

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: July 11, 2024

CASE NUMBER: ZAP1610MA24 – Stable Jiu Jitsu Riverside (Representative: Jarod Salas)

APPROVING JURISDICTION: March Joint Powers Authority

JURISDICTION CASE NO: CUP24-01 (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 C1

Noise Levels: Below 60 CNEL contour

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission find the proposed 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 establish a 1,725 square foot Jui Jitsu studio within an existing commercial-office building totaling 8,097 square feet on 1.31 acres.

PROJECT LOCATION: The site is located on the northeast corner of Meridian Parkway and Van Buren Boulevard, approximately 3,869 feet westerly 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, where Zone C1 limits average intensity to 100 people per acre.

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

- Assembly – 1 person per 15 square feet, and
- Office/Manufacturing - 1 person per 200 square feet.

The project proposes a 1,725 square foot Jiu Jitsu studio located within an existing commercial office building, consisting of 1,529 square feet of mat area, and an additional four other office suites totaling 6,231 square feet, accommodating an occupancy of 132 people, resulting in an average intensity of 100 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 (6 standard vehicles), the total occupancy would be estimated at 9 people, for an average intensity of 7 people per acre, which is consistent with the Compatibility Zone C1 average intensity criterion of 100 people per acre.

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.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area, includes 1,529 square feet of Jiu Jitsu studio area, and 6,231 square feet of office area, an additional 16,000 square feet of office/manufacturing area from building located in APN 294-070-040, resulting in single acre intensity of 212 people, which is consistent with the Compatibility Zone C1 single acre intensity criterion maximum of 250 people.

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

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 1,535 feet above mean sea level (AMSL). At a distance of approximately 3,869 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 1,574 feet AMSL. The site's finished floor elevation is 1,568 feet AMSL and the existing building height is 30 feet, resulting in a top point elevation of 1,598 feet AMSL. Therefore, review of the structure for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) would normally be required, however, the building is existing and is not subject to FAA OES review at this time.

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 3,869 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 3,869 feet), the project is located within an existing building and is not proposing any new basins at this time.

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 for a 1,725 square foot Jiu Jitsu studio located within an existing commercial office building, consisting of 1,529 square feet of mat area, and an additional four other office suites totaling 6,231 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.
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.

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

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

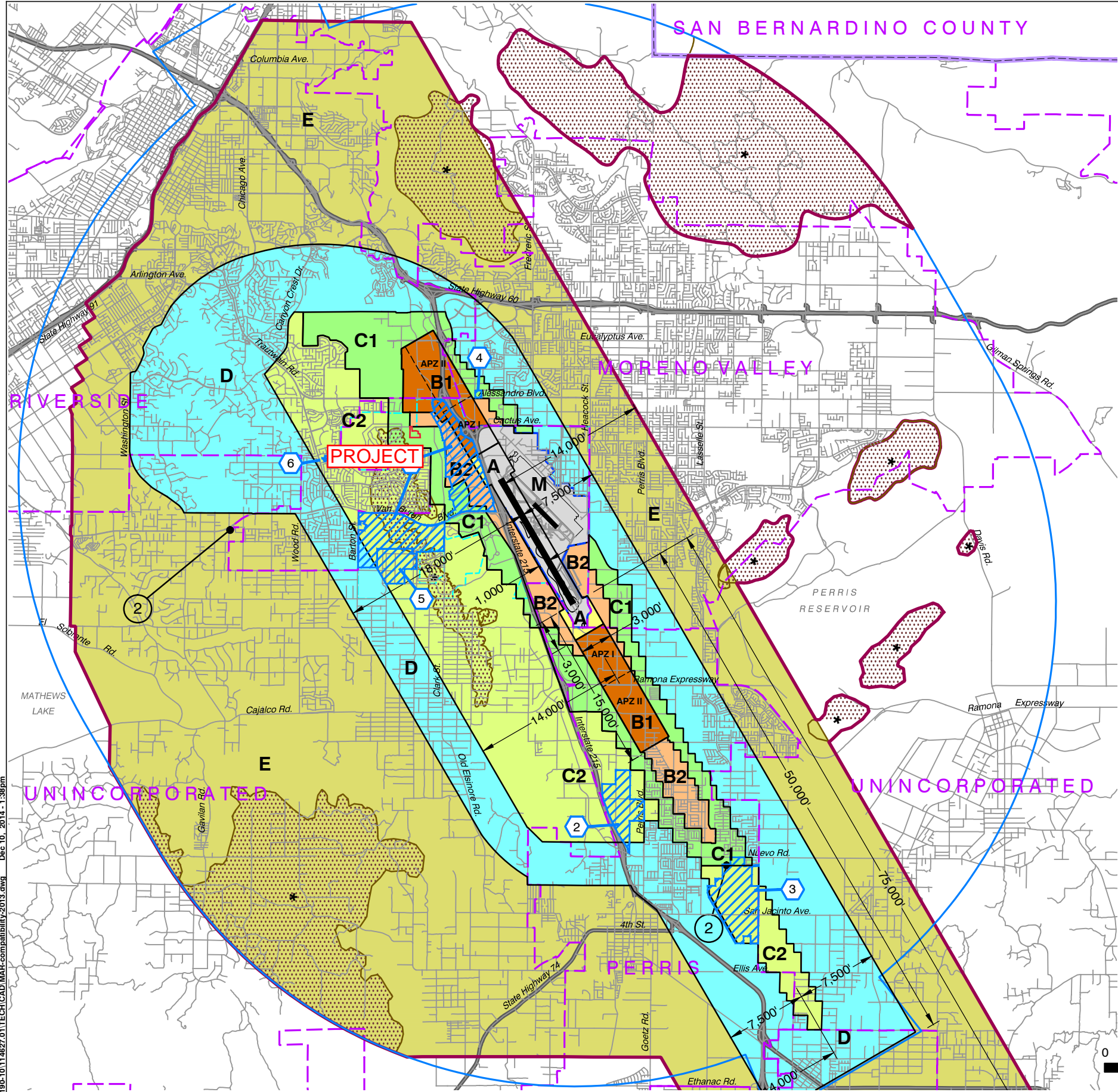
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



LEGEND

Compatibility Zones

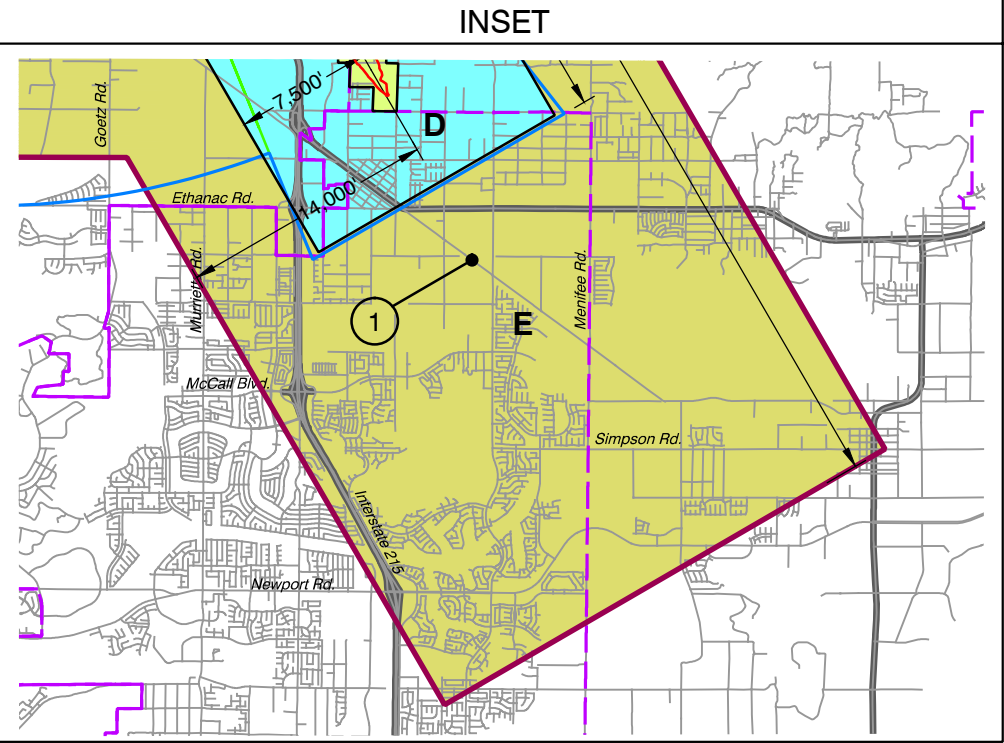
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

- 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

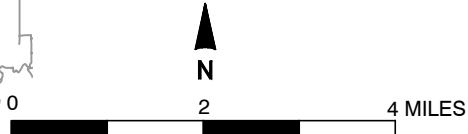
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

- 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



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

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



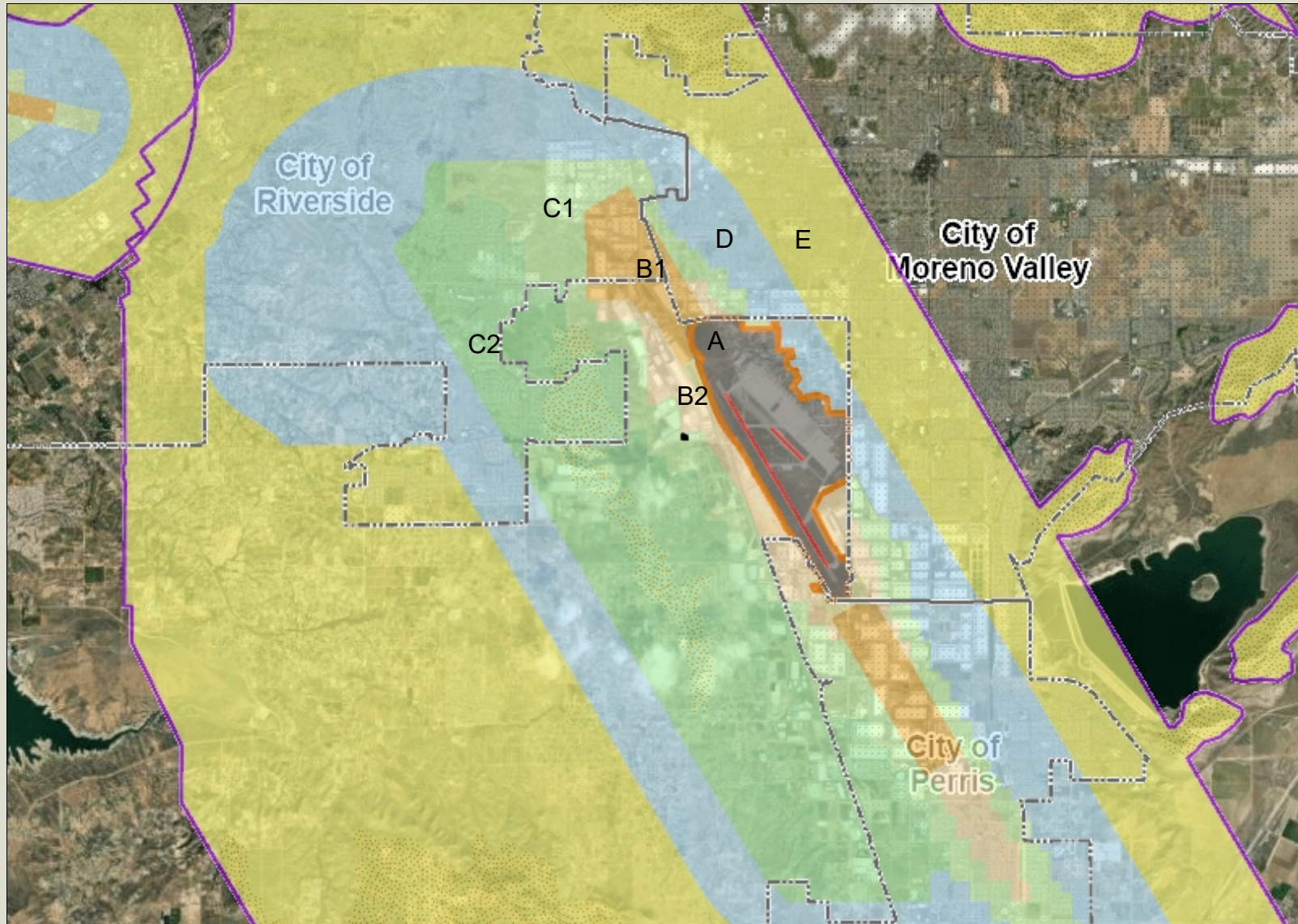
Base map source: County of Riverside 2013

SEE INSET AT RIGHT

X:\18190-10\114627\01\TECH\CAD\MAR-compatibility-2013.dwg Dec 10, 2014 - 1:38pm

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

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



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

0 12, 24,629 Feet
314

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© 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



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



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539

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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



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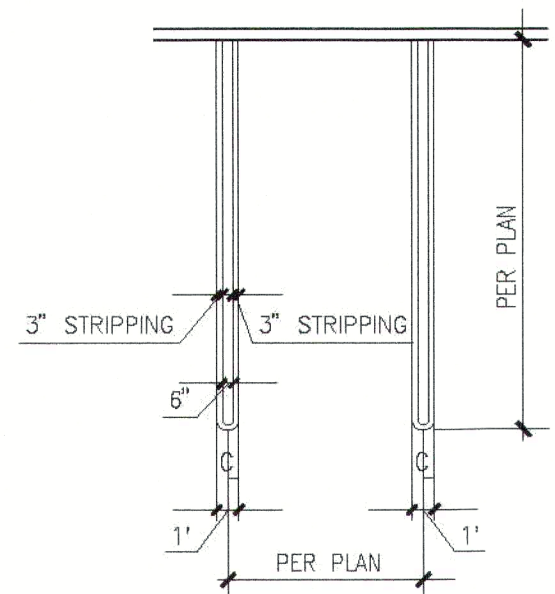
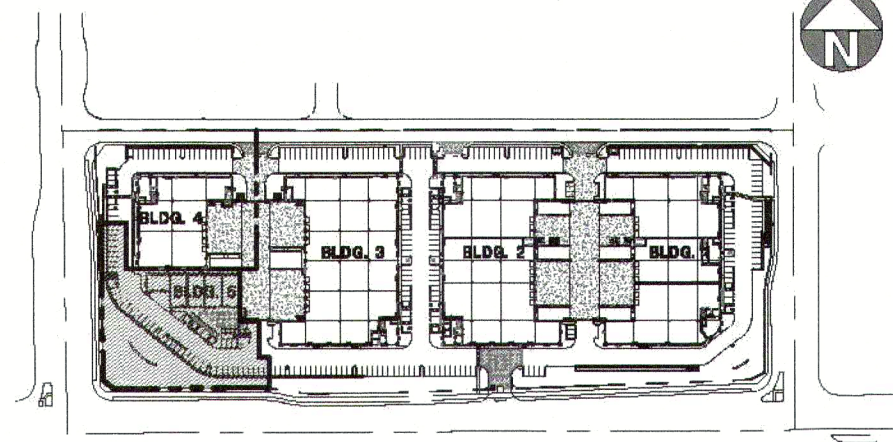
0 3, 6,157 Feet
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Notes

KEY MAP



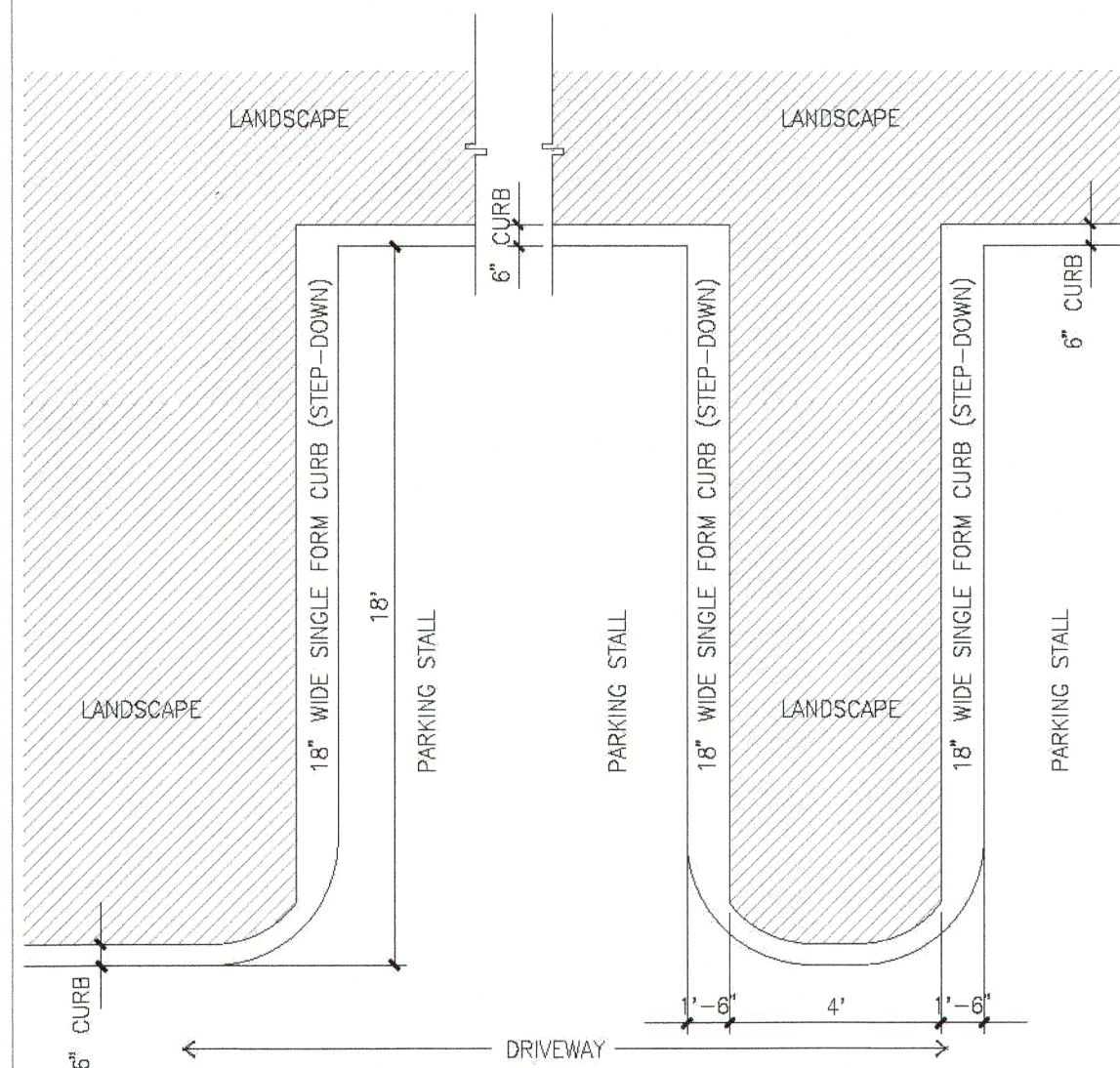
NOTES:

1. ALL AUTOMOBILE PARKING SPACES SHALL BE CLEARLY OUTLINED WITH DOUBLE LINES ON THE SURFACE OF THE PARKING FACILITY PER MARCH JOINT POWERS AUTHORITY DEVELOPMENT CODE FIGURE 9.11.080-5.
2. ALL PARKING SPACES FOR COMPACT CARS SHALL BE CLEARLY IDENTIFIED AS "COMPACT CAR ONLY."

PARKING SPACE STRIPING REQUIREMENTS

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

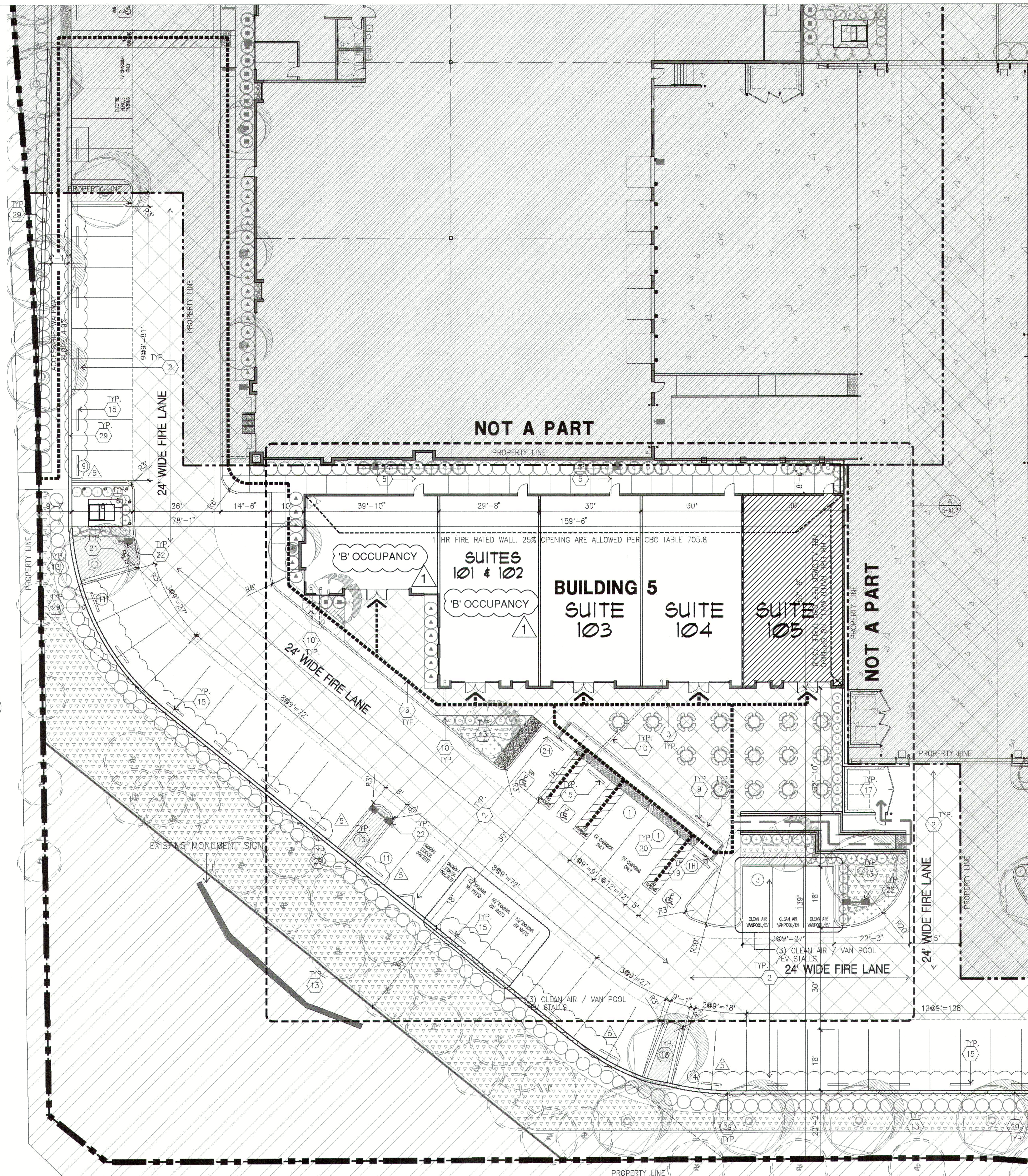
B



STEP-DOWN AT END PARKING STALL

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

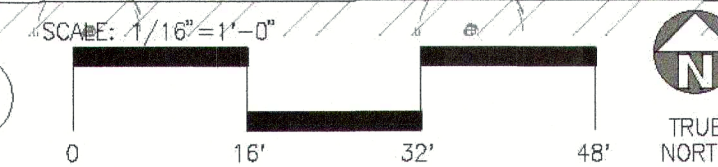
C



OVERALL SITE PLAN

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

A



SITE PLAN KEYNOTES

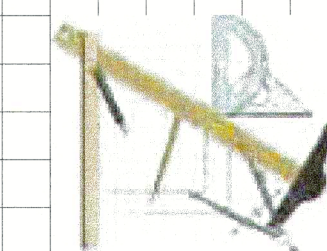
1. HEAVY BROOM FINISH CONCRETE PAVEMENT.
2. ASPHALT CONCRETE (AC) PAVING.
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH.
4. DRIVEWAY APRONS.
5. 5'-6" X 5'-6" X 4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAIN DOORS TO LANDSCAPED AREAS.
6. APPROXIMATE LOCATION OF TRANSFORMER. CONTRACTOR TO VERIFY WITH S.C.E.L.
7. SMOKING AREA.
8. CONCRETE RAMP W/ 42" HIGH CONCRETE WALL.
9. EXTERIOR SINGLE LOOP BIKE RACK TYPICAL.
10. ROOF DRAIN THRU CURB.
11. EXTERIOR CONCRETE STAIR.
12. 8' HIGH METAL FENCE.
13. LANDSCAPE. ALL LANDSCAPE AREAS INDICATED BY SHADING.
14. EMPLOYEE SHARED BREAK AREA.
15. PRE-CAST CONCRETE WHEEL STOP.
16. CONCRETE FILLED GUARD POST *6 DIA. U.N.O. 42" H.
17. TRASH ENCLOSURE W/ 6' HIGH WALLS PER CITY STANDARD.
18. ACCESSIBLE ENTRY SIGN.
19. ACCESSIBLE PARKING STALL SIGN.
20. TRUNCATED DOME.
21. APPROXIMATE LOCATION OF FIRE HYDRANT.
22. WALL MOUNTED LIGHTING FIXTURE TO COMPLY WITH MARCH BUSINESS CENTER DESIGN GUIDELINE. SEE "E" DRAWINGS.
23. PROVIDE 8' HIGH METAL GATES W/ FUTURE MOTORIZED LOCATION. SEE DETAIL: 3/AD.11.
24. APPROXIMATE LOCATION OF KNOX-BOX.
25. 12' HIGH TILT-UP SCREEN WALL TO COMPLY WITH MARCH BUSINESS CENTER DESIGN GUIDELINE. SEE A1.5 FOR DETAIL.
26. FUTURE MOTOR LOCATION. PROVIDE ELEC. STUBS UP. SEE "E" DRAWINGS.
27. FUTURE TRUCK ROUTE SIGN. SEE DETAIL 9/AD.9.
28. EXTERIOR LIGHT POLE.
29. KEYSTONE RETAINING WALL.

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY: NORGAL PROJECT # 19294-16, JANUARY 4, 2017.

SITE LEGEND

- | | |
|--|--|
| CONCRETE PAVING. SEE "E" DRWS. FOR THICKNESS | HANDICAP PARKING STALL (9' X 18') W/ 5' ACCESSIBLE AISLE |
| STANDARD PARKING STALL (9' X 18') | HANDICAP PARKING STALL (VAN) (12' X 18') W/ 5' ACCESSIBLE AISLE |
| COMPACT PARKING STALL (8' X 18') | ACCESSIBLE E.V. PARKING STALL (12' X 18') W/ 5' ACCESSIBLE AISLE |
| PARALLEL PARKING STALL (8' X 22') | |
| LANDSCAPED AREA | |
| PATH OF TRAVEL | PATH OF TRAVEL TO TRASH ENCLOSURE |



DIANA IRWIN DESIGNS

spaceplanning with T.I. development
1571 Albo Ct.
Riverside, CA 92507

951.313.4027

diana@dianairwindesigns.com

TENANT IMPROVEMENT PLANS
PREPARED BY:

Diana Irwin

DIANA IRWIN, DESIGNER

ARCHITECT,
DUANE BUTLER
LICENSE #C-8337PROJECT: 22300 Van Buren Blvd.
Suite 104

Riverside, CA 92518

SITE PLAN, BLDG. 5

TITLE:

REVISIONS

1 PER PLAN CORRECTIONS
02/01/2022

DATE: 11/16/2021

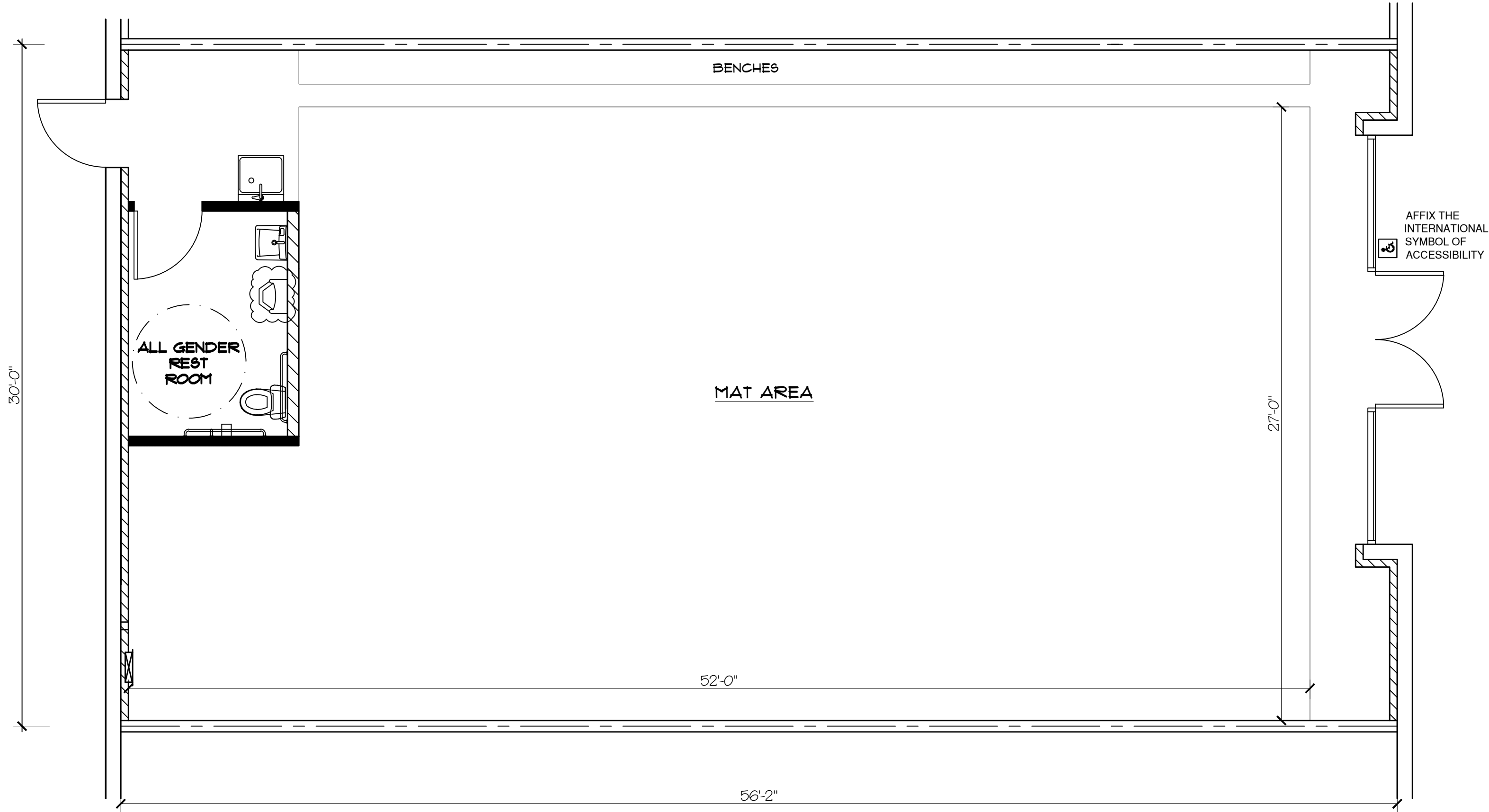
DRAWN BY: DI

JOB NO. 21-487

SCALE: 1/4"=1'-0" U.N.O.

SHEET NO.

A=1



SUITE 104

PROPOSED FLOOR PLAN

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 March Joint Powers Authority Planning Department should be contacted on non-ALUC issues. For more information, please contact March Joint Powers Authority Planner Dan Fairbanks at 951-656-7000.

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: **July 11, 2024**

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

CASE DESCRIPTION:

ZAP1610MA24 – Stable Jiu Jitsu Riverside (Representative: Jarod Salas) – March Joint Powers Authority Case No. CUP24-01 (Conditional Use Permit) a proposal to establish a 1,725 square foot Jui Jitsu studio within an existing commercial office building totaling 8,097 square feet on 1.31 acres, located on the northeast corner of Meridian Parkway and Van Buren Boulevard (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:

Date Submitted:

AIA:

Zone:

Public Hearing

Staff Review

Applicant

Applicant

Full Name: _____

Applicant Address: _____

Phone: _____ Email: _____

Representative/ Property Owner Contact Information

Representative: _____ Email: _____

Phone: _____

Address: _____

Property Owner: _____ Email: _____

Phone: _____

Address: _____

Local Jurisdiction Agency

Agency Name: _____ Phone: _____

Staff Contact: _____ Email: _____

Address: _____ : _____ :

Local Agency Case No.: _____

Project Location

Street Address: _____ Gross Parcel Size: _____

Assessor's Parcel No.: _____

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) _____

Height of Building or
structures: _____

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

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

STAFF REPORT

AGENDA ITEM: 3.2

HEARING DATE: July 11, 2024

CASE NUMBER: ZAP1608MA24 – Lake Creek Industrial LLC (Representative: Christine Saunders & Associates, LLC)

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NO: PLN22-05298 (Specific Plan Amendment), DPR21-00015 (Development Plan Review), PLN23-05103 (TPM38550, Tentative Parcel Map)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zones C1 and 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 and Tentative Parcel Map CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to construct a 578,265 square foot warehouse building with mezzanines on 28.77 acres. The applicant also proposes to amend the Perris Valley Commerce Center Specific Plan to vacate paper street connecting Wilson Avenue to Murrieta Road and a portion of Murrieta Road north of Placentia Avenue. The applicant also proposes merging twelve parcels into one.

PROJECT LOCATION: The site is located on the northeast corner of Wilson Avenue and Placentia Avenue, approximately 17,930 feet southeasterly of the southerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential Average Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zones C1 (23.92-acres) and D (4.00-acres), where Zone C1 limits average intensity to 100 people per acre, and Zone D does not restrict non-residential intensity. (There are no buildings proposed within zone D).

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

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

The project proposes to construct a 578,265 square foot industrial building, which includes 568,265 square feet of manufacturing area, 5,000 square feet of office area, and 5,000 square feet of second floor office mezzanines, accommodating a total occupancy of 2,891 people, resulting in an average intensity of 100 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 (201 standard vehicles, 104 truck spaces), the total occupancy would be estimated at 406 people for an average intensity of 14 people per acre, which is consistent with the Compatibility Zone C1 average intensity criterion of 100 people per acre.

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. (There are no buildings proposed within zone D).

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would include 38,560 square feet of industrial manufacturing area, 5,000 square feet of first floor office area, and 5,000 square feet of second floor office mezzanine area, resulting in a single acre occupancy of 243 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 Zone 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 below the 60 CNEL range from aircraft noise. Therefore, no special measures are required to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 17,930 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,667 feet AMSL. The site's finished floor elevation is 1,435 feet AMSL and the existing building height is 50 feet, resulting in a top point elevation of 1,485 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.

Specific Plan Amendment: The applicant also proposes to amend the Perris Valley Commerce Center Specific Plan to vacate paper street connecting Wilson Avenue to Murrieta Road and a portion of Murrieta Road north of Placentia Avenue. 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) Highly noise-sensitive outdoor nonresidential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters.
 - (f) Other Hazards to flight.
3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property, and be recorded as a deed notice.
4. 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 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.

6. 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.
7. This project has been evaluated as consisting of a 578,265 square foot warehouse building with mezzanines. 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.

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

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

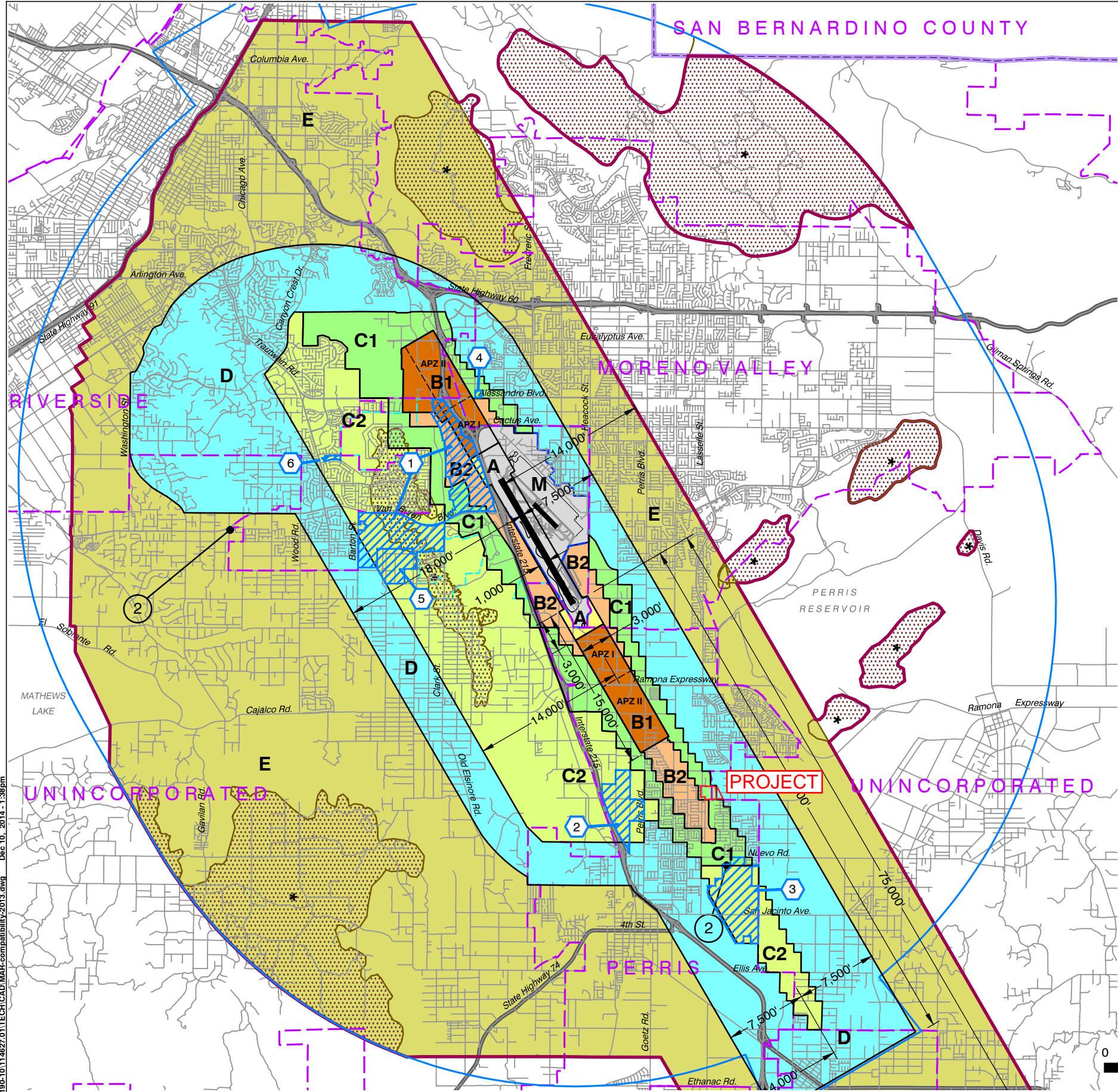
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



LEGEND

Compatibility Zones

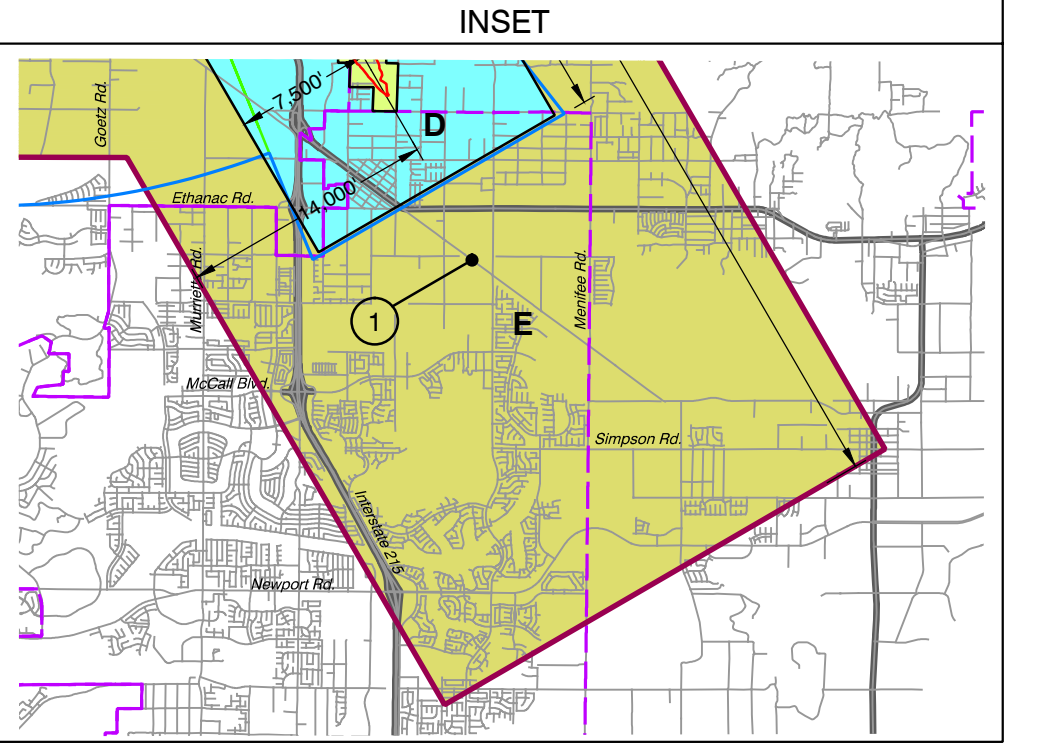
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

- 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

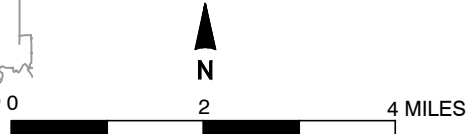


Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)

Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport

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



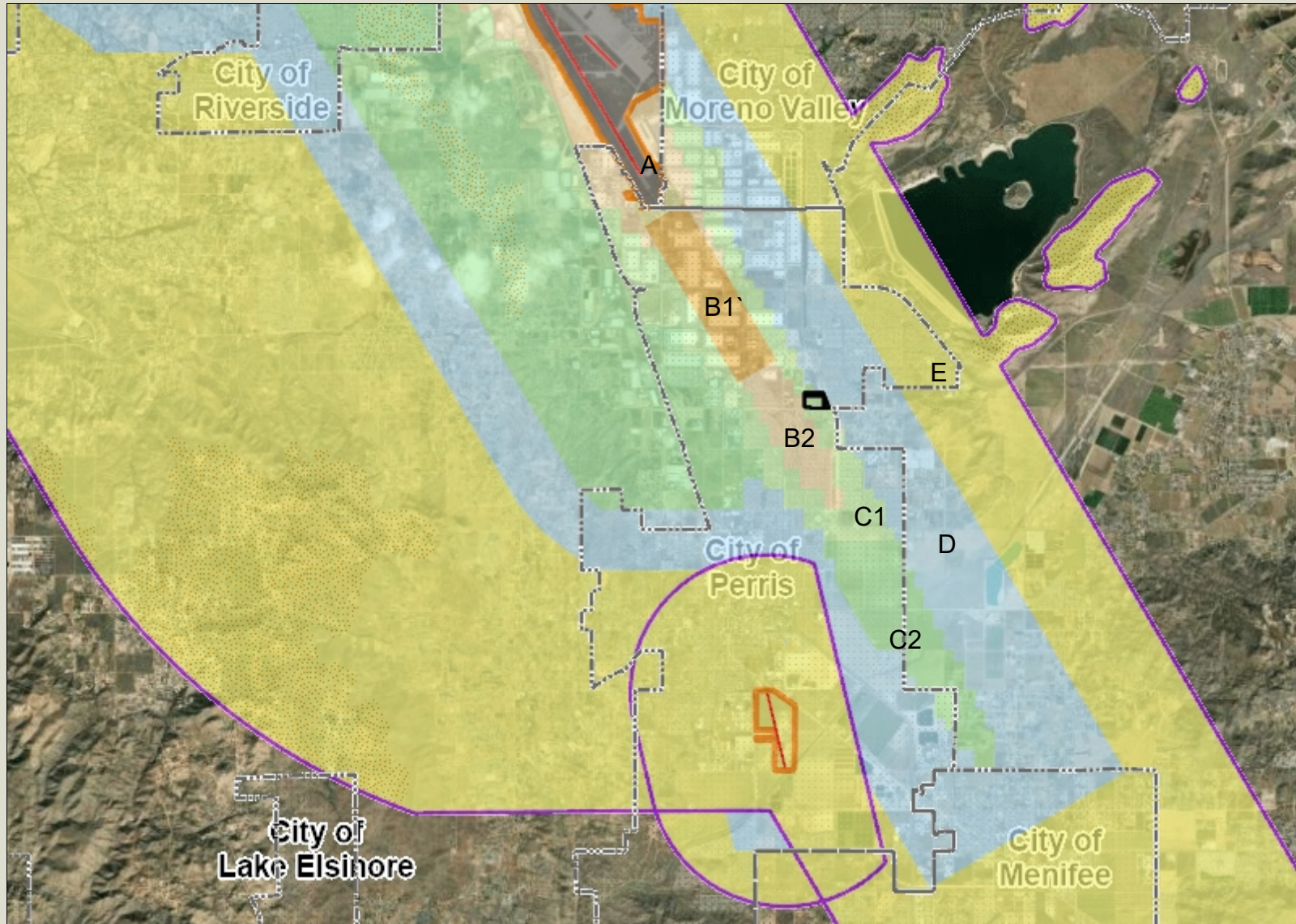
Base map source: County of Riverside 2013

SEE INSET AT RIGHT

X:\18190-10\114627\01\TECH\CAD\MAR-compatibility-2013.dwg Dec 10, 2014 - 1:38pm

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

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



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.

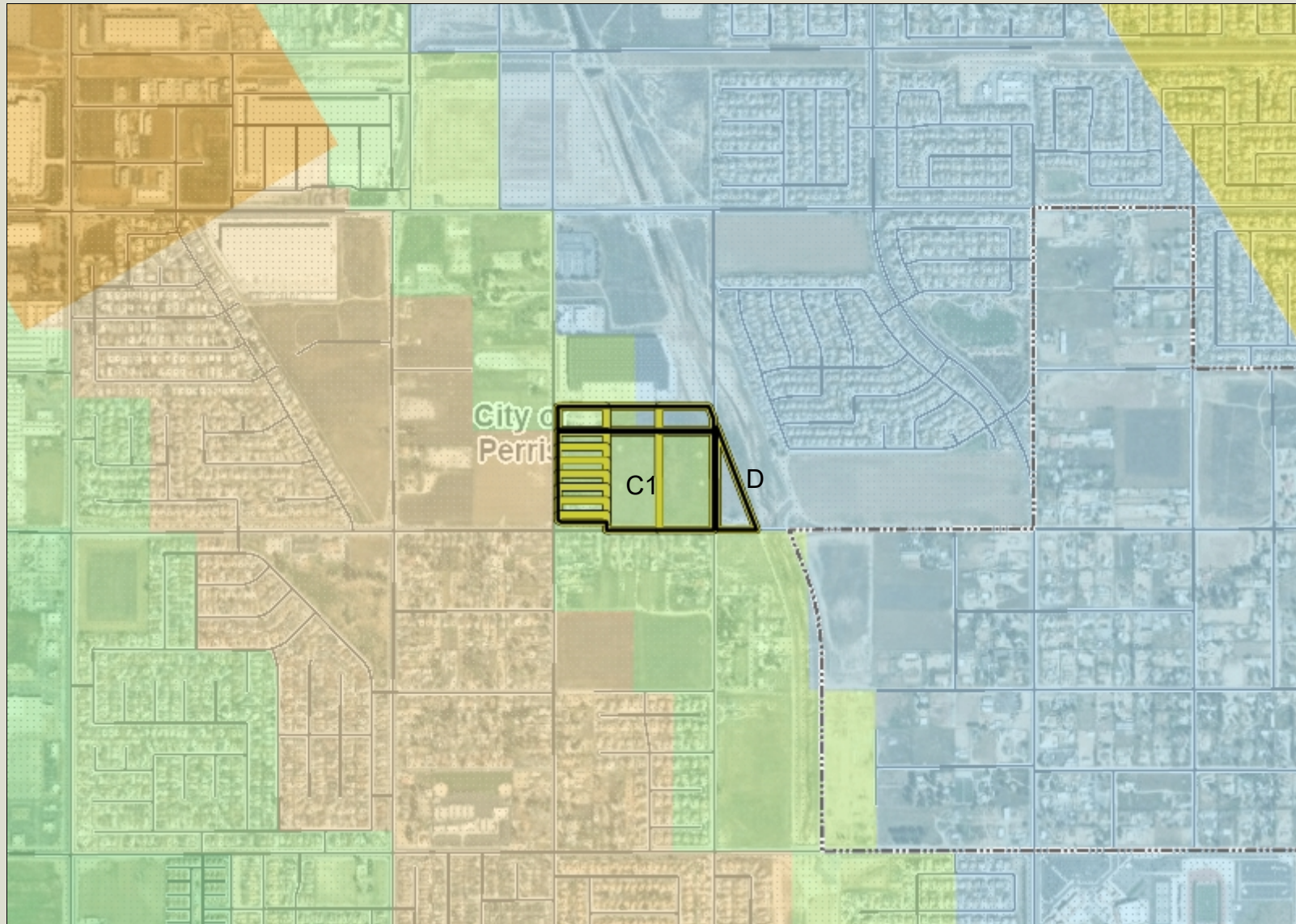
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© Riverside County GIS

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



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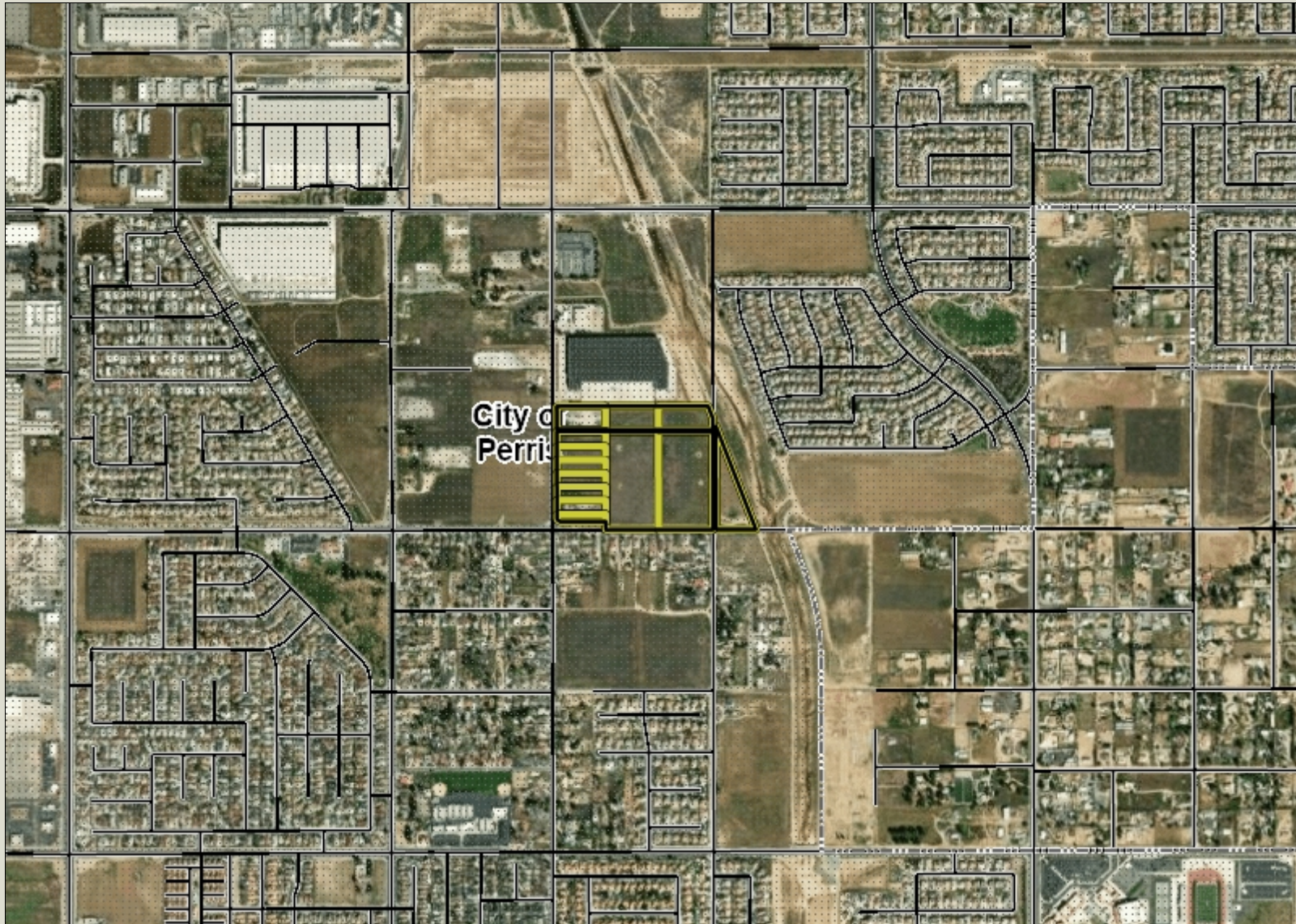
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Notes

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, 3,079 Feet
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Notes

Map My County Map



Legend

- County Boundary
- City Boundaries
- Blue line Streams
- City Areas
- World Street Map



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0 6, 12,314 Feet
157

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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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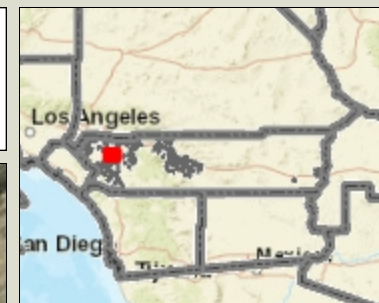
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Notes

Map My County Map



Legend

- County Boundary
- City Boundaries
- Blue line Streams
- City Areas
- World Street Map

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Notes



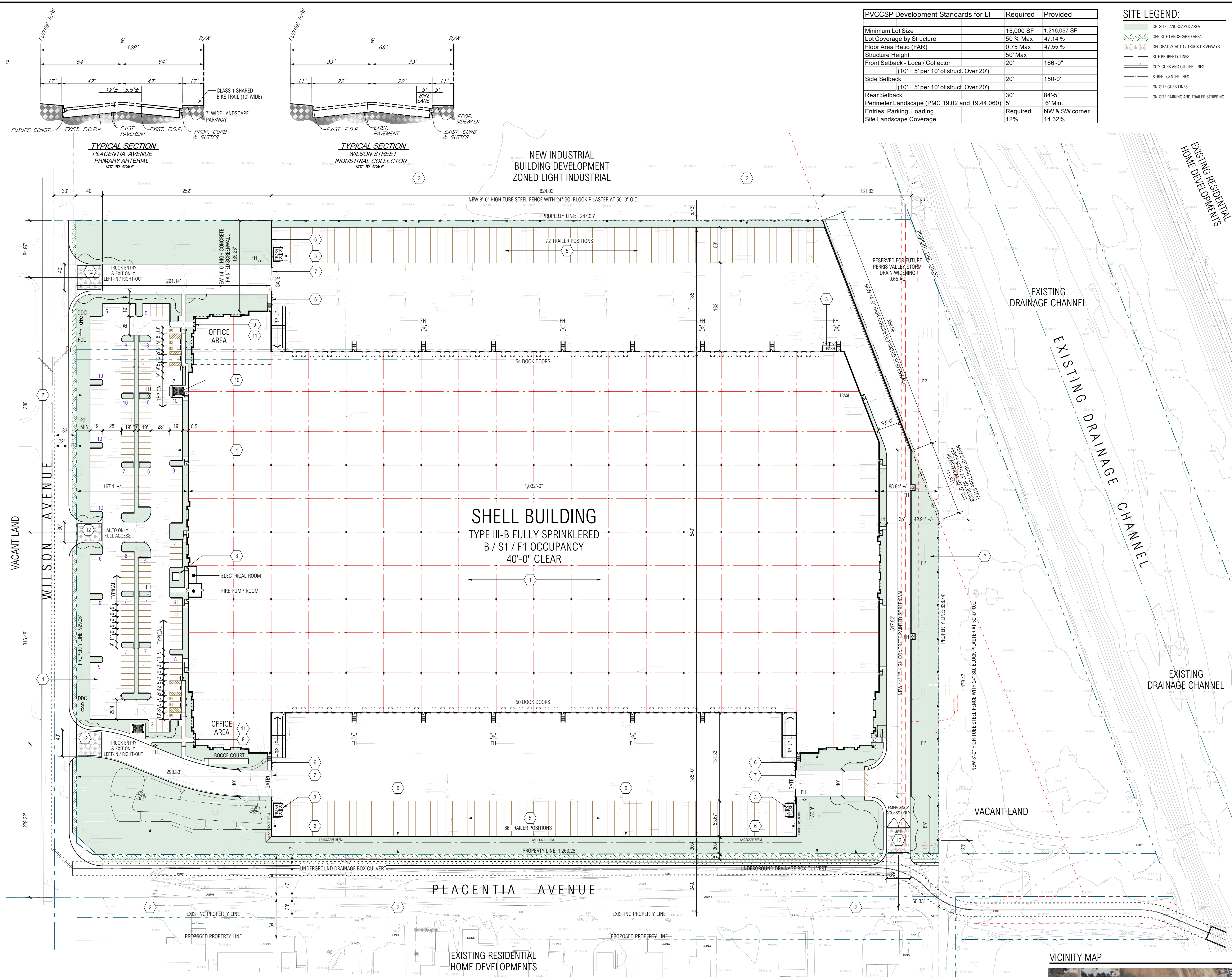
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157

LAKE CREEK INDUSTRIAL LLC
13681 NEWPORT AVENUE, SUITE 8301
TUSTIN, CA 92780
PHONE: 786-200-9681
OWNER: MICHAEL JOHNSON
EMAIL: mj@lakecreekindustrial.com

CD		
BID		
PC		
DD		
SD	5/11/2024	SCHEMATIC DESIGN
MARK	DATE	DESCRIPTION

RGD PROJECT NO:	21011.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	21011-00-A1-1P
DRAWN BY:	MG
CHK'D BY:	CS
COPYRIGHT	
RGD, OFFICE OF ARCHITECTURAL DESIGN	

SITE PLAN



PVCCSP Development Standards for LI		
	Required	Provided
Minimum Lot Size	15,000 SF	1,216,057 SF
Lot Coverage by Structure	50 % Max	47.14 %
Floor Area Ratio (FAR)	0.75 Max	47.95 %
Structure Height	50' Max	
Front Setback - Local/Collector	20'	166'-0"
(10' + 5' per 10' of struct. Over 20')		
Side Setback	20'	150'-0"
(10' + 5' per 10' of struct. Over 20')		
Rear Setback	30'	84'-5"
Perimeter Landscape (PMC 19.02 and 19.44.060)	5'	8' Min.
Entries, Parking, Loading	Required	NW & SW corner
Site Landscape Coverage	12%	14.32%

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

PROJECT DATA		
SITE AREA:		
GROSS SITE AREA:	1,253,387 SF / 28.77 AC	
NET SITE AREA:	1,216,057 SF / 27.91 AC	
BUILDING AREA:		
FOOTPRINT	573,265 SF	
FIRE PUMP HOUSE	0 SF	
MEZZANINE	5,000 SF	
GUARD HOUSE	0 SF	
TOTAL	578,265 SF	
TOTAL INCLUDED PLANNED OFFICE AREA		
	10,000 SF	
LOT COVERAGE: (50% MAX)		
	47.14 %	
FAR COVERAGE:		
	47.95 %	

AUTO PARKING REQUIRED: (HIGH CUBE PARKING STANDARDS)		
10,000 OFFICE PARKING (LESS THAN 10%)	0 STALLS	
WAREHOUSE		
0-20,000 SF (1/1000 SF)	20 STALLS	
20K - 40K (1/2000 SF)	10 STALLS	
ABOVE 40K (1/5000 SF)	108 STALLS	
TOTAL	138 STALLS	
AUTO PARKING PROVIDED		
ACCESSIBLE STALLS	6 STALLS	
STANDARD STALLS	143 STALLS	
FUTURE STALLS	0 STALLS	
TOTAL PROVIDED	201 STALLS	
REQUIRED BICYCLE PARKING		
(5% OF REQUIRED AUTO PARKING)	7 BIKE LOCATIONS	
TRUCK DOCK POSITIONS		
	104 DOCKS	
GRADE DOORS PROVIDED		
	3 DOOR	
LANDSCAPE AREA PROVIDED ON DEVELOPED SITE		
	170,049 SF / 14.32 %	

ASSESSOR'S PARCEL NUMBERS
300-170-003, 004, 005, 006, 011, 012, 013, 014, 015, 016, 017 AND 300-170-010

APPLICATION TYPE
DEVELOPMENT PLAN REVIEW DPR21-00015
ZONING: LIGHT INDUSTRIAL - PVCC SP - PERRIS VALLEY COMMERCE CENTER
PERMITTED LAND USE: WAREHOUSE, OFFICE AS PERMITTED

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

LAND OWNER
LAKE CREEK INDUSTRIAL LLC
13681 NEWPORT AVENUE, SUITE 8301
TUSTIN, CA 92780

APPLICANT
LAKE CREEK INDUSTRIAL LLC
13681 NEWPORT AVENUE, SUITE 8301
TUSTIN, CA 92780
786-200-9681 CONTACT: MICHAEL JOHNSON

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

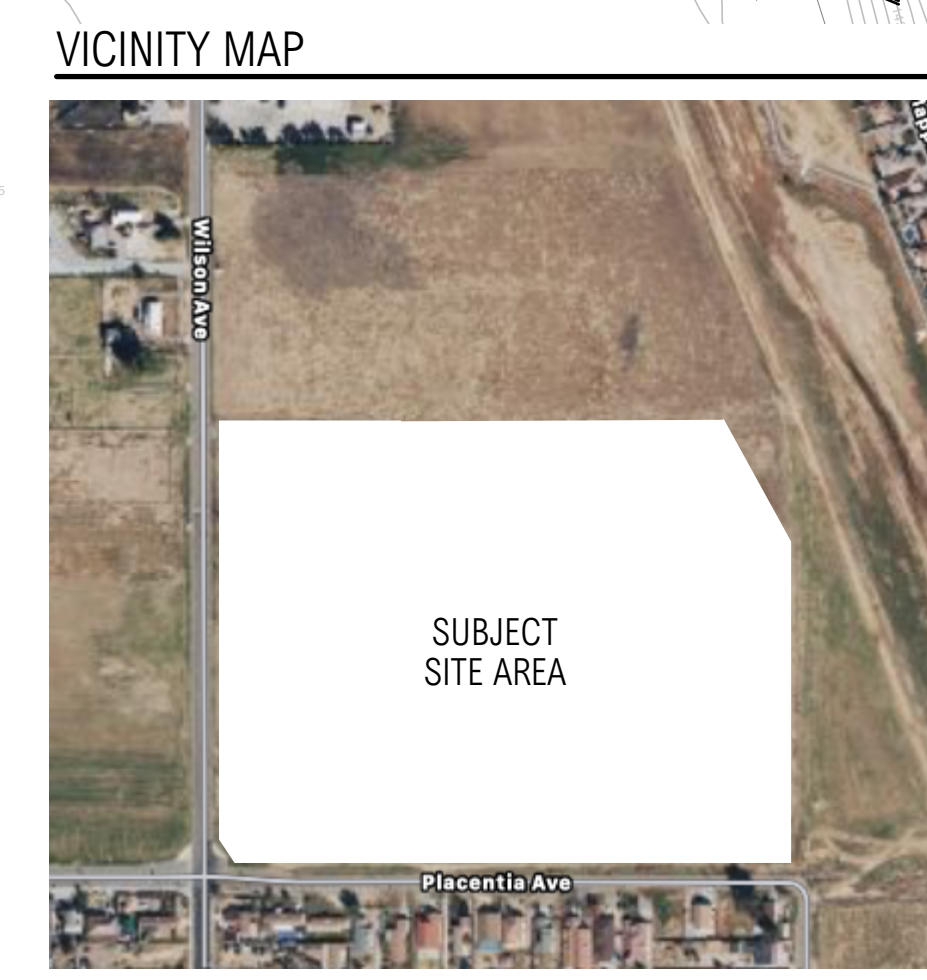
UTILITIES & SERVICES
SEE CIVIL DRAWINGS

LEGAL DESCRIPTION
THE LAND REFERRED TO HEREIN IS SITUATED IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
AS SHOWN BY PARCEL MAP NO. 31743, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 219 PAGE 43 AND 44 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY

- KEYNOTES** (000)
- PAINTED CONCRETE TILT-UP WAREHOUSE / OFFICE / MANUFACTURING FACILITY.
 - SHADED AREA: PROPOSED IRRIGATED LANDSCAPING PER CC&R GUIDELINES WITH MIN 6" CONCRETE CURBS AT ALL PERIMETERS.
 - PAINTED CONCRETE TRASH ENCLOSURE. SCREEN WALLS SHALL BE MIN. 6'-0" HIGH WITH CANOPY TOP. SEE SHEET A2-1P FOR ELEVATIONS AND SECTIONS
 - TYPICAL STANDARD PARKING STALL MIN. 9' X 19' - STRIPE PER CITY STANDARDS.
 - TRUCK TRAILER PARKING
 - NEW 14'-0" CONCRETE TILT-UP SCREEN WALLS AT TRUCK YARD. SEE PLAN FOR MINIMUM HEIGHTS AS MEASURED FROM INSIDE THE TRUCK YARD. PROVIDE ANTIGRAFFITI COATING ON EXTERIOR SIDE ONLY.
 - ROLLING / SWINGING 8'-0" HIGH WROUGHT IRON FENCE INTO THE TRUCK COURT.
 - TRANSFORMER PAD LOCATION.
 - ACCESSIBLE PRIMARY ENTRANCE TO THE BUILDING WITH BIKE RACKS.
 - CONCRETE COVERED LUNCH PATIO WITH LANDSCAPE FURNITURE. SEE SHEET A3-1P
 - CALGREEN REQUIRED BIKE RACKS. SEE TABULATIONS FOR NUMBER OF BIKE RACKS
 - DECORATIVE PAVING AT ENTRY DRIVEWAY.
 - EXTERIOR BOCCO COURT, SEE LANDSCAPE PLANS

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

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



SITE PLAN
SCALE: 1" = 80'-0"

RGA

Office of Architectural Design

15231 Alton Parkway, Suite 100
Irvine, CA 92618

T 949-341-0920
FX 949-341-0922

CONSULTANT	

PROFESSIONAL SEALS	

PLACENTIA AVENUE DEVELOPMENT

0000 PLACENTIA AVENUE
CITY OF PERRIS, CA

LAKE CREEK INDUSTRIAL LLC
13681 NEWPORT AVENUE, SUITE 8301
TUSTIN, CA 92780
PHONE: 786-200-9681
OWNER: MICHAEL JOHNSON
EMAIL: mj@lakecreekindustrial.com

CD	
BID	
PC	
DD	
SD	10/18/2023 SCHEMATIC DESIGN
MARK	DATE DESCRIPTION

RGD PROJECT NO:	21011.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	21011-00-A1-1P
DRAWN BY:	MG
CHECKED BY:	CS
COPYRIGHT	RGD, OFFICE OF ARCHITECTURAL DESIGN
SHEET TITLE	

SITE PLAN	

PLACENTIA AVENUE
DEVELOPMENT

0000 PLACENTIA AVENUE
CITY OF PERRIS, CA

LAKE CREEK INDUSTRIAL LLC
13681 NEWPORT AVENUE, SUITE 8301
TUSTIN, CA 92780
PHONE: 786-200-9681
OWNER: MICHAEL JOHNSON
EMAIL: mj@lakecreekindustrial.com

CD		
BID		
PC		
DD		
SD	10/18/2023	SCHEMATIC DESIGN
MARK	DATE	DESCRIPTION

RG	PROJECT NO.	21011.00
OWNER	PROJECT NO.	00000.00
CAD	FILE NAME:	21011-00-A1-2P
DRAWN	BY:	MG
CHK'D	BY:	CS
COPYRIGHT		
RG, OFFICE OF ARCHITECTURAL DESIGN		

FIRE ACCESS PLAN

SITE LEGEND:

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

PROJECT DATA

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NET SITE AREA:	1,216,057 SF / 27.91 AC
BUILDING AREA:	
FOOTPRINT	573,265 SF
FIRE PUMP HOUSE	0 SF
MEZZANINE	5,000 SF
GUARD HOUSE	0 SF
TOTAL	578,265 SF
TOTAL INCLUDED PLANNED OFFICE AREA	10,000 SF
LOT COVERAGE: (50% MAX)	47.14 %
FAR COVERAGE:	47.55 %

AUTO PARKING REQUIRED: (HIGH CUBE PARKING STANDARDS)	0 STALLS
10,000 OFFICE PARKING (LESS THAN 10%)	
WAREHOUSE	
0-20,000 SF (1/1000 SF)	20 STALLS
20K - 40K (1/2000 SF)	10 STALLS
ABOVE 40K (1/5000 SF)	108 STALLS
TOTAL	138 STALLS

AUTO PARKING PROVIDED	6 STALLS
ACCESSIBLE STALLS	143 STALLS
STANDARD STALLS	0 STALLS
FUTURE STALLS	
TOTAL PROVIDED	201 STALLS

REQUIRED BICYCLE PARKING	7 BIKE LOCATIONS
(5% OF REQUIRED AUTO PARKING)	

TRUCK DOCK POSITIONS	104 DOCKS
----------------------	-----------

GRADE DOORS PROVIDED	3 DOOR
----------------------	--------

LANDSCAPE AREA PROVIDED ON DEVELOPED SITE	170,049 SF / 14.32 %
---	----------------------

ASSESSOR'S PARCEL NUMBERS

300-170-003, 004, 005, 006, 011, 012, 014, 015, 016, 017 AND 300-170-010

APPLICATION TYPE

DEVELOPMENT PLAN REVIEW DPR21-00015
ZONING: LIGHT INDUSTRIAL - PUCD SP - PERRIS VALLEY COMMERCE CENTER
PERMITTED LAND USE: WAREHOUSE, OFFICE AS PERMITTED

PROJECT DESCRIPTION

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

LAND OWNER

LAKE CREEK INDUSTRIAL LLC
13681 NEWPORT AVENUE, SUITE 8301
TUSTIN, CA 92780

APPLICANT

LAKE CREEK INDUSTRIAL LLC
13681 NEWPORT AVENUE, SUITE 8301
TUSTIN, CA 92780
786-200-9681 CONTACT: MICHAEL JOHNSON

PLAN PREPARER

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

UTILITIES & SERVICES

SEE CIVIL DRAWINGS

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN IS SITUATED IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
AS SHOWN BY PARCEL MAP NO. 31743, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 210 PAGE 43 AND 44 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY

VICINITY MAP

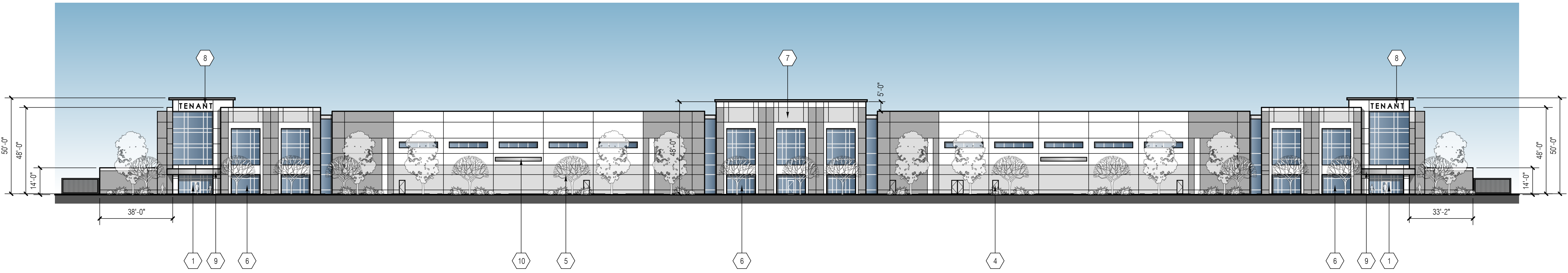


SITE PLAN

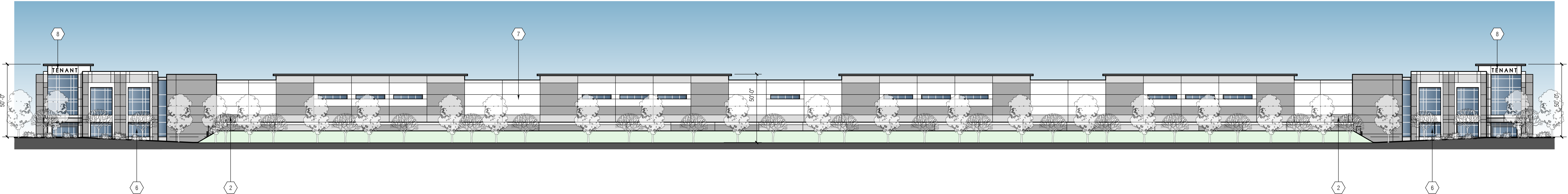
SCALE: 1" = 60'-0"

SHELL BUILDING
TYPE III-B FULLY SPRINKLERED
B / S1 / F1 OCCUPANCY
40'-0" CLEAR

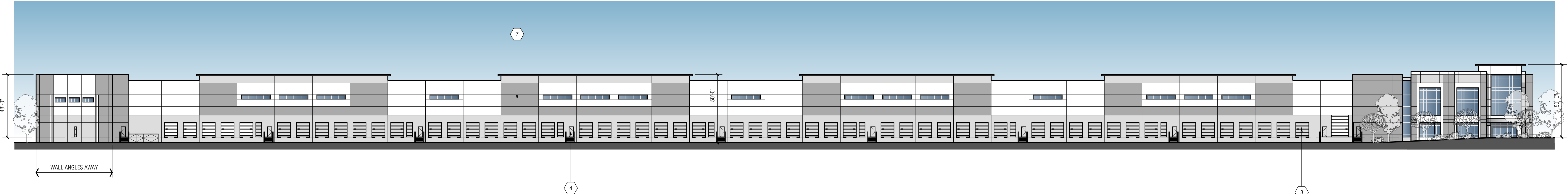
SCALE: 1" = 30'-0"



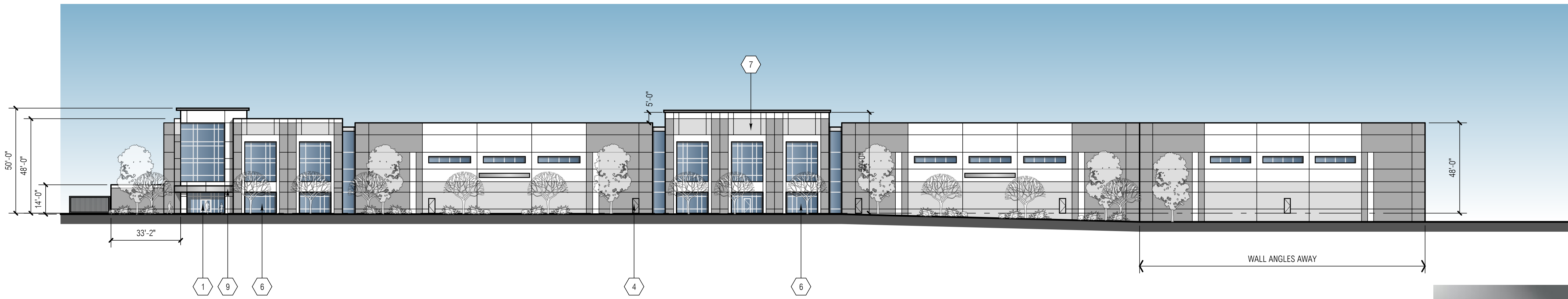
WEST ELEVATION
SCALE: 1" = 30'-0"



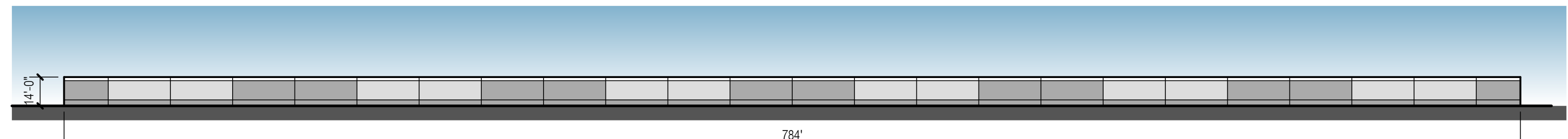
SOUTH ELEVATION
SCALE: 1" = 30'-0"



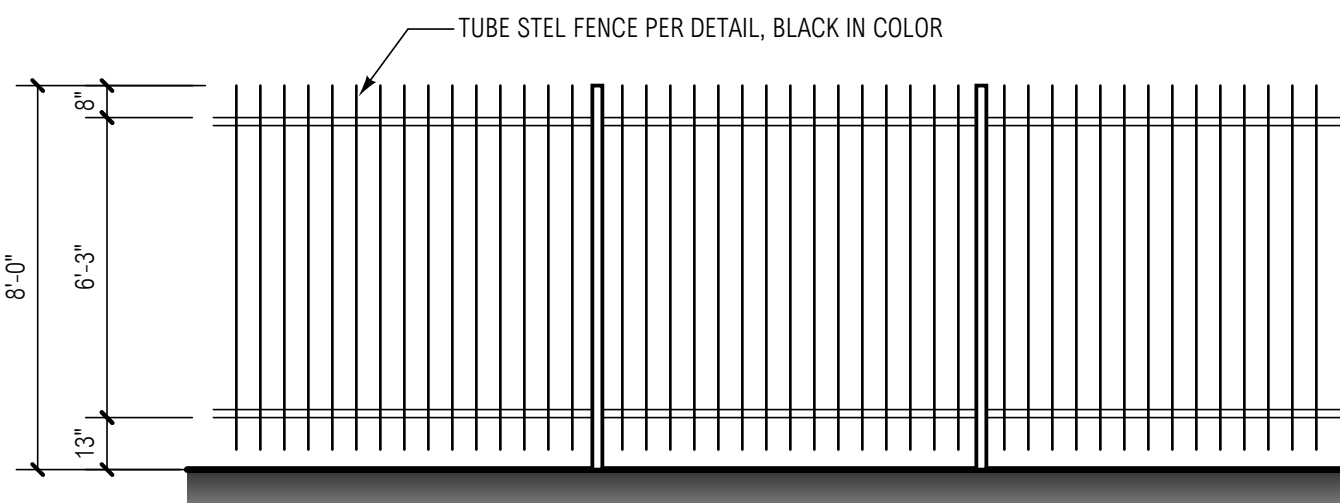
NORTH ELEVATION
SCALE: 1" = 30'-0"



EAST ELEVATION
SCALE: 1" = 30'-0"



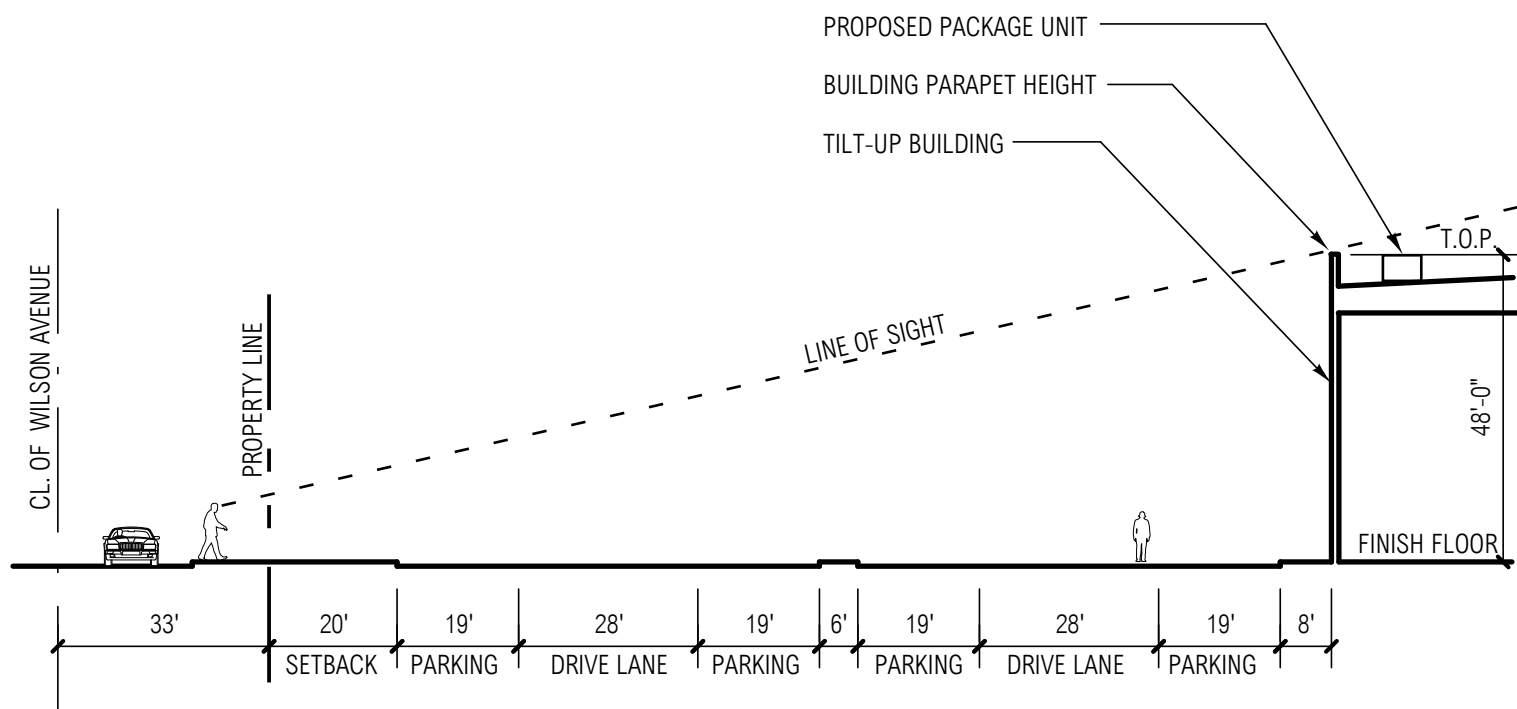
SOUTH SCREENWALL ELEVATION
SCALE: 1" = 40'-0"



TYPICAL TUBE STEEL FENCE ELEVATION
SCALE: 1/4" = 1'-0"



SIMILAR SITE LIGHTING STYLE
SCALE: N.T.S.



TYPICAL EQUIPMENT SCREEN LINE OF SIGHT
SCALE: 1" = 30'-0"
NOTE: LINE OF SIGHT TAKEN FROM 6'-0" ABOVE FINISH GRADE

KEYNOTES

1. PRIMARY ENTRANCE.
2. PAINTED 12' WIDE X 14' HIGH LEVEL VERTICAL LIFT TRUCK DOOR, FACTORY PAINTED WHITE.
3. PAINTED 9' WIDE X 10' HIGH VERTICAL LIFT TRUCK DOOR, FACTORY PAINTED WHITE.
4. 3' X 7' PAINTED METAL MAN DOOR.
5. 2" WIDE X 3/4" DEEP HORIZONTAL / VERTICAL REVEAL.
6. BLUE GLASS IN ANODIZED ALUMINUM STOREFRONT FRAME SYSTEM.
7. PAINTED CONCRETE TILT-UP EXTERIOR WALL CONSTRUCTION.
8. PROPOSED FUTURE TENANT SIGNAGE LOCATION.
9. ALUM. ENTRY TRELLIS CANOPY
10. 20' X 2' LIGHT BOX WITH DOWNWARD LIGHTS

FINISH SCHEDULE:

- | | |
|----|--|
| 1. | FIELD COLOR
SW-7063 NEBULOUS WHITE |
| 2. | MEDIUM ACCENT COLOR
SW-7072 ONLINE |
| 3. | DARK ACCENT COLOR
SW-7664 STEELY GRAY |
| 4. | TRELLISES -
BRUSHED STAINLESS |
| 5. | GLASS - PRIMARY WINDOW
PPG SOLARCOOL PACIFICA |

NOTES:

1. ALL ROOFTOP MECH. EQUIPMENT SHALL BE SCREENED FROM VIEW.
2. PROVIDE GRAFFITI RESISTANT COATING TO A HEIGHT OF 12 FEET ON THE WEST ELEVATION.

RG

Office of Architectural Design

15231 Alton Parkway, Suite 100
Irvine, CA 92618

T 949-341-0920
FX 949-341-0922

CONSULTANT

PROFESSIONAL SEALS

PLACENTIA AVENUE
DEVELOPMENT

0000 PLACENTIA AVENUE
CITY OF PERRIS, CA

LAKE CREEK INDUSTRIAL LLC
13681 NEWPORT AVENUE, SUITE 8301
TUSTIN, CA 92780
PHONE: 786-200-9681
OWNER: MICHAEL JOHNSON
EMAIL: mj@lakecreekindustrial.com

MARK	DATE	DESCRIPTION
CD		
BID		
PC		
DD		
SD	10/18/2023	SCHEMATIC DESIGN

RG	PROJECT NO.	21011-00
RG	OWNER PROJECT NO.	00000.00
RG	CAD FILE NAME:	21011-00-A3-1P
RG	DRAWN BY:	MG
RG	CHK'D BY:	CS
RG	COPYRIGHT	RG, OFFICE OF ARCHITECTURAL DESIGN
RG	SHEET TITLE	EXTERIOR ELEVATION

SHEET:

A3-1P

0000 PLACENTIA AVENUE
CITY OF PERRIS, CA

LAKE CREEK INDUSTRIAL LLC
13681 NEWPORT AVENUE, SUITE 8301
TUSTIN, CA 92780
PHONE: 786-200-9681
OWNER: MICHAEL JOHNSON
EMAIL: mj@lakecreekindustrial.com

CD		
8/D		
PC		
DD		
SD	10/18/2023	SCHEMATIC DESIGN
MARK	DATE	DESCRIPTION

RG&A PROJECT NO:	21011.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	21011-00-A3-2P
DRAWN BY:	MG
CHK'D BY:	CS
COPYRIGHT	
RG&A, OFFICE OF ARCHITECTURAL DESIGN	
SHEET TITLE	

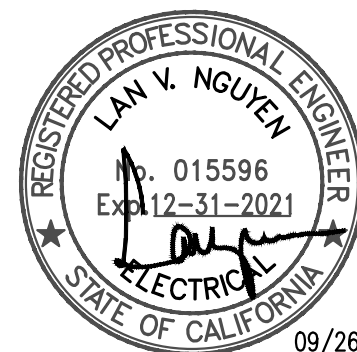
SITE SECTION



CONSULTANT

RPM
Engineers, Inc.
102 DISCOVERY
Irvine, CA 92618
Tel: 949-450-1220 (ext)
Fax: 949-450-1454
Contact: David De
e-mail: david@rpmpe.com

PROFESSIONAL SEALS



09/26/2023

PROJECT
NAME

PLACENTIA
AVENUE
DEVELOPMENT
0000 PLACENTIA AVENUE
CITY OF PERRIS, CA

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

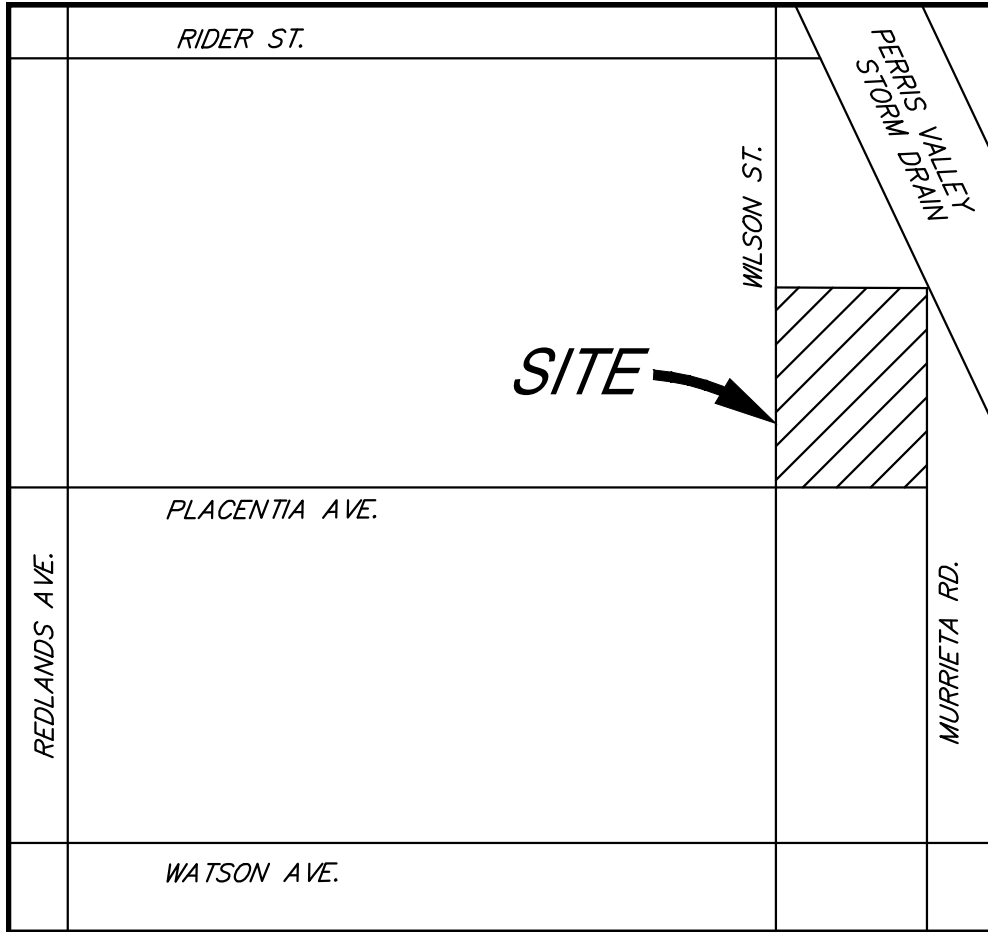
ELECTRICAL SITE PHOTOMETRIC PLAN

SCALE: 1"=50'-0"

1

Schedule								
Symbol	Label	QTY	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF Wattage
	W4	6	LC6SLEM 6LCSL 14 L EM	6 INCH LBR DOWNLIGHT 1400LM 4000K		1	1641	0.9 18
	SA2	7	RZR-PLED-VSQ-W-80LED-MM511 525mA-27K- POLE MT AT 30 FT AFG BUG RATING B5 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	221	0.85 258.8
	W2	3	RZR-PLED-III-W-80LED-525mA-MM511 27K-WALL MT AT 30 FT AFG BUG RATING B3 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	218	0.85 129.4
	SA3	11	RZR-PLED-III-W-80LED-525mA-27K-HS MM511 POLE MT AT 30 FT AFG BUG RATING B1 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	158	0.85 129.4
	W1	23	RZR-PLED-IV-80LED-700mA-27K-MM511 BUG B3 U0 G3 WALL MT AT 30 FT AFG	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	280	0.85 173.6
	SA4	8	RZR-PLED-IV-FT-80LED-525mA- 27K-HS MM511 POLE MT AT 30 FT AFG BUG RATING B1 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	166	0.85 129.4
	W3	31	RZR-WM1-PLED-III-W-20LED-525mA-27K EM1 BUG RATING B1 U0 G2 WALL MT AT 10 FT AFG	CAST BLACK PAINTED FINNED METAL HOUSING.	20 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	20	207	0.85 32.4

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	1.5 fc	7.0 fc	0.2 fc	35.0:1	7.5:1
Calc Zone #2	+	1.9 fc	3.5 fc	1.0 fc	3.5:1	1.9:1
Calc Zone #3	+	1.5 fc	5.4 fc	0.7 fc	7.7:1	2.1:1
Calc Zone #4	+	1.2 fc	1.6 fc	1.0 fc	1.6:1	1.2:1
Calc Zone #5	+	1.9 fc	5.6 fc	0.4 fc	14.0:1	4.8:1
Calc Zone #6	+	0.7 fc	1.0 fc	0.4 fc	2.5:1	1.8:1



VICINITY MAP

NOT TO SCALE

OWNER/APPLICANT

LAKE CREEK INDUSTRIAL, LLC
13681 NEWPORT AVE. STE 8301
TUSTIN, CA 92780
VOICE: (949) 910-4616

ENGINEER

SDH & ASSOCIATES, INC.
27363 VIA INDUSTRIA
TEMECULA, CA 92590
VOICE: (951) 683-3691

TOPOGRAPHY SOURCE

AERIAL PHOTOGRAMMETRY BY:
ARROWHEAD MAPPING
VOICE: (909) 889-2420

ZONING

EX. ZONING: LIGHT INDUSTRIAL
PR. ZONING: LIGHT INDUSTRIAL

BENCHMARK

NGS DESIGNATION NO. 431 PID: DX5438 RIVERSIDE COUNTY, CALIFORNIA ELEVATION = 1,441.70' NAVD '88
DESCRIPTION: AT THE NORTHEAST CORNER OF RIDER ST AND WILSON AVE, 57 FEET (17.4 M) EAST OF
CENTERLINE OF WILSON PRODUCED AND 35.2 FEET (10.7 M) NORTH OF RIDER ST, A 4 FOOT (1.2 M)
DIAMETER CONCRETE BASE OF A STEEL EDISON POWER POLE. A 3-1/4 INCH STANDARD MWDSC ALUMINUM
DX5438'DISK SET ON SOUTHSIDE FLUSH.

LEGAL DESCRIPTION

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

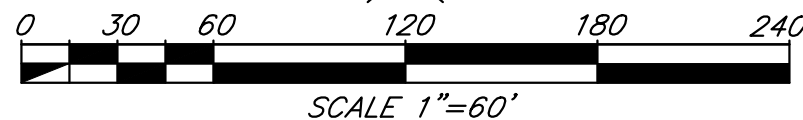
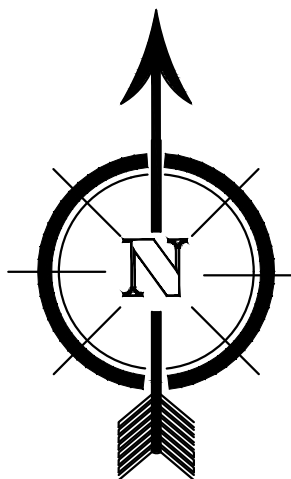
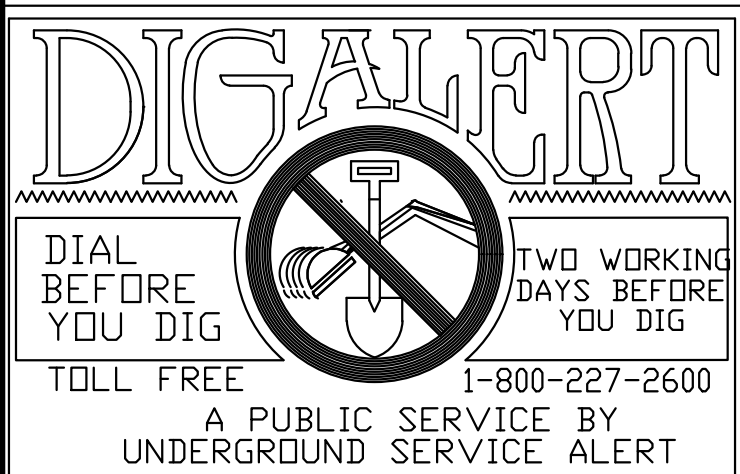
PARCEL 3 AS SHOWN BY PARCEL MAP 6132, ON FILE IN BOOK 15 PAGE 69, OF PARCEL MAPS, RECORDS
OF RIVERSIDE COUNTY, CALIFORNIA;

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE CITY OF PERRIS IN DOCUMENT RECORDED MARCH
4, 1988 AS INSTRUMENT NO. 57919 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, DESCRIBED AS
FOLLOWS:

THAT PORTION OF PARCEL 3 OF PARCEL MAP NO. 6132 AS SHOWN BY MAP ON FILE IN BOOK 15 PAGE 69
OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:
A STRIP OF LAND 15.00 FEET WIDE, THE CENTER LINE OF SAID STRIP BEING DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHWEST CORNER OF PARCEL 1, OF SAID MAP, SAID SOUTHWEST CORNER ALSO
BEING THE CENTER LINE INTERSECTION OF PLACENTIA AVENUE AND WILSON AVENUE (SHOWN AS WILSON
STREET OF SAID PARCEL MAP NO. 6132);

THENCE NORTH 0 DEGREES 24' 54" WEST ALONG THE WEST LINE OF SAID PARCEL 1, BEING ALSO ALONG
SAID CENTER LINE OF WILSON AVENUE, A DISTANCE OF 810.00 FEET TO THE TRUE POINT OF BEGINNING;
THENCE NORTH 99 DEGREES 35' 58" EAST, PARALLEL WITH SAID CENTER LINE OF PLACENTIA AVENUE, A
DISTANCE OF 1321.17 FEET TO THE EAST LINE OF SAID PARCEL MAP NO. 5132, THE EASTERLY TERMINUS
OF SAID STRIP.

FOR CONVEYANCING PURPOSES ONLY: APN 300-170-005 (AFFECTS: PORTION OF SAID LAND)
APN 300-170-006 (AFFECTS: PORTION OF SAID LAND)



PRELIMINARY
NOT FOR CONSTRUCTION

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

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

MARK BY DATE
ENGINEER

REVISIONS

APPR. DATE
CITY



APPROVED BY: CITY OF PERRIS

CONTRACT CITY ENGINEER DATE

PREPARED BY: DATE

DANE A. SOMMERS

R.C.E. NO. 90433 EXP. DATE 9-30-24



SDH AND ASSOCIATES INC.
27363 VIA INDUSTRIA
Temecula, California 92590
TEL: (951) 683-3691 FAX (951) 788-2314

CITY OF PERRIS

TENTATIVE PARCEL MAP 38550

FOR: W.O. CITY FILE NO.

SHEET NO.

1
OF
1

Perris Valley Commerce Center Amendment No. 15



SPECIFIC PLAN



City of Perris, California
2022



Perris Valley Commerce Center Specific Plan Amendment No. 15

City of Perris

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

Approved: January 10, 2012, Ordinance No. 1284
Amendment No. 1 Approved: September 25, 2012, Ordinance No. 1288
Amendment No. 2 Approved: November 27, 2012, Resolution No. 4538
Amendment No. 3 Approved: February 9, 2016, Ordinance No. 1324
Amendment No. 4 Approved: February 9, 2016, Ordinance No. 1323
Amendment No. 5 Approved: September 13, 2016, Ordinance No. 1331
Amendment No. 6 Approved: February 14, 2017, Ordinance No. 1337
Amendment No. 7 Approved: June 13, 2017, Ordinance No. 1346
Amendment No. 8 Approved: April 10, 2018, Ordinance No. 1361
Amendment No. 9 Approved: August 28, 2018, Ordinance No. 1361
Amendment No. 10 Approved: August 31, 2021, Ordinance No. 1405
Amendment No. 11 Approved: October 26, 2021, Ordinance No. 1410
Amendment No. 12 Approved: January 11, 2022, Ordinance No. 1414
Amendment No. 13 Approved: xxxxx, 2022, Ordinance No. xxxxxx
Amendment No. 14 Approved: xxxxx, 2022, Ordinance No. xxxxxx
Amendment No. 15 Approved: xxxxx, 2022, Ordinance No. xxxxxx

ACKNOWLEDGEMENTS



City Council

Daryl R. Busch, Mayor
Joanne Evans, Mayor Pro Tem
Rita Rogers, Council member

Al Landers, Councilmember
Mark Yarbrough, Council member

Planning Commission

Judy Rosen-Haughney, Chairperson
Dwayne Hammond, Vice Chairman
Dave Stuart, Commissioner

Sal Mancuso, Commissioner
Brady McCarron, Commissioner
Matthew Buck, Commissioner
Jose Marin, Commissioner

City Staff

Richard Belmudez, City Manager
Clara Miramontes, Planning Manager
Diane Sbardellati, Associate Planner
Nathan Perez, Planner

Habib Motlagh, Tri Lake Consultants,
City Engineer

Eric L. Dunn, Aleshire & Wynder, LLC ,
City Attorney

Consultants

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

ACKNOWLEDGEMENTS



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This document reflects all amendments to DATE 2022

Amendment No.	Case No.	Details of Amendment	Approval Date
1	12-04-0010	The purpose of Amendment No. 1 is to modify Table 12.0-1, Land Use Restrictions to clarify allowable industrial land uses particularly related to storage in Airport Potential Zone 1 (APZ-1).	9/25/2012 Ordinance #1288
2	11-12-0005	The purpose of Amendment No. 2 is to update all graphics to reflect the street vacation of Nance and Markham Streets between Redlands Avenue and the Perris Valley Storm Channel. This amendment also reflects the street vacation and general plan amendment (GPA 12-02-0001) to the circulation element for the removal of Harley Knox Blvd. from Redland Avenue to Perris Valley Storm Channel.	11/27/2012 Resolution #4538
3	12-10-0006	The purpose of Amendment No. 3 is to modify Figure 2.01-1, Specific Plan Land Use Designation and Figure 4.0-16, Residential Buffer, Figure 3.0-1, Circulation Plan, Figure 3.01-2 Truck Route Plan, and Table 2.0-1, Land Use Comparison to reflect the change in the land use designation of approximately 68.99 acres from Commercial (C) [49.14 acres] and Business Professional Office (BPO) [19.85 acres] to Light Industrial (LI) located south of Markham Street, north Ramona Expressway, west N. Webster Avenue, and east of the Patterson Avenue; and to modify the circulation of Patterson Avenue which traverses in an east west direction between Markham Street and Ramona Expressway in the northwestern portion of the Project site.	02/09/2016 Ordinance #1324
4	14-04-0001	The purpose of Amendment No. 4 is to modify Figure 2.01-1, Specific Plan Land Use Designation and Figure 4.0-16, Residential Buffer, and Table 2.0-1, Land Use Comparison to reflect the change in land use designation of approximately 16 acres from General Industrial (GI) to Light Industrial (LI) located just north of Markham Street, south of Nance Street, west of North Webster Avenue, and east of Patterson Avenue in the northwestern portion of the Project site for the properties.	02/09/2016 Ordinance #1323

Document Updates



Amendment No.	Case No.	Details of Amendment	Approval Date
5	16-0525	The purpose of Amendment No. 5 is to modify section 12, the Airport Overlay Zone to update the 2014 March Air Reserve Base/Inland Port Airport Compatibility Plan.	09-13-2016 Ordinance #1331
6	14-04-0001	The purpose of Amendment No. 6 is to modify Figure 2.0-1, Specific Plan Land Use Designation, Figure 4.0-16, Residential Buffer, and Table 2.0-1, Land Use Comparison to reflect a change in land use designation from Commercial-Retail (C) to Light Industrial (LI), for the properties bound by Interstate 215 to the east, Harley Knox Boulevard to the south and west, and W. Oleander Avenue to the north consisting of approximately 23.66 acres.	02/14/2017 Ordinance #1337
7	16-05077	The purpose of Amendment No. 7 is to modify Figure 2.0-1, Specific Plan Land Use Designation, Figure 4.0-16, Residential Buffer, and Table 2.0-1, Land Use Comparison to reflect a change in land use designation of 7.48 acres from Commercial-Retail (C) to Light Industrial (LI).	6/13/2017 Ordinance # 1346
8	17-05242	The purpose of Amendment No. 8 is to modify Figure 2.0-1, Specific Plan Land Use Designation, Figure 4.0-16, Residential Buffer, and Table 2.0-1, Land Use Comparison to reflect a change in land use designation of 16.22 acres from Business Professional Office (BPO) to Light Industrial (LI), for four parcels located at the southwest corner of Markham Avenue and Webster Avenue.	4/10/2018 Ordinance #1361

Document Updates



Amendment No.	Case No.	Details of Amendment	Approval Date
9	17-05074	The purpose of Amendment No. 9 is to modify Figure 2.0-1 Specific Plan Land Use Designation, Figure 4.0-16 Residential Buffer, and Table 2.0-1, Land Use Comparison to reflect a change in land use designation of 35 ACRES from Business Professional Office (BPO) to Light Industrial (LI), for the properties bound by Johnson Avenue to the east, Perry Street to the south, Perris Boulevard to the west, and Markham Street to the north. Amendment No. 8 also modifies Figure 3.0-1 Circulation Element, Figure 3.0-4 Mass Transit, Figure 3.0-7 Existing Water, Figure 3.0-8, Existing Sewer, Figure 3.0-9, Existing Recycled Water, Figure 3.0-12 Existing Natural Gas, Figure 3.0-13, Existing Electric, Figure 3.0-14, Existing Telephone, Figure 3.0-15 Existing Cable, Figure 5.0-7 Perris Valley Storm Channel Trail, and Figure 5.0-8 Ramona Expressway Trail to reflect the vacation of three streets: Goldenvue Drive, Johnson Avenue, and Via Verona Street between Markham Street to the north and Perry Street to the south.	August 28, 2018 Ordinance #1371
10.	19-05282	The purpose of Amendment No. 10 is to modify Figure 2.0-1, Specific Plan Land Use Designation, Figure 4.0-16, Residential Buffer, and Table 2.0-1, Land Use Comparison to reflect a change in land use designation from Business Professional Office (BPO) to Commercial-Retail (C), for the property at the southeast corner of Perris Boulevard and Rider Street.	8/31/2021 Ordinance # 1405
11.	20-05180	The purpose of Amendment No. 11 is to modify Figure 2.0-1, Table 2.0-1 Land Use Comparison to rezone 9.54 acres from Business Professional Office (BPO) to Light Industrial (LI) zone; and to allow truck and vehicle storage as a Conditional Use Permit to facilitate the construction and operation of a truck and trailer parking facility for the property located north of Markham Street 612 feet east of N. Perris Blvd.	10/26/2021 Ordinance # 1410

Document Updates



Amendment No.	Case No.	Details of Amendment	Approval Date
12.	SPA21-05225	SPA to modify Circulation Plan Map pg.3.0-1, Truck Route Plan map pg. 3.0-7, and last sentence of pg 3.0-6 to update the PVCC SP truck routes.	12/14/2021 Ordinance #1414
13.	SPA22-05053	The purpose of Amendment 13 is to modify Figure 2.0-1 Specific Plan Land Use Map, Figure 3.0-1 Circulation Plan Map, Figure 3.0-4 Mass Transit Routes, Figure 3.0-5 Trails System Map, Figure 3.0-7 Existing EMWD Water Map, Figure 3.0-8 Existing EMWD Sewer Map, Figure 3.0-9 Existing EMWD Recycled Water Map, Figure 3.0-12 Existing Natural Gas Map, Figure 3.0-13 Existing Electrical Map, Figure 3.0-14 Existing Telephone Map, Figure 3.0-15 Electrical Cable TV Map, and Figure 4.0-16 Residential Buffer Map to remove Walnut Street from the PVCC.	
14.	SPA22-05052	The purpose of Amendment 14 is to modify Figure 2.0-1 Specific Plan Land Use Map, Figure 3.0-1 Circulation Plan Map, Figure 3.0-4 Mass Transit Routes, Figure 3.0-5 Trails System Map, Figure 3.0-7 Existing EMWD Water Map, Figure 3.0-8 Existing EMWD Sewer Map, Figure 3.0-9 Existing EMWD Recycled Water Map, Figure 3.0-12 Existing Natural Gas Map, Figure 3.0-13 Existing Electrical Map, Figure 3.0-14 Existing Telephone Map, Figure 3.0-15 Electrical Cable TV Map, and Figure 4.0-16 Residential Buffer Map to remove Russell Way from the PVCC.	
15.	SPA22-	The purpose of Amendment 15 is to modify Figure 3.0-1 Circulation Plan Map, Figure 3.0-4 Mass Transit Routes, Figure 3.0-5 Trails System Map, Figure 3.0-7 Existing EMWD Water Map, Figure 3.0-8 Existing EMWD Sewer Map, Figure 3.0-9 Existing EMWD Recycled Water Map, Figure 3.0-12 Existing Natural Gas Map, Figure 3.0-13 Existing Electrical Map, Figure 3.0-14 Existing Telephone Map, Figure 3.0-15 Electrical Cable TV Map, and Figure 5.0-7 Perris Valley Storm Channel Trail to remove the paper street connecting Wilson Avenue to Murrieta Road and 80-foot of right-of-way on Murrieta Road north of Placentia Avenue from the PVCC.	

Document Updates



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1.0 EXECUTIVE SUMMARY

1.1 Project Introduction

The Perris Valley Commerce Center Specific Plan area and its surroundings are in transition from land use as an undeveloped agricultural area to a modern-day commerce center providing for the needs of an ever-expanding regional market.

The area offers convenient access to a multi-directional freeway system via Interstate-215 traveling north and south, and State Route-60 traveling east and west as shown on Figure 1.0-1. In addition, the Mid-County Parkway, a 16-mile east-west transportation corridor, is proposed from San Jacinto to Interstate-215 in Perris. If constructed, the exact alignment will be determined at some point in the future.

Immediately north of the City is the March Air Reserve Base. After the closure of March Air Force Base and its conversion to an Air Reserve Base in 1996, surplus lands were sold to commercial and industrial ventures. Land that was not sold is currently owned and managed by March Joint Powers Authority. Since then, the entire area surrounding the base has been in transition. The quick pace of development of these areas has increased the desire to efficiently manage and coordinate the changing community. To facilitate this change, the City of Perris has designated more than 5 square miles and over 3,500 acres of the northwestern portion of the City to be developed under the guidance of a Master Development Plan known as the Perris Valley Commerce Center Specific Plan (PVCC or the Specific Plan).

The Perris Valley Commerce Center Specific Plan is primarily designated for Light Industrial land use, but also contains Commercial, General Industrial, Business/Professional Office and Public land use designations. The specific plan also includes areas with a residential designation to recognize existing communities. The Perris Valley Commerce Center Specific Plan is designed to promote compatibility of existing residential land uses and their neighboring industrial, commercial, and office uses.

1.2 Specific Plan Vision and Objectives

The intent of the Perris Valley Commerce Center Specific Plan is to provide high quality industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City of Perris. The plan will promote recognition throughout the region for its aesthetic cohesiveness, superior land planning, and architectural design. Smart Growth Principles have been consistently applied through the design guidelines.

Promote Compatible Land Uses for the Area

The Specific Plan will provide land uses and development standards created specifically for the area to promote smart growth principles by:

- Encouraging community and stakeholder collaboration in development decisions.
- Allowing the residents of the community to live and work under the same roof.



- Promoting future Professional Office conversions.
- Ensuring a balance of land uses that maintain and enhance the City's fiscal viability, economic diversity and environmental integrity.
- Encouraging the development of joint-use and dual-use facilities such as basins and park use facilities.
- Creating walkable communities by setting forth allowed land uses in a coordinated, comprehensive manner that interface with planned open space trails and public realms, as well as close proximity to transportation facilities.
- Promote land use compatibility with the continued military and civilian operations at March Air Reserve Base.

Promote Sustainable Development

The Specific Plan will encourage the use of "Green" technologies through:

- Requirements that reduce impacts to the San Jacinto River.
- Encourage water-wise landscaping appropriate to the arid environment of Southern California.
- Require measures to reduce the "island heat" effect by mitigating the warming effects of hard surface areas.
- Encourage project designs that support the use of alternative transportation facilities.
- Encourage increased energy efficiency in building design and offer incentives for LEED certification.

Streamline the Development Process

The Specific Plan will streamline the entitlement development process to enable rapid development.

Strong Sense of Place

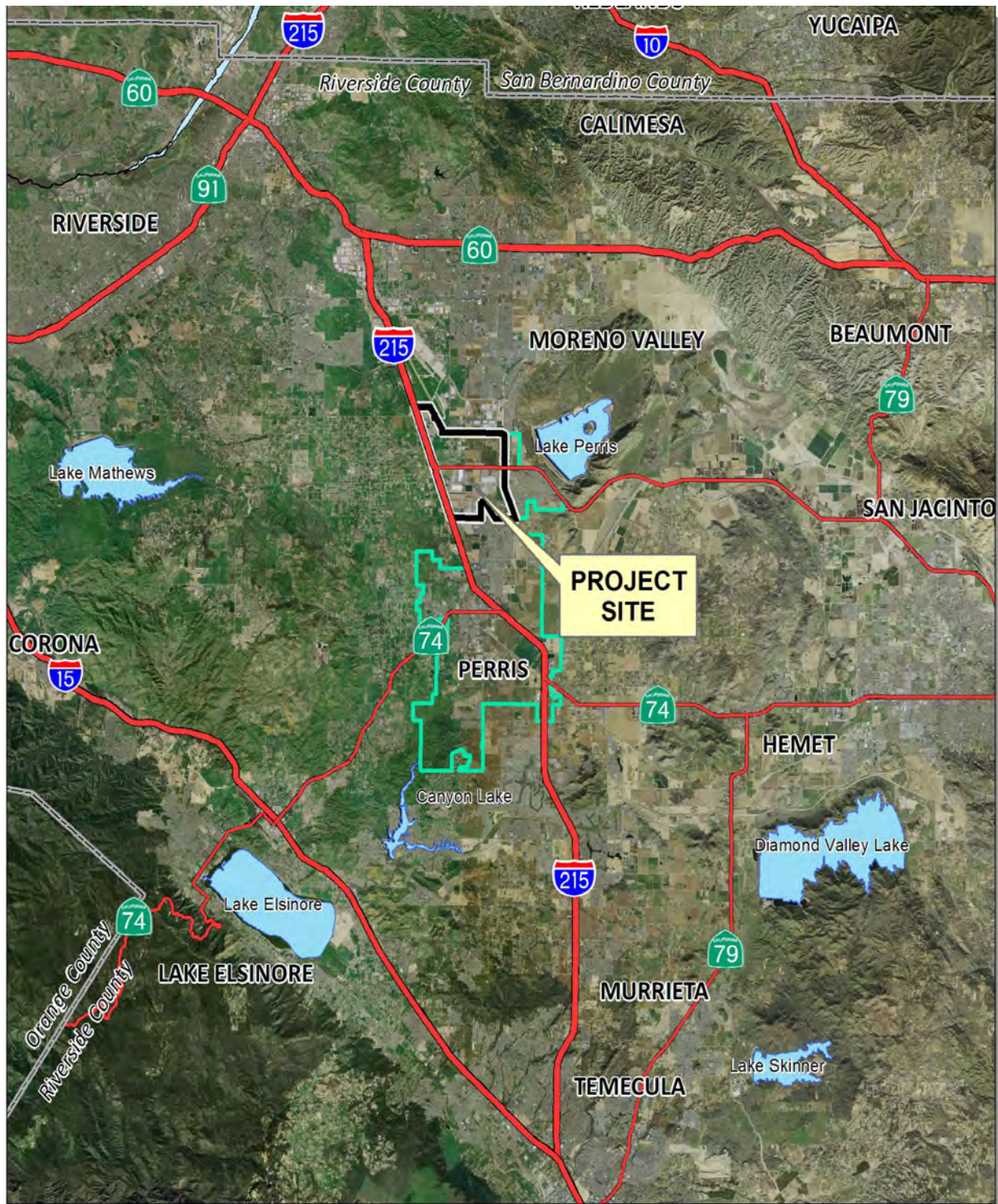
The Specific Plan will provide a strong sense of place by establishing an identity for the area by:

- Promoting high level development standards to ensure aesthetic cohesiveness throughout the specific plan area.
- Using various methods such as logos, streetscapes, banners, public art, unique entry monumentation, and enhanced architecture.
- Preserving the historical attributes of this area.
- Beautifying the community by the use of native and appropriate non-native drought tolerant species.

Identify Infrastructure

The Specific Plan will identify infrastructure utility needs and provide circulation plans for various vehicular (passenger/truck, bus and transit) and non-vehicular circulation (bikes, pedestrian trails).

Figure 1.0-1, Vicinity Map

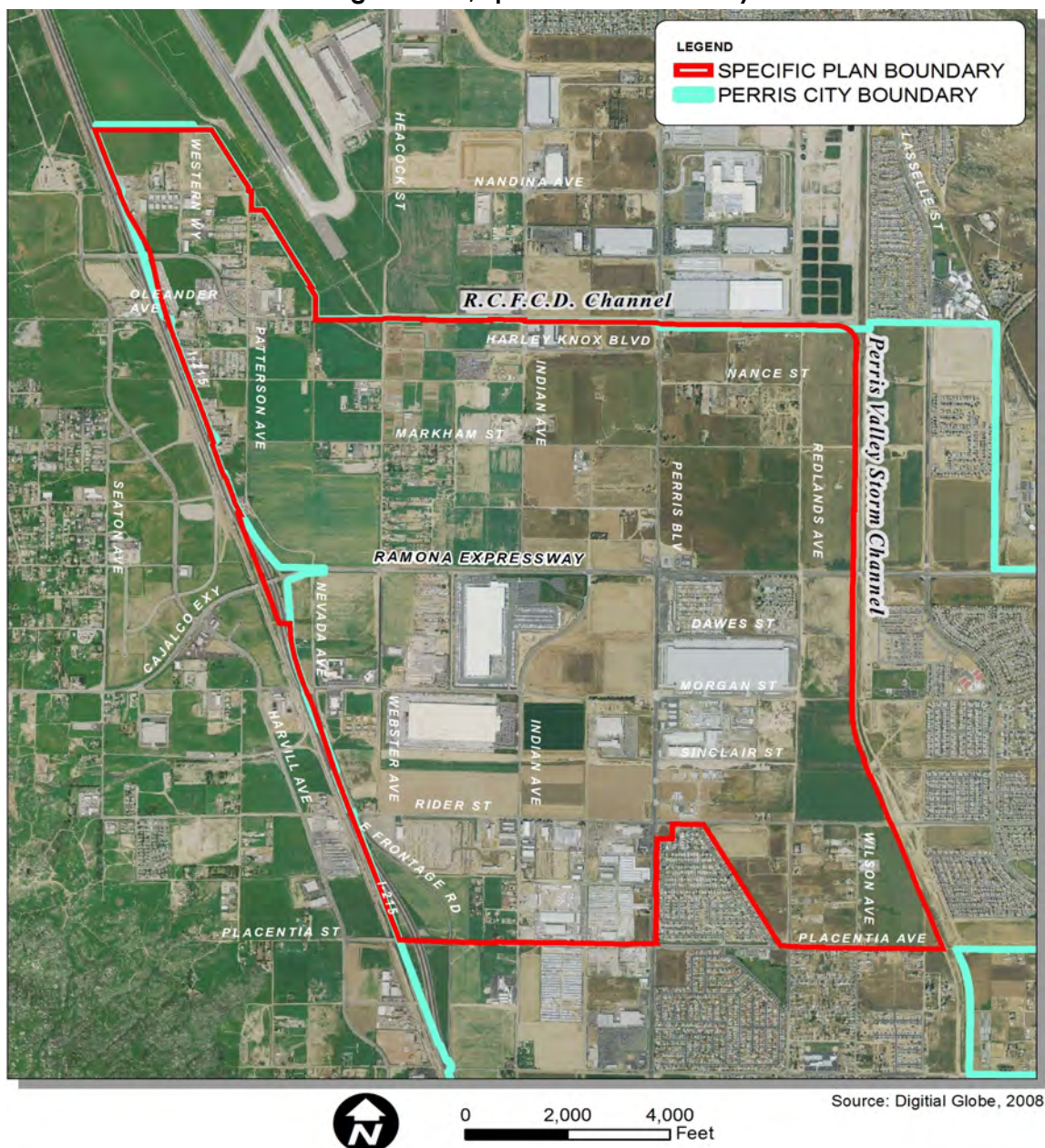


1.3 Existing Setting

1.3.1 Existing Land Use

The Perris Valley Commerce Center Specific Plan is located on approximately 3,500 gross acres within the City of Perris, Riverside County, California. The project site is located east of Interstate-215, west of the Perris Valley Storm Drain, south of March Air Reserve Base, and north of Placentia Street as shown on Figure 1.0-2. The existing community is currently characterized by agricultural, residential, commercial, and industrial uses.

Figure 1.0-2, Specific Plan Boundary





1.3.2 Existing Topography

At this time, a large portion of the proposed Perris Valley Commerce Center Specific Plan area is undeveloped land currently used for agriculture. The other portions contain some existing developments including warehouse/distribution facilities, neighborhood commercial, smaller-scale industrial facilities, a rural residential community and a mobile home subdivision. The surrounding area includes the City of Moreno Valley and March Air Reserve Base to the north, the community of Mead Valley, an unincorporated area of Riverside County to the west, and more developed areas of the City of Perris to the south and east.

Surrounding land uses include the following:

North: Vacant land, March Air Reserve Base and industrial uses within Moreno Valley jurisdiction

South: Industrial, residential and vacant land

East: Perris Valley Storm Channel, residential and vacant land

West: Vacant property, industrial uses, Interstate-215 and an existing rail line within Riverside County jurisdiction

The project site is relatively flat, sloping in a southeasterly direction with elevations ranging from approximately 1,430 to 1,500 feet above mean sea level.

1.3.3 Existing General Plan

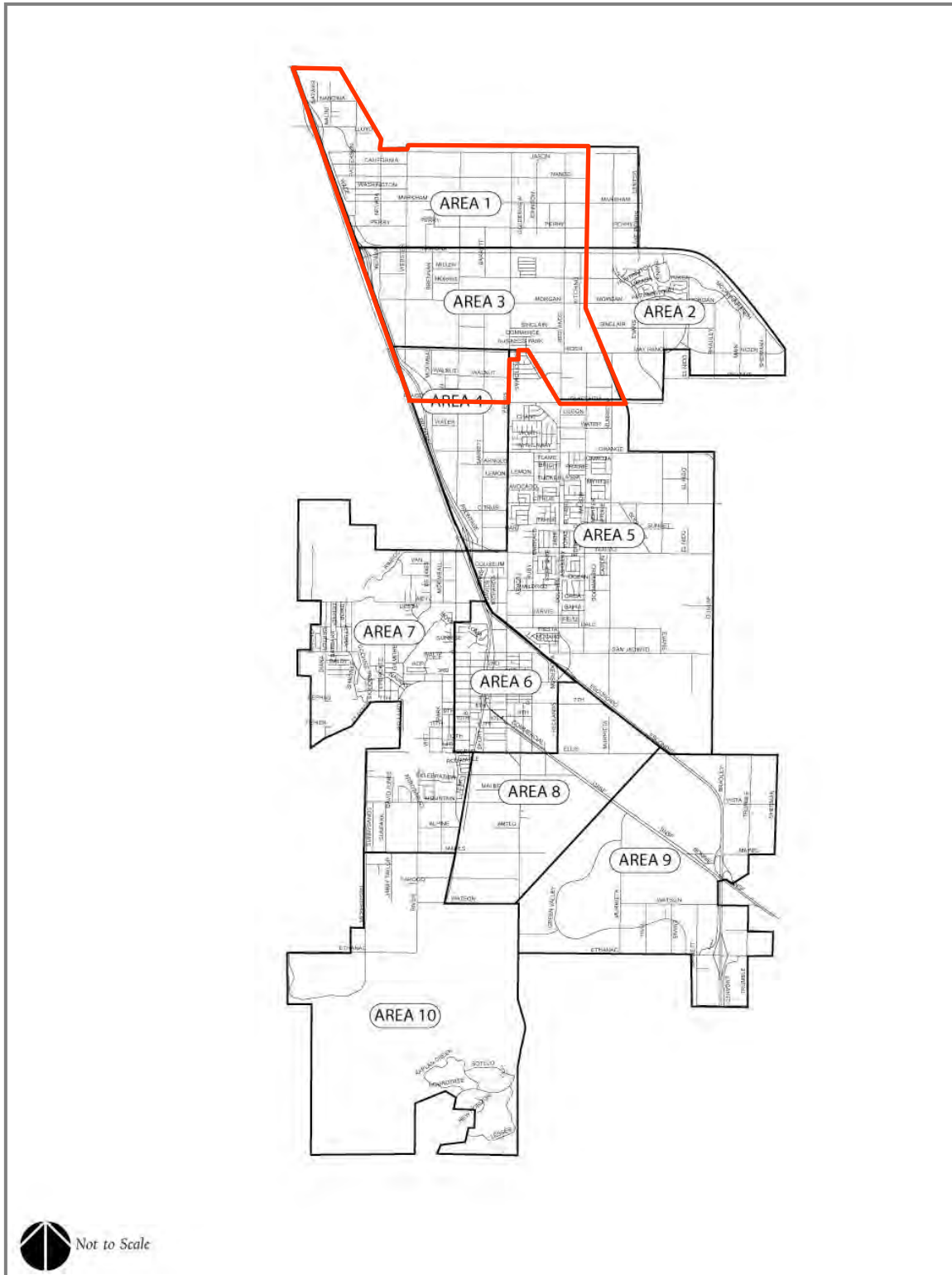
On April 26, 2005, the City of Perris approved the Land Use Element of the City of Perris General Plan. The Land Use Element incorporates land use policies and maps to guide the future development of the City of Perris. The Perris Valley Commerce Center Specific Plan site is located within Planning Areas 1 and 3, and partially within Planning Areas 4 and 5 of the General Plan as shown in Figure 1.0-3.

Planning Area 1 is designated as "North Industrial". The General Plan recognizes that while there may be some residential land uses, the area will generally be used for industry. Industries in this area are anticipated to be related to air-cargo support, due to its close proximity to March Global Port. High truck traffic volume is anticipated.

Planning Area 3 is designated as an "Agricultural Conversion Area" providing for the gradual conversion of this area from agricultural uses to those land uses that are more compatible with the surrounding commerce and industry.

Planning Area 4 is designated as a "Freeway Business Park." Although this area was also primarily used for agriculture when the General Plan was adopted, more appropriate land uses for this planning area include Business Park, Commercial, and Industrial uses due to the Specific Plan's close proximity to Interstate-215, which allows for greater access and visibility.

Figure 1.0-3, Planning Areas





A very small portion of Planning Area 5 is governed by the Perris Valley Commerce Center Specific Plan. Planning Area 5 lies in the "Central Core" of the City of Perris and is designated for a mix of residential, office, and commercial uses. The one parcel of the Perris Valley Commerce Center Specific Plan area that lies within Planning Area 5 is designated for Neighborhood Commercial land uses.

Accordingly, the Perris Valley Commerce Center Specific Plan meets the primary intention of each of the Planning Areas of the City.

Subsequent sections of the Perris Valley Commerce Center Specific Plan illustrate and describe the Project area's development criteria as they relate to land uses. Section 4.0 includes applicable development standards, design and landscape guidelines, green development guidelines, and development incentives for the entire Perris Valley Commerce Center Specific Plan area. Circulation, drainage, water, sewer and public utility systems and services will be addressed separately in Section 3.0 Infrastructure, and Section 5.0 Off-Site Design Standards and Guidelines.

Currently, the City's General Plan land uses within the Perris Valley Commerce Center Specific Plan area include the following:

Business Park: Business Park is located in the northeast and southwest corners of the Specific Plan.

Commercial: There is only one area along Ramona Expressway designated and constructed as Neighborhood Commercial. The majority of the Community Commercial is located along Ramona Expressway at the east and west ends of the Specific Plan boundary, as well as along Perris Boulevard.

Industrial: The General Industrial wraps around the northerly boundary of the Specific Plan, bordering March Air Reserve Base. Light Industrial covers the majority of the remaining Specific Plan area.

Public: There are two linear areas designated as public within the Specific Plan boundary. One runs in a north-south direction and represents the Perris Valley Storm Drain facilities. The other runs in an east-west direction and corresponds to the Colorado River Aqueduct (MWD right-of-way).

Residential: There are three separate locations designated as residential: R-6000 at the northwest corner of Redlands Boulevard and Markham Street, R-20,000 on the southeast corner of Webster Avenue and Markham Street, and MFR-14 north of Dawes Street and east of Perris Boulevard.

Specific Plan: The General Plan land use map designates land along the northeasterly boundary, adjacent to the Perris Valley Storm Channel, as "Specific Plan," however, the anticipated Specific Plan was not completed and the Perris Valley Commerce Center Specific



Plan is intended to replace and expand this area. The proposed Perris Valley Commerce Center Specific Plan will ensure consistency between the general plan and zoning map.

1.4 Specific Plan Governmental Actions Required

It is the intent of the Perris Valley Commerce Center Specific Plan to facilitate development of the area in an orderly and consistent fashion. Within this Perris Valley Commerce Center Specific Plan, land use designations are mapped out and permitted uses are defined in Section 2.0. This Specific Plan also includes development standards, design guidelines, and landscape standards that define the City's expectations for development of this area in Section 4.0. The Specific Plan provides the City of Perris, its residents, businesses, and developers a comprehensive set of design elements, regulations, conditions, and programs for guiding the systematic development of this area. Additionally, this Specific Plan will implement applicable elements of the City of Perris General Plan and include detailed information about the area's need for infrastructure improvements such as roads, water, sewer, and flood control facilities.

The Perris Valley Commerce Center Specific Plan has been prepared pursuant to the State of California Government Code, Title 7, Division 1, Article 8, Section 65450 which grants authority to cities to adopt Specific Plans for purposes of implementing the goals and policies of their General Plans. The Government Code states that Specific Plans may be adopted either by Resolution or by Ordinance and that the Specific Plan is required to be consistent with the General Plan. The Government Code sets forth the minimum requirements and review procedures for specific plans including the provision of a land use plan, infrastructure and public services plan, criteria and standards for development, and implementation measures. The Government Code also states that Specific Plans may address any other subjects, which in the judgment of the city are necessary or desirable for implementation of the General Plan.

The Perris Valley Commerce Center Specific Plan requires action by the Planning Commission and City Council on the following:

- **Specific Plan No. 08-10-0007**

To establish land use designations, a plan for public facilities, design guidelines, and a development incentive program.

- **General Plan Amendment No. 08-10-0008**

To amend the Land Use Element of the City of Perris General Plan to designate the properties within the project area as a Specific Plan.

- **Zone Change No. 08-10-0009**

To establish Specific Plan zoning of the properties within the project area to Specific Plan (SP).



2.0 LAND USE PLAN

2.1 Perris Valley Commerce Center Land Use Designations

The Perris Valley Commerce Center Specific Plan is designed to encourage a thoughtful mix of land uses that provide interrelated opportunities. Although the City has zoning designations that correspond to the land use designations, some modifications to the allowable uses and development standards are provided in the Standards and Guidelines (Section 4.0 – Section 10.0). The commerce center land use designations include: General Industrial (GI), Light Industrial (LI), Business/Professional Office (BPO) and Commercial (C). There are two areas of residential designations that are intended to recognize the existing communities: Residential (R) for the community located south of Markham, east of Webster, and north of Ramona Expressway; and Multi-Family Residential (MFR-14) for the mobile home community located north of Dawes and easterly of Perris Boulevard. Additionally, there is a designation to allow for public facilities: Public (P). There are two overlays including the Freeway Corridor, the Major Roadway Visual Zones and an Airport Overlay Zone which defines allowable land uses and intensity of development within the Flight Corridor as shown in Figure 2.0-1.

2.1.1 Industrial Uses

General Industrial (GI): This zone provides for the development of basic industrial uses which may support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities. This zone correlates with the “General Industrial” General Plan Land Use designation.

Light Industrial (LI): This zone provides for light industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing. This zone correlates with the ‘Light Industrial’ General Plan Land Use designation.

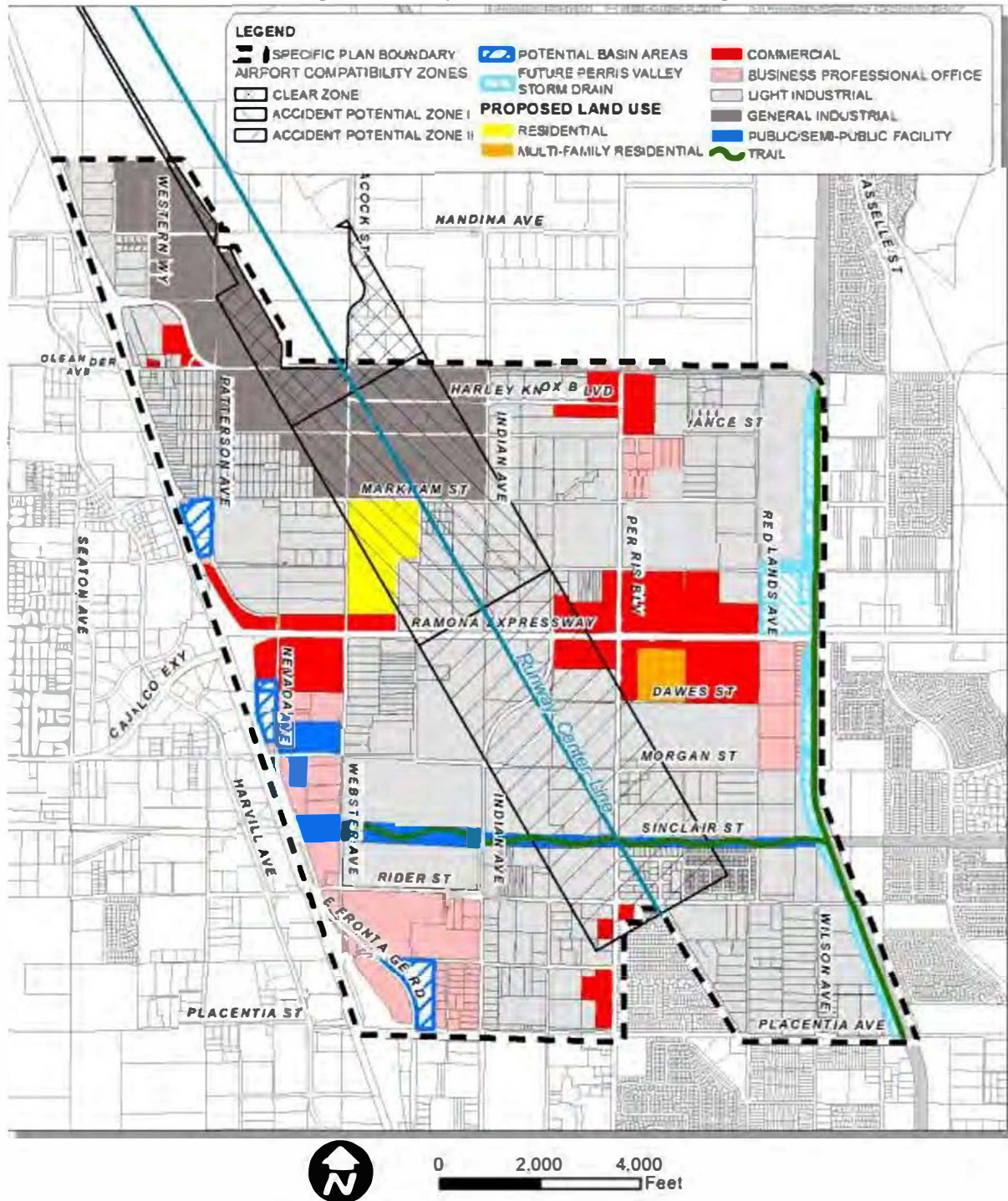
2.1.2 Business/Professional Office Uses

Business/Professional Office (BPO): This zone provides for uses associated with business, professional or administrative services located in areas of high visibility from major roadways with convenient access for automobiles and public transit service. Small-scale warehousing and light manufacturing are also allowed. This zone combines the General Plan Land Use designations of Business Park and Professional Office.

2.1.3 Commercial Uses

Commercial (C): This zoning designation provides for retail, professional office, and service oriented business activities which serve the entire City, as well as the surrounding neighborhoods. This zone combines the General Plan Land Use designation of Community Commercial and Commercial Neighborhood.

Figure 2.0-1, Specific Plan Land Use Designation





2.1.4 Residential Uses

Residential (R): This zone recognizes the existing detached residential community at the northeast corner of Ramona Expressway and Webster Avenue. This zone shall be applicable to and correlate with the General Plan Land Use designation of R-20,000 Single Family Residential. The continued use of this area as residential is allowed, but other business and commercial-related activities are encouraged. Further subdivision in this land use category is discouraged.

Multi-Family Residential (MFR-14): This zone recognizes the existing mobile home park within the specific plan area. The continued use of this area as a mobile home park is allowed. Further subdivision in this land use category is discouraged.

2.1.5 Public Uses

Public (P): This zone is to provide for a wide range of public and semi-public uses such as schools and administrative offices, government facilities, public utilities, recreational facilities, and religious institutions. This zone shall be applicable to and correlate with the General Plan Land Use designation of Public/Semi-Public Facilities/Utilities.

Potential Basin Areas: Master Drainage Plan facilities identified potential basins in accordance with the Perris Valley Storm Drain and Perris Valley Commerce Center Master Drainage Plan being adopted by Riverside County Flood Control and Water Conservation District and City of Perris respectively. Remnant parcels of land currently designated as potential basin parcels that are determined not to be required for use as part of the basins, shall revert back to the surrounding land use.

2.1.6 Airport Overlay Zone

The Airport Overlay Zone extends from the south end of the runway at March Field, through the central part of the Perris Valley Commerce Center Specific Plan, terminating in the area adjacent to the Rider Street/Perris Boulevard intersection. It is comprised of three distinct areas with specific land uses and land use densities within their respective category. These three areas correspond to the Airport Safety Zones, as established by the 2005 Air Installation Compatible Use Zone Study for March Air Reserve Base. For a complete listing of those land uses prohibited or permitted with restrictions within those zones, see Tables 2.0-2 and 12.0-1. Amending this Specific Plan shall require additional review by the Airport Land Use Commission. Refer to Section 12.0 for further information on the Airport Overlay Zone.

Clear Zone (CZ): This zone prohibits new development of any kind, although it should be noted that there is some existing development in this area.

Accident Potential Zone I (APZ-I): This zone prohibits many uses that involve hazardous materials (such as gas stations), and those uses that have higher densities of people per acre. Non-residential development will be limited to those uses that have not more than 25 persons per acre such as office parks, warehouses and distribution centers or similar uses. This zone prohibits



new residential development, schools or churches. It should be noted that there is some existing residential development in this area.

Accident Potential Zone II (APZ-II): This zone prohibits many uses that involve hazardous materials (such as gas stations), and those uses that have higher densities of people per acre. Non-residential development will be limited to those uses that have not more than 50 persons per acre at any time, including hotels and motels. This zone prohibits new residential development, schools or churches.

2.2 Summary of Perris Valley Commerce Center Land Use Comparison

Generally, the City of Perris General Plan Land Use designations correspond with the Perris Valley Commerce Center Specific Plan land use designations with the following exceptions. The Community Commercial (CC) and Neighborhood Commercial (NC) have been combined into one designation – Commercial (C). Business Park (BP) and Professional Office (PO) have been combined to form one designation – Business/Professional Office (BPO). Public/Semi-Public/Utilities (P) and Park, Recreational, and Natural Open Space (OS) have been combined to Public (P). Table 2.0-1 as shown below, provides a comparison of the land use between the City of Perris existing General Plan designations and the Perris Valley Commerce Center Specific Plan designations.

Table 2.0-1, Land Use Comparison

General Plan Land Use	Existing Acres Prior to PVCC SP	Acres Adopted by 2012 PVCCSP	Proposed Acres (SPA1-SPA11)
Business Park/Professional Office (BPO) Professional Office (PO) Business Park (BP)	317	343	263
Commercial (C) Community Commercial (CC) Neighborhood Commercial (NC)	462	349	271
General Industrial (GI)	423	408	392
Light Industrial (LI)	1,620	1,866	2,040
Multi-Family Residential Residential (Multi-Family) (MFR-14)	22	22	22
Public (P) Public/Semi-Public/Utilities Park, Recreational and Natural Open Space (OS)	120	194	194
Residential (R) Residential (Single-Family) (R-6,000)	59	0	0
Residential (R) Residential (Single-Family) (R-20,000)	63	60	60
Specific Plan (SP)	190	0	0
Other (ROW, Basin, etc.)	307	341	341
Total Acres	3,583	3,583	3,583



2.3 Allowable Land Uses and Permit Requirements

The allowable land uses and permit requirements are summarized in the Table 2.0-2. Project-wide and individual land use development standards and guidelines can be found in Section 4.0. Exceptions to allowable land uses should be noted as they pertain to the Airport Overlay Zone discussed in Section 12.0. Refer to Table 12.0-1 in Section 12.0 for restrictions should site fall within Airport Overlay Zone.

Permitted Uses (P) are allowed, subject to compliance with all applicable provisions of the City of Perris Zoning Ordinance, and to obtaining any other permit required by the Municipal Code, including a business license. Proposed projects comprised of a permitted use are not granted immediate approval as they must undergo a review process and are subject to public hearing and final approval determined by the City.

Conditional Use Permit (CUP) is required, pursuant to Chapter 19.61 of the City of Perris Zoning Ordinance.

Accessory Uses (A) are allowed, subject to compatibility with permitted and conditionally permitted uses. Such uses are defined as being clearly subordinate to the principal use of the building or lot, and serve a purpose customarily associated with the principal use.

Prohibited Uses (PRO) are not allowed.

For a full description of the approval process, refer to Section 13.0 Implementation and Administrative Process.

Table 2.0-2, Land Uses
(Refer to Table 12.0-1 for use restrictions on property within the Airport Overlay Zone)

LAND USE	LI	GI	BPO ⁽¹⁾	C ⁽¹⁾	R ⁽¹⁾	MFR ⁽¹⁾	P	See Section
Agricultural uses								
Agricultural Animal Raising and Care	PRO	CUP	PRO	PRO	PRO	PRO	PRO	
Agricultural Uses	PRO	PRO	PRO	PRO	P	PRO	PRO	
Animal or Poultry Slaughter	PRO	CUP	PRO	PRO	PRO	PRO	PRO	Chapter 8.08
Animal Services	CUP	P	CUP	CUP	PRO	PRO	PRO	
Animal Grazing	P	P	P	P	PRO	PRO	P	
Commercial Uses								
Adult Entertainment	PRO	CUP	PRO	PRO	PRO	PRO	PRO	Chapter 5.50
Alcohol Sales for Off-site Consumption	PRO	PRO	PRO	CUP	PRO	PRO	PRO	Chapter 19.65
Alcohol Sales for On-site Consumption	CUP	CUP	CUP	CUP	PRO	PRO	PRO	Chapter 19.65
Drive-Thru Services	CUP	CUP	CUP	CUP	PRO	PRO	PRO	



Table 2.0-2 LAND USE (Continued)

LAND USE	LI	GI	BPO ⁽¹⁾	C ⁽¹⁾	R ⁽¹⁾	MFR ⁽¹⁾	P	See Section
Commercial Uses (continued)								
Food and Food Service (No Alcohol)	P	P	P	P	PRO	PRO	PRO	
Funeral Homes	P	P	P	P	PRO	PRO	PRO	
General Retail	A	A	P	P	PRO	PRO	PRO	
Hotels and Motels	CUP	PRO	P	P	PRO	PRO	PRO	
Landscape Nurseries	CUP	CUP	PRO	A	CUP	PRO	PRO	
Large Equipment Retail	CUP	CUP	CUP	P	PRO	PRO	PRO	
Live-Work Units ⁽¹⁾	PRO	PRO	CUP	CUP	CUP	PRO	PRO	
Mortuary	P	P	P	P	PRO	PRO	PRO	
Personal Services	CUP	PRO	P	P	PRO	PRO	PRO	
Pest Control	P	P	P	CUP	PRO	PRO	PRO	
Storage (Ancillary Uses)	A	A	A	A	PRO	PRO	PRO	
Swap Meets (Indoor)	CUP	CUP	PRO	PRO	PRO	PRO	PRO	
Swap Meets (Outdoor)	CUP	CUP	PRO	PRO	PRO	PRO	PRO	
Vehicle-Related Outdoor Storage and Other Facilities	CUP	P	PRO	PRO	PRO	PRO	PRO	
Vehicle-Related Routine Service and Maintenance	P	P	CUP	P	PRO	PRO	PRO	
Communication Towers (Additional FAA review may be required)								
Monopoles or similar wireless communications towers or facilities more than 65'	CUP	CUP	CUP	CUP	PRO	PRO	CUP	Chapter 19.85
Monopoles or similar wireless communications towers or facilities less than 65'	P	P	P	P	PRO	PRO	P	Chapter 19.85
Educational / Care Facilities								
Child Care Center / Nursery School, Private	PRO	PRO	CUP	CUP	PRO	PRO	PRO	Chapter 19.83
Day Care for Employee Children Only	A	A	A	A	PRO	PRO	PRO	Chapter 19.83
Hospitals and Urgent Care Centers	P	CUP	P	CUP	PRO	PRO	CUP	
Live-in Care Facilities (aged or infirm excluding Child Care Facilities)	PRO	PRO	CUP	CUP	PRO	CUP	CUP	
Medical Care Clinics and Offices, (excluding urgent care facilities and hospitals and clinics requiring a state permit)	P	CUP	P	P	PRO	PRO	PRO	



Table 2.0-2, Land Uses (Continued)

LAND USE	LI	GI	BPO ⁽¹⁾	C ⁽¹⁾	R ⁽¹⁾	MFR ⁽¹⁾	P	See Section
Industrial								
Schools, Technical and Trade	CUP	CUP	P	CUP	PRO	PRO	PRO	
Recreation								
Recreational Areas and Facilities (Outdoor)	A	A	A	CUP	P	PRO	P	
Recreational Areas and Facilities (Indoor)	A	A	CUP	CUP	P	PRO	P	
Manufacturing, Industrial: Indoor	P	P	CUP	PRO	PRO	PRO	PRO	
Manufacturing, Industrial: Outdoor	CUP	P	PRO	PRO	PRO	PRO	PRO	
Manufacturing: Pharmaceutical, Hazardous Materials, Chemicals	P ⁽²⁾	P ⁽²⁾	CUP	PRO	PRO	PRO	PRO	
Storage								
Mini-storage/Wholesale Facilities	P	P	PRO	PRO	PRO	PRO	PRO	Chapter 19.44.090.A
Warehouse/Distribution Centers	P	P	A	A	PRO	PRO	PRO	Chapter 19.44.090.A
Non-Profits								
Government Facilities	PRO	PRO	PRO	PRO	PRO	PRO	P	
Public and Semi-Public Institutions	CUP	CUP	P	P	PRO	PRO	P	
Public Infrastructure Facilities	PRO	PRO	PRO	PRO	PRO	PRO	P	
Public or Semi Public Education Facilities	PRO	PRO	CUP	CUP	PRO	PRO	P	
Religious Institutions	CUP	CUP	CUP	CUP	CUP	CUP	CUP	
Professional Office								
Business/Professional Office	CUP	CUP	P	P	PRO	PRO	PRO	
Residential Uses								
Caretaker Quarters	A	A	A	A	PRO	PRO	PRO	
Day Care, Large Family	PRO	PRO	PRO	PRO	P	P	PRO	Chapter 19.83
Day Care, Small Family	PRO	PRO	PRO	PRO	P	P	PRO	Chapter 19.83
Mobilehome parks	PRO	PRO	PRO	PRO	PRO	P	PRO	
Multi-Family Units (condos, town-homes, apartments)	PRO	PRO	PRO	PRO	PRO	P	PRO	
Single-Family Detached Dwelling Unit	PRO	PRO	PRO	PRO	P	PRO	PRO	



LAND USE TABLE NOTES

1. Live-Work Units, by their nature, can pertain to a wide variety of uses and businesses. The "work" part of live-work projects are regulated by use criteria established in the use zone. Should any proponent for a Live-Work Unit or home-based occupation wish to establish a business, then the type of use is subject to the discretion of the Development Services Division.
2. Projects located within one-quarter mile of a school shall be required to seek project-level CEQA review for any proposed industrial use to determine potential project-specific impacts associated with handling of hazardous materials.

2.4 Definitions

Adult Entertainment: Any establishment providing adult entertainment as defined by City of Perris Municipal Code, Title 5, Chapter 5.50 including, but not limited to, adult arcade, adult bookstore, adult novelty store, adult video store, adult motion picture theater, and exotic dance studio.

Agricultural Animal Raising and Care: Any kennels, fowl or poultry ranches, rabbit farms, fur-bearing animal ranches, hog ranches, livestock feed lots, and dairies kept for the purpose of breeding.

Agricultural Uses: Land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, animal products or of berries, grain, hay, straw, turf, seed and animal grazing.

Alcohol Sales for Off-site Consumption: The act of selling any type of alcohol for off-site consumption such as, convenience stores, service stations and liquor stores with alcohol related sales. Refer to City of Perris Zoning Ordinance, Chapter 19.65.

Alcohol sales for On-site Consumption: The act of selling any type of alcohol for on-site consumption such as restaurants serving alcoholic beverages, bars and cocktail lounges. Refer to City of Perris Zoning Ordinance, Chapter 19.65.

Animal Grazing: Use of sheep grazing as a means of weed abatement.

Animal Slaughter: The killing of an animal or animals for food such as butchering.

Animal Services: Any premises to which small domesticated animals, as defined by Municipal Code Section 8.08.010, are brought or temporarily kept for the purpose of diagnosis or treatment of any illness or injury such as animal hospitals and veterinarian clinics. Also includes facilities to which animals are brought and temporarily kept and cared for which may have outdoor runs such as kennels and catteries.



Business/Professional Office: A place of business where professional or clerical duties are performed such as business support services, legal services, collection agencies, development services office and property management services.

Caretaker Quarters: A dwelling unit on the site of a commercial, industrial, public or semi-public use, occupied by a guard or caretaker.

Child Care Center/Nursery School Private: Facilities for the temporary care of children on a regular, recurring basis for pay or other valuable consideration as outlined in City of Perris Zoning Ordinance, Chapter 19.83, such as childcare facilities, private daycare and private nursery schools.

Day Care (For Employee Children Only): Facilities for the temporary care of children on a regular recurring basis for pay or other valuable consideration as an ancillary use to a professional business as outlined in City of Perris Zoning Ordinance, Chapter 19.83.

Day Care (Small Family): The temporary care of children in a residence of 6 or fewer children under the age of 10 who do not reside in the home. Refer to City of Perris Zoning Ordinance, Chapter 19.83.

Day Care (Large Family): The temporary care of children in a residence of 7 to 12 children under the age of 10 who do not reside in the home. Refer to City of Perris Zoning Ordinance, Chapter 19.83.

Distribution Centers: Extremely large buildings of 500,000 square feet or more, generally characterized by a basic, box-like form, with multiple truck docks and roll-up doors.

Drive-Thru Services: A type of service provided by a business that allows customers to purchase products without leaving their cars such as banks, pharmacies, and restaurants.

Food and Food Service (no alcohol): Establishments that serve and prepare food as the primary function without the sale of alcoholic beverages including coffee shops, delicatessens, bakeries, candy, ice cream and yogurt shops.

Funeral Homes: A funeral home or parlor is a business that provides burial and funeral services and merchandise such as caskets for the deceased and their families.

General Retail: The sale of goods or merchandise from a fixed location, such as a department store, boutique or kiosk such as pet and pet supply, book stores, craft stores, department stores, discount stores, drug store/pharmacies, florists, grocery stores, jewelry stores, furniture sales, garden and farm supplies, office equipment sales, apparel stores, appliance stores, gift and card stores.



Government Facilities: Establishments owned by the system from which they are regulated over such as Municipal, County, State or Federal governmental administrative offices and facilities, libraries, courthouses, fire stations, and fleet or maintenance yards.

Hospitals and Urgent Care Centers: Any building or portion thereof, used for the treatment or accommodation of injured or ill persons, includes convalescent and rest homes. It shall not include asylums, detention or similar buildings where human beings are housed or detained under legal restraint.

Hotels and Motels: Buildings designed for or occupied by the temporary lodging of individuals in which there are 6 or more guest rooms for which there is no provision for cooking in any individual room or suite. Said use may also contain such ancillary facilities as conference facilities, personal services or food preparation and dispensing.

Landscape Nurseries: Reproduction and growing of plants to usable size for retail or wholesale.

Large Equipment Retail: The sale of goods or merchandise from a fixed location such as carpet and furniture sales, printing and copying shops, home improvement centers, building material, hardware and paint stores, retail outlets, upholstering shops, sporting goods, automotive sales and automobile dealerships.

Live-in Care Facilities: Any home or establishment offering long-term services to the elderly, infirmed or disabled who are domiciled therein, who have mobility but may require assistance with some activities of daily living, medication assistance, personal care, nursing supervision or ambulation assistance.

Live-Work Units: New construction or renovation with the specific purpose of containing a residential unit and an occupational area within the same structure in which the owner or primary employee of the business resides at the same place as that business. The living and work areas must be housed in separate locations within that structure and/or separate levels.

Manufacturing/Industrial (Indoor): The fabrication or storage of goods and services for sale such as cabinet and woodworking shops, distributors and showrooms, food products, manufacturing, light manufacturing, industrial uses, research and development, research centers and wholesale (with on-site merchandise).

Manufacturing/Industrial (Outdoor): The fabrication or storage of goods and services for sale such as equipment rental, storage, heavy manufacturing, outdoor dismantling and salvage yards, outdoor storage and activities, recycling facilities, transportation, trucking yards, stations, and terminals, vehicle storage and towing yards.



Manufacturing: Pharmaceutical, Hazardous Materials, Chemicals: The fabrication or storage of goods and services for sale such as pharmaceuticals, hazardous materials, explosive devices or chemicals.

Medical Care Clinics and Offices: A facility, office or clinic used for the provision of health, prevention of illness and treatment of illness or injury under the care of a physician such as chiropractic, dental, vision, acupuncture and orthodontic offices, excluding urgent care facilities, hospitals and clinics requiring a state permit.

Mini-Storage Facilities: Facility used for the small-scale keeping of materials or products (refer to City of Perris Zoning Ordinance, Chapter 19.08, 19.44.090.A).

Mobilehome Parks: An area under one ownership designed to accommodate the use of factory-constructed residential units containing their own independent sanitary facilities intended for year round occupancy, composed of one or more major components which are mobile in that they can be supported by wheels attached to their own integral frame or structure and towed by an attachment to that frame or structure over the public highway, as well as recreational vehicles such as travel trailers, tent trailers, camping trailers and motorhomes.

Monopole/Wireless Communication Facilities: Radio antenna or structure situated on legal lot that is the local point of interface between a wireless phone device and a wireless network consisting of a support structure such as a tower, pole or stealth structure (monopine, monopalm, water tower, etc.) and accessory equipment such as antenna array, microwave dishes, GPS antenna, equipment shelter and cabinet that incorporates stealth design. (Refer to City of Perris Zoning Ordinance, Chapter 19.85)

Mortuary: A mortuary is a building or room used for the storage of human cadavers awaiting identification or removal for autopsy, burial or cremation.

Personal Services: A business whose principal activity may include weight loss centers, nail salons, barber shops, health clubs, spas, studios for art, exercise, dance and similar services.

Pest Control: Business or facilities that provide services to control the spread of pests such as termites, rodents and insects.

Public/Semi-Public Institutions: An institution that is the responsibility of a governmental unit or over which a governmental unit exercises administrative control such as city hall, government offices, community centers or a facility having some features of a public institution such as a fraternal lodge or utility.



Public or Semi-Public Educational Facilities: An educational organization that public officials (elected, appointed, or both) operate and that public funds support such as schools and administrative offices.

Public Infrastructure Facilities: The basic facilities, services, and installations needed for the functioning of a community such as transportation and communications systems, public utilities, detention basin and drainage facilities.

Recreation Areas and Facilities (Indoor): Amusement or entertainment provided in an enclosed space designed to provide pleasure or relaxation such as billiard halls, amusement centers, social/fraternal organizations, indoor commercial recreation, restaurants with entertainment (exclusive of adult entertainment), bowling alleys, movie theaters, climbing walls, batting cages, go-cart racing, billiards, arcades and laser tag.

Recreational Areas and Facilities (Outdoor): Amusement or entertainment provided in any open space area designed to provide pleasure or relaxation such as outdoor commercial recreation, paintball facilities, public parks, trails and community centers.

Religious Institutions: An establishment, organization or association instituted to advance or promote religious purposes or beliefs such as churches, Sunday school, mosques, temples, synagogues including recreational facilities and residential quarters for incidental use. Does not include private schools or daycare.

Residential (Multi-Family Units): A structure composed of attached dwelling units which share any common building components, including, but not limited to, foundations, roofing and structural systems in accordance with City of Perris Zoning Ordinance, Chapter 19.26, such as condo, townhomes and apartments. This designation is used to recognize the existing mobile home park within the PVCC boundary.

Residential (Single-Family Detached Dwelling Unit): A free-standing unattached building for dwelling or residential use by one family unit which does not share any common building components such as foundations, roofing and structural systems, with any other structure or dwelling in accordance with City of Perris Zoning Ordinance, Chapter 19.25.

Schools, Technical and Trade: An educational institution designed to allow and encourage students to learn under the supervision of teaching instructors including vocational facilities that train students in a variety of skills needed to perform a certain job or career such as private, technical or trade schools.

Swap Meets (Indoor): An indoor gathering for the barter or sale of goods and services.

Swap Meets (Outdoor): An outdoor gathering for the barter or sale of goods and services.



Storage Uses (Ancillary): Facilities directly associated with and incidental to the primary use occupying less than 10% of the site or floor area used for the keeping of materials or products in an open, uncovered yard or in an unwall building

Vehicle - Related Outdoor Storage and Other Facilities: Facility used to store vehicles such as towing yards, vehicle auctions and establishments where major body repair and painting occurs, excluding outdoor dismantling and salvage yards.

Vehicle - Related Routine Service and Maintenance: Facilities that provide routine vehicle-related services and maintenance for minor vehicle repairs such as incidental body or fender work, painting, upholstery, oil changes, engine tune-up, adjusting lights or brakes, or supplying and installing replacement parts of or for passenger vehicles and trucks. Also includes any building or lot having pumps and storage tanks where fuels, oils, or accessories for motor vehicles are dispensed, sold, or offered for sale at retail only as well as car washing facilities.

Warehouse: A place where goods, merchandise or equipment is stored for eventual distribution, such as a storehouse, distributor, showroom, laboratory, wholesale shop (with on-site merchandise) or for industrial uses. Refer to City of Perris Zoning Ordinance, Chapter, 19.44.090.A.

Wholesale Facilities: An establishment where the sale of goods in large quantities, as for resale by a retailer, takes place. Refer to City of Perris Zoning Ordinance, Chapter 19.08, 19.44.090.A.



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3.0 INFRASTRUCTURE PLAN

The area covered by the Perris Valley Commerce Center Specific Plan, is evolving into an urban commerce center that will support several types of industry. Presently, the area lacks sufficient infrastructure to effectively support this type of area-wide project development. Existing infrastructure has generally been limited to that which is needed for project-specific development. Services for water, sewer, storm drain, trash collection and disposal, natural gas, electric, telephone, cable TV/internet, and roadways are currently coordinated between the developer and the appropriate private and/or public service providers on a project specific basis.

The Infrastructure Plan shall serve as a guide for the development of more detailed plans for domestic water distribution, wastewater collection, storm water collection and circulation that is deemed necessary as development occurs within this Specific Plan area. Despite the order of development within the Specific Plan Area, infrastructure improvements will be required to address the service needs of the Specific Plan area. The conceptual Infrastructure Plans provide a schematic approach to identify the route and location of public facilities within the Specific Plan area. Future development proposals will determine the exact size and location of facilities; however, the design of the infrastructure improvements shall closely adhere to the facilities depicted in the Infrastructure Plan.

3.1 Circulation

The Circulation Plan provides Standards and Guidelines intended to ensure the safe and efficient movement of people and goods within the Perris Valley Commerce Center Specific Plan area, as well as meeting the future transportation needs City-wide.

The Circulation Plan addresses several aspects of circulation throughout the Perris Valley Commerce Center Specific Plan including vehicle, truck and transit circulation, and non-vehicular circulation (pedestrian and bike).

3.2 Vehicular Circulation

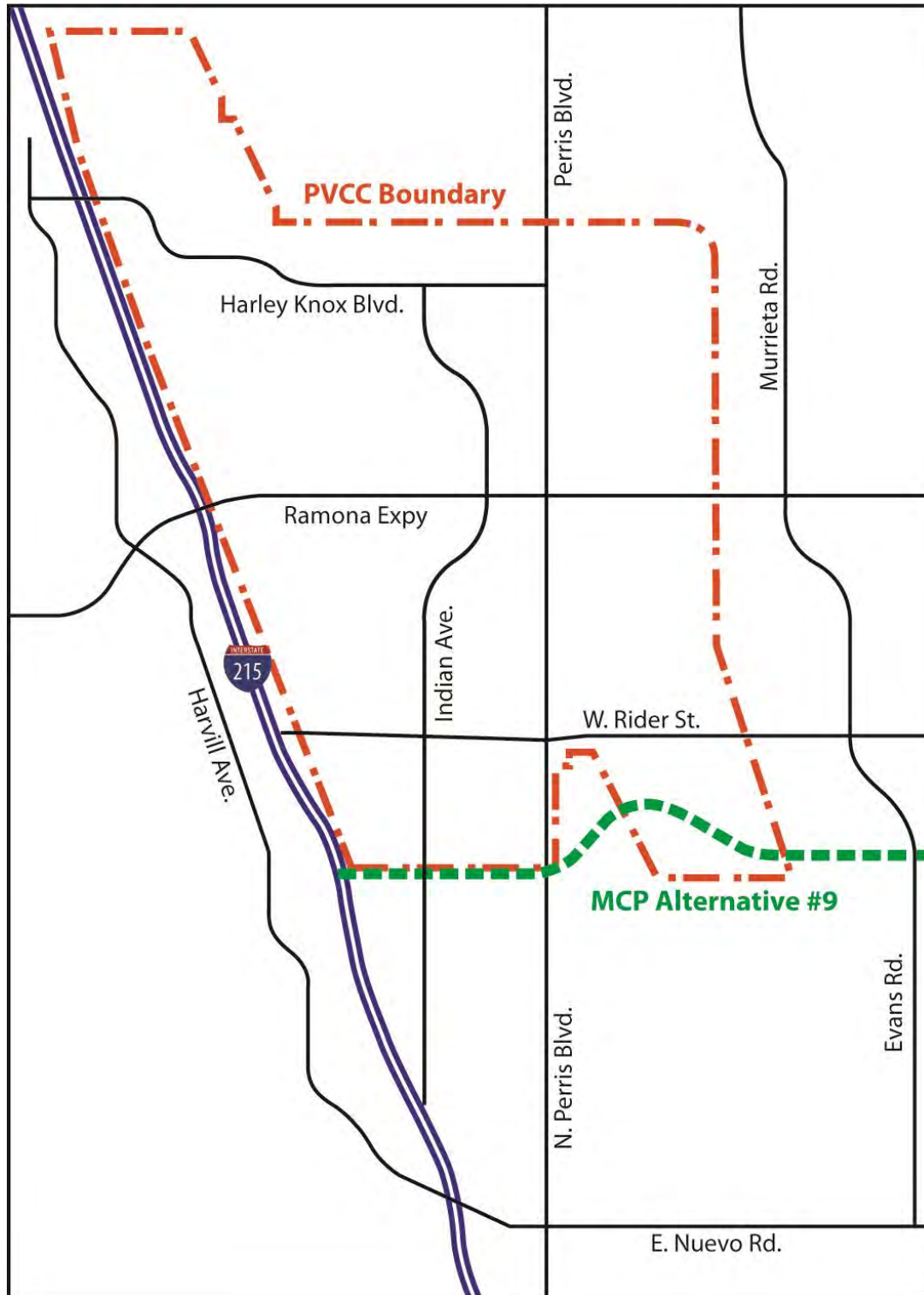
3.2.1 Passenger Vehicle Circulation

Regional east-west access to the Perris Valley Commerce Center Specific Plan area is provided by through points of entry along Interstate-215 from the Ramona Expressway/Cajalco Road, Harley Knox Boulevard, Rider Street and future Placentia Avenue along the southern boundary. The Ramona Expressway and Harley Knox Boulevard also provide direct and indirect regional access to Interstate-15, State Route-60, and Interstate-10. Points of entry from the San Jacinto region to the east include Ramona Expressway/Cajalco Road, future Rider Street and future Placentia. Regional north-south access to the Perris Valley Commerce Center Specific Plan area is provided via Interstate-215, Perris Boulevard and Indian Avenue. The vehicular circulation plan for the Perris Valley Commerce Center Specific Plan is illustrated in Figure 3.0-1 and is consistent with the City of Perris Circulation roadway designations unless otherwise noted.

Figure 3.0-1, Circulation Plan



Figure 3.0-2, Mid County Parkway





Freeway

Interstate-215 (North-South): Interstate-215 runs along the Western boundary of the Perris Valley Commerce Center. Existing Freeway on and off-ramps are located at Harley Knox Boulevard and Ramona Expressway. Placentia Avenue is a planned future interchange.

CETAP Corridors

Mid-County Parkway: The Mid-County Parkway is identified as a Community and Environmental Transportation Acceptability Process (CETAP) corridor by Riverside County Transportation Commission (RCTC). CETAP was established to evaluate the needs and opportunities for the development of new or expanded transportation corridors in Western Riverside County to accommodate increased growth and to preserve quality of life. The Mid-County Parkway is a future east-west limited access route that will connect the San Jacinto area with the Corona area. The studies for Mid-County Parkway are being conducted by the Riverside County Transportation Commission (RCTC). The proposed alignment for the Mid-County Parkway goes through the Perris Valley Commerce Center Specific Plan area. The City of Perris has adopted the alignment shown as Alternative 9 as reflected in Figure 3.0-2.

Expressways

An expressway is a limited access divided highway built to accommodate high-speed travel by automobiles within a 184-foot right-of-way. At least two traffic lanes in each direction are physically separated within a 134-foot curb-to-curb width.

Ramona Expressway: An east-west roadway located in the middle portion of the Perris Valley Commerce Center Specific Plan. The Ramona Expressway provides direct access to Interstate-215. The cross-section for the Ramona Expressway was modified for the City's General Plan to provide non-curb adjacent sidewalks and provide for the future regional trail as depicted in Figure 5.0-1.

Arterials

An arterial serves major traffic movements or major traffic corridors within 128-foot right-of-way. While they may provide access to abutting land, their primary function is to serve traffic moving through the area. Arterial streets generally have a curb-to-curb width of 94-feet.

Harley Knox Boulevard: An east-west roadway located on the north side of the Perris Valley Commerce Center Specific Plan. Harley Knox Boulevard provides direct access to Interstate-215.

Placentia Avenue: An east-west roadway located on the south boundary of the Perris Valley Commerce Center Specific Plan. Placentia Avenue does not provide direct access to the Interstate-215 Freeway, although at this time, a future freeway interchange is planned at Placentia Avenue.



Perris Boulevard: A north-south roadway centrally located in the Perris Valley Commerce Center Specific Plan. Perris Boulevard provides direct access to Moreno Valley and the 60 Freeway to the north.

Secondary Arterials

A secondary arterial is intended to carry local traffic between the local street system and the primary arterial system. Arterial streets generally vary from a curb-to-curb width of 64-feet to 70-feet and may have one or two lanes in each direction.

Markham Street, Morgan Street, and Rider Street: Traverse the Specific Plan east-west from Interstate-215 to Redlands Avenue.

Western Way, Webster Avenue, Indian Avenue, and Redlands Avenue: Traverse the Specific Plan in a north-south direction. Western Way commences at Harley Knox Boulevard and extends north to the March Air Reserve Base. Webster Avenue commences at Harley Knox Boulevard and continues south to Rider Street. Indian Avenue and Redlands Avenue run the entire length of the boundary.

Collectors

A collector road is a low or moderate-capacity road that tends to lead traffic from local roads or sections of neighborhoods to activity areas within communities, arterial roads or occasionally, directly to expressways or freeways within a 66-foot to 78-foot right of way. Collector streets typically range from 44-feet to 56-feet wide curb-to-curb with 6-feet of sidewalk on both sides depending on the particular design and traffic volumes to be served.

There are several east-west and north-south collector roadways located within the Perris Valley Commerce Center Specific Plan area. These include Dawes Street, Patterson Avenue, Nevada Avenue, East Frontage Road, Wilson Avenue and a small segment of Markham Street. A small portion of these roadways are east-west streets; Markham Street and Dawes Street. Patterson Avenue, Nevada Avenue and East Frontage Road are basic continuous north-south roadways. Wilson Avenue also extends between Rider Street and Placentia Avenue in a north-south direction.

Locals

A local street is a road that is primarily used to gain access to the property bordering it. There are numerous east-west and north-south local roadways located within the Perris Valley Commerce Center Specific Plan area. Local streets in industrial areas generally have a 60-foot right-of-way and a curb-to-curb width of 40-feet with 6-foot sidewalks on both sides of local streets.



3.2.2 Truck Circulation

The Perris Valley Commerce Center Specific Plan area is primarily intended to accommodate commercial and industrial uses and as such, requires a greater need for established truck routes to serve existing and future businesses. The City has adopted specific truck routes throughout the Perris Valley Commerce Center area in an effort to separate passenger and truck traffic and move truck traffic efficiently through the project area while avoiding residential communities as much as possible. Existing truck routes are identified on Figure 3.0-3 as shown below:

- **Harley Knox Boulevard** from Redlands Avenue to Interstate-215
- **Placentia Avenue** from Perris Boulevard to Interstate-215
- **Perris Boulevard** from the Moreno Valley City limit to Harley Knox Boulevard
- **Morgan Street** from Frontage Road to Redlands Avenue
- **Rider Street** from Frontage Road to Perris Boulevard
- **Western Way** from Harley Knox to Moreno Valley City limit Specific Plan Boundary
- **Indian Avenue** from Placentia Avenue to Moreno Valley City limit
- **Redlands Avenue** from Rider Street to Harley Knox Boulevard

Figure 3.0-3, Truck Route Plan





3.2.3 Mass Transit Circulation

The City of Perris encourages the use of mass transit whenever possible. Bus transit is available and the City is currently planning for the extension of Metrolink facilities into the area.

Bus

Regional bus service in Western Riverside County is provided by the Riverside Transit Agency (RTA). Currently, RTA operates two bus routes that travel through the Perris Valley Commerce Center Specific Plan area, routes 19 and 41. Refer to Figure 3.0-4.

Route 19 travels through the project area along Perris Boulevard on its way from the Moreno Valley Mall to the City of Perris Civic Center. Route 19 includes alternate routing that takes it west on the Ramona Expressway and makes a loop following Indian Avenue, Morgan Street, Webster Avenue, and back to the Ramona Expressway. This loop provides service to several large employers and a high school site.

Route 41 winds through the project area along portions of Ramona Expressway, Webster Avenue, Morgan Street, Indian Avenue, Perris Boulevard, and Rider Street as it goes from the Mead Valley Community Center through the City of Perris on its way to the Riverside County Regional Medical Center in Moreno Valley.

In addition to these scheduled RTA routes, there are several roadways with potential to be utilized for future routes or the expansion of existing routes. Consideration of future or modified routes will be at the discretion of RTA. Criteria for consideration involve a range of factors such as development intensity, employee density, potential for ridership, and fiscal impacts. In anticipation of future service throughout the Perris Valley Commerce Center Specific Plan area, RTA has requested development consideration for standards including but not limited to bus turnouts criteria and transit amenities such as seating and shelters, as defined in RTA's, *Design Guidelines For Bus Transit*. A copy of these design guidelines can be obtained via RTA's website at www.riversidetransit.com or by contacting Riverside Transit Agency Planning Department at (951)565-5000.

Figure 3.0-4, Mass Transit Routes





Metrolink

The Perris Valley Rail Line is planned as part of the Riverside County Transportation Commission's Metrolink system. This rail line will service commuters in the southeastern area of Riverside County providing an alternative means of transit to the greater Los Angeles area. This 23-mile rail line will parallel the west side of Interstate-215 and is expected to begin operation in 2011 with a projected ridership of 3,400. Because the City of Perris has seen such a tremendous growth in recent years, three Metrolink stations have been planned along the Perris Valley Rail Line that will eventually serve the City of Perris. The Ramona Expressway Station will serve North Perris. The Perris Station and Historic Perris Depot will serve the Downtown area and the South Perris Station will be located on the northwest corner of the Case Road/I-215 Interchange to serve South Perris and points beyond.

Ramona Expressway Station

The Ramona Expressway Station will be located in very close proximity to the Perris Valley Commerce Center Specific Plan area, west of I-215 and north of Cajalco Expressway (as shown in Figure 3.0-4). It will serve commuters from the Hemet and San Jacinto areas from the east and the Mead Valley community from the west and Perris, allowing travel to the Los Angeles area as an alternative to the highway system. This line will also provide alternative means of travel for the Perris Valley Commerce Center employees living in the local region. A regional trail is also planned along Ramona Expressway that will connect to the Ramona Expressway Station. This trail runs right through the heart of the Perris Valley Commerce Center and links the north-south trail along the Perris Valley Storm Drain Channel at the eastern edge of the Perris Valley Commerce Center.

3.3 Non Vehicular Circulation

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

Figure 3.0-5, Trails System





3.3.1 Pedestrian Circulation

The City of Perris has established a pedestrian trails system that considers circulation patterns based on current and planned City streets and rights-of-way. The system also aims to create city-wide linkages that can connect to County trail systems and the Metrolink Station.

Pedestrian paths located within road rights-of-way or linear easements and streetscapes. They are comprised of hard surface roadways, decomposed granite trails, sidewalks, and meandering walkways which traverse the community. The trails system includes:

Ramona Expressway Regional Trail – This trail is on the north side of Ramona Expressway running east and west. The trail will connect the County Regional Trail on the east to Metrolink on the west side of Interstate-215, and extend to the Lake Perris Fairgrounds. The Expressway street cross-section has made allowance for the future trail.

Perris Valley Channel Trail – This trail runs north and south and parallels the Riverside County Flood Control District's Perris Valley Storm Channel. The channel and trail are all part of the San Jacinto River Master Plan which provides for a 20' wide joint use regional trail/access road on the west side of the channel. This trail and channel make up the eastern most limits of the Perris Valley Commerce Center Specific Plan area and provides a north/south pedestrian linkage through the City. For further details on this trail, refer to the San Jacinto River Master Plan.

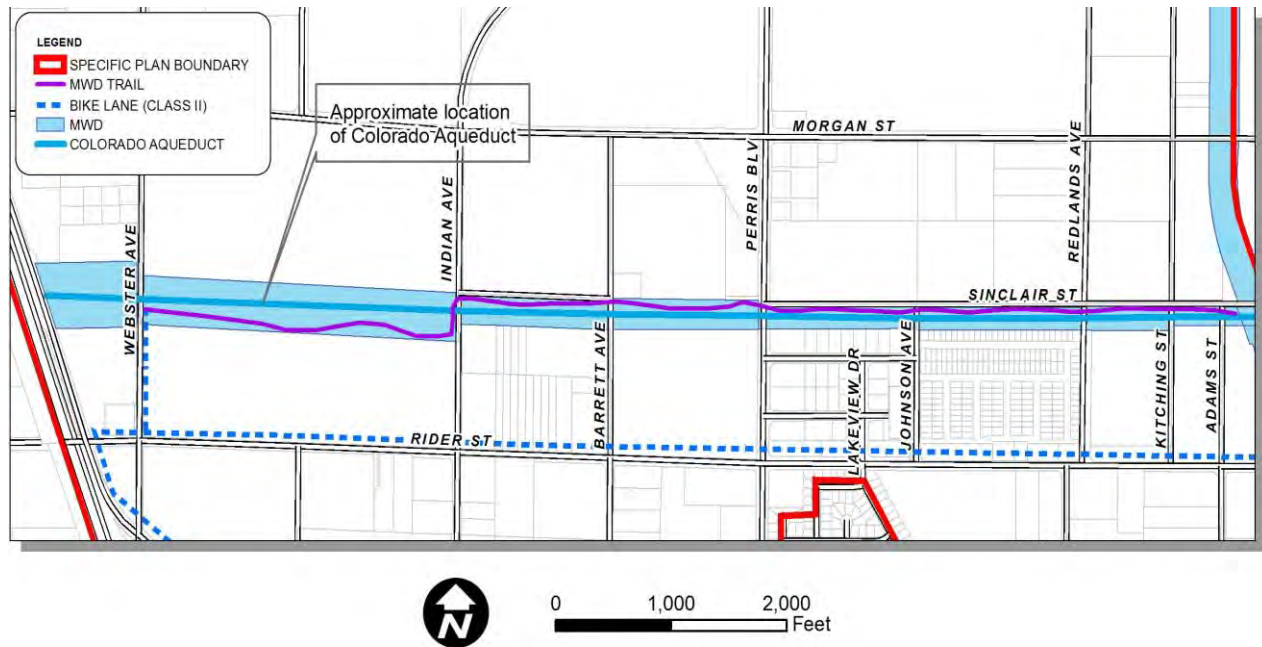
Metropolitan Water District (MWD) Trail – The California Aqueduct crosses east-west through the entire Perris Valley Commerce Center Specific Plan area. This strip of land owned by Metropolitan Water District lies midblock behind those properties fronting onto the south side of Morgan Street and the north side of Rider Street. The MWD trail is proposed to run from Webster Avenue in the west to the eastern limits of the project area where it will connect to the Perris Valley Storm Channel (PVSC) trail. The proposed trail consists of a 12-foot wide path comprised of decomposed granite meandering within a 25-foot wide improvement area planted with large and small shrubs and ground cover (Figure 3.0-6). The MWD property varies in width from 165 feet to 390 feet and the placement of the trail within the easement will vary between the northern and southern edge of the property.

The planting of trees and permanent trail amenities within the MWD trail area is prohibited due to the underground pipelines. Therefore, the trail plant palette is limited to shrubs and ground cover. To offset the loss of trees within the trail area, those properties adjacent to the north and south boundaries of the MWD property are encouraged to provide a minimum 10-foot wide landscaping buffer planted with large trees to compliment the trail and provide shade.

The MWD property also parallels the south side of Sinclair Street from Perris Boulevard to Redlands Avenue as well as existing dedicated right-of-way for the extension of Sinclair Street, east to the Perris Valley Channel. The trail design includes the continuation of the MWD Trail along the south side of the Sinclair Street right-of-way. This segment's location permits it to be integrated into the streetscape and fully landscaped. Refer to Section 4.0 On-Site Standards and Guidelines, Section 5.0 Off-site Standards and Guidelines and Section 6.2.3 MWD Trail Landscape Standards and Guidelines. There are no future plans to extend Sinclair Street all the way to the channel

however; there is an opportunity to provide a greenbelt within the existing Sinclair Street dedication right-of-way.

Figure 3.0-6, MWD Trail



3.3.2 Bicycle Path Circulation

Class II Bikeways (Bike Lanes) are defined as a striped lane for one-way bike travel on a street or highway. Within the Perris Valley Commerce Center Specific Plan area, these Bike Lanes are proposed along Rider Street, Webster Avenue and East Frontage Road. Refer to Figure 5.0-8 for typical Class II Bikeway section.

Rider Street Bike Trail – The Rider Street Bike Trail runs east to west from Ramona Expressway to East Frontage Road as a Class II bike trail.

Webster Avenue Bike Trail – The Webster Avenue Bike Trail runs north to south from the MWD trail to Frontage Road as a Class II bike trail. The trail will connect from the MWD Trail to the Rider Street Trail.

East Frontage Road Bike Trail – The East Frontage Road Bike Trail runs north to south from East Frontage Road to Nuevo Road as a Class II bike trail. This trail will connect to the future Metrolink Station in downtown Perris.



3.4 Existing Infrastructure and Services

Water

Eastern Municipal Water District (EMWD) provides water service to the area. Their sources of water are derived from Metropolitan Water District (MWD) and local groundwater wells. Currently, EMWD provides service to the North Perris area through its system of existing pipelines within the 1627 and 1705 pressure zones. Although EMWD has no conceptual plans for expansion of these waterlines, they will assess demand as growth occurs and upgrades are designed by the development community to meet the future demands of the project area.

The California Aqueduct/Metropolitan Water District (MWD) owns and operates a transmission line of at least 15-inches in diameter, running east-west through the project area. It is identified as the MWD property as shown on Figure 3.0-7.

The area is served by existing pipelines that range in size from 8-inch diameter pipes to 42-inch diameter pipes. The following Table 3.0-1, is a list of waterlines as of October 2008.

Sewer

EMWD provides sewer service within the Perris Valley Commerce Center area, as shown on Figure 3.0-8. EMWD currently has sewer system facilities within the North Perris area, the City of Moreno Valley, and into the unincorporated areas of Riverside County west of Interstate-215. The primary trunk line is located in Redlands Avenue, with the secondary trunk lines located in Harley Knox Boulevard and Morgan Street. All of these lines transfer wastewater southerly to the Perris Valley Regional Water Reclamation Facility (PVRWRF), located south of Case Road and west of Interstate-215. Additionally, some of the older developed areas utilize individual on-site wastewater disposal systems in the form of either a septic tank with leaching field, or a seepage pit system.

Recycled Water

The project area is located within EMWD Recycled Water Service area served by the Moreno Valley Regional Water Reclamation Facility as shown by Figure 3.0-9. Currently, there are two main challenges to providing recycled water to the area. First, existing recycled water generated by the Moreno Valley Regional Water Reclamation Facility is utilized for agricultural purposes. Therefore, it is currently necessary for development in the area to connect to the potable water system to supply irrigation needs until enough recycled water capacity is available. Second, the lack of transmission lines prohibits the ability to adequately phase out the usage of potable water for irrigation purposes throughout the specific plan area.

Storm Drain

The Perris Valley Commerce Center Specific Plan area is within the San Jacinto River watershed which is part of the larger Santa Ana River watershed. The Perris Valley Commerce Center Specific Plan area is relatively flat and generally slopes in a southeasterly direction towards the



Perris Valley Storm Channel (PVSC). The PVSC conveys flow in a southerly direction to the San Jacinto River. The San Jacinto River is the main drainage feature in the San Jacinto watershed. It drains southwesterly from its headwaters in the San Jacinto Mountains towards Canyon Lake and ultimately to Lake Elsinore.

The easterly boundary of the project area is located within a Federal Emergency Management Agency (FEMA) designated flood plain. Due to the area's relatively flat terrain and the lack of regional drainage infrastructure, flooding occurs in both major and minor storm events. During larger storm events, run-off creates a floodplain through the project area as depicted on Figure 3.0-10 and flows through the project area toward the PVSC via open drainage channels and storm drains in or along public rights-of-way. The PVSC is a manmade tributary to the San Jacinto River and it is the eastern limit of the Perris Valley Commerce Center Specific Plan area, running north and south. The flows from the PVSC, discharge into Reach 3 of the San Jacinto River near Interstate-215. The San Jacinto River then crosses Interstate-215 and flows south to Canyon Lake which in turn discharges into Lake Elsinore. Lake Elsinore discharges into Temescal Wash, which is a tributary to the Santa Ana River.

The Specific Plan area is located within the Riverside County Flood Control and Water Conservation District's (RCFCDWCD) Perris Valley Master Drainage Plan (PVMDP) as shown on Figure 3.0-11. The existing PVMDP proposed a series of concrete lined trapezoidal channels to convey run-off from the area. Based on existing development conditions today, an alternative drainage solution will need to be implemented to meet the development goals of the specific plan. This alternative is discussed in Section 3.5. Several issues make the immediate implementation of the PVMDP problematic. The PVMDP is dependent upon the ultimate build-out of the Perris Valley Storm Channel located along the easterly boundary of the Perris Valley Commerce Center. Currently, two large diameter MWD Colorado River Aqueduct lines cross the PVSC. These lines prohibit the construction of the PVSC to its ultimate depth. Relocation of these MWD facilities is estimated to cost between \$25-35 million. The MDP also calls for open channels which are no longer the best option as it has become more economically feasible to place the backbone drainage facilities underground in the existing roadways.

Table 3.0-1, Existing EMWD Waterlines

Waterline Location/Size	From (North or West)	To (South or East)
42-inch-diameter		
MWD easement	Perris Blvd	400 ft. w/o Flood Control Channel
39-inch-diameter		
Perris Blvd	Moreno Valley	MWD easement
MWD easement	400 ft. w/o Flood Control Channel	Flood Control Channel
Easement 400 ft. w/o Flood Control Channel	MWD easement	Rider St
24-inch-diameter		
Harley Knox Blvd	Webster Ave	Perris Blvd
Morgan St	I-215	Perris Blvd
Webster Ave	Ramona Expressway	South of Morgan St
Indian Ave	Rider St	Placentia St
20-inch-diameter		
Perry St	Webster Ave	Perris Blvd
18-inch-diameter		
Perris Blvd	MWD easement	Placentia St
14-inch-diameter		
Rider St.	I-215	Flood Control Channel
12-inch-diameter		
Patterson Avenue	Nandina Ave	Markham St
Webster Ave	Moreno Valley	Ramona Expressway
Indian Ave	Moreno Valley	Perry St
Barrett Ave	Morgan St	MWD easement
Redlands Ave	Moreno Valley	Markham St
Redlands Ave	Rider St	Placentia St
Dawes St	East of Perris Blvd (loop)	
8-inch-diameter		
Nandina Ave	I-215	Patterson Ave
Nance St	Perris Blvd	Redlands Ave
Markham St	I-215 Frontage Rd	Brennan Ave
Markham St	Perris Blvd	Redlands Ave

Figure 3.0-7, Existing EMWD Water

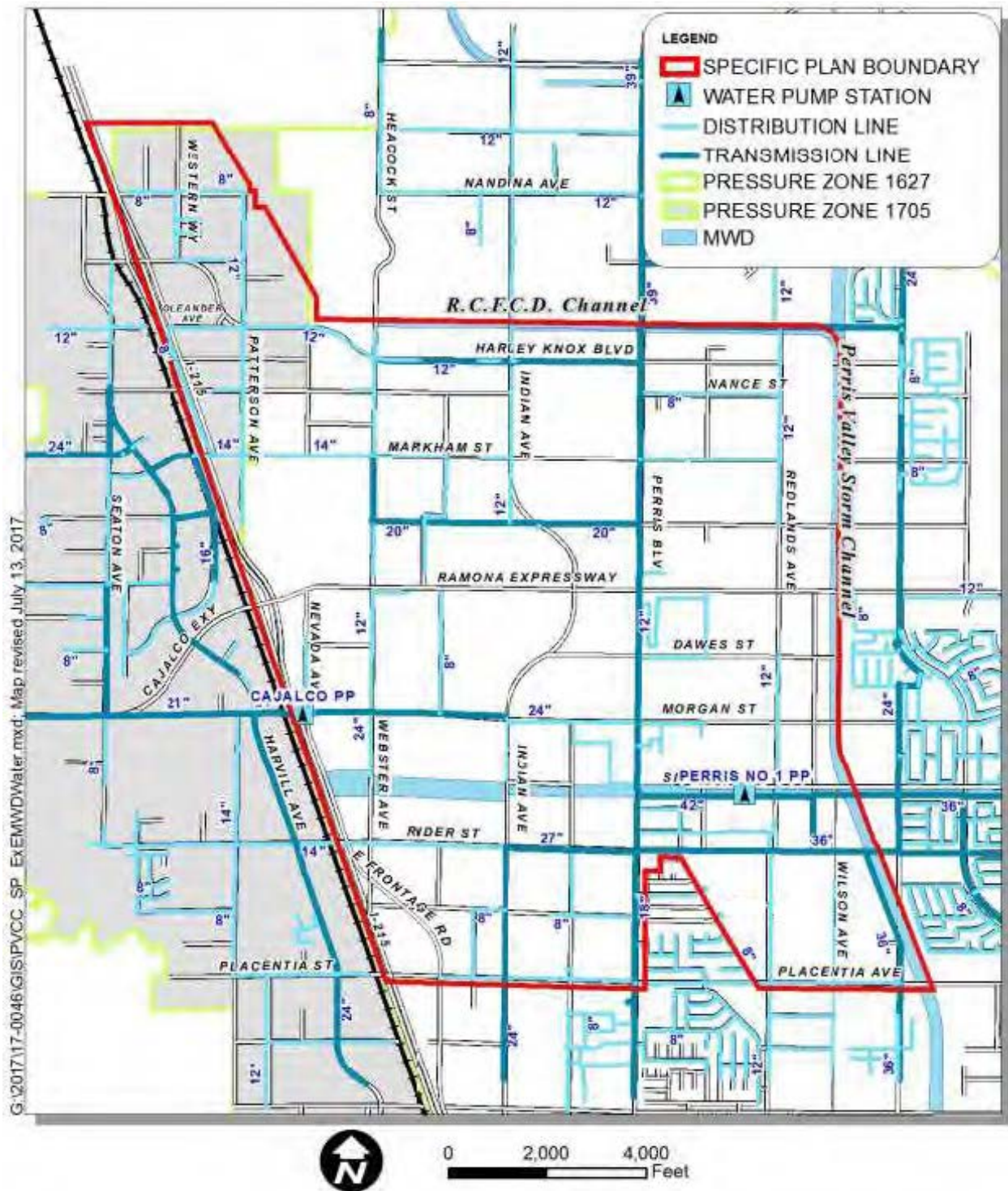


Figure 3.0-8, Existing EMWD Sewer



Figure 3.0-9, Existing EMWD Recycled Water

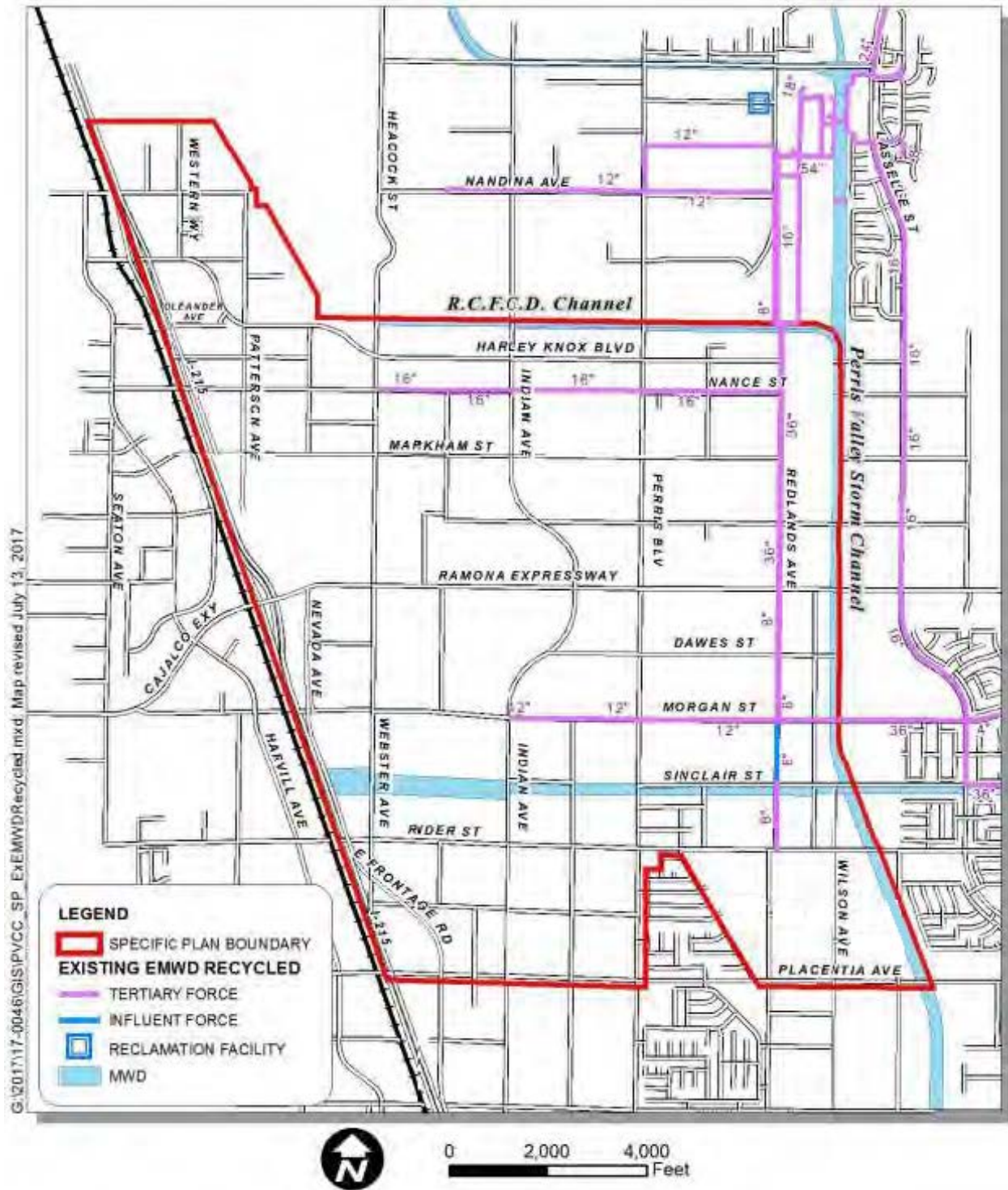


Figure 3.0-10, Existing Floodplain

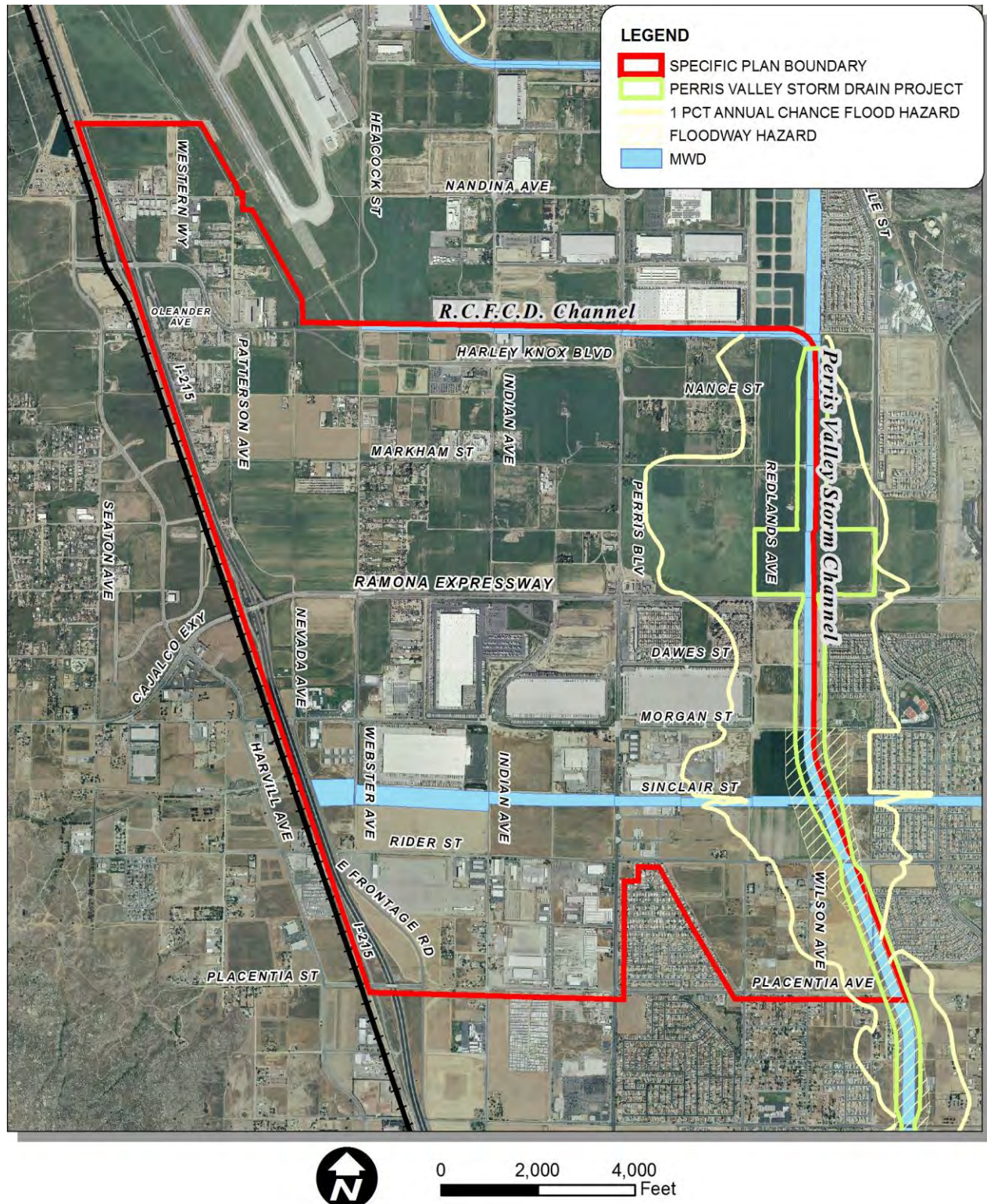
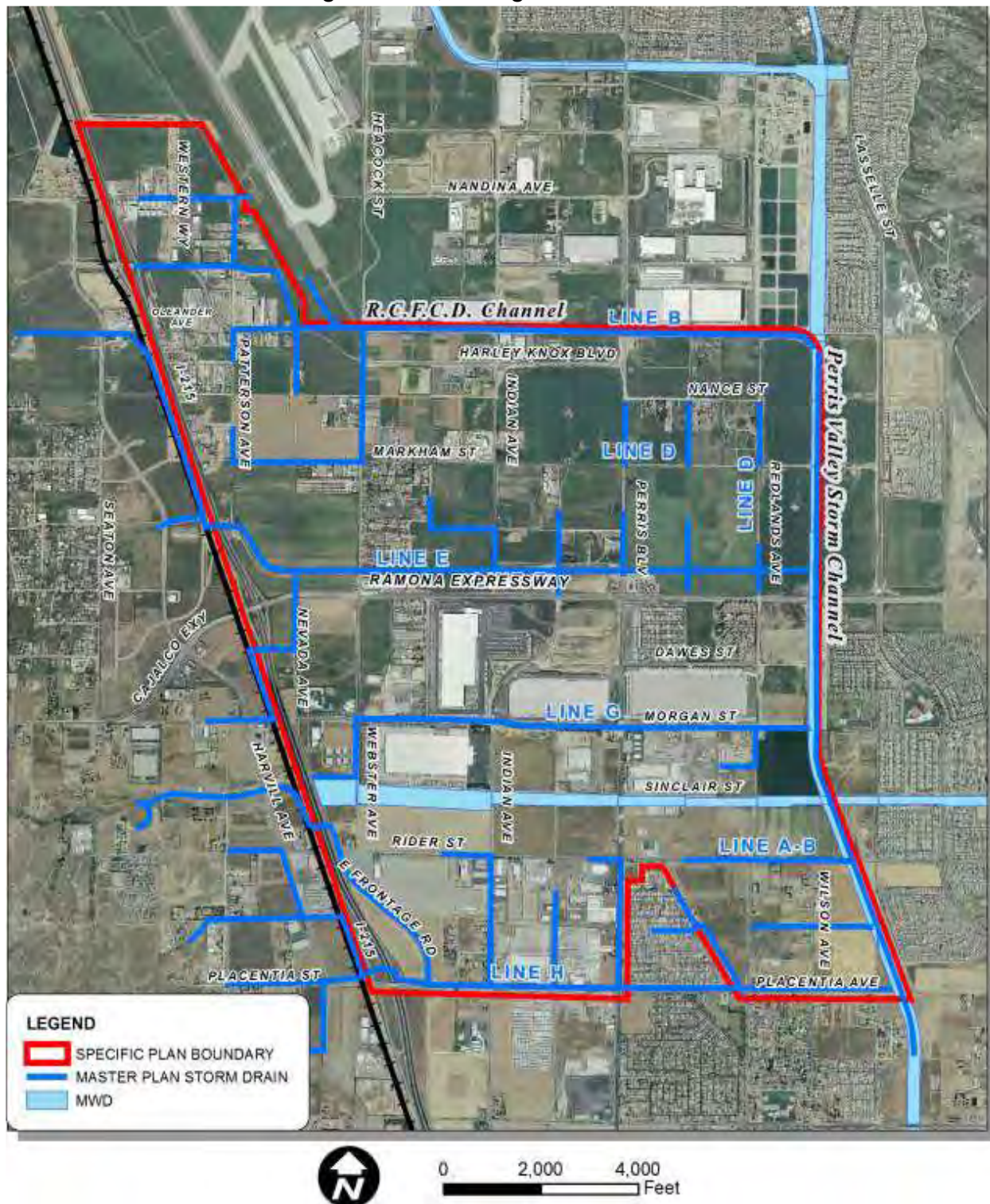


Figure 3.0-11, Existing Storm Drain Plan





Natural Gas

The Gas Company supplies natural gas to Perris Valley Commerce Center area with a 6-inch diameter high-pressure main running north-south on Perris Boulevard as shown by Figure 3.0-12. There are two locations where the high-pressure gets stepped down to a usable medium-pressure main. One location is approximately 65 feet south of the Ramona Expressway on Perris Boulevard and the other is approximately 80 feet west of Perris Boulevard on Rider Street. There is a 6-inch diameter high pressure main on Morgan Street that branches off of Perris Boulevard and goes west under Interstate-215. This allows gas distribution to all streets branching east-west off of Perris Boulevard as new development requires. Harley Knox Boulevard has a 6-inch diameter medium pressure line that originates from the west of Interstate-215 and extends approximately 1,200 feet east beyond Patterson Avenue. The 6-inch diameter medium pressure line extends north-south on Patterson Avenue to provide usable gas in the area.

Electric

Southern California Edison (SCE) supplies electric power to Western Riverside County including the Perris Valley Commerce Center Specific Plan area. SCE has two main overhead 115KV transmission corridors running east-west on Rider Street as shown on Figure 3.0-13. Both circuits originate from the east across Interstate-215. There are two 33KV transmission circuits with one originating east across Interstate-215 on Harley Knox Boulevard. The other 33KV circuit originates north of Oleander Street on Perris Boulevard and continues south to Rider Street. SCE utilizes 12KV and 6.9/12KV circuits throughout the Perris Valley Commerce Center Specific Plan area to provide usable power to commercial, industrial, retail, and residential end users. Some of the areas are served through overhead systems and some are served through underground systems.

Telephone

Three main overhead telephone feeds originate from the west of Interstate-215 and cross to I-215 to Nandina Avenue, Markham Street and Morgan Street as shown in Figure 3.0-14. There is also a main feed that originates north of Oleander Street on Perris Boulevard and extends down Perris Boulevard, south of Placentia Avenue. There are overhead and underground feeds throughout the Perris Valley Commerce Center Specific Plan area that service its customers.

Cable Television and Internet

Cable television and internet services for the Perris Valley Commerce Center Specific Plan area are in limited locations shown on the Figure 3.0-15. There are two streets within Time Warner's service area which cross Interstate-215. One is Morgan Street with cable TV lines extending approximately 1,000 feet east of Webster Avenue. The other is Rider Street and with cable TV lines extending approximately 700 feet east of Webster Avenue. Another service area is located on Perris Boulevard between Morgan Street and Placentia Avenue. This area serves Rider Street to the east beyond the Perris Valley Storm Channel. Redlands Avenue is served from Rider Street to the south beyond Placentia Avenue. An optic fiber line is located on Perris Boulevard extending south of Placentia Avenue to Morgan Street. The fiber line then goes east beyond the Perris Valley Storm Channel.

Figure 3.0-12, Existing Natural Gas



FIGURE 3.0-13, Existing Electric



Figure 3.0-14, Existing Telephone

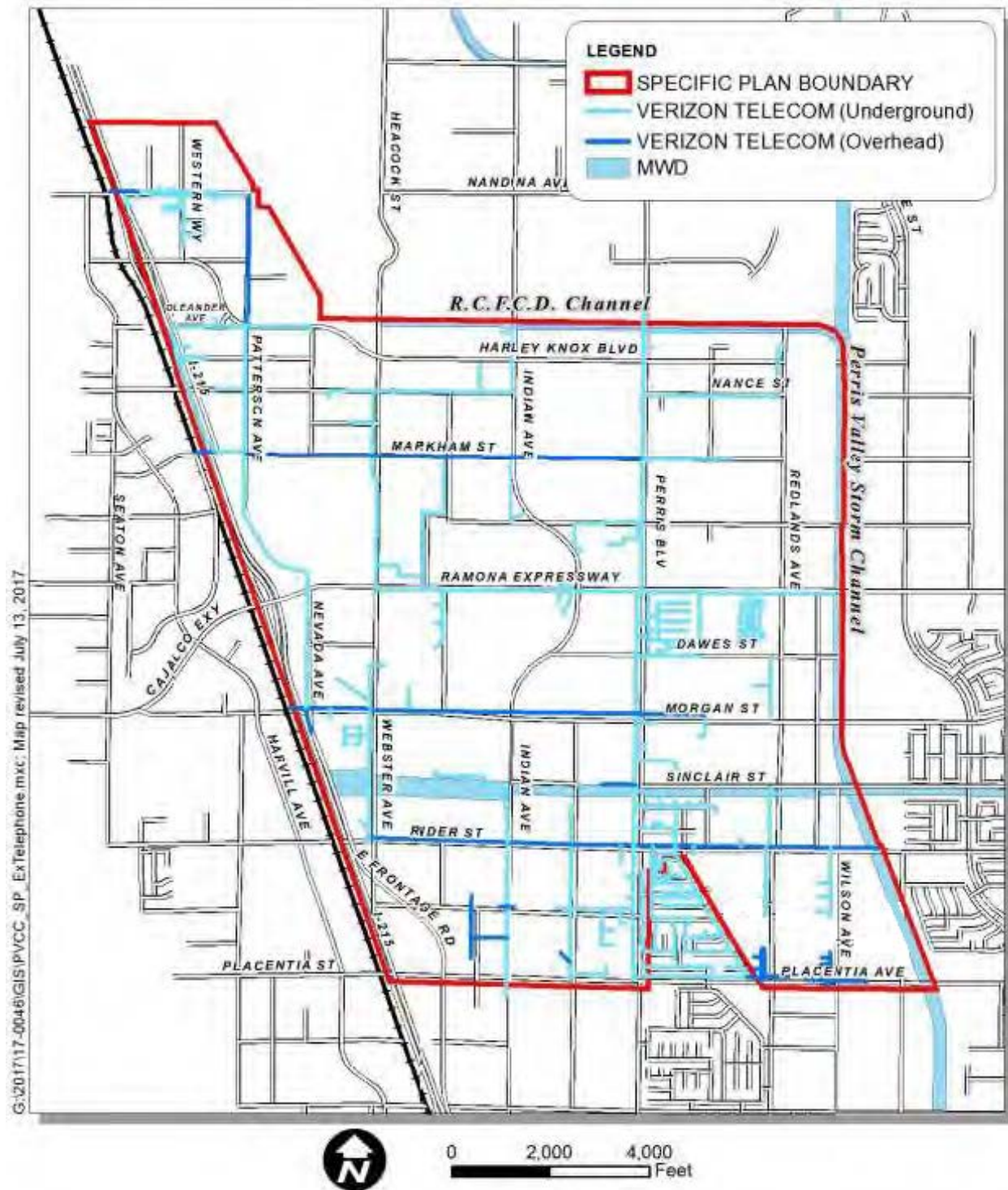
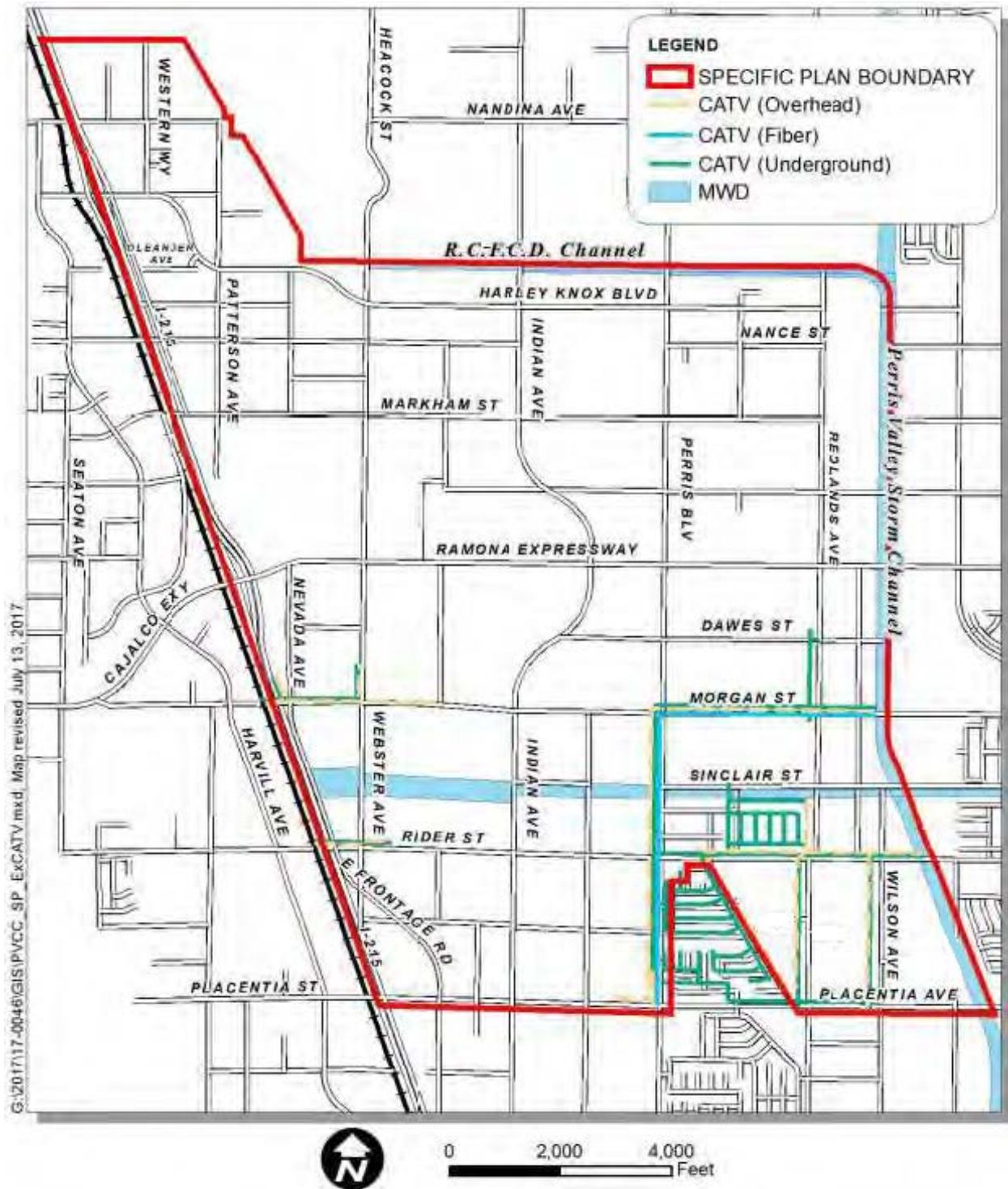


Figure 3.0-15, Existing Cable TV





3.5 Proposed Infrastructure and Services

Proposed Storm Drain

The existing Riverside County Flood Control and Water Conservation District's (RCFCDWCD) Perris Valley Master Drainage Plan (PVMDP), as previously shown on Figure 3.0-11, proposed a series of concrete lined trapezoidal channels to convey run-off from the area. At the time the Master Drainage Plan (MDP) was prepared, the drainage concept as presented was feasible because most of the area was agricultural land and relatively inexpensive. Due to development in the area and the increased land values, open channels are no longer the best option and it has become more economically feasible to place the backbone drainage facilities underground in the existing roadways. Additionally, several other issues make the immediate implementation of the existing PVMDP problematic. The PVMDP is dependent upon the ultimate build-out of the Perris Valley Storm Channel (PVSC) located along the easterly boundary of the specific plan. Currently, two large diameter MWD Colorado River Aqueduct lines cross the PVSC. These lines prohibit the construction of the PVSC to its ultimate depth. Relocation of these MWD facilities is estimated to cost between \$25-35 million.

Therefore, an updated Master Drainage Plan will be needed in order to meet the development goals of this Specific Plan. The drainage systems that will be developed in conjunction with the Perris Valley Commerce Center Specific Plan will consist of two basic components: storm drains and detention basins. The drainage system will capture surface run-off from properties in the area and convey it into proposed storm drains and detention basins before continuing to the PVSC. The Master Plan basins are designed to dewater within 48 hours after rainfall events, except in the case of an event exceeding five (5) years. The facilities as shown in Figure 3.0-16 are modifications to the existing Perris Valley MDP:

Line D (From the Perris Valley Storm Channel to the upstream end of the facility, approximately 2,000 feet west of Indian Avenue on Nance Street). Line D will consist of a concrete lined trapezoidal channel, an underground reinforced concrete box and an underground reinforced concrete pipe. The proposed slope of the underground portions of this facility is less than the RCFCWCD design standards and as such, will most likely require City maintenance.

Line E (From the Perris Valley Storm Channel to the proposed Line E Detention Basin). Line E will consist of a concrete lined trapezoidal channel, an underground reinforced concrete box and an underground reinforced concrete pipe. The proposed slope of a segment of this facility is less than the RCFCWCD design standards and as such, will most likely require City maintenance.

Line E Detention Basin. This basin(s) will be located in the vicinity of the intersection of the Ramona Expressway and Interstate-215. Line E Detention Basin(s) is a key component to the proposed Line E system. The basin(s) will reduce peak flows and allow the majority of the downstream facility to be constructed in the street right-of-way. Line E Detention Basin(s) conceptually requires a surface area of approximately 9.5 acres with an approximate depth of 20 feet. The Line E Detention Basin(s) will be designed to handle a 100-year storm event. It is



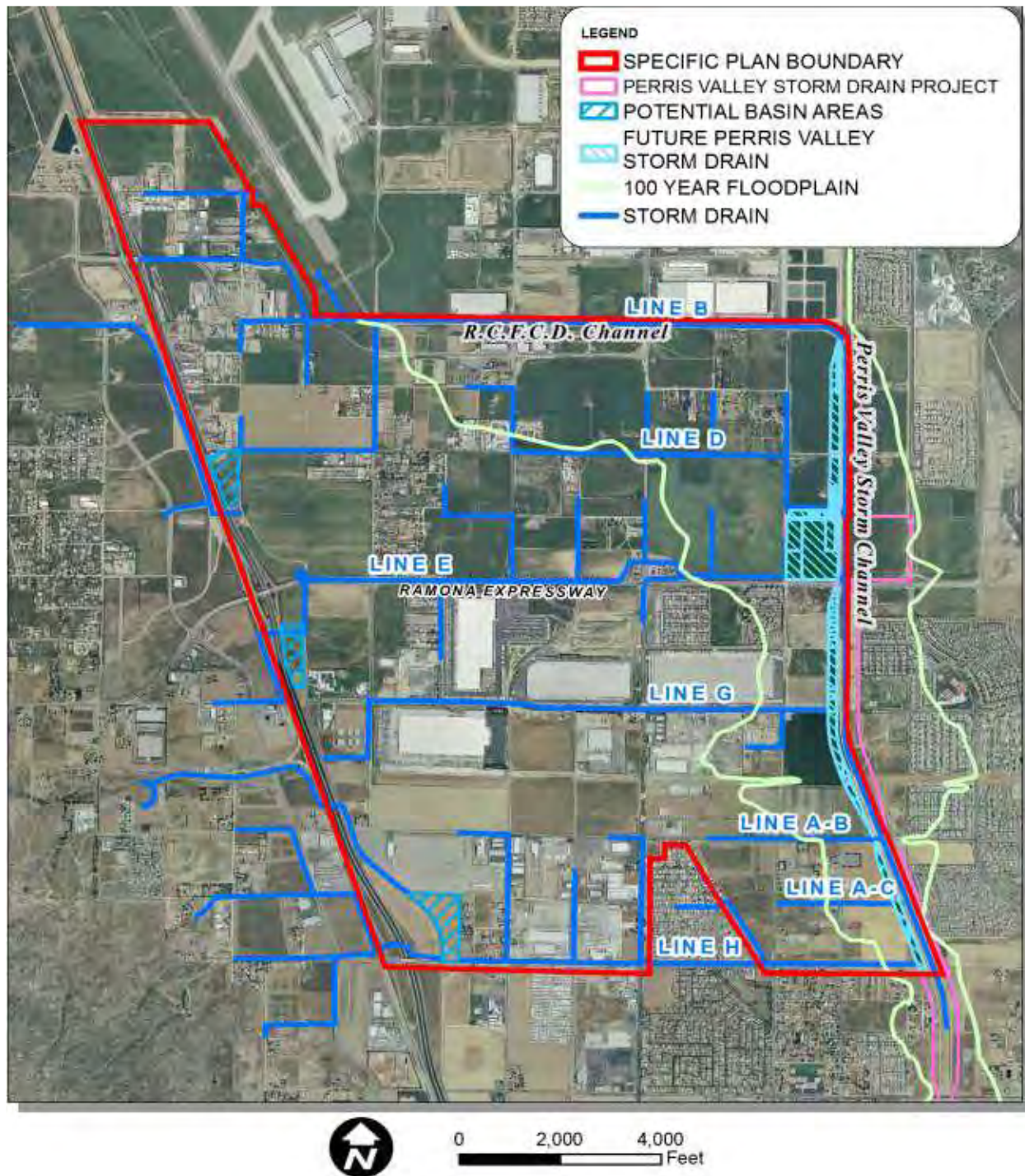
anticipated that the Line E Detention Basin(s) may serve as a dual use facility, recreational park and a flood control basin.

Line H from the Perris Valley Storm Channel to the proposed Line H Detention Basin. Line H is proposed to be an underground reinforced concrete box in Placentia Avenue, from the PVSC to the upstream end of the facility. The slope proposed for Line H meets the minimum RCFCWCD design criteria, and as such would be a District maintained facility.

Line H Detention Basin. This basin will be located in an area approximately 1000 feet west of Indian Avenue and south of Walnut Street. The Line H Detention Basin has a surface area of approximately 15.5 acres and is approximately 20 feet deep. The basin will reduce peak flows and allow the downstream Line H facility to be constructed in the street right-of-way. The Line H Basin will be designed with a holding capacity to accommodate the 100-year storm event. It is anticipated that the Line H Detention Basin will serve as a dual use facility. It will be used as a recreational park and a flood control basin.

In addition to the modified facilities discussed above, other adopted Perris Valley MDP facilities in the Perris Valley Commerce Center Specific Plan area will also need to be constructed to accommodate the drainage needs of the area. Figure 3.0-16 shows the adopted and modified drainage facilities that will need to be constructed. These facilities will be required to accommodate developed 100-year storm flows in the project area. It is anticipated that the above-described drainage systems will be constructed in conjunction with future development projects within the Perris Valley Commerce Center Specific Plan area. Once developed, run-off from the project area will be increased. This increased run-off is consistent with the existing Perris Valley MDP. Run-off will be discharged into the PVSC and ultimately into the San Jacinto River.

Figure 3.0-16, Proposed Storm Drain Plan





Proposed Water

The Perris Valley Commerce Center Specific Plan area will continue to be served by Eastern Municipal Water District (EMWD). A Water and Wastewater Study prepared in October 2008 estimates the average daily water demand for the Perris Valley Commerce Center would be 6.4 million gallons per day (mgd), based on the proposed specific plan land uses (Water and Wastewater Study, October 2008).

Development within the Perris Valley Commerce Center Specific Plan area will require extension of new waterlines into areas not currently served and upgrading of some existing waterlines to meet future demand. Primary improvements will likely require increasing the capacity of several waterlines, and installing new waterlines. The majority of improvements include 12-inch diameter waterlines located primarily within existing and future street rights-of-way that will connect to existing feeder lines. The timing of these improvements will depend on the rate of future land development within the Perris Valley Commerce Center Specific Plan area. Upgrades and new waterline installation may be required in conjunction with construction of new development, as reviewed and approved by EMWD.

Proposed Sewer

EMWD will continue to provide sewer service to customers within the Perris Valley Commerce Center Specific Plan. A Water and Wastewater Study prepared in October 2008 projects the average daily wastewater generated by the Perris Valley Commerce Center Specific Plan area at ultimate build-out to be approximately 3.7 mgd. Development projects will be required to pay for and/or install upgrades to trunk sewer lines and other service lines in order to complete the necessary upgrades within the Perris Valley Commerce Center Specific Plan area.

The Perris Valley Regional Water Reclamation Facility (PVRWRF) can meet the immediate needs of the Perris Valley Commerce Center Specific Plan area as the facility was expanded to treat up to 22 million gallons per day (mgd). EMWD's ultimate build-out capacity available at the PVRWRF is designed for 100 mgd.

It is anticipated that portions of the Redlands Avenue trunk line will require upgrades to meet future carrying capacity. In addition, improvements to existing secondary lines, or construction of new gravity lines, may be required. It is anticipated that initial development of the area within the Perris Valley Commerce Center Specific Plan will benefit from currently available sewer capacity. Actual sewer improvements will be coordinated and approved by EMWD, as development occurs.

Proposed Recycled Water

Water demand in the Perris Valley Commerce Center Specific Plan area is transitioning away from agricultural uses to industrial and commercial uses. EMWD is in the process of updating their Recycled Water Master Plan. In addition to the existing water facilities depicted in Figure 3.0-9, the update will include the extension of a recycled line in Indian Avenue. There are two main



challenges in providing recycled water to the entire Specific Plan area. First, a large portion of water from the Moreno Valley Regional Water Reclamation facility is used for agricultural purposes and second, there is a lack of transmission lines. As projects develop, they will be required to construct meters and pipelines for future connection to recycled waterlines once they become available. Projects within one mile of existing EMWD Recycled Water facilities are potential recycled water candidates. This may involve the extension of pipeline facilities from the existing waterline to the proposed project. For projects not located within one mile or that are not candidates for recycled water, they will continue to use potable water to supply irrigation needs, although they will be required to install on-site recycled waterlines (purple pipe) and an irrigation meter for connection to existing or future recycled facilities.

Proposed Natural Gas

The Gas Company has adequate facilities to provide gas to the Perris Valley Commerce Center Specific Plan area. In the future, there may be regulation stations needed as future growth expands in the area. Regulation stations step-down high-pressure gas mains to medium pressure mains.

Proposed Electric Service

Future development may require SCE to build sub-stations to utilize more of the 115 KV and 33KV circuits. Power comes off the transmission lines/grids at distribution substations where the voltage is stepped-down and carried on smaller distribution lines for customer usage.

Proposed Telecommunications, Television and Internet

There are overhead and underground feeds throughout the Perris Valley Commerce Center Specific Plan area that service its customers. Service providers will also expand and upgrade facilities as future growth requires. Television and Internet providers have the ability to expand facilities as usage dictates.



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4.0 ON-SITE DESIGN STANDARDS AND GUIDELINES

The Perris Valley Commerce Center Specific Plan Design Standards and Guidelines (Guidelines) intend to create eco-friendly, high-quality developments to establish a regional character that identifies the community. The Perris Valley Commerce Center Specific Plan area is highly sought after due to rapid regional growth, available land, a locally available employee base, proximity to major transportation routes and the March Inland Global Port facility. The Perris Valley Commerce Center Specific Plan seeks to unify the area's character and develop a business community that fosters long-term economic success. Through the utilization of an established set of Guidelines, it is the City's intent to strike a balance between the creation of mixed-use developments that are aesthetically pleasing, while respecting the basic industrial/commercial use and function of the Perris Valley Commerce Center Specific Plan.

These Guidelines are the main tool used by the City of Perris to evaluate development projects subject to discretionary review. In processing development proposals, Perris uses these guidelines to evaluate proposed site design, architecture, landscaping, and other special features such as plazas, lighting, site amenities, and the use of green technologies as clearly defined herein.

Project standards and guidelines can be found in the following sections of this Specific Plan:

Section 4.0	On-Site Design Standards and Guidelines
Section 5.0	Off-Site Design Standards and Guidelines
Section 6.0	Landscape Standards and Guidelines
Section 7.0	Commercial Standards and Guidelines
Section 8.0	Industrial Standards and Guidelines
Section 9.0	Business/Professional Office Standards and Guidelines
Section 10.0	Residential Standards and Guidelines
Section 11.0	Public Standards and Guidelines
Section 12.0	Airport Overlay Zone
Section 13.0	Implementation and Administrative Process (includes exceptions that may be allowed under the Incentives Program)

4.1 Perris Valley Commerce Center On-Site Development Standards

In order to ensure the orderly, consistent, and sensible development of the Perris Valley Commerce Center Specific Plan, land use standards and design criteria have been created for each of the land use categories outlined above. A summary of the project-wide standards are outlined in summary form in Table 4.0-1.

PERRIS VALLEY COMMERCE CENTER ON-SITE STANDARDS/GUIDELINES



Table 4.0-1, Development Standards by Land Use
(Refer to Table 12.0-1 for land uses within Airport Overlay Zone)

Development Standards	LI	GI	C	BPO	R	MFR	P	Notes
Minimum Lot Size	15,000 s.f.	15,000 s.f.	1 ac.	20,000 s.f.	20,000 s.f.	3,000 s.f.	None	
Minimum Lot Frontage	75 feet	75 feet	100 feet	100 feet	80 feet	35 feet	None	45' on cul-de-sacs and street knuckles at ROW.
Minimum Lot Width	75 feet	75 feet	100 feet	100 feet	80 feet	35 feet	None	
Minimum Lot Depth	100 feet	100 feet	150 feet	150 feet	150 feet	85 feet ^[11]	None	90' on cul-de-sacs and street knuckles
Maximum Structure Size/Floor Area Ratio(FAR)	0.75 FAR	0.75 FAR	0.75 FAR	0.75 FAR	0.40 FAR	1,500 s.f.	None	Note 3
Minimum Structure Separation	None	None	None	None	10 feet	10 feet ^[13]		
Accessory Structures Size	No max.	No max.	No max.	No max.	No max.	No max.	No max.	
Maximum Lot Coverage by Structure	50% of lot	50% of lot	50% of lot	50% of lot	40% of lot	40% of lot ^[12]	Note 14	Note 3
Maximum Structure Height	50 feet ^[1]	50 feet ^[1]	45 feet ^[1]	50 feet ^[1]	35 feet	30 feet	Note 14	Notes 3 and 4
Maximum Structure Height at Setback	20 feet	20 feet	25 feet	20 feet	35 feet	30 feet	Note 14	
Front Yard Setback shall be as follows:	[7][8]	[7][8]	[9][10]	[7][8]				
• Local/Collector Streets	10 feet	10 feet	5 feet	5 feet	25 feet	20 feet	Note 14	Note 3
• Arterials	15 feet	15 feet	10 feet	10 feet	25 feet	20 feet	Note 14	
• Expressway and Freeway	20 feet	20 feet	15 feet	15 feet	25 feet	20 feet	Note 14	
Side Yard :								
• Adjoining non-residential	None	None	None	None	5 feet	5 feet	Note 14	
• Adjoining residential	20 feet ^[6]	20 feet ^[6]	10 feet ^[5]	10 feet ^[5]	5 feet	5 feet	Note 14	
Street Side Yard:	See Front Yard Req.	See Front Yard Req.	See Front Yard Req.	See Front Yard Req.	See Front Yard Req.	10 feet ^[13]	Note 14	
Rear Yard :								
• Adjoining non-residential	None	None	None	None	25 feet	10 feet ^[13]	Note 14	
• Adjoining residential	20 feet ^[6]	20 feet ^[6]	10 feet ^[5]	10 feet ^[5]	25 feet	N/A	Note 14	
Minimum Landscape Coverage	12%	10%	10%	15%	None	None	None	Notes 2 and 3



DEVELOPMENT STANDARDS TABLE NOTES

1. Structure heights may be increased to a maximum of 100-feet above grade, provided that the front and street side yards are increased at least (1) one-foot for every (1) one-foot of height increase beyond the standard set forth in Section 19.44.030 and provided that side and rear yard setbacks are increased by (1) one-foot for every (2) two-foot increase beyond the standard set forth in Section 19.44.030.
2. Interior portions of a site dedicated to loading, storage, large vehicle maneuvering and parking may be permitted to forego required interior landscaping with the exception of those properties abutting the MWD easement and the required landscaping for employee and visitor parking and outdoor employee break or amenity areas and required buffer areas.
3. FAR is the ratio of floor area divided by lot area. These development standards may be modified pursuant to the development participating in the Incentives program as described in this section.
4. Height of structure shall comply with the Federal Aviation Regulation, Part 77 restrictions for March Air Reserve Base.
5. If loading/unloading provided, setback shall not be less than 25-feet, unless within residential buffer zone in which case a 50-foot setback will be required.
6. If loading/unloading provided, setback shall not be less than 30-feet.
7. Setback requirements are for structures 20-feet or less in height on the public right of way.
8. Front yards for structures shall be increased by 5-feet for each 10 feet of structure height greater than setback from property line/right-of-way to maximum structure height.
9. Setback requirements are for structures 25-feet or less in height on the public right-of-way.
10. Front yards for structures shall be increased (1) one-foot for each (2) two-feet of structure height greater than 25-feet in height at setback from property line/right-of-way to maximum structure height.
11. Lots greater than 4,500 square feet require a minimum depth of 100-feet.
12. Lot coverage may be increased to a maximum of 60% on lots less than 6,000 square feet.
13. Increases by 5-feet for each additional story over one story
14. Lot coverage shall be the average lot coverage of all zones which abut the property. The minimum front, side and rear yard setbacks shall be the average of each of those particular setbacks for the zones which abut the property. Height limits may be increased up to 100-feet provided that: For every (1) one-foot increase in building height beyond the 50-foot maximum height, the building setbacks are increased by (1) one-foot on all interior yards and a Conditional Use Permit for increased building height is approved pursuant to Chapter 19.61 and such Permit includes a condition requiring additional perimeter landscaping provided to screen and mitigate visual impacts from the increased structure height.

4.2 On-Site Design Standards and Guidelines

These On-Site Design Standards and Guidelines are set forth for those engaged in the design, construction, review, and approval of development within the Perris Valley Commerce Center Specific Plan area. They identify techniques and minimum standards for achieving the level of design quality that the community of Perris has come to desire in new development. The City's review of a development proposal will assess compliance with their intent and the inclusion of elements and features both required and recommended in a comprehensive analysis of a project.

The Design Guidelines may be interpreted with some flexibility. The ultimate goal is to attain the best possible design for the various land uses and developments within the Perris Valley Commerce Center Specific Plan area. Property owners and developers in the Perris Valley Commerce Center Specific Plan are urged to become familiar with them and apply them accordingly. Developers and designers are encouraged to bring forth high quality development plans.

Applicants should identify those specific standards and guidelines suited to their project that will be incorporated in the project's design to achieve their development goals while bringing quality development to the community both in General Project Development Standards and in the individual zones, Section 5.0 – Section 13.0.



4.2.1 General On-Site Project Development Standards and Guidelines

Uses and Standards Shall Be Developed In Accordance with the Specific Plan

Properties within the Perris Valley Commerce Center Specific Plan shall be developed in general conformance with the Land Use Plan (Figure 2.0-1).

Uses and Standards Shall Be Developed In Accordance With City of Perris Codes

Uses and development standards will be in accordance with the City of Perris Municipal Code Chapter 19 (Zoning/Land Use Ordinance) as amended by the Perris Valley Commerce Center Specific Plan zoning ordinance, and further defined by the Specific Plan objectives, design guidelines, as well as future detailed development proposals including subdivisions, development plans, and conditional use permits. If there are any conflicts between the Specific Plan and the City of Perris Municipal Code, the Specific Plan will supersede. If the Specific Plan is silent on particular subjects, the City shall refer to the Municipal Code for guidance.

Development Shall Be Consistent with the Perris Valley Commerce Center Specific Plan

Development of properties governed by the Perris Valley Commerce Center Specific Plan area shall be in accordance with the mandatory requirements of all City of Perris ordinances, including state laws, and shall conform substantially to the Perris Valley Commerce Center Specific Plan, as filed in the office of the City of Perris Development Services Department, unless otherwise amended.

No Changes to Development Procedures Except as Outlined in the Specific Plan

Except for the Specific Plan Development Standards/Design Guidelines adopted with the Perris Valley Commerce Center Specific Plan, no portion of the Specific Plan which purport or propose to change, waive, or modify any ordinance or other legal requirement for development shall be considered to be part of the adopted Perris Valley Commerce Center Specific Plan.

Subdivision Map Act

Lots created pursuant to the Perris Valley Commerce Center Specific Plan, and subsequent tentative maps, shall be in conformance with the development standards of the zoning applied to the property and all other applicable City standards, as well as the Subdivision Map Act.

Water Quality Management Plan

Most developments are required to implement a Water Quality Management Plan (WQMP) in accordance with the most recently adopted Riverside County MS4 NPDES Permit (Board Order R8-2010-0033). Approval by the City of a WQMP plan requires submittal of a document with supporting data which includes at a minimum, a site "Post-Construction BMP Plan," and treatment control facility sizing calculations. Site design, based on Low Impact Design (LID) elements and Source Control BMP's, must be incorporated into the site design. If these two types of BMP's do not sufficiently manage hydromodification and treat expected pollutants, then treatment control facilities must be implemented in order to assure proper flow management and pollutant treatment. Treatment control BMP's are in accordance with Riverside County



Storm Water Best Management Practice Hand Book. The Regional Water Quality Board continuously updates impairments as studies are completed, the most current version of impairment data should be reviewed prior to preparation of Preliminary or Final WQMP document.

Uses Affecting March Air Reserve Base

The following uses shall be prohibited within the specific plan:

- 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.
- Any use which would cause sunlight to be reflected 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.
- Any use which would generate excessive smoke or water vapor or which would attract large concentrations of birds, or which otherwise may affect safe air navigation within the area.
- Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- Any use which would obstruct Federal Aviation Regulations, Part 77 Conical Surface. (This is also a standard of condition of approval on City projects).
- All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

Avigation Easements

Prior to recordation of a final map, issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an avigation easement to March Air Reserve Base/March Global Port through the March Joint Powers Authority (MJPA). Provide and disclose a "Notice of Airport in Vicinity" to building tenants.

Accident Potential Zones

All proposed projects that lie within Accident Potential Zones must comply with Airport Overlay Zone Standards. Refer to Section 12.0 for special Airport Overlay Zone development standards and guidelines.

Residential Buffer

The Perris Valley Commerce Center Specific Plan has two established residential zones. Refer to Figure 4.0-16 for locations and Section 4.2.8 for Residential Buffer Development Standards and Guidelines.

Visual Overlay Zones

The Perris Valley Commerce Center Specific Plan has identified two visual overlay zones. Refer to Figure 4.0-17. These include the Freeway Corridor Visual Zone and Major Roadway Corridor



Visual Zone. Refer to Section 4.2.9 for special Visual Overlay Zone development standards and guidelines.

Crime Prevention Measures

Development projects should take precautions by installing on-site security measures. Security areas include, but are not limited to, entry areas for automated teller machines (ATM's), display areas and bus stops. It is recommended that these areas provide for 30-feet of candlepower.

Security and safety of future users of facilities constructed within the Perris Valley Commerce Center Specific Plan should be considered in the design concepts for each individual development proposal such as:

- Sensored lights that automatically operate at night.
- Installation of building alarm, fire systems and video surveillance.
- Special lighting to improve visibility of the address.
- Graffiti prevention measures such as vines on wall, and anti-graffiti covering.
- Downward lighting through development site.

Trash and Recyclable Materials

Development of all Perris Valley Commerce Center Specific Plan sites shall contain enclosures (or compactors) for collection of trash and recyclable materials subject to water quality and best management practices. All trash enclosures shall comply with City of Perris Standards and with applicable City of Perris recycling requirements.

Waste Hauling

Construction and other waste disposal shall be hauled to a city approved facility.

Construction of Infrastructure May Be Financed

Construction of required infrastructure (such as sewer and water lines, storm drains, and roads) may be financed through the establishment of a financing district (e.g., Assessment District, Community Facilities District, or Road and Bridge Benefit District). Refer to Section 13.

Easements on MWD Property

The use of Metropolitan's fee rights-of-way by governmental agencies for public street and utility purposes is encouraged, provided that such use does not interfere with MWD's use of the property, the entire width of the property is accepted into the agency's public street system and fair market value is paid for such use of the right-of-way. The Director of MWD's Right-of-Way and Land Division Department should be contacted concerning easements for landscaping, street, storm drain, sewer, water or other public facilities proposed within MWD's fee properties. A map and legal description of the requested easements must be submitted. Also, written evidence must be submitted that shows the city or county will accept the easement for the specific purpose into its public system. The grant of the easement will be subject to MWD's rights to use its land for water pipelines and related purposes to the same extent as if such grant had not been

made. Please note, if entry is required on the property prior to issuance of the easement, an entry permit must be obtained.

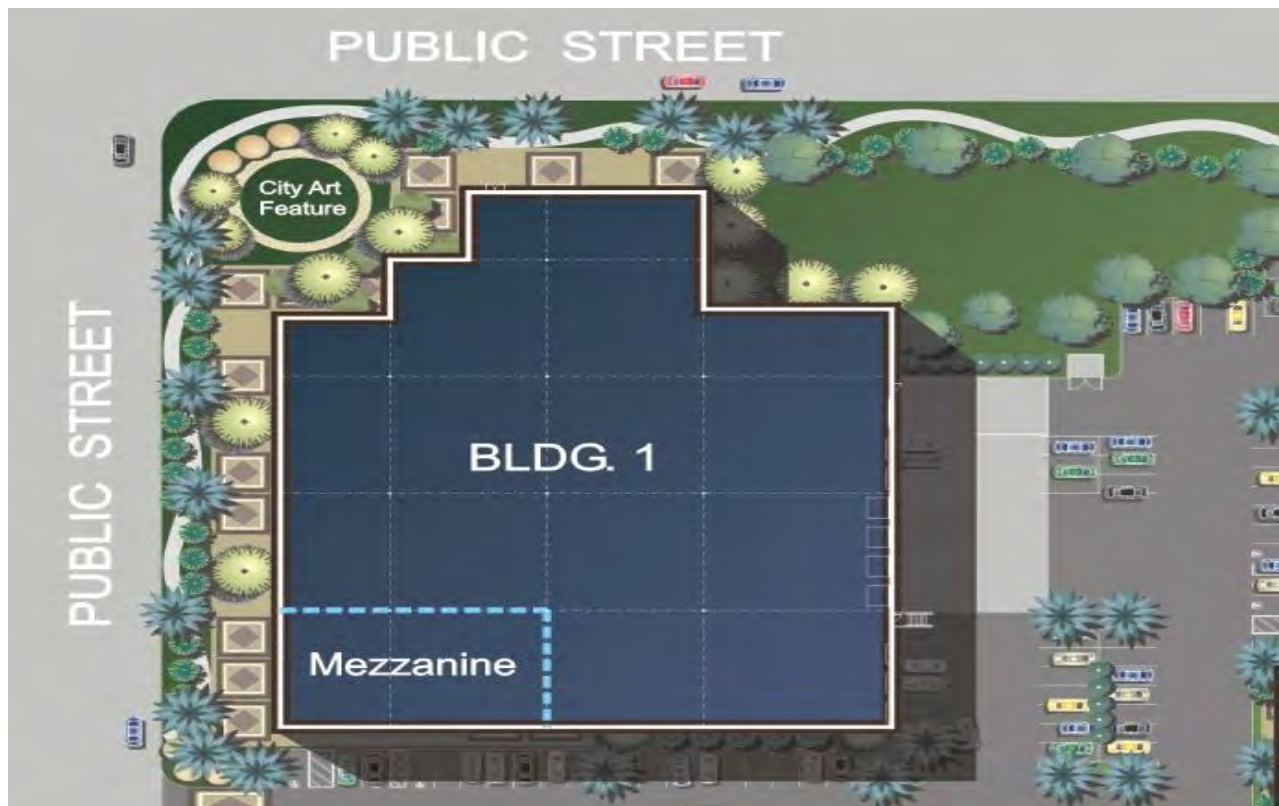
4.2.2 Site Layout for Commerce Zones

4.2.2.1 Building Orientation/Placement

Building Frontages/Entrances

Accentuate public streets by locating building frontages and their entrances toward public right-of-way as shown in Figure 4.0-1. Buildings should be oriented so that entrances and entry access points are easily identified from a distance by pedestrians and/or vehicular traffic. Reinforce entries with architectural material, and landscape features so they are clearly identifiable. Loading areas and employee parking lots should be located at the side and rear of buildings when possible.

Figure 4.0-1 BUILDING FORWARD



Promote Walkability

Promoting walkability and circulation is encouraged through placement of buildings and pedestrian circulation facilities.

Projects within 100 Feet of Extended Runway Centerline

Buildings shall be designed to avoid placement within 100 feet of the extended runway centerline of the airport. This strip should be devoted to parking, landscaping and outdoor storage.

Distinct Visual Link

Establish a distinct visual link in multi-building complexes by using architecture, landscape, site design elements and pedestrian connections to unify the project.



Create Diversity and Sense of Community

Create Diversity and Sense of Community

Avoid long, monotonous building facades and create diversity and a sense of community by clustering buildings around courtyards, plazas, and landscaped open spaces.

Utilize Building for Screening

Utilize building placement, accented walls, or unique design to effectively screen views of loading docks, storage areas, and/or outdoor work areas that would otherwise be visible to public view.

4.2.2.2 Vehicular Access and On-Site Circulation

Site design should address the intended functions of the facility beginning with safe, definable site access that creates a sense of arrival.



Building Entrances and Access Points

Establish Truck Routes

Truck routes are required for trucks having a maximum gross weight of 5 tons. These routes (Figure 3.0-3) should avoid conflicts with established communities and be separated from passenger vehicles where possible.

Driveway Spacing

Refer to Table 4.0-2 for appropriate driveway spacing.

Table 4.0-2, Driveway Spacing

	Road Type						
	Local	Collector	Major Collector	Secondary Arterial (Painted Median)	Secondary Arterial (Raised Median)	Arterial	Expressway
Intersection Intervals	200'	330'	330'	660'	660'	1320'	2640'

Minimize Vehicular Conflict

Site access should promote safety, efficiency, convenience, and minimize conflict between employee/customer vehicles and large trucks by creating separate access points when possible as shown in Figure 4.0-2.

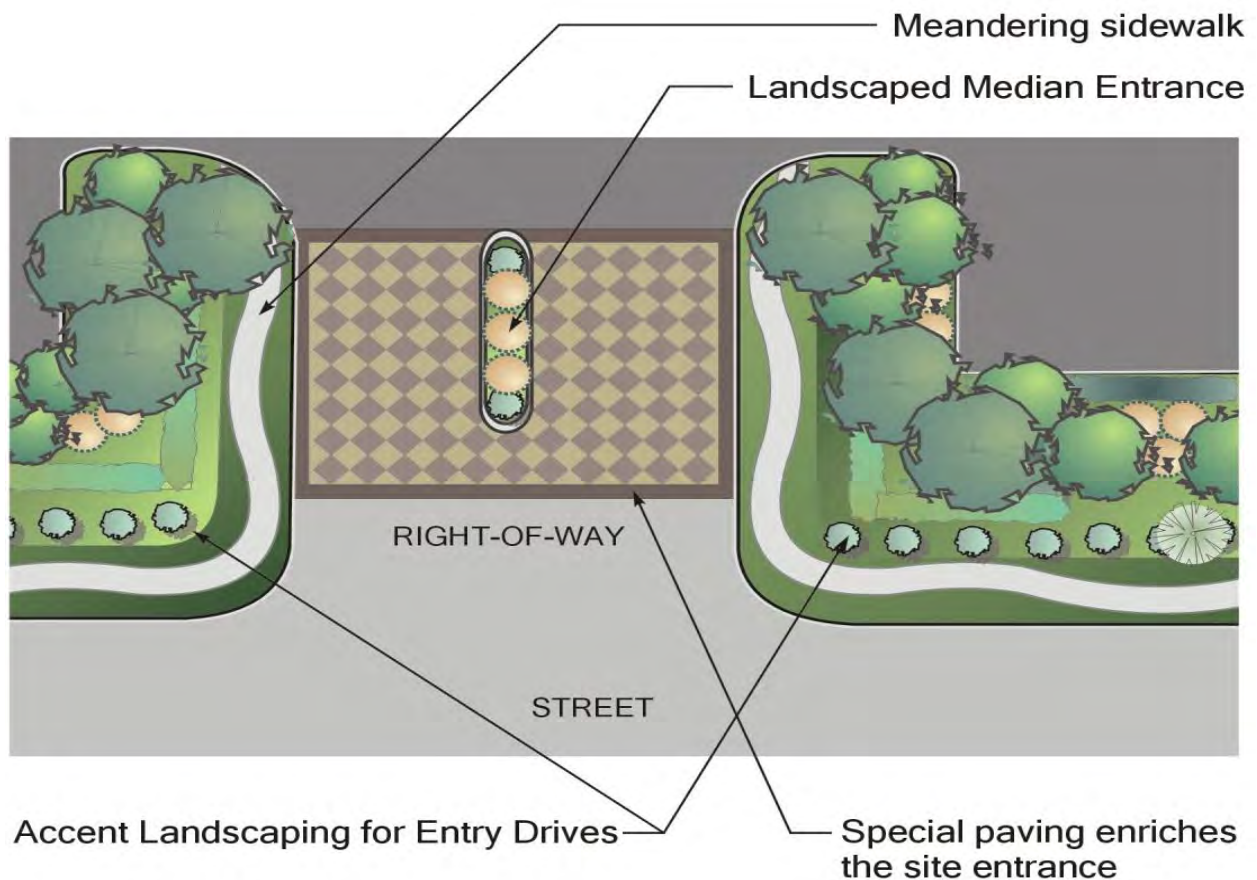
Figure 4.0-2, Separated Driveways



Access Points Easily Identifiable

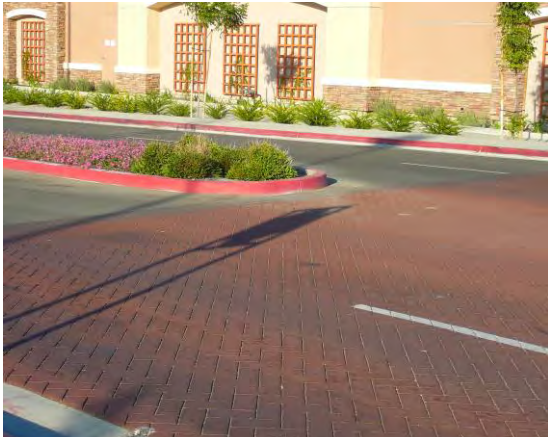
Entry drives should be easily identifiable through the use of enhanced landscaping and special pavements (accent colors, textures, and patterns). Landscaped medians should be provided on major project entrances as shown on Figure 4.0-3. Signage should also be used to identify customer and service entrances. Driveways used exclusively for deliveries or loading activities are excluded.

Figure 4.0-3, Enhanced Driveway Features



Shared Access

The City encourages shared driveway access whenever possible. Reciprocal ingress/egress access easements shall be provided for circulation and parking to facilitate ease of vehicular movement between properties and to limit the number of vehicular access points to adjoining streets.



Visual Link to Building and Entry

Emergency Vehicle Access

Design of primary drive aisles must allow for emergency vehicle access. Typically, this requirement is a minimum of 20 feet. However, applicants are encouraged to check with the City's Fire Marshall.

Visual Link to Building and Entry

A well designed entry should offer a visual link to the building and entry through the use of business signs, paving, and landscaping.

Primary Entry Drive/Location of Building

The primary entry drive should be oriented toward the main entrance of the building as shown in Figure 4.0-4.

Figure 4.0-4, Primary Entry Drive



Entry Median

A landscaped center median shall be provided at the primary entrance for sites requiring 100 or more parking spaces.

Landscape Parkways/Sides of Entry

Landscaped parkways shall border both sides of all entry drives to create a sense of arrival.

Dual Axle Entrances

Entrances used primarily or solely by dual axle vehicles shall provide a minimum 50' radius curb returns.



Entry Median

Avoid Back-up onto Public Streets

To avoid back-up onto public streets, entry drive approaches shall avoid conflict points such as parking stalls, internal drive aisles, or pedestrian crossings. Final determination of the driveway approach length shall be determined by the Planning Manager and the City Engineer after consideration of the project site design.

Minimize Interactions

Minimize interactions between trucks, cars and pedestrians by having separate circulation. The placement of loading areas and dock facilities should minimize the interaction between trucks and visitor/customer automobiles. Access to loading and delivery areas should be separated from parking areas to the greatest extent feasible.

Consideration of Large Truck Maneuverability

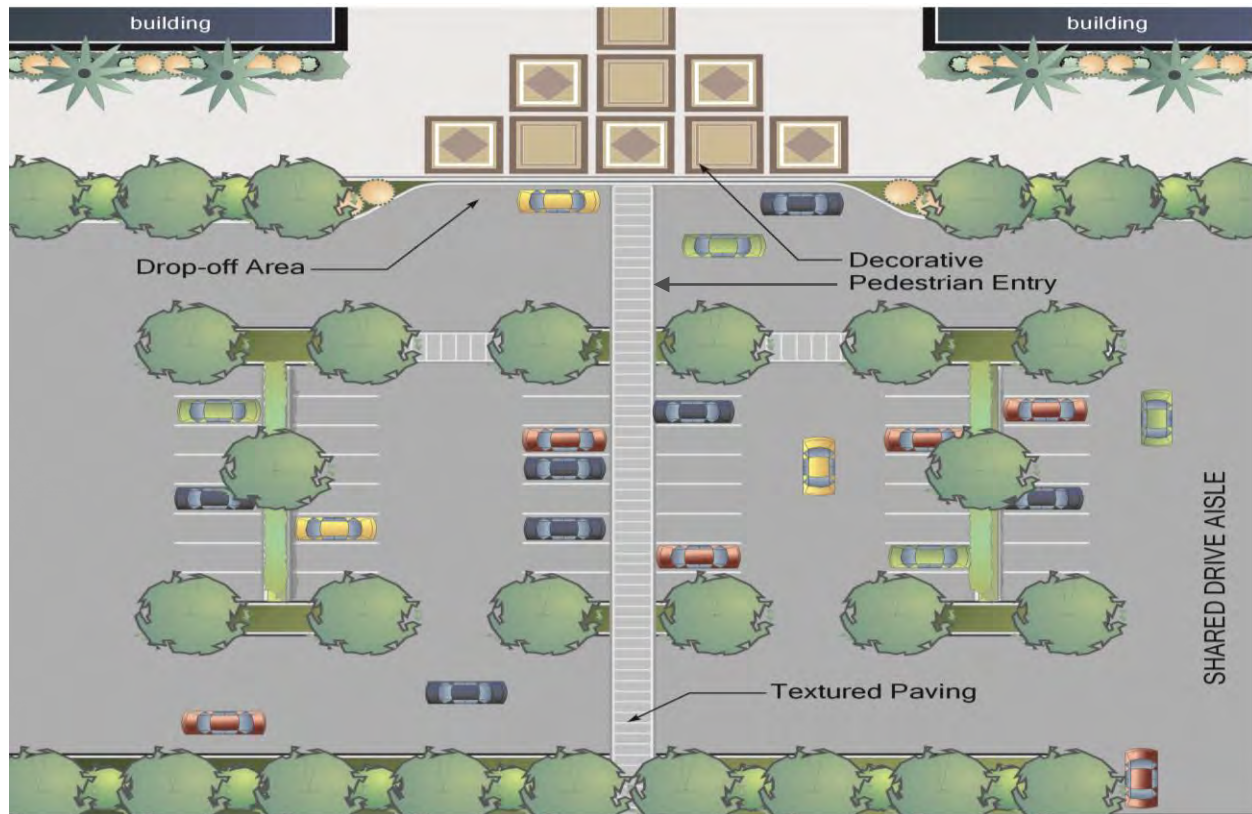
The design and location of loading facilities should take into consideration the specific dimensions required for the maneuvering of large trucks and trailers into and out of loading positions at docks or in stalls and driveways.

4.2.2.3 Pedestrian Access and On-Site Circulation

Avoid Conflicts Between Pedestrian and Vehicular Circulation

Provide a system of pedestrian walkways that avoid conflicts between vehicle circulation through the utilization of separated pathways for direct pedestrian access from public rights-of-way and parking areas to building entries and throughout the site with internal pedestrian linkages as shown in Figure 4.0-5.

Figure 4.0-5, Pedestrian Access and Drop-Off Area



Adequate Vehicle Spacing For Drive-Through Service

Businesses with drive-through service shall provide adequate stacking to accommodate eight (8) vehicles in the drive-through lane from the prior to each pick-up window to avoid conflict with on-site circulation.

Primary Walkway

Primary walkways should be 5 feet wide at a minimum and conform to ADA/Title 24 standards for surfacing, slope, and other requirements.

Pedestrian Linkages to Public Realm

A minimum five-foot wide sidewalk or pathway, at or near the primary drive aisle, should be provided as a connecting pedestrian link from the public street to the building(s), as well as to systems of mass transit, and other on-site building(s).

4.2.2.4 Parking and Loading

Refer to Chapter 19.69 of the City of Perris Zoning Ordinance for parking and loading standards.

Shared Parking

Shared parking with adjacent neighboring uses is encouraged provided minimum parking requirements are met and uses have alternating peak hour parking demands. Refer to Chapter 19.69 of the City of Perris Zoning Ordinance for shared parking standards.

Avoid Long Continuous Drive Aisles

Large parking lots should avoid long, continuous drive aisles to limit the opportunity for high-speed vehicular travel. Where long drive aisles best serve a site, they should utilize curves and stop signs or textured pavement at strategic locations in place of speed bumps.

Pass-Through Aisles

Parking aisles should include pass through aisles if their length exceeds thirty (30) stalls.

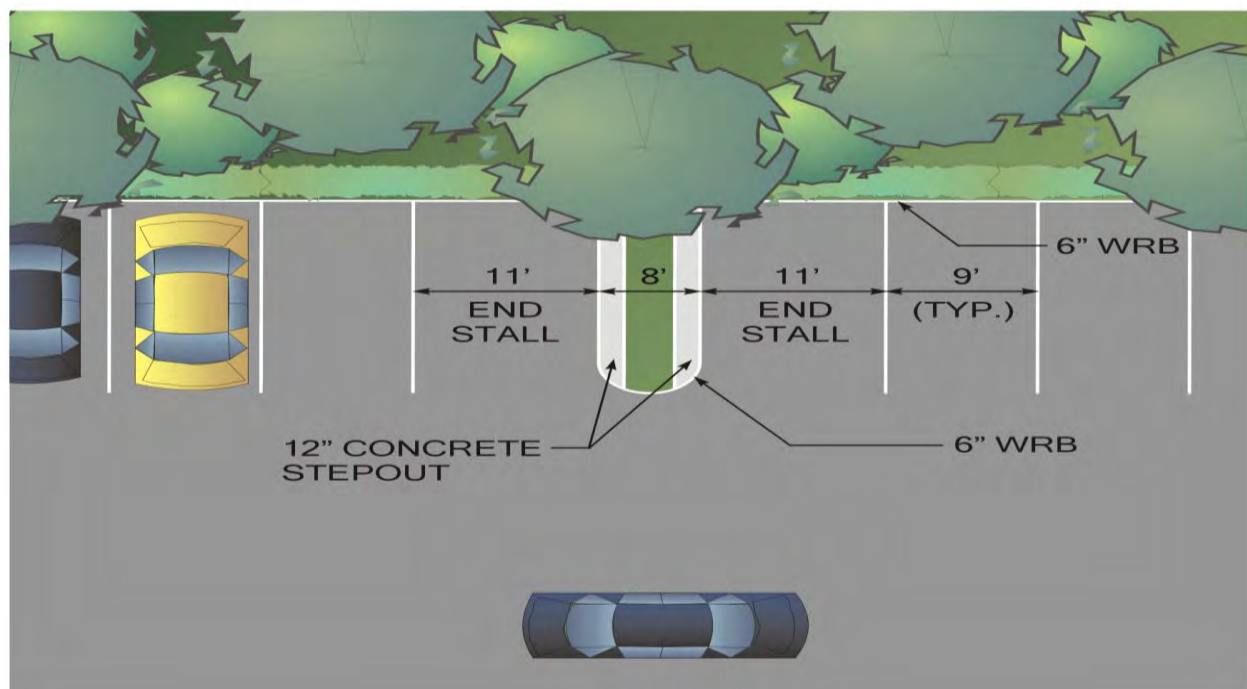
Screening Parking Lot

Parking lots should be screened from public view through the use of berms, low walls and/or plant materials.

Ends of Parking Aisle

The ends of all parking aisles and rows shall be protected by a landscaped island or finger. Landscape fingers should be provided on average every ten contiguous parking spaces. The parking island/finger shall be a minimum of 8' wide including a 12" concrete step-out on both sides as depicted in Figure 4.0-6 with the end stalls a minimum of 11' wide.

Figure 4.0-6, Concrete Step-Out





Bicycle Racks

Bicycle Racks

Facilities with 200 or more required parking spaces shall provide a bicycle parking area to accommodate no less than 5 locking bicycles. Facilities with 500 or more required parking spaces shall provide bicycle parking to accommodate no less than 15 locking bicycles. Bicycle parking shall be located near main entrances of buildings, adjacent to landscape areas.

Motorcycle Parking

Facilities with 200 or more required parking spaces may provide a motorcycle parking area with an overall dimension of 7 feet in length and area not less than 56 square feet. Facilities with 500 or more required parking spaces shall provide a motorcycle parking area with an overall dimension of 7 feet in length and area not less than 70 square feet. For every two motorcycle spaces, credit for one parking space shall be given.

ADA Compliant Parking

All parking lots and parking areas shall be ADA compliant.

Loading Area Placement

Consideration should be given to the placement of loading areas away from sensitive receptors (schools, residences, hospitals, etc.), public gathering areas or other uses that might be impacted by noise and associated loading activities, as well as locating away from public view. Additional setback requirement has been provided for projects adjoining residential uses (Table 4.0-1 and Figure 4.0-16). In other cases where placement of loading facilities cannot be accommodated away from these areas, additional setbacks, sound walls, screening or combination thereof may be required.

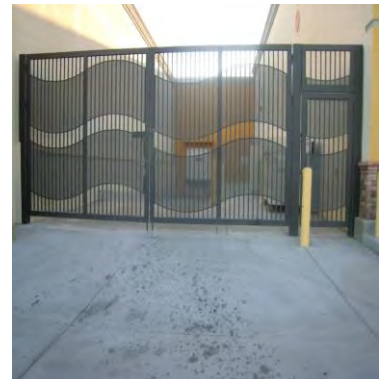
4.2.2.5 Screening

Screen Loading Docks

When possible, loading areas should be located on the side or rear of a site and shall be screened from public view. When loading areas are located in the Visual Overlay Zone (Fig. 4.0-17), special consideration to the visible aesthetics of screen walls, fences and landscaping should be considered.

Screening Methods

Acceptable screening methods include building offsets, connecting wing walls, perimeter site walls and fences, landscaping and berming. Such screen walls should be architecturally integrated with building by design, color, and material. Screen walls shall be of the same design and materials as



Screening Methods

primary buildings and a minimum of 6 feet high so as to sufficiently screen loading docks. Screen walls exceeding 8 feet in height shall be softened with earthen berms and dense landscape as noted in Figure 4.0-7.



Screen Walls

Screening of Outdoor Storage Areas, Work Areas, Etc.

The screening of outdoor storage areas, outdoor work areas (where permitted), and mechanical equipment with walls that utilize the same building materials and architectural design of the buildings is required. Soften screen walls with earth berms and dense landscaping as depicted in Figure 4.0-7. The intent is to keep walls as low and unobtrusive as possible while performing their screening and security functions.

Figure 4.0-7, Screening Methods



4.2.2.6 Outdoor Storage

No Outdoor Storage Permitted Other Than as Specified

Outdoor storage is limited to the General Industrial Zone of the Perris Valley Commerce Center. No other outdoor storage will be permitted, with the exception of accessory uses for outdoor storage directly associated with and incidental to the primary use occupying less than 10% of the site or floor area.

4.2.2.7 Water Quality Site Design

General Standards

Refer to NPDES Permit Board Order R8-2010-0033 for complete and current information on water quality management standards. Current requirements can be obtained by visiting the Riverside County Flood Control website at <http://rcflood.org/NPDES/SantaAnaWS.aspx> specifically to review the current WQMP Manual and the Low Impact Development Manual. Please note, these figures reflect 2009 standards and serve as guidelines for current practices.

Water Quality Management Plan

Most developments are required to implement a Water Quality Management Plan (WQMP) in accordance with the most recently adopted Riverside County MS4 NPDES Permit (Board Order R8-2010-0033. Approval by the City of a WQMP plan requires submittal of a complete document with supporting data which includes at a minimum, a site "Post-Construction BMP Plan," and treatment control facility sizing calculations. Site design, based on Low Impact Design, and Source Control BMP's must be incorporated into the civil site design. If these two types of BMP's do not sufficiently manage hydromodification or treat expected pollutants, treatment control facilities must be implemented in order to assure proper pollutant treatment. Treatment control BMP's are in accordance with Riverside County Storm Water Best Management Practice Hand Book. The Regional Water Quality Control Board continuously updates impairments as studies are completed, the most current version of impairment data should be reviewed prior to preparation of Preliminary or Final WQMP document.



Water Quality Features

The MS4 Permit requires that applicable new development and redevelopment project:

- Design the site to minimize imperviousness, detain runoff, and infiltrate, reuse or evapotranspire runoff where feasible.
- Cover or control sources of stormwater pollutants.
- Use LID to infiltrate, evapotranspire, harvest and use, or treat runoff from impervious surfaces.
- Ensure runoff does not create a hydrologic condition of concern.
- Maintain Stormwater BMPs.

Low Impact Design

According to the State Water Resources Control Board, Low Impact Design (LID) is, "a sustainable practice that benefits water supply and contributes to water quality protection. Unlike traditional storm runoff BMPs, LID takes a different approach by using site design and storm water management to maintain the site's pre-development runoff rates and volumes. The goal



of LID is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate and detain runoff close to the source of rainfall."

As stated in the Riverside County LID Manual, when LID is implemented correctly on a site, it provides two primary benefits: 1) hydromodification flows are managed across the site and 2) expected pollutants are reduced in the remaining runoff. In order to meet Regional Water Quality Control Board (RWQCB) requirements in the Santa Ana Watershed, the design capture volume (VBMP) is based on capturing the volume of runoff generated from an 85th percentile, 24-hour storm event. There are seven mandatory BMP types to be implemented on project sites.

- Infiltration Basins
- Infiltration Trenches
- Permeable Pavement
- Harvest and Use
- Bioretention Facilities
- Extended Detention Basins
- Sand Filter Basins

The NPDES Permit requires that the design capture volume be first infiltrated, evapotranspired, or harvested and reused. When such retention methods are infeasible, the remainder of the volume can be biotreated. The steps to this approach include:

- Optimize the Site Layout
- Preserve Existing Drainage Patterns
- Protection of Existing Vegetation and Sensitive Areas
- Preserve Natural Infiltration Capacity
- Minimize Impervious Area
- Disperse Runoff to Adjacent Pervious Areas
- Delineate Drainage Management Areas
- Classify and Tabulate DMAs, and Determine Runoff Factors
 - Self-treating areas
 - Self-retaining areas
 - Areas draining to self-retaining areas
 - Areas draining to BMP's

An example of LID design within roadways includes, inverted medians along drives and parking aisles to serve the site design function. In place of raised or mounded landscaped medians, depressed landscaped areas should be designed which will capture parking lot and street runoff, reduce directly connected impervious areas, promote infiltration, and pre-treat runoff in a swale or trench prior to discharge to a treatment control facility. The inverted median can incorporate a flow line slope or utilize a grated inlet in order to achieve drainage of the depression within 72 hours (maximum).



Source Control

Source Control features are also required to be implemented for each project as part of the Final WQMP. Source Control Features are those measures which can be taken to eliminate the presence of pollutants through prevention. Source Control BMPs include permanent, structural features that may be required in project plans such as roofs over and berms around trash and recycling areas and operations BMPs, such as regular sweeping and housekeeping that must be implemented by the site's occupant or user. The maximum extent practicable standard typically requires both types of BMPs. In general, operational BMPs cannot be substituted for a feasible and effective permanent BMP. Steps to selecting Source Control BMPs include:

- Specify Source Control BMPs
- Identify Pollutant Sources
- Note Locations on Project-Specific WQMP Exhibit
- Prepare a Table and Narrative
- Identify Operational Source Control BMPs

BMP Features in "Visibility Zone"

Some sites may necessitate the placement of Water Quality BMPs adjacent to public right-of-ways. In such a situation, landscaping requirements of this Specific Plan shall be followed. Please note the following:

- Treatment control BMP's adjacent to the public right-of-way must drain properly to adequate storm drain facilities. If no storm drain is available, alternative drainage shall be proposed for approval by City Engineer. Treatment control BMPs are not to be placed within public right-of-way. Figure 4.0-8 through Figure 4.0-13 provide layout options for BMP features adjacent to public right-of-way. Street cross sections other than those provided shall be subject to similar requirements provided by the City of Perris.

Figure 4.0-8, Vegetation Selection and Approximate Placement

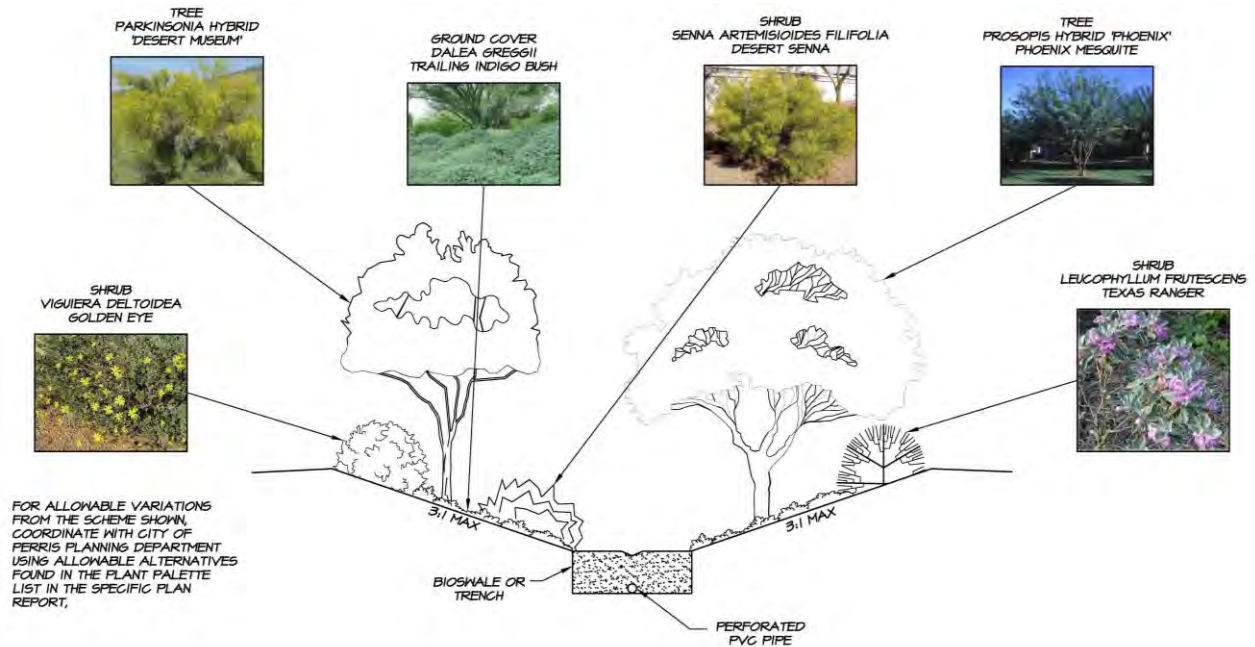


Figure 4.0-9, Vegetation Selection and Approximate Placement with Plantable Wall

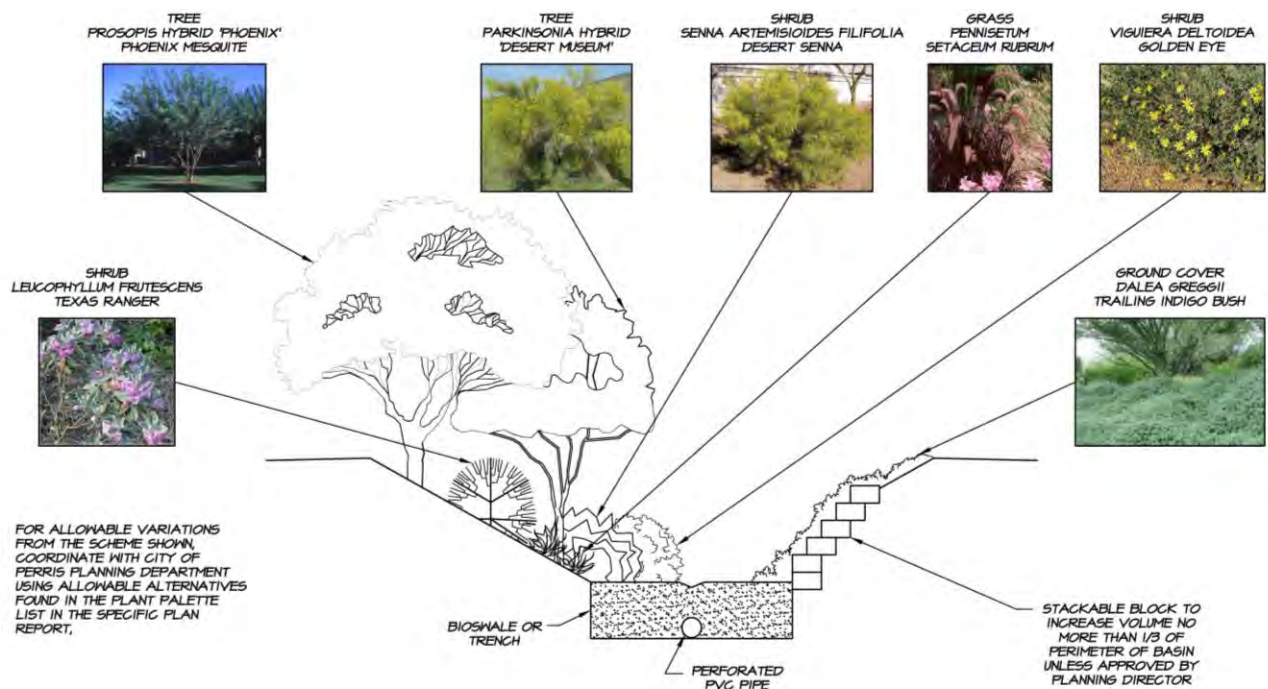


Figure 4.0-10, Filter Trench Detail Maximum Parkway Width

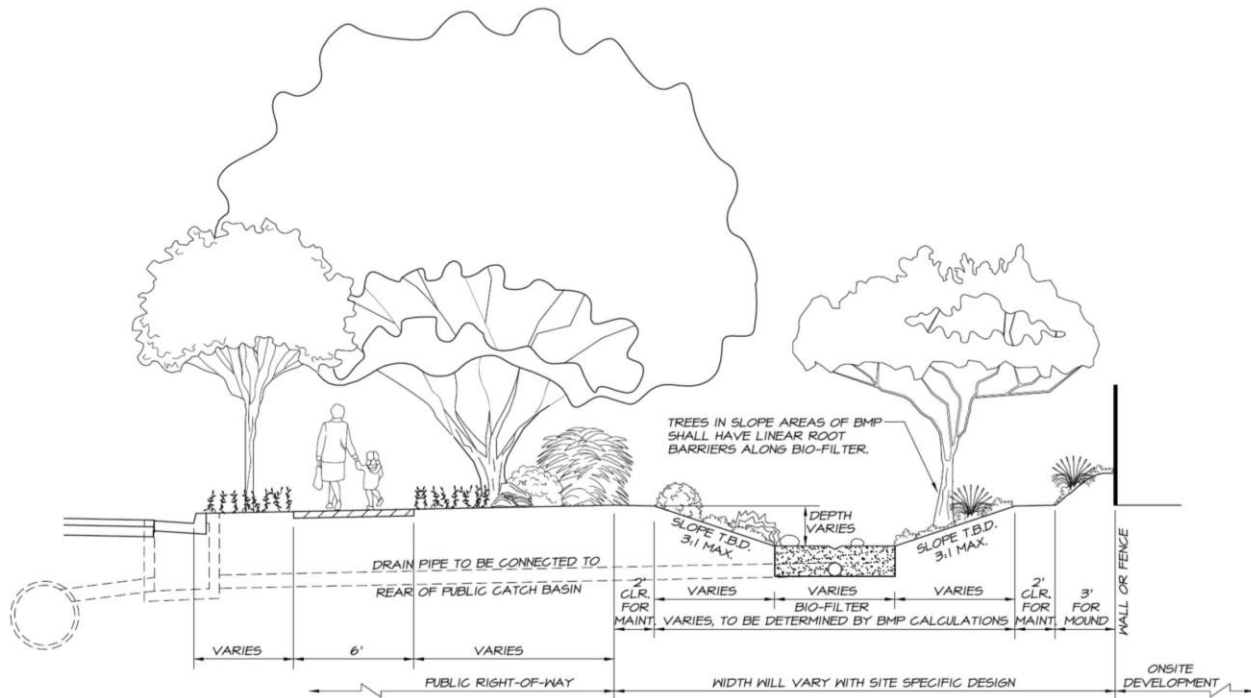


Figure 4.0-11, Filter Trench Detail Maximum Parkway Width with Plantable Wall

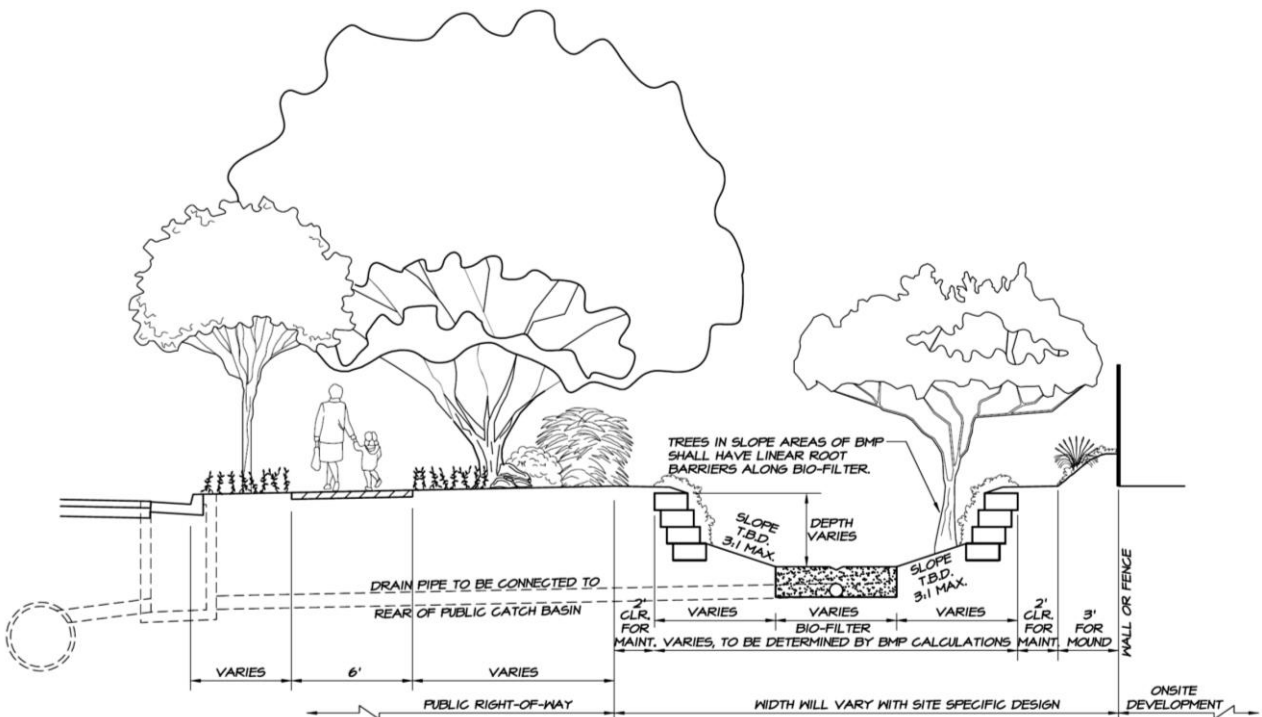


Figure 4.0-12, Filter Trench Detail 12-Foot Parkway

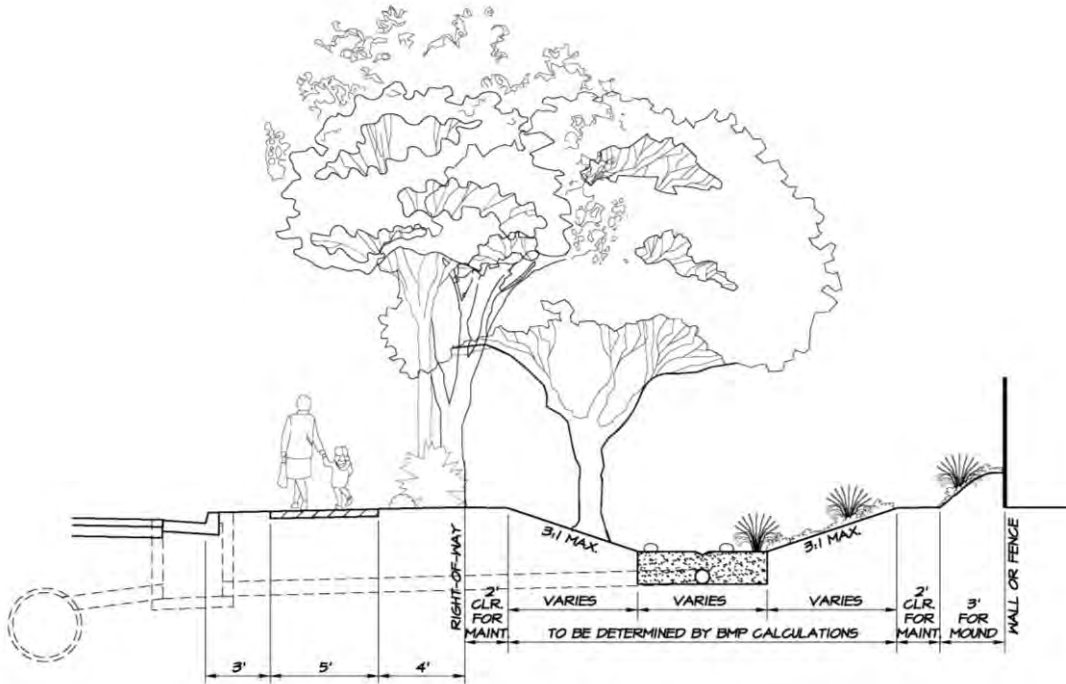
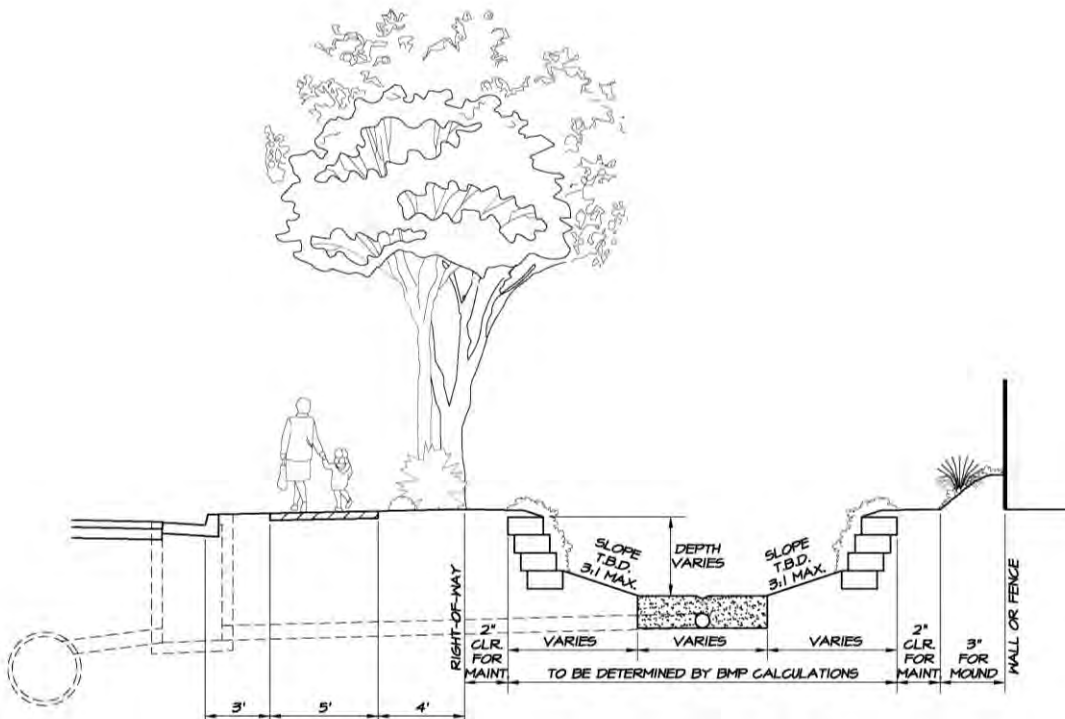


Figure 4.0-13, Filter Trench Detail 12-Foot Parkway with Plantable Wall





Open Jointed Surface

Open Jointed Surfaces for Sidewalks

Open jointed materials include interlocking pavers, porous pavement and pervious concrete or other surfaces which do not shed water during typical storm events shall be considered for use in place of concrete for sidewalks. Alternative open jointed materials will be evaluated for acceptance.

Open Jointed Surfaces in Low Traffic Areas

Open jointed surfaces or porous concrete shall be considered for use in low-traffic areas of parking lots (such as Class C vehicle parking stalls) and for surfaces proposed as patios and sidewalks.

Filter Strips

Filter strips are vegetated areas intended to treat sheet flow from adjacent impervious areas. Filter strips function by slowing runoff velocities and filtering out sediment and other pollutants, while providing some infiltration into underlying soils. Filter strips shall be considered for use adjacent to parking lots, sidewalks, and roads. The filter strip shall consist of grass turf or other low lying, thick vegetation.



Filter Strip

Filter Strip Adjoining Impervious Surfaces

Filter strips should adjoin impervious surfaces where feasible, which shed runoff in sheet-flow fashion. Filter strips are not appropriate for more concentrated flows such as discharge from a pipe or curb-cutout.

Roof Runoff Discharge into Landscape Area

Given current design practices, as much roof runoff as possible shall be discharged to landscaped areas adjacent to the buildings.



Covered Trash Enclosure

Second Treatment of Roof Water

Under current standards, if treated roof runoff cannot be conveyed without mixing with on-site untreated runoff, the roof runoff will require a second treatment, independent of the initial treatment and regardless of the methods employed.

Covered Trash Enclosures

Trash enclosures covers must be provided.

4.2.3 Architecture

4.2.3.1 Scale, Massing and Building Relief

Scaling in Relationship to Neighboring Structures

Scaling of buildings in relationship to neighboring structures and adjacent developments should be considered to promote compatible design.



Variation in Plane and Form

Variation in Plane and Form

Provide variation in plane and form of buildings and resulting adjacent spaces both inside and out with the use of recesses, varied roof lines, pop-outs, positioning and relationships of buildings in all areas visited by the general public and/or office areas.

Project Identity

Building and site development shall incorporate an architectural component that provides an identity to the Project.

Do Not Rely on Landscaping

Building design should not rely on landscaping to soften, buffer or otherwise provide relief for massive building form, but rather it should be used to accent superior architectural designs.



Project Identity

Distinct Visual Link

Establish a distinct visual link in multi-building complexes by using architectural and site design elements to unify the Project.

Break Up Tall Structures

Break up tall structures, 20 feet and greater, by providing different treatments to the lower, middle, and top stories that define these three parts.



Break Up Tall Structures

Avoid Monotony

Avoid monotony and repetition in building elevations and the street scene by incorporating varying building heights, massing, roof lines, design elements, color variation, reveal lines, window treatments, texture and materials, building placement, and landscape.

Avoid Long, Monotonous and Unbroken Building Facades

Avoid long, monotonous and unbroken building facades that repeat the same design element several times along the same elevation without intermittent variations. Building design shall avoid long, uninterrupted facade plain or blank walls. The exterior wall facades shall be varied in depth, direction, and/or significant projections. Facades greater than one hundred (100) feet in length, shall incorporate projections or recesses with a



Avoid Monotony



depth of five to ten feet. Such articulation shall cumulatively account for at least twenty (20) percent of the length of the facade. No uninterrupted length of any facade shall exceed one hundred (100) horizontal feet.

Provide Vertical or Horizontal Offsets

Provide vertical or horizontal offsets in the wall surfaces including columns, projections, and recesses.



Vertical and Horizontal Offsets

Fenestration

Fenestration shall be used for functional and programmatic requirements and shall be designed to break up the visual size of the building facade. Door and window openings shall be recessed 2 to 4 inches to further articulate the facade. Buildings which include uses that do not lend themselves to fenestration (e.g., loading areas, warehouse and storage functions) should be designed so that these uses are screened from the public right-of-way.

4.2.3.2 Architectural Elevations and Details

Primary Building Entries

Provide defined recognizable building entrances. Primary building entries should be highlighted through the massing of the building, as well as special architectural materials and/or design features.

Elements of a Building

Elements should relate logically to each other, as well as to surrounding buildings in order to enhance the given or potential characteristics of a particular building and area.

Large Sites with Multiple Buildings

Develop and adhere to a consistent design character and style that provides complementary buildings, ancillary structures, and landscape elements in conjunction with these standards.



Primary Building Entry

Discernable Base, Body and Cap

Principal buildings over 20 feet in height should strive to have a clearly discernable base, body, and cap. The cap shall consist of a cornice, parapet, awning canopy or eave. The base and cap shall be clearly distinguishable from the body through changes in color, material, pattern, profile or texture.



Visual Relief

Articulating details should include doorway or entry surrounds, windows, balconies, details such as horizontal bands, recessed or textured design elements, accent windows, awnings, accenting cornice treatments, exposed expansion joints, reveals, change in texture, or other methods of visual relief.

Building Relief

Building relief shall be provided along all facades visible from streets and highways, areas accessible to and visible by the public.

Downspouts

Downspouts should be internalized to avoid external damage and shall drain under walkways to landscape areas, underground storm drain and loading docks to avoid slip hazards.

4.2.3.3 Roofs and Parapets

Integral Part of the Building Design

Roofs should be an integral part of the building design and overall form of the structure and should relate to the general design and nature of other roofs along the street, as well as harmonize with the surrounding development.

Overall Mass

Building roofs should be designed to reduce the overall mass of a structure.



Roofs and Parapet

Varied Roof Lines

The use of varied roof lines is encouraged. Permitted roof styles include gable, vaulted, and hip roofs. Flat roofs are permitted if sufficiently disguised through the use of parapet walls. Superficial application of artificial roof elements, such as a mansard, to disguise a flat roof, should not be used. This does not preclude roof top equipment wells when set behind conventional roof forms.

Form and Materials

Roof forms and materials should be stylistically consistent with the overall design theme of the building.

Avoid Monotony

The monotony of long and large unbroken roofs shall be avoided through the use of gables, dormers, height offsets, or other architectural variations.

Variation in Parapet Height

Variation in parapet height should be used in conjunction with wall relief or as any distinctive feature to break a long horizontal parapet line.

Flat Roof and Parapets

Special attention should be given to the finish of parapets when buildings have flat roofs. Parapets should be finished with cornices, other horizontal decoration and/or clean edges with no visible flashing, depending on the architectural style of the buildings. Distinction must be achieved with enhancements more substantial than a paint band.

Conceal Roof Mounted Equipment

Parapet walls and roof systems shall be designed to conceal all roof-mounted mechanical equipment from view to adjacent properties and public rights-of-way.



Public Art

4.2.3.4 Public Art

Public art is often used as a means of creating consensus and civic pride. It is a means in which to engage a broad and diverse spectrum of people. Typically, public art is used to recognize the city and/or its components by use of historic monuments or displays that illustrate an envisioned environment to establish an identity. Public art adds value to both public and private development as well as infrastructure by creating a sense of community. Public art can provide education but also attracts people closer to the object to promote social gathering and interaction. Public art becomes an identifiable point amongst the urban environment.

Professional Artist/Location

Public art should be created by a recognized, professional artist and shall be subject to approval by the Development Services Department. Selection criteria shall include artistic merit, broad experience as a professional artist, references, experience applicable to the type of project and interest in and understanding of the City and surrounding area. Public art should be properly located so as to receive proper recognition by the viewing public.

4.2.3.5 Color and Materials

Facades

The use of low reflectance, subtle, neutral, or earth tone colors as the predominant colors on the facade is encouraged.

Building Trim and Accent Areas

Building trim and accent areas may feature brighter colors, including primary colors. Applied paint over brick or stone on any part of a building facade or other site elements is discouraged.

Metal Siding

Metal siding as the primary sheathing of the facade is prohibited where visible from the public. Metal may be used as an architectural treatment or aesthetic accent in the form of awnings, trellises, exposed structural beams, and accent relief features such as columns for canopies.



Color and Materials

High Quality Natural Materials

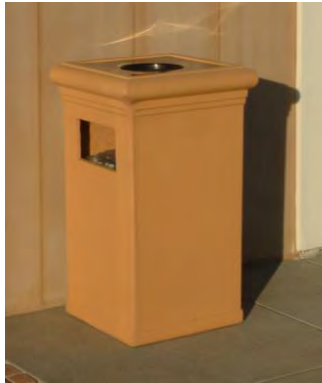
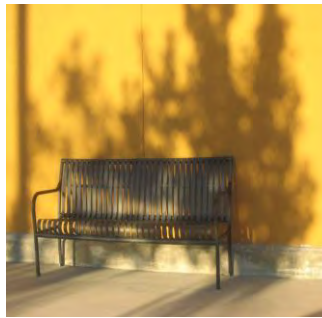
The use of high quality natural building materials such as brick, stone, tinted/textured concrete (tilt-up) are appropriate. The following is a list of permitted materials for the building base, body, and cap. Other materials not specifically mentioned may be permitted on a case-by-case basis.

- Building Base: Brick, native stone, manufactured stone or decorative concrete masonry units.
- Building Body: Wood, brick, native stone, manufactured stone, concrete, glass, or stucco. Imitation wood siding, sheet metal, corrugated metal, or other similar metal panels, are considered inappropriate and should be avoided. Mirrored or highly reflective glass is prohibited. Spandrel glass may be used to conceal floor systems.
- Building Cap: The building cap shall consist of materials introduced on the base and/or body of the building. Cornices and parapets shall be distinguishable from the building body by design and profile. Awnings, canopies, and eaves shall generally incorporate alternate color and materials.

4.2.3.6 Furnishings

Site Furnishings

Site furnishings such as benches, tables, trash receptacles, planters, tree grates, kiosks, drinking fountains, and other pedestrian amenities should be integral elements of the building and landscape design, and placed in plazas, at building entrances, open spaces and other pedestrian areas to create a more pedestrian friendly environment. Site furnishings exceeding three feet in height should not block pedestrian access or visibility to plazas, open space areas and/or building entrances and should be made of durable, weather-resistant and vandal-resistant materials. Site furnishings should be depicted on all site plans and landscape plans.



Furnishings

Newspaper Racks, Phone Booths, ATM and Vending Machines

Newspaper racks, phone booths, ATM machines, and reverse vending machines should be incorporated into the site design and, to the extent possible, compatible with the design, colors, or style of the structure. Exterior placement of vending machines is discouraged.

4.2.4 Lighting

4.2.4.1 General Lighting

Safety and Security

All projects shall consider proper lighting for safety and security purposes.

Lighting Fixtures Shield

All lighting fixtures shall be fully shielded with cut-off fixtures so that there is no glare emitted onto adjacent properties or above the lowest part of the fixture. Parking area lighting shall be provided pursuant to Section 19.02.110.A.



Lighting Fixtures Shield

Foot-candle Requirements Sidewalks/Building Entrances

Sidewalks shall have a minimum of 2 foot-candlepower of light across their surface. Building entrances and parking lots shall have a minimum of 1 foot-candlepower of light. Lighting standards shall be energy efficient. Based on Mt. Palomar Observatory's Dark Sky Ordinance, all projects will be conditioned to use low pressure sodium.

Outdoor Lighting

All outdoor lighting and utilities, including spotlights, floodlights, electrical reflectors and other means of illumination for signs, structures, landscaping, and similar areas, shall be made of metal, unbreakable plastic, recessed, or otherwise designed to reduce the problems associated with damage and replacement of fixtures. Fixtures shall be vandal proof. Fixtures should be anchored with concrete footing if low voltage lighting is used.

4.2.4.2 Decorative Lighting Standards

Decorative Lights

Although the primary purpose for lighting is nighttime safety and security, when used creatively it can enhance the appearance of a structure, draw attention to points of interest, and define open spaces and pathways. The effective use of lighting will achieve its objective without disturbing adjacent development, roadways, or residences.



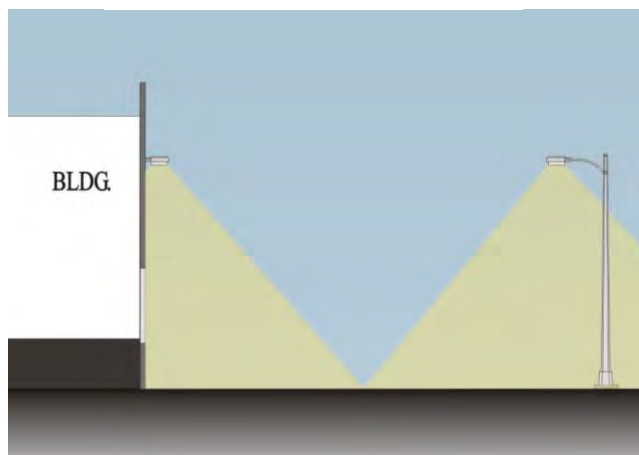
Complimentary Lighting Fixtures

Lighting should contribute to the overall character of the surrounding community, site architecture, or other site features. The fixtures should complement the furnishings, as well as other lighting elements used throughout and surrounding the site, such as pedestrian pathway lighting, and lighting used in adjacent site amenities and the public right-of-way. Any illumination, including free standing or wall-mounted lighting, for security, loading docks, parking areas, or internal roads shall utilize full-cut-off fixtures, and be directed downward and away from adjoining properties and public right-of-way (i.e., bulb/source is not visible above the horizontal plane) as depicted in Figure 4.0-14.



Enhanced Lighting

Figure 4.0-14, Lighting Cut-Off



Monumentation Lighting

Lighting for entry monumentation should illuminate the sign graphics and gently wash the components of the signage with light.

Compatible with Architecture

Lighting should be architecturally compatible with the building and site design. These lights should be low profile and in scale with the setting and can include post lights and light bollards.



Up-Lighting

Up-lighting, such as building washes or roof lighting, is not permitted in the Airport Overlay Zone due to its proximity to March Global Port and with respect to Mt. Palomar Observatory's Dark Sky Ordinance. A limited amount of up-lighting will be allowed at the discretion of the Development Services Department in all other areas of the Perris Valley Commerce Center when used for the purpose of highlighting building entries and specimen landscaping.

Down-Lighting

Where appropriate, design down-lighting on exterior elevations and landscaping as part of the overall architectural style of the building, accenting, highlighting interesting architectural and landscape architectural features.

Accent Lighting

The use of accent lighting is encouraged but should be combined with functional lighting to highlight special focal points, building/site entrances, public art and special landscape features.

High Intensity Lighting

Sites requiring high intensity lighting where high visibility and color retention are important, such as automotive sales lots, are required to switch to an alternative low level lighting of these areas from 11 p.m. until daylight.

4.2.4.3 Parking Lot Lighting

Parking Lot Lighting Required

Parking areas shall have lighting which provides adequate illumination for safety and security.

Foot-candle Requirements Parking Lot

Parking lot lighting fixtures shall maintain a minimum of 1-foot candlepower across the surface of the parking area.

Avoid Conflict with Tree Planting Locations

Parking lot lights shall be located such that they do not conflict or displace intended tree planting locations.

Pole Footings

Pole footings in traffic areas shall be designed and installed such that they protect the light standard from potential vehicular damage. Above grade footing should not exceed 24" in height and should not obstruct walkways.

Front of Buildings and Along Main Drive Aisle

Front of buildings and along main drive aisle shall provide 10-foot candlepower.

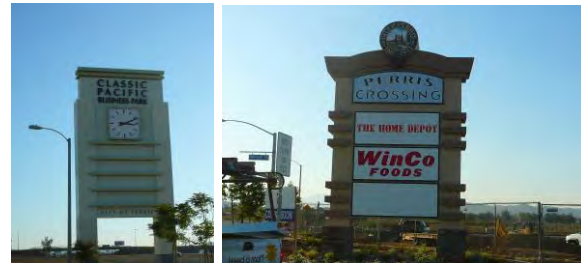
4.2.5 Signage Program

4.2.5.1 Sign Program

The purposes of a sign program are to establish uniform sign design guidelines and sign area allocations for all uses and/or buildings on a site, and incorporate specific sign exceptions approved pursuant to City of Perris Zoning Ordinance Chapter 19.75.

Multiple Buildings and/or Tenants

Commercial, offices, industrial complexes, and similar facilities with multiple buildings and/or tenants shall submit a 'sign program' for the placement of on-site signs according to a compatible design that is common to all structures and uses. An application for a sign program shall be approved by the Planning Division.



Multiple Buildings and/or Tenants

Major Roadway Zones/Freeway Corridor

Commercial, offices, industrial complexes, and similar facilities with multiple buildings and/or tenants will be required to include the Perris Valley Commerce Center Logo in their main signage, as well as projects located along the Major Roadway Zones or Freeway Corridor as discussed in Section 4.2.9 and reflected in Figure 4.0-17. Projects along the Freeway Corridor will be required to include the City of Perris Logo or name in the main signage.



Location

Location

Location of signs shall be no closer than 5-feet from the property line and shall be located in a landscaped planter equal to or greater than the area of the sign.

Direct On-Site Traffic Circulation

On-site traffic circulation signage should be organized to effectively direct vehicles to appropriate parking areas.

Monument Signs

Monument signs shall also include the street address number, located such that visibility is not impaired by mature landscaping. They should also incorporate colors, materials and design of primary buildings.

Address Identification Signage

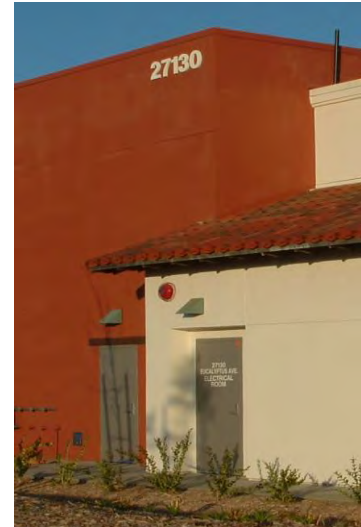
Address Identification Signs shall be twelve-inches high and located on the upper corner of the building wall facing each applicable public right-of-way, pursuant to Section 19.75.

Neon Signage

Neon signage shall only be permitted in commercial zones and must comply with airport restrictions for lighting. See Section 12.0.

Prohibited Signs

Other than Grand Opening Signs as permitted in Municipal Code Section 19.75.090.D, no banners, flags, pennants, balloons, tethered inflatable, signs within public right-of-way, projecting signs or off-site directional signs shall be permitted.



Rooftop Addressing

4.2.6 Walls/Fences

Specific Purpose

Walls and fences are generally used for security purposes and to screen areas from public view. Although walls may be necessary, their design should provide variety and visual interest. If there is not a specific purpose for their use, they should not be utilized.

Materials

Walls and fences should be designed and constructed of materials similar to and compatible with the overall design character and style of the development. Permitted materials include split-face masonry, stone veneer, brick, slump, block, wrought iron or tubular steel, as well as a combination of wrought iron and tubular steel with masonry columns. Vinyl fencing is only acceptable in residential zones.

Avoid Long Expanses of Monotone Fence/Wall Surfaces

Long expanses of fence or wall surfaces should be architecturally designed to prevent monotony. Design features should include:

- Varied heights, wall plain offsets, and angles.
- Pilasters or distinctive elements.
- Accent capping, trim, reveals.
- Changes of material and finishes where appropriate.
- Trellis/vine panels, landscape pockets

Most Walls Not Permitted within Street Side Landscaping Setback

Most walls are not permitted within street side landscaping setback areas except for low-profile parking lot screen walls or garden walls. These walls will be limited to a street side visible height of 30 inches. When security fencing is required along the street side landscape setback area, it should be constructed of wrought iron, tubular steel or similar material supported by masonry columns.

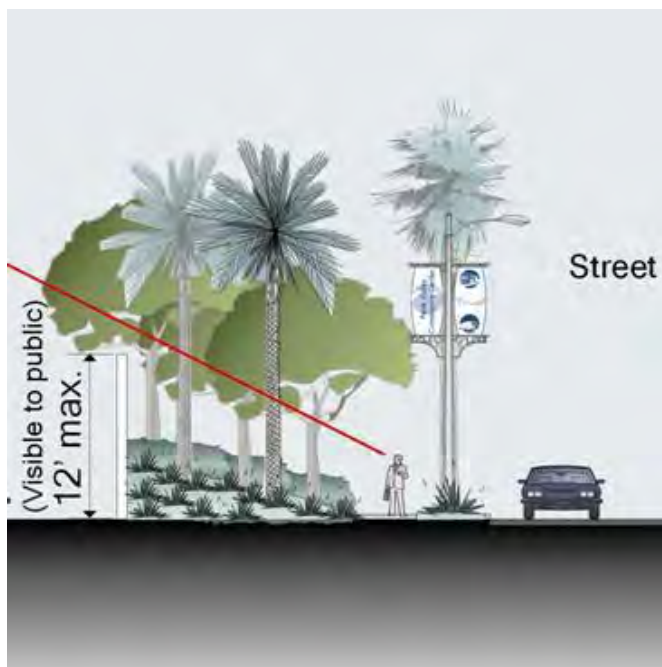


Walls Permitted in Street Side Landscape Setback

Height

Effectively soften screen wall height and mass with earthen berms and dense landscaping as shown in Figure 4.0-15. The intent is to give walls the appearance of being as low and unobtrusive as possible while performing their screening and security functions. The height of screen walls along street frontages should not exceed the maximum height necessary to effectively serve their purpose and should not appear to exceed a height of 8 feet when viewed from the public right-of-way unless otherwise approved by the City Planning Division, and in no case shall the wall/structure itself exceed 12 feet.

Figure 4.0-15, Screen Wall with Berming



Gates Visible From Public Areas

Gates for pedestrian and vehicular access to restricted areas that are visible from public areas (i.e., parking lots, drive aisles) shall be constructed of solid durable material, wrought iron, tubular steel, or similar material when needed to serve the needs of security or screening.

Prohibited Materials

No chain-link (with or without grapestake or vinyl inserts), barbed wire, wire, integrated corrugated metal, electronically charged or plain exposed plastic concrete/PCC fences are permitted.

4.2.7 Utilities

Utility Connections and Meters

All utility connections and meters shall be coordinated with the development of the site and should not be exposed, except where deemed appropriate or necessary by the building official. To the greatest extent possible, these utility connections should be integrated into the building or the architectural design.

Pad-Mounted Transformers and Meter Box Locations

Pad-mounted transformers and/or meter box locations shall be screened from view from surrounding properties and public rights-of-way. Utilities shall be located underground, unless waived by the City Engineer.

Electrical, Telephone, CATV and Similar Service Wires and Cables

All electrical, telephone, CATV and similar service wires and cables which provide direct service to the property being developed, within the exterior boundary lines of such property, shall be installed underground.

Electrical Transmission Lines

Electrical transmission lines 66kv and less shall be installed underground.

All Equipment Shall be Internalized

All equipment shall be internalized into the building design to the greatest extent possible. When unfeasible, they shall be screened and not prominently visible from public rights-of-way.



Built in Utility Equipment Room



4.2.8 Residential Buffer Development Standards and Guidelines

There are two existing residential communities located within the boundary of the Perris Valley Commerce Center and one that abuts the Specific Plan boundary as depicted in Figure 4.0-16. To recognize and blend with those communities, a Residential Buffer Zone has been established for proposed industrial, commercial and business professional office development abutting existing or proposed residential development.

50-Foot Setback

A 50-foot setback is required for commercial, industrial and business professional office developments immediately abutting existing residential property lines. Other allowed uses and facilities within the 50-foot setback include landscape areas, water quality basins and conveyances, vehicle travel aisles, passenger car parking and any feature deemed unobtrusive to the neighboring residential use by the Development Services Department.

Hours of Operation

Depending on the type of use and activities proposed by the industrial, commercial or professional/office development, the Development Services Department may impose restrictions on hours of operation for construction, as well as business operation.

Direct Lighting Away from Residential

All project lighting must be directed away from residential areas.

Screening

Proposed industrial, commercial or professional/office developments will need to screen operation for residential view through landscape and/or wall screening.

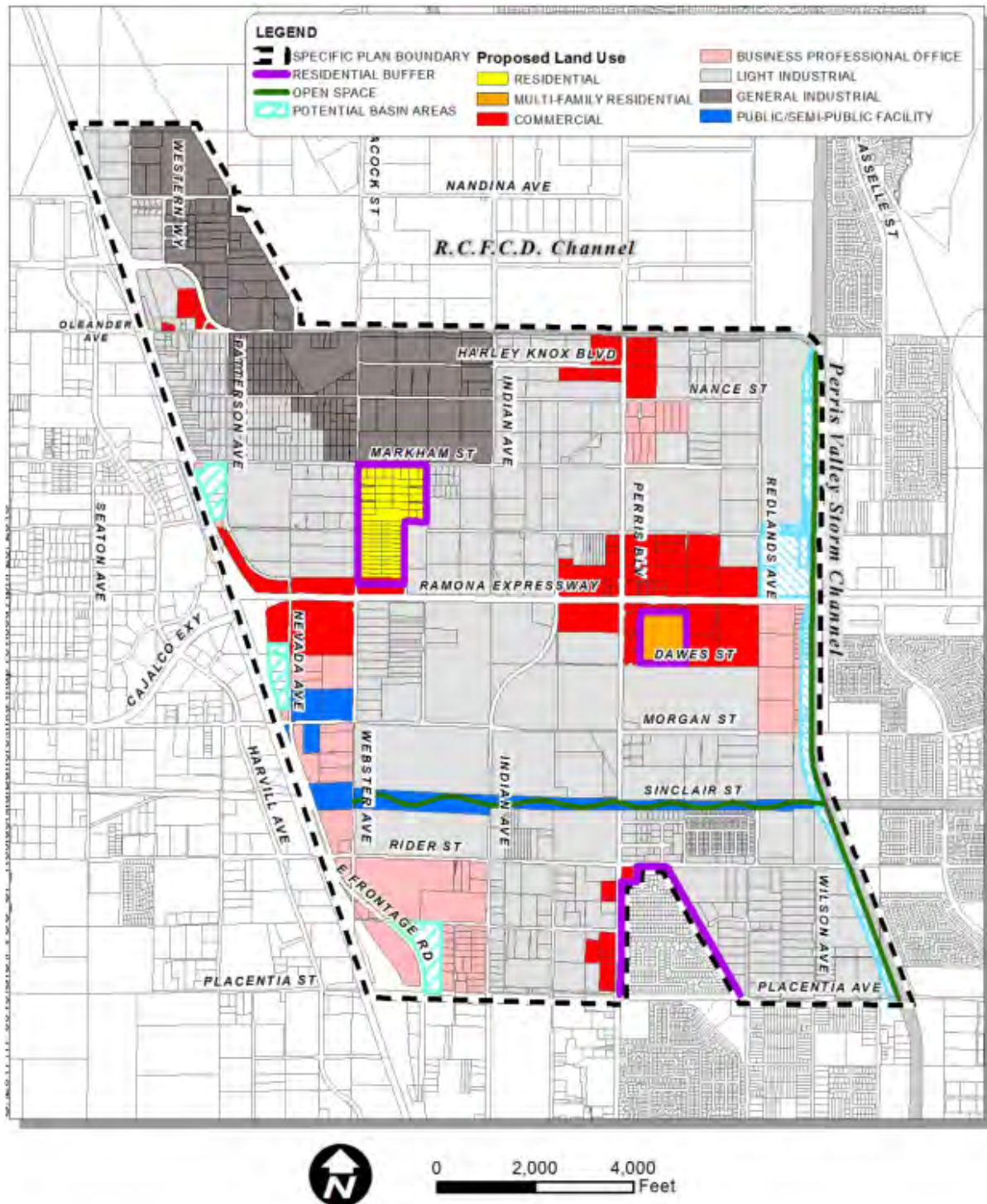
Sound Walls

Sound walls may be required to mitigate potential operational noise impacts from proposed industrial, commercial or professional/office development, as well as be constructed in the first phase of development to help shield residents from construction noise.

Other Restrictions May Be Required Based on Actual Use

Depending on proposed use, an Air Quality Study and/or Health Risk Assessment may be required to determine project viability located adjacent to residences.

Figure 4.0-16, Residential Buffer

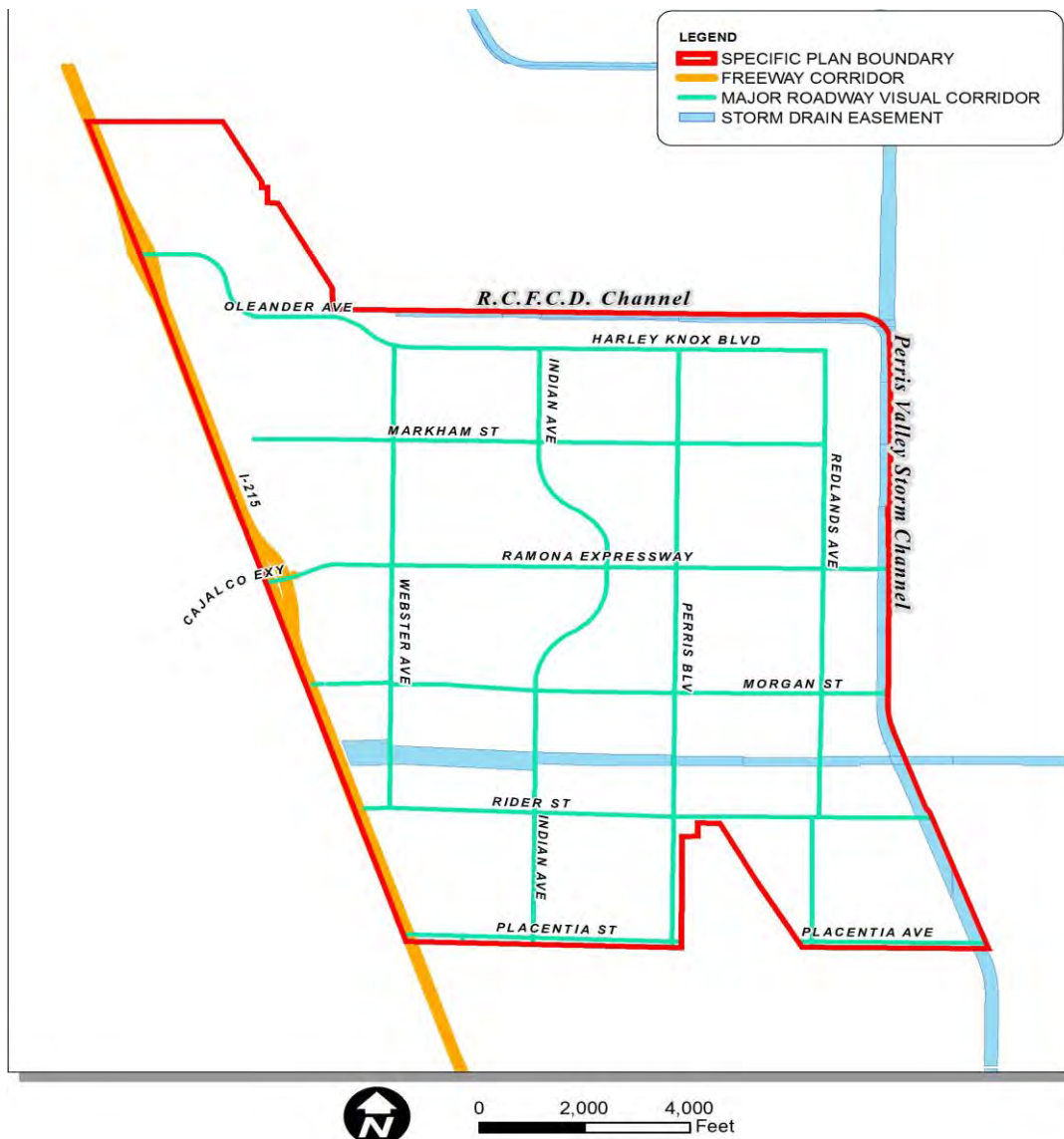


4.2.9 Visual Overlay Zone Development Standards and Guidelines

The first view of the Perris Valley Commerce Center will be afforded to motorists traveling along the Interstate-215 Freeway and along major roadways within the Commerce Center as reflected in Figure 4.0-17. The City's goal is to provide travelers with the impression of a high caliber, well planned industrial community. This sense of quality shall be reinforced when traveling through the landscaped thoroughfares.

These guidelines are provided to enhance the "Visual Zone" along Interstate-215 and major roadways inside and adjacent to the Commerce Center. These zones include the field of vision from the roadway to the buildings within the Commerce Center. An emphasis will be placed on these "Visual Zones" to ensure the aesthetic enhancements for these crucially important areas.

Figure 4.0-17 VISUAL OVERLAY ZONE





4.2.9.1 Freeway Corridor

The Guidelines are designed to create a sense of arrival into the Perris Valley Commerce Center. The corridor is defined as 100-feet from the Interstate-215 Freeway right-of-way.

Orientation

Placement of buildings should be oriented toward the freeway to the greatest extent possible.

Architectural Enhancements

360 degree architectural enhancements are required for all buildings abutting the freeway (or frontage road) that do not orient toward the freeway.

Rear Building Elevations

Rear building elevations visible from the freeway corridor should provide “decorative” roof elements around the entire building. Roof elements may be combined with wall or other roof elements which will work together on all sides of the building.

Outdoor Storage

Outdoor storage is not permitted unless fully enclosed and screened from freeway view.

Screening

Screening walls need to be combined with landscaping.

Anti-Graffiti Protection

All walls, building sides, and fences shall be covered with anti-graffiti coating.

Signage

Major signage along the freeway corridor shall include the City of Perris logo or name. Monument signs throughout the remaining areas of the Specific Plan shall use the PVCC logo.

Lighting

Decorative accent lighting designed according to PVCC standards is highly encouraged.

Windows

Avoid window materials that have reflective quality when positioned at freeway level or higher.

Wall/Fences

Any walls or fences visible from the freeway shall be decorative in nature, as well as functional.

Billboards

No billboards are permitted in the Freeway Corridor. No building permit shall be issued for any new development or expansion of an existing development on any site upon which an existing billboard is located.

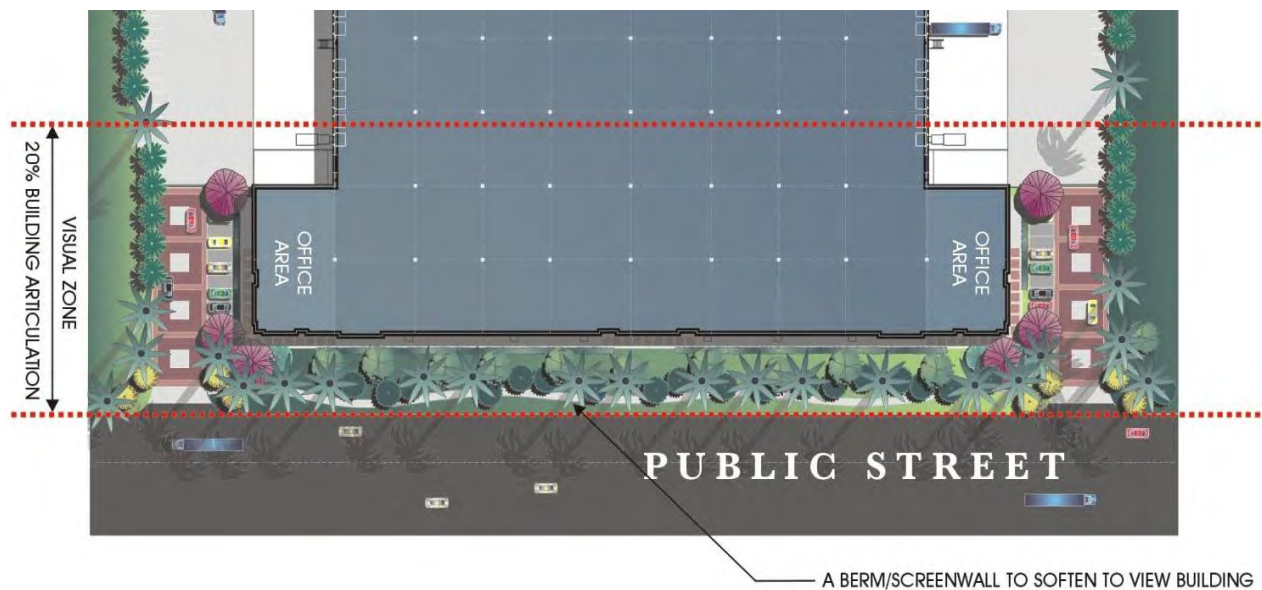
Line of Sight Study

The City may require a Line of Sight Study be provided for any development project within the Freeway Overlay Zone to determine that the views from the Freeway Corridor meet the City's visual goal.

4.2.9.2 Major Roadway Visual Zones

It is important to note that it is not the intent of this design perspective to de-emphasize the importance of architectural treatment on all sides of a building. The intent is to enhance the public right-of-way. This viewshed and public areas with the most visibility and access shall be considered the "Visual Zone" as depicted in Figure 4.0-18. Site design should strive to place considerable attention to aesthetics in the visual zone. The visual zones are for Primary and Secondary Arterials, as well as Expressways. While parking in front of buildings should be limited to the greatest extent possible, when buildings must be oriented to face a public roadway with parking, berms and enhanced landscape treatments should be used creating a greater aesthetic appearance.

Figure 4.0-18, Visual Zone



Quality Architectural Presence

A quality architectural presence should be established with an emphasis on layout, finish materials, site accenting elements, and landscaping.

Full Building Articulation and Enhancement

Full building articulation and enhancement is required on any facades visible from the street as shown in Figure 4.0-19.

Figure 4.0-19, Full Building Articulation



Integrated Screenwall Designs

Screenwall designs shall be integrated with accent landscaping.

Enhanced Landscape Setback Areas

Landscaped setback areas must incorporate enhancements that include accent accessories such as boulders, trellises, or garden walls, beyond basic plant material.

Enhanced Entry Treatment

Primary entry drives shall have a distinct landscape statement, landscaped median and enhanced paving.

Entry Point

Entry plazas and/or significant architectural features or public art shall be used as a focal point.

Screening, Loading and Service Areas

Screening or offset views into loading/service area or locate service areas away from street frontages to the rear of the property, next to truck loading.

Limit or Eliminate Landscaping Along Side or Rear Setbacks

To achieve greater front yard landscaping, landscaping along side or rear setbacks may be limited unless necessary to screen and buffer loading activity areas from adjacent non-industrial use or public view. Overall percent of landscaping required must be provided, but may be consolidated towards the Visual Zone areas.

Uplight Trees and Other Landscape

Trees and other landscape features shall be illuminated by concealed "uplight" fixtures along major collector roads. All fixtures shall be located, shielded and aimed so that light is not cast toward adjacent properties, streets or transmitted into the sky.

Landscaped Accent Along Building Foundation

Accent landscaping shall be used along building foundation.

Heavily Landscape Parking Lot

If adjacent to major roadway street frontage, parking lots shall be heavily landscaped.

Limited Parking Fields

Parking fields shall be limited between street frontage and building to the greatest extent possible as shown in Figure 4.0-20.

4.0-20, Limited Parking Fields





5.0 OFF-SITE DESIGN STANDARDS AND GUIDELINES

5.1 General Off-Site Design Standards and Guidelines

The following are standards and guidelines to provide off-site vehicular circulation, truck route, bus, trail, bicycle, water, sewer, recycled water and storm drain.

5.2 Off-Site Vehicular Circulation

5.2.1 Roadway Standards and Guidelines

The Perris Valley Commerce Center Circulation Plan establishes the general alignments and right-of-way sections to safely meet the transportation needs of its residents, businesses, and visitors. The improvements required for development of individual projects along segments of roadways identified on the Circulation Plan will be confirmed at the development stage.

Roadway Design Requirements

All intersection spacing and/or access openings shall be in compliance with Table 5.0-1 below, or as otherwise approved by the City Engineer.

Table 5.0-1, Roadway Design Requirements and Intersection Spacing

		Road Type						
		Local	Collector	Major Collector	Secondary Arterial (Painted Median)	Secondary Arterial (Raised Median)	Arterial	Expressway
Traffic Index		5.5	7.0	8.0	10.0	10.0	10.5	11.0
Right-of-Way (b)		60'	66'	78'	94'	94'	128'	184'
Curb to Curb		40'	44'	56'	64'	70'	94'	134'
Minimum Radii (Horizontal)	Predominantly Flat	300'	600'	850'	1400'	1400'	2400'	3200'
Minimum Grade (%)	Predominantly Flat	4%	4%	4%	3%	3%	3%	3%
Preferred Design Speed	Predominantly Flat	30	35	40	50	50	60	65
Intersection Intervals(c)		200'	330' (a)	330' (a)	660' (a)	660' (a)	1320' (a)	2640' (a)

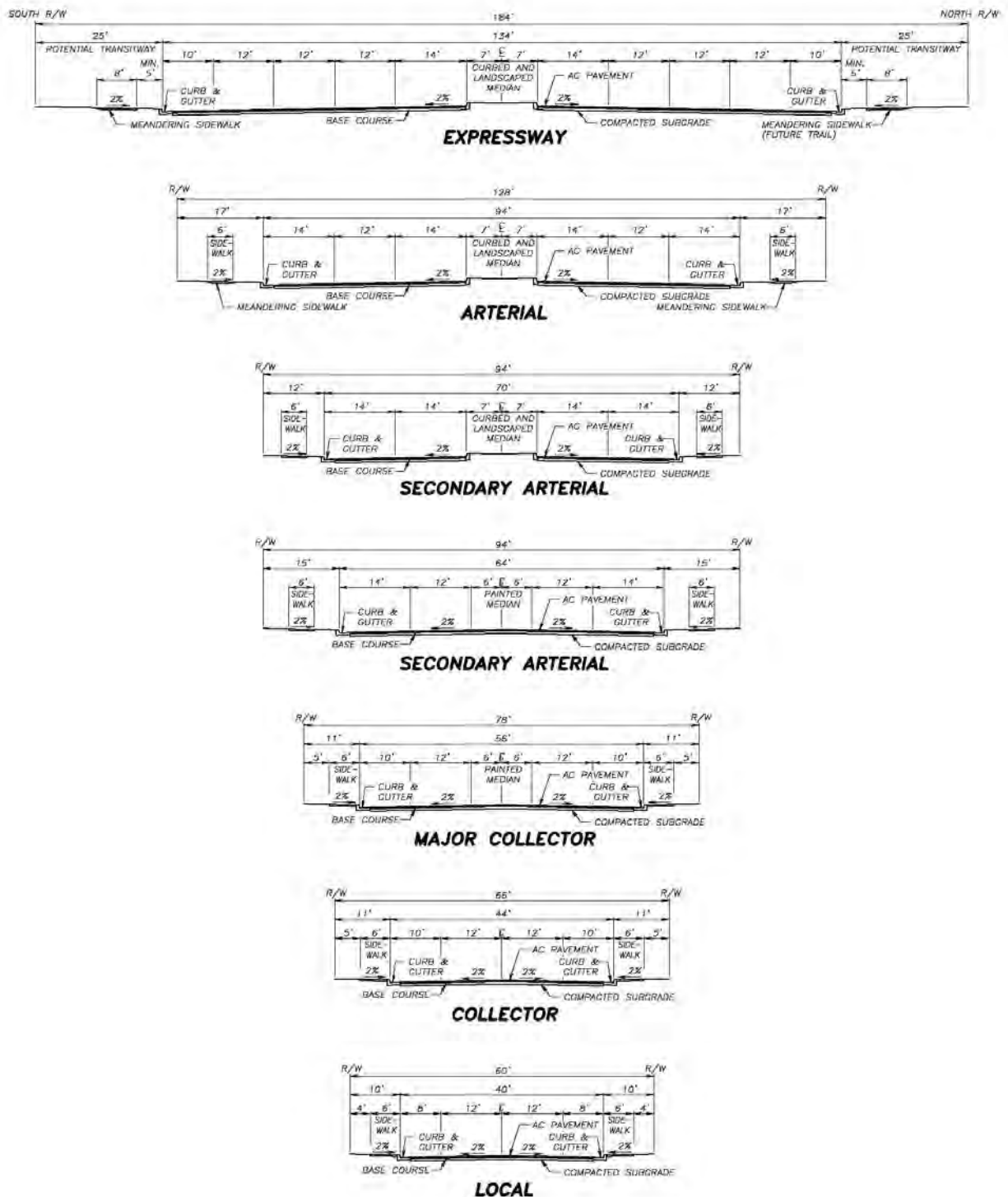
Note

- a) Residential access prohibited. Commercial/Industrial driveway access as determined by City Engineer.
- b) Additional right-of-way required at intersections to accommodate dual left turns. Additional right-of-way may be required on opposite side of intersection to align through lanes.
- c) All major intersections along designated truck routes shall be concrete section for a minimum of 150' on either side of centerline.

Cross-Sections

All Specific Plan roads shall be constructed per the standard cross-sections shown in Figure 5.0-1 below.

Figure 5.0-1, Typical Street Cross-Sections



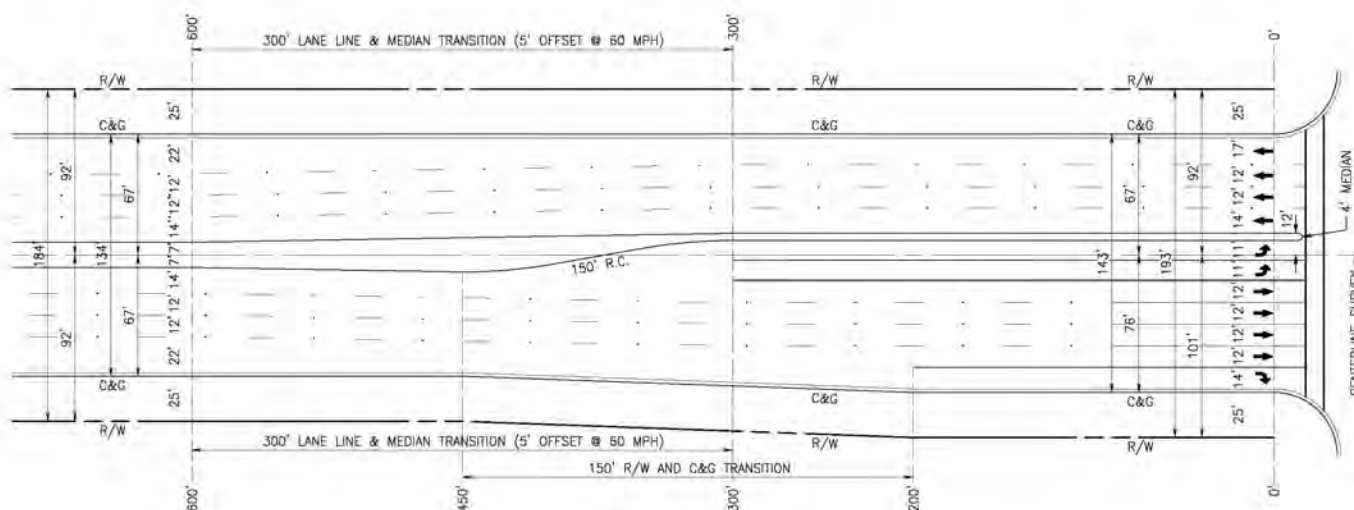
All Specific Plan roads shall be constructed per the lane requirements outlined in Table 5.0-2 below and provide expanded intersections as depicted in Figures 5.0-2a to Figure 5.0-2d. Any roadway with classification of a Secondary Arterial and greater that intersects with an Expressway, Arterial, Secondary Arterial or Collector, shall provide additional turn lanes as outlined in **Table 5.0-2**.

Table 5.0-2, Lane Requirements

Classification	# of Through Lanes Along Segment	Intersection Turn Lanes Required for Intersection with Secondary Arterial and Greater	
		Left	Right
Expressway	8	2	1
Arterial*	6	2	1
Secondary Arterial*	4	1	1
Collector	2	1	0

*Double left turn lanes may be required as directed by City Engineer

Figure 5.0-2a, Expanded Intersection – Expressway

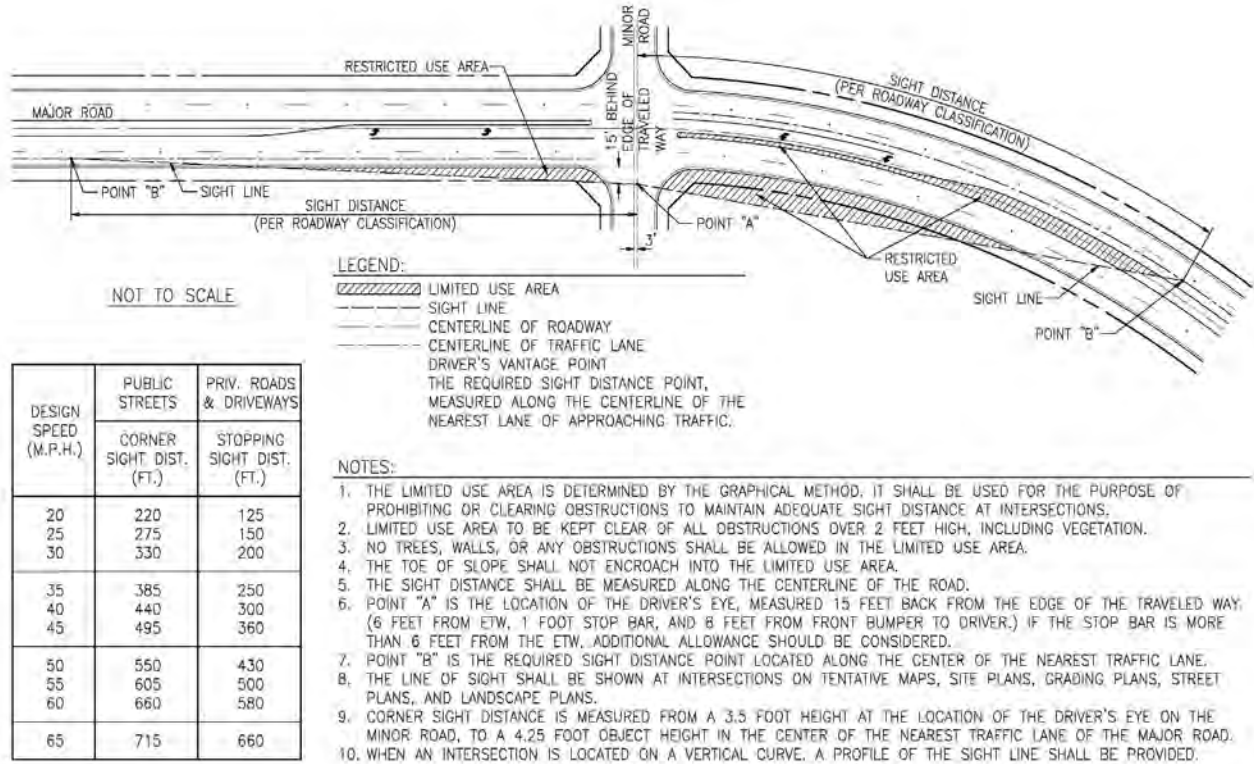


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Intersection Sight Distance

Intersections, including driveways, shall comply with required site distance as shown below in Figure 5.0-3.

Figure 5.0-3, Intersection Sight Distance





Streetscapes

Refer to Section 6.2.1 for Streetscapes.

Traffic Signal Interconnect

Each project will be required to install signal interconnect conduit and pull boxes on project frontage located along roadways designated as Secondary Arterials or greater. Pull boxes shall be spaced a minimum of 500 feet apart. All conduits shall be 2-inch galvanized steel conduit. All conduits placed under paving shall be installed without open cutting. All pull boxes shall be No. 5. Pull Boxes in the unimproved areas that are not protected by curb and gutter shall be traffic bearing type.

No Textured Pavement Within City Right-of-Way

No textured pavement accents will be permitted within the City maintained rights-of-way, unless part of a gateway entry (as described below), mid-block crossing of MWD Trail or otherwise approved by the City Engineer.

Gateway Entries

The gateway entries as shown in Figure 5.0-4, have been strategically located at the entries into the specific plan at key intersections. The design for these gateways will include a consistent application of elements, all within the street rights-of-way, such as landscaping, signage on one or both sides of the street, walls/fencing and lighting within the designated monumentation area as depicted on Figures 5.0-5a through Figure 5.0-5d.

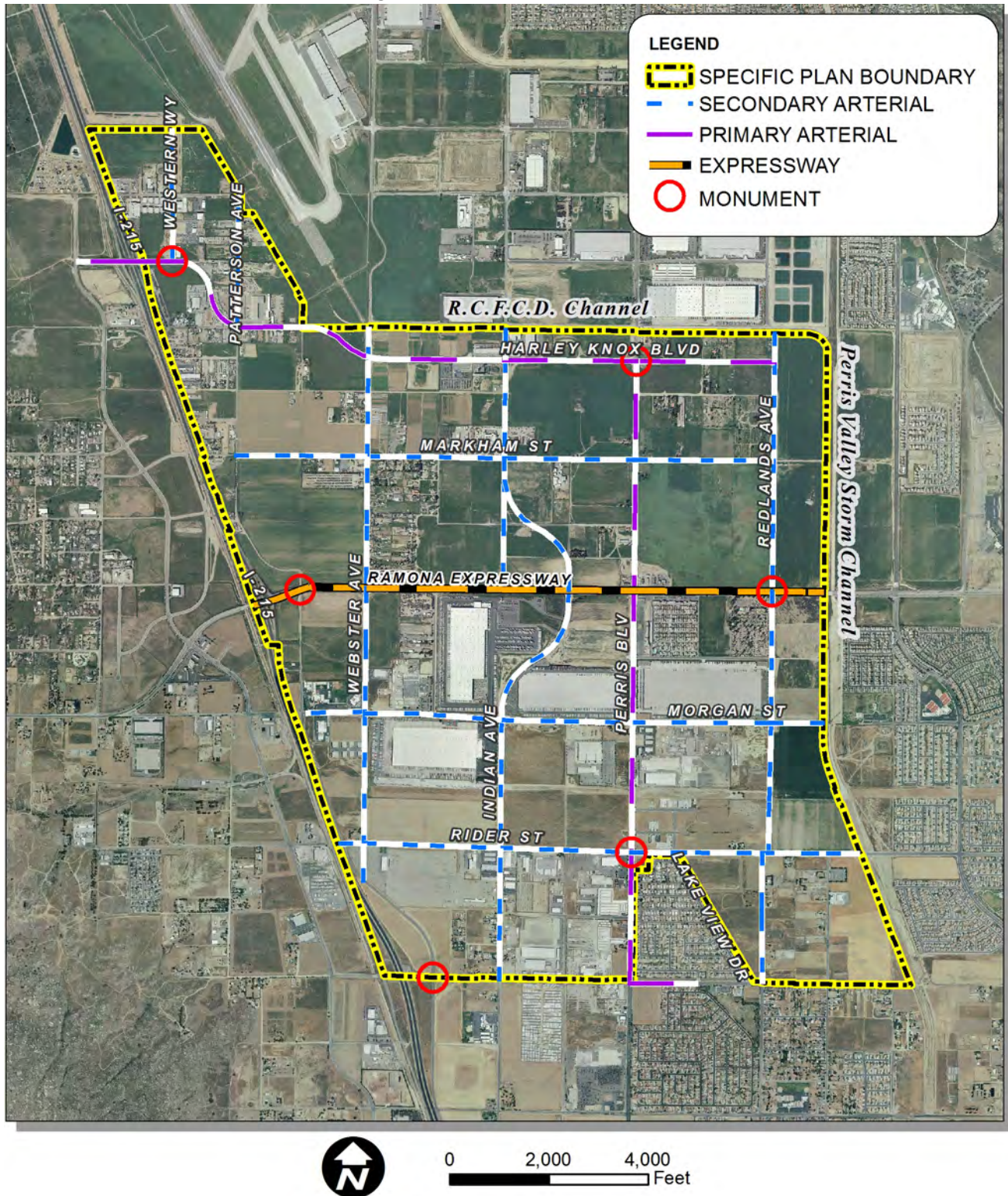
Nuisance Storm Flows

Roadway intersections shall be free of nuisance water by providing storm drain for nuisance flows within the landscape median.

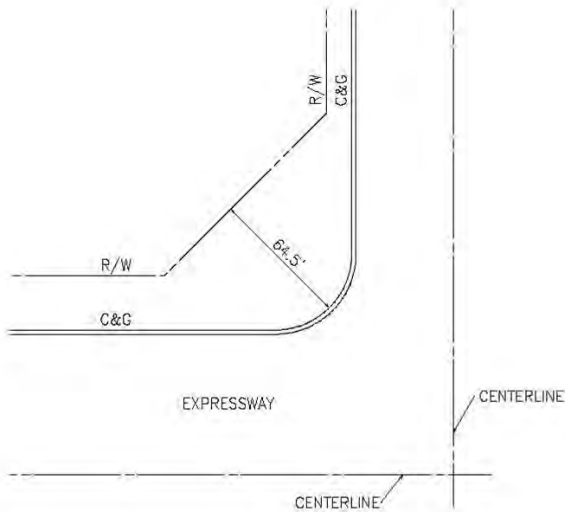
Inverted Median

Along all public roadways with a median, an inverted median shall be used to the extent possible to treat landscape pollutants in medians and be connected to the storm drain, providing there is no negative impacts to the proposed median landscaping.

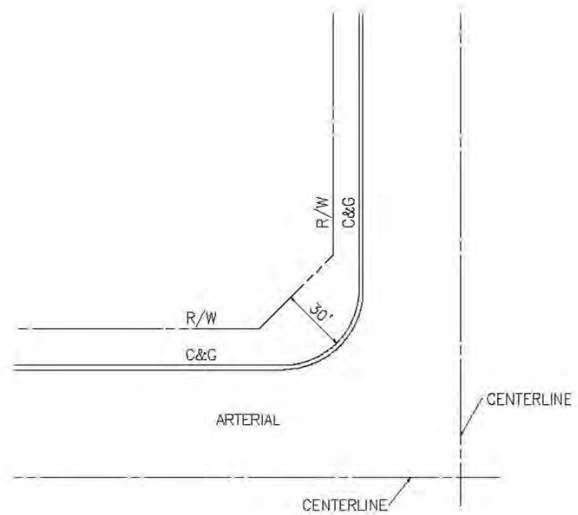
Figure 5.0-4, Community Entry



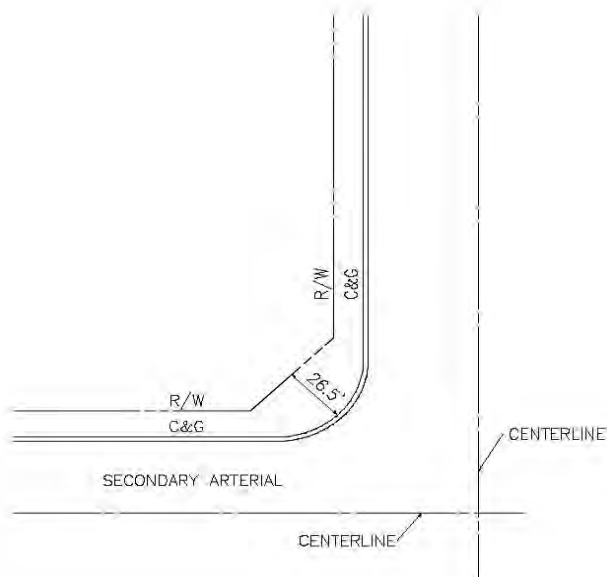
**Figure 5.0-5a,
Monumentation Detail 184' Expressway**



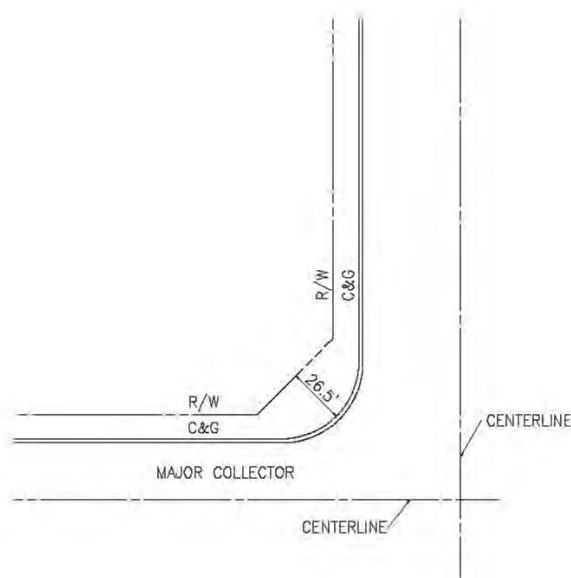
**Figure 5.0-5b,
Monumentation Detail 128' Arterial**



**Figure 5.0-5c,
Monumentation Detail 94' Secondary
Arterial**



**Figure 5.0-5d,
Monumentation Detail 78' Major
Collector**





5.2.2 Truck Route Standards and Guidelines

Special design considerations shall be given to roadways designated as truck routes. These special considerations should include, but are not limited to the following:

Establish Truck Routes

Routes in which large trucks will travel will be established in order to avoid conflicts with established residential communities and to improve the flow of traffic through the City. Refer to Figure 3.0-3 for City established truck routes.

Interim Truck Routes

Ramona Expressway and Perris Boulevard are designated truck routes. However, the City will encourage truck traffic to use Indian Avenue, Redlands Avenue, and Harley Knox Boulevard in lieu of Ramona Expressway and Perris Boulevard. It is anticipated that the truck route designation will be lifted from Ramona Expressway and Perris Boulevard as these other routes become established.

Large Turning Radius

A 35-foot turning radius shall be provided at intersections along truck route. A minimum 40-foot turning radius shall be required for driveways with 50-feet being the preferred driveway turning radius.

Concrete Intersections and Approaches

All major intersections and approaches shall be paved with concrete for a minimum distance of 150 feet on either side of the centerline.

Increased Stacking

Typical staking distance at turn pockets is 200-feet. Increased stacking distance in turn pockets along the truck routes shall be provided as deemed necessary by the City and City Engineer.

Acceleration/Deceleration Lanes

Acceleration, deceleration, as well as right turn lanes may be required to prevent traffic congestion at truck entrances and exits.

Mitigation Measures

Each development project shall comply with the on-site and off-site street improvement recommendations and mitigation measures outlined in the subsequent traffic studies for each individual project, or as otherwise interpreted by the City Engineer.

5.2.3 Bus Standards and Guidelines

Projects Along Identified Routes

Projects located along existing and/or future bus routes are encouraged to coordinate with RTA early in the process to determine transit requirements such as location, bus turnouts and seating and shelters. Refer to Figure 3.0-4 for existing routes. Refer to RTA's, *Design Guidelines for Bus Transit* (<http://www.riversidetransit.com/about/guidelines.htm>).

Additional Public Right-of-Way

Additional public right-of-way may be required to accommodate the bus turnout and the minimum sidewalk requirement.

Bus Stops at Commercial Centers

Bus stops should be provided at large commercial centers located along existing and future bus routes. Bus stops should be designed to allow convenient access by transit which includes a covered shelter, trash receptacle and safety lighting in accordance with the City's selected standard for the area. Early coordination with RTA is encouraged to determine if additional right-of-way is required to accommodate bus stops. Refer to RTA's, *Design Guidelines for Bus Transit* for additional design criteria.

Bus Stops at Large Employment Centers

Bus stops should be provided at large employment centers located along existing and future bus routes which include covered shelters, trash receptacle, and safety lighting in accordance with the City selected standard for the area. Early coordination with RTA is encouraged to determine if additional right-of-way is required to accommodate bus stops. Refer to RTA's, *Design Guidelines for Bus Transit* for additional design criteria.



Bus Standards and Guidelines

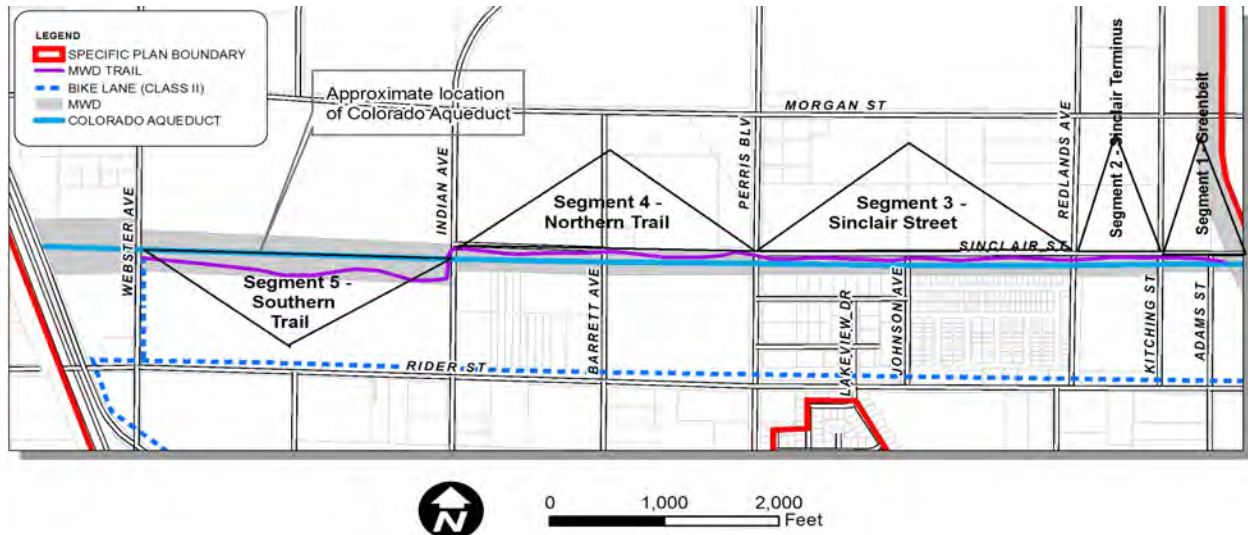
5.3 Off-Site Non-Vehicular Circulation

5.3.1 Trail Standards and Guidelines

MWD Trail

All development projects adjacent to the MWD Trail shall coordinate with the City of Perris Parks and Recreation Department to determine the development plan for the trail. Refer to Figure 5.0-6a through Figure 5.0-6c. For MWD Trail Landscape Standards and Guidelines, refer to Section 6.2.3.

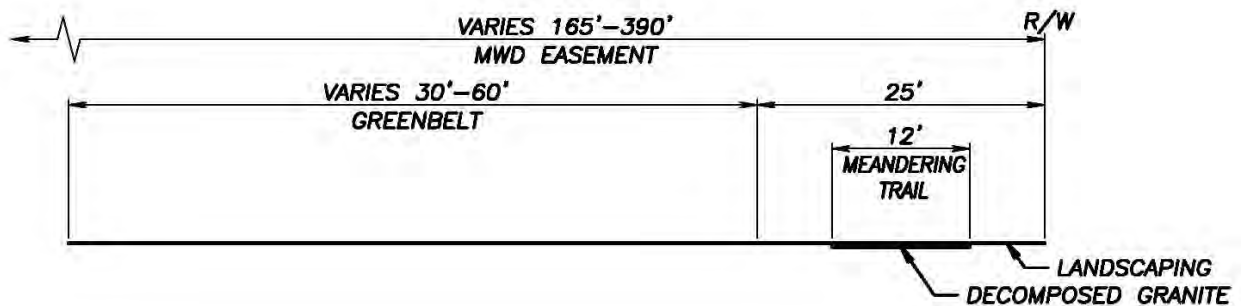
Figure 5.0-6, MWD Trail



Segment 1 – Greenbelt (Figure 5.0-6a)

Segment 1 will eventually link the Perris Valley Channel trail with the MWD trail. There is an existing roadway dedication for Sinclair Street all the way to the channel. Because the road will not serve future circulation, it will be used to supplement the MWD trail with a greenbelt and a circular like turnaround.

Figure 5.0-6a, Segment 1 – Greenbelt



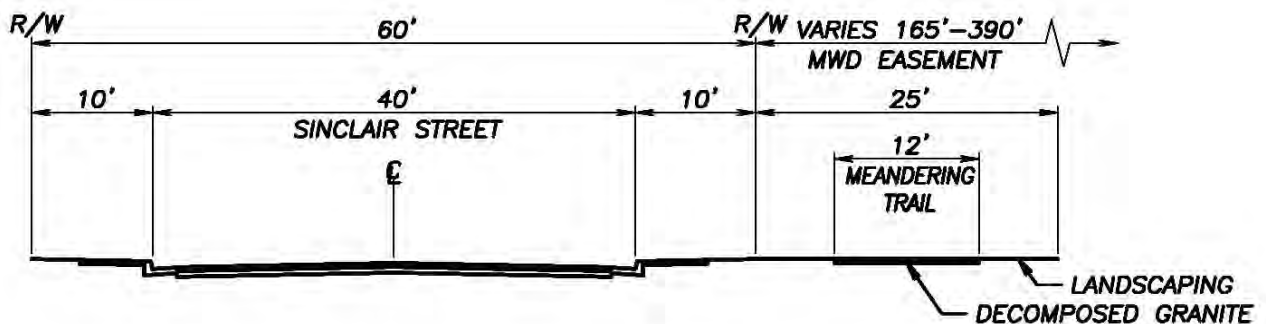
Segment 2 – Sinclair Terminus

Segment 2 anticipates the terminus of Sinclair Street in the event the access needs to be provided to existing parcels between the channel and Redlands Avenue. The City will determine if the road section or the length of extension necessary to service property owners to the south of Redlands can be eliminated. If the road section is eliminated, the section for Segment 1 will apply.

Segment 3 – Sinclair Street (Figure 5.0-6b)

Sinclair Street is an existing road. To further improve the MWD Trail, this segment of road width has been enhanced with the landscape along the parkway in Sinclair which abuts the proposed MWD trail located on the north side of the MWD easement.

Figure 5.0-6b, Segment 3 – Sinclair Street



Segment 4 – Northern Trail (Figure 5.0-6c)

Segment 4 is located along the northerly edge of the MWD easement. A landscape transition to intersect with the public road has been provided to soften the edge of the trail in the existing public roadways. For Segment 4:

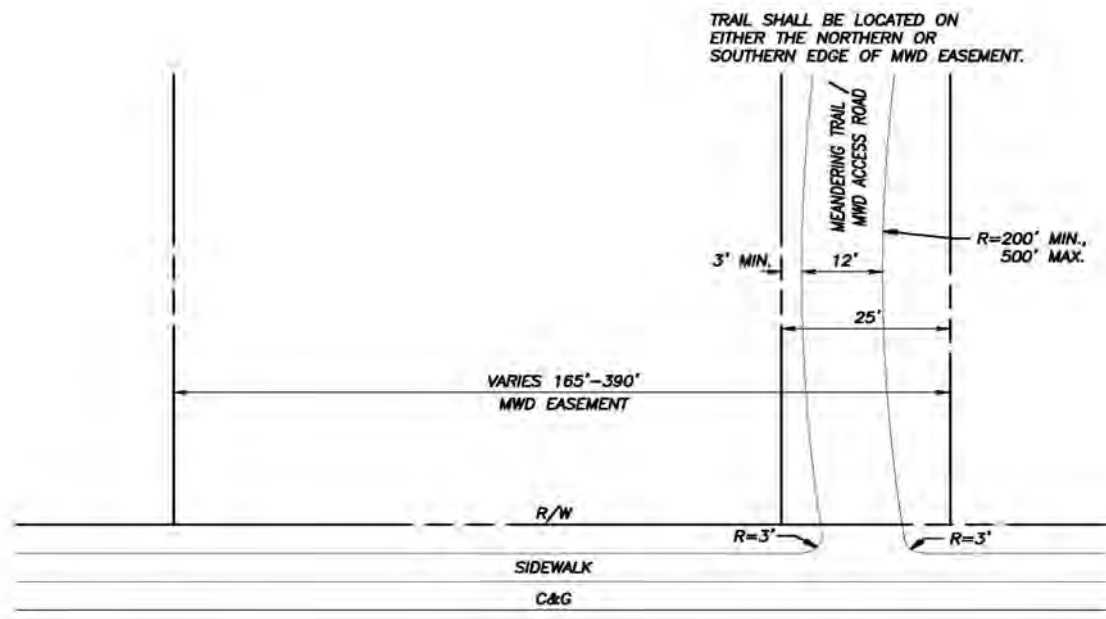
- Trail should be located on the north side of the pipeline.
- 25-foot meandering trail.

Segment 5 – Southern Trail (Figure 5.0-6c)

Segment 5 is located along the southerly edge of the MWD easement. A landscape transition to intersect with the public road has been provided to soften the edge of the trail in the existing public roadways. For Segment 5:

- Trail should be located on the south side of the pipeline.
- 25-foot meandering trail.

Figure 5.0-6c, Segment 4 – Northern Trail/ Segment 5 – Southern Trail



Traffic Control

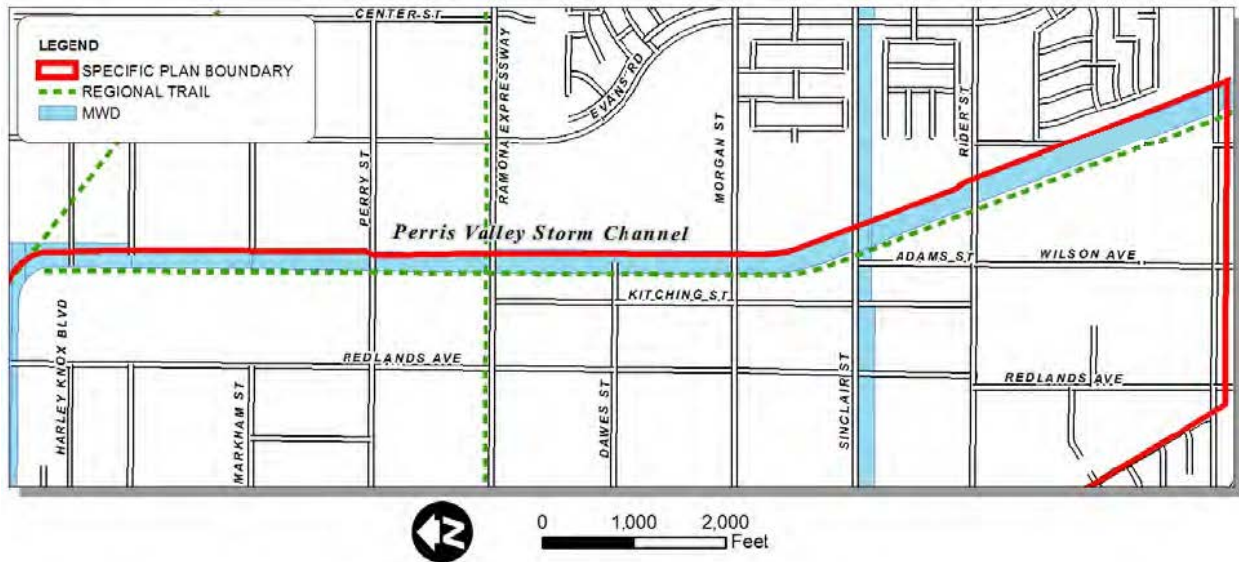
Traffic Control must be provided at the trail crossing at each intersection with public roadway.

- Trail must be handicapped accessible.
- Driveway approach shall be provided from public roadways.

Perris Valley Storm Channel Trail

The Perris Valley Channel Trail (Figure 5.0-7) shall be constructed in accordance with the San Jacinto River Plan. Project proponents may either construct according to the said guidelines or contribute funds in lieu of construction. Projects adjacent to the future trail shall set aside enough land to ensure its proper development.

Figure 5.0-7, Perris Valley Storm Channel Trail



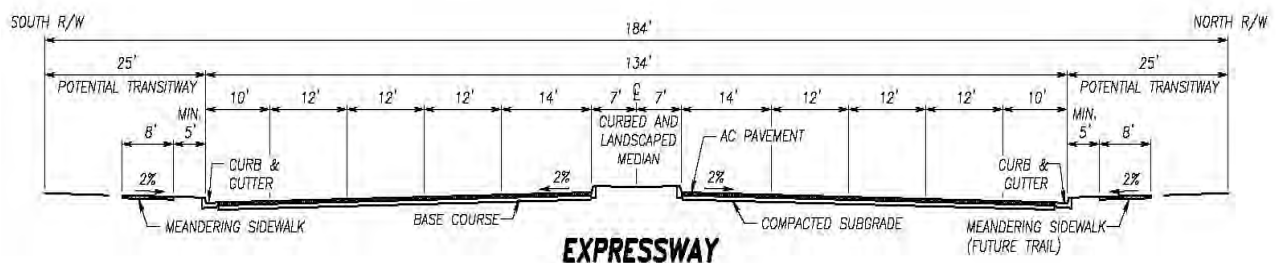
Ramona Expressway Regional Trail

The future Ramona Expressway Regional trail shall be located on the north side of the Ramona Expressway as depicted in Figure 5.0-8. Trail shall be developed in accordance with the following section depicted as Figure 5.0-9.

Figure 5.0-8, Ramona Expressway Regional Trail



Figure 5.0-9, Ramona Expressway Cross-Section

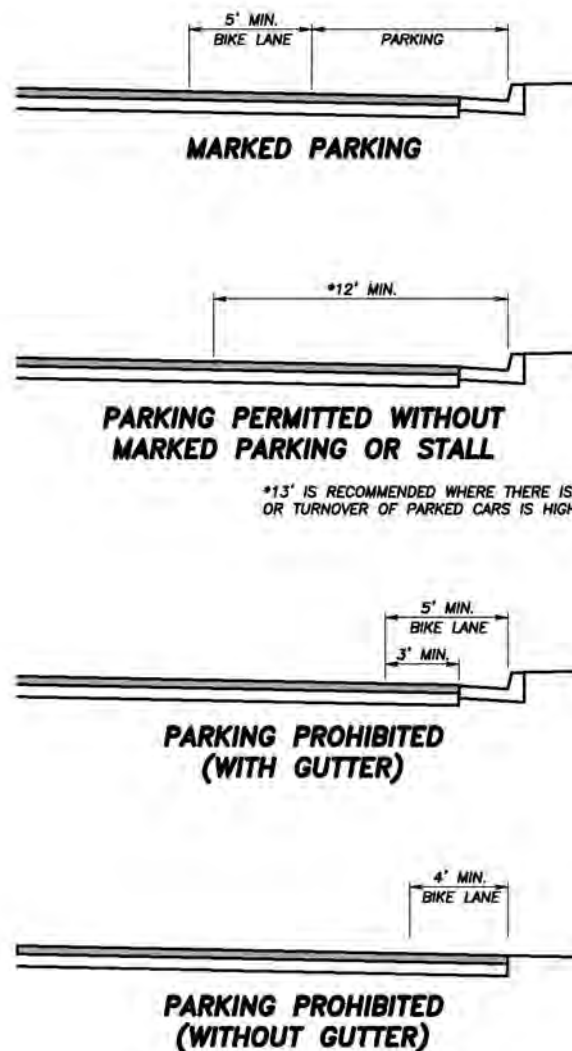


5.3.2 Bicycle Standards and Guidelines

Class II Bike Lanes

The City of Perris bike trail design standards are based on Caltrans Highway Design Manual, Bikeway Planning and Design Standards. Trail development within the Perris Valley Commerce Center Specific Plan will utilize design criteria found in the Perris Parks and Recreation Master Plan.

Figure 5.0-10, Typical Class II Bike Lane Cross Section





5.4 Off-Site Infrastructure Standards

5.4.1 Water Standards and Guidelines

Design Standards

All waterlines shall be designed and located per Eastern Municipal Water District (EMWD) standards. All waterline facilities shall require the approval of both EMWD and the City of Perris.

Water Supply Assessment

Individual projects will be required to comply with Senate Bill 610 and 221 for the preparation of a Water Supply Assessment as follows:

- Retail shopping centers or business establishments employing more than 1,000 persons or having more than 500,000 square feet of floor space.
- Commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
- Hotel/Motel having more than 500 rooms.
- Industrial, manufacturing or processing plants and industrial parks housing more than 1,000 persons, occupying more than 40 acres of land or having more than 650,000 square feet of floor area.

Plan of Service

Developers are advised to coordinate with EMWD to determine water service requirements through EMWD's Plan of Service process.

Fire Protection

All water facilities shall be sized to provide adequate fire protection per the requirements of the City of Perris Building and Safety Department.

Irrigation Water Demand

Developers shall provide information that estimates a project's irrigation water demand, and submit conceptual landscape/irrigation conceptual plans to EMWD for review during the plan of service process.

Conservation Measures

Conservation measures will be incorporated into the project including water saving devices and systems.

Existing Facility Relocation

Relocation of existing water facilities will require coordination with and approval by EMWD. All relocation costs shall be incurred by the development.

Inspection

All waterlines shall be placed underground and inspected by EMWD and the City of Perris.



5.4.2 Sewer Standards and Guidelines

Design Standards

All sewer lines shall be designed and located per EMWD standards. All sewer facilities shall be require the approval of both EMWD and the City of Perris.

Plan of Service

Developers are advised to coordinate with EMWD to determine sewer service requirements through EMWD's Plan of Service process.

Existing Sewer Lines May be Relocated to Facilitate Development

Relocation of existing sewer facilities will require coordination with and approval by EMWD. All relocation costs shall be incurred by the development.

On-Site Sewage Disposal Systems

On-site sewage disposal systems are prohibited for all non-residential land uses, unless otherwise approved by the City Engineer

5.4.3 Recycled Water Standards and Guidelines

Recycled Water Candidates

Projects located within one mile of existing EMWD recycled water facilities and require more than 3,000 s.f. of landscape are potential recycled water candidates. EMWD should be contacted early in the development process to determine if a recycled water connection will be required or if recycled water facilities need to be constructed.

On-Site Recycled Waterline

All projects within the Perris Valley Specific Plan area will be required to install on-site recycled waterlines (purple pipe) and an irrigation meter for connection to existing or future recycled facilities.

5.4.4 Storm Drain Standards and Guidelines

Riverside County Flood Control and Water Conservation District Standard

Drainage and flood control facilities shall be provided in accordance with the City of Perris standards which are based on Riverside County Flood Control and Water Conservation District Standards.

Collect and Discharge Storm Water

Storm drain facilities shall be designed to collect and discharge storm water runoff without damage to streets or adjacent properties.



FEMA Floodplain

All projects within a designated FEMA Floodplain should adhere to all local and federal ordinances for developing within a FEMA Floodplain. Refer to Figure 3.0-10.

San Jacinto River

The intent of the San Jacinto River Plan is to achieve a balance between resource protection and reasonable economic development by creating higher development standards for projects posing potential impacts to the San Jacinto River. Once the Perris Valley Master Drainage Plan has been updated, projects will be required to meet these guidelines. In the meantime, all projects shall adhere to the adopted interim development criteria for the San Jacinto River.

On-site Retention

Installation of a nuisance storm drain line within landscaped median is required where possible or where storm drain is available.

6.0 LANDSCAPE STANDARDS AND GUIDELINES

6.1 On-Site Landscape General Requirements

Unspecified Uses

All areas not devoted to parking, drive isles, buildings or operational areas shall be landscaped and permanently maintained.

Perimeter Landscape

All buildings should have perimeter landscape, except where loading docks, plazas and entries would interrupt planting. Landscape areas shall be provided on all sides of buildings visible to the public.



Perimeter Landscape



Street Entries

Street Entries

Street entries into development sites shall be designed with landscaping and/or architectural features that project a high quality image for the development.

Slopes

Cut slopes are level areas in the landscape formed by cutting into a slope and adding a retaining wall to create stability while fill slopes are the surface formed from earth deposited to build a road or trail. Cut slopes that are equal to or greater than three (3) feet in vertical height and fill slopes equal to or greater than five (5) feet in vertical height, shall be planted with a ground cover to protect the slope from erosion and instability. Slopes exceeding three (3) feet in vertical height shall be planted with shrubs spaced not more than ten (10) feet on center or with trees spaced not to exceed 30 feet on center, or with a combination of shrubs and trees at equivalent spacing, in addition to the groundcover.

Main Entries, Plaza, Courtyards

Trees and shrubs should be used near the main entries of buildings, pedestrian plazas, and courtyards. Large specimen trees are encouraged.



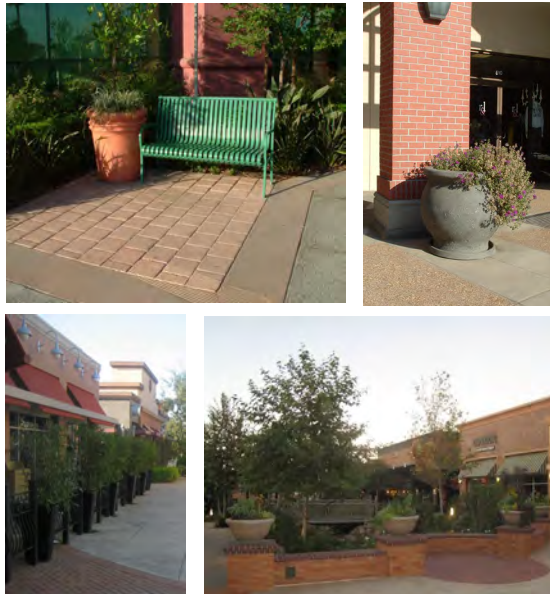
Main Entries, Plaza, Courtyards

Maintenance Intensive/Litter Producing Trees Discouraged

Trees that produce litter, are shallow rooted or have other maintenance intensive characteristics are not encouraged for use in parking areas, pedestrian plazas, or courtyards.

Avoid Interference with Project Lighting/Utilities/Emergency Apparatus

Landscaping should not interfere with the lighting of the project area or restrict access to utilities (i.e. electrical boxes, meters, etc.) or emergency apparatus (i.e. fire hydrants or fire department connections).



Planters and Pots

Scale of Landscape

Landscaping should be kept in scale with adjacent buildings and shall be maintained at an appropriate size at maturity.

Planters and Pots

The use of planters and pots in the building recesses and adjacent to the exterior walls is encouraged. Pot and planter materials should complement the architectural style, texture, and color of the building and should be properly irrigated and drained.

MWD Trail Buffer

Properties immediately south of the trail (from Indian Avenue to Webster Avenue) and to the north (from Indian Avenue to the Perris Valley Storm Channel) are encouraged to provide a minimum 10-foot landscape buffer strip planted with large trees to compliment the trail and provide shade. Refer to Figure 5.0-6.

6.1.1 On-Site Landscape Screening

Plant Screening Maturity

Plant materials specified to be used for screening purposes such as trash enclosure, transformers or loading areas, should reach maturity within three years of installation.

Screenwall Planting

Screenwalls shall be made more aesthetically pleasing with the incorporation of plant material and vines.

Trash Enclosures

Trash enclosures shall be visually enhanced by screening and softening with landscaping and overhead trellis treatment.

6.1.2 Landscape in Parking Lots

Minimum 50% Shade Coverage

Shade trees shall be provided within the vehicular parking areas and should attain a minimum 50% shade coverage of the parking area when the trees reach maturity (approximately 15 years). Parking lot shade trees shall be of an evergreen variety capable of producing a large canopy to achieve this shade requirement.

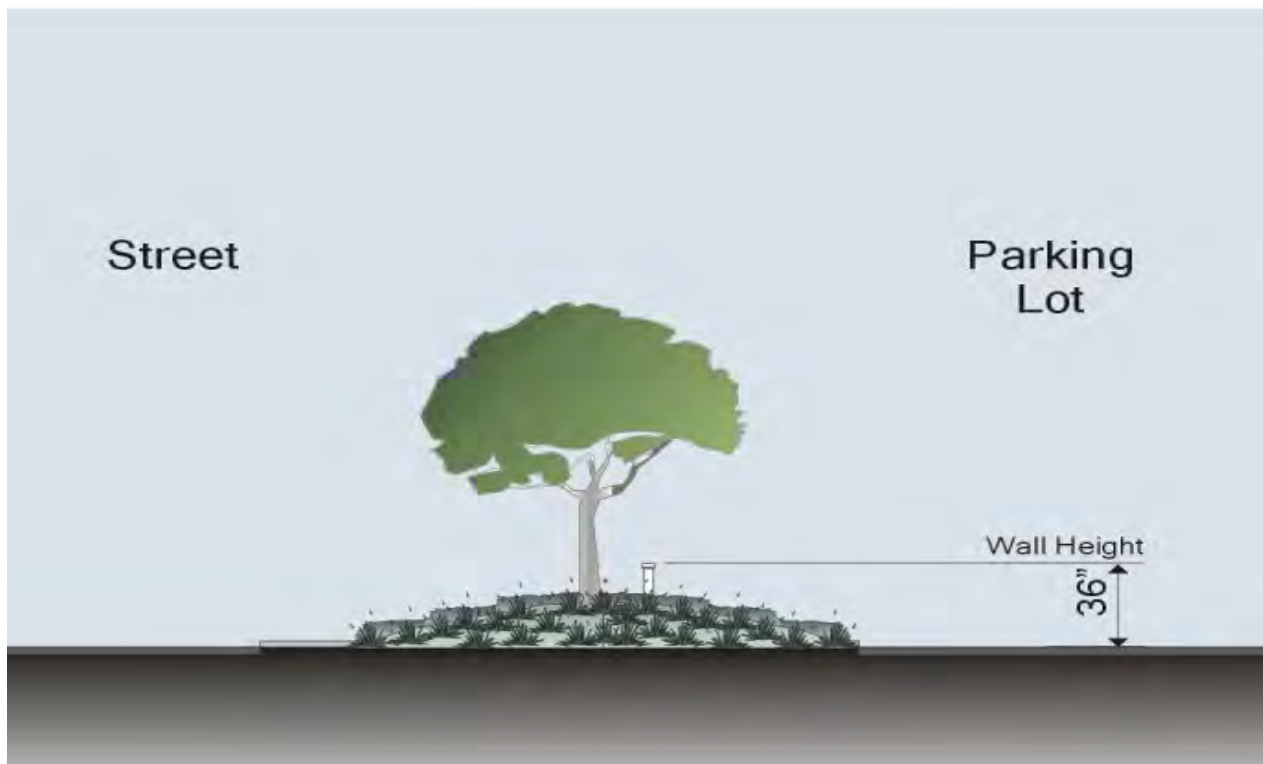
Planter Islands

Planter islands shall have a minimum width of eight (8) feet curb to curb, bounded on the outside by a 6-inch high concrete curb (or its equivalent). Curb break and wheel stops may be substituted where landscaped swales adjacent to the paving are intended for water quality management purposes. Refer to Figure 4.0-6.

Parking Lot Screening

Parking lots shall be screened from the public rights-of-way to a height of 36 inches by use of primary structures or combination of earthen berms, shrubs, and garden walls as depicted in Figure 6.0-1. If walls are incorporated into the design, they must be aesthetically compatible with the project design and no taller than 36 inches within the setback area, as measured from ground surface to top of wall.

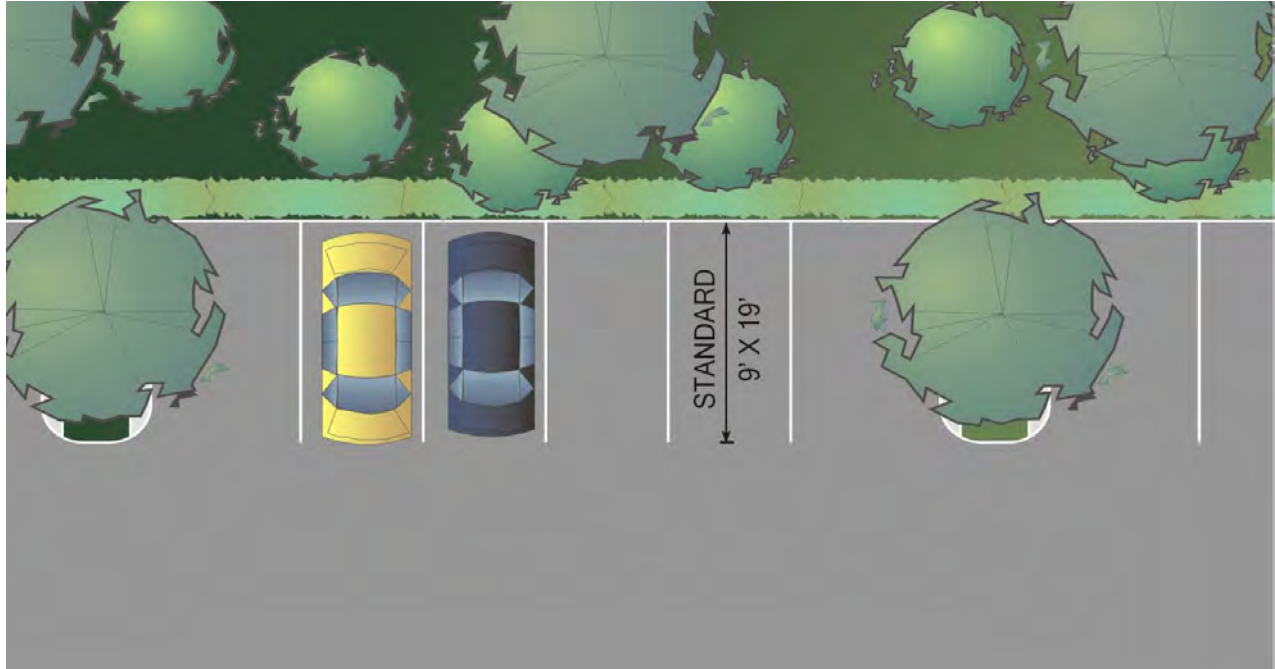
Figure 6.0-1, Parking Lot Screening



One Tree per Six Parking Spaces

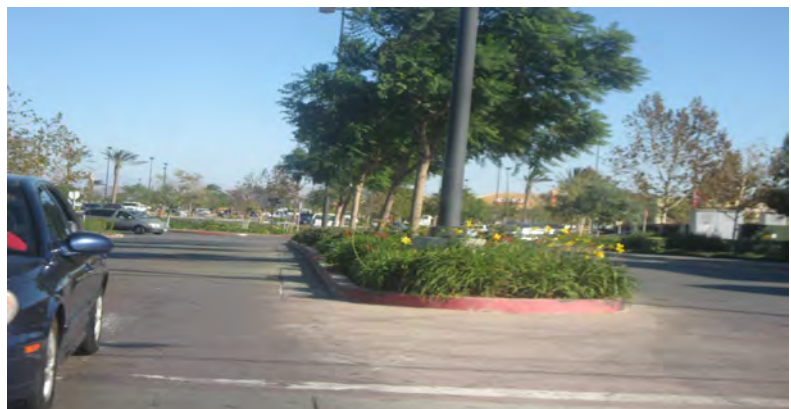
A minimum of one tree per six parking spaces shall be provided within the parking lot and its immediate perimeter as shown in Figure 6.0-2.

Figure 6.0-2, Tree Spacing



Concrete Curbs, Mow Strips or Combination

Landscaping in parking lots or along drive aisles must be protected or delineated with six-inch concrete curbs, concrete mow strips, or the combination of both, as approved by the City of Perris. This requirement may be waived or modified as necessary, to mitigate water quality management requirements.



Concrete Curbs, Mow Strips or Combination

Planter Rows Between Opposing Parking Stalls or Diamond Planters

Planter rows between opposing parking stalls or diamond planters with a minimum inside width of 5-feet shall be allowed for tree plantings capable of providing 50% shade coverage of the parking area, as required. Rock or mulch coverings are encouraged in diamond planters. Planter rows between opposing parking stalls or along perimeter landscape buffers may be designed as vegetated swales for utilization as infiltration trenches for run-off, as a method of pollutant mitigation to manage water quality. These areas may be designed without curbs where wheel stops are provided.



Diamond Planters



Pedestrian Linkages

Pedestrian Linkages

Parking areas should be designed with pedestrian walkways which link the building to the street sidewalk system creating an extension of the pedestrian environment. This can be accomplished by using design features such as walkways with enhanced paving, trellis structures, and/or landscape treatment. Walkways should not only link the building to the street, but should link the parking areas to the buildings such that pedestrians do not have to walk in the vehicle lanes to get to building entrances.

6.1.3 On-Site Plant Palette

Landscape plant palette for the Perris Valley Commerce Center should be consistent with Section 6.2 Off-Site Landscape. The plant palette was selected to complement and enhance the thematic setting for the community, appropriateness to climatic and soil conditions, ease of maintenance and water conservation. Plants other than those listed below, may be used to satisfy design or horticultural needs consistent with the Project's objectives. If approved by the City of Perris, plants shall be consistent with California Friendly Landscape and meet all minimum City of Perris Water Conservation Requirements as defined in Development Code Chapter 19.70, Landscaping, including but not limited to:

- Use of drought-tolerant plants.
- Use of landscaped areas designed to retain irrigation water.
- Use of satellite-based irrigation timers.
- Use of automatic irrigation systems.
- Use of plant groupings with similar irrigation requirements to reduce over-irrigation.
- Extensive use of mulch in landscaped areas.
- Installation of drip irrigation systems, where appropriate.
- Limit use of turf for active purposes only.
- Limit use of impervious surfaces.



Turf: As noted above, turf should be used sparingly. When approved for active use areas, the following species should be considered.

<u>Botanical Name</u>	<u>Common Name</u>
Cynodon dactylon 'Santa Ana'	Santa Ana Bermuda
Cynodon dactylon 'Tifdwarf'	Tifdwarf Bermuda
Cynodon dactylon 'Santa Ana'	Tifgreen Bermuda
Cynodon dactylon 'Santa Ana'	Tifway Bermuda
Cynodon dactylon 'Santa Ana'	U-3 Bermuda
Cynodon dactylon 'Santa Ana'	GN-1 Bermuda
*Festuca arundinacea	Tall Fescue
*Festuca rubra	Red Fescue
*Lolium perenne	Perennial Rye Grass
Stenotaphrum secundatum	St. Augustine
Zoysia 'Victoria'	Victoria Zoysiagrass

Trees (Parking Lot): Consideration should be given to the location and surroundings when selecting trees. Acceptable species include:

<u>Botanical Name</u>	<u>Common Name</u>
Acacia stenophylla	Shoestring Acacia
Arbutus 'Marina'	Marina Arbutus
Brachychiton populneus	Bottle Tree
Chitalpa X tashkentensis	Chitalpa
Cinnamomum camphora	Camphor Tree
Koelreuteria paniculata	Golden Rain Tree
Magnolia grandiflora 'Bracken's Brown Beauty'	Bracken's Brown Beauty Magnolia
Magnolia grandiflora 'Little Gem'	Little Gem Magnolia
Platanus acerifolia	London Plane Tree
Prunus cerasifera 'Krauter Vesuvius'	Purple Plum
Pyrus calleryana 'Bradfordi'	Bradford Pear
Quercus chrysolepis	Canyon Live Oak
Quercus ilex	Holly Oak
Rhaphiolepis 'Majestic Beauty'	Majestic Beauty Rhaphiolepis
Sophora secundiflora	Texas Mountain Laurel
Tipuana tipu	Tipu Tree
Tristania conferta	Brisbane Box Tree
Rhus lancea	African Sumac
Ulmus parvifolia	Evergreen Elm



Trees (Adjacent to Buildings)	
<u>Botanical Name</u>	<u>Common Name</u>
Bauhinia variegata	Purple Orchid Tree
Callistemon viminalis	Weeping Bottlebrush
Cercis occidentalis	Western Redbud
Chilopsis linearis	Desert Willow
Citrus	Variety
Cupressus sempervirens	Italian Cypress
Havardia mexicana	Mexican Ebony
Juniperus scopularum 'Tolleson's Weeping'	Tolleson's Weeping Juniper
Koelreuteria bipinnata	Chinese Flame Tree
Kolereuteria paniculata	Golden Rain Tree
Lagerstroemia indica	Crape Myrtle
Laurus nobilis	Sweet Bay Tree
Melaleuca linariifolia	Flax Leaf Paper Bark
Melaleuca quinquinervia	Cajeput Tree
Melaleuca nesophila	Pink Melaleuca
Magnolia grandiflora	Southern Magnolia
Olea europeae 'Swan Hill'	Fruitless Olive
Parkinsonia hybrid 'Desert Museum'	Desert Museum Palo Verde
Platanus racemosa	California Sycamore
Prosopis hybrid 'Phoenix'	'Phoenix' Mesquite
Pyrus calleryana Bradfordi	Bradford Pear
Quercus agrifolia	Coast Live Oak
Quercus engelmannii	Mesa Oak
Tristania conferta	Brisbane Box Tree

Shrubs (Tall): These shrubs will grow 3 to 12 feet in height at maturity and do not require frequent shearing or pruning. Acceptable species include:

<u>Botanical Name</u>	<u>Common Name</u>
Alyogyne huegelii	Blue Hibiscus
Arctostaphylos densiflora	Sonoma Manzanita
Cistus spp	Rockrose
Dodonaea viscosa	Hopseed Bush
Euonymus japonicus spp	Euonymus
Grevillea 'Noellii'	Noel's Grevillia
Heteromeles arbutifolia	Toyon

PERRIS VALLEY COMMERCE CENTER STANDARDS AND GUIDELINES



<i>Juniperus chinensis</i> X <i>pfitzeriana</i>	Phitzer Juniper
<i>Juniperus horizontalis</i> 'Bar Harbor'	Bar Harbor Juniper
<i>Juniperus horizontalis</i> 'Wiltonii' (Blue Rug)	Blue Carpet Juniper
<i>Lantana camara</i>	Bush Lantana
<i>Lavatera assurgentiflora</i>	Tree Mallow
<i>Leptospermum laevigatum</i>	Austrailan Tea Tree
<i>Leucophyllum candidum</i>	Violet Silverleaf
<i>Leucophyllum frutescens</i>	Texas Sage
<i>Leucophyllum laevigatum</i>	Chihuahuan Rain Sage
<i>Leucophyllum langmaniae</i>	Cinnamon Sage
<i>Leucophyllum pruinoseum</i>	Sierra Bouquet
<i>Leucophyllum zygophyllum</i>	Blue Rain Sage
<i>Ligustrum japonicum</i> Texanum	Texas Privet
<i>Pittosporum tobira</i> Variegata	Mock Orange
<i>Prunus caroliniana</i> 'Compacta'	Dwarf Cherry Laurel
<i>Prunus c.</i> Bright n' Tight	Carolina Cherry
<i>Raphiolepis</i> Springtime	Indian Hawthorne
<i>Romneya coulteri</i>	Matilija Poppy
<i>Salvia clevelandii</i>	Chaparral Sage
<i>Salvia greggii</i>	Autumn Sage
<i>Salvia leucantha</i>	Mexican Bush Sage
<i>Senna artemesioides</i>	Feathery Senna
<i>Senna artemesioides filifolia</i>	Desert Senna
<i>Senna artemesioides petiolaris</i>	Silver Senna
<i>Senna wislizenii</i>	Shrubby Senna
<i>Tecoma stans</i>	Yellow Trumpet Flower
<i>Viburnum japonicum</i>	Viburnum
<i>Viquiera deltoidea</i>	Golden Eye

Shrubs (Low) and Groundcover: These plants grow no more than 3 feet in height at maturity and do not need frequent shearing or pruning. Acceptable species include:

<u>Botanical Name</u>	<u>Common Name</u>
<i>Acacia redolens</i> 'Prostrata'	Prostrate Acacia
<i>Agave</i> species	Agave
<i>Bacharis</i> X 'Centennial'	Prostrate Desert Broom
<i>Bougainvillea</i> species	Bougainvillea
<i>Carissa m.</i> Green Carpet	Prostrate Natal Plum

PERRIS VALLEY COMMERCE CENTER STANDARDS AND GUIDELINES



Cotoneaster horizontalis	Rock Cotoneaster
Convolvulus cneorum	Silver Bush Morning Glory
Convolvulus mauritanicus	Ground Morning Glory
Dalea greggii	Trailing Indigo Bush
Dietes bicolor	Fortnight Lily
Juniperus rigida conferta	Shore Juniper
Juniperus horizontalis 'Bar Harbor'	Bar Harbor Juniper
Juniperus horizontalis 'Wiltonii' (Blue Rug)	Blue Carpet Juniper
Juniperus sabina 'Broadmoor'	Broadmoor
Juniperus sabina 'Tamariscifolia'	Tamarix Juniper
Lantana montevidensis (gold cultivars)	Trailing Lantana
Lonicera j. halliana	Hall's Honeysuckle
Mahonia repens	Creeping Mahonia
Muhlenbergia rigens	Deer Grass
Myoporum 'Pacificum'	Pacific Myoporum
Myoporum parvifolium 'Pink'	Pink Myoporum
Myoporum parvifolium 'Prostratum'	Prostrate Myoporum
Oenothera caespitosa	White Evening Primrose
Oenothera stubbei	Baja Evening Primrose
Pittosporum crassifolium	Dwarf Pittosporum
Pittosporum tobira 'Wheeler's Dwarf'	Wheeler's Dwarf Pittosporum
Pyracantha species	Firethorn
Raphiolepis i. Clara	Indian Hawthorn
Rosemarinus officinalis	Rosemary
Salvia apiana	White Sage
Wedelia trilobata	Yellow Dot

Hedge Plantings: These plants grow 3 to 12 feet in height at maturity and do not need frequent shearing or pruning. Acceptable species include:

<u>Botanical Name</u>	<u>Common Name</u>
Buxus microphylla japonica	Japanese Boxwood
Eleagnus pungens	Silverberry
Ligustrum j. texanum	Texas Privet
Murraya paniculata	Orange Jessamine
Nandina domestica species	Heavenly Bamboo
Raphiolepis i. Springtime	Indian Hawthorn



Vines: Walls shall be planted with self-adhering or trellised vines no less than 12 feet on center. Plant a minimum size of five gallon. Acceptable species include:

<u>Botanical Name</u>	<u>Common Name</u>
Campsis radicans	Trumpet Vine
Ficus pumila repens	Creeping Fig
Gelsimium sempervirens	Carolina Jessamine
Hardenbergia violacea	Lilac Vine
Macfadyena unguis-cati	Catclaw
Merremia aurea	Merremia
Parthenocissus tricuspidata	Boston Ivy
Vitus californica	California Wild Grape

Cacti and Succulents: Exceptional choice for a low water and low maintenance landscape. Use as design accents, clustered together in groups or as a mass planting. Acceptable species include:

<u>Botanical Name</u>	<u>Common Name</u>
Agave americana	Century Plant
Agave americana marginata	Variegated Century Plant
Agave americana mediopicta	Mediopicta Variegated Century Plant
Agave colorata	Mescal Ceniza
Agave geminiflora	Twin-Flowered Agave
Agave murpheyi	Murphy's Agave
Agave parryi	Parry's Agave
Agave victoria-reginae	Queen Victoria Agave
Agave vilmoriniana	Octopus Agave
Agave weberi	Weber's Agave
Aloe arborescens	Tree Aloe
Aloe dawei	Dawe's Aloe
Aloe ferox	Cape Aloe
Aloe variegata	Partridge Breast Aloe
Aloe vera	True Aloe
Asclepias linearis	Threadleaf Milkweed
Asclepias subulata	Desert Milkweed
Bulbine frutescens	Bulbine
Carnegiea gigantea	Saguaro Cactus
Cereus hildmannianus	Hildman's Cereus
Dasyliroon longissimum	Grass Tree
Dasyliroon species	Desert Spoon

PERRIS VALLEY COMMERCE CENTER STANDARDS AND GUIDELINES



Echinocactus grusonii	Golden Barrel Cactus
Echinocereus englemannii	Engelmann Hedgehog
Euphorbia rigida	Gopher Plant
Ferocactus cylindraceus	Compass Barrel
Ferocactus wislizenii	Fish-Hook Barrel Cactus
Fouquieria splendens	Ocotillo
Hesperaloe parviflora	Red Yucca
Nolina microcarpa	Bear Grass
Opuntia basilaris	Beavertail Prickly Pear
Opuntia engelmannii	Engelmann's Prickly Pear
Opuntia ficus-indica	Indian Fig
Pachycereus marginatus	Mexican Fencepost
Pachypodium lamerei	Madagascar Palm
Pedilanthus macrocarpus	Slipper Flower
Portulacaria afra	Elephant's Food
Stenocereus thurberi	Organ Pipe Cactus
Trichocereus huascha	Argentine hedgehog
Yucca aloifolia	Spanish Bayonet
Yucca baccata	Banana Yucca
Yucca elata	Soaptree Yucca
Yucca gloriosa	Spanish Dagger
Yucca pallida	Pale-Leaf Yucca
Yucca recurvifolia	Pendulous Yucca
Yucca rigida	Blue Yucca
Yucca whipplei	Our Lord's Candle



6.2 Off-Site Landscape General Requirements

6.2.1 Streetscape Landscape

Streetscapes in the Perris Valley Commerce Center are vital in creating a community identity, a visual hierarchy in the street classifications, theme, unification, and quality. These public areas will be the only community spaces threading through the community and will serve as unifying elements that enhance the vehicular and pedestrian experiences.

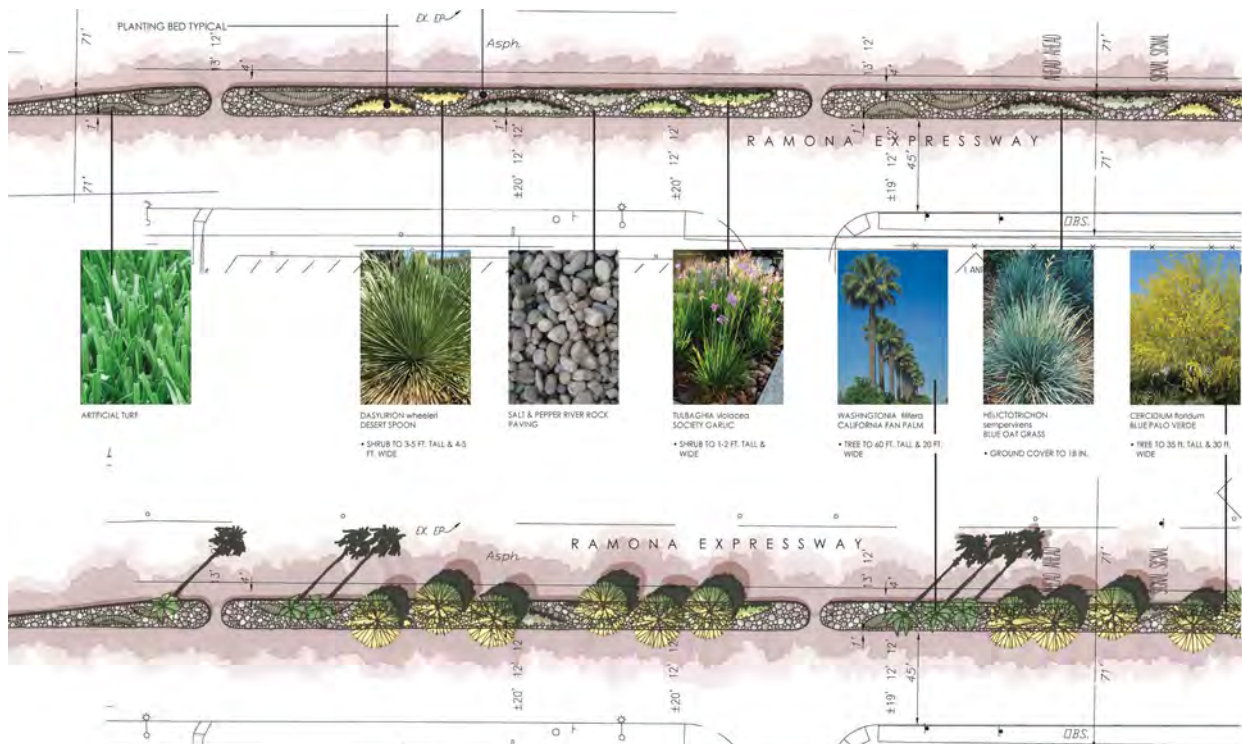
The design concept for the streetscapes is to provide regimented, identifiable, and generously landscaped greenbelts that soften views of the buildings and parking facilities while providing an enjoyable experience. To ensure the visual and spatial continuity within this Perris Valley Commerce Center and aid in the identification of street classifications, the landscape design and plant material for the streetscapes has been set forth in this Perris Valley Commerce Center Specific Plan. The plant material specified is native and appropriate non-native drought tolerant species. Trees of varying textures and heights, shrubs, decorative grasses, and groundcover will be used to buffer and separate adjacent land uses, reduce maintenance requirements, and conserve resources.

EXPRESSWAY

The Expressway is a 184-foot right-of-way (Figure 6.0-3) that boasts a 25-foot wide landscape parkway with a non-curb adjacent 8-foot wide meandering sidewalk. It includes a landscaped 14-foot wide raised center median. The parkway shall be formally planted with evergreen trees contrasting with the informal meandering planting and shrubs providing a screen of the adjacent walls, parked cars and/or buildings. The raised median shall retain a formal appearance in the application of both the plant materials and hardscape features. Drought tolerant ground cover and native stone will be used as an alternative to turf. These tree and screening elements require coordination and design integration with bioswale designs. The landscape design shall consist of the following plant materials:

Botanical Name	Common Name	Size/Spacing
Trees		
Washingtonia filifera	California Fan Palm	As per plan
Cercidium floridum	Blue Palo Verde	As per plan
Shrubs		
Dasyliion wheeleri	Desert Spoon	As per plan
Ground Cover		
Helictotrichon sempervirens	Blue Oat Grass	As per plan
Tulbaghia violacea	Society Garlic	As per plan

Figure 6.0-3, 184' Expressway Streetscape





ARTERIAL

The Arterial roadway is a 128-foot right-of-way (Figures 6.0-4 and 6.0-5) which includes a 14-foot wide raised median. The parkway is 17-feet wide and includes a non-curb adjacent 6-foot wide sidewalk. The landscape area along arterial roadways shall be formally planted with alternating groups of deciduous and evergreen canopy trees located on both sides of the sidewalk. The parkway area beneath the trees shall be planted with drought-tolerant ground covers. These tree and screening elements require coordination and design integration with adjacent bioswale designs, as necessary. The landscape design shall consist of the following plant materials:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Size/Spacing</u>
<u>Trees</u>		
Lagerstroemia indica x fauriei 'Tuscarora'	Tuscarora Crape Myrtle	15" gallon
Olea eropaea 'Monher'	Majastic Beauty Fruitless Olive	24" Box
Syagrus romanzoffiana	Queen Palm	24" Box
<u>Shrubs</u>		
Grevillea x 'Noell'	Noell Grevillea	5 gallon
Lantana x 'New Gold'	New Gold Lantana	1 gallon
Nandina domestica	Wood's Dwarf	1 gallon
'Wood's Dwarf'	Heavenly Bamboo	
Officinalis rosmarinus	Huntington Carpet	1 gallon
'Huntington Carpet'	Rosemary	
Tulbaghia violacea 'Tricolor'	Tricolor Society Garlic	1 gallon
<u>Ground Cover</u>		
Tachelospermum jasminoides 'Variegata'	Variegated Star Jasmine	1 gallon

Figure 6.0-4, 128' Arterial Streetscape

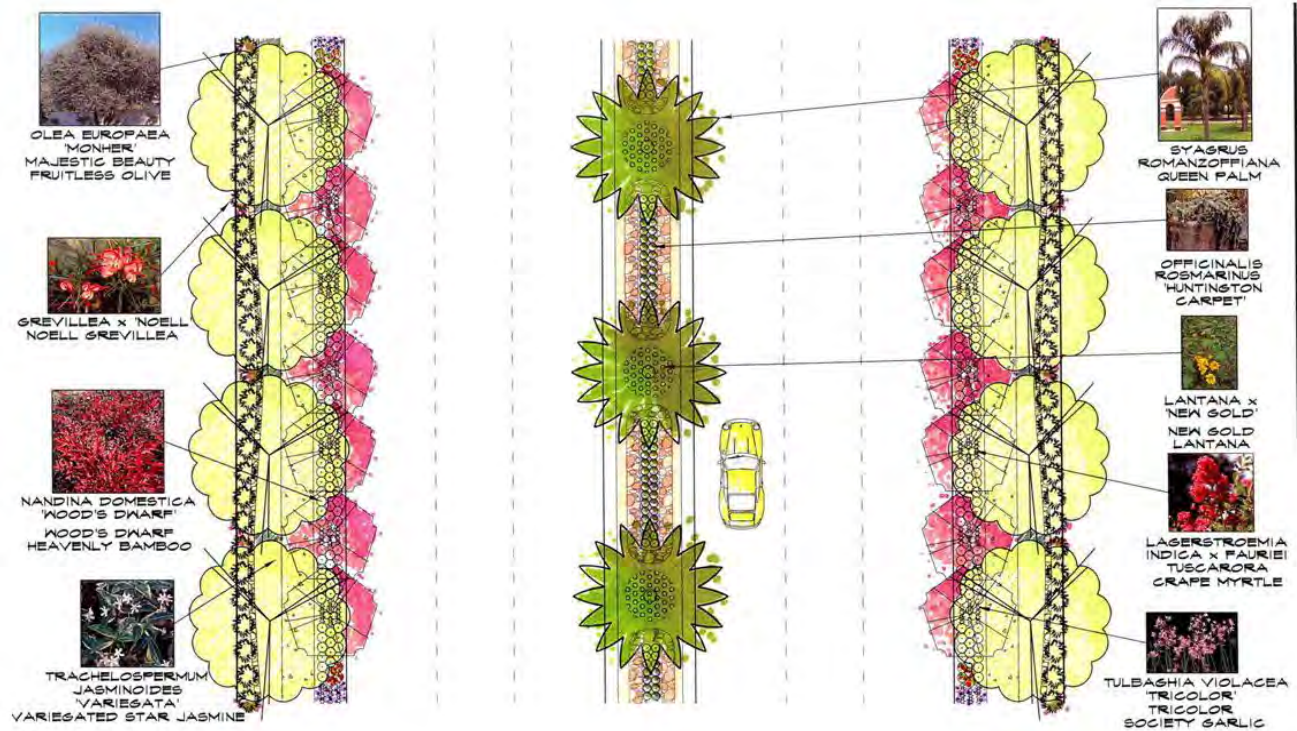
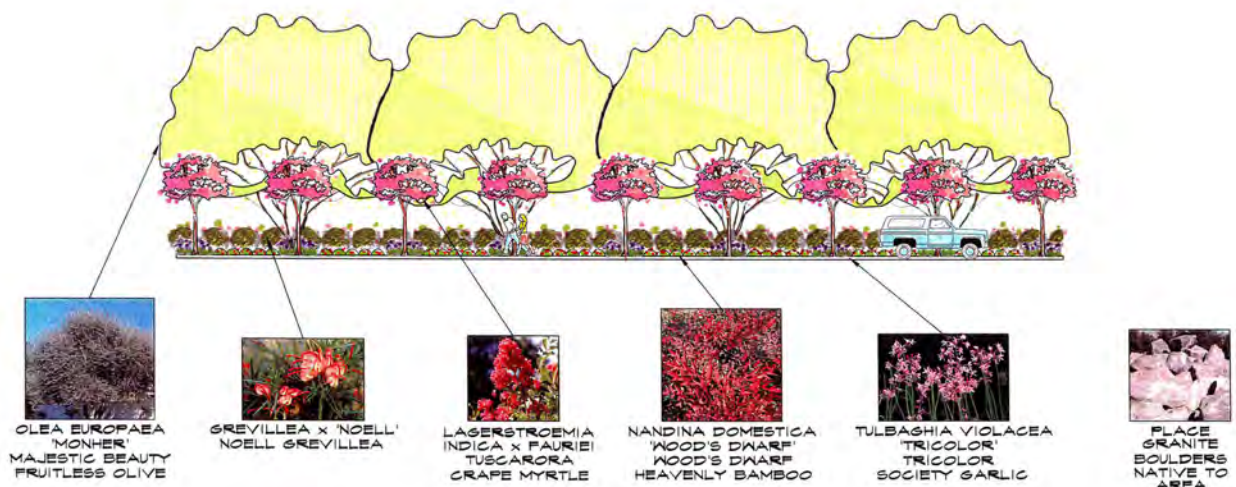


Figure 6.0-5, 128' Arterial Roadside Streetscape



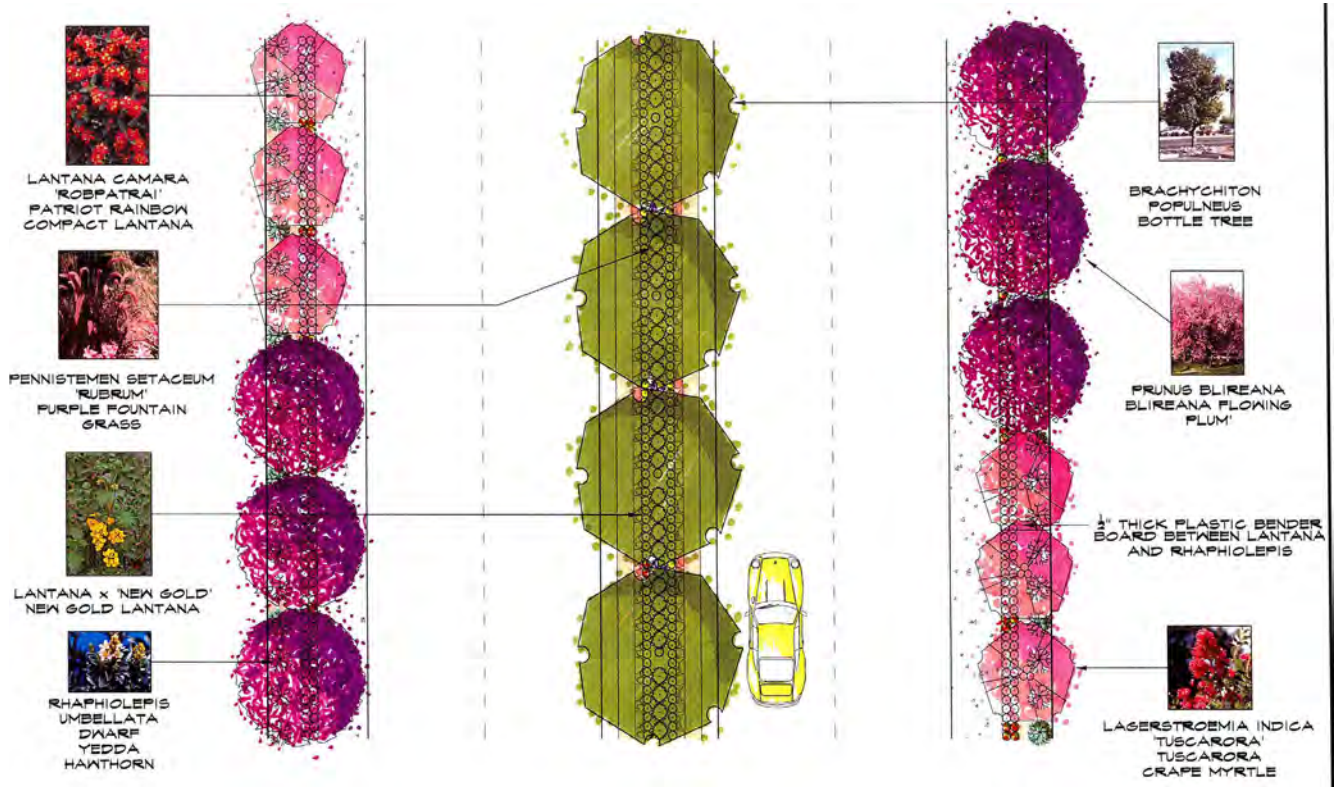


SECONDARY ARTERIAL (With Raised Median)

The Secondary Arterial roadway has a 14-foot wide raised median within a 94-foot right-of-way (Figures 6.0-6). The parkway is 12-feet wide and includes a non-curb adjacent 6-foot wide sidewalk. The landscape area along secondary arterial roadways shall be planted with formal alternating groups of deciduous canopy tree specimens. The parkway area beneath the trees shall be planted with drought-tolerant ground covers and shrubs. These tree and screening elements require coordination and design integration with adjacent bioswale designs, as necessary. The raised median shall retain a formal appearance in the application of both the plant materials and hardscape features. The landscape design shall consist of the following plant materials:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Size/Spacing</u>
<u>Trees</u>		
Brachychiton populnea	Bottle Tree	24" Box, 2" Cal., 20' On Center
Lagerstroemia indica x fauriei 'Tuscarora'	Tuscarora Crape Myrtle	15" gallon
Prunus blireana	Blireana Flowering Plum	15" gallon
<u>Shrubs</u>		
Lantana camara 'Robpatrai'	Patriot Rainbow Compact Lantana	5 gallon
Lantana x 'New Gold'	New Gold Lantana	1 gallon
Raphiolepis umbellata	Dwarf Yedda Hawthorn	1 gallon
<u>Decorative Grasses</u>		
Pennisetum setaceum 'Rubrum'	Purple Fountain Grass	1 gallon

Figure 6.0-6, 94' Secondary Arterial Streetscape (Raised Median)



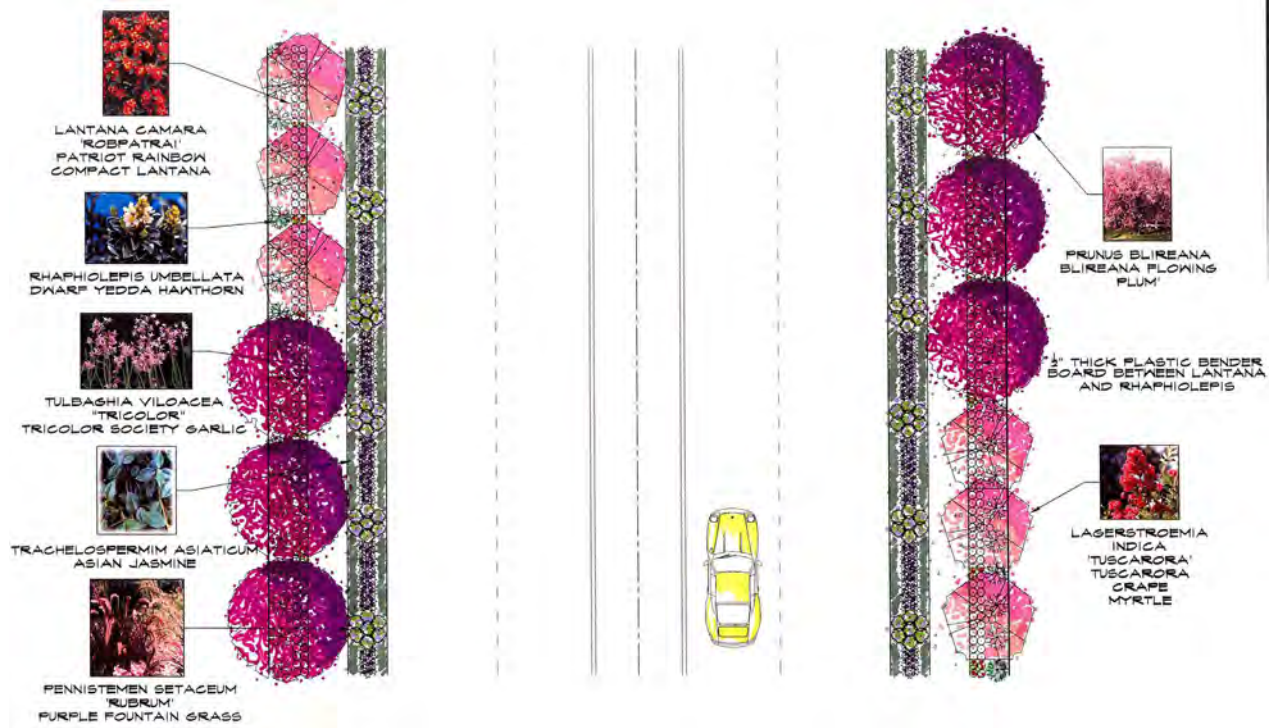


SECONDARY ARTERIAL (With Striped Median)

As an alternative to the raised median design, the Secondary Arterial roadway may be developed with a 12-foot striped median within a 94-foot right-of-way (Figures 6.0-7). The parkway is 15-feet wide with a non-curb adjacent 6-foot wide sidewalk. The landscape area along secondary arterial roadways shall be planted with formal alternating groups of deciduous canopy trees specimens. The parkway area beneath the trees shall be planted with drought-tolerant shrubs and ground covers. These tree and screening elements require coordination and design integration with adjacent bioswale designs when necessary. The landscape design shall consist of the following plant materials:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Size/Spacing</u>
<u>Trees</u>		
Lagerstroemia indica x fauriei 'Tuscarora'	Tuscarora Crape Myrtle	15" gallon
Prunus blireana	Blireana Flowering Plum	15" gallon
<u>Shrubs</u>		
Lantana camara 'Robpatrai'	Patriot Rainbow Compact Lantana	1 gallon
Lantana x 'New Gold'	New Gold Lantana	1 gallon
Raphiolepis umbellate	Dwarf Yedda Hawthorn	1 gallon
<u>Decorative Grasses</u>		
Pennisetum setaceum 'Rubrum'	Purple Fountain Grass	1 gallon
<u>Ground Cover</u>		
Tachelospermum asiaticum	Asian Jasmine	1 gallon

Figure 6.0-7, 94' Secondary Arterial Streetscape (Striped Median)

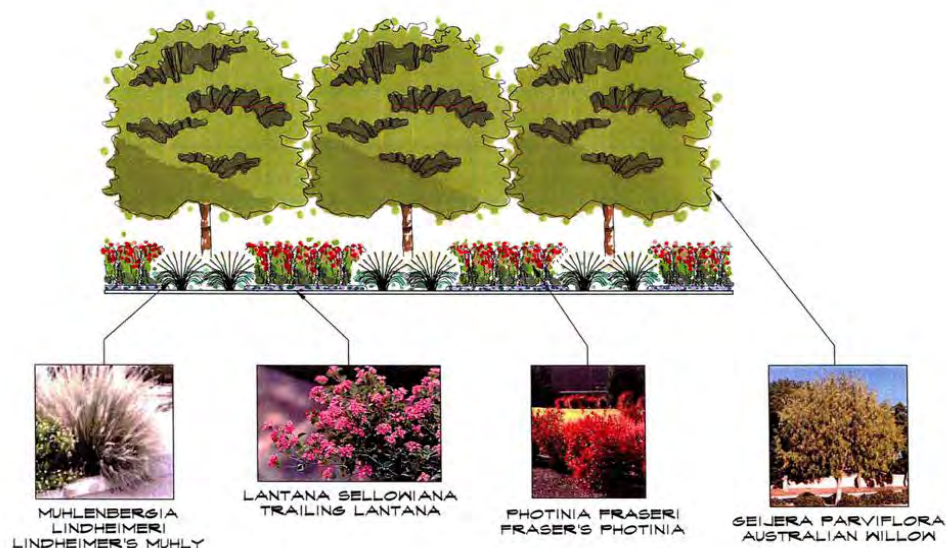


MAJOR COLLECTOR

The Major Collector roadway has a 12-foot striped median within a 78-foot right-of-way (Figures 6.0-8). The parkway includes a 5-foot wide landscape area, 6-foot wide curb adjacent sidewalk, a 12-foot drive lane and a 10-foot parking area. The landscape area along the major collector roadways shall be formally planted with evergreen canopy tree specimens. These tree and screening elements require coordination and design integration with adjacent bioswale designs, as necessary. The landscape design shall consist of the following plant materials:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Size/Spacing</u>
<u>Trees</u>		
Geijera parviflora	Australian Willow	24" Box, 20' On Center
<u>Shrubs</u>		
Photinia fraseri	Fraser's Photinia	5 gallon
<u>Decorative Grasses</u>		
Muhlenbergia lindheimeri	Lindheimers's Muhly	1 gallon
<u>Ground Cover</u>		
Lantana sellowiana	Trailing Lantana	1 gallon

Figure 6.0-8, 78' Major Collector Roadside Streetscape

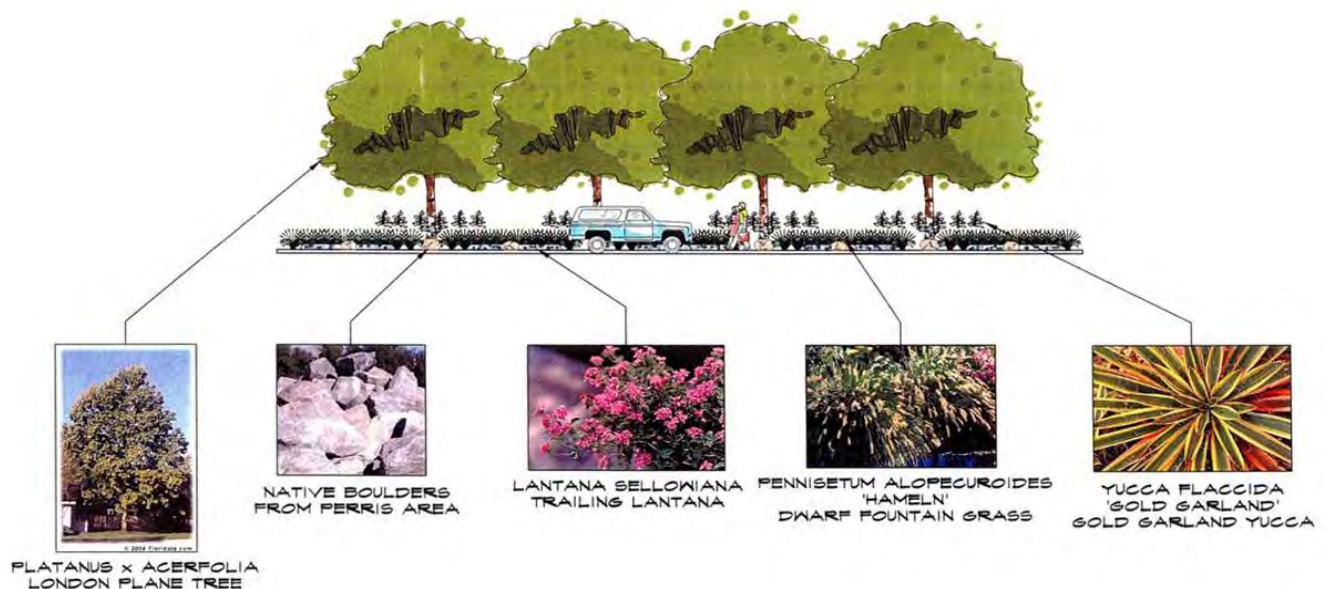


COLLECTOR ROAD

The Collector roadway has a 66-foot right-of-way (Figures 6.0-9). This includes a 44-foot paved surface, 5-foot wide landscape area and a curb adjacent 6-foot wide sidewalk. The landscape area along the collector roadways shall be planted with evergreen canopy trees. Native boulders from the area shall be placed intermittently in the landscape along the sidewalk. These tree and screening elements require coordination and design integration with adjacent bioswale designs, as necessary. The landscape design shall consist of the following plant materials:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Size/Spacing</u>
<u>Trees</u>		
Platanus x acerfolia	London Plane Tree	24" Box, 2" Cal., 30' On Center
<u>Shrubs</u>		
Yucca flaccida 'Gold Garland'	Gold Garland Yucca	5 gallon
<u>Decorative Grasses</u>		
Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass	1 gallon
<u>Ground Cover</u>		
Lantana sellowiana	Trailing Lantana	1 gallon

Figure 6.0-9, 66' Collector Road Roadside Streetscape

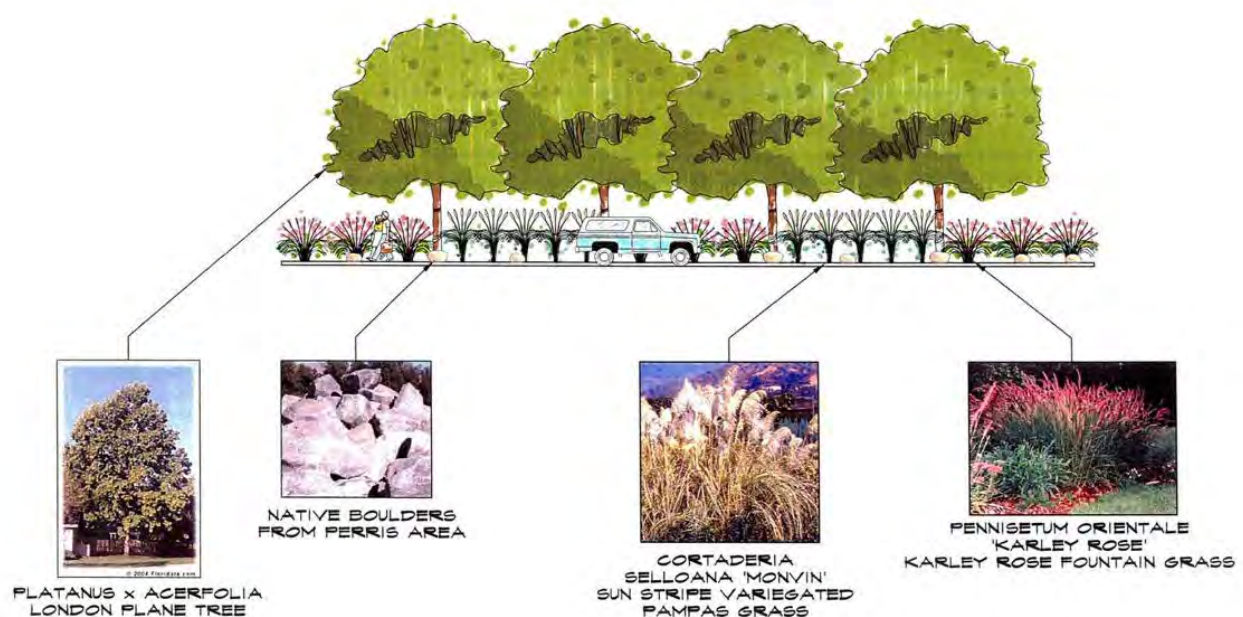


LOCAL ROAD

The Local Roadway has a 60-foot right-of-way (Figures 6.0-10), with a 4-foot wide landscape area and a 6-foot wide curb adjacent sidewalk. The landscape area along the local roadways shall be planted with London Plane Trees. Native boulders from the area shall be placed intermittently in the landscape along the sidewalk. These tree and screening elements require coordination and design integration with adjacent bioswale designs, as necessary. The landscape design shall consist of the following plant materials:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Size/Spacing</u>
<u>Trees</u>		
Platanus x acerfolia	London Plane Tree	24" Box, 2" Cal., 20' On Center
<u>Decorative Grasses</u>		
Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass	1 gallon
Pennisetum orientale 'Karley Rose'	Karley Rose Fountain Grass	1 gallon

Figure 6.0-10, 60' Local Roadside Streetscape



6.2.2 Community Entries/Special Roadways

Specific gateways and intersections within the Perris Valley Commerce Center have been identified to reinforce its boundaries and provide a sense of arrival. These features will reinforce the design theme for the community through a consistent or complimentary blend of hardscape, plant materials, and entry monumentation. Please refer to Figure 5.0-4 for specific locations of gateways and key intersections. The gateways are strategically located at key intersections near the boundary of the specific plan area. The design for these gateways will include a consistent application of elements, all within the street rights-of-way, such as landscaping, signage on one or both sides of the street, banners, fencing/walls and lighting at these key entrances into the community.

Gateway Monumentation

Monuments at key intersections will help to identify entrance into the Perris Valley Commerce Center Specific Plan area as depicted in Figure 6.0-12.

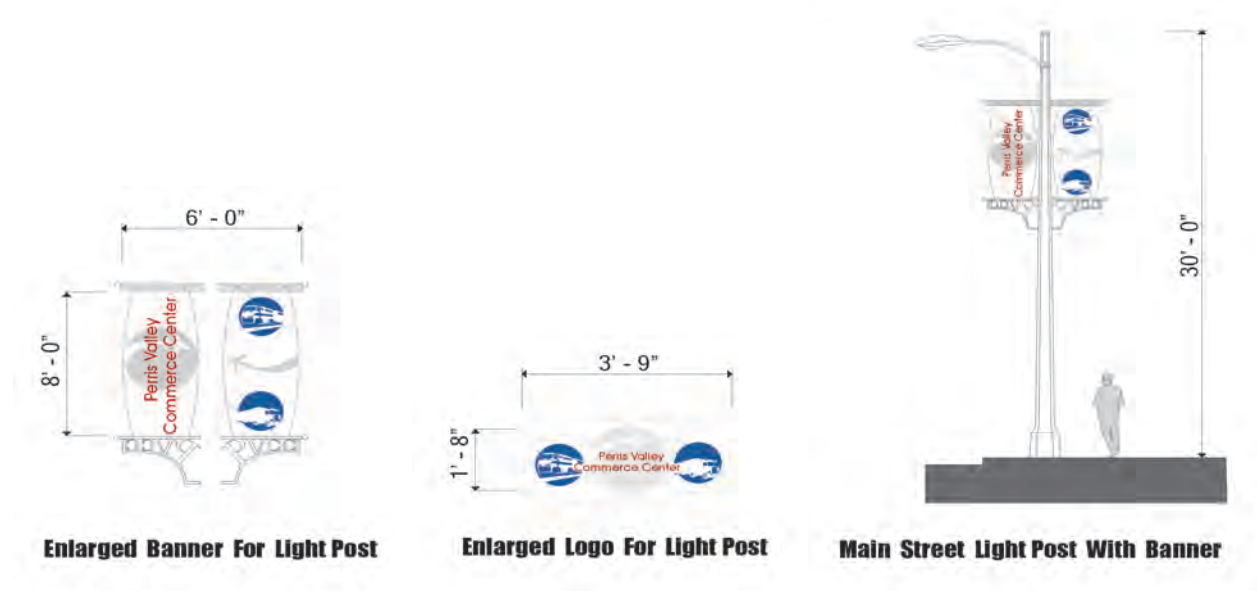
Lighting Posts

Lighting for the public right-of-way will be consistent throughout the PVCC. The design of the light posts and fixtures will be architecturally compatible with the theme of the community. The intent is to provide continuity throughout the specific plan area and create visual interest in the landscape. Light posts shall be constructed of metal and include the PVCC logo. The logo will be constructed from flat cutout painted aluminum and be attached to the light standard with stainless steel straps. A Banner Program will add color and texture to create a festive environment.

Banner Program

Two major roadways within the specific plan (Ramona Expressway and Perris Boulevard) will be accented with banners as depicted in Figure 6.0-11.

Figure 6.0-11, Banner Program



Gateway Entries

There will be six primary gateways into this community. These include three west of Highway 215 (Harley Knox Boulevard, Ramona Expressway, and Placentia Avenue), two north/south gateways on Perris Boulevard, and one on Ramona Expressway. Accent palms, deciduous and evergreen trees, with flowering shrubs and groundcovers will help to frame the entry monumentation. Four of the six gateways will have the landscape and monumentation only on the community side of the intersection (two corners) giving the appearance of a gated entry. The remaining two gateways (Harley Knox Boulevard and Placentia Avenue) will only receive these improvements on the southwest and northeast corners respectively, because they fall in the corners of the community (Figures 6.0-13 thru 6.0-20).

Interior Intersections

All monumentation for the interior of the community will vary in size subject to the classification of the street(s) that intersect. If streets of different classifications intersect, the monumentation requirements will be based on the larger classification. Actual monumentation should be as depicted in Figure 6.0-12.

Figure 6.0-12, Entry Monumentation for Perris Valley Commerce Center

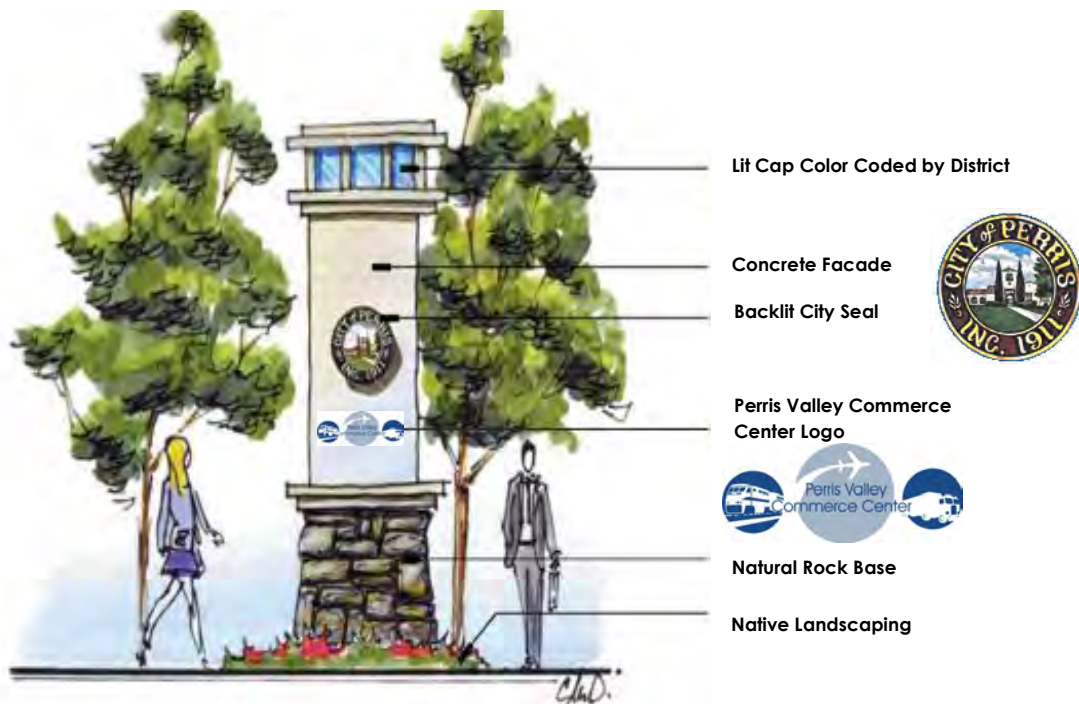


Figure 6.0-13, Entry Monumentation for 184' Expressway

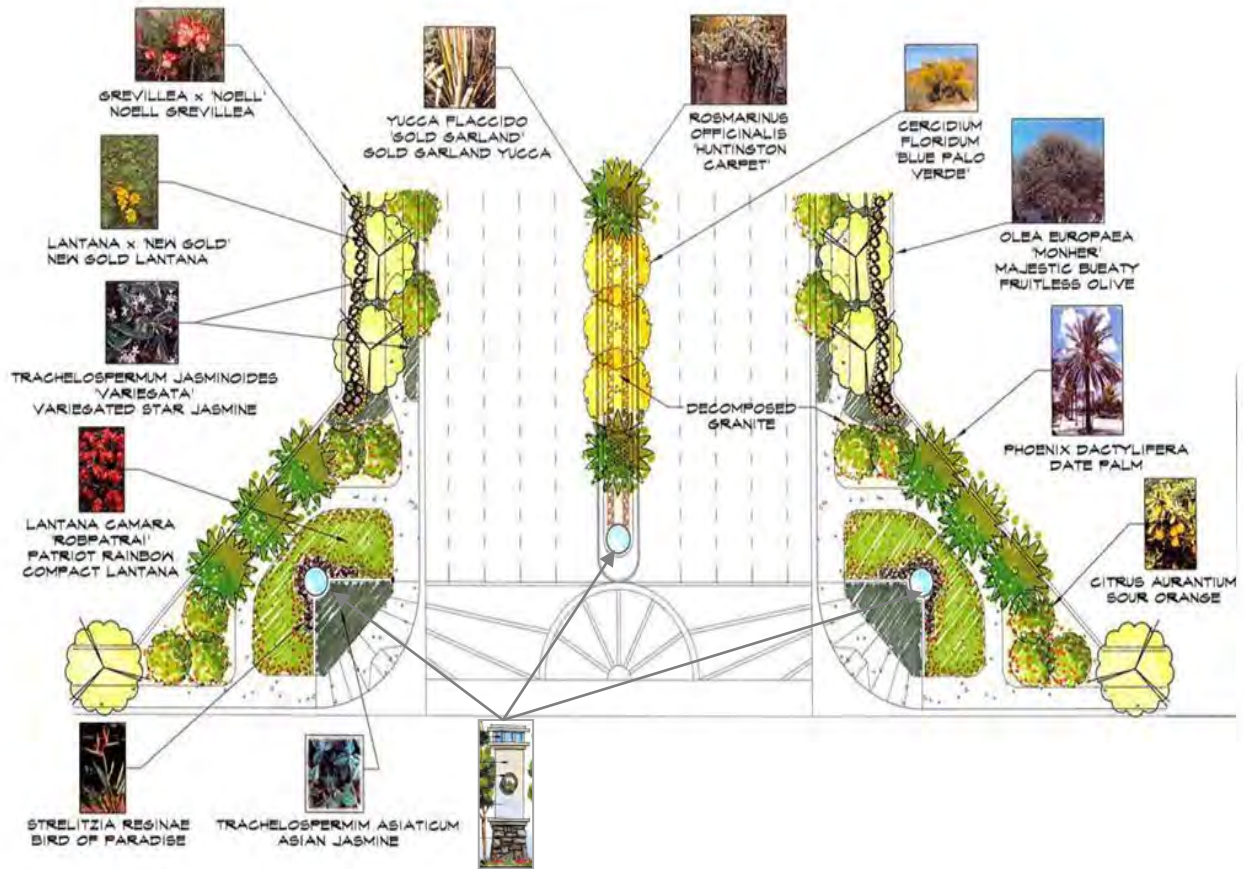


Figure 6.0-14, Entry Monumentation for 184' Expressway Sideview



Figure 6.0-15, Entry Monumentation for 128' Arterial

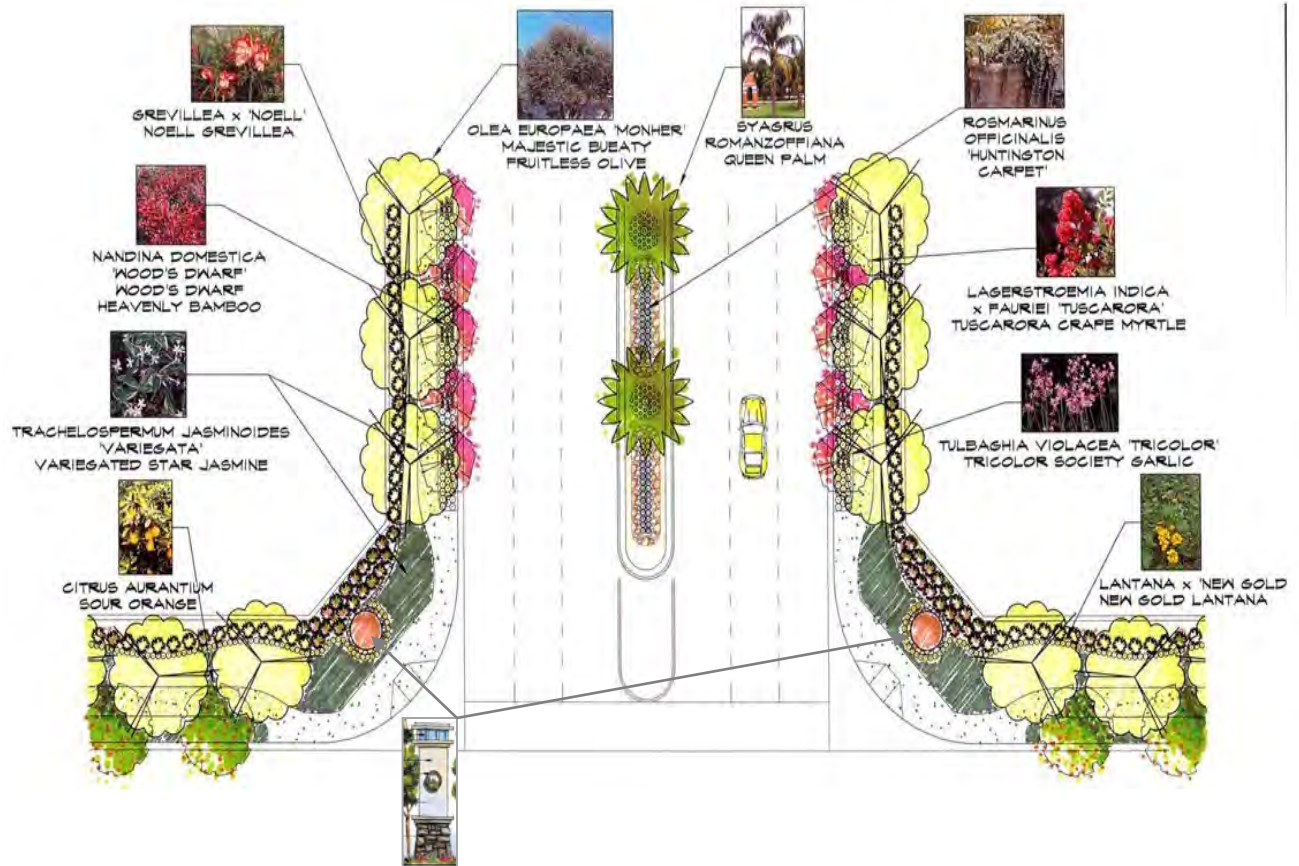


Figure 6.0-16 Entry Monumentation for 128' Arterial Sideview



Figure 6.0-17, Entry Monumentation for 94' Secondary Arterial

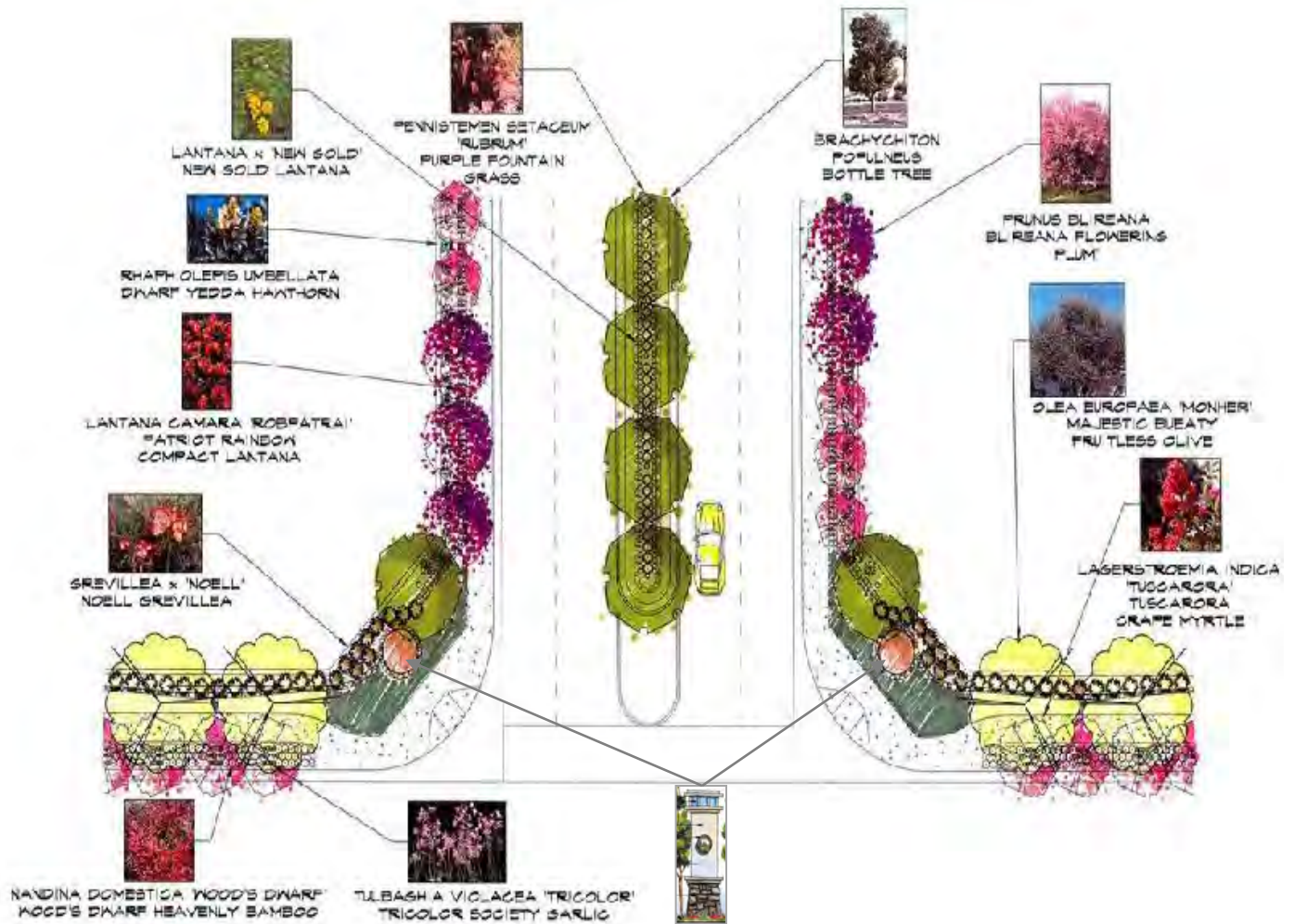


Figure 6.0-18, Entry Monumentation for 94' Secondary Arterial Sideview



Figure 6.0-19, Entry Monumentation for 78' Major Collector

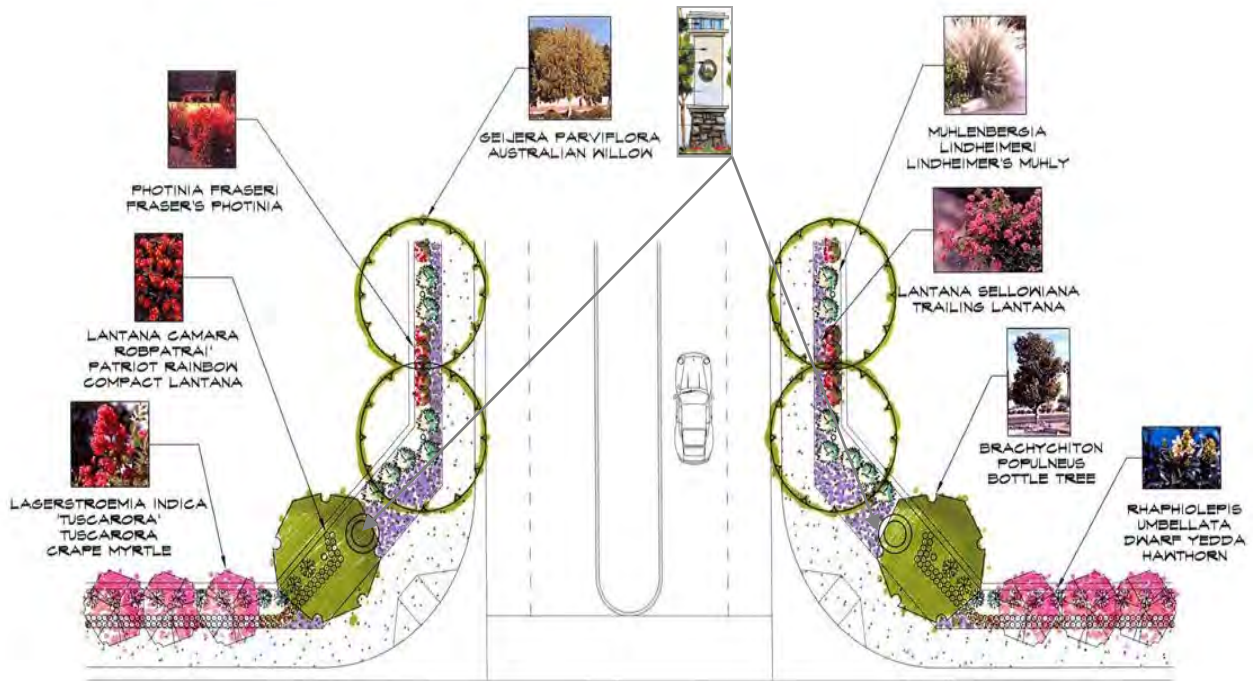
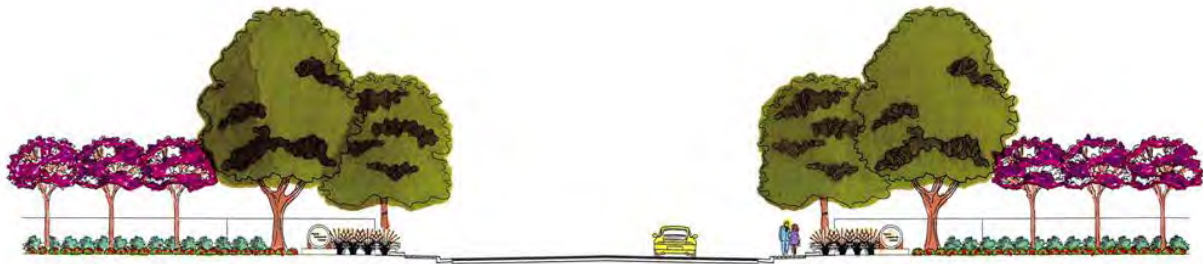


Figure 6.0-20, Entry Monumentation for 78' Major Collector Sideview





6.2.3 MWD Trail Landscape Standards and Guidelines

The Metropolitan Water District (MWD) Trail provides an east-west connection from the future Perris Valley Channel Trail to significant employment sectors within the Specific Plan area. There are several segments of the trail with each having a unique characteristic and/or constraints as shown in Figure 6.0-21. For Trail Standards and Guidelines, refer to Section 5.3.1. The following should be noted when developing within the vicinity of the MWD trail:

Amenities: MWD has reservations about active park amenities due to liability, but they may consider bocce ball, sand boxes, or similar amenities.

Landscaping: MWD's landscape guidelines for its fee properties and/or easements are as follows:

- A green belt may be allowed within MWD's fee property or easement.
- All landscaping shall be drought tolerant.
- Rights to landscape any of MWD's fee properties must be acquired from its Right-of-Way and Land Division. Appropriate entry permits must be obtained prior to any entry on its property. There will be a charge for any entry permit or easement required.
- Refer to the Guidelines for Developments in the Area of Facilities, Fees, and/or Easements of the Metropolitan Water District of Southern California for current limitations and restrictions.

Lighted Crossings: Lighted crossings with raised decorative concrete shall be utilized at midblock crossings and the street crossing for the trail at Perris Blvd. The Perris Blvd trail crossing shall also employ a traffic control device for the purpose of stopping and warning vehicles of pedestrians crossing.

Mid Block Crosswalks: Mid-block crosswalks are discouraged. However, where required and approved by the City Engineer, they will utilize traffic control devices for the purpose of stopping and warning vehicles of pedestrians crossing. An analysis should be conducted to establish justification and verify safety.

Signage: MWD is allowing an easement for use of their land for a linear park. Signage shall reflect credits to MWD for the use of the trail and provide historical information about the aqueduct and Perris Valley.

Trails: No trail is permitted within 10 feet of the MWD pipeline.

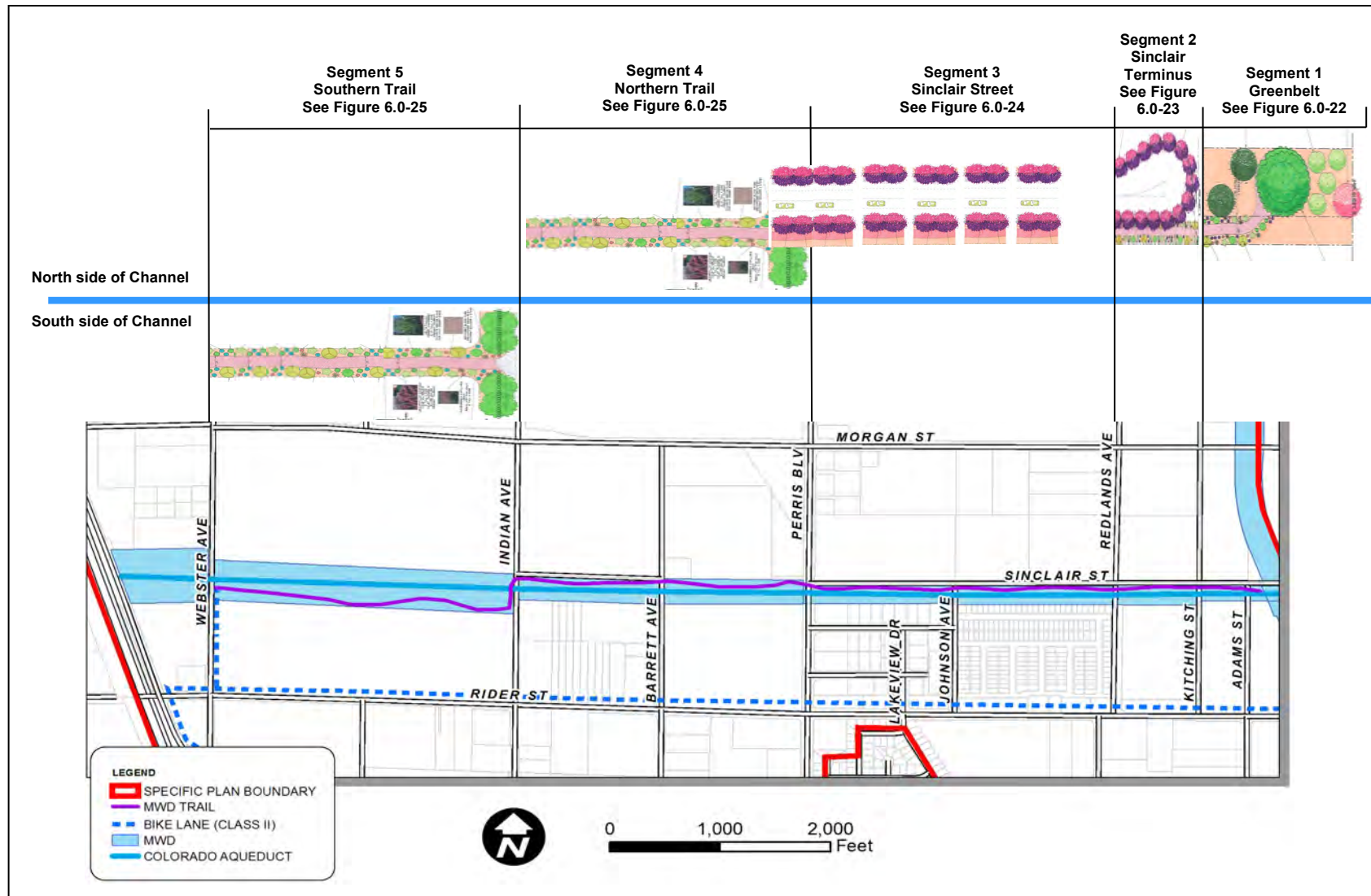
Trash Receptacles: Trash receptacles shall be provided along entire MWD Trail.

Trees: No trees are permitted within MWD property.



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Figure 6.0-21, MWD Trail

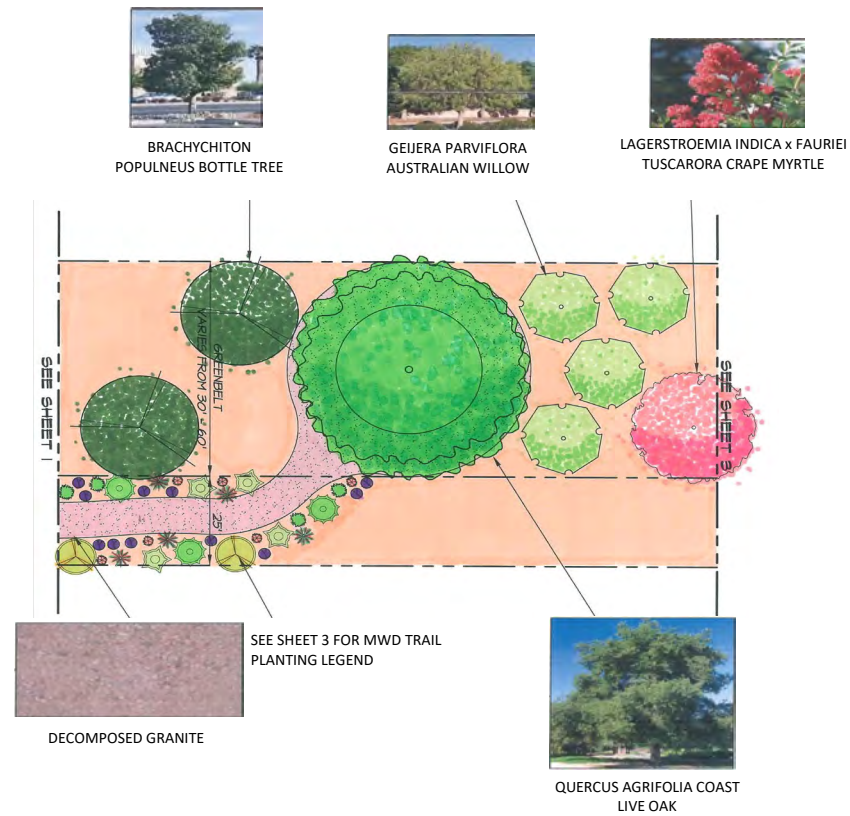


Segment 1 – Greenbelt (Figure 6.0-22)

Segment 1 will eventually link the Perris Valley Channel trail with the MWD trail. There is an existing roadway dedication for Sinclair Street all the way to the channel. Because the road will not serve future circulation, it will be used to supplement the MWD trail with a greenbelt and a circular like turnaround. For Segment 1:

- Trail should be located on the north side of the pipeline.
- There is an existing dedicated east-west street which will be developed on a greenbelt.
- Note that trees can be planted within City owned right-of-way.

Figure 6.0-22, Segment 1 – Greenbelt

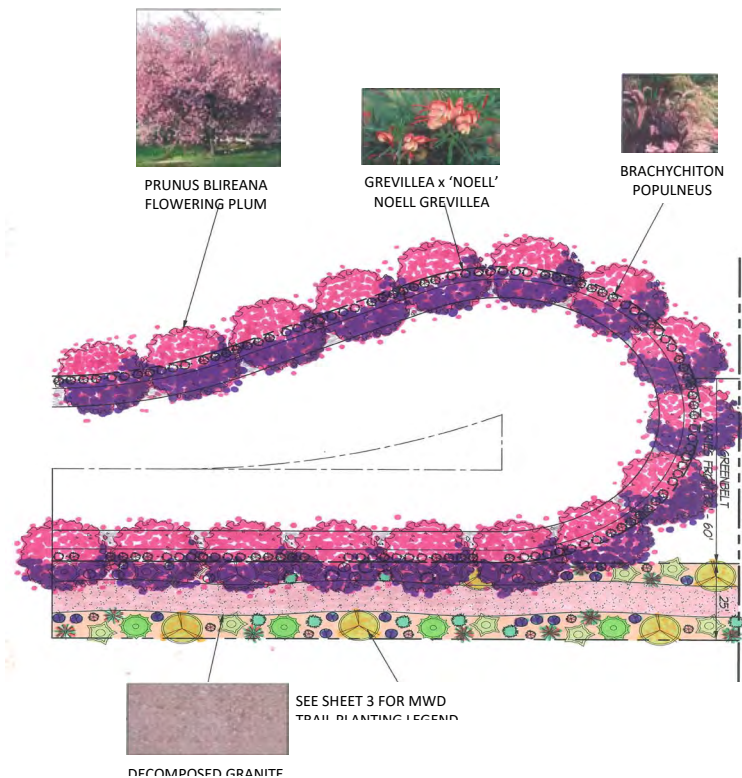


Segment 2 – Sinclair Terminus (Figure 6.0-23)

Segment 2 anticipates the terminus of Sinclair Street in the event the access needs to be provided to existing parcels between the channel and Redlands Avenue. The City will determine if the road section or the length of extension necessary to service property owners to the south of Redlands can be eliminated. If the road section is eliminated, the section for Segment 1 will apply. Otherwise, provisions for segment 2 shall consist of the following:

- Trail should be located on the north side of the pipeline.
- There is an existing dedicated east-west street.
- Sinclair Street shall be developed with a special street section allowing for trees within the parkway that incorporate into the trail.

Figure 6.0-23, Segment 2 – Sinclair Terminus



PERRIS VALLEY COMMERCE CENTER STANDARDS AND GUIDELINES

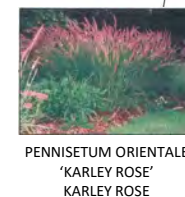
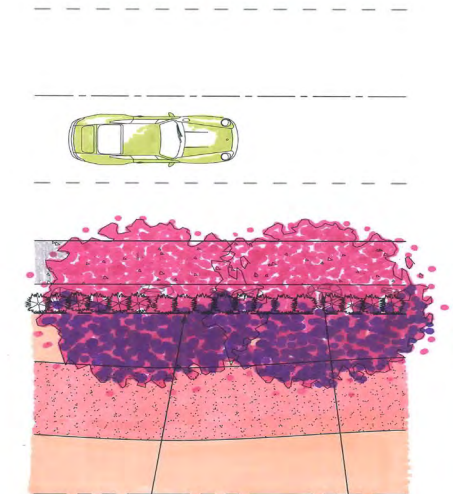
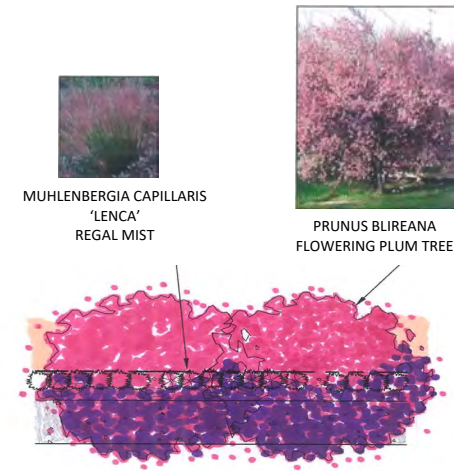
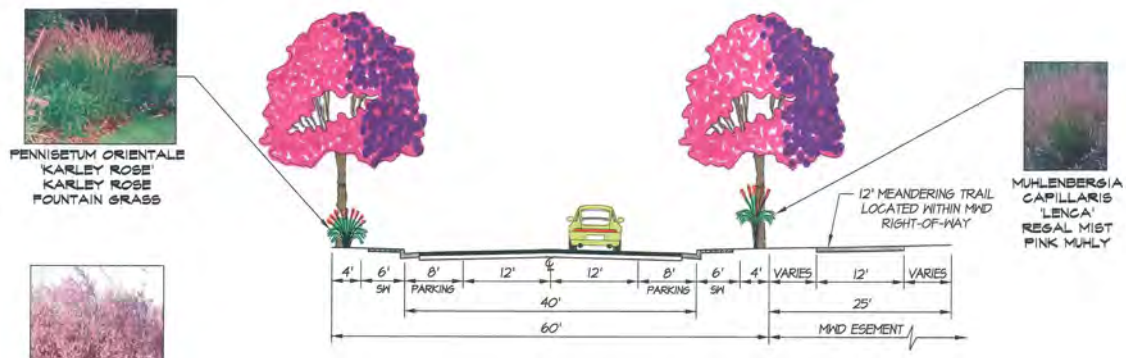


Segment 3 – Sinclair Street (Figure 6.0-24)

Sinclair Street is an existing road. To further improve the MWD Trail, this segment of road width has been enhanced with the landscape along the parkway in Sinclair which abuts the proposed MWD trail located on the north side of the MWD easement. For Segment 3:

- Trail should be located on the north side of the pipeline.
- 25-foot meandering trail.

Figure 6.0-24, Segment 3 – Sinclair Street



Segment 4 – Northern Trail (Figure 6.0-25)

Segment 4 is located along the northerly edge of the MWD easement. A landscape transition to intersect with the public road has been provided to soften the edge of the trail in the existing public roadways. For Segment 4:

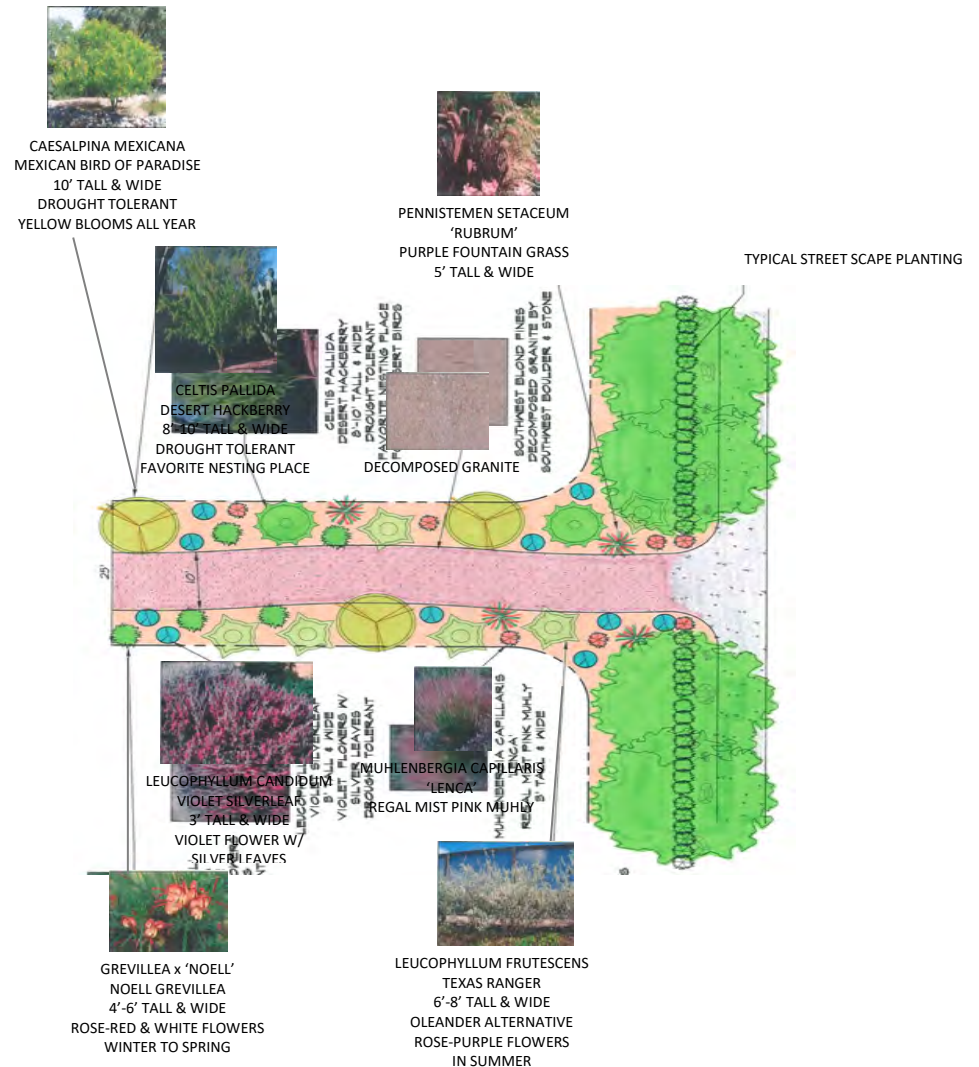
- Trail should be located on the north side of the pipeline.
- 25-foot meandering trail.

Segment 5 – Southern Trail (Figure 6.0-25)

Segment 5 is located along the southerly edge of the MWD easement. A landscape transition to intersect with the public road has been provided to soften the edge of the trail in the existing public roadways. For Segment 5:

- Trail should be located on the south side of the pipeline.
- 25-foot meandering trail.

Figure 6.0-25, Segment 4 –Northern Trail / Segment 5 – Southern Trail





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6.3 Planting Guidelines

All areas required to be landscaped shall be planted with groundcovers, shrubs, or trees selected from the Plan Palette Section 6.1.3. The material shall be planted in the following sizes and shall be in accordance with all City of Perris standards and minimum requirements:

- **Trees:** Twenty-five percent (25%) of the site trees (excluding all street and screen trees) provided shall be a minimum 24-inch box size. The balance of the trees shall have a minimum size of 15 gallons.
- **All 15-Gallon Trees** shall be staked with two pressure-treated lodge pole tree stakes that are eight-feet in length and two-inches in width. An equivalent staking material may be used in the same dimensions if approved by the Planning Department.
- **All 24-Box Trees** shall be staked with two pressure-treated lodge pole tree stakes that are eight-feet in length and two-inches in width. An equivalent staking material may be used in the same dimensions if approved by the Planning Department. Larger trees shall be guy-wired per City of Perris standards.
- **Larger Specimen Trees** are encouraged for entry points, pedestrian plazas and courtyards.
- **Shrubs:** The majority of all shrubs used shall have a minimum size of 5 gallons. Smaller shrubs may be used where rapid growth characteristics warrant.

Plant Maintenance

All specimen trees shall be fine pruned after planting to allow for both vehicular and pedestrian safety.

Plant Material Requirements and Purpose

All planting areas shall be designed to be consistent with plant material horticultural requirements and work with the purpose of the planting (i.e. aesthetics, screening, wind, etc.).

Structures Wrapped by Landscaping

Exterior building sides (excluding screen loading type areas) should be grounded by landscaping. A minimum landscape strip of five-feet should be provided between parking, sidewalks, and other paved areas adjacent to the structure.

Turf and Ground Cover Areas to be Cross Ripped

All future turf and ground cover areas are to be cross ripped to a depth of six-inches both ways through the use of a rototiller or equivalent machine. All soil amendments shall be blended in and rototilled to a depth of six-inches.

Deep Root Barriers

Deep root barriers of 24" or greater, shall be installed where trees are planted within five-feet of any building, curb, gutter, utility, or paved surface or within 10-feet of a public right-of-way or sidewalk.



Erosion Control

Refer to the City of Perris Standards, City of Perris Municipal Zoning Code, Chapter 19.70, Section 19.70.040, Landscape Design Guidelines. Prior to the installation of plant material, soil samples from representative slopes and flat areas shall be obtained by the landscape contractor and tested for agronomic suitability in order to determine proper planting and maintenance requirements for proposed plant materials with pre-planting and post-planting recommendations.

Positive Drainage to Street or Collection Device

All landscape areas shall have positive drainage to the street or collection devices.

Concrete Gutters/Swales Are Prohibited Landscape Areas

Concrete gutters/swales are prohibited as drainage devices in landscaped areas. A series of low points and underground drainage systems shall be provided where surface conveyance of runoff would damage and/or erode planting areas or cross sidewalks.

6.4 Irrigation and Water Conservation

Refer to City of Perris Municipal Zoning Code, Chapter 19.70.020, "Water Conservation Requirements for New or Rehabilitated Landscapes."



7.0 COMMERCIAL DESIGN STANDARDS AND GUIDELINES

7.1 Definition of Commercial

Commercial (C). This zoning designation provides for retail, professional office, and service oriented business activities which serve the entire City, as well as the surrounding neighborhoods. This zone shall be applicable to and correlate with the General Plan Land Use designations of Community Commercial and Commercial Neighborhood.

Allowable uses within the commercial designation include those uses derived from commercial uses in the City of Perris Municipal Code Chapter 19, as set forth in Table 2.0-2 of the Perris Valley Commerce Center Specific Plan. Land Use definitions can be found in Section 2.4.

7.2 Commercial Development Standards and Guidelines

Refer to Table 4.0-1 of the Perris Valley Commerce Center Specific Plan for development standards and guidelines with the following exceptions and/or additions:

7.2.1 Commercial Site Layout

7.2.1.1 Vehicular Access and On-Site Circulation

Adequate Vehicle Spacing For Drive-Thru's

Businesses with drive-thru service(s) shall provide adequate stacking to accommodate eight (8) vehicles prior to each pick-up window to avoid conflict with on-site circulation.

7.2.1.2 Pedestrian Access and On-Site Circulation

Internal Pedestrian Walkways

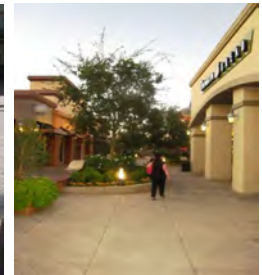
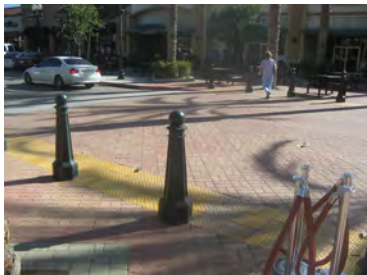
Internal walkway should provide connection between building entries, plazas, and courtyards within the project and be covered when possible.

Paving For Walkways Visible from Public Rights-of-Way/Public Access

Enhanced paving is preferred in areas visible from public rights-of-way or utilized for public access to define business entries, pedestrian walkways, and within plazas and patios.

Walkways through Parking Lots

Pedestrian walkways through commercial development parking lots should be



Pedestrian Access and On-Site Circulation

accented with special design features such as raised, colored and/or textured pavement, a widened roadway, or a combination of the preceding.

Pedestrian Access Between Buildings/Parking Areas/Amenities On/Off-Site

Pedestrian walkways should be embellished and defined by landscaping, trees, lighting, textured paving, and/or trellises.

7.2.1.3 Parking and Loading

Parking Requirements

Refer to City of Perris Zoning Ordinance, Chapter 19.69.

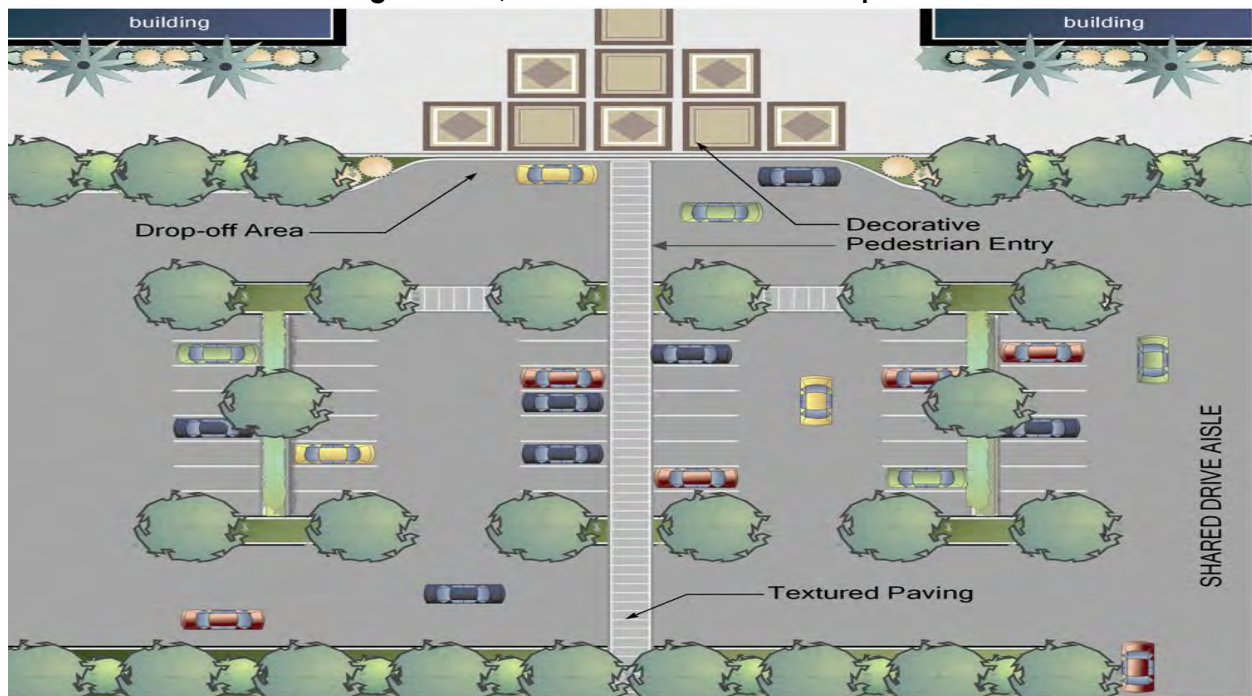
Disperse Parking Areas

When possible, disperse parking into multiple smaller lots or separated parking blocks as opposed to one large lot so that cars are not the dominant visual element of the site from the street.

Limited Store Front Parking

To promote visibility of the business, store parking should be limited as shown in Figure 7.0-1. Should store front parking be provided, landscaping treatments shall be required to provide a more visually appealing store front and parking should be limited to the greatest extent possible.

Figure 7.0-1, Pedestrian Access and Drop-Off



7.2.1.4 Plazas and Open Space Areas

Plazas Required for Over 100,000 S.F. Commercial Centers

Commercial centers over 100,000 square feet require a plaza of at least one (1) square foot per 100 square feet of building area.

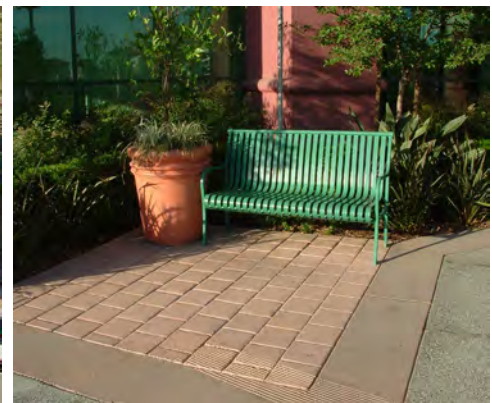
Commercial Plaza Elements

Plazas and open space areas provide a friendly and inviting vision and environment by incorporating some of the following elements:

- Enhanced visitor area(s) (i.e., a plaza, patio, courtyard, linear promenade, terrace, or usable landscaped area) scaled accordingly to the size and demands of the particular user or facility.
- Architectural features and site furniture, adhering to a consistent theme.
- Seating, such as benches, tables and chairs, and/or low seating walls.
- Enhanced paving using a combination of textures and patterns, site walls including tree grates.
- Decorative light fixtures and pedestrian scale, bollards and other accent lighting. Enhanced walkway lighting shall not act as sole lighting.
- Landscaping of special interest, landscape buffering, screen walls, trellises, pergola structures and large scale canopy trees.
- Public art or other focal point amenity. Public art is highly encouraged and incentivized by the City. Refer to Section 14.0 for additional incentive information.



Plazas and Open Space Areas



Commercial Plaza Elements

Plaza Locations

Plazas should be oriented toward the public view whenever possible as shown in Figure 7.0-2, and placed in areas where high levels of pedestrian activity is likely to occur. They should complement the associated facilities and draw attention to the primary business entry and/or serve as a common area for multiple businesses, adjacent to building entrances, in food service areas, or between building clusters.

Figure 7.0-2, Plaza Locations



Higher Level of Design Treatments

Enhanced plazas and open space areas should exhibit a higher level of design treatments that incorporate seating, water features, sculptures, trash receptacles, ash urns, pedestrian scaled lighting enhancements, and other furnishings as appropriate for the specific user.

Shelter and Buffer Plazas

Plazas should be sheltered and buffered as much as possible from the sun, noise and traffic of adjacent streets, trash receptacles, parking, loading areas, or other incompatible land uses.

Outdoor Seating Area (Over 10,000 S.F. Building Area)

Outdoor seating areas accessible to patrons shall be provided for retail and food service areas over 10,000 square feet of building area.

Separate Employee Break Areas

Site design layout is encouraged to separate employee break areas from the public plaza areas.

Connection to Adjacent Amenities

Site design should include provisions for pedestrian access when adjacent to area wide open space, trails, parks, or other community amenities.



Outdoor Seating Areas

7.2.1.5 Outdoor Storage

Shopping Cart Storage Material

Businesses which utilize shopping carts shall provide designated storage areas within most parking aisles. Tubular holding structures shall be prohibited.

Shopping Cart Storage Screening

Outside shopping cart storage areas shall be screened through the use of walls and/or raised planters constructed as an element of the building.

Outdoor Storage Restrictions

Other than noted above, no other outdoor storage is permitted in the Commercial Zone.



Shopping Cart Storage and Screening



7.2.1.6 Outdoor Display

Extension of Indoor Display Areas

Outdoor display areas shall be designed as an extension of typical indoor display areas through the use of such space defining elements as perimeter landscaping, distinctive placement areas, enhanced surface treatment, or decorative security fencing. The design of these areas shall maintain adequate pedestrian circulation outside of the vehicular travel area.

Approval with Site Plan

Outdoor display areas shall be included and approved by the City with the site plan approval.

7.2.1.7 Water Quality Site Design

Runoff From Truck Docks

Runoff from truck docks must be treated for pollutants of concern prior to discharge from the site.

Truck-wells

Truck-wells are discouraged due to potential clogging of sump-condition storm drain inlets. If used, run-off-needs to run through landscape before discharging from site.

7.2.2 Architecture

7.2.2.1 Scale, Massing and Building Relief

Project Identity

Building and site development shall incorporate an architectural component that provides an identity for the project.

Building Entrances

Provide defined and recognizable building entrances to ensure they can be differentiated from other facade enhancements. Vary items such as roof lines and building materials to discern between a window and an entry.



Scale, Massing and Building Relief

Attractive Facades

Attractive facades should be provided through careful detailing, especially at the base of buildings, along eaves, parapets and around entries and windows.

Avoid Single, Large Dominant Building Mass

A single, large, dominant building mass shall be avoided to the extent feasible. Specifically, horizontal masses shall not exceed a height to width ratio of 1:3 without substantial variation in massing that includes a change in height and projecting or recessed offsets.

Recess Second or Subsequent Floors

Recess second or subsequent floors, include balconies or outdoor space.

7.2.2.2 Architectural Elevations and Details

Primary Building Entries

Primary building entries should be highlighted through the massing of the building, as well as special architectural materials and/or design features. Greater height can be used to highlight and accentuate entries in the form of tower elements, tall voids, or entry meeting plazas.

Geometric Variation

This element is highly encouraged to break the monotony of the common rectangular box form by incorporating a variation of elements that include, but are not limited to: rounded and clipped corners; trapezoidal and cylindrical entry towers; concave/convex wall projections; freeform or multi-faceted building footprints.

Windows and Storefronts

Windows and storefronts should be designed as defined, offset, openings within a solid wall rather than large unbroken expanses of a flush wall and window pane. Large-scale openings in walls with inserted glass walls may be appropriate for entry conditions from plazas. Highlighting windows is encouraged through the use of projections, trim or lentil elements.

7.2.2.3 Color and Materials

Windows Glazing

Window glazing used in commercial development should permit views into the establishment. Use of highly reflective and spandrel glass is strongly discouraged.



Geometric Variation /Windows and Store Fronts

7.2.2.4 Furnishings

Newspaper Racks, Phone Booths, ATM and Vending Machines

Newspaper racks, phone booths, ATM machines, and reverse vending machines should be incorporated into the site design and, to the extent possible, compatible with the design, colors, or style of the structure. Exterior placement of vending machines is discouraged.

7.2.3 Lighting

Low wattage down-lighting should be used on commercial buildings, provided that all exterior lighting complies with Riverside County Ordinance No. 655 regulating light pollution and its detrimental impact on astronomical observation and research.

7.2.4 Signage

Perris Valley Commerce Center Logo

Any sign program along a major roadway shall include signage at main and secondary entrances, as well as at major intersections, that include the Perris Valley Commerce Center logo.



Lighting and Signage

7.3 Live-Work Units

The City will consider proposals for Live-Work units for proposed and existing commercial uses. All mixed use proposals shall be handled in accordance with standard provisions for conditional uses. Consultation with the City is required to ensure feasibility before commencement. Attention shall be given to insure minimal impacts to adjacent uses and the feasibility of implementing proposed project. The Development Services Department will provide consideration for design criteria including but not limited to the following:

Architectural Design

Architectural design should transition away from a traditional residential design and reflect a professional appearance.

Defined Building Entrances

A separate entrance shall be provided for residence and for work unit.



Landscaping

Landscaping shall be professional in appearance and transitioning away from a traditional residential landscape appearance.

Lighting

Security lighting shall be provided.

Parking

Parking shall be based upon existing parking requirements as set forth by the Perris Municipal Code, except that reductions may be appropriate if demonstrated by a Parking Study.

Number of Units Permitted

Not more than sixty-four (64) live-work units will be permitted to be developed within any given quarter-mile (160-acre) areas. Live-work units are not permitted within the Airport Overlay Zone, except at a maximum number of one such unit for each legally established lot, in lieu of a conventional residence.



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8.0 INDUSTRIAL DESIGN STANDARDS AND GUIDELINES

8.1 Definition of Industrial

Light Industrial (LI). This zone provides for light industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous products/materials, and retail related to manufacturing. This zone correlates with the 'Light Industrial General Plan Land Use designation.

General Industrial (GI). This zone provides for the development of basic industrial uses which may support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to industrial activities, including outdoor storage. This zone correlates with the "General Industrial" General Plan Land Use designation.

Allowable uses within the industrial designation include those uses derived from industrial uses in the City of Perris Municipal Code Chapter 19, as set forth in Table 2.0-2 of the Perris Valley Commerce Center Specific Plan. Land Use definitions can be found in Section 2.4.

8.2 Industrial Development Standards and Guidelines

Refer to Table 4.0-1 of the Perris Valley Commerce Center Specific Plan for development standards and guidelines with the following exceptions and/or additions:

8.2.1 Industrial Site Layout

8.2.1.1 Orientation/Placement

Industrial Operations

Industrial operations should be screened from the public view and oriented away from residential uses, according to required setbacks.

8.2.1.2 Vehicular/Truck Access and On-Site Circulation

Driveway

Truck driveways should be separated from passenger traffic to the greatest extent possible and provide for 50-foot turning radii.

Interior Drive Aisles for Trucks

Truck drive aisles shall be a minimum of 40-feet wide.



Industrial Design



Truck Access

8.2.1.3 Parking and Loading

Parking

Refer to City of Perris Zoning Ordinance, Chapter 19.69.

Truck Courts

Automobile parking is restricted in truck courts.

8.2.1.4 Employee Break Areas and Amenities

Outdoor Break Areas

An outdoor break area should be provided at each office area location. It should include an eating area (tables and seating) covered by overhangs, patio covers, pergolas, etc. This area should be designed to create a sense of privacy and separation through the use of enhanced landscaping and paving, as well as landscape screening/low garden walls or combination thereof.

Additional Amenities for Buildings Exceeding 100,000 S.F.

Buildings exceeding 100,000 square feet shall require employee amenities such as, but not limited to, cafeterias, exercise rooms, locker rooms and shower, walking trails and recreational facilities.

Connection to Adjacent Amenities

Site design should consider pedestrian access when adjacent to area wide open space, trails, parks, or other community amenities.

8.2.1.5 Screening

Truck Courts

Industrial operations and truck courts shall be screened from public view and adjacent residential uses.



Screening

8.2.1.6 Outdoor Storage Permitted

Outdoor storage is permitted in General Industrial Zone only. Outdoor storage is permitted as an accessory use in Light Industrial Zone (limited to 10% of the site or less).

8.2.1.7 Outdoor Display Areas

Outdoor display area of products covering less than 5% of the lot area is allowed upon approval of a Minor Development Plan Review by the Planning Department pursuant to Chapter 19.54. Outdoor display area of products covering more than 5% of the lot area is allowed upon approval of a Conditional Use Permit.

8.2.1.8 Water Quality Site Design

Runoff from Loading Docks

Runoff from loading docks must be treated for pollutants of concern prior to discharge from the site.

Truck-wells

Truck-wells are discouraged due to potential clogging of sump-condition storm drain inlets. If used, run-off needs to run through landscape before discharging from site.

8.2.2 Landscape

No Landscape in Screened Truck Courts

Unless necessary for screening, recreation or water quality purposes, no landscape will be required in screened truck courts.



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9.0 BUSINESS/PROFESSIONAL OFFICE DESIGN STANDARDS AND GUIDELINES

9.1 Definition of Business/Professional Office

Business/Professional Office (BPO). This zone is to provide for uses associated with business, professional or administrative services located in areas of high visibility from major roadways, as well as to provide for convenient access from automobiles and public transit service. Small-scale warehousing and light manufacturing are also allowed in this zone. This zone is a conglomeration of the General Plan Land Use designations of Business Park and Professional Office.

The allowable uses within the office designation include those uses derived from the Business Park and Professional Office zones in the City of Perris Municipal Code Chapter 19. These allowable uses are set forth in the Table 2.0-2 within the Perris Valley Commerce Center Specific Plan. Related service businesses such as printing shops, restaurants, and personal care services would support the needs of local residents, businesses, and the public.

9.2 Business/Professional Office Development Standards and Guidelines

Refer to Table 4.0-1 of the Perris Valley Commerce Center Specific Plan for developments standards and guidelines with the following exceptions and/or additions:

9.2.1 Business/Professional Office Site Layout

9.2.1.1 Pedestrian Access and On-Site Circulation

Internal Pedestrian Walkways, Plazas and Courtyards

Enhanced paving should be used on internal walkways to provide connections between building entries and to the public right-of-way. Enhanced paving should also be provided in plazas, and courtyards within the Professional Office Zone.



Pedestrian Access Between Buildings/Parking Areas/Amenities On/Off-Site

Pedestrian walkways should be embellished and defined by landscaping, trees, lighting, textured paving, and/or trellises.



Walkways through Parking Lots

Pedestrian walkways through parking lots of Professional Office developments should be accented with special design features such as

Pedestrian Access

raised, colored and/or textured pavement, a widened roadway, or a combination of the former.

9.2.1.2 Parking and Loading

Parking

Refer to City of Perris Zoning Ordinance, Chapter 19.69.

Location of Parking

Generally, parking lots should be located either to the rear or to the side of a building, or a combination of both.

Disperse Parking Areas

Disperse parking into multiple smaller lots or separated parking blocks as opposed to one large lot such that cars are not the dominant visual element of the site from the street.

9.2.1.3 Plazas, Employee Break Areas, and Amenities

PLAZA

Plazas Required for Professional Offices Over 100,000 Square Feet

Professional Offices over 100,000 square feet require a plaza of at least one (1) square foot per 100 square feet of building area.

Business Park/Professional Office Plaza Elements

Enhanced visitor area(s) (i.e., a plaza, patio, courtyard, linear promenade, terrace, or usable landscaped area) should be scaled accordingly to the size and demands of the particular user or facility and that exhibit a higher level of design treatments by incorporating seating, sculpture, trash receptacles, ash urns, pedestrian scaled lighting enhancements and other furnishings as appropriate for the specific user. Plazas and open space areas provide both a friendly and inviting vision and environment by incorporating some of the following elements:

- Architectural features and furnishings adhering to a consistent theme.
- Seating, such as benches, tables and chairs, and/or low seating walls.
- Enhanced paving using a combination of textures and patterns, site walls including tree grates.
- Decorative light fixtures. Pedestrian scale,



Higher Level Design Treatments

- bollard, or other accent lighting. Note enhanced walkway lighting does not act as sole lighting.
- Landscaping of special interest, landscape buffering, screen walls, trellises, pergola structures and large scale canopy trees.
 - Public art or other focal point amenity. Public art is highly encouraged and incentivized by the City. Refer to Section 14.0 for additional incentive information.



Public Art

Plaza Locations

Plazas should be oriented toward the public view whenever possible as shown in Figure 9.0-1, and placed in areas where high levels of pedestrian activity are likely to occur. Special opportunities for plazas adjacent to building entrances, in food service areas, or between building clusters should be provided.

Figure 9.0-1, Plaza Locations



Shelter and Buffer Plazas

Plazas should be sheltered and buffered, as much as possible, from the sun, noise and traffic of adjacent streets, trash enclosures, parking, loading area, or other noxious elements.



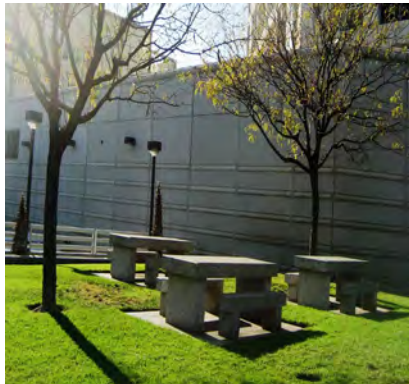
Outdoor Seating Areas

EMPLOYEE BREAK AREAS

Outdoor Break Areas in Business Park

Business Parks should provide a shared outdoor break area.

It should include tables and seating covered by overhangs, patio covers, or pergolas. This area should be defined to create a sense of privacy from public and separation through the use of enhanced landscaping, low garden walls, or combination thereof.



Employee Break Areas

EMPLOYEE AMENITIES

Amenities for Buildings Exceeding 100,000 Square Feet

Business/Professional Offices exceeding 100,000 square feet shall require employee amenities such as, but not limited to, cafeterias, exercise rooms, locker rooms and shower, walking trails, recreational facilities.

Connection to Adjacent Amenities

Site design should include provisions for pedestrian access when adjacent to area wide open space, trails, parks, or other community amenities.

9.2.1.4 Outdoor Storage and Display

Outdoor Storage Prohibited

No outdoor storage is permitted in Business/Professional Office Zone.

Outdoor Display Prohibited

No outdoor display is permitted in Business/Professional Office Zone.

9.2.2 Architecture

9.2.2.1 Scale, Massing and Building Relief

Identity to the Project

Building and site development shall incorporate an architectural component that provides enhancement to the identity of the project.



9.2.2.2 Architectural Elevations and Details

Primary Building Entries

Primary building entries should be highlighted through the massing of the building, as well as special architectural materials and/or design features.



Scale, Massing and Building Relief

9.2.2.3 Furnishings

Newspaper Racks, Phone Booths, ATM and Vending Machines

Newspaper racks, phone booths, ATM machines, and reverse vending machines should be incorporated into the site design and, to the extent possible, compatible with the design, colors, or style of the structure. Exterior placement of vending machines is discouraged.

9.2.3 Signage

9.2.3.1 Identity

Perris Valley Commerce Center Logo

Any sign program along a major roadway shall include signage at main and secondary entrances, as well as at major intersections, which includes the Perris Valley Commerce Center logo.

9.3 Live-Work Units

The City will consider proposals for Live-Work units for proposed and existing business/professional office uses. All mixed use proposals shall be handled in accordance with standard provisions for conditional uses. Consultation with the City is required to ensure feasibility before commencement. Attention shall be given to insure minimal impacts to adjacent uses and the feasibility of implementing proposed project. The Development Services Department will provide consideration for design criteria including but not limited to the following:



Architectural Design

Architectural design should transition away from a traditional residential design and reflect a professional appearance.

Defined Building Entrances

A separate entrance shall be provided for residence and for work unit.

Landscaping

Landscaping shall be professional in appearance and transitioning away from a traditional residential landscape appearance.

Lighting

Security lighting shall be provided.

Parking

Parking shall be based upon existing parking requirements as set forth by the Perris Municipal Code, except that reductions may be appropriate if demonstrated by a Parking Study.

Number of Units Permitted

Not more than sixty-four (64) live-work units will be permitted to be developed within any given quarter-mile (160-acre) areas. Live-work units are not permitted within the Airport Overlay Zone, except at a maximum number of one such unit for each legally established lot, in lieu of a conventional residence.



10.0 RESIDENTIAL DESIGN GUIDELINES

10.1 Definition of Residential

Residential (R). This zone recognizes the existing residential community of detached single family residential development between Markham Street and Ramona Expressway, east of Webster Avenue. This zone shall be applicable to and correlate with the General Plan Land Use designation of R-20,000 Single Family Residential. The continued use of this area as residential is allowed, but other business, commercial-related and mixed-use activities are encouraged. Other proposed uses shall be submitted to the Development Services Department for review. Development Services Department will determine appropriate processing procedures for proposed use. Further subdivision in this land use category is discouraged.

Multi-Family Residential (MFR). This zone recognizes the existing mobile home park within the specific plan area. The continued use of this area as a mobile home park is allowed. This zone shall be applicable to and correlate with the General Plan Land Use designation of MFR-14. The allowable uses within the residential designations include those uses derived from the MFR-14 and MFR-22 uses in the City of Perris Municipal Code Chapter 19. These allowable uses are set forth in Table 2.0-2. Further subdivision in this land use category is discouraged.

10.2 Residential Development Standards and Guidelines

Refer to Table 4.0-1 of the Perris Valley Commerce Center Specific Plan for development standards and guidelines as well as City of Perris Zoning Ordinance, Chapter 19.69.

10.3 Residential Design Criteria

Refer to City of Perris Zoning Ordinance, Chapter 19.21 R-20,000 Single Family Residential and Chapter 19.34 R-5 District (Mobilehome Subdivisions). For other proposed uses such as live-work units or home occupation (City of Perris Zoning Ordinance 19.02.140), design criteria shall be at the discretion of the Development Services Department.

10.4 Live-Work Units

The City will consider proposals for Live-Work units for existing residential as well as for proposed and existing commercial and business/professional office uses. All uses must comply with the Airport Overlay Zone land use restrictions. All mixed use proposals shall be handled in accordance with standard provisions for conditional uses. Consultation with the City is required to ensure feasibility before commencement. Attention shall be given to insure minimal impacts to adjacent uses and the feasibility of implementing proposed project. The Development Services Department will provide consideration for design criteria including but not limited to the following:



Architectural Design

Architectural design should transition away from a traditional residential design and reflect a professional appearance.

Defined Building Entrances

A separate entrance shall be provided for residence and for work unit.

Landscaping

Landscaping shall be professional in appearance and transitioning away from a traditional residential landscape appearance.

Lighting

Security lighting shall be provided.

Parking

Parking shall be based upon existing parking requirements as set forth by the Perris Municipal Code, except that reductions may be appropriate if supported by a Parking Study.

Number of Units Permitted

Not more than sixty-four (64) live-work units will be permitted to be developed within any given quarter-mile (160-acre) areas. Live-work units are not permitted within the Airport Overlay Zone, except at a maximum number of one such unit for each legally established lot, in lieu of a conventional residence.



11.0 PUBLIC DESIGN STANDARDS AND GUIDELINES

11.1 Definition of Public

Public (P). This zone is intended to provide for a wide range of public and semi-public uses. This zone shall be applicable to and correlate with the General Plan Land Use designation of Public/Semi-Public Facilities/Utilities.

Allowable uses within the public designation include those uses derived from the Public/Semi-Public Facility uses in the City of Perris Zoning Ordinance, Chapter 19, as set forth in Table 2.0-2 of the Perris Valley Commerce Center Specific Plan. Land Use definitions can be found in Section 2.4.

11.2 Public/Semi Public Development Standards and Guidelines

Refer to Table 4.0-1 of the Perris Valley Commerce Center Specific Plan for development standards and guidelines as well as City of Perris Zoning Ordinance, Chapter 19.69.



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- **AIRPORT OVERLAY ZONE**

The Airport Overlay Zone (AOZ) is an area approximately 1,032 acres and generally extending south of the runway at March Air Reserve Base/Inland Port (March ARB/IP) through the central part of the Perris Valley Commerce Center (PVCC) Specific Plan area. This zoning overlay defines specific land uses and land use densities as distinguished by each of these areas. This zoning overlay corresponds to the March ARB/IP Airport Land Use Compatibility Plan adopted in 2014 and the March ARB/IP Safety Zones: M (Military), A (Clear Zone), B1 (Inner Approach Departure Zone), B2 (High Noise Zone), C1 (Primary Approach/Departure Zone), C2 (Flight Corridor Zone), D (Flight Corridor Buffer), and E (Other Airport Environs). These safety zones are shown on Figure 12.0-1.

The AOZ corresponds generally with the boundaries and provisions of the 2014 March ARB/IP ALUCP and airport influence area.

- **Airport Overlay Zones and Delineation**

The following March zones apply throughout the Perris Valley Commerce Center. Refer to Figure 12.0-1 below for overlay zones.

Zone M (Military) includes all lands owned by the U.S. Air Force. By law, neither local governments nor the Riverside Airport Land Use Commission have jurisdiction over federal lands.

Zone A (Clear Zone) contains lands within the Clear Zone (CZ) at each end of the runway, but not on the base property. As defined by the 2005 Air Installation Compatible Use Zone (AICUZ), the clear zones are 3,000 feet wide and 3,000 feet long beginning at the runway ends. Zone A at the south end of the runway includes privately owned land. The U.S. Air Force has acquired restrictive use easements preventing the development of this property.

Zone B1 (Inner Approach/Departure Zone) encompasses areas of high noise and high accident potential risk within the inner portion of the runway approach and departure corridors. The zone is defined by the boundaries of Accident Potential Zones (APZs) I and II, adjusted on the north to take into account the turning departure flight tracks. The majority of the zone is exposed to projected noise levels in excess of 65 dB CNEL.

Zone B2 (High Noise Zone) is similar to Zone B1 in terms of noise impact, but is subject to less accident potential risk. The projected 65 dB CNEL contour forms the basis for the zone boundary. The actual boundary follows roads, parcel lines or other geographic features that lie generally just beyond the contour line. Lands within the APZs are excluded from Zone B2. Most of the zone lies adjacent to the runway. To the north, portions extend along the sides of Zone B1. To the south, a small area borders the sides of Zones A and B1 and a larger area extends two (2) miles beyond the south end of Zone B1.

Zone C1 (Primary Approach/Departure Zone) encompasses most of the projected 60 dB CNEL contour plus immediately adjoining areas. The zone boundary follows geographic features. Accident potential risks are moderate in that aircraft fly at low altitudes over or near the zone. To



the south, an area beginning just beyond Nuevo Road—approximately five (5) miles from the runway end—is excluded from the zone. Exposure to noise in this area is greater (above 60 dB CNEL), however, the accident potential risks at this distance from the runway are reduced by the altitude at which aircraft typically fly over the area. Single-event noise levels are potentially disruptive in this zone.

Zone C2 (Flight Corridor Zone) contains the remainder of the lands within the 60 dB CNEL contour to the south. Although aircraft overflying this area are at 2,000 feet or more above the runway on descent and generally 3,000 feet or more on takeoff, single-event noise levels combined with the frequency of overflights, including at night, make noise a moderate compatibility concern. A larger portion of Zone C2 is situated to the west of the airport and includes locations above which most of the military closed-circuit flight training aircraft activity takes place. Aircraft overfly this area at circuit altitude (3,000 feet) or higher (similar to the south portion of Zone C2), but high terrain in some locations makes the flight altitude above ground level comparatively lower. Single-event noise levels in this area can be intrusive. However, at present, nearly all of the flight training activity takes place on weekdays during daylight hours, thus reducing the significance of the noise impact on residential land uses. Accident potential risk levels in both portions of Zone C2 are judged to be moderate to low with flight training aircraft activity being the primary concerns

Zone D (Flight Corridor Buffer) is intended to encompass other places where aircraft may fly at or below 3,000 feet above the airport elevation either on arrival or departure. Additionally, it includes locations near the primary flight paths where aircraft noise may be loud enough to be disruptive. Direct overflights of these areas may occur occasionally. Accident potential risk levels in this zone are low.

Zone E (Other Airport Environs) contains the remainder of the Airport Influence Area (AIA). Noise impacts are low (this area is beyond the 55-CNEL noise contour), and risk of accidents is low. Airspace protection is the major concern in that aircraft pass over these areas while flying to, from, or around March ARB/IPA.

The High Terrain Zone serves a more focused purpose than the preceding eight zones. It is intended to identify locations where objects may be hazards to the aircraft operating in the airport's airspace and require careful review. This zone is within the FAR Part 77 surfaces for March ARB/IPA.

For a complete listing of those land uses prohibited or permitted with restrictions within the March ARB/IP safety zones, see Tables 12.0-1.

Figure 12.0-1, March ARB/IP Airport Compatibility Map

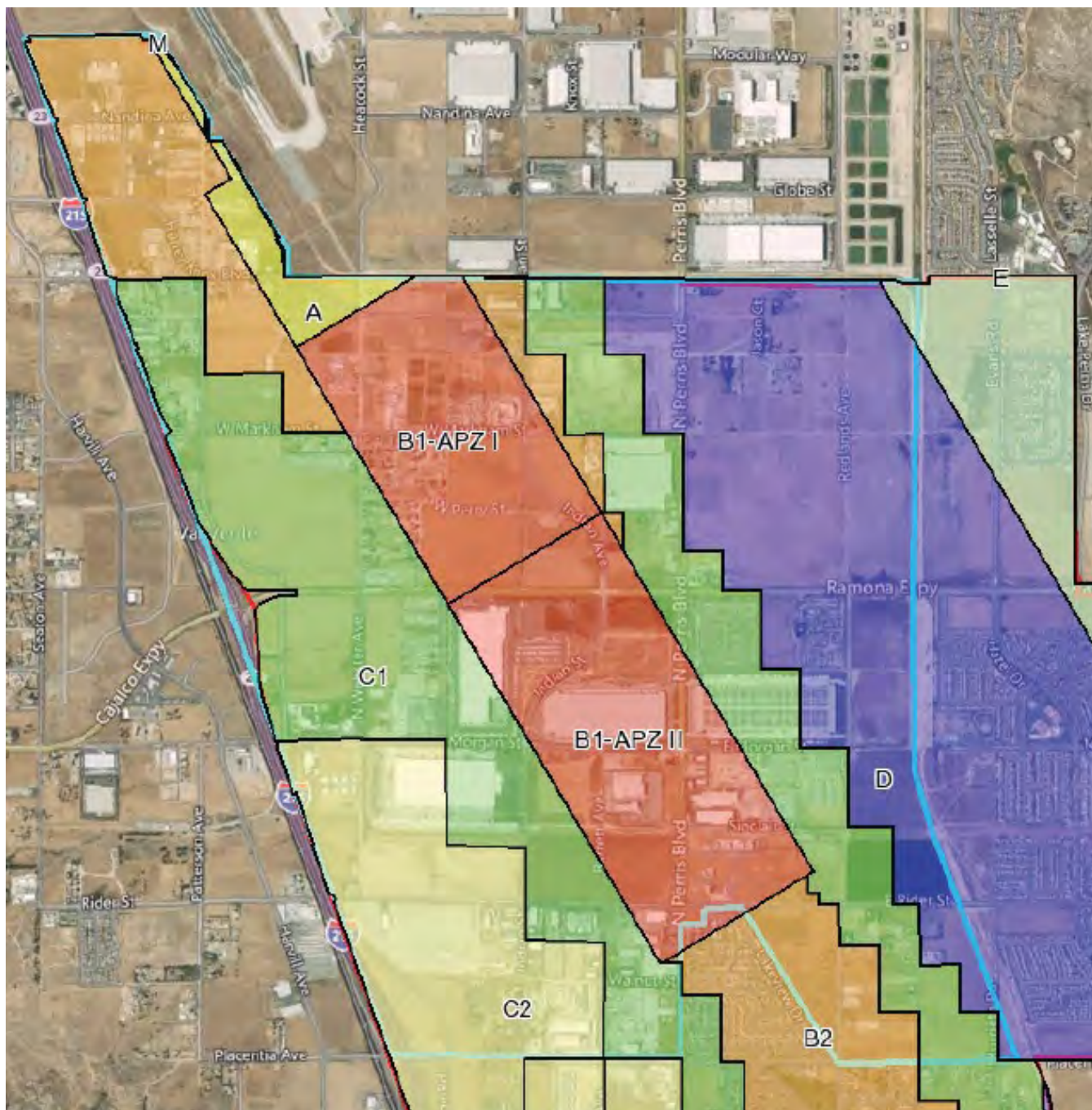




Table 12.0-1, March ARB/IP Basic Compatibility Criteria Table

Compatibility Criteria Table (*Foot Notes are located at the end of Chapter 19.51)						
Zone	Residential (d.u./ac) ^{1, 22}	Other Uses (people/ac) ²		Req'd Open Land	Prohibited Uses ³	Other Developmental Conditions ⁴
		Average ⁵	Single Acre ⁶			
M <i>(Military)</i>					Federal Lands -No ALUC authority	
A <i>Clear Zone (if not base)⁷</i>	No New Dwellings Allowed	0	0	All remaining	-All non-aeronautical structures Assemblages of people -Objects exceeding FAR Part 77 height limits -All storage of hazardous materials -Hazards to flight ⁸	-Electromagnetic radiation notification -Avigation easement dedication and disclosure ^{4,7}
B1 <i>Inner Approach/Departure Zone</i>	No new dwellings allowed ¹⁰	25 (APZ I) 50 (APZ II and outside APZs) ¹¹	100 100	Max. 50% lot coverage within APZs ¹²	-Children's schools, daycare centers, libraries -Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly -Bldgs with >1 aboveground habitable floor in APZ I or >2 floors in APZ II and outside of APZs ¹³ -Hazardous materials manufacture/storage ¹⁴ -Noise sensitive outdoor ¹⁵ nonresidential uses	-Locate structures maximum distance from extended runway centerline -Sound attenuation as necessary to meet interior noise level criteria ¹⁸ -Zoned fire sprinkler systems required -Airspace review req'd for objects >35 ft. tall ¹⁹



Compatibility Criteria Table (*Foot Notes are located at the end of Chapter 19.51)						
Zone	Residential (d.u./ac) ^{1, 22}	Other Uses (people/ac) ²		Req'd Open Land	Prohibited Uses ³	Other Developmental Conditions ⁴
		Average ⁵	Single Acre ⁶			
					-Critical community infrastructure facilities ¹⁶ -Hazards to flight ⁸ -Uses listed in AICUZ as not compatible in APZ I or APZ II ¹⁷	-Electromagnetic radiation notification ⁹ -Avigation easement dedication and disclosure ⁴
B2 <i>High Noise Zone</i>	No new dwellings allowed ¹⁰	100	250	No Req'd	-Children's schools, day care centers, libraries -Hospitals, congregate care facilities, hotels/motels, places of assembly -Bldgs with >3 aboveground habitable floors -Noise-sensitive outdoor nonresidential uses ¹⁵ -Critical community infrastructure	-Locate structures max. distance from runway -Sound attenuation as necessary to meet interior noise level criteria ¹⁸ -Aboveground bulk storage for hazardous materials discouraged ^{14,20} -Airspace review req'd for objects



Compatibility Criteria Table (*Foot Notes are located at the end of Chapter 19.51)						
Zone	Residential (d.u./ac) ^{1, 22}	Other Uses (people/ac) ²		Req'd Open Land	Prohibited Uses ³	Other Developmental Conditions ⁴
		Average ⁵	Single Acre ⁶			
					facilities ¹⁶ -Hazards to flight ⁸	>35 ft. tall ¹⁹ -Electromagnetic radiation notification ⁹ -Avigation easement dedication and disclosure ⁴
C1 <i>Primary Approach/Departure Zone</i>	≤ 3.0	100	250	No Req'd	-Children's schools, day care centers, libraries -Hospitals, congregate care facilities, places of assembly -Noise-sensitive outdoor nonresidential uses ¹⁵ -Hazards to flight ⁸	-Critical community infrastructure facilities discouraged ^{16,20} -Above ground bulk storage of hazardous materials discouraged ^{14,20} -Sound attenuation as necessary to meet interior noise level criteria ¹⁸ -Airspace req'd for objects >70 ft. tall ¹⁹ -Electromagnetic radiation notification ⁹ -Deed notice and disclosure ⁴

PERRIS VALLEY COMMERCE CENTER AIRPORT OVERLAY ZONE



Compatibility Criteria Table (*Foot Notes are located at the end of Chapter 19.51)						
Zone	Residential (d.u./ac) ^{1, 22}	Other Uses (people/ac) ²		Req'd Open Land	Prohibited Uses ³	Other Developmental Conditions ⁴
		Average ⁵	Single Acre ⁶			
C2 <i>Flight Corridor Zone</i>	≤ 6.0	200	500	No Req'd	-Highly noise-sensitive outdoor nonresidential uses ¹⁵ -Hazards to flight ⁸	-Children's schools discouraged ²⁰ -Airspace review req'd for objects >70 ft. tall ¹⁹ -Electromagnetic radiation notification ⁹ -Deed notice and disclosure ⁴
D <i>Flight Corridor Buffer</i>	No Limit	No restriction ²¹	No restriction	No Req'd	-Hazards to flight ⁸	-Major spectator-oriented sports stadiums, amphitheater, concert halls discouraged ²¹ -Electromagnetic radiation notification ⁹ -Deed notice and disclosure ⁴
E <i>Other Airport Environs</i>	No Limit	No restriction ²¹	No restriction	No Req'd	-Hazards to flight ⁸	-Disclosure only ⁴
* <i>High Terrain</i>	Same as Underlying Compatibility Zone		Same as Underlying Compatibility Zone	Not Applicable	-Hazards to flight ⁸ -Other uses restricted in accordance with criteria for underlying zone.	-Airspace review req'd for objects >35 ft. tall ¹⁹ -Avigation easement dedication and disclosure ⁴



NOTES:

Policies referenced here are from the *Riverside County Airport Land Use Compatibility Plan* adopted by the Riverside County ALUC for other airports beginning in October 2004. A complete copy of the *Riverside County Airport Land Use Compatibility Plan* is available on the Riverside County Airport Land Use Commission website at www.rcaluc.org.

1. Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.
2. Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
3. The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See *Riverside County Airport Land Use Compatibility Plan*, Volume 1, Appendix D for a full list of compatibility designations for specific land uses.
4. As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Avigation easements are to be dedicated to the March Inland Port Airport Authority; the federal government is precluded from receiving easement dedications. See sample language in www.marchjpa.com/docs_forms/avigationeasement.pdf.
5. The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
6. Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.
7. Clear zone (equivalent to runway protection zone at civilian airports) limits that delineate Zone A are derived from locations indicated in the March Air Reserve Base AICUZ study. Zone A is on Air Base property or otherwise under military control.
8. Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction. Also see Countywide Policy 4.3.7.
9. March ARB must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.
10. Other than in Zone A, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record is exempted from this restriction where such use is permitted by local land use regulations. Interior noise level standards and avigation easement requirements for the compatibility zone in which the dwelling is to be located are to be applied.



11. Non-residential uses are limited to 25 people per gross acre in Accident Potential Zone (APZ) I and 50 people per acre in APZ II and elsewhere in Zone B1. Single-acre intensity limits are 100 people/acre throughout Zone B1.
12. In APZ I, any proposed development having more than 20% lot coverage must not provide on-site services to the public. Zoned fire sprinklers are required. Also, in APZ I, site design of proposed development should to the extent possible avoid placement of buildings within 100 feet of the extended runway centerline; this center strip should be devoted to parking, landscaping, and outdoor storage. Maximum lot coverage is not limited outside the APZs.
13. Within APZ II and outside APZs, two-story buildings are allowed.
14. Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. In APZ I, manufacture or bulk storage of hazardous materials (toxic, explosive, corrosive) is prohibited unless storage is underground; small quantities of materials may be stored for use on site. In APZ II and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited.
15. Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
16. Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).
17. For properties in either APZ I or II, any use listed as —N – not compatible|| for that particular APZ in Table 3-1 of the 2005 *Air Installation Compatible Use Zone Study for March Air Reserve Base*. Beyond the boundaries of the APZs in Zone B1, such uses are discouraged, but not necessarily prohibited unless otherwise specified herein.
18. All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.
19. This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Countywide Policies 4.3.3 and 4.3.4. Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and lighting of certain objects. See Countywide Policy 4.3.6 for details.
 - Discouraged uses should generally not be permitted unless no feasible alternative is available.
 - Although no explicit upper limit on usage intensity is defined for *Zone D and E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks.
 - In Zones B1 (including APZ I and APZ II) and B2, no new subdivisions establishing additional residential lots shall be permitted.

■ **Applicability**

Regulations in this Chapter shall apply to all uses, activities, and existing and proposed development project on properties within the March ARB/IP ALUCP Zone A (Clear Zone), Zone B1 (Inner Approach Departure Zone), Zone B2 (High Noise Zone), Zone C1 (Primary Approach/Departure Zone), Zone C2 (Flight Corridor Zone), Zone D (Flight Corridor Buffer), and Zone E (Other Airport Environs) designated in the ALUCP. Should an override action be taken, the City of Perris shall ensure that development is consistent with direction in the State Aeronautics Act, the FAA regulations, and guidance provided in the Caltrans division of Aeronautics Airport Land Use Planning Handbook.

Existing Development and Land Uses. Non-conforming uses and structures shall comply with Airspace Protection Standards of 19.51.070 which prohibit any activities that pose a risk to flight operations within the AOZ. Existing land uses that are not consistent with the AOZ are non-conforming uses and may continue. No increase in density for non-conforming residential land



uses is permitted. Non-conforming buildings and uses shall comply with Perris Municipal Code Chapter 19.80 (Nonconforming Building and Uses) provisions for expiration of nonconforming status and proposed changes to land use that does not conform to the AOZ.

Development or land uses shall be considered "existing" if one of the following conditions are met:

- A vesting tentative map has been approved and has not expired or all discretionary approvals have been obtained and have not expired.
- Building permits have been issued and have not expired.
- The structures and site development have been legally established and physically exist.

■ Procedures

Approval. All ministerial and discretionary actions within the AOZ shall be reviewed for consistency with this Chapter prior to approval.

Mandatory findings for approval. When a project, use or activity is subject to discretionary actions requiring a public hearing or notice, the applicable review authority shall make all of the following findings, as applicable:

- The project, use or activity complies with the noise compatibility policies of the AOZ.
- The project, use or activity complies with residential and non-residential density standards and other development conditions as per Table 12.0-1, March ARB/IP Basic Compatibility Criteria Table.
- The project, use or activity complies with Figure 12.0-1, March ARB/IP Compatibility Map.
- The project, use or activity complies with the airspace protection policies of the AOZ.
- The project, use or activity complies with the overflight policies of the AOZ.

Amendments. Other than General Plan, Specific Plan, or Zoning Code changes addressed through a previous referral to the Riverside County Airport Land Use Commission (RCALUC), or any action to overrule any determination of the March ARB/IP ALUCP, proposed general plan land use amendments, zoning amendments, and specific plan amendments that impact density or intensity of development within the AOZ shall be referred to the RCALUC for a determination of compatibility with the adopted March ARB/IP ALUCP.

Overrule Provisions. Should the RCALUC update the March ARB/IP ALUCP, the City Council of the City of Perris shall review the updated March ARB/IP ALUCP and either make changes to applicable General Plan sections, zoning, and implementing ordinances, or the City Council may, pursuant to Public Utilities Code Section 21676(b), overrule the RCALUC.

■ Compatibility with March ARB/IP ALUCP

The Perris Valley Commerce Center is located in March ARB/IP safety zones and therefore all development shall comply with the following measures:

Avigation Easement: Development projects shall provide an executed avigation easement to the March Joint Powers Authority (MJPA). Avigation easement forms and instructions are available on the MJPA website, www.marchjpa.com.



Noise Standard: All building office areas shall be constructed with appropriate sound mitigation measures as determined by an acoustical engineer or architect to ensure appropriate interior sound levels.

Land Use and Activities: Compatible and approved land uses and activities shall not be altered or amended without City consent. The following shall be prohibited: ~~an~~

- Any use that would direct a steady light or flashing light of red, white, green or amber colors (associated with airport operations) towards an aircraft engaged in a climb following takeoff or landing at an airport, other than FAA-approved navigational lights and systems.
- Any use that would cause sunlight to be reflected towards an aircraft engaged in a climb following takeoff or descent towards a landing at an airport.
- Any use that would generate excessive smoke or water vapor or attract large concentrations of birds, or that would otherwise affect safe air navigation within the AIA.
- Any use that would generate electrical interference that may be detrimental to the operation of aircraft or the aircraft's navigation instrumentation.

Retention and Water Quality Basins: All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

Notice of Airport in the Vicinity: Prior to approval of new development projects, all applicants shall prepare an aerial photograph identifying the location of the March ARB/IP in relationship to the project site, and a Notice of Airport in the Vicinity. Because the entire PVCC SP lies within the MARB Airport Influence Area, notice must be provided to all potential purchasers or tenants and shall consist of the following:

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)

Disclosure: The applicant shall provide full disclosure of the aviation easement and Notice of Airport in the Vicinity to all prospective purchasers or tenants.

Lighting Plans: Prior to issuance of a building permit, lighting plans shall be submitted to an airport lighting consultant or March ARB/IP), for review and comment prior to issuance of building permits.

Height Restrictions per Federal Aviation Regulations Part 77



The federal government has developed standards for determining obstructions in navigable airspace. Federal Aviation Regulations Part 77 defines a variety of imaginary surfaces at certain altitudes around airports. The Part 77 surfaces include the primary surface, approach surface, transitional surface, horizontal surface and conical surface. Collectively, the Part 77 surfaces around an airport define a bowl-shaped area with ramps sloping up from each runway end. The Part 77 regulations identify elevations at which structures may present a potential hazard to air navigation and require FAA review. Please see Appendix D of the 2005 March ARB/IP AICUZ that describes FAR Part 77 height obstruction criteria surrounding the airport.

Form 7460: Development projects in the AOZ shall submit FAA Form 7460-1 (Notice of Proposed Construction or Alteration) through the process outlined at oeaaa.faa.gov, and shall receive and provide the City of Perris a copy of the FAA's "Determination of No Hazard to Air Navigation" prior to project construction. Should cranes or vertical equipment be used during the construction process, a separate Form 7460-1 is required for construction equipment to be submitted.

Infill:

Infill: Where development not in conformance with the criteria set forth in this Compatibility Plan already exists, additional infill development of similar lands uses may be allowed to occur even if such lands uses are to be prohibited elsewhere in the zone. This exception does not apply within Compatibility Zones A or B1.

- (a) A parcel can be considered for infill development if it meets all of the following criteria plus the applicable provisions of either sub-policy (b) or (c) below:
 - (1) The parcel size is no larger than 20.0 acres.
 - (2) At least 50 % of the site's perimeter is bounded (disregarding roads) by existing uses similar to, or more intensive than, those proposed.
 - (3) The proposed project would not extend the perimeter of the area defined by the surrounding, already developed, incompatible uses.
 - (4) Further increases in the residential density, nonresidential usage intensity, and/or other incompatible design or usage characteristics (e.g., through use permits, density transfers, addition of second units on the same parcel, height variance, or other strategy) are prohibited.
 - (5) The area to be developed cannot previously have been set aside as open land in accordance with policies contained in this Plan unless replacement open land is provided within the same compatibility zone.
- (b) For residential development, the average development density (dwelling units per gross acre) of the site shall not exceed the lesser of:
 - (1) The average density represented by all existing lots that lie fully or partially within a distance of 300 feet from the boundary of the parcel to be divided; or
 - (2) Double the density permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria Table 1 in Chapter 19.51, Airport Overlay Zone, of the City of Perris zoning code.



- (c) For nonresidential development, the average usage intensity (the number of people per gross acre) of the site's proposed use shall not exceed the lesser of:
 - (1) The average intensity of all existing uses that lie fully or partially within a distance of 300 feet from the boundary of the proposed development; or
 - (2) Double the intensity permitted in accordance with the criteria for that location as indicated in the March ARB/IP COMPATIBILITY CRITERIA Table 1 in Chapter 19.51, Airport Overlay Zone, of the City of Perris zoning code.
- (d) The single-acre and risk-reduction design density and intensity multipliers described in the Compatibility Criteria Table 1 in Chapter 19.51, Airport Overlay Zone, of the City of Perris zoning code are applicable to infill development
- (e) Infill development on some parcels should not enable additional parcels to then meet the qualifications for infill. The intent is that parcels eligible for infill be determined just once. The burden for demonstrating that a proposed development qualifies as infill rests with the City of Perris and/or project proponent.



13.0 IMPLEMENTATION AND ADMINISTRATIVE PROCESS

Section 13.0 outlines the methods by which development in the specific plan will be processed, the enhancements desired by the City, incentives that are available to potential developers, and infrastructure financing mechanisms.

13.1 Entitlement Processing Procedures

13.1.1 Decision Making Bodies and Responsibilities

City Council

The City Council of the City of Perris is the final decision-making authority on all amendments to the Specific Plan, subdivisions, permit revocations, and the referral of all permit types as listed below in Table 13.0-1.

Development Services Director

The Development Services Director or designee shall be the approval authority on all permitted uses, minor development plan reviews and minor modifications. In addition, the Development Services Director, or designee, may refer any application to the next higher authority due to special issues, impacts related to the project, or controversy. Refer to Table 13.0-1.

Planning Commission

The Planning Commission is the advisory body to the City Council in land use decisions for the City of Perris and the approval authority of land development requests such as development plan reviews and major modifications, as shown in Table 13.0-1. The Planning Commission may also refer any application to the City Council due to special circumstances or controversy.



13.1.2 Permit Types and Processes

Table 13.0-1, Permit Types and Processes

Application Type	Approval Authority	Public Hearing
Accessory Uses	Director of Development Services	No
Conditional Use Permit	Planning Commission	Yes
Determination of Public Convenience or Necessity	Planning Commission	Yes
Development Plan Review	Determined by entitlement application	Yes
Specific Plan Amendment	City Council	Yes
Temporary Outdoor Uses	Director of Development Services	No
Variances	Planning Commission	Yes
Major Modification	Same authority as original project	Yes
Minor Modification	Director of Development Services	No
Other Actions	Approval Authority	Public Hearing
Administrative Determination	Director of Development Services	No
Permitted Uses	Director of Development Services	No
Tentative/ Parcel Maps	Planning Commission	Yes

Accessory Uses (A)

These types of uses are only allowed subject to compatibility with the primary use of the property. Accordingly, Accessory Uses are clearly subordinate to, and supportive of, the primary use of the property. Accessory Uses are not allowed to be processed prior to the primary use, but may be processed concurrently with or after the primary use has been entitled. An Accessory Use may be approved after the primary use has been entitled only if no modifications to the entitled Development Plan is required as a result of the Accessory Use. The Development Services Director or designee is authorized to approve or deny requests for accessory uses.

Administrative Determination (AD)

When a land use is proposed, but not specifically listed within this Specific Plan as an allowable use, the Development Services Director or designee shall have the authority to determine if the proposed use is a Permitted Use and appropriate application for land use approval. In doing so, the proposed project will follow the approval procedure for that permit type.



Conditional Use Permits (CUP)

A conditional use is one which is not permitted by right but may be acceptable given an appropriate set of conditions of approval. Certain types of land uses within the Specific Plan are to be processed as a Conditional Use Permit. The Planning Commission is authorized to approve or deny such requests, upon a recommendation from the Development Services Department.

Determination of Public Convenience or Necessity (PCN)

As required by the California Department of Alcohol Beverage Control, the City must review and make finding of "Public Convenience and Necessity" for any business that wishes to sell alcohol beverages, where there already may be an "undue concentration" of such businesses within the same census tract. The Planning Commission is authorized to approve or deny any requests for determination of public convenience and necessity, upon a recommendation from the Development Services Department.

Development Plan Review (DPR)

All proposed structures or exterior modifications in commercial, industrial and multiple-family zones (landscape, parking, lighting, etc.), must be designed and reviewed through a Development Plan Review. The purpose of this application is to provide the City with certain site design information, such as floor plans, elevations, amount of parking required, etc. Any such application can be processed concurrently with any other applicable Permit. As such, the Development Services Director or designee, the Planning Commission, and/or the City Council is authorized to approve, conditionally approve, or deny any requests as per City of Perris Municipal Code 19.50.040.

Major/Minor Modifications (MM)

The Development Services Director or designee shall review any requests for revisions or modifications to approved projects and determine whether the proposed changes are "Major" or "Minor." Major Modifications are modifications to an approved permit that do not change the basic concept or use allowed by the original approval but may include but are not limited to, a significant increase in intensity of approved use, changes resulting in significant adverse affects, expansion within the approved permit area or changes to the original conditions or approval including extensions to the overall life of the permitted use. Major Modifications to approved projects shall be reviewed and processed in the same manner as the originating project.

Minor Modifications are changes to an approved permit that do not change the basic concept or use allowed by the original approval or the effect of an approval to surrounding property that may include but are not limited to: (1) modifications for upgrading facilities; (2) modifications for compliance with requirements of other public agencies; (3) modifications necessary to comply with the final conditions of approval; (4) minor improvements to site and architectural plans that do not increase the square footage of a project but are necessary to meet particular design intent and/or suit the needs of a new tenant; (5) modifications to on-site circulation and parking, lighting, fencing or walls (placement and/or height), landscaping and/or signage requirements,



provided those modifications will have no adverse effect upon public health, safety, welfare or the environment and; (6) proposed modification is exempt from provisions of California Environmental Quality Act. The Development Services Director or designee shall review all requests for Minor Modifications to approved projects and make a determination to approve or deny such requests. The approval of such modifications shall not extend the expiration date of the original approval, unless specifically requested by the revision.

Minor Adjustments (MA)

Although the Perris Zoning Ordinance describes provisions for Minor Adjustments to development standards, no such application is permitted in this Specific Plan. Any requests for minor modifications of development standards shall be considered through the Incentive Program.

Permitted Uses (P)

Permitted uses are those which shall be allowed provided they comply with existing City Ordinances and policies. See Land Use Table for types of land uses within the Specific Plan that are to be processed as a Permitted Use. Permitted uses are subject to review, public hearing and final determination by the Development Services Director or designee.

Specific Plan Amendments (SPA)

Any change to the Specific Plan boundaries, land use designations, land use allowances, development criteria, circulation plan, public facility plan, or other major component will require a Specific Plan Amendment. The Planning Commission is authorized to review and recommend either approval or denial to the City Council. The City Council is authorized to approve or disapprove any proposed requests.

Temporary Outdoor Uses (TOU)

Events that are considered to be occurring on a recurring and/or a temporary basis are required to be approved through a Temporary Outdoor Use permit. All such events shall comply with Section 19.60 of the City of Perris Zoning Code. The Development Services Director or designee is authorized to approve or deny such requests.

Tentative Tract / Parcel Maps (TTM/TPM)

Any application for the division of land with the Specific Plan is to be processed as a Subdivision application. The Planning Commission is authorized to review and approve proposed applications for Parcel Maps (4 lots or fewer). The Planning Commission shall review and recommend either approval or denial of all tentative maps (five lots or more) to the City Council. The City Council is authorized to approve or disapprove any proposed requests.

Variances (V)

With the adoption of certain findings as required by state law, requests for deviations from the adopted development standards may be processed by a Variance. However, a project proponent may either participate in the Incentive Program or request a Variance for any requested modifications to a given development standard. Upon recommendation of the



Development Service Director, the Planning Commission is authorized to approve or deny such requests.

Other Applications

Notwithstanding any indication to the contrary, nothing in this Specific Plan shall be construed to imply that the entitlement process for any other application not listed in this section is in any way modified from the normal procedures as set forth in Section 19.54.30 of the City of Perris Zoning Ordinance.

13.1.3 Procedures

Internal Review

The Development Services Department shall be the lead agency for any entitlement application. In doing so, the Department must consult with any other City department, County department, State department, or any other reviewing agency that has jurisdiction or authority over the application. During the review of the applications, it is the responsibility of the Department to review such applications against any and all City regulations.

Public Hearing Process

All decisions by the Planning Commission and the City Council shall be heard at a public hearing that is publicly advertised in accordance with Section 19.56 of the City of Perris Zoning Ordinance. No building permits, grading permits, sign permits, or any other permits may be issued until the Approval Authority has approved the project.

Appeals

Any decision by the Development Services Director or designee may be appealed to the Planning Commission, who shall then set the matter for a public hearing. The Planning Commission shall then approve or deny the appeal, and confirm or overturn the decision of the Development Services Director or designee.

Any decision by the Planning Commission may be appealed to the City Council, who shall then set the matter for a public hearing. The City Council shall then approve or deny the appeal, and confirm or overturn the decision of the Planning Commission. Decisions of the City Council are final.

13.2 Incentives Program

The Perris Valley Commerce Center will be a premiere example of an advanced and innovative commerce center for the region. The City of Perris will achieve this by encouraging and requiring high-end development through the use of detailed design guidelines and definitive development standards. Therefore, to encourage development that goes beyond the high quality development expected, the Perris Valley Commerce Center Specific Plan offers an incentive program that permits a variety of modified development standards in exchange for



project enhancements. In order to qualify for any incentives, the project proponent must demonstrate how the project exceeds the minimum requirements of the Specific Plan.

To initiate the Incentive Program, a meeting shall occur between the Development Services Department and the Project Proponent. Once the incentive program is developed and agreed upon by both the project proponent and City staff, the incentive program shall be incorporated into the conditions of approval of the project. The Approval Authority shall approve the modified standards at the same time as the project. However, in no case will standards or processes be modified to such an extent as to cause conflict with the functional use of the site, create a burden on neighboring properties, increase residential densities, violate state law, or infringe on the FAA PART 77 height requirements.

13.2.1 Incentives

The City is willing to negotiate several categories of the development standards for quality enhancements that include but are not limited to site amenities, landscape, public art, enhanced architecture, LEED certification and improvements. The greater the enhancements, the greater the modifications (or incentives) the City is willing to negotiate. The development standards that may be negotiated may include, but not be limited to:

- Lot Coverage (except within Airport Overlay)
- Setback Requirements
- Floor-Area Ratio Maximums (except within Airport Overlay)
- Height Restrictions (except within Airport Overlay)
- Parking Requirements
- Landscaping Requirements
- Wall / Fence Height
- Freestanding Signs (Number)
- Freestanding Signs (Height)
- Expedited Processing

Each of these incentives are to be viewed as “a la carte”. For each enhancement that is provided to the City, only one standard may be negotiated. For instance, in exchange for a commitment to provide a modest level of public art, a 3% setback reduction may be negotiated, NOT a combination of setback reductions, FAR increases, landscaping reductions, and expedited processing. However, multiple enhancement categories may be negotiated for multiple incentives. For instance, an incentive for a public art dedication may be used in addition to an incentive for extra community improvements. The incentives used are cumulative across the enhancement categories for the entire project, but may not be cumulative within the same incentive category. The agreement between the project proponent and the City as to which enhancements are to be used in exchange for each level of incentive shall be presented to the appropriate hearing body as part of the entitlement process for the project. Table 13.0-2 can be used to assist the City and any potential developer, arrive at an agreement as to which standard will be negotiated for which incentive.



Modifications to the Incentive Program

The City may, at some point in the future, modify the Incentive Program by adding or reducing Enhancement Categories, or by adding or reducing Incentive Categories. Such a modification will require the adoption of a new Incentive Plan by the City of Perris, but will not mandate that a Specific Plan Amendment be adopted.

No Further Applications

Should a project proponent and the City agree to an incentive program for a given project, no application for a Minor Adjustment or Variance is necessary.

Modifications to the Specific Plan

No Modifications to the established land use designations or any other requirement of the Perris Valley Commerce Center Specific Plan are permitted without a Specific Plan Amendment, unless otherwise noted in the relevant section.



Table 13.0-2, Sample Incentive/Enhancement Worksheet

ENHANCEMENT WORKSHEET		Enhancement Provided by Proponent	Incentive Given by City
Enhancement Categories	Site Amenities		
	Landscape		
	Art/Architecture		
	Improvements		
	LEED		



The following examples illustrate how the Incentive Program would work:

Example 1:

A warehouse/distribution center is proposed in the GI zone outside of the Airport Overlay. In exchange for a commitment by the developer to achieve a LEED Silver certification, the Development Services Department agrees to a recommended approval of 15% greater floor-area-ratio increase.

Table 13.0-3, Worksheet Example 1

ENHANCEMENT WORKSHEET		Enhancement Provided by Proponent	Incentive Given by City
Enhancement Categories	Site Amenities	Project Meets Code	None
	Landscape	Project Meets Code	None
	Art/Architecture	Project Meets Code	None
	Improvements	Nothing Provided Above Normal Requirements	None
	LEED	Silver Certification	15% FAR Increase



Example 2:

An indoor manufacturing building is proposed in the LI zone. The City recognizes that the developer proposes superior architecture at the building entrance that is visible from public view. In exchange, the Development Services Department agrees to a 1.5% reduction in the landscape requirements. Additionally, the developer proposes to include an employee day care center within the building. For this site amenity, the Development Services Department agrees to allow for a 10% increase in lot coverage.

Table 13.0-4, Worksheet Example 2

ENHANCEMENT WORKSHEET		Enhancement Provided by Proponent	Incentive Given by City
Enhancement Categories	Site Amenities	Employee Day Care	10% Increase in Lot Coverage
	Landscape	Project Meets Code	None
	Art/Architecture	Superior Architecture Provided	1.5% Reduction in Landscaping
	Improvements	Nothing Provided Above Normal Requirements	None
	LEED	Project Intends to Achieve LEED Certification	None



Example 3:

A new commercial shopping center with drive-thru restaurants is proposed in the “CC” zone. The developer chooses to install public artwork at the primary entrance of the property. In exchange for this improvement, the Development Services Department agrees to a 10% decrease in the setback requirement. In addition, the developer proposes to incorporate an outdoor food court/plaza area that is larger than what is normally required. For this improvement, the Development Services Department agrees to a 5% reduction in the parking requirements. In exchange for the commitment of road improvements longer than what would normally be required (i.e., Community Improvements), the Development Services Department agrees to allow for an increase in tenant signage.

Table 13.0-5, Worksheet Example 3

ENHANCEMENT WORKSHEET		Enhancement Provided by Proponent	Incentive Given by City
Enhancement Categories	Site Amenities	Larger Plaza Area Provided than Code Requires	5% Reduction in Parking
	Landscape	Project Meets Code	None
	Art/Architecture	Public Artwork Provided	10% Reduction in Setback Requirements
	Improvements	Project Exceeds Frontage Road Improvements Requirements	Allowance of increased tenant signage
	LEED	Project Intends to Achieve LEED Certification	None



13.2.2 Lot Coverage

For each of the land use designations, the standard for maximum lot coverage by structure is 50%, (with the exception of residential zones which are 40%), i.e., a 10,000 square foot commercial lot may be covered by 5,000 square feet of buildings. The City may be willing to allow for a greater lot coverage percentage than what is normally allowed. Increased lot coverage is not permitted in the Airport Overlay Zone.

13.2.3 Setback Requirements

There are several different setback requirements for each of the non-residential zones. Each of these setbacks regulates how close a given structure may be to a private property line, public road right-of-way or residential use. The City is willing to negotiate only those regulations that pertain to setback requirements that do not adjoin residential land uses. Such reductions require special notice to and consent of adjacent land owners. Correspondingly, the standards may either be reduced on a percentage or by a linear basis.

13.2.4 Floor-Area Ratio Maximums

Floor-Area Ratios (FARs) are calculated by dividing the total square footage of the structure by the square footage of the lot area. Correspondingly, the City may be willing to negotiate a higher FAR. The implications of which may mean that a given structure may have more floors than would normally be allowed, be higher than what would normally be required, or cover a greater percentage of the lot than what is normally allowed. Should the City increase the FAR maximum for any given project, some allowances should also be made for the building height and/or the maximum lot coverage by structure. Care should be taken to stay within the safety requirements of FAA Part 77 when negotiating this standard. Increase floor area ratios are not permitted within the Airport Overlay Zone.

13.2.5 Height Restrictions

The City is willing to negotiate how tall any structure can be within a given project. Height increases shall be measured by a vertical foot basis, not a percentage basis. Care should be taken to stay within the safety requirements of FAA Part 77 when negotiating this standard.

13.2.6 Parking Requirements

Parking requirements of the Perris Valley Commerce Center Specific Plan are exactly reflective of Chapter 19.69, Section 19.69.30, Subsection B of the City of Perris Zoning Ordinance. Should the City of Perris be willing to negotiate this standard, it shall be reduced on a percentage basis.

13.2.7 Landscape Requirements

Each of the non-residential zones within the specific plan has a minimum 10% lot coverage requirement for landscaping. In certain instances, the City may be willing to negotiate a lower percentage. However, in no instance would the City be willing to lower the quality or the character of the project landscaping. Should the City be willing to negotiate a reduction of landscaping coverage, it shall be on a lot coverage percentage basis. Care should be taken,



when negotiating this standard, to comply with any drainage requirements, water quality requirements, or buffer zones.

13.2.8 Freestanding Signs (Number)

For retail or office projects, the project proponent may desire a greater number of signs than what would normally be allowed by strict enforcement of Section 19.75 of the Perris Zoning Ordinance. The City may be willing to negotiate a greater number of signs.

13.2.9 Freestanding Signs (Height)

For retail or office projects, the project proponent may desire a higher sign than what would normally be allowed by the strict enforcement of Section 19.75 of the Perris Zoning Ordinance. The City may be willing to negotiate this standard.

13.2.10 Wall/Fence Height

The project proponent may desire greater flexibility in the type and/or height of wall/fencing than what would normally be allowed by strict enforcement of Section 19.02.040 of the Perris Zoning Ordinance. The City may be willing to negotiate on wall/fence type and/or height.

13.2.11 Expedited Processing

Expedited Processing is a commitment by the City to bring the development project to a hearing within 60 days of accepting a complete application. The City may be willing to negotiate this standard, provided that proper environmental clearance and legal noticing has been achieved.

13.3 Enhancements

Enhancements in green design, architecture, and other improvements are encouraged within the Specific Plan Area. The City desires that these enhancements be cumulative and reinforcing to create a more aesthetically pleasing development, in addition to establishing a greater sense of place and identity within the community. The green design enhancements that are desired by the City are intended to meet Goals II, III and IV of the Sustainable Development Section of the Conservation Element of the General Plan. Each of the site design enhancements is, by definition, up to interpretation by the City. Therefore, any incentive that is given to a development for participating in this program will be negotiated between the City of Perris and the project proponent. The categories of Enhancements that are desired by the City are as follows:

- Enhanced Site Amenities
- Enhanced Landscaping
- Public Art / Enhanced Architecture
- Community Improvements
- LEED Certification Eligibility



13.3.1 Enhanced Site Amenities

The Perris Valley Commerce Center Specific Plan encourages development that is functional and promotes superior aesthetics. By providing enhanced site amenities, individual property owners will advance their own business interests and those of the greater community. Amenities may include, but are not limited to:

- On-site employee child day-care for large businesses that do not use or store significant amounts of hazardous materials provided there are no restrictions as a result of the Airport Overlay Zone.
- On-site employee gym, shower, or exercise equipment that encourages physical fitness and employee retention in buildings less than 100,000 square feet.
- Outdoor seating areas, public spaces, and plazas that encourage employee interaction and outdoor dining.
- On-site cafeterias to encourage workers to stay at work for lunch, reducing the amount of driving needed.
- Convenient carpool covered parking, employee drop-off areas and/or electric vehicle recharging stations to encourage trip reduction and improved air quality.
- Other amenities as proposed by site developers and acceptable to the City.

13.3.2 Enhanced Landscaping

It is the desire of the City of Perris to encourage private developments to install landscaping that exceeds normal requirements in order to enhance the pedestrian-friendly experience and improve the overall aesthetics of the project. Amenities may include, but are not limited to the use of:

- "Specimen" or "heritage" trees (60" box or larger) in focal areas.
- Down-lighting to enhance landscape features.
- Larger plant materials than would be required.
- Metallic vine trellises.
- Enhanced landscaping elements.
- Walkways with pergolas.

13.3.3 Public Art / Enhanced Architecture

Public art expresses the spirit, vitality, past history, and future vision of a place. By definition, public art is placed in the public realm and is visible to members of the general public. This could be on-site or an alternate location, agreed upon by the project proponent and the city. Public art may be incorporated into the architecture of the building provided that the "artistic element" is visible from the public realm. The Planning Department will make the determination as to the recognition of public art and/or enhanced architecture. The City of Perris may institute a public art program at some time in the future. The creation of such a program will not necessitate an amendment to the Perris Valley Commerce Center Specific Plan, nor will compliance with such a program constitute a project enhancement.



13.3.4 Community Improvements

Community improvements typically associated with commercial and industrial development are related to infrastructure needs such as improved roadways or parkways, extension or upgrades to water and sewer, and other services relevant to business operation. In some instances, improvements of facilities beyond what is minimally necessary to serve a proposed project may be required where deemed to be in the best public interest. In addition, the installation or funding of other public facilities, such as a fire station or library, may be considered a Community Improvement.

13.3.5 LEED Certification Eligibility

LEED Certification Eligibility is based on LEED New Construction and the California Green Building Code (part 11 of Title 24). LEED has four levels of certification: Certified, Silver, Gold, and Platinum. The Project proponent must indicate a commitment to reach a particular level of LEED certification prior to project approval. At a minimum, the City will mandate that any new entitlement shall attempt to achieve a "Certified" status. For each level of LEED Certification that the project proponent intends to meet in excess of "certified" status, the City shall reward a corresponding level of incentive.

13.4 Financing and Maintenance Mechanisms

North Perris Road and Bridge Benefit District (NPRBBD)

The City has established the North Perris Road and Bridge Benefit District (NPRBBD). The NPRBBD boundary is the same as the Perris Valley Commerce Center Specific Plan boundary. The purpose of the NPRBBD is to streamline the financing of specific regional road and bridge improvements determined to benefit the developing properties within the boundaries. The road and bridge improvement fee is a one-time fee paid to the City, prior to recordation of a Final Tract or Parcel Map, or prior to the issuance of a building permit. The payment of the NPRBBD fee is not intended to relieve the subdivider, developer, or applicant of a building permit from the requirements imposed under other provisions or Ordinances of the City of Perris to dedicate and improve roads as a condition of approval of a tentative map or building permit.

The selected facilities are needed to provide acceptable levels of service in conjunction with the planned development of the area. Eligible facilities are those which will provide a regional benefit and are shown on the Circulation Element of the Comprehensive General Plan of the City of Perris. The NPRBBD includes Expressway, Arterial, and Secondary Arterial classifications of roadway.

This Perris Valley Commerce Center Specific Plan proposes no drainage facilities to be maintained by the City, with the exception of facilities within the road rights-of-way. Therefore, all facilities other than facilities to be constructed in the road rights-of-way will either be privately maintained or maintained by the Riverside County Flood Control District.



Landscape Maintenance Responsibility

Maintenance for the landscape within the street rights-of-way shall be provided by a landscape maintenance district (LMD). The responsibility for all on-site landscape maintenance shall be that of the adjacent property owner or entity residing in the facility and shall be completely independent of the LMD. When water quality BMP's are adjacent to the street rights-of-way, an easement will be provided for this facility. The maintenance of the landscape and the BMP's will become the responsibility of the LMD.

Any landscaping within public road rights-of-way will require approval by the City and assurance of continuing maintenance through the establishment of a landscape maintenance district, similar mechanism, or Conditions, Covenants and Restrictions (CC&R's), as approved by the City Engineer.

North Perris Public Safety Community Facilities District

Implementing development projects within PVCC Specific Plan will be required to annex to the North Perris Public Safety Community Facilities District (CFD) and pay a special tax for the provision of public Safety (i.e. police and fire) services. These special tax proceeds help finance public safety services, including police protection.

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 Matthew Evans 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: **July 11, 2024**

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

CASE DESCRIPTION:

ZAP1608MA24 – Lake Creek Industrial LLC (Representative: Christine Saunders & Associates, LLC) – City of Perris Case Nos. PLN22-05298 (Specific Plan Amendment), DPR21-00015 (Development Plan Review), PLN23-05103 (TPM38550, Tentative Parcel Map). A proposal to construct a 578,265 square foot warehouse building with mezzanines on 28.77 acres, located on the northeast corner of Wilson Avenue and Placentia Avenue. The applicant also proposes to amend the Perris Valley Commerce Center Specific Plan to vacate paper street connecting Wilson Avenue to Murrieta Road and a portion of Murrieta Road north of Placentia Avenue. The applicant also proposes merging twelve parcels into one. (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: ZAP1608MA24

Date Submitted: 5/17/24

AIA: March

Zone: C1, D

Public Hearing ☒

Staff Review ☐

Applicant

Applicant
Full Name: Lake Creek Industrial, LLC - Michael Johnson

Applicant Address: 13681 Newport Ave, Ste 8301, Tustin, CA 92780

Phone: 786-200-9681

Email: MJ@lakecreekindustrial.com

Representative/ Property Owner Contact Information

Representative: Christine Saunders & Associates, LLC

Email: christine@csaundersassociates.com

Christine Saunders

Phone: 714-488-1529

Address:

Property
Owner: Lake Creek Industrial LLC - Michael Johnson

Email: MJ@lakecreekindustrial.com

Phone: 786-200-9681

Address: 13681 Newport Ave, Ste 8301, Tustin, CA 92780

Local Jurisdiction Agency

Agency
Name: City of Perris

Phone: (951) 943-5003 ext. 115

Staff Contact: Mathew Evans

Email: mevans@cityofperris.org

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

Local Agency
Case No.:

DPR 21-00015

Project Location

Street
Address: NE corner of Placentia and Wilson, Perris Gross Parcel Size: 28.7

Assessor's Parcel No.: APNs: 300-170-003, -004, -005, -006, -010, -011, -012, -013, -014, -015, -016

Solar

Is the project proposing solar Panels? Yes ☐

No ☒

If yes, please provide solar glare study.
(Only for zone C or higher.)

Data

Site Elevation:(above mean sea level) 1435 feet

Height of Building or structures: 50 feet

What type of drainage basins are being proposed and the square footage: Atrium Gate Landscape Catch Basins, Underground Drainage Box Culvert

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)

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: 3.3

HEARING DATE: July 11, 2024

CASE NUMBER: ZAP1605MA24 – Mike Naggar and Associates Inc.
(Representative: Mike Naggar)

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NO: SPA22-05280 (Specific Plan Amendment), DPR22-00028 (Development Plan Review), CUP22-05295 (Conditional Use Permit), TPM38567 and TPM38985 (Tentative Parcel Maps)

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 C1

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 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 11 commercial buildings and 1 self-storage facility totaling 166,517 square feet on 20.28 acres. The applicant also proposes amending the Perris Valley Commerce Center Specific Plan to allow self-storage units in commercial zoning. The applicant also proposes dividing the 20.28 acres into 8 separate parcels (via two separate parcel maps).

PROJECT LOCATION: The site is located on the northeast corner of Ramona Expressway and the I-215 Northbound, approximately 6,243 feet westerly 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, where Zone C1 limits average intensity to 100 people per acre.

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

- Retail – 1 person per 115 square feet,
- Storage – 1 person per 300 square feet
- Restaurant Dining - 1 person per 15 square feet, and
- Restaurant Kitchen – 1 person per 200 square feet.

The project proposes to construct 11 commercial buildings and 1 self-storage facility totaling 166,517 square feet on 20.28 acres. The applicant also proposes dividing the 20.28 acres into 8 separate parcels (via two separate parcel maps). A lot-by-lot intensity analysis is provided below.

TPM38567:

- Parcel 1 (2.42 acres) includes a 5,951 square foot gas station convenience store with 20 fueling areas, accommodating an occupancy of 82 people, resulting in an average intensity of 34 people per acre, which is consistent with the Compatibility Zone C1 average intensity criterion of 100 people per acre.
- Parcel 2 (1.03 acres) includes a 3,400 square foot restaurant building which includes 1,200 square feet of dining area, 1,200 square feet of kitchen area, 600 square feet of storage area, and 10 stack vehicle drive thru, accommodating an occupancy of 103 people, resulting in an average intensity of 100 people per acre, which is consistent with the Compatibility Zone C1, average intensity criterion of 100 people per acre.
- Parcel 3 (0.94 acres) includes a 3,400 square foot restaurant building which includes 1,000 square feet of dining area, 1,420 square feet of kitchen area, 640 square feet of storage area, and 5 stack vehicle drive thru, accommodating an occupancy of 84 people, resulting in an average intensity of 90 people per acre, which is consistent with the Compatibility Zone C1 average intensity criterion of 100 people per acre.
- Parcel 4 (6.84 acres) includes a 122,278 square foot multi-story self-storage facility, accommodating an occupancy of 408 people, resulting in an average intensity of 60 people per acre, which is consistent with the Compatibility Zone C1 average intensity criterion of 100 people per acre.

TPM3895:

- Parcel A (2.50 acres) includes a 3,400 square foot restaurant building which includes 1,360 square feet of dining area(90), 1,360 kitchen area(7), 680 square feet of storage area(2), and 12 stack vehicle drive thru,(117) and a 6,000 square foot restaurant building which includes 1,200 square feet of dining area(80) and 3,300 square feet of kitchen area(17), and 1,500 square feet of storage area,(102) accommodating a total occupancy of 219 people, resulting in an average intensity of 88 people per acre, which is consistent with the Compatibility Zone C1 average intensity criterion of 100 people per acre.

- Parcel B (2.15 acres) includes a 3,000 square foot restaurant which includes 1,200 square feet of dining area, 1,200 square feet of kitchen area, 600 square feet of storage area, and 9 stack vehicle drive thru;(102) and a 6,000 square foot restaurant building which includes 1,200 square feet of dining area, 3,300 square feet of kitchen area, and 1,500 square feet of storage area,(102) accommodating a total occupancy of 204 people, resulting in an average intensity of 95 people per acre, which is consistent with the Compatibility Zone C1 average intensity criterion of 100 people per acre.
- Parcel C (3.02 acres) includes a 3,000 square foot restaurant building which includes 1,200 square feet of dining area, 1,200 square feet of kitchen area, 600 square feet of storage area, and 25 stack vehicle drive thru;(126)and also a 6,000 square foot restaurant building which includes 800 square feet of dining area, 880 square feet of kitchen area, 440 square feet of storage area, and 11 vehicle stack drive thru;(81) and a 5,425 square foot car wash building with 22 stack vehicle(78), accommodating a total occupancy of 285 people, resulting in an average intensity of 94 people per acre, which is consistent with the Compatibility Zone C1 average intensity criterion of 100 people per acre.
- Parcel D (1.36 acres) includes a 4,088 square foot gas station convenience store with 12 fueling stations, accommodating an of 54 people, resulting in an average intensity of 40 people per acre, which is consistent with the Compatibility 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 (486 standard vehicles), the total occupancy would be estimated at 729 people, for an average intensity of 36 people per acre, which is consistent with the Compatibility Zone C1 average intensity criterion of 100 people per acre.

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.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area for each phase is listed below on a lot-by-lot basis:

TPM38567:

- Parcel 1 includes a 5,951 square foot Gas Station/Convenience Store with 20 stack-vehicles, resulting in single acre intensity of 82 people, which is consistent with the Compatibility Zone C1 single acre intensity criterion maximum of 250 people.
- Parcel 2 includes a 3,400 square foot Fast Food Restaurant Building, which includes 1,200 square feet of kitchen area, 1,200 square feet of dining area, and 600 square feet of storage area, with 10 stack-vehicles (103)(and an additional 1,420 square feet of kitchen area, 640 square feet of storage area, and 1,000 square feet of dining area, with 5 stack-vehicles to the left from Parcel 3)(84), resulting in single acre intensity of 187 people, which is consistent with the Compatibility Zone C1 single acre intensity criterion maximum of 250 people.

- Parcel 3 includes a 3,400 square foot Fast Food Restaurant Building, which includes 1,420 square feet of kitchen area, 640 square feet of storage area, and 1,000 square feet of dining area with 5 stack-vehicles (and an additional 1,200 square feet of kitchen area, 1,200 square feet of dining area, and 600 square feet of storage area with 10 stack-vehicles to the right from Parcel 2), resulting in single acre intensity of 187 people, which is inconsistent with the Compatibility Zone C1 single acre intensity criterion maximum of 250 people.
- Parcel 4 includes 68,828 square feet of storage area (some of the single acre area is located outside the buildings), resulting in single acre intensity of 229 people, which is consistent with the Compatibility Zone C1 single acre intensity criterion maximum of 250 people.

TPM3895:

- Parcel A, Pad 2 includes 1,500 square feet of storage area, 1,200 square feet of dining area, and 3,300 square feet of kitchen area,(102)(and an additional 1,500 square feet of storage area, 1,200 square feet of dining area, and 3,300 square feet of kitchen area from Parcel B, Pad 3) (102) resulting in single acre intensity of 204 people, which is consistent with the Compatibility Zone C1 single acre intensity criterion maximum of 250 people.
- Parcel B, Pad 3 includes 1,500 square feet of storage area, 1,200 square feet of dining area, and 3,300 square feet of kitchen area,(102)(and an additional 1,500 square feet of storage area, 1,200 square feet of dining area, and 3,300 square feet of kitchen area from Parcel A, Pad 2) (102) resulting in single acre intensity of 204 people, which is consistent with the Compatibility Zone C1 single acre intensity criterion maximum of 250 people.
- Parcel C, Pad 6 includes 1,200 square feet of dining area,1,200 square feet of kitchen area, 600 square feet of storage area, and 25 stack vehicles (126) and an additional 440 square feet of storage area, 880 square feet of kitchen area, 880 square feet of dining area, and 11 stack vehicles from Pad 7,(81) resulting in single acre intensity of 207 people, which is consistent with the Compatibility Zone C1 single acre intensity criterion maximum of 250 people.
- Parcel D, Pad 8 includes 4,088 square feet of retail area with 12 fueling stations (54),(and an additional 880 square feet of dining area, 880 square feet of kitchen area, and 440 square feet of storage area with 11-stack vehicles from Pad 7(81)), and resulting in single acre intensity of 135 people, which is consistent with the Compatibility Zone C1 single acre intensity criterion maximum of 250 people.

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

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 6,243 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 1,550 feet AMSL. The site's finished floor elevation is 1,504 feet AMSL and the proposed building height is 50 feet, resulting in a top point elevation of 1,554 feet AMSL. Therefore, review of the structure 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 No. 2024-AWP-5414-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 6,243 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 6,243 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 to allow self-storage units to the already existing Commercial Zoning. 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 11 commercial-retail buildings totaling 166,517 square feet on separate parcels totaling 20.28 acres within two separate phases. 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.

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

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

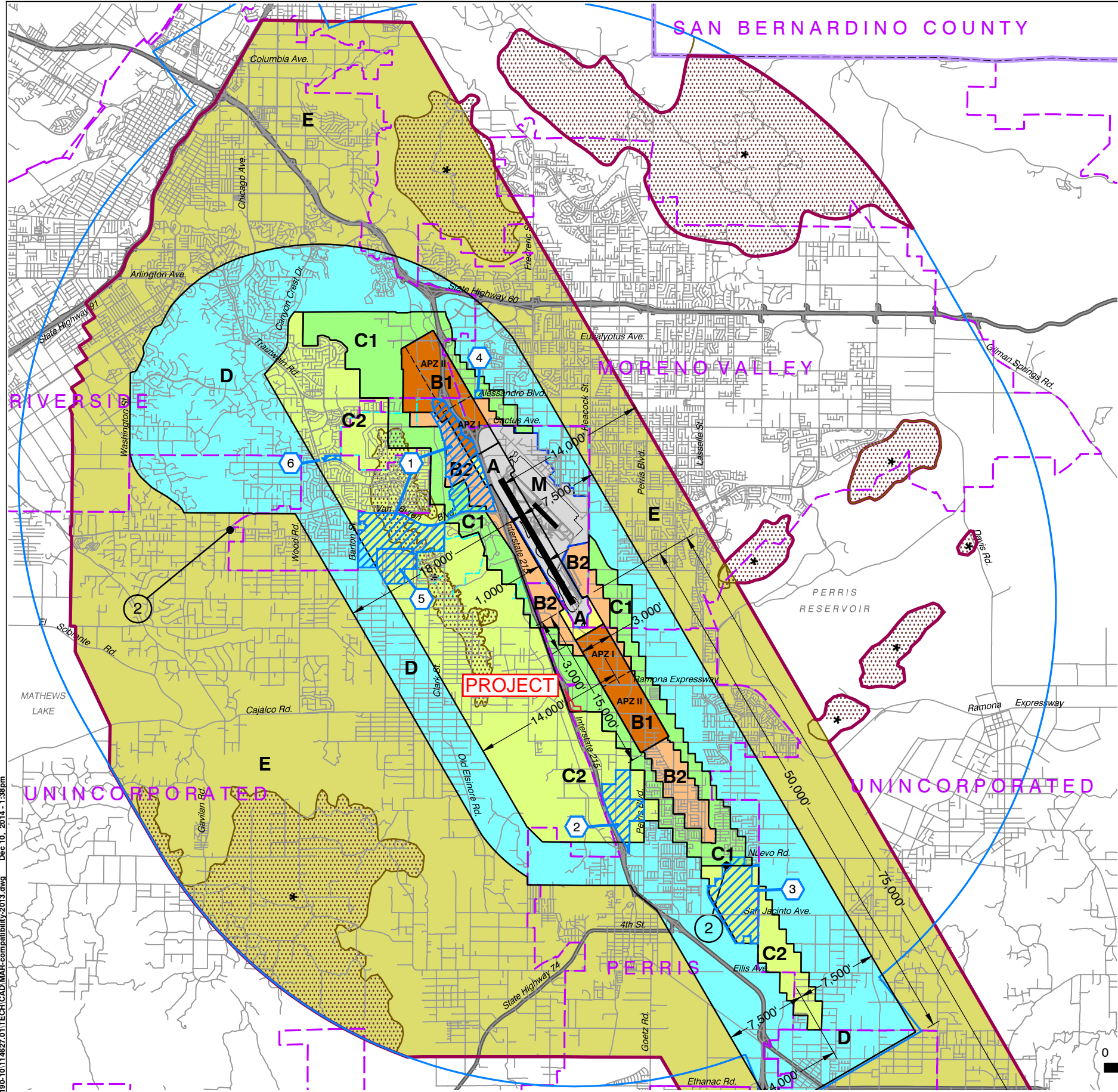
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



LEGEND

Compatibility Zones

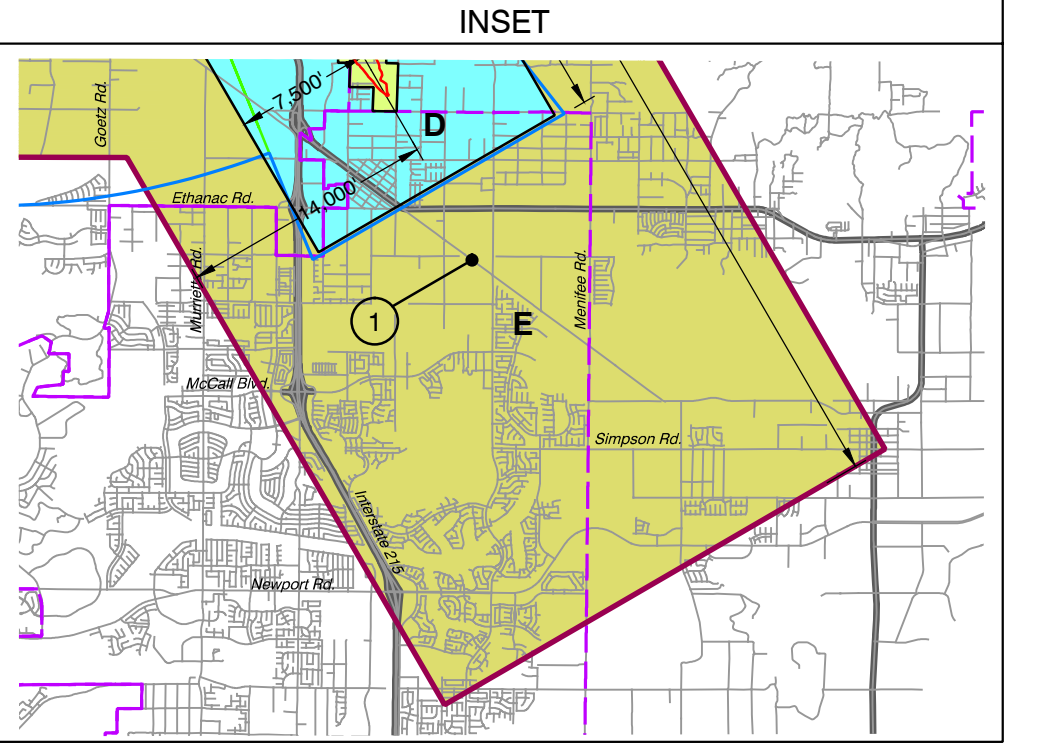
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

- 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

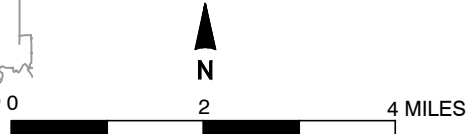


Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)

Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport

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



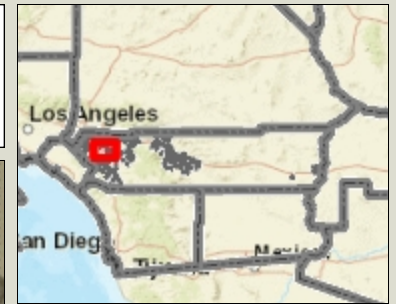
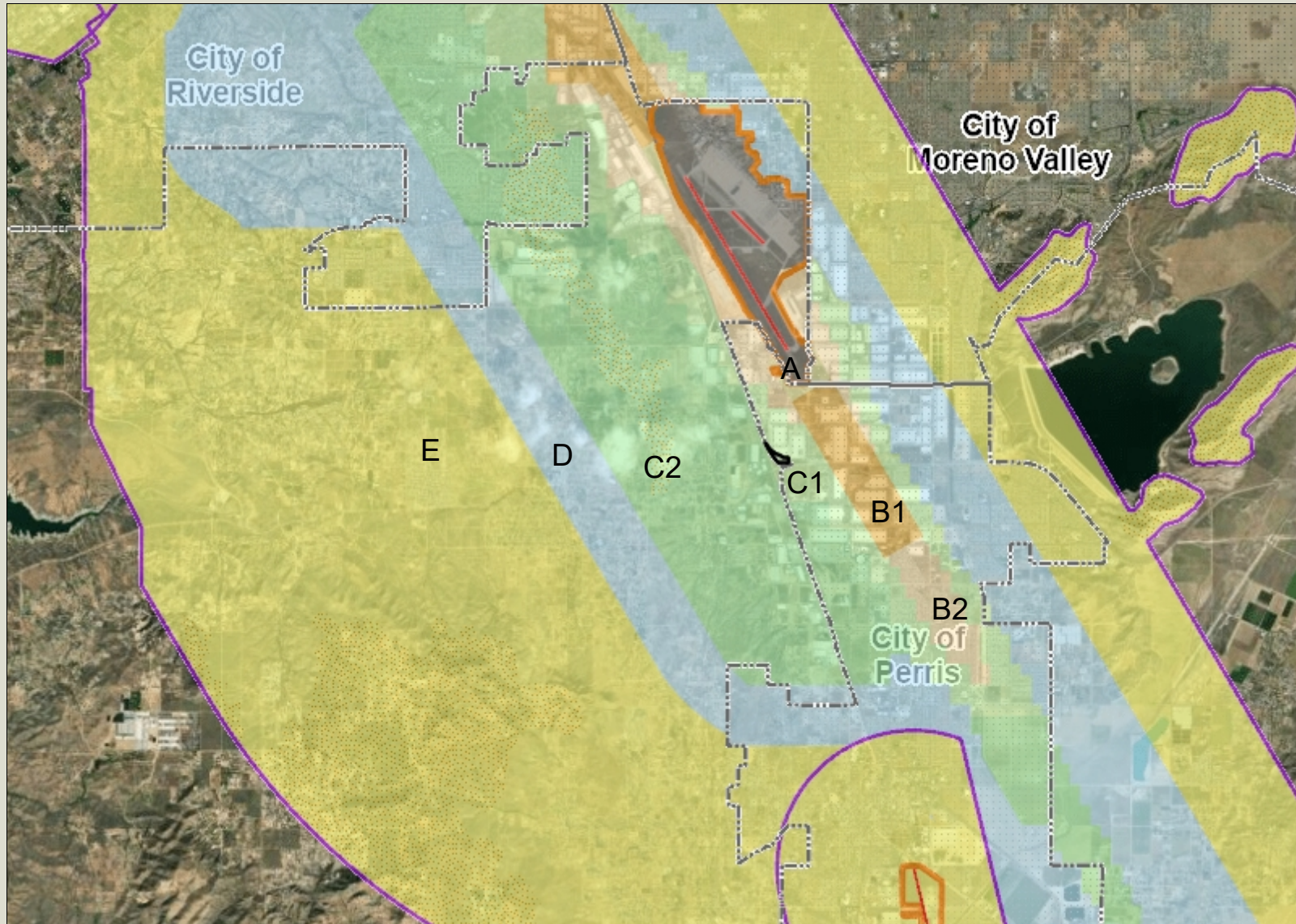
Base map source: County of Riverside 2013

SEE INSET AT RIGHT

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

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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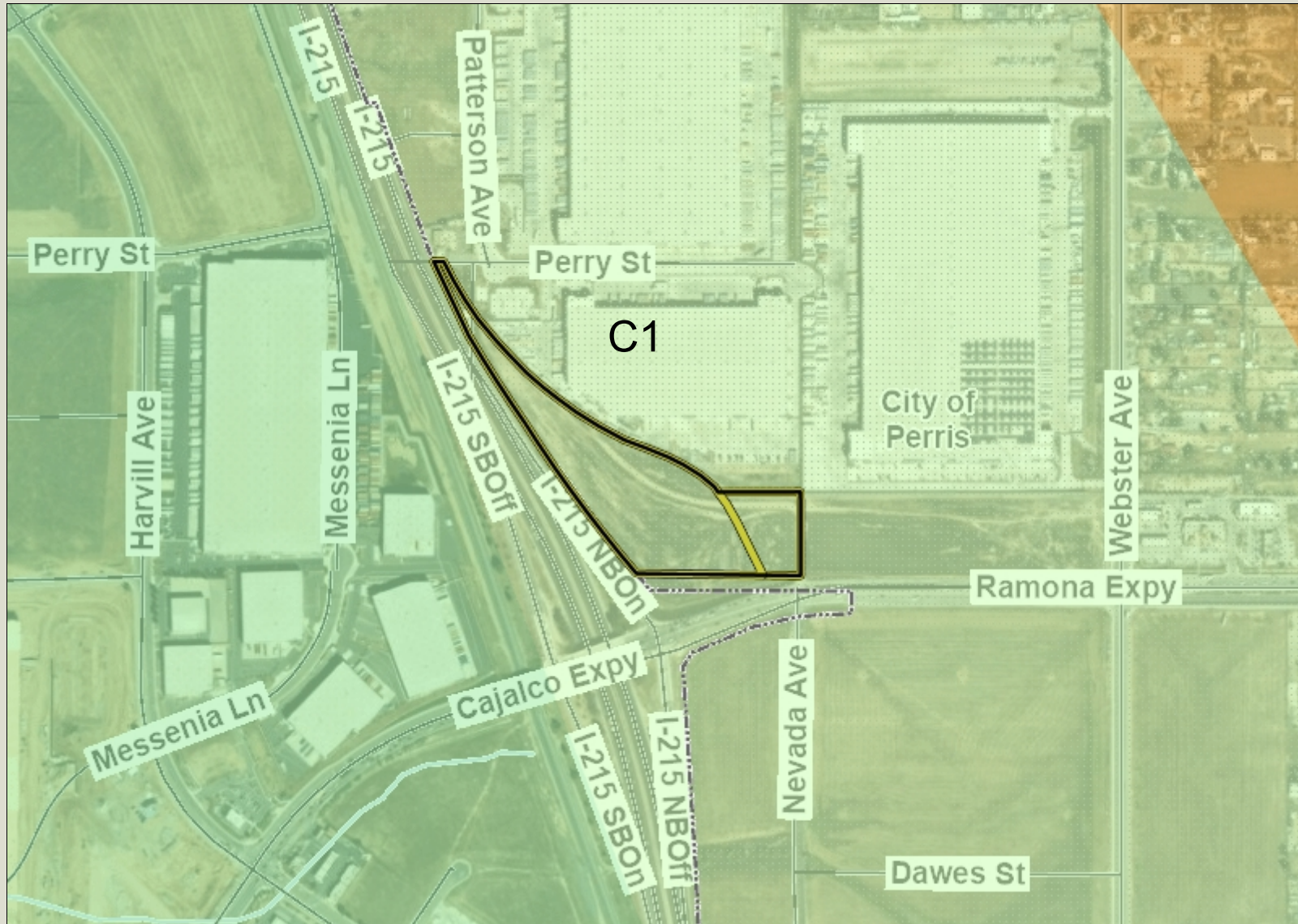
0 12,314 24,629 Feet

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© 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



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



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539

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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.

0 770 1,539 Feet

REPORT PRINTED ON... 4/22/2024 10:16:34 AM

© 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.

REPORT PRINTED ON... 4/22/2024 10:15:37 AM

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0 6, 12,314 Feet
157

Notes

TENTATIVE PARCEL MAP NO. 38985

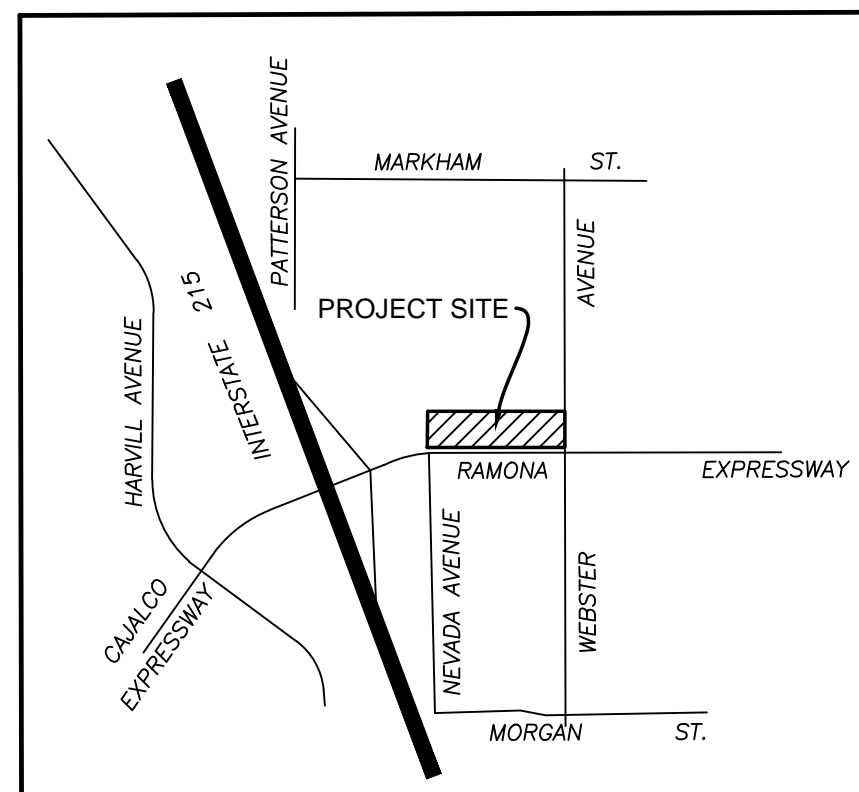
IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

UNITED ENGINEERING GROUP CA., INC

APRIL 2024

FOR FINANCE AND CONVEYANCE PURPOSES ONLY

A FUTURE SUBDIVISION MAP, OR LAND USE ENTITLEMENT OR PERMIT IS NECESSARY TO DEVELOP THIS PROPERTY. THIS MAP DOES NOT REMOVE ANY CONDITIONS OF APPROVAL FOR SEPARATE LAND USE ENTITLEMENTS OR TENTATIVE MAPS OR USE PERMITS APPROVED FOR THIS LAND.



VICINITY MAP

N.T.S.

LEGAL DESCRIPTION:

PARCELS 2 OF PARCEL MAP NO. 36512, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 242, PAGES 33 THROUGH 37, INCLUSIVE, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN'S: 314-170-020

PROPERTY ADDRESS:

PROPERTY IS A VACANT SITE WITH NO ADDRESS

GENERAL NOTES:

- GROSS SITE AREA: TOTAL = 9.03 ACRES.
- ASSESSOR'S PARCEL NUMBERS: 314-170-020.
- PROPERTY HAS ACCESS TO WEBSTER AVENUE AND TO RAMONA EXPRESSWAY (DULY DEDICATED AND ACCEPTED PUBLIC STREET), HOWEVER, ABUTTER'S RIGHT HAVE BEEN RELINQUISHED ON RAMONA EXPRESSWAY.

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

FLOOD PLAIN NOTE:

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

MAP NO. 06065C1430H EFFECTIVE 8/18/14 AND MAP NO. 06065C1410G EFFECTIVE 8/28/08.

EASEMENTS:

(A) ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM RAMONA EXPRESSWAY, EXCEPT THE GENERAL EASEMENT OF TRAVEL, HAVE BEEN DEDICATED OR RELINQUISHED ON THE MAP OF PARCEL MAP NO. 36512 ON FILE IN BOOK 242, PAGE 33-37, OF PARCEL MAPS. SAID RELINQUISHMENT SHOWN HEREON.

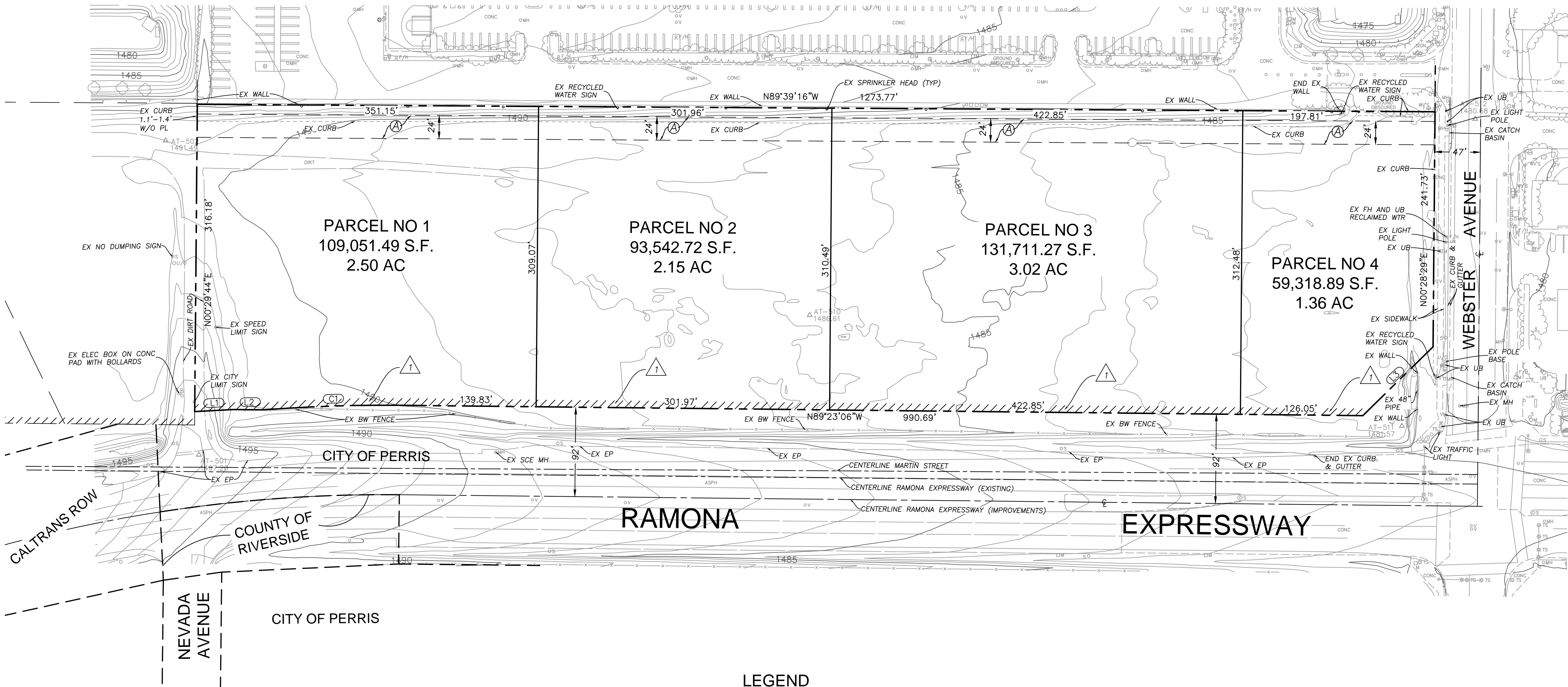
2. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "AVIGATION EASEMENT" RECORDED APRIL 21, 2017 AS INSTRUMENT NO. 2017-0160390 OF OFFICIAL RECORDS. SAID EASEMENT IS BLANKET IN NATURE.

OWNERS:

GAYLE POPE MORRISON, AS THE TRUSTEE OF THE GAYLE POPE MORRISON TRUST DATED JUNE 5, 2013, AS TO AN UNDIVIDED 50% INTEREST; AND BRADLEY C. POPE AND LAURA A. POPE, TRUSTEES OF THE BRADLEY C. POPE AND LAURA A. POPE FAMILY TRUST DATED JUNE 21, 2007, AS TO AN UNDIVIDED 50% INTEREST

PREPARED FOR:

OPTIMUS BUILDING CORPORATION (OBC)
121 OSPREY COVE LN
PONTE VEDRA BEACH, FL 32082
KELLY OLAUSON (562) 883-2465
MIKE NAGGAR (951) 551-7730



LINE TABLE			
LINE #	LENGTH	BEARING	
L1	39.71'	N86°54'01"E	
L2	31.91'	N89°26'31"W	
L3	101.23'	N45°32'41"E	
CURVE TABLE			
CURVE #	RADIUS	LENGTH	DELTA
C1	1592.00'	140.15'	5°02'38"

BENCHMARK:

NGS DATA POINT
DESIGNATION-432:PID-DX5439
3 1/2" 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)

LEGEND

CL CHAIN LINK
ROW RIGHT-OF-WAY
PP POWER POLE
BW BARBED WIRE
EP EDGE OF ASPHALT PAVEMENT
GW GUY WIRE
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
TSB TRAFFIC SIGNAL BOX
TSP TRAFFIC SIGNAL POLE
- 2334 - INDICATES CONTOUR ELEVATION
--- PROJECT BOUNDARY
////// INDICATES ABUTTER'S RIGHTS RELINQUISHED

SURROUNDING LAND USE

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

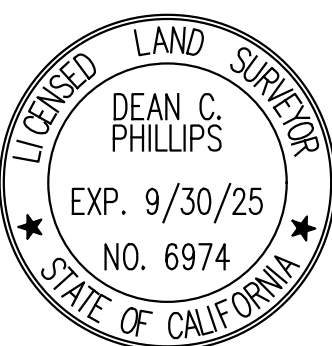
EXISTING & PROPOSED LAND USE:

PERRIS VALLEY COMMERCE CENTER SP

PARCEL #	EXIST LAND USE	PROPOSED LAND USE
1	COMMERCIAL	COMMERCIAL
2	COMMERCIAL	COMMERCIAL
3	COMMERCIAL	COMMERCIAL
4	COMMERCIAL	COMMERCIAL

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS N 89°26'31" W, SHOWN AS THE SOUTH LINE OF PARCELS 2 AND 3 ON PARCEL MAP NO. 36582, AS PER MAP FILED IN BOOK 242, PAGES 30 THROUGH 32, INCLUSIVE, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF RIVERSIDE COUNTY.



PREPARED UNDER MY SUPERVISION:

DEAN C. PHILLIPS
L.S. No. 6974
dphillips@unitedeng.com
4-25-2024



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

TENTATIVE PARCEL MAP NO. 38985

FOR FINANCING & CONVEYANCE PURPOSES
PERRIS GATEWAY PHASE II
PERRIS, CALIFORNIA

DATE:

APRIL 25, 2024

SHEET 1 OF 1

PROJECT NUMBER
CA-20014

SUBMITTALS:

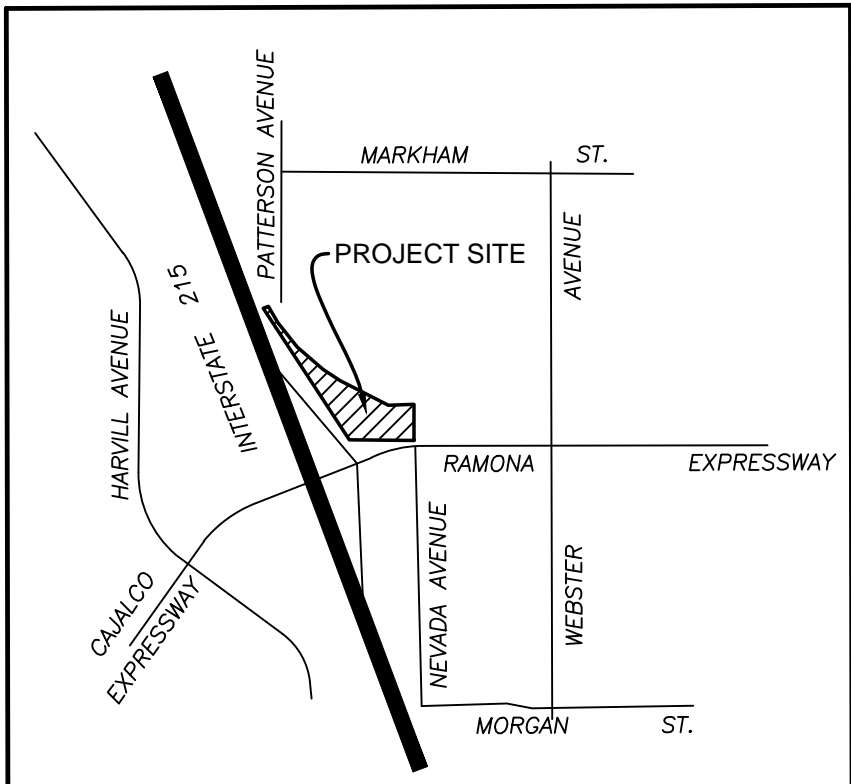
DESIGNED BY:
DRAWN BY:
CHECKED BY:

REVISIONS

NO.	DESCRIPTION	DATE

TENTATIVE PARCEL MAP NO. 38567

IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE,
STATE OF CALIFORNIA.
UNITED ENGINEERING GROUP CA., INC SEPTEMBER 2022



VICINITY MAP
N.T.S.

LEGAL DESCRIPTION:

PARCELS 2 AND 3 OF PARCEL MAP NO. 36582, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 242, PAGES 30 THROUGH 32, INCLUSIVE, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN'S: 314-180-023 & 314-180-024

PROPERTY ADDRESS:

PROPERTY IS A VACANT SITE WITH NO ADDRESS

GENERAL NOTES:

- GROSS SITE AREA: TOTAL = 11.239 ACRES. (9.588 AC + 1.651 AC)
- ASSESSOR'S PARCEL NUMBERS: 314-180-023 & 314-180-024.
- THERE ARE NO BUILDINGS ON THE SITE.
- THERE WAS NO OBSERVED EVIDENCE OF CEMETERIES/BURIAL GROUNDS ON THE SUBJECT PROPERTY.
- THERE WAS NO OBSERVED EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS ON THE SUBJECT PROPERTY.
- THERE WAS NO OBSERVED EVIDENCE OF SITES USED AS A SOLID WASTE DUMP, SLUMP OR SANITARY LANDFILL.
- PROPERTY HAS ACCESS TO RAMONA EXPRESSWAY (DULY DEDICATED AND ACCEPTED PUBLIC STREET) AT ASSESSOR'S PARCEL NUMBER 314-180-023, HOWEVER, ADJUTER'S RIGHT HAVE BEEN RELINQUISHED PER EASEMENT NOTE 13 SHOWN HEREON.

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: I-215 & MANUFACTURING-SERVICE COMMERCIAL (COUNTY OF RIVERSIDE)

EASEMENT NOTES:

- AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JUNE 2, 1925 IN BOOK 640 OF DEEDS, PAGE 412.
IN FAVOR OF: SOUTHERN SIERRAS POWER COMPANY
AFFECTS: AS DESCRIBED THEREIN (AFFECTS PARCEL 3)
- AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED AUGUST 22, 1933 AS BOOK 132, PAGE 390 OF OFFICIAL RECORDS.
IN FAVOR OF: THE SOUTHERN SIERRAS POWER COMPANY
AFFECTS: AS DESCRIBED THEREIN (AFFECTS PARCEL 3)
- AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED APRIL 20, 1939 AS BOOK 413, PAGE 419 OF OFFICIAL RECORDS.
IN FAVOR OF: THE NEVADA-CALIFORNIA ELECTRIC CORPORATION
AFFECTS: AS DESCRIBED THEREIN (AFFECTS PARCEL 3)
- ADJUTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM RAMONA EXPRESSWAY (EXCEPT AT A SPECIFIC PUBLIC ENTRANCE DESCRIBED THEREIN) HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED SEPTEMBER 18, 1958 AS BOOK 2334, PAGE 275 OF OFFICIAL RECORDS.
(AFFECTS BOTH PARCELS)
- ADJUTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM HIGHWAY 395 HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED NOVEMBER 24, 1981 AS INSTRUMENT NO. 219090 OF OFFICIAL RECORDS.
(AFFECTS PARCEL 3)
- ADJUTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM HIGHWAY 395 HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED MAY 14, 1984 AS INSTRUMENT NO. 100806 OF OFFICIAL RECORDS.
(AFFECTS PARCEL 3)
- THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "AGREEMENT TO GRANT UTILITY AND AVIGATION EASEMENTS" RECORDED MARCH 27, 2017 AS INSTRUMENT NO. 2017-0120709 OF OFFICIAL RECORDS.
(AFFECTS BOTH PARCELS)
- THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "DRAINAGE EASEMENT" RECORDED APRIL 07, 2017 AS INSTRUMENT NO. 2017-0139804 OF OFFICIAL RECORDS.
(AFFECTS BOTH PARCELS)
NO ITEMS PLOTTED
- THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "AVIGATION EASEMENT (MARCH AIR RESERVE BASE AND MARCH INLAND PORT)" RECORDED APRIL 21, 2017 AS INSTRUMENT NO. 2017- 0160391 OF OFFICIAL RECORDS.
(AFFECTS BOTH PARCELS)
NO ITEMS PLOTTED
- EASEMENTS FOR UTILITIES OVER AND ACROSS THE PREMISES FORMERLY INCLUDED WITHIN THE BOUNDARIES OF PERRY STREET NOW VACATED, IF ANY SUCH EXISTS.

SURVEYOR'S NOTES:

- INDICATES FOUND 1" I.P., NAIL & TAG, LS 8012, PER PM NO. 36582, P.M.B. 242/30-32
- INDICATES FOUND 1" I.P. WITH PALSTIC PLUG STAMPED "CALDOT"
- PROJECT BOUNDARY
- EASEMENT IDENTIFICATION
- INDICATES ADJUTER'S RIGHTS RELINQUISHED
- SFN SEARCHED, FOUND NOTHING

LINE TABLE		
LINE #	LENGTH	BEARING
L1	133.80'	N89°26'31"W
L2	88.41'	N25°56'54"W
L3	139.42'	N25°36'00"W
L4	89.26'	N28°54'49"W
L5	59.65'	N36°11'16"W
L6	26.01'	N32°38'51"W
L7	73.98'	N49°57'26"W
L8	80.70'	N57°37'43"W
L9	68.90'	N62°30'04"W
L10	102.87'	N67°26'31"W
L11	93.53'	N68°57'39"W
L12	119.79'	N61°53'53"W
L13	109.51'	N57°38'44"W
L14	92.36'	N53°28'24"W
L15	75.37'	N51°39'44"W
L16	93.15'	N48°36'22"W
L17	100.92'	N43°33'34"W
L18	73.44'	N42°24'15"W
L19	125.95'	N39°39'38"W
L20	88.95'	N33°36'49"W
L21	95.38'	N30°12'04"W
L22	87.81'	N26°52'30"W
L23	59.24'	N89°35'46"W
L24	104.65'	N64°43'26"W

BENCHMARK:

NGS DATA POINT
DESIGNATION=432.PID-DX5439
3 3/4" 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)

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS N 89°26'31" W,
SHOWN AS THE SOUTH LINE OF PARCELS 2 AND 3 ON PARCEL
MAP NO. 36582, AS PER MAP FILED IN BOOK 242, PAGES 30
THROUGH 32, INCLUSIVE, OF PARCEL MAPS, IN THE OFFICE OF
THE COUNTY RECORDER OF RIVERSIDE COUNTY.

FLOOD PLAIN NOTE:

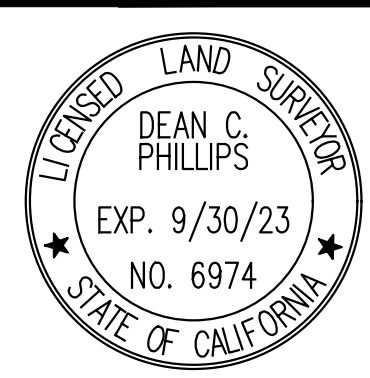
THE SUBJECT PARCEL IS IN ZONE X PER THE FLOOD INSURANCE
RATE MAP (FIRM).

MAP NO. 06065C1430H EFFECTIVE 8/18/14 AND MAP NO.
06065C1410G EFFECTIVE 8/28/08.

PREPARED FOR:

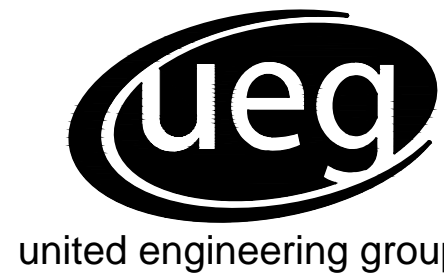
OPTIMUS BUILDING CORPORATION (OBC)
c/o MIKE NAGGAR
445 S. D STREET
PERRIS, CA 92570

SUBMITTALS:			REVISIONS			REVISIONS		
NO.	DESCRIPTION	DATE	NO.	DESCRIPTION	DATE	NO.	DESCRIPTION	DATE
DESIGNED BY:								
DRAWN BY:								
CHECKED BY: DCP								



DEAN C. PHILLIPS
L.S. No. 6974
dphillips@unitedeng.com

DATE



united engineering group

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

TENTATIVE PARCEL MAP NO. 38567

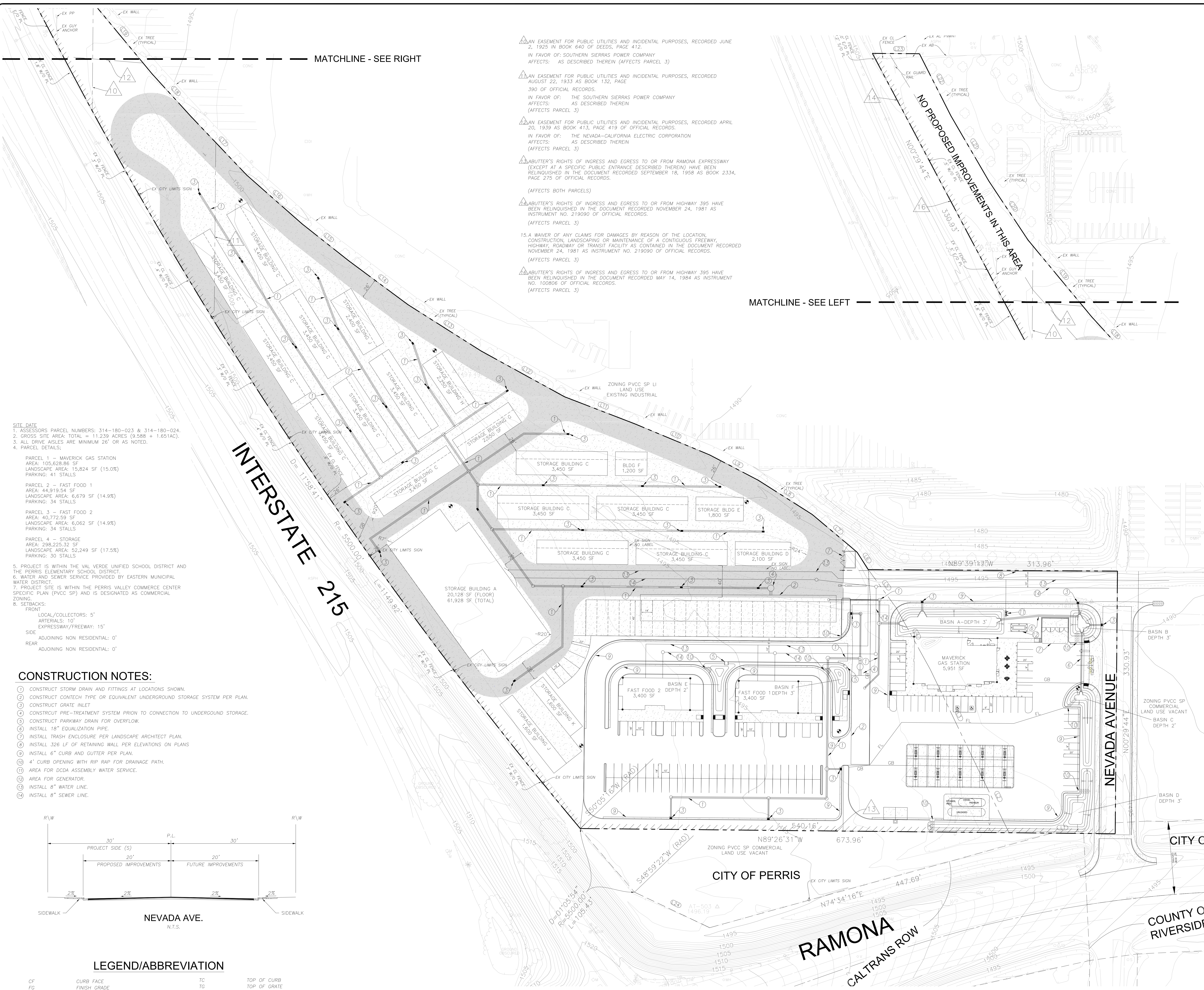
MID COUNTY PARKWAY
PERRIS, CA

DATE:

SEPTEMBER 2022

SHEET 1 OF 1 SHEETS

PROJECT NUMBER
CA-20013

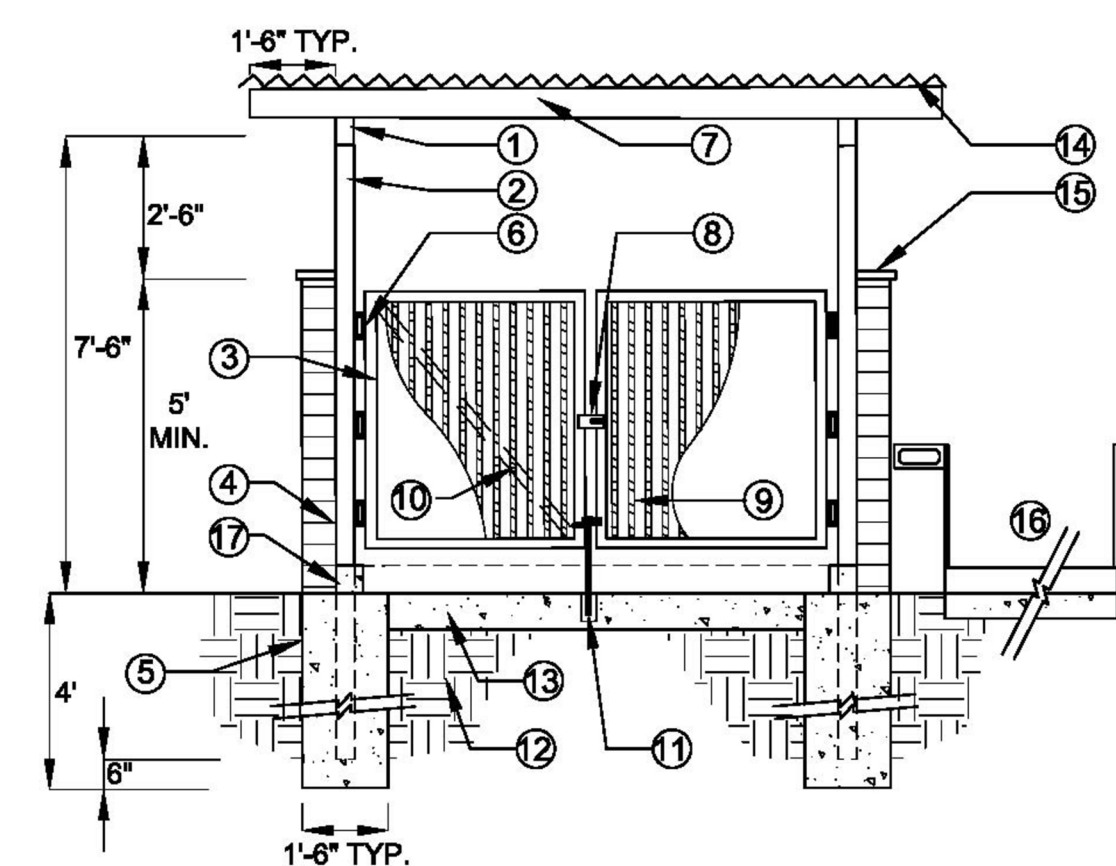


LINE TABLE		
LINE #	LENGTH	BEARING
L10	102.87'	N67°26'31"W
L11	93.53'	N68°57'39"W
L12	119.79'	N61°15'53"W
L13	109.51'	N57°38'44"W
L14	92.36'	N53°28'24"W
L15	75.37'	N51°39'44"W
L16	93.15'	N48°36'22"W
L17	100.92'	N43°33'34"W
L18	73.44'	N42°24'15"W
L19	125.95'	N39°39'38"W
L20	88.95'	N33°36'49"W
L21	95.38'	N30°12'04"W
L22	87.81'	N26°52'30"W
L23	59.24'	N89°35'46"W

LEGAL DESCRIPTION:
PARCELS 2 AND 3 OF PARCEL MAP NO. 36582, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 242, PAGES 30 THROUGH 32, INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN'S: 314-180-023 & 314-180-024

PREPARED FOR:
OPTIMUS BUILDING CORPORATION (OBC)
C/O MARK MAGGARY
445 S. D STREET
PERRIS, CA 92570



- TRASH ENCLOSURE COVER NOTES:**
- 4-INCH X 6-INCH METAL BEAM POWDER COATED
 - 4-INCH X 4-INCH TUBULAR STEEL POST. SET POST FLUSH TO WALL. GROUT FILL POST SOLID. PAINT WITH 2 COATS ZINC PRIMER & 2 COATS SATIN FINISH PAINT.
 - GATE FRAME CONTINUOUS. ATTACH GATE FRAME TO STEEL POST WITH 3 HEAVY DUTY HINGES. CONTRACTOR SHALL SUPPLY SHOP DRAWINGS FOR APPROVAL PRIOR TO CONSTRUCTION.
 - CMU WALL. REFER TO STRUCTURAL ENGINEERS SPECIFICATIONS FOR REINFORCEMENT.
 - CONCRETE FOOTING. REFER TO STRUCTURAL ENGINEERS SPECIFICATIONS FOR REINFORCEMENT.
 - HEAVY DUTY HINGES.
 - 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.
 - 3-INCH X 8-INCH X 1/4-INCH THICK GALVANIZED STEEL SIJO PLATE AND LOCKABLE KEEPER. WELD TO GATE FRAME - AS SHOWN / CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL.
 - MINI-V-BEAM 26 GAUGE WITH ENDURA CLAD FINISH AS MANUFACTURED BY ASS PACIFIC INC. OR APPROVED EQUAL. SPOT WELD TO ANGLE FRAME (CONTRACTOR TO SUBMIT SHOP DRAWINGS).
 - 8-INCH X 1/2-INCH GALVANIZED STEEL DIAGONAL CROSS BRACE / 1/2 INCH WELD TO FRAME AND SPOT WELD TO MINI-V-BEAM (AT BACK OF GATE).
 - HEAVY DUTY DROP CRANE BOLT. ATTACH TO GATE FRAME. SET 1-6 INCHES LONG X 1-INCH O.D. GALVANIZED PIPE SLEEVE TO ACCEPT BOLT. STANLY CO 10009-18 INCHES OR APPROVED EQUAL.
 - COMPACTED SUBGRADE PER GEOTECHNICAL REPORT.
 - 6-INCH THICK PCC CONCRETE PAD WITH 6 X 6 X 10 WWM.
 - METAL ROOF. CORRUGATED STEEL - BERTRIDGE LEAD-COPE STRAIGHT S-DECK / INSTALL PER MANUFACTURERS SPECIFICATIONS.
 - 8-INCH X 2-INCH X 16-INCH CMU CAP TO MATCH WALL COLOR.
 - DISABLED ACCESSIBLE RAMP AND HANDRAIL IF REQUIRED.
 - CONCRETE CURB
- NOTES:**
- CONCRETE FOOTING TO ACHIEVE 4300 PSI @ 28 DAYS.
 - TRASH BINS - SIZE AND NUMBER AS REQUIRED BY CITY.

- SITE DATE**
- ASSESSORS PARCEL NUMBERS: 314-180-023 & 314-180-024.
 - GROSS SITE AREA: TOTAL = 11.239 ACRES (9,588 + 1,651 AC).
 - ALL DRIVE AISLES ARE MINIMUM 26' OR AS NOTED.
 - PARCEL DETAILS:

PARCEL 1 - MAVERICK GAS STATION
AREA: 105,628.86 SF
LANDSCAPE AREA: 15,824 SF (15.0%)
PARKING: 41 STALLS

PARCEL 2 - FAST FOOD 1
AREA: 44,919.54 SF
LANDSCAPE AREA: 6,679 SF (14.9%)
PARKING: 34 STALLS

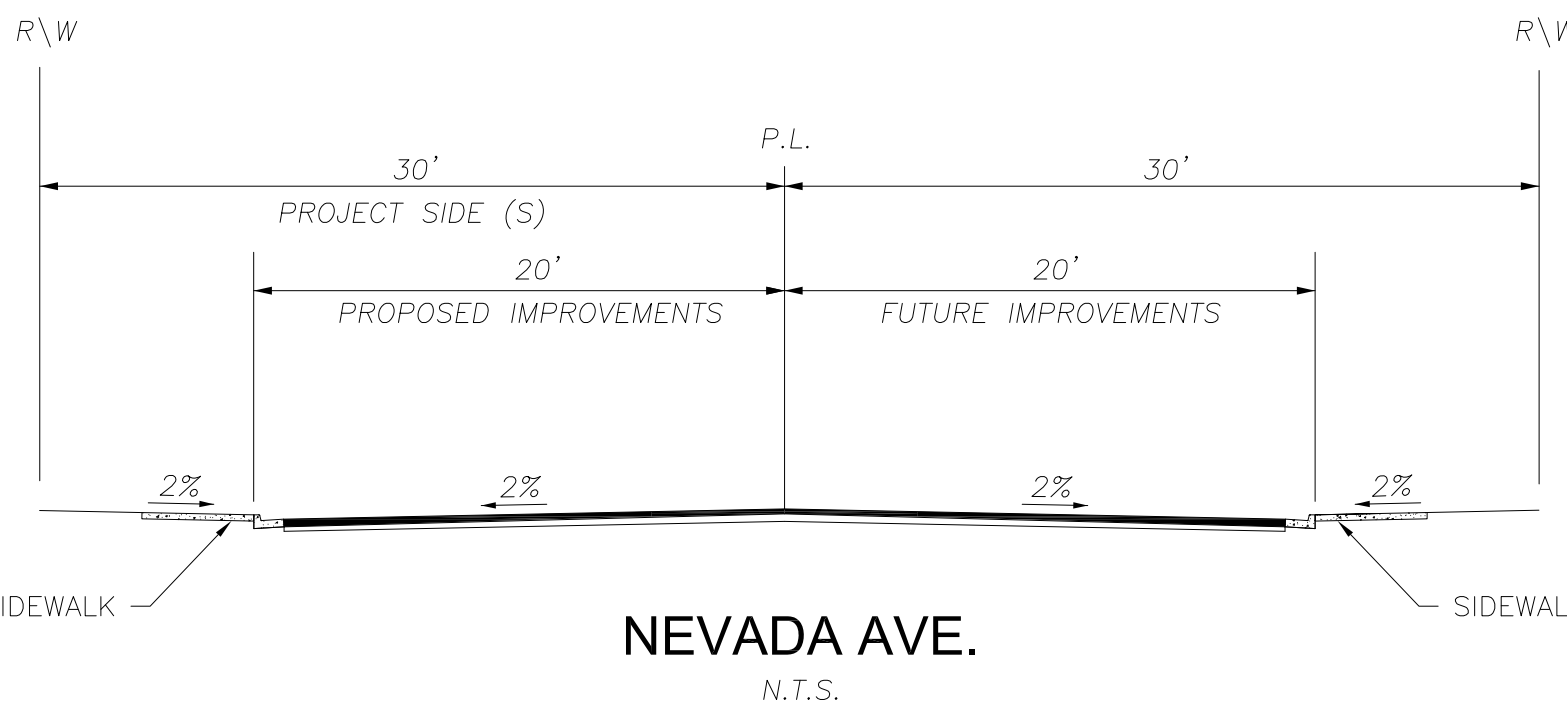
PARCEL 3 - FAST FOOD 2
AREA: 40,772.59 SF
LANDSCAPE AREA: 6,062 SF (14.9%)
PARKING: 34 STALLS

PARCEL 4 - STORAGE
AREA: 298,225.32 SF
LANDSCAPE AREA: 52,249 SF (17.5%)
PARKING: 30 STALLS

- PROJECT IS WITHIN THE VAL VERDE UNIFIED SCHOOL DISTRICT AND THE PERRIS ELEMENTARY SCHOOL DISTRICT.
- WATER AND SEWER SERVICE PROVIDED BY EASTERN MUNICIPAL WATER DISTRICT.
- PROJECT SITE IS WITHIN THE PERRIS VALLEY COMMERCE CENTER SPECIFIC PLAN (PVCC SP) AND IS DESIGNATED AS COMMERCIAL ZONING.
- SETBACKS:
FRONT
LOCAL/collectors: 5'
ARTERIALS: 10'
EXPRESSWAY/FREEWAY: 15'
- SIDE
ADJOINING NON RESIDENTIAL: 0'
- REAR
ADJOINING NON RESIDENTIAL: 0'

CONSTRUCTION NOTES:

- CONSTRUCT STORM DRAIN AND FITTINGS AT LOCATIONS SHOWN.
- CONSTRUCT CONTECH TYPE OR EQUIVALENT UNDERGROUND STORAGE SYSTEM PER PLAN.
- CONSTRUCT GATE INLET
- CONSTRUCT PRE-TREATMENT SYSTEM PRIOR TO CONNECTION TO UNDERGROUND STORAGE.
- CONSTRUCT PARKWAY DRAIN FOR OVERFLOW.
- INSTALL 18" EQUALIZATION PIPE.
- INSTALL TRASH ENCLOSURE PER LANDSCAPE ARCHITECT PLAN.
- INSTALL 326 LF OF RETAINING WALL PER ELEVATIONS ON PLANS
- INSTALL 6" CURB AND GUTTER PER PLAN.
- 4" CURB OPENING WITH RIP RAP FOR DRAINAGE PATH.
- AREA FOR DCDA ASSEMBLY WATER SERVICE.
- AREA FOR GENERATOR.
- INSTALL 8" WATER LINE.
- INSTALL 8" SEWER LINE.



LEGEND/ABBREVIATION

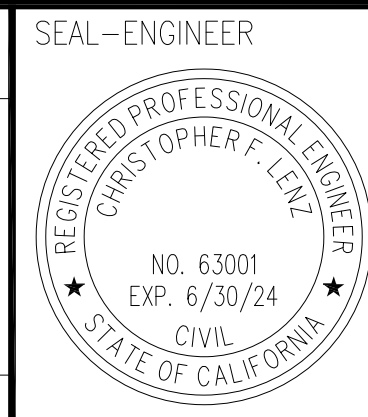
- | | | | |
|---------|-------------------------------------|------|---------------------------|
| CF | CURB FACE | TC | TOP OF CURB |
| FG | FINISH GRADE | TG | TOP OF GRATE |
| FF | FINISHED FLOOR | SD | STORM DRAIN |
| FL | FLOW LINE | EL | PROPERTY LINE |
| GB | GRADE BREAK | PED. | PEDESTRIAN |
| HP | HIGH POINT | TYP. | TYPICAL |
| INV | INVERT | | EXISTING FIRE HYDRANT |
| LOW | 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 | | EXISTING CONTOUR |
| | STORAGE AREA 26' FIRE LANE | | |
| | FIRE HYDRANT (PRELIMINARY LOCATION) | | |



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

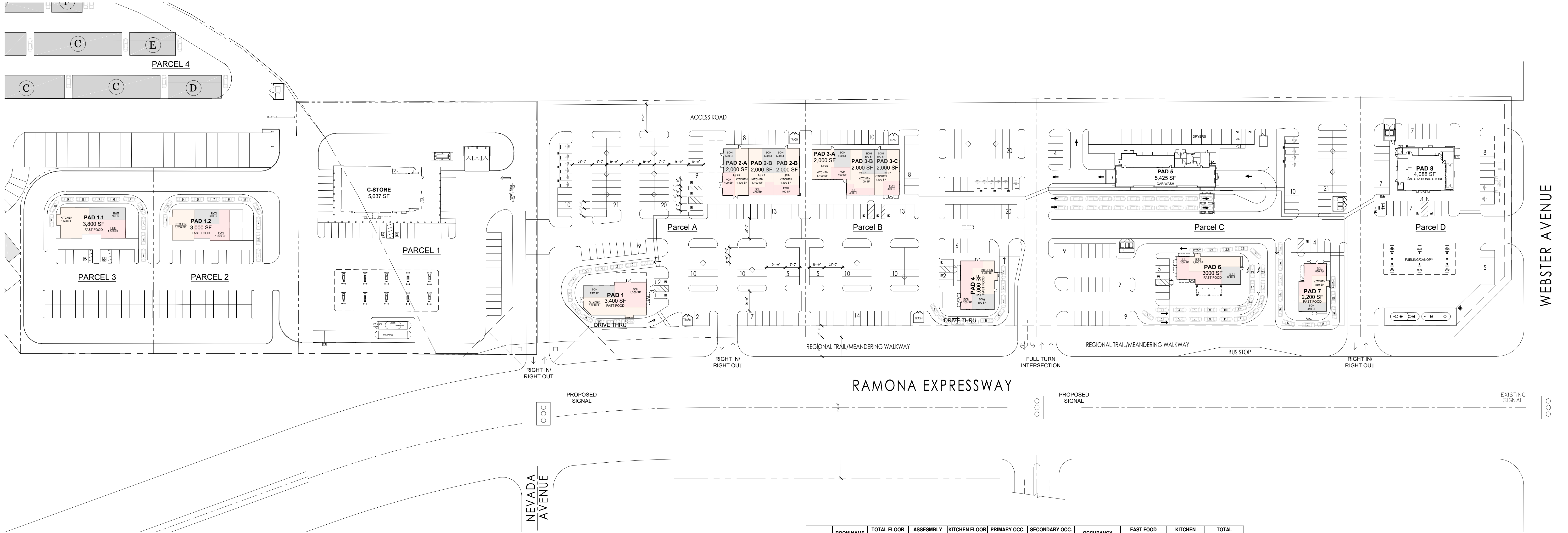


ueg
united engineering group
PREPARED UNDER THE DIRECTION OF:
CHRISTOPHER F. LENZ 63001
DATE: _____ REGISTRATION EXPIRES: 6-30-24

BENCH MARK:
RHS DATA POINT
DESIGNATION - 432-PID-DX5439
3" F. ALUMINUM DISC STAMPED "DM432"
S.W. CORNER PERRIS BLVD. AND RIDER
STREET BASE OF STEEL SIGNAL LIGHT
3.5' X 2.7' CONC BASE ON EAST SIDE
SET FLUSH
ELEVATION = 1455.11' NAVD 88

SCALE: 1"=60'
FIELD BOOK
DESIGN
DRAWN
CHECKED

BGR NO. _____ **WDD:** _____
CITY OF PERRIS
PRELIMINARY SITE PLAN
MID COUNTY PARKWAY
FOR: OPTIMUS BUILDING CORP. W.O. CITY FILE NO. DPR 22-_____
SHEET NO. 1 OF 1 SHEETS



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

Architect
SMS Architects
100 Progress, Suite 250
Irvine, CA 92618

Parcel A	2.49 AC
Building 1 (fast food)	3,400 sf
Building 2 (restaurant)	6,000 sf
Total	9,400 sf
Parking Required	123 spaces
Parking Provided	124 spaces

Parcel B	2.15 AC
Building 3 (restaurant)	6,000 sf
Building 4 (fast food)	3,000 sf
Total	9,000 sf
Parking Required	118 spaces
Parking Provided	118 spaces

Parcel C/D	4.36 AC
Pad 5 (car wash)	5,425 sf
Pad 6 (fast food)	3,000 sf
Pad 7 (fast food)	2,200 sf
Pad 8 (c-store/gas station)	4,088 sf
Total	14,713 sf
Parking Required	105 spaces
Parking Provided	105 spaces

Occupancy Calculations - Compatibility Zone C1 Average Intensity Criterion (TPM38567 - Phase 1)

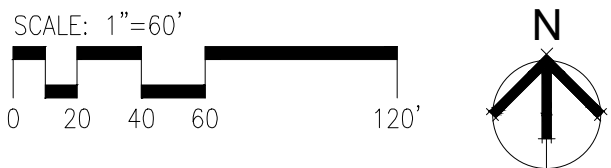
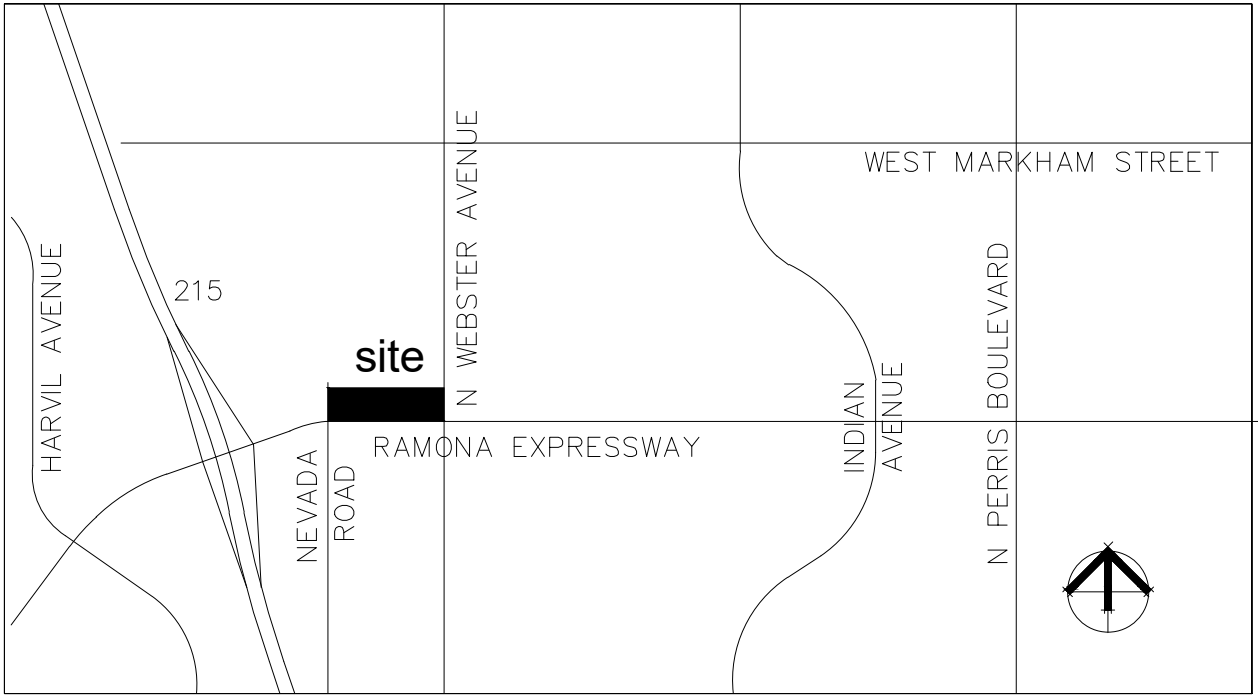
Parcel 2		Parcel 3	
Allowable Occupancy	100 people/acre	Allowable Occupancy	100 people/acre
Parcel 2 1.03 AC	103 people allowed	Parcel 3 0.93 AC	93 people allowed
	42 Occ. per site plan		54 Occ. per site plan
	41 people/acre		58 people/acre

Occupancy Calculations - Compatibility Zone C1 Average Intensity Criterion (TPM3895 - Phase 2)

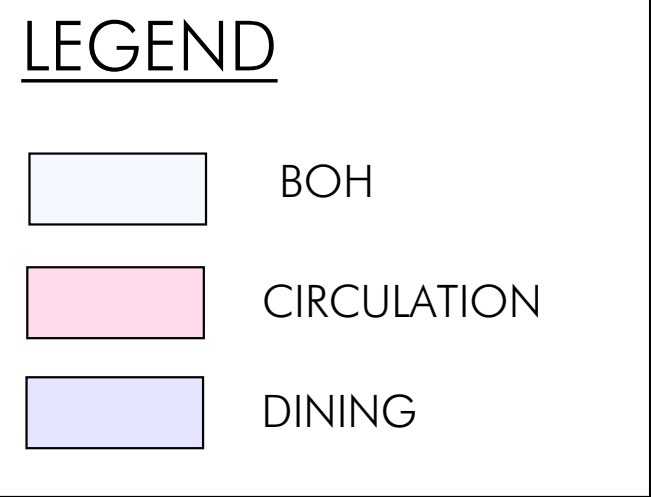
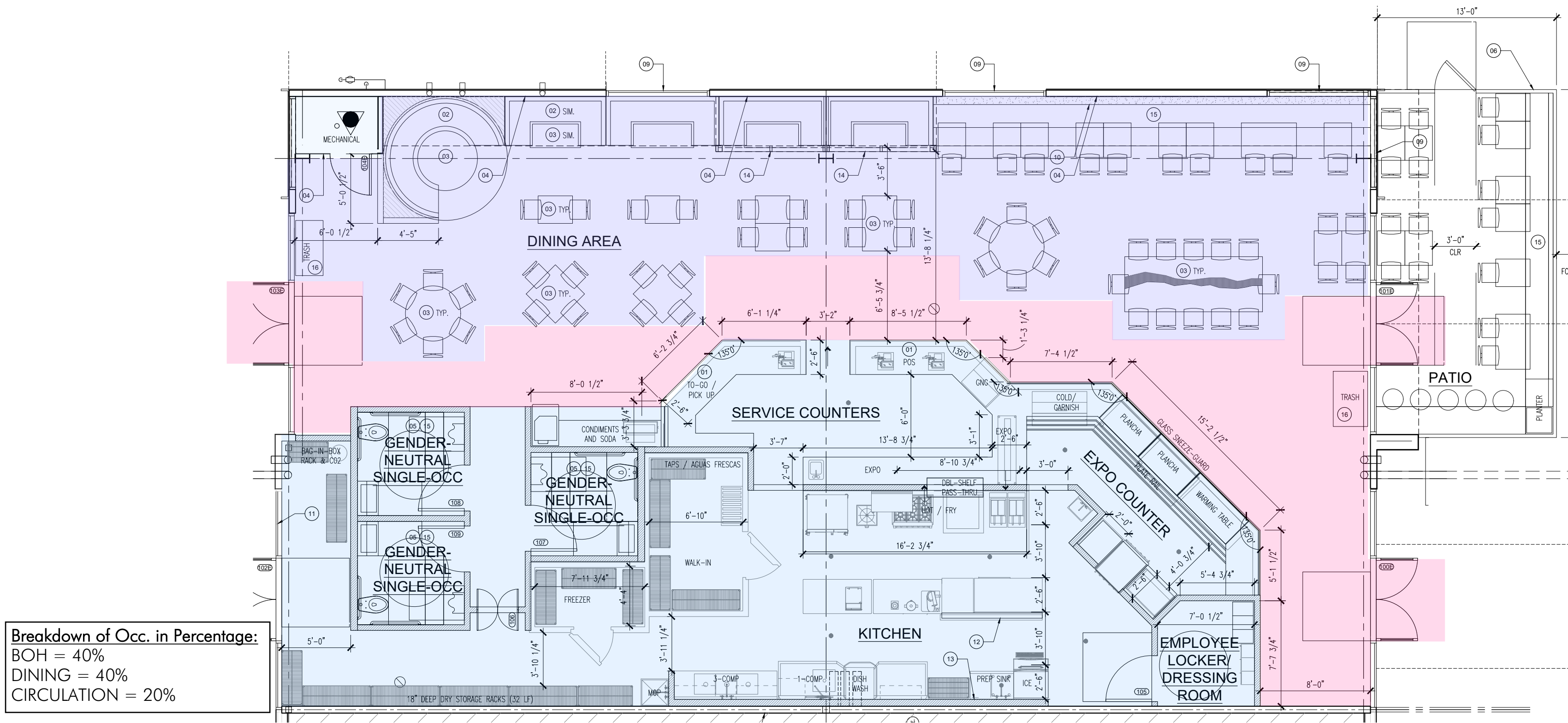
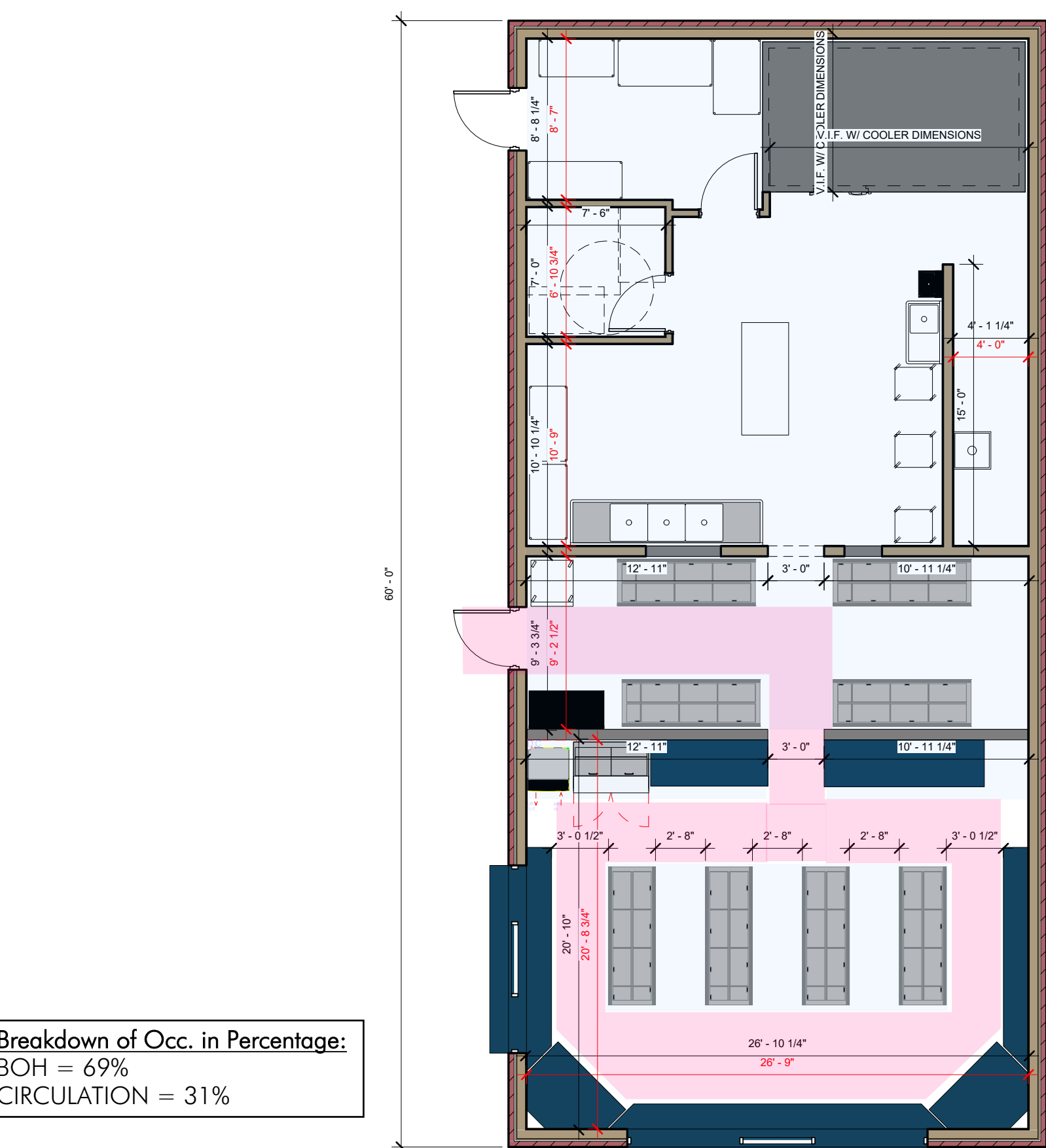
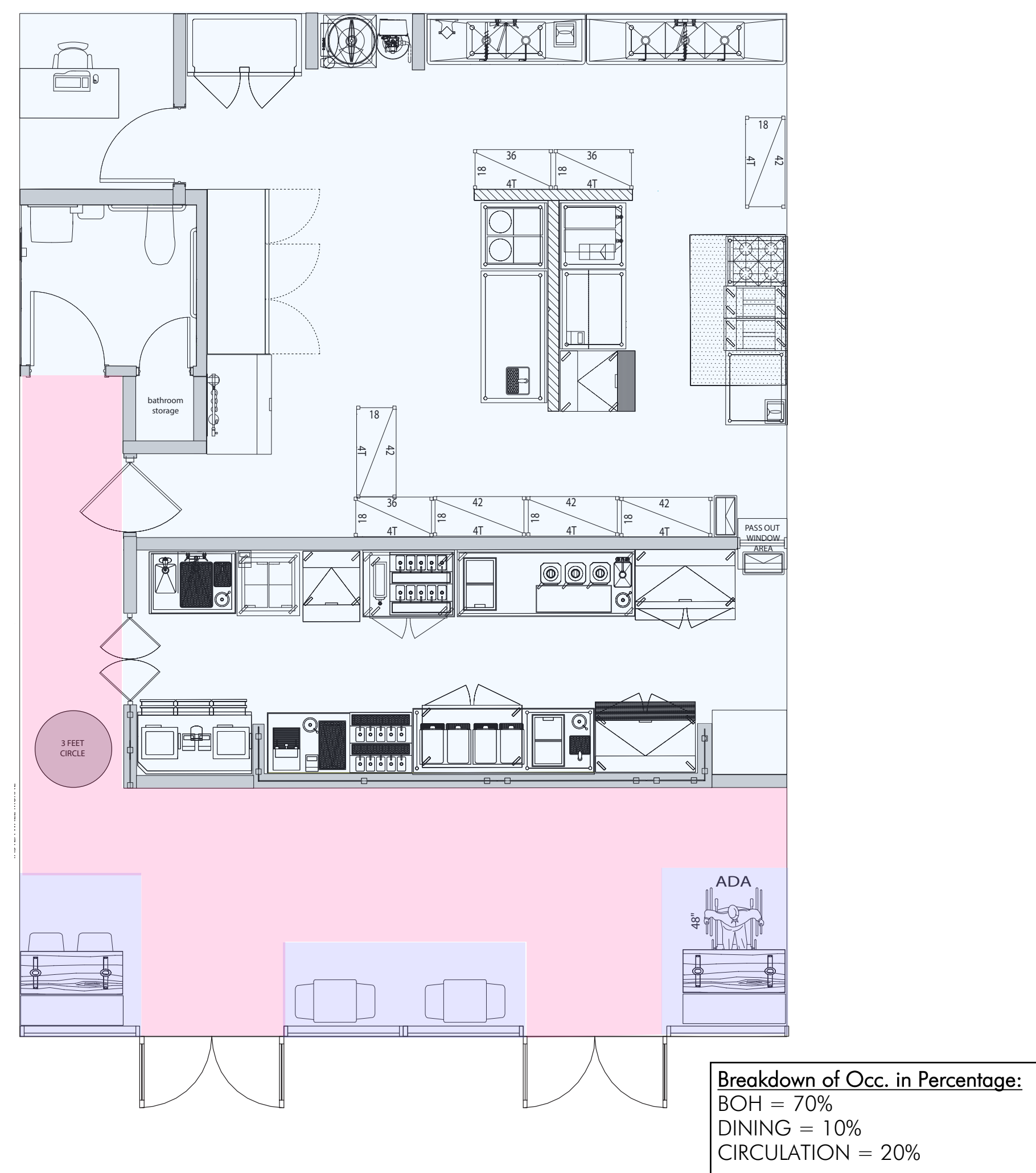
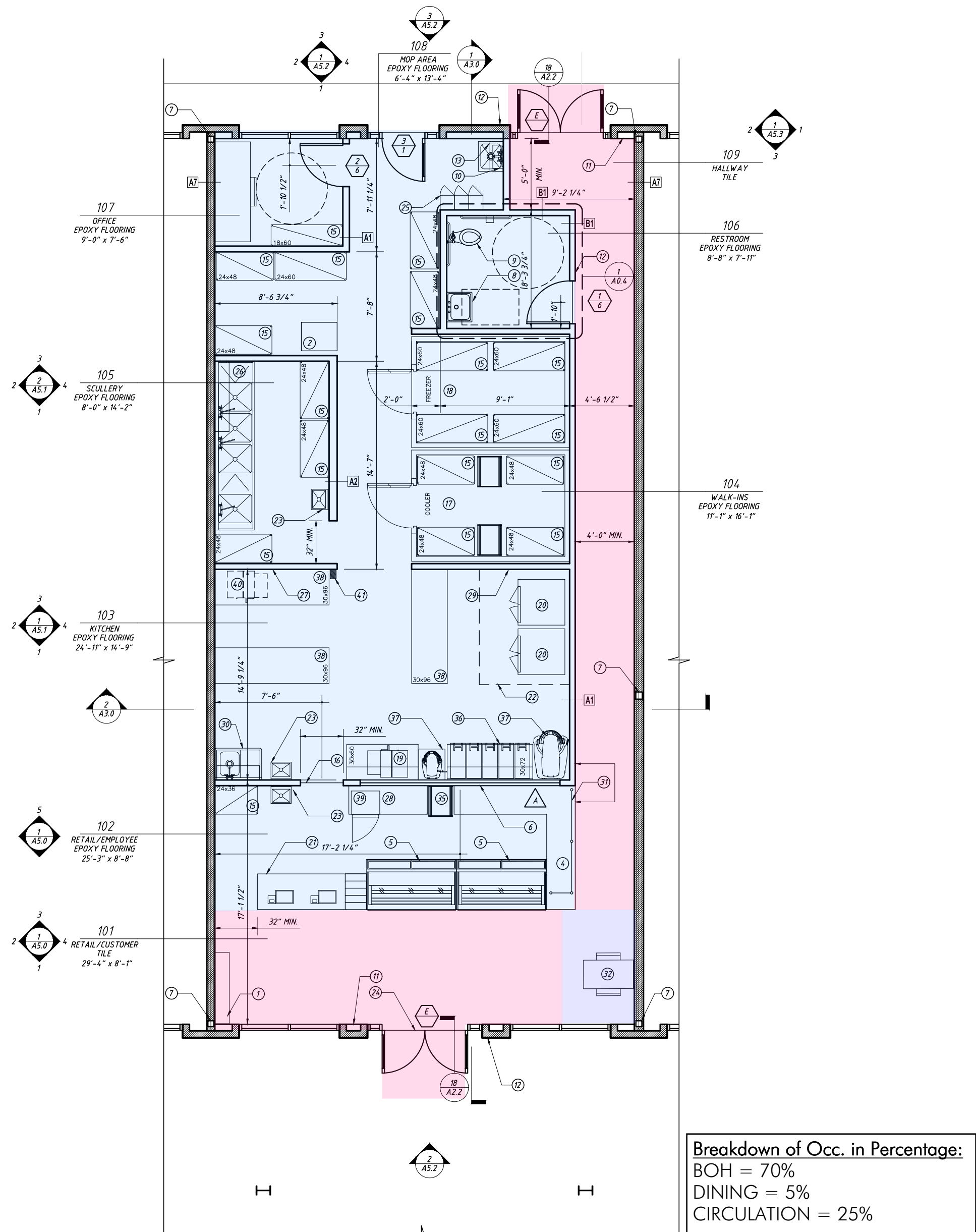
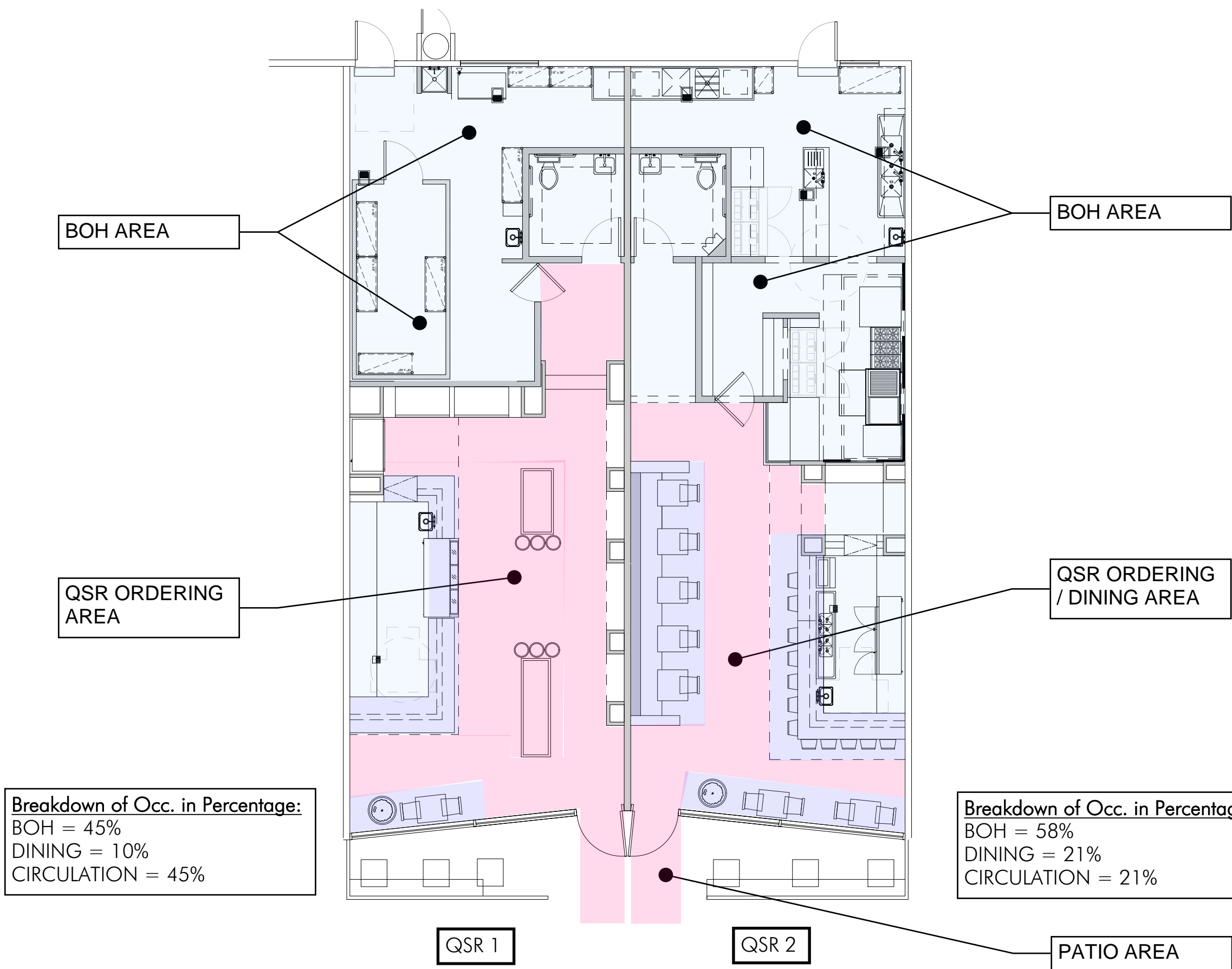
Parcel A		Parcel B		Parcel C/D	
Allowable Occupancy	100 people/acre	Allowable Occupancy	100 people/acre	Allowable Occupancy	100 people/acre
Parcel A 2.49 AC	250 people allowed	Parcel B 2.15 AC	215 people allowed	Parcel C/D 4.36 AC	436 people allowed
	105 Occ. per site plan		99 Occ. per site plan		201 Occ. per site plan
	42 people/acre		46 people/acre		46 people/acre

	ROOM NAME	TOTAL FLOOR AREA	ASSEMBLY FLOOR AREA	KITCHEN FLOOR AREA	PRIMARY OCC. LOAD FACTOR	SECONDARY OCC. LOAD FACTOR	OCCUPANCY	FAST FOOD OCCUPANCY	KITCHEN OCCUPANCY	TOTAL OCCUPANTS
PAD 1	FAST FOOD	2,720	1,360	1,360	35	200	FAST FOOD / KITCHEN	39	7	46
	BOH	680			300		EQUIPMENT			2
	TOTAL	3,400								48
PAD 4	FAST FOOD	2,400	1,200	1,200	35	200	FAST FOOD/ KITCHEN	34	6	40
	BOH	600			300		EQUIPMENT			2
	TOTAL	3,000								42
PAD 6	FAST FOOD	2,400	1,200	1,200	35	200	FAST FOOD/ KITCHEN	34	6	40
	BOH	600			300		EQUIPMENT			2
	TOTAL	3,000								42
PAD 7	FAST FOOD	1,760	880	880	35	200	FAST FOOD/ KITCHEN	25	4	29
	BOH	440			300		EQUIPMENT			2
	TOTAL	2,200								31
PHASE 1										
PAD 1.1	FAST FOOD	3,040	1,520	1,520	35	200	ASSEMBLY / KITCHEN	43	8	51
	BOH	760			300		EQUIPMENT			3
	TOTAL	3,800								54
PAD 1.2	FAST FOOD	2,400	1,200	1,200	35	200	ASSEMBLY / KITCHEN	34	6	40
	BOH	600			300		EQUIPMENT			2
	TOTAL	2,200								42
	ROOM NAME	TOTAL FLOOR AREA	QSR ASSEMBLY FLOOR AREA	QSR KITCHEN FLOOR AREA	PRIMARY OCC. LOAD FACTOR	SECONDARY OCC. LOAD FACTOR	OCCUPANCY	QSR OCCUPANCY	KITCHEN OCCUPANCY	TOTAL OCCUPANTS
PAD 2A	QSR	1,500	400	1,100	35	200	QSR / KITCHEN	11	6	17
	BOH	500			300		EQUIPMENT			2
	TOTAL	2,000								19
PAD 2B	QSR	1,500	400	1,100	35	200	QSR / KITCHEN	11	6	17
	BOH	500			300		EQUIPMENT			2
	TOTAL	2,000								19
PAD 2C	QSR	1,500	400	1,100	35	200	QSR / KITCHEN	11	6	17
	BOH	500			300		EQUIPMENT			2
	TOTAL	2,000								19
PAD 3A	QSR	1,500	400	1,100	35	200	QSR / KITCHEN	11	6	17
	BOH	500			300		EQUIPMENT			2
	TOTAL	2,000								19
PAD 3B	QSR	1,500	400	1,100	35	200	QSR / KITCHEN	11	6	17
	BOH	500			300		EQUIPMENT			2
	TOTAL	2,000								19
PAD 3C	QSR	1,500	400	1,100	35	200	QSR / KITCHEN	11	6	17
	BOH	500			300		EQUIPMENT			2
	TOTAL	2,000								19

Vicinity Map



EXAMPLES OF QUICK SERVE (QSR) LAYOUTS





2.3 Allowable Land Uses and Permit Requirements

The allowable land uses and permit requirements are summarized in the Table 2.0-2. Project-wide and individual land use development standards and guidelines can be found in Section 4.0. Exceptions to allowable land uses should be noted as they pertain to the Airport Overlay Zone discussed in Section 12.0. Refer to Table 12.0-1 in Section 12.0 for restrictions should site fall within Airport Overlay Zone.

Permitted Uses (P) are allowed, subject to compliance with all applicable provisions of the City of Perris Zoning Ordinance, and to obtaining any other permit required by the Municipal Code, including a business license. Proposed projects comprised of a permitted use are not granted immediate approval as they must undergo a review process and are subject to public hearing and final approval determined by the City.

Conditional Use Permit (CUP) is required, pursuant to Chapter 19.61 of the City of Perris Zoning Ordinance.

Accessory Uses (A) are allowed, subject to compatibility with permitted and conditionally permitted uses. Such uses are defined as being clearly subordinate to the principal use of the building or lot, and serve a purpose customarily associated with the principal use.

Prohibited Uses (PRO) are not allowed.

For a full description of the approval process, refer to Section 13.0 Implementation and Administrative Process.

Table 2.0-2, Land Uses
(Refer to Table 12.0-1 for use restrictions on property within the Airport Overlay Zone)

LAND USE	LI	GI	BPO ⁽¹⁾	C ⁽¹⁾	R ⁽¹⁾	MFR ⁽¹⁾	P	See Section
Agricultural uses								
Agricultural Animal Raising and Care	PRO	CUP	PRO	PRO	PRO	PRO	PRO	Chapter 8.08
Agricultural Uses	PRO	PRO	PRO	PRO	P	PRO	PRO	
Animal or Poultry Slaughter	PRO	CUP	PRO	PRO	PRO	PRO	PRO	
Animal Services	CUP	P	CUP	CUP	PRO	PRO	PRO	
Animal Grazing	P	P	P	P	PRO	PRO	P	
Commercial Uses								
Adult Entertainment	PRO	CUP	PRO	PRO	PRO	PRO	PRO	Chapter 5.50
Alcohol Sales for Off-site Consumption	PRO	PRO	PRO	CUP	PRO	PRO	PRO	Chapter 19.65
Alcohol Sales for On-site Consumption	CUP	CUP	CUP	CUP	PRO	PRO	PRO	Chapter 19.65
Drive-Thru Services	CUP	CUP	CUP	CUP	PRO	PRO	PRO	

Table 2.0-2, Land Uses (Continued)

LAND USE	LI	GI	BPO ⁽¹⁾	C ⁽¹⁾	R ⁽¹⁾	MFR ⁽¹⁾	P	See Section
Industrial								
Schools, Technical and Trade	CUP	CUP	P	CUP	PRO	PRO	PRO	
Recreation								
Recreational Areas and Facilities (Outdoor)	A	A	A	CUP	P	PRO	P	
Recreational Areas and Facilities (Indoor)	A	A	CUP	CUP	P	PRO	P	
Manufacturing, Industrial: Indoor	P	P	CUP	PRO	PRO	PRO	PRO	
Manufacturing, Industrial: Outdoor	CUP	P	PRO	PRO	PRO	PRO	PRO	
Manufacturing: Pharmaceutical, Hazardous Materials, Chemicals	P ⁽²⁾	P ⁽²⁾	CUP	PRO	PRO	PRO	PRO	
Storage								
Mini-storage/Wholesale Facilities	P	P	PRO	PRO	PRO	PRO	PRO	Chapter 19.44.090.A
Warehouse/Distribution Centers	P	P	A	A	PRO	PRO	PRO	Chapter 19.44.090.A
Non-Profits								
Government Facilities	PRO	PRO	PRO	PRO	PRO	PRO	P	
Public and Semi-Public Institutions	CUP	CUP	P	P	PRO	PRO	P	
Public Infrastructure Facilities	PRO	PRO	PRO	PRO	PRO	PRO	P	
Public or Semi Public Education Facilities	PRO	PRO	CUP	CUP	PRO	PRO	P	
Religious Institutions	CUP	CUP	CUP	CUP	CUP	CUP	CUP	
Professional Office								
Business/Professional Office	CUP	CUP	P	P	PRO	PRO	PRO	
Residential Uses								
Caretaker Quarters	A	A	A	A	PRO	PRO	PRO	
Day Care, Large Family	PRO	PRO	PRO	PRO	P	P	PRO	Chapter 19.83
Day Care, Small Family	PRO	PRO	PRO	PRO	P	P	PRO	Chapter 19.83
Mobilehome parks	PRO	PRO	PRO	PRO	PRO	P	PRO	
Multi-Family Units (condos, town-homes, apartments)	PRO	PRO	PRO	PRO	PRO	P	PRO	
Single-Family Detached Dwelling Unit	PRO	PRO	PRO	PRO	P	PRO	PRO	

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: **July 11, 2024**

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

CASE DESCRIPTION:

ZAP1605MA24 – Mike Naggar and Associates Inc. (Representative: Mike Naggar) – City of Perris
Case Nos. SPA22-05280 (Specific Plan Amendment), DPR22-00028 (Development Plan Review), CUP22-05295 (Conditional Use Permit), TPM38567, TPM38985 (Tentative Parcel Maps). A proposal to construct 11 commercial buildings and 1 self-storage facility totaling 166,517 square feet on 20.28 acres located on the northeast corner of Ramona Expressway and the I-215 freeway. The applicant also proposes amending the Perris Valley Commerce Center Specific Plan to allow self-storage units in commercial zoning. The applicant also proposes dividing the 20.28 acres into 8 separate parcels (via two separate parcel maps) (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: ZAP1605MA24

Date Submitted: 4/18/2024

AIA: Airport March

Zone: Zone C1 & C2

Public Hearing ☒

Staff Review ☐

Applicant

Applicant Full Name: Mike Naggar - Opitmus Building Corporation

Applicant Address: 445 S. D St. Perris, CA 92570

Phone: 951-551-7730

Email: mike@mikenaggar.com

Representative/ Property Owner Contact Information

Representative: Michael S Naggar

Email:

Phone:

Address: 445 S. D St. Perris, CA 92570

Property Owner: Optimus Building Corporation

Email: kelly@kellyolauson.com

Phone:

Address: 121 Osprey Cove Ln Poin Vedra Beach Fl. 32082

Local Jurisdiction Agency

Agency Name: City of Perris

Phone: 9519436100

Staff Contact: mathew Evens

Email: mevans@cityofperris.org

Address:

Local Agency Case No.: (DPR) 22-00028 and 21, CUP22-05295, and Specific Plan Amendment (SPA) 22-05280.

Project Location

Street Address: N/A

Gross Parcel Size: 3 parcels parces 20.28 acres

Assessor's Parcel No.: 314-170-020, 23, 24

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) _____

Height of Building or
structures: Max bldg ht to be 50' or less _____

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

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).

WATER QUALITY

The site will use bio-swales for water quality treatment. The swales shall be between 10' and 12' wide, 1'-1.5' deep, and varying lengths between 94' and 239'. Swales shall be designed with underdrains connecting to storm drain, and will not allow ponding.

SITE ELEVATION

The site varies from 1,502' (NWC) and 1,480' (SEC) based on the following Benchmark: NGS Data Point Designation-432:PID-DX5439, labeled "BM432", elevation 1455.11' NAVD 88.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.4

HEARING DATE: July 11, 2024

CASE NUMBER: ZAP1611MA24-Forever 21 (Representative: PowerFlex Systems, LLC)

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NO: PMT24-0175 (Building Permit)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zone B1 APZ I, B2

Noise Levels: Between 60-65 CNEL contour

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission **CONTINUE** the matter to the August 8, 2024 meeting, pending completion of the Air Force review of the project.

PROJECT DESCRIPTION: A proposal to construct a solar panel system totaling 95,439 square feet on an existing commercial building on 30.75 acres.

PROJECT LOCATION: The site is located at located at 4323 Indian Avenue, approximately 6,445 feet southerly of the southerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zones B1-APZ I, and B2, which limits average intensity to 25 people per acre and 100 people per single acre in B1-APZ I, and zone B2 limits average intensity to 100 people per acre and 250 people per single acre. The proposed rooftop solar panels will not generate any occupancy.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zones B1-APZ1 and B2 south of the southerly runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the proposal to add rooftop solar panels and sent a solar glare hazard analysis study for their review. At the time of the staff report was prepared, comments were still pending from the Air Force.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones B1-APZ 1 and B2.

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 95,439 square foot photovoltaic (PV) panel structures would be located on the rooftop of the existing commercial building within Compatibility Zones B1-APZ1 and B2.

Glint and Glare/Reflectivity

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

The project proposes 95,439 square feet of solar panels on the existing building rooftop with a fixed tilt of 10 degrees with no rotation, and an orientation of 270 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 14 and 32, and also based on the traffic patterns as identified by March Air Reserve Base staff (Runway 12/30 General Aviation, Runway 14/32 General Aviation, Runway 14/32 C-17/KC-135, Runway 14/32 Overhead). The analysis utilized a glide slope approach of 3.0 degrees. No glare would affect the Air Traffic Control Tower.

The analysis concluded that some glare would occur within the Air Force traffic pattern. Evaluation of the Air Force traffic patterns indicates that the panels would result in a low potential for temporary after-image ("green" level glare) or no glare. All times are in standard time.

Runway 14/32 General Aviation traffic pattern (totaling 25,133 minutes of 'green' level glare):

- Runway 14 General Aviation pattern, totaling 14,795 minutes of "green" level glare, lasting up to 80 minutes a day, from September to April, from 8:00 a.m. to 10:00 a.m.
- Runway 32 General Aviation pattern, totaling 10,338 minutes of "green" level glare, lasting up to 60 minutes a day, throughout the year, from 7:00 a.m. to 9:30 a.m.

Runway 14/32 C-17, KC-135 Aviation traffic pattern (totaling 26,011 minutes of 'green' level glare):

- Runway 14 C17 KC-135, totaling 20,220 minutes of "green" level glare, lasting up to 80 minutes a day, throughout the year, from 8:00 a.m. to 9:30 a.m.
- Runway 32 C17 KC-135, totaling 5,791 minutes of "green" level glare, lasting up to 30 minutes a day, from September to April, from 7:00 a.m. to 9:00 a.m.

Runway 14/32 Overhead Aviation traffic pattern (totaling 1,733 minutes of 'green' level glare):

- Runway 14 Overhead, totaling 41 minutes of "green" level glare, lasting up to 10 minutes a day, in December, at 9:00 a.m.
- Runway 32 Overhead, totaling 1,692 minutes of "green" level glare, lasting up to 30 minutes a day, from March to April, and August to September, from 7:00 a.m. to 9:00 a.m.

The total of 52,877 minutes of “green” level glare represents less than 20 percent of total day light time.

Electrical and Communication Interference

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

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site below 70-75 CNEL range from aircraft noise. The proposed solar panels are not noise sensitive.

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 6,445 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 1,552 feet AMSL. The site’s finished floor elevation is 1,460 feet AMSL and building height is 49 feet, resulting in a top point elevation of 1,509 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service was not required. The proposed solar panels will not significantly increase the height of the existing buildings.

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

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. 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. 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. All solar arrays installed on the project site shall consist of a 95,439 square foot rooftop solar panel system on an existing commercial building, a fixed tilt of 10 degrees and orientation of 270 degrees. Solar panels shall be limited to a total of 498,155 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.
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.
9. This project has been evaluated as consisting of a 95,439 square foot rooftop solar panel system on an existing commercial 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.

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

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

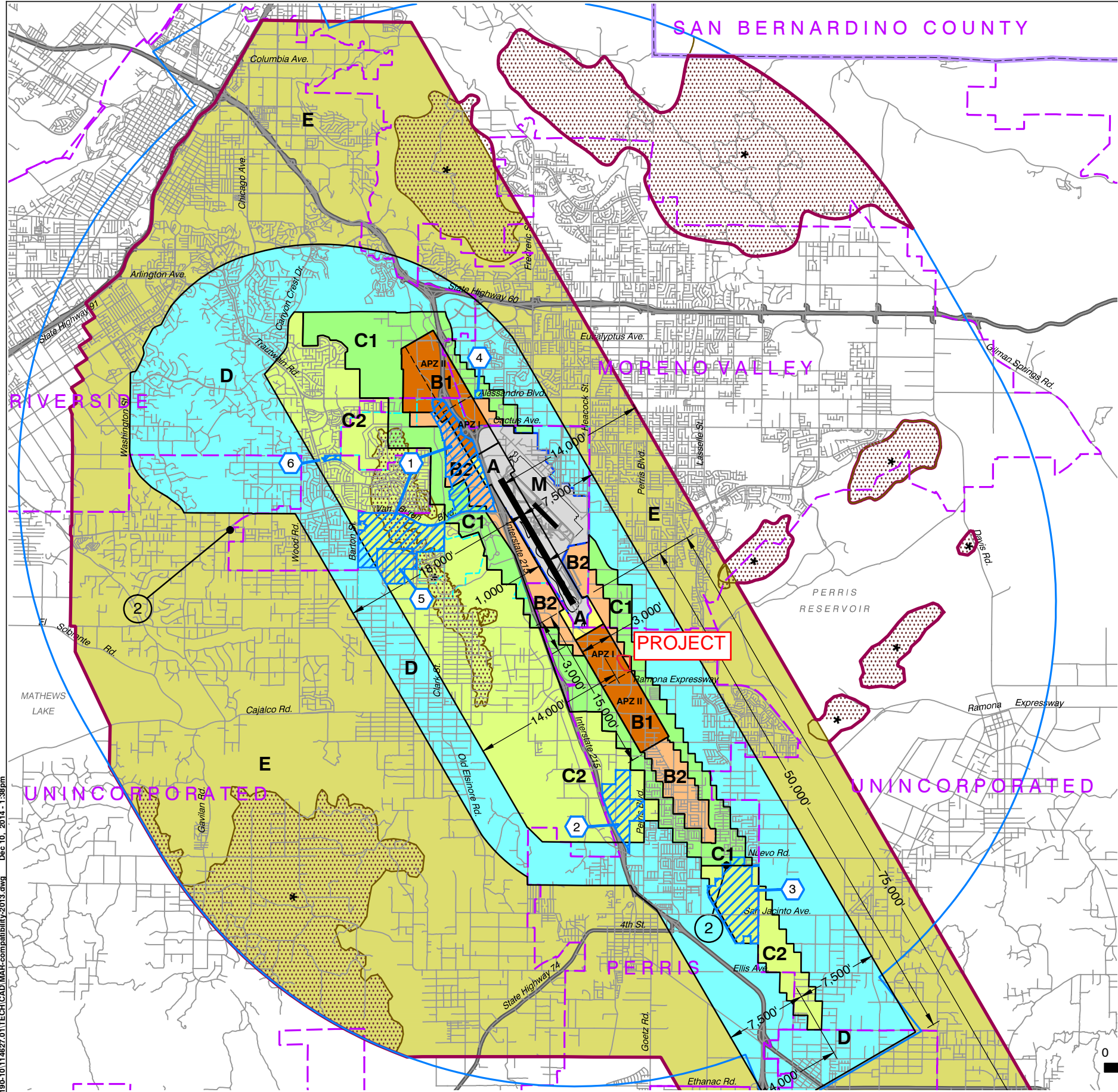
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



LEGEND

Compatibility Zones

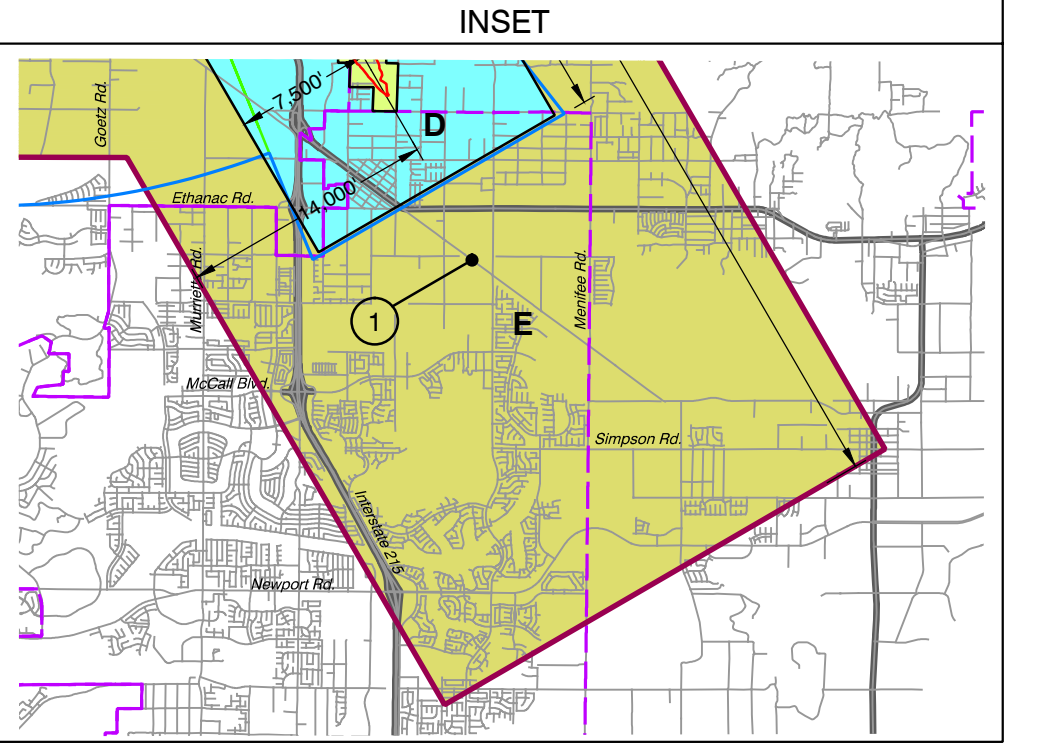
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

- 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

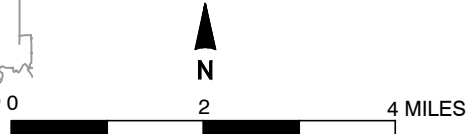


Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)

Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport

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



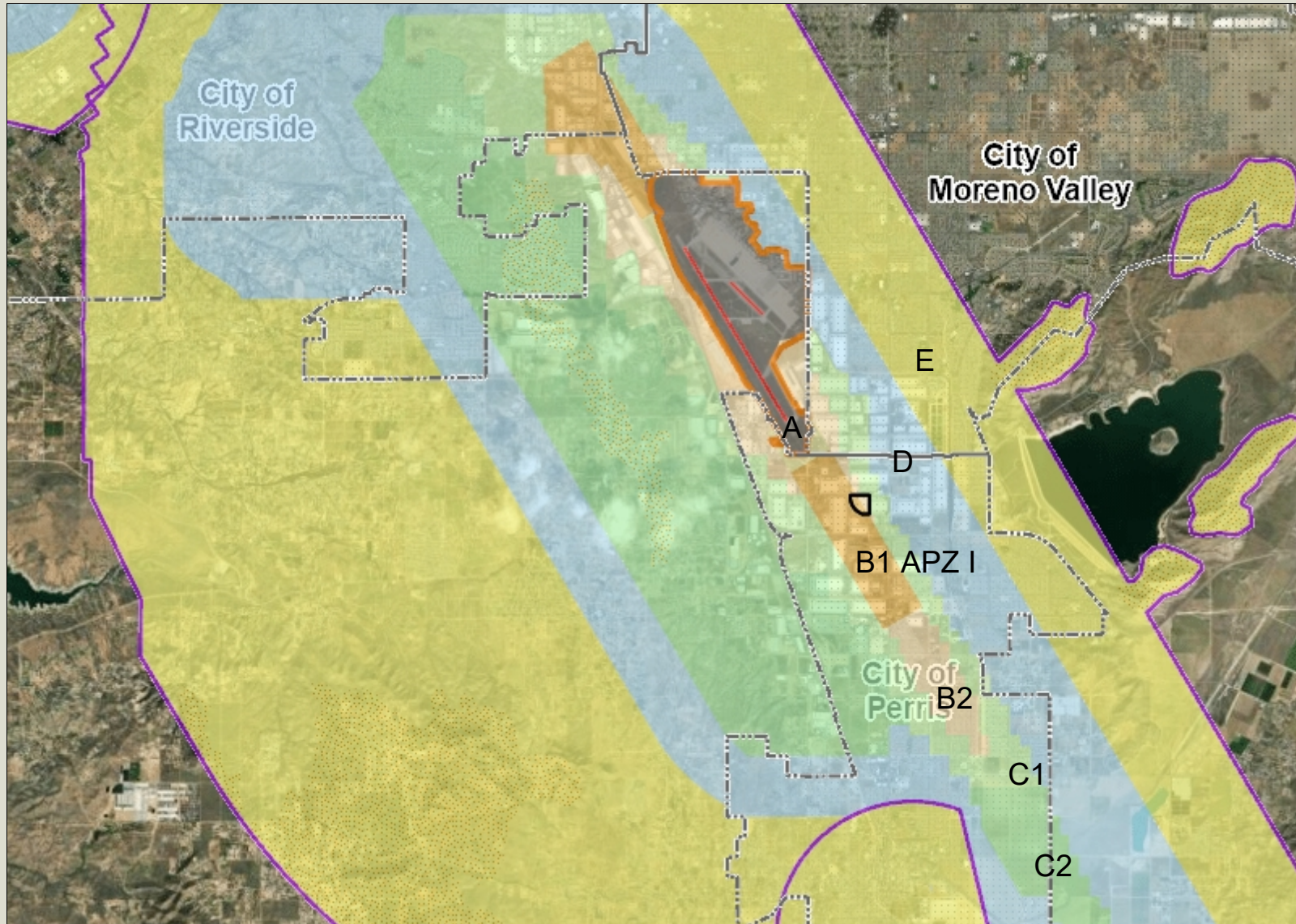
Base map source: County of Riverside 2013

SEE INSET AT RIGHT

X:\18190-10\114627\01\TECH\CAD\MAR-compatibility-2013.dwg Dec 10, 2014 - 1:38pm

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

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



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

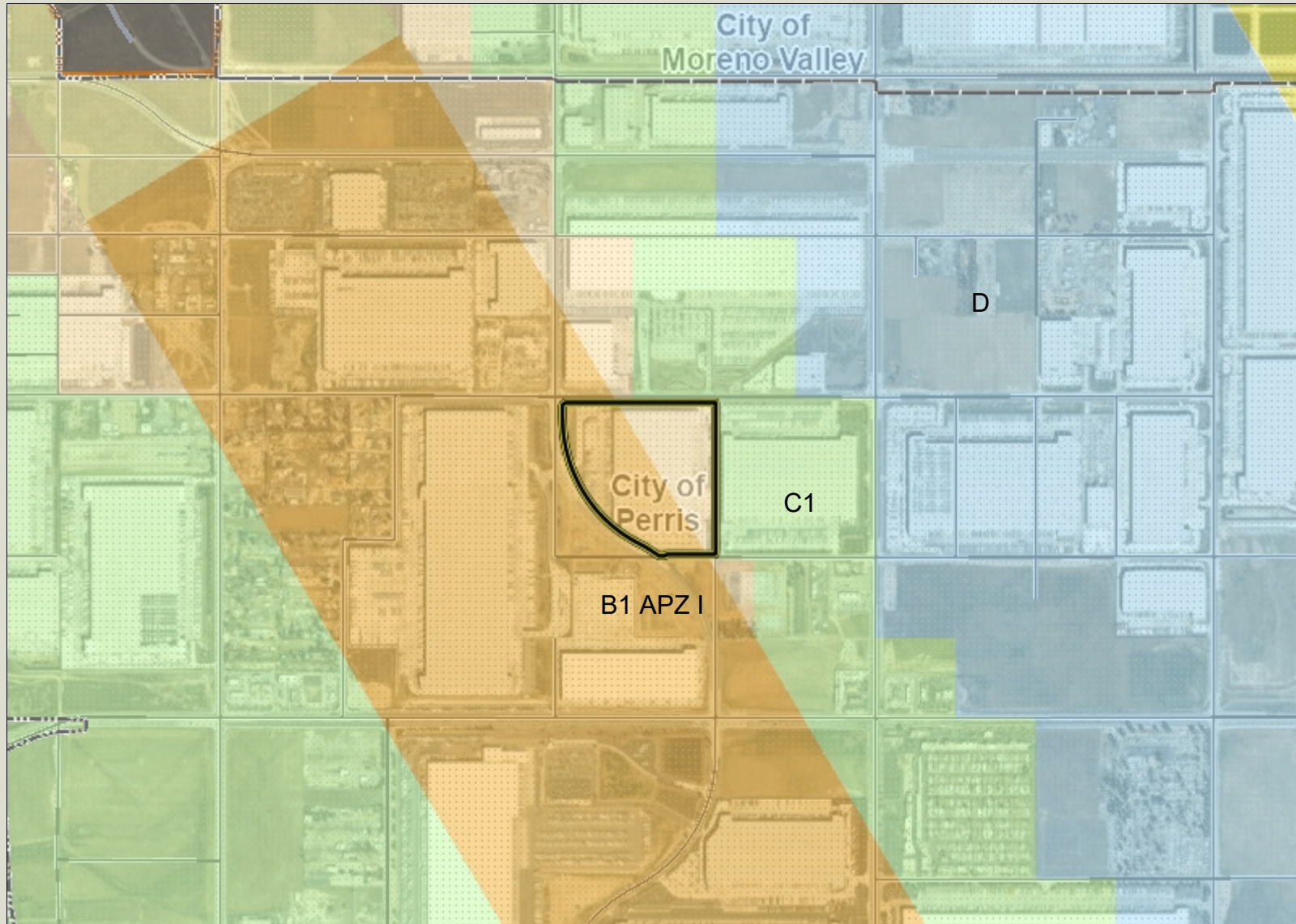
0 12,314 24,629 Feet

REPORT PRINTED ON... 6/3/2024 9:54:16 AM

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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



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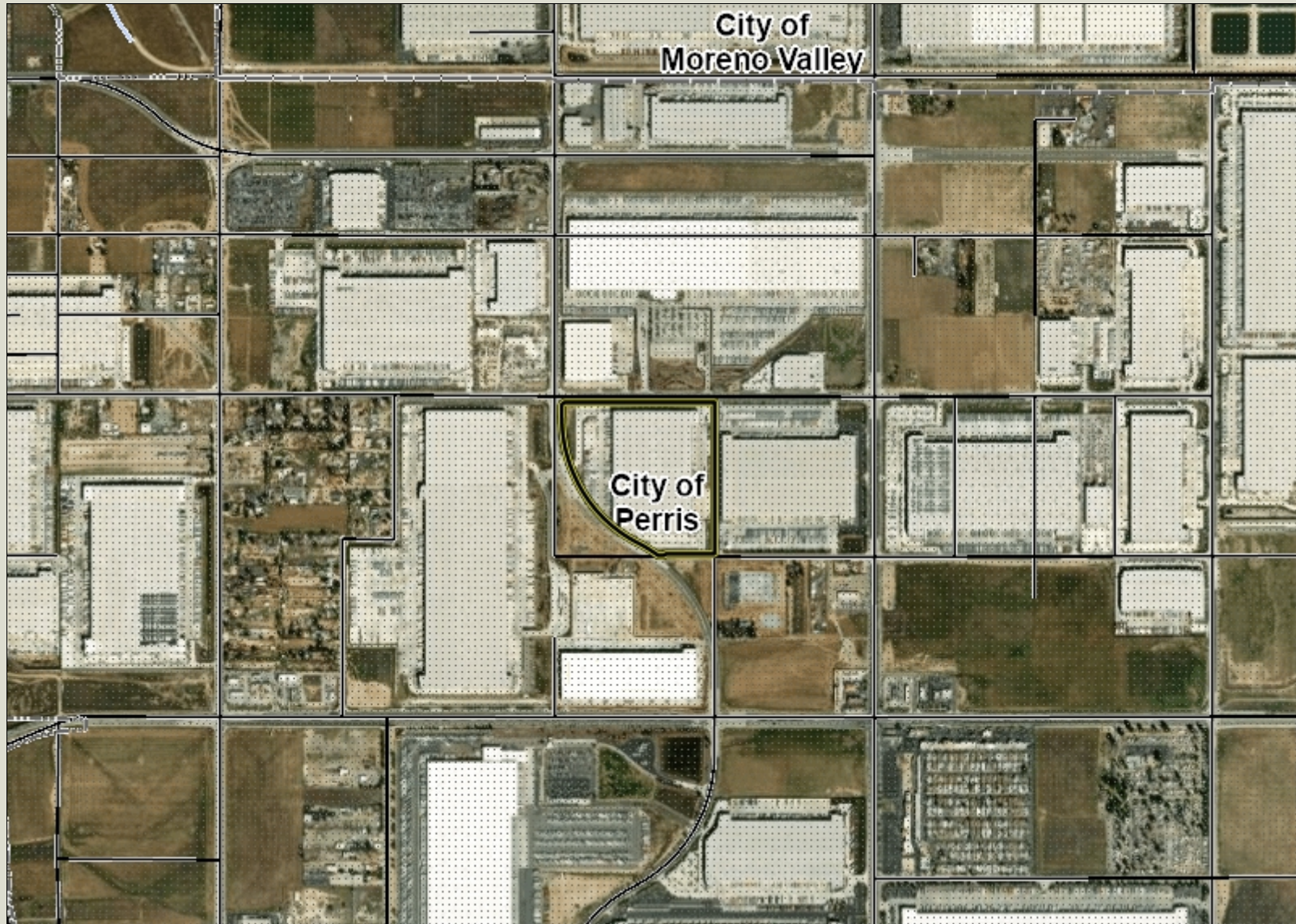
0 1, 3,079 Feet
539

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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, 3,079 Feet
539

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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, 12,314 Feet
157

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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
- City Areas
- World Street Map



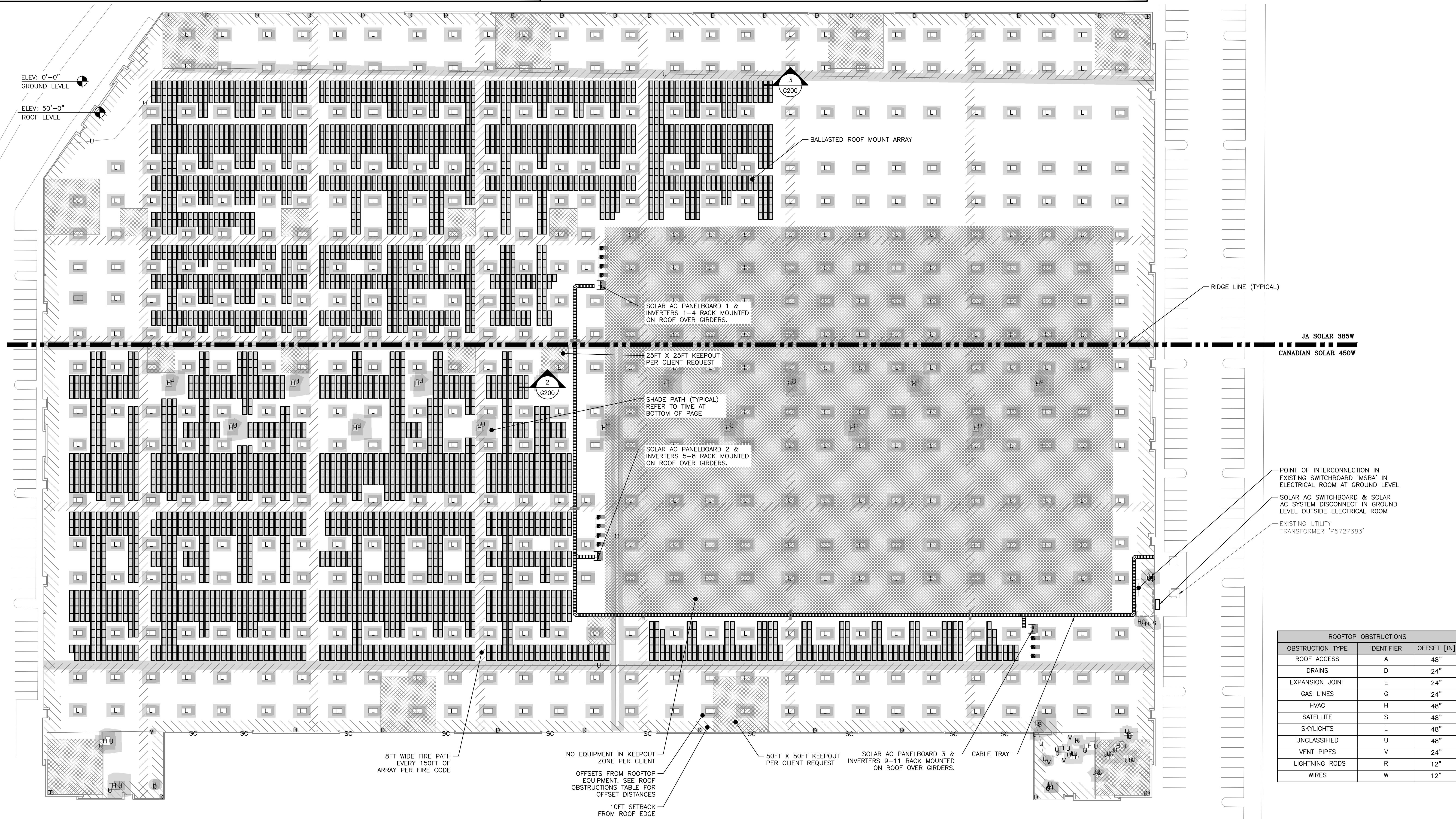
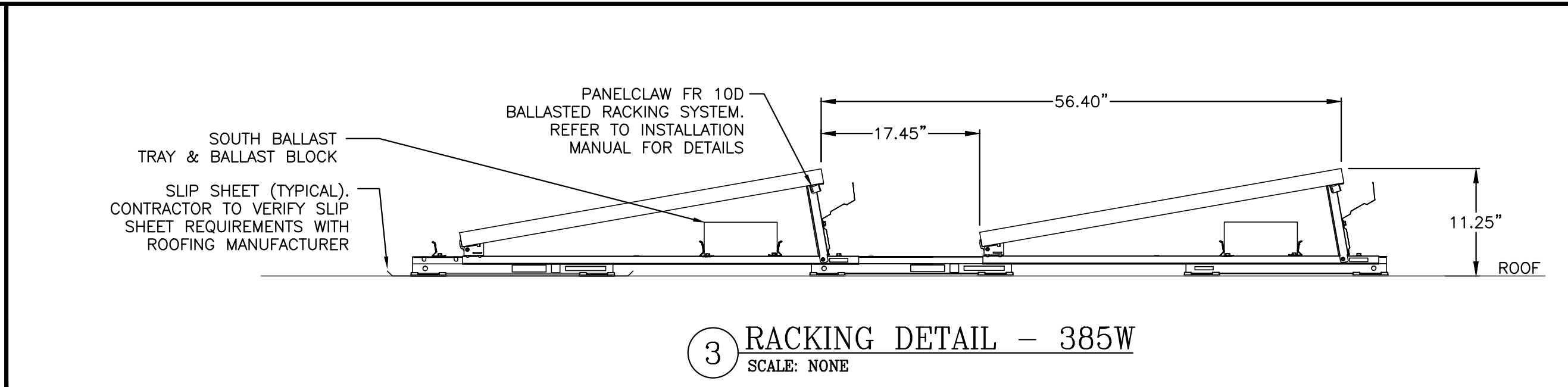
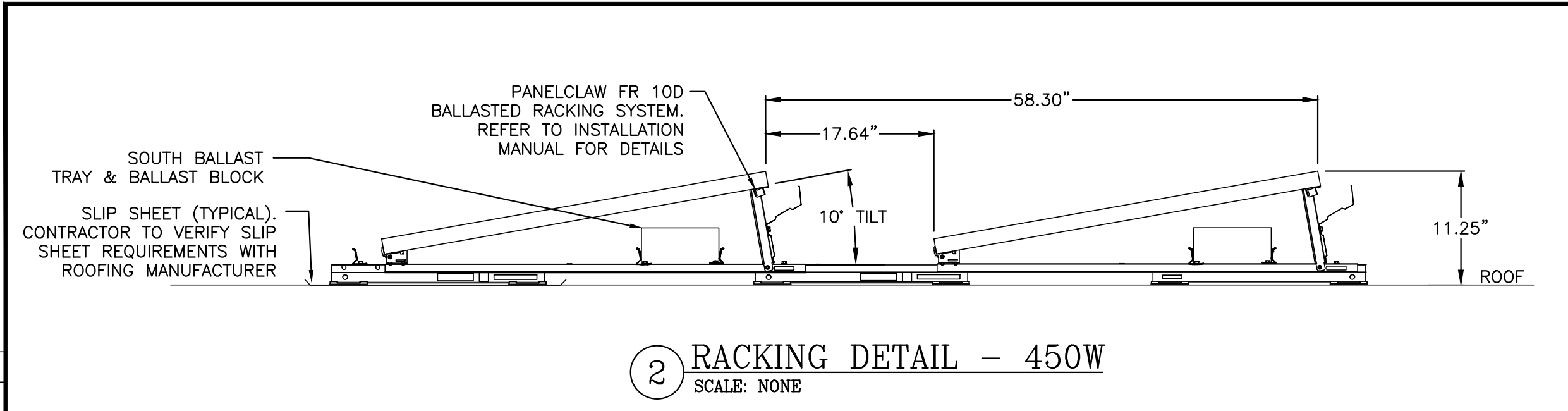
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

0 12,314 24,629 Feet

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Notes



ROOFTOP OBSTRUCTIONS		
OBSTRUCTION TYPE	IDENTIFIER	OFFSET [IN]
ROOF ACCESS	A	48"
DRAINS	D	24"
EXPANSION JOINT	E	24"
GAS LINES	G	24"
HVAC	H	48"
SATELLITE	S	48"
SKYLIGHTS	L	48"
UNCLASSIFIED	U	48"
VENT PIPES	V	24"
LIGHTNING RODS	R	12"
WIRES	W	12"

IMPORTANT:
DO NOT STEP OR KNEEL
ON PV MODULES

1 OVERALL ARRAY PLAN
SCALE: 1" = 40'



SHADING ZONES:

WINTER:	10:00–2:00
SPRING:	9:00–3:00
SUMMER:	8:00–4:00

NOTE: ELEVATIONS ARE APPROXIMATE AND SHOWN TO LOCAL GRADE. ADJUSTED VALUES MAY BE APPROPRIATE FOR STRUCTURAL ANALYSIS.

DRAWING TITLE

OVERALL ARRAY PLAN

SOLAR ROOFTOP SYSTEM AT
PLD - FOREVER 21-PERRIS
4323 INDIAN AVE, PERRIS, CA 92571

DRAWING #
G200

FORGESOLAR GLARE ANALYSIS

Project: **Forever 21 - Perris, CA**

Site configuration: **Forever 21 - Perris CA - Final Approaches v2**

Analysis conducted by Peter Liang (peter.liang@powerflex.com) at 20:24 on 06 Jun, 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):

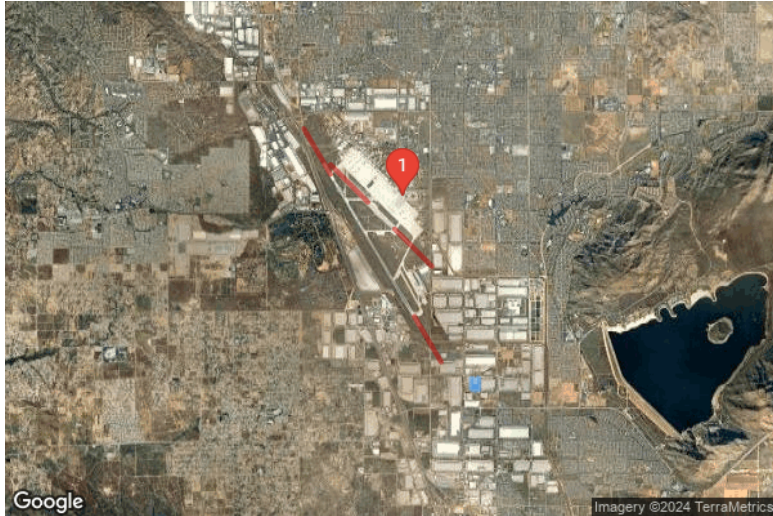
- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

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

SITE CONFIGURATION

Analysis Parameters

DNI: peaks at 1,000.0 W/m²
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: 121119.19562
Methodology: V2



PV Array(s)

Name: PV Array
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 270.0°
Rated power: 1741.72 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	33.851278	-117.231068	1459.48	40.00	1499.48
2	33.851275	-117.231355	1461.78	40.00	1501.78
3	33.850040	-117.231361	1461.13	40.00	1501.13
4	33.850036	-117.232637	1460.76	40.00	1500.76
5	33.851253	-117.232623	1460.49	40.00	1500.49
6	33.851245	-117.233027	1461.10	40.00	1501.10
7	33.849021	-117.233043	1461.61	40.00	1501.61
8	33.848790	-117.232694	1461.06	40.00	1501.06
9	33.848802	-117.231076	1457.73	40.00	1497.73

Flight Path Receptor(s)

Name: RWY 12 Final

Description: None

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	33.890258	-117.260681	1500.00	50.00	1550.00
Two-mile	33.898508	-117.270608	1500.00	1300.00	2800.00

Name: RWY 14 Final

Description: None

Threshold height: 50 ft

Direction: 149.5°

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	33.896431	-117.270636	1500.00	50.00	1550.00
Two-mile	33.906486	-117.277783	1500.00	1500.00	3000.00

Name: RWY 30 Final

Description: None

Threshold height: 50 ft

Direction: 315.0°

Glide slope: 3.0°

Pilot view restricted? Yes

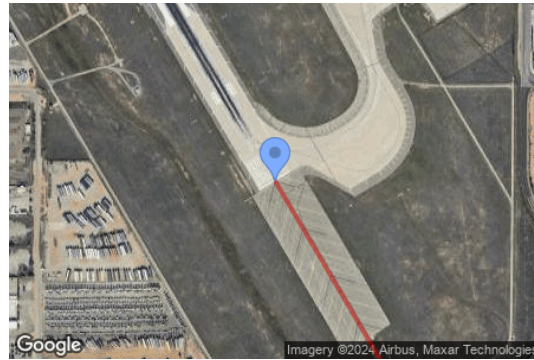
Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.884319	-117.253536	1500.00	50.00	1550.00
Two-mile	33.876069	-117.243611	1500.00	1300.00	2800.00

Name: RWY 32 Final
Description: None
Threshold height: 50 ft
Direction: 329.5°
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	33.864994	-117.248281	1500.00	50.00	1550.00
Two-mile	33.854942	-117.241136	1500.00	1500.00	3000.00

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1511.00	118.00

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
PV Array	10.0	270.0	0	0	3,557,000.0

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
RWY 12 Final	0	0
RWY 14 Final	0	0
RWY 30 Final	0	0
RWY 32 Final	0	0
1-ATCT	0	0

Results for: PV Array

Receptor	Green Glare (min)	Yellow Glare (min)
RWY 12 Final	0	0
RWY 14 Final	0	0
RWY 30 Final	0	0
RWY 32 Final	0	0
1-ATCT	0	0

Flight Path: RWY 12 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: RWY 14 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: RWY 30 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: RWY 32 Final

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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FORGESOLAR GLARE ANALYSIS

Project: **Forever 21 - Perris, CA**

Site configuration: **Forever 21 - Perris CA - Final Approaches v2**

Created 06 Jun, 2024

Updated 06 Jun, 2024

Time-step 1 minute

Timezone offset UTC-8

Minimum sun altitude 0.0 deg

DNI peaks at 1,000.0 W/m²

Site ID 121119.19562

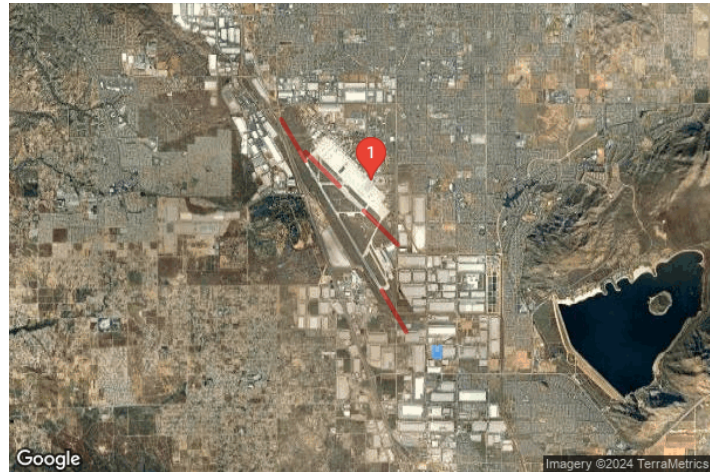
Ocular transmission coefficient 0.5

Pupil diameter 0.002 m

Eye focal length 0.017 m

Sun subtended angle 9.3 mrad

PV analysis methodology V2



Glare Policy Adherence

The following table estimates the policy adherence of this glare analysis according to the **2021** U.S. Federal Aviation Administration Policy:

Review of Solar Energy System Projects on Federally-Obligated Airports

This policy may require the following criteria be met for solar energy systems on airport property:

- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics, including 1-minute time step.

ForgeSolar is not affiliated with the U.S. FAA and does not represent or speak officially for the U.S. FAA. ForgeSolar cannot approve or deny projects - results are informational only. Contact the relevant airport and FAA district office for information on policy and requirements.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

The referenced policy can be read at <https://www.federalregister.gov/d/2021-09862>

Component Data

This report includes results for PV arrays and Observation Point ("OP") receptors marked as ATCTs. Components that are not pertinent to the policy, such as routes, flight paths, and vertical surfaces, are excluded.

PV Arrays

Name: PV Array
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 270.0°
Rated power: 1741.72 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	33.851278	-117.231068	1459.48	40.00	1499.48
2	33.851275	-117.231355	1461.78	40.00	1501.78
3	33.850040	-117.231361	1461.13	40.00	1501.13
4	33.850036	-117.232637	1460.76	40.00	1500.76
5	33.851253	-117.232623	1460.49	40.00	1500.49
6	33.851245	-117.233027	1461.10	40.00	1501.10
7	33.849021	-117.233043	1461.61	40.00	1501.61
8	33.848790	-117.232694	1461.06	40.00	1501.06
9	33.848802	-117.231076	1457.73	40.00	1497.73

Observation Point ATCT Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1511.00	118.00

Map image of 1-ATCT



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	10.0	270.0	0	0.0	0	0.0	3,557,000.0

Total annual 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
1-ATCT	0	0.0	0	0.0

PV: PV Array

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

PV Array and 1-ATCT

Receptor type: ATCT Observation Point

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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FORGESOLAR GLARE ANALYSIS

Project: **Forever 21 - Perris, CA**

Site configuration: **Forever 21 - Perris CA - Runway 12-30 GA v2**

Created 06 Jun, 2024

Updated 06 Jun, 2024

Time-step 1 minute

Timezone offset UTC-8

Minimum sun altitude 0.0 deg

DNI peaks at 1,000.0 W/m²

Category 1 MW to 5 MW

Site ID 121121.19562

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 kWh
	°	°	min	hr	min	hr	
PV Array	10.0	270.0	0	0.0	0	0.0	3,557,000.0

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
RWY 12 GA Pattern Route	0	0.0	0	0.0
RWY 30 GA Pattern Route	0	0.0	0	0.0
RWY 12 Final	0	0.0	0	0.0
RWY 30 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

Component Data

PV Arrays

Name: PV Array

Axis tracking: Fixed (no rotation)

Tilt: 10.0°

Orientation: 270.0°

Rated power: 1741.72 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	33.851280	-117.231070	1459.48	40.00	1499.48
2	33.851280	-117.231360	1461.78	40.00	1501.78
3	33.850040	-117.231360	1461.13	40.00	1501.13
4	33.850036	-117.232640	1460.76	40.00	1500.76
5	33.851250	-117.232620	1460.49	40.00	1500.49
6	33.851250	-117.233030	1461.10	40.00	1501.10
7	33.849021	-117.233043	1461.61	40.00	1501.61
8	33.848790	-117.232690	1461.06	40.00	1501.06
9	33.848800	-117.231080	1457.73	40.00	1497.73

Route Receptors

Name: RWY 12 GA Pattern Route

Path type: One-way (toward increasing index)

Observer view angle: 50.0°



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.884319	-117.253536	1500.00	50.00	1550.00
2	33.876069	-117.243611	1500.00	1300.00	2800.00
3	33.876081	-117.235119	1500.00	1300.00	2800.00
4	33.880814	-117.229467	1500.00	1300.00	2800.00
5	33.887897	-117.229483	1500.00	1300.00	2800.00
6	33.910333	-117.256469	1500.00	1300.00	2800.00
7	33.910322	-117.264967	1500.00	1300.00	2800.00
8	33.905592	-117.270622	1500.00	1300.00	2800.00
9	33.898508	-117.270608	1500.00	1300.00	2800.00
10	33.890258	-117.260681	1500.00	50.00	1550.00

Name: RWY 30 GA Pattern Route

Path type: One-way (toward increasing index)

Observer view angle: 50.0°



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.890258	-117.260681	1500.00	50.00	1550.00
2	33.898508	-117.270608	1500.00	1300.00	2800.00
3	33.905592	-117.270622	1500.00	1300.00	2800.00
4	33.910322	-117.264967	1500.00	1300.00	2800.00
5	33.910333	-117.256469	1500.00	1300.00	2800.00
6	33.887897	-117.229483	1500.00	1300.00	2800.00
7	33.880814	-117.229467	1500.00	1300.00	2800.00
8	33.876081	-117.235119	1500.00	1300.00	2800.00
9	33.876069	-117.243611	1500.00	1300.00	2800.00
10	33.884319	-117.253536	1500.00	50.00	1550.00

Flight Path Receptors

Name: RWY 12 Final
Description: None
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	33.890258	-117.260681	1500.00	50.00	1550.00
Two-mile	33.898508	-117.270608	1500.00	1300.00	2800.00

Name: RWY 30 Final
Description: None
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	33.884319	-117.253536	1500.00	50.00	1550.00
Two-mile	33.876069	-117.243611	1500.00	1300.00	2800.00

Discrete Observation Point Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1511.00	118.00

Map image of 1-ATCT



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	10.0	270.0	0	0.0	0	0.0	3,557,000.0

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
RWY 12 GA Pattern Route	0	0.0	0	0.0
RWY 30 GA Pattern Route	0	0.0	0	0.0
RWY 12 Final	0	0.0	0	0.0
RWY 30 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

PV: PV Array no glare found

Receptor results ordered by category of glare

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
RWY 12 GA Pattern Route	0	0.0	0	0.0
RWY 30 GA Pattern Route	0	0.0	0	0.0
RWY 12 Final	0	0.0	0	0.0
RWY 30 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

PV Array and Route: RWY 12 GA Pattern Route

No glare found

PV Array and Route: RWY 30 GA Pattern Route

No glare found

PV Array and FP: RWY 12 Final

No glare found

PV Array and FP: RWY 30 Final

No glare found

PV Array and 1-ATCT

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

FORGESOLAR GLARE ANALYSIS

Project: **Forever 21 - Perris, CA**

Site configuration: **Forever 21 - Perris CA - RWY 14-32 C17 KC-135 v2**

Created 06 Jun, 2024

Updated 06 Jun, 2024

Time-step 1 minute

Timezone offset UTC-8

Minimum sun altitude 0.0 deg

DNI peaks at 1,000.0 W/m²

Category 1 MW to 5 MW

Site ID 121123.19562

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

Glare with low potential for temporary after-image predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy kWh
	°	°	min	hr	min	hr	
PV Array	10.0	270.0	26,011	433.5	0	0.0	3,557,000.0

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
RWY 14 C17 KC-135 Pattern Route	20,220	337.0	0	0.0
RWY 32 C17 KC-135 Pattern Route	5,791	96.5	0	0.0
RWY 14 Final	0	0.0	0	0.0
RWY 32 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

Component Data

PV Arrays

Name: PV Array

Axis tracking: Fixed (no rotation)

Tilt: 10.0°

Orientation: 270.0°

Rated power: 1741.72 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	33.851280	-117.231070	1459.48	40.00	1499.48
2	33.851280	-117.231360	1461.78	40.00	1501.78
3	33.850040	-117.231360	1461.13	40.00	1501.13
4	33.850036	-117.232640	1460.76	40.00	1500.76
5	33.851250	-117.232620	1460.49	40.00	1500.49
6	33.851250	-117.233030	1461.10	40.00	1501.10
7	33.849021	-117.233043	1461.61	40.00	1501.61
8	33.848790	-117.232690	1461.06	40.00	1501.06
9	33.848800	-117.231080	1457.73	40.00	1497.73

Route Receptors

Name: RWY 14 C17 KC-135 Pattern Route

Path type: One-way (toward increasing index)

Observer view angle: 50.0°

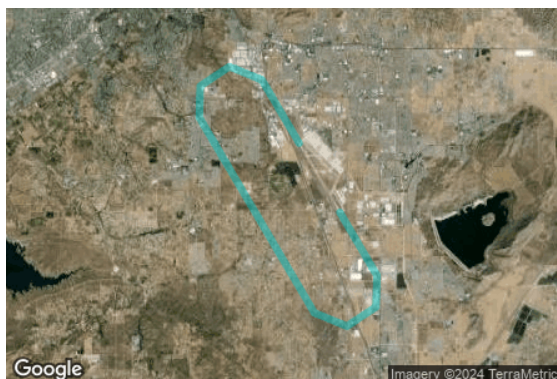


Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.864994	-117.248281	1500.00	50.00	1550.00
2	33.836269	-117.227869	1500.00	1500.00	3000.00
3	33.821961	-117.228367	1500.00	1500.00	3000.00
4	33.813147	-117.244350	1500.00	1500.00	3000.00
5	33.819225	-117.262269	1500.00	1500.00	3000.00
6	33.908131	-117.325528	1500.00	1500.00	3000.00
7	33.922394	-117.325047	1500.00	1500.00	3000.00
8	33.931244	-117.309014	1500.00	1500.00	3000.00
9	33.925156	-117.291061	1500.00	1500.00	3000.00
10	33.896431	-117.270636	1500.00	50.00	1550.00

Name: RWY 32 C17 KC-135 Pattern Route

Path type: One-way (toward increasing index)

Observer view angle: 50.0°



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.896431	-117.270636	1500.00	50.00	1550.00
2	33.925156	-117.291061	1500.00	1500.00	3000.00
3	33.931244	-117.309014	1500.00	1500.00	3000.00
4	33.922394	-117.325047	1500.00	1500.00	3000.00
5	33.908131	-117.325528	1500.00	1500.00	3000.00
6	33.819225	-117.262269	1500.00	1500.00	3000.00
7	33.813147	-117.244350	1500.00	1500.00	3000.00
8	33.821961	-117.228367	1500.00	1500.00	3000.00
9	33.836269	-117.227869	1500.00	1500.00	3000.00
10	33.864994	-117.248281	1500.00	50.00	1550.00

Flight Path Receptors

Name: RWY 14 Final

Description: None

Threshold height: 50 ft

Direction: 149.5°

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	33.896431	-117.270636	1500.00	50.00	1550.00
Two-mile	33.906486	-117.277783	1500.00	1500.00	3000.00

Name: RWY 32 Final

Description: None

Threshold height: 50 ft

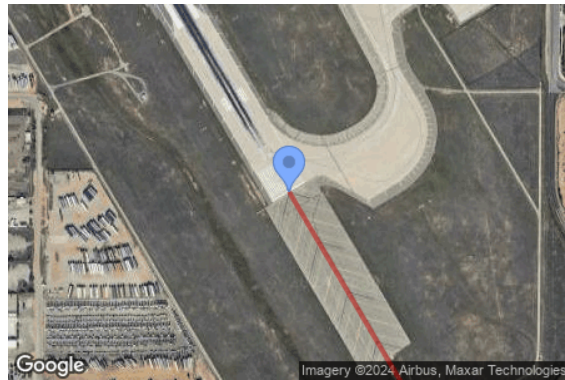
Direction: 329.5°

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	33.864994	-117.248281	1500.00	50.00	1550.00
Two-mile	33.854942	-117.241136	1500.00	1500.00	3000.00

Discrete Observation Point Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1511.00	118.00

Map image of 1-ATCT



Glare Analysis Results

Summary of Results Glare with low potential for temporary after-image predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy
	°	°	min	hr	min	hr	kWh
PV Array	10.0	270.0	26,011	433.5	0	0.0	3,557,000.0

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
RWY 14 C17 KC-135 Pattern Route	20,220	337.0	0	0.0
RWY 32 C17 KC-135 Pattern Route	5,791	96.5	0	0.0
RWY 14 Final	0	0.0	0	0.0
RWY 32 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

PV: PV Array low potential for temporary after-image

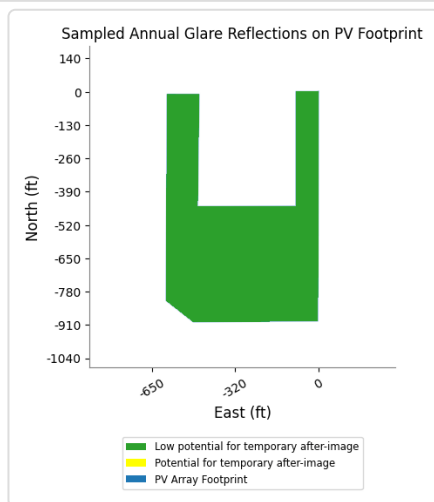
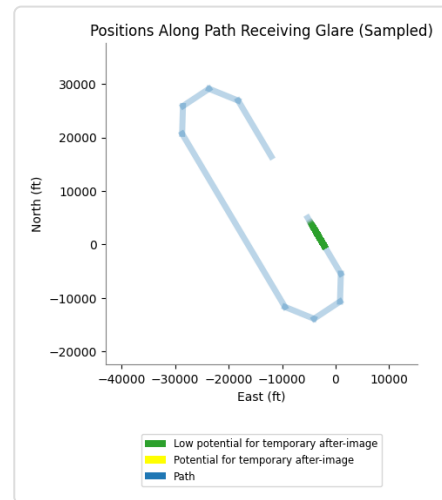
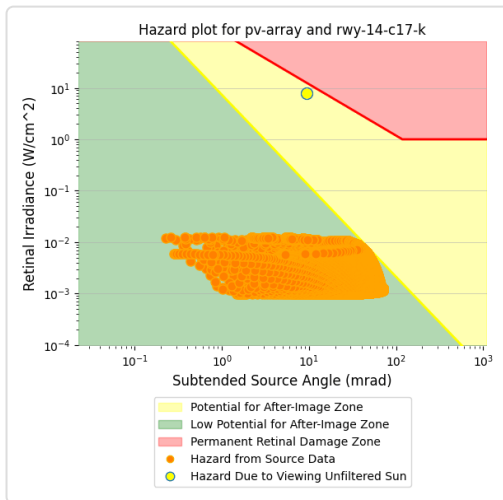
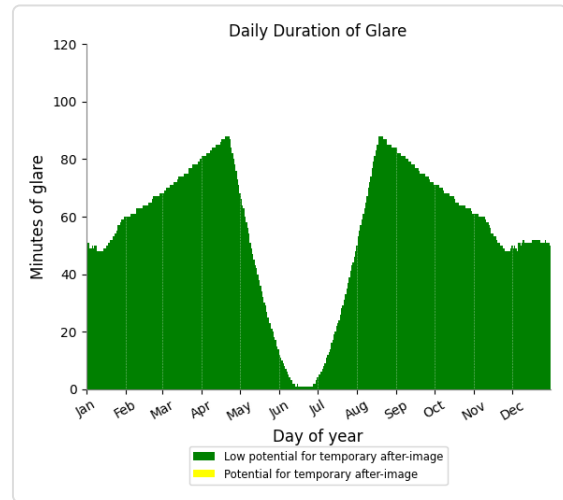
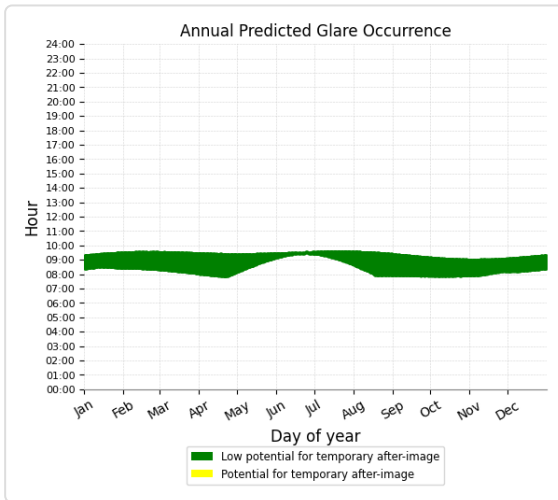
Receptor results ordered by category of glare

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
RWY 14 C17 KC-135 Pattern Route	20,220	337.0	0	0.0
RWY 32 C17 KC-135 Pattern Route	5,791	96.5	0	0.0
RWY 14 Final	0	0.0	0	0.0
RWY 32 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

PV Array and Route: RWY 14 C17 KC-135 Pattern Route

Yellow glare: none

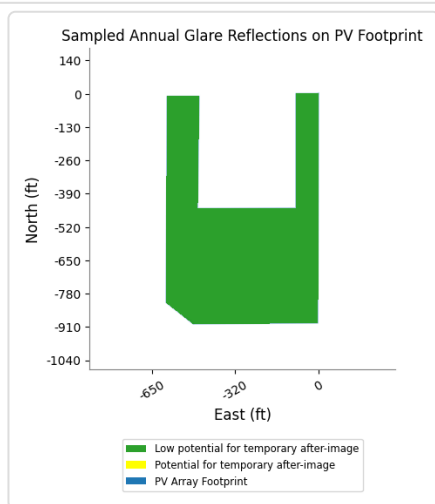
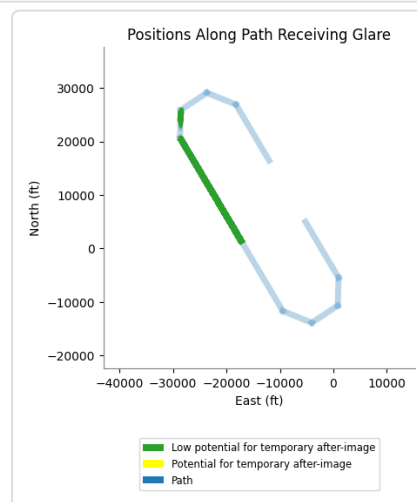
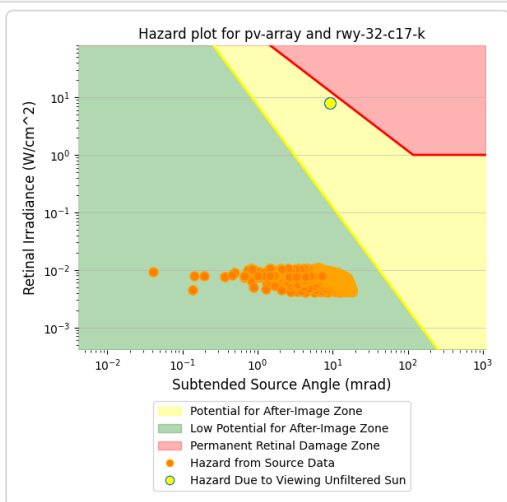
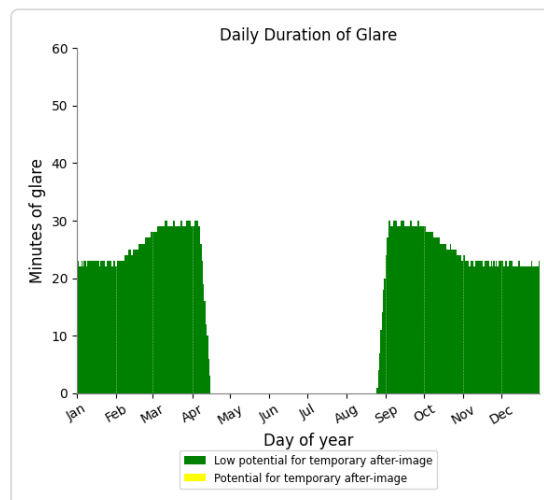
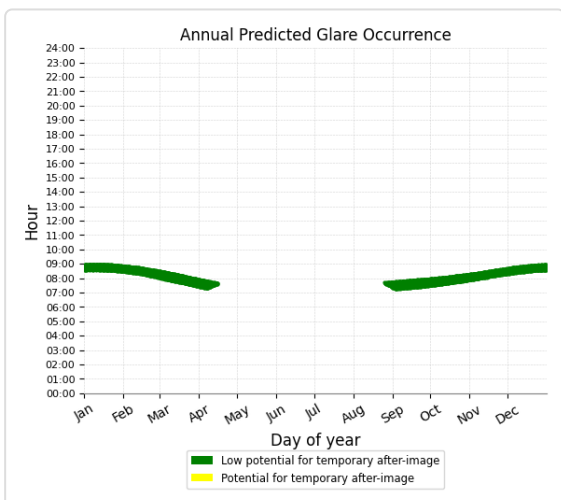
Green glare: 20,220 min.



PV Array and Route: RWY 32 C17 KC-135 Pattern Route

Yellow glare: none

Green glare: 5,791 min.



PV Array and FP: RWY 14 Final

No glare found

PV Array and FP: RWY 32 Final

No glare found

PV Array and 1-ATCT

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

FORGESOLAR GLARE ANALYSIS

Project: **Forever 21 - Perris, CA**

Site configuration: **Forever 21 - Perris CA - RWY 14-32 Overhead v2**

Created 06 Jun, 2024

Updated 06 Jun, 2024

Time-step 1 minute

Timezone offset UTC-8

Minimum sun altitude 0.0 deg

DNI peaks at 1,000.0 W/m²

Category 1 MW to 5 MW

Site ID 121120.19562

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 Glare with low potential for temporary after-image predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy kWh
	°	°	min	hr	min	hr	
PV Array	10.0	270.0	1,733	28.9	0	0.0	3,557,000.0

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
RWY 14 Overhead Pattern Route	41	0.7	0	0.0
RWY 32 Overhead Pattern Route	1,692	28.2	0	0.0
RWY 14 Final	0	0.0	0	0.0
RWY 32 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

Component Data

PV Arrays

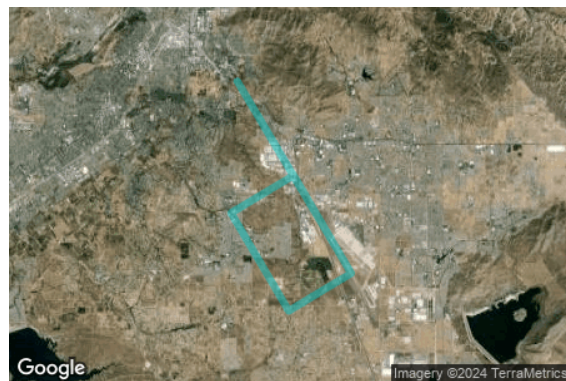
Name: PV Array
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 270.0°
Rated power: 1741.72 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.851280	-117.231070	1459.48	40.00	1499.48
2	33.851280	-117.231360	1461.78	40.00	1501.78
3	33.850040	-117.231360	1461.13	40.00	1501.13
4	33.850036	-117.232640	1460.76	40.00	1500.76
5	33.851250	-117.232620	1460.49	40.00	1500.49
6	33.851250	-117.233030	1461.10	40.00	1501.10
7	33.849021	-117.233043	1461.61	40.00	1501.61
8	33.848790	-117.232690	1461.06	40.00	1501.06
9	33.848800	-117.231080	1457.73	40.00	1497.73

Route Receptors

Name: RWY 14 Overhead Pattern Route
Path type: One-way (toward increasing index)
Observer view angle: 50.0°



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.968036	-117.322128	1500.00	2000.00	3500.00
2	33.880706	-117.259453	1500.00	2000.00	3500.00
3	33.863564	-117.293808	1500.00	2000.00	3500.00
4	33.908131	-117.325528	1500.00	2000.00	3500.00
5	33.925156	-117.291061	1500.00	2000.00	3500.00
6	33.896431	-117.270636	1500.00	50.00	1550.00

Name: RWY 32 Overhead Pattern Route
Path type: One-way (toward increasing index)
Observer view angle: 50.0°



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.793375	-117.196878	1500.00	2000.00	3500.00
2	33.880706	-117.259453	1500.00	2000.00	3500.00
3	33.863564	-117.293808	1500.00	2000.00	3500.00
4	33.819225	-117.262269	1500.00	2000.00	3500.00
5	33.836269	-117.227869	1500.00	2000.00	3500.00
6	33.864994	-117.248281	1500.00	50.00	1550.00

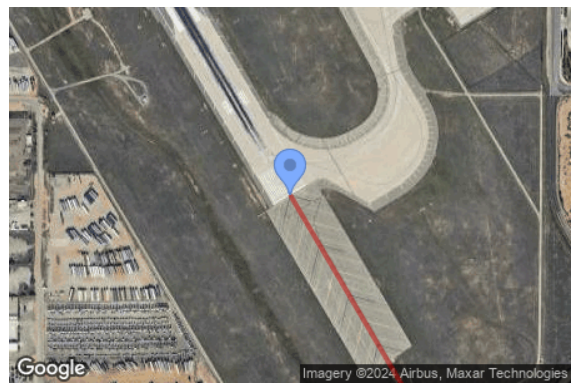
Flight Path Receptors

Name: RWY 14 Final
Description: None
Threshold height: 50 ft
Direction: 149.5°
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	33.896431	-117.270636	1500.00	50.00	1550.00
Two-mile	33.906486	-117.277783	1500.00	1500.00	3000.00

Name: RWY 32 Final
Description: None
Threshold height: 50 ft
Direction: 329.5°
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	33.864994	-117.248281	1500.00	50.00	1550.00
Two-mile	33.854942	-117.241136	1500.00	1500.00	3000.00

Discrete Observation Point Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1511.00	118.00

Map image of 1-ATCT



Glare Analysis Results

Summary of Results Glare with low potential for temporary after-image predicted

PV Array	Tilt °	Orient °	Annual Green Glare		Annual Yellow Glare		Energy kWh
			min	hr	min	hr	
PV Array	10.0	270.0	1,733	28.9	0	0.0	3,557,000.0

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
RWY 14 Overhead Pattern Route	41	0.7	0	0.0
RWY 32 Overhead Pattern Route	1,692	28.2	0	0.0
RWY 14 Final	0	0.0	0	0.0
RWY 32 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

PV: PV Array low potential for temporary after-image

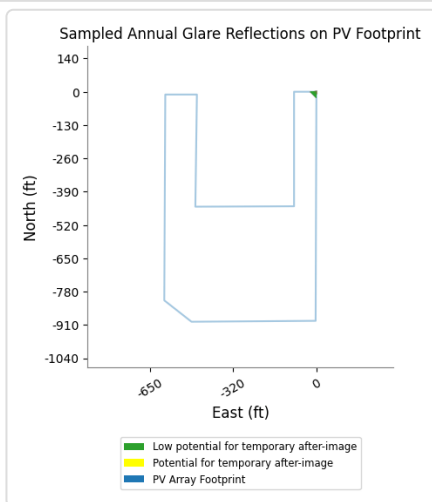
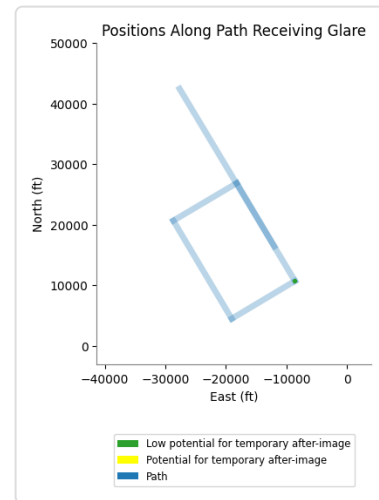
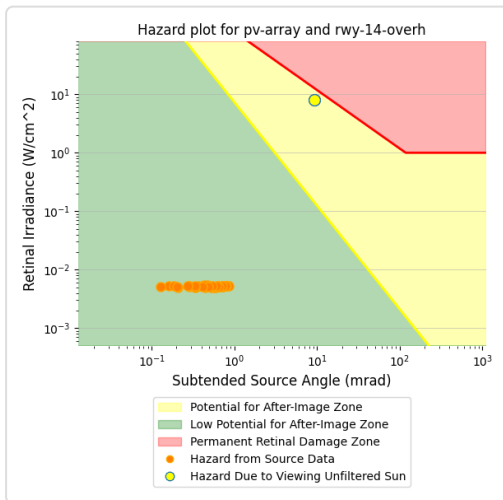
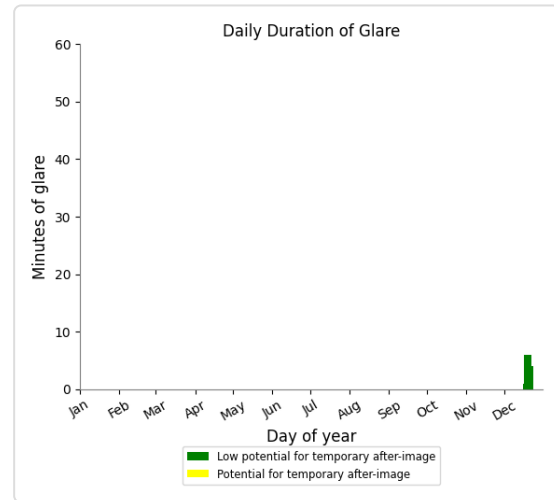
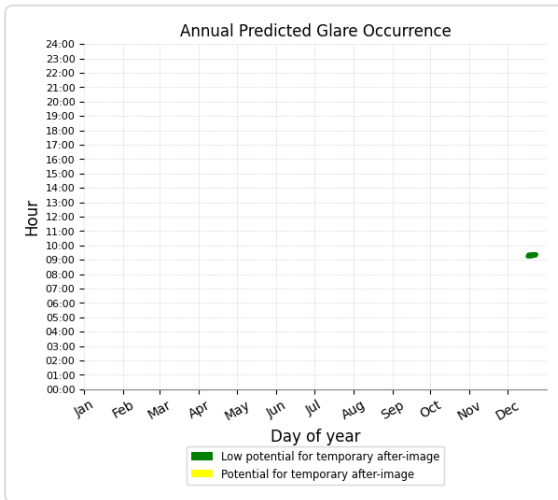
Receptor results ordered by category of glare

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
RWY 14 Overhead Pattern Route	41	0.7	0	0.0
RWY 32 Overhead Pattern Route	1,692	28.2	0	0.0
RWY 14 Final	0	0.0	0	0.0
RWY 32 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

PV Array and Route: RWY 14 Overhead Pattern Route

Yellow glare: none

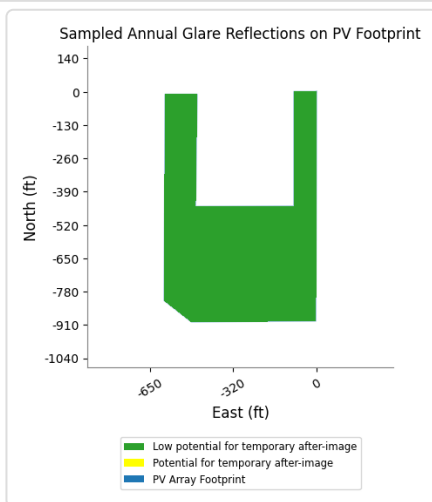
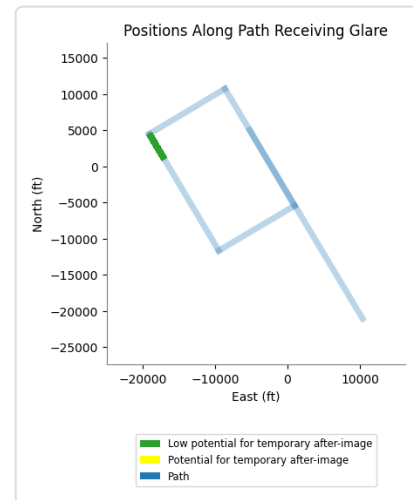
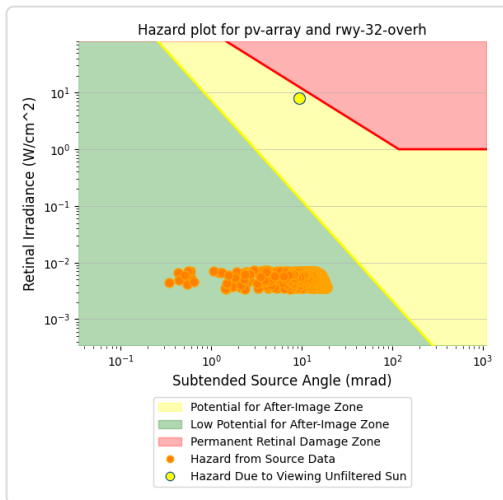
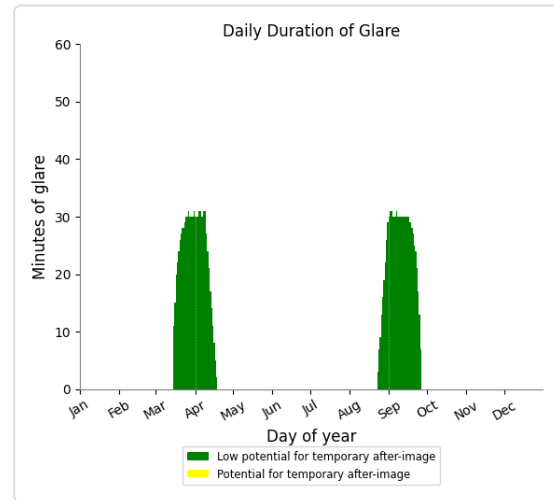
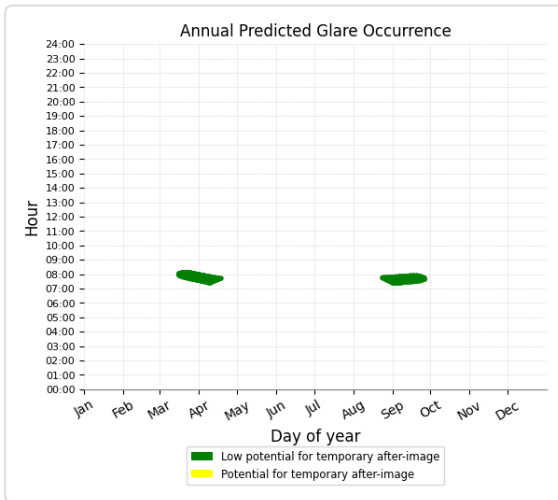
Green glare: 41 min.



PV Array and Route: RWY 32 Overhead Pattern Route

Yellow glare: none

Green glare: 1,692 min.



PV Array and FP: RWY 14 Final

No glare found

PV Array and FP: RWY 32 Final

No glare found

PV Array and 1-ATCT

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

FORGESOLAR GLARE ANALYSIS

Project: **Forever 21 - Perris, CA**

Site configuration: **Forever 21 - Perris CA - Runway 14-32 GA v2**

Created 06 Jun, 2024

Updated 06 Jun, 2024

Time-step 1 minute

Timezone offset UTC-8

Minimum sun altitude 0.0 deg

DNI peaks at 1,000.0 W/m²

Category 1 MW to 5 MW

Site ID 121122.19562

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 Glare with low potential for temporary after-image predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy kWh
	°	°	min	hr	min	hr	
PV Array	10.0	270.0	25,133	418.9	0	0.0	3,557,000.0

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
RWY 14 GA Pattern Route	14,795	246.6	0	0.0
RWY 32 GA Pattern Route	10,338	172.3	0	0.0
RWY 14 Final	0	0.0	0	0.0
RWY 32 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

Component Data

PV Arrays

Name: PV Array

Axis tracking: Fixed (no rotation)

Tilt: 10.0°

Orientation: 270.0°

Rated power: 1741.72 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	33.851280	-117.231070	1459.48	40.00	1499.48
2	33.851280	-117.231360	1461.78	40.00	1501.78
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4	33.850036	-117.232640	1460.76	40.00	1500.76
5	33.851250	-117.232620	1460.49	40.00	1500.49
6	33.851250	-117.233030	1461.10	40.00	1501.10
7	33.849021	-117.233043	1461.61	40.00	1501.61
8	33.848790	-117.232690	1461.06	40.00	1501.06
9	33.848800	-117.231080	1457.73	40.00	1497.73

Route Receptors

Name: RWY 14 GA Pattern Route

Path type: One-way (toward increasing index)

Observer view angle: 50.0°



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.864994	-117.248281	1500.00	50.00	1550.00
2	33.854942	-117.241136	1500.00	1500.00	3000.00
3	33.848078	-117.243236	1500.00	1500.00	3000.00
4	33.844669	-117.250119	1500.00	1500.00	3000.00
5	33.846422	-117.258344	1500.00	1500.00	3000.00
6	33.897972	-117.295011	1500.00	1500.00	3000.00
7	33.904833	-117.292903	1500.00	1500.00	3000.00
8	33.908242	-117.286017	1500.00	1500.00	3000.00
9	33.906486	-117.277783	1500.00	1500.00	3000.00
10	33.896431	-117.270636	1500.00	50.00	1550.00

Name: RWY 32 GA Pattern Route

Path type: One-way (toward increasing index)

Observer view angle: 50.0°



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.896431	-117.270636	1500.00	50.00	1550.00
2	33.906486	-117.277783	1500.00	1500.00	3000.00
3	33.908242	-117.286017	1500.00	1500.00	3000.00
4	33.904833	-117.292903	1500.00	1500.00	3000.00
5	33.897972	-117.295011	1500.00	1500.00	3000.00
6	33.846422	-117.258344	1500.00	1500.00	3000.00
7	33.844669	-117.250119	1500.00	1500.00	3000.00
8	33.848078	-117.243236	1500.00	1500.00	3000.00
9	33.854942	-117.241136	1500.00	1500.00	3000.00
10	33.864994	-117.248281	1500.00	50.00	1550.00

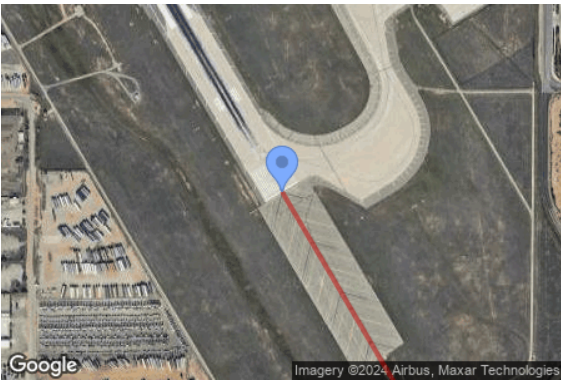
Flight Path Receptors

Name: RWY 14 Final
Description: None
Threshold height: 50 ft
Direction: 149.5°
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	33.896431	-117.270636	1500.00	50.00	1550.00
Two-mile	33.906486	-117.277783	1500.00	1500.00	3000.00

Name: RWY 32 Final
Description: None
Threshold height: 50 ft
Direction: 329.5°
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	33.864994	-117.248281	1500.00	50.00	1550.00
Two-mile	33.854942	-117.241136	1500.00	1500.00	3000.00

Discrete Observation Point Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1511.00	118.00

Map image of 1-ATCT



Glare Analysis Results

Summary of Results Glare with low potential for temporary after-image predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy kWh
	°	°	min	hr	min	hr	
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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
RWY 14 GA Pattern Route	14,795	246.6	0	0.0
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RWY 32 Final	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

PV: PV Array low potential for temporary after-image

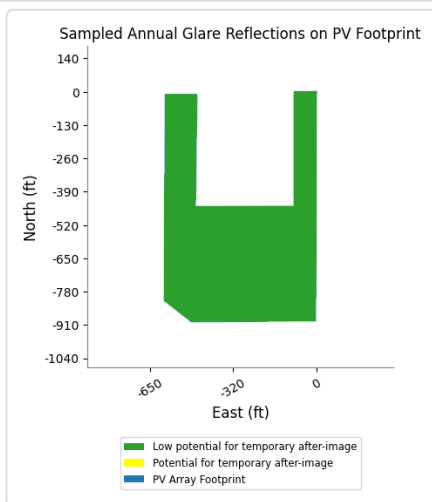
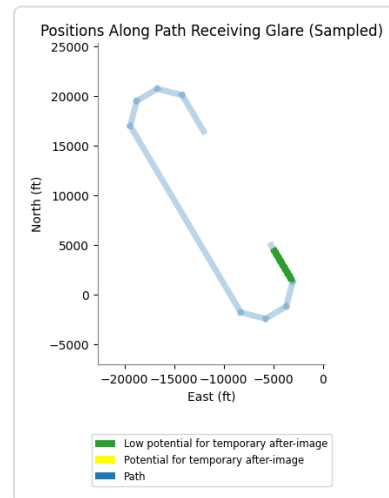
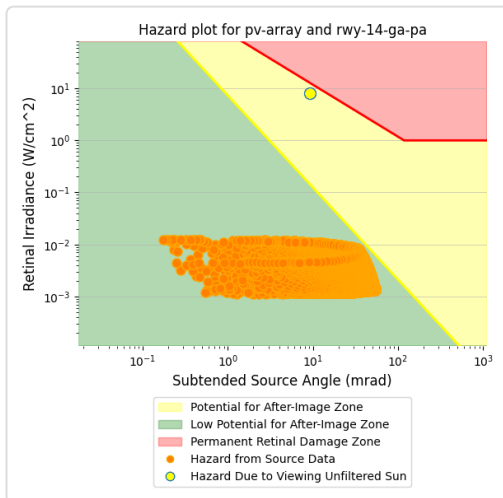
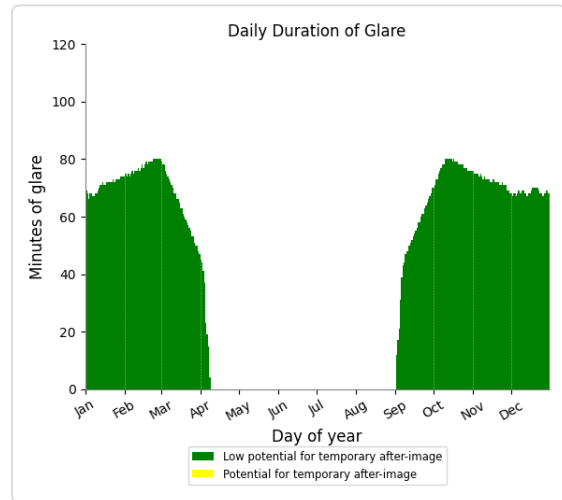
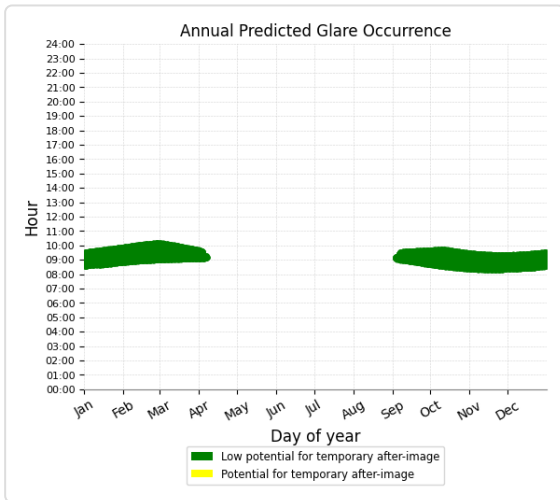
Receptor results ordered by category of glare

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
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PV Array and Route: RWY 14 GA Pattern Route

Yellow glare: none

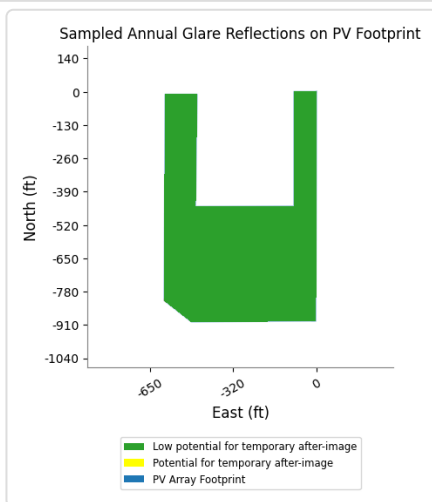
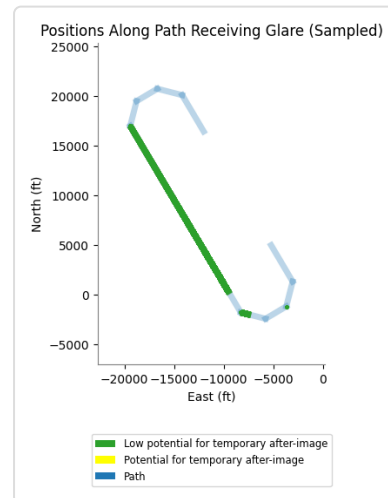
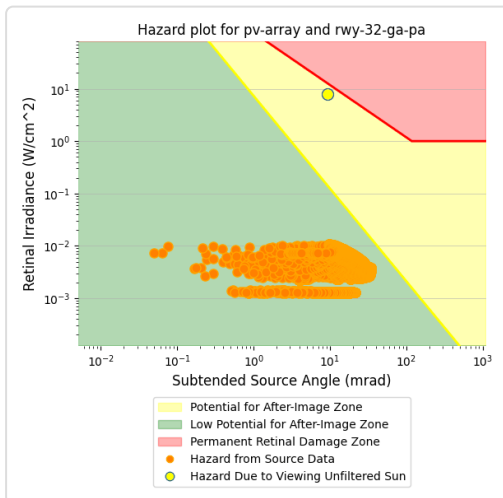
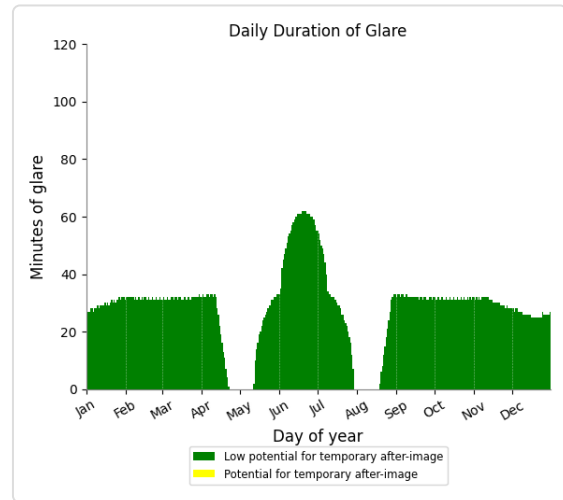
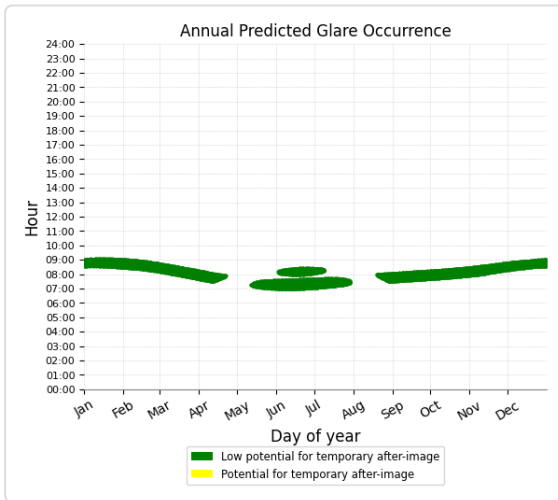
Green glare: 14,795 min.



PV Array and Route: RWY 32 GA Pattern Route

Yellow glare: none

Green glare: 10,338 min.



PV Array and FP: RWY 14 Final

No glare found

PV Array and FP: RWY 32 Final

No glare found

PV Array and 1-ATCT

No glare found

Assumptions

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- 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

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 Yessenia Silva 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: **July 11, 2024**

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

CASE DESCRIPTION:

ZAP1611MA24 – Forever 21 (Representative: PowerFlex Systems, LLC) – City of Perris Case No. PMT24-01751 (Building Permit). A proposal to construct a solar panel system totaling 95,439 square feet on an existing commercial building on 30.75 acres, located at 4323 Indian Avenue. (Airport Compatibility Zone B1 APZ I & B2 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number:

Date Submitted:

AIA:

Zone:

Public Hearing

Staff Review

Applicant

Applicant

Full Name: _____

Applicant Address: _____

Phone: _____ Email: _____

Representative/ Property Owner Contact Information

Representative: _____ Email: _____

Phone: _____

Address: _____

Property Owner: _____ Email: _____

Phone: _____

Address: _____

Local Jurisdiction Agency

Agency Name: _____ Phone: _____

Staff Contact: _____ Email: _____

Address: _____ : _____ :

Local Agency Case No.: _____

Project Location

Street Address: _____ Gross Parcel Size: _____

Assessor's Parcel No.: _____

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) _____

Height of Building or
structures: _____

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

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).

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: 3.5

HEARING DATE: July 11, 2024

CASE NUMBER: ZAP1104PS24 – RED Architectural Group (Representative: Building and Systems Engineering UPS)

APPROVING JURISDICTION: City of Palm Springs

JURISDICTION CASE NO: CUP24-0003 (Conditional Use Permit), AR24-0013 (Minor Architectural)

LAND USE PLAN: 2005 Palm Springs International Airport Land Use Compatibility Plan

Airport Influence Area: Palm Springs International Airport

Land Use Policy: Compatibility Zones B1, C

Noise Levels: 60 - 65 CNEL contour

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Conditional Use Permit and Minor Architectural be found **CONSISTENT**, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to expand the existing 24,467 square foot UPS Distribution Facility building by 1,609 square feet and expand the existing parking area on 5.62 acres.

PROJECT LOCATION: The site is located at 650 North Commercial Road, approximately 2,444 feet northwesterly of the northerly end of Runway 13L-31R at Palm Springs International Airport.

BACKGROUND:

Non-Residential Average-Acre Intensity: Pursuant to the Palm Springs International Airport Land Use Compatibility Plan, the project site is located within Compatibility Zones B1 (5.48 acres) and C (0.14 acres), which restricts average intensity to 25 people per acre in Zone B1, and 80 people per acre in Zone C (per additional Policy 2.4). There are no buildings proposed in Zone C.

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

- Warehouse - 1 person per 500 square feet;
- Office - 1 person per 200 square feet.

The project proposes expanding the existing 24,467 square foot UPS distribution facility by 1,609 square feet on 5.48 acres, which includes 1,556 square feet of office area, and 24,520 square feet of warehouse area, accommodating 57 people, resulting in an average intensity of 10 people per acre, which is consistent with the Compatibility Zone B1 average acre intensity criterion of 25 people per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per trailer truck space). The project proposes expanding its existing parking area (which is not counted in the overall calculations since it is existing) by 1.13 acres and proposes 10 car spaces and 12 truck spaces, accommodating a total occupancy of 27 people, resulting in an average intensity of 24 people per acre, which is consistent with the Compatibility Zone B1 average acre intensity criterion of 25 people per acre.

Non-Residential Single-Acre Intensity: The site is located within Compatibility Zones B1 (5.48 acres) and C (0.14 acres) of Palm Springs International Airport Influence Area, which limits maximum single acre intensity to 50 people in Zone B1 and 160 people in Zone C (per additional Policy 2.4). There are no buildings proposed in Zone C.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would include 1,556 square feet of office area and 13,275 square feet of warehouse area, accommodating a total occupancy of 35 people, which is consistent with the Compatibility Zone B1 single acre intensity criterion of 50 people.

Prohibited and Discouraged Uses: The applicant does not propose any new use specifically prohibited or discouraged in Compatibility Zones B1 or C of the Palm Springs International Airport Influence Area.

Noise: The Palm Springs Airport Land Use Compatibility Plan depicts the site as being in an area between 60 - 65 CNEL from aircraft. Office uses are identified as marginally acceptable within this range; however, staff is recommending a condition to incorporate noise attenuation measures into the design of the proposed buildings to such extent as may be required to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

Part 77: The elevation of Runway 13L-31R at its northerly terminus is 474.4 feet above mean sea level (AMSL). At a distance of approximately 2,527 feet from the runway, FAA review would be required for any structures with top of roof exceeding 499.4 feet AMSL. The project's site elevation is 422 feet AMSL, and the height of the existing building is 25 feet, resulting in a top point elevation of 447 feet AMSL. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) was not required.

Open Area: Compatibility Zone B1 requires 30% of the land area and Zone C requires 20% of the land area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas. The proposed project is on 5.62 acres, therefore open area is not required.

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of

the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The project is located 2,527 feet from the runway, and therefore would be subject to the above requirement.

The project includes a 16,040 square foot infiltration basin. 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 limited basins are permissible as long as the pond design is modified to avoid landscaping or provide appropriate landscaping that will not attract hazardous wildlife and can be maintained at an intermediate height of less than 12-inches, allow steep slopes of up to 1:1 in industrial areas and the use of steeper slopes of 2:1 or 3:1 in other areas, and consider use of a cover, such as bird balls or netting in industrial areas. The project has been conditioned to be consistent with the basin criteria, as well as providing 48-hour draw down of the basin.

CONDITIONS:

1. Any new outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses 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. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.
 4. Prior to issuance of a building permit, the property owner shall convey an avigation easement to Palm Springs International Airport. Copies of the recorded avigation easement shall be forwarded to the Airport Land Use Commission and to the City of Palm Springs.
 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 stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

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

6. Noise attenuation measures shall be incorporated into the design of the office areas of the building, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
7. The project has been evaluated to expand the existing 24,467 square foot UPS distribution facility by 1,609 square feet on 5.62 acres. The applicant also proposes increasing the existing number of parking stalls from 122 to 250, with 14 additional package truck stalls and 14 additional trailer parking stalls. 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.

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

X:\AIRPORT CASE FILES\Palm Springs\ZAP1104PS24\ZAP1104PS24sr.doc

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

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

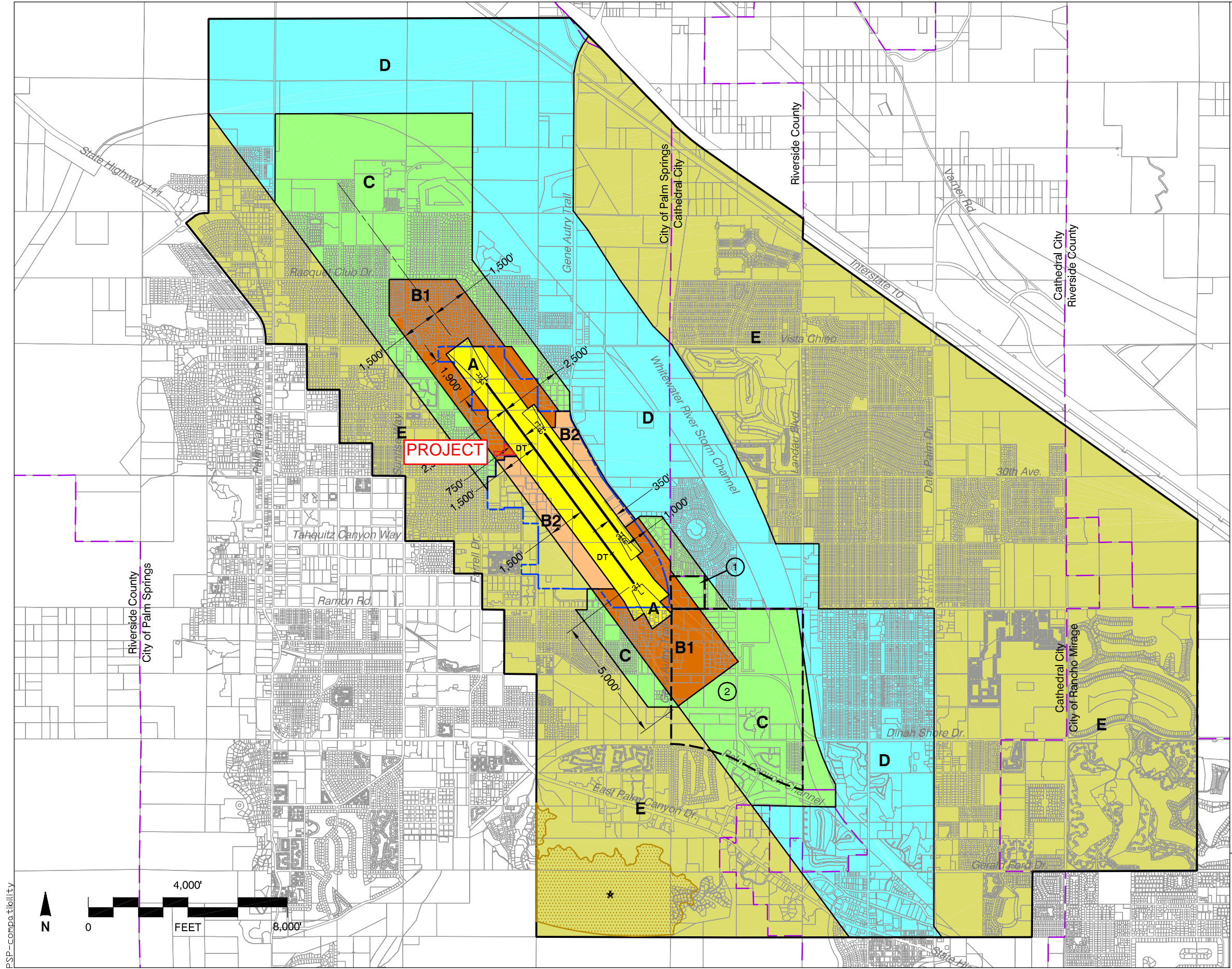
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Notes

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

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

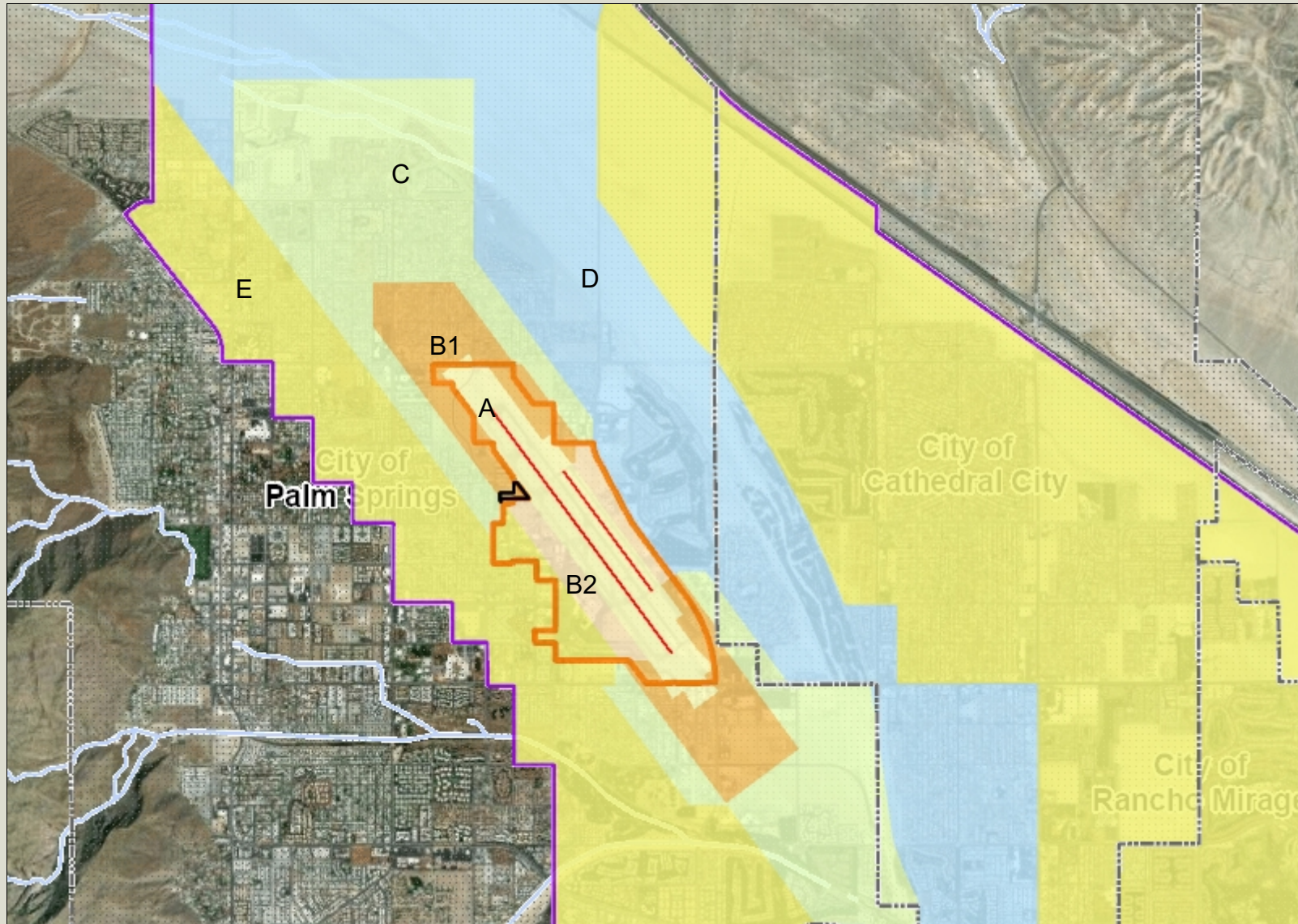
See Policy PS.2.1.

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

Map PS-1

Compatibility Map
Palm Springs International Airport

Map My County Map



Legend

- 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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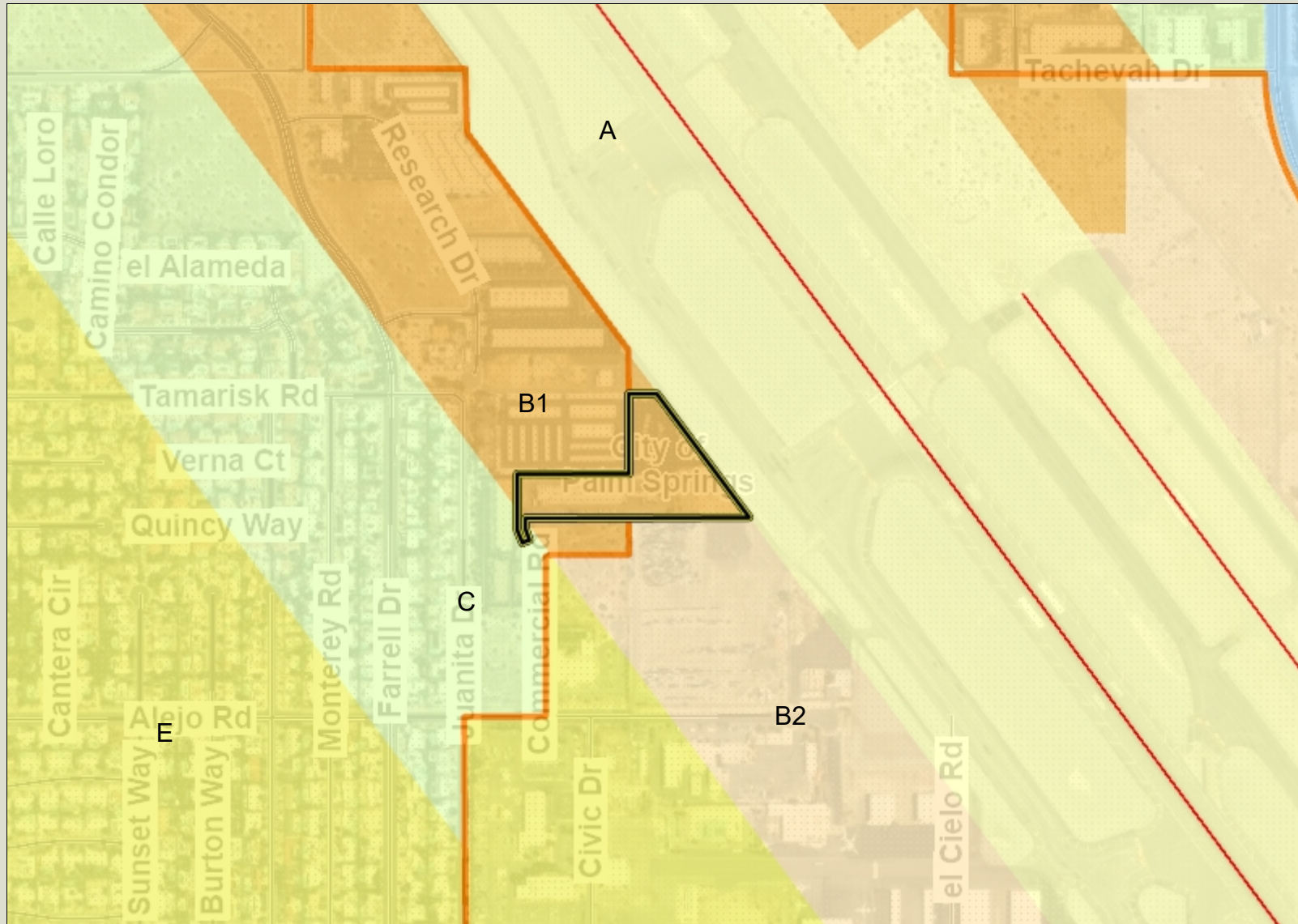
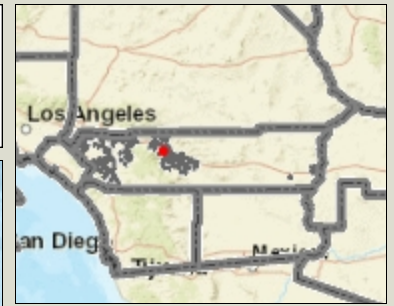
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Notes

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



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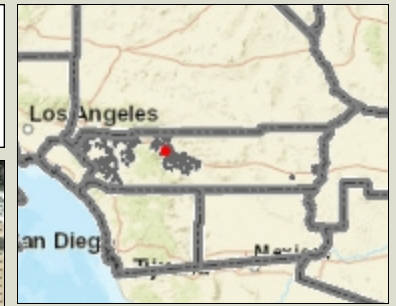
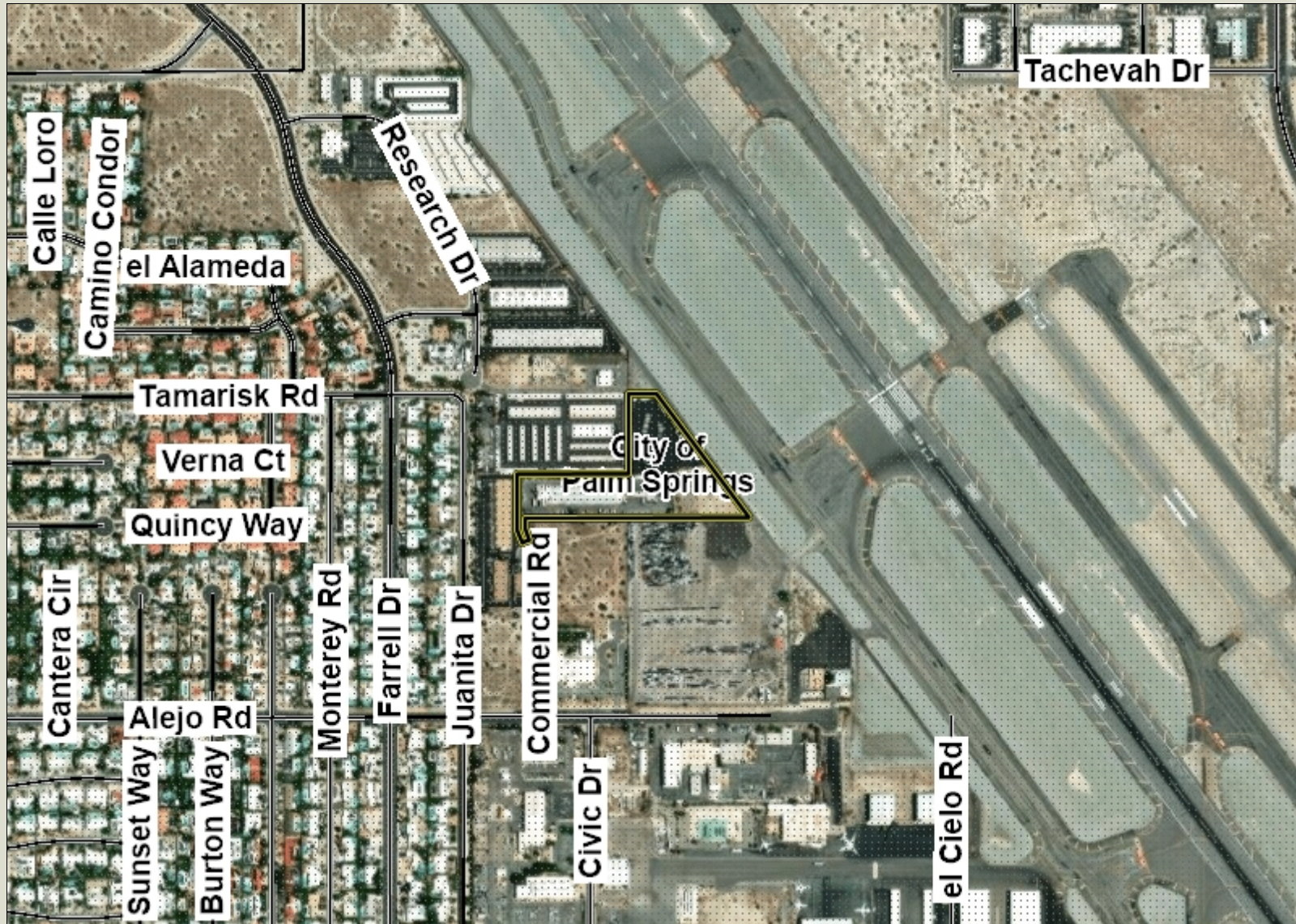
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Notes

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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Notes

Map My County Map



Legend

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

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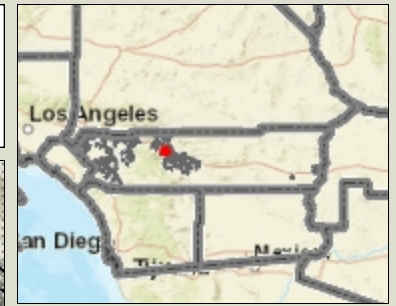
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Notes



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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



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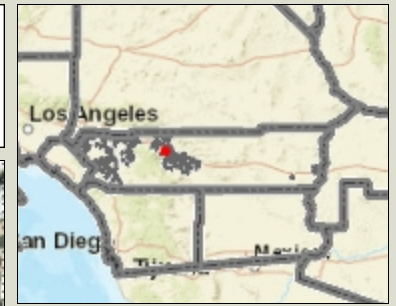
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Notes

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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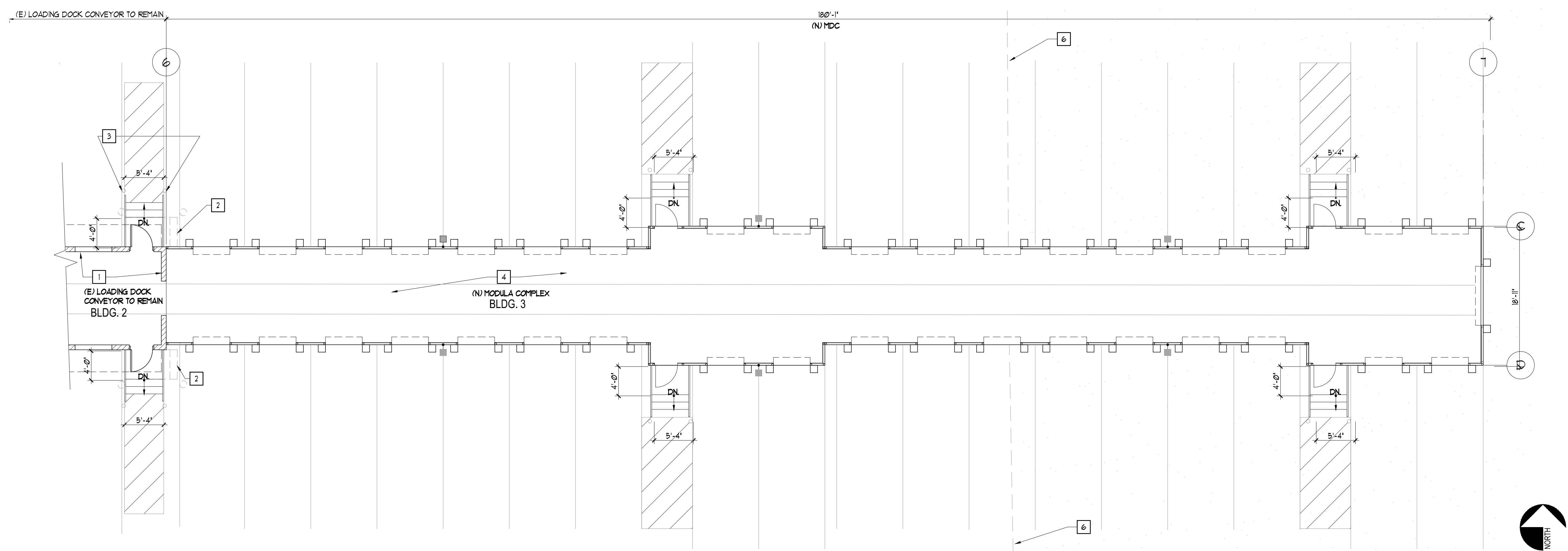
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Notes

3436 N. VERDUGO ROAD, SUITE 200, GLENDALE, CA 91208
P 818.957.7765 | www.red-arch.com



- 1 EXISTING LOADING DOCK TO REMAIN
- 2 REMOVE EXISTING STEPS AND REBUILT TO MATCH EXISTING
- 3 6" PIPE BOLLARD S.C. EDISON TO APPROVE FINAL LAYOUT AROUND TRANSFORMER FIELD VERIFY EXACT LOCATIONS TYP.
- 4 NEW MODULAR COMPLEX BY OTHERS
- 5 NEW STEPS
- 6 EDGE NEW A/C PAVING TO BE FLUSH & MATCH EXISTING

NEW MODULAR BUILDING EXPANSION (MDC) (PHASE 1)

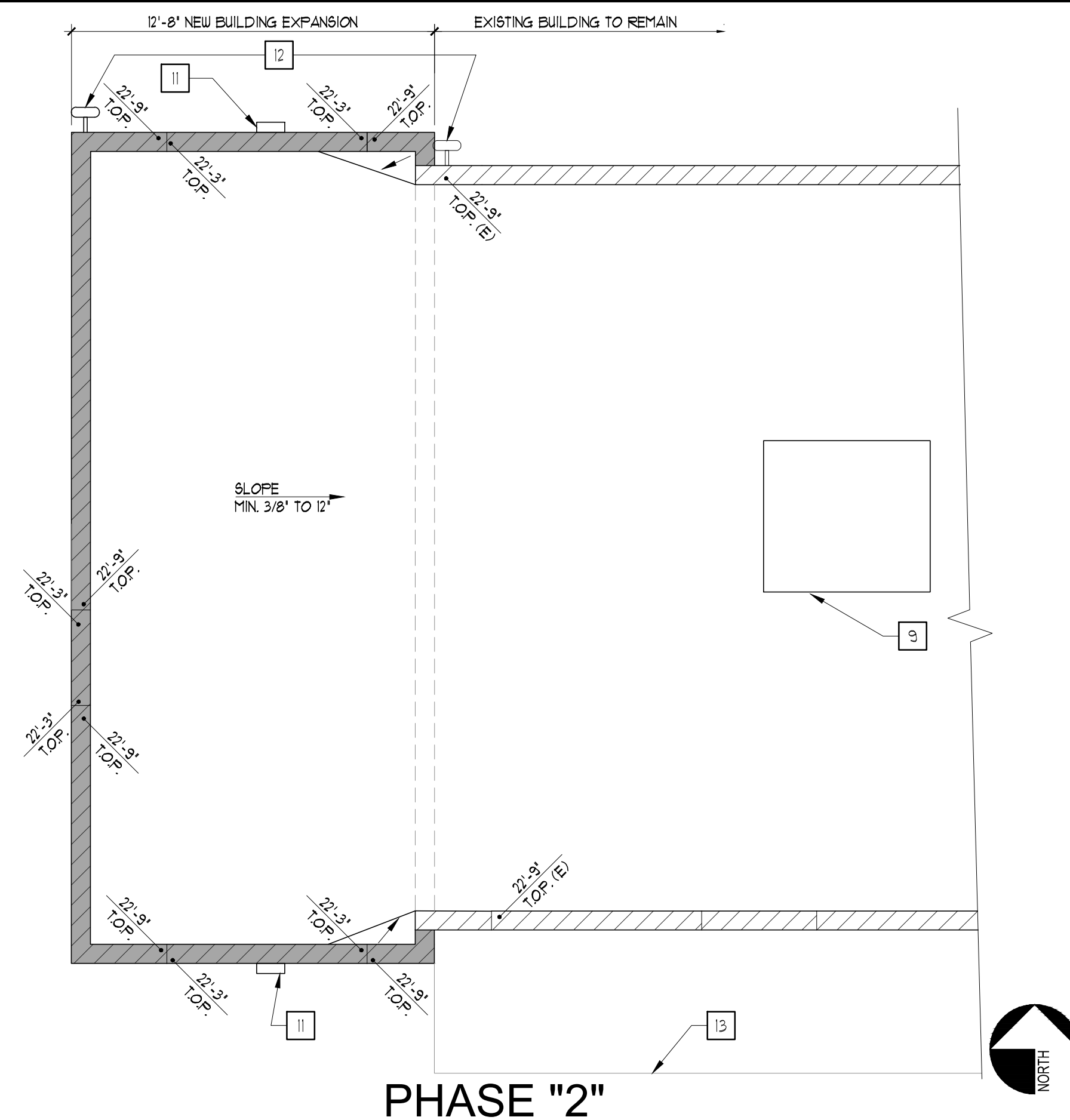
SCALE:
1/8" = 1'-0"

1

KEY NOTES (PHASE 1)

- 3 EXISTING METAL CANOPY BELOW TO REMAIN
- 1 NEW PARAPET TO MATCH EXISTING HEIGHT TYP.
- 9 EXISTING EQUIPMENT TO REMAIN TYP.
- 11 NEW WALL MOUNTED LIGHT SEE ELECTRICAL
- 12 RELOCATED WALL MOUNTED LIGHT SEE ELECTRICAL
- 13 EXISTING METAL CANOPY BELOW TO REMAIN
- 14 EXISTING WALL PARAPET AND PARAPET BELOW TO BE REMOVED

ROOF PLAN KEY NOTES (PHASE 2)

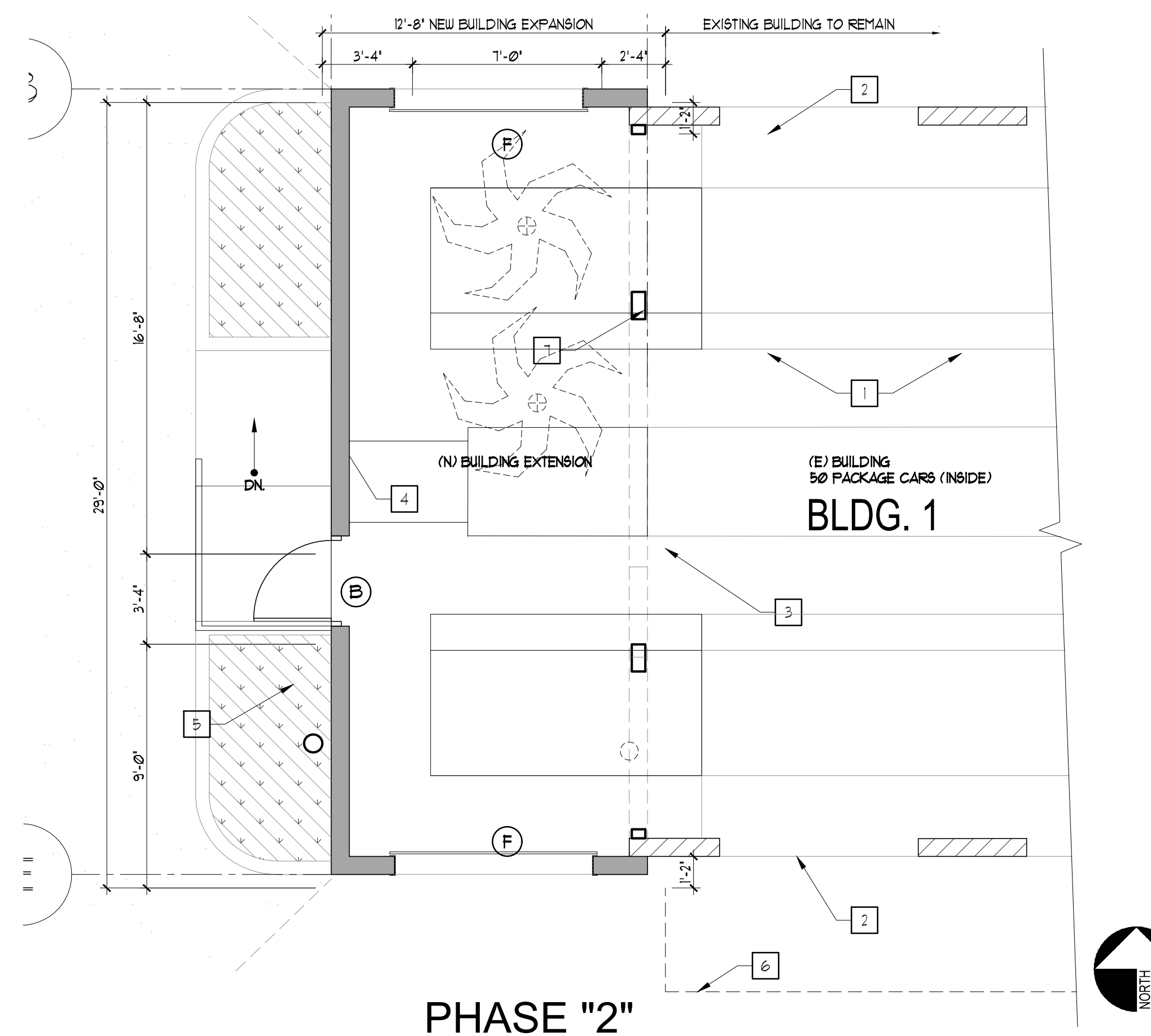


PHASE "2"

ENLARGED ROOF PLAN AT WEST SIDE OF NEW BUILDING FUTURE EXPANSION (PHASE 2)

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

3



PHASE "2"

ENLARGED PLAN AT WEST SIDE OF NEW BUILDING FUTURE EXPANSION (PHASE 2)

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

2

FLOOR PLAN KEY NOTES (PHASE 2)

- 1 EXISTING BUILDING 50 PACKAGE CARS (INSIDE)
- 2 EXISTING CONC. BLOCK WALL TO REMAIN
- 3 EXISTING CONC. BLOCK WALL TO BE REMOVED SHORE ROOF PRIOR OF REMOVING CONC. BLOCK WALL SEE STRUCTURAL TYP.
- 4 NEW CONC. BLOCK WALL SEE STRUCTURAL TYP.
- 5 PROVIDE 6'-0" X 5'-0" LEVEL LANDING W/ MAX 2% CROSS SLOPE SEE CIVIL DRAWINGS FOR ELEVATIONS TYP.
- 6 EXISTING METAL CANOPY LINE ABOVE
- 1 EDGE OF NEW CONC. SLAB TO BE FLUSH AND MATCH EXISTING

- NEW CONCRETE BLOCK WALL
- EXISTING CONCRETE BLOCK WALL
- EXISTING WALL TO BE REMOVED
- T.O.W. TOP OF WALL
- T.O.P. TOP OF PARAPET
- T.O.S. TOP OF SHEATHING
- F.O.S. FACE OF STUD

LEGEND (PHASE 2)

A-2

DESIGN | ARCHITECTURE | PLANNING

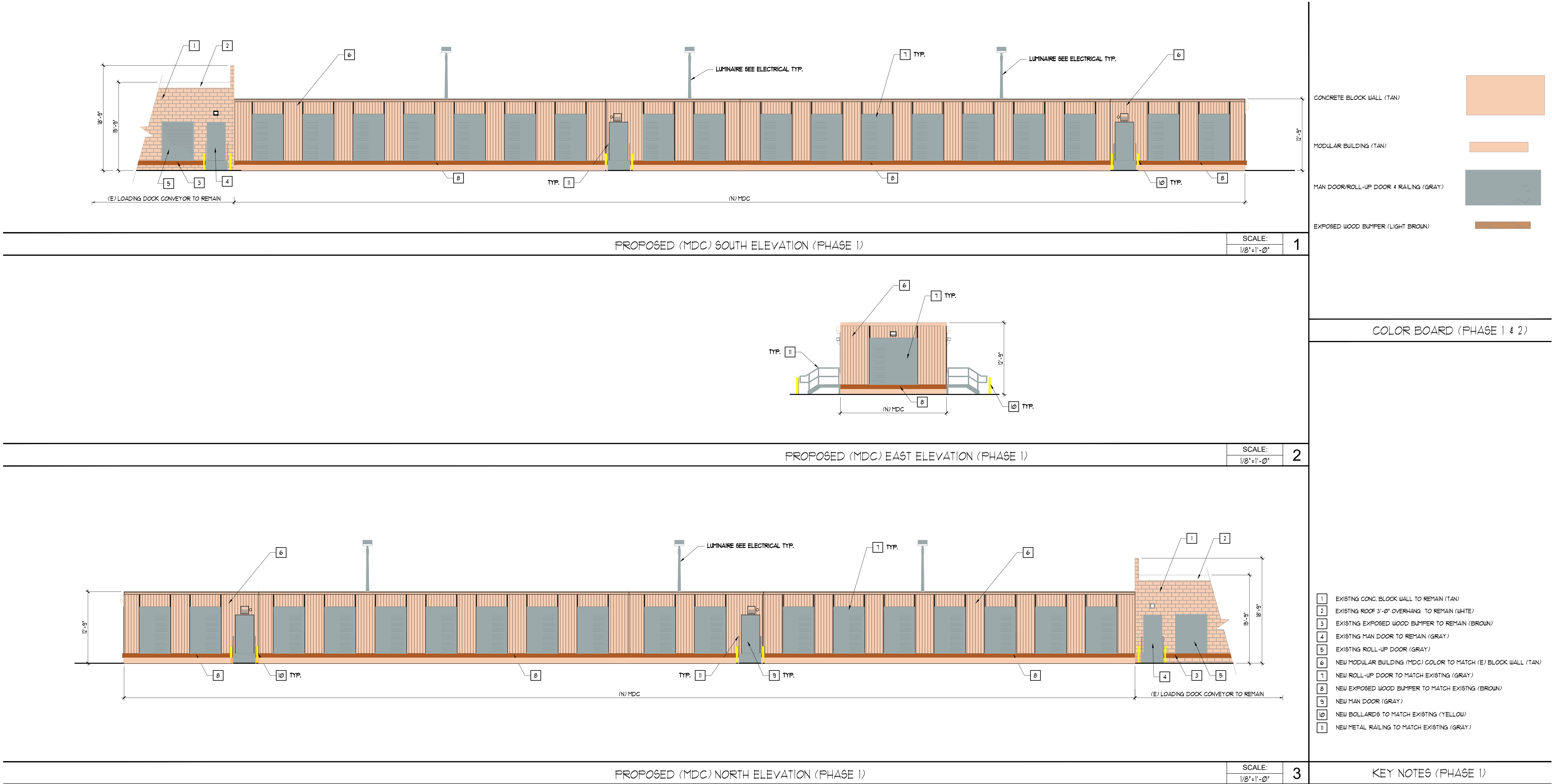
RED
Architectural Group

3436 N. VERDUGO ROAD, SUITE 200, GLENDALE, CA 91208
P 818.857.7765 | www.redarch.com

DATE: 02.07.2023
PROJECT NUMBER: 462.2302.10

UNITED PARCEL SERVICE
650 N. COMMERCIAL RD. PALM SPRINGS, CA. 92262

FLOOR PLANS



A-3

DESIGN | ARCHITECTURE | PLANNING

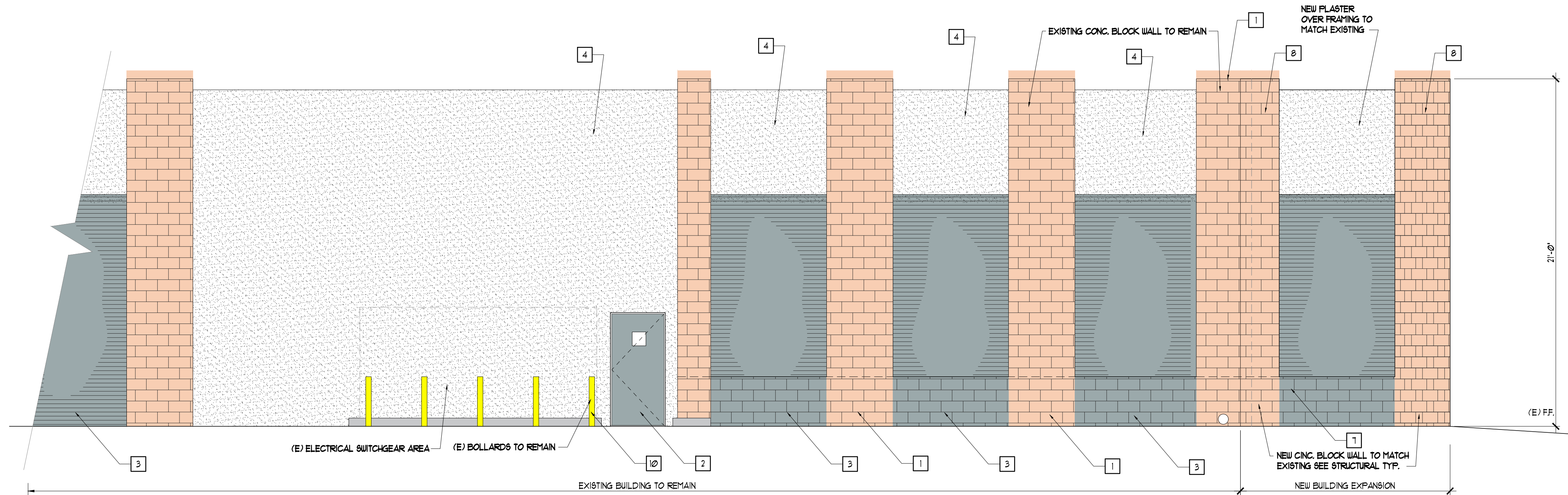
RED
Architectural Group

3436 N. VERDUGO ROAD, SUITE 200, GLENDALE, CA 91208
P 818.957.7765 | www.red-arch.com

ELEVATIONS

UNITED PARCEL SERVICE
650 N. COMMERCIAL RD. PALM SPRINGS, CA. 92262

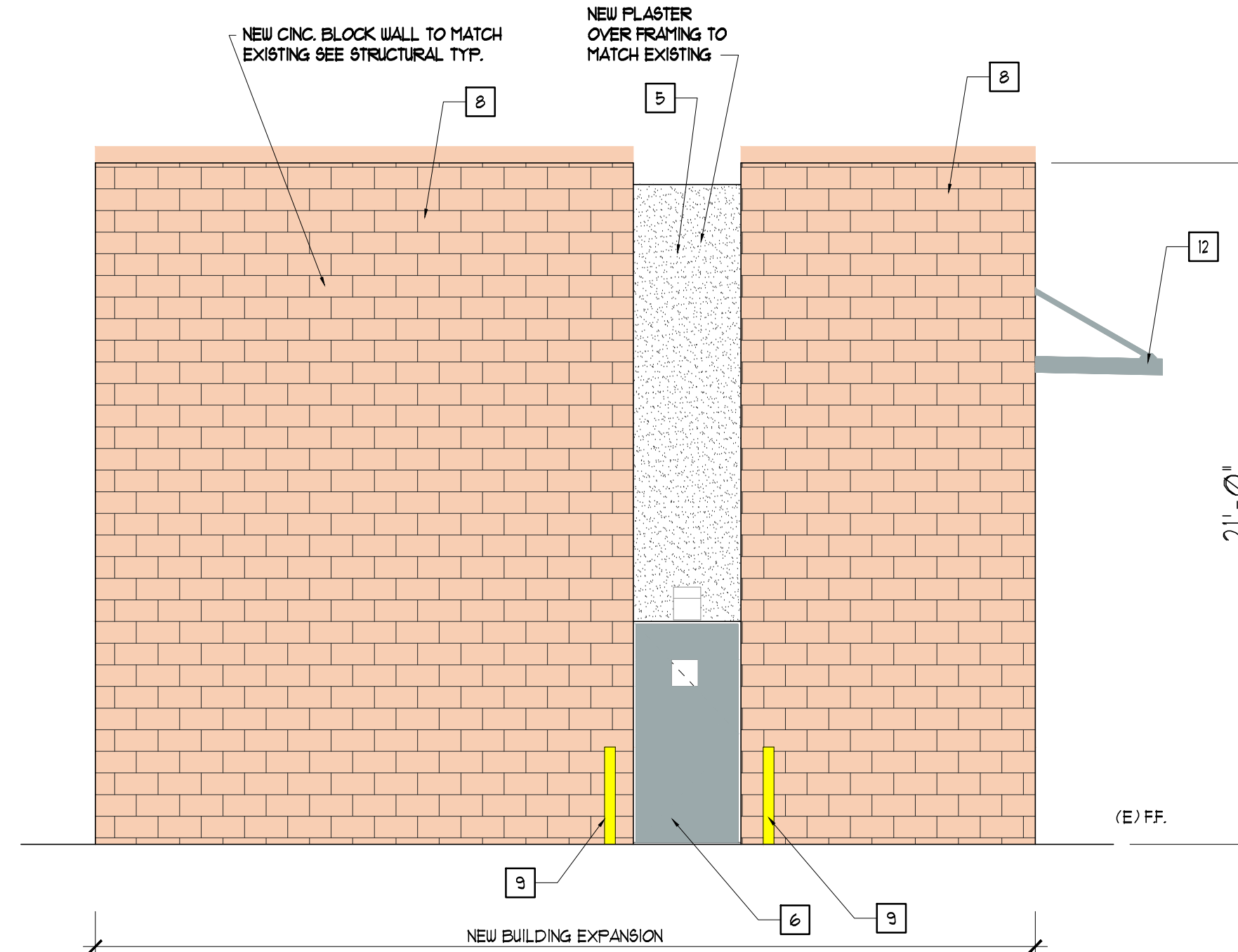
DATE: 02.07.2024
PROJECT NUMBER: 462.2302.10



NORTH ELEVATION (PHASE 2)

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

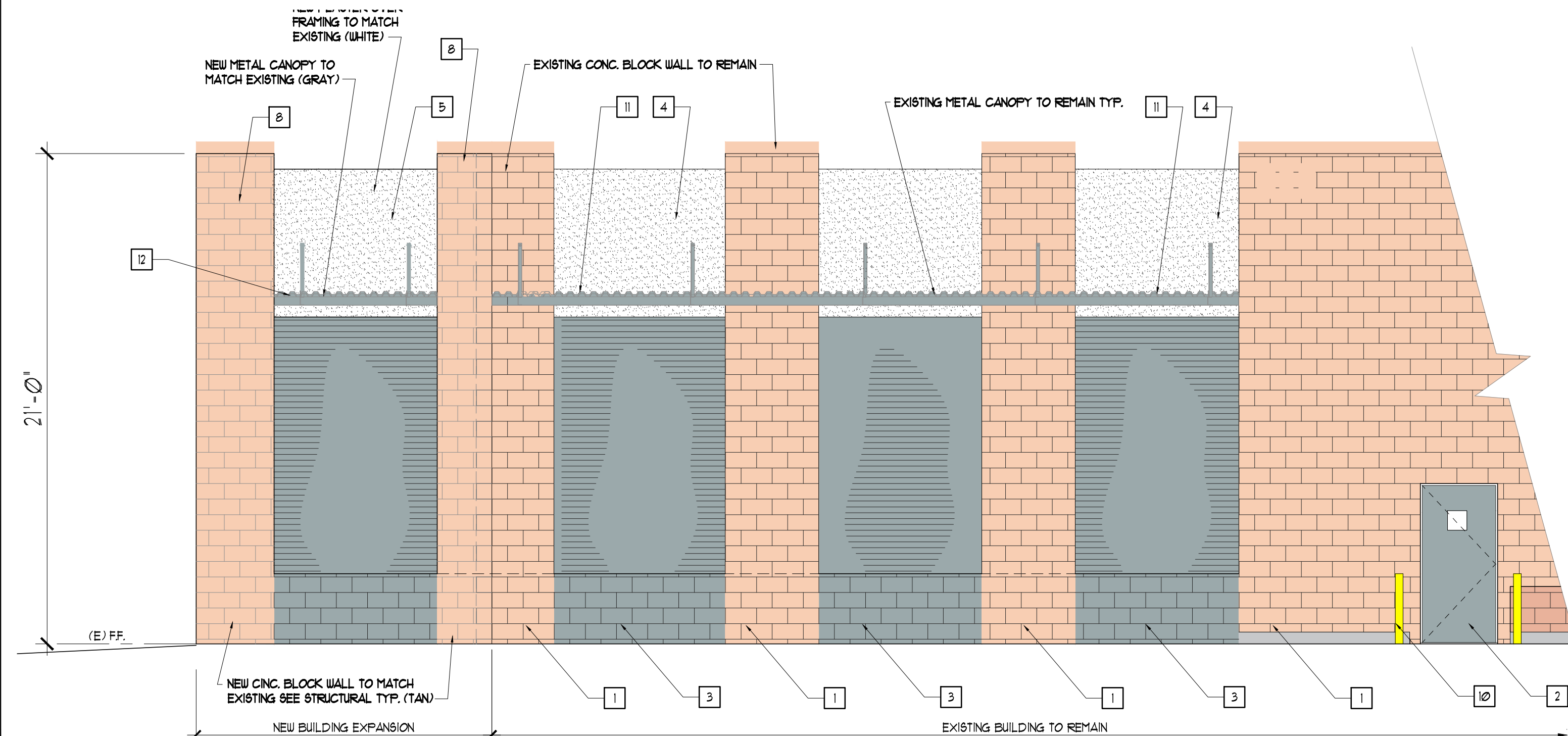
1



WEST ELEVATION - FUTURE BUILDING EXPANSIO (PHASE 2)

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

4



SOUTH ELEVATION - FUTURE BUILDING EXPANSIO (PHASE 2)

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

2

- 1 EXISTING CONC. BLOCK WALL TO REMAIN (TAN)
- 2 EXISTING MAN DOOR TO REMAIN (GRAY)
- 3 EXISTING ROLL-UP DOOR TO REMAIN (GRAY)
- 4 EXISTING PLASTER TO REMAIN (WHITE)
- 5 NEW PLASTER TO MATCH EXISTING (WHITE)
- 6 NEW MAN DOOR (GRAY)
- 7 NEW ROLL-UP DOOR TO MATCH EXISTING (GRAY)
- 8 NEW CONC. BLOCK WALL TO MATCH EXISTING (TAN)
- 9 NEW BOLLARDS TO MATCH EXISTING (YELLOW)
- 10 EXISTING BOLLARDS TO REMAIN (YELLOW)
- 11 EXISTING METAL CANOPY TO REMAIN (GRAY)
- 12 NEW METAL CANOPY TO MATCH EXISTING (GRAY)

KEY NOTES (PHASE 2)

A-4

DESIGN | ARCHITECTURE | PLANNING

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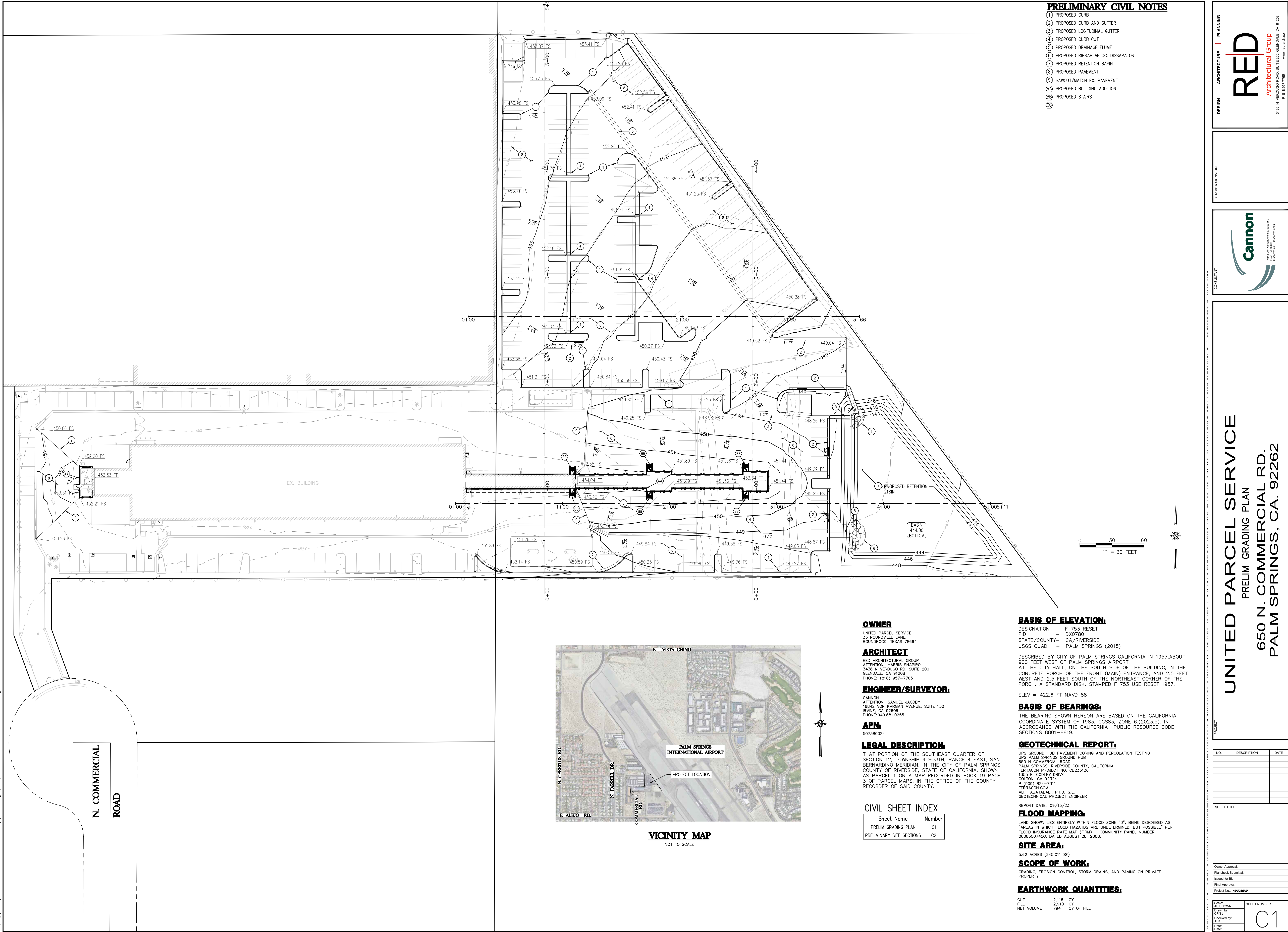
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ELEVATIONS

UNITED PARCEL SERVICE
650 N. COMMERCIAL RD. PALM SPRINGS, CA. 92262

DATE: 02.07.2024
PROJECT NUMBER: 462.2302.10

F:\proj\2023\230328\4 production and drafting\Const Dwg\Civil\ Prelim sheets\CE230328PRE-0001.dwg 2-02-24 01:23:57 PM Chief



VICINITY MAP
NOT TO SCALE

OWNER

UNITED PARCEL SERVICE
33 ROUNDVILLE LANE
ROUNDROCK, TEXAS 78664

ARCHITECT

RED ARCHITECTURAL GROUP
ATTENTION: HARRIS SHAPIRO
3436 N. VERDUGO RD. SUITE 200
GLENDALE, CA 91208
PHONE: (818) 957-7765

ENGINEER/SURVEYOR

CANNON
ATTENTION: SAMUEL JACOBY
16842 VON KARMAN AVENUE, SUITE 150
IRVINE, CA 92606
PHONE: 949.681.0255

APN

507380024

LEGAL DESCRIPTION

THAT PORTION OF THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 4 EAST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALM SPRINGS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, SHOWN AS PARCEL 1 ON A MAP RECORDED IN BOOK 19 PAGE 3 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

CIVIL SHEET INDEX

Sheet Name	Number
PRELIM GRADING PLAN	C1
PRELIMINARY SITE SECTIONS	C2

PRELIMINARY CIVIL NOTES

- 1) PROPOSED CURB
- 2) PROPOSED CURB AND GUTTER
- 3) PROPOSED LOGITUDINAL GUTTER
- 4) PROPOSED CURB CUT
- 5) PROPOSED DRAINAGE FLUME
- 6) PROPOSED RIPRAP VELOC. DISSIPATOR
- 7) PROPOSED RETENTION BASIN
- 8) PROPOSED PAVEMENT
- 9) SAWCUT/MATCH EX. PAVEMENT
- AA) PROPOSED BUILDING ADDITION
- BB) PROPOSED STAIRS

BASIS OF ELEVATION

DESIGNATION - F 753 RESET
PID: DX0780
STATE/COUNTY- CA/RIVERSIDE
USGS QUAD - PALM SPRINGS (2018)

DESCRIBED BY CITY OF PALM SPRINGS CALIFORNIA IN 1957, ABOUT 900 FEET WEST OF PALM SPRINGS AIRPORT, AT THE CITY HALL, ON THE SOUTH SIDE OF THE BUILDING, IN THE CONCRETE PORCH OF THE FRONT (MAIN) ENTRANCE, AND 2.5 FEET WEST AND 2.5 FEET SOUTH OF THE NORTHEAST CORNER OF THE PORCH. A STANDARD DISK, STAMPED F 753 USE RESET 1957.

ELEV = 422.6 FT NAVD 88

BASIS OF BEARINGS

THE BEARING SHOWN HEREON ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, CCS83, ZONE 6(2023.5). IN ACCORDANCE WITH THE CALIFORNIA PUBLIC RESOURCE CODE SECTIONS 8801-8819.

GEOTECHNICAL REPORT

UPS GROUND HUB PAVEMENT CORING AND PERCOLATION TESTING
UPS PALM SPRINGS GROUND HUB
650 N COMMERCIAL ROAD
PALM SPRINGS, RIVERSIDE COUNTY, CALIFORNIA
TERRACON PROJECT NO. 08235136
1355 E. CUDLEY DRIVE
COLTON, CA 92324
P (909) 824-7311
TERRACON.COM
ALI, TABATABAEI, PH.D., G.E.
GEOTECHNICAL PROJECT ENGINEER

REPORT DATE: 09/15/23

FLOOD MAPPING

LAND SHOWN LIES ENTIRELY WITHIN FLOOD ZONE "D", BEING DESCRIBED AS "AREAS IN WHICH FLOOD HAZARDS ARE UNDETERMINED, BUT POSSIBLE" PER FLOOD INSURANCE RATE MAP (FIRM) - COMMUNITY PANEL NUMBER 060650745G, DATED AUGUST 28, 2008.

SITE AREA

5.62 ACRES (245,011 SF)

SCOPE OF WORK

GRADING, EROSION CONTROL, STORM DRAINS, AND PAVING ON PRIVATE PROPERTY

EARTHWORK QUANTITIES

CUT 2,116 CY
FILL 2,910 CY
NET VOLUME 794 CY OF FILL

UNITED PARCEL SERVICE
PRELIM GRADING PLAN
650 N. COMMERCIAL RD.
PALM SPRINGS, CA. 92262

NO.	DESCRIPTION	DATE

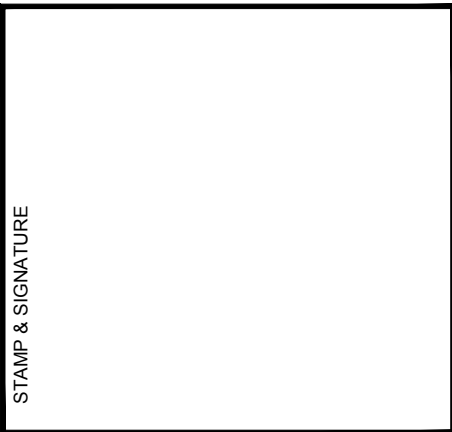
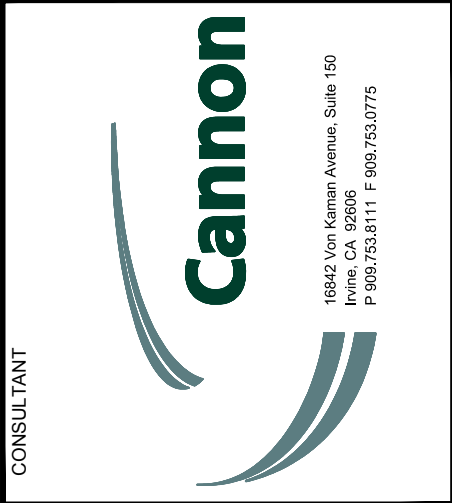
SHEET TITLE

Owner Approval: _____
Plancheck Submittal: _____
Issued for Bid: _____
Final Approval: _____
Project No.: 480738024

Drawn By: CPH	SHEET NUMBER
Checked by: JTR	C1
Date: _____	

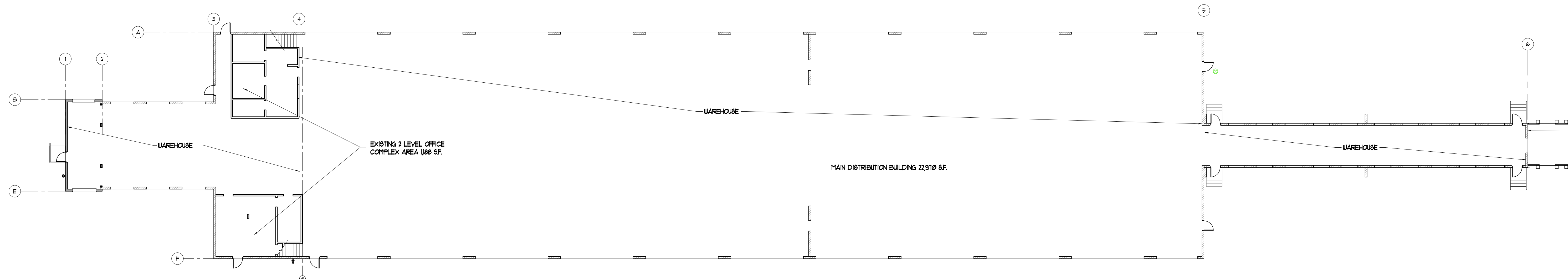
THIS DRAWING IS THE PROPERTY OF RED ARCHITECTURAL GROUP. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF RED ARCHITECTURAL GROUP. ANY VIOLATION OF THESE TERMS SHALL BE CONSIDERED A BREACH OF CONTRACT AND SUBJECT TO LEGAL ACTION.

CONSULTANT

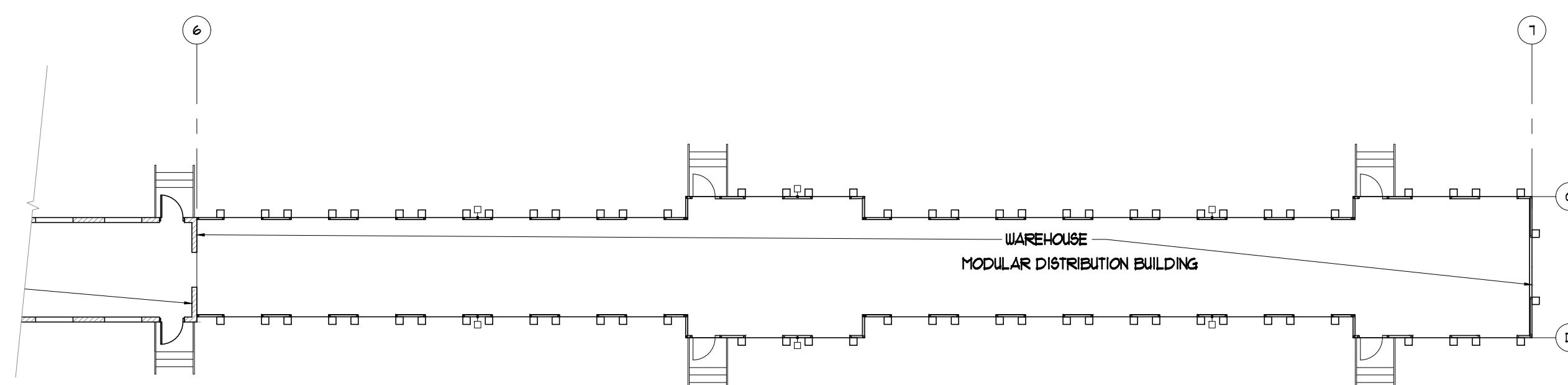




KEYPLAN



DISTRIBUTION BUILDING



MODULAR DISTRIBUTION CENTER (MDC)

RCALUC - ZONE 5

OCCUPANCY LOAD ALLOWED = 210

OCCUPANCY LOAD PROVIDED = 59

OCCUPANT COUNTS:

DISTRIBUTION BUILDING AREA - WAREHOUSE - 25,432 SF. / 500 SF. = 50.86 = 51

OFFICE COMPLEX AREA - OFFICE - 1,188 SF. / 150 SF. = 7.9 = 8

TOTAL = 59

LOAD CALC.

RCALUC - FLOOR PLAN LOAD CALC.

A-5



DESIGN | ARCHITECTURE | PLANNING

RED
Architectural Group

3436 N. VERDUGO ROAD, SUITE 200, GLENDALE, CA 91201

TEL: 818.557.7765 | WWW.REDARCH.COM

DATE: 03.06.2024

PROJECT NUMBER: 462.2302.10

UNITED PARCEL SERVICE
650 N. COMMERCIAL RD. PALM SPRINGS, CA. 92262

EXISTING PORTABLE STORAGE POD

EXISTING LANDSCAPE/PLANTER

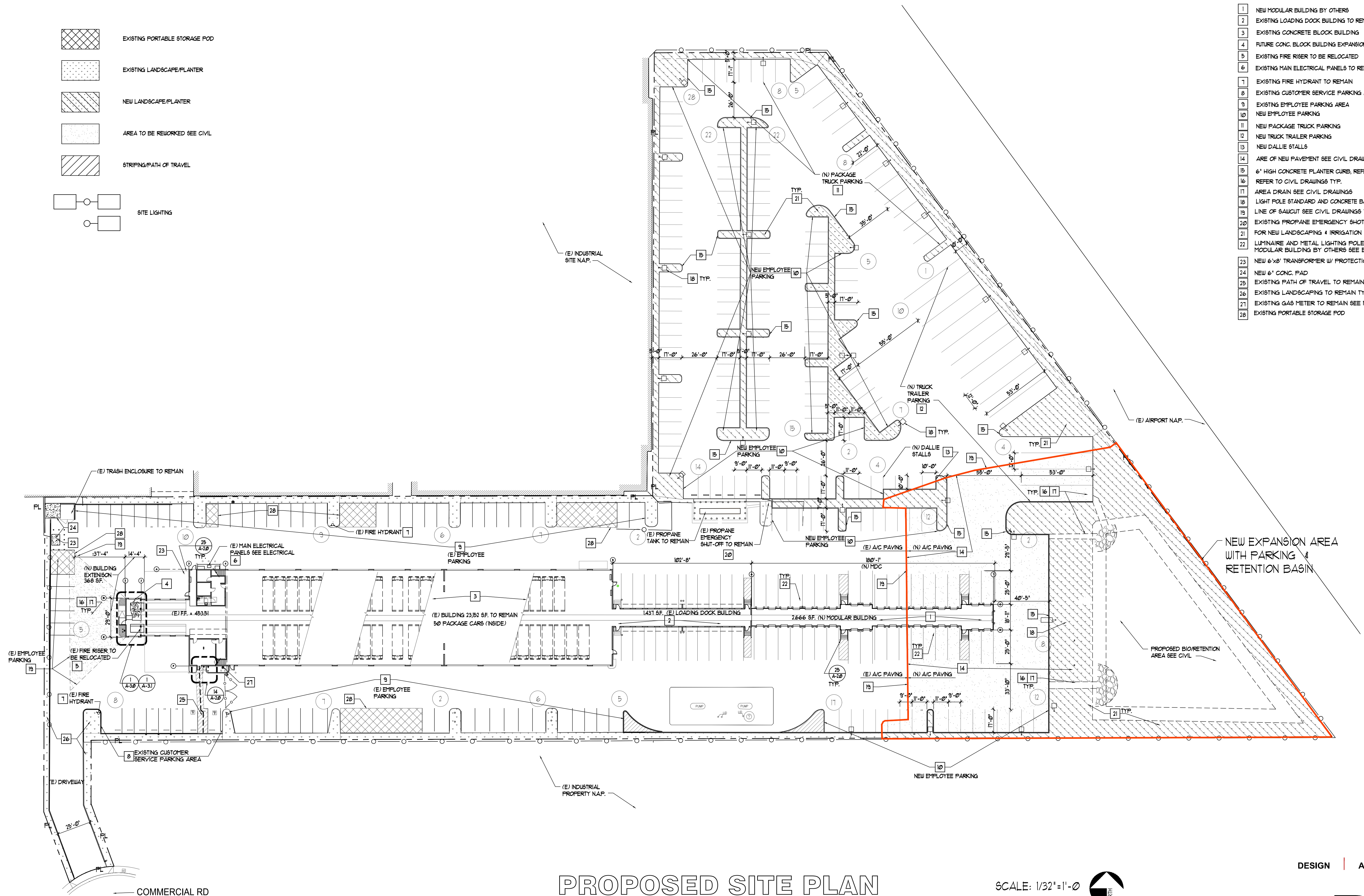
NEW LANDSCAPE/PLANTER

AREA TO BE REWORKED SEE CIVIL

STRIPING/PATH OF TRAVEL

SITE LIGHTING

1	NEW MODULAR BUILDING BY OTHERS
2	EXISTING LOADING DOCK BUILDING TO REMAIN
3	EXISTING CONCRETE BLOCK BUILDING
4	FUTURE CONC. BLOCK BUILDING EXPANSION
5	EXISTING FIRE RISER TO BE RELOCATED
6	EXISTING MAIN ELECTRICAL PANELS TO REMAIN SEE ELECTRICAL
7	EXISTING FIRE HYDRANT TO REMAIN
8	EXISTING CUSTOMER SERVICE PARKING AREA
9	EXISTING EMPLOYEE PARKING AREA
10	NEW EMPLOYEE PARKING
11	NEW PACKAGE TRUCK PARKING
12	NEW TRUCK TRAILER PARKING
13	NEW DALLIE STALLS
14	ARE OF NEW PAVEMENT SEE CIVIL DRAWINGS TYP.
15	6' HIGH CONCRETE PLANTER CURB, REFER TO CIVIL DRAWINGS TYP.
16	REFER TO CIVIL DRAWINGS TYP.
17	AREA DRAIN SEE CIVIL DRAWINGS
18	LIGHT POLE STANDARD AND CONCRETE BASE FIXTURE - SEE SITE ELECT. DUGS POLES
19	LINE OF SAWCUT SEE CIVIL DRAWINGS TYP.
20	EXISTING PROPANE EMERGENCY SHOT OFF TO REMAIN
21	FOR NEW LANDSCAPING 4 IRRIGATION SEE LANDSCAPE DRAWINGS
22	LUMINAIRE AND METAL LIGHTING POLE TO BE CONNECTED ON TOP OF MODULAR BUILDING BY OTHERS SEE ELECTRICAL DRAWINGS.
23	NEW 6"x8" TRANSFORMER W/ PROTECTION BOLLARDS SEE ELECTRICAL
24	NEW 6' CONC. PAD
25	EXISTING PATH OF TRAVEL TO REMAIN SEE CIVIL TYP.
26	EXISTING LANDSCAPING TO REMAIN TYP. UNO.
27	EXISTING GAS METER TO REMAIN SEE MECHANICAL
28	EXISTING PORTABLE STORAGE POD



AA-2.0

DESIGN | ARCHITECTURE | PLANNING

RED
Architectural Group

3436 N. VERDUGO ROAD, SUITE 200, GLENDALE, CA 91208
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DATE: 06.18.2024
PROJECT NUMBER: 462.2302.10

UNITED PARCEL SERVICE
650 N. COMMERCIAL RD. PALM SPRINGS, CA. 92262



NEW EXPANSION AREA
WITH PARKING &
RETENTION BASIN

GRAPHIC SCALE: 1" = 30'-0"
0 10' 30' 60' 120'



AA-1.0

DESIGN | ARCHITECTURE | PLANNING

RED
Architectural Group

3436 N. VERDUGO ROAD, SUITE 200, GLENDALE, CA 91208
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PROJECT GOOGLE MAP DATA @ 2024

UNITED PARCEL SERVICE
650 N. COMMERCIAL RD. PALM SPRINGS, CA. 92262

DATE: 06.19.2024
PROJECT NUMBER: 462.2302.10

April 17, 2024



To whom it may concern:

This memo is in response to the Riverside County Airport Land Use Commission's (RCALUC) comment regarding excess allowable on-site parking at the UPS Palm Springs facility located at 650 North Commercial Road, Palm Springs. The UPS facility distributes packages throughout the day with UPS package trucks delivering and receiving packages, along with in and outbound shipping trucks and tractor trailers daily. Additionally, the UPS facility provides parking for their on-site employees and for all the drivers of the various trucks. This accommodation generally exceeds the code required parking for traditionally allowable all-day parking.

This facility, and other comparable facilities, typically provide this excess parking to avoid off-site parking of employees and delivery trucks onto local streets. The City of Palm Springs has been informed by the local community about UPS trucks and passenger cars parking on the local adjacent streets. The proposed project is designed to alleviate this situation by accommodating parking above the local standards. This allows for all employee parking, package truck parking and semi-trailer parking to be on-site. The current parking allocations are as follows:

1. Each shift uses approximately 100 package delivery trucks with individual drivers for each truck. There are also numerous semi-truck deliveries in and outbound occurring throughout each day. Each employee drives their own car to and from work. These employees are not on-site during their delivery/drive shifts, but their cars are parked on-site for the duration of their shift.
2. The facility has approximately 15 employees that work on-site during each day of operation.
3. The proposed site plan incorporates the delivery trucks, staff parking and provides for staging of 14 tractor-trailers and their parking.
4. Also taken into consideration is a second shift of employees that can overlap the first shift by accommodating an additional 100 parking spaces for overlapping shift changes, thereby keeping all parking on-site.
5. Additionally, there are 8 parking stalls for the customer service area which covers daily customer use.

UPS has been operating at this facility in this manner for many years and has similar locations with excessive, more than code required or use allocated parking adjacent to or in the proximity of airports throughout Southern California. Examples include Van Nuys Airport, Ontario International Airport, March Air Force Base, San Diego International Airport, the Palmdale Regional Airport, etc. In all of these cases, additional parking is provided for all of the UPS facility needs, including shift overlap/changeout of employees, constant delivery truck use, all-day driver parking, etc., to avoid the need for employees to park off-site.

The UPS goal is to continue serving the local community of Palm Springs and to maintain harmony with the adjoining property owners and residents by not impacting available on-site street parking.

A handwritten signature in blue ink, appearing to read "Haris Shapiro", is written over a light blue horizontal line.

Haris Shapiro
Senior Project Director
RED Architectural Group

[illegible]

INTRODUCTION

The proposed Project is an expansion to the existing UPS Distribution Facility located at 650 N. Commercial Road. The existing UPS Distribution Facility is 23,586 square feet (22,398 square foot distribution facility plus 1,188 square feet of interior ancillary office uses) which was first opened in 1976 (per the original 1975 approval for 12,844 square feet and permits associated with a subsequent expansion in 1982 of 10,742 square feet). The site provides package distribution/delivery for the surrounding local community. The facility does not store any packages – all packages that arrive are sorted and distributed daily. The site currently also has temporary structures totaling 1,425 square feet on the eastern end of the building. A 368 square foot expansion is proposed on the western end of the existing building along with a 2,666 square foot expansion on the eastern end of the building which would replace the 1,425 square feet of temporary structures. As such, the net increase of building space is 1,609 square feet (368 square feet + 2,666 square feet – 1,425 square feet). The preliminary site plan is shown on **Exhibit A**.

The existing site currently accommodates 287 parking stalls on-site. 37 parking stalls will be removed to accommodate the proposed expansion. In addition, there are 14 additional package truck stalls and 14 additional trailer parking stalls for a total of 278 parking stalls. Access to the site will remain the same as the existing condition (no changes are proposed).

PARKING REQUIREMENTS

To demonstrate that adequate parking supply exists within the UPS Expansion development, this parking assessment provides a review of the City of Palm Springs Municipal Code parking requirements and an estimate of the peak parking demands. Chapter 93.06.00D of the City of Palm Springs Municipal Code describes the off-street vehicle parking standards for land uses. Chapter 93.06.00D.26 & 36 identifies the parking spaces required for Warehousing, Distribution and Wholesaling and Offices, Nonmedical land uses, such as the UPS Expansion development. **Table 1** provides a summary of the applicable City of Palm Springs Municipal Code parking requirements. For the Warehousing, Distribution and Wholesaling use, the City of Palm Springs Municipal Code requires 1 space per 800 SF of gross floor area up to 100,000 SF and for Offices, Nonmedical requires 1 space per 200 SF of gross floor area up to 100,000 SF.

TABLE 1: CITY OF PALM SPRINGS MUNICIPAL CODE PARKING REQUIREMENTS

Use	Parking Rate	Description
Warehousing, Distribution and Wholesaling	1 space per 800 SF of gross floor area	1 space/800 SF GFA
Offices, Nonmedical	1 space per 200 SF of gross floor area	1 space/200 SF GFA

Based on the City of Palm Springs Municipal Code Chapter 93.06.00D.26 & 36.

Using the City of Palm Springs Municipal Code parking rates, it is possible to calculate the parking requirements for the proposed UPS Expansion. As shown on **Table 2**, the proposed UPS Expansion requires 37 spaces. The proposed Project does meet the City of Palm Springs municipal code requirements.

TABLE 2: UPS EXPANSION MUNICIPAL CODE PARKING SPACE REQUIREMENTS

Condition	Use	Quantity ¹	Parking Rate ²	Required Parking	Proposed Parking	Meets Requirement
Proposed	Warehousing	24,007 SF	1 per 800 SF	31		
Proposed	Office	1,188 SF	1 per 200 SF	6		
Total				37	278	Yes

¹ Based on the February 5, 2024 preliminary site plan, prepared by RED Architectural Group.

² Based on the City of Palm Springs Municipal Code Chapter 93.06.00D.26 & 36.

EXISTING PARKING DEMAND

The following Parking Demand section compares the collective on-site vehicle parking demands to the existing parking supply to determine if there is adequate parking supply to accommodate existing and future peak on-site vehicle parking demands. Parking surveys were conducted on-site to evaluate the existing parking demand at three existing UPS Facility sites. The counts accounted for each parked vehicle every hour during operating hours on Wednesday May 29, 2024 and Thursday May 30, 2024. The counts were conducted at the Project site from 9:00 AM to 1:00 PM, at 25283 Sherman Road, Menifee from 1:00 PM to 5:00 PM, and 1457 E Victoria Avenue, San Bernardino from 8:30 AM to 12:30 PM. **Table 3** shows a summary of the weekday parking peak demand data. The peak parking demand during the 2-day survey is 213 parking spaces or 74% occupancy. A parking occupancy rate of 85% to 95% is generally considered to be approaching maximum capacity. The existing occupancy rates are below the threshold to consider the parking supply to be near or at-capacity.

TABLE 3: OBSERVED WEEKDAY PARKING DEMAND

Location	Parking Spaces Supplied	Average Peak Parking Demand	Max Peak Parking Demand	Max % Occupied	Unoccupied Spaces
Palm Springs ¹	287	207	213	74%	75
Menifee ²	364	181	183	50%	181
San Bernardino ³	264	153	163	62%	101

¹ Based on counts collected at the UPS Facility located at 650 N. Commercial Road on Wednesday May 29, 2024 and Thursday May 30, 2024 (Appendix A).

² Based on counts collected at the UPS Facility located at 25283 Sherman Road on Wednesday May 29, 2024 and Thursday May 30, 2024 (Appendix B).

³ Based on counts collected at the UPS Facility located at 1457 E Victoria Avenue on Wednesday May 29, 2024 and Thursday May 30, 2024 (Appendix C).

FUTURE PARKING DEMAND

The Project is proposing the net increase of 1,609 SF of warehouse to the existing uses. The additional demand was estimated based on deriving a parking rate from the peak parking demand and existing square footage (213 peak parking / 23.586 TSF = 9.03 parking/TSF). **Table 4** shows a summary of the future parking demand, which indicates that sufficient parking is available on-site to accommodate existing parking demands with the additional Project-related parking demands.

TABLE 4: PARKING SPACE REQUIREMENTS

Existing Peak Demand	Additional Demand ¹	Projected Demand	Parking Supply	% Occupied	Unoccupied Spaces
213	15	228	278	82%	50

¹ Parking rate of 9.03 Parking/TSF * Net Increase of 1.609 TSF = Increase of 15 Parking Demand

CONCLUSIONS

It is our understanding that the proposed Project is an expansion to the existing UPS Distribution Facility located at 650 N. Commercial Road. The existing UPS Distribution Facility is 23,586 square feet (22,398 square foot distribution facility plus 1,188 square feet of interior ancillary office uses). The site currently also has temporary structures totaling 1,425 square feet on the eastern end of the building. A 368 square foot expansion is proposed on the western end of the existing building along with a 2,666 square foot expansion on the eastern end of the building which would replace the 1,425 square feet of temporary structures. As such, the net increase of building space is 1,609 square feet (368 square feet + 2,666 square feet – 1,425 square feet). The preliminary site plan is shown on **Exhibit A**.

The existing site currently accommodates 287 parking stalls on-site. 37 parking stalls will be removed to accommodate the proposed expansion. In addition, there are 14 additional package truck stalls and 14 additional trailer parking stalls for a total of 278 parking stalls. Access to the site will remain the same as the existing condition (no changes are proposed).

Based on the City of Palm Springs parking requirements, the proposed UPS Expansion development will require a total of 37 parking stalls. Our evaluation indicates that the proposed parking supply of 278 spaces will meet Municipal Code parking requirements.

Based on the parking surveys, the current parking supply can support the existing parking demand. The peak parking demand during the 2-day survey is 213 parking spaces or 74% occupancy. As stated previously, a parking occupancy rate of 85% to 95% is generally considered to be approaching maximum capacity. The existing occupancy rates are below the threshold to consider the parking supply to be near or at-capacity.

Therefore, with the expansion of the UPS Expansion development, it is anticipated that the proposed parking supply of 278 spaces is sufficient to provide adequate parking supply to support the additional Project-related peak parking demands.

If you have any questions or comments, I can be reached at rvu@urbanxroads.com.

Respectfully submitted,
URBAN CROSSROADS, INC.



Robert Vu, P.E.
Transportation Engineer



Taryn Ferguson
Transportation Analyst

ATTACHMENT A: PARKING SURVEY

Palm Springs

UPS Facility - Parking Count

650 N Commercial Rd, Palm Springs, CA 92262

		Inventory	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
Wednesday May 29, 2024	Regular	188	132	115	113	113	109
	Handicap	1	1	0	0	0	0
	Customer	11	11	6	6	5	2
	Motorcycle	2	1	2	2	2	2
	Carpool	9	5	5	5	6	8
	Long	10	8	8	8	10	8
	Loading	44	34	6	5	4	5
	Unmarked	-	21	16	12	13	13
	Subtotal	265	213	158	151	153	147

Total Occupancy

Total Percent

265	213	158	151	153	147
	80%	60%	57%	58%	55%

		Inventory	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
Thursday May 30, 2024	Regular	188	125	111	110	111	112
	Handicap	1	1	1	0	0	0
	Customer	11	9	6	6	5	3
	Motorcycle	2	2	2	2	2	2
	Carpool	9	5	5	5	5	6
	Long	10	5	5	6	7	6
	Loading	44	36	5	4	3	4
	Unmarked	-	18	13	13	14	13
	Subtotal	265	201	148	146	147	146

Total Occupancy

Total Percent

265	201	148	146	147	146
	76%	56%	55%	55%	55%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Meniffee

UPS Facility - Parking Count

25283 Sherman Road, Romoland, CA 92585

		Inventory	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Wednesday May 29, 2024	Front Lot - Regular	207	122	119	118	119	118
	Handicap	7	5	4	4	5	5
	Reserved	8	2	2	2	2	3
	Loading Area - Regular	-	0	0	0	0	0
	Trailers	26	18	18	18	17	19
	Vans	116	30	31	31	34	38
	Subtotal	364	177	174	173	177	183

Total Occupancy

364	177	174	173	177	183
	49%	48%	48%	49%	50%

Total Percent

		Inventory	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Thursday May 30, 2024	Front Lot - Regular	207	113	108	108	109	115
	Handicap	7	4	4	4	4	4
	Reserved	8	2	1	1	1	1
	Loading Area - Regular	-	3	1	0	0	0
	Trailers	26	18	19	19	19	20
	Vans	116	33	34	34	36	39
	Subtotal	364	173	167	166	169	179

Total Occupancy

364	173	167	166	169	179
	48%	46%	46%	46%	49%

Total Percent

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

San Bernardino

UPS Facility - Parking Count

1457 E Victoria Avenue, San Bernardino, CA 92408

		Inventory	8:30 AM	9:30 AM	10:30 AM	11:30 AM	12:30 PM
Wednesday May 29, 2024	Handicap	3	0	0	0	0	0
	Employees/Vans	140	52	73	76	76	76
	Loading	29	22	8	8	7	8
	Customer/Visitor	21	13	13	13	12	12
	Trailers	58	23	31	32	32	28
	Reserved	1	1	1	1	1	1
	Gas Pump	2	1	1	1	1	1
	Front of Building	10	10	10	9	9	9
	Illegal	-	4	3	3	2	1
	Subtotal	264	126	140	143	140	136

Total Occupancy

Total Percent

264	126	140	143	140	136
	48%	53%	54%	53%	52%

		Inventory	8:30 AM	9:30 AM	10:30 AM	11:30 AM	12:30 PM
Thursday May 30, 2024	Handicap	3	0	0	0	0	0
	Employees/Vans	140	75	77	73	77	78
	Loading	29	22	7	7	6	6
	Customer/Visitor	21	15	12	12	12	12
	Trailers	58	35	33	32	31	32
	Reserved	1	1	1	1	1	1
	Gas Pump	2	0	0	0	1	0
	Front of Building	10	10	10	9	9	8
	Illegal	-	5	3	2	1	2
	Subtotal	264	163	143	136	138	139

Total Occupancy

Total Percent

264	163	143	136	138	139
	62%	54%	52%	52%	53%

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92878

951-268-6268

DATE: January 24, 2024
TO: Sarah Yoon, City of Palm Springs
FROM: Charlene So, Urban Crossroads, Inc.
JOB NO: 15775-01 TG Memo



UPS EXPANSION TRIP GENERATION ASSESSMENT

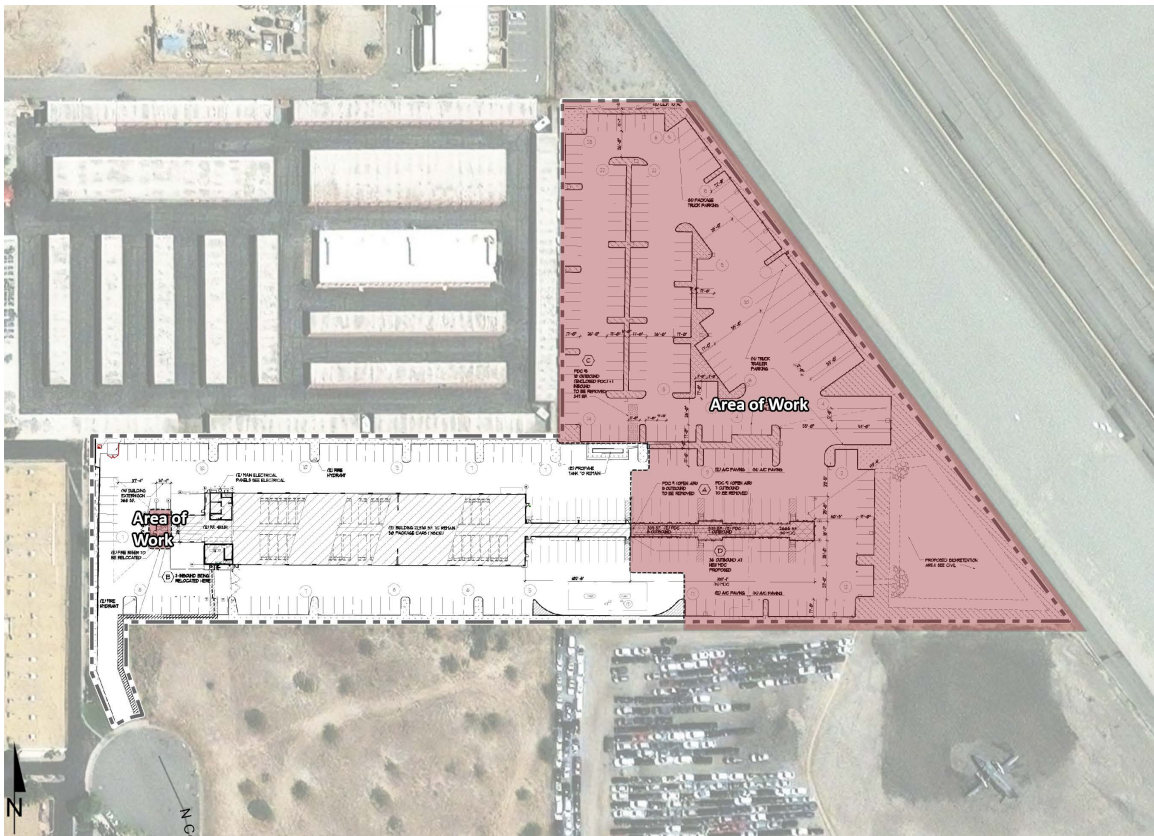
Urban Crossroads, Inc. is pleased to provide the following Trip Generation Assessment for the UPS Expansion development (**Project**), which is located at 650 N. Commercial Road in the City of Palm Springs (**City**). The purpose of this analysis is to determine whether additional traffic analysis is necessary for the proposed Project. The following assessment is based on the City's Traffic Impact Analysis Guidelines dated July 2020 (**City Guidelines**).

PROPOSED PROJECT

The proposed Project is an expansion to the existing UPS Distribution Facility located at 650 N. Commercial Road. The existing UPS Distribution Facility is 24,467 square feet (21,887 square foot distribution facility plus 2,570 square feet of interior ancillary office uses) which was first opened in 1976. The site provides package distribution/delivery for the surrounding local community. The facility does not store any packages – all packages that arrive are sorted and distributed daily. The site currently also has temporary structures totaling 1,425 square feet on the eastern end of the building. A 368 square foot expansion is proposed on the western end of the existing building along with a 2,666 square foot expansion on the eastern end of the building which would replace the 1,425 square feet of temporary structures. As such, the net increase of building space is 1,609 square feet (368 square feet + 2,666 square feet – 1,425 square feet). The preliminary site plan is shown on Exhibit 1.

The existing site currently accommodates 122 parking stalls on-site. 37 parking stalls will be removed to accommodate the proposed expansion and 165 new parking stalls will be accommodated within the new northern parking lot for a total of 250 parking stalls. In addition, there are 14 additional package truck stalls and 14 additional trailer parking stalls. Access to the site will remain the same (no changes are proposed).

EXHIBIT 1: PRELIMINARY SITE PLAN



TRIP GENERATION

EXISTING TRAFFIC

Trip generation represents the amount of traffic that is attracted and produced by a development and is based upon the specific land uses planned for a given project. In order to develop the traffic characteristics of the proposed Project (expansion), trip-generation statistics for the existing UPS Distribution Facility were developed based on driveway counts collected.

As noted previously, the existing UPS Distribution Facility is 24,467 square feet (21,887 square foot distribution facility plus 2,570 square feet of interior ancillary office uses) and includes 1,425 square feet on the eastern end of the building of temporary structures. In an effort to understand the existing traffic associated with the existing use, traffic counts were collected at all applicable driveways on Tuesday, January 9, 2024, through Thursday, January 11, 2024.

Table 1 summarizes the average existing trip generation based on the count data collected over the three consecutive days for the existing UPS Distribution Facility. The existing site currently generates an average of 817 two-way trips per day, with 85 trips during the AM peak hour and 52 trips during the PM peak hour. Trip generation for the existing use has been reflected in both actual vehicles and passenger car equivalent (**PCE**) on Table 1. The trip generation identified for the existing use will be utilized to develop a unique trip generation rate and resulting trip

generation for the proposed expansion. A detailed summary of the count data collected is provided in Attachment A.

TABLE 1: EXISTING TRIP GENERATION FOR UPS DISTRIBUTION FACILITY

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Actual Vehicles:							
Existing Use							
Passenger Cars:	68	8	76	9	11	20	474
2-axle Trucks:	4	3	7	21	11	32	288
3-axle Trucks:	1	1	2	0	0	0	55
4+-axle Trucks:	0	0	0	0	0	0	0
Total Truck Trips (Actual Vehicles):	5	4	9	21	11	32	343
Total Trips (Actual Vehicles)¹	73	12	85	30	22	52	817
Passenger Car Equivalent (PCE):							
Existing Use							
Passenger Cars:	68	8	76	9	11	20	474
2-axle Trucks:	6	5	11	32	17	49	432
3-axle Trucks:	2	2	4	0	0	0	110
4+-axle Trucks:	0	0	0	0	0	0	0
Total Truck Trips (PCE):	8	7	15	32	17	49	542
Total Trips (PCE)¹	76	15	91	41	28	69	1,016

¹ Total Trips = Passenger Cars + Truck Trips.

PCE factors were applied to the trip generation rates for heavy trucks (large 2-axes, 3-axes, 4+-axes). PCEs allow the typical “real-world” mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors used for other projects within the City (and per the County’s guidelines). The existing UPS Distribution Facility currently generates an average of 1,016 two-way PCE trips per day, with 91 PCE trips during the AM peak hour and 69 PCE trips during the PM peak hour.

PROPOSED PROJECT

The Project proposes to expand the existing facility by 3,034 square feet; however, 1,425 square feet of the temporary structures will be replaced by the proposed expansion. In an effort to conduct a conservative assessment, the trips associated with the existing facility have been utilized to determine potential trips associated with the expansion as opposed to using the trip generation rates published in the latest Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) for a speculative parcel delivery warehouse facility. Table 2 summarizes the Project trip generation rates which have been calculated by dividing the total trips shown on Table 1 by the existing 25,892 square feet of building space to develop a trip

generation rate on a per thousand square foot basis (24,467 square feet plus 1,425 square feet of temporary structures).

TABLE 2: PROJECT TRIP GENERATION RATES

Land Use ¹	Units ²	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates								
Existing Warehouse Building	TSF	2.819	0.463	3.283	1.159	0.850	2.008	31.554
Passenger Cars		2.626	0.309	2.935	0.348	0.425	0.772	18.307
2-Axle Trucks		0.154	0.116	0.270	0.811	0.425	1.236	11.123
3-Axle Trucks		0.039	0.039	0.077	0.000	0.000	0.000	2.124
4+-Axle Trucks		0.000	0.000	0.000	0.000	0.000	0.000	0.000
Passenger Car Equivalent (PCE) Trip Generation Rates								
Existing Warehouse Building	TSF	2.819	0.463	3.283	1.159	0.850	2.008	31.554
Passenger Cars		2.626	0.309	2.935	0.348	0.425	0.772	18.307
2-Axle Trucks (PCE = 1.5)		0.232	0.174	0.406	1.217	0.637	1.854	16.685
3-Axle Trucks (PCE = 2.0)		0.077	0.077	0.154	0.000	0.000	0.000	4.248
4+-Axle Trucks (PCE = 3.0)		0.000	0.000	0.000	0.000	0.000	0.000	0.000

¹ Trip Generation & Vehicle Mix Source: Based on empirical driveway count data collected shown on Table 1 divided by the existing square footage (25,892)

² TSF = thousand square feet

A 368 square foot expansion is proposed on the western end of the existing building along with a 2,666 square foot expansion on the eastern end of the building which would replace the 1,425 square feet of temporary structures. For the purposes of this trip generation assessment, the proposed Project will be evaluated assuming the total square footage of 3,034, without taking credit for the 1,425 square feet of temporary structures that will be replaced as this trip generation was not accounted for in the original entitlements. The trip generation summary illustrating daily, and peak hour trip generation estimates for the proposed Project are summarized on Table 3 for actual vehicles and PCE. Any intersection operations analysis for a project would need to utilize the PCE trip generation consistent with the City's Guidelines. The proposed Project is anticipated to generate 96 vehicle trip-ends per day with 9 AM peak hour trips and 5 PM peak hour trips (actual vehicles). In comparison the Project is anticipated to generate 122 PCE vehicle trip-ends per day with 11 PCE AM peak hour trips and 8 PCE PM peak hour trips.

TABLE 3: PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Proposed Expansion	3.034 TSF							
Passenger Cars:		8	1	9	1	1	2	56
2-axle Trucks:		0	0	0	2	1	3	34
3-axle Trucks:		0	0	0	0	0	0	6
4+-axle Trucks:		0	0	0	0	0	0	0
Total Truck Trips (Actual Vehicles):		0	0	0	2	1	3	40
Total Trips (Actual Vehicles)²		8	1	9	3	2	5	96
Passenger Car Equivalent (PCE):								
Proposed Expansion	3.034 TSF							
Passenger Cars:		8	1	9	1	1	2	56
2-axle Trucks:		1	1	2	4	2	6	52
3-axle Trucks:		0	0	0	0	0	0	14
4+-axle Trucks:		0	0	0	0	0	0	0
Total Truck Trips (PCE):		1	1	2	4	2	6	66
Total Trips (PCE)²		9	2	11	5	3	8	122

¹ TSF = thousand square feet² Total Trips = Passenger Cars + Truck Trips.

FINDINGS

The City Guidelines indicate that development projects that generate a net increase of 100 or more peak hour vehicle trips (without pass-by reductions) would require the preparation and submittal of a Transportation Impact Analysis (TIA) that evaluates level of service (LOS) at off-site study area intersections.

The Project is anticipated to generate fewer than 100 net new peak hour trips during the morning and evening peak hours and would also contribute fewer than 50 peak hour trips to any off-site intersection (both in actual vehicles and PCE). As such, additional peak hour traffic operations analysis is not necessary based on the City's Guidelines. The City's scoping form is provided in Attachment B.

If you have any questions or comments, I can be reached at cso@urbanxroads.com.

ATTACHMENT A: DRIVEWAY COUNTS

TABLE A-1: EXISTING DRIVEWAY COUNTS

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Day 1: January 9, 2024							
Passenger Cars:	71	9	80	5	11	16	489
2-axle Trucks:	1	1	2	19	16	35	288
3-axle Trucks:	1	0	1	0	0	0	60
4+-axle Trucks:	0	0	0	0	0	0	0
Total Truck Trips:	2	1	3	19	16	35	348
Total Trips ¹	73	10	83	24	27	51	837
Day 2: January 10, 2024							
Passenger Cars:	73	6	79	13	13	26	455
2-axle Trucks:	5	2	7	26	9	35	277
3-axle Trucks:	0	2	2	0	0	0	57
4+-axle Trucks:	1	0	1	0	0	0	1
Total Truck Trips:	6	4	10	26	9	35	335
Total Trips ¹	79	10	89	39	22	61	790
Day 3: January 11, 2024							
Passenger Cars:	60	9	69	10	10	20	477
2-axle Trucks:	6	6	12	17	9	26	298
3-axle Trucks:	1	1	2	0	0	0	48
4+-axle Trucks:	0	0	0	0	0	0	0
Total Truck Trips:	7	7	14	17	9	26	346
Total Trips ¹	67	16	83	27	19	46	823

* Note: data collected on January 9 - 10, 2024.

¹ Total Trips = Passenger Cars + Total Truck Trips.



City: Palm Springs
Location: 650 N Commercial Rd - TOTAL
Date: Tuesday, January 9, 2024
Count Type: Classified Driveway Count

		Entering				
		Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00		0	0	0	0	0
0:15		0	0	0	0	0
0:30		0	0	0	0	0
0:45		0	0	0	0	0
1:00		2	0	0	0	2
1:15		0	0	0	0	0
1:30		4	0	0	0	4
1:45		3	0	0	0	3
2:00		3	0	1	0	4
2:15		5	0	1	0	6
2:30		12	0	3	0	15
2:45		16	0	1	0	17
3:00		6	0	0	0	6
3:15		2	0	0	0	2
3:30		0	0	0	0	0
3:45		3	0	0	0	3
4:00		0	1	2	0	3
4:15		1	0	1	0	2
4:30		1	1	0	0	2
4:45		11	0	2	0	13
5:00		4	0	1	0	5
5:15		2	0	0	0	2
5:30		0	0	0	0	0
5:45		0	1	0	0	1
6:00		0	0	0	0	0
6:15		2	1	3	0	6
6:30		2	1	3	0	6
6:45		1	0	2	0	3
7:00		2	1	1	0	4
7:15		2	1	4	0	7
7:30		1	1	2	0	4
7:45		6	2	0	0	8
8:00		4	0	0	0	4
8:15		12	1	0	0	13
8:30		29	0	1	0	30
8:45		26	0	0	0	26
9:00		3	2	1	0	6
9:15		4	3	0	0	7
9:30		1	0	0	0	1
9:45		0	0	0	0	0
10:00		3	1	0	0	4
10:15		0	0	0	0	0
10:30		0	1	0	0	1
10:45		3	1	0	0	4
11:00		2	1	0	0	3
11:15		3	0	0	0	3
11:30		3	0	0	0	3
11:45		4	0	0	0	4

		Exiting				
		Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00		1	0	0	0	1
0:15		0	0	0	0	0
0:30		1	0	0	0	1
0:45		0	0	0	0	0
1:00		0	0	0	0	0
1:15		0	0	0	0	0
1:30		0	0	0	0	0
1:45		1	0	0	0	1
2:00		0	0	1	0	1
2:15		0	2	0	0	2
2:30		0	2	0	0	2
2:45		0	0	0	0	0
3:00		0	2	0	0	2
3:15		1	0	0	0	1
3:30		0	0	0	0	0
3:45		0	0	0	0	0
4:00		0	2	0	0	2
4:15		4	0	1	0	5
4:30		15	0	1	0	16
4:45		2	1	0	0	3
5:00		0	1	0	0	1
5:15		1	0	0	0	1
5:30		0	0	0	0	0
5:45		1	0	0	0	1
6:00		0	1	2	0	3
6:15		0	2	2	0	4
6:30		1	1	3	0	5
6:45		1	0	0	0	1
7:00		2	1	2	0	5
7:15		0	1	1	0	2
7:30		1	2	2	0	5
7:45		0	3	0	0	3
8:00		2	0	0	0	2
8:15		0	0	0	0	0
8:30		1	0	0	0	1
8:45		6	1	0	0	7
9:00		8	41	2	0	51
9:15		20	49	2	0	71
9:30		13	5	0	0	18
9:45		1	0	0	0	1
10:00		8	2	0	0	10
10:15		0	0	0	0	0
10:30		3	0	0	0	3
10:45		2	1	0	0	3
11:00		4	0	0	0	4
11:15		1	0	0	0	1
11:30		2	0	0	0	2
11:45		6	1	0	0	7



City: Palm Springs
Location: 650 N Commercial Rd - TOTAL
Date: Tuesday, January 9, 2024
Count Type: Classified Driveway Count

Entering					
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	4	0	0	0	4
12:15	4	0	0	0	4
12:30	1	0	0	0	1
12:45	3	1	0	0	4
13:00	1	0	0	0	1
13:15	1	1	0	0	2
13:30	1	0	0	0	1
13:45	1	0	0	0	1
14:00	0	1	0	0	1
14:15	0	0	0	0	0
14:30	1	0	0	0	1
14:45	0	0	0	0	0
15:00	3	1	0	0	4
15:15	1	0	0	0	1
15:30	1	0	0	0	1
15:45	2	0	0	0	2
16:00	2	0	0	0	2
16:15	6	1	0	0	7
16:30	2	2	0	0	4
16:45	1	5	0	0	6
17:00	0	13	0	0	13
17:15	2	2	0	0	4
17:30	2	1	0	0	3
17:45	1	3	0	0	4
18:00	1	1	0	0	2
18:15	0	5	0	0	5
18:30	1	8	0	0	9
18:45	2	14	0	0	16
19:00	1	8	0	0	9
19:15	0	5	0	0	5
19:30	2	10	0	0	12
19:45	1	6	0	0	7
20:00	0	6	2	0	8
20:15	0	7	1	0	8
20:30	0	6	0	0	6
20:45	1	5	0	0	6
21:00	0	5	1	0	6
21:15	2	1	0	0	3
21:30	1	1	0	0	2
21:45	2	0	0	0	2
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	1	0	0	0	1
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	243	139	33	0	415

Exiting					
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	3	1	0	0	4
12:15	3	0	0	0	3
12:30	5	0	0	0	5
12:45	2	0	0	0	2
13:00	2	1	0	0	3
13:15	3	0	0	0	3
13:30	0	1	0	0	1
13:45	1	0	0	0	1
14:00	0	1	0	0	1
14:15	0	0	0	0	0
14:30	3	0	0	0	3
14:45	1	0	0	0	1
15:00	2	0	0	0	2
15:15	2	1	0	0	3
15:30	1	0	0	0	1
15:45	1	0	0	0	1
16:00	1	2	0	0	3
16:15	1	0	0	0	1
16:30	2	1	0	0	3
16:45	1	1	0	0	2
17:00	4	9	0	0	13
17:15	2	3	0	0	5
17:30	2	3	0	0	5
17:45	3	1	0	0	4
18:00	4	1	0	0	5
18:15	3	0	0	0	3
18:30	1	0	0	0	1
18:45	4	0	0	0	4
19:00	14	1	0	0	15
19:15	5	0	1	0	6
19:30	6	0	1	0	7
19:45	5	0	0	0	5
20:00	6	0	4	0	10
20:15	4	0	1	0	5
20:30	11	0	1	0	12
20:45	6	1	0	0	7
21:00	5	0	0	0	5
21:15	7	0	0	0	7
21:30	5	0	0	0	5
21:45	2	0	0	0	2
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	1	0	0	0	1
23:00	0	0	0	0	0
23:15	2	0	0	0	2
23:30	1	0	0	0	1
23:45	0	0	0	0	0
TOTAL	246	149	27	0	422



City: Palm Springs
Location: 650 N Commercial Rd - TOTAL
Date: Wednesday, January 10, 2024
Count Type: Classified Driveway Count

		Entering				
		Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0	0
0:15	0	0	0	1	0	1
0:30	1	0	0	0	0	1
0:45	0	0	0	0	0	0
1:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0
2:00	1	0	0	0	0	1
2:15	2	0	0	0	0	2
2:30	0	0	0	0	0	0
2:45	7	0	0	0	0	7
3:00	3	0	0	0	0	3
3:15	3	0	1	0	0	4
3:30	9	0	0	0	0	9
3:45	16	0	4	0	0	20
4:00	15	1	2	0	0	18
4:15	0	0	1	0	0	1
4:30	1	1	2	0	0	4
4:45	0	0	0	0	0	0
5:00	1	0	0	0	0	1
5:15	2	0	2	0	0	4
5:30	0	1	1	0	0	2
5:45	0	0	1	0	0	1
6:00	0	0	2	0	0	2
6:15	0	0	3	0	0	3
6:30	1	1	0	0	0	2
6:45	1	0	0	0	0	1
7:00	3	0	5	0	0	8
7:15	1	0	0	0	0	1
7:30	0	0	2	0	0	2
7:45	3	1	1	0	0	5
8:00	5	0	0	0	0	5
8:15	16	2	0	1	0	19
8:30	24	2	0	0	0	26
8:45	28	1	0	0	0	29
9:00	3	0	0	0	0	3
9:15	3	0	0	0	0	3
9:30	3	0	0	0	0	3
9:45	4	0	0	0	0	4
10:00	5	1	0	0	0	6
10:15	2	0	0	0	0	2
10:30	3	1	0	0	0	4
10:45	2	2	1	0	0	5
11:00	2	1	0	0	0	3
11:15	1	0	0	0	0	1
11:30	0	0	0	0	0	0
11:45	3	0	0	0	0	3

		Exiting				
		Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0	0
0:15	1	0	0	0	0	1
0:30	0	0	0	0	0	0
0:45	0	0	0	0	0	0
1:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0
2:00	0	0	0	0	0	0
2:15	1	0	0	0	0	1
2:30	0	0	0	0	0	0
2:45	1	0	0	0	0	1
3:00	0	2	0	0	0	2
3:15	1	0	1	0	0	2
3:30	0	0	1	0	0	1
3:45	0	3	0	0	0	3
4:00	0	0	0	0	0	0
4:15	0	1	0	0	0	1
4:30	4	1	2	0	0	7
4:45	3	0	1	0	0	4
5:00	2	0	0	0	0	2
5:15	2	1	1	0	0	4
5:30	1	1	0	0	0	2
5:45	0	0	2	0	0	2
6:00	0	1	1	0	0	2
6:15	0	1	1	0	0	2
6:30	1	0	1	0	0	2
6:45	1	0	1	0	0	2
7:00	0	0	2	0	0	2
7:15	0	0	1	0	0	1
7:30	1	0	2	0	0	3
7:45	0	2	1	0	0	3
8:00	0	0	1	0	0	1
8:15	2	1	0	0	0	3
8:30	2	1	1	0	0	4
8:45	2	0	0	0	0	2
9:00	10	32	0	0	0	42
9:15	16	58	0	0	0	74
9:30	12	4	0	0	0	16
9:45	4	0	0	0	0	4
10:00	7	4	0	0	0	11
10:15	5	0	0	0	0	5
10:30	0	1	0	0	0	1
10:45	4	1	1	0	0	6
11:00	2	1	0	0	0	3
11:15	1	0	0	0	0	1
11:30	2	0	0	0	0	2
11:45	2	1	0	0	0	3



City: Palm Springs
 Location: 650 N Commercial Rd - TOTAL
 Date: Wednesday, January 10, 2024
 Count Type: Classified Driveway Count

Entering					
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	5	2	0	0	7
12:15	2	0	0	0	2
12:30	3	0	0	0	3
12:45	3	1	0	0	4
13:00	3	0	0	0	3
13:15	1	0	0	0	1
13:30	1	1	0	0	2
13:45	1	0	0	0	1
14:00	1	0	0	0	1
14:15	0	0	0	0	0
14:30	2	1	0	0	3
14:45	1	0	0	0	1
15:00	1	0	0	0	1
15:15	0	0	0	0	0
15:30	1	3	0	0	4
15:45	3	1	0	0	4
16:00	2	1	0	0	3
16:15	0	1	0	0	1
16:30	4	2	0	0	6
16:45	7	3	0	0	10
17:00	1	10	0	0	11
17:15	1	11	0	0	12
17:30	0	0	0	0	0
17:45	2	0	0	0	2
18:00	0	7	0	0	7
18:15	0	5	0	0	5
18:30	1	9	0	0	10
18:45	2	16	0	0	18
19:00	0	8	0	0	8
19:15	1	9	0	0	10
19:30	2	5	0	0	7
19:45	1	4	0	0	5
20:00	1	7	0	0	8
20:15	0	5	0	0	5
20:30	1	5	0	0	6
20:45	1	3	0	0	4
21:00	1	1	0	0	2
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	1	0	0	1
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	1	0	0	0	1
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	231	137	29	1	398

Exiting					
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	5	1	0	0	6
12:15	3	0	0	0	3
12:30	4	0	0	0	4
12:45	2	0	0	0	2
13:00	4	0	0	0	4
13:15	0	0	0	0	0
13:30	3	0	0	0	3
13:45	0	0	0	0	0
14:00	1	0	0	0	1
14:15	1	0	0	0	1
14:30	1	0	0	0	1
14:45	1	1	0	0	2
15:00	2	0	0	0	2
15:15	1	0	0	0	1
15:30	1	0	0	0	1
15:45	4	0	0	0	4
16:00	2	1	0	0	3
16:15	1	0	0	0	1
16:30	3	2	0	0	5
16:45	3	0	0	0	3
17:00	3	1	0	0	4
17:15	4	6	0	0	10
17:30	4	3	0	0	7
17:45	2	1	0	0	3
18:00	0	1	0	0	1
18:15	4	1	0	0	5
18:30	4	1	0	0	5
18:45	5	3	0	0	8
19:00	10	0	0	0	10
19:15	6	0	1	0	7
19:30	8	0	1	0	9
19:45	6	0	1	0	7
20:00	4	1	2	0	7
20:15	7	0	2	0	9
20:30	2	0	0	0	2
20:45	5	0	0	0	5
21:00	7	0	0	0	7
21:15	4	0	0	0	4
21:30	1	0	0	0	1
21:45	0	0	0	0	0
22:00	1	0	0	0	1
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	4	0	0	0	4
23:15	1	0	0	0	1
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	224	140	28	0	392



City: Palm Springs
Location: 650 N Commercial Rd - TOTAL
Date: Thursday, January 11, 2024
Count Type: Classified Driveway Count

		Entering				
		Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0	0
0:15	0	0	0	0	0	0
0:30	0	0	0	0	0	0
0:45	1	0	0	0	0	1
1:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0
2:00	0	0	0	0	0	0
2:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0
2:45	5	0	0	0	0	5
3:00	0	0	0	0	0	0
3:15	2	0	0	0	0	2
3:30	4	0	1	0	0	5
3:45	15	0	2	0	0	17
4:00	21	0	2	0	0	23
4:15	9	0	1	0	0	10
4:30	1	0	0	0	0	1
4:45	0	0	0	0	0	0
5:00	0	0	3	0	0	3
5:15	2	0	0	0	0	2
5:30	0	0	1	0	0	1
5:45	1	0	2	0	0	3
6:00	0	0	2	0	0	2
6:15	2	1	1	0	0	4
6:30	1	0	2	0	0	3
6:45	3	0	1	0	0	4
7:00	0	0	1	0	0	1
7:15	2	1	1	0	0	4
7:30	2	1	2	0	0	5
7:45	4	2	1	0	0	7
8:00	4	2	1	0	0	7
8:15	6	2	0	0	0	8
8:30	24	0	0	0	0	24
8:45	26	2	0	0	0	28
9:00	10	0	0	0	0	10
9:15	11	2	0	0	0	13
9:30	3	0	0	0	0	3
9:45	3	0	0	0	0	3
10:00	4	1	0	0	0	5
10:15	1	0	0	0	0	1
10:30	2	2	1	0	0	5
10:45	2	2	0	0	0	4
11:00	5	0	0	0	0	5
11:15	5	0	1	0	0	6
11:30	5	1	0	0	0	6
11:45	3	0	0	0	0	3

		Exiting				
		Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0	0
0:15	0	0	0	0	0	0
0:30	1	0	0	0	0	1
0:45	0	0	0	0	0	0
1:00	0	0	0	0	0	0
1:15	1	0	0	0	0	1
1:30	1	0	0	0	0	1
1:45	0	0	0	0	0	0
2:00	0	0	0	0	0	0
2:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0
2:45	0	0	0	0	0	0
3:00	0	2	0	0	0	2
3:15	1	0	0	0	0	1
3:30	1	1	0	0	0	2
3:45	0	3	0	0	0	3
4:00	0	1	0	0	0	1
4:15	0	0	0	0	0	0
4:30	0	0	0	0	0	0
4:45	2	0	0	0	0	2
5:00	0	2	0	0	0	2
5:15	1	0	0	0	0	1
5:30	4	1	1	0	0	6
5:45	0	1	1	0	0	2
6:00	0	1	0	0	0	1
6:15	0	1	1	0	0	2
6:30	1	1	1	0	0	3
6:45	1	0	0	0	0	1
7:00	1	0	1	0	0	2
7:15	0	1	2	0	0	3
7:30	1	0	3	0	0	4
7:45	1	4	1	0	0	6
8:00	0	3	0	0	0	3
8:15	0	1	0	0	0	1
8:30	2	2	0	0	0	4
8:45	7	0	1	0	0	8
9:00	11	26	0	0	0	37
9:15	12	52	0	0	0	64
9:30	18	16	0	0	0	34
9:45	11	3	0	0	0	14
10:00	4	1	1	0	0	6
10:15	4	1	0	0	0	5
10:30	2	1	0	0	0	3
10:45	4	1	0	0	0	5
11:00	2	0	0	0	0	2
11:15	6	1	0	0	0	7
11:30	4	0	0	0	0	4
11:45	3	0	0	0	0	3



City: Palm Springs
Location: 650 N Commercial Rd - TOTAL
Date: Thursday, January 11, 2024
Count Type: Classified Driveway Count

Entering					
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	0	1
12:15	4	0	0	0	4
12:30	1	1	0	0	2
12:45	1	0	0	0	1
13:00	1	0	0	0	1
13:15	0	0	0	0	0
13:30	2	0	0	0	2
13:45	1	0	0	0	1
14:00	1	0	0	0	1
14:15	2	0	0	0	2
14:30	1	0	0	0	1
14:45	0	0	0	0	0
15:00	1	0	0	0	1
15:15	1	2	0	0	3
15:30	1	1	0	0	2
15:45	1	1	0	0	2
16:00	0	1	0	0	1
16:15	3	1	0	0	4
16:30	6	2	0	0	8
16:45	3	5	0	0	8
17:00	0	2	0	0	2
17:15	1	8	0	0	9
17:30	1	2	0	0	3
17:45	1	0	0	0	1
18:00	1	5	0	0	6
18:15	0	5	0	0	5
18:30	2	6	0	0	8
18:45	2	16	0	0	18
19:00	0	10	0	0	10
19:15	1	6	0	0	7
19:30	0	6	1	0	7
19:45	0	5	0	0	5
20:00	1	9	0	0	10
20:15	0	6	0	0	6
20:30	2	7	0	0	9
20:45	0	4	0	0	4
21:00	0	3	0	0	3
21:15	1	3	0	0	4
21:30	0	2	0	0	2
21:45	0	1	0	0	1
22:00	0	4	0	0	4
22:15	1	2	0	0	3
22:30	1	1	0	0	2
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	235	146	27	0	408

Exiting					
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	3	1	0	0	4
12:15	0	1	0	0	1
12:30	5	0	0	0	5
12:45	0	1	0	0	1
13:00	0	0	0	0	0
13:15	1	0	0	0	1
13:30	1	0	0	0	1
13:45	3	0	0	0	3
14:00	1	0	0	0	1
14:15	1	0	0	0	1
14:30	3	0	0	0	3
14:45	3	0	0	0	3
15:00	1	0	0	0	1
15:15	2	0	0	0	2
15:30	3	0	0	0	3
15:45	1	0	0	0	1
16:00	1	0	0	0	1
16:15	0	1	0	0	1
16:30	7	1	0	0	8
16:45	1	3	0	0	4
17:00	0	1	0	0	1
17:15	2	4	0	0	6
17:30	4	5	0	0	9
17:45	3	3	0	0	6
18:00	1	1	0	0	2
18:15	2	0	0	0	2
18:30	1	0	0	0	1
18:45	6	0	0	0	6
19:00	5	2	0	0	7
19:15	9	0	1	0	10
19:30	3	0	0	0	3
19:45	6	0	2	0	8
20:00	7	1	1	0	9
20:15	6	0	1	0	7
20:30	10	0	1	0	11
20:45	6	0	2	0	8
21:00	7	0	0	0	7
21:15	4	0	0	0	4
21:30	3	0	0	0	3
21:45	0	0	0	0	0
22:00	2	0	0	0	2
22:15	3	0	0	0	3
22:30	5	0	0	0	5
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	1	0	0	0	1
23:30	1	0	0	0	1
23:45	1	0	0	0	1
TOTAL	242	152	21	0	415

ATTACHMENT B: CITY SCOPE FORM

Project Scoping Form

This scoping form shall be submitted to the City of Palm Springs to assist in identifying infrastructure improvements that may be required to support traffic from the proposed project.

Project Identification:

Case Number:	
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	
Project Address:	
Project Opening Year:	
Project Description:	

	Consultant:	Developer:
Name:		
Address:		
Telephone:		
Fax/Email:		

Trip Generation Information:

Trip Generation Data Source: _____

Current General Plan Land Use:

Proposed General Plan Land Use:

Current Zoning:

Proposed Zoning:

Net Increase Only						
	Existing Trip Generation (PCE)			Proposed Trip Generation (PCE)		
	In	Out	Total	In	Out	Total
AM Trips						
PM Trips						

Trip Internalization: ☐ Yes ☐ No (_____% Trip Discount)

Pass-By Allowance: ☐ Yes ☐ No (_____% Trip Discount)

Potential Screening Checks

Is your project screened from specific analyses (see Page 11 of the guidelines related to LOS assessment and Pages 24-26).

Is the project screened from LOS assessment? ☐ Yes ☐ No

LOS screening justification (see Page 11 of the guidelines): _____

Is the project screened from VMT assessment? ☐ Yes ☐ No

VMT screening justification (see Pages 24-26 of the guidelines): _____

Level of Service Scoping

- Proposed Trip Distribution (Attach Graphic for Detailed Distribution):

North	South	East	West
%	%	%	%

- Attach list of Approved and Pending Projects that need to be considered (provided by the City of Palm Springs and adjacent agencies)
- Attach list of study intersections/roadway segments
- Attach site plan
- Not other specific items to be addressed:
 - Site access
 - On-site circulation
 - Parking
 - Consistency with Plans supporting Bikes/Peds/Transit
 - Other _____
- Date of Traffic Counts _____
- Attach proposed analysis scenarios (years plus proposed forecasting approach)
- Attach proposed phasing approach (if the project is phased)

VMT Scoping

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model Used _____
- Attach Screening VMT Assessment output or describe why it is not appropriate for use
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)

DATE: January 24, 2024
TO: Harris Shapiro, RED Architectural Group
FROM: Alex So, Urban Crossroads, Inc.
JOB NO: 15775-03 VMT

UPS EXPANSION VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

Urban Crossroads, Inc. has completed the following Vehicle Miles Traveled (VMT) Screening Evaluation for the UPS Expansion (**Project**), which is located at 650 N. Commercial Road in the City of Palm Springs.

PROJECT OVERVIEW

It is our understanding that the Project is an expansion to the existing UPS Distribution Facility located at 650 N. Commercial Road. The existing UPS Distribution Facility is 24,467 square feet (21,887-square-foot distribution facility plus 2,570 square feet of interior ancillary office use) which was first opened in 1976. The site provides package distribution/delivery for the surrounding local community. The facility does not store any packages – all packages that arrive are sorted and distributed daily. The site currently also has temporary structures totaling 1,425 square feet on the eastern end of the building. A 368-square-foot expansion is proposed on the western end of the existing building along with a 2,666-square-foot expansion on the eastern end of the building which would replace the 1,425 square feet of temporary structures. As such, the net increase of building space is 1,609 square feet (368 square feet + 2,666 square feet – 1,425 square feet). The Project site plan can be found in Attachment A.

The existing site currently accommodates 122 parking stalls on-site. 37 parking stalls will be removed to accommodate the proposed expansion and 165 new parking stalls will be accommodated within the new northern parking lot for a total of 250 parking stalls. In addition, there are 14 additional package truck stalls and 14 additional trailer parking stalls.

BACKGROUND

The California Environmental Quality Act (CEQA) requires all lead agencies to adopt VMT as the measure for identifying transportation impacts for land use projects. To comply with CEQA, the City of Palm Springs adopted analytical procedures,

screening tools, and impact thresholds for VMT, which are documented in their adopted City of Palm Springs Transportation Impact Analysis Guidelines (July 2020) (**City Guidelines**) (1). The adopted City Guidelines have been used to prepare this screening evaluation.

VMT SCREENING

The City Guidelines state that a project may have a less than significant impact and screened from the need to prepare a project level VMT analysis if it meets at least one of the City's VMT screening steps. The City's adopted VMT screening steps are listed below:

- Step 1: Transit Priority Area (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Project Type Screening

A land use project needs only to meet one of the above screening steps to result in a less than significant impact.

STEP 1: TPA SCREENING

Consistent with guidance identified in the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing “major transit stop”¹ or an existing stop along a “high-quality transit corridor”²) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate or high-income residential units.

The Project does not intend to develop a FAR of greater than 0.75 to meet the secondary criteria. Therefore, irrespective of the Project's location to any TPA, the Project will not qualify for this screening step.

TPA screening step is not met.

¹ Pub. Resources Code, § 21064.3 (“‘Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”)

² Pub. Resources Code, § 21155 (“For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.”)

STEP 2: LOW VMT AREA SCREENING

As noted in the City Guidelines, projects located within a low VMT generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment related uses and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per service population that is similar to the existing land uses in the low VMT area.

The latest version of the Riverside County Transportation Model (RIVCOM) has been utilized to determine the existing VMT per service population for the TAZ in which the Project is located (TAZ 1704). TAZ 1704 was found to generate 45.4 VMT per service population, which is above the City of Palm Springs General Plan Buildout VMT per service population of 36.7. The Project is not in a low VMT generating area.

Low VMT Area screening step is not met.

STEP 3: PROJECT TYPE SCREENING

The City Guidelines identifies that local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition to local serving retail, other types of local serving uses such as; day care centers, non-destination hotels, affordable housing, places of worship, municipal services, and other local essential services may also be presumed to have a less than significant impact as local serving in nature and would tend to shorten vehicle trips. The Project's proposed land uses does not lend itself to be locally serving.

In addition, the City Guidelines consider projects that generate less than a net new 110 daily vehicle trips to have a less than significant VMT impact. The following discussion provides an assessment of the trips estimated to be generated by the Project, and the net change in trips as compared to the existing uses within the site.

TRIP GENERATION

EXISTING TRAFFIC

Trip generation represents the amount of traffic that is attracted and produced by a development and is based upon the specific land uses planned for a given project. In order to develop the traffic characteristics of the proposed Project (expansion), trip-generation statistics for the existing UPS Distribution Facility were developed based on driveway counts collected.

As noted previously, the existing UPS Distribution Facility is 24,467 square feet (21,887-square-foot distribution facility plus 2,570 square feet of interior ancillary office uses) and includes 1,425 square feet on the eastern end of the building of temporary structures. In an effort to understand the existing traffic associated with the existing use, traffic counts were collected at all applicable driveways on Tuesday, January 9, 2024, through Thursday, January 11, 2024.

Table 1 summarizes the average existing trip generation based on the count data collected over the three consecutive days for the existing UPS Distribution Facility. The existing site currently generates an average of 817 two-way trips per day. Trip generation for the existing use has been reflected in Table 1. The trip generation identified for the existing use will be utilized to develop

a unique trip generation rate and resulting trip generation for the proposed expansion. A detailed summary of the count data collected is provided in Attachment B.

TABLE 1: EXISTING TRIP GENERATION FOR UPS DISTRIBUTION FACILITY

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Actual Vehicles:							
Existing Use							
Passenger Cars:	68	8	76	9	11	20	474
2-axle Trucks:	4	3	7	21	11	32	288
3-axle Trucks:	1	1	2	0	0	0	55
4+-axle Trucks:	0	0	0	0	0	0	0
Total Truck Trips (Actual Vehicles):	5	4	9	21	11	32	343
Total Trips (Actual Vehicles)¹	73	12	85	30	22	52	817

¹ Total Trips = Passenger Cars + Truck Trips.

PROPOSED PROJECT

The Project proposes to expand the existing facility by 3,034 square feet; however, 1,425 square feet of the temporary structures will be replaced by the proposed expansion. In an effort to conduct a conservative assessment, the trips associated with the existing facility have been utilized to determine potential trips associated with the expansion as opposed to using the trip generation rates published in the latest Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) for a speculative parcel delivery warehouse facility. Table 2 summarizes the Project trip generation rates which have been calculated by dividing the total trips shown on Table 1 by the existing 25,892 square feet of building space to develop a trip generation rate on a per thousand square foot basis (24,467 square feet plus 1,425 square feet of temporary structures).

TABLE 2: PROJECT TRIP GENERATION RATES

Land Use ¹	Units ²	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates								
Existing Warehouse Building	TSF	2.819	0.463	3.283	1.159	0.850	2.008	31.554
Passenger Cars		2.626	0.309	2.935	0.348	0.425	0.772	18.307
2-Axle Trucks		0.154	0.116	0.270	0.811	0.425	1.236	11.123
3-Axle Trucks		0.039	0.039	0.077	0.000	0.000	0.000	2.124
4+-Axle Trucks		0.000	0.000	0.000	0.000	0.000	0.000	0.000

¹ Trip Generation & Vehicle Mix Source: Based on empirical driveway count data collected shown on Table 1 divided by the existing square footage (25,892)

² TSF = thousand square feet

A 368-square-foot expansion is proposed on the western end of the existing building along with a 2,666-square-foot expansion on the eastern end of the building which would replace the 1,425 square feet of temporary structures. For the purposes of this trip generation assessment, the proposed Project will be evaluated assuming the total square footage of 3,034, without taking

credit for the 1,425 square feet of temporary structures that will be replaced as this trip generation was not accounted for in the original entitlements. The trip generation summary illustrating daily trip generation estimates for the proposed Project is summarized on Table 3.

TABLE 3: PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Proposed Expansion	3.034 TSF							
Passenger Cars:		8	1	9	1	1	2	56
2-axle Trucks:		0	0	0	2	1	3	34
3-axle Trucks:		0	0	0	0	0	0	6
4+-axle Trucks:		0	0	0	0	0	0	0
Total Truck Trips (Actual Vehicles):		0	0	0	2	1	3	40
Total Trips (Actual Vehicles)²		8	1	9	3	2	5	96

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.

The Project is estimated to generate net new daily vehicle trips below the 110 daily trip threshold.

Project Type screening step is met.

CONCLUSION

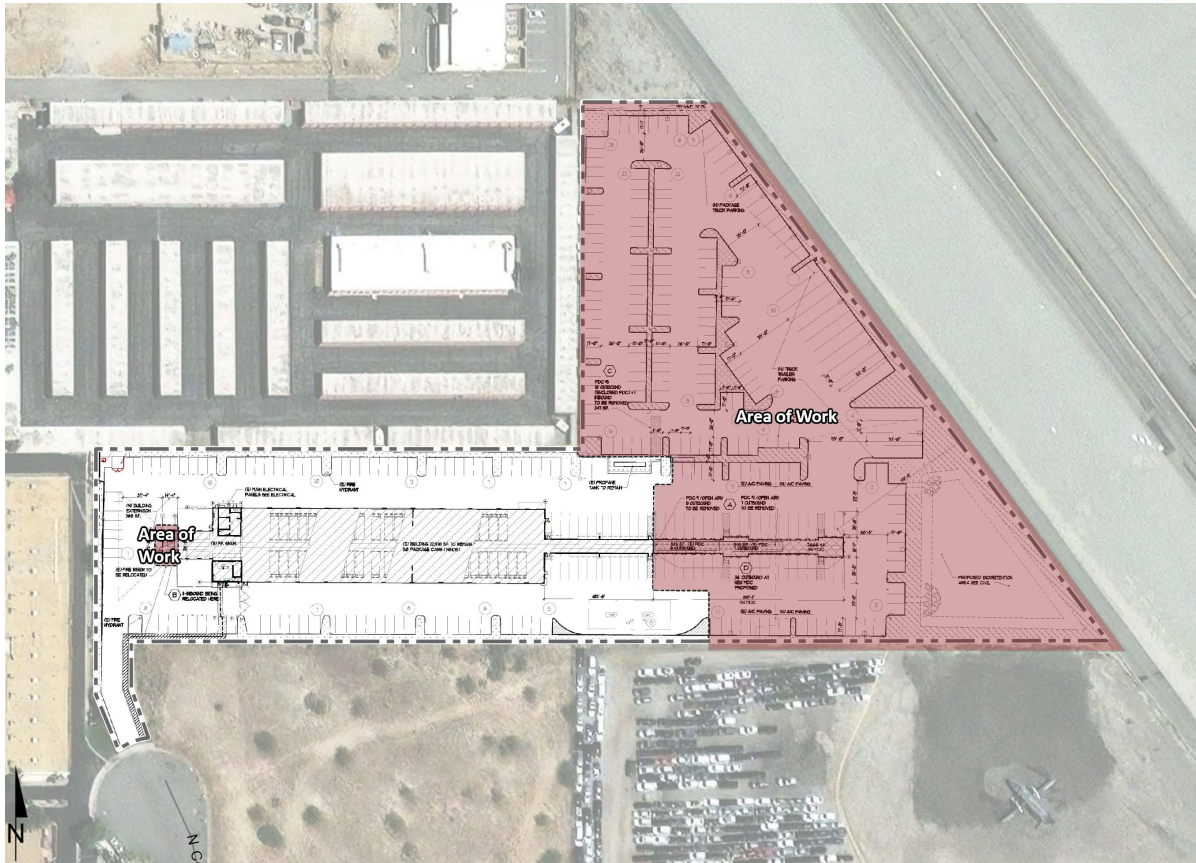
Based on our review of City of Palm Springs VMT screening steps, the Project was found to meet the Project Type screening step. The Project is presumed to have a less than significant VMT impact and no further VMT analysis is required.

If you have any questions, please contact me directly at aso@urbanxroads.com.

REFERENCES

1. **City of Palm Springs.** *Transportation Impact Analysis Guidelines*. July 2020.

ATTACHMENT A
PROJECT SITE PLAN



ATTACHMENT B DRIVEWAY COUNTS

TABLE B-1: EXISTING DRIVEWAY COUNTS

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Day 1: January 9, 2024							
Passenger Cars:	71	9	80	5	11	16	489
2-axle Trucks:	1	1	2	19	16	35	288
3-axle Trucks:	1	0	1	0	0	0	60
4+-axle Trucks:	0	0	0	0	0	0	0
Total Truck Trips:	2	1	3	19	16	35	348
Total Trips ¹	73	10	83	24	27	51	837
Day 2: January 10, 2024							
Passenger Cars:	73	6	79	13	13	26	455
2-axle Trucks:	5	2	7	26	9	35	277
3-axle Trucks:	0	2	2	0	0	0	57
4+-axle Trucks:	1	0	1	0	0	0	1
Total Truck Trips:	6	4	10	26	9	35	335
Total Trips ¹	79	10	89	39	22	61	790
Day 3: January 11, 2024							
Passenger Cars:	60	9	69	10	10	20	477
2-axle Trucks:	6	6	12	17	9	26	298
3-axle Trucks:	1	1	2	0	0	0	48
4+-axle Trucks:	0	0	0	0	0	0	0
Total Truck Trips:	7	7	14	17	9	26	346
Total Trips ¹	67	16	83	27	19	46	823

* Note: data collected on January 9 - 10, 2024.

¹ Total Trips = Passenger Cars + Total Truck Trips.



City: Palm Springs
Location: 650 N Commercial Rd - TOTAL
Date: Tuesday, January 9, 2024
Count Type: Classified Driveway Count

		Entering				
		Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0	0
0:15	0	0	0	0	0	0
0:30	0	0	0	0	0	0
0:45	0	0	0	0	0	0
1:00	2	0	0	0	0	2
1:15	0	0	0	0	0	0
1:30	4	0	0	0	0	4
1:45	3	0	0	0	0	3
2:00	3	0	1	0	0	4
2:15	5	0	1	0	0	6
2:30	12	0	3	0	0	15
2:45	16	0	1	0	0	17
3:00	6	0	0	0	0	6
3:15	2	0	0	0	0	2
3:30	0	0	0	0	0	0
3:45	3	0	0	0	0	3
4:00	0	1	2	0	0	3
4:15	1	0	1	0	0	2
4:30	1	1	0	0	0	2
4:45	11	0	2	0	0	13
5:00	4	0	1	0	0	5
5:15	2	0	0	0	0	2
5:30	0	0	0	0	0	0
5:45	0	1	0	0	0	1
6:00	0	0	0	0	0	0
6:15	2	1	3	0	0	6
6:30	2	1	3	0	0	6
6:45	1	0	2	0	0	3
7:00	2	1	1	0	0	4
7:15	2	1	4	0	0	7
7:30	1	1	2	0	0	4
7:45	6	2	0	0	0	8
8:00	4	0	0	0	0	4
8:15	12	1	0	0	0	13
8:30	29	0	1	0	0	30
8:45	26	0	0	0	0	26
9:00	3	2	1	0	0	6
9:15	4	3	0	0	0	7
9:30	1	0	0	0	0	1
9:45	0	0	0	0	0	0
10:00	3	1	0	0	0	4
10:15	0	0	0	0	0	0
10:30	0	1	0	0	0	1
10:45	3	1	0	0	0	4
11:00	2	1	0	0	0	3
11:15	3	0	0	0	0	3
11:30	3	0	0	0	0	3
11:45	4	0	0	0	0	4

		Exiting				
		Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	0	1
0:15	0	0	0	0	0	0
0:30	1	0	0	0	0	1
0:45	0	0	0	0	0	0
1:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0
1:45	1	0	0	0	0	1
2:00	0	0	1	0	0	1
2:15	0	2	0	0	0	2
2:30	0	2	0	0	0	2
2:45	0	0	0	0	0	0
3:00	0	2	0	0	0	2
3:15	1	0	0	0	0	1
3:30	0	0	0	0	0	0
3:45	0	0	0	0	0	0
4:00	0	2	0	0	0	2
4:15	4	0	1	0	0	5
4:30	15	0	1	0	0	16
4:45	2	1	0	0	0	3
5:00	0	1	0	0	0	1
5:15	1	0	0	0	0	1
5:30	0	0	0	0	0	0
5:45	1	0	0	0	0	1
6:00	0	1	2	0	0	3
6:15	0	2	2	0	0	4
6:30	1	1	3	0	0	5
6:45	1	0	0	0	0	1
7:00	2	1	2	0	0	5
7:15	0	1	1	0	0	2
7:30	1	2	2	0	0	5
7:45	0	3	0	0	0	3
8:00	2	0	0	0	0	2
8:15	0	0	0	0	0	0
8:30	1	0	0	0	0	1
8:45	6	1	0	0	0	7
9:00	8	41	2	0	0	51
9:15	20	49	2	0	0	71
9:30	13	5	0	0	0	18
9:45	1	0	0	0	0	1
10:00	8	2	0	0	0	10
10:15	0	0	0	0	0	0
10:30	3	0	0	0	0	3
10:45	2	1	0	0	0	3
11:00	4	0	0	0	0	4
11:15	1	0	0	0	0	1
11:30	2	0	0	0	0	2
11:45	6	1	0	0	0	7



City: Palm Springs
Location: 650 N Commercial Rd - TOTAL
Date: Tuesday, January 9, 2024
Count Type: Classified Driveway Count

Entering					
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	4	0	0	0	4
12:15	4	0	0	0	4
12:30	1	0	0	0	1
12:45	3	1	0	0	4
13:00	1	0	0	0	1
13:15	1	1	0	0	2
13:30	1	0	0	0	1
13:45	1	0	0	0	1
14:00	0	1	0	0	1
14:15	0	0	0	0	0
14:30	1	0	0	0	1
14:45	0	0	0	0	0
15:00	3	1	0	0	4
15:15	1	0	0	0	1
15:30	1	0	0	0	1
15:45	2	0	0	0	2
16:00	2	0	0	0	2
16:15	6	1	0	0	7
16:30	2	2	0	0	4
16:45	1	5	0	0	6
17:00	0	13	0	0	13
17:15	2	2	0	0	4
17:30	2	1	0	0	3
17:45	1	3	0	0	4
18:00	1	1	0	0	2
18:15	0	5	0	0	5
18:30	1	8	0	0	9
18:45	2	14	0	0	16
19:00	1	8	0	0	9
19:15	0	5	0	0	5
19:30	2	10	0	0	12
19:45	1	6	0	0	7
20:00	0	6	2	0	8
20:15	0	7	1	0	8
20:30	0	6	0	0	6
20:45	1	5	0	0	6
21:00	0	5	1	0	6
21:15	2	1	0	0	3
21:30	1	1	0	0	2
21:45	2	0	0	0	2
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	1	0	0	0	1
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	243	139	33	0	415

Exiting					
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	3	1	0	0	4
12:15	3	0	0	0	3
12:30	5	0	0	0	5
12:45	2	0	0	0	2
13:00	2	1	0	0	3
13:15	3	0	0	0	3
13:30	0	1	0	0	1
13:45	1	0	0	0	1
14:00	0	1	0	0	1
14:15	0	0	0	0	0
14:30	3	0	0	0	3
14:45	1	0	0	0	1
15:00	2	0	0	0	2
15:15	2	1	0	0	3
15:30	1	0	0	0	1
15:45	1	0	0	0	1
16:00	1	2	0	0	3
16:15	1	0	0	0	1
16:30	2	1	0	0	3
16:45	1	1	0	0	2
17:00	4	9	0	0	13
17:15	2	3	0	0	5
17:30	2	3	0	0	5
17:45	3	1	0	0	4
18:00	4	1	0	0	5
18:15	3	0	0	0	3
18:30	1	0	0	0	1
18:45	4	0	0	0	4
19:00	14	1	0	0	15
19:15	5	0	1	0	6
19:30	6	0	1	0	7
19:45	5	0	0	0	5
20:00	6	0	4	0	10
20:15	4	0	1	0	5
20:30	11	0	1	0	12
20:45	6	1	0	0	7
21:00	5	0	0	0	5
21:15	7	0	0	0	7
21:30	5	0	0	0	5
21:45	2	0	0	0	2
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	1	0	0	0	1
23:00	0	0	0	0	0
23:15	2	0	0	0	2
23:30	1	0	0	0	1
23:45	0	0	0	0	0
TOTAL	246	149	27	0	422



City: Palm Springs
Location: 650 N Commercial Rd - TOTAL
Date: Wednesday, January 10, 2024
Count Type: Classified Driveway Count

		Entering				
		Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0	0
0:15	0	0	0	1	0	1
0:30	1	0	0	0	0	1
0:45	0	0	0	0	0	0
1:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0
2:00	1	0	0	0	0	1
2:15	2	0	0	0	0	2
2:30	0	0	0	0	0	0
2:45	7	0	0	0	0	7
3:00	3	0	0	0	0	3
3:15	3	0	1	0	0	4
3:30	9	0	0	0	0	9
3:45	16	0	4	0	0	20
4:00	15	1	2	0	0	18
4:15	0	0	1	0	0	1
4:30	1	1	2	0	0	4
4:45	0	0	0	0	0	0
5:00	1	0	0	0	0	1
5:15	2	0	2	0	0	4
5:30	0	1	1	0	0	2
5:45	0	0	1	0	0	1
6:00	0	0	2	0	0	2
6:15	0	0	3	0	0	3
6:30	1	1	0	0	0	2
6:45	1	0	0	0	0	1
7:00	3	0	5	0	0	8
7:15	1	0	0	0	0	1
7:30	0	0	2	0	0	2
7:45	3	1	1	0	0	5
8:00	5	0	0	0	0	5
8:15	16	2	0	1	0	19
8:30	24	2	0	0	0	26
8:45	28	1	0	0	0	29
9:00	3	0	0	0	0	3
9:15	3	0	0	0	0	3
9:30	3	0	0	0	0	3
9:45	4	0	0	0	0	4
10:00	5	1	0	0	0	6
10:15	2	0	0	0	0	2
10:30	3	1	0	0	0	4
10:45	2	2	1	0	0	5
11:00	2	1	0	0	0	3
11:15	1	0	0	0	0	1
11:30	0	0	0	0	0	0
11:45	3	0	0	0	0	3

		Exiting				
		Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0	0
0:15	1	0	0	0	0	1
0:30	0	0	0	0	0	0
0:45	0	0	0	0	0	0
1:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0
2:00	0	0	0	0	0	0
2:15	1	0	0	0	0	1
2:30	0	0	0	0	0	0
2:45	1	0	0	0	0	1
3:00	0	2	0	0	0	2
3:15	1	0	1	0	0	2
3:30	0	0	1	0	0	1
3:45	0	3	0	0	0	3
4:00	0	0	0	0	0	0
4:15	0	1	0	0	0	1
4:30	4	1	2	0	0	7
4:45	3	0	1	0	0	4
5:00	2	0	0	0	0	2
5:15	2	1	1	0	0	4
5:30	1	1	0	0	0	2
5:45	0	0	2	0	0	2
6:00	0	1	1	0	0	2
6:15	0	1	1	0	0	2
6:30	1	0	1	0	0	2
6:45	1	0	1	0	0	2
7:00	0	0	2	0	0	2
7:15	0	0	1	0	0	1
7:30	1	0	2	0	0	3
7:45	0	2	1	0	0	3
8:00	0	0	1	0	0	1
8:15	2	1	0	0	0	3
8:30	2	1	1	0	0	4
8:45	2	0	0	0	0	2
9:00	10	32	0	0	0	42
9:15	16	58	0	0	0	74
9:30	12	4	0	0	0	16
9:45	4	0	0	0	0	4
10:00	7	4	0	0	0	11
10:15	5	0	0	0	0	5
10:30	0	1	0	0	0	1
10:45	4	1	1	0	0	6
11:00	2	1	0	0	0	3
11:15	1	0	0	0	0	1
11:30	2	0	0	0	0	2
11:45	2	1	0	0	0	3



City: Palm Springs
 Location: 650 N Commercial Rd - TOTAL
 Date: Wednesday, January 10, 2024
 Count Type: Classified Driveway Count

Entering					
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	5	2	0	0	7
12:15	2	0	0	0	2
12:30	3	0	0	0	3
12:45	3	1	0	0	4
13:00	3	0	0	0	3
13:15	1	0	0	0	1
13:30	1	1	0	0	2
13:45	1	0	0	0	1
14:00	1	0	0	0	1
14:15	0	0	0	0	0
14:30	2	1	0	0	3
14:45	1	0	0	0	1
15:00	1	0	0	0	1
15:15	0	0	0	0	0
15:30	1	3	0	0	4
15:45	3	1	0	0	4
16:00	2	1	0	0	3
16:15	0	1	0	0	1
16:30	4	2	0	0	6
16:45	7	3	0	0	10
17:00	1	10	0	0	11
17:15	1	11	0	0	12
17:30	0	0	0	0	0
17:45	2	0	0	0	2
18:00	0	7	0	0	7
18:15	0	5	0	0	5
18:30	1	9	0	0	10
18:45	2	16	0	0	18
19:00	0	8	0	0	8
19:15	1	9	0	0	10
19:30	2	5	0	0	7
19:45	1	4	0	0	5
20:00	1	7	0	0	8
20:15	0	5	0	0	5
20:30	1	5	0	0	6
20:45	1	3	0	0	4
21:00	1	1	0	0	2
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	1	0	0	1
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	1	0	0	0	1
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	231	137	29	1	398

Exiting					
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	5	1	0	0	6
12:15	3	0	0	0	3
12:30	4	0	0	0	4
12:45	2	0	0	0	2
13:00	4	0	0	0	4
13:15	0	0	0	0	0
13:30	3	0	0	0	3
13:45	0	0	0	0	0
14:00	1	0	0	0	1
14:15	1	0	0	0	1
14:30	1	0	0	0	1
14:45	1	1	0	0	2
15:00	2	0	0	0	2
15:15	1	0	0	0	1
15:30	1	0	0	0	1
15:45	4	0	0	0	4
16:00	2	1	0	0	3
16:15	1	0	0	0	1
16:30	3	2	0	0	5
16:45	3	0	0	0	3
17:00	3	1	0	0	4
17:15	4	6	0	0	10
17:30	4	3	0	0	7
17:45	2	1	0	0	3
18:00	0	1	0	0	1
18:15	4	1	0	0	5
18:30	4	1	0	0	5
18:45	5	3	0	0	8
19:00	10	0	0	0	10
19:15	6	0	1	0	7
19:30	8	0	1	0	9
19:45	6	0	1	0	7
20:00	4	1	2	0	7
20:15	7	0	2	0	9
20:30	2	0	0	0	2
20:45	5	0	0	0	5
21:00	7	0	0	0	7
21:15	4	0	0	0	4
21:30	1	0	0	0	1
21:45	0	0	0	0	0
22:00	1	0	0	0	1
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	4	0	0	0	4
23:15	1	0	0	0	1
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	224	140	28	0	392



City: Palm Springs
Location: 650 N Commercial Rd - TOTAL
Date: Thursday, January 11, 2024
Count Type: Classified Driveway Count

		Entering				
		Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0	0
0:15	0	0	0	0	0	0
0:30	0	0	0	0	0	0
0:45	1	0	0	0	0	1
1:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0
2:00	0	0	0	0	0	0
2:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0
2:45	5	0	0	0	0	5
3:00	0	0	0	0	0	0
3:15	2	0	0	0	0	2
3:30	4	0	1	0	0	5
3:45	15	0	2	0	0	17
4:00	21	0	2	0	0	23
4:15	9	0	1	0	0	10
4:30	1	0	0	0	0	1
4:45	0	0	0	0	0	0
5:00	0	0	3	0	0	3
5:15	2	0	0	0	0	2
5:30	0	0	1	0	0	1
5:45	1	0	2	0	0	3
6:00	0	0	2	0	0	2
6:15	2	1	1	0	0	4
6:30	1	0	2	0	0	3
6:45	3	0	1	0	0	4
7:00	0	0	1	0	0	1
7:15	2	1	1	0	0	4
7:30	2	1	2	0	0	5
7:45	4	2	1	0	0	7
8:00	4	2	1	0	0	7
8:15	6	2	0	0	0	8
8:30	24	0	0	0	0	24
8:45	26	2	0	0	0	28
9:00	10	0	0	0	0	10
9:15	11	2	0	0	0	13
9:30	3	0	0	0	0	3
9:45	3	0	0	0	0	3
10:00	4	1	0	0	0	5
10:15	1	0	0	0	0	1
10:30	2	2	1	0	0	5
10:45	2	2	0	0	0	4
11:00	5	0	0	0	0	5
11:15	5	0	1	0	0	6
11:30	5	1	0	0	0	6
11:45	3	0	0	0	0	3

		Exiting				
		Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0	0
0:15	0	0	0	0	0	0
0:30	1	0	0	0	0	1
0:45	0	0	0	0	0	0
1:00	0	0	0	0	0	0
1:15	1	0	0	0	0	1
1:30	1	0	0	0	0	1
1:45	0	0	0	0	0	0
2:00	0	0	0	0	0	0
2:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0
2:45	0	0	0	0	0	0
3:00	0	2	0	0	0	2
3:15	1	0	0	0	0	1
3:30	1	1	0	0	0	2
3:45	0	3	0	0	0	3
4:00	0	1	0	0	0	1
4:15	0	0	0	0	0	0
4:30	0	0	0	0	0	0
4:45	2	0	0	0	0	2
5:00	0	2	0	0	0	2
5:15	1	0	0	0	0	1
5:30	4	1	1	0	0	6
5:45	0	1	1	0	0	2
6:00	0	1	0	0	0	1
6:15	0	1	1	0	0	2
6:30	1	1	1	0	0	3
6:45	1	0	0	0	0	1
7:00	1	0	1	0	0	2
7:15	0	1	2	0	0	3
7:30	1	0	3	0	0	4
7:45	1	4	1	0	0	6
8:00	0	3	0	0	0	3
8:15	0	1	0	0	0	1
8:30	2	2	0	0	0	4
8:45	7	0	1	0	0	8
9:00	11	26	0	0	0	37
9:15	12	52	0	0	0	64
9:30	18	16	0	0	0	34
9:45	11	3	0	0	0	14
10:00	4	1	1	0	0	6
10:15	4	1	0	0	0	5
10:30	2	1	0	0	0	3
10:45	4	1	0	0	0	5
11:00	2	0	0	0	0	2
11:15	6	1	0	0	0	7
11:30	4	0	0	0	0	4
11:45	3	0	0	0	0	3



City: Palm Springs
Location: 650 N Commercial Rd - TOTAL
Date: Thursday, January 11, 2024
Count Type: Classified Driveway Count

Entering					
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	0	1
12:15	4	0	0	0	4
12:30	1	1	0	0	2
12:45	1	0	0	0	1
13:00	1	0	0	0	1
13:15	0	0	0	0	0
13:30	2	0	0	0	2
13:45	1	0	0	0	1
14:00	1	0	0	0	1
14:15	2	0	0	0	2
14:30	1	0	0	0	1
14:45	0	0	0	0	0
15:00	1	0	0	0	1
15:15	1	2	0	0	3
15:30	1	1	0	0	2
15:45	1	1	0	0	2
16:00	0	1	0	0	1
16:15	3	1	0	0	4
16:30	6	2	0	0	8
16:45	3	5	0	0	8
17:00	0	2	0	0	2
17:15	1	8	0	0	9
17:30	1	2	0	0	3
17:45	1	0	0	0	1
18:00	1	5	0	0	6
18:15	0	5	0	0	5
18:30	2	6	0	0	8
18:45	2	16	0	0	18
19:00	0	10	0	0	10
19:15	1	6	0	0	7
19:30	0	6	1	0	7
19:45	0	5	0	0	5
20:00	1	9	0	0	10
20:15	0	6	0	0	6
20:30	2	7	0	0	9
20:45	0	4	0	0	4
21:00	0	3	0	0	3
21:15	1	3	0	0	4
21:30	0	2	0	0	2
21:45	0	1	0	0	1
22:00	0	4	0	0	4
22:15	1	2	0	0	3
22:30	1	1	0	0	2
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	235	146	27	0	408

Exiting					
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	3	1	0	0	4
12:15	0	1	0	0	1
12:30	5	0	0	0	5
12:45	0	1	0	0	1
13:00	0	0	0	0	0
13:15	1	0	0	0	1
13:30	1	0	0	0	1
13:45	3	0	0	0	3
14:00	1	0	0	0	1
14:15	1	0	0	0	1
14:30	3	0	0	0	3
14:45	3	0	0	0	3
15:00	1	0	0	0	1
15:15	2	0	0	0	2
15:30	3	0	0	0	3
15:45	1	0	0	0	1
16:00	1	0	0	0	1
16:15	0	1	0	0	1
16:30	7	1	0	0	8
16:45	1	3	0	0	4
17:00	0	1	0	0	1
17:15	2	4	0	0	6
17:30	4	5	0	0	9
17:45	3	3	0	0	6
18:00	1	1	0	0	2
18:15	2	0	0	0	2
18:30	1	0	0	0	1
18:45	6	0	0	0	6
19:00	5	2	0	0	7
19:15	9	0	1	0	10
19:30	3	0	0	0	3
19:45	6	0	2	0	8
20:00	7	1	1	0	9
20:15	6	0	1	0	7
20:30	10	0	1	0	11
20:45	6	0	2	0	8
21:00	7	0	0	0	7
21:15	4	0	0	0	4
21:30	3	0	0	0	3
21:45	0	0	0	0	0
22:00	2	0	0	0	2
22:15	3	0	0	0	3
22:30	5	0	0	0	5
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	1	0	0	0	1
23:30	1	0	0	0	1
23:45	1	0	0	0	1
TOTAL	242	152	21	0	415



City: Menifee
Location: 25283 Sherman Rd - WEST DRIVEWAY
Count Type: Classified Driveway Count

Date: Wednesday, May 29, 2024

Entering					
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0

Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle
13:00	0	0	0	0
13:15	0	0	0	0
13:30	0	0	0	0
13:45	0	0	0	0
14:00	0	0	0	0
14:15	0	0	0	0
14:30	0	0	0	0
14:45	0	0	0	0
15:00	0	0	0	0
15:15	0	0	0	0
15:30	0	0	0	0
15:45	0	0	0	0



City: Menifee
Location: 25283 Sherman Rd - WEST DRIVEWAY
Count Type: Classified Driveway Count

Date: Wednesday, May 29, 2024

Entering					
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
16:00	0	1	0	0	1
16:15	0	0	0	0	0
16:30	1	2	0	0	3
16:45	1	1	0	0	2
TOTAL	2	4	0	0	6

Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle
16:00	0	2	0	0
16:15	0	0	0	0
16:30	0	0	0	0
16:45	2	0	0	0
TOTAL	2	2	0	0

Date: Thursday, May 30, 2024

Entering					
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
13:00	1	0	0	0	1
13:15	1	0	0	0	1
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	1	0	0	0	1
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	1	0	0	0	1
15:00	0	0	0	0	0
15:15	2	0	0	0	2
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	1	1	0	0	2
16:15	0	0	0	0	0
16:30	0	1	0	0	1
16:45	0	2	0	0	2
TOTAL	7	4	0	0	11

Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle
13:00	1	0	0	0
13:15	1	0	0	0
13:30	0	0	0	0
13:45	0	0	0	0
14:00	1	0	0	0
14:15	0	0	0	0
14:30	0	0	0	0
14:45	1	0	0	0
15:00	0	0	0	0
15:15	2	0	0	0
15:30	0	0	0	0
15:45	0	0	0	0
16:00	1	1	0	0
16:15	0	0	0	0
16:30	0	0	0	0
16:45	0	0	0	0
TOTAL	7	1	0	0



Total
0
0
0
0
0
0
0
0
0
0
0
0
0



Total
2
0
0
2
4

Total
1
1
0
0
1
0
0
1
0
2
0
0
2
0
0
0
8



City: Palm Springs
Location: 650 N. Commercial Road
Count Type: Classified Driveway Count

Date: Wednesday, May 29, 2024

Entering					
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
9:00	19	0	0	0	19
9:15	3	2	0	0	5
9:30	3	0	0	0	3
9:45	5	0	0	0	5
10:00	4	1	0	0	5
10:15	1	0	0	0	1
10:30	2	1	0	0	3
10:45	0	0	0	0	0
11:00	1	0	0	0	1
11:15	4	1	0	0	5
11:30	3	0	0	0	3
11:45	3	1	0	0	4

Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle
9:00	9	9	0	0
9:15	13	38	0	0
9:30	14	28	0	0
9:45	9	3	0	0
10:00	4	1	1	0
10:15	3	1	0	0
10:30	2	0	0	0
10:45	0	2	0	0
11:00	3	1	0	0
11:15	6	0	0	0
11:30	2	0	0	0
11:45	3	1	0	0



City: Palm Springs
Location: 650 N. Commercial Road
Count Type: Classified Driveway Count

Date: Wednesday, May 29, 2024

Entering					
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	0	1
12:15	2	0	0	0	2
12:30	1	0	0	0	1
12:45	3	1	0	0	4
TOTAL	55	7	0	0	62

Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle
12:00	3	1	0	0
12:15	0	0	0	0
12:30	4	1	0	0
12:45	2	0	0	0
TOTAL	77	86	1	0



Total
18
51
42
12
6
4
2
2
4
6
2
4



Total
4
0
5
2
164



City: San Bernardino
Location: 1457 E Victoria Ave - WEST DRIVEWAY
Count Type: Classified Driveway Count

Date: Wednesday, May 29, 2024

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
8:30	7	0	0	0	7
8:45	16	0	0	0	16
9:00	26	0	0	0	26
9:15	3	2	0	0	5
9:30	1	1	0	0	2
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	3	0	0	0	3
10:30	1	0	0	0	1
10:45	0	0	0	0	0
11:00	2	0	0	0	2
11:15	0	0	0	0	0
11:30	1	1	0	0	2
11:45	5	0	1	0	6
12:00	3	0	0	0	3
12:15	3	0	0	0	3
TOTAL	71	4	1	0	76

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
8:30	6	0	0	0	6
8:45	10	1	0	0	11
9:00	7	2	0	0	9
9:15	5	19	0	0	24
9:30	2	7	0	0	9
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	2	0	0	0	2
10:45	1	0	0	0	1
11:00	1	0	0	0	1
11:15	3	1	0	0	4
11:30	1	0	0	0	1
11:45	3	0	0	0	3
12:00	3	0	1	0	4
12:15	1	0	0	0	1
	45	30	1	0	76

Date: Thursday, May 30, 2024

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
8:30	5	0	0	0	5
8:45	11	0	0	0	11
9:00	24	0	0	0	24
9:15	4	1	0	0	5
9:30	2	1	0	0	3
9:45	3	0	0	0	3
10:00	1	0	0	0	1
10:15	0	0	0	0	0
10:30	1	0	0	0	1
10:45	0	1	0	0	1
11:00	1	0	1	0	2
11:15	2	0	0	0	2
11:30	2	0	0	0	2
11:45	3	0	0	0	3
12:00	2	0	0	0	2
12:15	6	0	0	0	6
TOTAL	67	3	1	0	71

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
8:30	5	0	0	0	5
8:45	8	1	0	0	9
9:00	11	1	0	0	12
9:15	6	13	0	0	19
9:30	2	6	0	0	8
9:45	0	2	0	0	2
10:00	1	0	0	0	1
10:15	0	0	0	0	0
10:30	3	1	0	0	4
10:45	1	0	0	0	1
11:00	2	0	0	0	2
11:15	2	0	0	0	2
11:30	1	0	1	0	2
11:45	3	0	0	0	3
12:00	0	0	0	0	0
12:15	2	0	0	0	2
	47	24	1	0	72

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
www.rcaluc.org

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. **Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org.** The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893.**

The City of Palm Springs Planning Department should be contacted on non-ALUC issues. For more information please contact City of Palm Springs Planner Sarah Yoon at (760)323-8245 ext.876.

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

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

DATE OF HEARING: **July 11, 2024**

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

CASE DESCRIPTION:

ZAP1104PS24 – RED Architectural Group (Representative: Building and Systems Engineering UPS) – City of Palm Springs Case Nos. CUP24-0003 (Conditional Use Permit), AR24-0013 (Minor Architectural). A proposal to expand the existing 24,467 square foot UPS Distribution Facility building by 1,609 square feet and expand the existing parking area on 5.62 acres located at 650 North Commercial Road (Airport Compatibility Zones B1 and C of the Palm Springs International Airport Influence Area)



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number:

Date Submitted:

AIA:

Zone:

Public Hearing

Staff Review

Applicant

Applicant

Full Name: _____

Applicant Address: _____

Phone: _____ Email: _____

Representative/ Property Owner Contact Information

Representative: _____ Email: _____

Phone: _____

Address: _____

Property Owner: _____ Email: _____

Phone: _____

Address: _____

Local Jurisdiction Agency

Agency Name: _____ Phone: _____

Staff Contact: _____ Email: _____

Address: _____ : _____ :

Local Agency Case No.: _____

Project Location

Street Address: _____ Gross Parcel Size: _____

Assessor's Parcel No.: _____

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) _____

Height of Building or
structures: _____

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

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

STAFF REPORT

ADMINISTRATIVE ITEMS

5.1 Director's Approvals

- A. During the period of May 16, 2024, through June 15, 2024, as authorized pursuant to ALUC Resolution No. 2011-02, ALUC Director Paul Rull reviewed two non-impact legislative cases and issued determinations of consistency.

ZAP1082RG24 (Countywide) pertains to County of Riverside Case No. CZ2100127 (Zoning Ordinance Amendment), a proposal to amend Riverside County's Ordinance No. 348 (Land Use), to include Rancho Community Event Facilities as an allowed use in A-1, A-2, W-2, and R-A zoning classifications with a plot plan or a conditional use permit for private events held primarily outdoors. The ordinance amendment creates a permitting process and operating parameters and also includes requirements for minimum lot size, minimum agricultural use and date palm planting, maximum number of attendees, and development standards. A Rancho Community Event Facility is limited to being located only within the Western and Eastern Coachella Valley Area Plan boundaries. Any proposed Ranchos located within an airport influence area will be transmitted to ALUC for review and is subject to the Airport Land Use Compatibility criteria. The proposed amendments do not involve changes in development standards or allowable land uses that would increase residential density or non-residential intensity. Therefore, these amendments have no possibility of having an impact on the safety of air navigation within airport influence areas located within the County of Riverside.

ALUC Director Paul Rull issued a determination of consistency for this project on May 23, 2024.

ZAP1083RG24 (Citywide) pertains to City of Riverside Zoning Code Update (PR-2024-001678), a proposal amending Title 19 of the Riverside Municipal Code to implement a Residential Infill Development Ordinance and a Small Lot Subdivision Ordinance which intend to: streamline development standards for existing, undersized lots within the Single Family (R-1) Residential Zones and Multi-Family (R-3&R-4) Residential Zones; amend the existing Planned Residential Development (PRD) Permit process to implement three new PRD permits as part of a Residential Small Lot Subdivision Program; and minor changes to implement the Infill Development and Small Lot Subdivision Ordinance. The proposed amendments do not involve changes in development standards or allowable land uses that would increase residential density or non-residential intensity. Therefore, these amendments have no possibility of having an impact on the safety of air navigation within airport influence areas located within the City of Riverside.

ALUC Director Paul Rull issued a determination of consistency for this project on June 13, 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 two non-legislative cases and issued determinations of consistency.

ZAP1116RI24 (Zone D) pertains to City of Jurupa Valley Case No. MA23233 (Site Development Permit), a proposal to construct five industrial buildings (each on its own parcel) totaling 327,269 square feet on a combined total of 26.32 gross acres located southerly of Union Pacific Railroad and easterly of Clay Street. (The ALUC had previously found consistent ZAP1094RI18 and ZAP1014RI07 but those entitlements with

the City had expired.) The site is located within Airport Compatibility Zone D of the Riverside Municipal Airport Influence Area (AIA), which restricts non-residential intensity to an average intensity of 200 people per acre, and a single acre intensity of 500 people. A lot-by-lot analysis was performed for each building: Building 1 63,453 square feet includes 41,453 square feet of warehouse area, 19,000 square feet of manufacturing area, and 3,000 square feet office area, accommodating 193 people, resulting in an average intensity of 41 people per acre, and a single acre of 193 people. Building 2 113,669 square feet includes 85,669 square feet of warehouse area, 25,000 square feet of manufacturing area, and 3,000 square feet of office area, accommodating 311 people, resulting in an average intensity of 32 people per acre, and a single acre of 311 people. Building 3 76,716 square feet includes 39,716 square feet of warehouse area, 34,000 square feet of manufacturing area, and 3,000 square feet of office area, accommodating 264 people, resulting in an average intensity of 35 people per acre, and a single acre of 264 people. Building 4 59,943 square feet includes 41,313 square feet of warehouse area, 41,313 square feet of manufacturing area, and 3,000 square feet of office area, accommodating 171 people, resulting in an average intensity of 48 people per acre, and a single acre of 171 people. Building 5 13,488 square feet includes 9,488 square feet of warehouse area, 2,500 square feet of manufacturing area, and 1,500 square feet of office area, accommodating 39 people, resulting in an average intensity of 46 people per acre, and a single acre of 39 people. All building occupancies are consistent with Zone D non-residential average intensity of 200 people per acre and single acre intensity of 500 people. The elevation of Runway 9-27 at its northerly terminus is 757.6 feet above mean sea level (AMSL). At a distance of approximately 6,000 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 818 feet AMSL. The project's site elevation is 810 feet AMSL and proposed building height is 37 feet, resulting in a top point elevation of 847 feet AMSL. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) is required. The applicant submitted Form 7460-1 to the FAA OES and Determinations of No Hazard to Air Navigation letters for Aeronautical Study Nos. 2024-AWP-2468-OE, 2024-AWP-2470-OE, 2024-AWP-2471-OE, 2024-AWP-2472-OE, 2024-AWP-2473-OE, and were issued on March 11, 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 nearest portion of the project is located 6,000 feet from the runway, and therefore would be subject to the above requirement. The project utilizes bioretention basins which are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, which is the basis of the brochure titled "Airports, Wildlife and Stormwater Management", such limited basins are permissible in Zone D with the appropriate criteria: basins remain less than 30 feet in length or width, and vegetation is selected carefully so as not to provide food, shelter, nesting, roosting, or water for wildlife. The project has been conditioned to be consistent with the basin criteria (as well as providing 48-hour draw down of the basin). Pursuant to the Riverside Municipal Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone D. The Compatibility Plan requires projects greater than 10 acres to designate 10% of project area in Zone D as ALUC qualifying open area that could potentially serve as emergency landing areas. The project proposes establishing 5 industrial buildings on five existing/separate parcels, none of which exceed 10 acres. Therefore, the provision of ALUC open area is not required.

ALUC Director Paul Rull issued a determination of consistency for this project on May 23, 2024.

ZAP1609MA24 (Zone E) pertains to County of Riverside Case No. CUP230007 (Conditional Use Permit), a proposal to construct a 3,596 square foot car wash facility on 1.31 acres located southerly of Van Buren Boulevard and easterly of Washington Street. The project is located within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area, where Zone E does not restrict non-residential intensity. 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 30 feet. Therefore, FAA OES review for height/elevation is not required.

ALUC Director Paul Rull issued a determination of consistency for this project on May 31, 2024.

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

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RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

May 23, 2024

John Hildebrand, Planning Director
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

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
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STAFF

Director
Paul Rull

Simon Housman
Jackie Vega
Barbara Santos

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

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

File No.: ZAP1082RG24
Related File No.: CZ2100127 (Zoning Ordinance Amendment)
APN: Countywide

Dear Mr. Hildebrand,

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed County of Riverside Case No. CZ2100127 (Zoning Ordinance Amendment), a proposal to amend Riverside County's Ordinance No. 348 (Land Use), to include Rancho Community Event Facilities as an allowed use in A-1, A-2, W-2, and R-A zoning classifications with a plot plan or a conditional use permit for private events held primarily outdoors. The ordinance amendment creates a permitting process and operating parameters and also includes requirements for minimum lot size, minimum agricultural use and date palm planting, maximum number of attendees, and development standards. A Rancho Community Event Facility is limited to being located only within the Western and Eastern Coachella Valley Area Plan boundaries.

Any proposed Ranchos located within an airport influence area will be transmitted to ALUC for review and is subject to the Airport Land Use Compatibility criteria. The proposed amendments do not involve changes in development standards or allowable land uses that would increase residential density or non-residential intensity. Therefore, these amendments have no possibility of having an impact on the safety of air navigation within airport influence areas located within the County of Riverside.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with all Riverside County Airport Land Use Compatibility Plans.

This determination of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of the proposed amendment.

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

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

cc: ALUC Case File
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www.rcaluc.org

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1 a content neutral manner, Rancho Community Event Facilities that are conducted in the unincorporated
2 areas of the Western Coachella Valley Area Plan and Eastern Coachella Valley Area Plan of the County of
3 Riverside, as designated in the Riverside County Comprehensive General Plan. This Article establishes a
4 permit process and standards for the zoning, development, and operation of Rancho Community Event
5 Facilities which shall be deemed a secondary and accessory use to the ongoing agriculture use of the
6 Property for date palm and other agricultural crops. These provisions are necessary to reduce impacts to
7 surrounding properties so that Rancho Community Event Facilities do not result in an incompatible land
8 use.

9 SECTION 19.1401. APPLICABILITY, LOCATION, AND LIMITATIONS.

10 A. APPLICABILITY.

11 This Article only applies to Rancho Community Event Facilities, not public events,
12 commercial events, or Temporary Events.

13 B. PERMITTED ZONING.

14 Rancho Community Event Facilities shall be permitted only on Property located in
15 the A-1, A-2, M-SC, M-M, M-H, R-A, or W-2 zones within the Western Coachella
16 Valley Area Plan and Eastern Coachella Valley Area Plan, as designated in the
17 Riverside County Comprehensive General Plan.

18 C. AGRICULTURAL USE.

- 19 1. Rancho Community Event Facilities shall be permitted only when the
20 Property has an ongoing agricultural use which meets the following
21 requirement: a total of forty percent (40%) of the Property shall be utilized
22 for agricultural crops with at least 20% planted with date palms. Buildings or
23 structures related to the used in furtherance of the required agricultural use
24 may count towards the total of 40%. This agricultural use requirement must
25 be verified by the County prior to the issuance of a certificate of occupancy
26 or final inspection, whichever occurs sooner. Rancho Community Event
27 Facilities shall be deemed a secondary or accessory use to the ongoing
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1 agricultural use, subject to the following requirements:

2 a. Rancho Community Events shall not interfere with agricultural use of
3 the Property; and,

4 b. Rancho Community Events shall not convert agricultural areas of the
5 Property to an alternative use for the purpose of developing or
6 expanding a Rancho Community Event Facility.

7 2. Rancho Community Event Facilities shall not be permitted when the
8 underlying Property is under a conservation easement or a land conservation
9 contract pursuant to the Williamson Act.

10 SECTION 19.1402. PROHIBITED ACTIVITIES.

11 A. Rancho Community Event Facilities are prohibited within any of the following
12 locations:

13 1. All areas of the unincorporated areas of Riverside County, except within the
14 Western Coachella Valley Area Plan and Eastern Coachella Valley Area
15 Plan, as designated in the Riverside County Comprehensive General Plan;

16 2. Properties that do not have an ongoing agricultural use meeting the
17 requirements of Section 19.401.C.;

18 3. Vacant Property; and

19 4. Property that does not meet the zoning and size requirements of Section
20 19.1404.A. of this ordinance. A Rancho Community Event Facility shall not
21 be allowed to operate on multiple Properties, unless a parcel merger is
22 approved by the County.

23 B. Any Rancho Community Event Facility activity that is not expressly provided for in
24 an approved plot plan permit or conditional use permit is prohibited and is hereby
25 declared a public nuisance.

26 SECTION 19.1403. EXEMPTIONS.

27 The following activities shall be exempt from the provisions of this Section and not require approval
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1 of a land use permit for Rancho Community Event Facilities:

- 2 A. Temporary Events and exemptions to Temporary Events provided for under Article
3 XIXa of this ordinance.
- 4 B. Event uses that are accessory or secondary to an active residential use of the Property
5 and held by the Property owner or onsite resident, including private parties,
6 gatherings, and other similar activities, and are not based on a financial arrangement
7 with the Rancho Community Event Facility.

8 SECTION 19.1404. PUBLIC HEARING AND PERMIT REQUIREMENTS.

9 A. LAND USE ENTITLEMENT REQUIRED.

10 All Rancho Community Event Facilities require approval of a plot plan permit or
11 conditional use permit in accordance with the requirements of this Article.

12 1. The following uses are permitted with approval of a plot plan permit:

13 a. Within the A-1, A-2, M-SC, M-M, M-H, and W-2 zones, Rancho
14 Community Event Facilities hosting:

15 1) Rancho Community Events of up to 200 attendees require a
16 Property size of 4.5 gross acres or greater.

17 2) Rancho Community Events of up to 300 attendees require a
18 Property size of 7.5 gross acres or greater.

19 b. Within the R-A zone, Rancho Community Event Facilities hosting

20 1) Rancho Community Events of up to 200 attendees require a
21 Property size of 10 gross acres or greater.

22 2) Rancho Community Events of up to 300 attendees require a
23 property size of 15 gross acres or greater.

24 2. The following uses are permitted with approval of a conditional use permit:

25 a. Within the A-1, A-2, M-SC, M-M, M-H, and W-2 zones, Rancho
26 Community Event Facilities hosting Rancho Community Events of
27 up to 500 attendees require a Property of 20 gross acres or greater in
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size.

- b. Within the R-A zone, Rancho Community Event Facilities hosting Rancho Community Events of up to 400 attendees require a Property of 20 gross acres or greater in size.

B. APPLICATION REQUIREMENTS.

An application for a plot plan permit or conditional use permit for a Rancho Community Event Facility shall be made to the Planning Director on the forms provided by the Planning Department and shall be accompanied by an initial payment of the deposit based fees set forth in Riverside County Ordinance No. 671. All applications for Rancho Community Event Facilities conform to the Planning Department's submittal documents checklist for Rancho Community Event Facilities, which includes, but is not limited to, the following:

1. Site Plan. The applicant shall provide a detailed site plan and exhibit map that conforms to the Planning Department's site plan checklist for Rancho Community Event Facilities and includes, but is not limited to, the following information:
 - a. A description of all current and proposed uses at the Property;
 - b. The zoning classification and maximum guest count of the Rancho Community Event Facility pursuant to Section 19.1404.A.;
 - c. The area of the Property dedicated to the required agricultural use pursuant to Section 19.1401.C. of this ordinance;
 - d. The area of the Property dedicated to the Rancho Community Event Facility and, within that area, the location and distance of all structures and uses, including the portion of the Property proposed for the Rancho Community Event Facility, to the nearest sensitive uses on surrounding Properties, which includes all types of housing, biologically sensitive habitat, or important cultural/historical

resources.

2. Event Management Plan. The applicant shall provide a detailed event management plan and exhibit maps that conforms to the Planning Department's event management plan checklist for Rancho Community Event Facilities and Section 19.1406 of this ordinance.

C. PLOT PLAN REQUIREMENTS.

1. Plot Plan Required. Rancho Community Event Facilities requiring approval of a plot plan permit pursuant to this Article shall comply with the provisions of Section 18.30 of this ordinance, except as otherwise indicated in this Article.
2. California Environmental Quality Act. All Rancho Community Event Facility plot plan permits are subject to the California Environmental Quality Act.
3. Public Notice. Notification of the proposed Rancho Community Event Facility shall be provided pursuant to Section 1.7 of this ordinance, except as follows: mailed notification shall be sent to all owners of real Property within 1,000 feet of the exterior boundaries of the subject Property.
4. Public Hearing. A public hearing shall be held on the application for a plot plan permit for the Rancho Community Event Facility in accordance with the provisions of Section 18.30 of this ordinance. However, at the sole discretion of the Planning Director, the Planning Director may request the Planning Commission Secretary set the matter for a public hearing before the Planning Commission instead.
5. Plot Plan Permit Findings. No plot plan permit application for a Rancho Community Event Facility shall be approved unless the following findings are made:
 - a. The permit is consistent with the General Plan, any applicable specific

plan, and the zoning classification.

- a. The Rancho Community Event Facility complies with the requirements for approval for plot plan permits in accordance with Section 18.30.C. of this ordinance.
- b. The Rancho Community Event Facility complies with the Special Findings set forth below in Section 19.1404.E. of this ordinance.

6. Plot Plan Permit Conditions. Plot plan permits shall be subject to all conditions necessary or convenient to assure that the Rancho Community Event Facility will satisfy the requirements of this Article and protect the health, safety, or general welfare of the community.

D. **CONDITIONAL USE PERMIT REQUIREMENTS.**

1. Conditional Use Permit Required. Rancho Community Event Facilities requiring the approval of a conditional use permit pursuant to this Article shall comply with the provisions of Section 18.28 of this ordinance, except as otherwise indicated in this Article.
2. California Environmental Quality Act. All Rancho Community Event Facility conditional use permits are subject to the California Environmental Quality Act.
3. Public Hearing Notice. Notice of the public hearing for the proposed Rancho Community Event Facility shall be provided in compliance with state law and pursuant to Section 1.7 of this ordinance, except as follows: mailed notification shall be sent to all owners of real Property within 1,000 feet of the exterior boundaries of the subject Property.
4. Public Hearing. A public hearing shall be held on the application for a conditional use permit for the Rancho Community Event Facility in accordance with the provisions of Section 18.28 of this ordinance.
5. Conditional Use Permit Findings. No conditional use permit for a Rancho

Community Event Facility shall be approved unless the following findings are made:

- a. The permit is consistent with the General Plan, any applicable specific plan, and the zoning classification.
- b. The Rancho Community Event Facility complies with the findings in Section 18.28.D. of this ordinance.
- c. The Rancho Community Event Facility complies with the Special Findings set forth below in Section 19.1404.E. of this ordinance.

6. Conditional Use Permit Conditions. Conditional use permits shall be subject to all conditions necessary or convenient to assure that the Rancho Community Event Facility will satisfy the requirements of this Article and protects the health, safety, or general welfare of the community.

E. SPECIAL FINDINGS.

In addition to the findings required for plot plan permits or conditional use permits, no land use entitlement shall be approved for a Rancho Community Event Facility unless the following findings are made:

1. The Rancho Community Event Facility complies with the requirements of this Article, which includes the following:
 - a. Applicability, location and limitations, pursuant to Section 19.1401;
 - b. Prohibited activities, pursuant to Section 19.1402;
 - c. Site plan requirements in conformance with the Planning Departments' checklist and approvals from the requisite County departments, pursuant to Section 19.1404.B.1.;
 - d. Regulations and development standards, pursuant to Section 19.1405; and,
 - e. Event management plan requirements in conformance with the Planning Departments' checklist and approvals from the requisite

County departments, pursuant to Sections 19.1404.B.2. and 19.1406.

2. The Rancho Community Event Facility is not located on a hazardous waste site, including any site on the list compiled pursuant to Government Code section 65962.5.
3. The Rancho Community Event Facility does not and is conditioned to not contribute to any stormwater runoff or alter any drainage patterns that would violate or contribute to a water quality violation.
4. The Rancho Community Event Facility is compatible with the existing land uses on surrounding Properties based on the following factors:
 - a. The physical and operating characteristics of the proposed use;
 - b. The intensity of the proposed use compared to the density of the surrounding area, including the size of the Property for the proposed use compared to the size of the surrounding Properties;
 - c. The distance of the proposed use to sensitive uses on surrounding Properties, including all types of housing, biologically sensitive habitat, or important cultural/historical resources;
 - d. Compatibility with the Coachella Valley Multiple Species Habitat Conservation Plan;
 - e. The type of sound anticipated by the proposed use (amplified music or sound, non-amplified music or sound, or no music) and its anticipated impact on surrounding Properties and sensitive uses, including all types of housing, biologically sensitive habitat, or important cultural/historical resources; and,
 - f. The location of noise-producing activities, such as stages, party areas, speakers, temporary tents, and dance floors, including whether such activities may take place entirely within enclosed structures, partially

1 enclosed structures, or in outdoor areas and its anticipated impact on
2 surrounding Properties and sensitive uses, including all types of
3 housing, biologically sensitive habitat, or important cultural/historical
4 resources.

- 5 5. Any pending code enforcement action(s) on the Property related to the area
6 of the Property designated for the Rancho Community Event Facility has
7 been cured prior to or with the approval of a land use entitlement.

8 SECTION 19.1405. RANCHO COMMUNITY EVENT FACILITY REGULATIONS AND
9 DEVELOPMENT STANDARDS.

10 A. REGULATIONS.

11 The Rancho Community Event Facility shall comply with all applicable state and
12 local laws and regulations, including all Riverside County Ordinances.

13 B. DEVELOPMENT STANDARDS.

14 The Rancho Community Event Facility shall comply with the development
15 standards for the zoning classification in which the Rancho Community Event
16 Facility is located, except as otherwise required by this Section.

- 17 1. Setbacks. The following setbacks shall be maintained at all times for Rancho
18 Community Event Facilities:

19 a. Rancho Community Event Facilities shall not be located closer than
20 15 feet from a Property line, unless the Planning Director finds that
21 a greater distance is necessary to ensure compatibility with
22 surrounding properties and sensitive uses.

23 b. All buildings and structures, such as party canopy, stages, and dance
24 floors, must be identified on the site plan and shall abide by the
25 setbacks required by this Article and any applicable County
26 ordinances and state laws and regulations, including the California
27 Building Code and California Fire Code.
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1 2. Buildings, Structures, and Bodies of Water.

2 a. All temporary or permanent buildings, structures, or bodies of water
3 deeper than 18 inches that will be utilized for the Rancho
4 Community Event Facility must be permitted in compliance with all
5 applicable building safety laws, codes, and regulations, including,
6 but not limited to, Riverside County Ordinance No. 457, the
7 California Building Standards Code, and any requirements of the
8 American with Disabilities Act.

9 b. The remaining temporary or permanent buildings, structures, or
10 bodies of water deeper than 18 inches must sufficiently restrict
11 access to the attendees of the Rancho Community Event Facility.

12 3. Parking. The following parking standards shall apply to all Rancho
13 Community Event Facilities:

14 a. Attendee and Other Parking. Onsite parking must be sufficient to
15 accommodate all attendees and employees, independent contractors,
16 vendors, or their designees. No off-site parking for Rancho
17 Community Event Facilities shall be permitted.

18 b. Accessible Parking. Accessible parking shall accommodate persons
19 with disabilities, as follows:

20 1) Number of Spaces, Design Standards. Parking facilities shall
21 be properly designed, constructed, and maintained to provide
22 for accessible access from public rights-of-way, across
23 intervening parking spaces, and into Rancho Community
24 Event areas. The number, design, and standards of accessible
25 parking spaces shall be in compliance with all applicable
26 laws and regulations, including the California Building
27 Standards Code.

- 2) Reservation of Spaces Required. All required accessible spaces shall be reserved for use by the disabled throughout the life of the approved land use entitlement.
- 3) Fulling of Requirements. Accessible parking spaces shall count toward fulling the total number of required parking spaces.

SECTION 19.1406. RANCHO COMMUNITY EVENT FACILITY EVENT MANAGEMENT PLAN

An event management plan with exhibit maps is required for all Rancho Community Event Facilities in conformance with the Planning Department's event management plan checklist and shall include the following plans and operational requirements, which shall become conditions of approval:

A. EVENT OPERATION.

An event operation plan is required as part of the event management plan and must be approved by the Planning Department. Any Rancho Community Event Facility shall comply with the following event operation requirements:

1. Size. Rancho Community Events shall not exceed the number of attendees for the property size and land use entitlement, pursuant to Section 19.1404.A. of this ordinance.
2. Hours of Operation. Rancho Community Events shall comply with the following requirements for hours of operation, including set-up and clean-up:
 - a. Maximum operation of 12 hours per day;
 - b. All live music or amplified sound shall cease at 10:00 p.m.;
 - c. All outdoor lighting shall cease at 12:00 a.m.; and,
 - d. Rancho Community Event Facilities shall not operate between 12:00 a.m. and 6:00 a.m.

- 1 3. Location. Rancho Community Events shall be held primarily outdoors and
2 only within the area of the Property designated for the Rancho Community
3 Event Facilities, which is indicated on the site plan.
- 4 4. Onsite Signage. Any onsite signage for Rancho Community Event Facilities
5 shall comply with the provisions of Section 19.4 of this ordinance, subject
6 to the following limitations:
 - 7 a. No more than one free-standing sign shall be permitted.
 - 8 b. No signs shall have a digital display.
 - 9 c. The maximum surface area of a sign shall not exceed 20 square feet.
 - 10 d. The maximum height sign shall not exceed 6 feet.
- 11 5. Onsite Management.
 - 12 a. The owner of the Rancho Community Event Facilities shall have an
13 authorized representative onsite at the underlying Property for the
14 duration of the Rancho Community Events, including set-up and
15 clean-up, who is responsible for ensuring that the holder of the event
16 complies with the requirements of this Article and all relevant
17 Riverside County Ordinances.
 - 18 b. A copy of the approved event management plan for the Rancho
19 Community Event Facility shall be remain onsite at the Property and
20 provided to the County upon request.
- 21 6. Ban on Overnight Stays. Overnight stays are prohibited at Rancho
22 Community Event Facilities.
- 23 7. Ban on Pyrotechnics or Fireworks. No pyrotechnics or fireworks of any kind
24 are permitted at Rancho Community Event Facilities.
- 25 8. Ban on Outdoor Fire Pits. No outdoor fire pit areas are permitted at Rancho
26 Community Event Facilities. Propane or gas powered commercially
27 produced heating devices are permissible so long as they are turned off as
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1 soon as they are no longer in use or by 10:00 p.m., whichever is earlier.

2 B. NOISE CONTROL.

3 A noise mitigation plan is required as part of the event management plan and must be
4 approved by the Planning Department. Rancho Community Event Facilities shall
5 comply with noise regulations set forth in Riverside County Ordinance No. 847.

6 C. DUST CONTROL.

7 A dust mitigation plan is required as part of the event management plan and must
8 be approved by the County Planning Department. Fugitive dust shall be minimized
9 by reducing vehicle speeds on driveways and parking areas. During visibly dry
10 conditions, the application of water or other approved dust palliative shall be
11 required.

12 D. LIGHTING.

13 A lighting mitigation plan is required as part of the event management plan and
14 must be approved by the Planning Department. Lighting for Rancho Community
15 Event Facilities shall comply with all County ordinances and the following
16 requirements:

- 17 1. All outdoor lighting associated with the Rancho Community Event Facility
18 shall cease at 12:00 a.m.
- 19 2. All outdoor lighting shall be focused, directed, or arranged to prevent glare
20 or direct illumination outside the Property line or on any streets or the public
21 right-of-way.

22 E. WASTE AND WATER.

- 23 1. Solid Waste/Trash Service. A plan for solid waste/trash service is required
24 as part of the event management plan and must be approved by the County
25 Environmental Health Department.
- 26 2. Liquid Waste Disposal. A plan for liquid waste disposal is required as part
27 of the event management plan and must be approved by the County
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1 Environmental Health Department. Rancho Community Event Facilities
2 shall obtain all required permits an onsite sewage disposal or sewer service
3 connection necessary to accommodate all Rancho Community Events to the
4 satisfaction of the County Environmental Health Department. Portable
5 Toilet Facilities may be utilized when operated in compliance with
6 Riverside County Resolution No. 91-474 and the requirements of the
7 County Environmental Health Department.

- 8 3. Potable Water. A plan for potable water is required as part of the event
9 management plan and must be approved by the County Environmental
10 Health Department.

11 F. FOOD SERVICE OPERATION.

- 12 1. A food service operation plan is required as part of the event management
13 plan and must be approved by the County Environmental Health Department.
14 2. All food vendors/facilities shall obtain and maintain the required licenses
15 and permits and operate at all times in compliance with applicable state and
16 local laws and regulations, including the California Department of
17 Alcoholic Beverage Control.
18 a. Exception: When food is excluded from the Rancho Community
19 Event Facility contract, the customer may supply their own food for
20 the related Rancho Community Event.
21 3. No cooking shall occur onsite without the requisite licenses, permits and
22 approvals from all required County departments.

23 G. TRAFFIC MANAGEMENT AND CONTROL.

24 A traffic management plan is required as part of the event management plan and must
25 be approved by the Transportation Department. A traffic control plan also be required
26 in the discretion of the Transportation Department. The traffic management and
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control plans must conform to the requirements of Riverside County Ordinance No. 787 and all of the following:

1. Ensure an orderly and safe arrival, parking, and departure of all vehicles;
2. Ensure traffic will not queue in a manner that blocks private easements or roads, County roads, intersections, private driveways, or access to neighboring properties;
3. Provide adequate ingress and egress for all vehicles, including emergency vehicles to the satisfaction of the Riverside County Fire Department and Transportation Department;
4. Provide the location of all temporary directional signs on any driveway entrance and within parking lots to ensure the orderly flow of traffic; and,
5. No directional signs shall be placed within the County right-of-way, pursuant to Riverside County Ordinance No. 679.4.

H. FIRE PROTECTION/EMERGENCY MEDICAL SERVICES PLAN.

1. A fire protection/emergency medical services plan is required as part of the event management plan and must be approved by the County Fire Department.
2. The fire protection/emergency medical services plan must include, but is not limited to, the following topics: access for medical personnel, fire apparatus access, portable fire extinguishers, tents, stages, generators and other internal combustion power sources, and food trucks.
3. No cooking shall occur onsite without the requisite licenses, permits and approvals from all required County departments.

SECTION 19.1407. PERMIT REVOCATION OR MODIFICATION.

Any approved plot plan permit or conditional use permit for a Rancho Community Event Facility may be revoked in accordance with the procedures of Section 18.31 of this ordinance.

1 SECTION 19.1408. COMPLAINTS.

2 Any complaints related to Rancho Community Event Facility properties and compliance with this
3 ordinance may be filed with the Riverside County Planning Department or Riverside County Code
4 Enforcement Department. The County may pursue all administrative, legal, and equitable remedies
5 for failure to comply with the requirements of this Article.”

6 Section 2. A new Section 21.59j is added to Article XXI of Ordinance No. 348 to read as
7 follows:

8 “SECTION 21.59j. PRIVATE EVENT.

9 An event that is not open to the public, attendees must register in advance, and no walk-ins are
10 allowed.”

11 Section 3. A new Section 21.59k. is added to Article XXI of Ordinance No. 348 to read as
12 follows:

13 “SECTION 21.59k. PROPERTY.

14 A legal lot or parcel.”

15 Section 4. A new Section 21.61. is added to Article XXI of Ordinance No. 348 to read as
16 follows:

17 “SECTION 21.61. RANCHO COMMUNITY EVENT.

18 A primarily outdoor Private Event held at a permitted Rancho Community Event Facility for the
19 community to gather for the common purpose of an anniversary, celebration, ceremony, wedding
20 ceremony and/or reception, birthday, quinceañera, sweet-sixteen event, baby shower, holiday
21 party, graduation, fundraiser for a charitable non-profit organization, or farm-to-table event.”

22 Section 5. A new Section 21.61a. is added to Article XXI of Ordinance No. 348 to read as
23 follows:

24 “SECTION 21.61a. RANCHO COMMUNITY EVENT FACILITY.

25 A facility that is permitted to hold Rancho Community Events within the Western Coachella Valley
26 Area Plan and Eastern Coachella Valley Area Plan, as designated in the Riverside County
27 Comprehensive General Plan.”

1 Section 6. EFFECTIVE DATE. This ordinance shall take effect thirty (30) days after its
2 adoption.

3 BOARD OF SUPERVISORS OF THE COUNTY
4 OF RIVERSIDE, STATE OF CALIFORNIA

5 By: _____
6 Chairman, Board of Supervisors

7 ATTEST:
8 CLERK OF THE BOARD

9 By: _____
10 Deputy

11 (SEAL)

12 APPROVED AS TO FORM

13 _____, 2024

14 By: _____
15 Deputy County Counsel



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

June 13, 2024

Daniel Palafox, Associate Planner
City of Riverside, Planning Department
3900 Main Street
Riverside, CA 92522

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 Housman
Jackie Vega
Barbara Santos

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

www.rcaluc.org

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

File No.: ZAP1083RG24
Related File No.: PR-2024-001678 (Zoning Code Update)
APN: Citywide

Dear Mr. Palafox,

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed City of Riverside Zoning Code Update (PR-2024-001678), a proposal amending Title 19 of the Riverside Municipal Code to implement a Residential Infill Development Ordinance and a Small Lot Subdivision Ordinance which intend to: streamline development standards for existing, undersized lots within the Single Family (R-1) Residential Zones and Multi-Family (R-3&R-4) Residential Zones; amend the existing Planned Residential Development (PRD) Permit process to implement three new PRD permits as part of a Residential Small Lot Subdivision Program; and minor changes to implement the Infill Development and Small Lot Subdivision Ordinance.

The proposed amendments do not involve changes in development standards or allowable land uses that would increase residential density or non-residential intensity. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within airport influence areas located within the City of Riverside.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, 2005 Riverside Municipal Airport Land Use Compatibility Plan, and the 2004 Flabob Airport Land Use Compatibility Plan.

This determination of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of the proposed amendment.

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

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

cc: ALUC Case File

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ARTICLE V BASE ZONES AND RELATED USE AND DEVELOPMENT PROVISIONS

Chapter 19.100 RESIDENTIAL ZONES (RA-5, RC, RR, RE, R-1-½ ACRE, R-1-13000, R-1-10500, R-1-8500, R-1-7000, R-3-4000, R-3-3000, R-3-2500, R-3-2000, R-3-1500, R-4)

19.100.010 Purpose.

The purpose of this chapter is to define allowable land uses and property development standards, including density of development, for all residential zones in order to produce healthy, safe, livable and attractive neighborhoods within the City of Riverside, consistent with the goals and policies of the City's General Plan. Fourteen residential zones are established to implement the residential land use designations of the General Plan. The purpose of each of the residential zones is as follows:

- A. *Residential Agricultural Zone (RA-5).* The Residential Agricultural Zone (RA-5) is established to provide areas where general agricultural uses can occur independently or in conjunction with a single-family residence, that preserves the agricultural character of the area.
- B. *Residential Conservation Zone (RC).* The Residential Conservation Zone (RC) is established consistent with General Plan objectives and voter approved initiatives (Proposition R and Measure C) to protect prominent ridges, hilltops and hillsides, slopes, arroyos, ravines and canyons, and other areas with high visibility or topographic conditions that warrant sensitive development from adverse development practices, and specifically, to achieve the following objectives:
 - 1. To preserve and enhance the beauty of the City's landscape;
 - 2. To maximize the retention of the City's natural topographic features, including, but not limited to, skyline profiles, ridgelines, ridge crests, hilltops, hillsides, slopes, arroyos, ravines, canyons, prominent trees and rock outcrops, view corridors, and scenic vistas through the careful selection and construction of building sites and building pads on said topographic features.
 - 3. To assure that residential use of said topographic features will relate to the surrounding topography and will not be conspicuous and obtrusive because of the design and location of said residential use;
 - 4. To reduce the scarring effects of excessive grading for building pads and cut and fill slopes;
 - 5. To prevent the construction of slopes inadequately protected from erosion, deterioration or slippage; and
 - 6. To conserve the City's natural topographic features.
- C. *Rural Residential Zone (RR).* The Rural Residential Zone (RR) is established to provide areas for single-family residences on large lots where flexible provisions apply pertaining to the keeping of farm animals such as horses, ponies, mules, cows, goats, sheep, and swine under Future Farmers of America-supervised and 4-H-supervised projects. These zones are established in those areas of the City where the keeping of such animals is already prevalent. It is also the intent of the RR Zone to provide

opportunities for persons whose lifestyles include the keeping of such animals in areas where such animal-keeping activities minimize impact to other residential properties.

- D. *Residential Estate Zone (RE) and R-1-½ Acre Zone.* The Residential Estate Zone (RE) and R-1-½ Acre Zone are established to provide areas for large lot single-family residences where the keeping of livestock and other farm animals and agricultural uses are not permitted.
- E. *Additional Single-family Residential Zones (R-1-13000, R-1-10500, R-1-8500 and R-1-7000).* Additional Single-family Residential Zones (R-1-½ Acre, R-1-13000, R-1-10500, R-1-8500 and R-1-7000) are established to provide areas for single-family residences with a variety of lot sizes and housing choices.
- F. *Multiple-Family Residential Zones (R-3-4000, R-3-3000, R-3-2500, R-3-2000 and R-3-1500).* Medium High-Density Residential Zones (R-3-4000 and R-3-3000) and High-Density Residential Zones (R-3-2500, R-3-2000 and R-3-1500) are established to provide areas for multiple family residences, including such residential development types as apartments, town homes, condominiums, ~~and~~ tiny homes (foundation) in tiny home communities, and single-family homes in a Small Lot Subdivision Planned Residential Development.
- G. *Multiple-Family Residential Zone (R-4).* The Very High-Density Residential Zone (R-4) is established to provide areas for higher density multiple family residences in areas of the City readily served by public transit and near commercial zones and other nonresidential areas that meet the everyday shopping, educational, health service and similar needs of residents.

(Ord. 7592 § 2(Exh. B), 2022; Ord. 7552 § 1, 2021; Ord. 7528 § 1(Exh. A), 2020; Ord. 7520 § 1(Exh. A), 2020; Ord. 7487 § 9, 11-5-2019; Ord. 7331 § 4, 2016; Ord. 6966 § 1, 2007)

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19.100.040 Residential development standards.

Tables 19.100.040.A (Residential Development Standards: Single-Family Residential Zones) and 19.100.040.B (Residential Development Standards: Multiple-Family Residential Zones) establish the development standards applicable to all development within the residential zones.

(Ord. 7552 §§ 2, 3, 2021; Ord. 7408 § 1, 2018; Ord. 7331 § 4, 2016; Ord. 7109 § 2, 2010; Ord. 7027 § 1, § 2, 2009; Ord. 6966 § 1, 2007)

Table 19.100.040.A
Residential Development Standards: Single-family Residential Zones

Development Standards	Single-family Residential Zones								
	RA-5	RC ¹²	RR	RE	R-1-1/2 Acre ¹⁷	R-1-1300 ¹⁷	R-1-10500 ¹⁷	R-1-8500 ¹⁷	R-1-7000 ¹⁷
Density - Maximum (Dwelling	0.20	0.50 ¹¹	2.1 ¹¹	1.0 ¹¹	2.0 ¹¹	3.4 ¹¹	4.1 ¹¹	5.1 ¹¹	6.2 ¹¹

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Units per Gross Acre) ^{1,15, 16}									
Lot Area - Minimum (Net) ¹⁶	5 Acres ^{2,9,14}	Varies ^{2,14}	20,000 sq. ft.	1 Acre	21,780 sq. ft.	13,000 sq. ft.	10,500 sq. ft.	8,500 sq. ft.	7,000 sq. ft.
Lot Width - Minimum ¹⁶	300 ft. ²	130 ft. ²	100 ft. ^{13,14}	130 ft. ^{13,14}	125 ft. ^{13,14}	100 ft. ^{13,14}	90 ft. ^{13,14}	80 ft. ^{13,14}	60 ft. ^{13,14}
Lot Depth - Minimum ¹⁶	500 ft. ²	100 ft. ²	150 ft.	150 ft.	150 ft.	110 ft.	110 ft.	100 ft.	100 ft.
Building Height - Maximum ^{10,15}	35 ft.	20 ft.	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.
Number of Stories - Maximum ¹⁵	2	1	2	2	2	2	2	2	2
Lot Coverage - Maximum	30%	N/A	30%	30%	30%	30%	35%	35%	40%
Setbacks - Minimum ^{8, 18}									
A. Front ⁷	40 ft. ²	30 ft. ^{2, 6}	30 ft.	30 ft.	30 ft. ⁴	25 ft. ⁴	25 ft. ⁴	25 ft. ⁴	20 ft. ⁴
B. Side ^{5, 16}	20 ft. ²	25 ft. ²	20 ft.	25 ft.	20 ft.	15 ft. ³	10/15 ft. ³	7.5/12.5 ft. ³	7.5/10 ft. ³
C. Rear ^{5, 16}	25 ft. ²	25 ft. ²	100 ft.	30 ft.	35 ft.	30 ft.	25 ft.	25 ft.	25 ft.

Notes:

1. See Section 19.100.060 A (Additional Density). Gross acreage means streets are included for density purposes. Notwithstanding allowable density on a gross acreage basis, individual lots must meet the minimum lot size requirements exclusive of streets, except in the RA-5 Zone as described in Note 9.
2. Lot width, depth and area; building area; and setback requirements shall be as required as set forth in the Table. However, the zoning standards and requirements of the RC and RA-5 Zones shall not apply to any buildings existing prior to or under construction on November 13, 1979, or to the restoration or rehabilitation of or to any additions to such buildings, provided that the use, restoration, rehabilitation or addition shall conform to the current standards and requirements of the zoning in existence immediately prior to November 13, 1979. Also see Section 19.100.050 A (Lot Area).
3. Where a lot is less than 65 feet in width and was of record prior to November 23, 1956, or was of record prior to the date on which such lot was annexed to the City, the required side yards adjacent to interior side lot lines shall be reduced to five feet.
4. Front setback exceptions: See Section 19.630.040 E (Permitted projections into required yards for RA-5, RE, RR, and R-1 Zones).
5. Side and rear setback exceptions: See Section 19.630.040 E (Permitted projections into required yards for RA-5, RE, RR, and R-1 Zones). The side setback can be applied to either side except that the larger setback is required when a side yard is adjacent to a street.
6. No lot that fronts onto Hawarden Drive within the Hawarden Drive Special Design Area, generally between Anna Street and the Alessandro Arroyo, shall have a front yard depth of less than 50 feet.
7. Where a lot or parcel of land at the junction of two intersecting streets in any residential zone has frontage on each street over 130 feet in length, front yards of the depth required in the appropriate zone shall be required on both frontages. Also see Chapter 19.630 (Yard Requirements and Exceptions).
8. No dwelling shall be located closer than five feet to any retaining wall exceeding two feet in height, unless such retaining wall is an integral part of an approved dwelling.

9. Lot area in the RA-5 Zone is measured to the centerline of the adjoining street or streets; provided, however, individuals may construct one single-family dwelling on a lot of less than five acres existing as of May 15, 1979 and the residence is owner occupied after construction.
10. Refer to Chapter 19.560 (Building Height Measurement) for height measurement and exceptions to height limits.
11. Project density may be greater in a Planned Residential Development (see Chapter 19.780).
12. See Section 19.100.050 (Additional Regulations for the RC Zone).
13. See Section 18.210.080 (Lots) and Article X (Definitions) for exceptions for cul-de-sac lots, knuckle lots, lots on curves and corridor lots.
14. See Section 18.210.030 N.2.a for exception to lot size on private streets if over 20,000 square feet.
15. See Chapter 19.149 - Airport Land Use Compatibility to determine if a project site is subject to Airport Land Use Compatibility Plan requirements.
16. See Chapter 18.085 (Urban Lot Splits) of the Subdivision Code and Chapter 19.443 (Two-Unit Developments) of this Title for density, lot area, lot width, lot depth, side setback and rear setback requirements for residential development pursuant to California Government Code § 65852.21 and § 66411.7.
17. [See Section 19.100.065 for regulations on undersized lots.](#)
18. [See Chapter 19.780 \(Planned Residential Development Permits\) for setbacks in Planned Residential Developments.](#)

Table 19.100.040 B
Residential Development Standards: Multiple-family Residential Zones

Development Standards	Multiple-Family Residential Zones					
	R-3-4000	R-3-3000	R-3-2500	R-3-2000	R-3-1500	R-4
Density - Maximum (Dwelling Units per Gross Acre) ⁵	10.9	14.5	17.4	21.8	29	40
Lot Area – Minimum ²	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.
Lot Width ⁴ - Minimum	80 ft.	80 ft.	80 ft.	80 ft.	80 ft.	100 ft.
Lot Depth ⁴ - Minimum	150 ft.	150 ft.	100 ft.	100 ft.	100 ft.	150 ft.
Building Height ^{3, 5, 6, 7} - Maximum	30 ft./40 ft. ²	30 ft./40 ft. ²	30 ft./40 ft. ²	30 ft./40 ft. ²	30 ft./40 ft. ²	50 ft.
Number of Stories ^{5, 6, 7} - Maximum	2 ²	2 ²	2 ²	2 ²	2 ²	4
Setbacks – Minimum ^{6, 7}						
A. Front ¹	25 ft.	25 ft.	20 ft.	15 ft.	15 ft.	15 ft.
B. Front (Arterial Streets over 110 feet) ¹	25 ft.	25 ft.	25 ft.	25 ft.	25 ft.	15 ft.
C. Interior Side ¹	10 ft.	10 ft.	10 ft.	7.5 ft.	7.5 ft.	7.5 ft.
D. Street Adjoining Side ¹	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.
E. Rear ¹	20 ft.	20 ft.	20 ft.	15 ft.	15 ft.	10 ft.

Notes:

1. Where a property abuts the RA-5, RC, RR, RE or R-1 Zone, for buildings over two stories in height, the required side and rear yards shall be increased by two and one-half feet for each story in excess of two stories, except as otherwise stated in this footnote.
2. Up to 60% of units may be located in three-story buildings with a maximum height of 40 feet.

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3. Refer to Chapter 19.560 (Building Height Measurement) for height measurements and exceptions to height limits.
 4. See Section 18.210.080 (Lots) and Article X (Definitions) for exemptions for cul-de-sac lots and knuckle lots.
 5. See Chapter 19.149 - Airport Land Use Compatibility to determine if a project site is subject to Airport Land Use Compatibility Plan requirements.

6. [See Section 19.100.075 for regulations on undersized lots.](#)

7. [See Section 19.780.060.D \(Planned Residential Development Permits\) for Small Lot PRD regulations.](#)

(Ord. 7652 § 1(Exh. A), 2023; Ord. 7592 § 2(Exh. B), 2022; Ord. 7573 § 1(Exh. A), 2021; Ord. 7552 §§ 2(Exh. A) and 3(Exh. B), 2021; Ord. 7487 § 10(Exh. B), 11-5-2019; Ord. 7413 , § 1(Exh. A), 2-20-2018)

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19.100.060 Additional regulations for the RA-5, RE, RC, RR and R-1 Zones.

- A. *Additional density.* In the RE, RC, RR and R-1 zones and where consistent with the applicable General Plan land use designation the typical project density may be increased according to the regulations set forth in the Planned Residential Development Permit (PRD) process (Chapter 19.780 - Planned Residential Development Permit).
- B. *Conversion of existing dwelling unit to an accessory structure.* In the RE, RA-5, RR and R-1 zones, one entirely new single-family dwelling may be constructed upon a lot where there already exists not more than one single-family dwelling, provided that:
 1. At the time of issuance of a building permit for the new dwelling, the property owner/applicant also obtains a building permit to make alterations to the existing dwelling as are required by the City to reduce the character of use of the existing dwelling to a lawful accessory building, or the owner/applicant obtains a building moving permit to remove the existing dwelling from the lot;
 2. The owner of the lot executes and delivers to the City a written agreement in a form approved by the City to make the required alterations or to remove the existing dwelling concurrently with or immediately after the construction and completion of the new dwelling, together with a faithful performance surety bond or other security, in the form approved by the City and in the amount of 100 percent of the amount of the cost of such alterations or removal, as estimated by the City; and
 3. The Building Official determines that the requirements of Section 19.100.040 (Residential Development Standards) and Building Code and Fire Prevention Code will be complied with.
- C. *Exceptions to setback requirements.*
 1. *Front porches and balconies.* In the R-1 Zones, front porches that are open except for an overhead covering and have no habitable space above may encroach into the front setback up to a maximum of six feet.
 2. *Flexible yard setbacks.*
 - a. In the R-1 Zones, on local streets only, where the residential structure has the garage set back ten or more feet from the required front yard setback, the habitable portion of the residential structure may extend into the front setback up to a maximum of five feet.

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- b. In conjunction with the consideration of a tentative tract or parcel map in the R-1-7000 Zone, interior side yard setbacks may be reduced to five feet provided a minimum distance of 15 feet is maintained between adjacent dwellings.
 - c. In the R-1 Zones, portions of the dwelling may encroach up to ten feet into the required rear yard setback provided that the encroachment does not exceed 500 square feet in total area.
3. *Accessory structures.* Refer to Chapter 19.440 (Accessory Buildings and Structures) for development standards.
 4. *Stairway projections.* Refer to Chapter 19.630 (Yard Requirements and Exceptions) see Section 19.630.040 (Permitted Projections into Required Yards).
 5. *Fire escape projections.* Refer to Chapter 19.630 (Yard Requirements and Exceptions) see Section 19.630.040 (Permitted Projections into Required Yards).
 6. *Cornice, eave and sill projections.* Refer to Chapter 19.630 (Yard Requirements and Exceptions) see Section 19.630.040 (Permitted Projections into Required Yards).
 7. *Additions to established dwellings.* For lawfully established dwellings that do not conform to the side yards required in the RC, RR, RE and R-1 Zones additions may be constructed within such required side yards if such additions are located not closer to the side lot line than the existing dwelling; provided, that in no case shall such additions be located closer than five feet to interior side lot lines or ten feet to street side lot lines.
 8. *Garage in the R-1-7000 Zone.* In the R-1-7000 Zone, a garage that is an integral part of the main dwelling may be located not closer than five feet to any interior side lot line.
- C. *Setbacks for RR Zoned Properties less than 20,000 square feet in area.* For legally created parcels within the RR Zone which are less than 20,000 square feet in area, the following setbacks shall be provided and supersede those listed in Table 19.100.040.A as follows:
1. For lots less than 8,500 square feet in area, the R-1-7000 standards apply.
 2. For lots greater than 8,500 square feet in area, but less than 10,500 square feet in area, the R-1-8500 standards apply.
 3. For lots greater than 10,500 square feet in area, but less than 13,000 square feet in area, the R-1-10500 standards apply.
 4. For lots greater than 13,000 square feet in area, but less than 20,000 square feet in area, the R-1-13000 standards apply.
- D. See also Section 19.630.040 - Permitted projections into required yards for additional exceptions to the setback requirements.
- E. Landscaping. Front and side yard setback areas adjacent to streets shall be suitably landscaped and continuously maintained as set forth in Chapter 19.570 (Water Efficient Landscaping and Irrigation). Such setbacks shall not be used for off-street parking, storage, or accessory buildings.
- (Ord. 7652 § 2, 2023; Ord. 7592 § 2(Exh. B), 2022; Ord. 7552 § 4, 2021; Ord. 7331 § 4, 2016; Ord. 6966 § 1, 2007)

19.100.065 - Regulations for infill development on undersized lots in the R-1 Zones

- A. Setbacks for R-1-½ acre zoned properties less than 18,000 square feet in area. For legally created parcels within the R-1-½ acre Zone which are less than 18,000 square feet in area, the following setbacks shall be provided and supersede those listed in Table 19.100.040.A as follows:

1. For lots less than 5,500 square feet in area, see section 19.100.065.E.
 2. For lots equal to or greater than 5,500 square feet in area, but less than 8,500 square feet in area, the R-1-7000 standards apply.
 3. For lots equal to or greater than 8,500 square feet in area, but less than 10,500 square feet in area, the R-1-8500 standards apply.
 4. For lots equal to or greater than 10,500 square feet in area, but less than 13,000 square feet in area, the R-1-10500 standards apply.
 5. For lots equal to or greater than 13,000 square feet in area, but less than 18,000 square feet in area, the R-1-13000 standards apply.
- B. Setbacks for R-1-13000 zoned properties less than 10,500 square feet in area.** For legally created parcels within the R-1-13000 Zone which are less than 10,500 square feet in area, the following setbacks shall be provided and supersede those listed in Table 19.100.040.A as follows:
1. For lots less than 5,500 square feet in area, see section 19.100.065.E.
 2. For lots equal to or greater than 5,500 square feet in area, but less than 7,000 square feet in area, the R-1-7000 standards apply.
 3. For lots equal to or greater than 7,000 square feet in area, but less than 8,500 square feet in area, the R-1-8500 standards apply.
 4. For lots equal to or greater than 8,500 square feet in area, but less than 10,500 square feet in area, the R-1-10500 standards apply.
- C. Setbacks for R-1-10500 zoned properties less than 8,500 square feet in area.** For legally created parcels within the R-1-10500 Zone which are less than 8,500 square feet in area, the following setbacks shall be provided and supersede those listed in Table 19.100.040.A as follows:
1. For lots less than 5,500 square feet in area, see section 19.100.065.E.
 2. For lots equal to or greater than 5,500 square feet in area, but less than 7,000 square feet in area, the R-1-7000 standards apply.
 3. For lots equal to or greater than 7,000 square feet in area, but less than 8,500 square feet in area, the R-1-8500 standards apply.
- D. Setbacks for R-1-8500 zoned properties less than 7,000 square feet in area.** For legally created parcels within the R-1-8500 Zone which are less than 7,000 square feet in area, the following setbacks shall be provided and supersede those listed in Table 19.100.040.A as follows:
1. For lots less than 5,500 square feet in area, see section 19.100.065.E.
 2. For lots equal to or greater than 5,500 square feet in area, but less than 7,000 square feet in area, the R-1-7000 standards apply.
- E. Development Standards for R-1 Zone lots less than 5,500 square feet in area.** For legally created parcels within all R-1 Zones which are less than 5,500 square feet in area, the following development standards shall apply and supersede those listed in Table 19.100.040.A:

Table 19.100.065

Residential Development Standards: R-1 Zone Lots Less than 5,500 Square Feet

<u>Development Standards</u>	<u>Lot Size (square feet)</u>			
	<u>1,500-2,499</u>	<u>2,500-3,499</u>	<u>3,500-4,499</u>	<u>4,500-5,499</u>
<u>Building Height - Maximum</u>	<u>35 ft.</u>	<u>35 ft.</u>	<u>35 ft.</u>	<u>35 ft.</u>

<u>Number of Stories - Maximum</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
<u>Lot Coverage - Maximum</u>	<u>55%</u>	<u>55%</u>	<u>50%</u>	<u>45%</u>
<u>Setbacks – Minimum¹</u>				
1. <u>Front²</u>	<u>10 ft.</u>	<u>10 ft.</u>	<u>15 ft.</u>	<u>15 ft.</u>
2. <u>Interior Side</u>	<u>5 ft.</u>	<u>5 ft.</u>	<u>5 ft.</u>	<u>5 ft.</u>
3. <u>Street Side</u>	<u>10 ft.</u>	<u>10 ft.</u>	<u>10 ft.</u>	<u>10 ft.</u>
4. <u>Rear</u>	<u>10 ft.</u>	<u>15 ft.</u>	<u>15 ft.</u>	<u>20 ft.</u>

Notes:

1. See 19.630.040 (Permitted projections into required yards).
2. Garages and carports shall be set back 20 feet.

F. Privacy Considerations. Residential development on R-1 Zone lots less than 5,500 square feet in area that abut the RA-5, RC, RR, RE, or R-1 Zone shall adhere to the following:

1. Windows within 30 feet of a structure on another parcel shall not directly align with the windows of the neighboring structure.
2. Upper story unenclosed landings, decks, and balconies that face or overlook an adjoining RA-5, RC, RR, RE, or R-1 Zoned property shall be located a minimum of 15 feet from the interior lot lines.

19.100.070 Additional regulations for the R-3 and R-4 Zones.

A. *Usable open space.*

1. The minimum usable open space, as defined in Article X (Definitions), required for each dwelling unit shall be as set forth in Table 19.100.070 (Usable Open Space Standards: Multi-Family Residential Zones) below:

Table 19.100.070
Usable Open Space Standards: Multi-Family Residential Zones

Usable Open Space Standards ¹	Multi-Family Residential Zones					
	R-3-4000	R-3-3000	R-3-2500	R-3-2000	R-3-1500	R-4
Common Usable Open Space - Minimum per Unit	400 sq. ft.	400 sq. ft.	250 sq. ft.	250 sq. ft.	200 sq. ft.	150 sq. ft.
Private Usable Open Space Ground Floor/Upper Story Unit	120 sq. ft./50 sq. ft.	120 sq. ft./50 sq. ft.	120 sq. ft./50 sq. ft.	100 sq. ft./50 sq. ft.	100 sq. ft./50 sq. ft.	50 sq. ft./50 sq. ft.

Notes:

1. See Table 19.100.075 B for requirements for infill development on undersized lots.

2. *Development consisting of 20 units or fewer.* Common open space may be divided into multiple areas; provided, however, that at least one area shall have no dimension smaller than 25 feet.
3. *Development consisting of 21 units to 75 units.*
 - a. Common open space may be divided into multiple areas; provided, however, that at least one area shall have no dimension smaller than 50 feet.

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- b. Common open space shall include but not be limited to two of the recreational amenities listed below:
 - (1) One child's outdoor play area, which shall include a range of age-appropriate equipment including those rated for use by children younger than five.
 - (2) Pool and spa.
 - (3) One outdoor cooking facility with sheltered dining area to accommodate seating for a minimum of twelve adults.
 - (4) Court facilities (e.g., tennis, volleyball, basketball, etc.).
 - (5) Exercise room.
 - (6) Clubhouse with wet bar/counter facilities.
 - (7) Dog park.
 - 4. *Development consisting of 76 units or more.*
 - a. Common open space may be divided into multiple areas; provided, however, that at least one area shall have at least one dimension of 100 feet.
 - b. Common open space shall include but not be limited to four of the following recreational amenities:
 - (1) One child's outdoor play area, which shall include a range of age-appropriate equipment including those rated for use by children younger than five.
 - (2) Pool and spa.
 - (3) Clubhouse with a central multi-purpose room equipped with full kitchen facilities; and at least two separate and defined areas/rooms for games, exercises, recreation, entertainment, etc.
 - (4) Two outdoor cooking facilities each with sheltered dining area to accommodate seating for a minimum of 12 adults.
 - (5) Court facilities (e.g., tennis, volleyball, basketball, etc.).
 - (6) Jogging/walking trails with exercise stations.
 - (7) Community garden.
 - (8) Theater.
 - (9) Computer room or coworking space.
 - (10) Exercise room.
 - (11) Dog park.
 - 5. Other recreational amenities not listed above may be considered in lieu of those listed subject to Community & Economic Development Director review and approval.
 - 6. Recreational amenities may be grouped together and located at any one area of the common space.
 - 7. Recreational amenities shall be evenly dispersed throughout the site with separate recreational amenities; if not centrally located and equidistant to all residential units within the development.

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8. All recreation areas or facilities required by this section shall be maintained by private homeowners' associations, property owners, or private assessment districts subject to Community & Economic Development Director review and approval.
 9. In the R-4 Zone, the required common usable open space may be located on the roof of a garage or building, provided that minimum dimensional standards and the minimum number of amenities can be met.
 10. Onsite common useable open space reduction.
 - a. Required common usable open space may be reduced by up to 20 percent for multifamily residential development located within:
 - (1) One-quarter mile (1,320 feet) of a Neighborhood Park or Special Use Park; or
 - (2) One-half mile (2,640 feet) of a Community Park or Regional Park.
 - b. Park types shall be those defined and listed in the Comprehensive Park, Recreation & Community Services Master Plan (2020).
 - c. Distances shall be measured from the outside perimeter the public park to the property line of the development site.
 - B. *Private usable open space.* Dwelling units shall be provided with private usable open space, as defined in Article X (Definitions), accessible directly from the living area of the unit and as set forth in Table 19.100.070 (Usable Open Space Standards: Multi-Family Residential Zones) and in the following:
 1. *Ground floor units.* Private usable open space for ground floor units shall be in the form of a fenced yard or patio. Such private usable open space shall have no dimension of less than eight feet in R-3 zones and five feet in the R-4 Zone.
 2. *Upper story units.* Each dwelling unit shall have private usable open space area of at least 50 square feet. Such private usable open space shall have no dimension of less than five feet. Upper story private usable open space shall have at least one exterior side open above railing height.
 3. Each square foot of private usable open space provided beyond the minimum requirement of this section shall be considered equivalent to one and one-half square feet of the required common usable open space provided in the project; provided, however, that in no case shall private usable open space constitute more than 40 percent of the total required common usable open space for the project.
 - C. *Distance between buildings.* The minimum distance between buildings shall be not less than 15 feet, except within a Tiny Home Community, in which case the minimum distance between buildings shall not be less than five feet.
 - D. *Trash collection areas.* Common trash collection areas shall be provided and conform to the regulations set forth in Chapter 19.554 (Trash/Recyclable Materials Collection Area Enclosures).
 - E. *Keeping of animals.* Domestic animals in accordance with Table 19.150.020 B (Incidental Uses Table) pursuant to Chapter 19.455 (Animal Keeping) are permitted. All other animal keeping is prohibited. No poultry, pigeons, rabbits, horses, mules, ponies, goats, swine, cows or similar animals generally considered to be non-household pets shall be kept in any R-3 or R-4 Zone.
 - F. *Private streets and driveways.* All driveways and streets provided within any multi-family development shall be private and shall be maintained by a private homeowners' association, property owner, or private assessment district. Such private streets and driveways shall be designed, built and maintained as set forth in the permit conditions authorizing such development.
 - G. *Recreational vehicle parking.* Recreational vehicle parking shall be in accordance with Section 19.580.070 A.4 (Recreational Vehicle Parking in Residential Zones). In addition to providing all required parking spaces, a

development may provide a special parking area and spaces for recreational vehicles, provided such area and spaces are screened from view from surrounding properties by a block wall of a minimum height of eight feet, with finish surfaces matching the color and materials used on the primary buildings within the development.

- H. *Landscaping.* ~~Front, side, and rear yard setback areas adjacent to streets shall be suitably landscaped~~ ~~Landscaping shall be provided~~ and continuously maintained as set forth in Chapter 19.570 (Water Efficient Landscaping and Irrigation).
- I. *Lighting.*
1. The provisions of Section 19.590.070 (Light and Glare) shall apply.
 2. The provisions of Chapter 19.556 (Lighting) shall apply.
- J. *Site Planning.*
1. Primary building entrance(s) shall be oriented toward the following (listed in priority order):
 - a. Public right-of-way;
 - b. Primary internal streets and pedestrian walkways, not including drive aisles;
 - c. Common usable open space;
 - d. Secondary internal streets or drive aisles.
 2. *Pedestrian walkways.*
 - a. Pedestrian walkways shall be included and shall be clearly demarcated from vehicular circulation areas through the use of different surfacing materials if at the same finished elevation; or shall be a raised sidewalk separated by a curb with a minimum height of six inches; and shall be ADA compliant.
 - b. Pedestrian walkways shall connect building entrances with public sidewalks and on-site facilities including, but not limited to, open space, plazas, courtyards, and parking areas.
- K. *Parking.* In addition to the standards and requirements of Chapter 19.580 (Parking and Loading) the following standards shall apply:
1. No parking shall be permitted between the primary building or buildings and the public right-of-way.
 2. Garages and carports visible from the public right-of-way shall match architectural style, finish materials and colors of the primary building(s).
 3. Parking garages/structures visible to the public shall match exterior building cladding materials of the primary building(s).
- L. *Building appearance.*
1. A minimum of two of the following window accent features shall be used on all windows visible from the public right-of-way: sills, shutters, canopies, awnings and/or multi-paned windows.
 2. Building facades shall be designed so as to define and articulate each vertical module of residential units, using at least two of the following:
 - a. Providing a variation in the wall plane (projection or recess) a minimum of two feet in depth between the modules;
 - b. Varying a minimum of two of the following architectural elements between modules: window recess depth, roof shape, window shape, stoop detail, and/or railing type;

- c. Providing porches and balconies;
 3. Windows visible from the public right-of-way shall be recessed a minimum of four inches.
 4. A minimum of three exterior cladding or finish materials shall be used per building. Variation in color, texture or application method among the same material shall not be considered a different material.
- M. *Fences and walls.* In addition to the standards and requirements of Chapter 19.550 (Fences, Walls, and Landscape Materials) the following standards shall apply.
1. Fences and/or walls located anywhere between the primary building(s) and the public right-of-way shall not exceed the following:
 - a. Three feet in height for solid fences and walls;
 - b. Four feet in height for openwork or combination solid and openwork fences and walls provided that the openwork portion of the fence or wall above a height of three feet shall be no more than one part solid to three parts open with no portion of the solid wall, excluding pilasters, extending above three feet.
 - c. Fences and/or walls that enclose common usable open space amenities such as swimming pools and playgrounds, and excluding passive landscape areas, shall have a maximum height of six feet and, if solid, shall match the exterior finish material(s) and color(s) of the primary building(s).
 2. Permitted materials for fences and/or walls shall include decorative masonry split face block, brick, natural stone, precast concrete panels, stucco, wrought iron, aluminum, wood, chemically treated or naturally resistant to decay.
 3. As applicable, perimeter fencing of residential development shall be located and contain breaks to connect on-site pedestrian pathways within the development to any trails shown in the General Plan, when these residential developments are in the vicinity of planned trails outlined in the General Plan.
- (Ord. 7592 § 2(Exh. B), 2022; Ord. 7573 § 1(Exh. A), 2021; Ord. 7528 § 1(Exh. A), 2020; Ord. 7520 § 1(Exh. A); Ord. 7505 § 1(Exh. A), 2020; Ord. 7408 § 1, 2018; Ord. 7331 § 4, 2016; Ord. 6966 § 1, 2007)

19.100.075 - Regulations for infill development on undersized lots in the R-3 and R-4 Zones

The following regulations shall apply to residential infill development projects in the R-3 and R-4 zones on lots less than 21,780 square feet in area:

A. *Development Standards.* For legally created parcels within all R-3 and R-4 Zones which are less than 21,780 square feet in area, the following development standards shall apply and supersede those listed in Table 19.100.040.B:

Table 19.100.075 A

Residential Development Standards: R-3 and R-4 Zone Lots Less than 21,780 Square Feet

<u>Development Standards</u>	<u>Lot Size (square feet)</u>				
	<u>< 5,000</u>	<u>5,001 - 10,000</u>	<u>10,001 - 15,000</u>	<u>15,001 - 20,000</u>	<u>20,001 - 21,780</u>
<u>Building Height - Maximum</u>	<u>40 ft.¹</u>	<u>40 ft.¹</u>	<u>40 ft.</u>	<u>40 ft.</u>	<u>40 ft.</u>
<u>Number of Stories - Maximum</u>	<u>3¹</u>	<u>3¹</u>	<u>3</u>	<u>3</u>	<u>3</u>
<u>Setbacks - Minimum</u>					
<u>A. Front</u>	<u>10 ft.</u>	<u>15 ft.</u>	<u>15 ft.</u>	<u>15 ft.</u>	<u>15 ft.</u>
<u>B. Front (Arterial Streets over 110 feet)</u>	<u>15 ft.</u>	<u>15 ft.</u>	<u>15 ft.</u>	<u>15 ft.</u>	<u>15 ft.</u>

<u>C. Interior Side²</u>	<u>5 ft.</u>	<u>5 ft.</u>	<u>5 ft.</u>	<u>5 ft.</u>	<u>7.5 ft.</u>
<u>D. Street Side²</u>	<u>7.5 ft.</u>	<u>7.5 ft.</u>	<u>7.5 ft.</u>	<u>10 ft.</u>	<u>10 ft.</u>
<u>E. Rear²</u>	<u>7.5 ft.</u>	<u>7.5 ft.</u>	<u>10 ft.</u>	<u>10 ft.</u>	<u>10 ft.</u>
<u>Distance Between Buildings</u>	<u>5 ft.</u>	<u>5 ft.</u>	<u>5 ft.</u>	<u>15 ft.</u>	<u>15 ft.</u>

Notes:

- Height may be increased to 45 feet if building is designed with tuck under parking. Ground floor tuck under parking shall not be considered a story.
- Where a property abuts the RA-5, RC, RR, RE or R-1 Zone, buildings with habitable space above 20 feet in height shall increase the required side and rear yards by five feet.

B. Privacy Considerations. Where an R-3 or R-4 zoned property less than 21,780 square feet in area abuts the RA-5, RC, RR, RE, or R-1 Zone, the development shall adhere to the following:

- Windows within 30 feet of a structure on another parcel shall not directly align with the windows of the neighboring structure.
- Upper story unenclosed landings, decks, and balconies that face or overlook an adjoining RA-5, RC, RR, RE, or R-1 zoned property shall be located a minimum of 15 feet from the interior lot lines.

C. Usable open space. The minimum usable open space, as defined in Article X (Definitions), required for each dwelling unit on undersized lots in the R-3 and R-4 Zones shall be as set forth in Table 19.100.075 B (Usable Open Space Standards: Undersized Lots in Multi-Family Residential Zones) and shall supersede Table 19.100.070:

Table 19.100.075 B

Usable Open Space Standards: Undersized Lots in Multi-Family Residential Zones

<u>Usable Open Space Standards¹</u>	<u>Lot Size (square feet)</u>				
	<u>< 5,000</u>	<u>5,001 - 10,000</u>	<u>10,001 - 15,000</u>	<u>15,001 - 20,000</u>	<u>20,001 - 21,780</u>
<u>Common Usable Open Space - Minimum per Unit</u>	<u>None</u>	<u>None</u>	<u>40 sq. ft. or 2% of lot area, whichever is greater</u>	<u>50 sq. ft.</u>	<u>75 sq. ft.</u>
<u>Common Usable Open Space Minimum Dimension in each direction</u>	<u>None</u>	<u>None</u>	<u>10 ft.</u>	<u>10 ft.</u>	<u>15 ft.</u>
<u>Private Usable Open Space^{2, 3}</u>	<u>None</u>	<u>None</u>	<u>40 sq. ft.</u>	<u>40 sq. ft.</u>	<u>50 sq. ft.</u>

Notes:

- Usable open space is not required for developments with six or fewer units.
- Usable private open space shall have a minimum dimension of 5 feet in each direction, with a vertical clearance of at least 8 feet.
- Upper story private usable open space shall have at least one exterior side open above railing height.

19.100.080 Design review.

A. *Infill developments in the single family residential zones.* A cursory review of building elevations for infill developments will take place in the plan check stage of the building permit process to insure compatibility of the new development with the existing neighborhood.

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- B. *Multi-family residential.* In any R-3 or R-4 Zone, all new buildings, structures, or enlargements of an existing building or structure shall require design review approval pursuant to the provisions of Chapter 19.710 (Design Review).

(Ord. 7408 § 1, 2018; Ord. 7331 § 4, 2016)

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PART II - CODE OF ORDINANCES
Title 19 - ZONING
ARTICLE V - BASE ZONES AND RELATED USE AND DEVELOPMENT PROVISIONS
Chapter 19.150 BASE ZONES PERMITTED LAND USES

Chapter 19.150 BASE ZONES PERMITTED LAND USES

19.150.010 Purpose.

This section establishes land use regulations for all base zones listed in this article consistent with the stated intent and purpose of each zone.

(Ord. 7573 § 1(Exh. A), 2021; Ord. 7331 §12, 2016; Ord. 6966 §1, 2007)

19.150.020 Permitted land uses.

Table 19.150.020 A. (Permitted Uses Table), Table 19.150.020 B. (Incidental Uses Table) and Table 19.150.020 C. (Temporary Uses Table) in Chapter 19.150 (Base Zones Permitted land uses) identify permitted uses, permitted accessory uses, permitted temporary uses, and uses permitted subject to the approval of a minor conditional use permit (Chapter 19.730 - Minor Conditional Use Permit), or conditional use permit (Chapter 19.760 - Conditional Use Permit), or uses requiring some other permit. Table 19.150.020 A. also identifies those uses that are specifically prohibited. Uses not listed in tables are prohibited unless the Community & Economic Development Department Director, or his/her designee, pursuant to Chapter 19.060 (Interpretation of Code), determines that the use is similar and no more detrimental than a listed permitted or conditional use. Any use which is prohibited by state and/or federal law is also strictly prohibited.

Chapter 19.149 - Airport Land Use Compatibility includes additional Airport Land Use Compatibility Plan requirements for discretionary actions proposed on property located within an Airport Compatibility Zone. When located within an Airport Land Use Compatibility Zone, greater land use, restrictions for airport compatibility may apply per the applicable Airport Land Use Compatibility Plan.

(Ord. 7630 § 3, 2023; Ord. 7573 § 1(Exh. A), 2021; Ord. 7552 §6, 2021; Ord. 7431 , § 1(Exh. A), 2-20-2018; Ord. 7331 §12, 2016; Ord. 7273 §1, 2015; Ord. 7222 § 3, 2013; Ord. 7110 §§2, 3, 4, 2011; Ord. 7109 §§4, 5, 2010; Ord. 7072 §1, 2010; Ord. 7064 §9, 2010; Ord. 6966 §1, 2007)

Pawn Shop/Gold Buying	X	X	X	X	X	X	X	X	MC	MC	X	X	X	X	X	X	X	X	X	X	X	For parking see Retail Sales - 19.58019.355 - Pawn Shop
Personal Services (Barber, Beauty Salon, Spa, Tailor, Dry Cleaner, Self-service Laundry, Tattoo & Body Piercing Parlors, Etc.)	X	X	X	X	X	X	X	P	P	P	P	P	P	P	X	X	X	X	X	X	P	5.52 - Massage
Planned Residential Development	PRD	X	PRD	PRD	PRD	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	19.780 - Planned Residential Development Permits See 19.149 - Airport Land Use Compatibility***
Minor Planned Residential Development	X	X	PRD	PRD	PRD	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Administrative Planned Residential Development	X	X	PRD	PRD	PRD	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Small Lot Subdivision Planned Residential Development	X	X	X	X	X	PRD	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Plant Nurseries - Retail	X	X	X	X	MC	MC	X	X	P	P	X	MC	X	X	X	X	X	X	X	X	X	19.360 - Plant Nurseries - Retail 19.505 - Outdoor Display and Sales
Plant Nurseries - Wholesale	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	C	X	X	X	X	X	
Publishing and Printing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	P	P	X	X	X	For parking see Manufacturing - 19.580
Rail Transit Station	X	X	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	
Recreational Facilities - Commercial:																						5.28 - Poolrooms 19.370 - Recreational Facilities - Commercial (Billiard Parlors and Pool Halls)
Billiard Parlors and Pool Halls	X	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	X	X	X	X	X	X	X	
Bowling Alleys	X	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	X	X	X	X	X	X	X	
Skate Facility	X	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	X	X	X	X	X	X	X	
Amusement Parks	X	X	X	X	X	X	X	X	C	C	C	X	X	X	X	X	X	X	X	X	X	
Golf Courses and Driving Ranges	C	C	C	C	C	X	X	X	C	C	C	X	X	X	X	X	X	C	X	X	X	

* = For CRC, MU-U and MU-V Zones a Site Plan Review Permit (Chapter 19.770) is required for any new or additions/changes to existing buildings or structures.

** = For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030.A (RA-5 Zone Permitted Uses) and 19.100.030.B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030.A and 19.100.030.B exists, the provisions of Sections 19.100.030.A and 19.100.030.B shall apply.
*** = Refer to Chapter 19.149 - Airport Land Use Compatibility and applicable Airport Land Use Compatibility Plan for airport land use compatibility zones where use may be strictly prohibited.

C = Subject to the granting of a conditional use permit (CUP), Chapter 19.760
MC = Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730
P = Permitted
PRD = Planned Residential Development Permit, Chapter 19.780
sq. ft. = Square Feet

X = Prohibited

¹ Commercial Storage Facilities are permitted in all zones with the Commercial Storage Overlay Zone (Chapter 19.190).

² Legal, existing duplexes built prior to the adoption of this Zoning Code are permitted in the R-1-7000 Zone see 19.100.060 D.

³ Allowed with a Planned Residential Development (PRD) Permit, Chapter 19.780.

⁴ One single-family detached dwelling allowed on one legal lot 0.25 acres in size or less in existence prior to January 1, 2018 subject to the development standards of the R-1-7000 Zone.

⁵ Permitted or conditionally permitted on sites that do not include a residential use.

⁶ For Clean Energy Uses and associated Outdoor Storage (Chapter 19.510) and/or Indoor Vehicle Repair (Chapter 19.420), permitted with a Minor Conditional Use Permit.

⁷ Allowed for Two-Unit Developments pursuant to Chapter 19.443.

(Ord. 7652 § 3(Exh. B), 2023; Ord. 7630 § 4(Exh. A), 2023; Ord. 7592 § 4(Exh. D), 2022; Ord. 7587 , § 2(Exh. A), 2022; Ord. 7573 § 1(Exh. A), 2021; Ord. 7552 §7(Exh. C), 2021; Ord. 7541 , § 6(Exh. C), 2020; Ord. 7528 § 1(Exh. A), 2020; Ord. 7520 § 1(Exh. A); Ord. 7505 § 1(Exh. A), 2020; Ord. 7487 § 13(Exh. D), 11-5-2019; Ord. 7462 , § 2(Exh. A), 2019; Ord. 7431 § 3(Exh. A), 2018)

19.580 Parking and Loading

Table 19.580.060 Required Spaces

Dwelling:	
a. Single-family dwelling	a. 2 spaces within a private garage/dwelling unit
b. <u>b. Single-family dwellings on lots between 3,500 square feet to 5,499 square feet in area</u>	b. <u>2 covered spaces in a garage or carport.</u>
c. <u>c. Single-family dwellings on lots less than 3,500 square feet in area</u>	c. <u>1 covered space and 1 uncovered space ⁽⁴⁾.</u>
b- d. Multiple-family dwelling	b- d. 1.5 spaces/dwelling unit with 1 bedroom plus 2 spaces/dwelling unit with 2 or more bedrooms ⁽¹⁾⁽⁴⁾
e- e. Live/Work, Studio Unit/Tiny Home (Foundation)	e- e. 1 space/dwelling unit
d. f. Accessory Dwelling Unit and Junior Accessory Dwelling Unit	d. f. No replacement parking is required when a garage, carport or covered parking is demolished. No parking is required for the ADU or JADU.

4. Required parking spaces may be in tandem. ~~, and the driveway may be used for the required drop-off and pick-up space.~~

A. Single family dwellings.

1. Required number and type of spaces. See Table 19.580.060 (Required Spaces)

Dwelling-Single Family.

- a. Tandem parking: May be provided to satisfy the minimum parking requirement on lots less than 3,499 square feet in area.
2. Parking location in the front and side yard areas.
 - a. Parking and maneuvering in front yard areas of single-family residential zones for all vehicles, except recreational vehicles exceeding 10,000 pounds gross vehicular weight, shall be limited to the space within a carport or garage plus a paved driveway between such garage or carport and the street from which it is served, not exceeding the width of the garage.
 - b. In addition, front and side yard areas may also be paved for the parking and maneuvering of vehicles as set forth in Section 19.580.070.A.3 below.
 3. Permitted driveway locations.
 - a. House with attached or detached garage or carport: The space between the driveway serving the garage or carport and the nearest side property line, with such paving permitted to extend as far as the rear of the residential structure, such space not to exceed 20 feet in width beyond the driveway serving the garage or carport. (See Figure 19.580.070 A.3.a - House with Attached Garage)
 - b. House with detached garage or carport, served by adjacent street: The space between the driveway and the nearest side property line, extending as far as the rear of the garage or carport, such space not to exceed 20 feet in width beyond

the driveway serving the garage or carport. (See Figure 19.580.070 A.3.b - House with Detached Garage)

- c. House with detached garage or carport served from an alley: A space, not exceeding 20 feet in width, adjacent to a side property line. Such paved space may extend no further than the space between the street and the rear of the house. Installation of such a driveway is subject to approval of a driveway curb cut by the Public Works Department. (See Figure 19.580.070 A.3.c - House with Detached Garage Served by Alley)

19.580.080 - Design standards.

A. Parking space dimensions.

1. Table 19.580.080 A. (Off Street Vehicle Parking Space Dimensions) sets forth minimum size requirements for individual parking spaces. Design standards for handicapped parking stalls shall be provided in compliance with current requirements of the Uniform Building Code.
2. **Compact spaces.**
 - a. Up to 15 percent of the onsite parking spaces may have compact dimensions as set forth in Table 19.580.080 A.
 - b. Calculations that result in a fraction of a space shall be rounded to the nearest whole number.
 - c. Compact spaces shall not be permitted for single-family dwellings.
3. Parking spaces that are parallel and adjacent to a building, fence/wall, or other door swing or pedestrian access obstruction shall be nine and one-half feet wide.
4. All off-street parking spaces shall be indicated by white or yellow painted stripes not less than four inches wide or by other means acceptable to the Planning Division. Handicapped accessible spaces shall be indicated by blue painted stripes, signs and markings, in accordance with State of California requirements.
5. Except in the case of individual tree well planters, the minimum paved depth of a parking space shall not be reduced by an overhang into a planter.
6. Tandem parking shall not be permitted to satisfy the minimum parking requirement, except as provided in Section 19.580.070 B.1.d e (Multiple Family Dwellings) and Section 19.580.070 A.1.a (Single family dwellings).
7. Angled Parking Spaces. Any parking layout incorporating angled parking spaces shall illustrate that minimum space dimensions are met by overlaying a rectangle (having the minimum required dimensions - Standard or Compact) onto each angled space so that no overhang occurs on the adjoining spaces, planters or drive aisles.
8. One-car garages shall have a minimum interior dimension of 12 feet wide and 20 feet deep.
9. Two-car garages shall have a minimum interior dimension of 20 feet wide and 20 feet deep.

Chapter 19.640 GENERAL PERMIT PROVISIONS

19.640.010 Purpose.

This chapter establishes the overall structure for the application, review, and action on discretionary permits and legislative actions. Further, it identifies and describes the permits regulated by the Zoning Code. It also identifies those minor activities, uses and structures that are exempt from permit requirements. It further requires compliance with all applicable laws and regulations.

(Ord. 7331 §100, 2016; Ord. 6966 §1, 2007)

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19.640.040 Discretionary permits and actions.

- A. *Definition.* Discretionary permits or actions apply to projects that require the exercise of judgment or deliberation when the Approving or Appeal Authority decides to approve or disapprove a particular activity, as distinguished from situations where the City public official, Board, Commission or Council merely has to determine whether there has been conformity with applicable statutes, ordinances or regulations.
- B. *Administrative discretionary permits and actions not requiring a public hearing.* The Community & Economic Development Director or the Development Review Committee have primary administrative authority over certain activities that require the determination of compliance with applicable zoning provisions and the application of judgment to a given set of facts. The following lists the various administrative permits and references Chapters of the Zoning Code for the respective actions:
 - 1. Community & Economic Development Director:
 - a. Interpretation of Code - Refer to Chapter 19.060.
 - b. Temporary Use Permit - Refer to Chapter 19.740.
 - c. Nonconforming Provisions - Refer to Chapter 19.080.
 - d. Effective Dates, Time Limits and Extensions - Refer to Chapter 19.690.
 - e. Recycling Center Permit - Refer to Chapter 19.870.
 - f. Determination of substantial conformance and modification of previously approved conditions with equivalent language.
 - g. [Administrative Planned Residential Development Permit – Refer to Chapter 19.780.](#)
 - 2. Development Review Committee:
 - a. Design Review - Refer to Chapter 19.710.
 - b. Minor Conditional Use Permit - Refer to Chapter 19.730.
 - c. Variance - Refer to Chapter 19.720.

d. Minor Planned Residential Development Permit - Refer to Chapter 19.780.

C. *Discretionary permits and actions requiring a public hearing.*

1. Except when combined with legislative actions, the City Planning Commission is the designated approving authority for discretionary permits and actions. A public hearing is required for the following discretionary permits:
 - a. Conditional Use Permit - Refer to Chapter 19.760.
 - b. Planned Residential Development Permit - Refer to Chapter 19.780.
 - c. Condominium Conversion Permits- Refer to Chapter 19.790.
 - d. Site Plan Review Permit - Refer to Chapter 19.770.
 - e. Modification and Revocation of Permits/Variances and Other Approvals - Refer to Chapter 19.700.
 - f. Street, Alley and Walkway Vacations - Refer to Chapter 19.890 and the City Administrative Manual.
 - g. Traffic Pattern Modification Measures - Refer to Chapter 19.785.
2. The City Council is the designated approving authority for the following actions subject to a public hearing:
 - a. Airport Land Use Commission Appeals (City Council only) - Refer to Sections 19.680 A and E (Filing an Appeal).

D. *Legislative actions—Public hearing required.* In general, legislative actions establish rules, policies or standards of general applicability. They involve the exercise of discretion and they are governed by considerations of the public welfare. The designated approving authority for all legislative actions by the City is the City Council. A public hearing is required for all following legislative actions:

1. General Plan Text/Map Amendment - Refer to Chapter 19.800.
2. Zoning Code Text/Map Amendment (Rezoning) - Refer to Chapter 19.810.
3. Specific Plan/Specific Plan Amendments - Refer to Chapter 19.820.
4. Development Agreement and Development Agreement Amendment - Refer to City Resolution No. 15475 or its successor.
5. Annexations and Detachments - Governed by State Law.

(Ord. 7528 §1(Exh. A), 2020; Ord. 7520 §1(Exh. A), 2020; Ord. 7331 §100, 2016; Ord. 6966 §1, 2007)

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Chapter 19.650 APPROVING AND APPEAL AUTHORITY

19.650.010 Purpose.

This chapter identifies the designated Planning Agency, as identified in Chapter 19.050 (Administrative Responsibility), for the review of the land use development permits and actions required by the Zoning Code. (Ord. 7331 §101, 2016; Ord. 6966 §1, 2007)

19.650.020 Designated approving authority.

A. General provisions.

1. The Approving and Appeal Authority, as designated in Table 19.650.020 (Approving and Appeal Authority), shall approve (in full or in part), conditionally approve (in full or in part), modify or deny (in full or in part) applications in accordance with the requirements of the Zoning Code.
2. Table 19.650.020 (Approving and Appeal Authority) identifies both recommending (R) and final (F) authorities for each application.
3. When a proposed project requires more than one permit, the permits shall be processed pursuant to Section 19.650.030 (Concurrent Processing of Land Use Development Permits).

B. Appeals. An action of the Approving or Appeal Authority may be appealed pursuant to procedures set forth in Chapter 19.680 (Appeals).

C. Approval authority on referral.

1. Referral by the Community & Economic Development Department Director, or his/her designee, or the Development Review Committee.
 - a. The Community & Economic Development Department Director, or his/her designee, or the Development Review Committee, instead of taking any action, may refer the matter to the Planning Commission.
 - b. The action of the Planning Commission, following referral, may be appealed to the City Council.
 - c. Action taken by the City Council is not subject to an appeal.
2. Community & Economic Development Department Director, or his/her designee, decisions.
 - a. All administrative and discretionary decisions of the Community & Economic Development Department Director, or his/her designee, shall be transmitted to the City Council.
 - b. The Mayor or any member of the City Council may refer the decision for consideration by the City Council at a public hearing by notifying the Community & Economic Development Department Director, or his/her designee.
 - c. If not referred by the Mayor or any member of the City Council, or otherwise appealed, within ten days of transmittal, the action of the Community & Economic Development Department Director, or his/her designee, is final.

3. Development Review Committee decisions.
 - a. All decisions of the Development Review Committee shall be transmitted to the City Council.
 - b. The Mayor or any member of the City Council may refer the matter for consideration by the City Council at a public hearing by notifying the Community & Economic Development Department Director, or his/her designee.
 - c. If not referred by the Mayor or any member of the City Council, or otherwise appealed, within ten days of transmittal, the action of the Development Review Committee is final.
4. Planning Commission Administrative and Discretionary Items.
 - a. All decisions of the Planning Commission on administrative and discretionary items shall be transmitted to the City Council the next business day following Planning Commission action.
 - b. The Mayor or any member of the City Council may refer the matter for consideration by the City Council at a public hearing by notifying the Community & Economic Development Department Director, or his/her designee.
 - c. If not referred by the Mayor or any member of the City Council, or otherwise appealed, within ten days of Planning Commission action, the action of the City Planning Commission is final. (See Section 19.690.020(A) - Effective Date of Permits and Actions).

(Ord. 7552 §23, 2021; Ord. 7520 §1(Exh. A), 2020; Ord. 7331 §101, 2016; Ord. 7091 §5, 2010; Ord. 6997 §7, 2008; Ord. 6966 §1, 2007)

Table 19.650.020
Approving and Appeal Authority

R = Recommending Authority; F = Final Approving Authority (unless appealable); A = Appeal Authority; AR = Approving Authority as Community & Economic Development Director or Development Review Committee on Referral

Type of Permit or Action	Approving and Appeal Authority			
	Community & Economic Development Department Director	Development Review Committee (DRC)	City Planning Commission ^(9,11)	City Council ^(1,11)
<i>Administrative</i>				
Design Review		F ⁽³⁾	A/AR ⁽³⁾	A ⁽³⁾ /F
Fair Housing and Reasonable Accommodation		F	AR	A ⁽⁴⁾ /F
Minor Conditional Use Permit		F	A ⁽⁴⁾ /AR	A ⁽⁴⁾ /F
<u>Administrative Planned Residential Development Permit</u>	<u>F</u>		<u>A⁽⁴⁾/AR</u>	<u>A⁽⁴⁾/F</u>

Nonconforming Determination	F		A ⁽⁴⁾ /AR	A ⁽⁴⁾ /F
Recycling Center Permit	F			AR/A/F
Room Rental Permit	F		AR	A/F
Street, Alley, & Walkway Vacations (Summary)				F
Temporary Use Permit	F ⁽⁵⁾			
Time Extensions	F		A/AR	A/F
Transportation Demand Management Regulations	F			A/F
Variance	F		A ⁽⁴⁾ /AR	A ⁽⁴⁾ /F
Zoning Code Interpretation	F		A/AR	A/F
<i>Public Hearing</i>				
Accessibility Appeals (Building Official decisions relating to access)			F	A/F
Airport Land Use Commission Appeals				A ^(10, 12) /F
Annexation or Detachment			R ⁽⁶⁾	A/F
Conditional Use Permit			F ^(6, 9)	A/F
Condominium Conversion Permit			R ⁽⁶⁾	A/F
Development Agreement and Amendment ⁽⁸⁾			R ⁽⁶⁾	A/F
Design Review			F ⁽³⁾	A/F ⁽³⁾
Floodplain Approval; Floodplain Variance			F	A/F

General Plan Text/Map Amendment			R ^(6, 9)	A/F
Planned Residential Development Permit			F ^(6, 9, 13)	A/F
<u>Minor Planned Residential Development Permit</u>			F ^(6, 9)	A/F
<u>Small Lot Planned Residential Development Permit</u>			F ^(6, 9)	A/F
Site Plan Review Permit			F ⁽⁶⁾	A/F
Specific Plan and Amendments			R ^(6, 9)	A/F
Street, Alley, & Walkway Vacations			R ⁽⁶⁾	A/F ⁽⁷⁾
Street Name Change			R ⁽⁶⁾	A/F
Traffic Pattern Modification Measures			R ⁽⁶⁾	A/F ⁽⁷⁾
Zoning Code Text/Map Amendment			R ^(6, 9)	A/F

Notes:

1. Decisions of the City Council are final and cannot be appealed.
2. Reserved.
3. Planning Commission primary design review responsibility is limited to concurrent review with another case for which the Planning Commission has approval authority (Refer to Section 19.710.035 - Review Responsibilities of Planning Commission or Community & Economic Development Department Director). Appeal of Planning Commission action on design review is by the full City Council.
4. See Section 19.650.020 C - Designated Approving Authority.
5. Appeal of an action on a Temporary Use Permit shall be to the City Manager. The City Manager's decision is final.
6. If denied by the Planning Commission, the action is final unless appealed to the City Council (See Section 19.680.020 B - Appeal Authority) with the exception of City-initiated General Plan Text/Map Amendments, Zoning Code Text/Map Amendments and Specific Plan Amendments where the Planning Commission is a Recommending Authority only.

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7. Street vacations and traffic pattern modification measures require two actions at the City Council: adoption of a resolution of intent to hold a public hearing and a public hearing.
 8. See Government Code Section 65864 for more information on Development Agreements.
 9. All decisions by the Planning Commission to approve or deny a permit or action are by simple majority of the members present and voting, with the following exceptions:
 - a. Conditional Use Permits, including revocations, and Planned Residential Development Permits require approval by a 2/3 majority of the Planning Commissioners present and voting; and
 - b. Zoning Code Text/Map Amendments, General Plan Text/Map Amendments, and Specific Plan Amendments require a majority vote of not less than four Planning Commissioners present and voting.
 10. All decisions of the City Council to approve or deny a permit or action are by a majority vote of those present and voting except that a 2/3 vote of the total membership (five votes minimum) is required to approve an appeal of a decision of the Airport Land Use Commission (ALUC).
 11. All tied votes of the Planning Commission mean that an application failed to be approved and will be treated as a denial. When a tie vote exists before the City Council, the Mayor shall have the voting right as any member of the City Council and may cast a vote for or against an item to break a tie. In the Mayor's absence, in the event of a tie vote, the Mayor Pro Tempore shall not have the right to cast a tie-breaking vote; in this instance the City Council vote shall be treated as a denial (Riverside City Charter - Article IV, Section 405).
 12. Refer to Section 19.680.030 (E) for details regarding the ALUC appeal process
 13. The final decision-making authority for PRD's in the RC Zone shall be the City Council.

(Ord. 7552 §24(Exh. E), 2021; Ord. 7528 §1(Exh. A), 2020; Ord. 7520 §1(Exh. A), 2020; Ord. 7487 § 2(Exh. A), 11-5-2019; Ord. 7331 §101, 2016; Ord. 7222 §5, 2013; Ord. 7163 §2, 2012; Ord. 7091 §6, 2010; Ord. 6966 §1, 2007)

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Chapter 19.670 PUBLIC HEARINGS AND NOTICE REQUIREMENTS

19.670.020 Notice requirements for administrative discretionary permits with no public hearing.

- A. *Minor Conditional Use Permit, Minor Planned Residential Development Permit, Administrative Planned Residential Development Permit, and Variance.*
1. Public notice of the consideration of a proposed minor conditional use permit in all zones or a minor planned residential development permit in single-family residential zones shall be provided by the Community & Economic Development Department Director, or his/her designee, by mailing such notice to the property owners within 300 feet of the exterior boundaries of the property under consideration;
 2. Public notice of the consideration of a proposed variance in any zone or an administrative planned residential development permit in single-family residential zones shall be provided by the Community & Economic Development Department Director, or his/her designee, by mailing such notice to the property owners adjacent to the boundaries of the property under consideration. When the variance request is regarding a corner lot and will pertain to a rear or side yard setback, such notice shall be given to the owners of property directly across each street from the proposed side or rear yard encroachment as well as to the owners of abutting property.
 3. For mailing purposes, the last known name and address of such owners as are shown on the latest available equalized assessment roll of the County Assessor shall be used. Such notices shall identify the property under consideration and indicate the nature of the proposed permit.
 4. The public notice shall:
 - a. Be sent no later than 14 days after acceptance of a complete and accurate application;
 - b. Invite interested persons to notify, in writing, the Planning Division of any concerns, comments or to make a request to be further notified of actions relating to the proposed variance or minor conditional use permit during a 15-day comment and review period commencing with the date of the notice;
 - c. Specify that only those specifically requesting to be further notified of actions relating to the application will be so notified of decisions, appeals or requests for City Council review; and
 - d. Specify that, at the end of the 15-day comment and review period, the Community & Economic Development Department Director's or Development Review Committee's final report and recommendations will be issued, initiating a ten-day appeal period during which time any interested person may appeal to the decision the appropriate Appeal Authority.

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5. For variances in any residential zone where the applicant has obtained the written approval of the adjacent property owners, no public notices, comment period or appeal period is required.
 6. The Community & Economic Development Department Director's decision is final, except that the applicant may appeal the decision within ten days of the mailing of written notice of decision.
 7. Noticing distance requirements for individual uses may vary. Refer to Article VII, Specific Land Use Provisions.

B. *All other administrative, discretionary permits.*

No notice is required for other administrative, discretionary actions without a public hearing, unless specified.

(Ord. 7552 §33, 2021; Ord. 7487 §3, 11-5-2019; Ord. 7331 §103, 2016; Ord. 6966 §1, 2007)

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Chapter 19.690 EFFECTIVE DATES, TIME LIMITS, AND EXTENSIONS

19.690.010 Purpose.

This chapter identifies the effective date of permit and other approvals and provides requirements (including time limits) for implementation and extension of approval time limits. Unique processing procedures are listed in the individual permit chapters.

(Ord. 7331 §105, 2016; Ord. 6966 §1, 2007)

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19.690.050 Time extension.

- A. The period within which the exercise of a discretionary permit or other approval must occur may be extended by the Community & Economic Development Department Director, or his/her designee, as described in B—K below. A Temporary Use Permit may not be extended. An application for extension shall be filed, along with appropriate fees and necessary submittal materials pursuant to Chapter 19.660 (General Application Processing Procedures).
- B. Variances, administrative design review actions and Minor Conditional Use Permits may receive a maximum of two, one-year time extensions.
- C. Conditional use permits and Site Plan Review permits, not related to an implementing subdivision and/or legislative action, may be granted time extensions by the Community & Economic Development Department Director, or his/her designee, up to a total of five years beyond the original approval expiration date. At the exhaustion of Community & Economic Development Department Director approved extensions, the original Approving or Appeal Authority following a public hearing noticed pursuant to Section 19.670.030 (Notice of Hearing for Discretionary Actions Requiring a Public Hearing), may grant one final permit extension of up to two years. A public hearing notification fee is required of the applicant in such case, in addition to a time extension fee.
- D. Planned residential development permits, minor planned residential development permits, or administrative planned residential development permits, related to an implementing subdivision and/or legislative action, may be granted time extensions by the Community & Economic Development Department Director, or his/her designee, up to a total of five years beyond the original approval expiration date prior to issuance of any building permits. Once a building permit has been issued the planned residential development will be considered vested and time extensions are no longer needed. At the exhaustion of Community & Economic Development Department Director approved extensions, the original Approving or Appeal Authority following a public hearing noticed pursuant to Section 19.670.030 (Notice of Hearing for Discretionary Actions Requiring a Public Hearing), may grant one final permit extension of up to two years. A public hearing notification fee is required of the applicant in such case, in addition to a time extension fee.
- E. Zoning Text/Map, General Plan and Specific Plan amendments may be granted time extensions by the Community & Economic Development Department Director, or his/her designee, up to a total of five years beyond the original approval expiration date. At the exhaustion of Community & Economic Development Department Director approved extensions, the original Approving or Appeal Authority following a public hearing noticed pursuant to Section 19.670.040 (Notice of Hearing for Legislative Actions), may grant one

final permit extension of up to two years. A public hearing notification fee is required of the applicant in such case, in addition to a time extension fee.

- F. Any permit extension may be conditioned to comply with any development standards that may have been enacted since the permit was initially approved.
- G. The extension may be granted only when the Community & Economic Development Department Director or designated Approving or Appeal Authority finds that the original permit findings can be made and that there are no changed circumstances or that there has been diligent pursuit to exercise the permit that warrants such extension.
- H. Retroactive time extensions may be granted for a period not greater than specified in Sections 19.690.050 B, C, D and E F.
- I. A separate fee shall be required for each year of permit extension.
- J. Extensions related to the terms of nonconforming uses and structures are governed by Article III, Chapter 19.080 (Nonconformities).
- K. Time extensions for tentative maps are governed by Chapter 18.180 and State Law as it relates to automatic time extensions.
- L. The period of time specified in Chapter 19.690, including any extension granted by the Community & Economic Development Department Director, or his/her designee, shall not include the period of time during which a lawsuit involving the approval or conditional approval of the entitlement(s) is or was pending in a court of competent jurisdiction, if the stay of the time period is approved by the Community & Economic Development Department Director. After service of the initial petition or complaint in the lawsuit upon the Community & Economic Development Department Director, the applicant may apply for a stay following the same procedures in Chapter 19.690. Within 40 days after receiving the application, the Community & Economic Development Department Director shall either stay the time period for up to five years or deny the requested stay.

(Ord. 7552 §44, 2021; Ord. 7505 §2(Exh. B), 2020; Ord. 7331 §105, 2016; Ord. 6966 §1, 2007)

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Chapter 19.780 PLANNED RESIDENTIAL DEVELOPMENT PERMITs

19.780.010 Purpose.

- A. These Planned Residential Development (PRD) regulations are established to allow for flexibility and creativity in design of single-family residential developments, and for the application of unique development standards that reflect special property conditions. Specifically, ~~the~~ Planned Residential Development Permits ~~are~~ is intended to achieve the following:
1. In all applicable zones:
 - a. Address the need to provide mechanisms to assist in producing a diversity of single-family residential housing and product types;
 - b. Provide an incentive for clustered property development of environmentally and topographically constrained land in order to minimize the impacts of development on more environmentally sensitive portions of that land, particularly in the RC Zone;
 - c. Allow the development of small-lot infill subdivisions in existing ~~single-family~~ neighborhoods, thereby allowing a more efficient and creative use of often difficult to develop properties when the proposed development is designed in a manner that is compatible with all existing development in the vicinity;
 - d. Encourage and allow more creative and imaginative project design by allowing increased development densities. In return, planned residential developments are required to incorporate open space, amenities for recreational and visual enjoyment and superior design features, which are encouraged, but not required of standard single-family residential developments;
 - e. To provide increased opportunities for home ownership consistent with the objectives of the City's General Plan; and
 - f. Assist in the preservation and enhancement of valuable natural areas, where appropriate and especially in the RC Zone.
 2. In the RC Zone: PRD's in the Residential Conservation Zone (RC) shall be established consistent with General Plan objectives and voter approved initiatives (Proposition R and Measure C) to protect prominent ridges, hilltops and hillsides, slopes, arroyos, ravines and canyons, and other areas with high visibility or topographic conditions that warrant sensitive development from adverse development practices, and specifically, to achieve the following objectives:
 - a. To promote clustering of lots on less sensitive portions of the property to preserve valuable open space and wildlife habitat;
 - b. To provide each individual lot with its own private open space areas preserving natural open space areas and features in common open space areas pursuant to Proposition R and Measure C; and
 - c. To promote the preservation of viewsapes and low impact development.

(Ord. 7331 §113, 2016; Ord. 7027 §3, 2009; Ord. 6966 §1, 2007)

19.780.020 Applicability and permit requirements.

A Planned Residential Development is permitted according to the following permit types: ~~is permitted in any single-family residential zone, except the RA-5 Zone, subject to granting of a Planned Residential Development Permit~~

- 1) Planned Residential Development Permit.
 - a) Permitted in single-family residential zones except the RA-5 zone.
 - b) Consists of any number of dwelling units.
- 2) Minor Planned Residential Development Permit (Minor PRD).
 - a) Permitted in single-family residential zones except the RC and RA-5 zone.
 - b) Consists of five to 16 dwelling units.
- 3) Administrative Planned Residential Development Permit (Admin PRD).
 - a) Permitted in single-family residential zones except the RC and RA-5 zone.
 - b) Consists of four or fewer parcels.
- 4) Small Lot Subdivision Planned Residential Development Permit (Small Lot PRD).
 - a) Permitted in multi-family (R-3) residential zones except for R-4.
 - b) Consists of 16 or fewer dwelling units.

The Approving Authority shall review and evaluate a proposed project, including plot plans, architectural plans, grading plans, tract or parcel map, and proposed amenities, and shall approve, conditionally approve, or deny the proposed project, based on the findings and criteria indicated in Section 19.780.050.A for single-family residential zones or 19.780.055.B for R-3 zones.

(Ord. 7331 §113, 2016; Ord. 6966 §1, 2007)

19.780.030 Procedures.

- A. *General process.* All Planned Residential Development Permit (PRD) applications shall be processed in accordance with the discretionary permit processing provisions as set forth in Chapters 19.640 (General Permit Provisions), 19.650 (Approving and Appeal Authority), 19.660 (General Application Processing Procedures), 19.670 (Public Hearings and Notice Requirements ~~Notices and Hearings~~), 19.680 (Appeals), 19.690 (Effective Dates, Time Limits, and Extensions) and other applicable Chapters of the Zoning Code.
- B. *Map required.* The application shall be accompanied by a tentative map that shall be filed with the Planning Division in accordance with procedures set forth in Chapter 18.080 of Title 18 (Subdivision Code).
- C. *Phasing.* If a Planned Residential Development is proposed to be constructed in phases, the proposed phasing schedule is subject to approval by the Director of Community & Economic Development.
- D. *Planned Residential Development permit expiration.* Time limits and extensions shall be the same as for the related subdivision, consistent with the provisions of Title 18 (Subdivision Code) prior to issuance of the first building permit. After the first building permit has been pulled the Planned Residential Development Permit is vested.
- E. *Voting approval requirements.* The decision of Planning Commission to grant a Planned Residential Development Permit shall require an affirmative vote of 2/3 of the membership present and voting.

(Ord. 7331 §113, 2016; Ord. 6966 §1, 2007)

19.780.040 Permitted uses.

- A. Single-family dwellings attached or detached.
- B. Tiny home (foundation) in a tiny home community, except in the RC Zone.
- C. Related recreation and community facilities for the use of residents of the development and their guests.
- D. Natural open spaces.
- E. Golf courses.
- F. Multipurpose trails.
- G. Other uses as may be permitted as part of the planned residential development.
- H. In the single-family residential base zones, uses required by State law to be permitted in conjunction with a single-family residential use.

(Ord. 7528 §1(Exh. A), 2020; Ord. 7520 §1(Exh. A), 2020; Ord. 7408 §1, 2018; Ord. 7331 §113, 2016; Ord. 7027 §4, 2009; Ord. 6966 §1, 2007)

19.780.050 Density and findings for single-family residential zones.

- A. *Benchmark density and findings for approval.* ~~In all single-family residential zones, densities up to the densities shown in Table 19.780.050 B (PRD Benchmark and Bonus Densities) for the underlying zone in which the project is located may be approved with the granting of a Planned Residential Development Permit,~~ Minor Planned Residential Development Permit, or Administrative Planned Residential Development Permit, provided that the Approving Authority determines, based on demonstrated evidence, the project complies with the following criteria and findings, and the intent, standards, and requirements of this chapter. Additional density up to the limit of the bonus density shown in Table 19.780.050.B may be considered if the project meets all the requirements stated in Section 19.780.050.E - Density Bonus for Superior Design.

Compliance with the following criteria shall be demonstrated for a proposed project to be approved, and the benchmark density to be granted. Failure to substantially meet or exceed all these standards shall result in disapproval of the project, or a lower density than the benchmark density.

- 1. In all single-family residential zones, other than RA-5 and RC Zone:
 - a. The property is well served by public infrastructure;
 - b. The project enjoys good access to public services, including schools, shopping and public and semipublic facilities;
 - c. The site is located on streets capable of accommodating the anticipated traffic. A traffic study may be required; ~~to assess consistency with Policy CCM – 2.3 of the General Plan to maintain LOS "D" or better on arterial streets or greater, except where LOS "E" has been designated as an acceptable standard;~~
 - d. The project complies with the purpose and standards of this chapter, demonstrates substantial compliance with the provisions of the Citywide Design and Sign Guidelines, and is in accordance with City Codes, which may include deviations by variances when required findings are made. Additional criteria used in evaluating the design of the project shall include, but shall not be limited to, the following:

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- i. Varied placement of buildings demonstrating sensitivity to the natural topographic features of the site;
 - ii. Relatively level land is set aside for active recreational pursuits;
 - iii. Open space is distributed on the site and accessible to all units
 - iv. An efficient circulation system consisting of both vehicular lanes and pedestrian walkways;
 - v. Sensitivity to surrounding community and attention to the edge conditions, creating areas of transition from surrounding existing development to the proposed development; and
 - vi. Where front porches are consistent with the style of the development, a minimum of two-thirds (~~2~~2/3) of the total units shall provide front porches.~~and~~
- e. The project proposes development in an environmentally and topographically sensitive manner in order to minimize the impacts of development on adjacent properties, and is designed in a manner that is compatible with the adjacent and existing development in the vicinity;
 - f. The project provides amenities in compliance with this chapter, and that the amenities are consistent with the size and scale of the project, the project density, and neighborhood characteristics.
2. In the RC Zone:
- a. Retention of unique natural features, including arroyos, hillsides and rock outcroppings, in natural open space areas consistent with the grading ordinance;
 - b. Placement of buildings demonstrating sensitivity to the natural topographic and habitat features of the site, including clustering of homes in less sensitive and less steep locations in order to preserve such natural features and valuable natural open space, both for wildlife habitat and visual aesthetic purposes;
 - c. Provision of other amenities consistent with the RC Zone and as deemed appropriate for the project;
 - d. Provision that the development will not introduce non-native plants as defined by Table 6-2 of the Multiple Species Habitat Conservation Plan (MSHCP) into the landscape adjacent to the City's arroyos in perpetuity;
 - e. Maintenance and management of all open space easements by a single entity for the entire project with an appropriate natural open space management plan;
 - f. Superior design of individual dwelling site plans and building architecture, including such features as porches and garages set back from the street in comparison to the house, and detailed four sided, building treatments. Many of the desirable features are found in the adopted Citywide Design and Sign Guidelines. The design of custom homes will be reviewed as individual homes are submitted for design review approval prior to building permit issuance;
 - g. Sensitivity to impacts of the development on surrounding uses, including linkages to natural open space areas where appropriate; and
 - h. Streets serving the development shall be capable of accommodating the anticipated traffic.
- B. *Maximum density.* The maximum density of a PRD project shall be consistent with this chapter, the underlying General Plan land use designation(s), any applicable Specific Plan(s), as well as Table 19.780.050 B below.

Table 19.780.050.B
PRD Benchmark and Bonus Densities

Single Family Residential Zone	Benchmark Density - Dwellings per Gross Acre ⁽¹⁾	Maximum Bonus Percent % ⁽²⁾	Maximum Density with Bonus - Dwellings Per Gross Acre ⁽¹⁾⁽²⁾
RC	0.5 ⁽³⁾	25	0.63
RR	3.0	10	3.3
RE	3.0	10	3.3
R-1-7000	7.3	10	8.0
R-1-8500	6.3	10	6.9
R-1-10500	5.5	10	6.0
R-1-13000	4.8	10	5.3
R-1-1/2 acre	3.0	10	3.3

Notes:

(1) Density per gross acre is calculated including new public and private streets.

(2) This is the maximum density bonus and any bonus less than the maximum may be granted based on the degree to that the project meets the criteria specified in 19.780.050.A and B.

(3) The actual benchmark density shall be determined by the preparation of a conventional subdivision map in conformance with the RC Zone standards to show the actual number of lots that could be achieved based on the average natural slope (ANS), as defined by 19.100.050.C.

- C. No PRD shall be granted approval if the project's base zone and General Plan land use designation are inconsistent, pursuant to General Plan Tables LU-5, LU-6 and LU-7.
- D. *Transfer of density.* When two or more General Plan land use designations or base zones exist within a planned residential development, the density may be transferred between designation and/or zones within the same development as necessary to provide for a superior development based upon good planning principles, and to promote the general welfare of the neighborhood and maximum benefit to the natural environment. In particular, such transfers are desirable where density is transferred from steep, hillside land to flatter, less visually sensitive properties where significantly less grading is required. In the case of such a density transfer, the overall maximum density shall not exceed that otherwise permitted by the General Plan designation(s) (See 19.780.050.B). The only exception is that density cannot be transferred from a non-RC zoned property to an RC zoned property. For purposes of this section, a project may consist of more than one underlying legal parent parcel; however, such parcels must be contiguous unless separated by an existing public or private street.
- E. *Density bonus for superior design.* A PRD project may qualify for a density bonus up to the maximum shown in Table 19.780.050.B, provided that it meets the standards of Section 19.780.050.A, and satisfies the following criteria beyond those in 19.780.050.~~AB~~.
1. All single-family residential zones, other than RA-5 and RC:
 - a. ~~Except for Administrative PRD and Minor PRD projects, E~~evidence that the project can be certified in LEED, ~~California Green Builder~~ National Green Building Standard, or an equivalent standard; and
 - b. Evidence shall be provided to document that the project includes a minimum of three of the following for Administrative PRD, four of the following for Minor PRD, and five of the following for PRD:
 - (1) Designate all streets, sidewalks and trails that are built as part of the project or serving the project directly as available for general public use and not gated. Gated areas and enclaves are NOT considered available for public use.
 - (2) Design the building orientation for solar design, including the following provisions:

- a. The glazing area on the north- and south-facing walls of the building is at least 50 percent greater than the sum of the glazing area on the east- and west-facing walls.
 - b. The east-west axis of the building is within 15 degrees of due east-west.
 - c. The roof has a minimum of 450 square feet of south-facing area that is oriented appropriately for solar applications.
 - d. At least 90 percent of the glazing on the south-facing wall is completely shaded (using shading, overhangs, etc.) at noon on June 21 and unshaded at noon on December 21.
- (3) Locate the project within a one-quarter mile of 11 basic community resources (Table 19.780.050.A), within a one-half mile of 14 basic community resources (Table 19.780.050.A) and within a one-half mile of a major transit stop, as defined in California Public Resource Code Section 21064.3, transit services that offer 30 or more transit rides per weekday (combined, bus and rail).

Table 19.780.050 A Basic Community Resources
Arts and entertainment center
Bank
Community or civic center
Convenience store
Daycare center
Fire station
Fitness center or gym
Laundry or dry cleaner
Library
Medical or dental office
Pharmacy
Police station
Post office
Place of worship
Restaurant
School
Supermarket
Other neighborhood-serving retail
Other office building or major employment center
Note: Up to two of each type of community resource may be counted. For example, two restaurants within one-quarter mile may be counted as two community resources; four restaurants also count as two.

- ~~a. Transit rides per weekday are calculated as follows:~~
- ~~i. Within one-half mile radius, count all the transit stops;~~
 - ~~ii. Multiply each transit stop by the number of buses and/or trains that pass through that stop per day; then~~

~~iii. add the total number of rides available as each stop within one-half mile together.~~

~~Example: If there are four bus stops, and at each bus stop the service frequency is half-hourly (48 times per day), the total transit rides per day is 192.~~

- (4) Locate trees or other plantings to provide shading for at least 50 percent of sidewalks, patios and driveways. Shading should be calculated for noon on June 21, when the sun is directly overhead, based on five year's growth.
- (5) Install light-colored high-albedo materials or vegetation for at least 50 percent of sidewalks, patios and driveways.
 - a. Acceptable strategies include the following:
 - i. White concrete;
 - ii. Gray concrete;
 - iii. Open pavers (counting only the vegetation, not pavers); and
 - iv. Any material with a solar reflectance index (SRI) of a least 29.
- (6) Design the lot such that at least 70 percent of the built environment, not including area under roof, is permeable and designed to capture water runoff for infiltration on-site. Area that can be counted toward the minimum includes the following:
 - a. Vegetative landscape (e.g., grasses, trees, shrubs, etc.).
 - b. Permeable paving, installed by an experienced professional. Permeable paving must include porous above-ground materials (e.g., open pavers, engineered products) and a six-inch porous sub-base, and the base layer must be designed to ensure proper drainage away from the home.
 - c. Impermeable surfaces that are designed to direct all runoff toward an appropriate permanent infiltration feature (e.g., vegetated swale, on-site rain garden, or rainwater cistern).
- (7) Design and install one of the following permanent erosion control measures:
 - a. If portions of the lot are located on a steep slope, reduce long-term runoff effects through use of terracing and retaining walls.
 - b. For every 500 feet of disturbed lot area (including the area under the roof), one tree, four 5-gallon shrubs, or 50 square feet of native groundcover shall be planted.
- (8) Design and install one or more of the following runoff control measures:
 - a. Install permanent stormwater controls in the form of vegetated swales, on-site rain garden, dry well, or rain-water cistern, or equivalent designed to manage runoff from the homes.
 - b. Install a vegetated roof to cover 50 percent or more of the roof area.
 - c. Have the site designed by a licensed or certified landscape design or engineering professional such that it is demonstrated that all water runoff for the home is managed through an on-site design element.
- (9) Design and install a rainwater harvesting and storage system (including surface runoff and/or roof runoff) for landscape irrigation use. The storage system must be sized to hold

all the water from a one-inch rainfall event (equivalent to 0.62 gallons per square foot of roof area used for capture), taking into consideration the size of the harvest system (i.e., 50 percent of total roof area).

- (10) Design the plumbing with irrigation system water supplied with municipal recycled water.
 - (11) Construct the project to exceed Title 24 requirements by 20 percent or more.
2. In the RC Zone: To protect prominent ridges, hilltops and hillsides, slopes, arroyos, ravines and canyons, and other areas with high visibility or topographic conditions that warrant sensitive development from adverse development practices, thus furthering the intent of Proposition R and Measure C and promoting clustering, all of the following are required:
- a. Require all designated open space areas to be managed and maintained under the stewardship of a recognized conservation group as approved by the Approving Authority, with an endowment to fund such stewardship entirely;
 - b. The project shall provide at least six of the items listed in 19.780.050.E.1.b~~D-1-b~~ above; and
 - c. The project shall provide evidence that unique natural features and steeper portions of the property are being preserved in open space, with lots clustered in the less steep portions of the site.

(Ord. 7481 § 2, 2019; Ord. 7331 §113, 2016; Ord. 7027 §5, 2009; Ord. 6966 §1, 2007)

19.780.055 Density and findings for Small Lot PRD.

- A. Maximum density. The maximum density of a Small Lot PRD project shall be consistent with the underlying General Plan land use designation and any applicable Specific Plan.
- B. Minimum density. Small Lot PRD projects shall provide a minimum of 50% of the density of the underlying General Plan land use designation.
- C. Findings. Compliance with the following criteria shall be demonstrated for a proposed project to be approved. Failure to substantially meet or exceed all these standards shall result in disapproval of the project.
 - 1. The property is well served by public infrastructure;
 - 2. The project enjoys good access to public services, including schools, shopping and public and semipublic facilities;
 - 3. The site is located on streets capable of accommodating the anticipated traffic. A traffic study may be required;
 - 4. The project complies with the purpose and standards of this chapter, demonstrates substantial compliance with the provisions of the Citywide Design and Sign Guidelines, and is in accordance with City Codes, which may include deviations by variances when required findings are made. Additional criteria used in evaluating the design of the project shall include, but shall not be limited to, the following:
 - a. Open space is distributed on the site and accessible to all units;
 - b. An efficient circulation system consisting of both vehicular lanes and pedestrian walkways; and
 - c. Sensitivity to surrounding community and attention to the edge conditions.

5. The project proposes development in an environmentally and topographically sensitive manner in order to minimize the impacts of development on adjacent properties, and is designed in a manner that is compatible with the adjacent and existing development in the vicinity;

19.780.060 Development standards.

A. *Relationship to base zone development standards.* The development standards set forth in this section, if in conflict with the development standards of the underlying base zone, shall supersede the development standards of the underlying base zone, except in the RC Zone the underlying development standards still apply. This section shall not supersede the development standards of any applicable overlay zone. In cases where a standard is not addressed in this chapter, the standard of the base zone or any applicable overlay zone shall apply. The standards set forth herein are the minimum required for a PRD to qualify for the benchmark density.

B. *Standards for ~~smaller lot~~ all Planned Residential Developments - RR, RE, and all R-1 Zones.*

1. *Lot size and coverage.* Minimum lot size and maximum lot coverage requirements to be determined by the Approving Authority Planning Commission on a case specific basis in part based on product type, characteristics of the property and surrounding uses.

2. *Setbacks.*

	RE, RR & R-1-½ Ac.	R-1 Zones (except R-1-1/2)
Setbacks from Project Perimeters (<u>May be modified in conjunction with the PRD</u>):		
Adjacent to a Public Street – reverse <u>frontage lots</u>	Same as base zone. The setback shall be fully landscaped and no fences or walls shall be permitted to encroach into the setback may encroach up to 5 feet into the required setback area.	
Adjacent to a Public Street – <u>street frontage lots</u>	15 ft. Street-facing garages shall be setback a minimum of 20 feet from the front property line.	
Adjacent to Perimeter Property Lines ¹	25 <u>20</u> ft.	20 <u>15</u> ft.
Setbacks within Project Boundaries (<u>May be modified in conjunction with the PRD</u>):		
Front Yard Setback	15 ft.	10 ft.
Side Yard Setback	5 ft.	5 ft.
Rear Yard Setback	15 ft.	10 ft.

¹ Except for Administrative PRD and Minor PRD projects which shall provide perimeter property line setbacks applicable to primary dwellings consistent with the Zone.

3. ~~Common-usable~~ Usable open space and recreational facilities

a. Planned Residential Development Permit.

(1) A minimum of 500 square feet of usable common open space per dwelling unit is required. ~~Examples include, but are not limited to the following: swimming pool, spa, community recreation room, sports courts for tennis, basketball, racquetball, volleyball, barbeque areas, community gardens or grassy play areas with a slope of less than five percent.~~ The number and type of desirable amenities for a project will be determined on a case-by-case basis in proportion to the size and design of the project. Desirable common open space amenities include, but are not limited to, the following:

-
- a. Multiple enclosed tot lots with multiple play equipment. The tot lots shall be conveniently located throughout the site. The number of tot lots and their location shall be subject to Planning Commission review and approval;
 - b. Pool and spa;
 - c. Multi-purpose room equipped with kitchen, defined areas for games, exercises, recreation, private gathering of residents, etc.;
 - d. Barbeque facilities equipped with multiple grills, picnic benches, etc. The barbecue facilities shall be conveniently located throughout the site. The number of barbeque facilities and their locations shall be subject to Planning Commission review and approval;
 - e. Court facilities (e.g. tennis, volleyball, basketball, etc.);
 - f. Jogging/walking trails with exercise stations;
 - g. Community garden;
 - h. Theater;
 - i. Computer room;
 - j. Exercise room;
 - k. Golf course, putting green, etc.;
 - l. Passive recreational facilities tied to existing topographical features, with gazebos, benches, etc.;
 - m. Art pieces; and
 - n. Water features.
 - (2) *Private open space.*
 - a. A minimum of 200 square feet per dwelling unit is required, with no dimension less than ten feet.
 - b. *Minor Planned Residential Development Permit*
 - (1) A minimum of 500 square feet of usable open space per dwelling unit is required. The usable open space may be provided in any combination of common open space and private open space.
 - c. *Administrative Planned Residential Development Permit*
 - (1) A minimum of 300 square feet of usable open space per dwelling unit is required. The usable open space may be provided in any combination of common open space and private open space.
5. Parking. Parking shall be in accordance with Chapter 19.580 (Parking and Loading) with the following exceptions and additions:
- a. Planned Residential Development Permit projects. Parking shall be in accordance with Chapter 19.580 (Parking and Loading) with the following exceptions and additions:
 - (1) A minimum of two fully enclosed (garage) spaces are required per dwelling unit.
 - (2) A minimum of one guest space per three dwelling units is required. On-street parking may be credited toward this requirement. On-street parking is only allowed on a curb to curb

street width of 28 feet or greater. Driveway spaces above shall not be counted toward these required guest spaces.

- (3) *Recreational vehicle parking.* Recreational vehicle parking is prohibited on a residential lot. A separate recreational vehicle parking lot is permitted, subject to requirements for adequate screening, including a required eight-foot high block wall, and five-foot landscape planters on all sides.

b. Administrative PRD and Minor PRD projects.

- (1) A minimum of one guest space per three dwelling units is required. Interior on-street parking may be credited toward this requirement. On-street parking is only allowed on a curb to curb street width of 28 feet or greater. Driveway spaces may be counted toward these required guest spaces for Administrative PRD projects.

- (2) Recreational vehicle parking is prohibited.

6. Building height.

- a. Per the underlying zone.

- b. For Administrative PRD and Minor PRD, the number of stories may be increased to three (3).

C. Standards for RC Zone planned residential development.

1. *Lot size.* In order to promote clustering, lots shall be a minimum of one-half acre in size and clustered in the less steep portions of the site. Lot sizes not in compliance with the RC Zone standards will require a variance.
2. *Lot coverage maximum lot coverage requirements* to be determined by the Planning Commission on a case specific basis based, in part, on product type, characteristics of the property and surrounding uses.
3. *Height.* Same as RC Zone (See Section 19.100.040, Residential Development Standards).
4. *Setbacks.* Same as RC Zone (See Section 19.100.040, Residential Development Standards).
5. *Common natural open space and clustering.* Section 19.780.050 A (Benchmark Density) sets forth the criteria for a PRD to qualify for the benchmark density in the RC Zone, including provision of valuable natural open space and wildlife habitat and a site plan layout sensitive to the natural topography, both for wildlife habitat and resource conservation as well as visual aesthetic purposes. There is no minimum standard, although each development is encouraged to set aside a substantial portion of the site toward natural open space.
6. *Parking.* A minimum of two fully enclosed (garage) spaces are required per dwelling unit.

D. Standards for Small Lot Subdivision Planned Residential Developments - all R-3 Zones.

1. Lot size and coverage. Minimum lot size and maximum lot coverage requirements to be determined by the Planning Commission on a case specific basis in part based on product type, characteristics of the property and surrounding uses.

- a. In no instance shall a lot resulting from a Small Lot PRD project be larger than 5,499 square feet.

2. Height and Stories. Small Lot PRD projects shall have a maximum height of 35 feet and three stories.

3. Setbacks. Setbacks shall be determined by lot size in accordance with the following but may be modified in conjunction with a PRD permit:

Minimum Setbacks	Lot Size (square feet)		
	1,500-2,999	3,000-4,499	4,500-5,499

Front	10 ft.	10 ft.	10 ft.
Interior Side	0/5 ft.	3/5 ft.	5 ft.
Street Side	10 ft.	10 ft.	10 ft.
Rear	10 ft.	10 ft.	15 ft.

3. Privacy Considerations. Small Lot PRD projects that abut the RA-5, RC, RR, RE, or R-1 Zone shall adhere to the following:

- a. Windows within 30 feet of a structure on another parcel shall not directly align with the windows of the neighboring structure.
- b. Upper story unenclosed landings, decks, and balconies that face or overlook an adjoining RA-5, RC, RR, RE, or R-1 Zoned property shall be located a minimum of 15 feet from the interior lot lines.

4. Usable open space and recreational facilities.

- a. Usable open space shall be provided pursuant to Table 19.100.070 (Usable Open Space Standards: Multi-Family Residential Zones).
- b. The usable open space may be provided in any combination of common open space and private open space.

5. Parking.

- a. Parking shall be in accordance with Chapter 19.580 (Parking and Loading).
- d. Recreational vehicle parking is prohibited.

E.D. *Private streets.* Refer to private street standards in Title 18.210.

(Ord. 7505 § 1(Exh. A), 2020; Ord. 7331 §113, 2016; Ord. 7027 §6, 2009; Ord. 6966 §1, 2007)

19.780.070 Common ownership—Land or improvements.

A. Planned Residential Development projects

- 1. Covenants, conditions and restrictions (CC&R's). Where a Planned Residential Development contains any land or improvement proposed to be held in common ownership, the applicant shall submit a declaration of covenants, conditions and restrictions (CC&R's) with the final map establishing a Home Owner's Association subject to City's Planning Division and the City Attorney's Office approval. Such declaration shall set forth provisions for maintenance of all common areas, payment of taxes and all other privileges and responsibilities of the common ownership. The CC&R's shall include provisions prohibiting the homeowners' association (HOA) from quitclaiming, selling or otherwise transferring the land held in common ownership to private property owners.
- 2. Amendments to CC&R's. The provisions of approved CC&R's shall not be amended without the prior approval of the Community Development Director or his/her designee and City Attorney who at his or her discretion may refer the matter to the Planning Commission. Requests for amendments to existing CC&R's shall be submitted to the Planning Division.
- 3. Maintenance. All private streets, walkways, parking areas, landscaped areas, storage areas, screening, sewers, drainage facilities, utilities, open space, recreation facilities and other improvements not dedicated to public use shall be maintained by the property owners. Provisions acceptable to the affected City Departments shall be made for the preservation and maintenance of all such improvements prior to the issuance of building permits.

-
4. *Failure to maintain constitutes a public nuisance.* All commonly-owned lots, improvements and facilities shall be preserved and maintained in a safe condition and in a state of good repair. Any failure to so maintain is unlawful and a public nuisance endangering the health, safety and general welfare of the public and a detriment to the surrounding community.

B. Administrative PRD, Minor PRD, and Small Lot PRD projects

1. Maintenance agreement required. An agreement for access and maintenance for all facilities used in common shall be submitted as part of the Subdivision Map. The agreement shall be approved by the City Attorney and recorded with the Riverside County Assessor-County Clerk-Recorder prior to the sale of any unit.
2. The maintenance agreement shall be composed of and executed by all property owners to maintain all private streets, walkways, parking areas, landscaped areas, storage areas, screening, sewers, drainage facilities, utilities, open space, recreation facilities and other improvements not dedicated to public use.
3. The maintenance agreement shall run with the land. Each owner and future property owners shall automatically become members of the agreement and shall be subject to a proportionate share of the maintenance and related costs.
4. A final copy of the maintenance agreement, once recorded, shall be submitted to the Planning Division and Public Works Department for placement in the PRD and subdivision files.

(Ord. 7331 §113, 2016; Ord. 7235 §20, 2013; Ord. 6966 §1, 2007)



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

May 23, 2024

Reynaldo Aquino, Project Planner
City of Jurupa Valley Planning Department
8930 Limonite Avenue
Jurupa Valley CA 92509

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

File No.: ZAP1116RI24 (previously found consistent under ZAP1094RI18, ZAP1014RI07)
Related File No.: MA23233 (Site Development Permit)
APNs: 163-400-010, -012 thru -014, -016 and -017
Airport Zone: Zone D

Dear Mr. Aquino

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. MA23233 (Site Development Permit), a proposal to construct five industrial buildings (each on its own parcel) totaling 327,269 square feet on a combined total of 26.32 gross acres located southerly of Union Pacific Railroad and easterly of Clay Street. (The ALUC had previously found consistent ZAP1094RI18 and ZAP1014RI07 but those entitlements with the City had expired.)

The site is located within Airport Compatibility Zone D of the Riverside Municipal Airport Influence Area (AIA), which restricts non-residential intensity to an average intensity of 200 people per acre, and a single acre intensity of 500 people. A lot-by-lot analysis was performed for each building:

- Building 1 63,453 square feet includes 41,453 square feet of warehouse area, 19,000 square feet of manufacturing area, and 3,000 square feet office area, accommodating 193 people, resulting in an average intensity of 41 people per acre, and a single acre of 193 people.
- Building 2 113,669 square feet includes 85,669 square feet of warehouse area, 25,000 square feet of manufacturing area, and 3,000 square feet of office area, accommodating 311 people, resulting in an average intensity of 32 people per acre, and a single acre of 311 people.
- Building 3 76,716 square feet includes 39,716 square feet of warehouse area, 34,000 square feet of manufacturing area, and 3,000 square feet of office area, accommodating 264 people, resulting in an average intensity of 35 people per acre, and a single acre of 264 people.
- Building 4 59,943 square feet includes 41,313 square feet of warehouse area, 41,313 square feet of manufacturing area, and 3,000 square feet of office area, accommodating 171 people, resulting in an average intensity of 48 people per acre, and a single acre of

171 people.

- Building 5 13,488 square feet includes 9,488 square feet of warehouse area, 2,500 square feet of manufacturing area, and 1,500 square feet of office area, accommodating 39 people, resulting in an average intensity of 46 people per acre, and a single acre of 39 people.

All building occupancies are consistent with Zone D non-residential average intensity of 200 people per acre and single acre intensity of 500 people.

The elevation of Runway 9-27 at its northerly terminus is 757.6 feet above mean sea level (AMSL). At a distance of approximately 6,000 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 818 feet AMSL. The project's site elevation is 810 feet AMSL and proposed building height is 37 feet, resulting in a top point elevation of 847 feet AMSL. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) is required. The applicant submitted Form 7460-1 to the FAA OES and Determinations of No Hazard to Air Navigation letters for Aeronautical Study Nos. 2024-AWP-2468-OE, 2024-AWP-2470-OE, 2024-AWP-2471-OE, 2024-AWP-2472-OE, 2024-AWP-2473-OE, and were issued on March 11, 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 nearest portion of the project is located 6,000 feet from the runway, and therefore would be subject to the above requirement. The project utilizes bioretention basins which are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, which is the basis of the brochure titled "Airports, Wildlife and Stormwater Management", such limited basins are permissible in Zone D with the appropriate criteria: basins remain less than 30 feet in length or width, and vegetation is selected carefully so as not to provide food, shelter, nesting, roosting, or water for wildlife. The project has been conditioned to be consistent with the basin criteria (as well as providing 48-hour draw down of the basin).

Pursuant to the Riverside Municipal Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone D. The Compatibility Plan requires projects greater than 10 acres to designate 10% of project area in Zone D as ALUC qualifying open area that could potentially serve as emergency landing areas. The project proposes establishing 5 industrial buildings on five existing/separate parcels, none of which exceed 10 acres. Therefore, the provision of ALUC open area is 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, 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 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 five industrial buildings (each on its own parcel) totaling 327,269 square feet on 26.32 gross 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.
6. The Federal Aviation Administration has conducted aeronautical studies of the proposed structures (Aeronautical Study Nos. 2024-AWP-2468-OE, 2024-AWP-2470-OE, 2024-AWP-2471-OE, 2024-AWP-2472-OE, 2024-AWP-2473-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 and shall be maintained in accordance therewith for the life of the project.
7. The specific coordinates, heights, and top point elevations of the proposed structures (as indicated in the FAA letters) shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
8. Temporary construction equipment used during actual construction of any given structure shall not exceed the heights indicated in the FAA studies, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
9. Within five (5) days after construction of each structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the 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: MIG (applicant/representative)
Corona Clay Park Panther, LLC
Daniel Prather, Airport Manager, Riverside Municipal Airport
ALUC Case File
X:\AIRPORT CASE FILES\Riverside\ZAP1116RI24\ZAP1116RI24.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

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

PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES

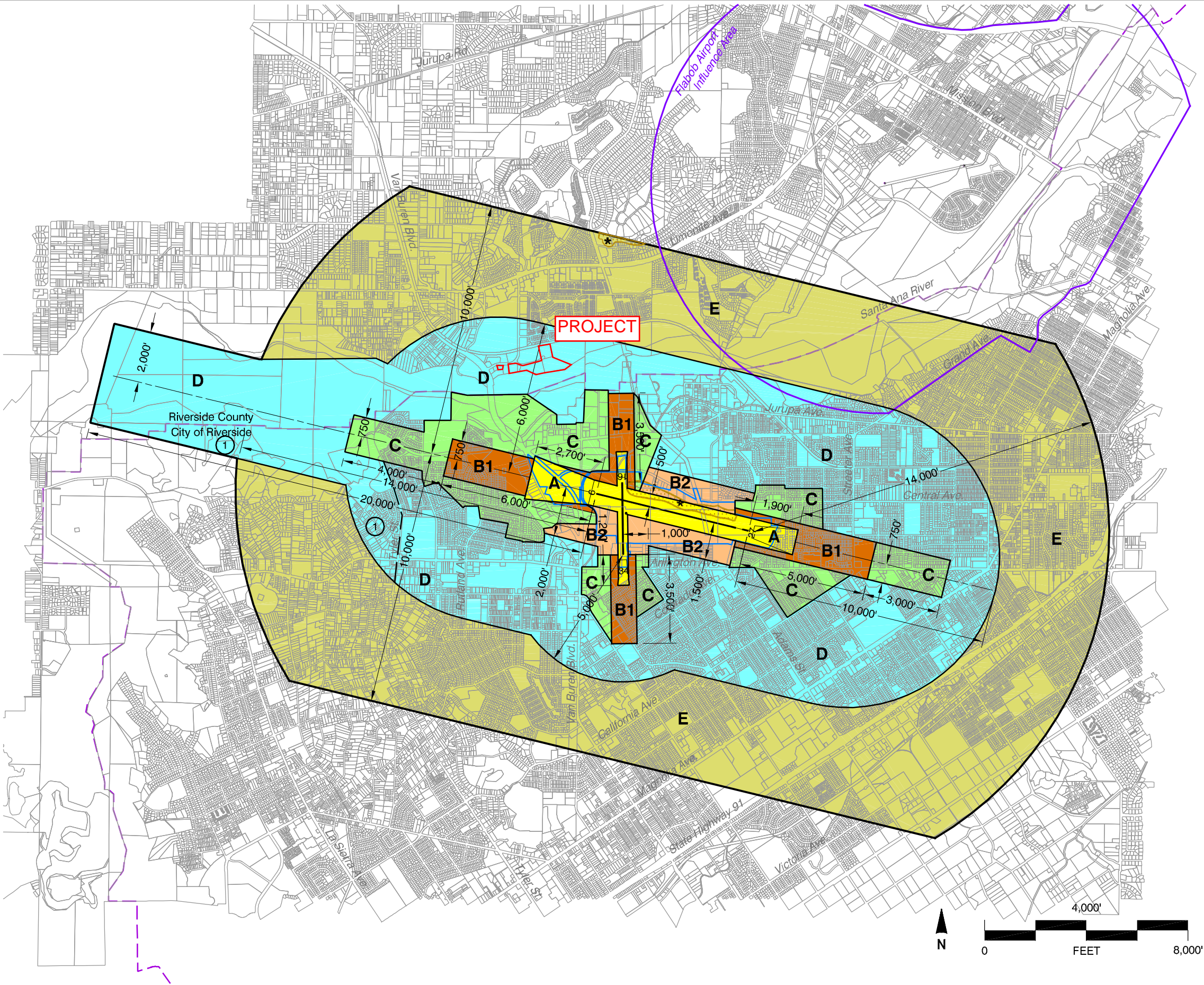


IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____

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



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.

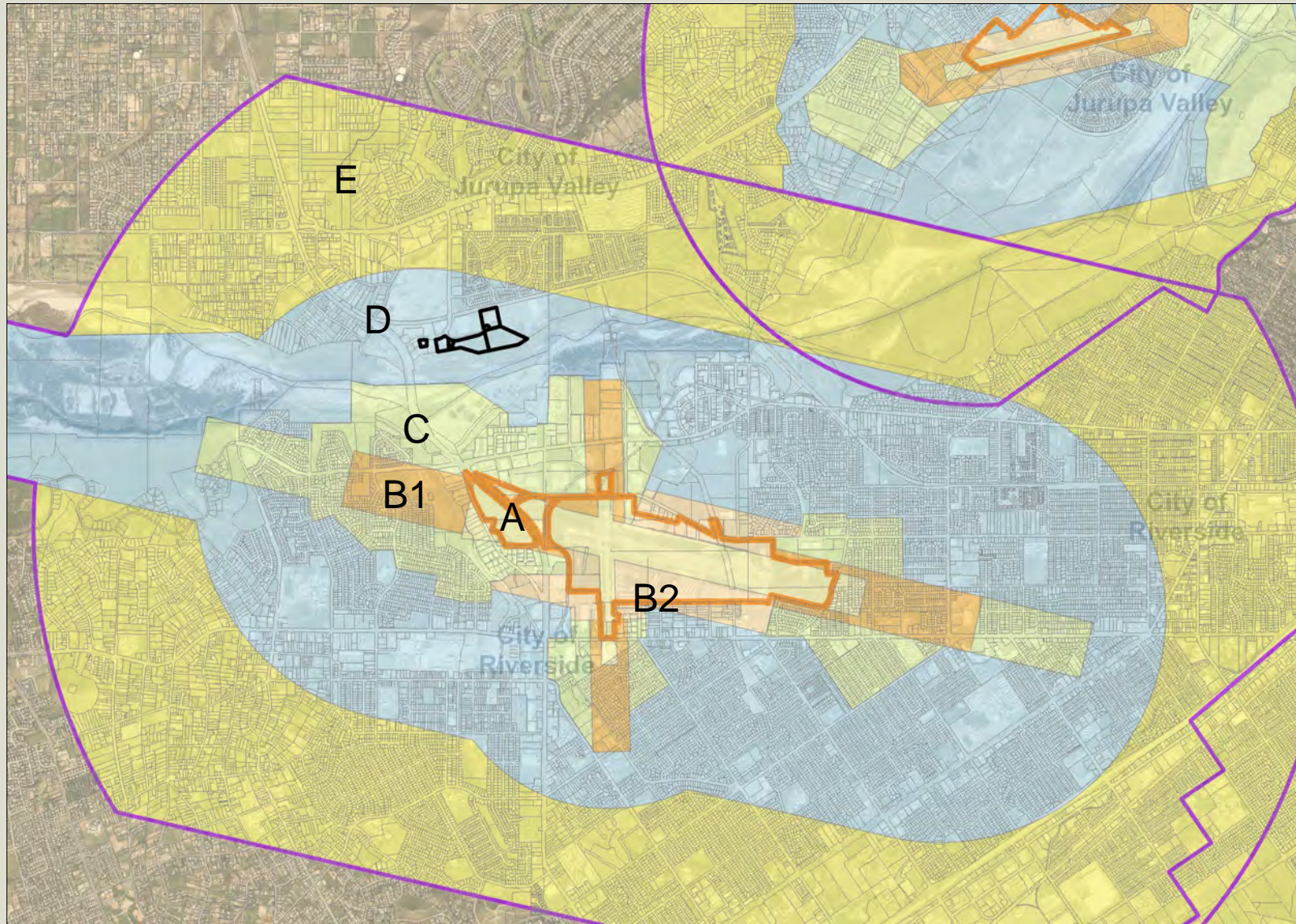
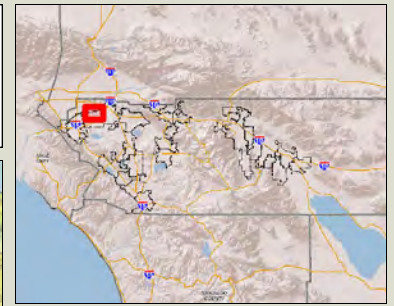
Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(Adopted March 2005)

Map RI-1

Compatibility Map
Riverside Municipal Airport



My Map



Legend

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



0 4,965 9,931 Feet



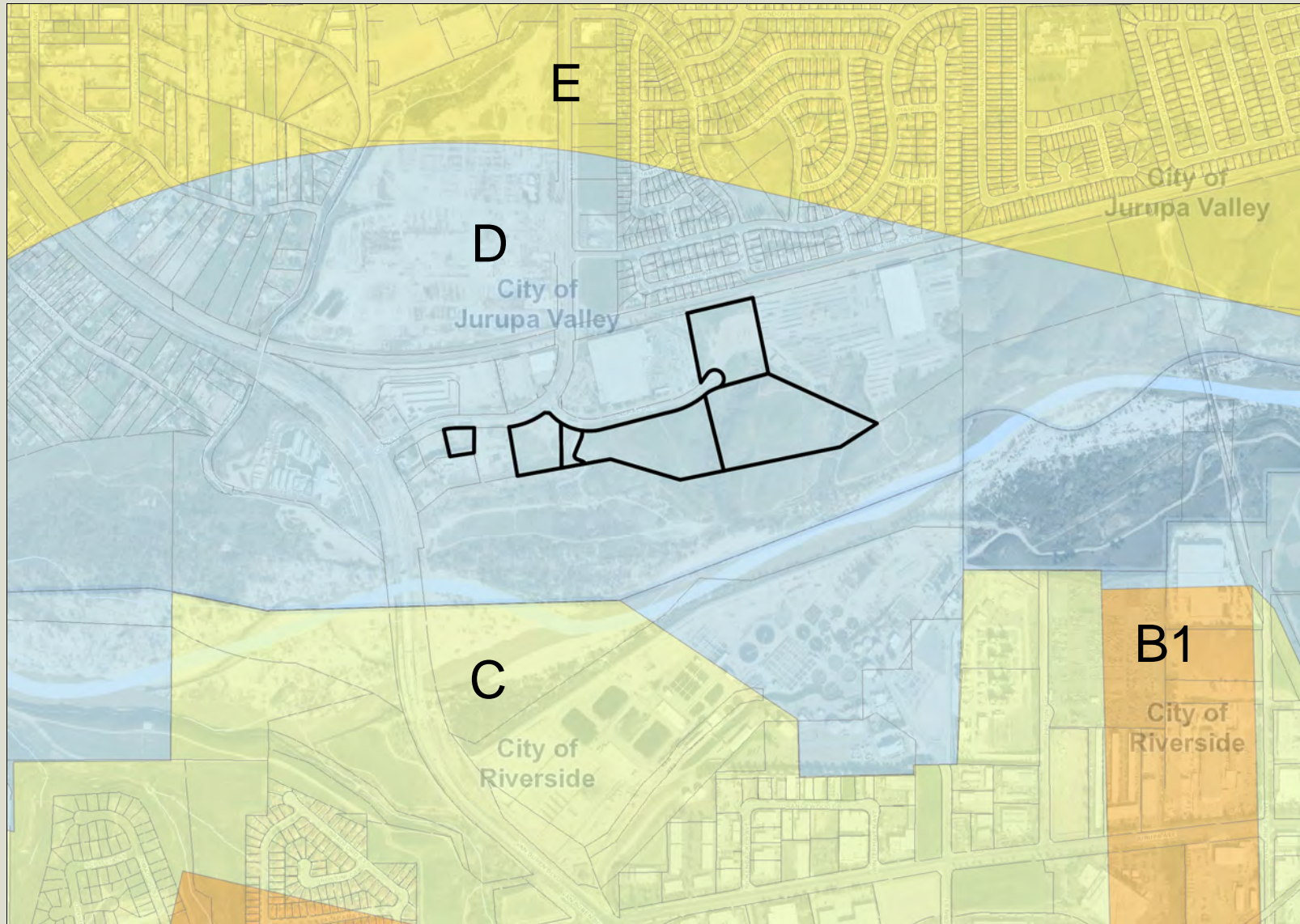
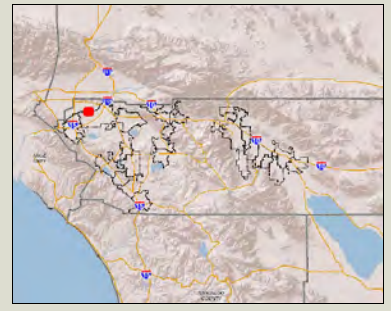
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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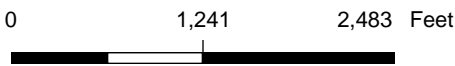
Notes

My Map



Legend

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



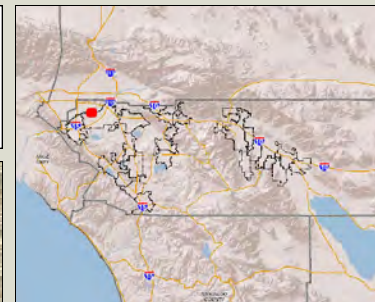
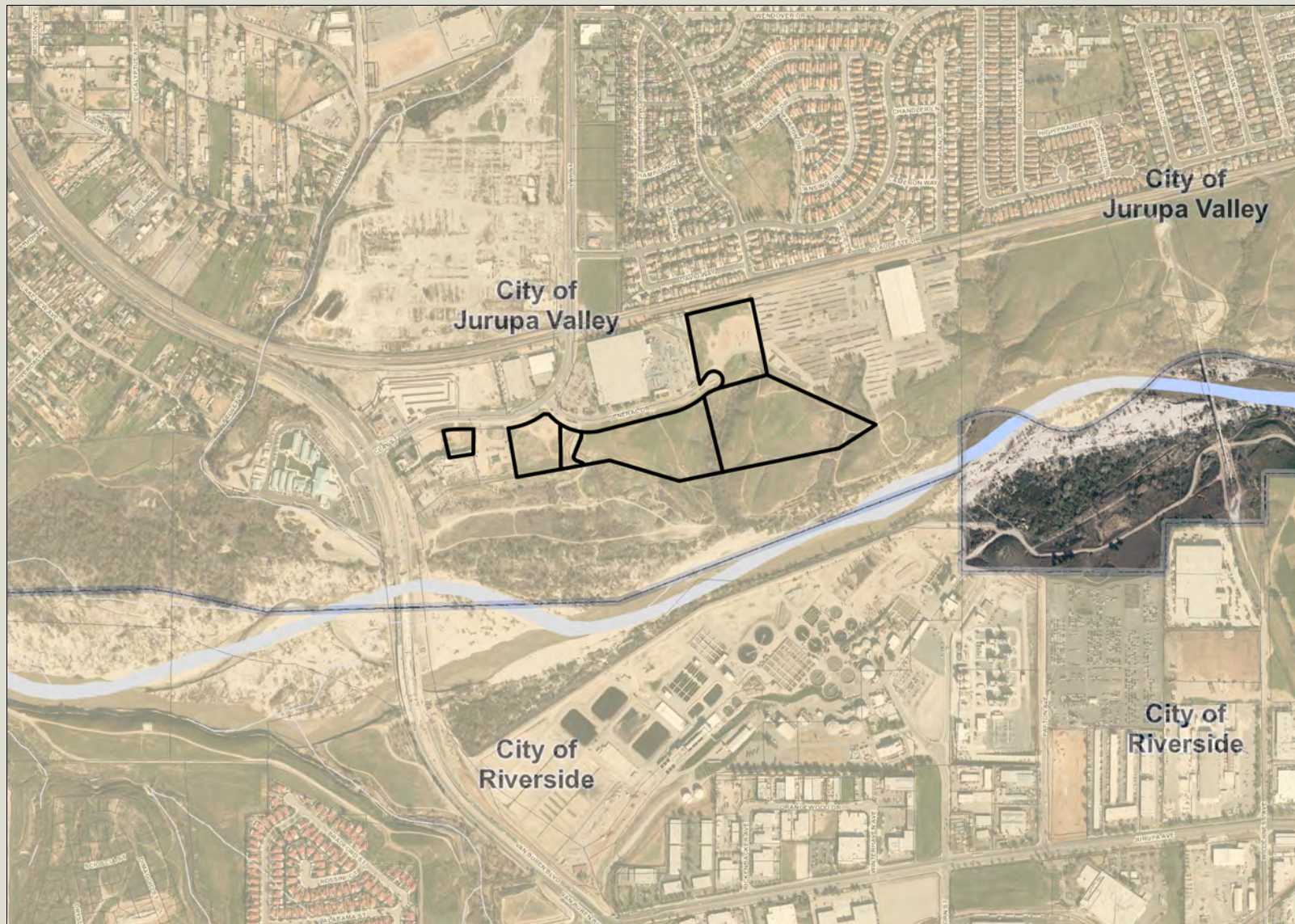
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Notes

My Map



Legend

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



0 1,241 2,483 Feet



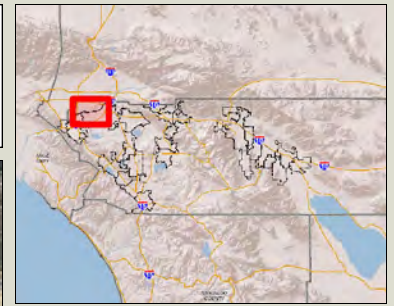
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Notes

My Map



Legend

- City Boundaries
- Cities
- adjacent_highways**
 - Interstate
 - Interstate 3
 - State Highways; 60
 - State Highways 3
 - US HWY
 - OUT
- highways_large**
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - USHWY
- counties
- cities



0 9,931 19,862 Feet



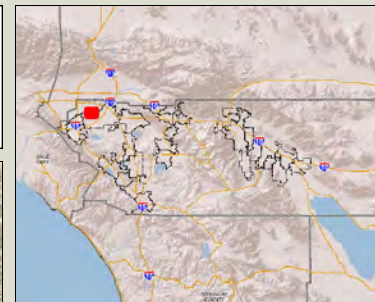
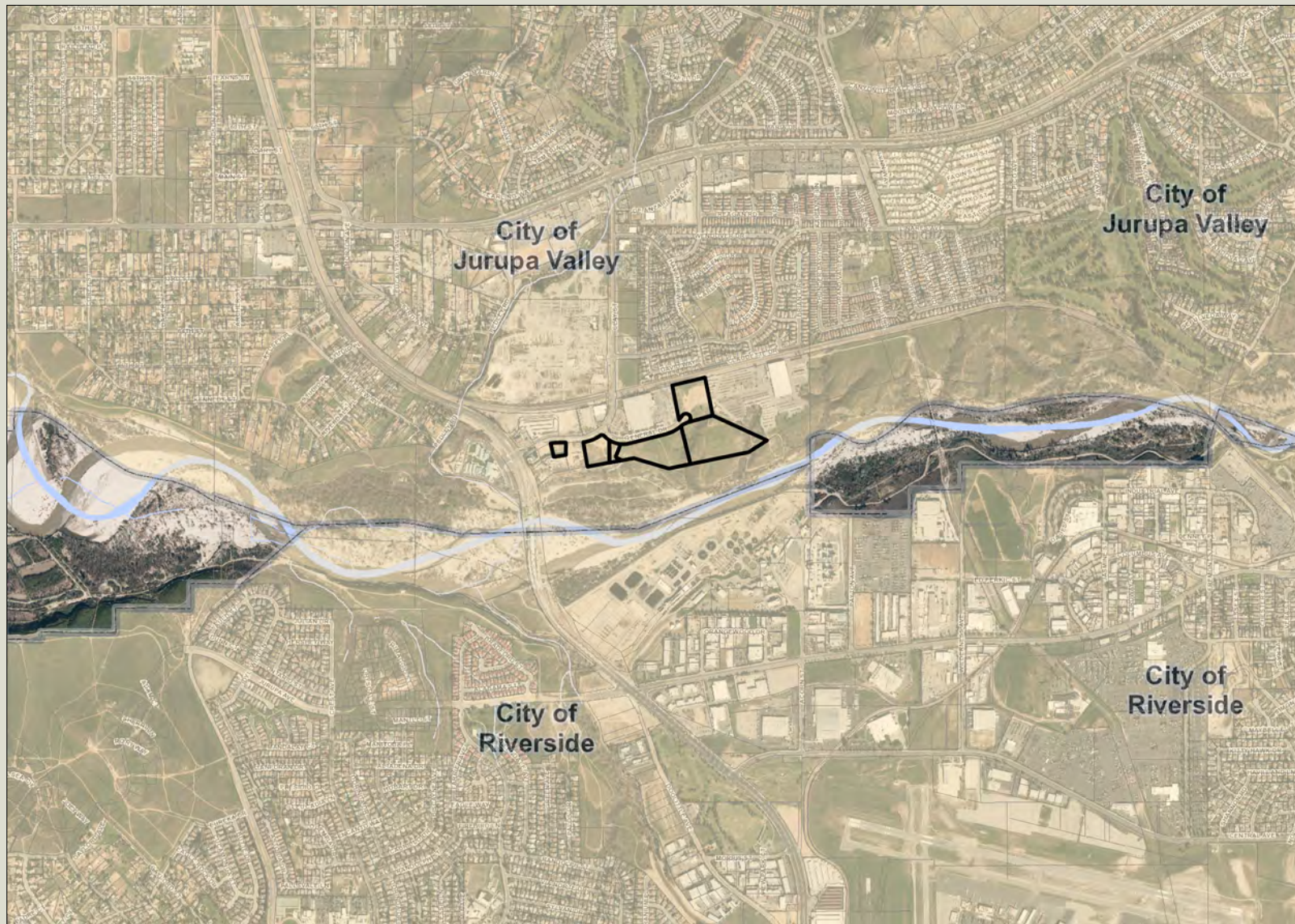
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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Notes

My Map



Legend

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



0 2,483 4,965 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



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

Aeronautical Study No.
2024-AWP-2468-OE

Issued Date: 03/11/2024

Deirdre McCollister
MIG
1650 Spruce Street, Suite 106
Riverside, CA 92507

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

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

Structure:	Building General Drive Industrial Park - Building 1
Location:	Jurupa Valley, CA
Latitude:	33-58-10.01N NAD 83
Longitude:	117-27-31.08W
Heights:	774 feet site elevation (SE) 37 feet above ground level (AGL) 811 feet above mean sea level (AMSL)

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

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

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

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 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 09/11/2025 unless:

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

- (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.

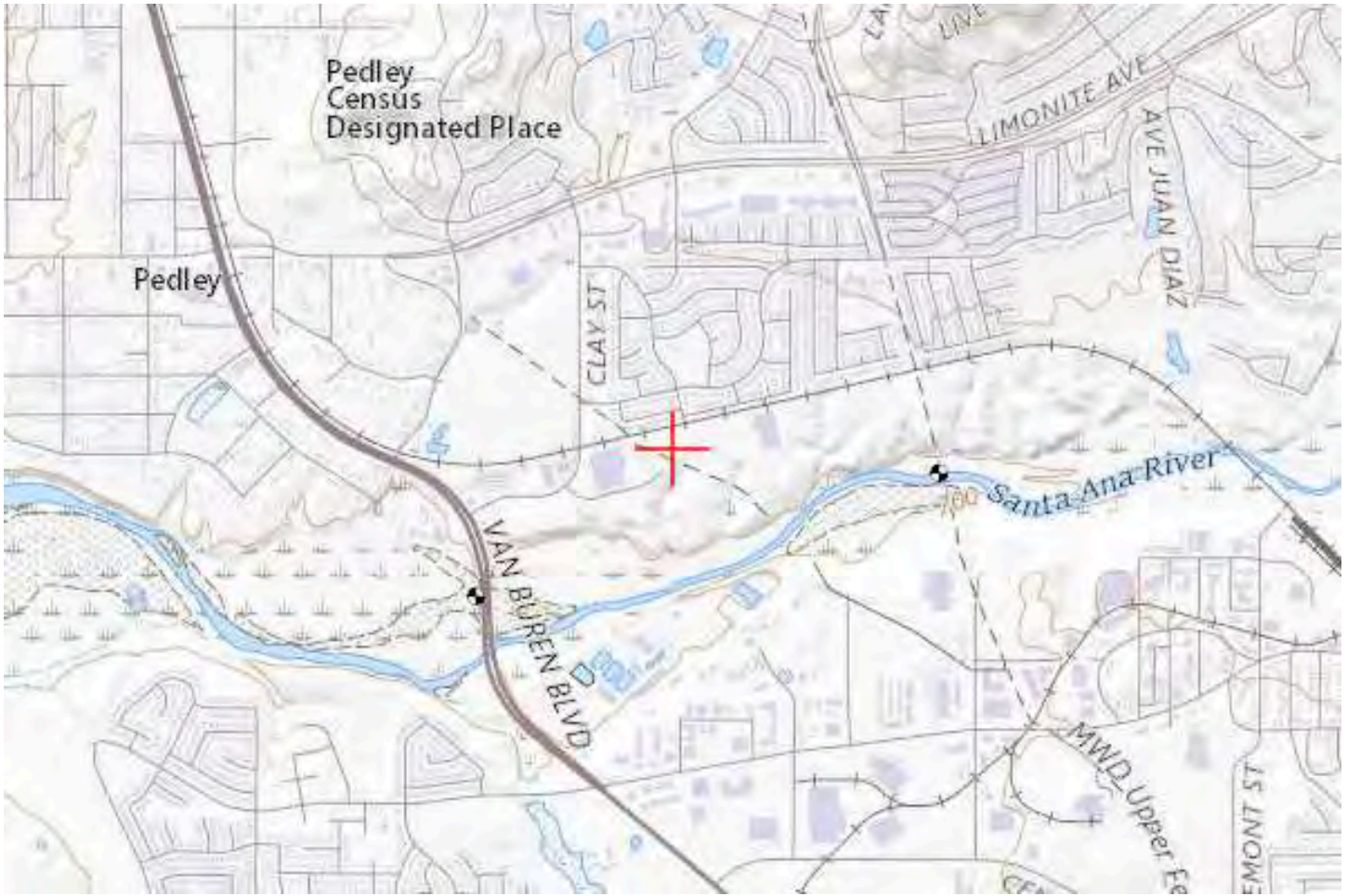
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-2468-OE.

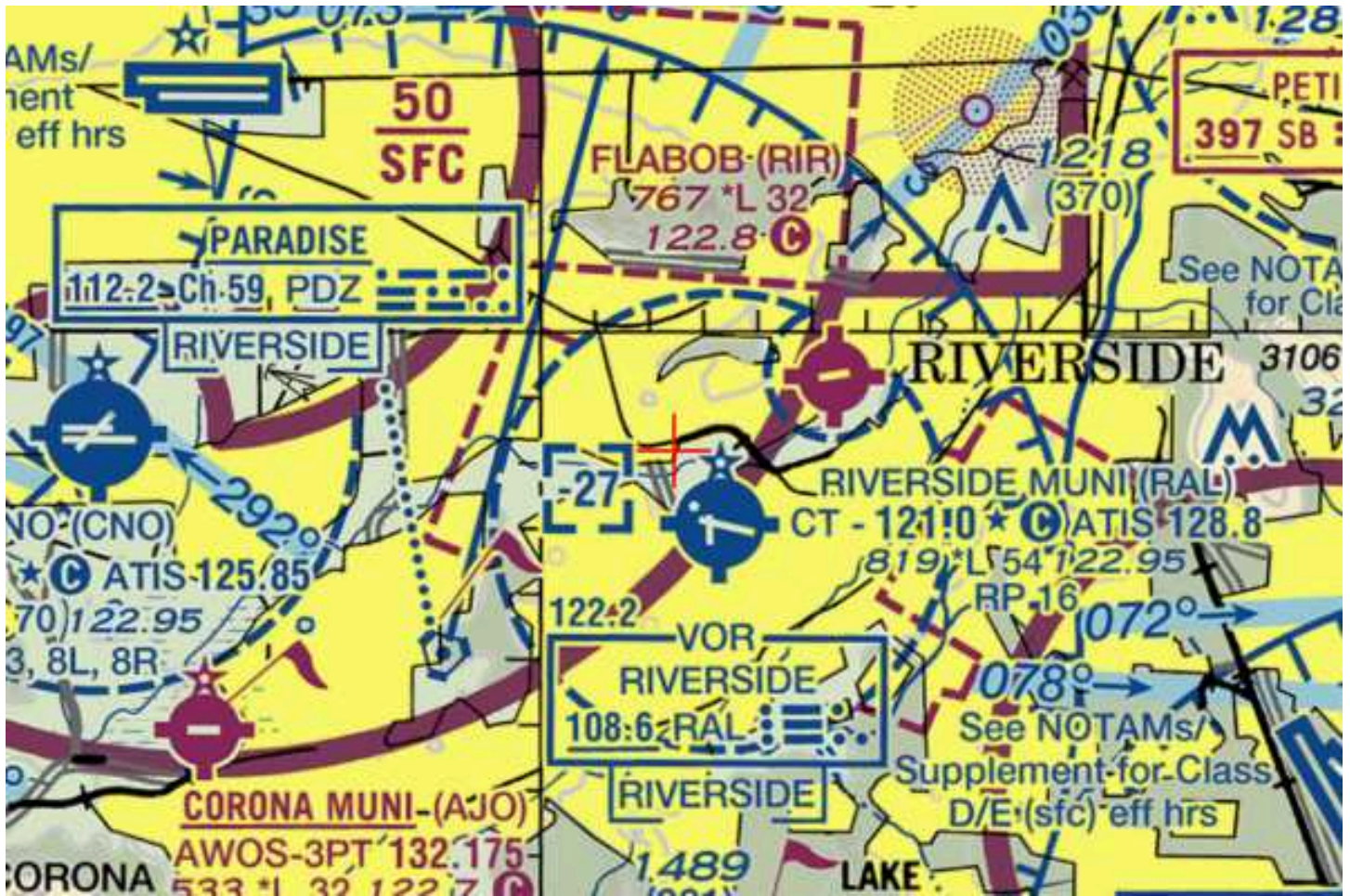
Signature Control No: 613429495-615191907

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)







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

Aeronautical Study No.
2024-AWP-2471-OE

Issued Date: 03/11/2024

Deirdre McCollister
MIG
1650 Spruce Street, Suite 106
Riverside, CA 92507

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

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

Structure:	Building General Drive Industrial Park - Building 3
Location:	Jurupa Valley, CA
Latitude:	33-58-03.00N NAD 83
Longitude:	117-27-37.00W
Heights:	754 feet site elevation (SE) 39 feet above ground level (AGL) 793 feet above mean sea level (AMSL)

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

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

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

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 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 09/11/2025 unless:

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

- (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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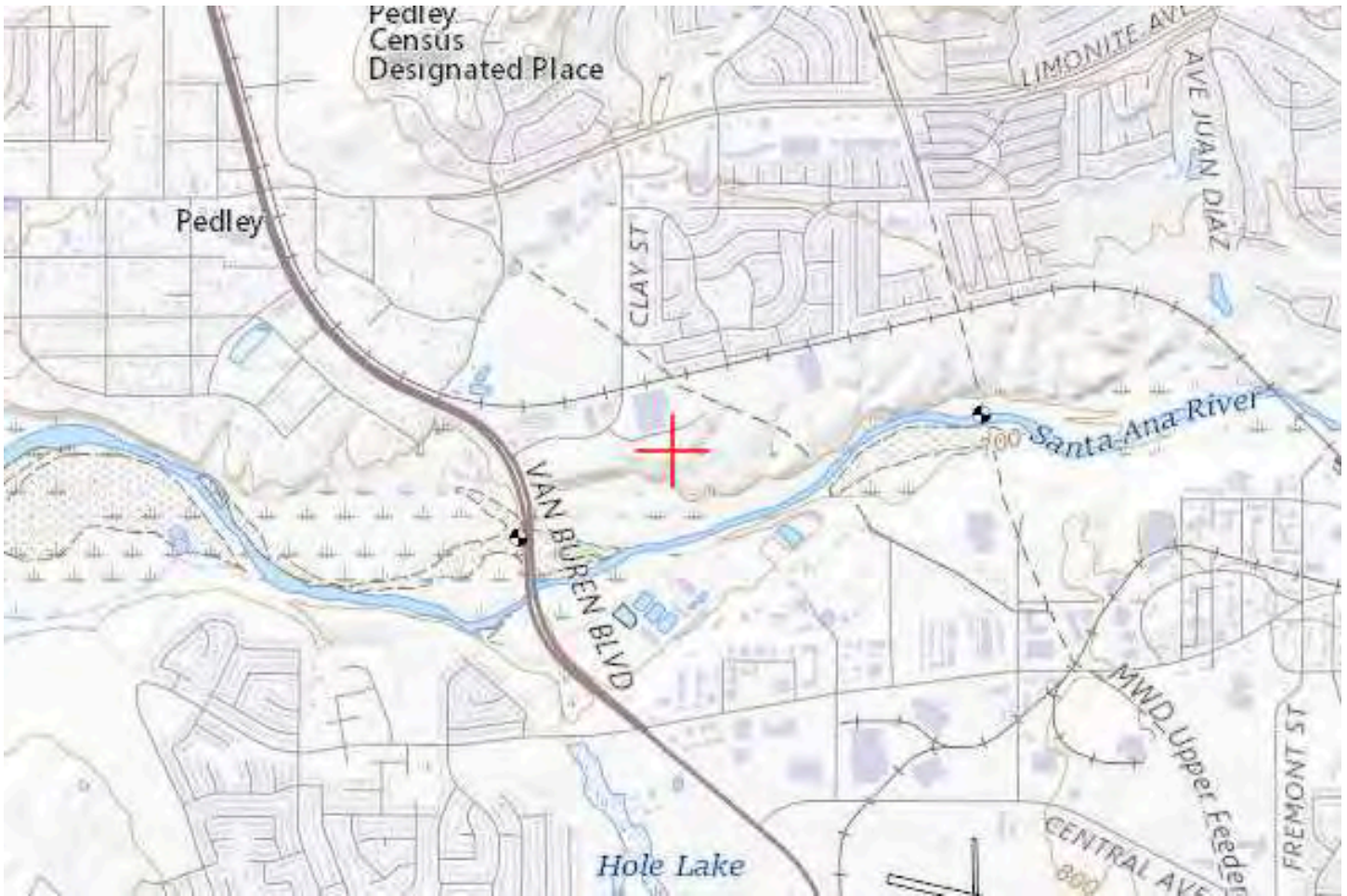
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-2471-OE.

Signature Control No: 613431671-615191908

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)







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

Aeronautical Study No.
2024-AWP-2472-OE

Issued Date: 03/11/2024

Deirdre McCollister
MIG
1650 Spruce Street, Suite 106
Riverside, CA 92507

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

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

Structure:	Building General Drive Industrial Park - Building 4
Location:	Jurupa Valley, CA
Latitude:	33-58-03.00N NAD 83
Longitude:	117-27-46.00W
Heights:	748 feet site elevation (SE) 37 feet above ground level (AGL) 785 feet above mean sea level (AMSL)

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

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

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

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 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 09/11/2025 unless:

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

- (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 2024-AWP-2472-OE.

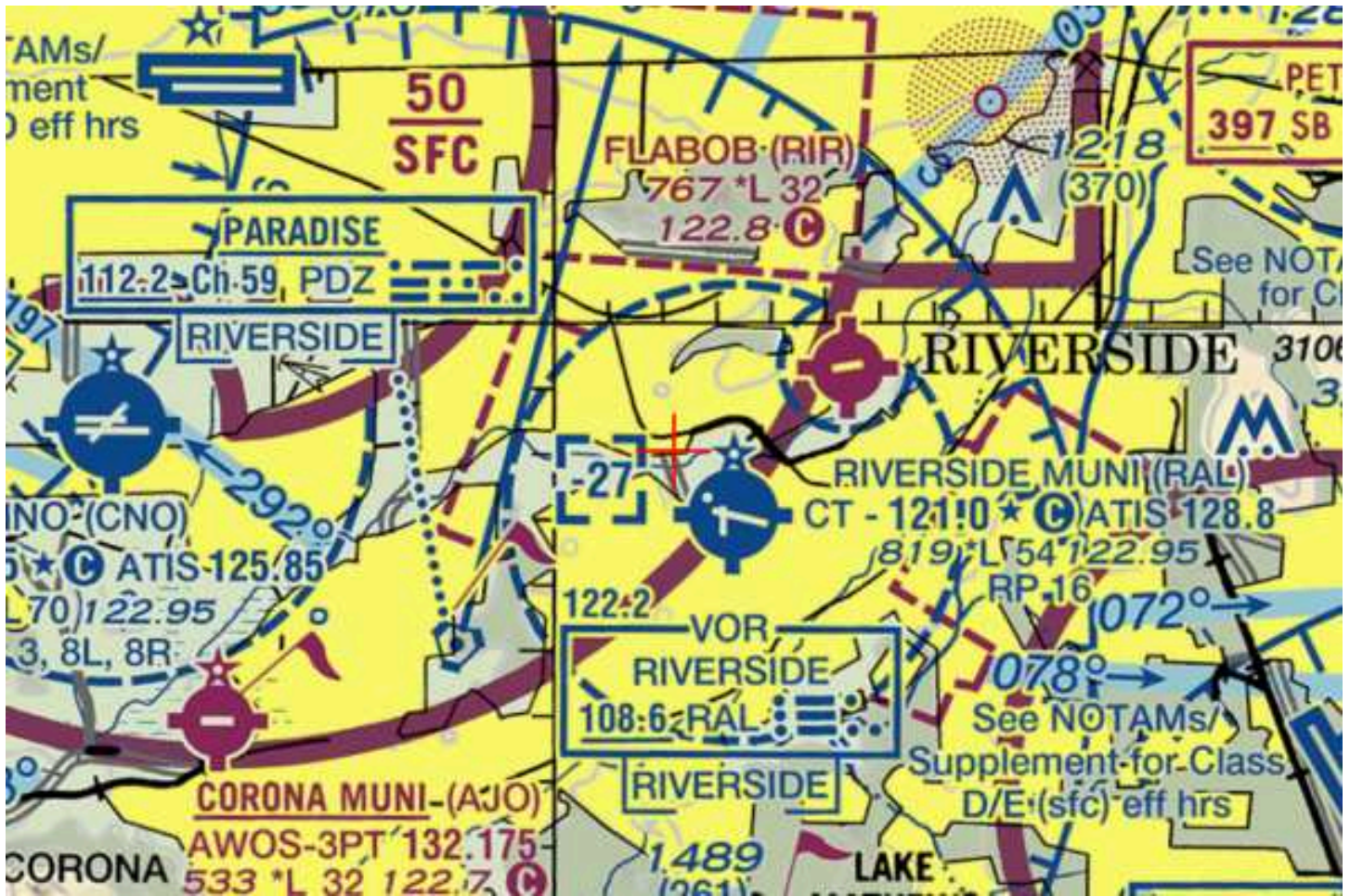
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(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)







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

Aeronautical Study No.
2024-AWP-2473-OE

Issued Date: 03/11/2024

Deirdre McCollister
MIG
1650 Spruce Street, Suite 106
Riverside, CA 92507

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

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

Structure:	Building General Drive Industrial Park - Building 5
Location:	Jurupa Valley, CA
Latitude:	33-58-03.00N NAD 83
Longitude:	117-27-52.00W
Heights:	737 feet site elevation (SE) 24 feet above ground level (AGL) 761 feet above mean sea level (AMSL)

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

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

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

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 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 09/11/2025 unless:

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

- (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.

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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.

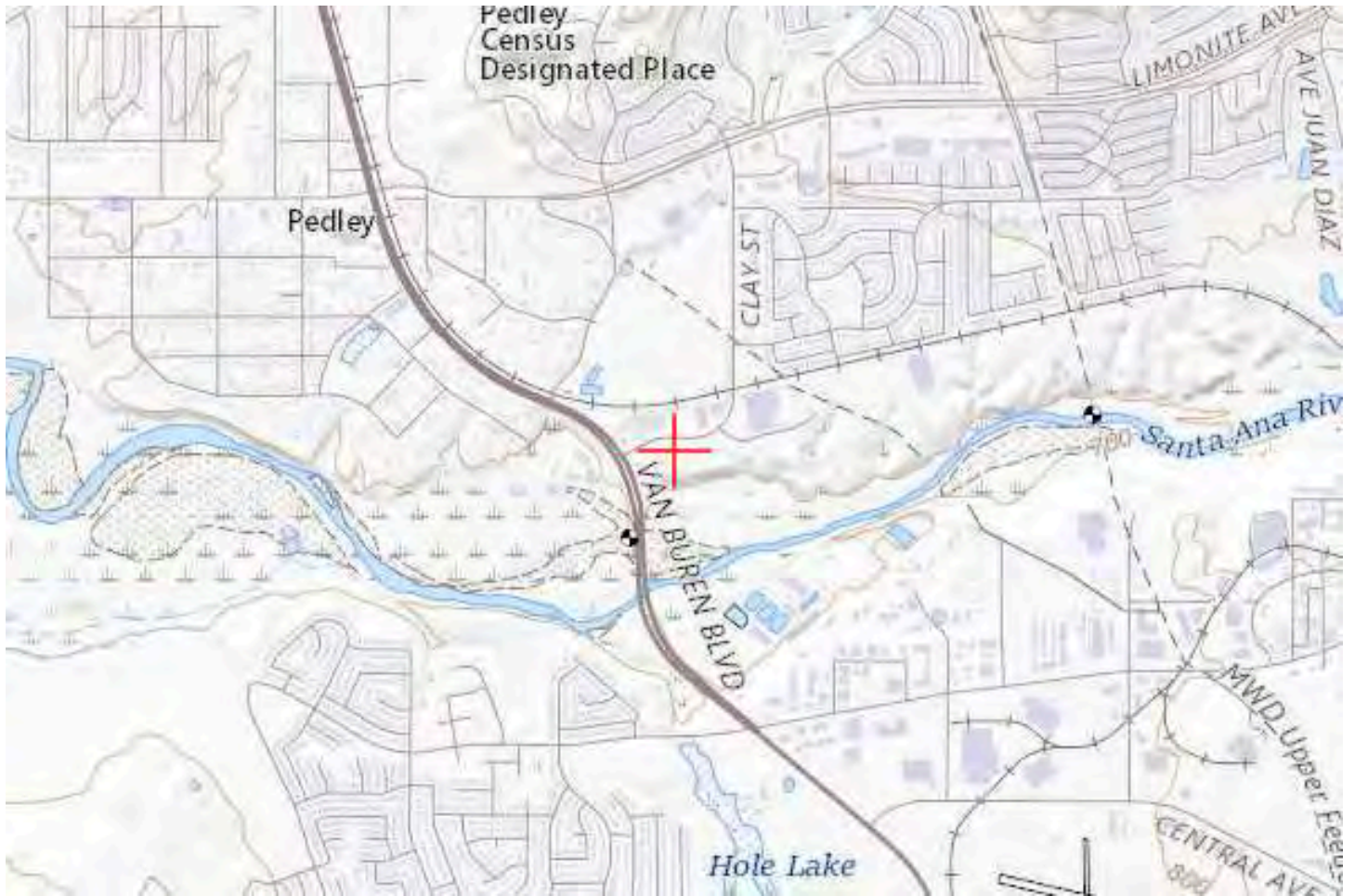
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-2473-OE.

Signature Control No: 613434537-615191910

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)







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

Aeronautical Study No.
2024-AWP-2470-OE

Issued Date: 03/11/2024

Deirdre McCollister
MIG
1650 Spruce Street, Suite 106
Riverside, CA 92507

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

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

Structure:	Building General Drive Industrial Park - Building 2
Location:	Jurupa Valley, CA
Latitude:	33-58-04.00N NAD 83
Longitude:	117-27-27.00W
Heights:	757 feet site elevation (SE) 39 feet above ground level (AGL) 796 feet above mean sea level (AMSL)

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

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

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

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 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 09/11/2025 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.

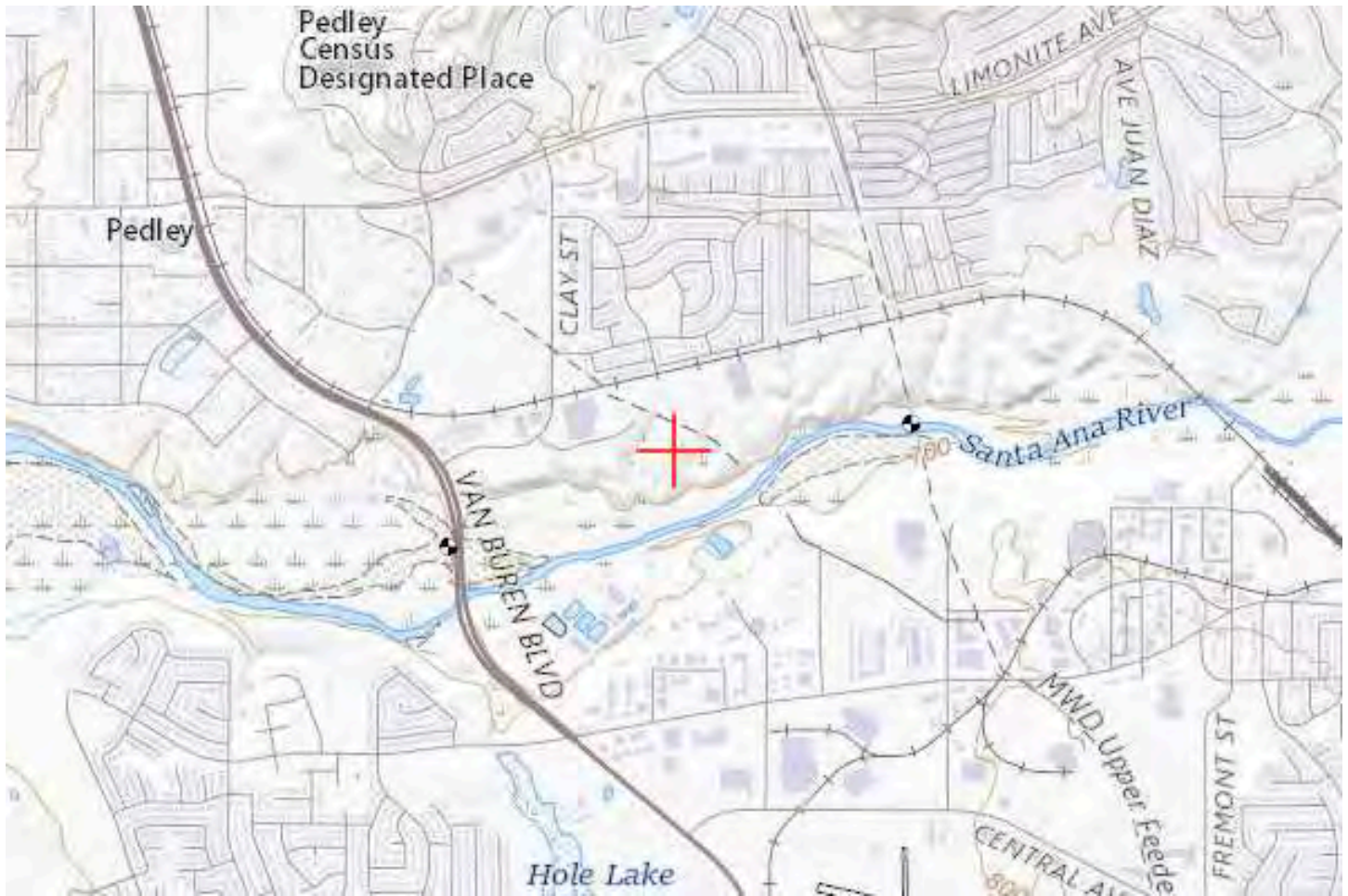
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-2470-OE.

Signature Control No: 613430740-615191911

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)





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

Owner:
**CONOR CLAY
PARK PARTNER, LLC**

2030 Main Street
Suite 1300
Irvine, CA 92614
tel: (949) 253-2401

Project:

**General Drive
Industrial Park**

Jurupa Valley

Consultants:

Civil: **Huitt Zollars**
Structural: -
Mechanical: -
Plumbing: -
Electrical: **RPM**
Landscape: **Emerald Design**
Fire Protection: -
Soils Engineer: -

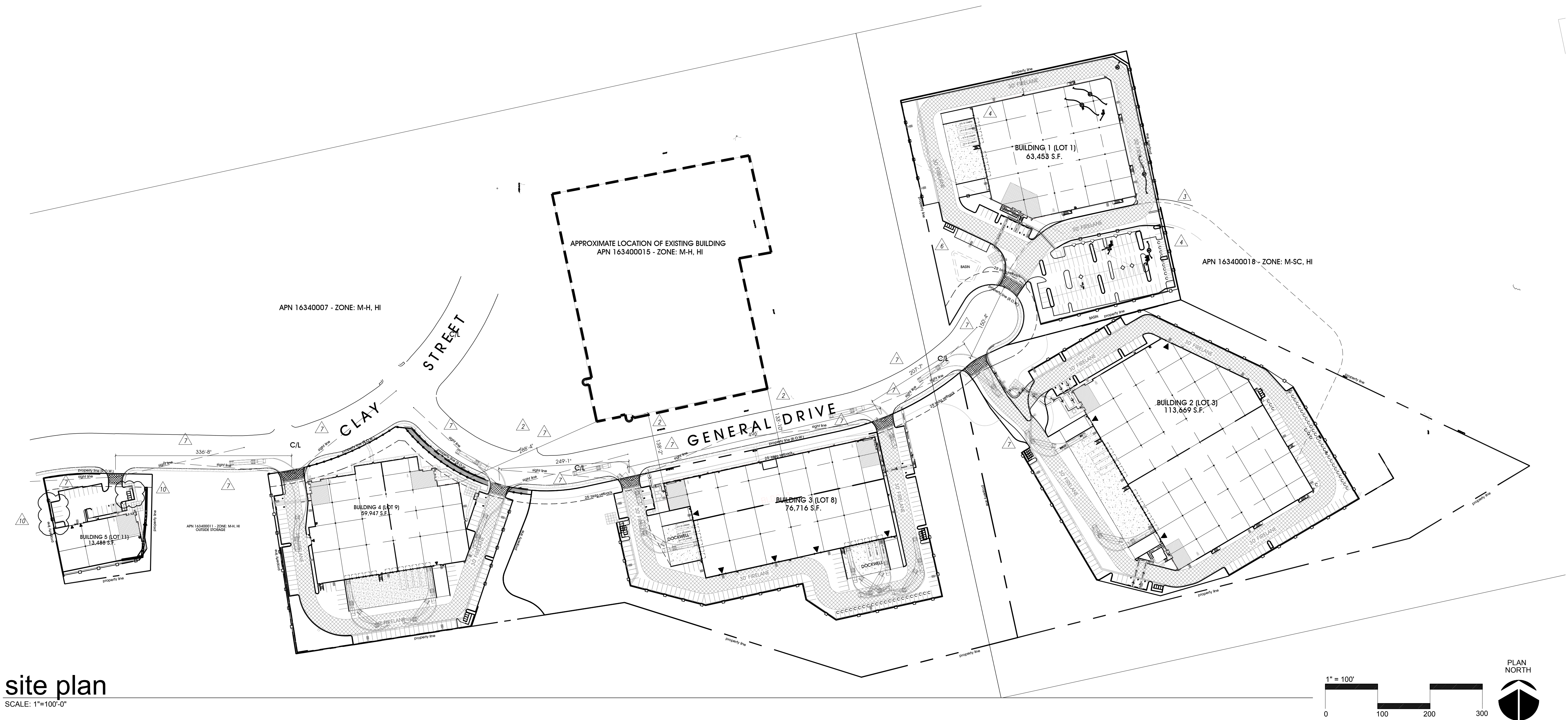
Title: **SITE PLAN**

Project Number: **16192**
Drawn by: **J.E.C.**
Date: **8-8-2023**

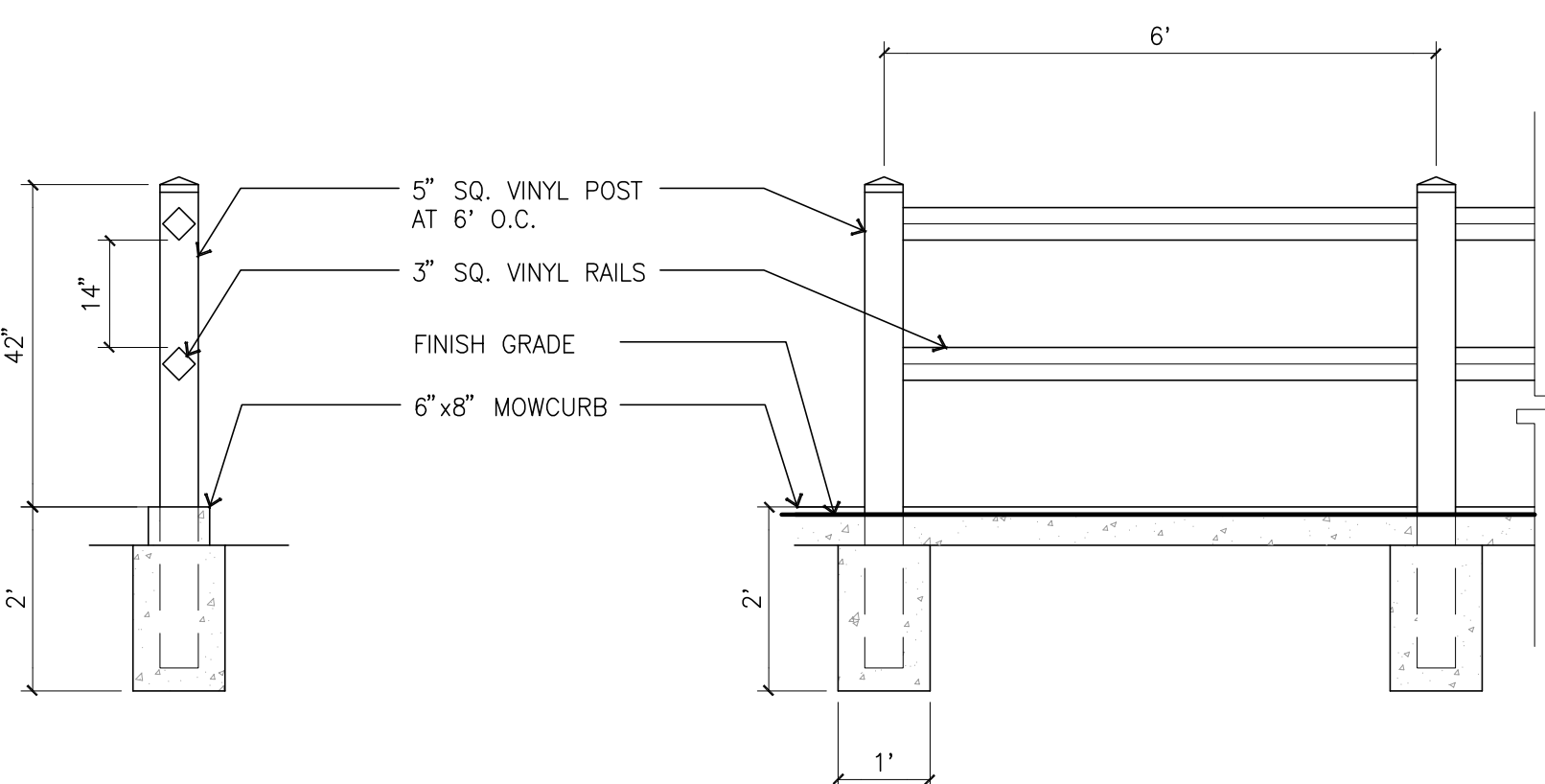
Revision:	
△ CITY COMMENTS	10/13/17
△ CITY COMMENTS	5/22/18
△ COORDINATION	1/23/19
△ REVISION	6/4/21
△ REVISION	10/13/21
△ REVISION	10/16/23
△ REVISION	4/18/24

Sheet:

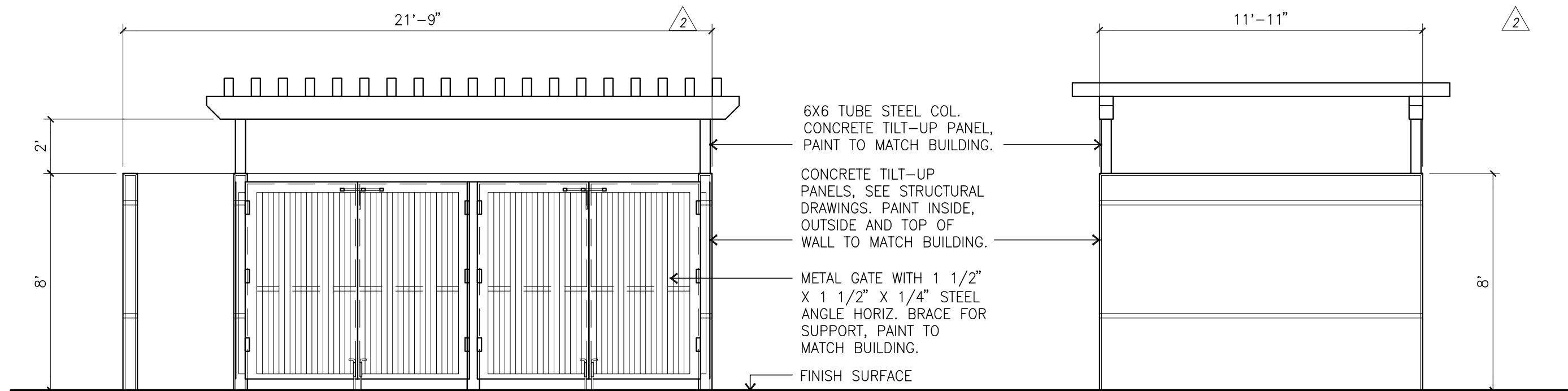
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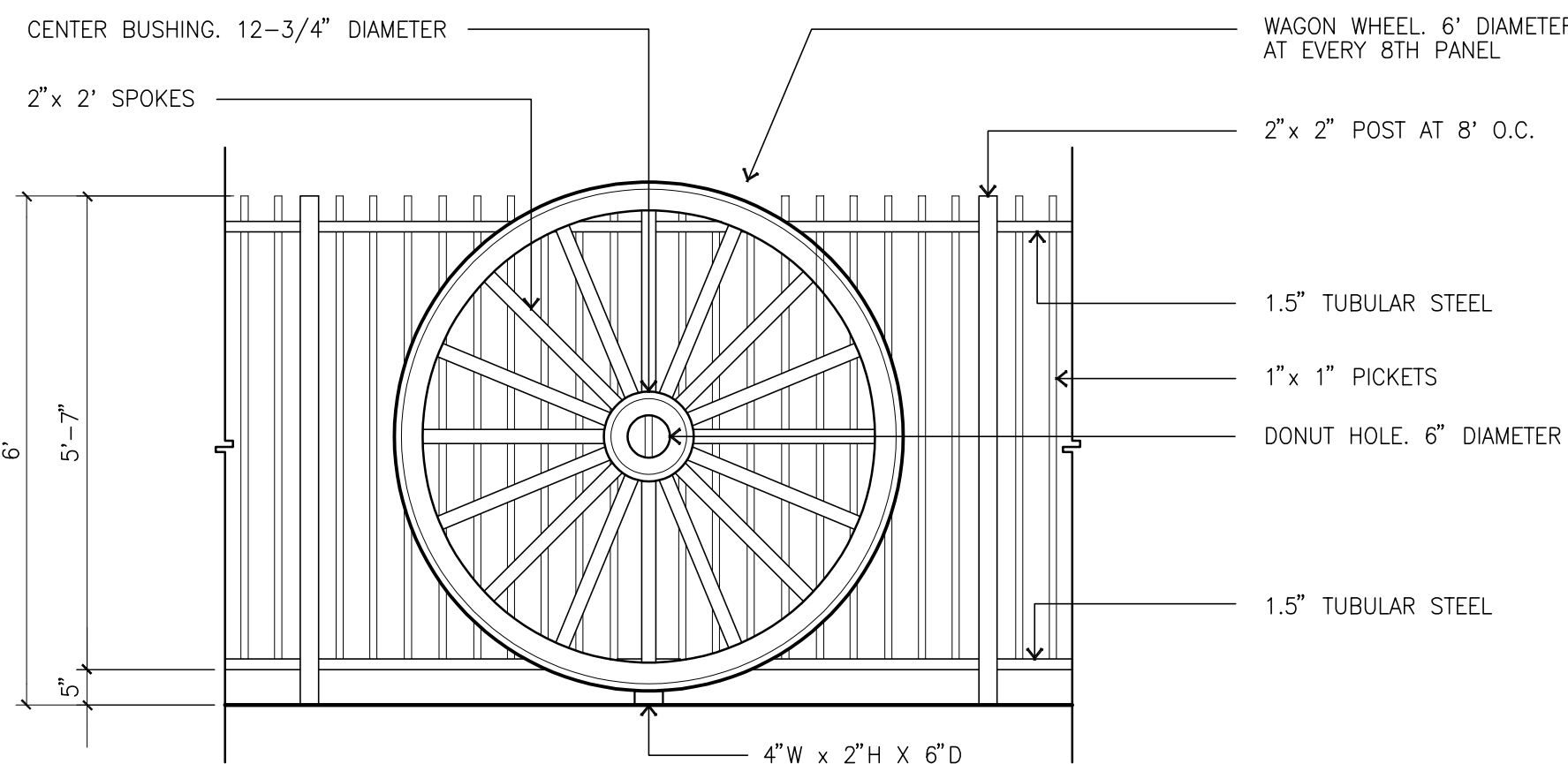
site plan
SCALE: 1"=100'-0"



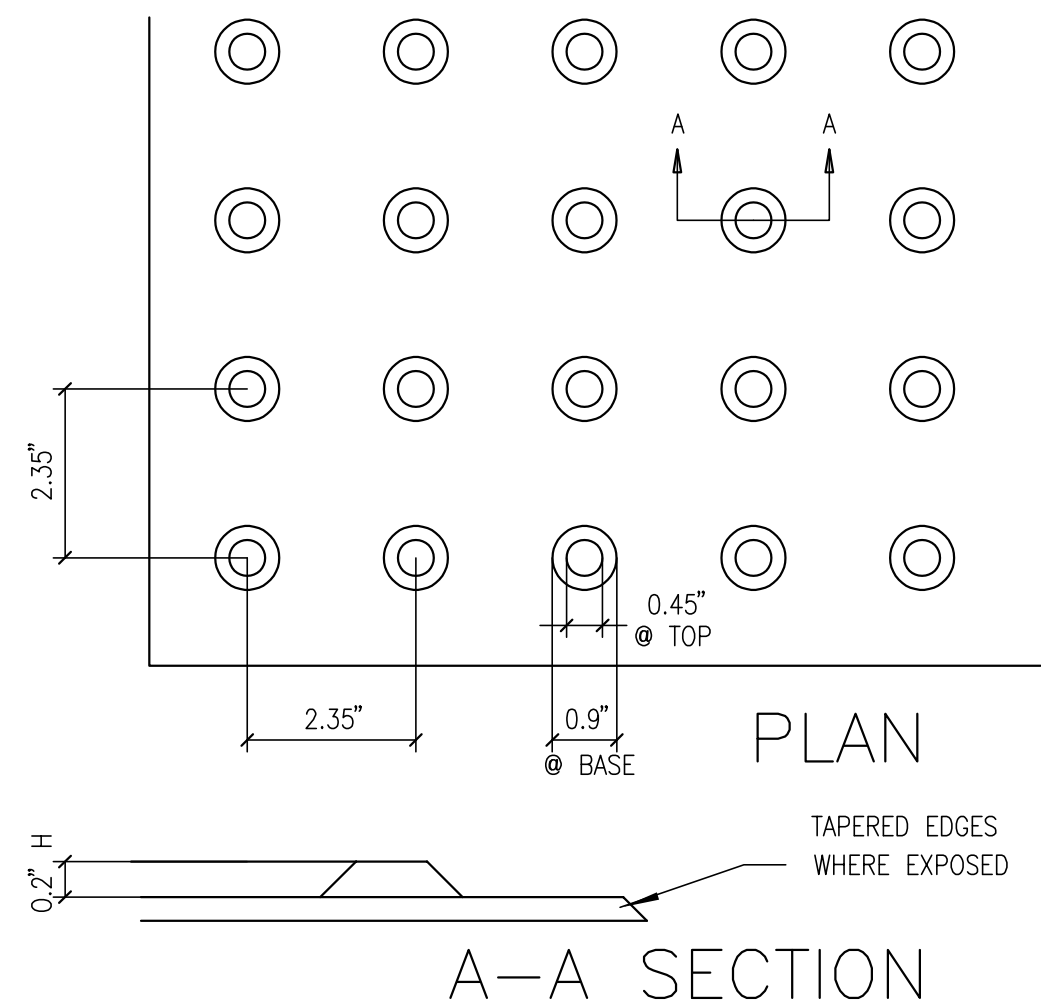
TRAIL FENCING DETAIL
scale: 1/2" = 1'-0"



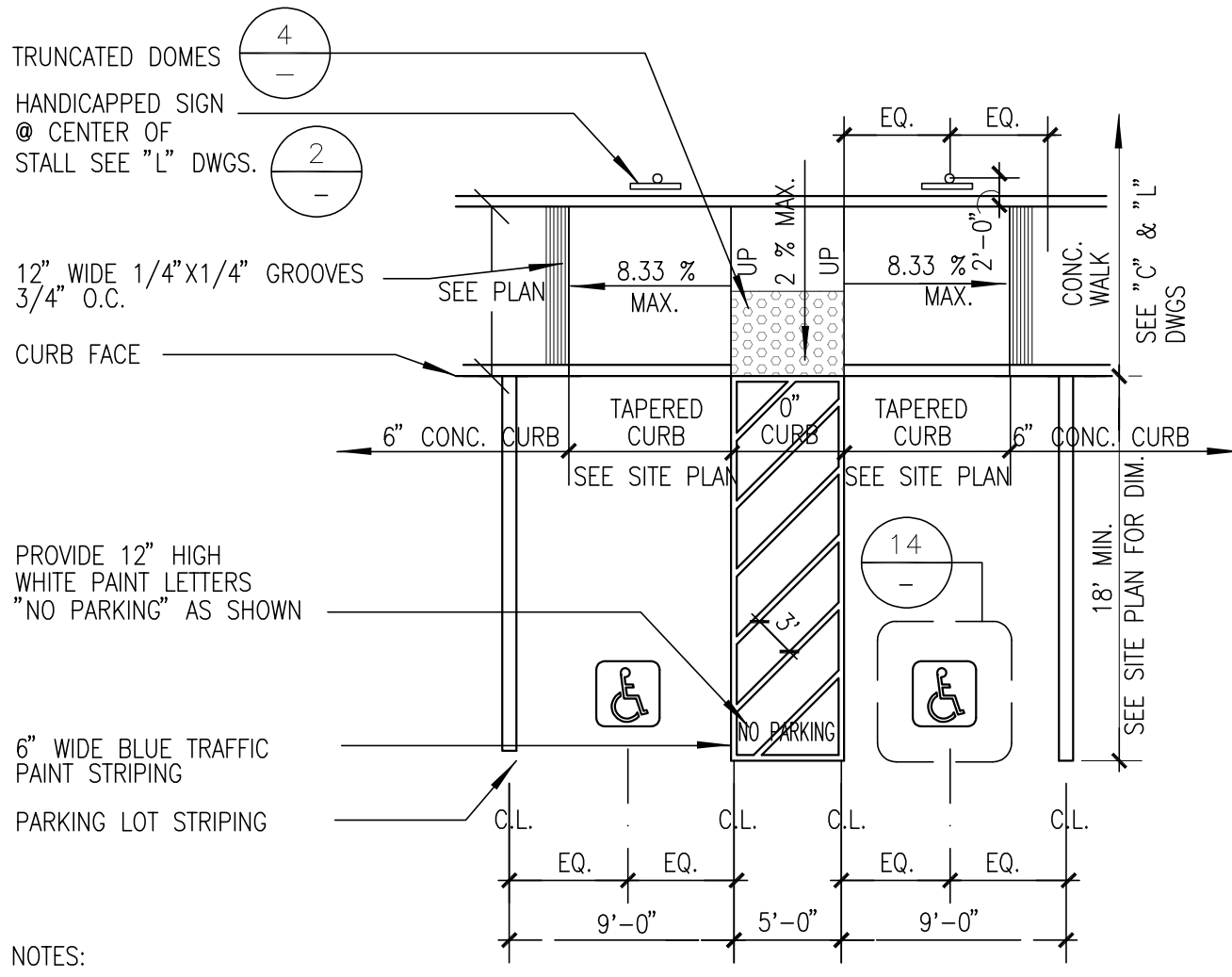
TRASH ENCLOSURE
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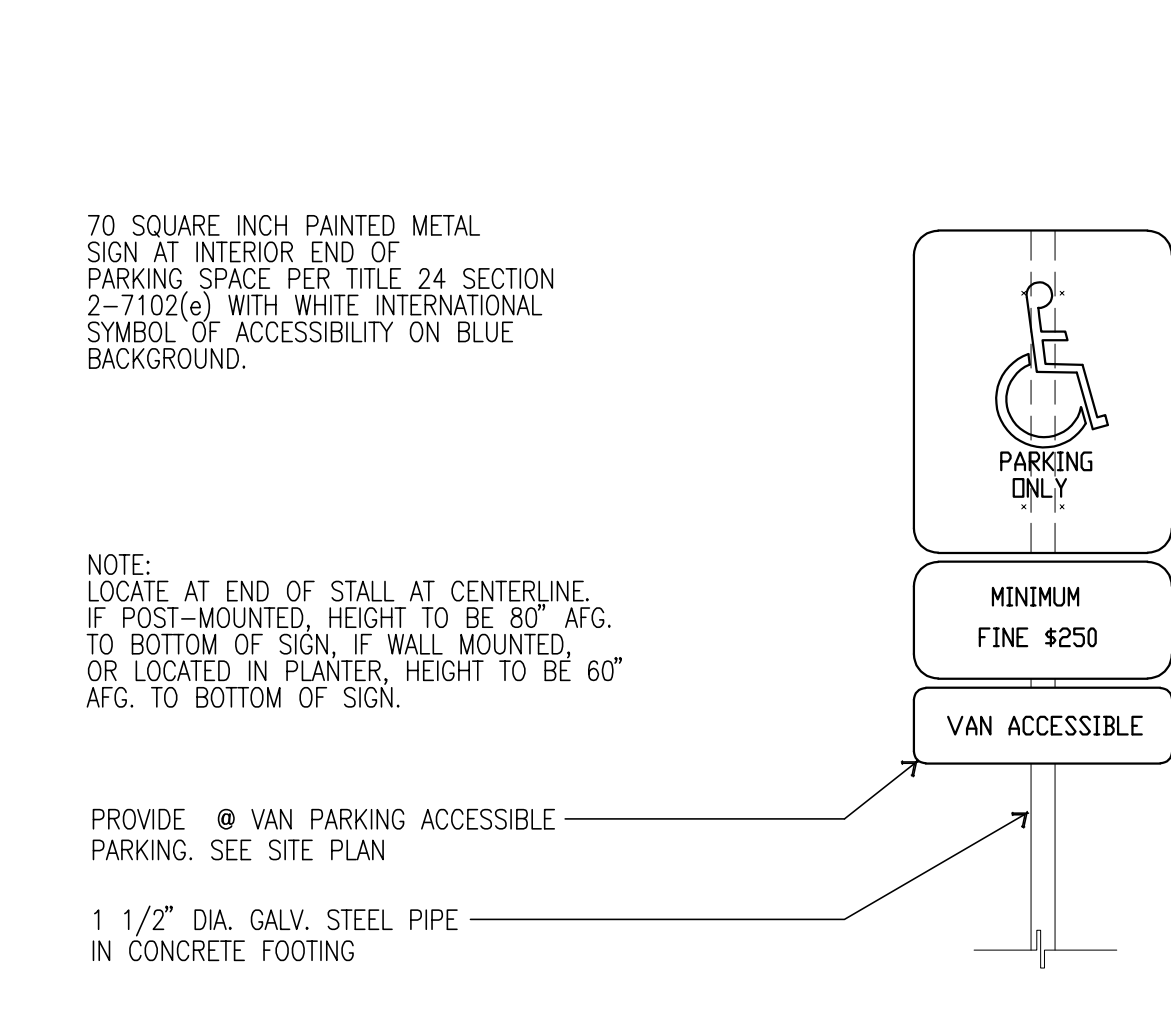
WAGON WHEEL DETAIL
scale: 1/2" = 1'-0"



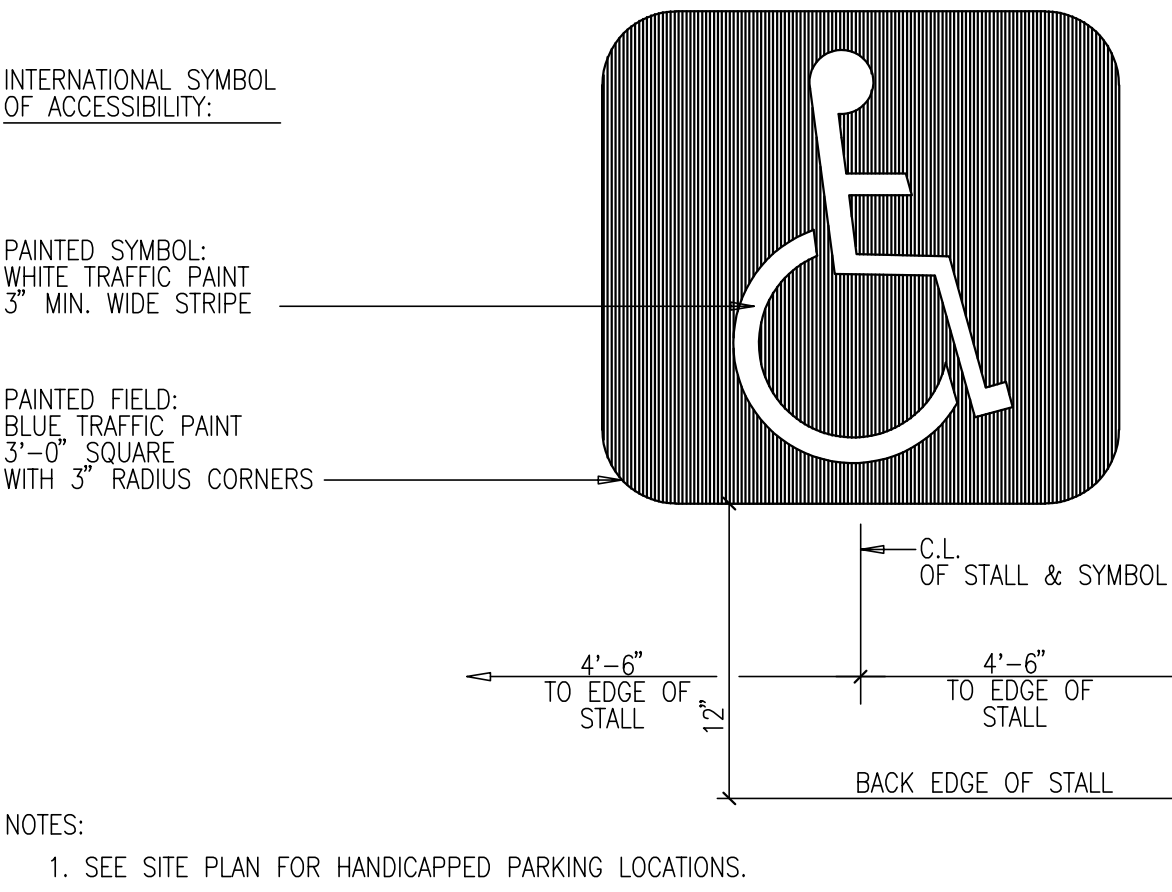
TRUNCATED DOMES
SCALE: N.T.S.



HANDICAPPED PARKING STALL
SCALE: 1/8"=1'-0"



HANDICAPPED PARKING STALL
SCALE: 1/8"=1'-0"



PARKING STALL HANDICAPPED SYM.
NO SCALE



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

Owner:
**CONOR CLAY
PARK PARTNER, LLC**

2030 Main Street
Suite 1300
Irvine, CA 92614
tel: (949) 253-2401

Project:
**General Drive
Industrial Park**

Consultants:

Civil:	Huitt Zollars
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	RPM
Landscape:	Emerald Design
Fire Protection:	-
Soils Engineer:	-

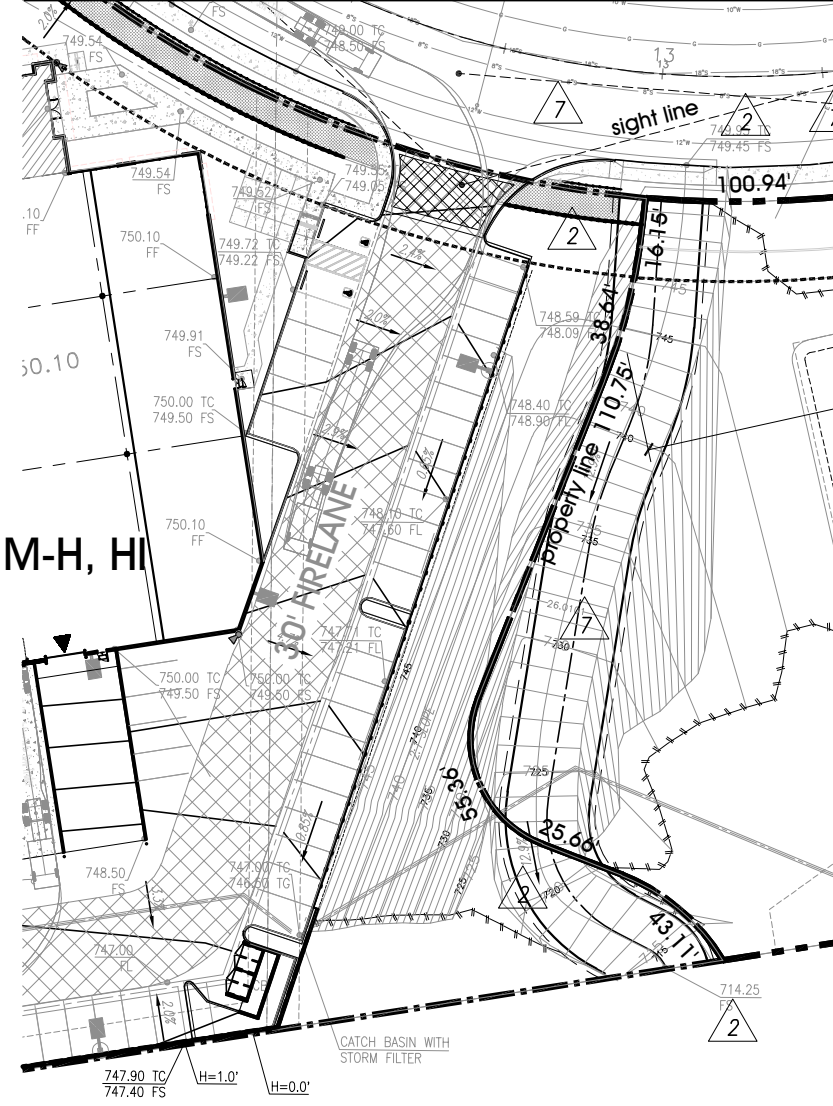
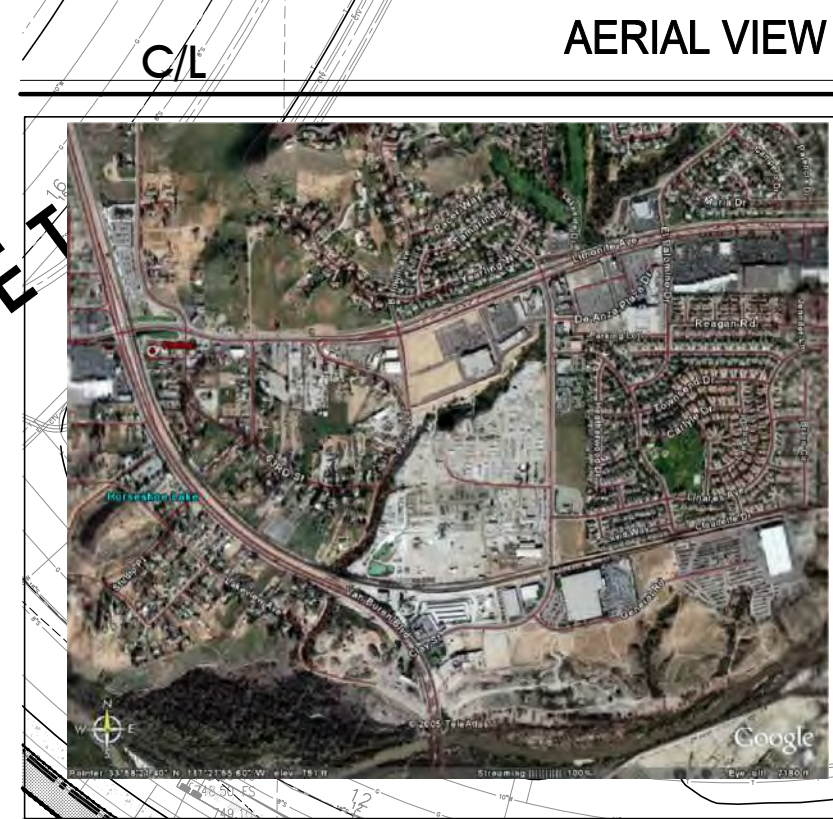
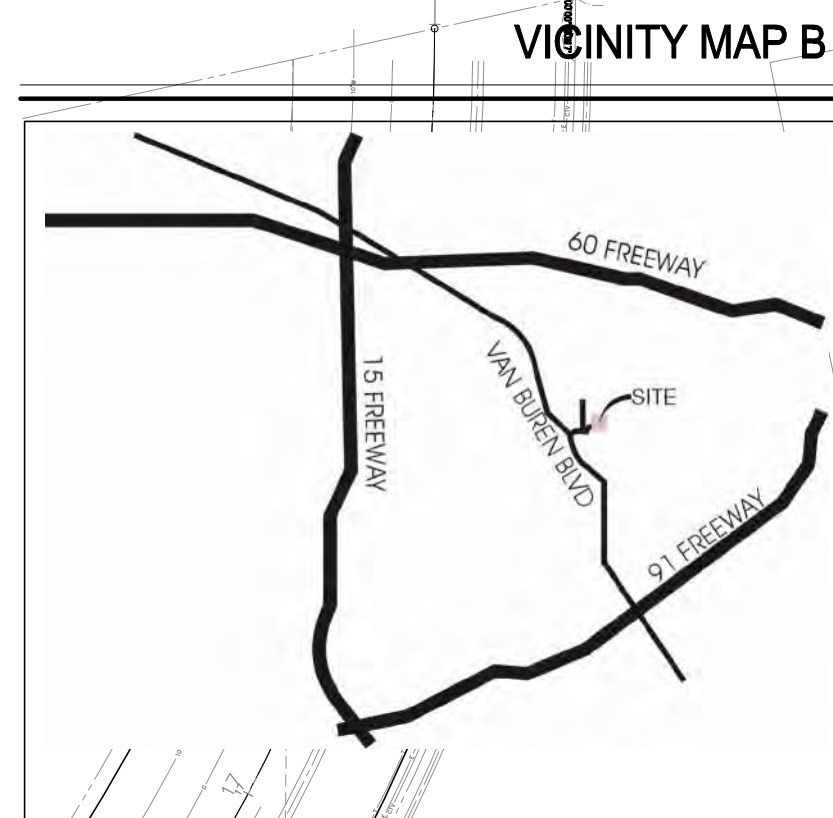
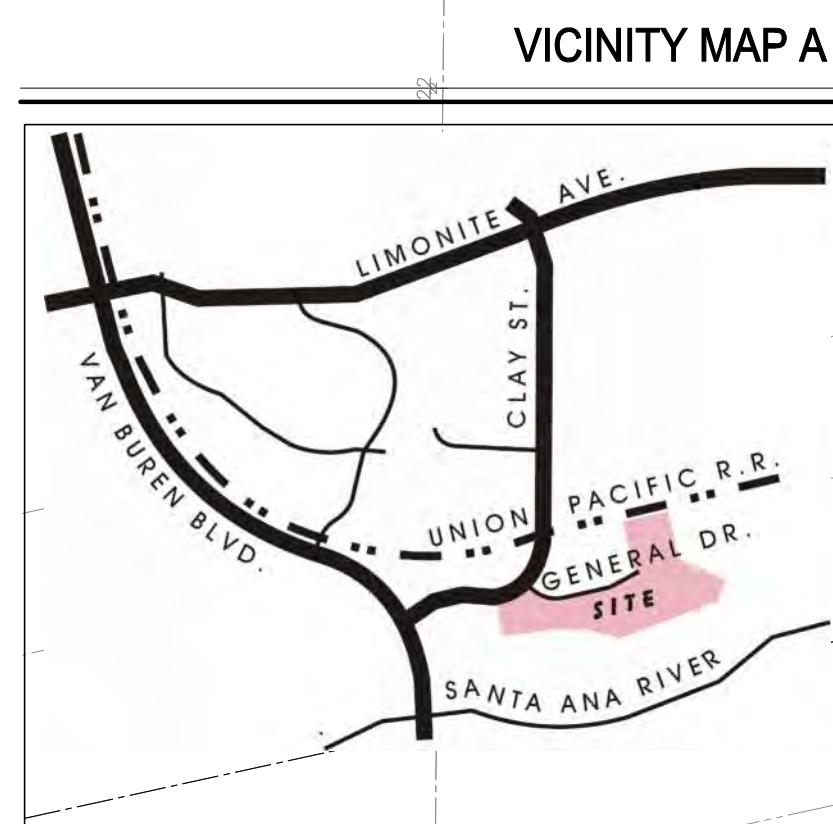
Title: **PARTIAL SITE PLAN**

Project Number: 16192
Drawn by: J.E.C.
Date: 8-8-2023

Revision:

△ CITY COMMENTS	10/13/17
△ CITY COMMENTS	5/22/18
△ COORDINATION	1/23/19
△ REVISION	6/4/21
△ REVISION	8/25/21
△ REVISION	10/13/21
△ REVISION	10/16/23
△ REVISION	12/11/23
△ REVISION	2/12/24

DAB1.1



APPROXIMATE LOCATION OF EXISTING BUILDING
APN 163400015 - ZONE: M-H, HI

site plan

SCALE: 1"=60'-0"

OWNER

BARINGS, LLC.
2321 ROSEGRANS
SUITE 4225
EL SEGUNDO, CA 90245
PHONE: 310 234-2525
FAX: -
CONTACT: ERIC GROSSMAN

APPLICANT

MIG
1500 IOWA AVE., SUITE 110
RIVERSIDE, CA 92507
PHONE: 951 787-9222
FAX: 951 781-6014
CONTACT: DEIRDRE MCCOLLISTER

ARCHITECT

HPA, INC.
18831 BARDEEN AVE., SUITE 100
IRVINE, CA 92612
PHONE: 949 863-1770
FAX: 949 862-2110
CONTACT: JAIME CRUZ

MAP

THOMAS GUIDE 2004 EDITION
PG 684, QUADRANT G-6

ZONING

PARCEL 1/BUILDING 1
APN: 163-400-016-1
PARCEL 1 OF PARCEL MAP NO. 24176, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 155 OF PARCEL MAPS, AT PAGES 90 TO 92, INCLUSIVE OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
ZONING: M-H (MANUFACTURING HEAVY)
LAND USE: HI (HEAVY INDUSTRIAL)
PARCEL 3/BUILDING 2
APN: 163-400-017-2
PARCEL 3 OF PARCEL MAP NO. 24176, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 155 OF PARCEL MAPS, AT PAGES 90 TO 92, INCLUSIVE OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
ZONING: M-H (MANUFACTURING HEAVY)
LAND USE: HI (HEAVY INDUSTRIAL)
PARCEL 8/BUILDING 3
APN: 163-400-014-9
PARCEL 8 OF PARCEL MAP NO. 18131, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 126 PAGES 30, 31 AND 32, OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
ZONING: M-H (MANUFACTURING HEAVY)
LAND USE: HI (HEAVY INDUSTRIAL)

PUBLIC & UTILITY SERVICE

SCHOOL DISTRICT: JURUPA UNIFIED SCHOOL DISTRICT
WATER: JURUPA COMMUNITY SERVICES DISTRICT
SEWER: JURUPA COMMUNITY SERVICES DISTRICT
GAS: SOUTHERN CALIFORNIA GAS
ELECTRICITY: SCE
TELEPHONE: SBC
CABLE: CHARTER COMMUNICATIONS

SITE INFORMATION

SPECIFIC PLAN AREA: SANTA ANA RIVER POLICY AREA
VERY LOW LIQUEFACTION POTENTIAL PER SOILS REPORT
ZONE B: SOUTHEAST CORNER OF PARCEL 17 IS ZONE B (500 YR FLOOD)

BUILDING SETBACK DATA
SETBACK FROM STREET: 25' FROM THE PROPERTY LINE
SETBACK FROM SIDE & REAR: 0'

APN & LEGAL DESCRIPTION

PARCEL 1/BUILDING 1
APN: 163-400-016-1
PARCEL 1 OF PARCEL MAP NO. 24176, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 155 OF PARCEL MAPS, AT PAGES 90 TO 92, INCLUSIVE OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
PARCEL 3/BUILDING 2
APN: 163-400-017-2
PARCEL 3 OF PARCEL MAP NO. 24176, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 155 OF PARCEL MAPS, AT PAGES 90 TO 92, INCLUSIVE OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
PARCEL 8/BUILDING 3
APN: 163-400-014-9
PARCEL 8 OF PARCEL MAP NO. 18131, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 126 PAGES 30, 31 AND 32, OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

SITE PLAN KEY NOTES

- 6" THICK MINIMUM, CONCRETE TRUCK APRON, VERIFY WITH SOILS ENGINEER. PROVIDE HEAVY BROOM FINISH.
- ASPHALT CONCRETE (AC) PAVING, SEE SOILS REPORT FOR SECTION REQUIREMENTS. SEE "C" DRAWINGS FOR LOCATION.
- DRIVEWAY APRONS TO BE CONSTRUCTED PER CITY STANDARD. DRIVEWAY ENTRANCES SHALL BE STAMPED AND STAINED A MINIMUM 20 FEET IN DEPTH.
- CONCRETE RAMP WITH TILT UP PANELS
- LANDSCAPE, SEE LANDSCAPE PLANS
- OUTDOOR BREAK AREA
- DOCK DOORS
- EXTERIOR CONC. STAIR
- TRASH ENCLOSURE, DESIGNED & CONSTRUCTED PER CITY STANDARD. BURRIT (TRASH HAULER) STANDARDS FOR SIZING & ACCESSIBILITY
- CONCRETE WALKWAY.
- TO THE EXTENT POSSIBLE- EXISTING, NATURAL FLORA TO REMAIN UNDISTURBED ON ALL SLOPES.
- RETAINING WALL, SEE "C" DWGS.
- 6' HIGH TUBE STEEL FENCE WITH 6" IN DIAMETER WAGON WHEEL DETAIL ON STREET FACING SIDE. EACH PANEL LENGTH IS 8' WITH A WHEEL EVERY 8TH PANEL. SEE DETAIL A/DAB1.0
- 6' HIGH TUBE STEEL FENCE
- 12' HIGH MIN. SOLID SOUND WALL
- 42" HIGH TRAIL FENCE
- EQUESTRIAN TRAIL
- PEDESTRIAN CROSSWALK WITH BEACONS
- 6' HIGH CMU WALL ON TOP OF RETAINING WALL

PROJECT TABULATION

	BUILDING 1	BUILDING 2	BUILDING 3	TOTAL
SITE AREA (PAD)	204,691 SF 4.70 AC	264,946 SF 6.08 AC	168,728 SF 3.87 AC	638,365 SF 14.65 AC
SITE AREA NET (LIMIT OF GRADING)	204,681 SF 4.70 AC	326,475 SF 7.49 AC	198,843 SF 4.56 AC	729,999 SF 16.76 AC
SITE AREA GROSS	206,783 SF 4.75 AC	414,214 SF 9.51 AC	332,969 SF 7.64 AC	953,966 SF 21.90 AC
BUILDING AREA	63,453 SF FOOTPRINT 61,453 MEZZANINE 2,000	113,669 SF 111,869 2,000	76,716 SF 74,716 2,000	253,838 SF 247,638 6,000
COVERAGE (NET USEABLE)	30%	42%	44%	40%
COVERAGE FAR	31%	27%	22%	27%
PARKING REQUIRED	95 OFFICE - 3,000 SF @ 1/250 FABRICATION @ 1/100 STORAGE @ 1/1000	148 12 2.0% 50 32.1% 86 75.4%	120 12 3.9% 68 43.0% 40 33.1%	363 36 160 559
TOTAL PARKING PROVIDED	81 STANDARD 5 ACCESSIBLE	112 30 5	91 23 5	284 62 16
LANDSCAPE AREA	39,350 SF COVERAGE 19%	189,496 SF 40%	179,544 SF 43%	408,390 SF 43%
PAVING AREA	105,980 SF COVERAGE 51%	113,049 SF 27%	78,729 SF 24%	297,758 SF 31%

*NOTE LANDSCAPE REQUIREMENT TO BE VERIFIED

CODE ANALYSIS

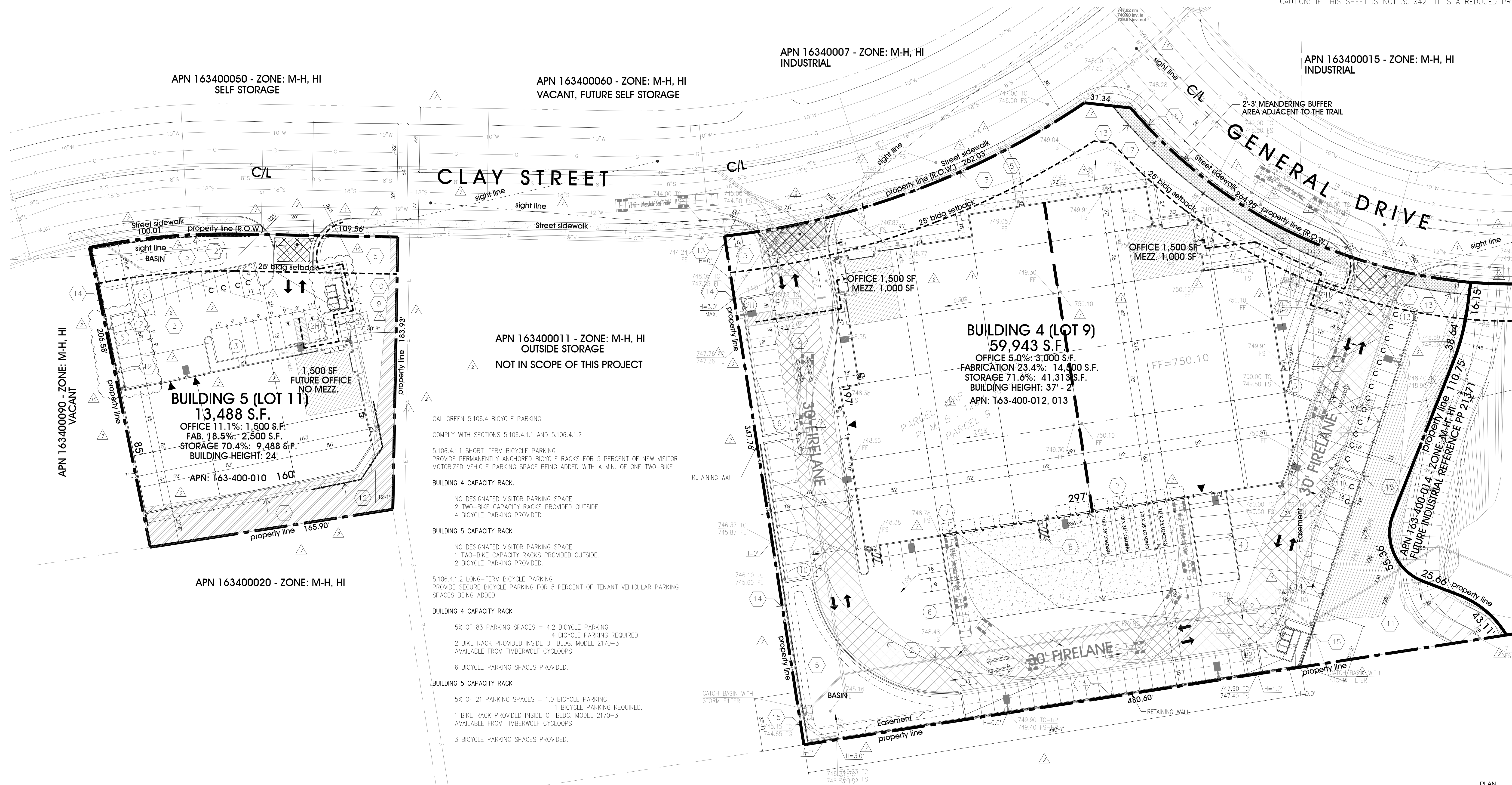
2019 CBC CODE
BUILDING OCCUPANCY: S-1/B/F
CONSTRUCTION TYPE: III-B

SITE LEGEND

- | | | |
|--|--|--|
| LANDSCAPED AREA | EXISTING PUBLIC FIRE HYDRANT | LIGHT STANDARD |
| CONC. PAVING | PRIVATE FIRE HYDRANT- APPROXIMATE LOCATION | EXISTING TREES TO BE REMOVED |
| STANDARD PARKING STALL
9' X 18' | EXISTING FENCE TO BE REMOVED | CATCH BASIN APPROX. LOCATION |
| COMPACT PARKING STALL
8'-6" X 16'-0" W/ PRINT "COMPACT" IN 8" LETTERS & CENTER IN STALL | EXISTING TREES TO BE REMOVED | WATER LINE |
| HANDICAP PARKING STALL, SEE DETAIL | CATCH BASIN APPROX. LOCATION | GAS LINE |
| ADA ACCESS ROUTE FROM THE STREET TO THE BUILDING | WATER LINE | SEWER LATERAL |
| VEHICLE INGRESS AND EGRESS AND VEHICULAR CIRCULATION | GAS LINE | DRIVE THRU DOOR |
| | SEWER LATERAL | TRUCK CIRCULATION |
| | DRIVE THRU DOOR | SECURITY CAMERAS (AT BUILDING CORNERS, TYP.) |
| | TRUCK CIRCULATION | |

Civil:	Huitt Zollars
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	RPM
Landscape:	Emerald Design
Fire Protection:	-
Soils Engineer:	-

Revision:	
△ CITY COMMENTS	10/13/17
△ CITY COMMENTS	5/22/18
△ COORDINATION	7/18/18
△ REVISION	10/16/23
△ REVISION	4/18/24



site plan

SCALE: 1"=20'-0"

OWNER

 BARINGS, LLC,
2321 ROSCRAWS
SUITE 4225
EL SEGUNDO, CA. 90245
PHONE: 310 234-252
FAX:
CONTACT: ERIC GROSSMAN

APPLICANT

 MIG
1500 IOWA AVE, SUITE 110
RIVERSIDE, CA 92507
PHONE: 951 787-9222
FAX: 951 781-6014
CONTACT: DEIRDRE MCCOLLISTER

ARCHITECT

 HPA, INC.
18831 BARDEEN AVE, SUITE 100
IRVINE, CA 92612
PHONE: 949 863-1770
FAX: 949 862-2110
CONTACT: JAIME CRUZ

MAP

 THOMAS GUIDE 2004 EDITION
PG 684, QUADRANT F6 & G6

ZONING

 163-400-12
ZONING: M-H (MANUFACTURING HEAVY)
LAND USE: HI (HEAVY INDUSTRIAL)

 163-400-10:
ZONING: M-H (MANUFACTURING HEAVY)
LAND USE: HI (HEAVY INDUSTRIAL)

PUBLIC & UTILITY SERVICE

 SCHOOL DISTRICT: JURUPA UNIFIED SCHOOL DISTRICT
 WATER: JURUPA COMMUNITY SERVICES DISTRICT
 SEWER: JURUPA COMMUNITY SERVICES DISTRICT
 GAS: SOUTHERN CALIFORNIA GAS
 ELECTRICITY: SCE
 TELEPHONE: SBC
 CABLE: CHARTER COMMUNICATIONS

SITE INFORMATION

 SPECIFIC PLAN AREA: SANTA ANA RIVER POLICY AREA
 VERY LOW LIQUEFACTION POTENTIAL PER SOILS REPORT

 BUILDING SETBACK DATA
 SETBACK FROM STREET: 25' FROM THE PROPERTY LINE
 SETBACK FROM SIDE & REAR: 0'

APN & LEGAL DESCRIPTION

 BUILDING 4
 APN: 163-400-012 & 163-400-013
 PARCEL 9 OF PARCEL MAP NO. 18131, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 155 OF PARCEL MAPS, AT PAGES 90 TO 92, INCLUSIVE OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

 BUILDING 5
 APN: 163-400-010

PER MAP RECORDED IN BOOK 155 PAGES 90, 91 AND 92 OF PARCEL MAPS, IN THE OFFICE OF PARCEL 11 OF PARCEL MAP NO. 18131, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS THE COUNTY RECORDER OF SAID COUNTY.

PLANNING DEPT. NOTES

- A. LAND IS NOT SUBJECT TO LIQUEFACTION OR OTHER GEOLOGIC HAZARD, NOR IS IT WITHIN A SPECIAL STUDIES ZONE.
 B. LAND IS NOT SUBJECT TO FLOOD HAZARD, INUNDATION OR OVERFLOW
 C. THERE ARE TWO EASEMENTS FOR SOUTHERN CALIFORNIA EDISON (INSTRUMENT NOS. 74711 & 74712).
 IN ADDITION, AN ACCESS ROAD WILL BE GRANTED TO RIVERSIDE CO. PARKS THAT LIES ON APN 163-400-013 (PP22513) & 163-400-014 (PP 21371)
 D. NO LAND OR RIGHTS OF WAY ARE PLANNED TO BE DEDICATED.
 E. NO FLAMMABLE OR COMBUSTIBLE LIQUIDS.

SITE PLAN KEY NOTES

- 6" THICK MINIMUM, CONCRETE TRUCK APRON, VERIFY WITH SOILS ENGINEER. PROVIDE HEAVY BROOM FINISH
- ASPHALT CONCRETE (AC) PAVING, SEE SOILS REPORT FOR SECTION REQUIREMENTS. SEE "C" DRAWINGS FOR LOCATION.
- DRIVEWAY APRONS TO BE CONSTRUCTED PER CITY STANDARD. DRIVEWAY ENTRANCES SHALL BE STAMPED AND STAINED A MINIMUM 20 FEET IN DEPTH.
- CONCRETE RAMP WITH TILT UP PANELS
- LANDSCAPE. SEE LANDSCAPE PLANS
- OUTDOOR BREAK AREA
- DOCK DOORS
- EXTERIOR CONC. STAIR
- TRASH ENCLOSURE, DESIGNED & CONSTRUCTED PER CITY STANDARD. BURRTEC (TRASH HAULER) STANDARDS FOR SIZING & ACCESSIBILITY
- CONCRETE WALKWAY.
- TO THE EXTENT POSSIBLE- EXISTING, NATURAL FLORA TO REMAIN UNDISTURBED ON ALL SLOPES.
- RETAINING WALL, SEE "C" DWGS.
- 6" HIGH TUBE STEEL FENCE WITH 6" IN DIAMETER WAGON WHEEL DETAIL ON STREET FACING SIDE. EACH PANEL LENGTH IS 8' WITH A WHEEL EVERY 8TH PANEL. SEE DETAIL A/CAB1-0
- 6" HIGH TUBE STEEL FENCE
- 12" HIGH MIN. SOLID SOUND WALL
- 42" HIGH TRAIL FENCE
- EQUESTRIAN TRAIL
- PEDESTRIAN CROSSWALK WITH BEACONS

SITE LEGEND

	LANDSCAPED AREA		LIGHT STANDARD
	CONC. PAVING		EXISTING PUBLIC FIRE HYDRANT
	STANDARD PARKING STALL 9' X 18'		PRIVATE FIRE HYDRANT- APPROXIMATE LOCATION
	COMPACT PARKING STALL 8'-6"X16'- W/ PRINT "COMPACT" IN 8' LETTERS & CENTER IN STALL		EXISTING FENCE TO BE REMOVED
	HANDICAP PARKING STALL, SEE DETAIL		EXISTING TREES TO BE REMOVED
	ADA ACCESS ROUTE FROM THE STREET TO THE BUILDING		CATCH BASIN APPROX. LOCATION
	VEHICLE INGRESS AND EGRESS AND VEHICULAR CIRCULATION		WATER LINE
	SECURITY CAMERAS (AT BUILDING CORNERS, TYP.)		GAS LINE
			SEWER LATERAL
			DRIVE THRU DOOR
			TRUCK CIRCULATION

PROJECT TABULATION

	BUILDING 4	BUILDING 5	TOTAL
SITE AREA (PAD)	143,078 SF 3.28 AC	31,052 SF 0.71 AC	174,130 SF 4.00 AC
SITE AREA NET (LIMIT OF GRADING)	143,078 SF 3.28 AC	31,052 SF 0.71 AC	174,130 SF 4.00 AC
SITE AREA GROSS	155,503 SF 3.57 AC	37,059 SF 0.85 AC	192,562 SF 4.42 AC
BUILDING AREA	59,943 SF	13,488 SF	73,431 SF
FOOTPRINT	57,943	13,488	71,431
MEZZANINE	2,000	0	2,000
COVERAGE (NET USEABLE)	40%	43%	41%
COVERAGE FAR	37%	36%	37%
FAR	42%	43%	42%
PARKING REQUIRED	83	21	104
OFFICE @ 1/250	12 5.0%	6 11.1%	18
FABRICATION @ 1/500	28 23.4%	5 18.5%	33
STORAGE @ 1/1000	43 71.6%	10 70.4%	53
TOTAL PARKING PROVIDED	62	15	77
STANDARD	62	15	77
COMPACT (20%)	16	4	20
ACCESSIBLE	4	2	6
TOTAL	82	21	103
PARKING RATIO PER 1000 SF	1.37	1.56	1.40
LANDSCAPE AREA	39,127 SF	14,207 SF	53,334 SF
COVERAGE	25%	36%	28%
PAVING AREA	63,418 SF	9,619 SF	73,037 SF
COVERAGE	41%	28%	35%

CODE ANALYSIS

 2019 CBC CODE
 BUILDING OCCUPANCY: S-1/B/F
 CONSTRUCTION TYPE: III-B

VICINITY MAP A



VICINITY MAP B

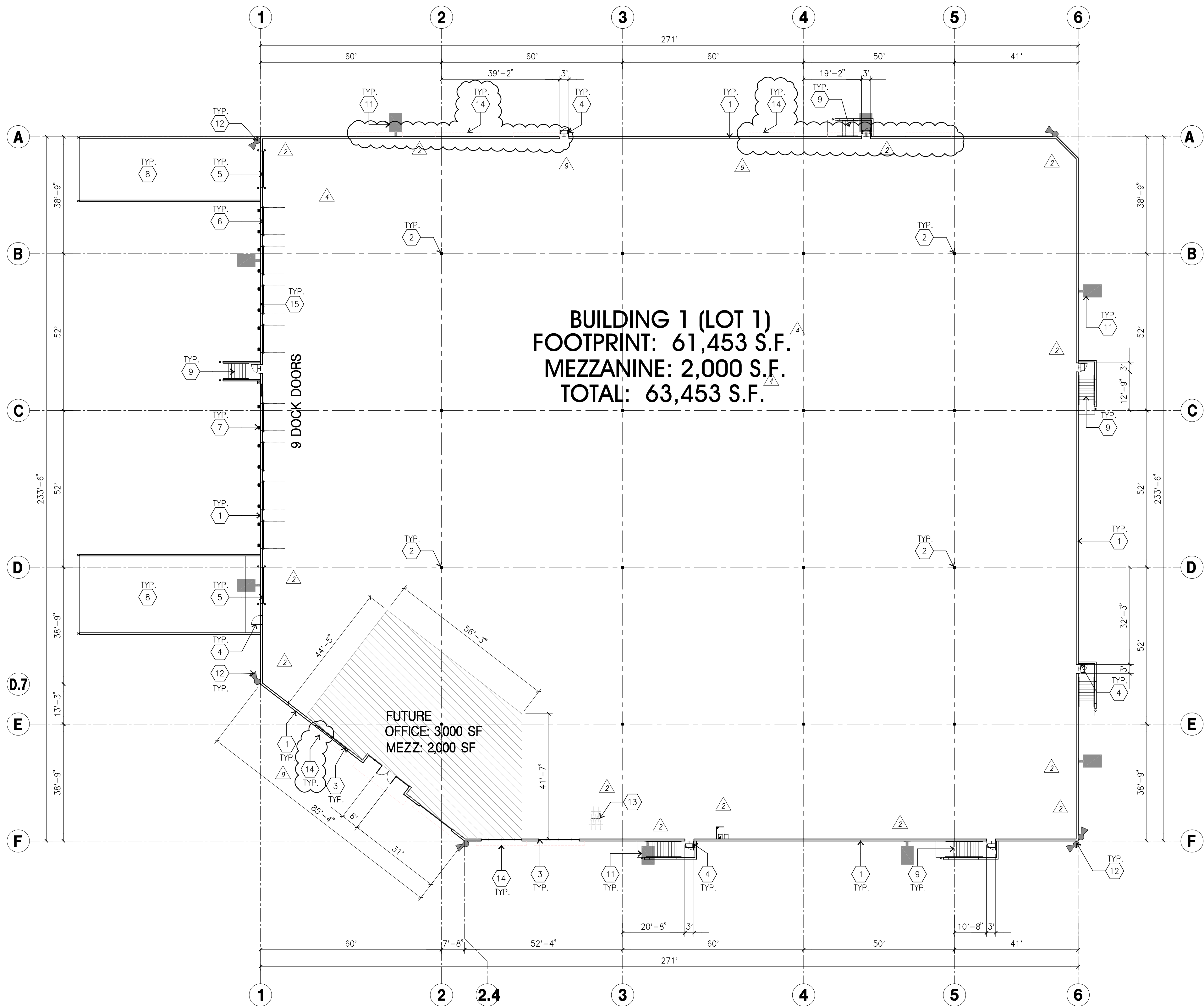


AERIAL VIEW


PP 22513

REVISION:

 SUDOT PLANNING COMMENTS, RELOCATED TRASH ENCLOSURE & BLDG 4
 TYPICAL VEHICLE PARKING STALLS, DRIVING TAIL DOORS PER PLANNING DEPT & BLDG 4
 ONE STD STALL ADDED THIS LOCATION



OVERALL FLOOR PLAN

scale: 1" = 20'-0"

SCALE: 1" = 20'-0"



KEYNOTES - FLOOR PLAN

- 1 CONCRETE TILT-UP PANEL.
- 2 STRUCTURAL STEEL COLUMN.
- 3 TYPICAL STOREFRONT SYSTEM WITH GLAZING, SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- 4 3'X7' HOLLOW METAL EXTERIOR MAN DOOR.
- 5 12'X14' DRIVE TROUGH TRUCK DOOR, STANDARD GRADE.
- 6 9' X 10' DOCK DOOR, VERTICAL LIFT, STANDARD GRADE.
- 7 DOCK BUMPERS
- 8 CONCRETE RAMP W/ 6" CONCRETE TILT-UP PANELS.
- 9 CONCRETE STAIRS AND LANDING.
- 10 SOFFIT ABOVE
- 11 LIGHT FIXTURE PER CITY OF JURUPA STANDARDS
- 12 SECURITY CAMERA
- 13 BICYCLE RACK
- 14 CANOPY ABOVE



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irvine, ca 92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com

Owner:
CONOR CLAY
PARK PARTNER, LLC

2030 Main Street
Suite 1300
Irvine, CA 92614
tel: (949) 253-2401

Project:
General Drive
Industrial Park

Jurupa Valley

Consultants:

Civil: Huitt Zollars
Structural: -
Mechanical: -
Plumbing: -
Electrical: RPM
Landscape: Emerald Design
Fire Protection: -
Soils Engineer: -

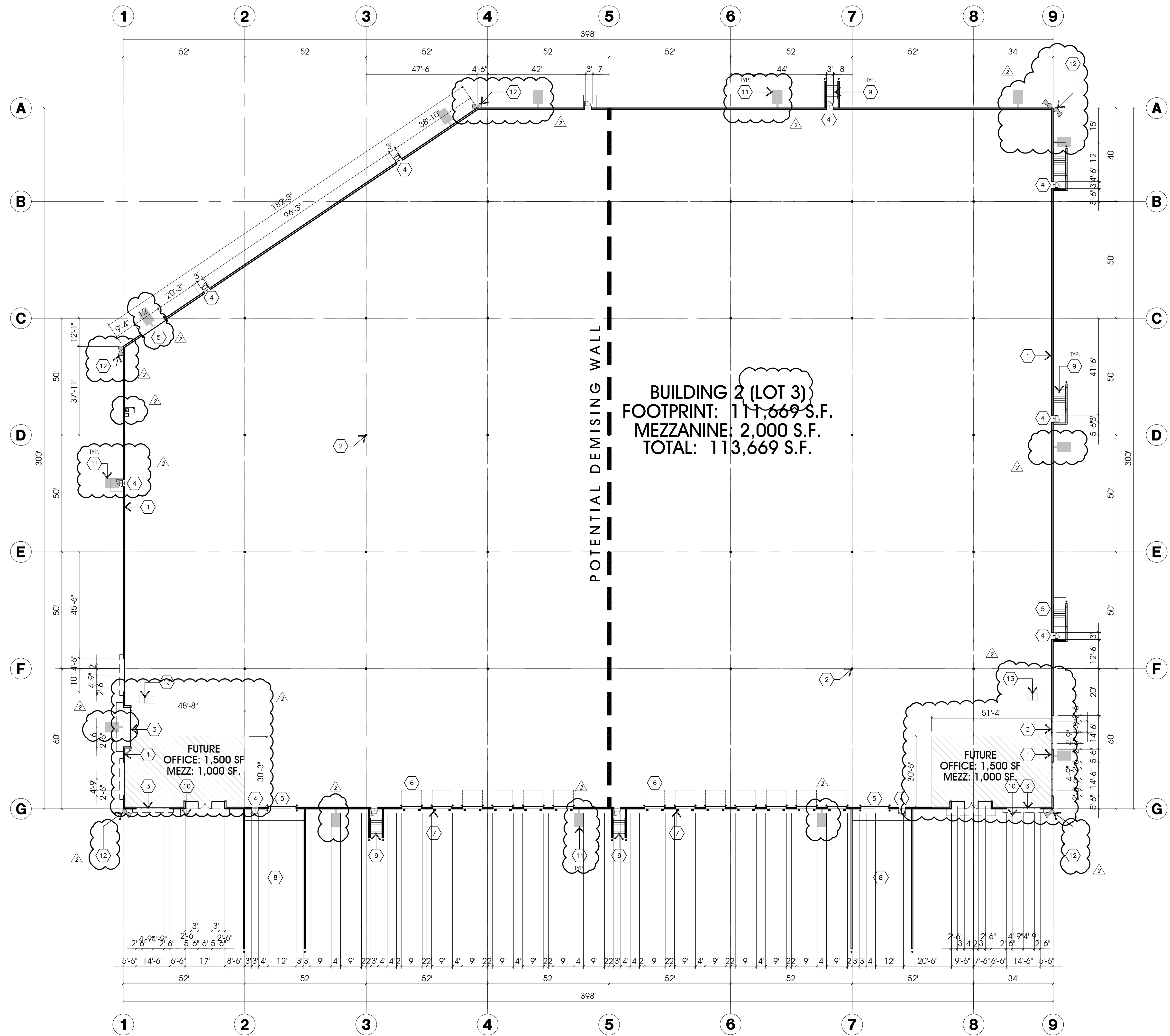
Title: FLOOR PLAN

Project Number: 16192
Drawn by: J.E.C.
Date: 8-8-2023

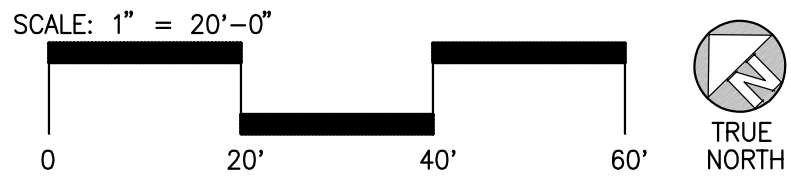
Revision:
1 CITY COMMENTS 5/22/18
2 REVISION 6/4/21
3 REVISION 2/12/24

Sheet:

DAB2.1



OVERALL FLOOR PLAN
scale: 1" = 20'-0"



KEYNOTES - FLOOR PLAN

- 1 CONCRETE TILT-UP PANEL.
- 2 STRUCTURAL STEEL COLUMN.
- 3 TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- 4 3'X7' HOLLOW METAL EXTERIOR MAN DOOR.
- 5 12'X14' DRIVE TROUGH TRUCK DOOR, STANDARD GRADE.
- 6 9' X 10' DOCK DOOR, VERTICAL LIFT, STANDARD GRADE.
- 7 DOCK BUMPERS
- 8 CONCRETE RAMP W/ 6" CONCRETE TILT-UP PANELS.
- 9 CONCRETE STAIRS AND LANDING.
- 10 SOFFIT ABOVE
- 11 LIGHT FIXTURE PER CITY OF JURUPA STANDARDS
- 12 SECURITY CAMERA
- 13 BICYCLE RACK



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92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com

Owner:
CONOR CLAY
PARK PARTNER, LLC

2030 Main Street
Suite 1300
Irvine, CA. 92614
tel: (949) 253-2401

Project:
General Drive
Industrial Park

Jurupa Valley

Consultants:

Civil:	Huitt Zollars
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	RPM
Landscape:	Emerald Design
Fire Protection:	-
Soils Engineer:	-

Title: FLOOR PLAN

Project Number: 16192
Drawn by: J.E.C.
Date: 8-8-2023

Revision:
A CITY COMMENTS 5/22/18

Sheet:

DAB2.2



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Project:
**General Drive
Industrial Park**

Jurupa Valley

Consultants:

Civil:	Huitt Zollars
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	RPM
Landscape:	Emerald Design
Fire Protection:	-
Soils Engineer:	-

Title: **FLOOR PLAN**

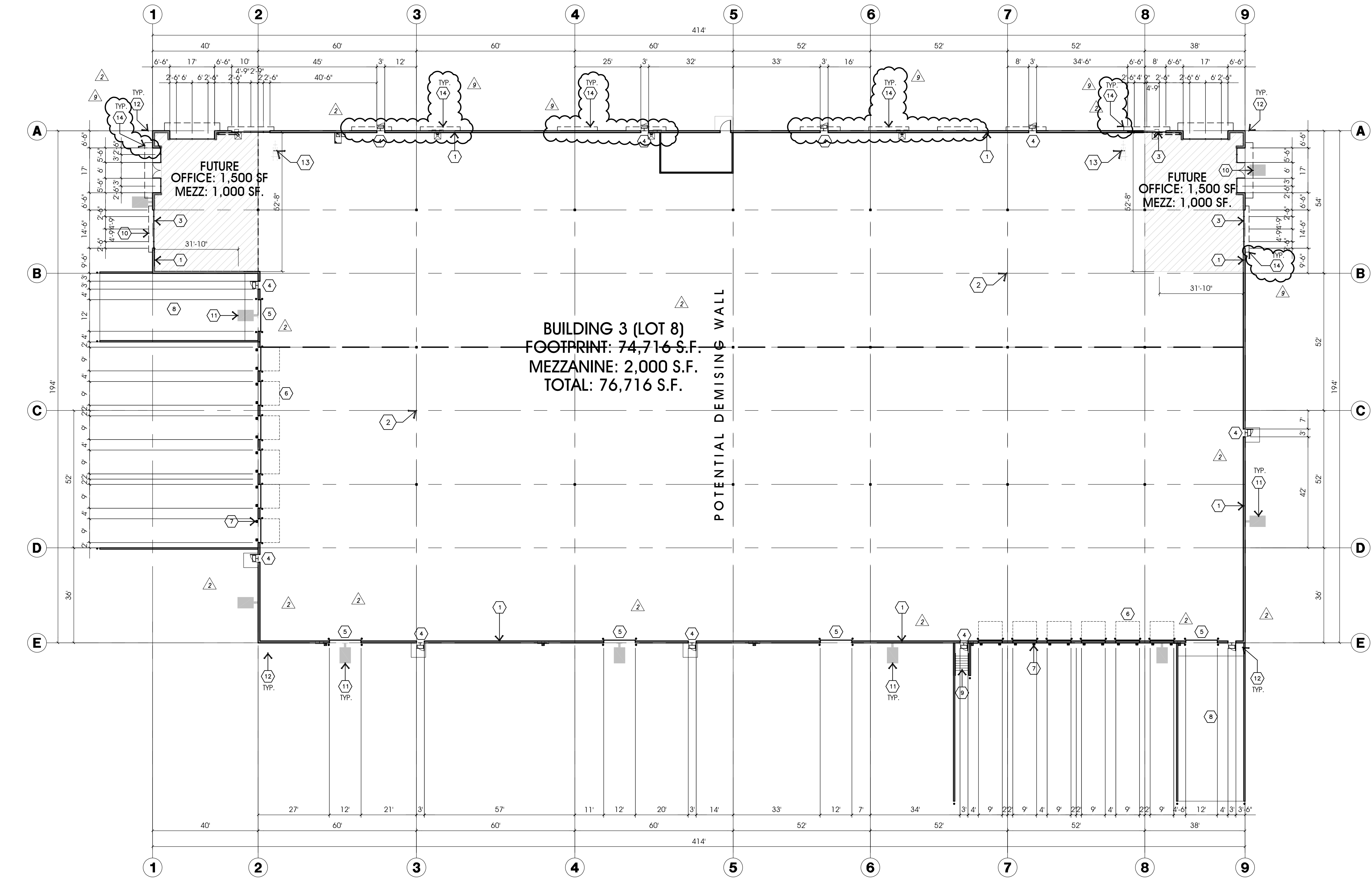
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Drawn by: J.E.C.
Date: 8-8-2023

Revision:

1	CITY COMMENTS	5/22/18
2	REVISION	2/12/24

Sheet:

DAB2.3



OVERALL FLOOR PLAN

scale: 1" = 20'-0"

SCALE: 1" = 20'-0"



KEYNOTES - FLOOR PLAN

- 1 CONCRETE TILT-UP PANEL.
- 2 STRUCTURAL STEEL COLUMN.
- 3 TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- 4 3'X7' HOLLOW METAL EXTERIOR MAN DOOR.
- 5 12'X14' DRIVE TROUGH TRUCK DOOR, STANDARD GRADE.
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- 7 DOCK BUMPERS
- 8 CONCRETE RAMP W/ 6" CONCRETE TILT-UP PANELS.
- 9 CONCRETE STAIRS AND LANDING.
- 10 SOFFIT ABOVE
- 11 LIGHT FIXTURE PER CITY OF JURUPA STANDARDS
- 12 SECURITY CAMERA
- 13 BICYCLE RACK
- 14 CANOPY ABOVE



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tel: (949) 253-2401

Project:
**General Drive
Industrial Park**

Jurupa Valley

Consultants:

Civil:	Huitt Zollars
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	RPM
Landscape:	Emerald Design
Fire Protection:	-
Soils Engineer:	-

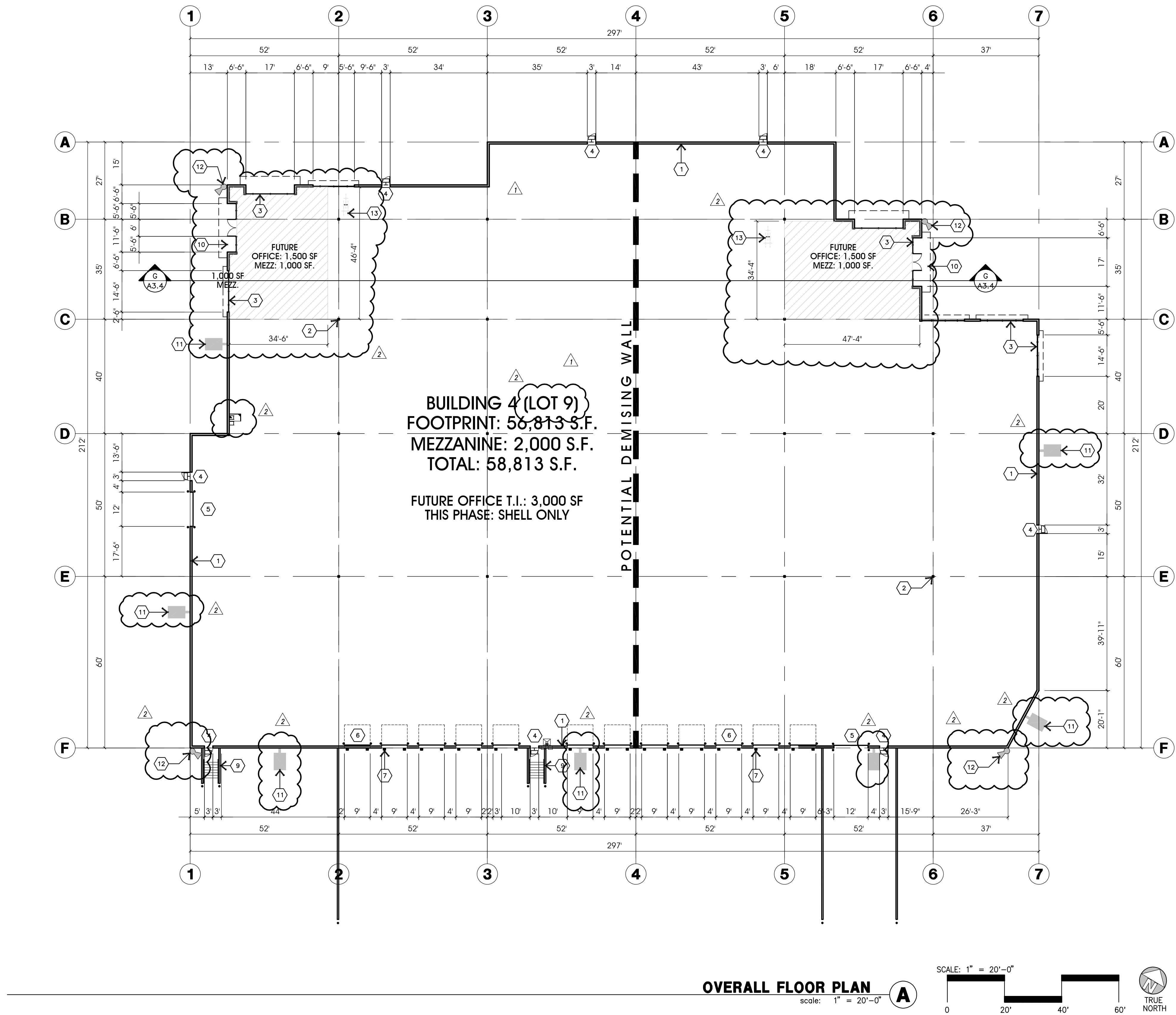
Title: **FLOOR PLAN**

Project Number: 16192
Drawn by: J.E.C.
Date: 8-8-2023

Revision:
1 CITY COMMENTS 10/13/17
2 CITY COMMENTS 5/22/18

Sheet:

DAB2.4



KEYNOTES - FLOOR PLAN

- 1 CONCRETE TILT-UP PANEL.
- 2 STRUCTURAL STEEL COLUMN.
- 3 TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- 4 3'X7' HOLLOW METAL EXTERIOR MAN DOOR.
- 5 12'X14' DRIVE TROUGH TRUCK DOOR, STANDARD GRADE. NOTED WITH: ▼
- 6 9'X10' DOCK DOOR, VERTICAL LIFT, STANDARD GRADE.
- 7 DOCK BUMPERS
- 8 CONCRETE RAMP W/ 6" CONCRETE TILT-UP PANELS.
- 9 CONCRETE STAIRS AND LANDING.
- 10 SOFFIT ABOVE
- 11 LIGHT FIXTURE PER CITY OF JURUPA STANDARDS
- 12 SECURITY CAMERA
- 13 BICYCLE RACK



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Suite 1300
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tel: (949) 253-2401

Project:
**General Drive
Industrial Park**

Jurupa Valley

Consultants:

Civil:	Huitt Zollars
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	RPM
Landscape:	Emerald Design
Fire Protection:	-
Soils Engineer:	-

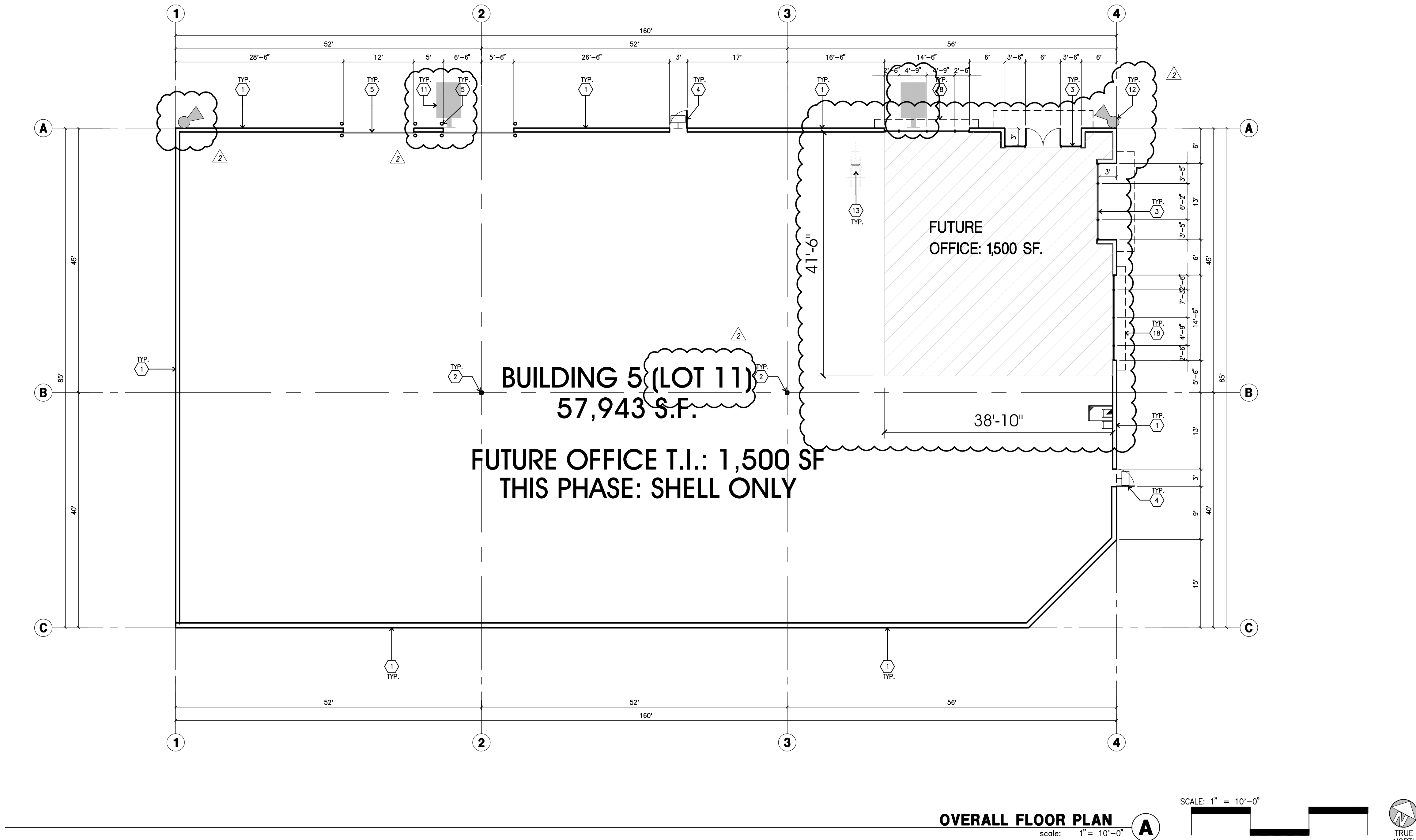
Title: FLOOR PLAN

Project Number: 16192
Drawn by: J.E.C.
Date: 8-8-2023

Revision:
CITY COMMENTS 5/22/18

Sheet:

DAB2.5



2030 Main Street
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Jurupa Valley

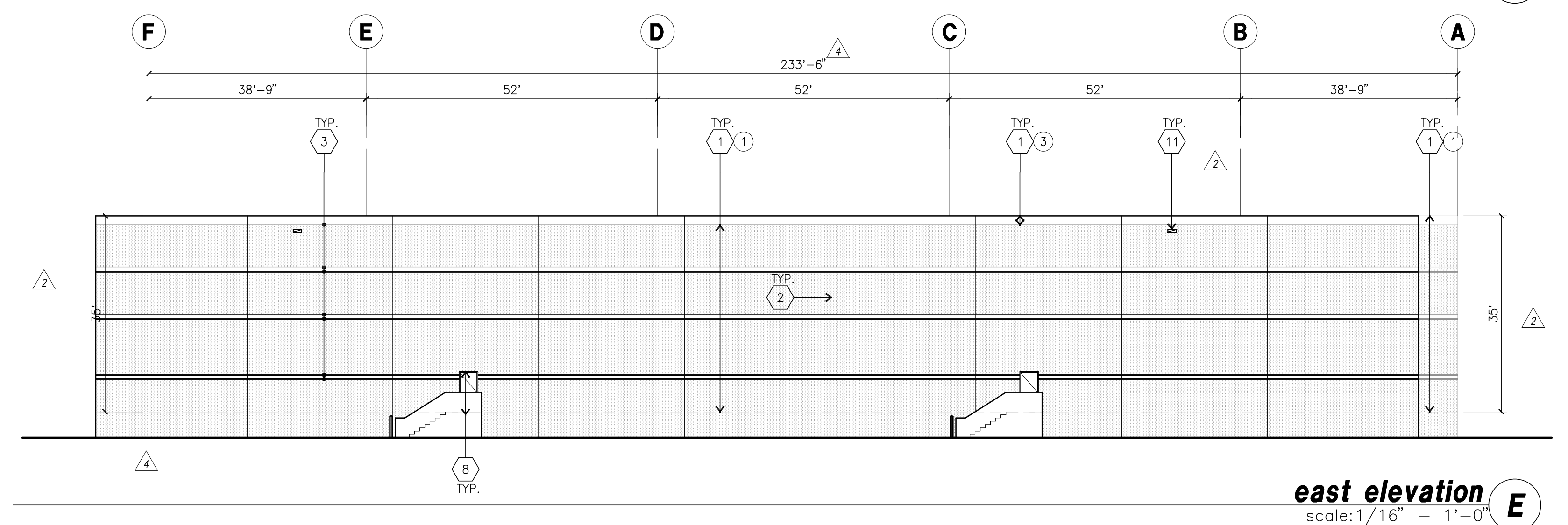
Civil:	Huitt Zollars
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	RPM
Landscape:	Emerald Design
Fire Protection:	-
Soils Engineer:	-

Title: ELEVATIONS

Revision:	
2	CITY COMMENTS 5/22/18
4	REVISION 6/4/21
7	REVISION 10/16/23
9	REVISION 2/12/24

Sheet:

DAB3.1



- (1) CONCRETE TILT-UP PANEL (PAINTED). SEE "S" DRAWINGS.
- (2) PANEL JOINT, SEE "S" DRAWINGS.
- (3) 3" DECORATIVE REVEAL
- (4) 12' X 14' METAL DRIVE THROUGH DOOR
- (5) 8'-6" X 10' METAL DOCK DOOR. SEE DOOR SCHEDULE.
- (6) DOCK BUMPER.
- (7) ALUMINUM STOREFRONT FRAMING W/ TEMPERED GLAZING AT ALL DOORS. SIDE LITES ADJACENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 18" ABOVE F.F. ELEVATION.
- (8) HOLLOW METAL DOORS. SEE DOOR SCHEDULE.
- (9) CANOPY
- (10) ILLUMINATED BUILDING ADDRESS
- (11) EXTERIOR LIGHT

- A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. = TOP OF PARAPET - ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STOREFRONT CONSTRUCTION GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 90 MPH+ EXPOSURE 'C' WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL, W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.

COLOR SCHEDULE - ELEVATIONS	
① CONCRETE TILT-UP PANEL	PANT BRAND_FRAZEE 8233M CRISP KHAKI
② CONCRETE TILT-UP PANEL	PANT BRAND_FRAZEE 8222W DESERT FAWN
③ CONCRETE TILT-UP PANEL	PANT BRAND_FRAZEE 001 WHITE
④ STOREFRONT GLAZING	COLOR_GREEN REFLECTIVE GLAZING
⑤ MILLIONS	COLOR_CLEAR ANODIZED
⑥ CONCRETE 2' ACCENT REVEAL	PANT BRAND_MATCH FIELD PAINT
⑦ VERTICAL LIFT OVER-HEAD DOORS & EXTERIOR DOORS	PANT BRAND_MATCH FIELD PAINT
⑧ CANOPY	COLOR_CLEAR ANODIZED ALUMINUM

BUILDING 1
LOT 1



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tel: (949) 253-2401

Project:

General Drive
Industrial Park

Jurupa Valley

Consultants:

Civil: Huitt Zollars
Structural: -
Mechanical: -
Plumbing: -
Electrical: RPM
Landscape: Emerald Design
Fire Protection: -
Soils Engineer: -

Title: ELEVATIONS

Project Number: 16192

Drawn by: J.E.C.

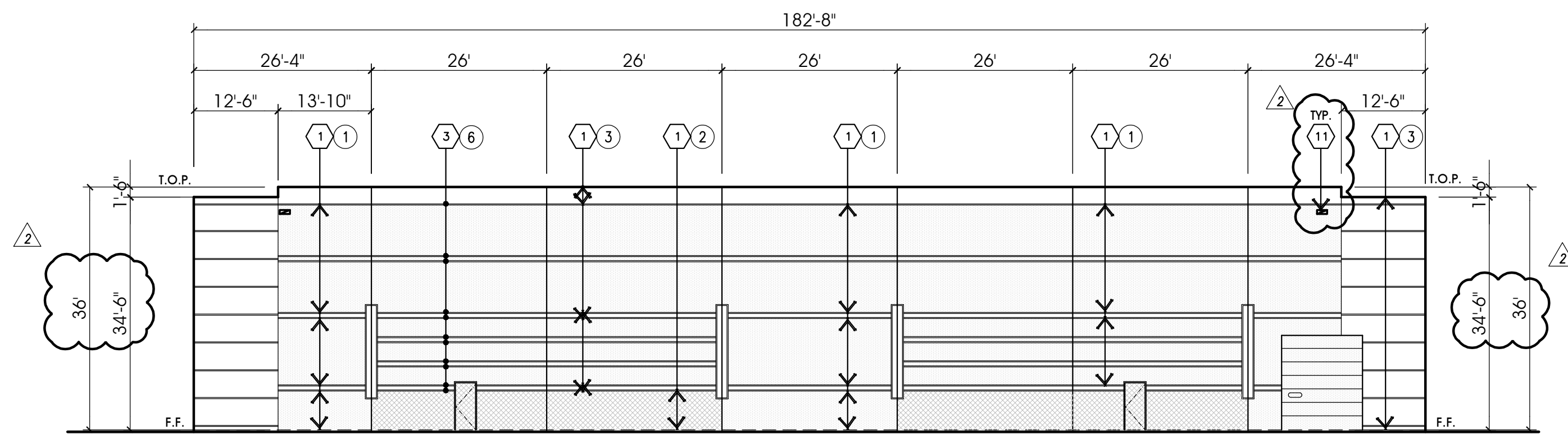
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Revision:

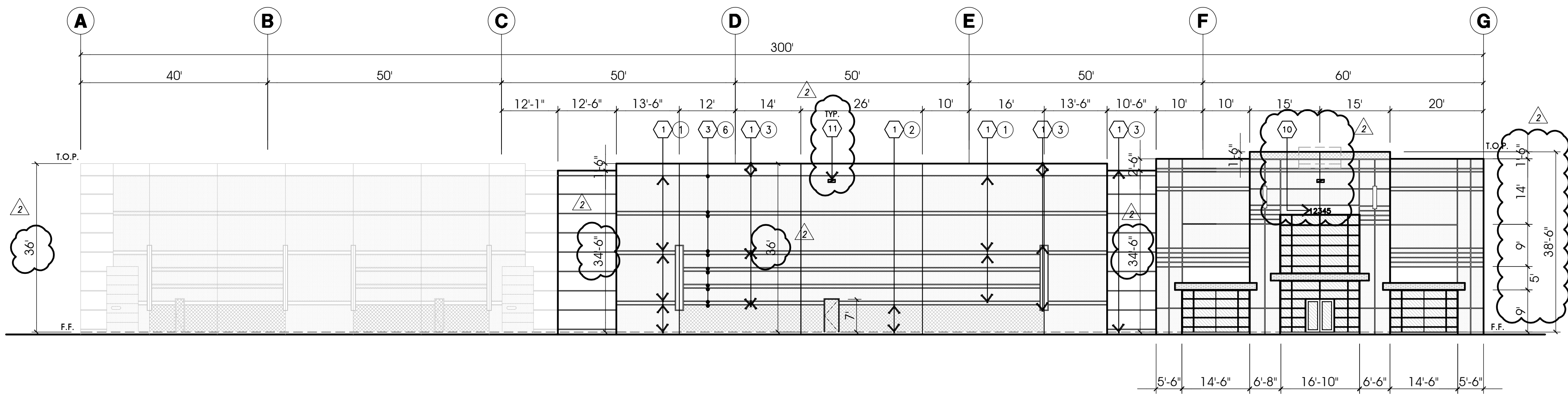
1 CITY COMMENTS 5/22/18

Sheet:

DAB3.2



north east elevation E
scale: 1/16" = 1'-0"



north elevation A
scale: 1/16" = 1'-0"

KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL (PAINTED). SEE "S" DRAWINGS.
- 2 PANEL JOINT, SEE "S" DRAWINGS.
- 3 3" DECORATIVE REVEAL
- 4 12' X 14' METAL DRIVE THROUGH DOOR
- 5 8'-6" X 10' METAL DOCK DOOR. SEE DOOR SCHEDULE.
- 6 DOCK BUMPER.
- 7 ALUMINUM STOREFRONT FRAMING W/ TEMPERED GLAZING AT ALL DOORS. SIDELITES ADJACENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 18" ABOVE F.F. ELEVATION.
- 8 HOLLOW METAL DOORS. SEE DOOR SCHEDULE.
- 9 CANOPY
- 10 ILLUMINATED BUILDING ADDRESS
- 11 EXTERIOR LIGHT
- 12 INTERIOR DOWNING OUT

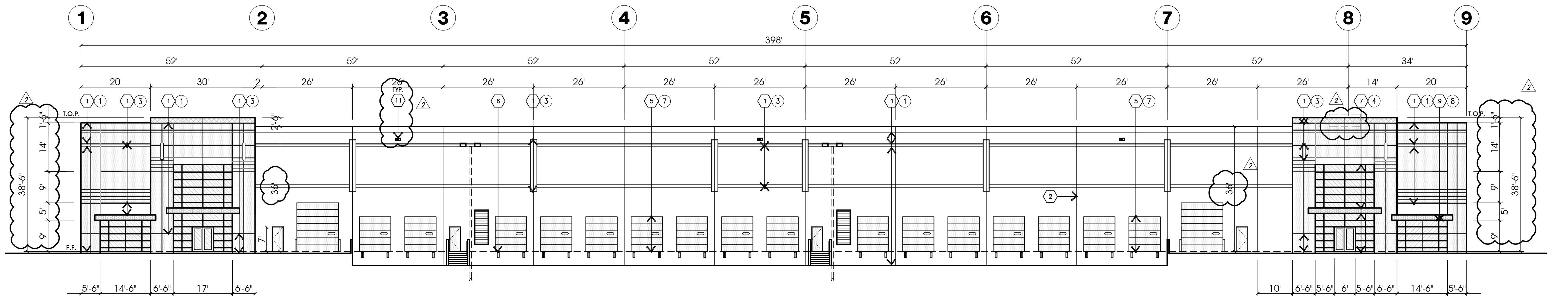
GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
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- D. F.F. = FINISH FLOOR ELEVATION.
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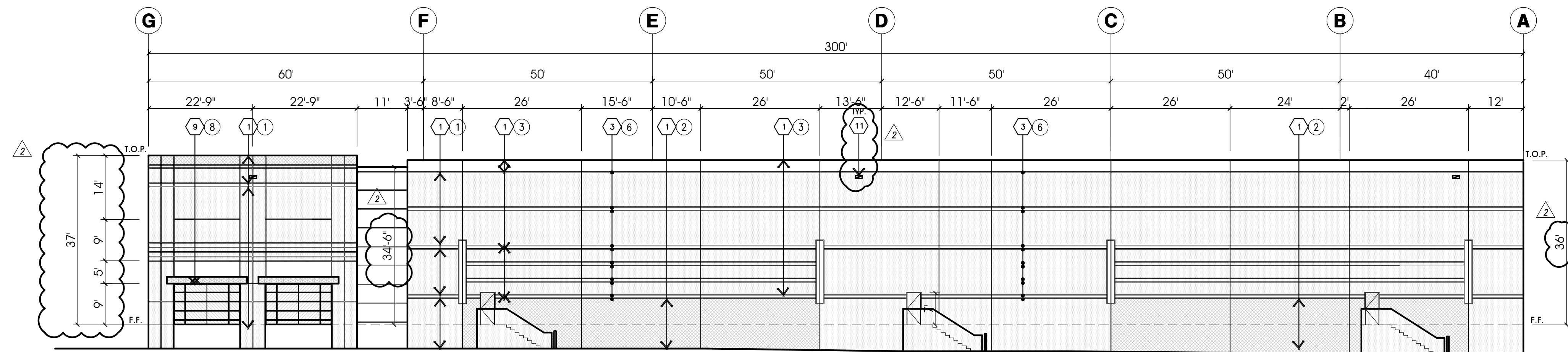
COLOR SCHEDULE - ELEVATIONS

- | | |
|--|--------------------------------------|
| 1 CONCRETE TILT-UP PANEL | PAINT BRAND_FRAZEE 8233M CRISP KHAKI |
| 2 CONCRETE TILT-UP PANEL | PAINT BRAND_FRAZEE 8222W DESERT FAWN |
| 3 CONCRETE TILT-UP PANEL | PAINT BRAND_FRAZEE 001 WHITE |
| 4 STOREFRONT GLAZING | COLOR_GREEN REFLECTIVE GLAZING |
| 5 MULLIONS | COLOR_CLEAR ANODIZED |
| 6 CONCRETE 2" ACCENT REVEAL | PAINT BRAND_MATCH FIELD PAINT |
| 7 VERTICAL LIFT OVER-HEAD DOORS & EXTERIOR DOORS | PAINT BRAND_MATCH FIELD PAINT |
| 8 CANOPY | COLOR_CLEAR ANODIZED ALUMINUM |

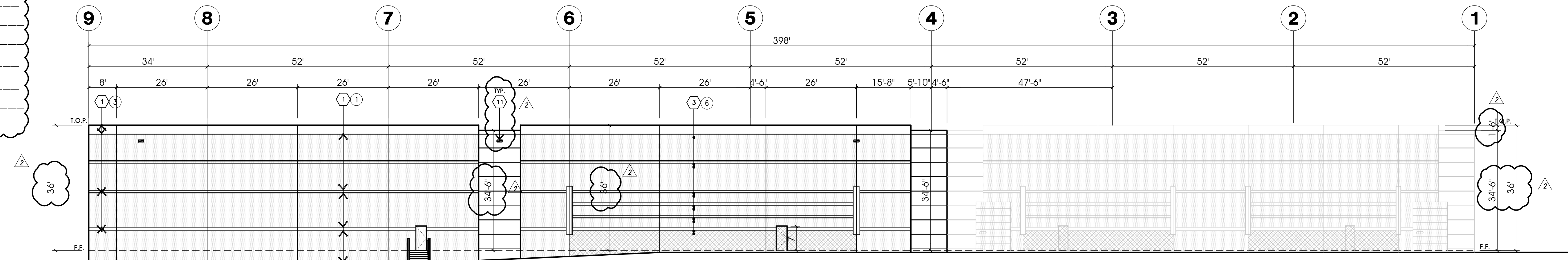
BUILDING 2
LOT 3



west elevation C
scale: 1/16" = 1'-0"



south elevation D
scale: 1/16" = 1'-0"



east elevation E
scale: 1/16" = 1'-0"



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Owner:
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Suite 1300
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tel: (949) 253-2401

Project:
**General Drive
Industrial Park**

Jurupa Valley

Consultants:

Civil:	Huitt Zollars
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	RPM
Landscape:	Emerald Design
Fire Protection:	-
Soils Engineer:	-

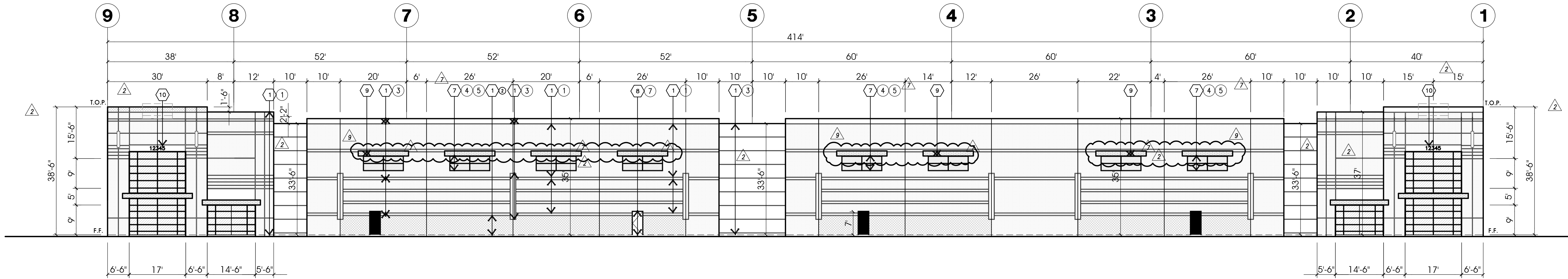
Title: **ELEVATIONS**

Project Number: 16192
Drawn by: J.E.C.
Date: 8-8-2023

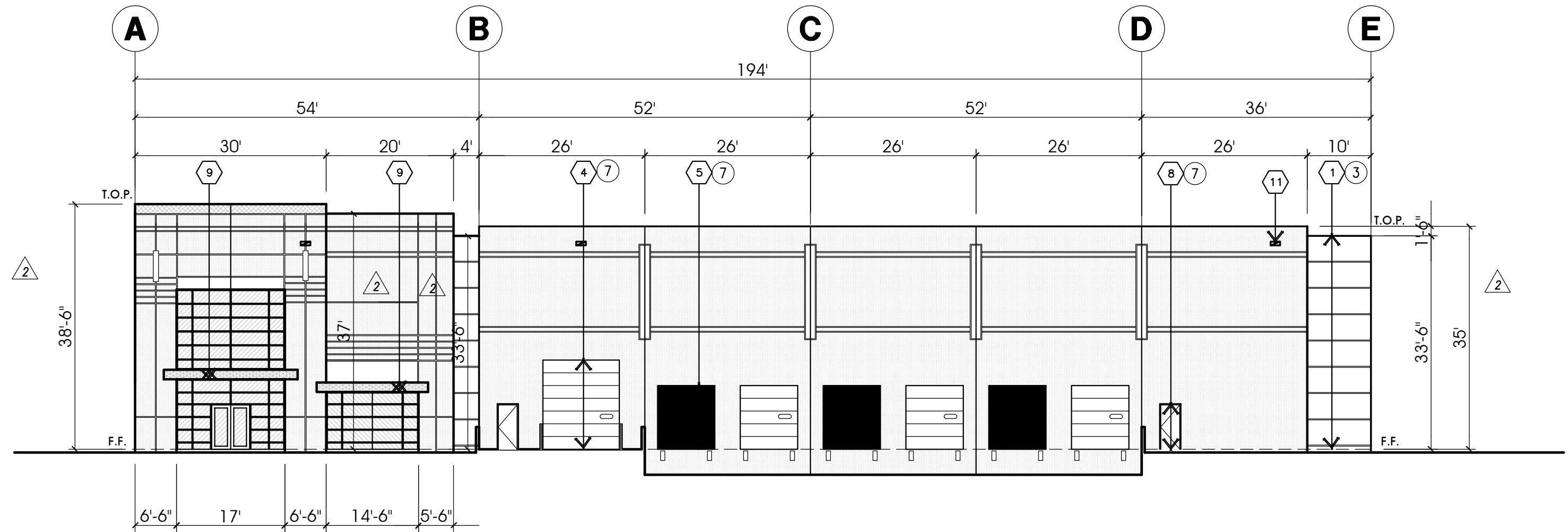
Revision:
1 CITY COMMENTS 5/22/18
2 REVISION 10/16/23
3 REVISION 2/12/24

Sheet:

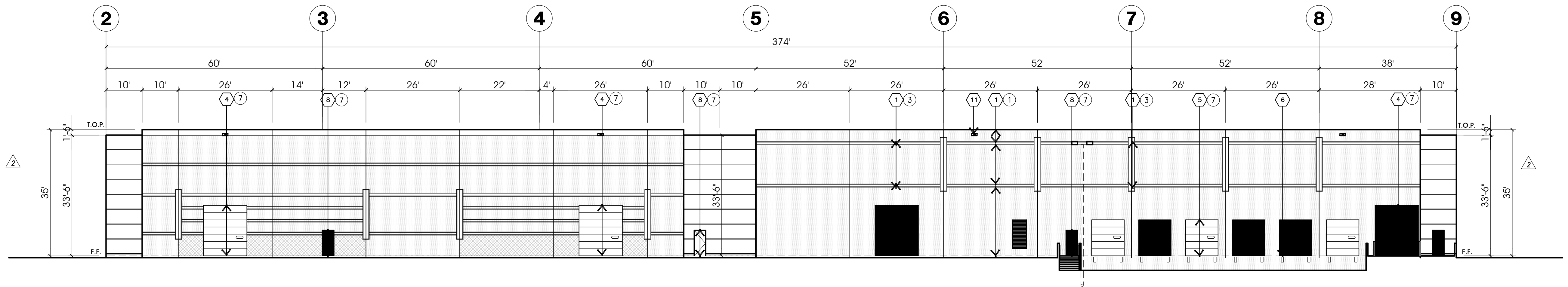
DAB3.3



north elevation
scale: 1/16" = 1'-0" **A**



west elevation
scale: 1/16" = 1'-0" **B**



south elevation
scale: 1/16" = 1'-0" **C**

KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL (PAINTED). SEE 'S' DRAWINGS.
- 2 PANEL JOINT, SEE 'S' DRAWINGS.
- 3 3" DECORATIVE REVEAL
- 4 12" X 14' METAL DRIVE THROUGH DOOR
- 5 8'-6" X 10' METAL DOCK DOOR. SEE DOOR SCHEDULE.
- 6 DOCK BUMPER.
- 7 ALUMINUM STOREFRONT FRAMING W/ TEMPERED GLAZING AT ALL DOORS SIDELITES ADJACENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 18" ABOVE F.F. ELEVATION.
- 8 HOLLOW METAL DOORS. SEE DOOR SCHEDULE.
- 9 CANOPY
- 10 ILLUMINATED BUILDING ADDRESS
- 11 EXTERIOR LIGHT
- 12 INTERIOR DOWNSPOUT

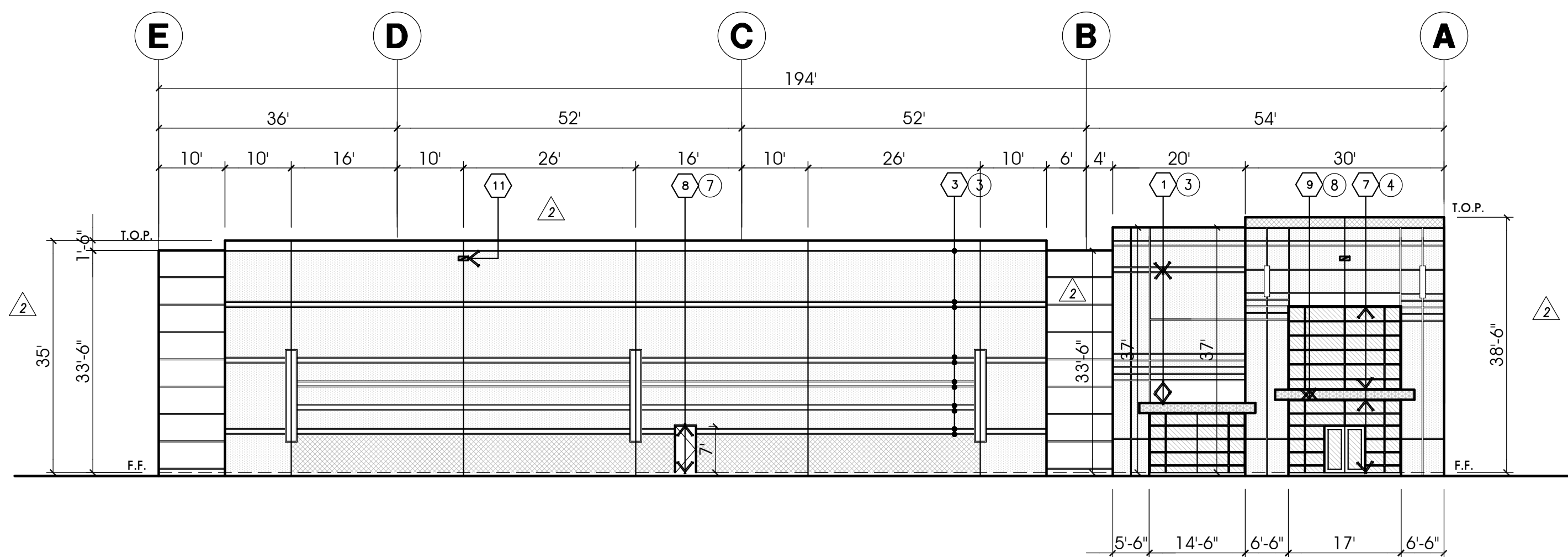
COLOR SCHEDULE - ELEVATIONS

- | | |
|--|-------------------------------------|
| 1 CONCRETE TILT-UP PANEL | PANT BRAND_FRAZEE_8233M_CRISP_KHAKI |
| 2 CONCRETE TILT-UP PANEL | PANT BRAND_FRAZEE_8222W_DESERT_FAWN |
| 3 CONCRETE TILT-UP PANEL | PANT BRAND_FRAZEE_001_WHITE |
| 4 STOREFRONT GLAZING | COLOR_GREEN_REFLECTIVE_GLAZING |
| 5 MULLIONS | COLOR_CLEAR_ANODIZED |
| 6 CONCRETE 2" ACCENT REVEAL | PANT BRAND_MATCH_FIELD_PAINT |
| 7 VERTICAL LIFT OVER-HEAD DOORS & EXTERIOR DOORS | PANT BRAND_MATCH_FIELD_PAINT |
| 8 CANOPY | COLOR_CLEAR_ANODIZED_ALUMINUM |

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. = TOP OF PARAPET - ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STOREFRONT CONSTRUCTION GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 90 MPH EXPOSURE 1" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.

**BUILDING 3
LOT 8**



east elevation
scale: 1/16" = 1'-0" **D**



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Project:

**General Drive
Industrial Park**

Jurupa Valley

Consultants:

Civil:	Huitt Zollars
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	RPM
Landscape:	Emerald Design
Fire Protection:	-
Soils Engineer:	-

Title: **ELEVATIONS & SECTIONS**

Project Number: 16192

Drawn by: J.E.C.

Date: 8-8-2023

Revision:

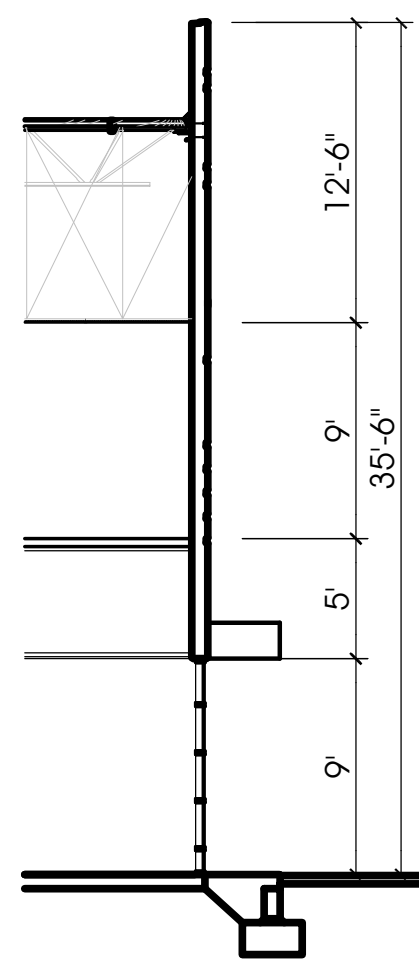
1 CITY COMMENTS 10/13/17

2 CITY COMMENTS 5/22/18

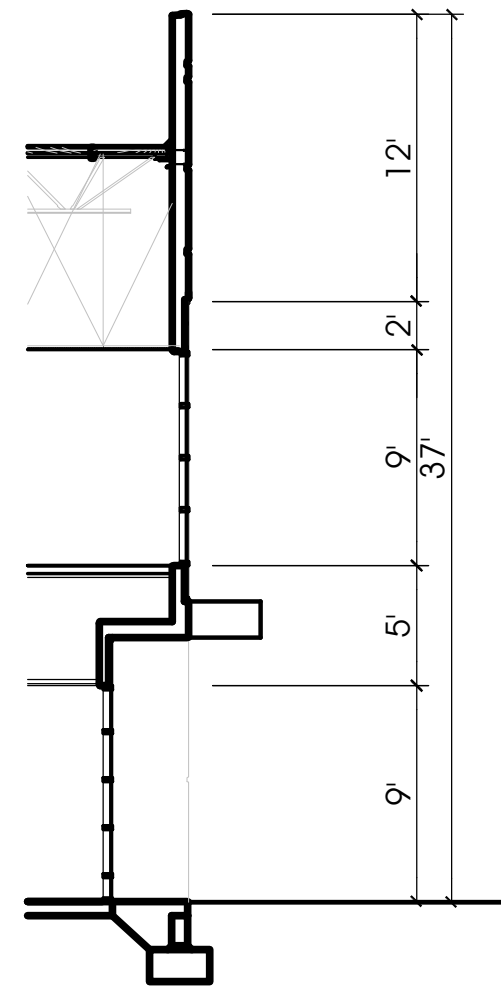
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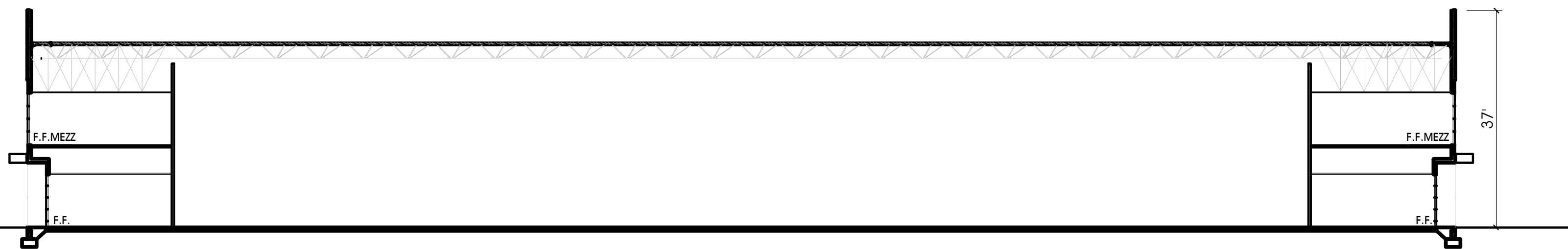
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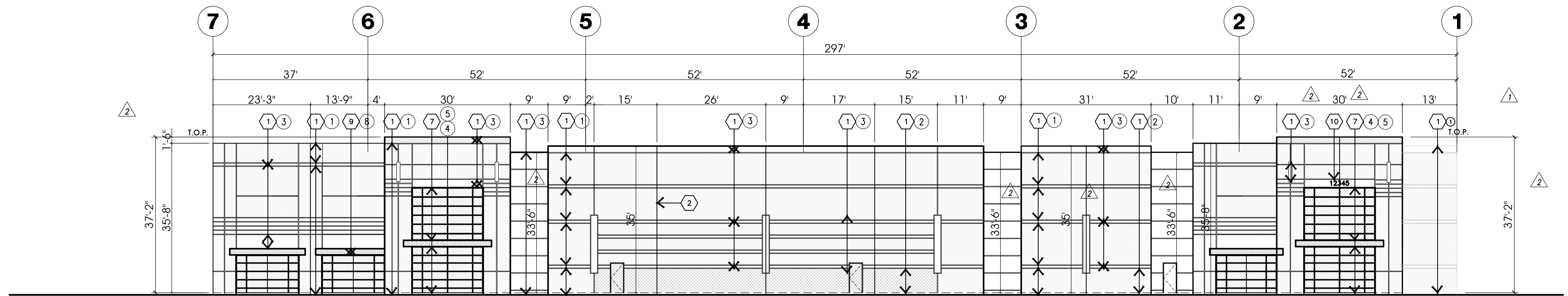
section F
scale: 1/8" = 1'-0"



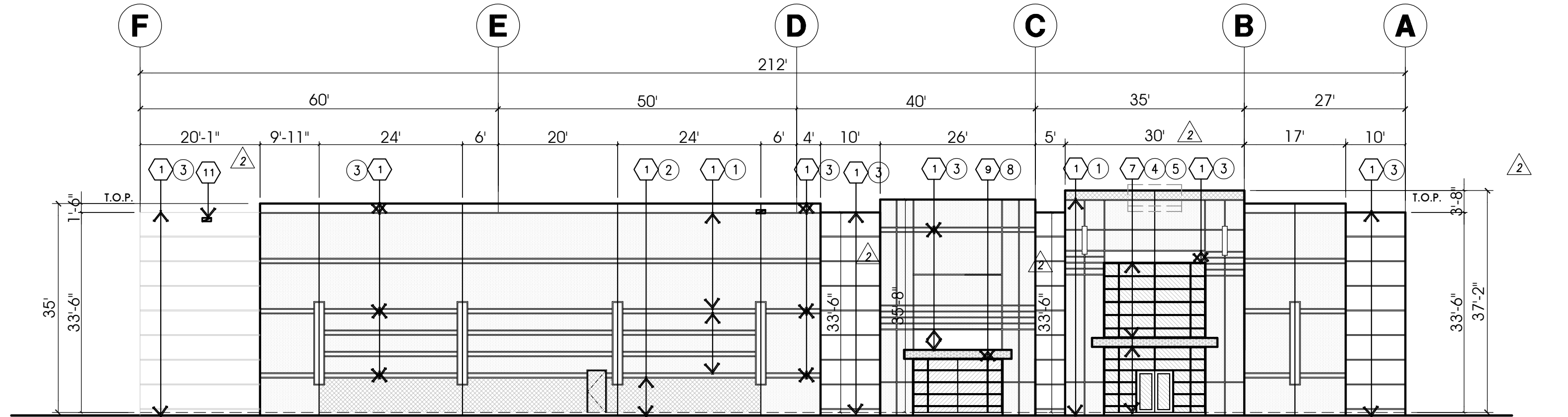
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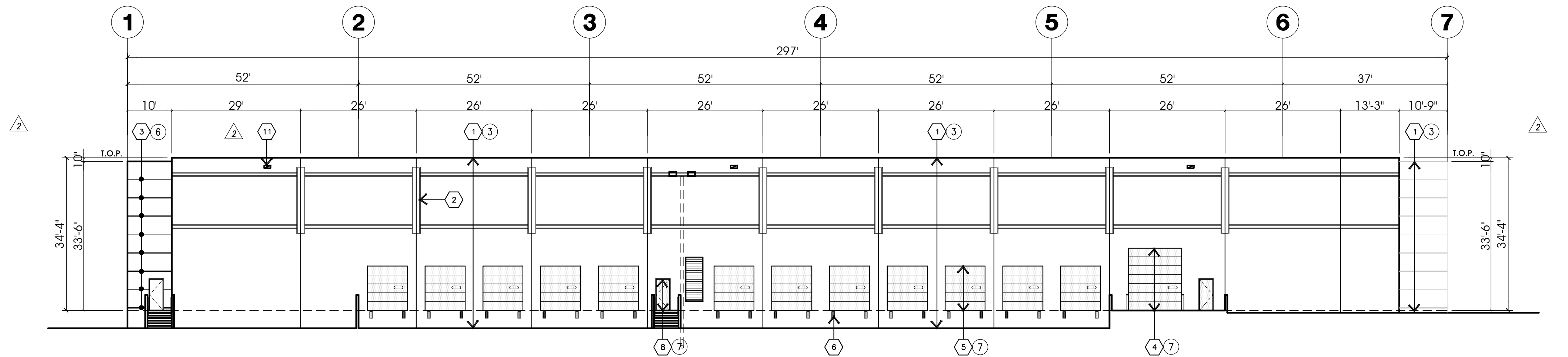
building section G
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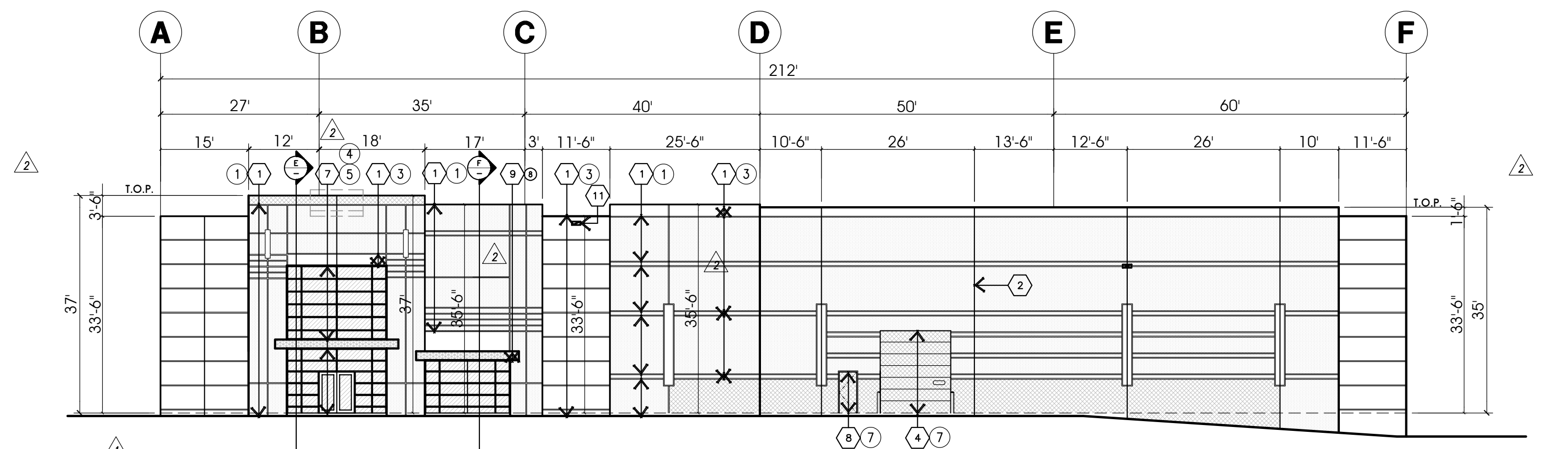
north elevation A
scale: 1/16" = 1'-0"



west elevation B
scale: 1/16" = 1'-0"



south elevation C
scale: 1/16" = 1'-0"



east elevation D
scale: 1/16" = 1'-0"

**BUILDING 4
LOT 9**

KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL (PAINTED). SEE "S" DRAWINGS.
- 2 PANEL JOINT. SEE "S" DRAWINGS.
- 3 2" DECORATIVE REVEAL
- 4 12" X 14" METAL DRIVE THROUGH DOOR
- 5 9' X 10' METAL DOCK DOOR. SEE DOOR SCHEDULE.
- 6 DOCK BUMPER.
- 7 ALUMINUM STOREFRONT FRAMING W/ TEMPERED GLAZING AT ALL DOORS SIDELITES ADJACENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 18" ABOVE F.F. ELEVATION.
- 8 3' X 7' EXTERIOR HOLLOW METAL DOORS. SEE DOOR SCHEDULE.
- 9 CANOPY
- 10 ILLUMINATED BUILDING ADDRESS
- 11 EXTERIOR LIGHT
- 12 INTERIOR DOWNSPOUT

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. = TOP OF PARAPET - ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 90 MPH EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.

COLOR SCHEDULE - ELEVATIONS

- | | |
|---|---|
| 1 CONCRETE TILT-UP PANEL | PAIN T BRAND_ FRAZEE_ 8233M_ CRISP_ KHAKI |
| 2 CONCRETE TILT-UP PANEL | PAIN T BRAND_ FRAZEE_ 8222W_ DESERT_ FAWN |
| 3 CONCRETE TILT-UP PANEL | PAIN T BRAND_ FRAZEE_ 001_ WHITE |
| 4 STOREFRONT GLAZING | COLOR_ GREEN_ REFLECTIVE_ GLAZING |
| 5 MULLIONS | COLOR_ CLEAR_ ANODIZED |
| 6 CONCRETE 2" ACCENT REVEAL | PAIN T BRAND_ MATCH_ FIELD_ PAINT |
| 7 VERTICAL LIFT OVERHEAD DOORS & EXTERIOR DOORS | PAIN T BRAND_ MATCH_ FIELD_ PAINT |
| 8 CANOPY | COLOR_ CLEAR_ ANODIZED_ ALUMINUM |



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Project:

**General Drive
Industrial Park**

Jurupa Valley

Consultants:

Civil:	Huitt Zollars
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	RPM
Landscape:	Emerald Design
Fire Protection:	-
Soils Engineer:	-

Title: ELEVATIONS

Project Number: 16192
Drawn by: J.E.C.
Date: 8-8-2023

Revision:
A CITY COMMENTS 5/22/18

Sheet:

DAB3.5

KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL (PAINTED). SEE 'S' DRAWINGS.
- 2 PANEL JOINT, SEE 'S' DRAWINGS.
- 3 2' DECORATIVE REVEAL
- 4 12' X 14' METAL DRIVE THROUGH DOOR
- 5 9' X 10' METAL DOCK DOOR, SEE DOOR SCHEDULE.
- 6 DOCK BUMPER.
- 7 ALUMINUM STOREFRONT FRAMING W/ TEMPERED GLAZING AT ALL DOORS. SIDELITES ADJACENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 18" ABOVE F.F. ELEVATION.
- 8 3' X 7' EXTERIOR HOLLOW METAL DOORS, SEE DOOR SCHEDULE.
- 9 CANOPY
- 10 ILLUMINATED BUILDING ADDRESS
- 11 EXTERIOR LIGHT

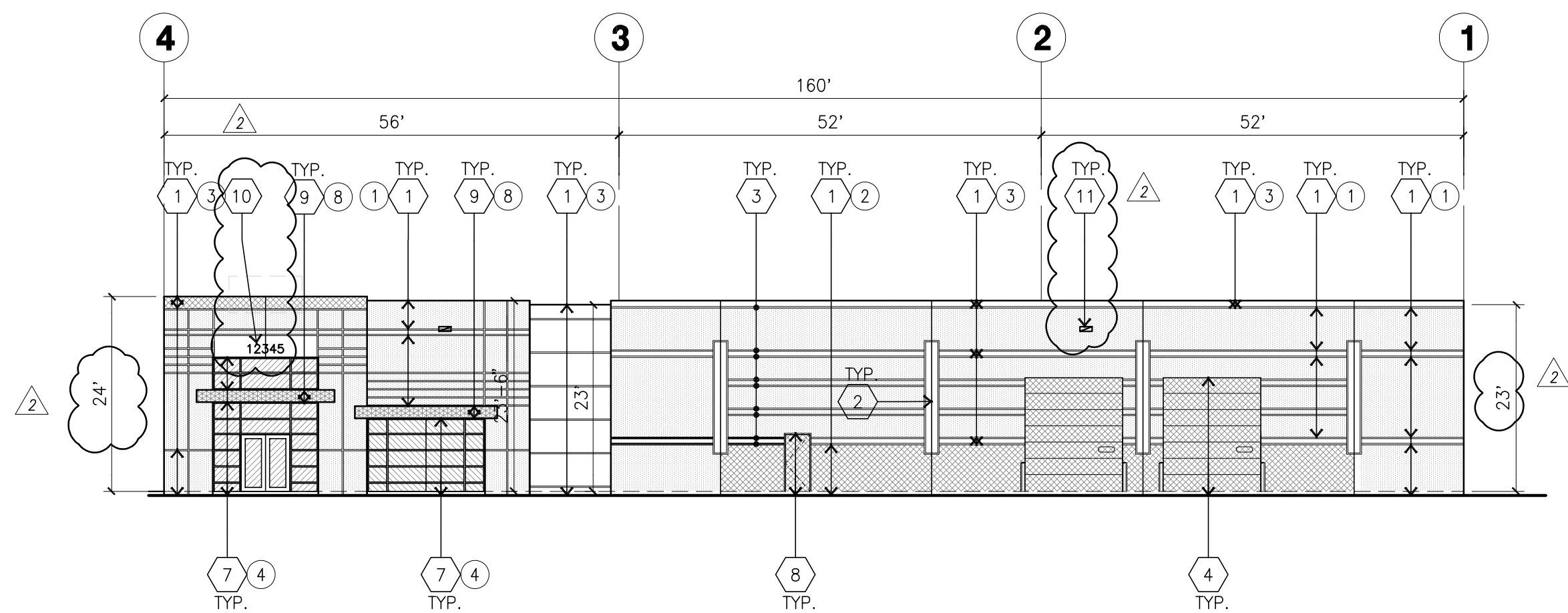
GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. = TOP OF PARAPET - ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 90 MPH EXPOSURE 'C' WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.

COLOR SCHEDULE - ELEVATIONS

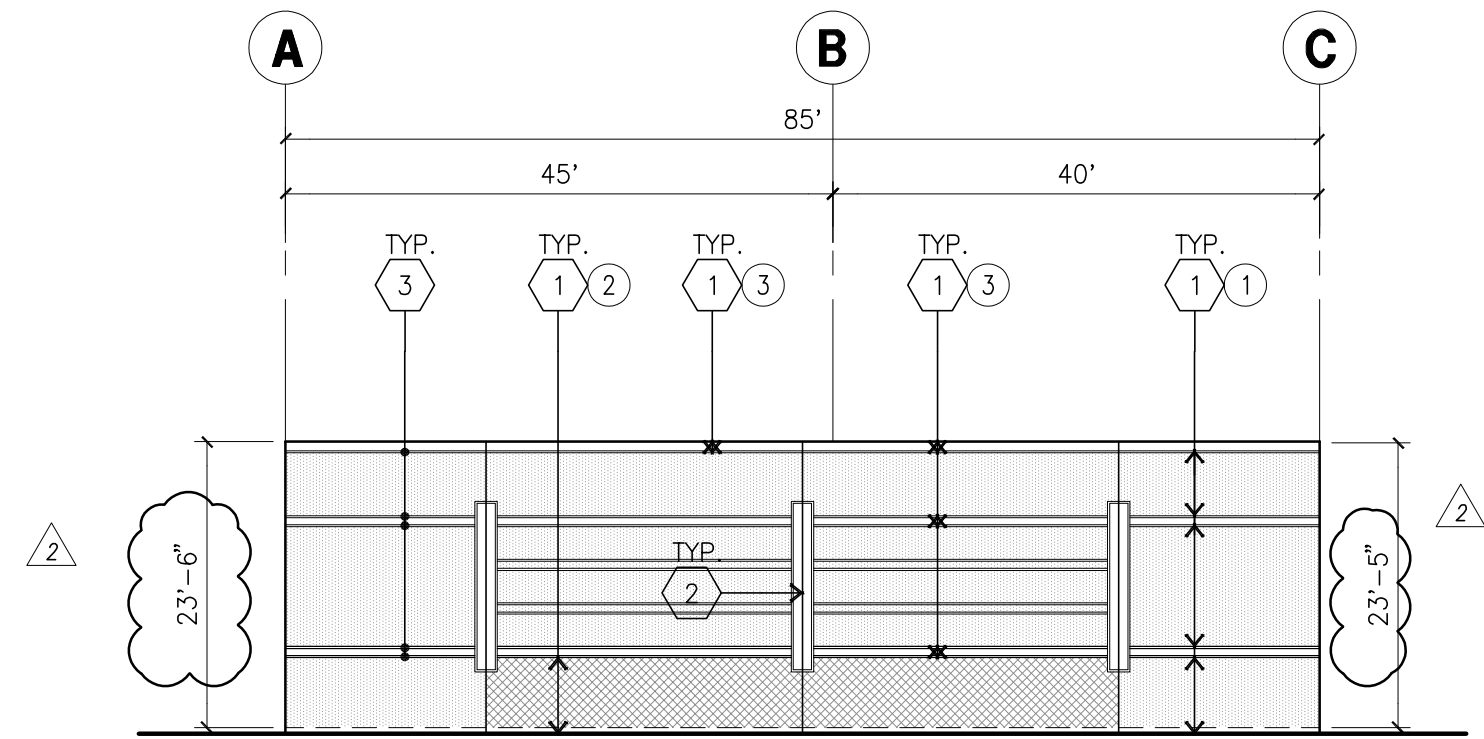
1	CONCRETE TILT-UP PANEL	PAINt BRAND <u>FRAZEE 8233M CRISP KHAKI</u>
2	CONCRETE TILT-UP PANEL	PAINt BRAND <u>FRAZEE 8222W DESERT FAWN</u>
3	CONCRETE TILT-UP PANEL	PAINt BRAND <u>FRAZEE 001 WHITE</u>
4	STOREFRONT GLAZING	COLOR GREEN REFLECTIVE GLAZING
5	MULLIONS	COLOR CLEAR ANODIZED
6	CONCRETE 2" ACCENT REVEAL	PAINt BRAND <u>MATCH FIELD PAINT</u>
7	VERTICAL LIFT OVERHEAD DOORS & EXTERIOR DOORS	PAINt BRAND <u>MATCH FIELD PAINT</u>
8	CANOPY	COLOR CLEAR ANODIZED ALUMINUM

**BUILDING 5
LOT 11**



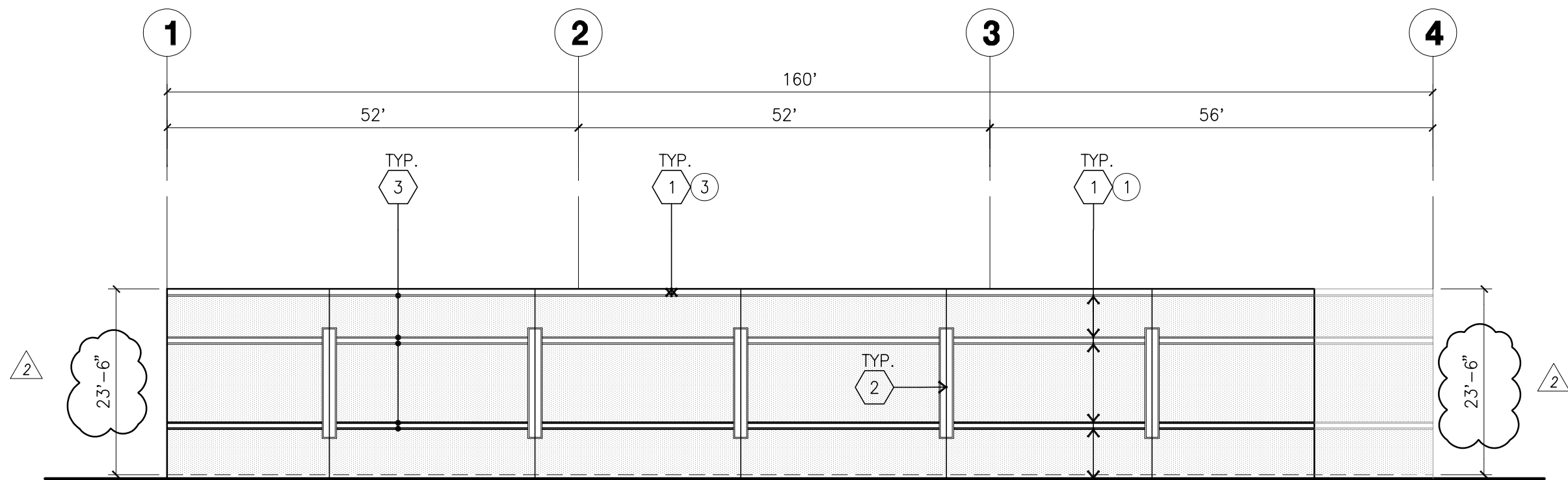
north elevation

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



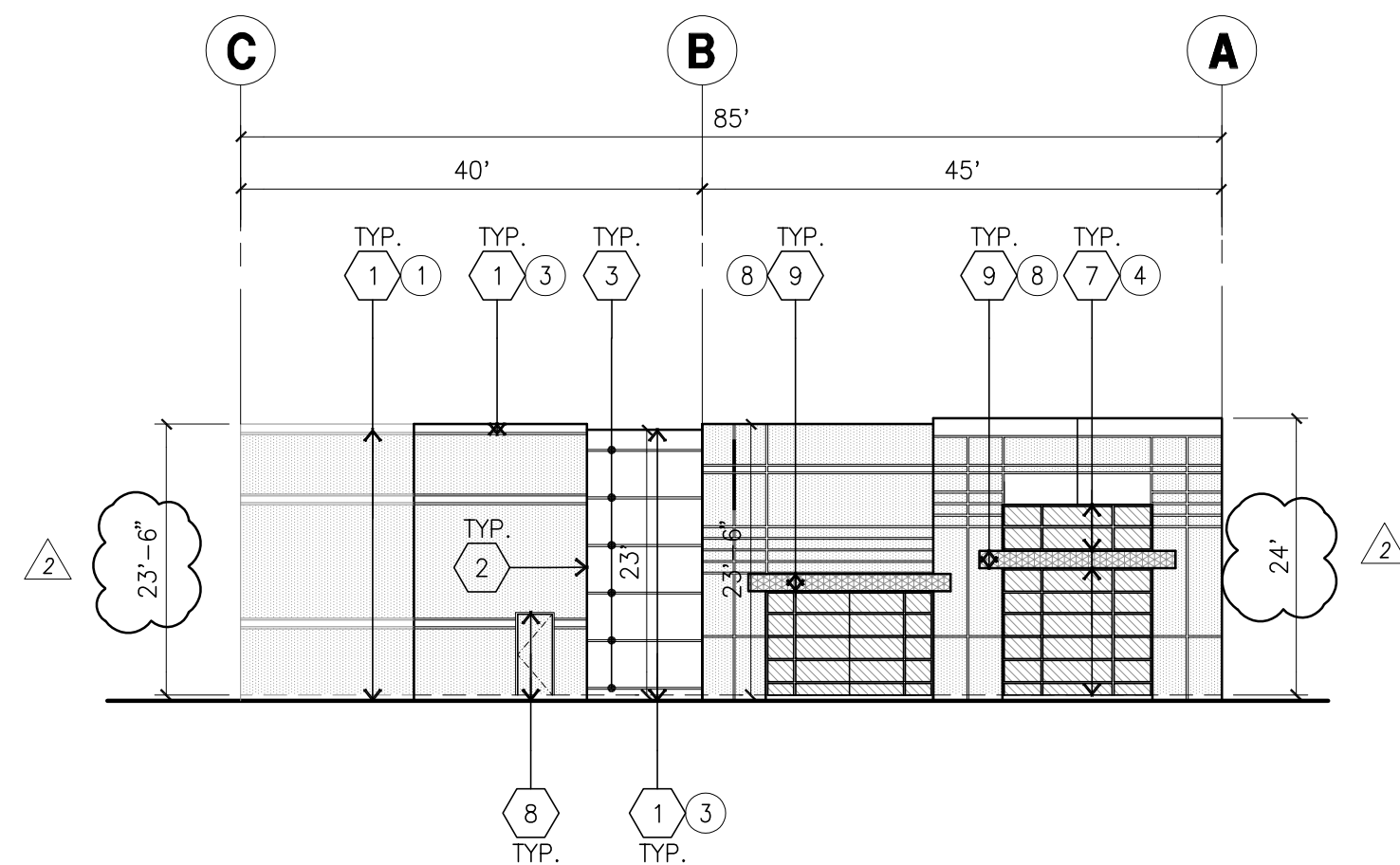
west elevation

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



south elevation

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



east elevation

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



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

Owner:
**CONOR CLAY
PARK PARTNER, LLC**

2030 Main Street
Suite 1300
Irvine, CA 92614
tel: (949) 253-2401

Project:
**General Drive
Industrial Park**

Jurupa Valley

Consultants:

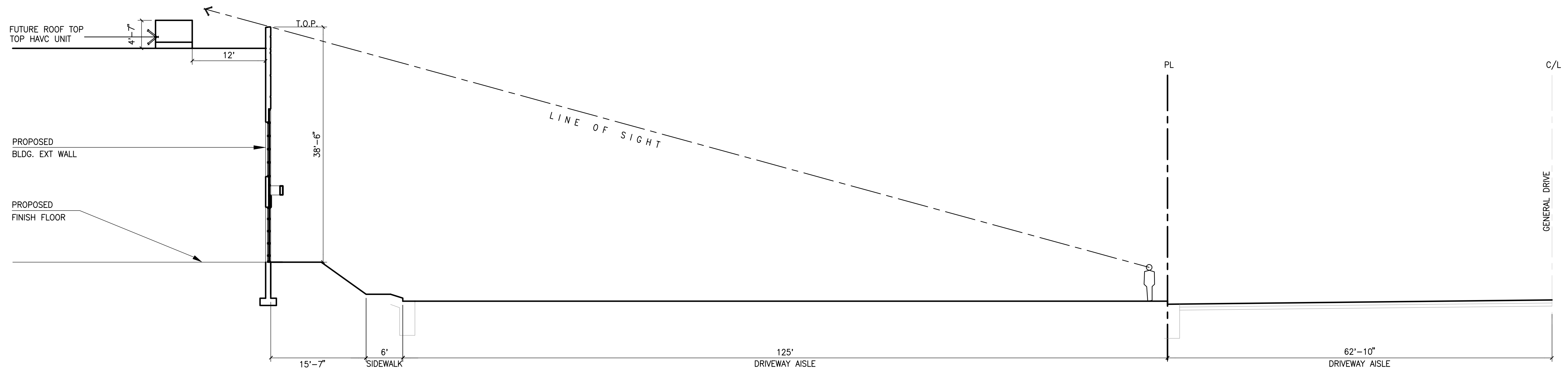
Civil:	Huitt Zollars
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	RPM
Landscape:	Emerald Design
Fire Protection:	-
Soils Engineer:	-

Title: **SITE SECTIONS**

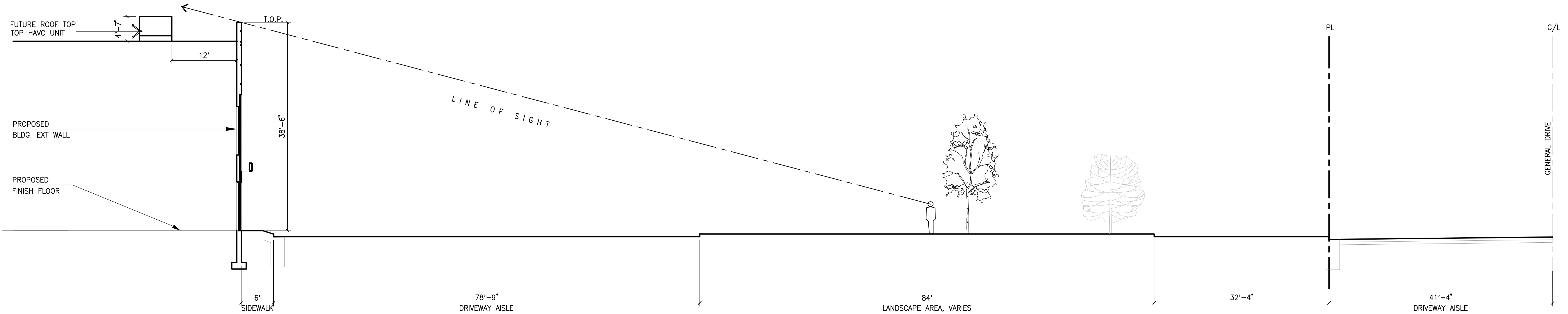
Project Number: 16192
Drawn by: J.E.C.
Date: 8-8-2023
Revision:
A CITY COMMENTS 5/22/18

Sheet:

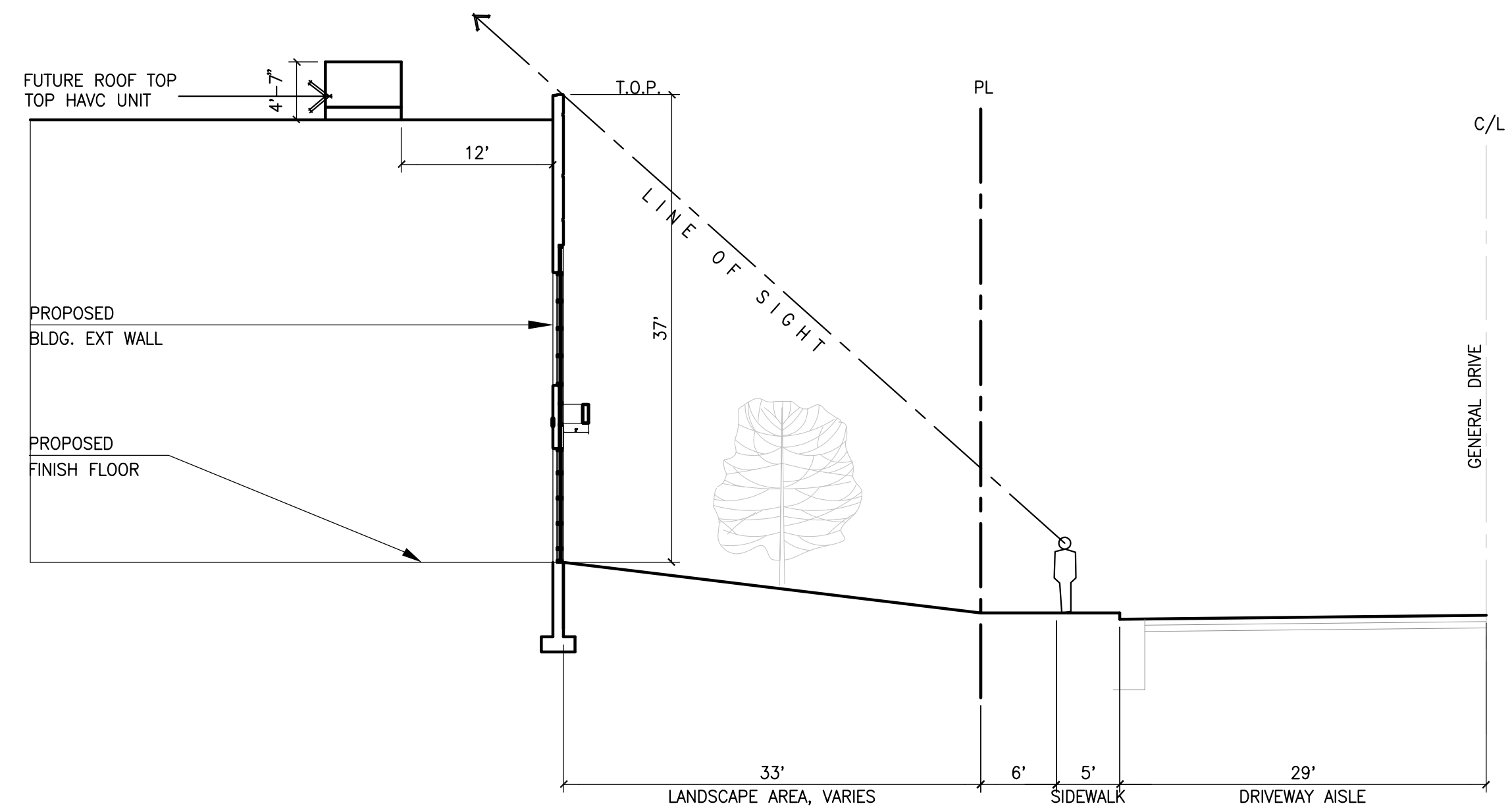
DAB4.1



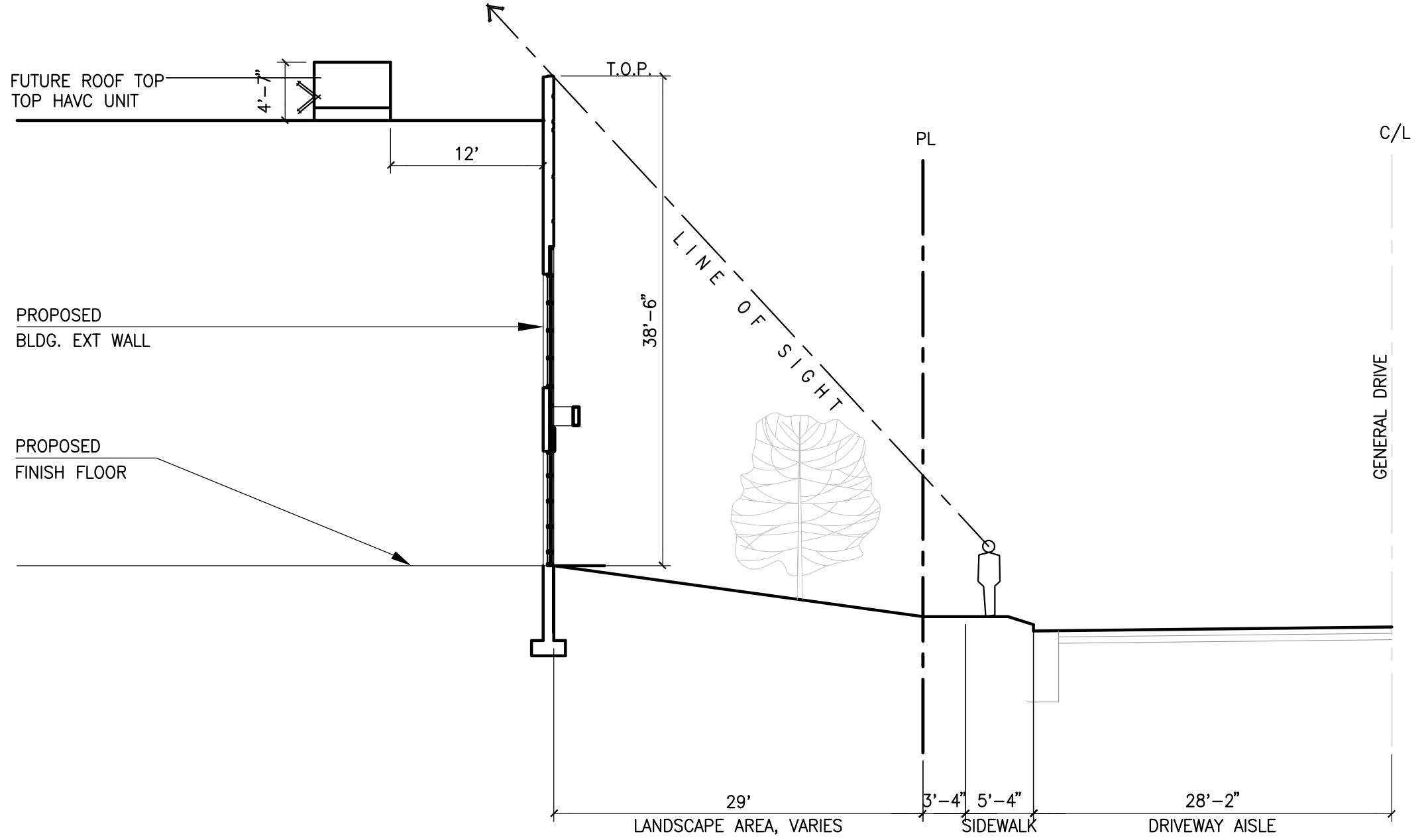
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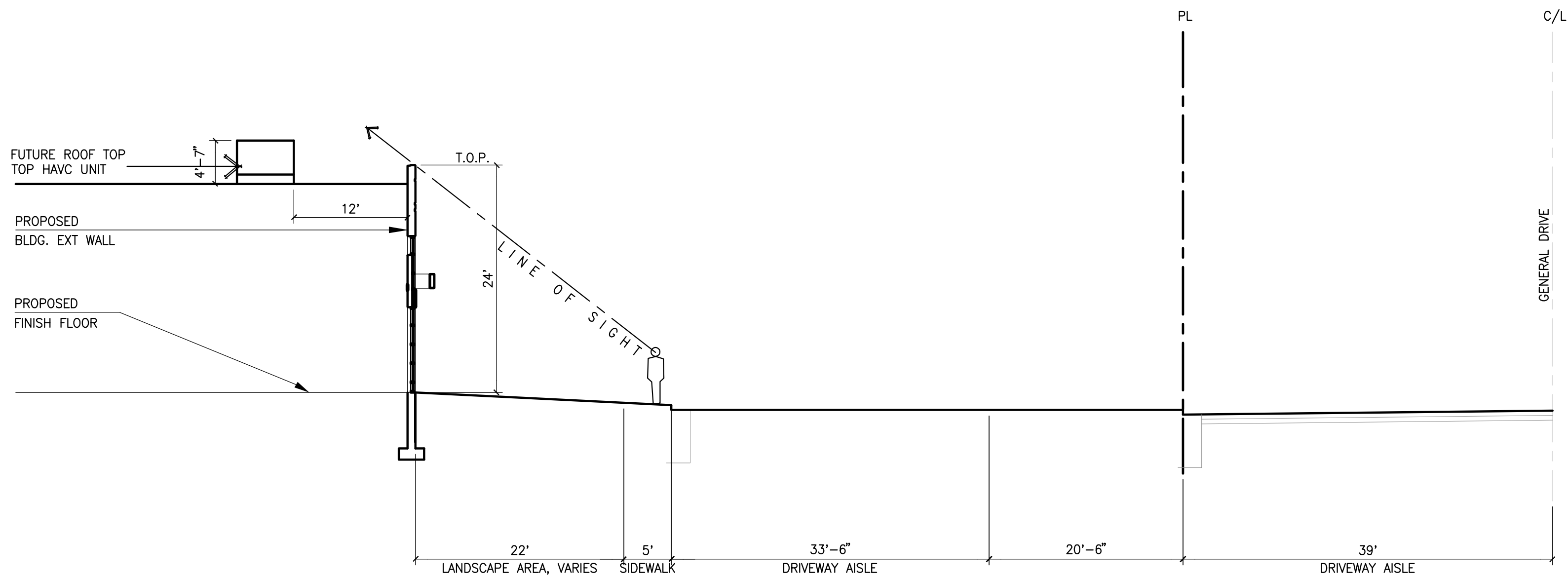
OFFICE SECTION STUDY @ BLDG. 2 B
scale: 1"=10'-0"



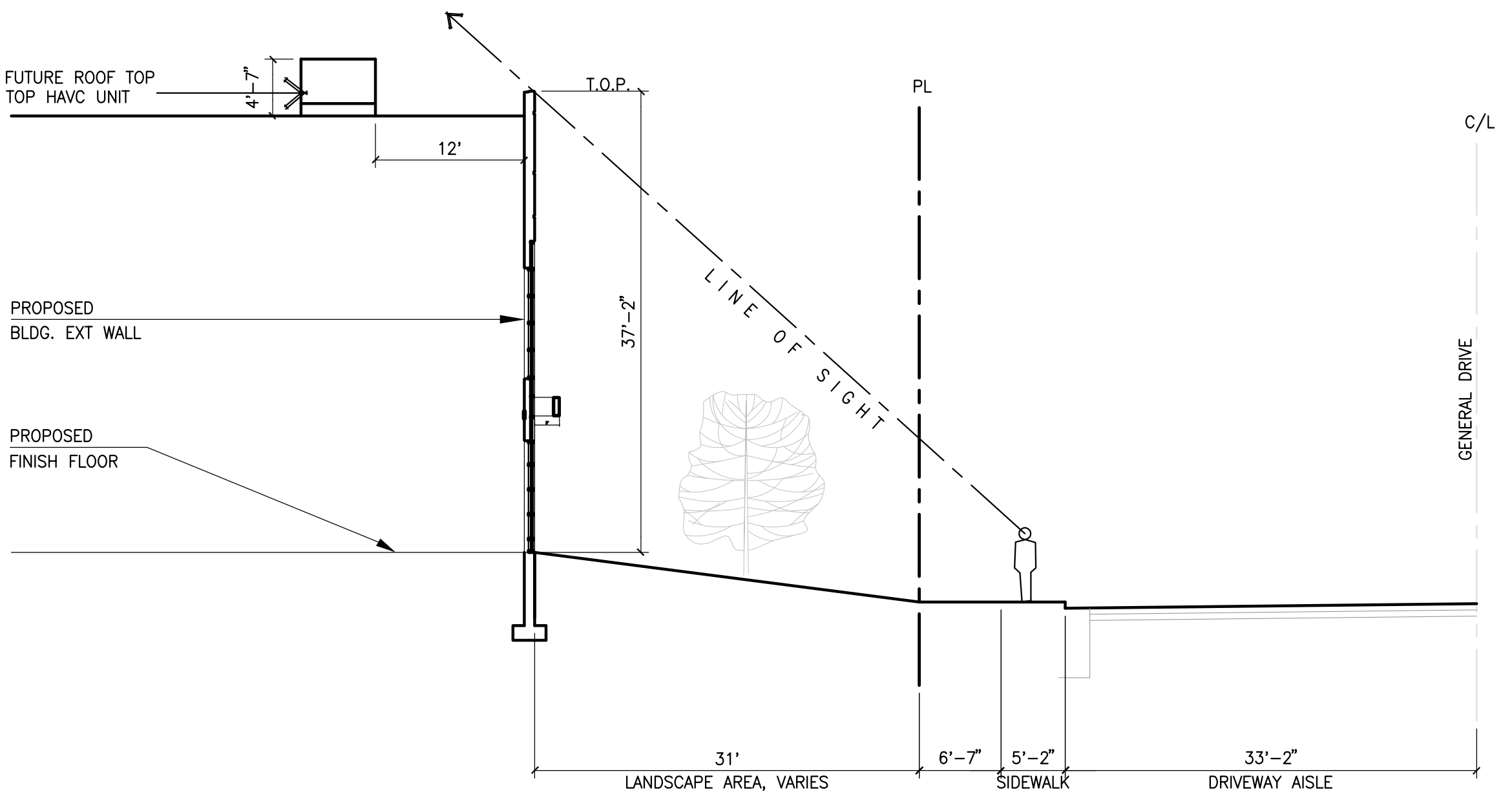
OFFICE SECTION STUDY @ BLDG. 4 D
scale: 1"=10'-0"



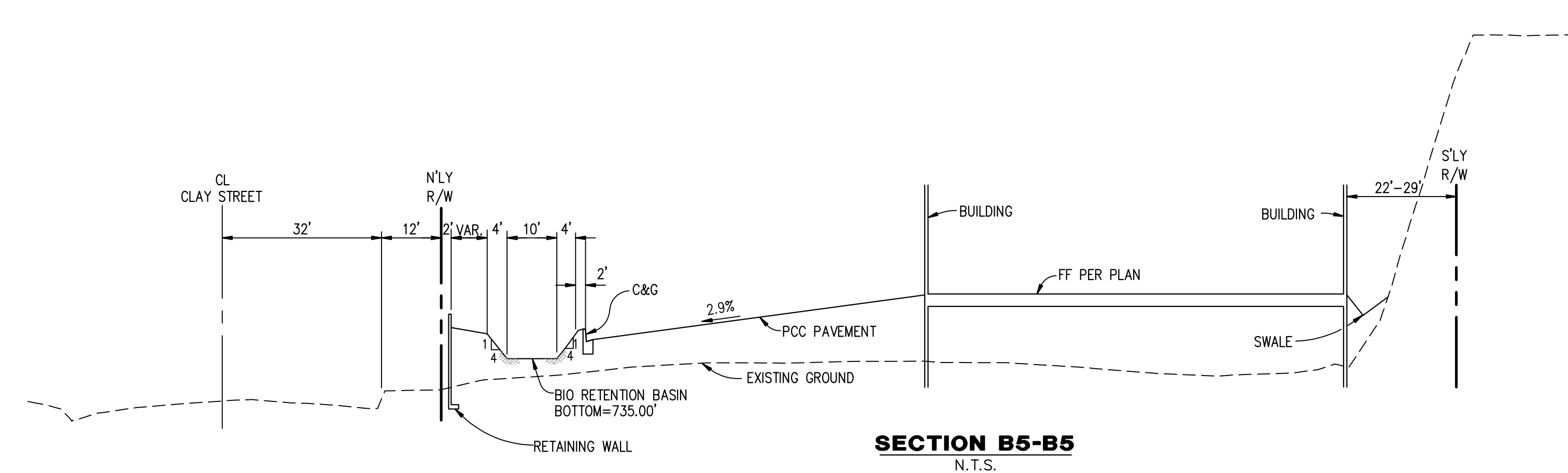
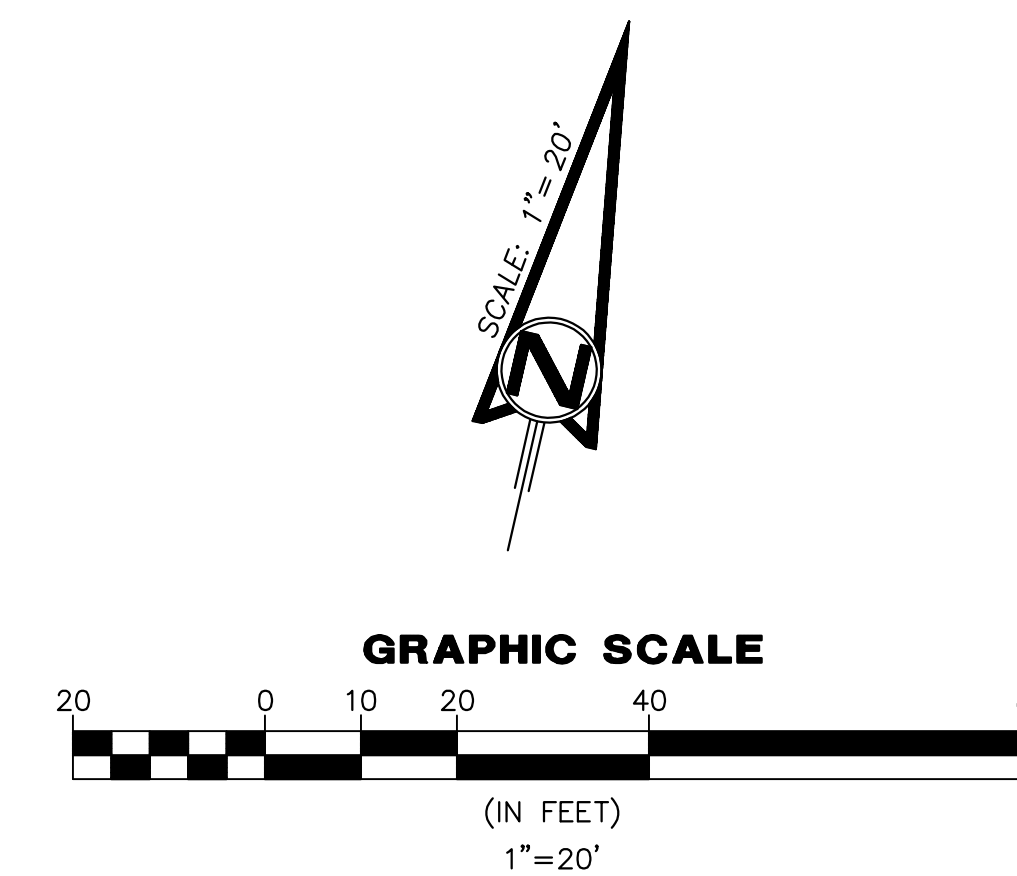
OFFICE SECTION STUDY @ BLDG. 3 C
scale: 1"=10'-0"



OFFICE SECTION STUDY @ BLDG. 5 F
scale: 1"=10'-0"

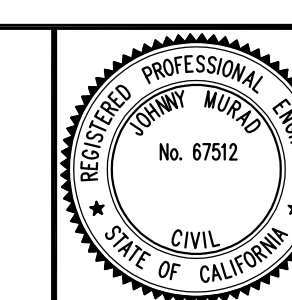


OFFICE SECTION STUDY @ BLDG. 4 E
scale: 1"=10'-0"



REV	DESCRIPTION	DATE

PRELIMINARY GRADING & UTILITY PLAN
FOR
GENERAL DRIVE INDUSTRIAL PARK
CITY OF JURUPA VALLEY



HUITT-ZOLIARS
Huitt-Zollars, Inc. Ontario
90 CONCOURS, SUITE 330 • ONTARIO, CALIFORNIA 91764 • (909) 941-
REVISION OF: JOHNNY MURAD R.C.E. EXPRES
67512

UNDER THE SUPERVISION OF: JOHNNY MURAD	R.C.E.	EXPIRES	DATE	JM	SHEETS
	67512			FIELD BOOK	JOB NO. R306234.01

DESIGNED BY DW	SHEET 6 OF 6 SHEETS
DRAWN BY H-Z STAFF	
CHECKED BY JM	
FIELD BOOK	JOB NO. R306234.01

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



May 31, 2024

Kim Zuppiger, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

John Lyon
Riverside

Richard Stewart
Moreno Valley

Steven Stewart
Palm Springs

Michael Geller
Riverside

Vernon Poole
Murrieta

STAFF

Director
Paul Rull

Simon Housman
Jackie Vega
Barbara Santos

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

www.rcaluc.org

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

File No.: ZAP1609MA24
Related File No.: CUP230007 (Conditional Use Permit)
APN: 274-040-049
Airport Zone: Zone E

Dear Ms. Zuppiger:

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. CUP230007 (Conditional Use Permit), a proposal to construct a 3,596 square foot car wash facility on 1.31 acres located southerly of Van Buren Boulevard and easterly of Washington Street.

The project is located within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area, where Zone E does not restrict non-residential intensity.

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 30 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, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Quick Quack Car Wash (applicant/representative)
Washington-Van Buren Trust (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\ZAP1609MA24\ZAP1609MA24.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

**THERE IS AN AIRPORT NEARBY.
THIS STORM WATER BASIN IS DESIGNED TO HOLD
STORM WATER FOR ONLY 48 HOURS AND
NOT TO ATTRACT BIRDS**

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

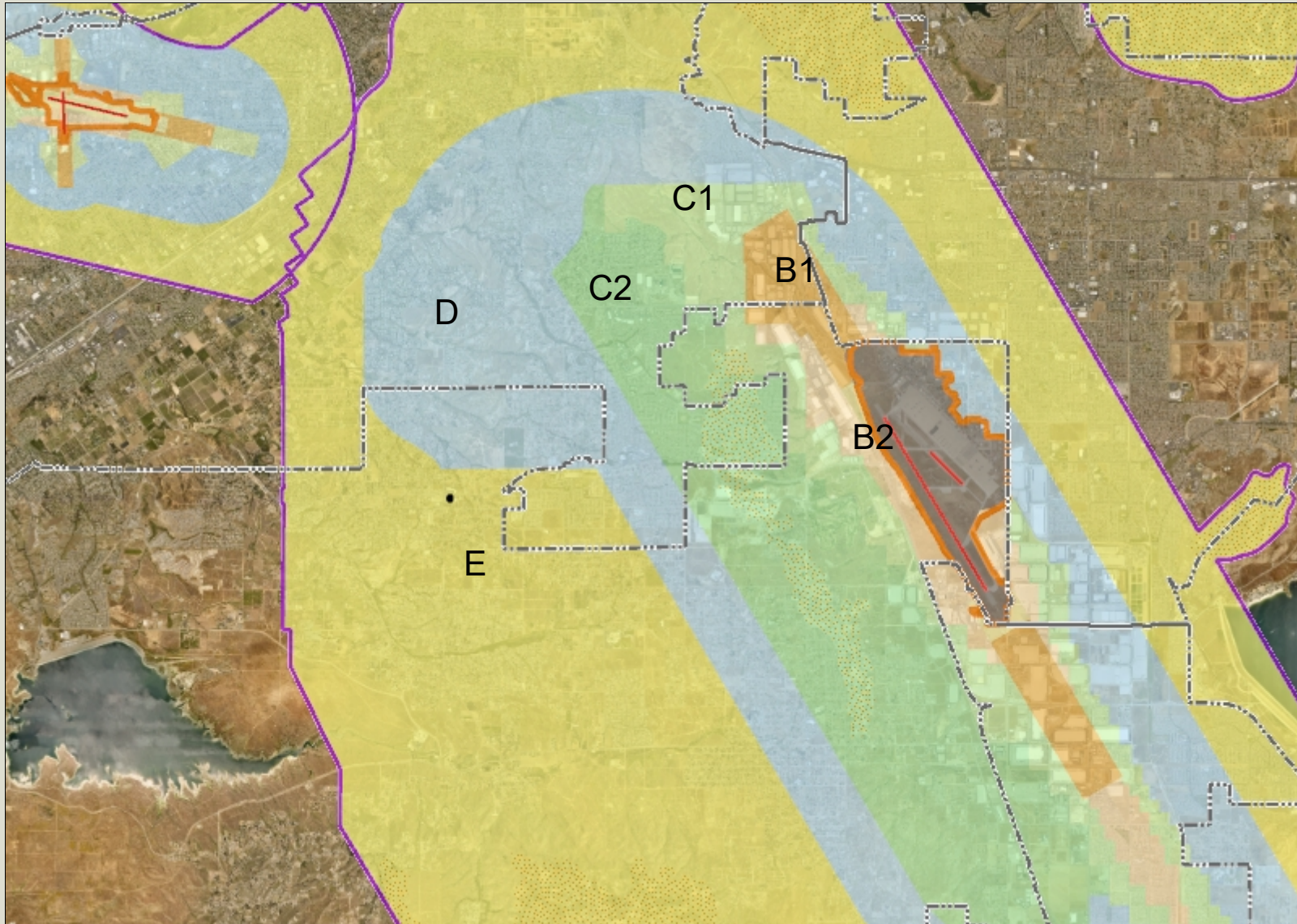


IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____

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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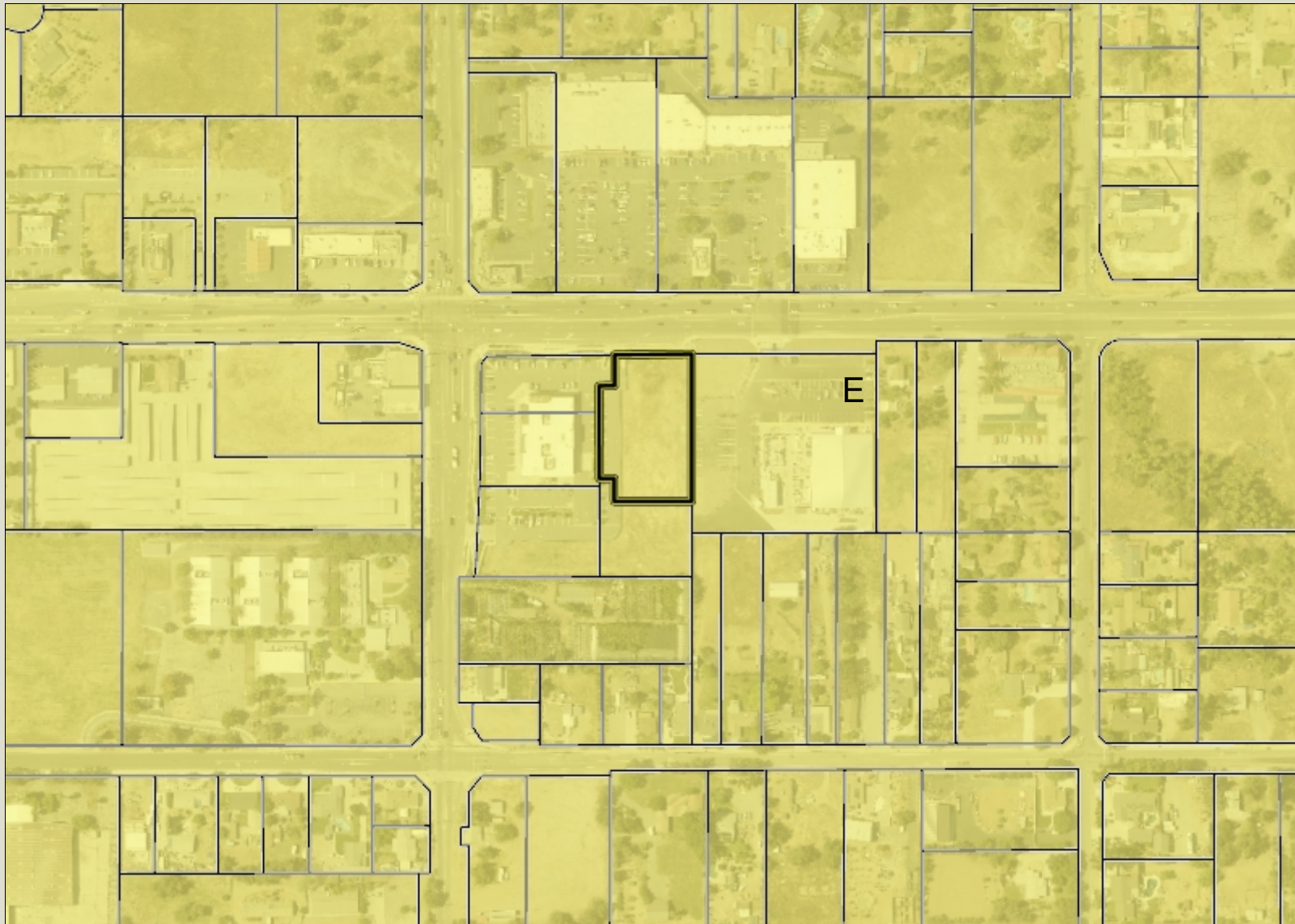
0 12,314 24,629 Feet

REPORT PRINTED ON... 5/31/2024 8:38:35 AM

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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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0 385 770 Feet

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Notes

Map My County Map



Legend

- County Boundary
- City Boundaries
- Parcels, County
- World Street Map



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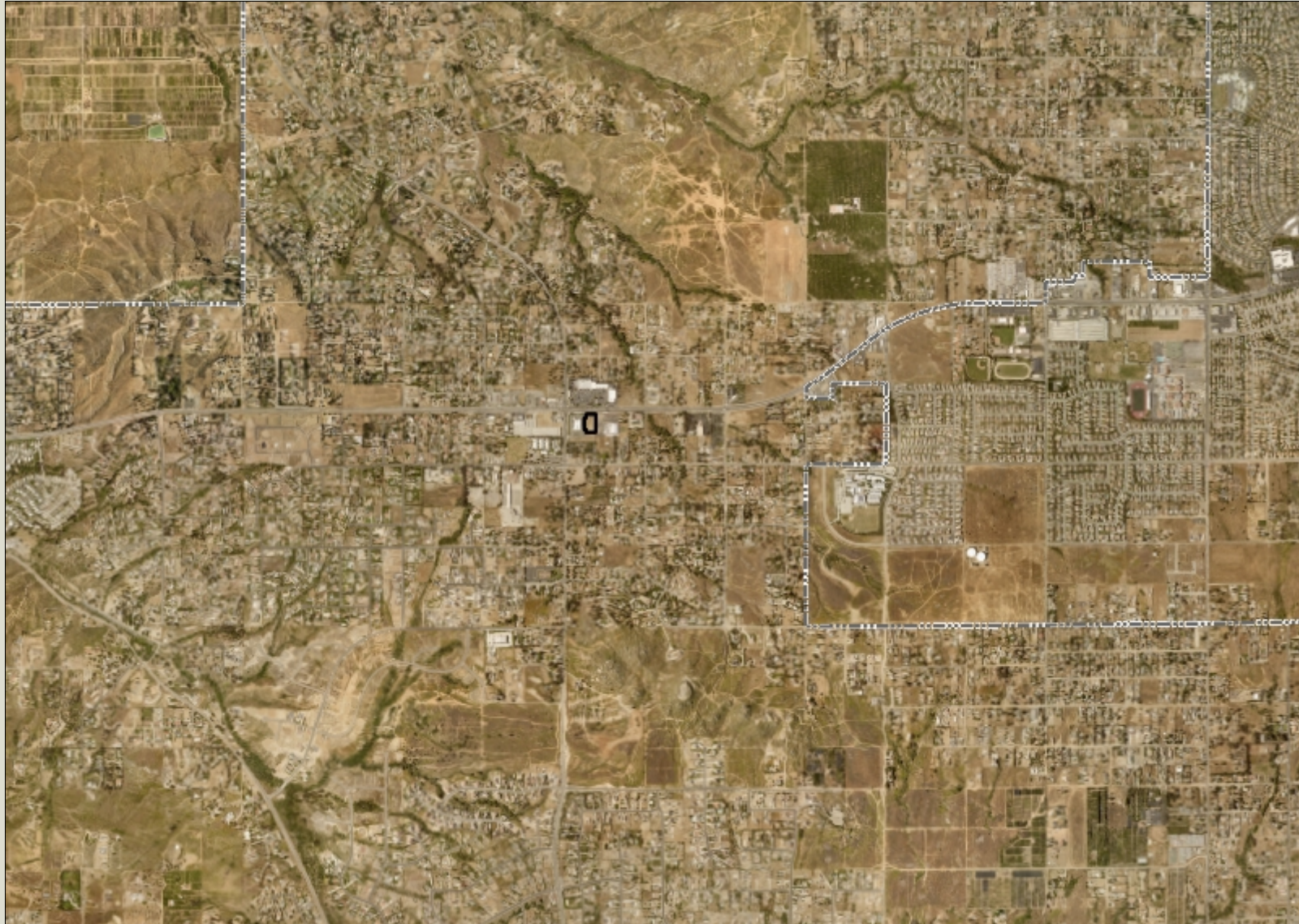
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Notes

Map My County Map



Legend

-  County Boundary
-  City Boundaries
-  World Street Map

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0 3,079 6,157 Feet

Notes

Map My County Map



Legend

-  County Boundary
-  City Boundaries
-  World Street Map



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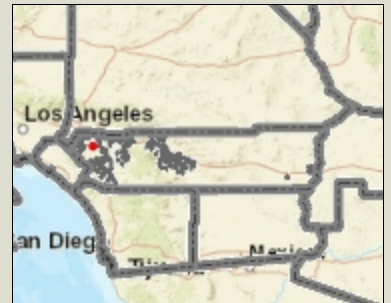
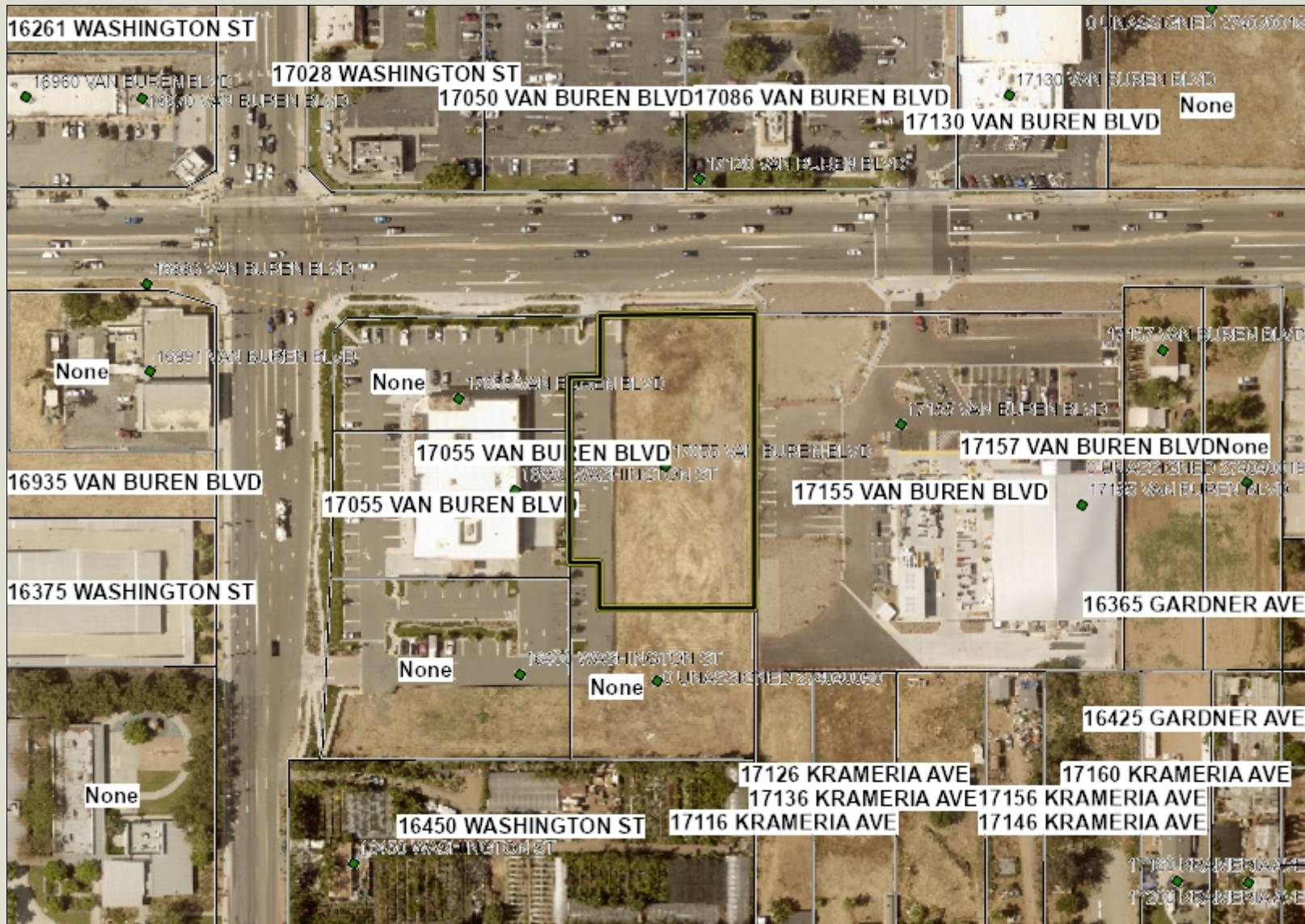
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Notes

Map My County Map



Legend

- County Boundary
- City Boundaries
- Parcels, County
- World Street Map

Notes



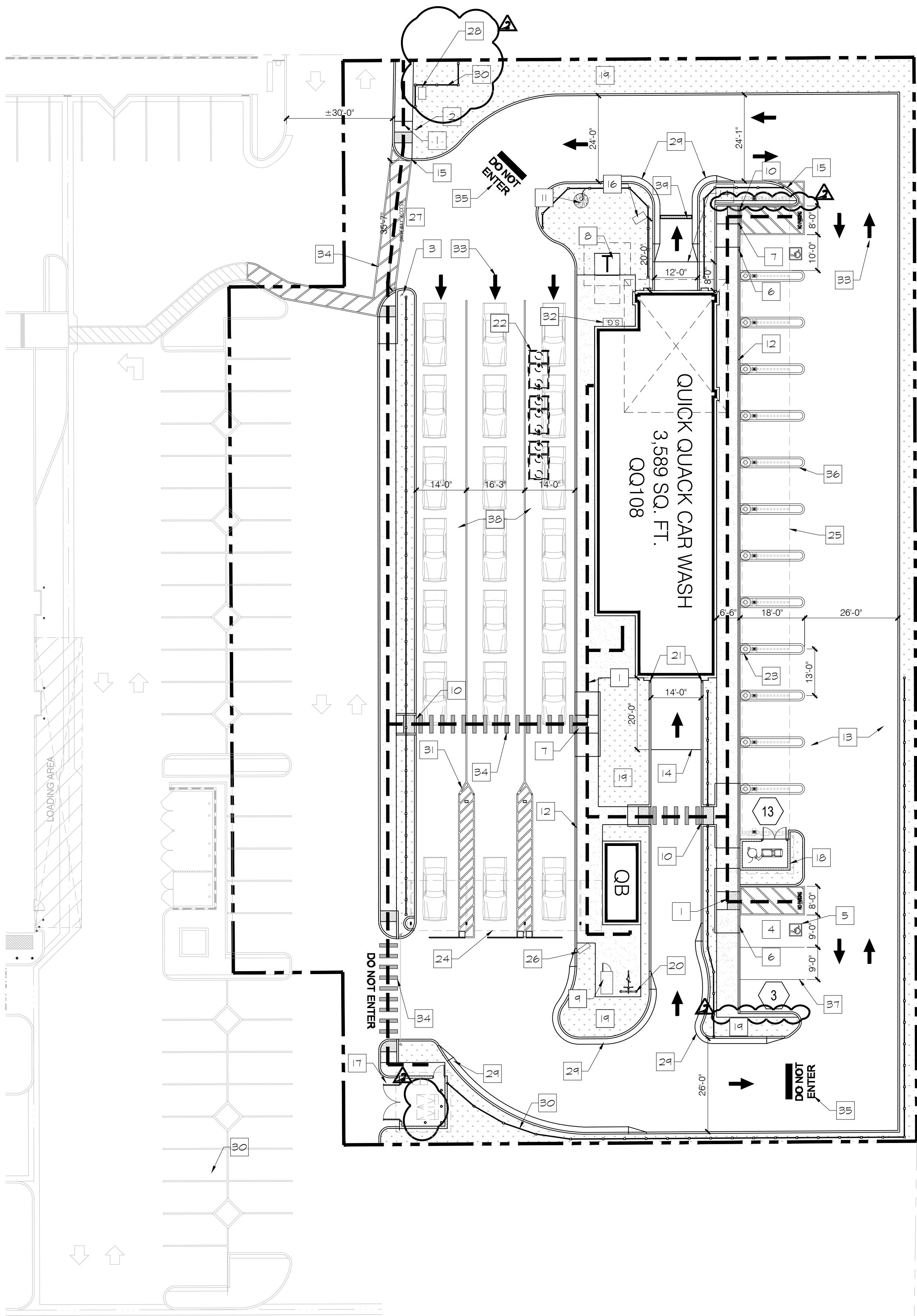
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

0 192 385 Feet

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VAN BUREN BOULEVARD



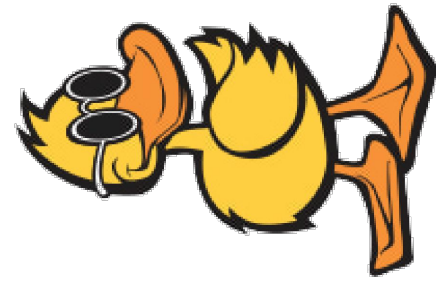
1 ARCHITECTURAL SITE PLAN
SCALE: 1" = 20'-0"

PARKING ANALYSIS

VACUUM STALLS	13 STALLS @ 18'-0"L X 13'-0"W (1 ADA VAN VACUUM STALL @ 18'-0"L X 11'-6"W)
EMPLOYEE PARKING REQUIREMENT	1 PARKING SPACE PER 3 EMPLOYEES LARGEST SHIFT = 4 EMPLOYEES TOTAL EMPLOYEE PARKING REQUIRED = 2
EMPLOYEE PARKING PROVIDED	2 EMPLOYEE STALLS @ 18'-0"L X 9'-0"W 1 ADA VAN EMPLOYEE STALL @ 18'-0"L X 9'-0"W

KEYNOTES

- 1 ADA PATH OF TRAVEL SHOWN DASHED.
- 2 NEW POLE MOUNTED INTERNATIONAL SYMBOL OF ACCESSIBILITY AT ACCESSIBLE PATH OF TRAVEL.
- 3 NEW TOW AWAY ACCESSIBILITY PARKING SIGN AT ENTRANCE
- 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 ALL PLACES)
- 8 PROPOSED ELECTRICAL TRANSFORMER LOCATION. FINAL APPROVED LOCATION PER UTILITY COMPANY
- 9 NEW LONG TERM BIKE LOCKER
- 10 NEW FLUSH SURFACE AT TRANSITION (TYPICAL)
- 11 FLAG POLE PROVIDED AND INSTALLED BY VENDOR. GC TO INSTALL FOOTING
- 12 NEW 4" THICK 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%.
- 13 NEW CONCRETE DRIVE - SEE CIVIL DRAWINGS
- 14 GRADE BREAK LINE - SEE CIVIL DRAWINGS
- 15 NEW 6" CONCRETE CURB (TYPICAL)
- 16 NEW WAIT/GO SIGN.
- 17 NEW TRASH ENCLOSURE. TRASH BINS TO CONFORM WITH 58-1928 INCLUDING COMMERCIAL DUMPSTER, ROLLABLE RECYCLE AND GREEN WASTE. APPROPRIATE COLOR AND SIGNAGE TO BE INCLUDED OVERIN.
- 18 NEW VACUUM EQUIPMENT ENCLOSURE
- 19 NEW LANDSCAPING - SEE LANDSCAPE DRAWINGS
- 20 NEW BICYCLE RACK
- 21 NEW 4" CONCRETE FILLED PIPE BOLLARD AT ENTRANCE (TYPICAL 2 PLACES)
- 22 NEW UNDERGROUND GREASE INTERCEPTOR - SEE CIVIL DRAWINGS
- 23 NEW TRASH RECEPTACLES (TYPICAL 13 PLACES)
- 24 NEW PAY CANOPY.
- 25 NEW VACUUM CANOPY.
- 26 NEW MENU BOARD.
- 27 NEW DRIVEWAY
- 28 NEW PUBLIC ART - CONTRACTOR TO COORDINATE INSTALLATION OF MONUMENT SIGN FOOTING PRIOR TO LANDSCAPE WORK MONUMENT SIGN AND BUILDING SIGNS UNDER A SEPARATE PERMIT
- 29 24" ROLLED CONCRETE CURB
- 30 NEW FENCING
- 31 NEW DRIVEWAY LANE STRIPING
- 32 ELECTRICAL SWITCH GEAR
- 33 NEW DIRECTIONAL ARROW
- 34 NEW PEDESTRIAN STRIPING
- 35 NEW "DO NOT ENTER" PAVEMENT MARKING
- 36 NEW VACUUM PARKING STRIPING
- 37 NEW PARKING STRIPING PER CITY STANDARDS (TYP)
- 38 NEW DRIVE AISLE
- 39 HEAVY DUTY 12" WIDE NEEHAH FOUNDRY TRENCH DRAIN OR OWNER APPROVED EQUIVALENT. SEE CIVIL DRAWINGS.



6020 WEST OAKS BLVD. STE. 300, ROCKLIN, CA 95765

QUICK QUACK
STORE #: 44-316
17055 VAN BUREN BLVD.
WOODCREST, CA 92504

REVISIONS

DATE DESCRIPTION

- 7/24/2023 1ST ROUND COMMENTS
- X/XX/2023 2ND ROUND COMMENTS
- 3
- 4
- 5
- 6



1801 Lampton Lane
Norco, CA 92860
P: 951/475-3300
www.tait.com

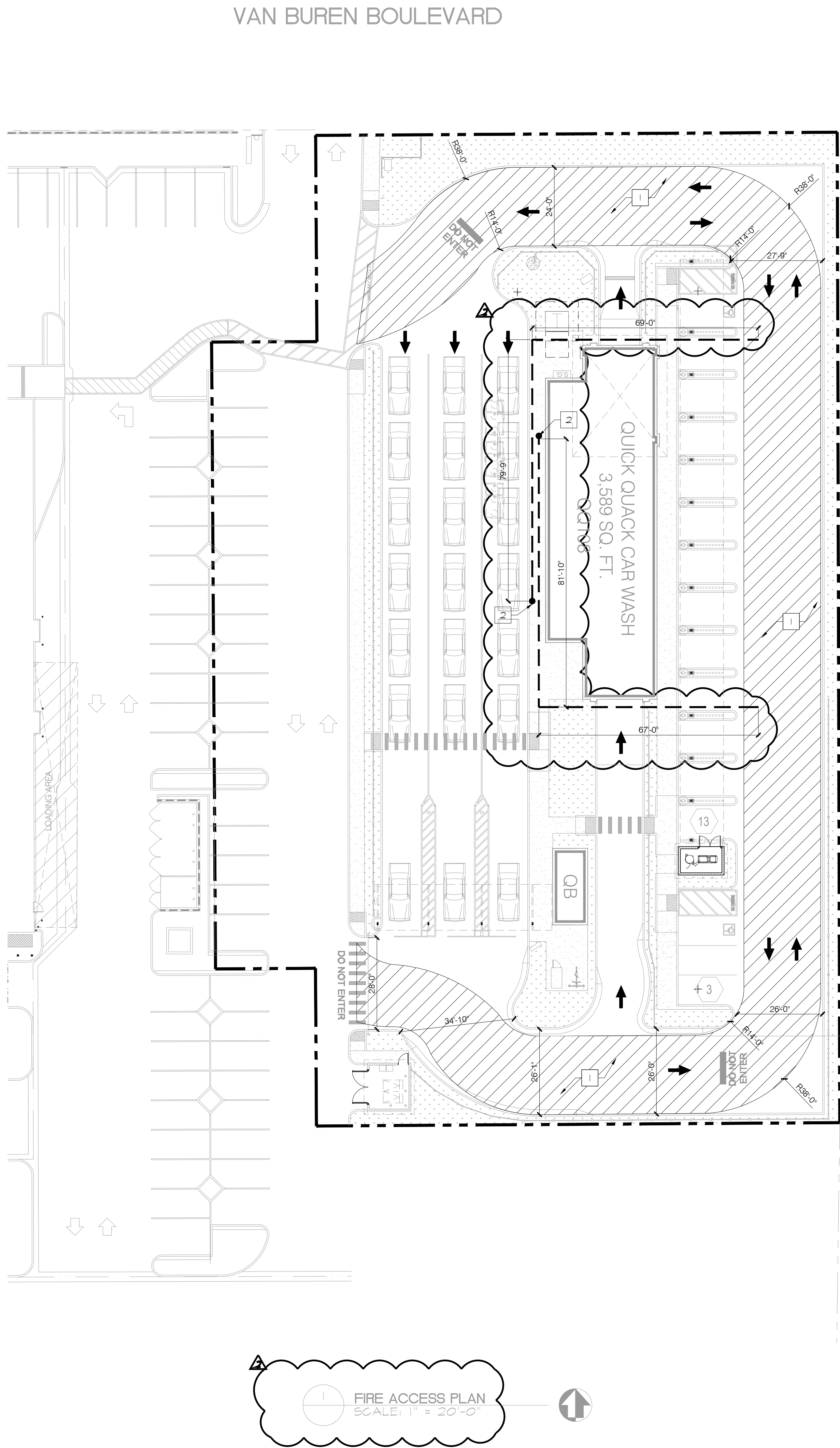
ARCHITECTURAL SITE PLAN

DATE: FEBRUARY 17, 2023
TAIT JOB #: QQ0033

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PLANNING PACKAGE

A1.01



- KEYNOTES
- 1 FIRE ACCESS LANE
 - 2 148'-4" HOSE PULL NOT TO EXCEED 150'



6020 WEST OAKS BLVD. STE. 300, ROCKLIN, CA 95765

QUICK QUACK
STORE #: 44-316
17055 VAN BUREN BLVD.
WOODCREST, CA 92504

REVISIONS
DATE DESCRIPTION

- 1 7/24/2023 1ST ROUND COMMENTS
- 2 X/XX/2023 2ND ROUND COMMENTS
- 3
- 4
- 5
- 6



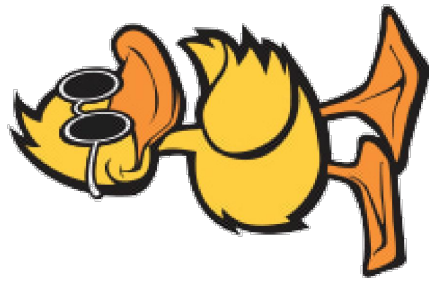
FIRE ACCESS PLAN

DATE: FEBRUARY 17, 2023
TAIT JOB #: QQ0033

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PLANNING PACKAGE

A1.02



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QUICK QUACK
STORE #: 44-316
17055 VAN BUREN BLVD.
WOODCREST, CA 92504

REVISIONS

#	DATE	DESCRIPTION
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1	7/24/2023	1ST ROUND COMMENTS
2	X/XX/2023	2ND ROUND COMMENTS
3		
4		
5		
6		



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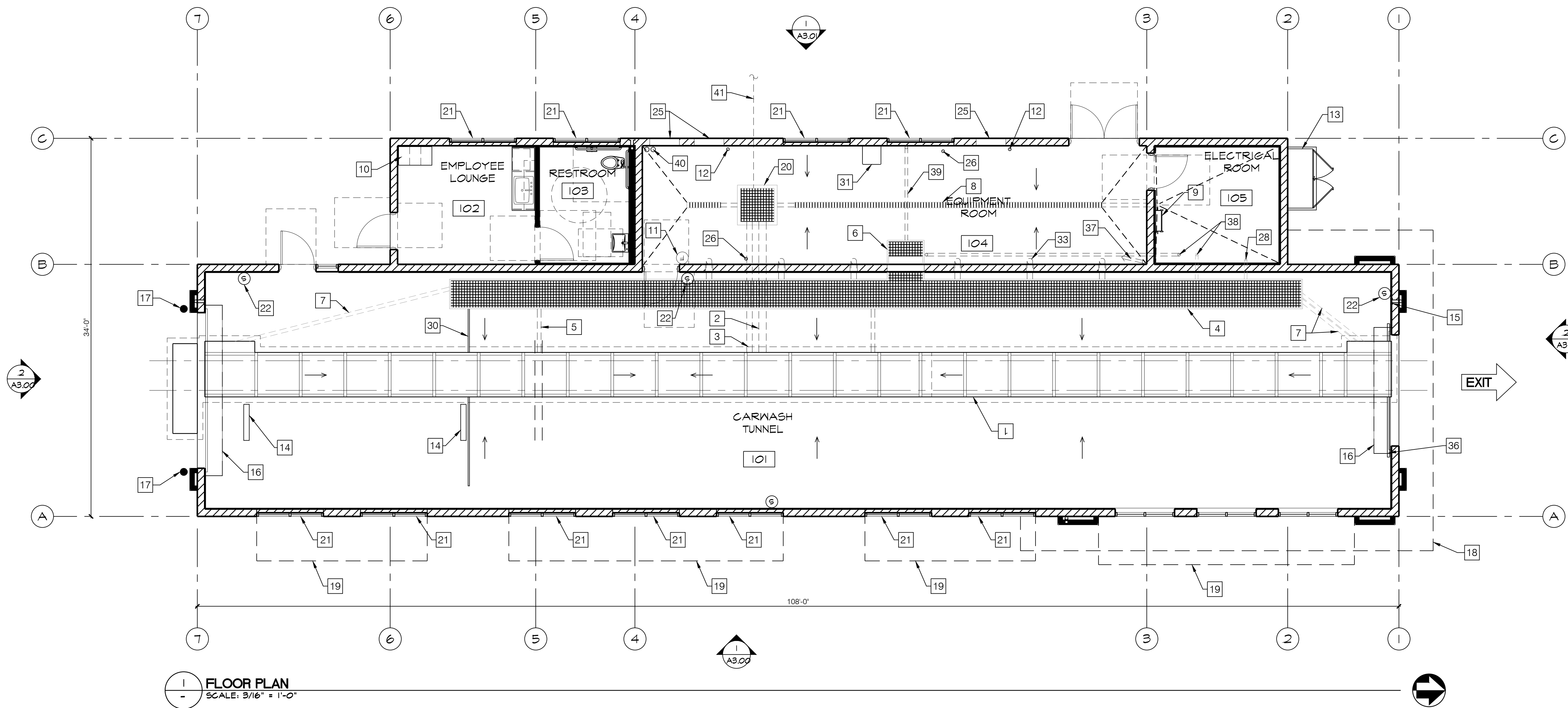
FLOOR PLAN

DATE: FEBRUARY 17, 2023
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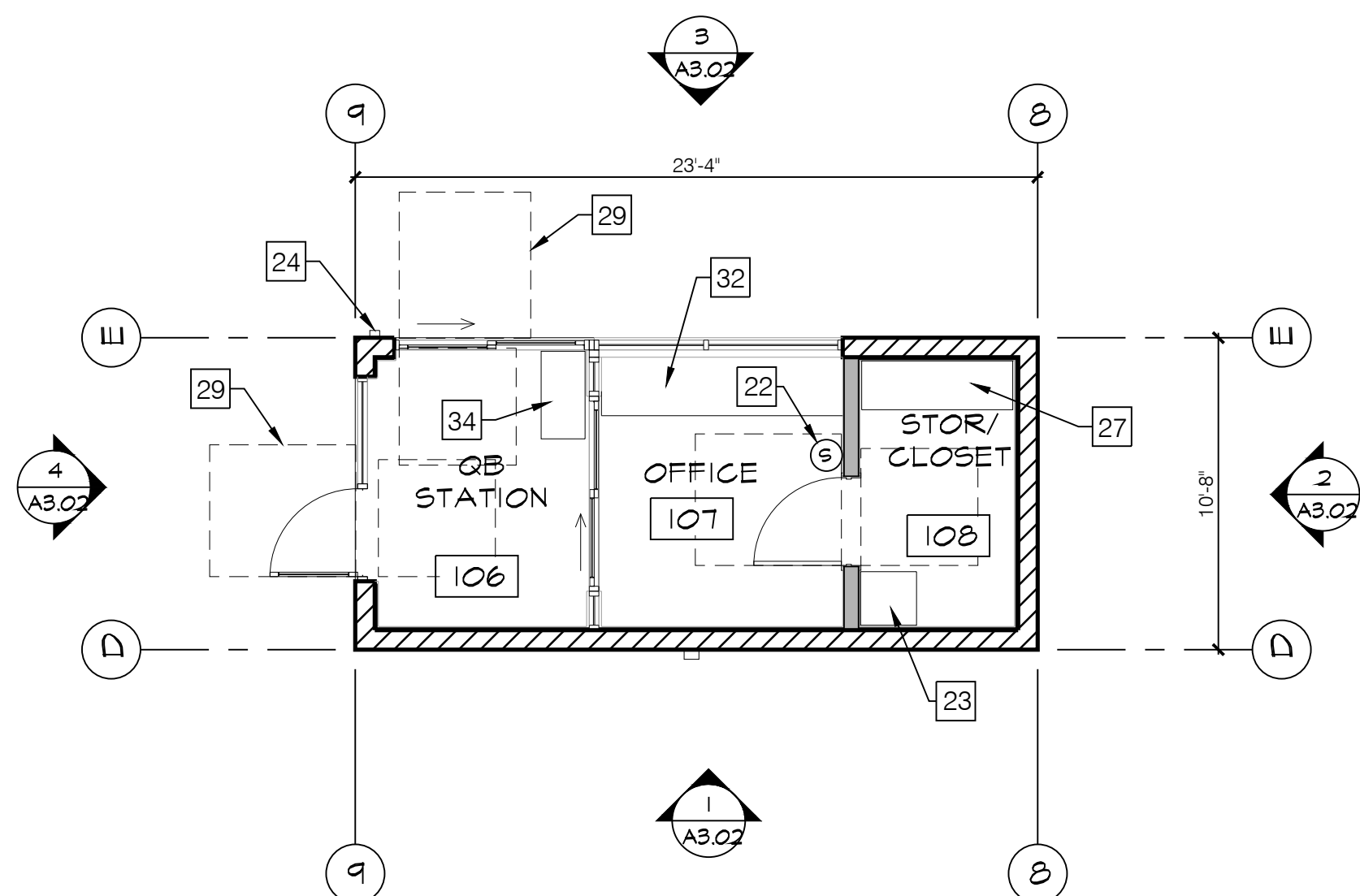
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PLANNING PACKAGE

A2.00



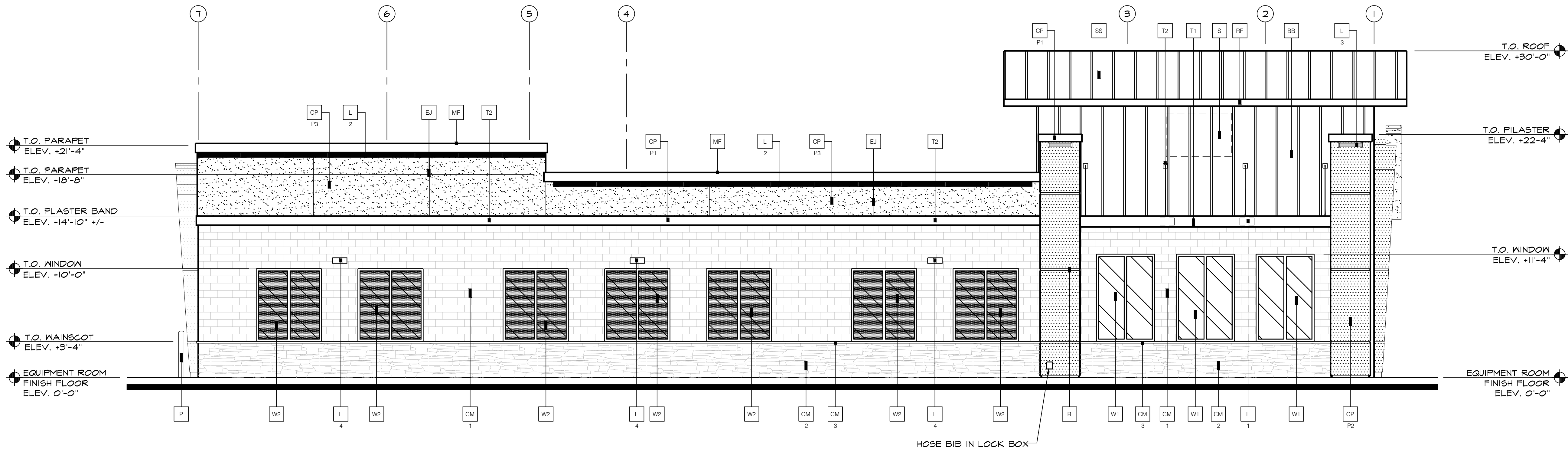
1 FLOOR PLAN
SCALE: 3/16" = 1'-0"



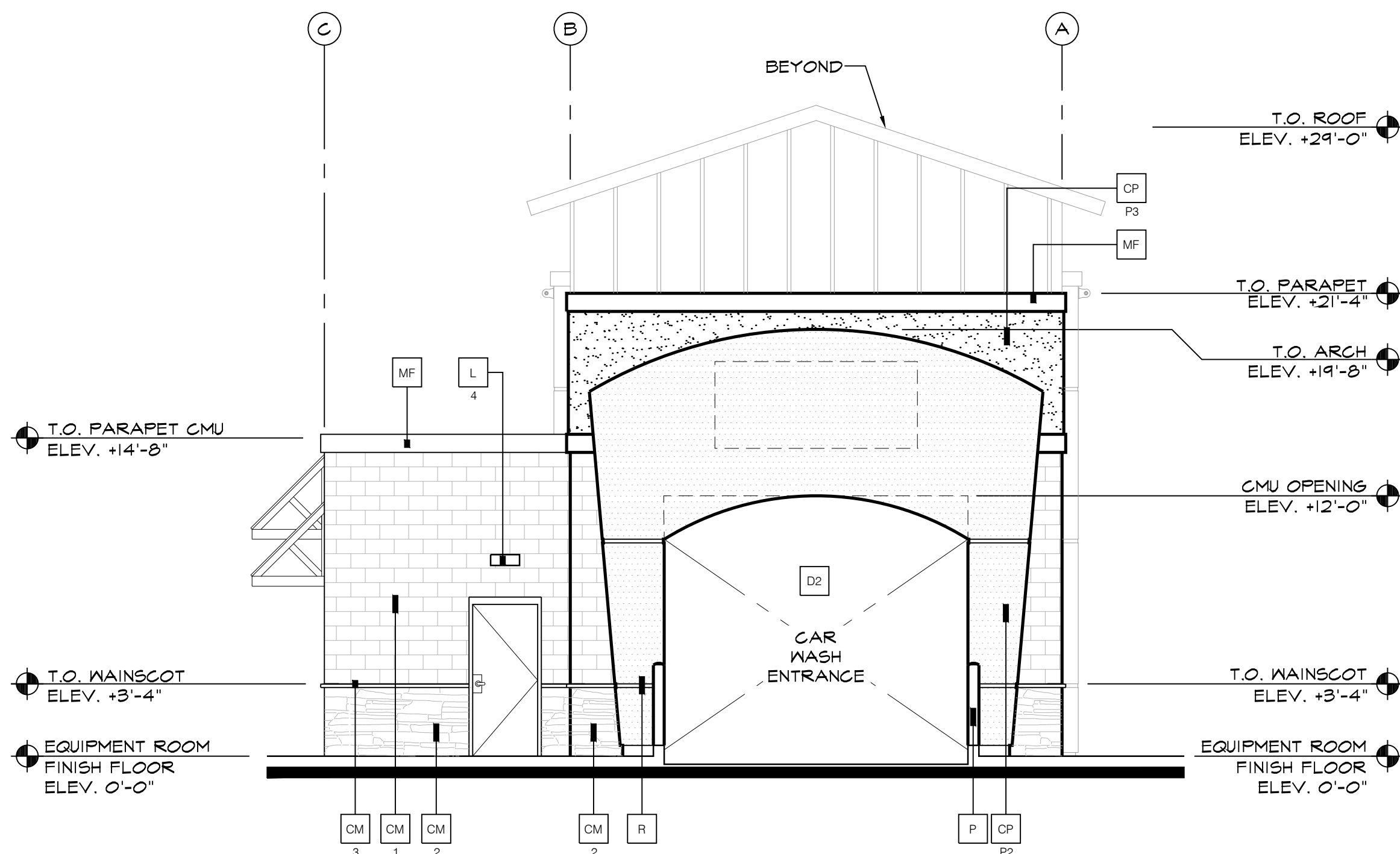
2 OB STATION FLOOR PLAN
SCALE: 3/16" = 1'-0"

KEYNOTES

- CONVEYOR TRENCH. SLOPE AT $\frac{1}{4}$ " PER FOOT TO DRAIN.
- 8" CONVEYOR TRENCH DRAIN PIPE.
- 6" CONVEYOR TRENCH OVERFLOW.
- UTILITY TRENCH. SLOPE BOTTOM TO DRAIN.
- 4" FLOOR DRAIN FROM UTILITY TRENCH TO THE CONVEYOR TRENCH (TYPICAL 2 PLACES)
- 3'-4" WIDE X 2'-2" DEEP OPEN FOR ACCESS TO UTILITY TRENCH. CONTRACTOR TO PROVIDE COVER - MATCH UTILITY TRENCH
- 4" PIPE CHASE FROM UTILITY TRENCH TO CONVEYOR TRENCH. (TYPICAL 6 PLACES)
- TRENCH DRAIN. SEE PLUMBING DRAWINGS. PROVIDE 2 AT THE EXIT - EXTEND PAST WALL 1'-0" BEYOND OPENING
- ROOF ACCESS LADDER.
- EMPLOYEE LOCKERS. (TOTAL OF 3 - 1 ADA ACCESSIBLE)
- WALL MOUNTED ENCLOSED FIRE EXTINGUISHER. - 2A-10BC (TYPICAL 2 PLACES)
- ROOF DRAIN LEADER (TYPICAL 3 PLACES)
- ELECTRICAL SERVICE SWITCHGEAR
- CUT RECESS IN SLAB FOR TIRE SENSOR SWITCH. (TYPICAL 2 PLACES) QQ TO CONFIRM LOCATION
- HOSE BIB IN RECESS BOX. PROVIDE WITH LOCKABLE DOOR AT EXTERIOR LOCATIONS. (TYPICAL 4 PLACES)
- COILING ROLL-UP DOOR. (TYPICAL 2 PLACES)
- 4" CONCRETE FILLED PIPE BOLLARD AT ENTRANCE. (TYPICAL 2 PLACES)
- LINE OF ROOF ABOVE
- WALL MOUNTED CANOPY ABOVE. (TYPICAL 4 PLACES)
- 3'-0" X 3'-0" RECLAIM CLEAN-OUT
- FAUX WINDOW - SEE EXTERIOR ELEVATIONS
- EMERGENCY STOP BUTTONS. LOCATE PER QUICK QUACK REPRESENTATIVE (TYPICAL 4 PLACES)
- WALL MOUNTED IT CABINET
- KNOX BOX - CONTRACTOR TO COORDINATE WITH LOCAL FIRE DEPARTMENT FOR TYPE, SIZE AND PREFERRED LOCATION
- 32" WIDE X 16" HIGH AIR VENT - SEE EXTERIOR ELEVATIONS (TYP. 3 PLACES)
- 4" DRAIN PIPE STUBBED UP 12" A.F.F. PAINTED "QUICK QUACK GREEN" (TYPICAL 2 PLACES)
- 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.
- 3" CHASE (NEXT TO CONTROL PANEL TO UTILITY TRENCH)
- LEVEL LANDING PER CBC 11B-404.2.4 AND TABLE 11B404.2.4. (TYP) - 24" MIN STRIKE EDGE CLEARANCE FOR THE EXTERIOR DOOR LANDING
- 3/4" x 1 1/2" WIDE RECESS IN SLAB FOR DRAINAGE (TYPICAL 2 PLACES)
- CONTRACTOR SUPPLIED AND INSTALLED EYE WASH STATION
- 34" MAXIMUM A.F.F. COUNTER TOP.
- 6" SWEEPS FROM UTILITY TRENCH TO EQUIPMENT ROOM (TYPICAL 6 PLACES) VERIFY WITH OWNER FOR EXACT LOCATIONS)
- CONTRACTOR FURNISHED AND INSTALLED 18" X 36" X 40" TALL POS CABINET
- 2'-0" X 5'-6" X 4" TALL CONCRETE "HOUSE CLEANING PAD" FOR MCC PANEL
- 3/4" x 2 1/2" WIDE RECESS IN SLAB FOR DRAINAGE (TYPICAL 2 PLACES) EXTEND PAST EXIT OPENING 1'-0" MINIMUM
- 1" PVC CHASE TO BUG JUICE CONTROL PANEL. SWEEPS ONLY. NO 90 DEGREES.
- 2 - 3" CHASE AT CENTER OF MCC PANEL "HOUSE KEEPING PAD". RUN ONE CHASE TO EQUIPMENT TRENCH AND ONE NEXT TO ACCESS OPENING
- 3" CHASE FROM ACCESS OPENING TO FACE OF WALL
- NEED CHASES TO EACH VACUUM ENCLOSURES. SWEEPS ONLY. GC TO INSTALL AND PULL 3/4" PEX LINE FROM EQUIPMENT ROOM TO ENCLOSURES WOUND UP TO 10' COIL ON EACH END
- GC TO OBTAIN CUT SHEET FROM TANK MANUFACTURER FOR INSTALLATION COORDINATION PRIOR TO TANK GRADING



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



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

KEY NOTES:

- BB BOARD AND BATTEN - PAINT TO MATCH SHERWIN WILLIAMS #6120 "BELIEVABLE BUFF"
- CM1 ANGELUS BLOCK SMOOTH HONED FACE CONCRETE MASONRY UNITS - PLACER CREEK BURNISHED, WITH INTEGRAL FACTORY "RAINBLOC" WATER REPELLENT ADMIXTURE. MORTAR TO HAVE "RAINBLOC" FOR MORTAR ADMIXTURE. MORTAR COLOR TO MATCH.
- CM2 STONE VENEER CORONADO STONE PRODUCTS - "QUICK STACK" CARMEL MOUNTAIN
- CM3 STONE VENEER CORONADO STONE PRODUCTS - CHISELED STONE SILL - "BUFF"

- CP ACRYLIC PLASTER COLOR COAT
COLOR DESIGNATION:

- P1 = MATCH SHERWIN WILLIAMS #6034 "DARK AUBURN"
P2 = MATCH SHERWIN WILLIAMS #6314 "TORCHLIGHT"
P3 = MATCH SHERWIN WILLIAMS #7004 "SNOWBOUND"
- PLASTER COLOR COAT TO BE SAND FINISH

- D1 HOLLOW METAL DOOR - PAINT TO TO MATCH SHERWIN WILLIAMS #6120 "BELIEVABLE BUFF"
- D2 OVERHEAD METAL DOOR - PAINT TO TO MATCH SHERWIN WILLIAMS #6120 "BELIEVABLE BUFF"
- 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 #6034 "DARK AUBURN"

- P 4" PIPE BOLLARD FILLED WITH CONCRETE
SEE DETAIL #8/A1.05

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

- RF METAL ROOF FASCIA - MATCH SHERWIN WILLIAMS #6034 "DARK AUBURN"

- 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 UG3

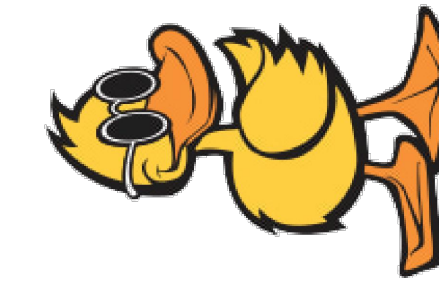
- T1 METAL WALL CANOPY SYSTEM - COLOR TO MATCH SHERWIN WILLIAMS #6034 "DARK AUBURN"

- T2 WALL CANOPY TIE-BACK SYSTEM - COLOR TO MATCH SHERWIN WILLIAMS #6034 "DARK AUBURN"

- V 32" WIDE X 16" HIGH VENT - PAINT TO MATCH ADJACENT FINISH; LOUVERS NOT REQUIRED WHEN EQUIPMENT RM. IS AIR CONDITIONED

- 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



6020 WEST OAKS BLVD. STE. 300, ROCKLIN, CA 95765

QUICK QUACK
STORE #: 44-316
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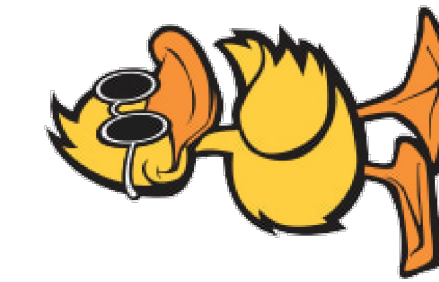
EXTERIOR ELEVATIONS

DATE: FEBRUARY 17, 2023
TAIT JOB #: QQ00033

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PLANNING PACKAGE

A3.00



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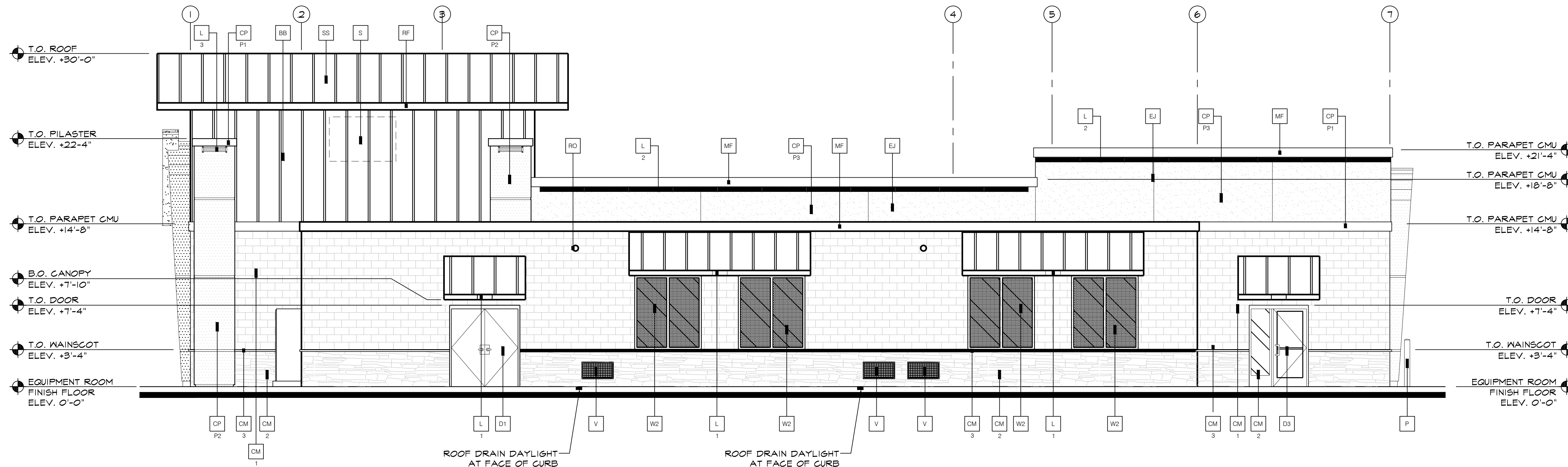
EXTERIOR ELEVATIONS

DATE: FEBRUARY 17, 2023
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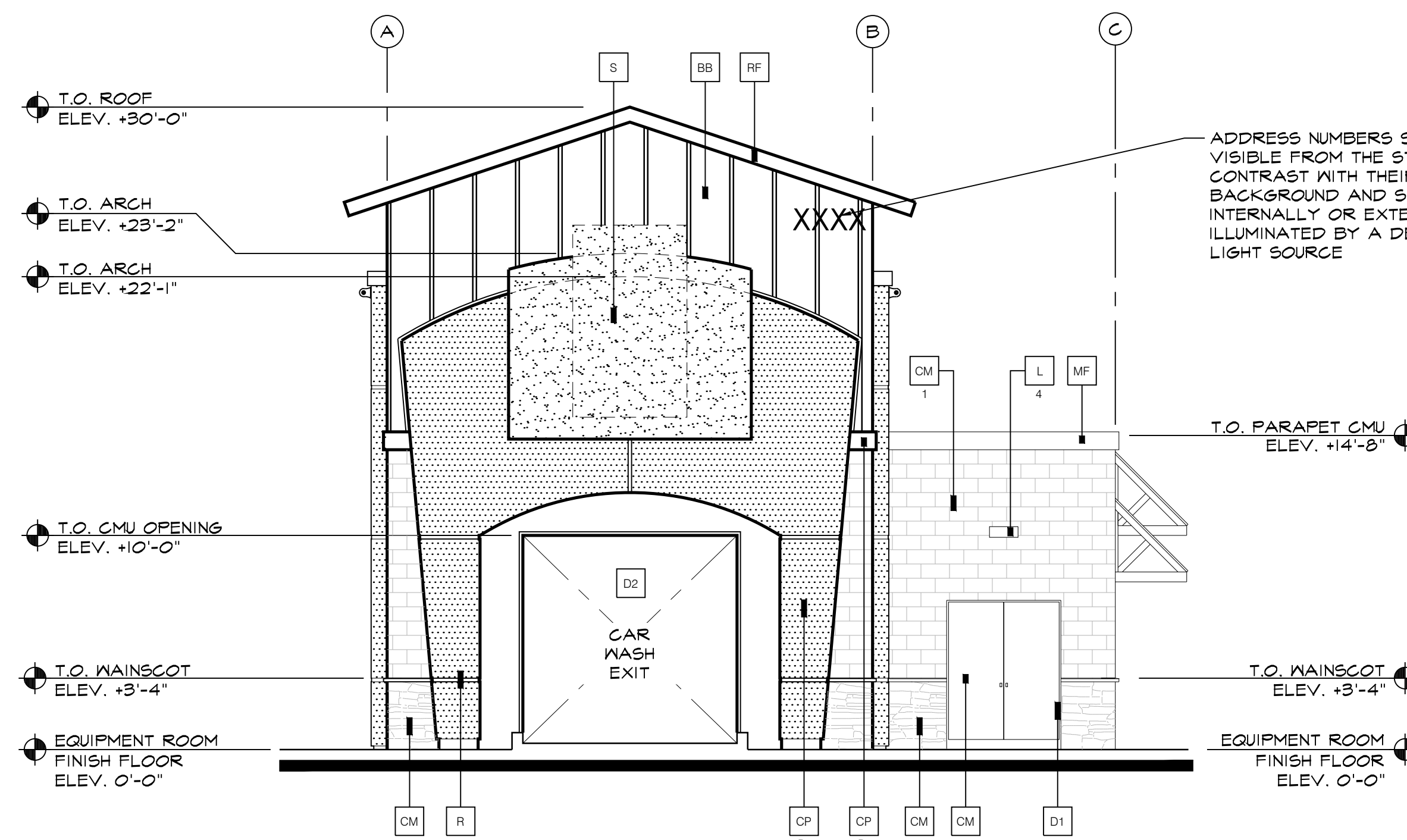
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PLANNING PACKAGE

A3.01



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



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

KEY NOTES:

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**AIRPORT LAND USE COMMISSION MEETING
MINUTES
June 13, 2024**

DRAFT

6-17-24

COMMISSIONERS PRESENT: Steve Manos, Michael Geller, Michael Lewis (alternate for Steven Stewart), Michael Kacsmayk (alternate for Vernon Poole), Larry Froehlich (alternate for Richard Stewart), Larry Smith (alternate for Russell Betts)

COMMISSIONERS ABSENT: John Lyon, Russell Betts, Steven Stewart, Vernon Poole, Richard Stewart

2.0 PUBLIC HEARING: CONTINUED ITEMS
None

3.0 PUBLIC HEARING: NEW CASES

- 3.1 Staff report recommended: **CONSISTENT**
Staff recommended at hearing: **CONSISTENT**
ALUC Commission Action: **CONSISTENT (Vote 6-0; Absent: John Lyon)**
Motion: Michael Lewis
Second: Larry Smith
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). 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: John Lyon)**
Motion: Michael Geller
Second: Michael Lewis
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). Staff Planner: Jackie Vega at (951) 955-0982, or e-mail at javega@rivco.org

VIDEO:

1

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

**AIRPORT LAND USE COMMISSION MEETING
MINUTES
June 13, 2024**

- 3.3 Staff report recommended: **CONSISTENT**
Staff recommended at hearing: **CONSISTENT**
ALUC Commission Action: **CONSISTENT (Vote 6-0; Absent: John Lyon)**
Motion: Michael Lewis
Second: Michael Geller
- 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). Staff Planner: Jackie Vega at (951) 955-0982, or e-mail at javega@rivco.org
- 3.4 Staff report recommended: **CONSISTENT**
Staff recommended at hearing: **CONSISTENT**
ALUC Commission Action: **CONSISTENT (Vote 6-0; Absent: John Lyon)**
Motion: Michael Geller
Second: Michael Lewis
- 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). Staff Planner: Jackie Vega at (951) 955-0982, or e-mail at javega@rivco.org
- 3.5 Staff report recommended: **CONSISTENT (GPA, SPA, CZ); CONDITIONALLY CONSISTENT (Plot Plan)**
Staff recommended at hearing: **CONSISTENT (GPA, SPA, CZ, PP)**
ALUC Commission Action: **CONSISTENT (GPA, SPA, CZ, PP); Vote 6-0; Absent: John Lyon**
Motion: Michael Lewis
Second: Steve Manos
- 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). Staff Planner: Jackie Vega at (951) 955-0982, or e-mail at javega@rivco.org

VIDEO:

2

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**AIRPORT LAND USE COMMISSION MEETING
MINUTES
June 13, 2024**

- 3.6 Staff report recommended: **CONSISTENT**
Staff recommended at hearing: **CONSISTENT**
ALUC Commission Action: **CONSISTENT (Vote 6-0; Absent: John Lyon)**
- 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). Staff Planner: Jackie Vega at (951) 955-0982, or e-mail at javega@rivco.org

**Motion: Michael Lewis
Second: Larry Smith**

- 3.7 Staff report recommended: **CONSISTENT**
Staff recommended at hearing: **CONSISTENT**
ALUC Commission Action: **CONSISTENT (Vote 6-0; Absent: John Lyon)**
- 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). Staff Planner: Jackie Vega at (951) 955-0982, or e-mail at javega@rivco.org
- Motion: Michael Geller
Second: Larry Froehlich**

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, March ARB Special Projects informed the Commission of all the meetings he had been attending since completing the MCUS.
- 5.3 ALUC and State Housing Legislation Informational Workshop
Paul Rull, ALUC Director presented Power Point slides regarding ALUC and State Housing Legislation.

6.0 **APPROVAL OF MINUTES**

Commissioner Michael Lewis motioned to approve the April 11, 2024 minutes. Seconded by Michael Geller. (Vote 6-0; Absent: John Lyon)

7.0 **ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**

Paul Rull, ALUC Director, congratulated the reappointments of Commissioners Steve Manos and Vernon Poole.

VIDEO:

3

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**AIRPORT LAND USE COMMISSION MEETING
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8.0 COMMISSIONER'S COMMENTS

Commissioner Larry Smith, alternate for Russell Betts had a question regarding the authority and requirements of storm water basin retention. Paul Rull, ALUC Director indicated according to our policy storm water basin is designed to hold storm water for only 48 hours and not to attract birds.

9.0 ADJOURNMENT

Steve Manos, Chair adjourned the meeting at 11:15 a.m.

Y:\ALUC COMMISSION - PUBLIC HEARING\ALUC Minutes\2024 Minutes\Minutes6-13-24.doc

VIDEO:

4

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