

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: October 14, 2021

CASE NUMBER: ZAP1491MA21 – Tesla, Inc. (Representative: Hofman Planning Associates)

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO: PR2021-001082 (Zoning Code Amendment, Conditional Use Permit)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zone C2

Noise Levels: Below 60 CNEL contour

MAJOR ISSUES: None

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

PROJECT DESCRIPTION: A proposal to establish a Tesla dealership consisting of sales, service, and body shop within an existing 58,923 square foot building on 10.32 acres located at 7920 Lindbergh Drive. The applicant also proposes a Zoning Code Amendment to allow for clean industry uses within the BMP-Business and Manufacturing Park Zone.

PROJECT LOCATION: The site is located at 7920 Lindbergh Drive, southerly of Mission Grove Parkway, northerly of De Marco Road, and westerly of Ralston Place, approximately 15,520 feet northwest of the northerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential Average Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C2, which

limits average intensity to 200 people per acre.

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

- Conference room/customer lounge/break area/showroom area – 1 person per 15 square feet,
- Storage – 1 person per 300 square feet,
- Manufacturing – 1 person per 200 square feet, and
- Office – 1 person per 200 square feet.

The project proposes to establish a Tesla dealership within an existing 58,923 square foot building, including 40,683 square feet of service manufacturing area, 876 square feet of office area, 824 square feet of break room area, 360 square feet of conference room area, 528 square feet of customer lounge area, 3,703 square feet of showroom area, and 590 square feet of storage area, accommodating a total occupancy of 570 people, resulting in an average intensity of 55 people per acre for the entire site, which is consistent with the Compatibility Zone C2 average intensity criterion of 200 people per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle). Based on the number of parking spaces provided (327 standard vehicles) the total occupancy would be estimated at 491 people for an average intensity of 48 people per acre, which is consistent with the Compatibility Zone C2 average intensity criterion of 200 people per acre.

Non-Residential Single-Acre Intensity: Compatibility Zone C2 limits maximum single-acre intensity to 500 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would include 26,600 square feet of service manufacturing area, 876 square feet of office area, 824 square feet of break room area, 360 square feet of conference room area, 528 square feet of customer lounge area, 3,703 square feet of showroom area, and 590 square feet of storage area, resulting in a single acre occupancy of 500 people which is consistent with the Compatibility Zone C2 single acre criterion of 500.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C2.

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

Part 77: The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (AMSL). At a distance of approximately 15,520 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 1,690 feet AMSL. The existing building finished floor elevation is 1,606 feet AMSL, and existing building height of 26 feet, the top point elevation is 1,632 feet AMSL. The project does not propose any increase to the existing building height. Therefore, review of the buildings for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) is not required.

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

Zoning Code Amendment: The applicant also proposes to amend the City's Zoning Ordinance to allow for clean industry uses within the BMP-Business and Manufacturing Park Zone. The proposed amendment would be consistent with the Compatibility Plan, as long as the underlying development is consistent with the compatibility criteria.

CONDITIONS:

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

operation of aircraft and/or aircraft instrumentation.

- (e) Highly noise sensitive outdoor nonresidential uses.
 - (f) Other Hazards to flight.
3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property and be recorded as a deed notice
 4. Any 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 which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

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

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
6. The project has been evaluated for 40,683 square feet of service manufacturing area, 876 square feet of office area, 824 square feet of break room area, 360 square feet of conference room area, 528 square feet of customer lounge area, 3,703 square feet of showroom area, and 590 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 the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.

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

X:\AIRPORT CASE FILES\March\ZAP1491MA21\ZAP1491MA21sr.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**

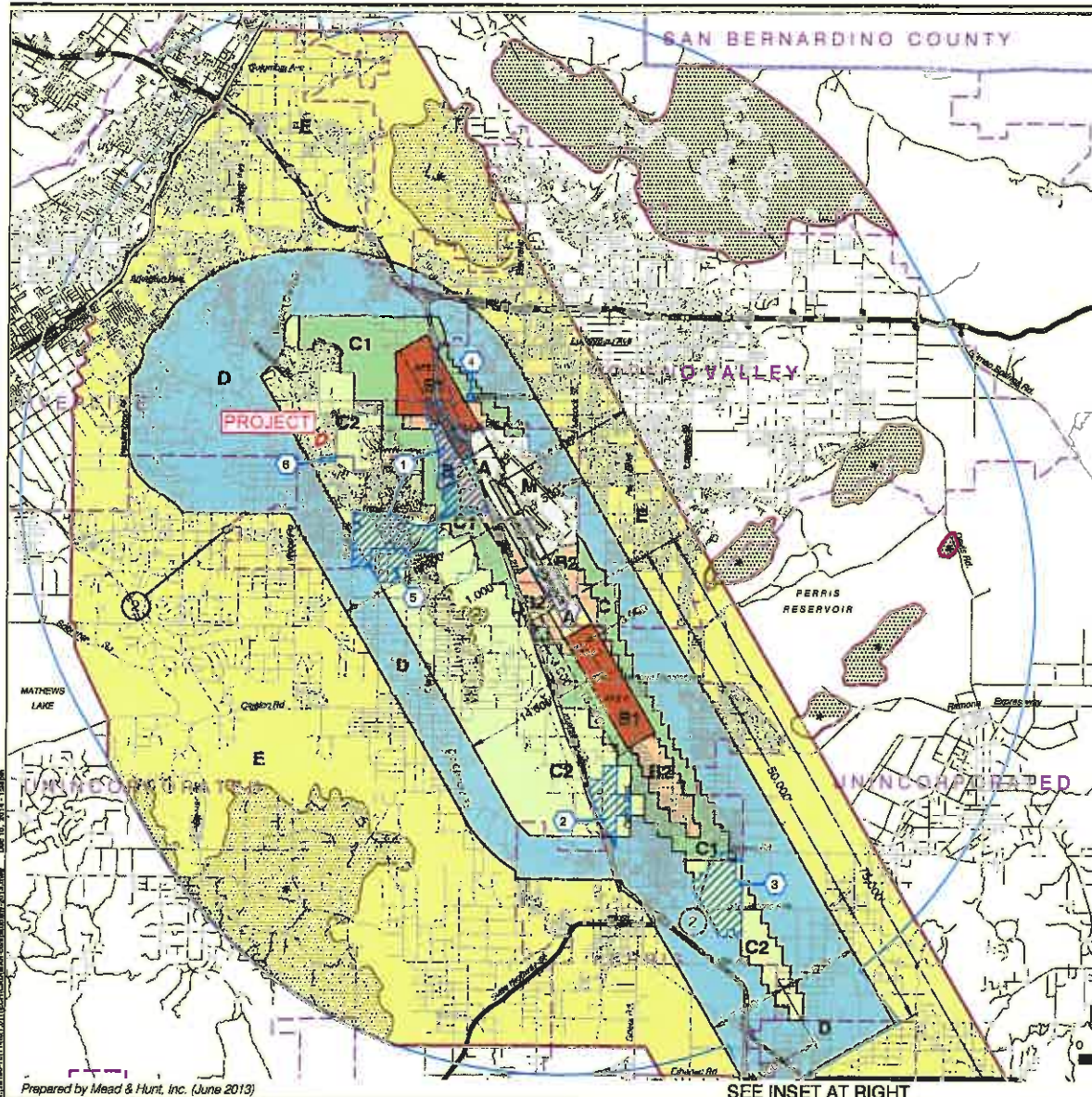
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



LEGEND

Compatibility Zones

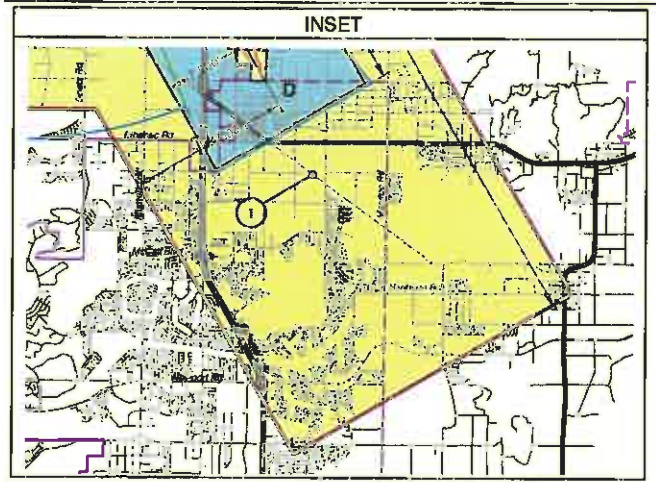
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

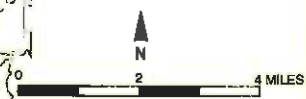
- 1 Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- 2 Point at which departing aircraft typically reach 3,000 feet above runway end.

- 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.



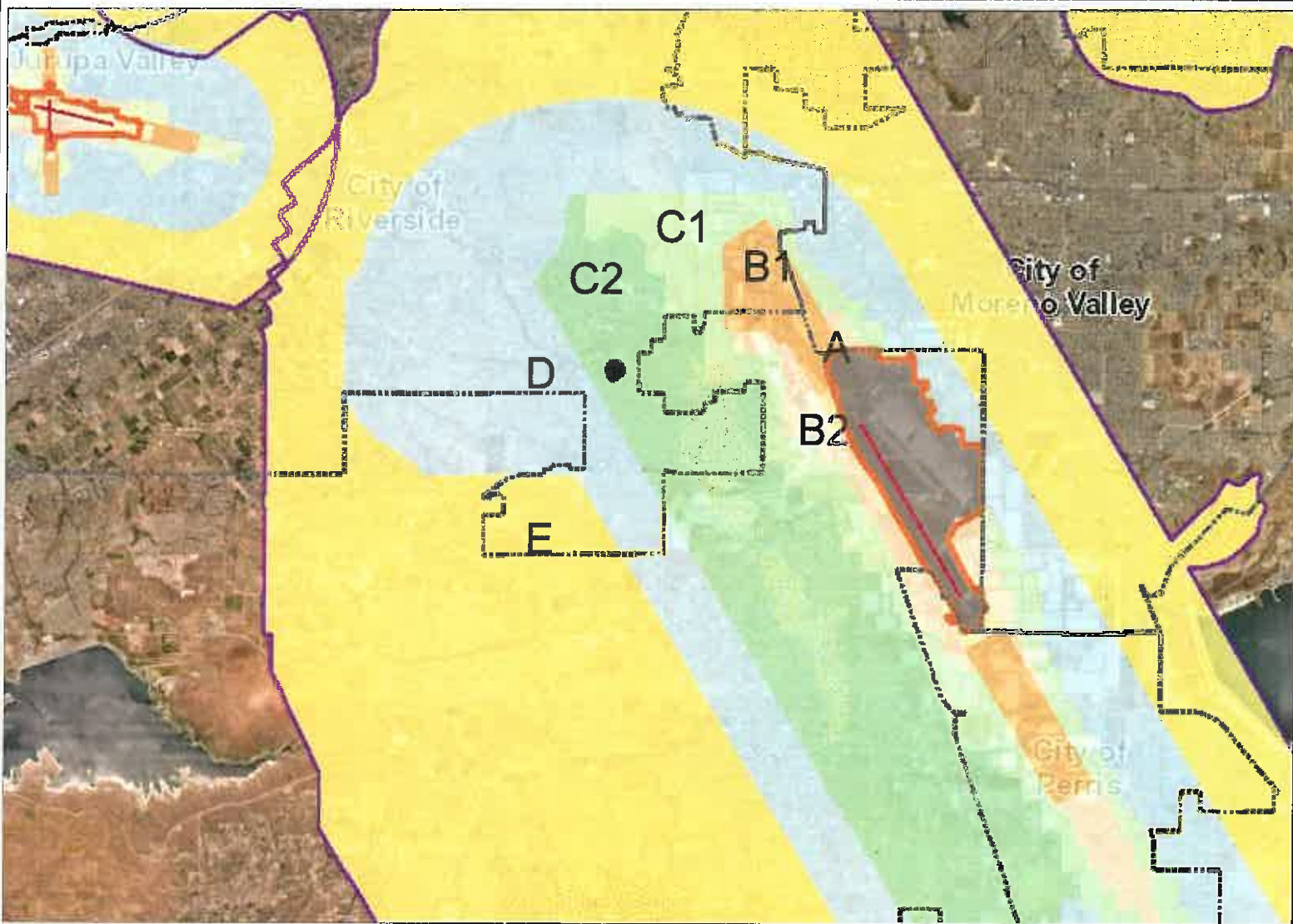
Base map source: County of Riverside 2013

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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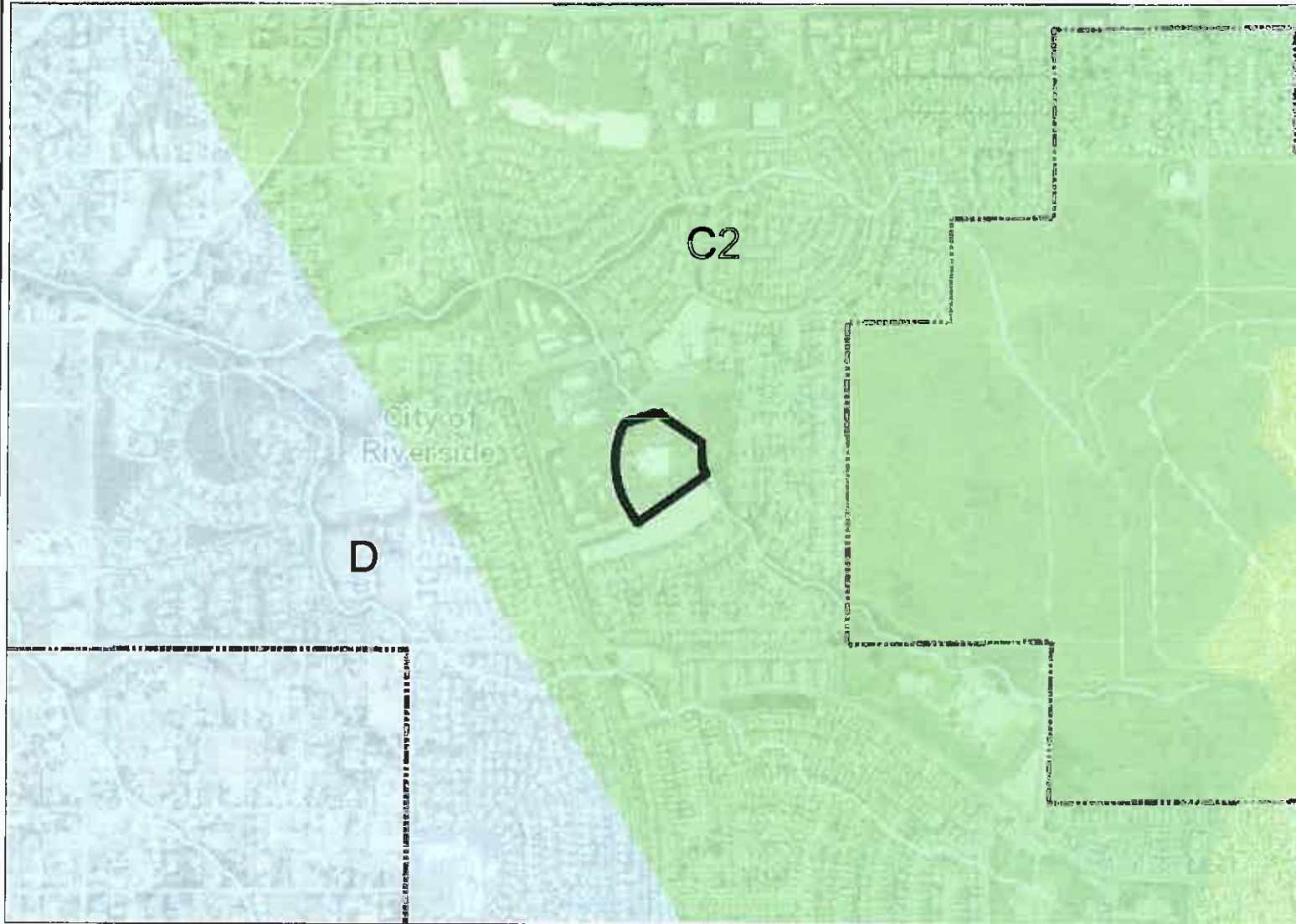


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Notes

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




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Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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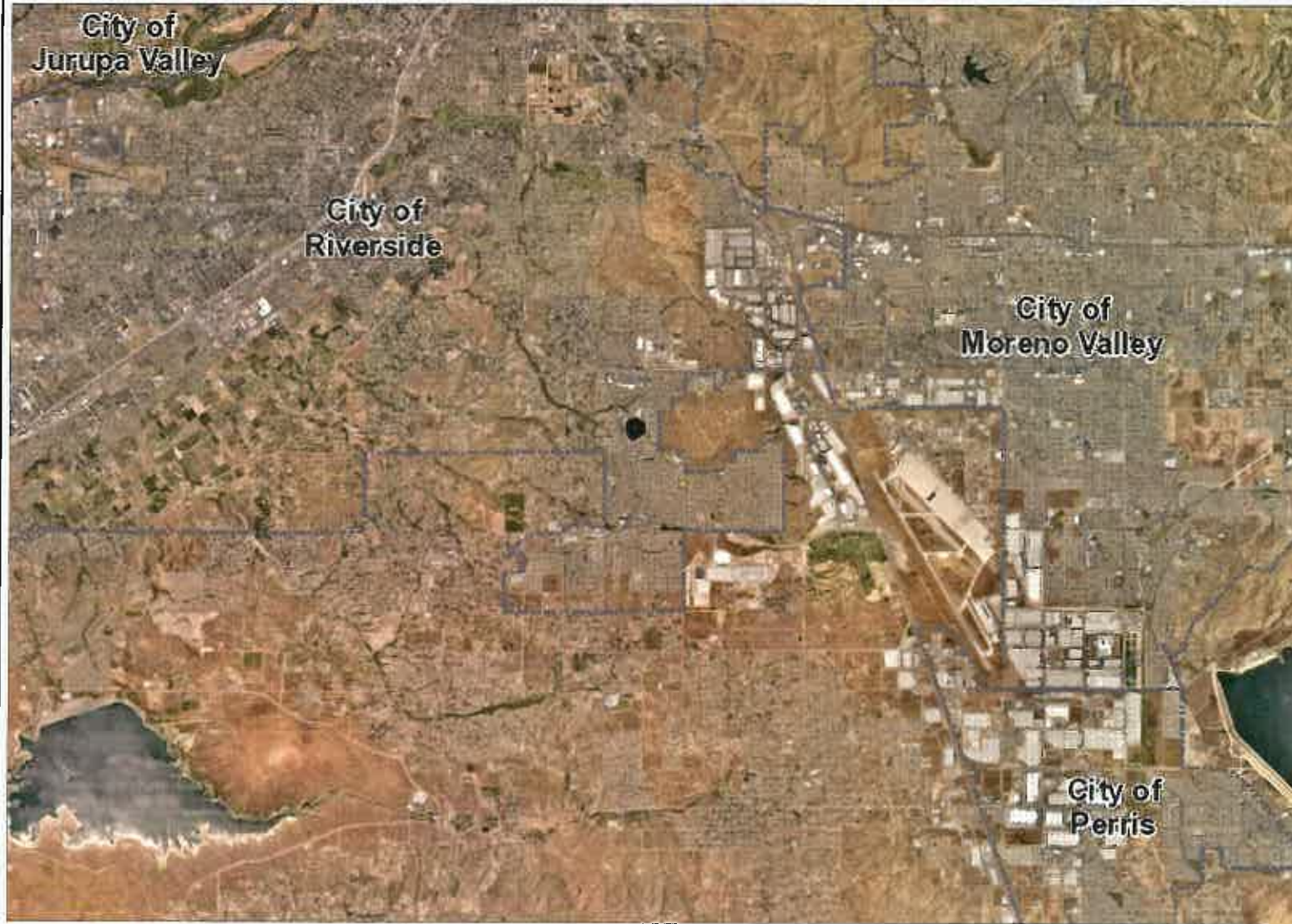
Notes

0 1 3,079 Feet
539

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Map My County Map



Legend

- City Areas
- World Street Map



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Notes



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Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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Notes

0 3,079 6,157 Feet

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Legend

- Blueline Streams
- City Areas
- World Street Map



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Notes

0 770 1,539 Feet

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ARTICLE V - BASE ZONES AND RELATED USE AND DEVELOPMENT PROVISIONS

Chapter 19.130 - INDUSTRIAL ZONES (BMP, I, AI AND AIR)

19.130.010 - Purpose

The industrial zones are established to implement the Business/Office Park and Industrial land use categories of the General Plan. The purpose of the industrial zones is to provide areas appropriate for a wide variety of industrial, manufacturing, and support uses that have the potential to provide jobs and generate tax revenue in Riverside, while protecting residential neighborhoods, schools, parks, playgrounds, day care centers, nursing homes, hospitals and other public places from nuisances or hazards associated with such activities. The industrial zones will also offer locations for new and emerging clean energy uses within the City of Riverside.

Commercial uses allowed in the industrial zones are intended to serve the needs of the industrial and surrounding uses and their employees, and generally are not intended to draw customers from a larger region. The purpose of each of the industrial zones is as follows:

- A. Business and Manufacturing Park Zone (BMP). The Business and Manufacturing Park Zone (BMP) is established to provide a district for low-intensity and low-impact industrial, office, and related uses. Typical uses include research and development facilities and laboratories; uses that demonstrate clean energy practices; administrative, executive and professional offices; small-scale warehouses, light manufacturing; and support commercial.
- B. General Industrial Zone (I). The General Industrial Zone (I) is established to provide a district for general manufacturing and wholesaling, limited warehousing and distribution facilities, and support commercial. Uses that demonstrate clean energy practices are also allowed in the (I) zone.
- C. Air Industrial Zone (AI). The Air Industrial Zone (AI) is established to help protect the health, safety and general welfare of the Riverside Municipal Airport and its environs, including provisions for sensible growth and high-quality development tailored to the varied development conditions of the airport area. Uses that demonstrate compatibility with the Riverside Municipal Airport and clean energy practices are allowed in the AI Zone. The AI Zone consists of four subzones - AI-1, AI-2, AI-3, and AI-4 - with the following primary purposes:
 1. AI-1: To establish areas for businesses needing large-scale, high-visibility locations.
 2. AI-2: To establish areas for airport, industrial, office and limited commercial uses needing moderate scale sites at or adjacent to the Riverside Municipal Airport.
 3. AI-3: To establish areas for moderate-size uses with varying locations and site size needs.
 4. AI-4: To establish areas for small-size uses with limited visibility and site size needs.
- D. Airport Zone (AIR). The Airport Zone (AIR) is established in recognition of the importance of airport and aviation-related uses to the City's economy, and to allow for aviation, industrial, service and commercial uses related to or compatible with or convenient for airport operations including those that demonstrate clean energy practices.

(Ord. [7541](#), § 1, 2020; Ord. 7331 §7, 2016; Ord. 6966 §1, 2007)

19.150.020.A Permitted Uses Table

This table identifies permitted uses and uses requiring approval of other permits by zoning designation. In addition to these uses, other incidental and temporary uses may also be permitted as noted in the Incidental Uses Table and the Temporary Uses Table.

Use	Zones																	Location of Required Standards in the Municipal Code				
	Residential Zones (Residential Conservation (RC), Residential Agricultural (RA-5), Rural Residential (RR), Residential Estate (RE), Single-Family Residential (R-1), Multiple Family Residential (R-3 and R-4))							Office & Commercial Zones (Office, Commercial Retail, Commercial General, Commercial Regional Center)				Mixed Use Zones (Neighborhood, Village, Urban)			Industrial Zones (Business Manufacturing Park, General Industrial, Airport Industrial, Airport)				Other Zones (Public Facilities, Railroad, Neighborhood Commercial Overlay)			
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V	MU-U*	SP1	AI	AI2		PF	RWY	MC Overlay	
Vehicle Sales, Rental and Leasing - New and Used (With Outdoor Display)	X	X	X	X	X	X	X	X	X	C	X	X	X	X				X	X	X		
Vehicle Wash Facilities	X	X	X	X	X	X	X	X	C	C	C	X	X	X	X	X	X	X	X	X		

* = For CRC, MU-U and MU-V Zones a Site Plan Review Permit (Chapter 19.770) is required for any new or additional changes to existing buildings or structures.
 ** = For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030.A (RA-5 Zone Permitted Uses) and 19.100.030.B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030.A and 19.100.030.B exists, the provisions of Sections 19.100.030.A and 19.100.030.B shall apply.
 *** = Refer to Chapter 19.149 - Airport Land Use Compatibility and applicable Airport Land Use Compatibility Plan for airport land use compatibility zones where use may be strictly prohibited.
 C = Subject to the granting of a conditional use permit (CUP), Chapter 19.780 MC = Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730 P = Permitted
 PRD = Planned Residential Development Permit, Chapter 19.780 RCP = Recycling Center Permit, Chapter 19.870 SP = Site Plan Review Permit, Chapter 19.770 sq. ft. = Square Feet
 X = Prohibited
 1 Commercial Storage Facilities are permitted in all zones with the Commercial Storage Overlay Zone (Chapter 19.190).
 2 Legal, existing duplexes built prior to the adoption of this Zoning Code are permitted in the R-1-7000 Zone see 19.100.060 D.
 3 Allowed with a Planned Residential Development (PRD) Permit, Chapter 19.780.
 4 One single-family detached dwelling allowed on one legal lot 0.25 acres in size or less in existence prior to January 1, 2018 subject to the development standards of the R-1-7000 Zone.
 5 Permitted or conditionally permitted on sites that do not include a residential use.
 6 For Clean Energy Uses and associated Outdoor Storage (Chapter 19.510) and/or Indoor Vehicle Repair (Chapter 19.420), permitted with a Minor Conditional Use Permit.
 (Ord. 7528 §1(Exh. A), 2020; Ord. 7505 § 1(Exh. A), 2020; Ord. 7487 § 13(Exh. D), 11-5-2019; Ord. 7462 , § 2(Exh. A), 2019; Ord. 7431 § 3(Exh. A), 2018)

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Article X – DEFINITIONS
Chapter 19.910 – Definitions

19.910.040 – “C” Definitions

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Clean Energy Use means an industry or commercial use that uses sustainable resources to ensure that all processes, products, and manufacturing activities address current environmental concerns. This could include businesses that incorporate principles of sustainability in business decisions, supply environmentally friendly products or services, and make an enduring commitment to environmental principles in their business operations. Transport of materials/goods to and from a clean energy use may be by means of a vehicle that meets current emissions standards; however, the final product, service, activity, etc. rendered by a clean energy use must incorporate principles of sustainability.

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VICINITY MAP



PROJECT INFORMATION

PROJECT ADDRESS: 7920 LINDBERGH DRIVE, RIVERSIDE, CA 92503

LANEX CORP. INVESTMENTS, LLC
JUSTIN WERDING
7465 ALONDRA BLVD.
LA MIRADA, CA 90638
T: 949-433-9111

TENANT: TESLA
DARRIN TRAN
STAFF ARCHITECTURAL PROJECT MANAGER
5811 HALL
FREMONT, CA 94538
T: 910-863-0028 E: dtran@saam.com

ZONING: CITY CODE OF RIVERSIDE, CA, VERBODEN JULY 6, 2021:
B201 BUSINESS AND MANUFACTURING PARKING MISSION GROVE
APIC: 278-10074

CODES: BUILDING: 2018 CA BUILDING CODE
STRUCTURAL: 2018 CA BUILDING CODE
MECHANICAL: 2018 CA MECHANICAL CODE
ELECTRICAL: 2018 CA ELECTRICAL CODE
PLUMBING: 2018 CA PLUMBING CODE
ENERGY: 2018 CA BUILDING CODE
ACCESSIBILITY: 2018 CA BUILDING CODE
FIRE: 2018 CA FIRE CODE

FIRE: 10.320 ACRES (449,539 S.F.)

PARKING CALCULATIONS

CITY CODE OF RIVERSIDE, CALIFORNIA (JULY 6, 2021) CHAPTER 10 (TABLE 10.06.002)

VEHICLE SALES W/ OUTDOOR DISPLAY (2.4/15 S.F.):
5 SPACES PLUS 1 SPACE/200 S.F. OF OFFICE SPACE
VEHICLE REPAIR (41,000 S.F. OR 18 BAYS):
6 SPACES OR SAME LOT PLUS 2 ADDL SPACES/SERVICE BAY
OFFICE (0.5/10 S.F.):
1 SPACE/200 S.F. OF GROSS FLOOR AREA
ACCESSIBLE (TABLE 10.06.2):
8 PARKING STALL PER 501 TO 400 REQUIRED PARKING STALLS
VAN ACCESSIBLE (TABLE 10.06.2):
2 PARKING STALL PER 501 TO 400 REQUIRED PARKING STALLS

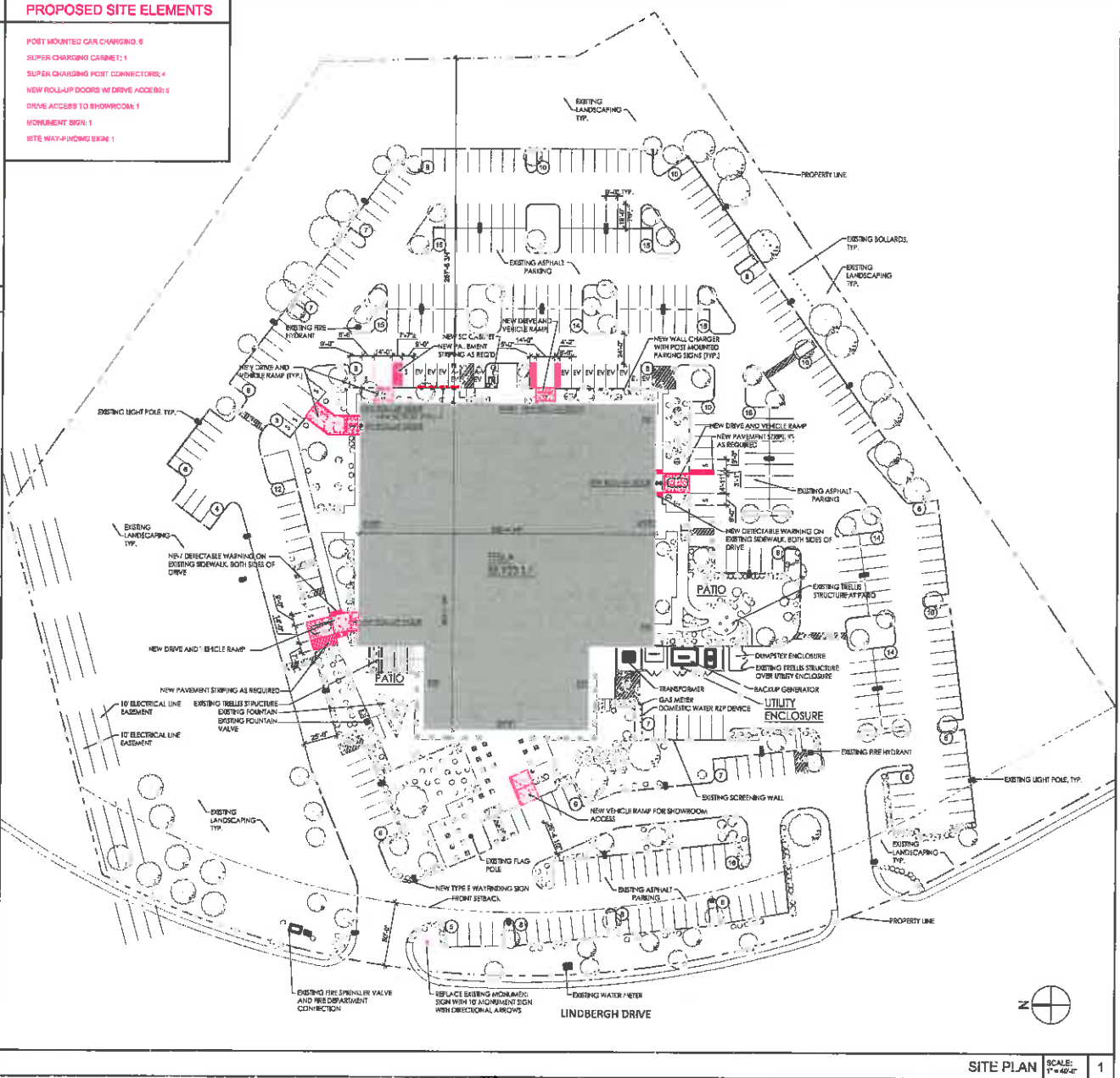
	REQUIRED	PROVIDED
VEHICLE SHOWROOM	10	249
VEHICLE SERVICE	42	42
OFFICE	27	27
ACCESSIBLE	4	8
VAN ACCESSIBLE	1	2
TOTAL	84	327

LEGEND

- PROPERTY LINE
- - - PROPERTY SET BACK
- ACCESSIBLE PATH OF TRAVEL
- ▨ ACCESSIBLE ROUTE, 4'-0" WIDE MINIMUM, 8'-0" WIDE AT DOORWAYS, 4" WHITE PAINTED STRIPING, SPACED AT 2'-0" ON CENTER, AT 30 DEGREE ANGLE.
- W HIGH POWER POST MOUNTED WALL CONNECTOR AND DISCONNECT
- S STANDARD PARKING STALL
- BV ELECTRIC CAR CHARGING STALL
- A ACCESSIBLE PARKING STALL
- AV ACCESSIBLE VAN PARKING STALL

PROPOSED SITE ELEMENTS

- POST MOUNTED CAR CHARGING: 6
- SUPER CHARGING CABINET: 1
- SUPER CHARGING POST CONNECTORS: 4
- NEW ROLL-UP DOORS W/ DRIVE ACCESS: 5
- DRIVE ACCESS TO SHOWROOM: 1
- MONUMENT SIGN: 1
- SITE WAY-FINDING SIGN: 1



ARCVISION
INCORPORATED
ARCHITECTURE / INTERIORS / LANDSCAPE ARCHITECTURE
SAN FRANCISCO / DALLAS / LAS VEGAS / ORLANDO
1050 CHURCH BLVD, SUITE 300 ST. LOUIS, MO 63114
PH: (314) 415-3100 FAX: (314) 415-3200
www.arcvision.com

TESLA
FACILITY
7920 LINDBERGH
DRIVE
RIVERSIDE, CA 92508

ISSUE / REVISION
07.12.21 CUP SUBMITTAL

BEFORE BID AWARD

AFTER BID AWARD

DRAWING TITLE

SITE PLAN

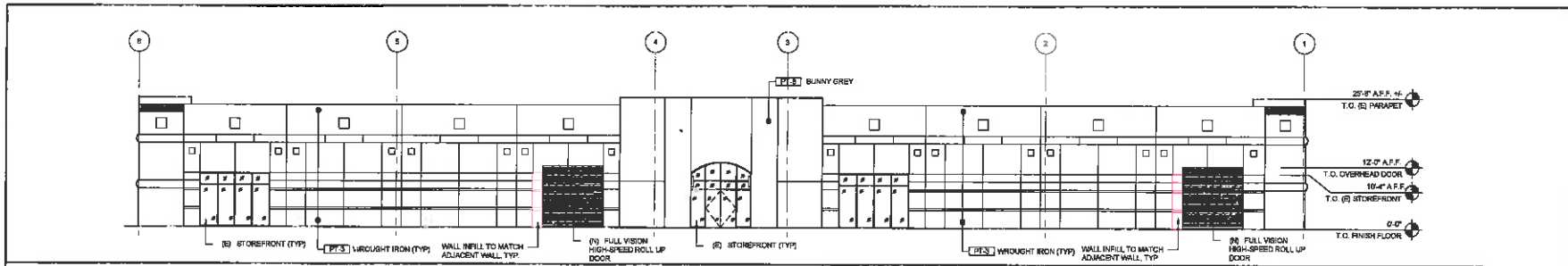
SCALE: AS SHOWN

PROJECT NUMBER:

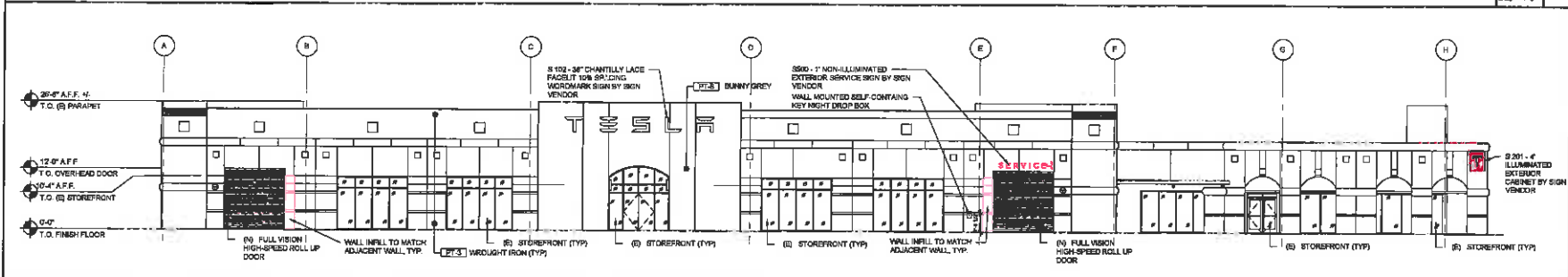
SHEET NUMBER

A1.0

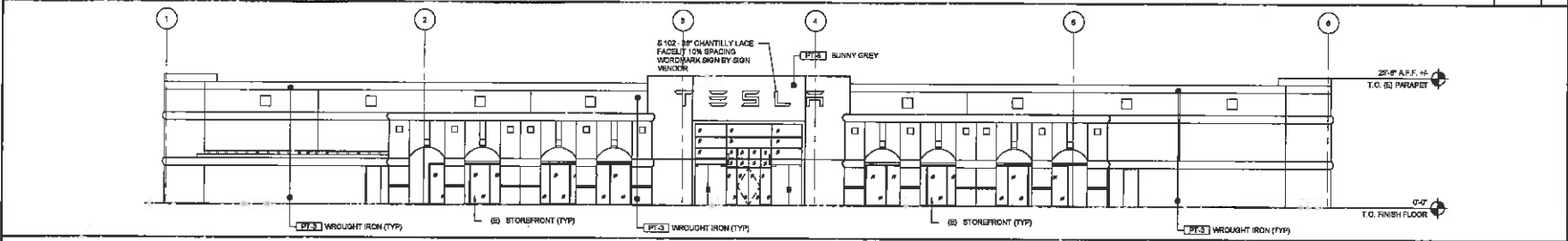
SITE PLAN SCALE: 1" = 40'-0" 1



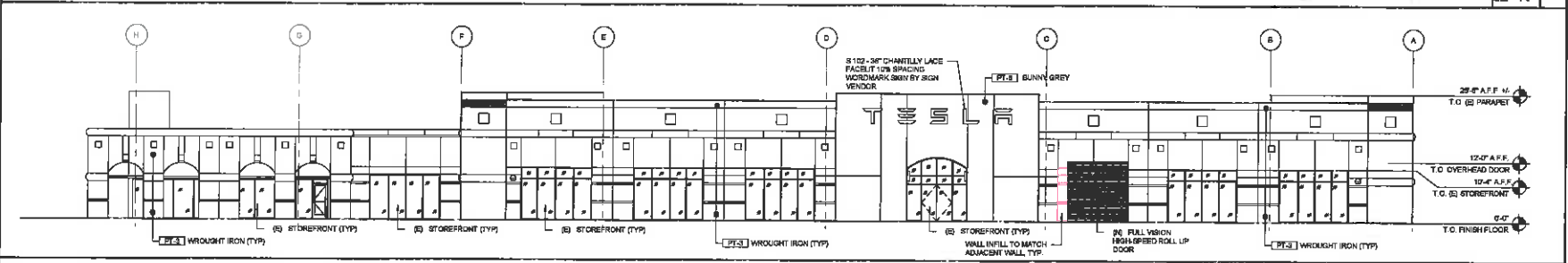
EAST EXTERIOR ELEVATION SCALE: 3/32" = 1'-0" 4



NORTH EXTERIOR ELEVATION SCALE: 3/32" = 1'-0" 3



WEST EXTERIOR ELEVATION SCALE: 3/32" = 1'-0" 2



SOUTH EXTERIOR ELEVATION SCALE: 3/32" = 1'-0" 1



ARCVISION
 INCORPORATED
 1000 ONE WALL STREET, SUITE 300
 SAN FRANCISCO, CA 94103
 PH: (415) 412-2400 FAX: (415) 412-2400

TESLA FACILITY
 7920 LINDBERGH DRIVE
 RIVERSIDE, CA 92508

ISSUE / REVISION
 07.12.21 CUP SUBMITTAL

BEFORE BID AWARD

AFTER BID AWARD

DRAWING TITLE

EXTERIOR ELEVATION - RENOVATION

SCALE: AS NOTED

PROJECT NUMBER

SHEET NUMBER

A4.01a

10/20/2019 12:44:00PM ALL RIGHTS RESERVED. NOT FOR REUSE OR REPRODUCTION WITHOUT THE WRITTEN PERMISSION OF ARCVISION INC.

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
www.rcaluc.org

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

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

The City of Riverside Planning Department should be contacted on non-ALUC issues. For more information please contact City of Riverside Planner Ms. Candice Assadzadeh at (951) 826-5667.

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

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

DATE OF HEARING: October 14, 2021

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1491MA21 – Tesla, Inc. (Representative: Hofman Planning Associates) – City of Riverside Case No. PR2021-001082 (Zoning Code Amendment, Conditional Use Permit). A proposal to establish a Tesla dealership consisting of sales, service, and body shop within an existing 58,923 square foot building on 10.32 acres located at 7920 Lindbergh Drive, southerly of Mission Grove Parkway, northerly of Demarco Road, and westerly of Ralston Place. The applicant also proposes a Zoning Code Amendment to allow for clean industry uses within the BMP-Business and Manufacturing Park Zone (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Marion Zone C2
legislative

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1491MH21 DATE SUBMITTED: 8/24/21

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Tesla Attn: Diana Tran	Phone Number	510.602.0028
Mailing Address	901 Page, Fremont, CA 94538	Email	diantran@tesla.com

Representative	Hofman Planning Associates Attn: Bill Hofman/Adam Kooienga	Phone Number	760-692-4019
Mailing Address	3152 Lionshead Ave., Carlsbad, CA 92010	Email	akooienga@hofmanplanning.com

Property Owner	JRC Real Estate investment Corp. Attn: Ryan	Phone Number	949-433-9111
Mailing Address	14930 Alondra Blvd La Mirada, CA, 90638	Email	

LOCAL JURISDICTION AGENCY

Local Agency Name	City of Riverside	Phone Number	951-826-5667
Staff Contact	Candice Assadzadeh, Senior Planner	Email	CAssadzadeh@riversideca.gov
Mailing Address	3900 Main Street, 3rd Floor Riverside, CA 92522	Case Type	PR-2021-001082 (ZC, MCUP)
Local Agency Project No	PR-2021-001082 (ZC, MCUP)	<input type="checkbox"/> General Plan / Specific Plan Amendment <input checked="" type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input type="checkbox"/> Site Plan Review/Plot Plan <input checked="" 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	7920 Lindbergh Dr., Riverside, CA 92508		
Assessor's Parcel No.	276-160-0124	Gross Parcel Size	10.320 acres
Subdivision Name		Nearest Airport and distance from Airport	March Air Reserve Base
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)	BMP Industrial

Marion Zone C2

Proposed Land Use (describe)	no change		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)		
For Other Land Uses (See Appendix C)	Hours of Operation	Monday - Sunday 10 am - 7 pm	
	Number of People on Site	Maximum Number	Number of full time employees: 15-30
	Method of Calculation		
Height Data	Site Elevation (above mean sea level)	968 MSL	ft.
	Height of buildings or structures (from the ground)	25 ft 6 in	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)**

**RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.2

HEARING DATE: October 14, 2021

CASE NUMBER: ZAP1488MA21 – Trammell Crow So Cal Development
(Representative: EPD Solutions)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PPT210130 (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: Zone C2

Noise Levels: Below 60 CNEL contour

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission CONTINUE the matter to the December 16, 2021, meeting, pending completion of the Air Force review of the project.

PROJECT DESCRIPTION: A proposal to construct a 239,308 square foot industrial manufacturing building on 15.2 gross acres. The applicant also proposes rooftop solar panels on top of the building.

PROJECT LOCATION: The site is located northerly of Oleander Avenue, southerly of Harley Knox Boulevard, easterly of Decker Road, and westerly of Harvill Avenue, approximately 5,100 feet westerly of the southerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential Average Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C2, which limits average intensity to 200 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan and the Additional Compatibility Policies included in the March ALUCP, the following rates were

used to calculate the occupancy for the proposed project:

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

The project proposes to construct one industrial manufacturing buildings totaling 239,308 square feet, which includes 5,000 square feet of office area and 234,308 square feet of manufacturing area, accommodating a total occupancy of 1,197 people, resulting in an average intensity of 79 people per acre for the entire site, which is consistent with the Compatibility Zone C2 average intensity criterion of 200 people per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle). Based on the number of parking spaces provided (138 standard vehicles) the total occupancy would be estimated at 207 people for an average intensity of 14 people per acre, which is consistent with the Compatibility Zone C2 average intensity criterion of 200 people per acre.

Non-Residential Single-Acre Intensity: Compatibility Zone C2 limits maximum single-acre intensity to 500 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would include 43,560 square feet of manufacturing/office area, resulting in a single acre occupancy of 218 people which is consistent with the Compatibility Zone C2 single acre criterion of 500.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zone C2 westerly of the southerly runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the proposed rooftop solar panels and sent a solar glare hazard analysis study for their review. As of the time this staff report was prepared, no comments have been received from the Air Force regarding this project.

Flight Hazard Issues: Structure height, electrical interference, and reflectivity/glare are among the issues that solar panels in the airport influence area must address. The project's 239,308 square foot photovoltaic (PV) panel structures would be located on the rooftop of the proposed industrial building within Compatibility Zone C2.

Glint and Glare/Reflectivity

Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property. However, potential for temporary after-

image” (“yellow” level) and potential for permanent eye damage (“red” level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers.

The project proposes 239,308 square feet of solar panels on the proposed building rooftop with a fixed tilt of 10 degrees with no rotation, and an orientation of 160 degrees. The applicant has submitted a glare analysis utilizing the web-based Forge Solar, a copy of which is attached hereto. The analysis was based on a 2 mile straight in approach (as per FAA Interim Policy standards) to runways 14 and 32, and also based on the traffic patterns as identified by March Air Reserve Base staff (Runway 12/30 General Aviation, Runway 14/32 General Aviation, Runway 14/32 C-17/KC-135, Runway 14/32 Overhead). The analysis utilized a glide slope approach of 5.0 degrees. No glare would affect the Air Traffic Control Tower.

The analysis concluded that some form of glare would occur on the 2 mile approach to runways 14 and 32, as well as some form of glare within the Air Force traffic pattern. Evaluation of the traffic patterns indicates that the panels would result in low potential for temporary after-image (“green” level glare). All times are in standard time.

Runway 12/30 General Aviation traffic pattern (total 6,829 minutes of ‘green’ level glare):

- Runway 12 Crosswind, totaling 2,040 minutes of “green” level glare, lasting up to 20 minutes a day, between March to May and August to October from 4:00 p.m. to 5:30 p.m.
- Runway 12 Downwind, totaling 455 minutes of “green” level glare, lasting up to 20 minutes a day, in March and September from 4:00 p.m. to 5:30 p.m.
- Runway 12 Upwind, totaling 753 minutes of “green” level glare, lasting up to 20 minutes a day, in March and September, from 5:00 p.m. to 5:30 p.m.
- Runway 30 Base, totaling 1,281 minutes of “green” level glare, lasting up to 20 minutes a day, between March to April and September to October from 4:30 p.m. to 5:30 p.m.
- Runway 30 Final, totaling 2,300 minutes of “green” level glare, lasting up to 20 minutes a day, between March to May and August to October from 4:00 p.m. to 5:30 p.m.

Runway 14/32 General Aviation traffic pattern (total 5,173 minutes of ‘green’ level glare):

- Runway 14 Upwind, totaling 3,211 minutes of “green” level glare, lasting up to 15 minutes a day, between March to October, from 5:00 p.m. to 6:00 p.m.
- Runway 32 Final, totaling 1,962 minutes of ‘green’ level glare, lasting up to 25 minutes a day, between May to August, from 4:30 p.m. to 5:30 p.m.

Runway 14/32 C-17/KC-135 traffic pattern (totaling 3,208 minutes of ‘green’ level glare):

- Runway 14 Upwind, totaling 3,208 minutes of “green” level glare, lasting up to 15 minutes a day, between March to October from 5:00 p.m. to 6:00 p.m.

The total of 15,210 minutes of “green” level glare represents less than 6 percent of total day light time.

Electrical and Communication Interference

The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site.

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

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

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (AMSL). At a distance of approximately 5,100 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 1,539 feet AMSL. The site elevation is 1,574 feet AMSL. With a maximum building height of 49 feet, the top point elevation would be 1,623 feet AMSL. Therefore, review of the buildings for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) is required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study Nos. 2021-AWP-12269-OE to this project. Its status is currently a “work in progress”

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

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The nearest portion of the project is located 5,100 feet from the runway, and therefore would be subject to the above requirement.

The project would utilize bioretention basins, which are to be avoided in Zone C2 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 potentially suitable within 10,000 feet of the airport only

with appropriate criteria: the basin is used in conjunction with appropriate landscaping for such uses as adjacent to structures, parking islands, medians, site entrances, planter boxes; and vegetation is carefully selected so as not to provide food, shelter, nesting, roosting, or water for wildlife. The project has been conditioned to be consistent with the basin criteria (as well as providing 48-hour draw down of the basin).

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than a DoD or FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport to the extent as to result in a potential for temporary after-image greater than the low (“green”) level.
 - (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Highly noise sensitive outdoor nonresidential uses.
 - (f) Other Hazards to flight.
3. The attached “Notice of Airport in Vicinity” shall be provided to all prospective purchasers and occupants of the property and be recorded as a deed notice.
4. 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 which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

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

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
6. The project has been evaluated for 239,308 square feet of manufacturing/office area. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.
7. All solar arrays installed on the project site shall consist of smooth glass photovoltaic solar panels without anti-reflective coating, a fixed tilt of 10 degrees and orientation of 160 degrees. Solar panels shall be limited to a total of 239,308 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require a new hearing by the Airport Land Use Commission.
8. In the event that any glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the

project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "event" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation.

The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, changing the orientation and/or tilt of the source, covering the source at the time of day when events of glare occur, or wholly removing the source to diminish or eliminate the source of the glint, glare, or flash. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

9. In the event that any electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "event" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the event. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

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: _____



FORGESOLAR GLARE ANALYSIS

Project: **Muranaka**

Proposed rooftop solar

Site configuration: **3**

Analysis conducted by Norah Jaffan (jaffan.norah@gmail.com) at 14:06 on 16 Aug, 2021.

U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration Interim Policy 78 FR 63276. This policy requires the following criteria be met for solar energy systems on airport property:

- No "yellow" glare (potential for after-image) for any flight path from threshold to 2 miles
- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics (see list below)

ForgeSolar does not represent or speak officially for the FAA and cannot approve or deny projects. Results are informational only.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
2-mile flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

FAA Policy 78 FR 63276 can be read at <https://www.federalregister.gov/d/2013-24729>

SITE CONFIGURATION

Analysis Parameters

DNI: peaks at 1,000.0 W/m²
Time interval: 1 min
Ocular transmission coefficient: 0.5
Pupil diameter: 0.002 m
Eye focal length: 0.017 m
Sun subtended angle: 9.3 mrad
Site Config ID: 57234.10240



PV Array(s)

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 160.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.861300	-117.267300	1583.57	48.00	1631.57
2	33.862380	-117.267290	1563.72	48.00	1611.72
3	33.862380	-117.269890	1564.01	48.00	1612.01
4	33.861290	-117.269900	1583.27	48.00	1631.27

Flight Path Receptor(s)

Name: CKC Rwy 14 Base

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.922418	-117.325059	3000.15	50.00	3050.15
Two-mile	33.902045	-117.300306	3000.15	973.93	3974.08

Name: CKC Rwy 14 Crosswind

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.821973	-117.228365	3000.15	50.00	3050.15
Two-mile	33.801600	-117.203642	3000.15	973.93	3974.08

Name: CKC Rwy 14 Downwind

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.818523	-117.262214	3000.15	50.00	3050.15
Two-mile	33.798135	-117.237509	3000.15	973.93	3974.08

Name: CKC Rwy 14 Final
Description:
Threshold height: 50 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.925182	-117.291093	3000.15	50.00	3050.15
Two-mile	33.904809	-117.266340	1500.07	2474.00	3974.08

Name: CKC Rwy 14 Upwind
Description:
Threshold height: 50 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.864998	-117.248297	1500.07	50.00	1550.08
Two-mile	33.844625	-117.223561	3000.15	-526.14	2474.00

Name: CKC Rwy 32 Base
Description:
Threshold height: 50 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.813030	-117.244381	3000.15	50.00	3050.15
Two-mile	33.792657	-117.219660	3000.15	973.93	3974.08

Name: CKC Rwy 32 Crosswind

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.931234	-117.309058	3000.15	50.00	3050.15
Two-mile	33.910861	-117.284302	3000.15	973.93	3974.08

Name: CKC Rwy 32 Downwind

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.908147	-117.325543	3000.15	50.00	3050.15
Two-mile	33.887774	-117.300795	3000.15	973.93	3974.08

Name: CKC Rwy 32 Final

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.836269	-117.227845	3000.15	50.00	3050.15
Two-mile	33.815896	-117.203117	1500.07	2474.00	3974.08

Name: CKC Rwy 32 Upwind

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896440	-117.270637	1500.07	50.00	1550.08
Two-mile	33.876067	-117.245892	3000.15	-526.14	2474.00

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1508.94	15.00

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare (min)	"Yellow" Glare (min)	Energy (kWh)
PV array 1	10.0	160.0	3,208	0	2

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
CKC Rwy 14 Base	0	0
CKC Rwy 14 Crosswind	0	0
CKC Rwy 14 Downwind	0	0
CKC Rwy 14 Final	0	0
CKC Rwy 14 Upwind	3208	0
CKC Rwy 32 Base	0	0
CKC Rwy 32 Crosswind	0	0
CKC Rwy 32 Downwind	0	0
CKC Rwy 32 Final	0	0
CKC Rwy 32 Upwind	0	0
1-ATCT	0	0

Results for: PV array 1

Receptor	Green Glare (min)	Yellow Glare (min)
CKC Rwy 14 Base	0	0
CKC Rwy 14 Crosswind	0	0
CKC Rwy 14 Downwind	0	0
CKC Rwy 14 Final	0	0
CKC Rwy 14 Upwind	3208	0
CKC Rwy 32 Base	0	0
CKC Rwy 32 Crosswind	0	0
CKC Rwy 32 Downwind	0	0
CKC Rwy 32 Final	0	0
CKC Rwy 32 Upwind	0	0
1-ATCT	0	0

Flight Path: CKC Rwy 14 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: CKC Rwy 14 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: CKC Rwy 14 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: CKC Rwy 14 Final

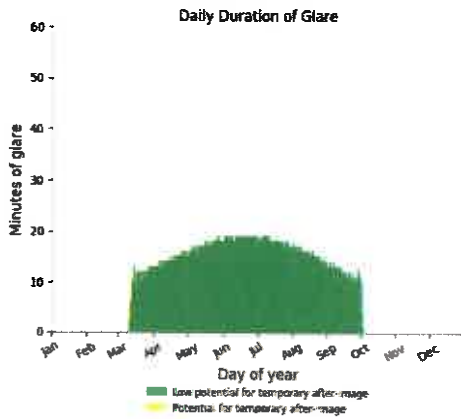
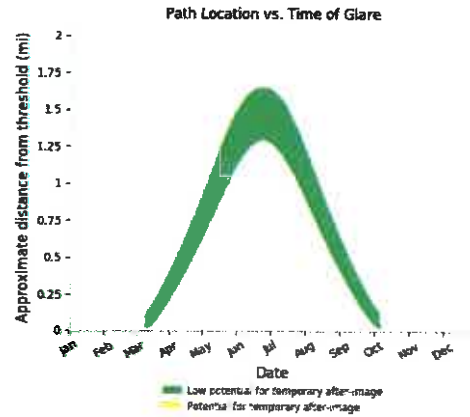
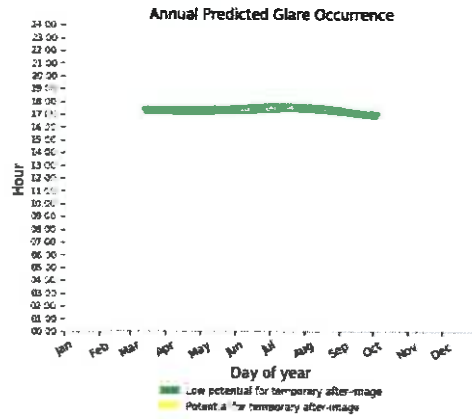
0 minutes of yellow glare

0 minutes of green glare

Flight Path: CKC Rwy 14 Upwind

0 minutes of yellow glare

3208 minutes of green glare



Flight Path: CKC Rwy 32 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: CKC Rwy 32 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: CKC Rwy 32 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: CKC Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: CKC Rwy 32 Upwind

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.

Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to V1 algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.

The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size.

Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)

Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.

Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.

The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual results and glare occurrence may differ.

Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.

Refer to the Help page at www.forgesolar.com/help/ for assumptions and limitations not listed here.



FORGESOLAR GLARE ANALYSIS

Project: **Muranaka**

Proposed rooftop solar

Site configuration: **4**

Analysis conducted by Norah Jaffan (jaffan.norah@gmail.com) at 14:14 on 16 Aug, 2021.

U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration Interim Policy 78 FR 63276. This policy requires the following criteria be met for solar energy systems on airport property:

- No "yellow" glare (potential for after-image) for any flight path from threshold to 2 miles
- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics (see list below)

ForgeSolar does not represent or speak officially for the FAA and cannot approve or deny projects. Results are informational only.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
2-mile flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

FAA Policy 78 FR 63276 can be read at <https://www.federalregister.gov/d/2013-24729>

SITE CONFIGURATION

Analysis Parameters

DNI: peaks at 1,000.0 W/m²
Time interval: 1 min
Ocular transmission coefficient: 0.5
Pupil diameter: 0.002 m
Eye focal length: 0.017 m
Sun subtended angle: 9.3 mrad
Site Config ID: 57236.10240



PV Array(s)

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 160.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.861300	-117.267300	1583.57	48.00	1631.57
2	33.862380	-117.267290	1563.72	48.00	1611.72
3	33.862380	-117.269890	1564.01	48.00	1612.01
4	33.861290	-117.269900	1583.27	48.00	1631.27

Flight Path Receptor(s)

Name: OHead Rwy 14 Downwind

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.863558	-117.293759	3500.17	50.00	3550.17
Two-mile	33.843185	-117.269023	3500.17	973.93	4474.10

Name: OHead Rwy 14 Final

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.925115	-117.291046	3500.17	50.00	3550.17
Two-mile	33.904742	-117.266292	1500.07	2974.03	4474.10

Name: OHead Rwy 14 Initial

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.968058	-117.322114	3500.17	50.00	3550.17
Two-mile	33.947685	-117.297348	3500.17	973.93	4474.10

Name: OHead Rwy 32 Final

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.836250	-117.227876	3500.17	50.00	3550.17
Two-mile	33.815878	-117.203149	1500.07	2974.03	4474.10

Name: OHead Rwy 32 Initial

Description:

Threshold height: 50 ft

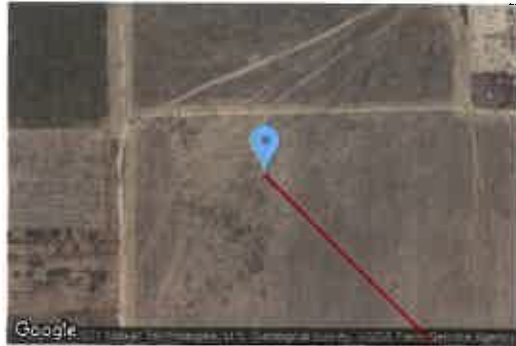
Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.793332	-117.197161	3500.17	50.00	3550.17
Two-mile	33.772959	-117.172446	3500.17	973.93	4474.10

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1508.87	15.00

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare (min)	"Yellow" Glare (min)	Energy (kWh)
PV array 1	10.0	160.0	0	0	-

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
OHead Rwy 14 Downwind	0	0
OHead Rwy 14 Final	0	0
OHead Rwy 14 Initial	0	0
OHead Rwy 32 Final	0	0
OHead Rwy 32 Initial	0	0
1-ATCT	0	0

Results for: PV array 1

OHead Rwy 14 Downwind	0	0
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Receptor	Green Glare (min)	Yellow Glare (min)
OHead Rwy 14 Final	0	0
OHead Rwy 14 Initial	0	0
OHead Rwy 32 Final	0	0
OHead Rwy 32 Initial	0	0
1-ATCT	0	0

Flight Path: OHead Rwy 14 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead Rwy 14 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead Rwy 14 Initial

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead Rwy 32 Final

0 minutes of yellow glare

0 minutes of green glare

Flight Path: OHead Rwy 32 Initial

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.

Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to V1 algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.

The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size.

Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)

Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.

Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.

The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual results and glare occurrence may differ.

Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.

Refer to the Help page at www.forgesolar.com/help/ for assumptions and limitations not listed here.



FORGESOLAR GLARE ANALYSIS

Project: **Muranaka**

Proposed rooftop solar

Site configuration: **1**

Analysis conducted by Norah Jaffan (jaffan.norah@gmail.com) at 14:11 on 16 Aug, 2021.

U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration Interim Policy 78 FR 63276. This policy requires the following criteria be met for solar energy systems on airport property:

- No "yellow" glare (potential for after-image) for any flight path from threshold to 2 miles
- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics (see list below)

ForgeSolar does not represent or speak officially for the FAA and cannot approve or deny projects. Results are informational only.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
2-mile flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

FAA Policy 78 FR 63276 can be read at <https://www.federalregister.gov/d/2013-24729>

SITE CONFIGURATION

Analysis Parameters

DN!: peaks at 1,000.0 W/m²
Time interval: 1 min
Ocular transmission coefficient: 0.5
Pupil diameter: 0.002 m
Eye focal length: 0.017 m
Sun subtended angle: 9.3 mrad
Site Config ID: 57203.10240



PV Array(s)

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 160.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.861300	-117.267300	1583.57	48.00	1631.57
2	33.862380	-117.267290	1563.72	48.00	1611.72
3	33.862380	-117.269890	1564.01	48.00	1612.01
4	33.861290	-117.269900	1583.27	48.00	1631.27

Flight Path Receptor(s)

Name: GA Rwy 12 Base

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.910303	-117.264976	2800.14	50.00	2850.14
Two-mile	33.889930	-117.240227	2800.14	973.93	3774.07

Name: GA Rwy 12 Crosswind

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.876117	-117.235282	2800.14	50.00	2850.14
Two-mile	33.855744	-117.210543	2800.14	973.93	3774.07

Name: GA Rwy 12 Downwind

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.887950	-117.229543	2800.14	50.00	2850.14
Two-mile	33.867577	-117.204800	2800.14	973.93	3774.07

Name: GA Rwy 12 Final

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.898411	-117.270650	2800.14	50.00	2850.14
Two-mile	33.878038	-117.245904	1500.07	2273.99	3774.07

Name: GA Rwy 12 Upwind

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.884335	-117.253541	1500.07	50.00	1550.08
Two-mile	33.863963	-117.228799	2800.14	-326.13	2474.00

Name: GA Rwy 30 Base

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.880883	-117.229524	2800.14	50.00	2850.14
Two-mile	33.860510	-117.204783	2800.14	973.93	3774.07

Name: GA Rwy 30 Crosswind

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.905624	-117.270674	2800.14	50.00	2850.14
Two-mile	33.885251	-117.245926	2800.14	973.93	3774.07

Name: GA Rwy 30 Downwind

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.910327	-117.256497	2800.14	50.00	2850.14
Two-mile	33.889955	-117.231748	2800.14	973.93	3774.07

Name: GA Rwy 30 Final

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.876095	-117.243594	2800.14	50.00	2850.14
Two-mile	33.855722	-117.218855	1500.07	2273.99	3774.07

Name: GA Rwy 30 Upwind

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.890274	-117.260724	1500.07	50.00	1550.08
Two-mile	33.869901	-117.235981	2800.14	-326.13	2474.00

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891570	-117.251200	1509.01	15.00

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
PV array 1	10.0	160.0	6,829	0	...

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
GA Rwy 12 Base	0	0
GA Rwy 12 Crosswind	2040	0
GA Rwy 12 Downwind	455	0
GA Rwy 12 Final	0	0
GA Rwy 12 Upwind	753	0
GA Rwy 30 Base	1281	0
GA Rwy 30 Crosswind	0	0
GA Rwy 30 Downwind	0	0
GA Rwy 30 Final	2300	0
GA Rwy 30 Upwind	0	0
1-ATCT	0	0

Results for: PV array 1

Receptor	Green Glare (min)	Yellow Glare (min)
GA Rwy 12 Base	0	0
GA Rwy 12 Crosswind	2040	0
GA Rwy 12 Downwind	455	0
GA Rwy 12 Final	0	0
GA Rwy 12 Upwind	753	0
GA Rwy 30 Base	1281	0
GA Rwy 30 Crosswind	0	0
GA Rwy 30 Downwind	0	0
GA Rwy 30 Final	2300	0
GA Rwy 30 Upwind	0	0
1-ATCT	0	0

Flight Path: GA Rwy 12 Base

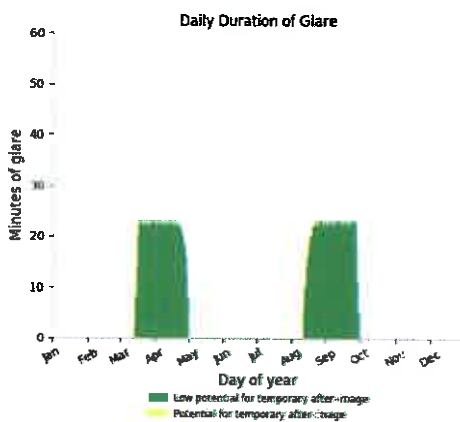
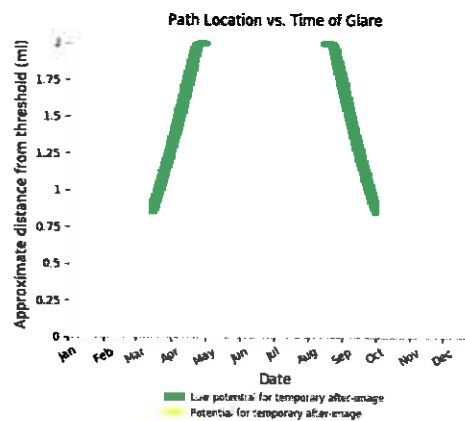
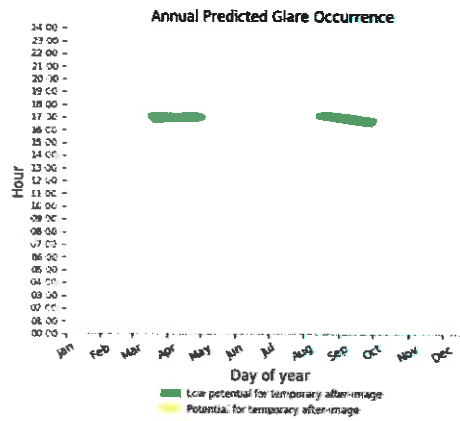
0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA Rwy 12 Crosswind

0 minutes of yellow glare

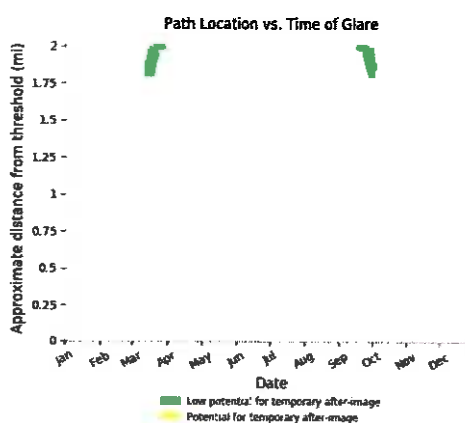
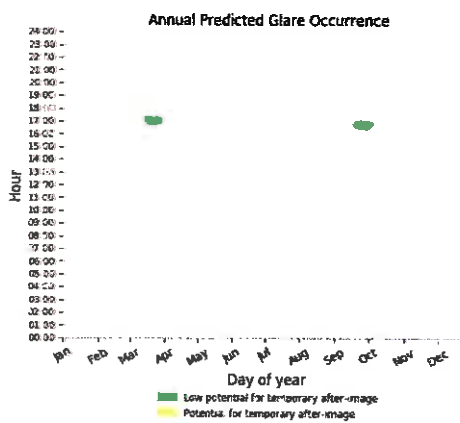
2040 minutes of green glare

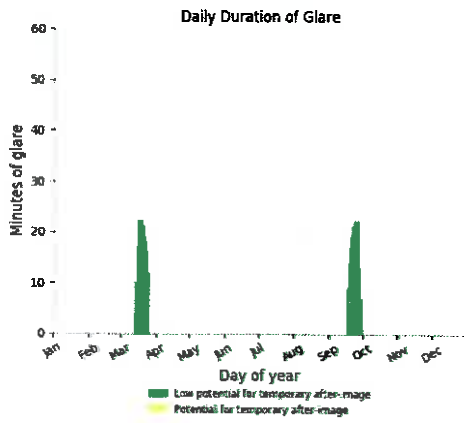


Flight Path: GA Rwy 12 Downwind

0 minutes of yellow glare

455 minutes of green glare



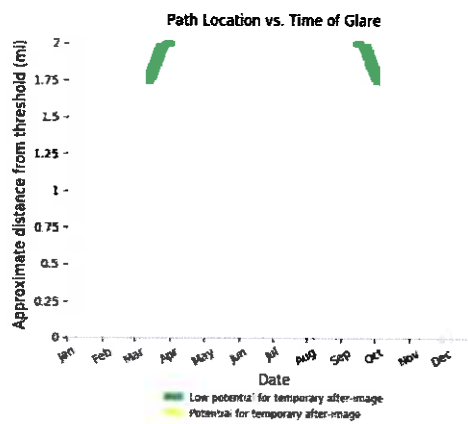
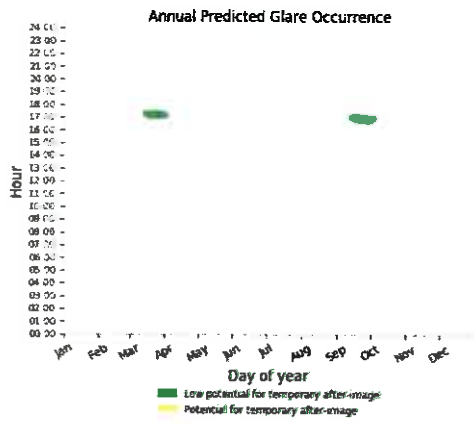


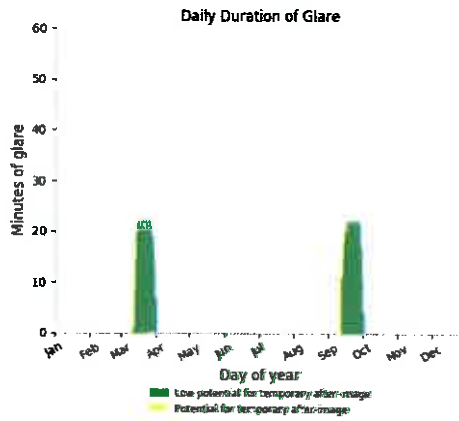
Flight Path: GA Rwy 12 Final

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: GA Rwy 12 Upwind

0 minutes of yellow glare
 753 minutes of green glare

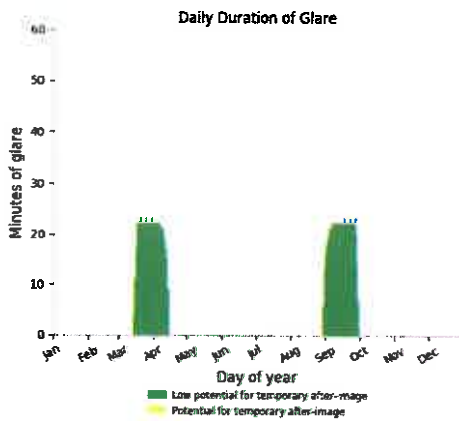
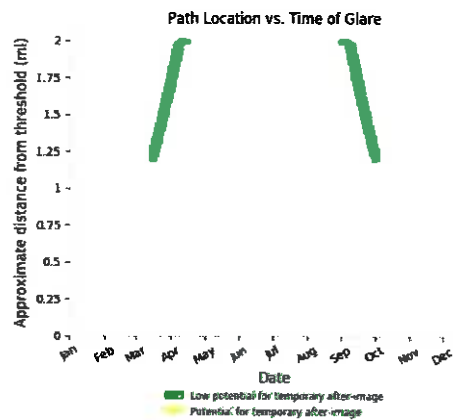
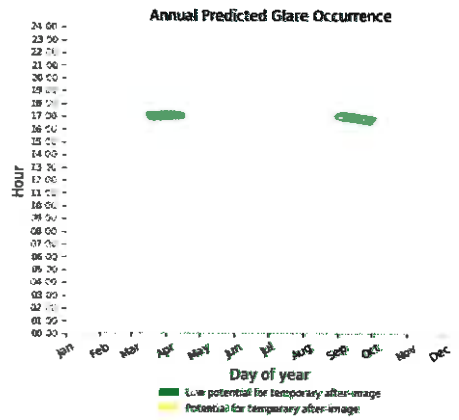




Flight Path: GA Rwy 30 Base

0 minutes of yellow glare

1281 minutes of green glare



Flight Path: GA Rwy 30 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA Rwy 30 Downwind

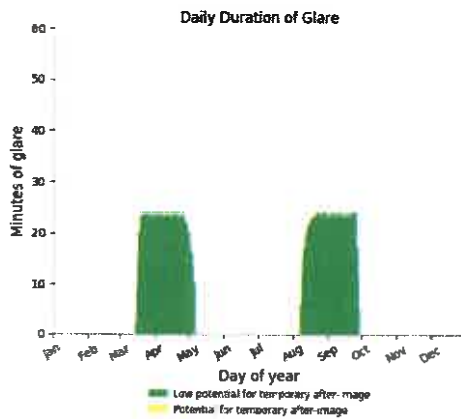
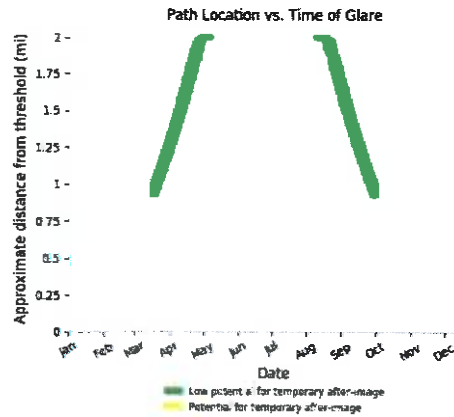
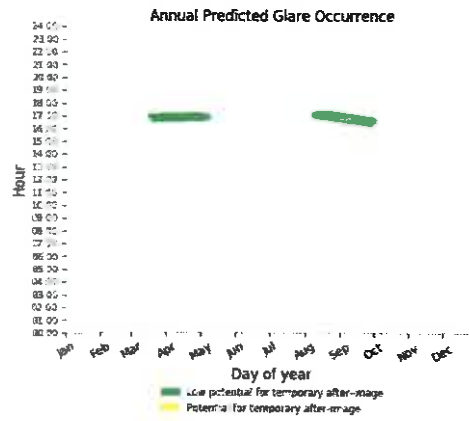
0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA Rwy 30 Final

0 minutes of yellow glare

2300 minutes of green glare



Flight Path: GA Rwy 30 Upwind

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.

Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to V1 algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.

The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size.

Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)

Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.

Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.

The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual results and glare occurrence may differ.

Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.

Refer to the Help page at www.forgesolar.com/help/ for assumptions and limitations not listed here.



FORGESOLAR GLARE ANALYSIS

Project: **Muranaka**

Proposed rooftop solar

Site configuration: **2**

Analysis conducted by Norah Jaffan (jaffan.norah@gmail.com) at 14:09 on 16 Aug, 2021.

U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration Interim Policy 78 FR 63276. This policy requires the following criteria be met for solar energy systems on airport property:

- No "yellow" glare (potential for after-image) for any flight path from threshold to 2 miles
- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics (see list below)

ForgeSolar does not represent or speak officially for the FAA and cannot approve or deny projects. Results are informational only.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
2-mile flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

FAA Policy 78 FR 63276 can be read at <https://www.federalregister.gov/d/2013-24729>

SITE CONFIGURATION

Analysis Parameters

DNI: peaks at 1,000.0 W/m²
Time interval: 1 min
Ocular transmission coefficient: 0.5
Pupil diameter: 0.002 m
Eye focal length: 0.017 m
Sun subtended angle: 9.3 mrad
Site Config ID: 57213.10240



PV Array(s)

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 160.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.861300	-117.267300	1583.57	48.00	1631.57
2	33.862380	-117.267290	1563.72	48.00	1611.72
3	33.862380	-117.269890	1564.01	48.00	1612.01
4	33.861290	-117.269900	1583.27	48.00	1631.27

Flight Path Receptor(s)

Name: GA Rwy 14 Base

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.904873	-117.292774	3000.15	50.00	3050.15
Two-mile	33.884500	-117.268026	3000.15	973.93	3974.08

Name: GA Rwy 14 Crosswind

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.848111	-117.243250	3000.15	50.00	3050.15
Two-mile	33.827738	-117.218519	3000.15	973.93	3974.08

Name: GA Rwy 14 Downwind

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.846517	-117.258371	3000.15	50.00	3050.15
Two-mile	33.826144	-117.233641	3000.15	973.93	3974.08

Name: GA Rwy 14 Final

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.906915	-117.277706	3000.15	50.00	3050.15
Two-mile	33.886542	-117.252958	1500.07	2474.00	3974.08

Name: GA Rwy 14 Upwind

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.864999	-117.248289	1500.07	50.00	1550.08
Two-mile	33.844626	-117.223553	3000.15	-526.14	2474.00

Name: GA Rwy 32 Base

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.844600	-117.250109	3000.15	50.00	3050.15
Two-mile	33.824228	-117.225379	3000.15	973.93	3974.08

Name: GA Rwy 32 Crosswind

Description:

Threshold height: 50 ft

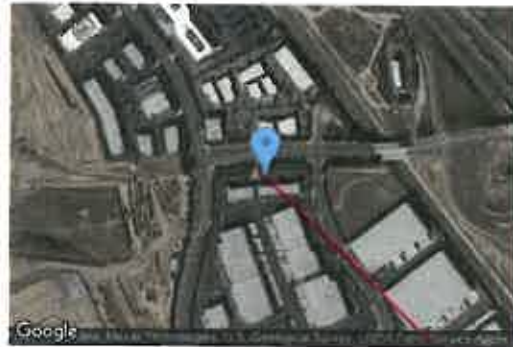
Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.908248	-117.286017	3000.15	50.00	3050.15
Two-mile	33.887876	-117.261268	3000.15	973.93	3974.08

Name: GA Rwy 32 Downwind

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.897908	-117.295031	3000.15	50.00	3050.15
Two-mile	33.877535	-117.270286	3000.15	973.93	3974.08

Name: GA Rwy 32 Final

Description:

Threshold height: 50 ft

Direction: 314.8°

Glide slope: 5.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.854240	-117.240343	3000.15	50.00	3050.15
Two-mile	33.833868	-117.215610	1500.07	2474.00	3974.08

Name: GA Rwy 32 Upwind
Description:
Threshold height: 50 ft
Direction: 314.8°
Glide slope: 5.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896434	-117.270657	1500.07	50.00	1550.08
Two-mile	33.876062	-117.245912	3000.15	-526.14	2474.00

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891570	-117.251200	1509.01	15.00

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
PV array 1	10.0	160.0	5,173	0	0

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
GA Rwy 14 Base	0	0
GA Rwy 14 Crosswind	0	0
GA Rwy 14 Downwind	0	0
GA Rwy 14 Final	0	0
GA Rwy 14 Upwind	3211	0
GA Rwy 32 Base	0	0
GA Rwy 32 Crosswind	0	0
GA Rwy 32 Downwind	0	0
GA Rwy 32 Final	1962	0
GA Rwy 32 Upwind	0	0
1-ATCT	0	0

Results for: PV array 1

Receptor	Green Glare (min)	Yellow Glare (min)
GA Rwy 14 Base	0	0
GA Rwy 14 Crosswind	0	0
GA Rwy 14 Downwind	0	0
GA Rwy 14 Final	0	0
GA Rwy 14 Upwind	3211	0
GA Rwy 32 Base	0	0
GA Rwy 32 Crosswind	0	0
GA Rwy 32 Downwind	0	0
GA Rwy 32 Final	1962	0
GA Rwy 32 Upwind	0	0
1-ATCT	0	0

Flight Path: GA Rwy 14 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA Rwy 14 Crosswind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA Rwy 14 Downwind

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA Rwy 14 Final

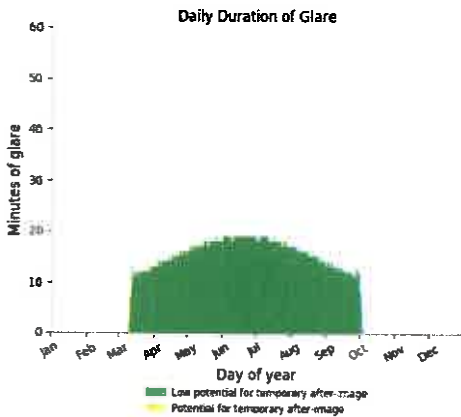
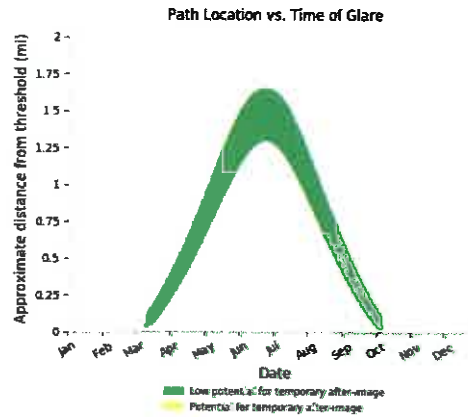
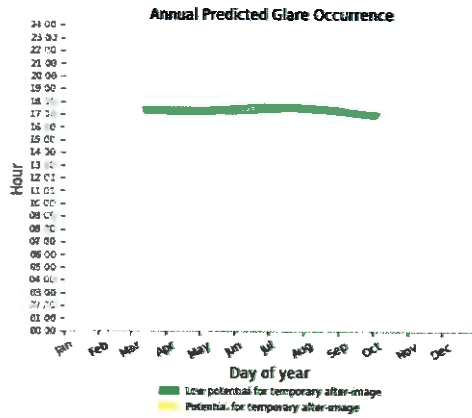
0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA Rwy 14 Upwind

0 minutes of yellow glare

3211 minutes of green glare



Flight Path: GA Rwy 32 Base

0 minutes of yellow glare

0 minutes of green glare

Flight Path: GA Rwy 32 Crosswind

0 minutes of yellow glare

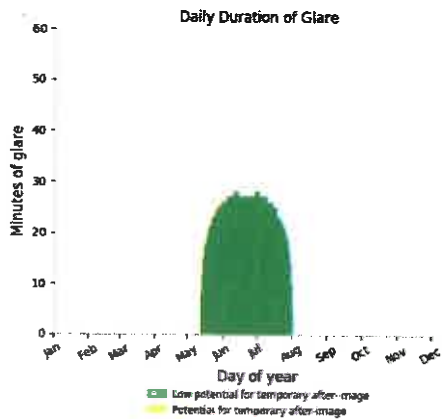
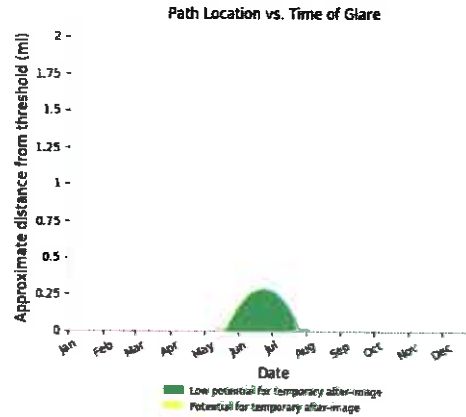
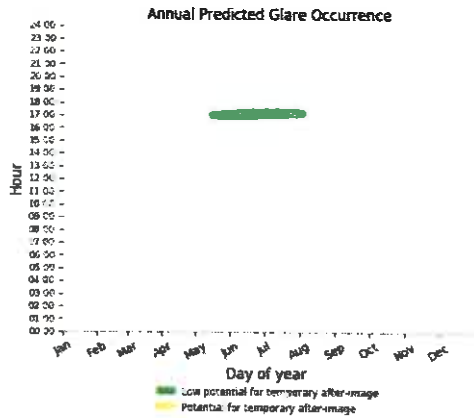
0 minutes of green glare

Flight Path: GA Rwy 32 Downwind

0 minutes of yellow glare
0 minutes of green glare

Flight Path: GA Rwy 32 Final

0 minutes of yellow glare
1962 minutes of green glare



Flight Path: GA Rwy 32 Upwind

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

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Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to V1 algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.

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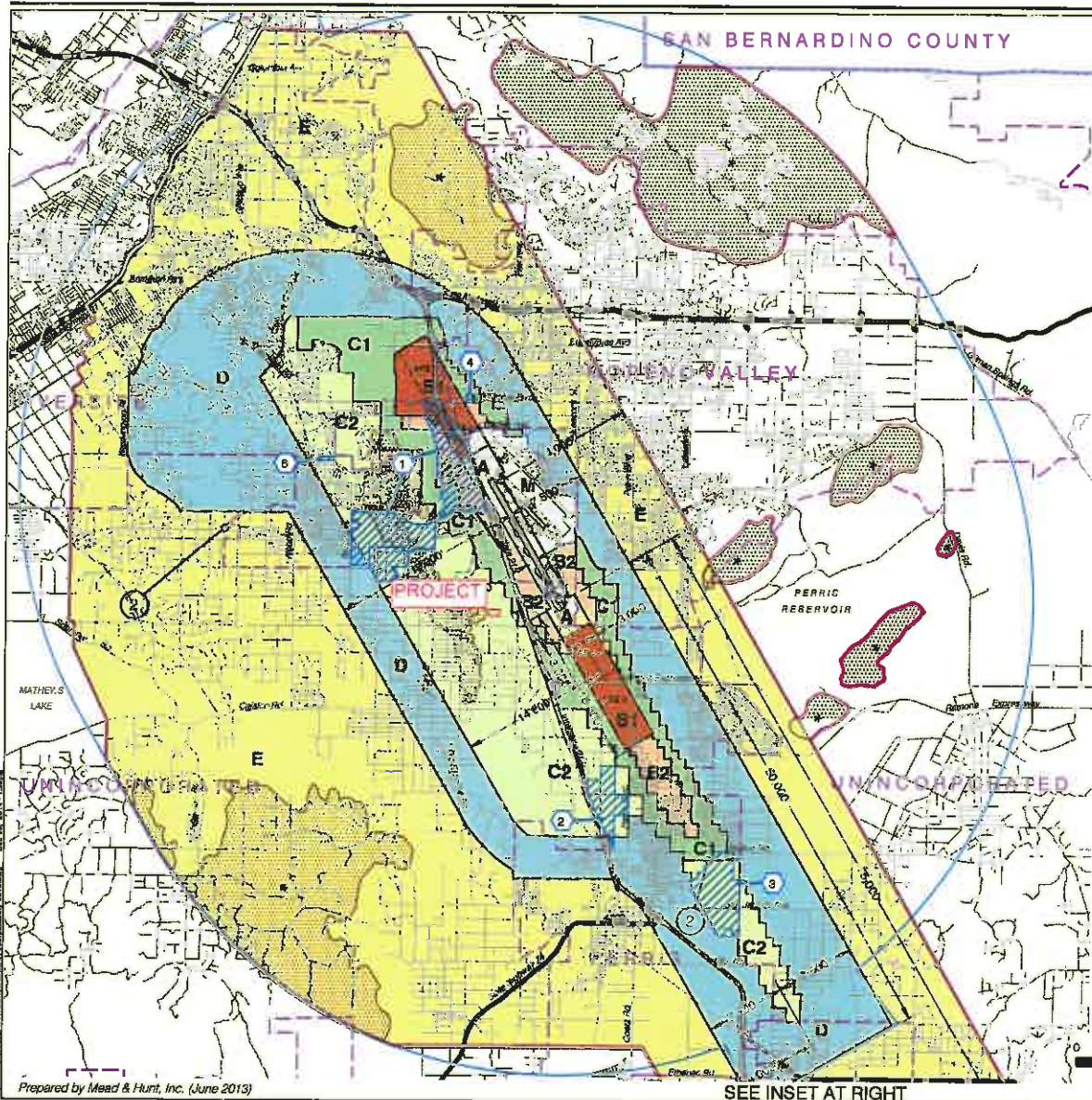
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Refer to the Help page at www.forgesolar.com/help/ for assumptions and limitations not listed here.



LEGEND

Compatibility Zones

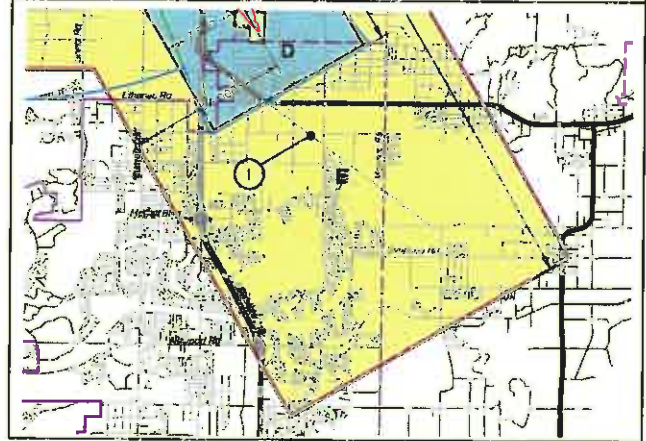
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

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

INSET



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



Base map source: County of Riverside 2013

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

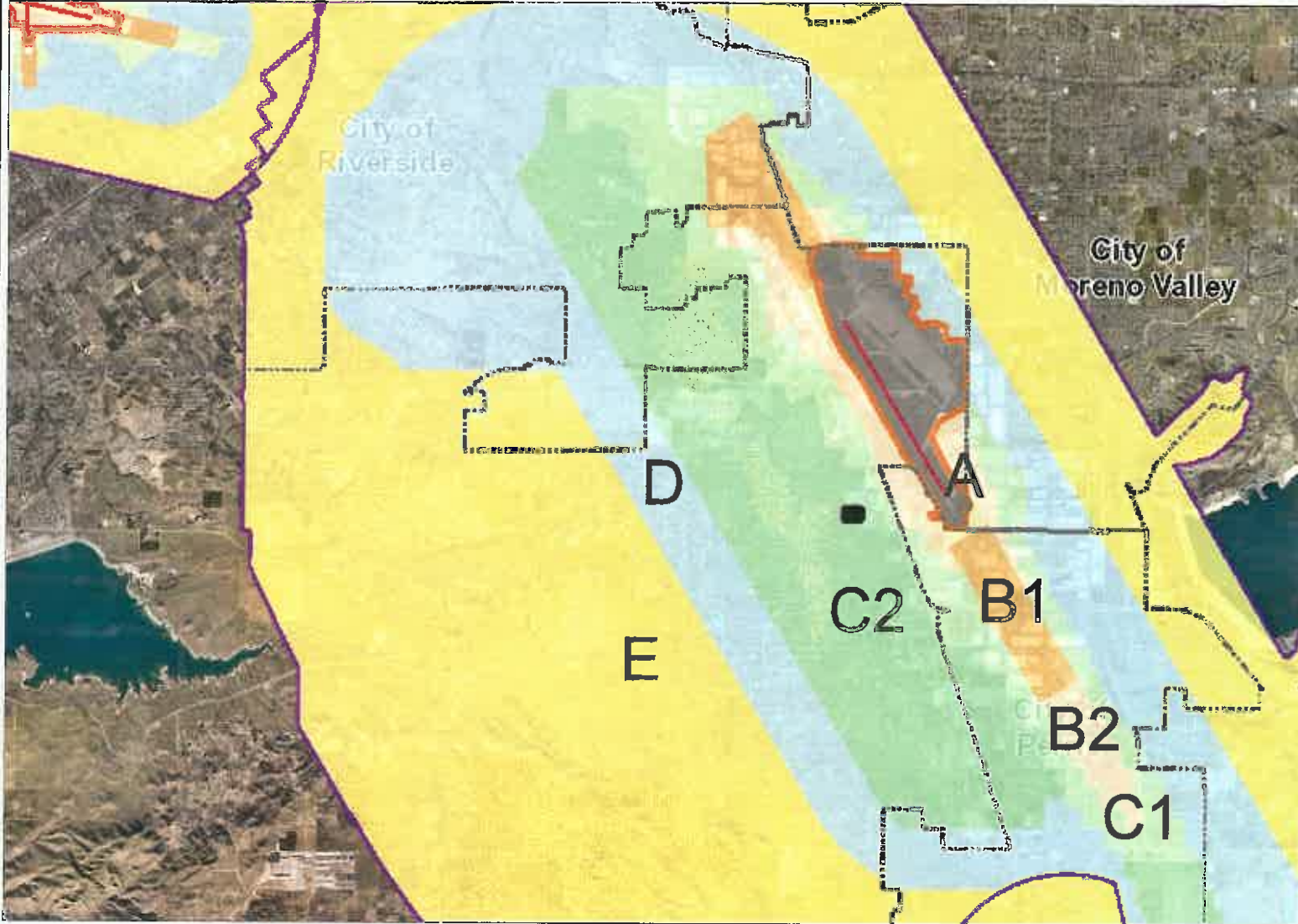
Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport

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

SEE INSET AT RIGHT

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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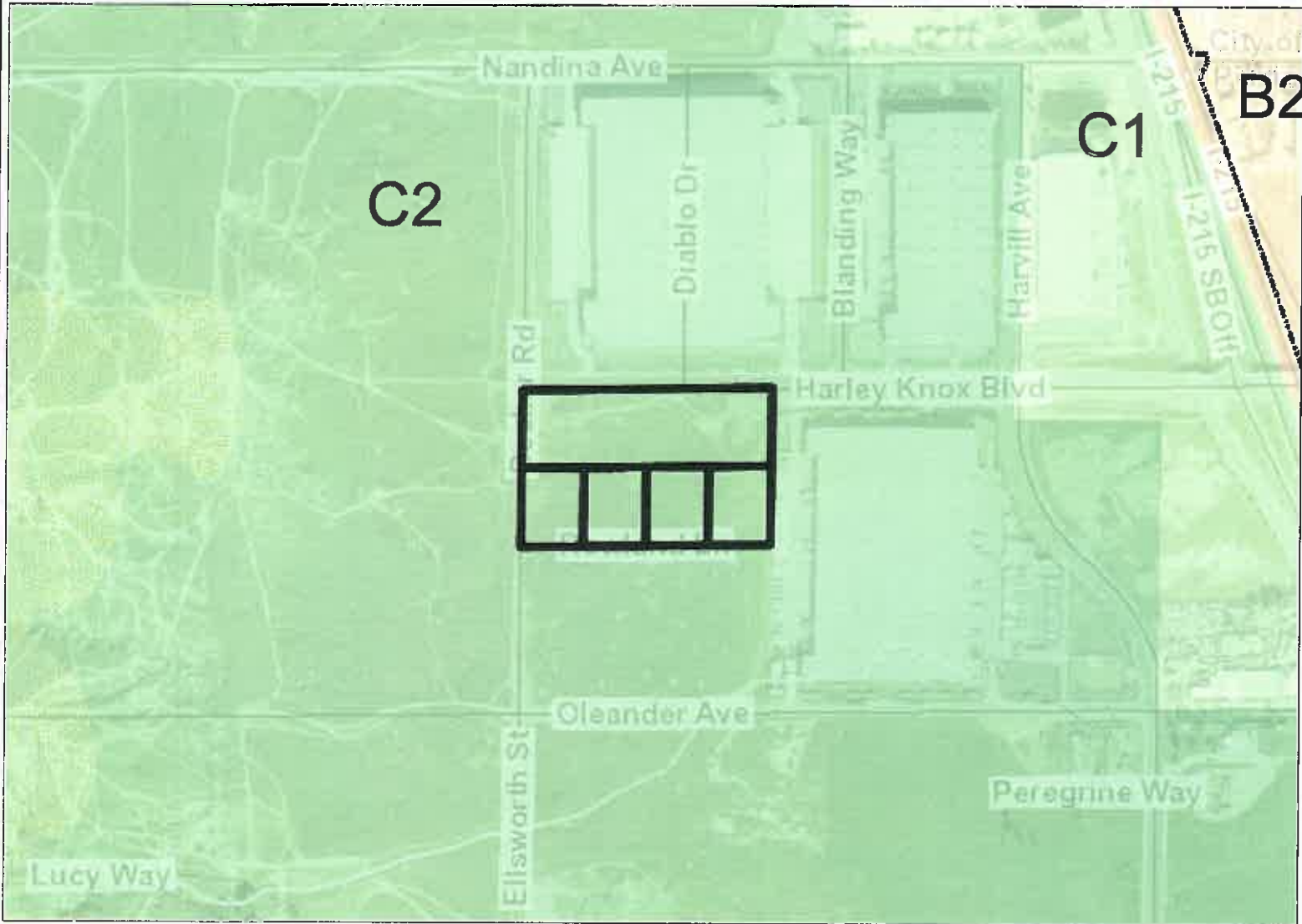


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Notes

Map My County Map



Legend

- 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

Map My County Map



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



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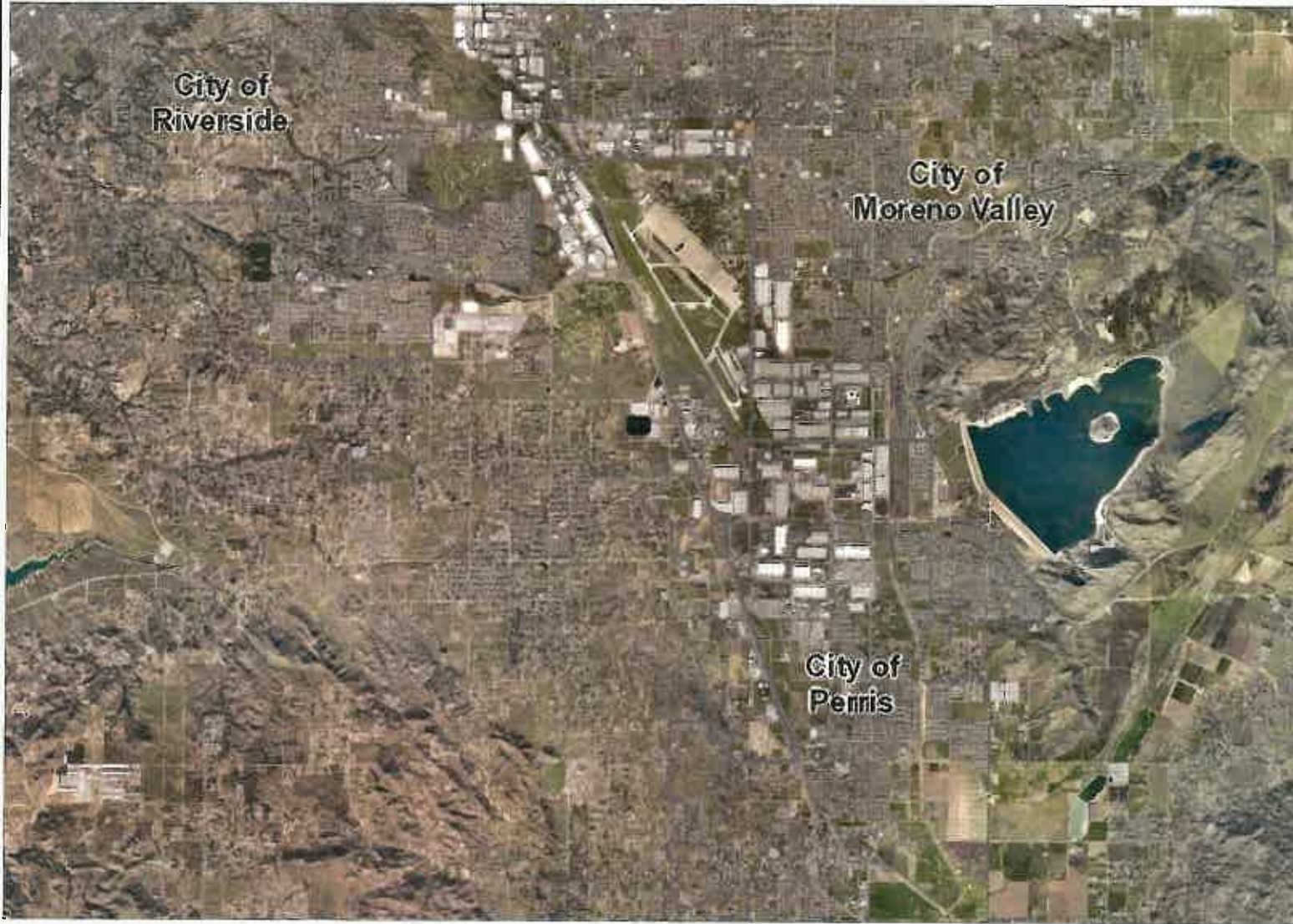


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Notes

Map My County Map



Legend

-  City Areas
-  World Street Map



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0 12 24,629 Feet
314

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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

Notes



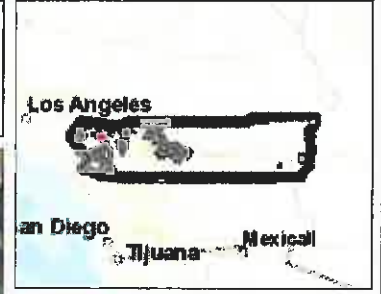
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Map My County Map



Legend

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

Notes

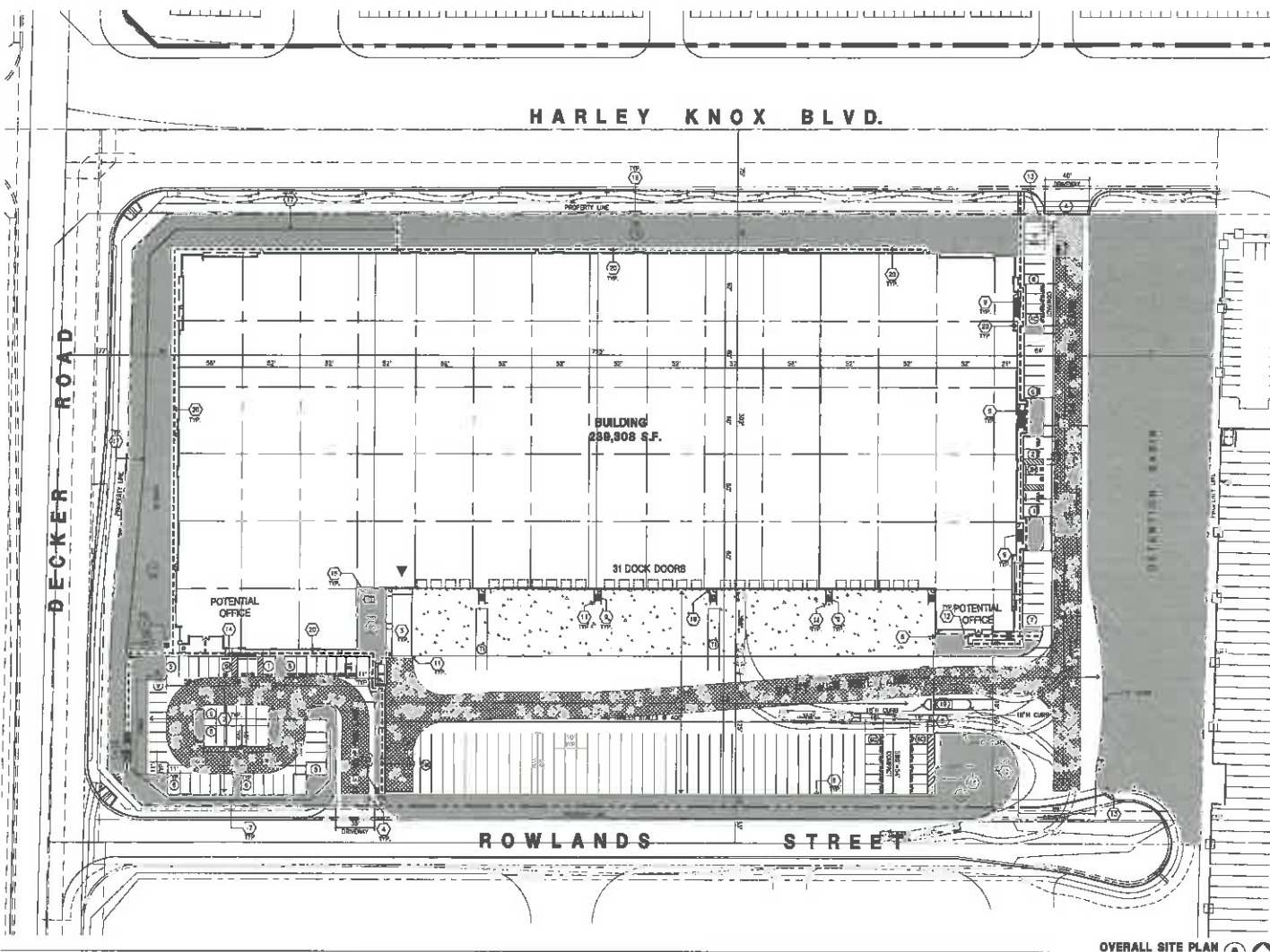


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AERIAL MAP



SITE PLAN KEYNOTES

- 1 HEAVY BROOM FINISH CONC. PAVEMENT.
- 2 ASPHALT CONCRETE PAVING
- 3 CONCRETE RAMP W/ 4" HIGH CONCRETE TILT-UP GUARD WALL ON BOTH SIDES OF RAMP.
- 4 DOWNNEY APRONS
- 5 BIKE RACK
- 6 14" HIGH CONCRETE TILT-UP SCREEN WALL
- 7 SLIDING GATE W/ 4000-PAD. PROVIDE RAPID ENTRY SYSTEM. LOOK FOR FIRE DEPARTMENT STANDARDS FOR DRIVEWAY.
- 8 TRASH ENCLOSURE
- 9 EXTERIOR CONCRETE STAIR
- 10 OUTDOOR EMPLOYEE BREAK PAD
- 11 CONCRETE FILLED GRAND PEST AT 24" U.N.O. 42" H.
- 12 LANDSCAPE. SEE "L" DIMS. LANDSCAPE AREAS INDICATED BY SHADED PATTERN.
- 13 HANDICAP ENTRY SIGN
- 14 HANDICAP PARKING STALL SIGN
- 15 APPROPRIATE LOCATION OF THE TRANSFORMER AND GENERATOR
- 16 EXTERIOR DOWNSPOUT WITH 2 OVERFLOW SCUPPERS.
- 17 RETAINING WALL. SEE CIVIL PLANS
- 18 MAN GATE WITH ALL REQUIRED HARDWARE
- 19 GUARD SHACK WITH MEDIAN
- 20 CONCRETE WALKWAY
- 21 ACCESSIBLE CONCRETE RAMP

SITE LEGEND

- LANDSCAPED AREA
- CONCRETE PAVING SEE "C" DIMS FOR THICKNESS
- STANDARD PARKING STALL (9' X 18')
- HANDICAP PARKING STALL (9' X 18')
- PATH OF TRAVEL
- PROPERTY LINE

TABULATION

SITE AREA	IN SQ. FT.	BUILDINGS
IN ACRES	122,637 s.f.	12.0 ac
FLOOR AREA	234,308 s.f.	
W/IN PARKING	234,308 s.f.	
IN ACRES	234,308 s.f.	
COVERAGE	46.6%	
AUTO PARKING PROVIDED		
CRTRV 8'x12'50" x 1'	25 stalls	
WALKIN 12'x20'00" x 1'	118 stalls	
TOTAL	143 stalls	
AUTO PARKING PROVIDED		
Standard (9'x18')	74 stalls	
Compact (9'x16')	10 stalls	
Van Accessible (12'x16')	2 stalls	
Standard ADA (9'x18')	4 stalls	
TRAILER PARKING PROVIDED		
Trailer (10'x45')	42 stalls	
TOTAL PARKING PROVIDED	136 stalls	
ZONING COMPLIANCE FOR CITY		
Current Zoning Designation :		
Manufacturing Medium (M-M)		
Industrial Park (I-P)		
Proposed Zoning:		
Industrial Park (I-P)		
Manufacturing Medium (M-M)		
MAXIMUM FLOOR AREA RATIO		
F.A.R. 100		
MAX. OVER HEIGHT ALLOWED		
Height - 50'		
RETRAINS		
Street Eas = 25'		
Step = 1'		
Rear = 3'		
Abate: Per New York commercial zone = 50'		

PROJECT INFORMATION

Applicant
 HANSELL SLOW COMPANY
 2001 LANSBERRY ROAD
 HANFORD, CA 93230
 TEL: (441) 477-4553
 CONTACT: SHARV DRAKE

Civil Engineer
 HART - ROWLANDS, INC.
 2785 COLLEGE BLVD. 2ND
 SHARON, CA 94782
 TEL: 925-341-7799
 CONTACT: JIMMY MAJES

Assessor's Parcel Number
 APN 214-010-001 899 214-010-002
 APN 214-010-002 899 214-010-002

Construction Type
 BUILDING 01-0

Building Address
 3501 Lanthorn Road, Suite 230
 Newport Beach, California 92660

Architect
 HPA, INC.
 18831 BARDEN AVENUE, SUITE #100
 IRVINE, CA 92612
 TEL: 949-453-1770
 CONTACT: KELLY GIBBS



HPA, Inc.
 18831 Barden Avenue, - Suite #100
 Irvine, CA
 92612
 tel: 949-453-1770
 fax: 949-453-0681
 email: hpa@hpa.com



Owner:

Project:

KNOX BUSINESS PARK

PHASE VIII

County of Riverside, CA

Consultants:

CIVIL
 MECHANICAL
 ELECTRICAL
 LANDSCAPE
 RECREATION
 STRUCTURE

Title: OVERALL SITE PLAN

Project Number: 19132

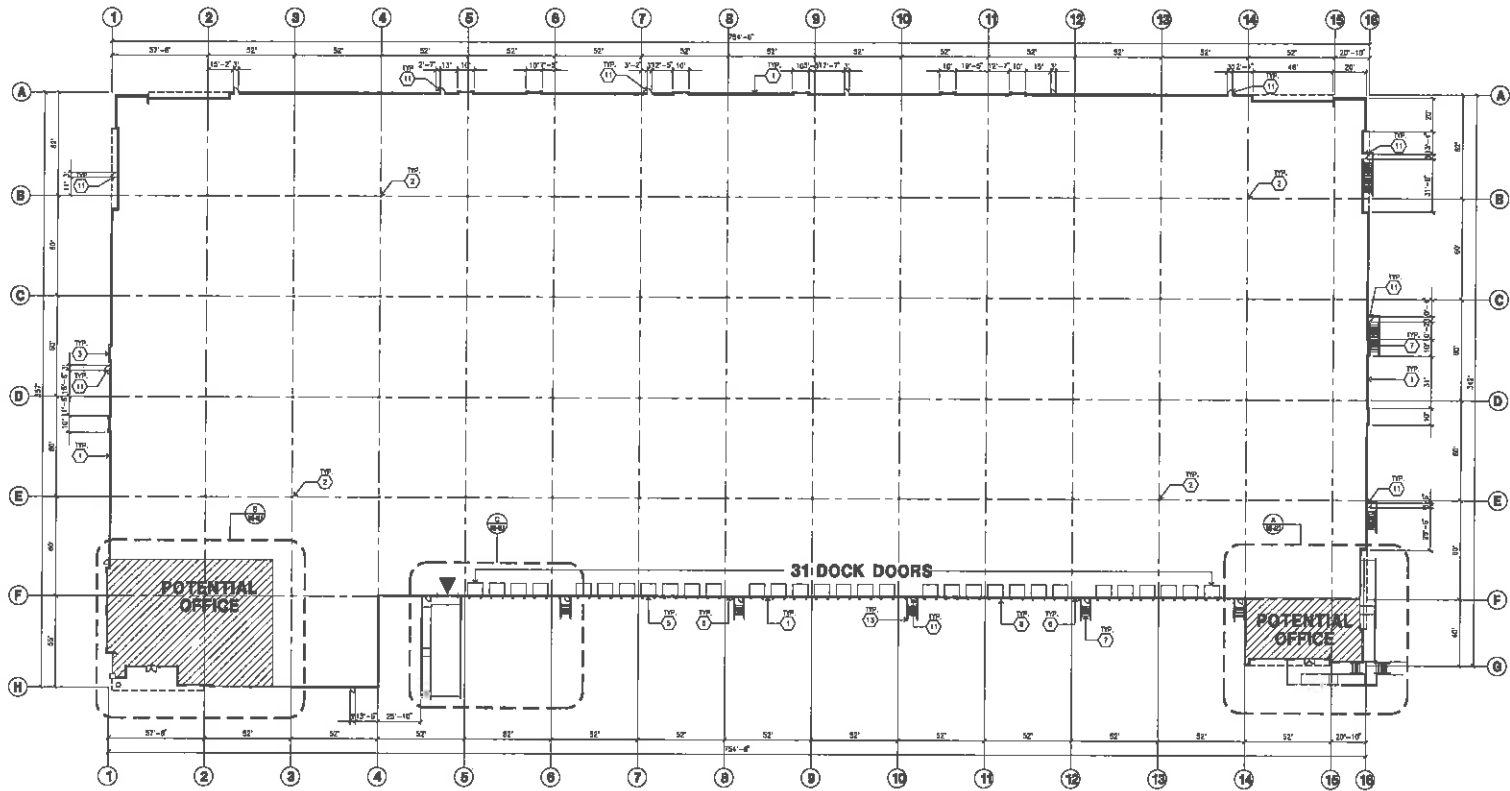
Drawn by: OC

Date: 07/01/21

Revised:

Sheet:

DAB-A1.1



FLOOR PLAN
100% T-217-2

KEYNOTES - FLOOR PLAN

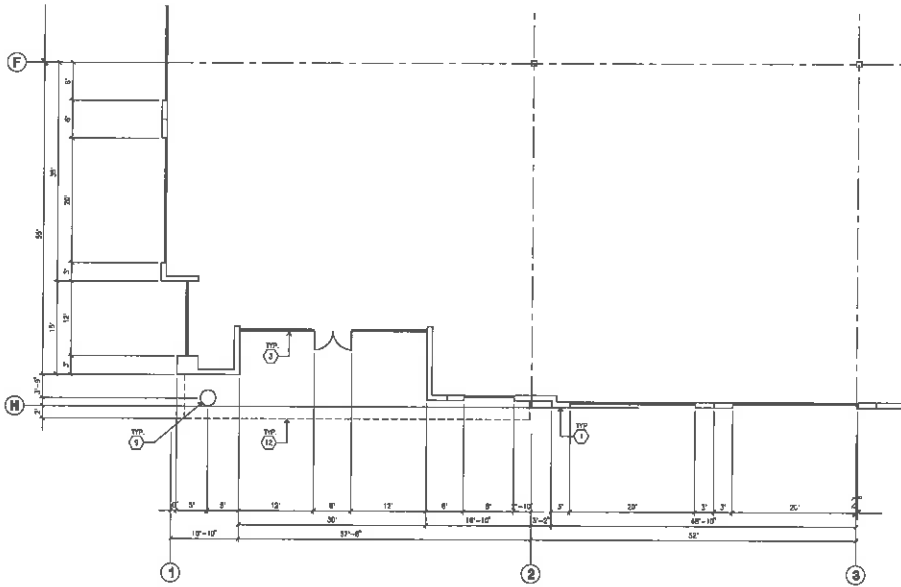
- 1 CONCRETE FILL-UP PANEL
- 2 STRUCTURAL STEEL COLUMN
- 3 TYPICAL EXPANSION SYSTEM WITH DRAINING. SEE OFFICE FLOOR-UP AND ELEVATIONS FOR DETAILED CALLOUTS AND SECTIONS.
- 4 CONCRETE FLOOR 1/2" 4" HIGH GROUT FILL-UP BLIND WALL OR SEALING WALL ON BOTH SIDE OF RAMP
- 5 2" X 10" TRUSS DOOR SECTIONS, C.T.N., STANDARD GRADE. SCREENS TO RESIST WIND TO MIN. EXPOSURE "C"
- 6 METAL DOORS PAINTED TO MATCH BUILDING
- 7 CONCRETE STAIR
- 8 DOCK DOOR EQUIPMENT
- 9 10" DIAMETER COLUMN
- 10 2" X 4" GIRAL, ISBL SECTION, C.N., STANDARD GRADE. REINFORCED TO RESIST WIND TO W.P.L. EXPOSURE "C"
- 11 20" X 20" HOLLOW WITH OUTDOOR SAN DOOR
- 12 METAL CORNER
- 13 CONIC FILLED BLIND POST 8" DIA. 11.0 D. 42"H.
- 14 TRAILERED DOORS.



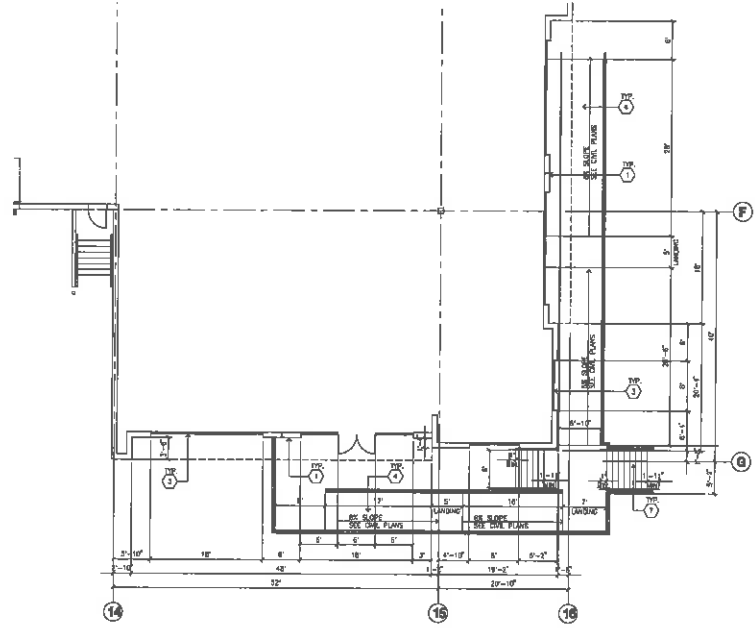
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Project:

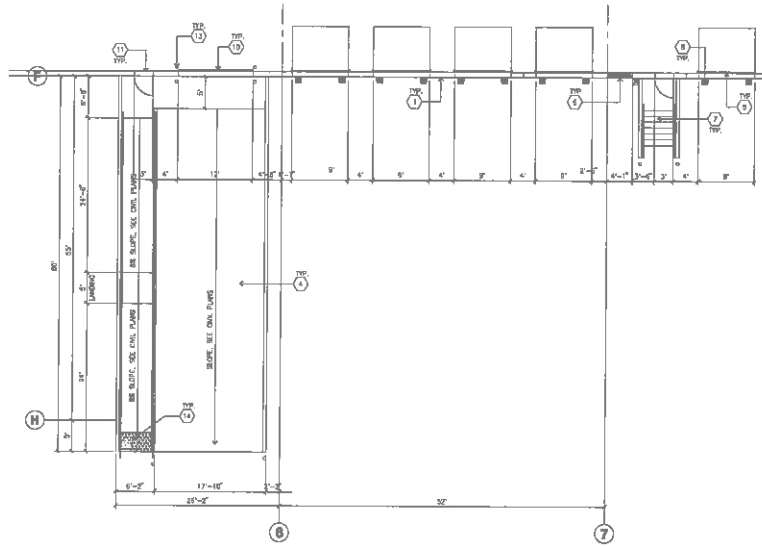
Consultants:



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



ENLARGED FLOOR PLAN A
SCALE: 1/8"=1'-0"



ENLARGED FLOOR PLAN C
SCALE: 1/8"=1'-0"

KEYNOTES - FLOOR PLAN

- 1 CONCRETE TILT-UP PANEL
- 2 STRUCTURAL STEEL COLUMN
- 3 TYPICAL STRUCTURING SYMBOL WITH GLAZING, SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATION
- 4 CONCRETE WALL 8" 42" HIGH CONCRETE TILT-UP SQUARE EDGE ON BUILDING WALL ON BOTH Sides 8" WALL
- 5 2" X 4" TYPICAL BRICK, EXTERIOR, CIVIL ENGINEERING WORK, REFER TO DETAIL WND 20 WALL, ELEVATION "C"
- 6 METAL LADDERS PAINTED TO MATCH BUILDING
- 7 CONCRETE STAIR
- 8 DOOR DOOR SWAPPS
- 9 30" DIAMETER COLUMN
- 10 12" X 16" CORE METAL SECTION, IN. EMBOSSED CHAIR, REFER TO DETAIL WND 20 WALL, ELEVATION "C"
- 11 30" HOLLOW METAL EXTERIOR WIND DOOR
- 12 METAL CHAIR
- 13 CONCRETE FILLER PANEL, 8" DIA. U.S.G. 42" H
- 14 FINISHED FLOOR

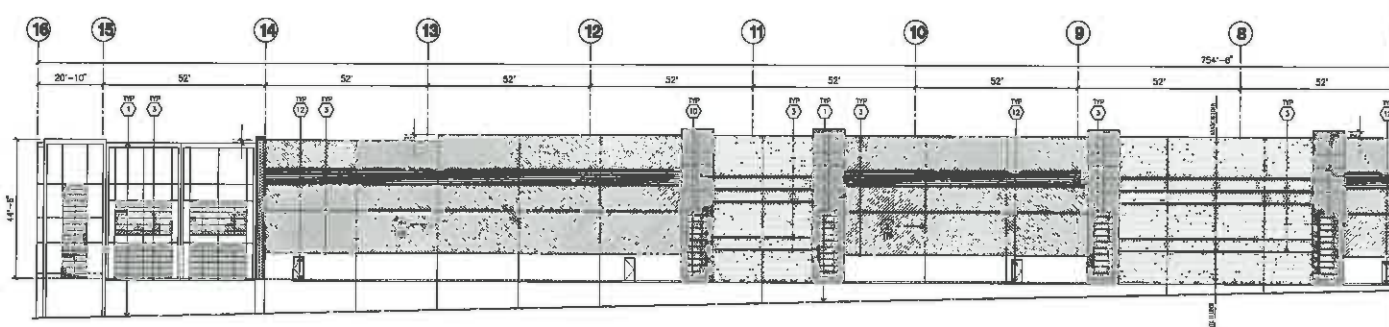


Owner:
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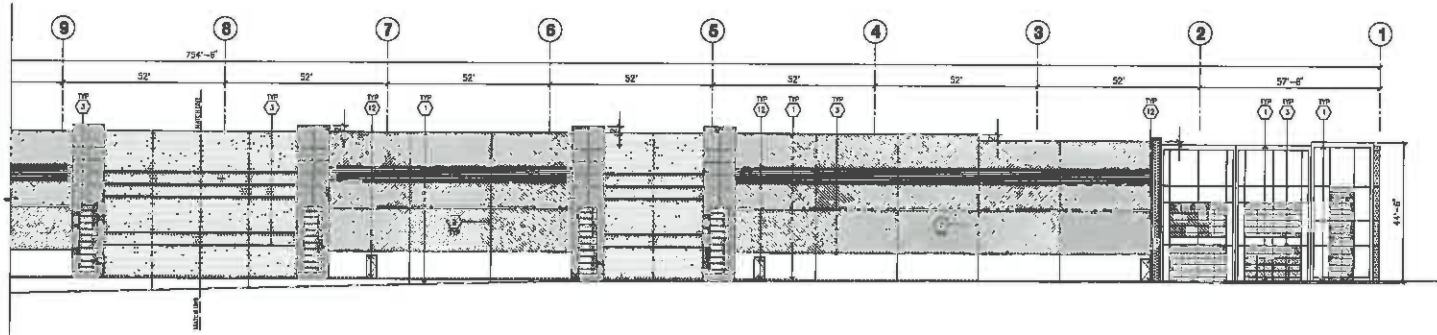
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Consultants:
[Redacted]

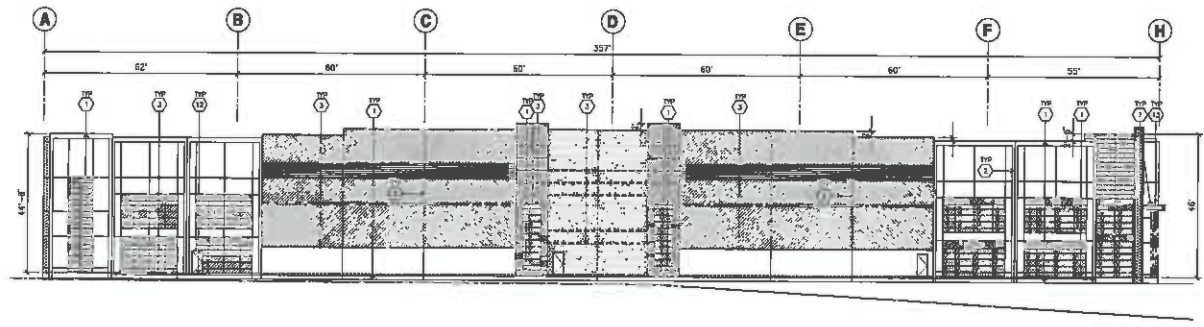
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NORTH (HARLEY KNOX BLVD.) ELEVATION
scale 1/16" = 1'-0"



NORTH (HARLEY KNOX BLVD.) ELEVATION
scale 1/16" = 1'-0"



WEST (DECKER ROAD) ELEVATION
scale 1/16" = 1'-0"

- 1 CONCRETE TILT-UP PANEL (PAINTED)
- 2 PANEL JOINT
- 3 PANEL REVEAL: ALL REVEALS TO HAVE A MAX. OF 3/8" DIAMETER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.G.
- 4 OVERHEAD DOOR @ DRIVE TOWER
- 5 CONCRETE TILT-UP SCREEN WALL
- 6 OVERHEAD DOOR @ DOCK HIGH
- 7 METAL CANOPY
- 8 CONCRETE OVER LANDING AND DIAGONAL 1/2" METAL PIPE HANDRAIL
- 9 CONCRETE RAMP
- 10 ALUMINUM STOREFRONT FRAMING WITH TAPERED GLAZING
- 11 METAL LEAFER
- 12 HOLLOW METAL DOORS
- 13 30" DIAMETER COLUMN
- 14 DOWNPOUT WITH SCUPPERS PAINTED TO MATCH BUILDING

- CONCRETE TILT-UP PANEL COLOR: SHERWIN WILLIAMS SW 8147 PANEL WHITE
- CONCRETE TILT-UP PANEL PAINT BRAND: INTERIOR-EXTERIOR
- CONCRETE TILT-UP PANEL PAINT BRAND: COMPLETE 1202
- CONCRETE TILT-UP PANEL COLOR: SHERWIN WILLIAMS SW 7766 BOLD
- GLAZING COLOR: MILK REFLECTIVE GLAZING
- DOOR SHERWIN WILLIAMS SW 8147 PANEL WHITE
- METAL CANOPY SHERWIN WILLIAMS ACRYLIC LAMINATE SYSTEMS HIGH GLOSS/LOW PERFORMANCE COLOR: BL COLOR - SW 7027 GRAY GARDEN
- HANDRAIL COLOR: CLEAR WOODFIBER WOODGARD

- TAPERED SPANREL GLASS
- TAPERED VISION GLASS



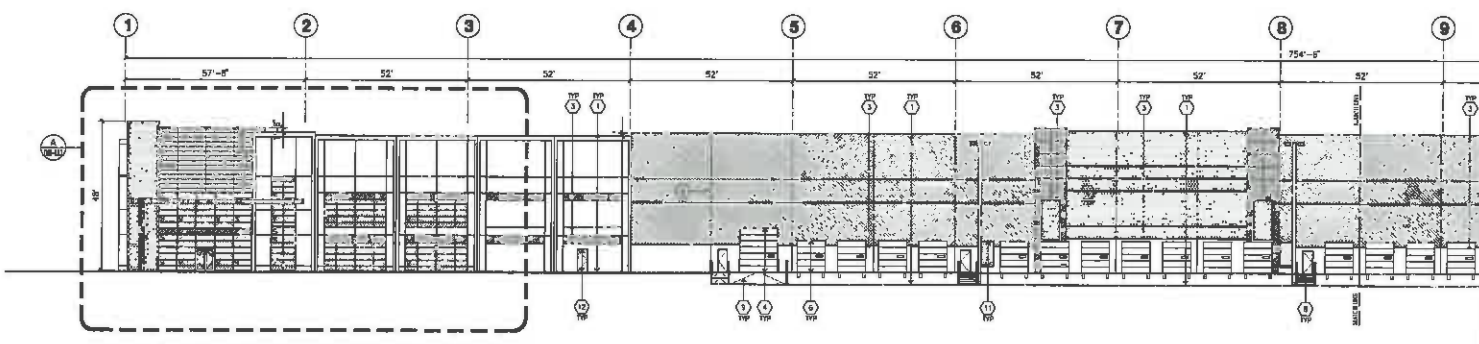
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Project:

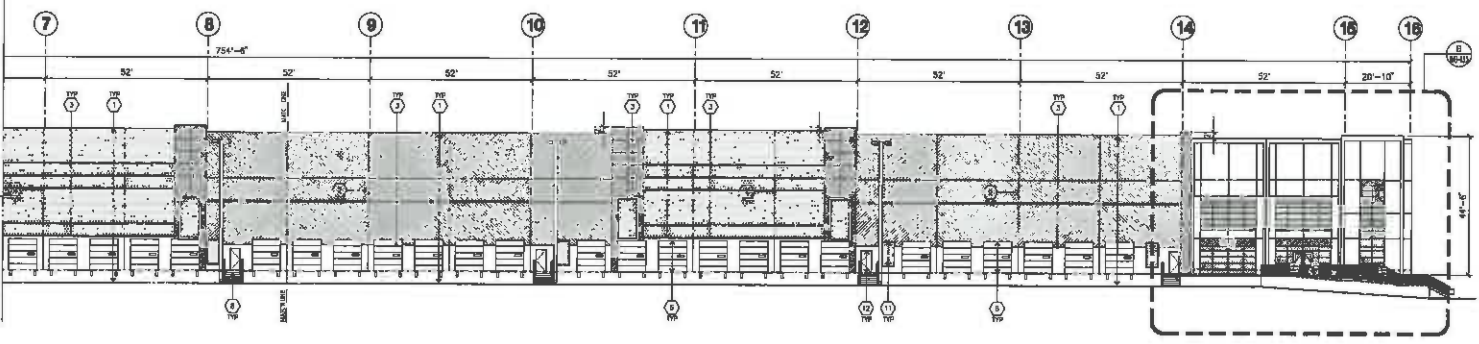
Project:

Consultants:

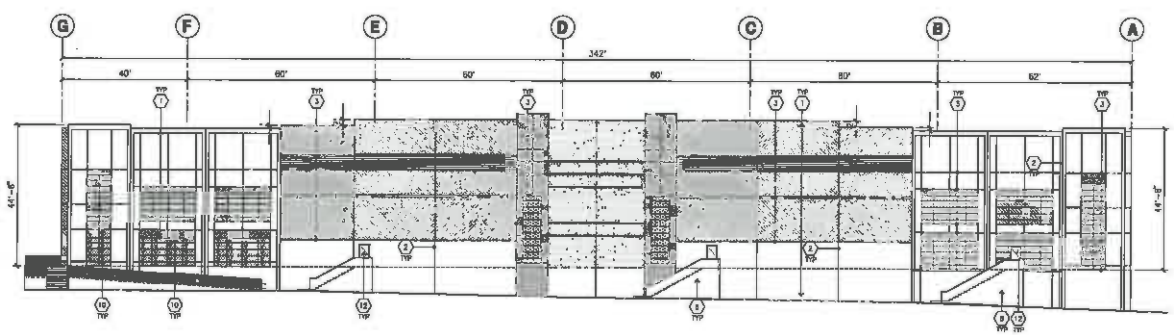
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SOUTH (ROWLANDS STREET) ELEVATION A
DATE: 1/16 - 1-2



SOUTH (ROWLANDS STREET) ELEVATION B
DATE: 1/16 - 1-2



EAST ELEVATION C
DATE: 1/16 - 1-2

- 1 CONCRETE TILT-UP PANEL (PAINTED)
- 2 PANEL ACORN
- 3 PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING PANEL COLOR (UNO)
- 4 OVERHEAD DOOR @ DRIVE THRU
- 5 CONCRETE TILT-UP SCREEN WALL
- 6 OVERHEAD DOOR @ BOOK W/H
- 7 METAL CANOPY
- 8 CONCRETE STAIR, LANDING AND OVERHEAD W/ METAL PIPE HANDRAIL
- 9 CONCRETE RAMP
- 10 ALUMINUM STOREFRONT FRAMING WITH TEMPORARY GLAZING
- 11 METAL LEAVES
- 12 HOLLOW METAL DOORS
- 13 3" DIA. COLUMN
- 14 DOWNROCK WITH SLIPSPICES PAINTED TO MATCH BUILDING

- CONCRETE TILT-UP PANEL COLOR: SHERWIN WILLIAMS SW 8147 PIANO WHITE
- CONCRETE TILT-UP PANEL PAINT BRAND, FINISH/PAINT SYSTEM: SHERWIN WILLIAMS SW 7816
- CONCRETE TILT-UP PANEL PAINT BRAND, FINISH/PAINT SYSTEM: SHERWIN WILLIAMS SW 7019
- CONCRETE TILT-UP PANEL COLOR: SHERWIN WILLIAMS SW 7244
- GLAZING COLOR: BLUE REFLECTIVE GLAZING
- DOOR SHERWIN WILLIAMS SW 8147 PIANO WHITE
- METAL CANOPY SHERWIN WILLIAMS ACRYLIC LATEX SYSTEMS HIGH GLOSS/FINISH PERFORMANCE BY COLOR 1 SW 9011 CRISP SILENT
- MULLIONS COLOR: CLEAR ANODIZED MULLIONS

- TEMPERED SPANREL GLASS
- TEMPERED VISION GLASS



Owner:

Project:

Consultants:

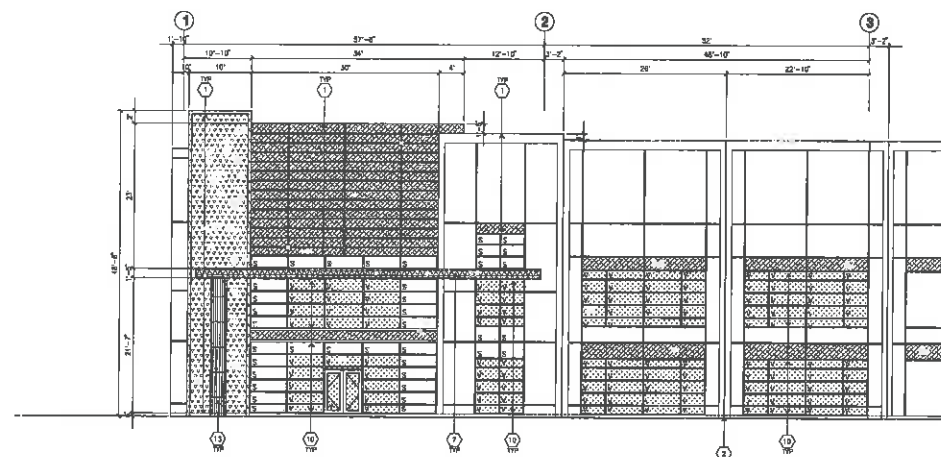
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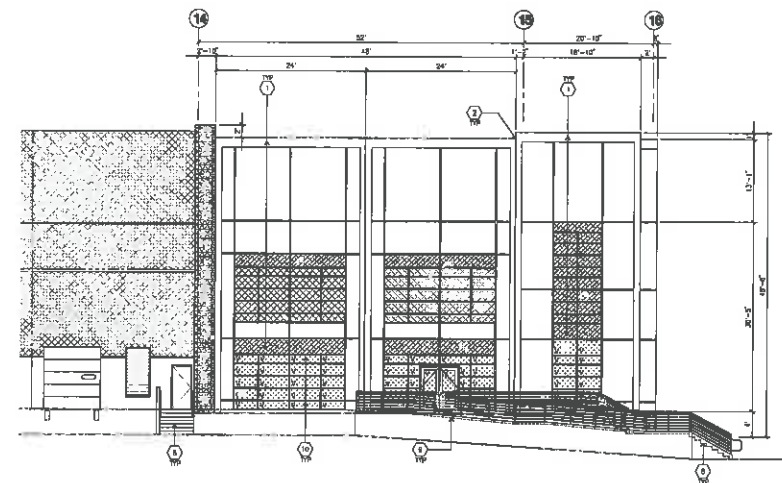
Owner:

Project:

Consultants:



ENLARGED SOUTH ELEVATION A
 scale: 1/8" = 1'-0"

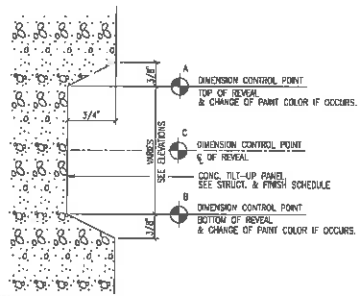


ENLARGED SOUTH ELEVATION B
 scale: 1/8" = 1'-0"

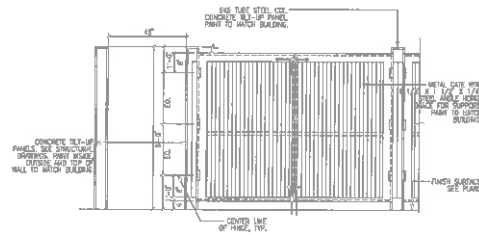
- ① CONCRETE TILT-UP PANEL (PAINTED)
- ② PANEL JOINT
- ③ PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 1/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FELD COLOR. U.N.D.
- ④ OVERHUNG DOOR W. DRIVE THRU
- ⑤ CLIMATE TILT-UP SCREEN WALL
- ⑥ OVERHUNG DOOR @ DOCK HIGH
- ⑦ METAL CANOPY
- ⑧ CONCRETE STAIR, LANDINGS AND GUARDRAIL W/ METAL PIPE HANDRAIL
- ⑨ CONCRETE RAMP
- ⑩ ALUMINUM STRUCTURE FRAMING WITH TEMPLER GLAZING
- ⑪ METAL COVER
- ⑫ HOLLOW METAL DOORS
- ⑬ 24" DIAMETER COLUMN
- ⑭ DOWNPOUT WITH SCULPTURE PAINTED TO MATCH GLAZING

	CONCRETE TILT-UP PANEL	COLOR	SHERWIN WILLIAMS SW 6147 PANTAL WHITE
	CONCRETE TILT-UP PANEL	PAINT BRAND	SHERWIN WILLIAMS SW 1538 BITTONGRINT STIM
	CONCRETE TILT-UP PANEL	PAINT BRAND	SHERWIN WILLIAMS SW 7019 GRACE TONGRINT CHOP
	CONCRETE TILT-UP PANEL	COLOR	SHERWIN WILLIAMS SW 7744 TUDOR
	GLAZING	COLOR	BLUE REFLECTIVE GLAZING
	DOOR	SHERWIN WILLIAMS SW 8147 DORSET BRICK	
	METAL CANOPY	SHERWIN WILLIAMS ACRYLIC LATEX SYSTEMS HIGH GLOSS/HIGH PERFORMANCE COLOR	IN COLOR 1.09.0011 GRAY SCREEN
	WALLING	COLOR	CLEAR ANODIZED ALUMINUM

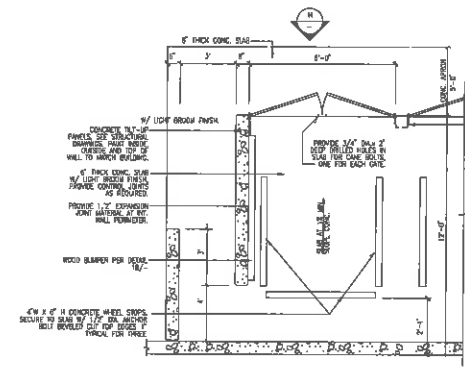
- TEMPERED SPANDREL GLASS |
- TEMPERED VISION GLASS |



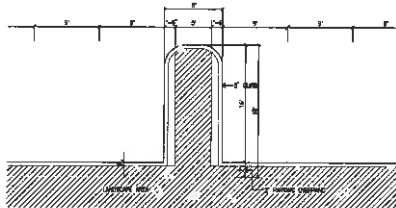
TYPICAL CONCRETE REVEAL
SCALE: N.T.S. (C)



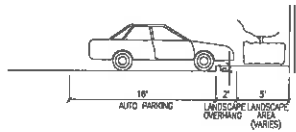
TRASH ENCLOSURE GATE - ELEVATION
SCALE: 1/8" = 1'-0" (B)



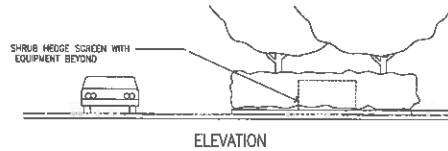
TRASH ENCLOSURE PLAN
SCALE: 1/8" = 1'-0" (A)



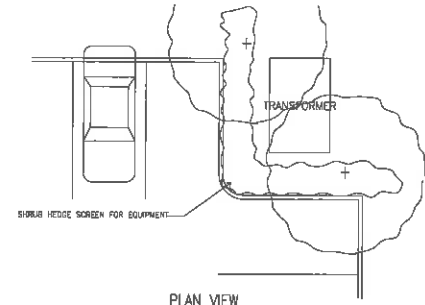
TYPICAL PARKING SECTION W/ 2' OVERHANG
SCALE: N.T.S. (F)



TYPICAL PARKING SECTION W/ 2' OVERHANG
SCALE: N.T.S. (E)



ELEVATION



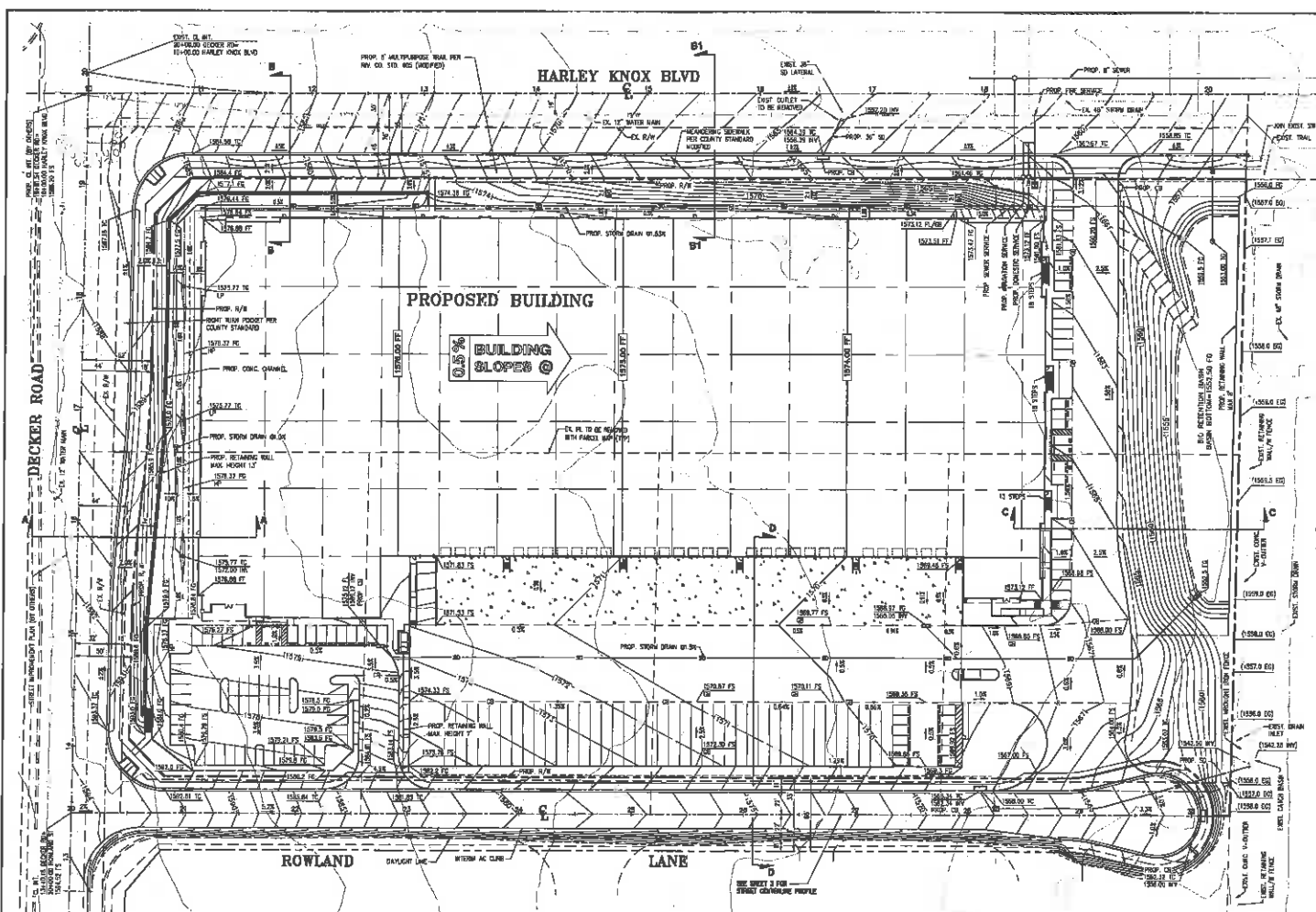
GROUND MOUNTED EQUIPMENT SCREENING TYP.
SCALE: N.T.S. (D)



Owner:
Huntington

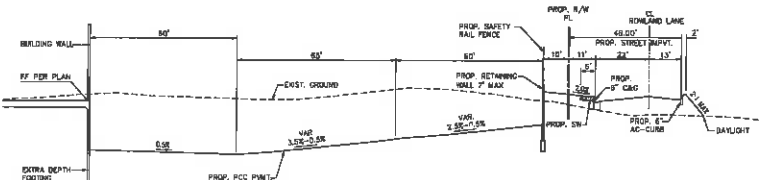
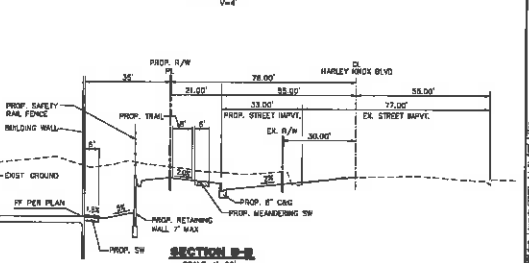
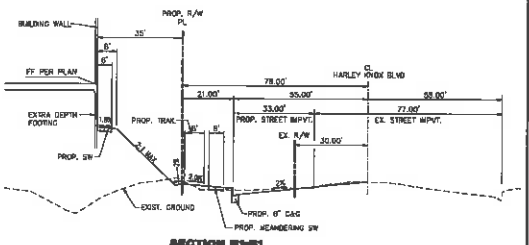
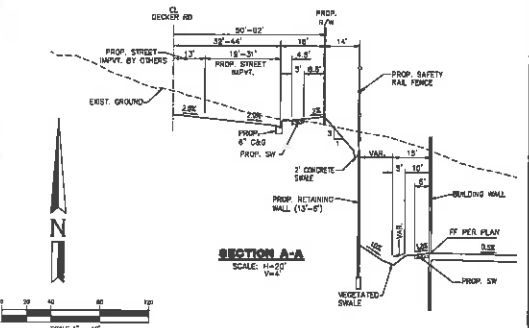
Project:

Consultants:



OWNER/APPLICANT
TRAMMELL CROW COMPANY
 500 AMBER ROAD, SUITE 200
 PASADENA, CALIF. 91106
 (949) 400-6665

CIVIL ENGINEER
HUIT-ZOLLARS, INC.
 3700 WILBUR ROAD, SUITE 330
 ONTARIO, CA 91764
 (909) 441-7799



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

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

PRELIMINARY EARTHWORK VOLUMES

	CUY (CY)	FEU (CUY)
RAW VOLUMES:	48,770	43,814
(-) Shrinkage (10%):	4,677	0
(+) Swell/Comp (0%):	0	0
Setback:	42,093	43,814
Overexcavation Req:	35,945	38,945
(-) Shrinkage:	3,895	0
Setback:	32,050	38,945
Additional Volume:	1,000	0
Total:	78,344	80,776

NOTE:
 EARTHWORK ESTIMATE IS BASED ON SOIL PARAMETERS PROVIDED BY THE SOIL REPORTER. ADJUSTMENTS MAY BE REQUIRED BASED ON FINAL DESIGN OF SEAL AND SHE PAVING THICKNESS. ADDITIONAL ADJUSTMENTS MAY BE REQUIRED BASED ON SITE SOIL CHARACTERISTICS EXPERIENCED DURING CONSTRUCTION. QUANTITIES ARE FOR PER SUBDIVISION ONLY - NOT FOR BIDDING. CONTRACTOR SHALL REFORM INDEPENDENT EARTHWORK CALCULATIONS AND DO A COMPLETE JOB.

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

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



HUIT-ZOLLARS
 Huit-Zollars, Inc. Ontario
 3700 WILBUR ROAD, SUITE 330, ONTARIO, CALIF. 91764
 PREPARED UNDER THE SUPERVISION OF:

COUNTY OF RIVERSIDE
CONCEPTUAL GRADING, DRAINAGE & UTILITY PLAN
TCC - KNOX VIII
HARLEY KNOX BLVD, DECKER RD
& ROWLAND LANE
TENTATIVE PARCEL MAP 36172

DATE: 8/30/23

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
www.rcaluc.org

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

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

The County of Riverside Planning Department should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Ms. Deborah Bradford at (951) 955-6646.

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

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

DATE OF HEARING: October 14, 2021

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1488MA21 – Trammell Crow So Cal Development (Representative: EPD Solutions) – County of Riverside Case No. PPT210130 (Plot Plan). A proposal to construct a 239,308 square foot industrial manufacturing building on 15.2 gross acres, located northerly of Old Oleander Avenue, southerly of Harley Knox Boulevard, easterly of Decker Road, and westerly of Harvill Avenue. The applicant also proposes rooftop solar panels on top of the building (Airport Compatibility Zone C2 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: ZAP1488MA21 DATE SUBMITTED: 7/28/21

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	<u>Trammell Crow So Cal Development</u>	Phone Number	_____
Mailing Address	<u>3501 Jamboree Rd Suite 230</u>	Email	<u>NHoldridge@trammellcrow.com</u>
	<u>Newport Beach CA 92660</u>		

Representative	<u>EPD Solutions</u>	Phone Number	<u>9492261854</u>
Mailing Address	<u>2 Park Plaza Site 1120</u>	Email	<u>norah@epdsolutions.com</u>
	<u>Irvine CA 92614</u>		

Property Owner	<u>Harry T. Muranaka</u>	Phone Number	_____
Mailing Address	_____	Email	_____

LOCAL JURISDICTION AGENCY

Local Agency Name	<u>Riverside County</u>	Phone Number	_____
Staff Contact	<u>Deborah Bradford</u>	Email	<u>dbradfor@rivco.org</u>
Mailing Address	<u>4080 Lemon Street, 12th Floor Riverside, CA 92501</u>	Case Type	_____
Local Agency Project No	<u>PPT210130 , TPM38172</u>	<input type="checkbox"/> General Plan / Specific Plan Amendment	
		<input type="checkbox"/> Zoning Ordinance Amendment	
		<input checked="" 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>n/a</u>		
Assessor's Parcel No.	<u>295-310-016, 295-310-037 thru 295-310-040</u>	Gross Parcel Size	<u>15 acres</u>
Subdivision Name	_____	Nearest Airport and	_____
Lot Number	_____	distance from Air-	_____
		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>Vacant</u>

Much
C2

Proposed Land Use (describe)	speculative industrial building		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)		
For Other Land Uses (See Appendix C)	Hours of Operation	24/7	
	Number of People on Site	Maximum Number	
	Method of Calculation		
Height Data	Site Elevation (above mean sea level)	1574	ft.
	Height of buildings or structures (from the ground)	48' 6"	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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	If yes, describe	solar panels	

- 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)**

**RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.3

HEARING DATE: October 14, 2021

CASE NUMBER: ZAP1490MA21 – Core 5 Industrial Partners, LLC,
(Representative: Albert A. Webb Associates)

APPROVING JURISDICTION: City of Menifee

JURISDICTION CASE NO: PLN21-0100 (General Plan Amendment), SPA2019-006 (Specific Plan Amendment), PLN21-0101 (Change of Zone), PP2019-005 (Plot Plan), PLN21-0205 (Tentative Parcel Map No. 38156)

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: 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 Plan and Tentative Parcel Map CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant proposes to construct two industrial warehouse buildings with mezzanines totaling 1,640,130 square feet on 72.08 acres. The applicant also proposes to amend the site's general plan land use designation and zoning from Heavy Industrial and Business Park to Specific Plan (SP260). The applicant also proposes to modify the boundary of Specific Plan No. 260. The applicant also proposes a tentative parcel map to divide the site into two parcels.

PROJECT LOCATION: The site is located northerly of McLaughlin Road, southerly of Ethanac Road, easterly of Trumble Road, and westerly of Dawson Road, approximately 49,186 feet southeasterly of the southerly end of Runway 14-32 at March Air Reserve Base, and 11,852 feet southeasterly of the southerly end of Runway 15-33 at Perris Valley Airport.

BACKGROUND:

Non-Residential Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zones D and E, which does not limit non-residential intensity.

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

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

Part 77: Although the project is located within the March Air Reserve Base/Inland Port AIA, the actual nearest runway is Runway 15-33 at Perris Valley Airport. The southerly terminus of this runway is located 11,852 feet from the project site. At this distance, given the runway elevation of 1,413 feet above mean sea level (AMSL), Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,531.52 feet AMSL. The site elevation is 1,438 feet AMSL, and the proposed maximum building height is 49 feet, resulting in a top point elevation of 1,487 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required.

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

General Plan Amendment/Specific Plan Amendment/Change of Zone: The applicant also proposes to amend the site's general plan land use designation and zoning from Heavy Industrial and Business Park to Specific Plan (SP260). The applicant also proposes to modify the boundary of Specific Plan No. 260. The proposed amendments would be consistent with the Compatibility Plan as long as the underlying development is consistent with the compatibility criteria.

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight 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 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.

X:\AIRPORT CASE FILES\March\ZAP1490MA21\ZAP1490MA21sr.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**

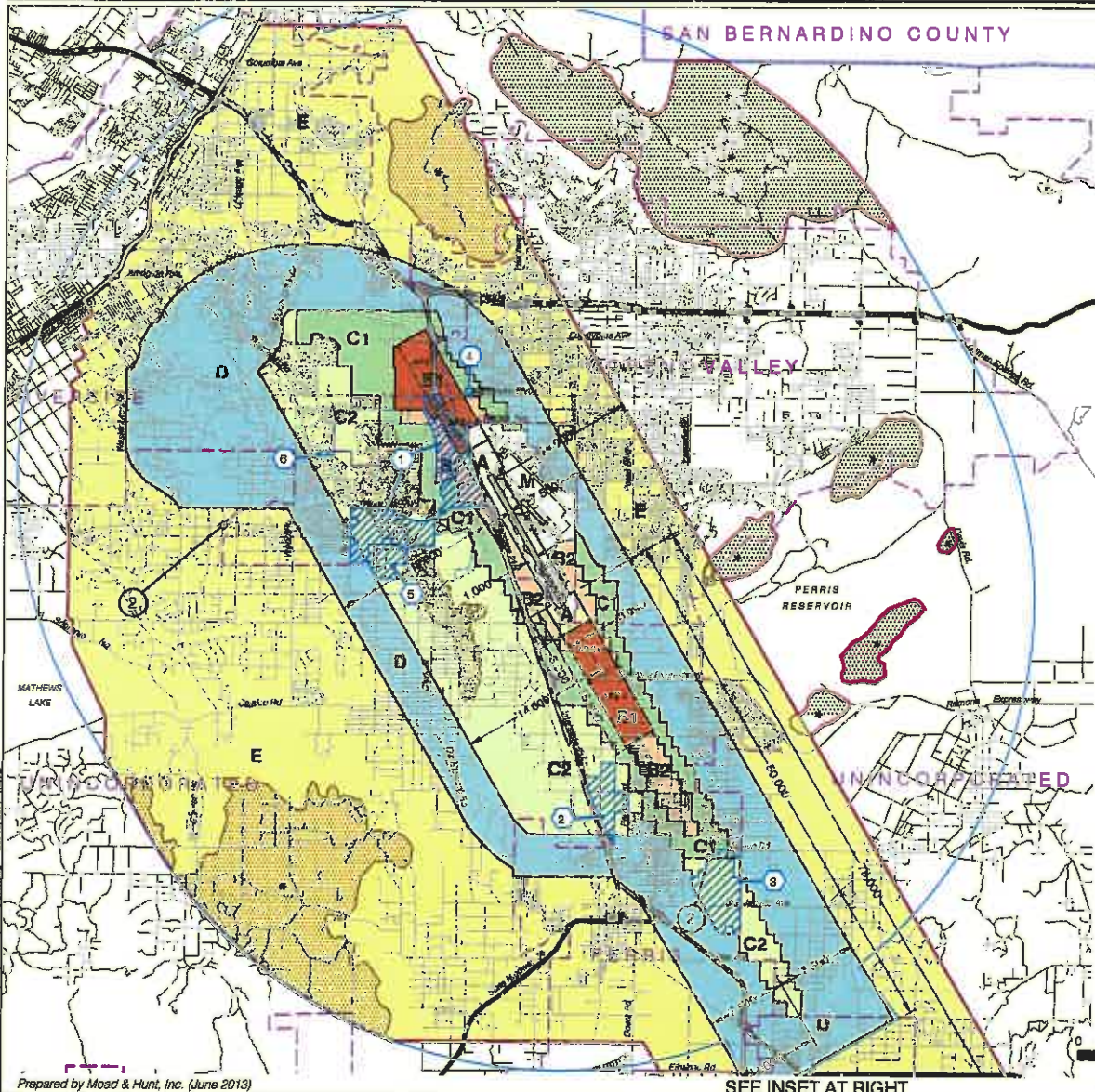
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



LEGEND

Compatibility Zones

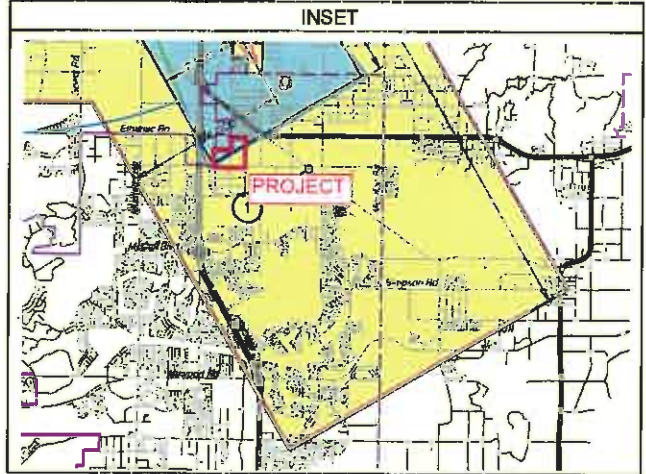
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (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.



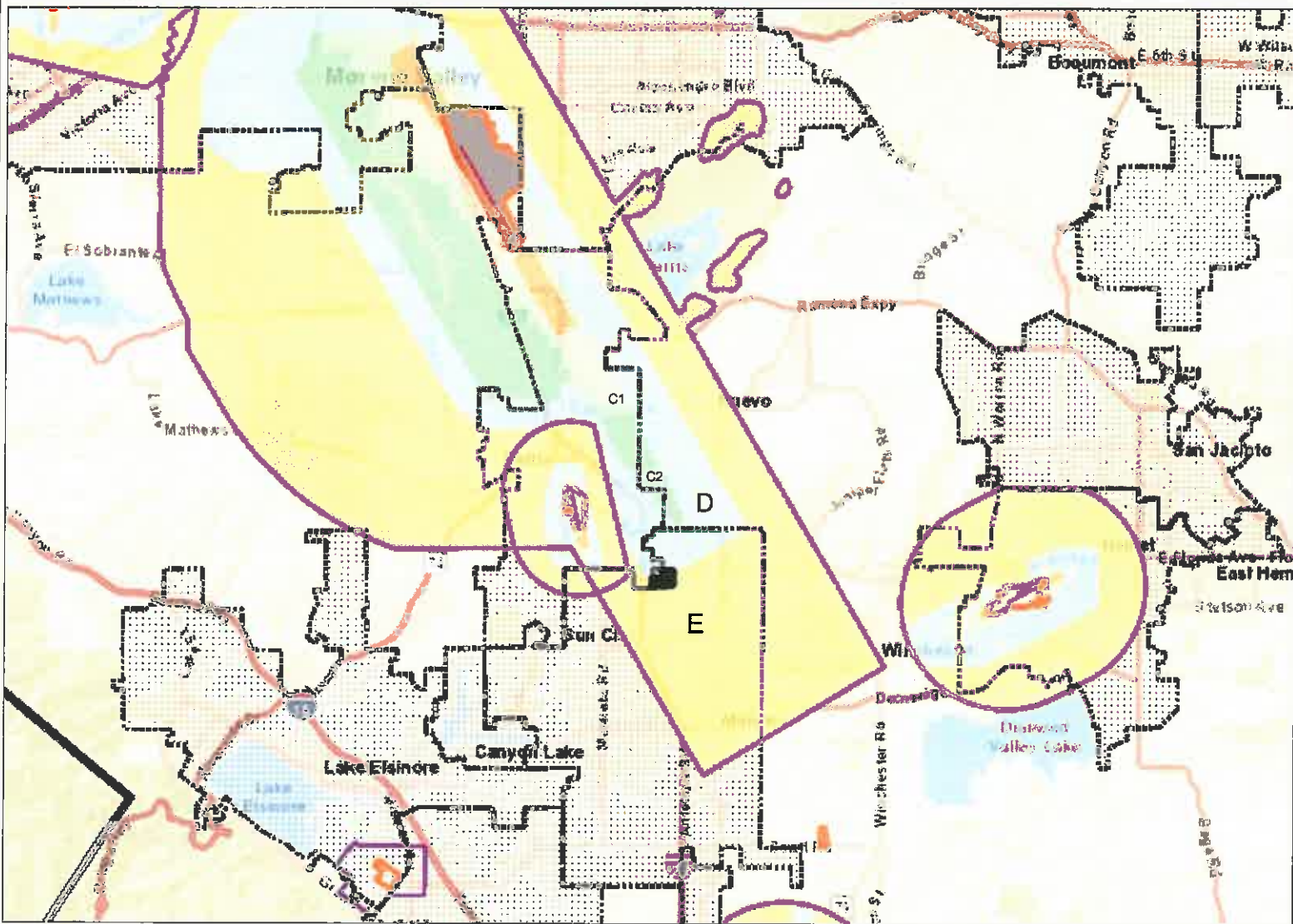
Base map source: County of Riverside 2013

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-EXC6



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

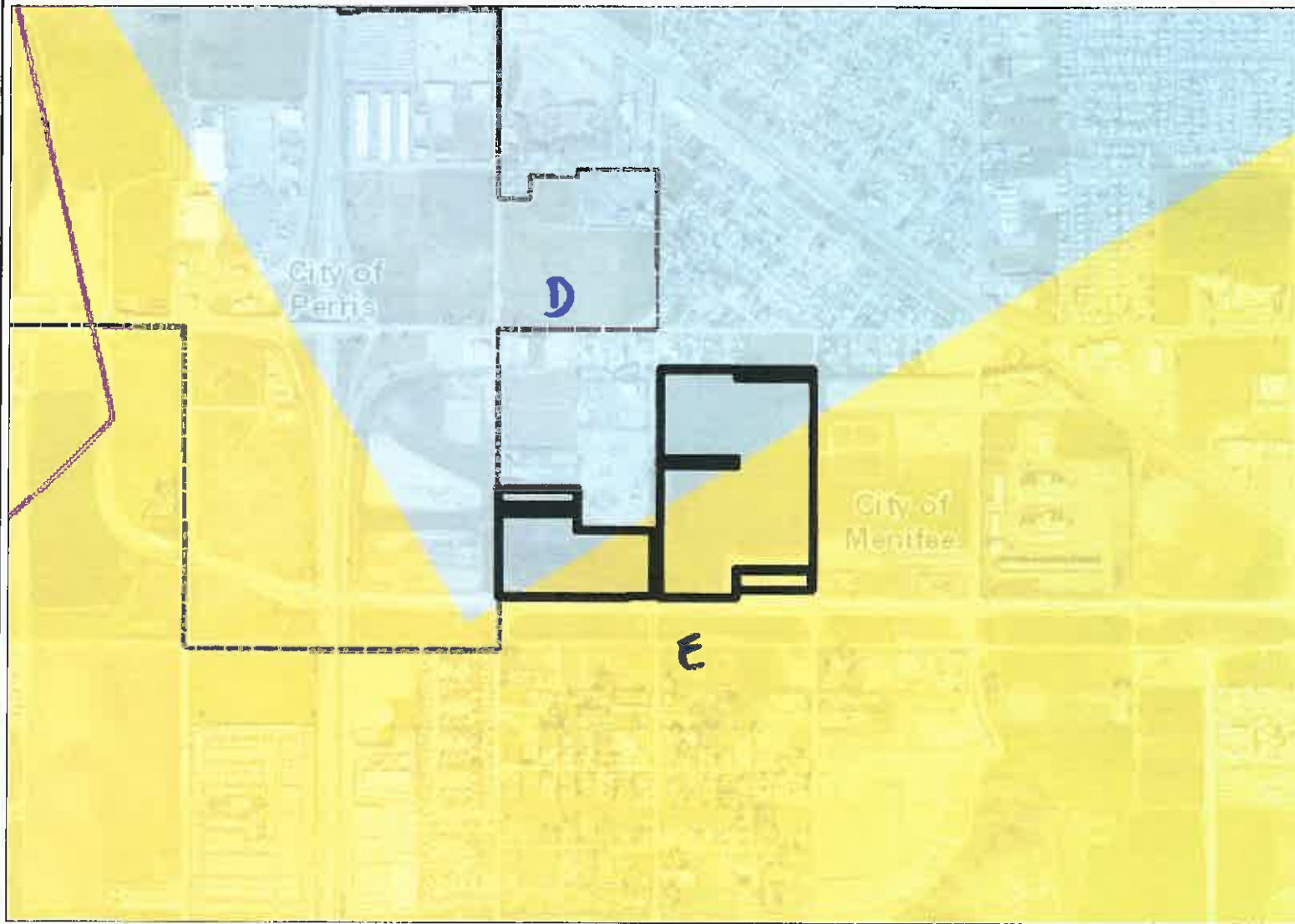


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Notes

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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0 1 3,079 Feet
539

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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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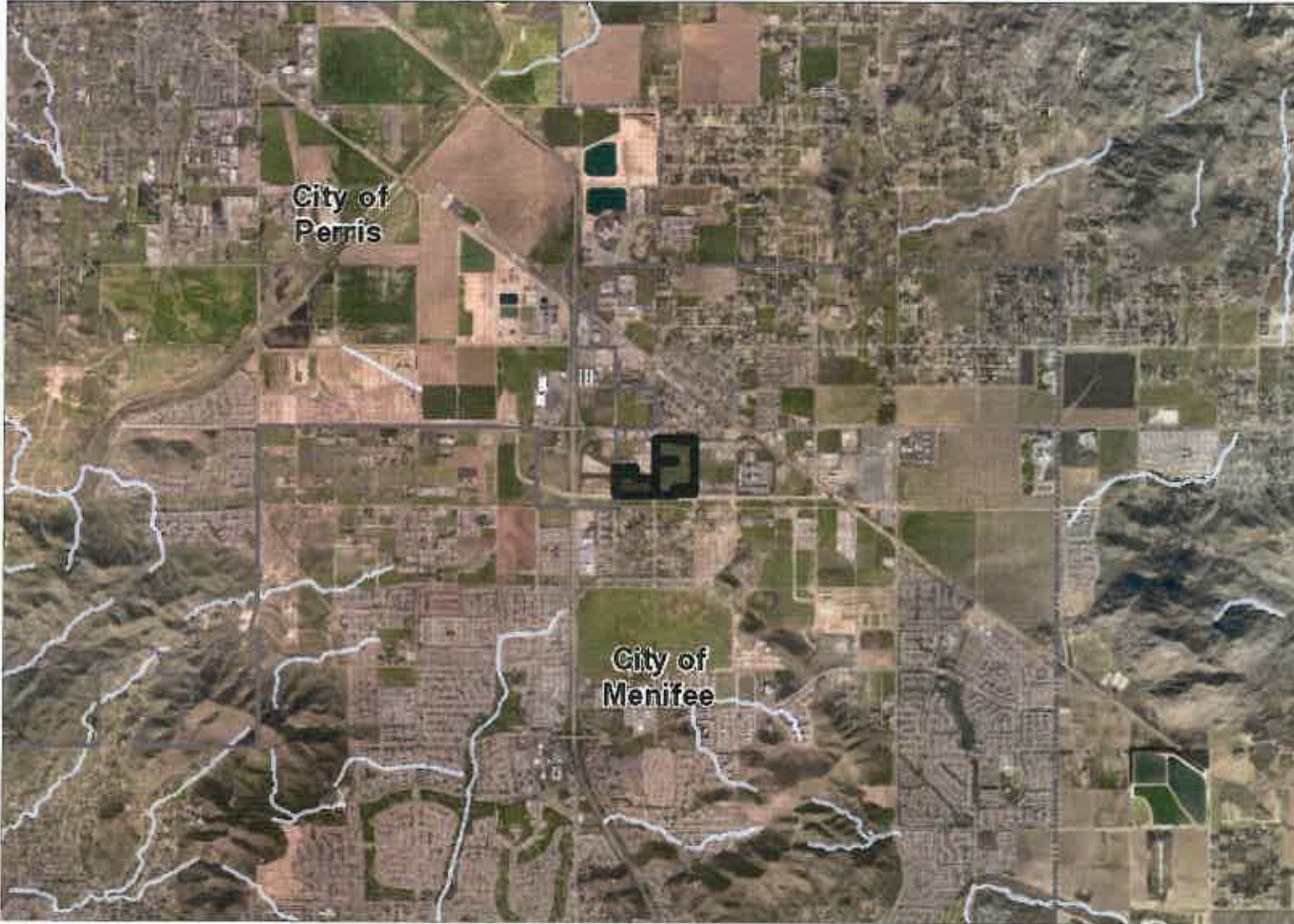
Notes

0 1 3,079 Feet
539

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Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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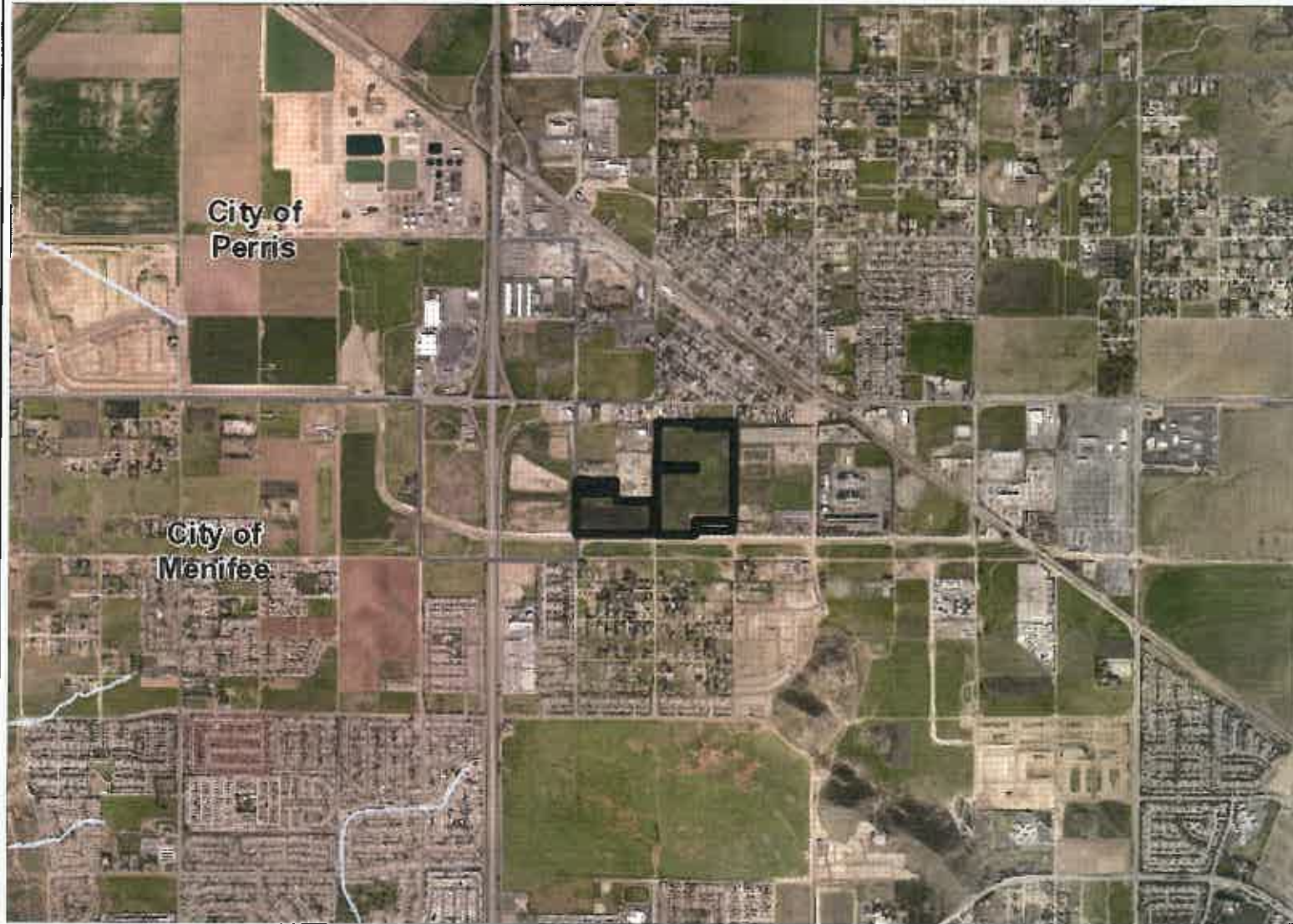
Notes

0 6 12,314 Feet
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Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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Notes

0 3 6,157 Feet
079

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Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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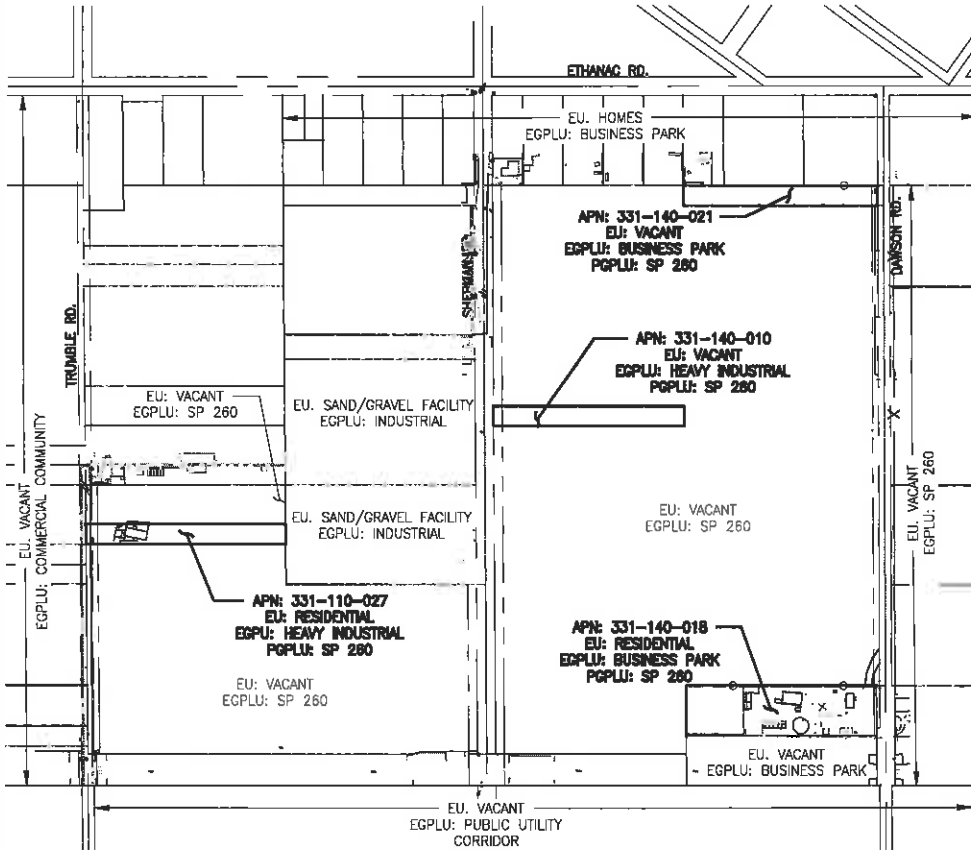
0 770 1,539 Feet

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Notes

GENERAL PLAN AMENDMENT #PLN21-0100



OWNER/APPLICANT:
 COMPANY: CORE 5 INDUSTRIAL PARTNERS, LLC
 CONTACT: JON KELLY
 ADDRESS: 300 SPECTRUM CENTER DR. SUITE 880 IRVINE, CA
 PHONE: (949) 467-3281
 EMAIL: JKELLY@CSIP.COM

EXHIBIT PREPARER/ENGINEER:
 COMPANY: ALBERT A. WEBB ASSOCIATES
 CONTACT: SCOTT HILDEBRANDT
 ADDRESS: 3788 MCCRAY ST RIVERSIDE, CA 92506
 PHONE: (951) 686-1070
 FAX: (951) 788-1256

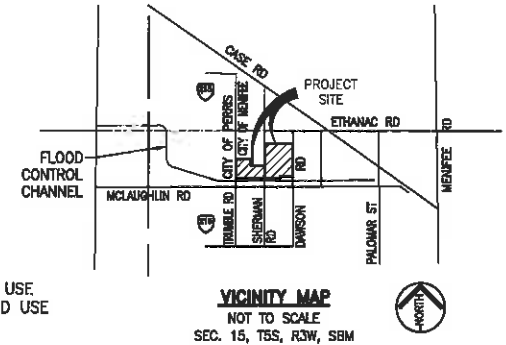
ASSESSOR PARCEL NUMBER	GROSS ACREAGE	NET ACREAGE	EXISTING GENERAL PLAN LAND USE	PROPOSED GENERAL PLAN LAND USE	EXISTING LAND USE
331-110-027	1.00	0.94	HEAVY INDUSTRIAL	SPECIFIC PLAN 260	RESIDENTIAL
331-140-010	1.00	0.91	HEAVY INDUSTRIAL	SPECIFIC PLAN 260	VACANT
331-140-018	2.39	2.35	BUSINESS PARK	SPECIFIC PLAN 260	RESIDENTIAL
331-140-021	1.00	0.94	BUSINESS PARK	SPECIFIC PLAN 260	VACANT
TOTAL ACRES	5.39	5.14			

NOTES:

- 2007 THOMAS BROTHERS MAP: PAGE 838, GRID C-2, D-1, & D-2
- THIS AREA IS WITHIN THE MENEFEE NORTH SPECIFIC PLAN #260
- THIS PROJECT IS WITHIN COMMUNITY SERVICES DISTRICT AREA #146
- THIS PROJECT IS WITHIN THE AIRPORT COMPATIBILITY ZONE D & E

ABBREVIATION LEGEND:

EU EXISTING USE
 EGPLU EXISTING GENERAL PLAN LAND USE
 PGPLU PROPOSED GENERAL PLAN LAND USE



PROJECT DESCRIPTION:

GENERAL PLAN AMENDMENT TO CHANGE GENERAL PLAN LAND USE DESIGNATION OF SUBJECT PARCELS FROM HEAVY INDUSTRIAL AND BUSINESS PARK TO MENEFEE NORTH SPECIFIC PLAN NO. 260

LEGAL DESCRIPTION:

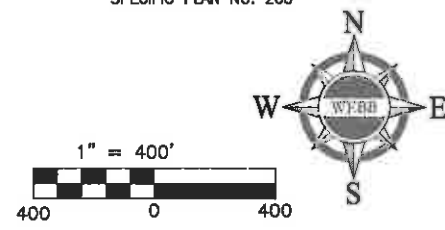
- REFER TO TITLE REPORT ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, FILE NO. NCS-986347-ATL, DATED MARCH 24, 2021
- REFER TO TITLE REPORT ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, FILE NO. NCS-986347-A1-ATL, DATED APRIL 9, 2021
- REFER TO TITLE REPORT ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, FILE NO. NCS-986347-B1-ATL, DATED APRIL 9, 2021

UTILITY COMPANIES:

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

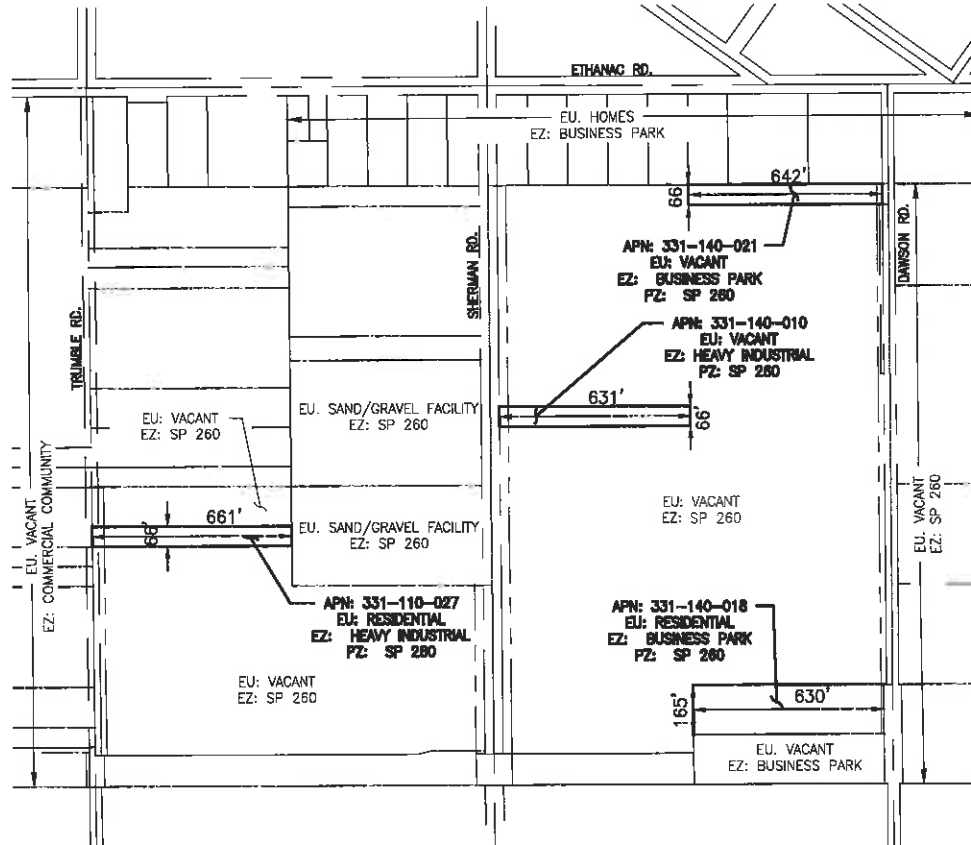
SCHOOL DISTRICT:

ROMOLAND AND PERRIS UNION HIGH SCHOOL DISTRICTS



REVISIONS		DATE
CITY OF MENEFEE		
CORE 5- MENEFEE COMMERCE CENTER		
PLOT PLAN NO. PP2019-005		
SCALE: 1" = 400'	DESIGNED: AHS	CHECKED: []
DATE: 6/28/21	PLN. CK. REF. []	DATE: 28-0026
ENGINEERING CONSULTANT: 3788 MCCRAY STREET RIVERSIDE, CA 92506 PH. (951) 686-1070 FAX (951) 788-1256	ASSOCIATES	SHEET 1 OF 1 SHEETS
DRAW. NO.		

CHANGE OF ZONE #PLN21-0101



OWNER/APPLICANT:
 COMPANY: CORE 5 INDUSTRIAL PARTNERS, LLC
 CONTACT: JON KELLY
 ADDRESS: 300 SPECTRUM CENTER DR. SUITE 880 IRVINE, CA
 PHONE: (949) 467-3281
 EMAIL: JKELLY@CSIP.COM

EXHIBIT PREPARER/ENGINEER:
 COMPANY: ALBERT A. WEBB ASSOCIATES
 CONTACT: SCOTT HILDEBRANDT
 ADDRESS: 3788 MCCRAY ST RIVERSIDE, CA 92508
 PHONE: (951) 686-1070
 FAX: (951) 788-1256

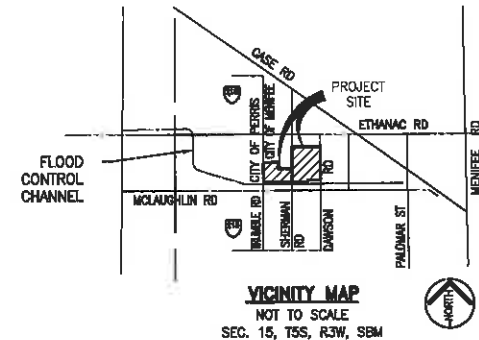
ASSESSOR PARCEL NUMBER	GROSS ACREAGE	NET ACREAGE	EXISTING ZONING	PROPOSED ZONING	EXISTING LAND USE
331-110-027	1.00	0.94	HEAVY INDUSTRIAL	SPECIFIC PLAN 260	RESIDENTIAL
331-140-010	1.00	0.91	HEAVY INDUSTRIAL	SPECIFIC PLAN 260	VACANT
331-140-018	2.39	2.35	BUSINESS PARK	SPECIFIC PLAN 260	RESIDENTIAL
331-140-021	1.00	0.94	BUSINESS PARK	SPECIFIC PLAN 260	VACANT
TOTAL ACRES	5.39	5.14			

NOTES:

- 2007 THOMAS BROTHERS MAP: PAGE 838, GRID C-2, D-1, & D-2
- THIS AREA IS WITHIN THE MENEFEE NORTH SPECIFIC PLAN #260, PLANNING AREA 2-LIGHT INDUSTRIAL SPECIFIC PLAN LAND USE DESIGNATION
- THIS PROJECT IS WITHIN COMMUNITY SERVICES DISTRICT AREA #148
- THIS PROJECT IS WITHIN THE AIRPORT COMPATIBILITY ZONE D & E

ABBREVIATION LEGEND:

EU EXISTING USE
 EZ EXISTING ZONING
 PZ PROPOSED ZONING



VICINITY MAP
 NOT TO SCALE
 SEC. 15, T5S, R3W, S6M

LEGAL DESCRIPTION:

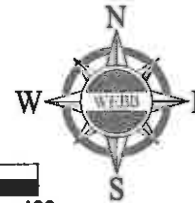
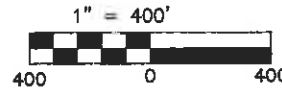
- REFER TO TITLE REPORT ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, FILE NO. NCS-986347-ATL, DATED MARCH 24, 2021
- REFER TO TITLE REPORT ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, FILE NO. NCS-986347-A1-ATL, DATED APRIL 9, 2021
- REFER TO TITLE REPORT ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, FILE NO. NCS-986347-B1-ATL, DATED APRIL 9, 2021

UTILITY COMPANIES:

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

SCHOOL DISTRICT:

ROMOLAND AND PERRIS UNION HIGH SCHOOL DISTRICTS



REVISIONS		DATE
CITY OF MENEFEE		
CORE 5- MENEFEE COMMERCE CENTER		
PLOT PLAN NO. PP2019-005		
SCALE: 1" = 400'	ALBERT A. WEBB ASSOCIATES	NO. 21-0026
DATE: 6/25/21	3788 MCCRAY STREET	SHEET
DESIGNED AND DRAWN BY: [Signature]	RIVERSIDE, CA 92506	OF 1 SHEETS
CHECKED BY: [Signature]	PH. (951) 686-1070	
PLN. CHK. REF: [Signature]	FAX (951) 788-1256	
DATE:		DATE:

PROPERTY OWNERS:

APN 081-001-027
 NOTTE TRUCK CENTER ONE
 4371 CALIFORNIA ST, SUITE 200
 HUNTERDALE, CA 92522

APN 081-001-028
 JOHN V. NOTTE & EMILY K. NOTTE
 448 SOUTH D ST
 FERRIS, CA 92530

APN 081-001-029
 NOTTE TRUCK CENTER
 448 SOUTH D ST
 FERRIS, CA 92530

APN 081-001-030
 TRIMBLE FARMS
 20275 DANFORD RD
 BIRLETT CITY, CA 92509

APN 081-001-031
 TRACY TRIMBLE
 3025 SOUTH MAY, #100
 LAKE ELSINORE, CA 92552

APPLICANT:

COMPANY: CORE 5 INDUSTRIAL PARTNERS, LLC
CONTACT: JOHN KELLY
ADDRESS: 800 SPECTRUM CENTER DR, SUITE 800
 IRVINE, CA 92618
PHONE: (949) 467-6261
EMAIL: JKELLY@COP.COM

ENGINEER:

COMPANY: ALBERT A. NESS ASSOCIATES
CONTACT: NICOLE TORSTVET
ADDRESS: 37500 ROCKWAY STREET
 RIVERSIDE, CA 92506
PHONE: (951) 466-4700
EMAIL: NTORSTVET@AANASSOCIATES.COM

LEGAL DESCRIPTION:

THIS PROPERTY SURVEYED AND SHOWN HEREON IS THE SAME PROPERTY AS DESCRIBED IN SUBMIT A OF FIRST AMENDMENT TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE ORDER NO. 162-868997-A1-ATL WITH COMMITMENT DATE OF MARCH 24, 2021.

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

PARCEL 1:
 ALL THAT PORTION OF LOT 3007Y-001 (60), AS SHOWN ON MAPS OF TRIMBLE FARMS ON FILE IN MAP BOOK 1, AT PAGE 98 THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT ON THE EAST LINE OF SAID LOT 60, SAID POINT BEARS SOUTH 0° 11' 58" EAST A DISTANCE OF 66 FEET FROM THE NORTHEAST CORNER OF SAID LOT 60, THENCE NORTH 89° 48' 01" WEST (A DISTANCE OF 661.7 FEET) THENCE SOUTH 0° 11' 58" EAST A DISTANCE OF 66 FEET SOUTH 21° 48' EAST A DISTANCE OF 441.8 FEET TO THE EAST BOUNDARY OF SAID LOT 60, THENCE NORTH 0° 11' 58" WEST ALONG THE EAST BOUNDARY OF SAID LOT 60 A DISTANCE OF 66 FEET TO THE POINT OF BEGINNING.

PARCEL 2:
 LOTS 87, 88, 89, 90, 91, OF 1024B-8 FARMS, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 65, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA,
 BEGINNING THEREFROM THE NORTH 66.00 FEET OF THE NORTH 160.00 FEET OF LOT 87.

ALSO EXCEPT THEREFROM THAT PORTION CONVEYED TO RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT AS SHOWN IN DOCUMENT RECORDED SEPTEMBER 12, 2004 INSTRUMENT NUMBER 2004-0249047 AND 2004-0249048, BOTH OF OFFICIAL RECORDS.

PARCEL 3:
 LOTS 66, 67, 68, 69, 70, 71, 72, 73, 74, AND 45 OF TRIMBLE FARMS, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 10, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA,
 EXCEPT THE NORTH 66.00 FEET OF THE NORTH 160.00 FEET OF LOT 68.

ALSO EXCEPT THE NORTH 66.00 FEET OF LOT 68.
 FURTHER EXCEPT THEREFROM THAT PORTION CONVEYED TO RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT AS SHOWN IN DOCUMENT RECORDED SEPTEMBER 12, 2004 INSTRUMENT NUMBER 2004-0249047 AND 2004-0249048, BOTH OF OFFICIAL RECORDS.

PARCEL 4:
 THAT PORTION OF LOT 87 OF TRIMBLE FARMS, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 10, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, BY METES AND BOUNDS, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERN LINE OF SAID LOT 87 WHICH BEARS SOUTH 0° 18' 45" WEST 48 SECONDS EAST, 62 FEET FROM THE NORTHEAST CORNER OF SAID LOT

THENCE NORTH 89° 48' 01" WEST, 184.00 FEET TO THE WESTERN LINE OF SAID LOT;
 THENCE SOUTH 0° 12' 22" WEST, 80 SECONDS EAST ON THE WESTERN LINE OF SAID LOT;
 THENCE SOUTH 89° 48' 01" WEST, 440.00 FEET TO THE EASTERN LINE OF SAID LOT, THENCE NORTH 0° 48' 00" WEST, 66 FEET TO THE POINT OF BEGINNING.

PURVIEW: TO CERTIFICATE OF COMPLIANCE NO. 2940 RECORDED JANUARY 5, 2004 AS INSTRUMENT NO. 04-03425, OF OFFICIAL RECORDS.

FOR CONVEYANCING PURPOSES ONLY: APN 081-140-014 (AFFECTS PARCEL 1), 081-140-014-6 (AFFECTS PORTION OF PARCEL 2), 081-140-028-1 (AFFECTS PARCEL 3) AND 081-140-021-4 (AFFECTS PORTION OF PARCEL 4)

THIS PROPERTY SURVEYED AND SHOWN HEREON IS THE SAME PROPERTY AS DESCRIBED IN SUBMIT A OF FIRST AMENDMENT TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE ORDER NO. 162-868997-A1-ATL WITH COMMITMENT DATE OF APRIL 09, 2021.

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

PARCEL 1: 1/4 AC AS SHOWN ON PARCEL MAP NO. 22181, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER PARCEL MAP NO. 22181 ON BOOK 61, PAGES 44 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

FOR CONVEYANCING PURPOSES ONLY: APN 081-140-016

THIS PROPERTY SURVEYED AND SHOWN HEREON IS THE SAME PROPERTY AS DESCRIBED IN SUBMIT A OF FIRST AMENDMENT TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE ORDER NO. 162-868997-A1-ATL WITH COMMITMENT DATE OF APRIL 09, 2021.

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

THAT PORTION OF LOT NINETY-FIVE (95), AS SHOWN ON A MAP OF TRIMBLE FARMS ON FILE IN THE OFFICE OF THE COUNTY RECORDER OF RIVERSIDE COUNTY, CALIFORNIA, IN BOOK 11, PAGE 88 OF MAPS, BY METES AND BOUNDS, BEGINNING AT THE NORTHWEST CORNER OF SAID LOT;

THENCE SOUTH 89° 48' 01" WEST, 442.11 FEET TO THE NORTHEAST CORNER THEREOF;
 THENCE SOUTH 0° 07' 50" EAST ON THE EASTERN LINE OF SAID LOT, 66 FEET;
 THENCE NORTH 89° 48' 01" WEST 442.04 FEET TO THE NORTHERLY LINE OF SAID LOT;
 THENCE NORTH 0° 11' 58" WEST ON SAID WESTERLY LINE OF SAID LOT, 66 FEET TO THE POINT OF BEGINNING.

FOR CONVEYANCING PURPOSES ONLY: APN 081-140-021

CITY OF MENIFEE
CORE 5 - MENIFEE COMMERCE CENTER
TENTATIVE PARCEL MAP NO. 38156

TOPOGRAPHY:

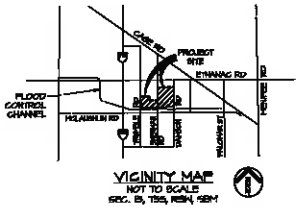
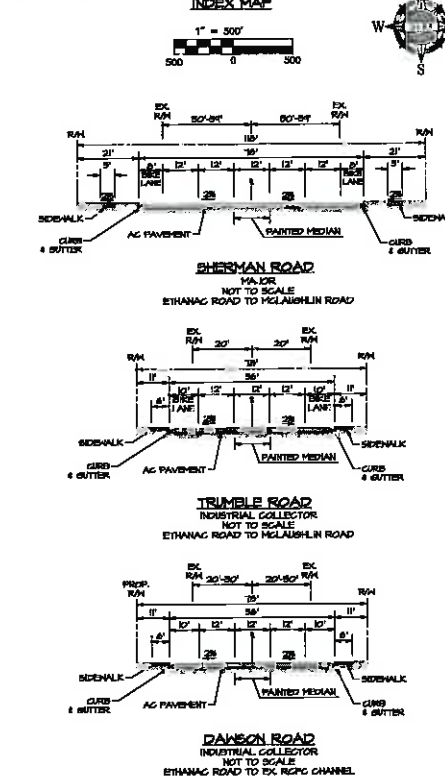
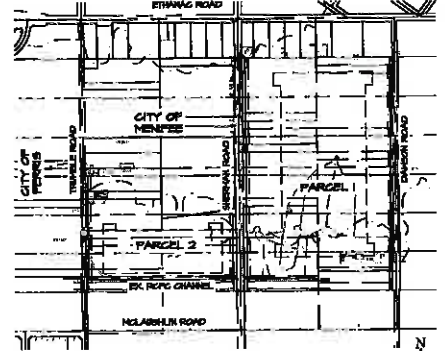
COMPANY: ISLAND AERIAL SURVEY, INC.
ADDRESS: 3111 ARDINGTON AVE, SUITE A
 RIVERSIDE, CA 92506
PHONE: (951) 501-4222
DATE: NOVEMBER 20, 2020

ARCHITECT:

COMPANY: IPA ARCHITECTS
CONTACT: STEVE HARR
ADDRESS: 1000 SANDERS AVE, SUITE 100
 IRVINE, CA 92618
PHONE: (949) 559-4710

EASEMENT NOTES:

- AN EASEMENT SHOWN OR DESIGNATED ON THE MAP OF TRIMBLE FARMS RECORDED FEBRUARY 1924 AND ON FILE IN BOOK 11, PAGE 88, OF TRACT MAPS, FOR STREET AND PUBLIC UTILITY AND INCIDENTAL PURPOSES.
 THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED RESOLUTION NO. 2004-0249047 AND 2004-0249048 OF OFFICIAL RECORDS, IN FAVOR OF PUBLIC UTILITIES, ARE HEREBY REPRODUCED IN FULL AS INSTRUMENT NO. 17484 OF OFFICIAL RECORDS.
 AFFECTS A PORTION OF PARCEL 1 AND 2.
 THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
- AN EASEMENT FOR PUBLIC HIGHWAY AND INCIDENTAL PURPOSES, RECORDED OCTOBER 2, 1924 IN BOOK 61 OF DEEDS, PAGE 18, IN FAVOR OF PUBLIC UTILITIES, BEARING WEST 90 FEET OF PARCEL 1.
- AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED MARCH 26, 1926 IN BOOK 66A OF DEEDS, PAGE 569, IN FAVOR OF WELCH J. TRIMBLE, ET AL.
 AFFECTS A PORTION OF PARCEL 1 AND 2.
 THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
- AN EASEMENT FOR PUBLIC UTILITIES AND POWER LINES AND INCIDENTAL PURPOSES, RECORDED MAY 11, 1928 IN BOOK 67B OF DEEDS, PAGE 300, IN FAVOR OF SOUTHERN SIERRAS POWER COMPANY.
 AFFECTS A PORTION OF PARCEL 1 AND 2.
 THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
- AN EASEMENT FOR CONSTRUCTION MAINTENANCE AND OPERATION OF ELECTRIC POLE LINES AND ALL UNDERGROUND CONDUITS AND INCIDENTAL PURPOSES, RECORDED MAY 11, 1928 IN BOOK 68A OF DEEDS, PAGE 108, IN FAVOR OF SOUTHERN SIERRAS POWER COMPANY, A CORPORATION.
 THE NATURE IN NATURE - CANNOT BE PLOTTED.
- AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MAY 13, 1928 IN BOOK 76B OF DEEDS, PAGE 66, IN FAVOR OF PACIFIC DEVELOPMENT COMPANY.
 AFFECTS A PORTION OF PARCEL 1 AND 2.
 THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
 "NATURE IN NATURE - CANNOT BE PLOTTED - AFFECTS ALL LOTS IN NO. 10881"
- AN EASEMENT FOR RIGHT OF WAY FOR LAYING PIPE LINES FOR CONVEYANCE OF WATER AND INCIDENTAL PURPOSES, RECORDED JUNE 5, 1928 AS BOOK 238, PAGE 88 OF OFFICIAL RECORDS, IN FAVOR OF MORE FARM CORPORATION.
 THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
 "NATURE IN NATURE - CANNOT BE PLOTTED - AFFECTS ALL LOTS IN NO. 10881"
- AN EASEMENT FOR PIPES, FITTINGS, AND OTHER APPURTENANCES FOR THE DISTRIBUTION OF WATER FOR DOMESTIC AND IRRIGATION PURPOSES AND INCIDENTAL PURPOSES, RECORDED MARCH 4, 1924 AS INSTRUMENT NO. 2388 AND JANUARY 25, 1928 AS INSTRUMENT NO. 3808, BOTH OF OFFICIAL RECORDS, IN FAVOR OF TRIMBLE WATER COMPANY AND ITS SUCCESSORS AND ASSIGNS.
 THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
 (1924-02388 & 1928-00388 AND OUTSIDE OF 82D SECTION B)
 THEY SHOULD BE REPRODUCED FROM PFM.
- AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 14, 2004 AS INSTRUMENT NO. 2004-0249047 AND 2004-0249048 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA Edison COMPANY, A CORPORATION.
 CONVEYANCING PURPOSES ONLY: BY THE ORDER OF SAID LAND, OF THE EASTERN AREA, AS SET OUT IN SAID DOCUMENTS.
- AN OFFER OF DEDICATION FOR STORM DRAIN FOR FLOOD CONTROL AND DRAINAGE PURPOSES AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 12, 2004 AS INSTRUMENT NO. 2004-0249047 AND 2004-0249048 OF OFFICIAL RECORDS, TO THE COUNTY OF RIVERSIDE ON BEHALF OF RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT.
- AN OFFER OF DEDICATION FOR STORM DRAIN FOR FLOOD CONTROL AND DRAINAGE PURPOSES AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 12, 2004 AS INSTRUMENT NO. 2004-0249047 AND 2004-0249048 OF OFFICIAL RECORDS, TO THE COUNTY OF RIVERSIDE ON BEHALF OF RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT.
- AN EASEMENT FOR TEMPORARY CONSTRUCTION EASEMENT AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 16, 2007 AS INSTRUMENT NO. 2007-010248 OF OFFICIAL RECORDS, IN FAVOR OF HONOLULU AND AIP INC., A U.S. AIR FORCE CORPORATION.
- THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED ASSIGNMENT OF EASEMENT RECORDED NOVEMBER 14, 2004 AS INSTRUMENT NO. 2004-0249281 OF OFFICIAL RECORDS.
- AN EASEMENT FOR TEMPORARY CONSTRUCTION EASEMENT AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 16, 2007 AS INSTRUMENT NO. 2007-010248 OF OFFICIAL RECORDS, IN FAVOR OF HONOLULU AND AIP INC., A U.S. AIR FORCE CORPORATION.
- THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED ASSIGNMENT OF EASEMENT RECORDED NOVEMBER 14, 2004 AS INSTRUMENT NO. 2004-0249281 OF OFFICIAL RECORDS.
- AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES AND INCIDENTAL PURPOSES, RECORDED MAY 11, 2007 AS INSTRUMENT NO. 2007-0282018 OF OFFICIAL RECORDS, IN FAVOR OF THE COUNTY OF RIVERSIDE.
- AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES AND INCIDENTAL PURPOSES, RECORDED MAY 11, 2007 AS INSTRUMENT NO. 2007-0282018 OF OFFICIAL RECORDS, IN FAVOR OF THE COUNTY OF RIVERSIDE.
- AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES AND INCIDENTAL PURPOSES, RECORDED MAY 11, 2007 AS INSTRUMENT NO. 2007-0282018 OF OFFICIAL RECORDS, IN FAVOR OF THE COUNTY OF RIVERSIDE.
- AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES PURPOSES AND INCIDENTAL PURPOSES, RECORDED MAY 11, 2007 AS INSTRUMENT NO. 2007-0282018 OF OFFICIAL RECORDS, IN FAVOR OF THE COUNTY OF RIVERSIDE.



ACREAGE

TRACT SITE AREA	PARCEL 1	PARCEL 2	TOTAL
0.00 AC.	0.00 AC.	0.00 AC.	0.00 AC.
0.00 AC. DEDICATION	0.00 AC. DEDICATION	0.00 AC. DEDICATION	0.00 AC.
0.00 AC. DEDICATION	0.00 AC. DEDICATION	0.00 AC. DEDICATION	0.00 AC.
0.00 AC. DEDICATION	0.00 AC. DEDICATION	0.00 AC. DEDICATION	0.00 AC.
0.00 AC.	0.00 AC.	0.00 AC.	0.00 AC.

APN:
 081-140-021, 081-140-028, 081-140-014
 081-140-016, 081-140-018, 081-140-022, 081-140-023

- NOTES:**
- 2021 NORMAL BUSINESS HOURS. PAGE 060, GRID C-2, D-1 & D-2
 - THIS AREA IS SUBJECT TO LOH LISENFACION.
 - THE MAJORITY OF THE PROJECT IS WITHIN THE MENIFEE NORTH SPECIFIC PLAN 9282.
 - THIS PROJECT IS WITHIN A COMMUNITY SERVICES DISTRICT AREA 648 OF MARCH AIR RESERVE BASE.
 - THIS PROJECT IS WITHIN THE AIRPORT COMPATIBILITY ZONE D & E.
 - CONDITIONS ARE SHOWN AT 1 INTERVALS.
 - SEE FLOODPLAIN PLAN FOR EXISTING CONDITIONS & PROPOSED GRADINGS.
 - INCLUDES THE SHOWN CONTIGUOUS OWNERSHIP OF LAND DIVISIONS.
 - PERMITS AND/OR PERMITS ARE REQUIRED TO REFLECT LOCAL 12-02A-001, EFFECTIVE MARCH 18, 2019.

LAND USE ZONING:

EXISTING ZONING:	PROPOSED ZONING:
HEAVY INDUSTRIAL / SP 240 / BUSINESS PARK	HEAVY INDUSTRIAL / SP 240 / BUSINESS PARK
INDUSTRIAL / SP 240	INDUSTRIAL / SP 240
INDUSTRIAL / SP 240	INDUSTRIAL / SP 240
VACANT / RESIDENTIAL	VACANT / RESIDENTIAL
WAREHOUSE DISTRIBUTION	WAREHOUSE DISTRIBUTION

UTILITY COMPANIES:

WATER:	EASTERN MUNICIPAL WATER DISTRICT
SEWER:	EASTERN MUNICIPAL WATER DISTRICT
ELECTRIC:	SOUTHERN CALIFORNIA Edison COMPANY
Gas:	SOUTHERN CALIFORNIA GAS COMPANY
TELEPHONE/CABLE:	PROVIDER COMMUNICATIONS

SCHOOL DISTRICT:
 RIVERSIDE & PERRIS UNION HIGH SCHOOL DISTRICT

SHEET INDEX

SHEET:	INDEX MAP, NOTES, AND STREET SECTIONS
SHEET 1	PARCEL 1 & 2 TENTATIVE PARCEL MAP
SHEET 2	

CITY OF MENIFEE

CORE 5 - MENIFEE COMMERCE CENTER
TENTATIVE PARCEL MAP NO. 38156
SCHEDULE "B"

SCALE:	DATE:	DESIGNED:	CHECKED:	PLN OR REF:	DATE:	APPROVED:	DATE:
1"=500'	4/10/21	AMMB	AMMB				

REVISION

NO.	DATE	BY

APPROVED: _____ **DATE:** _____

APPROVED: _____ **DATE:** _____

APPROVED: _____ **DATE:** _____

APPROVED: _____ **DATE:** _____

APPROVED: _____ **DATE:** _____

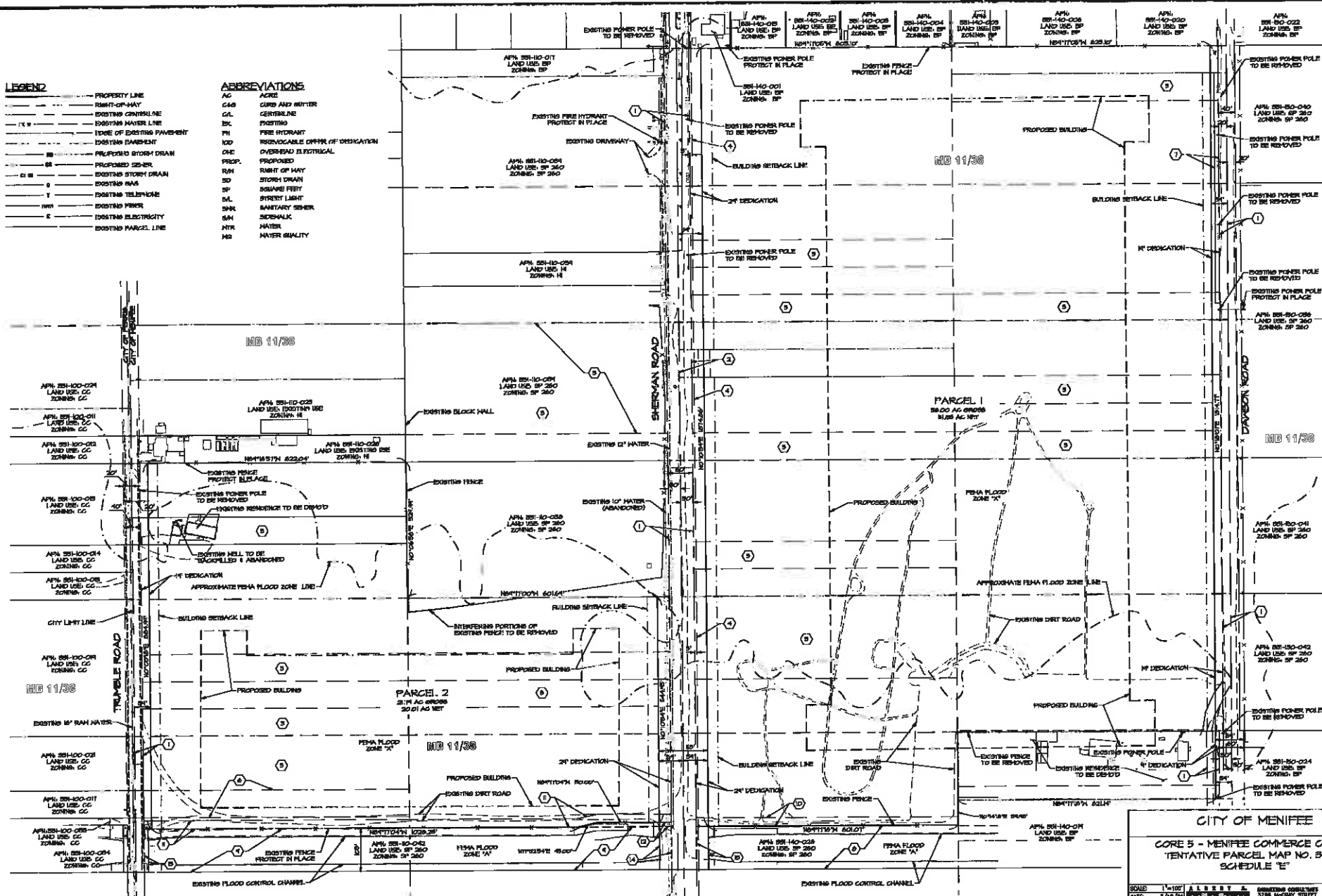
PRELIMINARY

LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY
- EXISTING CENTERLINE
- EXISTING MASTER LINE
- EDGE OF EXISTING PAVEMENT
- EXISTING EASEMENT
- PROPOSED STORM DRAIN
- PROPOSED SEWER
- EXISTING STORM DRAIN
- EXISTING SEWER
- EXISTING MAIN
- EXISTING TELEPHONE
- EXISTING POWER
- EXISTING ELECTRICITY
- EXISTING PARCEL LINE

ABBREVIATIONS

- AG AGRICULTURE
- CAZ CORP AND CENTER
- CL CENTERLINE
- DL DRAINAGE
- PH FIRE HYDRANT
- OD OVERHEAD ELECTRICAL
- IRREV. IRREVOCABLE OFFER OF DESIGNATION
- ONE ONE
- PROP. PROPOSED
- FRM FRONT OF MANT
- SD STORM DRAIN
- SM SQUARE FEET
- SL STREET LIGHT
- SMR SANITARY SEWER
- SM SIDERWALK
- HTK HATCH
- MS MASTER QUALITY



CITY OF MENIFEE

CORE 5 - MENIFEE COMMERCE CENTER
TENTATIVE PARCEL MAP NO. 55156
SCHEDULE "E"

SCALE: 1"=100'	APPROVED: [Signature]	DATE: 8/15/21	SHEET: 2
DRAWN: [Signature]	DATE: 8/15/21	CHECKED: [Signature]	DATE: 8/15/21
PLN. OR REP. [Signature]	DATE: 8/15/21	DATE: 8/15/21	DATE: 8/15/21

PRELIMINARY

LEGAL DESCRIPTION / APN

THIS PROPERTY SHOWN AND SHOWN HEREON IS THE WHOLE PROPERTY AS DESCRIBED IN COUNTY A OF LOS ANGELES TITLE SERVICES COUNTY CLERK'S FOR TITLE INSURANCE ORDER NO. M00006547-0011 WITH COMMENTARY DATE OF JUNE 26, 2009.

THE LAND REFERRED TO HEREON BELOW IS RETURNED TO THE CITY OF SHERMAN, COUNTY OF INYO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PANEL 1:
ALL THAT PORTION OF LOT 2007-DONE (END, AS SHOWN ON MAPS OF TRACTABLE PLOTS ON FILE IN SAN JOAQUIN COUNTY RECORDS, RECORDS OF INYO COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EAST LINE OF SAID LOT 2007, SAID POINT BEING SOUTH BY 11° 10' EAST A DISTANCE OF 80 FEET FROM THE SOUTHWEST CORNER OF SAID LOT 2007, BEING NORTH BY 42° WEST A DISTANCE OF 80.27 FEET THENCE SOUTH BY 10° WEST A DISTANCE OF 80 FEET THENCE SOUTH BY 42° EAST A DISTANCE OF 80.27 FEET TO THE EAST BOUNDARY OF SAID LOT 2007, BEING 2° 11' 10" WEST ALONG THE EAST BOUNDARY OF SAID LOT 2007 A DISTANCE OF 80 FEET TO THE POINT OF BEGINNING.

PANEL 2:
LOT 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44 AND 45 OF TRACTABLE PLOTS IN THE COUNTY OF INYO, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 15, PAGE 28 OF MAPS RECORDS OF INYO COUNTY, CALIFORNIA.

EXCEPT THEREFROM THE NORTH HALF PART OF THE SOUTH 192.00 FEET OF LOT 27, ALSO EXCEPT THEREFROM THAT PORTION CONVEYED TO INYO COUNTY PLANNING DISTRICT AND WATER COMMUNICATION DISTRICT AS SHOWN IN RECORDS RECORDED SEPTEMBER 15, 2014 INSTRUMENT NUMBER 2014-0247807 AND 2014-0247808, BOTH OF OFFICIAL RECORDS.

PANEL 3:
LOT 46, 47, 48, 49, 50, 51, 52, 53, 54 AND 55 OF TRACTABLE PLOTS IN THE COUNTY OF INYO, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 15, PAGE 28 OF MAPS RECORDS OF INYO COUNTY, CALIFORNIA.

EXCEPT THE SOUTH HALF PART OF THE NORTH 192.00 FEET OF LOT 46, ALSO EXCEPT THE NORTH HALF PART OF LOT 46.

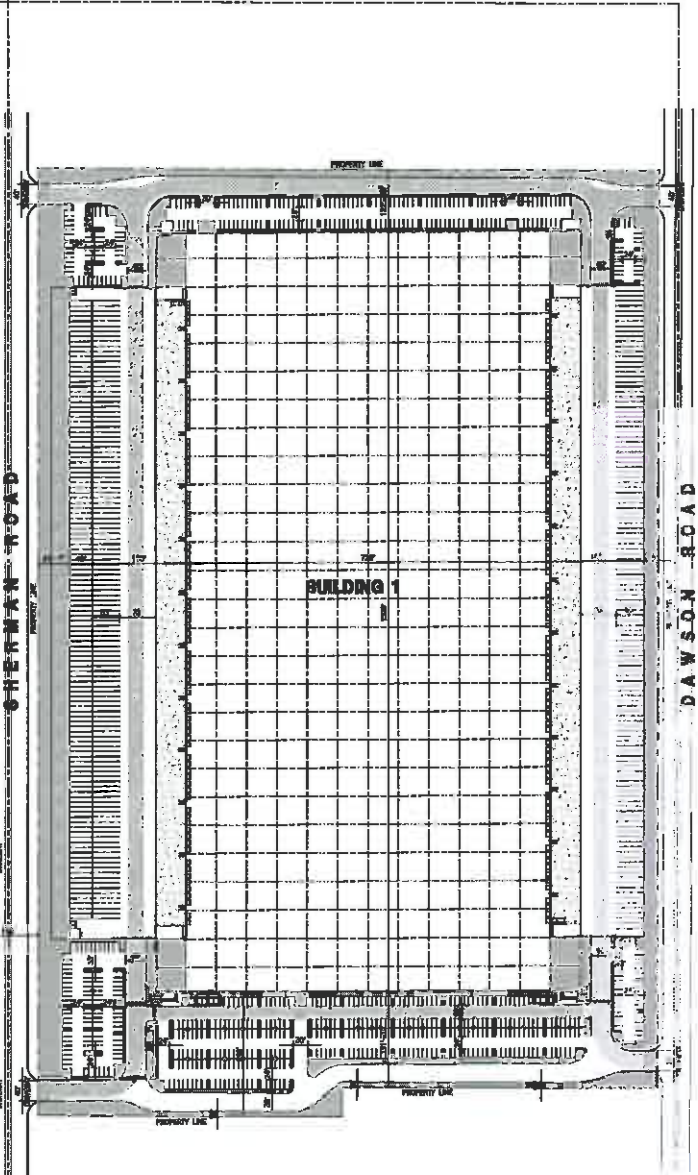
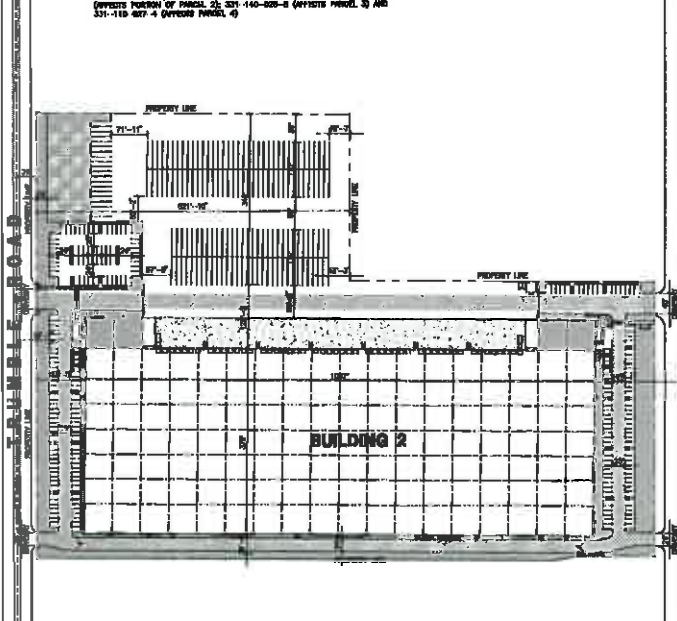
PANEL 4:
PORTION OF TRACTABLE PLOTS THAT PORTION CONVEYED TO INYO COUNTY PLANNING DISTRICT AND WATER COMMUNICATION DISTRICT AS SHOWN IN RECORDS RECORDED SEPTEMBER 15, 2014 INSTRUMENT NUMBER 2014-0247807, OF OFFICIAL RECORDS.

PANEL 5:
THE NORTH PART OF LOT 57 OF TRACTABLE PLOTS IN THE COUNTY OF INYO, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 15, PAGE 28 OF MAPS RECORDS OF INYO COUNTY, CALIFORNIA BY MAP AND BOOKS, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WESTERN LINE OF SAID LOT WHICH BEING SOUTH BY 18° 30' 00" WEST 43.00 FEET, 132 FEET FROM THE NORTHWEST CORNER OF SAID LOT, BEING NORTH BY 43° 30' 00" WEST, 140.00 FEET TO THE WESTERN LINE OF SAID LOT, BEING SOUTH BY 43° 30' 00" WEST, 80 FEET TO THE WESTERN LINE OF SAID LOT, BEING NORTH BY 43° 30' 00" WEST, 80 FEET TO THE POINT OF BEGINNING.

PERMIT TO CONSTRUCT OF COMPLIANCE NO. 2280 REFERRED HERETO BY 2004 AN ORDINANCE NO. 04-12603, OF OFFICIAL RECORDS.

FOR CONVEYANCES PURPOSES ONLY APN 331-440-010-1 (OFFSETS PANEL 1), 331-440-011-2 (OFFSETS PANEL 2), 331-440-022-1 (OFFSETS PANEL 3), 331-440-022-2 (OFFSETS PANEL 3) AND 331-440-027-4 (OFFSETS PANEL 4)



PROPERTY OWNER/APPLICANT

COOK & INDUSTRIAL PARTNERS
300 SPECTRUM CENTER DRIVE SUITE 800
MENFEE, CA 92556
P 949.877.2500
FAX 949.877.2510

ADDRESS OF THE PROPERTY

700

ZONING

EXISTING ZONING: HEAVY INDUSTRIAL / AP 200 (GENERAL PLAN)
PROPOSED ZONING: I-200
EXISTING GENERAL PLAN USE: HEAVY INDUSTRIAL, AP 200 (GENERAL PLAN)
PROPOSED GENERAL PLAN USE: I-200 (GENERAL PLAN)
EXISTING LAND USE: VACANT/INDUSTRIAL
PROPOSED LAND USE: INDUSTRIAL

APPLICANT'S REPRESENTATIVE

HSA, INC.
18431 BROADWAY AVE SUITE 100
MIRAGE CA 92551
TEL: 949-482-3110
ATTN: STEVE WISDOM

UTILITY COMPANIES

WATER/SANITARY: SDMC
ELECTRICITY: SDC
TELEPHONE: FRONTIER COMMUNICATIONS

SCHOOL DISTRICT

ROANOLD & POWERS LINDEN HART SCHOOL DISTRICT

VICINITY MAP



PROJECT DATA

SITELAND	700.0	2,277,800	690,024	2,122,857 s.f.
Impervious	51.8%	707.0	77.08 ac	
BASEMENT AREA				
Office	14.5%	10,000	24,000 s.f.	
Warehouse	14.2%	10,000	100,000 s.f.	
Warehouse	1,083,440	788,576	1,471,100 s.f.	
TOTAL	1,214,140	576,576	1,840,100 s.f.	
COVERAGE	16.6%	43.6%	32.2%	
AUTO PARKING PROVIDED				
Office: 1/200 s.f.	50	40	90 stalls	
Warehouse: 1/2,000 s.f.	621	188	809 stalls	
TOTAL	679	228	907 stalls	
AUTOMOBILE PARKING PROVIDED				
Standard (8' x 18')	679	222	911 stalls	
TRAILER PARKING PROVIDED				
Trailer (10' x 50')	360	164	524 stalls	
ZONING ORDINANCE FOR CITY				
Zoning Designation - Miraflores North SP- PA, 2 Industrial				
MAXIMUM BUILDING HEIGHT ALLOWED				
Maximum - TBD				
MAXIMUM FLOOR AREA RATIO				
PAR - TBD				
LANDSCAPE REQUIREMENT				
Percentage - TBD				
RETAINAGE				
20' Industrial Collector				



John Lee
18431 Broadway Avenue, Ste. #100
Mirage, CA 92551
Tel: 949-482-1770
Fax: 949-482-3110
email: john@hpa.com



300 Spectrum Center Drive Suite 800
Irvine CA 92618
949-487-3230
ATTN: Ann Kelly

Project:
ETHANAC & SHERMAN

ETHANAC RD & SHERMAN RD.
MENFEE, CA

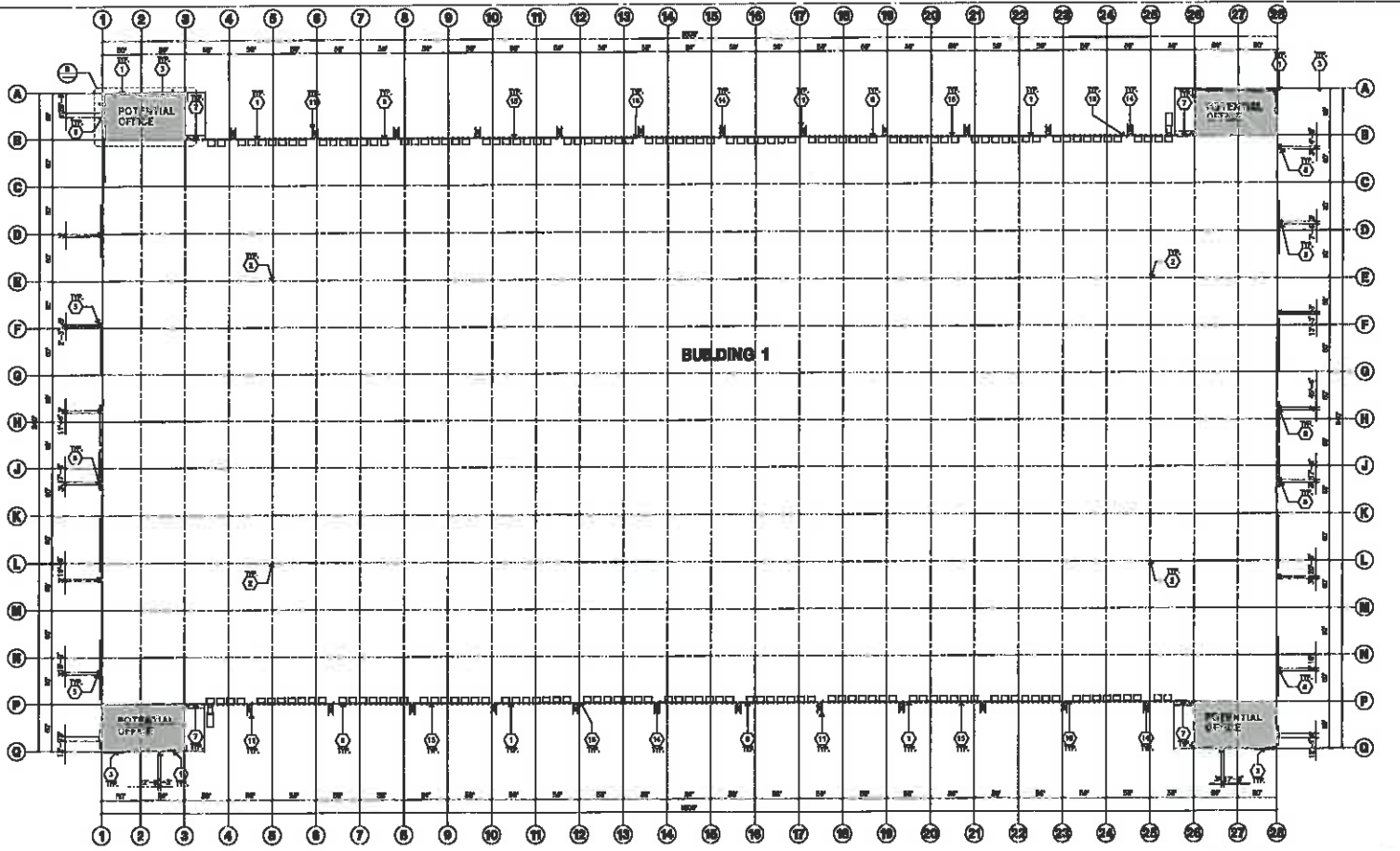
Consultants:

- CIVIL _____ WEBB
- STRUCTURAL _____
- MECHANICAL _____
- PLANNING _____
- ELECTRICAL _____
- LANDSCAPE _____ HUNTER
- SITE PREP/CONSTRUCTION _____
- DESIGNER _____

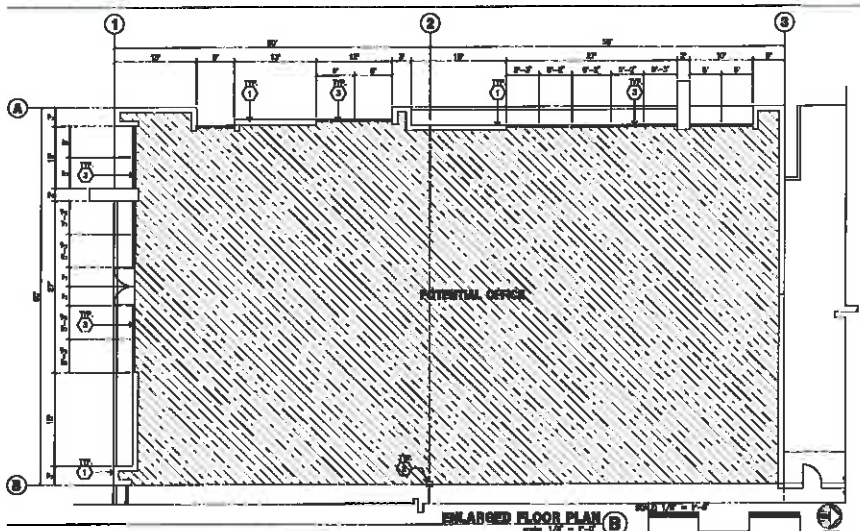
Title: **MASTER SITE PLAN**

Project Number: 1997
Drawn by: CR
Date: 05/21
Revised:

Sheet:
DAB-A1.0



OVERALL FLOOR PLAN



ENLARGED FLOOR PLAN

KEYNOTES - FLOOR PLAN

- 1 CONCRETE TIT-UP PANEL.
- 2 STRUCTURAL STEEL COLUMN.
- 3 TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCKERS.
- 4 CONCRETE RAMP.
- 5 8"-12"x14" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAIN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BROOK FINISH. PROVIDE WALK TO HARD SURFACE FOR CITY RESIDENTS.
- 6 8'x10' TRUCK DOOR, VERTICAL LEFT, STANDARD GRADE.
- 7 12'x14' DRIVE THRU, VERTICAL LEFT, STANDARD GRADE.
- 8 2'x7' HOLLOW METAL EXTERIOR MAIN DOOR.
- 9 80FFIT ABOVE.
- 10 ROOF ACCESS LAUNDER.
- 11 CONC. FILLED GUARD POST. 4" DIA. UNO 4214.
- 12 INTERIOR ROOFDRAIN WITH OVERFLOW SCUPPER.
- 13 NOT USED.
- 14 EXTERIOR CONCRETE STAIR.
- 15 DOCK BUMPER.
- 16 METAL LOUVER.

GENERAL NOTES - FLOOR PLAN

- A THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAIN DOORS AT 120' MAXIMUM O.D. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONNECTED SYSTEMS.
- B FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- C THE BUILDING FLOOR SLAB SLOPES 1/2%. SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
- D FLOOR SLAB SHALL BE SEALED WITH LAPOLITH MANUFACTURED SONOSORB OR APPROVED EQUAL.
- E WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLLARS ARE TO RECEIVE GUY RIGGING ONLY. ALL GUY RIG. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- F SLOPE PAVER STOP 1/2" TO EXTERIOR AT ALL PERSONAL DOORS. SEE "J" DRAWINGS FOR PAVEMENT LOCATIONS.
- G ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, ORLINE, OR FACE OF STUD WALL.
- H SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRIBUTE TO VERIFY ACTUAL UTILITY LOCATIONS.
- I FOR DOOR TYPES AND BEZEL, SEE DETAIL SHEET ADA. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
- J CONTRIBUTE TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE BAYPACED INCLUDING GUY AND TRUCKS.

HPA
 Inc.
 10631 Harbor Avenue, #3, #100
 Irvine, CA
 92612
 Tel: 949-851-1770
 Fax: 949-852-0951
 Email: hpa@hpa.com



Owner:
CORE5

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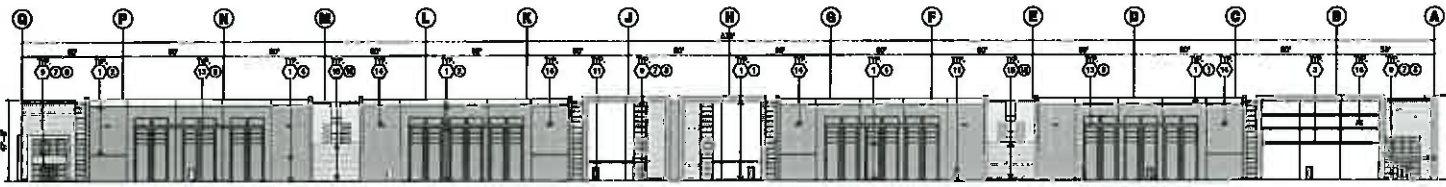
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ETHANAC & SHERMAN
 ETHANAC RD. & SHERMAN RD.
 NEWTON, CA

Consultants:
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 PLUMBING
 ELECTRICAL HUNTER
 LANDSCAPE
 IRREPRODUCTION
 SOLSPROOFER

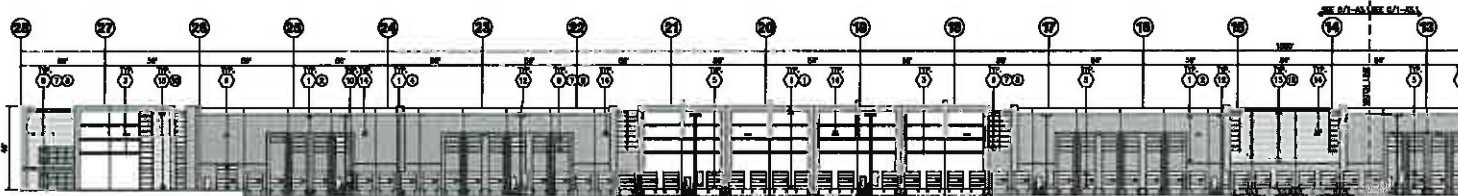
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Project Number: 15507
 Drawn by: DR
 Date: 8/21

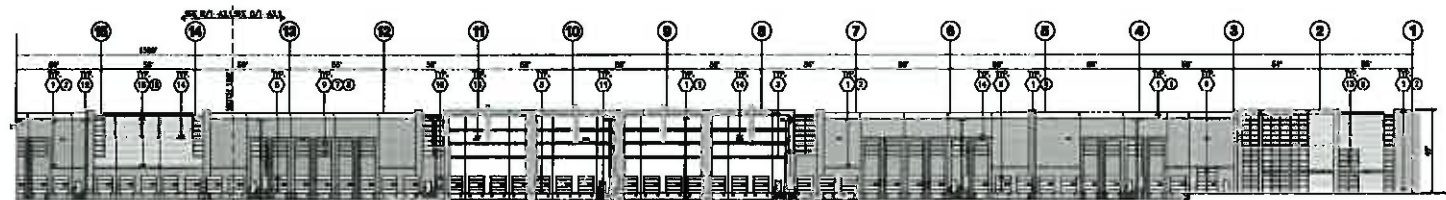
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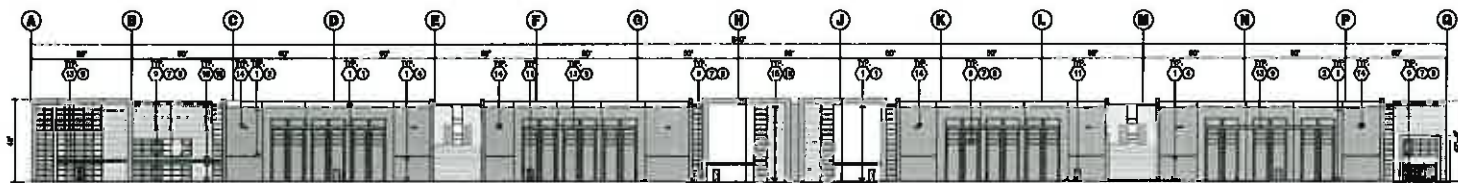
NORTH ELEVATION



WEST ELEVATION



WEST ELEVATION CONT.



SOUTH ELEVATION

KEYNOTES - ELEVATIONS

- ① CONCRETE TIE-UP PANEL, PAINTED
- ② PANEL JOINT
- ③ CONCRETE TIE-UP EXPOSED WALL
- ④ CONCRETE DOOR & FRAME WALL
- ⑤ CONCRETE DOOR & FRAME WALL
- ⑥ CONCRETE STAIR, LANDING AND CORAL GARDEN
- ⑦ DOOR SLIPST
- ⑧ ALUMINUM EXPANDED FORMING W/ STAINLESS STEEL AT ALL DOORS
- ⑨ STAINLESS STEEL AT ALL DOORS AND GLAZING W/ STAINLESS STEEL TYP
- ⑩ STAINLESS STEEL AT ALL DOORS AND GLAZING W/ STAINLESS STEEL TYP
- ⑪ POLYMER BRUSH WITH OVERLAP SCREWS
- ⑫ EXTENDED CHASSIS
- ⑬ WALL MOUNTED LAMINATE SCREWS
- ⑭ ACCORDING TO SCHEDULE FOR FINISHES

COLOR SCHEDULE - ELEVATIONS

① CONCRETE TIE-UP PANEL	PART BRUSH	STAINLESS STEEL
② CONCRETE TIE-UP PANEL	PART BRUSH	STAINLESS STEEL
③ CONCRETE TIE-UP PANEL	PART BRUSH	STAINLESS STEEL
④ CONCRETE TIE-UP PANEL	PART BRUSH	STAINLESS STEEL
⑤ FORM LAMIN	PART BRUSH	STAINLESS STEEL
⑥ FORM LAMIN	PART BRUSH	STAINLESS STEEL
⑦ MELLOR	PART	STAINLESS STEEL
⑧ GLAZING	PART	STAINLESS STEEL
⑨ METAL CHASSIS	PART BRUSH	STAINLESS STEEL
⑩ "WOOD" VENEER TILE	PART	STAINLESS STEEL

GLAZING LEGEND

- TEMPERED VISION GLASS
- TEMPERED SPIGGLER GLASS

ALL GLASS TO BE NON-REFLECTING

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLORS CHANGES TO OCCUR AT BARE CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. = TOP OF FINISH -- ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. EXTERIOR CONSTRUCTION GLASS, METAL ATTACHMENTS AND LAMINATE SHALL BE SECURED TO SUBSTRATE BY MEANS OF BOLTS. CONTRACTOR SHALL VERIFY THAT BOLTS ARE PROPERLY INSTALLED.
- F. CONTRACTOR SHALL VERIFY THAT THE CORNER PANELS OF SELECTED GLAZING, PROFILE AND FINISH SHALL APPEAR FROM THE FINISH BOUNDARY OF BALCONY.

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Project

ETHANAC & SHERMAN

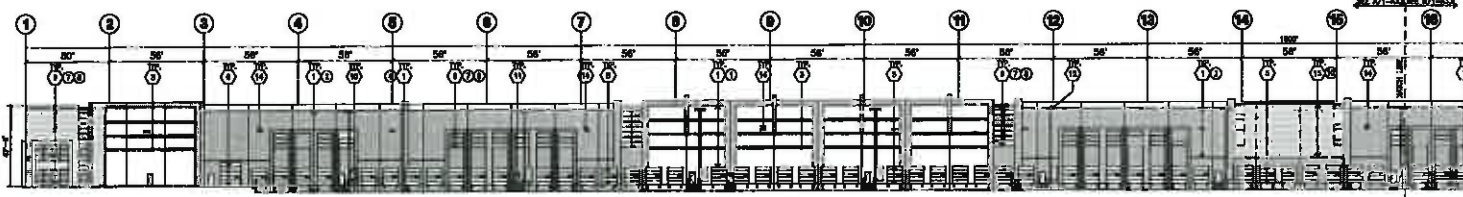
ETHANAC & SHERMAN
1000 17th St, Suite 100
Denver, CO 80202

Consultants

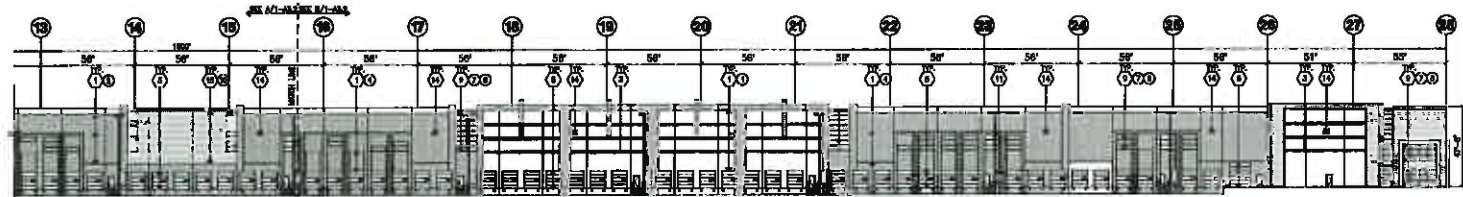
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ELECTRICAL
MECHANICAL
PLUMBING
ELECTRICAL
MECHANICAL
PLUMBING
ELECTRICAL

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Drawn by: CP
Date: 08/11

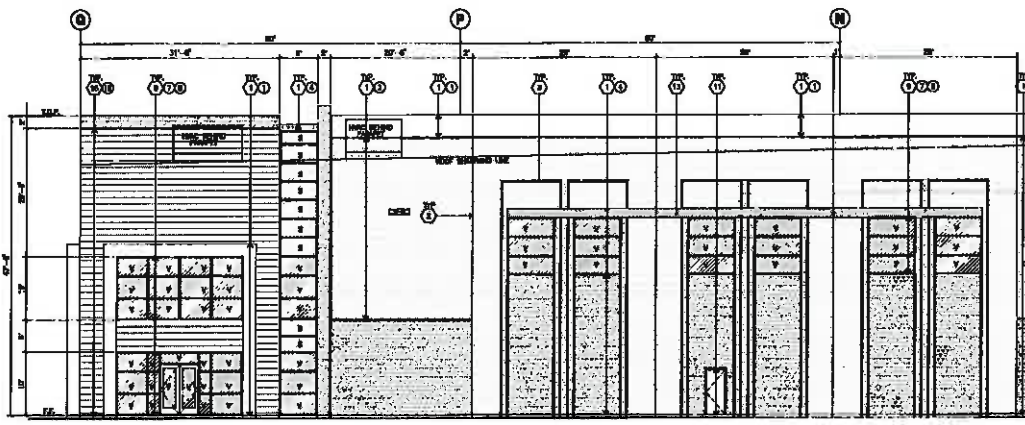
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EAST ELEVATION
1/4" = 1'-0"



EAST ELEVATION CONT.
1/4" = 1'-0"



ENLARGED NORTH ELEVATION
1/4" = 1'-0"

KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL (PAINTED), PANEL JOINT.
- 2 CONCRETE TILT-UP WINDOW WALL.
- 3 OVERHEAD DOOR & DOOR HEAD.
- 4 OVERHEAD DOOR & DOOR HEAD.
- 5 CONCRETE SOUL LIVING AND CORNL. SPANDREL.
- 6 DOOR HEADS.
- 7 ALUMINUM SPANDREL FINISHED BY TYPED GLAZING AT ALL DOORS. SPANDREL JOINTS TO DOORS AND GLAZING BY MATCHING LEAD LINE OF ADJACENT GLAZING.
- 8 ALUMINUM DOOR AND LOGGING APPROX. ONLY.
- 9 YELLOW METAL DOOR.
- 10 INTERIOR REAR BURN WITH OVERLAP SCAPES.
- 11 EXTERIOR CHIMNEY.
- 12 WALL MOUNTED LIMITED SOURCE.
- 13 MATCH YOUR PANELING PER SCHEDULE.

COLOR SCHEDULE - ELEVATIONS

1	CONCRETE TILT-UP PANEL	PANEL JOINT	EXTERIOR WALLS
2	CONCRETE TILT-UP PANEL	PANEL JOINT	EXTERIOR WALLS
3	CONCRETE TILT-UP PANEL	PANEL JOINT	EXTERIOR WALLS
4	CONCRETE TILT-UP PANEL	PANEL JOINT	EXTERIOR WALLS
5	FORM LINE	PANEL JOINT	EXTERIOR WALLS
6	FORM LINE	PANEL JOINT	EXTERIOR WALLS
7	MATERIAL	DOOR	GLAZ. UNFINISHED
8	GLAZING	COLOR	BLK. REFLECTIVE GLAZING
9	MESH CHIMNEY	PANEL JOINT	EXTERIOR WALLS
10	"WOOD" WINDOW SILE	DOOR	EXTERIOR WALLS

GLAZING LEGEND

- 1 TYPED WINDOW GLASS
- 2 TYPED WINDOW GLASS

ALL GLASS TO BE NON-REFLECTIVE

GENERAL NOTES - ELEVATIONS

- A. ALL FINISH COLOR CHANGES TO OCCUR AT FINISH CORNERS UNLESS NOTED OTHERWISE.
- B. ALL FINISH FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. = TOP OF FINISH - ELEVATION.
- D. F.F. = FINISH FLOOR FINISHES.
- E. STOREFRONT CONSTRUCTION GLASS, METAL ATTACHMENT AND LINES SHALL BE IDENTICAL TO NOTES ON WALL CONSTRUCTION OF BUILDING. GLAZING SHALL BE IDENTICAL TO FINISHES FINISH TO BE INSTALLED.
- F. CONSTRUCTION SHALL FINISH WITH CONCRETE PANELS BY REDUCED GLAZING JOINTS AND OTHER SHALL APPEAR FROM TO FINISH REMOVAL OF BUILDING.

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Project:

ETHAN & SHERMAN

ETHAN & SHERMAN ARCHITECTS
HOUSTON, TX

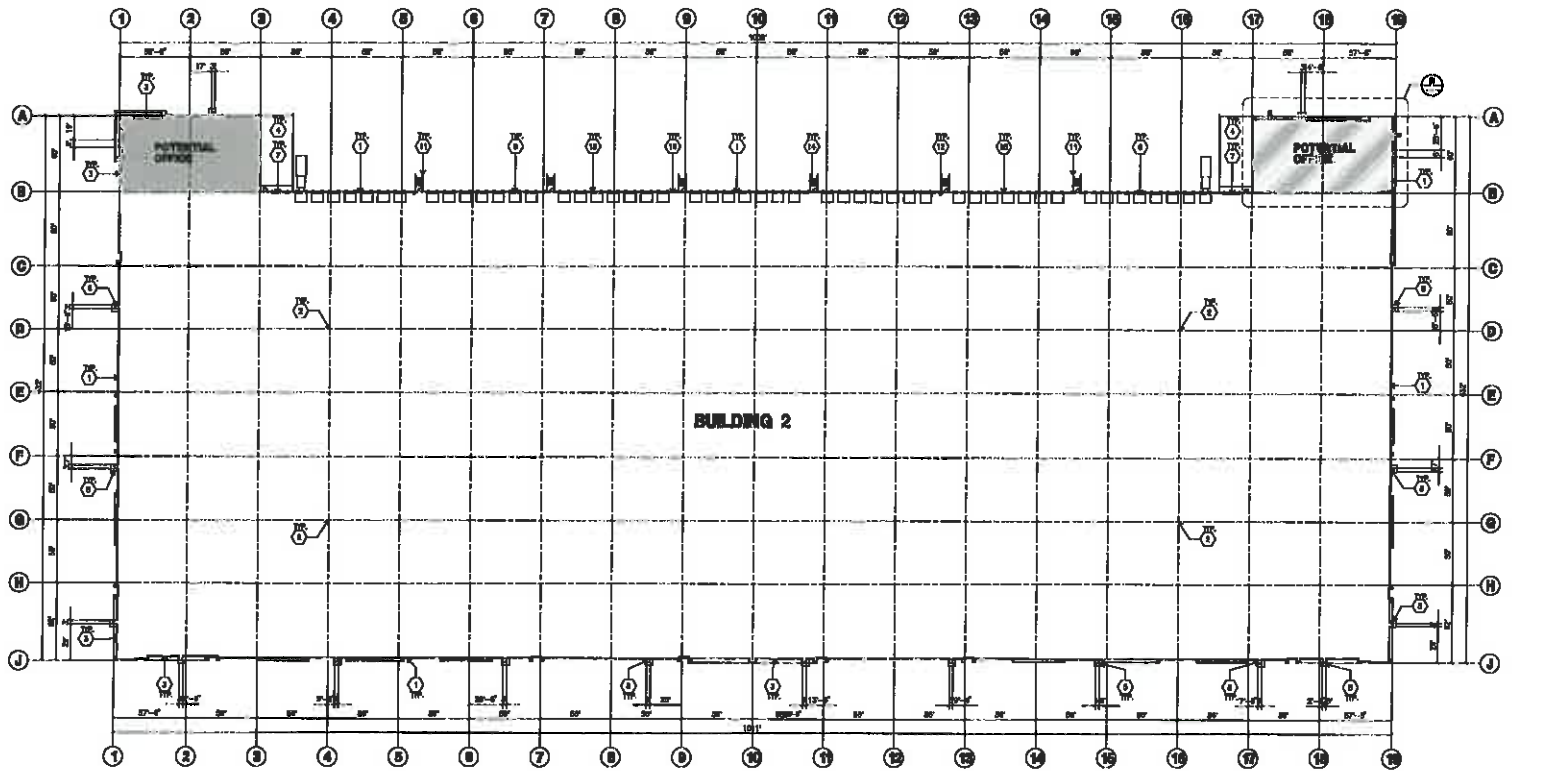
Consultants:

CIVIL: DRAKULA
MECHANICAL: HUNTER
ELECTRICAL: HUNTER
LANDSCAPE: HUNTER
PAINTING: HUNTER

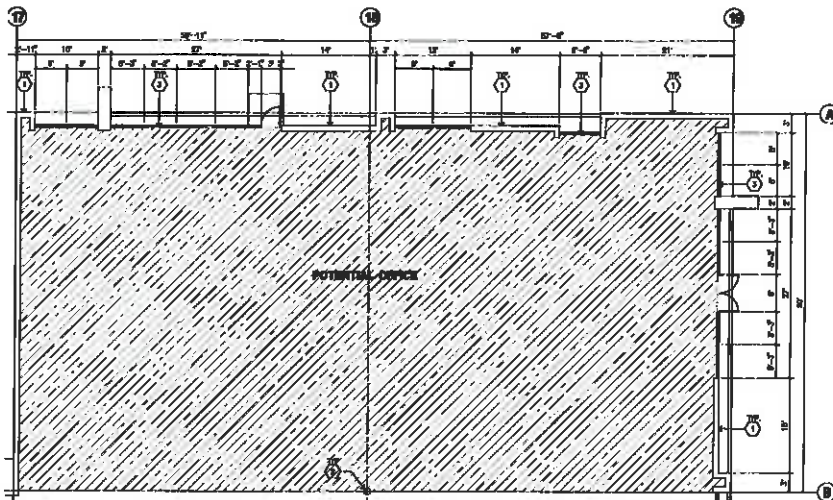
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Project Number: 1000
Drawn by: CH
Date: 05/11
Revision:

Sheet: 1-DAB-A3.2



OVERALL FLOOR PLAN
SCALE: 1/8" = 1'-0"



ENLARGED FLOOR PLAN
SCALE: 1/4" = 1'-0"

KEYNOTES - FLOOR PLAN

- 1 CONCRETE TIE-UP PINS.
- 2 STRUCTURAL STEEL COLUMN.
- 3 TYPICAL STRUCTURE BRIDGE WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATION.
- 4 CONCRETE FINISH.
- 5 8"-8 1/2"x14" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BRUSH FINISH. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
- 6 8'x10' TRUCK DOOR, VERTICAL LIFT, STANDARD GRADE.
- 7 12"x14" BRONZ TUB, VERTICAL LIFT, STANDARD GRADE.
- 8 3'x7' HOLLOW METAL EXTERIOR MAN DOOR.
- 9 SOFFIT ABOVE.
- 10 ROOF ACCESS LADDER.
- 11 DOMC FILLED GUARD POST, 1" DIA. UND 47".
- 12 INTERIOR ROOFERMAN WITH OVERFLOW BOUQUET.
- 13 NOT USED.
- 14 EXTERIOR CONCRETE STAIR.
- 15 ROCK BUMPER.
- 16 METAL LOUVER.

GENERAL NOTES - FLOOR PLAN

- A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT 120" MAXIMUM O.C. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY SMOKE/EXHAUST SYSTEMS.
- B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- C. THE BUILDING FLOOR SLAB SLOPE 1/8", SEE "D" DRAWING FOR FINISH SURFACE ELEVATIONS.
- D. FLOOR SLAB SHALL BE SEALED WITH LAPOLDITH MANUFACTURER'S SONDORON OR APPROVED EQUAL.
- E. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE COCK PUNCH ONLY. ALL EXTER. BR. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- F. SLOPE POUR STOP 1/2" TO EXTERIOR AT ALL PERMANENT EXITS. SEE "H" DRAWING FOR POUR STOP LOCATION.
- G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL, WALL, GIBELINE, OR FACE OF STUD WALL.
- H. SEE CIVIL DRAWINGS FOR POINT OF CONNECTION TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
- I. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A.D.4. NOTE: ALL DOORS FOR DOOR SCHEDULES ARE FINISH OPENINGS.
- J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIVERPED INCLUDING CARS AND TRUCKS.



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ATTN: Jon Kelly

Project:

ETHANAC & SHERMAN

ETHANAC RD. & SHERMAN RD
MIDWIL, CA

Consultants:

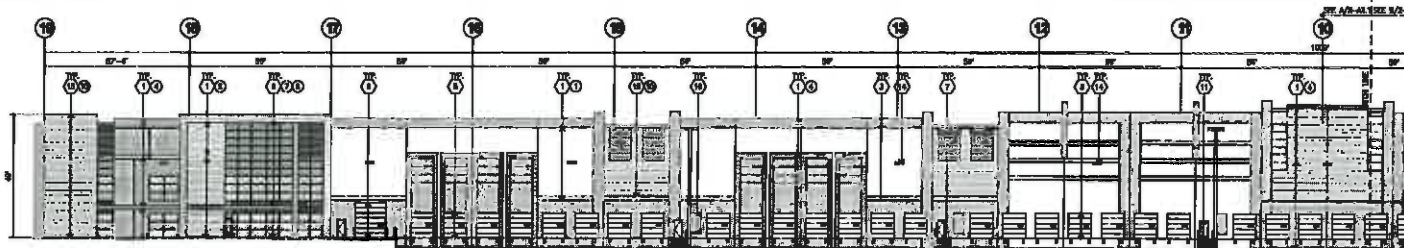
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STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	HUNTER
LANDSCAPE	-
PREPARED BY	DESIGNER

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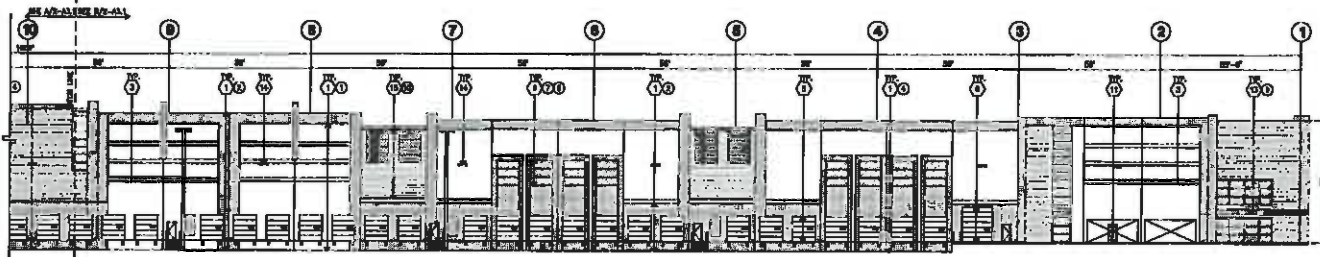
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Revisions:

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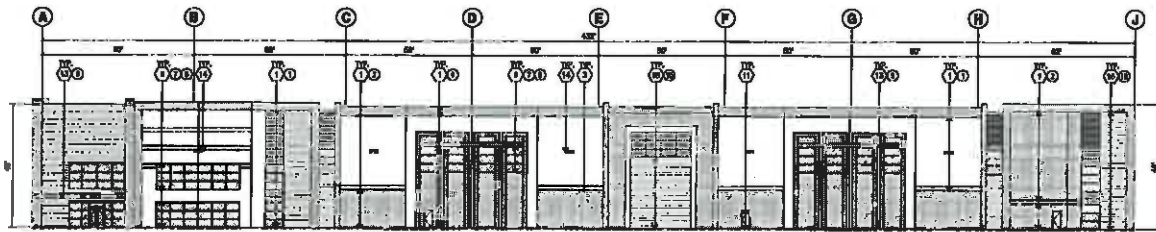
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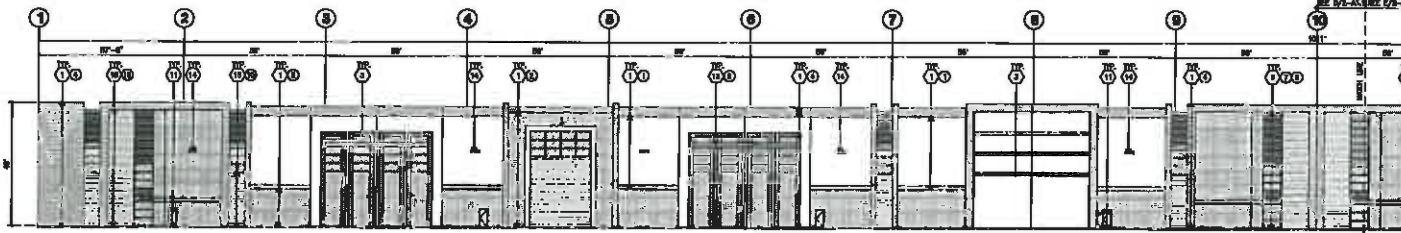
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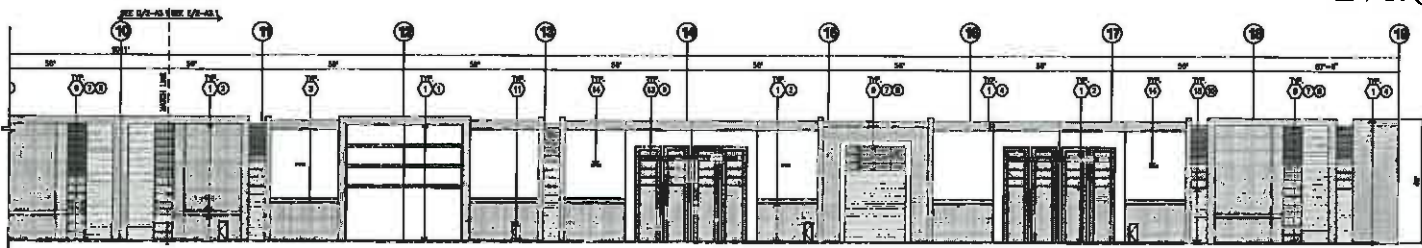
NORTH ELEVATION CONT.
SCALE: 1/8" = 1'-0"



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



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



SOUTH ELEVATION CONT.
SCALE: 1/8" = 1'-0"

KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL, PAINTED.
- 2 PAINT, WHITE.
- 3 PAINT, REDDISH.
- 4 CONCRETE TILT-UP EXPOSED AGG.
- 5 ANCHORED DOOR & DOCK HEAD.
- 6 ANCHORED DOOR & DOCK HEAD.
- 7 ANCHORED DOOR & DOCK HEAD.
- 8 CONCRETE PANEL, LANTERN AND CONC. SUPPORT.
- 9 CONCRETE TILT-UP PANEL.
- 10 ALUMINUM EXTERIOR FINISH W/ TYPED GLAZING AT ALL CORNERS. GLAZING ADJUSTED TO DOORS AND GLAZING W/ BUTTRES LESS THAN 1/4\"/>
- 11 WINDOW FRAME AND LOCKING APPLIC. ONLY.
- 12 HOLLOW METAL DOORS.
- 13 METAL ROOF UNDER ROOF OVERLAP SHEET.
- 14 EXTERIOR CHIMNEY.
- 15 WALL MOUNTED LANTERN SOURCE.
- 16 ADDITVA WOOD PANELING FOR HORIZONTAL.

COLOR SCHEDULE - ELEVATIONS

1	CONCRETE TILT-UP PANEL	PART FINISH	EXTERIOR WELLSHAW SIL. 2025. 2025. 2025.
2	CONCRETE TILT-UP PANEL	PART FINISH	EXTERIOR WELLSHAW SIL. 2025. 2025. 2025.
3	CONCRETE TILT-UP PANEL	PART FINISH	EXTERIOR WELLSHAW SIL. 2025. 2025. 2025.
4	CONCRETE TILT-UP PANEL	PART FINISH	EXTERIOR WELLSHAW SIL. 2025. 2025. 2025.
5	FORM LAYER	PART FINISH	EXTERIOR WELLSHAW SIL. 2025. 2025. 2025.
6	WELLSHAW	FINISH	GLAZING WELLSHAW
7	GLAZING	COLOR	BLUE REFLECTIVE GLAZING
8	EXTERIOR WELLSHAW	FINISH	GLAZING WELLSHAW SIL. 2025. 2025. 2025.
9	FORM LAYER	PART FINISH	EXTERIOR WELLSHAW SIL. 2025. 2025. 2025.
10	WELLSHAW	FINISH	GLAZING WELLSHAW
11	GLAZING	COLOR	BLUE REFLECTIVE GLAZING
12	WELLSHAW	FINISH	GLAZING WELLSHAW SIL. 2025. 2025. 2025.
13	WELLSHAW	FINISH	GLAZING WELLSHAW SIL. 2025. 2025. 2025.
14	WELLSHAW	FINISH	GLAZING WELLSHAW SIL. 2025. 2025. 2025.

GLAZING LEGEND



ALL GLAZING TO BE NON-REFLECTIVE.

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLORS CHANGES TO OCCUR AT BRICK CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.A.P. - TOP OF FINISH - ELEVATION.
- D. F.F. - FINISH FLOOR ELEVATION.
- E. STRUTTING CONNECTIONS GLAZING, METAL ATTACHMENTS AND LANTERNS SHALL BE DESIGNED TO RESIST 90 MPH WINDS UP TO 100 PSF. CONTRACTOR SHALL VERIFY WITH APPROVED PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL VERIFY WITH APPROVED PRIOR TO FINISHING OF GLAZING.



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AT&T Jon Kelly

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ETHANAC & SHERMAN

ETHANAC RD. & SHERMAN RD.
MENFEE, CA

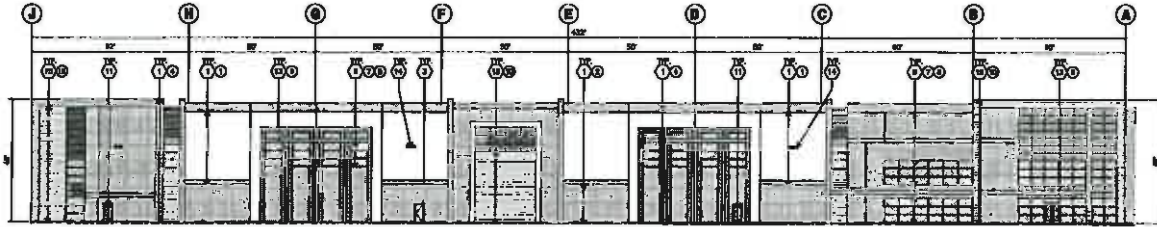
Consultants:

- CIVIL ENGINEER
- STRUCTURAL ENGINEER
- MECHANICAL ENGINEER
- ELECTRICAL ENGINEER
- LANDSCAPE ARCHITECT
- INSULATION ENGINEER
- SOIL ENGINEER

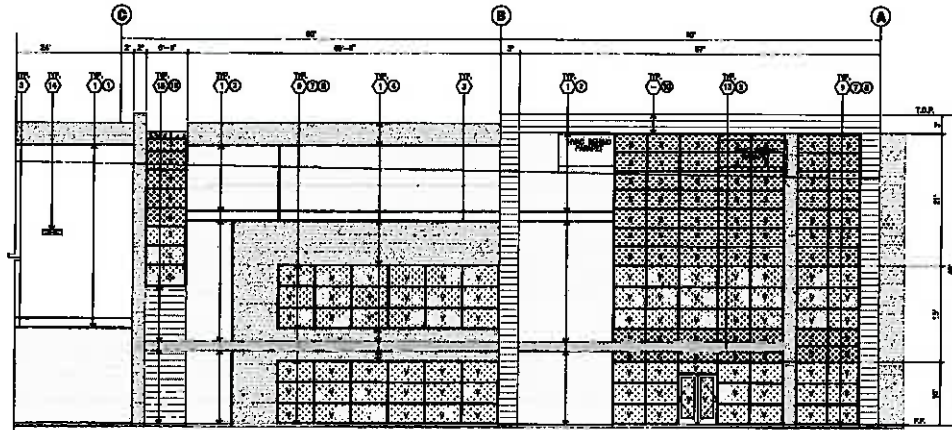
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Drawn by: CH
Date: 05/01
Revised:

Sheet:
2-DAB-A3.1



EAST ELEVATION
scale 1/8" = 1'-0"



ENLARGED EAST ELEVATION
scale 1/8" = 1'-0"

KEYNOTES - ELEVATIONS

- 1 CONCRETE T&G PANEL (PAINTED)
- 2 PANEL JOINT
- 3 PANEL MORTAR
- 4 CONCRETE T&G UP BROWN PAINT
- 5 OVERHEAD DOOR & DOOR SILL
- 6 OVERHEAD DOOR & DOOR SILL
- 7 CONCRETE FORM, LANDING AND CONC. MATERIAL
- 8 DOOR SLIPSTEP
- 9 ALUMINUM WINDOW/DOOR/SLIPSTEP FINISHES AT ALL CORNERS (SEE ELEVATION TO SEE AND GLAZING BY SEPARATE LIST WITH 1/4" ABOVE F.F. IS CORNER)
- 10 LANDING CASE AND LANDING APPROX. (ONLY)
- 11 FLOORING MATERIAL
- 12 OVERHEAD ROOF DRAIN WITH PARALLEL SLOPPED
- 13 EXTERIOR CORNER
- 14 WALL MOUNTED LAMPED SCHEDULE
- 15 ACCORD WOOD FINISHING PER SCHEDULE

COLOR SCHEDULE - ELEVATIONS

- 1 CONCRETE T&G UP PANEL PAINT BRAND **SEMPER WILLIAMS** **BE 200A P&G WHITE**
- 2 CONCRETE T&G UP PANEL PAINT BRAND **SEMPER WILLIAMS** **BE 200A P&G WHITE**
- 3 CONCRETE T&G UP PANEL PAINT BRAND **SEMPER WILLIAMS** **BE 200A P&G WHITE**
- 4 CONCRETE T&G UP PANEL PAINT BRAND **SEMPER WILLIAMS** **BE 200A P&G WHITE**
- 5 FORM LINES PAINT BRAND **SEMPER WILLIAMS** **BE 200A P&G WHITE**
- 6 FORM LINES PAINT BRAND **SEMPER WILLIAMS** **BE 200A P&G WHITE**
- 7 WALLING COLOR **BLACK UNFINISHED**
- 8 GLAZING COLOR **BLACK REFLECTIVE GLAZING**
- 9 BRICK, UNGLAZED PAINT BRAND **SEMPER WILLIAMS** **BE 200A P&G WHITE**
- 10 "WOOD" VENEER T&G FINISH **ARTISAN W&L** **ON 200A P&G WHITE** **FORM** **200A P&G WHITE** **TO WHICH SEE 7270 W&L D&P**

GLAZING LEGEND

- TEMPERED VISION GLASS
- TEMPERED APPROVED GLASS

ALL GLASS TO BE NON-REFLECTIVE

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT BRICK CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T&G = TOP OF FINISH - ELEVATION
- D. F.F. = FINISH FLOOR ELEVATION
- E. INTERIOR FINISHES GLASS, METAL, STAINLESS STEEL AND LUMBER SHALL BE ORDERED TO MATCH OR APPROXIMATE TO MATCH. CONCRETE SHALL MATCH ROOF FINISHING PER TO BE DETERMINED.
- F. DOWNSPOUT SHALL FULLY FINISH ONE CONCRETE PANEL BY SELECTED COLOR, ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PROCEEDING WITH FINISHING.

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PROJECT

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SAN JOSE, CA

CONSULTANTS

CIVIL STRUCTURAL
MECHANICAL
PLUMBING
ELECTRICAL
LANDSCAPE ARCHITECTURE
INTERIOR ARCHITECTURE

TITLE ELEVATION

Project Number: 1-180
Designer: JPS
Date: 8/07
Revised:

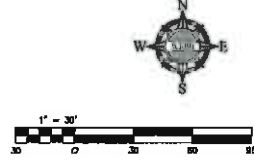
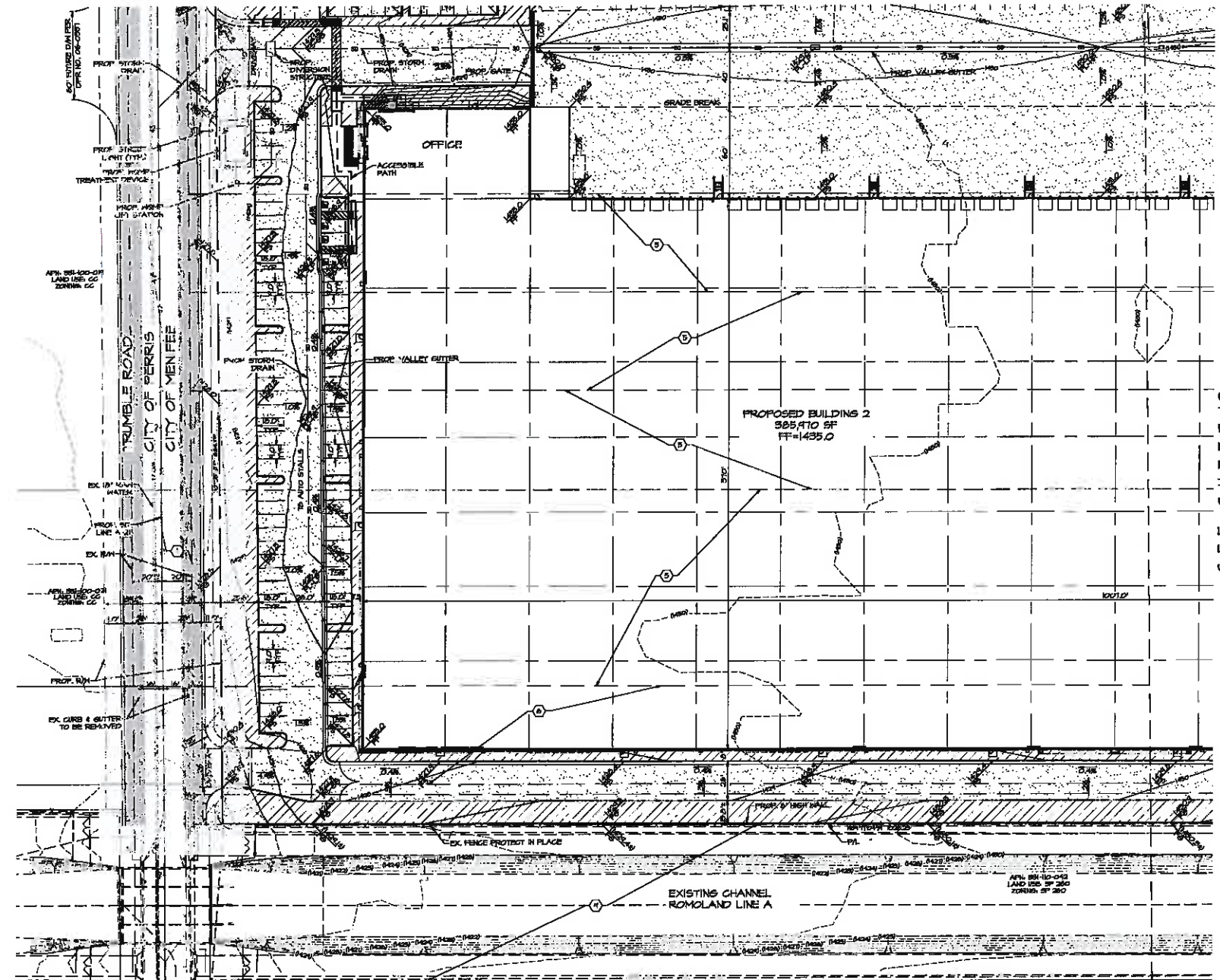
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SEE SHEET 10

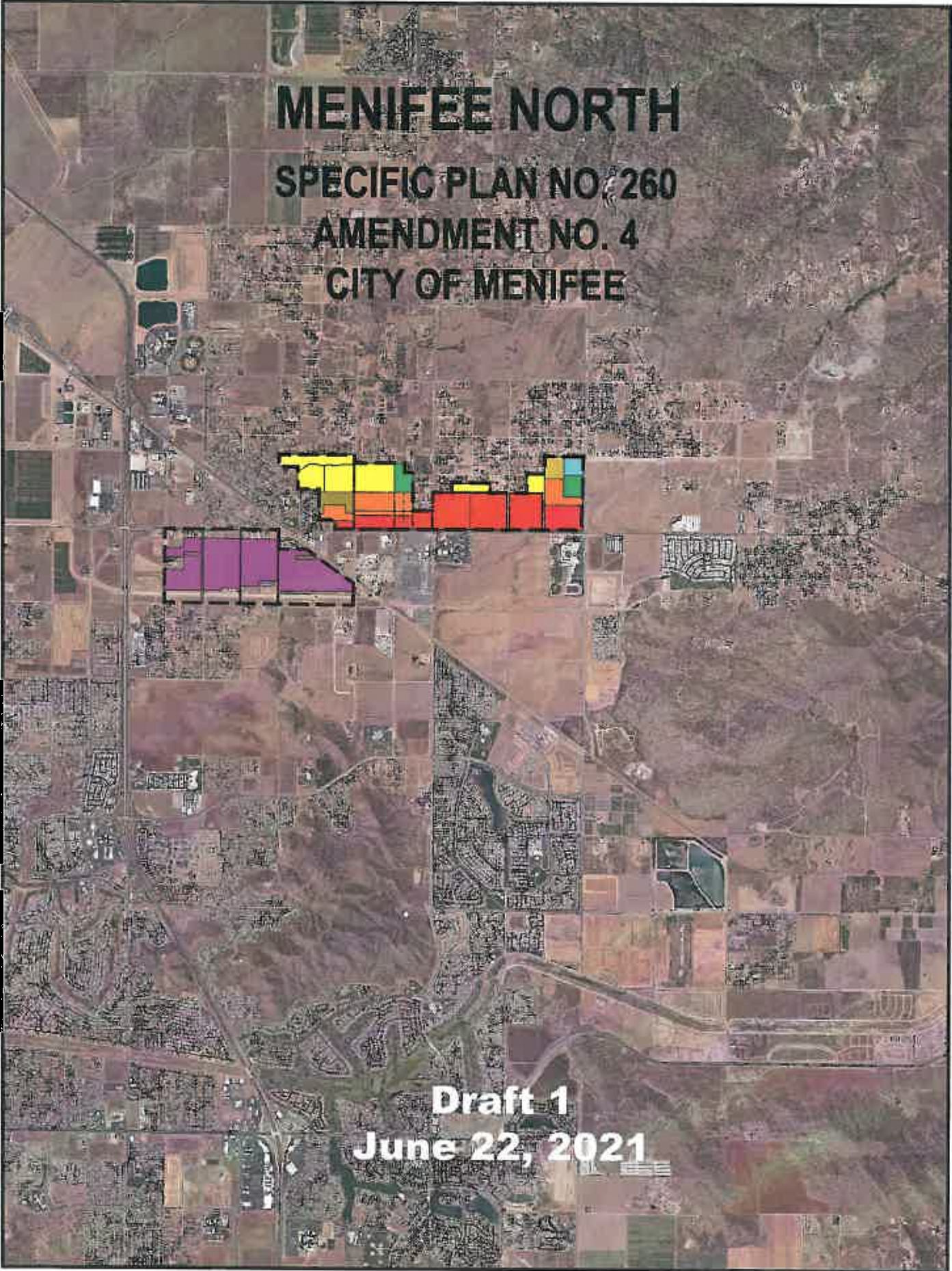
SEE SHEET 12

- LEGEND**
- PROPOSED CONCRETE PAVEMENT
 - PROPOSED ASPHALT PAVEMENT
 - PROPOSED LANDSCAPE AREA
 - PROPOSED DECORATIVE PAVEMENT
 - ADA PATH OF TRAVEL
 - SCREEN WALL
 - GRASSBANK/RETENAILINE
 - FLOWLINE
 - STORM DRAIN
 - EXISTING CONTOUR
 - PROPOSED CONTOUR
 - EXISTING WATER LINE
 - EXISTING SEWER LINE
 - EXISTING STORM DRAIN
 - EXISTING GAS LINE
 - EXISTING ELECTRICAL LINE
 - FINISHED FLOOR
 - FINISHED GROUND
 - FINISHED SURFACE
 - FLOW LINE
 - GRADE BREAK
 - MINI POINT
 - INVERT
 - LANDSCAPE AREA
 - LOW POINT
 - HANDPRINT
 - PROPERTY LINE
 - RIGHT OF WAY
 - TYPICAL
 - DRIVEWAY
 - RETENAILINE



CITY OF MENEFEE	
CORE 5 - MENEFEE COMMERCE CENTER	
PLOT PLAN NO. PP2019-005	
SCALE: 1" = 30'	DATE: 04/11/2024
DESIGNED BY: [Signature]	CHECKED BY: [Signature]
PLN CK: [Signature]	DATE: 04/11/2024
NO. 21-0026	SHEET 11
CITY OF MENEFEE	

PRELIMINARY
 10/20/2019 2:58:57 PM

An aerial photograph of a suburban area with several colored overlays. A large purple area is on the left, a red area is in the center, and a yellow and green area is on the right. The text is overlaid on the top half of the image.

**MENIFEE NORTH
SPECIFIC PLAN NO. 260
AMENDMENT NO. 4
CITY OF MENIFEE**

**Draft 1
June 22, 2021**

MENIFEE NORTH

SPECIFIC PLAN NO. 260 AMENDMENT NO. 4

Prepared for:
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Contact: Jon Kelly

Prepared by:
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3788 McCray Street
Riverside CA 92506
(951)686-1070
Contact: Melissa Perez

CLIENT DRAFT 1 – June 22, 2021

BOLD ENTRIES INDICATE SECTIONS REVISED IN THIS AMENDMENT NO.4

All Sections, Figures and Tables are found in Riverside County Specific Plan No. 260, Amendment No. 1 (SPA1) unless otherwise noted below. Other documents include: Riverside County Specific Plan No. 260, Amendment No. 2 (SPA2), City of Menifee Specific Plan No. 260, Amendment No. 3 (SPA3), and City of Menifee Specific Plan Amendment No. 4 (SPA4).

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I. SUMMARY OF CHANGES

Since the adoption of Amendment No. 2 to the MENIFEE NORTH Specific Plan in 2008 by the County of Riverside, the City of Menifee was incorporated. Amendment No. 3 (SP260A3) to the MENIFEE NORTH Specific Plan was adopted by the City of Menifee as it involved Planning Areas under the jurisdiction of the City. *Table II, Menifee North Detailed Land Use Summary*, found in SP260A3, identified through the use of strike-out text, that a number of Planning Areas were located in the County of Riverside as a result of the City’s incorporation. However, SP260A3 did not identify a total number of acres for the City of Menifee and associated figures continued to reflect Planning Areas within the County of Riverside’s jurisdiction.

The purpose of the MENIFEE NORTH Specific Plan No. 260, Amendment No. 4 (SP260A4), is to modify the boundary and acreage for Planning Areas 2 in order to provide consistency with proposed Plot Plan (PP 2019-005) and Tentative Parcel Map (TPM 38156) which are being processed concurrently with SP260A4. Change of Zone PLN21-0101 and General Plan Amendment No. PLN21-010 are also being processed currently to ensure consistency among the Specific Plan and the City’s General Plan Land Use Designation and Zoning Maps.

SP260A4, specifically proposes to change the boundary Planning Area 2 currently designated Industrial. This Planning Area will be modified to increase acreage by from 138.8 to 145.2. This change is reflected in **Figure I-1, Area of Change** and **Table I-A, Land Use Comparison (Area of Change)**, below.

Table I-A, Land Use Comparison (Area of Change)									
Approved Menifee North Specific Plan No. 260 Amendment No. 3					Proposed Menifee North Specific Plan No. 260 Amendment No. 4				
PA	Land Use	Acres	Target Units	Target Density	PA	Land Use	Acres	Target Units	Target Density
2	Industrial	138.8	–	–	2	Industrial	145.2	–	–
Total		138.8	–	–	Total		145.2	–	–

Additionally, SP260A4 makes clear the Planning Areas that were removed under SP260A3 as a result of the City’s incorporation and provides a total acreage of those areas that lie within the City of Menifee. It also provides a correction for acreage that was incorrectly identified for Planning Area 2. Hence, SP260A4 will provide technical corrections for errors and omissions resulting from SP260A3.

Figure I-2, Existing and Proposed Area of Change, provides a graphical comparison of Planning Area 2 between the adopted SP260A3 and the proposed SP260A4. **Table I-B, Project Summary Comparison**, provides a comparison between the adopted SPA260A3 and proposed SP260A4.

PLANNING AREA DEVELOPMENT STANDARDS
FIGURE I-1 AREA OF CHANGE

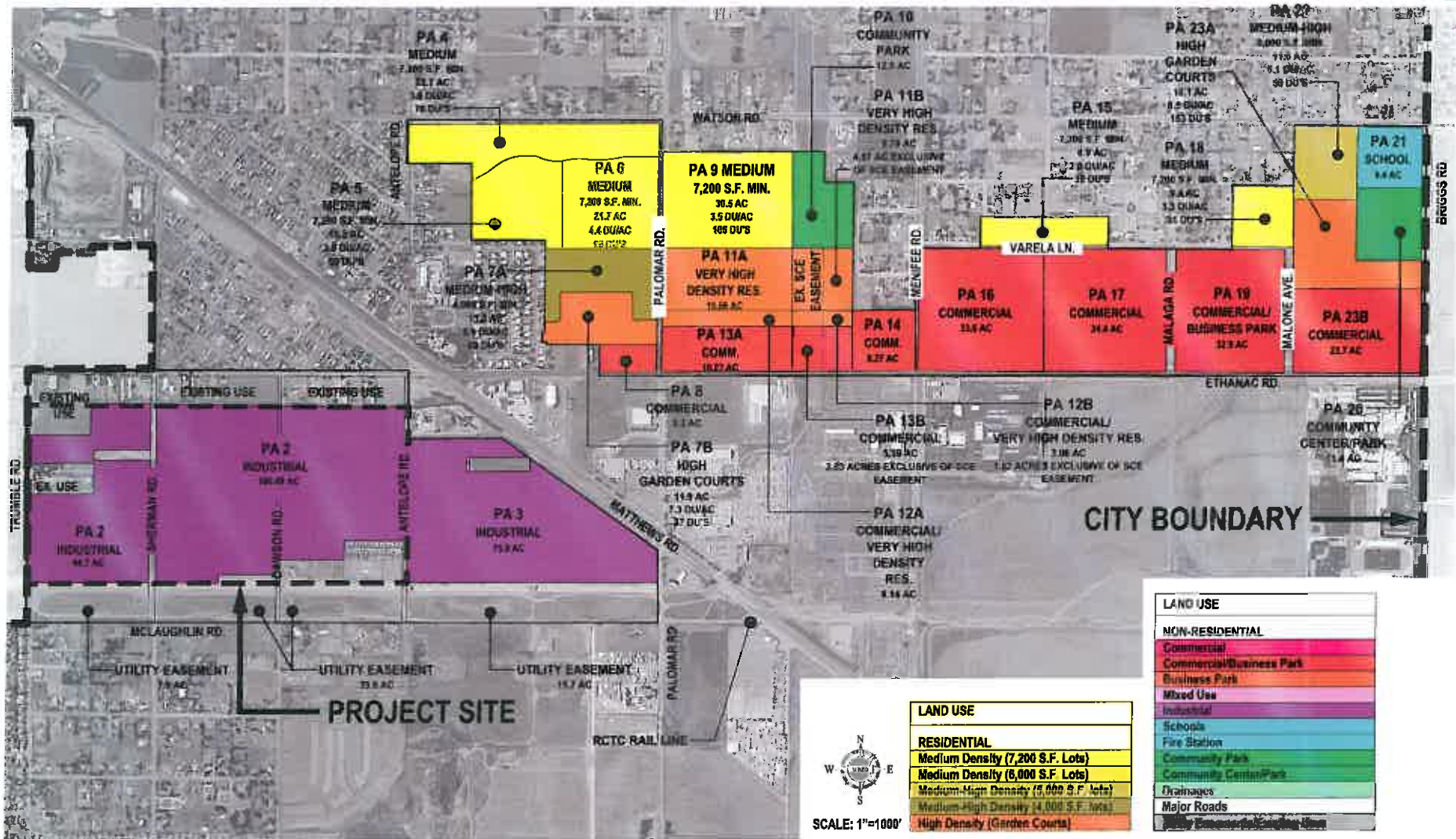
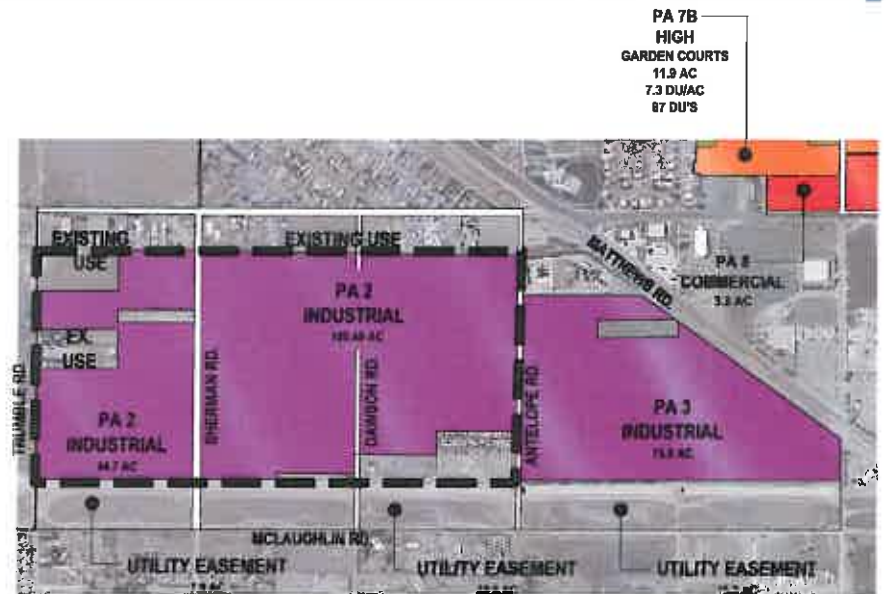
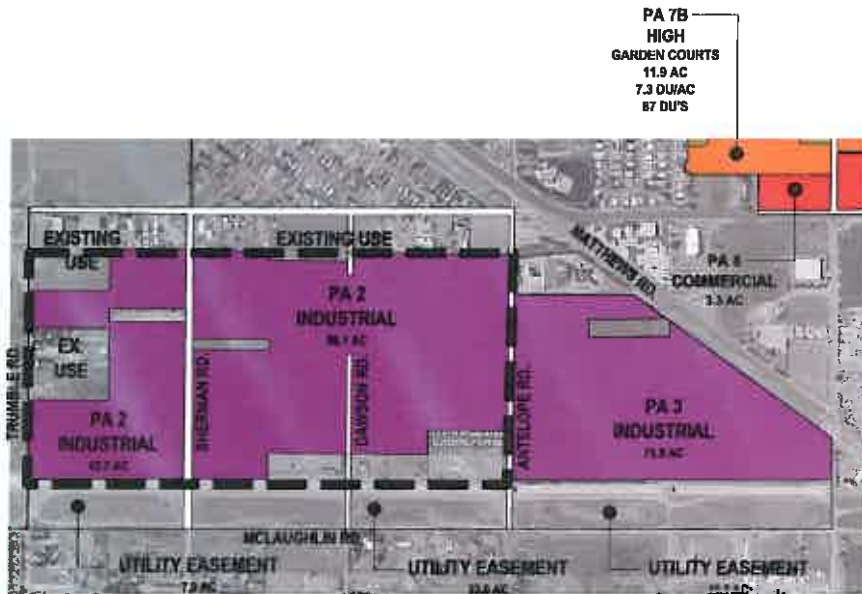


FIGURE I-2 EXISTING & PROPOSED AREAS OF CHANGE

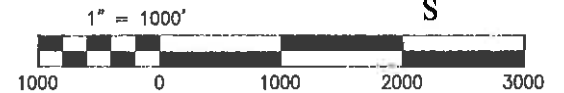
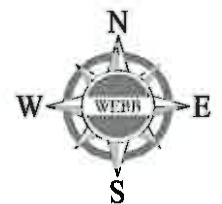


APPROVED PLAN

LAND USE	P.A.	ACRES	DENSITY	DU
NON-RESIDENTIAL				
INDUSTRIAL	2	138.8	--	--
NON-RESIDENTIAL SUB TOTALS		138.8	--	--

PROPOSED PLAN

LAND USE	P.A.	ACRES	DENSITY	DU
NON-RESIDENTIAL				
INDUSTRIAL	2	145.19	--	--
NON-RESIDENTIAL SUB TOTALS		145.19	--	--



I. SUMMARY OF CHANGES

CITY OF MENIFEE

Table I-B, Project Summary Comparison

		ADOPTED SPECIFIC PLAN NO. 260 AMENDMENT NO. 3				PROPOSED SPECIFIC PLAN NO. 260 AMENDMENT NO. 4			
Land Use Designation	Planning Area	Acres	Maximum Dwelling Units	Density Range	Percent of Plan	Acres	Maximum Dwelling Units	Density Range	Percent of Plan
RESIDENTIAL									
7,200 Medium Residential ⁽¹⁾	4	21.80	76	3.5		21.8	76	3.5	
	5 ⁽¹⁾	18.30	68	3.7		18.3	68	3.7	
	6 ⁽¹⁾	24.60	91	3.7		24.6	91	3.7	
	9 ⁽¹⁾	30.40	106	3.5		30.4	106	3.5	
	15	10.60	32	3.0		10.6	32	3.0	
	18	10.30	31	3.0		10.3	31	3.0	
SUBTOTAL - MEDIUM 7,200 SF MIN.		116.00	404	3.5	12.9%	116.0	404	3.5	12.8%
4000 Medium High Residential	7A	15.20	85	5.6		15.2	85	5.6	
SUBTOTAL - MEDIUM HIGH 4,000 SF MIN.		15.20	85	5.6	1.7%	15.2	85	5.6	1.7%
5000 Medium High Residential	22	11.30	56	5.0		11.3	56	5.0	
SUBTOTAL - MEDIUM HIGH 5,000 SF MIN.		11.30	56	5.0	1.3%	11.3	56	5.0	1.2%
High Density Residential	7B	11.90	87	7.3		11.9	87	7.3	
	23A	18.10	153	8.5		18.1	153	8.5	
SUBTOTAL - HIGH DENSITY (Garden Courts)		30.00	240	8.0	3.3%	30.0	240	8.0	3.3%
Very High ⁽²⁾	11A	19.56	586	24		19.56	586	20	
	11B	9.79				9.79			
	12A ⁽²⁾	4.11	135	24		4.11	135	24	
	12B ⁽²⁾	1.52				1.52			
SUBTOTAL - HIGH DENSITY (Garden Courts)		34.98	721	20.6	3.9%	35.0	721	20.6	3.9%
RESIDENTIAL SUBTOTAL		201.85	1,506	7.5	22.5%	201.9	1,506	7.5	22.3%

I. SUMMARY OF CHANGES

CITY OF MENIFEE

Table I-B, Project Summary Comparison

		ADOPTED SPECIFIC PLAN NO. 260 AMENDMENT NO. 3				PROPOSED SPECIFIC PLAN NO. 260 AMENDMENT NO. 4			
Land Use Designation	Planning Area	Acres	Maximum Dwelling Units	Density Range	Percent of Plan	Acres	Maximum Dwelling Units	Density Range	Percent of Plan
NON-RESIDENTIAL									
Commercial	8	3.30	-	-		3.30	-	-	
	12A ⁽²⁾	6.14	-	-		6.14	-	-	
	12B ⁽²⁾	1.52	-	-		1.52	-	-	
	13A	10.23	-	-		10.23	-	-	
	13B	2.53	-	-		2.53	-	-	
	14	9.27	-	-		9.27	-	-	
	16	33.60	-	-		33.60	-	-	
	17	34.40	-	-		34.40	-	-	
	23B	23.7	-	-		23.7	-	-	
SUBTOTAL - COMMERCIAL		124.7	-	-	13.9%	124.7	-	-	13.8%
Commercial/Business Park	19	32.9	-	-		32.9	-	-	
SUBTOTAL - COMMERCIAL/BUSINESS PARK		32.9	-	-	3.7%	32.9	-	-	3.6%
Community Park	10	12.5	-	-		12.5	-	-	
	20	11.4	-	-		11.4	-	-	
SUBTOTAL - COMMUNITY PARK		23.9	-	-	2.7%	23.9	-	-	2.6%
Industrial	2	138.8	-	-		145.2	-	-	
	3	75.9	-	-		75.9	-	-	
SUBTOTAL - INDUSTRIAL		214.7	-	-	23.9%	221.1	-	-	24.4%
School	21	9.4	-	-		9.4	-	-	
SUBTOTAL - SCHOOL		9.4	-	-	1.0%	9.4	-	-	1.0%
NON-RESIDENTIAL SUBTOTAL		405.6	-	-	45.1%	412.0	-	-	45.5%

I. SUMMARY OF CHANGES

CITY OF MENIFEE

Table I-B, Project Summary Comparison

		ADOPTED SPECIFIC PLAN NO. 260 AMENDMENT NO. 3				PROPOSED SPECIFIC PLAN NO. 260 AMENDMENT NO. 4			
Land Use Designation	Planning Area	Acres	Maximum Dwelling Units	Density Range	Percent of Plan	Acres	Maximum Dwelling Units	Density Range	Percent of Plan
OTHER NON-RESIDENTIAL									
Drainage Channels		15.9	–		1.8%	15.9	–		1.8%
Utility Easements/Existing Uses		111.4	–		12.4%	111.4	–		12.3%
Major Roadways		164.1	–		18.3%	164.1	–		18.1%
SUBTOTAL - NON-RESIDENTIAL		291.4	–		32.4%	291.4	–		32.2%
TOTALS		898.8	1,506	7.5	100.0%	905.2	1,506.0	7.5	100.0%
Notes:									
<p>1. The maximum density may be increased to 6.0 du/ac with a 5,000 square foot lot size in Planning Areas 5,6 and 9 in either of the following two circumstances:</p> <ul style="list-style-type: none"> a. The project is designed for and restricted to senior citizen housing; or b. The project is a mobile home park or mobile home subdivision. <p>If this option is elected the maximum number of dwelling units show in Table II may exceed up to a new maximum which is listed in Planning Area description for the relevant Planning Area. The overall maximum number of dwelling units for the entire Specific Plan may not exceed 1,506.</p> <p>2. PA12A can either be a maximum of 67% residential or 100% commercial. PA12B can be 100% residential or 100% commercial. Density reflected is the maximum allowed (67% of 12A + 100% of 12B), not including the area for the SCE Easement.</p>									

Specifically, SP260A4 provides the following modifications:

- Provide a technical correction to reflect and carry over the correct acreage for Planning Area 2, which under SP260A2, was incorrectly identified as 96.1 acres instead of 138.8 Acres. Overall industrial acreage of 214.7 was correctly identified in SP260A2 and SP260A3 however, so was unaffected by this error.
- Modify the boundary and increase the size of Planning Area 2 by 6.39 acres.
- Provide technical correction remove all Planning Areas not under the jurisdiction of the City of Menifee and provide a total acreage for Planning Areas located within the City of Menifee.

Actions and entitlements necessary to facilitate implementation of this proposed Plan include the following:

- Approval of General Plan Amendment
- Approval of Change of Zone
- Approval of Specific Plan Amendment
- Approval of Tentative Parcel Map
- Approval of Plot Plan (for implementing Project)
- Certification of CEQA documentation for the proposed Project

II. SUMMARY

The changes resulting from The MENIFEE NORTH Specific Plan No. 260 Amendment No. 4 as described below, are indicated by ~~strikeout~~-text for deletions, and underlined text for additions.

A. BACKGROUND

In November 1994, The MENIFEE NORTH Specific Plan No. 260 (SP260) was adopted by the Riverside County Board of Supervisors along with Environmental Impact Report No. 329 – State Clearinghouse Number 89100207. The plan encompassed 1,636.2 acres providing for 2,390 residential dwelling units along with a mixed of non-residential uses. Since adoption of the original specific plan, a number of updates have occurred. These are listed below.

- On April 3, 2007, Amendment No. 1 to the Specific Plan (SP260A1) was adopted by the Riverside County Board of Supervisors. This amendment increased residential dwelling units from 2,390 to 2,602, increase the site acreage from 1,636.2 to 1,635.3. Some commercial land uses were eliminated to allow for additional residential and Planning Area 32 was re-designated Medium High Density Residential from Medium Density Residential.
- On February 5, 2008, Amendment No. 2 to the Specific Plan (SP260A2) was adopted by the Riverside County Board of Supervisors. This amendment included changes to Planning Areas 10, 20, 23, and 48. Residential dwelling units were increased from 2,390 to 2,914 and site acreage was increased 1,635.3 acres to 1,645.4 acres.
- On October 1, 2008, the City of Menifee was incorporated and a portion of SP260A2 fell within the jurisdiction of the City of Menifee.
- Since the adoption of Amendment No. 2 to the MENIFEE NORTH Specific Plan in 2008, the City of Menifee incorporated, resulting in an approximately 775.4 acre portion of the adopted Specific Plan west of Briggs Road being removed from County of Riverside jurisdiction.
- In January 2016, Substantial Conformance No. 1 to Amendment No. 2 (SP260A2-SC1) was adopted by the Riverside County Board of Supervisors to modify the Specific Plan boundary; thus, removing all areas west of Briggs Road from the MENIFEE NORTH Specific Plan. The revised limits of the MENIFEE NORTH Specific Plan were reduced to approximately 829.2 acres east of Briggs Road, west of Juniper Flats Road, south of Alicante Drive, and north of Matthews Road, continuing to allow for a wide range of land uses including 2,025 residential units. The balance of 816.2 acres and 889 residential dwelling units resided within the City of Menifee.
- On March 17, 2020, Substantial Conformance No. 2 to the MENIFEE NORTH Specific Plan (SP260A2-SC2) was adopted to modify Planning Areas 24, 25, 26 and 28 boundaries, acreages, and residential dwelling unit counts for consistency with approved Tentative Tract Map No. 29322 and proposed Tentative Tract Map No. 37533, which were processed concurrently. SP260A2-SC2 maintained the approved maximum of 2,025 residential units permitted on 829.2 acres, while modifying the Specific Plan text and graphics to: reduce the minimum lot sizes within Planning Area 25 from 6,000 s.f. to 3,500 s.f.; re-allocate 22 dwelling units from Planning Areas 26 and 28 (TTM 29322) to Planning Areas 24 and 25 (10 dwelling units and 12 dwelling units respectively) to be consistent with Tentative Tract Map No. 37533; revised the locations of the water quality basins and mini-park sites within Planning Areas 24, 25, 26, and 28; and reduced the overall acreage of major roads within the overall SP area from 77.1 acres to 74.8

acres. Additionally, SP260A2-SC2 made other, non-substantive changes throughout the document to accommodate these modifications. SP260A2-SC2 also included a technical correction for the land use designations of Planning Areas 26 and 28, from "Medium-High Density Residential" to "Medium Density Residential", so that the designations would be consistent with previously approved TM 29322. SP260A2-SC1 had modified the land use designations of Planning Areas 26 and 28 in error, because no consideration was made of the approved unit count and acreages in approved TTM No. 29322. SP260A2-SC2 re-designated Planning Areas 26 and 28 from MHDR to MDR to resolve this error.

- On July 1, 2020, Amendment No. 3 to the Specific Plan (SP260A3) was adopted by the City of Menifée City Council. This amendment involved Planning Areas entirely within the jurisdiction of the City of Menifée making changes to Planning Areas 11, 12, 13, and 14. Residential dwelling units were increased from 2,390 to 2,914 and site acreage was increased 1,635.3 acres to 1,645.4 acres.

B. INTRODUCTION

The *MENIFEE NORTH* Specific Plan provides the ~~County of Riverside~~ City of Menifée, as well as future developers, community groups and community service districts, with a comprehensive set of plans, regulations, conditions, and programs for guiding the systematic development of the project. The Specific Plan also implements each applicable Element of the ~~Riverside County~~ City of Menifée General Plan and assures that development of the proposed land use plan will proceed as a coordinated project involving the orderly and systematic construction of residential, commercial, industrial, and open space uses and the provisions of public infrastructure and services necessary to ensure that ~~Riverside County~~ City of Menifée standards for orderly growth are implemented.

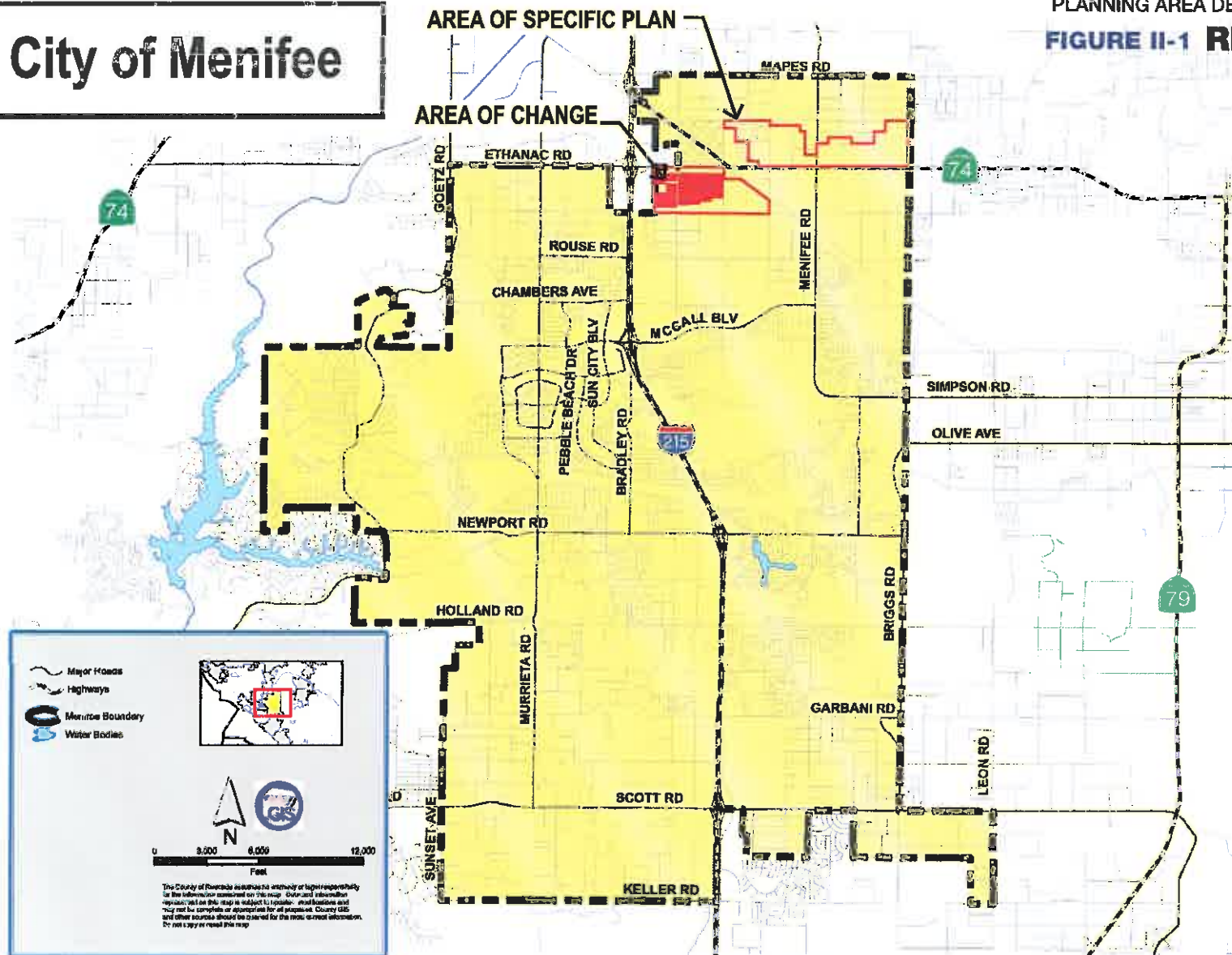
The *MENIFEE NORTH* Specific Plan provides the ~~County of Riverside~~ City of Menifée, as well as future developers, community groups and community service districts, with a comprehensive set of plans, regulations, conditions, and programs for guiding the systematic development of the project. The Specific Plan also implements each applicable Element of the ~~County of Riverside~~ City of Menifée General Plan.

The *MENIFEE NORTH* Specific Plan assures that development of the proposed land use plan will proceed as a coordinated project involving the orderly and systematic construction of residential, commercial, industrial, and open space uses and the provisions of public infrastructure and services necessary to ensure that ~~County of Riverside~~ City of Menifée standards for orderly growth are implemented.

MENIFEE NORTH, as noted on the **Figure II-1, Regional Map** and ~~illustrated on the Figure II-2, Vicinity Map~~, is located on approximately ~~1,604.68~~ 1,604.68.98.8 ± acres between the communities of Homeland and Romoland in southwestern Riverside County, east of Interstate 215 along Highway 74. The *MENIFEE NORTH* Specific Plan project site is separated by Matthews Road and the Riverside County Transportation Commission (RCTC) rail line. The portion of the Plan north of Matthews Road, is bound to the north by Watson Road, to the west by Antelope Trumble Road, to the east by Juniper Flats Briggs Road and to the south by Ethanac Road. The portion of the Plan south of Matthews Road has a northern boundary limit located approximately 335 feet south of Ethanac Road, a northwestern boundary at Matthews Road, a southern boundary limit at McLaughlin Road, eastern boundary at Trumble Road, and western boundary at Palomar Road. ~~The western portion of the project site is traversed in a northwest-southeast direction by the Atchison Topoka and Santa Fe Railroad right-of-way.~~ The project area primarily consists of vacant land with some existing residential and commercial uses surrounded by either fragmented residential, commercial, agricultural or some limited forms of professional office land uses.

City of Menifee

PLANNING AREA DEVELOPMENT STANDARDS
FIGURE II-1 REGIONAL MAP



MENIFEE NORTH will provide a community which offers a unique living and working environment, providing a range of residential densities, commercial, and industrial square footage, and park and open space amenities consistent with the on-going development in the Southern Perris Valley region. Many of the future residents, who are projected to range from first-time to move-up buyers, will be able to take advantage of amenities offered in the *MENIFEE NORTH* Specific Plan project area.

When fully developed, the *MENIFEE NORTH* Specific Plan, as located within the boundaries of the City of Menifee, will provide a balance of residential land uses varying in density within individual Planning Areas from 3.0 dwelling units per acre to ~~8.4~~ 8.5 dwelling units per acre in addition to higher density residential developments ranging from 23.9 to 57.6 20.6 to 24.0 dwelling units per acre. The project will also include one elementary school site, a community park, a community center/park, ~~and natural open space~~, as well as commercial retail, business park, mixed use planning areas, and light industrial uses.

The residential products to be provided will serve to meet a market need in this urbanizing portion of southwest Riverside County, while maintaining a sensitive approach to development relative to existing streets and anticipated traffic volumes that are planned for within the Riverside County Circulation Plan and Master Plan of Highways and City of Menifee General Plan Circulation Plan.

Section 65450 of the California Government Code grants local government agencies the authority to prepare specific plans of development for any area covered by a General Plan, for the purpose of establishing systematic methods of implementation of the agency's General Plan. A Specific Plan, as the name implies, is specific in nature as compared to a General Plan. It is designed to address site specific issues such as building setbacks and visual appearance, as well as project-wide concerns such as circulation and provisions for utilities. A General Plan does not show local streets, individual parcels, or specific land uses. While a General Plan examines an entire City or County, a Specific Plan will concentrate on the individual development issues of a particular project or region. The ~~County of Riverside~~ City of Menifee General Plan has established objectives which mandate the preparation of individual Specific Plan documents in order to ensure that new developments meet the basic standards of environmental safety, infrastructure, quality of structural design, site planning and contain the provisions to maintain aesthetic quality and cultural identity. Most importantly, the Specific Plan has strong implications on government budgeting decisions.

In addition to the *MENIFEE NORTH* Specific Plan, the accompanying Environmental Impact Report (EIR No. 329 (EIR329)), was prepared under the authority of the County of Riverside and is in compliance with the California Environmental Quality Act (CEQA) and County of Riverside Guidelines. The EIR is intended to serve as the project-wide Master Environmental Document for the *MENIFEE NORTH* Specific Plan and all subsequent development projects undertaken pursuant to and within the Specific Plan boundaries. Furthermore, the EIR is an informational document designed to provide decision-makers and members of the general public with a full understanding of the potential environmental effects of the development proposal. Together, the Specific Plan and EIR provide a path to properly develop the site, taking into account all local goals, objectives, and environmental considerations.

In addition to the *MENIFEE NORTH* Specific Plan Amendment No. 4, the accompanying Environmental Impact was prepared under the authority of the City of Menifee and is in compliance with the California Environmental Quality Act (CEQA). This EIR is intended to serve as the Environmental Document for the *MENIFEE NORTH* Specific Plan Amendment No. 4 and the project-specific Environmental Document for the implementing development project that is being processed concurrently with SP260A4.

C. PROJECT SUMMARY

The *MENIFEE NORTH* Specific Plan can be briefly summarized as reflected in Table II-A, Land Use Summary by Planning Area and Table II-B, Land Use Summary (By Land Use Designation, below.

Table II-A, Land Use Summary (By Planning Area)				
Planning Area	Land Use Designation	Acres	Dwelling Units	Target Density
2	Industrial	138.8 145.2	-	-
3	Industrial	75.9	-	-
4	7200 Medium Residential	21.8	76	3.5
5	7200 Medium Residential ⁽¹⁾	18.3	68	3.7
6	7200 Medium Residential ⁽¹⁾	24.6	91	3.7
7A	4000 Medium High Residential	15.2	85	5.6
7B	High Density Residential	11.9	87	7.3
8	Commercial	3.30	-	-
9	7200 Medium Residential ⁽¹⁾	30.4	106	3.5
10	Community Park	12.5	-	-
11A	Very High	19.56	586	24
11B	Very High	9.79		
12A	Commercial / Very High Residential ⁽²⁾	6.14	135	2420
12B	Commercial / Very High Residential ⁽²⁾	1.52		
13A	Commercial	10.23	-	-
13B	Commercial	2.53	-	-
14	Commercial	9.27	-	-
15	7200 Medium Residential	10.6	32	3.0
16	Commercial	33.60	-	-
17	Commercial	34.40	-	-
18	7200 Medium Residential	10.3	31	3.0
19	Commercial/Business Park	32.9	-	-
20	Community Park	11.4	-	-
21	School	9.4	-	-
22	5000 Medium High Residential	11.3	56	5.0
23A	High Density Residential	18.1	153	8.5
23B	Commercial	23.7	-	-
	Drainage Channels	15.9	-	-
	Utility Easements/Existing Uses	111.4	-	-
	Major Roadways	164.1	-	-
	PROJECT TOTALS	898.84 905.23	1,506	7.47.5
Notes:				
1. The maximum density may be increased to 6.0 du/ac with a 5,000 square foot lot size in Planning Areas 5,6,and 9 in either of the following two circumstances:				
a. The project is designed for and restricted to senior citizen housing; or				

Table II-A, Land Use Summary (By Planning Area)				
Planning Area	Land Use Designation	Acres	Dwelling Units	Target Density
b. The project is a mobile home park or mobile home subdivision. If this option is elected the maximum number of dwelling units show in Table II may exceed up to a new maximum which is listed in Planning Area description for the relevant Planning Area. The overall maximum number of dwelling units for the entire Specific Plan may not exceed 1,506.				
2. PA12A can either be a maximum of 67% residential or 100% commercial. PA12B can be 100% residential or 100% commercial. Density reflected is the maximum allowed (67% of 12A + 100% of 12B), not including the area for the SCE Easement.				

Table II-B, Land Use Summary (By Land Use Designation)				
Land Use	Acreage	Density Units / Acre	Dwelling Units	Percentage
Residential				
7,200 SF Medium ⁽¹⁾	116.0	3.5	404	12.9 12.8
4,000 SF Medium High	15.2	5.6	85	1.7
5,000 SF Medium High	11.3	5.0	56	1.3 1.2
High Density	30.0	8.0	240	3.3
Very High (Garden Courts) ⁽²⁾	34.9	20.6	721	3.9
<i>Residential Subtotal</i>	<i>201.8</i>	<i>7.5</i>	<i>1,506</i>	<i>22.522.3</i>
Non-Residential				
Commercial	124.7	-	-	13.9 13.8
Commercial/Business Park	32.9	-	-	3.7 3.6
Community Parks	23.9	-	-	2.7 2.6
Industrial	214.7 221.1	-	-	24.6 24.4
Schools	9.4	-	-	1.0
Drainage Channels	15.9	-	-	1.8
Easements/Existing Uses	111.4	-	-	12.4 12.3
Major Roads	164.1	-	-	18.3 18.1
<i>Non-Residential Subtotal</i>	<i>697.9703.4</i>	<i>-</i>	<i>-</i>	<i>77.577.1</i>
PROJECT TOTAL	898.8905.2	7.5	1,506	100
Notes:				
1. The maximum density may be increased to 6.0 du/ac with a 5,000 square foot lot size in Planning Areas 5,6,and 9 in either of the following two circumstances:				
a. The project is designed for and restricted to senior citizen housing; or				
b. The project is a mobile home park or mobile home subdivision. If this option is elected the maximum number of dwelling units show in Table II may exceed up to a new maximum which is listed in Planning Area description for the relevant Planning Area. The overall maximum number of dwelling units for the entire Specific Plan may not exceed 1,506.				

Table II-B, Land Use Summary (By Land Use Designation)				
Land Use	Acreage	Density Units / Acre	Dwelling Units	Percentage
2. PA12A can either be a maximum of 67% residential or 100% commercial. PA12B can be 100% residential or 100% commercial. Density reflected is the maximum allowed (67% of 12A + 100% of 12B). Acres does not include the area containing the SCE Easement.				

Table I-A, Land Use Summary II-C, Approved Tract Maps, identified the Planning Areas with approved Tract Maps, the number of dwelling units approved by those tract maps and how many dwelling units have been constructed.

Table I-A, Land Use Summary II-C – Approved Tract Maps					
Planning Area	Land Use Designation	Maximum Dwelling Units	Approved Tract Map Number	Dwelling Units Mapped	Dwelling Units Built
4	7200 Medium Residential ⁽¹⁾	76	29495	56	
5	7200 Medium Residential ⁽²⁾	68	29495	71	20
6	7200 Medium Residential ⁽²⁾	91	29495	85	
7A	4000 Medium High Residential	85			
7B	High Density Residential	87			
9	7200 Medium Residential ⁽²⁾	106	29495	106	
11A	Very High	586			
11B	Very High				
12A	Commercial / Very High Residential ⁽³⁾	135			
12B	Commercial / Very High Residential ⁽³⁾				
15	7200 Medium Residential	32			
18	7200 Medium Residential	31			
22	5000 Medium High Residential	56			
23A	High Density Residential	153			
PROJECT TOTALS		1,506		318	20

Notes:

1. A total of 56 dwelling units are mapped on a portion of Planning Area 4.
2. The maximum density may be increased to 6.0 du/ac with a 5,000 square foot lot size in Planning Areas 5,6,and 9 in either of the following two circumstances:
 - a. The project is designed for and restricted to senior citizen housing; or
 - b. The project is a mobile home park or mobile home subdivision.
 If this option is elected the maximum number of dwelling units show in Table II may exceed up to a new maximum which is listed in Planning Area description for the relevant Planning Area. The overall maximum number of dwelling units for the entire Specific Plan may not exceed 1,506.
3. PA12A can either be a maximum of 67% residential or 100% commercial. PA12B can be 100% residential or 100% commercial. Density reflected is the maximum allowed (67% of 12A + 100% of 12B). Acres does not include the area containing the SCE Easement.

III. SPECIFIC PLAN

A. DEVELOPMENT PLANS AND STANDARDS

❖ PLANNING OBJECTIVES

This Specific Plan has been prepared within the framework of a detailed and comprehensive multi-disciplinary planning program. Issues such as engineering feasibility, market acceptance, economic viability, County Comprehensive General Plan goals and objectives, development phasing and local community goals have been fully examined and considered. To further ensure the environmental compatibility, aesthetic satisfaction and functional integrity of the plan, specific planning goals and objectives were identified. With this analysis and the specific project goals and objectives in mind, the *MENIFEE NORTH* Specific Plan:

- Provides a development plan of superior environmental sensitivity including a high quality of visual aesthetics, suppression of noise, protection of health and safety, and the promotion of the community and region.
- Considers topographic, geologic, hydrologic, and environmental opportunities and constraints to create a design that generally conforms to the character of the land by retaining and utilizing basic existing landforms as much as possible.
- Reflects anticipated market needs and public demand by providing a range of housing types which will be marketable within the developing economic profile of Southern Perris Valley Area as well as the County of Riverside.
- Provides residential uses with specific emphasis on employing natural and created open space for a heightened aesthetic environment.
- Provides direct and convenient access to clustered neighborhoods via a convenient and efficient circulation system.
- Provides additional employment opportunities for the current and future residents of the region and surrounding communities.
- Creates a unique residential character that provides for a distinct environment through architectural treatment, viewshed, and natural terrain.

1. SPECIFIC LAND USE PLAN

a. Project Description

When completed, the Menifee North project area will be composed of a high-quality mix of residential uses varying in density from ~~3-63.5~~ 8-08.5 du/ac to ~~8-08.5~~ du/ac. These residential uses will be constructed in compliance with a site design that is consistent with the ~~Riverside County~~ City of Menifee General Plan. The residential products to be provided will meet a market need in the urbanizing Southern Perris Valley

community. When fully developed, a maximum of ~~2,815~~1,506 homes will be constructed in *MENIFEE NORTH*. The units will be developed across a spectrum of lot sizes as depicted in the **Figure III-1, Specific Land Use Plan**. In order to create a full service, balanced community, the project also will provide commercial, business park, industrial, recreation, public facility, and natural open space land uses.

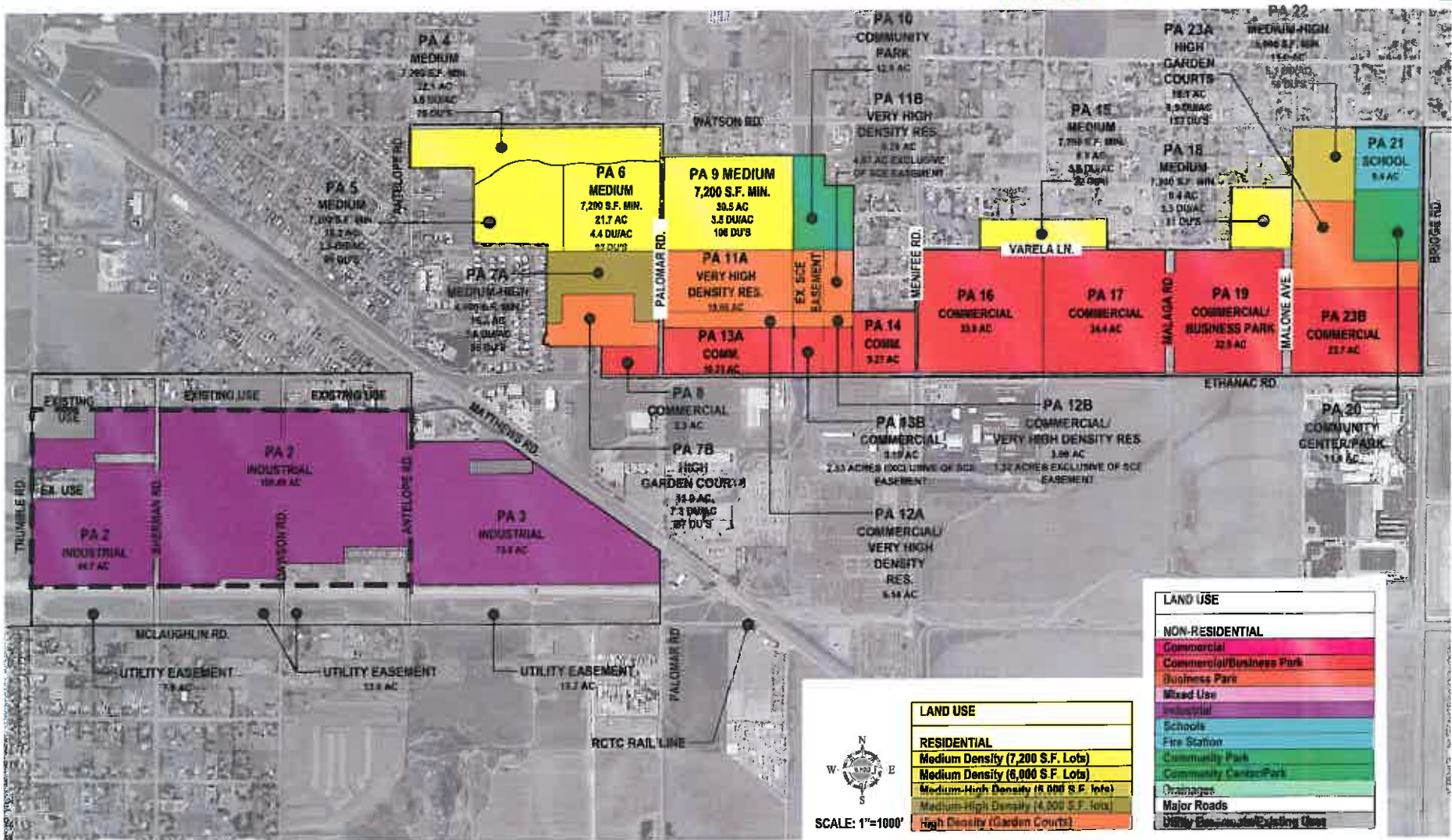
The project site has been divided into ~~4627~~ planning areas on the basis of logical, separate units of development. Specific information on each of the planning areas within *MENIFEE NORTH* is provided within Section III.B; Planning Area Development Standards, in the Detailed Land Use Summary (Table III-A) and in Planning Area Figures III-14A through 14EE).

The proposed land uses within the *MENIFEE NORTH* Specific Plan include:

- ❖ RESIDENTIAL - The Specific Plan was formulated based on the goal of providing a variety of housing types, styles, sizes, and values to attract a variety of homebuyers. The residential element of the plan accounts for ~~644.4~~201.8 acres of the project site, containing ~~2,815~~1,506 units. Residential densities within the project will net ~~4.4~~7.5 du/ac and gross ~~1.8~~1.7 du/ac overall. The housing mix will be spread over four density ranges varying from Medium to ~~Medium~~Very-High, as described below.
 - ~~Medium Density Residential (4.6 du/ac) - consists of 827 dwelling units on 178.5 acres in Planning Areas 25, 26, 28, 35, 37 and 40. Lot sizes in these areas will be a minimum of 6,000 square feet.~~
 - Medium Density Residential (~~3.6~~3.5 du/ac) - consists of ~~947~~404 dwelling units on ~~261.2~~116 acres in Planning Areas 4, 5, 6, 9, 15, and 18, 41, 42, 45, and 46. Lot sizes in these areas will be a minimum of 7,200 square feet.
 - Medium-High Density Residential (5.6 du/ac) – consisting of 85 dwelling units on 15.2 acres in Planning Area 7A. Lot sizes in these areas will be a minimum of 4,000 square feet.
 - Medium-High Density Residential (5.6 du/ac) - consists of ~~716~~56 dwelling units on ~~159.5~~11.3 acres in Planning Areas ~~22, 24, 33 and 34~~. Lot sizes in these areas will be a minimum of 5,000 square feet.
 - High Density Residential (8.0 du/ac) – consists of 240 dwelling units on 30.0 acres in Planning Areas 7B and 23A. Residential uses in these areas will consist of Garden Court homes.
 - Very High Density Residential (20.6.0 du/ac) – consists of 721 dwelling units on 34.98 acres in Planning Areas 12A and 12B. The purpose of these Planning Areas are to provide flexibility between eh commercial planning areas to the south, and the residential planning areas to the north.

The maximum density of Planning Areas 5, 6, and 9, ~~32, 33 and/or 34~~ may be increased to 6.0 du/ac with a 5,000 square foot lot minimum if the planning area is designed for and restricted to senior citizen housing or if the planning area is a mobile home park or mobile home subdivision. ~~Additional residential opportunities are also provided by Planning Area 31A which could accommodate high density residential uses within a mixed use/neighborhood commercial environment.~~

PLANNING AREA DEVELOPMENT STANDARDS
FIGURE III-1 LAND USE PLAN



- ❖ COMMERCIAL - *MENIFEE NORTH* will contain several commercial sites totaling ~~164.9~~124.7 acres, proposed for Planning Areas 8, 14, 16, 17, and 23B, 27, 29 and 31. The commercial uses proposed will serve residents of *MENIFEE NORTH*, off-site users and persons employed in the area. The commercial sites are located to provide easy access for both on-site residents and the regional population. The provision of commercial uses is important not only for convenience, but also to satisfy commercial needs of the future population in this region.
- ❖ COMMERCIAL/BUSINESS PARK - The Commercial/Business Park uses, totaling ~~66.3~~32.9 acres of land, are proposed for Planning Areas ~~13 and 19, 30, and 44~~. This land use is intended to provide areas for wholesale commercial, business/office, support commercial and possibly some light industrial uses, as allowed in the IP zone.
- ~~❖ BUSINESS PARK - The Business Park uses, totaling 50.1 acres of land, are proposed for Planning Areas 11, 12, and 43. This land use is intended to provide development areas for professional office and related supportive commercial uses as well as some limited types of "clean" light industrial uses, as allowed in the IP zone.~~
- ~~❖ MIXED USE/NEIGHBORHOOD COMMERCIAL - The Mixed Use/Neighborhood Commercial area is proposed for Planning Area 31A. This 18.5 acre area will provide a mix of limited commercial and high density residential land uses.~~
- ❖ INDUSTRIAL - The Industrial uses will be located in Planning Areas 2 and 3 and will total ~~214.7~~221.1 acres of land. This land use is intended to support the commercial uses in the region and to blend in with the adjacent industrial uses.
- ❖ SCHOOLS - ~~Three~~ One elementary school sites ~~are~~ is planned within *MENIFEE NORTH*, containing a total of ~~19.3~~9.4 acres, located in Planning Areas ~~21 and 39~~. The Specific Plan satisfies the standards of the Perris Union and Romoland School Districts for the reservation of school sites as the project is implemented over the phasing period.
- ❖ PARKS - The *MENIFEE NORTH* project offers various active recreational opportunities. Two community parks and one community center park are proposed within the project. A 12.5-acre park is proposed for Planning Area 10, a 11.4-acre community center park is proposed for Planning Area 20, adjacent to ~~one of the two school sites, and a 5.5-acre park is proposed for Planning Area 38, also adjacent to a school site. Locating these parks in proximity to schools provides excellent opportunities for sharing of facilities. In addition, mini parks are required in Planning Areas 32, 35, and 37.~~
- ~~❖ OPEN SPACE - Approximately 102.8 acres of the Specific Plan area will remain as natural open space, preserved in Planning Area 36. This open space area includes the preservation of a significant hillside in the eastern portion of the site.~~
- ❖ ROADS - Major roadways totaling ~~155.7~~161.1 acres will be developed in conjunction with the proposed project. The Riverside County Master Plan of Streets and Highways and City of Menifee Circulation Plan will adequately serve future traffic volumes for the region. On-site traffic will be handled by a hierarchical roadway system consisting of Expressway, Urban Arterial Highway, Major Highway, Secondary Highway, Industrial Collector, Collector, and local roadways ranging in right-of-way width from 56 feet to 220 feet.

b. Land Use Development Standards

In order to ensure the orderly and sensitive development of the land proposed for *MENIFEE NORTH*, special techniques or mitigations have been created for each planning area. These area-specific standards, discussed in detail in Section III.B., Planning Area Development Standards, will assist in accommodating the proposed development and provide adequate transitions among neighboring land uses.

In addition to these specific techniques, project-wide development standards also have been prepared which complement the unique conditions within each planning area. These general standards are:

- 1) The total Specific Plan area shall be developed with a maximum of ~~2,8151,506~~ 1,604,690.2 dwelling units on ~~1,604.6905.2~~ acres, as illustrated on the *Specific Land Use Plan* (Figure III-1). General uses permitted will include residential, commercial, business park, industrial, schools, recreation and circulation as delineated on the *Specific Land Use Plan* and in the individual planning areas (Figures III-14A-14EE).
- 2) Uses and development standards will be in accordance with the ~~County of Riverside~~ City of Menifee Zoning Code and will be defined by Specific Plan objectives, future detailed plot plans and potential conditional use permits as appropriate.
- 3) Standards relating to signage, landscaping, parking, and other related design elements will conform to the ~~County of Riverside~~ City of Menifee Zoning Ordinance No. 348. When appropriate and necessary to meet the goals of this Specific Plan, the standards contained within this document will exceed the zoning code requirements. In addition, a Specific Plan Zoning Ordinance will be processed concurrently with this Specific Plan.
- 4) All project lighting shall be in accordance with applicable ~~County of Riverside~~ City of Menifee standards, ~~including Ordinance No. 655~~ regarding Mt. Palomar Observatory standards.
- 5) Development of the property shall be in accordance with the mandatory requirements of all ~~County of Riverside~~ City of Menifee ordinances ~~including Ordinances No. 348 and 460~~. Development shall conform substantially with adopted Specific Plan No. 260 as filed in the office of the ~~County of Riverside~~ City of Menifee Planning Department, unless otherwise amended. This Specific Plan conforms with state laws.
- 6) Except for the Specific Plan Zoning Ordinance adopted concurrently with this Specific Plan, no portion of this Specific Plan which purports or proposes to change, waive, or modify any ordinance or other legal requirement for the development shall be considered to be part of the adopted Specific Plan.
- 7) A land division filed for the purpose of phasing or financing shall not be considered an implementing development application provided that if the maintenance organization is a property owner's association, the legal documentation necessary to establish the association shall be recorded concurrently with the recordation of the final map.

PLANNING AREA DEVELOPMENT STANDARDS
FIGURE III-2 CIRCULATION PLAN

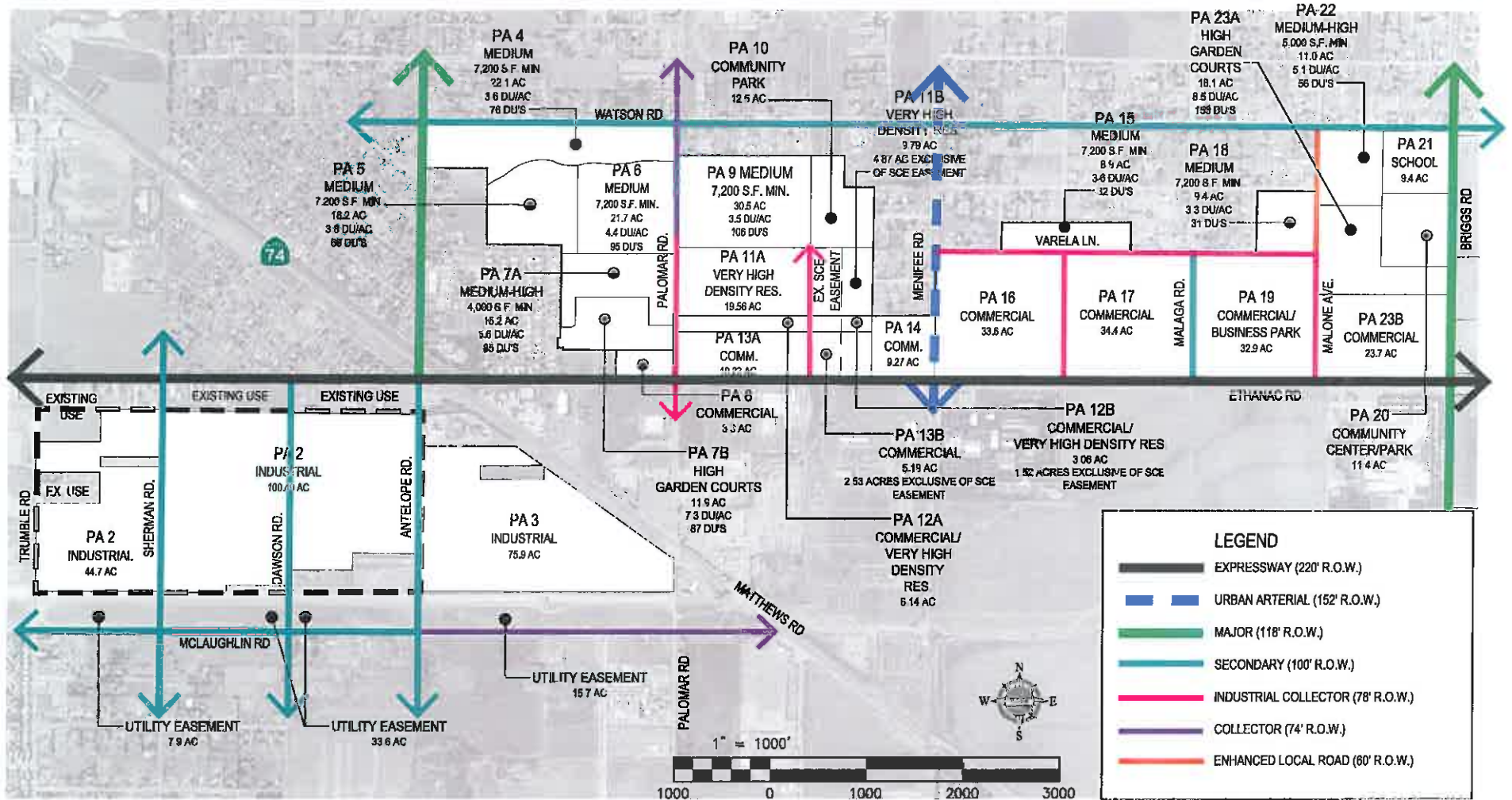


FIGURE III-6 MASTER DRAINAGE

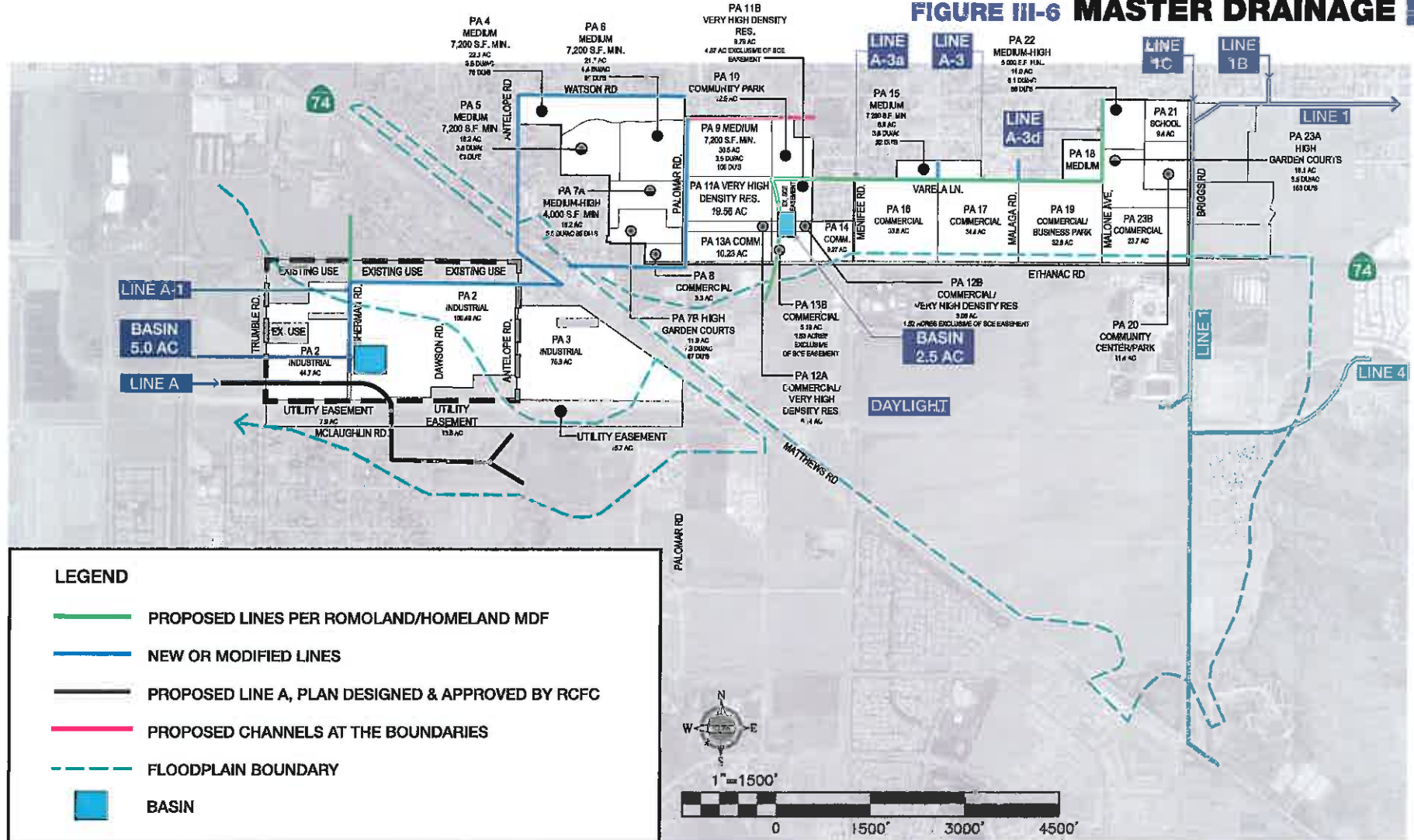


FIGURE III-7 WATER IMPROVEMENTS

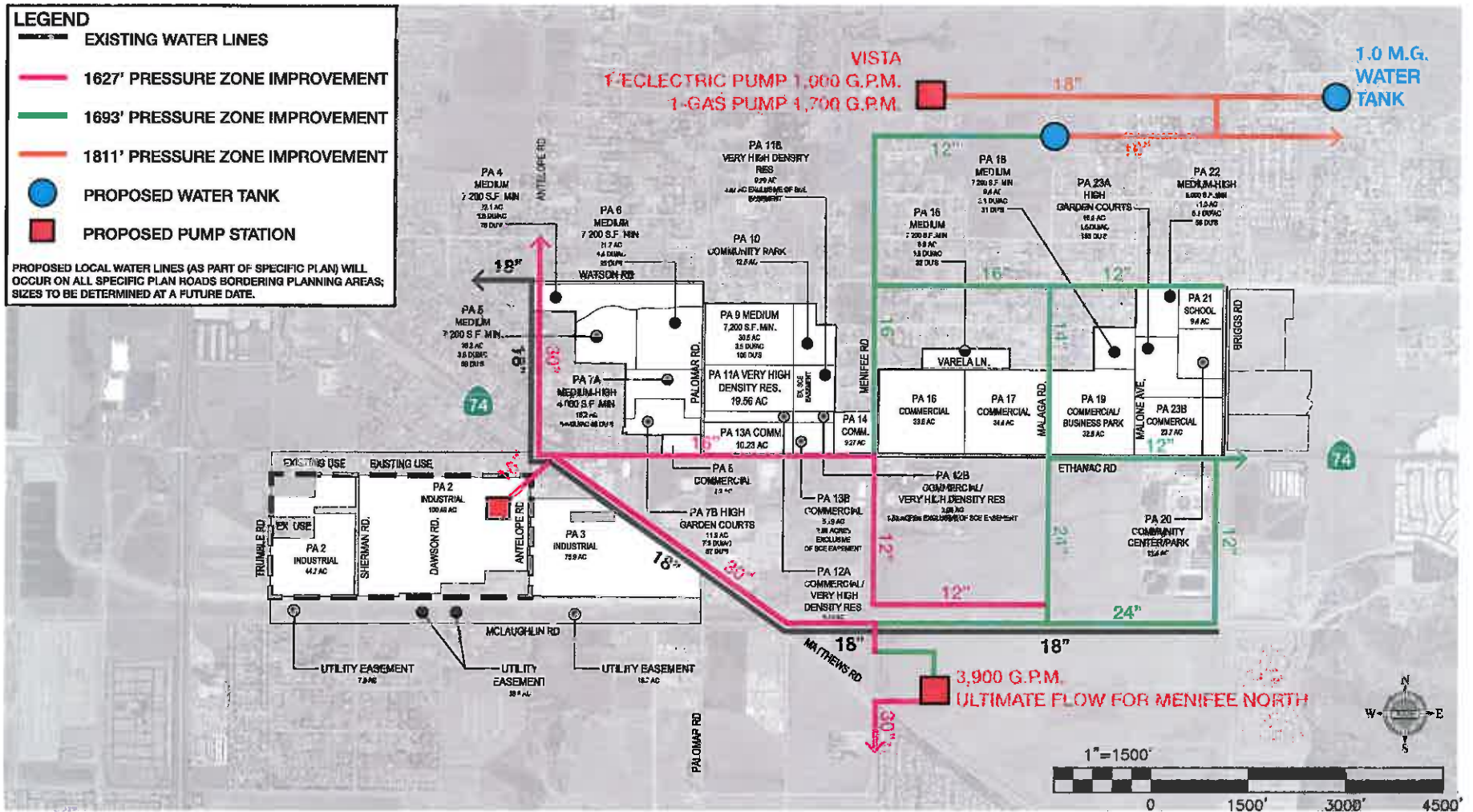


FIGURE III-8 SEWER IMPROVEMENTS

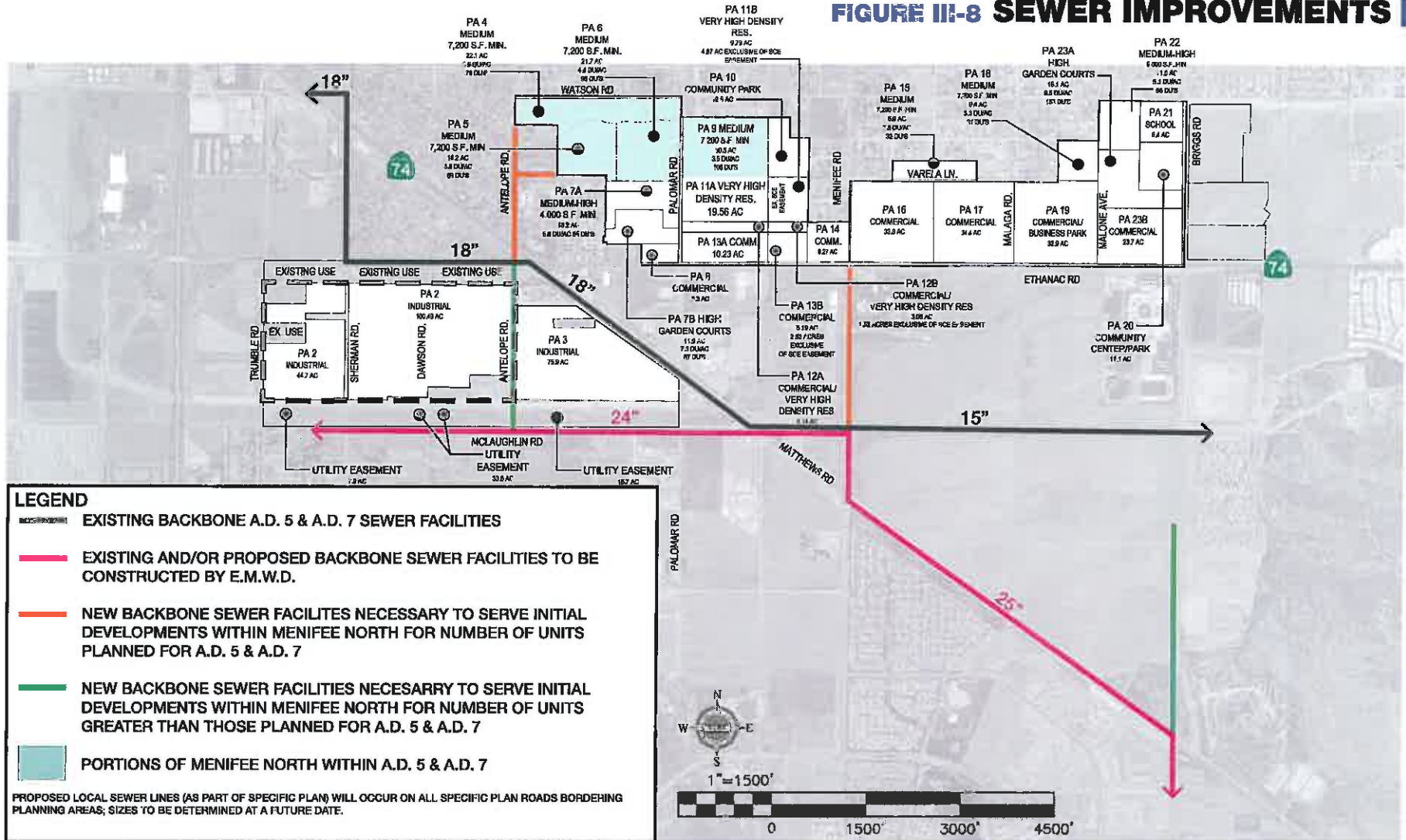


FIGURE III-9 OPEN SPACE & RECREATION PLAN

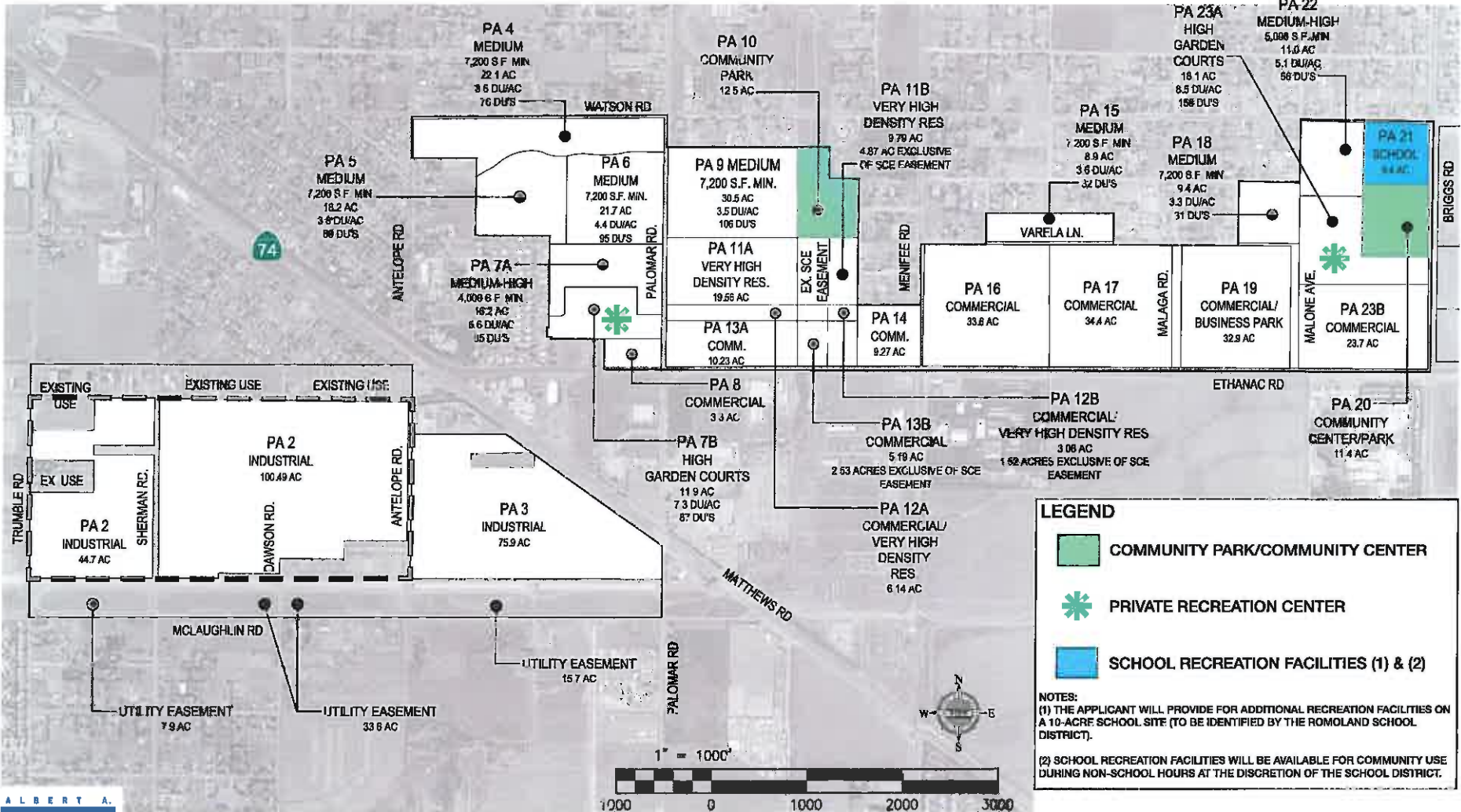
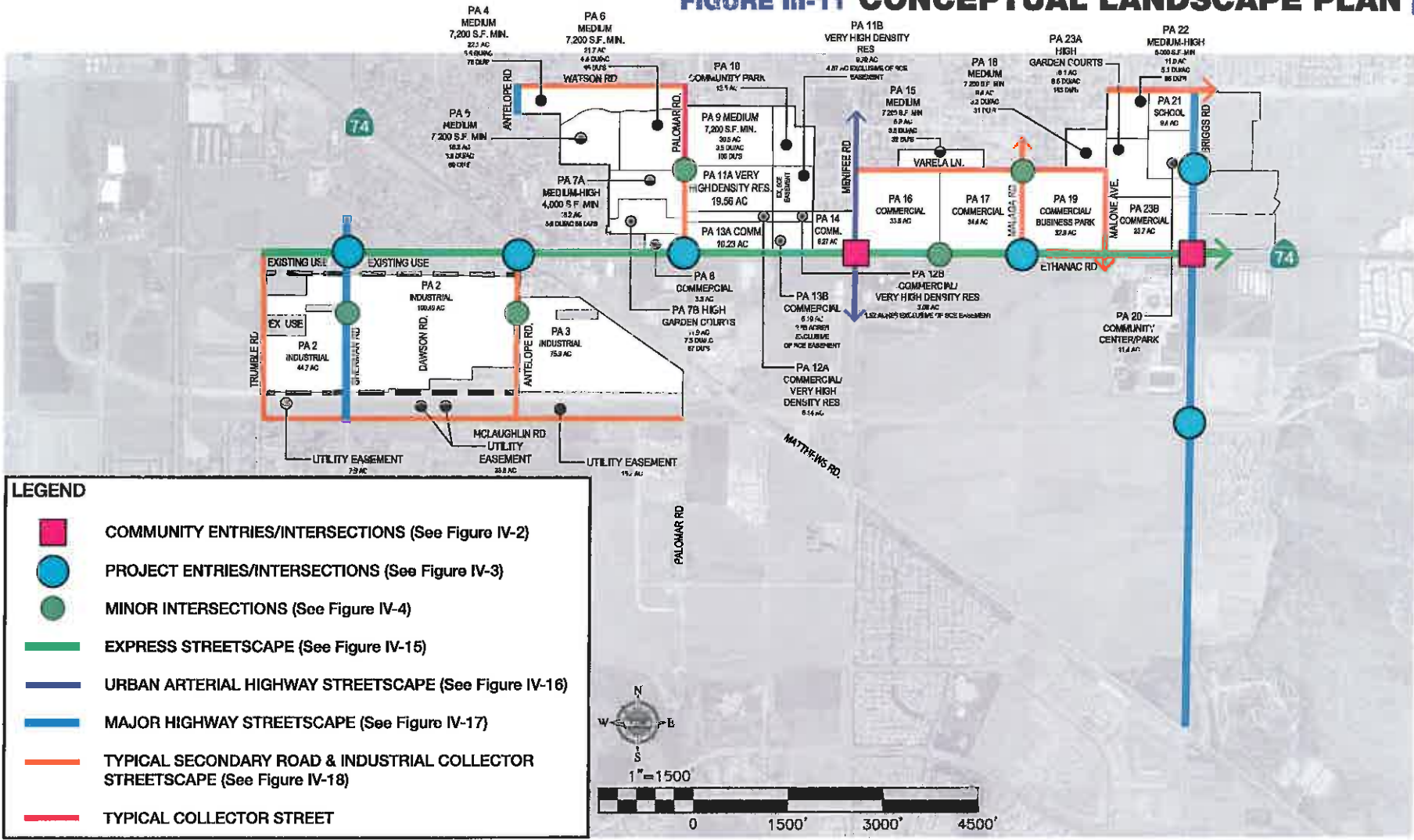


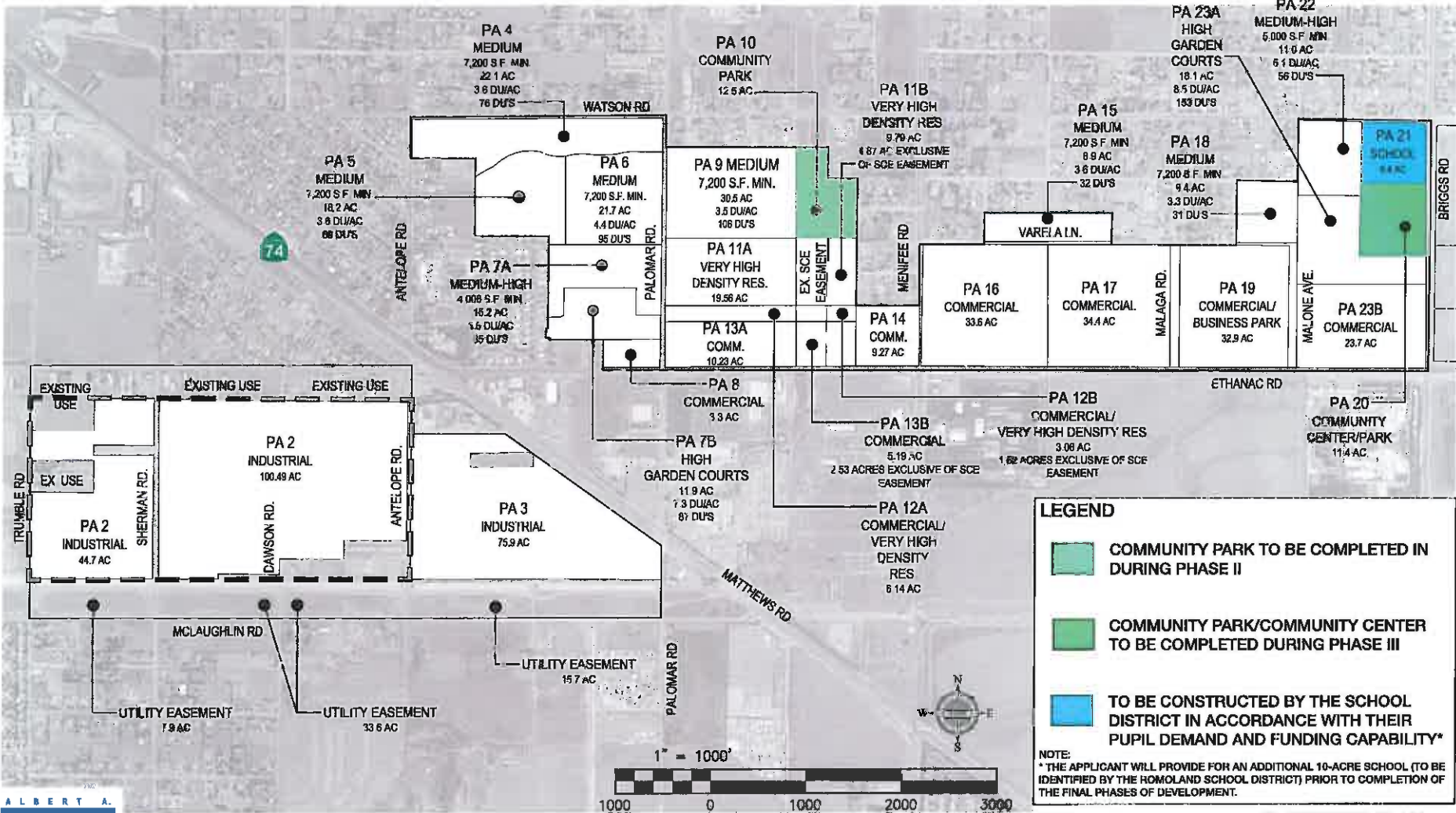
FIGURE III-11 CONCEPTUAL LANDSCAPE PLAN



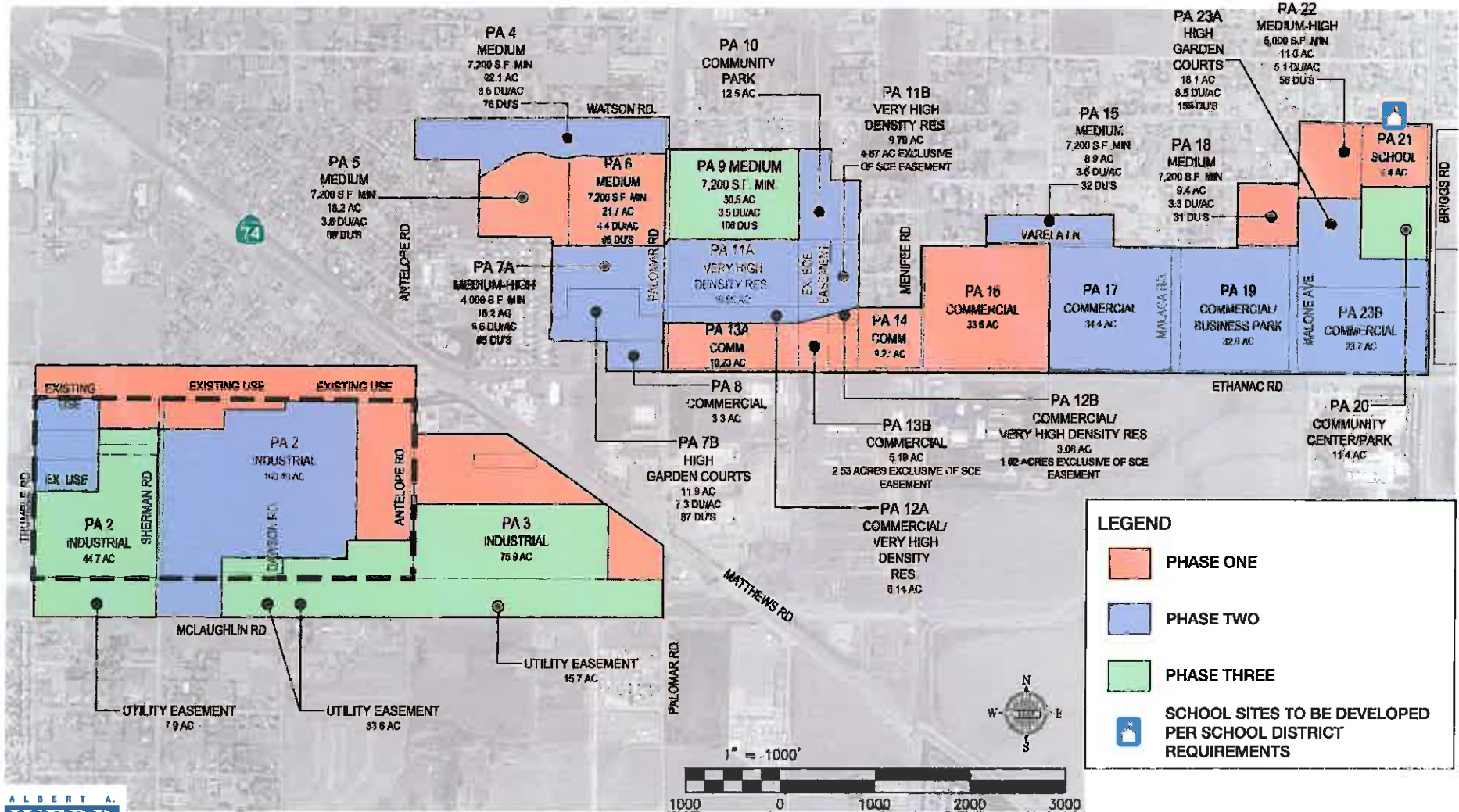
LEGEND

- COMMUNITY ENTRIES/INTERSECTIONS (See Figure IV-2)
- PROJECT ENTRIES/INTERSECTIONS (See Figure IV-3)
- MINOR INTERSECTIONS (See Figure IV-4)
- EXPRESS STREETSCAPE (See Figure IV-15)
- URBAN ARTERIAL HIGHWAY STREETSCAPE (See Figure IV-16)
- MAJOR HIGHWAY STREETSCAPE (See Figure IV-17)
- TYPICAL SECONDARY ROAD & INDUSTRIAL COLLECTOR STREETSCAPE (See Figure IV-18)
- TYPICAL COLLECTOR STREET

FIGURE III-12 PUBLIC FACILITY SITES CONCEPTUAL PHASING PLAN



PLANNING AREA DEVELOPMENT STANDARDS
FIGURE III-13 PHASING PLAN



8) PUBLIC FACILITY SITES PHASING PLAN

a. Public Facility Phasing Description

In order to ensure timely development of public facilities, a phasing plan has been prepared for the community parks (Planning Areas 10 and 38), for each of the elementary schools (Planning Areas 21 and 39), and the Community Center Park (Planning Area 20) and the mini-parks within Planning Areas 32, 35, and 37. (See Figure III-12).

Public facility construction shall be phased as provided by the Table IV, Public Facilities Phasing, below:

TABLE IV, PUBLIC FACILITIES PHASING			
PLANNING AREA	PUBLIC FACILITY	ACREAGE	MILESTONES AND REQUIREMENTS
10	Community Park	12.5	To be completed during Phase III prior to the issuance of the 1,200 th building permit in the Specific Plan
20	Community Park	11.4	To be completed during Phase III, prior to issuance of the 1,435 th building permit in the project.
21	Elementary School	9.4	To be constructed by the School District in accordance with their pupil demand and funding capabilities.

b. Public Facility Phasing Standards

- 1) Improvement plans for mini-park sites shall accompany the first development application for the Planning Area in which the park is contained.
- 2) Improvement plans for the 11.4-acre Community Center/Park (Planning Area 20) shall be submitted prior to issuance of the 1,435th building permit.
- ~~3) Improvement plans for the 5.5-acre community park (Planning Area 38) shall accompany the first development application for Planning Area 34 or 40, whichever occurs first.~~
- 3) The design of the Community Center shall be coordinated with the City of Menifee, Riverside County Office of Education, County Public Library, and the Southern California Association of Governments.
- 4) The 11.4-acre Community Center/Park shall be funded, designed and partially operational prior to issuance of the ~~1,435th~~ 903rd residential building permit (60% of the residential component) or 15% of the commercial/business park/industrial component of *MENIFEE NORTH*, whichever occurs first.
- 5) Concurrent with the first implementing development application for any portion of *MENIFEE NORTH*, a public/quasi-public mechanism for land acquisition, facility construction and on-going maintenance shall be established for the 11.4-acre Community Center/Park. This mechanism may be developed concurrently with processing and approval of the first implementing application but

building permits shall not be issued prior to establishment of this mechanism.

- 6) As a part of the implementing mechanism, a procedure and tentative time frame shall be established whereby the design and facilities for the 11.4-acre Community Center/Park shall be established. The 11.4-acre Community Center/Park shall be implemented on a staged basis as the *MENIFEE NORTH* community develops.
- 7) As a part of the implementing mechanism, procedures shall be identified for securing input and additional financing for the 11.4-acre Community Center/Park from the existing local community. Such additional financing may take the form of: a) an area-wide assessment; b) an allocation by the ~~County~~ City of community facilities fees collected by the ~~County~~ City on area projects outside of *MENIFEE NORTH*; or c) some other mechanism acceptable to the ~~County~~ City and *MENIFEE NORTH*.

TABLE V, PHASING PLAN			
LAND USE	PLANNING AREA	ACRES	MAXIMUM DWELLING UNITS
PHASE I			
Medium Residential	5	18.3	68
Medium Residential	6	24.6	91
Commercial	13A	10.23	—
	13B	2.53	—
	14	9.27	—
	16	33.6	—
Medium Residential	18	10.3	31
Medium-High Residential	22	11.3	56
SUBTOTAL - PHASE I		120.13	246
PHASE II			
Medium Residential	4	21.8	76
Commercial	8	3.3	—
Community Park	10	12.5	—
Very High Residential	11A	19.56	586
	11B	9.79	
Commercial/Very High Residential	12A	6.14	135
	12B	1.52	
Medium Residential	15	10.6	32
Commercial	17	34.4	—
Commercial/Business Park	19	32.9	—
High Residential	23A	18.1	153
Commercial	23B	23.7	—
SUBTOTAL - PHASE II		194.31	982
PHASE III			
Medium High Residential	7A	15.2	85
High Residential	7B	11.9	87
Medium Residential	9	30.4	106
Community Center/Park	20	11.4	—
SUBTOTAL - PHASE III		68.9	278
OTHER LAND USES			
Industrial (Phases 1, 2, and 3)	2, 3	221.1	—
Schools	21	9.4	—
Drainage	15.9	—	—
Major Roads	—	164.1	—
Easements/Existing Uses	—	111.4	—
SUBTOTAL - OTHER LAND USES		521.9	—
PROJECT GRAND TOTAL		905.24	1,506

2. PLANNING AREA 2: INDUSTRIAL PARK

a. Descriptive Summary

Planning Area 2, as depicted in Figure III-14B, consists of approximately ~~120.0~~145.2 gross acres of Industrial Park.

b. Land Use and Development Standards

Please refer to Ordinance No. 348. (See Specific Plan Zone Ordinance Tab.)

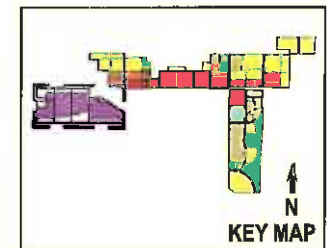
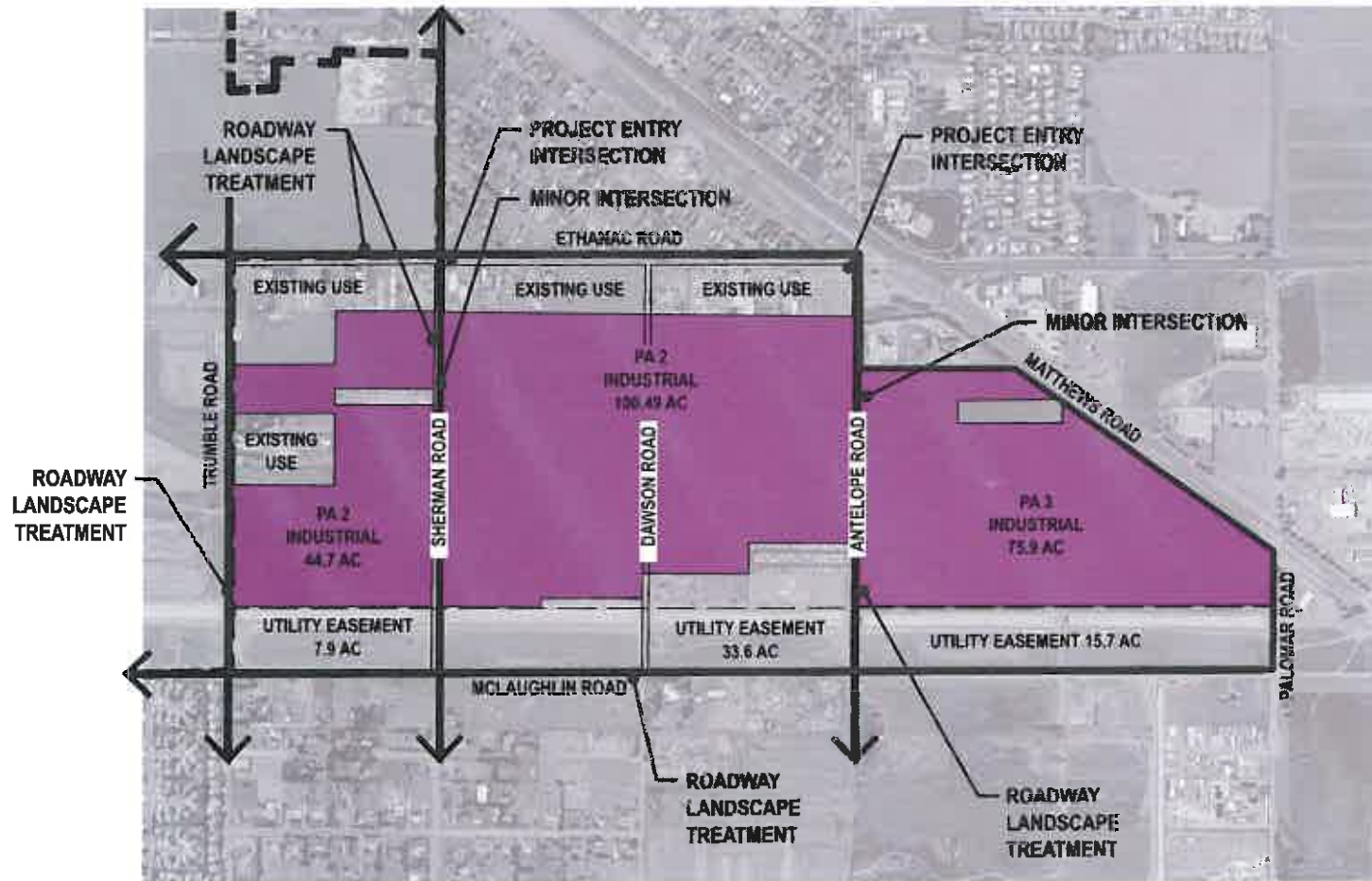
c. Planning Standards

- 1) Primary access into Planning Area 2 shall be provided from Sherman Road, Antelope Road and McLaughlin Road.
- 2) Project entry/intersection statements, as shown on Figure IV-3, shall be developed at the intersection of Highway 74 and Sherman Road, and at the intersection of Highway 74 and Antelope Road.
- 3) Minor intersection monumentation treatments shall be established at corners of Sherman Road and Antelope Road at designated entrances to Planning Area 2. These treatments are illustrated on Figure IV-4.
- 4) Roadway landscape treatments shall be incorporated along Highway 74, Sherman Road, Antelope Road, Trumble Road and McLaughlin Road, as depicted on Figures IV-15, 17 and 18, respectively.
- 5) A special landscape treatment, as shown on Figure IV-10, shall be developed between the Industrial uses in Planning Area 2 and the adjacent Drainage channel easement.
- 6) A Southern California Edison easement forms the southern boundary of Planning Area 2. All development plans filed for the implementation of Planning Area 2 must be in conformance with all applicable SCE easement restrictions.
- 7) Please refer to Section IV, Design Guidelines, for design-related criteria.
- 8) Please refer to Section III.A. for the following Development Plans and Standards that apply site-wide:

- III.A.1: Specific Land Use Plan
- III.A.2: Circulation Plan
- III.A.3: Drainage Plan
- III.A.4: Water and Sewer Plans
- III.A.5: Open Space and Recreation Plan

- III.A.6: Grading Plan
- III.A.7: Landscaping Plan
- III.A.8: Public Facilities Phasing Plan
- III.A.9: Phasing Plan

PLANNING AREA DEVELOPMENT STANDARDS
FIGURE III-14B PLANNING AREA 2



**MENIFEE NORTH
 PROPERTY OWNERS ASSOCIATION**



FIGURE IV-1 CONCEPTUAL LANDSCAPE PLAN

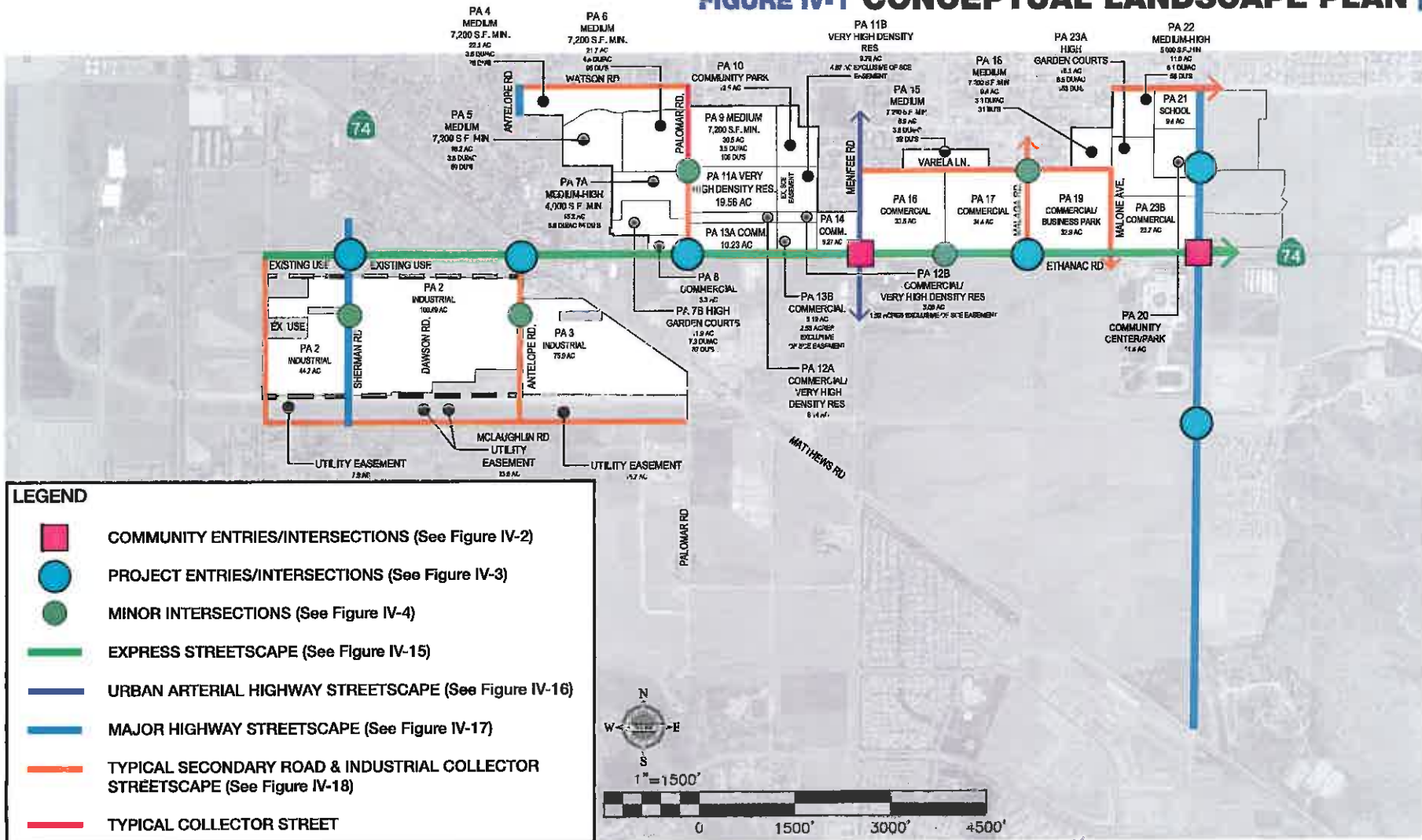
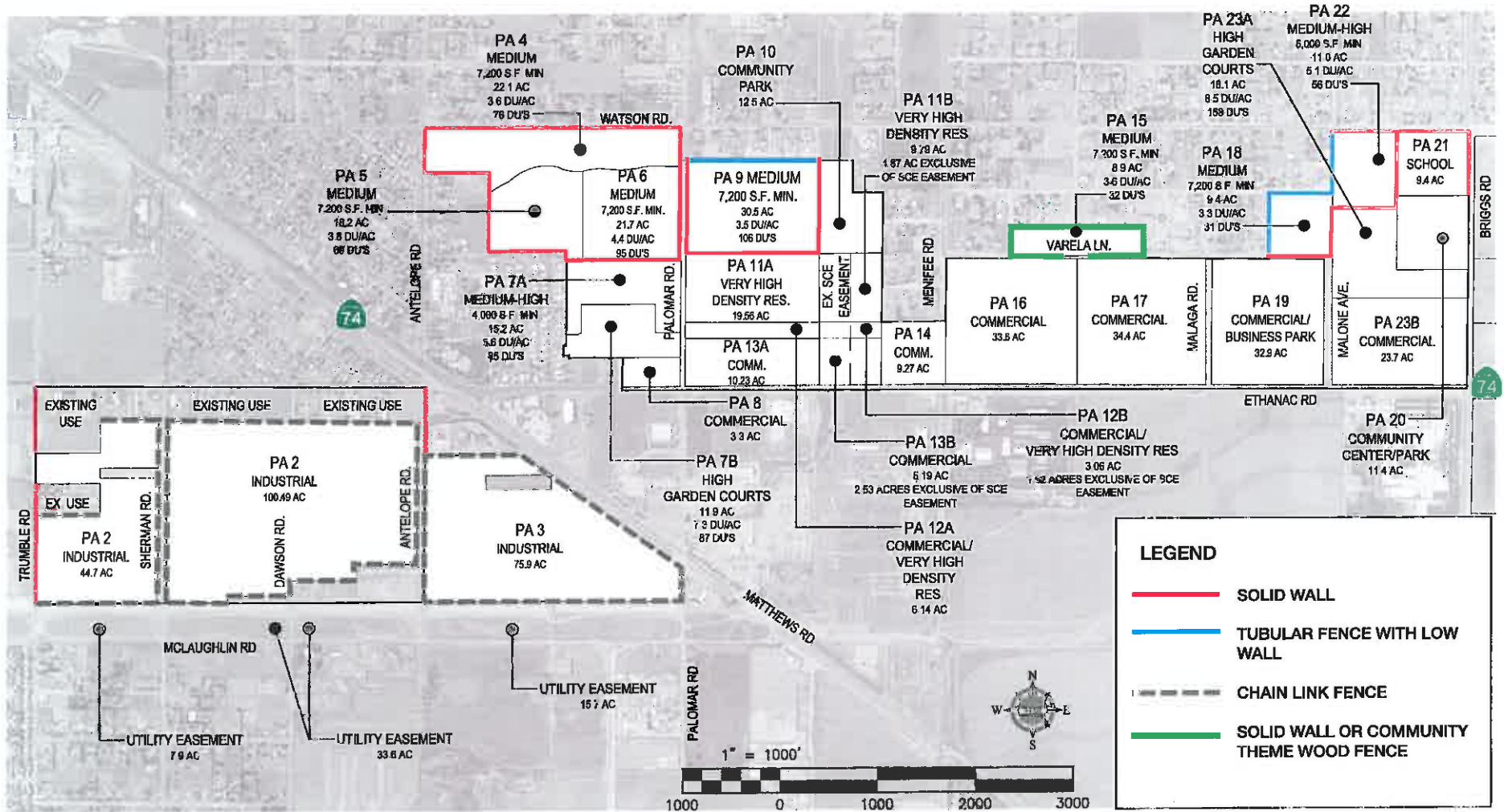


FIGURE IV-21 COMMUNITY WALLS & FENCING PLAN



NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
www.rcaluc.org

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

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

The City of Menifee Planning Department should be contacted on non-ALUC issues. For more information, please contact City of Menifee Planner Mr. Brett Hamilton at 951-723-3747

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

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

DATE OF HEARING: October 14, 2021

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1490MA21 – Core 5 Industrial Partners, LLC (Representative: Albert A. Webb Associates) – City of Menifee Case Nos. PLN21-0100 (General Plan Amendment), SPA2019-006 (Specific Plan Amendment), PLN21-0101 (Change of Zone), PP2019-005 (Plot Plan), PLN21-0205 (Tentative Parcel Map No. 38156). A proposal to construct two industrial warehouse buildings with mezzanines totaling 1,640,130 square feet on 72.08 acres located northerly of McLaughlin Road, southerly of Ethanac Road, easterly of Trumble Road, and westerly of Dawson Road. The applicant also proposes to amend the site's general plan land use designation and zoning from Heavy Industrial and Business Park to Specific Plan (SP260). The applicant also proposes to modify the boundary of Specific Plan No. 260. The applicant also proposes a tentative parcel map to divide the site into two parcels (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: ZAP 1490 MA21 DATE SUBMITTED: 8/13/21

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Core 5 Industrial Partners, LLC c/o Jon Kelly	Phone Number	949.467.3281
Mailing Address	300 Spectrum Center Dr Ste 880 Irvine, CA 92618	Email	JKelly@CSIP.com

Representative	Albert A. Webb Associates attn: Nicole Torstvet	Phone Number	951.686.1070
Mailing Address	3788 McCray Street Riverside, CA 92506	Email	nicole.torstvet@webbassociates.com

Property Owner	Core 5 Industrial Partners, LLC	Phone Number	949.467.3281
Mailing Address	300 Spectrum Center Dr Ste 880 Irvine, CA 92618	Email	JKelly@CSIP.com

LOCAL JURISDICTION AGENCY

Local Agency Name	City of Menifee	Phone Number	
Staff Contact	Brett Hamilton	Email	bhamilton@cityofmenifee.us
Mailing Address	29844 Haun Rd. Menifee, CA 92586	Case Type	<input checked="" type="checkbox"/> General Plan / Specific Plan Amendment <input checked="" type="checkbox"/> Zoning Ordinance Amendment <input checked="" 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
Local Agency Project No	PP2019-005, TPM38156		

PROJECT LOCATION

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

Street Address	S. of Ethanac Rd., N. of McLaughlin Rd., E. of Trumble Rd. & W. of Dawson Rd.		
Assessor's Parcel No.	331-110-027, 331-110-035, 331-110-041, 331-140-010, 331-140-018, 331-140-021, 331-140-025	Gross Parcel Size	77.79 acres
Subdivision Name	Trumble Farms MB 11-38	Nearest Airport and distance from Airport	Approximately 2.5 miles from Perris Valley Airport
Lot Number	Lots 94, 37, 58		

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)	Heavy Industrial / SP 260 / Business Park Vacant
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P.H.

APES
DTE
MARCH

Proposed Land Use (describe)	SP 260	
	Proposed 1.3M SF fulfillment center on approximately 78 acres in the City of Menifee	
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	TBD
	Number of People on Site	TBD
	Maximum Number	TBD
	Method of Calculation	TBD
Height Data	Site Elevation (above mean sea level)	1,434 ft.
	Height of buildings or structures (from the ground)	Bldg. 1 = 49', Bldg. 2 = 47.6' 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	N/A

- 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)**

**RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.4

HEARING DATE: October 14, 2021

CASE NUMBER: ZAP1492MA21 – Truck Terminal Properties,
(Representative: Joseph E. Bonadiman & Associates Inc.)

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NO: 20-05180 (Specific Plan Amendment), 20-05100 (Conditional Use Permit)

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

Airport Influence Area: March Air Reserve Base/Inland Port Airport

Land Use Policy: Compatibility Zone D

Noise Levels: Below 60 CNEL from aircraft

MAJOR ISSUES: None

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

PROJECT DESCRIPTION: A proposal to establish a 251-space truck trailer parking facility including a 470 square foot office building on 9.54 acres. The applicant also proposes to amend the site's specific plan land use designation from Business/Professional Office (BPO) to Light Industrial (LI).

PROJECT LOCATION: The site is located northerly of Markham Street, easterly of Perris Boulevard, westerly of Redlands Avenue, and southerly of Nance Street, approximately 8,780 feet southeasterly of the southerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone D, which does not

limit non-residential intensity.

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

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 southerly terminus 1,488 feet above mean sea level (AMSL). At a distance of approximately 8,780 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 1,575 feet AMSL. The site elevation is 1,462 feet AMSL, and the proposed building height is 25 feet, resulting in a top point elevation of 1,487 feet AMSL. Therefore, FAA OES review for height/elevation was not required.

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

Specific Plan Amendment: The applicant also proposes to amend the site's specific plan land use designation from Business/Professional Office (BPO) to Light Industrial (LI). 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 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**

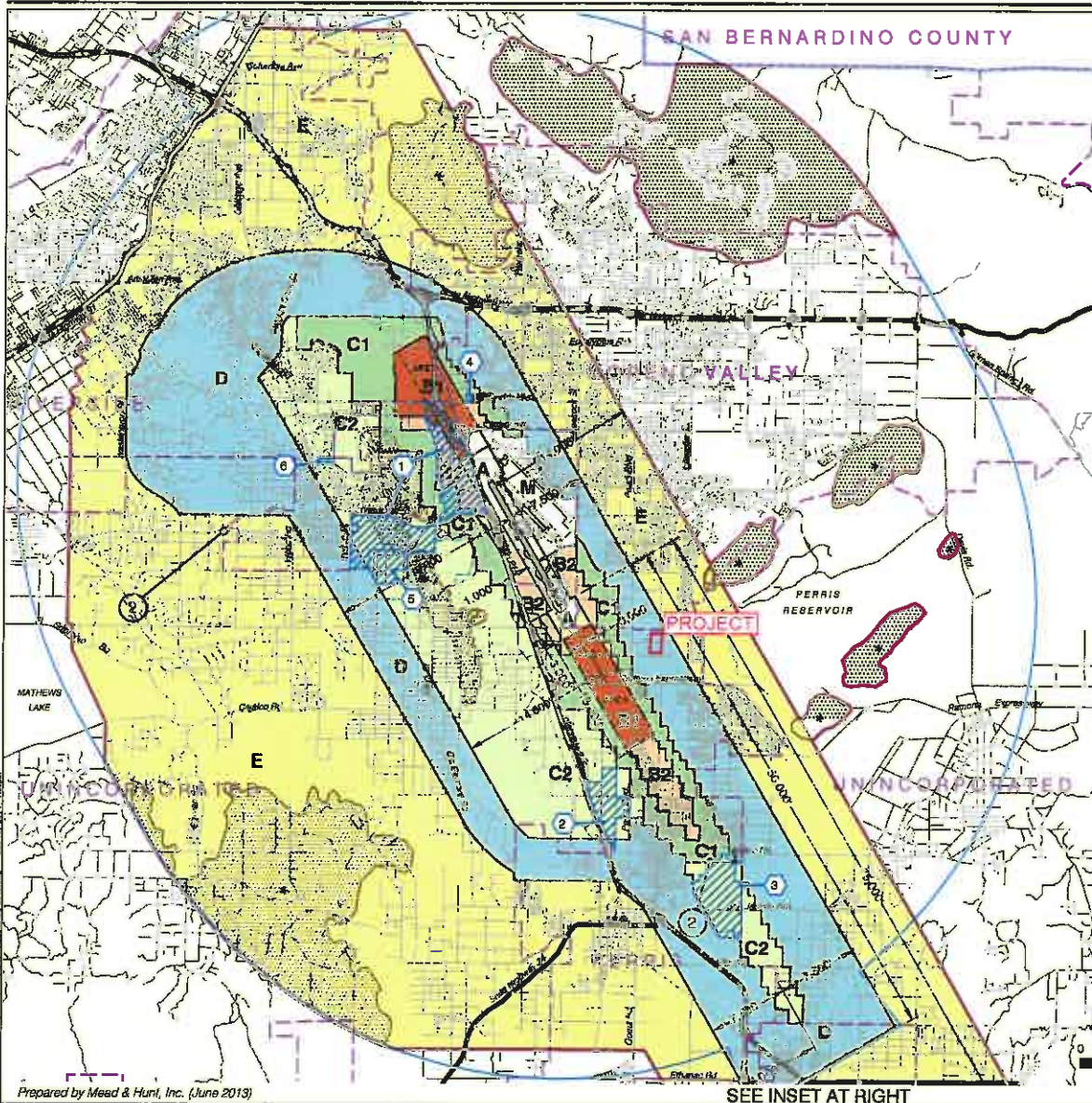
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



LEGEND

Compatibility Zones

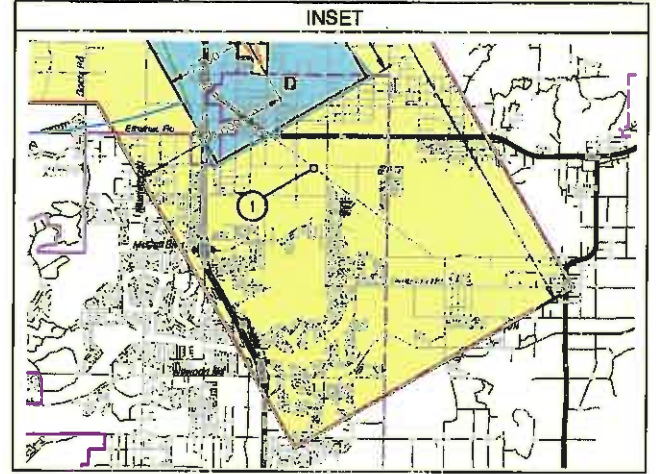
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

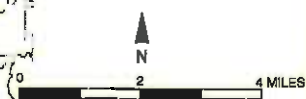
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exemptions (existing local agency commitments to development projects)

- 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.

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



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



Base map source: County of Riverside 2013

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

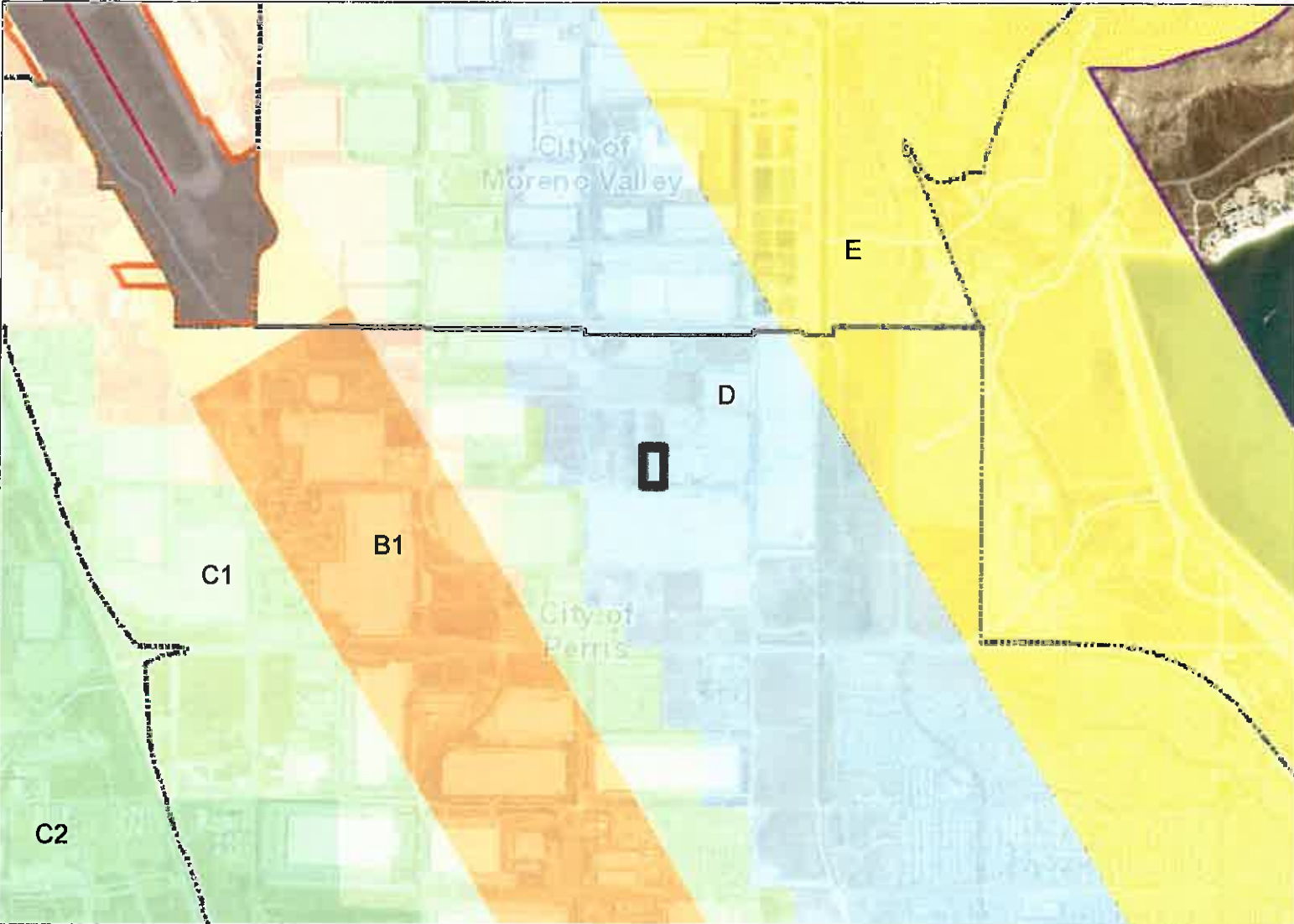
Map MA-1

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

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

SEE INSET AT RIGHT

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
 - R1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5
 - C2-EXC6



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



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© Riverside County GIS

Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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0 3 6,157 Feet
079

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Notes

Map My County Map



- Legend**
-  Blueline Streams
 -  City Areas
 -  World Street Map



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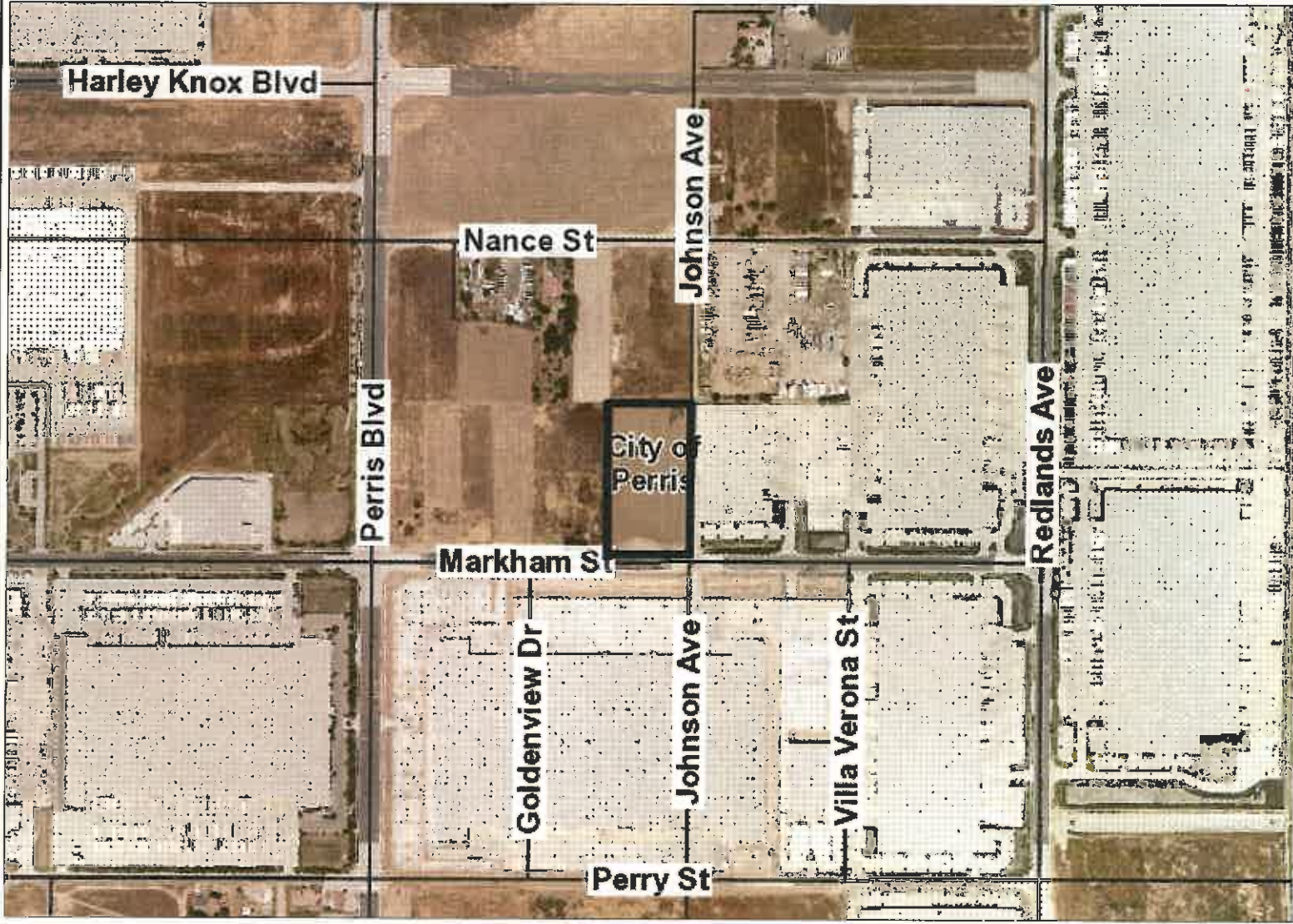
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Notes

Map My County Map



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



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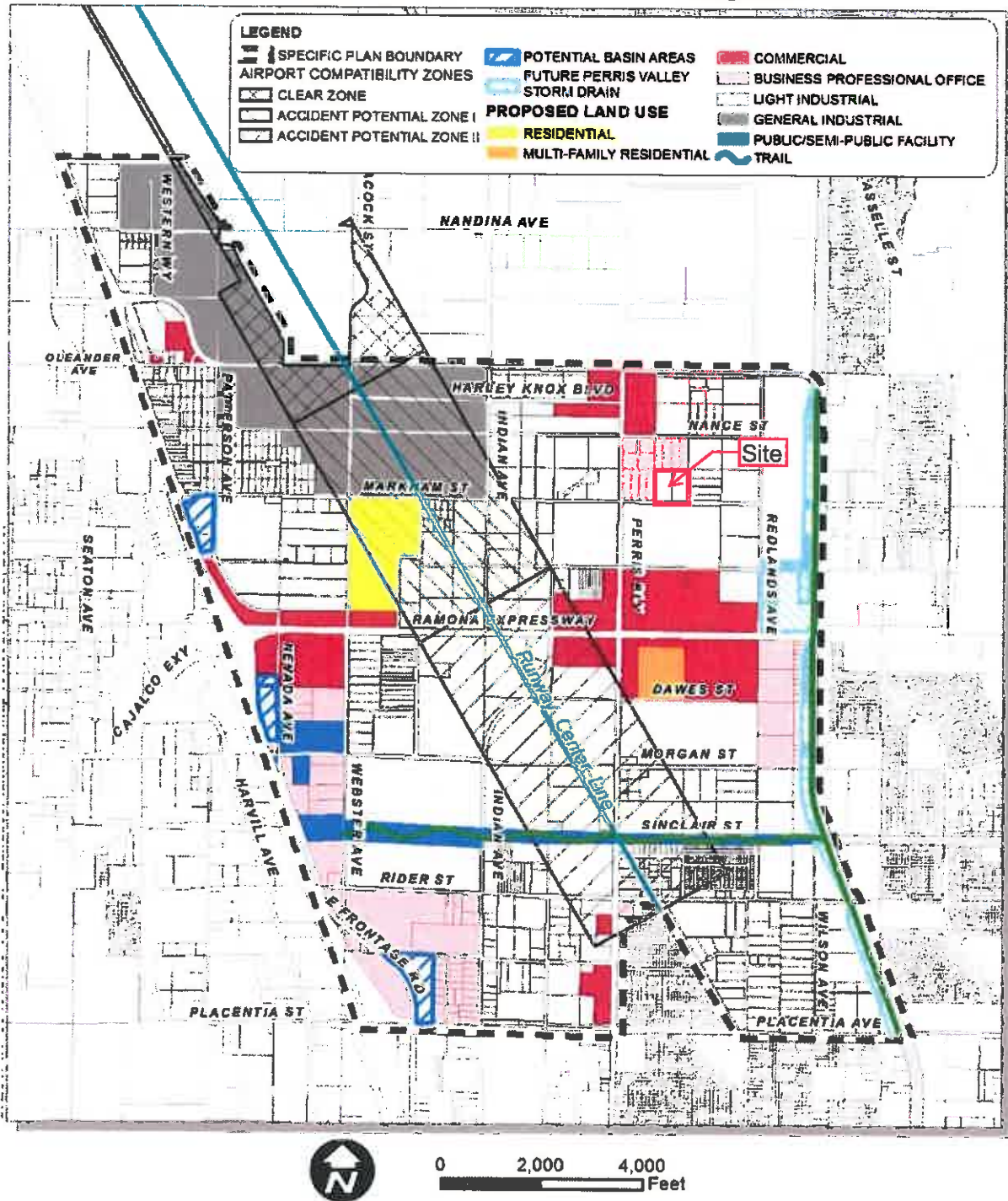
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Notes

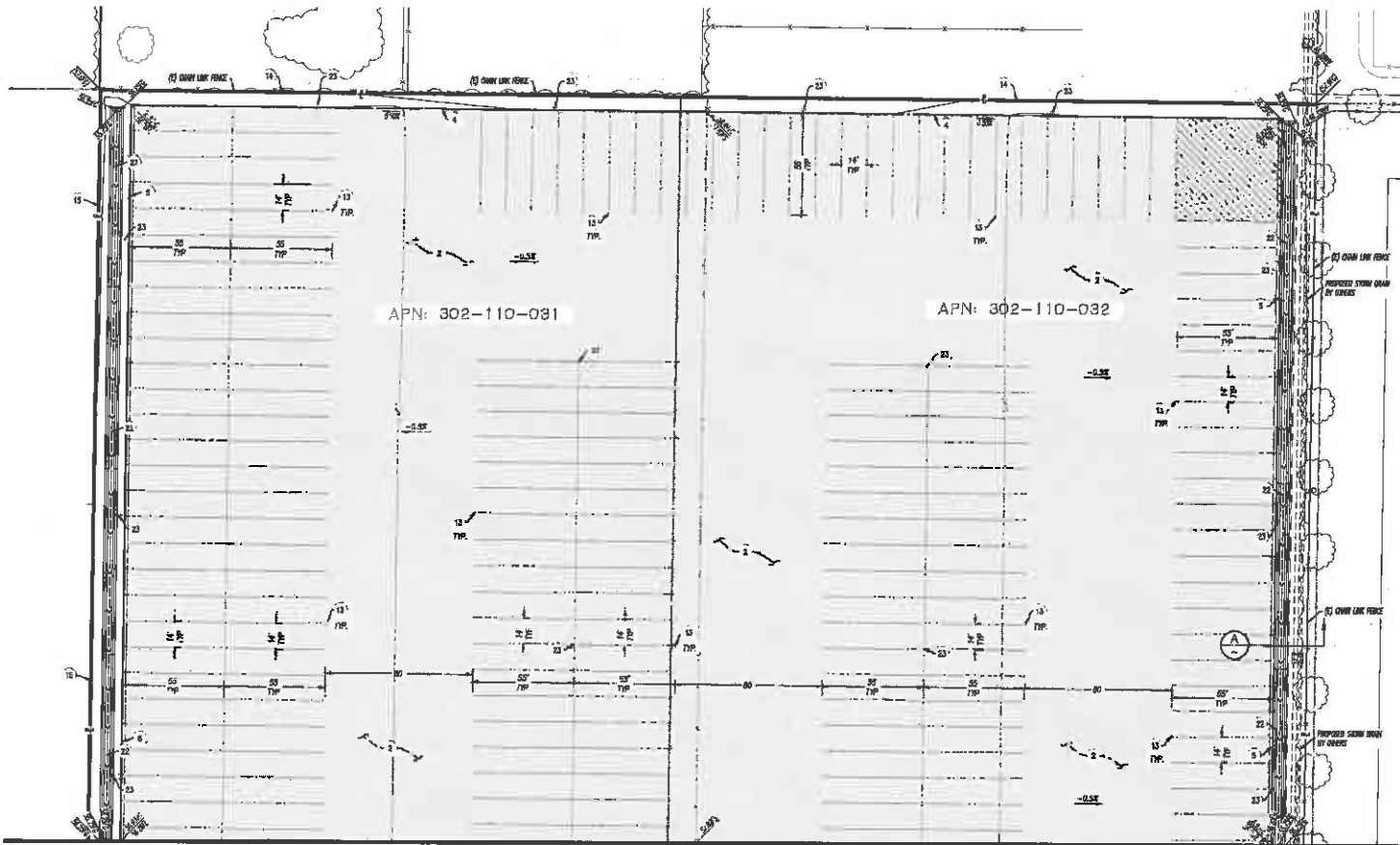
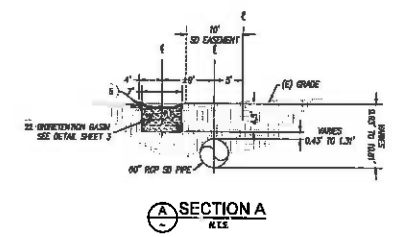


Figure 2.0-1, Specific Plan Land Use Designation

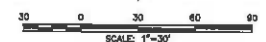


CONSTRUCTION NOTES:

- 2) CONSTRUCT 6" THICK PCC OVER 8" A.S. OVER 18" OF BSE COMPACTED NATIVE PER ASTM D 1587.
- 4) CONSTRUCT 6" CURB ONLY PER COUNTY 116, SEE SHEET 2.
- 9) CONSTRUCT 6" CURB AND GUTTER PER COUNTY STA. 116, SEE SHEET 5
- 12) INSTALL 4" WIDE WHITE STRIPING AS SHOWN.
- 14) CONSTRUCT 10' HIGH BLOCK WALL PER SPACING STD 600-4, SHEET 3, SINGLE REINFORCED, TYPE 2, LATERAL LOAD = 25 PSF.
- 15) CONSTRUCT 8' HIGH BLOCK WALL PER SPACING STD 600-4, SHEET 3, SINGLE REINFORCED, TYPE 2, LATERAL LOAD = 25 PSF.
- 22) CONSTRUCT BAKERSTON DASH TRENCH PER DETAIL SHEET 3.
- 23) INSTALL LIGHT POLE.

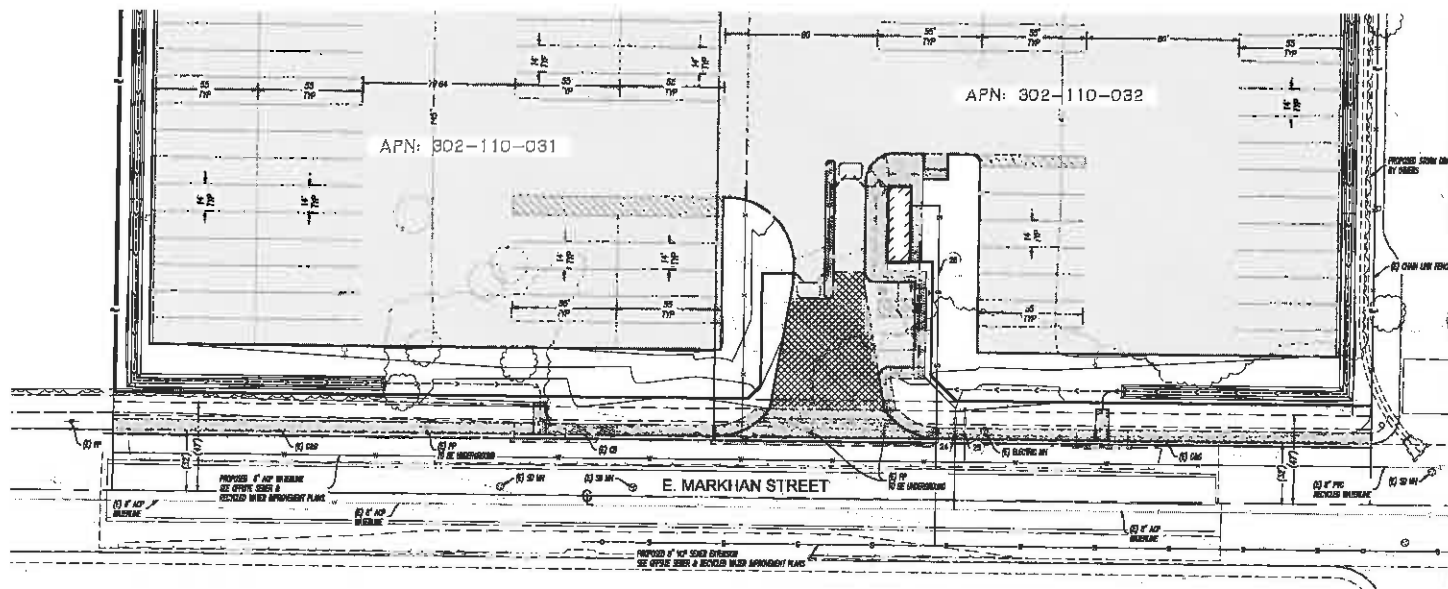


MATCH LINE ~ SEE SHEET 3



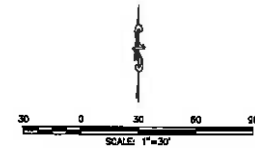
<p>Underground Service Alert Call TOLL FREE 811 TWO WORKING DAYS BEFORE YOU DIG</p>	<p>BENCHMARK DESCRIPTION RIVERSIDE COUNTY BENCHMARK DESIGNATION M-31 RESET DATE: MAR 28 ELEVATION 1477.123' SCALE: 1" = 30'</p>	<p>CITY OF PERRIS APPROVED BY: _____ DATE: _____</p>	<p>SEAL CITY ENGINEER No. C-70344 Exp. 8-26-25</p>	<p>PREPARED BY: BENADIMAN CITY ENGINEER</p>	<p>CITY OF PERRIS GRADING PLAN A-2 ALSO: 302-110-031 & 032 TRUCK TERMINAL, PROPERTIES HARRISON STREET PERRIS, CA 92571</p>	<p>SHEET NUMBER 2 OF 7 SHEETS</p>
<p>MARK BY DATE PROJECT REVISIONS</p>		<p>APPR DATE CITY ENGINEER DATE</p>		<p>ENGINEER'S NAME: RICE, C. J. PHONE: 951-241-1111 FAX: 951-241-1111</p>		<p>FOR: _____</p>

DATE PLOT: 06/16/2021 2:48PM



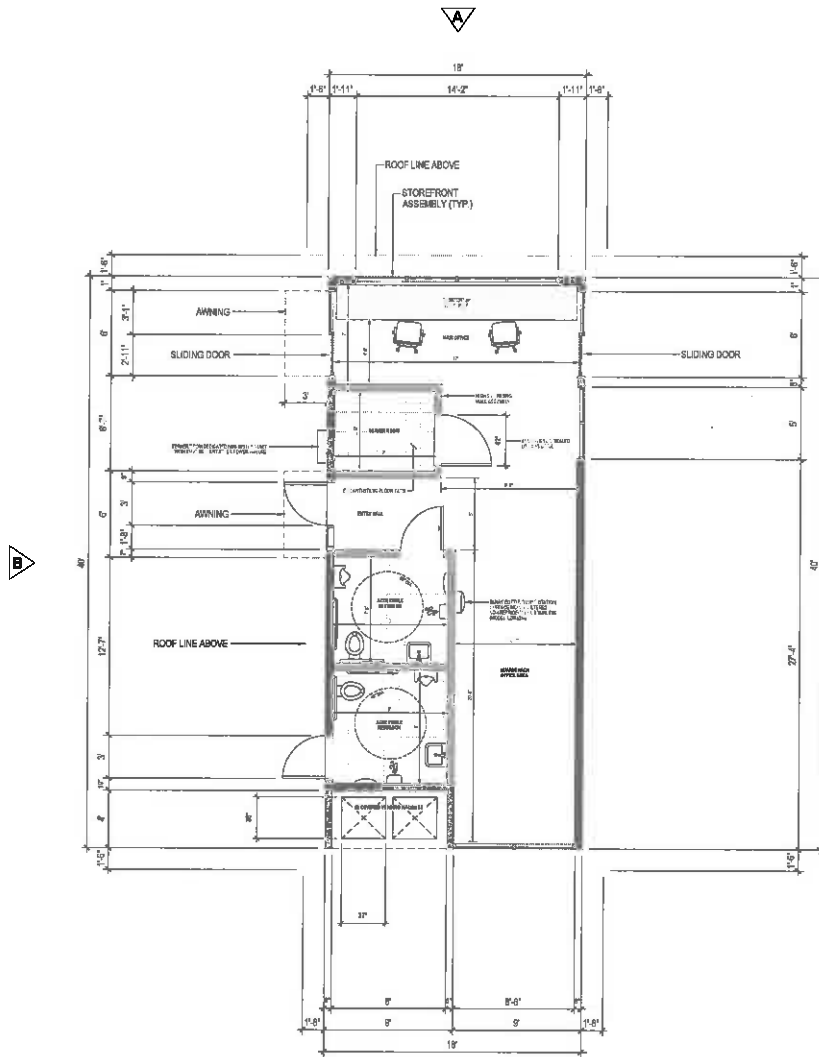
CONSTRUCTION NOTES:

- 24- INSTALL 3/4" DOMESTIC METER W/ BACKFLOW
- 25- INSTALL 1 1/2" LANDSCAPE METER W/ BACKFLOW
- 26- INSTALL 6" SEWER SERVICE



	<p>Underground Service Alert Call TOLL FREE 811</p>	<p>BENCHMARK DESCRIPTION RIVERSIDE COUNTY BENCHMARK DESIGNATION W-31 RESET</p>		<p>CITY OF PERRIS APPROVED BY:</p>		<p>PREPARED BY: BEN NADIMAN CIVIL ENGINEER</p>	<p>CITY OF PERRIS UTILITY PLAN</p>	<p>SHEET NUMBER 4</p>														
	<p>TWO WORKING DAYS BEFORE YOU DIG</p>	<p>DATE: MAY 09 ELEVATION: 1472.173'</p>	<p>SCALE: 1" = 30'</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>MARK</th> <th>BY</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	MARK	BY	DATE				<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>APPR.</th> <th>DATE</th> <th>CITY ENGINEER</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	APPR.	DATE	CITY ENGINEER	DATE					<p>PROJECT NAME: R.E.E. 0-70844</p>	<p>DATE: 05/09/2023</p>	<p>ADDRESS: 302-110-031 & 032 TRUCK TERMINAL, PROPERTIES MARKHAM STREET PERRIS, CA 92471</p>
MARK	BY	DATE																				
APPR.	DATE	CITY ENGINEER	DATE																			

DATE: 05/10/2023 - 2:48PM



FLOOR PLAN

GROSS FLOOR AREA 720 SQ. FT.



ARCHITECTS, INC.

2814 AMATEUR WAY, DEANSPORT, GA 30223
(770) 821-4123 FAX: (770) 821-4124

CONSULTANT:

NO.	REVISION	DATE
△	-	--
△	-	--
△	-	--

PROJECT FOR:
**TRUCK TERMINAL
GUARDSHACK & OFFICE**

PLAN CHECK NO:	-
PROJECT TYPE: COMBINAL, NEW CONSTRUCTION	APR
DATE: 10/20/03	VERSION (REVISED, USE ONLY): 1.00
SCALE: PER PLAN	PAGE SIZE: 34" X 37"

SHEET TITLE:
FLOOR PLAN

SHEET NO:
A-2.0

CONSULTANT

#	PLAN/REVISION	DATE
△	-	++
△	-	++
△	-	++

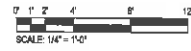
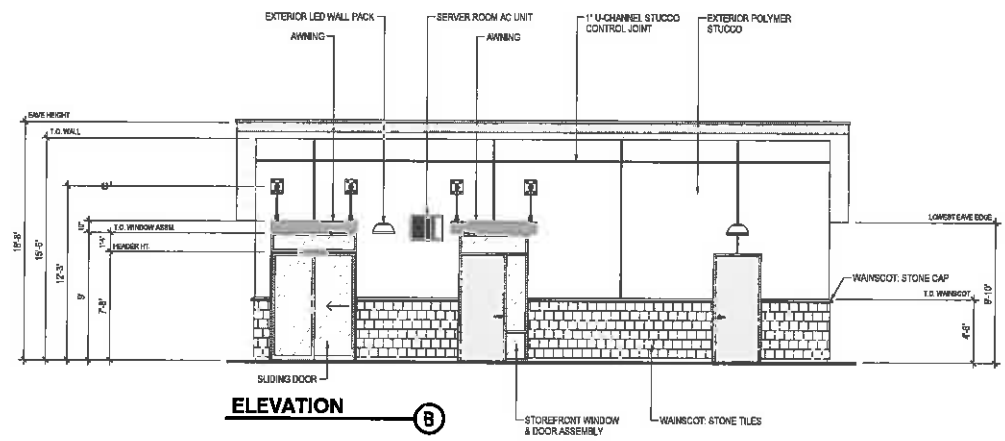
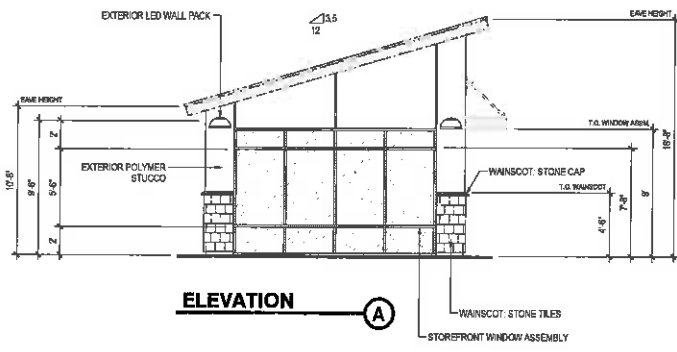
PROJECT FOR:
**TRUCK TERMINAL
GUARDSHACK & OFFICE**

PLAN CHECK NO:	-
PROJECT TYPE: COMMERCIAL NEW CONSTRUCTION	APR
DATE: 10/20/09	VERSION/REVISION USE ONLY N/A
SCALE: PER PLAN	PAGE NO: 2 OF 3

SHEET TITLE:
**EXTERIOR
ELEVATIONS**

SHEET NO:

A-3.0

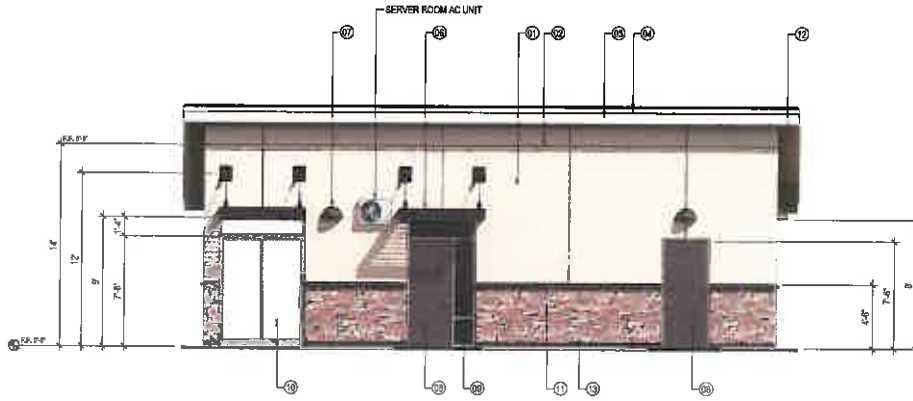


#	ITEM	COLOR	REMARKS
01	EXTERIOR POLYMER STUCCO	DESIGN "VERONA BEACH"	FINISH: SAND FINISH, LA HABRA OR EQ.
02	1" U-CHANNEL STUCCO CONTROL JOINT	NATURAL ALUMINUM	--
03	ZX12 PAINTED WOOD - ROOF FASCIA BOARD	DESIGN "WHISPER"	--
04	ROOF EDGE FLASHING	PAINTED TO MATCH #03	--
05	STANDING SEAM METAL ROOF	DARK BRONZE	RIB SPACING: 18" O.C.
06	PRE-FABRICATED COMMERCIAL METAL AWNINGS	BLACK W/ STAINLESS HARDWARE	--
07	EXTERIOR LIGHTING LED WALL PAK	BLACK FINISH	--

#	ITEM	COLOR	REMARKS
08	STEEL METAL DOOR SYSTEMS W/ HOLLOW METAL FRAMES	DET #7 "HARRISON RUST"	--
09	ALUM. STOREFRONT FRAMES W/ DOUBLE CLEAR LOW-E GLAZING	NATURAL COLOR	--
10	ALUMINUM STOREFRONT SLIDING ASSEM. W/ TRANSOM WINDOW	NATURAL COLOR	--
11	STONE WAINSCOT & ANGLED STONE CAP	ELDORADO STONE "MOUNTAIN LEDGE" OR EQ.	STONE CAP IN DARK CONTRAST FINISH
12	STARTER BOARD SAVE SOPFIT	--	--
13	WEEP SCREED	--	--
14	VENDING MACHINES	--	SUPPLIED BY OWNER

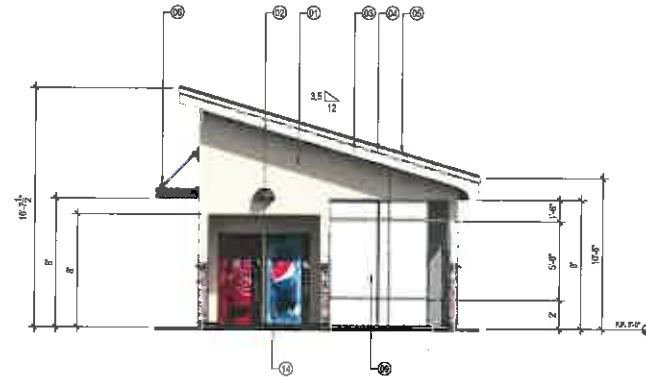
MATERIALS LEGEND & SPECIFICATIONS

MATERIALS TYP. FOR ALL ELEVATIONS 01



EXTERIOR ELEVATION

SCALE 1/4" = 1'-0" 02



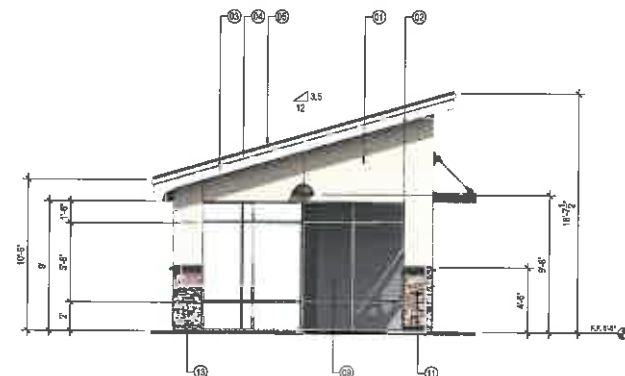
EXTERIOR ELEVATION

SCALE 1/4" = 1'-0" 03



EXTERIOR ELEVATION

SCALE 1/4" = 1'-0" 04



EXTERIOR ELEVATION

SCALE 1/4" = 1'-0" 05

00-419.17 29 061 070

L&S
ARCHITECTS, INC.

JOCK M. LUNYERSKI II, ARCHITECT-CREATIVE

3519 AMSTERDAM WAY, WALNUT, CA 91350
909.344.1111 FAX: 909.344.1100
L&S@G.COM

COMPILE DATE:

NO.	PLAN/CHECK REVISION	DATE
1	-	++
2	-	++
3	-	++

PROJECT FOR:
**TRUCK TERMINAL
PROPERTIES**
GUARDSHACK & OFFICE

PLAN CHECK NO.:	-
PROJECT TYPE: COMMERCIAL, NEW CONSTRUCTION	AM
DATE: 10/20/19	VERSION (INTERNAL USE ONLY): 1.0
SCALE: PER PLAN	PAGE NO.: 10-110

DRYER TITLE:
**EXTERIOR
ELEVATIONS
FULL COLOR**

SHEET NO.:

A-3.10

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
www.rcaluc.org

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

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

The City of Perris Planning Department should be contacted on non-ALUC issues. For more information please contact City of Perris Planner Mr. Alfredo Garcia at (951) 826-5667.

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

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

DATE OF HEARING: October 14, 2021

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1492MA21 – Truck Terminal Properties (Representative: Joseph E. Bonadiman & Associates Inc.) – City of Perris Case Nos. 20-05180 (Specific Plan Amendment), 20-05100 (Conditional Use Permit). A proposal to establish a 251-space truck trailer parking facility including a 470 square foot office building on 9.54 acres, located northerly of Markham Street, easterly of Perris Boulevard, westerly of Redlands Avenue, and southerly of Nance Street. The applicant also proposes to amend the site's specific plan land use designation from Business/Professional Office (BPO) to Light Industrial (LI) (Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZP 1492 MAZ (1) DATE SUBMITTED: 8/27/21

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant: Truck Terminal Properties Phone Number: (310) 466-7225
Mailing Address: 1820 Vicente Blvd. Santa Monica, CA 90402 Email: bnassir@truckterminalproperties.com

Representative: Joseph E. Bonadiman & Assoc., Inc. Phone Number: (909) 885-3806
Mailing Address: 234 N. Arrowhead Ave. San Bernardino, CA 92408 Email: ed@bonadiman.com

Property Owner: 1031 Engaging Phone Number: (310) 466-7225
Mailing Address: 1820 San Vicente Blvd. Santa Monica, CA 90402 Email: bnassir@truckterminalproperties.com

LOCAL JURISDICTION AGENCY

Local Agency Name: City of Perris Phone Number: 951-943-6100 Px: 787
Staff Contact: Alfredo Garcia Email: algarcia@cityofperris.org
Mailing Address: 101 N. D Street Case Type:
Perris, CA 92570
Local Agency Project No: 20-05100
 General Plan / Specific Plan Amendment
 Zoning Ordinance Amendment
 Subdivision Parcel Map / Tentative Tract
 Use Permit
 Site Plan Review/Plot Plan
 Other

PROJECT LOCATION

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

Street Address: 114 E. Markham Avenue, Perris CA 92571
Assessor's Parcel No.: 302-110-031, 302-110-032 Gross Parcel Size: 9.54 AC
Subdivision Name: _____ Nearest Airport and distance from Airport: _____
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): vacant/undeveloped

MARCH 2021

Proposed Land Use (describe)	Construct a truck and trailer parking facility		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units) _____		
For Other Land Uses (See Appendix C)	Hours of Operation _____	Maximum Number _____	
	Number of People on Site _____	Method of Calculation _____	
Height Data	Site Elevation (above mean sea level)	1445.5'-1462.8'	ft.
	Height of buildings or structures (from the ground)	25' (Light Poles)	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)**

**RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.5

HEARING DATE: October 14, 2021

CASE NUMBER: ZAP1096PS21 – Hecate Energy Desert Storage 1, LLC
(Representative: Stantec Consulting Services, Inc.)

APPROVING JURISDICTION: City of Palm Springs

JURISDICTION CASE NO: 5.1542 (Conditional Use Permit)

LAND USE PLAN: 2005 Palm Springs International Airport Land Use
Compatibility Plan

Airport Influence Area: Palm Springs International Airport

Land Use Policy: Compatibility Zone B1

Noise Levels: Below 60 CNEL from aircraft noise

MAJOR ISSUES: The proposed project is located within Compatibility Zone B1, which prohibits “critical community infrastructure facilities” and “hazardous materials” uses. The proposed lithium ion battery storage facility is not considered a critical community infrastructure facility as no power will be generated by the project.

The proposed lithium ion batteries could be considered hazardous materials. “Construction of facilities for the manufacture or storage of fuel, explosives, and other hazardous materials” is prohibited in Compatibility Zone B1, with specified exceptions. ALUC staff contacted subject matter experts at the City of Palm Springs Fire Department. These experts advised that the batteries are not a “hazardous material”, prohibiting this type of use at this particular location, if the project meets all applicable Building and Fire codes and regulations. Staff is recommending a condition requiring the project to satisfy all Fire and Building and Safety requirements.

RECOMMENDATION: Staff recommends that the Commission find the proposed Conditional Use Permit CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to establish a 20 megawatt (MW) Battery Energy Storage System facility which will connect to the nearby Southern California Edison Eisenhower Substation on 0.48 acres.

PROJECT LOCATION: The site is located at 979 S. Gene Autry Trail, on the northwest corner of Mesquite Avenue and S. Gene Autry Trail, within the City of Palm Springs, approximately 3,030 feet southeasterly of the southerly end of Runway 13L-31R at Palm Springs International Airport.

BACKGROUND:

Non-Residential Intensity: The site is located within Compatibility Zone B1 of Palm Springs International Airport Influence Area, which limits average intensity to 25 people and single acre intensity to 50 people. The proposed battery storage facility (similar to a wireless communications facility) does not propose any buildings thus not creating any potential habitable occupancy.

The project includes 13 53-foot long storage containers, and each container would contain inverters, transformers, and battery container or cabinet. Each core would be self-enclosed, housing batteries, fire detection and suppression systems, controls, and cooling units.

A method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle). Based on the number of provided parking spaces (0 spaces), the total occupancy would be estimated at 0 people, resulting in an average intensity of 0 people per acre, and 0 people per single acre, which is consistent with the Compatibility Zone B1 average acre criterion of 25 people and single acre criterion of 50 people.

Prohibited and Discouraged Uses: The applicant does not propose any new use specifically prohibited or discouraged in Compatibility Zone B1 of the Palm Springs International Airport Influence Area. It is noted in the Countywide policies that “critical community infrastructure facilities” are prohibited uses within Compatibility Zone B1, and are defined as the construction of “power plants, electrical sub-stations, public communications facilities, and other critical community infrastructure”. As explained below, the proposed battery storage facility does not fit any of these descriptions. This facility is not “critical”.

Aboveground bulk storage of hazardous materials is also prohibited in Compatibility Zone B1, with specified exceptions. The proposed lithium ion batteries could be considered hazardous materials. The project could be considered as a proposal for the “construction of facilities for the manufacture or storage of fuel, explosives, and other hazardous materials”. ALUC staff contacted subject matter experts at the City’s Fire Department. These experts advised that these batteries are not a “hazardous material” prohibiting this type of use at this particular location, if the project meets all applicable Building and Fire codes and regulations, including but not limited to the projects ability to contain a fire. Staff is recommending a conditions requiring the project to satisfy all Fire and Building and Safety requirements.

It is important to note that the Commission reviewed and found consistent a similar battery storage facility (ZAP1079PS19) in the immediate the vicinity of the proposed project, also located in Compatibility Zone B1. In that project, the City’s Building & Safety and Fire Departments provided testimony that the project was not considered a hazardous, as long as it met all applicable City codes.

Noise: The Palm Springs Airport Land Use Compatibility Plan depicts the site as being in an area below the 60 CNEL contour from aircraft. The project does not propose any uses that would be sensitive to noise, and, therefore, would not require special measures to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 13L-31R at its southerly terminus is 395.5 feet above mean sea level (AMSL). At a distance of approximately 3,030 feet from the runway to the project, Federal Aviation Administration (FAA) review would be required for any structures with a top point elevation exceeding 426 feet AMSL. The project's site elevation is 378 feet AMSL and the proposed maximum structure height is 12 feet, for a top point elevation of 390 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service for height/elevation reasons is not required.

Open Area: Compatibility Zone B1 requires 30% of the land area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas. The proposed project is on 0.48 acres in area, so open area is not required.

CONDITIONS:

1. Any new outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, places of

worship, buildings with more than two aboveground habitable floors, critical community infrastructure facilities, and aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials.

- (f) Highly noise-sensitive outdoor nonresidential uses.
 - (g) Any use which results in a hazard to flight, including physical (e.g. tall objects), visual, and electronic forms of interference with the safety of aircraft operations.
3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.
 4. Prior to issuance of a building permit, the property owner shall convey an avigation easement to Palm Springs International Airport. Copies of the recorded avigation easement shall be forwarded to the Airport Land Use Commission and to the City of Palm Springs.
 5. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

6. This project has been evaluated as a battery storage facility with 13 battery storage cores. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the project's proposed single parcel area will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.

Staff Report

Page 5 of 5

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 Banning Airport Manager
8. The project shall satisfy all applicable Fire and Building & Safety codes, regulations and standards. This finding of consistency is not valid if the project fails to meet these requirements.

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NOTICE OF AIRPORT IN VICINITY

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

NOTICE

**THERE IS AN AIRPORT NEARBY.
THIS STORM WATER BASIN IS DESIGNED TO HOLD
STORM WATER FOR ONLY 48 HOURS AND
NOT TO ATTRACT BIRDS**

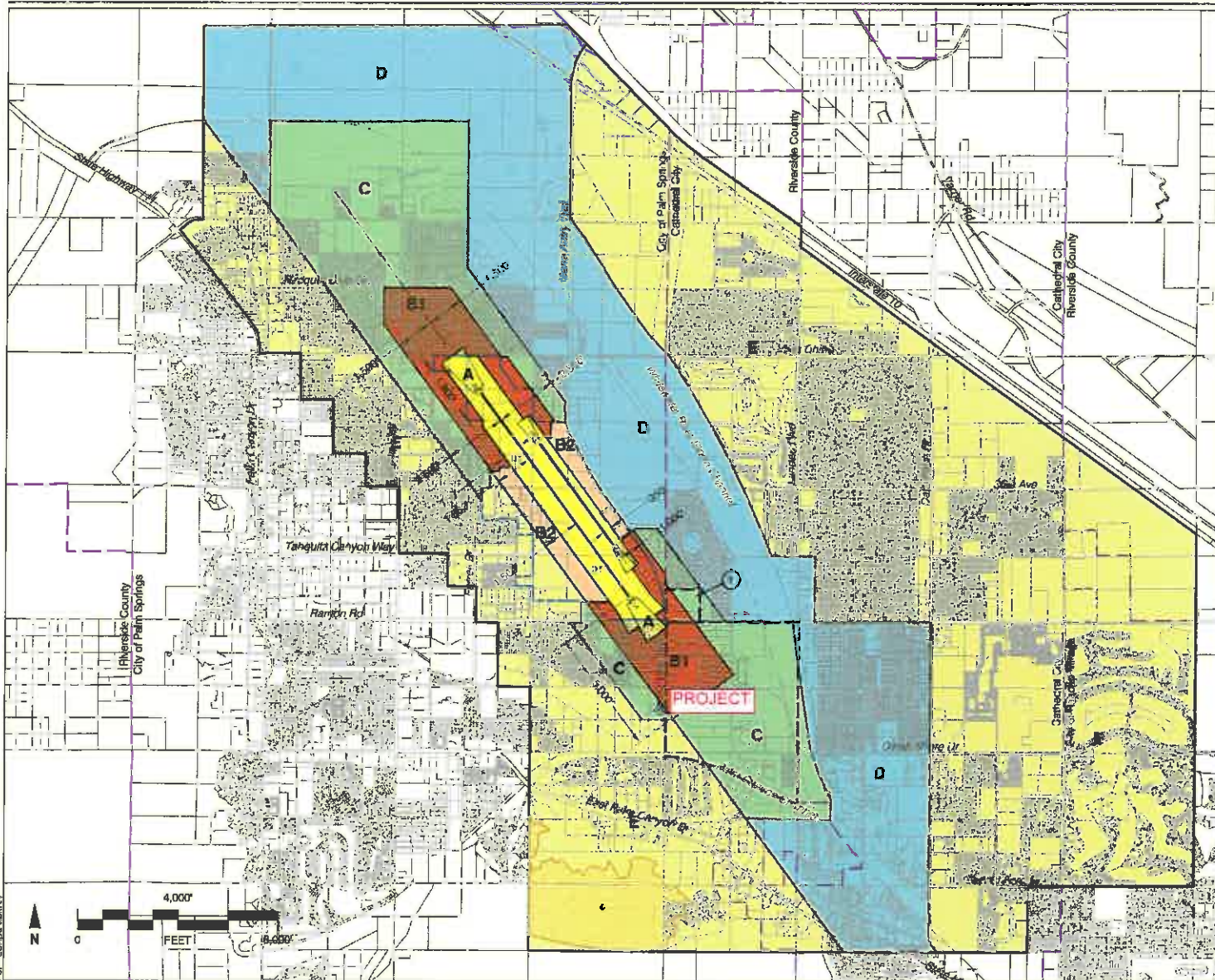
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Notes

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

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

See Policy PS.2.1.

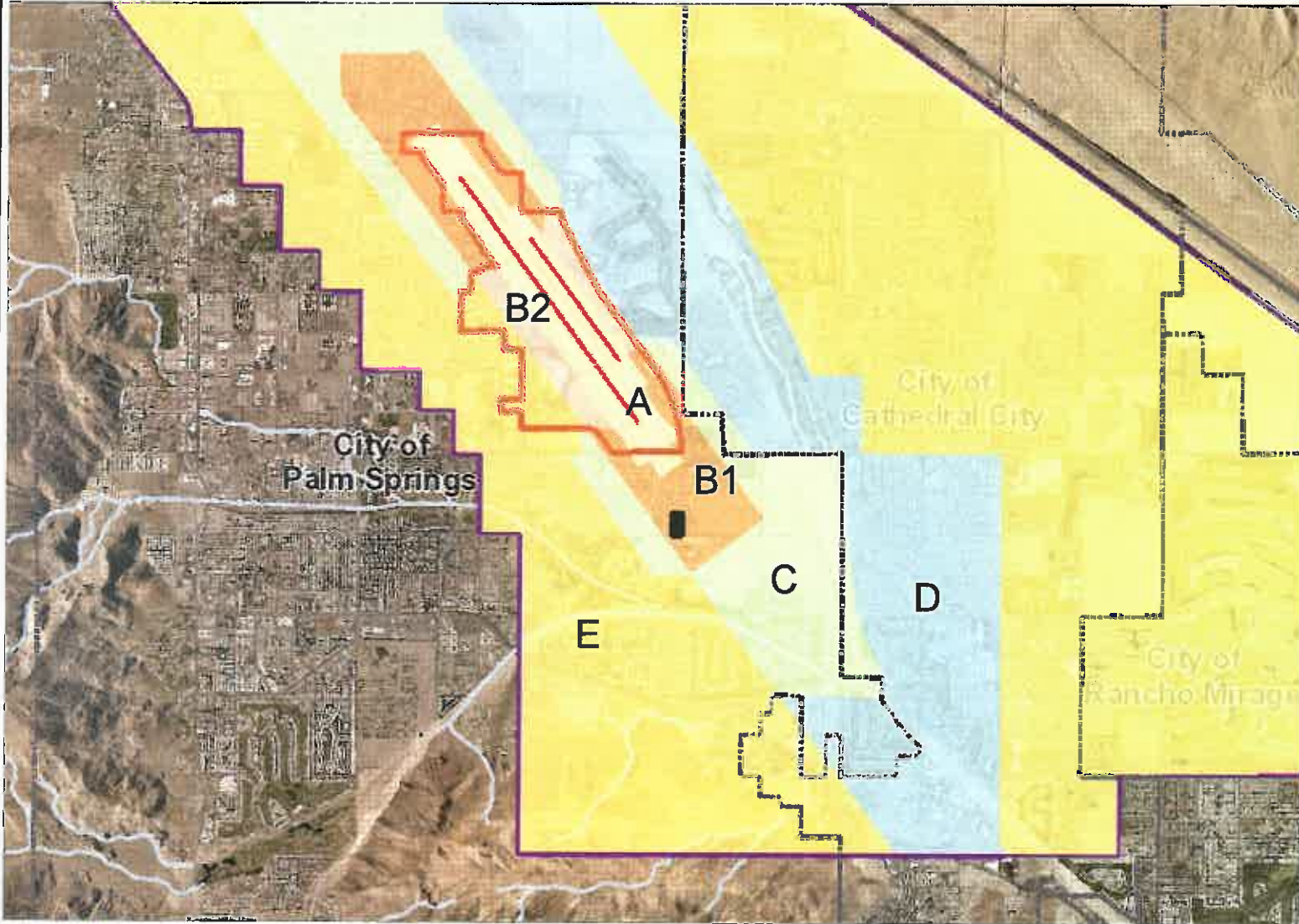
Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(Adopted March 2005)

Map PS-1

Compatibility Map
Palm Springs International Airport

PSP - Compatibility

Map My County Map



Legend

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



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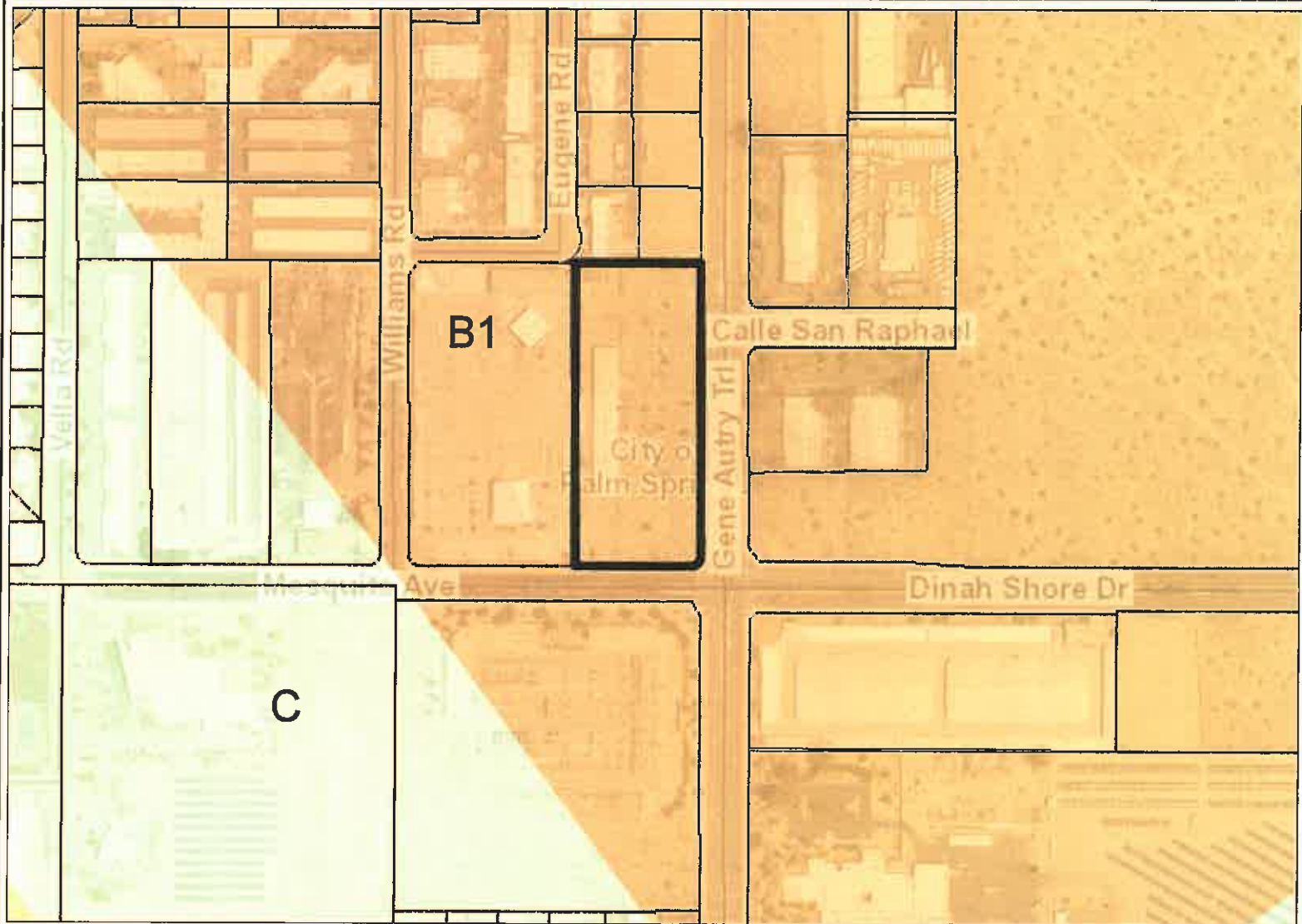
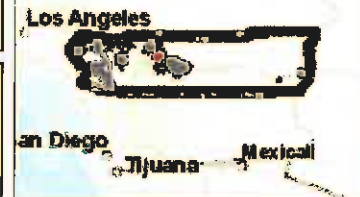


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Notes

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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Notes

Map My County Map



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



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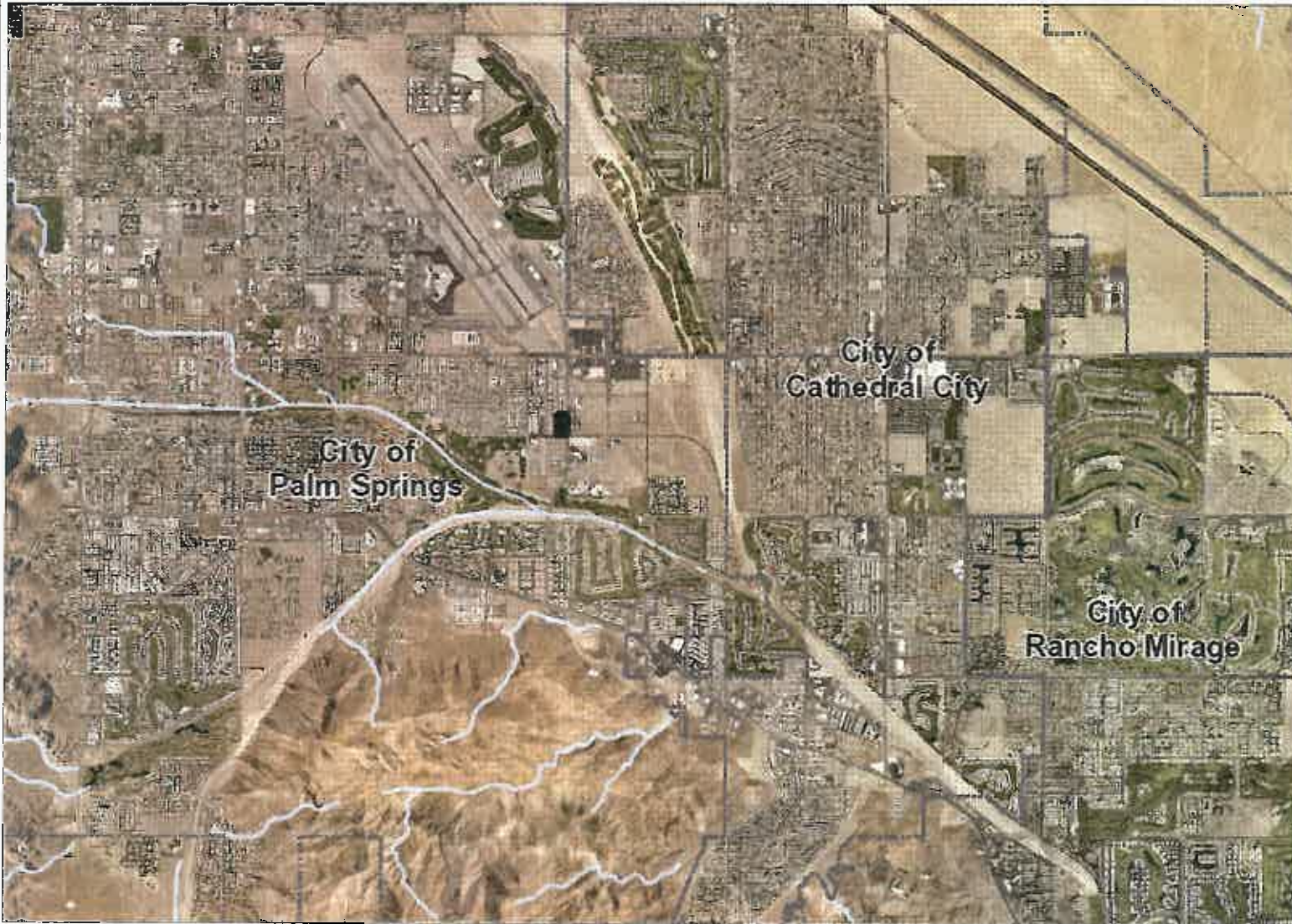
Notes

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Map My County Map



Legend

- Blue line Streams
- City Areas
- World Street Map



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Notes

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157

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Map My County Map



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



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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



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Rull, Paul

From: John Jerome <John.Jerome@palmspringsca.gov>
Sent: Monday, September 20, 2021 9:01 AM
To: Rull, Paul
Cc: Glenn Mlaker
Subject: FW: Airport Land Use Commission for Hecati Battery Storage Facility
Attachments: Att C Site Plans.pdf

Good morning Paul.

I have received and reviewed your documents. The Palm Springs Fire Department would accept this project provided it meets all applicable Building and Fire Codes. Please contact me if you have any questions.

John Jerome, Fire Marshal
City of Palm Springs Fire Department
300 N El Cielo Road, Palm Springs, CA 92262
Office: 760.322.8313 | Website: [Palm Springs Fire Department](#)



From: Glenn Mlaker <Glenn.Mlaker@palmspringsca.gov>
Sent: Wednesday, September 15, 2021 7:52 AM
To: John Jerome <John.Jerome@palmspringsca.gov>; Alberto Gradilla <Alberto.Gradilla@palmspringsca.gov>
Subject: Airport Land Use Commission for Hecati Battery Storage Facility

Hello Jerome and Alberto, I am working on Case 5.1542 CUP for a new battery storage facility at the corner of Gene Autry Trail and Mesquite Avenue that will store power from the existing Eisenhower Sub-Station located across the street. As this project works its way through the process, a review is required by the Riverside County Airport Land Use Commission (ALUC) due to its proximity to the Airport. I routed this project to Fire and Engineering on August 31, 2021 for conditions. ALUC is requesting an email from Fire and Building verifying that the battery facility will not cause a hazard to over flight aircraft. My question is, are you able to email the Director – Paul Raul with a brief email stating that the City will be reviewing the project and a set of conditions of approval will be issued for Fire and review will take place as part of the Building Permit process. You can email me or Paul directly at - Rull, Paul <PRull@RIVCO.ORG>

Please let me know if you have any questions.
Glenn

Paul Rull
ALUC Director



HECATE ENERGY DESERT STORAGE 1 BATTERY ENERGY STORAGE SYSTEM PROJECT DESCRIPTION

August 20, 2021

Hecate Energy Desert Storage 1 LLC, a wholly owned subsidiary of Hecate Grid LLC (Hecate), proposes to develop an up to 20-megawatt (MW) Battery Energy Storage System (BESS) on approximately 0.48-acre located at 979 S. Gene Autry Trail in the City of Palm Springs (City). The project site is located within the southeastern portion of a 3.60-acre, privately-owned parcel (680160057) at the intersection of S. Gene Autry Trail and E. Mesquite Avenue, currently developed with a commercial landscaping supply store (Southwest Boulder & Stone). The existing use of the adjacent property as a landscaping supply store would continue after the construction of the project. The project proposes to interconnect to Southern California Edison's (SCE) 33kV Eisenhower Substation, approximately 200 feet south across Mesquite Avenue.

Land Use and Zoning

The project site is surrounded by commercial and industrial uses and is categorized as Industrial in the City's General Plan, within the southern edge of the Ramon-Bogie Central Business District. Gene Autry Trail is designated as a Major Thoroughfare (4-lane divided) and Mesquite Avenue is designated as a Secondary Thoroughfare (4-lane divided) at the project site intersection. Adjacent land uses are described in more detail below in Table 1.

Table 1. Surrounding Zoning and Land Uses

Direction/ Parcel	General Plan Land Use	Zoning	Description
West 680-160-056	Industrial	Service/Manufacturing Zone (M-1)	Private/Commercial
South 680-020-038	Public/Utilities	M-1	Southern California Edison Company (SCE) Eisenhower Substation
East 680-561-007	Industrial	M-1	Vacant/Native American Reservation
North 680-160-047/048	Industrial	M-1	Private/Commercial

The project site is zoned Service/Manufacturing Zone (M-1) with a Noise Overlay (N), subject to development standards as presented in Table 2.

HECATE ENERGY DESERT STORAGE 1 BATTERY ENERGY STORAGE SYSTEM PROJECT DESCRIPTION

Table 2. M-1 Zone Development Standards

Dimensional Standard	M-1 Zone (N Overlay)
Lot Area (minimum)	20,000 sf or 40,000 sf if abutting a major or secondary thoroughfare (project applicable)
Lot Width (minimum)	150 feet or 200 feet if abutting a major or secondary thoroughfare (project applicable)
Lot Depth (minimum)	150 feet or 200 feet if abutting a major or secondary thoroughfare (project applicable)
Lot Coverage (maximum)	60%
Front Yard Setback (minimum)	25 feet
Building/Structure Height (maximum)	40 feet; provided that, any portion of buildings in excess of 30 feet are: (a) located on a parcel of not less than 1 acre in size; and (b) set back 1 foot from any property line for every 1 foot of vertical rise.
Intersection Visibility	No visual obstructions in corner cutback area; In commercial and industrial zones, the corner cutback area shall consist of a triangular area created by the diagonal connection of 2 points measured 10 feet back from the intersection of the prolongation of the front and side front property lines.
Wall and Fence Height (maximum)	<ul style="list-style-type: none"> • 6 feet in side and rear yards and lot lines • 8 feet in interior side or rear yard; walls not exceeding 8 feet may encroach into any front yard not more than 5 feet • 3.5 feet in corner cutback area
Noise Overlay Use Requirements / Restrictions	Avigation easement and nonsuit covenant required; residential soundproofing required; prohibits churches, elderly care facilities, hospitals/ convalescent homes/assisted living facilities, libraries, mobile homes/mobile home parks, performing arts facilities, recreational vehicle parks, schools, TV and radio studios.

Project Components

The proposed project would consist of battery storage “cores.” Each core would consist of bi-directional inverters, a transformer, and a battery container or cabinet. Each container would be self-enclosed, housing batteries, fire detection and suppression systems, controls, and cooling units.

HECATE ENERGY DESERT STORAGE 1 BATTERY ENERGY STORAGE SYSTEM PROJECT DESCRIPTION

Major equipment or project components would include:

- battery modules assembled in racks monitored by a Battery Management System (BMS)
- bi-directional power inverters
- battery chiller units
- fire detection/ suppression systems
- gas detection
- electrical switching equipment and auxiliary power panels
- computer and telecommunications equipment
- transformers
- switchgear
- security lighting and signage
- perimeter masonry wall
- vegetative screening

The preliminary configuration for the facility layout is shown in the Preliminary Site Plans. Project components are summarized in Table 3.

Table 3. Project Components Summary

Project Component	Quantity	Approx. Dimensions (each)
Battery Core	13	10'H x 53'L x 9'W
Transformer/Invertor	13	9'6"H x 19'L x 8'W
Switchgear	1	12'H x 12'L x 8'W
Overall Facility Area	1	245'L x 85'W

The proposed BESS facility would be unmanned and would not include restrooms; however, water connection to the Desert Water Agency may potentially be required for fire hydrants, if not already deemed sufficient at the site. Limited water required during the construction phase would be trucked in, as necessary. Police and fire services would be provided by the City of Palm Springs Police and Fire Departments.

Access to the project would be provided via three sliding gates along the northern boundary of the project site, internal from within the project parcel.

The project will store and deliver electricity to the grid through a Generator Interconnection Agreement (GIA) with SCE. Project will lease the land, then build and commission the project. The project will be owned and operated by Hecate Grid LLC or its successor.

Project Operations

The project would be owned and operated by Hecate Energy Desert Storage 1 LLC for a planned useful life of 30 years. The project would be co-located with the existing commercial business which would not be displaced. The long-term operational workforce would entail Hecate-contracted maintenance staff who would maintain the facility on a periodic basis over the project life. The project would require a four-person crew for maintenance visits twice a month on average. The crew would normally consist of one operator,

HECATE ENERGY DESERT STORAGE 1 BATTERY ENERGY STORAGE SYSTEM PROJECT DESCRIPTION

one contracted field engineer, and two mechanical or electrical technicians. The project would be primarily operated remotely.

Planned maintenance would typically be developed and scheduled a few months in advance. Typical maintenance intervals for major project components would include:

- Fire protection system – twice a year
- HVAC and chiller units – twice a year
- Battery core – once a year
- Relay protection – once every two years
- Project performance testing – once a year
- Project switchgear – once a year

The project would be designed with multiple automatic and manual power-down/safety mechanisms. Electrical and fire systems would be designed to open breakers automatically during fault conditions. Each fire protection system would have a signal that would trigger core power-down during fire, electrical fire, overheating, etc. The entire project power-down would occur automatically during electrical fault conditions (e.g., high-voltage, high-frequency, ground fault etc.). Each cube includes a button/switch that would de-energize the entire core upon activation. In addition, the project would be equipped with breakers that could be opened manually to power-down different equipment or the project as a whole.

The project would be designed to be in operation for 30 years, with the option to be reassessed for additional years of continued operation. After completion of operations, most of the project's electrical equipment (breakers, transformers, inverters) would be removed and recycled. Project batteries would be returned to the battery manufacturer for recycling. Equipment foundations and pads would be demolished and removed.

ARCHITECTURAL DETAILS

The proposed project would have a relatively low profile and would be consistent with the surrounding urban and developed industrial and commercial land uses, including Eisenhower Substation and existing overhead transmission lines across Mesquite Avenue to the south. The BESS cabinets would be a maximum of 53 feet long by 9 feet wide by 10 feet tall, depending on equipment manufacturer. Consistent with City Design Guidelines, masonry perimeter walls and enhanced landscape screening has been incorporated into the project design. Project design will be reviewed by the Architectural Advisory Committee as part of the City's permit process.

ENTITLEMENT PERMITTING

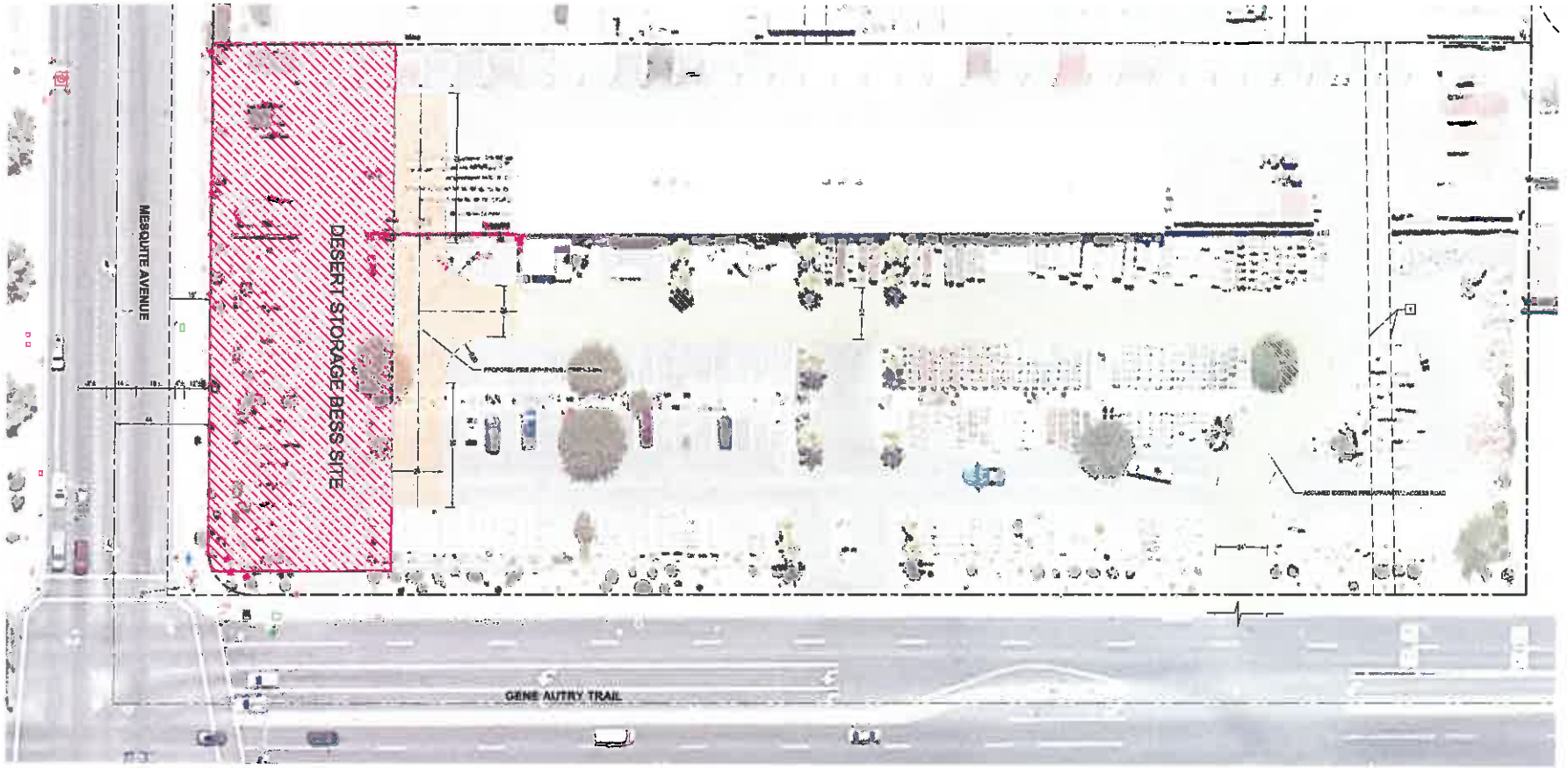
The City has determined that energy storage use qualifies as a Utility Installation in the M-1 zone, subject to approval of a Conditional Use Permit (CUP) by the Planning Commission, as well as Major Architectural Approval (MAJ) for architectural design.

HECATE ENERGY DESERT STORAGE 1 BATTERY ENERGY STORAGE SYSTEM PROJECT DESCRIPTION

COMMUNITY BENEFITS

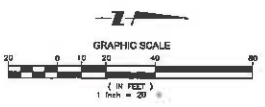
The proposed project would benefit the community and area by providing local area capacity for electrical system reliability and flexibility. Battery-based energy storage provides flexibility to the electrical grid by storing energy produced during periods of oversupply and discharging to the electrical grid during periods of high demand. A battery system can provide instantaneous response, as compared to a slower ramping rate of a traditional gas-fired generation resource and can provide response repeatedly in all hours. Energy storage speed of response serves to reduce the total amount of reserve power needed to manage the grid effectively, providing savings and reliability benefits. By building the proposed project, a clean, sustainable, reliable resource would be gained to help integrate renewables, reduce dependence on gas-fired generation, reduce freshwater consumption, and reduce greenhouse gas and criteria air pollutant emissions. Economically, the project would be beneficial to the community by providing property tax revenue and creation of jobs. A radius property map and property owner's list has been prepared in support of project public noticing requirements.


Hecate is currently constructing a similar BESS facility in Santa Ana, California, which is anticipated to reach commercial operations in September of this year, and has successfully constructed five additional BESS facilities in Ontario, Canada, which are currently operational. Additional information can be provided upon request.



EASEMENT
 EASEMENT OPERATIONS ARE INDICATED FROM ALVARADO LAND TITLE SURVEY DATED 12/12/12

AN EASEMENT FOR COMMUNICATION AND UTILITY PURPOSES AS DESCRIBED IN AN INSTRUMENT AND RECORDATION OF EASEMENT RECORDED APRIL 28, 2008 AS INSTRUMENT NO. 2008-027871, OFFICIAL RECORDS.



PREPARED BY:  38 TECHNOLOGY DRIVE, SUITE 100 RAYNE, CA 94548 949.922.0000 stantec.com	PREPARED FOR: HECATE DESERT STORAGE 1 LLC, A WHOLLY OWNED SUBSIDIARY OF HECATE GROUP LLC.	HECATE ENERGY DESERT STORAGE 1 LLC 978 S. GENE AUTRY TRAIL, PALM SPRINGS, CA FIRE APPARATUS ACCESS ROAD EXHIBIT	DATE PREPARED: 6/17/2021 SHEET 1 OF 1 JOB NO. 18061604
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NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
www.rcaluc.org

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

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

The City of Palm Springs Planning Department should be contacted on non-ALUC issues. For more information please contact City of Banning Planner Mr. Glen Mlaker at (760) 323-8245.

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

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

DATE OF HEARING: October 14, 2021

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1096PS21 – Hecate Energy Desert Storage 1, LLC (Representative: Stantec Consulting Services, Inc.) – City of Palm Springs Case No. 5.1542 (Conditional Use Permit). A proposal to establish a 20 megawatt (MW) Battery Energy Storage System facility which will connect to the nearby Southern California Edison Eisenhower Substation on 0.48 acres located at 979 S. Gene Autry Trail on the northwest corner of Mesquite Avenue and S. Gene Autry Trail (Airport Compatibility Zone B1 of the Palm Springs International Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP10916PS21 DATE SUBMITTED: 8/31/21

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Hecate Energy Desert Storage 1, LLC	Phone Number	(347) 436-6808
Mailing Address	621 W. Randolph Street Chicago, IL 60661	Email	JDamon@hecateenergy.com
Representative	Shruti Ramaker, Stantec, Applicant's Consultant	Phone Number	805-570-5566
Mailing Address	111 East Victoria Street Santa Barbara CA 93101-2018	Email	Shruti.Ramaker@stantec.com
Property Owner	979 Gene Autry, LLC (Michelle and Michael McLeod)	Phone Number	760-451-3333
Mailing Address	979 S. Gene Autry Trail Palm Springs, CA 92264	Email	Mmcleod@southwestboulder.com

LOCAL JURISDICTION AGENCY

Local Agency Name	City of Palm Springs Planning Department	Phone Number	760-323-8245
Staff Contact	Glen Mlaker	Email	Glenn.Mlaker@palm Springsca.gov
Mailing Address	3200 East Tahquitz Canyon Way Palm Springs, CA 92262	Case Type	CUP/MAJ
Local Agency Project No	Case # 5.1542	<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	979 S. Gene Autry Trail Palm Springs, California 92264	Gross Parcel Size	3.60 acres (0.48-acre site)
Assessor's Parcel No.	680160057	Nearest Airport and distance from Airport	Palm Springs International - 0.5-mile
Subdivision Name	N/A		
Lot Number	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

Existing Land Use (describe)	The Project site is 0.48-acre located within the SE portion of a 3.60-acre, privately-owned parcel at the intersection of S. Gene Autry Trail and E. Mesquite Avenue. The site is developed with a commercial landscaping supply store surrounded by existing commercial and industrial uses, including SCE Eisenhower Substation to the south. The existing use of the adjacent property as a landscaping supply store would continue after the construction of the project.
------------------------------	--

PALMS SPRINGS
BZ

Proposed Land Use (describe)	The up to 20-MW battery storage facility would include battery storage "cores", each with bi-directional inverters, a transformer, and battery container/cabinet. Each container would be self-enclosed, housing batteries, fire detection/suppression, and cooling units. The Project would store and deliver electricity to the grid via underground connection to Eisenhower Substation. The facility would be unmanned, with the exception of periodic maintenance.		
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	Unmanned; remotely operated	
	Number of People on Site	Maximum Number	4
	Method of Calculation	1 operator, 1 contracted field engineer, and 2 mechanical or electrical technicians with maintenance visits once every 2 to 3 months, on average	
Height Data	Site Elevation (above mean sea level)	373 to 376	ft.
	Height of buildings or structures (from the ground)	10-12	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)

**RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.6

HEARING DATE: October 14, 2021

CASE NUMBER: ZAP1036FL21 – RC Hobbs Companies, Inc. (Representative: Bob Beers)

APPROVING JURISDICTION: City of Jurupa Valley

JURISDICTION CASE NO: MA21256 [GPA21008] [TTM38171] (General Plan Amendment) (Tentative Tract Map)

LAND USE PLAN: 2004 Flabob Airport Land Use Compatibility Plan

Airport Influence Area: Flabob Airport

Land Use Policy: Zones C and D

Noise Levels: Portion within the 55-60 CNEL contour, and portion outside the 55 CNEL

MAJOR ISSUES: The proposed project results in a density of 1.60 dwelling units per acre, which is inconsistent with the Compatibility Zone C maximum allowable density of 0.2 dwelling units per acre, and Zone D density of either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre. The project also fails to provide the required ALUC open area for emergency landings, and has not yet been submitted to the FAA OES for height obstacle obstruction review.

RECOMMENDATION: Staff recommends that the General Plan Amendment be found INCONSISTENT with the 2004 Flabob Airport Land Use Compatibility Plan, and that the Tentative Tract Map also be found INCONSISTENT.

PROJECT DESCRIPTION: The applicant proposes to divide 19.36 acres into 31 single family residential lots and one detention basin. The applicant also proposes to amend the site's general plan land use designation from Ranch (EDR maximum 0.5 dwelling units per acre) to Neighborhood (LDR maximum 2.0 dwelling units per acre).

PROJECT LOCATION: The project site is located southerly of Maverick Lane, westerly of Riverview Drive, and easterly of Limonite Frontage Road, approximately 3,320 feet southwesterly of the southwesterly terminus of Runway 6-24 at Flabob Airport.

BACKGROUND:

Residential Density: The site is located in Compatibility Zones C (17.95 acres) and D (0.6 acres) of the Flabob Airport Influence Area (AIA). Zone C restricts residential density to a maximum 0.2 dwelling units per acre, and Zone D restricts residential density to either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre.

The project proposes dividing 19.36 acres into 31 single family residential lots, resulting in a density of 1.60 dwelling units per acre, which is inconsistent with Zones C and D residential criteria.

County Wide Policy 3.3.1 Infill: Countywide Policy 3.3.1 (Infill) allows for greater densities than would otherwise be permitted in Compatibility Zones C and D, but caps densities at double the allowable density of the zone.

As the maximum density in Zone C is 0.2 dwelling units per acre, and the maximum density in Zone D is either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre, doubling the density increases the limit from 0.2 to 0.4 dwelling units per acre for Zone C, and from 0.2 to 0.4 dwelling units per acre (on the low end), and from 5.0 to 10.0 dwelling units per acre (on the high end) for Zone D.

The project's density of 1.60 dwelling units per acre would still be inconsistent with the doubled density provision for both zones.

Prohibited and Discouraged Uses: The applicant does not propose any uses specifically prohibited or discouraged in Compatibility Zones C and D (children's schools, day care centers, libraries, hospitals, nursing homes, buildings with 3 aboveground habitable floors, highly noise-sensitive outdoor nonresidential uses, and hazards to flight). However, as noted above, the proposed density is inconsistent with the Zones C and D residential criteria. In addition, the project proposes water quality detention basins that may attract wildlife and result in a hazard to flight (see below Hazards to Flight section).

Noise: The Flabob Airport Land Use Compatibility Plan depicts a portion of the project being located within the 55-60 CNEL contour range from aircraft noise, and a portion outside the 55 CNEL contour. Single family residences are 'marginally acceptable'. The homes would be affected by aircraft generated noise. However, standard construction is normally considered to provide for a 15 dB reduction from exterior noise levels. A condition is recommended to incorporate noise attenuation measures into the design of the homes 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 6-24 at its westerly terminus is approximately 750 feet above mean sea level (AMSL). As the runway length does not exceed 3,200 feet, the relevant slope for purposes of determining Federal Aviation Administration notice requirements is 50:1. At a distance of approximately 3,320 feet from the closest point of the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 816 feet AMSL. The project's site elevation is 850 feet AMSL, with a proposed maximum building height of 25 feet,

resulting in the project's highest top point elevation of 875 feet AMSL. Therefore, review of buildings by the FAA Obstruction Evaluation Service (FAAOES) for height/elevation reasons is required. Submittal to the FAAOES has not been made, therefore, it has not yet been determined if the project would be a hazard to air navigation.

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The project is located 3,320 feet from the runway, and therefore would be subject to the above requirement.

The project includes a 27,082 square foot infiltration basin. Infiltration basins are not recommended in the vicinity of airports due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, which is the basis of the brochure titled "Airports, Wildlife and Stormwater Management", such basins are to be prohibited in Zones C, unless the basin includes the following modifications: provide 48-hour drawdown, avoid landscaping or provide appropriate landscaping that will not attract hazardous wildlife, allow steep slopes of up to (2:1 or 3:1 provided that appropriate landscaping is provided), and consider the use of covers. The applicant has not yet confirmed acceptance of these basins provisions.

Open Area: Compatibility Zone C requires a minimum of 20% and Zone D requires 10% of open area for projects 10 acres or larger be set aside as open area that could potentially serve as emergency landing areas. Approximately 17.95 acres of the project are located within Zone C (requiring 3.59 acres open area) and 0.6 acres within Zone D (requiring 0.06 acres open area), totaling 3.65 acres of required open area consistent with ALUC open area criteria (300 feet by 75 feet minimum shape, and prohibiting obstructions greater than 4 feet in height that are at least 4 inches in diameter).

The applicant has not designated any ALUC open area in the project, and is therefore inconsistent with the required ALUC open area criteria.

General Plan Amendment: The proposal to amend the site's general plan land use designation from Ranch (EDR) to Neighborhood (LDR) would change the existing City density requirement from a maximum of 0.5 dwelling units per acre (EDR) to 2.0 dwelling units per acre (LDR), in order to allow for the project's 1.6 dwelling unit per acre density.

It is important to note that the existing EDR designation, the proposed LDR designation, and the proposed project's density are all inconsistent with Zone C maximum allowable density of 0.2 dwelling units acre, and inconsistent with Zone D maximum allowable density of either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre. Therefore, the proposed General Plan

Amendment is inconsistent with the Flabob Airport Land Use Compatibility Plan.

CONDITIONS (in the event of an overrule):

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, and buildings with more than three aboveground habitable floors.
 - (f) Highly noise-sensitive outdoor nonresidential uses.
 - (g) Any use which results in a hazard to flight, including physical (e.g. tall objects), visual, and electronic forms of interference with the safety of aircraft operations.
3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property, and be recorded as a deed notice.
4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project

landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

5. Noise attenuation measures shall be incorporated into the design of the single family residences, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
6. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission.
7. An application to the Federal Aviation Administration Obstruction Evaluation Service shall be made to review the project's potential for height obstacle obstruction.

NOTICE OF AIRPORT IN VICINITY

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

NOTICE

**THERE IS AN AIRPORT NEARBY.
THIS STORM WATER BASIN IS DESIGNED TO HOLD
STORM WATER FOR ONLY 48 HOURS AND
NOT TO ATTRACT BIRDS**

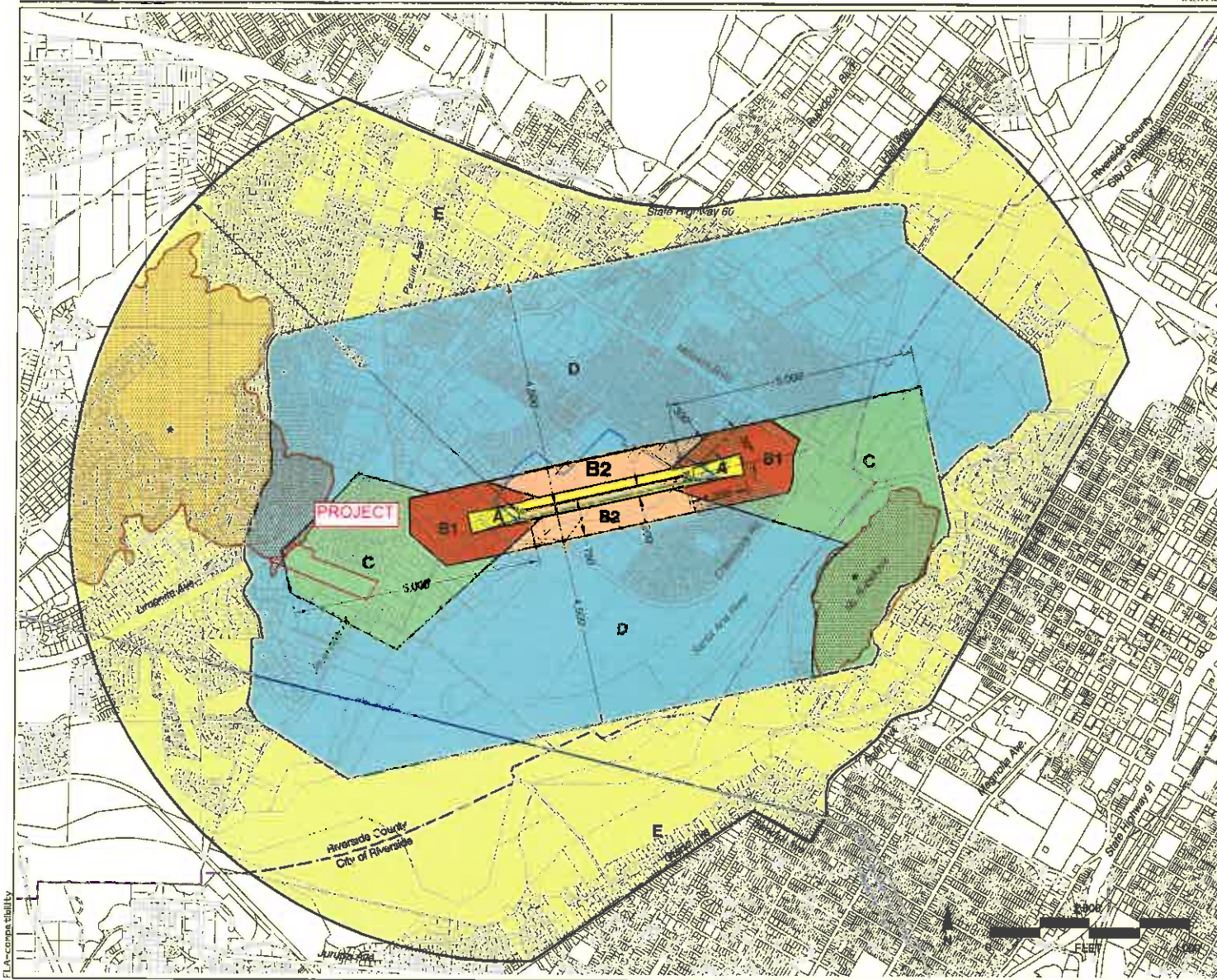
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Note

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

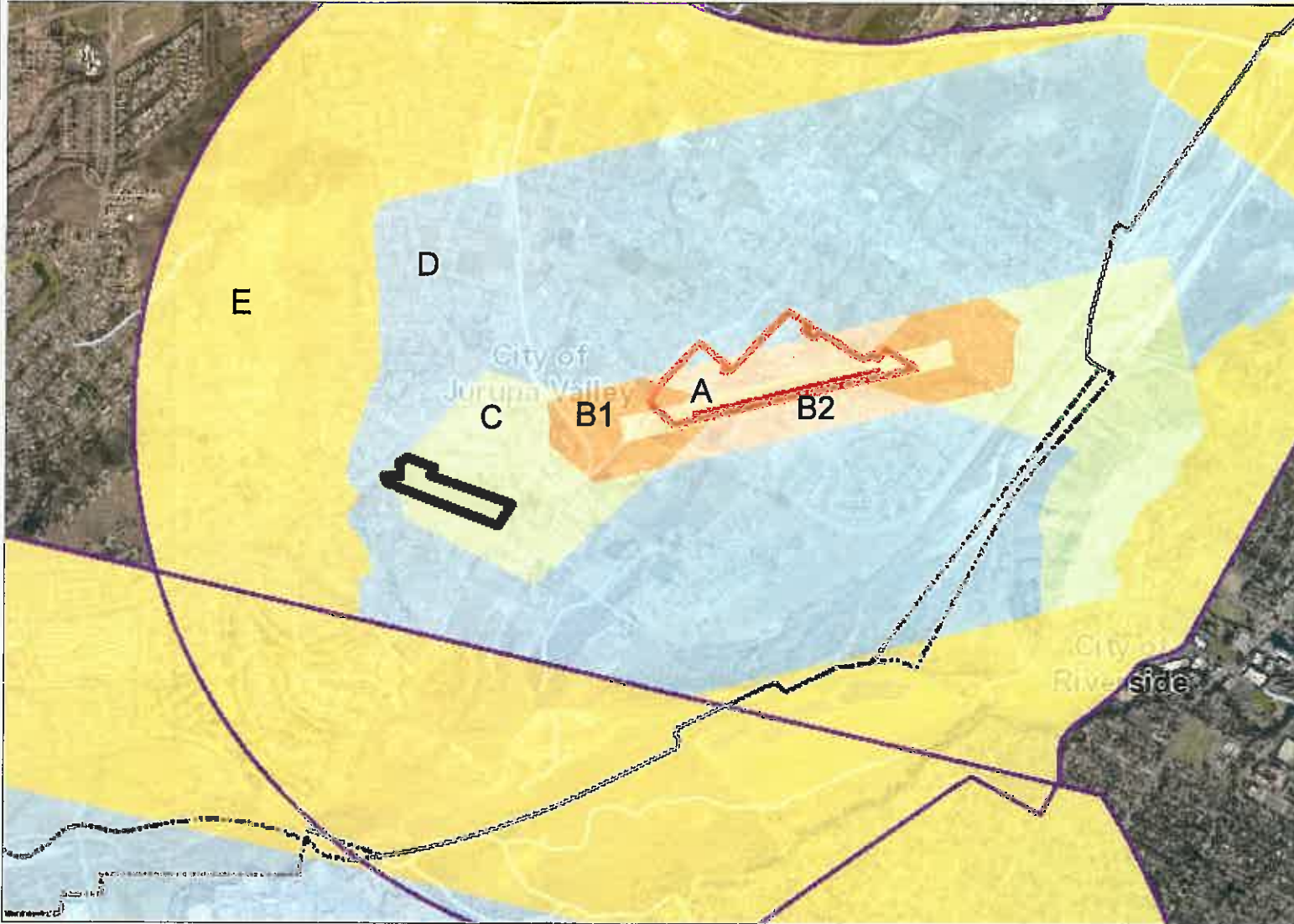
See Chapter 2, Table 2A for compatibility criteria associated with this map.

Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
 (Adopted December 2004)

Map FL-1

Compatibility Map
Flabob Airport

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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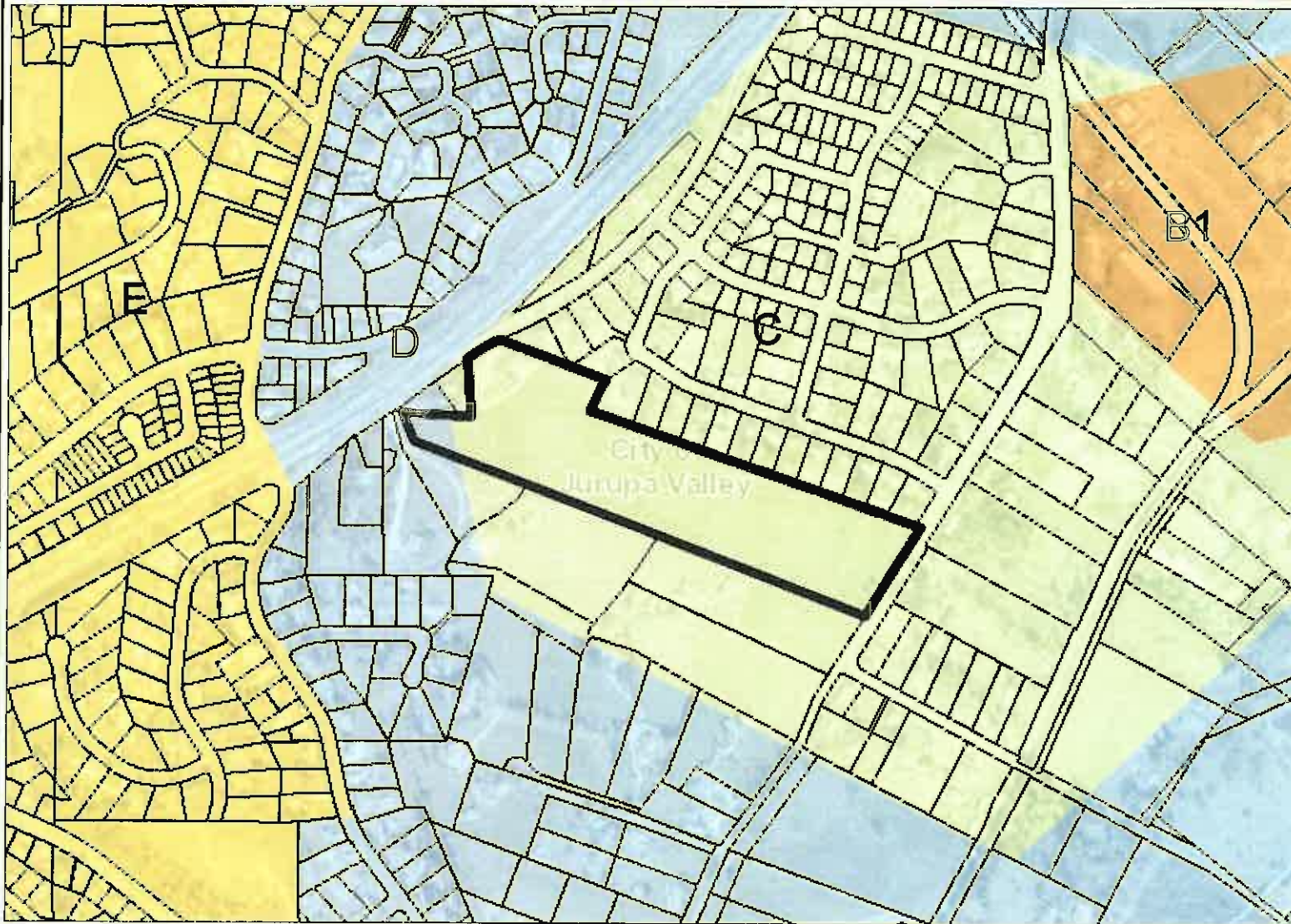


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Notes

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-EXC5



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Notes



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Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

Notes



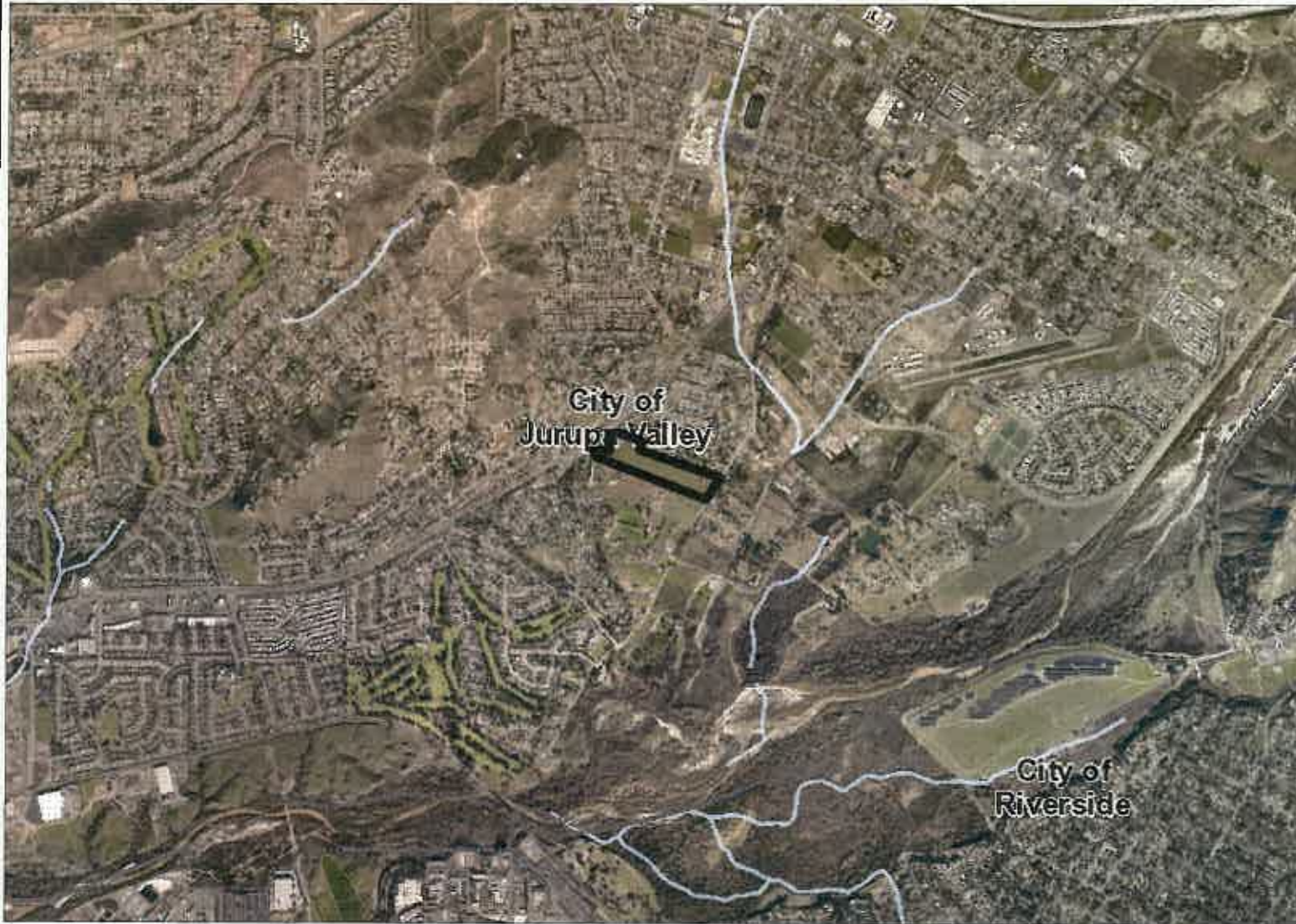
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0 770 1,539 Feet

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Map My County Map



Legend

- Blue line Streams
- Black box City Areas
- World Street Map



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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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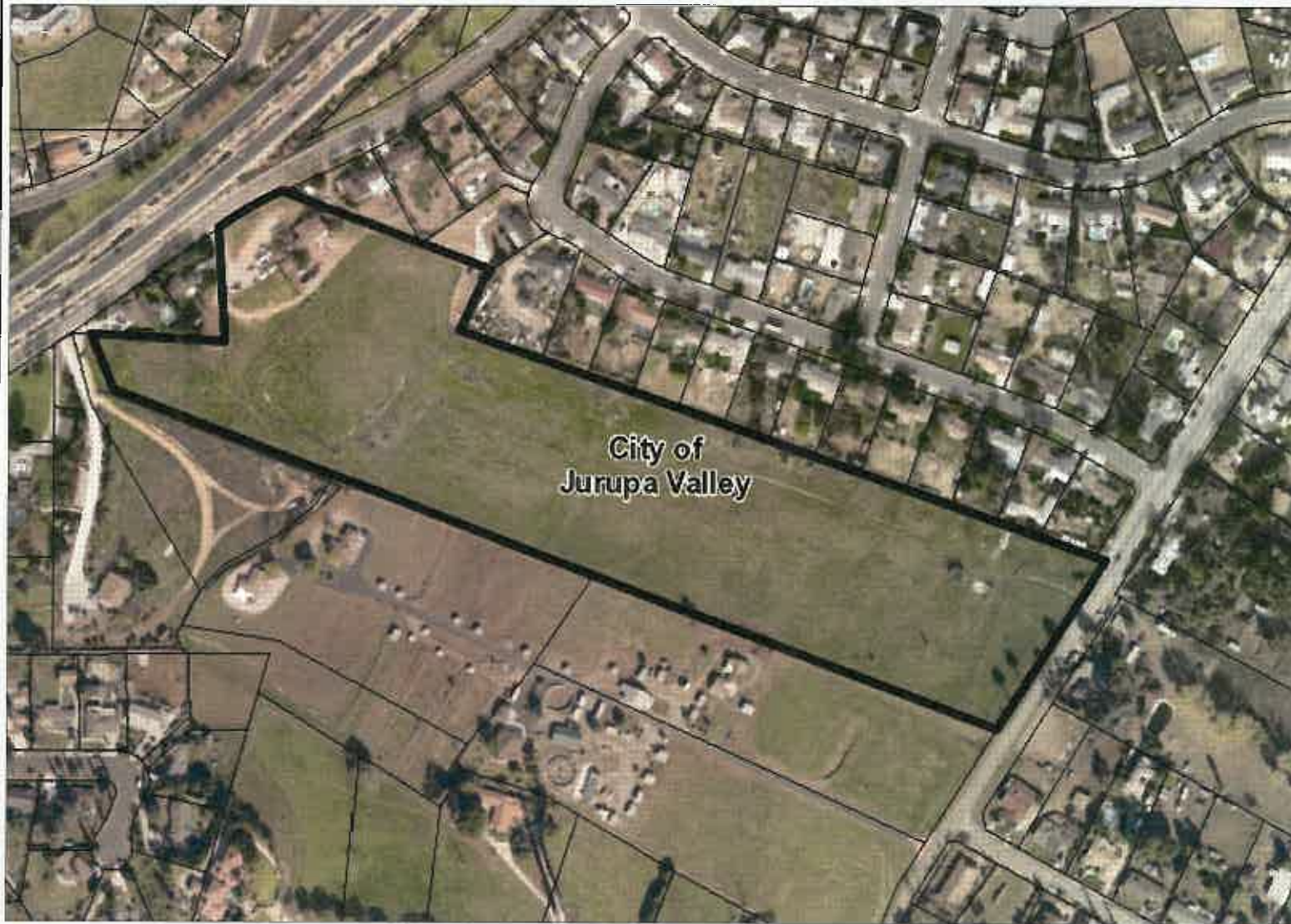
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Notes

Map My County Map



Legend

- Parcels
- Blueline Streams
- City Areas
- World Street Map



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Notes

0 385 770 Feet

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ALUC ZONE EXHIBIT FOR TENTATIVE TRACT MAP NO. 38171

CITY OF JURUPA VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

DEVELOPER

RC HOBBS COMPANIES, INC
1425 E. CHAPMAN AVENUE
ORANGE, CA 92668
PH: (951) 833-9100

OWNERS

JAMES H. HARRIS AND LINDA M. HARRIS, TRUSTEES OF
THE JAMES H. HARRIS AND LINDA M. HARRIS TRUST
DATED NOVEMBER 21, 1996

UTILITY PURVEYORS

WATER: JURUPA COMMUNITY SERVICES DISTRICT
SEWER: JURUPA COMMUNITY SERVICES DISTRICT
GAS: SOUTHERN CALIFORNIA GAS COMPANY
ELECTRICITY: SOUTHERN CALIFORNIA Edison
TELEPHONE: AT&T
SCHOOL: JURUPA VALLEY UNIFIED SCHOOL DISTRICT
CITY: SPECIMAN
SOLID WASTE: SPECIMAN

LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF JURUPA VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
PARCEL 2 AS SHOWN ON LOT LINE ALIGNMENT MAP 4981, AS SUBMITTED BY A NOTICE OF LOT LINE ALIGNMENT, INSTRUMENT NO. 1997-02113 OF OFFICIAL RECORDS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, BEGINNING AS FOLLOWS:
THAT PORTION OF LOT 8 OF ANNEKED MAP OF THE GOVERNMENT TRACT, AS SHOWN BY MAP ON FILE IN BOOK 5, PAGE 25 OF RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, BEGINNING AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHWESTLY CORNER OF SAID LOT 8 WITH THE INTERSECTION OF RIGHT-OF-WAY LINE OF RIVERVIEW DRIVE (RIVERSIDE COUNTY ROAD 45) SHOWN BY RECORDS OF SURVEY ON FILE IN BOOK 5, PAGE 25 OF RECORDS OF SURVEY;

THENCE NORTH 89° 22' 00" WEST ALONG THE SOUTHWESTLY CORNER OF SAID LOT 8, A DISTANCE OF 170.00 FEET TO A POINT ON THE SOUTHWEST CORNER OF LOT 8 OF SAID RECORDS OF SURVEY;

THENCE NORTH 08° 26' 30" WEST, A DISTANCE OF 124.67 FEET TO A POINT ON THE SOUTH LINE OF PARCEL AND LINES AS SHOWN BY MAP ON FILE IN BOOK 5 OF PUBLIC MAPS AT PAGE 71 THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

THENCE NORTH 89° 22' 00" EAST ALONG SAID SOUTH LINE, A DISTANCE OF 170.00 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL, MAP 429601;

THENCE NORTH 08° 26' 30" WEST ALONG THE EAST LINE OF SAID PARCEL, MAP 429601, A DISTANCE OF 124.67 FEET TO THE MOST NORTHEASTLY CORNER THEREOF, SAID CORNER BEING ON THE SOUTHWESTLY RIGHT-OF-WAY LINE OF LINDHAY AVENUE;

THENCE NORTH 08° 26' 30" WEST ALONG SAID SOUTHWESTLY RIGHT-OF-WAY LINE OF LINDHAY AVENUE, A DISTANCE OF 124.67 FEET TO THE INTERSECTION OF SAID SOUTHWESTLY RIGHT-OF-WAY LINE OF LINDHAY AVENUE WITH THE SOUTHWESTLY CORNER OF SAID PARCEL, MAP 429601, SAID CORNER BEING ON THE SOUTHWESTLY RIGHT-OF-WAY LINE OF LINDHAY AVENUE;

THENCE NORTH 89° 22' 00" WEST, A DISTANCE OF 170.00 FEET TO A POINT ON THE SOUTH LINE OF PARCEL AND LINES AS SHOWN BY MAP ON FILE IN BOOK 5 OF PUBLIC MAPS AT PAGE 71 THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

THENCE NORTH 89° 22' 00" EAST ALONG SAID SOUTH LINE, A DISTANCE OF 170.00 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL, MAP 429601;

THENCE NORTH 08° 26' 30" WEST ALONG THE EAST LINE OF SAID PARCEL, MAP 429601, A DISTANCE OF 124.67 FEET TO THE MOST NORTHEASTLY CORNER THEREOF, SAID CORNER BEING ON THE SOUTHWESTLY RIGHT-OF-WAY LINE OF LINDHAY AVENUE;

THENCE NORTH 08° 26' 30" WEST ALONG SAID SOUTHWESTLY RIGHT-OF-WAY LINE OF LINDHAY AVENUE, A DISTANCE OF 124.67 FEET TO THE INTERSECTION OF SAID SOUTHWESTLY RIGHT-OF-WAY LINE OF LINDHAY AVENUE WITH THE SOUTHWESTLY CORNER OF SAID PARCEL, MAP 429601, SAID CORNER BEING ON THE SOUTHWESTLY RIGHT-OF-WAY LINE OF LINDHAY AVENUE;

THENCE NORTH 89° 22' 00" WEST, A DISTANCE OF 170.00 FEET TO A POINT ON THE SOUTH LINE OF PARCEL AND LINES AS SHOWN BY MAP ON FILE IN BOOK 5 OF PUBLIC MAPS AT PAGE 71 THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

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THENCE NORTH 08° 26' 30" WEST ALONG THE EAST LINE OF SAID PARCEL, MAP 429601, A DISTANCE OF 124.67 FEET TO THE MOST NORTHEASTLY CORNER THEREOF, SAID CORNER BEING ON THE SOUTHWESTLY RIGHT-OF-WAY LINE OF LINDHAY AVENUE;

THENCE NORTH 08° 26' 30" WEST ALONG SAID SOUTHWESTLY RIGHT-OF-WAY LINE OF LINDHAY AVENUE, A DISTANCE OF 124.67 FEET TO THE INTERSECTION OF SAID SOUTHWESTLY RIGHT-OF-WAY LINE OF LINDHAY AVENUE WITH THE SOUTHWESTLY CORNER OF SAID PARCEL, MAP 429601, SAID CORNER BEING ON THE SOUTHWESTLY RIGHT-OF-WAY LINE OF LINDHAY AVENUE;

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THENCE NORTH 08° 26' 30" WEST ALONG SAID SOUTHWESTLY RIGHT-OF-WAY LINE OF LINDHAY AVENUE, A DISTANCE OF 124.67 FEET TO THE INTERSECTION OF SAID SOUTHWESTLY RIGHT-OF-WAY LINE OF LINDHAY AVENUE WITH THE SOUTHWESTLY CORNER OF SAID PARCEL, MAP 429601, SAID CORNER BEING ON THE SOUTHWESTLY RIGHT-OF-WAY LINE OF LINDHAY AVENUE;

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GENERAL PLAN/ZONING/LANDUSE

EXISTING GENERAL PLAN: A-1

PROPOSED GENERAL PLAN: A-1

EXISTING ZONING: EDR - RANCH

PROPOSED ZONING: CDR - RANCH

EXISTING LANDUSE: SR

PROJECT NOTES

TOTAL GROSS PROJECT AREA: 312.24 AC (88.26 AC) ACROSS

TOPOGRAPHY SOURCE: Field Surveys/Map

NUMBER OF RESIDENTIAL LOTS: 21

MINIMUM LOT AREA: 15,000 SQ. FT.

MINIMUM LOT DEPTH: 120 FEET

MINIMUM LOT WIDTH: 100 FEET

LOT 202 AS SHOWN ON MAP

CONCRETE: 1:1.5

ALL MANUFACTURED HOMES ARE 2:1 OR FLATTER

PAVING AREA: 40,000 SQ. YD.

CURB/STREET DIMENSIONS

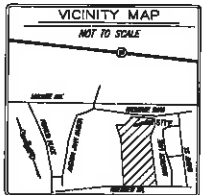
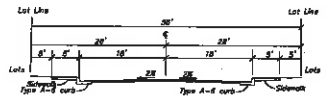
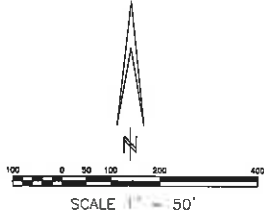
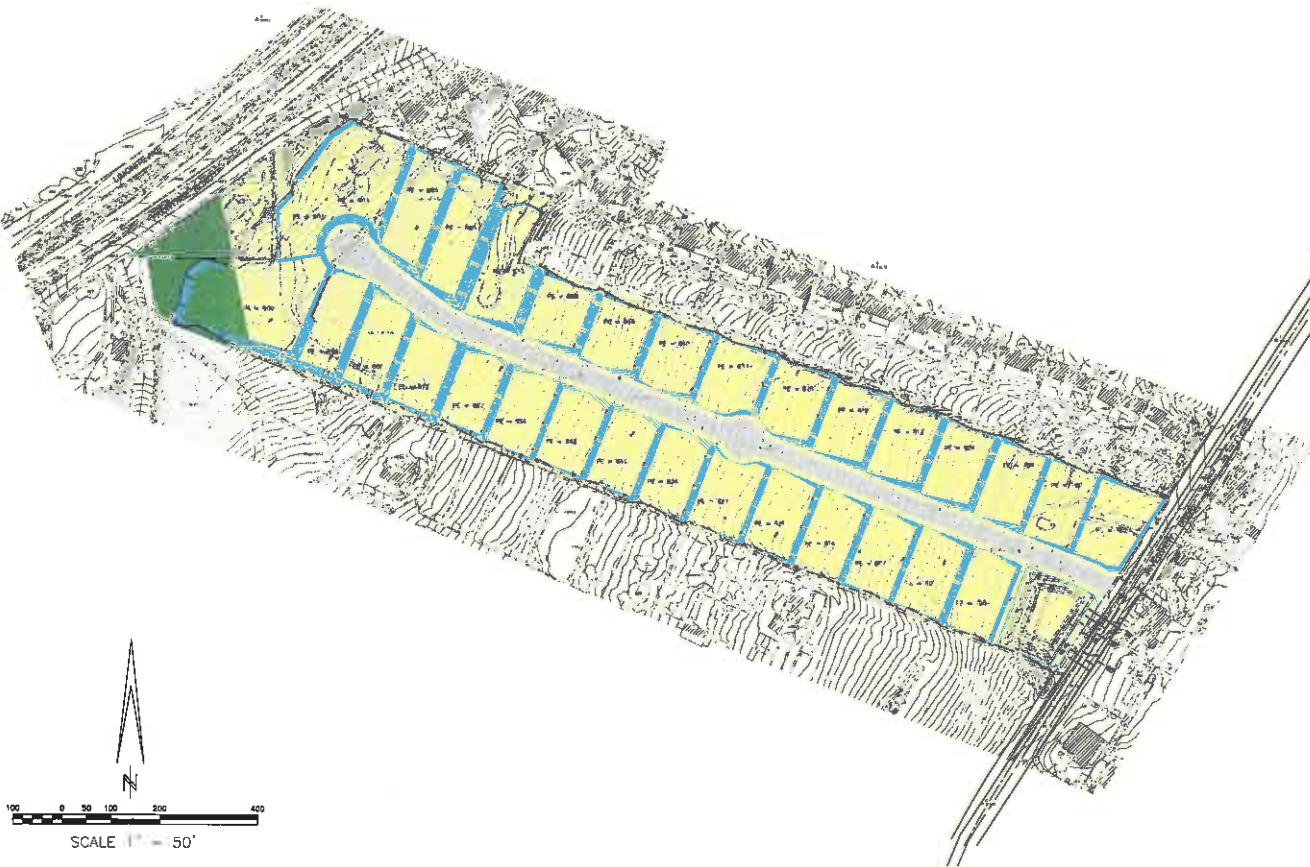
CONC: 18" x 12" x 4"

ALL: 12" x 12" x 4"

SEE: SHEET 38-100-02

LEGEND

- TL TOP OF CURB
- ZL ZONING
- FS FINISHED SURFACE
- PL PROPOSED LOT
- CS CENTER LINE
- HL HIGH POINT
- SL SLOPE
- DL DRAINAGE LINE
- EL ELEVATION



ALUC Zones C and D for Flabob Airport
EXISTING GENERAL PLAN DESIGNATION: RANCH (EDR)
PROPOSED GENERAL PLAN DESIGNATION: COUNTRY NEIGHBORHOOD (LDR)

- ALUC ZONE C
- ALUC ZONE D

	ROBERT BEERS 8775 Lincolnton Avenue, Suite E Jurupa Valley, CA 92509 Ph. (951) 371-8041 Fax (909) 380-2070	FIELD BOOK REF. _____ _____ _____	PREPARED FOR: RC Hobbs Companies 1425 E. Chapman Avenue Orange, CA 92668 PHONE: (714) 833-9100	ALUC Zone Exhibit TTM 38171 SADDLEHORN RANCH City of Jurupa Valley California	DATE: 08/18/2021 JOB NO: DRAWN BY: E.A.L. CHECKED BY: R.M.B. SHEET 1 OF 1
	NAME: ROBERT M. BEERS SCALE: 3/16" = 1'-0" DATE: 07-31-21	DATE: 08/18/2021	PROJECT: ALUC ZONE EXHIBIT	SHEET: 1 OF 1	CITY: JURUPA VALLEY

TENTATIVE TRACT MAP NO. 38171

CITY OF JURUPA VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

DEVELOPER

RC HOBBS COMPANIES, INC.
1428 F. CHAPMAN AVENUE
ORANGE, CA 92668
ATTN: ROGER HOBBS
714-533-8100

OWNERS

JAMES H. HARTUNG AND LINETTE ANN HARTUNG, REGISTERS OF THE JAMES H. HARTUNG AND LINETTE ANN HARTUNG LIVING TRUST DATED NOVEMBER 23, 1988

UTILITY PURVEYORS

WATER: JURUPA VALLEY COMMUNITY SERVICES DISTRICT
SEWER: JURUPA VALLEY COMMUNITY SERVICES DISTRICT
GAS: SOUTHERN CALIFORNIA GAS COMPANY
ELECTRICITY: SOUTHERN CALIFORNIA Edison
TELEPHONE: AT&T
SCHOOL: JURUPA VALLEY UNIFIED SCHOOL DISTRICT
CITY: SHERMAN
SEWER: SHERMAN

GENERAL PLANNING/LANDUSE

EXISTING GENERAL PLAN: A-1
PROPOSED GENERAL PLAN: A-1
EXISTING ZONING: RM - RANCH
PROPOSED ZONING: RM - RANCH
EXISTING LANDUSE: SR

PROJECT NOTES

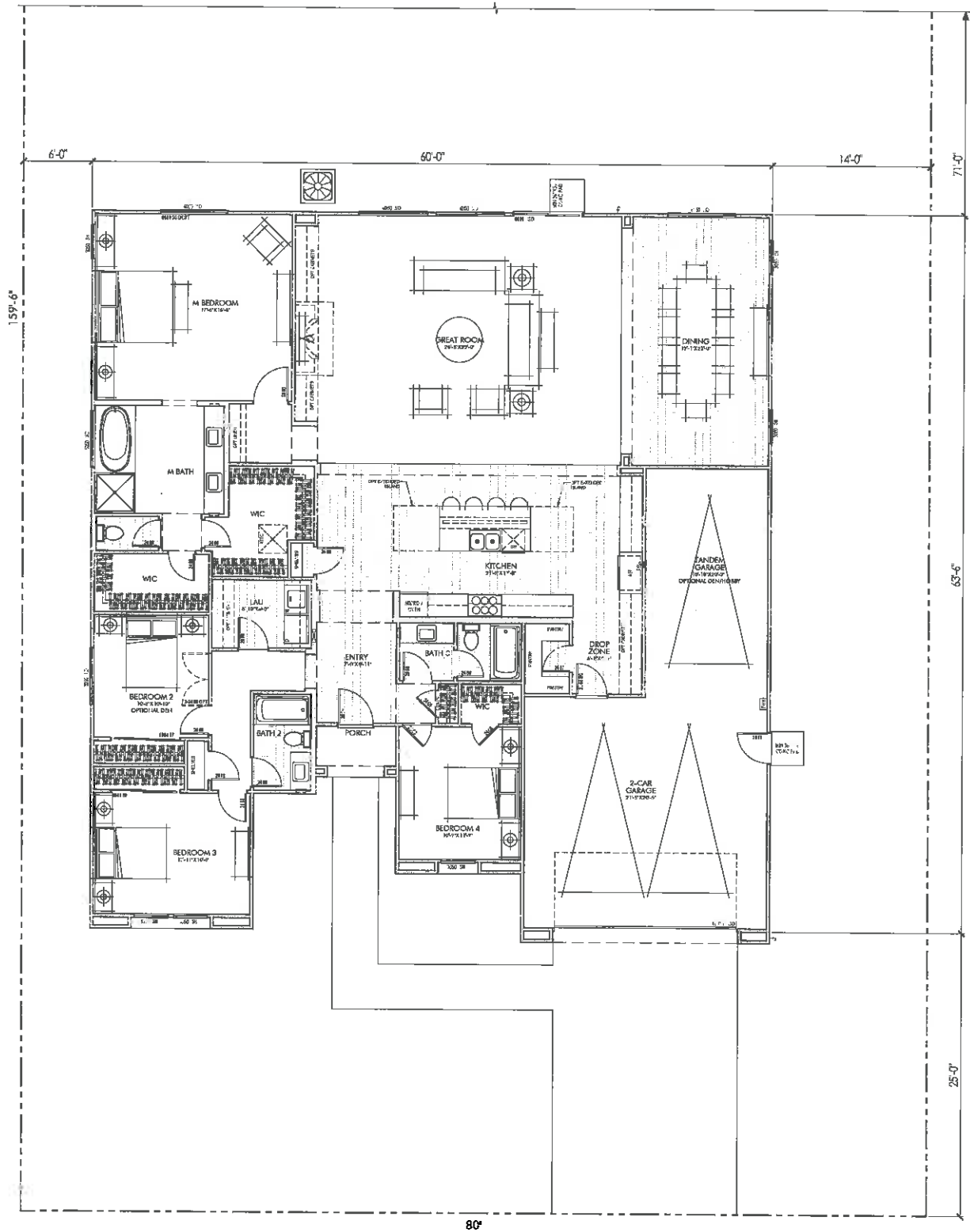
TOTAL GROSS PROJECT AREA: 262.24 AC (262.24 AC) (262.24 AC)
PROPOSED ZONING: RM - RANCH (262.24 AC)
NUMBER OF RESIDENTIAL LOTS: 37
MINIMUM LOT AREA: 10,000 SQ. FT.
MINIMUM LOT DEPTH: 100'
MINIMUM LOT WIDTH: 100'
LOT SIZE: AS SHOWN ON MAP
DENSITY: 1.00 UNITS/AC
ALL MANUFACTURED HOMES ARE 2:1 OR FLATTER
PAVING AREA: 60,000 SQ. FT.

LEGEND

T.C. TOP OF CURB
F.L. FINISHED
P.S. PROPOSED SURFACE
P.C. PROPOSED CENTERLINE
C.B. CATCH BASIN
H.P. HIGH POINT
S.P. SPLIT
D.L. EXIST. LAND USAGE
D.S. EXIST. DOWNS

LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF JURUPA VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
PARCELS 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000, 1001, 1002, 1003, 1004, 1005, 1006, 1007, 1008, 1009, 1010, 1011, 1012, 1013, 1014, 1015, 1016, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1032, 1033, 1034, 1035, 1036, 1037, 1038, 1039, 1040, 1041, 1042, 1043, 1044, 1045, 1046, 1047, 1048, 1049, 1050, 1051, 1052, 1053, 1054, 1055, 1056, 1057, 1058, 1059, 1060, 1061, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1069, 1070, 1071, 1072, 1073, 1074, 1075, 1076, 1077, 1078, 1079, 1080, 1081, 1082, 1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090, 1091, 1092, 1093, 1094, 1095, 1096, 1097, 1098, 1099, 1100, 1101, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1109, 1110, 1111, 1112, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179, 1180, 1181, 1182, 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1681, 1682, 1683, 1684, 1685, 1686, 1687, 1688, 1689, 1690, 1691, 1692, 1693, 1694, 1695, 1696, 1697, 1698, 1699, 1700, 1701, 1702, 1703, 1704, 1705, 1706, 1707, 1708, 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1716, 1717, 1718, 1719, 1720, 1721, 1722, 1723, 1724, 1725, 1726, 1727, 1728, 1729, 1730, 1731, 1732, 1733, 1734, 1735, 1736, 1737, 1738, 1739, 1740, 1741, 1742, 1743, 1744, 1745, 1746, 1747, 1748, 1749, 1750, 1751, 1752, 1753, 1754, 1755, 1756, 1757, 1758, 1759, 1760, 1761, 1762, 1763, 1764, 1765, 1766, 1767, 1768, 1769, 1770, 1771, 1772, 1773, 1774, 1775, 1776, 1777, 1778, 1779, 1780, 1781, 1782, 1783, 1784, 1785, 1786, 1787, 1788, 1789, 1790, 1791, 1792, 1793, 1794, 1795, 1796, 1797, 1798, 1799, 1800, 1801, 1802, 1803, 1804, 1805, 1806, 1807, 1808, 1809, 1810, 1811, 1812, 1813, 1814, 1815, 1816, 1817, 1818, 1819, 1820, 1821, 1822, 1823, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831, 1832, 1833, 1834, 1835, 1836, 1837, 1838, 1839, 1840, 1841, 1842, 1843, 1844, 1845, 1846, 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Floor Area	
BRING AREA:	
FIRST FLOOR LIVING:	2861 SQ. FT.
TOTAL LIVING AREA:	2861 SQ. FT.
OTHER AREAS:	
DECK:	675 SQ. FT.
COY. BED ROOM:	71 SQ. FT.
OPTIONAL UTILITY:	475 SQ. FT.
CLOSET & WARDROBE:	327 SQ. FT.

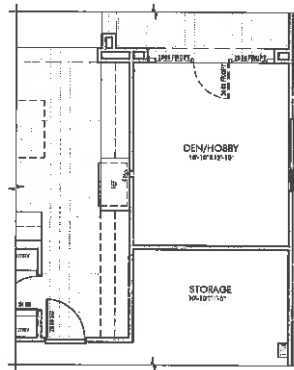
PLAN 1:
2,861 SQFT
 4 BEDROOM
 2 BATH
 3 CAR TANDEM GARAGE

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

SADDLEHORN RANCH



DESIGN DEVELOPMENT FLOOR PLAN



OPTIONAL DEN/HOBBY

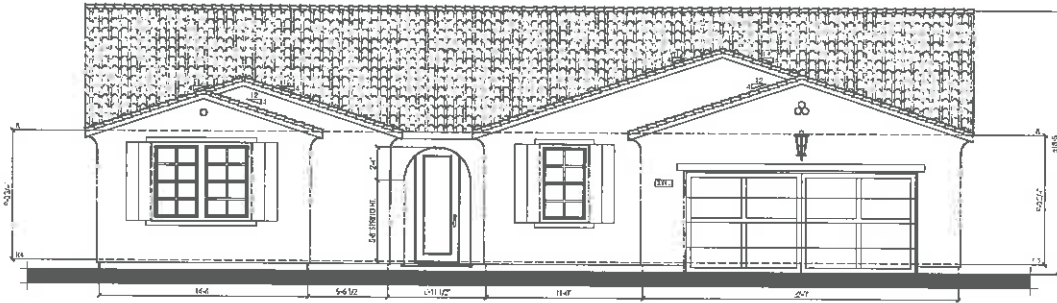
Floor Area	
LIVING AREA:	
BBQ FLOORING:	361.2 SQ. FT.
TOTAL LIVING AREA:	364 SQ. FT.
COVER AREA:	
DECK:	177 SQ. FT.
CLAUSTRICHOR:	31 SQ. FT.
OPTIONAL HOBBY:	193 SQ. FT.
OPTIONAL HOBBY (G):	117 SQ. FT.

PLAN 1

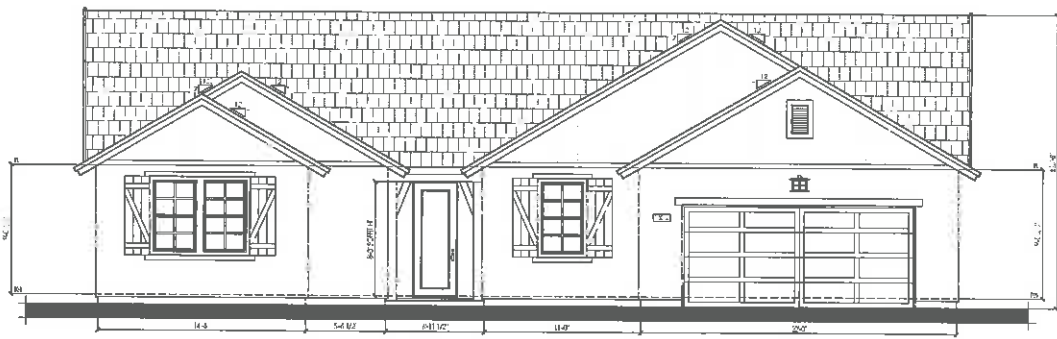
SCALE: 1/4" = 1'-0"

SADDLEHORN RANCH





1A - FRONT (SPANISH)



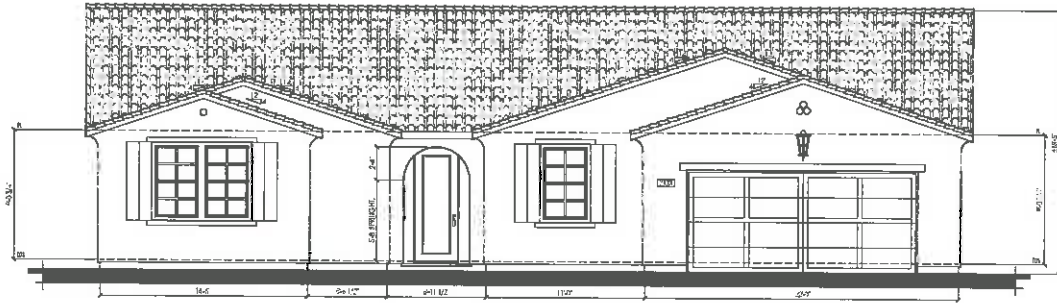
1B - FRONT (FARMHOUSE)

PLAN 1

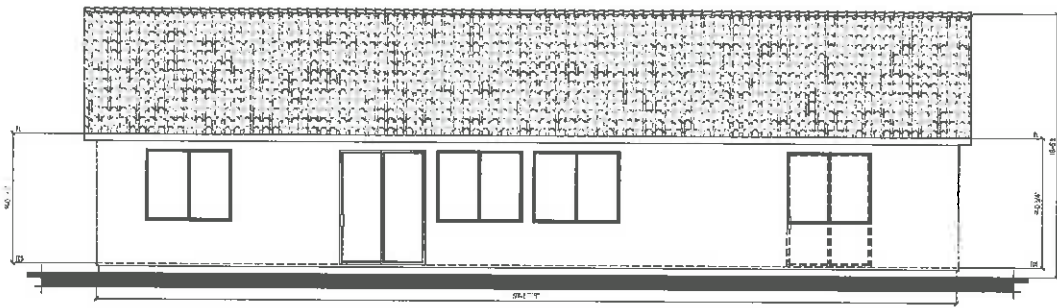
SCALE: 1/4" = 1'-0"

SADDLEHORN RANCH





1A - FRONT (SPANISH)



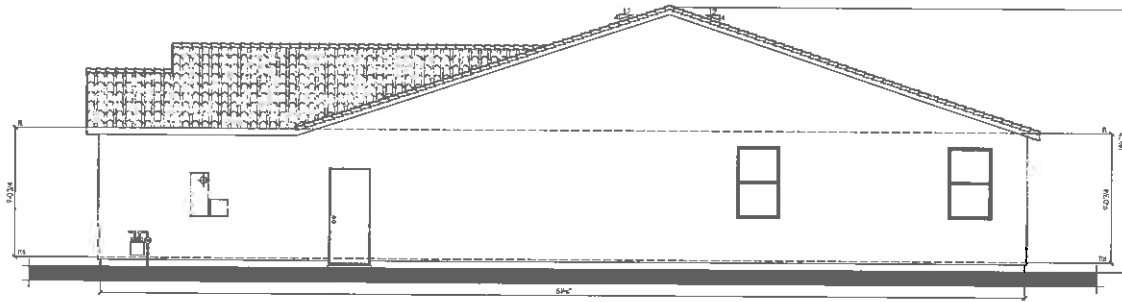
1A - REAR (SPANISH)

PLAN 1

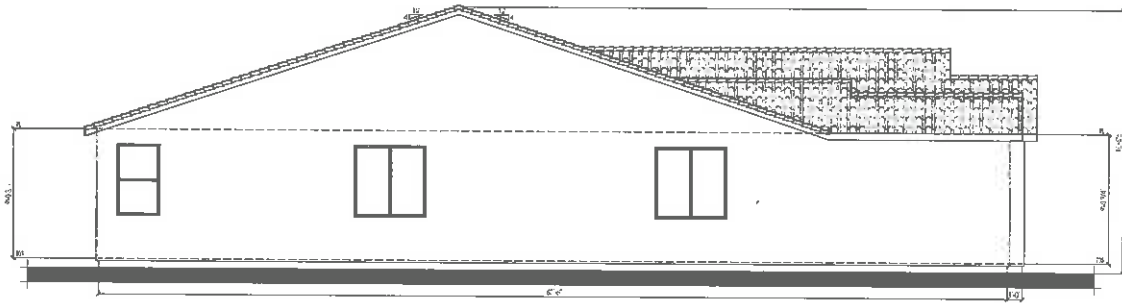
SCALE: 1/4" = 1'-0"

SADDLEHORN RANCH

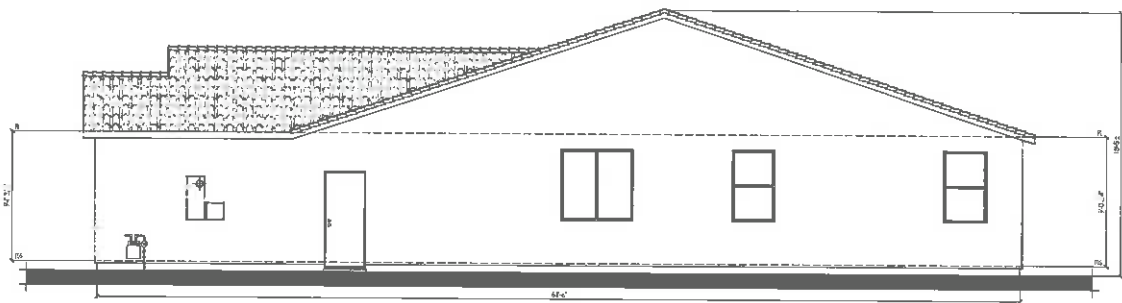




1A - RIGHT (SPANISH)



1A - LEFT (SPANISH)



1A - RIGHT DEN OPTION (SPANISH)

PLAN 1

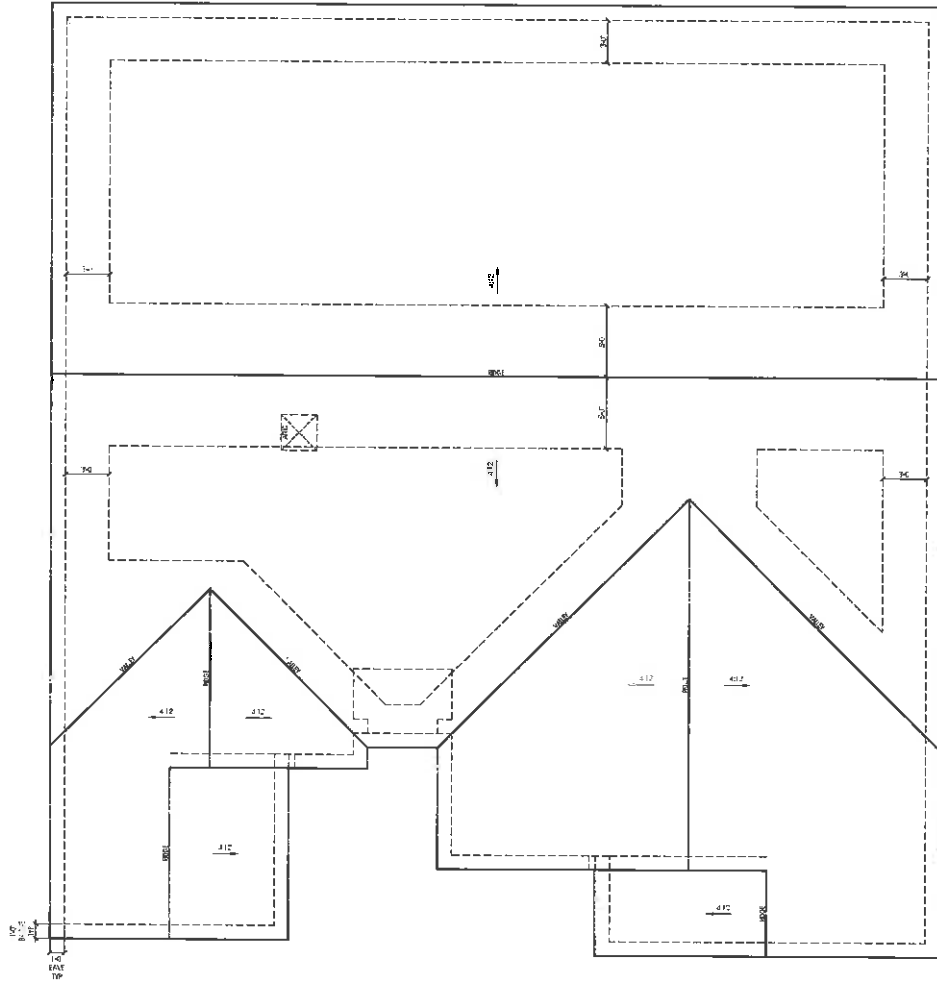
SCALE: 1/4"=1'-0"

SADDLEHORN RANCH



DESIGNED BY
IDE ARC
ARCHITECTURE + PLANNING

DESIGN DEVELOPMENT ELEVATIONS



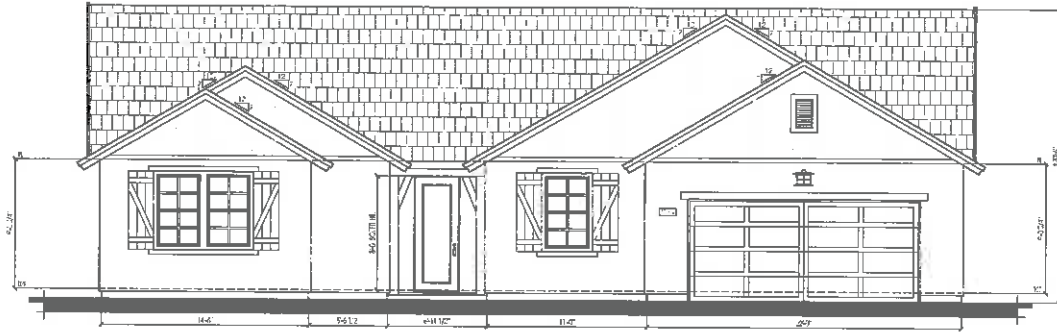
1A - SPANISH

PLAN 1

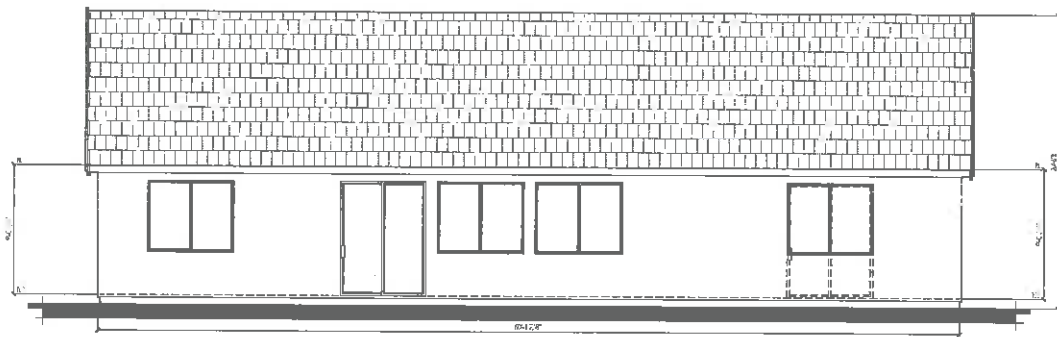
SCALE: 1/4" = 1'-0"

SADDLEHORN RANCH





1B - FRONT (FARMHOUSE)



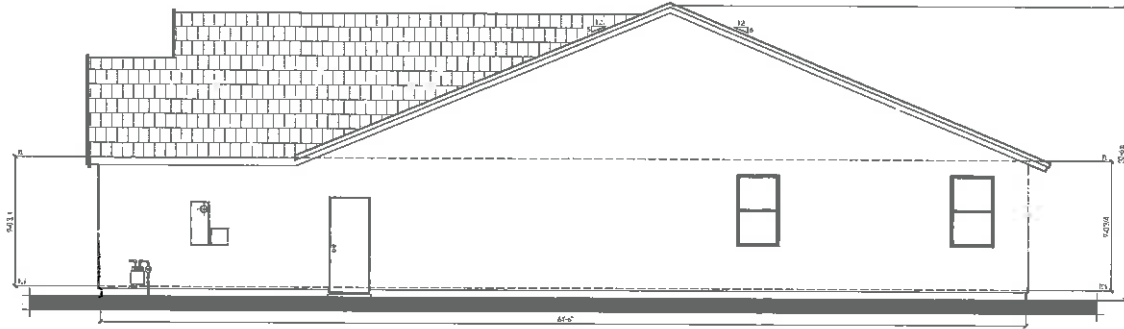
1B - REAR (FARMHOUSE)

PLAN 1

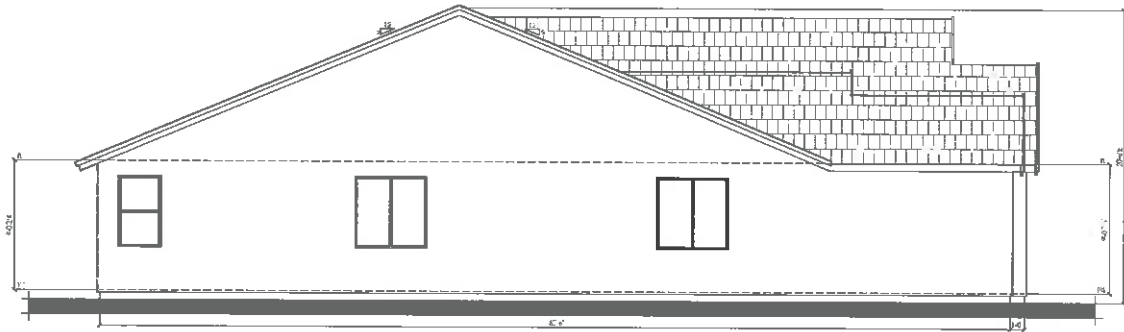
SCALE: 1/4"=1'-0"

SADDLEHORN RANCH

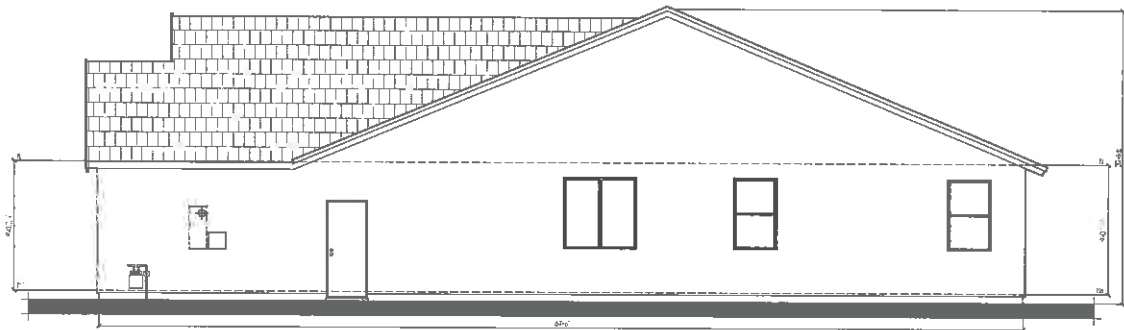




1B - RIGHT (FARMHOUSE)



1B - LEFT (FARMHOUSE)



1B - RIGHT DEN OPTION (FARMHOUSE)

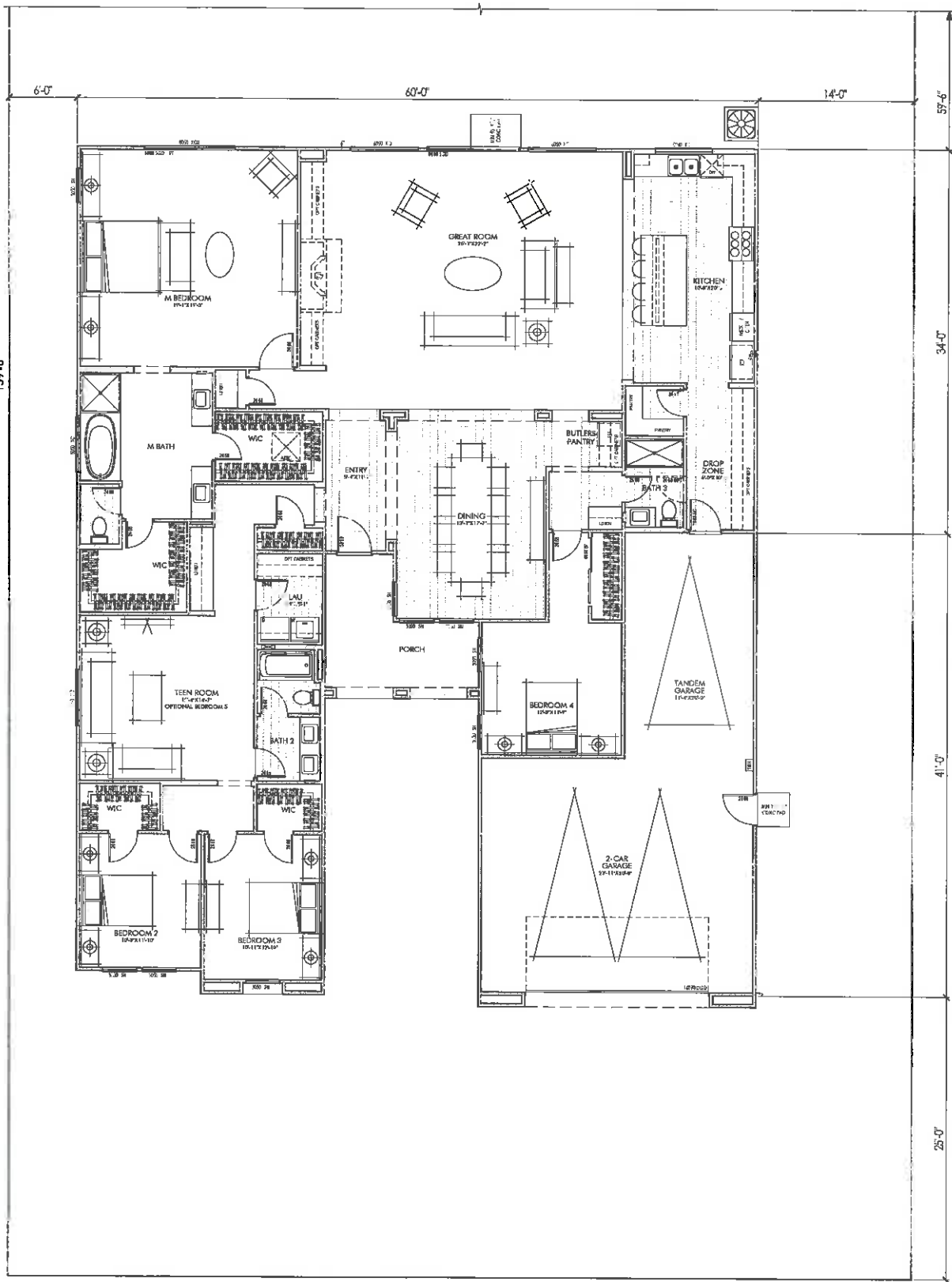
PLAN 1

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

SADDLEHORN RANCH



DESIGN DEVELOPMENT ELEVATIONS



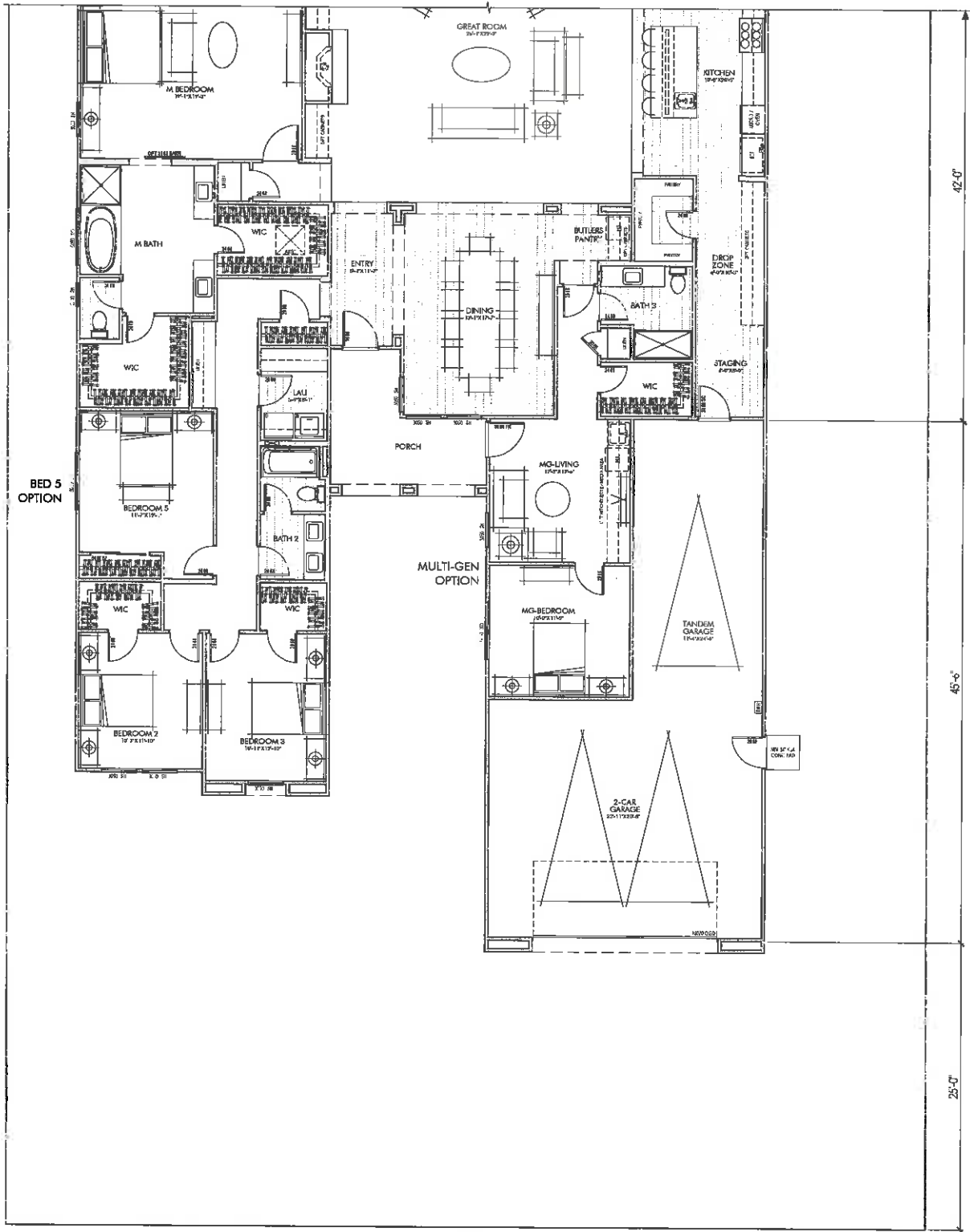
Floor Area	
LIVING AREA	
BEST FLOOR PLAN	3,239 SQ. FT.
TOTAL LIVING AREA	3,239 SQ. FT.
COVERED AREAS	3,239 SQ. FT.
UNCOVERED AREAS	1,820 SQ. FT.
TOTAL AREA	5,059 SQ. FT.

PLAN 2:
3,239 SQFT
 4 BEDROOM + DEN
 3 BATH
 3 CAR TANDEM GARAGE

PLAN 2
 SCALE: 1/4" = 1'-0"

SADDLEHORN RANCH





Floor Area-MG	
LIVING AREA	1,121 SQ. FT.
OTHER LIVING AREA	1,121 SQ. FT.
TOTAL LIVING AREA	2,242 SQ. FT.
OTHER AREAS	
W/IC	1,121 SQ. FT.
TOTAL	3,363 SQ. FT.

PLAN 2-MG:
3,492 SQFT

3 BEDROOM + MULTI-GEN
3 CAR TANDEM GARAGE

PLAN 2

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

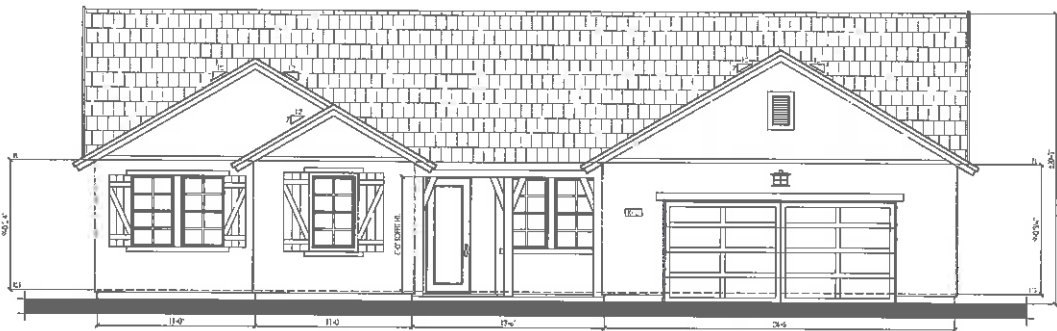
SADDLEHORN RANCH



DESIGN DEVELOPMENT FLOOR PLAN



2A - FRONT (SPANISH)



2B - FRONT (FARMHOUSE)

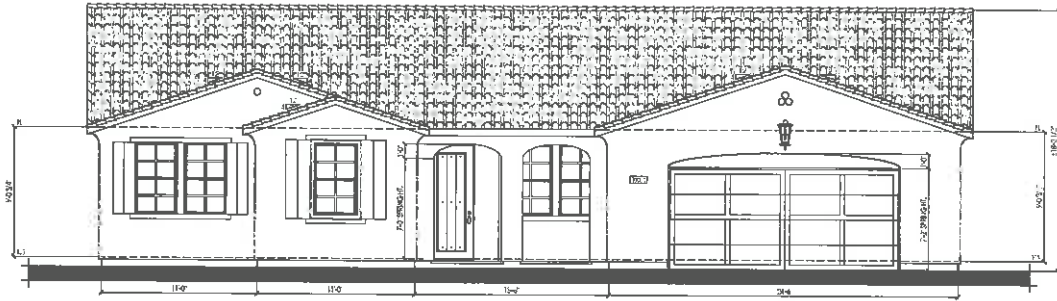
PLAN 2

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

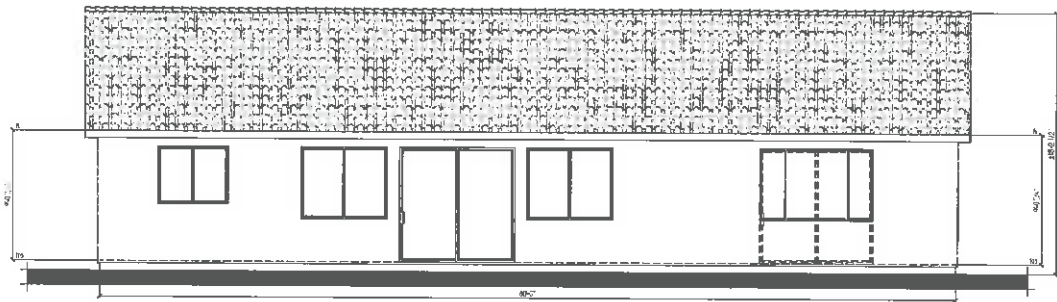
SADDLEHORN RANCH



DESIGN DEVELOPMENT ELEVATIONS



2A - FRONT (SPANISH)



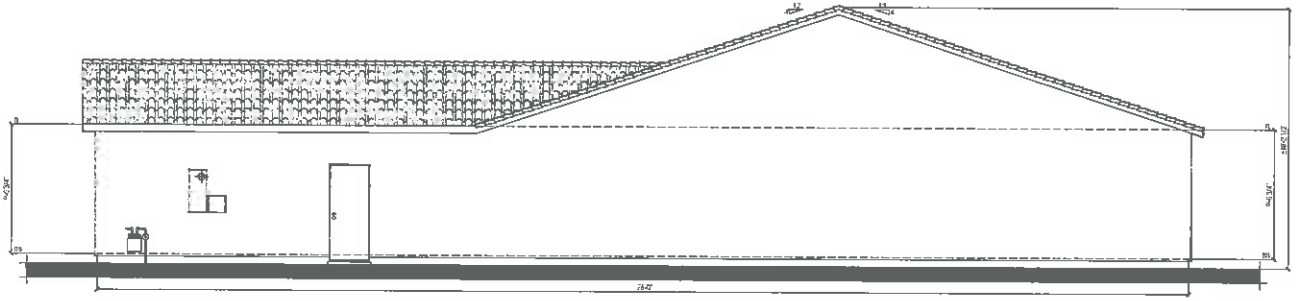
2A - REAR (SPANISH)

PLAN 2

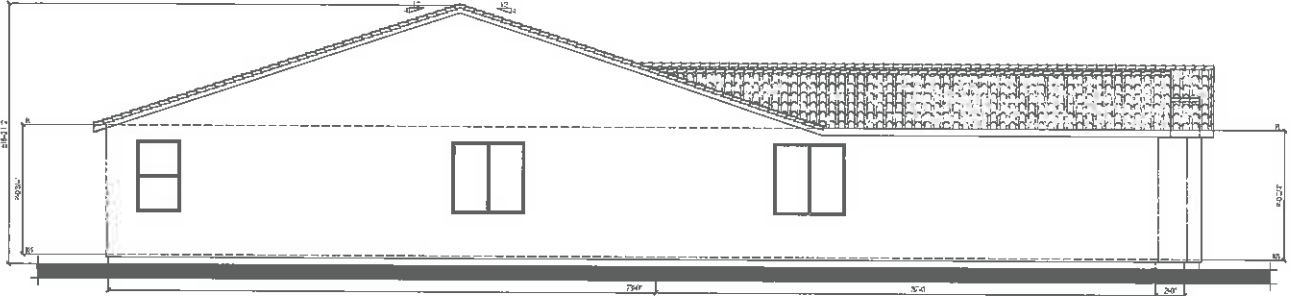
SCALE: 1/4"=1'-0"

SADDLEHORN RANCH

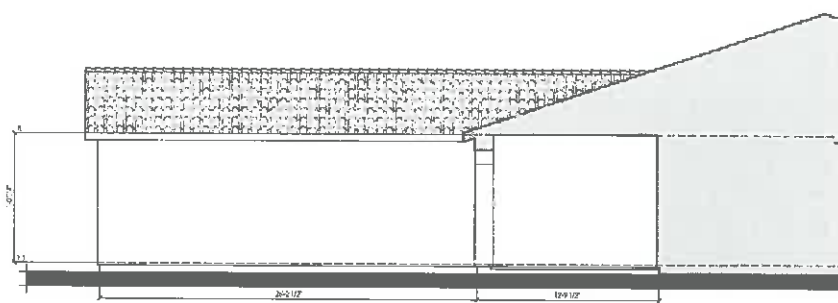




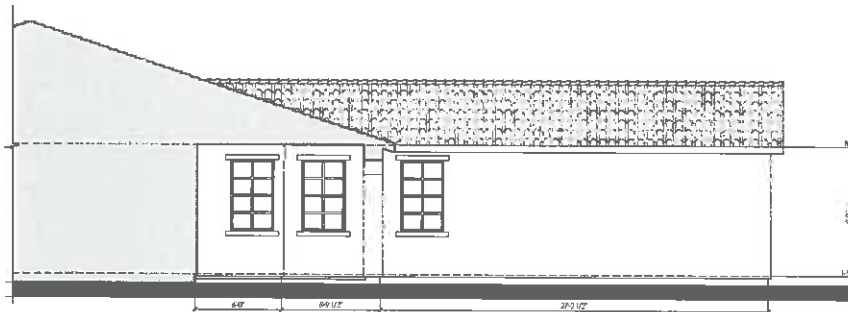
2A - RIGHT (SPANISH)



2A - LEFT (SPANISH)



2A - RIGHT (SPANISH)
COURTYARD



2A - LEFT (SPANISH)
COURTYARD

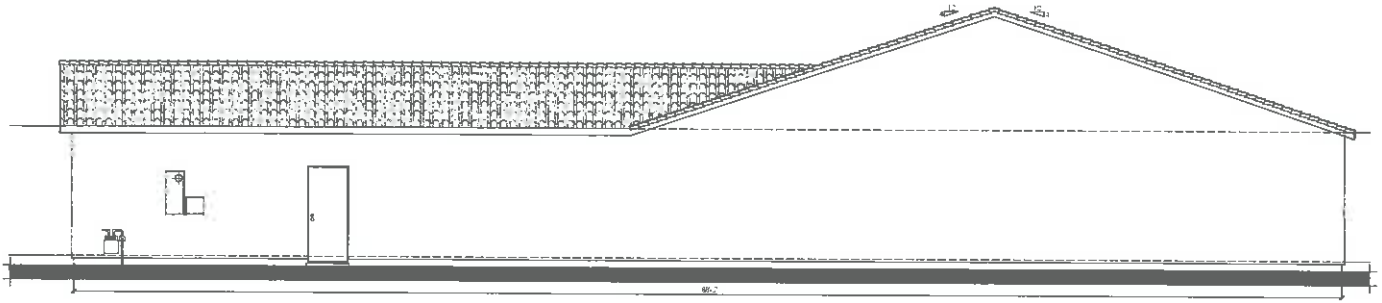
PLAN 2

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

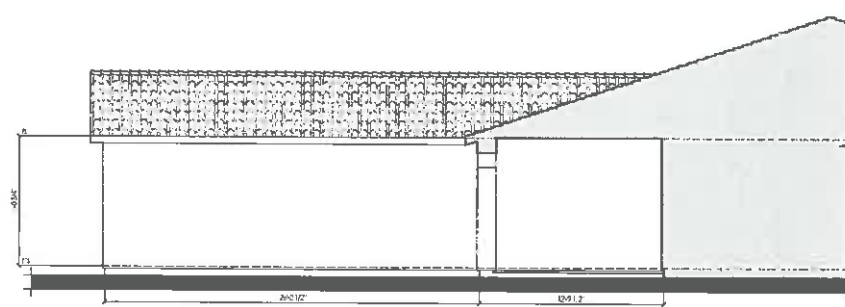
SADDLEHORN RANCH

DESIGN DEVELOPMENT ELEVATIONS

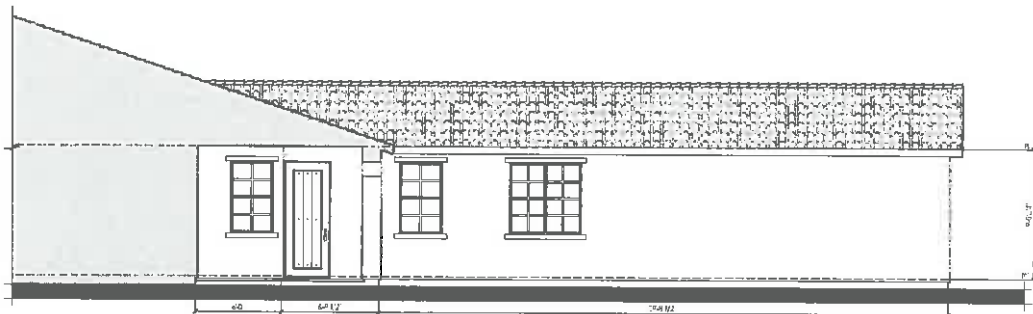




2A-MULTIGEN - RIGHT (SPANISH)



2A-MULTIGEN - RIGHT COURTYARD (SPANISH)



2A-MULTIGEN - LEFT COURTYARD (SPANISH)

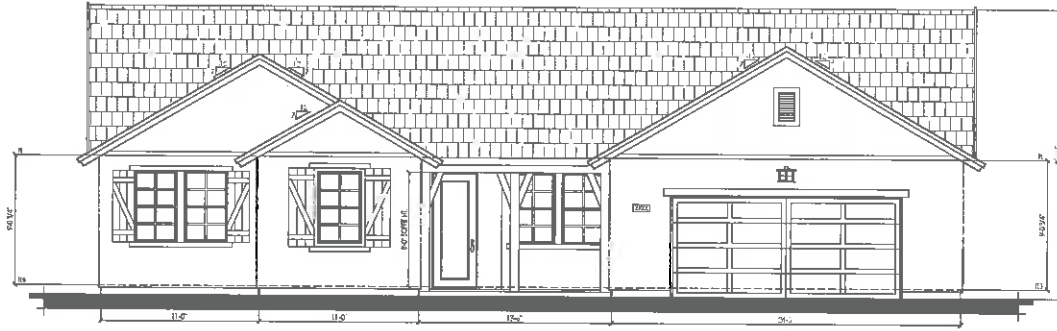
PLAN 2

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

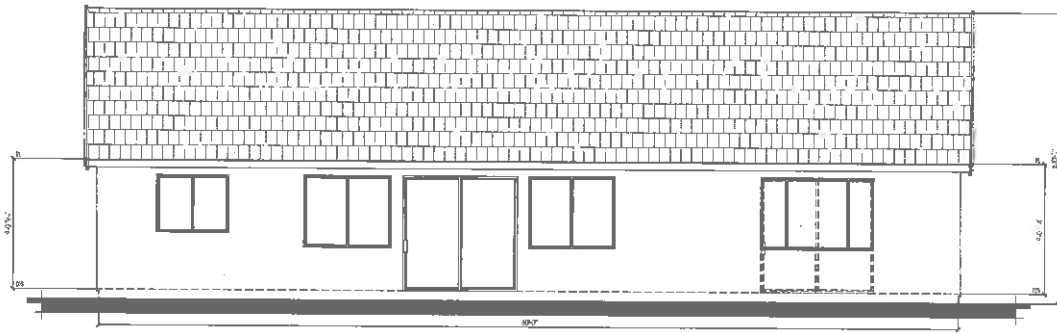
SADDLEHORN RANCH



DESIGN DEVELOPMENT ELEVATIONS



2B - FRONT (FARMHOUSE)



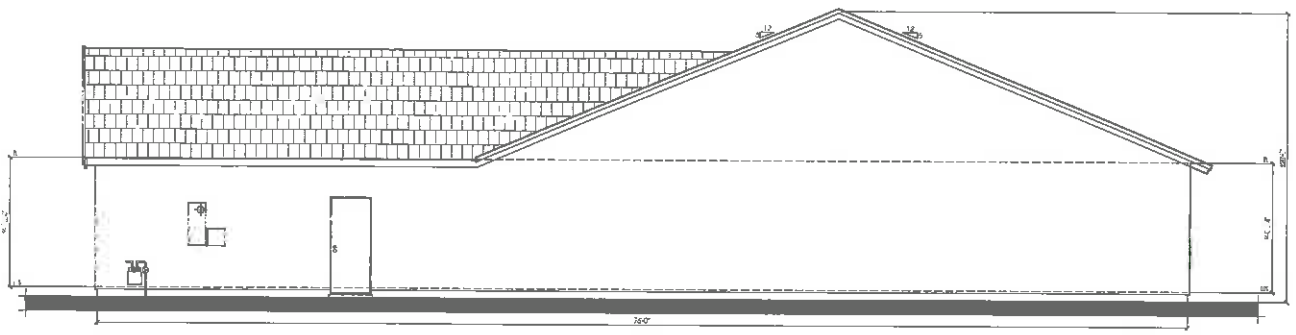
2B - REAR (FARMHOUSE)

PLAN 2

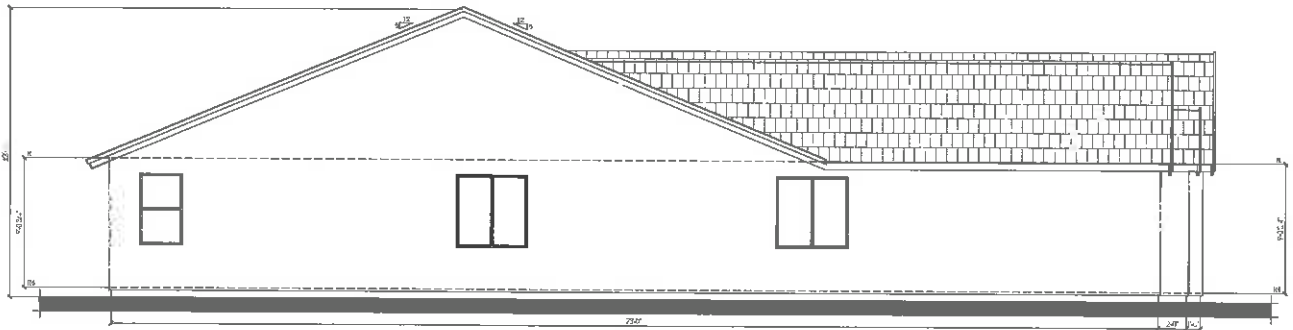
SCALE: 1/4" = 1'-0"

SADDLEHORN RANCH

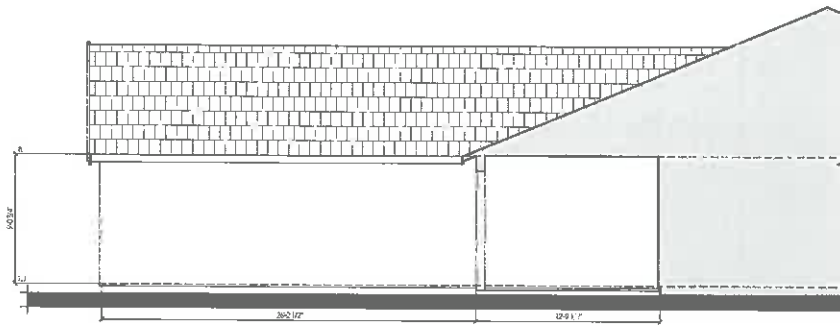




2B - RIGHT (FARMHOUSE)



2B - LEFT (FARMHOUSE)



2B - RIGHT (FARMHOUSE)
COURTYARD



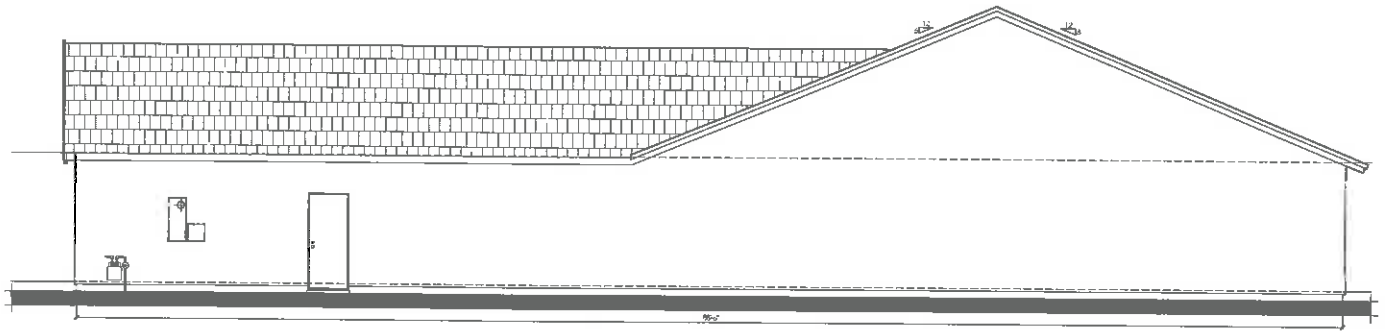
2B - LEFT (FARMHOUSE)
COURTYARD

PLAN 2

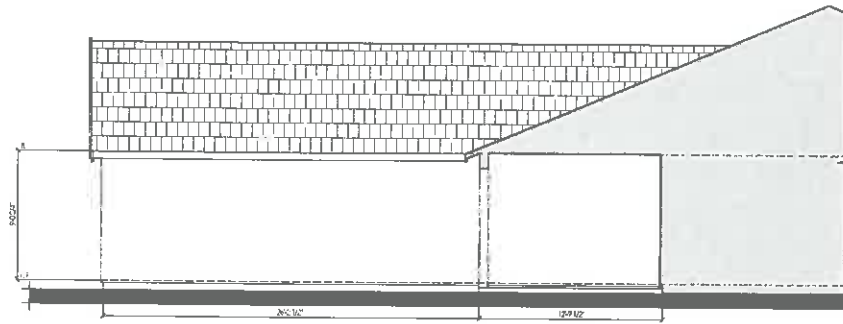
SCALE: 1/4"=1'-0"

SADDLEHORN RANCH

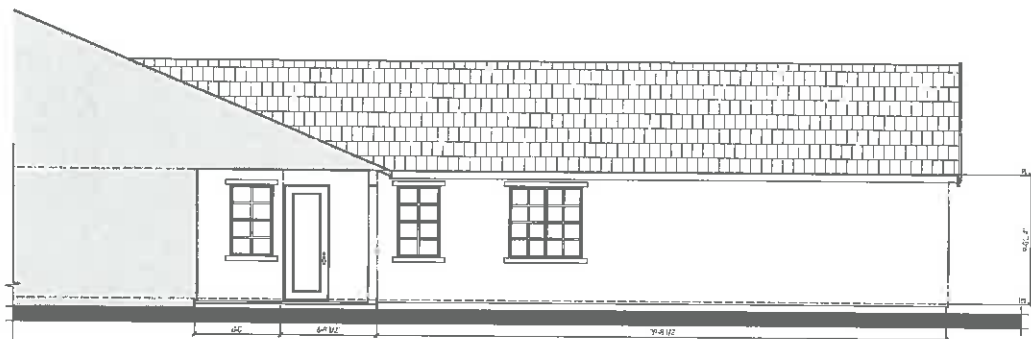




2B-MULTIGEN - RIGHT (FARMHOUSE)



2B-MULTIGEN - RIGHT
COURTYARD (FARMHOUSE)



2B-MULTIGEN - LEFT
COURTYARD (FARMHOUSE)

PLAN 2

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

SADDLEHORN RANCH



NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
www.rcaluc.org

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

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

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

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

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

DATE OF HEARING: October 14, 2021

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1036FL21 – RC Hobbs Companies, Inc. (Representative: Bob Beers) – City of Jurupa Valley Case Nos. MA21256 [GPA21008] [TTM38171] (General Plan Amendment) (Tentative Tract Map). A proposal to divide 19.36 acres into 31 single family residential lots and one detention basin located southerly of Maverick Lane, westerly of Riverview Drive, and easterly of Limonite Frontage Road. The applicant also proposes to amend the site's general plan land use designation from Ranch (EDR maximum 0.5 dwelling units per acre) to Country Neighborhood (LDR maximum 2.0 dwelling units per acre) (Airport Compatibility Zones C and D of the Flabob Airport Influence Area).



RIVERSIDE COUNTY + 14000 Zone C

AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1034721 DATE SUBMITTED: 8/25/21

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	RC Hobbs Company	Phone Number	(714) 633-8100
Mailing Address	1428 E. Chapman Avenue	Email	rch@rchobbs.com
	Orange, CA 92866		

Representative	Bob Beers	Phone Number	(951) 360-2070
Mailing Address	8175 Limonite Avenue, Suite E	Email	rmbeers777@hotmail.com
	Jurupa Valley, CA 92509		

Property Owner	James H. Martindale and Lynette Ann Martindale	Phone Number	
Mailing Address		Email	

LOCAL JURISDICTION AGENCY

Local Agency Name	City of Jurupa Valley	Phone Number	(951) 332-6464 x210
Staff Contact	Andrea Hoff	Email	ahoff@jurupavalley.org
Mailing Address	8930 Limonite Avenue	Case Type	
	Jurupa Valley, CA 92529		

Local Agency Project No	MA21256 [GPA 21008] [TM 38171]	<input type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input checked="" type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other
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PROJECT LOCATION

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

Street Address	6550 Limonite Avenue		
Assessor's Parcel No.	186-160-021	Gross Parcel Size	19.46 acres
Subdivision Name	Riverview Tract	Nearest Airport and distance from Airport	Fiabob Airport 4,100 ft
Lot Number	Portion of Lot 2		

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)	Large Vacant Parcel with single family house Property Slopes from Limonite Avenue down to Riverview Road
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PLANS
2025
GHD

Proposed Land Use (describe)	Subdivide the property into 31 - 1/2 acre lots (20,000 sf) with a WQMP basin adjacent to Riverview Road		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	31	
For Other Land Uses	Hours of Operation	not applicable	
(See Appendix C)	Number of People on Site	186	Maximum Number assume double the number of residents = $186 * 2 = 372$ people - 19 per acre
	Method of Calculation	Assume 6 people per dwelling unit * 31 = 186 people	
		186 people / 19.46 acres = 9.6 (call it 10) people per acre	
Height Data	Site Elevation (above mean sea level)	903	ft.
	Height of buildings or structures (from the ground)	25	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)**

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

5.1 Director's Approvals.

- A. During the period of August 16, 2021, through September 15, 2021, ALUC Director Paul Rull reviewed two local jurisdiction non-impact legislative cases pursuant to ALUC Resolution No. 2011-02, and issued determinations of consistency.

ZAP1085BD21 (Citywide-Multiple Airport Zones) pertains to City of Indio Case No. GPA21-08-121 (Housing Element Update), a proposal to update the City's Housing Element to be consistent with state law, identifying and analyzing the City's housing needs and developing a work program consisting of City's goals, policies, and objectives to develop housing. (No changes to the City's land use designation or zoning are proposed). In addition, the City's existing General Plan stipulates that any development within the airport influence area shall be consistent with the underlying airport land use compatibility criteria. There are no development standard changes or changes to zoning and land use that would increase residential density or non-residential intensity within the proposed amendments. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within the portions of the Bermuda Dunes Airport Influence Area located within the City of Indio.

ALUC Director Paul Rull issued a determination of consistency for this project on September 15, 2021.

ZAP1057TH21 (Zone D) pertains to City of Coachella Case No. CZ21-02 (Rezone [Housing Element]), a proposal by the City to change the zoning of 117.6 acre project site (as part of the City's Housing Element requirements) from Manufacturing Service (M-S) to Residential Multiple Family Urban (RM-Urban, 20-38 dwelling units per acre) and Manufacturing Service – Industrial Park Overlay (MS-IP). The project site is located within Compatibility Zone D of the Jacqueline Cochran Regional Airport Influence Area, which restricts residential density to either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre, and restricts non-residential intensity to an average intensity of 100 people per acre, and a single acre intensity of 300 people. The proposed RM-Urban (20-38 dwelling units per acre) land use designation for the site is consistent with Zone D residential density criteria. The proposed MS-IP land use designation for the site would also be consistent with Zone D non-residential intensity criteria, as the City's existing General Plan stipulates that any development within the airport influence area shall be consistent with the underlying airport land use compatibility criteria.

ALUC Director Paul Rull issued a determination of consistency for this project on September 14, 2021.

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

**RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION**



September 14, 2021

CHAIR
Steven Stewart
Palm Springs

VICE CHAIR
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Lake Elsinore

COMMISSIONERS

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Russell Betts
Desert Hot Springs

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Ms. Leila Namvar, Senior Planner
City of Indio Community Development Department
100 Civic Center Mall
Indio CA 92201

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

File No.: ZAP1085BD21
Related File No.: GPA21-08-121 (Housing Element Update)
APN: Citywide

Dear Ms. Namvar:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed City of Indio Case No. GPA21-08-121 (Housing Element Update), a proposal to update the City's Housing Element to be consistent with state law, identifying and analyzing the City's housing needs and developing a work program consisting of City's goals, policies, and objectives to develop housing. (No changes to the City's land use designation or zoning are proposed). In addition, the City's existing General Plan stipulates that any development within the airport influence area shall be consistent with the underlying airport land use compatibility criteria.

There are no development standard changes or changes to zoning and land use that would increase residential density or non-residential intensity within the proposed amendments. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within the portions of the Bermuda Dunes Airport Influence Area located within the City of Indio.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan.

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

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

cc: ALUC Case File

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City of Indio

6th Cycle Housing Element Update

DRAFT

(2021-2029)



August 2021

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Appendices

Appendix A: 5th Cycle Review

Appendix B: Community Profile

Appendix C: Constraints and Zoning Analysis

Appendix D: Affirmatively Furthering Fair Housing

Appendix E: Sites Analysis and Inventory

Appendix F: Community Engagement Summary

Housing Element

1 Introduction

Housing in California has become some of the most expensive in the nation, ranking 49th out of 50 states in homeownership rates as well as the supply of housing per capita¹. Only half of California's households are able to afford the cost of housing in their local regions. In order to adequately address the housing needs and demands of Californians every county and city across the state is required by law to adopt plans and regulatory systems that provide opportunities for housing development to meet their fair share of needed housing. This required planning is achieved through the planning for and adoption of Housing Elements to General Plans.

The Housing Element of the City of Indio (City) General Plan 2040 addresses the comprehensive housing needs in Indio for the 8-year planning period (2021–2029). It provides an analysis of the local housing needs for all income levels, details barriers to providing needed housing, and identifies a set of strategies for meeting the housing need within the planning period. Housing Elements are one of eight required components of a General Plan and are guided by State Law, which requires all jurisdictions to update their Housing Elements every 8 years. This Housing Element is the City's sixth update to its Housing Element (6th Cycle). Recent amendments by the State Legislature to housing and planning laws aim to address California's housing shortage. These amendments have resulted in a substantial number of new requirements for the 6th Cycle Housing Element, including an analysis of fair housing, efforts to further facilitate the production of Accessory Dwelling Units, new development permit streamlining, and requirements to maintain adequate capacity to meet the housing need throughout the entirety of the 6th Cycle.

The Housing Element is a strategic vision and policy guide designed to help address the comprehensive housing needs of the City over an eight-year period (2021 – 2029 planning period). It defines the City's housing needs, identifies the barriers or constraints to providing needed housing, and provides policies and programs to address these housing needs and constraints.

In order to create a Housing Element that adequately plans for the local housing need, the City must first know how much housing to plan for and at what income levels. This is determined by a process called the regional housing needs assessment (RHNA). The RHNA is the California State-required process that seeks to ensure cities and counties are planning for enough housing to accommodate all economic segments of the community. The State assigns each region in California a regionwide housing target that is distributed to cities and counties through a methodology prepared by the regional council of Governments.

The City must adequately plan for its existing and projected housing needs, including its share of the RHNA, as identified by the state with input from Southern California Association of

¹ Section 65589.5(a)(2)(E) of Chapter 3 of Division 1 of Title 7 of, the Government Code

Governments (SCAG) and local cities and counties. While the City does not build housing that is privately owned or owned by other government agencies, the State requires each jurisdiction to demonstrate where housing can reasonably be expected to be added within this cycle and how the City will facilitate and incentivize its production. As identified by the 6th Cycle RHNA, the City must plan for 7,812 housing units, which are further broken down by income level based on Area Median Income (AMI) for households.

The City's 6th cycle RHNA targets are broken down by income level as follows:

- *Very-Low Income = 1,793*
- *Low Income = 1,170*
- *Moderate Income = 1,315*
- *Above Moderate Income = 3,534*

Annual Income Limits for Riverside County for Four Person Households (2020)		
Income Category	Percent of AMI	Annual Household Income
Extremely Low	0 – 30%	\$26,200
Very Low Income	31 – 50%	\$37,650
Low Income	51 – 80%	\$60,250
Moderate Income	81 – 120%	\$90,350
Area Median Income	100%	\$75,300

Source: U.S. Department of Housing and Urban Development, State Income Limits 2020.

1.1 Indio is a Pro-Housing City

The City and Indio's stakeholders recognize the urgency to address the statewide housing supply shortage and affordability crisis and understand the importance of the update to the Housing Element as a part of a greater coordinated strategy to address housing needs at the local, regional, and state level. Although Indio planned for more than 1,000 new housing units for lower-income households during the previous Housing Element (2014–2021), the majority of units produced were market-rate units. Cities and counties across the State experienced similar trends in housing production, with very few cities or counties achieving their housing targets for lower-income households. The City has identified a need for aggressive policies and programs that commit to providing a pathway for the development of housing for lower-income households. This Housing Element contains a series of policies and programs that demonstrate the City's dedication to local pro-housing policies and the production of housing for all income levels, especially lower income households.

1.2 Housing Element Organization

The Housing Element identifies goals, policies, and programs to comprehensively address the housing needs of all current and anticipated residents at all income levels over the housing planning period of 2021 through 2029. The Housing Element is divided into chapters and supporting documentation is included as appendices of the Housing Element. The following describes the Element's organizational structure:

- *Introduction provides an overview of the Housing Element, the relationship to State law, the City's RHNA, and this section on the organization of the plan.*
- *General Plan Consistency details those policies identified throughout the elements of the General Plan that guided the policies set forth in the Housing Element to ensure that consistency is maintained throughout the General Plan.*
- *Goals and Policies specifies the City's plans for meeting the existing and projected comprehensive housing needs of Indio.*
- *Program Implementation identifies the specific actions that will be implemented to ensure that Indio's housing needs are met within the planning period.*

Appendices

- *Appendix A: 5th Cycle Review evaluates the efficacy of the 5th cycle housing element; the progress in plan implementation; and the appropriateness of the goals, policies, and programs.*
- *Appendix B: Community Profile provides detailed information on Indio's demographic characteristics and trends that influence supply and demand of various housing types.*
- *Appendix C: Constraints and Zoning Analysis details governmental and non-governmental constraints to the maintenance, improvement, or development of housing for all income levels.*
- *Appendix D: Affirmatively Furthering Fair Housing Analysis identifies disproportionate housing needs, including segregated living patterns, concentrated areas of poverty, disparities in access to opportunity, and displacement risk.*
- *Appendix E: Sites Analysis and Inventory describes the methodology by which the City can accommodate their RHNA targets, how any unmet need will be met, and provides an inventory of the sites identified to meet the housing need.*
- *Appendix F: Community Engagement Summary provides the detailed results and materials of the outreach conducted for the update to the Housing Element.*

2 Public Engagement

The City conducted a robust public outreach program that engaged a broad spectrum of the community and stakeholders. Stay-at-home orders of 2020 and 2021 provided the City with opportunities to explore new avenues for public engagement and increased access for those that are traditionally not involved in the planning process. Outreach and formal engagement activities were held virtually across a variety of platforms, including a community survey, virtual community workshop, public review period, and study sessions and public hearings.

The outreach conducted for the update to the Housing Element, engaged a broad range of community members and stakeholders alike. The City cast a wide net to gain participation from all segments of the City's interested parties. The extensive outreach process conducted for this Housing Element update has contributed to a set of meaningful goals, policies, and programs that reflect the City's housing needs and the priorities and needs of all of those in the City, including those with special needs and lower-income populations. **Appendix F, Community Engagement Summary**, provides a comprehensive summary detailing the outreach conducted as part of the update to the Housing Element and corresponding materials.

3 General Plan Consistency

The Elements that comprise the City's General Plan are required by State law to be internally consistent. Together these Elements provide the framework for the development of facilities, services, and land uses necessary to address the long-term needs of the City's current and future residents, property owners, and businesses. To ensure that these needs are clearly addressed throughout the General Plan, the Elements must be interrelated and interdependent.

The City's current General Plan was adopted on September 18, 2019 and establishes the community's vision for Indio through 2040. The 2040 General Plan was developed in response to changing trends and to align goals and policies with the aspirations and values of residents, property owners, businesses, and organizations within the community. The updated General Plan sets a visionary framework for an aspirational Housing Element that provides meaningful pro-housing policies and programs to comprehensively address the housing needs of Indio.

This Housing Element is most directly related to the Land Use Element as it is the Land Use Element that designates the location and extent of residential development throughout the City. This Housing Element is internally consistent with the goals and policies of the other elements of the General Plan. Specifically, the General Plan and the Housing Element are both guided by the following relevant principles:

- **Citywide urban structures:** an urban structure that enhances the quality of life of residents, meets the community's vision for the future, and weaves new growth areas together with established Indio neighborhoods.
- **Balanced land uses:** maintain a balanced land use pattern to support a broad range of housing choices, retail businesses, employment opportunities, educational and cultural institutions, entertainment spaces, and other supportive uses and within long-established Indio neighborhoods and new growth areas.

- **Maintenance:** support the on-going maintenance and improvement of existing residential properties; in particular, encourage property owners to maintain and improve their front yards and building facades.
- **Balanced neighborhoods:** within the allowed densities and housing types, promote and allow for a range of housing and price levels within each neighborhood in order to accommodate diverse ages and incomes. For development projects larger than five acres, require that a diversity of housing types be provided and that these housing types be mixed rather than segregated by unit type.
- **Housing affordability:** ensure affordable housing is distributed throughout the City to avoid concentrations of poverty and to be accessible to jobs.

4 Goals and Policies

Goal 1: An adequate supply and diverse range of housing types that aligns with the needs of all households.

Policy 1.1: Incentivize and facilitate the production of multi-family development in areas where it is needed most through planning processes, procedures, and regulations that are responsive to market conditions and development needs.

Policy 1.2: Provide programs that incentivize housing production through streamlined processes, regulatory relief, and increased development flexibility.

Policy 1.3: Invest in infrastructure in areas planned for higher density and affordable housing production.

Policy 1.4: Facilitate the development of housing for vulnerable and special needs populations through programs that incentivize housing to meet these needs.

Policy 1.5: Facilitate the planning, approval, and construction of housing that meets a wide range of needs for a variety household types, creating balanced communities.

Policy 1.6: Identify and evaluate options to increase housing opportunities in areas planned and zoned for single-family residential densities.

Policy 1.7: Identify areas appropriate for increased residential densities and pair City-led rezoning efforts with environmental streamlining opportunities, such as program environmental impact reports to allow for individual projects consistent with the zone by-right.

Policy 1.8: Promote and encourage innovation and creativity in housing development through regulations that increase transparency, flexibility, and certainty in the development permitting process; as well as opportunities to partner with institutions for non-traditional housing solutions.

Policy 1.9: Monitor development activity and rezone sites as necessary to ensure no net loss of housing capacity throughout the planning cycle, especially for sites identified to accommodate the lower-income RHNA.

Policy 1.10: Engage in planning processes that identify opportunities for increased housing capacity, especially in areas near resources and amenities such as transit, schools, retail uses, public utilities and areas of employment.

Goal 2: An affordable housing supply that meets the needs of extremely low-, very low-, low-, and moderate-income households.

Policy 2.1: Offset the cost of affordable housing development through development permit process improvements to maximize permitting efficiencies, regulatory relief, development flexibility, and opportunities for environmental streamlining.

Policy 2.2: Attract affordable and mixed-income housing developers through processes and regulations that streamline and simplify the facilitation of housing production.

Policy 2.3: Encourage affordable and mixed-income developments that increase opportunities for extremely low- and lower-income households to access resources in high-opportunity areas.

Policy 2.4: Promote affordable alternative forms of housing, especially for the creation of more lower-cost owner-occupied housing types.

Policy 2.5: Ensure there is an adequate supply of short-term and long-term housing to meet the needs of vulnerable and special needs populations.

Policy 2.6: Invest in infrastructure and provide subsidies that offset the cost of affordable housing development and preservation.

Policy 2.7: Ensure that affordable housing is not lost through redevelopment that provides only market-rate housing by enforcing affordable housing replacement and preservation requirements, where possible.

Goal 3: A well-maintained and preserved housing stock.

Policy 3.1: Encourage the maintenance and repair of existing owner and renter-occupied housing to prevent deterioration of the housing stock through educational resources, code enforcement, and funding resources.

Policy 3.2: Preserve and rehabilitate housing for lower income households, especially in affordable housing that is at-risk of converting to market-rate housing.

Policy 3.3: Assist older adults and those with special needs with home retrofits to increase accessibility.

Goal 4: Quality rental and ownership housing opportunities for all income levels.

Policy 4.1: Support and bolster tenant-based rental assistance to increase housing access for lower-income households.

Policy 4.2: Increase opportunities for homeownership for lower- and moderate-income households.

Policy 4.3: Support creative financing and development models that increase opportunities for property and home ownership.

Policy 4.4: Increase housing opportunities for lower-income households especially within high-resource areas and areas with access to opportunities.

Goal 5: Enhanced quality of life, free from displacement.

Policy 5.1: Equitably invest in communities by strengthening resources and opportunities in disadvantaged or under-resourced areas.

Policy 5.2: Reduce energy use and the cost of utilities through energy-efficient development and retrofits.

Policy 5.3: Support and encourage development that incorporates passive or active green space, such as green roofs, walls, and courtyards that can provide carbon capture and cooling in urban environments.

Policy 5.4: Support new financing tools and methods that provide the infrastructure needed to support multifamily and mixed-use development.

Policy 5.5: Attenuate displacement risks through an increase in the supply of rent-restricted housing units especially in areas with planned or existing resources, such as public transportation, parks, schools, employment, and infrastructure.

Goal 6: A city that promotes equality and inclusivity.

Policy 6.1: Promote equitable and fair housing opportunities for all persons regardless of race, color, religion, sex or gender identity, national origin or ancestry, marital status, age, ability or disability, household composition or size, or any other protected characteristics.

Policy 6.2: Oppose prejudices, practices, and market behavior that results in housing discrimination and segregation.

Policy 6.3: Collaborate with other public agencies involved in the enforcement of laws aimed at promoting equitable access to housing (fair housing laws) and non-discrimination.

Policy 6.4: Identify existing and new funding streams to target investments in lower-income communities and areas with affordable housing.

Policy 6.5: Foster neighborhoods that include affordable, senior, and accessible housing options and analyze equity and inclusion through all planning efforts.

5 Program Implementation

Program 1: Accessibility

To increase opportunities for persons with temporary, developing, or permanent disabilities including older adults with changing levels of ability, the City will promote increased accessibility by connecting developers and residents to resources on design features that are accessible and safe to all people regardless of age, size, ability, or disability. This could include making a universal design checklist available or posting accessibility guides on the City's website. Additionally, the City will consider developing a program that further incentivizes accessibility in housing development and design above and beyond what is required under State law.

Objective(s)	1a: For residential development that is exempt from or goes above and beyond the accessibility requirements of California Building Code Chapter 11A, the City will develop a procedure for providing incentives in exchange for increased accessibility.
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	1b: Post accessible design guides and resources on the City's website.
Timeframe	Year 2: 1a-b
Responsible Agency	Community Development Department
Funding Sources	Regulatory incentives
Relevant Policies	1.4, 3.3, 6.1, 6.4, 6.5

Program 2: Accessory Dwelling Unit Assistance and Incentives

The City will identify and develop additional mechanisms for incentivizing the production of accessory dwelling units (ADUs). The City will consider developing handouts, frequently asked questions (FAQs), brochures, checklists, and permit-ready ADU building plans to assist property owners with ADU development. Further, the City will adopt a program that incentivizes and promotes the creation of ADUs that can be offered at an affordable rent for very low, low, or moderate-income households. (AB 671, 2019)

Objective(s)	2a: Develop ADU resources for property owners. 2b: Post resources on the website. 2c: Develop and adopt an affordable ADU incentive program
Timeframe	2a-c: Year 1
Responsible Agency	Community Development Department
Funding Sources	City General Fund
Relevant Policies	1.2, 1.5, 2.1

Program 3: ADU Permitting

The City permits ADUs and JADUs in all zones that permit residential uses. Consistent with State law, the City has submitted the adopted ADU ordinance to the California Department of Housing and Community Development (HCD) for review, and will review and consider any necessary changes.

Objective(s)	3a: Review findings from HCD's review.
Timeframe	3a: Submit revised ordinance within one year of the Housing Element's adoption.
Responsible Agency	Community Development Department
Funding Sources	Regulatory only – City General Fund
Relevant Policies	1.2, 1.5, 2.1

Program 4: Affordable Homeownership Opportunities

Increase opportunities for homeownership for moderate and lower-income households through collaboration with affordable housing developers, as well as housing advocates that support efforts to create community land trusts and limited equity cooperatives. To support affordable housing development and creative ownership models, identify opportunities to dedicate staff to assist with navigating the permitting process, identify surplus lands available for housing, expand permit streamlining opportunities, and provide informational resources on the City's website.

Objective(s)	4a: Continue to provide staff assistance with navigating development regulations. 4b: Inform community members of opportunities to engage in creative ownership models as opportunities arise.
Timeframe	4a-b: On-going
Responsible Agency	Community Development Department
Funding Sources	Regulatory only - City General Fund
Relevant Policies	2.4, 4.2, 4.3

Program 5: Analysis of Impediments to Fair Housing Choice

The City will continue to assess fair housing conditions within Indio through preparation, implementation and monitoring of the Analysis of Impediments to Fair Housing Choice. The Analysis of Impediments to Fair Housing Choice provides an overview of laws, regulations, conditions, and other possible obstacles that could affect an individual's or household's access to housing in Indio. The City will affirmatively further fair housing by taking meaningful steps to provide fair housing education through proactive outreach to individuals and organizations that represent lower-income households, people in protected classes, and households with special needs.

Objective(s)	5a: Maintain an Adopted Analysis of Impediments to Fair Housing Choice as may be required. 5b: Create fair housing outreach materials and informational resources to post online.
Timeframe	5a: Ongoing; Update to the City's Analysis of Impediments every 3 to 5 years. 5b: Within 3 to 5 years.
Responsible Agency	Community Development Department
Funding Sources	Regulatory only - Community Development Block Grant Program
Relevant Policies	6.1, 6.2, 6.3

Program 6: Annual Progress Reports

The City will continue to report annually on the City's progress toward its eight-year RHNA housing production targets and toward the implementation of the programs identified in the Housing Element to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development. **(AB 879, 2017)**

Objective(s)	6a: Submit report annually by April 1st.
Timeframe	6a: Ongoing; Annually.
Responsible Agency	Community Development Department
Funding Sources	Regulatory only - City General Fund
Relevant Policies	1.9

Program 7: By-Right Development

The City will allow development by-right pursuant to Government Code section 65583.2(i) when 20 percent or more of the units are affordable to lower income households on vacant sites identified in the Sites Inventory as previously identified for both the 5th and 4th cycle housing elements.

Further, the City will identify a location, process, and procedure by which residential and mixed-use development can be permitted by-right, especially in areas near amenities and resources such as transit, parks, childcare facilities, within established commercial and near key areas of employment. This will include evaluation of opportunities to establish a Housing Sustainability District, a Workforce Opportunity Zone, or an affordable housing overlay where eligible projects would qualify for streamlined CEQA review, ministerial permit processing, and additional incentives beyond those allowed under the State density bonus.

Objective(s)	7a: Permit development by-right on those vacant sites identified in both the 5 th and 4 th cycle Housing Elements to accommodate the lower-income RHNA. 7b: Identify key opportunity areas for infill development and residential growth. 7c: Conduct focused plan amendments, where appropriate.
Timeframe	7a: By October 15, 2024 7b-c: Year 4
Responsible Agency	Community Development Department
Funding Sources	Regulatory only- City General Fund or State Grant
Relevant Policies	1.1, 1.2, 1.4, 1.5, 2.1, 2.2, 2.3, 5.5

Program 8: Code Compliance

Continue to implement a code compliance program to assist property owners in addressing both building and zoning code violations. This program is implemented by responding to complaints and through field observations and assists property owners with bringing their property into compliance. To further expand upon this program, the City will utilize data collected on current housing conditions in Indio to better connect households with assistance resources as they become available.

Objective(s)	8a: Develop housing rehabilitation and code compliance informational resources. 8b: Where housing rehabilitation funds are available, use available data to connect eligible residents with code compliance issues to funding.
Timeframe	8a-b: On-going
Responsible Agency	Code Enforcement; Housing & Neighborhood Services Division of Community Development Department
Funding Sources	City General Fund; Federal Community Development Block Grant (CDBG) Funds
Relevant Policies	3.1, 3.2

Program 9: Density Bonus

The City will review and amend its local Density Bonus Program Ordinance to ensure consistency with State requirements, including the provision of a bonus for 100% affordable developments and student affordable housing.

Objective(s)	9a: Amend the Code consistent with State regulations.
Timeframe	9a: Within one year of the Housing Element's adoption.
Responsible Agency	Community Development Department
Funding Sources	City General Fund
Relevant Policies	1.1, 1.2, 1.4, 1.5, 5.5

Program 10: Development Fees

The City will review and update their development impact and processing fees in order to ensure that the fees charged do not exceed the estimated costs required to produce the services and that all fees are in compliance with the California Government Code. The City will further evaluate development fees to identify opportunity to reduce fees in exchange for affordable housing development.

Objective(s)	10a: Analyze and update the fee schedule.
Timeframe	10a: Currently underway with adoption anticipated in year 1
Responsible Agency	City Finance Department; City Public Works Department; City Community Development Department
Funding Sources	City General Fund
Relevant Policies	1.2, 1.8, 2.1, 6.4

Program 11: *Development Incentives and Programs*

Implement a range of financial and regulatory incentive approaches to facilitate the development of housing for lower-income households. This will include evaluation of a local inclusionary ordinance to set aside a portion of new residential units for lower-income households, floor area ratio-based bonuses such as the one detailed in detailed in Government Code section 65917.2, opportunities for increased flexibility in development standards and permit processes in zones that permit residential uses, incentives in exchange for lot consolidation, and programs that allow densities that exceed ranges defined in the zone for projects providing affordable housing.

Objective(s)	11a: Evaluate the feasibility of a local inclusionary housing ordinance. 11b: Amend zoning code to increase flexibility in development standards. 11c. Identify programs and incentives to facilitate affordable housing production.
Timeframe	11a-c: Year 3
Responsible Agency	Community Development Department
Funding Sources	City General Fund or Grant Funding
Relevant Policies	1.1, 1.2, 2.1, 2.2, 2.3, 2.4, 4.2, 4.4, 5.4, 5.5, 6.5

Program 12: *Development Permit Streamlining*

The City provides an affordable housing streamlined approval process in accordance with State requirements for qualifying development proposals and reports on affordable housing streamlining applications in the Housing Element Annual Progress Report (SB 35, 2017). The City will identify opportunities to expand this streamlining to other developments, including developments that voluntarily participate in green building practices, to further assist with the reduction in permit processing times.

Objective(s)	12a: Include SB 35 streamlining in staff permitting processes procedures.
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	12b: Amend the zoning code to expand development permit streamlining.
Timeframe	12a-b: Year 1
Responsible Agency	Community Development Department
Funding Sources	City General Fund
Relevant Policies	1.2, 2.1, 4.4, 5.3

Program 13: *Employee Housing*

The City will amend the zoning code to ensure that employee housing for 6 or fewer people is permitted in accordance with the same regulations as a single-family residence in the same zone. Additionally, the zoning code will be amended to ensure that employee housing consisting of no more than 12 units or 36 beds is permitted as an agricultural use, in the same manner as other agricultural uses in the same zone in accordance with Section 17000 of the Health and Safety Code.

Objective(s)	13a: Define employee housing within the Zoning code and develop a process by which employee housing can be developed in accordance with State law.
Timeframe	13a: Within one year of the Housing Element's adoption.
Responsible Agency	Community Development Department
Funding Sources	City General Fund
Relevant Policies	1.4, 1.5, 1.6

Program 14: *Energy Conservation*

Promote energy conservation through coordination with the Imperial Irrigation District to obtain information on loans, grants, or other incentives that might be available for voluntary energy reduction; and to obtain other relevant information on energy efficiency. The City shall provide energy conservation awareness resources on their website and update this information as needed to ensure current information is maintained.

Objective(s)	14a: Coordinate with the Imperial Irrigation District. 14b: Update City website with available resources and information.
Timeframe	14a-b: On-going
Responsible Agency	Community Development Department
Funding Sources	City General Fund
Relevant Policies	3.1, 3.2, 5.2, 5.3

Program 15: External Funding Opportunities

The City recognizes the opportunity to apply for available external funds for the construction, preservation and improvement of housing affordable to lower-income households, as well as planning and infrastructure funding available to support housing development. External funding sources from State and Federal programs provide increased opportunities to develop and maintain housing affordable to Indio residents. To maximize the City's ability to secure outside funding, the City shall continue to monitor and apply for available funding/financing sources that may be used for housing, and support and adopt policies and programs that position Indio as a competitive applicant for such funding opportunities, such as competitive State funding grant programs in the areas of housing, transportation, infrastructure, and land use.

Objective(s)	15a: Seek, monitor, and apply for funding opportunities. 15b: Support and adopt policies and programs that position Indio as a competitive applicant for funding opportunities.
Timeframe	15a-b: On-going
Responsible Agency	Community Development Department
Funding Sources	Multiple Funding Sources (such as City General Fund, or State or Federal Grant Funding)
Relevant Policies	1.5, 1.7, 2.6, 3.3, 4.1, 5.1, 6.4

Program 16: Fair Housing Referral and Mediation

The City contracts with the Inland Fair Housing and Mediation Board (IFHMB's) to provide fair housing services for its residents. The City will maintain this partnership and will provide information regarding available fair housing services on the City's website. The fair housing services provided by the IFHMB include providing information, investigation, education, conciliation, and/or referral of housing discrimination complaints free of charge to individuals. It also involves fair housing workshops that are offered year-round to educate housing providers, tenants, homeowners, and financial and lending institutions on the key aspects of fair housing law. Further, IFHMB's mediation department provides information to landlords, tenants, mobile home park owners, and mobile home residents regarding their rights and responsibilities under the California Landlord and Tenant Laws and facilitates negotiations between parties in housing-related disputes.

Objective(s)	16a: Update and maintain the City's website with Fair Housing resources and information. 16b: Provide referral and mediation
Timeframe	16a-b: On-going
Responsible Agency	IFHMB, Community Development Department

Funding Sources	Federal Community Development Block Grant (CDBG) Funds
Relevant Policies	6.1, 6.2, 6.3, 6.5

Program 17: *Housing Assistance Resources*

To maximize participation in housing assistance programs for lower-income and special needs populations, the City shall develop and disseminate informational materials and resources to inform residents of housing assistance program availability, eligibility, and requirements. The City will dedicate and maintain a webpage to provide resources and information related to housing assistance.

Objective(s)	17a: Update the City's website to provide information and resources related to housing assistance programs.
Timeframe	17a: On-going
Responsible Agency	Community Development Department
Funding Sources	City General Fund; Federal Community Development Block Grant (CDBG) Funds
Relevant Policies	4.1, 4.2, 4.3

Program 18: *Preservation of Existing Affordable Housing Units*

The City will continue to work with the Riverside County Housing Authority to monitor affordable housing units identified as being at-risk of conversion to market-rate housing. This will include collaboration on the identification of financial resources and establishing partnerships with affordable housing developers and/or property owners willing to maintain units as affordable to low/lower-income households. Preventing the conversion of at-risk units to market-rate housing will ensure tenants are not displaced and that affordable units are not lost. The extension of existing project-based rental assistance covenants, or utilization of other funding sources, will help preserve affordability. The City will continue to find ways to identify solutions to housing preservation through collaboration with the Housing Authority.

Objective(s)	18a: Increase collaboration with the Housing Authority through improved communications. 18b: Assist in monitoring deed-restricted units by tracking existing and new affordability covenants in Indio.
Timeframe	18a-b: On-going
Responsible Agency	Community Development Department
Funding Sources	City General Fund
Relevant Policies	2.5, 3.1, 3.2

Program 19: Housing Rehabilitation

The City provides housing rehabilitation support to eligible residents through the current Minor Home Repair Program. Eligible homeowners are those who live in Community Development Block Grant (CDBG) eligible areas within the City, own their homes, meet income requirements, and whose home are in need of urgent habitability repairs. Assistance includes grant funding to complete repairs to plumbing, electrical, HVAC units, water heaters, roofs, and complete other repairs that are urgently needed to keep homeowners/occupants in their homes. The City will also pursue a citywide Residential Façade Improvement Program to help preserve and maintain housing for households that may not be eligible for housing rehabilitation support outside of CDBG eligible census tracts.

Objective(s)	19a: Identify opportunities to increase funding for housing rehabilitation. 19b: Assist in home repairs for eligible households. 19c: Identify funding to support a Residential Façade Improvement program.
Timeframe	19a-c: On-going
Responsible Agency	Community Development Department
Funding Sources	Various Potential Funding Sources, including the Federal Community Development Block Grant Program (CDBG)
Relevant Policies	2.5, 3.1, 3.2

Program 20: Increased Transparency

The City will maintain information on the City's website that is applicable for housing development project proposal requirements, including a current schedule of fees, exactions, applicable affordability requirements, all zoning ordinances, development standards, and annual fee reports or other relevant financial reports. Further, the City will identify opportunities to develop publicly available online map resources that identify vacant parcels, site zoning, and other site information to assist interested developers. (AB 1483, 2019)

Objective(s)	20a: Update and maintain the City's website.
Timeframe	20a: On-going
Responsible Agency	Community Development Department
Funding Sources	City General Fund
Relevant Policies	1.8

Program 21: Local Housing Trust Fund

The City will explore the establishment of a Local Housing Trust Fund dedicated to the creation, rehabilitation, or preservation of affordable housing, transitional housing, and emergency shelters. Alternatively, the City will explore funding sources, such as commercial linkage fees, an inclusionary housing ordinance, or other fees or taxes, and identify a dedicated revenue source that assures the availability of resources on a regular basis for affordable housing.

Objective(s)	21a: Explore opportunities for dedicated funding sources for affordable housing. 21b: Explore the establishment of a Local Housing Trust Fund.
Timeframe	21a-b: Year 2
Responsible Agency	Community Development Department and Finance Department
Funding Sources	To Be Determined
Relevant Policies	1.4, 2.5, 3.1, 3.2, 3.3

Program 22: Low-Barrier Navigation Centers

Low-Barrier Navigation Centers are housing first, low-barrier, service-enriched shelters focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing. The City will amend the zoning code to permit the development of Low-Barrier Navigation Centers as a use by-right in mixed-use and non-residential zones that permit residential uses. (AB 101, 2019)

Objective(s)	22a: Amend the zoning code.
Timeframe	22a: Within one year of the Housing Element's adoption.
Responsible Agency	Community Development Department
Funding Sources	Regulatory only - City General Fund
Relevant Policies	1.4, 1.5

Program 23: Minimum Unit Sizes

To increase flexibility in development standards, the City will amend the zoning code to remove minimum unit size requirements. Minimum unit sizes will instead be mandated in accordance with Building Code requirements.

Objective(s)	23a: Amend the zoning code.
Timeframe	23a: Within one year of the Housing Element's adoption.

Responsible Agency	Community Development Department
Funding Sources	Regulatory only – City General Fund
Relevant Policies	1.2, 1.4, 1.5, 2.1, 2.2, 2.4

Program 24: No Net Loss

The City will monitor development activity, proposed rezones, and identified capacity to ensure adequate remaining capacity is available to meet any remaining unmet share of the RHNA for all income levels throughout the entirety of the planning cycle, consistent with no-net-loss requirements. If at any time during the planning period, a development project results in fewer units by income category than identified in the sites inventory (Appendix E) for that parcel and the City cannot find that the remaining sites in the housing element are adequate to accommodate the remaining RHNA by income level, the City will within 180 days identify and make available additional adequate sites to accommodate the remaining RHNA. (SB 166, 2017)

Objective(s)	24a: Amend staff procedures to ensure all development proposals and rezone proposals are reviewed against the capacity identified for sites in the Sites Inventory (Appendix E). 24b: Develop a methodology for tracking remaining capacity.
Timeframe	Ongoing
Responsible Agency	Community Development Department
Funding Sources	Regulatory only – City General Fund
Relevant Policies	1.1, 1.9, 1.10

Program 25: Objective Development Standards

Increase transparency and certainty in the development process through the creation of objective design standards. Any new design standards developed and imposed by the City shall be objective without involvement of personal or subjective judgement by a public official and shall be uniformly verifiable by reference to the City's regulations in accordance with the requirements of the Housing Crisis Act of 2019. Further, the City will identify opportunities to develop new objective development standards where subjective review currently applies.

Objective(s)	25a: Monitor zoning code amendments to ensure any new design standards are objective. 25b: Explore opportunities to develop new objective development standards through zoning code and focused plan amendments.
Timeframe	25a-b: On-going

Responsible Agency	Community Development Department
Funding Sources	Regulatory only – City General Fund
Relevant Policies	1.1, 1.2, 1.5, 1.7, 2.2

Program 26: Ongoing Code Updates

The City is currently in the process of comprehensively amending its zoning regulations to ensure consistency with the adopted 2040 General Plan. The City will continue to update its regulations, as necessary, in response to legislative changes. Further, the City will monitor opportunities and amend their zoning code to streamline, update, and simplify regulations related to housing, where possible.

Objective(s)	26a: Amend and adopt updates to zoning regulations consistent with 2040 General Plan. 26b: Monitor State legislative changes and amend regulations accordingly. 26c: Explore opportunities to amend the zoning code to increase flexibility and certainty in the development process.
Timeframe	26a: Year 1 26b-c: On-going
Responsible Agency	Community Development Department
Funding Sources	Regulatory only – City General Fund
Relevant Policies	1.1, 1.2, 1.5, 1.7, 2.2

Program 27: Place-Based Strategies

Place-based planning strategies can be used to improve neighborhoods through localized solutions that increase opportunities for lower-income households. Using place-based strategies, the City will identify areas that are ideal for focused planning efforts such as prioritizing infrastructure needs to serve existing or planned affordable housing. This will include the evaluation of opportunities for Enhanced Infrastructure Financing Districts, gap funding for infrastructure through grant pursuits, and increased collaboration with other agencies to coordinate opportunities to capitalize on existing and planned projects. Additionally, the City will work with the local school districts to facilitate the coordination of existing and planned affordable housing with support services available to students and their parents such as after-school programs. Through the allocation of funding and resources the City will prioritize, invest in, and build-up underinvested communities to better meet the needs of lower-income households.

Objective(s)	27a: Identify resources and opportunity areas for place-based strategies.
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	27b: Develop a methodology by which opportunity areas can be prioritized. 27c: Increase coordination and collaboration with relevant departments, agencies, and school districts.
Timeframe	27a-c: On-going
Responsible Agency	Community Development Department, Public Works Department and Finance Department
Funding Sources	To Be Determined
Relevant Policies	1.6, 1.7, 1.10, 2.6, 4.4, 5.1, 5.4, 5.5

Program 28: Reasonable Accommodation Procedures

Reasonable accommodations (including waiver of regulations, policies, or procedures) are accommodations to afford persons with disabilities an equal opportunity to use and enjoy a dwelling. To ensure compliance with the federal Fair Housing Act, the City will develop a process by which reasonable accommodation requests can be made. Visitors to the public counter at City Hall will be informed via posted signs and/or notices of their right to request relief from Code regulations and permitting procedures that have a discriminatory effect on housing for individuals with disabilities. The City will develop a form that can be filled out and submitted by applicants. Requests will specify the regulation, policy, or procedure from which the applicant is seeking relief and the reason. Requests will be approved, approved with modifications, or declined once staff has made determinations as to the following:

- The development will be used by a person(s) with a disability;
- The deviation requested is necessary to make specific housing available to a person with a disability and complies with all applicable development regulations to the maximum extent feasible; and
- The deviation request will not impose an undue financial or administrative burden on the City.

Objective(s)	28a: Develop reasonable accommodation procedures. 28b: Develop a reasonable accommodation application and informational resources.
Timeframe	28a-b: Year 1
Responsible Agency	Community Development Department
Funding Sources	Regulatory only – Community Development Department
Relevant Policies	1.4, 3.3, 6.5

Program 29: Reduced Parking Requirements

The City will identify opportunities to reduce parking requirements for sites that are zoned to allow residential development through a data-informed approach that will reduce the overall cost of housing development. This will include, but not limited to, increased flexibility in parking requirements for affordable and mixed income developments as well as reductions in exchange for public amenities. Further, the City will ensure that appropriate parking reductions apply to any development proposals that would eliminate religious-use parking spaces in exchanged for housing developments, in accordance with State law. (AB 1851, 2020)

Objective(s)	29a: Amend the zoning code to identify a process by which parking requirements can be reduced for religious institutions in exchange for housing development. 29b: Identify opportunities to reduce parking requirements for multifamily housing.
Timeframe	29a: Within one year of the Housing Element's adoption 29b: On-going
Responsible Agency	Community Development Department
Funding Sources	City General Fund
Relevant Policies	1.2, 1.8, 2.1, 2.2

Program 30: Replacement Requirements

The City will mandate replacement requirements consistent with the Housing Crisis Act of 2019 for proposed housing developments on sites that currently have residential uses, or within the past 5 years have had residential uses that have been vacated or demolished, that are or were subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of low or very low income, subject to any other form of rent or price control, or occupied by low- or very low-income households. Further, the City will work with tenants of units that could be redeveloped and provide them with education regarding tenant rights and replacement procedures.

Objective(s)	30a: Amend staff procedures related to the review and issuance of demolition and development permits. 30b: Enforce replacement requirements in accordance with Government Code Section 66300. 30c: Consider a reevaluation of processes if the legislation sunsets.
Timeframe	30a-b: Year 1
Responsible Agency	Community Development Department
Funding Sources	City General Fund

Relevant Policies	1.9, 2.3, 2.7, 3.2, 5.5, 6.2, 6.5
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Program 31: Rezoning Opportunities

To maintain adequate capacity and to increase opportunities for development the City will continue to identify areas appropriate for increased residential densities, specifically in areas with access to resources, amenities, and public transit.

Objective(s)	31a: Continue to work with developers and the broader community and explore opportunities to rezone areas ideal for increased housing capacity.
Timeframe	31a: Ongoing.
Responsible Agency	Community Development Department
Funding Sources	Regulatory only – City General Fund
Relevant Policies	1.4, 1.6, 1.7, 1.9, 1.10, 4.2

Program 32: Section 8: Housing Choice Voucher

The City will continue participation with the Riverside County Housing Authority to connect eligible Indio residents to Section 8 Housing Choice Vouchers. The City will provide information on the City's website on the availability of Section 8 programs and other relevant resources.

Objective(s)	32a: Update the City's website with relevant information and resources. 32b: Increase coordination with the Housing Authority.
Timeframe	32a: Year 1 32b: On-going
Responsible Agency	Community Development Department
Funding Sources	Regulatory only – City General Fund
Relevant Policies	4.1, 5.1, 6.5

Program 33: Supportive Housing

The City will amend the Zoning Code to allow supportive housing by right in residential zones that permit multifamily uses and mixed uses zones that allow residential uses. (AB 2162, 2018)

Objective(s)	33a: Amend the zoning code.
Timeframe	33a: Within one year of the Housing Element's adoption.
Responsible Agency	Community Development Department

Funding Sources	Regulatory only – City General Fund
Relevant Policies	1.4, 1.5, 2.5

Program 34: Surplus Lands

The City will identify and prioritize State and local surplus lands available for housing development affordable to lower-income households and report on these lands annually through the Housing Element Annual Progress Reports. **(AB 1486, 2019)**

Objective(s)	34a: Identify and track surplus City-owned sites. 34b: Coordinate with other agencies to track sites with opportunity for housing development.
Timeframe	34a-b: Ongoing; Annually.
Responsible Agency	Community Development Department, Economic Development Department and City Manager’s Office
Funding Sources	Regulatory only – City General Fund
Relevant Policies	1.5, 1.9, 1.10

Rull, Paul

From: Rull, Paul
Sent: Tuesday, September 14, 2021 10:15 AM
To: Santos, Barbara
Subject: ZAP1085BD21 refund request

Barbara,

ZAP1085BD21 requires a refund as we are able to review the project as a non-impact legislative case (\$420), instead of a full General Plan Amendment project requiring hearing. The applicant (the city) originally paid \$2,648.00. The correct ALUC fee is \$420.00. Therefore, please issue a refund in the amount of \$2,228.00.

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

Paul Rull
ALUC Director



Riverside County Airport Land Use Commission
4000 Lemon Street, 14th Floor
Riverside, Ca 92501
(951) 955-6600
PRULL@RCMCO.ORG
www.rcaluc.org

PAGE BREAK



**RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION**



September 15, 2021

CHAIR
Steven Stewart
Palm Springs

VICE CHAIR
Steve Manos
Lake Elsinore

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Russell Betts
Desert Hot Springs

Richard Stewart
Moreno Valley

Michael Geller
Riverside

STAFF

Director
Paul Rull

Simon A. Housman
Jackie Vega
Barbara Santos

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

Mr. Gabriel Perez, Development Services Director
City of Coachella
53990 Enterprise Way
Coachella CA 92236

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

File No.: ZAP1057TH21
Related File No.: CZ21-02 (Rezone [Housing Element])
APNs: 778-390-003, 778-390-004, 778-390-005, and 778-390-007

Dear Mr. Perez:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed City of Coachella Case No. CZ21-02 (Rezone [Housing Element]), a proposal by the City to change the zoning of 117.6 acre project site (as part of the City's Housing Element requirements) from Manufacturing Service (M-S) to Residential Multiple Family Urban (RM-Urban, 20-38 dwelling units per acre) and Manufacturing Service – Industrial Park Overlay (MS-IP). The project site is located within Compatibility Zone D of the Jacqueline Cochran Regional Airport Influence Area, which restricts residential density to either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre, and restricts non-residential intensity to an average intensity of 100 people per acre, and a single acre intensity of 300 people. The proposed RM-Urban (20-38 dwelling units per acre) land use designation for the site is consistent with Zone D residential density criteria. The proposed MS-IP land use designation for the site would also be consistent with Zone D non-residential intensity criteria, as the City's existing General Plan stipulates that any development within the airport influence area shall be consistent with the underlying airport land use compatibility criteria.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, as amended in 2006.

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

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

cc: ALUC Case File

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AIRPORT LAND USE COMMISSION MEETING
MINUTES
September 9, 2021

DRAFT

9-16-21

COMMISSIONERS PRESENT LIVE: Arthur Butler, Michael Geller, John Lyon, Richard Stewart, Steven Stewart

COMMISSIONERS PRESENT REMOTELY: Russell Betts, Steve Manos

COMMISSIONERS ABSENT: None

2.0 PUBLIC HEARING: CONTINUED ITEMS
None

3.0 PUBLIC HEARING: NEW CASES

- 3.1 Staff report recommended: **ZAP1043BA21 – San Jacinto Grid, LLC (Representative: Stantec Consulting Services, Inc.)** – City of Banning Case No. DR21-7011 (Design Review). A proposal to establish a 65 megawatt (MW) battery energy storage system facility which interconnects to the existing Southern California Edison Banning Substation via a 85 foot tall transmission line on 1.88 acres, located at 300 S. Galleher Way, southerly of Interstate 10, and northerly of E. Lincoln Street (Airport Compatibility Zone C of the Banning Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org
- CONDITIONALLY CONSISTENT**
- Staff recommended at hearing: **CONDITIONALLY CONSISTENT** subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service

ALUC Commission Action:
CONDITIONALLY CONSISTENT subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service
(Vote 7-0)

Motion: Russell Betts
Second: Art Butler

VIDEO:

1

A video recording of the entire proceedings is available on the ALUC website at www.rcaluc.org. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org

**AIRPORT LAND USE COMMISSION MEETING
MINUTES
September 9, 2021**

- 3.2 Staff report recommended: **CONSISTENT**
Staff recommended at hearing: **CONSISTENT**
ALUC Commission Action: **CONSISTENT (Vote 7-0)**
Motion: Richard Stewart
Second: Michael Geller
- ZAP1483MA21 – City of Menifee (Representative: Doug Darnell, Senior Planner)** – City of Menifee Case Nos. PLN21-0022 (General Plan Amendment), PLN21-0021 (Zone Change). The City is proposing its 6th Cycle Housing Element Update Project which includes updates to the Housing Element, Land Use Element, Safety Element, and addition of new Environmental Justice policies and programs, as well as rezoning parcels in conjunction with the proposed Housing Element update. More specifically, General Plan Amendment GPA PLN21-0022 would adopt the proposed changes to the Housing Element, Land Use Element, Safety Element, and Environmental Justice policies in compliance with State law. These changes would also include land use amendments to accommodate the HEU RHNA, land use amendments to the EDC-CC island parcels as part of EDC amendments and updates to land use policies within the City’s EDC areas as described above. Change of Zone ZC PLN21-0021 would rezone of parcels required to accommodate the HEU RHNA and rezone of EDC-CC island parcels as part of EDC amendments as described above. (Compatibility Zones D and E of the March Air Reserve Base/Inland Port Airport Influence Area, and Compatibility Zone E of the Perris Valley Airport Influence Area [Citywide]). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org
- 3.3 Staff report recommended: **CONSISTENT**
Staff recommended at hearing: **CONSISTENT**
ALUC Commission Action: **CONSISTENT (Vote 7-0)**
Motion: Michael Geller
Second: Art Butler
- ZAP1056RG21 – City of Riverside (Representative: Matthew Taylor, Senior Planner)** – City of Riverside Case No. PR2021-001058 (General Plan Amendment, Specific Plan Amendment, Zoning Code Amendment, Rezone). The City of Riverside is proposing to update its General Plan Housing Element to meet state law, and includes the following components: (1) adopting and implementing an update of the Housing Element of the Riverside General Plan 2025 for the 2021–2029 planning period; (2) adopting and implementing a Public Safety Element Update; (3) developing associated Environmental Justice Policies; and (4) updating the General Plan 2025, Zoning Code and Specific Plans to address the requirements of the 6th Regional Housing Needs Assessment (RHNA) cycle (Multiple Airport Compatibility Zones in the March Air Reserve Base/Inland Port Airport Influence Area, Riverside Municipal Airport Influence Area, and Flabob Airport Influence Area [Citywide]). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

4.0 PUBLIC HEARING: MISCELLANEOUS ITEMS

None

VIDEO:

2

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**AIRPORT LAND USE COMMISSION MEETING
MINUTES
September 9, 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, Project Director for the March (CUS) presented Power Point Slides regarding the Land Use Planning Cycle, prior studies and March ARB plans. He also shared a Google Earth Link showing the development around the March Air Reserve Base from 1984 to 2020. The purpose of this study is to look at the cumulative impacts one project at a time.

5.3 Commissioner Youmans Replacement – Michael Geller

Michael Geller, new ALUC Commissioner introduced himself to the Commission.

6.0 APPROVAL OF MINUTES

The Commission by a vote of 6-0 approved the August 12, 2021 minutes. Abstain: Michael Geller

7.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

Paul Rull, ALUC Director reminded the Commission of the Governor's Executive Order regarding Zoom meetings. Assuming there are no changes to the Governor's Executive Order, the next ALUC meeting scheduled on October 14, 2021, Commissioners are required to attend the meeting in person. Commissioner Richard Stewart introduced his new alternate Larry Froehlich to the Commission.

8.0 COMMISSIONER'S COMMENTS

Commissioner Betts welcomed both new alternates Geller and Froehlich to the Commission.

9.0 ADJOURNMENT

Chair Stewart adjourned the meeting at 10:19 a.m.

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VIDEO:

3

A video recording of the entire proceedings is available on the ALUC website at www.rcaluc.org. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org