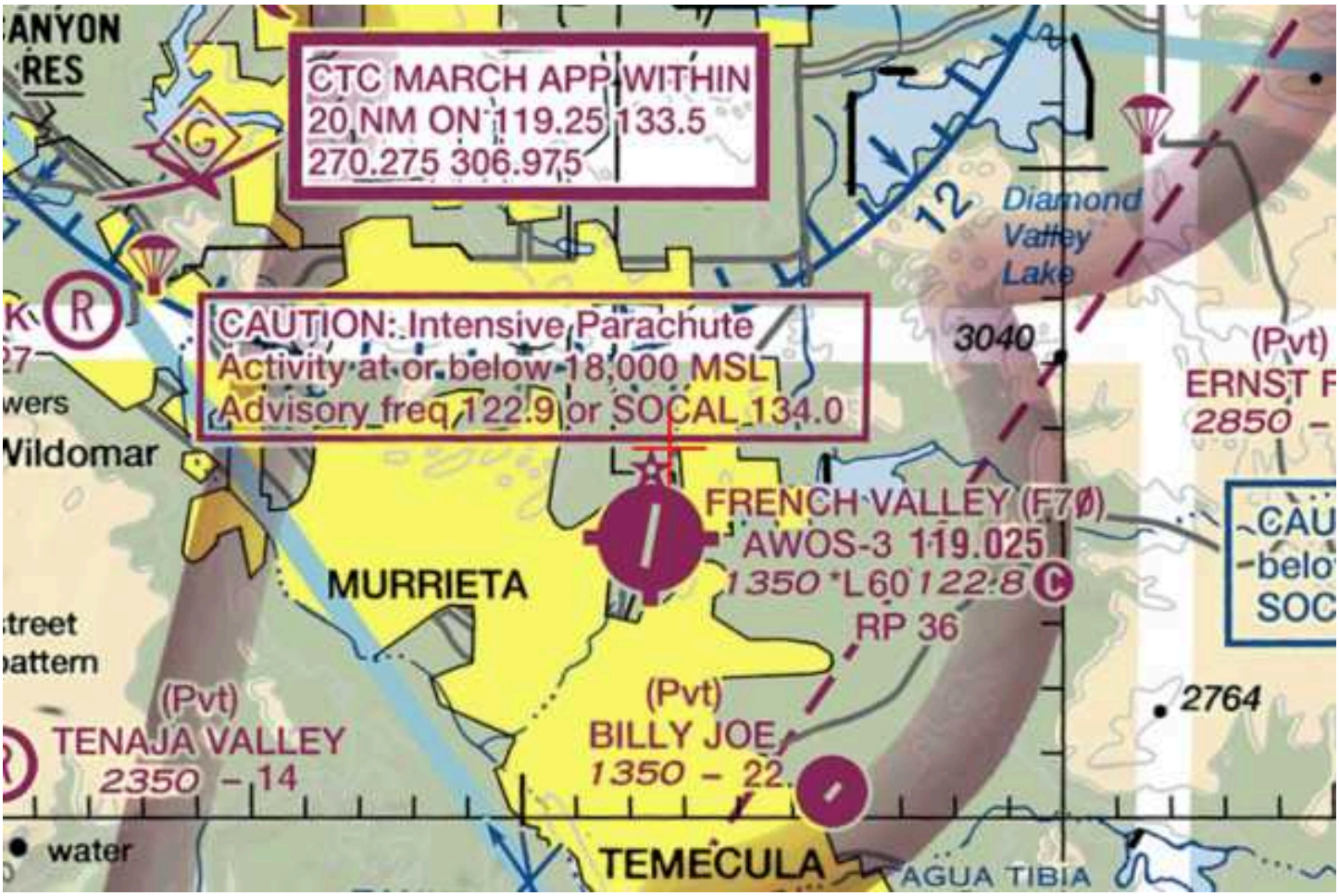
Signature Control No: 604000357-604245066 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-19260-OE



Sectional Map for ASN 2023-AWP-19260-OE



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

Aeronautical Study No.
2023-AWP-19261-OE

Issued Date: 11/08/2023

Ryan Fryer
Catalyst Commercial Group, LLC
38605 Calistoga Dr
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:	Commercial Use Building Building 9
Location:	Riverside, CA
Latitude:	33-35-40.11N NAD 83
Longitude:	117-07-11.76W
Heights:	1352 feet site elevation (SE) 22 feet above ground level (AGL) 1374 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/08/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

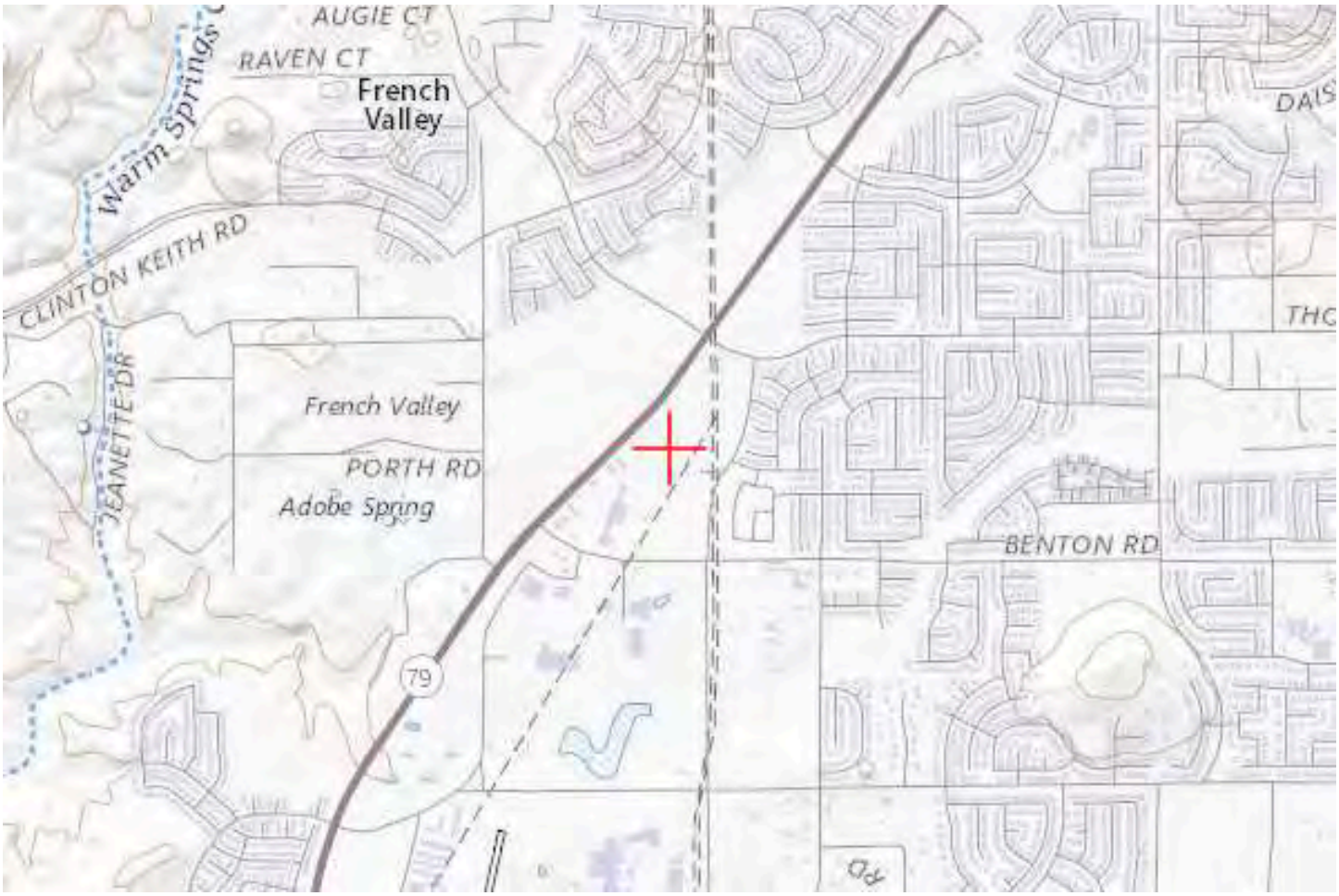
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-19261-OE.

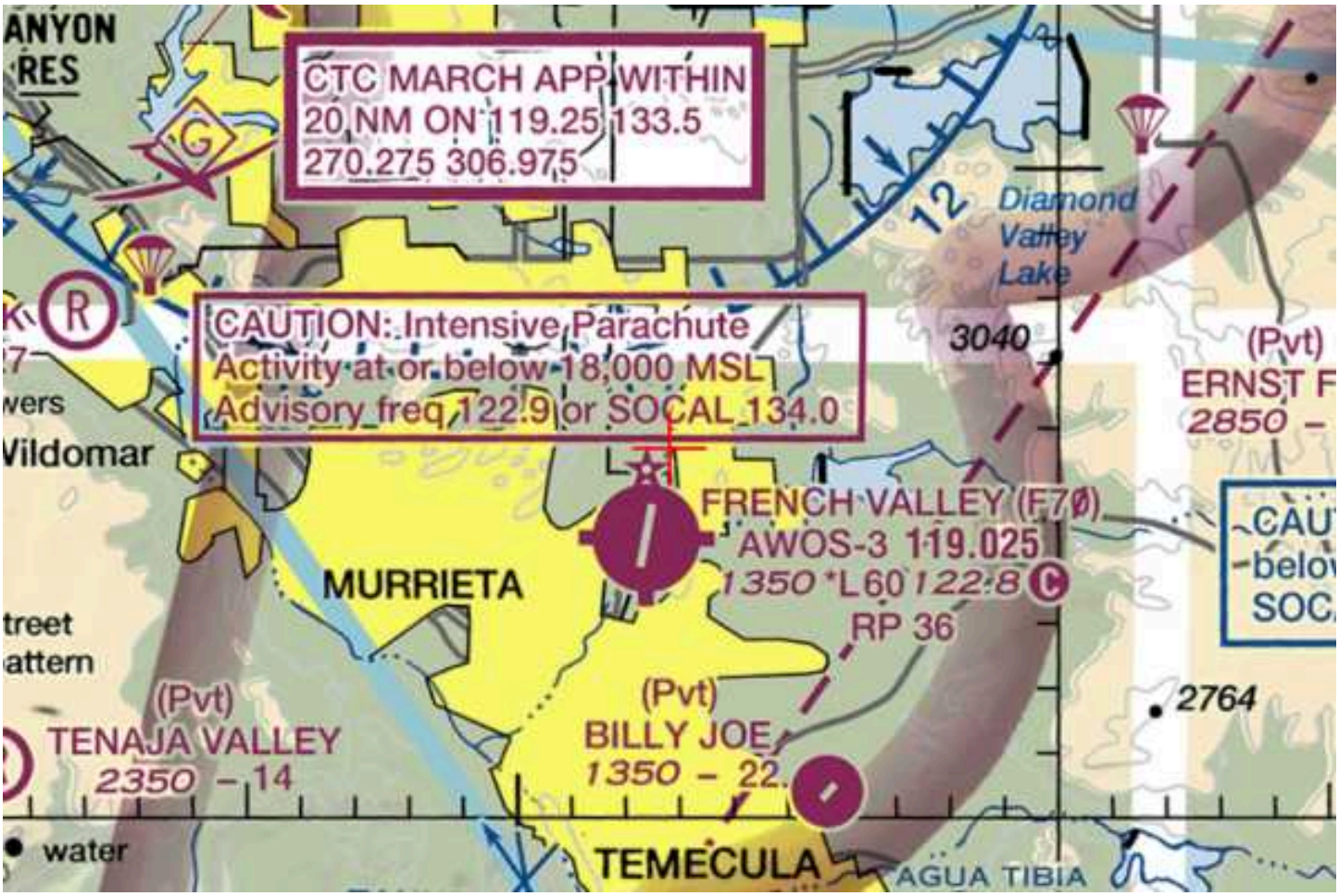
Signature Control No: 604000358-604245067 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-19261-OE



Sectional Map for ASN 2023-AWP-19261-OE



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

Aeronautical Study No.
2023-AWP-19262-OE

Issued Date: 11/08/2023

Ryan Fryer
Catalyst Commercial Group, LLC
38605 Calistoga Dr
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:	Commercial Use Building Building 10
Location:	Riverside, CA
Latitude:	33-35-38.96N NAD 83
Longitude:	117-07-13.91W
Heights:	1351 feet site elevation (SE) 22 feet above ground level (AGL) 1373 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/08/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

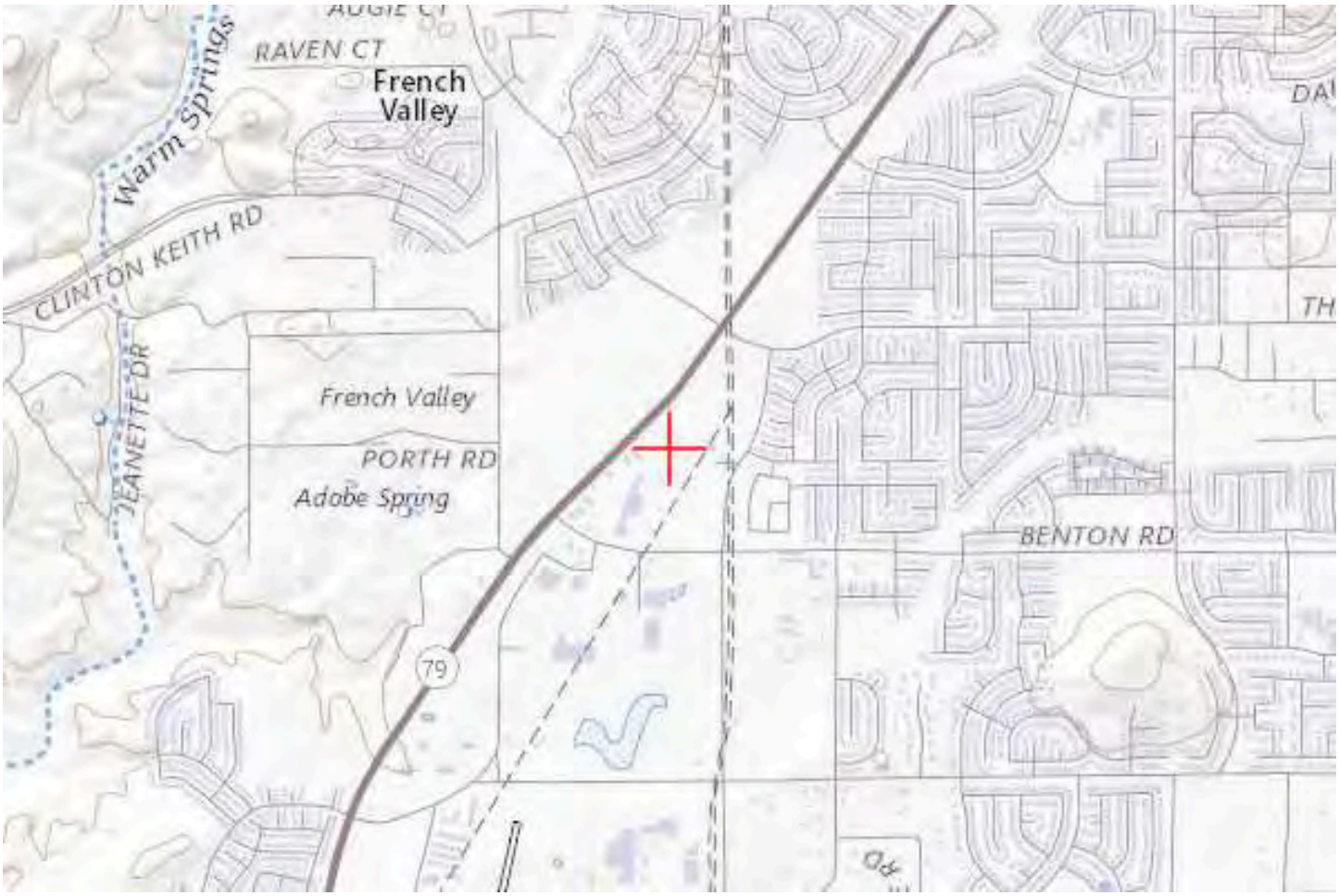
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-19262-OE.

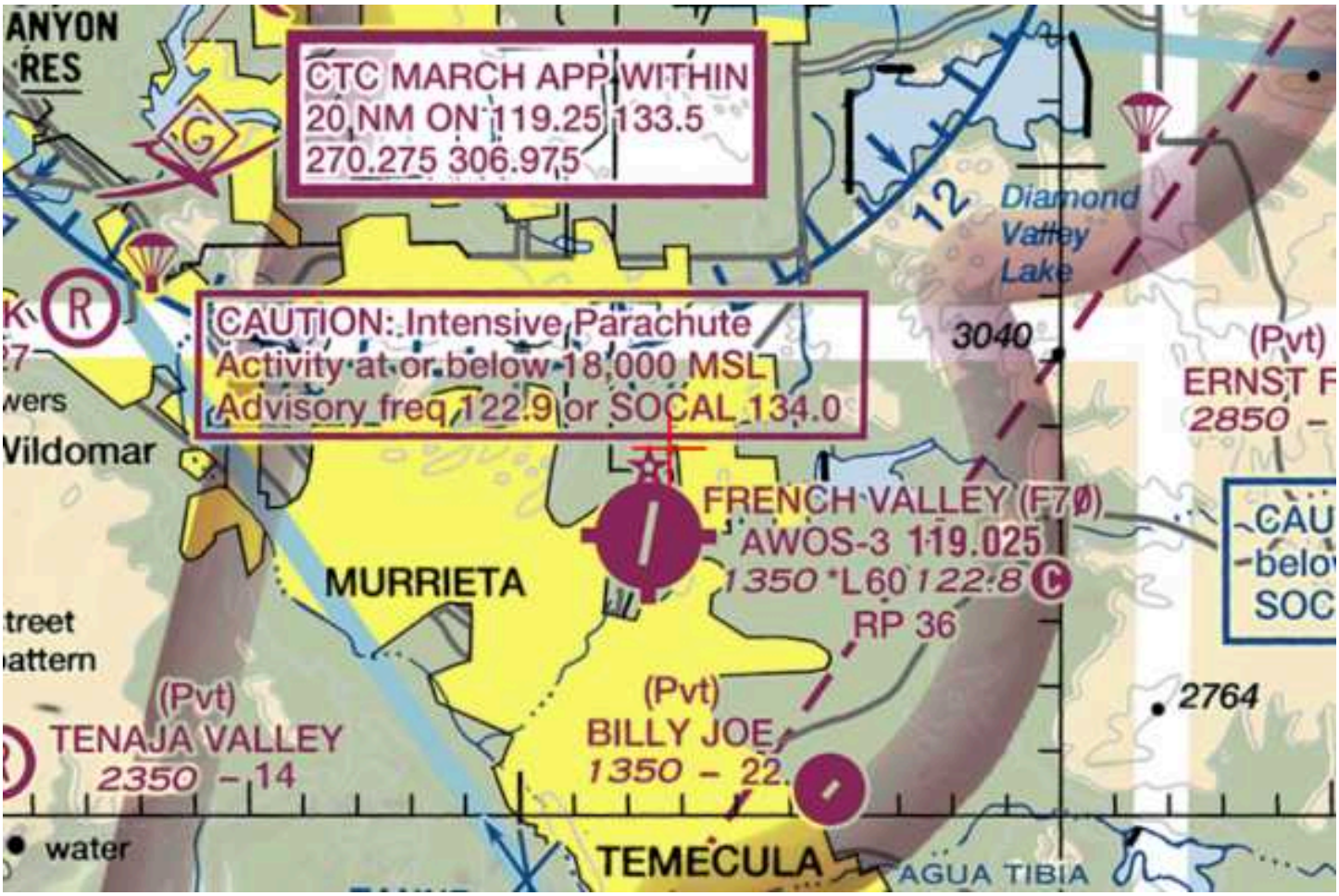
Signature Control No: 604000359-604245065 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-19262-OE



Sectional Map for ASN 2023-AWP-19262-OE



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

Aeronautical Study No.
2023-AWP-19263-OE

Issued Date: 11/08/2023

Ryan Fryer
Catalyst Commercial Group, LLC
38605 Calistoga Dr
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:	Commercial Use Building Building 11
Location:	Riverside, CA
Latitude:	33-35-38.22N NAD 83
Longitude:	117-07-11.33W
Heights:	1351 feet site elevation (SE) 34 feet above ground level (AGL) 1385 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/08/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

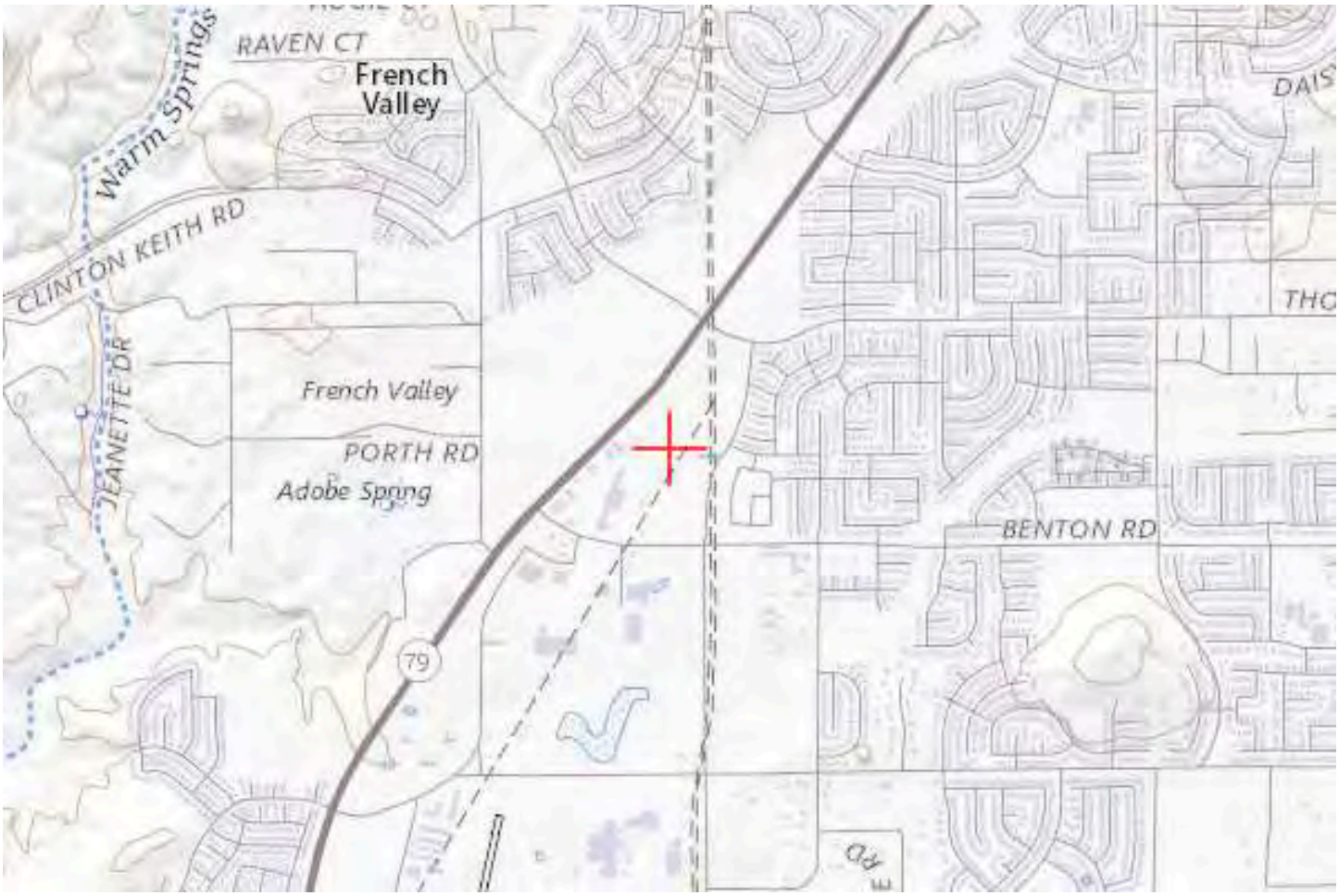
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-19263-OE.

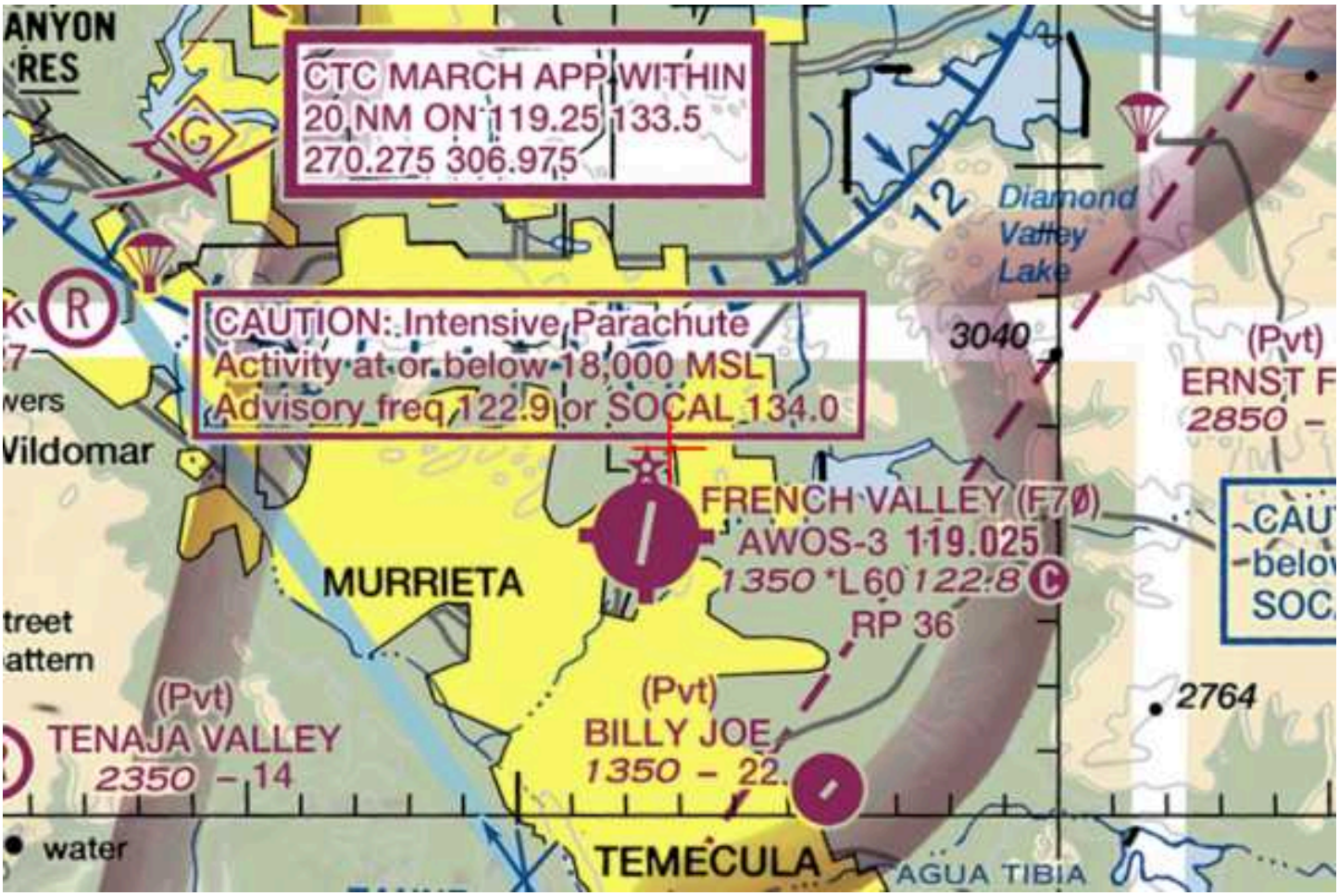
Signature Control No: 604000360-604245061 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-19263-OE



Sectional Map for ASN 2023-AWP-19263-OE



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Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AWP-19264-OE

Issued Date: 11/08/2023

Ryan Fryer
Catalyst Commercial Group, LLC
38605 Calistoga Dr
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:	Commercial Use Building Building 12
Location:	Riverside, CA
Latitude:	33-35-37.28N NAD 83
Longitude:	117-07-14.95W
Heights:	1347 feet site elevation (SE) 22 feet above ground level (AGL) 1369 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/08/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

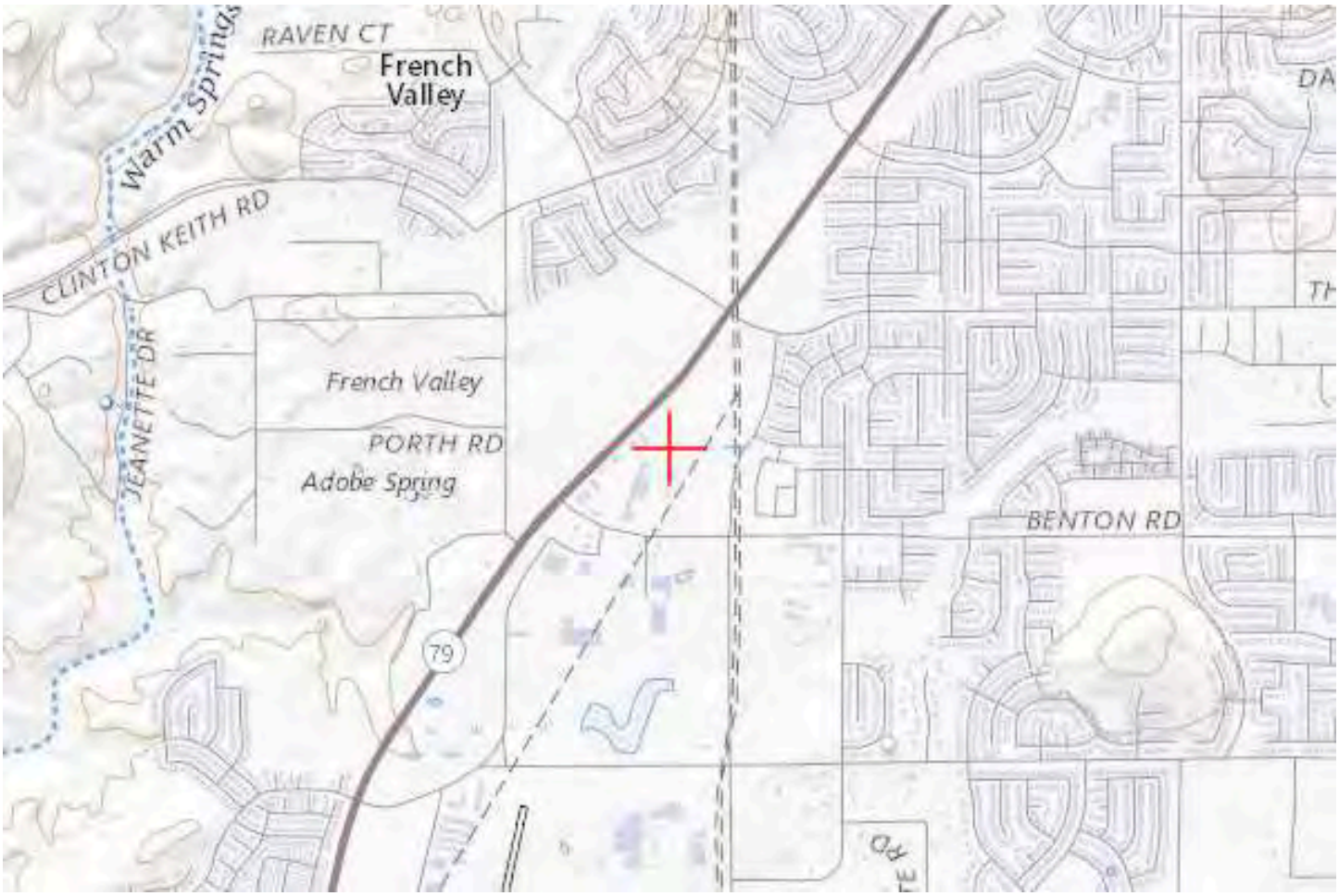
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-19264-OE.

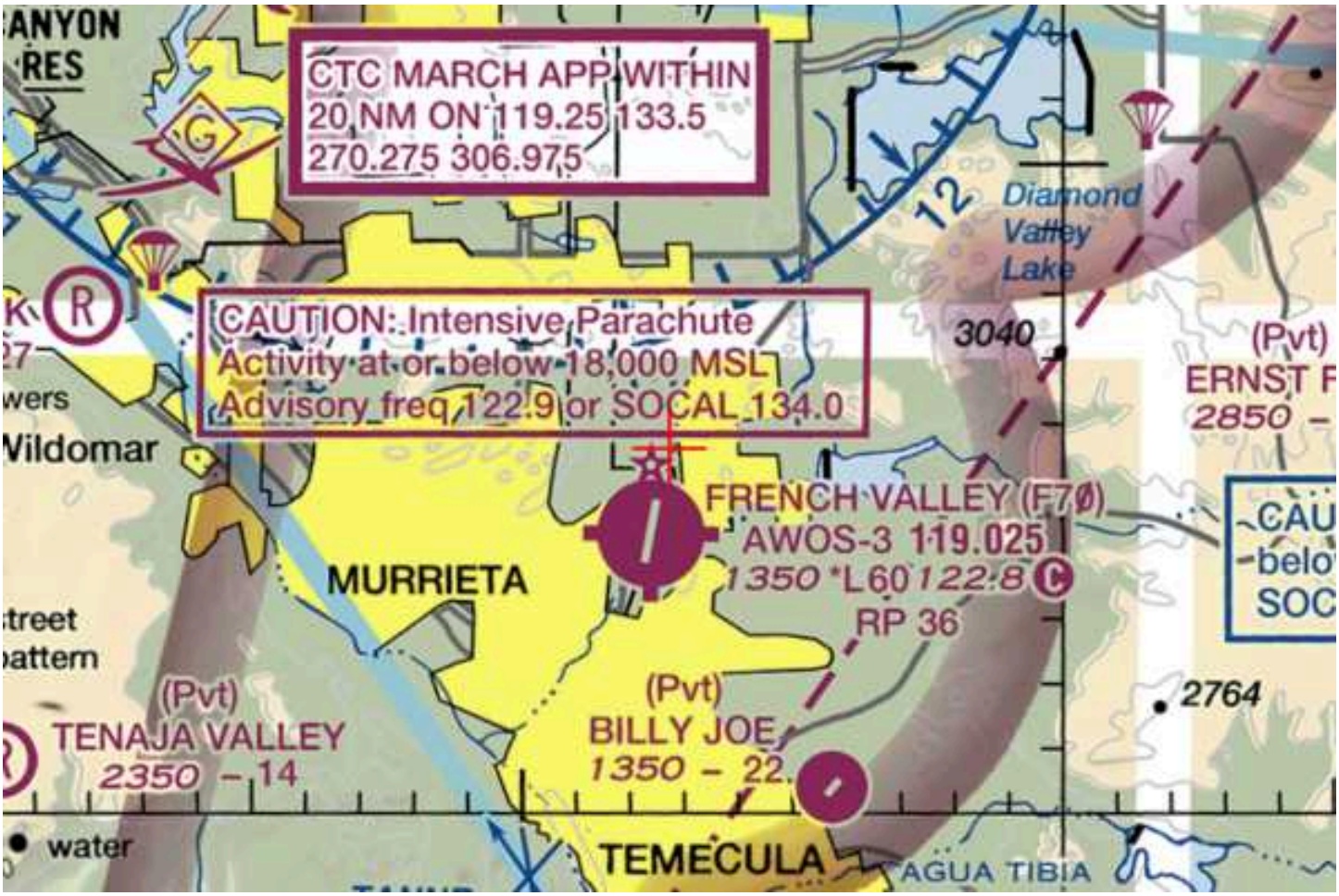
Signature Control No: 604000361-604245059 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-19264-OE



Sectional Map for ASN 2023-AWP-19264-OE



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

Aeronautical Study No.
2023-AWP-19265-OE

Issued Date: 11/08/2023

Ryan Fryer
Catalyst Commercial Group, LLC
38605 Calistoga Dr
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:	Commercial Use Building Building 13
Location:	Riverside, CA
Latitude:	33-35-48.51N NAD 83
Longitude:	117-07-02.84W
Heights:	1356 feet site elevation (SE) 43 feet above ground level (AGL) 1399 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/08/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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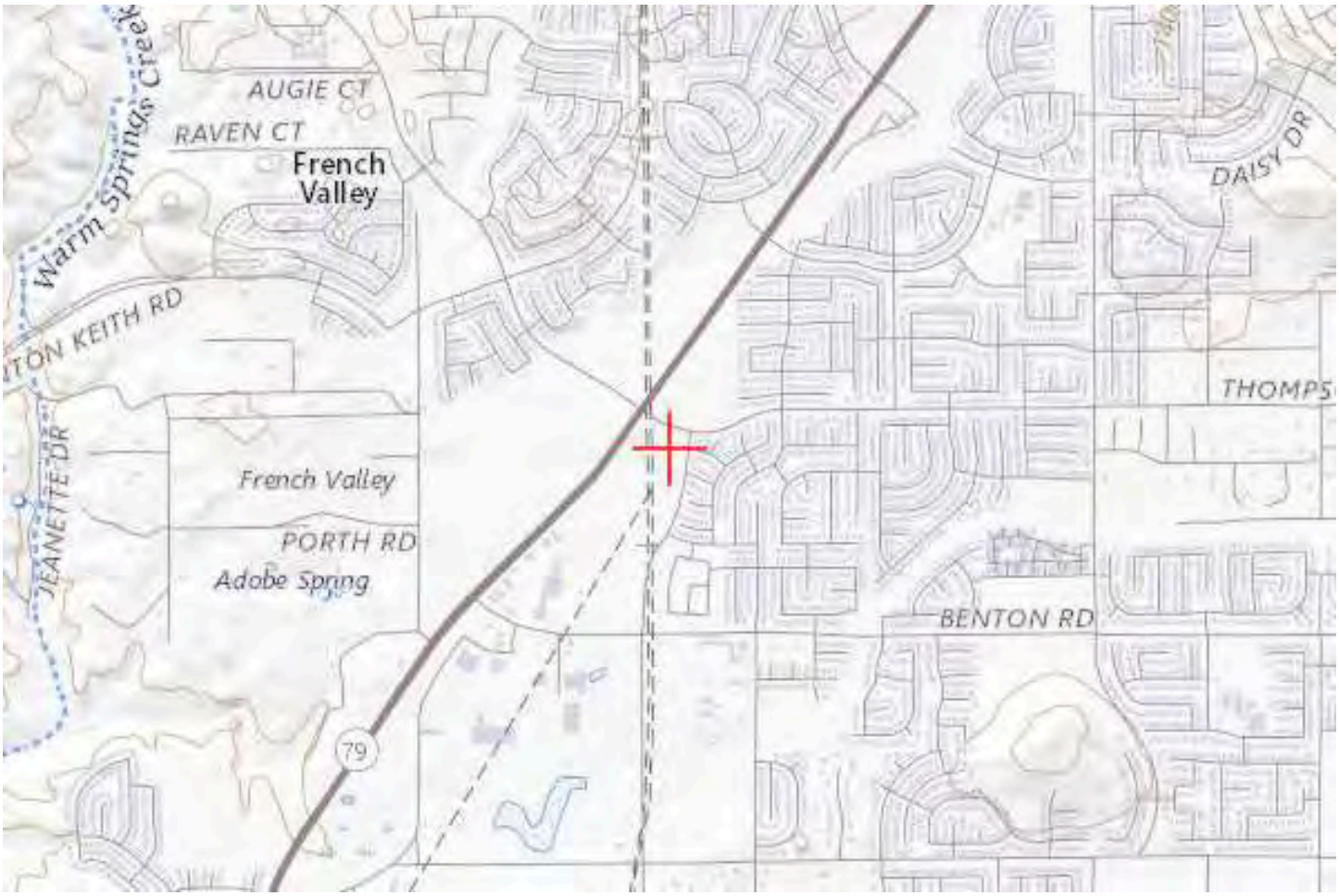
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-19265-OE.

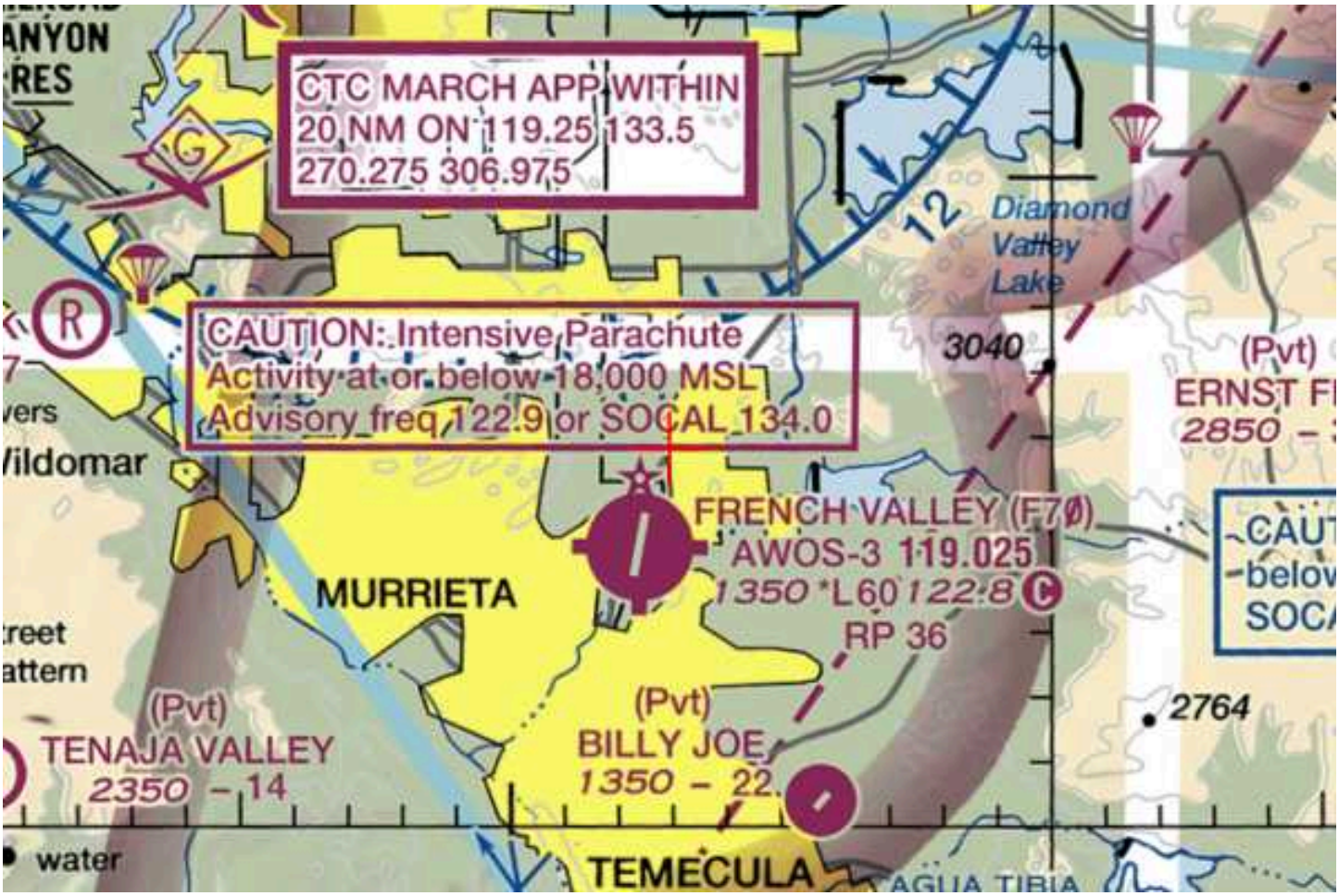
Signature Control No: 604000362-604245060 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-19265-OE



Sectional Map for ASN 2023-AWP-19265-OE



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10101 Hillwood Parkway
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Aeronautical Study No.
2023-AWP-19266-OE

Issued Date: 11/08/2023

Ryan Fryer
Catalyst Commercial Group, LLC
38605 Calistoga Dr
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:	Commercial Use Building Building 14
Location:	Riverside, CA
Latitude:	33-35-43.85N NAD 83
Longitude:	117-07-07.27W
Heights:	1346 feet site elevation (SE) 32 feet above ground level (AGL) 1378 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/08/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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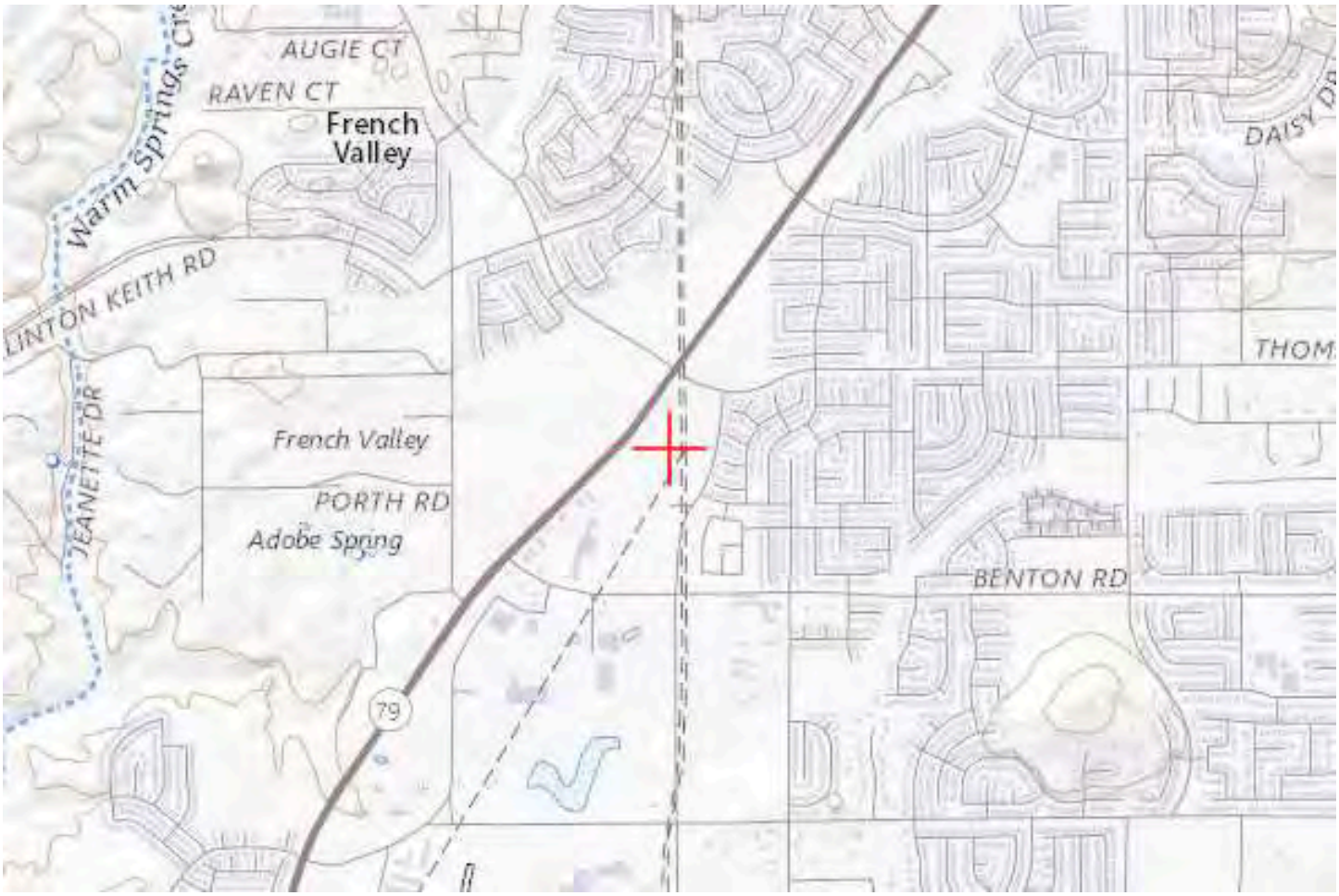
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-19266-OE.

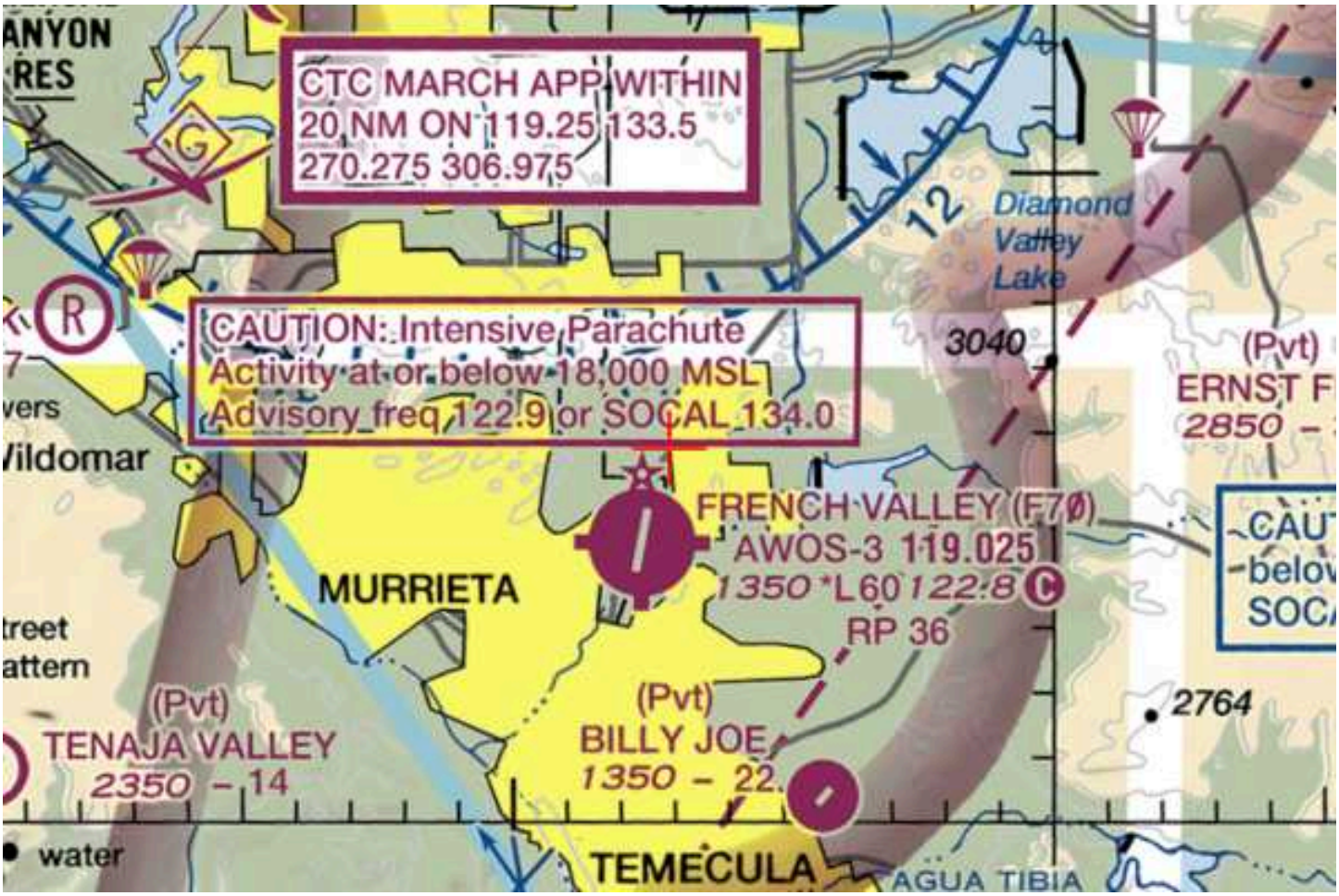
Signature Control No: 604000363-604245058 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-19266-OE



Sectional Map for ASN 2023-AWP-19266-OE



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

Aeronautical Study No.
2023-AWP-19267-OE

Issued Date: 11/08/2023

Ryan Fryer
Catalyst Commercial Group, LLC
38605 Calistoga Dr
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:	Commercial Use Building Building 15
Location:	Riverside, CA
Latitude:	33-35-45.71N NAD 83
Longitude:	117-07-03.06W
Heights:	1347 feet site elevation (SE) 32 feet above ground level (AGL) 1379 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/08/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

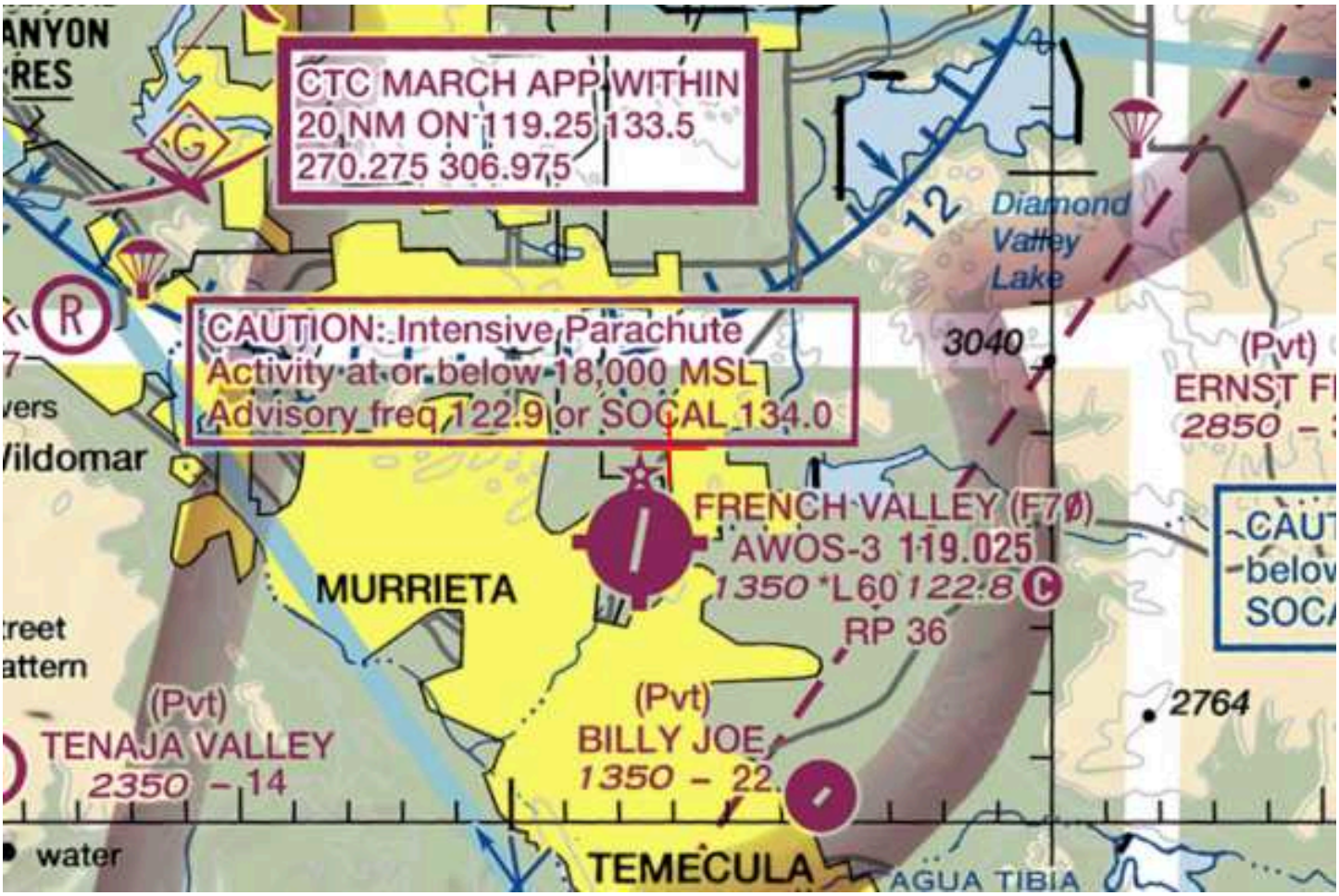
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-19267-OE.

Signature Control No: 604000364-604245057 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-19267-OE

Sectional Map for ASN 2023-AWP-19267-OE



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

Aeronautical Study No.
2023-AWP-19268-OE

Issued Date: 11/08/2023

Ryan Fryer
Catalyst Commercial Group, LLC
38605 Calistoga Dr
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:	Commercial Use Building Building 16
Location:	Riverside, CA
Latitude:	33-35-44.68N NAD 83
Longitude:	117-07-03.17W
Heights:	1348 feet site elevation (SE) 32 feet above ground level (AGL) 1380 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/08/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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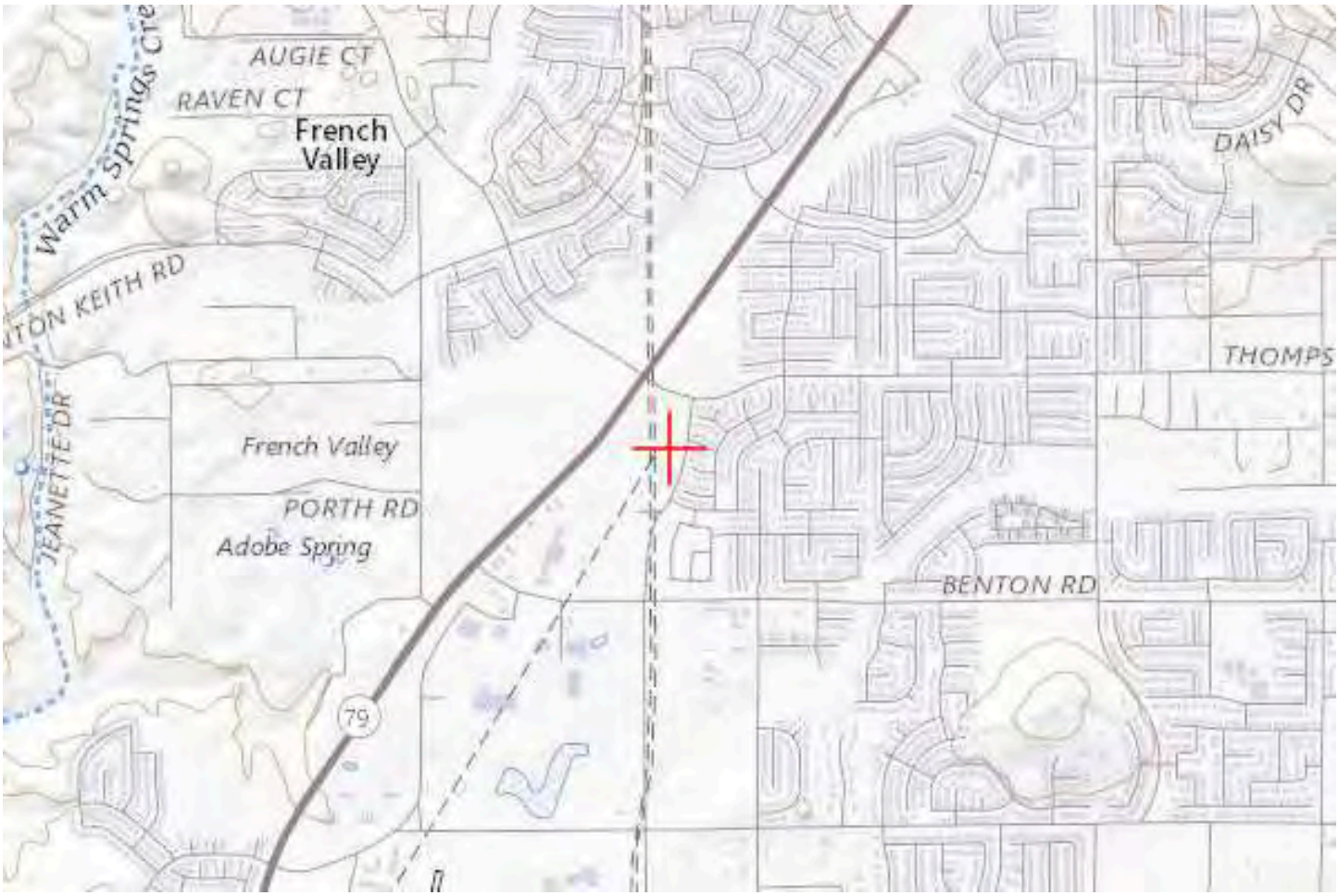
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-19268-OE.

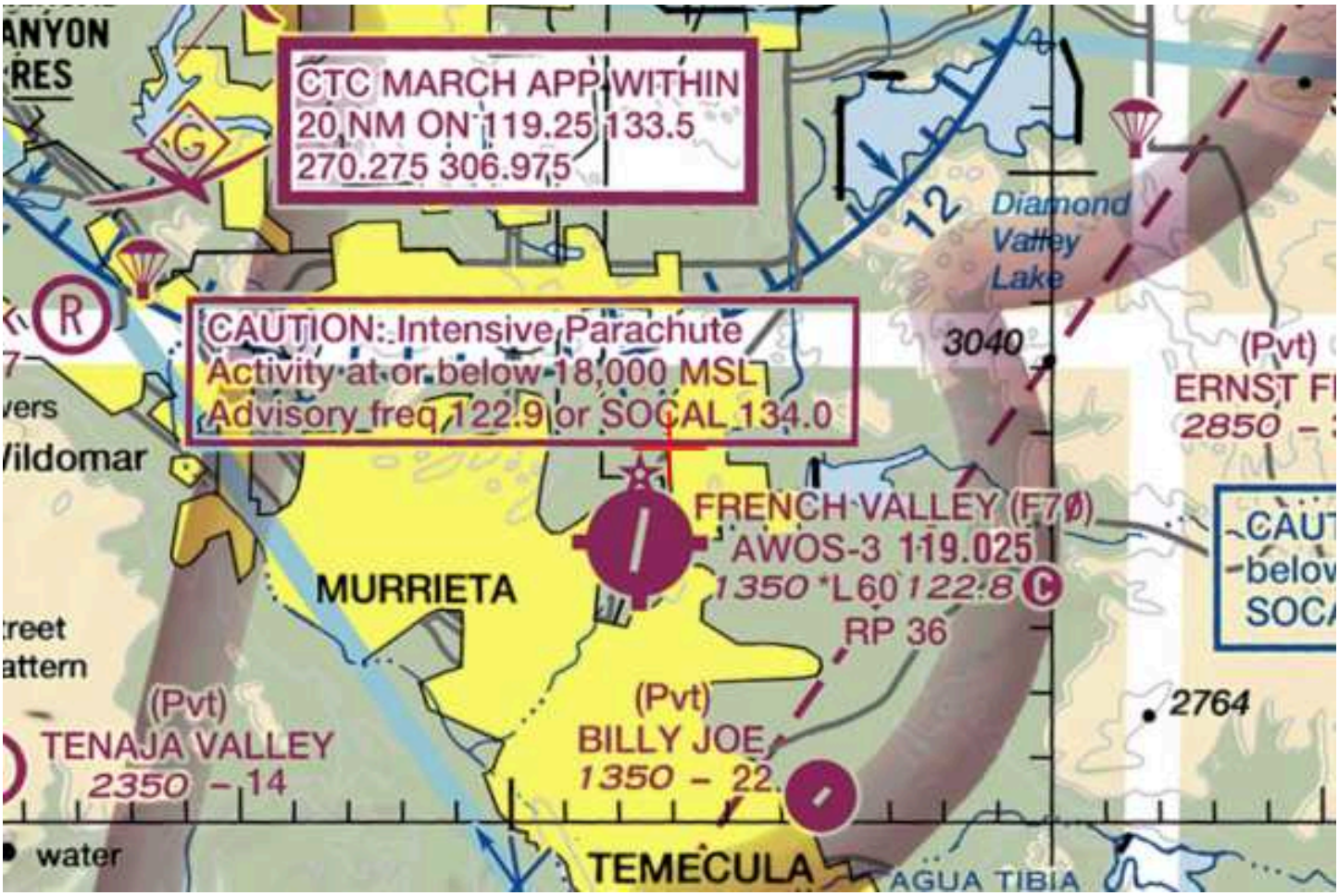
Signature Control No: 604000365-604245069 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-19268-OE



Sectional Map for ASN 2023-AWP-19268-OE



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

Aeronautical Study No.
2023-AWP-19269-OE

Issued Date: 11/08/2023

Ryan Fryer
Catalyst Commercial Group, LLC
38605 Calistoga Dr
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:	Commercial Use Building Building 17
Location:	Riverside, CA
Latitude:	33-35-42.89N NAD 83
Longitude:	117-07-03.60W
Heights:	1347 feet site elevation (SE) 32 feet above ground level (AGL) 1379 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/08/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

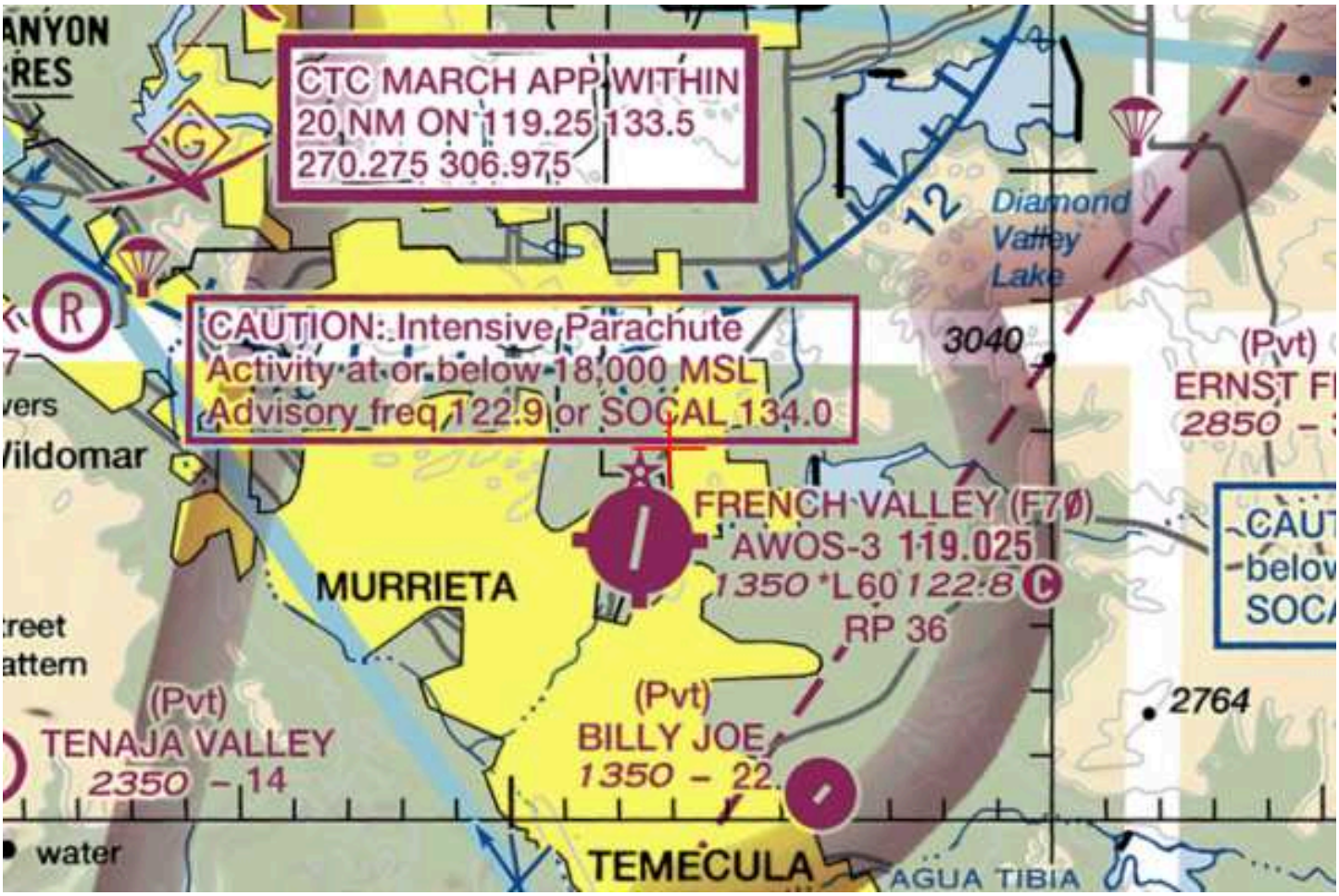
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-19269-OE.

Signature Control No: 604000366-604245062 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-19269-OE

Sectional Map for ASN 2023-AWP-19269-OE



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

Aeronautical Study No.
2023-AWP-19270-OE

Issued Date: 11/08/2023

Ryan Fryer
Catalyst Commercial Group, LLC
38605 Calistoga Dr
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:	Commercial Use Building Building 18
Location:	Riverside, CA
Latitude:	33-35-41.94N NAD 83
Longitude:	117-07-03.95W
Heights:	1351 feet site elevation (SE) 32 feet above ground level (AGL) 1383 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/08/2025 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.
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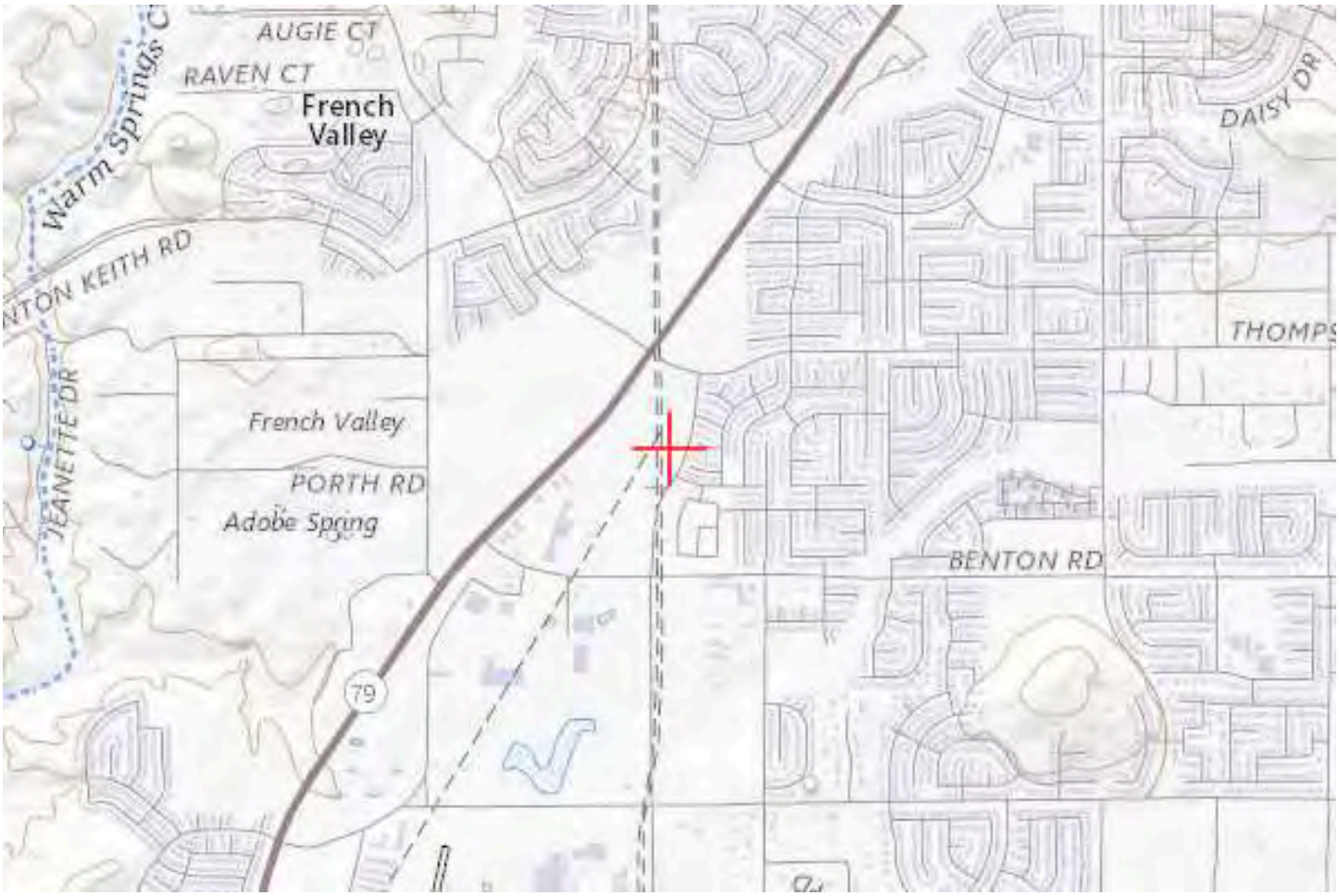
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-19270-OE.

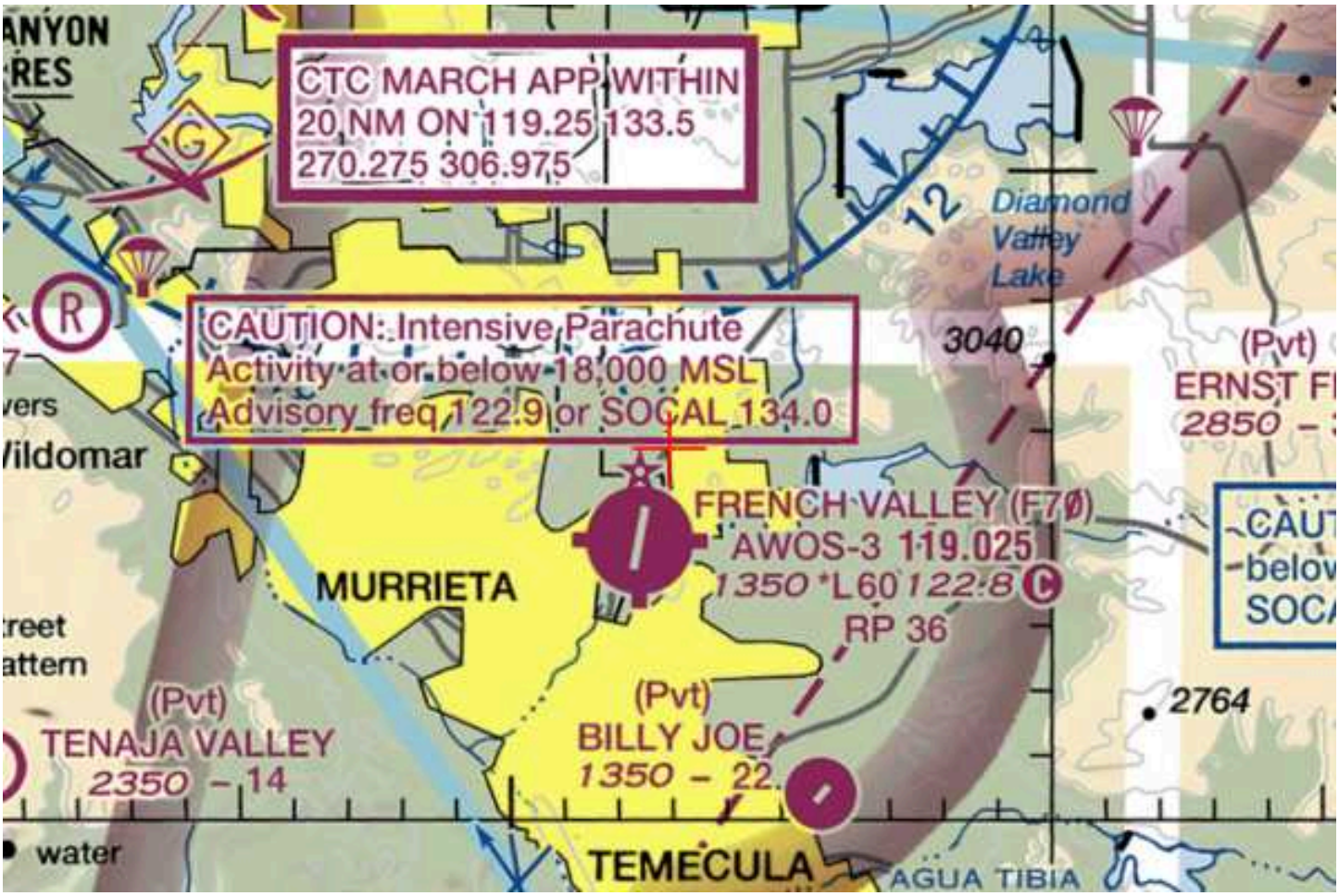
Signature Control No: 604000367-604245054 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-19270-OE



Sectional Map for ASN 2023-AWP-19270-OE



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

Aeronautical Study No.
2023-AWP-19271-OE

Issued Date: 11/08/2023

Ryan Fryer
Catalyst Commercial Group, LLC
38605 Calistoga Dr
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:	Commercial Use Building Building 19
Location:	Riverside, CA
Latitude:	33-35-41.18N NAD 83
Longitude:	117-07-04.24W
Heights:	1351 feet site elevation (SE) 32 feet above ground level (AGL) 1383 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/08/2025 unless:

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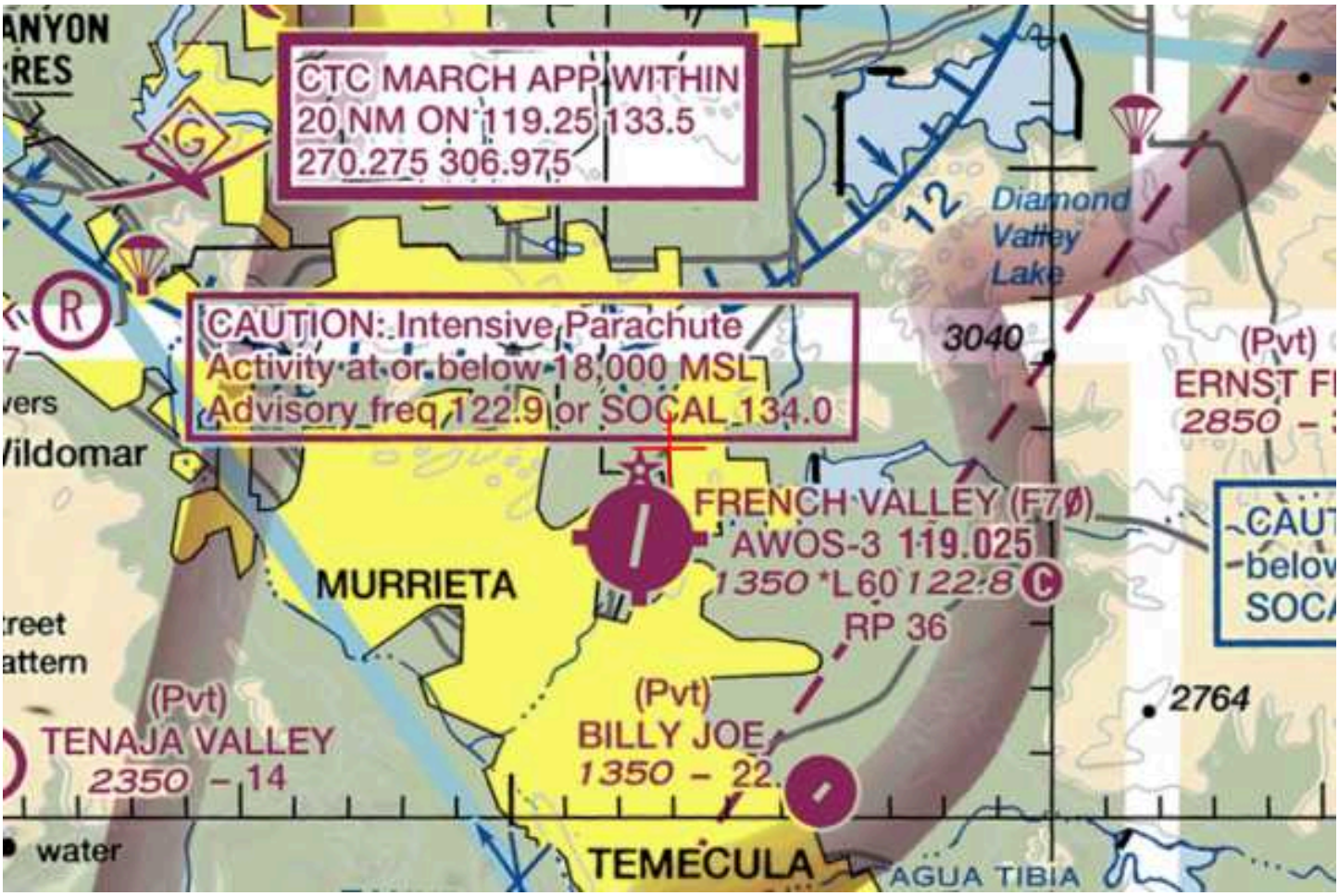
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-19271-OE.

Signature Control No: 604000369-604245063 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-19271-OE

Sectional Map for ASN 2023-AWP-19271-OE



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

Aeronautical Study No.
2023-AWP-19272-OE

Issued Date: 11/08/2023

Ryan Fryer
Catalyst Commercial Group, LLC
38605 Calistoga Dr
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:	Commercial Use Building Building 20
Location:	Riverside, CA
Latitude:	33-35-40.37N NAD 83
Longitude:	117-07-04.73W
Heights:	1352 feet site elevation (SE) 32 feet above ground level (AGL) 1384 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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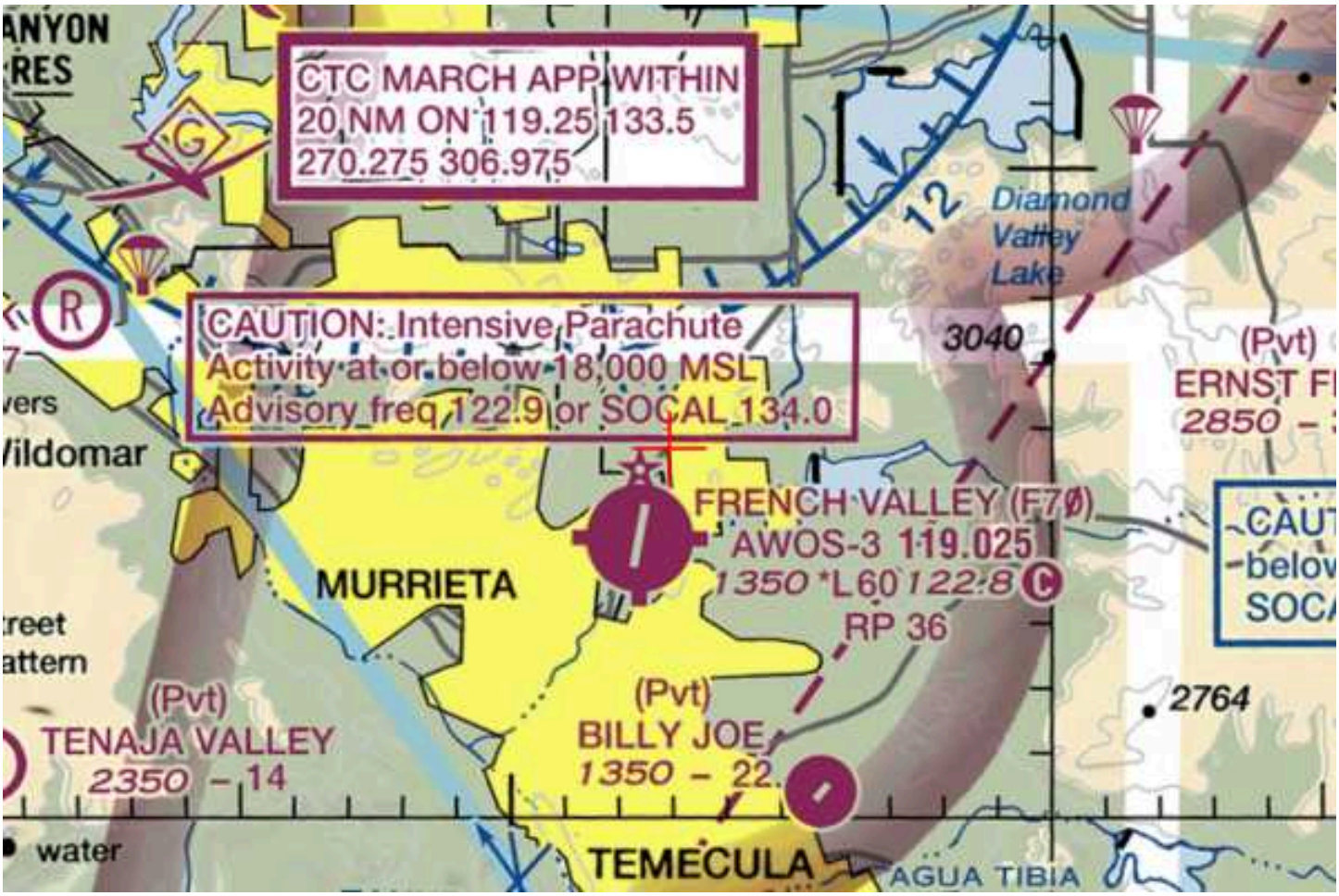
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-19272-OE.

Signature Control No: 604000370-604245064 (DNE)
Vivian Vilaro
Specialist

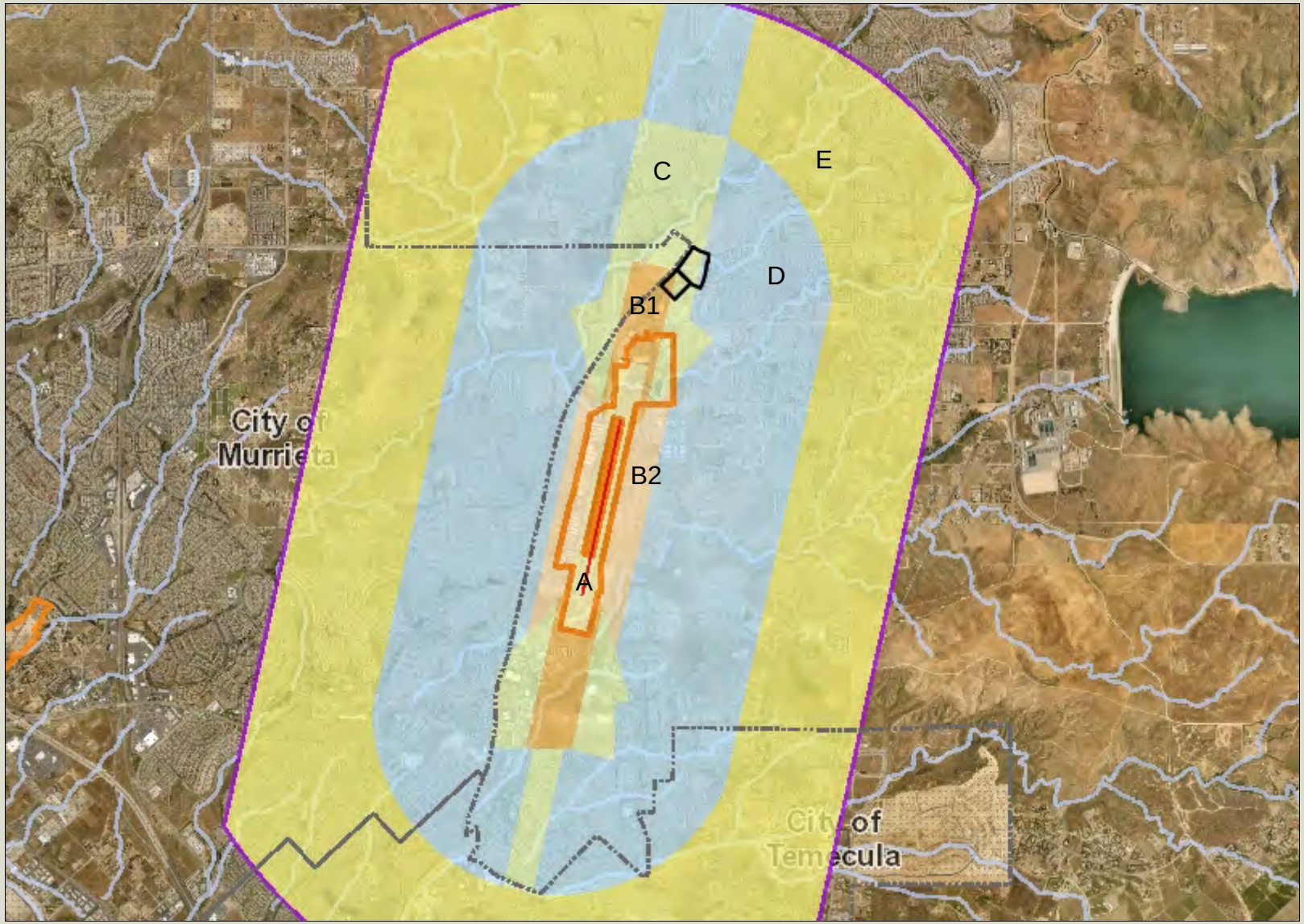
Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-19272-OE

Sectional Map for ASN 2023-AWP-19272-OE



Map My County Map



Legend

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

0 6,157 12,314 Feet

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

REPORT PRINTED ON... 9/29/2023 12:39:37 PM

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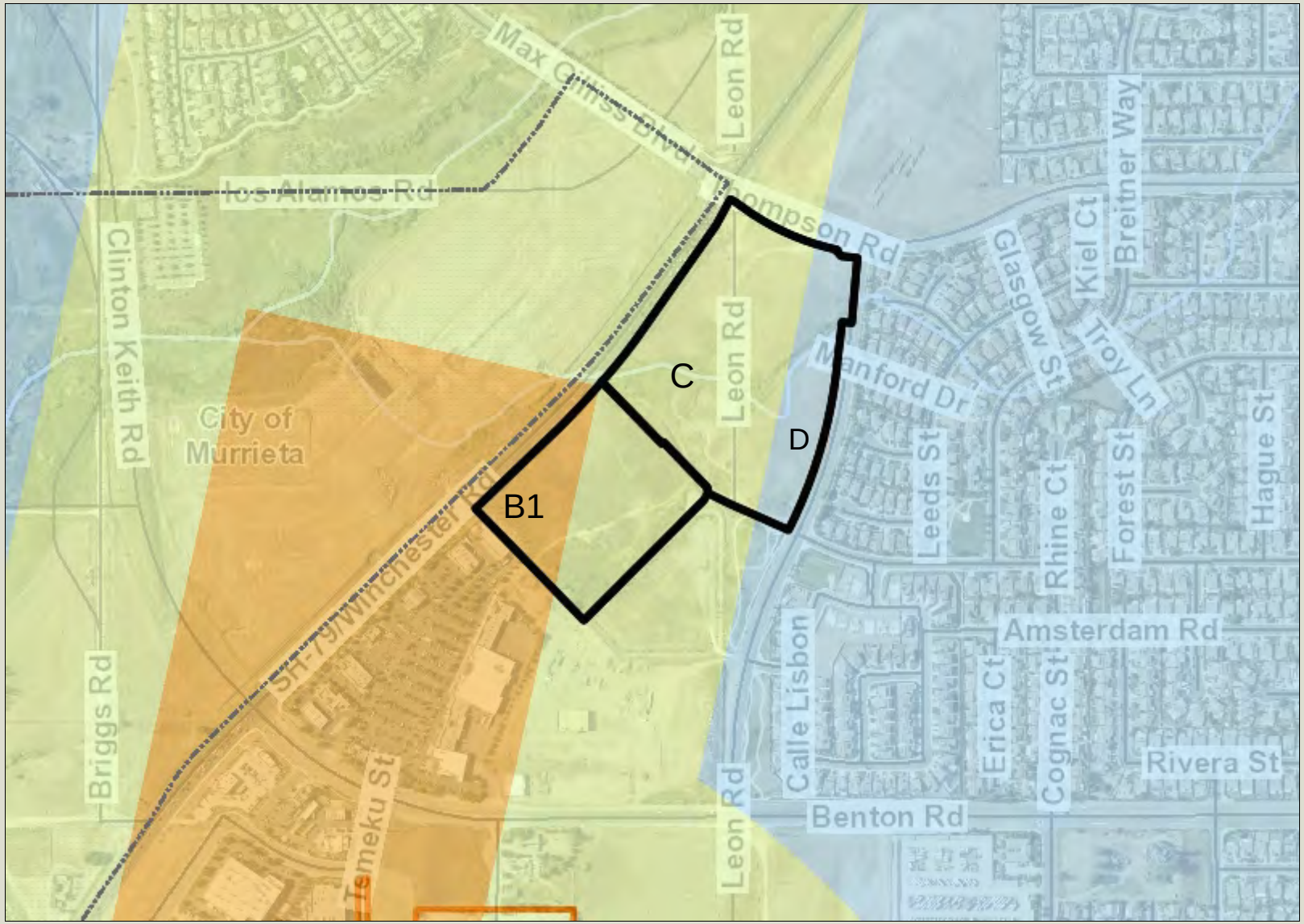
Notes

Map My County Map



Legend

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

0 770 1,539 Feet

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Notes

Map My County Map

Legend

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

0 770 1,539 Feet

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- Blueline Streams
- City Areas
- World Street Map

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0 3,079 6,157 Feet

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Notes

Map My County Map

Legend

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

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0 1,539 3,079 Feet

REPORT PRINTED ON... 9/29/2023 12:42:42 PM

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Notes

Map My County Map

Legend

- Blueline Streams
- City Areas
- World Street Map

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0 6,157 12,314 Feet

REPORT PRINTED ON... 9/29/2023 12:42:17 PM

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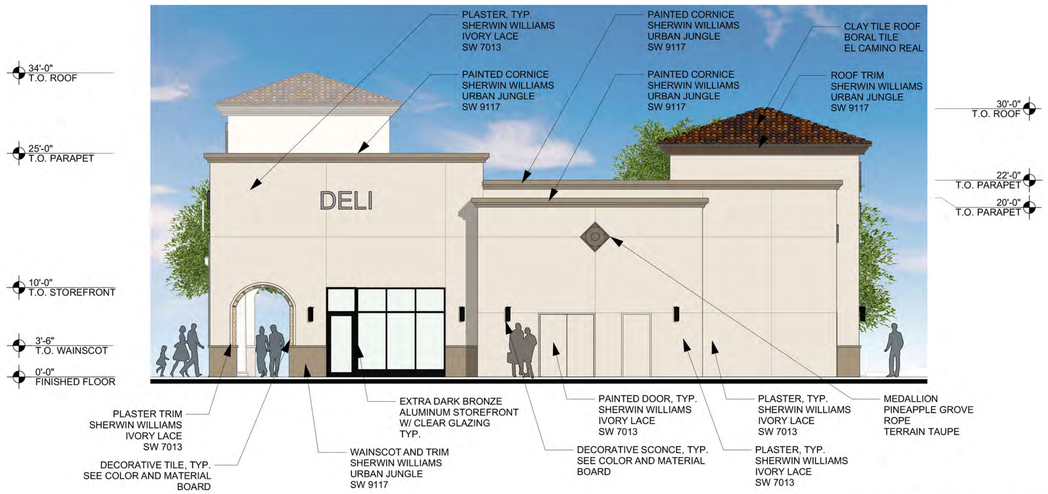
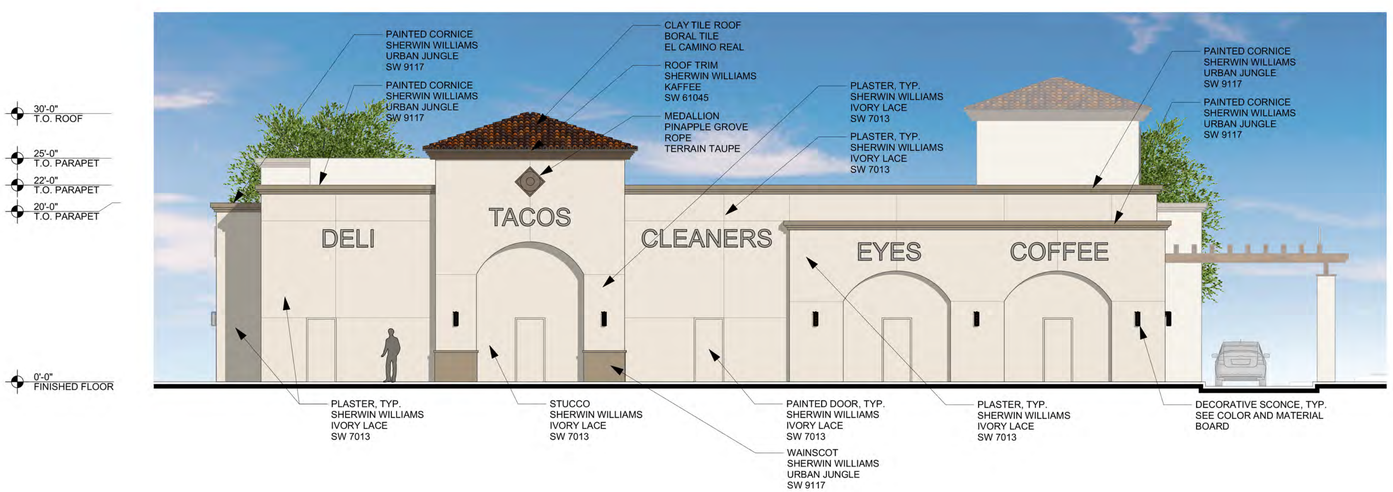
Notes

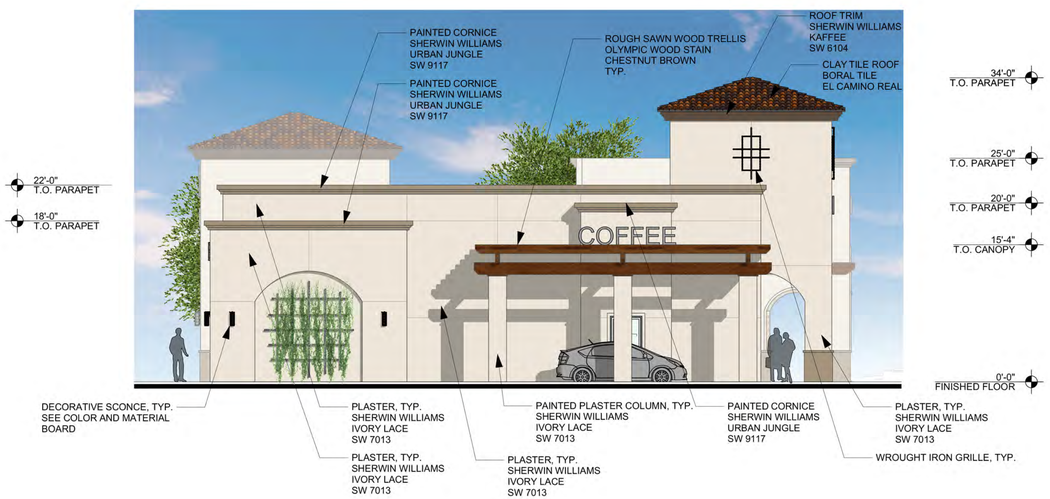


NORTH ELEVATION

EAST ELEVATION



WEST ELEVATION



SOUTH ELEVATION

BICKEL GROUP ARCHITECTURE
BICKEL GROUP INCORPORATED
3600 BIRCH STREET, SUITE 120
NEWPORT BEACH, CA 92660
P: 949.757.0411 F: 949.757.0511
www.bickelgrp.com

MULTI-TENANT

SEC HIGHWAY 79 & THOMPSON
FRENCH VALLEY, CALIFORNIA

CONDITIONAL USE PERMIT NO. 220097
BUILDING 5 ELEVATIONS
May 05, 2023
Scale: 1/8" = 1'-0"

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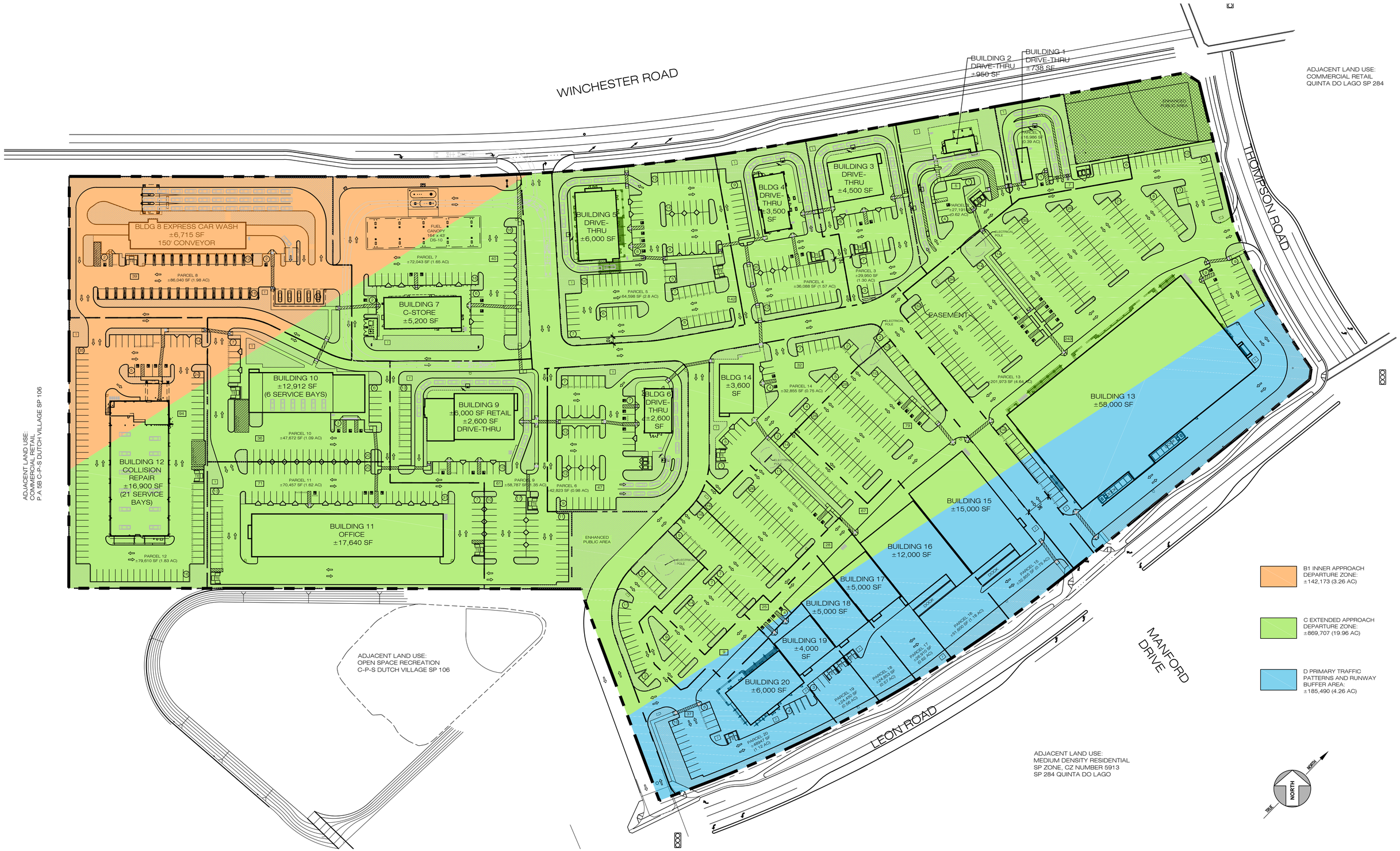
BIMcloud: bickel - BIMcloud as a Service/23/23020 - French Valley Thompson/23020 - French Valley Building 5



BICKEL GROUP
ARCHITECTURE
BICKEL GROUP INCORPORATED
3600 BIRCH STREET, SUITE 120
NEWPORT BEACH, CA 92660
P: 949.757.0411 F: 949.757.0511
www.bickelgrp.com

MULTI-TENANT

SEC OF WINCHESTER AND THOMPSON ROAD
FRENCH VALLEY, CALIFORNIA

CONDITIONAL USE PERMIT NO. 220097

LANDING ZONE EXHIBIT

Scale: 1" = 60'

May 19, 2023

P:\23\23020 - French Valley Town Center-CUP Application
RFP\Design\Site\x23020 Site Plan with buildings 5,13,20 230515.dwg

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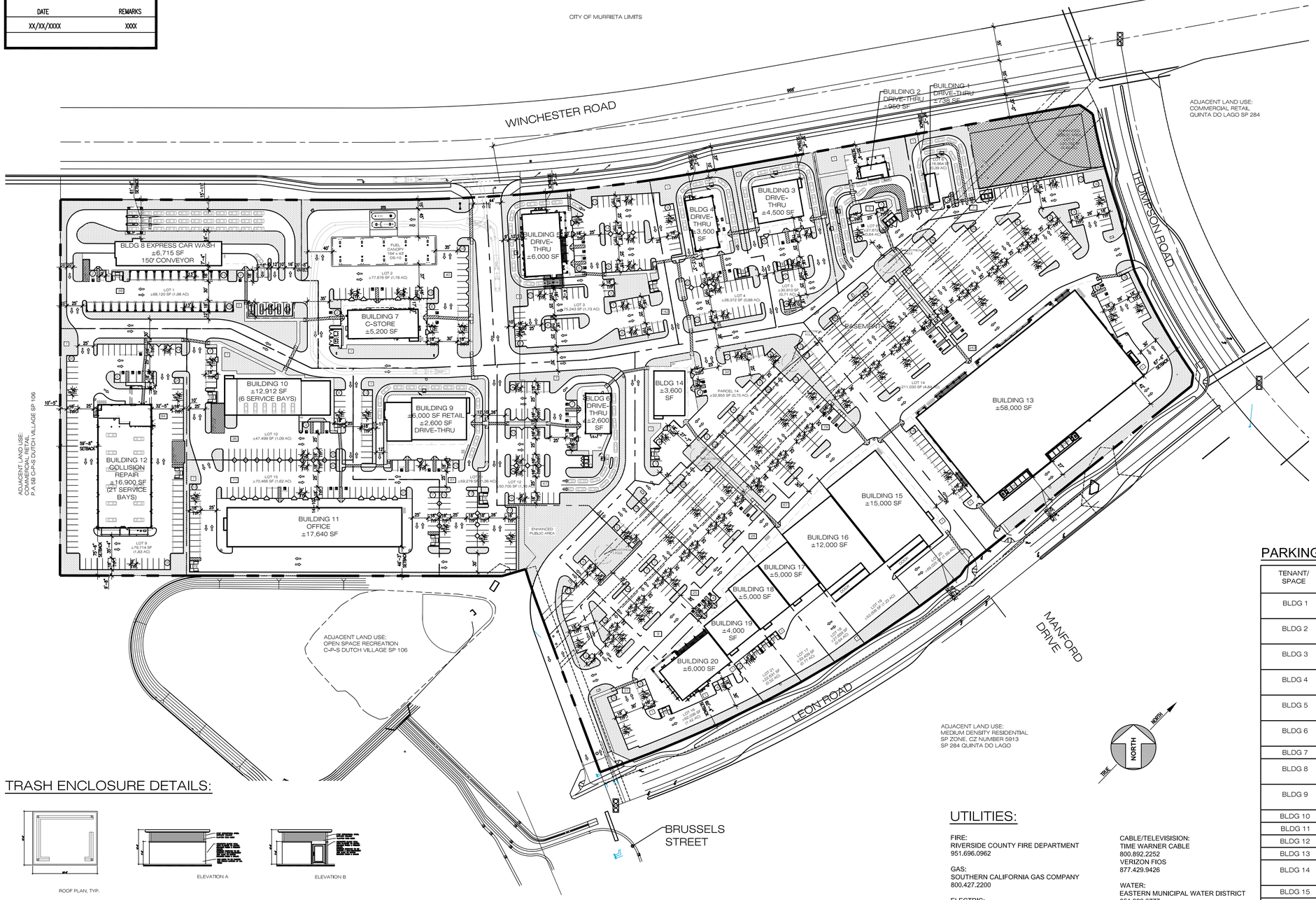
REVISIONS	
DATE	REMARKS
XX/XX/XXXX	XXXX



PROJECT INFORMATION:

OWNER:
CATALYST COMMERCIAL GROUP
BRANDON HUMANN
300 E STATE STREET, SUITE 460
REDLANDS, CA 92373
(951) 348-3000
EMAIL: bhumann@catalystretail.com

CIVIL:
DRC ENGINEERING, INC.
MATTHEW HELLESEN
160 SOUTH OLD SPRINGS ROAD, SUITE 210
ANAHEIM HILLS, CA 92808
(714) 685-6860 x364
EMAIL: smhellesen@drc-eng.com

LANDSCAPE:
CDPC
JIM BALDOVIN
3195-C SIRPORT LOOP DR. STUDIO ONE
COSTA MESA, CA 92626
(949) 399-0870

PROJECT DESCRIPTION:
THE PROJECT PROPOSES A ±27.5 ACRE SITE WITH NEW CONSTRUCTED BUILDINGS WITH ASSOCIATED PARKING FIELDS. THIS SITE WILL PROPOSE 20 BUILDINGS THAT WILL INCLUDE RESTAURANTS, RETAIL, GAS STATION, CAR WASH, OFFICES, AND COLLISION REPAIR SHOP.

SITE INFORMATION:

ASSESSORS PARCEL NUMBER: 963-06-0052
AND 963-06-085
LAND USE DESIGNATION: COMMERCIAL RETAIL (CR)
ZONING: SP ZONE, CZ NUMBER 5913
SPECIFIC PLAN AREA: PLANNING AREA 3 AND 4
SP 284 QUINTA DO LAGO
COUNTY OF RIVERSIDE
TOTAL SITE SQUARE FOOTAGE: ±1,197,271 SF
(±27.5 AC)
TOTAL BUILDING SQUARE FOOTAGE: ±194,855 SF

LEGEND:

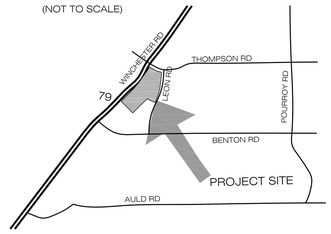
ADA PATH OF TRAVEL
BIKE PARKING

LEGAL DESCRIPTION:

PARCEL A:
PARCEL 1 AS SHOWN ON NOTICE OF LOT LINE ADJUSTMENT NO. 05581, AS EVIDENCED BY DOCUMENT RECORDED MAY 09, 2017 AS INSTRUMENT NO. 2017-0185614 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEING A PORTION OF PARCEL 2 AS SHOWN ON LOT LINE ADJUSTMENT NO. 5244, AS EVIDENCED BY DOCUMENT RECORDED AUGUST 20, 2008 AS INSTRUMENT NO. 2008-0460215 OF OFFICIAL RECORDS, ALSO KNOWN AS BEING THAT PORTION OF PARCEL 3 OF NOTICE OF LOT LINE ADJUSTMENT NO. 3794, RECORDED OCTOBER 31, 1995 AS INSTRUMENT NO. 363645 OF OFFICIAL RECORDS OF SAID COUNTY, DESCRIBED AS FOLLOWS:
BEGINNING AT THE MOST SOUTHERLY CORNER OF SAID PARCEL 3; THENCE NORTH 64° 51' 10" WEST, A DISTANCE OF 344.42 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 850 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 04° 04' 00" AN ARC LENGTH OF 60.33 FEET; THENCE NORTH 04° 31' 02" WEST, A DISTANCE OF 25.88 FEET; THENCE NORTH 85° 58' 50" WEST, A DISTANCE OF 27.40 FEET; THENCE NORTH 44° 15' 11" WEST, A DISTANCE OF 261.76 FEET; THENCE SOUTH 45° 44' 49" WEST, A DISTANCE OF 7.88 FEET; THENCE NORTH 44° 15' 11" WEST, A DISTANCE OF 333.55 FEET TO A POINT ON SAID SOUTHEASTERLY RIGHT OF WAY LINE OF WINCHESTER ROAD, 110 FEET WIDE, PER SAID LOT LINE ADJUSTMENT NO. 3794, SAID POINT BEING THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 3,055 FEET, A RADIAL LINE FROM SAID BEGINNING OF CURVE BEARS NORTH 48° 41' 04" WEST; THENCE NORTHEASTERLY ALONG SAID SOUTHEASTERLY RIGHT-OF-WAY LINE AND ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 05° 44' 06", AN ARC DISTANCE OF 305.79 FEET TO THE END THEREOF; THENCE NORTH 35° 34' 50" EAST ALONG SAID SOUTHEASTERLY RIGHT-OF-WAY LINE AND ALONG THE NORTHEASTERLY PROLONGATION THEREOF, A DISTANCE OF 701.09 FEET TO A POINT IN THE NORTH LINE OF SECTION 5, TOWNSHIP 7 SOUTH, RANGE 2 WEST, SAN BERNARDINO MERIDIAN; THENCE NORTH 89° 31' 27" EAST ALONG SAID NORTH LINE, A DISTANCE OF 41.66 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF THOMPSON ROAD, 100 FEET WIDE PER DEED RECORDED SEPTEMBER 27, 1993 AS INSTRUMENT NO. 375419, OFFICIAL RECORDS; THENCE SOUTH 54° 25' 10" EAST, A DISTANCE OF 11.30 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 950 FEET; THENCE SOUTHEASTERLY 475.30 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE E OF 28° 39' 58" TO THE BEGINNING OF A NON-TANGENT LINE; THENCE SOUTH 06° 54' 50" WEST, A DISTANCE OF 599.05 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 2,000.00 FEET; THENCE SOUTHERLY 635.46 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 18° 14' 00" TO THE BEGINNING OF A TANGENT LINE; THENCE SOUTH 25° 08' 50" WEST, A DISTANCE OF 57.00 FEET TO THE POINT OF BEGINNING. EXCEPTING THEREFROM THAT PORTION THEREOF CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED SEPTEMBER 27, 1993 AS INSTRUMENT NO. 375419, OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
PARCEL B:
PARCEL 1 AS SHOWN ON NOTICE OF LOT LINE ADJUSTMENT NO. 5244, AS EVIDENCED BY DOCUMENT RECORDED AUGUST 20, 2008 AS INSTRUMENT NO. 2008-0460215 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEING THOSE PORTIONS OF PARCELS 2 AND 3 OF NOTICE OF LOT LINE ADJUSTMENT NO. 3794, RECORDED OCTOBER 31, 1995 AS INSTRUMENT NO. 363645 OF OFFICIAL RECORDS OF SAID COUNTY, DESCRIBED AS FOLLOWS:
BEGINNING AT THE INTERSECTION OF THE SOUTHWESTERLY LINE OF SAID PARCEL 2 AND THE SOUTHEASTERLYRIGHT OF WAY LINE OF WINCHESTER ROAD, 110 FEET WIDE, AS SHOWN ON RECORD OF SURVEY FILED IN BOOK 56, PAGE 20 OF RECORD OF SURVEYS; THENCE ALONG THE SOUTHWESTERLY LINE OF SAID PARCEL 2, SOUTH 44° 15' 10" EAST, 637.63 FEET TO THE MOST SOUTHERLY CORNER OF SAID PARCEL 2; THENCE ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL 2, THE FOLLOWING TWO COURSES:
1. NORTH 45° 44' 50" EAST, 706.41 FEET;
2. NORTH 29° 12' 50" EAST, 39.00 FEET TO THE MOST EASTERLY CORNER OF SAID PARCEL 2; THENCE LEAVING SAID SOUTHEASTERLY LINE, NORTH 04° 31' 02" WEST, 25.88 FEET; THENCE NORTH 85° 58' 50" WEST, 27.40 FEET; THENCE NORTH 44° 15' 11" WEST, 261.76 FEET; THENCE SOUTH 45° 44' 49" WEST, 7.88 FEET; THENCE NORTH 44° 15' 11" WEST, 333.55 FEET TO A POINT ON SAID SOUTHEASTERLY RIGHT OF WAY LINE OF WINCHESTER ROAD, SAID POINT BEING THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 3055 FEET, A RADIAL LINE FROM SAID BEGINNING OF CURVE BEARS NORTH 48° 41' 04" WEST; THENCE ALONG SAID SOUTHEASTERLY RIGHT OF WAY LINE, THE FOLLOWING TWO COURSES:
1. SOUTHWESTERLY THROUGH A CENTRAL ANGLE OF 04° 25' 54" AN ARC LENGTH OF 236.30 FEET; 2. SOUTH 45° 44' 50" WEST, 498.16 FEET TO THE POINT OF BEGINNING.
PARCEL C:
NON-EXCLUSIVE EASEMENT FOR INGRESS AND EGRESS FOR VEHICULAR AND PEDESTRIAN ACCESS; AND FOR
UTILITIES AND INCIDENTAL PURPOSES DESCRIBED IN "EASEMENT DEED" RECORDED JANUARY 15, 2008 AS
INSTRUMENT NO. 2008-0021822 OF OFFICIAL RECORDS.
For conveyanding purposes only: APN 963-060-085 (Affects Parcel A) and 963-060-052 (Affects Parcel B)

VICINITY MAP:

(NOT TO SCALE)

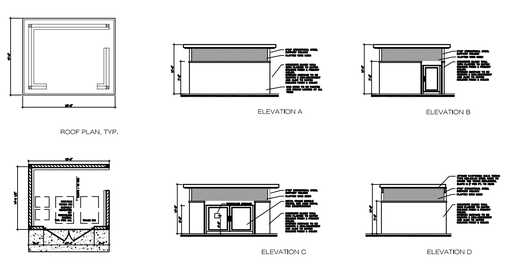


PARKING REQUIREMENTS:

TENANT/ SPACE	USE	AREA	PARKING REQ'T	ASSUMED SF	STALLS REQ'D	TOTAL STALLS PROVIDED
BLDG 1	RESTAURANT	±738 SF	1/45 PER SERVING AREA +1/2 EMPLOYEES	NO INDOOR SERVING AREA + 8 EMPLOYEES	4	7
BLDG 2	RESTAURANT	±950 SF	1/45 PER SERVING AREA +1/2 EMPLOYEES	NO INDOOR SERVING AREA + 8 EMPLOYEES	4	5
BLDG 3	RESTAURANT	±4,500 SF	1/45 PER SERVING AREA +1/2 EMPLOYEES	1/3 OF SERVING AREA + 12 EMPLOYEES	39	18
BLDG 4	RESTAURANT	±3,500 SF	1/45 PER SERVING AREA +1/2 EMPLOYEES	1/3 OF SERVING AREA + 12 EMPLOYEES	32	42
BLDG 5	RESTAURANT	±6,000 SF	1/45 PER SERVING AREA +1/2 EMPLOYEES	1/3 OF SERVING AREA + 16 EMPLOYEES	52	82
BLDG 6	RESTAURANT	±2,600 SF	1/45 PER SERVING AREA +1/2 EMPLOYEES	1/3 OF SERVING AREA + 10 EMPLOYEES	24	47
BLDG 7	RETAIL	±5,200 SF	1/200 SF	-	26	40
BLDG 8	CAR WASH	±6,715 SF	2 SPACES/STALL + 1/3 EMPLOYEE PER SHIFT	5 EMPLOYEES AT MAX SHIFT ASSUME 7 STALLS B/C 150'	9	9 REGULAR/ 30 VACUUM
BLDG 9	RESTAURANT/ RETAIL	±2,600 SF + ±6,000 SF	1/45 PER SERVING AREA +1/2 EMPLOYEES + 1/200 SF	1/3 OF SERVING AREA + 10 EMPLOYEES	25 + 30	61
BLDG 10	AUTO SERVICE	±12,912 SF	4/BAY	6 BAYS	24	36
BLDG 11	OFFICE	±17,640 SF	1/200 SF	-	89	71
BLDG 12	AUTO REPAIR/SEVICE	±16,900 SF	1/150 SF	-	113	94
BLDG 13	RETAIL	±58,000 SF	1/200 SF	-	290	243
BLDG 14	RESTAURANT	±3,600 SF	1/45 PER SERVING AREA +1/2 EMPLOYEES	1/3 OF SERVING AREA + 12 EMPLOYEES	33	32
BLDG 15	RETAIL	±15,000 SF	1/200 SF	-	75	79
BLDG 16	RETAIL	±12,000 SF	1/200 SF	-	60	67
BLDG 17	RETAIL	±5,000 SF	1/200 SF	-	25	28
BLDG 18	RETAIL	±5,000 SF	1/200 SF	-	25	25
BLDG 19	RETAIL	±4,000 SF	1/200 SF	-	20	9
BLDG 20	RESTAURANT	±6,000 SF	1/45 PER SERVING AREA +1/2 EMPLOYEES	1/3 OF SERVING AREA + 16 EMPLOYEES	55	37

TOTAL STALLS REQUIRED: 1,054 STALLS
TOTAL STALLS PROVIDED: 1,032 STALLS + 30 VACUUM STALLS
OVERALL PARKING RATIO: 5.3/1000 SF

TRASH ENCLOSURE DETAILS:



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

UTILITIES:

FIRE:
RIVERSIDE COUNTY FIRE DEPARTMENT
951.696.0962

GAS:
SOUTHERN CALIFORNIA GAS COMPANY
800.427.2200

ELECTRIC:
SOUTHERN CALIFORNIA EDISON
800.684.8123

SEWER:
EASTERN MUNICIPAL WATER DISTRICT
951.928.3777

TELEPHONE:
SOUTHER CALIFORNIA TELEPHONE COMPANY
800.840.6673

CABLE/TELEVISISION:
TIME WARNER CABLE
800.892.2252
VERIZON FIOS
877.429.9426

WATER:
EASTERN MUNICIPAL WATER DISTRICT
951.928.3777

TRASH:
WASTE MANAGEMENT
866-909-4458

SCHOOL:
TEMECULA VALLEY UNIFIED
951.676.2661

BICKEL GROUP
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3600 BIRCH STREET, SUITE 120
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www.bickelgrp.com

MULTI-TENANT

SEC HIGHWAY 79 AND THOMPSON ROAD
FRENCH VALLEY, CALIFORNIA

CONDITIONAL USE PERMIT NO. 220097

SITE PLAN

Scale: 1" = 80'-0"

June 12, 2023

P:\23\23020 - French Valley Town Center-CUP Application
RFP\Design\Site\x23020 Site Plan with buildings 5,13,20 230515.dwg

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TENTATIVE TRACT MAP NO. 38771

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

BEING A SUBDIVISION OF PARCEL 1 OF LOT LINE ADJUSTMENT NO. 05581 & PARCEL 1 OF LOT LINE ADJUSTMENT NO. 5244, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER INSTRUMENT NO. 2017-0185614 & INSTRUMENT NO. 2008-0460215, RECORDS OF SAID COUNTY.

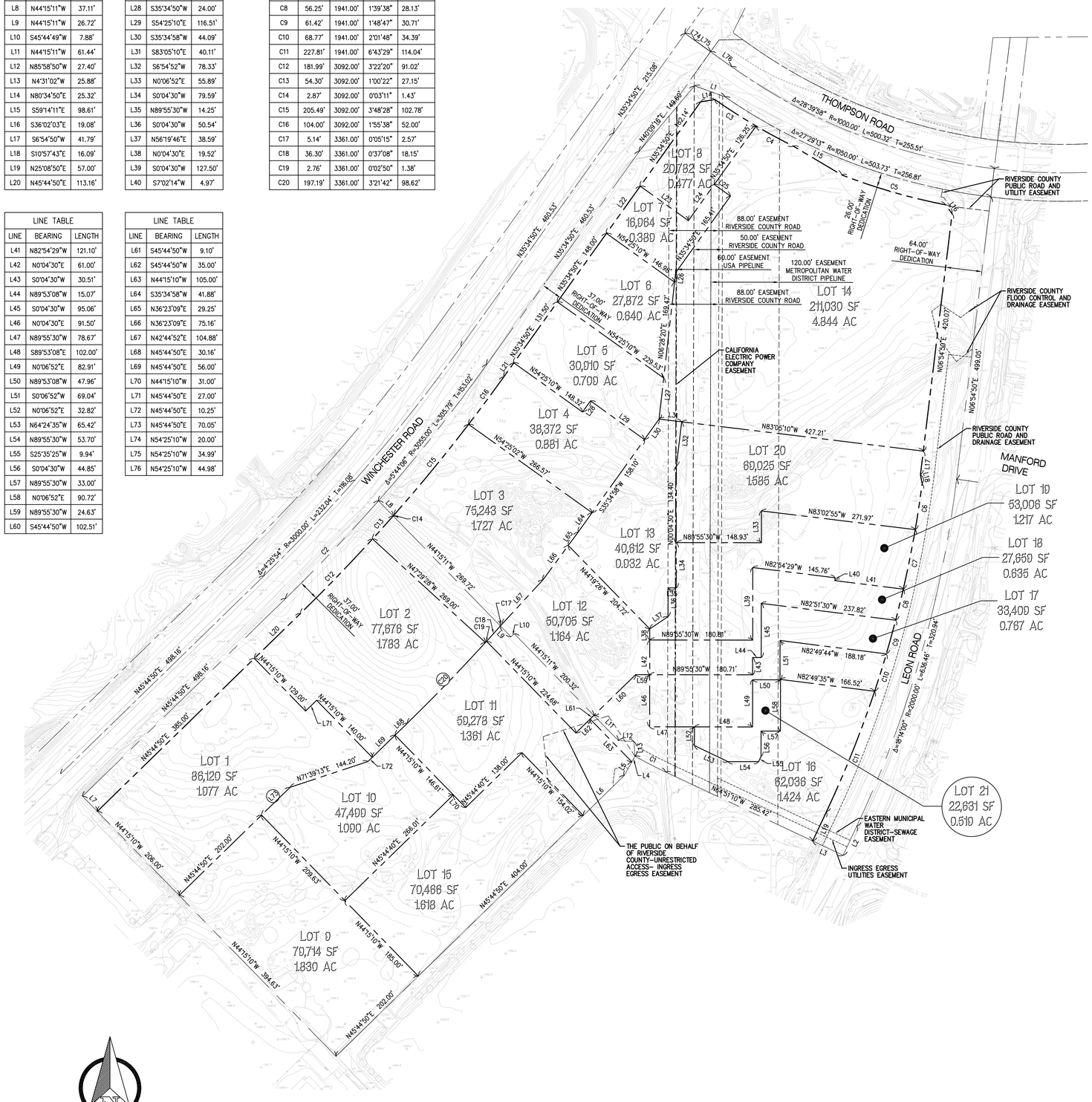
LINE TABLE		
LINE	BEARING	LENGTH
L1	N70°04'31"W	56.69'
L2	S25°08'50"W	57.00'
L3	N64°51'10"W	59.00'
L4	N29°12'50"E	11.26'
L5	N29°12'50"E	27.74'
L6	N45°44'50"E	100.41'
L7	S44°15'10"E	37.00'
L8	N44°15'11"W	37.11'
L9	N44°15'11"W	26.72'
L10	S45°44'49"W	7.88'
L11	N44°15'11"W	61.44'
L12	N85°58'50"W	27.40'
L13	N4°31'02"W	25.88'
L14	N80°34'50"E	25.32'
L15	S59°14'11"E	98.61'
L16	S36°02'03"E	19.08'
L17	S6°54'50"W	41.79'
L18	S10°57'43"E	16.09'
L19	N25°08'50"E	57.00'
L20	N45°44'50"E	113.16'

LINE TABLE		
LINE	BEARING	LENGTH
L21	N35°34'50"E	30.11'
L22	N35°34'50"E	102.00'
L23	S54°25'10"E	104.00'
L24	N35°34'50"E	78.00'
L25	S54°25'10"E	35.00'
L26	S6°28'20"W	16.70'
L27	S6°28'20"W	72.57'
L28	S35°34'50"W	24.00'
L29	S54°25'10"E	116.51'
L30	S35°34'58"W	44.09'
L31	S83°05'10"E	40.11'
L32	S6°54'52"W	78.33'
L33	N0°06'52"E	55.89'
L34	S0°04'30"W	79.59'
L35	N89°55'30"W	14.25'
L36	S0°04'30"W	50.54'
L37	N56°19'46"E	38.59'
L38	N0°04'30"E	19.52'
L39	S0°04'30"W	127.50'
L40	S7°02'14"W	4.97'

CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA	TANGENT
C1	60.33'	850.00'	4°04'00"	30.18'
C2	236.30'	3055.00'	4°25'54"	118.21'
C3	86.23'	1064.00'	4°38'36"	43.14'
C4	74.29'	1064.00'	4°00'02"	37.16'
C5	190.46'	1076.00'	10°08'31"	95.48'
C6	81.59'	1941.00'	2°24'30"	40.80'
C7	106.53'	1941.00'	3°08'41"	53.28'
C8	56.25'	1941.00'	1°39'38"	28.13'
C9	61.42'	1941.00'	1°48'47"	30.71'
C10	68.77'	1941.00'	2°01'48"	34.39'
C11	227.81'	1941.00'	6°43'29"	114.04'
C12	181.99'	3092.00'	3°22'20"	91.02'
C13	54.30'	3092.00'	1°00'22"	27.15'
C14	2.87'	3092.00'	0°03'11"	1.43'
C15	205.49'	3092.00'	3°48'28"	102.78'
C16	104.00'	3092.00'	1°55'38"	52.00'
C17	5.14'	3361.00'	0°05'15"	2.57'
C18	36.30'	3361.00'	0°37'08"	18.15'
C19	2.76'	3361.00'	0°02'50"	1.38'
C20	197.19'	3361.00'	3°21'42"	98.62'

LINE TABLE		
LINE	BEARING	LENGTH
L41	N82°54'29"W	121.10'
L42	N0°04'30"E	61.00'
L43	S0°04'30"W	30.51'
L44	N89°53'08"W	15.07'
L45	S0°04'30"W	95.06'
L46	N0°04'30"E	91.50'
L47	N89°55'30"W	78.67'
L48	S89°53'08"E	102.00'
L49	N0°06'52"E	82.91'
L50	N89°53'08"W	47.96'
L51	S0°06'52"W	69.04'
L52	N0°06'52"E	32.82'
L53	N64°24'35"W	65.42'
L54	N89°55'30"W	53.70'
L55	S25°35'25"W	9.94'
L56	S0°04'30"W	44.85'
L57	N89°55'30"W	33.00'
L58	N0°06'52"E	90.72'
L59	N89°55'30"W	24.63'
L60	S45°44'50"W	102.51'

LINE TABLE		
LINE	BEARING	LENGTH
L61	S45°44'50"W	9.10'
L62	S45°44'50"W	35.00'
L63	N44°15'10"W	105.00'
L64	S35°34'58"W	41.88'
L65	N36°23'09"E	29.25'
L66	N36°23'09"E	75.16'
L67	N42°44'52"E	104.88'
L68	N45°44'50"E	30.16'
L69	N45°44'50"E	56.00'
L70	N44°15'10"W	31.00'
L71	N45°44'50"E	27.00'
L72	N45°44'50"E	10.25'
L73	N45°44'50"E	70.05'
L74	N54°25'10"W	20.00'
L75	N54°25'10"W	34.99'
L76	N54°25'10"W	44.98'



LEGAL DESCRIPTION

PARCEL A

PARCEL 1 OF NOTICE OF LOT LINE ADJUSTMENT NO. 05581, RECORDED MAY 9, 2017 AS INSTRUMENT NO. 2017-0185614 OF OFFICIAL RECORDS.

PARCEL B

PARCEL 1 OF NOTICE OF LOT LINE ADJUSTMENT NO. 5244, RECORDED AUGUST 20, 2008 AS INSTRUMENT NO. 2008-0460215, OF OFFICIAL RECORDS.

LINE LEGEND

- PROPERTY LINE / EXISTING RIGHT-OF-WAY LINE
- CENTER LINE
- PROPOSED RIGHT-OF-WAY LINE
- PROPOSED LOT LINE
- EASEMENT LINE

PUBLIC UTILITIES

WATER
EASTERN MUNICIPAL WATER DISTRICT

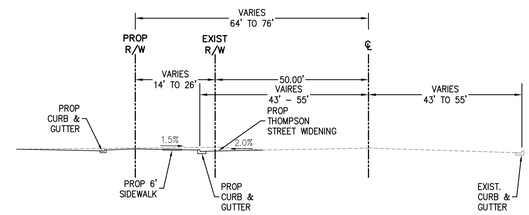
SEWER
EASTERN MUNICIPAL WATER DISTRICT/SETA STREET

GAS
SOUTHERN CALIFORNIA GAS COMPANY

ELECTRIC
SOUTHERN CALIFORNIA EDISON COMPANY

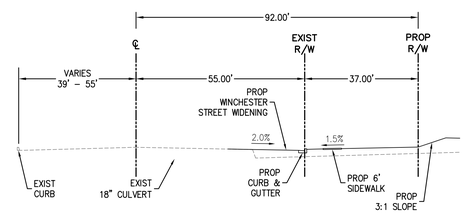
TELEPHONE
FRONTIER COMMUNICATIONS

CABLE TELEVISION
TIME WARNER CABLE



THOMPSON RD SECTION

COUNTY OF RIVERSIDE STD. NO. 93
TI=9.0 FOR MAJOR HIGHWAY
SCALE: N.T.S.



WINCHESTER RD SECTION

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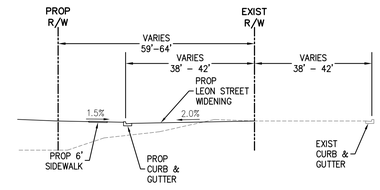
SCALE: N.T.S.



LEON RD SECTION

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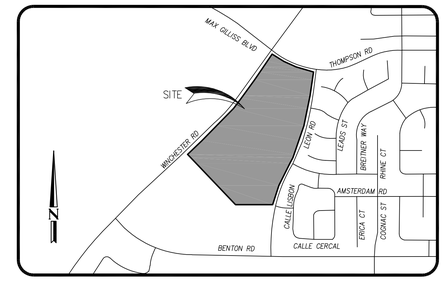
SCALE: N.T.S.



VICINITY MAP
NOT TO SCALE

PROPERTY ADDRESS

SEC HIGHWAY 79 (WINCHESTER RD) &
THOMPSON RD
RIVERSIDE, CALIFORNIA

ASSESSOR PARCEL NO.

963-060-085 & 963-060-052

RECORD OWNER

FRENCH VALLEY TOWN CENTER, LLC

CONTACT PERSON
BRANDON HUMANN
300 E STATE ST, STE 460
REDLANDS, CA 92373
(951) 348-3000

BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF WINCHESTER ROAD AS SHOWN ON NOTICE OF LOT LINE ADJUSTMENT NO. 05581, RECORDED MAY 9, 2017 AS INSTRUMENT NO. 2017-0185614 OF OFFICIAL RECORDS, BEING NORTH 35°34'50" EAST.

EXISTING ZONING

THE PROPERTY SHOWN HEREON IS ZONING DESIGNATION CG-1, COMMERCIAL GENERAL -1, PER CITY OF SAN BERNARDINO PLANNING DIVISION.

FLOOD ZONE

THE LAND SHOWN ON THIS SURVEY LIES ENTIRELY WITHIN FLOOD ZONE "D", BEING DESCRIBED AS "AREA OF UNDETERMINED FLOOD HAZARD" PER FLOOD INSURANCE RATE MAP (FIRM) - COMMUNITY PANEL NUMBER 06065C2730G, DATED AUGUST 27, 2008.

ACREAGE

LOT 1: 86,120 SF/1.977 AC
LOT 2: 77,676 SF/1.783 AC
LOT 3: 75,243 SF/1.727 AC
LOT 4: 38,372 SF/0.881 AC
LOT 5: 30,910 SF/0.709 AC
LOT 6: 27,872 SF/0.640 AC
LOT 7: 16,964 SF/0.389 AC
LOT 8: 20,782 SF/0.477 AC
LOT 9: 79,714 SF/1.830 AC
LOT 10: 47,499 SF/1.090 AC
LOT 11: 59,278 SF/1.361 AC
LOT 12: 50,705 SF/1.164 AC
LOT 13: 40,612 SF/0.932 AC
LOT 14: 211,030 SF/4.844 AC
LOT 15: 70,466 SF/1.618 AC
LOT 16: 62,036 SF/1.424 AC
LOT 17: 33,409 SF/0.767 AC
LOT 18: 27,659 SF/0.635 AC
LOT 19: 53,006 SF/1.217 AC
LOT 20: 69,025 SF/1.585 AC
LOT 21: 22,631 SF/0.519 AC

NUMBER OF LOTS

21

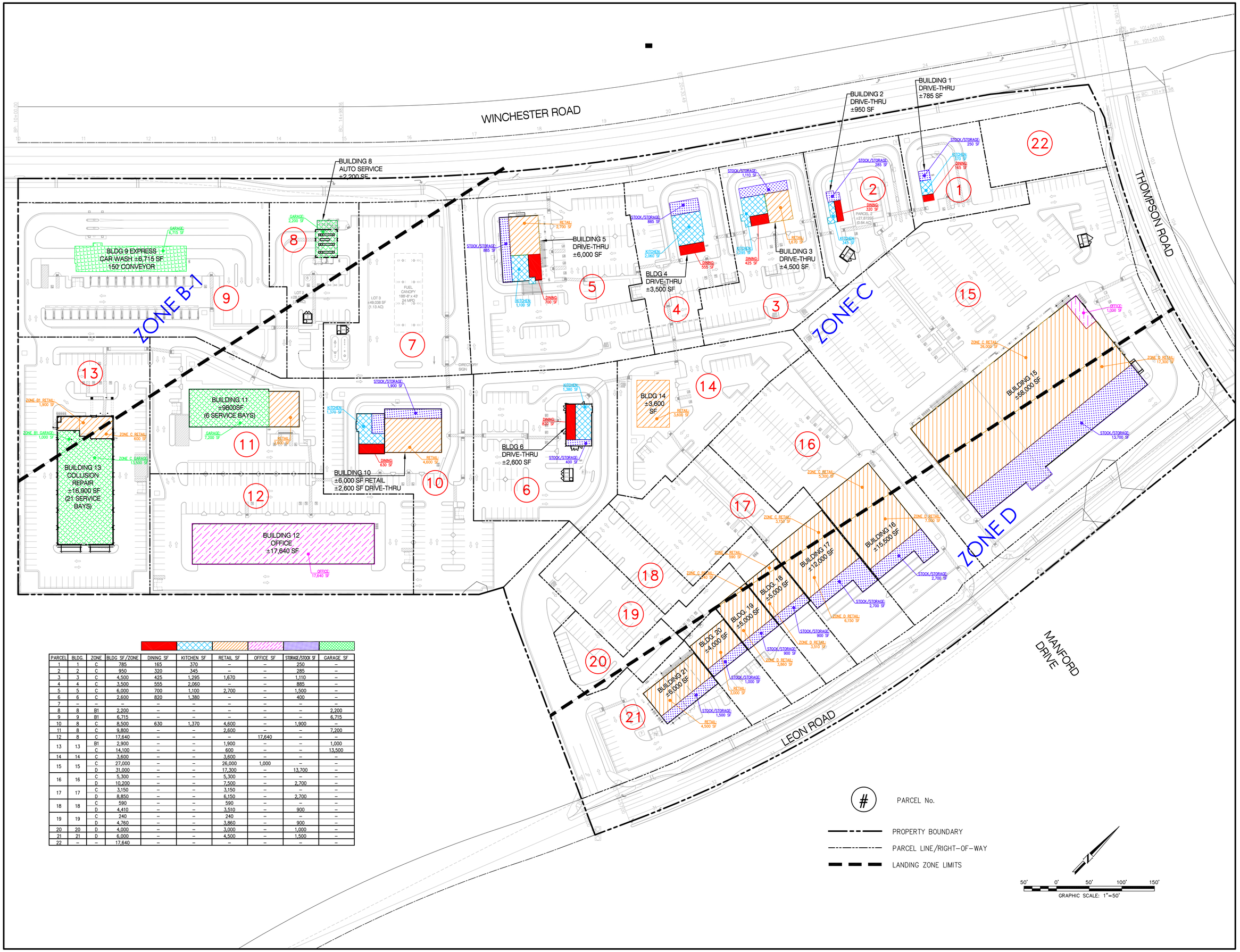
NET/GROSS AREAS

GROSS: 1,343,504.92 SF / 30.843 AC
NET: 1,201,040.55 SF / 27.572 AC

NO.:	REVISION:	DATE:

ISSUE:
DATE:
CHECKED: DRAWN:
DRAWING FILE:
PROJECT NO.:
SHEET NUMBER:
OF SHEET
SCALE:

DRC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning
160 S. Old Springs Road, Ste. 210
Anaheim Hills, California 92808
(714) 685-6860



PARCEL	BLDG.	ZONE	BLDG SF/ZONE	DINING SF	KITCHEN SF	RETAIL SF	OFFICE SF	STORAGE/STOCK SF	GARAGE SF
1	1	C	785	165	370	–	–	250	–
2	2	C	950	320	345	–	–	285	–
3	3	C	4,500	425	1,295	1,670	–	1,110	–
4	4	C	3,500	555	2,060	–	–	885	–
5	5	C	6,000	700	1,100	2,700	–	1,500	–
6	6	C	2,600	820	1,380	–	–	400	–
7	–	–	–	–	–	–	–	–	–
8	8	B1	2,200	–	–	–	–	–	2,200
9	9	B1	6,715	–	–	–	–	–	6,715
10	8	C	8,500	630	1,370	4,600	–	1,900	–
11	8	C	9,800	–	–	2,600	–	–	7,200
12	8	C	17,640	–	–	–	17,640	–	–
13	13	B1	2,900	–	–	1,900	–	–	1,000
		C	14,100	–	–	600	–	–	13,500
14	14	C	3,600	–	–	3,600	–	–	–
15	15	C	27,000	–	–	26,000	1,000	–	–
		D	31,000	–	–	17,300	–	13,700	–
16	16	C	5,300	–	–	5,300	–	–	–
		D	10,200	–	–	7,500	–	2,700	–
17	17	C	3,150	–	–	3,150	–	–	–
		D	8,850	–	–	6,150	–	2,700	–
18	18	C	590	–	–	590	–	–	–
		D	4,410	–	–	3,510	–	900	–
19	19	C	240	–	–	240	–	–	–
		D	4,760	–	–	3,860	–	900	–
20	20	D	4,000	–	–	3,000	–	1,000	–
21	21	D	6,000	–	–	4,500	–	1,500	–
22	–	–	17,640	–	–	–	–	–	–

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

NOT FOR CONSTRUCTION

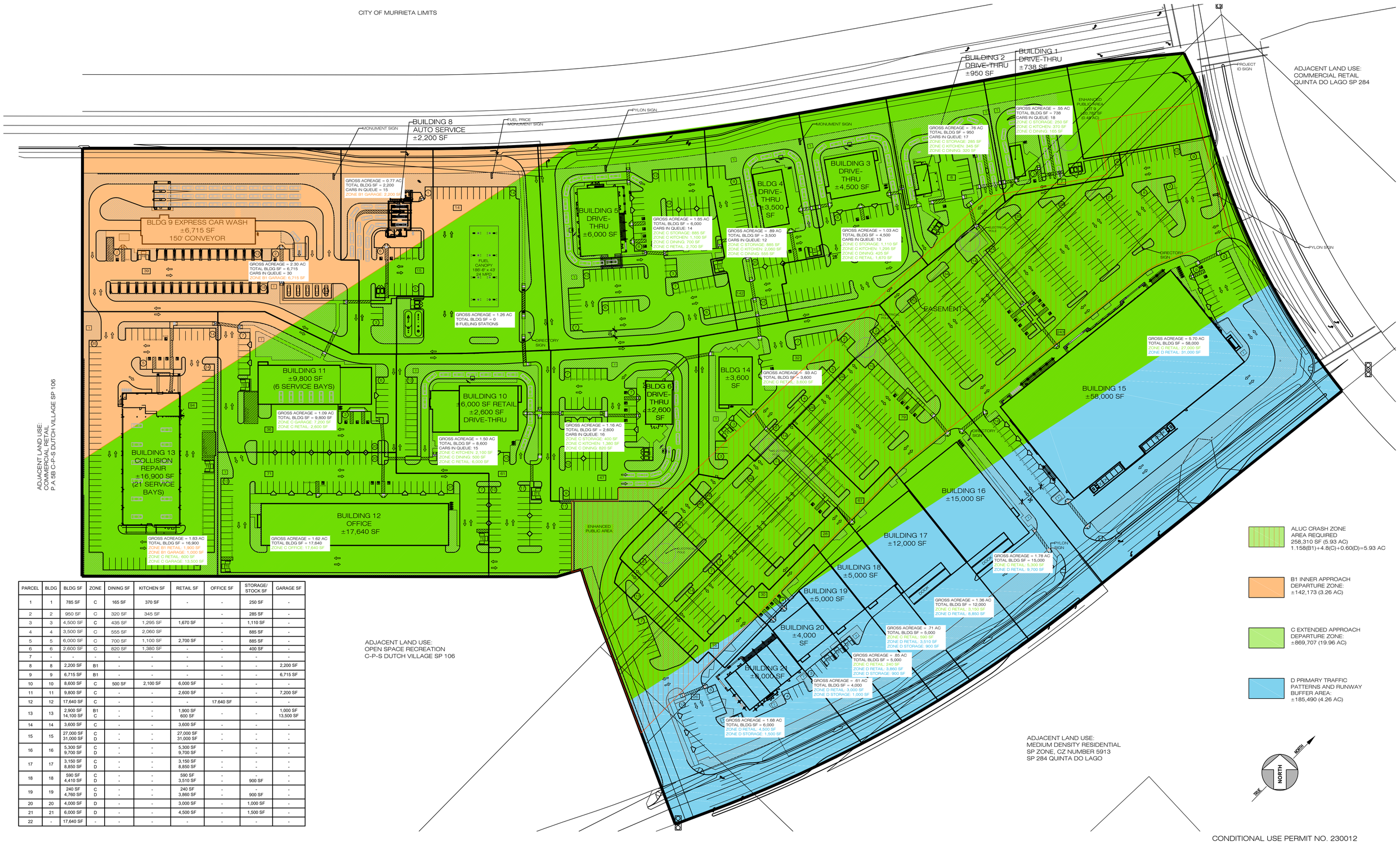
NO.:	REVISION:	DATE:

PROJECT:
COMMERCIAL PLAZA
SEC OF WINCHESTER AND THOMPSON ROAD
FRENCH VALLEY, CA

DRAWING NAME:
BLDG. USAGE VS. LANDING ZONE

ISSUE:	EXHIBIT
DATE:	05/02/2024
CHECKED: MH	DRAWN: HM
DRAWING FILE:	
PROJECT NO.:	23-606
SHEET NUMBER:	1
OF 1	SHEETS
SCALE:	AS SHOWN

FILENAME: M:\2023\23-606 Catalyst HWY 79\Exhibit\EXH107 AUG\23606EXH_107 AUG.dwg, LAST SAVED ON: May 02 2024 3:11pm PLOTTED BY: HOMER, ON: May 02 2024 3:23pm, CFC



PARCEL	BLDG	BLDG SF	ZONE	DINING SF	KITCHEN SF	RETAIL SF	OFFICE SF	STORAGE/ STOCK SF	GARAGE SF
1	1	785 SF	C	165 SF	370 SF	-	-	250 SF	-
2	2	950 SF	C	320 SF	345 SF		-	285 SF	-
3	3	4,500 SF	C	435 SF	1,295 SF	1,670 SF	-	1,110 SF	-
4	4	3,500 SF	C	555 SF	2,060 SF		-	885 SF	-
5	5	6,000 SF	C	700 SF	1,100 SF	2,700 SF	-	885 SF	-
6	6	2,600 SF	C	820 SF	1,380 SF	-	-	400 SF	-
7	-	-	-	-	-	-	-	-	-
8	8	2,200 SF	B1	-	-	-	-	-	2,200 SF
9	9	6,715 SF	B1	-	-	-	-	-	6,715 SF
10	10	8,600 SF	C	500 SF	2,100 SF	6,000 SF	-	-	-
11	11	9,800 SF	C	-	-	2,600 SF	-	-	7,200 SF
12	12	17,640 SF	C	-	-	-	17.640 SF	-	-
13	13	2,900 SF 14,100 SF	B1 C	- -	- -	1,900 SF 600 SF	-	-	1,000 SF 13,500 SF
14	14	3,600 SF	C	-	-	3,600 SF	-	-	-
15	15	27,000 SF 31,000 SF	C D	- -	- -	27,000 SF 31,000 SF	- -	- -	- -
16	16	5,300 SF 9,700 SF	C D	- -	- -	5,300 SF 9,700 SF	-	- -	- -
17	17	3,150 SF 8,850 SF	C D	- -	- -	3,150 SF 8,850 SF	- -	- -	- -
18	18	590 SF 4,410 SF	C D	- -	- -	590 SF 3,510 SF	- -	- 900 SF	- -
19	19	240 SF 4,760 SF	C D	- -	- -	240 SF 3,860 SF	- -	- 900 SF	- -
20	20	4,000 SF	D	-	-	3,000 SF	-	1,000 SF	-
21	21	6,000 SF	D	-	-	4,500 SF	-	1,500 SF	-
22	-	17,640 SF	-	-	-	-	-	-	-

BICKEL GROUP
ARCHITECTURE
BICKEL GROUP INCORPORATED
3600 BIRCH STREET, SUITE 120
NEWPORT BEACH, CA 92660
P: 949.757.0411 F: 949.757.0511
w w w . b i c k e l g r p . c o m

DUTCH VILLAGE CROSSING

SEC OF WINCHESTER AND THOMPSON ROAD
FRENCH VALLEY, CALIFORNIA

CONDITIONAL USE PERMIT NO. 230012

LANDING ZONE EXHIBIT

Scale: 1" = 60'

May 24, 2024

P:\23\23020 - French Valley Town Center-CUP Application
RFP\Design\Site\x23020 Site Plan Option 2.dwg

The plans, ideas, arrangements and designs indicated or represented by this drawing are owned by, and are the property of BICKEL GROUP, and were created and developed solely for use on, and in connection with this specific project, and shall not be used, in whole or in part, for any purpose for which they were not originally intended without written permission from BICKEL GROUP © 2017.

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

www.rcaluc.org

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

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

The County of Riverside Planning Department should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Kathleen Mitchell at (951) 955-6836.

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

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

DATE OF HEARING: **June 13, 2024**

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

CASE DESCRIPTION:

ZAP1130FV23 – Catalyst Retail (Representative: Dasher & Tabata, Inc.) – County of Riverside Case Nos. PP230023 (Plot Plan), CUP230012 (Conditional Use Permit), TPM38771 (Tentative Parcel Map),. A proposal to construct 21 retail/commercial buildings, such as restaurants, retail stores, gas stations, car wash, offices, and a collision repair shop, on 30.84 acres, located on the southeast corner of Thompson Road and Winchester Road. The applicant also proposes to subdivide 30.84 acres into 20 separate parcels. (Airport Compatibility Zones B1, C, and D of the French Valley Airport Influence Area).

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number: ZAP1130FV23 Date Submitted: 9-11-23

AIA: French Valley Zone: B1,C,D Public Hearing ☑ Staff Review ☐

Applicant

Applicant Full Name: Brandon Humann

Applicant Address: 38605 Calistoga Drive, Suite 150 Murrieta, CA 92563

Phone: 951-225-3521 **Email:** bhumann@catalystretail.com

Representative/ Property Owner Contact Information

Representative: Ryan Fryer **Email:** rfryer@dashertabat.com

Phone: 949-310-2752

Address: 23201 Mill Creek Dr., Suite 125 Laguna Hills, CA 92653

Property Owner: FV Thompson, LLC **Email:** bhumann@catalystretail.com

Phone: 951-225-3521

Address: 38605 Calistoga Drive, Suite 150 Murrieta, CA 92563

Local Jurisdiction Agency

Agency Name: COUNTY OF RIVERSIDE Phone:

Staff Contact: KATHLEEN MITCHELL **Email:**

Address: : :

Local Agency Case No.: TPM38771,PP230023,CUP230012

Project Location

Street Address: SEC Highway 79 & Thompson Gross Parcel Size.: 1,197,370 SF

Assessor's Parcel No.: 963-06-0052 and 963-06-085

Solar

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

Data

Site Elevation:(above mean sea level)	1355'
Height of Building or structures:	There are twenty (20) buildings that range from 22' to 42'
What type of drainage basins are being proposed and the square footage:	Underground Storage 42,000 SF

Notice

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

B. REVIEW TIME: Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of a complete application submittal to the next available commission hearing meeting.

C. SUBMISSION PACKAGE:

Please submit all application items DIGITALLY via USB or CD:

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

Additionally, please provide:

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

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

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

5.1 Director's Approvals

A. During the period of March 16, 2024, through May 15, 2024 (which includes the hearing cycles of April and May), as authorized pursuant to ALUC Resolution No. 2015-01, as extended by Resolution No. 2020-01, ALUC Director Paul Rull reviewed two legislative cases within March Air Reserve Base/Inland Port Airport Influence Area and issued determinations of consistency.

ZAP1602MA24 (High Terrain Zone) pertains to City of Moreno Valley Case Nos. PEN23-0154 (Change of Zone), a proposal to amend the site's zoning from Residential Agriculture District, Hillside Residential District, Residential 5 District, and Residential Single-Family 10 District, to Light Industrial District, Residential 20 District, and Open Space District located southerly of Alessandro Boulevard, northerly of Brodiaea Avenue, easterly of Merwin Street, and westerly of Sinclair Street. No development is proposed at this time. The project is located within the High Terrain Zone of March Air Reserve Base/Inland Port Airport Influence Area, which identifies a 'moderate' risk level due to the site's high terrain and potential building heights that could constitute air-space obstruction, and therefore would normally require review by the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) to determine any impacts to air navigation. However, the project does not propose any development at this time. Therefore, the following shall be required at the time of a proposed development when building heights are specified: FAA OES issuance of a no hazard to air navigation letter. Prior to issuance of building permits, the landowner shall convey an avigation easement to the March Inland Port Airport Authority or its successor in interest, or provide evidence that such easement has been previously conveyed. The Airport Authority may waive this requirement in the event that the Authority determines that pre-existing avigation easements dedicated to the United States of America are sufficient to address its needs. Contact the March Joint Powers Authority at (951) 656-7000 for additional information.

ALUC Director Paul Rull issued a determination of consistency for this project on April 5, 2024.

****

ZAP1603MA24 (High Terrain Zone) pertains to City of Moreno Valley Case Nos. PEN23-0153 (General Plan Amendment), a proposal to amend the site's general plan land use designation from R2 Residential, R5 Residential, R10 Residential, and Hillside Residential, to Business Park/Light Industrial, R20 Residential, and Parks/Open Space located southerly of Alessandro Boulevard, northerly of Brodiaea Avenue, easterly of Merwin Street, and westerly of Sinclair Street. No development is proposed at this time. The project is located within the High Terrain Zone of March Air Reserve Base/Inland Port Airport Influence Area, which identifies a 'moderate' risk level due to the site's high terrain and potential building heights that could constitute air-space obstruction, and therefore would normally require review by the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) to determine any impacts to air navigation. However, the project does not propose any development at this time. Therefore, the following shall be required at the time of a proposed development when building heights are specified: FAA OES issuance of a no hazard to air navigation letter. Prior to issuance of building permits, the landowner shall convey an avigation easement to the March Inland Port Airport Authority or its successor in interest, or provide evidence that such easement has been previously conveyed. The Airport Authority may waive this requirement in the event that the Authority determines that pre-existing avigation easements dedicated to the United States of America are sufficient to address its needs. Contact the March Joint Powers Authority

at (951) 656-7000 for additional information.

ALUC Director Paul Rull issued a determination of consistency for this project on April 5, 2024.

B. Additionally, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Paul Rull reviewed nine non-legislative cases and issued determinations of consistency.

ZAP1050BA24 (Zone E) pertains to City of Banning Case No. DR23-7006 (Design Review), a proposal to construct a 28,800 square foot manufacturing building, a 3,120 square foot office building, and a 5,400 square foot storage building on 4.57-acres, located northerly of Charles Street, easterly of Hathaway Street, and southerly of Westward Avenue. The portion of the site is located within Airport Compatibility Zone E of the Banning Municipal Airport Influence Area (AIA). Zone E has no restricts on non-residential intensity or residential density. The elevation of Runway 8-26 at its westerly terminus is 2,119 feet above mean sea level (AMSL). At a distance of approximately 1,713 feet from the runway to the site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 2,136 feet AMSL. The site's finished floor elevation is 2,160 feet AMSL and the proposed building height is 38 feet, resulting in a top point elevation of 2,198 feet AMSL. Therefore, FAA Obstruction Evaluation Service review for height/elevation reasons was required. The applicant submitted Form 7460-1 to the FAA OES. A "Determination of No Hazard to Air Navigation" letter for Aeronautical Study No. 2024-ASW-2616-OE was issued on March 13, 2024. The study revealed that the proposed facility would not exceed obstruction standards and would not be a hazard to air navigation provided conditions are met. These FAA OES conditions have been incorporated into this finding. Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The project is located 1,713 feet from the runway, and therefore would be subject to the above requirement. The project includes a 9,500 square foot bio-infiltration basin. Bio-infiltration basins are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, which is the basis of the brochure titled "Airports, Wildlife and Stormwater Management", bio-infiltration basins are permissible in Zone E provided that the basin has a 48-hour drawdown and proposed landscaping is not attractive to potentially hazardous wildlife. The project has been conditioned to be consistent with the basin criteria.

ALUC Director Paul Rull issued a determination of consistency for this project on March 21, 2024.

****

ZAP1079TH24 (Zone C) pertains to County of Riverside Building and Safety Case No. BRS2400368 (Building Permit), a proposal to construct a 477.9 square foot rooftop solar panel system on a proposed residence located at 61029 Watkins Glen Drive within the Thermal Motorclub. The site is located within Airport Compatibility Zone C of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone C of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to 0.2 dwelling units per acre or less. The proposed rooftop solar panels will not generate any density. The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is -137.5 feet below mean sea level (MSL). At a distance of 2,795 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding –109.5 feet below MSL. The site's elevation is -147 feet MSL and the proposed building height (with rooftop solar panels) is 41 feet, resulting in a top point

elevation of -106 feet AMSL. Therefore, review by the FAA OES was required. However, the proposed solar panels will not significantly increase the height of the building, therefore FAA review was not required at this time. Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property and is the recommended standard for properties near airports. However, potential for temporary after-image" ("yellow" level) and potential for permanent eye damage ("red" level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers. The project proposes 477.9 square feet of solar panels on a proposed residence rooftop with a fixed tilt of 5 degrees with no rotation, and an orientation of 180 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy Standards) to runways 17 and 35, and runways 12 and 30. Jacqueline Cochran Regional Airport does not have an air traffic control tower. All times are in standard time. The analysis concluded that some potential glare would occur within the 2 mile approach to runway 30. (No glare is expected to occur within the 2 mile approach to runway 17-35). Evaluation of the approach at Runway 30 indicates that the panels would result in low potential for temporary after-image ("green" level glare), totaling annually 922 minutes of "green" level glare, lasting up to 10 minutes a day from March to October from 5.00 p.m. to 6:00 p.m. Overall, less than one percent of annual daylight time would be affected. Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low. The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site. Conclusion: This approval applies to the installation of solar panels as submitted. Any change to the solar array would require ALUC review. All previously applied conditions of approval from the original Thermal Motorclub project (ZAP1017TH10) remain applicable.

ALUC Director Paul Rull issued a determination of consistency for this project on March 26, 2024.

****

ZAP1080TH24 (Zone D) pertains to County of Riverside Building and Safety Case No. BRS2400368 (Building Permit), a proposal to construct a 477.9 square foot rooftop solar panel system on a proposed residence located at 86861 Newton Way within the Thermal Motorclub. The site is located within Airport Compatibility Zone D of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone D of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre. The proposed rooftop solar panels will not generate any density. The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is -137.5 feet below mean sea level (MSL). At a distance of 4,381 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding –93.5 feet below MSL. The site's elevation is -149 feet MSL and the proposed building height (with rooftop solar panels) is 41 feet, resulting in a top point elevation of -108 feet AMSL. Therefore, review by the FAA OES was not required. Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property and is the recommended standard for properties near airports. However, potential for temporary after-image" ("yellow" level) and potential for permanent eye damage ("red" level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers. The project proposes 477.9 square feet of solar panels on a proposed residence rooftop with a fixed tilt of 5 degrees with no rotation, and an orientation of 180 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy Standards) to runways 17 and 35, and

runways 12 and 30. Jacqueline Cochran Regional Airport does not have an air traffic control tower. All times are in standard time. The analysis concluded that some potential glare would occur within the 2 mile approach to runway 30. (No glare is expected to occur within the 2 mile approach to runway 17-35). Evaluation of the approach at Runway 30 indicates that the panels would result in low potential for temporary after-image ("green" level glare), totaling annually 415 minutes of "green" level glare, lasting up to 10 minutes a day from March to April and from August to October from 5.00 p.m. to 5:30 p.m. Overall, less than one percent of annual daylight time would be affected. Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low. The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site. Conclusion: This approval applies to the installation of solar panels as submitted. Any change to the solar array would require ALUC review. All previously applied conditions of approval from the original Thermal Motorclub project (ZAP1017TH10) remain applicable.

ALUC Director Paul Rull issued a determination of consistency for this project on March 26, 2024.

****

ZAP1600MA24 (Zone D) pertains to County of Riverside Case No. CUP220029 (Conditional Use Permit), a proposal to construct an outdoor recreational vehicle storage facility on 12.3 acres (with two existing residential lots), located on the northeast corner of Mapes Road and Palomar Road. 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, non-residential intensity and residential density is not restricted. The applicant does not propose any new buildings. The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (AMSL). At a distance of approximately 16,715 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,655 feet AMSL. The site's finished floor elevation is 1,595 feet AMSL, and the project does not propose any new buildings on site. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) is not required at this time. Any future development may trigger FAA OES review.

ALUC Director Paul Rull issued a determination of consistency for this project on April 4, 2024.

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ZAP1604MA24 (Zone E) pertains to County of Riverside Case No. TPM38460 (Tentative Parcel Map), a proposal to divide 3.85 acres into three residential lots, located on the northeast corner of Suttles Drive and Mariposa Road. The project is located within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area, where Zone E does not restrict residential density. The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (AMSL). At a distance of approximately 30,000 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) review would be required for any structures taller than 200 feet in height. The project proposes a maximum structure height of 25 feet. Therefore, FAA OES review for height/elevation is not required.

ALUC Director Paul Rull issued a determination of consistency for this project on April 10, 2024.

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ZAP1114RI24 (Zone E) pertains to City of Jurupa Valley Case No. MA23168 (SDP23094 [Site Development Permit]), a proposal to construct a 1,495 square foot automobile tire repair shop intended to service non-commercial vehicles on 0.48 acres, located southerly of Limonite Avenue and westerly of Archer Street. The site is located within Airport Compatibility Zone E of the Riverside Municipal Airport Influence Area (AIA). Within Compatibility Zone E of the Riverside Municipal Airport Land Use Compatibility Plan, non-residential intensity is not restricted. The elevation of Runway 9-27 at its westerly terminus is 757.6 feet above mean sea level (AMSL). At a distance of approximately 11,226 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 867 feet AMSL. The site's finished floor elevation is 705 feet AMSL and proposed building height is 21 feet, resulting in a top point elevation of 726 feet AMSL. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) was not required.

ALUC Director Paul Rull issued a determination of consistency for this project on April 24, 2024.

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ZAP1076HR24 (Zone E) pertains to County of Riverside Case No. CUP02384SC01 (Conditional Use Permit), a proposal to establish a retail tobacco shop within an existing 1,858 square foot building on 0.48 acres located at 33671 Highway 74. The site is located within Airport Compatibility Zone E of the Hemet-Ryan Airport Influence Area (AIA), which does not restrict non-residential intensity. The elevation of Runway 5-23 at its existing southwesterly terminus is approximately 1,499 feet above mean sea level (AMSL). At a distance of approximately 13,663 feet from the runway, FAA review would be required for any structures with top of roof exceeding 1,636 feet AMSL. The elevation of the project site is 1,624 feet AMSL, and the existing structure is 15 feet, for a maximum top point elevation of 1,639 feet AMSL. However, there is no proposal to increase the existing building height. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is not required. A condition has been included stating that FAA OES review and issuance of a "Determination of No Hazard to Air Navigation" letter will be required prior to building permit issuance for new structures that exceed an elevation above 1,636 feet AMSL

ALUC Director Paul Rull issued a determination of consistency for this project on April 19, 2024.

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ZAP1081TH24 (Zone C) pertains to County of Riverside Building and Safety Case No. BNR2400023 (Building Permit), a proposal to construct a 1,167 square foot rooftop solar panel system on a proposed residence located at 61513 Ascot Drive within the Thermal Motorclub. The site is located within Airport Compatibility Zone C of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone C of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to 0.2 dwelling units per acre or less. The proposed rooftop solar panels will not generate any density. The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is -137.5 feet below mean sea level (MSL). At a distance of 3,842 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding –99.5 feet below MSL. The site's elevation is -147 feet MSL and the proposed building height (with rooftop solar panels) is 42 feet, resulting in a top point elevation of -105 feet AMSL. Therefore, review by the FAA OES was not required. Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property and is the recommended standard for properties near airports. However, potential for temporary after-image" ("yellow" level) and potential for permanent eye damage ("red" level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers. The project proposes 1,167 square feet of solar panels on a proposed residence rooftop with a fixed tilt of 5 degrees with no rotation, and an orientation of 180 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach

(as per FAA Interim Policy Standards) to runways 17 and 35, and runways 12 and 30. Jacqueline Cochran Regional Airport does not have an air traffic control tower. All times are in standard time. The analysis concluded that some potential glare would occur within the 2 mile approach to runway 30. (No glare is expected to occur within the 2 mile approach to runway 17-35). Evaluation of the approach at Runway 30 indicates that the panels would result in low potential for temporary after-image ("green" level glare), totaling annually 252 minutes of "green" level glare, lasting up to 2 minutes a day from March to April and September to October from 5:00 p.m. to 6:00 p.m. Overall, less than one percent of annual daylight time would be affected. Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low. The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site. Conclusion: This approval applies to the installation of solar panels as submitted. Any change to the solar array would require ALUC review. All previously applied conditions of approval from the original Thermal Motorclub project (ZAP1017TH10) remain applicable.

ALUC Director Paul Rull issued a determination of consistency for this project on April 18, 2024.

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ZAP1015BL24 (Zone D) pertains to County of Riverside Case Nos. CUP230004 (Conditional Use Permit), TPM37988 (Tentative Parcel Map), a proposal to construct a 4,800 square foot tire repair building located at 13015 Mesa Drive. The applicant also proposes dividing the site's 14.36 acres into 3 commercial parcels, with Parcel 1 (4.68 acres) including the proposed tire repair building and an existing gas station (No development is proposed at this time for parcels 2 and 3). The site is located within Compatibility Zone D of the Blythe Municipal Airport Influence Area, where non-residential average-acre intensity is restricted to 100 people per acre, and single acre intensity is restricted to a maximum of 300 people. The project proposes a 4,800 square foot tire repair building, which would (by itself) accommodate 23 people. Also located within the same proposed 4.68 acre parcel and single acre area is the existing 3,984 square foot Valero gas station convenience store with 12 fueling pump stations, accommodating 83 people. Therefore, the total occupancy of the parcel is 106 people, resulting in an average acre intensity of 23 people per acre, and a single acre intensity of 106 people, both of which are consistent with Zone D average acre intensity criteria of 100 people per acre, and single acre intensity criteria maximum of 300 people. The elevation of Runway 8-26 at Blythe Airport at its westerly terminus is approximately 396 feet above mean sea level (AMSL). At a distance of approximately 1,686 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 413 feet AMSL. The project site elevation is 393 feet AMSL and proposes a building height of 22 feet, resulting in a top point elevation of 415 feet AMSL. Therefore, FAA OES review for height/elevation reasons is required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study No. 2024-AWP-5302-OE to this project. The FAA OES issued their Determination of No Hazard letter dated May 8, 2024, indicating that the project would not be an impact to air navigation. The FAA OES conditions have been incorporated into AUC's conditions listed below. Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated (FAA Advisory Circular 5200-33C). Although the nearest portion of the project is located 1,686 feet from the runway, a water quality basin has already been developed with the existing gas station with no further development at this time and therefore would not constitute a hazard to flight.

ALUC Director Paul Rull issued a determination of consistency for this project on May 9, 2024.

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

5.3 ALUC and State Housing Legislation informational workshop
Presentation by ALUC Director Paul Rull or his designee.

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RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

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Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

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Paul Rull

Simon Housman
Jackie Vega
Barbara Santos

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

www.rcaluc.org

April 5, 2024

Danielle Harper-Scott, Project Planner
City of Moreno Valley-Community Development Department
14177 Federick Street
Moreno Valley, CA 92553

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

File No.:	ZAP1602MA24
Related File No.:	PEN23-0154 (Change of Zone)
APN:	478-240-002, 003, 012 thru 016, 478-240-021 thru 023, 478-240-031 thru 034
Airport Zone:	High-Terrain Zone

Dear Ms. Harper-Scott:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to Resolution No. 2015-01 (as extended by Resolution No. 2020-01) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Moreno Valley Case Nos. PEN23-0154 (Change of Zone), a proposal to amend the site's zoning from Residential Agriculture District, Hillside Residential District, Residential 5 District, and Residential Single-Family 10 District, to Light Industrial District, Residential 20 District, and Open Space District located southerly of Alessandro Boulevard, northerly of Brodiaea Avenue, easterly of Merwin Street, and westerly of Sinclair Street. No development is proposed at this time.

The project is located within the High Terrain Zone of March Air Reserve Base/Inland Port Airport Influence Area, which identifies a 'moderate' risk level due to the site's high terrain and potential building heights that could constitute air-space obstruction, and therefore would normally require review by the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) to determine any impacts to air navigation. However, the project does not propose any development at this time. Therefore, the following shall be required at the time of a proposed development when building heights are specified:

1. FAA OES issuance of a no hazard to air navigation letter.
2. Prior to issuance of building permits, the landowner shall convey an avigation easement to the March Inland Port Airport Authority or its successor in interest, or provide evidence that such easement has been previously conveyed. The Airport Authority may waive this requirement in the event that the Authority determines that pre-existing avigation easements dedicated to the United States of America are sufficient to address its needs. Contact the March Joint Powers Authority at (951) 656-7000 for additional information.

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 me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

cc: Highland Fairview (applicant/representative)
So Pac Property Holdings, LLC (property owner)
Gary Gosliga, March Inland Port Airport Authority
Major. David Shaw, Base Civil Engineer, March Air Reserve Base
ALUC Case File

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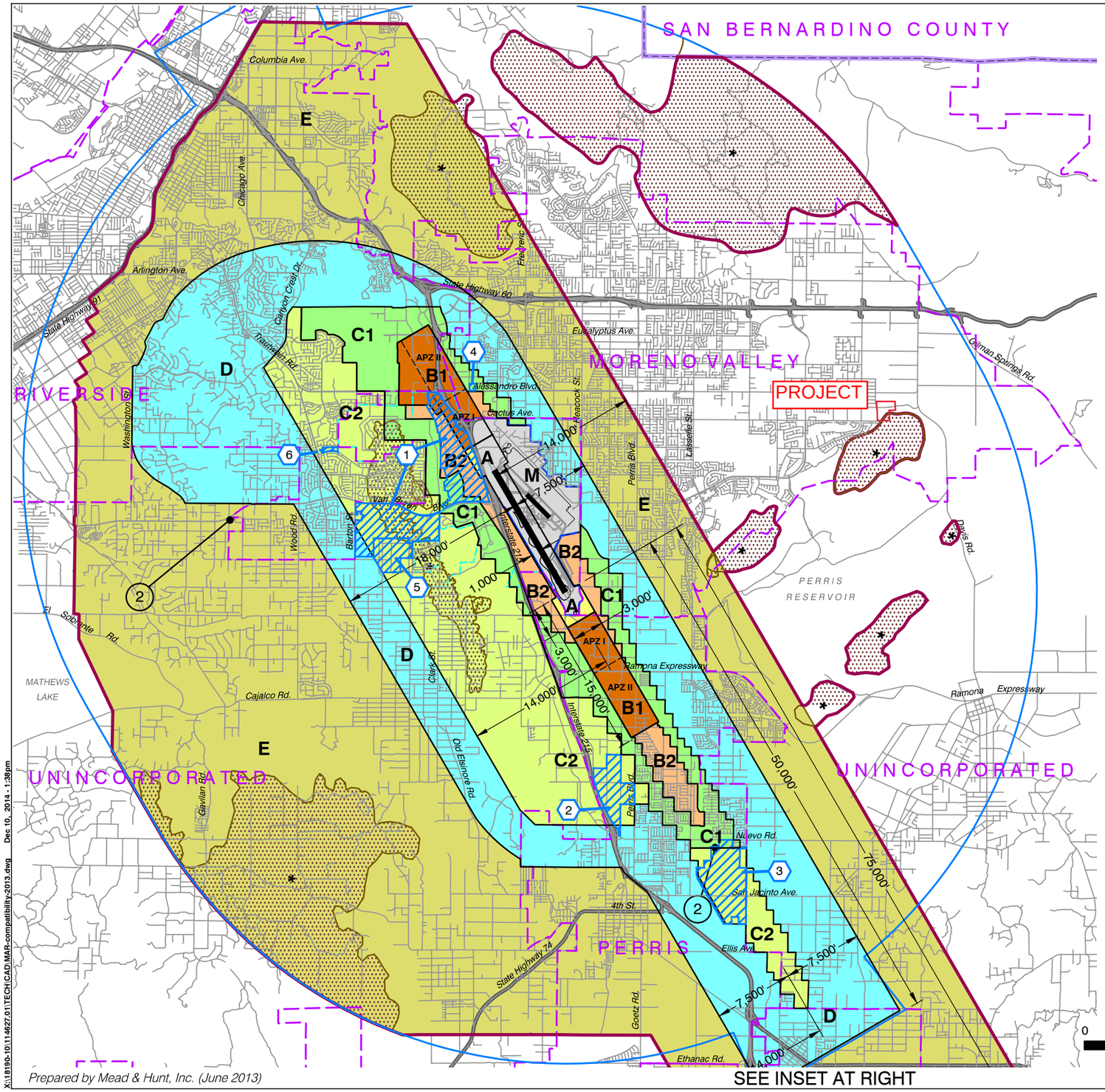


LEGEND

Compatibility Zones

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

Boundary Lines

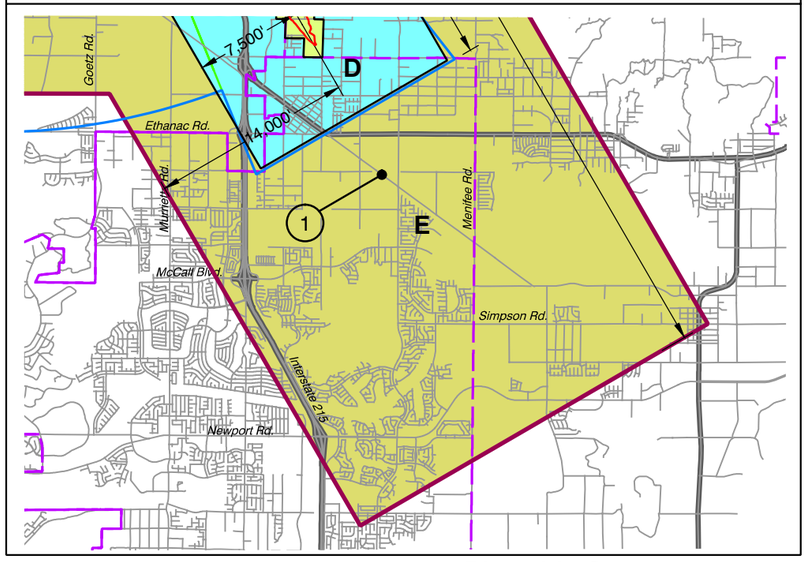
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

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

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

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

INSET



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

Riverside County
Airport Land Use Commission

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

(Adopted November 13, 2014)

Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport

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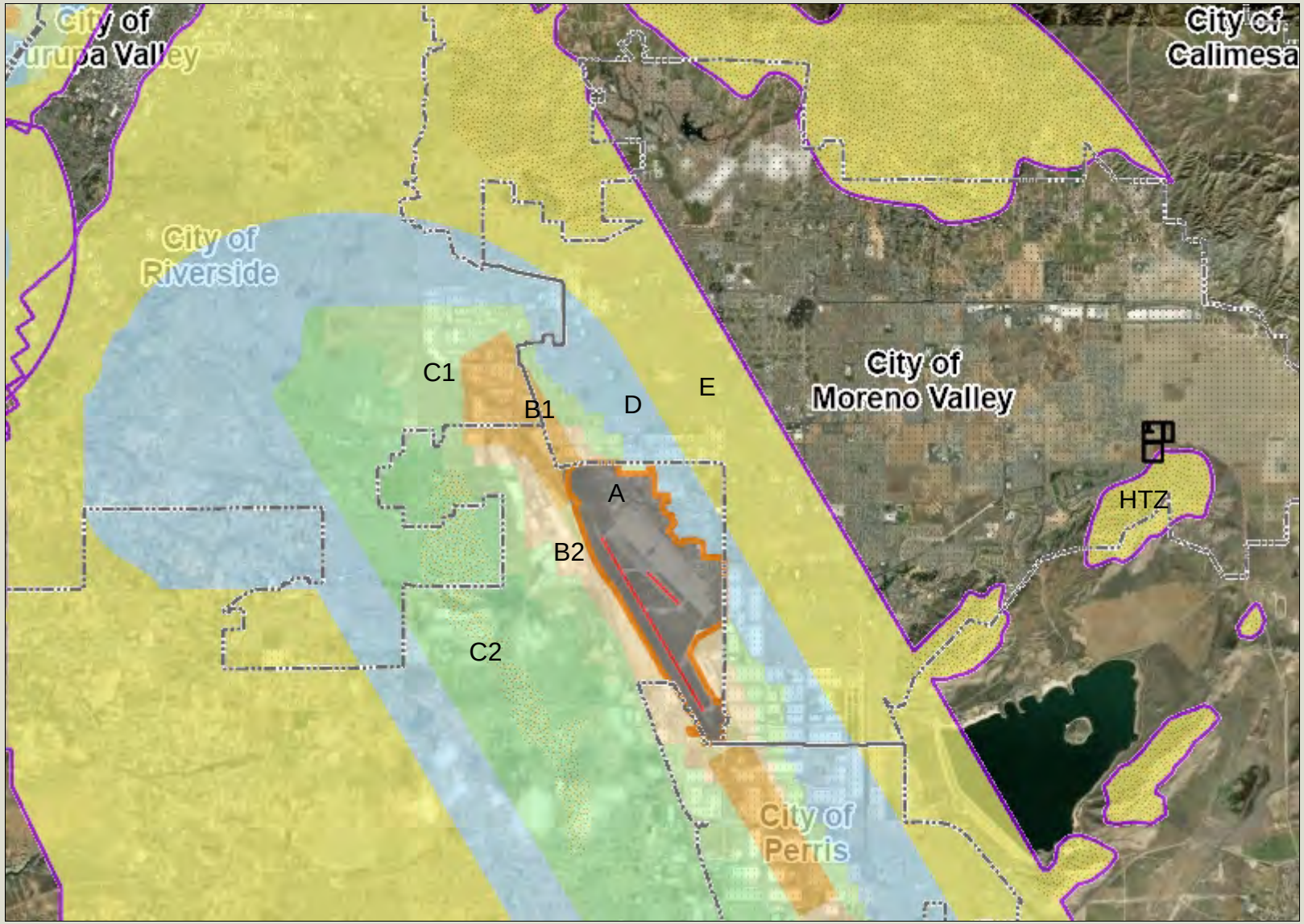
Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 12,314 24,629 Feet

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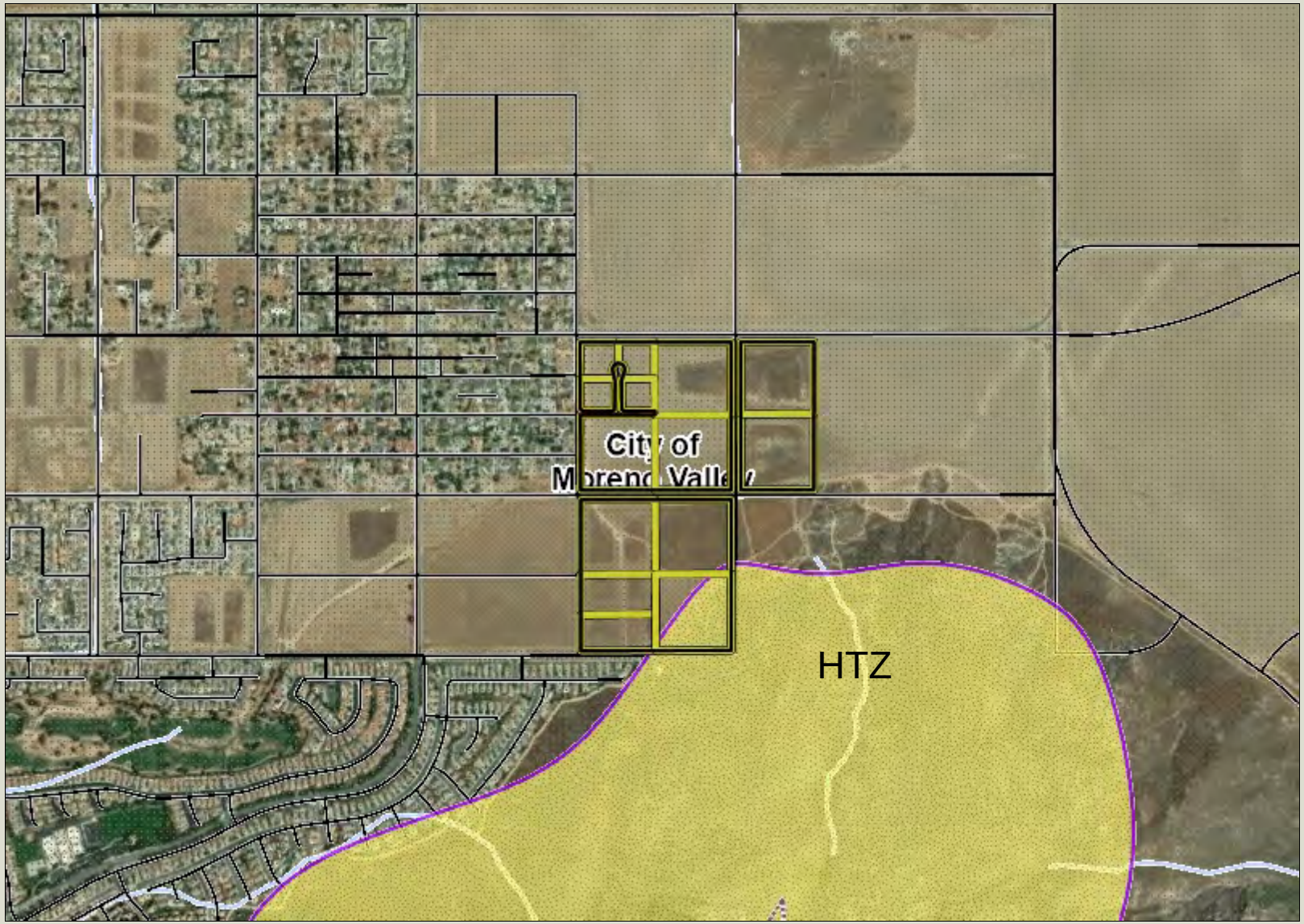

Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
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  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 1,539 3,079 Feet

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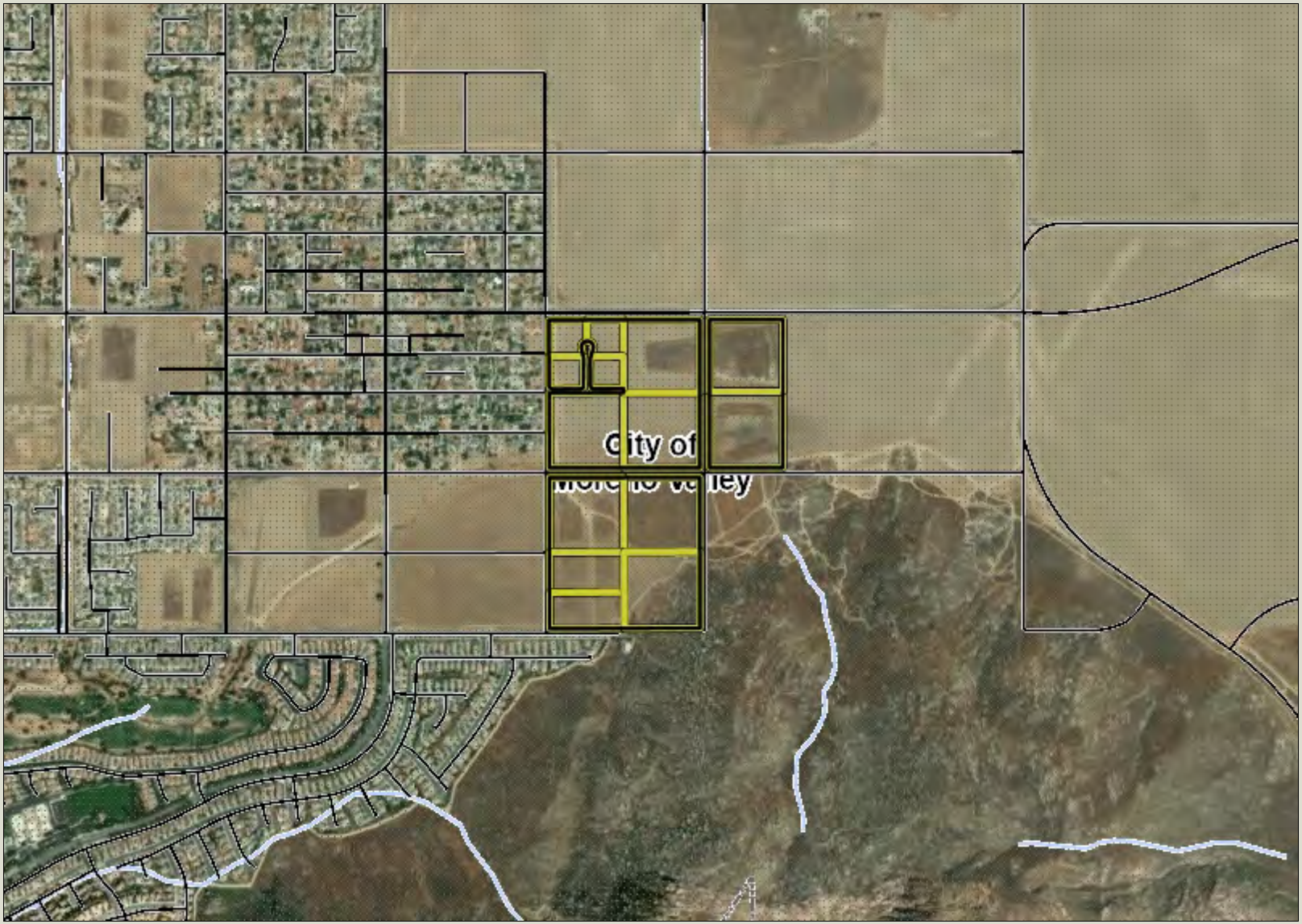

Legend

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

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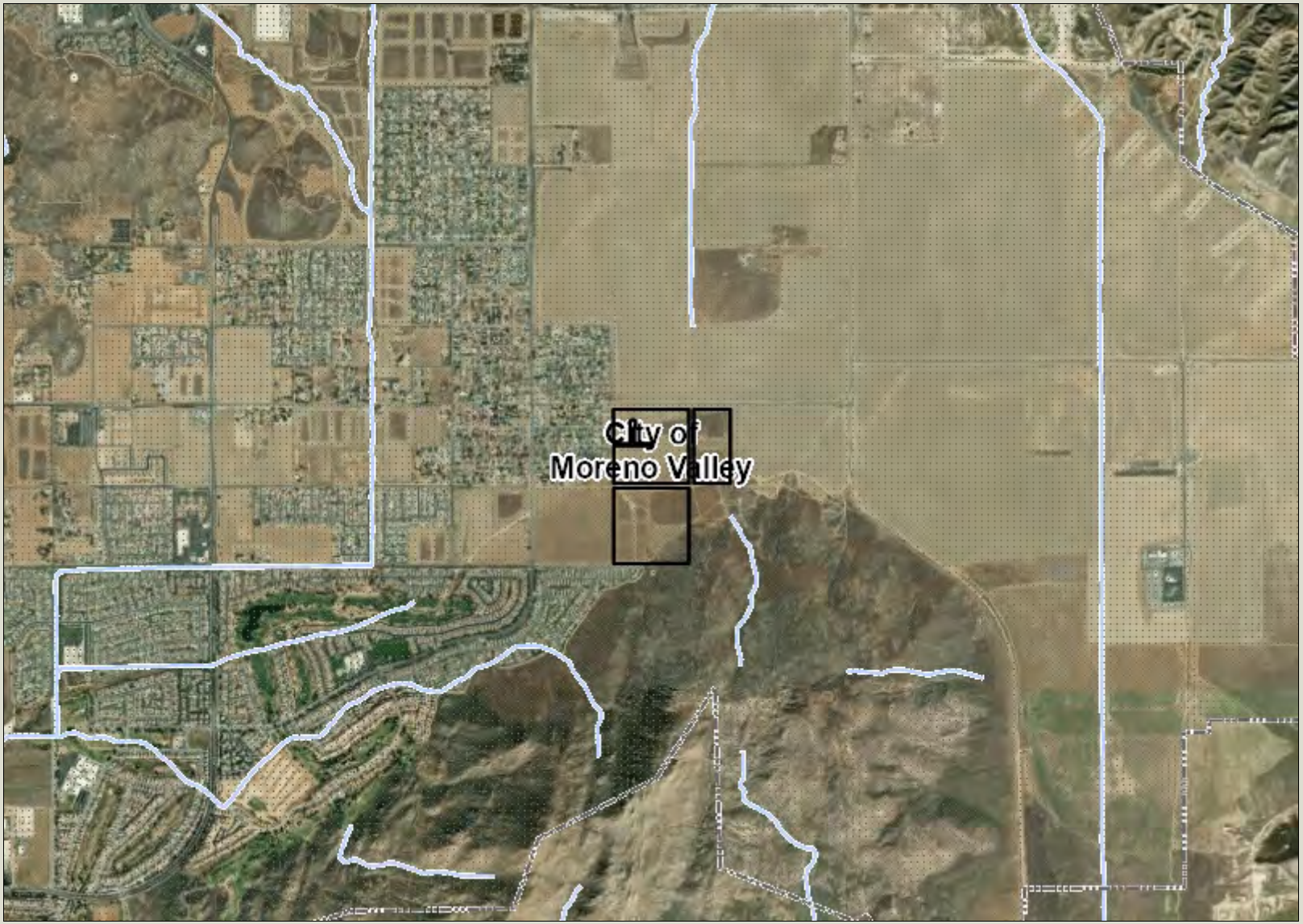

Legend

- County Boundary
- City Boundaries
- Blueline Streams
- City Areas
- World Street Map

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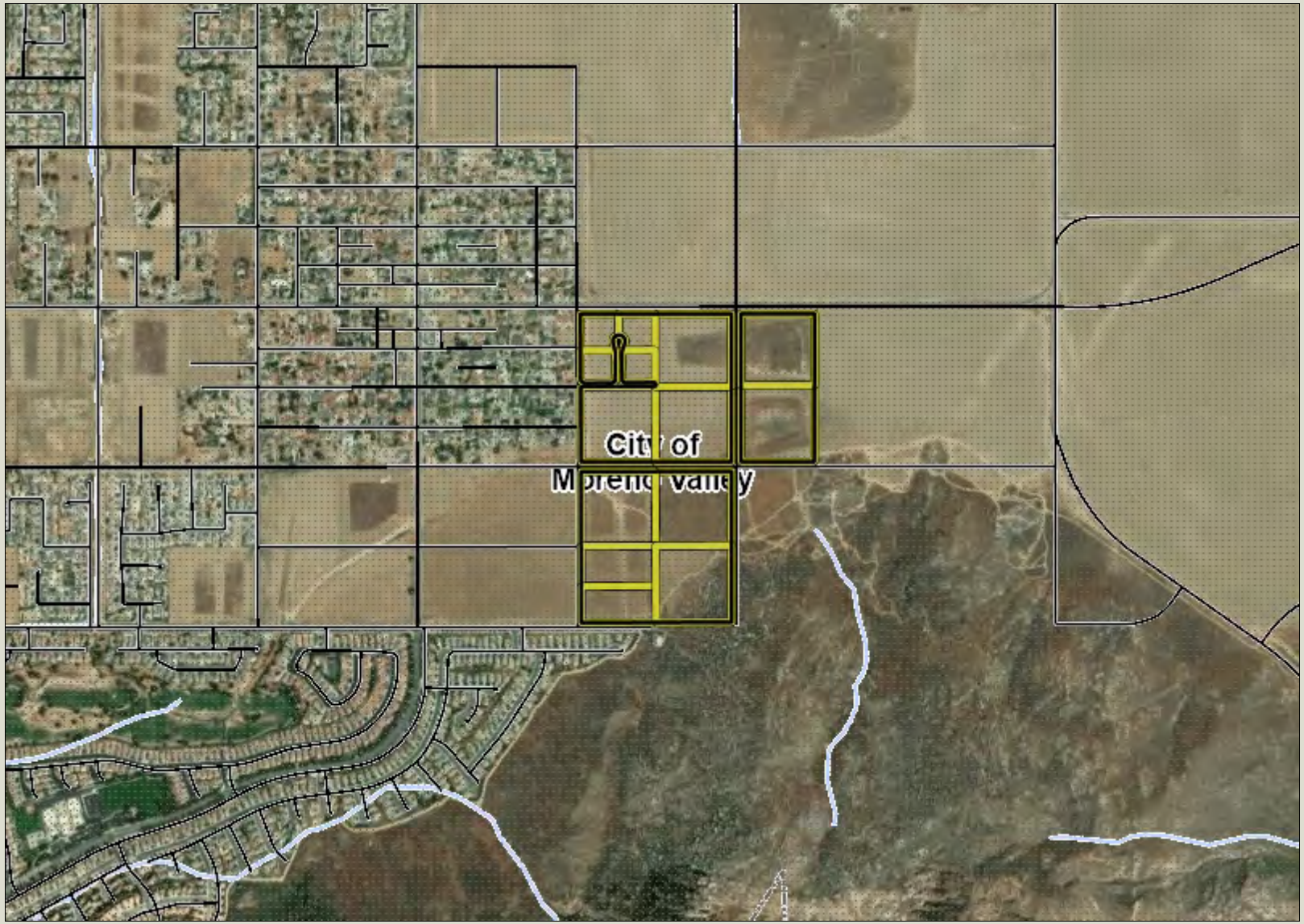

Legend

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

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0 1,539 3,079 Feet

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Map My County Map

Legend

- County Boundary
- City Boundaries
- City Areas
- World Street Map

0 12,314 24,629 Feet

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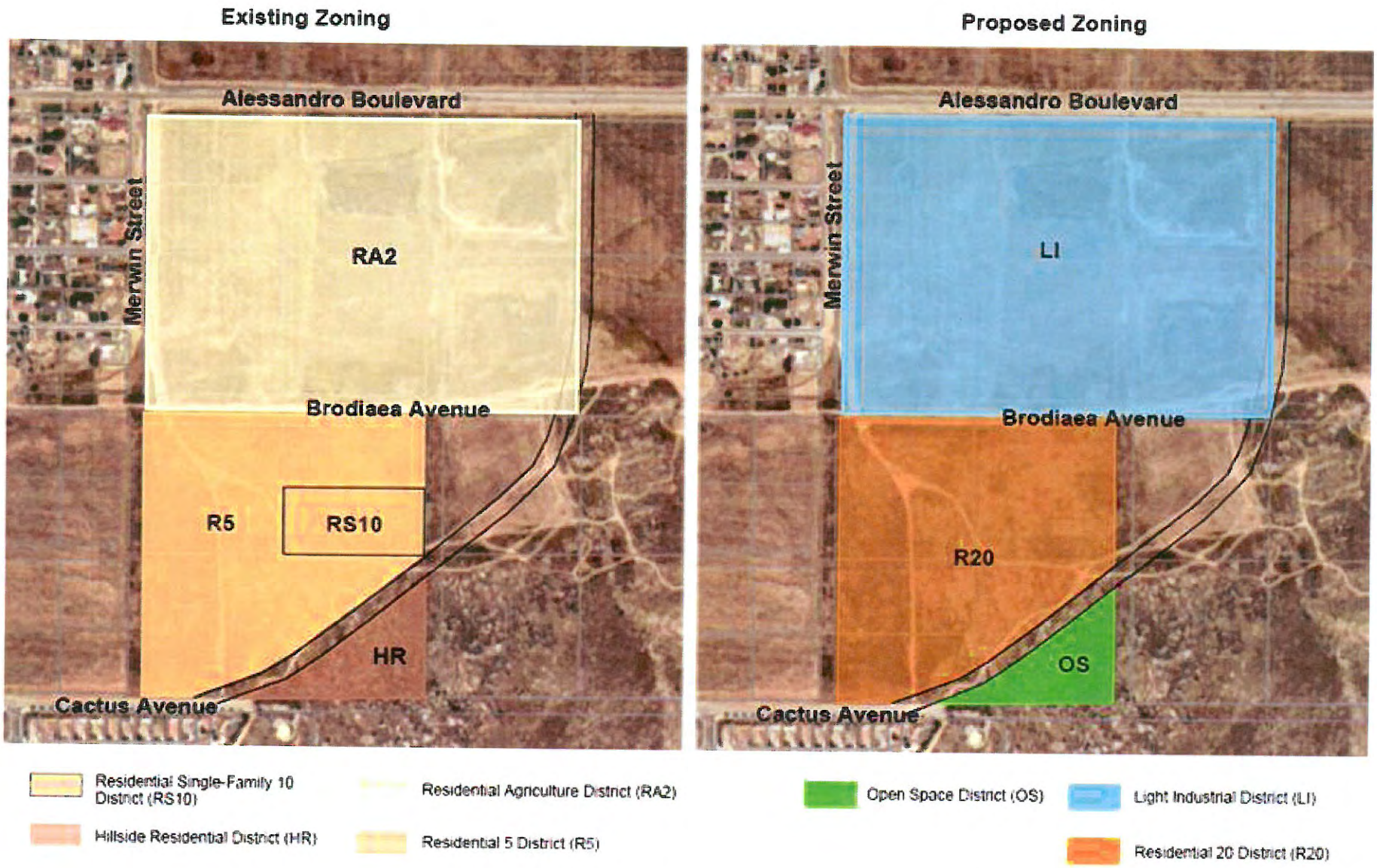
Notes

Proposed Change of Zone Exhibit



Assessor's Parcel No.: 478-240-002,003,012-016,021-023 and 031-034

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

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Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

John Lyon
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Moreno Valley

Steven Stewart
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Michael Geller
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Vernon Poole
Murrieta

STAFF

Director
Paul Rull

Simon Housman
Jackie Vega
Barbara Santos

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

www.rcaluc.org

April 5, 2024

Danielle Harper-Scott, Project Planner
City of Moreno Valley-Community Development Department
14177 Federick Street
Moreno Valley, CA 92553

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

File No.:	ZAP1603MA24
Related File No.:	PEN23-0153 (General Plan Amendment)
APN:	478-240-002, 003, 012 thru 016, 478-240-021 thru 023, 478-240-031 thru 034
Airport Zone:	High-Terrain Zone

Dear Ms. Harper-Scott:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to Resolution No. 2015-01 (as extended by Resolution No. 2020-01) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Moreno Valley Case Nos. PEN23-0153 (General Plan Amendment), a proposal to amend the site's general plan land use designation from R2 Residential, R5 Residential, R10 Residential, and Hillside Residential, to Business Park/Light Industrial, R20 Residential, and Parks/Open Space located southerly of Alessandro Boulevard, northerly of Brodiaea Avenue, easterly of Merwin Street, and westerly of Sinclair Street. No development is proposed at this time.

The project is located within the High Terrain Zone of March Air Reserve Base/Inland Port Airport Influence Area, which identifies a 'moderate' risk level due to the site's high terrain and potential building heights that could constitute air-space obstruction, and therefore would normally require review by the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) to determine any impacts to air navigation. However, the project does not propose any development at this time. Therefore, the following shall be required at the time of a proposed development when building heights are specified:

1. FAA OES issuance of a no hazard to air navigation letter.
2. Prior to issuance of building permits, the landowner shall convey an avigation easement to the March Inland Port Airport Authority or its successor in interest, or provide evidence that such easement has been previously conveyed. The Airport Authority may waive this requirement in the event that the Authority determines that pre-existing avigation easements dedicated to the United States of America are sufficient to address its needs. Contact the March Joint Powers Authority at (951) 656-7000 for additional information.

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 me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

cc: Highland Fairview (applicant/representative)
So Pac Property Holdings, LLC (property owner)
Gary Gosliga, March Inland Port Airport Authority
Major. David Shaw, Base Civil Engineer, March Air Reserve Base
ALUC Case File

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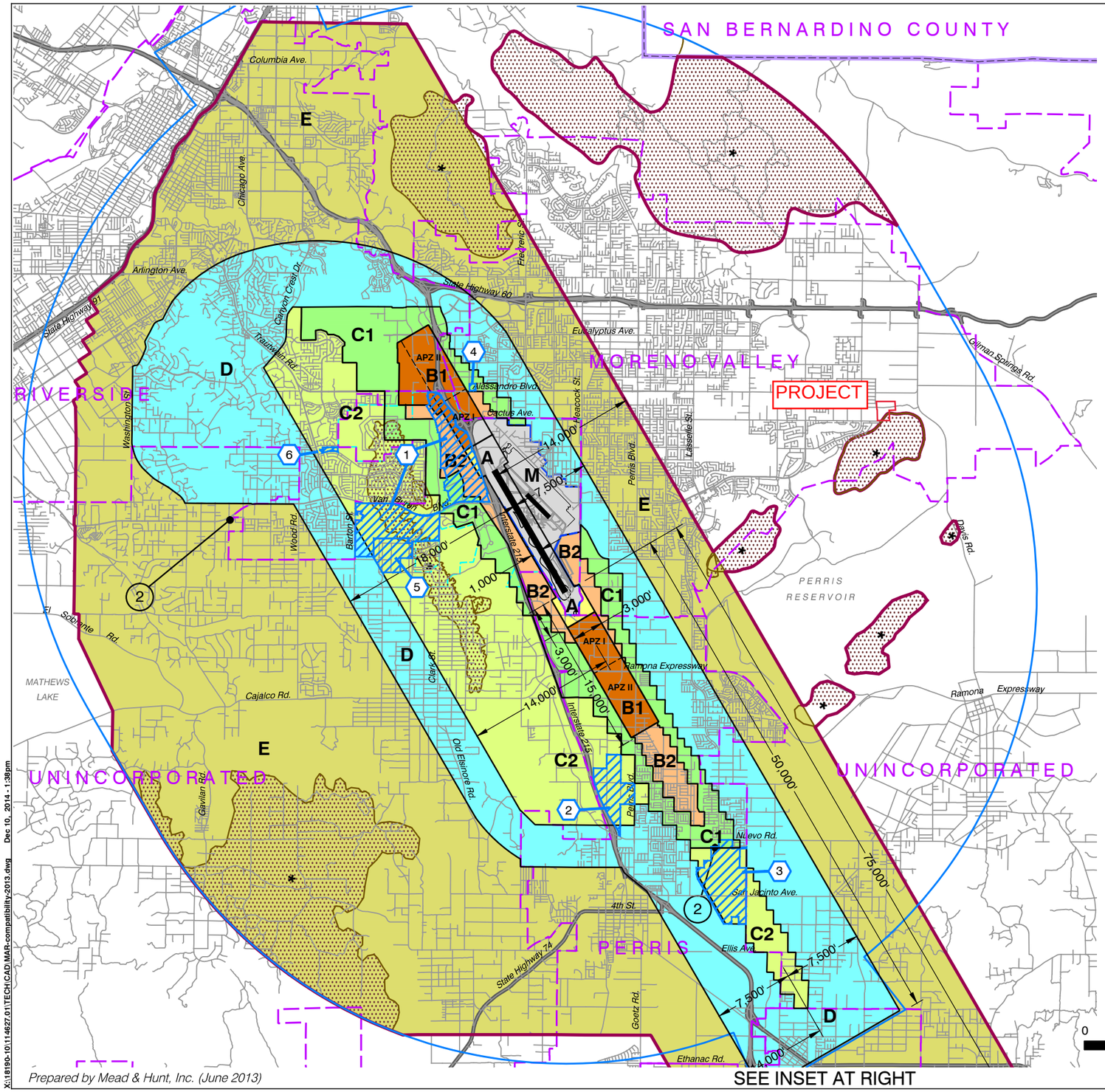


LEGEND

Compatibility Zones

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

Boundary Lines

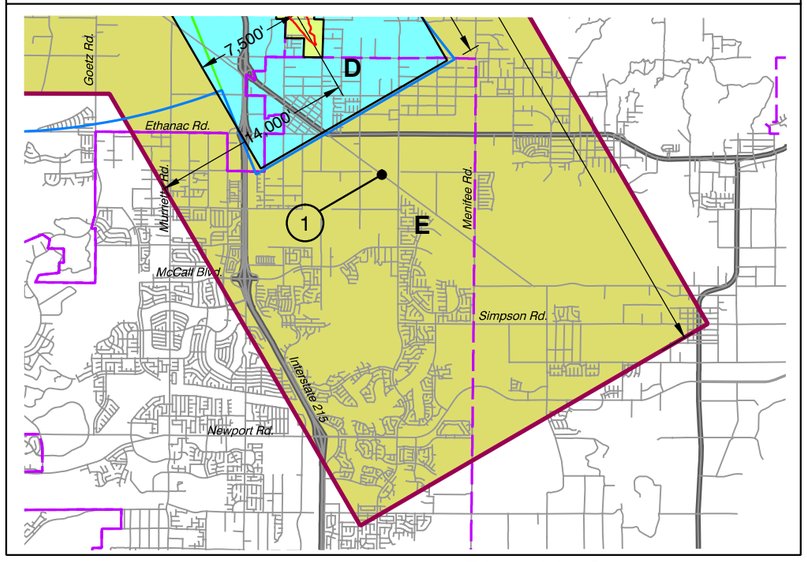
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

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

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

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

INSET



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

Riverside County
Airport Land Use Commission

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

(Adopted November 13, 2014)

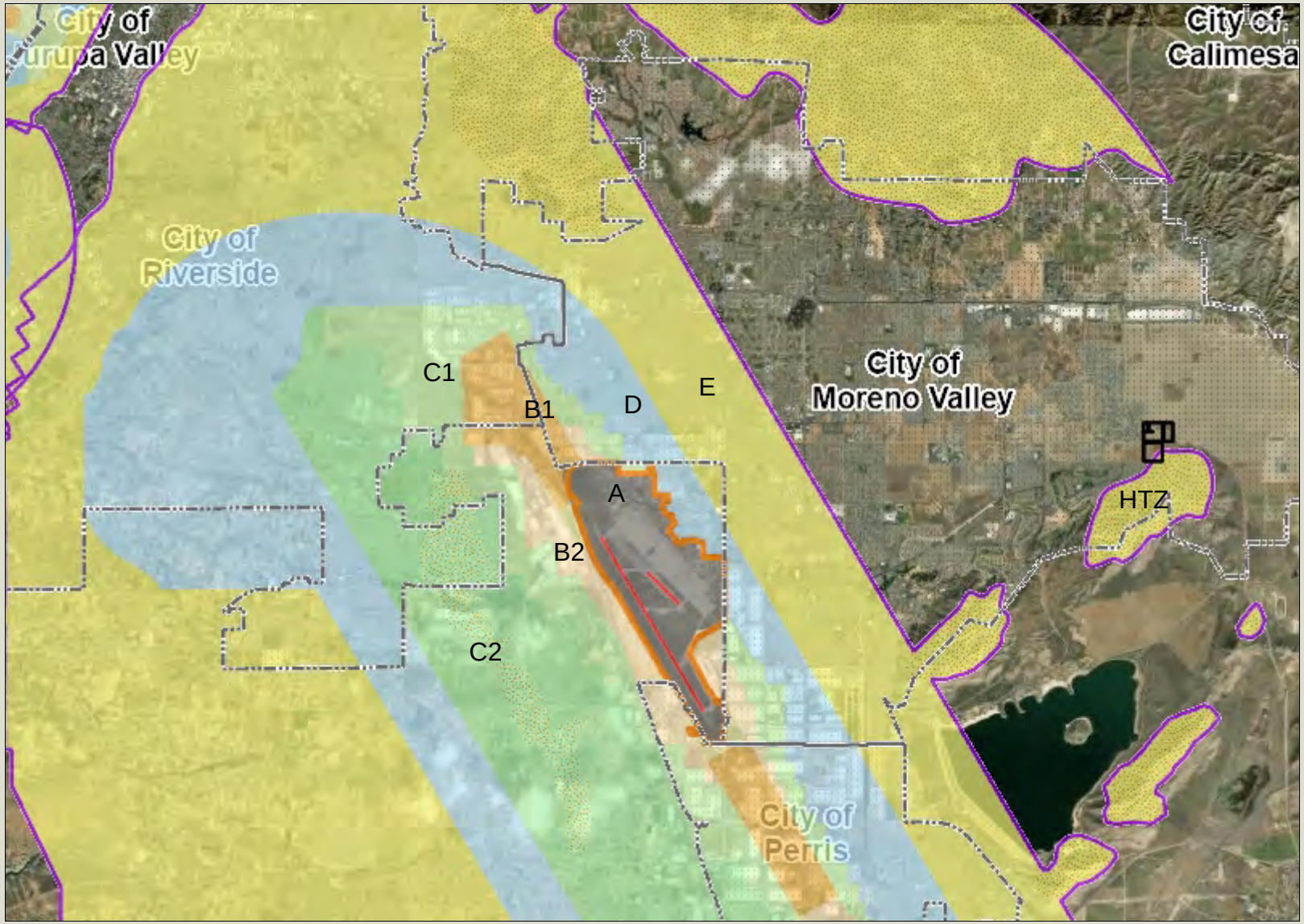
Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport

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

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 12,314 24,629 Feet

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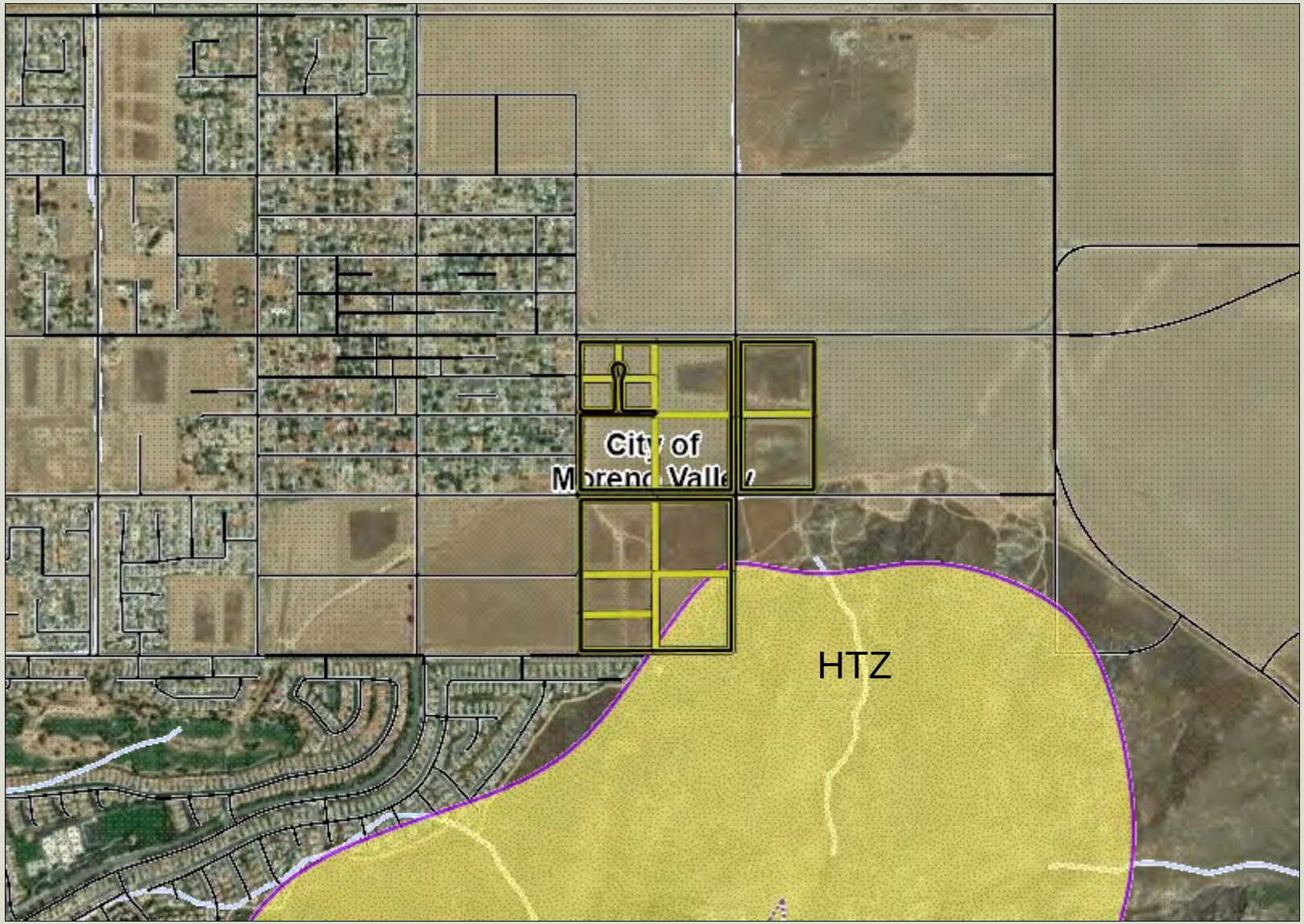
Notes

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
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  - B1-APZ I
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  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 1,539 3,079 Feet

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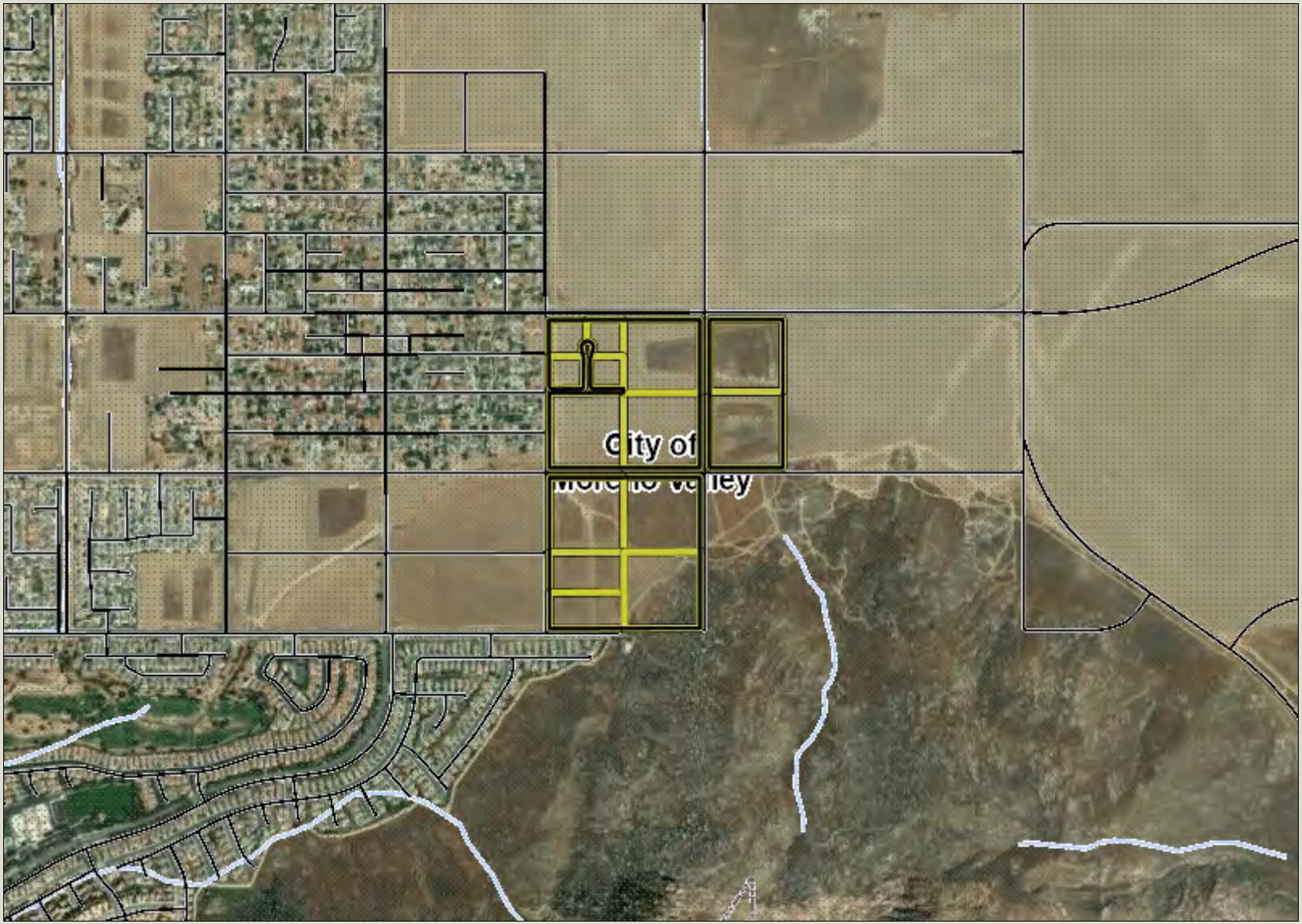

Legend

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

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0 1,539 3,079 Feet

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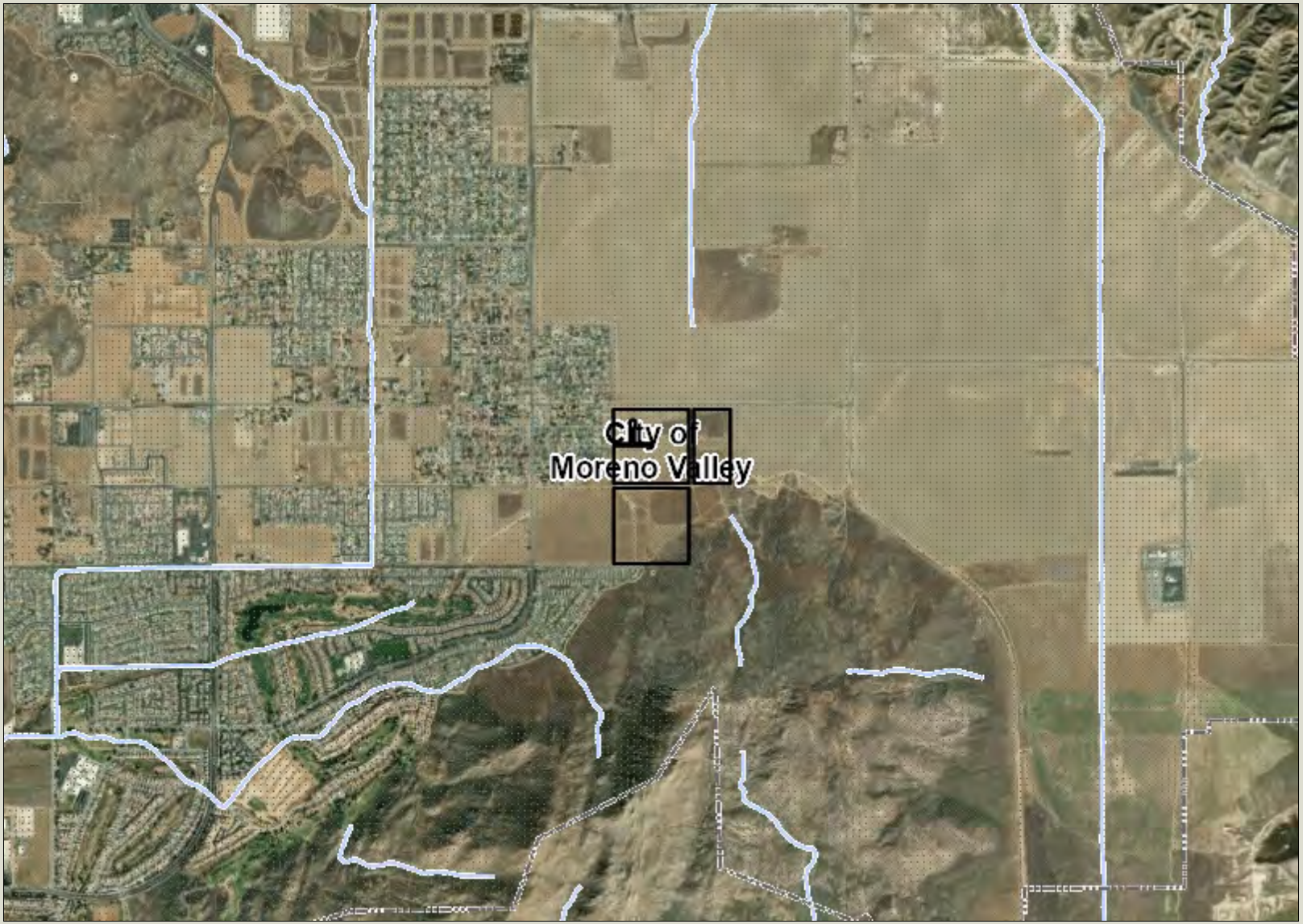

Legend

- County Boundary
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0 3,079 6,157 Feet

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Notes

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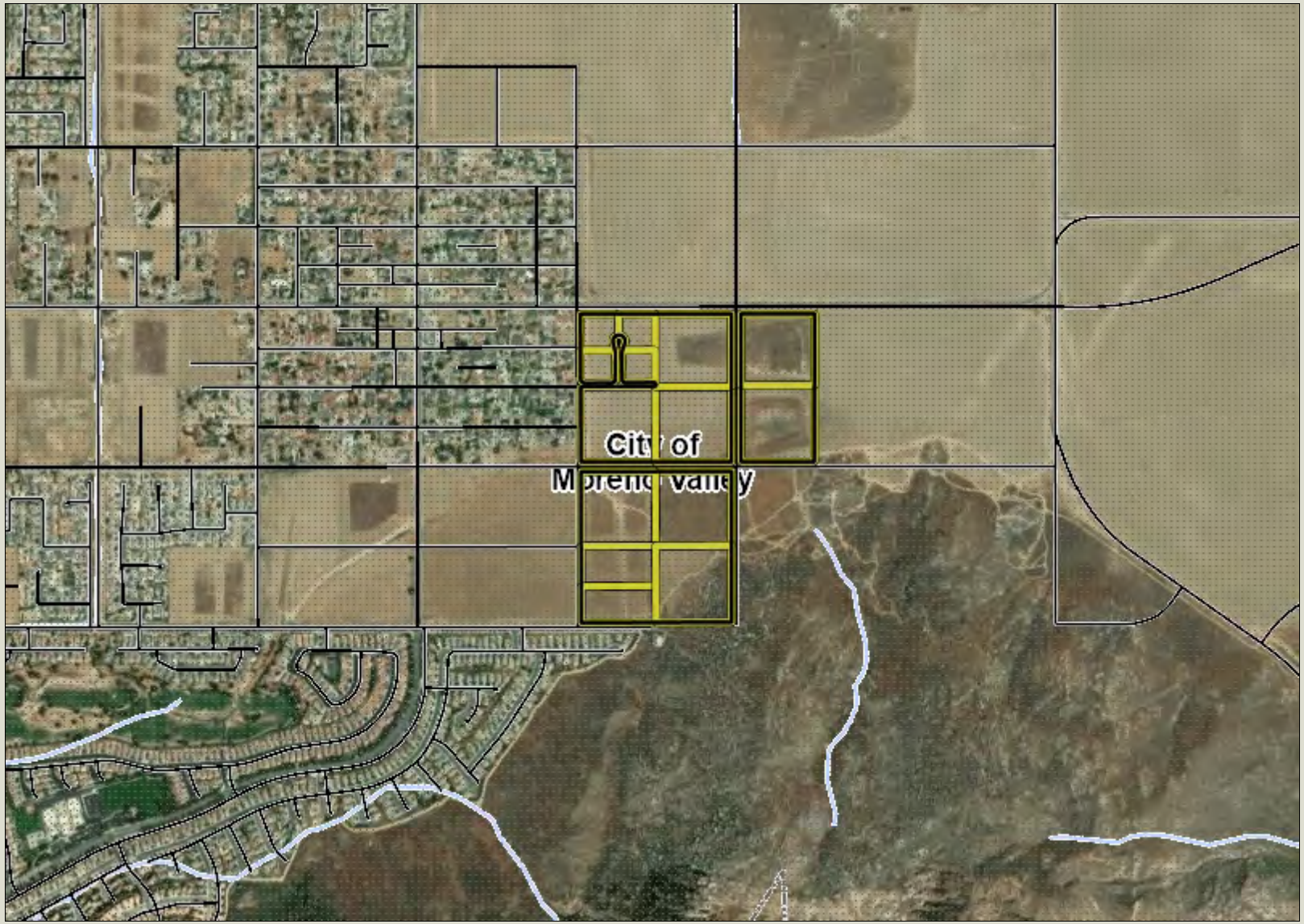

Legend

- County Boundary
- City Boundaries
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- County Centerlines
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0 1,539 3,079 Feet

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Notes

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0 12,314 24,629 Feet

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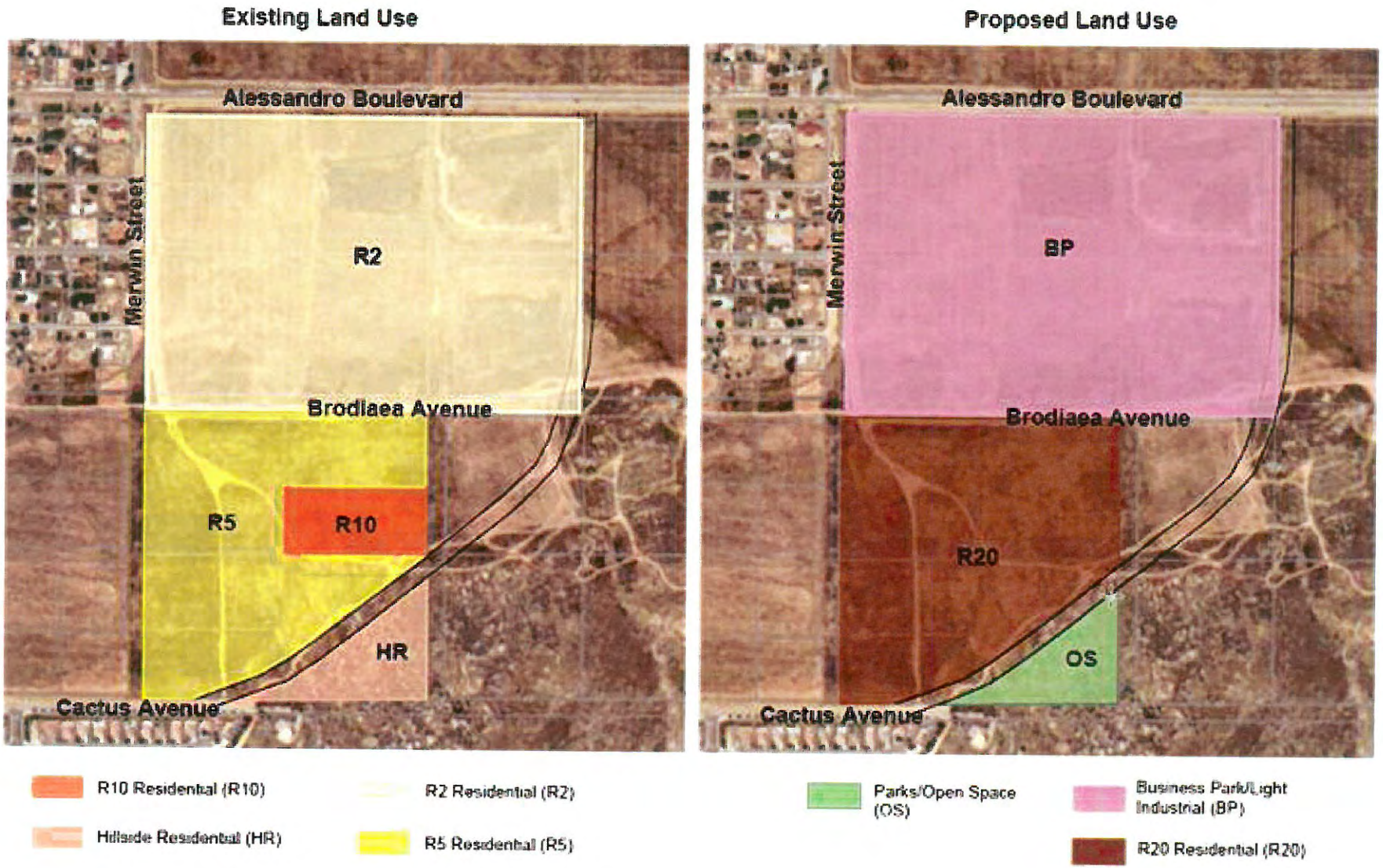
Notes

Proposed General Plan Amendment Exhibit



Assessor's Parcel No.: 478-240-002,003,012-016,021-023 and 031-034

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

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COMMISSIONERS

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

www.rcaluc.org

March 21, 2024

Tonya Pace, Project Planner
City of Banning Community Development Department – Planning Division
99 E. Ramsey Street
Banning, CA 92220

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

File No.:	ZAP1050BA24
Related File No.:	DR23-7006 (Design Review)
APNs:	532-160-005
Compatibility Zone:	Zone E

Dear Ms. Pace,

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 Banning Case No. DR23-7006 (Design Review), a proposal to construct a 28,800 square foot manufacturing building, a 3,120 square foot office building, and a 5,400 square foot storage building on 4.57-acres, located northerly of Charles Street, easterly of Hathaway Street, and southerly of Westward Avenue.

The portion of the site is located within Airport Compatibility Zone E of the Banning Municipal Airport Influence Area (AIA). Zone E has no restricts on non-residential intensity or residential density.

The elevation of Runway 8-26 at its westerly terminus is 2,119 feet above mean sea level (AMSL). At a distance of approximately 1,713 feet from the runway to the site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 2,136 feet AMSL. The site's finished floor elevation is 2,160 feet AMSL and the proposed building height is 38 feet, resulting in a top point elevation of 2,198 feet AMSL. Therefore, FAA Obstruction Evaluation Service review for height/elevation reasons was required. The applicant submitted Form 7460-1 to the FAA OES. A "Determination of No Hazard to Air Navigation" letter for Aeronautical Study No. 2024-ASW-2616-OE was issued on March 13, 2024. The study revealed that the proposed facility would not exceed obstruction standards and would not be a hazard to air navigation provided conditions are met. These FAA OES conditions have been incorporated into this finding.

Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The project is located 1,713 feet from the runway, and therefore would be subject to the above requirement.

The project includes a 9,500 square foot bio-infiltration basin. Bio-infiltration basins are not

recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, which is the basis of the brochure titled "Airports, Wildlife and Stormwater Management", bio-infiltration basins are permissible in Zone E provided that the basin has a 48-hour drawdown and proposed landscaping is not attractive to potentially hazardous wildlife. The project has been conditioned to be consistent with the basin criteria.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2004 Banning Municipal Airport Land Use Compatibility Plan, as amended in 2016, provided that the City of Banning applies the following recommended conditions:

CONDITIONS:

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

2. The following uses shall be prohibited:

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

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

   (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

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

   (e) Highly noise-sensitive outdoor nonresidential uses.

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

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

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

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

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

5. This project has been evaluated as consisting of a proposal to construct a 28,800 square foot manufacturing building, a 3,120 square foot office building, and a 5,400 square foot storage building. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP criteria**,** at the discretion of the ALUC Director.

6. The Federal Aviation Administration has conducted aeronautical studies of the proposed structure (Aeronautical Study No. 2024-ASW-2616-OE) and has determined that neither marking nor lighting of the structures is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.

7. The maximum height of the proposed structures to top point shall not exceed 55 feet above ground level, and the maximum elevation at the top of the structures shall not exceed 595 feet above mean sea level.

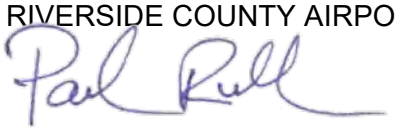
8. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.

9. Temporary construction equipment used during actual construction of the structures shall not exceed 55 feet in height and a maximum elevation of 595 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

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

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

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Director

Attachment: Notice of Airport in Vicinity

cc: KCB Towers, Inc. (applicant)
JZY Design Concepts (representative)
Westward Crest, LLC (property owner)
Art Vela, P.E., City of Banning Director of Public Works
Carl Szoyka, Manager, Banning Municipal Airport
ALUC Case File

X:\AIRPORT CASE FILES\Banning\ZAP1050BA24\ZAP1050BA23.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

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

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____

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

Aeronautical Study No.
2024-ASW-2616-OE

Issued Date: 03/13/2024

Alan Cantu Garza
ONCOR - Alan Cantu Garza
777 Main
Ft. Worth, TX 76102

**** 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:	Transmission Line Tower 165621-2024-40
Location:	Taylor, TX
Latitude:	30-34-04.47N NAD 83
Longitude:	97-26-14.96W
Heights:	540 feet site elevation (SE) 55 feet above ground level (AGL) 595 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 09/13/2025 unless:

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

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

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

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

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

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

If we can be of further assistance, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-ASW-2616-OE.

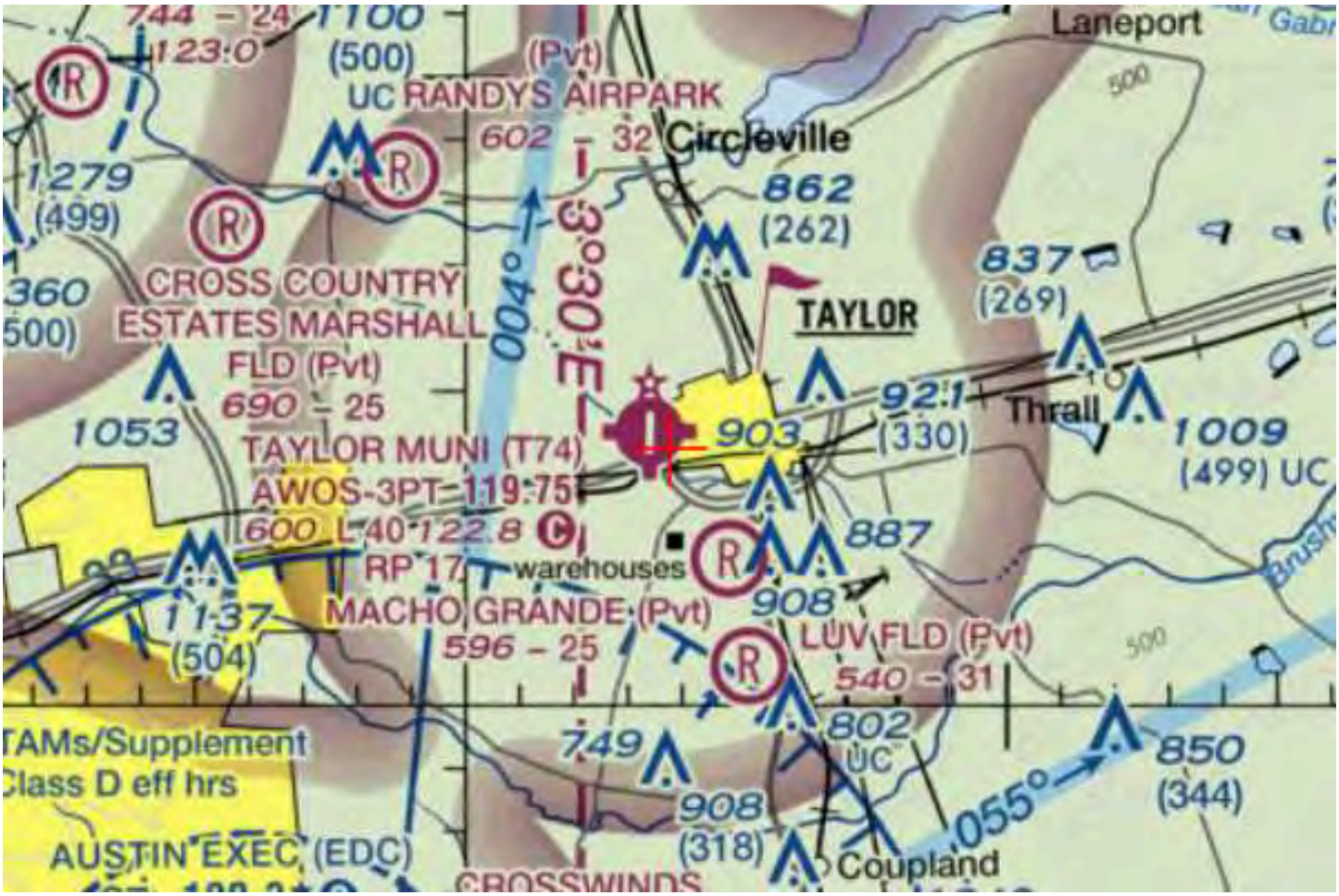
Signature Control No: 613307431-615445363 (DNE)
Andrew Hollie
Specialist

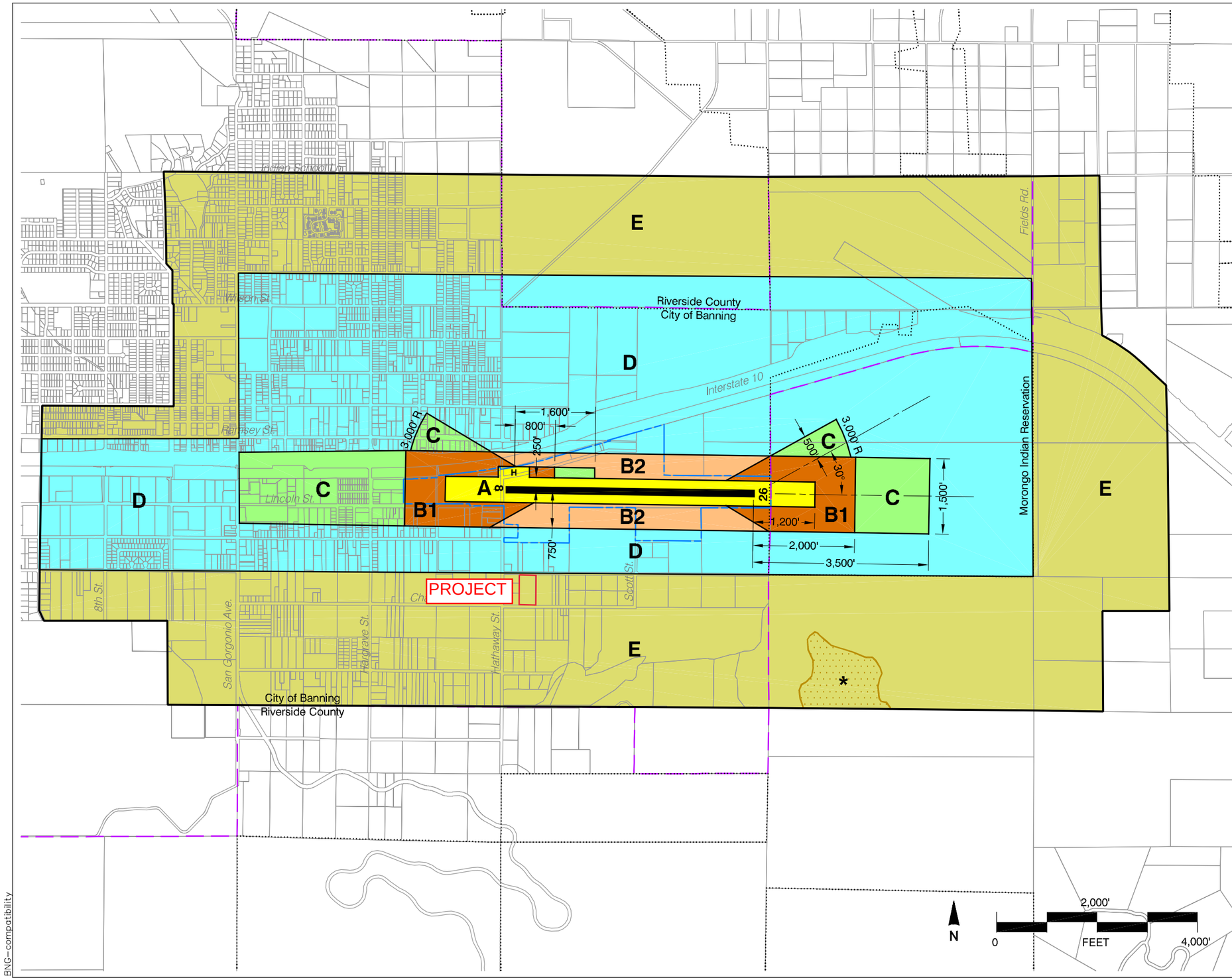
Attachment(s)
Case Description
Map(s)

rebuild of exisitng transmission line.

TOPO Map for ASN 2024-ASW-2616-OE

Sectional Map for ASN 2024-ASW-2616-OE





Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits
- Morongo Indian Reservation

Note

Dimensions measured from runway ends and centerlines.

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

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted October 2004)

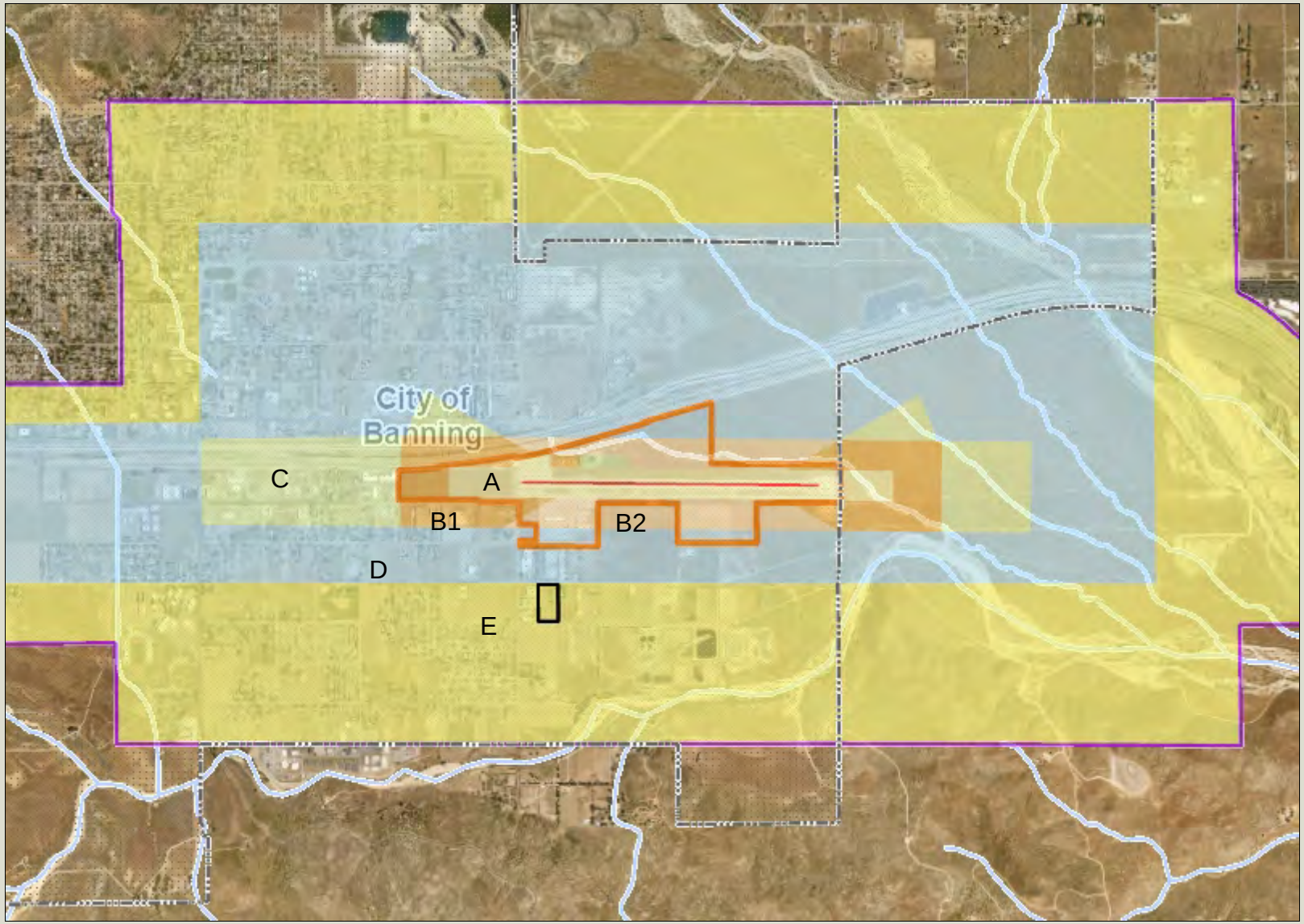
Map BN-1

Compatibility Map

Banning Municipal Airport

BNG–compatibility

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 3,079 6,157 Feet

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

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Notes

Map My County Map

Legend

- County Boundary
- City Boundaries
- Parcels, County
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3

0 192 385 Feet

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Notes

Map My County Map

Legend

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

0 192 385 Feet

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Notes

Map My County Map

Legend

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

0 770 1,539 Feet

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Notes

Map My County Map

Legend

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

0 385 770 Feet

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Notes

Map My County Map

Legend

- County Boundary
- City Boundaries
- Blueline Streams
- City Areas
- World Street Map

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

0 3,079 6,157 Feet

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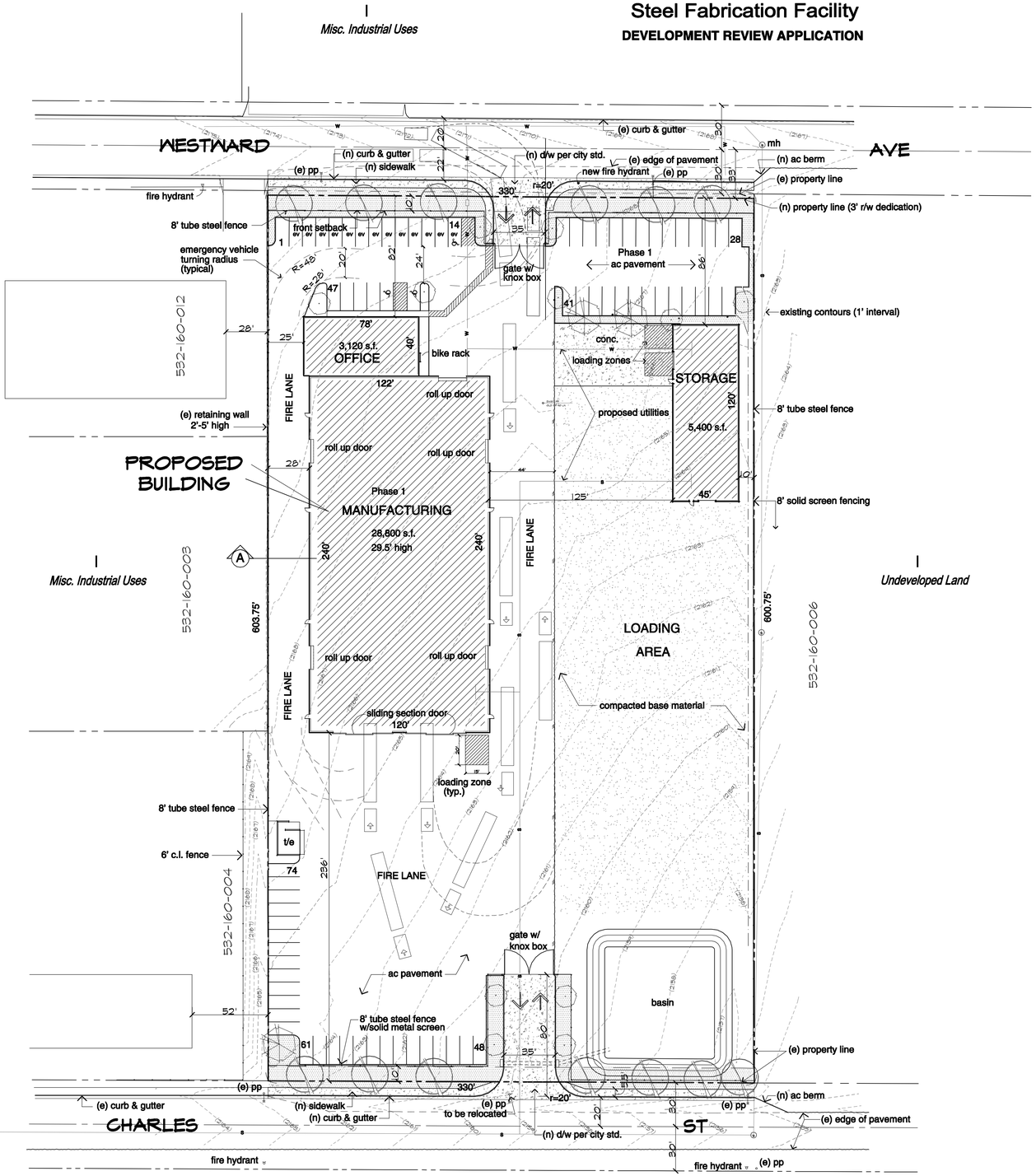
Notes

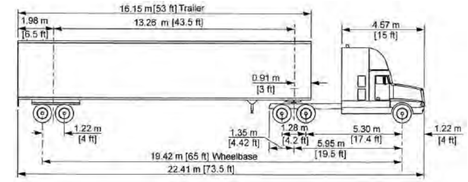
SITE PLAN

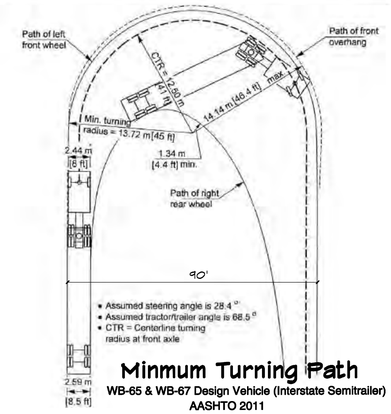
Steel Fabrication Facility

DEVELOPMENT REVIEW APPLICATION

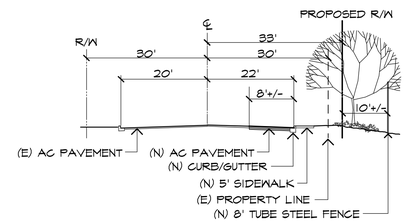


Rural Residential
Vacant Land

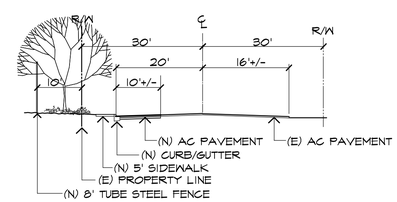




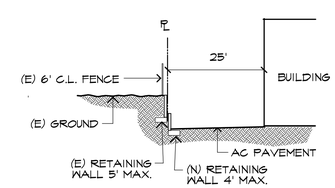
Minmum Turning Path
WB-65 & WB-67 Design Vehicle (Interstate Semitrailer)
AASHTO 2011



Westward Ave.



Charles Street



Section A - West P.L.

Project Notes

APPLICANT/OWNER

KCB Towers
27260 Meines St
Highland, CA 92346
909-862-0322

REPRESENTATIVE

JZY Design Concepts
Jasmin Hancock
1177 Idaho St., Suite 200
Redlands CA 92374
909-801-4502

LEGAL DESCRIPTION

The East Half of Lot 8 of Waverly Tract, in the City of Banning, County of Riverside, State of California, as shown by Map on file in Book 8, Page 44 of Maps, Records of Riverside County, California.

Excepting Therefrom, that Portion Conveyed to the City of Banning for roadway purposes.

ASSESSORS PARCEL NUMBER

532-160-005

SITE ADDRESS

1750 E. Westward Ave.

GENERAL PLAN/ZONING DESIGNATION

I - Industrial

PROPOSED PROJECT

Establish a structural steel fabrication facility on a 4.55 ac. parcel, to be constructed as follows:

A 28,800 s.f. metal building, parking lot, drainage basin, street improvements, and paved circulation area.
Construction of a 5,400 s.f. storage building.
Construction of a 3,120 s.f. office building adjacent to the manufacturing building.

Gross Floor Area: 36,840 s.f.

Number of employees: 40 - 50
Hours of Operation: 5:00 AM to 4:00 PM

STATISTICAL SUMMARY

Lot Area (Gross):	198,990 s.f.	4.57 ac.
Lot Area (Net):	198,247 s.f.	4.55 ac.

COVERAGE AREAS

Building Area (Existing):	-0-	
Building Area (Proposed):	36,840 s.f.	
Total Building Area (Net):	36,840 s.f.	18.6 %
Parking/Circulation Area:	88,584 s.f.	44.7 %
Landscape Area:	9,947 s.f.	5.0 %
Permeable Area/Basin:	62,850 s.f.	31.7 %

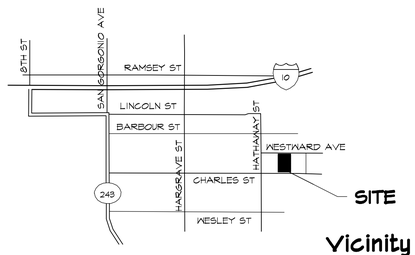
PARKING SUMMARY

Land Use	Parking Ratio	Units	Spaces Required
Manufacturing	2+1 space/600 s.f.	28,800 s.f.	50 required
Storage	2+1 space/1,000 s.f.	5,400 s.f.	8 required
Office	1 space/200 s.f.	3,120 s.f.	6 required

Total Spaces Required: 74
Total Spaces Provided: 74, including 3 disabled spaces

NOTES

1. OCCUPANCY TYPE: F-2/B/S-2
2. BUILDING USE: STRUCTURAL STEEL FABRICATION
3. NUMBER OF STORIES: 1
4. TYPE OF CONSTRUCTION: II-B (metal)
5. SITE IS ANNUALLY DISCED FOR WEED CONTROL
6. NO LOCATABLE EASEMENTS EXIST ON SITE.
7. SITE IS LOCATED WITHIN FIRM FLOOD HAZARD ZONE B
8. FIRE SPRINKLERS: YES
9. LOADING ACTIVITIES SHALL NOT BLOCK FIRE LANE ACCESS.
10. OUTDOOR STORAGE WILL BE SCREENED FROM PUBIC VIEW.
11. BUILDING TO BE ADDRESSED AS REQUIRED BY FIRE DEPT.



Vicinity Map

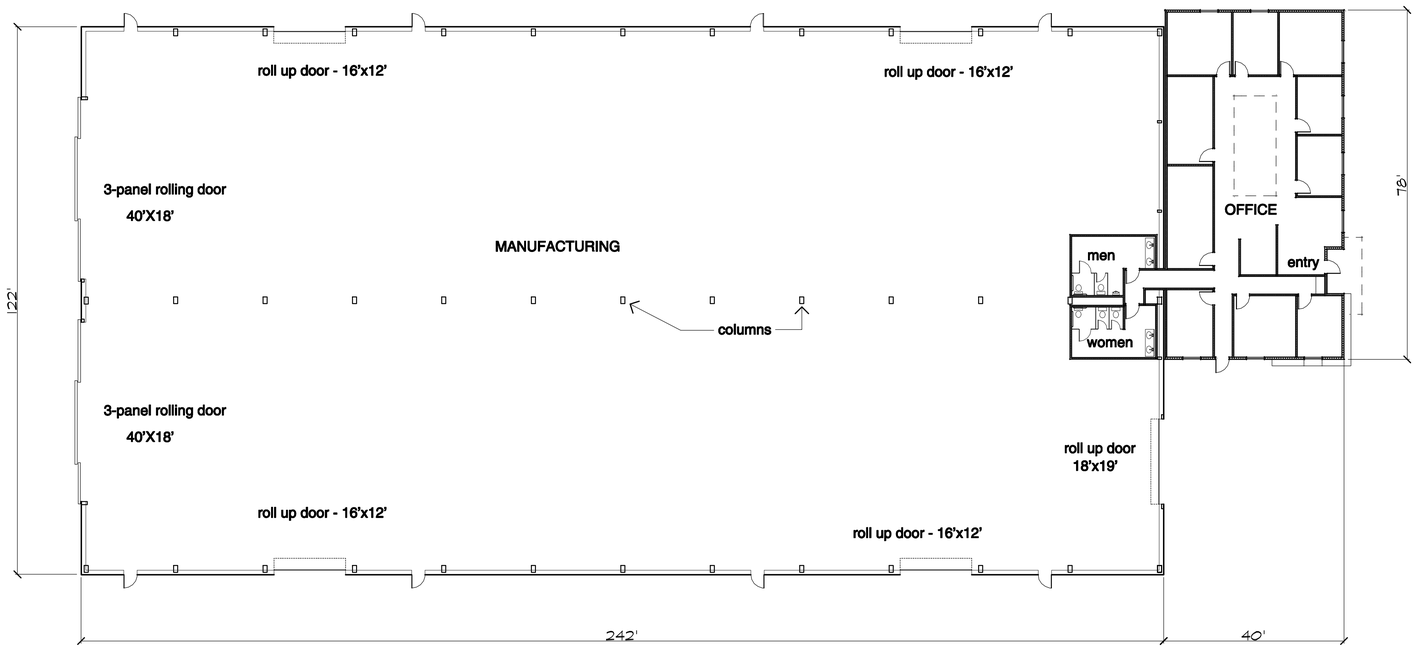
revisions
1. JULY 15, 2023
CITY REVIEW COMMENTS -- 9/8/23
CITY REVIEW COMMENTS -- 10/16/23
TRUCK CIRCULATION 1/18/24
FIRE LANE 2/14/24

JZY design concepts
Jasmin Hancock
Phone (909)801-4502
jzydesigns@gmail.com
1177 Idaho Street, Suite 200, Redlands, CA 92374

SITE PLAN

Development Review
KCB TOWERS
1750 Westward Ave. APN 532-160-005

date drawn:	drawn by:	scale:	sheet
MARCH 15, 2023		1" = 40'	1 OF 2 sheets



MANUFACTURING BUILDING 1/16" = 1'-0"

revisions

Jasmin Hancock
Phone (909)801-4502
jzydesigns@gmail.com
JZY design concepts
1177 Idaho Street, Suite 200, Redlands, CA 92374

FLOOR PLAN

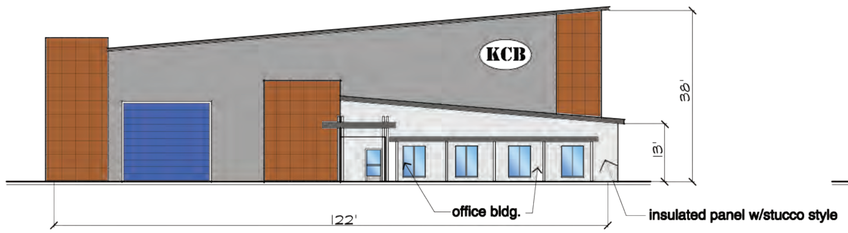
Development Review

KCB TOWERS

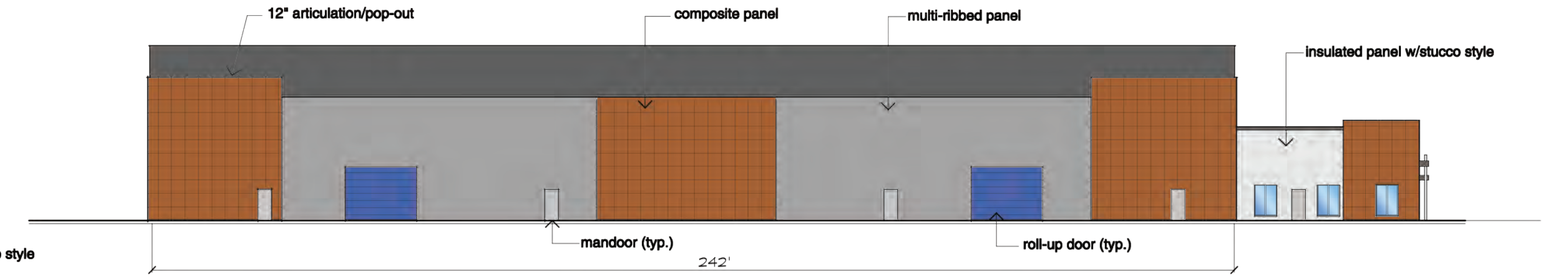
1750 Westward Ave. APN 532-160-005

date drawn:	drawn by:	scale:	sheet
MARCH 15, 2023		1/16" = 1'-0"	2 OF 2 sheets

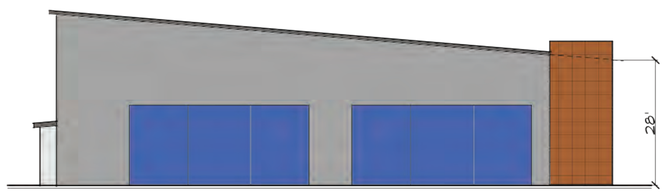
MANUFACTURING BUILDING



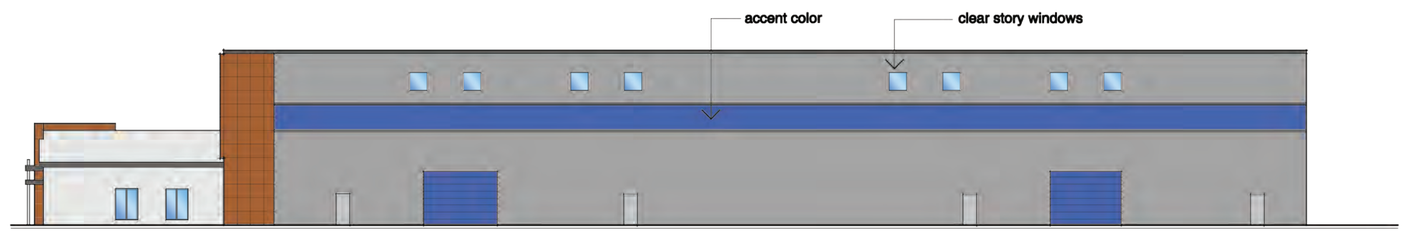
NORTH ELEVATION 1/16" = 1'-0"



EAST ELEVATION 1/16" = 1'-0"



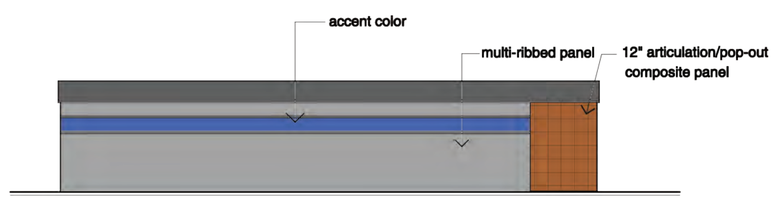
SOUTH ELEVATION 1/16" = 1'-0"



WEST ELEVATION 1/16" = 1'-0"

STORAGE BUILDING

SOUTH ELEVATION 1/16" = 1'-0"



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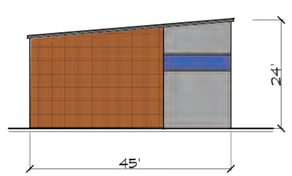
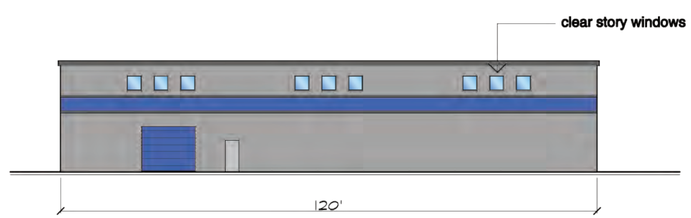
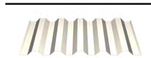


NORTH ELEVATION 1/16" = 1'-0"



WEST ELEVATION 1/16" = 1'-0"

Legend

	Material	Color
	"Cladlok" Composite Flat Panel System	Terra Cotta
	Insulated Panel with Stucco Texture	Igloo White
	Flush Panel Accent/ Roll Up Doors	Tahoe Blue
	Multi-Ribbed Panel	Light Stone
	Roof U-Panel	Old Town Grey

Note: All materials selected by owner to be equivilant to materials in legend

revisions

Jasmin Hancock
Phone (909)801-4502
jzydesigns@gmail.com
JZY design concepts
1177 Idaho Street, Suite 200, Redlands, CA 92374

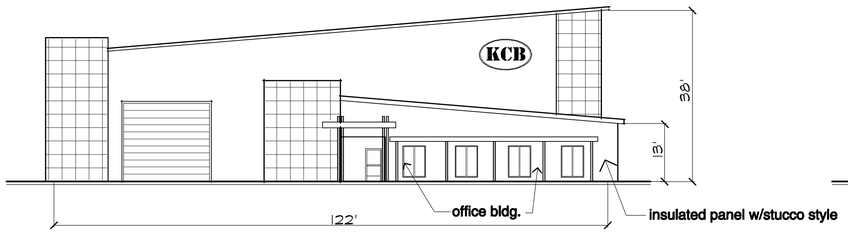
ELEVATIONS

Development Review
KCB TOWERS
1750 Westward Ave. APN 532-160-005

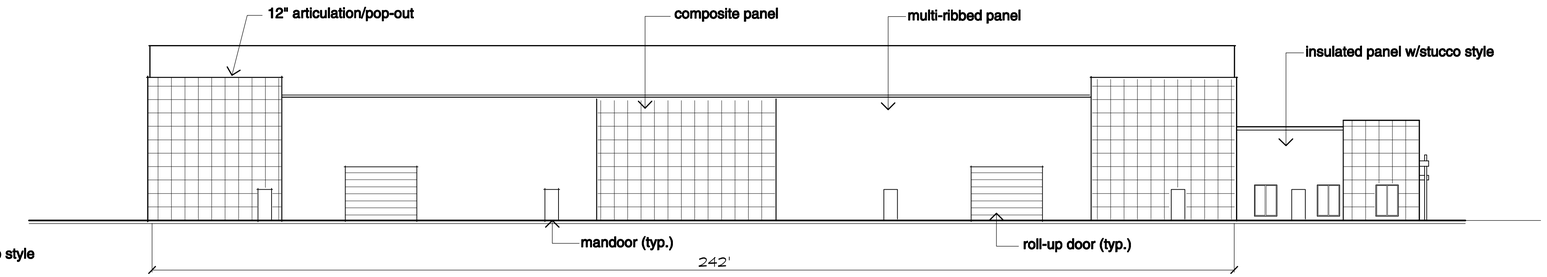
date drawn: MARCH 15, 2023
drawn by:
scale: 1/16" = 1'-0"

sheet 2 OF 2 sheets

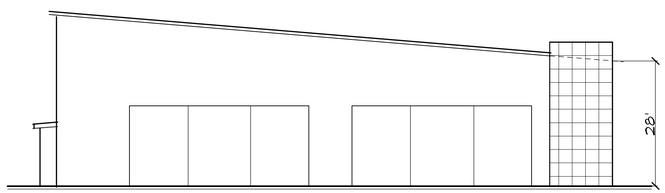
MANUFACTURING BUILDING



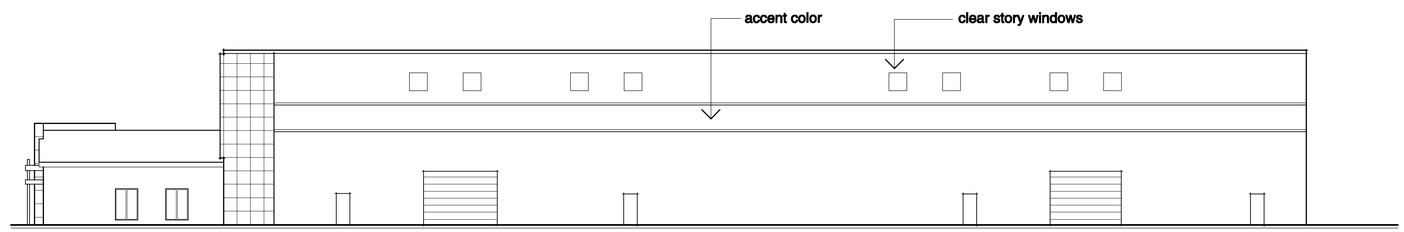
NORTH ELEVATION 1/16" = 1'-0"



EAST ELEVATION 1/16" = 1'-0"

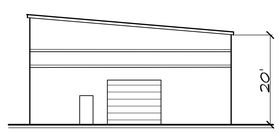


SOUTH ELEVATION 1/16" = 1'-0"



WEST ELEVATION 1/16" = 1'-0"

STORAGE BUILDING



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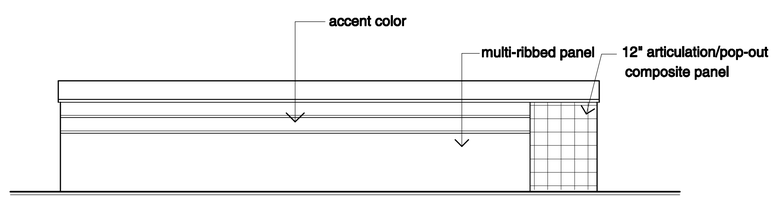

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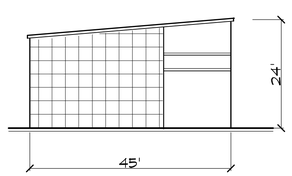

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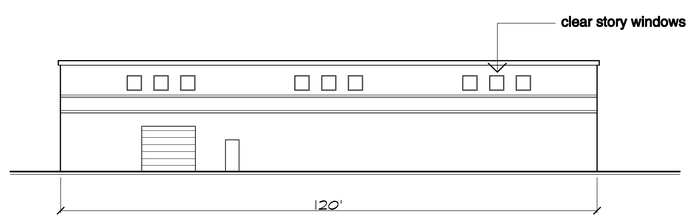


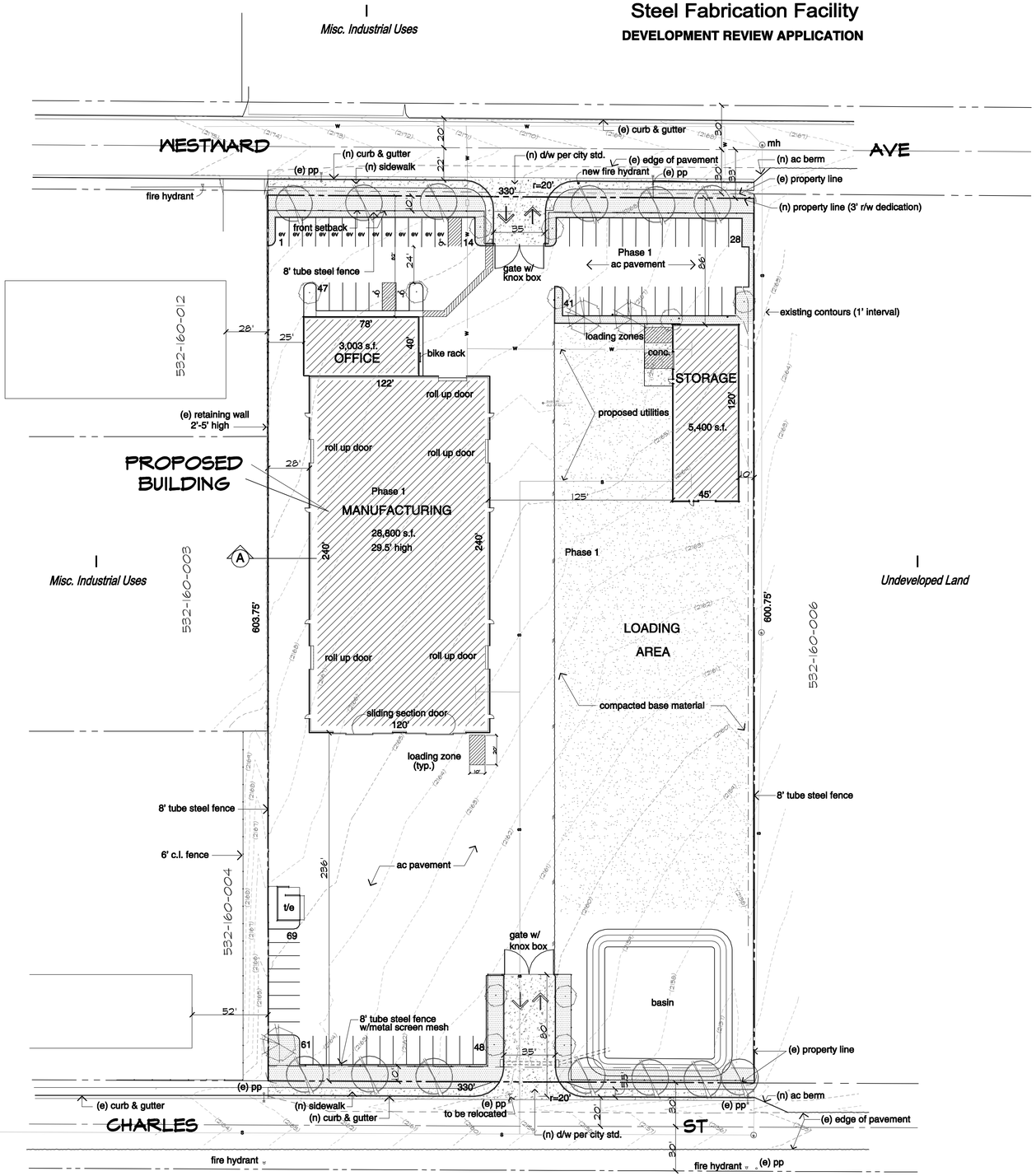
WEST ELEVATION 1/16" = 1'-0"

revisions		ELEVATIONS	
	Jasmin Hancock Phone (909)801-4502 jzydesigns@gmail.com design concepts 1177 Idaho Street, Suite 200, Redlands, CA 92374	Development Review KCB TOWERS 1750 Westward Ave. APN 532-160-005	sheet 2 of 2 sheets
		date drawn: MARCH 15, 2023 / drawn by: / scale: 1/16" = 1'-0"	

SITE PLAN

Steel Fabrication Facility

DEVELOPMENT REVIEW APPLICATION



CONCEPTUAL LANDSCAPE LEGEND

SYMBOL	QTY.	SIZE	COMMON NAME
Trees:			
	13	15 gal	London Plan Tree
	10	15 gal	Strawberry Tree
	3	15 gal	Pistache
Shrub List:			
	'Purple' Fountain Grass		
	Callistemon 'Little John' - Dwarf Bottlebrush		
Ground Cover List:			
	Crushed Rock - gold with Cor-Ten Steel landscape features		

revisions
1. JULY 15, 2023
CITY REVIEW COMMENTS -- 9/8/23

JZY design concepts
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1177 Idaho Street, Suite 200, Redlands, CA 92374

CONCEPT LANDSCAPE PLAN

Development Review

KCB TOWERS

1750 Westward Ave. APN 532-160-005

date drawn:	drawn by:	scale:	sheet
MARCH 15, 2023		1" = 40'	1 of 1 sheets

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

March 26, 2024

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
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Desert Hot Springs

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Paul Rull

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Barbara Santos

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

www.rcaluc.org

Sam Shahrouri, Deputy Director TLMA/Building Official
County of Riverside Building and Safety Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

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

File No.:	ZAP1079TH24
Related File No.:	BRS2400371 (Building Permit)
APN:	759-240-007

Dear Mr. Shahrouri:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed County of Riverside Building and Safety Case No. BRS2400368 (Building Permit), a proposal to construct a 477.9 square foot rooftop solar panel system on a proposed residence located at 61029 Watkins Glen Drive within the Thermal Motorclub.

The site is located within Airport Compatibility Zone C of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone C of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to 0.2 dwelling units per acre or less. The proposed rooftop solar panels will not generate any density.

The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is -137.5 feet below mean sea level (MSL). At a distance of 2,795 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding –109.5 feet below MSL. The site's elevation is -147 feet MSL and the proposed building height (with rooftop solar panels) is 41 feet, resulting in a top point elevation of -106 feet AMSL. Therefore, review by the FAA OES was required. However, the proposed solar panels will not significantly increase the height of the building, therefore FAA review was not required at this time.

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

The project proposes 477.9 square feet of solar panels on a proposed residence rooftop with a fixed tilt of 5 degrees with no rotation, and an orientation of 180 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy Standards) to runways 17 and 35, and runways 12 and 30. Jacqueline Cochran Regional Airport

does not have an air traffic control tower. All times are in standard time.

The analysis concluded that some potential glare would occur within the 2 mile approach to runway 30. (No glare is expected to occur within the 2 mile approach to runway 17-35). Evaluation of the approach at Runway 30 indicates that the panels would result in low potential for temporary after-image ("green" level glare), totaling annually 922 minutes of "green" level glare, lasting up to 10 minutes a day from March to October from 5.00 p.m. to 6:00 p.m. Overall, less than one percent of annual daylight time would be affected. Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low.

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

Conclusion: This approval applies to the installation of solar panels as submitted. Any change to the solar array would require ALUC review. All previously applied conditions of approval from the original Thermal Motorclub project (ZAP1017TH10) remain applicable.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, as amended in 2006, provided that the County of Riverside applies the following recommended conditions:

1. The following uses shall be prohibited:

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

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

    (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

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

2. All solar arrays installed on the project site shall consist of smooth glass with anti-reflective coating, a fixed tilt of 5 degrees and orientation of 180 degrees. Solar panels shall be limited to a total of 477.9 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in tilt or orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require review by the Airport Land Use Commission.

3. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

4. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

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

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Fullerton Architects, P.C. (applicant/representative))
JTM Land Co. (property owner)
Angela Jamison, County Airports Manager
ALUC Case File

X:\AIRPORT CASE FILES\JCRA\ZAP1079TH24\ZAP1079TH24.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

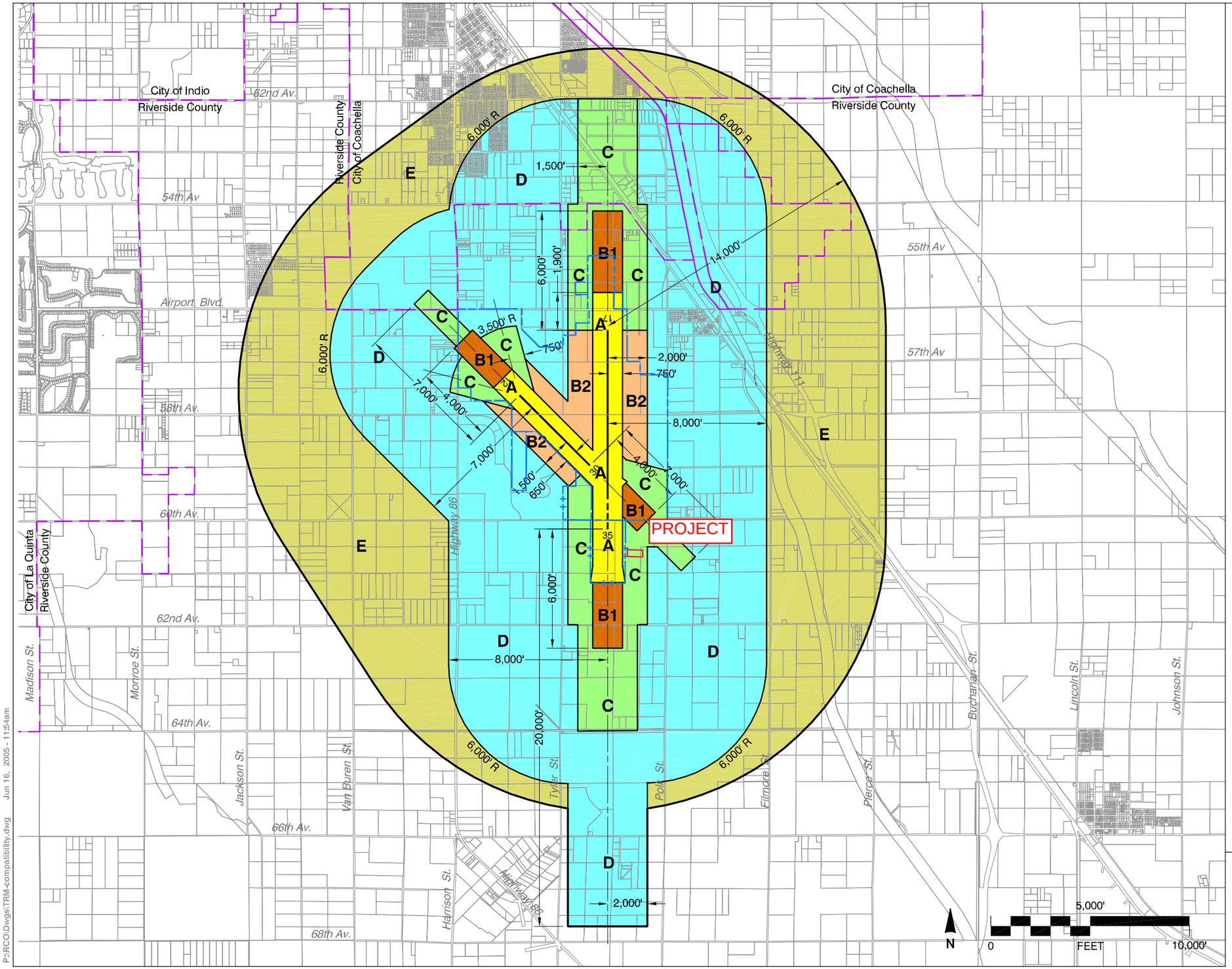
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line - Existing
- Airport Property Line - Planned
- City Limits

Note

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

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

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted June 2005)

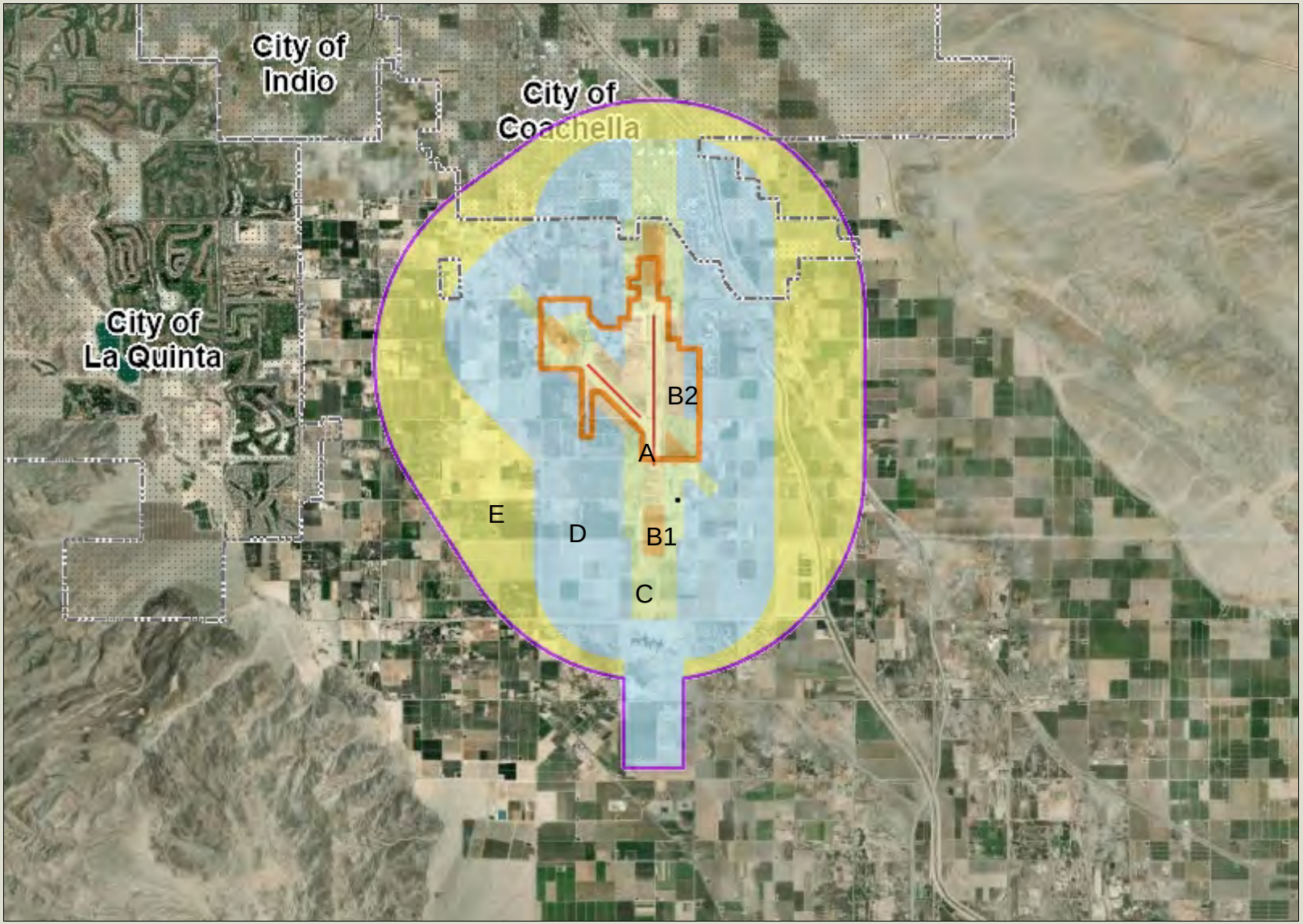
Map JC-1

Compatibility Map

Jacquelline Cochran Regional Airport

P:\RCO\Dwgs\TRM-compatibility.dwg Jun 16, 2005 - 11:54am

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 12,314 24,629 Feet

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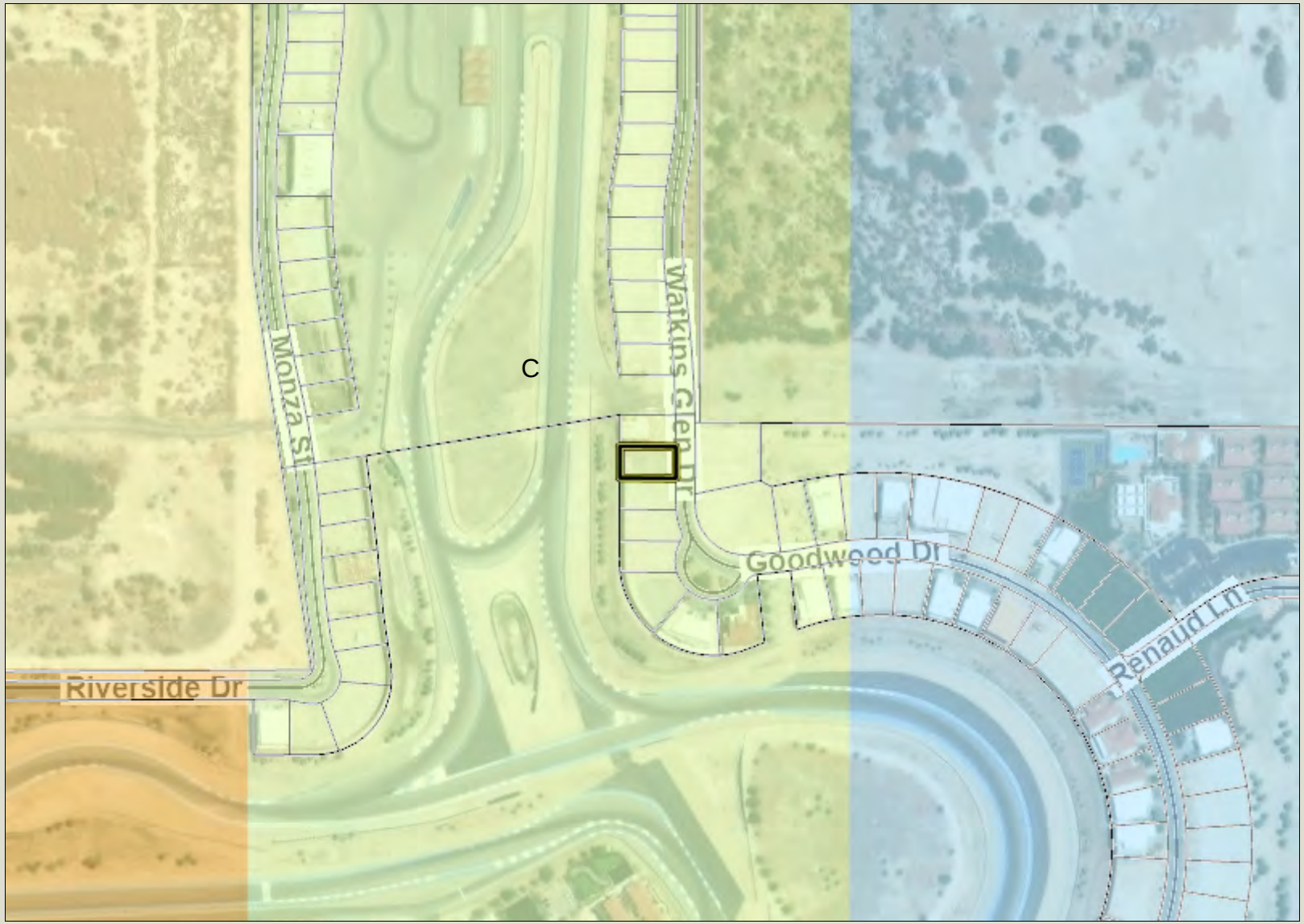
Notes

Map My County Map



Legend

- County Boundary
- City Boundaries
- Parcels, County
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3

0 385 770 Feet

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Notes

Map My County Map

Legend

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

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0 385 770 Feet

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Notes

Map My County Map

Legend

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

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0 1,539 3,079 Feet

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Notes

Map My County Map

Legend

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

0 770 1,539 Feet

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Notes

Map My County Map

Legend

- County Boundary
- City Boundaries
- Blueline Streams
- City Areas
- World Street Map

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0 3,079 6,157 Feet

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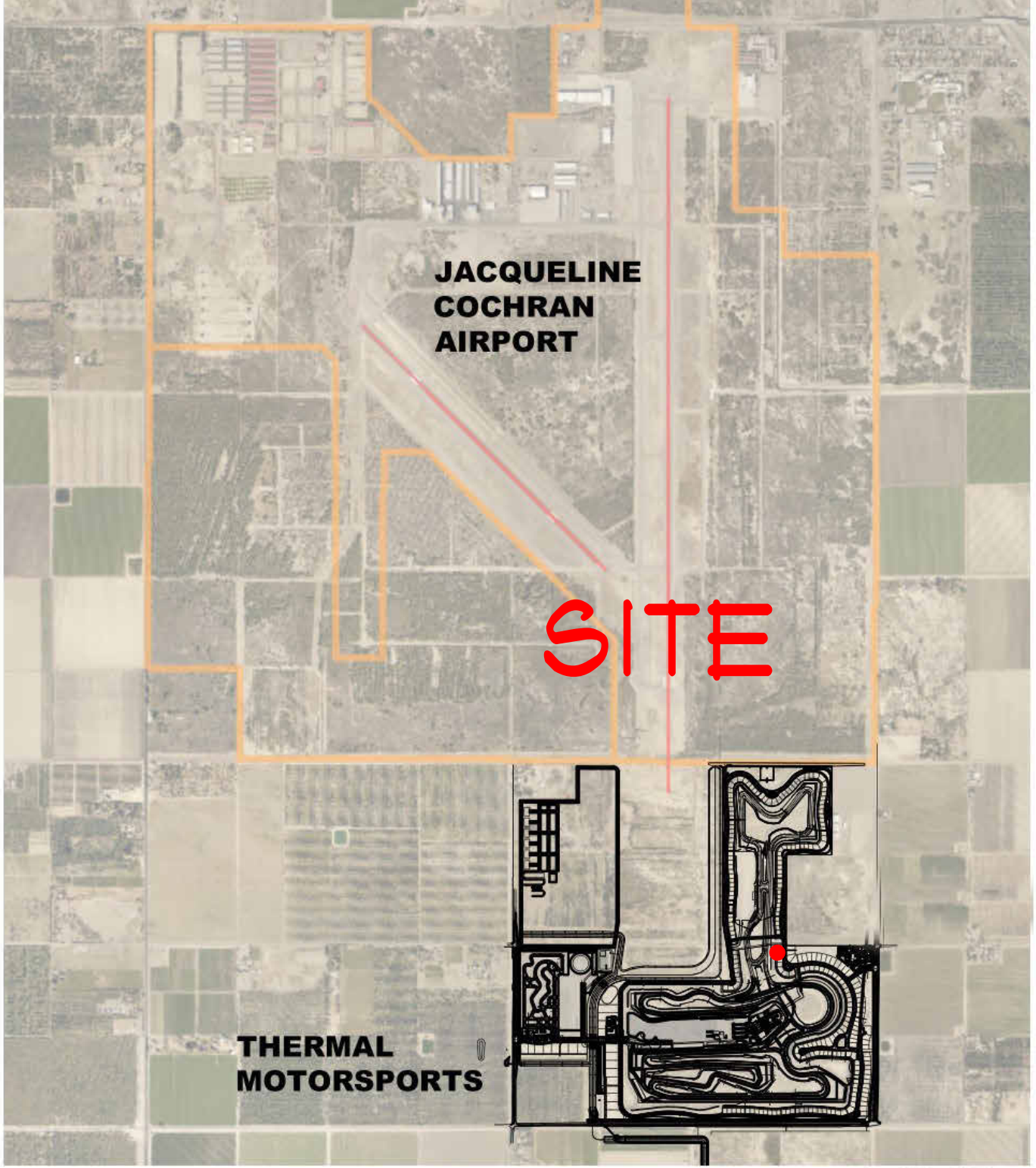
Notes

THERMAL SPEC, LOT 89

61029 WATKINS GLEN DR.
THERMAL, CA

FOR PERMIT

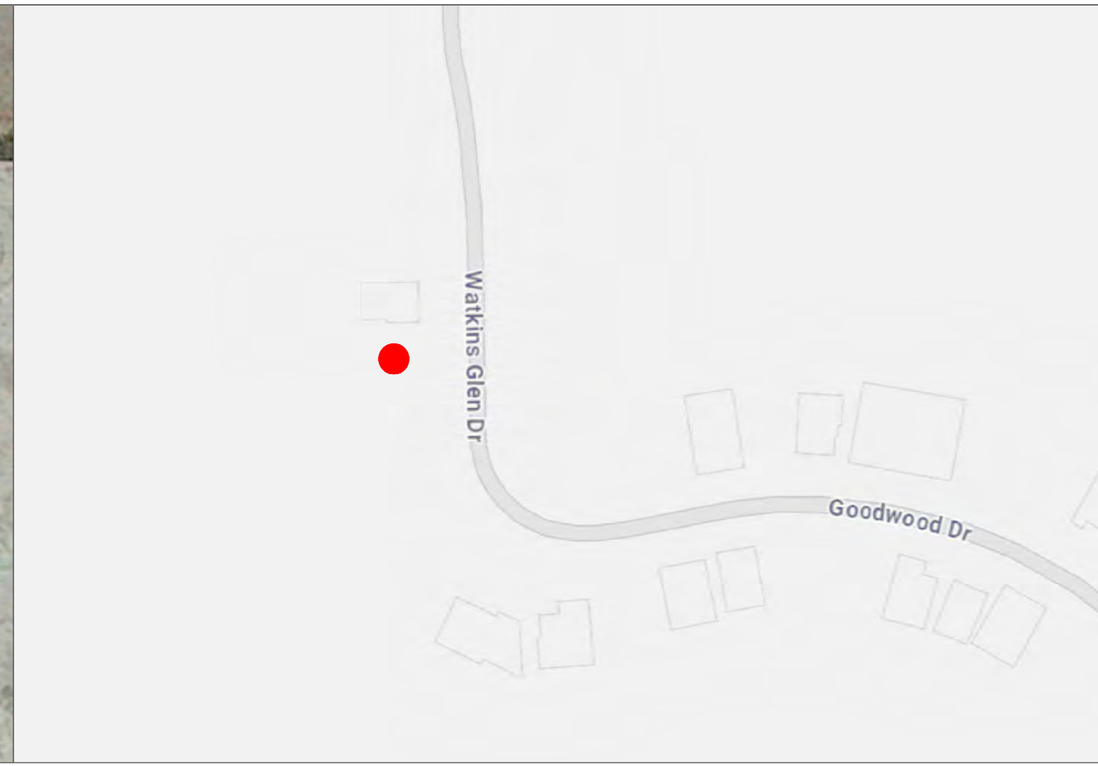


nfa
fullerton
architects p.c.
P.O. Box 2770, Bigfork, MT 59911
Ph: 406-837-1550 F: 406-837-1550
E-MAIL: nfa@fullerton.com

SITE PLAN - LOT 89

0 750 1500 FEET

PLAN NORTH



Revisions:	Date:
Rev A	01/16/24

Michael Rango *Michael Rango*
760.322.4433 Lic. No. 940550

INTEGRATOR:

HPE Hot Purple Energy

810 N. Farrell Drive
Palm Springs, CA 92262
(760) 322 - 4433 office

License No. 940550

info@HotPurpleEnergy.com
www.HotPurpleEnergy.com

GENERAL NOTES:

1. ALL ELECTRICAL WORK TO BE INSTALLED BY A QUALIFIED LICENSED ELECTRICIAN AND APPRENTICES WORKING UNDER THE DIRECT SUPERVISION OF A LICENSED ELECTRICIAN.
2. ALL SOLAR MODULES SHALL BE UL LISTED 1703 AND CEC APPROVED. ALL INVERTERS SHALL BE UL LISTED 1741SA CERTIFIED AND CEC APPROVED. ALL ELECTRICAL COMPONENTS AND MATERIALS SHALL BE LISTED AND APPROVED FOR IT'S PURPOSE AND INSTALLED IN A WORKMAN LIKE MANNER. ALL OUTDOOR EQUIPMENT SHALL MEET APPROPRIATE NEMA STANDARDS.
3. THIS SYSTEM IS INTENDED TO BE OPERATED IN PARALLEL WITH THE UTILITY SERVICE PROVIDER. ANTI-ISLANDING PROTECTION IS A REQUIREMENT OF UL1741 AND IS INTENDED TO PREVENT THE OPERATION OF THE PHOTOVOLTAIC SYSTEM WHEN THE UTILITY GRID IS NOT IN OPERATION.
4. PERMISSION TO OPERATE THE SYSTEM IS NOT AUTHORIZED UNTIL FINAL INSPECTIONS AND APPROVALS BY THE LOCAL AUTHORITY HAVING JURISDICTION AND THE LOCAL UTILITY SERVICE PROVIDER.
5. THE METHOD OF MOUNTING SHALL BE DONE IN ACCORDANCE WITH THE RACKING MANUFACTURER TO MEET DEAD LOAD, WIND LOAD, AND SEISMIC REQUIREMENTS. PHOTOVOLTAIC MODULES WILL BE SECURED AND MOUNTED ON THE ROOF AS SPECIFIED ON THE STRUCTURAL SHEETS. EXISTING ROOF EQUIPMENT WILL NOT BE EFFECTED BY THE PHOTOVOLTAIC SYSTEM OR INSTALLATION.
6. ALL FASTENERS SHALL BE CORROSION RESISTANT APPROPRIATE FOR THE SITE CONDITIONS.
7. ALL ROOFING REPAIRS MUST MAINTAIN EXISTING CLASS AND TYPE OF ROOF AND ALL WORK SHALL BE IN ACCORDANCE WITH THE ROOFING MANUFACTURERS INSTALLATION REQUIREMENTS.
8. TO BE INSTALLED IN SUCH A MANNER THAT IS DISCREET AND DOES NOT DETRACT FROM THE HOMES ARCHITECTURE
9. EXPOSURE C, AS A MINIMUM, SHALL APPLY IN ALL CASES UNLESS THE ARCHITECT OR ENGINEER IN GENERAL RESPONSIBLE CHARGE CAN JUSTIFY TO THE BUILDING DEPARTMENT THAT THE BUILDING SITE AND SURROUNDING TERRAIN CONFORM TO THE CRITERIA FOR EXPOSURE B.

APPROVED SMOKE AND CARBON MONOXIDE ALARMS ARE REQUIRED WITHIN THE DWELLING UNIT AND SHALL BE FIELD VERIFIED EITHER THROUGH FINAL BUILDING INSPECTION OR A COUNTY OF SAN BERNARDINO SELF-CERTIFICATION FORM. SMOKE ALARMS ARE REQUIRED TO BE INSTALLED IN ALL BEDROOMS, OUTSIDE EACH BEDROOM, AND AT LEAST ONE ON EACH FLOOR OF THE HOUSE. CARBON MONOXIDE ALARMS ARE REQUIRED OUTSIDE EACH BEDROOM AND AT LEAST ONE ON EACH FLOOR OF THE HOUSE [R314.1, R315.1]

DESCRIPTION OF WORK:

ROOF MOUNTED PHOTOVOLTAIC (SOLAR ELECTRIC) INSTALLATION TILT MOUNTED @ 5° FACING AN AZIMUTH OF 180° CONSISTING OF (24) REC410AA - 410 WATT MODULES (9.84Kw).

RACK MOUNTING SYSTEM IS PEGASUS ALUMINUM SUPPORT RAILS POWERGRIP TPO STRUCTURAL MOUNTS.

INSTALLATION SHALL COMPLY WITH THE FOLLOWING CODES:

CEC 2022 - ARTICLE 690, 705,706 AND OTHERS NEC 2023 705.13
CPC 2022
CBC 2022
CMC 2022
CFC 2022

DRAWING SHEETS:

COVER SHEET	PV-0.0
SITE PLAN	PV-1.0
ROOF PLAN	PV-2.0
SINGLE LINE DIAGRAM	PV-3.0
MOUNTING DETAIL	PV-4.0
WARNING LABELING	PV-5.0

SPECIFICATION SHEETS:
REC410AA MODULE
SOLAR EDGE SE10000H-US INVERTER
POWERGRIP TPO STRUCTURAL ATTACHMENT
PEGASUS RAIL SYSTEM DATA SHEET & PEGASUS UL2703 COMPLIANCE

Title: Thermal Lot 89
COVER SHEET
61029 Watkins Glen Dr
Thermal, CA 92274

Drawn by: MJR
Checked by: BD
Date: 01/16/24
Scale: NTS
Job Number: 24002
Sheet Number:

PV-0.0

Sheet

SITE PLAN KEYNOTE:

EXISTING ELECTRICAL

1.1 400A MAIN ELECTRICAL PANEL

NEW ELECTRICAL
(ADJACENT TO MSP)

2.1 SYSTEM AC DISCONNECT

NEW ELECTRICAL
(INSIDE STORAGE ROOM)

2.2 PV AC DISCONNECT
2.3 SE10000H-US INVERTER

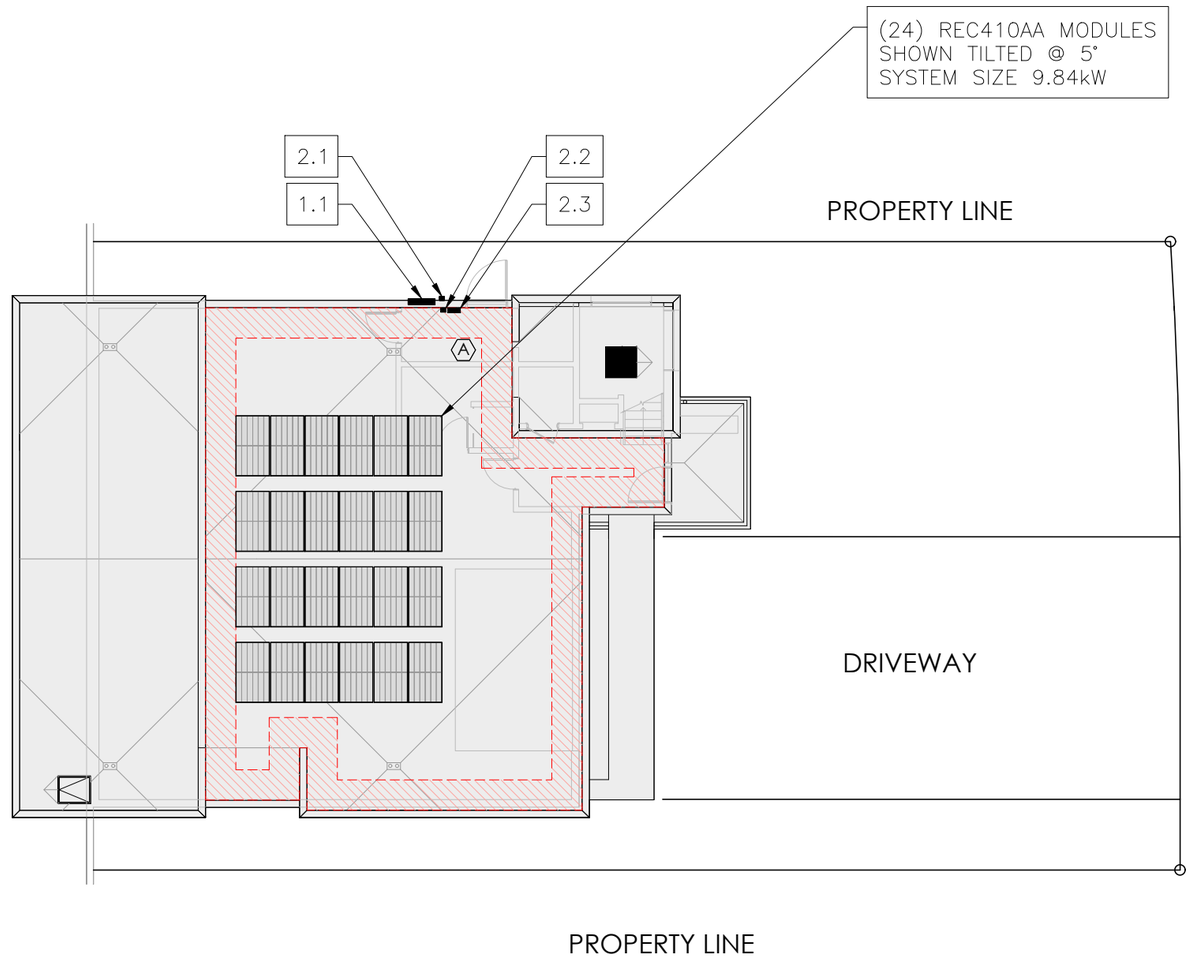
SITE LEGEND

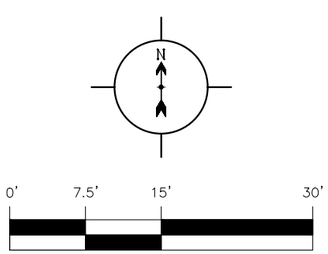
FIRE EASEMENT/ACCESS

EAVE SETBACK/WALL

(A) STORAGE ROOM

WORKING CLEARANCES SHALL BE PROVIDED AROUND ALL EQUIPMENT PER CEC 110.26





DC WIRING SHALL BE INSTALLED IN METALLIC CONDUIT OR RACEWAYS WHEN LOCATED WITHIN ENCLOSED SPACES IN A BUILDING. CONDUIT SHALL BE RUN ALONG THE BOTTOM OF LOAD BEARING MEMBERS R324.7.3

Revisions:	Date:
Rev A	01/16/24

Michael Rango *Michael Rango*
760.322.4433 Lic. No. 940550

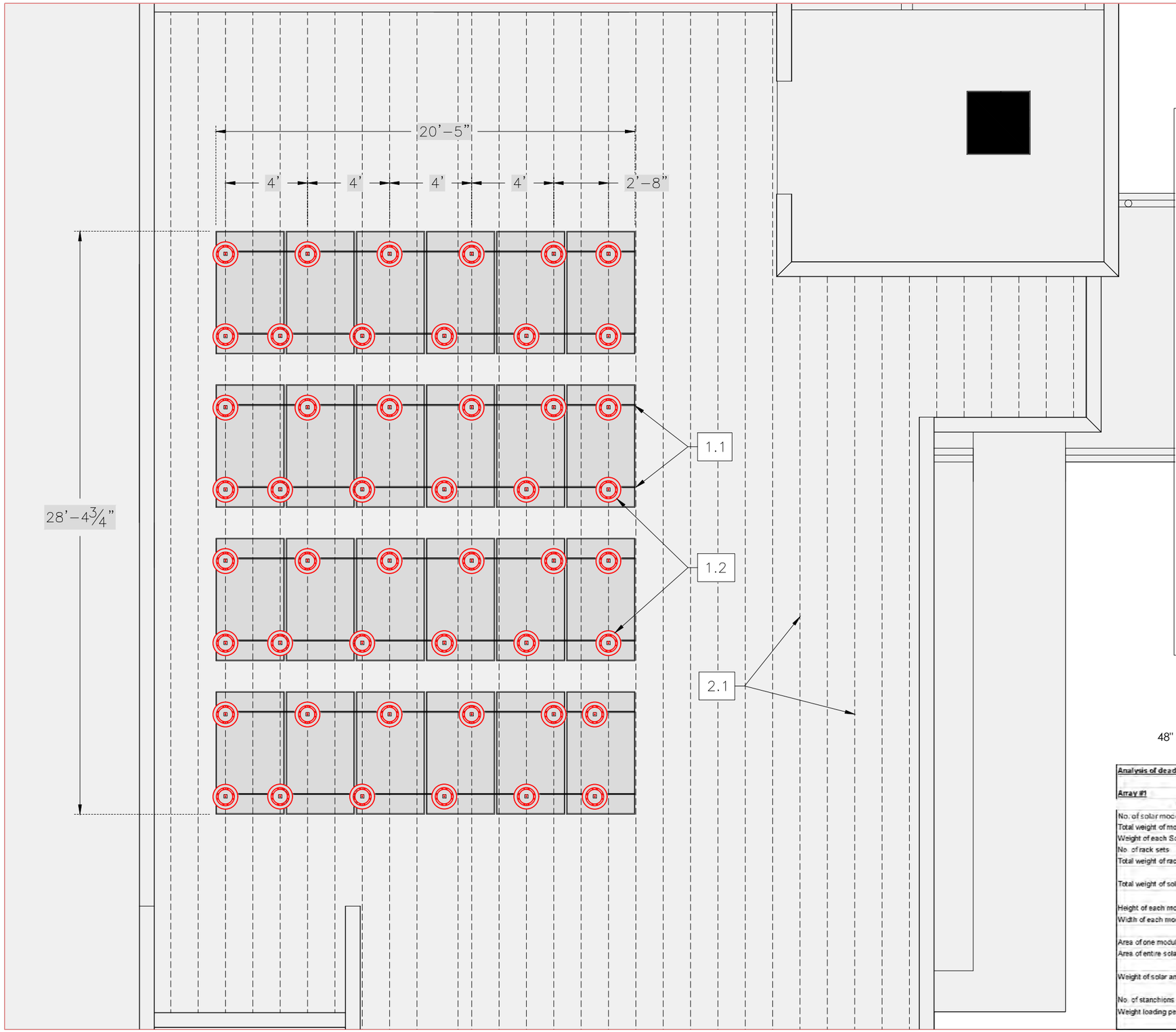
INTEGRATOR:
HPE Hot Purple Energy
810 N. Farrell Drive
Palm Springs, CA 92262
(760) 322 - 4433 office
License No. 940550
info@HotPurpleEnergy.com
www.HotPurpleEnergy.com

Title:
Thermal Lot 89
SITE PLAN
61029 Watkins Glen Dr
Thermal, CA 92274

Drawn by: MJR
Checked by: BD
Date: 01/16/24
Scale: 1" = 15'
Job Number: 24002
Sheet Number:

PV-1.0

Sheet



MOUNT PLAN KEYNOTE:

RACK MOUNT COMPONENTS:

1.1 PEGASUS ALUMINUM SUPPORT RAIL
1.2 POWERGRIP SOLAR MOUNTS

STRUCTURAL

2.1 ROOF SUPPORTS 11-7/8" TJI360 TRUSS/JOIST (16" O.C.)

POWERGRIP INSTALLATION NOTES:

1. MARK LOCATION WHERE POWERGRIP IS TO BE INSTALLED. PREPARE MEMBRANE SURFACE AT EACH LOCATION FOLLOWING ROOF SYSTEM MANUFACTURERS REQUIREMENTS.
2. INSTALL RECOMMENDED CENTER FASTENER THROUGH THE ROOF AND DECK (1" FOR WOOD) USING THE DEPTH GAUGE PROVIDED.
3. LOCATE THE NOTCH ON THE PERIMETER OF THE POWERGRIP PLUS FLANGE AND NOTE HOW IT ALIGNS WITH THE PLATE ON THE UNDERSIDE OF THE POWERGRIP PLUS.
4. SLIDE THE ASSEMBLY OVER THE HEAD OF THE FASTENER AND POSITION THE POWERGRIP PLUS IN THE PROPER POSITION.
5. LIFT THE FLANGE AND INSTALL TWO 1/4" SCREWS INTO THE ROOF SUPPORT SYSTEM AND SIX ADDITIONAL FASTENERS THROUGH THE POWERGRIP PLUS PLATE HITTING THE TOP FLUTES .
6. HEAT WELD THE FLANGE OF THE POWERGRIP PLUS ACCORDING TO THE MANUFACTURES SPECIFACATIONS AND SEAL CUT EDGES AS REQUIRED.
7. PHOTOVOLTAIC MODULES SHALL HAVE 2.1 MOUNTS PER PANEL.
8. (E) ROOF STRUCTURE IS FLAT 11-7/8" TJI360 TRUSS/JOIST 16" O.C TYP.
9. (E) ROOFING MATERIAL IS 1 LAYER OF TPO MEMBRANE OVER 1 LAYER OF 30LB. RIGID FOAM AND 5/8" OSB PLYWOOD DECKING.
10. MODULE DIMENSIONS 71.7" x 40.0"

0' 2.5' 5' 10'

48" SPACING BETWEEN MOUNTS IS TYPICAL - MAX SPAN 6'

Analysis of dead load weight added to roof by installation of solar array

Array #1

REC410AA	45.00	pounds		
No. of solar modules	24			
Total weight of modules	1,080	pounds		
Weight of each Solar Rack set	10	pounds		
No. of rack sets	24.0			
Total weight of rack sets	230	pounds		
Total weight of solar array	1,310	pounds	2.0	mounts per module
Height of each module	5.98	feet	4.0	lags per module with tile hooks
Width of each module	3.33	feet		
Area of one module	19.9	square feet		
Area of entire solar array	477.9	square feet		
Weight of solar array per unit area of roof	2.7	pounds/square foot		
No. of stanchions connected to roof joist rafters	48			
Weight loading per stanchion	27.3	pounds/connection		

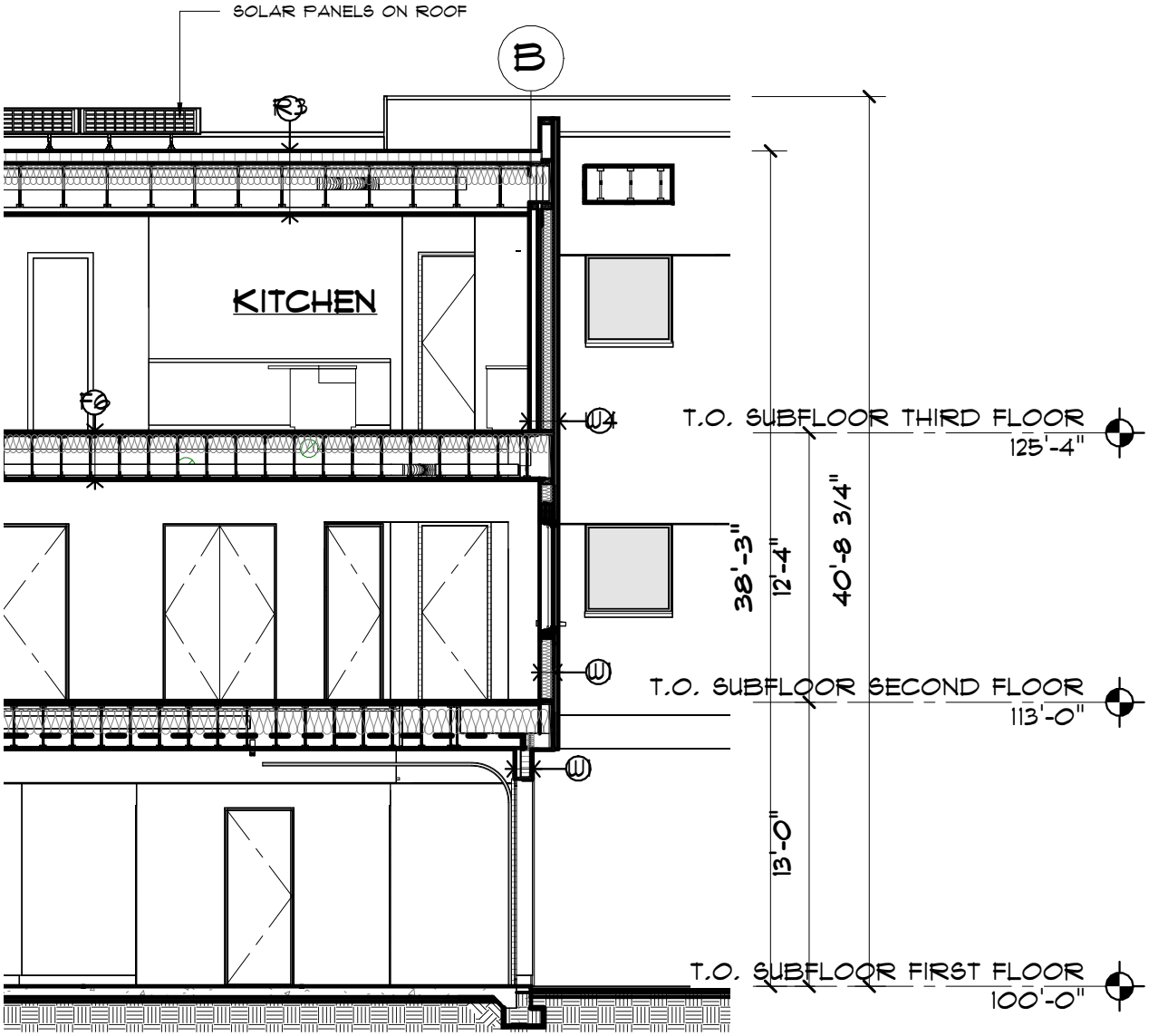
Revisions:	Date:
Rev A	01/16/24

Michael Rango *Michael Rango*
760.322.4433 Lic. No. 940550

INTEGRATOR:
HPE Hot Purple Energy
810 N. Farrell Drive
Palm Springs, CA 92262
(760) 322 - 4433 office
License No. 940550
info@HotPurpleEnergy.com
www.HotPurpleEnergy.com

Title:
Thermal Lot 89
ROOF PLAN
61029 Watkins Glen Dr
Thermal, CA 92274

Drawn by: MJR
Checked by: BD
Date: 01/16/24
Scale: 1" = 5'
Job Number: 24002
Sheet Number:
PV-2.0
Sheet



1 BUILDING SECTION

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

nfa
fullerton
architects p.c.
P.O. Box 2770, Bigfork, MT 59911
Ph: 406-837-1550 F: 406-837-1550
E-MAIL: nfa@fullerton.com

FORGESOLAR GLARE ANALYSIS

Project: **Riverside Co Residential**
Two rooftop PV arrays near KTRM airport, Thermal CA

Site configuration: **2 Houses Feb 2024**
Analysis conducted by Dave Belote (dave@darestrategies.com) at 18:41 on 16 Feb, 2024.

U.S. FAA 2013 Policy Adherence

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

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

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

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

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

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

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

Dewayne Shults of Fullerton Architects, P.C. and solar developer Hot Purple Energy are proposing two 9.84kW rooftop solar arrays at 61029 Watkins Glen Drive and 86861 Newton Way in Thermal CA; to account for the possible addition of an air traffic control tower at Jacqueline Cochran Regional Airport, this glint/glare analysis includes the proposed location of said tower. This analysis considers the Federal Aviation Administration's (FAA) 2013 Interim Policy and 2021 Final Policy; given that 2021 policy is less restrictive than the interim 2013 policy, 2013 "PASS" documentation will be used to prove compliance with 2021 policy. This analysis is completed using ForgeSolar's Glare Analysis tool, which is a licensed Solar Glare Hazard Assessment Tool (SGHAT).

Both rooftop arrays **pass** the FAA's recommended solar glare parameters, with **zero** glare into the hypothetical tower cab and a total of 1,337 minutes of "green" glare on final approach into Runway 30 (0.25% of the calendar year): see below, pages 6, 7, and 9.

SITE CONFIGURATION

Analysis Parameters

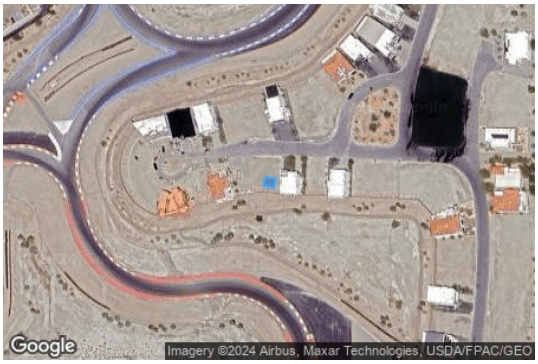
DNI: peaks at 1,000.0 W/m^2
Time interval: 1 min
Ocular transmission coefficient: 0.5
Pupil diameter: 0.002 m
Eye focal length: 0.017 m
Sun subtended angle: 9.3 mrad
Site Config ID: 112276.8001
Methodology: V1

PV Array(s)

Name: 61029 Watkins Glen Dr
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 180.0°
Rated power: 9.84 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.605464	-116.151373	-147.59	41.50	-106.09
2	33.605374	-116.151373	-147.59	41.50	-106.09
3	33.605374	-116.151291	-147.59	41.50	-106.09
4	33.605464	-116.151292	-147.60	41.50	-106.10

Name: 86861 Newton Way
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 183.0°
Rated power: 9.84 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.601294	-116.149302	-151.40	41.50	-109.90
2	33.601286	-116.149211	-150.58	41.50	-109.08
3	33.601220	-116.149222	-149.91	41.50	-108.41
4	33.601229	-116.149316	-150.73	41.50	-109.23

Flight Path Receptor(s)

Name: Rwy 12
Description:
Threshold height: 50 ft
Direction: 135.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.630183	-116.171005	-117.94	50.00	-67.94
Two-mile	33.650628	-116.195587	-80.78	566.27	485.49

Name: Rwy 17
Description:
Threshold height: 50 ft
Direction: 180.2°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.639142	-116.156425	-115.33	50.00	-65.33
Two-mile	33.668054	-116.156286	-91.22	579.32	488.10

Name: Rwy 30
Description:
Threshold height: 50 ft
Direction: 315.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.620459	-116.159390	-132.29	50.00	-82.29
Two-mile	33.600014	-116.134810	-157.22	628.35	471.14

Name: Rwy 35
Description:
Threshold height: 50 ft
Direction: 0.2°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.615802	-116.156431	-139.06	50.00	-89.06
Two-mile	33.586890	-116.156552	-156.00	620.37	464.37

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.627040	-116.153590	-129.99	50.00

Map image of 1-ATCT

GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
61029 Watkins Glen Dr	5.0	180.0	922	0	21,280.0
86861 Newton Way	5.0	183.0	415	0	21,300.0

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	1337	0
Rwy 35	0	0
1-ATCT	0	0

Results for: 61029 Watkins Glen Dr

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	922	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

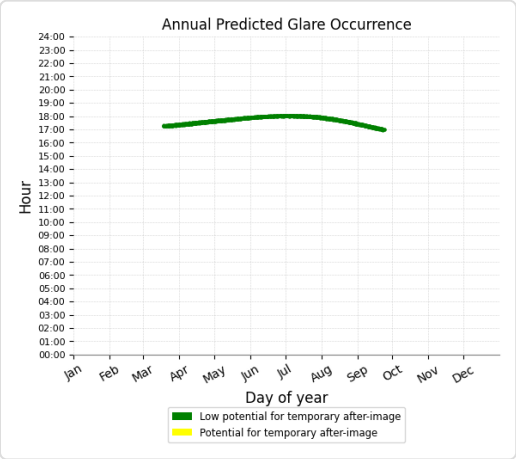
0 minutes of yellow glare
0 minutes of green glare

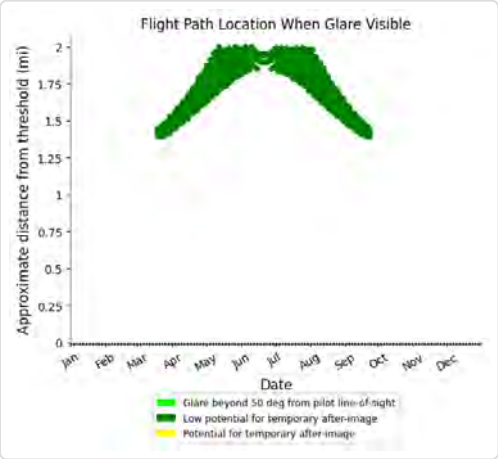
Flight Path: Rwy 17

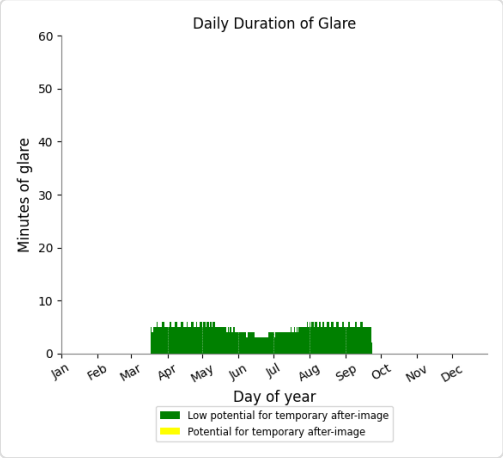
0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
922 minutes of green glare







Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: 86861 Newton Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	415	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

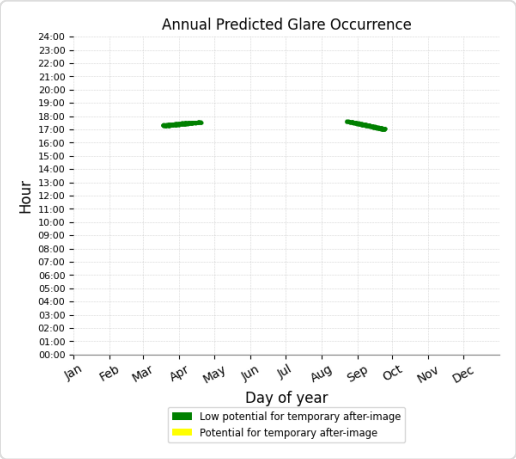
0 minutes of yellow glare
0 minutes of green glare

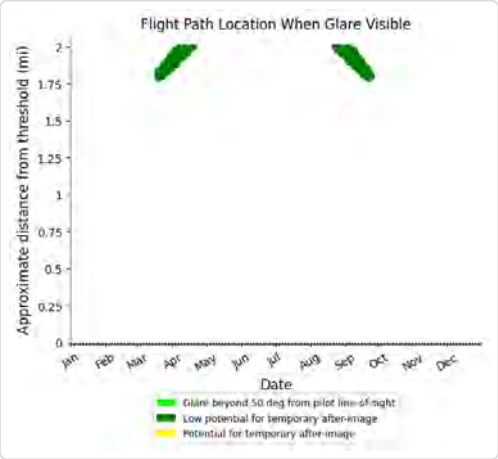
Flight Path: Rwy 17

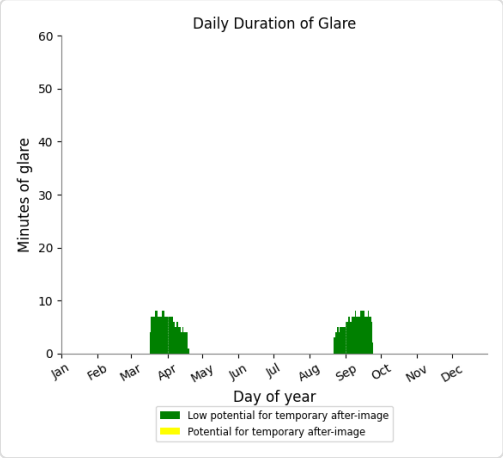
0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
415 minutes of green glare







Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Assumptions

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

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RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

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Lake Elsinore

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

www.rcaluc.org

March 26, 2024

Sam Shahrouri, Deputy Director TLMA/Building Official
County of Riverside Building and Safety Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

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

File No.:	ZAP1080TH24
Related File No.:	BRS2400368 (Building Permit)
APN:	759-220-010

Dear Mr. Shahrouri:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed County of Riverside Building and Safety Case No. BRS2400368 (Building Permit), a proposal to construct a 477.9 square foot rooftop solar panel system on a proposed residence located at 86861 Newton Way within the Thermal Motorclub.

The site is located within Airport Compatibility Zone D of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone D of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre. The proposed rooftop solar panels will not generate any density.

The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is -137.5 feet below mean sea level (MSL). At a distance of 4,381 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding –93.5 feet below MSL. The site's elevation is -149 feet MSL and the proposed building height (with rooftop solar panels) is 41 feet, resulting in a top point elevation of -108 feet AMSL. Therefore, review by the FAA OES was not required.

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

The project proposes 477.9 square feet of solar panels on a proposed residence rooftop with a fixed tilt of 5 degrees with no rotation, and an orientation of 180 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy Standards) to runways 17 and 35, and runways 12 and 30. Jacqueline Cochran Regional Airport does not have an air traffic control tower. All times are in standard time.

The analysis concluded that some potential glare would occur within the 2 mile approach to runway 30. (No glare is expected to occur within the 2 mile approach to runway 17-35). Evaluation of the approach at Runway 30 indicates that the panels would result in low potential for temporary after-image ("green" level glare), totaling annually 415 minutes of "green" level glare, lasting up to 10 minutes a day from March to April and from August to October from 5.00 p.m. to 5:30 p.m. Overall, less than one percent of annual daylight time would be affected. Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low.

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

Conclusion: This approval applies to the installation of solar panels as submitted. Any change to the solar array would require ALUC review. All previously applied conditions of approval from the original Thermal Motorclub project (ZAP1017TH10) remain applicable.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, as amended in 2006, provided that the County of Riverside applies the following recommended conditions:

1. The following uses shall be prohibited:

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

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

    (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

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

2. All solar arrays installed on the project site shall consist of smooth glass with anti-reflective coating, a fixed tilt of 5 degrees and orientation of 180 degrees. Solar panels shall be limited to a total of 477.9 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in tilt or orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require review by the Airport Land Use Commission.

3. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

4. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

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

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Fullerton Architects, P.C. (applicant/representative))
JTM Land Co. (property owner)
Angela Jamison, County Airports Manager
ALUC Case File

X:\AIRPORT CASE FILES\JCRA\ZAP1080TH24\ZAP1080TH24.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

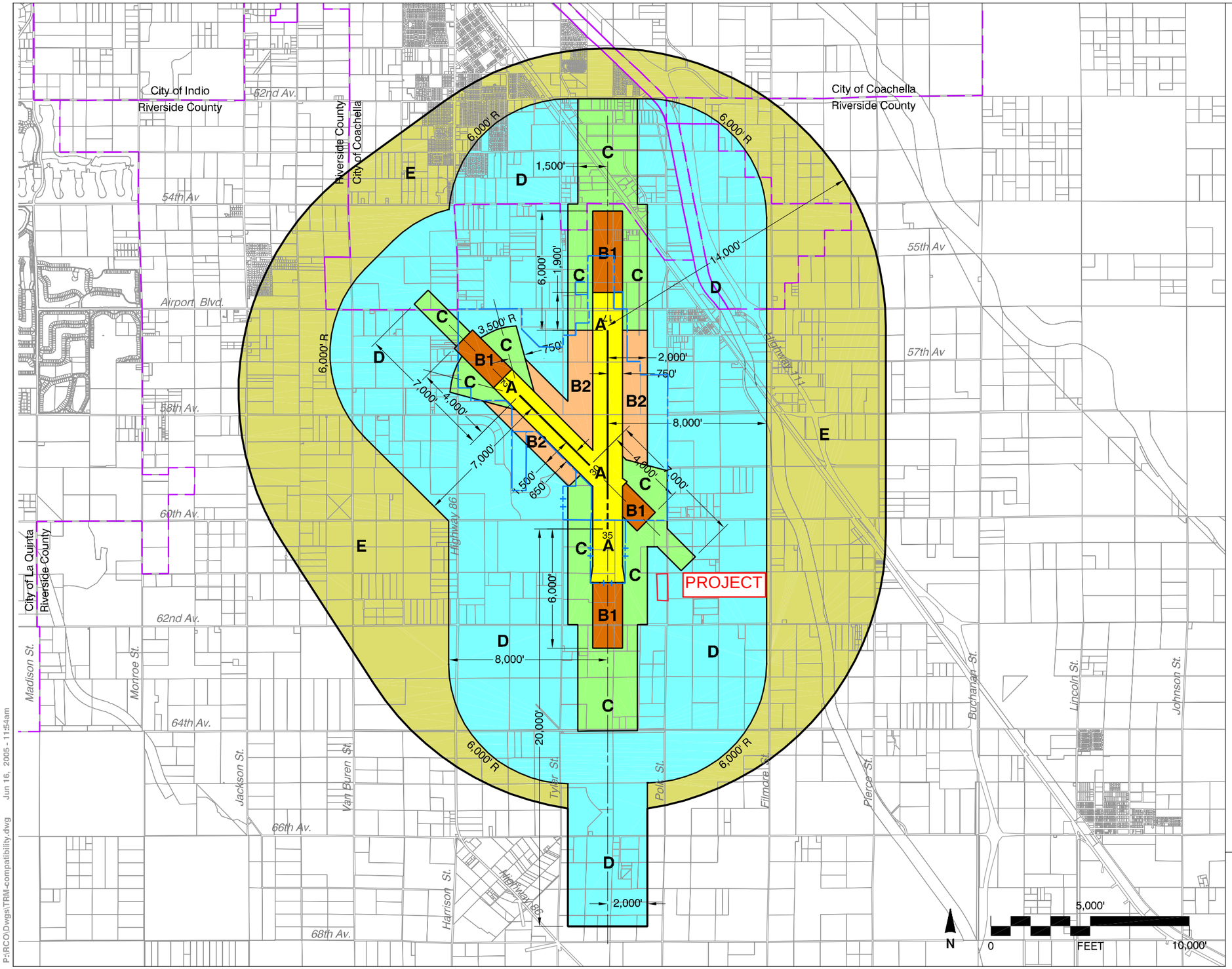
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line - Existing
- Airport Property Line - Planned
- City Limits

Note

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

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

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted June 2005)

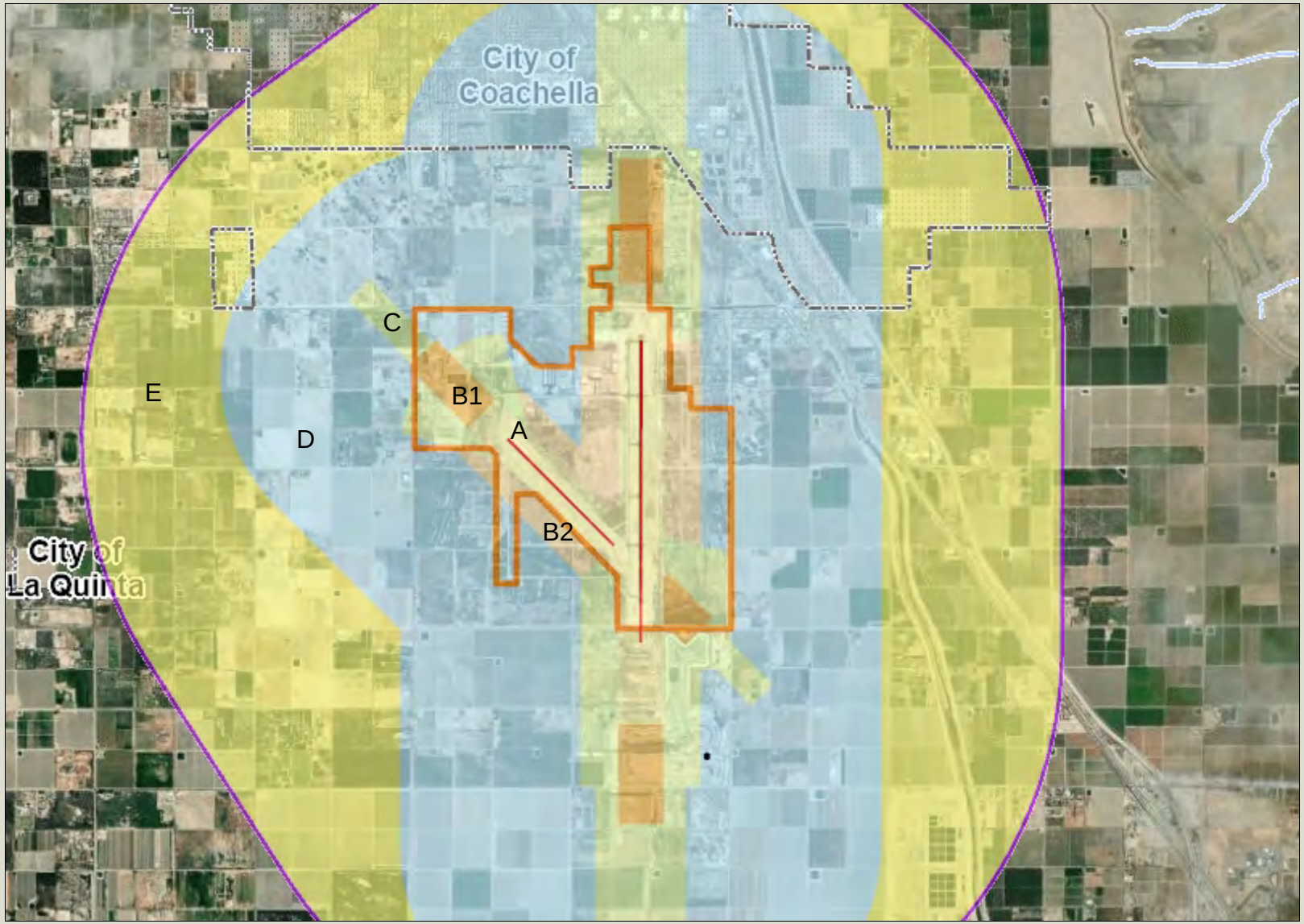
Map JC-1

Compatibility Map

Jacquelline Cochran Regional Airport

P:\RCO\Dwgs\TRM-compatibility.dwg Jun 16, 2005 - 11:54am

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 6,157 12,314 Feet

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Notes

Map My County Map

Legend

- County Boundary
- City Boundaries
- Parcels, County
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3

0 192 385 Feet

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Notes

Map My County Map

Legend

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

0 385 770 Feet

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Notes

Map My County Map

Legend

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

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

0 1,539 3,079 Feet

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Notes

Map My County Map

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- County Boundary
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- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 770 1,539 Feet

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Notes

Map My County Map

Legend

- County Boundary
- City Boundaries
- Blueline Streams
- City Areas
- World Street Map

0 6,157 12,314 Feet

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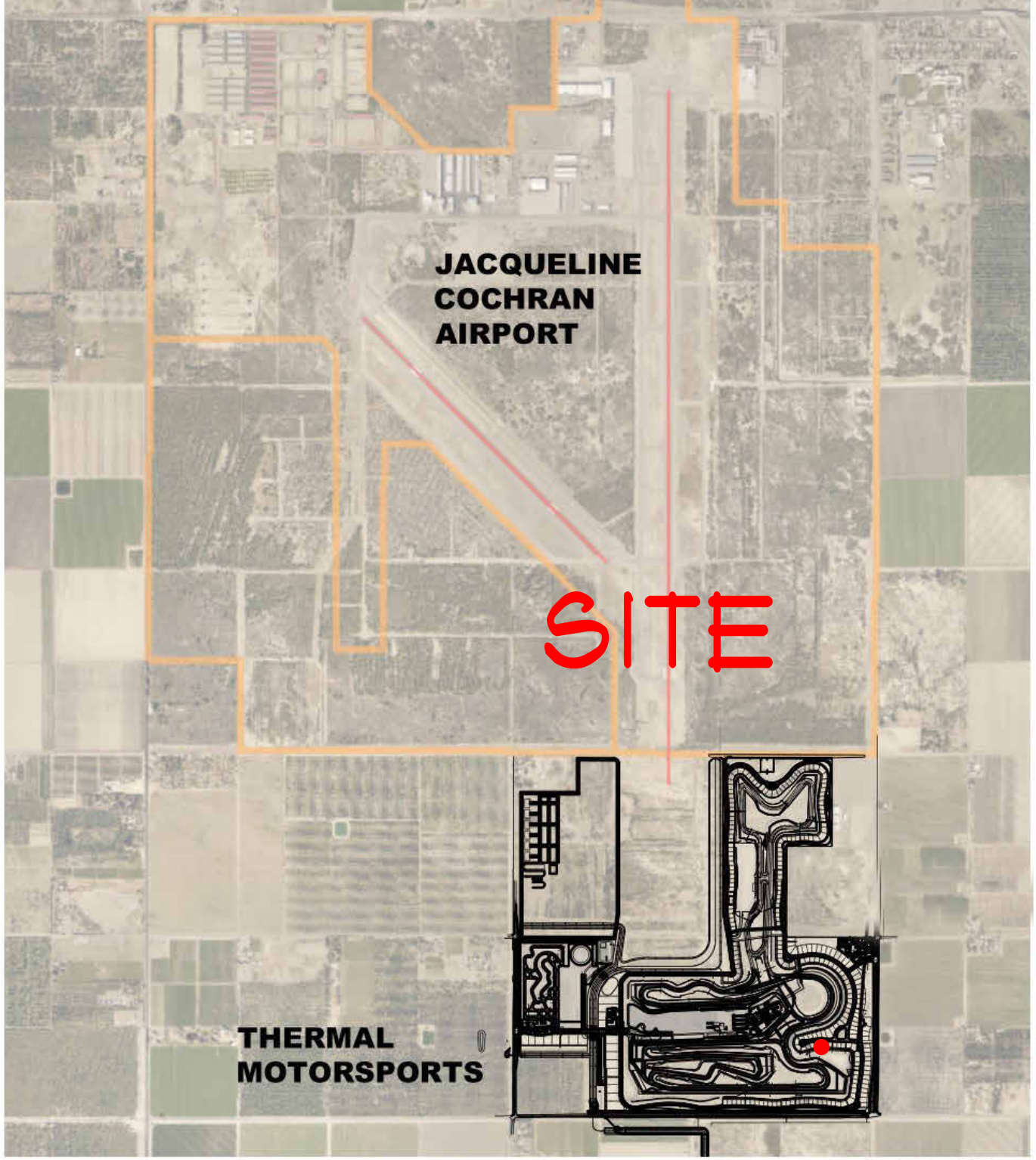
Notes

THERMAL SPEC, LOT 46

86861 NEWTON WAY Dr
THERMAL, CA

FOR PERMIT

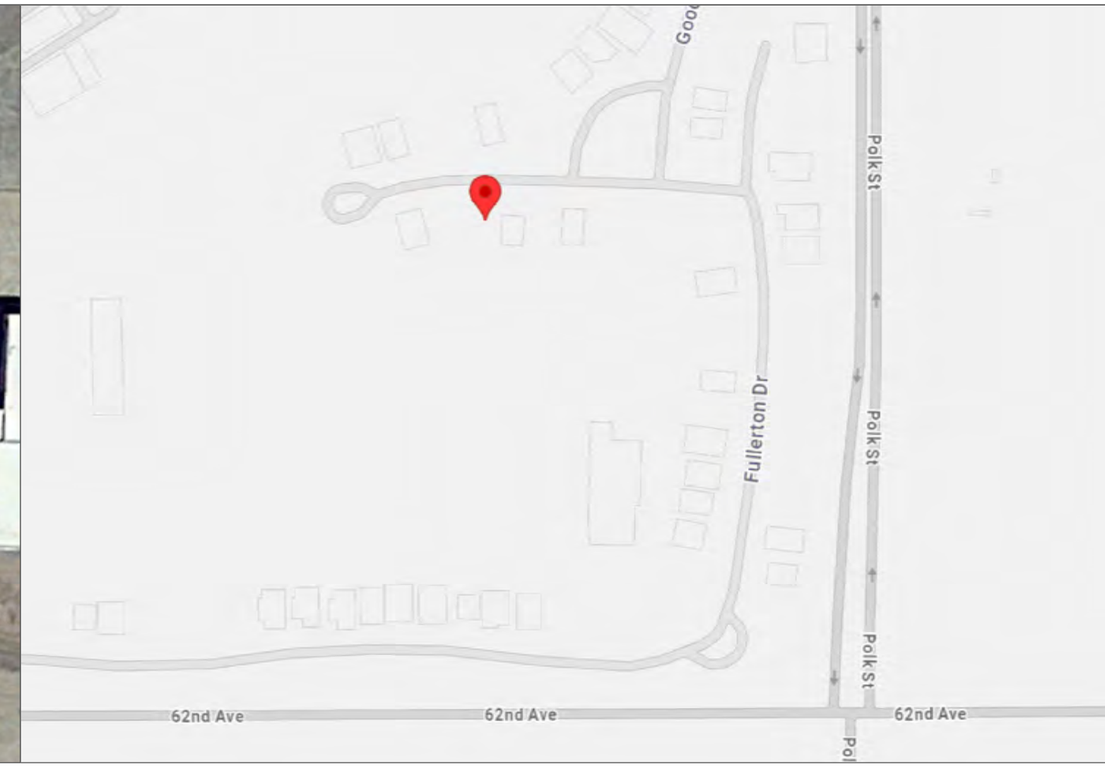


SITE PLAN - LOT 46

0 750 1500 FEET

PLAN NORTH

nfa
fullerton
architects p.c.
P.O. Box 2770, Bigfork, MT 59911
Ph: 406-837-1550 F: 406-837-1550
E-MAIL: nfa@fullerton.com



Revisions:	Date:
Rev A	01/16/24

Michael Rango *Michael Rango*
760.322.4433 Lic. No. 940550

INTEGRATOR:
HPE Hot Purple Energy
810 N. Farrell Drive
Palm Springs, CA 92262
(760) 322 - 4433 office
License No. 940550
info@HotPurpleEnergy.com
www.HotPurpleEnergy.com

GENERAL NOTES:

1. ALL ELECTRICAL WORK TO BE INSTALLED BY A QUALIFIED LICENSED ELECTRICIAN AND APPRENTICES WORKING UNDER THE DIRECT SUPERVISION OF A LICENSED ELECTRICIAN.
2. ALL SOLAR MODULES SHALL BE UL LISTED 1703 AND CEC APPROVED. ALL INVERTERS SHALL BE UL LISTED 1741SA CERTIFIED AND CEC APPROVED. ALL ELECTRICAL COMPONENTS AND MATERIALS SHALL BE LISTED AND APPROVED FOR IT'S PURPOSE AND INSTALLED IN A WORKMAN LIKE MANNER. ALL OUTDOOR EQUIPMENT SHALL MEET APPROPRIATE NEMA STANDARDS.
3. THIS SYSTEM IS INTENDED TO BE OPERATED IN PARALLEL WITH THE UTILITY SERVICE PROVIDER. ANTI-ISLANDING PROTECTION IS A REQUIREMENT OF UL1741 AND IS INTENDED TO PREVENT THE OPERATION OF THE PHOTOVOLTAIC SYSTEM WHEN THE UTILITY GRID IS NOT IN OPERATION.
4. PERMISSION TO OPERATE THE SYSTEM IS NOT AUTHORIZED UNTIL FINAL INSPECTIONS AND APPROVALS BY THE LOCAL AUTHORITY HAVING JURISDICTION AND THE LOCAL UTILITY SERVICE PROVIDER.
5. THE METHOD OF MOUNTING SHALL BE DONE IN ACCORDANCE WITH THE RACKING MANUFACTURER TO MEET DEAD LOAD, WIND LOAD, AND SEISMIC REQUIREMENTS. PHOTOVOLTAIC MODULES WILL BE SECURED AND MOUNTED ON THE ROOF AS SPECIFIED ON THE STRUCTURAL SHEETS. EXISTING ROOF EQUIPMENT WILL NOT BE EFFECTED BY THE PHOTOVOLTAIC SYSTEM OR INSTALLATION.
6. ALL FASTENERS SHALL BE CORROSION RESISTANT APPROPRIATE FOR THE SITE CONDITIONS.
7. ALL ROOFING REPAIRS MUST MAINTAIN EXISTING CLASS AND TYPE OF ROOF AND ALL WORK SHALL BE IN ACCORDANCE WITH THE ROOFING MANUFACTURERS INSTALLATION REQUIREMENTS.
8. TO BE INSTALLED IN SUCH A MANNER THAT IS DISCREET AND DOES NOT DETRACT FROM THE HOMES ARCHITECTURE
9. EXPOSURE C, AS A MINIMUM, SHALL APPLY IN ALL CASES UNLESS THE ARCHITECT OR ENGINEER IN GENERAL RESPONSIBLE CHARGE CAN JUSTIFY TO THE BUILDING DEPARTMENT THAT THE BUILDING SITE AND SURROUNDING TERRAIN CONFORM TO THE CRITERIA FOR EXPOSURE B.

APPROVED SMOKE AND CARBON MONOXIDE ALARMS ARE REQUIRED WITHIN THE DWELLING UNIT AND SHALL BE FIELD VERIFIED EITHER THROUGH FINAL BUILDING INSPECTION OR A COUNTY OF SAN BERNARDINO SELF-CERTIFICATION FORM. SMOKE ALARMS ARE REQUIRED TO BE INSTALLED IN ALL BEDROOMS, OUTSIDE EACH BEDROOM, AND AT LEAST ONE ON EACH FLOOR OF THE HOUSE. CARBON MONOXIDE ALARMS ARE REQUIRED OUTSIDE EACH BEDROOM AND AT LEAST ONE ON EACH FLOOR OF THE HOUSE [R314.1, R315.1]

DESCRIPTION OF WORK:

ROOF MOUNTED PHOTOVOLTAIC (SOLAR ELECTRIC) INSTALLATION TILT MOUNTED @ 5° FACING AN AZIMUTH OF 183° CONSISTING OF (24) REC410AA - 410 WATT MODULES (9.84Kw).

RACK MOUNTING SYSTEM IS PEGASUS ALUMINUM SUPPORT RAILS POWERGRIP TPO STRUCTURAL MOUNTS.

INSTALLATION SHALL COMPLY WITH THE FOLLOWING CODES:

CEC 2022 - ARTICLE 690, 705,706 AND OTHERS NEC 2023 705.13
CPC 2022
CBC 2022
CMC 2022
CFC 2022

DRAWING SHEETS:

COVER SHEET	PV-0.0
SITE PLAN	PV-1.0
ROOF PLAN	PV-2.0
SINGLE LINE DIAGRAM	PV-3.0
MOUNTING DETAIL	PV-4.0
WARNING LABELING	PV-5.0

SPECIFICATION SHEETS:
REC410AA MODULE
SOLAR EDGE SE10000H-US INVERTER
POWERGRIP TPO STRUCTURAL ATTACHMENT
PEGASUS RAIL SYSTEM DATA SHEET & PEGASUS UL2703 COMPLIANCE

Title: Thermal Lot 46
COVER SHEET
86861 Newton Way
Thermal, CA 92274

Drawn by: MJR
Checked by: BD
Date: 01/17/24
Scale: NTS
Job Number: 24001
Sheet Number:
PV-0.0
Sheet

SITE PLAN KEYNOTE:

EXISTING ELECTRICAL

1.1 400A MAIN ELECTRICAL PANEL

NEW ELECTRICAL
(ADJACENT TO MSP)

2.1 SYSTEM AC DISCONNECT

NEW ELECTRICAL
(INSIDE STORAGE ROOM)

2.2 PV AC DISCONNECT
2.3 SE10000H-US INVERTER

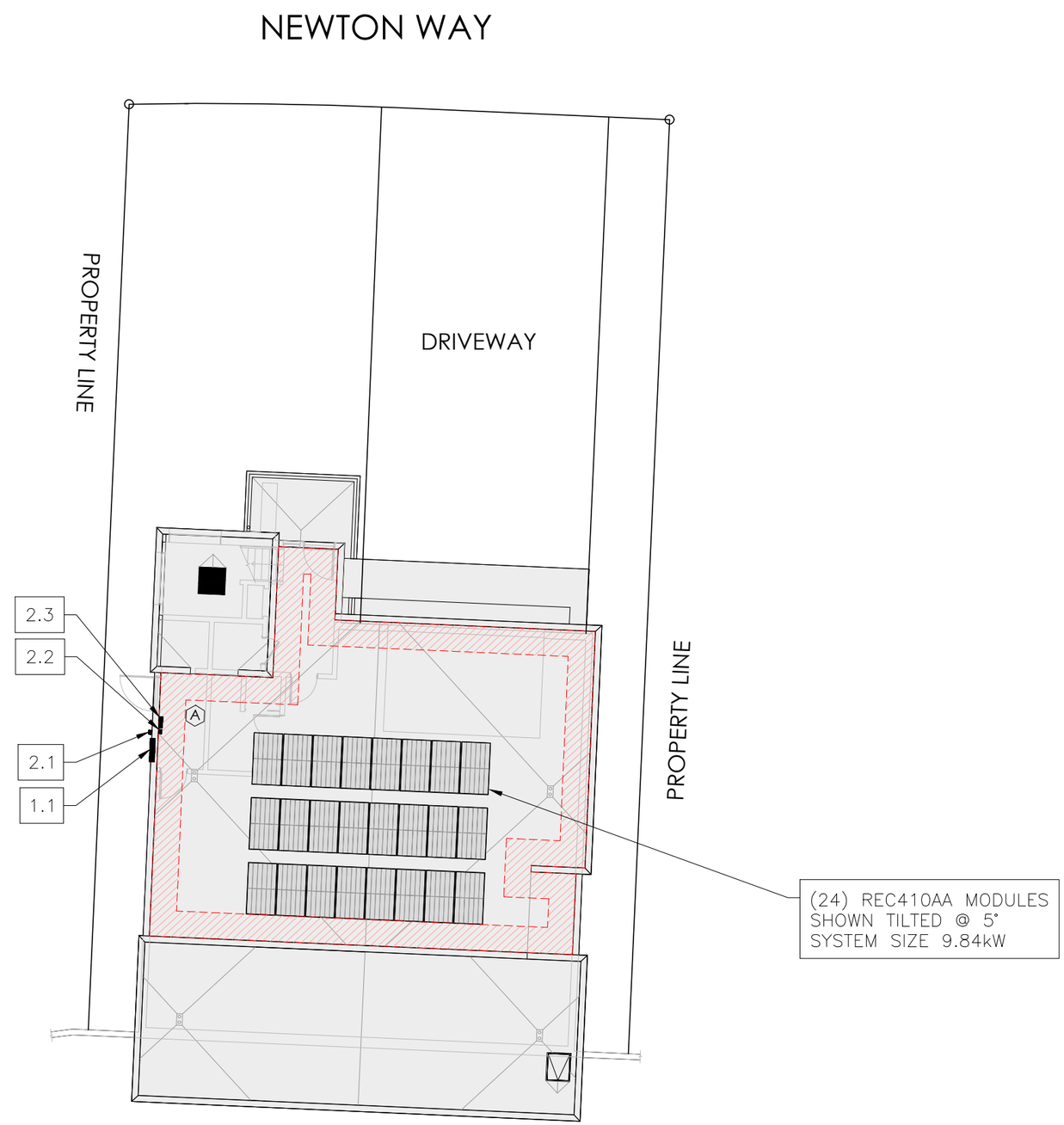
SITE LEGEND

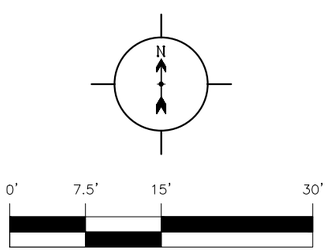
FIRE EASEMENT/ACCESS

EAVE SETBACK/WALL

A STORAGE ROOM

WORKING CLEARANCES SHALL BE PROVIDED AROUND ALL EQUIPMENT PER CEC 110.26





DC WIRING SHALL BE INSTALLED IN METALLIC CONDUIT OR RACEWAYS WHEN LOCATED WITHIN ENCLOSED SPACES IN A BUILDING. CONDUIT SHALL BE RUN ALONG THE BOTTOM OF LOAD BEARING MEMBERS R324.7.3

Revisions:	Date:
Rev A	01/16/24

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760.322.4433 Lic. No. 940550

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Palm Springs, CA 92262
(760) 322 - 4433 office
License No. 940550
info@HotPurpleEnergy.com
www.HotPurpleEnergy.com

Title:
Thermal Lot 46
SITE PLAN
86861 Newton Way
Thermal, CA 92274

Drawn by: MJR

Checked by: BD

Date: 01/17/24

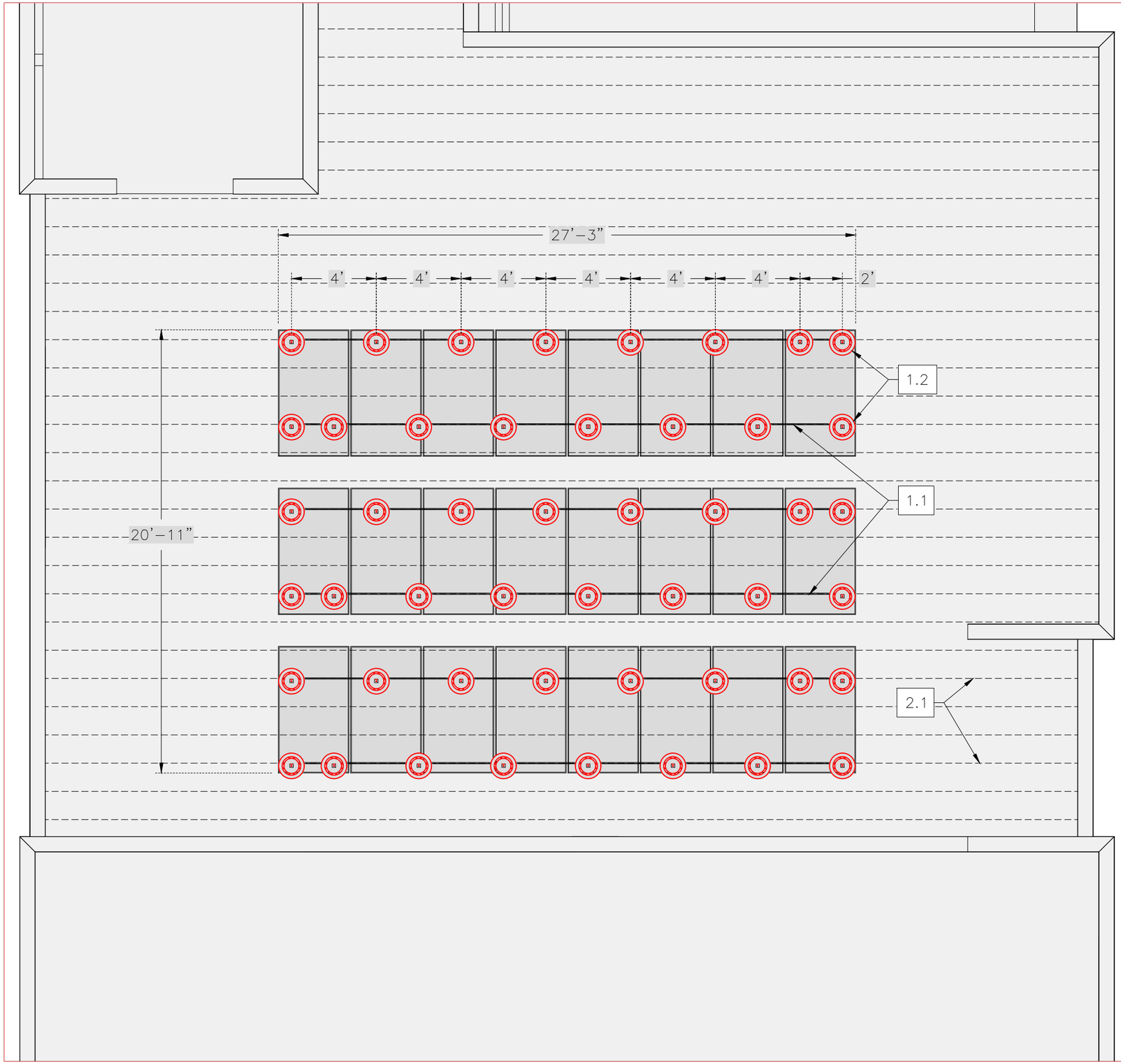
Scale: 1" = 15'

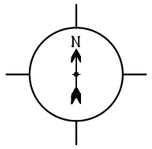
Job Number: 24001

Sheet Number:

PV-1.0

Sheet





MOUNT PLAN KEYNOTE:

RACK MOUNT COMPONENTS:

1.1 PEGASUS ALUMINUM SUPPORT RAIL
1.2 POWERGRIP SOLAR MOUNTS

STRUCTURAL

2.1 ROOF SUPPORTS 11-7/8" TJI360 TRUSS/JOIST (16" O.C.)

POWERGRIP INSTALLATION NOTES:

1. MARK LOCATION WHERE POWERGRIP IS TO BE INSTALLED. PREPARE MEMBRANE SURFACE AT EACH LOCATION FOLLOWING ROOF SYSTEM MANUFACTURERS REQUIREMENTS.
2. INSTALL RECOMMENDED CENTER FASTENER THROUGH THE ROOF AND DECK (1" FOR WOOD) USING THE DEPTH GAUGE PROVIDED.
3. LOCATE THE NOTCH ON THE PERIMETER OF THE POWERGRIP PLUS FLANGE AND NOTE HOW IT ALIGNS WITH THE PLATE ON THE UNDERSIDE OF THE POWERGRIP PLUS.
4. SLIDE THE ASSEMBLY OVER THE HEAD OF THE FASTENER AND POSITION THE POWERGRIP PLUS IN THE PROPER POSITION.
5. LIFT THE FLANGE AND INSTALL TWO 1/4" SCREWS INTO THE ROOF SUPPORT SYSTEM AND SIX ADDITIONAL FASTENERS THROUGH THE POWERGRIP PLUS PLATE HITTING THE TOP FLUTES .
6. HEAT WELD THE FLANGE OF THE POWERGRIP PLUS ACCORDING TO THE MANUFACTURES SPECIFACATIONS AND SEAL CUT EDGES AS REQUIRED.
7. PHOTOVOLTAIC MODULES SHALL HAVE 2.1 MOUNTS PER PANEL.
8. (E) ROOF STRUCTURE IS FLAT 11-7/8" TJI360 TRUSS/JOIST 16" O.C TYP.
9. (E) ROOFING MATERIAL IS 1 LAYER OF TPO MEMBRANE OVER 1 LAYER OF 30LB. RIGID FOAM AND 5/8" OSB PLYWOOD DECKING.
10. MODULE DIMENSIONS 71.7" x 40.0"

48" SPACING BETWEEN MOUNTS IS TYPICAL - MAX SPAN 6'

Analysis of dead load weight added to roof by installation of solar array

Array #1

REC410AA	45.00	pounds		
No. of solar modules	24			
Total weight of modules	1,080	pounds		
Weight of each Solar Rack set	10	pounds		
No. of rack sets	24.0			
Total weight of rack sets	230	pounds		
Total weight of solar array	1,310	pounds	2.0	mounts per module
Height of each module	5.95	feet	4.0	lags per module with tile hooks
Width of each module	3.33	feet		
Area of one module	19.9	square feet		
Area of entire solar array	477.9	square feet		
Weight of solar array per unit area of roof	2.7	pounds/square foot		
No. of stanchions connected to roof joist rafters	48			
Weight loading per stanchion	27.3	pounds/connection		

Revisions:	Date:
Rev A	01/16/24

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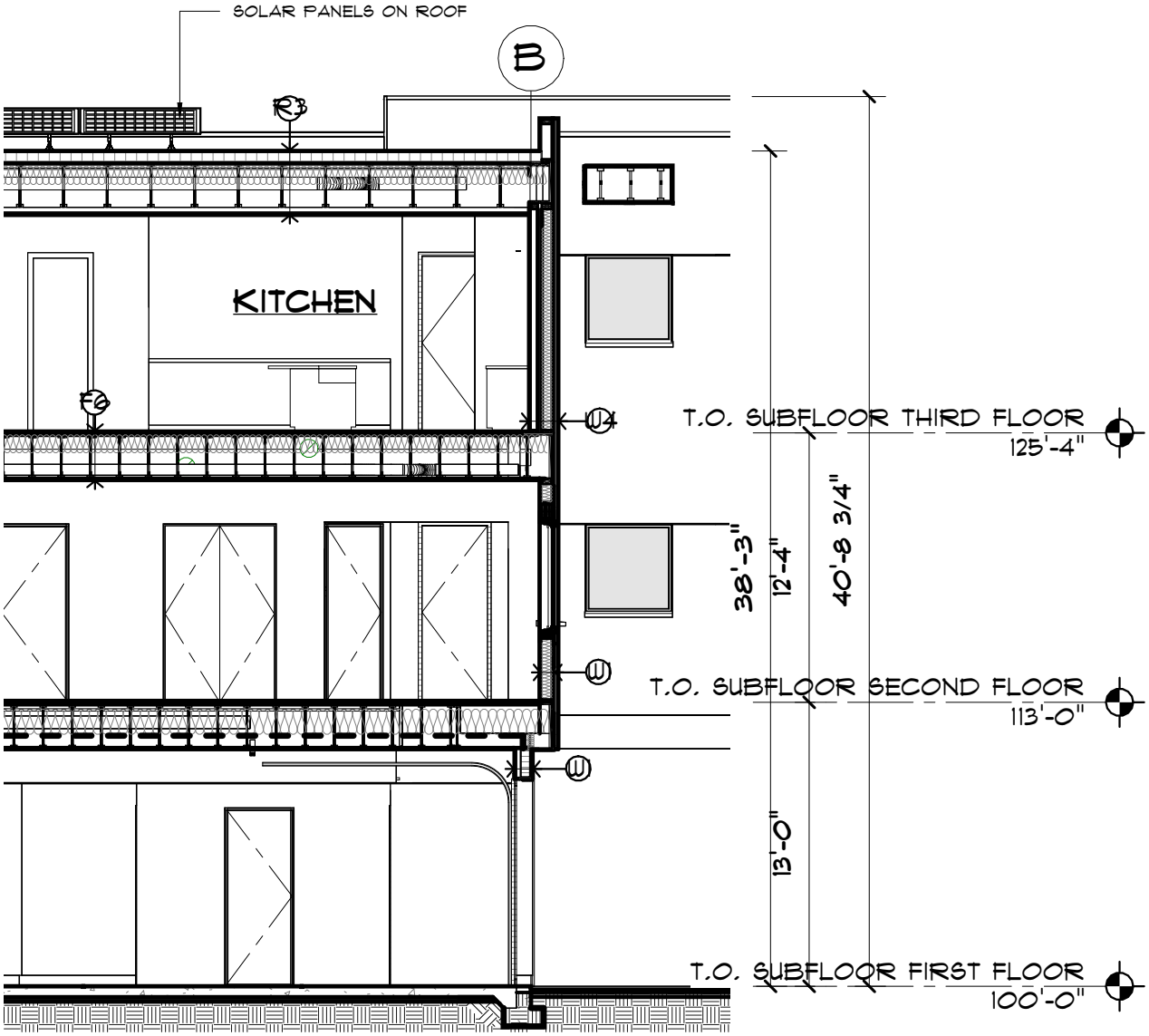
www.HotPurpleEnergy.com

Title:
Thermal Lot 46
ROOF PLAN
86861 Newton Way
Thermal, CA 92274

Drawn by: MJR
Checked by: BD
Date: 01/17/24
Scale: 1" = 5'
Job Number: 24001
Sheet Number: PV-2.0
Sheet



1 BUILDING SECTION

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

nfa
fullerton
architects p.c.
P.O. Box 2770, Bigfork, MT 59911
Ph: 406-837-1550 F: 406-837-1550
E-MAIL: nfa@fullerton.com

FORGESOLAR GLARE ANALYSIS

Project: **Riverside Co Residential**
Two rooftop PV arrays near KTRM airport, Thermal CA

Site configuration: **2 Houses Feb 2024**
Analysis conducted by Dave Belote (dave@darestrategies.com) at 18:41 on 16 Feb, 2024.

U.S. FAA 2013 Policy Adherence

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

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

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

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

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

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

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

Dewayne Shults of Fullerton Architects, P.C. and solar developer Hot Purple Energy are proposing two 9.84kW rooftop solar arrays at 61029 Watkins Glen Drive and 86861 Newton Way in Thermal CA; to account for the possible addition of an air traffic control tower at Jacqueline Cochran Regional Airport, this glint/glare analysis includes the proposed location of said tower. This analysis considers the Federal Aviation Administration's (FAA) 2013 Interim Policy and 2021 Final Policy; given that 2021 policy is less restrictive than the interim 2013 policy, 2013 "PASS" documentation will be used to prove compliance with 2021 policy. This analysis is completed using ForgeSolar's Glare Analysis tool, which is a licensed Solar Glare Hazard Assessment Tool (SGHAT).

Both rooftop arrays **pass** the FAA's recommended solar glare parameters, with **zero** glare into the hypothetical tower cab and a total of 1,337 minutes of "green" glare on final approach into Runway 30 (0.25% of the calendar year): see below, pages 6, 7, and 9.

SITE CONFIGURATION

Analysis Parameters

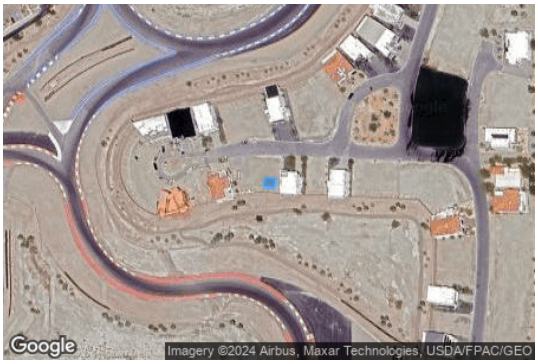
DNI: peaks at 1,000.0 W/m^2
Time interval: 1 min
Ocular transmission coefficient: 0.5
Pupil diameter: 0.002 m
Eye focal length: 0.017 m
Sun subtended angle: 9.3 mrad
Site Config ID: 112276.8001
Methodology: V1

PV Array(s)

Name: 61029 Watkins Glen Dr
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 180.0°
Rated power: 9.84 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.605464	-116.151373	-147.59	41.50	-106.09
2	33.605374	-116.151373	-147.59	41.50	-106.09
3	33.605374	-116.151291	-147.59	41.50	-106.09
4	33.605464	-116.151292	-147.60	41.50	-106.10

Name: 86861 Newton Way
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 183.0°
Rated power: 9.84 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.601294	-116.149302	-151.40	41.50	-109.90
2	33.601286	-116.149211	-150.58	41.50	-109.08
3	33.601220	-116.149222	-149.91	41.50	-108.41
4	33.601229	-116.149316	-150.73	41.50	-109.23

Flight Path Receptor(s)

Name: Rwy 12
Description:
Threshold height: 50 ft
Direction: 135.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.630183	-116.171005	-117.94	50.00	-67.94
Two-mile	33.650628	-116.195587	-80.78	566.27	485.49

Name: Rwy 17
Description:
Threshold height: 50 ft
Direction: 180.2°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.639142	-116.156425	-115.33	50.00	-65.33
Two-mile	33.668054	-116.156286	-91.22	579.32	488.10

Name: Rwy 30
Description:
Threshold height: 50 ft
Direction: 315.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.620459	-116.159390	-132.29	50.00	-82.29
Two-mile	33.600014	-116.134810	-157.22	628.35	471.14

Name: Rwy 35
Description:
Threshold height: 50 ft
Direction: 0.2°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.615802	-116.156431	-139.06	50.00	-89.06
Two-mile	33.586890	-116.156552	-156.00	620.37	464.37

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.627040	-116.153590	-129.99	50.00

Map image of 1-ATCT

GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
61029 Watkins Glen Dr	5.0	180.0	922	0	21,280.0
86861 Newton Way	5.0	183.0	415	0	21,300.0

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	1337	0
Rwy 35	0	0
1-ATCT	0	0

Results for: 61029 Watkins Glen Dr

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	922	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

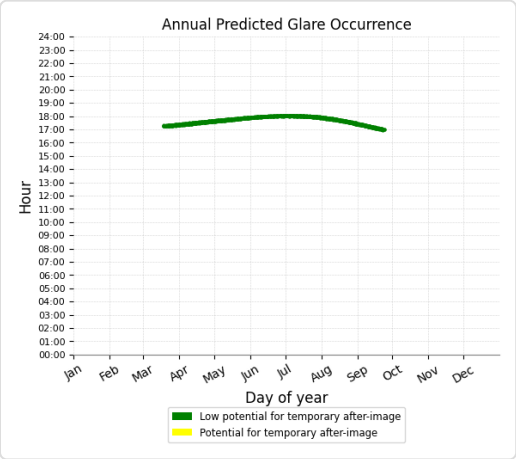
0 minutes of yellow glare
0 minutes of green glare

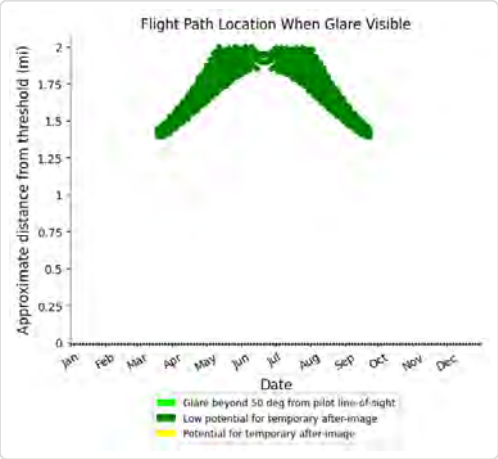
Flight Path: Rwy 17

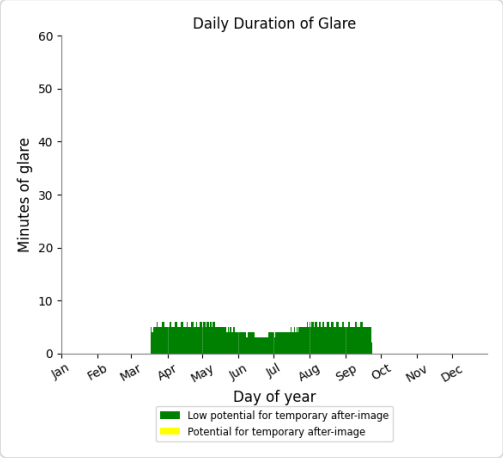
0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
922 minutes of green glare







Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: 86861 Newton Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	415	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

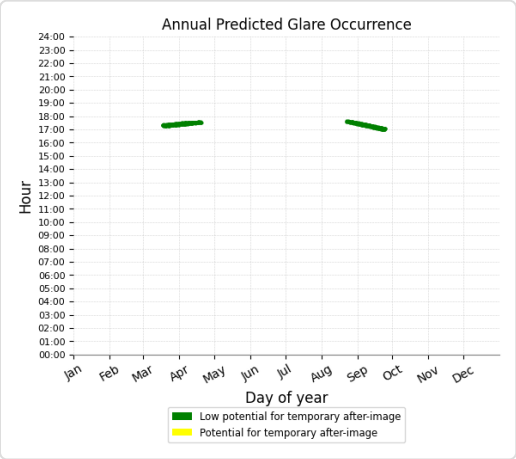
0 minutes of yellow glare
0 minutes of green glare

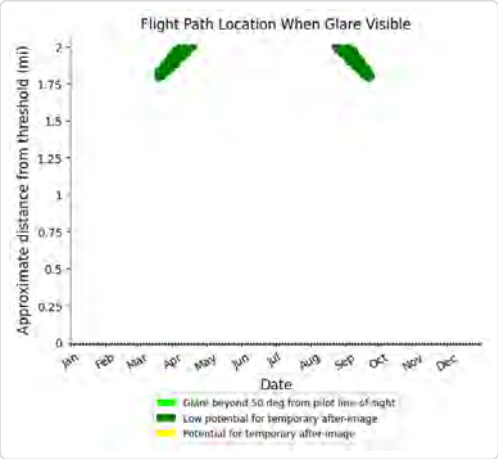
Flight Path: Rwy 17

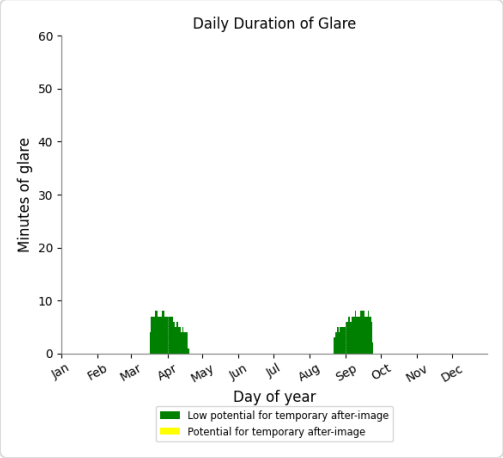
0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
415 minutes of green glare







Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Assumptions

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

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RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

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Palm Springs

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Paul Rull

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Jackie Vega
Barbara Santos

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

www.rcaluc.org

April 4, 2024

Blanca Bernardino, Project Planner
County of Riverside, Planning Department
4080 Lemon Street, 12th floor
Riverside, CA 92501

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

File No.:	ZAP1600MA24
Related File No.:	CUP220029 (Conditional Use Permit)
Airport Zone:	Zone D
APN:	327-360-026

Dear Ms. Bernardino:

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. CUP220029 (Conditional Use Permit), a proposal to construct an outdoor recreational vehicle storage facility on 12.3 acres (with two existing residential lots), located on the northeast corner of Mapes Road and Palomar Road.

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, non-residential intensity and residential density is not restricted. The applicant does not propose any new buildings.

The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (AMSL). At a distance of approximately 16,715 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,655 feet AMSL. The site's finished floor elevation is 1,595 feet AMSL, and the project does not propose any new buildings on site. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) is not required at this time. Any future development may trigger FAA OES review.

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

CONDITIONS:

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

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

   (a) Any use which would direct a steady light or flashing light of red, white, green, or

amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

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

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

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

(e) Hazards to flight.

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

4. Prior to issuance of building permits for any new buildings exceeding 50 feet, the permittee shall provide to the Building and Safety a "Determination of No Hazard to Air Navigation" letter from the Federal Aviation Administration Obstruction Evaluation Service.

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

6. This project has been evaluated as consisting of an outdoor recreational vehicle storage facility on 12.3 acres (with already two existing residential lots). Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria**,** at the discretion of the ALUC Director.

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

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

AIRPORT LAND USE COMMISSION

cc: Veronica Chavez (applicant/ property owner)
Inland Valley Development Consultants, LLC (representative)
Gary Gosliga, March Inland Port Airport Authority
Major. David Shaw, Base Civil Engineer, March Air Reserve Base
ALUC Case File

X:\AIRPORT CASE FILES\March\ZAP1600MA24\ZAP1600MA24.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

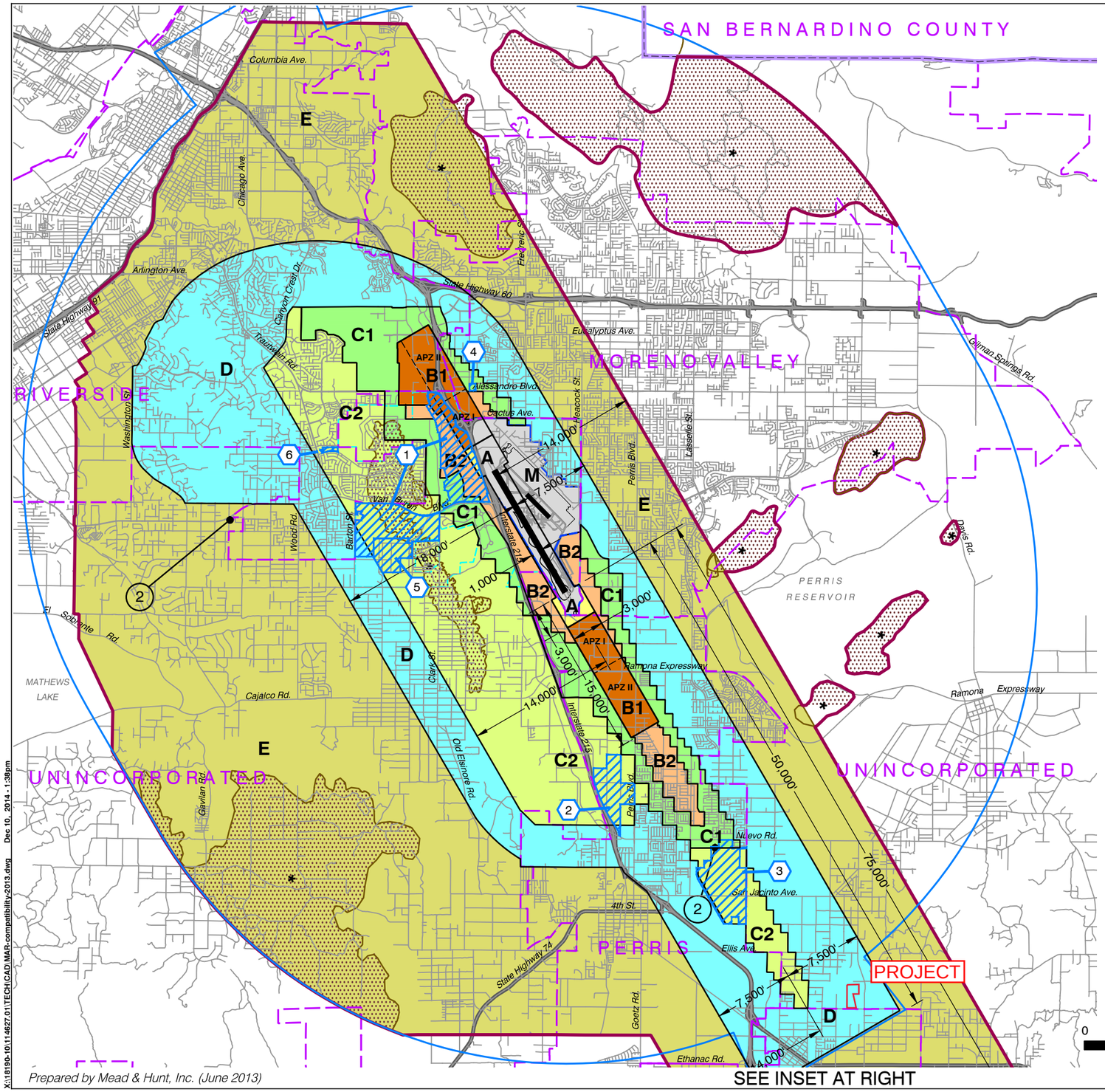
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____



LEGEND

Compatibility Zones

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

Boundary Lines

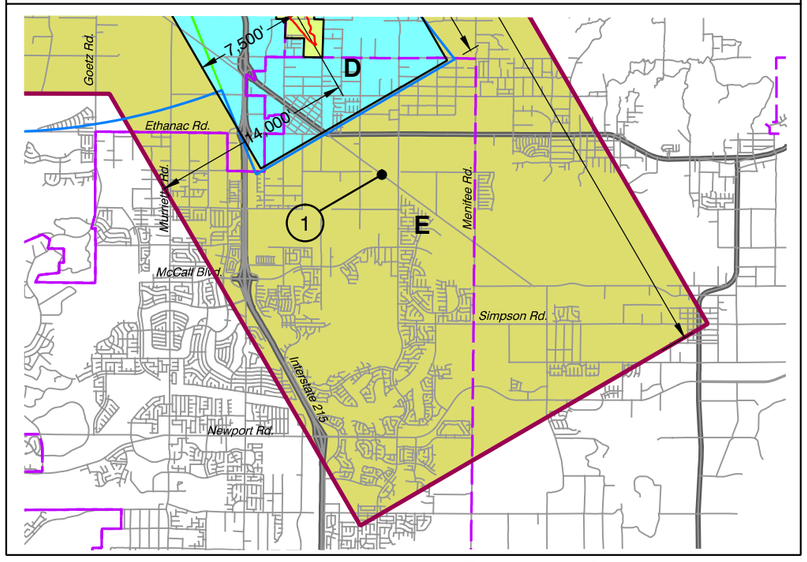
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

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

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

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

INSET



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

N

0 2 4 MILES

Base map source: County of Riverside 2013

Riverside County
Airport Land Use Commission

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

(Adopted November 13, 2014)

Map MA-1

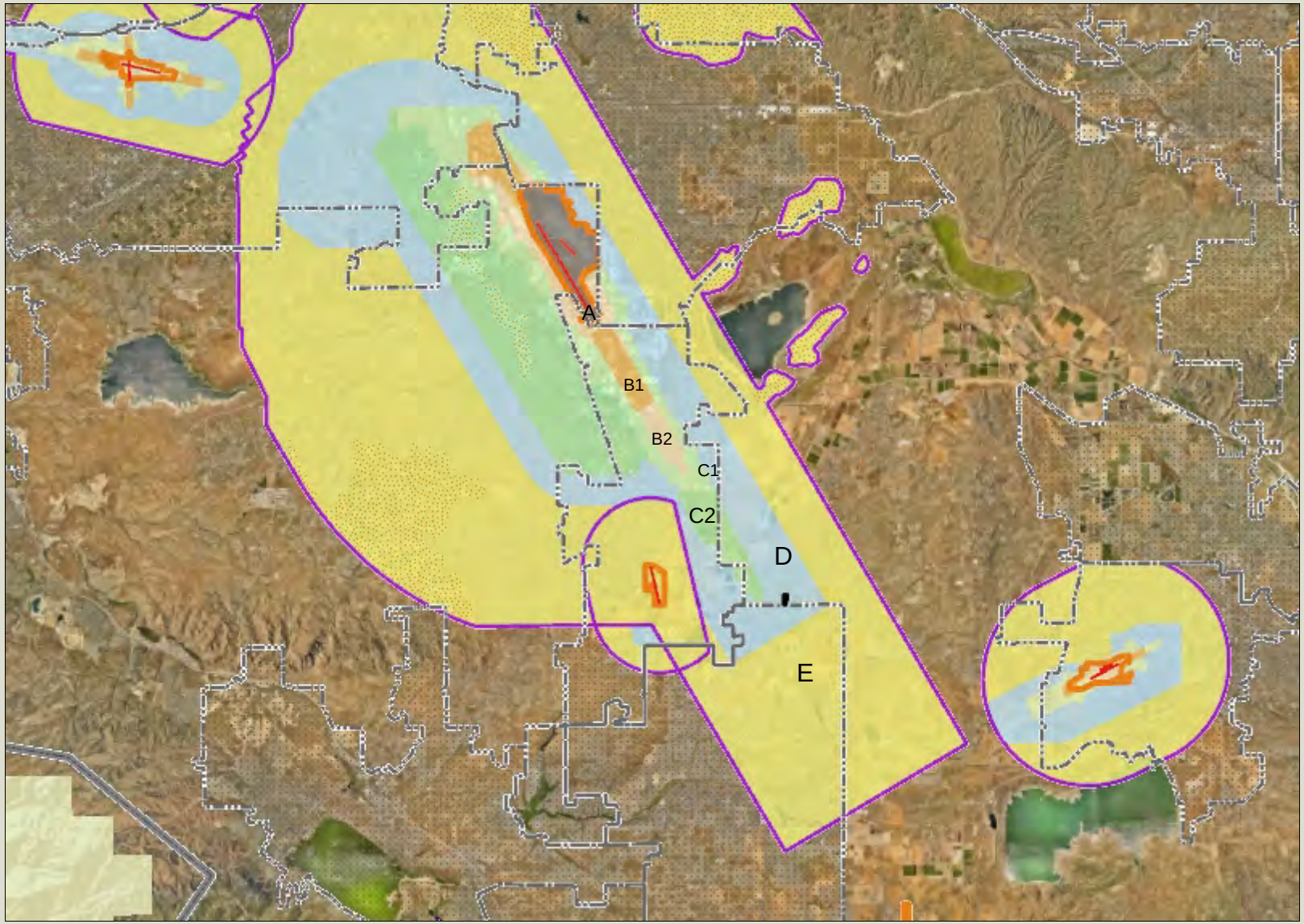
Compatibility Map

March Air Reserve Base / Inland Port Airport

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

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

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 24,629 49,257 Feet

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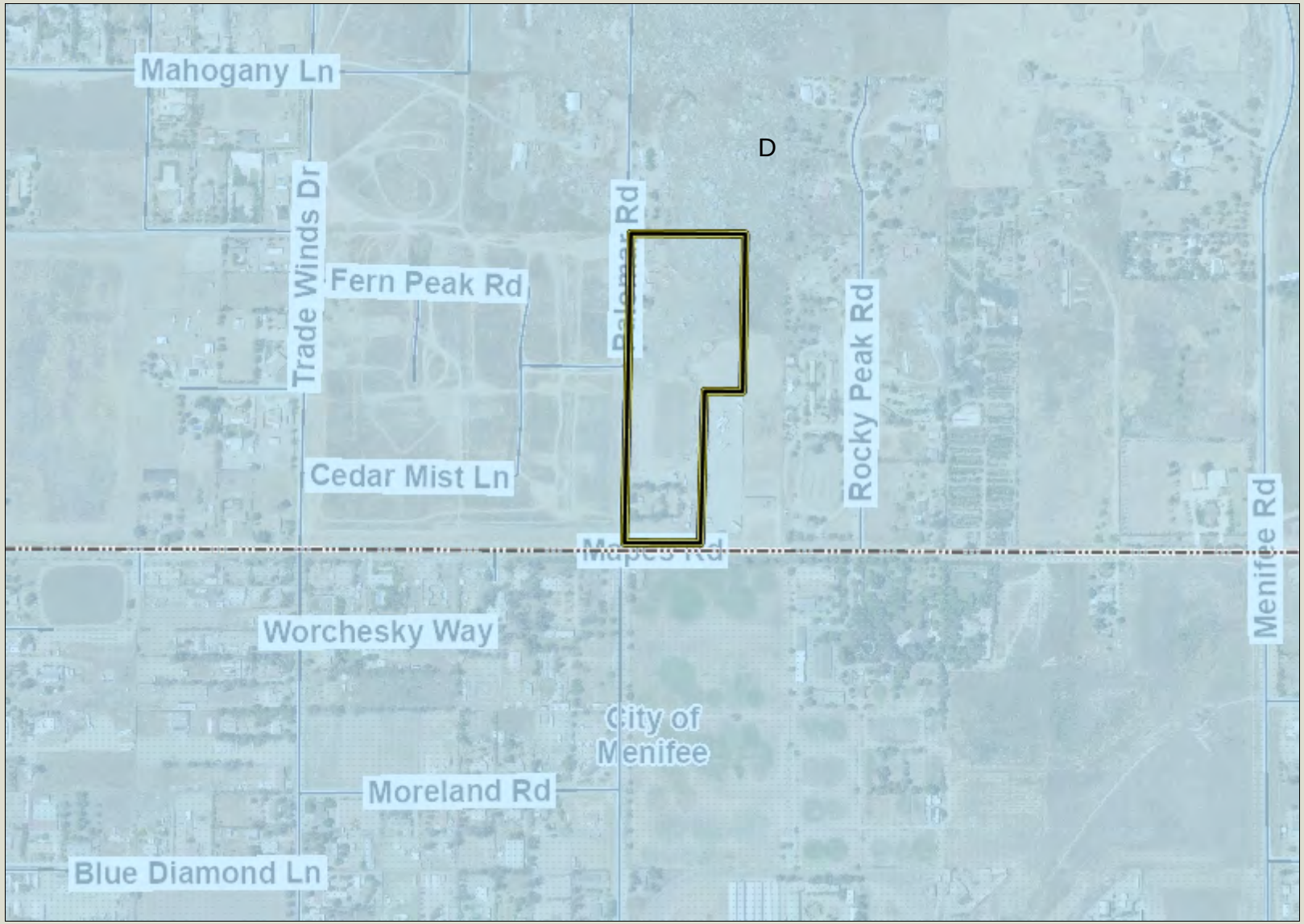
Notes

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 770 1,539 Feet

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Notes

Map My County Map

Legend

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

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0 770 1,539 Feet

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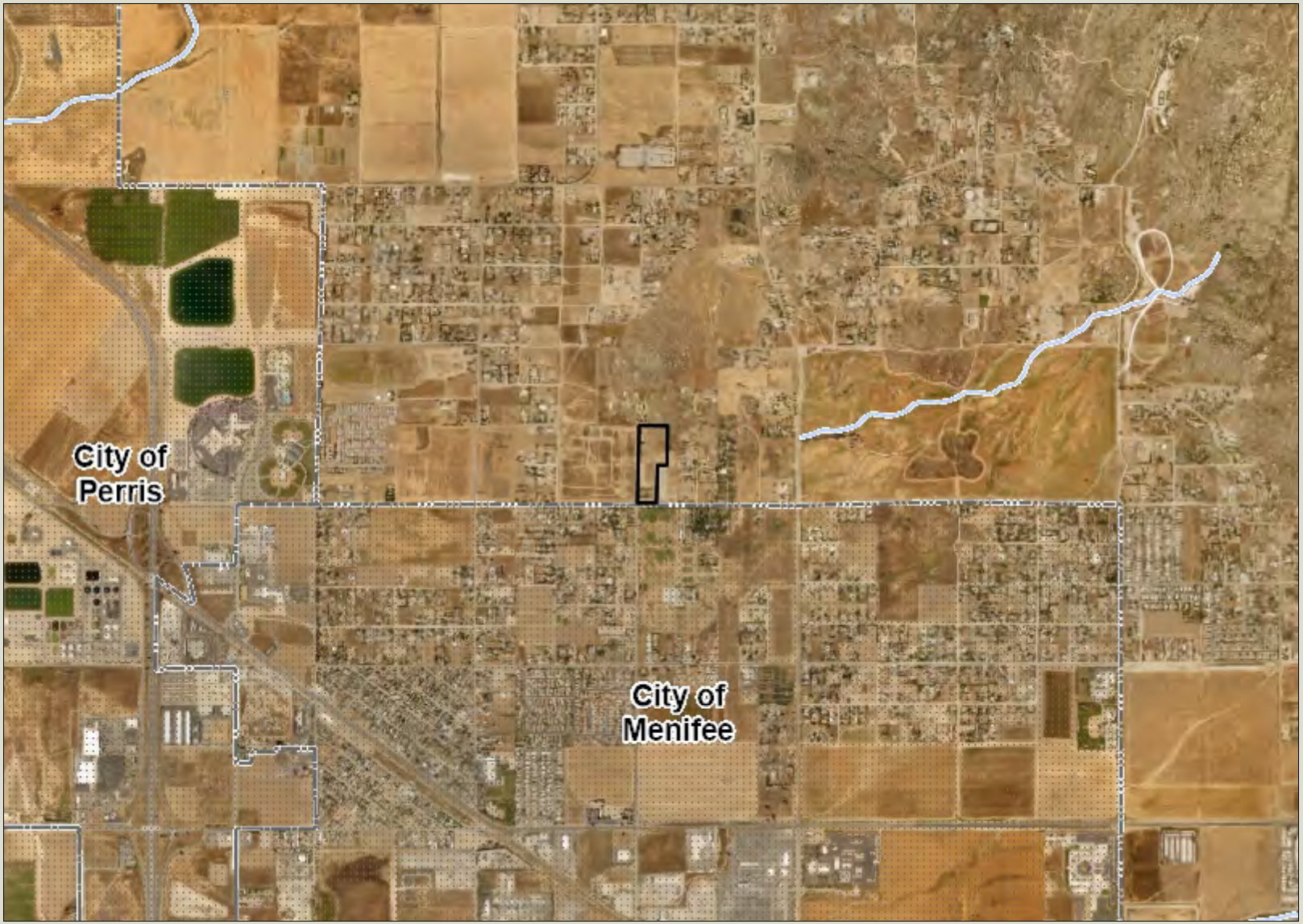
Notes

Map My County Map



Legend

- County Boundary
- City Boundaries
- Blueline Streams
- City Areas
- World Street Map

0 3,079 6,157 Feet

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Notes

Map My County Map

Legend

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

0 770 1,539 Feet

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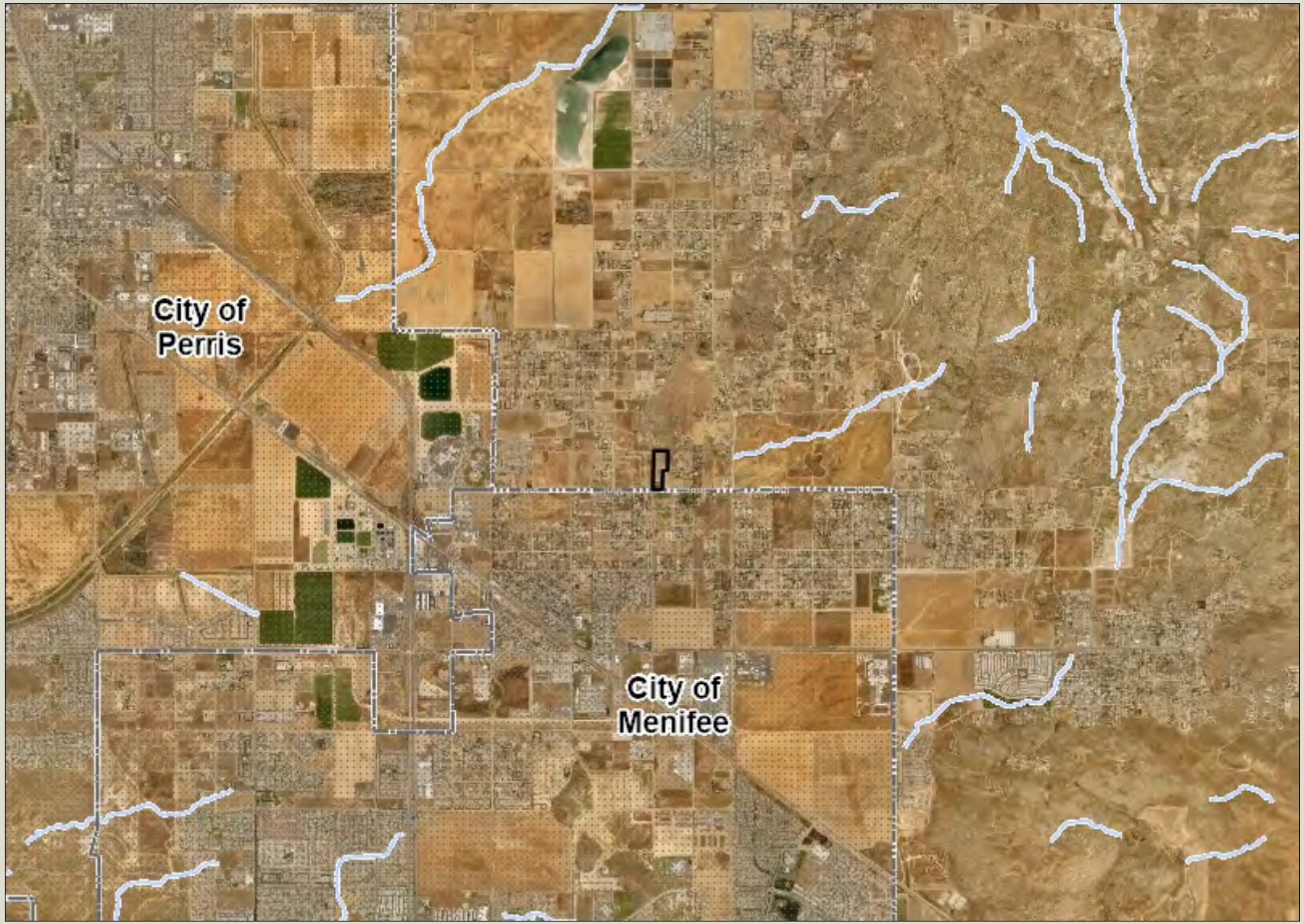
Notes

Map My County Map



Legend

- County Boundary
- City Boundaries
- Blueline Streams
- City Areas
- World Street Map

0 6,157 12,314 Feet

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

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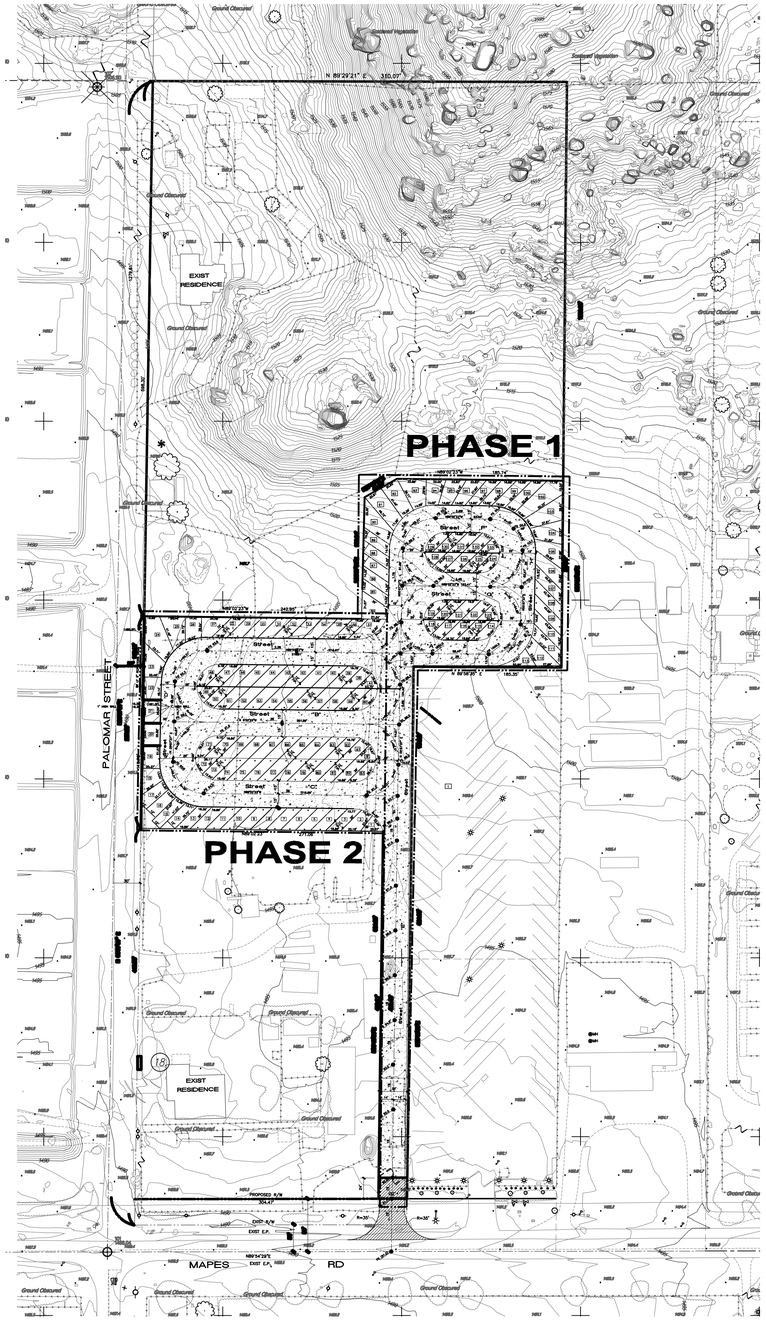
Notes

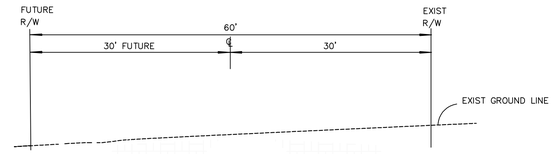
CASE: CUP220029
EXHIBIT: Site Plan
DATE: 3-28-2024
PLANNER: B. Bernardino

☐ Meeting ☑ Comment Agenda ☐ Final

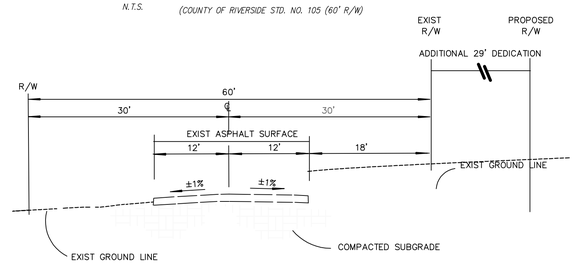
CONDITIONAL USE PERMIT NO. 220029

COUNTY OF RIVERSIDE COUNTY, CALIFORNIA

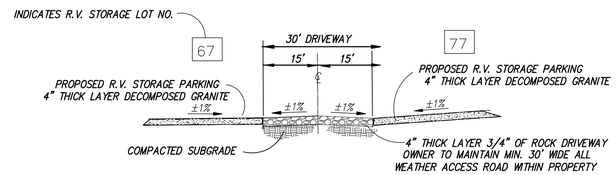




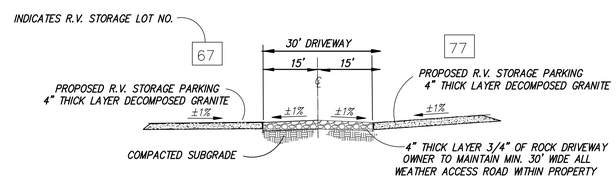
MAPES ROAD
TYPICAL SECTION
N.T.S. (COUNTY OF RIVERSIDE STD. NO. 105 (60' R/W)



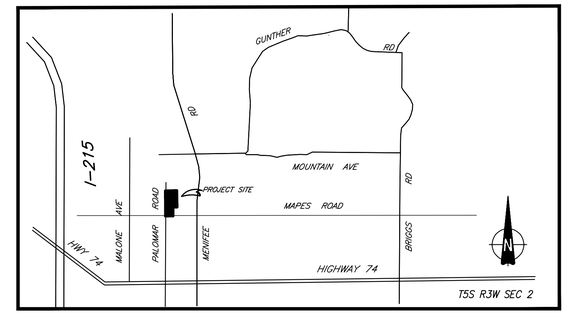
MAPES ROAD
TYPICAL SECTION
N.T.S. (COUNTY OF RIVERSIDE STD. NO. 105 (60' R/W)



30' ON-SITE DRIVEWAY
N.T.S.



30' ON-SITE DRIVEWAY
N.T.S.



VICINITY MAP
N.T.S.

OWNER/APPLICANT

VERONICA CHAVEZ
28538 MAPES ROAD
ROMOLAND, CA. 92585
(951) 234-9874
VERONICACHAVEZHORSES@GMAIL.COM

LEGAL DESCRIPTION

PORTION OF THE SOUTHWEST 1/4 OF THE SOUTHEAST OF 1/4 OF SECTION 2, T. 5 S, R. 3 W. RECORDS OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

GENERAL NOTES

1. DATE OF PREPARATION: AUGUST 2022
2. ASSESSOR PARCEL NUMBERS: 327-360-026
3. THOMAS GUIDE COORDINATES: PAGE 839: B-1 & B-7, 809: B-7
4. EXISTING & PROPOSED ZONING: RURAL RESIDENTIAL (R-R)
5. EXISTING GENERAL PLAN: LOW DENSITY RESIDENTIAL (RC-VLDR)
   PROPOSED GENERAL PLAN: MIXED USE
6. TOTAL GROSS ACREAGE: 12.55 ACRES
   TOTAL NET ACREAGE: 11.33 ACRES
7. RECREATIONAL VEHICLE STORAGE LOT AREA; 2.64 ACRES
8. PROJECT IS NOT LOCATED WITHIN A SPECIFIC PLAN AREA.
9. THIS SITE IS NOT SUBJECT TO OVERFLOW, INUNDATION, OR FLOODING.
10. THIS MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER
11. NO KNOWN WELLS ARE ON THE PROPERTY OR WITHIN 200 FEET
12. FROM RIVERSIDE COUNTY LAND INFORMATION SYSTEM:
    A. SITE IS NOT IN A FAULT ZONE
    B. SITE IS NOT IN A FAULT LINE
    C. SITE IS NOT IN SUBSIDENCE AREA
13. TOPOGRAPHIC INFORMATION PER AEROTECH MAPPING, INC. PROJECT # ATM CA0422-91 - DATED: APRIL 2022
14. FEMA FLOODPLAIN DESIGNATION: ZONE 'X' (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) PANEL 06065G 2043C, 8/28/2008
15. GRADING FOR R. V. STORAGE AREA NOTED ON PLAN -SEE DETAIL SHEET 2
16. ALL ON-SITE EASEMENTS NOTED
17. ALL FUTURE FENCEING TO BE OUTSIDE OF RIGHT OR WAY. ALL GATES TO BE LOCATED A MINIMUM OF 47 FEET FROM STREET CENTERLINE.
18. TRASH SERVICE PICK UP ALONG PALOMAR STREET - WASTE MANGEMENT SERVICES

PROPOSED GENERAL PLAN AREA

TOTAL SITE AREA:	12.16 ACRES NET
GENERAL PLAN AMENDMENT AREA	2.96 ACRES NET
EXIST GENERAL PLAN DESIGNATION	RC-VLCR
PROPOSED GENERAL PLAN DESIGNATION	MIXED USE

RECREATIONAL VEHICLE LOT STORAGE AREA

TOTAL AREA:	2.64 ACRES
PHASE 1 AREA	1.64 ACRES
PHASE 2 AREA	1.00 ACRES
TOTAL AREA R.V. STORAGE AREA	1.80 ACRES - 4" THICK LAYER DECOMPOSED GRANITE
TOTAL AREA R.V. ROAD AREA	0.84 ACRES - 4" THICK LAYER 3/4" ROCK DRIVEWAY

UTILITY PURVEYORS

SEWER:	INDIVIDUAL SEPTIC SYSTEM
WATER:	EASTERN MUNICIPAL WATER DISTRICT
GAS:	SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC:	SOUTHERN CALIFORNIA EDISON
TELEPHONE:	VERIZON
SCHOOL:	ROMOLAND & PERRIS UNION HIGH SCHOOL DISTRICT

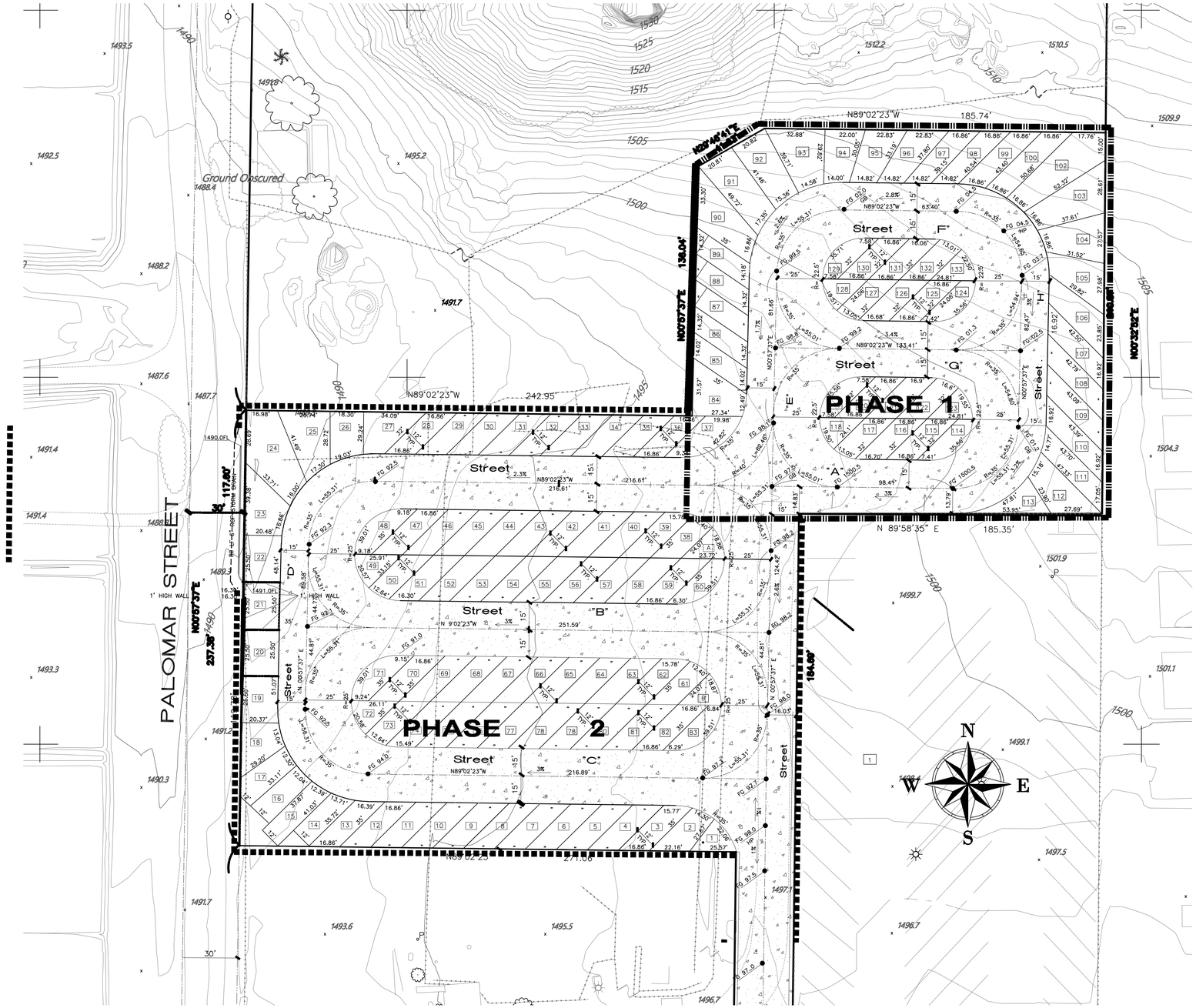
REVISIONS		
DATE	DESCRIPTION	APPROVED

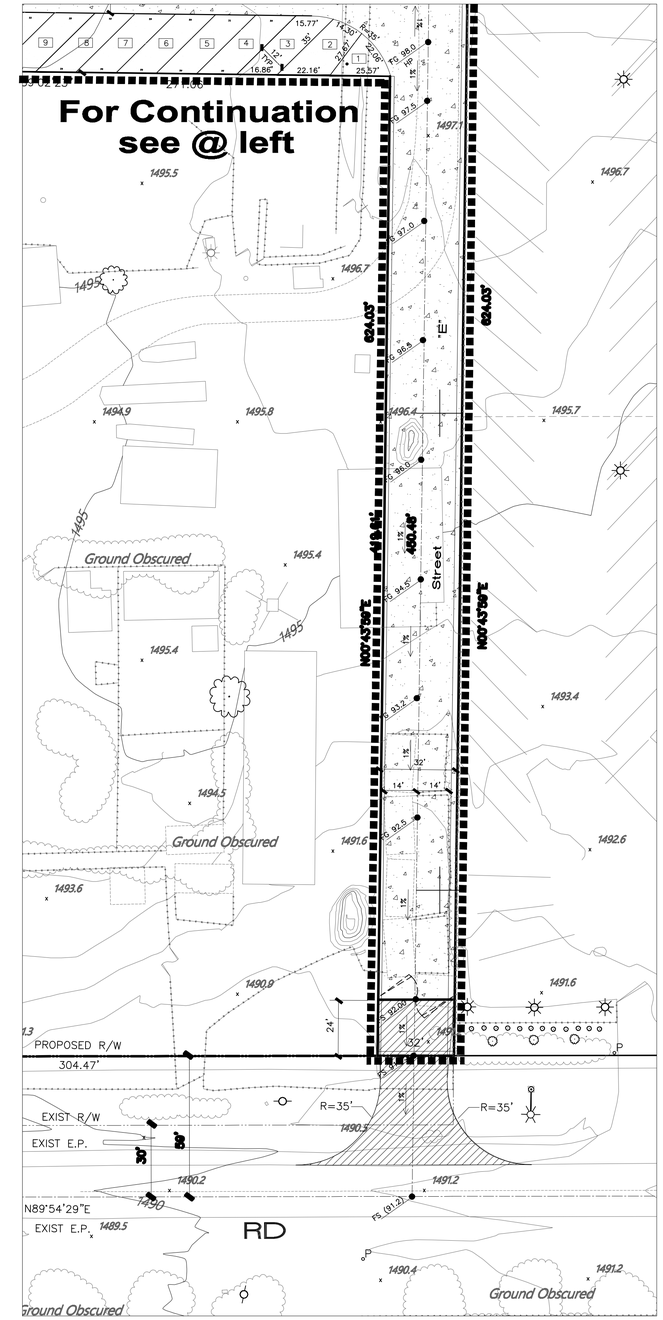
ENGINEER
INLAND VALLEY
DEVELOPMENT CONSULTANTS, LLC
26181 SUN CITY BLVD
MENIFEE, CA. 92586
PHONE: (951) 809-4806

COUNTY OF RIVERSIDE
CONDITIONAL USE PERMIT

SHEET NO. 1 OF 2 SHEETS

FOR: CHAVEZ, V | W.O. | COUNTY FILE NO.





For Continuation see @ Right

LEGEND

- (1) INDICATES R.V. STORAGE LOT NO.
- (A) INDICATES 24' SLIDING GATE
- INDICATES 4" THICK DECOMPOSED GRANITE SURFACE
- INDICATES 4" THICK LAYER 3/4" AGGREGATE ROCK

COUNTY OF RIVERSIDE CONDITIONAL USE PERMIT		SHEET NO. 1 OF 2 SHEETS
FOR: CHAVEZ, V	W.O.	COUNTY FILE NO.

C:\Users\Home\OneDrive - Inland Valley Development Consultants\VD Autocad 08\C.U.P\Chavez, V\Site Plan Rev (12-23).dwg Dec 28, 2023 - 12:23pm

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

John Lyon
Riverside

Richard Stewart
Moreno Valley

Steven Stewart
Palm Springs

Michael Geller
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Vernon Poole
Murrieta

STAFF

Director
Paul Rull

Simon Housman
Jackie Vega
Barbara Santos

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

www.rcaluc.org

April 10, 2024

Blanca Bernardino, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

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

File No.:	ZAP1604MA24
Related File No.:	TPM38460 (Tentative Parcel Map)
APN:	273-200-080
Airport Zone:	Zone E

Dear Ms. Bernardino:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed County of Riverside Case No. TPM38460 (Tentative Parcel Map), a proposal to divide 3.85 acres into three residential lots, located on the northeast corner of Suttles Drive and Mariposa Road.

The project is located within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area, where Zone E does not restrict residential density.

The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (AMSL). At a distance of approximately 30,000 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) review would be required for any structures taller than 200 feet in height. The project proposes a maximum structure height of 25 feet. Therefore, FAA OES review for height/elevation is not required.

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

CONDITIONS:

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

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

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

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

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators

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

(e) Highly noise-sensitive outdoor nonresidential uses.

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

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

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

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

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

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

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Rod Arsalan (applicant)
Mohammad Ashrif (representative)
Melanchton Mangoba (property owner)
Gary Gosliga, March Inland Port Airport Authority
Major. David Shaw, Base Civil Engineer, March Air Reserve Base
ALUC Case File

X:\AIRPORT CASE FILES\March\ZAP1604MA24\ZAP1604MA24.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

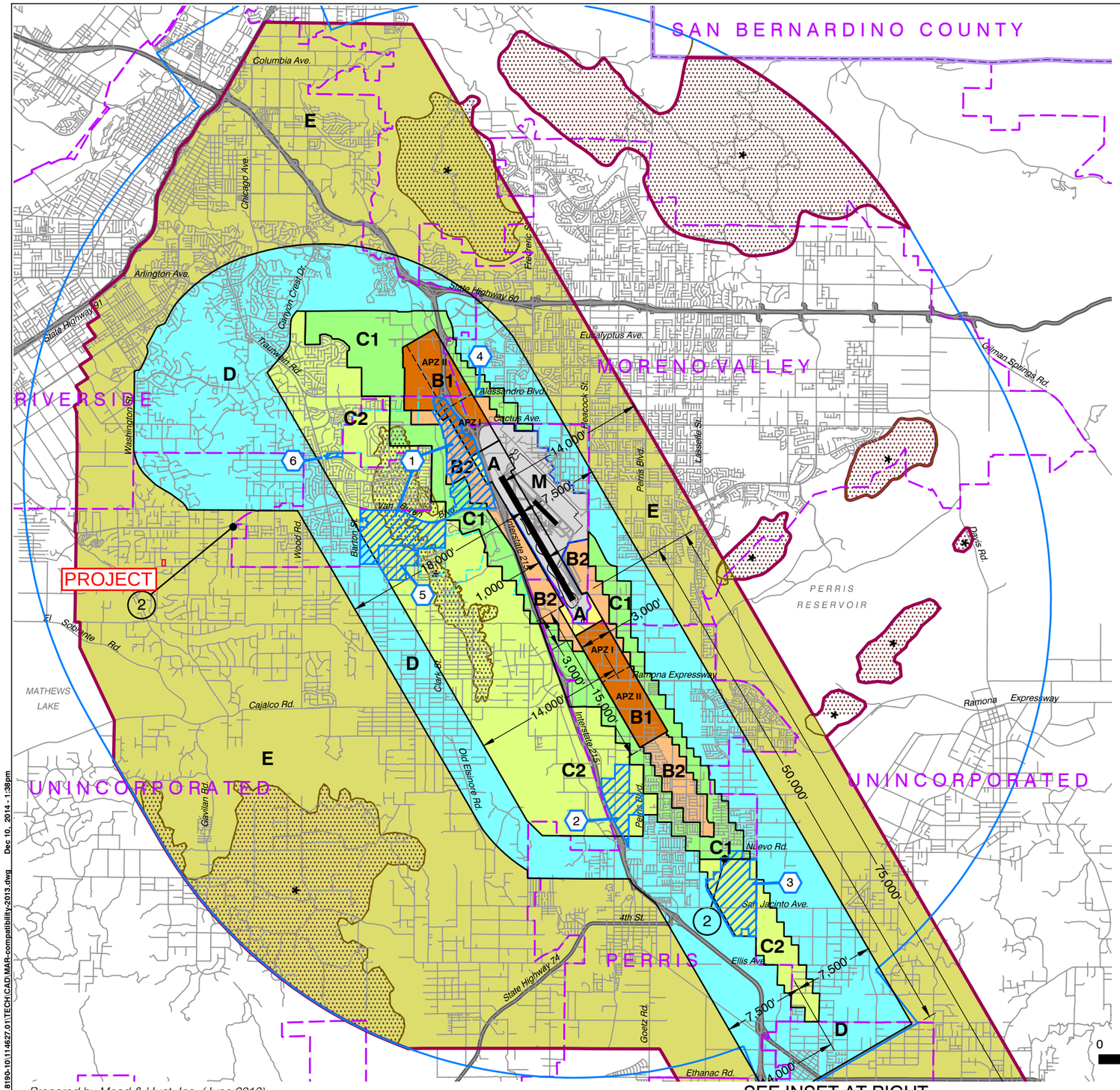
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____



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

Base map source: County of Riverside 2013

LEGEND

Compatibility Zones

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

Boundary Lines

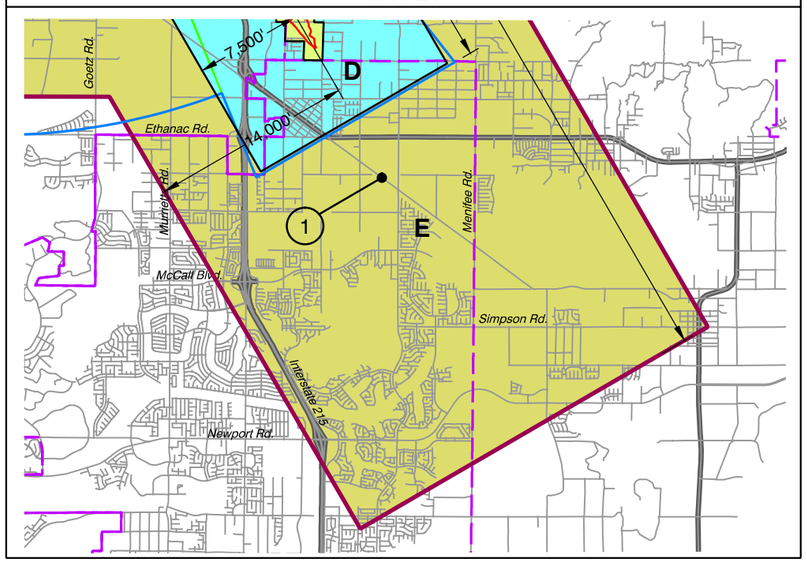
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

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

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

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

INSET



Riverside County
Airport Land Use Commission

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

(Adopted November 13, 2014)

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

N

0 2 4 MILES

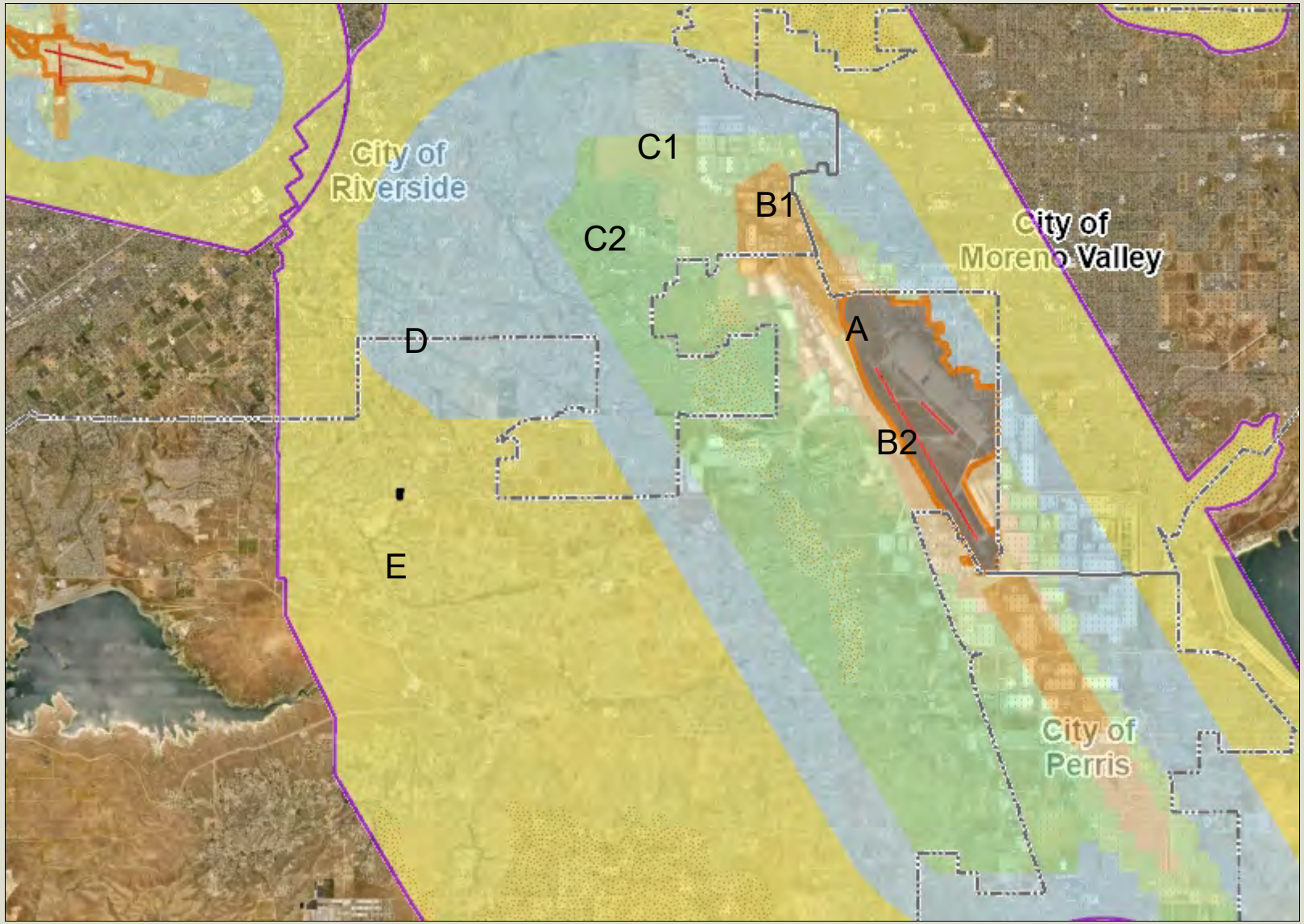
Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport

X:\18190-10\114627.01\TECH\CAD\MAR-compatibility-2013.dwg Dec 10, 2014 - 1:39pm

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 12,314 24,629 Feet

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

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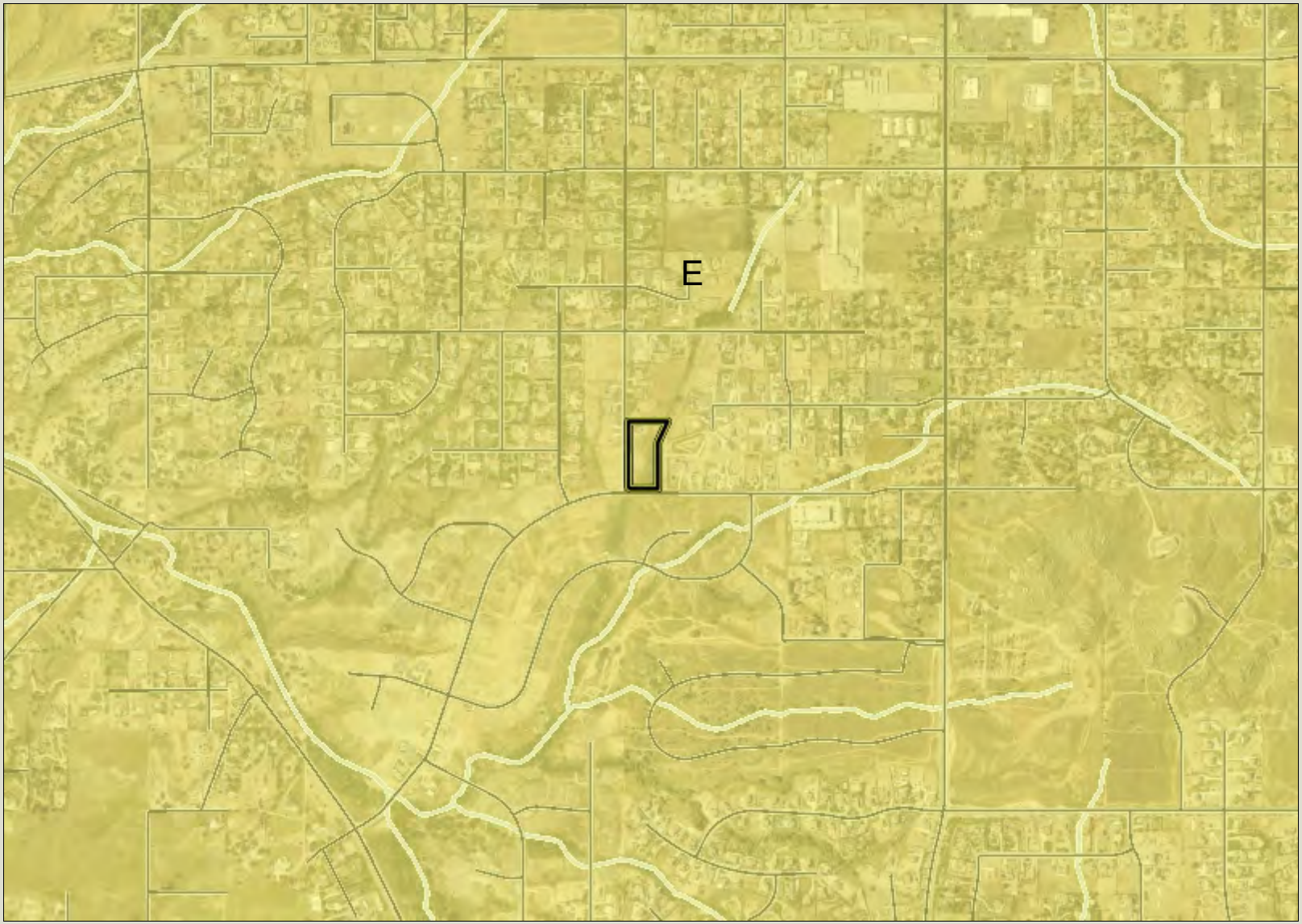
Notes

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
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  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 1,539 3,079 Feet

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Notes

Map My County Map

Legend

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

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0 1,539 3,079 Feet

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Notes

Map My County Map

Legend

- County Boundary
- City Boundaries
- Blueline Streams
- City Areas
- World Street Map

0 6,157 12,314 Feet

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Notes

Map My County Map

Legend

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

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0 1,539 3,079 Feet

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Notes

Map My County Map

Legend

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

0 385 770 Feet

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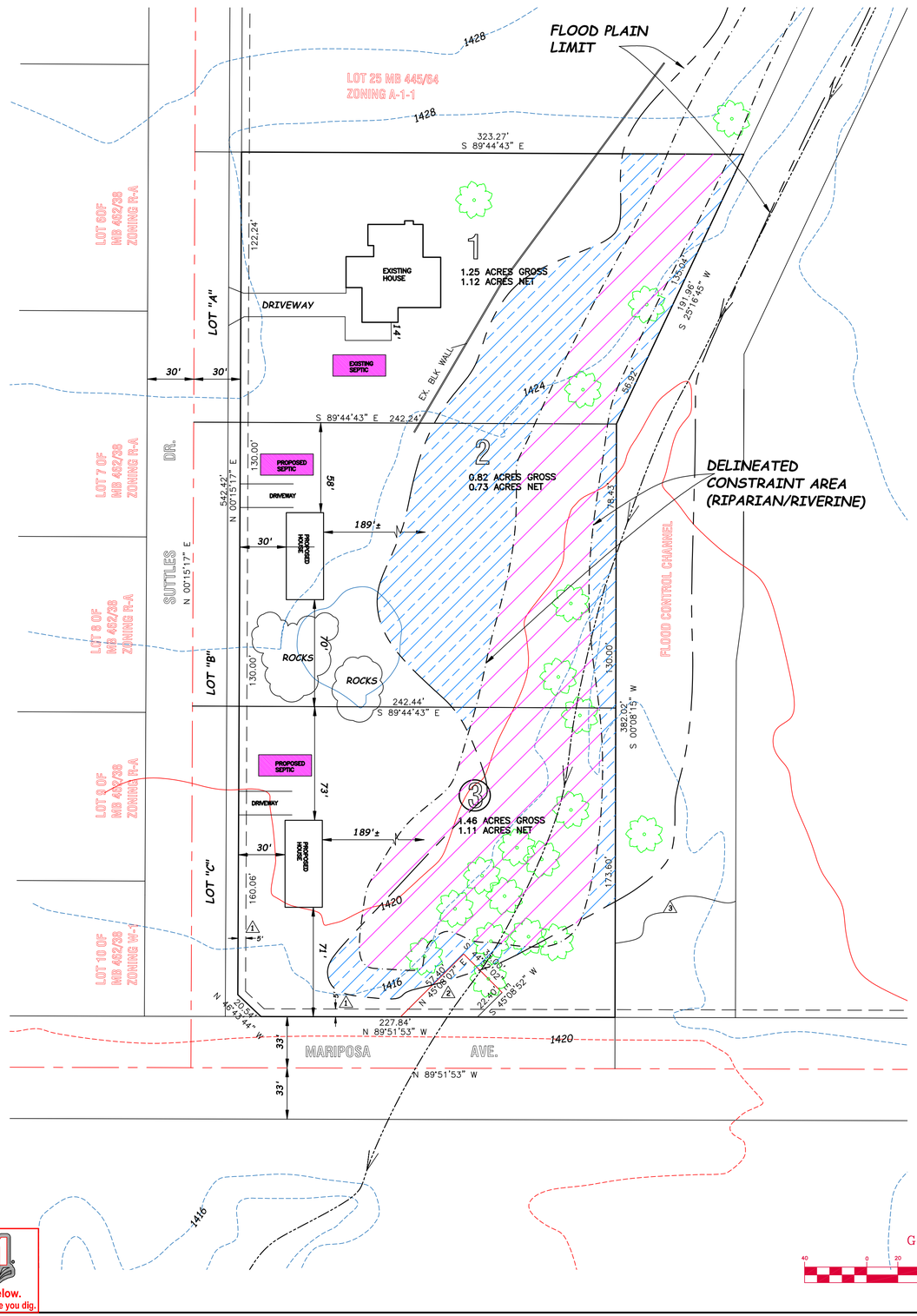
Notes



IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF RIVERSIDE,STATE OF CALIFORNIA

TENTATIVE PARCEL MAP NO. 38460

BEING A DIVISION OF LOT 24 OF TRACT NO. 30238, PER MAP RECORDED IN BOOK 445, PAGE 64-69 OF MAPS RECORDS OF RIVERSIDE COUNTY LYING WITHIN SECTION 28, T3S, R5W, S.B.B. &M. STATE OF CALIFORNIA.

SEPTEMBER *2023*

VICINITY MAP
THOMAS 902-H7 (N.T.S.)

SUPERVISORIAL DISTRICT:
DISTRICT 1

NOTE:
THE AREA SHOWN IN WHERE THE SEPTIC SYSTEM (SEPTIC TANK, LEACH LINES, AND 100% EXPANSION LINES) WILL ALL BE CONTAINED WITHIN THAT SPACE.

UTILITY SERVICES:

THE GAS COMPANY
SOUTHERN CALIFORNIA GAS CO.
1-800-427-2200

ELECTRIC:
SOUTHERN CALIFORNIA EDISON
1-800-684-8123

WATER:
WMWD WATER

SEWER:
ONSITE SEPTIC SYSTEM

CABLE COMPANY:
VERIZON

TRASH:
CR&R
1-800-755-8112

SCHOOLDISTRICT:
NUEVO UNION & PERRIS UNION HIGH
951-940-6155

TELEPHONE COMPANY:
VERIZON
1-800-483-5000

1. AN EASEMENT FOR A PIPE LINE IN FAVOR OF CR. KING ET. UX. BY DEED RECORDED 12 AUGUST 1977, INSTRUMENT NO. 156724 EASEMENT IS BLANKET IN NATURE AND IS THEREFORE NOT PLOTTABLE.
2. AN EASEMENT FOR STREET AND UTILITY PURPOSES IN FAVOR OF OWNERS OF RECORD OF THE VARIOUS PARCELS AS CREATED BY PM 71/18-19 AND ANY PRIVATE EASEMENTS FOR INGRESS AND EGRESS THAT MAY EXIST BY AUTHORITY OF THE RECORDING OF SAID PARCEL MAP.
3. AN EASEMENT FOR THE TRANSMISSION OF ELECTRICAL ENERGY IN FAVOR OF G.T.E. BY DEED RECORDED DECEMBER 19, 1979, INSTRUMENT NO. 269262.

PROPERTY DATA:
PARCEL : 3.85 ACRES GROSS
3.25ACRES NET

LAND USE: RC-VLDR
EXISTING ZONING: A-1-1
NEW ZONING: A-1-1
RESIDENTIAL
MINIMUM DEPTH: 150 FEET
MINIMUM PARCEL WIDTH 100 FEET
MINIMUM SIZE: 20,000 SQ.FT.

SETBACKS:
FRONT : 20 Ft.
SIDE (EACH) : 10 Ft.
STREET SIDE: 20 Ft.
REAR : 20 Ft.
MAX. PARCEL COVERAGE: 50%
MAX. HEIGHT LIMIT: 40 Ft.

ASSESSOR PARCEL NO.:
273-200-080, RIVERSIDE COUNTY

LEGAL DESCRIPTION:
LOT 24 OF TR 30238, RECORDED IN BOOK 445 OF MAPS, PAGES 64-69, RECORD OFFICE OF RIVERSIDE COUNTY, CALIFORNIA

TOWNSHIP /RANGE:
T3S,R5W, SEC. 6

FEMA FLOOD PLAIN:
NOT REQUIRED
FAULT ZONE:
NOT WITHIN A 1/2"

LIQUEFACTION POTENTIAL: NOT

WATERSHED: SANTA ANA RIVER

PALEONTOLOGICAL SENSITIVITY:
LOW POTENTIAL (L)

FIRE AREA:
IN A HIGH FIRE HAZARD AREA

BASIS OF BEARINGS:
CENTER LINE OF SUTTLES DR., MB 445/64-69.
N.00°15'20"E

SURCE OF TOPO:
RIVERSIDE COUNTY FLOOD CONTROL
SCALE: 1"=200'

BENCH MARK :
MON 1123
FD 1 ½" IP W/RCE 862 TAG
FLUSH
E. 6,220,208
N. 2,262,986
GPS EL. 1,415

OWNER:
MELANCHTON MANGOBA
16990 SUTTLES DR.
RIVERSIDE, CA 92504
951-533-0829

ASSESSOR PARCEL NO.:
273-200-080, RIVERSIDE COUNTY

24 HOUR POINT OF CONTACT
MOHAMMAD ASHRIF
(951) 660-7657

THIS MAP PREPARED BY:
AC ENGINEERING GROUP, INC.
UNDER DIRECTION OF :
MOKSUDUR RAHMAN P.E. RCE # 69263 EXP. 6-30-2024
750 S. LINCOLN AVE., # 104-167
CORONA,CA 92882
951-272-8181 FAX: 951-272-8794
DATE OF PREPARATION: 9-08-2023

Know what's below. Call before you dig.

ACE Group, Inc.
750 S. LINCOLN AVE. #104-167
CORONA, CA 92882
(951) 272-8181, (951) 272-8794 FAX

REGISTERED PROFESSIONAL ENGINEER MOKSUDUR RAHMAN C 069263 EXP. 06-30-24 CIVIL STATE OF CALIFORNIA

THESE PLANS ARE PREPARED UNDER THE DIRECTION OF :

REVISIONS	APPD	DATE

TENTATIVE PARCEL MAP NO. 38460
16990 SUTTLES DR.
RIVERSIDE, CA 92504

0312-2922-WO

DATE:9/08/2023

SCALE: N.T.S.

SHEET 1 0F 1

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Michael Geller
Riverside

Vernon Poole
Murrieta

STAFF

Director
Paul Rull

Simon A. Housman
Jackie Vega
Barbara Santos

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

www.rcaluc.org

April 24, 2024

Oscar Estrada, Assistant Planner
City of Jurupa Valley Planning Department
8930 Limonite Avenue
Jurupa Valley CA 92509

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

File No.:	ZAP1114RI24
Related File No.:	MA23168 (Site Development Permit)
APNs:	163-032-013
Airport Zone:	Zone E

Dear Mr. Estrada

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Jurupa Valley Case No. MA23168 (SDP23094 [Site Development Permit]), a proposal to construct a 1,495 square foot automobile tire repair shop intended to service non-commercial vehicles on 0.48 acres, located southerly of Limonite Avenue and westerly of Archer Street.

The site is located within Airport Compatibility Zone E of the Riverside Municipal Airport Influence Area (AIA). Within Compatibility Zone E of the Riverside Municipal Airport Land Use Compatibility Plan, non-residential intensity is not restricted.

The elevation of Runway 9-27 at its westerly terminus is 757.6 feet above mean sea level (AMSL). At a distance of approximately 11,226 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 867 feet AMSL. The site's finished floor elevation is 705 feet AMSL and proposed building height is 21 feet, resulting in a top point elevation of 726 feet AMSL. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, provided that the City of Jurupa Valley applies the following recommended conditions:

CONDITIONS:

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

2. The following uses are prohibited:

   (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight

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

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

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

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

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

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

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

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

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

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

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: John Pedro Silveira (applicant/representative/owner)
Daniel Prather, Airport Manager, Riverside Municipal Airport
ALUC Case File

X:\AIRPORT CASE FILES\Riverside\ZAP1114RI24\ZAP1114RII24.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)

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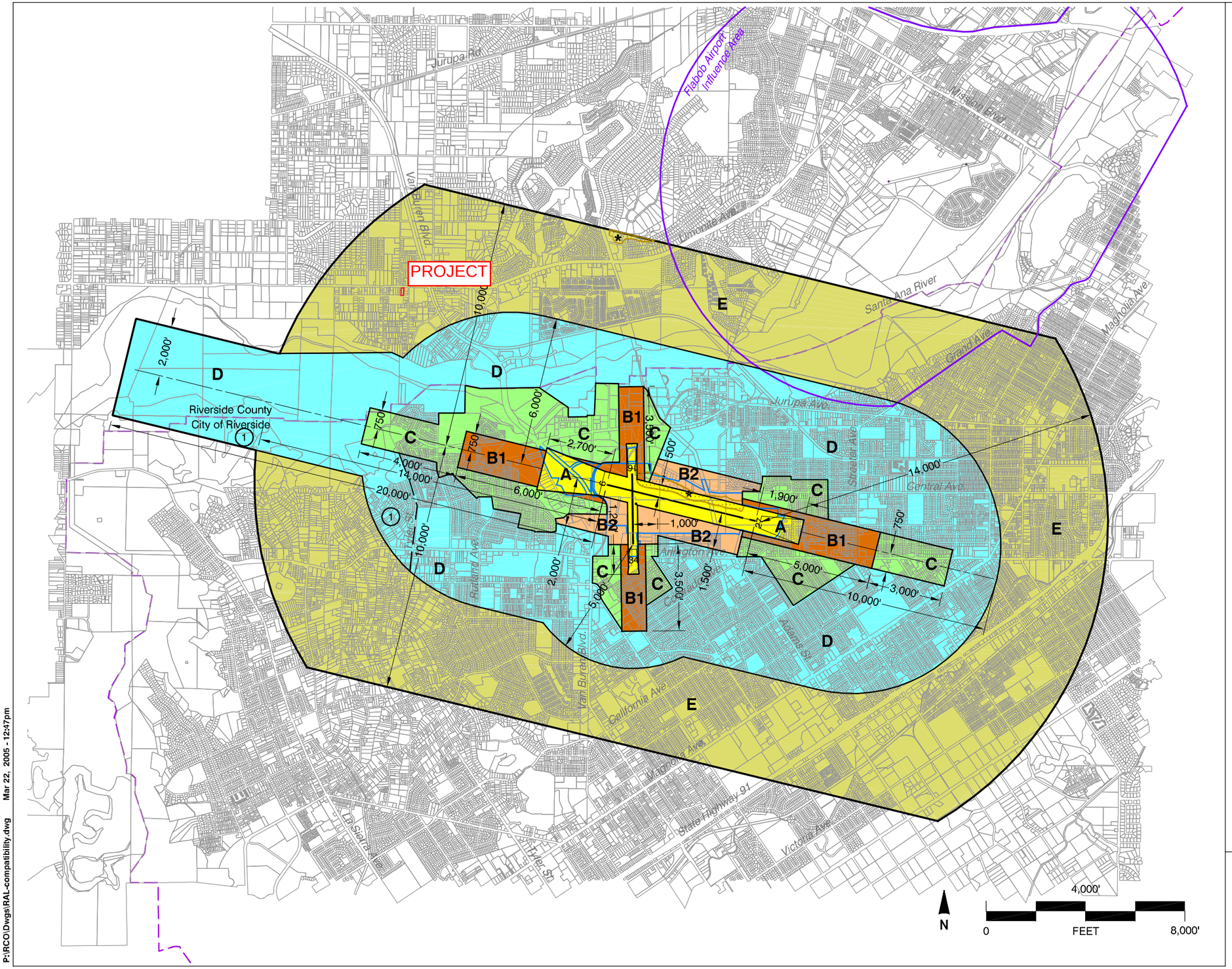
PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Note

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

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

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted March 2005)

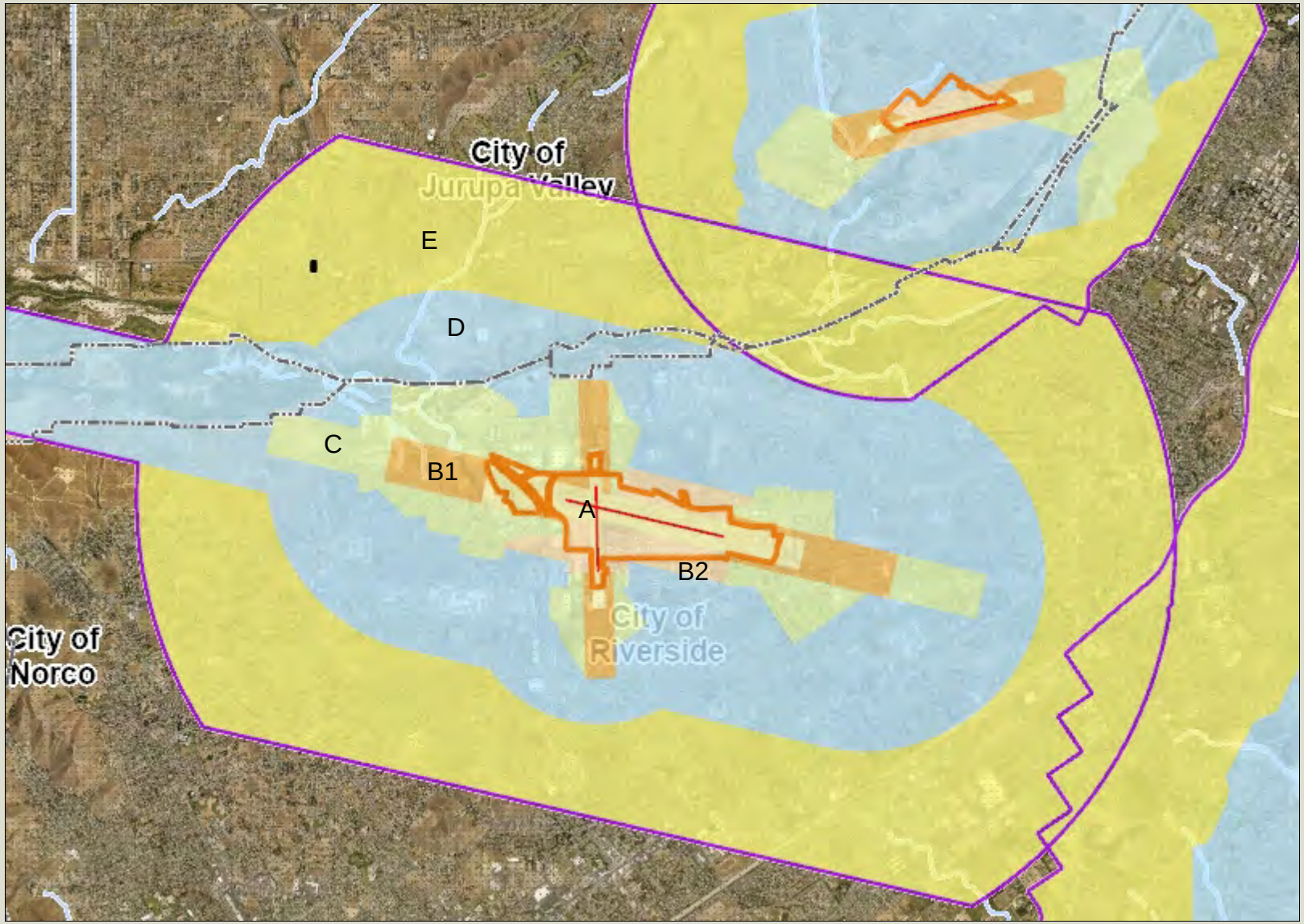
Map RI-1

Compatibility Map

Riverside Municipal Airport

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

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
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  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 6,157 12,314 Feet

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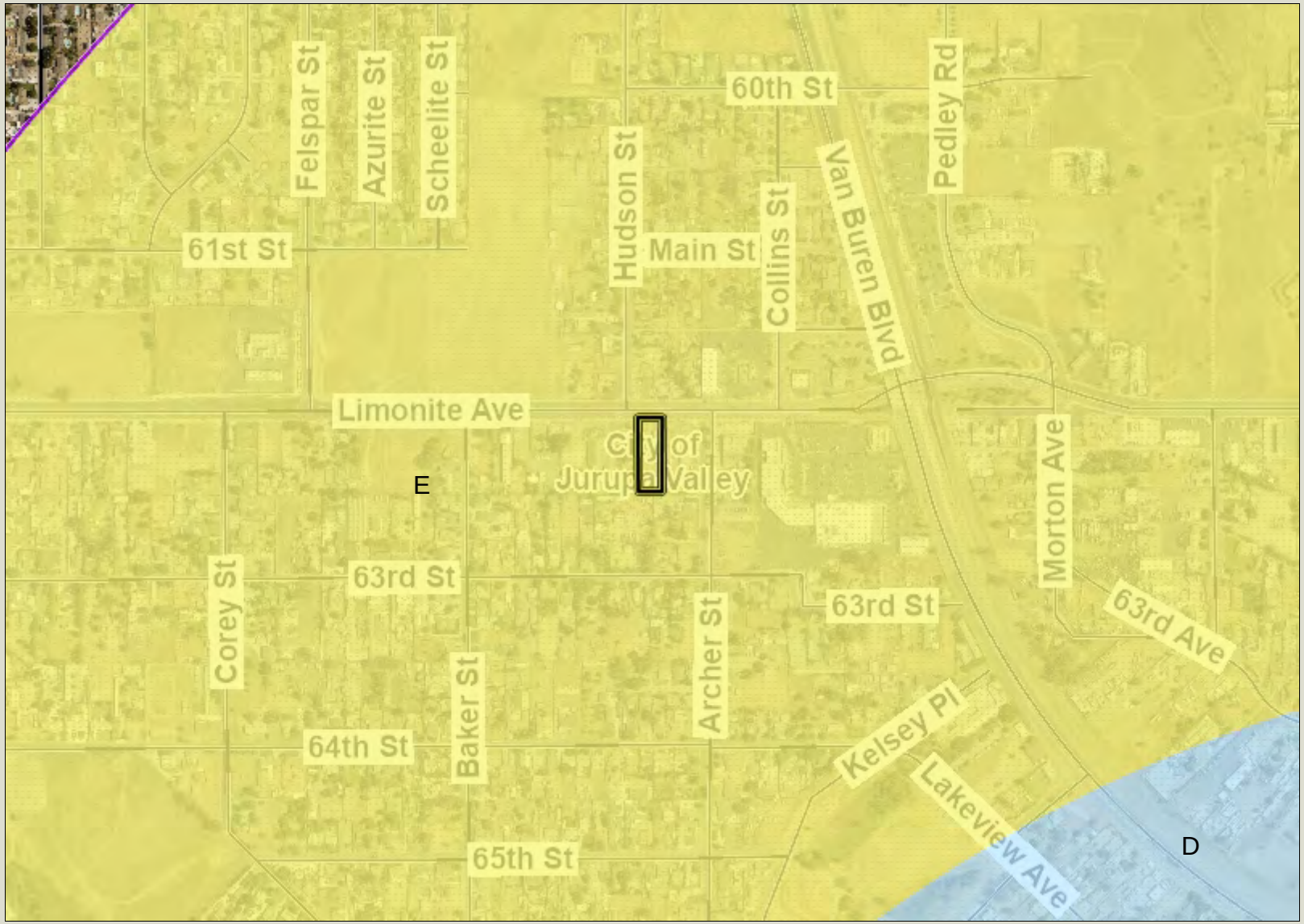
Notes

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 770 1,539 Feet

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Notes

Map My County Map

Legend

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

0 770 1,539 Feet

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0 1,539 3,079 Feet

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Map My County Map

Legend

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

0 770 1,539 Feet

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0 3,079 6,157 Feet

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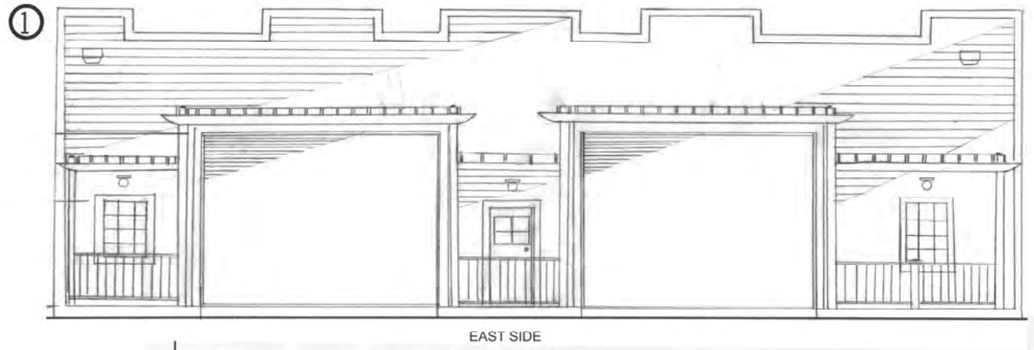
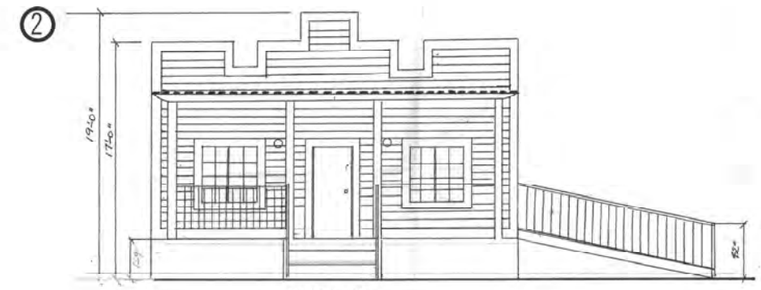
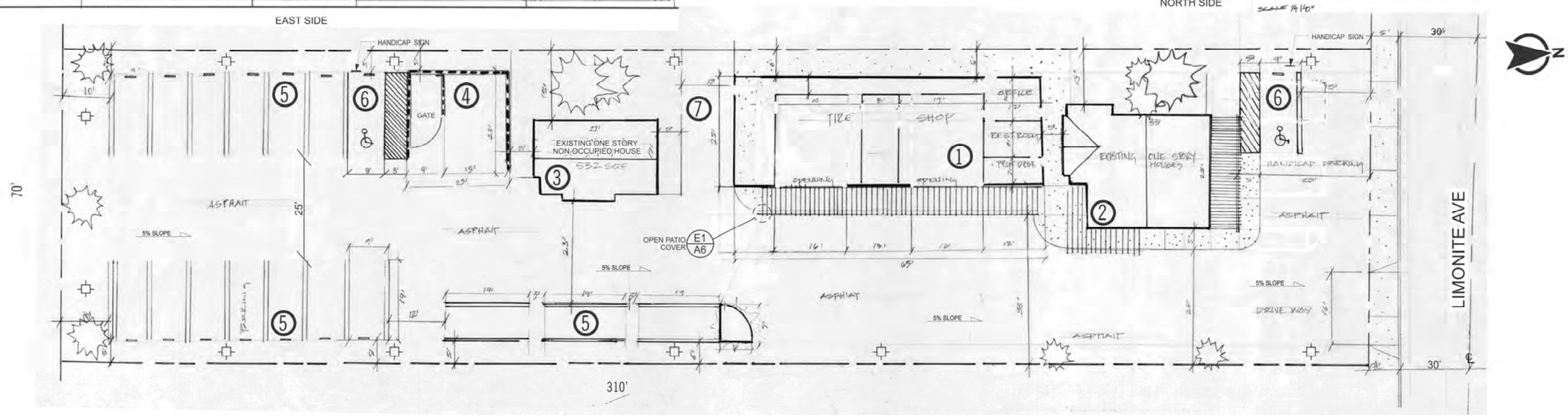
Notes



EAST SIDE



NORTH SIDE



LEGEND

42,000 Lumen - 300 watt SOLAR LED Shoebox Light FOR PARKING	
PROPERTY LINE	
BLOCK WALL	

FACING NORTH SIDE (2)

FACING WEST SIDE (2)

DRIVEWAY ON LEFT OF (2)

PROPOSED LOCATION OF TIRESHOP (1)

EAST SIDE OF (3)

EAST SIDE OF (3)

PROPOSED LOCATION OF PARKING

PROPOSED LOCATION OF PARKING (5)

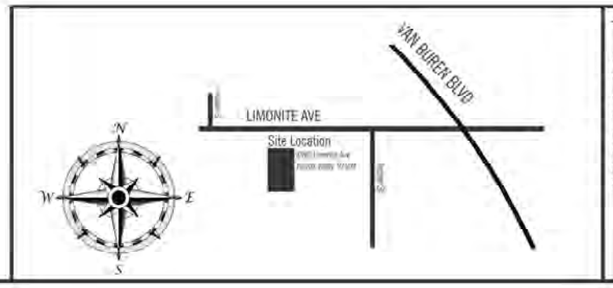


TABLE OF CONTENTS

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A6- ROOFING PLAN
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S1- FOUNDATION PLAN
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D0 - SHEAR SCHEDULE
D1- DETAILS
A8 - GENERAL
A9- CAL-GREEN BUILDING CODE
A10- CAL-GREEN BUILDING CODE
A11- CAL-GREEN BUILDING CODE
SR1- SOILS REPORT
SR2- SOILS REPORT
A12 - MECHANICAL PLAN

SCOPE OF WORK

1. PROJECT PROPOSES TO BUILD A TIRE SHOP
2. BUILDING NUMBER 2 PROPOSES REMODEL AT A LATER DATE
3. BUILDING NUMBER 3 PROPOSES REMODEL AT A LATER DATE

APPLICABLE BUILDING CODES

2022 CALIFORNIA BUILDING CODE
2022 CALIFORNIA PLUMBING CODE
2022 CALIFORNIA MECHANICAL CODE
2022 CALIFORNIA FIRE CODE
2022 CALIFORNIA ELECTRICAL CODE
2022 CALIFORNIA RESIDENTIAL CODE
2022 CALIFORNIA GREEN BUILDING STANDARDS CODE
2022 CALIFORNIA TITLE-24
AND LOCAL AMENDMENTS

PROPERTY DATA
APN 163-037-013-1

ADDRESS
8990 Limonite Ave
JURUPA VALLEY CA. 92509

OWNER
John Silveira

PH# 951-534-3654

AREA DISCRIPTION

PROPOSED TIRE SHOP	(1)	1,495 ft.²
EXISTING HOUSE	(2)	825ft.²
EXISTING HOUSE	(3)	532ft.²
TRASH AREA	(4)	529ft.²
STANDARD PARKING	(5)	15 SPACES
HANDICAP PARKING	(6)	2 SPACES
LOADING ZONE	(7)	300ft.²
LOT SIZE		.48 ACRES

PROPERTY CHARACTERISTICS

YR CONSTRUCTED: NA
BATHS: NA
BEDROOMS: NA
CONSTRUCTION TYPE : NA
GARAGE TYPE: NA
PROPERTY AREA: NA
STORIES: NA
POOL : NA
CENTRAL COOL: NA
CENTRAL HEAT: NA
FIRE SPRINKLERS: NO.

Freddy G Nunez
Drafting & Design
Cell:(571)-789-8117
FreddyGnunez251@gmail.com

OWNER: John Silveira
ADDRESS: 8990 LIMONITE AVE, JURUPA VALLEY CA, 92509
APN: 163-032-013-1 PH# 951-534-3654

SITE PLAN

Date
Drawn By: Freddy Nunez
Job: L9263

ATTENTION
DIGALERT CONTACT DIGALERT.ORG BEFORE YOU DIG
PH# 800-422-4133

SITE PLAN

ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY DRAWING OUR, OWNED BY, AND PROPERTY OF, **FREDDY NUNEZ DESIGNER AND DRAFTSMAN**, AND WHERE CREATED, EVOLVED AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLAN SHALL BE USED BY OR DISCLOSE TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF **FREDDY NUNEZ DESIGNER AND DRAFTSMAN**

WRITTEN DIMENSIONS ON THESE DRAWINGS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS CONTRACTOR SHELL VERIFY, AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THIS OFFICE MUST BE NOTIFIED OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHOWED BY THESE DRAWINGS

A1

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Michael Geller
Riverside

Vernon Poole
Murrieta

STAFF

Director
Paul Rull

Simon Houseman
Barbara Santos
Jackie Vega

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

www.rcaluc.org

April 19, 2024

Jose Luis Aparicio, Project Planner
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

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

File No.:	ZAP1076HR24
Related File No.:	CUP02384SC01 (Conditional Use Permit)
APN:	458-224-010
Airport Zone:	Zone E

Dear Mr. Aparicio:

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. CUP02384SC01 (Conditional Use Permit), a proposal to establish a retail tobacco shop within an existing 1,858 square foot building on 0.48 acres located at 33671 Highway 74.

The site is located within Airport Compatibility Zone E of the Hemet-Ryan Airport Influence Area (AIA), which does not restrict non-residential intensity.

The elevation of Runway 5-23 at its existing southwesterly terminus is approximately 1,499 feet above mean sea level (AMSL). At a distance of approximately 13,663 feet from the runway, FAA review would be required for any structures with top of roof exceeding 1,636 feet AMSL. The elevation of the project site is 1,624 feet AMSL, and the existing structure is 15 feet, for a maximum top point elevation of 1,639 feet AMSL. However, there is no proposal to increase the existing building height. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is not required. A condition has been included stating that FAA OES review and issuance of a "Determination of No Hazard to Air Navigation" letter will be required prior to building permit issuance for new structures that exceed an elevation above 1,636 feet AMSL

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2017 Hemet-Ryan Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

CONDITIONS:

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

2. The following uses shall be prohibited:

   (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft

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

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

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, and construction and demolition debris facilities, fly ash disposal, and incinerators.)

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

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

3. The attached disclosure notice shall be provided to all potential purchasers, lessees, and/or tenants of the property, and shall be recorded as a deed notice.

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

   Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist. The infiltration basin shall be designed in accordance with all parameters identified in the Wildlife Hazard Management at Riverside County Airports: Background and Policy.

   A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This infiltration trench basin is designed to hold stormwater for only 72 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the infiltration trench.

5. This project has been evaluated as consisting of a cannabis distribution and retail facility within an existing 1,858 square foot building. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.

6. Prior to building permit issuance for any additional (new) buildings with a top point elevation exceeding 1,636 feet above mean sea level, the permittee shall have submitted Form 7460-1 to the Federal Aviation Administration Obstruction Evaluation Service and shall have received a "Determination of No Hazard to Air Navigation" letter pertaining to that structure.

If you have any questions, please contact Paul Rull, ALUC Director at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull

Paul Rull, ALUC Director

Attachment: Notice of Airport in Vicinity

cc: Shaden Salah (applicant)
PGN (representative)
Fivyan Fathy Qasem (property owner)
Angela Jamison, County Airports Manager
ALUC Case File

X:\AIRPORT CASE FILES\Hemet-Ryan\ZAP1076HR24\ZAP1076HR24.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

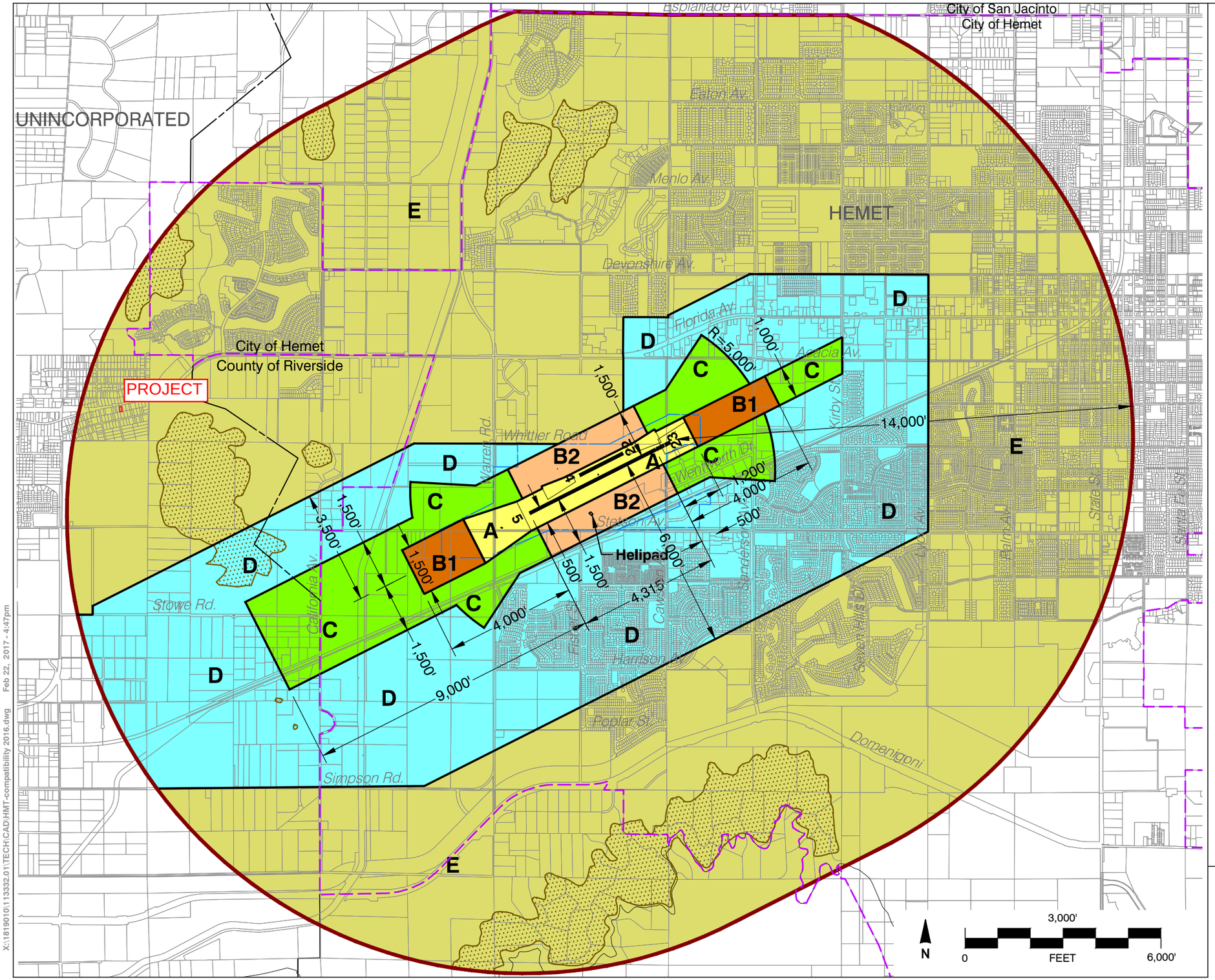
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits
- City Sphere of Influence

Note

Airport Influence Area boundary measured from a point 200 feet beyond ends of proposed future 4,815 foot runway in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from ends and centerlines of existing 4,315 foot runway.

Riverside County
Airport Land Use Commission

Hemet-Ryan Airport
Land Use Compatibility Plan

(Adopted February 9, 2017)

Map HR-1

Compatibility Map

Hemet-Ryan Airport

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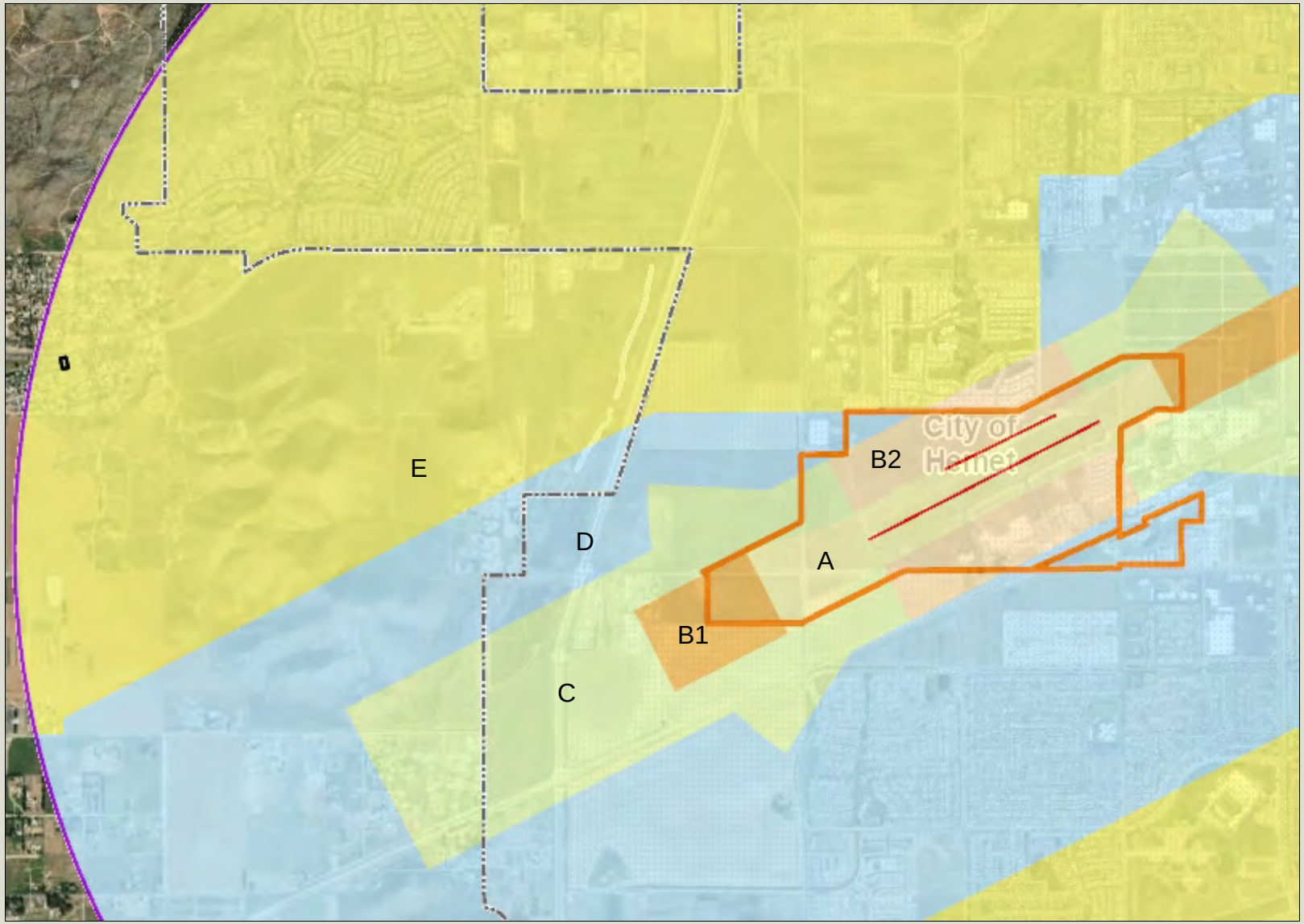
Map My County Map



Legend

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  - B1-APZ II
  - B1-APZ II-EXC1
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  - B2
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  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 3,079 6,157 Feet

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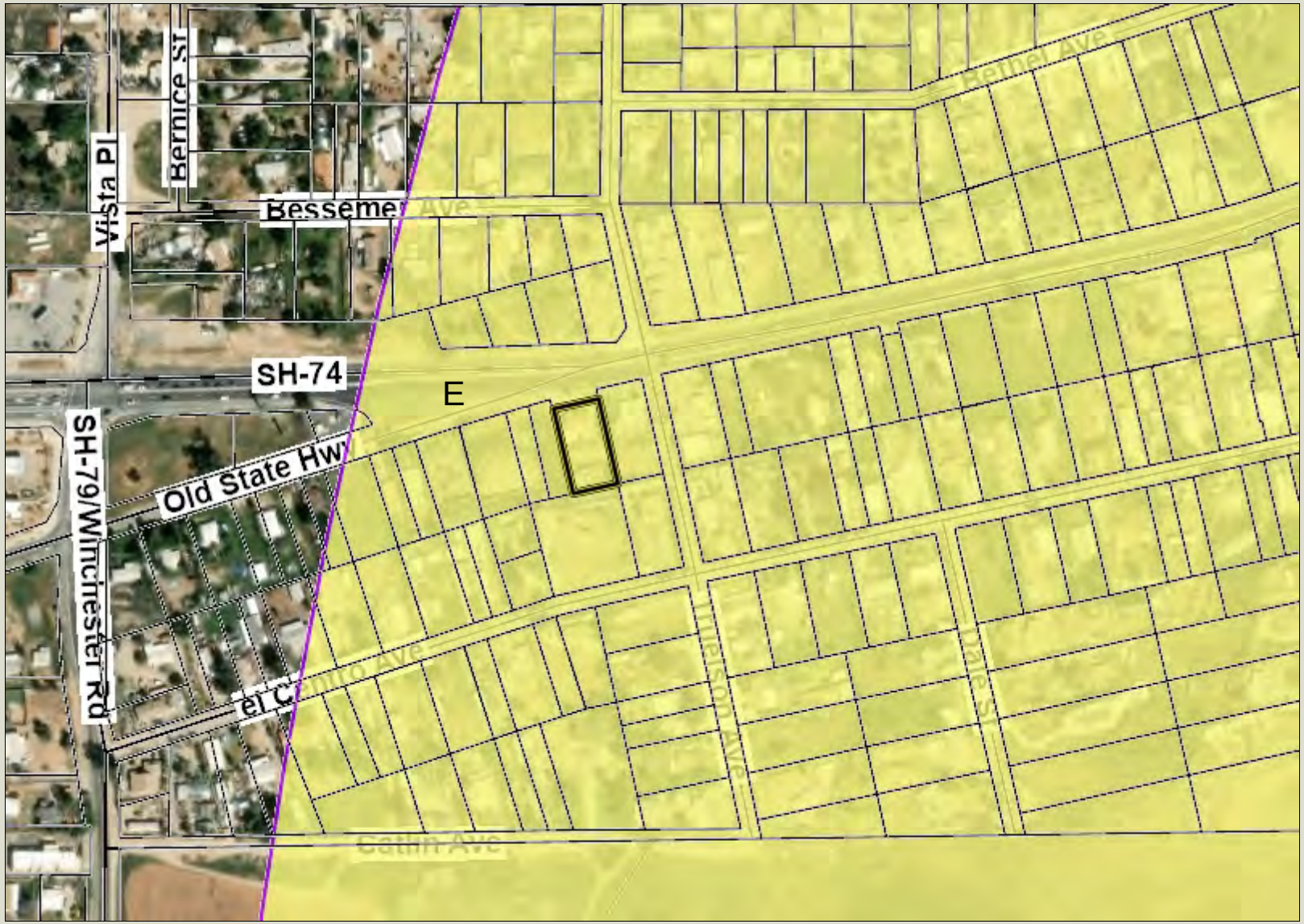

Legend

- County Boundary
- City Boundaries
- Parcels, County
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  - B1
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  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
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  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3

0 385 770 Feet

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0 770 1,539 Feet

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0 192 385 Feet

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0 1,539 3,079 Feet

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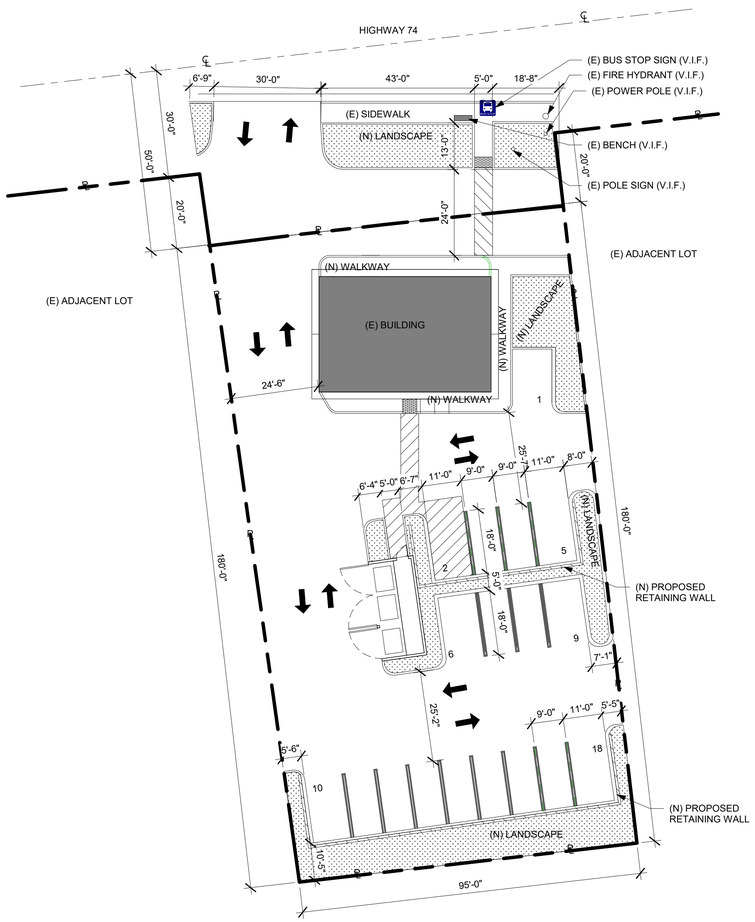
Notes

CASE: CUP02384SC01
EXHIBIT: Exhibits
DATE: 2-1-2024
PLANNER: J.Aparicio

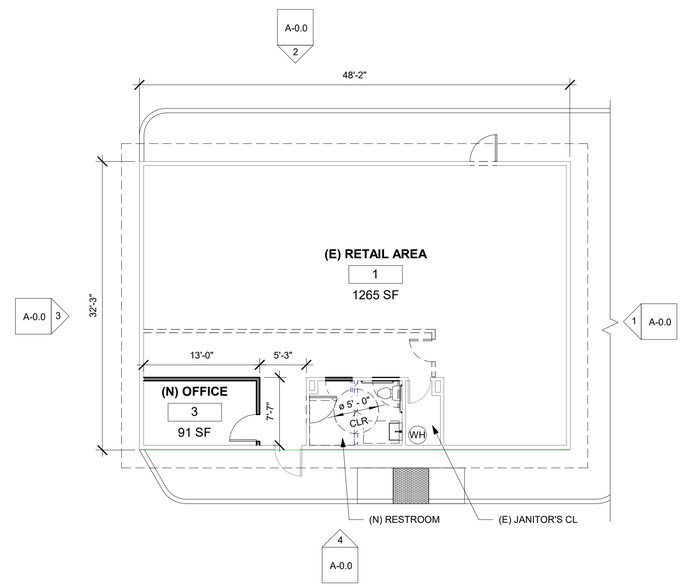
☐ Meeting ☑ Comment Agenda ☐ Final

LEGEND

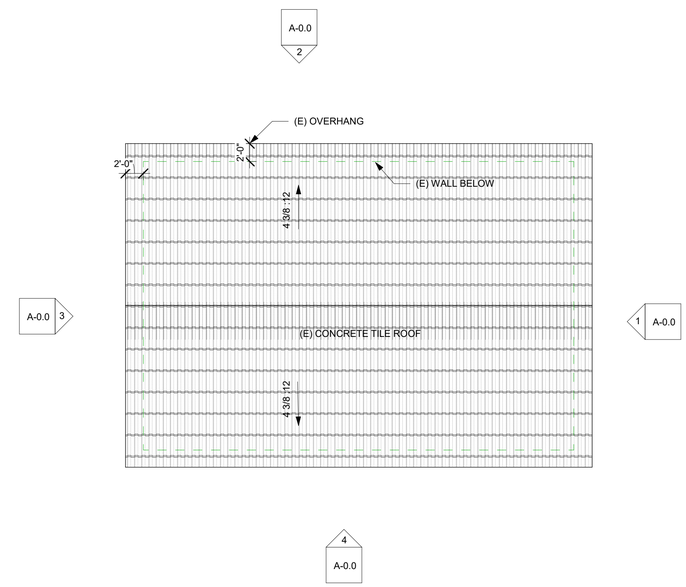
- BROWN = BUILDING & SAFETY GRADING DIVISION COMMENTS
- PURPLE = PLANNING DEPARTMENT COMMENTS
- GREEN = ENVIRONMENTAL PROGRAMS DEPARTMENT COMMENTS
- LIGHT ORANGE = TRANSPORTATION DEPARTMENT COMMENTS
- BLUE = FLOOD CONTROL DISTRICT COMMENTS
- LIGHT GREEN = REGIONAL PARKS & OPEN SPACE DISTRICT COMMENTS
- RED = FIRE DEPARTMENT COMMENTS
- YELLOW = ENVIRONMENTAL HEALTH DEPARTMENT COMMENTS
- LIGHT BLUE = BUILDING & SAFETY PLAN CHECK COMMENTS
- ORANGE = WASTE MANAGEMENT DEPARTMENT COMMENTS



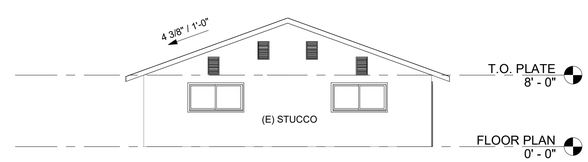
A SITE PLAN
1" = 20'-0"



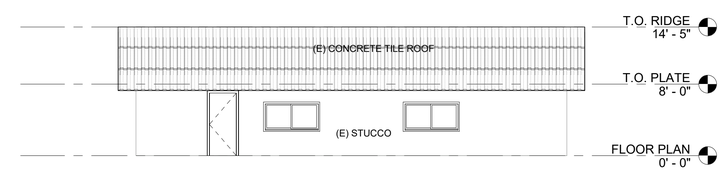
B FLOOR PLAN
1/8" = 1'-0"



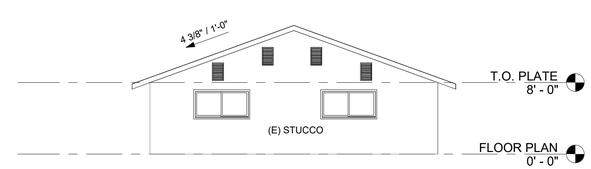
C ROOF PLAN
1/8" = 1'-0"



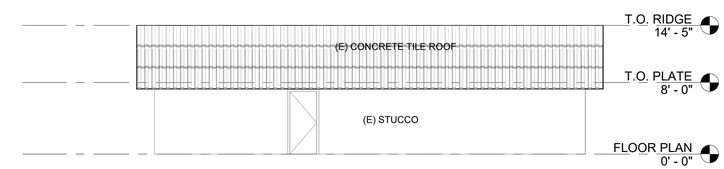
1 EAST ELEVATION
1/8" = 1'-0"



2 NORTH ELEVATION
1/8" = 1'-0"



3 WEST ELEVATION
1/8" = 1'-0"



4 SOUTH ELEVATION
1/8" = 1'-0"

A SITE PLAN
1" = 20'-0"

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revisions	
CLIENT REVIEW	12-16-2021
CLIENT REVIEW	06-09-2022
CLIENT REVIEW	12-13-2022
UPDATE TITLE	07-20-2023

consultant

architect's signature

issue purpose	date
CLIENT REVIEW	12.16.21

project

TOBACCO SHOP RETAIL FACILITY
33671 HIGHWAY 74
HEMET , CA 92545

530 St. Johns Place Hemet, California 92543 951 652-4431

herron + rumansoff architects, inc.

SITE PLAN, FLOOR PLAN & ELEVATIONS

sht.description

job no. 1045-15-21

sheet no. **A-0.0**

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

John Lyon
Riverside

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Palm Springs

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Moreno Valley

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Riverside

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Murrieta

STAFF

Director
Paul Rull

Simon A. Housman
Jackie Vega
Barbara Santos

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

www.rcaluc.org

April 18, 2024

Sam Shahrouri, Deputy Director TLMA/Building Official
County of Riverside Building and Safety Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

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

File No.:	ZAP1081TH24
Related File No.:	BNR2400023 (Building Permit)
APN:	759-300-020
Airport Zone:	Zone C

Dear Mr. Shahrouri:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed County of Riverside Building and Safety Case No. BNR2400023 (Building Permit), a proposal to construct a 1,167 square foot rooftop solar panel system on a proposed residence located at 61513 Ascot Drive within the Thermal Motorclub.

The site is located within Airport Compatibility Zone C of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone C of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to 0.2 dwelling units per acre or less. The proposed rooftop solar panels will not generate any density.

The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is -137.5 feet below mean sea level (MSL). At a distance of 3,842 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding –99.5 feet below MSL. The site's elevation is -147 feet MSL and the proposed building height (with rooftop solar panels) is 42 feet, resulting in a top point elevation of -105 feet AMSL. Therefore, review by the FAA OES was not required.

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

The project proposes 1,167 square feet of solar panels on a proposed residence rooftop with a fixed tilt of 5 degrees with no rotation, and an orientation of 180 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy Standards) to runways 17 and 35, and runways 12 and 30. Jacqueline Cochran Regional Airport does not have an air traffic control tower. All times are in standard time.

The analysis concluded that some potential glare would occur within the 2 mile approach to runway 30. (No glare is expected to occur within the 2 mile approach to runway 17-35). Evaluation of the approach at Runway 30 indicates that the panels would result in low potential for temporary after-image ("green" level glare), totaling annually 252 minutes of "green" level glare, lasting up to 2 minutes a day from March to April and September to October from 5:00 p.m. to 6:00 p.m. Overall, less than one percent of annual daylight time would be affected. Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low.

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

Conclusion: This approval applies to the installation of solar panels as submitted. Any change to the solar array would require ALUC review. All previously applied conditions of approval from the original Thermal Motorclub project (ZAP1017TH10) remain applicable.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, as amended in 2006, provided that the County of Riverside applies the following recommended conditions:

1. The following uses shall be prohibited:

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

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

    (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

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

2. All solar arrays installed on the project site shall consist of smooth glass with anti-reflective coating, a fixed tilt of 5 degrees and orientation of 180 degrees. Solar panels shall be limited to a total of 1,167 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in tilt or orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require review by the Airport Land Use Commission.

3. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

4. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

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

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Fullerton Architects, P.C. (applicant/representative))
JTM Land Co. (property owner)
Angela Jamison, County Airports Manager
ALUC Case File

X:\AIRPORT CASE FILES\JCRA\ZAP1081TH24\ZAP1081TH24.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

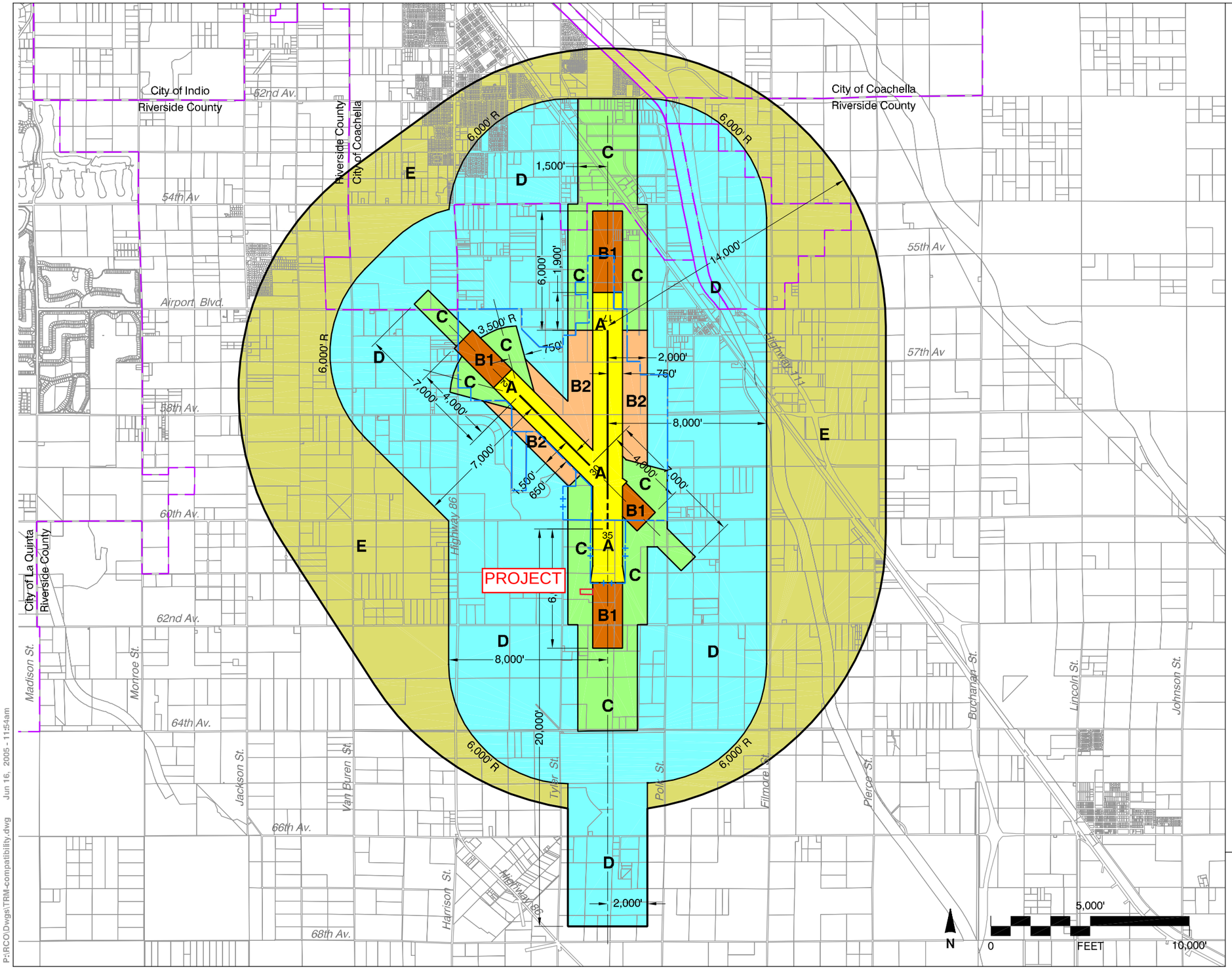
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line - Existing
- Airport Property Line - Planned
- City Limits

Note

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

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

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted June 2005)

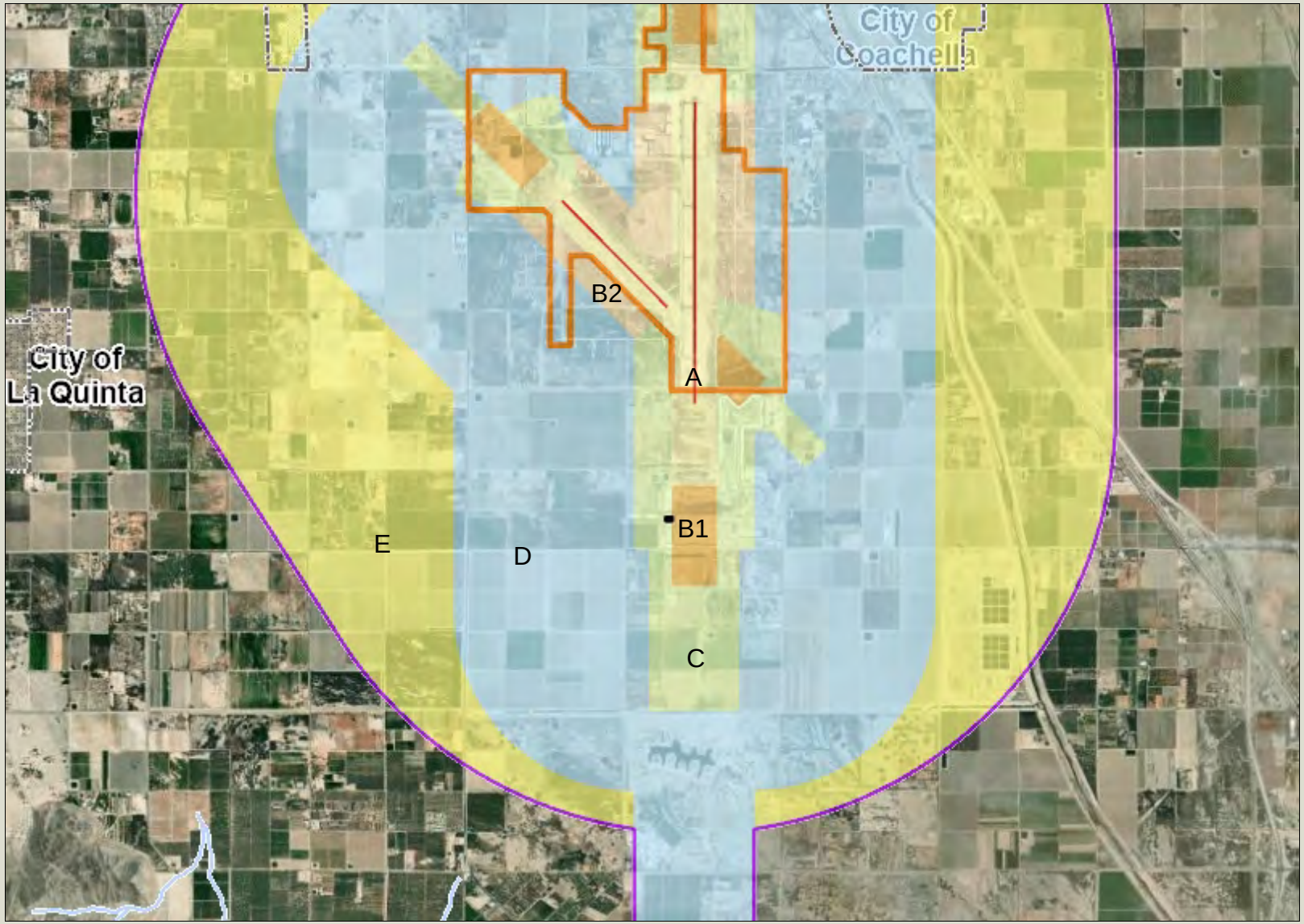
Map JC-1

Compatibility Map

Jacquelline Cochran Regional Airport

P:\RCO\Dwgs\TRM-compatibility.dwg Jun 16, 2005 - 11:54am

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 6,157 12,314 Feet

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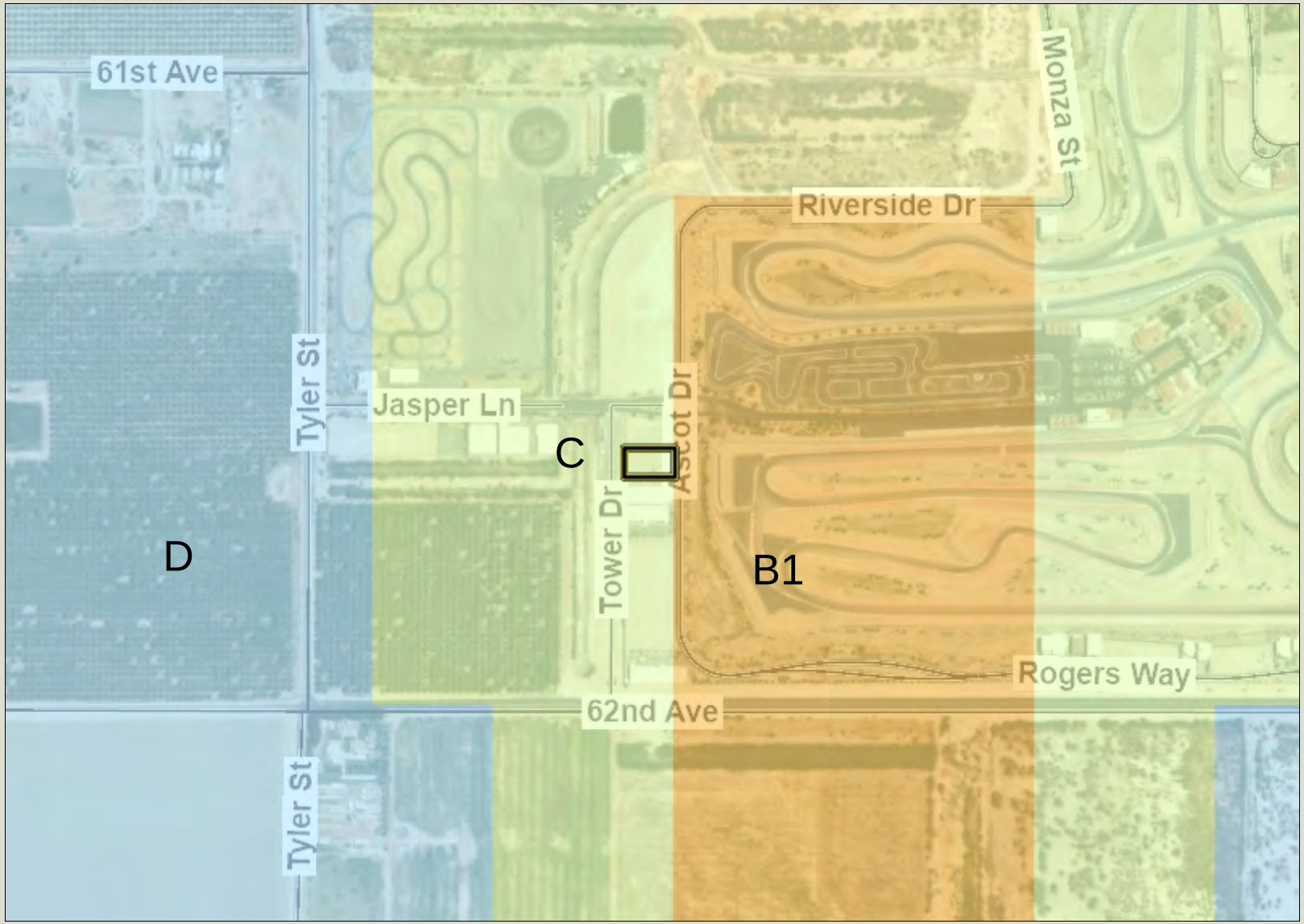
Notes

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 770 1,539 Feet

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Notes

Map My County Map

Legend

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

0 770 1,539 Feet

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Notes

Map My County Map

Legend

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

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0 1,539 3,079 Feet

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Notes

Map My County Map

Legend

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

0 385 770 Feet

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Notes

Map My County Map

Legend

- County Boundary
- City Boundaries
- Blueline Streams
- City Areas
- World Street Map

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0 3,079 6,157 Feet

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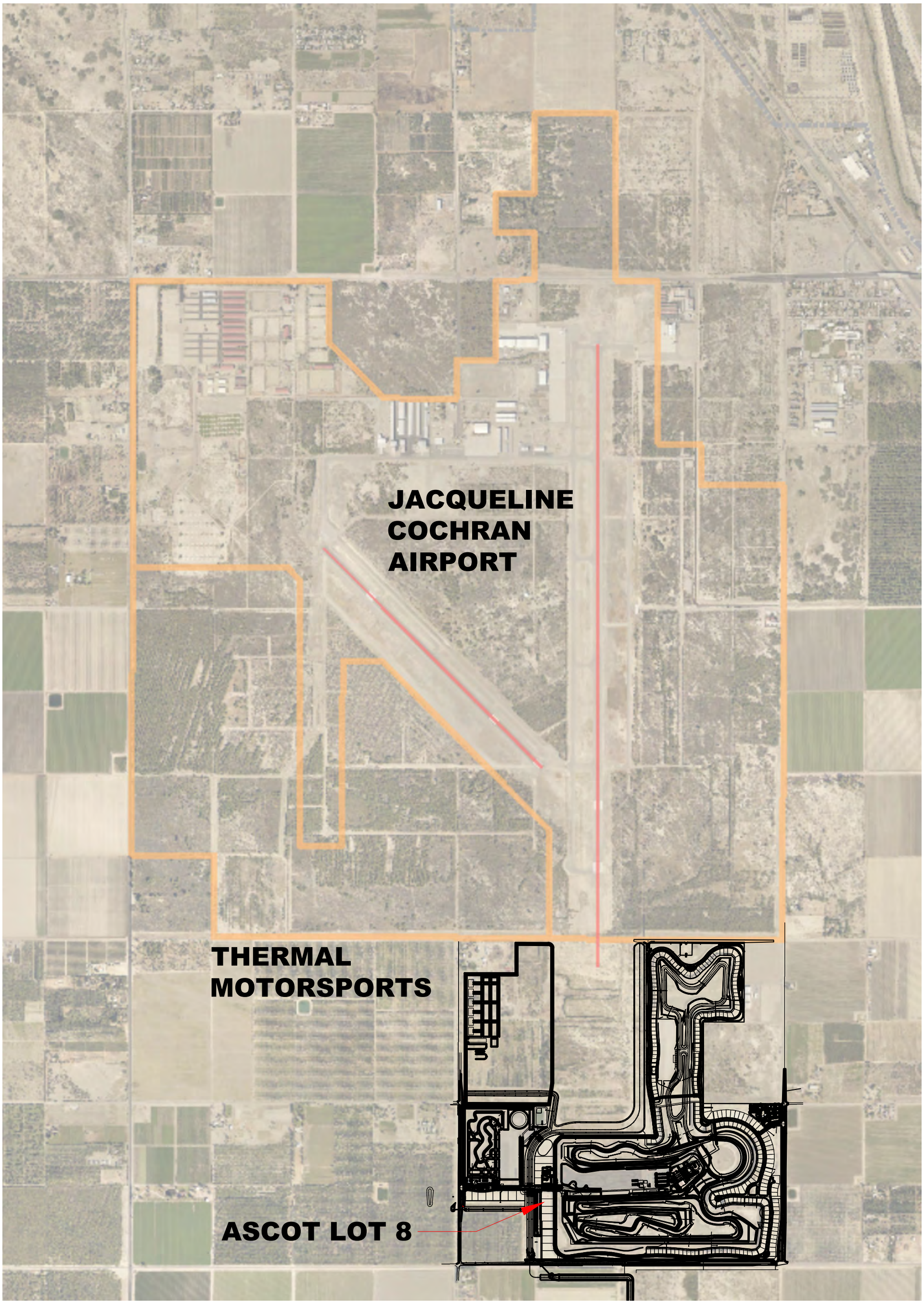
Notes



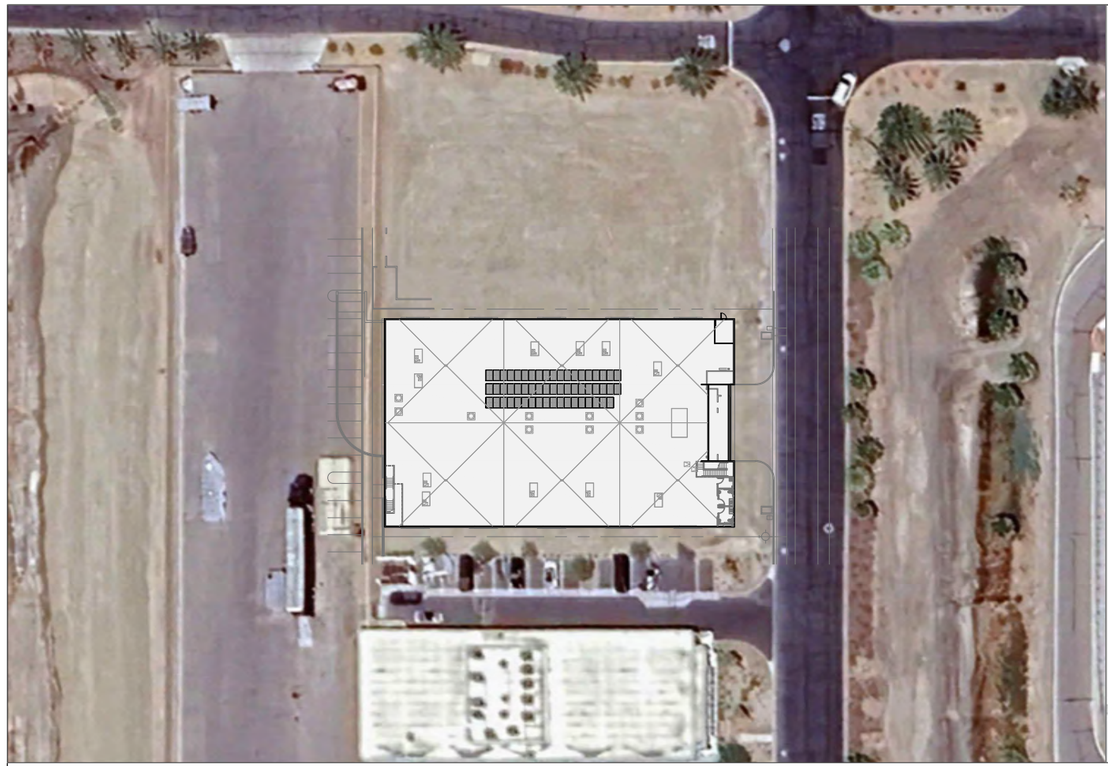
0 750 1500
FEET

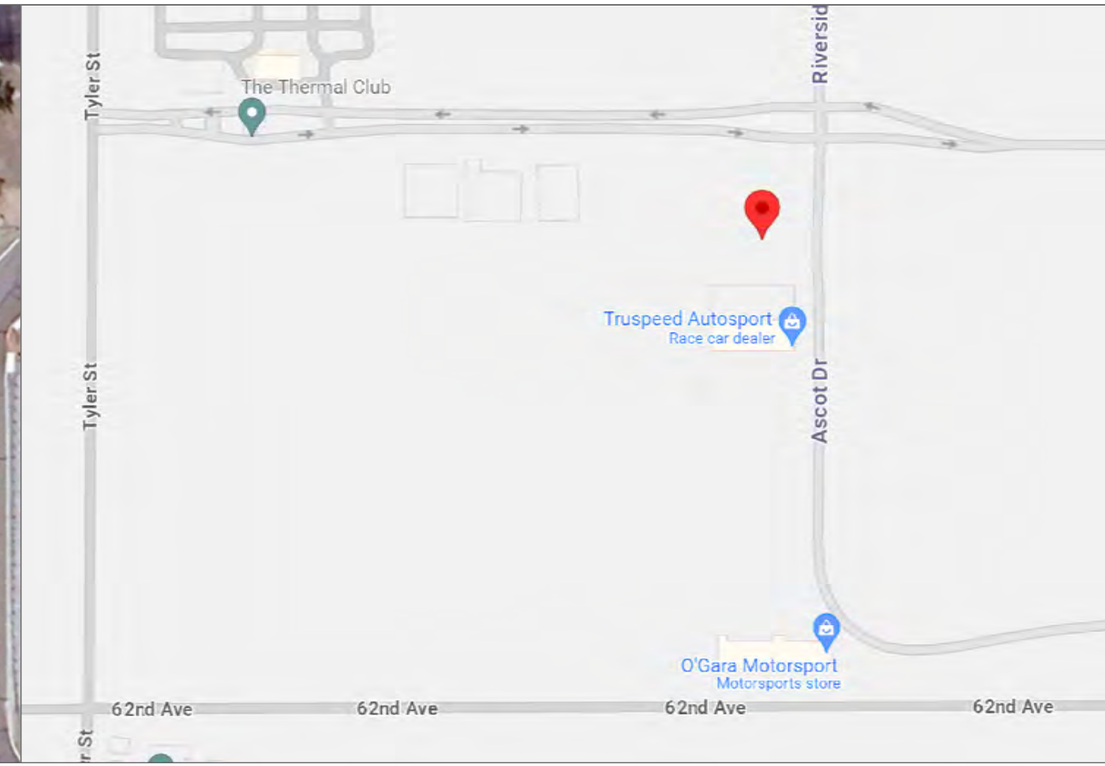
PLAN NORTH

N

1 SITE PLAN

SCALE: 1"= 1,500'





Revisions:	Date:
Rev A	03/22/24

Michael Rango *Michael Rango*
760.322.4433 Lic. C46 No. 940550

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810 N. Farrell Drive
Palm Springs, CA 92262
(760) 322 - 4433 office
License No. 940550
info@HotPurpleEnergy.com
www.HotPurpleEnergy.com

GENERAL NOTES:

1. ALL ELECTRICAL WORK TO BE INSTALLED BY A QUALIFIED LICENSED ELECTRICIAN AND APPRENTICES WORKING UNDER THE DIRECT SUPERVISION OF A LICENSED ELECTRICIAN.

2. ALL SOLAR MODULES SHALL BE UL LISTED 1703 AND CEC APPROVED. ALL INVERTERS SHALL BE UL LISTED 1741SA CERTIFIED AND CEC APPROVED. ALL ELECTRICAL COMPONENTS AND MATERIALS SHALL BE LISTED AND APPROVED FOR IT'S PURPOSE AND INSTALLED IN A WORKMAN LIKE MANNER. ALL OUTDOOR EQUIPMENT SHALL MEET APPROPRIATE NEMA STANDARDS.

3. THIS SYSTEM IS INTENDED TO BE OPERATED IN PARALLEL WITH THE UTILITY SERVICE PROVIDER. ANTI-ISLANDING PROTECTION IS A REQUIREMENT OF UL1741 AND IS INTENDED TO PREVENT THE OPERATION OF THE PHOTOVOLTAIC SYSTEM WHEN THE UTILITY GRID IS NOT IN OPERATION.

4. PERMISSION TO OPERATE THE SYSTEM IS NOT AUTHORIZED UNTIL FINAL INSPECTIONS AND APPROVALS BY THE LOCAL AUTHORITY HAVING JURISDICTION AND THE LOCAL UTILITY SERVICE PROVIDER.

5. THE METHOD OF MOUNTING SHALL BE DONE IN ACCORDANCE WITH THE RACKING MANUFACTURER TO MEET DEAD LOAD, WIND LOAD, AND SEISMIC REQUIREMENTS. PHOTOVOLTAIC MODULES WILL BE SECURED AND MOUNTED ON THE ROOF AS SPECIFIED ON THE STRUCTURAL SHEETS. EXISTING ROOF EQUIPMENT WILL NOT BE EFFECTED BY THE PHOTOVOLTAIC SYSTEM OR INSTALLATION.

6. ALL FASTENERS SHALL BE CORROSION RESISTANT APPROPRIATE FOR THE SITE CONDITIONS.

7. ALL ROOFING REPAIRS MUST MAINTAIN EXISTING CLASS AND TYPE OF ROOF AND ALL WORK SHALL BE IN ACCORDANCE WITH THE ROOFING MANUFACTURERS INSTALLATION REQUIREMENTS.

8. TO BE INSTALLED IN SUCH A MANNER THAT IS DISCREET AND DOES NOT DETRACT FROM THE HOMES ARCHITECTURE

DESCRIPTION OF WORK:

ROOF MOUNTED PHOTOVOLTAIC (SOLAR ELECTRIC) INSTALLATION TILT MOUNTED @ 5° FACING AN AZIMUTH OF 180° CONSISTING OF (56) REC410AA 'R' - 410 WATT MODULES (22.96Kw)AND INCLUDES A SOL-ARK ELECTRICAL STORAGE SYSTEM (24kWh) .

RACK MOUNTING SYSTEM IS PEGASUS ALUMINUM SUPPORT RAILS AND POWERGRIP SOLAR MOUNTS.

INSTALLATION SHALL COMPLY WITH THE FOLLOWING CODES:

CEC 2022 - ARTICLE 690, 705,706 AND OTHERS NEC 2023 705.13
CPC 2022
CBC 2022
CMC 2022
CFC 2022

DRAWING SHEETS:

COVER SHEET		PV-0.0
SITE PLAN		PV-1.0
ROOF PLAN		PV-2.0
SINGLE LINE DIAGRAM		PV-3.0
ELECTRICAL ROOM	*ENLARGED PLAN VIEW & ELEVATIONS*	PV-3.1
MOUNTING DETAIL		PV-4.0
WARNING LABELING		PV-5.0

SPECIFICATION SHEETS:
REC410AA 'R' MODULE & SOL-ARK 12K-2P INVERTERS
TIGO TS4-A-F MODULE-LEVEL RAPID SHUTDOWN
HOMEGRID BATTERIES DATA SHEET AND UL 9540A CERTIFICATION
BLUE SEA POWER BARS & COBRA X-FLEX POWER SUPPLY CABLE
IDEM EMERGENCY STOP CONTROLS
HD6135FB HEAT DETECTOR SPEC SHEET
PEGASUS RAIL SYSTEM DATA SHEET & PEGASUS UL2703 COMPLIANCE
POWERGRIP TPO STRUCTURAL ATTACHMENT

Title: Thermal Ascot Lot 8
COVER SHEET
61513 Ascot Drive
Thermal, CA 92274

Drawn by: MJR
Checked by: BD
Date: 02/22/24
Scale: NTS
Job Number: 24029
Sheet Number:
PV-0.0
Sheet

SITE PLAN KEYNOTE:

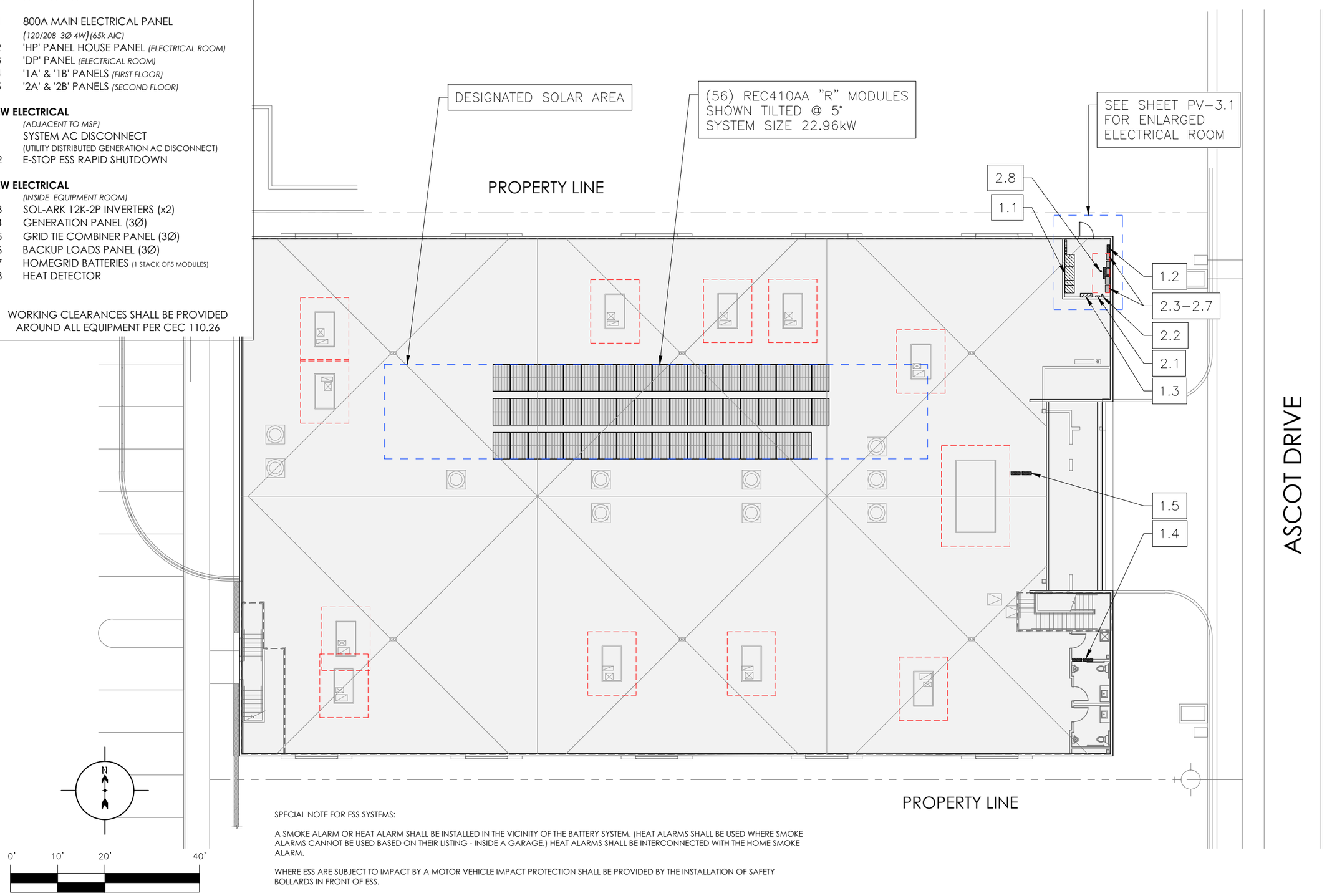
EXISTING ELECTRICAL

1.1 800A MAIN ELECTRICAL PANEL
(120/208 3Ø 4W) (65k AIC)
1.2 'HP' PANEL HOUSE PANEL *(ELECTRICAL ROOM)*
1.3 'DP' PANEL *(ELECTRICAL ROOM)*
1.4 '1A' & '1B' PANELS *(FIRST FLOOR)*
1.5 '2A' & '2B' PANELS *(SECOND FLOOR)*

NEW ELECTRICAL
(ADJACENT TO MSP)
2.1 SYSTEM AC DISCONNECT
(UTILITY DISTRIBUTED GENERATION AC DISCONNECT)
2.2 E-STOP ESS RAPID SHUTDOWN

NEW ELECTRICAL
(INSIDE EQUIPMENT ROOM)
2.3 SOL-ARK 12K-2P INVERTERS (x2)
2.4 GENERATION PANEL (3Ø)
2.5 GRID TIE COMBINER PANEL (3Ø)
2.6 BACKUP LOADS PANEL (3Ø)
2.7 HOMEGRID BATTERIES (1 STACK OF5 MODULES)
2.8 HEAT DETECTOR

WORKING CLEARANCES SHALL BE PROVIDED AROUND ALL EQUIPMENT PER CEC 110.26



SPECIAL NOTE FOR ESS SYSTEMS:

A SMOKE ALARM OR HEAT ALARM SHALL BE INSTALLED IN THE VICINITY OF THE BATTERY SYSTEM. (HEAT ALARMS SHALL BE USED WHERE SMOKE ALARMS CANNOT BE USED BASED ON THEIR LISTING - INSIDE A GARAGE.) HEAT ALARMS SHALL BE INTERCONNECTED WITH THE HOME SMOKE ALARM.

WHERE ESS ARE SUBJECT TO IMPACT BY A MOTOR VEHICLE IMPACT PROTECTION SHALL BE PROVIDED BY THE INSTALLATION OF SAFETY BOLLARDS IN FRONT OF ESS.

Revisions:	Date:
Rev A	03/22/24

Michael Rango *Michael Rango*
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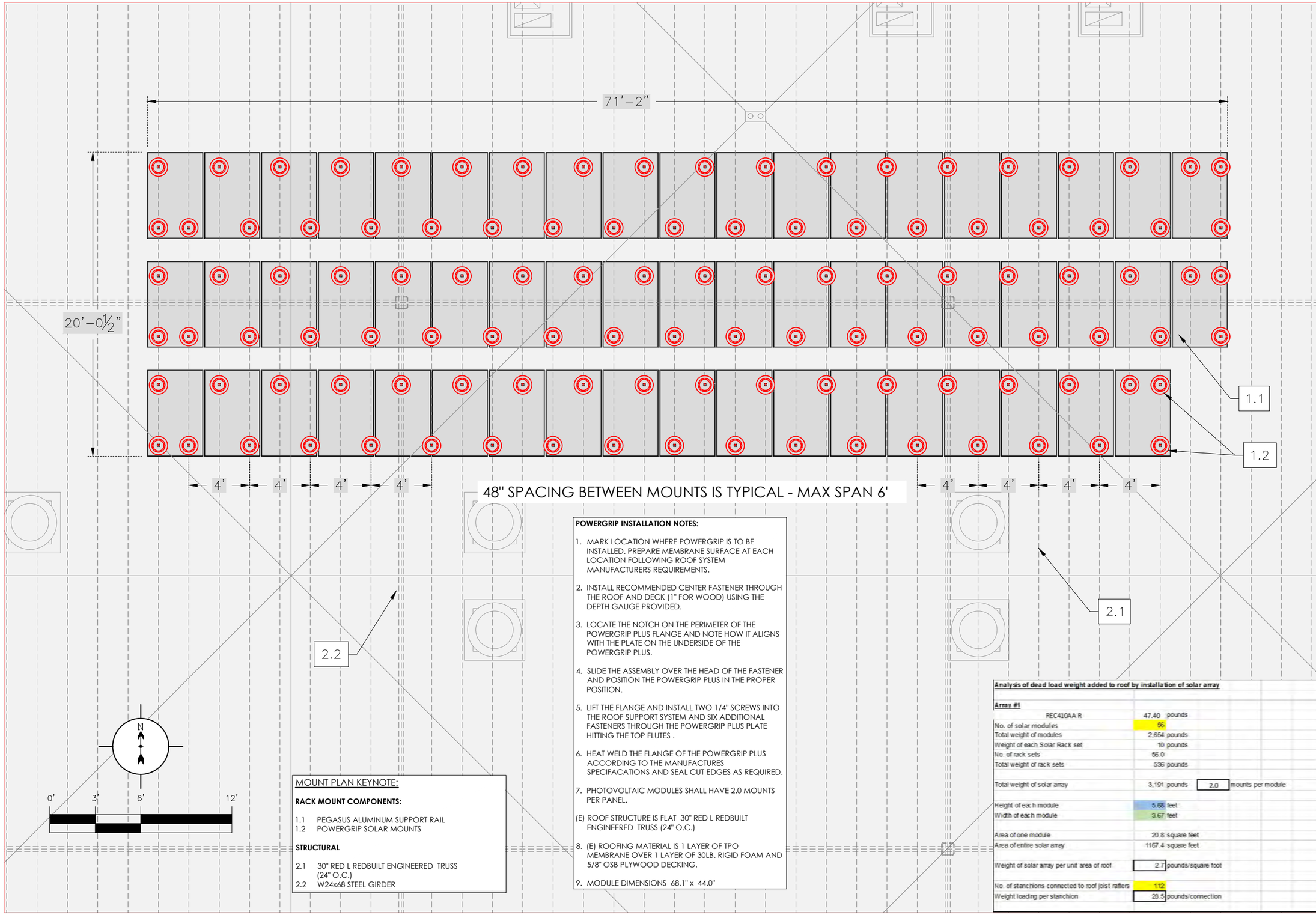
(760) 322 - 4433 office
License No. 940550
info@HotPurpleEnergy.com
www.HotPurpleEnergy.com
HPE Hot Purple Energy

Title:
Thermal Ascot Lot 8
SITE PLAN
61513 Ascot Drive
Thermal, CA 92274

Drawn by: MJR
Checked by: BD
Date: 02/22/24
Scale: 1" = 20'
Job Number: 24029
Sheet Number:

PV-1.0

Sheet



POWERGRIP INSTALLATION NOTES:

1. MARK LOCATION WHERE POWERGRIP IS TO BE INSTALLED. PREPARE MEMBRANE SURFACE AT EACH LOCATION FOLLOWING ROOF SYSTEM MANUFACTURERS REQUIREMENTS.
2. INSTALL RECOMMENDED CENTER FASTENER THROUGH THE ROOF AND DECK (1" FOR WOOD) USING THE DEPTH GAUGE PROVIDED.
3. LOCATE THE NOTCH ON THE PERIMETER OF THE POWERGRIP PLUS FLANGE AND NOTE HOW IT ALIGNS WITH THE PLATE ON THE UNDERSIDE OF THE POWERGRIP PLUS.
4. SLIDE THE ASSEMBLY OVER THE HEAD OF THE FASTENER AND POSITION THE POWERGRIP PLUS IN THE PROPER POSITION.
5. LIFT THE FLANGE AND INSTALL TWO 1/4" SCREWS INTO THE ROOF SUPPORT SYSTEM AND SIX ADDITIONAL FASTENERS THROUGH THE POWERGRIP PLUS PLATE HITTING THE TOP FLUTES .
6. HEAT WELD THE FLANGE OF THE POWERGRIP PLUS ACCORDING TO THE MANUFACTURES SPECIFACATIONS AND SEAL CUT EDGES AS REQUIRED.
7. PHOTOVOLTAIC MODULES SHALL HAVE 2.0 MOUNTS PER PANEL.

(E) ROOF STRUCTURE IS FLAT 30" RED L REDBUILT ENGINEERED TRUSS (24" O.C.)

8. (E) ROOFING MATERIAL IS 1 LAYER OF TPO MEMBRANE OVER 1 LAYER OF 30LB. RIGID FOAM AND 5/8" OSB PLYWOOD DECKING.
9. MODULE DIMENSIONS 68.1" x 44.0"

MOUNT PLAN KEYNOTE:

RACK MOUNT COMPONENTS:

1.1 PEGASUS ALUMINUM SUPPORT RAIL
1.2 POWERGRIP SOLAR MOUNTS

STRUCTURAL

2.1 30" RED L REDBUILT ENGINEERED TRUSS (24" O.C.)
2.2 W24x68 STEEL GIRDER

Analysis of dead load weight added to roof by installation of solar array

Array #1

REC410AA R	47.40	pounds		
No. of solar modules	56			
Total weight of modules	2,654	pounds		
Weight of each Solar Rack set	10	pounds		
No. of rack sets	56.0			
Total weight of rack sets	536	pounds		
Total weight of solar array	3,191	pounds	2.0	mounts per module
Height of each module	5.68	feet		
Width of each module	3.67	feet		
Area of one module	20.8	square feet		
Area of entire solar array	1167.4	square feet		
Weight of solar array per unit area of roof	2.7	pounds/square foot		
No. of stanchions connected to roof joist rafters	112			
Weight loading per stanchion	28.5	pounds/connection		

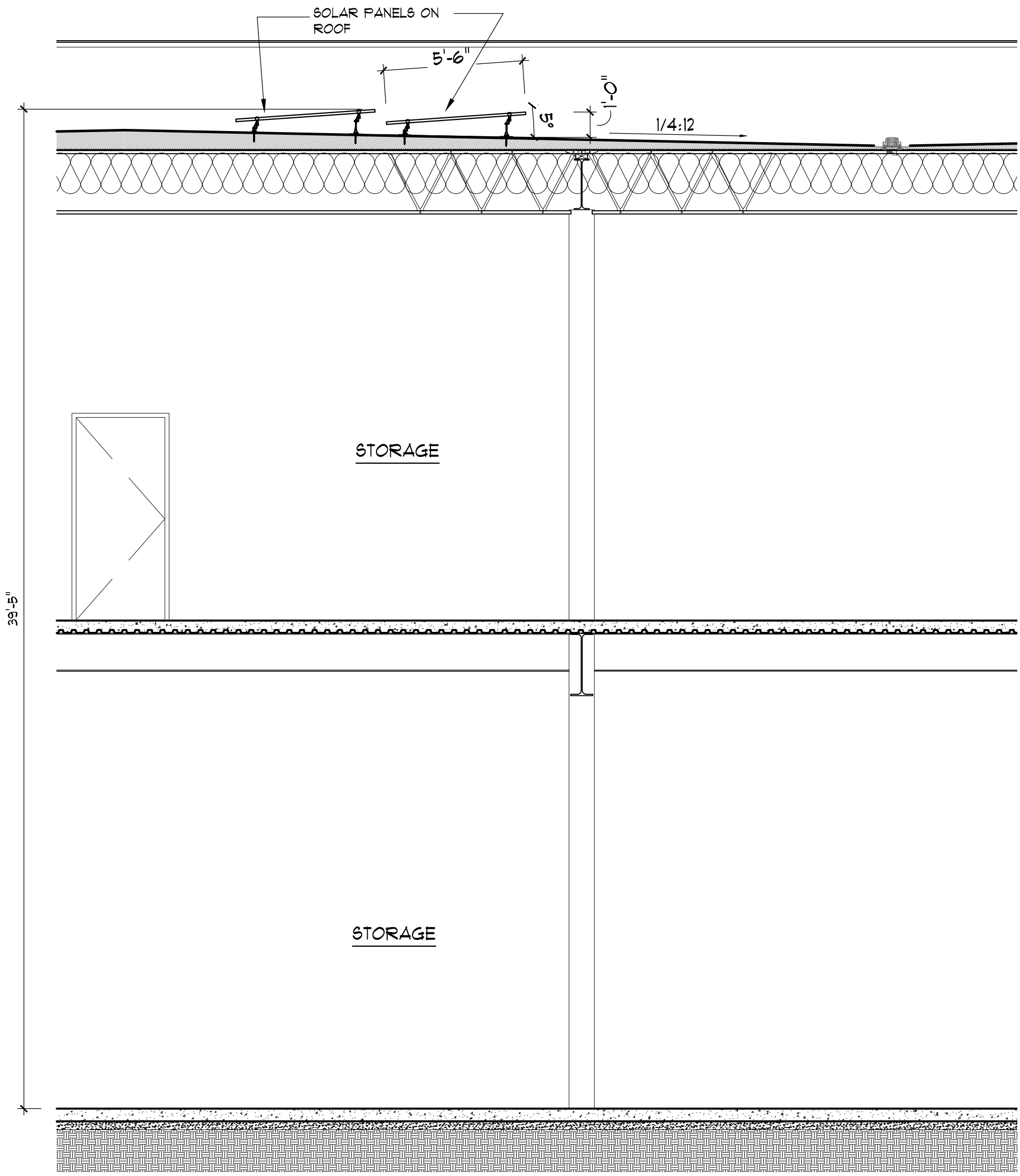
Revisions:	Date:
Rev A	03/22/24

Michael Rango *Michael Rango*
760.322.4433 Lic. C46 No. 940550

INTEGRATOR:
HPE Hot Purple Energy
810 N. Farrell Drive
Palm Springs, CA 92262
(760) 322 - 4433 office
License No. 940550
info@HotPurpleEnergy.com
www.HotPurpleEnergy.com

Title:
Thermal Ascot Lot 8
ROOF PLAN
61513 Ascot Drive
Thermal, CA 92274

Drawn by: MJR
Checked by: BD
Date: 02/22/24
Scale: 1" = 6'
Job Number: 24029
Sheet Number: PV-2.0
Sheet



1 PARTIAL BUILDING SECTION

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

THERMAL MOTORSPORTS - ASCOT LOT 8

FORGESOLAR GLARE ANALYSIS

Project: **Riverside Co**
Rooftop PV array near KTRM airport, Thermal CA

Site configuration: **61513 Ascot Dr**
Analysis conducted by Dave Belote (dave@darestrategies.com) at 17:17 on 27 Mar, 2024.

U.S. FAA 2013 Policy Adherence

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

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

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

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

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

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

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

Solar developer Hot Purple Energy is proposing a 22.96kW rooftop solar array at 61513 Ascot Drive in Thermal CA; to account for the possible addition of an air traffic control tower at Jacqueline Cochran Regional Airport, this glint/glare analysis includes the proposed location of said tower. This analysis considers the Federal Aviation Administration's (FAA) 2013 Interim Policy and 2021 Final Policy; given that 2021 policy is less restrictive than the interim 2013 policy, 2013 "PASS" documentation will be used to prove compliance with 2021 policy. This analysis is completed using ForgeSolar's Glare Analysis tool, which is a licensed Solar Glare Hazard Assessment Tool (SGHAT).

The rooftop array passes the FAA's recommended solar glare parameters, with zero glare into the hypothetical tower cab and a total of 252 minutes of "green" glare on final approach into Runway 30 (0.05% of the calendar year): see below, pages 5 and 6.

SITE CONFIGURATION

Analysis Parameters

DNI: peaks at 1,000.0 W/m^2
Time interval: 1 min
Ocular transmission coefficient: 0.5
Pupil diameter: 0.002 m
Eye focal length: 0.017 m
Sun subtended angle: 9.3 mrad
Site Config ID: 115512.8001
Methodology: V1

PV Array(s)

Name: 61513 Ascot Dr
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 180.0°
Rated power: 22.96 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.601306	-116.159368	-145.77	142.75	-3.02
2	33.601306	-116.159166	-145.43	142.75	-2.68
3	33.601272	-116.159166	-145.09	142.75	-2.34
4	33.601272	-116.159180	-145.00	142.75	-2.25
5	33.601249	-116.159180	-144.83	142.75	-2.08
6	33.601249	-116.159369	-145.39	142.75	-2.64

Flight Path Receptor(s)

Name: Rwy 12
Description:
Threshold height: 50 ft
Direction: 135.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.630183	-116.171005	-117.94	50.00	-67.94
Two-mile	33.650628	-116.195587	-80.78	566.27	485.49

Name: Rwy 17
Description:
Threshold height: 50 ft
Direction: 180.2°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.639142	-116.156425	-115.33	50.00	-65.33
Two-mile	33.668054	-116.156286	-91.22	579.32	488.10

Name: Rwy 30
Description:
Threshold height: 50 ft
Direction: 315.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.620459	-116.159390	-132.29	50.00	-82.29
Two-mile	33.600014	-116.134810	-157.22	628.35	471.14

Name: Rwy 35
Description:
Threshold height: 50 ft
Direction: 0.2°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.615802	-116.156431	-139.06	50.00	-89.06
Two-mile	33.586890	-116.156552	-156.00	620.37	464.37

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.627040	-116.153590	-129.99	50.00

Map image of 1-ATCT

GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
61513 Ascot Dr	5.0	180.0	252	0	49,660.0

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	252	0
Rwy 35	0	0
1-ATCT	0	0

Results for: 61513 Ascot Dr

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	252	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

0 minutes of yellow glare
0 minutes of green glare

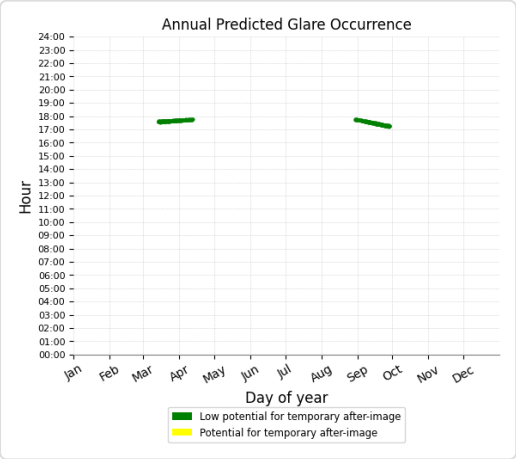
Flight Path: Rwy 17

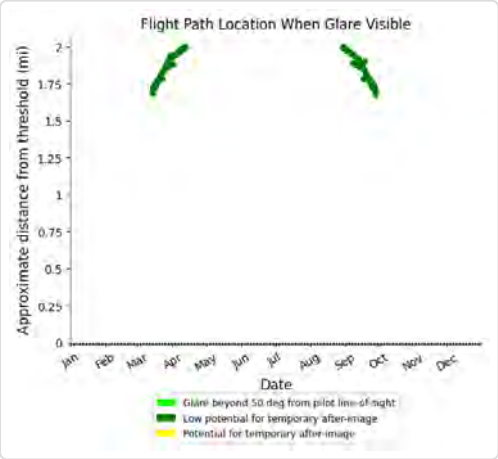
0 minutes of yellow glare
0 minutes of green glare

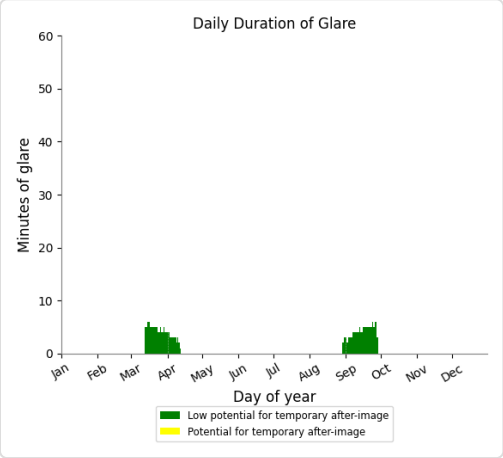
Flight Path: Rwy 30

0 minutes of yellow glare

252 minutes of green glare







Flight Path: Rwy 35

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Assumptions

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

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RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
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Jackie Vega
Barbara Santos

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

www.rcaluc.org

May 9, 2024

Rafael Garcia, Principal Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

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

File No.:	ZAP1015BL24
Related File No.:	CUP230004 (Conditional Use Permit), TPM37988 (Tentative Parcel Map)
APNs:	818-260-004, 824-020-006
Airport Zone:	Zone D

Dear Mr. Garcia

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 Nos. CUP230004 (Conditional Use Permit), TPM37988 (Tentative Parcel Map), a proposal to construct a 4,800 square foot tire repair building located at 13015 Mesa Drive. The applicant also proposes dividing the site's 14.36 acres into 3 commercial parcels, with Parcel 1 (4.68 acres) including the proposed tire repair building and an existing gas station (No development is proposed at this time for parcels 2 and 3).

The site is located within Compatibility Zone D of the Blythe Municipal Airport Influence Area, where non-residential average-acre intensity is restricted to 100 people per acre, and single acre intensity is restricted to a maximum of 300 people. The project proposes a 4,800 square foot tire repair building, which would (by itself) accommodate 23 people. Also located within the same proposed 4.68 acre parcel and single acre area is the existing 3,984 square foot Valero gas station convenience store with 12 fueling pump stations, accommodating 83 people. Therefore, the total occupancy of the parcel is 106 people, resulting in an average acre intensity of 23 people per acre, and a single acre intensity of 106 people, both of which are consistent with Zone D average acre intensity criteria of 100 people per acre, and single acre intensity criteria maximum of 300 people.

The elevation of Runway 8-26 at Blythe Airport at its westerly terminus is approximately 396 feet above mean sea level (AMSL). At a distance of approximately 1,686 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 413 feet AMSL. The project site elevation is 393 feet AMSL and proposes a building height of 22 feet, resulting in a top point elevation of 415 feet AMSL. Therefore, FAA OES review for height/elevation reasons is required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study No. 2024-AWP-5302-OE to this project. The FAA OES issued their Determination of No Hazard letter dated May 8, 2024, indicating that the project would not be an impact to air navigation. The FAA OES conditions have been incorporated into AUC's conditions listed below.

Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly

recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated (FAA Advisory Circular 5200-33C). Although the nearest portion of the project is located 1,686 feet from the runway, a water quality basin has already been developed with the existing gas station with no further development at this time and therefore would not constitute a hazard to flight.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2004 Blythe Municipal Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

CONDITIONS:

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

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

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

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

   (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

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

   (e) Highly noise-sensitive outdoor nonresidential uses and hazards to flight.

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

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

4. Any proposed stormwater basins or facilities shall be designed and maintained to

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

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

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

5. This project has been evaluated as consisting of a 4,800 square foot tire repair building located at 13015 Mesa Drive, and also proposes dividing the site's 14.36 acres into 3 commercial parcels, with Parcel 1 (4.68 acres) including the proposed tire repair building and an existing gas station (no development is proposed at this time for parcels 2 and 3). Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP criteria**,** at the discretion of the ALUC Director.

6. The Federal Aviation Administration has conducted aeronautical studies of the proposed project (Aeronautical Study No. 2024-AWP-5302-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 M and shall be maintained in accordance therewith for the life of the project.

7. The proposed structures shall not exceed a height of 23 feet above ground level and a maximum elevation at top point of 417 feet above mean sea level.

8. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission. The specific coordinates, frequencies, and power shall not be amended without further review by the Federal Aviation Administration.

9. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 23 feet in height and a maximum elevation of 417 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

10. Within five (5) days after construction of the structure reaches its greatest height, FAA

Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.

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

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Kirpal Singh Dhaliwal (applicant/property owner)
Jeffery Ashbaker (representative)
Angela Jamison, County Airports Manager
ALUC Case File

X:\AIRPORT CASE FILES\Blythe\ZAP1015BL24\ZAP1015BL24.LTR.doc

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

Aeronautical Study No.
2024-AWP-5302-OE

Issued Date: 05/08/2024

KIRPAL DHALIWAL
PUN-AMERICAN, INC.
13015 MESA DRIVE
BLYTHE, CA 92225

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

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

Structure:	Commercial Use Building Truck Tire Repair Shop
Location:	Blythe, CA
Latitude:	33-36-42.96N NAD 83
Longitude:	114-43-42.16W
Heights:	394 feet site elevation (SE)
	23 feet above ground level (AGL)
	417 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 11/08/2025 unless:

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

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

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

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

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

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

If we can be of further assistance, please contact our office at (404) 305-6337, or nick.goodly@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-5302-OE.

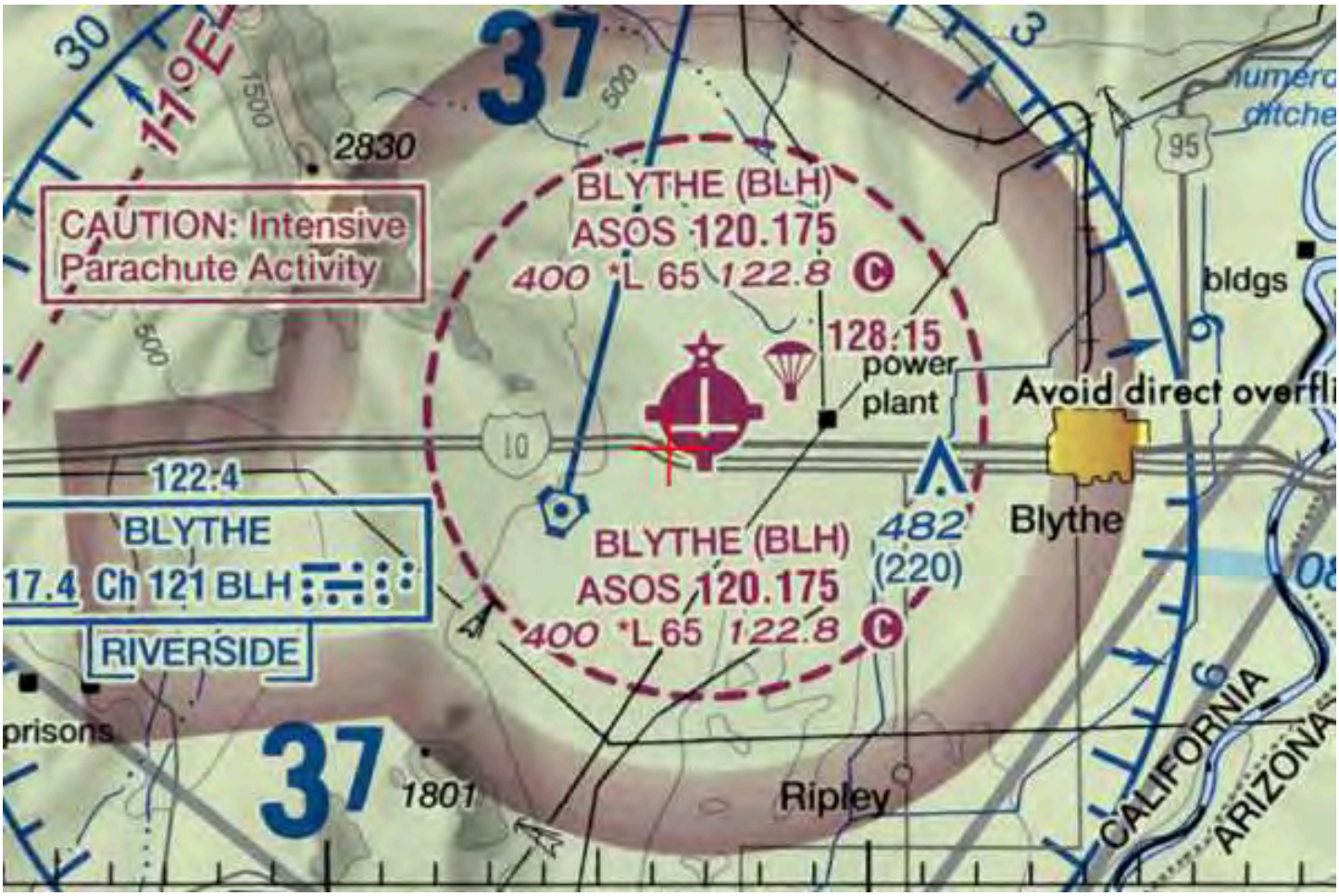
Signature Control No: 620432035-621033809 (DNE)
Nick Goodly
Technician

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2024-AWP-5302-OE

To construct and operate a Truck Tire Repair shop. The proposed Tire Repair Shop will be located in a proposed 60' x 80' (17' to 22' high) metal building.

Sectional Map for ASN 2024-AWP-5302-OE



NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

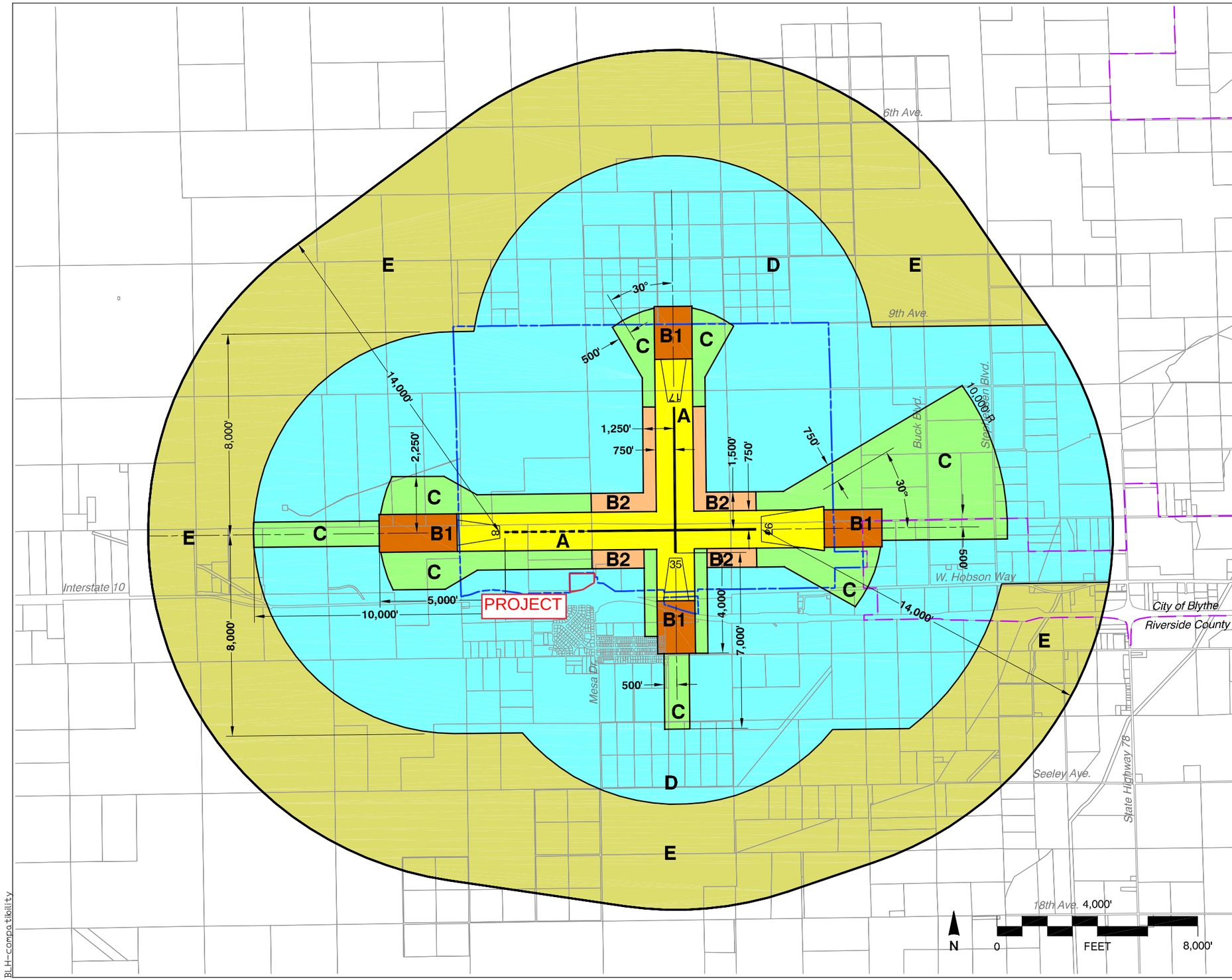
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Note

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

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

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

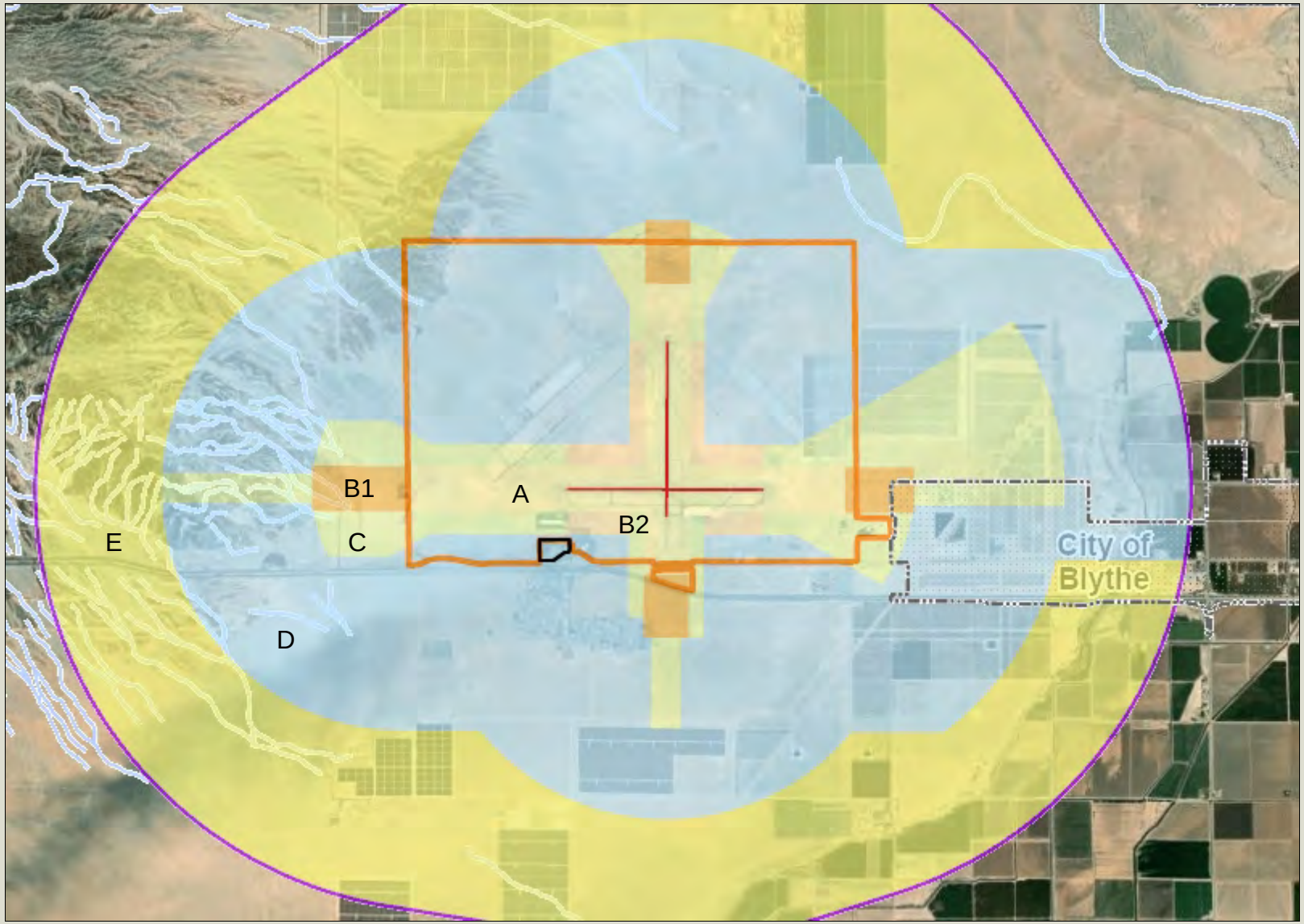
(Adopted October 2004)

Map BL-1

Compatibility Map

Blythe Airport

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 6,157 12,314 Feet

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

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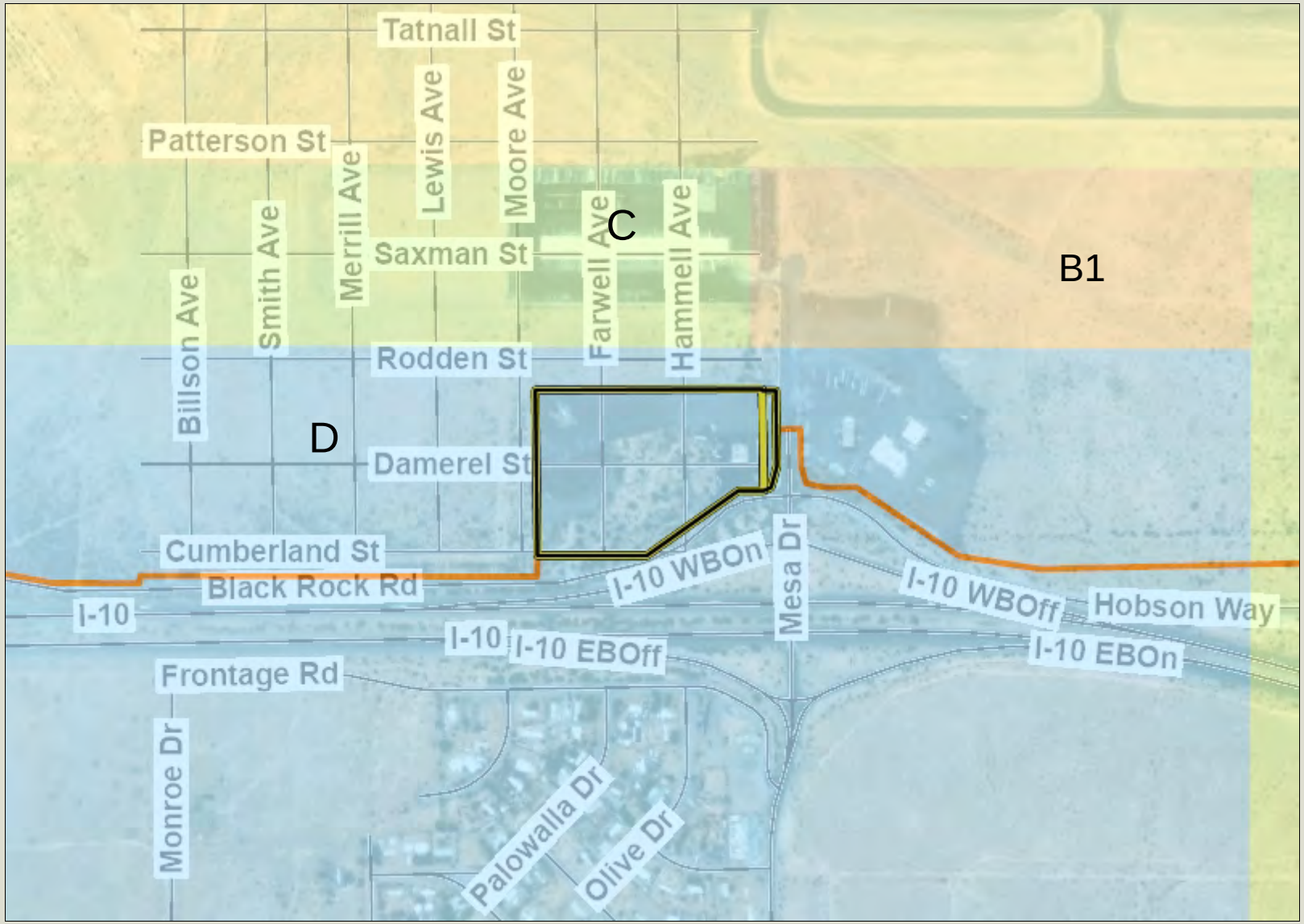
Notes

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 770 1,539 Feet

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© Riverside County GIS

Notes

Map My County Map

Legend

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

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0 770 1,539 Feet

REPORT PRINTED ON... 4/17/2024 1:21:41 PM

© Riverside County GIS

Notes

Map My County Map

Legend

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

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

0 1,539 3,079 Feet

REPORT PRINTED ON... 4/17/2024 1:22:34 PM

© Riverside County GIS

Notes

Map My County Map

Legend

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

0 770 1,539 Feet

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

REPORT PRINTED ON... 4/17/2024 1:22:51 PM

© Riverside County GIS

Notes

Map My County Map

Legend

- County Boundary
- City Boundaries
- Blueline Streams
- City Areas
- World Street Map

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

0 6,157 12,314 Feet

REPORT PRINTED ON... 4/17/2024 1:22:04 PM

© Riverside County GIS

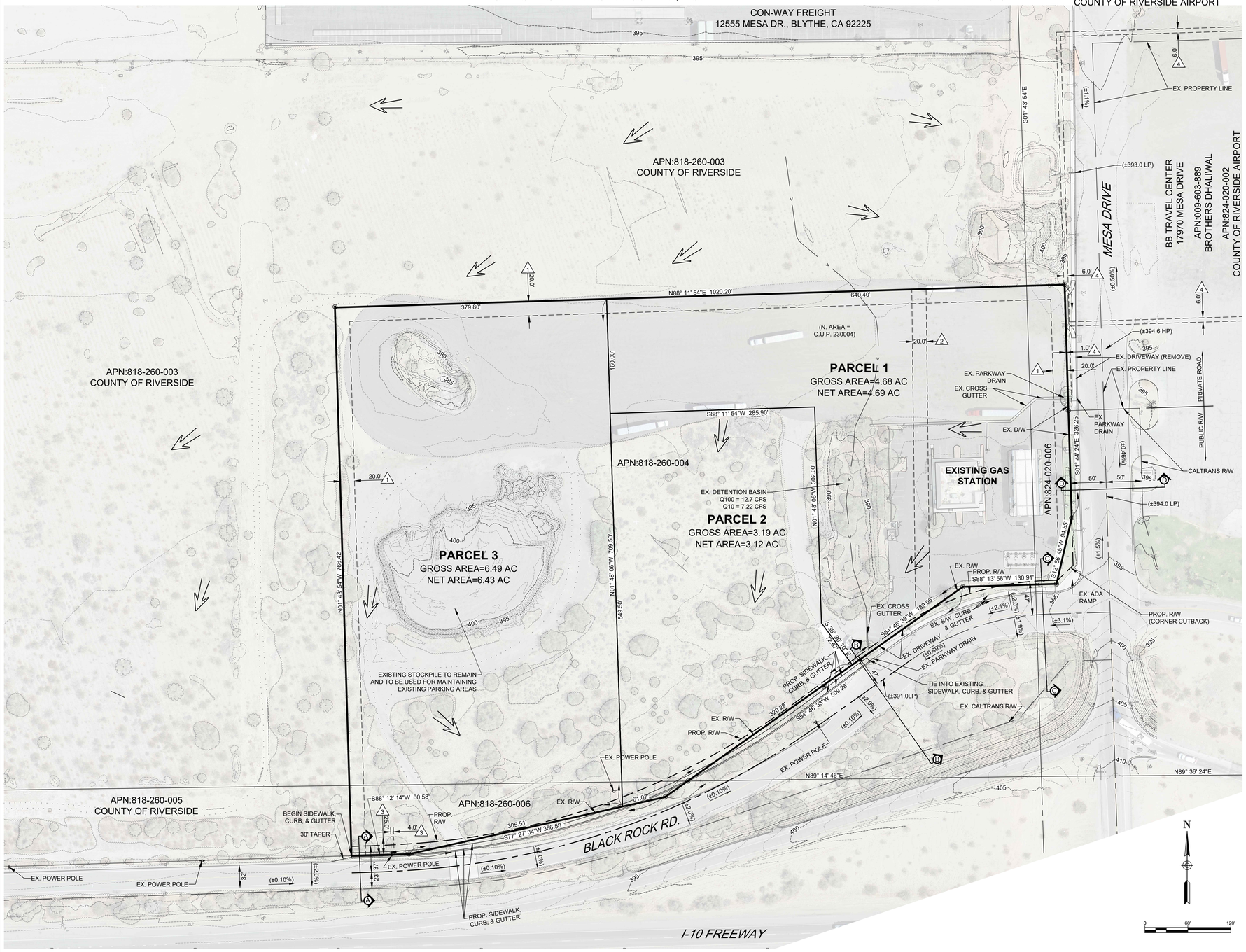
Notes

IN THE UNICORPORATED AREA OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TENTATIVE PARCEL MAP 37988

BEING A SUBDIVISION OF A PORTION OF THE NORTHEAST 1/4 OF SECTION 36, TOWNSHIP 6 SOUTH, RANGE 21 EAST, AND THE NORTHWEST 1/4 OF SECTION 31, TOWNSHIP 6 SOUTH, RANGE 22 EAST, S.B.M.

LUDWIG ENGINEERING ASSOCIATES, INC. DECEMBER 2023



VICINITY MAP

SCALE: N.T.S.

APPLICANT:

KIRPAL DHALIWAL
13015 MESA DRIVE, BLYTHE CA 92225
PHONE : (310)912-7742

PROPERTY OWNER:

PUN-AMERICAN, INC.
13015 MESA DRIVE, BLYTHE CA 92225
PHONE : (310)912-7742

ENGINEER:

LUDWIG ENGINEERING ASSOCIATES, INC.
109 E. THIRD STREET
SAN BERNARDINO, CA 92410
PHONE: (909)884-8217

ASSESSOR'S PARCEL NUMBER:

818-260-004, 818-260-006 AND 824-020-006

SITE ADDRESS:

13015 MESA DRIVE, BLYTHE CA 92225

GENERAL PLAN:

EXISTING GENERAL PLAN: CR (COMMERCIAL RETAIL)
PROPOSED GENERAL PLAN: CR (COMMERCIAL RETAIL)

ZONING:

EXISTING ZONING: C-P-S SCENIC HIGHWAY COMMERCIAL
PROPOSED ZONING: C-P-S SCENIC HIGHWAY COMMERCIAL

LEGEND

- PROJECT SITE BOUNDARY
- PROPOSED PARCEL BOUNDARY
- PROPOSED EASEMENT
- EXISTING EASEMENT
- EXISTING RIGHT OF WAY
- STREET CENTERLINE
- 395 EXISTING CONTOUR
- FLOWPATH
- SHEET FLOW
- OFFER OF DEDICATION
- PROPOSED REVERSION

UTILITY COMPANIES:

NATURAL GAS:
SC GAS
(909)335-7955

WATER & SEWER:
CSA DESERT OPERATIONS
(760)921-2487

ELECTRIC:
SOUTHERN CALIFORNIA EDISON
(800) 655-4555

TELEPHONE:
PIONEER
(888)782-2667

TRASH DISPOSAL:
CR&A DISPOSAL
(800)755-8112

NOTES:

-DAMEREL STREET, FARWELL AVENUE, AND HAMMELL AVENUE HAVE BEEN VACATED IN PROJECT VICINITY PER BK. 551, PG. 485 O.R.
-CONTOUR INTERVAL = 1 FOOT
-EASMENTS SHOWN HEREON WERE DERIVED FROM THE PRELIMINARY REPORT FOR TITLE INSURANCE, ORDER NO. NCS-1014607-ONT1, DATED AS OF JANUARY 24, 2023
-PARCEL 1 WILL COMBINE THE EXISTING VALERO GAS STATION WITH THE PROPOSED TRUCK TIRE REPAIR SHOP (CUP23004)

EASEMENTS

1. AN EASEMENT IN FAVOR OF THE PUBLIC FOR DOMESTIC WATER MAIN WITH INGRESS AND EGRESS AND INCIDENTAL PURPOSES, RECORDED JANUARY 03, 2000 AS INSTRUMENT NO. 001022 OF O.R.

2. AN EASEMENT IN FAVOR OF THE PUBLIC FOR SANITARY SEWER MAIN WITH INGRESS AND EGRESS AND INCIDENTAL PURPOSES, RECORDED JANUARY 03, 2000 AS INSTRUMENT NO. 001023 OF O.R.

3. AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED APRIL 27, 1971 AS INSTRUMENT NO. 43232 OF O.R.

4. AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY FOR UTILITIES AND INCIDENTAL PURPOSES, RECORDED JUNE 30, 1980 AS INSTRUMENT NO. 119251 OF O.R.

5. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "AGREEMENT FOR JOINT USE AND MAINTENANCE OF ACCESS ROAD" RECORDED DECEMBER 06, 1968 AS INSTRUMENT NO. 119351 OF O.R. (BLANKET EASEMENT)

LEGAL DESCRIPTION:

REAL PROPERTY IN THE UNINCORPORATED AREA OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

TENTATIVE PARCEL MAP NO. 37988, BEING A SUBDIVISION OF THE FOLLOWING:

THOSE PORTIONS OF BLOCKS 38, 39, 40, 41, 42, 43 AND 54 OF PALOWALLA, AS SHOWN BY MAP ON FILE IN BOOK 8 PAGE 39 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, AND THOSE PORTIONS OF CUMBERLAND STREET, DAMEREL STREET, FARWELL AVENUE, HAMMELL AVENUE AND SHEPHERD AVENUE AS ALL WERE VACATED BY RESOLUTION RECORDED AUGUST 11, 1942 IN BOOK 551 PAGE 484 OF OFFICIAL RECORDS OF SAID COUNTY, ALSO THAT PORTION OF GOVERNMENT LOT 2 IN THE NORTHWEST QUARTER OF SECTION 31, TOWNSHIP 6 SOUTH, RANGE 22 EAST, SAN BERNARDINO BASE AND MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF SECTIONS 26, 25, 36, 35, TOWNSHIP 6 SOUTH, RANGE 21 EAST, SAN BERNARDINO BASE AND MERIDIAN;

THENCE SOUTH 00° 49' 18" EAST, 2,641.61 FEET TO THE 1/4 SECTION CORNER OF SECTIONS 35 AND 36, SUCH CORNER BEING ALSO LOCATED 436.11 FEET NORTH 00° 49' 18" WEST OF INTERSTATE 10 CALTRANS STATIONING LINE;

THENCE NORTH 89° 14' 37" EAST 5,237.53 FEET TO THE 1/4 SECTION CORNER OF SECTIONS 36 AND 31.THE DISTANCE OF SUCH 1/4 SECTION CORNER BEING ALSO LOCATED 340.59 FEET, NORTH 00° 47' 33" WEST FROM INTERSTATE 10 CALTRANS STATIONING LINE;

THENCE NORTH 01° 43' 35" WEST, ALONG 1/4 SECTION LINE 267.97 FEET TO INTERSECTION WITH AIRPORT PROPERTY LINE;

THENCE NORTH 88° 12' 56" EAST, A DISTANCE OF 28.67 FEET TO INTERSECTION WITH SEGMENT OF AIRPORT PROPERTY LINE BEARING NORTH 13° 29' 54" EAST FOR THE TRUE POINT OF BEGINNING;

THENCE NORTH 13° 29' 54" EAST A DISTANCE OF 94.85 FEET;

THENCE NORTH 01° 47' 03" WEST A DISTANCE OF 326.60 FEET TO THE NORTHEAST CORNER OF PARCEL;

THENCE SOUTH 88° 11' 54" WEST A DISTANCE OF 1,020.20 FEET TO THE NORTHWEST CORNER OF PARCEL;

THENCE SOUTH 01° 47' 03" EAST, A DISTANCE OF 766.69 FEET TO THE SOUTHWEST CORNER OF PARCEL;

THENCE NORTH 36° 11' 54" EAST AND PARALLEL TO INTERSTATE 10 CENTERLINE, A DISTANCE OF 80.58 FEET;

THENCE NORTH 77° 29' 09" EAST A DISTANCE OF 366.68 FEET FOLLOWING ALONG THE AIRPORT PROPERTY LINE;

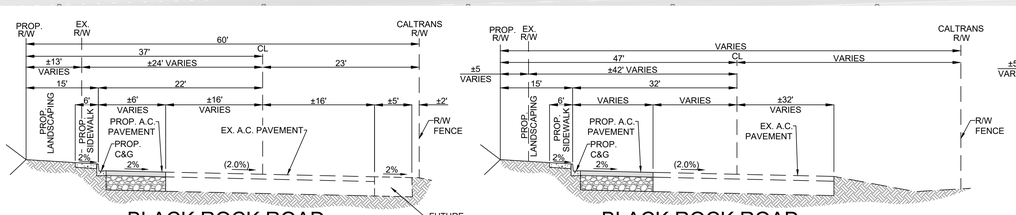
THENCE NORTH 54° 46' 34" EAST FOLLOWING THE AIRPORT PROPERTY LINE A DISTANCE OF 509.08'; THENCE NORTH 88° 12' 56" EAST A

DISTANCE OF 130.00 FEET TO THE TRUE POINT OF BEGINNING; EXCEPTING THEREFROM, IN ACCORDANCE WITH EXECUTIVE ORDER 9908,

APPROVED ON DECEMBER

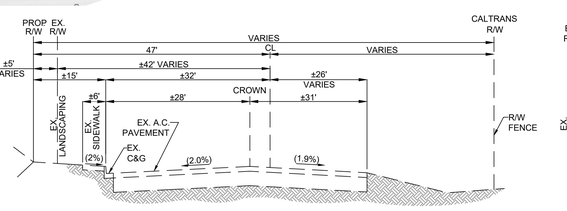
5, 1947, (12 F.R. 8223), ALL URANIUM, THORIUM, AND ALL OTHER MATERIALS DETERMINED PURSUANT TO SECTION 5 (B) (1) OF THE ATOMIC ENERGY ACT OF 1946 (60 STATE. 761), TO BE PECULIARLY ESSENTIAL TO THE PRODUCTION OF FISSIONABLE MATERIAL, CONTAINED, IN WHATEVER CONCENTRATION, IN DEPOSITS IN THE LANDS COVERED BY THE ABOVE DESCRIBED PARCEL AS RESERVED BY THE UNITED STATES OF AMERICA IN SAID DEED RECORDED DECEMBER 14, 1948 IN BOOK 1035, PAGE 520 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

APN: 818-260-004 (PTN); 818-260-006 (PTN) ; 824-020-006 (PTN)(FOR INFORMATIONAL PURPOSES ONLY)

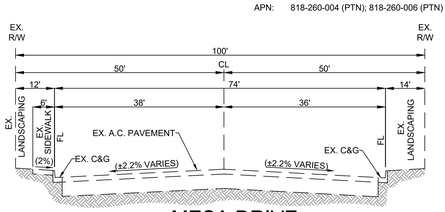


BLACK ROCK ROAD
SECTION A-A
COLLECTOR FRONTAGE ROAD (60' R/W)
SCALE: NOT TO SCALE

BLACK ROCK ROAD
SECTION B-B
COLLECTOR FRONTAGE ROAD (R/W VARIES)
SCALE: NOT TO SCALE



BLACK ROCK ROAD
SECTION C-C
COLLECTOR FRONTAGE ROAD (R/W VARIES)
SCALE: NOT TO SCALE



MESA DRIVE
SECTION D-D
MAJOR HIGHWAY (100' R/W)
SCALE: NOT TO SCALE

REVISED: DEC. 2023

REGISTERED PROFESSIONAL ENGINEER
ROBERT MARTIN ASHBAKER
No. 91606
CIVIL
STATE OF CALIFORNIA

Ludwig Engineering ASSOCIATES, INC.
Civil Engineering • Surveying • Planning
109 East Third Street
San Bernardino, CA 92410
Phone: 909-884-8217
Fax: 909-889-0153

15252 Seneca Rd.
Victorville, CA 92392
Phone: 760-951-7676
Fax: 760-241-0573

5890 Hwy. 95, Ste. B
Fort Mohave, AZ 86426
Phone: 928-768-1857
Fax: 928-768-7086

2126 McCulloch Blvd., Ste. 8
Lake Havasu City, AZ 86403
Phone: 928-680-6060
Fax: 928-854-6530

PROJECT LOCATION & NAME: V:\plans\PM 37988\CAD\PLN_TPM.dwg PLOT TIME: Wednesday, December 13, 2023 8:56:54 AM LAYOUT: 30 X 42 Exhibit

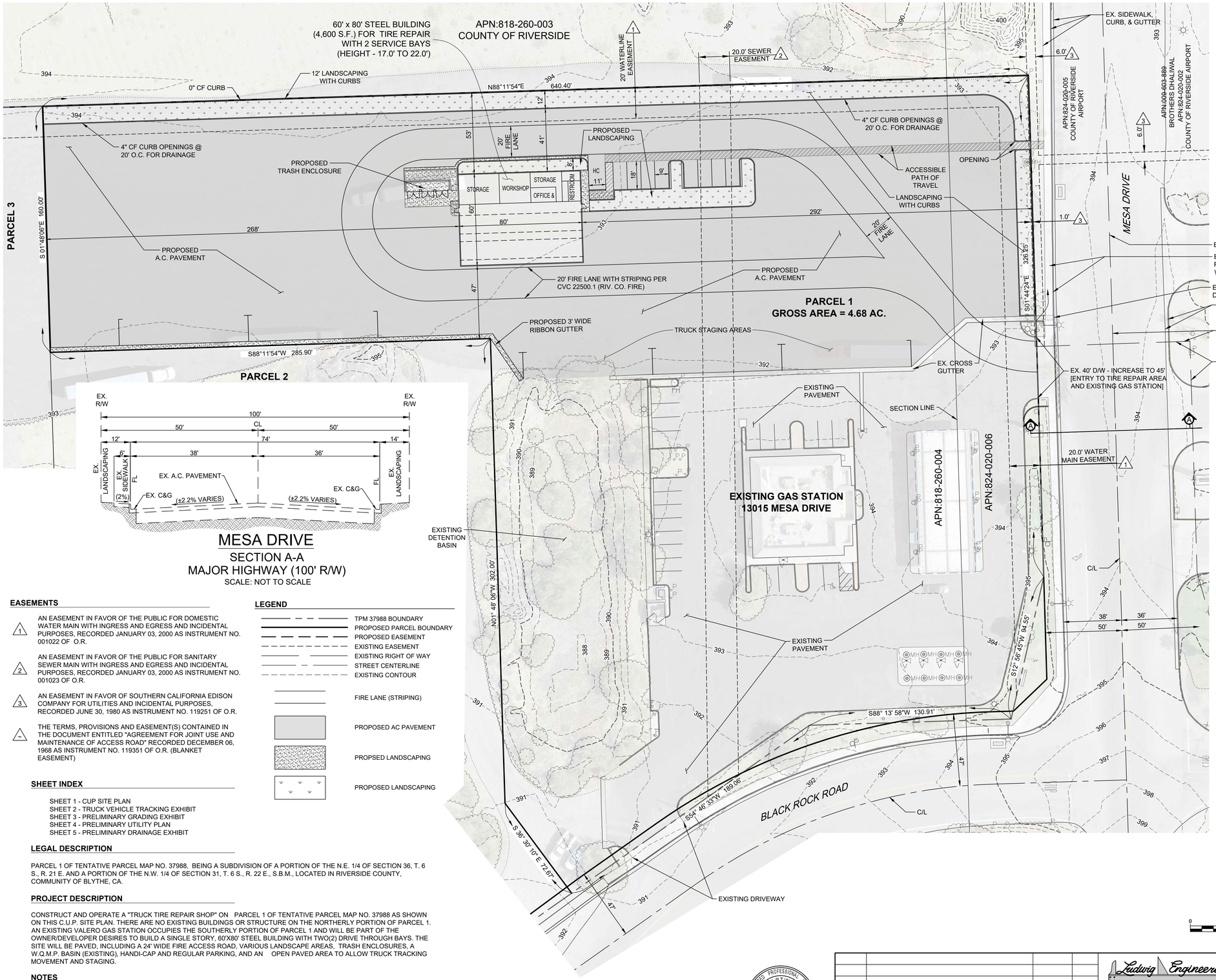
PLOT STYLE: Ludwig.ctb

IN THE COUNTY OF RIVERSIDE
BLYTHE, CALIFORNIA

C.U.P. SITE PLAN

PARCEL 1 OF PARCEL MAP 37988

LUDWIG ENGINEERING MARCH 2024



MESA DRIVE
SECTION A-A
MAJOR HIGHWAY (100' R/W)
SCALE: NOT TO SCALE

VICINITY MAP
N.T.S

EASEMENTS

1. AN EASEMENT IN FAVOR OF THE PUBLIC FOR DOMESTIC WATER MAIN WITH INGRESS AND EGRESS AND INCIDENTAL PURPOSES, RECORDED JANUARY 03, 2000 AS INSTRUMENT NO. 001022 OF O.R.
2. AN EASEMENT IN FAVOR OF THE PUBLIC FOR SANITARY SEWER MAIN WITH INGRESS AND EGRESS AND INCIDENTAL PURPOSES, RECORDED JANUARY 03, 2000 AS INSTRUMENT NO. 001023 OF O.R.
3. AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY FOR UTILITIES AND INCIDENTAL PURPOSES, RECORDED JUNE 30, 1980 AS INSTRUMENT NO. 119251 OF O.R.
4. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "AGREEMENT FOR JOINT USE AND MAINTENANCE OF ACCESS ROAD" RECORDED DECEMBER 06, 1968 AS INSTRUMENT NO. 119351 OF O.R. (BLANKET EASEMENT)

LEGEND

- TPM 37988 BOUNDARY
- PROPOSED PARCEL BOUNDARY
- PROPOSED EASEMENT
- EXISTING EASEMENT
- EXISTING RIGHT OF WAY
- STREET CENTERLINE
- EXISTING CONTOUR
- FIRE LANE (STRIPING)
- PROPOSED AC PAVEMENT
- PROPSED LANDSCAPING
- PROPOSED LANDSCAPING

SHEET INDEX

SHEET 1 - CUP SITE PLAN
SHEET 2 - TRUCK VEHICLE TRACKING EXHIBIT
SHEET 3 - PRELIMINARY GRADING EXHIBIT
SHEET 4 - PRELIMINARY UTILITY PLAN
SHEET 5 - PRELIMINARY DRAINAGE EXHIBIT

LEGAL DESCRIPTION

PARCEL 1 OF TENTATIVE PARCEL MAP NO. 37988. BEING A SUBDIVISION OF A PORTION OF THE N.E. 1/4 OF SECTION 36, T. 6 S., R. 21 E. AND A PORTION OF THE N.W. 1/4 OF SECTION 31, T. 6 S., R. 22 E., S.B.M., LOCATED IN RIVERSIDE COUNTY, COMMUNITY OF BLYTHE, CA.

PROJECT DESCRIPTION

CONSTRUCT AND OPERATE A "TRUCK TIRE REPAIR SHOP" ON PARCEL 1 OF TENTATIVE PARCEL MAP NO. 37988 AS SHOWN ON THIS C.U.P. SITE PLAN. THERE ARE NO EXISTING BUILDINGS OR STRUCTURE ON THE NORTHERLY PORTION OF PARCEL 1. AN EXISTING VALERO GAS STATION OCCUPIES THE SOUTHERLY PORTION OF PARCEL 1 AND WILL BE PART OF THE OWNER/DEVELOPER DESIRES TO BUILD A SINGLE STORY, 60'X80' STEEL BUILDING WITH TWO(2) DRIVE THROUGH BAYS. THE SITE WILL BE PAVED, INCLUDING A 24' WIDE FIRE ACCESS ROAD, VARIOUS LANDSCAPE AREAS, TRASH ENCLOSURES, A W.Q.M.P. BASIN (EXISTING), HANDI-CAP AND REGULAR PARKING, AND AN OPEN PAVED AREA TO ALLOW TRUCK TRACKING MOVEMENT AND STAGING.

NOTES

-DAMEREL STREET, FARWELL AVENUE, AND HAMMELL AVENUE HAVE BEEN VACATED IN PROJECT VICINITY PER BK. 551, PG. 485 O.R.
-CONTOUR INTERVAL = 1 FOOT
-EASEMENTS SHOWN HEREON WERE DERIVED FROM THE PRELIMINARY REPORT FOR TITLE INSURANCE, ORDER NO. NCS-1014607-ONT1, DATED AS OF JANUARY 24, 2023

APPLICANT:

KIRPAL DHALIWAL
13015 MESA DRIVE, BLYTHE CA 92225
PHONE : (310) 912-7742
pauld936@gmail.com

PROPERTY OWNER:

PUN-AMERICAN, INC.
13015 MESA DRIVE, BLYTHE CA 92225
PHONE : 912-7742

ENGINEER:

LUDWIG ENGINEERING ASSOCIATES, INC.
109 E. THIRD STREET
SAN BERNARDINO, CA 92410
PHONE: (909)884-8217
JEFF ASHBAKER & BRUCE WILSON
bwilson@ludwigeng.com

ASSESSOR'S PARCEL NUMBER:

818-260-004 AND 824-020-006

SITE ADDRESS:

13015 MESA DRIVE, BLYTHE CA 92225

FEMA ZONE DESIGNATION:

FIRM NO. 06065C3225G
ZONE "D"

GENERAL PLAN:

EXISTING GENERAL PLAN: CR (COMMERCIAL RETAIL)
PROPOSED GENERAL PLAN: CR (COMMERCIAL RETAIL)

ZONING:

EXISTING ZONING: C-P-S SCENIC HIGHWAY COMMERCIAL
PROPOSED ZONING: C-P-S SCENIC HIGHWAY COMMERCIAL

UTILITY COMPANIES:

NATURAL GAS:
SC GAS
(909)335-7955

WATER & SEWER:
CSA DESERT OPERATIONS
(760)921-2487

ELECTRIC:
SOUTHERN CALIFORNIA EDISON
(800) 655-4555

TELEPHONE:
PIONEER
(888)782-2667

TRASH DISPOSAL:
CR&A DISPOSAL
14701 S BROADWAY, BLYTHE, CA
(800)755-8112

SCHOOL DISTRICT:

PALO VERDE VALLEY UNIFIED

PROJECT SITE AREA

PARCEL 1 OF TPM 37988:
GROSS ACREAGE_____ 4.68 AC.
NET ACREAGE_____ 4.69 A.C.

REGISTERED PROFESSIONAL ENGINEER
JEFFREY MARTIN ASHBAKER
No. 91606
CIVIL
STATE OF CALIFORNIA

REV.	DESCRIPTION	DATE	BY

Ludwig Engineering ASSOCIATES, INC.
Civil Engineering • Surveying • Planning
109 East Third Street
San Bernardino, CA 92410
Phone: 909-884-8217
Fax: 909-889-0153
5890 Hwy. 95, Ste. B
Fort Mohave, AZ 88426
Phone: 928-768-1857
Fax: 928-768-7086

COUNTY OF RIVERSIDE
SITE PLAN FOR C.U.P. 230004
CASE NO. PAR230007

CLIENT:
PUN-AMERICAN, INC.
13015 MESA DRIVE, BLYTHE, CA, 92225

DESIGNED BY:	DRAWN BY:	CHECKED BY:
TM & BW	MR	JA

SCALE 1" = 30'

SHEET 1 OF 4

PROJECT LOCATION & NAME: V:\plans\CUP - Pun American\CAD\CUP - Site Plan.dwg PLOT TIME: Monday, March 11, 2024 9:58:03 AM LAYOUT: Site Plan
PLOT STYLE: Ludwig.stb

AIRPORT LAND USE COMMISSION MEETING
MINUTES
April 11, 2024

DRAFT

4-12-24

COMMISSIONERS PRESENT: Steve Manos, Vernon Poole, Michael Geller, Richard Stewart, Michael Lewis (alternate for Steven Stewart), Beth Larock (alternate for John Lyon)

COMMISSIONERS ABSENT: Russell Betts, Steven Stewart, John Lyon

2.0 PUBLIC HEARING: CONTINUED ITEMS

None

3.0 PUBLIC HEARING: NEW CASES

3.1 Staff report recommended:
CONTINUE to 5-9-24

Staff recommended at hearing:
CONSISTENT

ALUC Commission Action:
CONSISTENT (Vote 6-0; Absent: Russell Betts)

Motion: Michael Geller
Second: Michael Lewis

ZAP1597MA24 – Commerce Construction Co. L.P. (Representative: T&B Planning) – County of Riverside Case No. OAPT2400550 (Building Permit). A proposal to construct a 147,000 square foot rooftop solar panel system on an industrial building on 8.45 acres, located on the northeast corner of Commerce Center Drive and Harvill Avenue. (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Jackie Vega at (951) 955-0982, or e-mail at javega@rivco.org

3.2 Staff report recommended:
CONSISTENT

Staff recommended at hearing:
CONSISTENT

ALUC Commission Action:
CONSISTENT (Vote 6-0; Absent: Russell Betts)

Motion: Richard Stewart
Second: Michael Lewis

ZAP1599MA24 – Rodrigo Esquivel (Representative: Maria Jauregui) – County of Riverside Case No. TPM38770 (Tentative Parcel Map). A proposal for a Schedule "H" subdivision of one 2.08-acre parcel into two 1.0 acre single-family lots, located southerly of Oleander Avenue and easterly of Brown Street (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Jackie Vega at (951) 955-0982, or e-mail at javega@rivco.org

VIDEO:
A video recording of the entire proceedings is available on the ALUC website at www.rcaluc.org. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org

3.3 Staff report recommended:
CONSISTENT

Staff recommended at hearing:
CONSISTENT

ALUC Commission Action:
CONSISTENT (Vote 6-0; Absent: Russell Betts)

Motion: Michael Lewis
Second: Michael Geller

ZAP1115RI24 – City of Jurupa Valley (Representative: Tamara Campbell) City of Jurupa Valley Case No. MA23100 [GPA23003 (General Plan Amendment), CZ23005 (Change of Zone)]. A proposal to amend the sites General Plan Land Use designation from Business Park to Commercial Retail and Open Space for conservation habitat of the Anza Market Place on 21 acres, located on the southeast corner of Limonite Avenue and Baldwin Avenue. The applicant also proposes to change a portion of the sites zoning from M-SC (Manufacturing-Service Commercial) to C-P-S (scenic Highway Commercial) and a portion of the site from C-P-S (scenic Highway Commercial) and M-SC (Manufacturing-Service Commercial) to W-1 (Watercourse, Watershed and Conservation Areas) (Airport Compatibility Zone E of the Riverside Municipal Airport Influence Area). Staff Planner: Jackie Vega at (951) 955-0982, or e-mail at javega@rivco.org

4.0 PUBLIC HEARING: MISCELLANEOUS ITEMS

5.0 ADMINISTRATIVE ITEMS

5.1 Director's Approvals – Information only

5.2 Update March Air Reserve Base Compatible Use Study (CUS)
Simon Housman, Project Director for the March CUS informed the Commission that the March Air Reserve Base Compatible Use Study (CUS) is completed.

5.3 Election of Officers for Chair/Vice Chair
Commissioner Lewis motioned to nominate Steve Manos as Chair. Seconded by Vernon Poole. (Vote 6-0; Absent Russell Betts)

Commissioner Lewis motioned to nominate Russell Betts as Vice Chair. Seconded by Commissioner Richard Stewart (Vote 6-0; Absent: Russell Betts)

6.0 APPROVAL OF MINUTES

Commissioner Michael Lewis motioned to approve the March 14, 2024 minutes. Seconded by Steve Manos. Abstain: Commissioners Michael Geller and Richard Stewart (Vote 4-0; Absent: Russell Betts)

7.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

None

8.0 COMMISSIONER'S COMMENTS

None

9.0 ADJOURNMENT

Steve Manos, Chair adjourned the meeting at 9:49 a.m.

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