

# COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

## STAFF REPORT

**AGENDA ITEM:** 3.1

**HEARING DATE:** March 11, 2021

**CASE NUMBER:** ZAP1105FV20 – Forza One Volleyball, Ardian Marina  
(Representative: Matthew Fagan Consulting Services, Inc.)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** PP26309S01 (Plot Plan Substantial Conformance)

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

Airport Influence Area: French Valley Airport

Land Use Policy: Airport Compatibility Zone C

Noise Levels: 55-60 CNEL

**MAJOR ISSUES:** The project's average and single acre intensities are inconsistent with the Compatibility Zone C intensity criteria when the occupancy is calculated using the State's Building Code. The average acre intensity is consistent when using the Parking Code Method.

The applicant has provided a survey study of another similar volleyball facility in the area (as well as occupancy numbers for the existing adjacent fitness center). The data in the study reveals the most realistic conservative occupancy of 97 people for the volleyball facility and 40 people for the existing adjacent fitness center for a total occupancy of 137 people for the site, significantly lower than the occupancy calculated for the site using the Building Code method (930 people total). If we were to use this survey data of 137 people, and apply it to the proposed project, it would result in an average intensity of 56 people per acre, and a single acre intensity of 137 people, both of which are consistent with the Compatibility Zone C average and single acre criterion of 80 and 160 respectively.

**RECOMMENDATION:** Staff recommends that the Commission find the Plot Plan Substantial Conformance CONSISTENT, based on the applicant's provided survey study of existing volleyball facilities and the existing adjacent fitness center, and subject to the conditions included herein.

**PROJECT DESCRIPTION:** The applicant proposes to establish a 23,467 square foot indoor volleyball practice facility within an existing 46,934 square foot commercial building on 2.47 acres.

**PROJECT LOCATION:** The site is located at 36580 Penfield Lane, southerly of Benton Road, westerly of Leon Road, and easterly of Temeku Street, approximately 2,800 feet northeasterly of the northerly end of Runway 18-36 at French Valley Airport.

**BACKGROUND:**

Non-Residential Average Land Use Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan (ALUCP), the project is located within Compatibility Zone C. Zone C restricts average intensity to 80 people per acre through French Valley Airport Additional Compatibility Policy #2.3.

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

- Exercise area sports court – 1 person per 50 square feet,
- Office/Shop – 1 person per 200 square feet,
- Lobby/Meeting room/Break room – 1 person per 15 square feet, and
- Storage area – 1 person per 300 square feet.

The applicant proposes occupying 23,467 square feet (of the 46,934 square foot commercial building) for an indoor volleyball practice facility which includes 20,159 square feet of volleyball sports court area, 531 square feet of office area, 795 square feet of lobby/meeting room/break room area, and 451 square feet of storage area, accommodating a total occupancy of 461 people, resulting in an average intensity of 187 people per acre, which is inconsistent with the Zone C average criterion of 80 people per acre.

The Commission should also consider the existing adjacent fitness center currently occupying the remainder 23,467 square feet of the commercial building, which would accommodate an occupancy of 469 people by itself (as calculated by the Building Code). Using this number in conjunction with the proposed volley practice facility (461 people), the total occupancy of the building would be 930 people, resulting in an average intensity of 377 people per acre, which is also inconsistent with the Zone C average criterion of 80 people per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle). The site includes 50 existing parking spaces for the entire site, accommodating a total occupancy of 75 people, resulting in an average intensity of 30 people per acre, which is consistent with the Compatibility Zone C average criterion of 80 people per acre.

Non-Residential Single-Acre Land Use Intensity: Pursuant to the French Valley ALUCP, single-acre intensities are limited to 160 persons within Zone C, through French Valley Airport Additional Compatibility Policy #2.3.

Based on the proposed floor plan provided and the occupancies as previously noted, the maximum single-acre intensity is located over the entire building and includes 20,159 square feet of volleyball sports court area, 531 square feet of office area, 795 square feet of lobby/meeting room/break room area, and 451 square feet of storage area for the proposed volleyball facility, and 23,467 square feet of exercise area for the existing adjacent fitness center, accommodating a total occupancy of 930 people which is inconsistent with the Zone C single acre intensity criterion of 160 people.

There are only 50 parking spaces accommodating 75 people for the entire 2.47 acre site. Generally, the Parking Code Method is not used for the single acre intensity calculation.

Matthew Fagan Consulting Services, Inc. – Survey of Similar Volleyball Facility Use: In light of the project's inconsistent average and single acre intensities (per the Building Code Method) but consistent with the average acre using the Parking Code Method as described above, the applicant hired Matthew Fagan Consulting Services, Inc. to prepare a survey study examining the occupancies of similar volleyball facilities in the area. (The study also provides occupancy numbers for the adjacent existing fitness center).

The study highlights the fact that the building code method used for determining site intensity is a conservative approach in calculating actual project intensity. As such, the study examines one similar existing volleyball facility at 27711 Diaz Road, Temecula, for a more realistic occupancy generation calculation. The study was taken between January 1, 2021, to January 31, 2021, and it identified the following:

- highest daily total of 214 people,
- highest daily total at any one time of 97 people, and
- average total per day 50 people.

All of these results are significantly lower compared to the occupancy calculated using the Building Code method of 461 people for the proposed volleyball facility.

The applicant also provided occupancy data for the adjacent existing fitness center at 36580 Penfield Lane which was taken between January 1, 2020, to March 1, 2020, and it identified a maximum occupancy of 40 people, which is significantly lower than what was calculated using the Building Code method of 469 people for the existing fitness center.

Staff Report  
Page 4 of 6

Business Hours - Crunch Fitness Suites 100-A/B	Average/Typical Peak Hours	Max Employees / Max Patrons 8 a.m. – 12 p.m.	Max Employees / Max Patrons 12 p.m. – 3 p.m.	Max Employees / Max Patrons 3 p.m. – 10 p.m.	Source and Date of Information
Mon – Thurs: 8 a.m. to 11 p.m.	Mon – Fri: 9 a.m. to 11:30 a.m.	Mon – Fri: Max Employees: 4 Max Patrons: 36	Mon – Fri: Max Employees: 2 Max Patrons: 13	Mon – Fri: Max Employees: 3 Max Patrons: 27	Business Hours: Crunch Website, accessed 1-12-2021.  Peak hours and numbers of employees and patrons provided by Jennifer Bernal, the operations manager at Crunch Fitness, via Barret Woods, Manager of GHD Properties, LLC. Data provided is from 1-01-2020 to 3-01-2020 (see attached letter)
Friday: 8 a.m. to 9 p.m.	4:30 p.m. to 7:30 p.m.	Total: 40	Total: 15	Total: 80	
Sat – Sun: 7 a.m. to 7 p.m.	Sat – Sun: 9 a.m. to 11:30 a.m.	Sat – Sun: Max Employees: 2 Max Patrons: 18	Sat – Sun: Max Employees: 1 Max Patrons: 9	Sat – Sun: Max Employees: 2 Max Patrons: 10	
Total maximum persons on site in Suites 100-A/B during peak hours = 40		Total: 20	Total: 10	Total: 12	

If we used the logical highest daily total at any given time of 97 people for the proposed volleyball facility, in conjunction with the adjacent existing fitness center maximum occupancy of 40 people, this would result in a total occupancy of 137 people for the entire building/site, resulting in an average intensity of 56 people per acre, and a single acre intensity of 137 people, both of which are consistent with the Compatibility Zone C average and single acre intensity criterion of 80 and 160 respectively. (The highest daily total of 214 people outlined in the survey study was not used in this calculation, as it does not accurately represent the highest number of people visiting the site at any given time. Instead, it only identifies the total number of people entering the facility over the course of an entire day, and to use this number as an occupancy comparison would be unrealistic).

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C (children’s schools, day care centers, libraries, hospitals, nursing homes, highly noise-sensitive outdoor non-residential uses, and hazards to flight), other than the proposed prohibited nonresidential intensity.

Noise: The French Valley Airport Land Use Compatibility Plan depicts the site as being located within the 55-60 CNEL contour range from aircraft noise. Office uses are identified as normally 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 18-36 at its northerly terminus is 1,347 feet above mean sea level (1,347 feet AMSL). At a distance of approximately 2,800 feet from the runway to the closest parcel within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,375 feet AMSL. The site elevation is 1,352 feet AMSL with an existing building height of 22 feet, resulting in a top point elevation of 1,374 feet AMSL. Therefore, review of buildings by the FAA Obstruction Evaluation Service was not required. The proposed project will not increase the height of the building.

A condition has been included limiting building heights, including roof-mounted equipment, to 22 feet and top point elevation to 1,374 feet above mean sea level unless a “Determination of No Hazard to Air Navigation” is issued for a higher top point elevation.

Open Area: The site is located within Compatibility Zone C of the French Valley Airport Influence Area, which requires projects 10 acres or larger to set aside a certain amount of project area as ALUC qualifying open area that could potentially serve as emergency landing areas. Since the overall project size is less than 10 acres, the open area requirement is not applicable to this project.

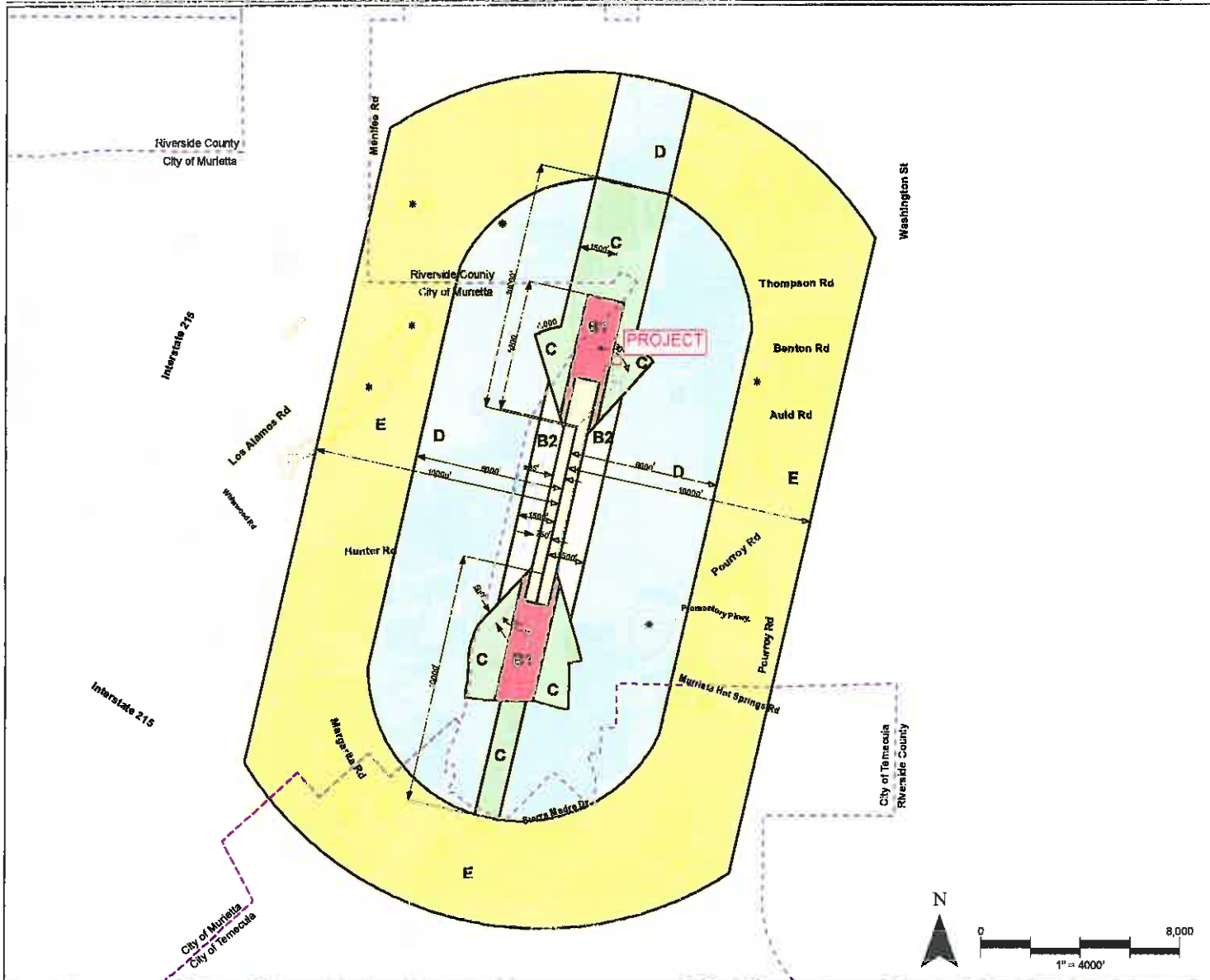
**CONDITIONS:**

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, 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, skilled nursing and care facilities, and buildings with more than three aboveground habitable floors, and highly noise-sensitive outdoor nonresidential uses.
  - (f) Hazards to flight.
3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property, and shall be recorded as a deed notice.

4. The project has been evaluated as consisting of 20,159 square feet of volleyball sports court area, 531 square feet of office area, 795 square feet of lobby/meeting room/break room area, and 451 square feet of storage area. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of parcel map lot line and areas will require an amended review to evaluate consistency with the Airport Land Use Compatibility Plan Compatibility criteria, at the discretion of the ALUC Director.
5. Noise attenuation measures shall be incorporated into the design of the building, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
6. Buildings shall be limited to a maximum height of 22 feet and a maximum top point elevation of 1,374 feet above mean sea level unless a "Determination of No Hazard to Air Navigation" letter authorizing a higher top point elevation has been issued by the Federal Aviation Administration Obstruction Evaluation Service.
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 Riverside County Aviation Division as owner and operator of French Valley Airport. In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by Riverside County Riverside County Aviation Division.

# NOTICE OF AIRPORT IN VICINITY

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



**Legend**

**Compatibility Zones**

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

**Boundary Lines**

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

**Note**

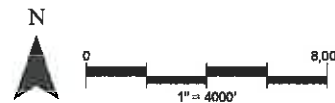
Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

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

Riverside County  
 Airport Land Use Commission  
  
 Riverside County  
 Airport Land Use Compatibility Plan  
 Policy Document  
  
 (April 2010)

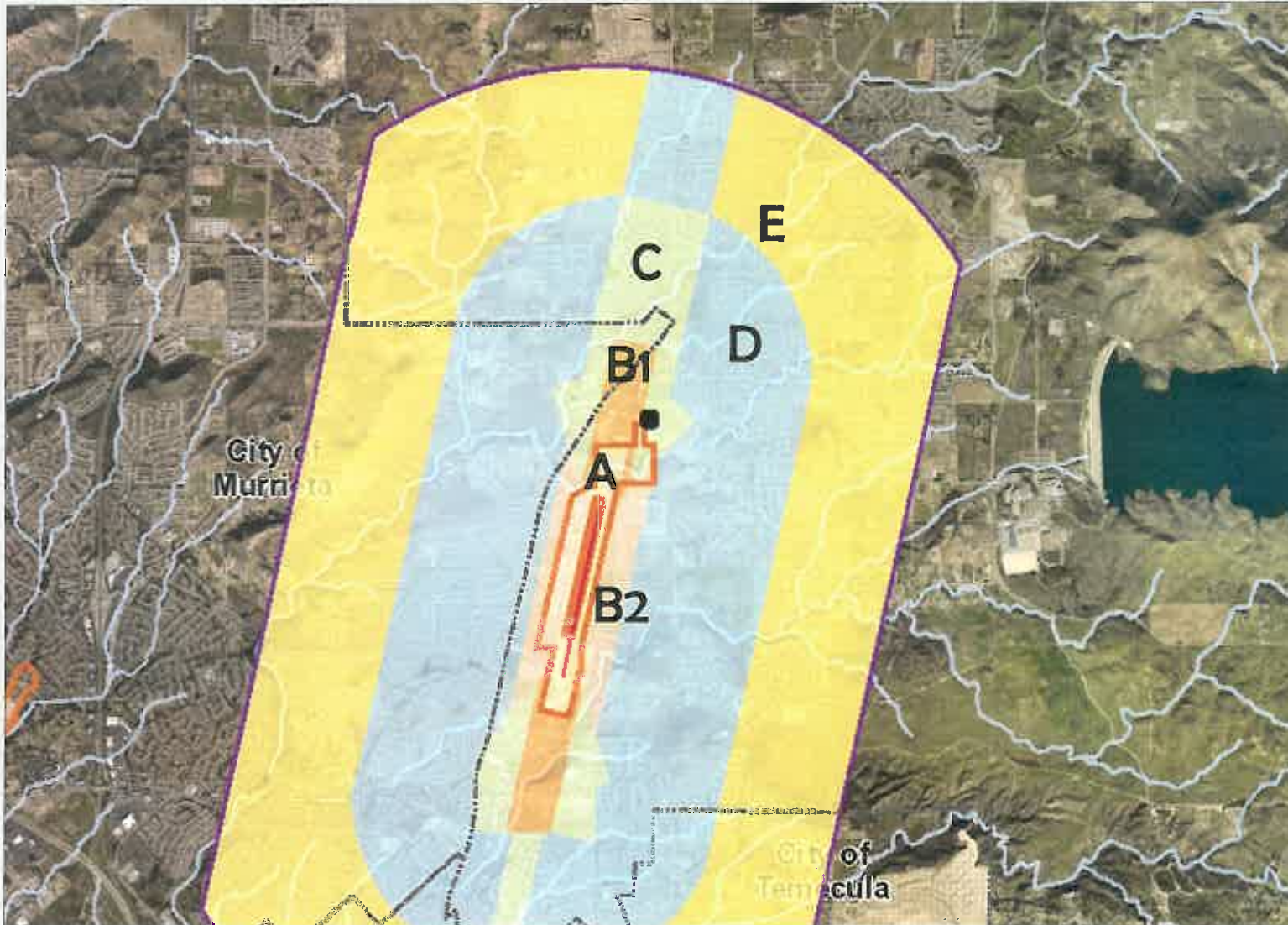
Map FV-1

**Compatibility Map**  
 French Valley Airport





# Map My County Map



### Legend

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



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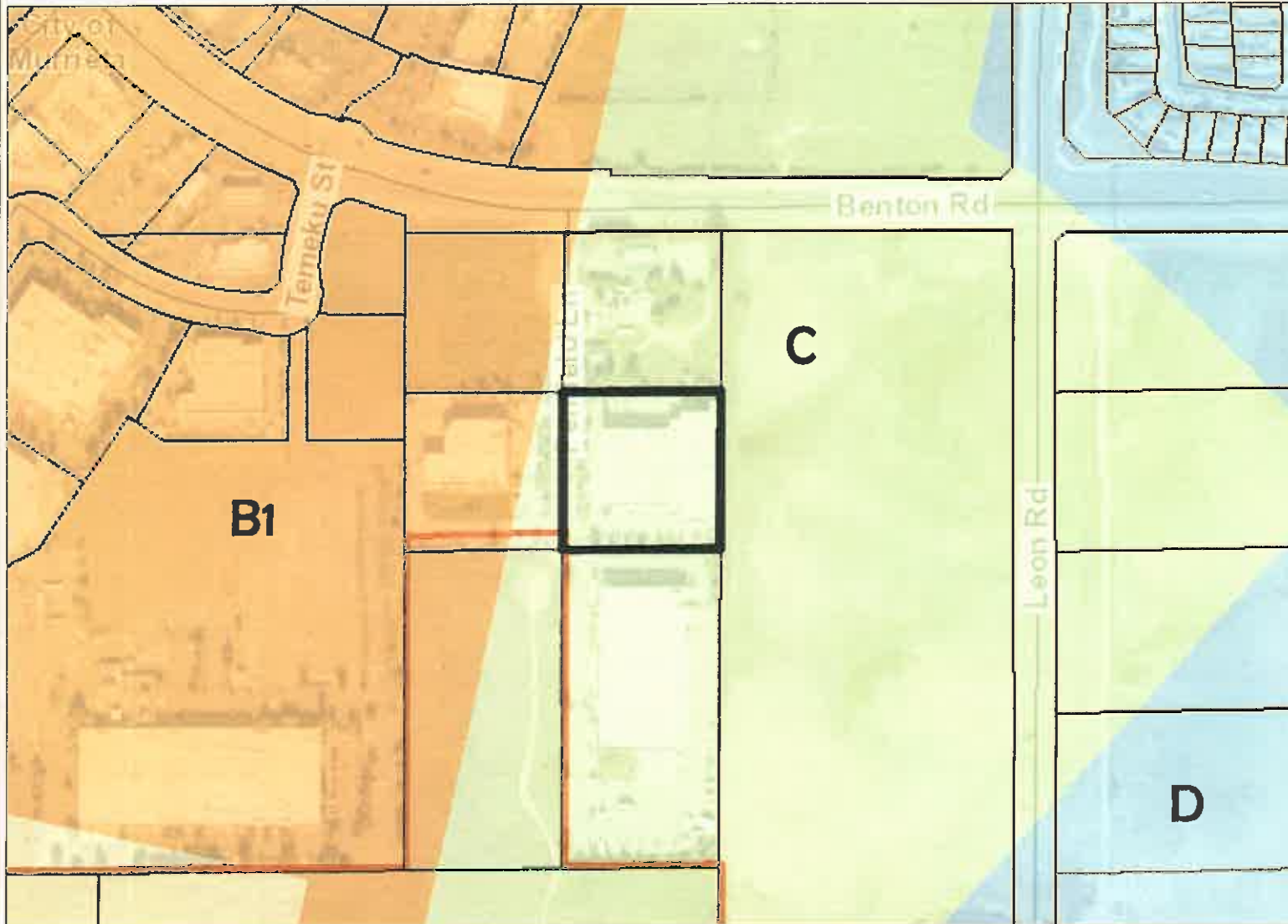


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### Notes

# Map My County Map



### Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-FXC5



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### Notes

# Map My County Map



**Legend**

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



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**Notes**

# Map My County Map



- ### Legend
- County Centerline Names
  - Blueline Streams
  - City Areas
  - World Street Map



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### Notes

# Map My County Map



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



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**Notes**

# Map My County Map



## Legend

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



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## Notes

Forza One\*\* **TEMECULA**

Date	Maximum Player and Coaches within the Day at any one time	Total Player and Coaches for the Day (8 a.m. to 9p.m.)	# of Coaches Per Day	# of Players & Coaches @ 8 a.m.	# of Players & Coaches @ 9 a.m.	# of Players & Coaches @ 10 a.m.	# of Players & Coaches @ 11 a.m.	# of Players & Coaches @ 12 noon	# of Players & Coaches @ 3 p.m.
1/1/2021 (Friday)	1	4	2	0	0	0	0	0	0
1/2/2021 (Saturday)	5	5	0	0	0	5	0	0	0
1/3/2021 (Sunday)	3	6	3	0	0	0	0	0	3
1/4/2021 (Monday)	76	156	29	0	0	1	0	0	14
1/5/2021 (Tuesday)	62	197	24	0	0	0	0	0	15
1/6/2021 (Wednesday)	97	208	20	0	0	1	0	0	3
1/7/2021 (Thursday)	68	203	24	0	0	1	0	0	3
1/8/2021 (Friday)	56	126	17	0	0	0	0	0	1
1/9/2021 (Saturday)	66	103	15	0	1	33	20	12	4
1/10/2021 (Sunday)	3	5	2	0	1	0	0	2	0
1/11/2021 (Monday)	84	188	28	0	0	0	0	0	14
1/12/2021 (Tuesday)	68	214	31	0	0	0	0	0	16
1/13/2021 (Wednesday)	65	190	26	0	0	0	0	0	5
1/14/2021 (Thursday)	69	212	28	0	0	0	0	0	3
1/15/2021 (Friday)	54	125	15	0	0	0	0	0	2
1/16/2021 (Saturday)	78	99	10	10	16	17	13	22	0
1/17/2021 (Sunday)	1	2	1	0	0	1	0	0	0
1/18/2021 (Monday)	63	178	23	0	13	0	0	0	0
1/19/2021 (Tuesday)	72	211	30	0	0	0	0	0	16
1/20/2021 (Wednesday)	70	202	29	0	0	0	0	0	5
1/21/2021 (Thursday)	64	200	21	0	0	0	0	0	3
1/22/2021 (Friday)	60	129	16	0	0	0	0	0	1
1/23/2021 (Saturday)	12	50	3	0	9	0	20	5	0
1/24/2021 (Sunday)	0	0	0	0	0	0	0	0	0
1/25/2021 (Monday)	74	176	23	0	0	0	0	1	2
1/26/2021 (Tuesday)	54	185	28	0	0	0	0	1	11
1/27/2021 (Wednesday)	67	188	21	0	0	0	1	1	1
1/28/2021 (Thursday)	69	192	24	0	0	0	0	1	0
1/29/2021 (Friday)	60	130	20	0	0	0	1	1	0
1/30/2021 (Saturday)	14	99	9	12	7	21	11	23	1
1/31/2021 (Sunday)	0	0	0	0	0	0	0	0	0
Total for month	1535								
days per month	31								
Average per day	50								

\* Afternoon players are grouped as follows: 3 p.m.-6 p.m., 6 p.m. - 8 p.m., and 8 p.m. - 10 p.m. There is no overlap.

% No more than 1 coach per team is on the courts during the groupings in \* above.





**36580 Penfield Lane – Maximum Occupancy Calculations for Suites 100-A/B and 101-A/B Based on Use**

<b>Business Hours - Crunch Fitness Suites 100-A/B</b>	<b>Average/Typical Peak Hours</b>	<b>Max Employees / Max Patrons 8 a.m. – 12 p.m.</b>	<b>Max Employees / Max Patrons 12 p.m. – 3 p.m.</b>	<b>Max Employees / Max Patrons 3 p.m. – 10 p.m.</b>	<b>Source and Date of Information</b>
Mon – Thurs: 5 a.m. to 11 p.m.  Friday: 5 a.m. to 9 p.m.  Sat – Sun: 7 a.m. to 7 p.m.	Mon – Fri: 9 a.m. to 11:30 a.m.  4:30 p.m. to 7:30 p.m.  Sat – Sun: 9 a.m. to 11:30 a.m.	Mon – Fri: Max Employees: 4 Max Patrons: 36  Total: 40  Sat – Sun: Max Employees: 2 Max Patrons: 18  Total: 20	Mon – Fri: Max Employees: 2 Max Patrons: 13  Total: 15  Sat – Sun: Max Employees: 1 Max Patrons: 9  Total: 10	Mon – Fri: Max Employees: 3 Max Patrons: 27  <b>Total: 30</b>  Sat – Sun: Max Employees: 2 Max Patrons: 10  Total: 12	Business Hours: Crunch Website, accessed 1-12-2021.  Peak hours and numbers of employees and patrons provided by Jennifer Bernal, the operations manager at Crunch Fitness, via Barret Woods, Manager of GHD Properties, LLC. Data provided is from 1-01-2020 to 3-01-2020 (see attached letter)
Total maximum persons on site in Suites 100 A/B during peak hours = 40					

<b>Business Hours - Forza Volleyball Suites 101-A/B</b>	<b>Average/Typical Peak Hours</b>	<b>Max Employees / Max Patrons 8 a.m. – 12 p.m.</b>	<b>Max Employees / Max Patrons 12 p.m. – 3 p.m.</b>	<b>Max Employees / Max Patrons 3 p.m. – 10 p.m.</b>	<b>Source and Date of Information</b>
Mon – Fri: 3 p.m. to 12 a.m.  Sat: 8 a.m. to 12 a.m.  Sun: 8 a.m. to 12 a.m.	Mon – Fri: 4 p.m. to 10 p.m.  Sat: 10 a.m. to 1 p.m. 4 p.m. to 6 p.m.	Mon – Fri: Max Employees: 2 Max Patrons: 0  Total: 2  Sat: Max Employees: 10 Max Patrons: 60  Total: 70	Mon – Fri: Max Employees: 2 Max Patrons: 0  Total: 2  Sat: Max Employees: 10 Max Patrons: 60  Total: 70	Mon – Fri: Max Employees: 10 Max Patrons: 60  <b>Total: 70</b>  Sat: Max Employees: 2 Max Patrons: 0  Total: 2	Information provided by Ardian Marina, Forza One Volleyball Owner, using schedules and rosters for the Forza 1 Volleyball Temecula Location at 27711 Diaz Road, Temecula, CA. – for the time period from 8/1/2019 to 12/31/2019.
Practices are carried out in 2 hour blocks on 5 courts. Max Employees calculation: 2 coaches per team x 5 courts/teams = 10 coaches or employees. Max Patrons calculation: 12 players per court x 5 courts/teams = 60 players or patrons. Total maximum persons on site in Suites 101 A/B during peak hours = 70					

Total maximum persons on site in Suites 100 A/B and Suites 101 A/B during peak hours = 100 (70 + 30). Total maximum persons allowed on site per ALUC = 198. The underlying parcel size is 2.47 acres, which allows a maximum of 198 people (for the entire site) in order to be consistent with the average criteria intensity of maximum 80 people per acre (2.47 x 80).

# GHD Properties LLC

3535 Inland Empire Blvd, Ontario CA 91764, 909-373-2921

January 11, 2021

Matthew Fagan  
Angie Douvres  
Matthew Fagan Consulting Services, Inc.  
42011 Avenida Vista Ladera  
Temecula, CA 92591

**Re: Crunch Fitness Occupant Clarification, 36580 Penfield Lane, Winchester, CA**

Dear Matthew and Angie,

I interviewed Jennifer Bernal, the operations manager at Crunch Fitness, on Penfield Lane in Winchester, CA regarding the building occupancy peak times. Jennifer stated the location receives its highest occupancy from 9 a.m. to 11:30 a.m., during the weekdays. At that time, the gym averages 30 occupants, with a peak of around 40 (includes employees and patrons). The second greatest occupancy time, is Monday through Friday from 4:30 p.m. to 7:30 p.m. During this time, the gym averages 20 occupants with a peak of around 30 (includes employees and patrons). All other off times, including the weekends, have considerably less occupants at a given time. Feel free to contact me with any additional questions pertaining to this matter.

Sincerely,

GHD Properties LLC (Property Owner of 36580 Penfield Lane)



Barret Woods  
Manager

## **36580 Penfield Lane – Volleyball Facility**

The Project site is located at 36580 Penfield Lane and would occupy Units 101 A & B, of the existing building. The proposed Project is described as follows:

- Indoor volleyball courts to be used for instruction and games with 5 indoor courts and 762 square feet of indoor training/team fitness space.
- Hours and days of operation.
  - Monday through Friday: 3 p.m. to 12 a.m.
  - Saturday: 8 a.m. to 12 a.m.
  - Sunday: 8 a.m. to 12 a.m.
- Estimated total number of people in attendance: Maximum estimated occupancy is 120.
- Total number of on-site parking spaces: 54
  - Street parking is also available.
  - It should be noted that the majority of athletes are dropped off and many people carpool.

The Project site is located in located in Planning Area 3 of Specific Plan (SP) Number 265A1.

According to the Zoning Ordinance 348.4814 for the SP:

"The uses permitted in Planning Area 3 of Specific Plan No. 265 shall be the same as those permitted in Article XI, Section 11.2 of Ordinance No. 348, except that the uses permitted pursuant to Section 11.2.b.(1) c)1. through 4. and 6.; d)1. through 4.; f)1.; g)1. and 5.; h.1 through 9.; i).1,2. and 4.;k 1.through 8.; m)1., 4. and 9.; Section 11.2.b. (2),c), i), k), l), o), s), t), u), v), w), x) and y); Section 11.2.c. (2), (3), (6) and (17); and Section 11.2.e shall not be permitted."

The Project is not expressly allowed, nor prohibited, by Specific Plan No. 265. Therefore, we are directed to Article XI, Section 11.2 of Ordinance No. 348.

Article XI, Section 11.2 of Ordinance No. 348 does not expressly allow, or prohibit, the proposed use.

According to Section 11.2 (Uses Permitted), B.2 (service and commercial uses), letter "n," health and exercise centers are allowed with the approval of a Plot Plan. As provided in the description above, the proposed Project would fall into this category for the following reasons:

- The Project would primarily have a similar intensity of use as a health and exercise center.
- Parking demand during peak hours would be comparable to a health and exercise center for regular use.
- The Project would have tournaments which would be conducted off peak in the predominantly industrial/business park area that is located in. Number of people congregating for the tournaments would have a similar intensity to a church use (see Section 11.2 (Uses Permitted), B.2 (service and commercial uses), letter "z," church uses.

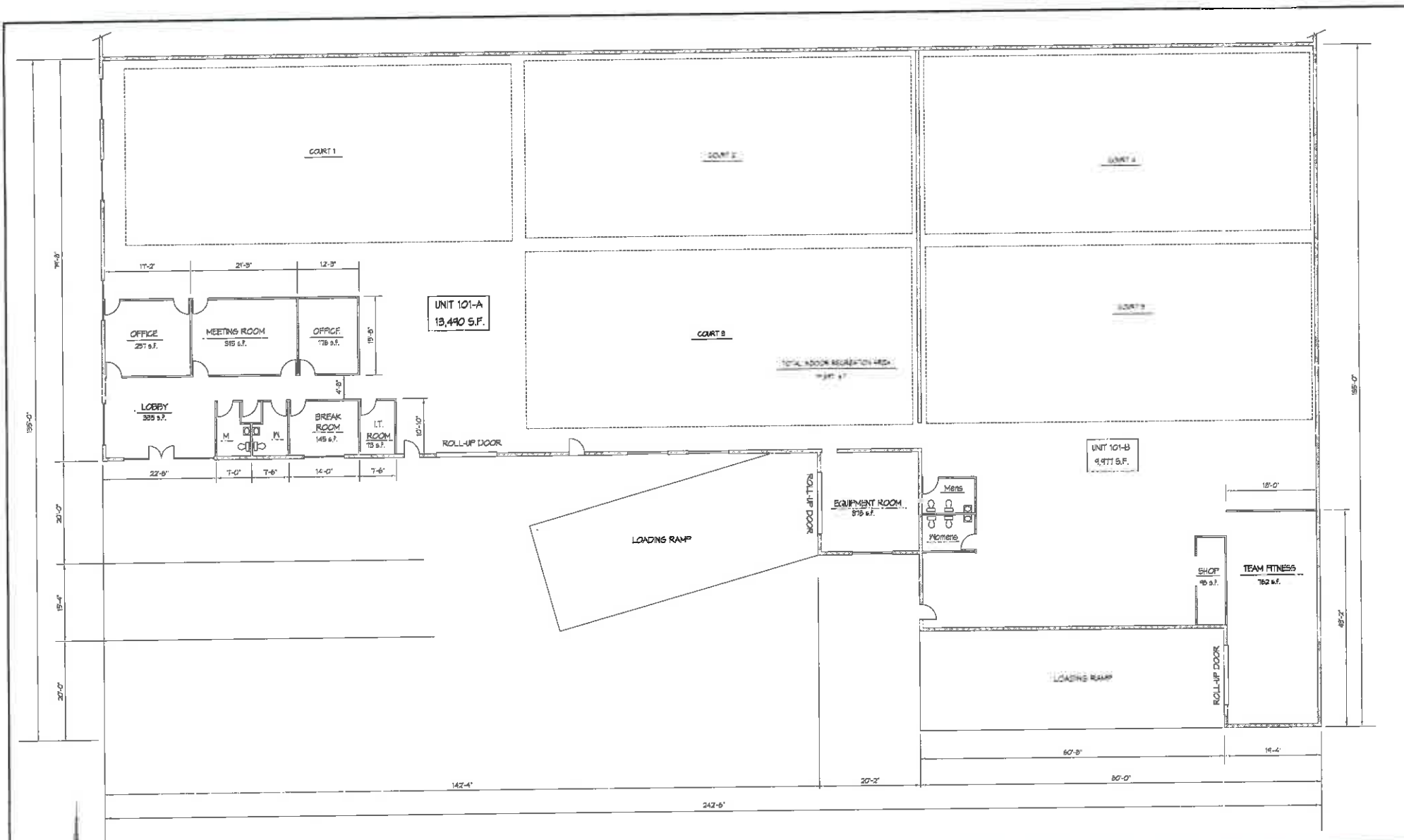
It should be noted that according to Section 11.2 (Uses Permitted), G: "Any use that is not specifically listed in Subsections B. and C. may be considered a permitted or conditionally permitted use provided that the Planning Director finds that the proposed use is substantially the same in character and intensity as those listed in the designated Subsections. Such a use is subject to the permit process which governs the category in which it falls."

Based on the reasons provided above, the Planning Department/Director may find the proposed Project consistent with the zoning.

**Indoor Volleyball Facility  
10-20-2020**

- Description of the proposed business operations: Indoor volleyball courts to be used for instruction and games.
- Hours and days of operation.
  - Monday through Friday: 3 p.m. to 12 a.m.
  - Saturday: 8 a.m. to 12 a.m.
  - Sunday: 8 a.m. to 12 a.m.
- Number of courts: 5
- Estimated total number of people in attendance: Maximum estimated occupancy is 120.
- Total number of on-site parking spaces: 54
  - Street parking is also available.
  - It should be noted that the majority of athletes are dropped off and many people carpool.





FLOOR PLAN  
Scale: 1/8" = 1'-0"

**PLOT PLAN 26309- Substantial Conformance I**  
 ASSESSOR'S PARCEL NUMBER  
 PROPERTY ADDRESS/LOCATION  
 DATE EXHIBIT MAP PREPARED:

NO.	DATE	DESCRIPTION

APPLICANT:  
 Ardian Marine  
 43885 Letino Court  
 Temecula, Ca. 92592  
 951-522-4750  
 email - ardiannmarine@gmail.com

OWNER:  
 GRD Properties LLC  
 Attn: Barrel Woods  
 3535 Inland Empire Blvd  
 Ontario, Ca. 91764  
 Tel: 909-370-3807  
 email - bwoods@grd-ssoc.com

PREPARED BY:  
**CJ CONSULTING**  
 1027 W. Lincoln Ave.  
 Fort Washington, WI. 53074  
 Tel: 951-265-8146  
 email - cjcons.int@verizon.net

**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The County of Riverside Planning Department should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Ms. Kathleen Mitchell at (951) 955-6836.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website [www.rcaluc.org](http://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](mailto:prull@rivco.org). Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

**DATE OF HEARING:**                    **March 11, 2021**

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

**Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the Place of Hearing, as listed above. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org)**

**CASE DESCRIPTION:**

ZAP1105FV20 – Forza One Volleyball, Ardian Marina (Representative: Matthew Fagan Consulting Services, Inc.) – County of Riverside Case No. PP26309S01 (Plot Plan Substantial Conformance). A proposal to establish a 23,467 square foot indoor volleyball practice facility within an existing 46,934 square foot commercial building on 2.47 acres, located at 36580 Penfield Lane, southerly of Benton Road, westerly of Leon Road, and easterly of Temeku Street (Airport Compatibility Zone C of the French Valley Airport Influence Area).



# RIVERSIDE COUNTY

## AIRPORT LAND USE COMMISSION

### APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1105FV20 DATE SUBMITTED: 12-3-20

**APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION**

Applicant	<u>ARDIAN MARINA</u>	Phone Number <u>951-552-4760</u>
Mailing Address	<u>43885 LATINO COURT, TEMECULA, CA 92592</u>	Email <u>ardianmarina@gmail.com</u>

Representative	<u>MATTHEW FAGAN CONSULTING SERVICES, INC. - ANGIE DOUVRES</u>	Phone Number <u>951-415-6044</u>
Mailing Address	<u>42011 AVENIDA VISTA LADERA, TEMECULA, CA 92592</u>	Email <u>ANGIE.DOUVRES@VERIZON.NET</u>

Property Owner	<u>SCOTT OSLUND</u>	Phone Number <u>909-373-2921</u>
Mailing Address	<u>3535 INLAND EMPIRE BLVD., ONTARIO, CA 91764</u>	Email <u>sostlund@lee-assoc.com</u>

**LOCAL JURISDICTION AGENCY**

Local Agency Name	<u>RIVERSIDE COUNTY PLANNING DEPARTMENT</u>	Phone Number <u>951-955-6836</u>
Staff Contact	<u>KATHLEEN MITCHELL</u>	Email <u>kmitchell@rivco.org</u>
Mailing Address	<u>4080 Lemon Street, 12th Floor, Riverside, CA 92501</u>	Case Type
Local Agency Project No	<u>PP26309S01</u>	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input checked="" type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other

**PROJECT LOCATION**

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

Street Address	<u>36580 Penfield Ln Winchester, CA 92596 - SUITES 101 A &amp; B</u>		
Assessor's Parcel No.	<u>963070020</u>	Gross Parcel Size	<u>2.47 ACRES</u>
Subdivision Name	<u>PM 13651</u>	Nearest Airport and distance from Air-	<u>FRENCH VALLEY - 1 MILE</u>
Lot Number	<u>C</u>	port	

**PROJECT DESCRIPTION**

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

Existing Land Use (describe)	<u>LIGHT INDUSTRIAL BUSINESS - SUITE 101 A WS FORMERLY A CHURCH AND SUITE 101 B WAS VACANT</u>
	<u>SUITE 100 A IS A FITNESS CENTER AND SUITE 101 B IS USED FOR PHYSICAL THERAPY</u>

FV  
C



Proposed Land Use (describe)	INDOOR VOLLEYBALL COURTS - SEE ATTACHED STAEMENT OF OPERATIONS AND JUSTIFICATION		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units) _____		
For Other Land Uses (See Appendix C)	Hours of Operation	Monday through Friday: 3 p.m. to 12 a.m. / Saturday & Sunday: 8 a.m. to 12 a.m.	
	Number of People on Site	80	Maximum Number 120
	Method of Calculation	BASED ON PAST USE/CAPACITY	
Height Data	Site Elevation (above mean sea level)	1,352	ft.
	Height of buildings or structures (from the ground)	22	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, describe _____ _____ _____		

- 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 submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
1. . . . . Completed ALUC Application Form
  1. . . . . ALUC fee payment
  1. . . . . Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
  1. . . . . Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
  1. . . . . CD with digital files of the plans (pdf)
  1. . . . . Vicinity Map (8.5x11)
  1. . . . . Detailed project description
  1. . . . . Local jurisdiction project transmittal
  3. . . . . Gummed address labels for applicant/representative/property owner/local jurisdiction planner
  3. . . . . Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. **(Only required if the project is scheduled for a public hearing Commission meeting)**

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.2

**HEARING DATE:** March 11, 2021

**CASE NUMBER:** ZAP1107FV21 – Rancho Springs Medical Center/Universal Health Services (Representative: Jeff Wright, Heliplanners)

**APPROVING JURISDICTION:** City of Murrieta

**JURISDICTION CASE NO.:** RP2020-2200 (Revised Permit)

**MAJOR ISSUES:** Hospital patients and persons in the immediate vicinity could experience high noise levels during helicopter operations. However, based on the applicant’s noise study, the average weighted noise levels would not exceed limits. The flight paths will be aligned along Interstate 215 Freeway to minimize additional noise impacts upon area residents.

**RECOMMENDATION:** Staff recommends that the Commission find the Revised Permit **CONSISTENT**, based on the findings of the noise study, and subject to the conditions included herein.

**PROJECT DESCRIPTION:** The applicant proposes a 2,025 square foot 10 foot elevated metal helicopter landing pad (replacing the existing Emergency Medical Service [EMS] helicopter landing site) within the surface parking area of the existing Rancho Springs Medical Center at 25500 Medical Center Drive. Usage is only for emergency medical services as defined in State law, including patient travel to higher level or specialized facilities

The previous proposal (ZAP1075FV17) to formally recognize the use of a grassy area southerly of the Women’s Center building on the Rancho Springs Medical Center campus as an Emergency Medical Service (EMS) Helicopter Landing Site was found consistent by the Commission on May 11, 2017.

**PROJECT LOCATION:** The landing site is located southeasterly of the terminus of Medical Center Drive, easterly of Hancock Avenue, northerly of Murrieta Hot Springs Road, and westerly of Interstate 215. Rancho Springs Medical Center, a hospital, has an address of 25500 Medical Center Drive. The site is not located within an existing Airport Influence Area. The project site is located 2.9 miles from the French Valley Airport.

**BACKGROUND:**

The Riverside County Airport Land Use Compatibility Plan (ALUCP), adopted on October 14, 2004, articulates “procedures and criteria” that the Airport Land Use Commission (ALUC) “shall utilize when evaluating certain types of airport development proposals that...are subject to ALUC review and are addressed by the Compatibility Plan.” In the case of a new airport or heliport, the proposal may be approved if it is consistent with the specific review policies listed in Section 5.2 of

the Countywide Policies.

The ALUCP further states that, in its review of an Airport Master Plan or Airport Layout Plan, the Commission shall focus on the noise, safety, airspace protection, and overflight impacts on the surrounding land uses and must base its review on the proposed airfield design. In this regard, one of the critical issues is whether existing and/or approved land uses in the surrounding area would be considered incompatible with the heliport if the heliport were already in existence. Another critical issue is whether the proposal includes measures to mitigate the noise, safety, airspace protection, and overflight impacts on surrounding land uses. (Such measures could potentially include the siting of flight tracks so as to minimize impacts, selection of operational procedures to minimize impacts, installation of noise barriers or structural noise insulation, and/or acquisition of property interests on the impacted land.)

With regard to noise, any proposed construction or alteration “that would result in a significant increase in cumulative noise exposure (measured in terms of CNEL) shall include measures to reduce the exposure to a less-than-significant level.” “In locations having an existing ambient noise level of less than 55 dB CNEL, a project that would increase the noise level by 5.0 dB or more” would be considered to result in a significant noise increase. However, in areas with existing ambient noise levels of 55-60 CNEL, a project that would increase the noise level by 3.0 dB or more would be considered to result in a significant noise increase. In areas with existing ambient noise levels greater than 60 CNEL, a project that would increase the noise level by 1.5 dB or more would be considered to result in a significant noise increase.

#### **HELIPORT REQUIREMENTS:**

The proposed heliport is defined by the State of California Division of Aeronautics as a “special-use” heliport (CCR3527), which requires a State Heliport Permit. Special-use heliports are not open to the general public, and access is controlled by the owner in support of commercial activities, public service operations and/or personal use.

The project’s Heliport Layout Plan has been submitted to, and approved by the State of California Division of Aeronautics on December 7, 2020, indicating that the design complies with the State’s heliport design criteria. A formal application for the actual permits to the State of California Division of Aeronautics will occur following ALUC and City of Murrieta actions.

#### **NOISE STUDY:**

A noise study was prepared by Meridian Consultants, LLC and submitted to ALUC staff. The noise study is predicated on a (daily worse-case scenario) assumption of one flight during day, evening and night periods, resulting in 1,095 landings per year. However, this level of activity is more akin to a major Level-1 trauma center, rather than the Rancho Springs Medical Center (RSMC), which does not have a trauma designation and is a community hospital. Historically, the RSMC hospital received just 85 landings in 2018, and 16 landings in the first quarter of 2019 for an annual projection of 64 landings. Use of the Airbus H145 (formerly the Eurocopter EC145), which produces a higher noise level than the other helicopter models that might be used, was assumed in the model in order to generate a “worst-case” noise scenario.

In 2016, noise monitoring was conducted by the consultant for the previous Emergency Medical Service Helicopter Landing site (which is approximately 500 feet west of the proposed helicopter landing pad). The study selected four sensitive receptor locations along the flight path for the analysis which includes locations along Jackson Avenue, Walsh Center Drive, Rockcrest Drive, and Hancock Avenue. These measured noise levels represent day-to-day noise from sources near the project site, including traffic along local streets and the I-215. Ambient noise levels were measured over a 24-hour period at each site. Average daytime noise levels ranged from a low of 59.1 dBA Leq to a high of 71.6 dBA Leq. Additionally, average nighttime noise levels ranged from a low of 51.1 dBA Leq to a high of 64.3 dBA Leq. Average 24-hour CNEL noise levels at these sites varied from a low of 60.4 CNEL to a high of 72.8 CNEL.

The 2020 noise study took additional short-term measurements at the same locations on July 30, 2020, between two time intervals: 7:00 a.m. to 10:00 p.m. (daytime) and 10:00 p.m. to 7:00 a.m. (nighttime) The daytime ambient noise levels ranged from a low of 55.2 dBA to a high of 69.2 dBA. Additionally, nighttime ambient noise levels ranged from a low of 41.6 dBA to a high of 56.4 dBA.

Similar to the previous 2016 study, the 2020 noise study utilized the 3D noise modeling software, SoundPLAN, to determine the potential future noise levels from the operation of the proposed helicopter landing pad. The analysis concludes that the worse-case assumption of one flight occurring during the daytime, evening, and nighttime periods would have no significant impact on future average noise levels, in that noise levels resulting from landing site operations would not result in perceptible increases when compared to the ambient noise environment. Maximum 24-hour CNEL levels resulting from landing site operations would range from a low of 26.7 dBA CNEL to a high of 40.0 dBA CNEL, well below the ambient background CNEL from current conditions.

Similar to the 2016 study, the 2020 noise study does not include a single-event noise level discussion. However, hourly noise levels are provided in the Appendix B.2 of the 2020 study. Modeled results reveal that the one-hour Leq average noise level when compared to the ambient daytime environment during a daytime flight would increase by up to 0.2 dBA (a decrease of 0.4 dBA when compared to the 2016 study) at Site 3, and no increases at Site 1 (a decrease of 0.4 dBA when compared to the 2016 study). These levels are in compliance with the Countywide Policies.

#### **FAA AIRSPACE DETERMINATION:**

On January 29, 2020, the Federal Aviation Administration issued a determination that the heliport (Airspace Case No. 2020-AWP-5585-NRA) “will not adversely affect the safe and efficient use of airspace by aircraft” with conditions (which are included below).

#### **CONDITIONS:**

1. No operations (take offs or landings) shall be conducted until such time as the State of California Department of Transportation Division of Aeronautics has issued a Site Approval Permit and subsequent Heliport Permit pursuant to Sections 3525 through 3560 of Title 21 of the California Code of Regulations.
2. The heliport shall be designed and constructed in accordance with the FAA Advisory Circular 150/5390-2C, Heliport Design.

3. Operations are to be conducted at this facility only during Visual Flight Rule (VFR) conditions, for private use only, and in accordance with the restrictions/requirements of the overlying class of airspace.
4. The landing areas operator shall ensure and maintain obstruction-free routes of ingress/egress to the landing area.
5. The proposed heliport shall comply with local planning, zoning laws and regulations.
6. Recommend all ingress/egress routes have at the very minimum a clear 8:1 visual approach slope and any Flight Standard's provisions must be satisfactorily addressed.
7. Helicopter idle time shall be minimized as much as possible.



Federal Aviation Administration

December 29, 2020

TO:
RANCHO SPRINGS MEDICAL
CENTER
Attn: Alex Munoz
25500 MEDICAL CENTER DRIVE
MURRIETA, CA 92562
alejandro.munoz@uhsinc.com

CC:
Jeff Wright
Heliplanners
41689 Enterprise Circle North, Suite
Temecula, CA 92590
jeffwright@heliplanners.com

NOTICE OF HELIPORT AIRSPACE ANALYSIS DETERMINATION
ESTABLISH PRIVATE USE HELIPORT
\*\*CONDITIONAL NO OBJECTION\*\*

The Federal Aviation Administration(FAA) has conducted an aeronautical study under the provisions of Title
14 of the Code of Federal Regulations, Part 157, concerning:
RE: (See attached Table 1 for referenced case(s))

Table 1 - Letter Referenced Case(s)

Table with 8 columns: ASN, Prior ASN, Heliport Name, Description, Location, Latitude (NAD83), Longitude (NAD83), Heliport Elevation (feet). Row 1: 2020-AWP-5585-NRA, RANCHO SPRINGS MEDICAL CENTER EMS LANDING SITE, LAP ASN # 2020-WSA-117-LAP Replace existing at-grade hospital heliport (LOC ID CA17) with new elevated metal heliport with standard heliport lighting approximately 10' above grade and approximately 500' to the northeast on same hospital campus., MURRIETA, CA, 33-33-30.96N, 117-10-55.63W, 1163

We have completed an airspace analysis to establish the subject private use heliport. As studied, the location is approximately 2 nautical miles E of MURRIETA, CA.

Our aeronautical study has determined that the private use heliport will not adversely affect the safe and efficient use of airspace by aircraft provided the following conditions are met and maintained. Reference FAA Advisory Circular (AC) 150/5390-2, Heliport Design (Current version).

Established helipad latitude and longitude are as listed above, based on the North American Datum of 1983 (NAD 83).

Operations are to be conducted at this facility only during Visual Flight Rule (VFR) conditions, for private use only, and in accordance with the restrictions/requirements of the overlying class of airspace.

The landing areas operator shall ensure and maintain obstruction-free routes of ingress/egress to landing area.

The proposed heliport shall comply with the local planning, zoning laws and regulations.

Recommend all ingress/egress routes have at the very minimum a clear 8:1 visual approach slope and any Flight Standard's provisions must be satisfactorily addressed.

Flight Standards has conducted an initial evaluation of this pre-construction, replacement hospital heliport site virtually. An on-site evaluation will be conducted upon completion of site construction, upon the removal of COVID-19 travel restrictions, and when resources are available. If necessary, Flight Standards will provide an additional case response once the on-site evaluation has been completed. This response is for the virtual evaluation and is considered preliminary for airspace determination purposes. We have no objection to the proposal. Flight Standards recommends the proponent meet all state and local requirements, the landing area be limited to private-use only, and all operations be conducted in visual conditions. We recommend the heliport meet and maintain the standards of FAA Advisory Circular 150/5390-2C Heliport Design. This is a recommendation only. Additionally, we strongly recommend the proponent reexamine obstacles in the vicinity of the approach/departure paths on an annual basis in accordance with the AC.

This determination does not mean FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of the navigable airspace by aircraft and with respect to the safety of persons and property on the ground. In making the determination, the FAA has considered matters such as the effect the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and known natural objects within the affected area would have on the heliport proposal.

The FAA cannot prevent the construction of structures near a heliport. The heliport environment can only be protected through such means as local zoning ordinances or acquisitions of property in fee title or aviation easements, letters of agreement, or other means. This determination in no way preempts or waives any ordinances, laws, or regulations of any government body or agency.

Please complete, sign, date, and return the enclosed Airport Master Record 5010 Form. Instructions for completing the form can be found online at <https://www.faa.gov> in AC 150/5200-35A, "Submitting the Airport Master Record in Order to Activate a New Airport". This action will ensure your heliport is activated.

In order to avoid placing any unfair restrictions on users of the navigable airspace, this determination is valid until 06/30/2022. Should the airport not be established and the Airport Master Record 5010-5 Form not returned by 12/30/2021, an extension of our determination should be requested in writing by 05/30/2022. Should you not elect to establish the airport, please notify the FAA in writing by 05/30/2022.

Be advised, in accordance with 14 CFR Part 157, any construction, alteration to, or abandonment of the subject heliport requires notice to the FAA for aeronautical review. Notice for these actions can be given using FAA Form 7480-1, "Notice for Construction, Alteration, and Deactivation of Airports", and returned to my attention.

If you have any questions concerning this determination or completion of the Airport Master Record form, please contact me at [darlene.williams@faa.gov](mailto:darlene.williams@faa.gov) or at .

Sincerely,

Darlene Williams

DivUser

**Signature Control No: 458652442-461290074**

Attachment: Airport Master Record 5010 Form





**AIRPORT MASTER RECORD**

> 1 ASSOC CITY: MURRIETA 4 STATE: CA LOC ID: CA17 FAA SITE NR: 01931.18  
 > 2 AIRPORT NAME: RANCHO SPRINGS MEDICAL CENTER EMS LANDING SITE 5 COUNTY: Riverside  
 3 CBD TO AIRPORT (NM): 2 E 6 REGION/ADO: AWP/LAX 7 SECT AERO CHT: LOS ANGELES

<u>GENERAL</u>		<u>SERVICES</u>	<u>BASED AIRCRAFT</u>
10 OWNERSHIP:	PR	70 FUEL:	90 SINGLE ENG: 0
11 OWNER:	SOUTHWEST HEALTHCARE SYSTEM		91 MULTI ENG: 0
12 ADDRESS:	25500 MEDICAL CENTER DRIVE MURRIETA CA 92562		92 JET: 0
13 PHONE NR:	951-696-6000		TOTAL: 0
14 MANAGER:	ILLYA ESPOSITO		93 HELICOPTERS: 0
15 ADDRESS:	25500 MEDICAL CENTER DRIVE MURRIETA CA 92562		94 GLIDERS: 0
16 PHONE NR:	951-600-4305		95 MILITARY: 0
17 ATTENDANCE SCHEDULE:			96 ULTRA-LIGHT: 0

MONTHS DAYS HOURS

18 AIRPORT USE: Private  
 19 ARPT LAT: 33-33-27.8900N Estimated  
 20 ARPT LONG: 117-11-00.1300W  
 21 ARPT ELEV: 1157.0 Estimated  
 22 ACREAGE: 0  
 > 23 RIGHT TRAFFIC:  
 24 NON-COMM LANDING:

FACILITIES  
 > 80 ARPT BCN:  
 > 81 ARPT LGT SKED:  
 > 82 UNICOM: 0.0  
 83 WIND INDICATOR: Y-L  
 84 SEGMENTED CIRCLE:  
 85 CONTROL TWR: NO  
 86 FSS:  
 87 FSS ON ARPT: NO  
 88 FSS PHONE NR:  
 89 TOLL FREE NR:

RUNWAY DATA

> 30 RUNWAY IDENT: H1  
 > 31 LENGTH: 50  
 > 32 WIDTH: 50  
 > 33 SURF TYPE-COND: TURF-GOOD

LIGHTING/ARPH AIDS

> 40 EDGE INTENSITY: NSTD  
 > 42 RWY MARK TYPE-COND:

OBSTRUCTION DATA

50 FAR 77 CATEGORY:  
 51 DISPLACED THR:  
 52 CTLG OBSTN:  
 53 OBSTN MARKED/LGTD:  
 54 HGT ABOVE RWY END:  
 55 DIST FROM RWY END:

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

111 OWNER/MANAGER SIGNATURE 113 DATE:

# HELIPLANNERS

41689 Enterprise Circle North, Suite 212, Temecula, California 92590 USA  
Phone: (951) 693-5090 Toll-Free: (866) 215-6020  
www.heliplanners.com

Aviation Planning Consultants  
Helicopter Specialists

26 January 2021

Mr. Paul Rull  
Principal Planner  
Riverside County Airport Land Use Commission  
Riverside County Administrative Center  
4080 Lemon Street, 9<sup>th</sup> Floor  
Riverside, CA 92501

**Subject: Rancho Springs Medical Center Helicopter, Murrieta, California  
Airport Land Use Commission Application**

Dear Mr. Rull:

HOK Architects has retained Heliplanners to assist with planning, design and permitting aspects of a new heliport (helicopter landing facility) at Rancho Springs Medical Center (RCMS) in Murrieta. This letter serves as our application to the Riverside County Airport Land Use Commission (ALUC) for review of the project. The RCMS campus includes approximately 15.7 acres at 25500 Medical Center Drive, Murrieta.

Terminology note: Helicopter landing facilities are commonly referred to by a variety of names including heliport, helistop, helipad, landing zone (LZ), etc. All meet the FAA definition of "heliport": "The area of land, water, or a structure used or intended to be used for the landing and takeoff of helicopters, together with appurtenant buildings and facilities." A "helistop" is simply a low activity heliport that does not include helicopter maintenance, rental, refueling, flight training, etc., activities that might occur at a more comprehensive heliport. For example, a hospital "helistop" such as this project at RCMS is a facility for helicopters to drop off or pick up passengers (patients, medical teams, etc.) and/or cargo (live organs or medical equipment such as isolettes). However, a helistop still meets FAA's definition of a heliport. We use "heliport" herein as an all-inclusive term for *all* helicopter landing facilities.

## **Project Need**

Universal Health Services (UHS), RCMS' owner, is in the process of expanding its campus to better serve residents of Murrieta and nearby Riverside County areas. The heliport's primary use would be to continue to transport patients out to hospitals with higher levels of care. A frequent destination is Rady Children's Hospital in San Diego. The heliport would continue at approximately existing operations levels. Any growth would be triggered only by local population growth. The campus currently maintains an "EMS Landing Site," a lower category of helicopter landing site under California's regulations. An EMS Landing Site is exempt from the State's permitting requirements that Caltrans Division of Aeronautics, tasked with permitting heliports and airports in California, follows. The ALUC reviewed the EMS Landing Site while it was going through regulatory compliance in 2016/2017 and found it to be consistent with Riverside County's adopted Airport Land Use Compatibility Plan. The new heliport has been designed to full Caltrans Aeronautics permitting criteria and will therefore provide an even safer facility. Caltrans Aeronautics will issue a Heliport Permit upon its post-construction inspection. Caltrans Aeronautics will then inspect it approximately annually for ongoing compliance as it does with all permitted hospital heliports in California. These factors support the need for continued rapid helicopter transport capability from RCMS to serve Riverside County residents.

## **Project Description**

The heliport will be located near the campus' eastern edge. It will consist of a 45-foot square elevated metal landing pad with associated wind cone, safety net for fall protection, lighting, and painted markings. A gurney ramp will connect the hospital's Emergency Department with the landing pad surface. It will include an emergency egress stairway per National Fire Protection Association (NFPA) criteria. It has

26 January 2021

Mr. Rull  
Page 2

HELIPLANNERS

Aviation Planning Consultants – Heliport Specialists

been designed to FAA criteria to serve EMS helicopters including the Airbus Helicopters H145 and H135, commonly used regionally for medical transports. Both weigh less than 9,000 pounds. The most common regional helicopter providers are Mercy Air and REACH Air Medical Services. The design complies with FAA's Heliport Design document. -+

The site lies within FAA-designated "Class E" airspace. The closest public use airport is French Valley (F70), 2.9 nm northeast. The site is well outside that airport's normal traffic pattern.

The project team is undertaking a Mitigated Negative Declaration for the hospital expansion with the City of Murrieta serving as lead agency under the California Environmental Quality Act (CEQA). The heliport has been analyzed as part of that process. Meridian Consultants prepared a Noise Analysis Technical Report as part of the process. We attach Meridian's report for the Commissioners' reference.

#### Other Agencies

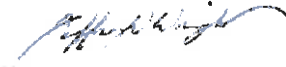
Heliplanners has submitted the project to the Federal Aviation Administration (FAA) for airspace review per Part 157, Notice of Landing Area Proposal, of the Federal Aviation Regulations. We attach a copy of FAA's Heliport Airspace Analysis Determination.

We have submitted our Heliport Layout Plan (HLP) to Caltrans' Division of Aeronautics, the agency tasked with permitting heliports and airports in the state. Caltrans approved our HLP on 7 December 2020, indicating its concurrence that the design complies with the State's heliport design criteria. We enclose a stamped, signed copy. Heliplanners will submit a full formal application to Caltrans Aeronautics following ALUC and City of Murrieta actions.

We look forward to the Commission's positive response to this heliport proposal, as it will help Rancho Springs Medical Center to better serve Murrieta's and Riverside County's residents.

We stand ready to answer any questions that you might have. Please call at your convenience.

Sincerely,



Jeffrey W. Wright  
President

encl:

- o Riverside County ALUC Application Form
- o UHS' Check for standard ALUC application fee (CREDIT CARD)
- o Heliport Layout Plan
- o FAA "Heliport Airspace Analysis Determination – Conditional No Objection"
- o Noise Analysis Technical Report, Rancho Springs Medical Center Expansion and Helipad Relocation Project

c: Via email with only key attachments:

- o UHS: Mike Engel
- o HOK Architects: Paul Morgan, Yvonne Nagy, Suren Sumian, Willie Nishizawa, Karl Sobel
- o DPR: Julie Davis
- o Strom Permits: Terry Strom
- o RECON Environmental: Nick Larkin
- o Meridian Consultants: Christ Kirikian
- o City of Murrieta: Juliet Mukasa
- o Caltrans Division of Aeronautics: Mike Smith



Proposed Heliport  
Existing EMS Landing Site  
Rancho Springs Medical Center

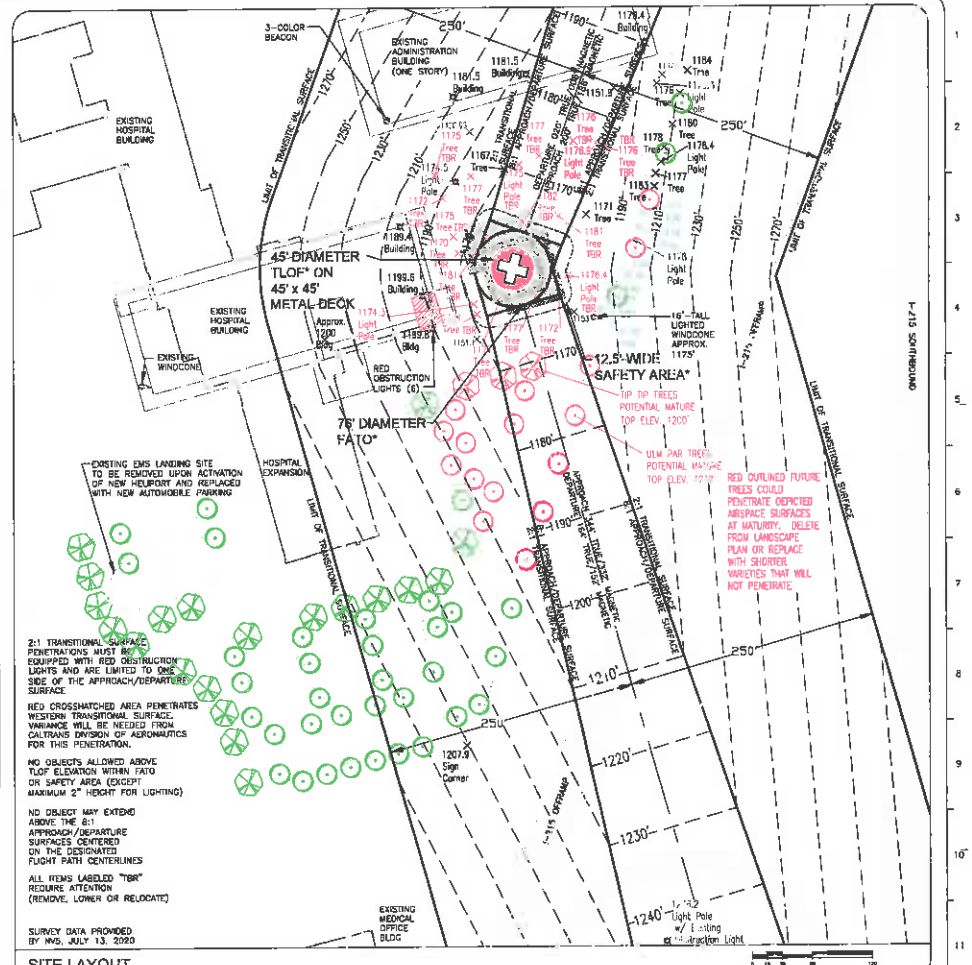
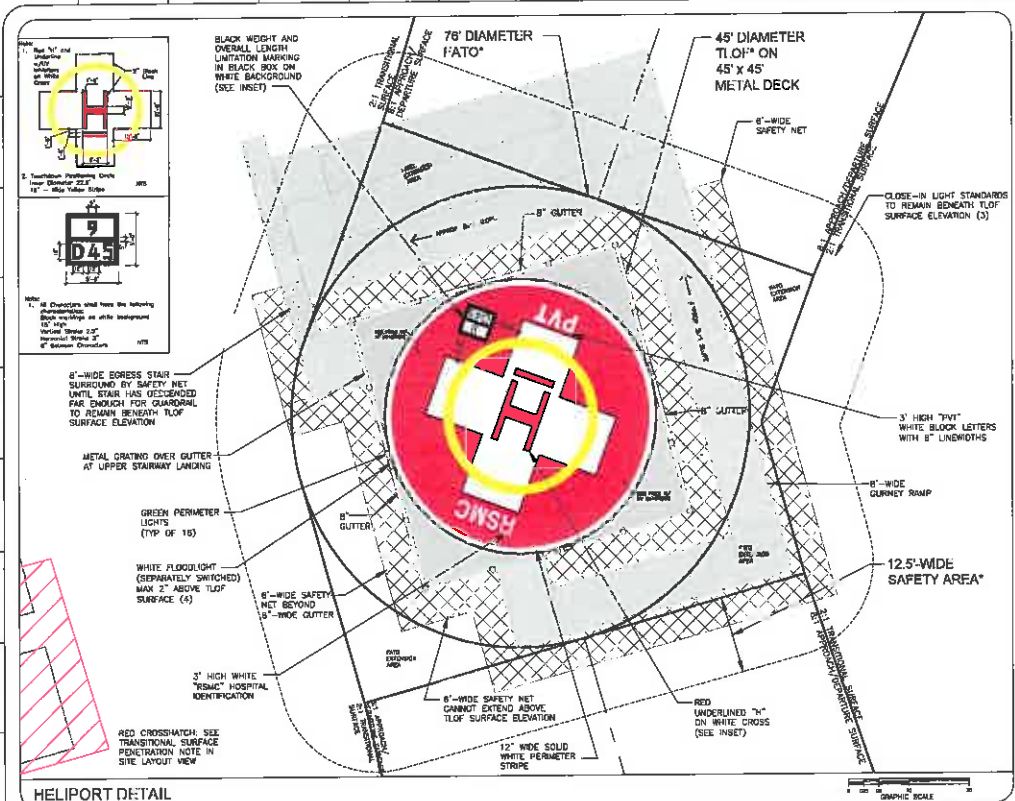
Murrieta Hot Springs

Google Earth

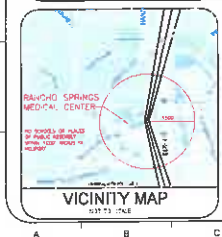
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4000 ft

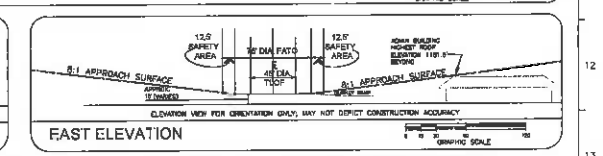
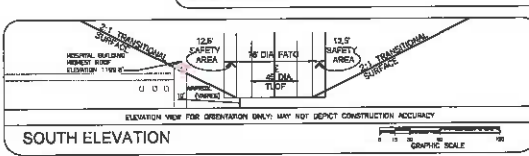




HELIPORT DATA PANEL		Elevation	
Heliport name	Rancho Springs Medical Center	Above mean sea level (MSL)	1162.78 (1163')
Street Address	25500 Medical Center Drive, Murietta, CA 92562	Above ground level (AGL)	10 (approximate)
Usage (public/private)	Private (Public safety use only)	Model(s)	Airbus H142, H135, H125, Bell 407
FMA engine class number	---	Maximum rotor diameter	37'
FMA engine determination letter code	---	Maximum overall length	43'
FMA Heliport Design advisory circular in effect at time of design	AC 150/5390-25	Maximum gross loaded weight	6000 lb
FMA Heliport Design advisory circular helicopter identification	Helicopter	Maximum fuel capacity	250 gallons
NFAA Publication #418, Heliports, heliport classification	H-1	FATO (final approach & takeoff area) length & width (or diameter)	78' Diameter
State permit	Heliport Permit number & date	TLOF (touchdown & lift-off area) length & width	45' dia. on 45' x 45' heliports
Local Agency Planning Case Number & Date	---	Obstacle clearance	12.2'
Geographic coordinates (NAD 83) of heliport center	Latitude 33° 31' 35.88"	Obstacle clearance (FATO plus safety area on each side)	101' diameter
Longitude	117° 16' 55.53"	Fuel/airer separator, maximum fuel retention capacity	None
Local magnetic declination (to nearest degree)	12° east	RFI surface material	Asph
Approach course alignment (magnetic)	188° & 332°	TLOF surface gradient & direction	N/A
Departure course alignment (magnetic)	008° & 152°	Center-to-center TLOF separation (where applicable)	N/A
Assessor's Parcel Number	912-017-032	Lighting Activation - Ambient Lighting	---
		Lighting Activation - Flood and Spot	---
		Note: objects raised above TLOF clearance within FATO or Safety Area (except maximum 2' height for lighting)	---



LEGEND	
3-color (green-white-yellow) LED heliport beacon (FEC Heliports Model HP0908 or equivalent)	Green LED parabolic light equipped with infrared emitters for IFR compatibility (FEC Heliports Model HP17000 or equivalent)
Intensity 11 white/red obstruction light and 4 photobeacons (FEC Heliports Model HP0908 or equivalent)	Obstacles and airspace contours represented as red cones
11700	To be Removed, Lowered or Relocated for Obstruction Clearance, as Appropriate
11810	White Floodlight Maximum 2' Above Adjacent Surface (Exception: Separately Switched)
11820	Photobeacon (Rating 10-A, 120-300 Per Combined NFPA 419 and California Fire Code Standards)



THIS SHEET FOR GENERAL REFERENCE AND AGENCY APPROVALS ONLY. NOT FOR CONSTRUCTION.

Heliporters Proj. Code: USH-05 Drafted: DB Checked: JWW Checked: KOW Heliporters 2020	Date: 07-24-2020 Rev 0: Rev 1: 02-28-20, Rev 7: Rev 2: 11-02-20, Rev 8: Rev 3: 11-18-20, Rev 9: Rev 4: 11-19-20, Rev 10: Rev 5: 12-04-20, Rev 11:	Client: HOK 9530 Jefferson Boulevard Culver City, CA 90232 Phone: (310) 638-9555 Proj. No.: 19-2421-00	Owner: Rancho Springs Medical Center 25500 Medical Center Drive Murietta, CA 92562 Project: Elevated Heliport Exhibit: HP-1 Heliport Layout Plan	HELIPLANNERS heliplanners.com Aviation Planning Consultants 41689 Enterprise Circle North, Ste 212 Temecula, California 92590 USA Phone: (951) 933-9090
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***Noise Analysis Technical Report***  
**Rancho Springs Medical Center Expansion &  
Helipad Relocation Project**

**PREPARED FOR:**

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3111 Camino del Rio North, Suite 600  
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**PREPARED BY:**

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**November 2020**

## Table of Contents

<u>Section</u>	<u>Page</u>
A. Executive Summary.....	1
B. Project Description.....	1
C. Environmental Setting.....	5
D. Regulatory Setting.....	16
E. Methodology.....	21
F. Impact Analysis .....	27
G. Conclusions .....	45

### Appendices

A	Noise Measurements
A.1	<i>Long-Term (CNEL) Noise Measurements (2016)</i>
A.2	<i>Short-term (15-minute) Noise Measurements (2020)</i>
B	SoundPLAN Output
B.1	<i>Roadway Noise Worksheets</i>
B.2	<i>Helicopter Noise Worksheets</i>
C	Construction Noise Worksheets
C.1	<i>Utilities – Storm Drains</i>
C.2	<i>NICU Renovation</i>
C.3	<i>Helipad Construction</i>
C.4	<i>Kitchen Service Renovation</i>
C.5	<i>Grading – Expansion</i>
C.6	<i>Building Construction</i>
C.7	<i>Canopy</i>
C.8	<i>Paving – Parking</i>
C.9	<i>Architectural Coating</i>
D	Construction Vibration Worksheets

## List of Figures

Figure	Page
1 Regional and Local Vicinity Map .....	3
2 Flight Path .....	4
3 Sound Levels and Human Response .....	8
4 Noise Monitoring Locations .....	11-14
5 Land Use Compatibility to Noise .....	20
6 EC 135 Flight Path to the North Contour Map (Daytime) .....	36
7 EC 135 Flight Path to the North Contour Map (Nighttime) .....	37
8 EC 145 Flight Path to the North Contour Map (Daytime) .....	38
9 EC 145 Flight Path to the North Contour Map (Nighttime) .....	39
10 EC 135 Flight Path to the South Contour Map (Daytime) .....	40
11 EC 135 Flight Path to the South Contour Map (Nighttime) .....	41
12 EC 145 Flight Path to the South Contour Map (Daytime) .....	42
13 EC 145 Flight Path to the South Contour Map (Nighttime) .....	43

## List of Tables

Table	Page
1 Noise Descriptors .....	7
2 Noise Measurements in Project Vicinity (2016) .....	9
3 Noise Measurements in Project Vicinity (2020) .....	10
4 Existing Roadway Noise Levels .....	15
5 City of Murrieta Construction Noise Standards .....	18
6 City of Murrieta Exterior and Interior Noise Standards .....	19
7 H135 Helicopter Noise Levels .....	23
8 Significance of Change in Operational Noise Exposure .....	25
9 Typical Maximum Noise Levels for Project Construction Equipment .....	27
10 Construction Noise Estimates .....	29
11 On-Site Construction Vibration Impacts – Building Damage .....	30
12 On-Site Construction Vibration Impacts – Human Annoyance .....	31
13 Future (Year 2023) plus Project .....	32
14 Exterior Noise Levels – Flight Path to the North .....	34
15 Exterior Noise Levels – Flight Path to the South .....	35
16 General Plan Noise Element Applicable Policies .....	44-45



## A. EXECUTIVE SUMMARY

This Noise Report is intended to provide the City of Murrieta (City) with an evaluation of potential noise impacts associated with the Rancho Springs Medical Center Expansion & Helipad Relocation Project (Project). This Noise Report describes the existing environment in the Project area and estimates future noise levels at surrounding land uses resulting from construction and operation of the Project. The study discusses applicable federal, State, and local noise regulations; monitoring data; applicable noise thresholds; the methodology used to analyze potential noise impacts; and the modeled on-site uses. The findings of the analyses are as follows:

- Construction noise levels would not exceed the single-family and multifamily residential noise standards.
- Exterior noise levels from the proposed flight paths would not result in noticeable changes of above 3 dBA at noise sensitive uses.
- The results determine the proposed emergency medical services (EMS) landing site will comply with all applicable governmental noise standards.

## B. PROJECT DESCRIPTION

The RSMC campus is located on a 13.34-acre site in the southern portion of the City, between the Santa Ana Mountains and the San Jacinto Mountains, where the Interstate 215 (I-215) and Interstate 15 (I-15) meet (Project Site), as shown in **Figure 1: Regional and Local Vicinity Map**. The existing uses surrounding the RSMC campus are predominantly commercial and residential. Adjacent uses include scattered residential to the north; vacant land to the south of Murrieta Hot Springs Road; commercial and residential uses to the east of I-215; and commercial and residential uses to the west.

Southwest Healthcare System's RSMC campus proposes plans for the expansion and renovation of the existing facility. The project would construct a two-story, 36,000-square-foot hospital expansion that would connect to the south side of the existing Women's Center and ED building within the RSMC campus. The expansion building would include ancillary support spaces for 14 new beds within a pediatrics department and intensive care center (ICU) on the ground floor, and 16 beds within a Neo-Natal ICU (NICU) department on the second floor.

The northern end of the expansion building would remove the emergency walk-in entry canopy on the ground level of the existing Women's Center and ED building. In order to allow for construction of the expansion building, the existing main access point at the west end of the of the Women's Center and ED building would temporarily be used as an emergency walk-in entry as well. The project would connect to both levels of the Women's Center and ED building in order to provide a seamless connection between the hospital departments.

The project would also remodel the Women’s Center and ED building main entry with a new vehicular drop-off zone and canopy, remodel space within the existing pedestrian drop off and outdoor seating area, and remodel the ED waiting room and reception area. The project would also renovate the existing kitchen in the original hospital building and make civil and landscape improvements to reconfigure the southern, western, and eastern surface parking lots. Project construction would require 5,243 cubic yards of cut and 611 cubic yards of fill, requiring a net export of approximately 4,632 cubic yards of soil.

Access to the RSMC campus is currently provided by Medical Center Drive, which is a cul-de-sac that connects to Hancock Avenue. The cul-de-sac branches north to the original hospital entry and east to the current main entry, which then continues to the existing emergency walk-in entry. This access point would be improved to formalize turning movements as drivers approach the terminus of the Medical Center Drive. A secondary access point that provides for ambulance and service vehicle access is located at the northwest corner of the RSMC campus. The project would not make any changes to this access point.

The project would also construct a new helipad platform in the east parking lot closer to the ambulance entry. The existing grass helipad located south of the existing Women’s Center and ED building would be removed and converted to a vehicle parking lot once the new helipad platform has been completed and helicopter operations transfer to the new facility. The current EMS operation utilizes an existing helipad landing site south of the Women’s Center and adjacent to the west of the southern RSMC surface parking lot. The most common type of helicopters that utilize the landing site include the EC 135 and EC 145 helicopters. The current EMS Landing Site is a special designation under California law allowing the establishment of a helicopter landing facility that is exempt from Caltrans Division of Aeronautics’ normal heliport permitting requirements. An EMS landing site designation carries a number of restrictions, as listed in the California Code of Regulations, *Airports and Heliports*, Section 3627(g). The design criteria that are currently met include (1) appropriate lighting for night landings; (2) appropriate fire extinguisher requirements; (3) a minimum 100-foot landing area clear of obstructions and hazards; (4) prevent parking, bicycle and pedestrian traffic; (5) designated appropriate safety area surrounding the Project Site; (6) mount and maintain a lighted (FAA approved) windsock in unobstructed area of the Project Site; (7) and implementation of operational protocols that would ensure security personnel will physically respond to the Project Site to secure the site prior to a landing or take-off. In addition, the current EMS landing site has gone through FAA airspace determination pursuant to the Federal Regulations 14 CFR Part 157,<sup>1</sup> as well as through the City’s zoning and CEQA analysis, and the Riverside County Airport Land Use Commission.

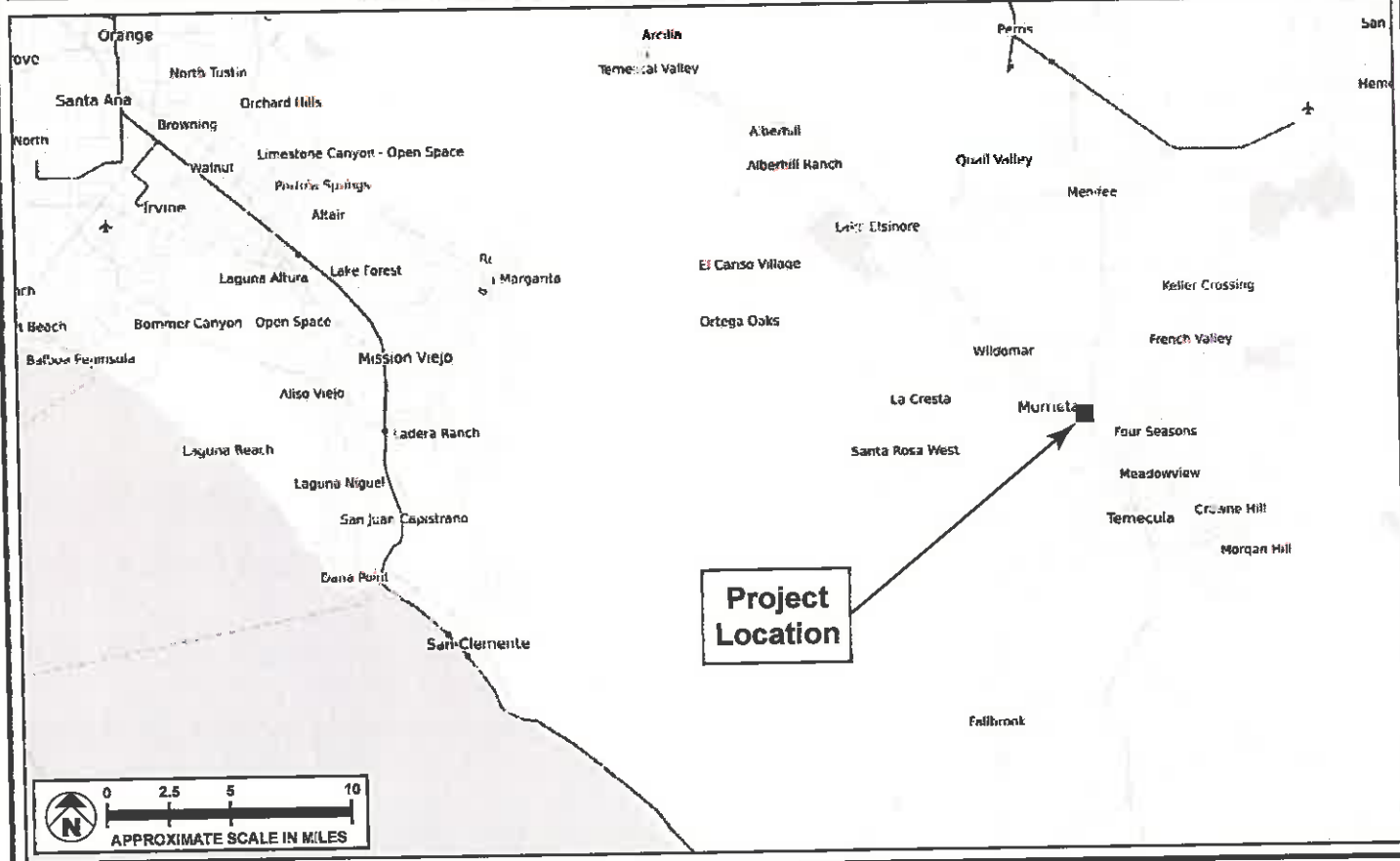
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<sup>1</sup> 14 CFR, pt. 157—*Notice of Construction, Alteration, Activation, and Deactivation of Airports.*

Helicopter flight patterns would be regulated by a Conditional Use Permit (CUP). Pilots would be encouraged to use the specified approach/departure paths (flight paths), as illustrated in **Figure 2: Flight Path**, unless conditions favored alternate approaches or departures. All flights would approach the Project Site from the north and south following the I-215 freeway corridor and would not operate directly over residential uses.

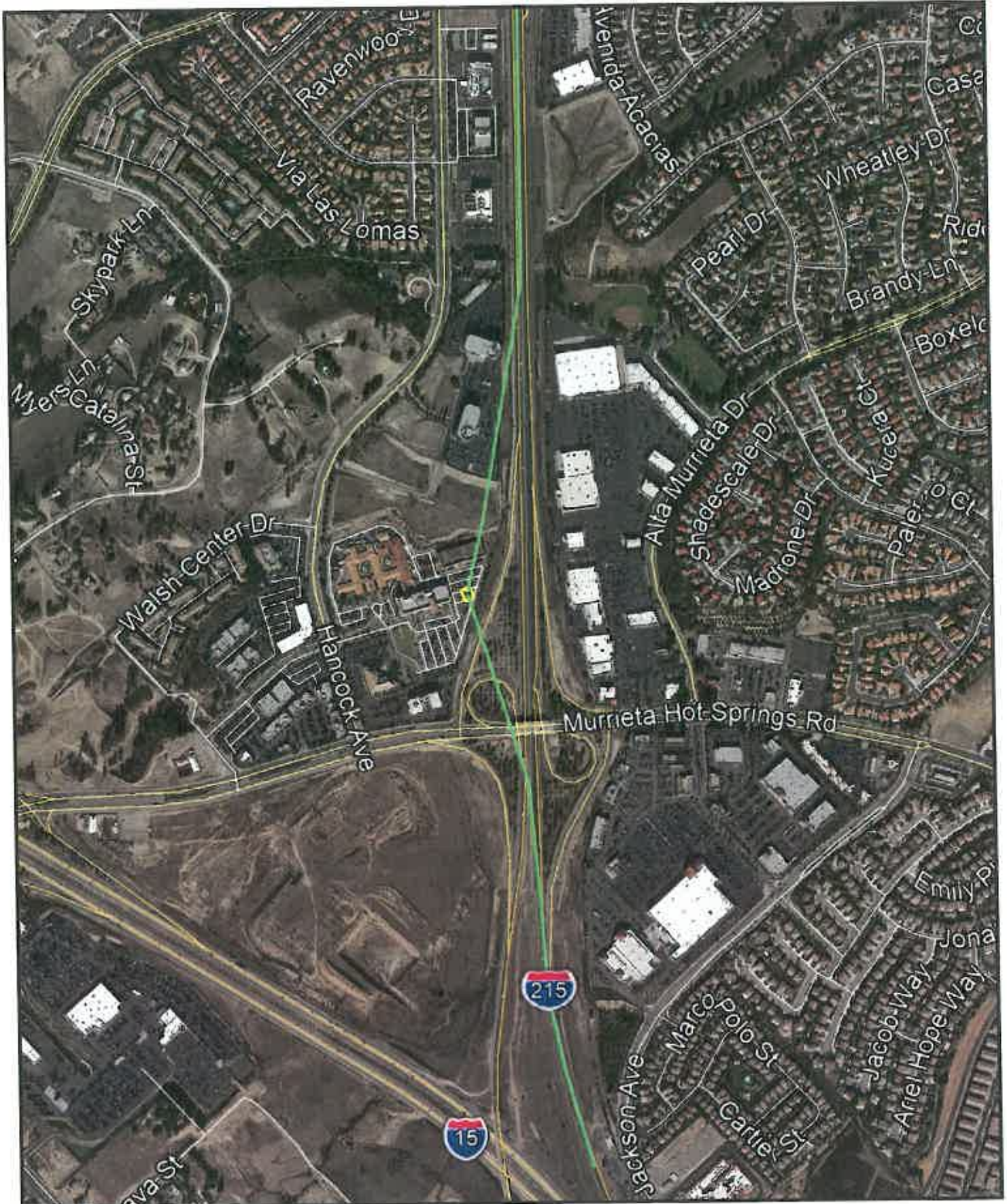
Construction would occur in three (3) phases which include the following:

- Phase 1: Enable and Make Ready
  - This phase will include construction of the new elevated helipad platform in the east parking lot to replace the existing grass helipad; site preparation for construction of the new expansion; relocation of the Emergency Walk-in entry to the western entrance of the Women’s Center and ED Building; and demolition of the existing Emergency Walk-in entry canopy and surrounding site areas required for new construction. This phase will also include reconfiguration of underground utilities and improvement of Medical Center Drive. Additionally, construction of the new elevated platform in the east parking lot to replace the existing grass helipad.
- Phase 2: Hospital Expansion and Renovation of Existing Spaces
  - This phase is considered the primary new building construction phase. It includes construction of the new hospital expansion and connections to both levels of the Women’s Center and ED building. The south surface parking and south section of the ring road can be finished after the hospital expansion is complete. This phase will also include the remodeling of the Women’s Center and ED building, ED waiting room and reception area, and renovation and expansion of the existing kitchen in the main hospital.
- Phase 3: Demolition, Parking, and Landscaping
  - This phase would include reconfiguration of the Women’s Center and ED building at the western Main Hospital entrance entry with a new vehicular drop-off zone, canopy, and outdoor seating area, along with the modifications to the west parking lot.



SOURCE: Google Earth - 2020; Meridian Consultants, LLC - 2020

FIGURE 1



SOURCE: General Plan EIR - 2020

FIGURE 2

	<p>Flight Path</p>
--	--------------------

## C. ENVIRONMENTAL SETTING

### 1. Fundamentals of Sound

Sound is the quickly varying pressure wave travelling through a medium. When sound travels through air, the atmospheric pressure varies periodically. The number of pressure variations per second is called the frequency of sound and is measured in Hertz (Hz), which is defined as cycles per second. “Sound” and “noise” will be used interchangeably throughout this report.

The sounds we hear are composed of various frequencies. A normal human ear is able to hear sounds with frequencies from 20 Hz to 20,000 Hz. The range of 20 Hz to 20,000 Hz is called the audible frequency range. The entire audible frequency range can be divided into 10 or 24 frequency bands, known as octave bands or 1/3 octave bands, respectively. A particular sound or noise can be seen to have different strengths or sound pressure levels (SPLs) in the frequency bands. The higher the frequency, the higher pitched a sound is perceived. For example, the sounds produced by drums have much lower frequencies than those produced by a whistle.

A single SPL is often used to describe a sound. This can be done by adding the contribution from all octave bands or 1/3 octave bands together to yield one single SPL. SPL alone is not a reliable indicator of loudness because the human ear does not respond uniformly to sounds at all frequencies. For example, the human ear is less sensitive to low and high frequencies than it is to the medium frequencies that more closely correspond to human speech. In response to this sensitivity of the human ear to different frequencies, the A-weighted noise level, referenced in units of dB(A), was developed to better correspond with the subjective judgment of sound levels by individuals.

A doubling of sound energy results in a 3 dB(A) increase in sound, which means that a doubling of sound wave energy (e.g., doubling the volume of traffic on a roadway) would result in a barely perceptible change in sound level. In general, changes in a noise level of less than 3 dB(A) are not noticed by the human ear.<sup>2</sup> Changes from 3 to 5 dB(A) may be noticed by some individuals who are extremely sensitive to changes in noise. An increase of greater than 5 dB(A) is readily noticeable, while the human ear perceives a 10 dB(A) increase in sound level to be a doubling of sound volume. To support the assessment of community reaction to noise, scales have been developed that average SPLs over time and quantify the result in terms of a single numerical descriptor. Several scales have been developed that address community noise levels. Leq is the average A-weighted sound level measured over a given time interval. Leq can be measured over any period but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods.

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<sup>2</sup> US Department of Transportation, Federal Highway Administration, *Fundamentals and Abatement of Highway Traffic Noise* (Springfield, VA: U.S. Department of Transportation, Federal Highway Administration, September 1980), 81.

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dB(A), whereas a solid wall or berm reduces noise levels by 5 to 10 dB(A).<sup>3</sup> Vegetative barriers, such as shrubs up to 8 feet in height and 15 feet in width, typically attenuate noise levels 1 dB(A) and can attenuate noise levels from 1 to 3 dB(A), depending on the type and amount of vegetation.<sup>4</sup>

Decibel readings are weighted to reflect sensitivities to different frequencies. As discussed above, the A weighting is intended to reflect human sensitivity to higher frequencies, while the C weighting incorporates low frequencies. Examples of various sound levels in different environments is illustrated in **Figure 3: Sound Levels and Human Response**.

The sound level averages,  $L_{eq}$ , were measured as A-weighted, slow-time-weighted (1-minute period) sound-level variables, commonly used for measuring environmental sounds. The maximum 1-minute recorded measurement is commonly referred to as  $L_{max}$ . The minimum 1-minute recorded measurement is commonly referred to as  $L_{min}$ . The day-night level ( $L_{dn}$ ) is the 24-hour average sound level that recognizes the increased sensitivity to nighttime noise by adding 10 dB to noise occurring between 10:00 PM and 7:00 AM. The Community Noise Equivalent Level (CNEL) is similar to the  $L_{dn}$  except that CNEL also adds 5 dB to noise occurring between 7:00 PM and 10:00 PM. Sound levels presented in this report represent an average  $L_{eq}$ , the  $L_{max}$ , and the  $L_{min}$  expressed in terms of dB(A).

**Table 1: Noise Descriptors** identifies various noise descriptors developed to measure sound levels over different periods of time.

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3 State of California Department of Transportation (Caltrans), *Technical Noise Supplement*, 1998, pp. 33-40, 123-131.

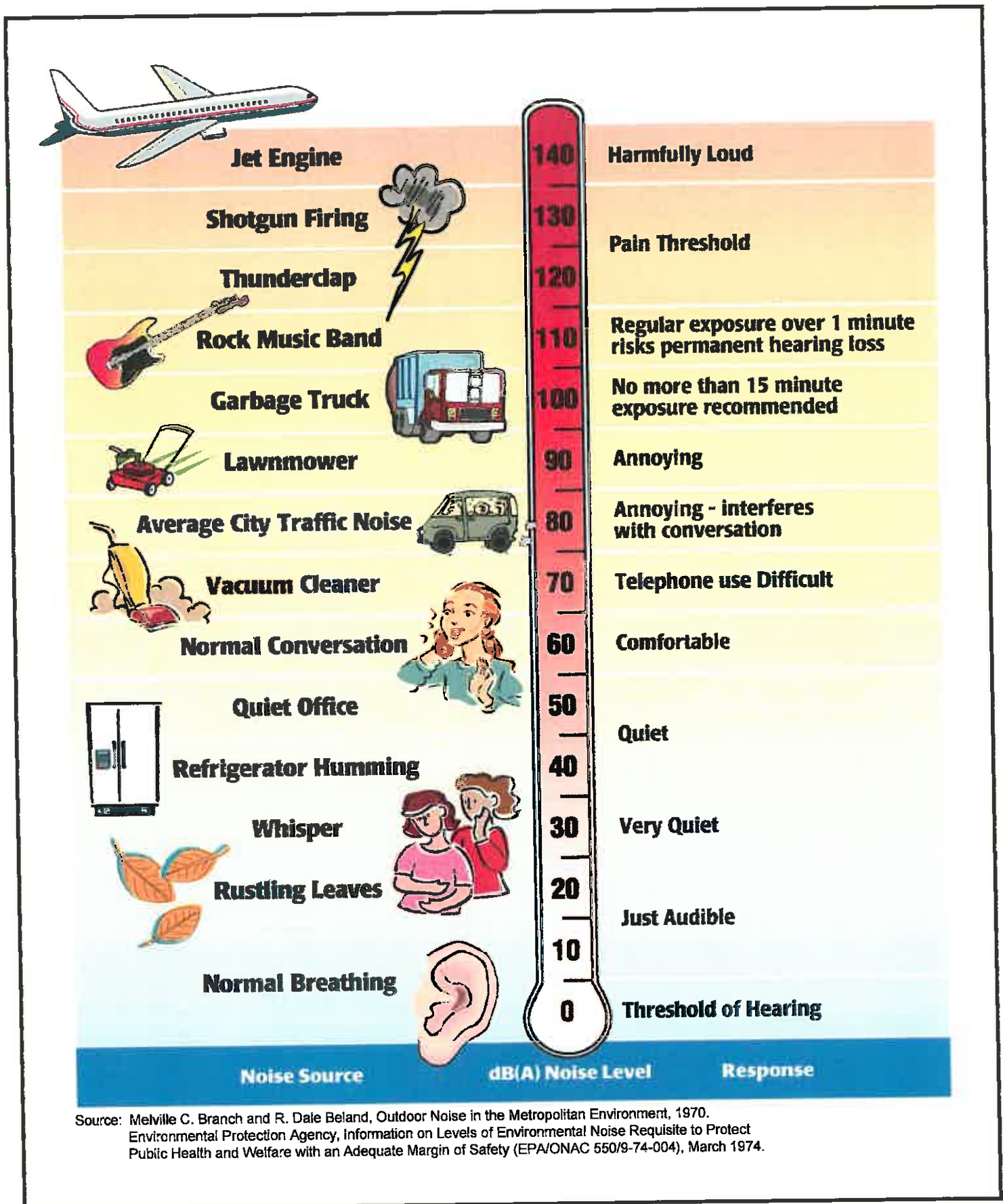
4 Caltrans, *Traffic Noise Attenuation as a Function of Ground and Vegetation (Final Report)*, 1995, pp. 65.

**Table 1**  
**Noise Descriptors**

<b>Term</b>	<b>Definition</b>
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measure sound to a reference pressure.
A-Weighted Decibel [dB(A)]	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Hertz (Hz)	The frequency of the pressure vibration which is measured in cycles per second.
Kilohertz (kHz)	One thousand cycles per second.
Equivalent Sound Level (Leq)	The sound level containing the same total energy as a time varying signal over a given time period. The Leq is the value that expresses the time averaged total energy of a fluctuating sound level. Leq can be measured over any time period, but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments add 5 dB(A) for the evening, 7:00 PM to 10:00 PM, and add 10 dB(A) for the night, 10:00 PM to 7:00 AM. The 5- and-10 decibel penalties are applied to account for increased noise sensitivity during the evening and nighttime hours. The logarithmic effect of adding these penalties to the 1-hour Leq measurements typically results in a CNEL measurement that is within approximately 3 dB(A) of the peak-hour Leq. <sup>a</sup>
Daytime (Lday)	Lday is the average noise exposure during the hourly periods from 7:00 AM to 10:00 PM.
Nighttime (Lnight)	Lnight is the average noise exposure during the hourly periods from 10:00 PM to 7:00 AM.
Day-Night Level (Ldn)	24-hour average sound level, with a penalty of 10 dB added for noise during the nighttime hours of 10:00 PM to 7:00 AM.
Sound Pressure Level (SPL)	The sound pressure is the force of sound on a surface area perpendicular to the direction of the sound. The SPL is expressed in dB.
Ambient Noise	The level of noise that is all encompassing within a given environment, being usually a composite of sounds from many and varied sources near to and far from the observer. No specific source is identified in the ambient environment.

<sup>a</sup> California Department of Transportation, *Technical Noise Supplement: A Technical Supplement to the Traffic Noise Analysis Protocol* (Sacramento: November 2009), pp. N51–N54.





SOURCE: General Plan EIR - 2020

FIGURE 3

## 2. Existing Conditions

### a. Ambient Noise Levels

The City General Plan Noise Element identifies that dominant noise in the City is due to mobile sources, particularly freeway traffic (vehicles and trucks) and traffic on heavily traveled surface streets.<sup>5</sup> The existing ambient noise environment throughout the City was determined by conducting noise measurements by sensitive receptors that would potentially be impacted by the proposed Project. According to the City, land uses that are sensitive to intrusive noise include residential uses (particularly those in the vicinity of I-15 and I-215 Freeways), schools, hospitals, churches, and parks.

In September 2016, noise monitoring was conducted over 24-hour intervals at four locations with a Larson Davis 831 Sound Level Meter. The ambient noise environment results are provided in **Table 2: Noise Measurements in Project Vicinity**, and their locations are shown on **Figure 4: Noise Monitoring Locations**. These measured noise levels represent day-to-day noise from sources near the Project Site, including traffic along local streets and I-215, consistent with the existing roadway noise contours identified in the Noise Element.<sup>6</sup> As shown, average ambient CNEL noise levels ranged from 60.4 dB(A) at Site 2 to 72.8 dB(A) at Site 4. In addition, ambient noise measurements (15-minute) were taken within the Project Site, specifically within the current EMS landing site. Ambient noise levels at the Project Site were 55.0 dB(A).

**Table 2**  
**Noise Measurements in Project Vicinity (2016)**

Measurement Site	Locations	Leq	Leq	CNEL
		Daytime	Nighttime	
		(dB[A])		
Site 1	Along Jackson Avenue, East of highway 215 southeast of the Project Site	69.2	64.3	72.2
Site 2	Along Walsh Center Drive, northwest of the Project Site	59.1	51.1	60.4
Site 3	Along Rockcrest Drive, East of highway 215, east of the Project Site	62.7	56.1	64.8
Site 4	Along Hancock Avenue, West of highway 215, north of the Project Site	71.6	63.5	72.8
Project Site		—	—	55.0*

Source: Refer to **Appendix A.1** for monitoring data sheets.

Site 1: Measurements were taken from 1:00 PM on September 27, 2016, to 1:00 PM on September 28, 2016.

Site 2: Measurements were taken from 1:00 PM on September 27, 2016, to 1:00 PM on September 28, 2016.

Site 3: Measurements were taken from 2:00 PM on September 27, 2016, to 2:00 PM on September 28, 2016.

Site 4: Measurements were taken on from 1:00 PM on September 27, 2016, to 1:00 PM on September 28, 2016.

\* Project Site measurements were taken on September 28, 2016, from 12:11 PM to 12:26 PM. Noise measurement represents 15-minute Leq.

5 City of Murrieta, *General Plan 2035, "Noise Element"* (adopted July 19, 2011), p. 11-11.

6 City of Murrieta, *General Plan 2035, "Noise Element"* (adopted July 19, 2011), Exhibit 11-3.

Additional short-term (10-minute) measurements were taken at the same locations on July 30, 2020 between two time intervals identified by the City: 7:00 AM to 10:00 PM and 10:00 PM to 7:00 AM. As shown in **Table 3: Noise Measurements in Project Vicinity (2020)**, daytime ambient noise measurements ranged from a low of 55.2 dBA at Site 2 to a high of 69.2 dBA at Site 1. Additionally, nighttime ambient noise measurements ranged from a low of 41.6 dBA at Site 3 to a high of 56.4 dBA at Site 1.

**Table 3**  
**Noise Measurements in Project Vicinity (2020)**

Measurement Site	Locations	Time Period	Leq (10-minute)	Lmax	Lmin
			(dB[A])		
Site 1	Along Jackson Avenue, East of highway 215 southeast of the Project Site	Daytime	69.2	78.2	62.7
		Nighttime	56.4	73.3	53.2
Site 2	Along Walsh Center Drive, northwest of the Project Site	Daytime	55.2	69.4	45.8
		Nighttime	46.1	67.5	44.8
Site 3	Along Rockcrest Drive, East of highway 215, east of the Project Site	Daytime	57.6	72.5	45.8
		Nighttime	41.6	64.8	39.8
Site 4	Along Hancock Avenue, West of highway 215, north of the Project Site	Daytime	67.3	80.7	51.3
		Nighttime	48.4	71.4	47.3

Source: Refer to **Appendix A.2** for monitoring data sheets.

Site 1: Daytime measurements were taken between 5:41 PM – 5:51 PM on July 30, 2020. Nighttime measurements were taken between 10:02 PM – 10:12 PM on July 30, 2020.

Site 2: Daytime measurements were taken between 5:59 PM – 6:09 PM on July 30, 2020. Nighttime measurements were taken between 10:32 PM – 10:42 PM on July 30, 2020.

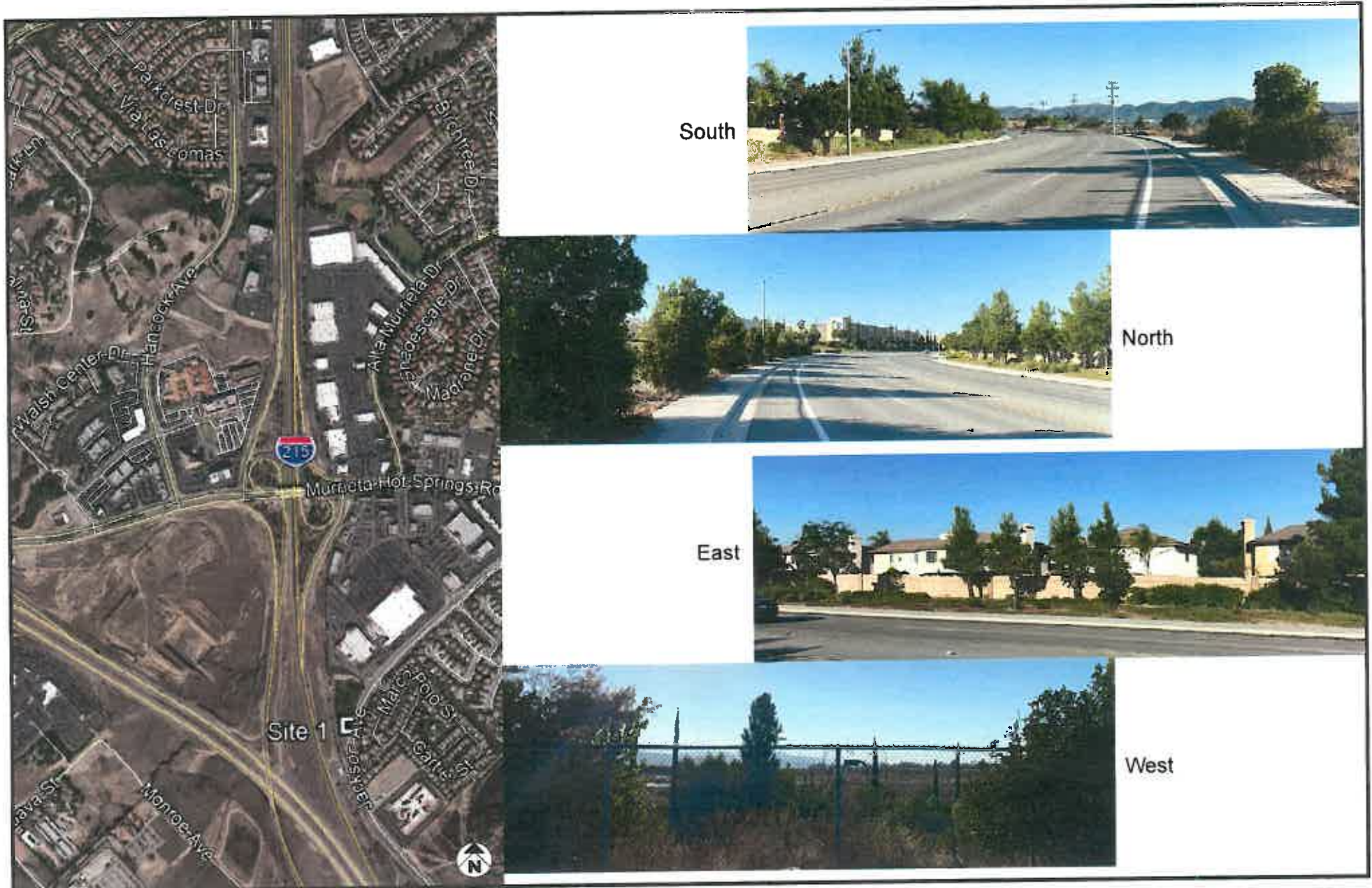
Site 3: Daytime measurements were taken between 6:18 PM – 7:28 PM on July 30, 2020. Nighttime measurements were taken between 10:16 PM – 10:26 PM on July 30, 2020.

Site 4: Daytime measurements were taken between 6:35 PM – 6:45 PM on July 30, 2020. Nighttime measurements were taken between 10:45 PM – 10:55 PM on July 30, 2020.

## **b. Roadway Noise Levels**

In addition to the ambient noise measurements near the Project Site, the existing traffic noise on local roadways in the surrounding areas was calculated to quantify the 24-hour CNEL noise levels using information provided in the transportation impact analysis prepared by LLG dated July 16, 2020. The transportation impact analysis analyzed four segments within the Project vicinity. Traffic noise levels were calculated using the Federal Highway Administration Traffic Noise Model (FHWA TNM).

**Table 4: Existing Roadway Noise Levels** provides the calculated CNEL for the analyzed local roadway segments based on existing traffic volumes. Daytime levels attributed to roadway traffic range from a low of 48.5 dBA along Walsh Center Drive west of Hancock Avenue, to a high of 73.3 dBA along Murrieta Hot Springs Road east of Hancock Avenue.



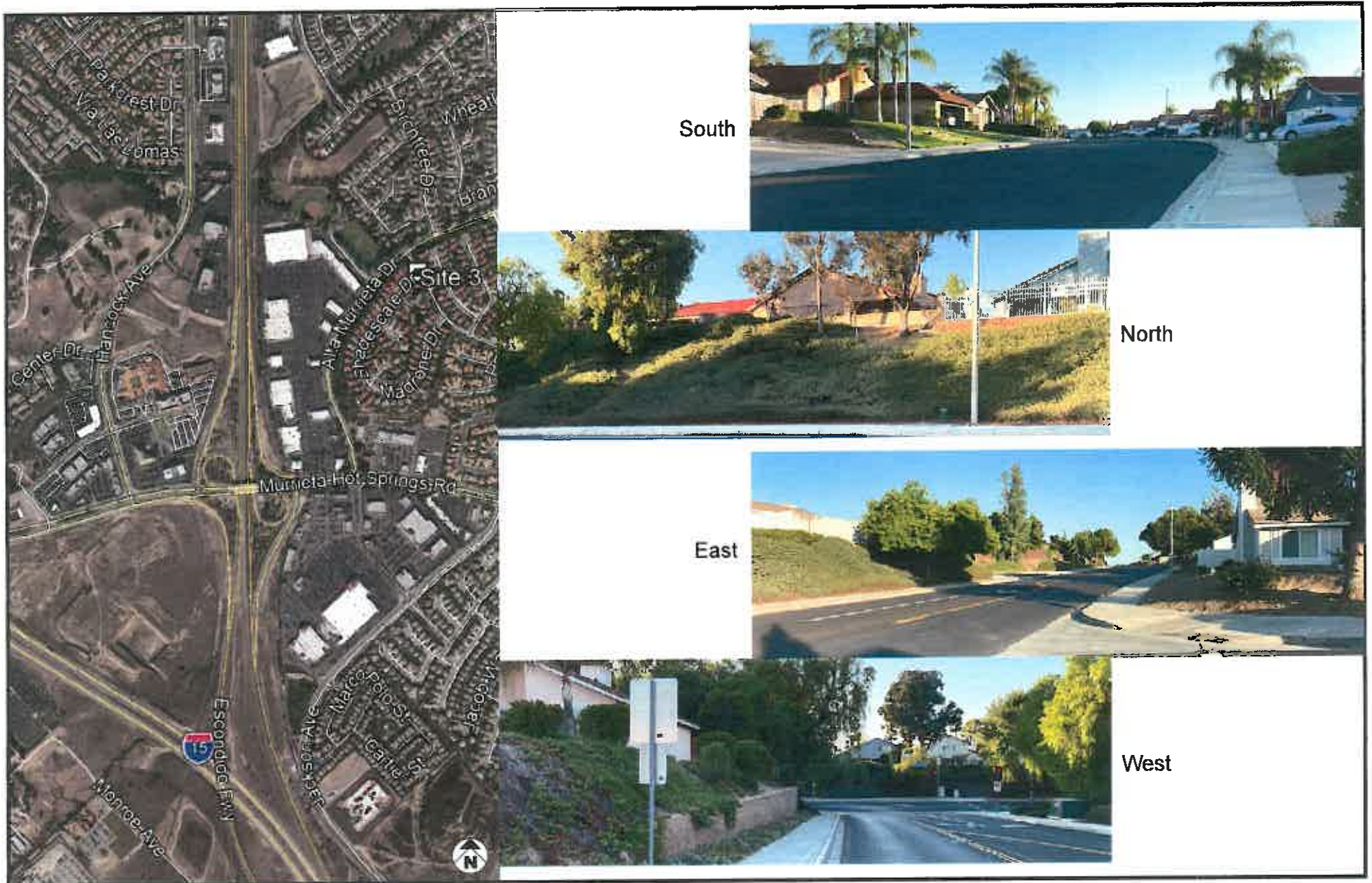
SOURCE: Google Earth - 2020

FIGURE 4a



SOURCE: Google Earth - 2020

FIGURE 4b



SOURCE: Google Earth - 2020

FIGURE 4c



South



North

East



West

SOURCE: Google Earth - 2020

FIGURE 4d

**Table 4:  
Existing Roadway Noise Levels**

Roadway Segment	Adjacent Land Use	Existing Roadway Noise Level		Existing Noise Exposure Compatibility Category
		Daytime	Nighttime	
<b>Hancock Avenue</b>				
Murrieta Hot Springs Road to Medical Center Drive	Hospital	68.4	60.9	Normally Acceptable/Conditionally Acceptable
Medical Center Drive to Walsh Center Drive	Hospital	67.0	59.5	Normally Acceptable/Conditionally Acceptable
<b>Murrieta Hot Springs Road</b>				
East of Hancock Avenue	Hospital	73.3	65.8	Normally Unacceptable
West of Hancock Avenue	Hospital	73.1	65.5	Normally Unacceptable
<b>Medical Center Drive</b>				
East of Hancock Avenue	Hospital	56.7	49.2	Normally Acceptable
West of Hancock Avenue	Hospital	56.1	48.6	Normally Acceptable
<b>Walsh Center Drive</b>				
West of Hancock Avenue	Residential	48.5	40.9	Normally Acceptable

Source: Refer to **Appendix B** for SoundPLAN Output TNM Worksheet

In terms of the City's land use noise compatibility categories based on roadway traffic only, most locations are classified as normally acceptable, with others classified as conditionally acceptable and normally unacceptable. Specifically, the noise exposure compatibility categories based on roadway traffic only are summarized as follows:

- **Normally Acceptable:** Locations where residential uses are dominant along Walsh Center Drive and where hospital uses are dominant along Hancock Avenue and Medical Center Drive.
- **Conditionally Acceptable:** Locations where hospital uses are dominant along Hancock Avenue and Medical Center Drive.
- **Normally Unacceptable:** Locations where freeway uses are dominant along Murrieta Hot Springs Road. Additionally, as identified in the City's Noise Element, seven segments along Murrieta Hot Springs Road experience traffic noise levels in excess of 70 CNEL. Roadway segments within the Project vicinity include the area between I-15 and I-215 Freeways.
- **Clearly Unacceptable:** None.



## D. REGULATORY SETTING

### 1. Federal Regulations

#### a. *US Environmental Protection Agency*

The Federal Noise Control Act of 1972 establishes programs and guidelines to identify and address the effects of noise on public health and welfare and the environment.<sup>7</sup> The US Environmental Protection Agency (USEPA) administrators determined in 1981 that subjective issues such as noise would be better addressed at more local levels of government. Consequently, in 1982, responsibilities for regulating noise-control policies were transferred to State and local governments. However, noise-control guidelines and regulations contained in the rulings of the USEPA in prior years remain in place, enforced by designated federal agencies where relevant.

### 2. State Regulations

#### a. *State of California Building Code*

California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, California Building Code. These noise standards are applied to new construction in California to ensure interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dB(A) CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dB(A) CNEL.

#### b. *California Noise Insulation Standards*

The California Noise Insulation Standards<sup>8</sup> require that interior noise levels from exterior sources be 45 dB(A) or less in any habitable room of a multiresidential-use facility (e.g., hotels, motels, dormitories, long-term care facilities, and apartment houses, except detached single-family dwellings) with doors and windows closed. Measurements are based on CNEL or Ldn, whichever is consistent with the noise element of the local general plan. Where exterior noise levels exceed 60 dB(A) CNEL, an acoustical analysis for new development may be required to show that the proposed construction will reduce interior noise levels to 45 dB(A) CNEL. If the interior 45 dB(A) CNEL limit can be achieved only with the windows closed, the residence must include mechanical ventilation that meets applicable Uniform Building Code requirements.

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<sup>7</sup> Noise Control Act of 1972, sec. 2 (1972).

<sup>8</sup> California Code of Regulation, tit. 24, sec. 3501 et seq.

### c. **California Department of Health Services**

The State of California Department of Health Services, Environmental Health Division, has published recommended guidelines for noise and land use compatibility, referred to as the *State Land Use Compatibility Guidelines for Noise* (State Noise Guidelines). The State Noise Guidelines, illustrated in **Figure 5: Land Use Compatibility to Noise**, indicate that commercial and industrial land uses generally should be located in areas where outdoor ambient noise levels do not exceed 70 to 75 dB(A) CNEL. According to the State Noise Guidelines, an exterior noise level of 65 dB(A) CNEL is considered “normally acceptable” for office buildings, business commercial, and professional uses involving normal, conventional construction without any special noise insulation requirements. Exterior noise levels up to 80 dB(A) CNEL are typically considered “normally acceptable” for industrial and manufacturing utility uses without any special noise insulation requirements. Between these values and 80 dB(A) CNEL, exterior noise levels are typically considered “conditionally acceptable,” and commercial and industrial construction should only occur after a detailed analysis of the noise reduction requirements and needed noise attenuation features have been included in the project design. Exterior noise attenuation features include but are not limited to requiring setbacks to place structures outside the conditionally acceptable noise contour, orienting structures so no windows open to the noise source, and/or installing noise barriers such as berms and/or solid walls.

## 3. **Local Regulations**

### a. **City of Murrieta General Plan Noise Element**

The City has adopted the State Noise Guidelines and defines sensitive noise receptors by land uses, which include schools, playgrounds, athletic facilities, hospitals, rest homes, rehabilitation centers, and long-term care and mental care facilities, as well as day care centers, single-family dwellings, mobile home parks, churches, and libraries. Current land uses located within the City that are sensitive to intrusive noise include residential uses, schools, hospitals, churches, and parks.

The Noise Element contains goals and policies to maintain noise levels that are compatible with various types of land uses, as well as prevent high noise levels in sensitive areas. The applicable goals to this Project include:

- Goal N-1:** Noise sensitive land uses are properly and effectively protected from excessive noise generators.
- Goal N-2:** A comprehensive and effective land use planning and development review process that ensures noise impacts are adequately addressed.
- Goal N-4:** Reduced noise levels from construction activities.

**b. City of Murrieta Municipal Code Noise Ordinance**

The City’s regulations with respect to noise are included in Chapter 16.30 of the Development Code, also known as the Noise Ordinance. Construction-related and operational noise restrictions are discussed below.

**i. Construction**

Section 16.30.130 of the City’s Noise Ordinance regulates construction noise, prohibiting noise generated by construction activities between the hours of 7:00 PM and 7:00 AM and on Sundays and holidays. Construction activities shall not be conducted in a manner that the maximum noise levels at the affected structures will not exceed those listed in **Table 5: City Construction Noise Standards**.

**Table 5  
City of Murrieta Construction Noise Standards**

	Single-Family Residential	Multi-Family Residential	Commercial
<b>Mobile Equipment</b>			
Daily, except Sundays and holidays, 7:00 AM to 8:00 PM	75 dBA	80 dBA	85 dBA
Daily, except Sundays and holidays, 8:00 PM to 7:00 AM	60 dBA	64 dBA	70 dBA
<b>Stationary Equipment</b>			
Daily, except Sundays and holidays, 7:00 AM to 8:00 PM	60 dBA	65 dBA	70 dBA
Daily, except Sundays and holidays, 8:00 PM to 7:00 AM	50 dBA	55 dBA	60 dBA

Source: City, City Development Code Section 16.30.130.

**ii. Operation**

The City Noise Ordinance “Noise Ordinance” governs operational noise generated between two properties and does not regulate noise from transportation sources, such as traffic, aircraft, and railways.<sup>9</sup> For purposes of this analysis, noise levels were compared to the City’s Exterior Noise Standards to determine if increase in noise levels would be considered significant.

9 City of Murrieta, *General Plan 2035, “Noise Element”* (adopted July 19, 2011), p. 11-6.

The City Noise Ordinance (Ordinance; Section 16.30.090(A)—Exterior Noise Standards, and Section 16.30.100—Interior Noise Standards), establishes exterior and interior noise standards based on “noise zones,” as shown in **Table 6: City Exterior and Interior Noise Standards**.

**Table 6**  
**City of Murrieta Exterior and Interior Noise Standards**

Noise Zone	Designated Land Use (Receptor Property)	Time Interval	Allowed Noise Level
<b>Exterior Noise Limits</b>			
I	Noise-sensitive area	Anytime	45 dB(A)
II	Residential properties	10:00 PM to 7:00 AM	45 dB(A)
		7:00 AM to 10:00 PM	50 dB(A)
III	Commercial properties	10:00 PM to 7:00 AM	55 dB(A)
		7:00 AM to 10:00 PM	60 dB(A)
IV	Industrial properties	Anytime	70 dB(A)
<b>Interior Noise Limits</b>			
All	Multifamily Residential	10:00 PM to 7:00 AM	40 dB(A)
		7:00 AM to 10:00 PM	45 dB(A)

Source: City, City Development Code Section 16.30.090.

Section 16.30.090(B), Noise Standards, further states that no person shall operate, or cause to be operated, any source of sound at any location within the City or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by a person that causes the noise level, when measured on any other property to exceed the following exterior noise standards:

1. Standard No. 1 shall be the exterior noise level which shall not be exceeded for a cumulative period of more than thirty (30) minutes in any hour. Standard No. 1 may be the applicable noise level from **Table 6** above.
2. Standard No. 2 shall be the exterior noise level which shall not be exceeded for a cumulative period of more than fifteen (15) minutes in any hour. Standard No. 2 shall be the applicable noise level from **Table 6** above plus 5 dB.
3. Standard No. 3 shall be the exterior noise level which shall not be exceeded for a cumulative period of more than five minutes in any hour. Standard No. 3 shall be the applicable noise level from **Table 6** above plus 10 dB.
4. Standard No. 4 shall be the exterior noise level which shall not be exceeded for a cumulative period of more than one minute in any hour. Standard No. 4 shall be the applicable noise level from **Table 6** above plus 15 dB.
5. Standard No. 5 shall be the exterior noise level which shall not be exceeded in any period of time. Standard No. 5 shall be the applicable noise level from **Table 6** above plus 20 dB.

Land Use Category	Community Noise Exposure L <sub>dn</sub> or CNEL, dB					
	55	60	65	70	75	80
Residential - Low Density Single Family, Duplex, Mobile Homes	Light Gray		Medium Gray		Dark Gray	
Residential - Multi-Family	Light Gray		Medium Gray		Dark Gray	
Transient Lodging - Motels, Hotels	Light Gray		Medium Gray		Dark Gray	
Schools, Libraries, Churches, Hospitals, Nursing Homes	Light Gray		Medium Gray		Dark Gray	
Auditoriums, Concert Halls, Amphitheaters	Light Gray		Medium Gray		Dark Gray	
Sports Arena, Outdoor Spectator Sports	Light Gray		Medium Gray		Dark Gray	
Playgrounds, Neighborhood Parks	Light Gray		Medium Gray		Dark Gray	
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Light Gray		Medium Gray		Dark Gray	
Office Buildings, Business Commercial and Professional	Light Gray		Medium Gray		Dark Gray	
Industrial, Manufacturing, Utilities, Agriculture	Light Gray		Medium Gray		Dark Gray	

**INTERPRETATION:**



**Normally Acceptable**  
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



**Conditionally Acceptable**  
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



**Normally Unacceptable**  
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



**Clearly Unacceptable**  
New construction or development should generally not be undertaken.

SOURCE: opr.ca.gov/docs/OPR\_Appendix\_D\_final.pdf

FIGURE 5



Land Use Compatibility to Noise

Additionally, Section 16.30.100 sets forth interior noise level limits for multifamily residential properties, as stated in **Table 6** above. Section 16.30.100 states no person shall operate or cause to be operated within a residential unit any source of sound, or allow the creation of any noise, that causes the noise level when measured inside a neighboring receiving residential unit to exceed the following standards:

1. Standard No. 1: The applicable interior noise level for cumulative period of more than five minutes in any hour;
2. Standard No. 2: The applicable interior noise level plus five dB for a cumulative period of more than one minute in any hour; or
3. Standard No. 3: The applicable interior noise level plus ten dB for any period of time.

## **E. METHODOLOGY**

### **1. Ambient Noise Measurements**

To establish baseline noise conditions, existing ambient noise levels, as described above, were monitored at the four representative locations within the vicinity of the Project Site. These monitored noise levels serve as the baseline for the analysis of proposed Project impacts. The baseline noise-monitoring was conducted on both September 27, 2016 and July 30, 2020, using a Larson Davis 831 Type 1 Sound Level Meter, compliant with Section 16.30.070 of the City's Municipal Code.

### **2. Construction Noise**

#### ***a. On-Site Construction Activities***

Construction activities typically generate noise from the operation of equipment required for construction of various facilities. Noise impacts from on-site construction and staging of construction trucks were evaluated by determining the noise levels generated by different types of construction activity, calculating the construction-related noise level at nearby noise-sensitive receptor locations, and comparing these construction-related noise levels to existing ambient noise levels (i.e., noise levels without project-related construction noise). The actual noise level would vary, depending upon the equipment type, model, the type of work activity being performed, and the condition of the equipment.

In order to calculate a construction CNEL, hourly activity or utilization factors (i.e., the percentage of normal construction activity that would occur, or construction equipment that would be active, during each hour of the day) are estimated based on the temporal characteristics of other previous and current construction projects. The hourly activity factors express the percentage of time that construction activities would emit average noise levels. Typical noise levels for each type of construction equipment were obtained from the FHWA Roadway Construction Noise Model. Calculated noise levels associated with

construction at noise-sensitive receptor locations were then compared to estimated existing noise levels and the construction noise significance thresholds identified below.

**b. Construction Traffic Noise**

The analysis of construction traffic noise impacts focuses on off-site areas by: (1) identifying major roadways that may be used for construction worker commute routes or truck haul routes; (2) generally identifying the nature and location of noise-sensitive receptors along those routes; and (3) evaluating the traffic characteristics along those routes, specifically as related to existing traffic volumes. Construction traffic volume and road parameter data would be input into the FHWA TNM model to calculate average noise levels for these trips. Construction trucks staging and hauling route noise impacts would be evaluated by determining the noise levels generated by different types of construction activity, calculating the construction-related noise levels and comparing against existing ambient noise levels (i.e., noise levels without construction noise) and exterior standards.

**c. Construction Equipment Vibration**

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. While ground vibrations from construction activities do not often reach the levels that can damage structures, fragile buildings must receive special consideration.

Impacts due to construction activities were evaluated by identifying vibration sources (i.e., construction equipment), measuring the distance between vibration sources and surrounding structure locations, and making a significance determination.

For quantitative construction vibration assessments related to building damage and human annoyance, vibration source levels for construction equipment is taken from the FTA *Transit Noise and Vibration Impact Assessment Manual*. Building damage would be assessed for each piece of equipment individually and assessed in terms of peak particle velocity. Ground-borne vibration related to human annoyance is assessed in terms of rms velocity levels.

The vibration source levels for various types of equipment are based on data provided by the FTA.

### 3. Operational Noise

#### a. Roadway Noise

Traffic noise levels were modeled using the FHWA TNM. The FHWA TNM calculates noise associated with a specific line source and the results characterize noise generated by motor vehicle travel along a specific roadway segment. The traffic noise impact analysis is based on the 24-hour CNEL noise descriptor and incorporates traffic volumes, vehicle mix, posted speed limits, roadway geometry, and site conditions. Noise levels were evaluated with respect to the following traffic scenarios:

- Existing (2020) Conditions;
- Future (2023) without proposed Project Conditions; and
- Future (2023) plus proposed Project Conditions.

Noise impacts due to off-site motor vehicle travel were analyzed by comparing the projected increase in traffic noise levels from without Project conditions to plus proposed Project to the applicable significance criteria. Future plus Project conditions include traffic volumes from future ambient growth, related projects, and the proposed Project.

#### b. Helicopter Noise

To understand the expected noise levels produced by helicopters that would be operated on the Project Site, on-ground helicopter sound measurements of the most common helicopters that would be operated by the Project were conducted on the Project Site on September 28, 2016. On-ground measurements were measured from four different locations around the Airbus Helicopter (H135; formerly the Eurocopter EC135) with the engine(s) running at maximum revolutions per minute (rpm) with the rotors engaged. The measurements were conducted 75 feet behind the tail rotor, to the west, north, and east side of the helicopter. Measurements were collected over 30 seconds at each location. The maximum Leq values of A-weighted sound levels recorded during the ground run from the different locations around the helicopter are provided in **Table 7: H135 Helicopter Noise Levels**.

**Table 7  
H135 Helicopter Noise Levels**

Location	Distance (feet)	Maximum (dB[A])
Behind tail rotor	75	92.5
West	75	86.0
North	75	82.6
East	75	89.5



Noise-level calculations at the location of noise-sensitive land uses in the Project vicinity were assessed using the SoundPLAN noise model. The SoundPLAN model depicts noise contours at varying distances and accounts for various inputs to analyze topography, vegetation, propagation from buildings, and existing- and proposed-noise sources and barriers. The SoundPLAN model takes into account the varying slant distances between the helicopter and the receiver. The software uses various inputs to analyze the topography, vegetation, vehicle traffic, existing- and proposed-noise sources, and existing- and proposed-barriers to depict noise contours at varying distances. The software utilizes algorithms (based on the inverse square law) to calculate noise level projections. Accuracy has been validated in published studies to be +/- 2.7 dBA with an 85 percent confidence level. The software allows the user to input specific noise sources, spectral content, sound barriers, building placement, topography, and sensitive receptor locations. Helicopter flight profiles were modeled based on the flight paths shown in Figure 2 above and were programmed into the SoundPLAN noise modeling system.

#### 4. Vibration

The majority of the Project's operational-related vibration sources, such as mechanical and electrical equipment, would incorporate vibration attenuation mounts, as required by the particular equipment specifications. Therefore, operation of the Project would not increase the existing vibration levels in the immediate vicinity of the Project and, as such, vibration impacts associated with the Project would be minimal. Therefore, the ground borne vibration analysis is limited to Project-related construction activities.

### THRESHOLDS OF SIGNIFICANCE

In order to assist in determining whether a project would have a significant effect on the environment, the City finds a project may be deemed to have a significant noise impact, if it would result in the:

- Threshold 5.7-1:            Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

#### ***Construction Noise***

Section 16.30.130 of the City's Development Code exempts construction noise from its provisions so long as construction activities are limited between the hours of 7:00 AM and 7:00 PM, except on Sundays and holidays. Construction occurring outside of these time periods would be subject to the City's allowable noise levels, which are shown in Table 3 and discussed above. Additionally, to result in a significant impact from construction noise sources, the Project would have to generate construction noise exceeding the standards identified in Table 5 above. Additionally, for purposes of this analysis, a construction noise

impact would occur if noise levels measured at the property line of affected uses increase to or within the “normally unacceptable” or “clearly unacceptable” land use compatibility category as identified in the City’s General Plan Noise Element. Normally acceptable levels for residential uses range from 50 to 60 dBA CNEL and conditionally acceptable between 55 to 70 dBA CNEL.

**Operational Noise**

To result in a significant impact from operational roadway noise, the proposed Project would have to cause the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL to or within the “normally unacceptable” or “clearly unacceptable” category, or any 5 dBA CNEL or greater noise increase.

The Noise Ordinance does not regulate noise from transportation sources, such as aircraft. However, for purposes of this analysis, noise levels were compared to the City’s Noise Standards to determine if increase in noise levels would be considered significant. In addition, the Federal Interagency Committee on Noise (FICON) recommendations were used to determine whether or not increases in operational noise would be considered significant. **Table 8: Significance of Change in Operational Noise Exposure**, shows the significance thresholds for increases in operational noise levels caused by the Project or by cumulative development. If residential development or other sensitive receptors would be exposed to operational noise increases exceeding these criteria, impacts would be considered significant.

**Table 8  
Significance of Change in Operational Noise Exposure**

Ambient Noise Level with Project (Ldn or CNEL)	Significant Impact
< 60 dB	+ 5.0 dB or more
60–65 dB	+ 3.0 dB or more
> 65 dB	+ 1.5 dB or more

**Threshold 5.7-2: Generation of excessive groundborne vibration or groundborne noise levels?**

The City currently does not have a significance threshold to assess vibration impacts. However, the FTA guidelines set forth in FTA’s *Transit Noise and Vibration Assessment guidance document*,<sup>10</sup> are used to evaluate potential impacts related to construction vibration. According to FTA guidelines, impacts relative

10 FTA, *Transit Noise and Vibration Impact Manual*, September 2018, accessed September 2020, [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf).

to ground-borne vibration associated with potential building damage would be considered significant if any of the following future events were to occur:

- Project construction activities cause ground-borne vibration levels to exceed 0.5 PPV at the nearest off-site reinforced-concrete, steel, or timber building.
- Project construction activities cause ground-borne vibration levels to exceed 0.3 PPV at the nearest off-site engineered concrete and masonry building.
- Project construction activities cause ground-borne vibration levels to exceed 0.2 PPV at the nearest off-site nonengineered timber and masonry building.
- Project construction activities cause ground-borne vibration levels to exceed 0.12 PPV at buildings extremely susceptible to vibration damage, such as historic buildings.

Based on FTA guidance, construction vibration impacts associated with human annoyance would be significant if the following were to occur (applicable to frequent events; 70 or more vibration events per day):

- Project construction activities cause ground-borne vibration levels to exceed 72 VdB at off-site sensitive uses (i.e., residential and hotel uses).

Additionally, the City's Development Code Section 16.30.130(K) prohibits the operation of any device that creates vibration above the City's established perception threshold of 0.01 in/sec over the range of one to 100 hertz.

**Threshold 5.7-3:** For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The Project Site is not located within the vicinity of a private airstrip. The nearest airport is the French Valley Airport, which is located approximately three miles to the northeast; the Project Site is outside the Airport Influence Area Boundary for French Valley Airport.<sup>11</sup> Therefore, the Project Site is not located within an airport land use plan or within two miles of a public airport. No impact related to the exposure of people residing or working in the area to excessive noise levels would occur.

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11 Riverside County Airport Land Use Commission, *Compatibility Plan*, accessed September 2020, <http://www.rcaluc.org/Plans/New-Compatibility-Plan>

## F. IMPACT ANALYSIS

### 1. Construction

Noise from Project construction activities would be affected by the amount of construction equipment, the location of this equipment, the timing and duration of construction activities, and the relative distance to noise-sensitive receptors. Construction activities that would occur during the construction phases would generate both steady-state and episodic noise that would be heard both on and off the Project Site. Each phase involves the use of different types of construction equipment and, therefore, has its own distinct noise characteristics. The Project would be constructed using typical construction techniques; no blasting or impact pile driving would be required.

#### a. On-Site Construction Noise

Individual pieces of construction equipment that would be used during construction produce maximum noise levels of 73 dBA to 85 dBA at a reference distance of 50 feet from the noise source, as shown in **Table 9: Typical Maximum Noise Levels for Project Construction Equipment.**

**Table 9**  
**Typical Maximum Noise Levels for Project Construction Equipment**

Equipment Description	Typical Duty Cycle (%)	Spec L <sub>max</sub> (dBA) <sup>a</sup>	Actual L <sub>max</sub> (dBA) <sup>a</sup>
Air Compressor	40	80.0	77.7
Backhoe	40	80.0	77.6
Crane	16	85.0	80.6
Dozer	40	85.0	81.7
Forklift	40	85.0	N/A
Generator	50	82.0	80.6
Grader	40	85.0	N/A
Loader	40	80.0	79.1
Paver	50	85.0	77.2
Roller	20	85.0	80.0
Tractor	40	84.0	N/A
Trenchers	50	82.0	80.4
Welder	40	73.0	74.0

Source: FHWA Roadway Construction Noise Model (RCNM) version 1.1

Note: N/A = not available.

<sup>a</sup> L<sub>max</sub> sound levels are measured 50 feet from the source of the equipment.

These construction equipment reference noise levels are based on measured noise data compiled by the FHWA and would occur when equipment is operating under full power conditions. However, equipment used on construction sites typically operate at less than full power. The acoustical usage factor is the

percentage of time that each type of construction equipment is anticipated to be in full power operation during a typical construction day. These values are estimates and will vary based on the actual construction process and schedule.

Construction equipment operates at its noisiest levels for certain percentages of time during operation. It is important to note, equipment would operate at different percentages over the course of an hour.<sup>12</sup> During a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are operated concurrently.

To characterize construction-period noise levels, the average (hourly Leq) noise level associated with each construction stage was calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage. These noise levels are typically associated with multiple pieces of equipment operating simultaneously.

The estimated construction noise levels were calculated for a scenario in which a reasonable number of construction equipment was assumed to be operating simultaneously, given the physical size of the Project Site and logistical limitations, and with the noise equipment located at the construction area nearest to the affected receptors to present a conservative impact analysis. This is considered a worst-case evaluation because construction of the Project would typically use fewer pieces of equipment simultaneously at any given time and, as such, would likely generate lower noise levels than reported herein.

Separate forecasts of construction noise levels from on-site construction at each of the noise monitoring sites within the immediate vicinity were completed. The forecast noise levels at the nearest residential uses to the Project Site from construction activity are shown in **Table 10: Construction Maximum Noise Estimates**. Average noise levels for each construction phase would range between 39 dBA to 60 dBA at the identified receptors. The loudest anticipated phase is grading, where receptors could be exposed to noise levels of up to an average of 60 dBA (Site 2). However, noise levels at the adjacent residential uses would remain within normally acceptable levels of 50 to 60 dBA CNEL and conditionally acceptable levels of 55 to 70 dBA CNEL. As such, construction noise impacts would not be considered significant.

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12 Federal Highway Administration, *Traffic Noise Model (2006)*.

**Table 10**  
**Construction Maximum Noise Estimates**

Construction Activity	Sound Level at Various Receptor Distances from Construction Activities, dBA							
	Site 1		Site 2		Site 3		Site 4	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Utilities – Storm Drains	46	43	54	51	52	49	48	45
NICU Renovation	43	41	52	49	50	47	45	43
Helipad Construction	49	50	58	59	56	57	52	52
Kitchen Service Renovation	43	41	52	49	50	47	45	43
Grading – Expansion	50	51	59	60	57	58	53	53
Building Construction	49	49	58	57	56	55	52	51
Canopy - New	49	49	58	57	56	55	52	51
Paving - Parking	49	48	58	57	56	55	52	51
Architectural Coating	43	39	52	48	50	46	45	41

Source: RCNM Version 1.1

Refer to **Appendix C.1** through **C.9** for construction noise worksheets.

### **b. Off-Site Construction Noise**

Construction of the Project would require haul and vendor truck trips to and from the site to export soil and delivery supplies to the site. Trucks traveling to and from the Project Site would be required to travel along a haul route approved by the City. At the maximum, 20 worker trips per day and 18 vendor trips per day would occur during the building construction and canopy phase. Additionally, 579 total hauling trips (53 hauling trips per day) would occur during grading – expansion phase.

Noise associated with construction trips were estimated using the Caltrans FHWA Traffic Noise Model based on the maximum number of worker and hauling trips in a day. 38 trips per day (20 worker and 18 vendor) would generate roadway noise levels of approximately 38.6 dBA CNEL measured at a distance of 75 feet. The 53 hauling trips per day would generate roadway noise levels ranging from 49.6 dBA to 54.5 dBA at a distance of 75 feet, depending on the use of medium or heavy duty trucks. As shown in **Table 3**

above, daytime ambient noise measurements ranged from a low of 55.2 dBA at Site 2 to a high of 69.2 dBA at Site 1. Off-site construction noise levels would be below the existing ambient noise environment. As such, off-site construction noise impacts would not be considered significant.

## 2. Construction Vibration

### a. On-Site Construction Vibration

**Table 11: On-Site Construction Vibration Impacts—Building Damage** and **Table 12: On-Site Construction Vibration Impacts—Human Annoyance** presents the construction vibration impacts associated with on-site construction in terms of building damage and human annoyance, respectively. As shown in **Table 11**, the forecasted vibration levels due to on-site construction activities would not exceed the building damage significance threshold of 0.12 PPV ips for all sites surrounding the Project area during construction. Due to the distance of the Project-identified sensitive receptors, changes in elevations, and intervening structures, such as buildings and walls, on-site construction vibration would not result in a significant vibration impact with regard to building damage. Impacts related to building damage from on-site construction vibration would not be considered significant.

As shown in **Table 12**, the forecasted vibration levels due to on-site construction activities would range from a low of -4 VdB to a high of 46 VdB and would not exceed human annoyance significance threshold of 72 VdB. Due to the distance of the Project-identified sensitive receptors, changes in elevations, and intervening structures, such as buildings and walls, on-site construction vibration would not result in a significant vibration impact with regard to human annoyance. Impacts related to human annoyance from on-site construction vibration would be less than significant.

**Table 11**  
**On-Site Construction Vibration Impacts – Building Damage**

Nearest Off-Site Building Structures	Estimated Vibration Velocity Levels at the Nearest Off-Site Structures from the Project Construction Equipment						Significance Threshold (PPV ips)	Exceeds Threshold?
	Vibratory Roller	Large Bulldozer	Caisson Drilling	Loaded Trucks	Jack-hammer	Small bulldozer		
<i>FTA Reference Vibration Levels at 25 feet</i>								
	0.210	0.089	0.089	0.076	0.035	0.003	—	
Site 1	0.000	0.000	0.000	0.000	0.000	0.000	0.12	No
Site 2	0.001	0.000	0.000	0.000	0.000	0.000	0.12	No
Site 3	0.000	0.000	0.000	0.000	0.000	0.000	0.12	No
Site 4	0.000	0.000	0.000	0.000	0.000	0.000	0.12	No

Source: US Department of Transportation, Federal Transportation Authority, Transit Noise and Vibration Impact Assessment.

Note: Refer to **Appendix D** for construction vibration worksheets.

**Table 12**  
**On-Site Construction Vibration Impacts – Human Annoyance**

Nearest Off-Site Building Structures	Estimated Vibration Velocity Levels at the Nearest Off-Site Structures from the Project Construction Equipment						Significance Threshold (VdB)	Exceeds Threshold?
	Vibratory Roller	Large Bulldozer	Caisson Drilling	Loaded Trucks	Jack-hammer	Small bulldozer		
<i>FTA Reference Vibration Levels at 25 feet</i>								
	94	87	87	86	79	58	—	
Site 1	33	26	26	25	18	-4	72	No
Site 2	46	39	39	38	31	9	72	No
Site 3	43	36	36	35	28	7	72	No
Site 4	37	29	29	28	21	0	72	No

Source: US Department of Transportation, Federal Transportation Authority, Transit Noise and Vibration Impact Assessment.  
Note: Refer to **Appendix D** for construction vibration worksheets.

### **b. Off-Site Construction Vibration**

In addition to on-site construction activities, construction delivery/haul trucks would generate ground-borne vibration as they travel along the Projects anticipated off-site truck travel routes. Based on the FTA data, the vibration generated by a typical loaded truck would be approximately 0.0076 PPV at a distance of 25 feet from the truck.<sup>13</sup> This forecasted vibration level would be well below the most stringent building damage criteria of 0.12 PPV. The nearest vibration sensitive uses (e.g., residential) are located to the west of the RSMC campus along Walsh Center Drive. These are located more than 25 feet from the truck travel pathway which would occur along Murrieta Hot Springs Road to the I-215 Freeway. Therefore, vibration impacts with respect to building damage and human annoyance from off-site construction truck travel on public roadways would not be considered significant.

## **3. Operation**

### **a. Roadway Noise**

As mentioned previously, to estimate noise level increase and impacts due to the Project, noise level increases were calculated from the traffic volumes obtained in the transportation impact analysis prepared by LLG dated July 16, 2020. **Table 13: Future (Year 2023) plus Project** illustrates the change in noise levels from traffic volumes and from traffic generated by the Project. The difference in traffic noise between Future (Year 2023) conditions and Future (Year 2023) plus Project conditions represents the increase in noise attributable to Project-related traffic. As shown in **Table 13**, the maximum noise level increase during

<sup>13</sup> FTA, *Transit Noise and Vibration Impact Assessment Manual*, September 2018, accessed May 2020, [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf)



the daytime and nighttime period along analyzed roadways would be 0.4 dB along Medical Center Drive east of Hancock Avenue. Consequently, Project-related traffic would not cause noise levels along the analyzed roadways to increase by more than 3.0 dBA. Thus, the Proposed Project would not result in a permanent increase in noise levels above ambient levels in the vicinity of the Project Site in excess of the City's Noise Element and Noise Ordinance. Vehicular related noise impacts would not be considered significant.

**Table 13**  
**Future (Year 2023) plus Project**

Roadway Segment	Time Period	Future (Year 2023)		Difference	Significant Impact?
		Without Project	With Project		
<b>Hancock Avenue</b>					
Murrieta Hot Springs Road to Medical Center Drive	Daytime	69.5	69.6	+0.1	No
	Nighttime	62.0	62.1	+0.1	No
Medical Center Drive to Walsh Center Drive	Daytime	69.1	69.1	0.0	No
	Nighttime	61.6	61.6	0.0	No
<b>Murrieta Hot Springs Road</b>					
East of Hancock Avenue	Daytime	73.7	73.7	0.0	No
	Nighttime	66.1	66.2	+0.1	No
West of Hancock Avenue	Daytime	73.4	73.4	0.0	No
	Nighttime	65.8	65.8	0.0	No
<b>Medical Center Drive</b>					
East of Hancock Avenue	Daytime	56.7	57.1	+0.4	No
	Nighttime	49.2	49.6	+0.4	No
West of Hancock Avenue	Daytime	56.4	56.4	0.0	No
	Nighttime	48.9	48.9	0.0	No
<b>Walsh Center Drive</b>					
West of Hancock Avenue	Daytime	54.2	54.2	0.0	No
	Nighttime	46.6	46.6	0.0	No

Source: Refer to **Appendix B.1** for roadway noise worksheets

## **b. Helicopter Noise**

For the helicopter approach, once a ground speed of 0 is reached, the helicopter begins vertical descent to the landing pad, which takes approximately 15 seconds. Once on the helipad surface, the helicopter

undergoes a 30-second ground idle. Following the idle period, the helicopter is shut down. Overall, the entire duration of the helicopter approach takes under 2 minutes.

For the helicopter departure, start-up and flight checks are performed during the ground-idle phase, which typically lasts up to 3 minutes. Following the flight checks and start-up, the rotor blades begin turning at full power, hover is initiated, and the aircraft ascends vertically above the pad, which lasts approximately 15 seconds. Once desired altitude is reached, the helicopter accelerates horizontally and departs the Project Site. Overall, the main noise-producing portion of the departure to altitude and cruising speed from initial start-up takes under 1 minute, with surrounding land uses exposed to maximum sound levels for less than 15 seconds during this period.

Based on previous data provided regarding flight operations, a maximum of two (2) flights have taken place from RSMC between the daytime hours of 7:00 AM to 10:00 PM on any given day and a maximum of one (1) flight has taken place between the nighttime hours of 10:00 PM to 7:00 AM on any given day. Therefore, to simulate worst-case scenario helicopter approach/departure impacts, it was assumed four (4) events (2 approach and 2 departure) would take place during the daytime period and two (2) events (1 approach and 1 departure) would take place during the nighttime period on the same day.

Helicopters are designated with maximum takeoff weight (MTOW) classes. The EC-35 has a MTOW of approximately 2,800 kilograms (6,173 pounds) and the EC-145 has a MTOW of approximately 3,585 kilograms (7,904 pounds).

### **Helicopter Approach/Departure (North)**

As shown in **Table 14: Exterior Noise Levels – Flight Path to the North**, the EC 135 helicopter would result in a maximum increase of 0.1 dBA during the nighttime period (10:00 PM to 7:00 AM). The results of the predictive modeling process during the daytime and nighttime period for the EC 135 helicopter are shown graphically in **Figure 6: EC 135 Flight Path to the North Contour Map (Daytime)** and **Figure 7: EC 135 Flight Path to the North Contour Map (Nighttime)**.

Additionally, the EC 145 helicopter would result in a maximum increase of 0.2 dBA during the nighttime period (10:00 PM to 7:00 AM). The results of the predictive modeling process during the daytime and nighttime period for the EC 145 helicopter are shown graphically in **Figure 8: EC 145 Flight Path to the North Contour Map (Daytime)** and **Figure 9: EC 145 Flight Path to the North Contour Map (Nighttime)**.

No increases would result during the daytime period for both the EC 135 and EC 145 helicopters flight path to the north. Residential development or other sensitive receptors would not be exposed to operational

noise increases exceeding the criteria identified in Table 4 above. As such, impacts would not be considered significant.

**Table 14**  
**Exterior Noise Levels – Flight Path to the North**

ID	Time Period	Ambient	Modeled	Ambient plus	Increase	Significant Impact?
		Noise Levels	Noise Levels	Modeled Noise Levels	Above Ambient	
dBA						
<b>EC 135</b>						
Site 1	Daytime	69.2	19.0	69.2	0.0	No
	Nighttime	56.4	15.2	56.4	0.0	No
Site 2	Daytime	55.2	25.0	55.2	0.0	No
	Nighttime	46.1	21.2	46.1	0.0	No
Site 3	Daytime	57.6	28.8	57.6	0.0	No
	Nighttime	41.6	25.0	41.7	+0.1	No
Site 4	Daytime	67.3	30.1	67.3	0.0	No
	Nighttime	48.4	26.3	48.4	0.0	No
<b>EC 145</b>						
Site 1	Daytime	69.2	21.6	69.2	0.0	No
	Nighttime	56.4	17.8	56.4	0.0	No
Site 2	Daytime	55.2	27.6	55.2	0.0	No
	Nighttime	46.1	23.8	46.1	0.0	No
Site 3	Daytime	57.6	31.4	57.6	0.0	No
	Nighttime	41.6	27.6	41.8	+0.2	No
Site 4	Daytime	67.3	32.7	67.3	0.0	No
	Nighttime	48.4	28.9	48.4	0.0	No

Note: Source: SoundPLAN version 8.2

Refer to Appendix B.2 for SoundPLAN Output Sheets.

### Helicopter Approach/Departure (South)

As shown in Table 15: Exterior Noise Levels –Flight Path to the South, the EC 135 helicopter would result in a maximum increase of 0.1 dBA during the nighttime period (10:00 PM to 7:00 AM). The results of the predictive modeling process during the daytime and nighttime period for the EC 135 helicopter are shown graphically in Figure 10: EC 135 Flight Path to the South Contour Map (Daytime) and Figure 11: EC 135 Flight Path to the South Contour Map (Nighttime).

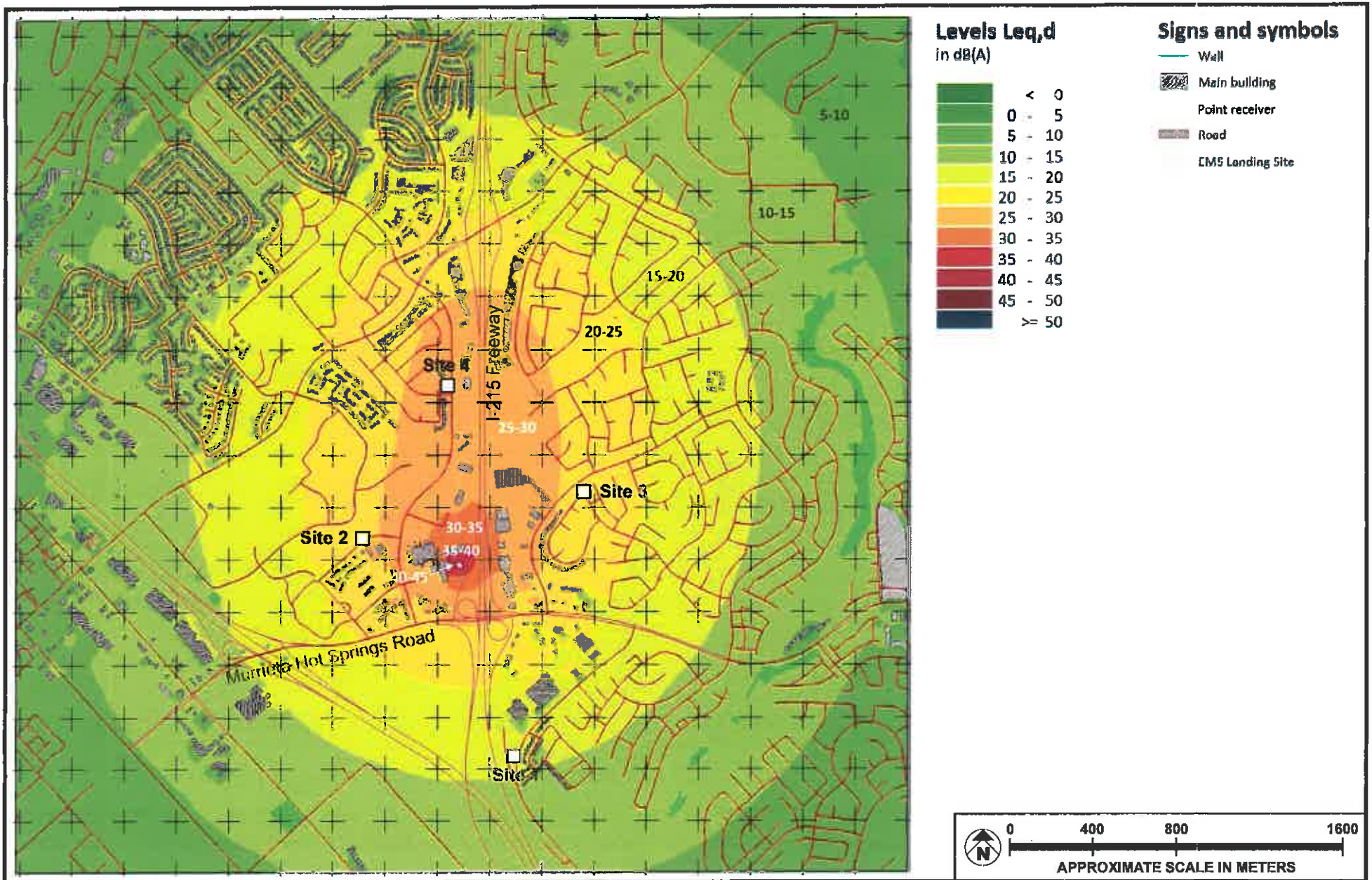
Additionally, the EC 145 helicopter would result in a maximum increase of 0.1 dBA during the nighttime period (10:00 PM to 7:00 AM). The results of the predictive modeling process during the daytime and nighttime period for the EC 145 helicopter are shown graphically in **Figure 12: EC 145 Flight Path to the North Contour Map (Daytime)** and **Figure 13: EC 145 Flight Path to the North Contour Map (Nighttime)**.

No increases would result during the daytime period for both the EC 135 and EC 145 helicopters flight path to the south. Residential development or other sensitive receptors would not be exposed to operational noise increases exceeding the criteria identified in **Table 4** above. As such, impacts would not be considered significant.

**Table 15**  
**Exterior Noise Levels – Flight Path to the South**

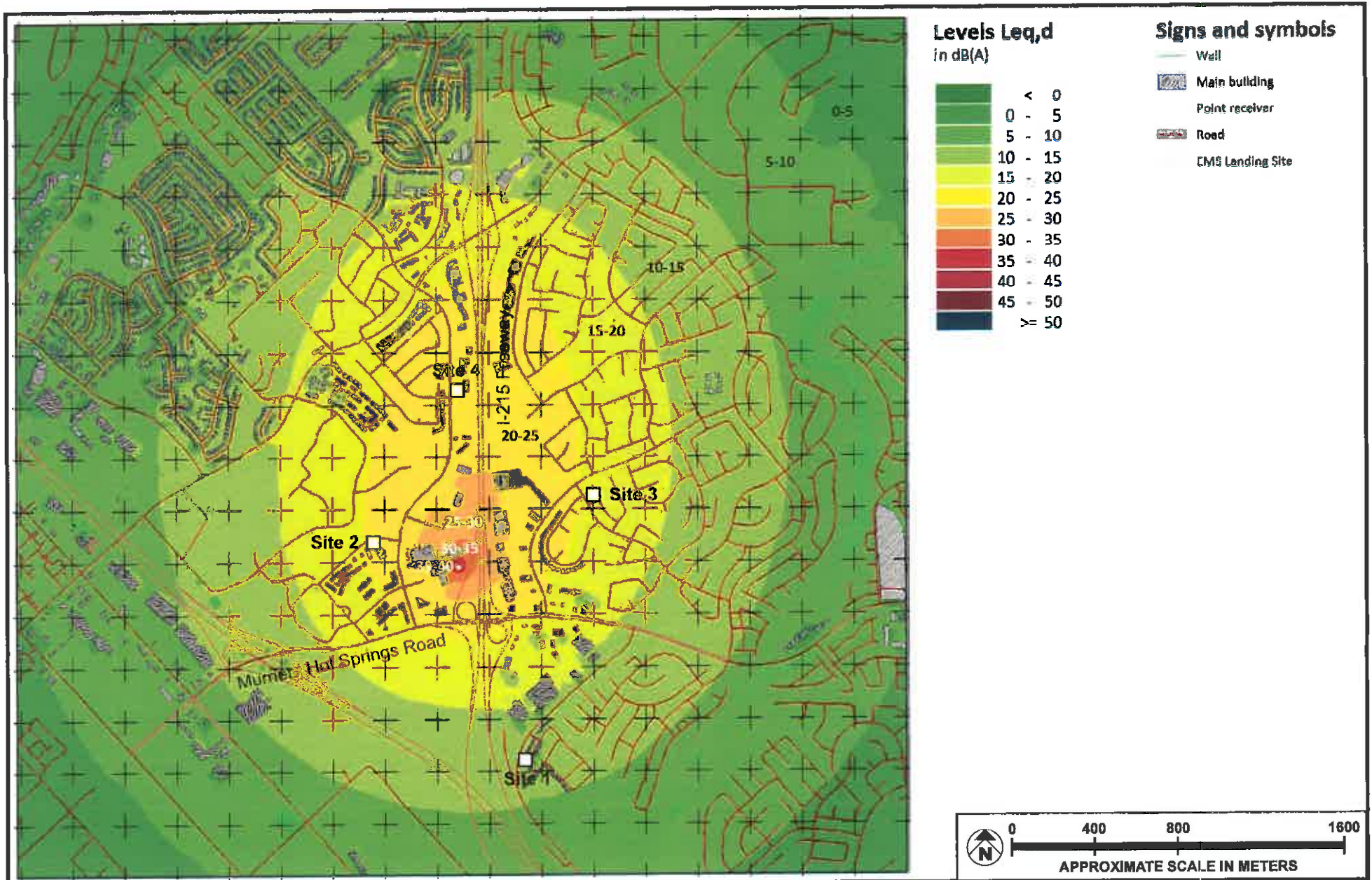
ID	Time Period	Ambient	Modeled	Ambient plus	Increase	Significant Impact?
		Noise Levels	Noise Levels	Modeled Noise Levels	Above Ambient	
dBA						
<b>EC 135</b>						
Site 1	Daytime	69.2	29.8	69.2	0.0	No
	Nighttime	56.4	26.0	56.4	0.0	No
Site 2	Daytime	55.2	25.7	55.2	0.0	No
	Nighttime	46.1	21.9	46.1	0.0	No
Site 3	Daytime	57.6	27.7	57.6	0.0	No
	Nighttime	41.6	23.9	41.7	+0.1	No
Site 4	Daytime	67.3	20.7	67.3	0.0	No
	Nighttime	48.4	16.9	48.4	0.0	No
<b>EC 145</b>						
Site 1	Daytime	69.2	32.4	69.2	0.0	No
	Nighttime	56.4	28.6	56.4	0.0	No
Site 2	Daytime	55.2	28.3	55.2	0.0	No
	Nighttime	46.1	24.5	46.1	0.0	No
Site 3	Daytime	57.6	30.3	57.6	0.0	No
	Nighttime	41.6	26.5	41.7	+0.1	No
Site 4	Daytime	67.3	23.3	67.3	0.0	No
	Nighttime	48.4	19.5	48.4	0.0	No

Note: Source: SoundPLAN version 8.2  
Refer to **Appendix B.2** for SoundPLAN Output Sheets.



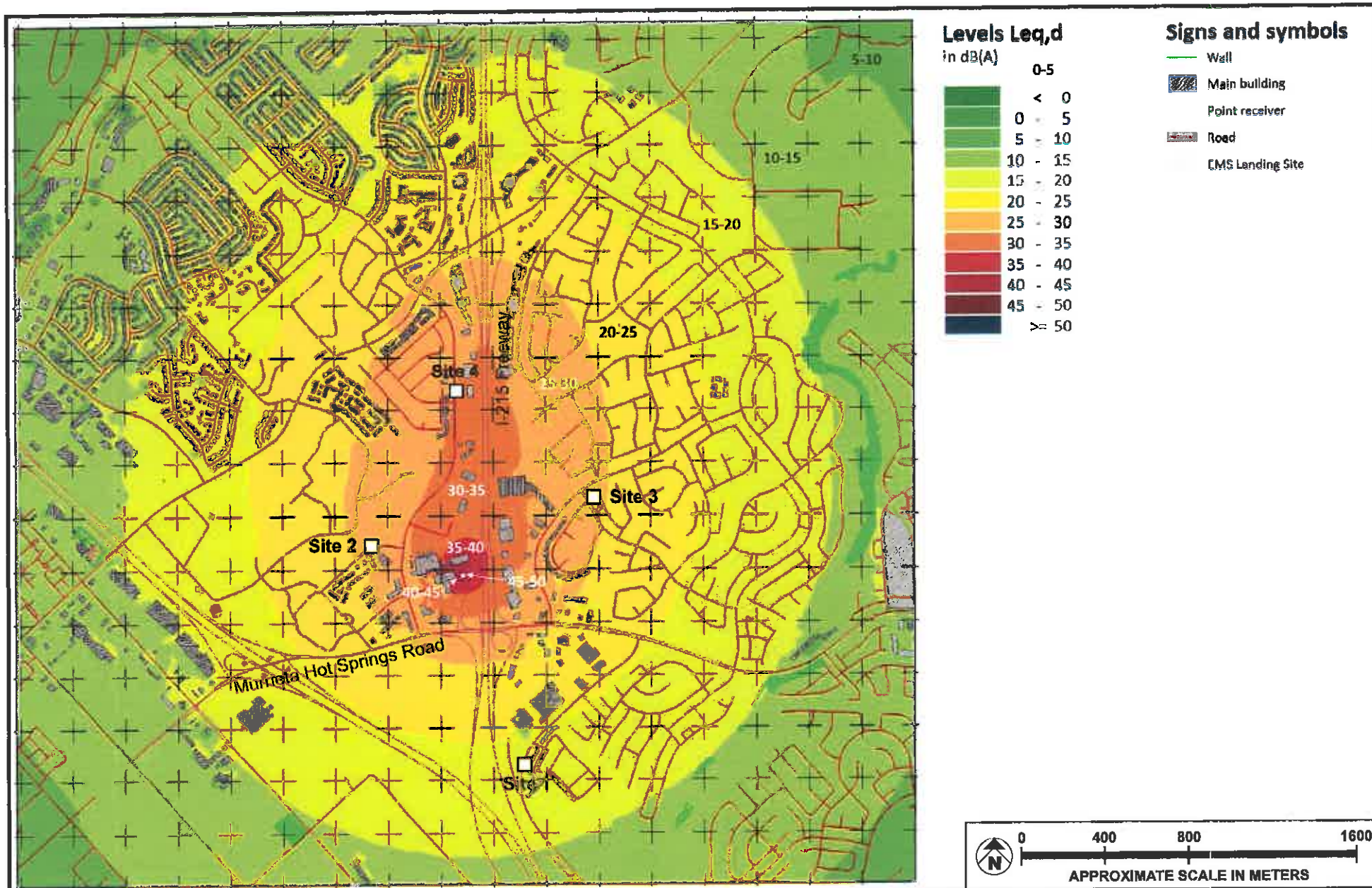
SOURCE: Google Earth - 2020

FIGURE 6



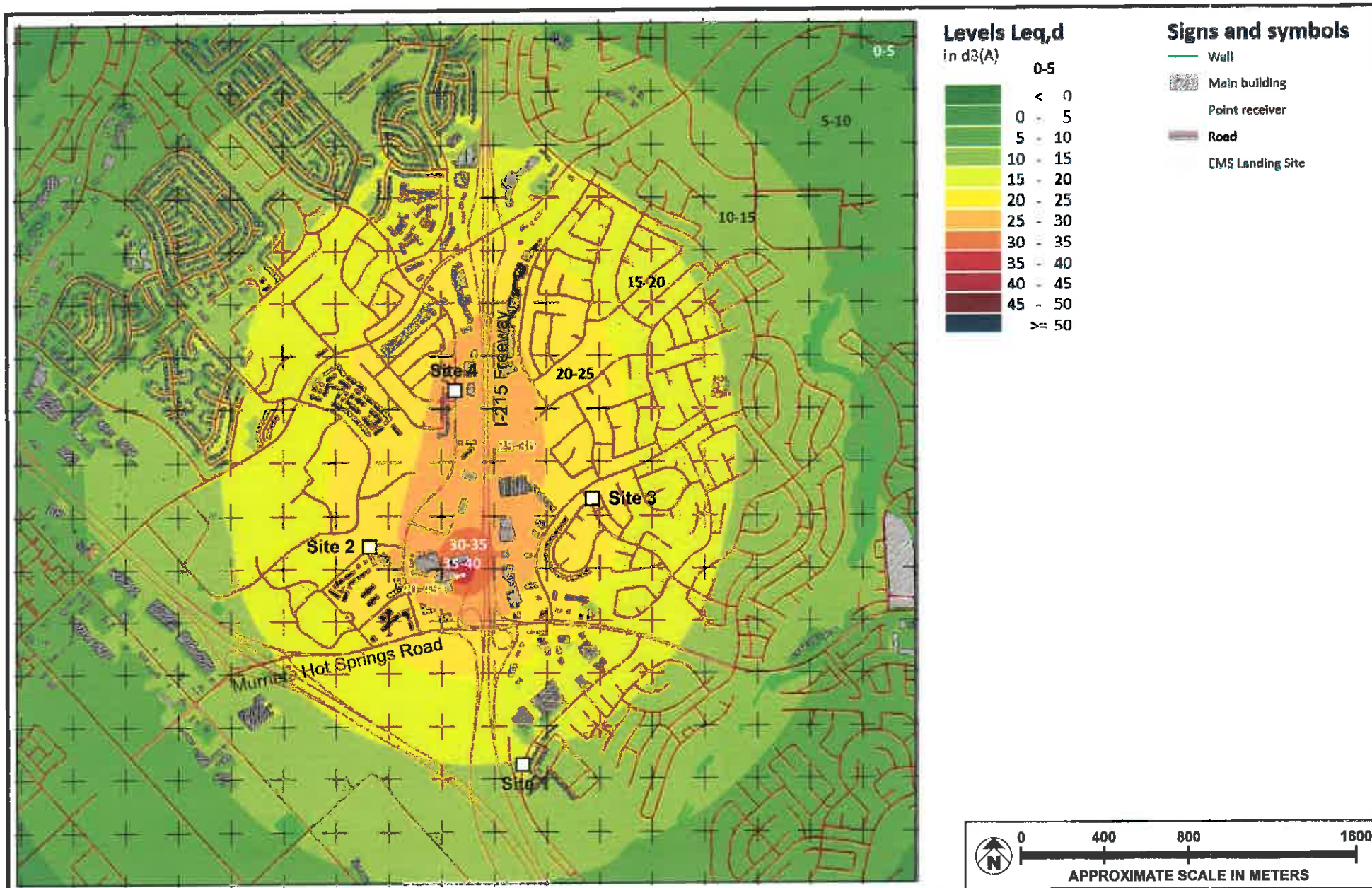
SOURCE: Google Earth - 2020

FIGURE 7



SOURCE: Google Earth - 2020

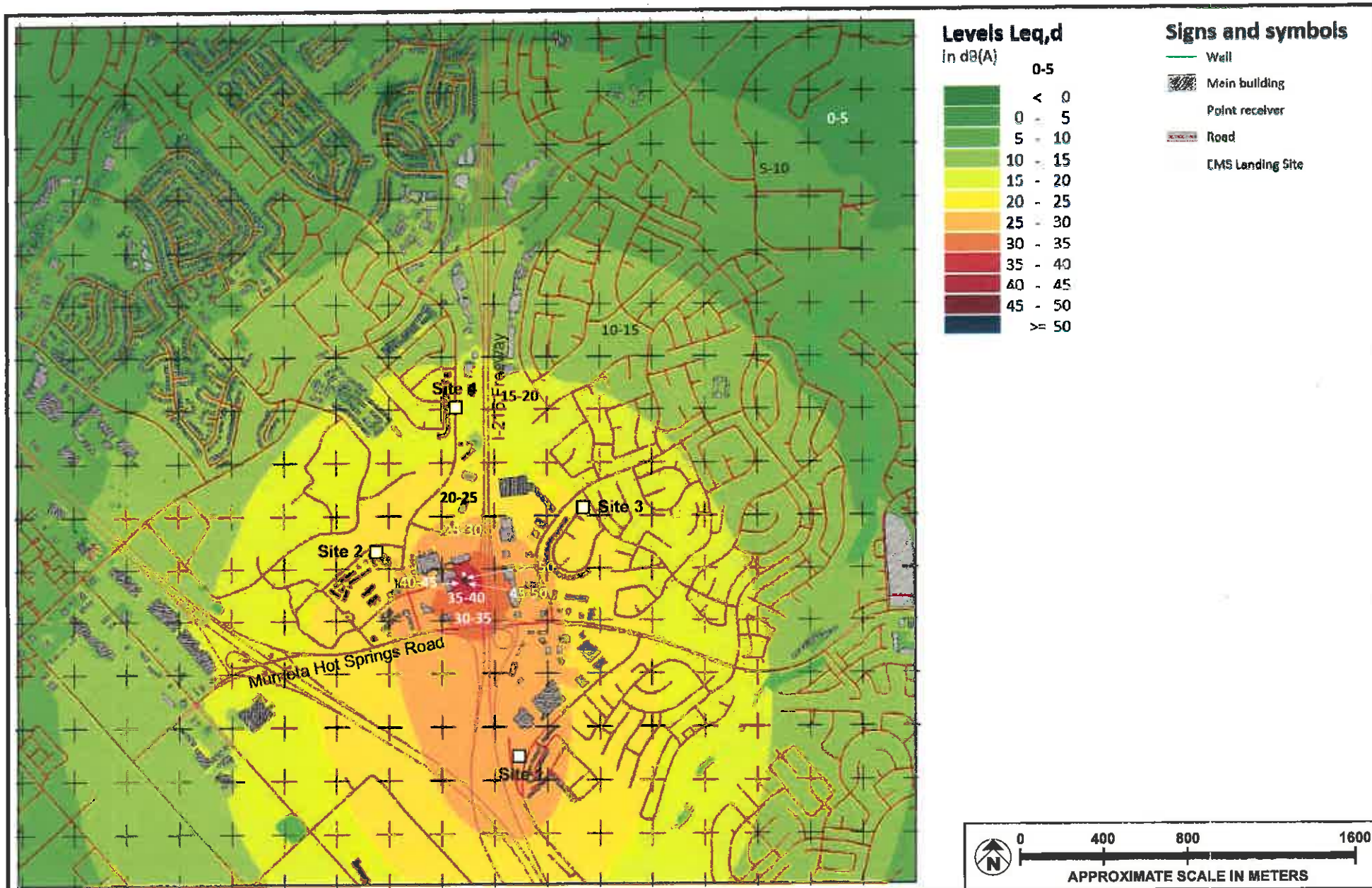
FIGURE 8



SOURCE: Google Earth - 2020

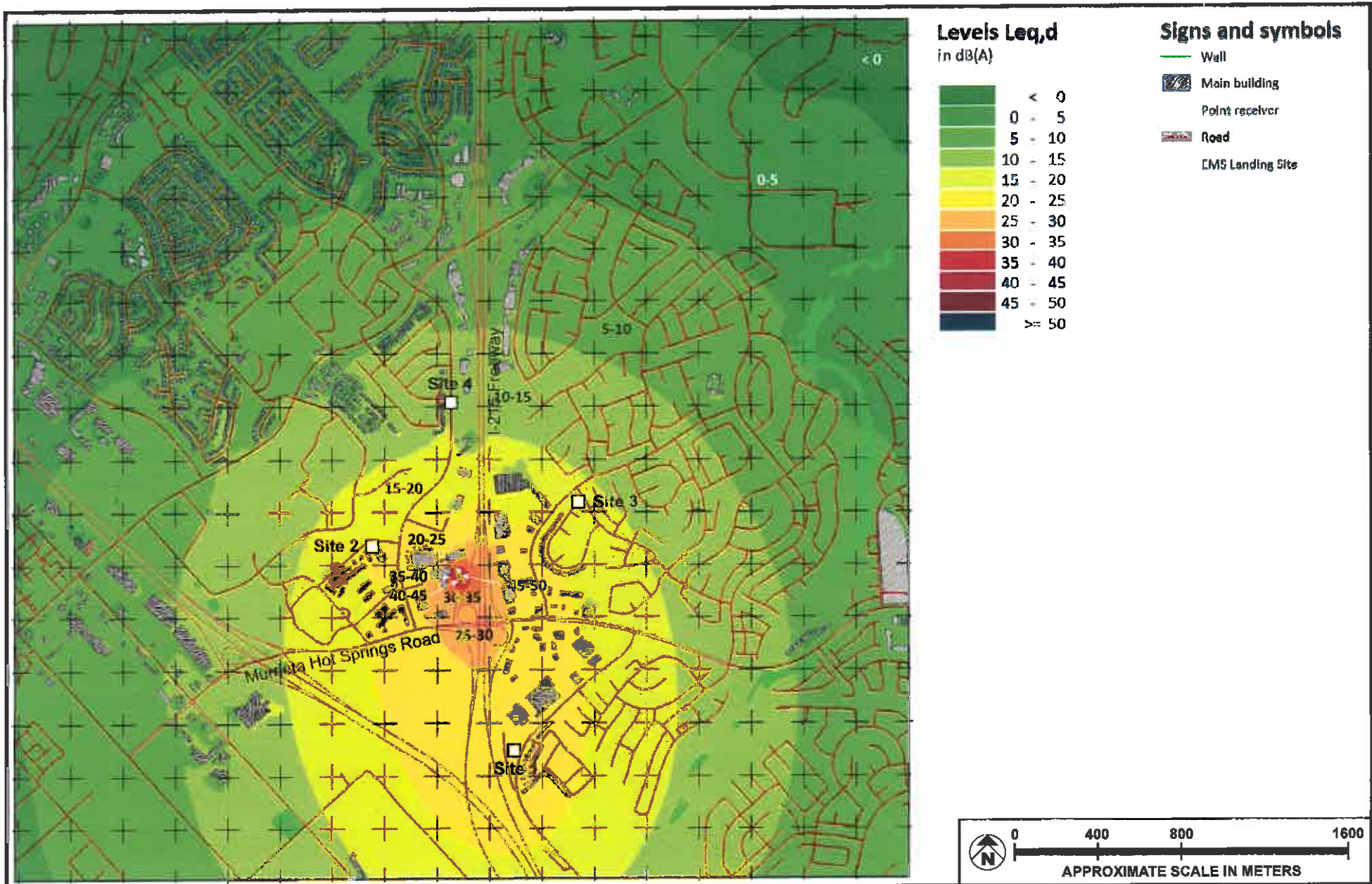
FIGURE 9





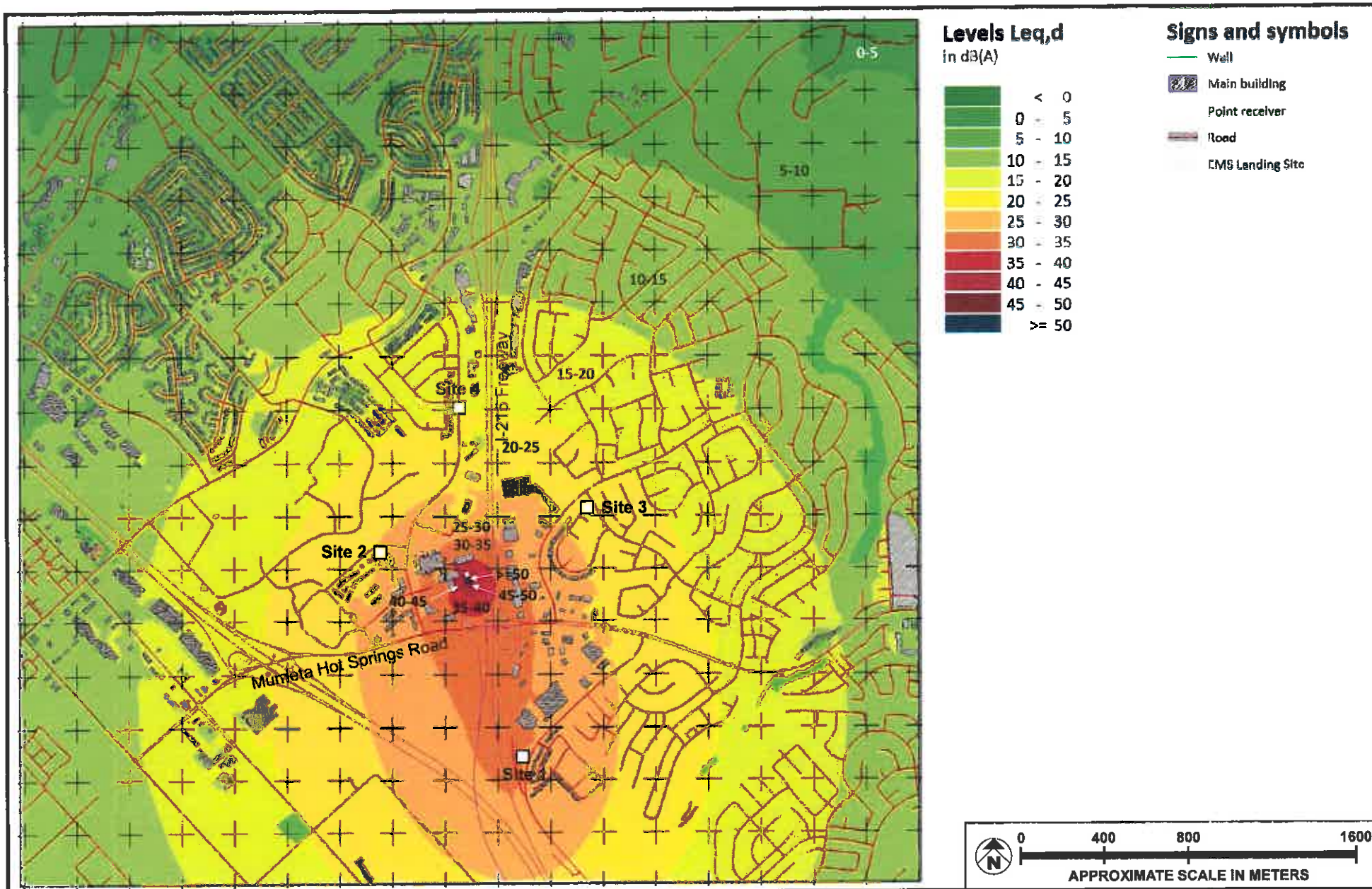
SOURCE: Google Earth - 2020

FIGURE 10



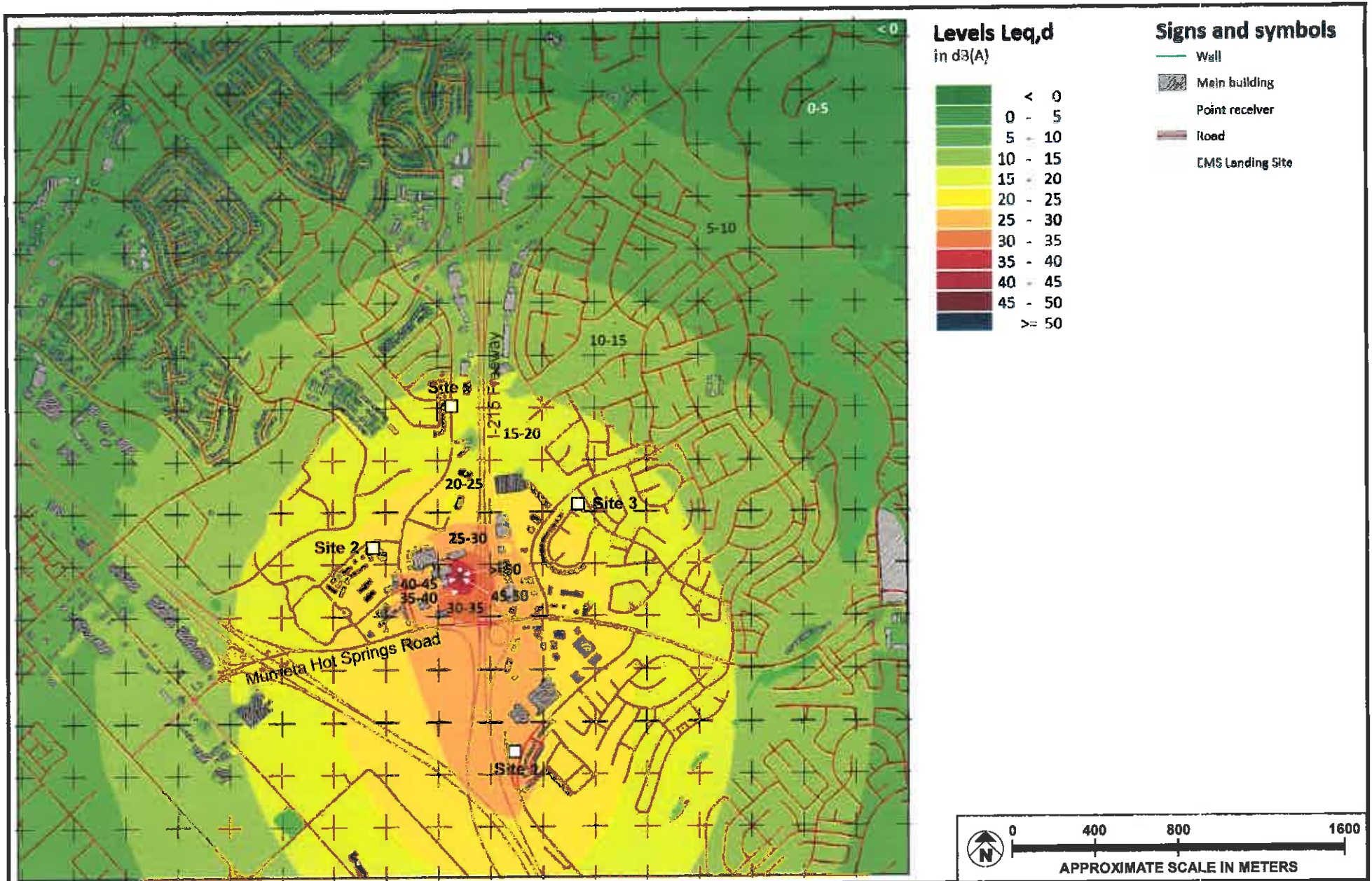
SOURCE: Google Earth - 2020

FIGURE 11



SOURCE: Google Earth - 2020

FIGURE 12



SOURCE: Google Earth - 2020

FIGURE 13

The hospital would be required to comply with California’s noise insulation standards which are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, California Building Code. These noise standards are applied to new construction in California for the purpose of interior noise compatibility from exterior noise sources. As mentioned previously, the regulations specify buildings shall be designed to limit interior noise in habitable rooms to acceptable noise levels. For hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL. With the existing EMS Landing Site located with a direct line of sight to the south entrance of Women’s Center, current interior noise levels do not exceed the interior noise limit of 45 dBA CNEL. As the EMS Landing Site would be relocated to the east portion of the Women’s Center and adjacent to the I-215 Freeway to the east, interior noise levels would be further reduced as the landing site would not be located within a direct line of sight. As such, interior noise levels would remain within acceptable limits.

#### 4. General Plan Consistency

The Project would be consistent with the policies identified in the City’s Noise Element, as identified in **Table 16: General Plan Noise Element Applicable Policies.**

**Table 16  
General Plan Noise Element Applicable Policies**

Policies	Consistency
<p><b>N-1.1 Comply with the Land Use Compatibility for Community Noise Environments</b></p>	<p><b>Consistent.</b> As indicated in <b>Table 14</b> and <b>Table 15</b>, the helicopter approach and departure from the north and south would not result in an increase in ambient noise measurements at any of the nearby sensitive receptors and thus would be below the FICON-recommended 3.0 dB threshold for ambient noise of 60–65 dB CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL. The Project would not exceed the land use compatibility criteria.</p>
<p><b>N-1.2 Protect schools, hospitals, libraries, churches, convalescent homes, and other noise sensitive uses from excessive noise levels by incorporating site planning and project design techniques to minimize noise impacts. The use of noise barriers shall be considered after all practical design-related noise measures have been integrated into the project. In cases where sound walls are necessary, they should help create an attractive setting with features such as setbacks, changes in alignment, detail and texture, murals, pedestrian access (if appropriate), and landscaping</b></p>	<p><b>Consistent.</b> The Project would not generate noise levels in excess of City standards. Overall, the noise generated by the helicopter approach/departure from the north/south would be similar to that for existing conditions. Noise from flights would occur for a relatively short period of time and would be infrequent; therefore, noise levels would not exceed the City’s Noise Ordinance thresholds at any period of time.</p>

Policies	Consistency
<b>N-2.2 Integrate noise considerations into land use planning decisions to prevent new noise/land use conflicts</b>	<b>Consistent.</b> Flight paths would be approved by the City through the CUP. Pilots would be committed to use only the prescribed flight paths from the northeast and southeast to prevent new noise/land use conflicts.
<b>N-2.3 Consider the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development proposals</b>	<b>Consistent.</b> The continued use of the EMS Landing Site was analyzed and summarized in this noise report. The proposed Project would not conflict with surrounding land uses and land uses along the proposed flight paths. Pilots would be committed to use only the prescribed flight paths from the northeast and southeast to prevent exceedance of City standards.
<b>N-2.4 Encourage proper site planning and architecture to reduce noise impacts</b>	<b>Consistent.</b> The continued use of the EMS Landing Site was analyzed and summarized in this noise report. The proposed Project would not conflict with surrounding land uses and land uses along the proposed flight paths. Pilots would be committed to use only the prescribed flight paths from the northeast and southeast to prevent exceedance of City standards.

## G. CONCLUSIONS

As shown in **Table 10**, average noise levels for each construction phase would range between 41 dBA to 60 dBA at the identified receptors. However, noise levels at the adjacent residential uses would remain within normally acceptable levels of 50 to 60 dBA CNEL and conditionally acceptable levels of 55 to 70 dBA CNEL. Construction noise impacts would not be considered significant.

As shown in **Table 11** and **Table 12**, the forecasted vibration levels due to on-site construction activities would not exceed the building damage significance threshold of 0.12 PPV ips and human annoyance significance threshold of 72 VdB for all sites surrounding the Project area during construction.

As shown in **Table 13**, Project-related traffic would not cause noise levels along the analyzed roadways to increase by more than 3.0 dBA. Vehicular related noise impacts would not be considered significant.

As shown in **Table 14** and **Table 15**, residential development or other sensitive receptors would not be exposed to operational noise increases exceeding the criteria identified in **Table 4** above. Helicopter noise impacts would not be considered significant.

**APPENDIX A**

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**Noise Measurements**

**APPENDIX A.1**

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**Long-Term (CNEL) Noise Measurements (2016)**



Monitoring Location: Site 1

Primary Noise Source:

Time(s): September 27 1:00 PM through September 28 1:00 PM

Monitoring Period	Monitored Leq	Logarithmic Equivalent	Evening/Night Adjustments		
			10 dB	5 dB	
Midnight 0 / 24	59.8	954993	9549926	3019952	Leq Morning Peak Hour 7:00-10:00 a.m.
am 1:00 100	57.0	501187	5011872	1584893	<input type="text" value="70"/> dBA
2:00 200	56.6	457088	4570882	1445440	Leq Evening Peak Hour 4:00-8:00 p.m.
3:00 300	59.7	933254	9332543	2951209	<input type="text" value="70"/> dBA
4:00 400	62.3	1698244	16982437	5370318	Leq Nighttime 10:00 pm-7:00 a.m. (not adjusted)
5:00 500	67.2	5248075	52480746	16595869	<input type="text" value="64.3"/> dBA
6:00 600	70.5	11220185	112201845	35481339	Leq Daytime 7:00 am-10:00 p.m.
7:00 700	70.3	10715193	107151931	33884416	<input type="text" value="69.2"/> dBA
8:00 800	70.3	10715193	107151931	33884416	Leq 24-Hour
9:00 900	68.1	6456542	64565423	20417379	<input type="text" value="68"/> dBA
10:00 1000	67.6	5754399	57543994	18197009	Ldn: 10 dB adjustment between 10:00 p.m. & 7:00 a.m.
11:00 1100	68.9	7762471	77624712	24547089	<input type="text" value="72"/> dBA
12:00 1200	69.1	8128305	81283052	25703958	CNEL: 5 dB adjustment between 7:00p.m. & 10:00 p.m., & 10 dB adjustment between 10:00 p.m. & 7:00 a.m.
pm 1:00 1300	69.3	8511380	85113804	26915348	<input type="text" value="72.2"/> dBA
2:00 1400	69.3	8511380	85113804	26915348	
3:00 1500	70.2	10471285	104712855	33113112	
4:00 1600	71.2	13182567	131825674	41686938	
5:00 1700	71.3	13489629	134896288	42657952	
6:00 1800	69.3	8511380	85113804	26915348	
7:00 1900	67.5	5623413	56234133	17782794	
8:00 2000	65.8	3801894	38018940	12022644	
9:00 2100	66.0	3981072	39810717	12589254	
10:00 2200	63.5	2238721	22387211	7079458	
pm 11:00 2300	60.7	1174898	11748976	3715352	

Difference between CNEL and Ldn

Note to modelers: Only input data under "Monitored Leq" (Column D).

Monitoring Location: Site 2  
Primary Noise Source:

Time(s): September 27 1:00 PM through September 28 1:00 PM

Monitoring Period	Monitored Leq	Logarithmic Equivalent	Evening/Night Adjustments		
			10 dB	5 dB	
Midnight 0 / 24	47.3	53703	537032	169824	
am 1:00 100	48.7	74131	741310	234423	Leq Morning Peak Hour 7:00-10:00 a.m. 59 dBA
2:00 200	47.8	60256	602560	190546	
3:00 300	48.7	74131	741310	234423	Leq Evening Peak Hour 4:00-8:00 p.m. 61 dBA
4:00 400	51.9	154882	1548817	489779	
5:00 500	53.1	204174	2041738	645654	Leq Nighttime 10:00 pm-7:00 a.m. (not adjusted) 51.1 dBA
6:00 600	53.8	239883	2398833	758578	
7:00 700	62.1	1621810	16218101	5128614	Leq Daytime 7:00 am-10:00 p.m. 59.1 dBA
8:00 800	57.9	616595	6165950	1949845	
9:00 900	56.0	398107	3981072	1258925	Leq 24-Hour 57 dBA
10:00 1000	57.1	512861	5128614	1621810	
11:00 1100	57.6	575440	5754399	1819701	Ldn: 10 dB adjustment between 10:00 p.m. & 7:00 a.m. 60 dBA
12:00 1200	58.5	707946	7079458	2238721	
pm 1:00 1300	59.0	794328	7943282	2511886	CNEL: 5 dB adjustment between 7:00p.m. & 10:00 p.m., & 10 dB adjustment between 10:00 p.m. & 7:00 a.m. 60.4 dBA
2:00 1400	59.4	870964	8709636	2754229	
3:00 1500	59.0	794328	7943282	2511886	
4:00 1600	64.2	2630268	26302680	8317638	
5:00 1700	59.3	851138	8511380	2691535	
6:00 1800	57.5	562341	5623413	1778279	
7:00 1900	56.8	478630	4786301	1513561	
8:00 2000	55.9	389045	3890451	1230269	
9:00 2100	56.0	398107	3981072	1258925	
10:00 2200	52.4	173780	1737801	549541	
pm 11:00 2300	50.6	114815	1148154	363078	Difference between CNEL and Ldn CNEL - Ldn = 0.474644

Note to modelers: Only input data under "Monitored Leq" (Column D).

Monitoring Location: Site 3  
Primary Noise Source:

Time(s): September 27 2:00 PM through September 27 2:00 PM

Monitoring Period	Monitored Leq	Logarithmic Equivalent	Evening/Night Adjustments	
			10 dB	5 dB
Midnight 0 / 24	43.6	22909	229087	72444
am 1:00 100	47.0	50119	501187	158489
2:00 200	42.3	16982	169824	53703
3:00 300	50.5	112202	1122018	354813
4:00 400	55.3	338844	3388442	1071519
5:00 500	57.8	602560	6025596	1905461
6:00 600	60.7	1174898	11748976	3715352
7:00 700	66.9	4897788	48977882	15488166
8:00 800	62.7	1862087	18620871	5888437
9:00 900	60.4	1096478	10964782	3467369
10:00 1000	60.2	1047129	10471285	3311311
11:00 1100	63.7	2344229	23442288	7413102
12:00 1200	61.3	1348963	13489629	4265795
pm 1:00 1300	61.9	1548817	15488166	4897788
2:00 1400	61.6	1445440	14454398	4570882
3:00 1500	63.0	1995262	19952623	6309573
4:00 1600	63.1	2041738	20417379	6456542
5:00 1700	65.6	3630781	36307805	11481536
6:00 1800	62.5	1778279	17782794	5623413
7:00 1900	61.4	1380384	13803843	4365158
8:00 2000	61.2	1318257	13182567	4168694
9:00 2100	56.7	467735	4677351	1479108
10:00 2200	55.5	354813	3548134	1122018
pm 11:00 2300	60.1	1023293	10232930	3235937

Leq Morning Peak Hour 7:00-10:00 a.m.

64 dBA

Leq Evening Peak Hour 4:00-8:00 p.m.

63 dBA

Leq Nighttime 10:00 pm-7:00 a.m. (not adjusted)

56.1 dBA

Leq Daytime 7:00 am-10:00 p.m.

62.7 dBA

Leq 24-Hour

61 dBA

Ldn: 10 dB adjustment between 10:00 p.m. & 7:00 a.m.

64 dBA

CNEL: 5 dB adjustment between 7:00p.m. & 10:00 p.m., & 10 dB adjustment between 10:00 p.m. & 7:00 a.m.

64.8 dBA

Difference between CNEL and Ldn

CNEL - Ldn = 0.433851

Note to modelers: Only input data under "Monitored Leq" (Column D).

Monitoring Location: Site 4  
Primary Noise Source:

Time(s): September 27 1:00 PM - September 28 1:00 PM

Monitoring Period	Monitored Leq	Logarithmic Equivalent	Evening/Night Adjustments	
			10 dB	5 dB
Midnight 0 / 24	58.2	660693	6606934	2089296
am 1:00 100	57.8	602560	6025596	1905461
2:00 200	56.3	426580	4265795	1348963
3:00 300	58.9	776247	7762471	2454709
4:00 400	62.3	1698244	16982437	5370318
5:00 500	66.8	4786301	47863009	15135612
6:00 600	68.7	7413102	74131024	23442288
7:00 700	72.6	18197009	181970086	57543994
8:00 800	72.6	18197009	181970086	57543994
9:00 900	71.2	13182567	131825674	41686938
10:00 1000	71.3	13489629	134896288	42657952
11:00 1100	72.5	17782794	177827941	56234133
12:00 1200	72.9	19498446	194984460	61659500
pm 1:00 1300	71.7	14791084	147910839	46773514
2:00 1400	73.1	20417379	204173794	64565423
3:00 1500	72.0	15848932	158489319	50118723
4:00 1600	71.9	15488166	154881662	48977882
5:00 1700	73.1	20417379	204173794	64565423
6:00 1800	70.5	11220185	112201845	35481339
7:00 1900	69.3	8511380	85113804	26915348
8:00 2000	68.5	7079458	70794578	22387211
9:00 2100	66.4	4365158	43651583	13803843
10:00 2200	63.4	2187762	21877616	6918310
pm 11:00 2300	61.6	1445440	14454398	4570882

Leq Morning Peak Hour 7:00-10:00 a.m.

72 dBA

Leq Evening Peak Hour 4:00-8:00 p.m.

71 dBA

Leq Nighttime 10:00 pm-7:00 a.m. (not adjusted)

63.5 dBA

Leq Daytime 7:00 am-10:00 p.m.

71.6 dBA

Leq 24-Hour

70 dBA

Ldn: 10 dB adjustment between 10:00 p.m. & 7:00 a.m.

72 dBA

CNEL: 5 dB adjustment between 7:00p.m. & 10:00 p.m., & 10 dB adjustment between 10:00 p.m. & 7:00 a.m.

72.8 dBA

Difference between CNEL and Ldn

CNEL - Ldn = 0.4262204

Note to modelers: Only input data under "Monitored Leq" (Column D).



Monitoring Location: Site 1  
Monitoring Date: 7/30/2020

Monitoring Period

Time	LAeq	LASmax	LASmin
17:41:23	70.3	76.4	63.1
17:42:23	68.9	73.6	63.4
17:43:23	70.4	75.9	64.0
17:44:23	70.2	75.5	64.8
17:45:23	70.4	78.2	63.1
17:46:23	69.2	73.9	64.5
17:47:23	67.3	76.0	62.7
17:48:23	68.1	76.3	62.7
17:49:23	68.8	76.0	63.0
17:50:23	68.6	73.5	63.0
17:51:23	66.9	70.6	64.5
		78.2	62.7

10-minute LAeq

69.2

Monitoring Period

Time	LAeq	LASmax	LASmin
22:02:04	59.3	64.9	54.6
22:03:04	58.3	61.9	55.7
22:04:04	61.1	68.5	55.7
22:05:04	57.4	60.6	53.2
22:06:04	65.9	73.3	57.9
22:07:04	62.5	71.6	54.6
22:08:04	60.2	71.3	55.7
22:09:04	61.8	65.9	58.1
22:10:04	62.6	69.4	56.6
22:11:04	62.7	71.4	57.1
22:12:04	58.7	60.0	58.5
		73.3	53.2

10-minute LAeq

56.4

Monitoring Location: Site 2  
Monitoring Date: 7/30/2020

Monitoring Period

Time	LAeq	LASmax	LASmin
17:59:52	47.9	51.0	46.7
18:00:52	55.6	67.6	47.3
18:01:52	57.7	68.5	47.1
18:02:52	56.7	69.4	47.8
18:03:52	55.3	67.0	47.3
18:04:52	55.6	66.0	46.2
18:05:52	50.1	53.0	47.8
18:06:52	57.0	69.3	45.8
18:07:52	49.4	52.2	46.8
18:08:52	55.9	66.2	46.0
18:09:52	56.0	61.6	56.3
		69.4	45.8

15-minute LAeq

55.2

Monitoring Period

Time	LAeq	LASmax	LASmin
22:32:20	48.3	51.3	46.1
22:33:20	47.7	58.4	45.7
22:34:20	46.6	48.1	45.6
22:35:20	45.9	47.4	44.8
22:36:20	48.9	57.8	44.9
22:37:20	46.3	48.5	45.2
22:38:20	48.7	53.9	46.5
22:39:20	48.4	55.4	45.9
22:40:20	55.7	67.5	47.0
22:41:20	49.1	53.0	47.4
22:42:20	48.4	50.9	47.3
		67.5	44.8

10-minute LAeq

46.1

**Monitoring Location: Site 3**  
**Monitoring Date: 7/30/2020**

**Monitoring Period**

Time	LAeq	LASmax	LASmin
18:18:35	56.3	66.8	46.4
18:19:35	54.8	62.6	45.8
18:20:35	63.2	72.5	47.4
18:21:35	50.2	57.9	46.5
18:22:35	57.4	66.7	46.6
18:23:35	58.5	69.9	48.8
18:24:35	60.9	70.5	48.8
18:25:35	53.2	61.0	48.5
18:26:35	56.5	65.9	48.8
18:27:35	54.2	59.0	49.0
18:28:35	49.4	51.4	48.4
		72.5	45.8

15-minute LAeq

**57.6**

**Monitoring Period**

Time	LAeq	LASmax	LASmin
22:16:41	44.1	48.9	41.4
22:17:41	52.8	64.8	41.5
22:18:41	50.6	61.0	40.4
22:19:41	46.7	55.1	40.9
22:20:41	44.2	54.5	39.8
22:21:41	48.4	59.9	39.8
22:22:41	48.1	57.7	40.4
22:23:41	51.3	59.8	40.6
22:24:41	48.6	58.6	40.7
22:25:41	46.1	58.0	41.1
22:26:41	53.1	56.1	46.2
		64.8	39.8

10-minute LAeq

**41.6**



**Monitoring Location: Site 4**  
**Monitoring Date: 7/30/2020**

**Monitoring Period**

Time	LAeq	LASmax	LASmin
18:35:47	68.6	80.7	52.3
18:36:47	66.9	73.3	54.7
18:37:47	68.8	77.2	53.4
18:38:47	69.1	76.3	56.6
18:39:47	67.5	77.4	51.3
18:40:47	63.8	72.6	52.5
18:41:47	68.7	76.0	53.4
18:42:47	66.1	75.5	53.0
18:43:47	65.6	72.9	53.7
18:44:47	69.1	77.3	53.3
18:45:47	55.9	58.3	55.3
		80.7	51.3

15-minute LAeq

**67.3**

**Monitoring Period**

Time	LAeq	LASmax	LASmin
22:45:51	53.1	68.2	47.5
22:46:51	60.9	69.9	48.2
22:47:51	57.3	66.8	47.7
22:48:51	59.4	68.7	48.3
22:49:51	54.6	63.1	47.9
22:50:51	58.5	70.4	47.3
22:51:51	61.5	71.4	47.6
22:52:51	62.7	70.0	50.4
22:53:51	60.2	70.3	48.8
22:54:51	59.5	68.7	49.9
22:55:51	48.6	49.9	47.6
		71.4	47.3

10-minute LAeq

**48.4**



**APPENDIX B.1**

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**Roadway Noise Worksheets**

Street Segment	Scenario	Daytime		Nighttime		Speed (km/h)
		ADT	HT	ADT	HT	
Hancock Avenue (Medical Center Drive to Walsh Center Drive)	Existing	775.2	14.3	5.6	137.2	72.4
Hancock Avenue (Murrieta Hot Springs Rd to Medical Center Drive)	Existing	877.1	16.2	6.3	155.2	72.4
Medical Center Drive (East of Hancock Avenue)	Existing	267.9	4.9	1.9	47.4	40.2
Medical Center Drive (West of Hancock Avenue)	Existing	236.5	4.4	1.7	41.9	40.2
Murrieta Hot Springs Road (East of Hancock Avenue)	Existing	2692.3	49.7	19.3	476.5	72.4
Murrieta Hot Springs Road (West of Hancock Avenue)	Existing	2538.0	46.9	18.2	449.2	72.4
Walsh Center Drive (West of Hancock Avenu)	Existing	40.4	0.7	0.3	7.2	40.2

Street Segment	Scenario	Daytime		Nighttime		Speed (km/h)		
		HT	MT	HT	MT	ADT	ADT	
Hancock Avenue (Medical Center Drive to Walsh Center Drive)	Future 2023 Without Project	1013.8	18.7	7.3	179.4	3.3	1.3	72.4
Hancock Avenue (Murrieta Hot Springs Rd to Medical Center Drive)	Future 2023 Without Project	1109.8	20.5	8.0	196.4	3.6	1.4	72.4
Medical Center Drive (East of Hancock Avenue)	Future 2023 Without Project	267.9	4.9	1.9	47.4	0.9	0.3	40.2
Medical Center Drive (West of Hancock Avenue)	Future 2023 Without Project	251.2	4.6	1.8	44.5	0.8	0.3	40.2
Murrieta Hot Springs Road (East of Hancock Avenue)	Future 2023 Without Project	2905.0	53.6	20.9	514.2	9.5	3.7	72.4
Murrieta Hot Springs Road (West of Hancock Avenue)	Future 2023 Without Project	2711.4	50.1	19.5	479.9	8.9	3.4	72.4
Walsh Center Drive (West of Hancock Avenue)	Future 2023 Without Project	149.7	2.8	1.1	26.5	0.5	0.2	40.2

Street Segment	Scenario	Daytime		Nighttime		Speed (km/h)		
		ADT	MT	ADT	MT	HT	MT	
Hancock Avenue (Medical Center Drive to Walsh Center Drive)	Future 2023 With Project	1015.1	18.7	7.3	179.7	3.3	1.3	72.4
Hancock Avenue (Murrieta Hot Springs Rd to Medical Center Drive)	Future 2023 With Project	1135.5	21.0	8.2	201.0	3.7	1.4	72.4
Medical Center Drive (East of Hancock Avenue)	Future 2023 With Project	295.0	5.4	2.1	52.2	1.0	0.4	40.2
Medical Center Drive (West of Hancock Avenue)	Future 2023 With Project	251.2	4.6	1.8	44.5	0.8	0.3	40.2
Murrieta Hot Springs Road (East of Hancock Avenue)	Future 2023 With Project	2922.7	54.0	21.0	517.3	9.5	3.7	72.4
Murrieta Hot Springs Road (West of Hancock Avenue)	Future 2023 With Project	2719.5	50.2	19.5	481.3	8.9	3.5	72.4
Walsh Center Drive (West of Hancock Avenue)	Future 2023 With Project	149.7	2.8	1.1	26.5	0.5	0.2	40.2

**APPENDIX B.2**

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**Helicopter Noise Worksheets**

EC 135 To the North

Receiver	Fl	Ldn/dB(A)	Leq,d/dB(A)	Leq,n/dB(A)	H/dB(A)	Time slice	63Hz dB(A)	125Hz dB(A)	250Hz dB(A)	500Hz dB(A)	1kHz dB(A)	2kHz dB(A)	4kHz dB(A)	8kHz dB(A)
Site 1	G	22.4	19	15.2	27.7	Ldn	3.3	2.3	13.7	20.1	16.1	4.1	-29.5	-119.2
						Leq,d	-0.1	-1.1	10.3	16.7	12.7	0.7	-32.9	
						Leq,n	-3.9	-4.9	6.5	12.9	8.9	-3.1	-36.7	
						H	8.7	7.6	19	25.4	21.5	9.4	-24.1	-113.8
Site 2	G	28.4	25	21.2	33.8	Ldn	8.1	7.6	18.8	25.7	23	14.8	-5.7	-51.5
						Leq,d	4.7	4.2	15.4	22.3	19.6	11.4	-9.1	-54.9
						Leq,n	0.9	0.4	11.6	18.5	15.8	7.6	-12.9	-58.8
						H	13.4	13	24.1	31.1	28.3	20.2	-0.4	-46.2
Site 3	G	32.2	28.8	25	37.5	Ldn	11.4	11.2	22.3	29.4	26.8	19.1	0.6	-37.7
						Leq,d	8	7.8	18.9	26	23.4	15.7	-2.8	-41.1
						Leq,n	4.2	4	15.1	22.2	19.6	11.9	-6.6	-44.9
						H	16.7	16.5	27.7	34.8	32.2	24.5	5.9	-32.3
Site 4	G	33.5	30.1	26.3	38.9	Ldn	12.7	12.7	23.7	30.8	28.2	20.7	2.4	-34.9
						Leq,d	9.3	9.3	20.3	27.4	24.8	17.3	-1	-38.3
						Leq,n	5.5	5.5	16.5	23.6	21	13.5	-4.8	-42.1
						H	18	18.1	29	36.2	33.6	26	7.8	-29.6



EC 135 To the South

Receiver	Fl	Ldn/dB(A)	Leq,d/dB(A)	Leq,n/dB(A)	H/dB(A)	Time slice	63Hz dB(A)	125Hz dB(A)	250Hz dB(A)	500Hz dB(A)	1kHz dB(A)	2kHz dB(A)	4kHz dB(A)	8kHz dB(A)
Site 1	G	33.2	29.8	26	38.6	Ldn	12.4	12.5	23.4	30.5	27.9	20.5	2.9	-32.8
						Leq,d	9	9.1	20	27.1	24.5	17.1	-0.5	-36.2
						Leq,n	5.2	5.3	16.2	23.3	20.7	13.3	-4.3	-40
						H	17.7	17.8	28.7	35.8	33.3	25.8	8.3	-27.4
Site 2	G	29.1	25.7	21.9	34.4	Ldn	8.8	8.3	19.6	26.5	23.5	14.9	-6.5	-53.5
						Leq,d	5.4	4.9	16.2	23.1	20.1	11.5	-9.9	-56.9
						Leq,n	1.6	1.1	12.4	19.3	16.3	7.7	-13.7	-60.7
						H	14.2	13.6	24.9	31.8	28.9	20.2	-1.2	-48.1
Site 3	G	31.1	27.7	23.9	36.4	Ldn	10.5	10.1	21.4	28.4	25.7	18	-1	-40.6
						Leq,d	7.1	6.8	18	25	22.3	14.6	-4.4	-44
						Leq,n	3.3	2.9	14.2	21.2	18.5	10.8	-8.2	-47.8
						H	15.9	15.5	26.7	33.7	31	23.4	4.3	-35.3
Site 4	G	24.1	20.7	16.9	29.5	Ldn	4.8	3.7	15.2	21.7	18.1	7.3	-21.8	-95.3
						Leq,d	1.4	0.3	11.8	18.3	14.7	3.9	-25.2	-98.7
						Leq,n	-2.4	-3.5	8	14.5	10.9	0.1	-29	-102.5
						H	10.2	9.1	20.6	27.1	23.5	12.6	-16.5	-90

EC 145 To the North

Receiver	Fl	Ldn/dB(A)	Leq,d/dB(A)	Leq,n/dB(A)	H/dB(A)	Time slice	63Hz dB(A)	125Hz dB(A)	250Hz dB(A)	500Hz dB(A)	1kHz dB(A)	2kHz dB(A)	4kHz dB(A)	8kHz dB(A)
Site 1	G	25	21.6	17.8	30.3	Ldn	5.9	4.9	16.3	22.7	18.7	6.7	-26.9	-116.6
						Leq,d	2.5	1.5	12.9	19.3	15.3	3.3	-30.3	-120
						Leq,n	-1.3	-2.3	9.1	15.5	11.5	-0.5	-34.1	
						H	11.3	10.2	21.6	28	24.1	12	-21.5	-111.2
Site 2	G	31	27.6	23.8	36.4	Ldn	10.7	10.2	21.4	28.3	25.6	17.4	-3.1	-48.9
						Leq,d	7.3	6.8	18	24.9	22.2	14	-6.5	-52.3
						Leq,n	3.5	3	14.2	21.1	18.4	10.2	-10.3	-56.2
						H	16	15.6	26.7	33.7	30.9	22.8	2.2	-43.6
Site 3	G	34.8	31.4	27.6	40.1	Ldn	14	13.8	24.9	32	29.4	21.7	3.2	-35.1
						Leq,d	10.6	10.4	21.5	28.6	26	18.3	-0.2	-38.5
						Leq,n	6.8	6.6	17.7	24.8	22.2	14.5	-4	-42.3
						H	19.3	19.1	30.3	37.4	34.8	27.1	8.5	-29.7
Site 4	G	36.1	32.7	28.9	41.5	Ldn	15.3	15.3	26.3	33.4	30.8	23.3	5	-32.3
						Leq,d	11.9	11.9	22.9	30	27.4	19.9	1.6	-35.7
						Leq,n	8.1	8.1	19.1	26.2	23.6	16.1	-2.2	-39.5
						H	20.6	20.7	31.6	38.8	36.2	28.6	10.4	-27

EC 145 To the South

Receiver	Fl	Ldn/dB(A)	Leq,d/dB(A)	Leq,n/dB(A)	H/dB(A)	Time slice	63Hz dB(A)	125Hz dB(A)	250Hz dB(A)	500Hz dB(A)	1kHz dB(A)	2kHz dB(A)	4kHz dB(A)	8kHz dB(A)
Site 1	G	35.8	32.4	28.6	41.2	Ldn	15	15.1	26	33.1	30.5	23.1	5.5	-30.2
						Leq,d	11.6	11.7	22.6	29.7	27.1	19.7	2.1	-33.6
						Leq,n	7.8	7.9	18.8	25.9	23.3	15.9	-1.7	-37.4
						H	20.3	20.4	31.3	38.4	35.9	28.4	10.9	-24.8
Site 2	G	31.7	28.3	24.5	37	Ldn	11.4	10.9	22.2	29.1	26.1	17.5	-3.9	-50.9
						Leq,d	8	7.5	18.8	25.7	22.7	14.1	-7.3	-54.3
						Leq,n	4.2	3.7	15	21.9	18.9	10.3	-11.1	-58.1
						H	16.8	16.2	27.5	34.4	31.5	22.8	1.4	-45.5
Site 3	G	33.7	30.3	26.5	39	Ldn	13.1	12.7	24	31	28.3	20.6	1.6	-38
						Leq,d	9.7	9.4	20.6	27.6	24.9	17.2	-1.8	-41.4
						Leq,n	5.9	5.5	16.8	23.8	21.1	13.4	-5.6	-45.2
						H	18.5	18.1	29.3	36.3	33.6	26	6.9	-32.7
Site 4	G	26.7	23.3	19.5	32.1	Ldn	7.4	6.3	17.8	24.3	20.7	9.9	-19.2	-92.7
						Leq,d	4	2.9	14.4	20.9	17.3	6.5	-22.6	-96.1
						Leq,n	0.2	-0.9	10.6	17.1	13.5	2.7	-26.4	-99.9
						H	12.8	11.7	23.2	29.7	26.1	15.2	-13.9	-87.4

**APPENDIX C**

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**Construction Noise Worksheets**

**APPENDIX C.1**

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**Utilities – Storm Drains**



\*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Site 3	Residential	57.6	41.6	41.6

		Equipment				
Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Slurry Trenching Mach	No	50		80.4	1250	0

		Results								Noise Limit Exceedance (dBA)					
		Calculated (dBA)		Noise Limits (dBA)						Day		Evening		Night	
Equipment		*Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq
Slurry Trenching Mach		52.4	49.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total		52.4	49.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Site 4	Residential	67.3	48.4	48.4

		Equipment				
Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Slurry Trenching Mach	No	50		80.4	2100	0

		Results								Noise Limit Exceedance (dBA)					
		Calculated (dBA)		Noise Limits (dBA)						Day		Evening		Night	
Equipment		*Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq
Slurry Trenching Mach		47.9	44.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total		47.9	44.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

**APPENDIX C.2**

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**NICU Renovation**





Total 51.6 49.2 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 3	Residential	57.6	41.6	41.6

Equipment

Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Compressor (air)	No	40		77.7	1250	0
Welder / Torch	No	40		74	1250	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	49.7	45.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	46	42.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	49.7	47.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 4	Residential	67.3	48.4	48.4

Equipment

Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Compressor (air)	No	40		77.7	2100	0
Welder / Torch	No	40		74	2100	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	45.2	41.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	41.5	37.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	45.2	42.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

**APPENDIX C.3**

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**Helipad Construction**

Roadway Construction Noise Model (RCNM), Version 1.1

Report date 9/16/2020

Case Descr Helipad Construction

--- Receptor #1 ---

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Site 1	Residential	69.2	56.4	56.4

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Mixer Truck	No	40		78.8	2700	0
Concrete Mixer Truck	No	40		78.8	2700	0
Concrete Mixer Truck	No	40		78.8	2700	0
Concrete Mixer Truck	No	40		78.8	2700	0
Paver	No	50		77.2	2700	0
Roller	No	20		80	2700	0
Roller	No	20		80	2700	0
Tractor	No	40	84		2700	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)				Noise Limit Exceedance (dBA)						
	*Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq	Day Lmax	Evening Lmax	Leq	Night Lmax	Leq
Concrete Mixer Truck	44.2	40.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	44.2	40.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	44.2	40.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	44.2	40.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	42.6	39.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	45.4	38.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	45.4	38.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	49.4	45.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	49.4	49.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

--- Receptor #2 ---

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Site 2	Residential	55	46.1	46.1

Impact	Equipment			
	Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding



Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Mixer Truck	50.8	46.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	50.8	46.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	50.8	46.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	50.8	46.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	49.3	46.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	52	45.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	52	45.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	56	52.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	56	56.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Baselines (dBA)		Daytime	Evening	Night
Site 4	Residential	67.3	48.4	48.4

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Concrete Mixer Truck	No	40		78.8	2100	0
Concrete Mixer Truck	No	40		78.8	2100	0
Concrete Mixer Truck	No	40		78.8	2100	0
Concrete Mixer Truck	No	40		78.8	2100	0
Paver	No	50		77.2	2100	0
Roller	No	20		80	2100	0
Roller	No	20		80	2100	0
Tractor	No	40	84		2100	0

Results

Equipment	Calculated (dBA)			Noise Limits (dBA)			Noise Limit Exceedance (dBA)							
	*Lmax	Leq	Lmax	Day			Evening			Night				
				Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq		
Concrete Mixer Truck	46.3	42.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	46.3	42.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	46.3	42.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	46.3	42.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	44.8	41.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	47.5	40.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	47.5	40.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	51.5	47.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	51.5	52.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

**APPENDIX C.4**

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**Kitchen Service Renovation**





Total 51.6 49.2 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 3	Residential	57.6	41.6	41.6

Equipment

Description	Impact Device	Usage(%)	Equipment Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Compressor (air)	No	40		77.7	1250	0
Welder / Torch	No	40		74	1250	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	49.7	45.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	46	42.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	49.7	47.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 4	Residential	67.3	48.4	48.4

Equipment

Description	Impact Device	Usage(%)	Equipment Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Compressor (air)	No	40		77.7	2100	0
Welder / Torch	No	40		74	2100	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	45.2	41.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	41.5	37.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	45.2	42.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

**APPENDIX C.5**

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**Grading – Expansion**



Total 59 59.8 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A

\*Calculated Lmax is the Loudest value.

--- Receptor #3 ---

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 3	Residential	57.6	41.6	41.6

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Grader	No	40	85		1250	0
Dozer	No	40		81.7	1250	0
Tractor	No	40	84		1250	0
Tractor	No	40	84		1250	0

		Results							Noise Limit Exceedance (dBA)								
		Calculated (dBA)		Noise Limits (dBA)													
				Day		Evening			Night		Day		Evening			Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq		
Grader		57	53.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
Dozer		53.7	49.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
Tractor		56	52.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
Tractor		56	52.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
Total		57	57.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		

\*Calculated Lmax is the Loudest value.

--- Receptor #4 ---

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site 4	Residential	67.3	48.4	48.4

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Grader	No	40	85		2100	0
Dozer	No	40		81.7	2100	0
Tractor	No	40	84		2100	0
Tractor	No	40	84		2100	0

		Results							Noise Limit Exceedance (dBA)								
		Calculated (dBA)		Noise Limits (dBA)													
				Day		Evening			Night		Day		Evening			Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq		
Grader		52.5	48.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
Dozer		49.2	45.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
Tractor		51.5	47.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
Tractor		51.5	47.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
Total		52.5	53.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		

\*Calculated Lmax is the Loudest value.

**APPENDIX C.6**

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**Building Construction**

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 9/16/2020

Case Descr: Building Construction

--- Receptor #1 ---

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Site 1	Residential	69.2	56.4	56.4

Description	Impact Device	Usage (%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Crane	No	16		80.6	2700	0
Generator	No	50		80.6	2700	0
Tractor	No	40	84		2700	0
Welder / Torch	No	40		74	2700	0
Welder / Torch	No	40		74	2700	0
Welder / Torch	No	40		74	2700	0
Forklift	No	40		0	2700	0

Equipment	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	45.9	37.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	46	43	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	49.4	45.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	39.4	35.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	39.4	35.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	39.4	35.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	-34.6	-38.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Total</b>	<b>49.4</b>	<b>48.5</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>

\*Calculated Lmax is the Loudest value.

--- Receptor #2 ---

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Site 2	Residential	55	46.1	46.1

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Crane	No	16		80.6	1000	0
Generator	No	50		80.6	1000	0
Tractor	No	40	84		1000	0
Welder / Torch	No	40		74	1000	0
Welder / Torch	No	40		74	1000	0
Welder / Torch	No	40		74	1000	0
Forklift	No	40		0	1000	0

Equipment	Results														
	Calculated (dBA)			Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	*Lmax	Leq		Day		Evening		Night		Day		Evening		Night	
Crane	54.5	46.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	54.6	51.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	58	54	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	48	44	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	48	44	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	48	44	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	-26	-30	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	58	57.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

--- Receptor #3 ---

Baselines (dBA)		Daytime	Evening	Night
Descriptor	Land Use	57.6	41.6	41.6
Site 3	Residential			

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Crane	No	16		80.6	1250	0
Generator	No	50		80.6	1250	0
Tractor	No	40	84		1250	0
Welder / Torch	No	40		74	1250	0
Welder / Torch	No	40		74	1250	0
Welder / Torch	No	40		74	1250	0





Welder / Torch	41.5	37.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	41.5	37.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	-32.5	-36.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	51.5	50.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

**APPENDIX C.7**

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**Canopy**

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 9/16/2020

Case Descr: Building Construction

---- Receptor #1 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Site 1	Residential	69.2	56.4	56.4

Description	Impact Device	Usage (%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	2700	0
Generator	No	50		80.6	2700	0
Tractor	No	40	84		2700	0
Welder / Torch	No	40		74	2700	0
Welder / Torch	No	40		74	2700	0
Welder / Torch	No	40		74	2700	0
Forklift	No	40		0	2700	0

Equipment	Results				Noise Limit Exceedance (dBA)											
	Calculated (dBA)		Noise Limits (dBA)		Day			Evening			Night			Night		
	*Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq		
Crane	45.9	37.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
Generator	46	43	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
Tractor	49.4	45.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
Welder / Torch	39.4	35.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
Welder / Torch	39.4	35.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
Welder / Torch	39.4	35.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
Forklift	-34.6	-38.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
<b>Total</b>	<b>49.4</b>	<b>48.5</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>		

\*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Site 2	Residential	55	46.1	46.1

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Crane	No	16		80.6	1000	0
Generator	No	50		80.6	1000	0
Tractor	No	40	84		1000	0
Welder / Torch	No	40		74	1000	0
Welder / Torch	No	40		74	1000	0
Welder / Torch	No	40		74	1000	0
Forklift	No	40		0	1000	0

Equipment	Results													
	Calculated (dBA)				Noise Limits (dBA)				Noise Limit Exceedance (dBA)					
	*Lmax	Leq	Day Lmax	Evening Leq	Night Lmax	Day Leq	Evening Lmax	Night Leq	Day Lmax	Evening Leq	Night Lmax	Day Leq	Evening Lmax	Night Leq
Crane	54.5	46.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	54.6	51.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	58	54	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	48	44	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	48	44	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	48	44	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	-26	-30	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Total</b>	<b>58</b>	<b>57.1</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>

\*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)		Daytime	Evening	Night
Descriptor	Land Use	57.6	41.6	41.6
Site 3	Residential			

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Crane	No	16		80.6	1250	0
Generator	No	50		80.6	1250	0
Tractor	No	40	84		1250	0
Welder / Torch	No	40		74	1250	0
Welder / Torch	No	40		74	1250	0
Welder / Torch	No	40		74	1250	0



Welder / Torch	41.5	37.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	41.5	37.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	-32.5	-36.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	51.5	50.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

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**APPENDIX C.8**

**Paving – Parking**

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 9/16/2020

Case Descr: Paving - Parking

---- Receptor #1 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Site 1	Residential	69.2	56.4	56.4

		Equipment				
Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Concrete Mixer Truck	No	40		78.8	2700	0
Paver	No	50		77.2	2700	0
Paver	No	50		77.2	2700	0
Roller	No	20		80	2700	0
Tractor	No	40	84		2700	0

Results

Equipment	Calculated (dBA)			Noise Limits (dBA)				Noise Limit Exceedance (dBA)						
	*Lmax	Leq	Day	Evening		Night		Day	Evening		Night			
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq		
Concrete Mixer Truck	44.2	40.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	42.6	39.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	42.6	39.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	45.4	38.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	49.4	45.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Total</b>	<b>49.4</b>	<b>48.4</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>

\*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Site 2	Residential	55	46.1	46.1

		Equipment				
Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)





Tractor	56	52.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	56	55.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Baselines (dBA)

Descriptor	Land Use	Daytime	Evening	Night
Site 4	Residential	67.3	48.4	48.4

Equipment

Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Concrete Mixer Truck	No	40		78.8	2100	0
Paver	No	50		77.2	2100	0
Paver	No	50		77.2	2100	0
Roller	No	20		80	2100	0
Tractor	No	40	84		2100	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)						
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night		
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	
Concrete Mixer Truck	46.3	42.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	44.8	41.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	44.8	41.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	47.5	40.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	51.5	47.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	51.5	50.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

**APPENDIX C.9**

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**Architectural Coating**



\*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Site 3	Residential	57.6	41.6	41.6

		Equipment				
Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Compressor (air)	No	40		77.7	1250	0

		Results								Noise Limit Exceedance (dBA)				
Calculated (dBA)		Noise Limits (dBA)												
Equipment	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	49.7	45.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	49.7	45.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Site 4	Residential	67.3	48.4	48.4

		Equipment				
Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Compressor (air)	No	40		77.7	2100	0

		Results								Noise Limit Exceedance (dBA)				
Calculated (dBA)		Noise Limits (dBA)												
Equipment	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	45.2	41.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	45.2	41.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

**APPENDIX D**

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**Construction Vibration Worksheets**

**Rancho Springs Medical Center Expansion  
Construction Vibration Model  
(175 feet)**

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance <sup>a</sup>	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	2700	0.000	0.000	26
Jackhammer		1	0.035	2700	0.000	0.000	18
Large bulldozer		1	0.089	2700	0.000	0.000	26
Loaded trucks		1	0.076	2700	0.000	0.000	25
Pile Drive (impact)		1	0.644	2700	0.001	0.000	43
Vibratory Roller		1	0.210	2700	0.000	0.000	33
Small bulldozer		1	0.003	2700	0.000	0.000	-4

**\* Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.**

**-Fragile Buildings- 0.20 in/sec**

**Rancho Springs Medical Center Expansion  
Construction Vibration Model  
(550 feet)**

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance <sup>a</sup>	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	1000	0.000	0.000	39
Jackhammer		1	0.035	1000	0.000	0.000	31
Large bulldozer		1	0.089	1000	0.000	0.000	39
Loaded trucks		1	0.076	1000	0.000	0.000	38
Pile Drive (impact)		1	0.644	1000	0.003	0.001	56
Vibratory Roller		1	0.210	1000	0.001	0.000	46
Small bulldozer		1	0.003	1000	0.000	0.000	9

\* Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.

-Fragile Buildings- 0.20 in/sec



**Rancho Springs Medical Center Expansion  
Construction Vibration Model  
(550 feet)**

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance <sup>a</sup>	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	1000	0.000	0.000	39
Jackhammer		1	0.035	1000	0.000	0.000	31
Large bulldozer		1	0.089	1000	0.000	0.000	39
Loaded trucks		1	0.076	1000	0.000	0.000	38
Pile Drive (impact)		1	0.644	1000	0.003	0.001	56
Vibratory Roller		1	0.210	1000	0.001	0.000	46
Small bulldozer		1	0.003	1000	0.000	0.000	9

\* Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.

-Fragile Buildings- 0.20 in/sec

**Rancho Springs Medical Center Expansion  
Construction Vibration Model  
(385 feet)**

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance <sup>a</sup>	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	1250	0.000	0.000	36
Jackhammer		1	0.035	1250	0.000	0.000	28
Large bulldozer		1	0.089	1250	0.000	0.000	36
Loaded trucks		1	0.076	1250	0.000	0.000	35
Pile Drive (impact)		1	0.644	1250	0.002	0.000	53
Vibratory Roller		1	0.210	1250	0.001	0.000	43
Small bulldozer		1	0.003	1250	0.000	0.000	7

\* Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.

-Fragile Buildings- 0.20 in/sec

**Rancho Springs Medical Center Expansion  
Construction Vibration Model  
(2100 feet)**

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance <sup>a</sup>	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	2100	0.000	0.000	29
Jackhammer		1	0.035	2100	0.000	0.000	21
Large bulldozer		1	0.089	2100	0.000	0.000	29
Loaded trucks		1	0.076	2100	0.000	0.000	28
Pile Drive (impact)		1	0.644	2100	0.001	0.000	46
Vibratory Roller		1	0.210	2100	0.000	0.000	37
Small bulldozer		1	0.003	2100	0.000	0.000	0

\* Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.

-Fragile Buildings- 0.20 in/sec

**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The City of Murrieta Planning Department should be contacted on non-ALUC issues. For more information please contact City of Murrieta Planner Ms. Juliet Mukasa at (951) 461-6084.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website [www.rcaluc.org](http://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](mailto:prull@rivco.org). Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

**DATE OF HEARING:** March 11, 2021

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

**Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the Place of Hearing, as listed above. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org)**

**CASE DESCRIPTION:**

ZAP1107FV21 – Rancho Springs Medical Center/Universal Health Services (Representative: Jeff Wright, Heliplanners, Inc.) – City of Murrieta Case No. RP2020-2200 (Revised Permit). A proposal to construct a 2,025 square foot 10 foot elevated metal helicopter landing pad (replacing the existing Emergency Medical Service [EMS] helicopter landing site) within the surface parking area of the existing Rancho Springs Medical Center at 25500 Medical Center Drive, located southeasterly of the terminus of Medical Center Drive, easterly of Hancock Avenue, northerly of Murrieta Hot Springs Road, and westerly of Interstate 215. Usage is only for emergency medical services as defined in State law, including patient travel to higher level or specialized facilities (A previous proposal to formally recognize the use of a grassy area at the Rancho Springs Medical Center campus as an EMS helicopter landing site had been found consistent by the ALUC) (Not in an Airport Influence Area).



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1107FV21 DATE SUBMITTED: 1-28-21

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	<u>Rancho Springs Medical Center</u>	Phone Number	<u>951-696-6000</u>
Mailing Address	<u>25500 Medical Center Drive</u>	Email	<u>Mike.Engel@uhsinc.com</u>
	<u>Murrieta, CA 92562</u>		
	<u>Attention: Mike Engel</u>		
Representative	<u>Jeff Wright</u>	Phone Number	<u>951-693-5090</u>
Mailing Address	<u>Heliplanners, Inc.</u>	Email	<u>jeffwright@heliplanners.com</u>
	<u>41689 Enterprise Circle North, Suite 212</u>		
	<u>Temecula, CA 92590</u>		
Property Owner	<u>Universal Health Services</u>	Phone Number	<u>858.342.1049</u>
Mailing Address	<u>367 South Gulph Road</u>	Email	<u>Mike.Engel@uhsinc.com</u>
	<u>King of Prussia, PA 19406</u>		

*MST IN  
F.V*

### LOCAL JURISDICTION AGENCY

Local Agency Name	<u>City of Murrieta</u>	Phone Number	<u>951-461-6084</u>
Staff Contact	<u>Juliet Mukasa</u>	Email	<u>JMukasa@MurrietaCA.gov</u>
Mailing Address	<u>Planning Department</u>	Case Type	<u>MND</u>
	<u>1 Town Square</u>	<input type="checkbox"/>	General Plan / Specific Plan Amendment
	<u>Murrieta, CA 92562</u>	<input type="checkbox"/>	Zoning Ordinance Amendment
Local Agency Project No		<input type="checkbox"/>	Subdivision Parcel Map / Tentative Tract
		<input checked="" type="checkbox"/>	Use Permit
		<input type="checkbox"/>	Site Plan Review/Plot Plan
		<input type="checkbox"/>	Other

### PROJECT LOCATION

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

Street Address	<u>25500 Medical Center Drive</u>		
	<u>Murrieta, CA 92562</u>		
Assessor's Parcel No.	<u>912-010-032</u>	Gross Parcel Size	<u>Approx. 15.7 acres</u>
Subdivision Name		Nearest Airport and distance from Airport	<u>French Valley 2.9 nm</u>
Lot Number			

### PROJECT DESCRIPTION

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

Existing Land Use (describe)	<u>Hospital parking lot (see Heliport Layout Plan).</u>

Proposed Land Use (describe)	Elevated metal heliport approximately 10" above ground level (varies).		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	N/A	
For Other Land Uses (See Appendix C)	Hours of Operation	24/7 as needed to respond to medical emergency needs	
	Number of People on Site	Maximum Number	Typical population for existing community hospital
	Method of Calculation		
Height Data	Site Elevation (above mean sea level)	1153' MSL	ft.
	Height of buildings or structures (from the ground)	10' AGL	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes
	If yes, describe		<input checked="" type="checkbox"/> No

- 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 submittal to the next available commission hearing meeting.
- C. **SUBMISSION PACKAGE:**
1. . . . . Completed ALUC Application Form
  1. . . . . ALUC fee payment
  1. . . . . Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
  1. . . . . Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
  1. . . . . CD with digital files of the plans (pdf)
  1. . . . . Vicinity Map (8.5x11)
  1. . . . . Detailed project description
  1. . . . . Local jurisdiction project transmittal
  3. . . . . Gummed address labels for applicant/representative/property owner/local jurisdiction planner
  3. . . . . Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. (Only required if the project is scheduled for a public hearing Commission meeting)

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION  
STAFF REPORT**

**AGENDA ITEM:** 3.3

**HEARING DATE:** March 11, 2021

**CASE NUMBER:** ZAP1447MA21 – Rados Properties-California Land LLC  
(Representative: Albert A. Webb and Associates, Kristin Lemus)

**APPROVING JURISDICTION:** City of Moreno Valley

**JURISDICTION CASE NO:** PEN21-0020 (Specific Plan Amendment), PEN19-0173 (General Plan Amendment), PEN19-0172 (Change of Zone), PEN19-0170 (Plot Plan), PEN19-0171 (Plot Plan)

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

**Airport Influence Area:** March Air Reserve Base

**Land Use Policy:** Airport Compatibility Zones D and E

**Noise Levels:** Below 60 CNEL from aircraft

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the Commission find the proposed General Plan Amendment, Specific Plan Amendment, and Change of Zone CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and find the proposed Plot Plans CONSISTENT, subject to the conditions included herein.

**PROJECT DESCRIPTION:** The applicant proposes to construct two warehouse buildings totaling 873,967 square feet on 46.02 acres. The applicant also proposes amending a 37.2 acre portion of the site's General Plan land use designation from Residential (R5) to Business Park (BP) and the remaining 8.8 acre portion from Industrial/Business Park (I/BI) to Business Park (BP). Also proposed is a change to the current zoning of a 34.9 acre portion of the site from Residential (R5) to Light Industrial (LI) and the remaining 8.6 acre portion from Specific Plan 208 (SP) to Light Industrial (LI), as well as a Specific Plan Amendment to remove approximately 8.8 acres from the Moreno Valley Industrial Area Specific Plan 208.

**PROJECT LOCATION:** The site is located on the southeast corner of Heacock Street and Gentian Avenue, approximately 8,260 feet easterly of the northerly 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 D and E. Zones D and E do not limit nonresidential intensity.

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

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

Part 77: The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (1,535 feet AMSL). At a distance of approximately 8,260 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 1,617 feet AMSL. The site's elevation is 1,514 feet AMSL, and the proposed maximum building height is 50 feet, resulting in a top point elevation of 1,564 feet AMSL. Therefore, review by the FAA OES is not required.

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

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

The nearest portion of the project is located 8,260 feet from the runway, and therefore would be subject to the above requirement. The project would include a bioretention basin, which is to be avoided in Zones D and E 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 basins are to be avoided in Zones D and E, unless they provide for a 48-hour drawdown and propose landscaping that is not attractive to hazardous wildlife. The project has been conditioned to be consistent with these standards in order to reduce bird attractant: 1) new basins are to be designed so as to provide for a maximum 48-hour detention period following the conclusion of a storm event, and to remain totally dry between rainfalls, and 2) any landscaping proposed in the detention basin shall be in accordance with the ALUC "Landscaping Near Airports" and "Airports, Wildlife and Stormwater Management"



brochures.

General Plan Amendment/Change of Zone/ Specific Plan Amendment : The applicant proposes to amend the current General Plan land use designation of a 37.2 acre portion of the site from Residential (R5) zoning to Business Park (BP) and to change the zoning of the remaining 8.8 acres from Industrial/Business Park (I/BI) to Business Park (BP). Also proposed is a change to the current zoning of a 34.9 acre portion of the site from Residential (R5) to Light Industrial (LI), and a change to the zoning of the remaining 8.6 acres from Specific Plan 208 (SP) to Light Industrial (LI), as well as a Specific Plan Amendment to remove 8.82 acres of the site from the Moreno Valley Industrial Area Specific Plan 208. The proposed amendments would be as, or more, consistent with the Compatibility Plan as the underlying compatibility zone does not restrict intensities

**CONDITIONS:**

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Hazards to flight
3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.

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

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

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

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

# 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**

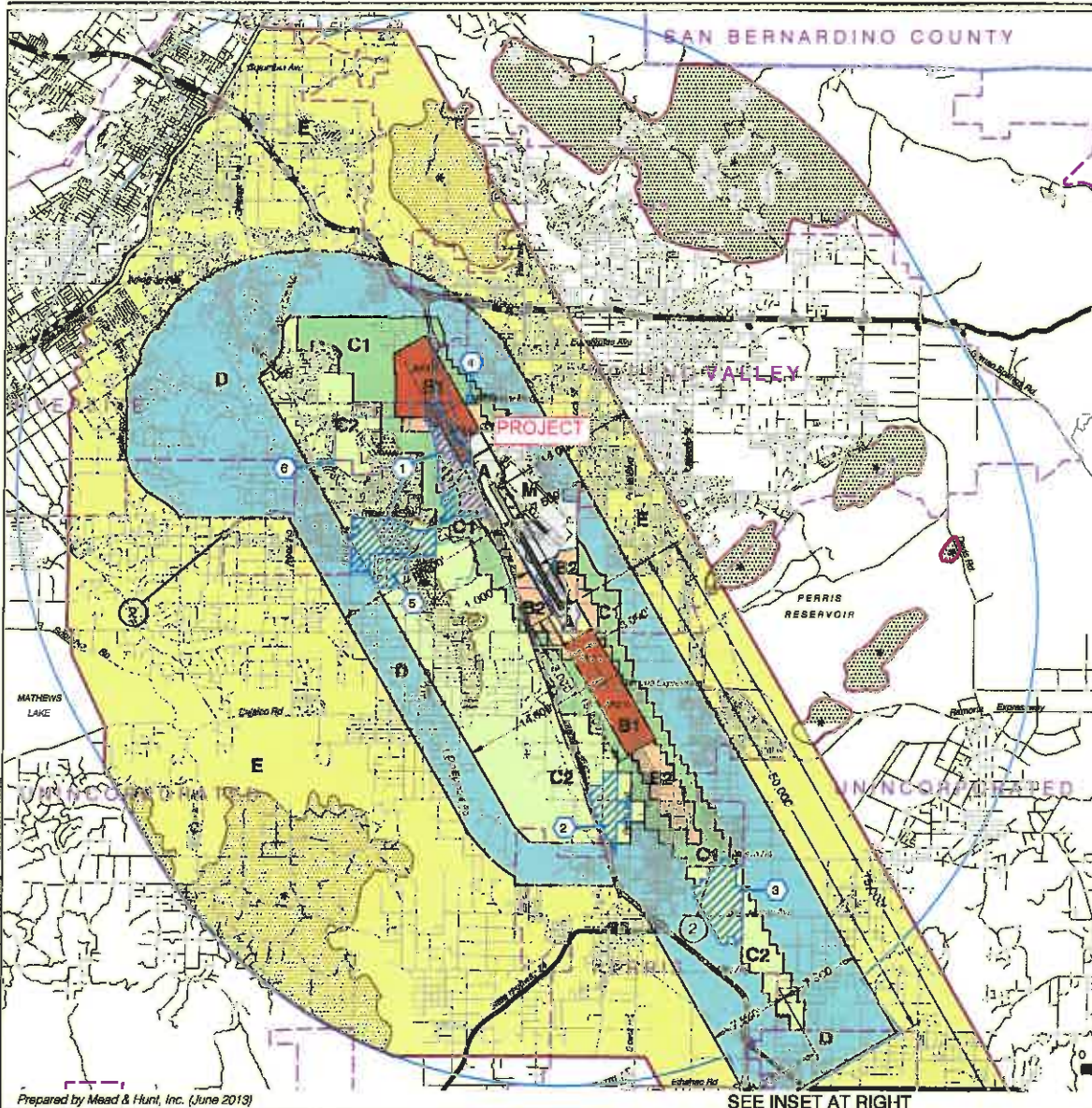
**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: \_\_\_\_\_

Phone: \_\_\_\_\_



**LEGEND**

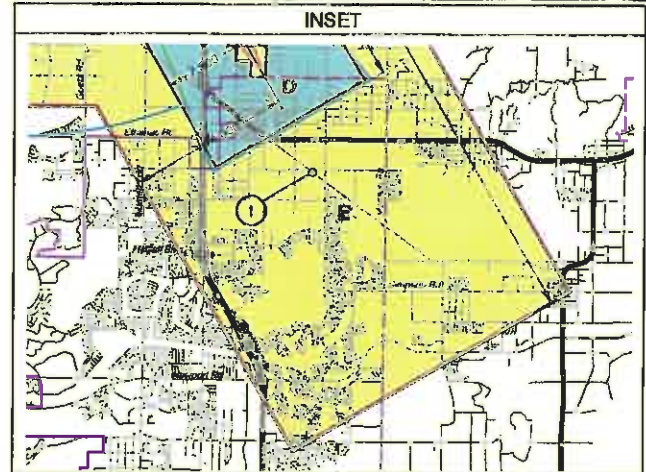
**Compatibility Zones**

- 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

**Boundary Lines**

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)
- 1 March JPA: March Business Center/Meridian
- 2 Perris: Harvest Landing
- 3 Perris: Park West
- 4 Moreno Valley: Affordable Housing
- 5 March JPA: Ben Clark Training Center
- 6 Riverside: Ridge Crest Subdivision

- 1 Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- 2 Point at which departing aircraft typically reach 3,000 feet above runway end.



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.



0 2 4 MILES

Base map source: County of Riverside 2013

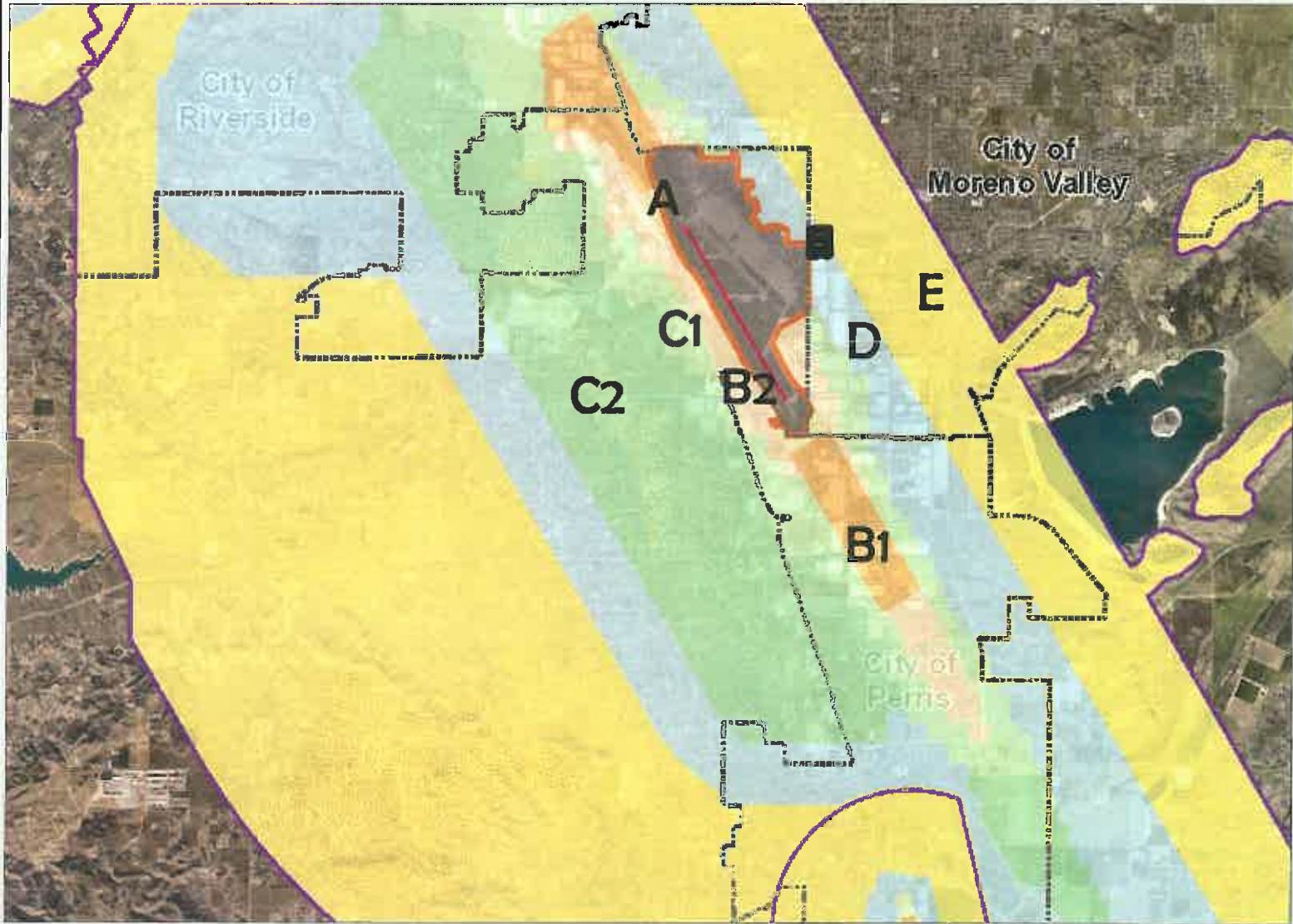
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

Map MA-1

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

# Map My County Map



**Legend**

- Runways
- ✈ Airports
- Airport Influence Areas
- Airport Compatibility Zones**

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



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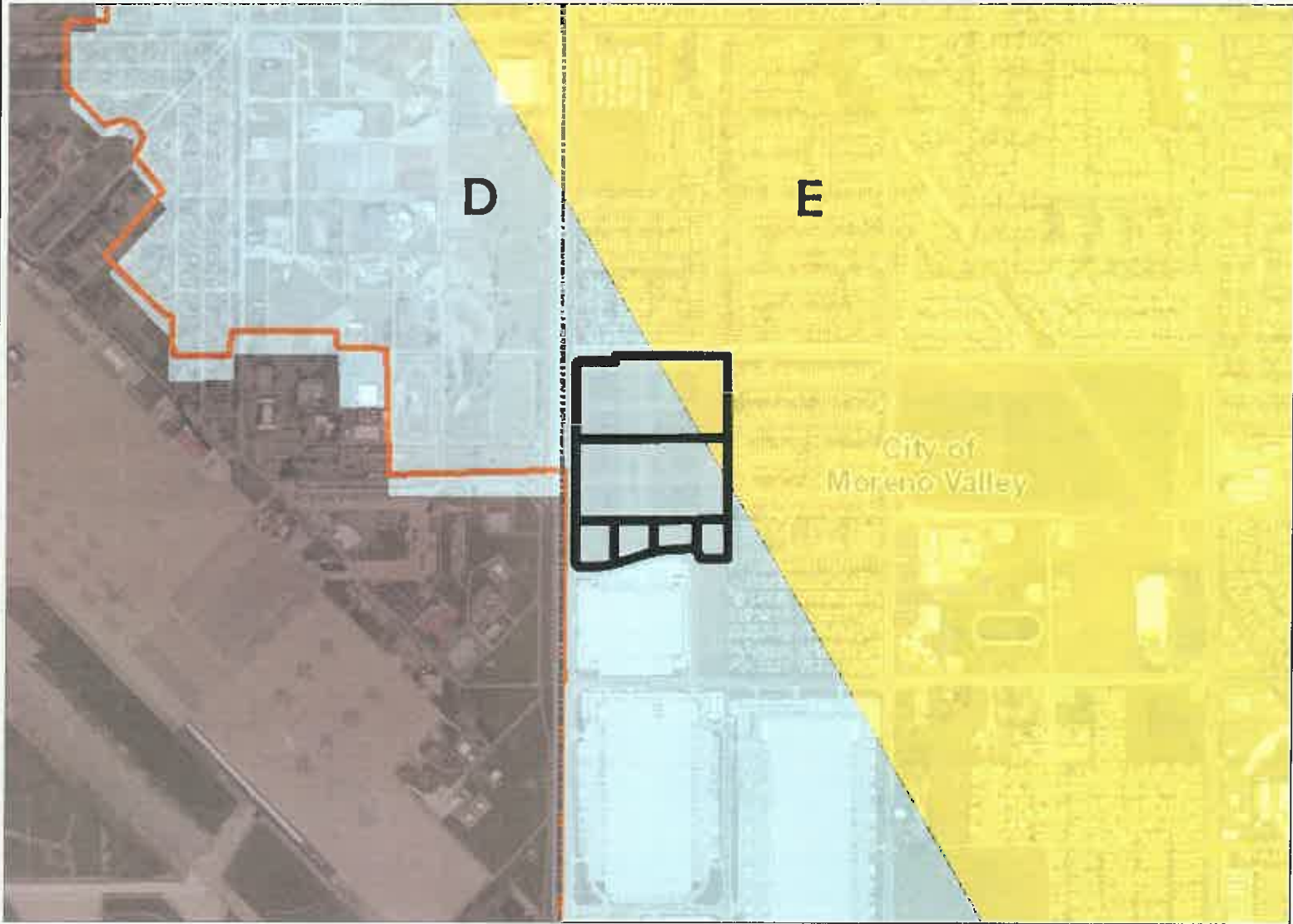


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**Notes**

# Map My County Map



**Legend**

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



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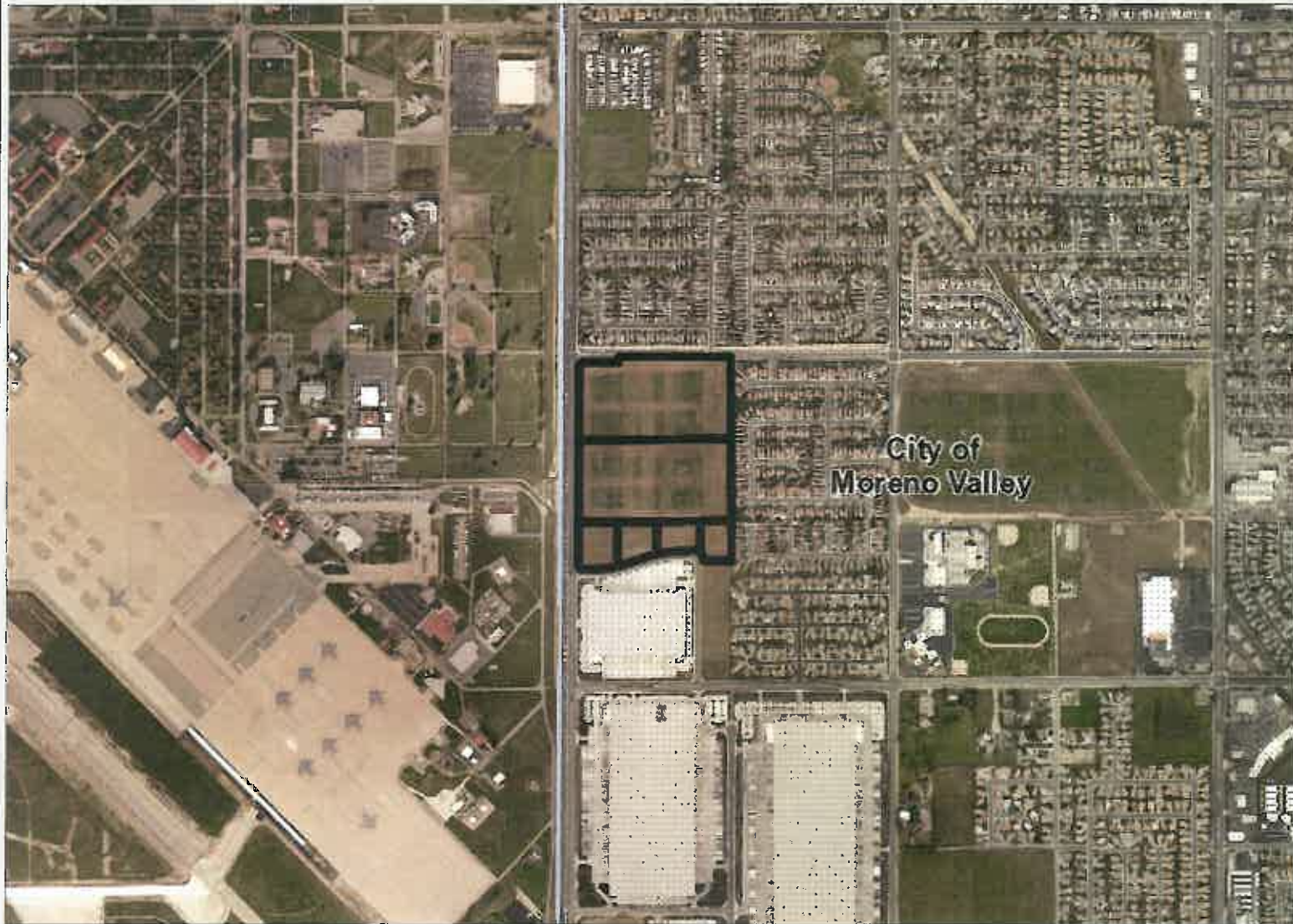


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**Notes**

# Map My County Map

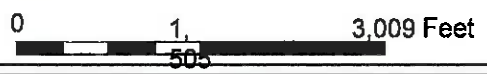


## Legend

- Blueline Streams
- City Areas
- World Street Map



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## Notes



# Map My County Map



### Legend

- Blue line Streams
- City Areas
- World Street Map

### Notes



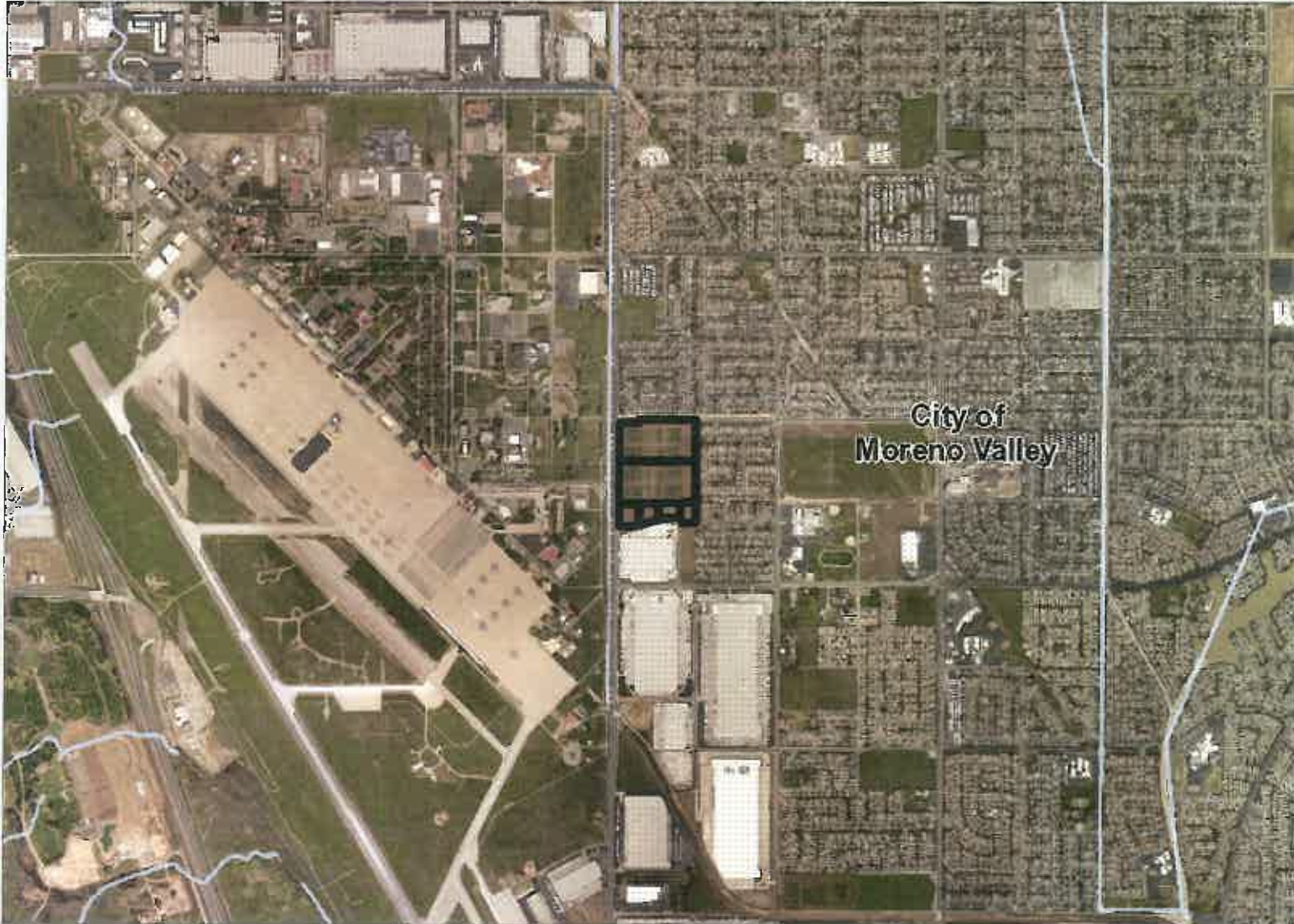
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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



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# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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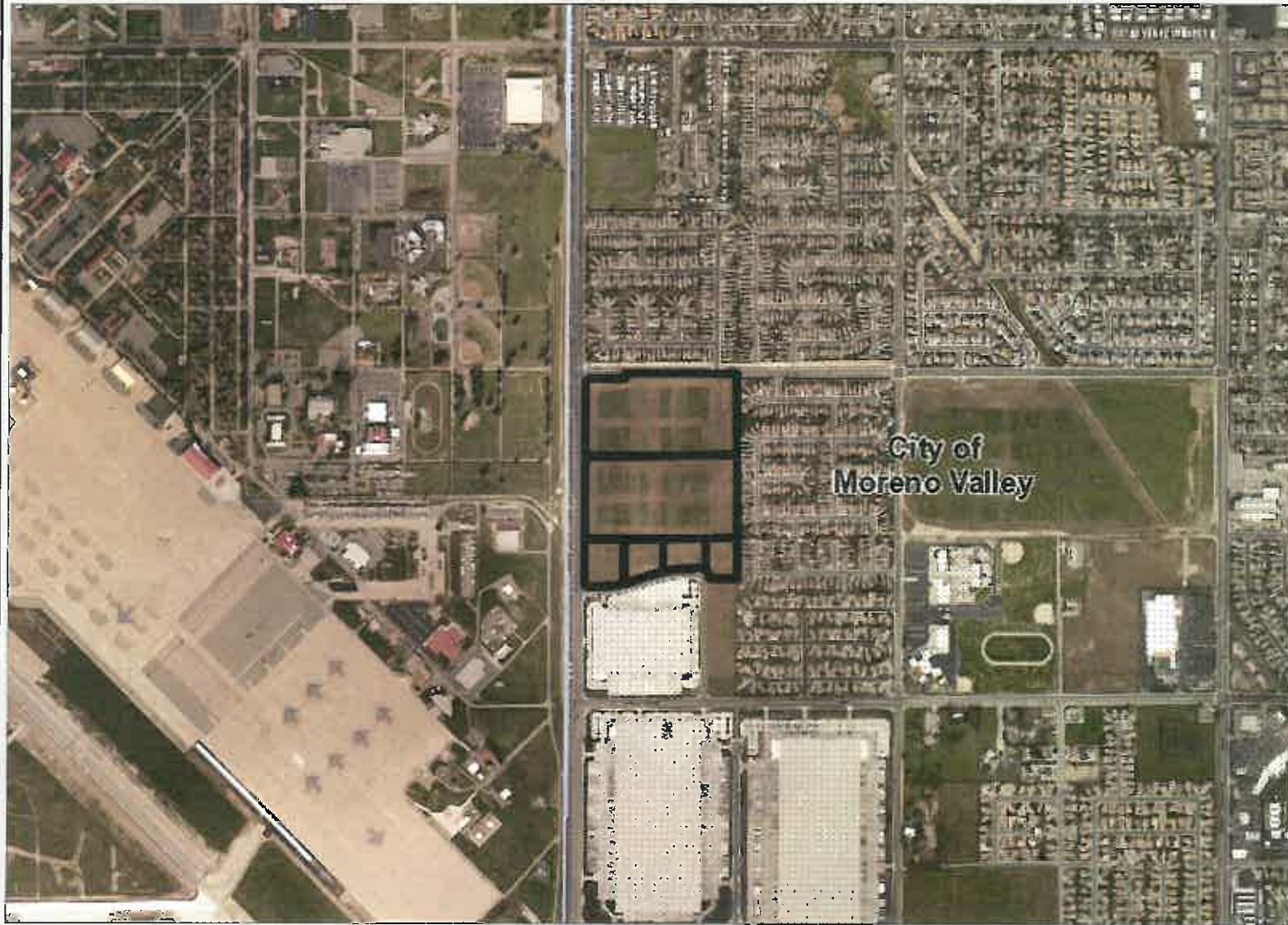
0 3,000 6,019 Feet

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## Notes

# Map My County Map



### Legend

- Blue line Streams
- City Areas
- World Street Map

### Notes



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# Map My County Map



## Legend

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



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## Notes

**RADOS WAREHOUSE T. I. C.  
PROJECT DESCRIPTION**

01/25/2021

The proposed Project entails the construction and operation of two non-refrigerated warehouse buildings totaling 873,967 square feet on 46.02 gross acres located at the southeast corner of Heacock Street and Gentian Avenue along with auto and truck parking and supporting infrastructure. The proposed Project does not include ecommerce as a potential use. Additionally, a water quality basin will be constructed along the entirety of the eastern site boundary. The Project site is comprised of 6 parcels consisting of the Assessor Parcel numbers reflected in Table A, General Plan Land Use and Zoning Designations.

**Table A, General Plan Land Uses and Zoning Designations**

Assessor Parcel Number	Existing		Proposed		Gross Acres	Net Acres
	General Plan Land Use	Zoning	General Plan Land Use	Zoning		
485-230-027	Residential R5	R5	Business Park	Light Industrial	19.48	18.53
485-230-028	Residential R5	R5	Business Park	Light Industrial	17.72	17.68
<i>Subtotal</i>					37.20	36.21
485-230-030	Business Park/Light Industrial	SP208I	Business Park	Light Industrial	2.76	2.74
485-230-031	Business Park/Light Industrial	SP208I	Business Park	Light Industrial	2.26	2.26
485-230-032	Business Park/Light Industrial	SP208I	Business Park	Light Industrial	1.99	1.98
485-230-033	Business Park/Light Industrial	SP208I	Business Park	Light Industrial	1.81	1.81
<i>Subtotal</i>					8.82	8.79
<b>Total Acreage</b>					<b>46.02</b>	<b>45.00</b>

- **Specific Plan Amendment (Case No. To Be Determined):** Proposes to remove approximately 8.82 acres consisting of APN's 485-230-030, 485-230-031, 485-230-032, and 485-230-033 from the Moreno Valley Industrial Area Plan Specific Plan 208.
- **Change of Zone (Case No. PEN19-0172):** Proposes to change the current zoning for APN's 485-230-027 and 485-230-027 consisting of approximately 34.87 acres from Residential (R5) to Light Industrial (LI) and change the zoning on the remaining 8.62 acres consisting of APN's 485-230-030, -031, -032, and -030 from Specific Plan 208 (SP) to Light Industrial (LI).
- **General Plan Amendment (Case No. PEN19-0173):** Proposes amend the current general plan land use designation for assessor parcel numbers 485-230-027 and 485-230-027 consisting of approximately 37.20 acres from Residential (R5) zoning to Business Park (BP) and change the land use designation on the remaining 8.82 acres consisting of APN's 485-230-030, -031, -032, and -030 from Industrial/Business Park (I/BI) to Business Park (BP).
- **Plot Plan (Case No. PEN19-0170):** Proposal to allow the development of an approximately 400,132 square-foot warehouse on an approximately 19.48 gross acres to consist of approximately 390,132 square feet of industrial and 10,000 square feet of office space, auto and truck parking, and water quality basin. Approximately 0.95 acres of the 19.48 gross acres will be dedicated for Gentian Avenue right-of-way allowing the remaining 18.53 net acres for development.

- **Plot Plan (Case No. PEN19-0171):** Proposal to allow the development of an approximately 473,835 square-foot warehouse on approximately 26.54 gross acres and to consist of approximately 463,835 square feet of industrial and 10,000 square feet of office space, auto and truck parking, and water quality basin. A total of 0.07 acres will be dedicated for the driveway right-of-way leaving the remaining 26.47 net acres for development.

Building 1 will be developed on the northern-most portion of the site on APN 485-230-027; a 19.48 gross acre parcel. A total of 0.95 acres of the 19.48 gross acre parcel, will be dedicated as Gertian Avenue right-of-way. The remaining 18.53 net acres will be developed to include a 400,132 square-foot warehouse building comprised of 390,132 square feet of industrial uses and 10,000 square feet of office uses. Approximately 285 standard parking stalls and 11 ADA parking stalls, totaling 296 vehicle parking spaces, will be provided. A total of 57 trailer parking spaces will also be provided. The warehouse building will include 45 dock doors that will be located on the southern side of the proposed building. Lastly, the site will also include a water quality basin located along the eastern boundary of the site and provide approximately 143,156 square feet of onsite landscaping.

Building 2 will be developed on the southern-most portion of the site on APN's 485-230-028, 485-230-030, 485-230-031, 485-230-032, and 485-230-033; comprising the 26.54 gross acre site. A total of 0.07 acres, will be dedicated to driveway right-of-way. Building 2 will be developed on the remaining 26.47 acres as a 473,835 square foot warehouse building comprised of 463,835 square feet of industrial uses and 10,000 square feet of office uses. The City of Moreno Valley will condition Building 2 to provide a lot line adjustment prior to receipt of any permits or construction. Approximately 423 standard parking stalls and 11 ADA parking stalls, totaling 434 vehicle parking spaces, will be provided. A total of 77 trailer parking spaces will also be provided. The warehouse building will include 38 dock doors that will be located on the northern side of the proposed building as well as 38 dock doors located on the south side of the building providing a total of 76 dock doors. Lastly, the site will also include a water quality basin located along the eastern boundary which is a continuation of the basin located on the parcel for Building 1 that will transition to the south eastern corner of the site (WQ Basin A), a water quality basin located on the southwestern corner of the site (WQ Basin B) and provide approximately 219,229 square feet of onsite landscaping.

The Project proposes landscaping consisting of drought-tolerant and climate appropriate trees, shrubs, and ground cover. On-site perimeter landscaping is proposed on all four sides of the Project site; the northern and western frontages consist of a tree palette including accent trees at the driveways. The eastern perimeter landscaping consists of a bio retention basin, groundcover, and hedges, as well as a screen hedge that will run north/south along the entirety of the eastern edge of the site. The southern perimeter includes trees running from the southwest edge to the approximate middle of the site, then the landscape transitions to a hydro seeded grass mix for the bio-retention basin. Interior landscaping, including the passenger vehicle parking lots, is also proposed along the north, east and west sides of Building 1, and the south, east, and west sides of Building 2 that consists of a tree palette, ground cover and shrubs.

The Project site includes two 14-foot concrete tilt-up screen walls on the interior of the site at each end of the truck parking in the middle of the site. There is an existing six-foot concrete masonry wall, associated with the residential subdivision east of the Project site, that runs north/south along the eastern project edge that will remain in place.

# CHANGE OF ZONE # \_\_\_\_\_

**OWNER/APPLICANT:**  
 COMPANY: RADOS PROPERTIES--  
 CALIFORNIA LAND LLC  
 CONTACT: LES BROWN  
 ADDRESS: 2002 E. MCFADDEN AVENUE  
 SANTA ANA, 92735-0128  
 PHONE: (714) 835-4612

**EXHIBIT PREPARER/ENGINEER:**  
 COMPANY: ALBERT A. WEBB ASSOCIATES  
 CONTACT: DJ ARELLANO  
 ADDRESS: 3788 MCCRAY ST  
 RIVERSIDE, CA 92506  
 PHONE: (951) 888-1070  
 FAX: (951) 788-1256

**A.P.N.:**  
 485-230-027  
 485-230-028  
 485-230-030  
 485-230-031  
 485-230-032  
 485-230-033

**LAND USE/ZONING:**  
 EXISTING LAND USE: VACANT  
 PROPOSED LAND USE: LIGHT INDUSTRIAL  
 EXISTING ZONING: RESIDENTIAL (5 DU/AC)/  
 INDUSTRIAL/BUSINESS PARK  
 PROPOSED ZONING: LIGHT INDUSTRIAL

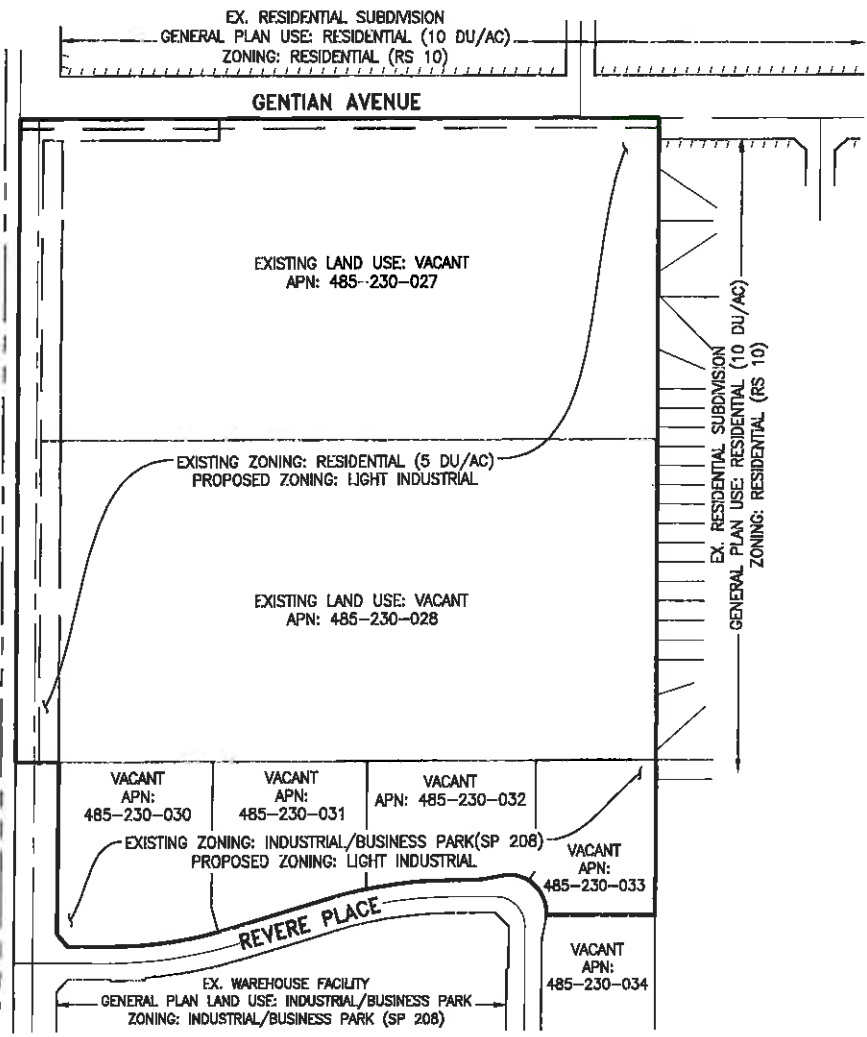
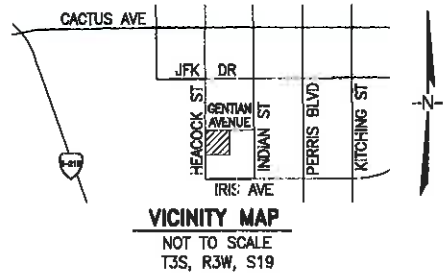
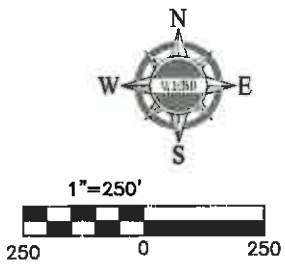
**ACREAGE:**  
 GROSS SITE AREA: 46.02 AC.  
 NET SITE AREA: 45.00 AC.

**UTILITY COMPANIES:**  
 WATER: EASTERN MUNICIPAL WATER DISTRICT  
 PHONE: (951) 928-3777, EXT. 4429  
 SEWER: EASTERN MUNICIPAL WATER DISTRICT  
 PHONE: (951) 928-6107  
 ELECTRIC: MORENO VALLEY ELECTRICAL  
 PHONE: (951) 413-3206  
 TELEPHONE: VERIZON  
 PHONE: (951) 929-9412  
 GAS: SOUTHERN CALIFORNIA GAS COMPANY  
 PHONE: (909) 335-3928  
 FIRE: CITY OF MORENO VALLEY  
 PHONE: (951) 413-3461

**LEGAL DESCRIPTION:**  
 LOT 20 IN BLOCK 3 OF RIVERSIDE ALFALFA ACRES, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 8 PAGE 21 OF MAPS, RIVERSIDE COUNTY RECORDS.

LOT 21 IN BLOCK 3 OF RIVERSIDE ALFALFA ACRES, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 8 PAGE 21 OF MAPS, RIVERSIDE COUNTY RECORDS.

- NOTES:**
- 2008 THOMAS BROS. MAP--PAGE 747, GRID E1 & GRID E2.
  - FEMA COMMUNITY PANEL NO. 0606500765G, ZONE A.
  - THIS AREA IS PROPOSED TO BE WITHIN THE MORENO VALLEY INDUSTRIAL AREA PLAN (SP 208).
  - THIS PROJECT IS LOCATED WITHIN THE MARCH AIR RESERVE BASE AIRPORT COMPATIBILITY ZONE, ZONE D & E.



EXISTING LAND USE:  
 MARCH AIR RESERVE BASE

REVISIONS	DATE

# GENERAL PLAN AMENDMENT # \_\_\_\_\_

**OWNER/APPLICANT:**

COMPANY: RADOS PROPERTIES-  
CALIFORNIA LAND LLC  
CONTACT: LES BROWN  
ADDRESS: 2002 E. MCFADDEN AVENUE  
SANTA ANA, 92735-0128  
PHONE: (714) 835-4612

**A.P.N.:**

485-230-027  
485-230-028  
485-230-030  
485-230-031  
485-230-032  
485-230-033

**ACREAGE:**

GROSS SITE AREA: 46.02 AC.  
NET SITE AREA: 45.00 AC.

**LEGAL DESCRIPTION:**

LOT 20 IN BLOCK 3 OF RIVERSIDE ALFALFA ACRES, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 8 PAGE 21 OF MAPS, RIVERSIDE COUNTY RECORDS.

LOT 21 IN BLOCK 3 OF RIVERSIDE ALFALFA ACRES, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 8 PAGE 21 OF MAPS, RIVERSIDE COUNTY RECORDS.

**NOTES:**

- 2008 THOMAS BROS. MAP-PAGE 747, GRID E1 & GRID E2.
- FEMA COMMUNITY PANEL NO. 06065C0765G, ZONE A.
- THIS AREA IS PROPOSED TO BE WITHIN THE MORENO VALLEY INDUSTRIAL AREA PLAN (SP 208).
- THIS PROJECT IS LOCATED WITHIN THE MARCH AIR RESERVE BASE AIRPORT COMPATIBILITY ZONE, ZONE D & E.

**EXHIBIT PREPARER/ENGINEER:**

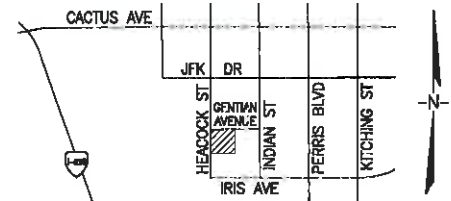
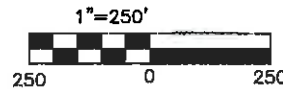
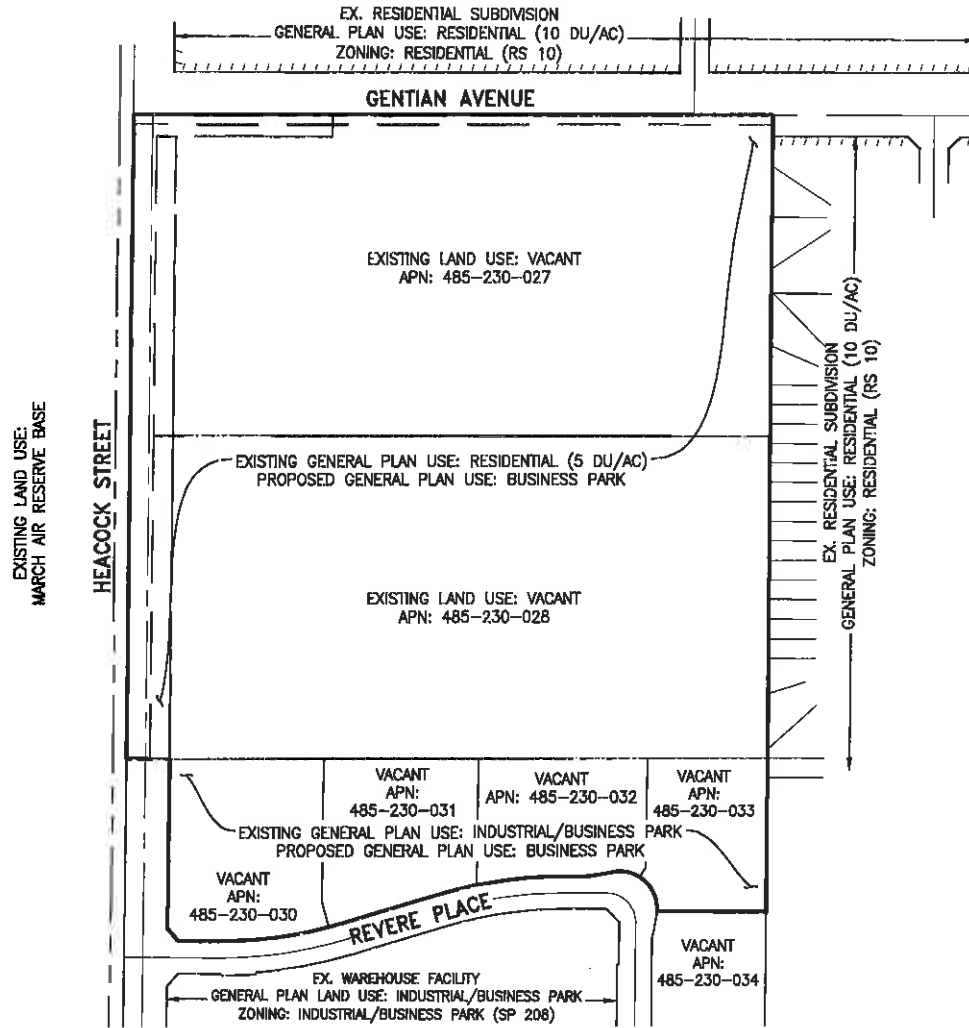
COMPANY: ALBERT A. WEBB ASSOCIATES  
CONTACT: DJ ARELLANO  
ADDRESS: 3788 MCCRAY ST  
RIVERSIDE, CA 92508  
PHONE: (951) 686-1070  
FAX: (951) 788-1256

**LAND USE/ZONING:**

EXISTING LAND USE: VACANT  
PROPOSED LAND USE: BUSINESS PARK  
EXISTING ZONING: RESIDENTIAL (5 DU/AC)/  
INDUSTRIAL/BUSINESS PARK  
PROPOSED ZONING: LIGHT INDUSTRIAL

**UTILITY COMPANIES:**

WATER: EASTERN MUNICIPAL WATER DISTRICT  
PHONE: (951) 928-3777, EXT. 4429  
EASTERN MUNICIPAL WATER DISTRICT  
PHONE: (951) 928-6107  
ELECTRIC: MORENO VALLEY ELECTRICAL  
PHONE: (951) 413-3206  
TELEPHONE: VERIZON  
PHONE: (951) 929-9412  
GAS: SOUTHERN CALIFORNIA GAS COMPANY  
PHONE: (909) 335-3928  
CITY OF MORENO VALLEY  
PHONE: (951) 413-3461

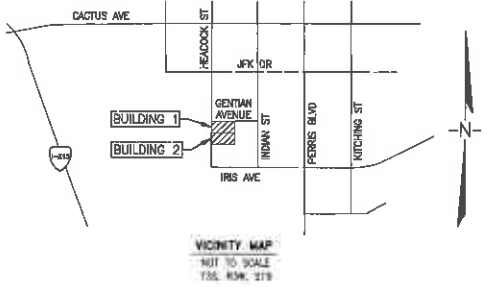
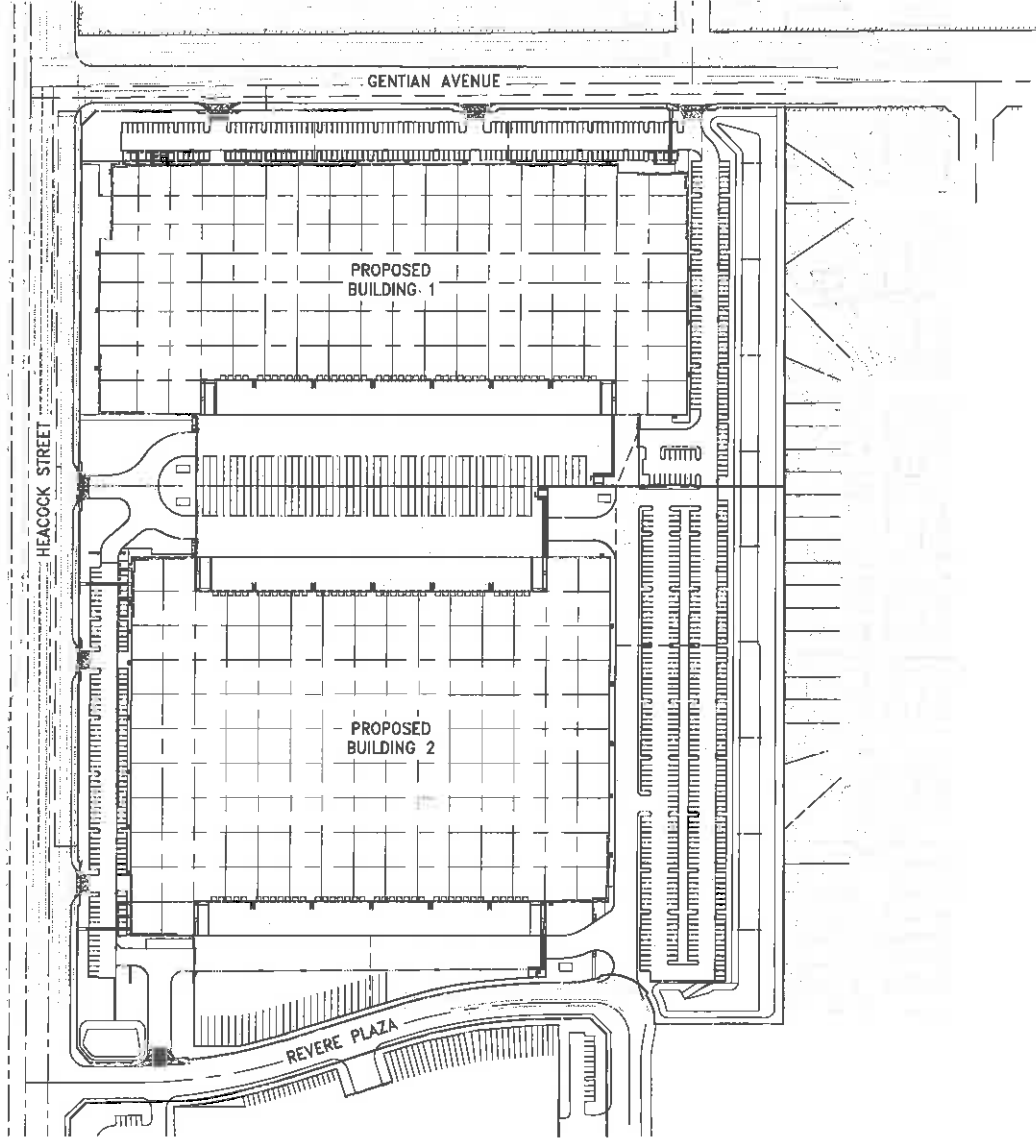


**VICINITY MAP**

NOT TO SCALE  
T3S, R3W, S19

REVISIONS	DATE





**RADOS T.I.C. - BUILDING 1 & 2  
SITE EXHIBIT**

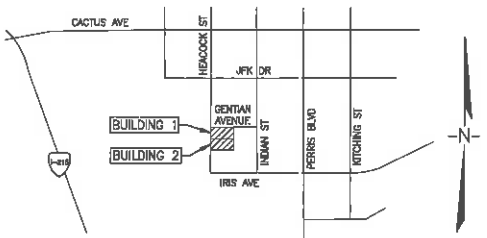
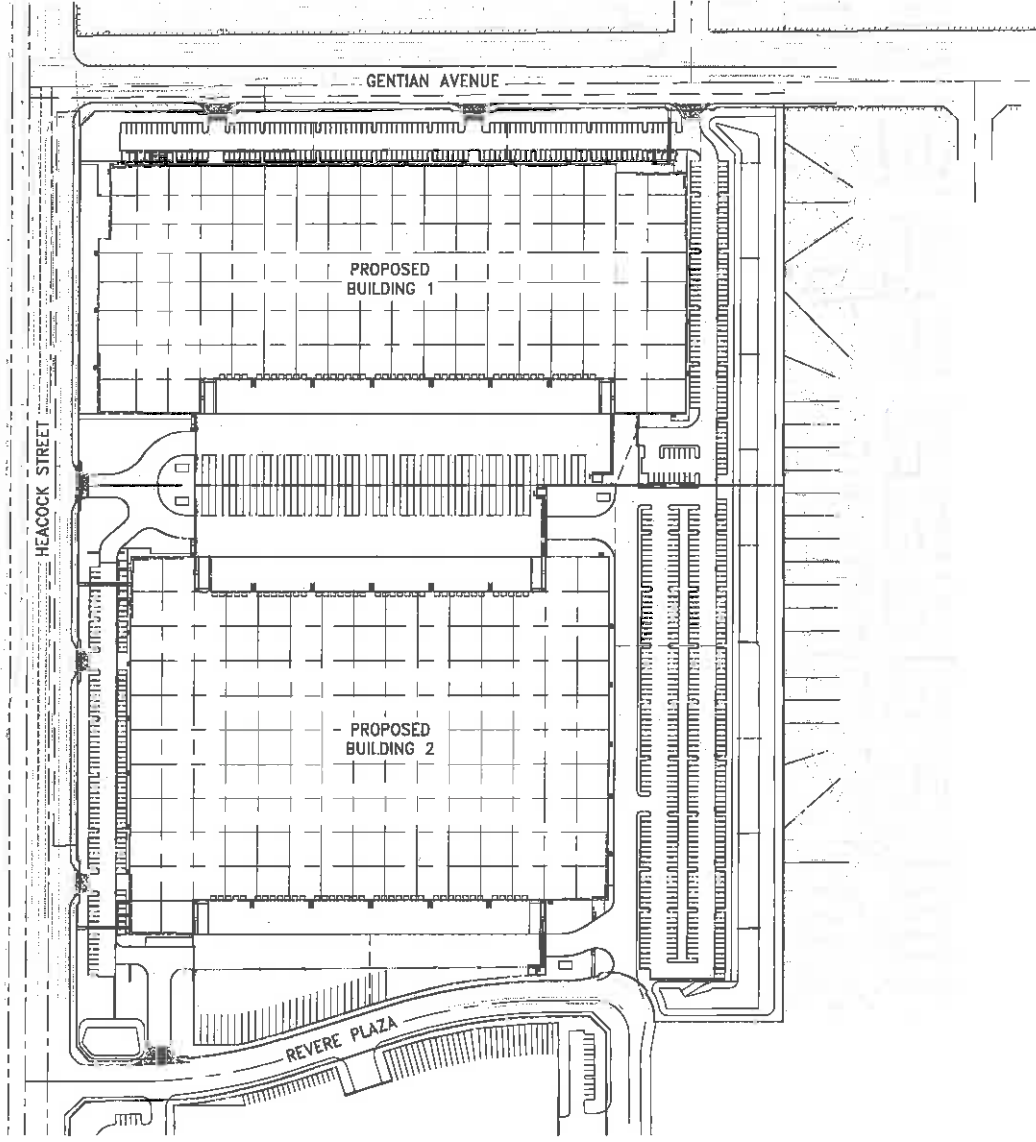


**ALBERT S.  
WEBB  
ASSOCIATES**

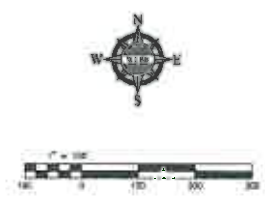
PROFESSIONAL SEAL  
2700 BROADWAY STREET  
NEW YORK, NY 10013  
TEL: 212-697-1100  
FAX: 212-697-1101

PRELIMINARY

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VICINITY MAP  
NOT TO SCALE  
TSS, WMA, S10



**RADOS T.I.C. - BUILDING 1 & 2  
SITE EXHIBIT**

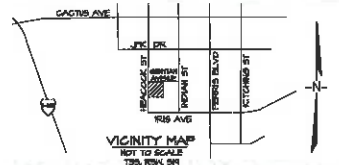
ALBERT A. WEBB ASSOCIATES  
ARCHITECTS  
1000 W. 12TH ST.  
SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1234  
FAX: 303.733.1235

PRELIMINARY

# IN THE CITY OF MORENO VALLEY

## RADOS T.I.C. - BUILDING 1

### PLOT PLAN & PRELIMINARY GRADING PLAN



**OWNER:**  
 RADOS PROPERTIES-CALIFORNIA LAND LLC  
 CONTACT: LES BROTH  
 ADDRESS: 2022 E. HAYDEN AVENUE  
 SANTA ANA, CA 92705-0228  
 PHONE: (714) 988-1412

**APPLICANT:**  
 RADOS PROPERTIES-CALIFORNIA LAND LLC  
 CONTACT: LES BROTH  
 ADDRESS: 2022 E. HAYDEN AVENUE  
 SANTA ANA, CA 92705-0228  
 PHONE: (714) 988-1412

**ENGINEER:**  
 ALBERT A. MESS ASSOCIATES  
 COMPANY: 211 ANSELAND  
 ADDRESS: 2100 HECRAYT ST  
 RIVERSIDE, CA 92506  
 PHONE: (951) 696-1070  
 FAX: (951) 758-1256

**ARCHITECT:**  
 IFA ARCHITECTURE  
 CONTACT: REVIS HONAN  
 ADDRESS: 10001 BARRETT AVENUE, SUITE 100  
 IRVINE, CA 92618  
 PHONE: (949) 845-1710

**TOPOGRAPHY:**  
 ISLAND AERIAL SERVICES, INC.  
 DATED 04-14-2008

**PROJECT DATA:**  
 ADDRESS: 4000 S.F. 11.48 AC.  
 GROSS SITE AREA: 48400 S.F. 1.10 AC.  
 GROSS DEVELOPMENT: 4000 S.F. 0.09 AC.  
 NET COVERED SITE AREA: 4000 S.F. 0.09 AC.

**BUILDING AREA:** 4000 S.F.  
**PARKING:** 100 S.F.  
**SCREEN WALL:** 4000 S.F.

**LOT COVERAGES (BUILDING 1) PROPOSED: 4.5%**  
**MINIMUM 11% COVERED COVERAGE = 5200 S.F. MAX ALLOWED: 30%**

**PARKING REQUIREMENTS:**  
 DRIVE & WALK: 40 STALLS  
 HANDICAP: 2 STALLS  
 50' SIDE & 100'00' S.F. 10 STALLS  
**TOTAL PARKING REQUIRED: 50 STALLS**

**STANDARD (2007) HANDICAP (2009):** 200 STALLS 11 STALLS  
**STANDARD (2009):** 51 STALLS

**LANDSCAPED AREA (MIN 11% COVERED):**  
 LANDSCAPED AREA PROVIDED: 10% OF TOTAL INDOOR PARKING AREA

**BASIS OF PLANNING:**  
 THE BASIS OF PLANNING FOR THIS SUBDIVISION IS THE CALIFORNIA STATE PLANNING COMMISSION'S REVISIONS TO THE 1992 ZONING MAP, LOCALITY ON CORNER STATIONS 7700' N 100' E 100' W AND 7700' N 100' E 100' W. THE 1992 ZONING MAP, LOCALITY ON CORNER STATIONS 7700' N 100' E 100' W AND 7700' N 100' E 100' W. THE 1992 ZONING MAP, LOCALITY ON CORNER STATIONS 7700' N 100' E 100' W AND 7700' N 100' E 100' W. THE 1992 ZONING MAP, LOCALITY ON CORNER STATIONS 7700' N 100' E 100' W AND 7700' N 100' E 100' W.

**BOUNDARY ESTIMATE:**  
 COVERED SITE (48,400 AC)  
 CITY: 100000 CY  
 COUNTY: 100000 CY  
 BENCHMARK (2008): 110000 CY  
 NET: 100000 CY

**UTILITY COMPANIES:**  
 WATER: EASTERN MUNICIPAL WATER DISTRICT  
 PHONE: (951) 405-5111 EXT. 4031  
 SEWER: EASTERN MUNICIPAL WATER DISTRICT  
 PHONE: (951) 405-5111 EXT. 4031  
 ELECTRIC: MORENO VALLEY ELECTRICAL  
 PHONE: (951) 435-8000  
 TELEPHONE: VERIZON  
 PHONE: (951) 435-8442  
 GAS: SOUTHERN CALIFORNIA GAS COMPANY  
 PHONE: (951) 988-9420  
 FIRE: CITY OF MORENO VALLEY  
 PHONE: (951) 435-3461

**BASINEMENT NOTES:**

- AN BASINEMENT FOR UTILITIES AND INCIDENTAL PURPOSES, RECORDED IN PUBLIC RECORDS, IS SHOWN AS OFFICIAL RECORDS. IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT THE LOCATION OF THE BASINEMENT CANNOT BE DETERMINED FROM RECORDED INFORMATION. \*\* BLANKET IN NATURE - OUTSIDE OF BOUNDARY \*\*
- AN BASINEMENT FOR ROAD AND INCIDENTAL PURPOSES, RECORDED ASSET ON, HAS AN INSTRUMENT IN PUBLIC RECORDS, IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT. \*\* FLOTTED PERSON \*\*
- AN BASINEMENT FOR UTILITIES AND INCIDENTAL PURPOSES, RECORDED MAY 28, 1962 AS INSTRUMENT NO. 208-0818, IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT. \*\* FLOTTED PERSON \*\*
- AN BASINEMENT FOR RENT OF WAY FOR PUBLIC HIGHWAY, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICE FACILITIES AND INCIDENTAL PURPOSES, RECORDED IN PUBLIC RECORDS, IS SHOWN AS OFFICIAL RECORDS. IN FAVOR OF CITY OF MORENO VALLEY, A MUNICIPAL CORPORATION.

**APN:** 208-200-021

**LEGAL DESCRIPTION:**  
 LOT 20 IN BLOCK 9 OF HARBOR ASPHALTA ACRES IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 8 PAGE 21 OF MAPS, RIVERSIDE COUNTY RECORDS.

**PROJECT DESCRIPTION:**  
 PLOT PLAN FOR BUILDING 1 OF DUAL HANDBASE FACILITIES, BUILDING 1 TOTALS 4000 SQUARE FEET ON 0.09 ACRES.

**NOTES:**

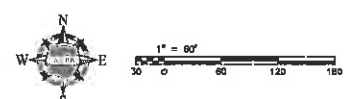
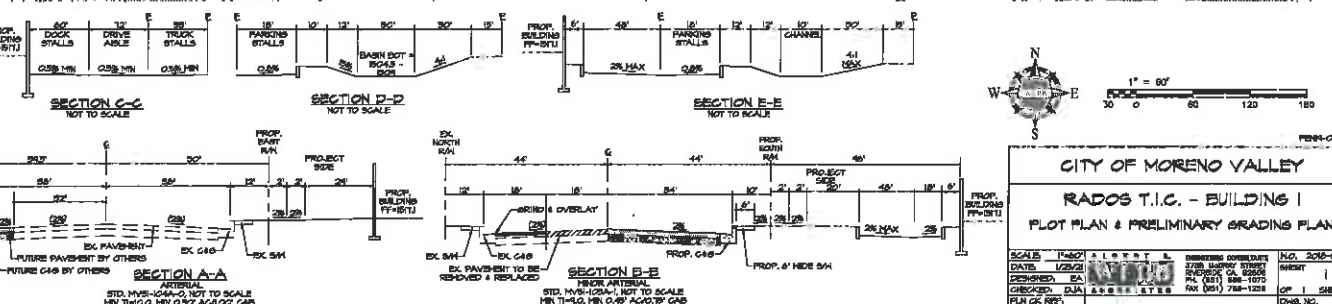
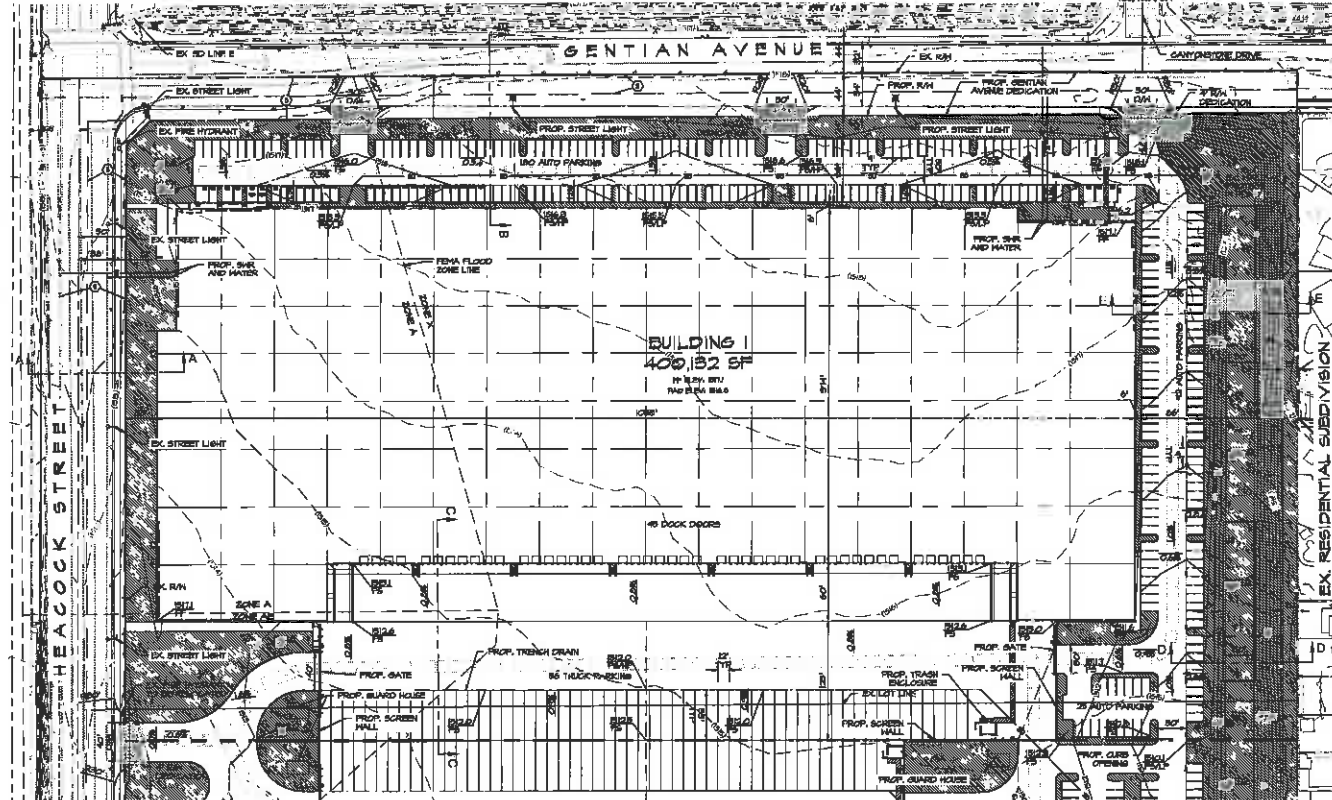
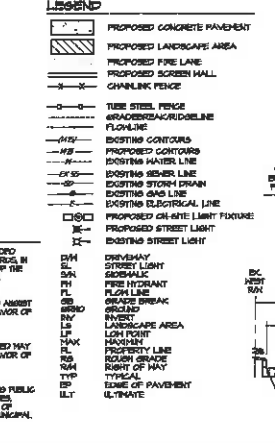
- 2008 THOMAS BRON, MAP-PAGE 741, GRID B & GRID E2.
- THIS AREA IS SUBJECT TO MODERATE LIQUEFACTION AND IS SUBJECT TO 2 TO 3 FEET OF SETTLEMENT.
- FEMA FLOOD ZONE, ZONE A & AE.
- CONTOUR INTERVAL, ONE FOOT.
- THIS PROJECT IS WITHIN CITY OF MORENO VALLEY DEVELOPMENT AREA PER CITY STAFFORD PLAN NO. 132.
- ALL TRUCK PARKING STALLS ARE 2' X 30'.
- THIS PROJECT IS LOCATED WITHIN THE HAZARDOUS WASTE AIRPORT COMPATIBILITY ZONE D & E.
- LOVE SUBMITTED TO PERM FOR FLOOD ZONE REMOVAL.
- PRIVATE DRAINAGE EASEMENT AND MAINTENANCE AGREEMENT WILL BE REQUIRED.
- RECIPROCAL ACCESS AGREEMENT IS REQUIRED FOR THE SHARED DRIVEWAY AND ON-SITE TRUCK AND VEHICLE CIRCULATION.

**LAND USE / ZONING:**  
 VACANT  
 PROPOSED LAND USE: PARKING PARK  
 EXISTING ZONING: INDUSTRIAL (I) (MAG)  
 PROPOSED ZONING: INDUSTRIAL-BUSINESS PARK

**BUILDING SETBACKS:**  
 HEACOCK STREET - 20'  
 CENTIAN AVENUE - 20'

**FEMA FLOOD ZONE DESIGNATION:**  
 FEMA COMMUNITY PANEL NO. 0606600005, ZONE A & AE, DATED 04/26/2008.

**BENCHMARK:**  
 NAVD83 BASED ON 105 CONTROL  
 D2542  
 ELEV: 1181.2  
 ESTABLISHED BY METRO WATER DIST. OF CALIFORNIA INC. PERIOD: 300 FEET (304.8 M) WEST OF ASP. WALL AND ALSO NEAR ST. OR TOP OF 100'00' GAGE FACE OF 200'00' ST. 28 FEET (8.5 M) NORTH OF 100'00' ST. 10 FEET (3.0 M) SOUTH OF A BITE TELEPHONE BOX (UNMARKED). A STANDARD 5'-4" HIGH ALUMINUM GAGE SET FLUSH IN TOP OF GAGE.



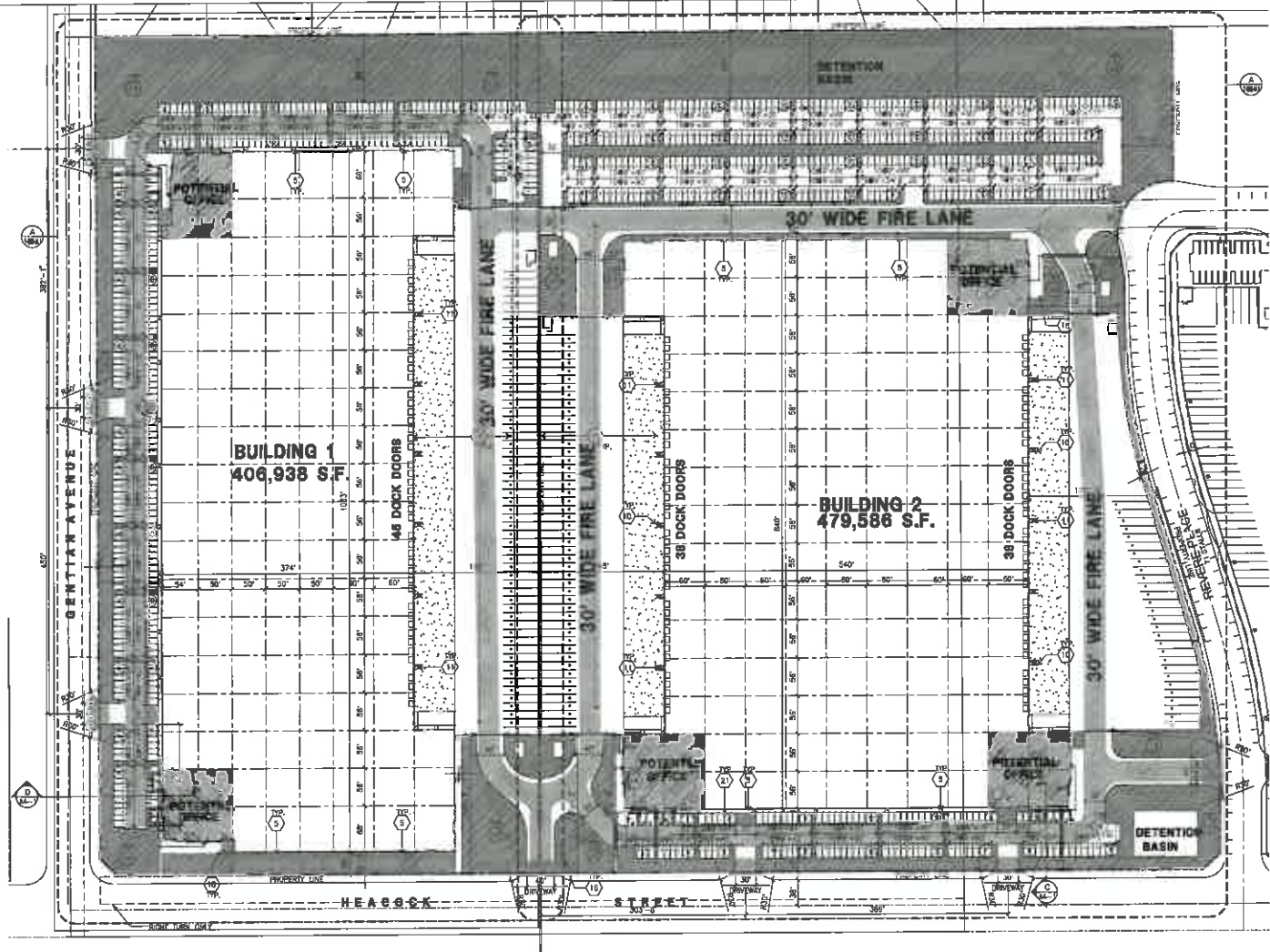
**CITY OF MORENO VALLEY**

**RADOS T.I.C. - BUILDING 1**

**PLOT PLAN & PRELIMINARY GRADING PLAN**

SCALE: 1"=60'	DATE: 1/23/2011	DESIGNED: DA	CHECKED: DA	PLANNED: DA	NO. 208-081
					1
					1
					1
					1
					1

DATE: 1/23/2011 11:51:23 AM



**OWNER/APPLICANT**

COMPANY: RADOK PROPERTIES-CALIFORNIA LAND LLC  
 CONTACT: LUIS BERNY  
 ADDRESS: 2002 E. MCFADDEN AVENUE  
 SANTA ANA, CA 92705-0128  
 PHONE: 714-835-4812

**APPLICANT'S REPRESENTATIVE**

COMPANY: HPA ARCHITECTURE  
 ADDRESS: 18251 BARDEEN AVE. SUITE 100 IRVINE, CA 92618  
 PHONE: 949-862-2173

**ADDRESS OF THE PROPERTY**

720 MORENO VALLEY, CA

**ASSESSOR'S PARCEL NUMBER**

485-260-027

**ZONING**

EXISTING LAND USE: VACANT  
 PROPOSED LAND USE: INDUSTRIAL BUSINESS PARK  
 EXISTING ZONING: RESIDENTIAL (S DU/AC)  
 PROPOSED ZONING: INDUSTRIAL/BUSINESS PARK

**VICINITY MAP**



**Tabulation**

NO.	DESCRIPTION	AMOUNT	UNIT	AMOUNT	UNIT	AMOUNT	UNIT
1	CONCRETE PAVEMENT	10000	SQ. FT.	10000	SQ. FT.	10000	SQ. FT.
2	TRUCK COURT MAN DOOR	1	EA.	1	EA.	1	EA.
3	CONCRETE WALKWAY	1000	SQ. FT.	1000	SQ. FT.	1000	SQ. FT.
4	DECORATIVE DRIVEWAY APRONS	100	SQ. FT.	100	SQ. FT.	100	SQ. FT.
5	3"-8"x20"-4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAIN DOORS AND STAIR LANDINGS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" : 12" MAX.	1000	SQ. FT.	1000	SQ. FT.	1000	SQ. FT.
6	14" H CONCRETE TILT-UP SCREEN WALL W/ PLASTER	100 </td <td>LF.</td> <td>100</td> <td>LF.</td> <td>100</td> <td>LF.</td>	LF.	100	LF.	100	LF.
7	PROVIDE 6" H TUBE STEEL, MANUALLY OPERATED GATES WITH KNOCK-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.	1	EA.	1	EA.	1	EA.
8	TRASH ENCLOSURE	1	EA.	1	EA.	1	EA.
9	NOF USED	0		0		0	
10	CONCRETE FILLED GUARD POST 6" DIA. UNL.D. 42" H.	100	EA.	100	EA.	100	EA.
11	EXTERIOR CONCRETE STAIR	100	SQ. FT.	100	SQ. FT.	100	SQ. FT.
12	12' x 14' DRIVE-IN DOOR	1	EA.	1	EA.	1	EA.
13	LANDSCAPE. LANDSCAPE AREAS INDICATED BY SHADED PATTERNS.	10000	SQ. FT.	10000	SQ. FT.	10000	SQ. FT.
14	HANDICAPPED ENTRY SIGN	1	EA.	1	EA.	1	EA.
15	HANDICAPPED PARKING STALL SIGN	1	EA.	1	EA.	1	EA.
16	MONUMENT SIGN	1	EA.	1	EA.	1	EA.
17	GRADE LEVEL RAMP	100	SQ. FT.	100	SQ. FT.	100	SQ. FT.
18	BIKE RACKS	10	EA.	10	EA.	10	EA.
19	SMOKING AREA	100	SQ. FT.	100	SQ. FT.	100	SQ. FT.
20	GUARD SHADE	100	SQ. FT.	100	SQ. FT.	100	SQ. FT.
21	FUTURE EV STATION	1	EA.	1	EA.	1	EA.

**SITE PLAN KEYNOTES**

- HEAVY BROOM FINISH CONCRETE PAVEMENT.
- TRUCK COURT MAN DOOR.
- CONCRETE WALKWAY.
- DECORATIVE DRIVEWAY APRONS.
- 3"-8"x20"-4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAIN DOORS AND STAIR LANDINGS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" : 12" MAX.
- 14" H CONCRETE TILT-UP SCREEN WALL W/ PLASTER
- PROVIDE 6" H TUBE STEEL, MANUALLY OPERATED GATES WITH KNOCK-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
- TRASH ENCLOSURE.
- NOF USED.
- CONCRETE FILLED GUARD POST 6" DIA. UNL.D. 42" H.
- EXTERIOR CONCRETE STAIR.
- 12' x 14' DRIVE-IN DOOR.
- LANDSCAPE. LANDSCAPE AREAS INDICATED BY SHADED PATTERNS.
- HANDICAPPED ENTRY SIGN.
- HANDICAPPED PARKING STALL SIGN.
- MONUMENT SIGN.
- GRADE LEVEL RAMP.
- BIKE RACKS.
- SMOKING AREA.
- GUARD SHADE.
- FUTURE EV STATION.

**SITE PLAN GENERAL NOTES**

- THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY \_\_\_\_\_ DATED ON \_\_\_\_\_ SHOULD BE A PART OF THESE CONTRACT DOCUMENTS.
- IN SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
- ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE UNL.O.
- SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SHADES.
- THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM IF REQUIRED.
- SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
- PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
- CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GENERAL AND STATING LAYOUT POINTS.
- SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
- CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOLDED JOINTS AT 4' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4" FINISH TO BE A MEDIUM BROOM FINISH UNL.O.
- TOLDED JOINTS AT 4' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4" FINISH TO BE A MEDIUM BROOM FINISH UNL.O.
- CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDINGS PERMITS.
- LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.
- TRANSFORMER TO BE PAINTED DARK GREEN TO MATCH LANDSCAPING.
- PROVIDE KNOCK BOXES AT ALL OFFICE ENTRANCES.
- ALL VERTICAL MOUNTING POLES OF FENCING SHALL BE CAPPED.
- ALL INTERIOR AND EXTERIOR WALK SURFACES TO BE NON-SLIP TYPE.

**SITE LEGEND**

- CONCRETE PAVING SEE "C" DRAWINGS FOR THICKNESS
- STANDARD PARKING STALL (9' X 18')
- TRAILER PARKING
- ACCESSIBLE PARKING STALL (9' X 18') + 5' W/ ACCESSIBLE AISLE
- ACCESSIBLE PARKING STALL (9' X 18') + 8' W/ ACCESSIBLE AISLE
- LANDSCAPED AREA
- 30' FIRE LANE.

**MASTER SITE PLAN**  
 SCALE: 1" = 80'-0"  
 0 80' 160' 240'



HPA, Inc.  
 18251 bardeen avenue - ste. 1010  
 Irvine, ca  
 92612  
 tel: 949-862-1770  
 fax: 949-862-0451  
 email: hpa@hpaarch.com

Owner:

2002 East McFadden Avenue  
 Suite 200  
 Santa Ana, California 92705  
 tel:(714) 835-4812  
 email: ep@radokcompanies.com

Project:

HEACOCK STREET

Heacock St & Centin Ave  
 Moreno Valley, CA 92551

Consultants:

DR: ALBERT A WEBB  
 Structural:  
 Mechanical:  
 Plumbing:  
 Electric:  
 Landscape:  
 Fire Protection:  
 Sole Engineer:

Title: master site plan

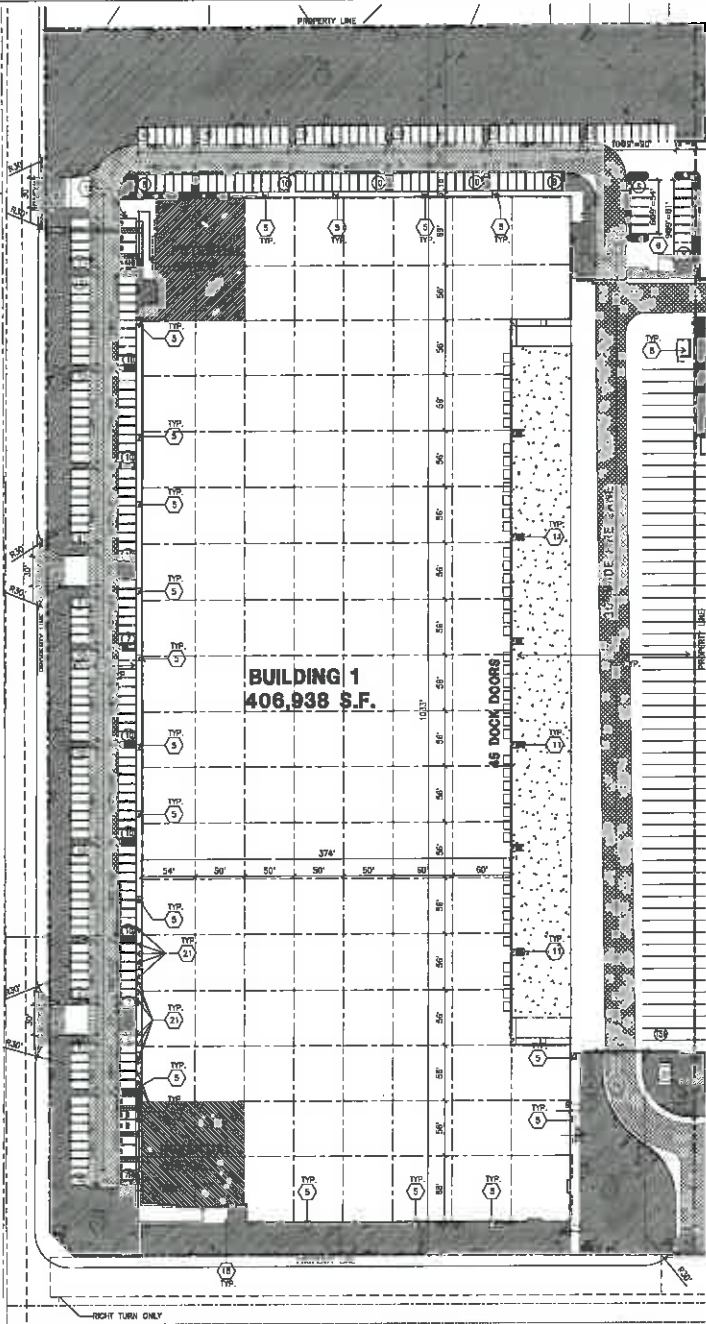
Project Number: 17150  
 Drawn by: SLM  
 Date: 11/17/2020

Revision:  
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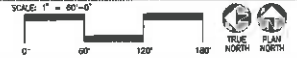
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GENTIAN AVENUE



**OVERALL SITE PLAN**  
SCALE: 1" = 60'-0"



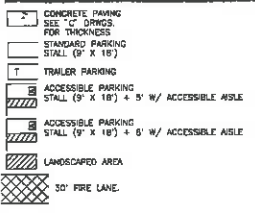
**SITE PLAN KEYNOTES**

- 1 HEAVY BROOM FINISH CONCRETE PAVEMENT.
- 2 TRUCK COURT MAIN DOOR.
- 3 CONCRETE WALKWAY.
- 4 DECORATIVE DRIVEWAY APRONS.
- 5 5'-0" X 5'-0" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAIN DOORS AND STAIR LANDINGS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" / 1' MAX.
- 6 1/4" H. CONCRETE TIE-UP SCREEN WALL W/ PLASTER. PROVIDE 8 IN TUBES STEEL, MANUALLY OPERATED GATES WITH KNOX-BOX LOCK PER PAS DEPARTMENT STANDARDS FOR DRIVEWAY. (THE SAME AS 7A). KEEP LOCKED FOR EXA ONLY.
- 7 TRASH ENCLOSURE.
- 8 NOT USED.
- 9 CONCRETE FILLED GUARD POST 6" DIA. U.N.D. 42" H.
- 10 EXTERIOR CONCRETE STAIR.
- 11 12' X 14' DRIVE-IN DOOR.
- 12 LANDSCAPE. LANDSCAPE AREAS INDICATED BY SHADED PATTERN.
- 13 HANDICAPPED ENTRY SIGN.
- 14 HANDICAPPED PARKING STALL SIGN.
- 15 MONUMENT SIGN.
- 16 GRADE LEVEL RAMP.
- 17 BICYCLE RACKS.
- 18 SMOKING AREA.
- 19 GUARD SHACK.
- 20 FUTURE EV STATION.

**SITE PLAN GENERAL NOTES**

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY \_\_\_\_\_ DATED ON \_\_\_\_\_ SHOULD BE A PART OF THESE CONTRACT DOCUMENTS.
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL. FACE OF CONCRETE CURB OR GROUND LINE LAND.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND BRAKES.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM IF REQUIRED.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SUBGRAPHS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.D.
11. PAINT CURBS AND PROVIDE SIGNS TO INDICATE OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDINGS PERMITS.
13. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.
14. TRANSFORMER TO BE PAINTED DARK GREEN TO MATCH LANDSCAPING.
15. PROVIDE KNOX BOXES AT ALL OFFICE ENTRANCES.
16. ALL VERTICAL MOUNTING POLES OF FENCING SHALL BE DAMPED.
17. ALL INTERIOR AND EXTERIOR WALK SURFACES TO BE NON-SLIP TYPE.

**SITE LEGEND**



**OWNER/APPLICANT**

COMPANY: HADCO PROPERTIES-CALIFORNIA LAND LLC  
CONTACT: LESS BROWN  
ADDRESS: 2002 E. McFADDEN AVENUE  
SANTA ANA, CA 92705-0128  
PHONE: 714-835-4812

**APPLICANT'S REPRESENTATIVE**

COMPANY: HPA ARCHITECTURE  
ADDRESS: 18511 BARCLAY AVE. SUITE 100 IRVINE, CA 92618  
PHONE: 949-952-2173

**ADDRESS OF THE PROPERTY**

780 MORENO VALLEY, CA  
**ASSESSOR'S PARCEL NUMBER**  
485-280-027  
485-230-028

**LEGAL DESCRIPTION**

APN: 485-280-027  
LOT 20 IN BLOCK 3 OF RIVERSIDE ALFALFA ACRES, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, AS SHOWN BY MAP ON FILE IN BOOK 8 PAGE 21 OF MAPS, RIVERSIDE COUNTY RECORDS.

APN: 485-280-028  
LOT 21 IN BLOCK 3 OF RIVERSIDE ALFALFA ACRES, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, AS SHOWN BY MAP ON FILE IN BOOK 8 PAGE 21 OF MAPS, RIVERSIDE COUNTY RECORDS.

**ZONING**

EXISTING LAND USE: VACANT  
PROPOSED LAND USE: INDUSTRIAL BUSINESS PARK  
EXISTING ZONING: RESIDENTIAL (S DU/AC)  
PROPOSED ZONING: INDUSTRIAL/BUSINESS PARK

**PROJECT DESCRIPTION**

CONSTRUCT BUILDINGS 1 AND 2 WAREHOUSE FACILITIES  
BUILDING 1 TOTALS 375,819 SQ FT.  
BUILDING 2 TOTALS 413,509 SQ FT.

**VICINITY MAP**



**TABULATION**

ITEMS	1" = 1"	1" = 1/2"	1" = 1/4"
<b>UTILITIES</b>	660.00	1,000.00	1,000.00
<b>UTILITIES AREA</b>	18.47	1.07	43.49 AC
<b>Site Work</b>	750	5,000	60,000 S.F.
<b>Site Work Area</b>	6.28	5.000	
<b>Structure</b>	288.75	489.98	208,262 S.F.
<b>TOTAL</b>	948.75	1,494.98	168,262 S.F.
<b>PROPOSED</b>	58.0%	62.0%	45.0%
<b>SOIL CONDITION</b>			
Class 1 (SWS)	40	40	60.000
Class 2 (SWS)	25	25	40.000
Class 3 (SWS)	10	10	15.000
Class 4 (SWS)	80	80	122.000
<b>TOTAL</b>	155	155	237.000
<b>SOIL DRAINAGE</b>			
1 (SWS)	170	180	678.000
2 (SWS)	60	24	28.000
3 (SWS)	7	7	8.000
4 (SWS)	5	5	6.000
<b>TOTAL</b>	242	216	720.000
<b>SOIL POLLUTION</b>			
1 (SWS)	45	70	11.000
2 (SWS)	35	70	12.000
<b>TOTAL</b>	80	140	23.000
<b>SOIL POLLUTION</b>			
1 (SWS)	45	70	11.000
2 (SWS)	35	70	12.000
<b>TOTAL</b>	80	140	23.000

hpw, Inc.  
18631 barden avenue, - ste. 1100  
Irvine, ca  
92612  
tel: 949-863-1770  
fax: 949-863-0851  
email: hpa@hpwarch.com

**Owner**

2002 East McFadden Avenue  
Suite 200  
Santa Ana, California 92705  
tel: (714) 835-4812  
email: ssp@redoxcompanies.com

**Project**

HEACOCK STREET  
Heacock St & Gentian Ave  
Moreno Valley, CA 92561

**Consultants:**

CHT: ALBERT A WEBB  
Structural: -  
Mechanics: -  
Plumbing: -  
Electrical: -  
Landscape: -  
Fire Protection: -  
Soil Engineer: -

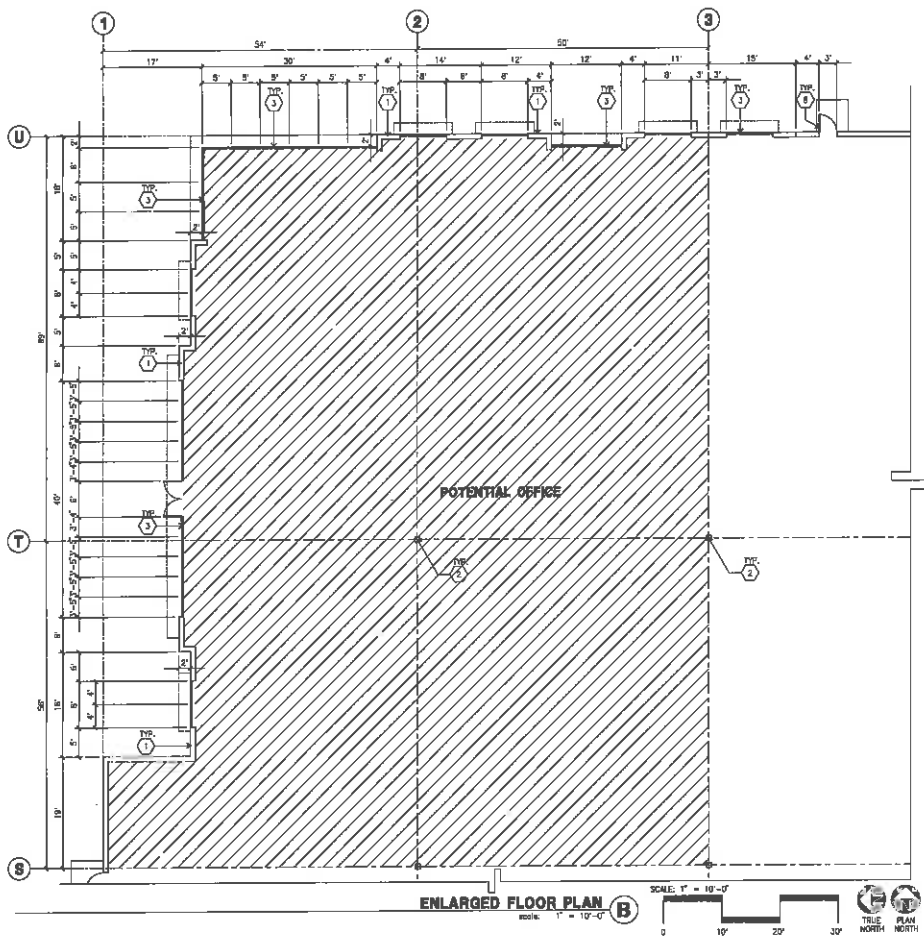
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**Project Number:** 17150  
**Drawn by:** SLM  
**Date:** 11/17/2009  
**Revision:**

Sheet:

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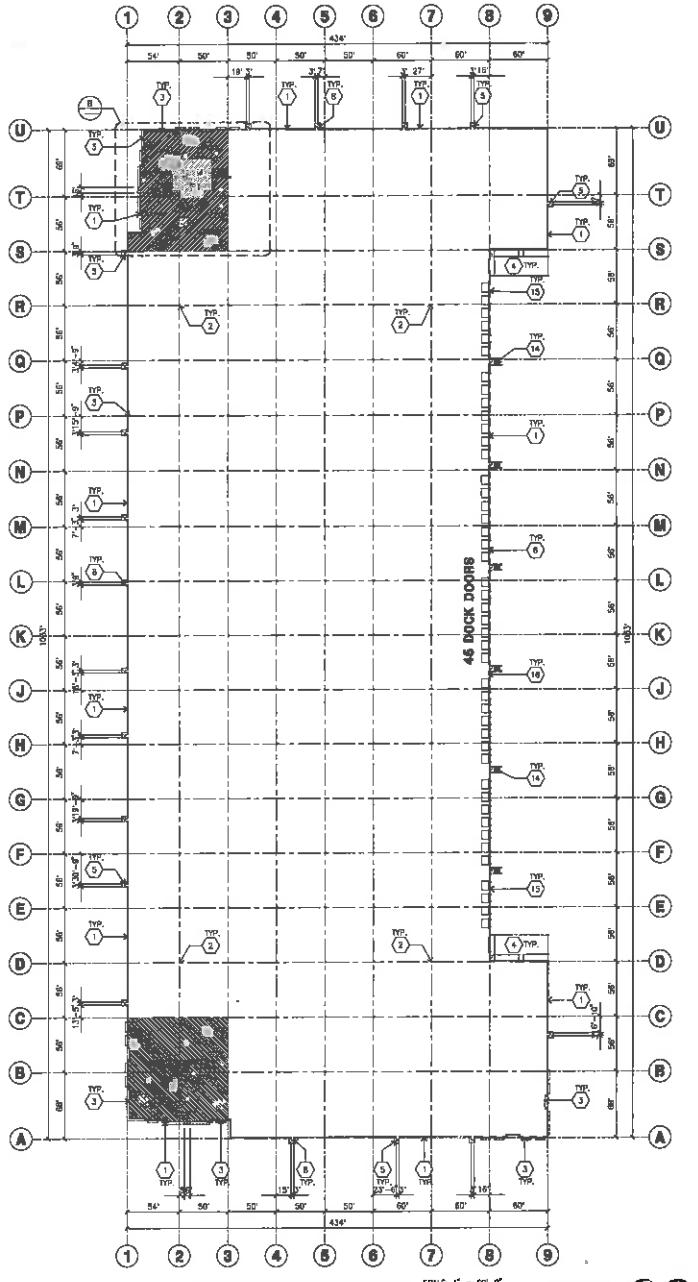
**ENLARGED FLOOR PLAN (B)**  
 SCALE: 1" = 10'-0"  
 TRUE PLAN NORTH

**KEYNOTES - FLOOR PLAN**

- 1 CONCRETE FILL-UP PANEL.
- 2 STRUCTURAL STEEL COLUMN.
- 3 TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE CHARGED PLANS AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- 4 CONCRETE BUMP 3/4" HIGH CONCRETE 12" UP GUARD WALL OR BUILDING WALL ON BOTH SIDES OF RAMP.
- 5 6'-0" X 3'-0" X 4'-0" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAIN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM GLOSS FINISH. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
- 6 8' X 10' TRUCK DOOR, VERTICAL LIFT, STANDARD GRADE.
- 7 12"x14" BRIVE TRAIL, VERTICAL LIFT, STANDARD.
- 8 3' X 7' HOLLOW METAL EXTERIOR MAIN DOOR, DESIGNED TO RESIST CITY REQUIRED WIND SPEED. CRITERIA ON SHEET A-1.
- 9 SOFFIT ABOVE.
- 10 ROOF ACCESS LADDER.
- 11 CONC. FILLED GUARD POST, 17" DIA. AND 42" H.
- 12 INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPER.
- 13 EMPLOYEE AMENITIES: BREAK ROOM & COFFEE BAR W/INTERNET ACCESS.
- 14 EXTERIOR CONCRETE STAIR.
- 15 DOOR DOOR BUMPER.
- 16 METAL LOUVER.

**GENERAL NOTES-FLOOR PLAN**

- A. THIS BUILDING IS DESIGNED FOR HIGH FILE STORAGE WITH FIRE ACCESS MAIN DOORS AT 100' MAXIMUM O.C. A REPAIRS FURNISH WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS.
- B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- C. THE BUILDING FLOOR SLAB SLOPES 1/2" PER 12" SEE "C" DRAWING FOR FINISH SURFACE ELEVATIONS.
- D. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL CON. BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- E. SLOPE FOUR STRIP 1/2" TO EXTEND AT ALL MAIN DOOR EXITS. SEE "F" DRAWINGS FOR FOUR STRIP LOCATION.
- F. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GROUND, OR FACE OF STUD U.I.G.
- G. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
- H. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET -- NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
- I. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DAMPED INCLUDING CARS AND TRUCKS.



**OVERALL FLOOR PLAN (A)**  
 SCALE: 1" = 60'-0"  
 TRUE PLAN NORTH



HPA  
ARCHITECTURE

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18831 barden avenue, - sm. #100  
Irvine, ca  
92612  
tel: 949-453-1770  
fax: 949-983-0651  
email: hpa@hparchs.com

---

Owner:

2002 East McFadden Avenue  
Suite 200  
Santa Ana, California 92705  
tel: (714) 835-4612  
email: sp@vaboscompanies.com

---

Project:

**HEACOCK STREET**

Heacock St & Gentian Ave  
Moreno Valley, CA 92551

---

Consultants:

CIVIL: ALBERT A WEBB  
 Structural: \_\_\_\_\_  
 Mechanical: \_\_\_\_\_  
 Plumbing: \_\_\_\_\_  
 Electrical: \_\_\_\_\_  
 Landscape: \_\_\_\_\_  
 Fire Protection: \_\_\_\_\_  
 Sole Engineer: \_\_\_\_\_

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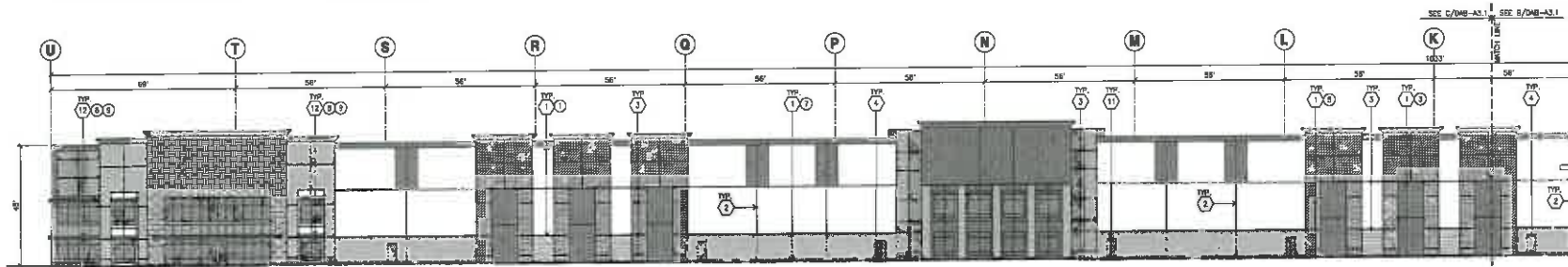
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Project Number: 17150  
 Drawn by: SLM  
 Date: 11/17/2020  
 Revision: \_\_\_\_\_

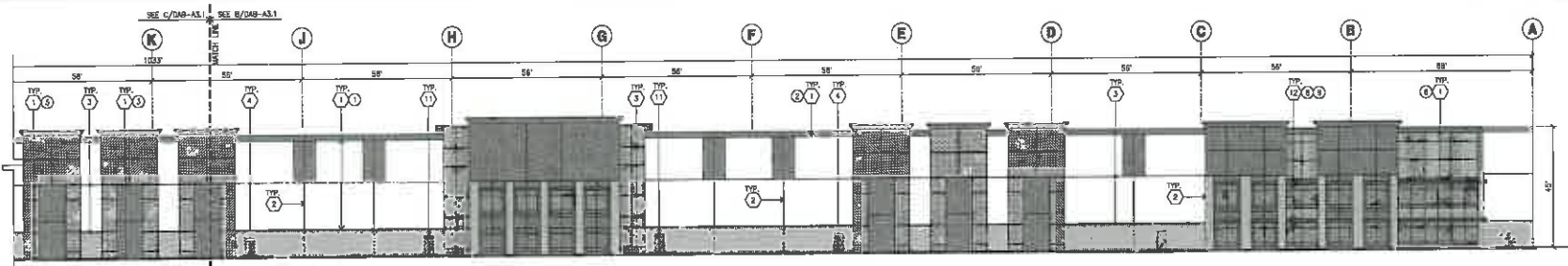
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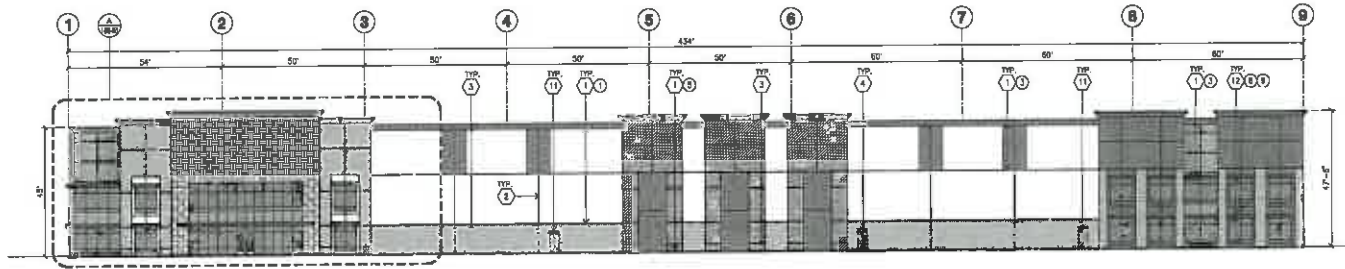
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**NORTH ELEVATION A**  
SCALE: 1" = 20'-0"



**NORTH ELEVATION CONT. B**  
SCALE: 1" = 20'-0"



**WEST ELEVATION C**  
SCALE: 1" = 20'-0"

**KEYNOTES - ELEVATIONS**

- 1. CONCRETE FILL-UP PANELS (PRINTED) FROM CONCRETE WALLS. SEE "C" DIMENSIONS. WEATHERPROOF ALL WALLS WHERE EXTERIOR GRADE IS HIGHER THAN FINISH FLOOR AND EXPOSED TO THE WEATHER. WEATHERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MINIMUM OF 1" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND SUFFICIENT TO CURB OR TRAC TO STORM DRAIN.
- 2. PANEL JOINT.
- 3. PANEL REVEAL. ALL REVEALS TO HAVE A MINIMUM OF 3/16" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.A.D.
- 4. 3'-4" X 5'-4" CONCRETE LANDING PAD.
- 5. OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 6. CONCRETE STAIRLANDING AND QUARTERS.
- 7. OVERHEAD DOOR @ DOCK HOOK. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 8. DOCK CHAMFER. BUILDING ADDRESS PER FIRE DEPARTMENT REQUIREMENTS. 10" HIGH X 2" THICK HIGH DENSITY POLYURETHANE FOAM LETTER BY 1/16" PVC. FACES EPXY TO WALL. COLOR TO BE SELECTED BY ARCHITECT.
- 9. BUILDING ADDRESS TO BE CONFIRMED BY CITY.

**GENERAL NOTES - ELEVATIONS**

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

**COLOR SCHEDULE - ELEVATIONS**

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TINTED.

- 1. SPANDREL WALLING BY 1/2" BRUSHED WHITE. DOWN SILL.
- 2. SPANDREL WALLING BY 1/2" BRUSHED WHITE. DOWN SILL.
- 3. SPANDREL WALLING BY 1/2" BRUSHED WHITE. DOWN SILL.
- 4. SPANDREL WALLING BY 1/2" BRUSHED WHITE. DOWN SILL.
- 5. SPANDREL WALLING BY 1/2" BRUSHED WHITE. DOWN SILL.
- 6. SPANDREL WALLING BY 1/2" BRUSHED WHITE. DOWN SILL.
- 7. SPANDREL WALLING BY 1/2" BRUSHED WHITE. DOWN SILL.
- 8. SPANDREL WALLING BY 1/2" BRUSHED WHITE. DOWN SILL.
- 9. BRONZESTONE ANODIZED ALUMINUM POLYURETHANE.
- 10. SPANDREL WALLING BY 1/2" BRUSHED WHITE. DOWN SILL.

**GLAZING LEGEND**

- SPANDREL GLASS
  - VISION GLASS
  - INSULATED VISION GLASS
  - VISION GLASS 1/4" ATLANTIC
  - SPANDREL 1/4" CLEAR WITH ATLANTIC WHERE SPANDREL PAINTED OR REFLECTING. INSTALLED ON DRINKS.
- REFERENCE IS TO BLUE REFERENCE GLAZING FOR APPEARANCE

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ARCHITECTURE

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fax: 949-953-4812  
email: hpa@hpaarch.com

**Owner:**

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Santa Ana, California 92705  
tel: 714-936-4812  
email: ep@subcompanies.com

**Project:**

**HEACOCK STREET**

Heacock St & Garden Ave  
Moreno Valley, CA 92551

**Consultants:**

**ALBERT A WEBB**

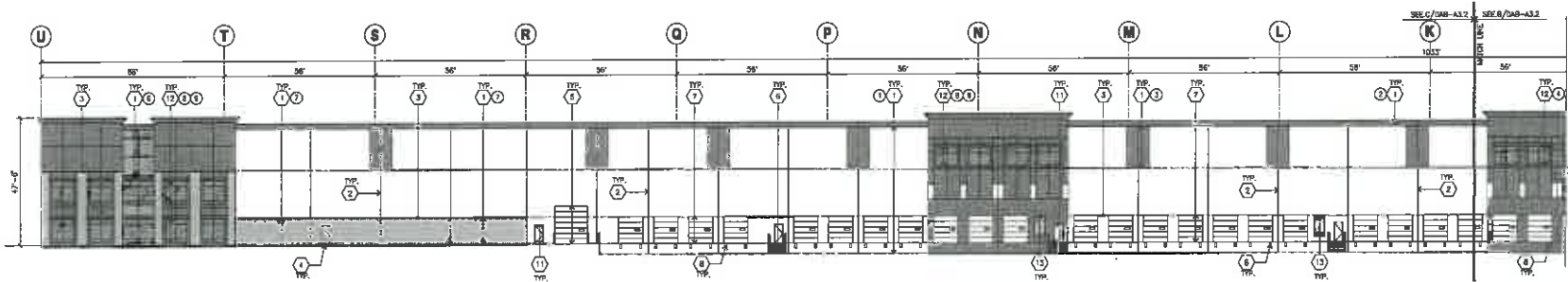
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Soils Engineer:

**Title:** Elevations

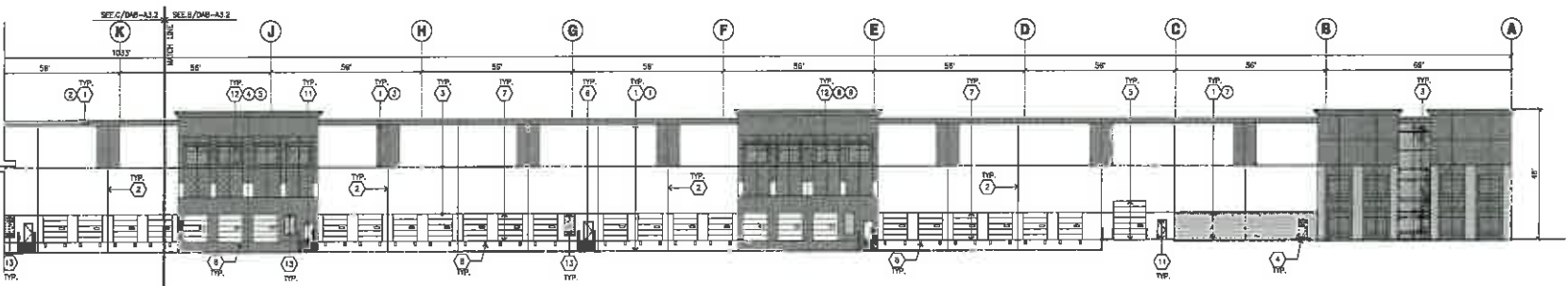
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Date: 11/17/2020  
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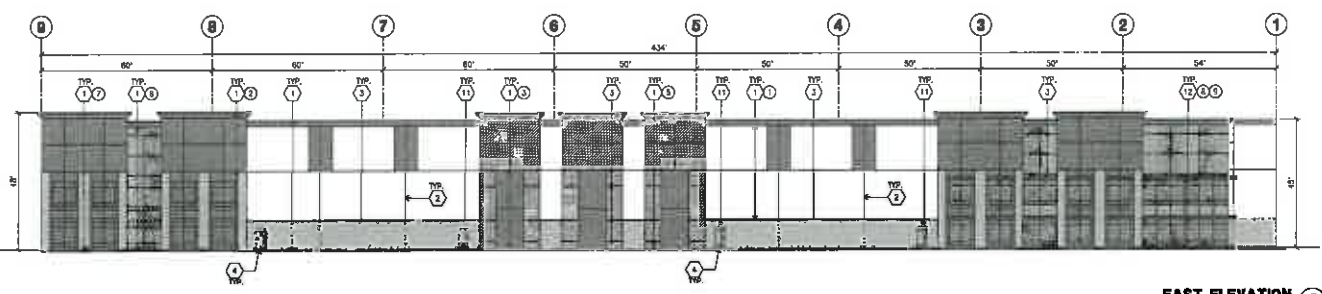




**SOUTH ELEVATION**  
scale: 1" = 20'-0"



**SOUTH ELEVATION CONT.**  
scale: 1" = 20'-0"



**EAST ELEVATION**  
scale: 1" = 20'-0"

**KEYNOTES - ELEVATIONS**

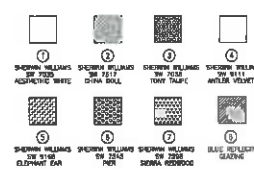
- 1. CONCRETE SILT-UP PANEL (PAINTED). FINISH GRADE WHITE. SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE EXTERIOR GRADE IS HIGHER THAN FINISH FLOOR AND EXPOSED TO THE WEATHER. WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MINIMUM OF 6" OF GROUND. PROVIDE TROUGH DRAIN AT BOTTOM AND DRAINAGE TO CURB OR TAKE TO STORM DRAIN.
- 2. PANEL JOINT.
- 3. PANEL REVEAL. ALL REVEALS TO HAVE A MAXIMUM OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.O.
- 4. 9'-0" X 3'-6" CONCRETE LANDING PAD.
- 5. OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 6. CONCRETE STEEL/LANDING AND QUADRANT.
- 7. OVERHEAD DOOR @ BOOK HIGH. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 8. BOOK BANDS.
- 9. BUILDING ADDRESS PER FIRE DEPARTMENT REQUIREMENTS. 16" HIGH X 2" THICK HIGH DENSITY FOAM "HELIOMETICA BOLD" LETTER W/ 1/16" PVC FACES EPOXY TO WALL. COLOR TO BE SELECTED BY ARCHITECT.
- 10. BUILDING ADDRESS TO BE CONFIRMED BY CITY.

**GENERAL NOTES - ELEVATIONS**

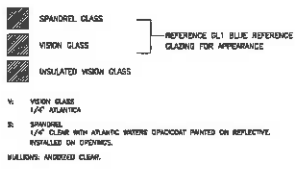
- 1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
- 2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- 3. F.O.P. BL = TOP OF PARAPET ELEVATION.
- 4. F.F. = FINISH FLOOR ELEVATION.
- 5. STONEFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED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

**COLOR SCHEDULE - ELEVATIONS**

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TINTED.



**GLAZING LEGEND**



**HIPAC**  
ARCHITECTURE

npa, inc.  
18831 bardonia avenue, - ste. #100  
irvine, ca 92612  
tel: 949-883-1770  
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**Owner:**

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Suite 200  
Santa Ana, California 92705  
tel: (714) 835-4612  
email: ep@rabocompanies.com

**Project:**

**HEACOCK STREET**

Heacock St & Garden Ave  
Moorpark Valley, CA 92551

**Consultants:**

Civil: ALBERT A WEBB  
Structural:  
Mechanical:  
Plumbing:  
Electrical:  
Landscape:  
Fire Protection:  
Soils Engineer:

Title: Elevations

Project Number: 17150  
Drawn by: SLM  
Date: 11/17/2002  
Revision:

Sheet:  
**1-DAB-A3.2**



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18831 barclay avenue, - ste. #100  
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92612  
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Owner:

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Santa Ana, California 92705  
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email: cpr@raosocompanies.com

Project:

HEACOCK  
STREET

Heacock St & Genlan Ave  
Moreno Valley, CA 92551

Consultants:

Civil: ALBERT A WEBB  
Structural:  
Mechanical:  
Plumbing:  
Electrical:  
Landscape:  
Fire Protection:  
Soils Engineer:

Title: Elevations

Project Number: 17153

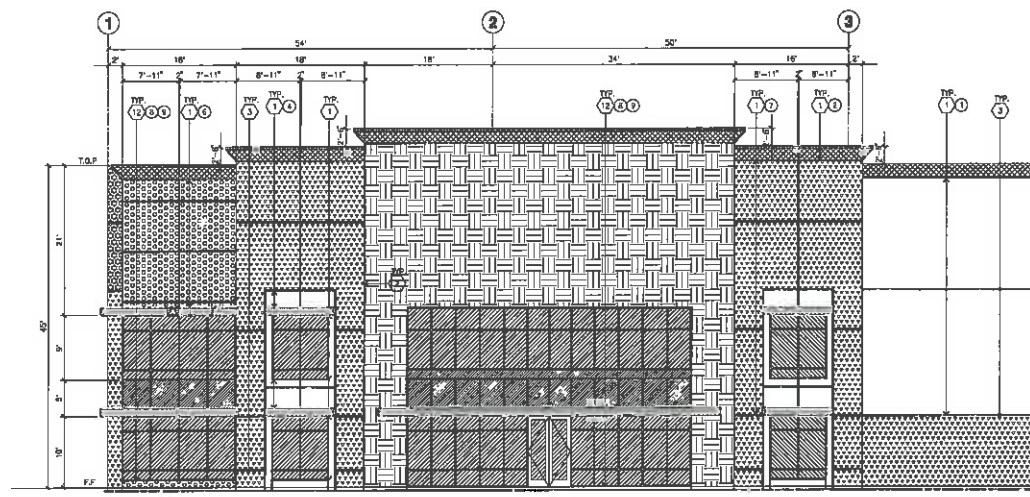
Drawn by: SJM

Date: 11/17/2020

Revision:

Sheet:

1-DAB-A3.3



ENLARGED WEST ELEVATION  
Scale: 1/2" = 1'-0" (A)

**KEYNOTES - ELEVATIONS**

1. CONCRETE TILT-UP PANEL (PAINTED). FINISH GRADE VARIES. SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE EXTERIOR GRADE IS LOWER THAN FINISH FLOOR AND EXPOSED TO THE WEATHER. WATERPROOFING TO BE PROTECTED WITH PROTECTIVE BOARD AND A MINIMUM OF 1" OF DRAINED PROTECTIVE INSULATION AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN.
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAXIMUM OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.A.G.
4. 5'-6" x 5'-6" CONCRETE LANDING PAD.
5. OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
6. CONCRETE STAIRLANDING AND GUARDRAIL.
7. OVERHEAD DOOR @ DOCK AREA. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
8. DOCK BUMPER.
9. BUILDING ADDRESS PER FIRE DEPARTMENT REQUIREMENTS. 1 1/2" HIGH x 2" THICK HIGH DENSITY FOAM "HELVETICA SOLID" LETTER W/ 1/16" PVC FACES EPOXY TO WALL. COLOR TO BE SELECTED BY ARCHITECT.
10. BUILDING ADDRESS TO BE CONFIRMED BY CITY.
- (11) NOT USED

**GENERAL NOTES - ELEVATIONS**

11. YELLOW METAL COORING. PROVIDE COMPLETE WEATHER STRIPPING ALL AROUND DOOR. PROVIDE FOR RAIN UNDERNEATH ABOVE DOOR.
  12. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING.
  13. METAL LEAFER. PAINT TO MATCH BUILDING COLOR.
  14. EXTERIOR DOWN SPOUTS & 2 OVERFLOW SCUPPERS.
1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
  2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
  3. T.O.P. - EL = TOP OF FINISH FLOOR ELEVATION.
  4. F.F. = FINISH FLOOR ELEVATION.
  5. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LITELETS SHALL BE DESIGNED TO RESIST - MIN. EXPOSURE 1" MINUS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
  6. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
  7. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH GLASSMATIC PAINT.
  8. FOR SPANDREL GLAZING. ALLOW SPACE BEHIND SPANDREL TO BREATHE. PROVIDE 1" SPANDREL HOLES AT CONCRETE WALL.
  9. USE ADHESIVE SHOCK WOOD STRIPS FOR ALL REVEAL FORMS.
  10. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON.
  11. ALL ROLL-UP DOORS AND SERVICE DOORS TO BE PAINTED TO MATCH BUILDING COLOR.

**COLOR SCHEDULE - ELEVATIONS**

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

1. SPANDREL WILLIAMS SER. 0108 ELECTRIFIC WHITE	2. SPANDREL WILLIAMS SER. 0108 LUNA SUEL	3. SPANDREL WILLIAMS SER. 0111 TOMY TRAPE	4. SPANDREL WILLIAMS SER. 0111 AVULER PELLET
5. SPANDREL WILLIAMS SER. 0108 ELECTRIFIC WH	6. SPANDREL WILLIAMS SER. 0108 LUNA SUEL	7. SPANDREL WILLIAMS SER. 0108 SPRING REDWOOD	8. BLUE REFLECTIVE GLAZING

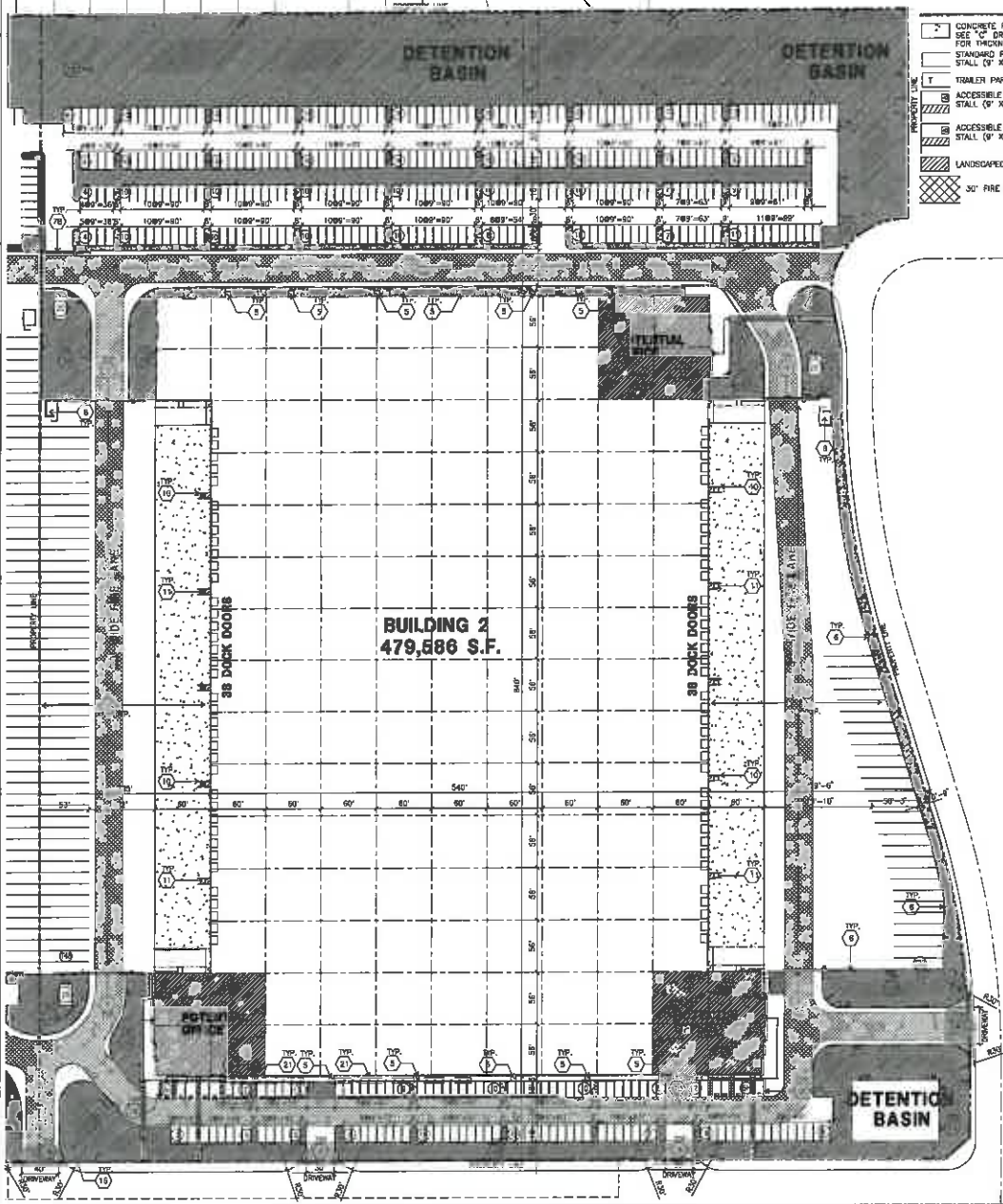
**GLAZING LEGEND**

SPANDREL GLASS	REFERENCE OR BLUE REFERENCE GLAZING FOR APPEARANCE
VISION GLASS	
INSULATED VISION GLASS	
9. VISION GLASS 1/4" CLEAR	
10. SPANDREL 1/4" CLEAR WITH ATLANTIC INTERIOR OVERCOAT PRINTED ON REFLECTIVE. DETAILS ON SPECIFICATIONS	









- CONCRETE PAVING SEE "C" DRAWINGS FOR THICKNESS STANDARD PARKING STALL (9' X 18')
- TRAILER PARKING
- ACCESSIBLE PARKING STALL (9' X 18') = 5' W/ ACCESSIBLE AISLE
- ACCESSIBLE PARKING STALL (9' X 18') = 6' W/ ACCESSIBLE AISLE
- LANDSCAPED AREA
- 30' FIRE LANE

**SITE PLAN KEYNOTES**

- 1 HEAVY BROOM FINISH CONCRETE PAVEMENT.
- 2 TRUCK COURT MAIN DOOR.
- 3 CONCRETE WALKWAY.
- 4 DECORATIVE DRIVEWAY APRONS.
- 5 5'-0"X20'-0"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAIN DOORS AND STAIR LANDINGS. FINISH TO BE MEDIUM BROOM. SLOPE TO BE 1/4" = 1' MAX.
- 6 14" H CONCRETE TILT-UP SCREEN WALL W/ PLASTER.
- 7 PROVIDE 8" H TUBE STEEL MANUALLY OPERATED GATES WITH KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRAWING.
- 8 (THE SAME AS 7A). KEEP LOCKED FOR EMT ONLY.
- 9 TRASH ENCLOSURE.
- 10 NOT USED.
- 11 CONCRETE FILLED GUARD POST 6" DIA. Lx10. 42" H.
- 12 EXTERIOR CONCRETE STAIR.
- 13 12' X 14' DRIVE-IN DOOR.
- 14 LANDSCAPE, LANDSCAPE AREAS INDICATED BY SHADDED PATTERNS.
- 15 HANDICAPPED ENTRY SIGN.
- 16 HANDICAPPED PARKING SIGN.
- 17 MONUMENT SIGN.
- 18 GRADE LEVEL RAMP.
- 19 BICYCLE RACKS.
- 20 SMOKING AREA.
- 21 GUARD SHACK.
- 22 FUTURE EV STATION.

**SITE PLAN GENERAL NOTES**

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY: DATED ON: SHOULD BE A PART OF THESE CONTRACT DOCUMENTS.
2. IN SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
  - A ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURBS OR GRID LINE UNLESS NOTED.
3. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
4. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM IF REQUIRED.
5. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
  - A PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
6. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
7. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
8. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MINIMUM 1/2" DIA. IRON. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4" FINISH TO BE A MEDIUM BROOM FINISH Lx10.
9. PAINT CURBS AND PROVIDE SIGNS TO WITHIN OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
10. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDINGS PERMITS.
11. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.
12. TRANSFORMER TO BE PAINTED DARK GREEN TO MATCH LANDSCAPING.
13. PROVIDE KNOX BOXES AT ALL OFFICE ENTRANCES.
14. ALL VERTICAL MONUMENT POLES OF FENCING SHALL BE CAPTOP.
15. ALL INTERIOR AND EXTERIOR WALK SURFACES TO BE NON-SLIP TYPE.

**OWNER/APPLICANT**

COMPANY: RADCO PROPERTIES-CALIFORNIA LAND LLC  
 CONTRACT: LESS BROOM  
 ADDRESS: 2002 E McFADDEN AVENUE  
 SANTA ANA, CA 92705-0125  
 PHONE: 714-435-4612

**APPLICANT'S REPRESENTATIVE**

COMPANY: HPA ARCHITECTURE  
 ADDRESS: 18831 BARDEEN AVE, SUITE 100 IRVINE, CA 92618  
 PHONE: 949-852-2173

**ADDRESS OF THE PROPERTY**

700 MORENO VALLEY, CA

**ASSESSOR'S PARCEL NUMBER**

425-260-027  
 485-230-028

**LEGAL DESCRIPTION**

APN: 485-260-027  
 LOT 20 IN BLOCK 3 OF RIVERSIDE ALFALFA ACRES, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, AS SHOWN BY MAP ON FILE IN BOOK 8 PAGE 21 OF MAPS, RIVERSIDE COUNTY RECORDS.  
 APN: 485-260-028  
 LOT 21 IN BLOCK 3 OF RIVERSIDE ALFALFA ACRES, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, AS SHOWN BY MAP ON FILE IN BOOK 8 PAGE 21 OF MAPS, RIVERSIDE COUNTY RECORDS.

**ZONING**

EXISTING LAND USE: VACANT  
 PROPOSED LAND USE: INDUSTRIAL BUSINESS PARK  
 EXISTING ZONING: RESIDENTIAL (S DM/AC)  
 PROPOSED ZONING: INDUSTRIAL/BUSINESS PARK

**PROJECT DESCRIPTION**

CONSTRUCT BUILDINGS 1 AND 2 WAREHOUSE FACILITIES  
 BUILDING 1 TOTALS 275,916 SQ FT.  
 BUILDING 2 TOTALS 413,609 SQ FT.

**TABULATION**

ITEM	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
1	CONCRETE PAVING	100,000	SQ YD	1.50	150,000.00
2	TRUCK COURT MAIN DOOR	1	EA	10,000.00	10,000.00
3	CONCRETE WALKWAY	5,000	SQ YD	1.50	7,500.00
4	DECORATIVE DRIVEWAY APRONS	100	EA	100.00	10,000.00
5	5'-0"X20'-0"X4" THICK CONCRETE EXTERIOR LANDING PAD	10	EA	1,000.00	10,000.00
6	14" H CONCRETE TILT-UP SCREEN WALL	100	LF	10.00	1,000.00
7	8" H TUBE STEEL MANUALLY OPERATED GATES	2	EA	5,000.00	10,000.00
8	TRASH ENCLOSURE	1	EA	10,000.00	10,000.00
9	CONCRETE FILLED GUARD POST	100	EA	10.00	1,000.00
10	EXTERIOR CONCRETE STAIR	10	EA	1,000.00	10,000.00
11	12' X 14' DRIVE-IN DOOR	1	EA	10,000.00	10,000.00
12	LANDSCAPE	10,000	SQ YD	1.00	10,000.00
13	HANDICAPPED ENTRY SIGN	1	EA	100.00	100.00
14	HANDICAPPED PARKING SIGN	1	EA	100.00	100.00
15	MONUMENT SIGN	1	EA	100.00	100.00
16	GRADE LEVEL RAMP	10	EA	100.00	1,000.00
17	BICYCLE RACKS	10	EA	100.00	1,000.00
18	SMOKING AREA	1	EA	100.00	100.00
19	GUARD SHACK	1	EA	10,000.00	10,000.00
20	FUTURE EV STATION	1	EA	10,000.00	10,000.00

**HPA ARCHITECTURE**  
 18831 Bardeen Avenue, -ste. #100  
 Irvine, CA 92612  
 tel: 949-852-1770  
 fax: 949-852-0851  
 email: hpa@hparchs.com

**Owner:**  
 2002 East McFadden Avenue  
 Suite 200  
 Santa Ana, California 92705  
 tel: 714-435-4612  
 email: ap@radco.com

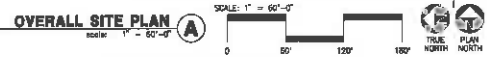
**Project:**  
**HEACOCK STREET**  
 Heacock & Gerlan Ave  
 Moreno Valley, CA 92551

**Consultants:**  
**ALBERT A WEBB**  
 Civil  
 Structural  
 Mechanical  
 Plumbing  
 Electrical  
 Landscaping  
 Fire Protection  
 Soils Engineer

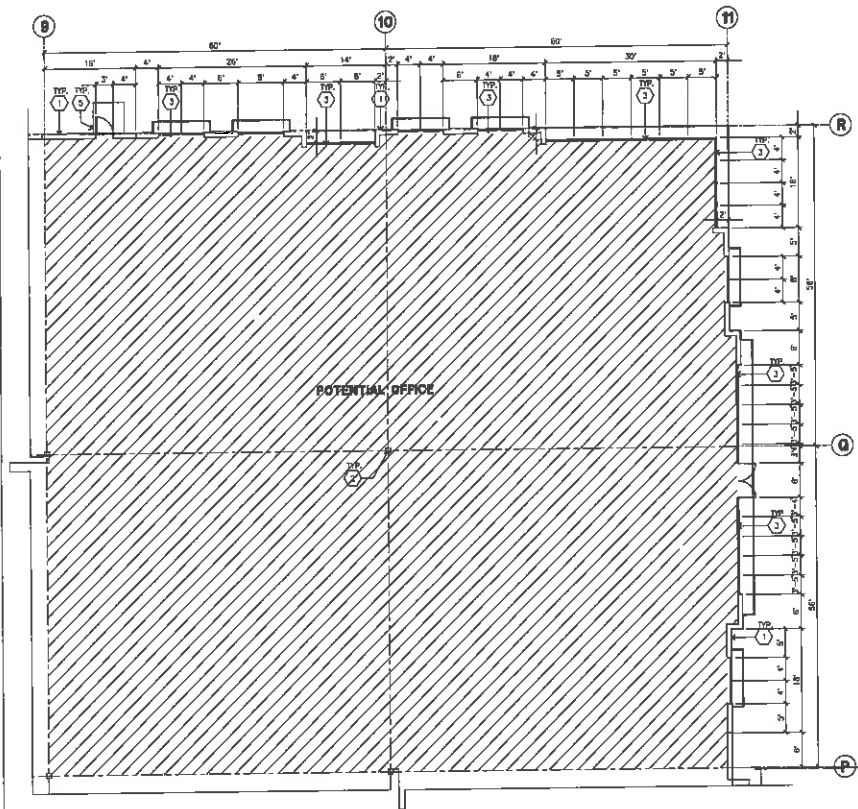
**Title:** overall site plan

**Project Number:** 17150  
**Drawn by:** SLM  
**Date:** 11/17/2020  
**Revision:**

Sheet  
**2-DAB-A1.1**



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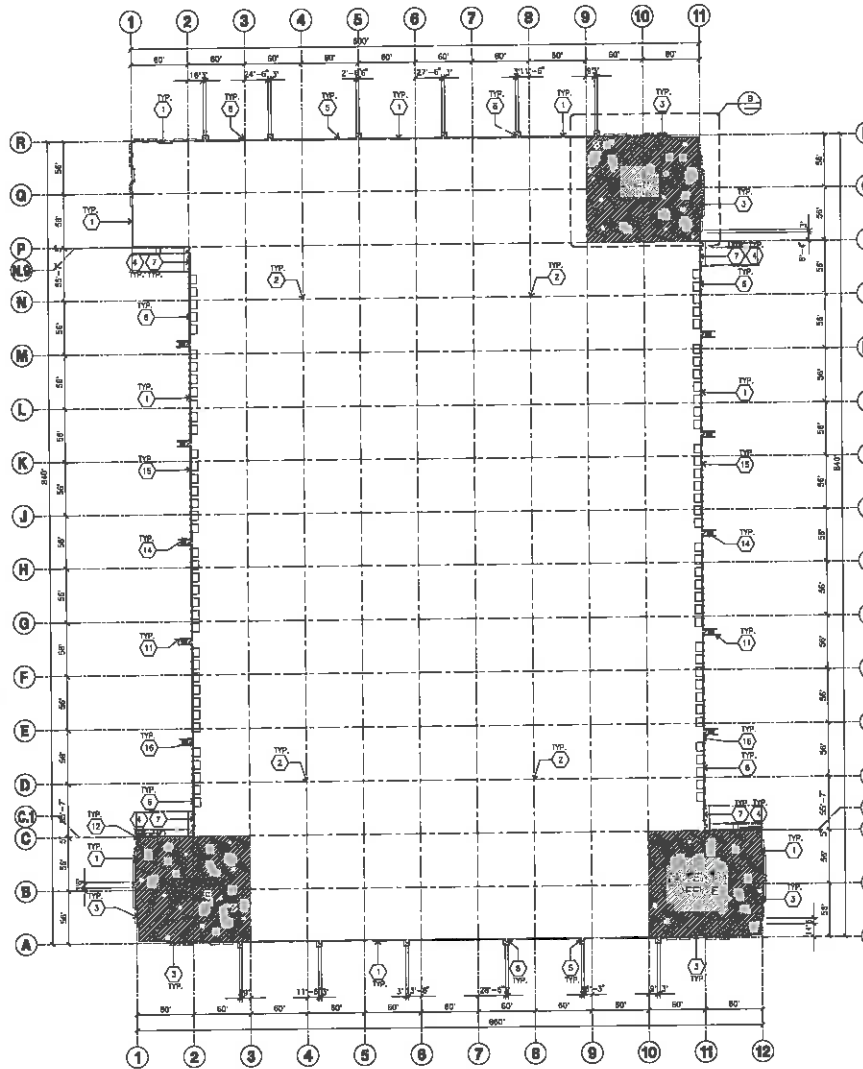
**ENLARGED FLOOR PLAN**  
SCALE: 1" = 12'-0"

**KEYNOTES - FLOOR PLAN**

- 1 CONCRETE TILT-UP PANEL.
- 2 STRUCTURAL STEEL COLUMN.
- 3 TYPICAL STRUCTURE SYSTEM WITH SLABING. SEE ENLARGED PLANS AND SCHEDULES FOR SIZE, COLOR AND LOCATIONS.
- 4 CONCRETE RAMP W/ 4" HIGH CONCRETE TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDES OF RAMP.
- 5 8'-0" X 5'-0" X 4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM SLOAN FINISH. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
- 6 12"x14" DRIVE THRU VERTICAL LIFT, STANDARD.
- 7 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR, DESIGNED TO RESIST CITY REQUIRED WIND SPEED CRITERIA ON SHEET A0.1.
- 8 SOFFIT ABOVE.
- 9 ROOF ACCESS LADDER.
- 10 CONC. FILLED GUARD POST, 8" DIA. AND 42" H.
- 11 INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPER.
- 12 EMPLOYEE AMENITIES: BREAK ROOM & COFFEE BAR/WATERNET ACCESS.
- 13 EXTERIOR CONCRETE STAIR.
- 14 ROCK DOOR BUMPER.
- 15 METAL LOUVER.

**GENERAL NOTES-FLOOR PLAN**

- A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT 100' MAXIMUM O.C. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS.
- B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- C. THE BUILDING FLOOR SLAB SLOPES 1/2" PER 12' DRAINING FOR FINISH SURFACE ELEVATIONS.
- D. WAREHOUSE WAREHOUSE CONCRETE WALLS ARE PAINTED WHITE. COLUMN ARE TO RECEIVE PRIMER ONLY. ALL O.P. BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- E. SLOPE POUR STAIR 1/2" TO EXTERIOR AT ALL WAREHOUSE EXITS. SEE "S" SCHEDULE FOR POUR STAIR LOCATION.
- F. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, ORBLINE, OR FACE OF STUD U.N.O.
- G. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS, PLUMBING/ELECTRICAL COORDINATION.
- H. FOR DOOR TYPES AND SEEN, SEE DETAIL SHEET -. NOTE: ALL DOORS FOR DOOR SCHEDULE ARE FINISH OPENINGS.
- I. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPHERED INCLUDING CARS AND TRUCKS.



**OVERALL FLOOR PLAN**  
SCALE: 1" = 60'-0"

**HPA**  
HARDWARE & SUPPLY

18831 BARCLAY AVENUE, STE. #100  
TULSA, OK 74122  
TEL: 918-853-1770  
FAX: 918-853-0651  
EMAIL: hpa@hpaarch.com

**Owner:**

2002 East McFadden Avenue  
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Tel: (714) 835-4612  
email: ep@habco.com

**Project:**

**HEACOCK STREET**

Heacock St & Centway Ave  
Moreno Valley, CA 92551

**Consultants:**

ALBERT A WEBB

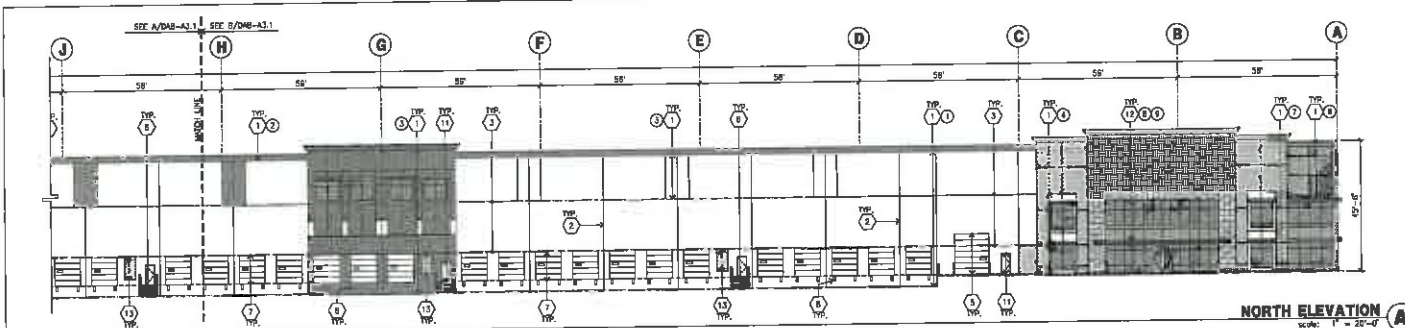
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Structural: \_\_\_\_\_  
Mechanical: \_\_\_\_\_  
Plumbing: \_\_\_\_\_  
Electrical: \_\_\_\_\_  
Landscape: \_\_\_\_\_  
Fire Protection: \_\_\_\_\_  
Soils Engineer: \_\_\_\_\_

**Title:** overall floor plan

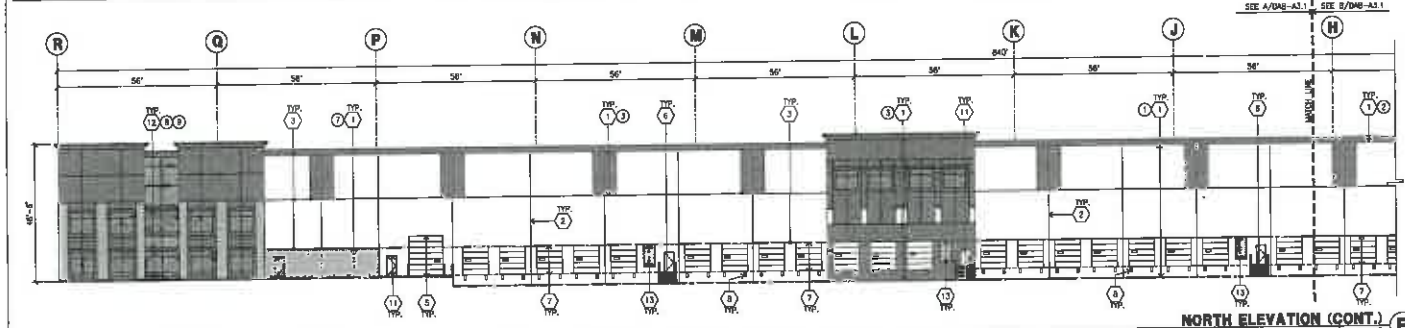
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**Drawn by:** SLM  
**Date:** 11/17/2002  
**Revision:** \_\_\_\_\_

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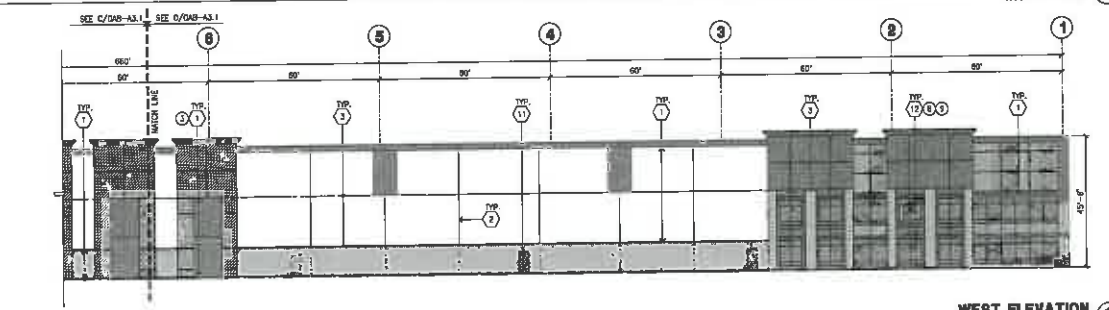
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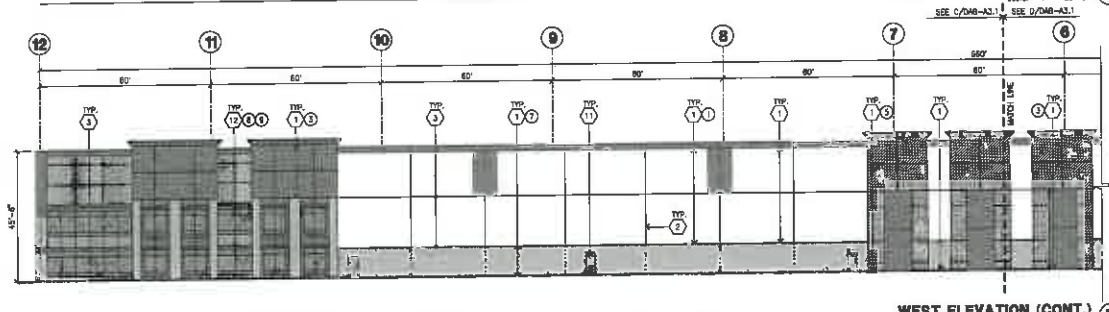
**NORTH ELEVATION**  
scale: 1" = 20'-0"



**NORTH ELEVATION (CONT.)**  
scale: 1" = 20'-0"



**WEST ELEVATION**  
scale: 1" = 20'-0"



**WEST ELEVATION (CONT.)**  
scale: 1" = 20'-0"

**KEYNOTES - ELEVATIONS**

1. CONCRETE TILT-UP PANEL (PAINTED), FINISH GRADE WALES. SEE "C" DRAWING. WATERPROOF ALL WALLS ABOVE EXPOSED GRADE IS HIGHER THAN FINISH FLOOR AND EXPOSED TO THE WEATHER. WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MINIMUM OF 6" OF GRAVEL. FROSTED TRENCH DRAIN AT BOTTOM AND DRAINAGE TO CURB OR TANK TO STORM DRAIN.
2. PANEL JOINT.
3. PANEL REVEAL: ALL REVEALS TO HAVE A MAXIMUM OF 3/8" CHAMFER. EXTERIOR COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.M.O.
4. 3'-8" x 5'-0" CONCRETE LANDING PAD.
5. OVERHEAD DOOR IN DRIVE TUNNEL. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
6. CONCRETE STAIRLANDING AND GUARDRAIL.
7. OVERHEAD DOOR @ DOCK HEAD. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
8. BOOK SHOPS: BUILDING ADDRESS PER FIRE DEPARTMENT REQUIREMENTS. 1" HIGH X 2" THICK HIGH DENSITY FIBER "HELVECTICA BOLD" LETTER W/ 1/16" PVC FINISH EPDM TO MATCH COLOR TO BE SELECTED BY ARCHITECT.
9. BUILDING ADDRESS TO BE CONFIRMED BY CITY.
10. NOT USED.
11. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPPING ALL AROUND. PROVIDE FINISH FOR PAIR INSIDE AND EXTERIOR.
12. ALUMINUM STOREFRONT FRAMING WITH TONERED GLAZING.
13. METAL LOUVER, PAINT TO MATCH BUILDING COLOR.
14. EXTERIOR DOWN SPOUTS & 2 OVERFLOW SCUPPERS.

**GENERAL NOTES - ELEVATIONS**

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


**COLOR SCHEDULE - ELEVATIONS**

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TONERED.

1. SPANDREL WALLS TO MATCH REFERENCE WHITE	2. SPANDREL WALLS TO MATCH OVER WALL	3. SPANDREL WALLS TO MATCH VERY DARK	4. SPANDREL WALLS TO MATCH ANGLE TONES
5. SPANDREL WALLS TO MATCH ELEPHANT GRAY	6. SPANDREL WALLS TO MATCH PER	7. SPANDREL WALLS TO MATCH SPARK REFERENCE	8. BLUE REFLECTIVE GLAZING
9. PROMOTIVE APPROVED ALUMINUM BRACKS	10. SPANDREL WALLS TO MATCH SPARK REFERENCE		

**GLAZING LEGEND**

- SPANDREL GLASS
  - VISION GLASS
  - INSULATED VISION GLASS
  - VISION GLASS 1/4" ATLANTIC MARINE
  - SPANDREL 1/4" CLEAR WITH ATLANTIC MARINE DRAPING PRINTED ON REFLECTIVE INSULATED OR GLAZING
- REFERENCE GL1 BLUE REFERENCE GLAZING FOR APPEARANCE.
- FINISHING: ANTIREFLECTIVE



HPA  
18811 herten avenue, - st. #100  
Irvine, ca  
92612  
tel: 949-853-1770  
fax: 949-853-0851  
email: hpa@hpaarch.com

---

Owner:

2002 East McFadden Avenue  
Suite 200  
Santa Ana, California 92705  
tel: (714) 853-4512  
email: aje@rudco.companies.com

---

Project:

**HEACOCK STREET**

Heacock St & Gentien Ave  
Moreno Valley, CA 92551

---

Consultants:

Civil: ALBERT A WEBB  
Structural:  
Mechanical:  
Plumbing:  
Electrical:  
Landscape:  
Fire Protection:  
Soils Engineer:

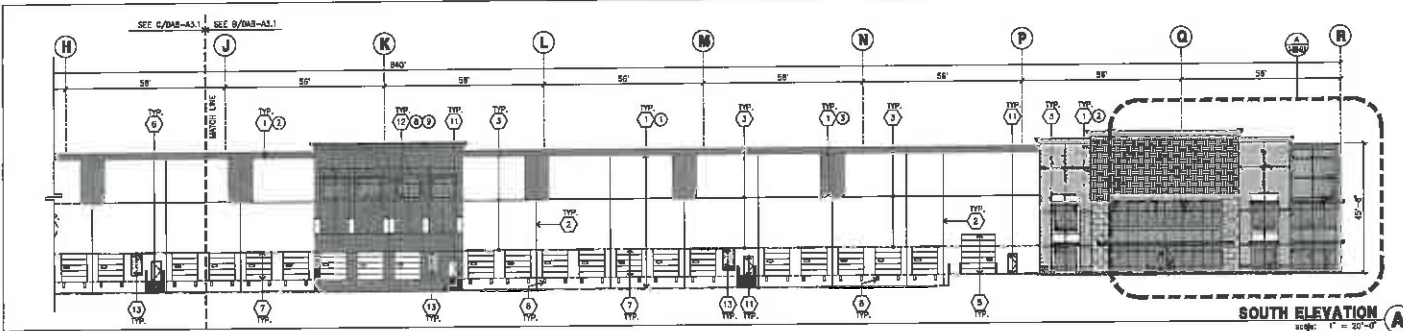
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Title: elevation

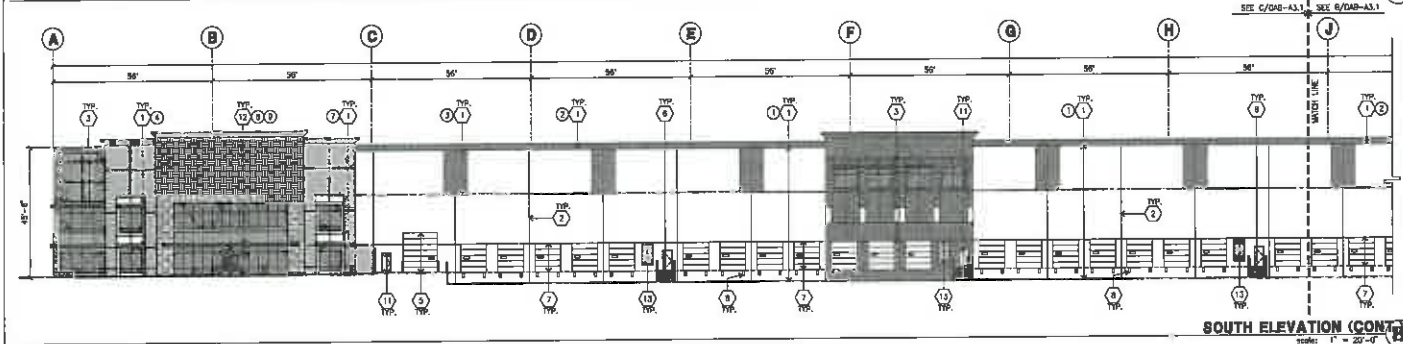
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Drawn by: SLM  
Date: 11/17/2025  
Revision:  
  
  
  
Sheet:

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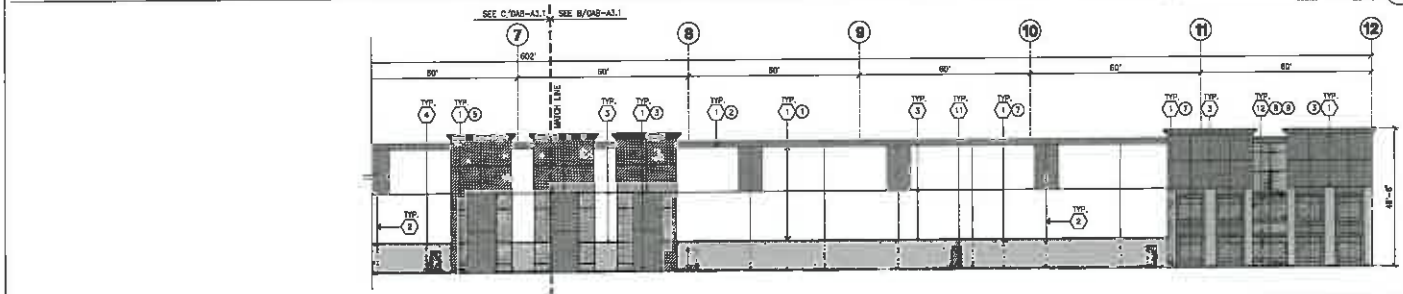




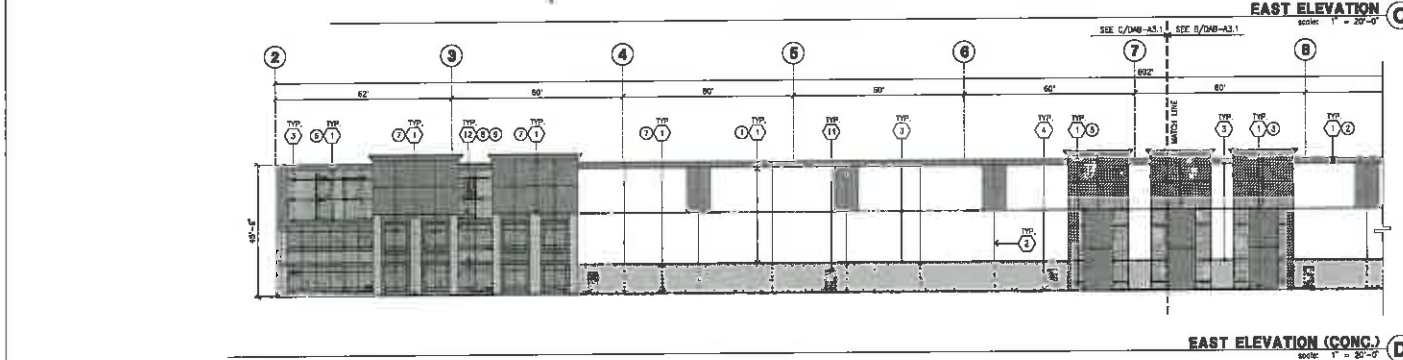
**SOUTH ELEVATION**  
SCALE: 1" = 20'-0"



**SOUTH ELEVATION (CONT.)**  
SCALE: 1" = 20'-0"



**EAST ELEVATION**  
SCALE: 1" = 20'-0"



**EAST ELEVATION (CONT.)**  
SCALE: 1" = 20'-0"

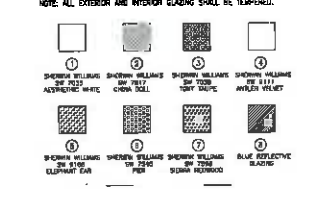
**KEYNOTES - ELEVATIONS**

1. CONCRETE TILT-UP PANEL (PAINTED). FINISH GRADE VARIES. SEE "C"
2. FINISH REVEAL: ALL REVEALS TO HAVE A MAXIMUM OF 3/8" CHAMFER. FINISH GRADE VARIES. SEE "C"
3. FINISH REVEAL: ALL REVEALS TO HAVE A MAXIMUM OF 3/8" CHAMFER. FINISH GRADE VARIES. SEE "C"
4. FINISH REVEAL: ALL REVEALS TO HAVE A MAXIMUM OF 3/8" CHAMFER. FINISH GRADE VARIES. SEE "C"
5. FINISH REVEAL: ALL REVEALS TO HAVE A MAXIMUM OF 3/8" CHAMFER. FINISH GRADE VARIES. SEE "C"
6. FINISH REVEAL: ALL REVEALS TO HAVE A MAXIMUM OF 3/8" CHAMFER. FINISH GRADE VARIES. SEE "C"
7. FINISH REVEAL: ALL REVEALS TO HAVE A MAXIMUM OF 3/8" CHAMFER. FINISH GRADE VARIES. SEE "C"
8. FINISH REVEAL: ALL REVEALS TO HAVE A MAXIMUM OF 3/8" CHAMFER. FINISH GRADE VARIES. SEE "C"
9. FINISH REVEAL: ALL REVEALS TO HAVE A MAXIMUM OF 3/8" CHAMFER. FINISH GRADE VARIES. SEE "C"
10. FINISH REVEAL: ALL REVEALS TO HAVE A MAXIMUM OF 3/8" CHAMFER. FINISH GRADE VARIES. SEE "C"
11. FINISH REVEAL: ALL REVEALS TO HAVE A MAXIMUM OF 3/8" CHAMFER. FINISH GRADE VARIES. SEE "C"
12. FINISH REVEAL: ALL REVEALS TO HAVE A MAXIMUM OF 3/8" CHAMFER. FINISH GRADE VARIES. SEE "C"
13. FINISH REVEAL: ALL REVEALS TO HAVE A MAXIMUM OF 3/8" CHAMFER. FINISH GRADE VARIES. SEE "C"
14. FINISH REVEAL: ALL REVEALS TO HAVE A MAXIMUM OF 3/8" CHAMFER. FINISH GRADE VARIES. SEE "C"

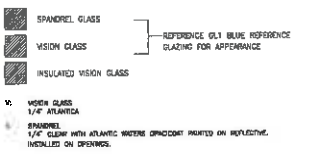
**GENERAL NOTES - ELEVATIONS**


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

**COLOR SCHEDULE - ELEVATIONS**



**GLAZING LEGEND**





700, 010  
18811 bardonn avenue, ste. #100  
irvine, ca  
92612  
tel: 949-853-1770  
fax: 949-853-1961  
email: hpa@hpaercls.com

Owner:

2002 East McFadden Avenue  
Suite 200  
Santa Ana, California 92705  
Tel: (714) 838-4676  
email: spr@radco.companies.com

Project:

**HEACOCK STREET**

Heacock St & Genlan Ave  
Morro Valley, CA 92551

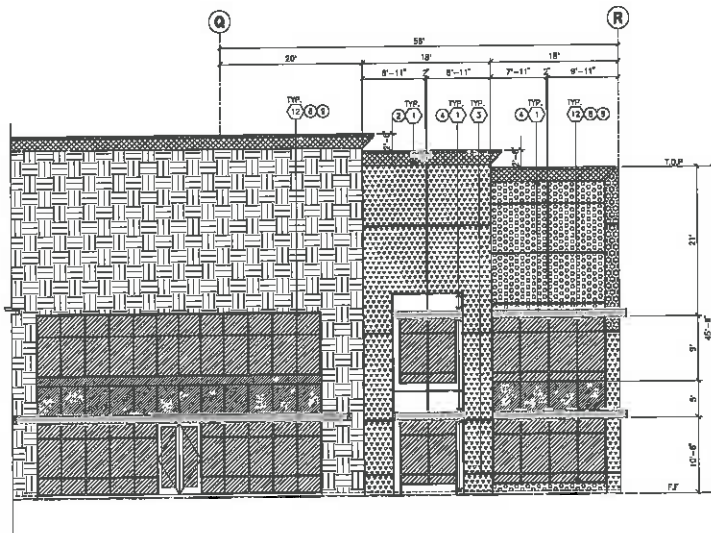
Consultants:

Civil: ALBERT A WEBB  
Structural:  
Mechanical:  
Plumbing:  
Electrical:  
Landscape:  
Fire Protection:  
Soils Engineer:

Title: elevation

Project Number: 17150  
Drawn by: SLH  
Date: 11/17/2020  
Revised:

Sheet:  
**2-DAB-A3.2**



**ENLARGED SOUTH ELEVATION**  
Scale: 1/8" = 1'-0"

**KEYNOTES - ELEVATIONS**

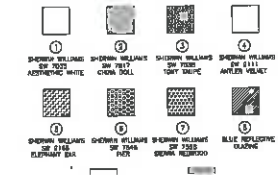
1. CONCRETE TILT-UP PANEL (PAINTED), FINISH GRADE VARIES. SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE EXTERIOR GRADE IS HIGHER THAN FINISH FLOOR AND EXPOSED TO THE WEATHER. WATERPROOFING TO BE PROVIDED WITH PROTECTION BOARD AND A MINIMUM OF 2" CORNER FRAMES. FINISH DRAIN AT BOTTOM AND DAVLIGHT TO CURB OR TAKE TO STORM DRAIN.
2. PANEL JOINT.
3. PANEL REVEAL ALL REVEALS TO HAVE A MAXIMUM OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.A.D.
4. 3'-0" x 5'-0" CONCRETE LANDING PAD.
5. OVERHEAD DOOR @ DRIVE TUBEL PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
6. CONCRETE STAIRLANDING AND CHANGING.
7. OVERHEAD DOOR @ DOCK HIGH PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
8. DOCK SLURF.
9. BUILDING ADDRESS PER FIRE DEPARTMENT REQUIREMENTS. 1" HIGH X 2" THICK HIGH DENSITY FOAM "HELMETICA BOLT" LETTER W/ 1/16" PVC FACES EPXDY TO WALL. COLOR TO BE SELECTED BY ARCHITECT.
10. BUILDING ADDRESS TO BE CONFIRMED BY CITY.
11. NOT USED.
12. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR. FRAME FOR RAIN DIVERTER ABOVE DOOR.
13. ALUMINUM STOREFRONT FRAMING WITH TAPERED GLAZING.
14. METAL LINERS, PAINT TO MATCH BUILDING COLOR.
15. EXTERIOR DOWN SPOUTS & 2 OVERFLOW SCUPPERS.

**GENERAL NOTES - ELEVATIONS**

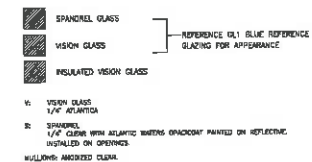
1. ALL PAINT COLOR CHANGES TO COLOR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. T.O.P. = TOP OF FINISHED ELEVATION.
4. F.F. = FINISH FLOOR ELEVATION.
5. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINELS SHALL BE REFERRED TO RESS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

**COLOR SCHEDULE - ELEVATIONS**

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TINTED.



**GLAZING LEGEND**



**HPA**  
Architects  
HPA, Inc.  
18831 Inverness Avenue - Ste. #100  
Irvine, CA  
tel: 949-863-1770  
fax: 949-863-0851  
email: hpa@hpaarch.com

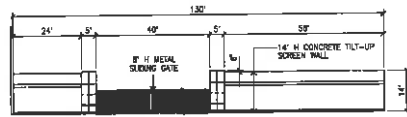
**Owner:**  
2002 East McFadden Avenue  
Suite 200  
Santa Ana, California 92705  
tel: (714) 855-8872  
email: aqr@astosec.companies.com

**Project:**  
**HEACOCK STREET**  
Heacock St & Garden Ave  
Moreno Valley, CA 92551

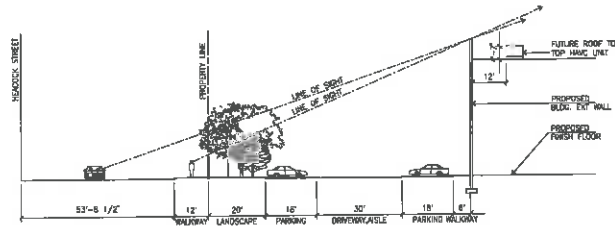
**Consultants:**  
Civil: ALBERT A WEBB  
Structural: -  
Mechanical: -  
Plumbing: -  
Electrical: -  
Landscape: -  
Fire Protection: -  
Soils Engineer: -

**Title:** elevation  
**Project Number:** 17159  
**Drawn by:** SJM  
**Date:** 11/17/2022  
**Revised:**

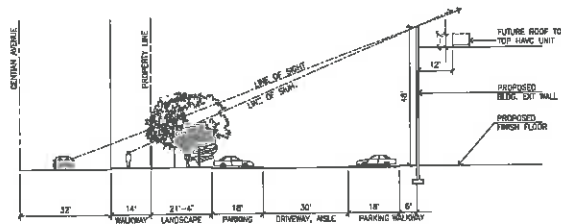
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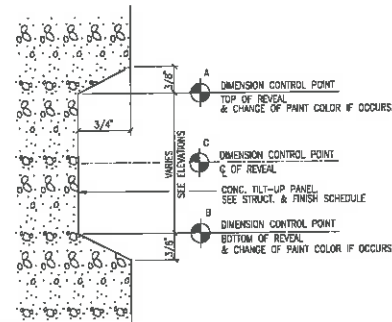
**ENLARGED SCREEN WALL AND GATE ELEVATION**  
SCALE: 1" = 20'-0"



**SECTION STUDY AT DOCK AREA**  
SCALE: 1" = 20'-0"

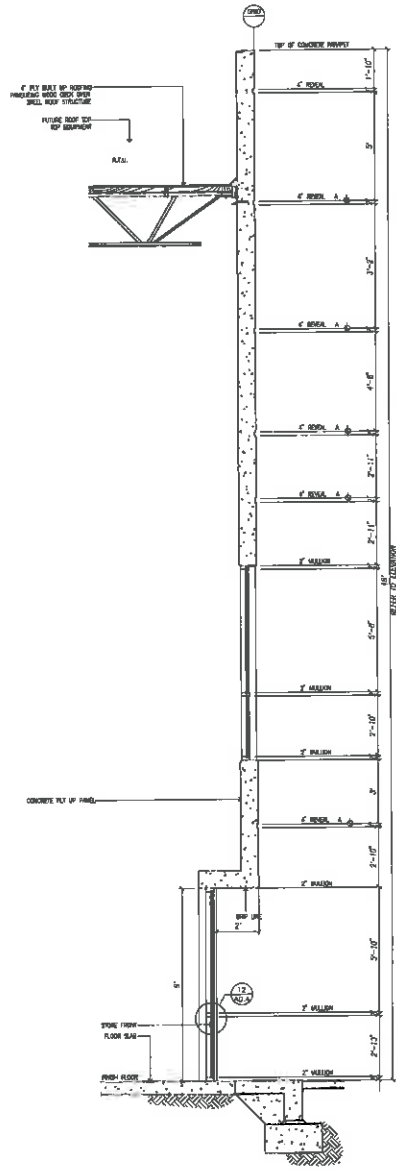


**SECTION STUDY AT GENTIAN AVENUE**  
SCALE: 1" = 20'-0"



- NOTES:
1. DIMENSION CONTROL POINTS AT REVEALS AND EDGE OF CONCRETE OPENINGS WHERE OCCUR, SEE WALL SECTIONS.
  2. PAINT COLOR CHANGES TO ALWAYS OCCUR AT CONTROL POINT "A" OR "B"

**TYP. CONCRETE REVEAL**  
SCALE: N.T.S.



**TYP. STOREFRONT ELEVATION**  
SCALE: 3/8" = 1'-0"

**HPA**  
ARCHITECTURE

HPA, INC.  
18651 BARBENT AVENUE - STE. #100  
IRVINE, CA 92612  
TEL: 949-863-1770  
FAX: 949-863-0851  
EMAIL: hpa@hparc.com

**Owner:**

2002 East McFadden Avenue  
Suite 200  
Santa Ana, California 92705  
Tel: (714) 835-4612  
Email: sp@astore.complex.com

**Project:**

**HEACOCK STREET**

Heacock St & Gentian Ave  
Moreno Valley, CA 92551

**Consultants:**

Albert A. Webb  
Civil  
Structural  
Mechanical  
Plumbing  
Electrical  
Landscapes  
Fire Protection  
Soils Engineer

**Title:** section

**Project Number:** 17150  
**Drawn by:** SLM  
**Date:** 11/17/2002  
**Revision:**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

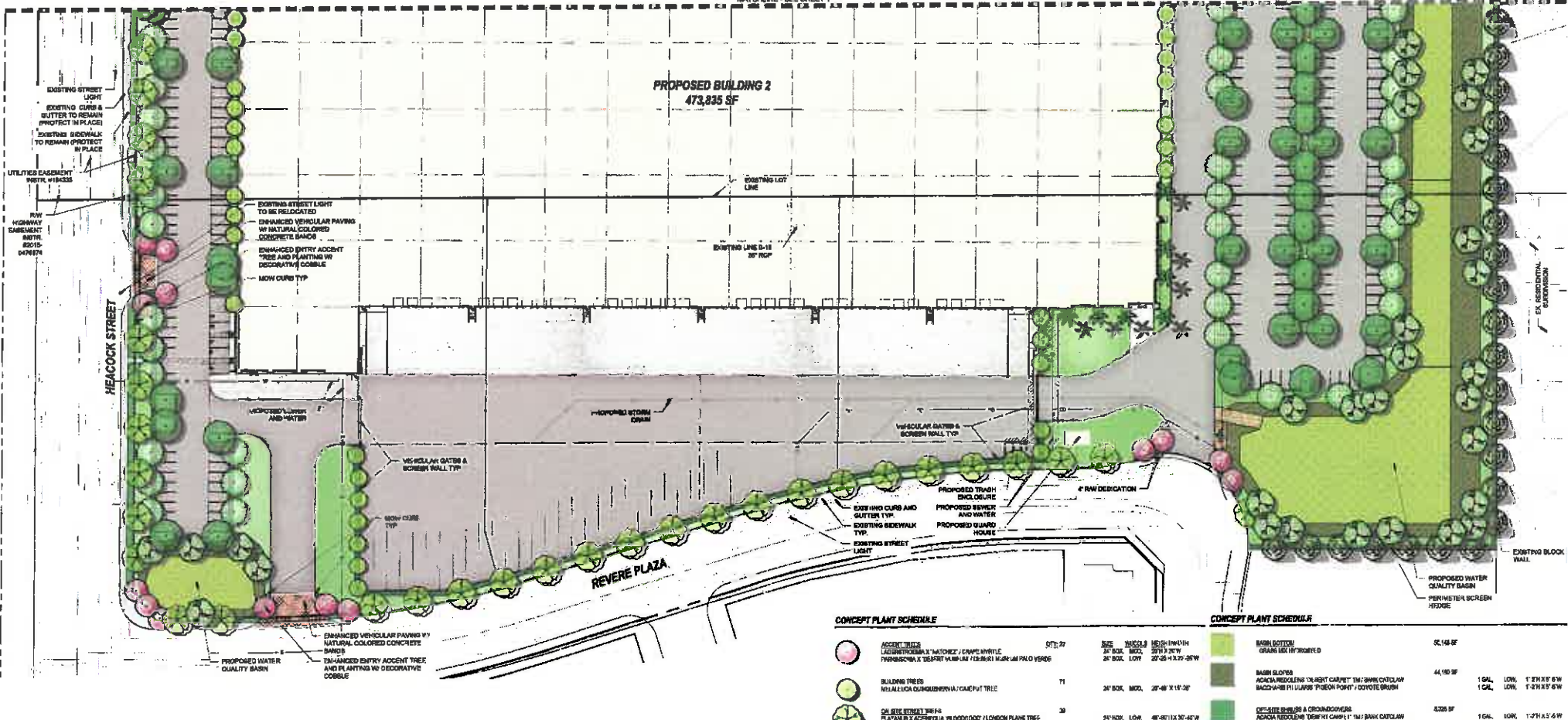
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**DAB-A4.1**





MATCHLINE - SEE SHEET 1



**AVENUE COUNTY DRAINAGE AND LANDSCAPE DESIGN CALCULATIONS**

**PROJECT TYPE:** Commercial  
**RAIOS T.I.C. BUILDING 2**  
648 S.W. ALIQUAKE

1. **ACCOMMODATE WETLANDS/BIOMASS** (AREA)

WETLANDS TO BE ACCOMMODATED: 218,228 S.F.

2. **ESTIMATED AVAILABLE WETLAND** (AREA)

WETLANDS AVAILABLE: 4,372 S.F.

3. **PERCENTAGE OF WETLANDS AVAILABLE** (PERCENT)

PERCENTAGE AVAILABLE: 2.0%

**PERCENTAGE OF WATER SAVED RELATIVE TO US EPA 2012**

PERCENTAGE SAVED: 37%

PERCENTAGE OF WATER SAVED RELATIVE TO US EPA 2012 = 37%

**CONCEPT PLANT SCHEDULE**

SYMBOL	ACCENT TREES	QUANTITY	SIZE	VEGETATION	HEIGHT	WIDE	DEPTH
●	LAGERSTROMIA X 'MADRID', CRAP MYRTLE, FROBENIUSIA X 'SPECT' W/ BUSH (12-18") W/ PALM PALO VERDE	27	24" BOK, MOD.	20' H	18" W	18" D	18" D
●	BUILDING TREES	71	24" BOK, MOD.	20' H	18" W	18" D	18" D
●	CALLIUM BUSHES	28	24" BOK, LOW	40' H	18" W	18" D	18" D
●	WALNUTS	11	18" BOK, 18" BOK	20' H	18" W	18" D	18" D
●	PANICUM BUSHES	28	24" BOK, LOW	25' H	18" W	18" D	18" D
●	PANICUM OF TREES	28	24" BOK, MOD.	20' H	18" W	18" D	18" D
●	SCREEN TREE	28	24" BOK, MOD.	20' H	18" W	18" D	18" D
●	WATER QUALITY BASIN TREE	43	24" BOK, MOD.	20' H	18" W	18" D	18" D

**CONCEPT PLANT SCHEDULE**

SYMBOL	MAIN BOTTLE	QUANTITY	SIZE	VEGETATION	HEIGHT	WIDE	DEPTH
●	GRASS MIX HYDRANGEA	52,148 SF	24" BOK, MOD.	20' H	18" W	18" D	18" D
●	MAIN BOTTLE	44,180 SF	1 GAL, LOW	1' H	18" W	18" D	18" D
●	OFF-SITE BUSHES & GROUNDCOVERS	8,228 SF	1 GAL, LOW	1' H	18" W	18" D	18" D
●	CHERRY BUSHES & GROUNDCOVERS	107,328 SF	1 GAL, LOW	1' H	18" W	18" D	18" D
●	SCREENING BARRIER	4,728 SF	1 GAL, LOW	1' H	18" W	18" D	18" D

**HARDSCAPE MATERIAL SCHEDULE**

SYMBOL	ACCENT PLANTING	QUANTITY	SIZE	VEGETATION	HEIGHT	WIDE	DEPTH
●	AGAVE DESERT PALM / DWARF CENTURY PLANT	6 GAL, LOW	3" H	18" W	18" D	18" D	
●	AGAVE FRUITFUL / AGAVE	6 GAL, LOW	3" H	18" W	18" D	18" D	
●	YUCCA FLAMENTOSA / YUCCA	6 GAL, LOW	3" H	18" W	18" D	18" D	

**MORENO VALLEY**  
**INDUSTRIAL AREA PLAN**  
(SPECIFIC PLAN 208)

**ATTACHMENT A – Specific Plan Amendment No. 3**

City of Moreno Valley

Adopted by Ordinance No. 204, June 27, 1989  
Amended by Ordinance No. 588, June 26, 2001  
Amended by Ordinance No. 598, March 12, 2002  
DRAFT SPA3 Submitted: January 14, 2020

I. INTRODUCTION

A. Background

The Oleander Specific Plan was adopted by Ordinance 204 June 27, 1989 and has provided the guidelines and standards for development within the City of Moreno Valley's industrial area since its adoption. The plan provided for Business Park, Mixed Use, Light Industry and Heavy Industry districts on approximately 1,500 acres in southwestern Moreno Valley.

Specific Plan Amendment No. 1 was adopted by Ordinance No. 588 June 26, 2001. The City commenced an evaluation of the Oleander Specific Plan due to the dramatic economic changes of the early 1990's and the evolution of City policies and practices. The goal of this evaluation was to explore opportunities to reduce the infrastructure costs and provide streamlined processes and procedures. During the evaluation of the Oleander Specific Plan and its surrounding area, it was recognized that approximately 40 acres on the northern edge of the Oleander Plan area should be incorporated into the Industrial Area. The 40 acres was designated Business Park within the City's Zoning Atlas but was a pocket of non-residential land, exclusive of the Industrial Area. Therefore, it was incorporated into the Industrial Area Plan, bringing the land area to approximately 1,540 acres.

Through this evaluation, the Oleander Specific Plan was transformed into the Moreno Valley Industrial Area Plan (Specific Plan No. 208).

Specific Plan Amendment No. 2 was adopted by Ordinance No. 598 March 12, 2002. This amendment modified the document to reflect the vacation of Nandina Avenue from Perris Boulevard to Kitching Street.

B. Project Description

The purpose of Amendment No. 3 is to modify the land use plan by removing four parcels located on the north of Revere Plaza and east of Heacock Street from the Specific Plan as reflected in **Figure 1, Area Removed from SP208**. This modification will remove approximately 8.8 gross acres of Industrial land uses from the specific plan and change the extent of the northernmost boundary of the plan, bringing the overall land area to approximately 1,531 acres. **MAP III -1A** represents the updated Land Use Plan and extent of updated plan area.



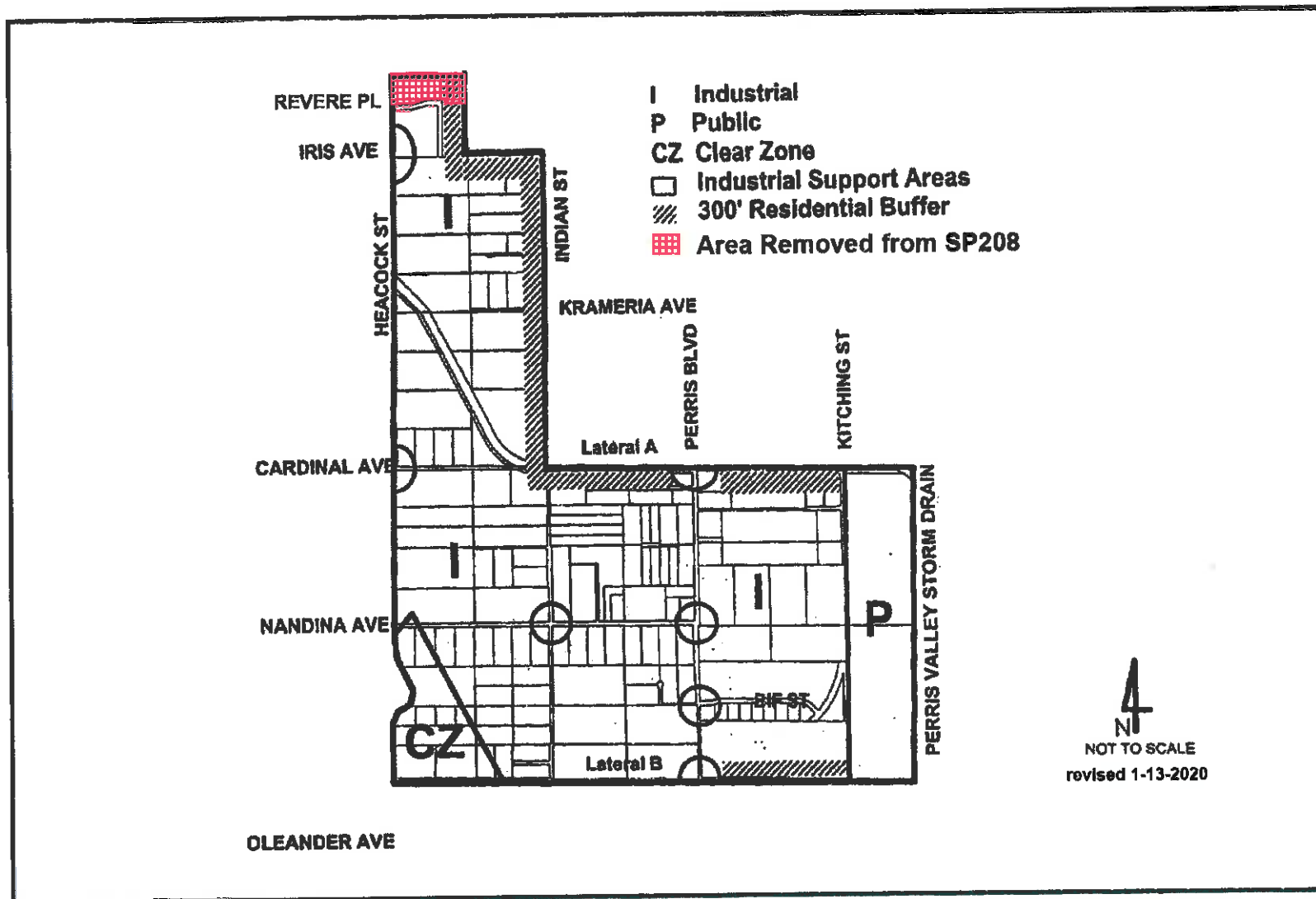
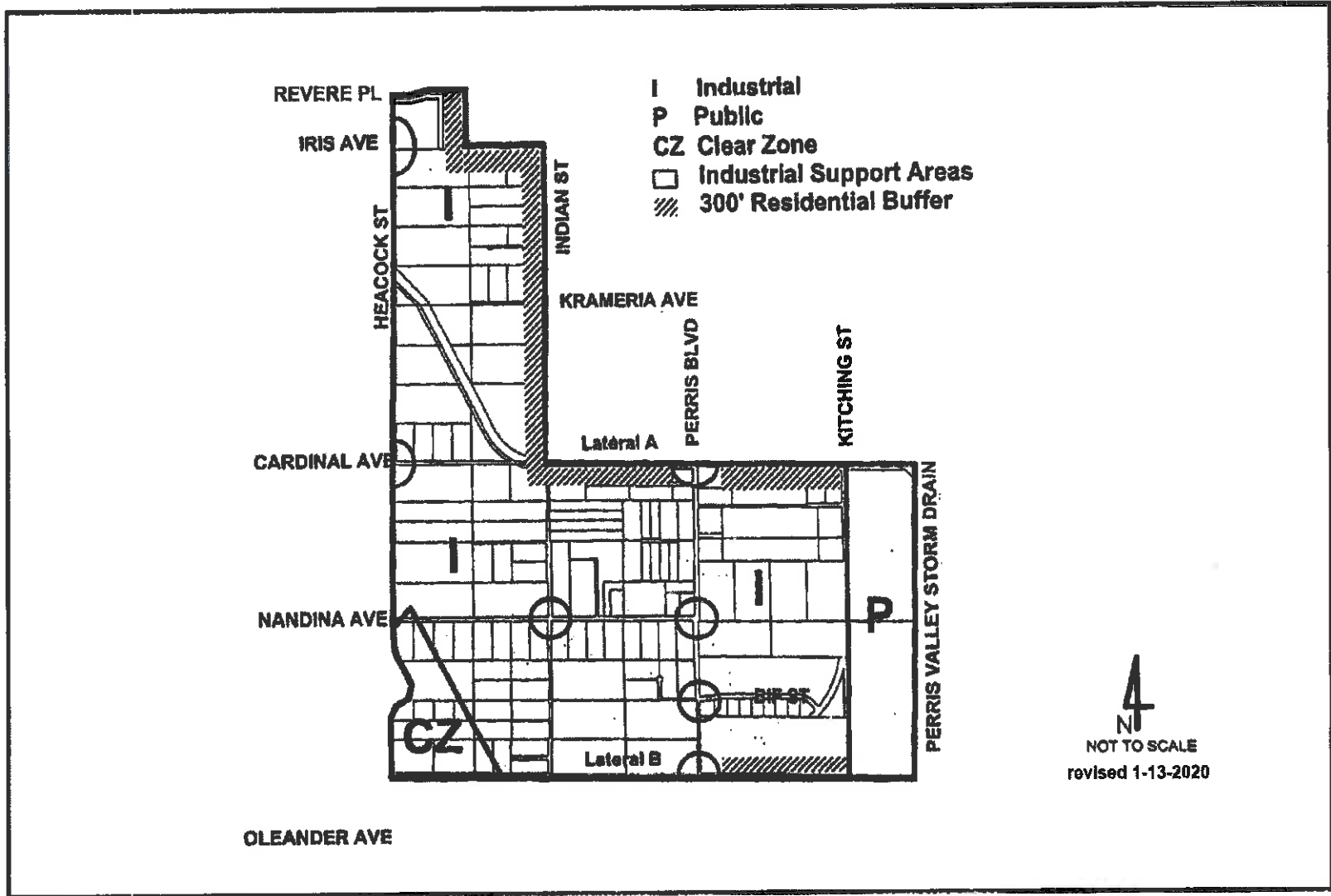


Figure 1 - Area Removed from SP208



MAP III - 1A

**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The City of Moreno Valley should be contacted on non-ALUC issues. For more information please contact City of Moreno Valley Planner Mr. Jeff Bradshaw at (951) 413-3224.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website [www.rcaluc.org](http://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](mailto:prull@rivco.org). Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

**DATE OF HEARING:** March 11, 2021

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

**Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the Place of Hearing, as listed above. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org)**

**CASE DESCRIPTION:**

ZAP1447MA21 – Rados Properties-California Land LLC, (Representative: Albert A Webb and Associates, Kristin Lemus) – City of Moreno Valley Case Nos. PEN19-0173 (General Plan Amendment), PEN21-0020 (Specific Plan Amendment), PEN19-0172 (Change of Zone), PEN19-0170 (Plot Plan), PEN19-0171 (Plot Plan), a proposal to construct two warehouse buildings totaling 873,967 square feet on 46.02 acres located on the southeast corner of Heacock Street and Gentian Avenue. The applicant also proposes amending a 37.2 acre portion of the site's General Plan land use designation from Residential (R5) to Business Park (BP) and the remaining 8.8 acre portion from Industrial/Business Park (I/BI) to Business Park (BP). Also proposed is a change to the current zoning of a 34.9 acre portion of the site from Residential (R5) to Light Industrial (LI) and the remaining 8.6 acre portion from Specific Plan 208 (SP) to Light Industrial (LI), as well as a Specific Plan Amendment to remove approximately 8.8 acres of the site from the Moreno Valley Industrial Area Specific Plan 208. (Airport Compatibility Zones D and E of the March Air Reserve Base/Inland Port Airport Influence Area).



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: \_\_\_\_\_ DATE SUBMITTED: 1/26/2021

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

<b>Applicant</b>	Rados Properties - California Land LLC c/o Les Brown	Phone Number	(714) 835-4612
<b>Mailing Address</b>	2002 E. McFadden Ave. Santa Ana, CA 92735	Email	lbrown@radoscompanies.com
<b>Representative</b>	Kristin Lemus	Phone Number	(951) 529-7569
<b>Mailing Address</b>	3788 McCray Street Riverside, CA 92506	Email	Kristin.Lemus@WebbAssociates.com
<b>Property Owner</b>	Rados Properties - California Land LLC c/o Les Brown	Phone Number	(714) 835-4612
<b>Mailing Address</b>	2002 E. McFadden Ave. Santa Ana, CA 92735	Email	lbrown@radoscompanies.com

### LOCAL JURISDICTION AGENCY

<b>Local Agency Name</b>	City of Moreno Valley	Phone Number	(951) 413-3224
<b>Staff Contact</b>	Jeff Bradshaw	Email	
<b>Mailing Address</b>	14177 Frederick St. Moreno Valley, CA 92553	Case Type	<input checked="" type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input checked="" type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other
<b>Local Agency Project No</b>	PEN19-0170 / PEN19-0171/PEN19-0172/PEN19-0173 PEN21-0020		

### PROJECT LOCATION

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

<b>Street Address</b>	Southeast corner of Heacock Street and Gentian Avenue, Moreno Valley, CA		
<b>Assessor's Parcel No.</b>	485-230-027, -028, -030, -031, -032, -033	<b>Gross Parcel Size</b>	46.02
<b>Subdivision Name</b>	N/A	<b>Nearest Airport and distance from Airport</b>	March Air Reserve, 1,000 ft.
<b>Lot Number</b>	N/A		

### PROJECT DESCRIPTION

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

<b>Existing Land Use (describe)</b>	Vacant land General Plan Land Use Designations: Residential (R5) and Specific Plan 208 Business Park/Light Industrial (SP208 BP/LI)
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Proposed Land Use (describe)	See Attached Project Description		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	N/A	
For Other Land Uses (See Appendix C)	Hours of Operation	24 hours/day, 7 days/week	
	Number of People on Site	TBD	Maximum Number 1,908
	Method of Calculation	Maximum Occupancy	
Height Data	Site Elevation (above mean sea level)	1,515	ft.
	Height of buildings or structures (from the ground)	50	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, describe		

- 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 submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
1. . . . . Completed ALUC Application Form
  1. . . . . ALUC fee payment
  1. . . . . Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
  1. . . . . Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
  1. . . . . CD with digital files of the plans (pdf)
  1. . . . . Vicinity Map (8.5x11)
  1. . . . . Detailed project description
  1. . . . . Local jurisdiction project transmittal
  3. . . . . Gummed address labels for applicant/representative/property owner/local jurisdiction planner
  3. . . . . Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. (Only required if the project is scheduled for a public hearing Commission meeting)

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.4

**HEARING DATE:** March 11, 2021

**CASE NUMBER:** ZAP1444MA20 – Jared Riemer/PR III/CHI Freeway BC, LLC (Representative: Glassman Planning Associates, MG2, and MIG. Inc.)

**APPROVING JURISDICTION:** March Joint Powers Authority

**JURISDICTION CASE NO:** PP14-02 (Plot Plan/Determination of Substantial Conformance No. 2)

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

**Airport Influence Area:** March Air Reserve Base

**Land Use Policy:** Compatibility Zones B1-APZ-I, B1-APZ-II

**Noise Levels:** 65-75 CNEL

**MAJOR ISSUES:** The applicant is proposing revisions to the floor plans (use areas) of previously reviewed and subsequently approved projects (ZAP1107MA14 and ZAP1394MA19) located within the portions of Compatibility Zones B1-APZ-I and B1-APZ-II. A breakdown of use by Compatibility Zone indicates that the project's average and single acre intensities in Compatibility Zones B1-APZ-I and B1-APZ-II are consistent with the intensity criteria when using the Building Code Method (based on staff's hybrid intensity methodology combining the building code method and parking code method, any variation to this methodology may result in a changed determination).

Although the proposed project is consistent with the ALUC's Compatibility Zones B1-APZ-I and B1-APZ-II average and single acre intensity criteria, the resulting project intensity exceeds the Air Force's interpretation of Air Force Instruction 32-7063 dated December 18, 2015, which addresses Air Force policies on Land Use Compatibility in accordance with Department of Defense Instruction (DoDI) No. 4165.57, for APZ-I and APZ-II. The Air Force understands the DoDI as limiting intensity to a maximum of 25 people in any given acre in APZ-I and a maximum of 50 people in any given acre in APZ-II.

In order to address this issue, the applicant has executed and recorded a Covenant on the title of the property, restricting actual occupancy of the building to a maximum of 25 people in any

**given acre in APZ-I, and a maximum of 50 people in any given acre in APZ-II. Operation in compliance with this covenant will be necessary to satisfy Air Force and March Joint Powers Authority concerns regarding project intensity.**

**RECOMMENDATION: Staff recommends that the Commission CONTINUE the matter to the April 8, 2021, meeting, pending completion of the Air Force review of the project.**

**PROJECT DESCRIPTION:** The applicant proposes to revise the occupancy use and floor plan of an existing (but vacant) 709,083 square foot high-cube industrial warehouse building to allow for a delivery parcel hub facility on 39.42 acres. There is no increase to the building's footprint. The building, as amended, would provide for 258,000 square feet of high-cube warehouse area, 8,000 square feet of office area, a 1,500 square foot break room, 126 loading/queuing van spaces, and 70 indoor van parking spaces.

On April 9, 2015, the Commission found the original project (ZAP1107MA14) consisting of 694,083 square feet of high-cube logistics warehouse, 12,000 square feet of first floor office area, and 3,000 square feet of second floor office mezzanine consistent with the March ALUCP. (That project also involved a General Plan Amendment and a Change of Zone.)

On January 9, 2020, the Commission found a subsequent revision to the original project (ZAP1394MA19) consisting of an additional 10,000 square feet of office area (by reducing warehouse area by the same square footage) also consistent with the March ALUCP.

**PROJECT LOCATION:** The site is located southerly of Alessandro Boulevard, easterly of Interstate 215, westerly of Old 215 Frontage Road, and northerly of Cactus Avenue within the land use jurisdiction of the March Joint Powers Authority, approximately 5,440 feet northwesterly of the northwesterly terminus of Runway 14-32 at March Air Reserve Base.

#### **BACKGROUND:**

Original Cases ZAP1107MA14 and ZAP1394MA19: The original project (ZAP1107MA14) proposed to construct a 709,083 square foot high-cube industrial warehouse building on 39.42 acres, and a subsequent revision (ZAP1394MA19) was proposed to revise the original building floor plan to provide for an additional 10,000 square feet of office area (by reducing warehouse area by the same square footage). Both projects were found consistent by the Commission.

It is important to note that both projects were consistent with the March Airport Land Use Compatibility intensity criteria, but also exceeded the intensity requirements for the Air Force's Department of Defense Instruction (DoDI) No. 4165.57 for APZ-I and APZ-II. This required the applicant to execute a Covenant, recorded on the title of the property, restricting the actual occupancy of the building to the DoDI intensity limits, which satisfied the Air Force and March Joint Powers Authority, and ultimately receiving ALUC consistency.

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 APZ-II. Zone B1-APZ-I limits average intensity to 25 people per acre, and APZ-II limits average intensity to 50 people per acre. Approximately 29.15 acres are located within APZ-I and 12.8 acres within APZ-II.

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:

- High Cube Logistics Warehouse – 1 person per 1,428 square feet,
- Office – 1 person per 200 square feet, and
- Break Room – 1 person per 15 square feet,
- Delivery van loading spaces/queuing spaces/van parking spaces – 1 person per vehicle (Although it is common practice to apply the standard of 1.5 persons per vehicle using the parking code method, these vehicles are specifically delivery vans with no passengers unlike cars, therefore, it is reasonable to apply a ratio of 1 person per vehicle).

The proposed use, a parcel delivery hub, is a unique land use that includes regular pre-defined floor area uses like office and warehouse, as well as indoor van parking spaces, and van stacking and queuing spaces (used to load merchandise from the warehouse area into the vans). This project uniqueness has prompted ALUC staff to use a hybrid methodology to calculate intensity; using the building code method for establish rooms/areas like office and warehouse, and using the parking code method to calculate the occupancy of the indoor van parking spaces, and van loading/queuing spaces.

The proposed amended project would provide for 258,000 square feet of high-cube warehouse area, 8,000 square feet of office area, a 1,500 square foot break room, 126 loading/queuing van spaces, and 70 indoor van parking spaces, accommodating an occupancy of 518 people (which is the maximum allowed people in the building as specified in the existing recorded Covenant on the property), resulting in an average intensity of 13 people per acre for the entire site, which is consistent with the Compatibility Zone B1-APZ-I criterion of 25, and B1-APZ-II criterion of 50.

A breakdown of use by Compatibility Zone indicates that Zone B1-APZ-I includes 166,325 square feet of high-cube warehouse area, 108 loading/queuing van spaces, and 70 indoor van parking spaces, accommodating 295 people, resulting in an average intensity of 10 people per acre for the portion of the site located in Zone B1-APZ-I, which is consistent with the Compatibility Zone B1-APZ-I average acre intensity criterion of 25.

Zone B1-APZ-II includes 91,675 square feet of high-cube warehouse area, 8,000 square feet of office area, a 1,500 square foot break room, and 18 loading/queuing van spaces, accommodating 223 people, resulting in an average intensity of 17 people per acre for the portion of the site located in Zone B1-APZ-II, which is inconsistent with the Compatibility Zone B1-APZ-II average acre intensity criterion of 50.



The project's average acre intensity is determined to be consistent, based on the hybrid methodology used by staff of combining the building code method and parking code method. Any variation to this methodology may result in a changed determination.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle and 1.0 persons per van delivery and trailer truck in the absence of more precise data). Based on the number of parking spaces provided (354 standard vehicles, 21 truck trailer, 576 van outdoor parking), the total occupancy would be estimated at 1,128 people for an average intensity of approximately 29 people per acre for the entire site, which is consistent with the Compatibility Zone B1-APZ-II criterion of 50, but inconsistent with the Zone B1-APZ-I criterion of 25.

It is important to note that the building's proposed occupancy, as calculated by the Building Code, results in 518 people, which is significantly less than the occupancy as calculated by the Parking Code Method (1,128 people). Commensurate with the nature of a parcel delivery hub, 65% of the project's total parking spaces are designated for delivery vans, which will have off-setting shifts, never resulting in all the van parking spaces being occupied at the same time. Therefore, in this instance, it is more realistic that the building occupancy would be closer to the occupancy generated by the Building Code Method, rather than the occupancy generated by the Parking Code Method.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zones B1-APZ-I and APZ-II limit maximum single-acre intensity to 100 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 intensity in APZ-I includes 52 indoor van parking spaces, for a total occupancy of 52 people, which is consistent with the Compatibility Zone B1-APZ-I single acre intensity criterion of 100.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre intensity in APZ-II includes a 1,500 square foot break room, for a total occupancy of 100 people, which is consistent with the Compatibility Zone B1-APZ-I single acre intensity criterion of 100.

The project's single acre intensity is determined to be consistent, based on the hybrid methodology used by staff of combining the building code method and parking code method. Any variation to this methodology may result in a changed determination.

Although the abovementioned single acre intensities in APZ-I and APZ-II are consistent with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, they are inconsistent with the Air Force Department of Defense Instruction No. 4165.57 with regards to intensity, which is limited to a maximum of 25 people in any given acre in APZ-I, and 50 people in APZ-II. A more detailed analysis is provided below in the March Air Reserve Base section of the staff report.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zones B1-APZ-I and APZ-II of the primary runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the project and sent a package of plans for their review. The Air Force provided their previous 2015 comments regarding the original shell building project (see below). As of the time this staff report was prepared, we were still awaiting updated comments from the Air Force regarding this project. The Air Force letter dated March 10, 2015, included the following comments:

1. The March Air Reserve Base (MARB) review of the proposal to establish Industrial zoning on 39.42 acres and to build a 709,083 square foot industrial warehouse building is provided with this memorandum.
2. The parcel also known as D3 East is located within the Accident Potential Zone I (APZ I) and Accident Potential Zone II (APZII). Any construction in APZ I is to consist of facilities that are no greater than single floor, airspace review is required for objects greater than 35ft. in height. Lot coverage is based on calculation in the Floor Area Ratios (FAR). Only a few types of facilities are compatible in this zone. There are restrictions on land uses and heights of natural objects and man-made objects in the vicinity of air installations that may obstruct the airspace, attract birds, cause electromagnetic or thermal interference, or produce dust, steam, smoke, or light emissions to provide for safety of flight and the public welfare.
3. The parcel is partially located within the Perris North sub-basin, the same groundwater sub-basin as MARB. The rising groundwater table at MARB is an ongoing concern and solutions are being sought by both MARB and the State of California. Given the concerns with the rising groundwater and the ability to properly drain the water detention basins within 48 hours, MARB is requesting the water detention basins be oversized enough to accept additional rock to address future concerns with groundwater or be underground and covered. Prior to issuance of formal approval, we want to see specific design of basins and if uncovered, calculations that show capacity if rock is added later.
4. A properly designed stormwater management system and landscaping must address Bird/Wildlife Aircraft Strike Hazard (BASH) concerns including proper detention/infiltration of stormwater runoff. The base will want to review details of the stormwater conveyance system and the landscaping plan when they become available. Given the proximity to the airfield, trees which will bear mast or grow to an adequate size for roosting should not be planted. Additional information on reducing BASH hazards can be found in AFPAM 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Management Techniques*, dated February 1, 2004. We request that March Joint Powers Authority evaluate the stormwater detention basin design to mitigate or eliminate any hazards, and jointly approve the design with MARB.
5. The property is impacted by aircraft noise with California Noise Equivalency Levels and a Day-Night Average A-Weighted Sound Level (DNL) of 65 decibels or more contributing to negatively impact compatible and reasonable use of the property. Table 2, *Land Use Compatibility in Noise Zones* in Appendix 3 to Enclosure 3, *Recommended Land Use Compatibility in Noise Zones* of DoDI 4165.57, *Air Installations Compatible Use Zones (AICUZ)* states that noise events may be sufficient to periodically disrupt indoor activities. Employees and regularly received public may require protection using noise attenuation in the design and construction of the facility. Additional hearing protection for employees may be required by OSHA or other agencies as it relates to safety and health in a high noise level work environment.
6. While the proposed use may be consistent with the zoning and land use guidelines, MARB advises that the proposed project presents a concern being located so close to the Clear Zone (CZ) at the north end of the runway. Buildings in this area should not be used for high-density functions since the objective of the land use guidelines in and around APZ's is to restrict people-intensive use due to a greater risk of aircraft incident in these areas. In APZ I is restricted to 25 people per acre and 50 an acre in APZ II. Lot coverage is based on the FAR, and is calculated using standard parking generation rates for various land uses, vehicle occupancy rates, and desired density in APZ I and II. For APZ I, the formula is FAR = 25 people an acre/(Average Vehicle Occupancy x Average Parking Rate x (43560/1000)). The formula for APZ II is FAR = 50/(Average Vehicle Occupancy x Average Parking Rate x (43560/1000)).
7. The building height is a cause for concern. We request the latitude and longitude of the southeast and northeast corners and the ground elevation of the warehouse along this façade in order to confirm the building falls within established height restrictions. Consultation with the Federal Aviation Administration will be required and we will also need to provide a Terminal Instrument Procedures (TERPS) review.
8. To help eliminate any potential effects on aircraft operations at MARB, we ask that materials provided in construction be of a non-reflective material such as outside ductwork, windows and roofs by means such as painting or covering. In addition, none of the project improvements shall create:
  - Distracting lights which could be mistaken for airport lights
  - Sources of dust, steam, or smoke which may impair pilot visibility
  - Sources of electronic interference with aircraft communications or navigation

These comments have largely been addressed through the ALUC review and conditions. The only comment that is left unanswered is the Air Force's position on the proposed project with respect to permitted use and intensity i.e. if the Air Force accepts the existing executed Covenant as means of satisfying the AICUZ intensity criteria.

The 2018 Airport Installation Compatible Use Zones (AICUZ) study identifies the project site as located within Accident Potential Zones I and II (APZ-I and APZ-II). Appendix A of the AICUZ provides Land Use Compatibility Tables for the APZs, which cite "warehousing" as permitted uses in APZ-I and APZ-II (and prohibited use in the Clear Zone [CZ]). The AICUZ does not explicitly identify a delivery parcel hub use.

However, March Air Reserve Base officials maintain that the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan is not consistent with current Air Force guidance found in Air Force Instruction 32-7063 dated December 18, 2015, which addresses Air Force policies on Land Use Compatibility in accordance with Department of Defense Instruction (DoDI) No. 4165.57. These inconsistencies include conflicts with regard to lot coverage, intensity, and permitted use definitions.

The proposed project complies with the restrictions on permitted uses and lot coverage, but not with the intensity limits. The Air Force understands the DoDI criteria as limiting intensity to a maximum of 25 people in any given acre in APZ-I and to a maximum of 50 people in any given acre in APZ-II. As noted above, the project would be expected to result in a single acre occupancy of 52 people in APZ-I and a single acre occupancy of 100 people in APZ-II.

The projected occupancy intensities would be inconsistent with the Air Force intensity understanding.

One method of bringing the project into consistency with both the Air Force Instruction (AFI) is for the applicant to agree to a condition including a Covenant, recorded on the title of the property, restricting the actual occupancy of the building to the limits of the AFI.

The applicant has agreed to this condition and has recorded and executed said document, which limits actual occupancy of the building in conformance with the limits of 25 and 50 persons, in any given acre within APZ-I and APZ-II, respectively. (The project's proposed occupancy of 518 people does not exceed the occupancy stated in the Covenant, and therefore the Covenant language is still applicable). Specifically, the Covenant states:

E. Covenanter has agreed to comply with the Density Restrictions and a Density Cap (both terms are defined below), by limiting occupancy of the Project to (i) five hundred and eighteen (518) occupants ("Density Cap") [**THE DENSITY CAP WILL DECREASE IF THE SQUARE FOOTAGE OF THE BUILDING DECREASES.**]; (ii) twenty-five (25) occupants in any square area measuring 208 feet by 208 feet ("Square Area") for all Square Areas within portions of the building of the Project within APZ I; and (iii) fifty (50) occupants in any Square Area within portions of the building of the Project within APZ II. Requirements (ii) and (iii) are collectively the

“Density Restrictions”, and are depicted in Exhibit B, attached hereto and incorporated herein by reference. Accordingly, any building expansion is prohibited, including an increase in the building mezzanine area, without further review by the JPA and MARB representatives, and consent and approval provided through an amendment to this covenant.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones B1-APZ-I and APZ II. Industrial warehouse buildings are compatible within Accident Potential Zones I and II pursuant to the 2018 Air Installation Compatible Use Zone (AICUZ) study disseminated by the United States Air Force. The AICUZ does not explicitly identify a delivery parcel hub use. Use as an industrial warehouse is also compatible pursuant to Department of Defense Instruction (DODI) No. 4165.57, but the intensity levels of this project in the absence of the Covenant would exceed DODI allowances, as understood by the Air Force.

The Air Force previously had concerns with the original project regarding uncovered water in the detention basins being a bird attractant source. Hazards to flight are prohibited in Compatibility Zones B1-APZ-I and APZ-II. However, these concerns were addressed with special ALUC drainage conditions designed to minimize the potential for the proposed basins to become bird attractants.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area subject to aircraft noise in the 65-70 CNEL range. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the warehouse area would not require special measures to mitigate aircraft-generated noise. However, a condition is included to provide for adequate noise attenuation within office areas of the building so as to achieve an interior noise level of 45 CNEL.

Part 77: The elevation of Runway 14-32 at its northerly terminus is approximately 1535.1 feet above mean sea level (1,535.1 feet AMSL). At a distance of approximately 5,920 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,594.3 feet AMSL. The apparent finished floor elevation of the building is approximately 1,541 feet AMSL. The proposed building has a maximum height of 44.3 feet for a potential maximum elevation of 1,585.3 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service would not normally be required. However, March Joint Powers Authority, the jurisdiction of record, requires submittal of Form 7460-1 for all building projects within their area. The original applicant submitted Form 7460-1, the FAA assigned Aeronautical Study No. 2015-AWP-566-OE, and a Determination of No Hazard letter was issued by the FAA OES on May 29, 2015. A new submittal (2018-AWP-11013-OE) was made in 2018, and FAA issued a Determination of No Hazard letter on July 16, 2018.

The proposed floor plan change does not alter the building height or the FAA’s no hazard determination.

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

**CONDITIONS:**

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly, restaurants, hazardous materials manufacture/storage (excluding storage of quantities of less than 6,000 gallons of flammable materials in the APZ II portion of the property), noise sensitive outdoor nonresidential uses, and hazards to flight.
  - (f) Retail trade, eating and drinking establishments, personal services, professional services, educational services, governmental services, medical facilities, cultural activities, and any other uses providing on-site services to the public.
  - (g) Commercial service uses; civic uses; churches, chapels, and other places of worship; classrooms; gymnasiums; theaters; conference or convention halls; auditoriums; fraternal lodges; gaming; auction rooms.
  - (h) Manufacturing of: food and kindred products, textile mill products, apparel, chemicals and allied products, rubber and plastic products, fabricated metal products, professional, scientific, and controlling instruments, photographic and optical goods,

watches and clocks.

3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
4. The attached notice shall be given to all prospective purchasers of the property and/or tenants of the building. While not required, the applicant and its successors-in-interest are encouraged to provide a copy of said notice to employees who would regularly be working at this location.
5. Any new detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at [RCALUC.ORG](http://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. In order to ensure proper functioning of the project drain system to avoid potential hazards to March Air Reserve Base flights, an additional Best Management Practice (BMP) shall be added to the project Water Quality Management Plan (WQMP). The applicant shall enter into a covenant and agreement with the March Joint Powers Authority similar to the Water Quality Management Plan and Urban Runoff BMP Transfer, Access and Maintenance Agreement between March Joint Powers Authority and Sun Life Assurance Company of Canada (Document No. 2014-0030862), which shall be recorded prior to issuance of a certificate of occupancy. A copy of the recorded agreement and BMP shall be provided to the Riverside County Airport Land Use Commission. The BMP shall include the following program:
  - a. The property owner (Proficiency 215 LLC or its successor(s)-in-interest, hereinafter

“Owner”) or its designated representative shall monitor the conditions of the detention basins and promptly inspect such basins following the completion of each “significant” rain event and the 48-hour period thereafter.

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

(As amended by the Airport Land Use Commission on April 9, 2015)

7. This project has been evaluated as a proposal for 258,000 square feet of high-cube warehouse area, 8,000 square feet of office area, a 1,500 square foot break room, 126 loading/queuing van spaces, and 70 indoor van parking spaces. 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. Zoned fire sprinkler systems shall be required throughout the building.
9. Office space must have sound attenuation features sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 45 dB. March Joint Powers Authority shall require an acoustical study to ensure compliance with this requirement.
10. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
11. The project shall be in compliance with the recorded and executed Covenant, which limits

building occupancy to a maximum of 25 people in any given acre in APZ-I and 50 people in any given acre in APZ-II.

12. 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.
13. The Federal Aviation Administration has conducted an aeronautical study of the proposed structure (Aeronautical Study No. 2018-AWP-11013-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.
14. The maximum height of the proposed structure (including any roof-mounted equipment) shall not exceed 48 feet above ground level, and the maximum elevation of the proposed structure at top point shall not exceed 1,585 feet above mean sea level.
15. The specific coordinates, height, and top point elevation of the proposed structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
16. Temporary construction equipment used during actual construction of the proposed structure shall not exceed the height of the structure (48 feet), unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
17. Within five (5) days after construction of the proposed 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.)



# 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**

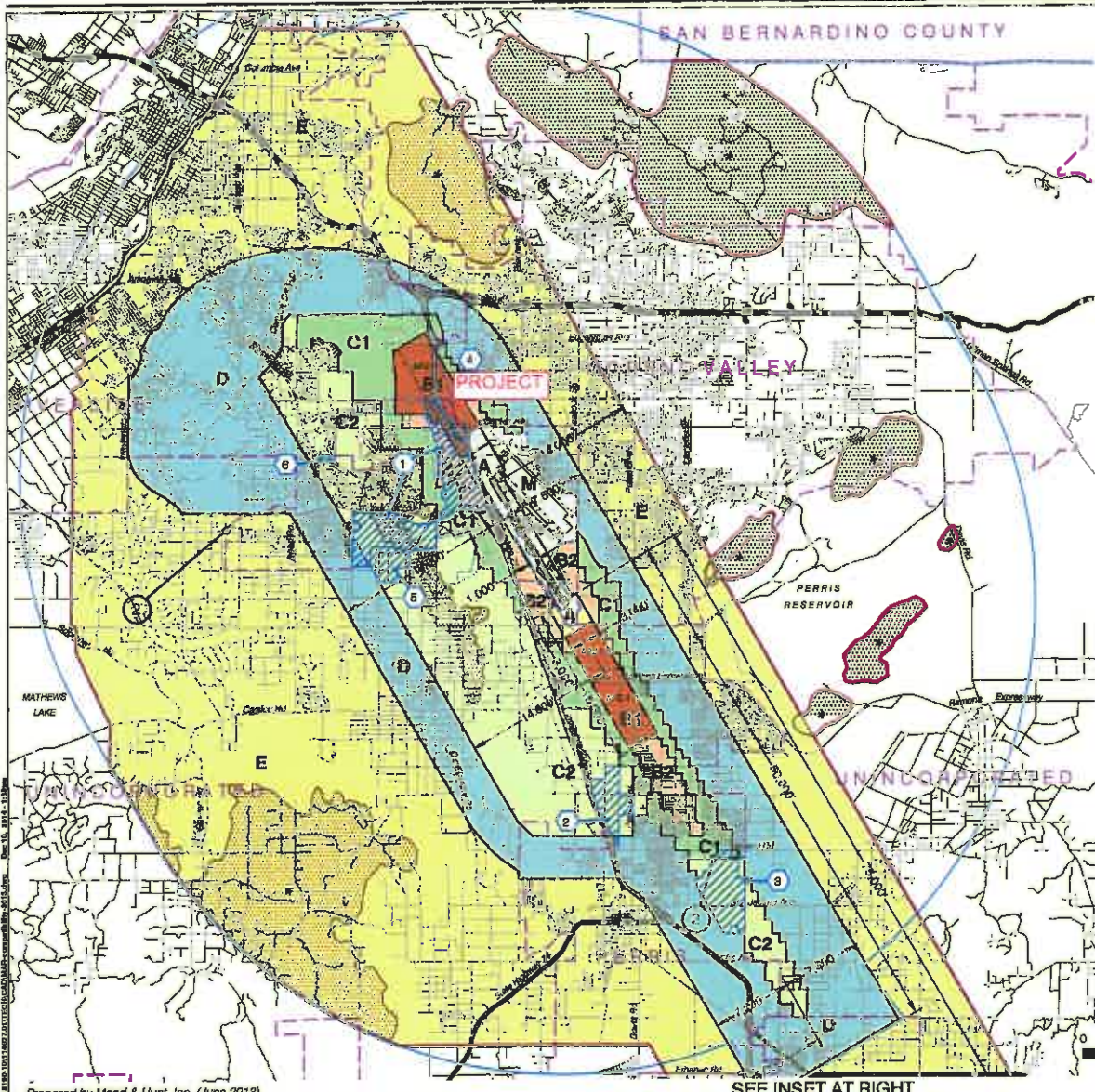
**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**



**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

**Name:** \_\_\_\_\_

**Phone:** \_\_\_\_\_



**LEGEND**

**Compatibility Zones**

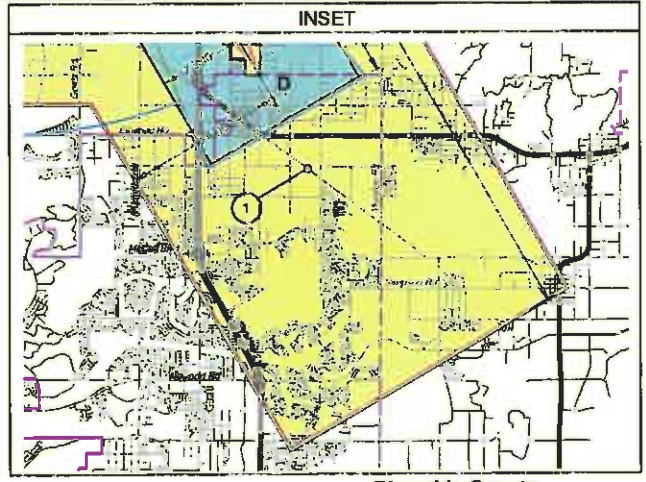
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

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

- 1 Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- 2 Point at which departing aircraft typically reach 3,000 feet above runway end.

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



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

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



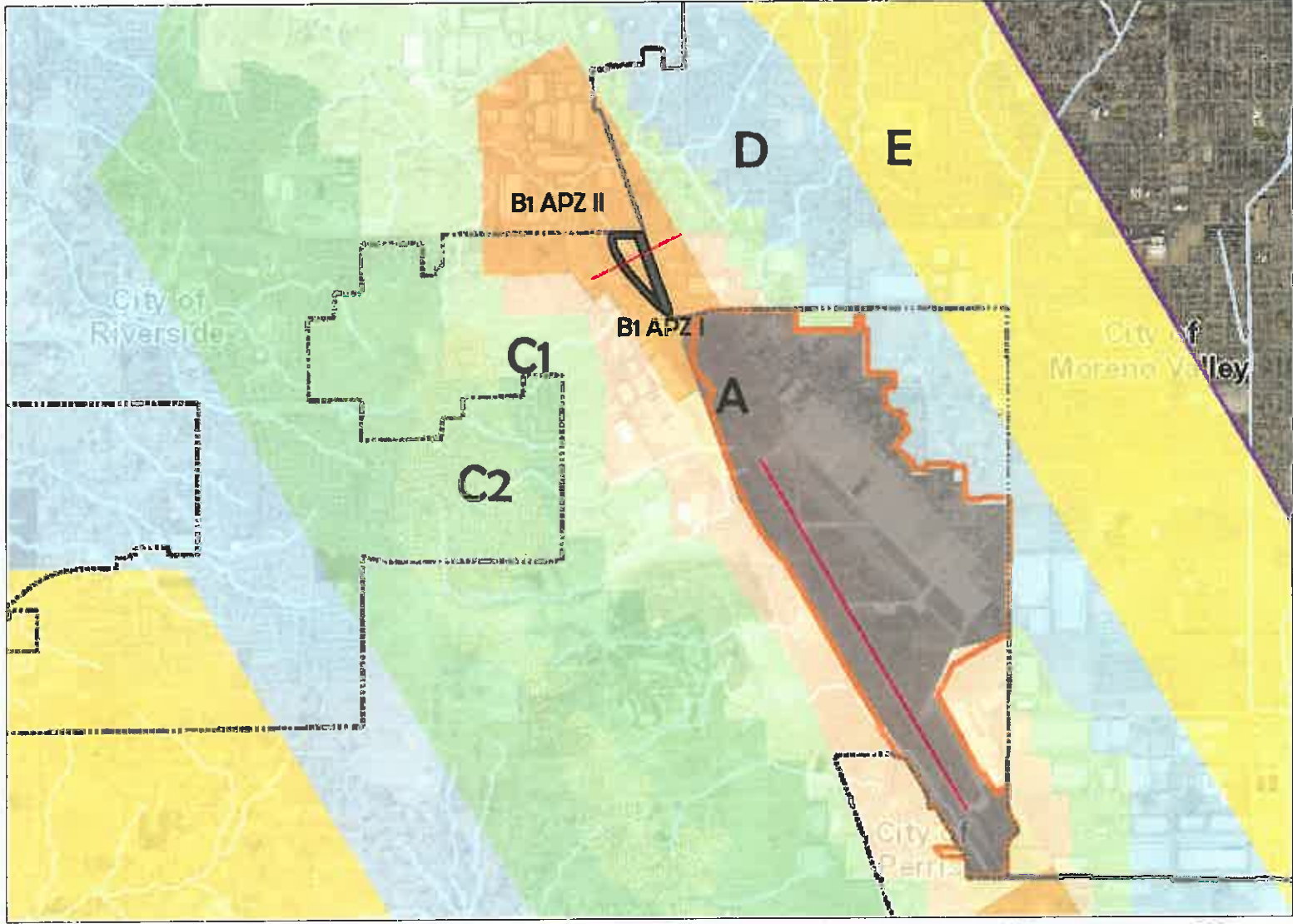
Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT

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

# Map My County Map



**Legend**

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC8



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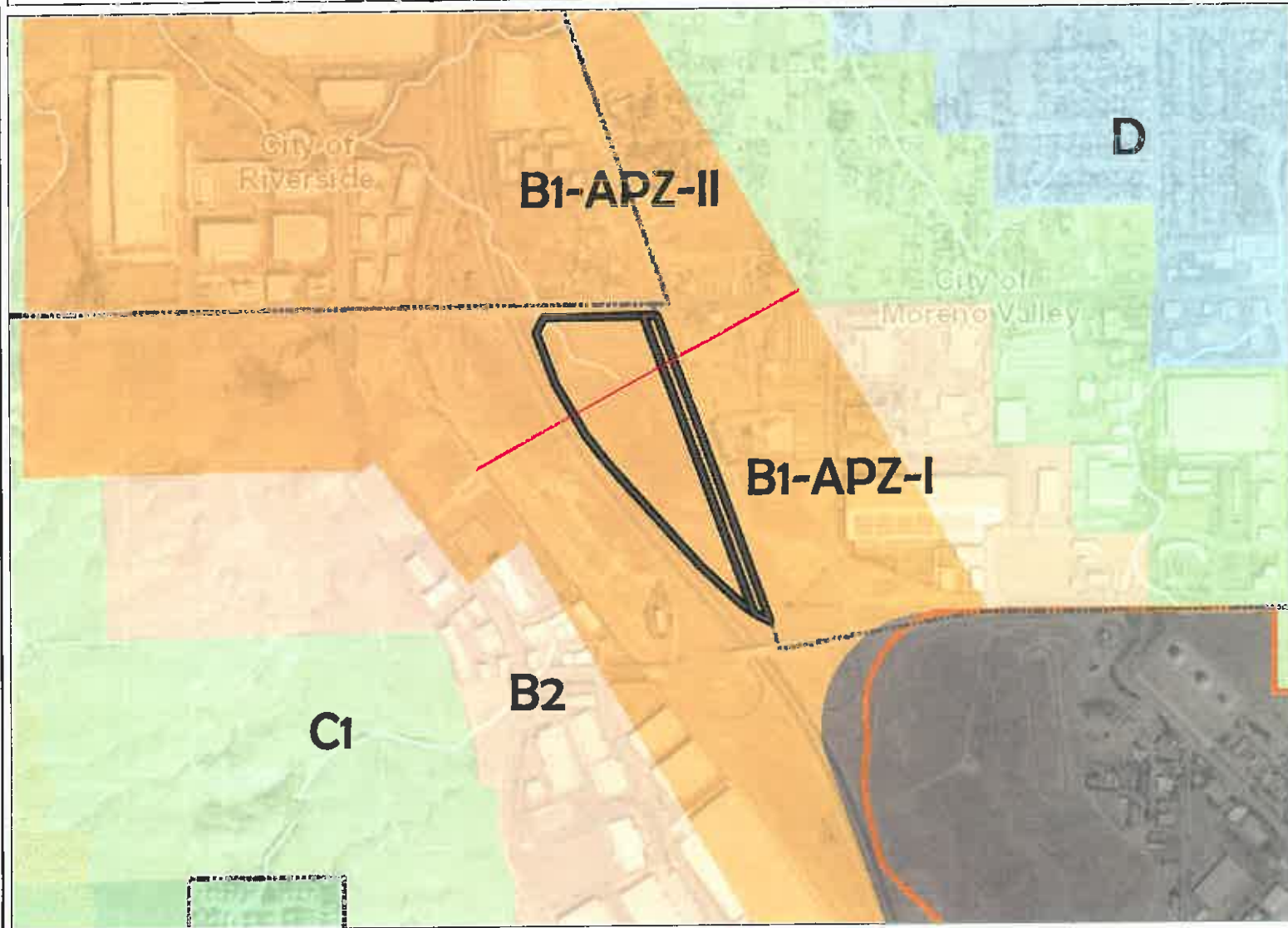


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**Notes**

# Map My County Map



**Legend**

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC8



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**Notes**

# Map My County Map



### Legend

- Blue line Streams
- City Areas
- World Street Map

### Notes



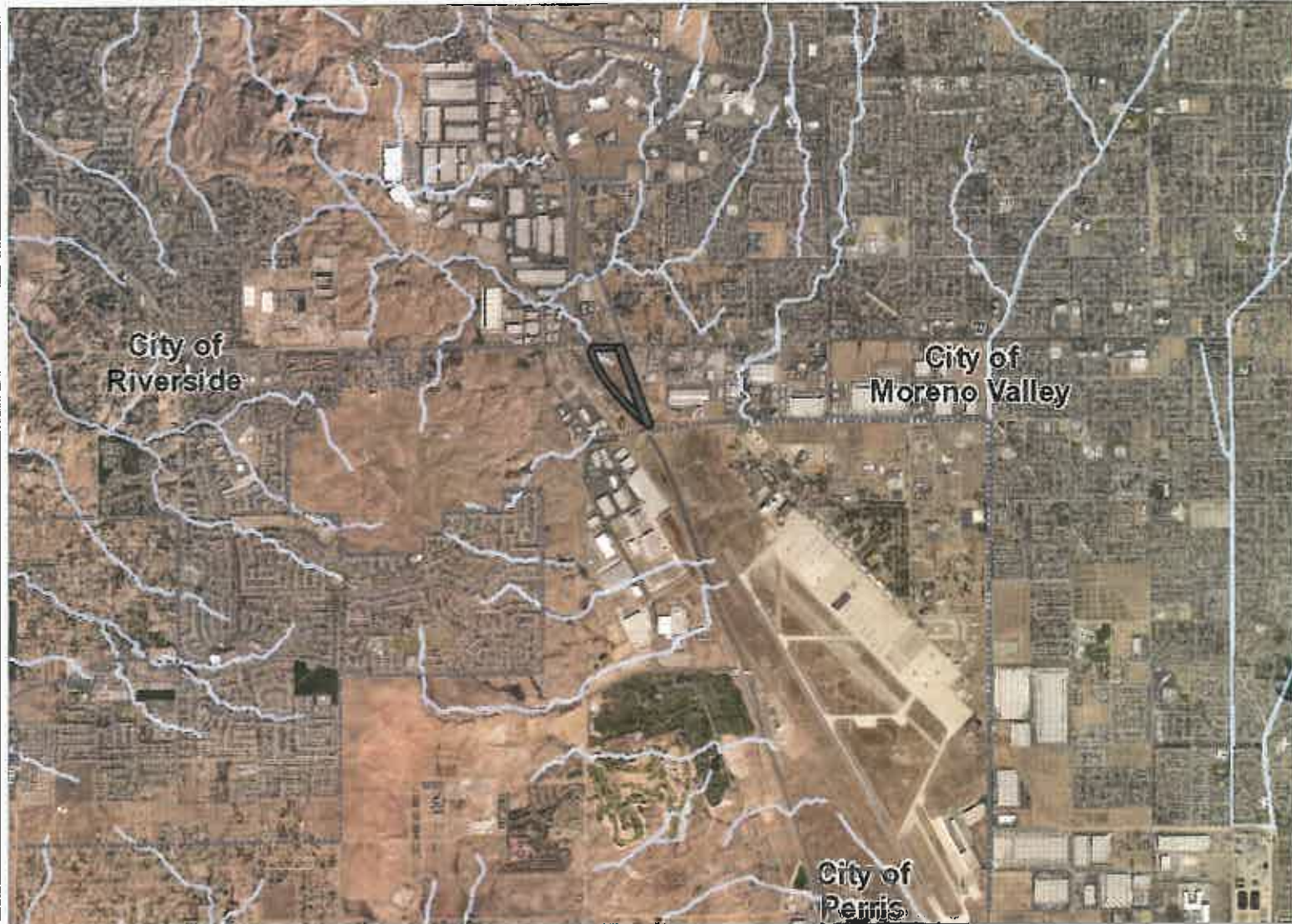
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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



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# Map My County Map



### Legend

- Blueline Streams
- City Areas
- World Street Map

### Notes



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# Map My County Map



## Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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## Notes



# Map My County Map



## Legend

- Blue line Streams
- City Areas
- World Street Map



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## Notes

## Rull, Paul

---

**From:** WATERS, DOUGLAS S GS-13 USAF AFRC 452 MSG/CE <douglas.waters.2@us.af.mil>  
**Sent:** Thursday, January 21, 2021 2:38 PM  
**To:** Rull, Paul  
**Cc:** Housman, Simon; MCCRAINE, RODNEY E Col USAF AFRC 452 MSG/CC; WELCH, SAMUEL T Maj USAF AFRC 452 AMW/JA; MARTIN, DAVID R  
**Subject:** Fw: ZAP1444MA20 Freeway Business Center Amazon Delivery/Parcel Hub\_Brian's Draft Comments  
**Attachments:** Air Force MARB letter.pdf; March JPA\_Amazon FBC\_Rev Project Submittal.pdf; Amazon FBC Warehouse\_Proposed Site Plan.pdf; ALUC\_Proposed Amazon FBC Site Location.pdf

**CAUTION:** This email originated externally from the **Riverside County** email system.  
**DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

To meet your suspense for comments by COB Today, the following are March ARB comments as they concern the new proposed Amazon Parcel Distribution warehouse at JPA's Freeway Business Center.

Additional March ARB comments and a possible statement from leadership (Col Martin, Col McCraine, Col Morrison) could be given prior to or at the next public hearing on 11 February.

Doug Waters  
Chief Engineering Flight  
452 MSG/CEC  
US Air Force Reserve Command  
610 Meyer Dr., Bldg 2403  
March ARB, CA 92518-2188

Douglas.waters.2@us.af.mil  
Office- 951-655-4852  
Cell- 928-304-4852  
DSN- 447-2197

1. **MARB Air Force Letter from 10 March 2015 (attached for reference):** Since the revised proposed land use on this site (Parcel D3 East - Amazon distribution warehouse) is similar in scale to the previous proposed development (high-cube warehouse), MARB comments and concerns stated in attached AF letter remain valid as they concern:
  - A. Building height is not stated in plan review files received to date. Will require Airspace if greater than 35-foot height.
  - B. Water detention basins need to be oversized, covered, and/or underground to mitigate further rising groundwater table levels.
  - C. Stormwater management, drainage, and landscaping plans must adhere to BASH concerns.
  - D. Sound attenuation and hearing protection likely required for proposed office areas due to placement of building within the 65db AICUZ noise contour (CNEL).
  - E. As the proposed office space is contained entirely in APZ II, developer needs to clearly demonstrate compliance with AF and ALUC requirement of 50 persons per acre.

- F. Request ground elevation and building height to coincide with FAA Obstruction Evaluation Service (OES) for potential finding of *Hazard to Air Navigation*, and to support MARB TERPS review.
- G. Require that construction materials be of non-reflective material, as well as down-lighting to mitigate glint/glare levels which could undermine safe air operations during evening hours.
- H. Proposed development shall not result in electronic and/or spectrum interference for aircraft communications or navigation capabilities.

2. **Office Density Covenant:** Both ALUC and March JPA mention a restrictive Covenant tied to allowable office densities as proposed in APZ II.
  - A. Does said Covenant need to be revised per the new proposed Amazon distribtuon facility?
  - B. MARB requests a copy of the previous covenant to assist with further review of the proposed project.
  - C. Need March JPA to confirm the latest proposed number of full time occupants at 518.
  - D. Discrepancies noted between the latest March JPA project transmittal (dated 21 Dec. 2020) for total office area of 25,000 SF (22,000 SF on ground floor and 3,000 SF mezzanine). Received site plan proposes a total of 18,715 SF.
  - E. Total allowable office SF per AF/AICUZ and ALUC standards is 18,000 SF. Does the Covenant attempt to justify an additional 7,000 SF of office space in APZ II? Requires clarification.
3. **Traffic Impacts:** MARB is concerned about substantially increased traffic levels on both Cactus Avenue and Heacock Drive, as it is assumed the proposed Amazon parcel distribution facility will draw heavily from existing and proposed air cargo facility expansion (e.g. D-1 Gateway Aviation Center) at the March Inland Port.

V

**From:** WATERS, DOUGLAS S GS-13 USAF AFRC 452 MSG/CE <douglas.waters.2@us.af.mil>  
**Sent:** Monday, January 18, 2021 10:58 AM  
**To:** Rull, Paul <PRull@RIVCO.ORG>; Pacino, Brian <Brian.Pacino@jacobs.com>  
**Subject:** [EXTERNAL] RE: ZAP1444MA20 Freeway Business Center Amazon Delivery/Parcel Hub

Yes we will have comments to you by Thursday.

Douglas Waters  
Chief Engineering  
951-655-4852

FY21 Year of March BCE

**From:** Rull, Paul <PRull@RIVCO.ORG>  
**Sent:** Monday, January 18, 2021 8:03 AM  
**To:** Pacino, Brian <Brian.Pacino@jacobs.com>; WATERS, DOUGLAS S GS-13 USAF AFRC 452 MSG/CE <douglas.waters.2@us.af.mil>  
**Subject:** [Non-DoD Source] RE: ZAP1444MA20 Freeway Business Center Amazon Delivery/Parcel Hub  
**Importance:** High

Good Morning,



**DEPARTMENT OF THE AIR FORCE**  
**AIR FORCE RESERVE COMMAND**

10 March 2015

**MEMORANDUM FOR RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**

**ATTN: JOHN GUERIN  
PRINCIPAL PLANNER  
4080 LEMON STREET, 14<sup>TH</sup> FLOOR  
RIVERSIDE, CA 92501**

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

**SUBJECT: Riverside County Airport Land Use Commission (RCALUC) – ZAP1107MA14**

1. The March Air Reserve Base (MARB) review of the proposal to establish Industrial zoning on 39.42 acres and to build a 709,083 square foot industrial warehouse building is provided with this memorandum.
2. The parcel also known as D3 East is located within the Accident Potential Zone I (APZ I) and Accident Potential Zone II (APZII). Any construction in APZ I is to consist of facilities that are no greater than single floor, airspace review is required for objects greater than 35ft. in height. Lot coverage is based on calculation in the Floor Area Ratios (FAR). Only a few types of facilities are compatible in this zone. There are restrictions on land uses and heights of natural objects and man-made objects in the vicinity of air installations that may obstruct the airspace, attract birds, cause electromagnetic or thermal interference, or produce dust, steam, smoke, or light emissions to provide for safety of flight and the public welfare.
3. The parcel is partially located within the Perris North sub-basin, the same groundwater sub-basin as MARB. The rising groundwater table at MARB is an ongoing concern and solutions are being sought by both MARB and the State of California. Given the concerns with the rising groundwater and the ability to properly drain the water detention basins within 48 hours, MARB is requesting the water detention basins be oversized enough to accept additional rock to address future concerns with groundwater or be underground and covered. Prior to issuance of formal approval, we want to see specific design of basins and if uncovered, calculations that show capacity if rock is added later.
4. A properly designed stormwater management system and landscaping must address Bird/Wildlife Aircraft Strike Hazard (BASH) concerns including proper detention/infiltration of stormwater runoff. The base will want to review details of the stormwater conveyance system and the landscaping plan when they become available. Given the proximity to the airfield, trees which will bear mast or grow to an adequate size for roosting should not be planted. Additional information on reducing BASH hazards can be found in AFPAM 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Management Techniques*, dated February 1, 2004. We request that March Joint Powers Authority evaluate the stormwater detention basin design to mitigate or eliminate any hazards, and jointly approve the design with MARB.
5. The property is impacted by aircraft noise with California Noise Equivalency Levels and a Day-Night Average A-Weighted Sound Level (DNL) of 65 decibels or more contributing to negatively impact

compatible and reasonable use of the property. Table 2, *Land Use Compatibility in Noise Zones* in Appendix 3 to Enclosure 3, *Recommended Land Use Compatibility in Noise Zones* of DoDI 4165.57, *Air Installations Compatible Use Zones (AICUZ)* states that noise events may be sufficient to periodically disrupt indoor activities. Employees and regularly received public may require protection using noise attenuation in the design and construction of the facility. Additional hearing protection for employees may be required by OSHA or other agencies as it relates to safety and health in a high noise level work environment.

6. While the proposed use may be consistent with the zoning and land use guidelines, MARB advises that the proposed project presents a concern being located so close to the Clear Zone (CZ) at the north end of the runway. Buildings in this area should not be used for high-density functions since the objective of the land use guidelines in and around APZ's is to restrict people-intensive use due to a greater risk of aircraft incident in these areas. In APZ I is restricted to 25 people per acre and 50 an acre in APZ II. Lot coverage is based on the FAR, and is calculated using standard parking generation rates for various land uses, vehicle occupancy rates, and desired density in APZ I and II. For APZ I, the formula is  $FAR = 25 \text{ people an acre} / (\text{Average Vehicle Occupancy} \times \text{Average Parking Rate} \times (43560/1000))$ . The formula for APZ II is  $FAR = 50 / (\text{Average Vehicle Occupancy} \times \text{Average Parking Rate} \times (43560/1000))$ .

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

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

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

9. Thank you for the opportunity to again, review and comment on this proposed development. If you have questions please contact Ms. Denise Hauser at (951) 655-4862, or Sonia Pierce at (951) 655-2236.



PAMELA M. HANN  
Base Civil Engineer



Source: Earth Digital Globe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

**Legend**

- Runway
- City of Moreno Valley
- City of Riverside
- APZ I
- APZ II
- CZ



1 inch = 0.36 miles

---

## AMAZON LOGISTICS OPERATIONAL NARRATIVE

---

### Operational Overview

Amazon Logistics (“AMZL”) is a service that fulfills customer orders. AMZL specializes in “last mile” delivery of customer orders from delivery stations. Packages are shipped to AMZL delivery stations from Amazon fulfillment and sortation centers. Packages arrive from line haul trucks, are sorted based on zip codes and loaded into delivery vans operated by delivery service partners (“DSP”).

Delivery stations operate 24/7, with most of the sortation activity done early in the morning when the line haul trucks arrive with customer packages. At our proposed Riverside County, California facility, AMZL line haul trucks will be delivering packages to the delivery station each day, primarily between the hours of 10:00 PM to 8:00 AM. Associates sort the packages by routes, place the packages onto movable racks and load the packages into the delivery vans primarily between 12:30 AM and 11:00 AM with Amazon associates entering and departing between those times. Additionally, there will be managers supervising the DSP operations, arriving between 8:00 AM and 11:00 AM and departing between 7:00 PM and 10:00 PM.

The first “wave” of DSP drivers arrive at the delivery station at approximately 10:00 AM. At this location, DSP drivers will typically park their personal vehicles onsite and pick up their delivery vans. To keep site operations efficient and secure, DSP drivers are instructed to arrive only just before their scheduled shift time. Once at the delivery station within their delivery van, DSP drivers take position in a vehicle queue that spaces out the group and secures their movement for optimal organization. In a synchronized manner, the drivers load their individual delivery vans within sequenced, segmented groups and depart to deliver packages directly to customers. Each delivery wave takes about 20-30 minutes to load and depart. During this time, the van positions in the facility of earlier scheduled driver groups provide a physical buffer to the entry of later arriving groups. This standard operating procedure acts as an added measure to ensure proper occupancy of the building at this location. As a wave of DSP drivers prepare to depart, a new wave of DSP drivers queue and prepare to load their delivery van. The last wave of DSP drivers depart the delivery station around 1:00 PM. DSP van drivers typically complete one round trip per day.

After DSP drivers complete their routes, they return to the delivery station with any packages that may have been non-deliverable. They typically return to the facility between 7:00 PM to 10:00 PM or after rush hour traffic. After proper checkout and release, the DSP drivers typically park their delivery vans onsite, and leave using a personal vehicle or public transport.

After departure of the last wave of delivery vehicles, delivery station associates prepare the delivery station for the next day’s packages.

### Employment

Amazon strives to provide job local opportunities for the communities and the residents that it serves. Historically, Amazon has conducted local hiring fairs and has partnered with local workforce development organizations to market new Amazon employment opportunities to residents who live in and around its facilities. We have found that building local partnerships is key to a successful local hiring initiative. Our growth is the result of an outstanding workforce, strong local support, and incredible customers. Our

associates and customers in this region are also your residents, and we want to ensure we are being good neighbors.

Delivery Stations create hundreds of mostly full-time and part-time jobs. Amazon provides all associates starting at least \$15 per hour in wages, and a variety of benefits packages from day one. Wages in the California are currently trending significantly higher than \$15. All full time employees receive benefits including medical, dental and vision insurance, 401k match, and life and disability insurance. Part-time opportunities are great for parents seeking flexibility in schedule, college students, those seeking second jobs, and retirees. For the proposed delivery station, we are planning 70% full-time jobs.

Four types of jobs are available in delivery stations:

1. Sortation – These associates are directly employed by Amazon. They help with sorting packages inside the delivery station.
2. Delivery Service Partners (DSP) – DSPs are entrepreneurs who have launched their own small business delivering packages on behalf of Amazon. DSPs operate out of Amazon’s delivery stations and employ delivery van drivers who deliver Amazon packages. They adhere to the minimum \$15 per hour wage requirement for their employees. After 30 days of hire, DSPs are eligible for benefits.
3. Managers – Managers are employed by Amazon for managing the sortation process, and by DSP owners for managing the delivery process.
4. Flex Drivers – Flex drivers are independent contractors who own their own vehicles and create their own schedules delivering packages on behalf of Amazon. Amazon Flex drivers can earn more than between \$18 and \$22 per hour. However, these positions do not apply at this facility.

## Environmental Plan

In alignment with the County’s policies to promote healthy and sustainable communities, Amazon is committed to being a leader in sustainability. In support of The Climate Pledge commitment to be net zero carbon by 2040, 10,000 Amazon custom electric delivery vehicles will be on the road delivering to customers worldwide as early as 2022 and all 100,000 by 2030. Amazon has been busy engaging several small startups and vehicle manufacturers to pursue multiple simultaneous paths.

As part of Amazon’s commitment to power all operations with 100% renewable energy by 2030, the Sustainability team has developed an on-site solar strategy for rapid deployment. Amazon leverages a financing mechanism called a Power Purchase Agreement (PPA) to execute deals and deploy solar. Sustainability has negotiated Master Service Agreements (MSAs) with industry leading solar developers to provide turn-key solar projects to Amazon. Amazon will evaluate solar panel deployment at this location in-line with any unique regulatory requirements.

Installation of rooftop solar on an Amazon building can drive financial savings, reduce grid energy consumption, and decrease carbon emissions. As of year-end 2019, Amazon has over 90 on-site solar projects installed and generating electricity in North America, The Middle East, and Africa, totaling more than 130 Megawatts. Amazon has over 40 operational on-site solar PV systems in the United States and with a focus on Fulfillment and Sort Centers.



## Transportation Demand Management (TDM)

There are several standard TDM measures Amazon is taking for its delivery stations:

1. Pre-Tax Transit Pass Benefits – All AMZL Associates are able to use WageWorks to purchase transit passes or other approved commuter expenses pre-tax.
2. Carpool and Vanpool Ride-Matching Services – AMZL promotes both Waze Carpool and local carpool/vanpool ride-matching services wherever available.
3. Bicycle Parking – Each Delivery Station offers employee bike racks and day use lockers.
4. Guaranteed Ride Home (GRH) Program – AMZL offers a free GRH program for employees arriving to work by carpool, vanpool, or transit and need to leave work early or are unable to use their normal commute accommodations.
5. Designated Employee Transportation Coordinator (ETC) – Each Delivery Station has a designated ETC to answer employee commute related questions and advertise any available commuter benefits.

## Community Engagement

Our associates in this region are also your residents and we want to ensure we are being good neighbors. To assist in this effort, Amazon has created a new community engagement team to work specifically with communities that have new delivery stations to forge new partnerships. Amazon offers several programs that will impact the Community in various ways. They include:

- Amazon Future Engineer – Amazon Future Engineer is a four-part, childhood-to-career program aimed at inspiring and educating hundreds of thousands of students from underrepresented and underserved communities each year to try computer science and coding. The program has an online application process that can be found at the following web address: <https://www.amazonfutureengineer.com/>
- School donations/giving – Amazon in the Community Programs makes community-based donations to a variety of programs and organizations throughout the United States.

It is our desire to have such a positive impact that you feel like this community has thrived as a result of our presence and associates in our delivery stations and drivers on the road are members of this community and share this same passion.

## Workplace Conditions

Ensuring the safety of associates, drivers, and members of the communities in which we operate is our number one priority. Operational meetings, new hire orientation, process training and new process development begin with safety and have safety metrics and audits integrated within each program.

Training is constant, both in making sure employees know how best to work with the technology in the facility and also how to prevent injuries. While any serious incident is one too many, we learn and improve our programs working to prevent future incidents.

Our Delivery Stations are typical for the logistics industry where due to loading of vehicles, associates are often inside and outside as part of their shift. We closely monitor the temperatures in the stations to ensure a safe work environment and we also have industrial-grade fans, cooling mists, an abundance of water and other measures to ensure the safety of those at the site.

## COVID-19

We are in unprecedented times and are taking exceptional measures to ensure the safety of our associates and communities during the COVID crisis, so that we can bring essential goods to those in need.

Amazon's facilities follow all health and safety protocols including social distancing guidelines. Across operations, Amazon has invested more than \$800 million dollars in the first half of this year on safety measures like temperature checks, masks, enhanced cleaning, gloves, sanitation stations, and on-site testing, to name a few.

We've made over 150 process updates to help protect employees, have implemented enhanced cleaning and social distancing measures, and we're piloting new efforts like using disinfectant fog in our New York fulfillment center. We've already had 175,000 new hires start new positions opening up to help meet customer demand and assist existing employees fulfilling orders for essential products.

Since the beginning of COVID-19, Amazon has made personal protective gear such as masks for our hourly employees and implemented temperature checks across our operations worldwide. Leadership at all levels in Amazon are working day and night every day continuously monitoring the effectiveness of the changes we made in the network and looking for opportunities for continuous improvement. *We are also looking for ways to leverage technology to help us audit social distance compliance.* We know this new normal is a big change for everyone and recognize the importance of inspecting our processes and looking for ways to make it easier to comply and ensure safety. Our facility's design, intended to make a more social distance-friendly environment, is an additional program element in alignment with occupancy requirements at this location. However, irrespective of this global health emergency, both at project launch and future peak operations, this facility will comply with all required building regulations.



**2677 E. ALESSANDRO BLVD  
RIVERSIDE, CA 92553  
DFX5 - DESIGN INTENT AND SCOPE**

**Date: December 28, 2020**

**Project Data:**

Developed Site: 39.23 AC

Building Size: 706,081 SF

Office TI: +/-18,715 SF (Proposed)

Existing TI: 1<sup>st</sup> Floor Office: 3,915 SF / 2<sup>nd</sup> Floor Mezzanine: 3,000 SF

**Summary:**

This site consists of recently completed construction including site improvements and adjacent public improvements previously approved by all AHJ per plot plan 14-02 including Resolution JPA# 18-03. The existing conditions include a new 706,081 sf concrete tilt-up building shell; a 3,915 sf speculative office build out, a 3,000 sf mezzanine, two single use unisex restrooms in warehouse and associated site improvements including but not limited to; site lighting, landscaping, parking striping, and ADA parking/accessible routes. Building is currently served with 4000A single service permanent power.

The proposed scope of work is a first-generation tenant improvement project which will occupy the entire building. Approximately 1/3 of the floor area will be dedicated to interior van parking and van loading area. Vans will park in this area overnight, but the parking area will be typically empty during the day when the vans are on their daily delivery routes.

215,000 sf of floor area is dedicated to package sortation and material handling operations. Packages arriving at this facility are prepackaged in cardboard boxes and labeled for shipping within local neighborhoods and areas surrounding the facility. The packages are brought into the facility via tractor trailer trucks which will utilize only the designated loading dock positions. Once unloaded into the facility associates sort the packages by routes, place the packages onto movable racks and load the packages into the delivery vans. Sorting primarily occurs between the hours of 10:00 PM to 8:00 AM. Once loaded, the vans will exit the building via an existing drive-out door and ramp along with two new prefabricated ramps (per plan) and exit the site and onto Old 215 Frontage Road. The vans will depart the facility in "waves" beginning at approximately 10:00am and continuing every 30 minutes until approximately 1:00pm. Van deployment is intentionally staggered and scheduled outside of morning peak hours in order to minimize impact to surrounding traffic. Vans will return to the facility following the completion of their daily deliveries. Van arrival is anticipated to occur intermittently between 7:00pm and 10:00pm each evening.

In addition to the interior parking and parcel delivery operations the proposed scope of work also includes 18,715 sf of accessory office space to support the facility. Please note that the overall square footage of the office area is significantly larger than would typically be implemented in a facility of this size due to the ongoing public health crisis caused by the COVID-19 pandemic. The public areas of the office including the training rooms, restrooms, and break area have been enlarged to accommodate proper social distancing and additional programmatic spaces such as the employee screening area have been added to ensure that all current health and safety protocols are implemented daily for as long as required.

A detailed list of the proposed improvements has also been included for reference;

**Proposed Site Scope:**

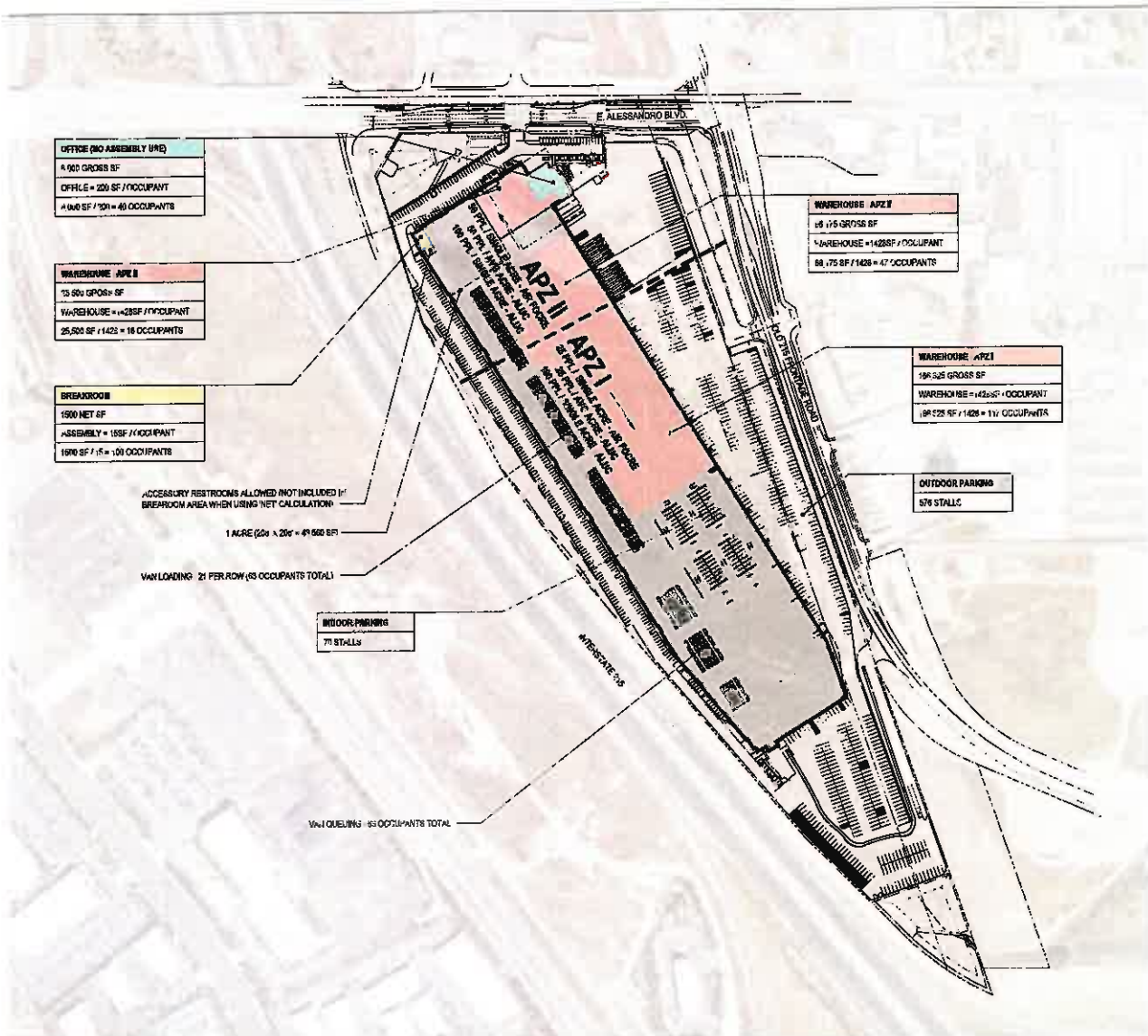
- New Parking Lot Striping to Accommodate Van Parking and Circulation
- New speed bumps/tables and directional striping per safety plan
- AMZL standard site directional and operational signage
- Surface mounted bollards in strategic locations based on van traffic flow
- Confirm ADA site compliance along accessible routes (no changes proposed)
- Ground mounted signage at entry (permit by signage vendor)
- Building mounted AMZL signage on façade (permit by signage vendor)
- Two (2) new prefabricated 12' wide "Dockzilla drive-out ramps per site plan
- New pedestrian sidewalk along West and North elevation, creating a pedestrian path of travel from the associate parking on the backside of the building to the main entrance.
- New striping required to accommodate accessible path of travel along the North elevation.
- Addition of accessory site structures (smoker's shelter & ride share shelter)

**Proposed Building Shell Modifications:**

- Two existing opening will be widened at the van exit locations to accommodate van traffic
- New 12'-0" wide overhead coiling doors installed at new opening locations
- Demolition of existing canopy and addition of larger entry canopy to existing façade
- Add Prime Blue accent paint to building entries per colored elevations provided
- Additional openings in roof, to accommodate new rooftop mechanical equipment per engineered Mechanical design.

**Proposed TI Scope:**

- Installation of new material handling conveyor system Per AMZL
- New remote restrooms, and scrubber dump
- Complete MEP design to accommodate delivery center operations. MEP scope includes but is not limited to;
  - New warehouse lighting
  - New rooftop mechanical units to accommodate warehouse heating and cooling
  - New exhaust fans and CO2 mitigation as required by local jurisdiction
  - New HVLS fans per AMZL standards
  - New plumbing for remote restrooms, handwashing sinks, and scrubber dump
  - Additional electrical distribution to support warehouse operations
- Install fire extinguishers throughout per local fire authority
- Interior parking striping
- Install new high-speed fabric roll-up doors on exterior of van entry/exit locations
- New dock package at line haul locations (dock seals, dock locks, lights, fans, etc.)
  - Dock package includes associated electrical work
- New dock levelers
- New full height partition, and associated doors separating interior parking from MHE operations
- Install interior chain link fence per AMZL - MHE plans
- Low Voltage/IT scope per IES Design
- Add AMZL standard restroom graphics to existing remote restrooms
- Fire sprinkler and Fire Alarm modifications as required to meet AMZL standards
- Demolition of existing speculative office area (including 3,000 sf office mezzanine) and construction of new +/- 18,715 sf office package per plan.



OFFICE (NO ASSEMBLY USE)
4,900 GROSS SF
OFFICE = 220 SF / OCCUPANT
4,900 SF / 220 = 22 OCCUPANTS

WAREHOUSE - APZ II
13,500 GROSS SF
WAREHOUSE = 1428 SF / OCCUPANT
25,500 SF / 1428 = 18 OCCUPANTS

BREAK ROOM III
1000 NET SF
ASSEMBLY = 100 SF / OCCUPANT
1000 SF / 10 = 100 OCCUPANTS

ACCESSORY RESTROOMS ALLOWED (NOT INCLUDED IN BREAKROOM AREA WHEN USING NET CALCULATION)

1 ACRE (208' x 208' = 43,264 SF)

VAN LOADING - 21 PER ROW (53 OCCUPANTS TOTAL)

INDOOR PARKING
77 STALLS

VAN QUEUING - 53 OCCUPANTS TOTAL

WAREHOUSE - APZ I
88,175 GROSS SF
WAREHOUSE = 1428 SF / OCCUPANT
88,175 SF / 1428 = 62 OCCUPANTS

WAREHOUSE - APZ I
196,528 GROSS SF
WAREHOUSE = 1428 SF / OCCUPANT
196,528 SF / 1428 = 138 OCCUPANTS

OUTDOOR PARKING
576 STALLS

#### PARKING BREAKDOWN

TOTAL ASSOCIATE STALLS (18' x 9')	340
TOTAL ACCESSIBLE PARKING STALLS	14
VAN PARKING (EXTERIOR)	576
VAN PARKING (INTERIOR)	70
TOTAL VAN PARKING STALLS (27' x 11')	846

#### OCCUPANCY BREAKDOWN

OCCUPANCY	APZ I	APZ II	TOTAL
OFFICE	-	40	40
BREAK ROOM	-	100	100
WAREHOUSE (@ 1428 SF / PERSON)	117	65	181
LOADING / QUEUING	108	18	126
VAN PARKING (INTERIOR)	70	-	70
TOTAL	295	223	518

#### PROJECT DATA

GROSS SITE AREA: +/- 38 AC

APZ I BUILDING AREA: 515,227 SF (11.83 AC) - 295 OCCUPANTS TOTAL

APZ II BUILDING AREA: 193,856 SF (4.45 AC) - 223 OCCUPANTS TOTAL

TOTAL BUILDING AREA: 709,083 SF (16.28 AC) - 518 OCCUPANTS TOTAL



Architect contact: Kevin Marx  
Phone: 206.962.6483  
Email: Kevin.Marx@mg2.com



1" = 150'-0"

# TI - FREEWAY BUSINESS CENTER

2877 E Alessandro Blvd Riverside, CA 92508

FEBRUARY 15, 2021

## SITE PLAN

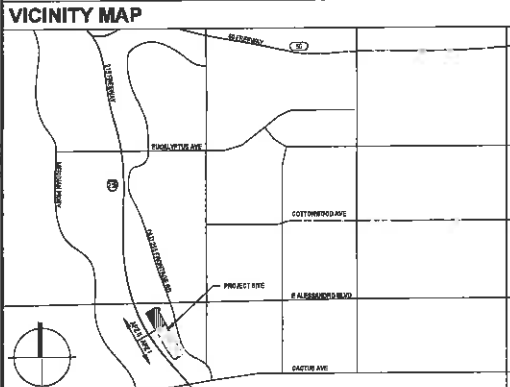
# TENANT IMPROVEMENT AT FREEWAY BUSINESS CENTER

2677 E ALESSANDRO BLVD  
RIVERSIDE, CA 92508



2677 E ALESSANDRO BLVD  
RIVERSIDE, CA 92508

TENANT IMPROVEMENT  
FREEWAY BUSINESS CENTER  
2677 E ALESSANDRO BLVD  
RIVERSIDE, CA 92508



### PROJECT DIRECTORY

<b>CLIENT</b> REPRESENTATIVE: NAME - JACQUELINE ALMONACO, Pre-Construction Manager PHONE - 951.249.8463 EMAIL - JALMONACO@MARCHJPA.COM	<b>AGENCY: MARCH JPA</b> PLANNING: NAME - JOE SMITH PHONE - 951.249.8463 EMAIL - JSMITH@MARCHJPA.COM BUILDING: NAME - GARETH DREN, Construction Manager
<b>PROPERTY OWNER - LANDLORD REP</b> REPRESENTATIVE: NAME - JACK HERRILL / CH INDUSTRIAL EMAIL - JHERRILL@CHINDUSTRIAL.COM	<b>WIRE CONSULTANT</b> NAME - MIKE COONLUND 7511 GREENWOOD AVE N #200 SEATTLE, WA 98103 REPRESENTATIVE: NAME - SEAN PERON PHONE - 206.785.0165
<b>ARCHITECT</b> NAME - KEVIN WARD PHONE - 206.962.8463 EMAIL - KEVIN.WARD@MG2.COM	<b>PROTECHNICAL</b> NAME - MARGIE B BYRNE PHONE - 425.532.0295
<b>CIVIL ENGINEER</b> NAME - CHRISTOPHER POLICY PHONE - 412.249.2319	<b>MECHANICAL ENGINEER</b> NAME - ADAM BRUNG PHONE - 952.540.4048
<b>STRUCTURAL ENGINEER</b> NAME - CHRISTINE WEBER PHONE - 385.450.0079	<b>ELECTRICAL ENGINEER</b> NAME - TIM BLUMHARDT PHONE - 952.540.4021
<b>PERMIT EXPEDITOR</b> NAME - KEITH GLASSMAN PHONE - 310.791.8259	

### REQUIRED VENDORS - NO SUBSTITUTIONS

- G.G. TO CONTACT CITY LIGHTING PRODUCTS FOR ALL LIGHTING DESIGN, BOTH FIXTURES AND CONTROLS, TO EVALUATE EXISTING LIGHTING CONDITIONS AND MAKE RECOMMENDATIONS.  
(CONTACT MANAGER PAM GARY MAGREN PH: 704-256-9184 EMAIL: GMAGREN@CITYLIGHTING.COM  
(CONTACT P.M. DANA BECKHAM PH: 704-235-3128 EMAIL: DBECKHAM@CITYLIGHTING.COM)
- JES COMMERCIAL, INC TO SUPPLY SECURITY AND TELECOM DRAWINGS  
(CONTACT: DAN TAUBE DAN.TAUBE@JESCOMM.COM)
- VERIFY HIGH-SPEED FABRIC DOOR VENDOR WITH DESIGN CRITERIA SPECIFICATION.
- BUILDING EXTERIOR AND MONUMENT SIGNS TO BE PROVIDED BY SIGN METHODS  
(CONTACT: DANE CARDONE DCARDONE@SIGNMETHODS.COM)
- LOADING DOCK EQUIPMENT PROVIDED BY KELLY COMPANY, POWER AMP AND RITE-HITE CORP.  
(KELLY COMPANY CONTACT: MICHAEL O'NEIL MIKE.O'NEIL@KELLYCOMPANY.COM  
(POWER AMP CONTACT: TIM BLOKH TIM.BLOKH@POWERAMP.COM  
(RITE-HITE CORP CONTACT: RUSS STUEFLOTEN RSTUEFLOTEN@RITEHITE.COM)

### PROJECT DESCRIPTION

NEW TENANT BUILD-OUT WITH NEW EXISTING SINGLE STORY CONCRETE TILT-UP WAREHOUSE BUILDING (8-1 OCC). SCOPE OF WORK INCLUDES DEMOLITION OF THE EXISTING OFFICE SPACE, INCLUDING THE 3,006 SF MEZZANINE AND THE CONSTRUCTION OF A NEW ACCESSORY OFFICE AREA (8,000) INCLUDING AN ACCESSORY BREAK ROOM (4-3 OCC).

ADDITIONAL INTERIOR CONSTRUCTION INCLUDES WIDENING OF TWO EXISTING DOCK DOOR OPENINGS AND THE INSTALLATION OF TWO NEW PRE-FABRICATED DOCK RAMPS, TWO NEW REMOTE RESTROOMS, NEW DOCK EQUIPMENT, NEW INTERIOR PARKING STRIPING AND THE INSTALLATION OF NEW MATERIAL HANDLING EQUIPMENT SEPARATED BY A NEW FULL-HEIGHT DEMISING WALL. THE TENANT SCOPE OF WORK ALSO INCLUDES FULL MEP UPDATES NECESSARY TO SUPPORT AN OPERATIONAL PACKAGE DELIVERY FACILITY.

THE PROPOSED SITE IMPROVEMENTS INCLUDE, BUT ARE NOT LIMITED TO, NEW PARKING STRIPING, A NEW TENANT ENTRY CANOPY, NEW GROUND MOUNTED AND BUILDING MOUNTED TIRE SERVICE. THE INSTALLATION OF SEVERAL PRE-FABRICATED SITE STRUCTURES, AND A NEW ADA ACCESSIBLE PEDESTRIAN SIDEWALK.

THE PROPOSED FACILITY IS BEING DESIGNED FOR A PACKAGE DELIVERY SERVICE. IT IS ANTICIPATED THAT THE FACILITY WILL HAVE TWO SHIFTS WORKING DAYS AND EVENINGS. THERE MAY BE A THIRD SHIFT ADDED AT PEAK SEASON.

THE PROPOSED FACILITY WILL NOT INCLUDE ON-SITE VEHICLE MAINTENANCE, ON-SITE VEHICLE WASHING/CLEANING, NOR ON-SITE VEHICLE FUELING.

PACKAGES ARRIVING AT THIS FACILITY ARE PREPACKAGED IN CARDBOARD BOXES AND LABELED FOR SHIPPING WITHIN LOCAL NEIGHBORHOODS AND AREAS SURROUNDING THE FACILITY. THE PACKAGES ARE BROUGHT INTO THE FACILITY VIA TRACTOR TRAILER TRUCKS, WHO USE DESIGNATED LOADING DOCK POSITIONS. ONCE UNLOADED INTO THE FACILITY, THE PACKAGES ARE SORTED INTO MORE SPECIFIC LOCATIONS, PUT INTO BINS AND ONTO SMALL MOBILE CARTS. THESE CARTS ARE ROLLED OUT TO THE LOADING AREA, FROM WHICH THE PACKAGES ARE LOADED INTO VANS FOR FINAL DELIVERY. THE CARTS ARE APPROXIMATELY 42" LONG, 36" WIDE, AND 29" TALL. THE LOCATION OF THE CARTS CAN BE SEEN ON THE PLAN. THERE IS NO HIGH BAY RACKING/HIGH PILED STORAGE IN THE FACILITY. NO HAZARDOUS MATERIALS WILL BE HANDLED OR STORED AT THE FACILITY. THE COMMODITY CLASSIFICATION IS CLASS IV, CARTONED, UNEXPANDED GROUP A PLASTICS.

### MARCH JPA OPERATION MITIGATION MEASURES

- FUTURE USES SHALL COMPLY WITH ALL APPLICABLE PERMITTING REQUIREMENTS FOR NEW OR MODIFIED EMISSION SOURCES SUBJECT TO SCQM/D RULES AND REGULATIONS.
- ALL INTERNAL COMBUSTION ENGINE-DRIVEN EQUIPMENT WILL BE PROPERLY MAINTAINED AND TUNED ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
- HAZARDOUS MATERIALS CERTIFIED HANDLER AND DISPOSAL SERVICE SHALL CONDUCT THE DISPOSAL AND SERVICING OF ANY HAZARDOUS MATERIALS.
- ALL LANDSCAPED AREAS SHALL BE MAINTAINED IN A HEALTHY AND THRIVING CONDITION, FREE FROM WEEDS, TRASH AND DEBRIS BY THE DEVELOPER OR THE DEVELOPER'S SUCCESSOR-IN-INTEREST. THE DEVELOPER OR THE DEVELOPER'S SUCCESSOR-IN-INTEREST, SHALL BE RESPONSIBLE FOR MAINTAINING ANY UNDEVELOPED PORTION OF THE SITE IN A MANNER THAT PROVIDES FOR THE CONTROL OF WEEDS, EROSION AND DUST.
- GREEN WASTE GENERATED BY THE DEVELOPMENT SHALL BE KEPT SEPARATE FROM OTHER WASTE TYPES IN ORDER THAT IT CAN BE RECYCLED FOR ON-SITE COMPOSTING OR DIRECT TO LOCAL WOOD GRINDING AND/OR COMPOSTING FACILITY.
- ANY GRAFFITI LOCATED ON-SITE SHALL BE REMOVED WITHIN 48 HOURS. THE SITE SHALL BE MAINTAINED IN A GRAFFITI-FREE STATE AT ALL TIMES.

### PROJECT/CODE INFORMATION

SITE AREA: 44.99 23 AC (1,709,056 S.F.)  
BUILDING AREA: 708,061 S.F.  
OCCUPANCY TYPE: S-1 (PRIMARY), A-3 (ACCESSORY)  
CONSTRUCTION TYPE: IWB, FULLY SPRINKLERED  
BUILDING CLEAR HEIGHT: APPROX. 32'-0" (V.I.F.) TO ANY OBSTRUCTION INCLUDING SPRINKLERS, DUCTS, LIGHTS, ETC.  
ALLOWABLE AREA: UNLIMITED AREA, PER 2019 CBC 507.4 FOR BUILDINGS WITH (4) SIDEYARDS OF 60'-0" OR GREATER

2018 CALIFORNIA BUILDING CODE (CBC)  
2018 CALIFORNIA EXISTING BUILDING CODE (CEBC)  
2018 CALIFORNIA FIRE CODE (FCF)  
2018 CALIFORNIA PLUMBING CODE (CPC)  
2018 CALIFORNIA ELECTRICAL CODE (CEC)  
2018 CALIFORNIA ENERGY CODE  
2018 CALIFORNIA GREEN BUILDING STANDARDS

### DRAWING INDEX

SHEET NUMBER	SHEET TITLE	SHEET NUMBER	REVISION NUMBER	REVISION DATE
G0.01	COVER SHEET	120620	1	01/26/21
G0.10	SITE PLAN	120620	1	01/26/21
C1.12.1	SITE LAYOUT AND EROSION CONTROL PLAN	120620		
C1.12.2	SITE LAYOUT AND EROSION CONTROL PLAN	120620		
C1.12.3	SITE LAYOUT AND EROSION CONTROL PLAN	120620		
C1.12.4	SITE LAYOUT AND EROSION CONTROL PLAN	120620		
A1.10	OVERALL FLOOR PLAN	120620	1	01/26/21
A1.11	PARTIAL FLOOR PLAN - WAREHOUSE	120620		
A1.12	PARTIAL FLOOR PLAN - WAREHOUSE	120620		
A1.13	PARTIAL FLOOR PLAN - INTERIOR PARKING	120620	1	01/26/21
A1.14	PARTIAL FLOOR PLAN - OFFICE	120620	1	01/26/21
A2.10	EXTERIOR ELEVATIONS	120620		
A2.11	EXTERIOR ELEVATIONS	120620		
A2.12	EXTERIOR ELEVATIONS	120620		

### DEFERRED SUBMITTALS

- FIRE SUPPRESSION SYSTEM
- BUILDING MOUNTED SIGNAGE
- FIRE ALARM SYSTEM
- MATERIAL HANDLING EQUIPMENT

REVISION	DATE
ALLUC PC Submittal	12/01/2020
ALLUC PC Revisions	1 01/26/21

PROJECT STATUS  
JOB NUMBER  
20-2810-01  
DRAWN BY  
JD  
CHECKED BY  
MM

SHEET NUMBER  
G0.01































RECORDING REQUESTED BY  
PROFICIENCY 215 LLC  
AND WHEN RECORDED RETURN TO:

Proficiency 215 LLC  
11777 San Vicente Boulevard, Suite 780  
Los Angeles, CA 90049  
Attention: Jeffrey Trenton

\*\*This document was electronically submitted  
to the County of Riverside for recording\*\*  
Received by: ALYCIA #778

(Space Above For Recorder's Use)

### COVENANT AFFECTING REAL PROPERTY

THIS COVENANT AFFECTING REAL PROPERTY ("Covenant") is made as of the 22nd day of August 2018, by Proficiency 215 LLC, a Delaware limited liability company ("Covenanter"), with reference to the following facts set forth in the recital paragraphs below:

#### -- RECITALS --

A. Covenanter is the owner of the real property described more particularly in Exhibit A hereto ("Property"), subject to the jurisdiction of the March Joint Powers Authority ("JPA").

B. The Property is situated approximately 5,440 feet northwesterly of the northwesterly terminus of runway 14-32 located at March Air Reserve Base ("MARB") and is subject to the Air Installation Compatible Use Zone Study ("AICUZ") and the March ARB/Inland Port Airport Land Use Compatibility Plan ("ALUCP"). The AICUZ and ALUCP have designated one portion of the Property as being located in Accident Potential Zone ("APZ") I and the remainder of the Property as being located in APZ II.

C. Portions of the Property are designated in APZ I and have an occupancy limit of 25 persons per acre. Other portions of the Property are designated in APZ II and have an occupancy limit of 50 persons per acre.

D. The Covenanter is developing the Property for an industrial warehouse building. The Covenanter has submitted to the JPA three applications for discretionary land use approvals for the development of the Property including, 1) a General Plan Amendment, assigning the JPA's General Plan designation of Industrial (I) to the Property; 2) a Change of Zone, assigning the zoning designation of Industrial (I) to the Property, consistent with the General Plan designation of Industrial (I); and 3) a Plot Plan for the proposed development of an approximately 709,083-square-foot industrial warehouse building; and environmental documentation pursuant to the California Environmental Quality Act ("CEQA"). All of the above shall be referred to collectively as the "Project."

82267-449

E. Covenanter has agreed to comply with the Density Restrictions and a Density Cap (both terms are defined below), by limiting occupancy of the Project to (i) five hundred and eighteen (518) occupants ("Density Cap") [THE DENSITY CAP WILL DECREASE IF THE SQUARE FOOTAGE OF THE BUILDING DECREASES.]; (ii) twenty-five (25) occupants in any square area measuring 208 feet by 208 feet ("Square Area") for all Square Areas within portions of the building of the Project within APZ I; and (iii) fifty (50) occupants in any Square Area within portions of the building of the Project within APZ II. Requirements (ii) and (iii) are collectively the "Density Restrictions," and are depicted in Exhibit B, attached hereto and incorporated herein by reference. Accordingly, any building expansion is prohibited, including an increase in the building mezzanine area, without further review by JPA and MARB representatives, and consent and approval provided through an amendment to this Covenant.

F. JPA requires that the Covenanter, and each of its successors in interest in the Property, comply with the Density Cap and Density Restrictions.

G. JPA has indicated that it does not have the resources to undertake regular inspections of the Project to determine compliance with the Density Cap and Density Restrictions.

H. In order to ensure that Covenanter complies with the Density Cap and Density Restrictions, upon occupancy of the Project, Covenanter agrees to fund at its sole expense quarterly inspections. These inspections shall be undertaken by a neutral independent third party to be selected by JPA ("Independent Monitor"). The JPA shall provide invoices to Covenanter concerning the Independent Monitor's costs in undertaking the activities specified in the Covenant and such costs shall be reasonable and reflect the Independent Monitor's actual costs of inspection and reporting.

I. In order to ensure that there is compliance with the Density Cap and Density Restrictions, the Covenanter agrees to the provisions as set forth below during the term of the Covenant ("Covenant Lifespan").

-- AGREEMENT --

**ARTICLE I**  
**GENERAL PROVISIONS**

1.1 **Provisions to Run with the Land.** Subject to the conditions of this Covenant, during the Project Lifespan, the Density Cap and Density Restrictions shall be binding upon the Covenanter and its successors and assigns in interest in the Property (collectively "Covenanter"). The Covenant, the Density Cap, and Density Restrictions shall run with the Property and each portion thereof, and shall apply to and bind the Covenanter during the Project Lifespan.

1.2 **Deemed Concurrence.** The Covenanter and all other persons or entities acquiring any fee interest in the Property, shall be conclusively deemed by such acquisition to have irrevocably agreed to the Density Cap and Density Restrictions for and among themselves and their heirs, successors, and assigns. Upon any such person's or entity's sale or transfer of its interest in the Property, such conveying person or entity shall forever be released and relieved of any further obligation or liability arising under this Covenant, the Density Cap, and the Density Restrictions for events arising from and after the date of such transfer.

1.3 Incorporation into Deeds and Leases. The Density Cap and Density Restrictions are hereby deemed to be incorporated by reference into each conveyance of any fee or leasehold interest in the Property or portion thereof occurring after the date the Covenant is recorded in the Official Records of Riverside County, California, whether or not referred to in the instrument affecting such conveyance of the Property, or a portion thereof.

1.4 Parties Benefitting. This Covenant inures to the benefit of MARB and JPA and their successors in interest or assigns.

## **ARTICLE 2** **ENFORCEMENT OF COVENANT**

2.1 Right of Entry. Upon completion and occupancy of the Project, Covenanter shall allow the Independent Monitor to enter the Project, for the sole purpose of calculating the Project occupancy and confirming that the Covenanter is complying with the Density Cap and Density Restrictions. The Independent Monitor's method for calculating the Project occupancy and confirming that the Covenanter is complying with the Density Cap and Density Restrictions shall include separate calculations of employment occupancy within APZ I and APZ II and shall be approved by JPA, at its sole discretion, prior to the commencement of inspections. Upon JPA approval of the Independent Monitor's method of calculation, JPA or the Independent Monitor shall notify the Covenanter of the Independent Monitor's methods of calculation in writing ("Methodology"), before the Independent Monitor inspects the Project, in order for Covenanter to understand the Methodology to be used by the Independent Monitor. The Methodology shall be consistent with and be based upon the calculations of the Density Restrictions. The Independent Monitor shall inspect the Project quarterly at times solely determined by the Independent Monitor within each calendar quarter. "Quarterly" shall mean each calendar quarter beginning on January 1, April 1, July 1, or October 1, as applicable, and ending on the succeeding March 31, June 30, September 30, or December 31, as applicable. Notwithstanding the foregoing, the Independent Monitor's inspections shall be done in a safe and unobtrusive manner. Within thirty (30) days of completing its quarterly inspection, the Independent Monitor shall submit written reports to MARB, JPA, and Covenanter documenting the Project occupancy. If the Independent Monitor determines that the Density Cap or Density Restrictions have been exceeded, within three (3) days of this determination, the Independent Monitor shall provide written notification to Covenanter, MARB, and JPA of this exceedance. Upon receipt of such notice, Covenanter shall eliminate the exceedance within fifteen (15) days. At the conclusion of this 15-day period, the Independent Monitor shall re-inspect the Project to determine whether the exceedance has been eliminated. If the exceedance has not been eliminated, the Independent Monitor shall provide written notification to Covenanter, MARB and JPA of this uncured exceedance no later than five (5) days thereafter and the Independent Monitor shall pursue the Administrative Remedies specified in Section 2.3 of this Covenant. If the exceedance has been eliminated, the Independent Monitor shall provide written notification no later than five (5) days thereafter to Covenanter, MARB and JPA of this elimination.

2.2 Remedies. The remedies specified in Section 2.3 of this Covenant shall be triggered upon either (i) one (1) exceedance of the Density Cap or Density Restrictions by Covenanter which has not been corrected within the cure period set forth above in Section 2.1 in any one (1) year period of Project occupancy; or (ii) two (2) exceedances of the Density Cap or Density Restrictions by Covenanter which have been eliminated within the cure period set forth above in Section 2.1 in any one (1) year period of Project occupancy ("Actionable Default").

2.3 Administrative Remedies. Upon any Actionable Default, the Independent Monitor shall notify Covenanter, JPA, and MARB in writing of the Actionable Default and JPA shall commence the revocation process of the Project's certificate of occupancy pursuant to JPA Development Code § 9.02.260. If the Project's certificate of occupancy is revoked pursuant to this process, all operations and/or activities at the Project site shall immediately terminate. If the certificate of occupancy is revoked, Covenanter may reapply to JPA to re-establish the use and occupancy of the Project, subject to compliance with the Density Cap and Density Restrictions. JPA may authorize a re-establishment of the use and occupancy of the Project if Covenanter provides reasonable assurances to JPA that the Density Cap and Density Restrictions will not be exceeded in the future.

2.4 Mortgagee Protection. Notwithstanding any other provision of this Covenant, no breach of the Density Cap or Density Restrictions, nor the enforcement of any provisions contained in this Covenant shall affect, impair, or defeat the lien or charge of any duly recorded mortgage or deed of trust encumbering any portion of the Property, or affect, impair, or defeat the interest of the mortgagee, or its successor or assigns pursuant to such a mortgage, provided that such mortgage is made in good faith and for value. The Density Cap and Density Restrictions shall be binding upon and effective against any person whose title in the Property or any portion thereof, is derived through foreclosure, deed in lieu of foreclosure, or trustee's sale during the period of their ownership.

### ARTICLE 3 MISCELLANEOUS

3.1 No Dedication Intended. Nothing herein shall be construed to be a grant or dedication, or offer to grant or dedicate, the Property or any portion thereof to MARB or JPA for any purposes whatsoever.

3.2 Notices.

(a) All notices and communications relating to this Covenant shall be in writing and shall be deemed effective when such notice or communication is personally delivered to the person:

To Covenanter: Proficiency 215 LLC  
11777 San Vicente Blvd., Suite 780  
Los Angeles, CA 90049  
Attention: Jeffrey Trenton

and to:

Allen Matkins Leck Gamble Mallory & Natsis LLP  
1900 Main Street, 5th Floor  
Irvine, CA 92614  
Attention: John Condas, Esq.

To JPA:                    March Joint Powers Authority  
 14205 Meridian Parkway, Suite 140  
 Riverside, CA 92518  
 Attention: Danielle Wheeler

and to:

Best Best & Krieger, LLP  
 3390 University Avenue, 5th Floor  
 Riverside, CA 92501  
 Attention: Charity B. Schiller

(b) Concurrently with the consummation of the conveyance of an interest in the Property, or portion thereof, by the Covenanter to a successor or assign of such Covenanter, such transferee shall notify the Independent Monitor and JPA in writing of such conveyance. Such notification shall set forth the name of the transferee and its contact information for the purposes of the giving notice to such transferee under Section 3.2(a). Prior to the receipt by the Independent Monitor of any such notification, any and all written communication by the Independent Monitor under this Covenant shall be sufficient if given to the address for the Covenanter as provided in Section 3.2(a).

3.3 Breach. For all breaches of this Covenant which are not an Actionable Default, failure by Covenanter to perform an obligation which arises hereunder shall constitute a breach of this Covenant. Upon a breach of this Covenant, JPA shall commence the revocation process of the Project certificate of compliance as set forth above in Section 2.3.

3.4 Partial Invalidity. If any portion of the Covenant is determined by a judgment of a court of competent jurisdiction to be invalid for any reason, the remaining portions shall remain in full force and effect as if such portions had not been included in such a judgment.

3.5 Successors and Assigns of Covenanter. This Agreement shall be binding upon the successors in interest and assigns of Covenanter.

3.6 Covenant Lifespan. As used herein the words "Covenant Lifespan" refer to the period of time following the date of recordation of this Covenant when the Covenant is in effect. The Covenant Lifespan shall have a term of the earliest of (i) demolition of the Project; (ii) the MARB and March Inland Port Airport Authority, or subsequent civilian airport, ceasing operations as an airport; (iii) written request by MARB and March Inland Port Airport Authority to terminate the Covenant; or (iv) removal of the Project from APZ I and APZ II.

3.7 Initiation of Enforcement Proceedings. Notwithstanding any other provision of this Covenant to the contrary, no third party other than JPA may compel enforcement of any provision of this Covenant.

3.8 Jurisdiction and Venue. All legal actions arising from this Covenant shall be filed in the Superior Court of the State of California in and for the County of Riverside, California, or the United States District Court with jurisdiction in the County of Riverside, California.

3.9 Time is of the Essence. Time is of the essence in performance of the obligations set forth in this Covenant.



IN WITNESS WHEREOF, Covenanter has executed this Covenant as of the date set forth above as evidenced by the authorized officer of Covenanter whose signature appears below.

COVENANTER  
Proficiency 215 LLC,  
a Delaware limited liability company

By:   
Jeffrey N. Trenton  
Its: President

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California  
County of Los Angeles )

On Aug. 22, 2018, before me, Mark C Glode,

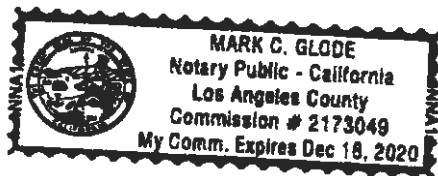
Notary Public, personally appeared JEFFREY N. THENTON (insert name of notary), who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature [Handwritten Signature]

(Seal)



**EXHIBIT A**

**LEGAL DESCRIPTION OF THE PROPERTY**

**LEGAL DESCRIPTION**

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

PARCEL A: (APN: 297-100-045-8)

THAT PORTION OF SECTION 15, TOWNSHIP 3 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF; CONVEYED TO THE CALIFORNIA SOUTHERN RAILROAD COMPANY BY DEED RECORDED JANUARY 23, 1888, IN BOOK 69, PAGE 91 OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAN BERNARDINO COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 15, MARKED BY A 1-1/2 INCH BRASS DISC, STAMPED "RIV CO SUR-1985-SEC COR"; THENCE ALONG THE NORTH LINE OF SAID SECTION 15, NORTH 89° 52' 19" WEST, 1,461.68 FEET TO THE EASTERLY RIGHT OF WAY LINE OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY (FORMERLY CALIFORNIA SOUTHERN RAILROAD COMPANY) PER ABOVE SAID DEED AND TO THE POINT OF BEGINNING; THENCE COURSE "A", ALONG SAID EASTERLY RIGHT OF WAY LINE, SOUTH 19° 23' 12" EAST, 2678.25 FEET TO THE INTERSECTION OF THE WESTERLY PROLONGATION OF THE NORTH LINE OF THAT CERTAIN PARCEL OF LAND ACQUIRED BY THE UNITED STATES OF AMERICA BY DECREE OF TAKING, A CERTIFIED COPY OF WHICH WAS RECORDED MARCH 2, 1942, IN BOOK 532, PAGE 311, OFFICIAL RECORDS OF RIVERSIDE COUNTY, AND BY DECREE ON AMENDED DECLARATION OF TAKING, A CERTIFIED COPY OF WHICH WAS RECORDED FEBRUARY 24, 1943, IN BOOK 571, PAGE 237, OFFICIAL RECORDS OF RIVERSIDE COUNTY, WITH THE WESTERLY RIGHT OF WAY LINE OF THAT CERTAIN PARCEL OF LAND ACQUIRED BY THE STATE OF CALIFORNIA (STATE ROUTE 215), AS PARCEL NO. 35, IN DECREE OF CONDEMNATION, A CERTIFIED COPY OF WHICH WAS RECORDED MAY 18, 1943, IN BOOK 580, PAGE 327, OFFICIAL RECORDS OF RIVERSIDE COUNTY; THENCE CONTINUING ALONG SAID EASTERLY RIGHT OF WAY LINE AND SAID WESTERLY RIGHT OF WAY LINE (STATE ROUTE 215), SOUTH 19° 23' 12" EAST, 82.79 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 875.00 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE, FROM A TANGENT BEARING OF NORTH 66° 20' 39" WEST, THROUGH A CENTRAL ANGLE OF 9° 47' 09", AN ARC LENGTH OF 149.44 FEET TO THE WESTERLY RIGHT OF WAY LINE OF SAID ATCHISON, TOPEKA AND SANTA FE RAILWAY, SAID LINE BEING PARALLEL WITH AND 100.00 FEET SOUTHWESTERLY MEASURED AT RIGHT ANGLES TO THE ABOVE MENTIONED COURSE "A"; THENCE ALONG SAID WESTERLY RAILWAY RIGHT OF WAY LINE, NORTH 19° 23' 12" WEST, 2685.67 FEET TO SAID NORTH LINE OF SECTION 15; THENCE ALONG SAID NORTH LINE, SOUTH 89° 52' 19" EAST, 106.10 FEET TO THE POINT OF BEGINNING.

PARCEL B: (APN: 297-100-013-9)

PARCEL 3 (EAST): BEING THAT PORTION OF SECTION 15, TOWNSHIP 3 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, ALSO SHOWN AS PARCEL 3 OF RECORD OF SURVEY 000-135, ON FILE IN BOOK 110, PAGES 30 THROUGH 40, INCLUSIVE, OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHERLY TERMINUS OF THAT CERTAIN COURSE IN THE WESTERLY LINE OF THE ATCHISON, TOPEKA AND SANTA FE RAILROAD RIGHT-OF-WAY AS SHOWN ON SHEET 7 OF 11, SHEETS OF SAID RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, SAID COURSE BEARS SOUTH 19° 23' 04" EAST, 2,577.64 FEET, ALSO BEING SHOWN ON CALIFORNIA DEPARTMENT OF TRANSPORTATION MAP NO. 435571-8, ON FILE WITH THE COUNTY OF RIVERSIDE MAP NO. 205-254;

THENCE SOUTH 19° 23' 04" EAST, 2,577.64 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 875.00 FEET, A RADIAL LINE TO SAID

BEGINNING BEARS SOUTH 33° 26' 41" WEST, SAID BEGINNING ALSO BEING A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF STATE ROUTE 215, AS SHOWN ON CALIFORNIA DEPARTMENT OF TRANSPORTATION MAP NO. 435571-6, ON FILE WITH THE COUNTY OF RIVERSIDE MAP NO. 205-251;

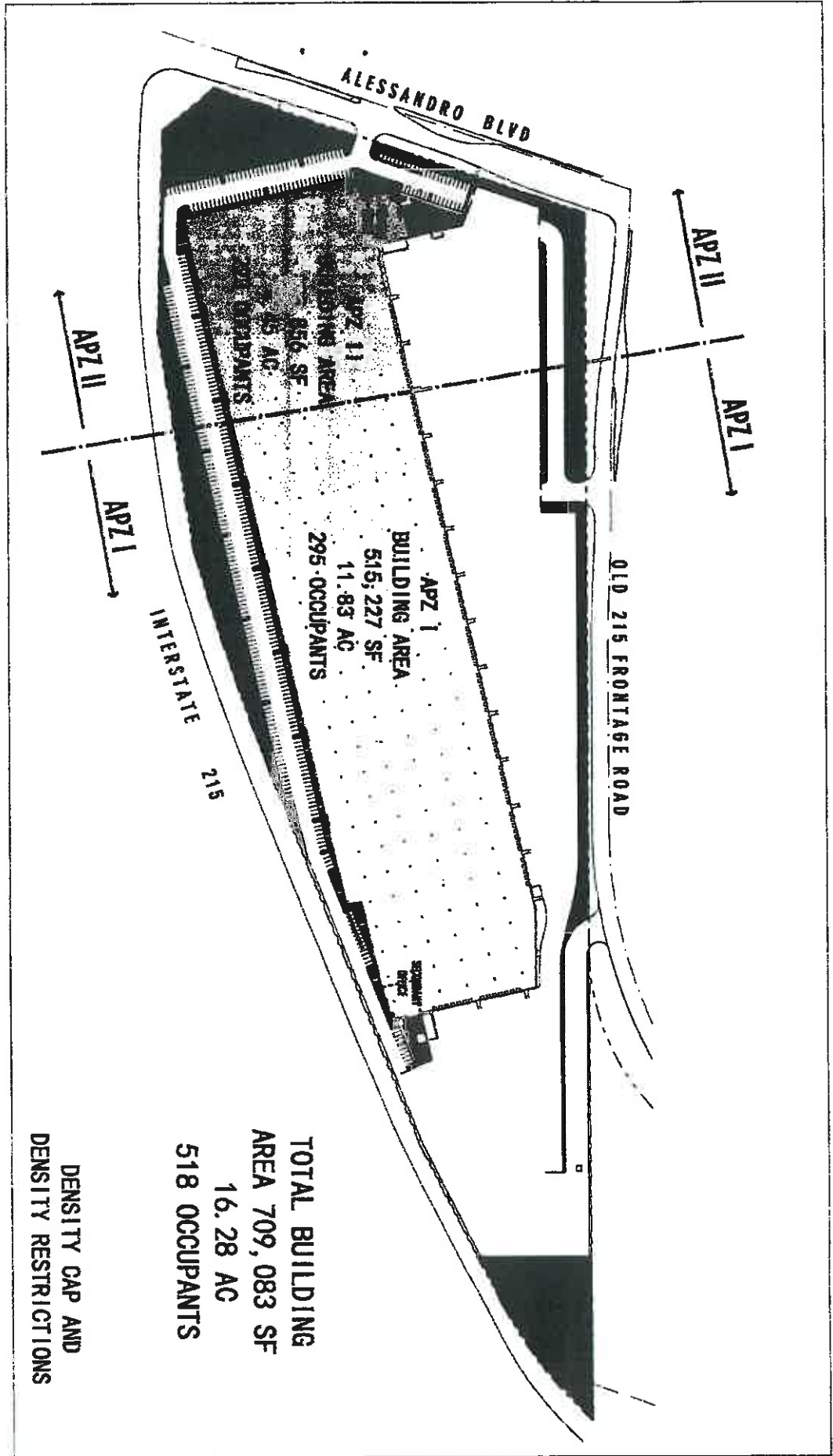
THENCE ALONG SAID EASTERLY LINE THE FOLLOWING 9 COURSES:

- 1) NORTHWESTERLY 171.38 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 11° 13' 20";
- 2) NORTH 45° 20' 00" WEST, 391.10 FEET;
- 3) NORTH 40° 30' 27" WEST, 878.53 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 4,875.00 FEET;
- 4) NORTHWESTERLY ALONG SAID CURVE 508.50 FEET THROUGH A CENTRAL ANGLE OF 05° 58' 35";
- 5) NORTH 28° 08' 58" WEST, 486.75 FEET;
- 6) NORTH 17° 49' 57" WEST, 447.33 FEET;
- 7) NORTH 30° 29' 16" EAST, 142.45 FEET;
- 8) NORTH 89° 54' 38" EAST, 415.29 FEET TO THE SOUTHERLY LINE OF ALESSANDRO BOULEVARD AS SHOWN ON CALIFORNIA DEPARTMENT OF TRANSPORTATION MAP NO. 435571-8, ON FILE WITH THE COUNTY OF RIVERSIDE MAP NO. 205-254;
- 9) THENCE ALONG SAID SOUTHERLY LINE SOUTH 89° 51' 58" EAST, 314.75 FEET TO THE POINT OF BEGINNING.

RESERVING THEREFROM ALL OIL, GAS AND OTHER MINERAL RESOURCES OF ANY KIND OR NATURE IN THE MINERAL ESTATE OF THE PROPERTY, PROVIDED, HOWEVER, THAT SUCH RESERVATION SHALL NOT INCLUDE THE RIGHT OF ACCESS TO OR ANY RIGHT TO USE ANY PORTION OF THE SURFACE OF THE PROPERTY, AS RESERVED IN DEED RECORDED DECEMBER 14, 2001, AS INSTRUMENT NO. 2001-622399, AND JUNE 25, 2002, AS INSTRUMENT NO. 2002-347891, BOTH OF OFFICIAL RECORDS.

APNs: 297-100-045-8 and 297-100-013-9

**EXHIBIT B**  
**DENSITY CAP AND DENSITY RESTRICTIONS**



**NOTICE OF PUBLIC HEARING**  
**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**  
[www.rcaluc.org](http://www.rcaluc.org)

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The March Joint Powers Authority should be contacted on non-ALUC issues. For more information please contact March Joint Powers Authority Planner Mr. Jeffrey Smith at (951) 656-7000.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website [www.rcaluc.org](http://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](mailto:prull@rivco.org). Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

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

**DATE OF HEARING:** March 11, 2021

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

**Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the Place of Hearing, as listed above. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the ALUC website at [www.rcaluc.org](http://www.rcaluc.org)**

**CASE DESCRIPTION:**

ZAP1444MA20 – Jared Riemer/PR III/CHI Freeway BC, LLC (Representative: Glassman Planning Associates, MG2, and MIG, Inc.) – March Joint Powers Authority Case No. PP14-02 (Plot Plan/Determination of Substantial Conformance No. 2). The applicant proposes to revise the occupancy use and floor plan of an existing (but vacant) 709,083 square foot high-cube industrial warehouse building to allow for a Delivery Parcel Hub facility on 39.42 acres, located southerly of Alessandro Boulevard, easterly of Interstate 215, westerly of Old 215 Frontage Road, and northerly of Cactus Avenue. There is no increase to the building's footprint. The building, as amended, would provide for 258,000 square feet of high-cube warehouse area, 8,000 square feet of office area, a 1,500 square foot break room, 126 loading/queuing van spaces, and 70 indoor van parking spaces. The original shell building project (ZAP1107MA14), which proposed 694,083 square feet of high-cube logistics warehouse, 12,000 square feet of first floor office area, and 3,000 square feet of second floor office mezzanine, was found consistent by ALUC in 2015. A subsequent revision to the high-cube warehouse building (ZAP1394MA19) was proposed to provide an additional 10,000 square feet of office area (by reducing warehouse area by the same square footage) was also found consistent by ALUC in 2020 (Airport Compatibility Zones B1-APZ-I and B1-APZ-II of the March Air Reserve Base/Inland Port Airport Influence Area).





# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## APPLICATION FOR MAJOR LAND USE ACTION REVIEW

Need new case #  
ALUC CASE NUMBER: ~~PP 14-02~~ ZAP1444 MAZD DATE SUBMITTED: 12/30/2020

### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Glassman Planning Associates / Contact: David Glassman	Phone Number	310-781-8250
Mailing Address	1111 Sartori Ave. Torrance, CA 90501	Email	david@gpan.com
Representative	MG2 / Contact: Mike Miranda	Phone Number	206-962-6589
Mailing Address	1101 2nd Ave #100 Seattle, WA 98101	Email	mike.miranda@mg2.com
Property Owner	PR III - CHI Freeway BC / Contact: Jared Riemer	Phone Number	213-631-2336
Mailing Address	527 W 7th St, Ste #308 Los Angeles, CA 90014	Email	jriemer@chindustrial.com

MMACY  
01-AP-2-1  
+ AP-2-1

### LOCAL JURISDICTION AGENCY

Local Agency Name	March Joint Powers Authority	Phone Number	951-807-7283
Staff Contact	Jeff Smith	Email	
Mailing Address	14205 Meridian Parkway, Suite 140	Case Type	Condition Use Permit
Local Agency Project No	PLOT PLAN PP 14-02 SUBSTANTIAL CONFORMANCE 2	<input type="checkbox"/>	General Plan / Specific Plan Amendment
		<input type="checkbox"/>	Zoning Ordinance Amendment
		<input type="checkbox"/>	Subdivision Parcel Map / Tentative Tract
		<input checked="" type="checkbox"/>	Use Permit
		<input type="checkbox"/>	Site Plan Review/Plot Plan
		<input type="checkbox"/>	Other

### PROJECT LOCATION

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

Street Address	2677 E Alessandro Blvd, Riverside, CA 92553	Gross Parcel Size	39.23 AC
Assessor's Parcel No.	297-100-045, -087	Nearest Airport and distance from Airport	Riverside Municipal Airport (10.5 Miles)
Subdivision Name	N 1/2 OF SEC 15 T.3S., R.4W		
Lot Number	87 / 45		

### PROJECT DESCRIPTION

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

Existing Land Use (describe)	The site currently consists of a recently completed speculative industrial building, and associated site and public improvements as previously approved per Resolution #JPA 18-03 and Plot Plan 14-02. The building includes a speculative office area, including a 3,000 sf mezzanine, and two remote warehouse restrooms, but the building is currently vacant.
------------------------------	---

Proposed Land Use (describe)	The proposed scope of work is a first generation tenant improvement. The proposed use is a Parcel Delivery Station which is an allowed use per Chapter 9.02 / Table 9.02.020-1 of the March JPA Development Guidelines. The tenant space will occupy the entire 706,081 sf of building area including 252 interior parking stalls, 215,000 sf of parcel delivery operations, & 18,715 sf of office which will replace the existing speculative office area.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	N/A	
For Other Land Uses (See Appendix C)	Hours of Operation	24 Hours	
	Number of People on Site	172	Maximum Number 298
	Method of Calculation	172 Max Employees Per Tenant Operations + 126 Interior Van Loading Spaces = 298 Total Max Occupants.	
Height Data	Site Elevation (above mean sea level)	FFE = -0.67' ft.	
	Height of buildings or structures (from the ground)	44'-6" (Existing) ft.	
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, describe _____ _____ _____		

- 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 submittal to the next available commission hearing meeting.
- C. **SUBMISSION PACKAGE:**

1. . . . . Completed ALUC Application Form
1. . . . . ALUC fee payment **Total Fee = \$4,021 (See Fee Schedule for Additional Information)**
1. . . . . Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
1. . . . . Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
1. . . . . CD with digital files of the plans (pdf)
1. . . . . Vicinity Map (8.5x11)
1. . . . . Detailed project description
1. . . . . Local jurisdiction project transmittal **Previously Provided By Jeff Smith - March JPA**
3. . . . . Gummed address labels for applicant/representative/property owner/local jurisdiction planner
3. . . . . Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. **(Only required if the project is scheduled for a public hearing Commission meeting)**

# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## STAFF REPORT

### ADMINISTRATIVE ITEMS

#### 5.1 Director's Approvals.

- A. During the period of January 16, 2021, through February 15, 2021, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Simon Housman reviewed one non-legislative case within Zone D of March Air Reserve Base/Inland Port Airport Influence Area, and three non-legislative cases within Zone E of the March Air Reserve Base/Inland Port Airport Influence Area.

ZAP1450MA21 (March Air Reserve Base/Inland Port Airport Zone D) pertains to County of Riverside Case No. TPM37919 (Tentative Parcel Map), a proposal to divide 5.0 gross acres located on the southeast corner of Roan Ranch Road and Antelope Road into four residential lots. The site is located within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.

Although the project is located within the March Air Reserve Base/Inland Port Airport Influence Area, the nearest runway is actually Runway 15-33 at Perris Valley Airport. The elevation of Runway 15-33 at Perris Valley Airport is approximately 1,413 feet above mean sea level (AMSL) at its northerly terminus. At a distance of 15,720 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with an elevation at top of roof exceeding 1,570 feet AMSL. The project site elevation is 1,438 feet AMSL. No building permits for new structures are in process at this time, and review by the Federal Aviation Administration Obstruction Evaluation Services (FAA OES) is not a prerequisite to land division. Therefore, FAA OES review for height/elevation reasons was not required.

ALUC Director Simon Housman issued a determination of consistency for this project on February 11, 2021.

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ZAP1445MA21 (March Air Reserve Base/Inland Port Airport Zone E) pertains to City of Moreno Valley Case No. PEN20-0214 (Conditional Use Permit), a proposal to expand an existing 1,411 square foot Cannabis Commercial Retail business into an adjacent existing 962 square foot suite (totaling 2,373 square feet) on 0.34 acres located northerly of Andretti Street, easterly of Frederick Street, southerly of Sunnymead Boulevard, and westerly of Graham Street. The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport is approximately 1,535 feet above mean sea level (AMSL) at its northerly terminus. At a distance of 15,811 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES)

review would be required for any structures with an elevation at top of roof exceeding 1,693 feet AMSL. The project site elevation is 1,644 feet AMSL, and the existing structure is 19.5 feet, for a maximum top point elevation of 1663.5 feet AMSL. There are no proposed changes to the existing building height. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is not required.

ALUC Director Simon Housman issued a determination of consistency for this project on January 21, 2021.

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ZAP1449MA21(March Air Reserve Base/Inland Port Airport Zone E) pertains to City of Moreno Valley Case No. PEN19-0068 (Conditional Use Permit), a proposal to establish a 2,500 square foot cannabis retail dispensary within an existing 7,000 square foot retail building, on 0.6 acres, located at 24515 Alessandro Boulevard, on the northeast corner of Alessandro Boulevard and Indian Street. The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport is approximately 1,535 feet above mean sea level (AMSL) at its northerly terminus. At a distance of 12,928 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with an elevation at top of roof exceeding 1,664 feet AMSL. The project site elevation is 1,571 feet AMSL, and the existing structure is 16.5 feet, for a maximum top point elevation of 1,587 feet AMSL. There are no proposed changes to the existing building height. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is not required.

ALUC Director Simon Housman issued a determination of consistency for this project on February 4, 2021.

\*\*\*\*\*

ZAP1451MA21(March Air Reserve Base/Inland Port Airport Zone E) pertains to County of Riverside Case No. TPM37780 (Tentative Parcel Map), a proposal to divide 2.05 gross acres located northerly of Simpson Road, Westerly of Longfellow Avenue, Southerly of 9<sup>th</sup> Street, and easterly of Honey Avenue, into four residential lots. The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.

Although the project is located within the March Air Reserve Base/Inland Port Airport Influence Area, the nearest runway is actually Runway 5-23 at Hemet Ryan Airport. The elevation of Runway 5-23 at Hemet Ryan Airport is approximately 1,499 feet above mean sea level (AMSL) at its existing southwesterly terminus. At a distance of 19,920 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with an elevation at top of roof exceeding 1,698 feet AMSL. The project site elevation is 1,470 feet AMSL. No building permits for new structures are in process at this time, and review by the Federal Aviation Administration Obstruction Evaluation Services (FAA OES) is not a prerequisite to land division. Therefore, FAA OES review for height/elevation reasons was not required.

ALUC Director Simon Housman issued a determination of consistency for this project on February 11, 2021.

- 5.2** Update March Air Reserve Base Compatibility Use Study (CUS)  
Presentation by ALUC Director Simon Housman or his designee.
  
- 5.3** Commissioner's Reappointments and Officer Selections for April Meeting  
Presentation by ALUC Director Simon Housman or his designee.

Y:\ALUC Administrative Items\Admin. 2021\Admin Item 03-11-21.doc



# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

January 21, 2021

Ms. Julia Descoteaux, Project Planner  
City of Moreno Valley Planning Department  
14177 Frederick Street  
Moreno Valley CA 92551

CHAIR  
Russell Beffa  
Desert Hot Springs

VICE CHAIR  
Steven Stewart  
Palm Springs

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

COMMISSIONERS

Arthur Butler  
Riverside

John Lyon  
Riverside

Steve Manoa  
Lake Elsinore

Richard Stewart  
Moreno Valley

Gary Youmans  
Temecula

STAFF

Director  
Simon A. Housman

Paul Rull  
Barbara Santos

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

File No.: ZAP1445MA21  
Related File No.: PEN20-0214 (Conditional Use Permit)  
APN: 292-250-039  
Airport Zone: Compatibility Zone E

Dear Ms. Descoteaux:

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 Moreno Valley Case No. PEN20-0214 (Conditional Use Permit) a proposal to expand an existing 1,411 square foot Cannabis Commercial Retail business into an adjacent an existing 962 square foot suite (totaling 2,373 square feet) on 0.34 acres located northerly of Andretti Street, easterly of Frederick Street, southerly of Sunnymead Boulevard, and westerly of Graham Street.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport is approximately 1,535 feet above mean sea level (AMSL) at its northerly terminus. At a distance of 15,811 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with an elevation at top of roof exceeding 1,693 feet AMSL. The project site elevation is 1,644 feet AMSL, and the existing structure is 19.5 feet, for a maximum top point elevation of 1663.5 feet AMSL. There are no proposed changes to the existing building height. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons 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 that the City of Moreno Valley applies the following recommended conditions:

**CONDITIONS:**

[www.aluc.ca.gov](http://www.aluc.ca.gov)

## **AIRPORT LAND USE COMMISSION**

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site.
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Hazards to flight.
3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building.
4. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at [RCALUC.ORG](http://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

## **AIRPORT LAND USE COMMISSION**

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 Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



---

Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Shannon Santa Ana, LLC dba Emjay (applicant)  
Rick Jackson (representative)  
Moreno Valley Real Estate, LLC (property owner)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Doug Waters, Deputy Base Civil Engineer, March Air Reserve Base  
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1445MA21\ZAP1445MA21.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**

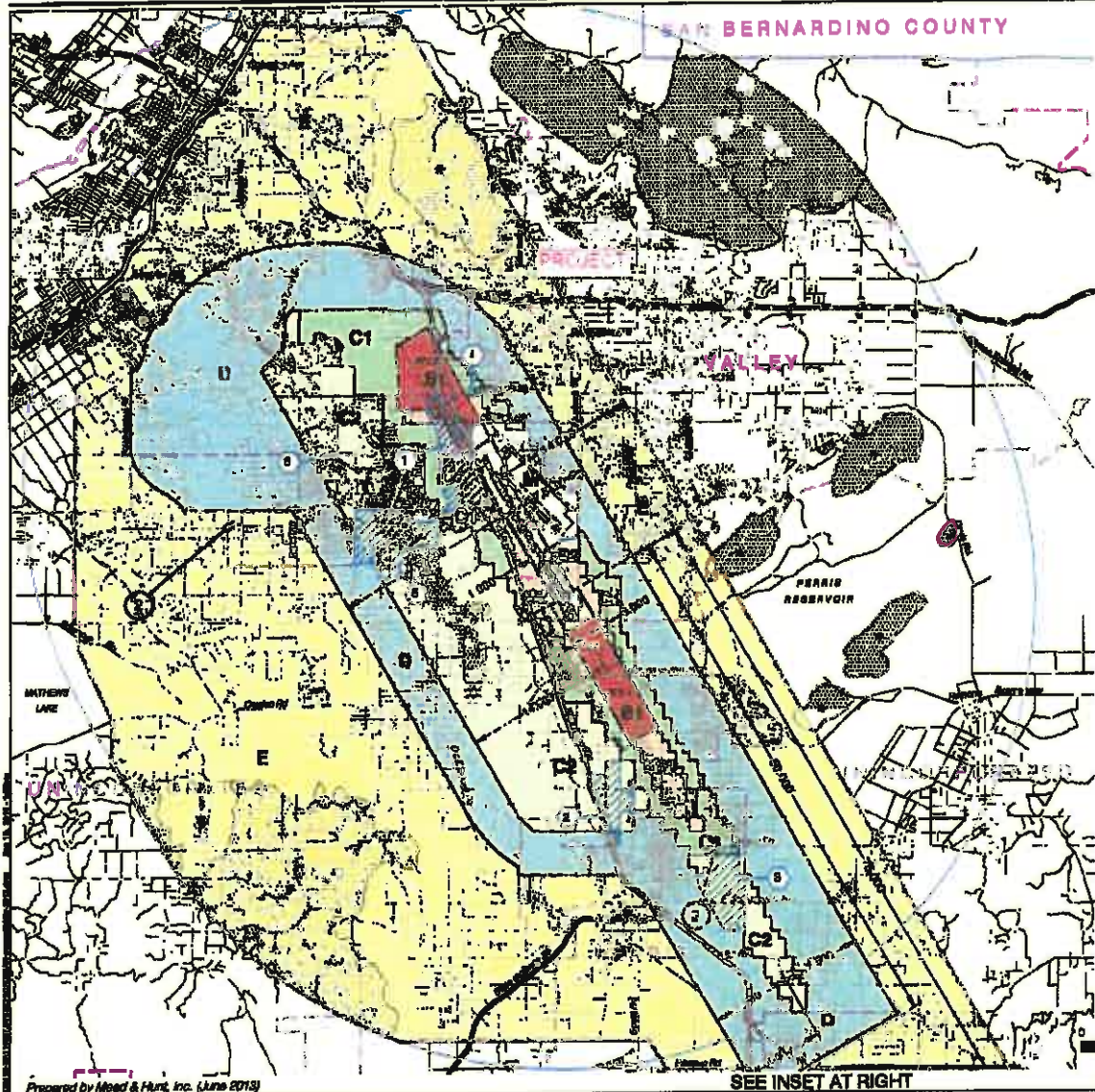
**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: \_\_\_\_\_

Phone: \_\_\_\_\_



**LEGEND**

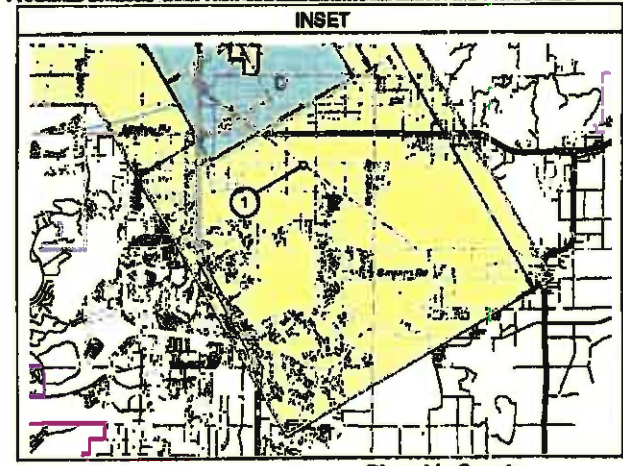
**Compatibility Zones**

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

**Boundary Lines**

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (noting local agency commitments to development projects)
- March JPA: March Business Center/Meridian
- Perris: Harvest Landing
- Perris: Park West
- Moreno Valley: Affordable Housing
- March JPA: Ben Clark Training Center
- Riverside: Ridge Crest Subdivision

- Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,856 feet MSL.
- Point at which departing aircraft typically reach 3,000 feet above runway end.



**Riverside County  
Airport Land Use Commission  
March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan  
(Adopted November 12, 2014)**

Map MA-1

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

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

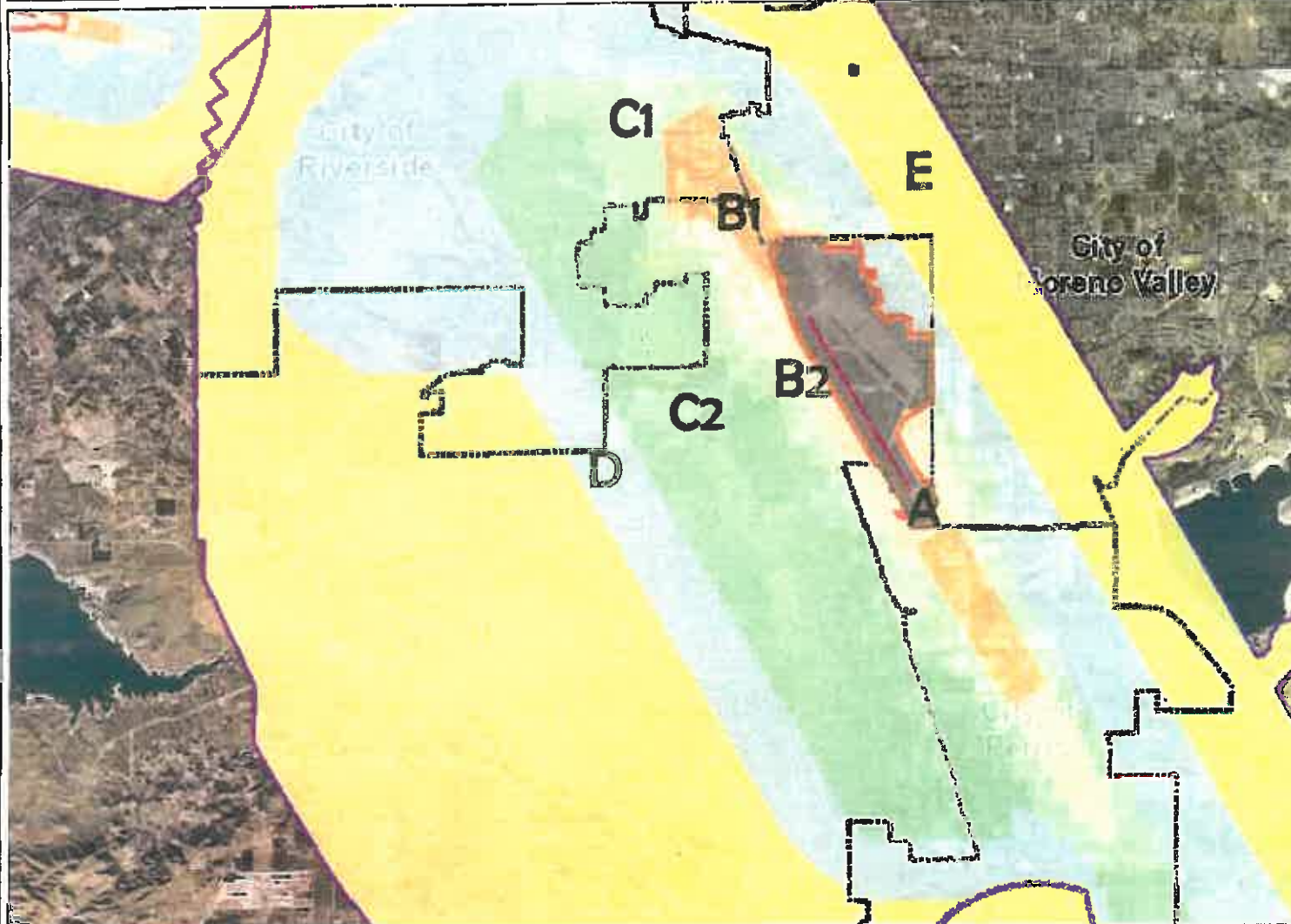


Base map source: County of Riverside 2015

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

SEE INSET AT RIGHT

# Map My County Map



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



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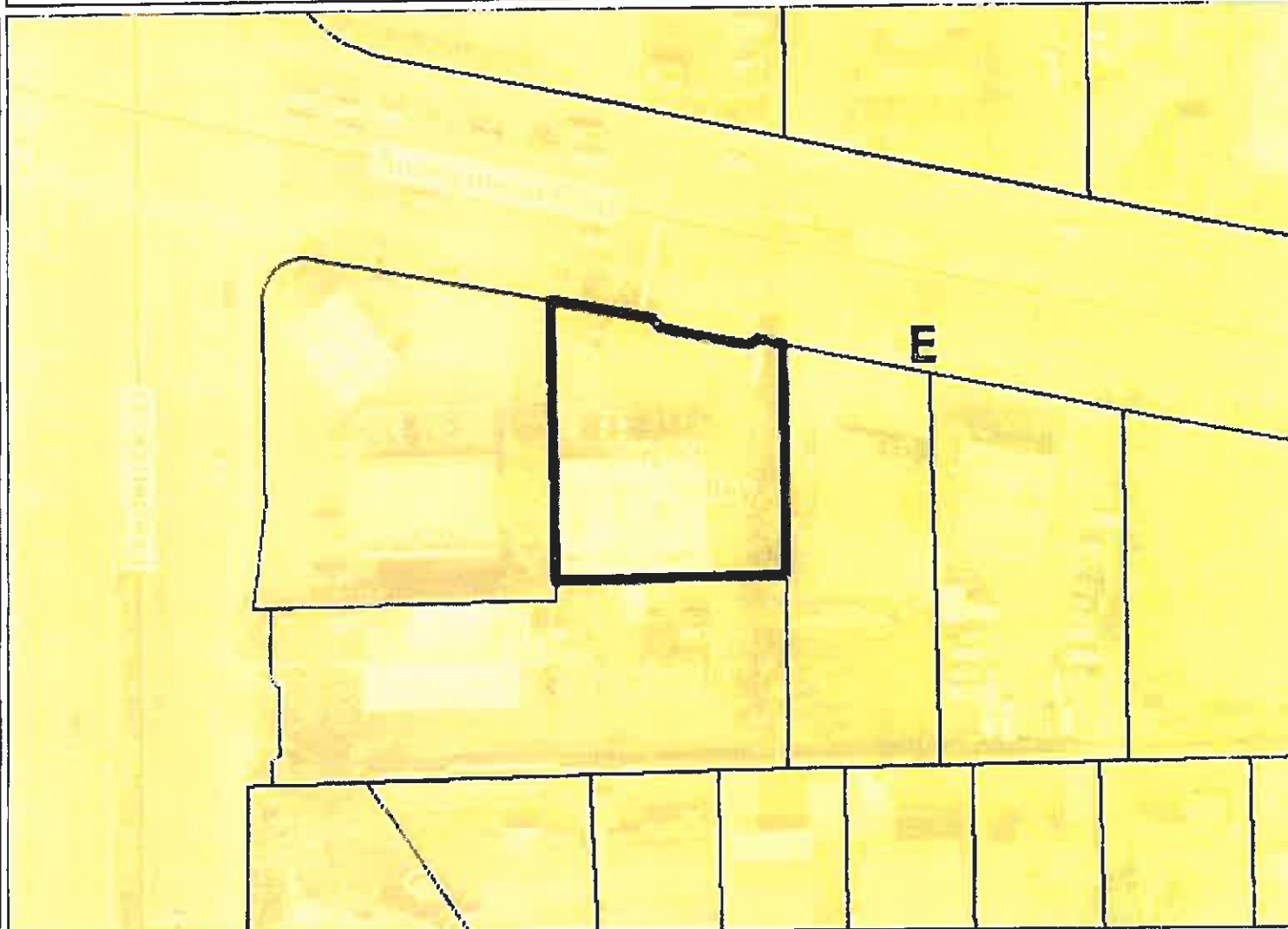


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**Notes**

# Map My County Map



## Legend

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



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0 94 188 Feet

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## Notes

# Map My County Map



## Legend

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

## Notes



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# Map My County Map



## Legend

- Blue Line Streams
- City Areas
- World Street Map



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## Notes

0 1 3,009 Feet  
505

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# Map My County Map

Los Angeles



San Diego

San Juan Capistrano



## Legend

- Parcels
- Blueline Streams
- City Areas

## Notes



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# Map My County Map



## Legend

- Parcels
- Blueline Streams
- City Areas



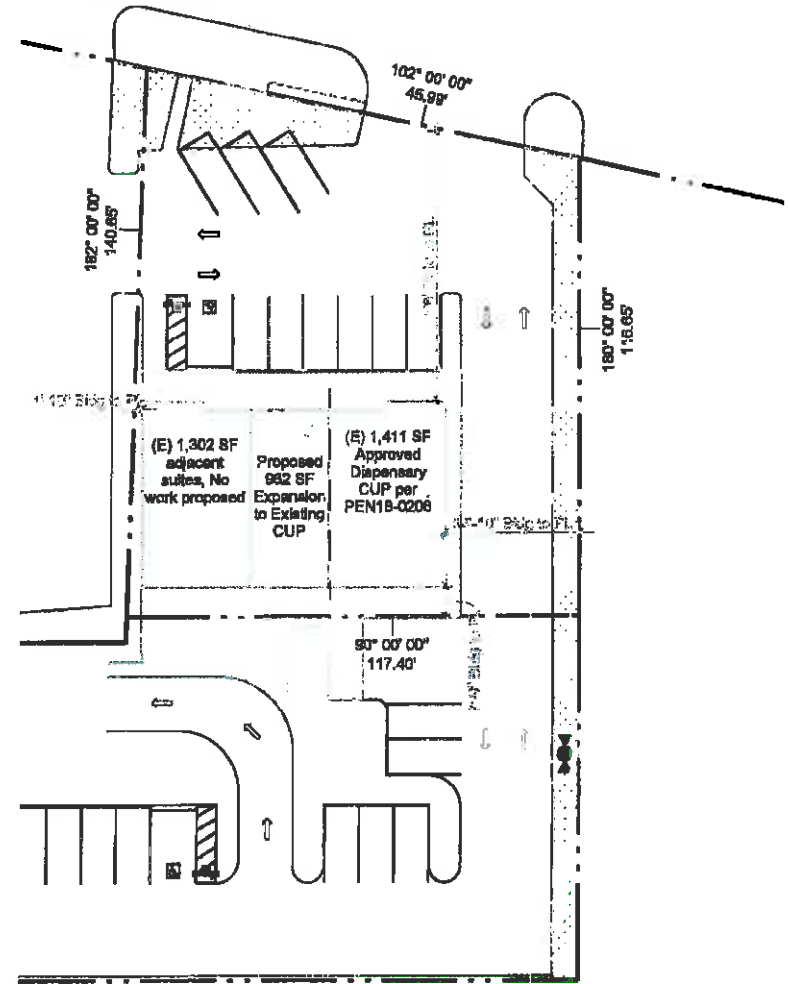
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

## Notes

0 188 376 Feet

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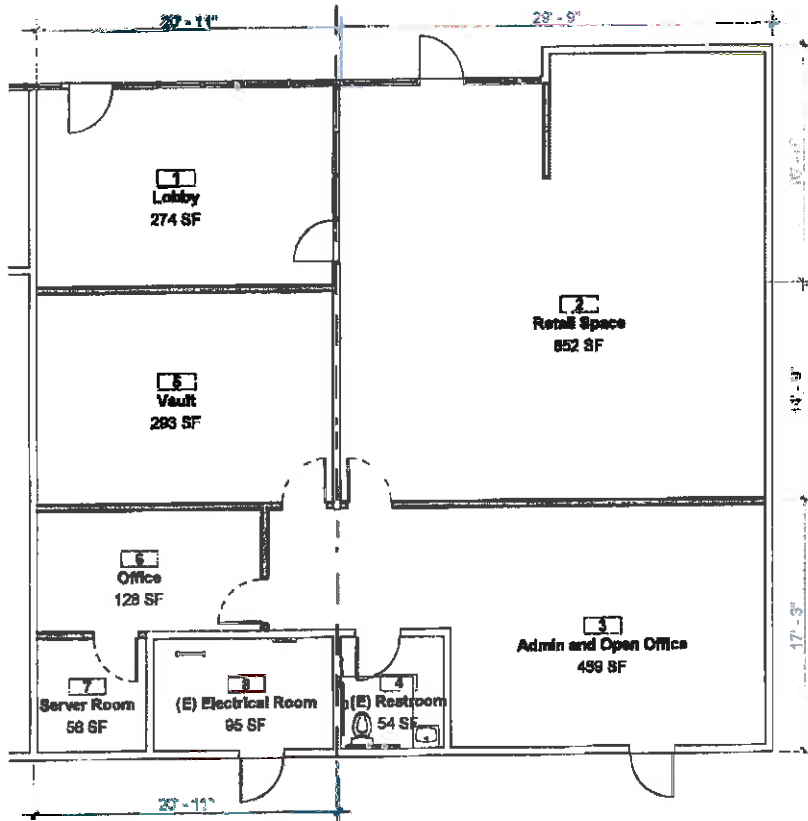


Site Plan  
1" = 30'-0" 1

1" = 30'-0" Site Plan- Plan & Photos

<p>Project Name: Sunnymead Dispensary</p>	<p>10/23/20</p>	<p>1a</p>
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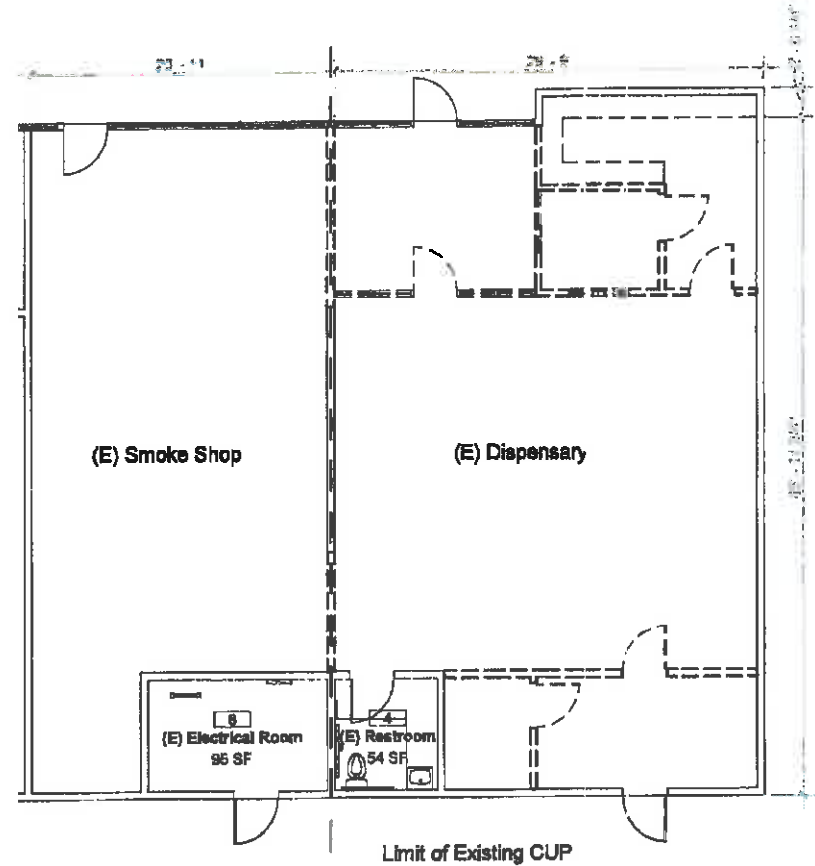
SHANNON SANTA ANA LLC dba EMJAY  
 MICHAEL STEINBERG  
 23031 SUNNYMEAD BLVD., MORENO VALLEY, CA 92553, SUITE B/C  
 APN: 292-250-039  
 PEN20-0214



Proposed CUP Expansion

Limit of Existing CUP

Proposed Expanded CUP Plan | 2

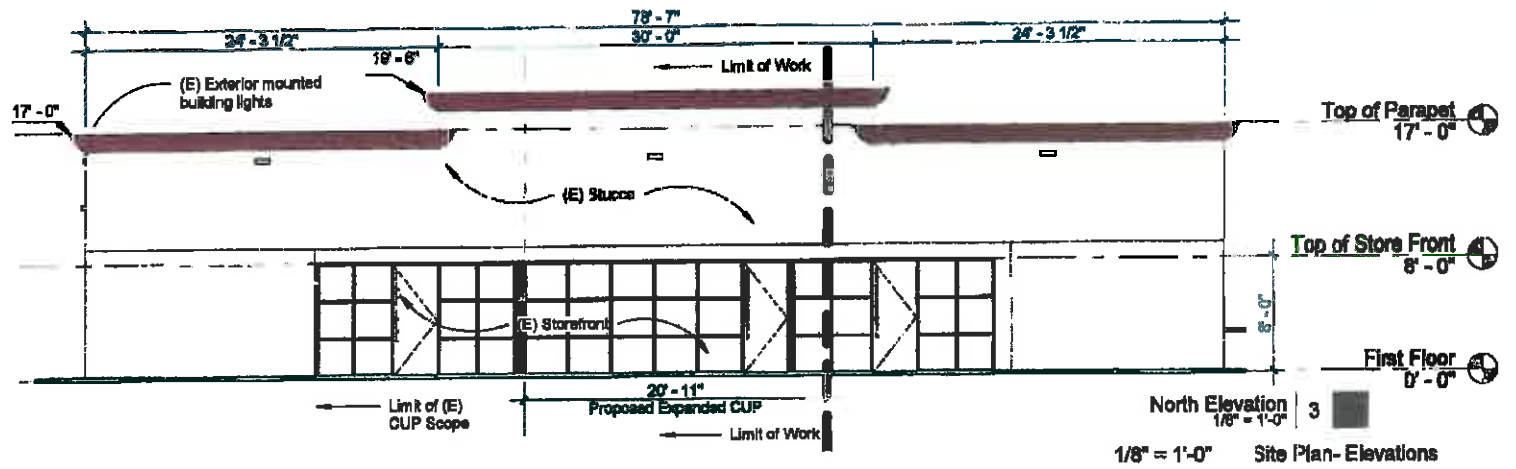
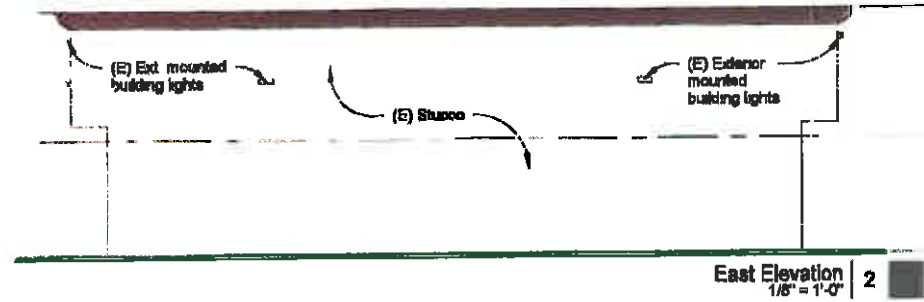
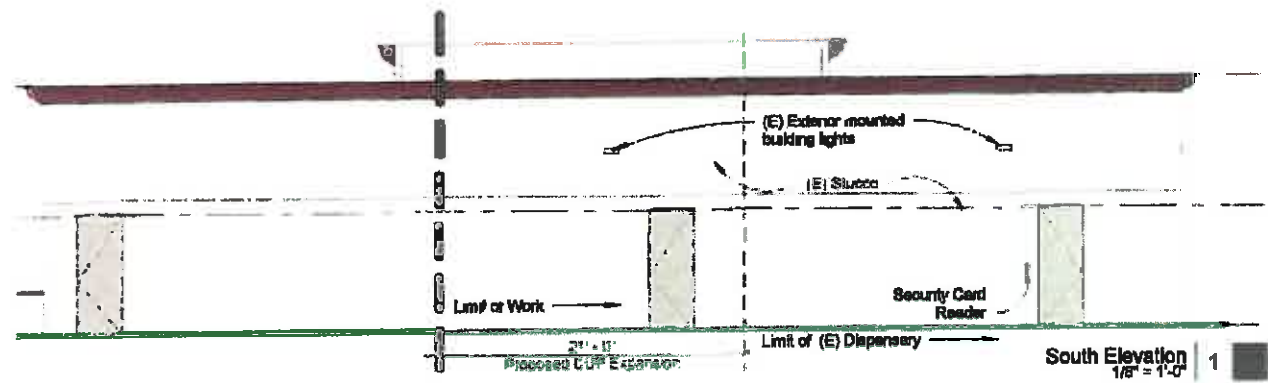


Limit of Existing CUP

Existing / Demo Floor Plan | 1

1/8" = 1'-0" Floor Plan

Sunnymead Dispensary	10/23/20	2
----------------------	----------	---



SHANNON SANTA ANA LLC dba EMJAY  
 MICHAEL STRINBERG  
 23051 SUNNYMEAD BLVD., MORENO VALLEY, CA 92553, SUITE B/C  
 APN: 292-250-039  
 PEN20-0214

1/8" = 1'-0" Site Plan - Elevations

Sunnymead Dispensary	10/23/20	1b
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**PAGE BREAK**





# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

February 4, 2021

Mr. Sean Kelleher, Project Planner  
City of Moreno Valley Planning Department  
14177 Frederick Street  
Moreno Valley CA 92551

**CHAIR**  
Russell Betts  
Desert Hot Springs

**VICE CHAIR**  
Steven Stewart  
Palm Springs

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Arthur Butler  
Riverside

John Lyon  
Riverside

Steve Manos  
Lake Elsinore

Richard Stewart  
Moreno Valley

Gary Youmans  
Temecula

**STAFF**

Director  
Simon A. Housman

Paul Rull  
Barbara Santos

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

[www.rcaluc.org](http://www.rcaluc.org)

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

File No.: ZAP1449MA21  
Related File No.: PEN19-0068 (Conditional Use Permit)  
APN: 482-520-002  
Airport Zone: Compatibility Zone E

Dear Mr. Kelleher:

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 Moreno Valley Case No. PEN19-0068 (Conditional Use Permit), a proposal to establish a 2,500 square foot cannabis retail dispensary within an existing 7,000 square foot retail building, on 0.6 acres, located at 24515 Alessandro Boulevard, on the northeast corner of Alessandro Boulevard and Indian Street.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport is approximately 1,535 feet above mean sea level (AMSL) at its northerly terminus. At a distance of 12,928 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with an elevation at top of roof exceeding 1,664 feet AMSL. The project site elevation is 1,571 feet AMSL, and the existing structure is 16.5 feet, for a maximum top point elevation of 1,587 feet AMSL. There are no proposed changes to the existing building height. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons 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 that the City of Moreno Valley 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.

## AIRPORT LAND USE COMMISSION

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site.
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Hazards to flight.
3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building.
4. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at [RCALUC.ORG](http://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

**AIRPORT LAND USE COMMISSION**

to monitor the stormwater basin.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Principal Planner, on behalf of the ALUC Director, Simon Housman

Attachments: Notice of Airport in Vicinity

cc: Dr. Walter Jones, Black Creek Properties (applicant)  
Anna Mendoza, Cookies Retail (representative)  
24515 Alessandro Blvd, LLC, Carmela Rincon Loelkes (property owner)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Doug Waters, Deputy Base Civil Engineer, March Air Reserve Base  
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1449MA21\ZAP1445MA21.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**

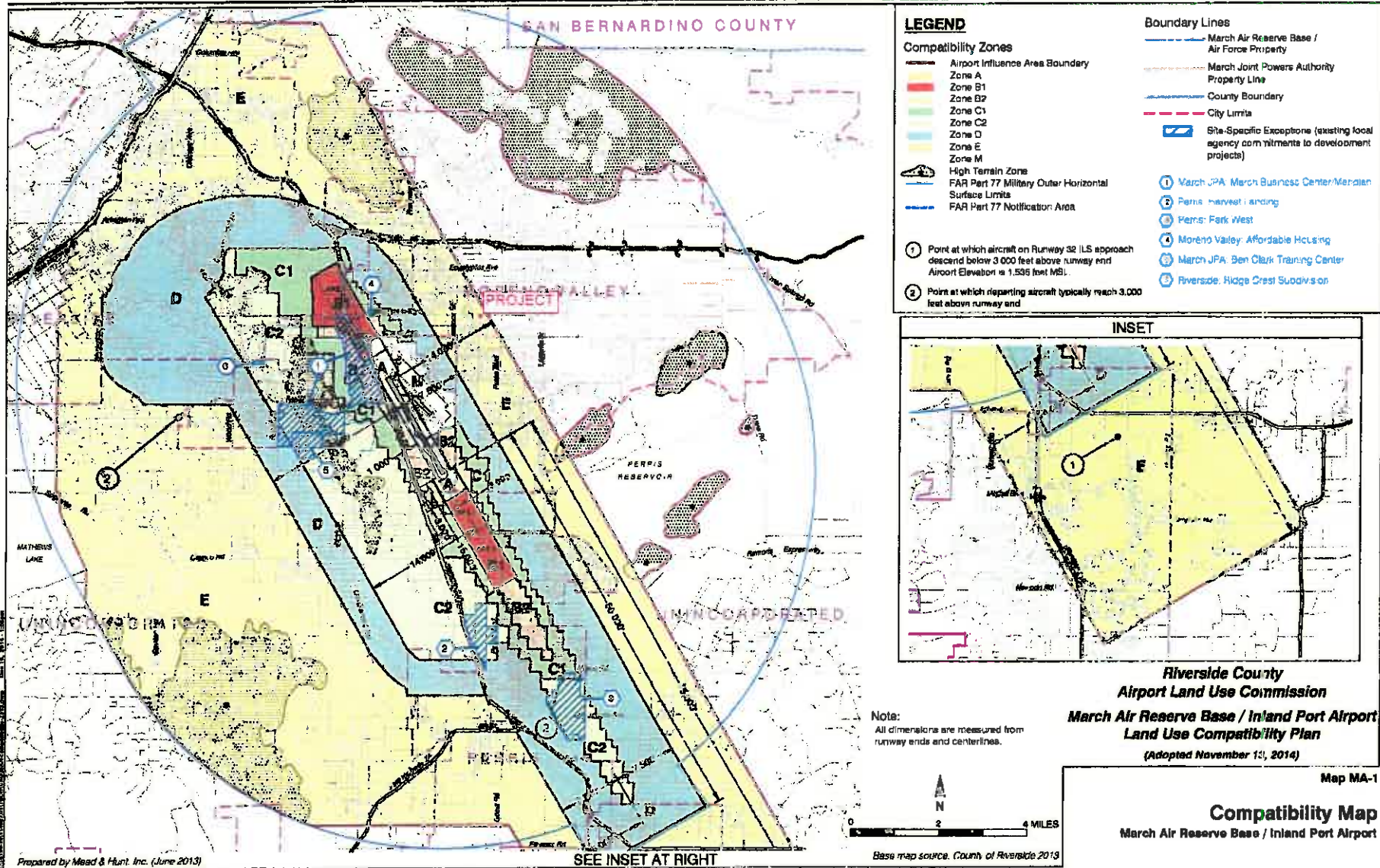
**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**



**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

**Name:** \_\_\_\_\_

**Phone:** \_\_\_\_\_



**LEGEND**

**Compatibility Zones**

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

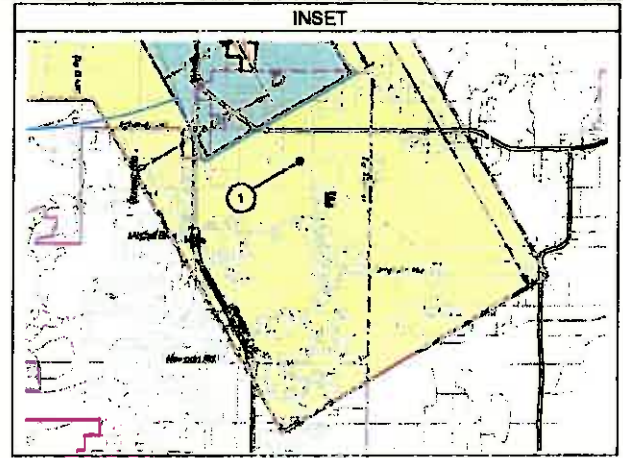
**Boundary Lines**

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

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

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

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



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

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

0 2 4 MILES

Base map source: County of Riverside 2013

Map MA-1

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

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

SEE INSET AT RIGHT

# Map My County Map

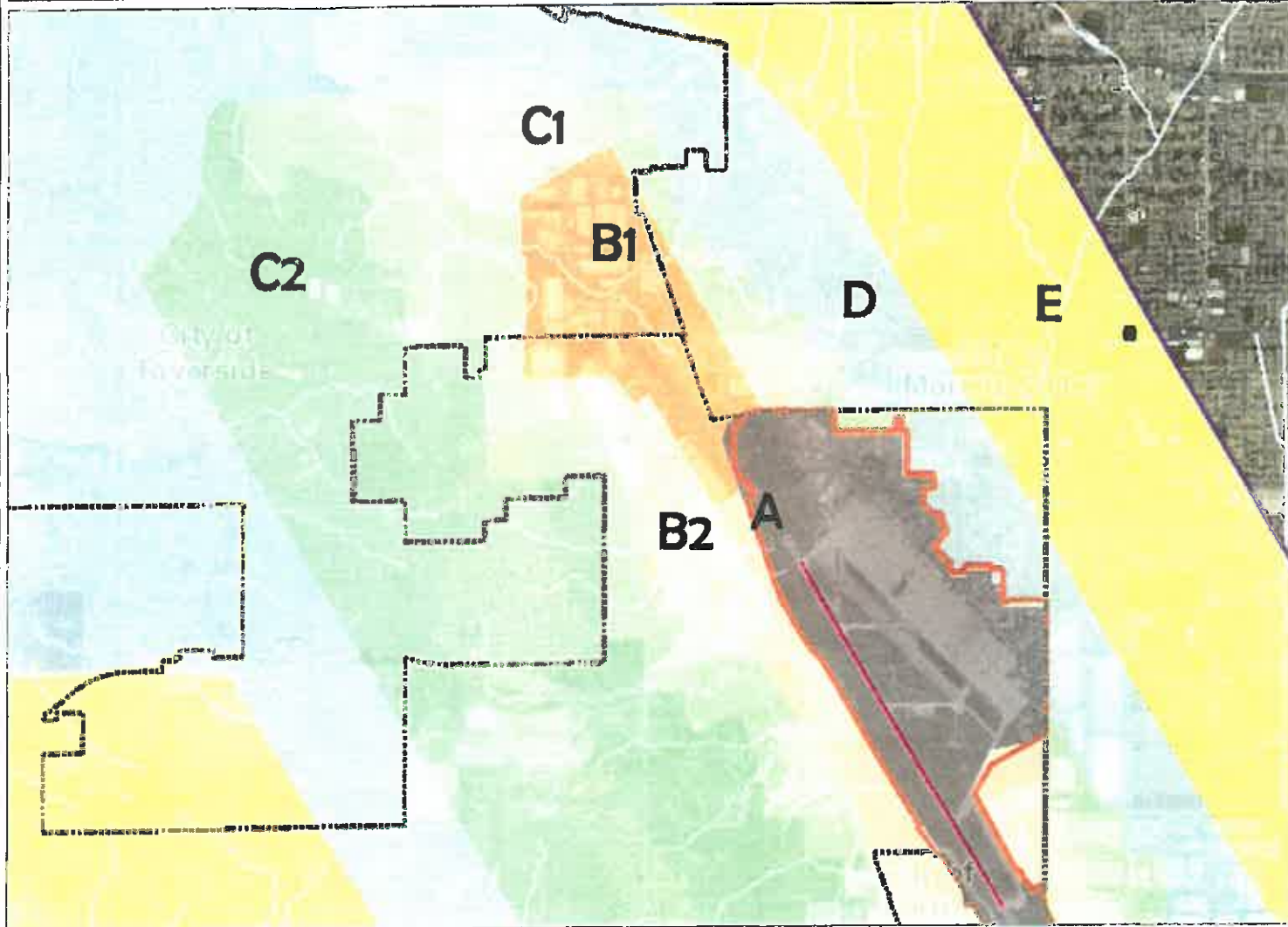
Los Angeles



San Diego

Tijuana

Mexico



## Legend

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



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## Notes



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# Map My County Map

Los Angeles



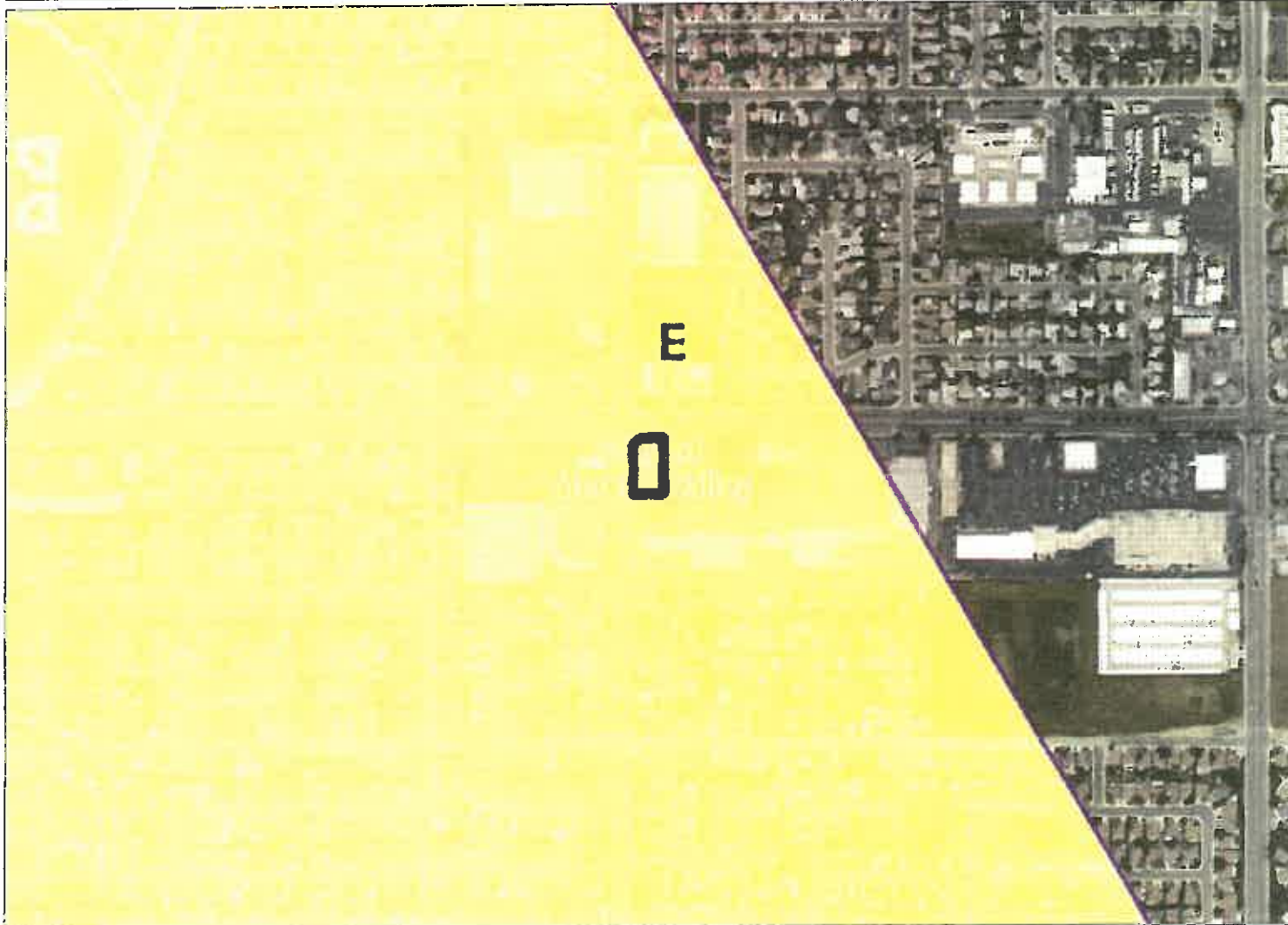
San Diego

Tijuana

Mexicali

## Legend

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



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## Notes

0 770 1,539 Feet

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# Map My County Map

Los Angeles



San Diego

Tijuana

Mexico



## Legend

- BlueLine Streams
- City Areas
- World Street Map



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0 770 1,539 Feet

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# Map My County Map

Los Angeles



San Diego

Tijuana

Mexico



## Legend

- BlueLine Streams
- City Areas
- World Street Map



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## Notes

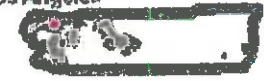
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# Map My County Map

Los Angeles



San Diego

Tijuana

Mexicali



## Legend

- 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

Los Angeles



San Diego

Tijuana

Mexicali



City of  
Moreno Valley

## Legend

- Parcels
- BlueLine Streams
- City Areas
- World Street Map



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## Notes

0 385 770 Feet

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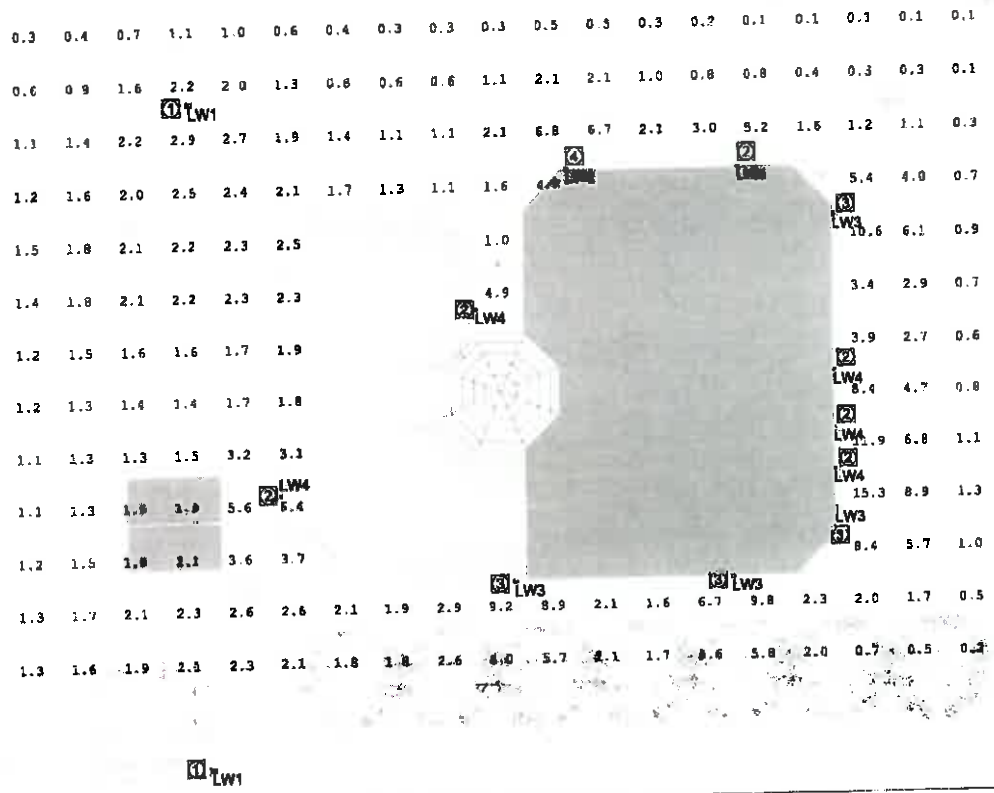








Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	
Site Calc	Illuminance	Fc	2.38	15.3	0.1	23.80	153.00	



**PHOTOMETRIC DISCLAIMER**

This calculation is based on the best information provided to Oculus by the architect, engineer or interior designer. The calculation is also based on photometric information supplied by the lighting product manufacturers. Design changes such as ceiling heights, ceiling wall and floor reflectances of all interior surfaces including partition walls may adversely affect the overall light levels. Actual footcandle levels may vary. Oculus is in no way responsible as to the veracity of these calculations, and they should only be used as a design reference tool. Any and all photometric calculations for emergency purposes must be verified and approved by Electrical Engineer.

**SHEET NOTES**

- 1 REPLACE EXISTING AREA LIGHT WITH FULL CUT-OFF POLE MOUNTED AREA LIGHT
- 2 ADD FULL CUTOFF VANDAL RESISTANT WALL PACK OVER ENTRY DOORS.
- 3 ADD FULL CUT OFF WALL PACK AT 12'-0" HEIGHT FOR AREA LIGHTING
- 4 ADD FULL CUT OFF WALL PACK AT 12'-0" HEIGHT FOR AREA LIGHTING

**KEYNOTES**

**rdc.**

415 East Blvd Street  
 Long Beach, CA 90801  
 (562) 415-2100  
 rdc@rdcinteractive.com

**OCULUS**

190 San Gabriel Street  
 Suite 300  
 San Gabriel, CA 91776  
 (909) 875-1111  
 www.oculusinc.com

**THE GREENERY  
 TENANT IMPROVEMENT**

2815 ALESSANDRO BLVD  
 MORGAN VALLEY, CA 95030


REVISIONS  
 DATE

PROJECT NUMBER: 20-107  
**PHOTOMETRIC  
 PLAN**

**LT1.0**

OCULUS

**D-Series Slim D**




Technical specifications and notes for the D-Series Slim D lighting fixture, including a detailed cutsheet table.

Model	Power (W)	Beam Angle	Height (ft)	Mounting
D-100	100	30°	10	Recessed
D-200	200	30°	10	Recessed
D-300	300	30°	10	Recessed

LW1

OCULUS

**WEDGE LED**




Technical specifications and notes for the WEDGE LED lighting fixture, including a detailed cutsheet table.

Model	Power (W)	Beam Angle	Height (ft)	Mounting
W-100	100	30°	10	Recessed
W-200	200	30°	10	Recessed
W-300	300	30°	10	Recessed

LW2

OCULUS

**WEDGE LED**




Technical specifications and notes for the WEDGE LED lighting fixture, including a detailed cutsheet table.

Model	Power (W)	Beam Angle	Height (ft)	Mounting
W-100	100	30°	10	Recessed
W-200	200	30°	10	Recessed
W-300	300	30°	10	Recessed

LW3

OCULUS

**WEDGE LED**



Technical specifications and notes for the WEDGE LED lighting fixture, including a detailed cutsheet table.

Model	Power (W)	Beam Angle	Height (ft)	Mounting
W-100	100	30°	10	Recessed
W-200	200	30°	10	Recessed
W-300	300	30°	10	Recessed

LW4

OCULUS

Technical specifications and notes for the D-Series Slim D lighting fixture, including a detailed cutsheet table.

Model	Power (W)	Beam Angle	Height (ft)	Mounting
D-100	100	30°	10	Recessed
D-200	200	30°	10	Recessed
D-300	300	30°	10	Recessed

LW1

OCULUS

Technical specifications and notes for the WEDGE LED lighting fixture, including a detailed cutsheet table.

Model	Power (W)	Beam Angle	Height (ft)	Mounting
W-100	100	30°	10	Recessed
W-200	200	30°	10	Recessed
W-300	300	30°	10	Recessed

LW2

OCULUS

Technical specifications and notes for the WEDGE LED lighting fixture, including a detailed cutsheet table.

Model	Power (W)	Beam Angle	Height (ft)	Mounting
W-100	100	30°	10	Recessed
W-200	200	30°	10	Recessed
W-300	300	30°	10	Recessed

LW3

OCULUS

Technical specifications and notes for the WEDGE LED lighting fixture, including a detailed cutsheet table.

Model	Power (W)	Beam Angle	Height (ft)	Mounting
W-100	100	30°	10	Recessed
W-200	200	30°	10	Recessed
W-300	300	30°	10	Recessed

LW4

**rdc.**

245 East Third Street  
Long Beach, CA 90802  
1-562-438-8800  
rdcolaborative.com

**OCULUS**

10750 Alvarado Blvd, Ste 100  
Los Alamitos, CA 92653  
Tel: 714-941-1100  
www.oculus.com

THE GREENERY  
TENANT IMPROVEMENT

24715 ALVARADO BLVD  
MCKENNA VALLEY, CA 92653

PROJECT NUMBER: 19-117  
DATE: 1/19/19

PROJECT NUMBER: 19-117  
LIGHTING CUTSHEETS

LT2.0

**PAGE BREAK**





# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

February 11, 2021

Ms. Kathleen Mitchell, Project Planner  
Riverside County Planning Division  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside CA 92501  
(VIA HAND DELIVERY)

**CHAIR**  
Russell Betts  
Desert Hot Springs

**VICE CHAIR**  
Steven Stewart  
Palm Springs

**COMMISSIONERS**

Arthur Butler  
Riverside

John Lyon  
Riverside

Steve Manos  
Lake Elsinore

Richard Stewart  
Moreno Valley

Gary Youmans  
Temecula

**STAFF**

Director  
Simon A. Housman

Paul Rull  
Barbara Santos

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

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

File No.: ZAP1451MA21  
Related File No.: TPM37780 (Tentative Parcel Map)  
APN: 462-100-043  
Airport Zone: Compatibility Zone E

Dear Ms. Mitchell:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed County of Riverside Case No. TPM37780 (Tentative Parcel Map No. 37780), a proposal to divide 2.05 gross acres located northerly of Simpson Road, Westerly of Longfellow Avenue, Southerly of 9<sup>th</sup> Street, and easterly of Honey Avenue, into four residential lots.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.

Although the project is located within the March Air Reserve Base/Inland Port Airport Influence Area, the nearest runway is actually Runway 5-23 at Hemet Ryan Airport. The elevation of Runway 5-23 at Hemet Ryan Airport is approximately 1,499 feet above mean sea level (AMSL) at its existing southwesterly terminus. At a distance of 19,920 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with an elevation at top of roof exceeding 1,698 feet AMSL. The project site elevation is 1,470 feet AMSL. No building permits for new structures are in process at this time, and review by the Federal Aviation Administration Obstruction Evaluation Services (FAA OES) is not a prerequisite to land division. Therefore, FAA OES review for height/elevation reasons was not required.

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

[www.aluc.org](http://www.aluc.org)

## **AIRPORT LAND USE COMMISSION**

### **CONDITIONS:**

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site.
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Hazards to flight.
3. The attached notice shall be provided to all potential purchasers, lessees, and/or tenants of the property.
4. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at [RCALUC.ORG](http://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.



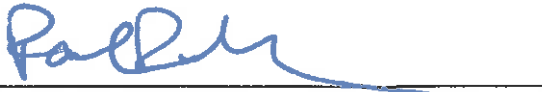
## AIRPORT LAND USE COMMISSION

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 Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Principal Planner, on behalf of the ALUC Director, Simon Housman

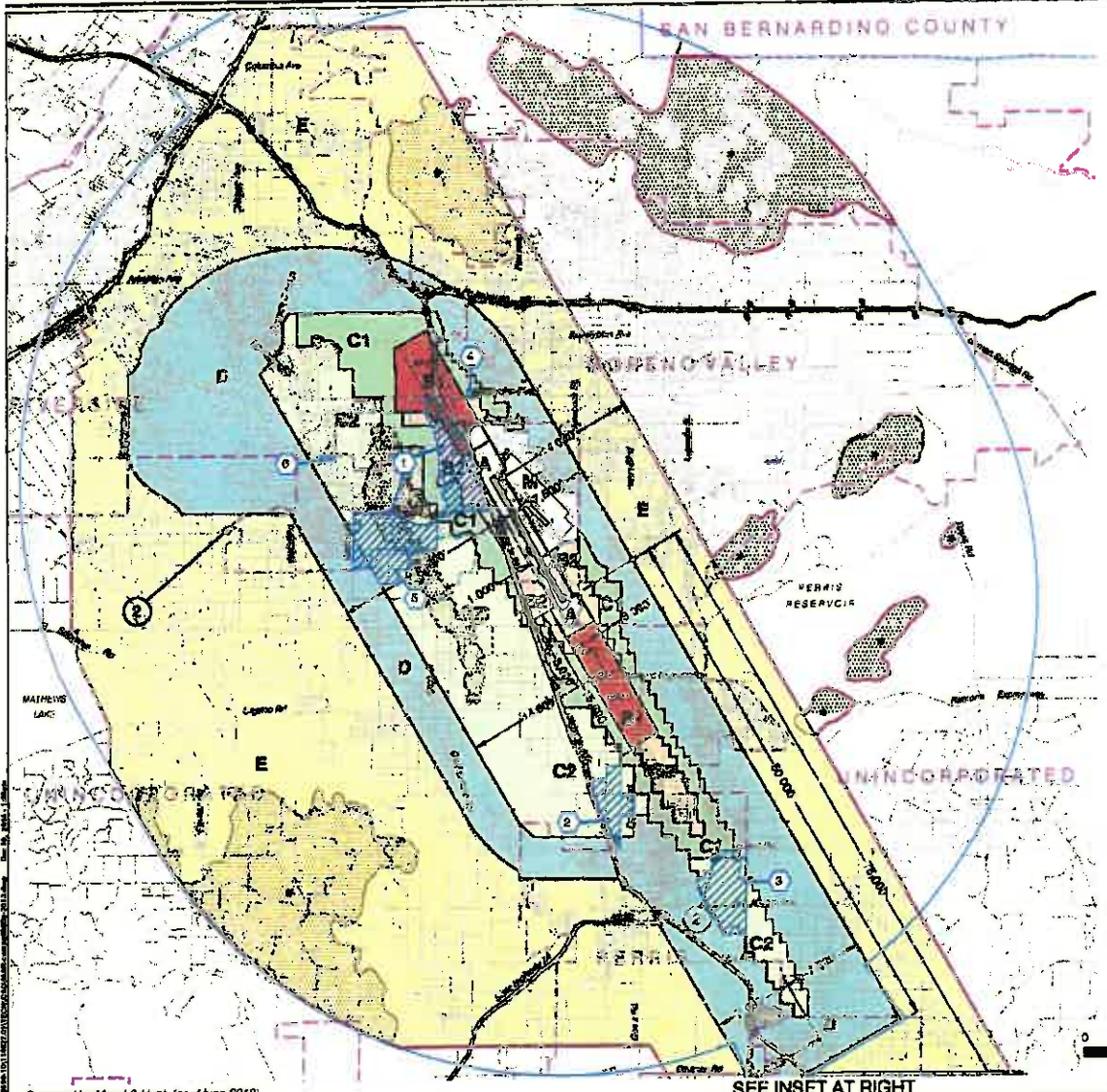
Attachments: Notice of Airport in Vicinity

cc: Inland Valley Surveying (applicant)  
Miguel A. Villasenor. (representative)  
Esequiel Serrato (property owner)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Doug Waters, Deputy Base Civil Engineer, March Air Reserve Base  
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1451MA21\ZAP1451MA21.LTR.doc

# NOTICE OF AIRPORT IN VICINITY

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



**LEGEND**

**Compatibility Zones**

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

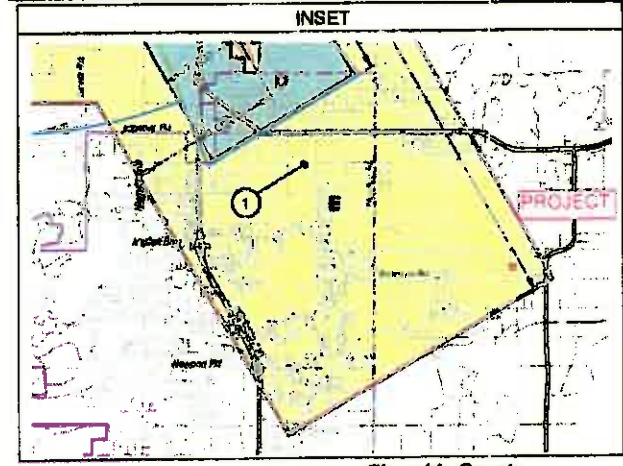
**Boundary Lines**

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

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

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

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



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



Base map source: County of Riverside 2013

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

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

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

SEE INSET AT RIGHT

# 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

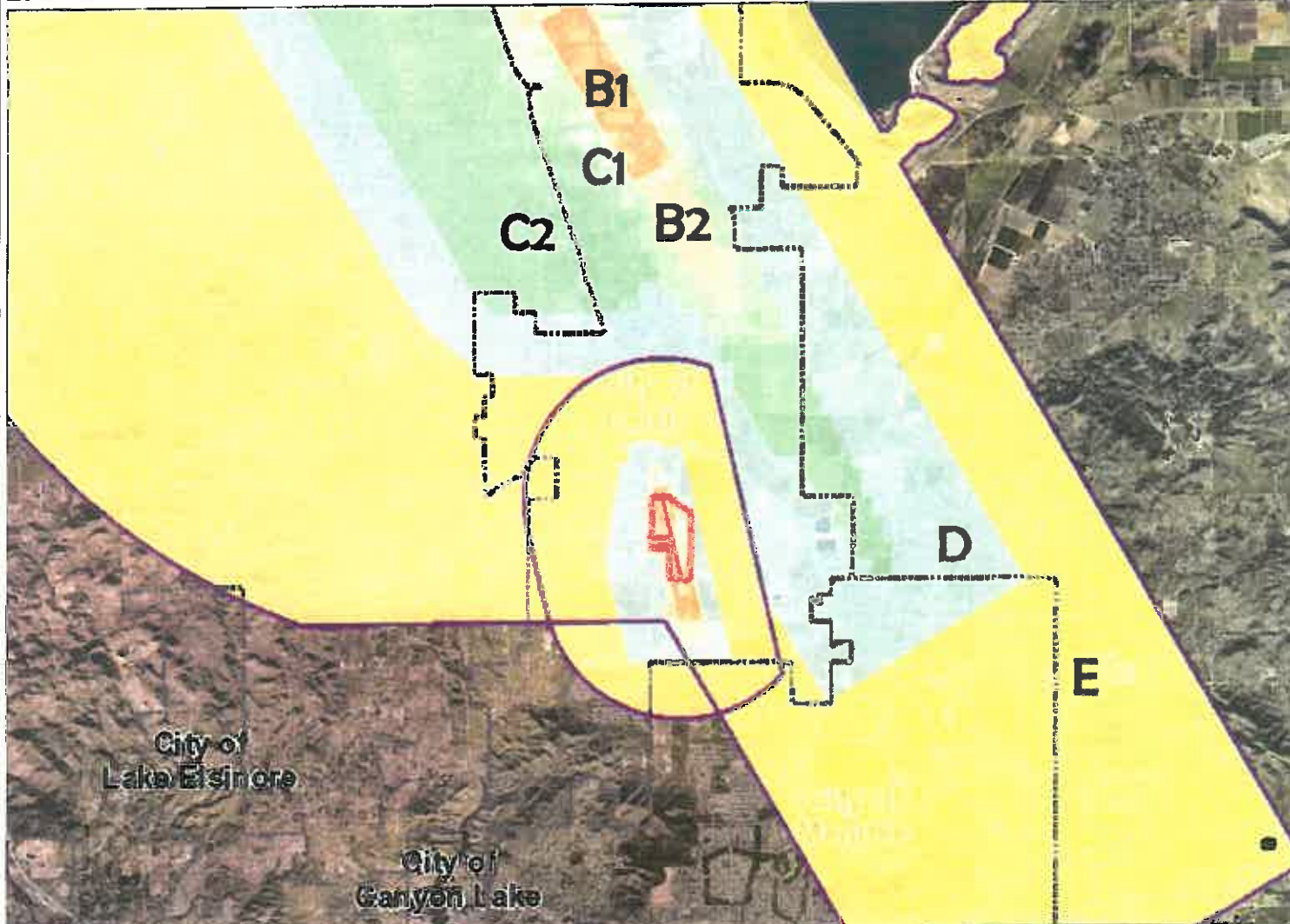
Los Angeles



San Diego

Tijuana

Mexico



## Legend

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



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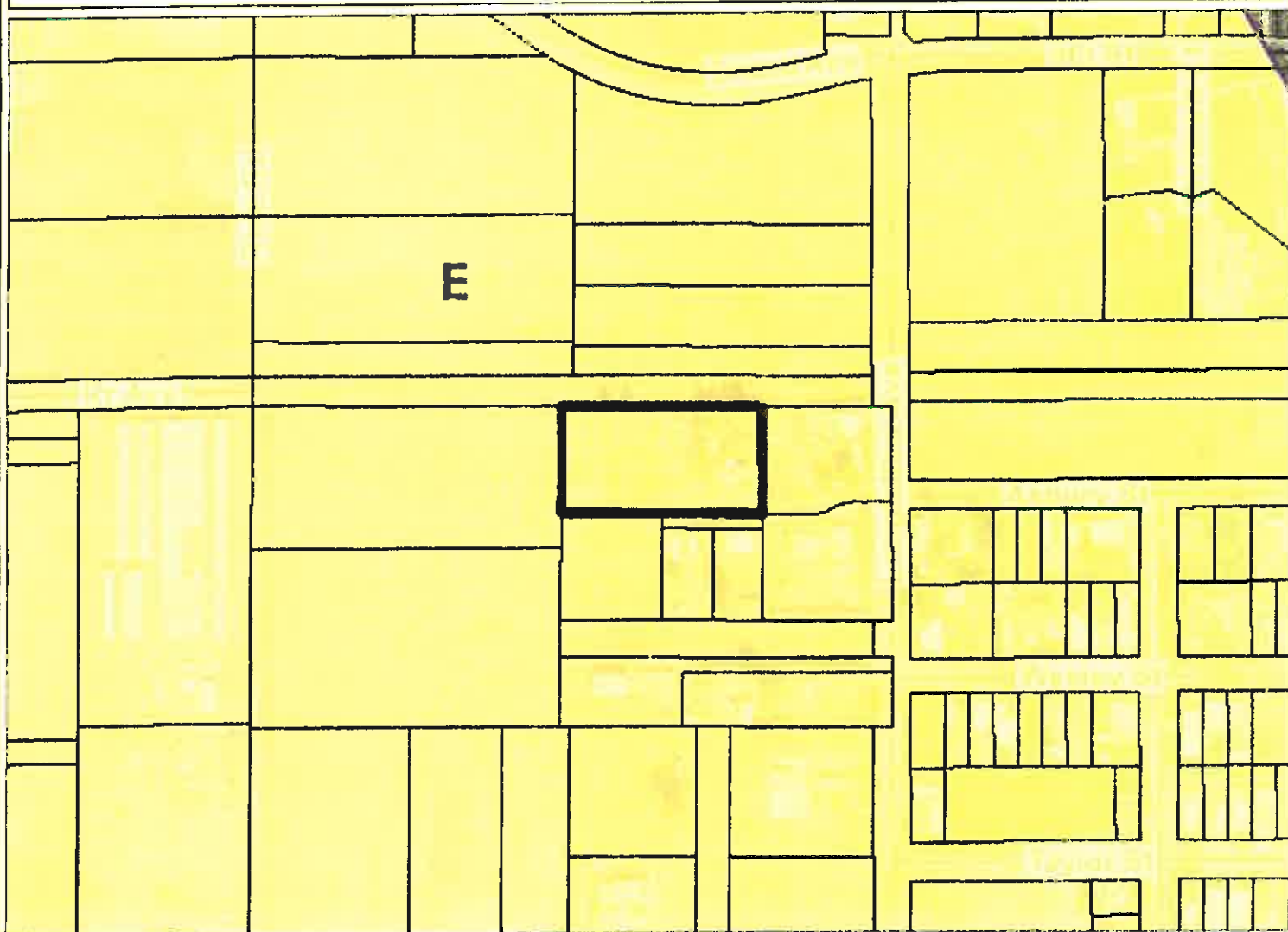
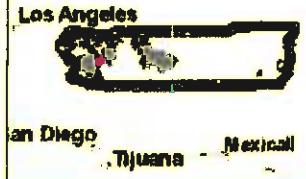
## Notes



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# Map My County Map



**Legend**

- Parcels
- Runways
- Airports
- Airport Influence Areas

**Airport Compatibility Zones**

OTHER COMPATIBILITY ZONE

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



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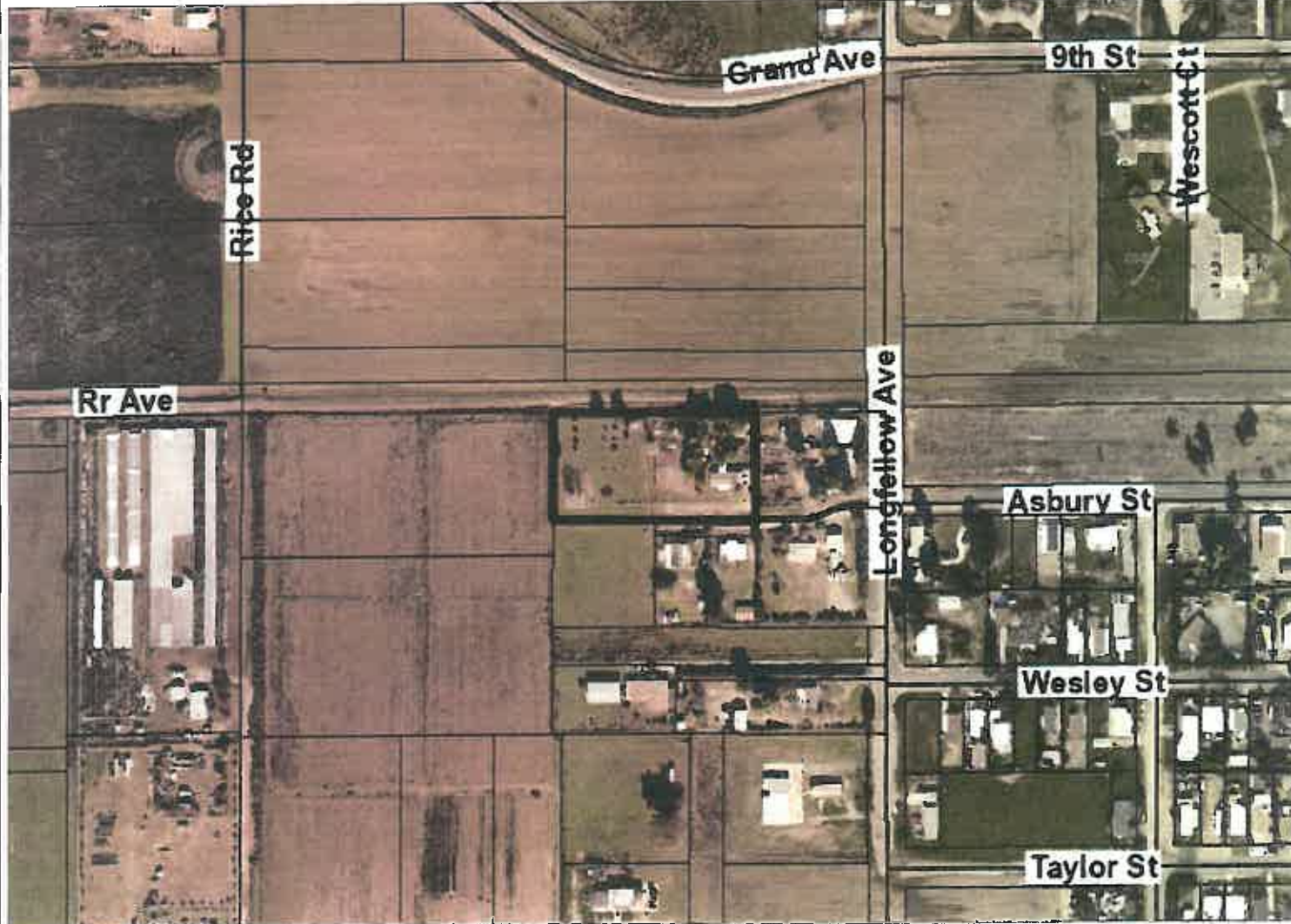


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**Notes**

# Map My County Map



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



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**Notes**

# Map My County Map

Los Angeles



San Diego

Tijuana

Mexico

## Legend

- County Centerlines
- Blue/line Streams
- City Areas
- World Street Map



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## Notes

0 3 6,019 Feet

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# Map My County Map

Los Angeles



San Diego

Tijuana

Mexico

## Legend

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



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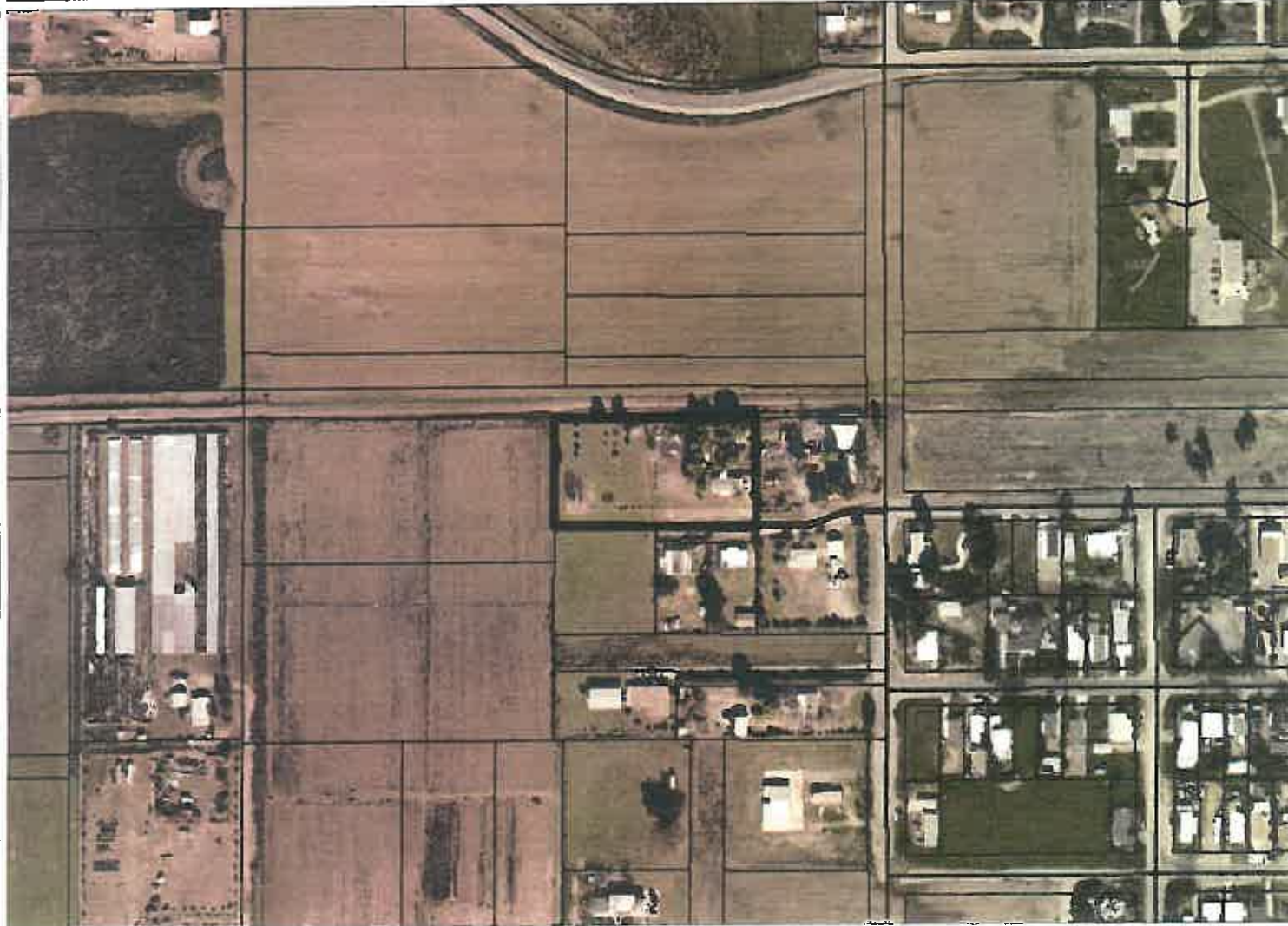
## Notes

0 1 3,009 Feet  
50






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# Map My County Map



## Legend

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



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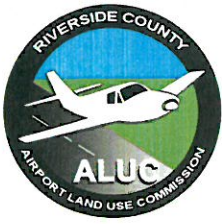
## Notes

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**AIRPORT LAND USE COMMISSION MEETING  
MINUTES  
FEBRUARY 11, 2021**

**DRAFT**

2-18-21

COMMISSIONERS PRESENT LIVE: Russell Betts, Arthur Butler, Michael Geller (alternate for Richard Stewart),

COMMISSIONERS PRESENT REMOTELY: Steve Manos, John Lyon, Steven Stewart, Gary Youmans  
COMMISSIONERS ABSENT: 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 7-0)**  
**Motion: Steven Stewart**  
**Second: John Lyon**

**ZAP1092PS20 – AM Wind Repower, LLC (Representative: Brookfield Renewable Partners)** – County of Riverside Case Nos. WCS00071R10 (WECS Permit), VAR200001 (Variance). The applicant proposes a project within the jurisdiction of the County of Riverside, Alta Mesa Wind Project, to decommission and remove 159 existing commercial wind turbines (wind energy conversion systems, abbreviated as “WECS”) and install 7 new wind turbines with a maximum height of 499 feet above ground level on 548 gross acres (25 acres net development footprint) located northerly of Interstate 10, and westerly of State Route 62, and install one new 263 foot tall meteorological tower, as well as including associated equipment such as existing on-site substation, temporary construction yard, access roads, and existing 220kV transmission line. The applicant also proposes a variance to eliminate building setbacks along the western and norther property lines.

The applicant also proposes another project within the jurisdiction of the Bureau of Land Management, Mesa Wind Project, to decommission and remove 460 existing commercial wind turbines and install 8 new wind turbines with a maximum height of 499 feet above ground level on 1,285 (30 acres net development footprint), located northerly of Interstate 10, and westerly of State Route 62, and install one new 263 foot tall meteorological tower. The Bureau of Land Management has already approved this project under Case No. CACA55718. (The Mesa Wind Project is directly north and west of the proposed Alta Mesa Wind Project) (Not located within an Airport Compatibility Zone). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rivco.org](mailto:prull@rivco.org)

**4.0 PUBLIC HEARING: MISCELLANEOUS ITEMS**

None

**VIDEO:**

1

A video recording of the entire proceedings is available on the ALUC website at [www.rcaluc.org](http://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](mailto:basantos@rivco.org)

**AIRPORT LAND USE COMMISSION MEETING  
MINUTES  
FEBRUARY 11, 2021**

**5.0 ADMINISTRATIVE ITEMS**

5.1 Director's Approvals – Information only

5.2 Update March Air Reserve Base Compatibility Use Study (CUS)

Simon Housman, ALUC Director, reported that within the last month several things have been accomplished. The local jurisdictions have joined the Compatibility Use Study (CUS) adopting resolutions, appointing members to the policy committee in the working groups and making their financial contributions. The department of defense has responded to the COVID pandemic by extending time for the study 12 months which extends the study to November 2022.

5.3 Video Presentation on Remotely Pilot Aircraft – Information only

Col. Christopher Todd Linton, the Vice Commander of the 163<sup>rd</sup> Attack Wing of the California Air National Guard, March Air Reserve Base presented a video on remotely piloted aircrafts.

**6.0 APPROVAL OF MINUTES**

Steven Stewart, Vice Chair motioned to approve the January 14, 2021 minutes. Seconded by Arthur Butler. Abstained: Michael Geller, alternate for Richard Stewart. (Vote 6-0)

**7.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**

Adam Rush, City of Banning Community Development Director along with applicant Fernando Huerta, Project Manager representing Grandave Studios at Banning provided a brief preliminary Power Point Presentation to the Commissioners regarding an upcoming project they are bringing forth soon.

**8.0 COMMISSIONER'S COMMENTS**

None

**9.0 ADJOURNMENT**

Russell Betts, Chair adjourned the meeting at 10:29 a.m.

Y:\ALUC COMMISSION - PUBLIC HEARING\ALUC Minutes\2021 Minutes\Minutes 2-11-21.doc

**VIDEO:**

2

A video recording of the entire proceedings is available on the ALUC website at [www.rcaluc.org](http://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](mailto:basantos@rivco.org)